



**SUBURBAN
RAIL LOOP
EAST**



Artist's impression

SRL East Structure Plan Monash



**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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Monash Structure Plan

Melbourne and Victoria are growing. By the 2050s, Melbourne will be home to nearly nine 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, including in established suburbs.

As Australia's biggest housing project, 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 local areas and Melbourne. Coordinated and thoughtful planning in the neighbourhoods surrounding the SRL stations will support thriving and well-connected communities, fit for the future.

Monash is already experiencing significant change and this will continue with the delivery of SRL. The resident and worker population surrounding the new station at Monash is forecast to more than 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 final 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 Monash's distinctive character and making sure the full potential of SRL is realised.

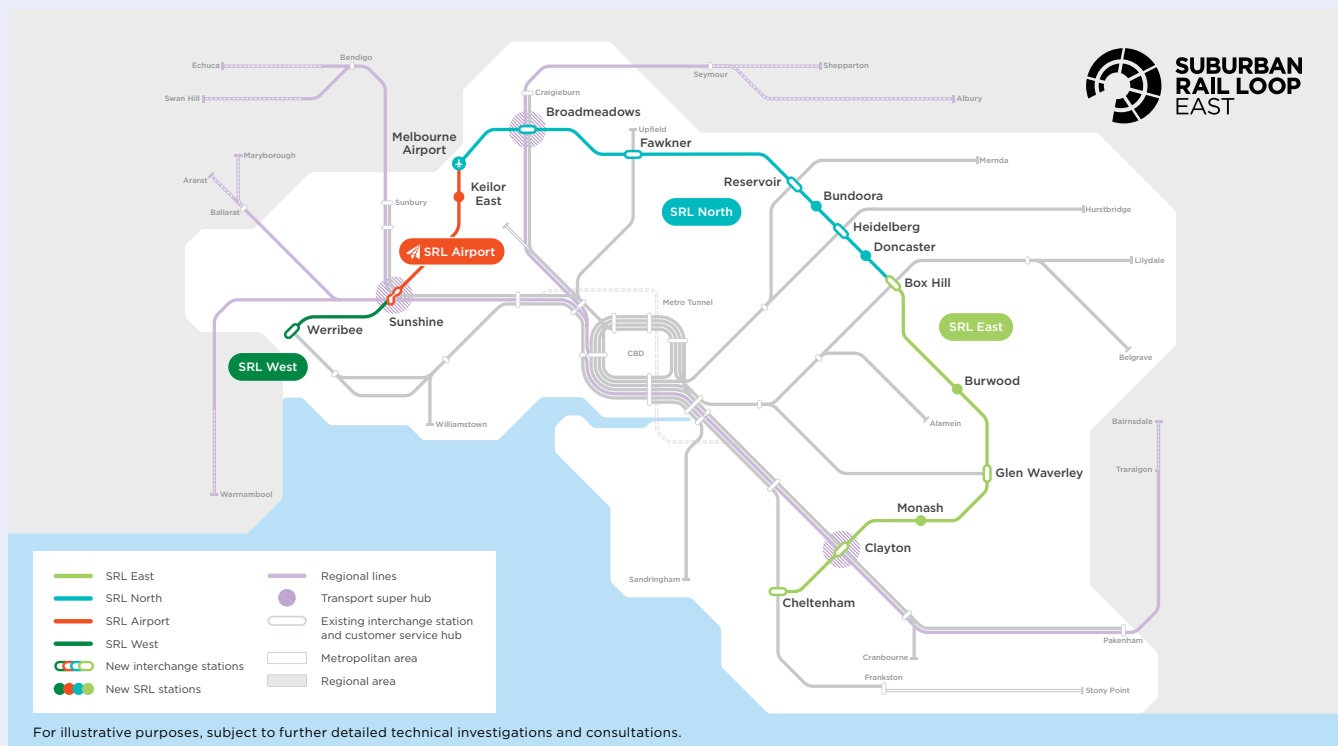


Figure 1: Suburban Rail Loop

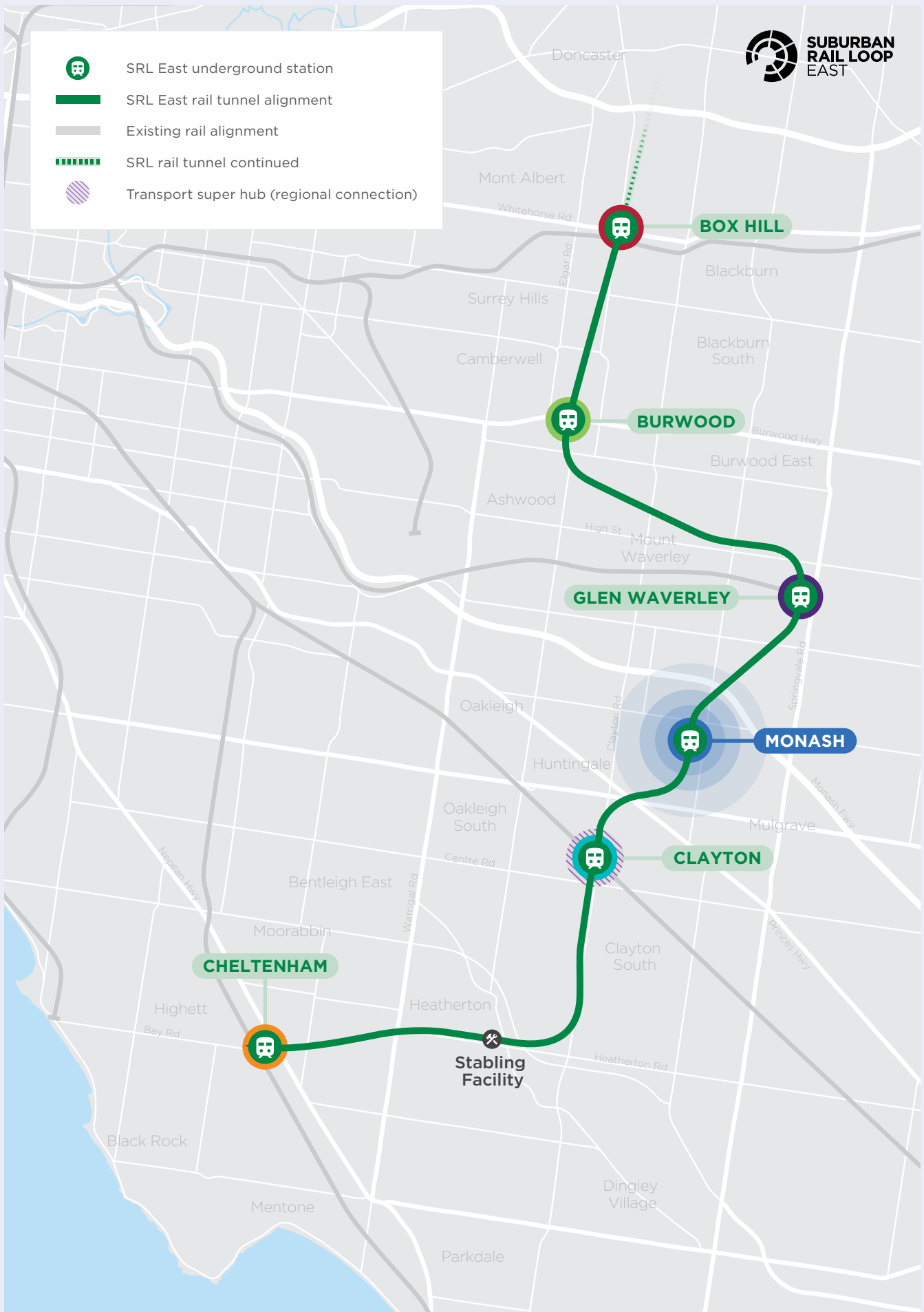


Figure 2: Suburban Rail Loop - SRL East

The Vision for Monash

An international destination for scientific knowledge, research and discovery – generating new jobs and playing a critical role in Melbourne’s future economy.

Monash is already home to globally-recognised education and research institutions and will grow as Melbourne’s epicentre for innovation in health, medicine, materials and manufacturing. Its role as a knowledge-intensive business destination of state, national and global significance will be strengthened, bringing together multinational enterprises and young entrepreneurs from mature and emerging sectors. These will be the jobs and industries essential to Melbourne’s future competitiveness and prosperity.

With a strong emphasis on sustainability and working partnerships between government, institutions, industry and business, Monash will be acknowledged for its leadership role, showcasing the strong connection between world-class research discoveries, new technologies and economic growth.

In the streets, squares and public spaces around the SRL underground station, a new centre of activity will unfold transforming and enhancing the local

character of the area and connecting to the open and recreational spaces of the university. A dynamic mix of social, cultural and commercial experiences will create opportunities for people to connect, collaborate and share their ideas. It will have an eclectic feel, where new buildings sit alongside spaces adapted for businesses to grow. Cafes, small bars, eateries, retail and entertainment options will support vibrant public life that spills out to the streets.

Over time, Monash will have increased housing diversity for all kinds of people – providing more homes for students, researchers, academics and entrepreneurs in Monash’s smart, sustainable neighbourhoods. People will be able to mingle with visitors from all over the world. Improved walking and cycling infrastructure will complement high-frequency public transport to reduce reliance on cars and create a walkable community.

At Monash, SRL East will unlock a knowledge and innovation precinct of global impact.



The Vision for Monash was developed with local communities to set a clear aspiration for how Monash 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 Monash 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 Monash.

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

The engagement and consultations helped to identify specific economic and employment opportunities in Monash and to determine current and future community needs for 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 Monash grows and changes over time.



Overview of the Structure Plan

Structure Plan highlights

To achieve the Vision for Monash, 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.



