



**SUBURBAN
RAIL LOOP
EAST**



Artist's impression

SRL East Structure Plan Clayton



**More Homes
For Victorians**



VICTORIA
State
Government

Acknowledgement of Country

Suburban Rail Loop Authority acknowledges the Traditional Owners of the land, sky and waters across Victoria and pays respect to their Elders past and present. We proudly recognise the strength and enduring connection to Country as the world's longest living culture and the profound wisdom, resilience, and contributions of First Peoples and their communities. We are committed to the ongoing journey of reconciliation by embedding self-determined Aboriginal ways of knowing and doing across the lifespan of the Suburban Rail Loop project.



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Clayton Structure Plan

Melbourne and Victoria's population is growing. By the 2050s, Melbourne will be home to almost 9 million people – a city the size of London today.

To accommodate this growth, the Victorian Government has launched its *Housing Statement* and a program of initiatives that will increase housing supply in new and established suburbs.

Suburban Rail Loop (SRL) will deliver more transport and more homes in Melbourne's middle suburbs where many people want to live – on the doorstep of world-class public transport, jobs, services and opportunities.

SRL will transform how people move around Melbourne and local areas. Coordinated and thoughtful planning in the neighbourhoods surrounding the SRL stations will support thriving and well-connected communities, fit for the future.

Clayton is already experiencing significant change and this will continue with the delivery of SRL. The resident and worker populations surrounding the new station at Clayton are forecast to approximately double by 2041.

A greater supply of quality and diverse housing choices are needed, with more workspaces to attract and retain businesses, and diversify the local economy.

This Structure Plan sets objectives, strategies and actions to properly manage future growth so it is appropriate and sustainable.

Consultation with local residents, businesses, councils and others over several years guided the preparation of this Structure Plan. Additional community feedback as part of the planning process, via submissions and public hearings, informed the final Structure Plan and associated Planning Scheme Amendment.

The Structure Plan will pave the way for future development and investment in the right places, enhancing the liveability and amenity of local neighbourhoods, while maintaining Clayton's distinctive character and making sure the full potential of SRL is realised.

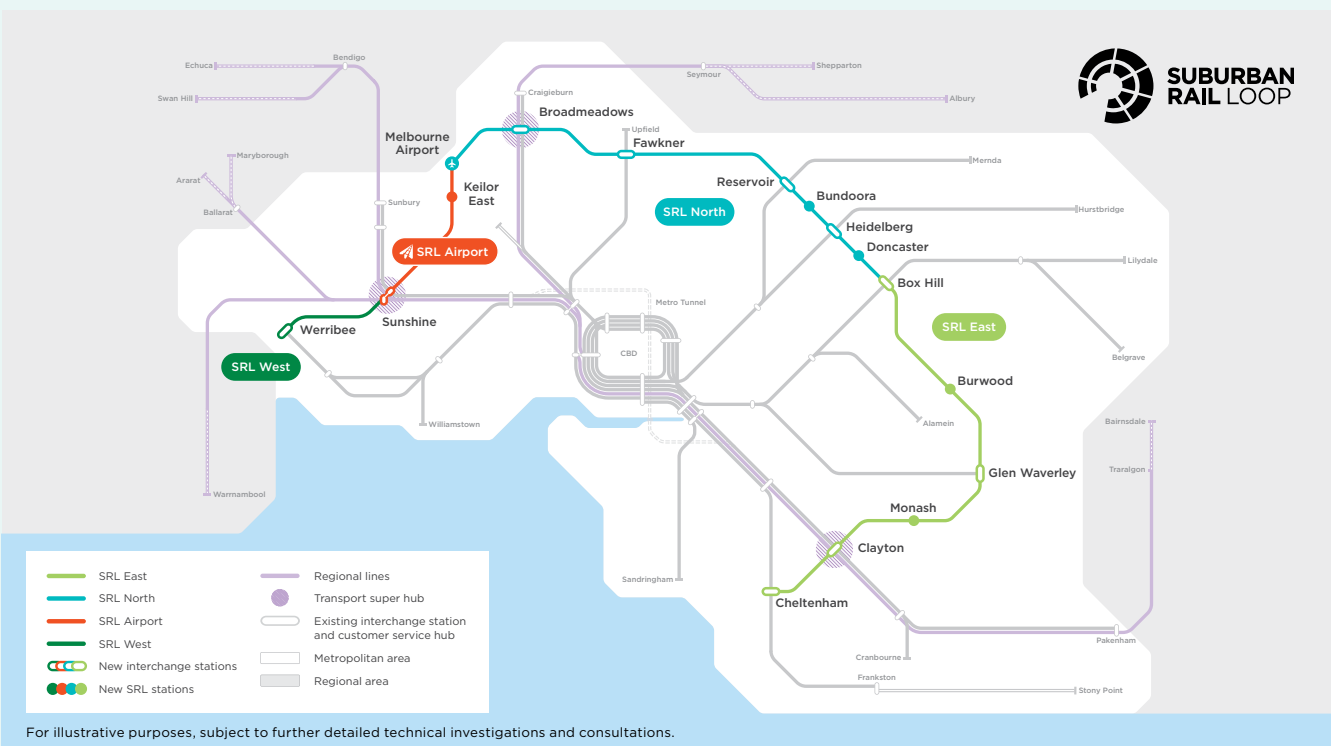


Figure 1: Suburban Rail Loop



Figure 2: Suburban Rail Loop SRL East

The Vision for Clayton

A benchmark for inclusive renewal, where diverse communities can live together and the world-leading health hub will deliver exceptional care.

Clayton will be a welcoming, eclectic and cosmopolitan district with a vibrant high street at its heart – infused with the character of great international food, independent traders and local creativity. With thoughtful planning and development, Clayton's growing centre will build on the area's existing character and community spirit. Its rich mix of activity will make it an interesting and attractive place to live, work and visit.

Creating sustainable neighbourhoods with more homes that provide greater choice for people of different ages and cultures means Clayton will remain an inclusive and vibrant place to live.

A program of urban enhancement will support Clayton as a welcoming, comfortable place with

a strong identity. It will be a greener, cooler place with new homes to support its students, health care workers, young professionals and families.

Clayton will evolve as a major employment and community services centre. Its world-leading health hub will deliver exceptional specialist services and patient care. The precinct area brings together research institutions, major hospitals and commercial enterprises, making it a place of entrepreneurial energy.

Clayton will be a great place for walking or cycling – and as a public transport super hub, there will be less reliance on vehicles to get around. Better connectivity will bring communities, cultures, businesses and services together in Clayton, strengthening its lively culture and creating more opportunities for everyone.



The Vision for Clayton was developed with local communities to set a clear aspiration for how Clayton will look in the years ahead. The Vision comprises this vision statement, a Conceptual Plan and an outline of how the Vision will be realised under the five themes of Enriching Community, Boosting the Economy, Enhancing Place, Better Connections and Empowering Sustainability. The Vision for Clayton was published in December 2024 and is available at suburbanrailloop.vic.gov.au/final-visions.

Conversations with the community

This Structure Plan reflects ongoing conversations with the community about how to make the most of SRL East and achieve the Vision for Clayton.

Suburban Rail Loop Authority (SRLA) adopted an 'inform and involve' approach to SRL East's development, seeking the views of residents, businesses, institutions, community organisations, local councils and others.

This approach helped to identify specific economic and employment opportunities in Clayton and to determine current and future community needs in relation to housing, services and community infrastructure. It also helped determine where and when development should occur in the neighbourhoods surrounding the SRL station and in ways that respond to community expectations, values and needs as Clayton grows and changes over time.



Overview of the Structure Plan

Structure Plan highlights

To achieve the Vision for Clayton, the Structure Plan sets objectives and strategies to guide the future form and function of the neighbourhoods around the SRL Station. The objectives are set out under five themes: Enriching Community, Boosting the Economy, Enhancing Place, Better Connections and Empowering Sustainability.



NEW HOMES AND MORE HOUSING CHOICES IN HIGH AMENITY LOCATIONS

More homes to support a growing population in well-designed, well-connected and high amenity urban neighbourhoods, with higher density housing in areas closest to the Transport Superhub

More housing types and sizes, including more social and affordable housing

Local commercial centres reinforced to give residents access to local services and amenities

New and upgraded community infrastructure to keep pace with growing resident and worker populations

Walkable access for residents to high-quality public open spaces.



A NEW TRANSPORT SUPERHUB AND BETTER TRANSPORT CONNECTIONS

A new Transport Superhub that will significantly improve access between Clayton, other parts of the city and regional Victoria

New walking and cycling connections, an improved local bus network, Green Streets and a new pedestrian and cycling link between Clayton and Monash – making it easier to move around Clayton and reach other destinations across Melbourne without needing to use a car

Low-traffic neighbourhoods that are safer and more enjoyable places to live

Clayton Road reimagined, with an expanded public realm and greater amenity for pedestrians while remaining an important north-south road link.



AN INTENSIFIED LOCAL ECONOMY AND MORE HIGH VALUE JOBS

An intensified and expanded Health neighbourhood, with additional space provided to sustain strong growth in the health sector and secure Clayton's role as a premier health, medical and research centre

An extended Clayton Road retail strip, with shops, cafes and restaurants at ground level and offices and apartments above contributing to a lively day and night-time economy

New commercial buildings and offices close to the SRL station, intensifying and diversifying the local economy and providing more high-value jobs close to where people live.



BUILDING CLIMATE RESILIENCE AND SUPPORTING A SUSTAINABLE COMMUNITY

Higher building design standards, including a 5-star Green Star Buildings rating for large non-residential buildings and multi-unit residential buildings

Innovative Integrated Water Management (IWM) prioritised in new developments and the public realm to support greening, reducing urban heat, and enhancing liveability

All new development to take actions to reduce embodied carbon and waste, and use resources more efficiently

A cooler, greener Clayton with more open spaces, shadier local streets, green corridors supported by IWM, more canopy trees, and building materials and green-blue infrastructure that support urban cooling.

Preparing the Structure Plan

This Structure Plan is based on a comprehensive program of research, engagement and consultation over several years.

This Structure Plan adopts a holistic approach to promote positive environmental, social, cultural and economic outcomes including consideration of transit oriented design, safer design, accessibility, sustainability and gender sensitive planning.

1.1 Purpose of SRL East Structure Plans

Structure Plans are an important part of Victoria's planning system.

A Structure Plan is a blueprint to guide how an area develops and changes over time. It sets out a vision, with objectives, strategies and actions to achieve the vision.

The vision considers community aspirations for a local area. This includes things the community would like to improve, as well as the characteristics people value and want to retain.

A Structure Plan describes how land use planning, growth and development will be managed in an appropriate and sustainable way. Matters covered include transport connections and car parking, housing and commercial development, community infrastructure, urban design, open space, water and energy management, climate resilience and sustainability.

A Structure Plan provides certainty for residents, businesses and developers by identifying the preferred locations and timing of future land uses, development and new infrastructure.

Statutory actions such as Planning Scheme Amendments are required to implement a Structure Plan. A Planning Scheme Amendment will be needed to implement the Clayton Structure Plan through the Monash and Kingston Planning Schemes.

Strategic actions such as partnerships with local councils and other authorities are also important for implementing a Structure Plan.

An integrated program

SRL is an integrated transport and land use program of works that will extend over 30 years. In addition to the rail line and stations, the SRL program includes planning guidance, new community infrastructure and partnerships across all levels of government and with the private sector to make sure the full benefits of SRL are realised. By integrating and staging transport, planning and infrastructure initiatives, SRL will support urban centres across Melbourne that offer high-quality lifestyles, housing and jobs close to public transport, services and other amenities. The Clayton Structure Plan is one component in this multi-decade, integrated program of investment.

STRUCTURE PLAN PRIORITIES

While each Structure Plan for SRL East is tailored to its local area, the plans share main strategic priorities.

More homes and greater housing choice	Structure planning for SRL East has a core focus on increasing the supply of housing to accommodate projected population growth in areas surrounding the SRL East stations. Housing provisions in the SRL East Structure Plans will also support the <i>Victorian Housing Statement</i> and contribute to the Victorian Government's target of building 800,000 homes in Victoria over the next decade.
More jobs closer to where people live	Access to convenient, reliable and frequent transport links underpins investment and economic activity. Each centre with an SRL East station already has thriving businesses and institutions that will continue to flourish with SRL's increased accessibility. As these areas evolve, they will attract new kinds of businesses and jobs.
Liveable and sustainable communities	SRL will revitalise Melbourne's middle corridor, catalysing centres of activity outside of the central city. Structure planning for SRL East has a strong focus on making sure these areas remain liveable, sustainable and attractive places and that they are enriched and enlivened by the addition of SRL infrastructure. This includes providing opportunities to develop walkable neighbourhoods where people can access most of their daily needs locally.

1.2 Structure Plan Area

This Structure Plan covers a clearly defined area around the SRL station at Clayton.

This is the area where most change and development will occur over the next decades.

The Structure Plan Area is within a wider Planning Area. The Planning Area was declared by the Minister for the SRL under the *Suburban Rail Loop Act 2021* (Vic).

Suburban Rail Loop Authority (SRLA) is a planning authority under the *Planning and Environment Act 1987* (Vic) in the Planning Area. SRLA can make Planning Scheme Amendments in the Planning Area, including in the Structure Plan Area.

The Planning Area and the Structure Plan Area are shown in Figure 3.

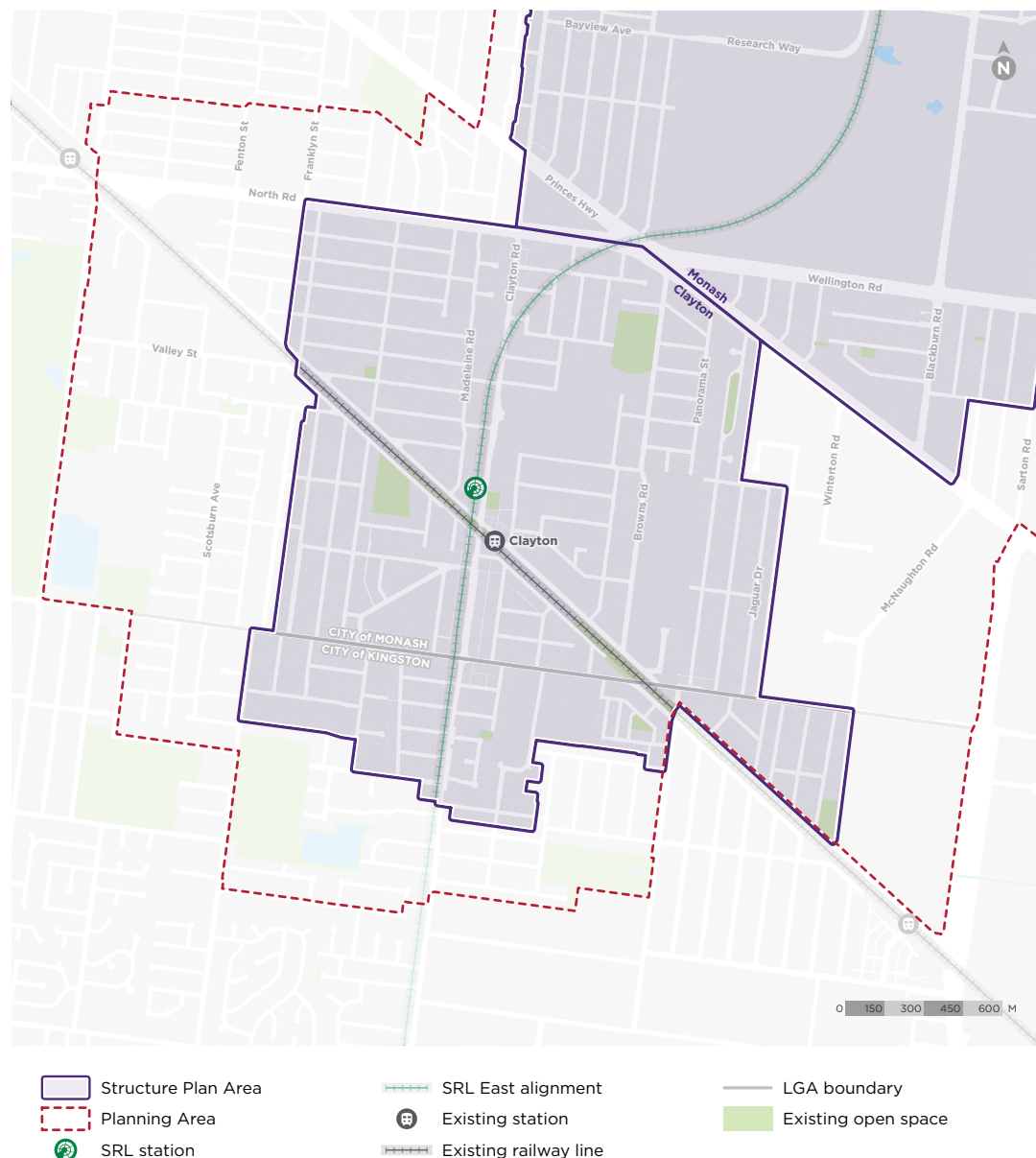


Figure 3: Clayton Structure Plan Area and Planning Area

1.3 Guide to Structure Plan documents

This Structure Plan provides the framework to guide growth and change in Clayton for the next 15 years, and establish a pattern for longer-term change.

The **Structure Plan** sets objectives, strategies and actions to achieve the Vision for Clayton. It is supported by an Implementation Plan and Planning Scheme Amendment.

The **Implementation Plan** provides the timing, pathways and responsibilities for delivering the actions in the Structure Plan. This includes key projects planned for the Structure Plan Area.

The **Planning Scheme Amendment** to the Monash and Kingston Planning Schemes is required to allow the actions set in the Structure Plan.

The **Clayton Background Report** summarises a suite of expert technical assessments that informed the preparation of the Structure Plan. The technical assessments cover matters including but not limited to housing, open space and community facilities, transport networks, water and energy management, and climate resilience.

Technical Reports set out the detailed findings of the expert technical assessments summarised in the Clayton Background Report.

This Structure Plan provides a framework for land use planning and development in Clayton:

Section 1	Describes the process for preparing the Clayton Structure Plan.
Section 2	Describes the context and existing conditions of Clayton.
Section 3	Describes the opportunities and challenges for Clayton.
Section 4	Provides the Vision for Clayton developed with community input.
Section 5	Sets objectives, strategies and actions under five key themes to achieve the Vision for Clayton.
Section 6	Defines the neighbourhoods in Clayton and their roles in achieving the Vision for Clayton.
Section 7	Sets out the steps to finalise and implement the Clayton Structure Plan.

1.4 Involving the community

Extensive engagement to inform SRL East structure planning has been underway since 2019.

Engagement has occurred with the community and businesses, local councils and others on how to make the most of the opportunities that SRL East will generate. Engagement sought to reach a broad range of people, with a specific effort to seek out diverse views.

Activities have included community information sessions, online surveys and submissions, community panels and face-to-face discussions.

Traditional Owners

SRL East is located on the traditional lands of the Wurundjeri Woi Wurrung people to the north and the Bunurong people to the south.

The Bunurong people of the Kulin Nation are the Traditional Owners and custodians of the Country covered by the Clayton Structure Plan Area, and we acknowledge their deep spiritual connection to the land, waterways and stories of this Country.

The Bunurong people are significant stakeholders in the planning of SRL East and preparation of the Clayton Structure Plan. Consultation with Bunurong Land Council Aboriginal Corporation has included the preparation of Cultural Values Assessments to reflect Aboriginal culture and connections to Country in SRL's overall urban design, and in the design of SRL East stations, plazas and open spaces.

Opportunities will be sought to represent Aboriginal cultural values, heritage and language in the Structure Plan Area. This includes in the design of public spaces, new walking and cycling infrastructure, community facilities, creative works, wayfinding, landscaped areas and streetscapes.

There will be ongoing engagement with the Aboriginal community living, working and learning in Clayton, and Traditional Owner knowledge and insights will continue to be embedded into all aspects of the design and delivery of SRL.



Suburban Rail Loop Community information leaflet

✓	SRL BUSINESS AND INVESTMENT CASE	2021
	The SRL Business and Investment Case set broad ambitions for each SRL station and its surrounding area. The Business and Investment Case provided a platform for early community discussions on how SRL East could generate positive change and development in local communities.	
✓	SRL EAST ENVIRONMENT EFFECTS STATEMENT	2022
	The SRL East Environment Effects Statement (EES) identified potential benefits and impacts during the construction and operation of SRL East rail infrastructure and proposed ways to avoid, minimise, offset or manage any significant effects. Community views were sought during preparation of the EES and formal submissions were received as part of the EES public exhibition and public hearings.	
✓	SRL PRECINCTS: DISCUSSION PAPER	August 2023
	The <i>SRL Precincts: Discussion Paper</i> sought community views on the aspirations for the areas surrounding the SRL East stations. Feedback was sought on the ambitions and priority outcomes set in the SRL Business and Investment Case.	
✓	DRAFT VISION	December 2023
	Community feedback on the <i>SRL Precincts: Discussion Paper</i> informed the development of a Draft Vision for Clayton. The Draft Vision identified what the community would like to improve in the local area and the characteristics people value and want to protect and maintain.	
✓	KEY DIRECTIONS	April 2024
	Key Directions for the area surrounding the SRL East station at Clayton were developed. These were based on the Draft Vision and were tested with community groups, local councils and other stakeholders.	
✓	FINAL VISION	December 2024
	The Final Vision for Clayton was prepared. The Final Vision incorporates feedback from the community, local councils and others during preparation of the Draft Vision, Key Directions, Background Report and Technical Reports.	
✓	DRAFT STRUCTURE PLAN	March to December 2025
	The Draft Structure Plan, accompanied by the Draft Implementation Plan, Draft Planning Scheme Amendment and associated background and technical reports, was released for public exhibition. Public submissions were invited in respect of these documents, with further opportunities for local councils, community groups and others to present submissions on referred matters at public hearings.	
✓	STRUCTURE PLAN	February to June 2026
	Community and stakeholder input provided through the planning process informed preparation of the final Structure Plan and associated documents.	

Introducing Clayton

The Bunurong people of the Kulin Nation are the Traditional Owners of the Country that the Clayton Structure Plan Area covers.

The Clayton Structure Plan Area is within the cities of Monash and Kingston, about 17 kilometres south east of Melbourne's CBD.

2.1 Historical context

The Bunurong people of the Kulin Nation occupied Country the Clayton Structure Plan Area is located on for more than 65,000 years before contact with Europeans.

The Bunurong way of life in this area saw family groups travelling through Country for ceremonial gatherings, marriage, trade and the settling of disputes. Natural landscape features served an important function as markers of clan boundaries and locations for gatherings and ceremonies. Movement of Aboriginal people through Country also occurred seasonally in response to the availability of resources.

The township of Clayton developed very slowly around Clayton Road where it intersects with Centre Road. Sand pits, market gardens and flower farms were abundant in the mid-19th century.

The gold rush of the 1850s and associated land boom of the 1880s led to the rapid expansion of the rail network, with Clayton Station opening in 1891.

Following World War II, Clayton began to develop more intensively. Major roads and public resources, such as pools and auditoriums, were constructed. Monash University opened its Clayton campus in the nearby Monash Precinct in 1961, bringing an influx of people, which saw retail, residential and commercial development increase in the surrounding area.

Monash Medical Centre opened in 1987 leading to further allied health services, specialist facilities and medical research institutes opening in the surrounding area. This includes the Hudson Institute of Medical Research, a leading Australian medical research institute that formed in 2014, and Monash Children's Hospital, which opened in 2017.

In recent years, Clayton has seen incremental intensification. Large sites, such as the PMP Printing Site, have been vacated for redevelopment. Higher density residential developments, such as Jackson Green, are occurring close to the centre of Clayton.

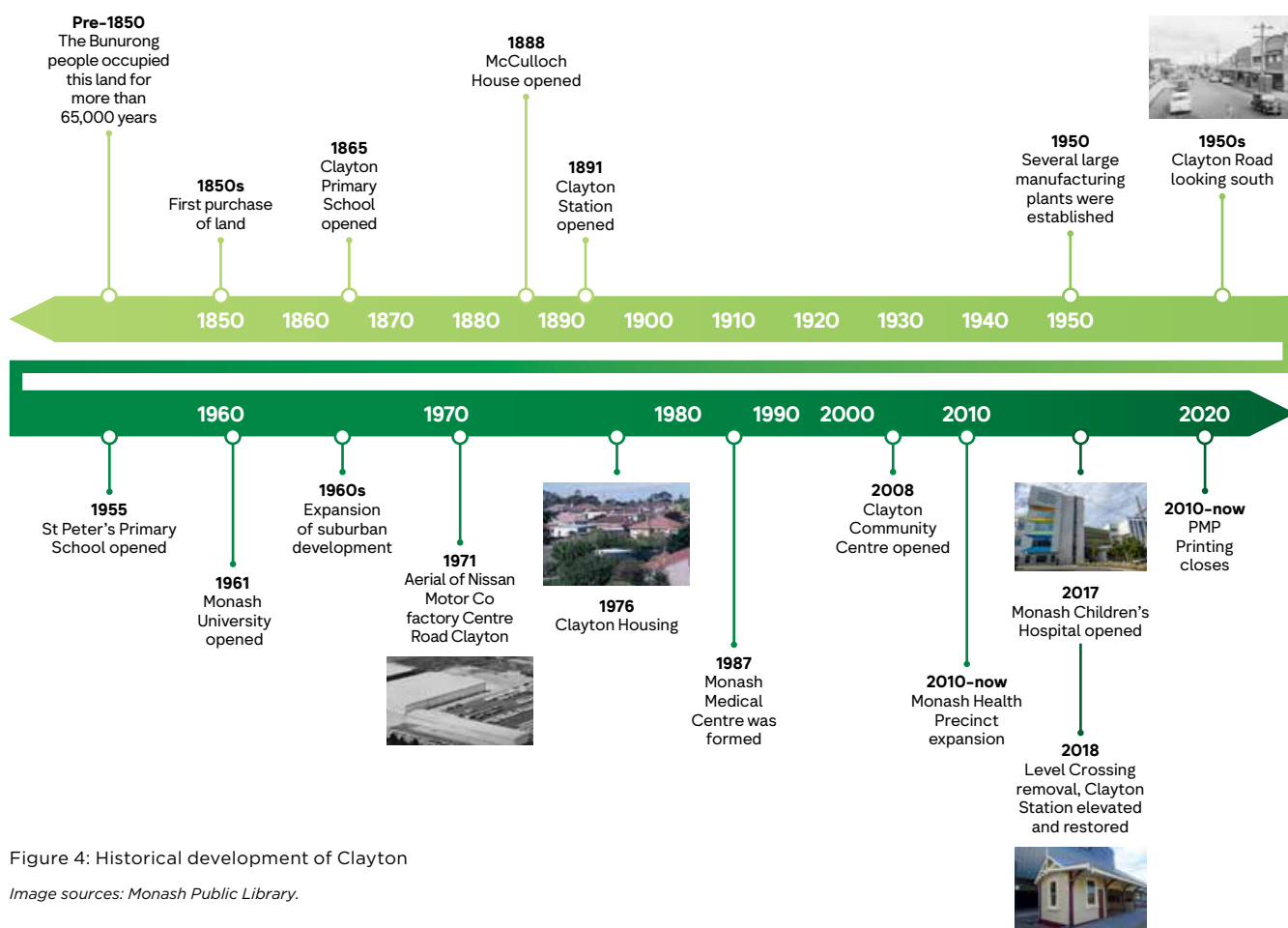


Figure 4: Historical development of Clayton

Image sources: Monash Public Library.

2.2 Context

Clayton plays a key role in metropolitan Melbourne, forming part of an established core of leading education, health, research and commercial activities.

Clayton's world-leading health and medical facilities play a vital role in Victoria's health system, serving local and regional catchments, and supporting the state's reputation as a centre for excellence in medical research.

Clayton is already an accessible destination. The existing Clayton Station is on the Cranbourne / Pakenham Line connecting to the CBD, and on the regional Gippsland Line (V/Line). Clayton sits at the axis of major north-south and east-west road corridors that connect to the broader state-wide road network, including Monash Freeway. The Princes Highway runs through the area to the north-east, providing a connection to Melbourne's CBD.

Large open spaces, including Fregon Reserve and Meade Reserve and the shared use Djerring Trail, are popular sports and recreational assets used by people from across the broader region.

Figure 5 shows the location of the Clayton Structure Plan Area and the SRL East alignment.

Figure 6 shows key transport routes, land uses and community facilities in the Structure Plan Area.

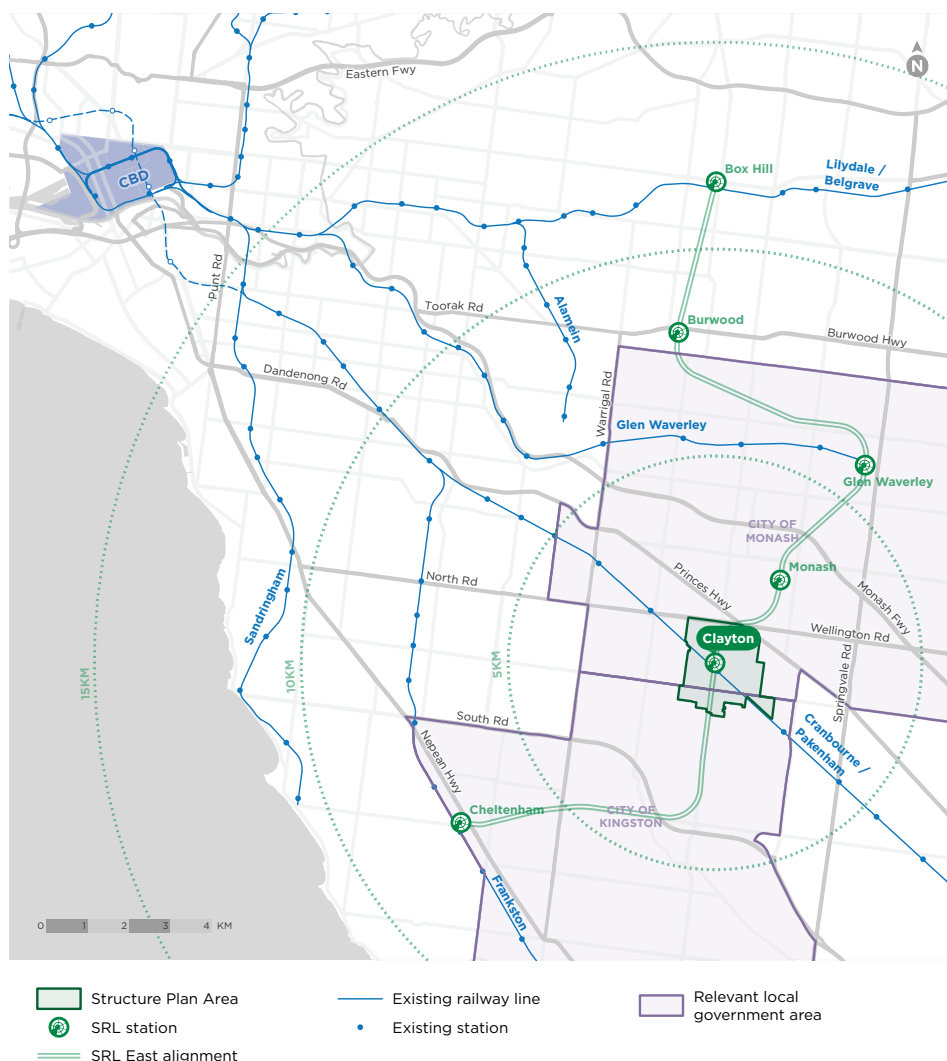
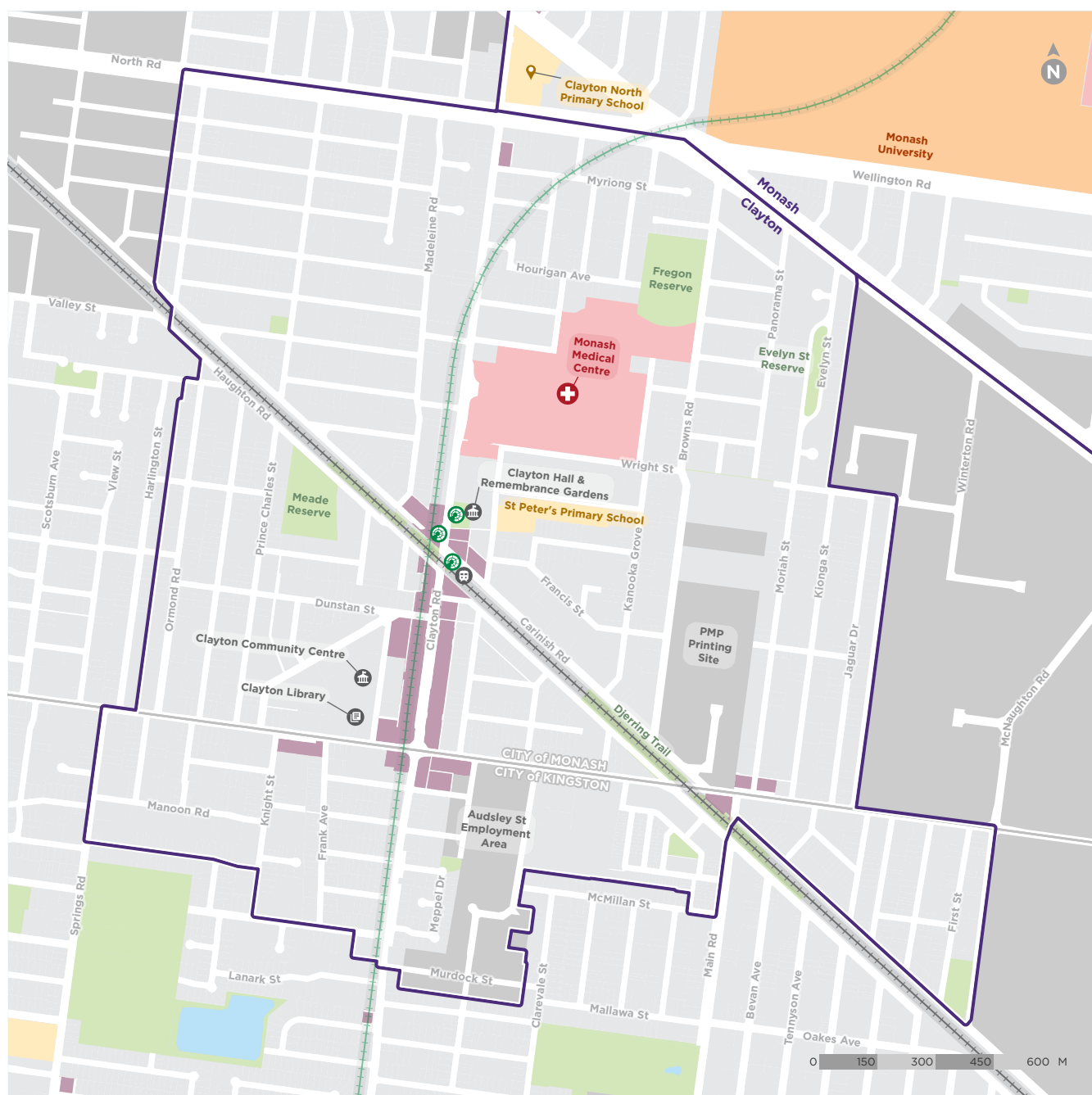


Figure 5: Location of Clayton Structure Plan Area



- | | | |
|--------------------------|----------------------------------|------------------------|
| Structure Plan Area | Primary or secondary school | Existing open space |
| SRL station access point | Tertiary or vocational education | Hospital |
| SRL East alignment | Retail or commercial area | Key community facility |
| Existing station | Employment area | Library |
| Existing railway line | Health area | |
| LGA boundary | | |

Figure 6: Local context plan

2.3 Community snapshot

Clayton is one of Melbourne's most cosmopolitan and culturally diverse communities, with a significantly higher proportion of overseas-born residents than the Greater Melbourne average: 71 per cent compared to 37 per cent.

The population is also younger compared to the rest of the city, reflecting a large tertiary student population.

From 2016 to 2021, the number of dwellings within the Structure Plan Area increased an average 3.1 per cent each year, with medium density dwellings such as units and townhouses, now accounting for around half of all housing types. The Structure Plan Area has a high proportion of rented dwellings (55 per cent) – nearly double the Greater Melbourne benchmark of 31 per cent.

Clayton's economy is strongly influenced by the presence of Monash Medical Centre and adjacent health facilities. Almost 71 per cent of the Structure Plan Area's 12,700 workers are employed in the health care and social assistance sector.

The health, education and knowledge-intensive sectors have been growing steadily over the past decade, while employment in industrial sectors, such as manufacturing and wholesale trade, continues to decline.



14,200
Structure Plan
Area residents
(2021)



25-39 years
Median age



22%
Lone person
households



23%
Couple
households



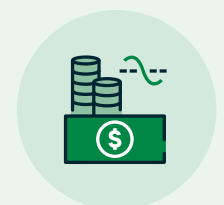
22%
Families with
children



34%
Other family
group and other
households



71%
Born overseas



\$104,624
Household
average
annual income

Planning for a growing and changing Clayton

SRL East will generate substantial change in Clayton over future decades.

This Structure Plan seeks to manage this change in an appropriate and sustainable way.

3.1 More homes and greater housing choice

The resident population in the Clayton Structure Plan Area is forecast to almost double by 2041. More housing and more housing choices will be needed.

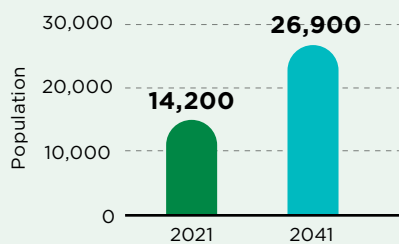
More people

The population of the Clayton Structure Plan Area is forecast to grow from 14,200 in 2021 to 26,900 by 2041.

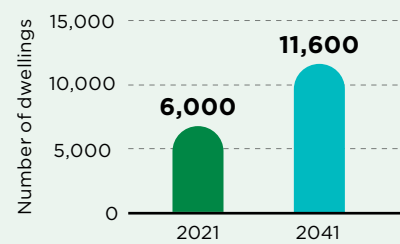
More homes

An extra 5,600 dwellings are needed to accommodate this growth.

Population (2021-2041)



Dwellings (2021-2041)

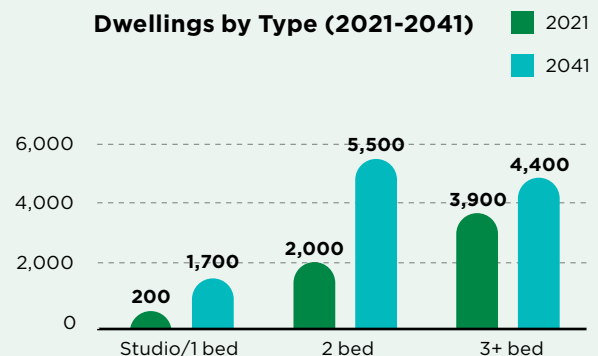


Sources: ABS Census of Population and Housing (2021) and SRL Business and Investment Case 2021 (2041 estimate).

More diversity

In 2041, two-bedroom dwellings will be the most common dwelling size in Clayton, with projected growth to around 5,500 dwellings. An increased supply of all dwelling sizes across a range of housing types, including apartments and townhouses, is expected to be required to meet the needs of the future community.

Dwellings by Type (2021-2041)



Source: Clayton Housing Needs Assessment 2025.



A core focus on housing

Access to diverse, high-quality and affordable housing is essential for Melbourne's continuing productivity, liveability and social equity. However, housing is in short supply. Planning for SRL East provides a unique opportunity to improve housing affordability and increase housing choice in well-connected locations throughout Melbourne.

To meet the housing targets outlined in *Victoria's Housing Statement*, the Victorian Government has proposed specific housing targets for each local government area. The four municipalities along the SRL East rail line have a combined target of 227,500 new homes by 2051. The Structure Plans for SRL East provide for 24,500 new homes by 2041, and more than 70,000 new homes over the next 30 years.

This increase in housing supply will provide more quality homes near transport, jobs and services and deliver more affordable housing in Melbourne's established middle suburbs. This reduces outer suburban sprawl, relieves pressure on roads and ensures services (such as jobs, health care, education and recreation activities) are only a short walk or bike ride from home.

More information about *Victoria's Housing Statement* is provided at vic.gov.au/more-homes.

3.2 More jobs closer to where people live

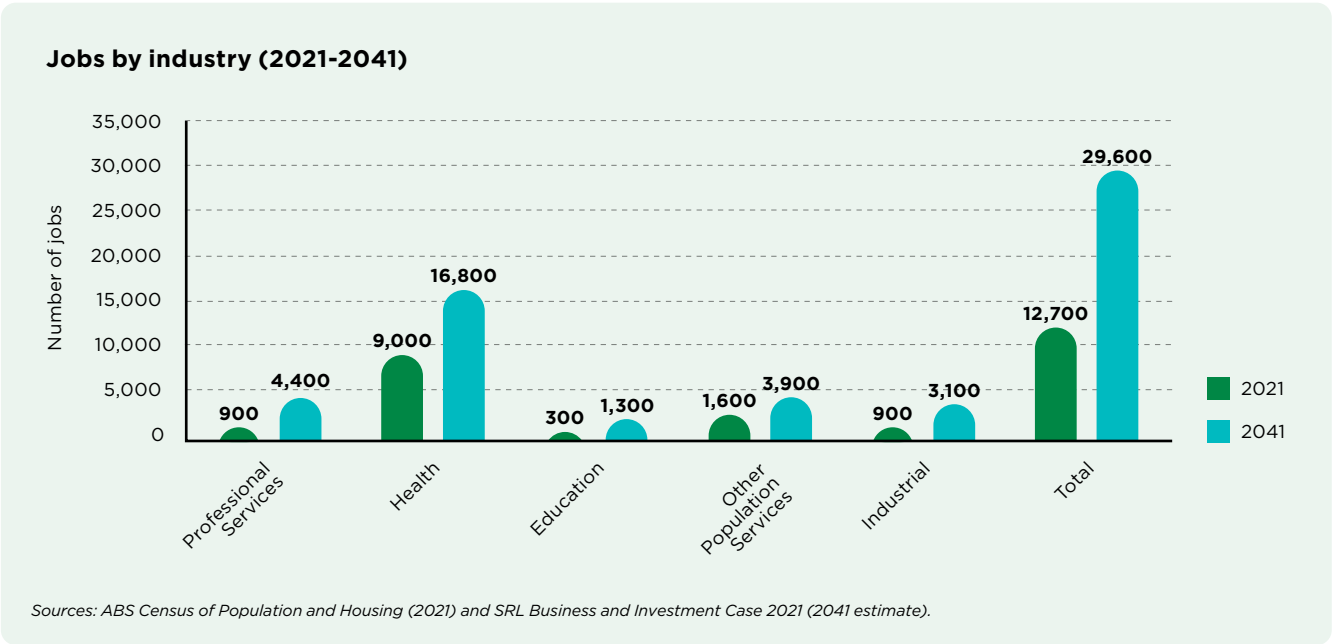
SRL East will generate jobs growth in the Clayton Structure Plan Area. The health sector will remain the biggest employer, with significant growth forecast for the next 15 years.

More health-related spaces are needed to support this growth. This includes specialist consulting rooms and clinics, allied health services and medical research facilities.

Demand for office space will increase, along with retail and health-related floor space.

Jobs in the Structure Plan Area are forecast to grow from 12,700 in 2021 to 29,600 by 2041.

Significantly more office and health floorspace will be needed as well as worker accommodation, particularly near Monash Medical Centre.



3.3 Liveable and sustainable communities

Clayton's growing population will need new community facilities and a central area that is walkable, well-connected and less car-dominated.

Upgrades to existing facilities will be needed, along with new facilities and more open spaces.

Reducing reliance on the car with a shift to active travel will be a focus. Improving and better integrating public and active transport connections will make the most of the increased accessibility that SRL East will deliver.

Clayton will need to build resilience to a changing climate and support more sustainable lifestyles and communities. Challenges include managing the heat from hard surfaces and optimising energy and water resources. Strategies for resilience should involve supporting active and zero emissions transport, innovative water sensitive design, protecting and increasing tree canopy coverage, and powering more buildings with renewable energy.



Water Sensitive Urban Design (WSUD) incorporated into mid-rise apartment development

The Vision for Clayton

A Vision for Clayton underpins this Structure Plan.

The Vision was developed in consultation with the community, the cities of Monash and Kingston and others.

4.1 Vision

A benchmark for inclusive renewal, where diverse communities can live together and the world-leading health hub will deliver exceptional care.

Clayton will be a welcoming, eclectic and cosmopolitan district with a vibrant high street at its heart – infused with the character of great international food, independent traders and local creativity. With thoughtful planning and development, Clayton's growing centre will build on the area's existing character and community spirit. Its rich mix of activity will make it an interesting and attractive place to live, work and visit.

Creating sustainable neighbourhoods with more homes that provide greater choice for people of different ages and cultures means Clayton will remain an inclusive and vibrant place to live.

A program of urban enhancement will support Clayton as a welcoming, comfortable place with a strong identity.

It will be a greener, cooler place with new homes to support its students, health care workers, young professionals and families.

Clayton will evolve as a major employment and community services centre. Its world-leading health hub will deliver exceptional specialist services and patient care. The precinct area brings together research institutions, major hospitals and commercial enterprises, making it a place of entrepreneurial energy.

Clayton will be a great place for walking or cycling – and as a public transport super hub, there will be less reliance on vehicles to get around. Better connectivity will bring communities, cultures, businesses and services together in Clayton, strengthening its lively culture and creating more opportunities for everyone.



Figure 7: Artist impression of Clayton in the future. Indicative for illustrative purposes

4.2 Realising the Vision

The Vision sets the longer-term aspiration for Clayton.

The Vision is represented conceptually in Figure 8. This Conceptual Plan shows the main land uses and their locations in the Structure Plan Area, and where the most significant change is expected.

More work may be needed to plan for change outside the Structure Plan Area, but within the broader Planning Area, to achieve the Vision for Clayton.

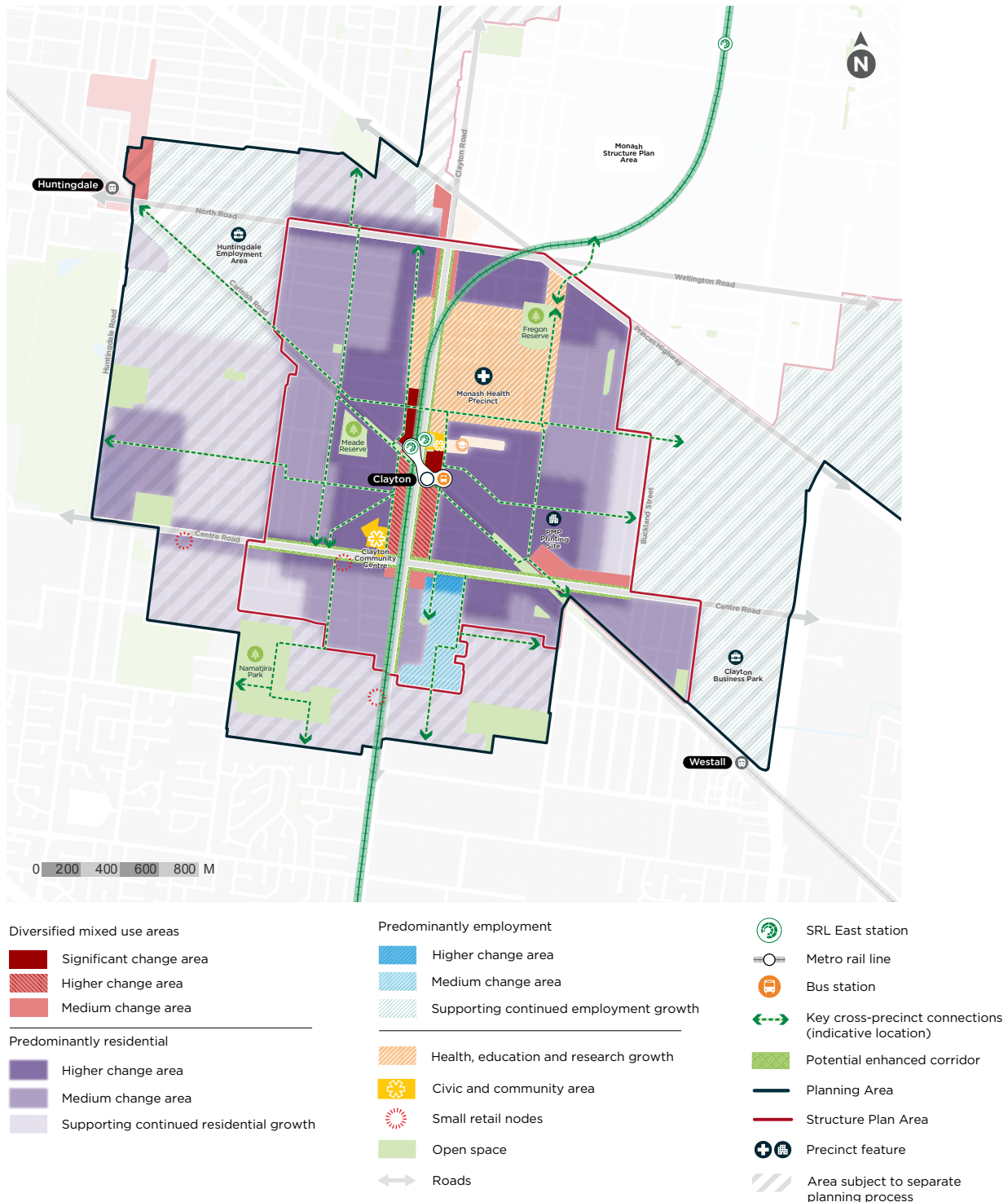


Figure 8: Clayton Conceptual Precinct Plan

4.3 Distinct neighbourhoods, tailored approaches

The Clayton Structure Plan Area is divided into five distinct neighbourhoods defined by their unique characteristics and attributes.

Each neighbourhood is described below and its location is shown in Figure 9.

Section 6 of this Structure Plan sets out tailored planning approaches to guide the development and character of these neighbourhoods.

A. Clayton Central

Clayton's retail, commercial and civic heart, anchored by the SRL station and Transport Superhub – a lively, high density neighbourhood with housing, shops, offices and dining and entertainment options that is a sought-after urban community to live and work in.

D. Inner East

Redeveloped residential area with higher density apartments in a leafy setting and a high level of access to services and jobs in the adjoining Clayton Central, Health and Clayton South neighbourhoods.

B. Health

Intensified and expanded health, medical and research neighbourhood and a high amenity place to work and visit.

E. Dunstan

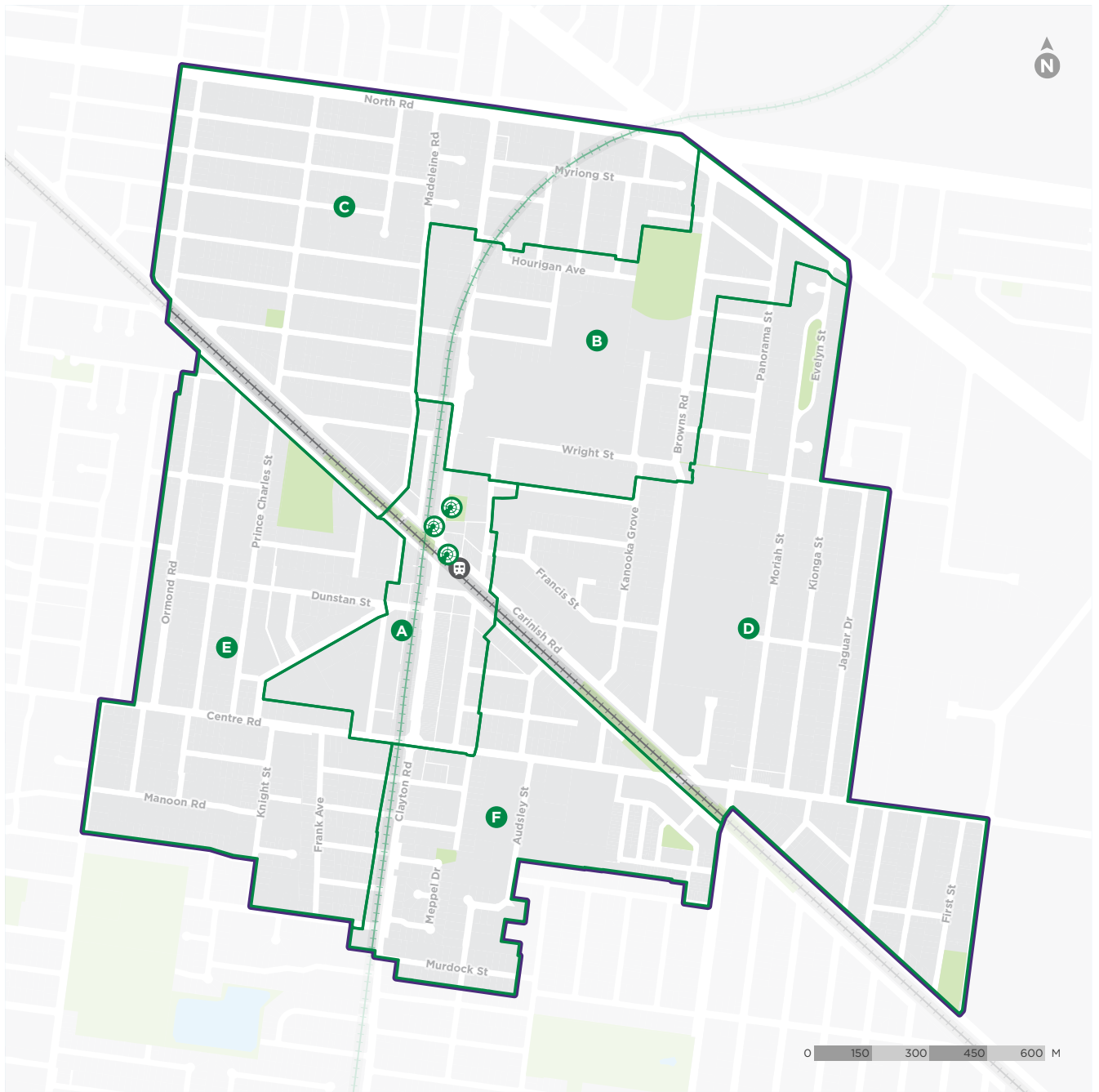
Higher density mainly residential neighbourhood focused around an upgraded Centre Road, with diverse housing options and an expanded mix of retail, hospitality, services and amenities.

C. Flora Road

Low-traffic mixed-use neighbourhood with higher density housing supported by a vibrant street life, Green Streets, new open spaces and walking and cycling links.

F. Clayton South

Mixed-use employment hub with some residential pockets, offering more high-value knowledge-intensive jobs in a re-energised area with new shops, services and cafes.



- | | | |
|--------------------------|-----------------------|---------------------|
| Structure Plan Area | SRL East alignment | Existing open space |
| Neighbourhood | Existing station | |
| SRL station access point | Existing railway line | |

Figure 9: Clayton neighbourhoods

Strategic response

This Structure Plan sets objectives, strategies and actions under five key themes to achieve the Vision for Clayton.

5.1 Land Use Plan

Encouraging the right land use will support growth and development in the Structure Plan Area.

The Land Use Plan shown in Figure 10 identifies priority land uses and their locations across the Structure Plan Area. The roles of each land use are described in the table below.

While land uses in addition to those shown in Figure 10 will be supported, the planning settings will encourage the priority land uses.

LAND USE	FUTURE ROLE
Housing	Residential growth will be encouraged with a focus on areas near the amenity and accessibility offered by Clayton Central, and along key movement corridors. Some community and local population-serving uses will be supported, particularly along key movement corridors.
Mixed use	A mixed-use area in the north-east of the Health neighbourhood will provide opportunities for smaller-scale health services, local employment and housing growth. Locations close to Clayton's existing commercial areas will support housing growth and a greater mix of uses to support local living.
Commercial	The vibrant, fine grain character of the Clayton Road shopping strip will be retained. Retail and hospitality will be prioritised at ground floor level, with office and residential uses above. Around the SRL station, offices, retail and residential will be encouraged and offices will be prioritised.
Health priority	A designated health priority area will prioritise hospital and health uses and deliver health related employment floorspace. Complementary uses, such as offices, education and research, food and beverage, and worker amenities, will be encouraged. Residential growth will be limited.
Employment	The Audsley Street Employment Area will continue to support employment growth. More amenities, including cafes, small shops and an enhanced public realm, will attract more knowledge-based businesses and small offices as the area shifts away from traditional industrial uses.
Civic, community and cultural	The Clayton Community Centre and Clayton Hall will continue to provide important community spaces for a growing population.
Education	St Peter's Primary School will continue to provide local primary school education.
Public open space	Meade Reserve, Fregon Reserve, Meppel Drive Reserve and Remembrance Gardens will be retained and enhanced.

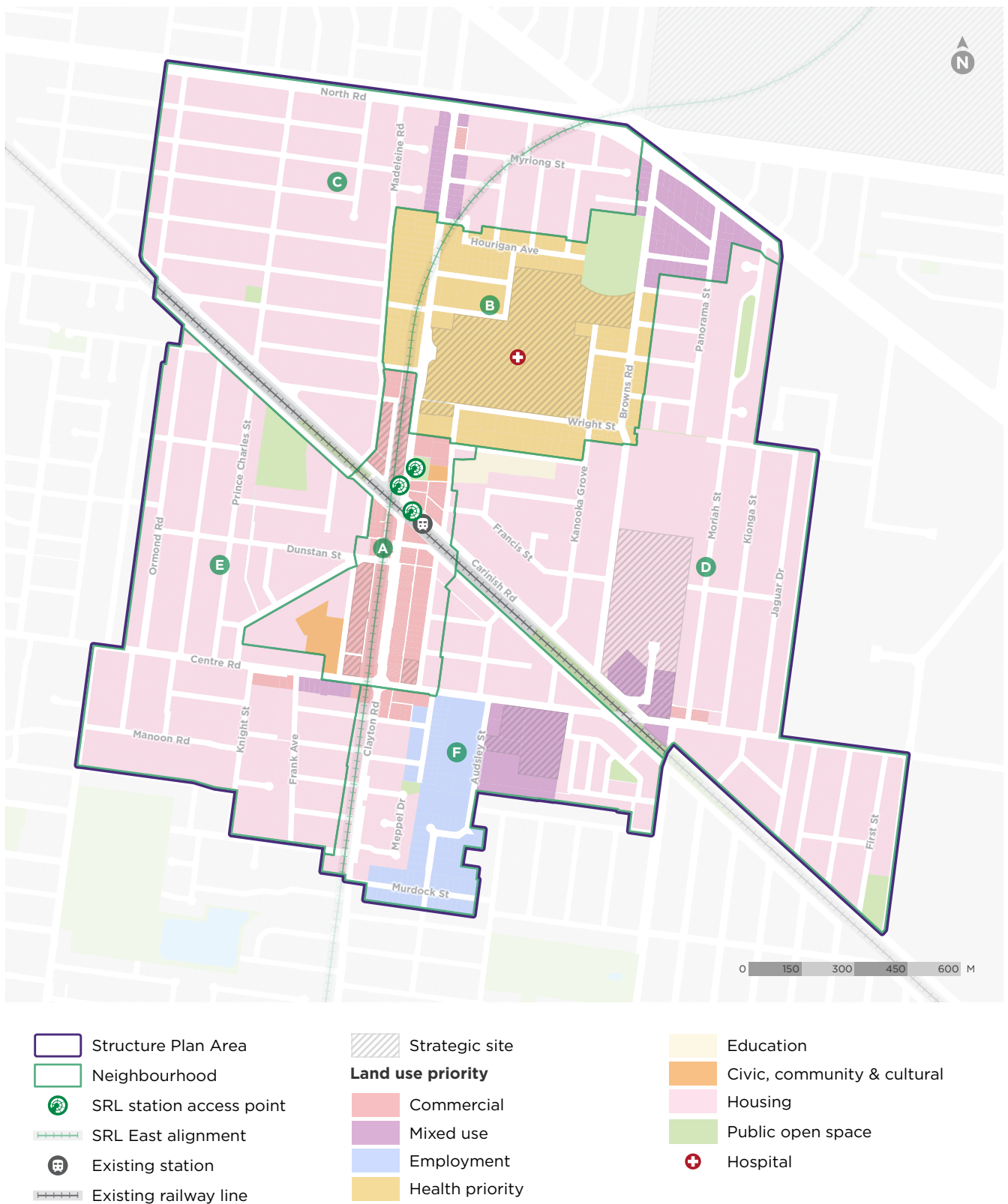


Figure 10: Land Use Plan

5.2 Structure Plan themes

Five themes underpin SRL East structure planning. A set of objectives, strategies and actions under each theme seeks to achieve the Vision for Clayton. Each action will implement one or more of the strategies.



Enriching Community

Creating high amenity neighbourhoods with more homes and more options to live, work and study locally.

Boosting the Economy

Building on Clayton's unique assets and strengths to support a world-leading health hub and attract new knowledge-intensive jobs.



Enhancing Place

Planning vibrant, lively and high-quality public spaces that reflect Clayton's cosmopolitan identity.

Better Connections

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



Empowering Sustainability

Giving Clayton the tools and strategies to adapt to and mitigate the effects of climate change and make the transition to zero net carbon emissions.

5.3 Enriching Community

Clayton has strong foundations to become a healthier, more inclusive place as the local population grows.

Diverse types, sizes and tenures of housing will increase the housing supply including for lower income households and students.

New and upgraded infrastructure and facilities will meet different community needs and support community wellbeing.





Objective 1

Celebrate, protect and interpret Aboriginal cultural values

Structure planning can highlight Clayton's rich cultural history and create spaces that support the ongoing interpretation and sharing of cultural values. Celebrating Aboriginal voices, history and culture – and incorporating Caring for Country

principles in the planning, design and development of places – can help to shape Clayton in ways that honour its Aboriginal heritage and are inclusive of contemporary Aboriginal culture and values.

Strategies

- Recognise, celebrate and interpret cultural heritage and storytelling in the design of public spaces. Use local Aboriginal language and names in public spaces (such as streets, parks and public buildings) in consultation with Traditional Owners who hold language as a non-tangible cultural heritage asset.
- Collaborate with Traditional Owners to identify and restore areas of Country in need of healing, promoting decision-making that respects the principles of self-determination.
- Encourage indigenous planting on public and private land to strengthen Aboriginal cultural connections to place.
- Encourage the consideration of Aboriginal cultural needs in the design of institutional buildings, social and affordable housing, and student accommodation.
- Identify opportunities to improve Aboriginal economic outcomes.
- Improve Aboriginal wellbeing by having culturally safe places to gather. Consider opportunities for these to be integrated with community infrastructure planning.

Actions

1. Engage with Traditional Owners and the Aboriginal community throughout SRL East structure planning and delivery.
2. Partner with Traditional Owners in the design of new public spaces and to identify opportunities to restore the local natural environment.
3. Investigate the inclusion of spaces in community facilities designed for and with Traditional Owners and/or relevant Aboriginal community service providers.
4. Actively work towards achieving Victorian Public Service and agreed contractor Aboriginal employment targets with a focus on local Aboriginal communities.
5. Identify opportunities for the advancement of Aboriginal employment outcomes and procurement opportunities when developing an SRL East Economic Development and Investment Framework that supports sustainable economic growth, employment and investment attraction across the SRL East corridor.

Objective 2

Facilitate the growth of high-quality housing

An extra 5,600 dwellings will be needed in the Clayton Structure Plan Area as the population grows to 26,900 people.

Medium density and higher density housing will be encouraged in areas close to amenities, jobs and transport.



Future housing growth

Three relative levels of housing growth are identified: significant, high and medium.

- **Significant housing growth:** Areas identified for significant housing growth are concentrated around the SRL station. These areas will generally accommodate the tallest, highest density mixed-use developments.
- **High housing growth:** These areas can accommodate higher density apartment developments. These areas are generally located near centres of activity and public open spaces, and along key movement corridors, including North Road, Clayton Road and Centre Road.
- **Medium housing growth:** These areas will evolve to support medium-scale developments, primarily mid-rise apartments on consolidated lots.

Strategies

- Distribute housing growth across the Structure Plan Area by:
 - Encouraging significant housing growth in areas with the best access to jobs, transport, services and amenities centred around the new SRL station (see Figure 11)
 - Encouraging high housing growth along movement corridors, in areas closest to amenities and between major destinations including the new SRL station, the former PMP Printing Site and the Health neighbourhood (see Figure 11)
 - Encouraging medium housing growth in established residential areas (see Figure 11).
- Discourage the underdevelopment of lots, ensuring that opportunities for new homes are maximised.
- Encourage the redevelopment and intensification of strategic sites (see Figure 11).

Actions

1. Amend the planning scheme to support significant, high and medium housing growth in areas shown in Figure 11.



Medium scale housing (Photo by Breathe Architecture)



Medium-scale housing and open space

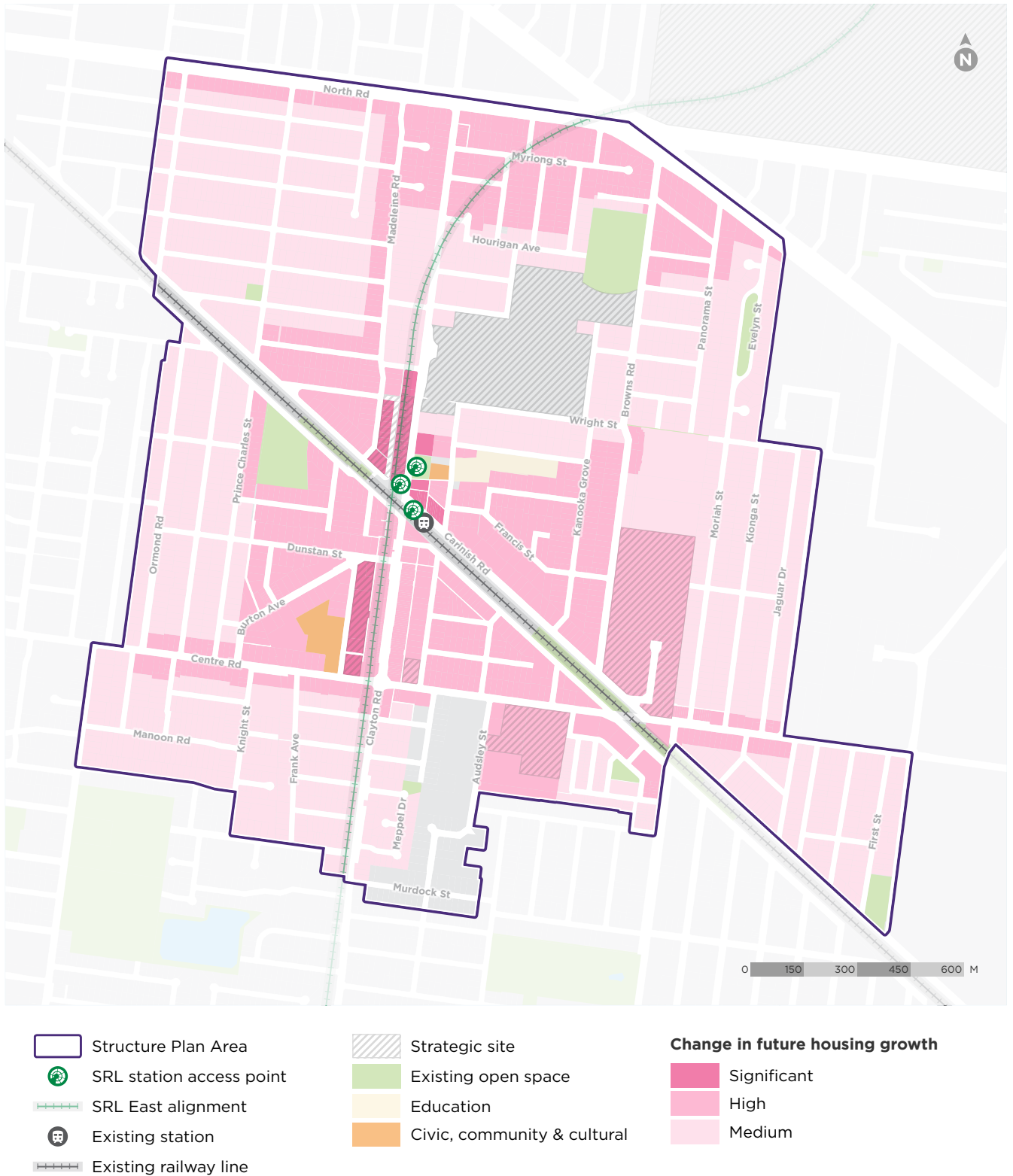


Figure 11: Enriching community plan - Housing



Objective 3

Encourage a range of housing sizes and tenures to meet the needs of future households

Clayton's future population will need more housing choices. The Structure Plan Area has a younger demographic, with many being students. More student housing and built-to-rent group housing will be needed, with a focus on apartment living.

Larger apartments will cater to families and more aged care and retirement living will allow residents to stay in their suburb.

Strategies

- Facilitate the delivery of a variety of dwelling sizes and types that provide housing choice for a range of households.
- Create opportunities to deliver residential aged care and independent living facilities within easy walking distance of Clayton Central to enable people to age-in-place.
- Encourage the development of inclusive, well-designed and accessible housing to meet the needs of all people.
- Support new and emerging housing models, including built-to-rent, co-living and other innovative responses that can help to foster a diverse housing market.
- Encourage housing that complements the health and employment role of the Structure Plan Area by focusing on housing for workers, assisted living arrangements and hotels for visitors and patients.
- Encourage the development of varied accommodation types including purpose-built student accommodation in locations within walking distance of Monash University's Clayton campus and the SRL station.