AN INNOVATION PRECINCT OF GLOBAL SIGNIFICANCE

Priority given to growing the advanced manufacturing, professional services and health technology sectors

Flexible and affordable spaces that promote collaboration and interaction to support growing and emerging clusters in advanced materials, pharmaceuticals, medical technologies and life sciences

Strategies to attract large R&D, technology and innovation firms, and strengthen relationships between established anchor institutions and new and emerging businesses

Development near the SRL station focused on creating buildings and spaces of the scale, diversity and design appropriate for a world-leading innovation precinct.



NEW HOMES AND MORE HOUSING CHOICES IN HIGH AMENITY LOCATIONS

More homes to support a growing population in high amenity urban neighbourhoods

More housing types and sizes, including more homes for students and key workers

Three distinctive medium density residential neighbourhoods in Notting Hill, Clayton North and Wellington Road with development that reflects their landscape, character and street layout

New community infrastructure to serve the needs of growing resident and worker populations

Walkable access for residents to new and upgraded parks and open spaces.



HIGH QUALITY TRANSPORT CONNECTIONS

A new street network at the centre of the innovation precinct that is highly walkable, unlocks public transport access and supports lively streets that encourage social and economic activity

A transformed public transport network centred on the SRL station, making it easier and more convenient for people to access places and services without a car

New walking and cycling corridors and connections linking key destinations.



A NEW CENTRE AT THE HEART OF MONASH

A new high density Monash Central, transforming an industrial area into an iconic urban neighbourhood

High density commercial and office spaces prioritised, along with shops, entertainment, hospitality and other uses

High density residential development encouraged where it supports employment, allowing people to live in the heart of the innovation precinct

A new signature public space at the SRL station and a focal point for the innovation precinct and community.



BUILDING CLIMATE RESILIENCE AND SUPPORTING A SUSTAINABLE COMMUNITY

Higher building design standards, including requiring a 5-star Green Star Buildings rating for large new buildings in the Structure Plan Area

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

A cooler, greener Monash 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 Monash Structure Plan through the Monash Planning Scheme.

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 Monash 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 three 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 also 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 Monash.

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.

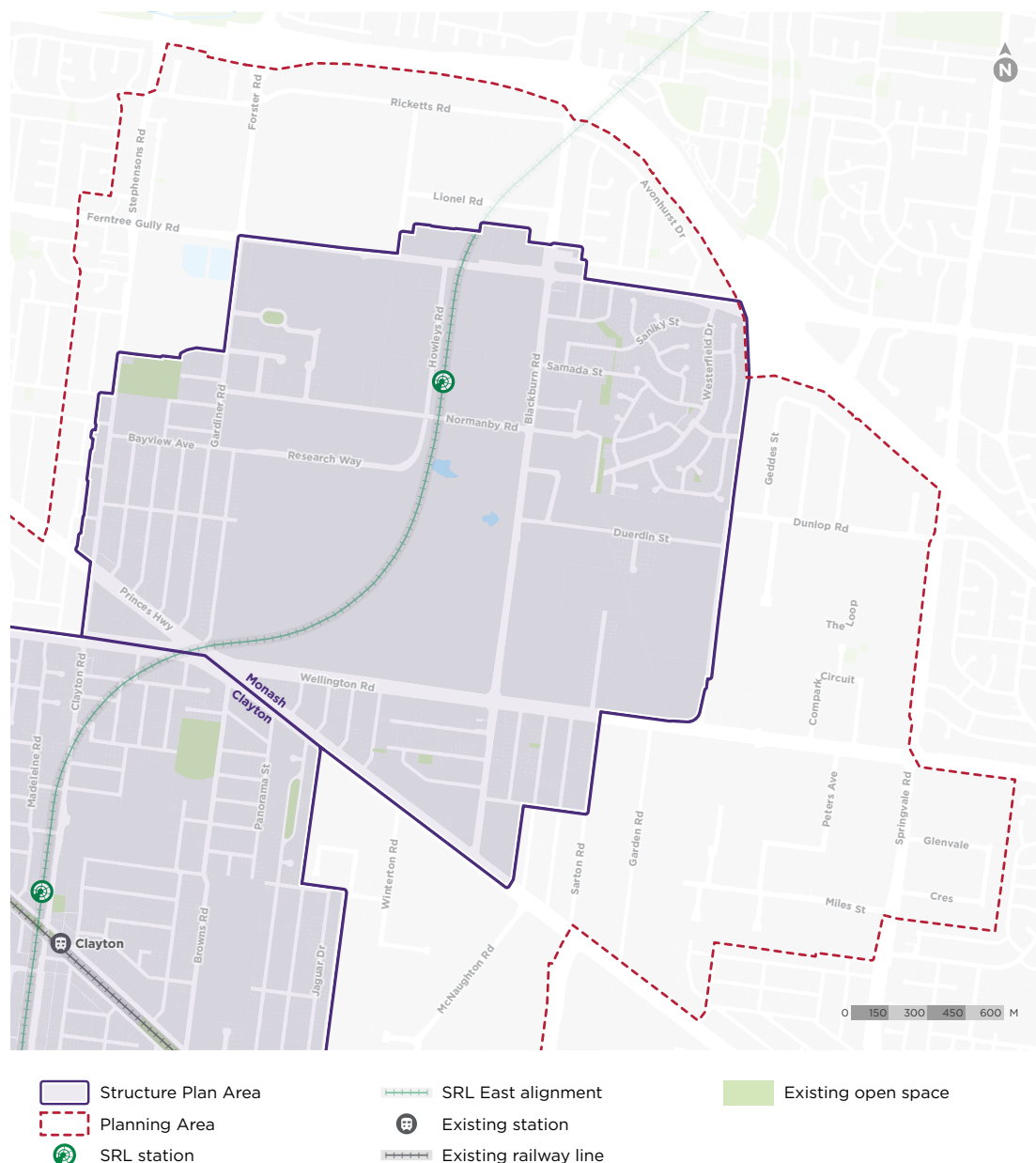


Figure 3: Monash Structure Plan Area and Planning Area

1.3 Guide to Structure Plan documents

This Structure Plan provides the framework to guide growth and change in Monash 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 Monash. It is supported by an Implementation Plan and a 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.

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

The **Monash 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 Monash Background Report.

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

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

1.4 Involving the community

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

Engagement 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 included community information sessions, online surveys and submissions, community panels and face-to-face discussions. Events were held at a variety of times to make them as accessible as possible.

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

Both the Bunurong people and the Wurundjeri Woi Wurrung people are significant stakeholders in the planning of SRL East and preparation of the Monash Structure Plan.

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 Monash, and Traditional Owner knowledge and insights will continue to be embedded into all aspects of the design and delivery of SRL.



SRL visits a Monash childcare centre

✓	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
	<i>The 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 Monash. 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 Monash 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 Monash 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 Monash

The Bunurong people and the Wurundjeri Woi Wurrung people of the Kulin Nation are the Traditional Owners of the Country encompassed by most of the Monash Structure Plan.

The Monash Structure Plan Area is about 19km south east of Melbourne's CBD in the City of Monash.

2.1 Historical context

The Bunurong people and the Wurundjeri Woi Wurrung people of the Kulin Nation occupied the Country that encompasses the Monash Structure Plan Area for more than 65,000 years before contact with Europeans.

Their 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.

Post-European contact, Monash developed slowly, with land initially used by squatters to graze animals. By the 1880s, the area was being used for small farms, market gardens, dairying and cattle grazing. Numerous industrial sites were developed in the mid-nineteenth century, linked to the availability of affordable land.

This development was a catalyst for growth in the housing market. Monash's urban structure and character developed during the interwar period, as residential and industrial uses increased.

Monash University was founded in 1958, with its Clayton campus opening to students in 1961. The University's presence has strongly influenced the character of the precinct, with more tertiary students, researchers, academic staff and other associated workers living and working in the area as the campus has expanded.

The Monash Technology Precinct was defined in the 1990s, following the founding and co-locating of various science and research-based institutions around Monash University's Clayton campus.