Actions

1. Amend the planning scheme to encourage a diversity of housing types and sizes to be delivered across the Structure Plan Area.



Social and affordable housing development. Shiel Street, North Melbourne

Objective 4

Increase the supply of social and affordable housing

There is an unmet and growing need for affordable housing, including social housing in Clayton.

Clayton houses specialist workers, particularly those involved in healthcare, as well as a high student population. More housing for people on low and moderate incomes is needed.

As Clayton evolves, it should continue to be a place where people on very low, low and moderate incomes are able to live.

More affordable housing is needed to meet a broad spectrum of housing needs and to support a diverse community.

Strategies

- Encourage the provision of affordable housing on strategic sites and areas identified for significant and high housing growth, in alignment with Victorian Government policy.
- Ensure the diversity (measured by number of bedrooms) of affordable housing reflects the diversity of proposed market housing within the same development.
- Ensure that affordable housing is constructed to the same standard as market housing within the same development.
- Encourage and support the delivery of new, innovative and/or alternative affordable housing models.
- Encourage the provision of social and affordable housing on government-owned land.

Actions

1. Amend the planning scheme to encourage the provision of affordable housing on strategic sites and areas identified for significant and high housing growth.

Objective 5

Reinforce existing local centres to provide a key element of Clayton's neighbourhoods

While the Clayton Central neighbourhood will continue to be the primary location in the Structure Plan Area for retail and hospitality services, existing local centres will supplement the role of the Clayton Road retail strip.

These centres will continue to support living locally by providing services and amenities such as post offices, cafes and small shops. Some opportunities for small-scale food and beverage businesses will expand the number and range of these amenities for residents and workers.

Strategies

- Within local centres, retain and encourage a mix of local population serving uses, such as:
 - Retail services and goods (newsagent, bakery, supermarket)
 - Local entertainment facilities (cafes and restaurants)
 - Local health services and facilities.
- Ensure that within established local centres, retail and commercial uses are prioritised at lower levels, and that new housing or mixed-use development is complementary to this primary role.
- Ensure the majority of new retail floorspace is delivered in the Clayton Central neighbourhood to concentrate activity in a consolidated core.
- Support small-scale food and beverage and convenience outlets within the ground floor of new developments, where their introduction would support the local community.

Actions

1. Amend the planning scheme to:
 - Ensure that within established local centres, retail and commercial uses are prioritised at lower levels, and that new housing or mixed-use development is complementary to this primary role
 - Allow small-scale food and beverage and convenience outlets within the ground floor of some new developments, where their introduction would support the local community.

Objective 6

Provide an enhanced and accessible network of community infrastructure that meets the needs of the future community

Clayton's existing role as a major civic and community hub provides a great base to build on to meet the needs of its future population. Existing community centres and facilities already experience strong demand.

Facilities include the co-located Clayton Community Centre, Clayton Library and the Aquatics and Health Hub south west of Central Clayton. Clayton Hall is located north east of Clayton Central.

New and enhanced community infrastructure in these highly accessible locations needed to meet the demand generated by Clayton's strong future population growth should be adaptive, multi-purpose and co-located where possible.



Site selection principles for new community infrastructure

SRLA has developed the following principles to guide the identification of community infrastructure sites in the Structure Plan Area:

- Priority should be given to sites that are:
 - centrally located and maximise walking, riding and public transport networks that foster healthy communities.
 - located in an activated area, where other community infrastructure, retail or other amenities are provided.
- A site should:
 - contribute to the network of local community infrastructure
 - have capacity to accommodate flexible and vertical building design and meet changing needs over time
 - have, or be anticipated to have, potential to be available and developable for community infrastructure within the structure planning period.
- Council or State Government-owned land should be the priority for community infrastructure sites. Co-locating new community infrastructure with existing infrastructure is encouraged.
- Purchasing land should be considered where other options have been excluded.



Clayton Community Centre

Strategies

- Support Clayton’s need for better social connectedness by providing a new district library. Site selection should consider locations near the SRL station to maximise accessibility (see Figure 12).
- Support the wellbeing of growing families by providing new maternal child health services, co-located with other services.
- Review capacity at the existing Clayton Community Centre, and consider opportunities to upgrade this space to accommodate more multi-purpose spaces to better support a creative, cultural and youth focus.
- Support sport, recreation and social activities through continued provision of existing sports fields at Meade Reserve and Fregon Reserve, and a new multi-purpose indoor court facility (minimum four courts) within the Structure Plan Area.
- Encourage private market investment in recreation facilities in appropriate locations.
- Ensure kindergarten and government primary and secondary school capacity meets the needs of the current and future community in Clayton and the surrounding areas.

Actions

1. Work collaboratively to:
 - Confirm the form and location of community infrastructure considering:
 - The site selection principles for new community infrastructure
 - The capacity and condition of existing infrastructure
 - The preferred future scale, form and function of the infrastructure, including demand generated by residents, workers and visitors (where visitor numbers are anticipated to be high)
 - The preferred service and infrastructure delivery models, including preferred benchmarks and service catchments, and regional and district opportunities
 - The anticipated demographic profile, community needs and preferences, including participation rates
 - Opportunities pertaining to land ownership, development and funding available to delivery leads including an Infrastructure Contributions Plan or other pathways.
 - Identify needs and opportunities to increase the capacity of existing playing fields
2. Deliver new and enhanced community infrastructure.
3. Facilitate shared user agreements to allow for wider public access to sporting infrastructure on local school campuses.
4. Consider the need for new government primary school provision and monitor the need for new government secondary school provision to serve the needs of the current and future community and surrounding areas.
5. Monitor and respond to the need for new and/or expanded public, not-for-profit and for-profit kindergartens to serve the needs of the current and future Clayton community and surrounding areas.
6. Amend the planning scheme to introduce an Infrastructure Contributions Plan to contribute to the funding of new and enhanced community infrastructure serving and supporting development in the Structure Plan Area.

Objective 7

Create a connected and accessible open space network for those who live and work in Clayton

Clayton's network of open space is anchored by two green sports fields at Meade Reserve and Fregon Reserve, and the walking and cycling Djerring Trail which follows the Dandenong rail line. Smaller community and pocket sized parks provide local spaces for play and respite.

However, access to the open space network is limited in places, particularly where large continuous blocks without shorter connections limit walkability. In the centre of the Structure Plan Area, access to both green space and urban spaces is limited. While residents will continue to benefit from these spaces, strong forecast growth will further increase demand.

New open spaces will help to improve access for local residents, including new proposed spaces in the former PMP Printing Site and advantageous locations close to Clayton Road. Improvements to existing open spaces will also ensure access to high-quality spaces that meet local needs, including opportunities to enhance the Remembrance Gardens and Meppel Drive Reserve.



Site selection principles for new open spaces

SRLA has developed the following principles to guide the identification of new open space sites in the Structure Plan Area:

- **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 public open space uses, considering any remediation required to meet a condition for its intended use.
- **Alignment with intended open space classification / typology** – primary function and catchment.
- **Access to public open space** – improves walkable access from anywhere within the Structure Plan Area in accordance with State policy.
- **Access to the site** – more than one entry point, road frontages, topography, accessible for people of all abilities, 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** – considers links, connections and safe walkable access to existing open space, open space corridors, cycle routes.
- **Size** – suitable for intended purpose and minimum dimensions.
- **Solar access** – the site enjoys good solar access in winter.



Meade Reserve, Clayton



Pocket park

Strategies

- Provide access to high-quality open spaces within a walkable distance of people living, working and visiting Clayton, with greater accessibility in higher density areas (see Figure 12). Locations for these potential new open spaces should align with the open space site selection principles.
- Improve access to open spaces by providing new links in areas of limited walkability that will increase the catchment of open spaces, better connecting residents and workers with the open space network.
- Enhance existing open spaces (see Figure 12) to improve their quality, functionality and capacity, improving the open space network.
- Ensure the design and programming of open spaces meets the variety of needs of people in Clayton.
- Support opportunities for open spaces in underutilised areas of the Structure Plan Area on a temporary and permanent basis (see Figure 12).
- Encourage new public open spaces to be provided on large strategic sites as part of any potential redevelopment.
- Seek to retain the temporary offset open spaces delivered as part of the SRL East Public Open Space Framework for potential future adaptation as permanent parts of the open space network.

Actions

1. Identify the mechanisms by which new public open spaces are to be delivered in the investigation areas proposed for new open space shown on Figure 12.
2. Confirm the form, scale and location of new and enhanced public open space shown on Figure 12 considering:
 - The site selection principles for new public open space and relevant accessibility standards
 - The demand generated by residents, workers and visitors (where visitor numbers are anticipated to contribute significantly to community infrastructure demand)
 - Preferred open space level of service and design standards
 - The anticipated demographic profile, community needs and preferences, including for informal recreation and play
 - Opportunities pertaining to land ownership, development and funding available to delivery leads including an Infrastructure Contributions Plan, clause 53.01 or other pathways.
3. Deliver new and enhanced open spaces.
4. Amend the planning scheme to encourage the delivery of new key links through private landholdings to improve walkable access to open space, where there are reasonable opportunities to fulfil the completion of the link on adjacent land over time (see Figure 12).
5. Assess the suitability of temporary offset open spaces delivered as part of the SRL East Public Open Space Framework for potential future adaptation as permanent parts of the open space network.
6. Amend the planning scheme to introduce an Infrastructure Contributions Plan to contribute to the funding of new and enhanced public open space serving and supporting development in the Structure Plan Area.

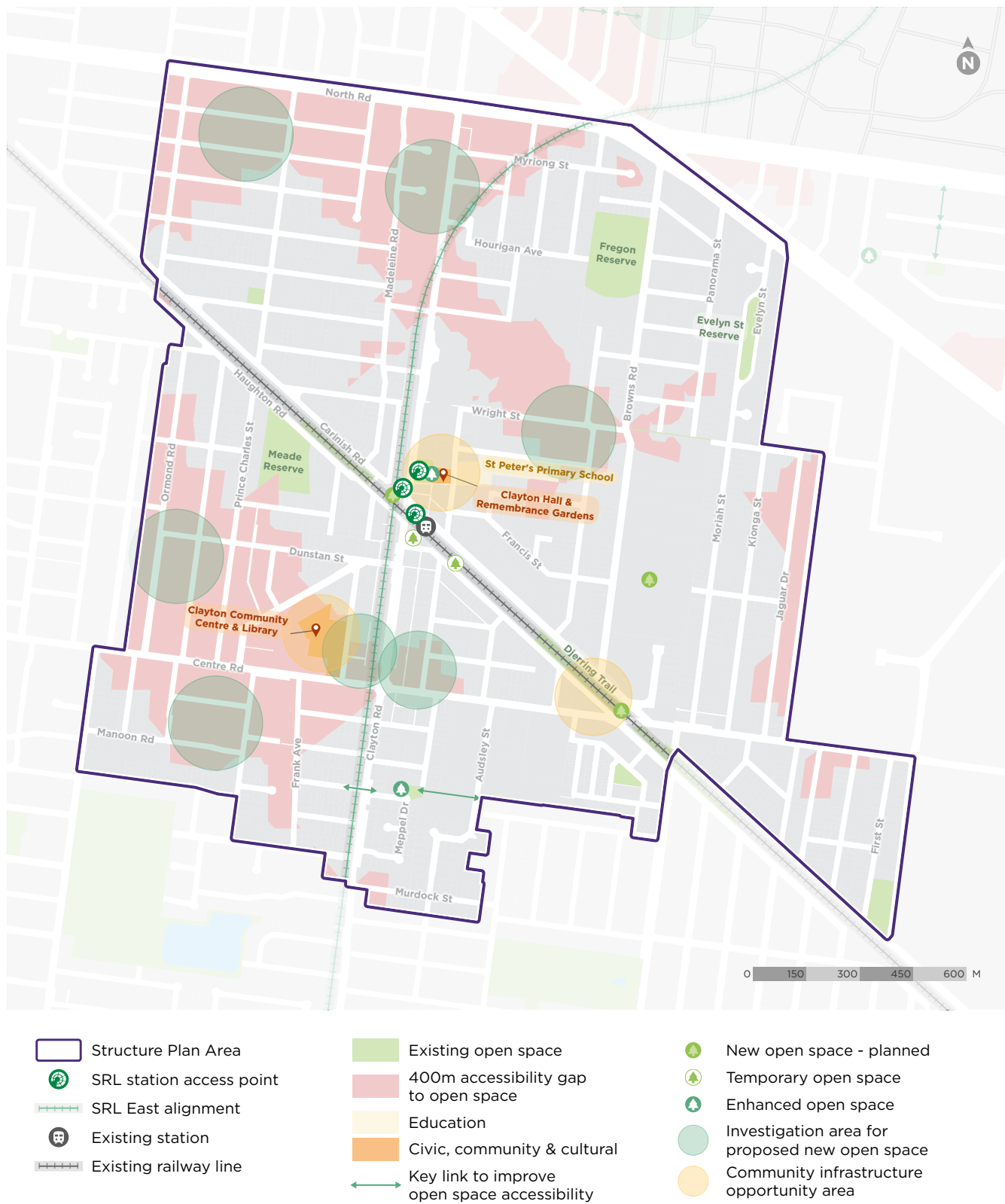


Figure 12: Enriching community plan – Open space and community infrastructure

5.4 Boosting the Economy

SRL East will catalyse economic growth in the Clayton Structure Plan Area.

This will be concentrated in three distinct areas of the Structure Plan Area: the health priority area, the retail strip within Clayton Central, and the Audsley Street Employment Area.

These areas will support a higher density of jobs across highly specialised health employment, commercial offices and local retail.



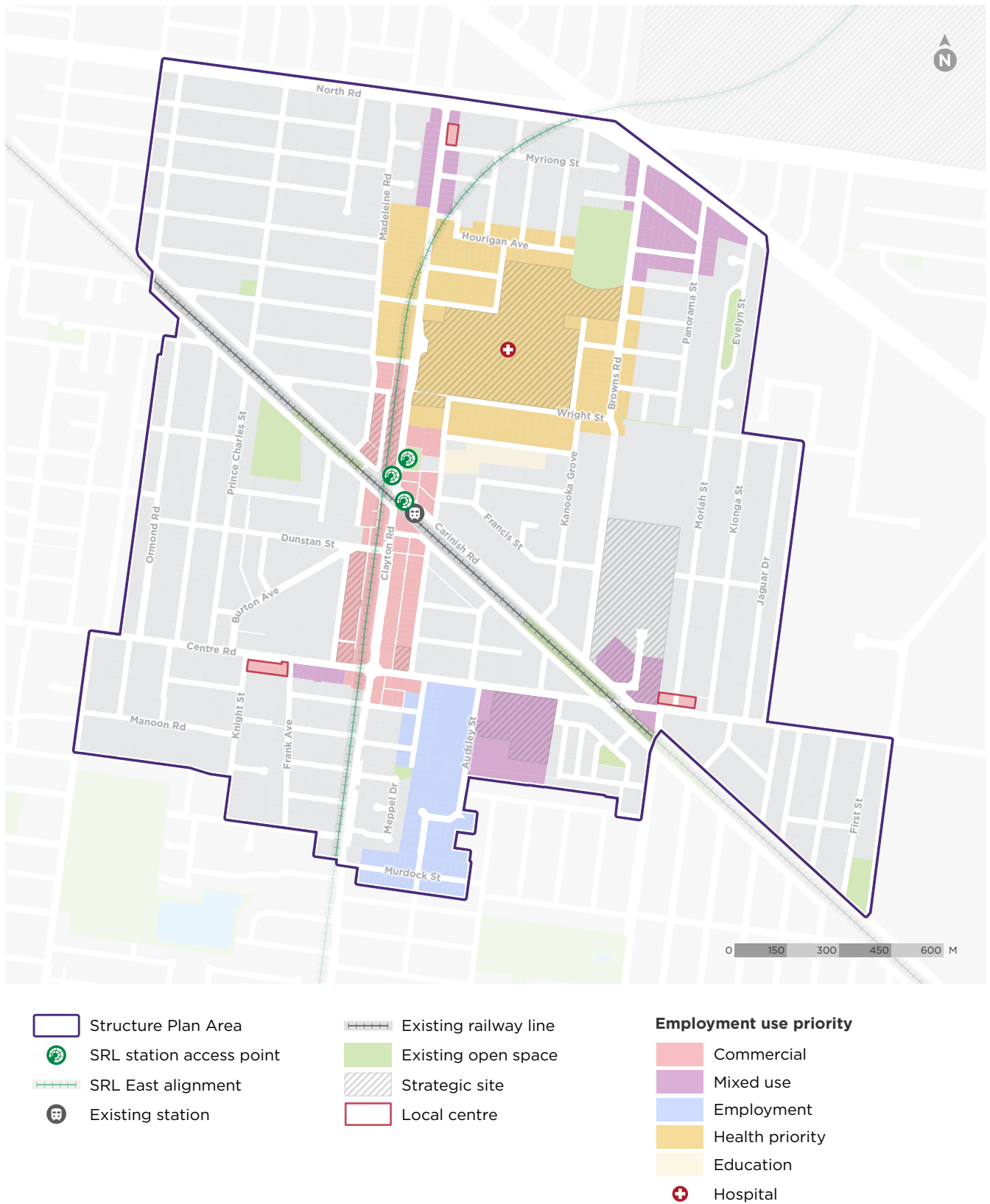


Figure 13: Boosting the economy plan



Objective 8

Strengthen Clayton's role as a state-significant health precinct

The Health neighbourhood hosts public and private hospitals, and medical research and specialist facilities that serve local and regional catchments. Monash Children's Hospital and Monash Medical Centre, a major public specialist hospital, are located within the Health neighbourhood.

The majority of additional health floorspace required in Clayton will need to be delivered on land within the health priority area, including along good access

routes such as Clayton Road and Browns Road. This will enable medical and research facilities to consolidate, cluster and expand in a defined area, attracting further growth and investment.



Monash Children's Hospital

Strategies

- Prioritise the growth of health floorspace and complementary employment uses, including research and development, research translation and commercialisation, teaching and office uses, in a defined Health neighbourhood.
- Prioritise land for future public hospital and public health system purposes in a defined health priority area within the Health neighbourhood.
- Support health and education uses beyond the Health neighbourhood in highly accessible mixed-use locations.
- Prioritise public amenity (such as access to open space and access to daylight and sunlight) to support the health and wellbeing of patients, health professionals and carers in the health priority area.
- Support the growth of research and development industries within the Health neighbourhood.
- Support mixed-use developments where they contain office or other floorspace that complements the health, research and education function of the Health neighbourhood.
- Improve worker amenity by supporting ancillary uses, such as hospitality, childcare, gyms and recreation facilities.

Actions

1. Continue to undertake comprehensive health system planning and clinical service planning, including site assessment and health master planning, if required.
2. Amend the planning scheme to to:
 - Encourage the expansion and intensification of health uses, and facilitate the growth of health floorspace for public hospital and health purposes across the health priority area in Figure 13
 - Prioritise health uses and discourage further residential development, except in circumstances where its inclusion will support the function of the health priority area
 - Provide for a range of supporting uses in the health priority area (for example, retail and hospitality, childcare, gyms and recreation facilities)
 - Ensure that public amenity (such as access to open space and access to daylight and sunlight) supporting the health and wellbeing needs of patients, health professionals and carers is considered in the design of new development in the health priority area.
3. Amend the planning scheme to prioritise health and supporting uses in the Health neighbourhood.
4. Amend the planning scheme to support health uses in mixed-use locations beyond the Health neighbourhood.



Monash House Private Hospital



Objective 9

Expand retail and hospitality to reinforce Clayton as a vibrant centre

Retail and hospitality uses will continue to be focused within the vibrant retail strip along Clayton Road. Extending this fine-grain activity north to the SRL East station and towards the Health neighbourhood will draw people further along the street, making

it more attractive to walk between the shops, the station and the hospital. Smaller local nodes and occasional new developments with ground floor cafes and services will complement Clayton Road.

Strategies

- Encourage new development along the existing retail strip of Clayton Road that reflects a fine-grain character to provide a range of retail, cafes and restaurants at ground level.
- Extend the existing retail strip north of the railway line by encouraging high density, mixed-use developments that prioritise retail and hospitality at ground level (see Figure 13).
- Activate Clayton Central in the evenings to stimulate a night-time economy, increase activity after dark and bring people into the area after dark to socialise, and provide an environment in which shift workers are supported.
- Support the consolidation and comprehensive redevelopment of the Cooke Street car park strategic site as an integrated expansion of the retail strip, with public open space, providing an active link between Clayton Road and the Clayton Community Centre.

Actions

1. Amend the planning scheme to support an appropriate mix of uses within Clayton Central including prioritising activated retail and hospitality uses at ground floor level and office floorspace in new development above ground level.
2. Develop an Economic Development and Investment Framework that supports sustainable economic growth, employment and investment attraction across the SRL East corridor, including a focus on stimulating the evening economy in Clayton.

Objective 10

Encourage a diverse offering of commercial and office floorspace

The SRL station and extension of the retail strip further north will generate opportunities to capitalise on the convergence of the train lines and the Transport Superhub. Clayton will position itself as a business hub and attract more people.

New developments above and close to the SRL station will contain commercial and office uses above ground level, contributing to a dynamic environment with a vibrant day and evening economy.

Strategies

- Leverage the location of the new SRL station and encourage commercial office development to cluster above ground floor retail in areas closest to the station, near the Health neighbourhood and the retail centre on Clayton Road.
- Encourage new office development as part of a mix of uses in areas around the existing retail strip, including on the western side of Thomas Street and the eastern side of Cooke Street, to support a diversification of employment uses within the retail centre.

Actions

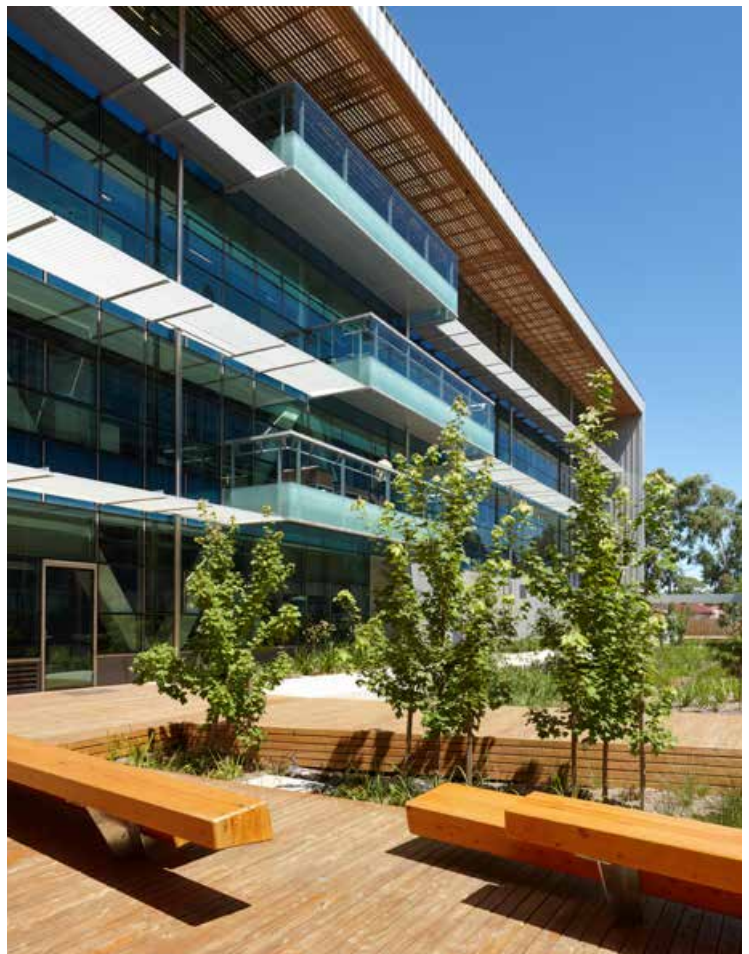
1. Amend the planning scheme to encourage the proposed commercial and office land uses and intensification envisaged for the Structure Plan Area.



Robert Bosch, Clayton



Upgraded warehouse, Clayton



Institutional building and open space. Source: Dianna Snape



Objective 11

Support a transition from industrial uses, capitalising on the shift to a knowledge-based economy

The Audsley Street Employment Area currently provides local population-serving manufacturing, light industrial and retail uses, which are accommodated in predominantly older one- and two-storey warehouses. The area lacks worker amenity and has limited active transport connections.

There will be opportunities to transition some light industrial areas to places where knowledge-based activities can thrive, encouraging a range of office, commercial, industrial and some retail and hospitality uses where they improve amenity and support the role and employment focus of the area. Investment in high-quality public realm improvements and improved local amenities will attract new businesses to locate to the area.

Strategies

- Encourage the development of contemporary, flexible office spaces that support a transition to more intensified, knowledge-based employment, in addition to local services and light industrial use.
- Discourage large-scale industrial uses including out-of-centre large format retail, self-storage and warehousing.
- Support the revitalisation and intensification of the Audsley Street Employment Area to support employment growth (see Figure 13).
- Attract and retain new business by providing more amenity for workers through some new retail, hospitality, gyms and other services, and an enhanced, attractive public realm.
- Define the strengths, specialisations and future strategic role of the Audsley Street Employment Area through an Economic Development Strategy and use this to attract investment.

Actions

1. Amend the planning scheme to encourage the proposed employment land uses and intensification envisaged for the Audsley Street Employment Area.
2. Develop an Economic Development and Investment Framework that supports sustainable economic growth, employment and investment attraction across the SRL East corridor.

5.5 Enhancing Place

Clayton will continue to evolve with new residential and commercial buildings.

Buildings will respond to their local context and make a positive contribution to the public realm.

A network of connected and inviting streets with more tree canopy coverage will contribute to the improved urban environment.





Objective 12

Ensure the scale of built form responds to its context

New built form at a scale and intensity to support the forecast resident population and commercial floor space growth will be needed in the Structure Plan Area. It must also respond to its location and context, including the proximity to public transport, jobs and services.

Tailored design controls will encourage the growth of commercial areas along Clayton Road and health uses near Monash Medical Centre to support distinct neighbourhoods and provide new housing across the Structure Plan Area.



Delivering growth and amenity

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

The Structure Plan Area has a high level of accessibility to jobs and public transport. This means it should have a greater level of intensification than surrounding residential areas, other places close to passenger stations or activity centres within Melbourne that are less well served by jobs and public transport.

Building scale will generally be greater in the centre of the Structure Plan Area and decrease further from the centre. This pattern of intensification creates a cone-shaped gradient that largely responds to a place's proximity to existing and planned employment areas, services and public transport.

While existing character should not act as a constraint on the level of growth proposed, consideration will be given to how the character of each part of the Structure Plan Area will transition over time.

Importantly, built form intensity will be balanced with a high level of amenity.

Strategies

- Promote the greatest level of built form intensity, activity and development scale to Clayton Central neighbourhood to leverage accessibility to public transport, jobs and services (see Figure 14).
- Facilitate continuous mid-rise buildings that support a mix of uses along Centre Road, Princes Highway, North Road and Clayton Road to strongly frame these wide roads and provide adaptable building typologies (see Figure 14).
- Encourage a range of mid-rise apartment buildings in a garden setting to promote diversity in residential areas (see Figure 14).
- Facilitate mid-rise urban neighbourhoods adjacent to the urban core or nearby transport nodes.
- Encourage an adaptable range of building types and sizes to support an intensified mix of employment land uses within the Audsley Street Employment Area.
- Encourage lot consolidation to facilitate more efficient and sustainable design and increase the supply of larger sites for residential development.
- Ensure development provides an appropriate interface with adjoining properties, based on the level of change anticipated.

Actions

1. Amend the planning scheme to achieve preferred scale and built form outcomes, including preferred maximum building heights.



Strategic sites in Clayton

Strategic sites have been identified throughout the Structure Plan Area based on the opportunities they present to accommodate significant growth or their strong potential to help deliver policy objectives or public benefits.

Master plan sites

To capture these opportunities, some strategic sites will be subject to detailed master planning by the landowner in future. The master planning process allows for better management of site-specific and offsite impacts, while providing flexibility to test potential design options and fully consider matters that may only be known closer to the time of the site's development. Bespoke planning controls will apply to master plan sites through specific provisions that provide direction guiding their future development.

One strategic master plan site is identified in the Structure Plan Area:

- SRL Station Development Area.

Other strategic sites

Strategic sites that contain existing major land uses such as health, education or research have been identified due to the important role they play in the Structure Plan Area.

Other strategic sites demonstrate capacity and scale to support growth but do not require bespoke direction or planning controls to realise their potential.

The sites identified in the Structure Plan Area that do not require a master plan are:

- Cooke Street car park
- 1380-1388 & 1400 Centre Road & 8 Audsley Street
- PMP Printing Site
- Centre Road car park
- Monash Medical Centre.

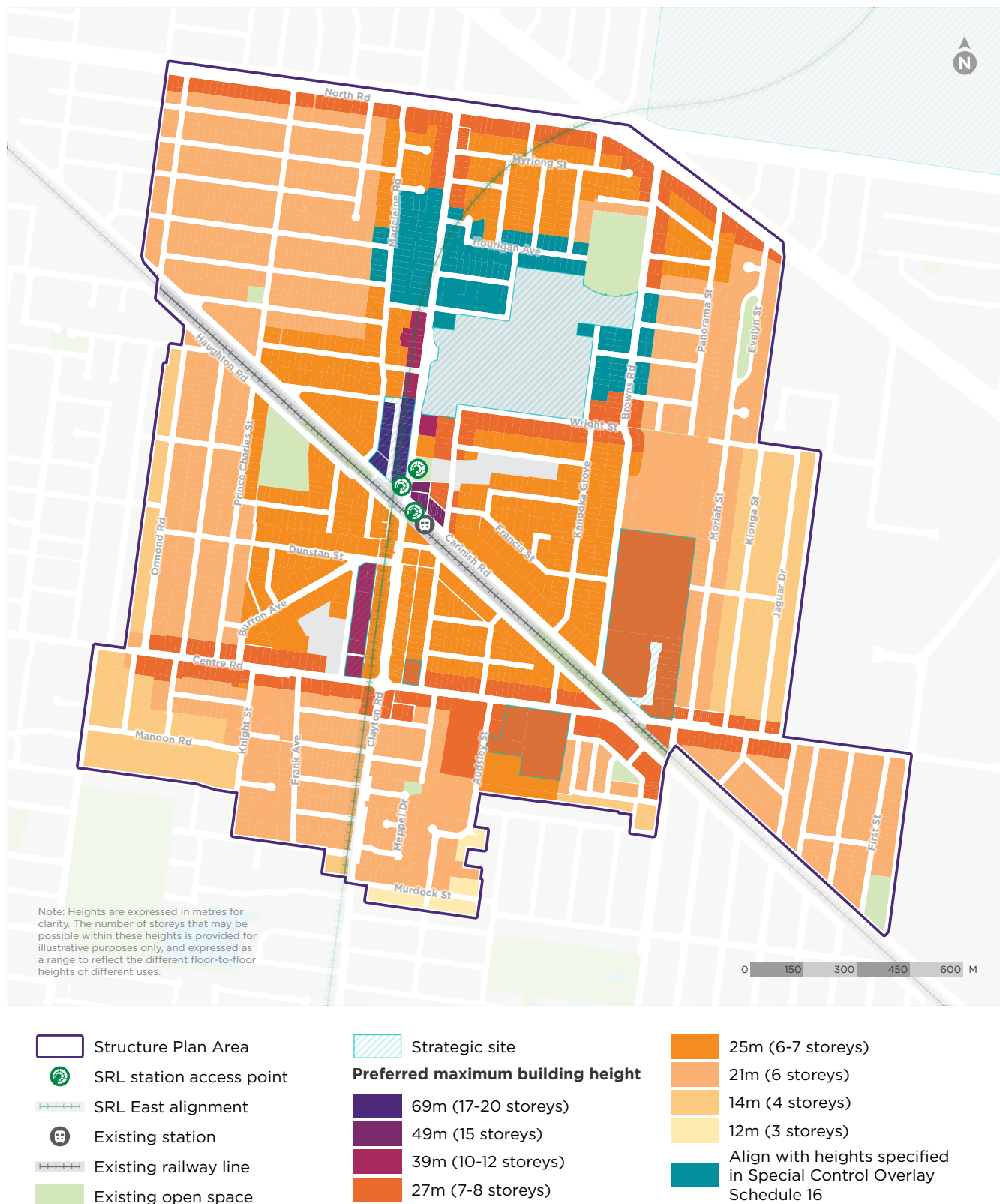


Figure 14: Enhancing place plan - Preferred maximum building heights

Objective 13

Create a network of streets and public spaces that are vibrant, inviting and support growth

Streets in Clayton are places for people, which will be carefully balanced with the need for strategic traffic corridors. Creating attractive and inviting public spaces and encouraging friendly streets that are green and allow people to walk or cycle is core to the future of moving around Clayton.

These streets will provide safe, attractive and comfortable walking and cycling journeys, and will be transformed into a well-connected street network that accommodates thriving public street life and activation.

Strategies

- Establish a street hierarchy that supports each street's movement and place function, and place identity.
- Prioritise pedestrian movement and activity on local streets and lanes identified as Activity Streets (see Figure 15) to ensure they provide distinctive and attractive places for public life.
- Optimise Boulevards and Avenues (see Figure 15) for pedestrian movement and amenity while maintaining access by other travel modes, ensuring a distinct and attractive setting for public life and development.
- Establish a cohesive network of safe and inviting streets that encourages walking and riding to key destinations and social activity, while accommodating calmed local traffic and buses where necessary (see Green Streets in Figure 15).
- Create vibrant public spaces of a high design quality that promote social interaction and are engaging, safe, open and welcoming.
- Encourage vibrancy of local centres through active frontages and consistent ground level setbacks to achieve consistent footpath widths.

Actions

1. Prepare and implement streetscape master plans for each street type, as required.
2. Deliver streetscape upgrades consistent with each enhanced street type.
3. Amend the planning scheme to introduce an Infrastructure Contributions Plan to contribute to the funding of enhanced streetscapes serving and supporting development in the Structure Plan Area.



Example of open space in mixed-use development



Example of open space footpath integration



Why is a network of vibrant, safe and distinct streets important?

A set of complementary street types will form a cohesive network that supports the envisioned growth of the Structure Plan Area, adds to neighbourhood amenity and helps foster desired outcomes for different places:

- **Activity Street**
A highly urbanised street that supports public life and provides an attractive and comfortable pedestrian experience, with generous pedestrian circulation space and streetscape treatments that encourage activation of street frontages and provide durable, high-quality materials.
- **Boulevard**
A wide arterial road that serves multiple transport functions, while still providing strong landscape and pedestrian outcomes, including canopy trees and pedestrian crossing opportunities.
- **Avenue**
A wide and tree-lined street that accommodates active and/or public transport with nodes of pedestrian amenity to create places for people to move and dwell.
- **Green Street**
A broad classification for a collective network of local streets that should be prioritised for ongoing enhancement due to the roles they play in linking key destinations, such as recreational facilities, public transport nodes and employment areas, and/or their ability to deliver environmental outcomes, such as increased canopy cover and water sensitive urban design initiatives.



Figure 15: Enhancing place plan – Public realm street typologies



Objective 14

Ensure new development contributes positively to the public realm

New buildings should be designed to contribute to the preferred character of the neighbourhood, carefully balancing the need to provide a sense of address, an appropriate level of public realm surveillance and privacy. Activated street frontages, particularly along Clayton Road, will attract activity and support daytime and evening economic activity.

New development within the Health neighbourhood and the Audsley Street Employment Area will contribute to a revitalised, high-quality public realm.

Residential areas closest to the SRL station will support street frontages and landscaped setbacks. These setbacks will increase towards the edge of the Structure Plan Area where new developments in a garden setting will allow for more generous front setbacks and canopy trees.

Streets and open spaces such as the Remembrance Gardens and Clayton Road will continue as a place for people to gather. Limiting overshadowing and wind impacts of new development will help provide a pleasant and comfortable public realm.

Strategies

- Ensure new buildings integrate appropriately with the public realm and streetscape by orientating building entries, windows and balconies to face the street and open spaces and ensuring that the locations of vehicle entries and services does not undermine the experience or safety of the public realm.
- Ensure buildings balance street definition and openness and contribute to their surroundings through street wall heights and upper-level setbacks by avoiding unreasonable amenity impacts to the public realm, providing activation to the street and reinforcing the human scale at street level.
- Design and site taller buildings to minimise adverse wind impacts along streets and within public spaces and parks.
- Promote activated street frontages in high pedestrian areas as described in Section 6 of the Structure Plan.
- Ensure that development maintains good solar access to key streets and public open spaces and private open spaces.

Actions

1. Amend the planning scheme to ensure that new development provides, as per neighbourhood design guidelines in Section 6:
 - Appropriate setbacks and site coverage to achieve preferred character and landscaping outcomes
 - An appropriate sense of address, surveillance of the public realm and privacy for occupants
 - Active frontages along key streets.
2. Amend the planning scheme to:
 - Ensure that new development is designed to minimise adverse overshadowing impacts to key streets and public open spaces, and private open space
 - Ensure that new development minimises adverse wind impacts on the public realm.



Protecting access to sunlight

Protecting key spaces from overshadowing as the height of buildings in the Structure Plan Area increases will be important. Access to sunlight should be protected to:

- To reflect the broader significance of key public spaces
- To align the protection of meeting and movement spaces to reflect the importance and use of the space
- During control period times that respond to the usage of key public spaces and degree of direct sunlight achieved
- Considering the nature of sunlight protection needed, balanced with the strategic role, desired activity and function of the space, street and neighbourhood

New development should allow a good level of solar access to identified public spaces where sunlight is afforded to spaces based on their role, function and use as part of the open space network as follows:

- **Central open spaces**, such as the **Remembrance Gardens**, will provide access to open space in the urban centre of Clayton and will balance the need for activity with a level access to sunshine.
- **Other public open spaces**, such as **Meade Reserve** and **Fregon Reserve**, contribute to the quality of place and pedestrian experience. These spaces warrant appropriate sunlight protection.
- **Clayton Road (south)** is intended to support a high level of street life with outdoor dining and pedestrians walking to shops and services and will allow for sunlight at the spring equinox to footpaths.



Public open space, Darling Square, Sydney NSW



Objective 15

Ensure new buildings provide good amenity for occupants

New buildings in the Structure Plan Area must be functional, comfortable and enjoyable places to live and work in.

Design measures to ensure amenity should include appropriate setbacks to enable access to daylight and outlook, landscaping spaces and communal open spaces. Buildings should also relate appropriately to neighbouring sites.

Creating a high-quality, high amenity built environment will be vital to attracting new businesses and workers to Clayton. The Audsley Street Employment Area and the Health neighbourhood each have substantial potential to accommodate significant employment growth. Delivering new high amenity workplaces will help to drive this growth.



Making space: the need for setbacks

New buildings should allow for adequate light and privacy, contribute positively to the public realm, and help provide a feeling of openness within neighbourhoods. The impacts of taller buildings (such as wind effects and overshadowing) should be minimised and the future development of neighbouring properties maintained.

Prescribed setback distances from the property line to the front, side or rear of a building can achieve this. Setback distances will vary according to their context.

The broad approach throughout the Structure Plan Area is:

- **Street or front setbacks** are designed to frame the public realm, help to activate the street or maintain a sense of openness and sky views, accommodate canopy trees and allow solar access to the public realm.
- **Side and rear setbacks** are designed to maintain a sense of openness and sky views, allow solar access to the public realm and private open spaces, provide room for canopy trees and maintain equitable development opportunities for neighbouring properties.
- **Upper level or tower setbacks** are designed to distinguish built form at upper levels from the street wall, maintain a sense of openness, manage wind effects, achieve good internal amenity and maintain development opportunities for neighbouring lots. It may be appropriate to relax these setbacks in certain circumstances, such as throughout much of the Health neighbourhood and at local activity centres.

Strategies

- Ensure residential buildings are designed to support internal amenity for residents, including providing good daylight and solar access, ventilation, minimised overlooking and appropriate building separation.
- Provide for appropriate building setbacks and separation that:
 - Help to frame the public realm and activate the street in appropriate locations
 - Maintain a sense of openness and sky views, and allow solar access to the public realm and private open spaces
 - Minimise adverse wind effects on the public realm and private open spaces
 - Maintain equitable development opportunities for neighbouring properties
 - In concert with site coverage, support preferred landscape outcomes and increased canopy cover in residential neighbourhoods.
- Ensure new development provides for an appropriate level of amenity, which may include:
 - Providing sufficient on-site landscaping and communal open space opportunities
 - Encouraging outlooks and views to open space and public spaces
 - Avoiding sheer walls to the street
 - Discouraging high front fencing that obstructs interactions.
- Manage the risk of potentially contaminated land through an appropriate environmental assessment process where appropriate.
- Manage the impacts of noise and vibration by ensuring new sensitive development includes appropriate attenuation measures.
- Encourage the development of adaptable buildings with adequate floor-to-ceiling heights that allow for changes in use over time.

Actions

1. Amend the planning scheme to ensure that new buildings offer adequate internal amenity for occupants, including through the provision of good daylight and solar access, ventilation, minimal overlooking and appropriate building separation, attenuation and design measures, as well as equitable development outcomes for adjoining sites.

5.6 Better Connections

The existing Clayton Station provides an important connection from Clayton to Melbourne's CBD and the south eastern suburbs.

The Transport Superhub will provide an interchange between the existing Clayton Station, regional train services, the new SRL station, bus services along Clayton Road and other active modes.

A better connected public and active transport network will encourage more sustainable and active travel to reduce car trips and traffic congestion.



**Objective 16****Create an integrated public transport network connecting the SRL station with key destinations**

Clayton is a major public transport interchange, with the Cranbourne, Pakenham and Gippsland lines and a network of bus routes operating via the existing Clayton Station. The removal of the level crossing on Clayton Road and construction of the elevated rail line and railway station in 2018 improved the frequency and reliability of train services and the bus network with less disruption.

The Transport Superhub will transform access to local places and destinations across Melbourne, make changing between travel modes much easier and encourage more people to walk, cycle or use public transport. Bus travel will form a crucial element of Clayton's broader movement network, with the SRL station presenting an opportunity to better connect bus services to the suburbs beyond Clayton.

**A network of corridors**

The future transport network in the Clayton Structure Plan Area will comprise:

- **Strategic corridors** that connect to destinations with metropolitan and regional significance such as employment and designated activity centres. Strategic modal corridors will provide high-quality connections that prioritise the movement of a particular mode, while still considering the function of other modes along that corridor.
- **Local corridors** that provide attractive connections for moving within Clayton to local destinations and connect to strategic corridors.

Strategic and local corridors provide for a variety of transport modes, including walking, cycling, traffic and public transport, so that residents can meet their daily needs in an easy, equitable and sustainable manner.



Strategies

- Facilitate improvements to the public transport network by connecting the SRL station, existing rail services and existing and proposed bus services, and ensuring they are easy to move between.
- Support the delivery of improved service frequency along strategic bus corridors as shown in Figure 16.
- Improve pedestrian connectivity, permeability and wayfinding to better connect pedestrians with the new public transport interchange.

Actions

1. Establish a network of strategic and local bus corridors as generally shown in Figure 16.
2. Deliver wayfinding improvements between train and bus modes within the Structure Plan Area.
3. Plan for and implement improved bus priority along the strategic bus corridors.



Recreational area linear reserve, Clayton



Figure 16: Better connections plan – Public transport

**Objective 17****Create a legible and safe active transport network**

Active travel in Clayton is supported by the Djerring Trail shared user path, running along the railway corridor connecting Caulfield to Dandenong. The active travel network is hindered by main roads and traffic, and has limited formal cycle pathways, fragmented walking routes and largely impermeable urban blocks, including cul-de-sacs with no direct connection to main roads. This makes it difficult to encourage people to leave their cars at home and walk or cycle. Accordingly, residents and workers tend to drive, with health staff parking in and around the Health neighbourhood.

An enhanced active transport network will significantly improve access to key destinations within the Structure Plan Area. This includes improved bicycle parking and end-of-trip facilities within commercial developments, and new links through existing urban blocks and key strategic sites, such as the Cooke Street car park strategic site and PMP Printing Site. Safer and more convenient routes and connections will make walking and cycling more attractive and help to reduce dependency on private vehicles.

**Movement interventions**

The new movement network for Clayton is a sum of its parts. Infrastructure upgrades and enhancements will be needed to promote a shift from private car travel to public and active transport.

Among a range of wider local interventions, the following components form critical parts to the movement network facilitated by the Clayton Structure Plan.

- **Critical Key Links** are considered essential connections to achieving the Vision.
- **Important Key Links** provide connection to or between strategic active transport corridors.
- **Local Key Links** aim to improve local active transport connections / permeability and place activation.
- **Strategic walking / cycling corridors** aim to support commuter trips and link to destinations with metropolitan and regional significance, such as employment and activity centres.
- **Strategic general traffic / freight corridors** are movement corridors that will continue to play a strategic role for freight and private vehicle traffic, directing vehicles away from local neighbourhoods.
- **Strategic bus corridors** connect key locations and operate at a higher service frequency compared to the local bus network.

Delivering Key Links

- Critical Key Links will be delivered through a range of planning pathways in Clayton, which may include public acquisition, working with landowners and direct delivery by SRLA.
- Important and Local Key Links may be delivered through new planning controls, and via key projects or actions set out in the Implementation Plan.

**Creating a shift in mode choice in Clayton**

Transport interventions set out in this Structure Plan focus on supporting people to walk, cycle and take public transport, creating a shift in journeys.

By 2041, 51 per cent of peak journeys in the Structure Plan Area should be made by sustainable modes, including 31 per cent for active transport and 20 per cent public transport.

Source: Clayton Transport Technical Report 2025.

Strategies

- Establish a priority walking and cycling network to fill gaps between neighbourhoods, open spaces and key destinations including the Transport Superhub, retail strip, Health neighbourhood, Audsley Street Employment Area, local centres, key open spaces, Djerring Trail and Monash University's Clayton campus. The cycling network improvements could entail:
For strategic cycling corridors:
 - Enhance existing infrastructure as appropriate such as by widening paths and enhancing wayfinding.
 - Provide new cycling infrastructure where gaps exist, preferably in the form of off-road shared use paths, separated cycling lanes or on-road cycling lanes as appropriate for the link.
For local cycling corridors:
 - Enhance existing infrastructure as appropriate such as by reducing speeds on local streets and enhancing wayfinding.
 - Provide new cycling infrastructure where gaps exist in the form of off-road shared paths or 'sharrow' treatments (with associated reduced speed limits and other traffic management measures) as appropriate for the link.

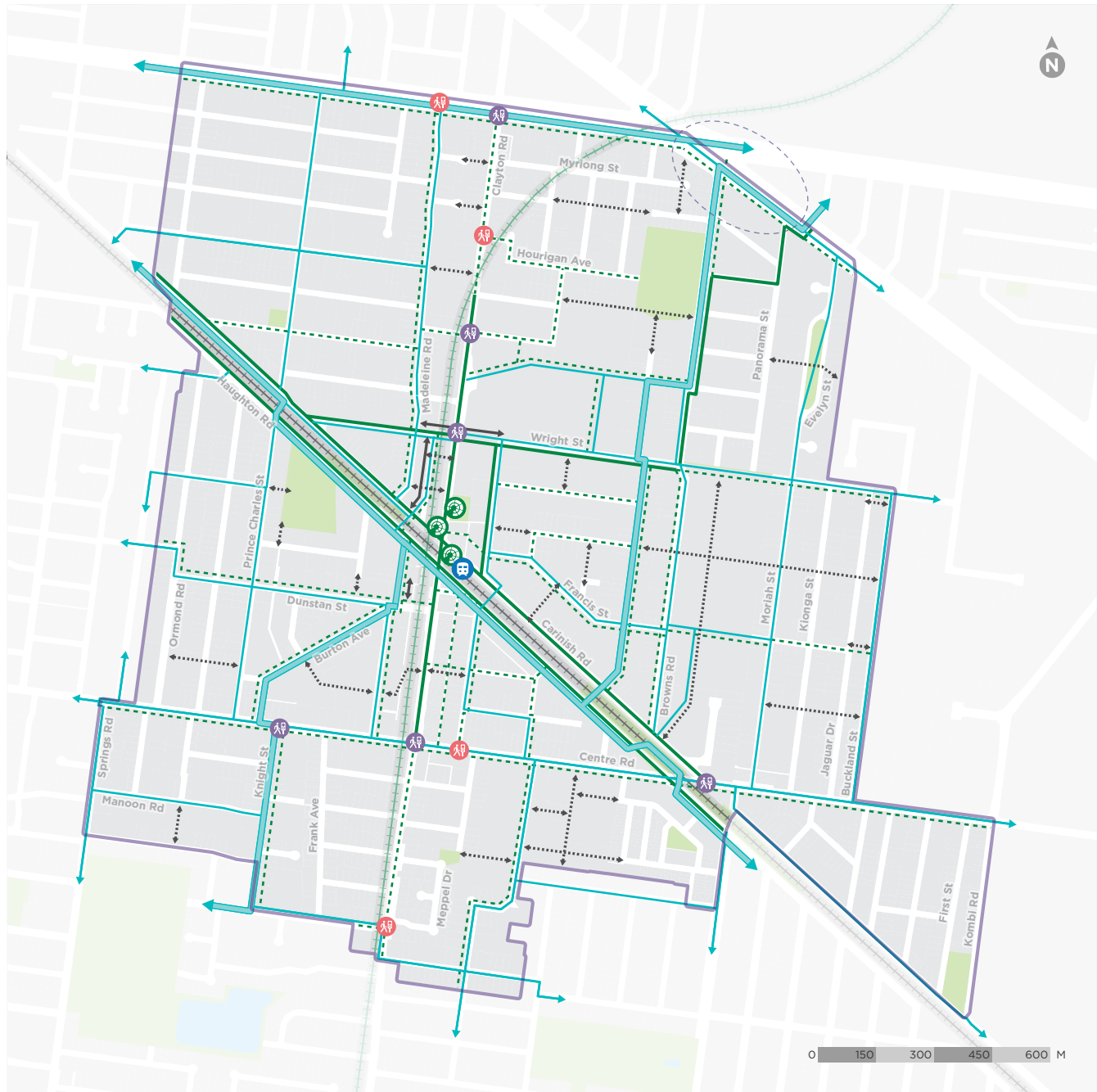
The walking network improvements should entail widened footpaths along strategic walking corridors, amongst other enhancements as considered appropriate for the links. As a guide, minimum effective footpath widths of 1.8m should be provided along all strategic walking corridors, with greater width where warranted by pedestrian volumes or for outdoor dining, on-street trading, public street infrastructure, greening, tree planting and other urban design outcomes as appropriate.
- Improve permeability through the provision of more frequent, high-quality and safe crossing points over major roads and along key corridors such as Clayton Road and Centre Road.
- Improve active transport permeability through the delivery of key links as part of new developments.
- Embed universal design into the planning, design and delivery of all streetscape walking improvements.

Actions

1. Amend the planning scheme to:
 - Require the delivery of Critical Key Links to provide for a network of connected, permeable walking and cycling corridors across the Structure Plan Area as shown in Figure 17.
 - Encourage the delivery of Important Key Links and Local Key Links through the future development of private landholdings, generally in accordance with locations shown in Figure 17.
2. Progressively plan for, expand and reinforce an active transport network of high-quality strategic and local walking and cycling routes across the Structure Plan Area as shown in Figure 17.
3. Deliver new or upgraded pedestrian and cyclist crossings in accordance with the locations shown in Figure 17, prioritising the delivery of crossings associated with strategic walking and/or cycling corridors.
4. Develop bicycle and micro-mobility end-of-trip policy / guidelines.
5. Amend the planning scheme to introduce an Infrastructure Contributions Plan to contribute to the funding of new and enhanced transport infrastructure serving and supporting development in the Structure Plan Area.
6. Prepare a framework to support the delivery of Important or Local key links shown in the Structure Plan, informed by a review of these links having regard to priority and feasibility of delivery. The framework should include delivery mechanisms that have regard to:
 - Principles of fairness, equity and certainty.
 - Incentives required to facilitate delivery of links.



Pedestrian pathway integrated into residential development, Balfe Park, Brunswick East



- | | | |
|----------------------------------|----------------------------|---|
| Structure Plan Area | SRL East alignment | Strategic cycling corridor |
| SRL station access point | Existing railway line | Local cycling corridor |
| Existing station | Strategic walking corridor | Critical Key Link |
| New intersection / crossing | Local walking corridor | Important or Local Key Link (indicative) |
| Upgraded intersection / crossing | | Investigation area for Active Transport links |

Figure 17: Better connections plan - Active transport

Objective 18

Minimise the impacts of private vehicles and freight on local streets

High levels of traffic along local streets can create an unsafe environment for pedestrians and cyclists. Creating low-traffic neighbourhoods that are quieter and more enjoyable, while maintaining the strategic

function of main roads like Clayton Road and Centre Road, will create safer and inclusive streets for active transport use.

Strategies

- Direct primary vehicle movements to the strategic traffic and freight network of Clayton Road, Centre Road, North Road and Princes Highway, and away from priority walking and riding areas, and off local streets.
- Maintain a road network that supports access for essential trips and for people who need to use a car.
- Protect local streets as lower-speed and safe streets which discourage excessive vehicle traffic within residential neighbourhoods.

Actions

1. Establish and reinforce the strategic and local traffic and freight network as shown in Figure 18.
2. Monitor traffic conditions in the local road network within the Clayton Structure Plan Area and implement traffic mitigation measures if required to discourage through-traffic and/or improve safety in accordance with local area traffic management principles.
3. Plan for the Westall Road extension project between Dandenong Road and Monash Freeway to support Clayton's ongoing development.



Figure 18: Better connections plan - General traffic and freight

Objective 19

Encourage a shift to more sustainable transport

There is a high reliance on private vehicles, with the majority of trips in Clayton made by car. The Structure Plan Area features many at-grade (surface level) car parking areas and on-street car parks. A car dominant public realm with on-street car parks can lead to conflicts with other road users including bicycles, scooters and pedestrians, and reduce public spaces, including Green Streets and bicycle lanes, while at-grade car parking areas reduce the amenity of the area.

The Transport Superhub and associated improvements in public transport and active transport infrastructure will support a shift from private vehicle to public and active travel, leading to less demand for car parking spaces. At-grade and on-street car parks present opportunities to consolidate and redevelop land for more intensified uses and, in turn, reconsider how car parking is managed.



Shared path Browns Road, Clayton



Clayton Station bus interchange

Strategies

- 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 modes.
- Increase the rate and standard of bicycle parking and end-of-trip facilities within new development.
- Encourage alternative and adaptable uses for car parking facilities in existing and new developments, when no longer required for parking.
- Encourage the integration of micro-mobility share schemes, consolidated car parking, car share and parcel delivery within new developments.
- Encourage the consolidation of existing car parking facilities to reduce their visual impact, particularly within pedestrian-focused areas.
- Encourage new consolidated public car parking in strategic locations and in mixed-use developments to make efficient use of parking for multi-purpose trips.
- Improve on-street parking management to optimise streets for walking and cycling.
- Manage the transition of car parking requirements prior to the operation of SRL East.

Actions

1. Prepare a Precinct Parking Plan to develop an integrated, strategic approach to parking across the Structure Plan Area.
2. Amend the planning scheme to:
 - Specify appropriate maximum and minimum car parking rates for new use and development within the Structure Plan Area
 - Require a Green Travel Plan for residential and non-residential development of a certain scale
 - Require the preparation of a car parking re-use plan, which explores adaptability and alternative uses of parking spaces, for suitably scaled developments.
3. Develop an on-street parking management policy that supports the Structure Plan Area's significant changes in land use density, diversity and accessibility levels over time.
4. Undertake monitoring and review of transport mode share within the Structure Plan Area every 5 years, including the change towards sustainable transport modes.
5. Undertake a review of the relevant Parking Overlay schedules every 5 years.

5.7 Empowering Sustainability

Clayton will build its climate resilience and help meet Victoria's net zero emissions target.

New development will transition Clayton to fossil fuel-free energy.

Better waste and water management will promote a circular economy.





Objective 20

Support the accelerated transition to net zero by 2045 with sustainable building design

To support decarbonisation and contribute to net zero communities, new buildings need to be more energy-efficient, use fewer resources and responsibly offset emissions. Practising circular economy principles in building design and operations will reduce embodied emissions from building materials and maximise resource recovery at all stages.

As Clayton is transformed with more intensive development to accommodate a growing population, new developments should be built and designed to elevated sustainability standards to create more sustainable and resilient neighbourhoods.

Strategies

- Introduce elevated sustainability standards to require that all new buildings greater than 5,000m² gross floor area (GFA) achieve a minimum 5 Star Green Star certification (or equivalent rating from other internationally recognised third-party certification scheme) to maximise building sustainability performance and contribute to Victoria achieving net zero emissions by 2045.
- Encourage new buildings less than 5,000 m² GFA to apply elevated sustainable design outcomes that aim to meet the BESS-8 'Excellence' rating.
- Design buildings with consideration for climate risks and resilience, promoting climate change adaptation measures to enhance the capacity of buildings to withstand climate-related events, including extreme heat and flash flooding.
- Encourage development to be fossil fuel-free, highly energy efficient and built with lower upfront emissions and embodied carbon.
- Encourage circular design principles including reusing existing assets or materials, designing for material efficiency, selecting products with recycled content and selecting new materials with low embodied carbon.
- Embrace decarbonisation and sustainable design principles in new health and medical-related development within Clayton's Health neighbourhood.

Actions

1. Amend the planning scheme to improve sustainable building design standards.
2. Partner with Monash Health and other key stakeholders to investigate and implement a decarbonised energy supply strategy for the Health neighbourhood.



Objective 21

Promote and support solutions to increase energy resilience and reduce emissions through local renewable electricity generation, storage and use

To achieve the Vision for Clayton, the Structure Plan Area should be sustainable, climate-responsive and net zero ready. This includes planning for new energy technologies to facilitate a smooth transition to net zero.

The Structure Plan supports the adoption of diverse energy technologies for local renewable energy generation, distribution and storage.

Strategies

- Support the development and use of new energy technologies that produce and distribute renewable energy locally, enhancing climate resilience and reducing emissions.
- Support opportunities for renewable energy generation and use at an individual, precinct and neighbourhood scale. Work with large landholders, such as Monash Health, to facilitate initiatives like the neighbourhood battery program, smart grid technology and microgrids.
- Support the integration of local storage and small-scale renewable energy schemes into larger development sites.

Actions

1. Work with stakeholders to explore improved energy reliability and resilience initiatives within the Structure Plan Area.
2. Develop partnerships to explore renewable energy generation at an appropriate scale for local needs.

Objective 22

Reduce waste and encourage use of recycled and sustainable resources

A circular economy approach aims to apply principles of reuse, repair, share, refurbish and recycle to all aspects of resource consumption.

Embedding circular economy principles into the Clayton Structure Plan will support zero waste outcomes in the design, construction and operation of new developments and make precincts more liveable, resilient and sustainable.

There may be opportunities to use industrial and commercial areas, such as within the Audsley Street Employment Area, to strengthen local circular economy outcomes – for example, by establishing new small-scale resource recovery centres such as recycling hubs, local exchanges or repair cafes.

Strategies

- Encourage businesses and enterprises to better manage waste through improved use of resources, including resource sharing and resource recovery.
- Promote the principles of circular economy—redesign, reduce, reuse, repair, renovate, recycle and recover—to the community. Encourage community participation and behaviour changes that are essential for delivering a circular economy.
- Design for future waste streams by allowing appropriate space for waste storage and management, including waste at the source, such as through on-site organic waste management.
- Encourage new buildings to be designed to be adaptable, accommodate a range of uses and avoid the need for major demolition or refurbishment in the future.
- Work with the Victorian Government and cities of Monash and Kingston, large landholders and institutions within Clayton to support targets to divert 90 per cent of construction and demolition waste from landfill and 80 per cent of operational waste from landfill.

Actions

1. Prepare a circular economy plan for the Structure Plan Area that promotes circular economy principles and identifies projects that can be seeded within the area.
2. Amend the planning scheme to require the submission of a waste management plan as part of any permit application for development greater than 5,000 m² GFA.
3. Partner with key stakeholders to deliver targeted investment in circular economy opportunities.



Objective 23

Facilitate a resilient, cool, green, biodiverse environment

Clayton is particularly susceptible to the urban heat island effect due to low tree canopy cover, affecting areas like Monash Medical Centre, the PMP Printing Site and the Audsley Street Employment Area. Urban heat creates uncomfortable environments during warm temperatures, posing health risks, especially for vulnerable individuals, including those attending the area's health services.

Increasing tree canopy cover, particularly along the Green Streets network, and enhancing open spaces supported by IWM within the Structure Plan Area will help mitigate these issues. Prioritising space for canopy trees is essential, alongside other street furniture such as signage and lighting. A network of new habitat corridors will improve biodiversity by connecting existing open spaces and other biodiverse hot spots, allowing native flora and fauna to thrive.

Strategies

- Minimise urban heat island effects by incorporating space for tree canopy cover and blue-green infrastructure into new developments and public areas, including Green Streets. This approach aspires to achieve 30 per cent tree canopy coverage and improved green landscaping in the Structure Plan Area.
- Support improved biodiversity and ecological enhancement by establishing habitat corridors, prioritising green and biodiverse planting along Green Streets and within landscape setbacks.
- Minimise the use of concrete and asphalt, and maximise recycled content, repaving, green infrastructure, canopy cover, vegetation and the use of permeable materials.
- Encourage the use of native and drought resilient plant species to ensure the environment is resilient to climate change.
- Encourage new development to incorporate roof colours, building materials and green infrastructure designs that support urban cooling and meet minimum Solar Reflective Index (SRI) values of exposed materials across 75 per cent of the total development site:
 - SRI greater than 34 for unshaded hardstand surfaces
 - SRI greater than 64 for roofing material.

Actions

1. Amend the planning scheme to encourage the integration of greening and cooling initiatives in new development to help minimise the urban heat island effect and promote a biodiverse, natural environment supported by IWM.

Objective 24

Embed Integrated Water Management in the Clayton Structure Plan Area

Victoria's Integrated Water Management Framework aims to provide effective urban water management, including water supply, wastewater, flood resilience and urban waterway health. Parts of the Structure Plan Area are prone to surface flooding, with climate change expected to increase the frequency and severity of storms.

Innovative, place-based IWM strategies are essential for managing flood risks in Clayton, enhancing waterway health, and promoting water-sensitive neighbourhoods.

As the Structure Plan Area evolves, water consumption is projected to rise by 29 per cent, with a 30 per cent increase in residential use by 2051 – placing pressure on existing potable water sources.

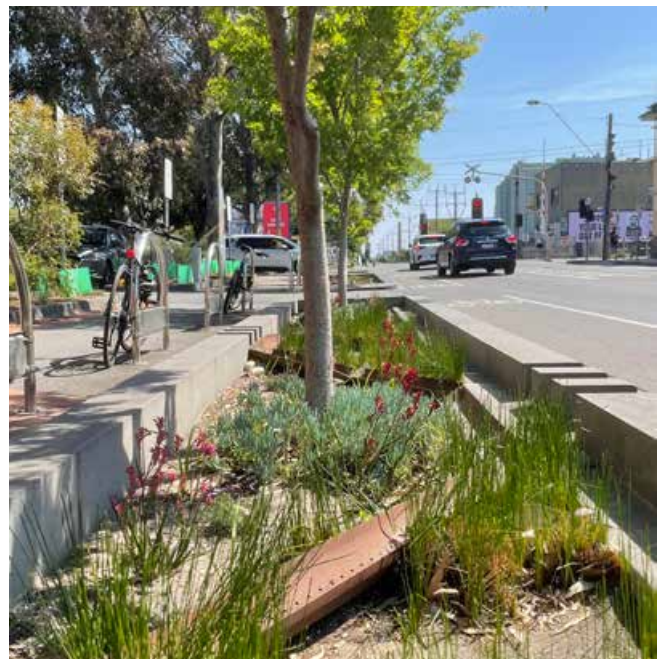
To help conserve precious water resources, there are opportunities for stormwater reuse and alternative water within new buildings and for irrigating landscaping, street trees and open spaces.

Strategies

- Support and facilitate the delivery of an alternative water supply to reduce the demand on the potable water network. Work with the water authorities to progress planning for the Dingley Recycled Water Scheme.
- Require new developments to connect to planned or available alternative water supplies through third-pipe connections to reduce the demand on potable water supply and support the use of alternate water for irrigation.
- Work with public land managers and water authorities to support the provision of third-pipe infrastructure to enable the use of alternative water for irrigation and maintenance of sports fields and public open spaces.
- Manage flood risk through the design and development of new buildings and associated works. Work with water and floodplain management authorities and utility service providers to explore IWM opportunities for new flood mitigation infrastructure, including stormwater harvesting and the provision of blue-green spaces.
- Encourage the use of Water Sensitive Urban Design (WSUD) principles in active transport corridors and green spaces, and in the design of spaces in both the private and the public realms.
- Support improved stormwater runoff water quality by embedding IWM principles in the development of buildings, new roads and public spaces.
- Consider and utilise existing strategies and policies of relevant authorities, and the wider industry, in the development of an IWM Plan for the Structure Plan Area.

Actions

1. Amend the planning scheme to require development (buildings) to incorporate available or planned alternative water supply by providing third pipe plumbing through the development to service any end use specified by the relevant authority.
2. Work with utility providers to coordinate and progress the delivery of a new third-pipe non potable water supply.
3. Partner with water authorities and IWM Forum members to support the preparation of an IWM Precinct Plan that confirms the IWM assets and built form opportunities within the Structure Plan Area.



Example of WSUD

Neighbourhoods

Clayton's different neighbourhoods will each have a role in achieving the Vision for Clayton.

6.1 Overview

The Clayton Structure Plan Area is divided into six neighbourhoods, each with a distinct purpose in achieving the Vision for Clayton. Detailed urban design, planning recommendations and development direction will guide the evolution of each neighbourhood.

Future role and objectives

Sets out the future role for the neighbourhood, outlining how it will evolve from a built form, land use, movement, public realm and open space perspective. A series of objectives form the guiding principles of development within the neighbourhood, providing an important decision-making framework that builds on the overarching objectives established in Section 5 (Strategic response).

Neighbourhood guidelines

Presents a suite of neighbourhood guidelines accompanied by detailed height, setback and movement plans at a neighbourhood scale.

Key projects (such as transport infrastructure and open space projects) to support each neighbourhood's future role in accordance with the neighbourhood guidelines are generally shown on the neighbourhood framework plans and are described and presented spatially in the Implementation Plan.

Clayton neighbourhoods

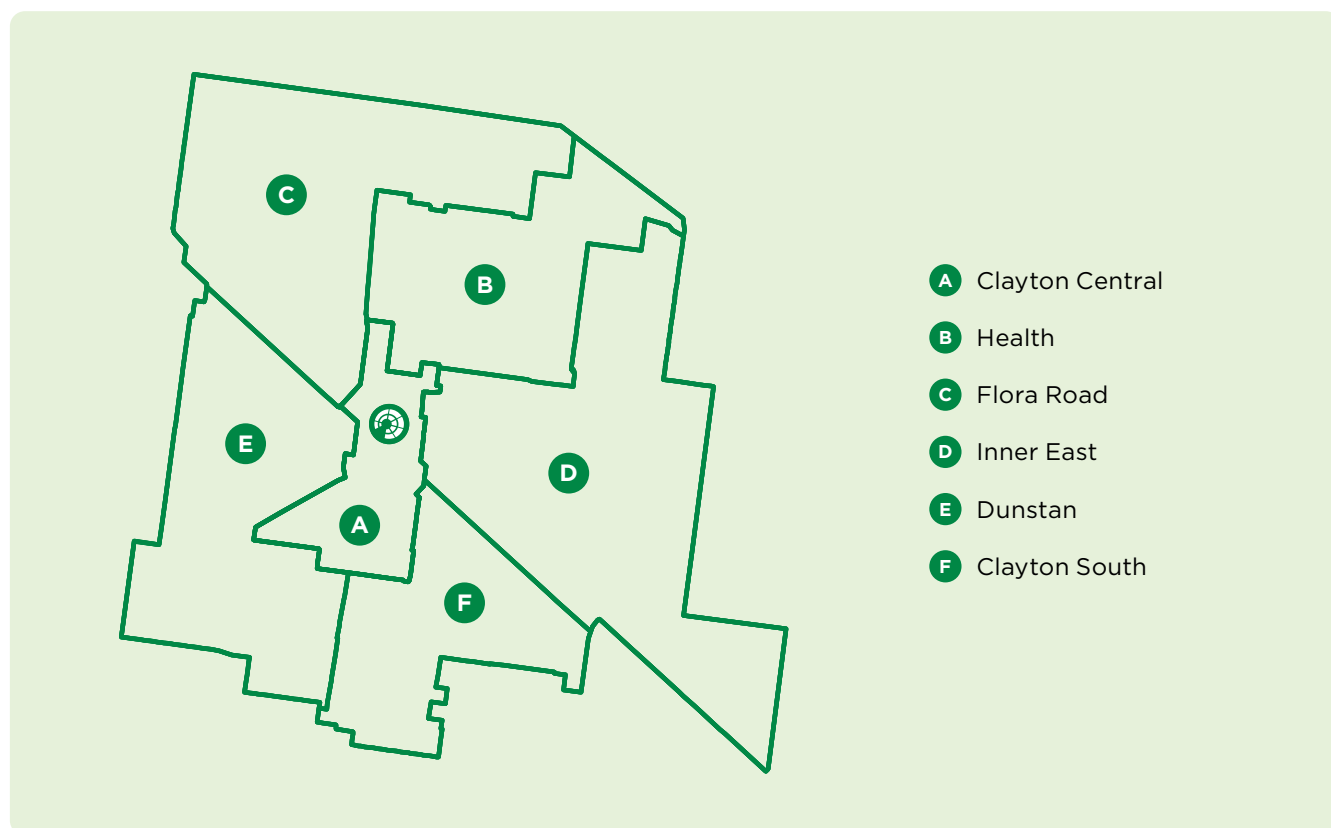


Figure 19: Clayton Structure Plan neighbourhoods



6.2 Neighbourhood A: Clayton Central

Future role and objectives

Clayton Central is the heart of Clayton, providing a retail, dining, commercial and civic focus. The Transport Superhub will catalyse the transformation of this neighbourhood.