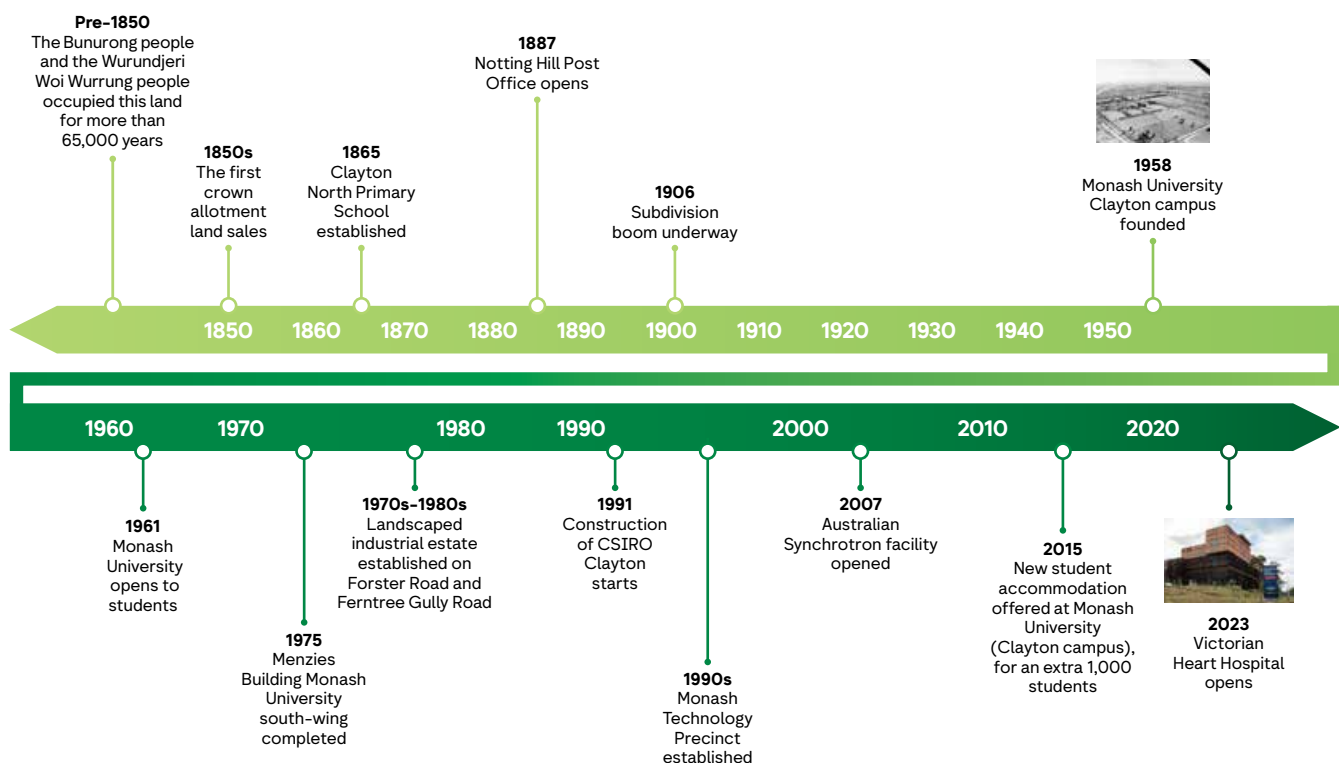


Figure 4: Historical development of Monash

Image sources: Aerial view of Monash University site 1960, Monash Public Library Service. Victorian Heart Hospital.

2.2 Context

Monash is the largest employment hub outside the CBD and has a significant national and metropolitan economic role.

World-leading education, health, research and commercial activities form the core of the Monash Structure Plan Area. Monash's specialised economic role in knowledge-based industries aligns strategically with other precincts around Melbourne including Dandenong, La Trobe, Parkville, Fishermans Bend, Sunshine and Werribee.

The Australian Synchrotron, CSIRO Clayton and the Melbourne Centre for Nanofabrication anchor the precinct and attract like businesses to locate here, leveraging access to these facilities and institutions.

Monash University is Australia's largest university and Clayton is its biggest campus, educating approximately 50,000 students every year. The

campus attracts local, national and international tertiary students and educators, and is a regional focal point for sporting, cultural and educational events and facilities.

The Structure Plan Area is close to several areas of activity, including at Clayton, Brandon Park, Glen Waverley and Oakleigh. The Structure Plan Area also complements nearby local neighbourhood activity centres (NACs), including at Huntingdale and Pinewood.

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

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

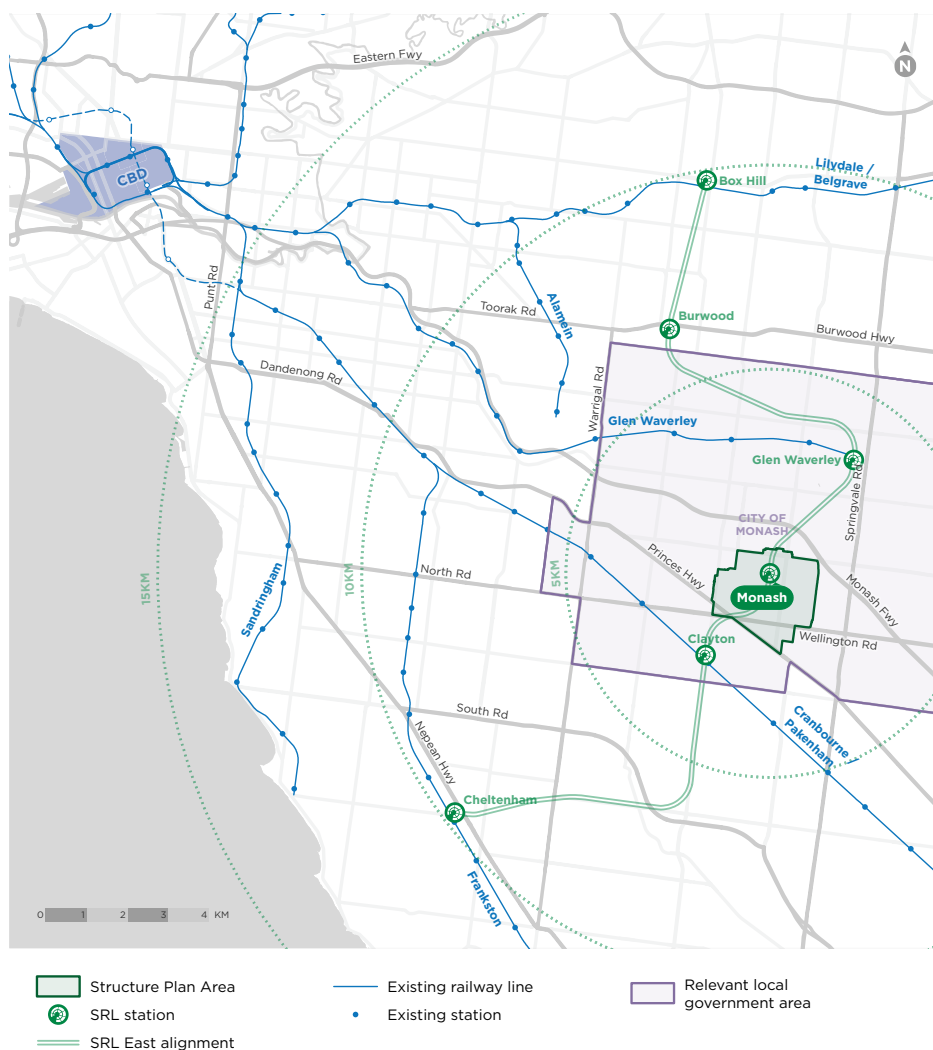


Figure 5: Location of Monash Structure Plan Area

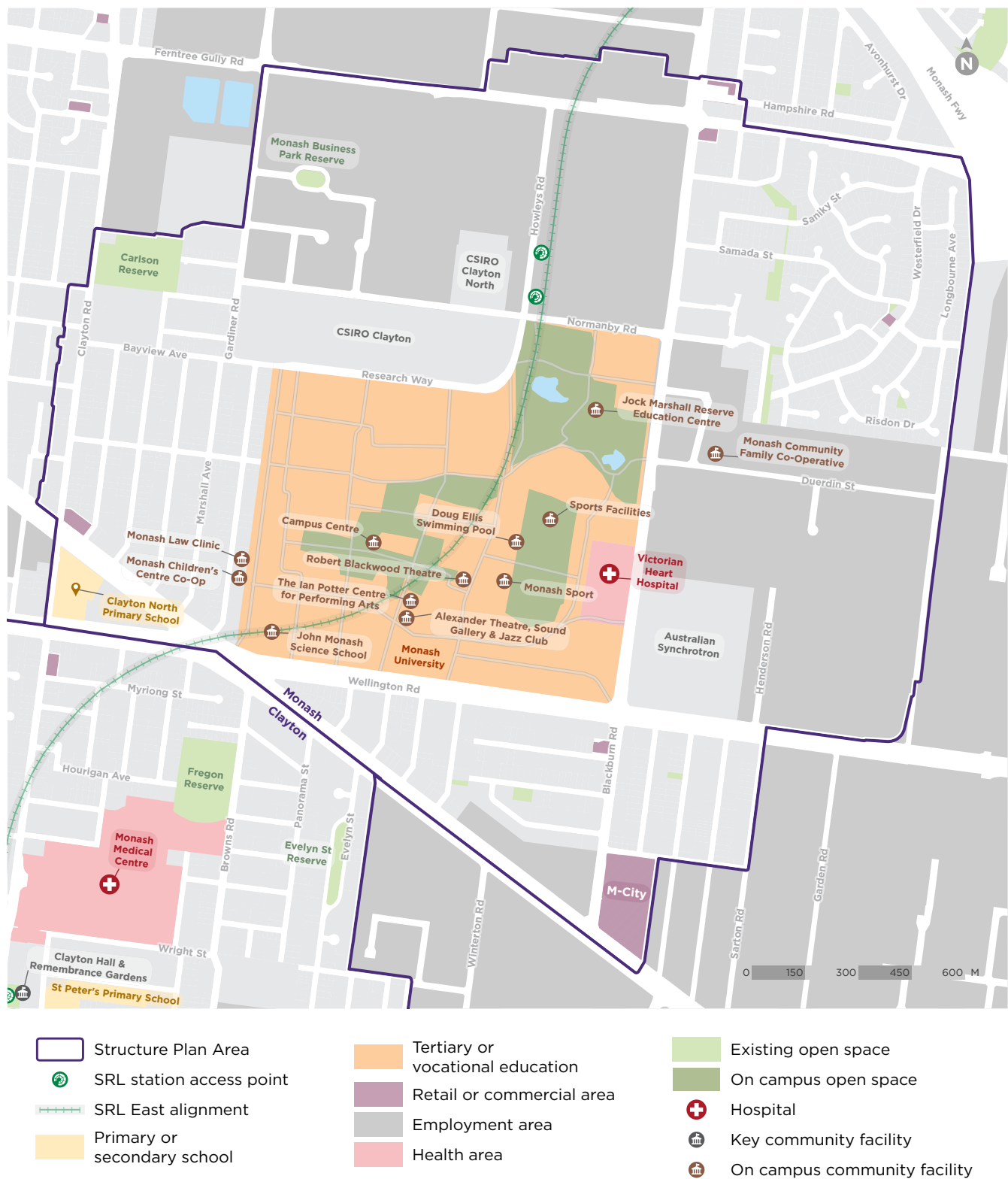


Figure 6: Local context plan

2.3 Community snapshot

Monash has a younger population compared to Greater Melbourne with a large proportion of renters.