South of the railway line, along Clayton Road, the retail strip will retain its fine-grain form, comprising a vibrant commercial, retail and food and beverage hub. Above ground level, opportunities for intensification will be capitalised upon.

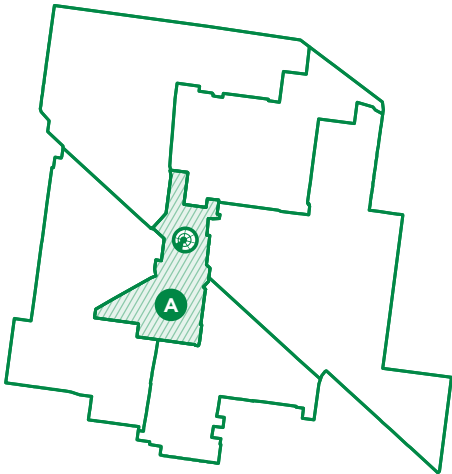
The area north of the railway line will accommodate significant change and intensification of built form, creating a highly active place that draws people out of the SRL station and existing metro station onto Clayton Road and surrounds. The vibrant and highly active character of Clayton Road will extend north of the rail line, where ground floor retail and commercial uses will be developed with offices and high density residential apartments above.

Clayton Road itself will continue to be a key transport corridor for pedestrians as well as vehicles, buses and freight, while parallel roads will act as a key routes for cyclists.

A high-quality pedestrian experience will be prioritised between the Transport Superhub and Health neighbourhood, using Mary Street as an activated primary pedestrian route.

Clayton Central will extend west of Clayton Road, where the Cooke Street car park strategic site will link the high street with an expanded Clayton Community Centre. A new mix of uses, including office and residential, will be set against an activated ground floor retail and hospitality offering. A high-quality urban realm will be provided, including improved pedestrian connections to Clayton Road, a new footpath along Cooke Street, and a new open space.

Clayton’s vibrancy will also extend east to Thomas Street, accommodating a mix of uses including offices, a new pocket park, and a new pedestrian connection through to Clayton Road.



Objective 1	To retain the fine-grain character of Clayton Road at street level, with higher density built form above.
Objective 2	To extend the vibrant character of Clayton Road towards the station and the Health neighbourhood.
Objective 3	To achieve a high-quality public realm along Clayton Road and Cooke Street, enabling a vibrant street life.
Objective 4	To deliver floorspace for diversified employment as part of integrated mixed-use developments.

Neighbourhood framework plan

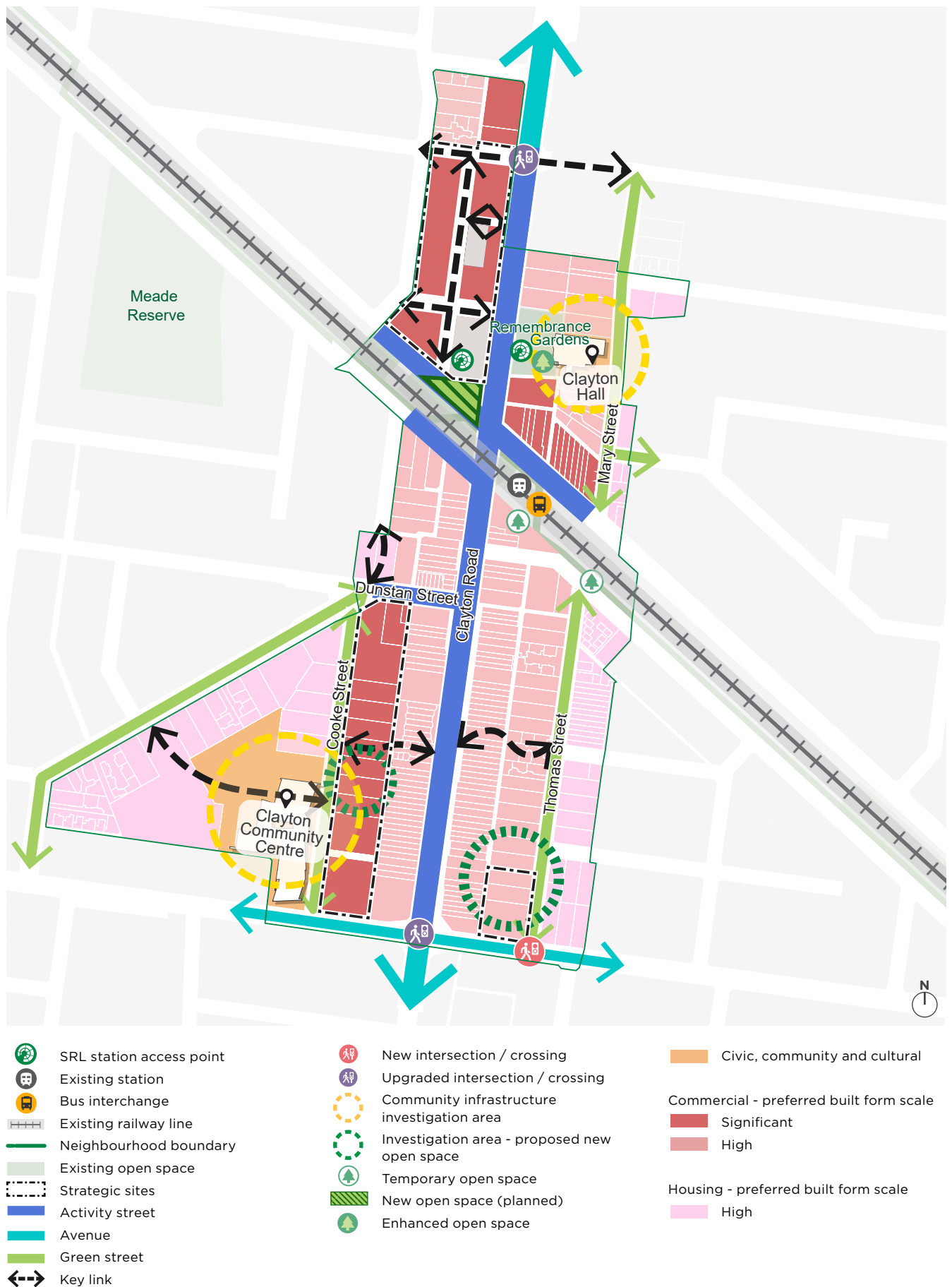


Figure 20: Clayton Central neighbourhood framework plan

Neighbourhood guidelines

Built form

- New built form should be consistent with the height, street wall and setback guidance provided in Figures 21 to 23.
- New buildings within the same site should be sufficiently separated to deliver high levels of amenity within buildings having regard to outlook and daylight.
- Podium-towers should be well-separated with generous setbacks to facilitate good public realm amenity in terms of human scale, sky views, sun and wind conditions.
- Encourage the comprehensive redevelopment of the Cooke Street car park strategic site with a high-quality built form design response, and include new public open space and pedestrian through links from Clayton Road to Cooke Street.
- Reinforce the corner of Centre Road and Thomas Street with development of a high-quality built form that provides an active interface with Centre Road and addresses the mixed-use area on the southern side of Centre Road.
- Celebrate Clayton Road (south of the railway line) as an area of valued character with a fine-grain form at ground level and a high-quality built form design response above. Upper levels should be set back to protect solar access and create a feeling of openness at street level, as shown in Figure 23.
- Buildings along Clayton Road should:
 - Avoid expanses of blank walls
 - Enhance visual amenity through architecture articulation, variation in colours and materials for new buildings.
- New development adjacent to 'Old Station building' (VHR H1667/HO13) or 'Oak and peppercorn tree' (HO12) should respect its heritage setting and character by providing adequate separation.
- Design and site buildings to manage solar access to the Remembrance Gardens at the winter solstice.
- Design and site buildings to manage overshadowing of the footpaths along Clayton Road (between the railway line and Centre Road) and the southern footpath of Carinish Road east of Clayton Road.
- Allow heights increasing up to 69m in locations along Clayton Road and Madeleine Road where development would emphasise the urban structure.
- New development in residential areas and along movement corridors should incorporate side and rear setbacks to maintain reasonable separation from existing apartment living room windows.

Public realm and open space

- New development on sites designated with 'highly active' frontages on Figure 22 should:
 - Incorporate a minimum 80 per cent clear glazing or entries at ground level
 - Provide appropriate protection from the weather including wind, rain and sun
 - Avoid front fences or where they cannot be avoided, fence height should not exceed 1.2 metres.
- New development on sites designated with 'moderately active' frontages on Figure 22 should:
 - Incorporate a minimum 40 per cent clear glazing or entries at ground level
 - Avoid front fences or where they cannot be avoided, fence height should not exceed 1.2 metres.
- New development along Mary Street should be designed to contribute to the creation of an attractive active travel route from the Transport Superhub to the Health neighbourhood by activating the ground floor of buildings. Adequate lighting should be installed to improve perceptions of safety. Refer to Figure 22.
- New development along Cooke Street should provide adequate setbacks, space for activated uses and street tree planting to create an attractive and comfortable public realm, as shown in Figure 22.
- Encourage building interfaces and setbacks along Clayton Road to support street frontage activation, consistent street wall alignment and improve pedestrian movement and circulation at ground level.

Transport and movement

- Key links must be provided consistent with the specific links shown in Figure 24.
- Key links should be provided consistent with the indicative links shown in Figure 24.
- Enhance permeability between Mary Street, Clayton Road, Remembrance Gardens and the new SRL station entry by ensuring that new development incorporates pedestrian routes, to connect to neighbourhoods and key destinations beyond.
- Car parking should be consolidated, particularly where such consolidation would result in development opportunities for existing car parking sites at the 6-18 Cooke Street car park and the 1399-1401 Centre Road car park.
- When provided through new development, new key links should be (where relevant):
 - Direct, attractive and well-lit
 - Safe and free of entrapment areas
 - Publicly accessible at ground level
 - Overlooked by windows, balconies or both on both sides, including at ground level
 - Designed to consider function in interim and ultimate stages, including layout and landscaping.
- New development should seek to minimise vehicle crossovers and encourage traffic calming measures as part of any street works.
- Where access via laneways to the side or rear of a property is available, development should seek to facilitate on-site car park access, delivery vehicles and waste removal vehicles.
- New developments that comprise multiple sites should seek to consolidate existing vehicle crossovers.
- New development should locate access points for loading bays, waste collection and site storage areas away from strategic and local walking corridors shown in Figure 24.
- Car parking should be located below ground or, where a podium tower development typology is utilised, should be 'sleeved' behind other uses.

Preferred building heights plan

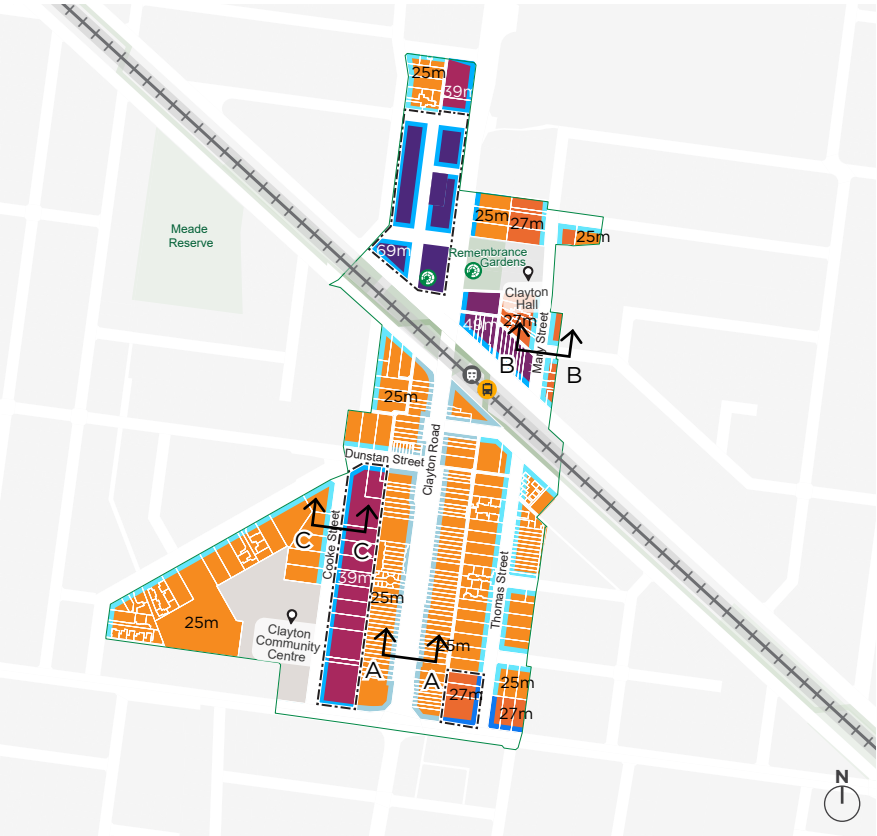


Figure 21: Clayton Central preferred building heights plan

- SRL station access points
- Existing station
- Bus interchange
- Existing railway line
- Neighbourhood
- Strategic site

Preferred maximum building heights

- 69 metres (17-20 storeys)
- 49 metres (15 storeys)
- 39 metres (10-12 storeys)
- 27 metres (7-8 storeys)
- 25 metres (6-7 storeys)

Preferred maximum street wall heights

- Maximum 21m (5-6 Storeys)
- Maximum 17m (4 Storeys)*
- Maximum 14 metres (4 storeys)
- Maximum 12 metres (3 storeys)

*15m for 258-262 Clayton Road

Preferred interfaces and setbacks plan

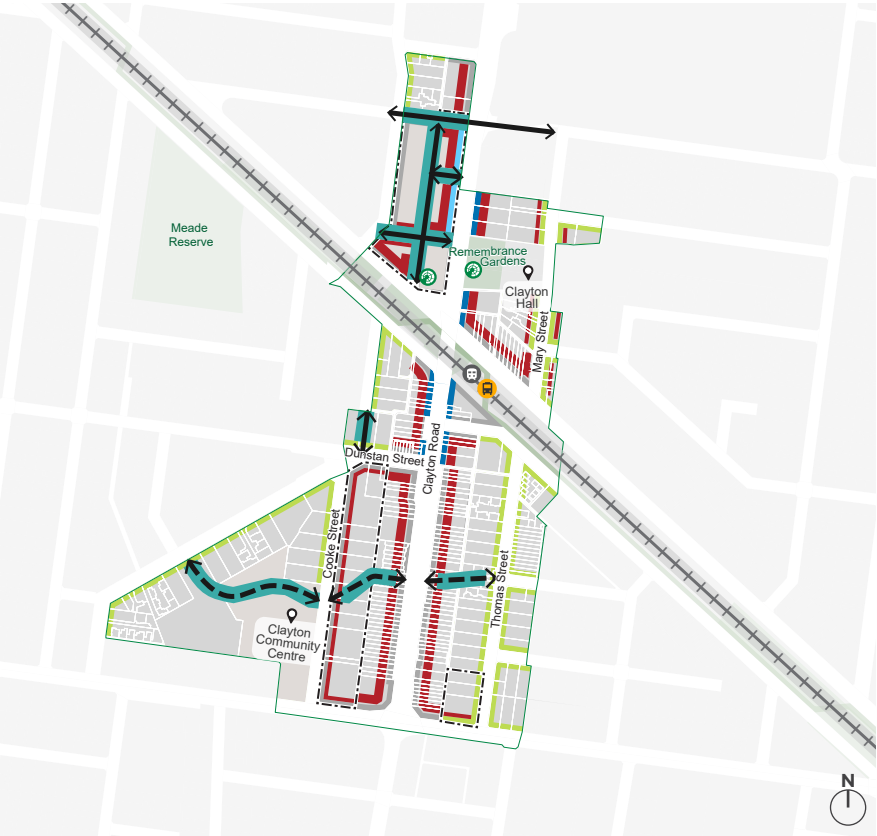


Figure 22: Clayton Central preferred interfaces and setbacks plan

- SRL station access points
- Existing station
- Bus interchange
- Existing railway line
- Neighbourhood
- Strategic site

- Key link (indicative)
- Key link (specific)

Front Setbacks

- Zero setback
- 3m setback
- Setback to achieve improved space for pedestrian movement and street activity
- 3m Setback to achieve improved space for pedestrian movement and street activity

Interfaces

- Highly active frontage
- Moderately active frontage
- Indicative link interface

Side, rear and front upper level setbacks plan



Setbacks

Front - upper level	5m from podium facade up to a height of 66m
	7.5m from podium facade above a height of 66m
Side and rear - podium	0m, or 4.5m (primary outlook)*
Side and rear - tower	6m or 10% of the total building height, whichever is the greater
Front - upper level	3m, plus 0.6m per metre of height above 33m from the podium facade, except 0.8m per metre of height above 23m on the north side of east-west streets.
	Side - podium
	0m, or 4.5m (primary outlook)*
Side - tower	4.5m or 15% of the total building height, whichever is the greater
Rear - podium and tower	6m, landscaped. 0m for properties abutting Cooke St
Front - upper level	3m, plus 1m per metre of height above 21m from the podium facade
	Side
	0m, or 4.5m (primary outlook)*
Rear	4.5m above ground floor

Front - upper level	4m from podium facade
	Side
	0m or 4.5m (primary outlook)*
Rear	3m abutting public open space
	6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)
	Setback above 14m of 2m or that required to remain below 45-degree plane from opposite street boundary
Front - upper level	Setback above 14m of 2m or that required to remain below 45-degree plane from opposite street boundary
	Side
	0m or 4.5m (primary outlook)*
Rear	3m abutting public open space"
	6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)
	Setback above 14m of 2m or that required to remain below 45-degree plane from opposite street boundary
Interface Type 1 - rear setback	An additional 0.6m per metre of height above 17m
Interface Type 2	An additional 14m above the podium

*4.5m applies to the parts of the building that provide a primary outlook [to the rear and side boundaries]. If interfacing with side/rear service lanes, the 4.5m setback is measured from the centre of the laneway.

Figure 23: Clayton Central preferred side, rear and front upper level setbacks plan

Movement plan

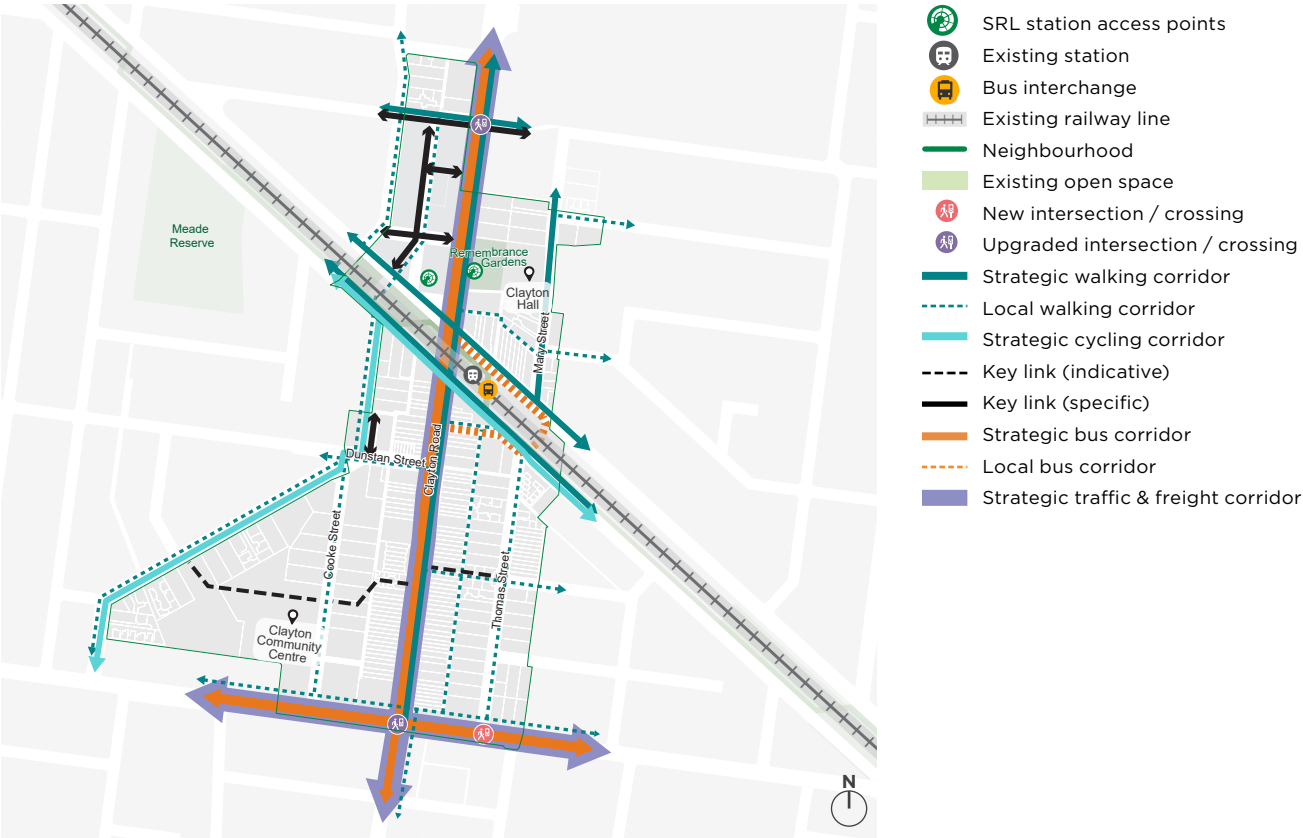


Figure 24: Clayton Central movement plan

Potential enhancements to Clayton Road South



Note: Car parking to be retained between tree outstands

Figure 25: Section A - Illustration of potential typical section of Clayton Road south of the rail line

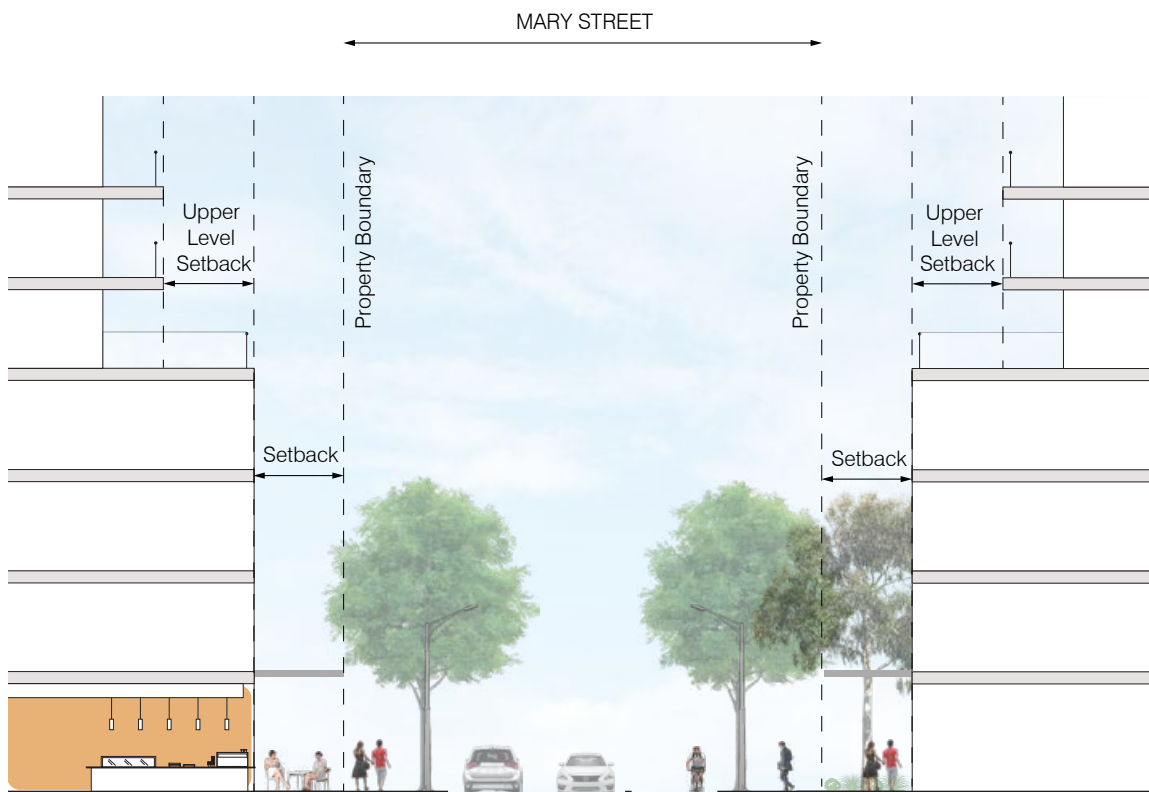


Figure 26: Section B - Illustration of potential typical section of Mary Street. This option illustrated built form interface to the street and two-way traffic



Figure 27: Section C - Illustration of potential typical section of Cooke Street and built form interface

6.3 Neighbourhood B: Health

Future role and objectives

The Health neighbourhood will contain an expanded health area comprising hospitals, medical research and specialist facilities serving both local and regional catchments.

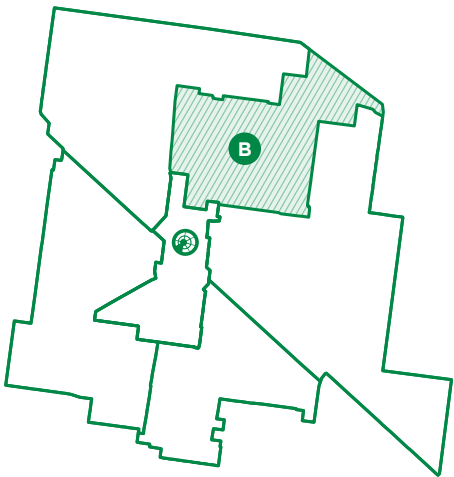
With jobs in the health sector expected to increase significantly, intensification of built form within the health priority area will be required to deliver additional floorspace to accommodate growth.

New development around the Monash Medical Centre will be high quality, attractive and support the specialist nature of the area. Improved public spaces will be important to create an inviting place for visitors, support patient care and attract businesses to locate within this neighbourhood.

Complementary uses such as office, small-scale retail and food and beverage, hospitality, childcare, gyms, recreation and short-stay accommodation, will support workers and visitors, supplementing the core health function.

A network of Green Streets along with new links will provide a pedestrian and cycling friendly network, improving permeability to and through the Health neighbourhood and connecting the area to key locations including Fregon Reserve, the transport superhub and surrounding residential neighbourhoods.

The character of Clayton Road will be enhanced with improved streetscapes and an expanded public realm that orients active uses along this main movement and activity corridor. New development along Clayton Road has the best potential to accommodate new spaces for health, medical services and employment in taller built form typologies in a highly connected location.



Objective 1	To facilitate the expansion and intensification of the health priority area to provide for a range of uses that will support the core health function of the neighbourhood.
Objective 2	To extend the spine of Clayton Road north and direct the greatest activity and built form intensification towards Clayton Road.
Objective 3	To prioritise pedestrian and cycling movements and improve permeability within the Health neighbourhood.
Objective 4	Encourage future development within the health priority area to be less inward facing, prioritising active interfaces with Clayton Road and the broader neighbourhood.

Neighbourhood framework plan

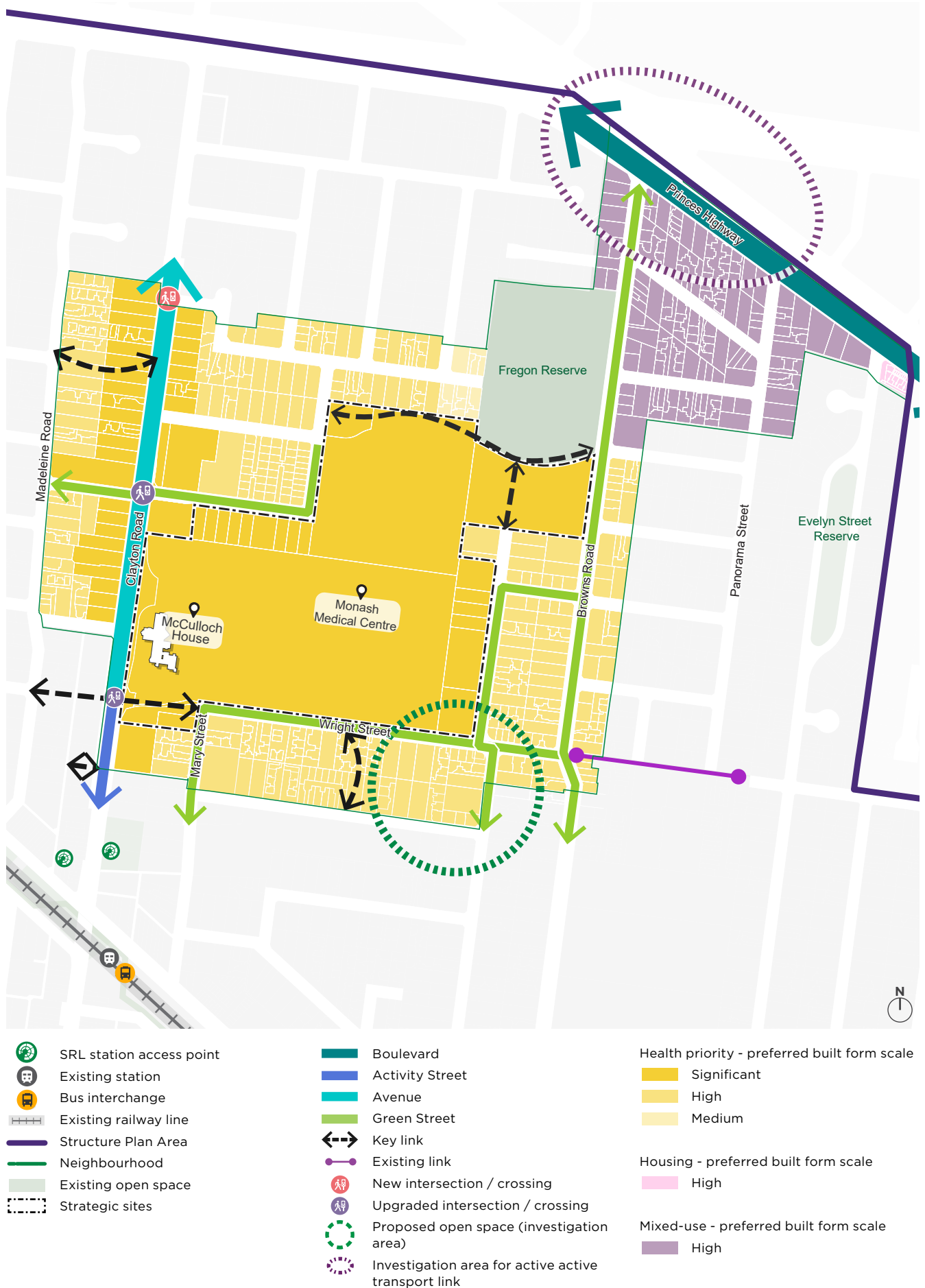


Figure 28: Health neighbourhood framework plan

Neighbourhood guidelines

Built form

- New built form should be consistent with the height, street wall and setback guidance provided in Figures 29 to 33.
- Development on the eastern side of Madeleine Road should appropriately respond and transition to residential development within the Flora Road neighbourhood to the west, minimising adverse amenity impacts.
- New development adjacent to McCulloch House (HO14) should respect its heritage setting and character by providing adequate separation or, where separation cannot be achieved, by employing a design response that sensitively responds to the significance of the place.
- Design and site buildings to manage solar access to Fregon Reserve at the winter solstice.
- New development in residential areas and along movement corridors should incorporate side and rear setbacks to maintain reasonable separation from existing apartment living room windows.

Public realm and open space

- New development on sites designated with 'highly active' frontages on Figure 31 should:
 - Incorporate a minimum 80 per cent clear glazing or entries at ground level
 - Provide appropriate protection from the weather including wind, rain and sun
 - Avoid front fences or where they cannot be avoided, fence height should not exceed 1.2 metres.
- New development on sites designated with 'moderately active' frontages on Figure 31 should:
 - Incorporate a minimum 40 per cent clear glazing or entries at ground level
 - Avoid front fences or where they cannot be avoided, fence height should not exceed 1.2 metres.
- New development which abuts Fregon Reserve should balance privacy and activation, providing a landscaped setback, encourage passive surveillance, and deliver a visually appealing and legible composition.

Transport and movement

- As development occurs within the Monash Medical Centre, pedestrian permeability should be prioritised by provision of a network of legible pedestrian pathways. Access to Fregon Reserve should be provided from the south.
- Future changes to the street network should be designed so that that road reserves are wide enough to adequately accommodate emergency vehicles, and on-street car parking does not hinder their movement.
- Support the consolidation of car parking in the north-east corner of the Monash Medical Centre, where consolidated car parks would be designed to minimise negative visual impacts.
- Key links must be provided consistent with the specific links shown in Figure 32.
- Key links should be provided consistent with the indicative links shown in Figure 32.
- When provided through new development, new key links should be (where relevant):
 - Direct, attractive and well-lit
 - Safe and free of entrapment areas
 - Publicly accessible at ground level
 - Overlooked by windows, balconies or both on both sides, including at ground level
 - Designed to consider function in interim and ultimate stages, including layout and landscaping.
- New development should seek to minimise vehicle crossovers and encourage traffic calming measures as part of any street works.
- Where access via laneways to the side or rear of a property is available, development should seek to facilitate on-site car park access, delivery vehicles and waste removal vehicles.
- New developments that comprise multiple sites should seek to consolidate existing vehicle crossovers.
- New development should locate access points for loading bays, waste collection and site storage areas away from strategic and local walking corridors shown in Figure 32.