There are higher proportions of group households and lone person households. The local community is strongly connected with Monash University.

High density dwellings comprise 37 per cent of housing in the Monash Structure Plan Area. Medium density dwellings (including units, townhouses and villas) comprise 34 per cent of housing. Detached houses comprise 30 per cent of the Structure Plan

Area and are generally located beyond its central area. Two thirds rent their housing (64 per cent) and a third (36 per cent) own their house or have a mortgage.

Housing occupies a very low proportion of the land in Monash, which is dominated by the University and other employment areas. This means most of the workforce doesn't live in the local area.



10,000
Structure Plan
Area residents
(2021)



25-39 years
Median age



31%
Lone person
households



21%
Couple
households



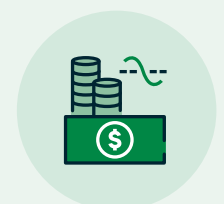
14%
Families with
children



34%
Other family
group and other
households



67%
Born overseas



\$82,456
Household
average
annual income

Planning for a growing and changing Monash

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

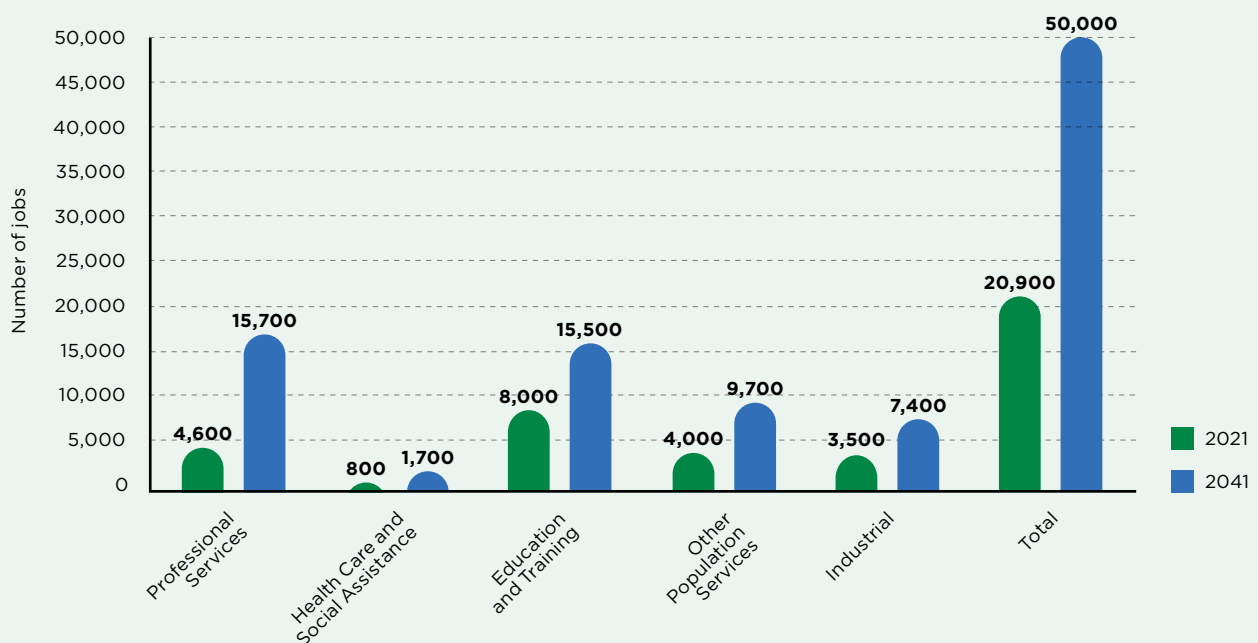
This Structure Plan seeks to manage the change in an appropriate and sustainable way.

3.1 More jobs closer to where people live

Employment numbers in the Monash Structure Plan Area will more than double by 2041, with professional services and key anchor institutions accounting for most of this growth.

Industrial areas will transition towards higher-value uses and jobs, as Monash expands and evolves its specialisations in industries such as research, health technologies and advanced manufacturing.

Jobs by industry (2021-2041)



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



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 homes and greater housing choice

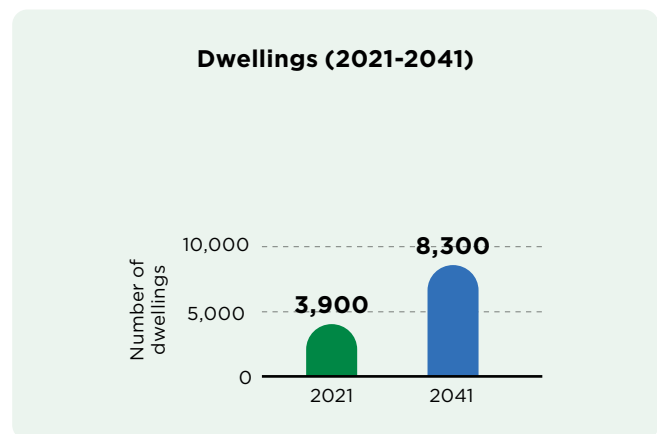
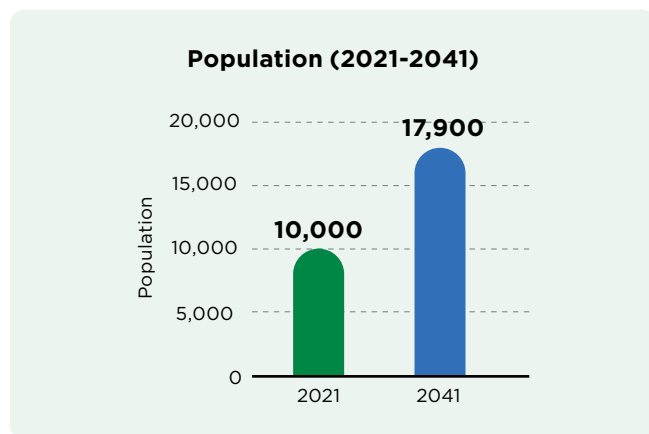
The resident population in the Monash Structure Plan Area is forecast to almost double by 2041. More housing and more housing choices will be needed.

More people

The population of the Monash Structure Plan Area is forecast to grow from 10,000 in 2021 to 17,900 in 2041.

More homes

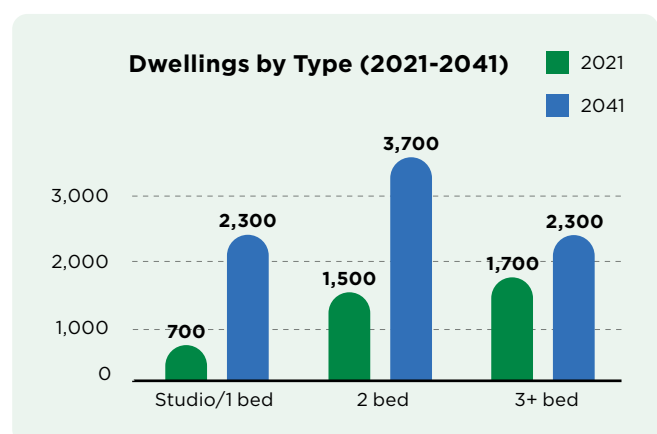
An extra 4,400 dwellings are needed to accommodate this growth.



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

More diversity

In 2041, two-bedroom dwellings will be the most common dwelling size in Monash, with projected growth to around 3,700 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.



Source: Monash Housing Needs Assessment 2025.

3.3 Liveable and sustainable communities

New community facilities and better transport connections will support a bigger population with the high amenity expected of a global innovation precinct.

More people living and working in the area and the development of the new Monash Central neighbourhood will increase demand for community facilities. More creative and collaboration spaces will support a thriving employment area, encouraging interaction and knowledge-sharing.

Pedestrian-friendly and high-quality public spaces will bring people together to exchange ideas and knowledge, attracting enterprises and workers to Monash.

Better water and waste management, less reliance on cars and a focus on net zero emissions will build climate resilience and add to the global reputation of Monash.



Monash University Clayton campus



Victorian Heart Hospital



Office employment in Monash



Suburban street in the Monash Structure Plan Area

The Vision for Monash

A Vision for Monash underpins this Structure Plan.

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

4.1 Vision

An international destination for scientific knowledge, research and discovery – catalysing new jobs and playing a critical role in Melbourne’s future economy.

Monash is already home to globally-recognised education and research institutions and will grow as Melbourne’s epicentre for innovation in health, medicine, materials and manufacturing. Its role as a knowledge-intensive business destination of state, national and global significance will be strengthened, bringing together multinational enterprises and young entrepreneurs from mature and emerging sectors. These will be the jobs and industries essential to Melbourne’s future competitiveness and prosperity.

With a strong emphasis on sustainability and working partnerships between government, institutions, industry and business, Monash will be acknowledged for its leadership role, showcasing the strong connection between world-class research discoveries, new technologies and economic growth.

In the streets, squares and public spaces around the SRL underground station, a new centre of activity will unfold transforming and enhancing the local character of the area and connecting to the open

and recreational spaces of the university. A dynamic mix of social, cultural and commercial experiences will create opportunities for people to connect, collaborate and share their ideas. It will have an eclectic feel, where new buildings sit alongside spaces that have been adapted for businesses to grow. Cafes, small bars, eateries, retail and entertainment options will support vibrant public life that spills out to the streets.

Over time, Monash will have increased housing diversity for all kinds of people – providing more homes for students, researchers, academics and entrepreneurs in Monash’s smart, sustainable neighbourhoods. People will be able to mingle with visitors from all over the world. Improved walking and cycling infrastructure will complement high-frequency public transport to reduce reliance on cars and create a walkable community.