Preferred building heights plan

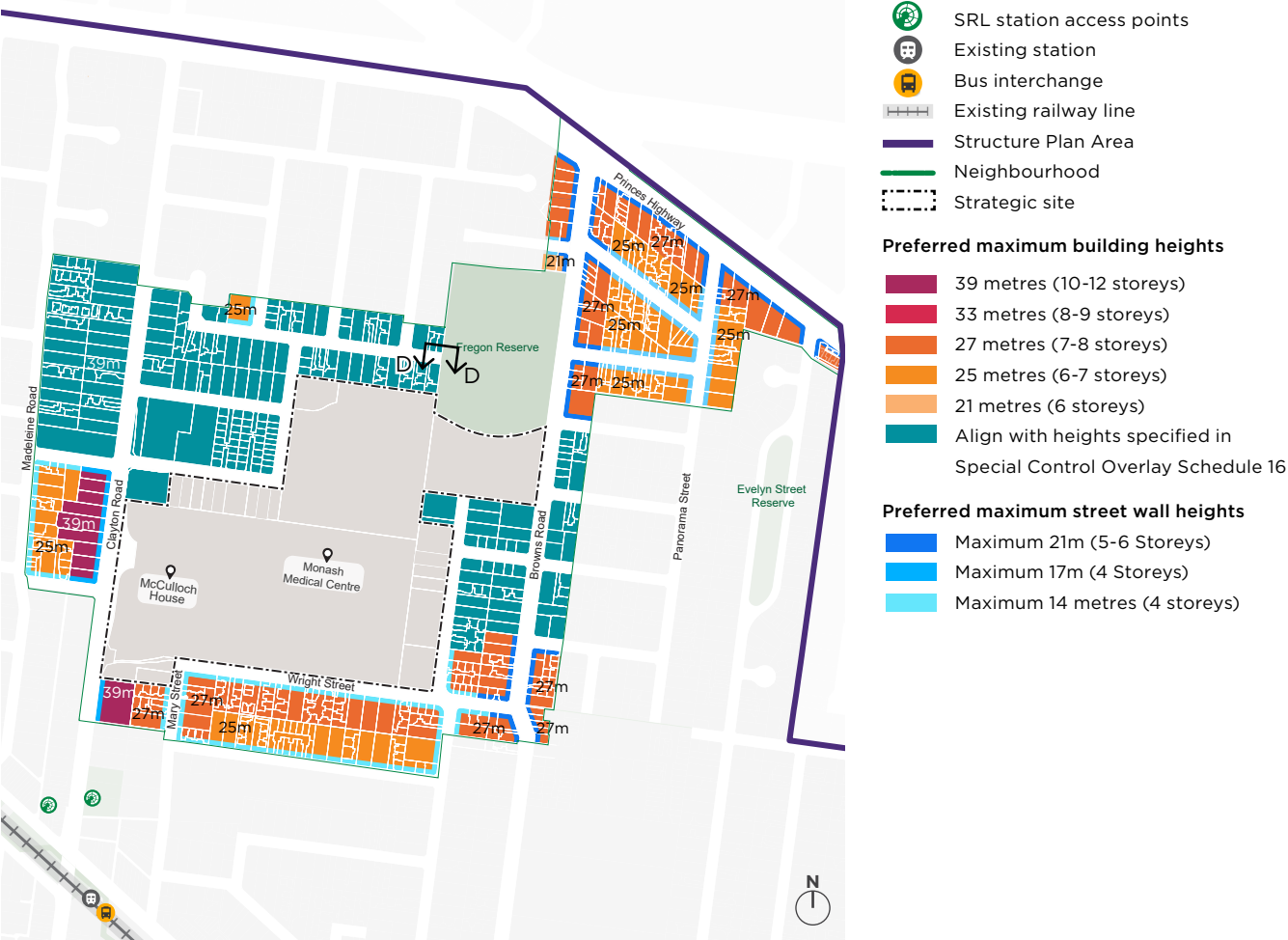


Figure 29: Health preferred building heights plan

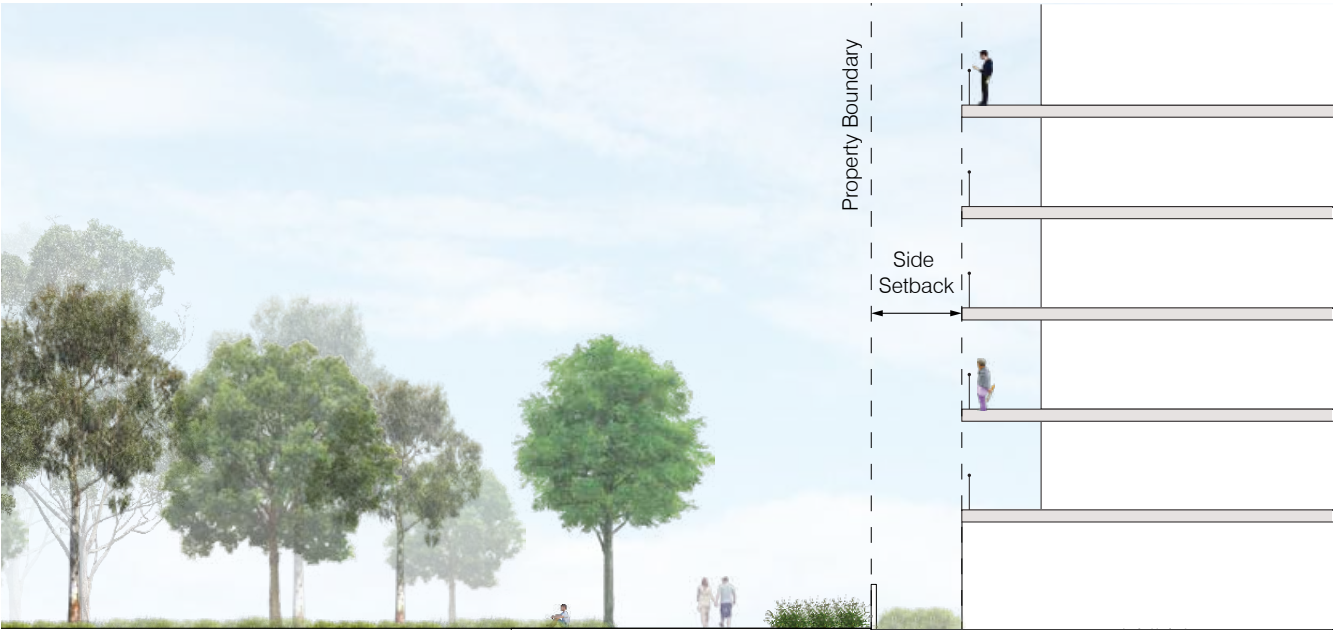


Figure 30: Section D - Illustration of typical built form interface to Fregon Reserve

Preferred interfaces and setbacks plan

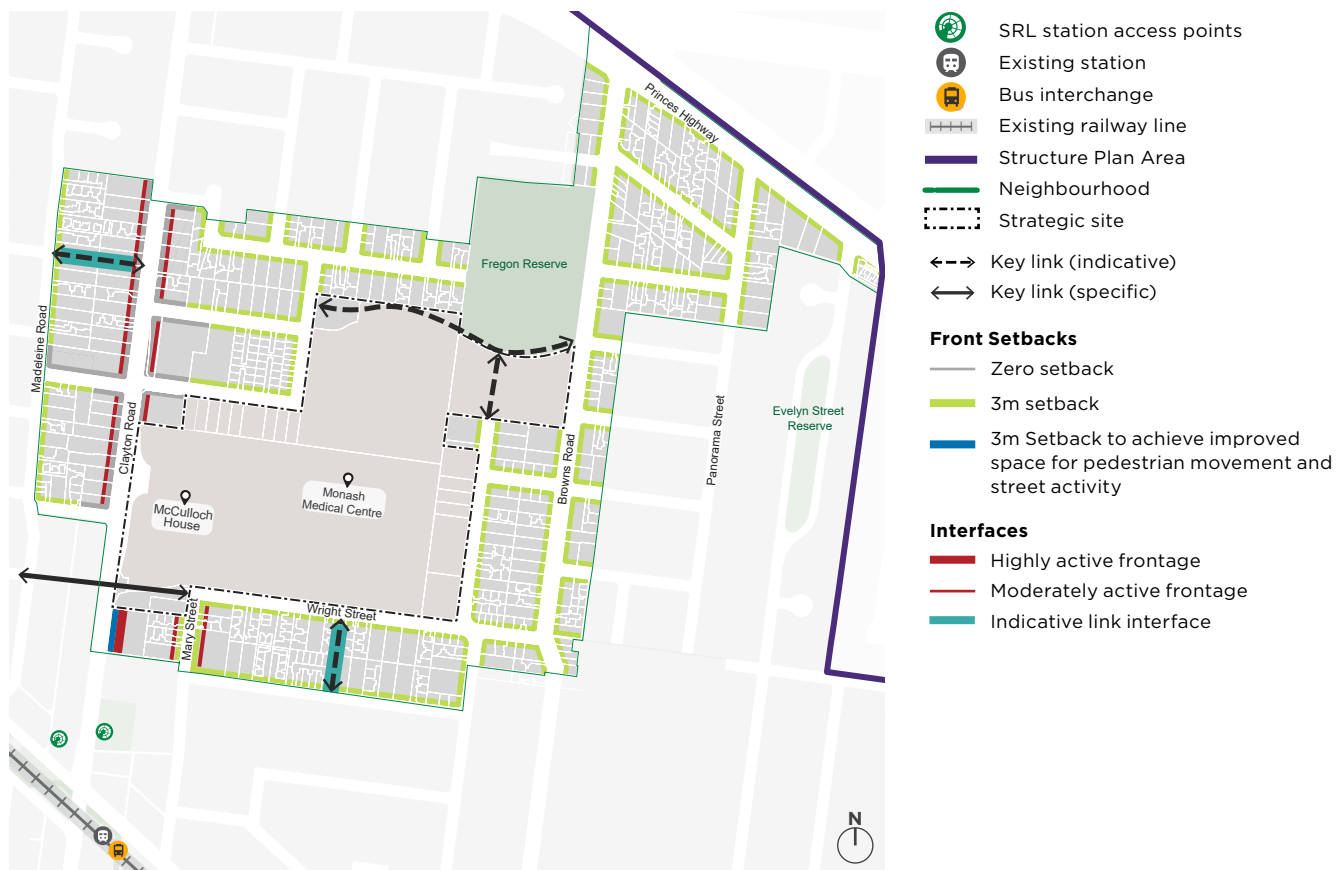


Figure 31: Health preferred interfaces and setbacks plan

Movement plan

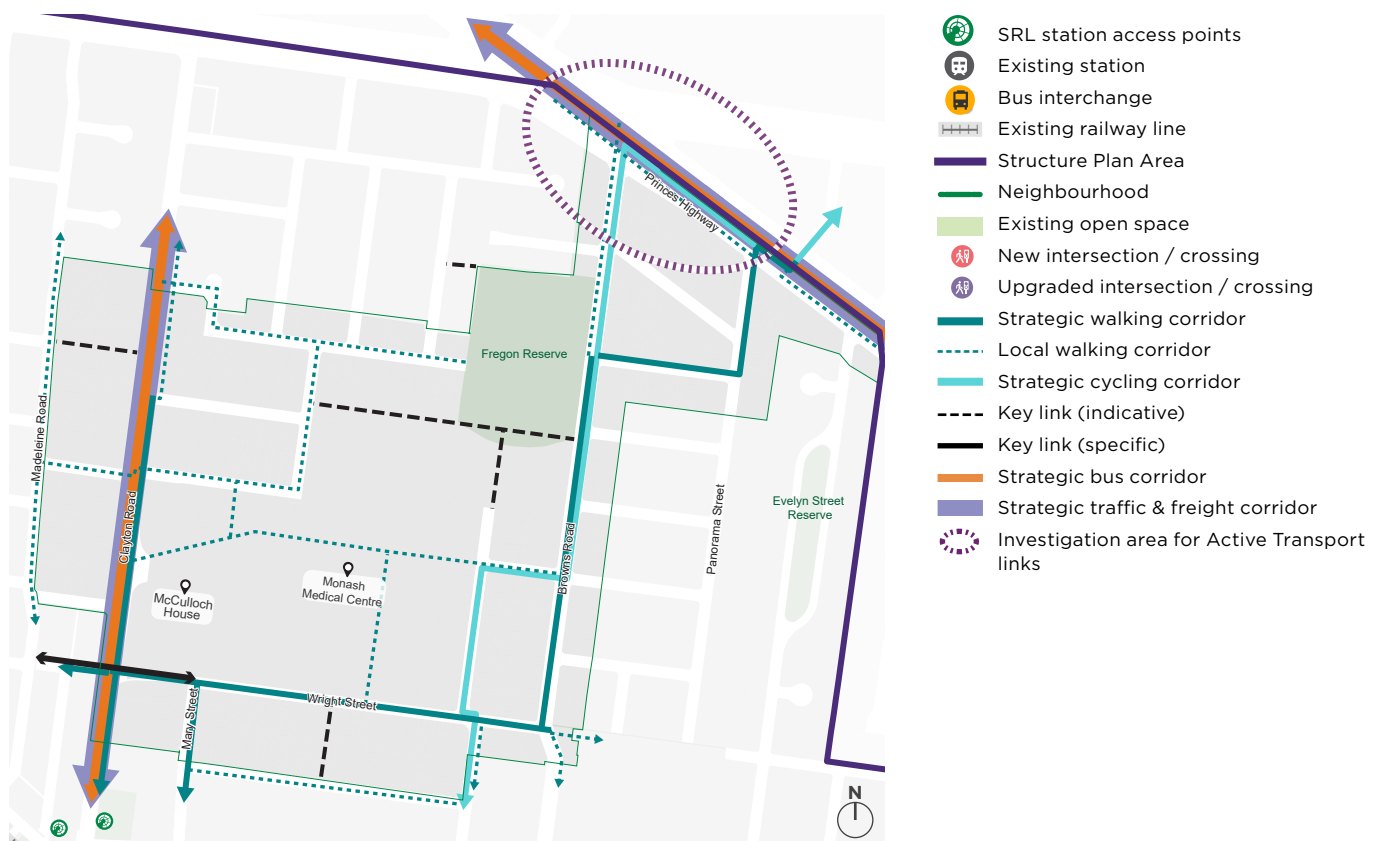
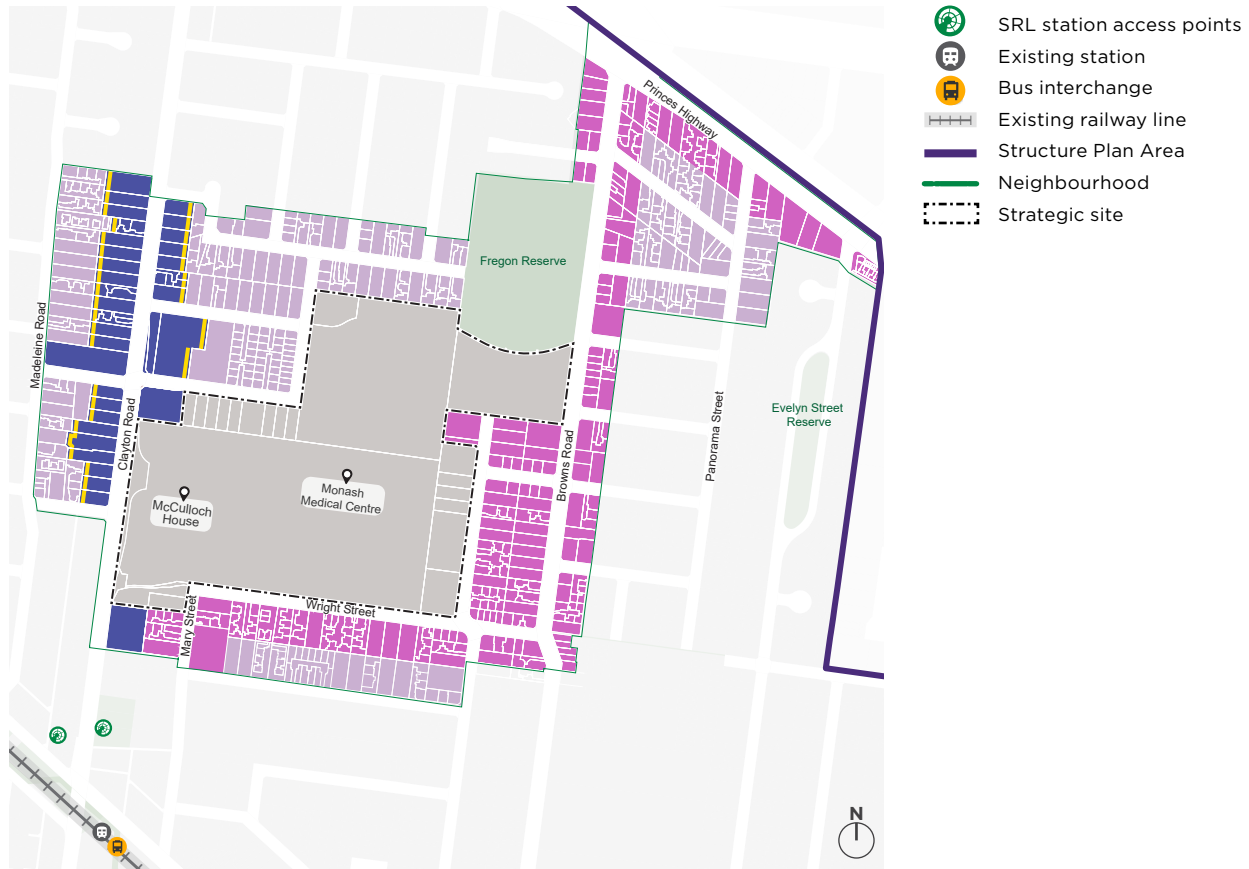


Figure 32: Health movement plan

Side, rear and front upper level setbacks plan



Setbacks

	Front - upper level	3m, plus 0.6m per metre of height above 33m from the podium facade, except 0.8m per metre of height above 23m on the north side of east-west streets
	Side - podium	0m or 4.5m (primary outlook)*
	Side - tower	4.5m or 15% of the total building height, whichever is the greater only where the total preferred building height is greater than 39m
	Rear - podium and tower	6m, landscaped
	Front - upper level	4m from podium facade
	Side	0m or 4.5m (primary outlook)* 3m abutting public open space
	Rear	6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)
	Front - upper level	Setback above 14m of 2m or that required to remain below 45-degree plane from opposite street boundary
	Side	0m or 4.5m (primary outlook)* 3m abutting public open space
	Rear	6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)
	Interface Type 1	An additional 0.6m per metre of height above 17m

*4.5m applies to the parts of the building that provide a primary outlook [to the rear and side boundaries]. If interfacing with side/rear service lanes, the 4.5m setback is measured from the centre of the laneway.

Figure 33: Health side, rear and front upper level setbacks plan

6.4 Neighbourhood C: Flora Road

Future role and objectives

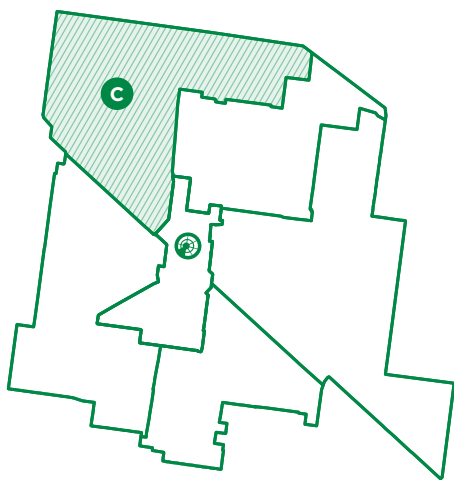
The Flora Road neighbourhood features the north end of Clayton Road, as a gateway to the centre of the precinct from the north. Higher density residential and commercial developments will build on the existing local centre leveraging its local services and amenities, such as small-scale retail and food and beverage. New development along Clayton Road will accommodate higher scale development.

Clayton Road, Princes Highway and North Road, as key movement corridors, will provide access to public transport and the best opportunity for intensified mid-rise development.

Residential development through the Flora Road neighbourhood will create a transition between the precinct and Huntingdale, supporting mid-rise apartment buildings with pockets of mixed-use.

These buildings will transition in scale towards the centre of the Structure Plan Area. Landscaped setbacks will create a greener setting, with improved canopy cover and vegetated areas.

Objective 1	To support the delivery of diverse housing options that transition in scale from the areas closest to Clayton Road and North Road to the edges of the Structure Plan Area.
Objective 2	To facilitate the highest built form intensification along key movement corridors.
Objective 3	To retain and enhance the Clayton Road local centre.
Objective 4	To deliver a high-quality network of permeable streets.



Neighbourhood framework plan

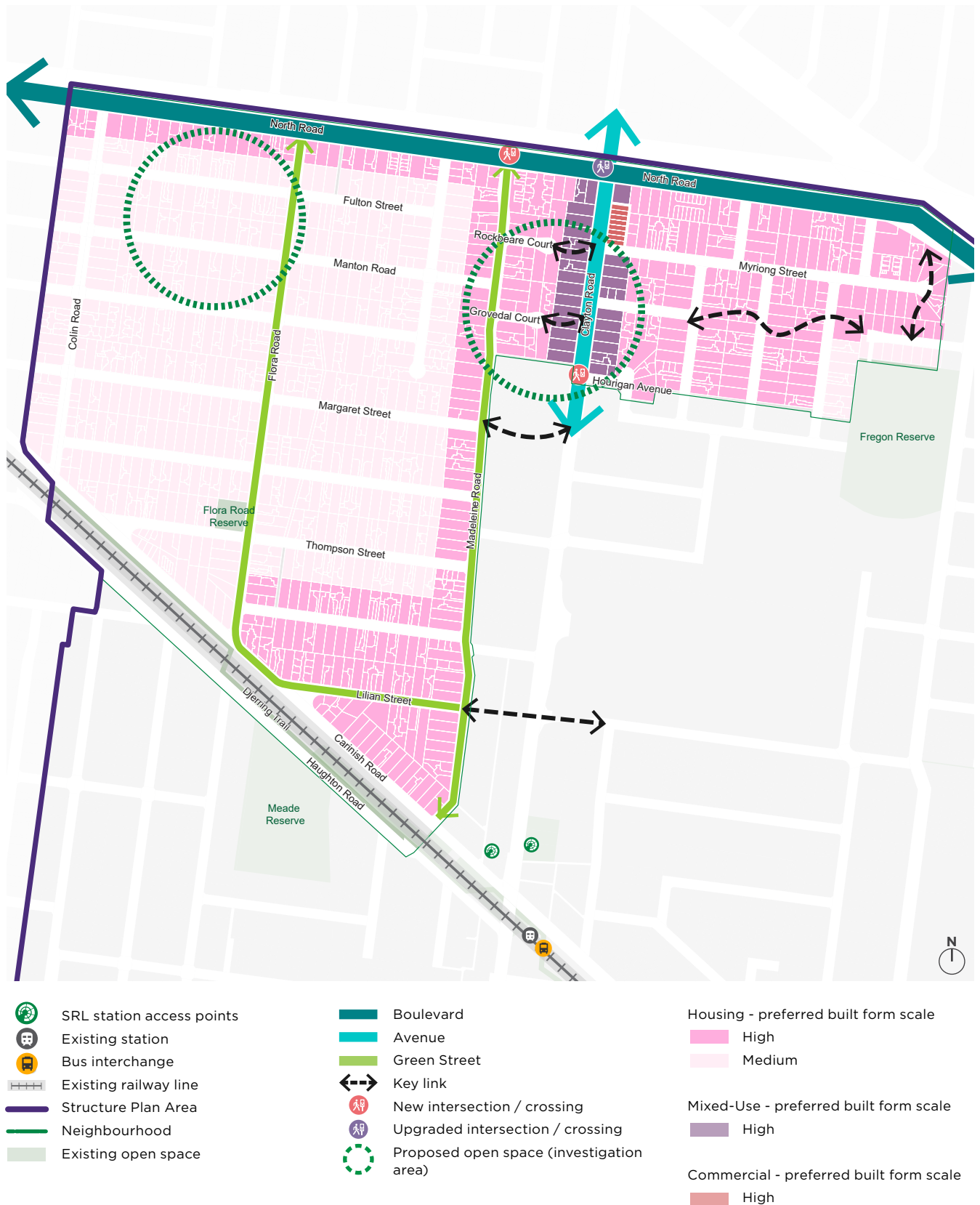


Figure 34: Flora Road neighbourhood framework plan

Neighbourhood guidelines

Built form

- New built form should be consistent with the height, street wall and setback guidance provided in Figures 35 to 37.
- New development adjacent to 7 Hourigan Avenue (HO42) should respond appropriately to the heritage significance of the place.
- The character of the fine-grain form at ground level of the local centre located at the northern end of Clayton Road should be retained through redevelopment, with an opportunity for higher intensity built form above. Development should address the street, and be designed to protect the pedestrian amenity of the local centre at street level.
- Development of sites fronting Clayton Road should have the highest intensity built form including preferred building heights of up to 8 storeys.
- Design and site buildings to manage solar access to Fregon Reserve at the winter solstice.
- Design and site buildings to manage solar access to Flora Road Reserve at the winter solstice.
- New development in the existing small retail strip may vary the street wall height and setback guidance. Allow a 0m setback at ground floor.
- Development on small lots (less than 24m in width) in residential areas should adopt setbacks that avoid a two-storey high wall on side boundaries where abutting the rear boundary of an adjoining property.
- New development in residential areas and along movement corridors should incorporate side and rear setbacks to maintain reasonable separation from existing apartment living room windows.
- New development abutting a lot outside of the Structure Plan Area should adopt a minimum 6 metre setback up to 11 metres and upper levels that allow a transition in scale and reduce amenity impacts on existing residential areas.

Public realm and open space

- New development on sites designated with 'moderately active' frontages on Figure 36 should:
 - Incorporate a minimum 40 per cent clear glazing or entries at ground level
 - Avoid front fences or where they cannot be avoided, fence height should not exceed 1.2 metres.
- New development which abuts Fregon Reserve and Flora Road Reserve should balance privacy and activation, providing a landscaped setback, encourage passive surveillance, and deliver a visually appealing and legible composition.

Transport and movement

- Key links should be provided consistent with the indicative key links shown in Figure 38.
- When provided through new development, new key links should be (where relevant):
 - Direct, attractive and well-lit
 - Safe and free of entrapment areas
 - Publicly accessible at ground level
 - Overlooked by windows, balconies or both on both sides, including at ground level
 - Designed to consider function in interim and ultimate stages, including layout and landscaping.
- New development should seek to minimise vehicle crossovers and encourage traffic calming measures as part of any street works.
- Where access via laneways to the side or rear of a property is available, development should seek to facilitate on-site car park access, delivery vehicles and waste removal vehicles.
- New developments that comprise multiple sites should seek to consolidate existing vehicle crossovers.
- New development should locate access points for loading bays, waste collection and site storage areas away from strategic and local walking corridors shown in Figure 38.
- Development of sites on the western side of Clayton Road should provide a pedestrian link to connect from Clayton Road to Rockbeare Court and Grovedale Court where the development site adjoins those streets.

Preferred building heights plan

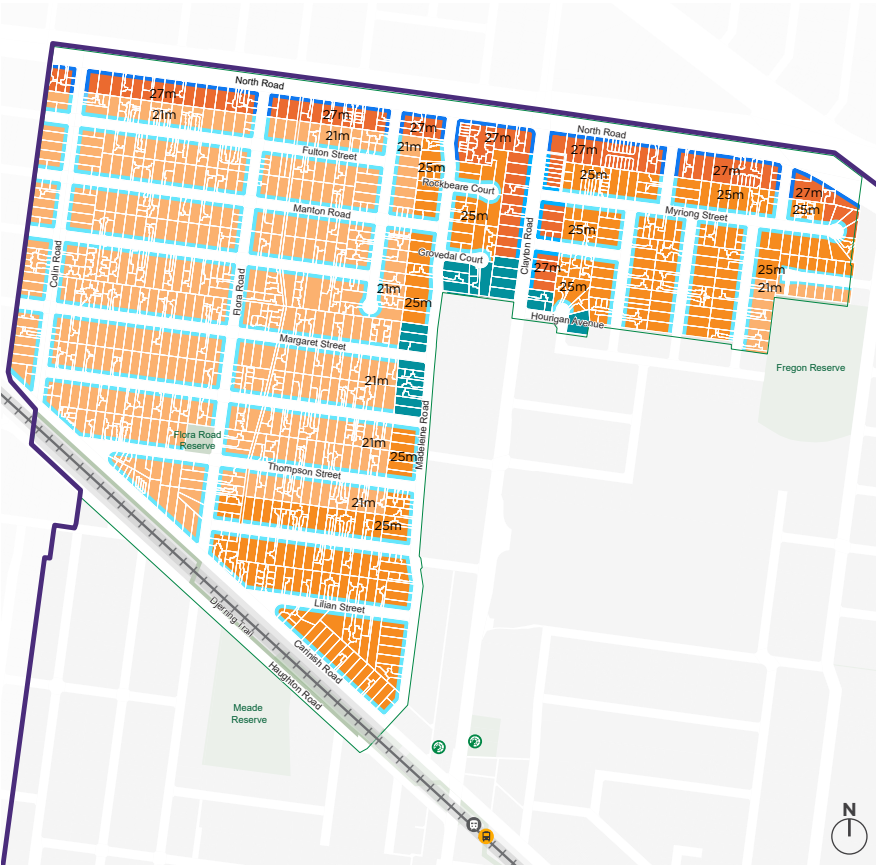


Figure 35: Flora Road preferred building heights plan

Preferred interfaces and setbacks plan

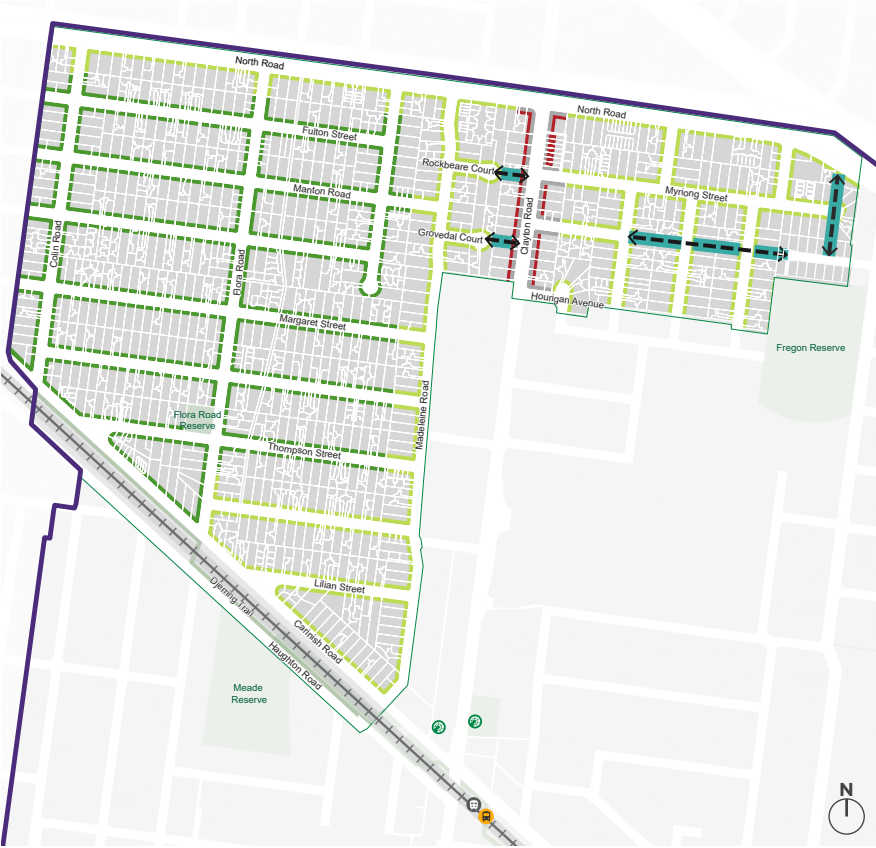


Figure 36: Flora Road interfaces and setbacks plan

- SRL station access points

Existing station

Bus interchange

Existing railway line

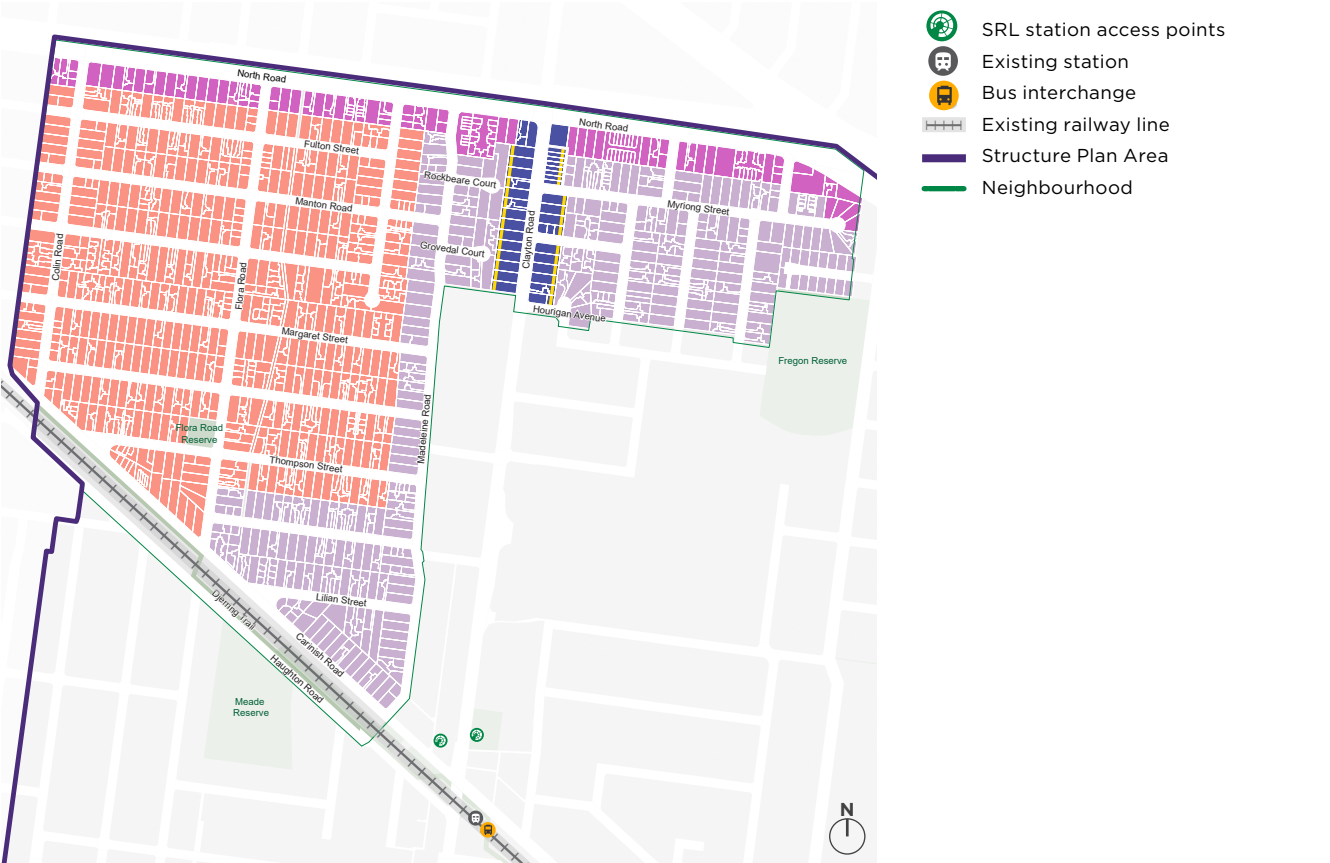
Structure Plan Area

Neighbourhood
- Preferred maximum building heights**

 - 27 metres (7-8 storeys)
 - 25 metres (6-7 storeys)
 - 21 metres (6 storeys)
 - Align with heights specified in Special Control Overlay Schedule 16
- Preferred maximum street wall heights**

 - Maximum 21m (5-6 Storeys)
 - Maximum 17m (4 Storeys)
 - Maximum 14 metres (4 storeys)

Side, rear and front upper level setbacks plan



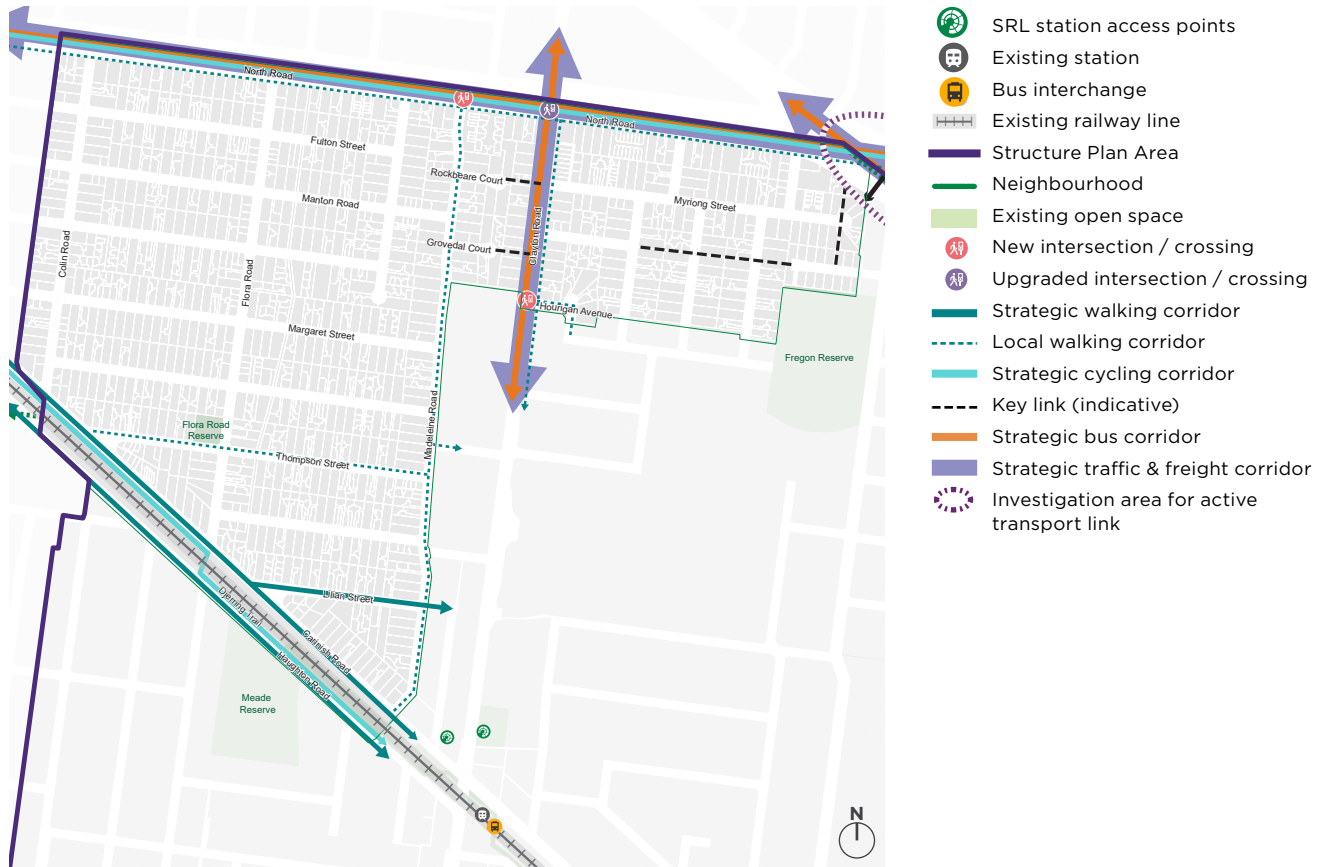
Setbacks

	Front - upper level	3m, plus 0.6m per metre of height above 27m from the podium facade, except 0.8m per metre of height above 23m on the north side of east-west streets.		Front - upper level	0.5m per metre of height above the street wall from the podium facade
	Side - podium	0m or 4.5m (primary outlook)*		Side - lots ≥ 24m wide	4.5m, plus 0.8m per metre of height above 14m
	Rear - podium and tower	6m, landscaped		Side - lots < 24m wide, front half of site	0m for buildings up to a height of 6.9m 2m for buildings higher than 6.9m
	Front - upper level	4m from podium facade		Side - lots < 24m wide, rear half of site	2m all levels where abutting public open space 2m + 1m per metre of height above 6.9m
	Side	0m or 4.5m (primary outlook)* 3m abutting public open space		Rear	6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)
	Rear	6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)		Interface Type 1 - rear setback	An additional 0.6m per metre of height above 17m
	Front - upper level	Setback above 14m of 2m or that required to remain below 45-degree plane from opposite street boundary			
	Side	0m or 4.5m (primary outlook)* 3m abutting public open space			
	Rear	6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)			

*4.5m applies to the parts of the building that provide a primary outlook [to the rear and side boundaries]. If interfacing with side/rear service lanes, the 4.5m setback is measured from the centre of the laneway.

Figure 37: Flora Road side, rear and front upper level setbacks plan

Movement plan



6.5 Neighbourhood D: Inner East

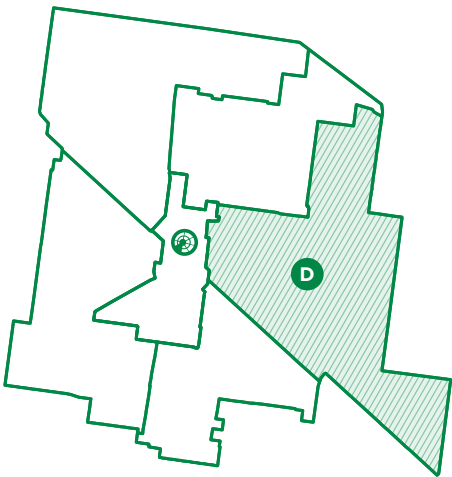
Future role and objectives

Residents of the Inner East neighbourhood will enjoy access to the shops, services and employment opportunities within Clayton Central and the Health neighbourhood.

At its core, the future redevelopment of the PMP Printing Site will provide high density housing through apartments, continuing the scale and pattern. The PMP Printing Site will also provide a small retail and hospitality offering, some office development and new public open space.

As the neighbourhood grows, its primary role will be to provide new diverse housing in accessible locations, particularly supporting people working within the Health neighbourhood. New housing will provide a range of types, sizes and tenures, including affordable options for households with lower incomes, including key workers. A local centre located at the south-west edge of the PMP Printing Site on Centre Road will continue to offer residents the benefits of a local neighbourhood.

A network of Green Streets and new pedestrian and cycling links will improve permeability and connectivity through the neighbourhood. New connections will be provided through the existing large block structure as development takes place, creating a walkable neighbourhood.



Objective 1	To support the comprehensive development of the PMP Printing Site, which provides a mix of residential apartments, offices, retail and hospitality and public open space, set in a high-quality public realm.
Objective 2	To create attractive and comfortable pedestrian and cycling routes through the neighbourhood, prioritising active travel and connecting to employment areas.
Objective 3	To support the delivery of a mix of uses in developments that transition in scale from areas closest to Clayton Central, outwards towards the eastern boundary of the Structure Plan Area.
Objective 4	To support consolidated development that facilitates the creation of new key links that improve walkability.

Neighbourhood framework plan

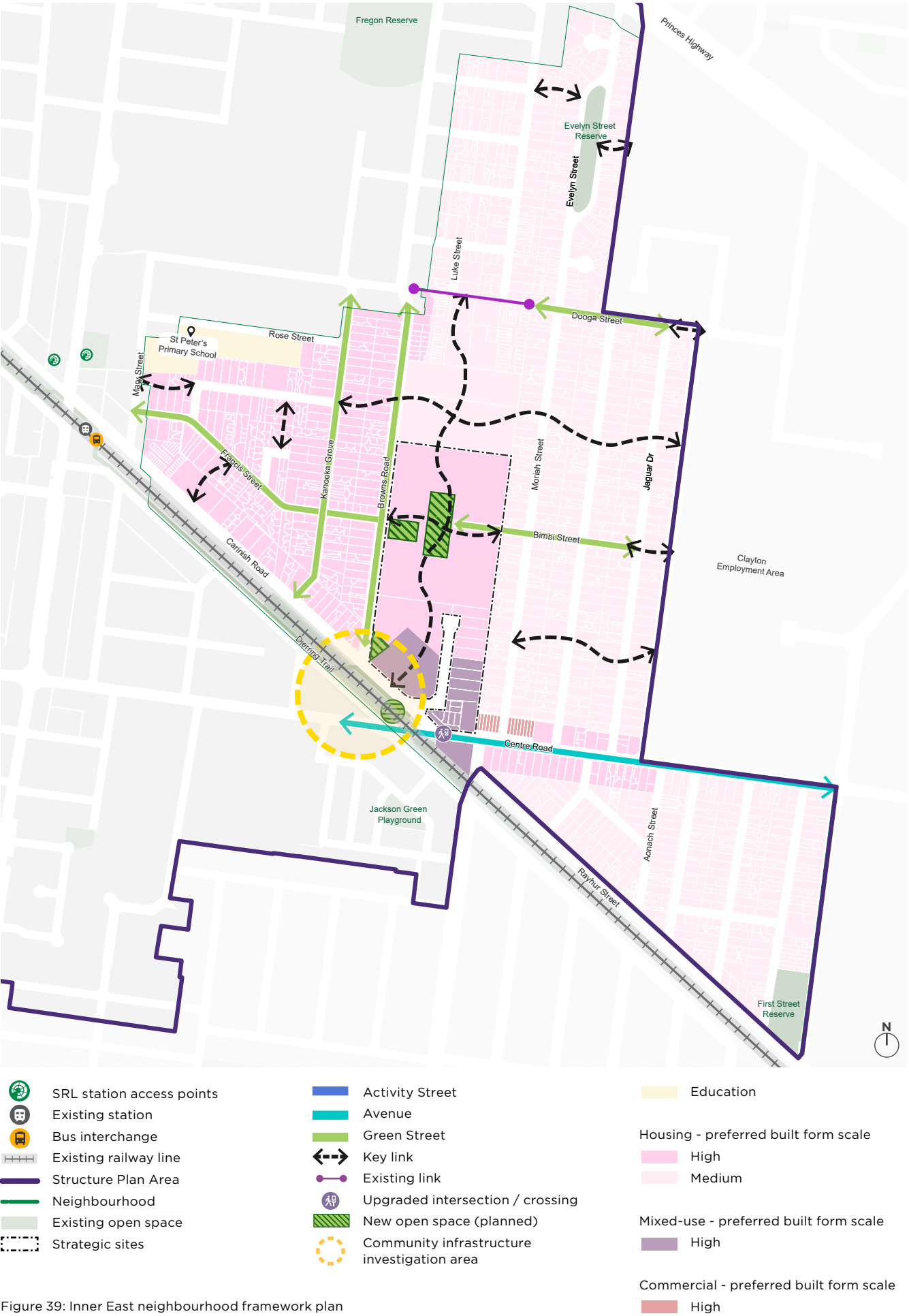


Figure 39: Inner East neighbourhood framework plan

Neighbourhood guidelines

Built form

- New built form should be consistent with the height, street wall and setback guidance provided in Figures 40 to 42.
- Future development of the Browns Road South Car Park should capitalise on its size and location with a comprehensive, high-quality public realm and built form that catalyses further development in the neighbourhood.
- Future development of the PMP Printing Site should incorporate a comprehensive, high-quality public realm and built form design that addresses Browns Road, Carinish Road and Centre Road, as well as the new internal streets.
- The development of the commercial and retail elements of the PMP Printing Site should be designed to incorporate an appropriate interface with the existing retail strip at the corner of Centre Road and Moriah Street, resulting in the creation of a vibrant local centre.
- Design and site buildings to manage solar access to Evelyn Street Reserve at the winter solstice.
- New development in the existing small retail strip may vary the street wall height and setback guidance. Allow a 0m setback at ground floor.
- Development on small lots (less than 24m in width) in residential areas should adopt setbacks that avoid a two-storey high wall on side boundaries where abutting the rear boundary of an adjoining property.
- New development in residential areas and along movement corridors should incorporate side and rear setbacks to maintain reasonable separation from existing apartment living room windows.
- New development abutting a lot outside of the Structure Plan Area should adopt a minimum 6 metre setback up to 11 metres and upper levels that allow a transition in scale and reduce amenity impacts on existing residential areas.

Public realm and open space

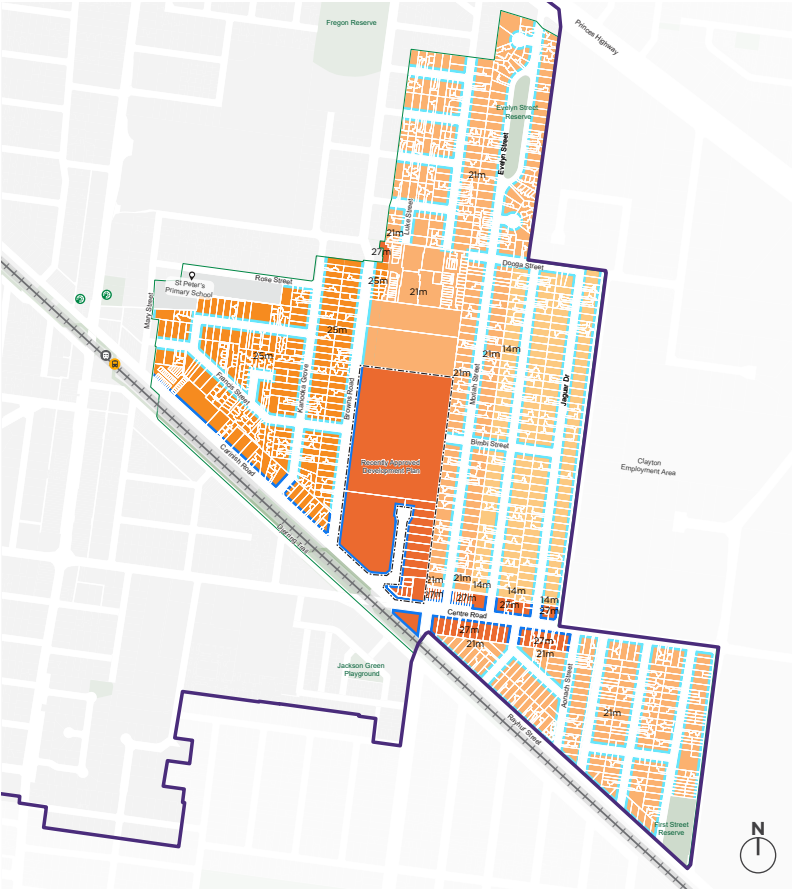
- New development on sites designated with 'moderately active' frontages on Figure 41 should:
 - Incorporate a minimum 40 per cent clear glazing or entries at ground level
 - Avoid front fences or where they cannot be avoided, fence height should not exceed 1.2 metres.

- New development on sites designated with 'highly active frontages' on Figure 41 should:
 - Incorporate a minimum 80 per cent clear glazing or entries at ground level
 - Provide appropriate protection from the weather including wind, rain and sun
 - Avoid front fences or where they cannot be avoided, should not exceed a height of 1.2 metres.
- New development which abuts First Street Reserve should balance privacy and activation, providing a landscaped setback, encourage passive surveillance, and deliver a visually appealing and legible composition.

Transport and movement

- Key links should be provided consistent with the indicative key links shown in Figure 43.
- When provided through new development, new key links should be (where relevant):
 - Direct, attractive and well-lit
 - Safe and free of entrapment areas
 - Publicly accessible at ground level
 - Overlooked by windows, balconies or both on both sides, including at ground level
 - Designed to consider function in interim and ultimate stages, including layout and landscaping.
- New development should seek to minimise vehicle crossovers and encourage traffic calming measures as part of any street works.
- Where access via laneways to the side or rear of a property is available, development should seek to facilitate on-site car park access, delivery vehicles and waste removal vehicles.
- New developments that comprise multiple sites should seek to consolidate existing vehicle crossovers.
- New development should locate access points for loading bays, waste collection and site storage areas away from strategic and local walking corridors shown in Figure 43.
- Pedestrian connections should be provided that connect Browns Road with Buckland Street to the eastern boundary of the Structure Plan Area improve permeability and provide direct pedestrian and cycling access to Clayton Industrial Area.
- Where pedestrian links are being delivered across multiple blocks, they should be located within as close proximity to the next pedestrian link as possible.
- Pedestrian permeability will be improved by delivering a north-south link to connect to Luke Street to the north and the PMP Printing Site to the south.

Preferred building heights plan



- SRL station access points
- Existing station
- Bus interchange
- Existing railway line
- Structure Plan Area
- Neighbourhood
- Strategic sites

Preferred maximum building heights

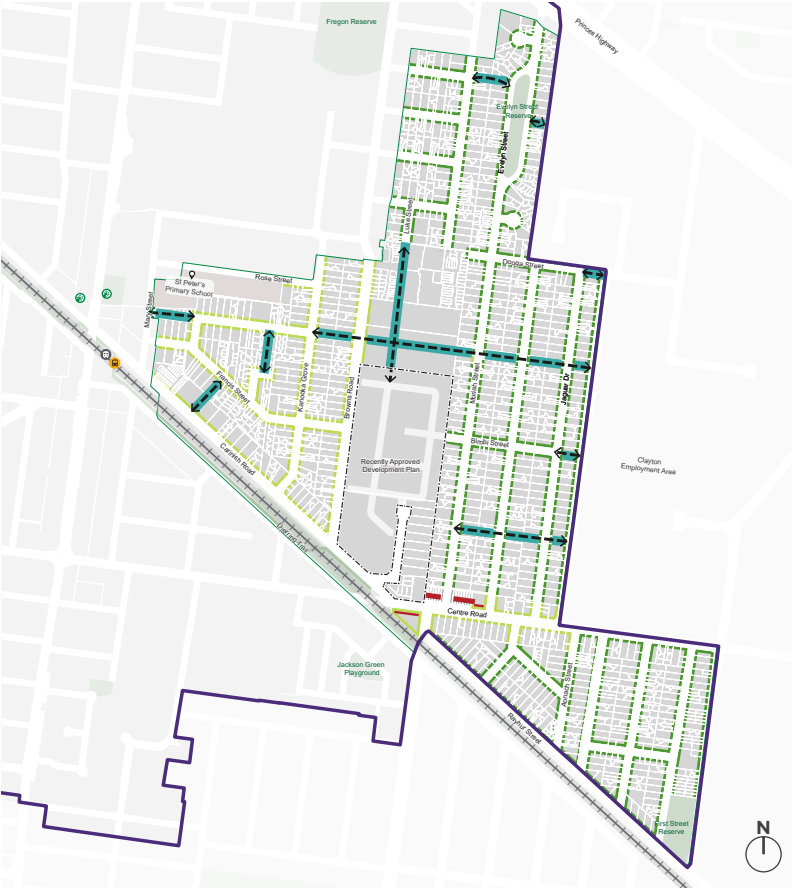
- 27 metres (7-8 storeys)
- 25 metres (6-7 storeys)
- 21 metres (6 storeys)
- 14 metres (4 storeys)

Preferred maximum street wall heights

- Maximum 21m (5-6 Storeys)
- Maximum 14 metres (4 storeys)

Figure 40: Inner East preferred building heights plan

Preferred interfaces and setbacks plan



- SRL station access points
- Existing station
- Bus interchange
- Existing railway line
- Structure Plan Area
- Neighbourhood
- Strategic sites
- Key link (indicative)

Front Setbacks

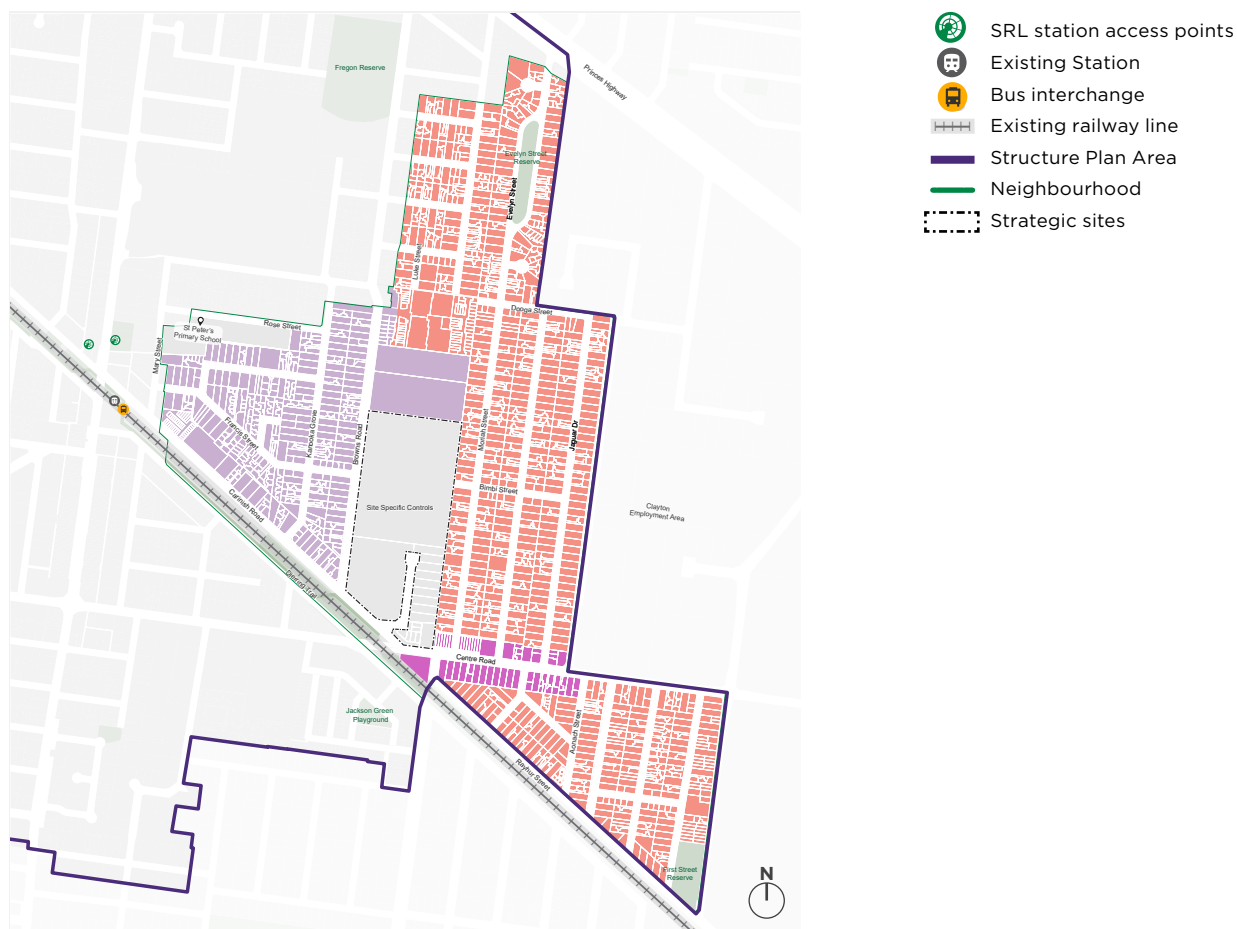
- 3m setback
- 4m setback

Interfaces

- Highly active frontage
- Moderately active frontage
- Indicative link interface

Figure 41: Inner East preferred interfaces and setbacks plan

Side, rear and front upper level setbacks plan



Setbacks

Front - upper level	4m from podium facade
Side	0m or 4.5m (primary outlook)* 3m abutting public open space
Rear	6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)
Front - above podium	Setback above 14m of 2m or that required to remain below 45-degree plane from opposite street boundary
Side	0m or 4.5m (primary outlook)* 3m abutting public open space
Rear	6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)
Front - upper level	0.5m per metre of height above the street wall from the podium facade
Side - lots ≥ 24 m wide	4.5m, plus 0.8m per metre of height above 14m
Side - lots < 24m wide, front half of site	0m for buildings up to a height of 6.9m 2m for buildings higher than 6.9m 2m all levels where abutting public open space
Side - lots < 24m wide, rear half of site	2m, plus 1m per metre of height above 6.9m
Rear	6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)

*4.5m applies to the parts of the building that provide a primary outlook [to the rear and side boundaries].
If interfacing with side/rear service lanes, the 4.5m setback is measured from the centre of the laneway.

Figure 42: Inner East side, rear and front upper level setbacks plan

Movement plan



6.6 Neighbourhood E: Dunstan

Future role and objectives

The Dunstan neighbourhood is focused on housing, supported by local shops and great access to community facilities.

Centre Road offers the best opportunity for intensified built form with a mix of uses, accommodating housing growth around the shops and services in the local neighbourhood centre.

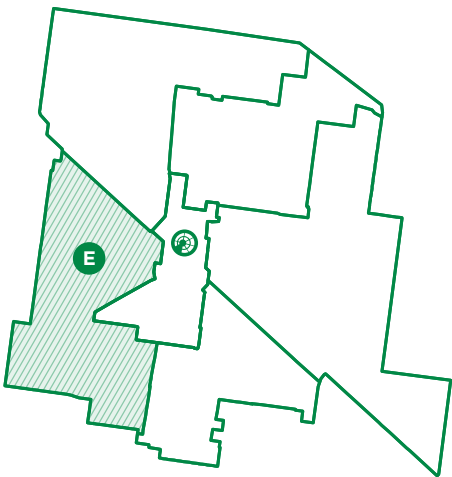
The local centre along Centre Road will continue to offer a mix of retail, hospitality, services and amenities at ground level, creating an activated, vibrant street life, set against Centre Road’s new avenue character.

Existing residential areas between Prince Charles Street and Clayton Central will accommodate more intense residential development. New developments will have a strong relationship with the street, supporting some retail and commercial uses at ground level, providing local amenities such as cafes and corner stores. These areas will provide a transition to the lower-scale residential areas on the edge of the Structure Plan Area where mid-rise apartment buildings will be developed within a garden setting, allowing for generous front setbacks and canopy trees.

Meade Reserve is a high-quality landscape asset for recreation and activity, forming the heart of the Dunstan neighbourhood. Development around the reserve will respond to the opportunity to accommodate more people to live within a short walk of this important public open space.

Namatjira Park, a 12-hectare public open space, is located to the south of the Structure Plan Area, providing an abundance of open space, serving the growing population as a key amenity and public open space.

A network of Green Streets will connect these open spaces, facilitating biodiversity and supporting a shift to sustainable transport.



Objective 1	To encourage the highest built form and greatest activation along Centre Road.
Objective 2	To ensure development responds appropriately to Meade Reserve, capitalising on the opportunities the public open space presents.
Objective 3	To enhance Green Streets to create attractive and comfortable pedestrian and cycling routes through the neighbourhood, connecting to the local centre along Centre Road to the south and Clayton Central to the north.
Objective 4	To support consolidated development that facilitates the creation of new key links that improve walkability.

Neighbourhood framework plan

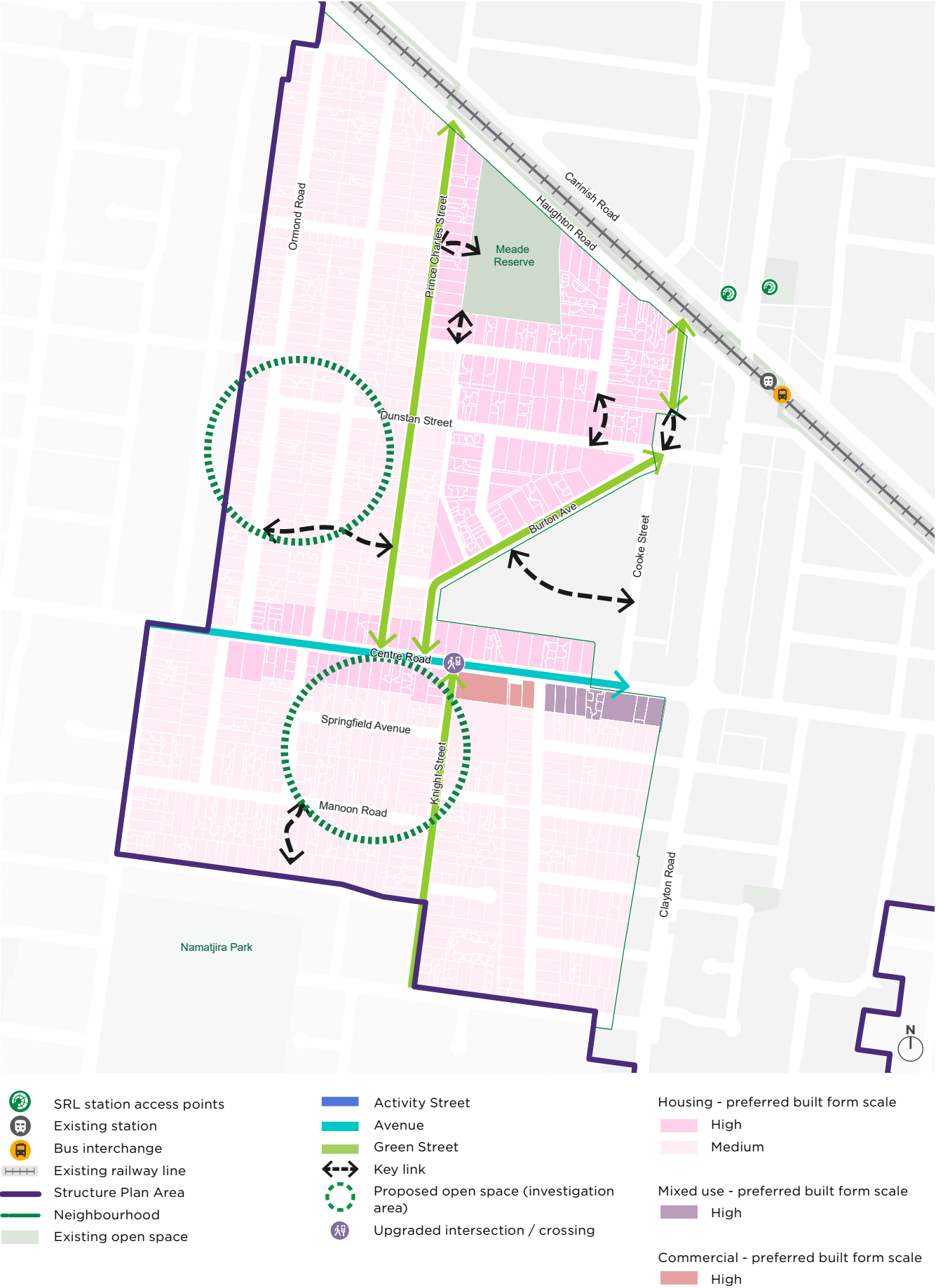


Figure 44: Dunstan neighbourhood framework plan

Neighbourhood guidelines

Built form

- New built form should be consistent with the height, street wall and setback guidance provided in Figures 46 to 48.
- Development on the western side of Ormond Road should appropriately respond to the low density residential neighbourhood to the west outside the Structure Plan Area, minimising adverse amenity impacts.
- Design and site buildings to manage solar access to Meade Reserve at the winter solstice.
- New development in the existing small retail strip may vary the street wall height and setback guidance. Allow a 0m setback at ground floor.
- Development on small lots (less than 24m in width) in residential areas should adopt setbacks that avoid a two-storey high wall on side boundaries where abutting the rear boundary of an adjoining property.
- New development in residential areas and along movement corridors should incorporate side and rear setbacks to maintain reasonable separation from existing apartment living room windows.
- New development abutting a lot outside of the Structure Plan Area should adopt a minimum 6 metre setback up to 11 metres and upper levels that allow a transition in scale and reduce amenity impacts on existing residential areas.

Public realm and open space

- New development on sites designated with 'moderately active' frontages on Figure 47 should:
 - Incorporate a minimum 40 per cent clear glazing or entries at ground level
 - Provide appropriate protection from the weather including wind, rain and sun
 - Avoid front fences or where they cannot be avoided, fence height should not exceed 1.2 metres.

- New development on sites designated with 'highly active frontages' on Figure 47 should:
 - Incorporate a minimum 80 per cent clear glazing or entries at ground level
 - Provide appropriate protection from the weather including wind, rain and sun
 - Avoid front fences or where they cannot be avoided, should not exceed a height of 1.2 metres.
- New development which abuts Meade Reserve should balance privacy and activation, providing a landscaped setback, encourage passive surveillance, and deliver a visually appealing and legible composition.

Transport and movement

- Key links should be provided consistent with the indicative key links shown in Figure 49.
- When provided through new development, new key links should be (where relevant):
 - Direct, attractive and well-lit
 - Safe and free of entrapment areas
 - Publicly accessible at ground level
 - Overlooked by windows, balconies or both on both sides, including at ground level
 - Designed to consider function in interim and ultimate stages, including layout and landscaping.
- New development should seek to minimise vehicle crossovers and encourage traffic calming measures as part of any street works.
- Where access via laneways to the side or rear of a property is available, development should seek to facilitate on-site car park access, delivery vehicles and waste removal vehicles.
- New developments that comprise multiple sites should seek to consolidate existing vehicle crossovers.
- New development should locate access points for loading bays, waste collection and site storage areas away from strategic and local walking corridors shown in Figure 49.