At Monash, SRL East will unlock a knowledge and innovation precinct of global impact.



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

4.2 Realising the Vision

The Vision sets the longer-term aspiration for Monash.

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 Monash.

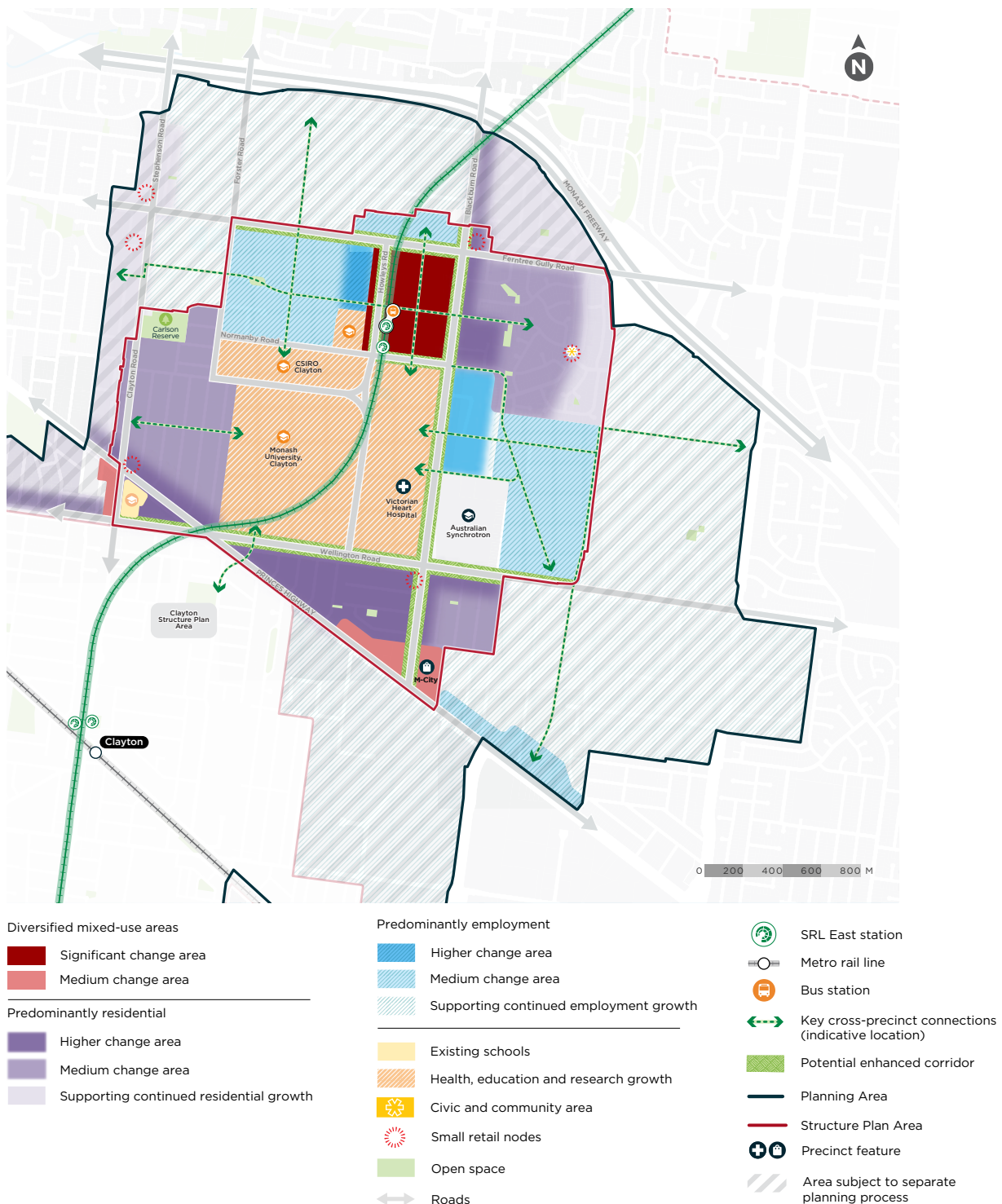


Figure 8: Monash Conceptual Precinct Plan

4.3 Distinct neighbourhoods, tailored approaches

The Monash Structure Plan Area is divided into seven 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. Monash Central

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

B. Employment Growth

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

E. Notting Hill

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

C. Health Innovation

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

F. Wellington Road

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

D. Monash University and CSIRO

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

G. Clayton North

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

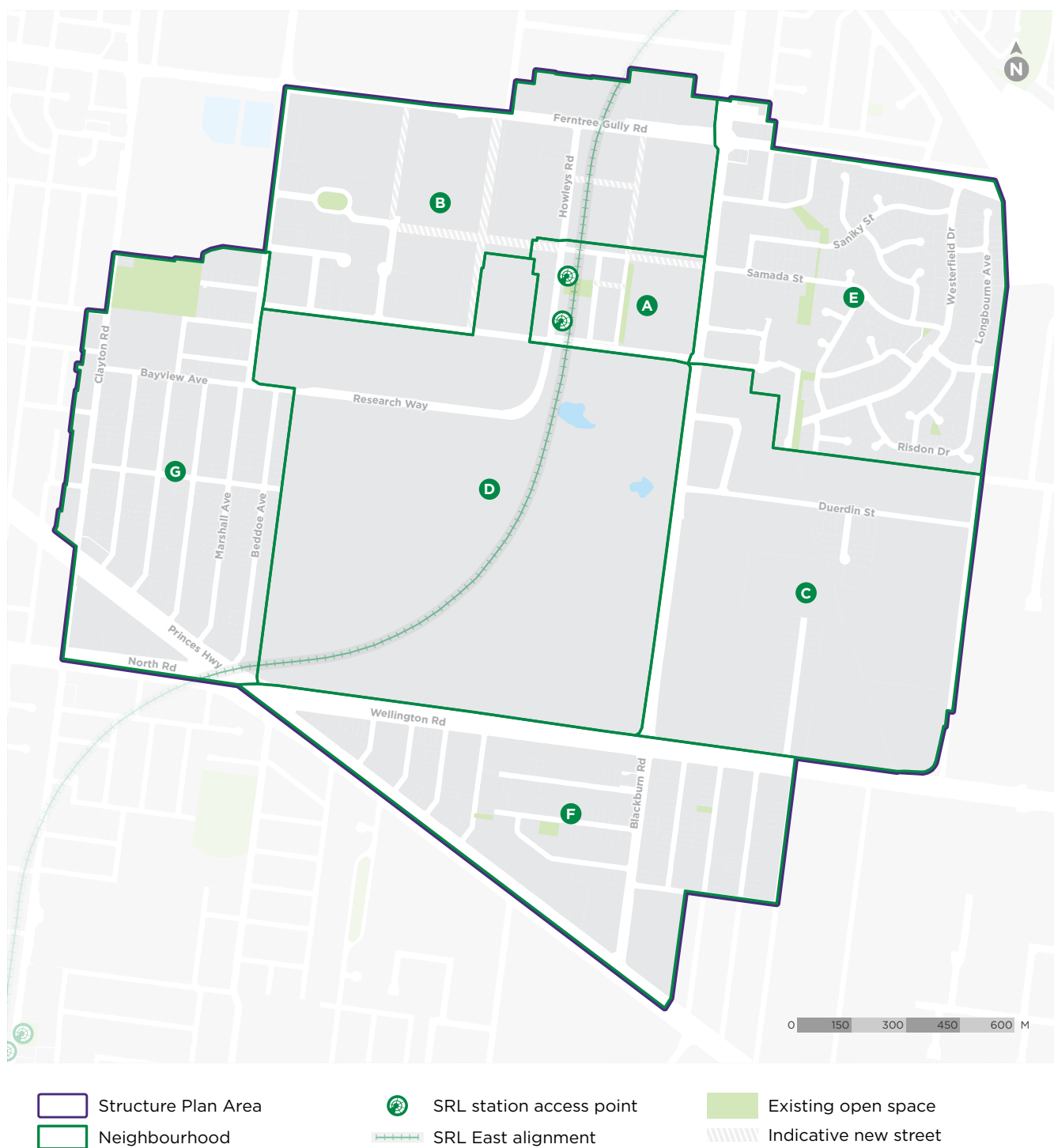


Figure 9: Monash neighbourhoods

Strategic response

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

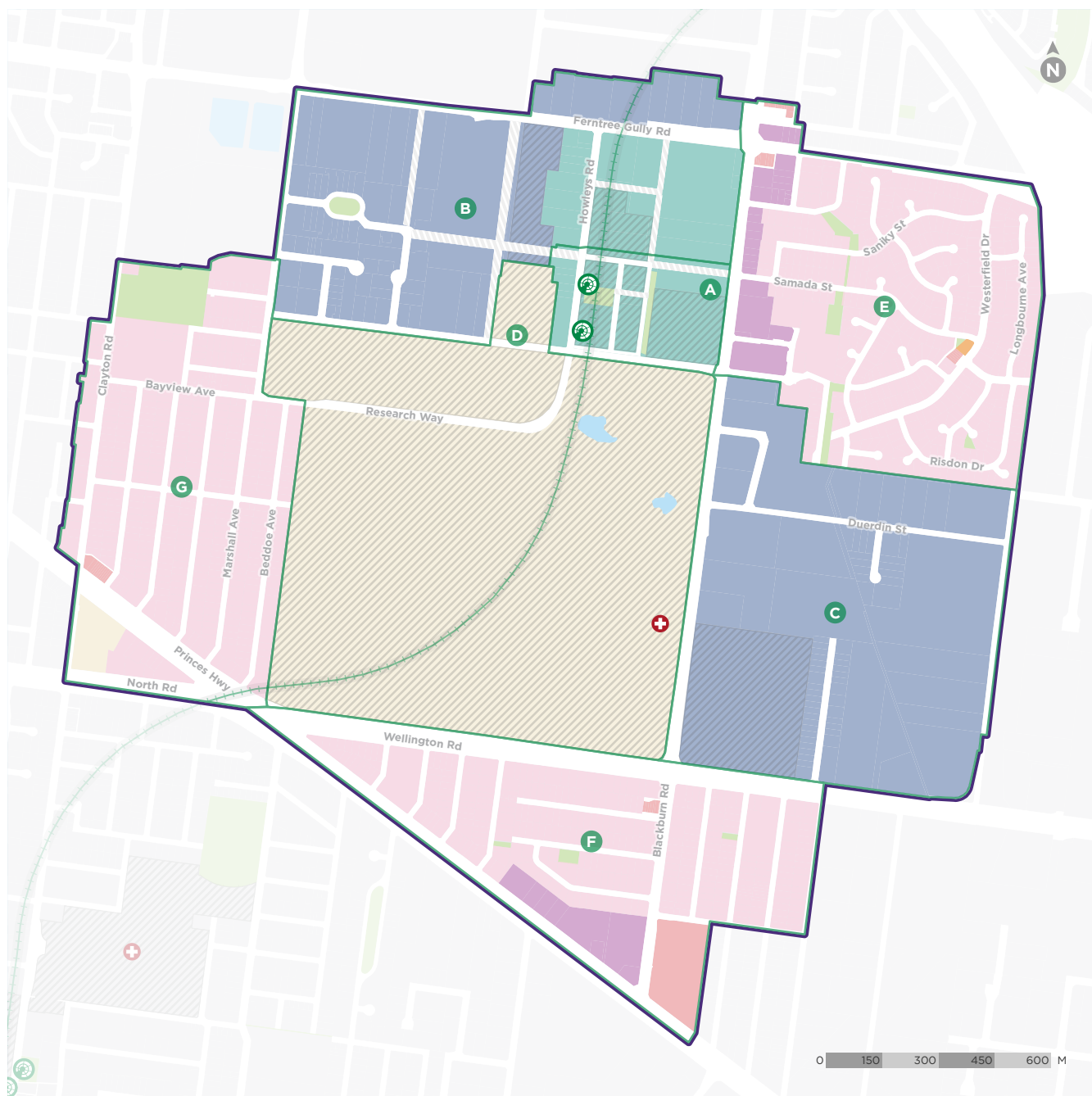
5.1 Land Use Plan

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 in existing residential areas to leverage their access to local services, employment and study options throughout the Structure Plan Area. Some local population-serving uses such as ground floor hospitality will be supported, particularly along key movement corridors.
Mixed use	The area directly east of Blackburn Road will continue to support a mix of uses, including residential and some supporting hospitality, education and retail. Along Dandenong Road, large commercial sites provide an opportunity for mixed-use urban renewal.
Commercial	M-City will continue as a retail, hospitality and entertainment hub. Local commercial areas will be encouraged to intensify and continue to provide local services.
Civic, community and cultural	The existing neighbourhood house in Notting Hill will be retained for community and public use.
Education	Scientific knowledge, education, health and research are important sectors for growth, sustained by key institutions including Monash University and CSIRO. Monash will retain and strengthen its position as Melbourne's centre for research and innovation.
Enterprise	Monash Central and the employment area immediately north will anchor activity, attracting innovation businesses, encouraging collaboration and providing for a range of employment and supporting uses. These include offices, meeting and creating spaces, retail, hospitality, entertainment, residential and community facilities set within in a highly activated public realm. A mix of uses will support and retain the employment and innovation focus of the area.
Major employment	A diverse range of employment uses will support economically significant activity. Growth in jobs will be facilitated throughout Monash through industrial, commercial and office uses with a focus on health, medicine, materials and advanced manufacturing, and innovation-focused uses.
Public open space	Public open spaces will be retained and enhanced, including Carlson Reserve. New open spaces will be established where there are key gaps within the Structure Plan Area.



- Structure Plan Area
- Neighbourhood
- SRL station access point
- SRL East alignment
- Indicative new street
- Strategic site

- Land use priority**
- Commercial
 - Mixed use
 - Enterprise
 - Major employment
 - Education & research

- Civic, community & cultural
- Housing
- Public open space
- + Hospital

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 Monash. Each action will implement one or more of the strategies.



Enriching Community

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

Boosting the Economy

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



Enhancing Place

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

Better Connections

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



Empowering Sustainability

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

5.3 Enriching Community

Monash needs more housing options, building on its good access to education, jobs and services.

Existing residential neighbourhoods will accommodate more medium and high density apartment living, and residential uses will be introduced into Monash Central to support employment and contribute to a high amenity, vibrant centre.

An accessible network of community facilities and open spaces in key locations will meet the daily needs of residents and workers.





Objective 1

Celebrate, protect and interpret Aboriginal cultural values

Structure planning presents an opportunity to highlight Monash'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 shape Monash 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

Deliver more housing to support jobs growth

Monash's economic success will require a plentiful supply of conveniently located homes so that more people can live close to their jobs. More housing is needed so new and existing businesses can have access to skilled workers nearby, and a growing community can live in amenity rich, accessible locations.

There is an opportunity for new neighbourhoods to grow and for existing neighbourhoods to evolve, transitioning over time to accommodate higher densities and deliver more homes close to jobs, services and amenities.



Future housing growth

Two relative levels of housing growth are identified: high and medium.

- **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 Dandenong Road, Blackburn Road and Wellington Road.
- **Medium housing growth:** Residential development will contribute to the creation of a new centre of activity around the SRL station. These areas will continue to evolve to meet the community's changing needs and will support medium-scale developments, primarily mid-rise apartments on consolidated lots.

Strategies

- Distribute housing growth across the Structure Plan Area by:
 - Encouraging high housing growth along movement corridors, in areas closest to amenities and of higher future job density, including Princes Highway, parts of Blackburn Road and as shown in Figure 11
 - Encouraging medium housing growth around the new SRL station, established residential areas including Notting Hill, Clayton North and as shown in Figure 11.
- Discourage the underdevelopment of lots, ensuring that opportunities for new homes are maximised.

Actions

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

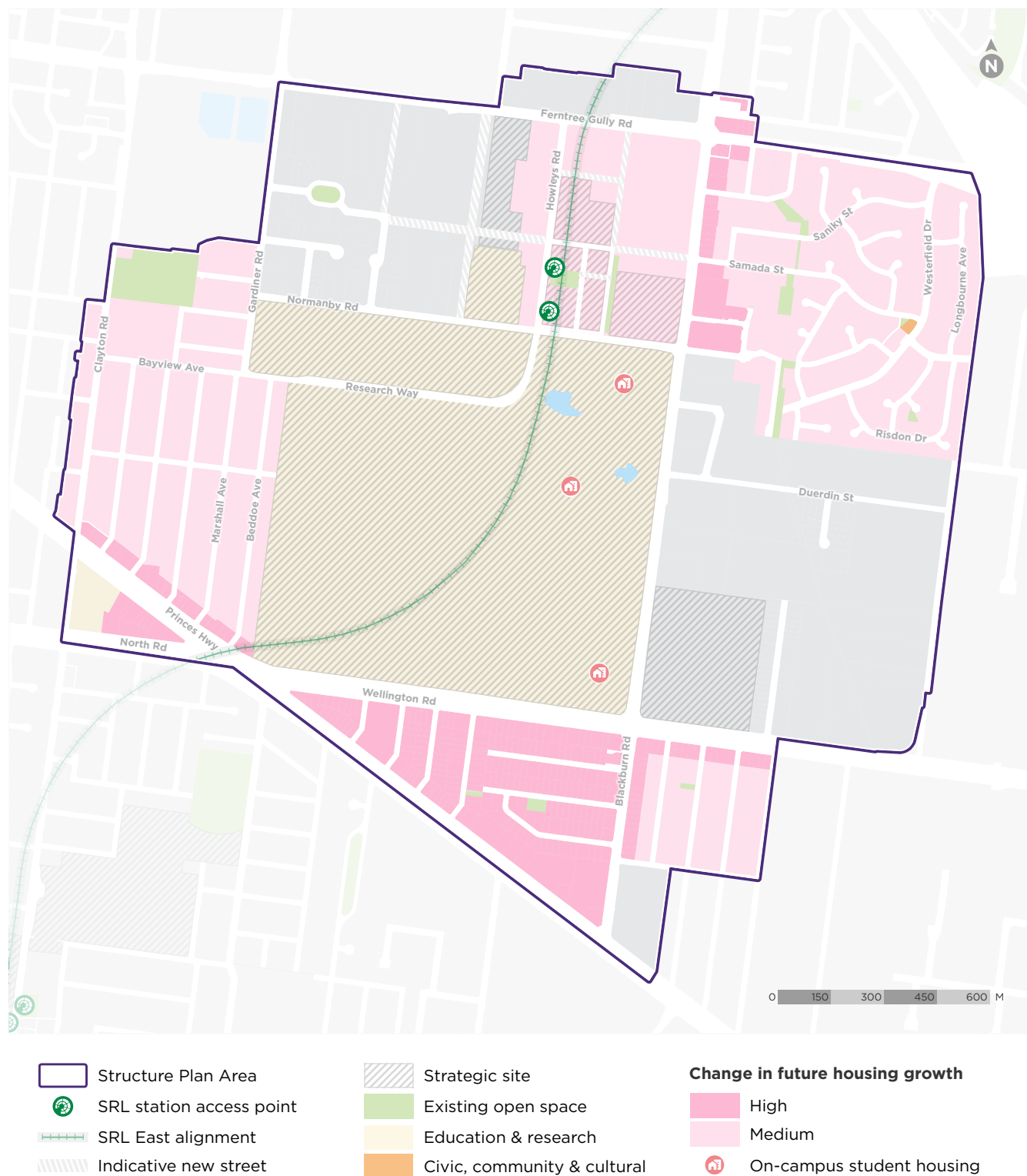


Figure 11: Enriching community plan - Housing

Objective 3

Introduce targeted new housing to support the vibrancy of the precinct

The new SRL station presents a unique opportunity to establish a centre of activity, with high amenity, sustained by housing for a local residential population, creating a thriving day and night-time economy.