Figure 45: Section E - Illustration of typical built form interface to Meade Reserve

Preferred building heights plan

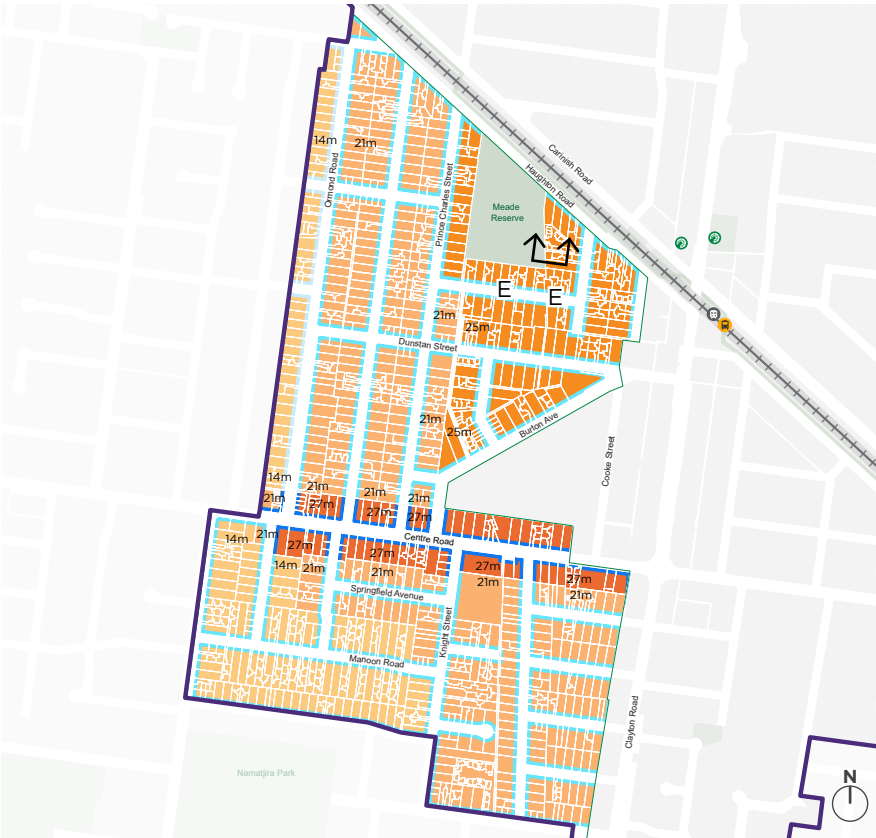


Figure 46: Dunstan preferred building heights plan

- SRL station access points
- Existing station
- Bus interchange
- Existing railway line
- Structure Plan Area
- Neighbourhood

Preferred maximum building heights

- 27 metres (7-8 storeys)
- 25 metres (6-7 storeys)
- 21 metres (6 storeys)
- 14 metres (4 storeys)

Preferred maximum street wall heights

- Maximum 21m (5-6 Storeys)
- Maximum 14 metres (4 storeys)

Preferred interfaces and setbacks plan

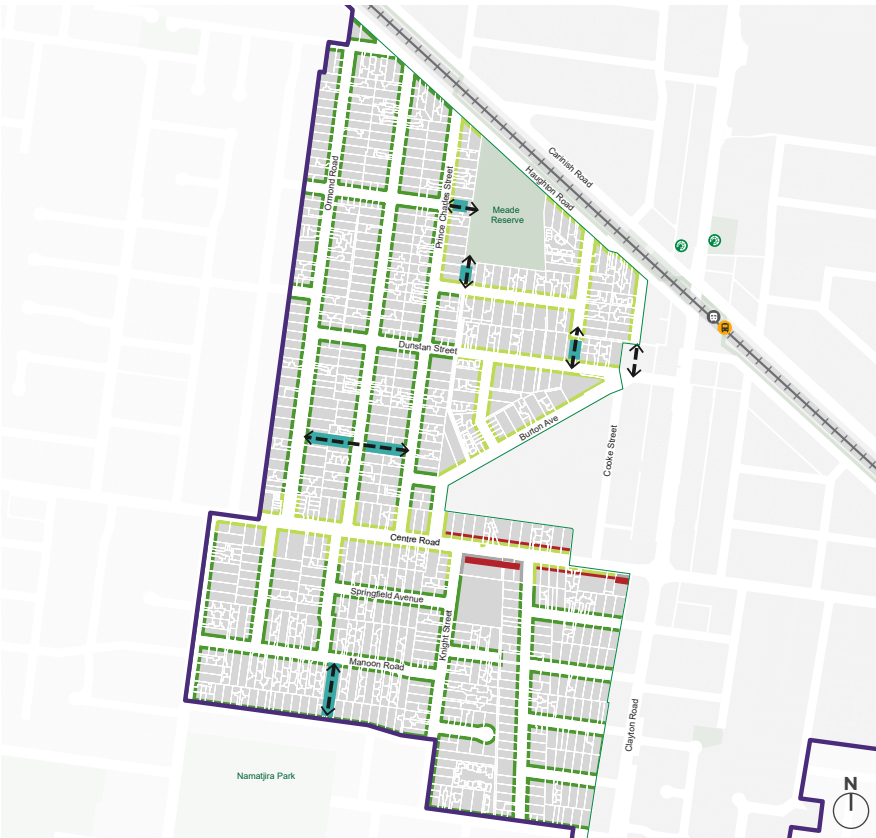


Figure 47: Dunstan preferred interfaces and setbacks plan

- SRL station access points
- Existing station
- Bus interchange
- Existing railway line
- Structure Plan Area
- Neighbourhood
- Key link (indicative)

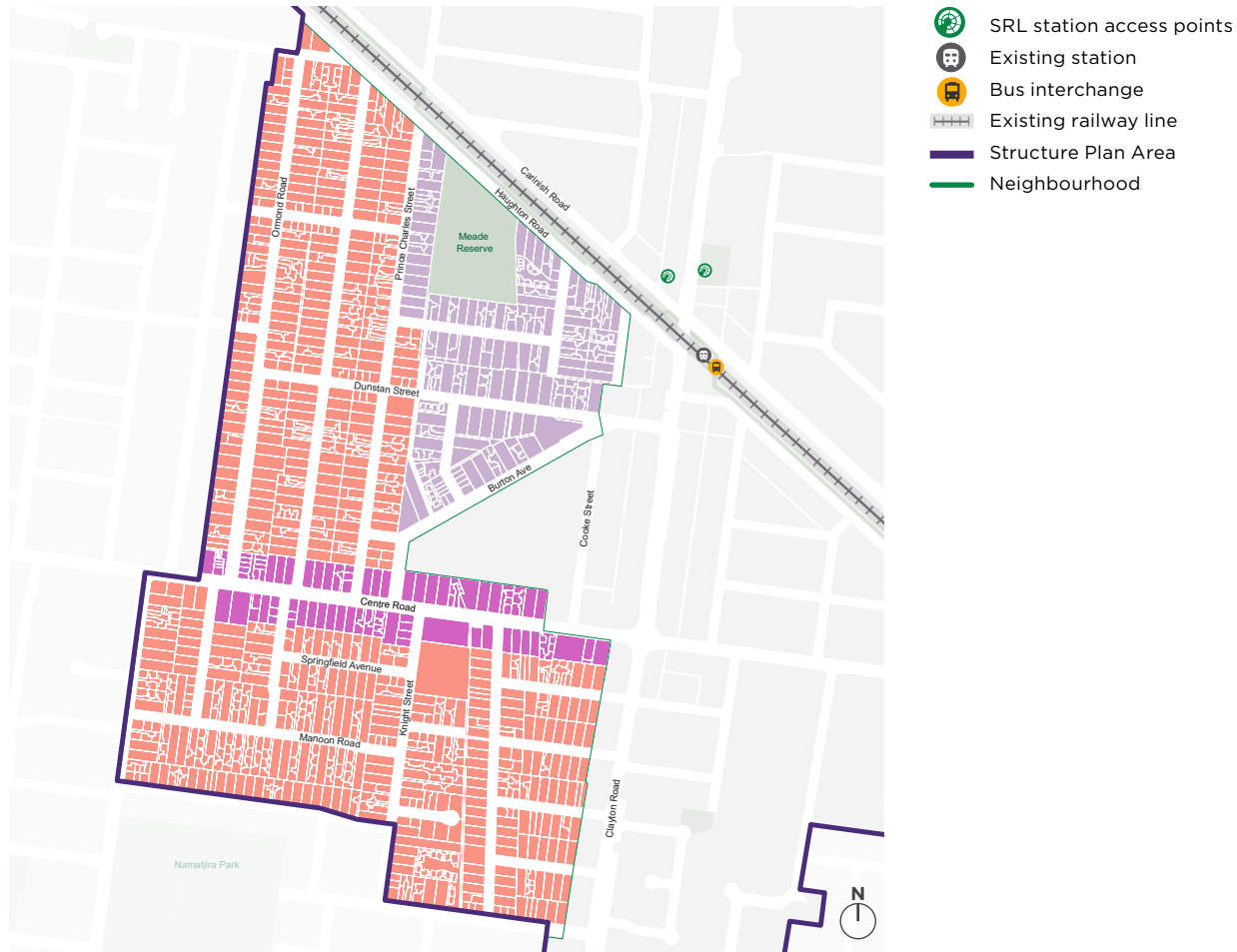
Front Setbacks

- 3m setback
- 4m setback

Interfaces

- Highly active frontage
- Moderately active frontage
- Indicative link interface

Side, rear and front upper level setbacks plan



Setbacks

Front - upper level	4m from podium facade
Side	0m or 4.5m (primary outlook)* 3m abutting public open space
Rear	6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)
Front - above podium	Setback above 14m of 2m or that required to remain below 45-degree plane from opposite street boundary
Side	0m or 4.5m (primary outlook)* 3m abutting public open space
Rear	6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)
Front - upper level	0.5m per metre of height above the street wall from the podium facade
Side - lots ≥ 24m wide	4.5m, plus 0.8m per metre of height above 14m 0m for buildings up to a height of 6.9m
Side - lots < 24m wide, front half of site	2m for buildings higher than 6.9m 2m all levels where abutting public open space
Side - lots < 24m wide, rear half of site	2m, plus 1m per metre of height above 6.9m
Rear	6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)

*4.5m applies to the parts of the building that provide a primary outlook [to the rear and side boundaries].
If interfacing with side/rear service lanes, the 4.5m setback is measured from the centre of the laneway.

Figure 48: Dunstan side, rear and front upper level setbacks plan

Movement plan



Figure 49: Dunstan movement plan

6.7 Neighbourhood F: Clayton South

Future role and objectives

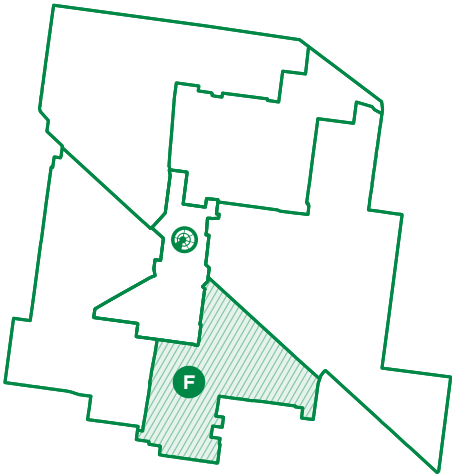
The Clayton South neighbourhood supports employment and housing with industrial, commercial and residential pockets.

The Audsley Street Employment Area will be revitalised with new development contributing to high-quality and attractive public spaces complemented by new local amenities, such as the introduction of small shops and cafes. It will offer important local services, but benefit from increased employment densities as new development reflects a shift to a knowledge-based economy. With newly activated street frontages and front setbacks providing for landscaping and canopy trees, the appearance and amenity of the streetscape will improve, attracting new businesses to locate to the area. A new pedestrian link connecting Meppel Drive Reserve and James Street to Audsley Street will improve pedestrian permeability.

On Centre Road, new developments closest to Clayton Road will contain commercial uses at ground floor with office and residential above, while transitioning to predominantly residential developments. The recent development of Jacksons Green demonstrates how higher density living is being delivered within Clayton, and this scale of development will extend west along Centre Road.

Existing low density residential pockets will evolve into places with a greater mix of housing, including apartment development.

The Djerring Trail will continue to offer a crucial pedestrian and cycling corridor along the railway line, connecting the Clayton South neighbourhood to the north-west and beyond the Structure Plan Area to the south-east.



Objective 1	To support the Audsley Street Employment Area as an intensified local employment hub.
Objective 2	To encourage the highest degree of built form change along Centre Road, including the development of the strategic site at 1400 Clayton Road.
Objective 3	To support the delivery of diverse housing options that transition in scale to the south.
Objective 4	To improve pedestrian accessibility and provide enhanced open space.

Neighbourhood framework plan

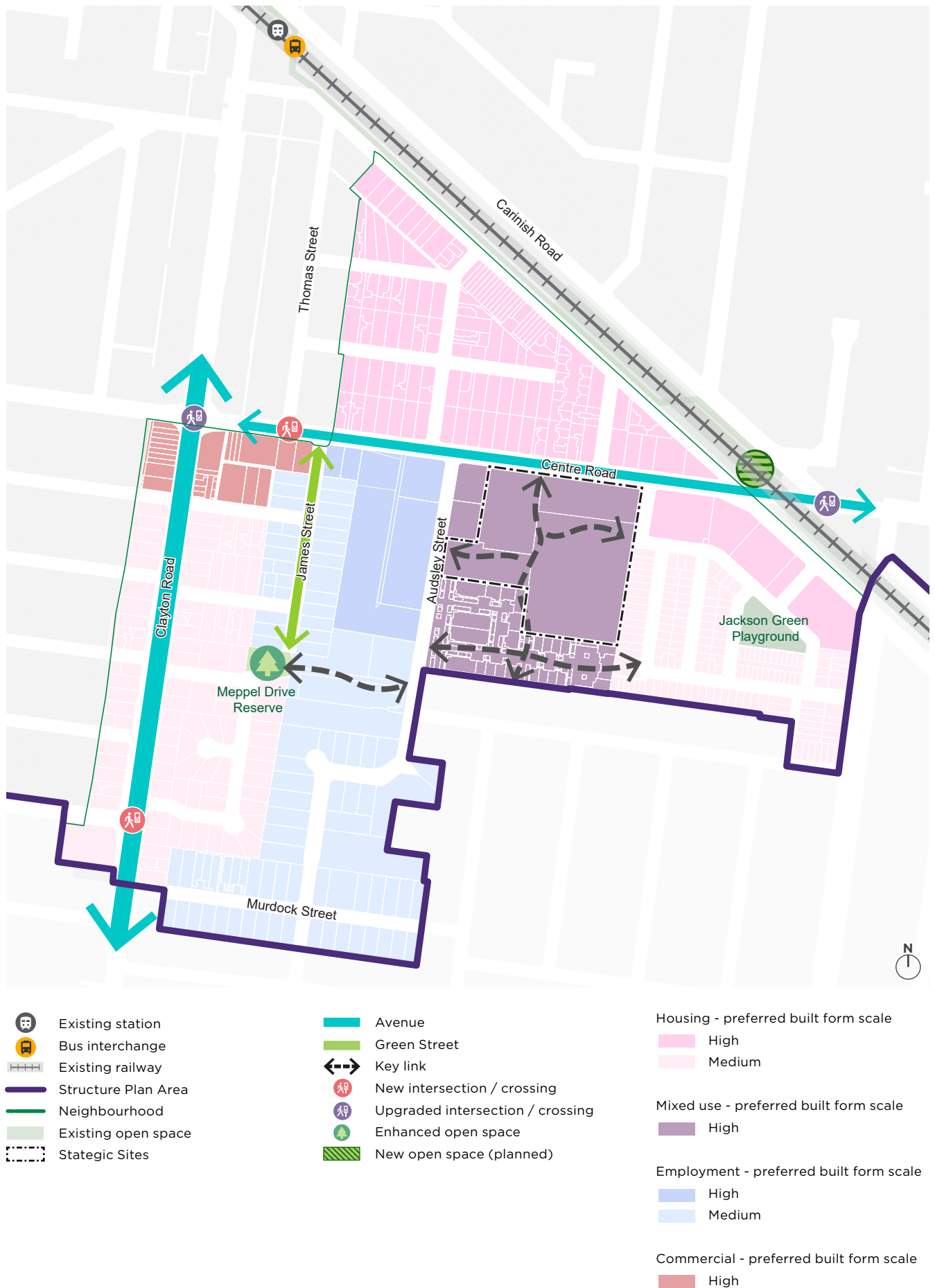


Figure 50: Clayton South neighbourhood framework plan

Neighbourhood guidelines

Built form

- New built form should be consistent with the height, street wall and setback guidance provided in Figures 51 to 53.
- Where development within the Audsley Street Employment Area has a rear setback abutting non-industrial property, rear setbacks should be equal to the height above ground floor level to manage visual impacts.
- Development of industrial uses within the Audsley Street Employment Area should be designed to minimise any amenity impacts on nearby sensitive uses.
- Development to the south of Murdock Street on the western side of Clarevale Street, and south of Jackson Green Boulevard, should appropriately respond to the low density residential neighbourhood to the south outside of the Structure Plan Area, to avoid negative amenity impacts.
- Design and site buildings to manage solar access to Meppel Drive Reserve and Jackson Green Playground at the winter solstice.
- New development in the existing small retail strip may vary the street wall height and setback guidance. Allow a 0m setback at ground floor.
- Development on small lots (less than 24m in width) in residential areas should adopt setbacks that avoid a two-storey high wall on side boundaries where abutting the rear boundary of an adjoining property.
- New development in residential areas and along movement corridors should incorporate side and rear setbacks to maintain reasonable separation from existing apartment living room windows.
- New development abutting a lot outside of the Structure Plan Area should adopt a minimum 6 metre setback up to 11 metres and upper levels that allow a transition in scale and reduce amenity impacts on existing residential areas.

Public realm and open space

- New development on sites designated with 'moderately active' frontages on Figure 52 should:
 - Incorporate a minimum 40 per cent clear glazing or entries at ground level
 - Avoid front fences or where they cannot be avoided, fence height should not exceed 1.2 metres.
- New development on sites designated with 'highly active frontages' on Figure 52 should:
 - Incorporate a minimum 80 per cent clear glazing or entries at ground level
 - Provide appropriate protection from the weather including wind, rain and sun
 - Avoid front fences or where they cannot be avoided, should not exceed a height of 1.2 metres.

- Development of industrial and commercial properties within the Audsley Street Employment Area should prioritise enhancement of the street through improved landscaping, active frontages and reduced hard surfaces.
- New development which abuts Jackson Green Playground and Meppel Drive Reserve should balance privacy and activation, providing a landscaped setback, encourage passive surveillance, and deliver a visually appealing and legible composition.

Transport and movement

- Key links should be provided consistent with the indicative key links shown in Figure 54.
- When provided through new development, new key links should be (where relevant):
 - Direct, attractive and well-lit
 - Safe and free of entrapment areas
 - Publicly accessible at ground level
 - Overlooked by windows, balconies or both on both sides, including at ground level
 - Designed to consider function in interim and ultimate stages, including layout and landscaping.
- New development should seek to minimise vehicle crossovers and encourage traffic calming measures as part of any street works.
- Where access via laneways to the side or rear of a property is available, development should seek to facilitate on-site car park access, delivery vehicles and waste removal vehicles.
- New developments that comprise multiple sites should seek to consolidate existing vehicle crossovers.
- New development should locate access points for loading bays, waste collection and site storage areas away from strategic and local walking corridors shown in Figure 54.
- An east-west link is to be provided between Audsley Street and the southern end of James Street to provide a pedestrian connection to Meppel Drive Reserve, Meppel Drive and beyond to Centre Road.

Centre Road strategic sites

- Development of the the Centre Road strategic site should provide a comprehensive residential and mixed-use development that:
 - Addresses Centre Road
 - Provides a continuation of the level of intensity of the Jackson Green development to the east
 - Provides publicly accessible north-south and east-west pedestrian links as part of the development to improve permeability south of Centre Road
 - Locates car parking and loading areas to the rear of the building.

Preferred building heights plan

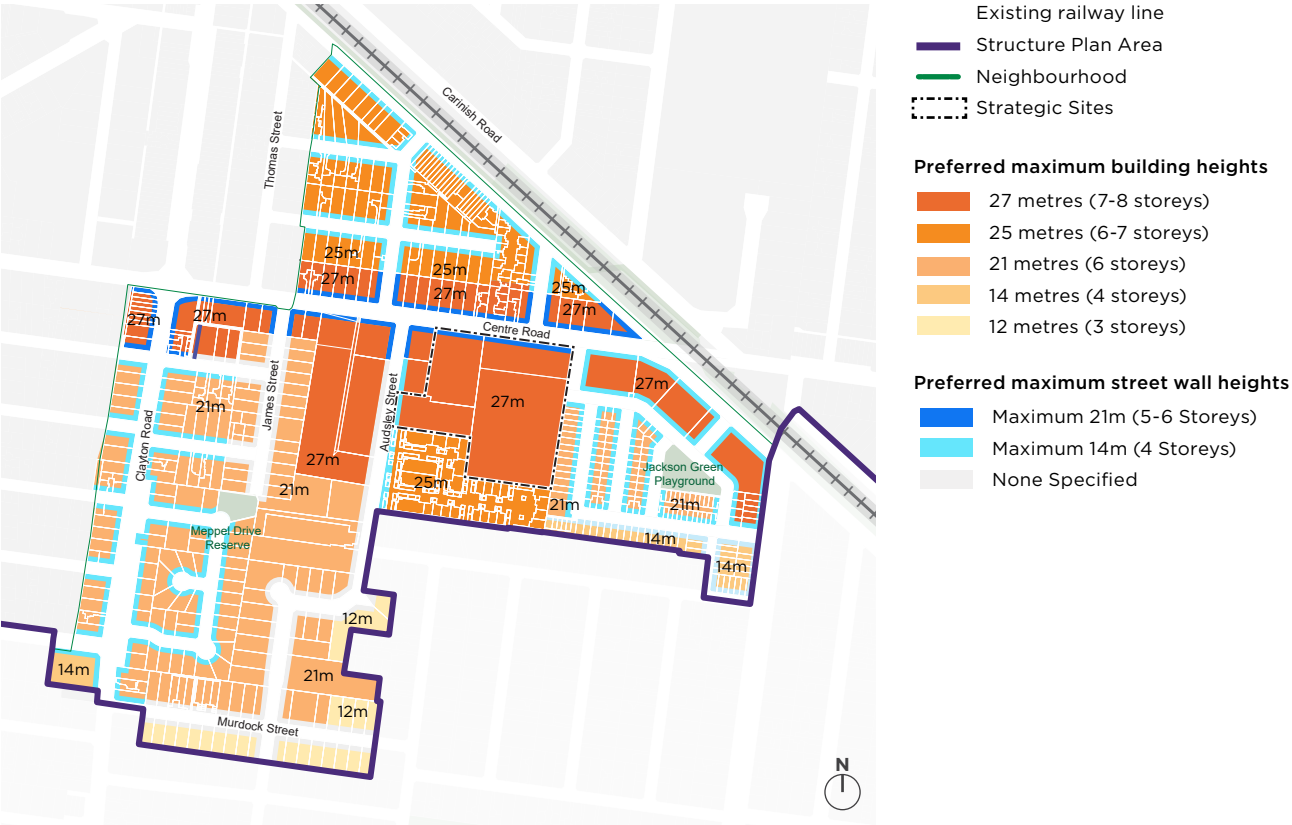


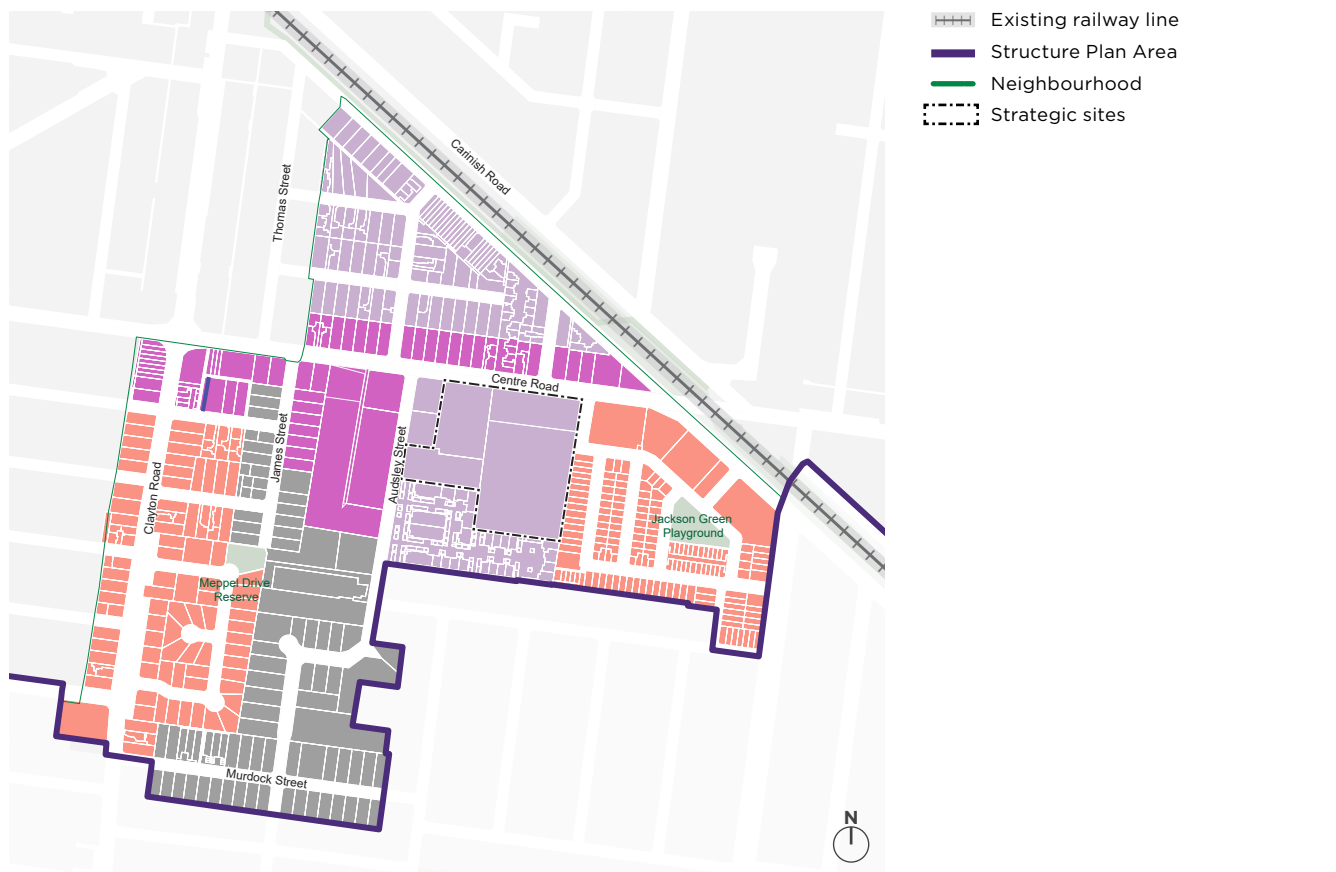
Figure 51: Clayton South preferred building heights plan

Preferred interfaces and setbacks plan



Figure 52: Clayton South preferred interfaces and setbacks plan

Side, rear and front upper level setbacks plan



Setbacks

	Front - upper level	4m from podium facade		Front - upper level	None specified
	Side	0m or 4.5m (primary outlook)* 3m abutting public open space		Side and rear	1m for every metre above 2m where abutting a property where dwellings are permissible 0m - all other side or rear boundaries 0m at ground floor
	Rear	6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)		Interface Type 1 - side setback	6m above ground floor, plus 0.7m per metre of height above 11m
	Front - above podium	Setback above 14m of 2m or that required to remain below 45-degree plane from opposite street boundary			
	Side	0m or 4.5m (primary outlook)* 3m abutting public open space			
	Rear	6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)			
	Front - upper level	0.5m per metre of height above the street wall from the podium facade			
	Side - lots ≥ 24m wide	4.5m, plus 0.8m per metre of height above 14m 0m for buildings up to a height of 6.9m			
	Side - lots < 24m wide, front half of site	2m for buildings higher than 6.9m 2m all levels where abutting public open space			
	Side - lots < 24m wide, rear half of site	2m, plus 1m per metre of height above 6.9m			
	Rear	6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)			

*4.5m applies to the parts of the building that provide a primary outlook [to the rear and side boundaries].
If interfacing with side/rear service lanes, the 4.5m setback is measured from the centre of the laneway.

Figure 53: Clayton South side, rear and front upper level setbacks plan

Movement plan

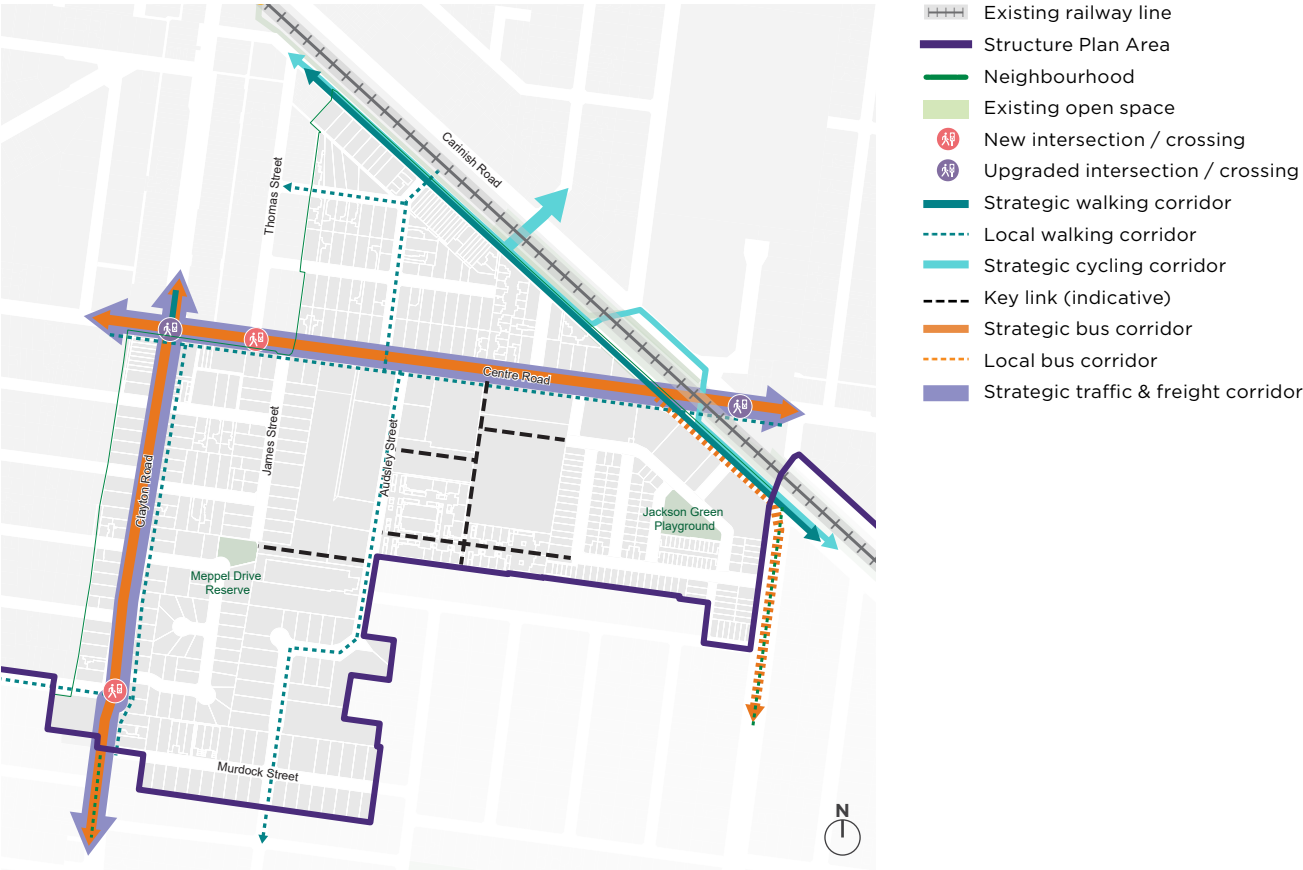


Figure 54: Clayton South movement plan

Next steps



7.1 Implementing the Structure Plan

Delivering the Structure Plan actions

Delivering the actions in the Structure Plan will be coordinated across government. There is an associated Implementation Plan for this Structure Plan detailing a number of different actions:

- **Actions within the planning scheme (statutory actions)** – these actions are the foundation actions for delivering the Structure Plan and require a Planning Scheme Amendment.
- **Future actions (non-statutory actions)** – these actions will be delivered through a range of mechanisms and partnerships.

Key projects are also identified in the Structure Plan and are generally shown on the neighbourhood framework plans. These are the key potential public or capital works projects that will support each neighbourhood's role in achieving the Vision for Clayton.

Implementation Plan

The Implementation Plan sets out all actions contained within the Structure Plan and outlines the pathways, timing and responsibilities for delivering the actions. The Implementation Plan also identifies key projects in each neighbourhood and outlines the manner in which the projects will be delivered in terms of proposed timing, pathway and lead person/s responsible.

Planning Scheme Amendment

The Structure Plan will be partly given effect via a Planning Scheme Amendment consistent with the *Planning and Environment Act 1987*. Amendments to the Monash and Kingston Planning Schemes are required to provide the statutory planning tools needed to meet the objectives set out in the Structure Plan and achieve the Vision for Clayton.

7.2 Monitoring and review

Monitoring and review of the Structure Plan and Implementation Plan will be required to ensure the objectives, strategies and actions reflect changing conditions and remain fit for purpose over time. The Structure Plan and Implementation Plan will be reviewed every 5 years, which will provide an opportunity to review the actions and key projects in the Implementation Plan and if appropriate, incorporate any findings from further strategic work. The completion of SRL East and opening of the new station at Clayton will be a significant point in time to review the progress of implementing the Structure Plan.

Glossary

Below is a list of technical terms and their definitions within the context of the Structure Plan.

TERM	DEFINITION
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. The level of activity sought will vary depending upon context: – Moderately active: Moderate extent of glazing along facade, no or low fences. – Highly active: Close relationship between ground floor activity and the public realm, with majority of the frontage glazed.
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 scale	Built form scale in the context of the Structure Plan Area can be broadly defined as: – 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.
Embodied energy	Is 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.

TERM	DEFINITION
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.
Specific Link	A publicly accessible access route delivered along a specific alignment.
Indicative 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.
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.
Infrastructure Contributions Plan	A statutory document incorporated in a planning scheme for the purposes of imposing infrastructure contributions to fund the provision of works, services or facilities (infrastructure) and securing land for public purposes.
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.
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.
Planning Area	Area where SRLA is a planning authority under the <i>Planning and Environment Act 1987</i> (Vic) 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.
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.

TERM	DEFINITION
Rise	The rise in storeys of a building generally means the number of storeys above natural ground level. – 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
Shared mobility	A form of personal travel in which users share access to vehicles – including cars and bicycles – rather than privately owning them.
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 the SRL East project. The UDS 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.
Universal design	An approach that aims to make products, services and environments accessible and usable for the largest possible number of users without the need for adaptation or specialised design.
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.
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, bio-filtration systems (rain gardens), permeable paving and wetlands into the design.

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