New residents will have access to homes closest to the greatest intensity of jobs, allowing people to live in the heart of a vibrant and activated place for the first time.

Strategies

- Encourage residential development around the SRL station, as shown in Figure 11, to activate and create a dynamic, day-to-night-time employment precinct while retaining the employment focus of the neighbourhood.
- Ensure new housing in Monash Central, the Employment Growth neighbourhood and along Blackburn Road mitigates against off-site amenity impacts, including noise, vibration, odour and dust from existing industrial areas.

Actions

1. Amend the planning scheme to enable significant housing growth near the SRL station that supports the employment focus of the precinct.



Housing in Glenside, SA



Housing on Heritage Boulevard, Doncaster

Objective 4

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

Monash needs to attract highly specialised workers from across the globe, requiring the delivery of appropriate accommodation. New types of housing will provide alternatives to existing one and two-storey detached and semi-detached houses, improving accessibility.

Existing neighbourhoods can evolve to accommodate denser development and provide people with more choice in the size, type, cost and tenure of their homes. A diverse housing market builds resilient communities and will allow more students, families, researchers, entrepreneurs, creatives, groups, couples and individuals at all stages of life to live and work in Monash.

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 the amenities 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 the delivery of knowledge-worker, student and academic housing within Monash Central, ensuring a range of housing options that support the growing innovation precinct.
- Encourage the development of student housing within a walkable catchment of Monash University's Clayton campus, particularly in the Clayton North and Wellington Road neighbourhoods.

Actions

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



Housing on Tumbalong Boulevard, Haymarket, NSW

Objective 5

Increase the supply of social and affordable housing

Monash has a higher number of low-income households compared with other parts of Melbourne, influenced by the many tertiary students and young adults living near Monash University's Clayton campus. As Monash evolves, it should be a place where people on low and very low incomes are able to live.

More affordable housing, including affordable youth, student and key worker housing is needed. Encouraging and securing affordable housing contributions as part of private developments will also play an important role in delivering more affordable housing in Monash.

Strategies

- Encourage the provision of affordable housing on strategic sites and areas identified for 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 high housing growth.



Social and affordable housing development at Markham Avenue Ashburton (supplied by Homes Victoria)

Objective 6

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

Community infrastructure plays a key role in meeting diverse individual needs, but also helps build a sense of community and inclusion that is essential to creating great places and thriving new communities, and supporting social interactions and collaboration. As more people begin to work, study, visit and live in Monash, there is an opportunity to deliver the high-quality, multi-purpose community infrastructure essential for a growing innovation precinct.

Best practice planning shows that new community infrastructure should be adaptive, multi-purpose and co-located with existing facilities where possible. Close consultation and coordination with local government, which owns and operates these facilities, will be a key part of this process.

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.



Notting Hill Neighbourhood House

Strategies

- Establish a network of connected community facilities in Monash with a particular focus on supporting the local student and worker population by providing multi-purpose facilities, collaborative workspaces and creative spaces. Consider locating some of these facilities within Monash Central.
- Support the wellbeing of growing families by providing new maternal child health services. These should be co-located with other health and local community services.
- Support community belonging and participation in events, sport, recreation and cultural and social activities through provision of new and enhanced sports, multi-purpose facilities and spaces within or highly accessible from the Structure Plan Area.
- Explore opportunities for schools and private institutions to allow public access to and use of their sporting facilities and other spaces by the Monash community.
- 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 Monash 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. 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 kindergarten provision to serve the needs of the current and future Monash 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 Monash

Monash will need more cycling and walking access to open spaces catering to more activities.

Improving and adding to the open space network will support active healthy lifestyles as well as biodiversity in the local area.

While Monash University's Clayton campus contains an excellent variety of semi-public spaces, unrestricted access to open space is generally limited throughout the Structure Plan Area.



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 uses as public open space, considering any remediation require 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.



Oxford Street Reserve, Collingwood



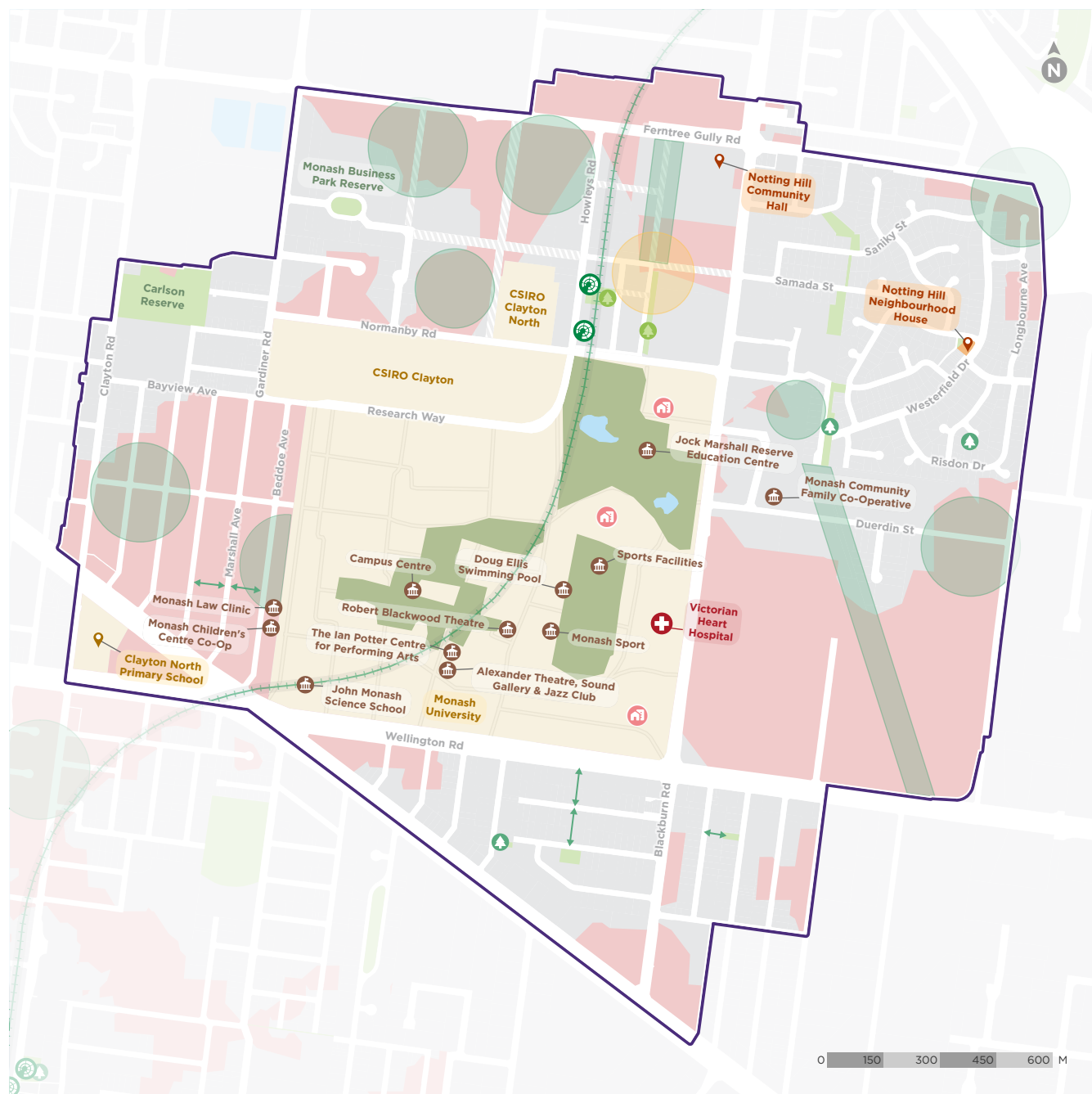
Carlson Reserve, Clayton

Strategies

- Support opportunities to better use the Mile Creek Drainage Reserve as a public place for recreation, walking and cycling by investigating naturalisation and upgrade works, while ensuring that the hydraulic function of the Mile Creek waterway is maintained.
- Provide access to high-quality open spaces within a walkable distance of people living, working and visiting Monash, 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 (as shown in Figure 12) to improve the quality, functionality and capacity of these open spaces, improving the open space network.
- Ensure the design and programming of open spaces meets the variety of needs of people in Monash. New open spaces created in employment areas should focus on supporting local worker needs, including through linear open spaces.
- Provide a new, flagship open space within Monash Central that is proximate to new station entries. The open space will support employment growth and help establish the neighbourhood as a high amenity innovation precinct.
- Encourage large landholdings to provide new public open space on site, where the size of the site can accommodate a local park of 1,000m² or greater.

Actions

1. Identify the mechanisms by which new public open spaces are to be delivered in the investigation areas for proposed 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. Plan for a potential naturalisation and upgrade of the Mile Creek Drainage reserve.
6. Amend the planning scheme to ensure that new development seeks to activate the Mile Creek Drainage reserve while maintaining its hydraulic function.
7. 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.



- | | | |
|--------------------------|--|--|
| Structure Plan Area | 400m accessibility gap to open space | Investigation area for proposed new open space |
| SRL station access point | Education & research | Community infrastructure opportunity area |
| SRL East alignment | Civic, community & cultural | Hospital |
| Indicative new street | Key link to improve open space accessibility | On-campus student housing |
| On campus open space | New open space - planned | On campus community facility |
| Existing open space | Enhanced open space | |

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

5.4 Boosting the Economy

Monash is a health, education and research destination that accommodates the largest cluster of jobs outside the Melbourne CBD.

Some areas support traditional low-scale industrial and warehouse uses which are transitioning to knowledge-based businesses across the health and advanced manufacturing sectors.

Improving the amenity of these areas will help attract further investment for positive change.



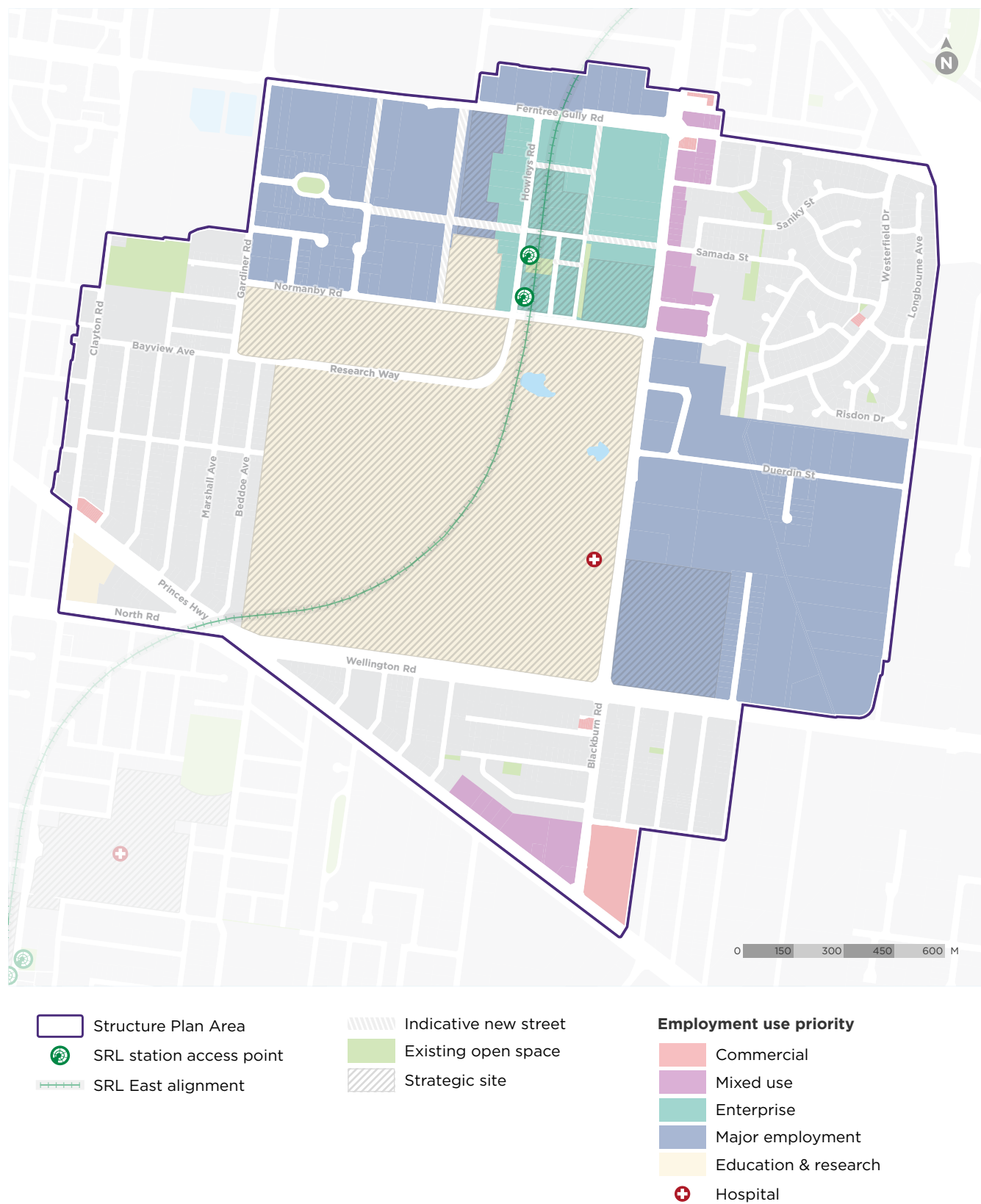


Figure 13: Boosting the economy plan

Objective 8

Strengthen Monash as a globally significant place for innovation

Monash University, the CSIRO, Australian Synchrotron, Melbourne Centre for Nanofabrication and the Victorian Heart Hospital anchor the local economy and connect it to the global economy.

SRL East will help leverage their innovation strengths to attract more investment to create new enterprises and grow local jobs.

Strategies

- Prioritise employment land for growth in health, medical, materials and manufacturing. Support Monash's existing specialisations in research and development and advanced manufacturing, focused on pharmaceuticals and medical technologies, and life sciences.
- Identify and provide the necessary physical infrastructure, services, facilities and amenities to consistently attract research and development and innovation businesses including incubators, start-ups, spin-offs and maturing businesses.
- Encourage affordable, versatile and adaptable workspace environments for a diverse range of enterprises, including research, development and high-tech industries.
- Encourage the delivery of co-working spaces to prioritise interaction, collaboration and knowledge sharing between businesses.
- Promote Monash as an innovation precinct to a global audience.
- Facilitate networking and collaboration between anchor institutions and key businesses.
- Encourage a range of lot sizes within the Structure Plan Area to support the needs of a range of research and development, and knowledge-based businesses.
- Strengthen the connection between employment and residential neighbourhoods, including the mixed-use character east of Blackburn Road.
- Prioritise high density employment floorspace in areas closest to the SRL East station.
- Encourage development closest to the station of a scale and diversity of use to maximise the locational advantages of the new SRL East station.

Actions

1. Develop an Economic Development and Investment Framework that supports sustainable economic growth, employment and investment attraction across the SRL East corridor, including strategies to strengthen Monash as an innovation precinct.
2. Amend the planning scheme to strengthen policy support for Monash as an innovation precinct.



Research Way, Monash University Clayton campus



ANSTO Australian Synchrotron



Victorian Heart Hospital

Objective 9

Create a new centre for Monash that attracts jobs and supports investment

Opportunity exists to transition existing low density industrial areas, warehouses and business parks to new functions that support economics development and jobs growth.

This includes increasing office, hospitality, retail and entertainment spaces. There is also room for hotel and short-term accommodation to host business and other visitors to the area.

Strategies

- Prioritise high density commercial and office development to maintain the employment focus of the area.
- Encourage complementary uses including residential, entertainment, retail and hospitality that are conducive to a high amenity centre and that support the employment and innovation focus, and phase out existing uses that are incompatible with the vision for Monash.
- Encourage uses that enable people to come together for business, recreation, creative, cultural, social and other collaborative purposes, including meeting and function spaces, exhibition spaces and shared workspaces.
- Encourage active uses, including workspaces, to locate at the ground floor level of new development where active frontages are encouraged.
- Support activation of a thriving day and night-time economy by encouraging retail, recreation, entertainment and other uses.
- Support the preservation and enhancement of existing small retail nodes, contributing to a network of connected local amenities.
- Direct the majority of new retail floorspace around the new SRL station.
- Limit retail (including food and beverage) except in the following circumstances:
 - around the new SRL station
 - a small offering as part of employment or mixed-use development that has a limited catchment
 - intensification of existing retail nodes (including local commercial centres and M-City).
- Support the delivery of hotels or serviced apartments as part of the mix within the new Monash Central to cater for business travellers and visitors associated with Monash University and other anchor institutions.

Actions

1. Amend the planning scheme to:
 - Facilitate a range of new land uses within Monash Central to increase activity and improve worker amenity
 - Prioritise the delivery of employment floorspace while still accommodating uses that are complementary to this primary function, including new housing
 - Encourage new development to provide active uses at ground floor level.
2. Develop a transition plan for the Monash Recycling and Waste Centre located on Ferntree Gully Road.



Objective 10

Support the growth of anchor institutions and leverage off their success

Monash University, the CSIRO and the Australian Synchrotron are core to the Structure Plan Area's role as a national and international destination for research, education, science and technology.

More space is needed to grow these anchor institutions and accommodate new enterprises that innovate to create new opportunity and jobs.

Strategies

- Retain or encourage the creation of large lots where they would be suitable for the development of new anchor institutions, particularly in the Employment Growth neighbourhood or Health Innovation neighbourhood.
- Encourage anchor institutions to locate in areas close to the SRL station.
- Encourage the provision of spaces for businesses to co-locate or cluster alongside key anchor institutions to foster productivity, knowledge sharing and collaboration.
- Explore opportunities to strengthen physical connections and economic links between the Health neighbourhood (Clayton Structure Plan Area), Monash University and the Victorian Heart Hospital to further promote the research, health, education, training and knowledge sectors.
- Consider the operating requirements, future needs and any long-term or strategic master plans associated with the Australian Synchrotron, CSIRO and Monash University's Clayton campus.

Actions

1. Amend the planning scheme to support the land use mix and built form requirements that encourage the growth of anchor institutions.
2. Develop an Economic Development and Investment Framework that supports sustainable economic growth, employment and investment attraction across the SRL East corridor, and specifically addresses the needs of anchor institutions and the clustering and co-location of businesses.

Objective 11

Support knowledge-based employment, attracting professional, scientific and technical services and transitioning to advanced manufacturing

Monash will diversify its economy and jobs base, with clusters of employment in sectors such as pharmaceuticals, life sciences and advanced manufacturing.

Office and professional service jobs will increase as low-scale traditional industrial areas transition to these new sectors.

Strategies

- Support the growth and clustering of employment in pharmaceutical and medical technologies and life sciences.
- Support advanced manufacturing uses with a high job density in employment areas close to the SRL East station.
- Leverage the proximity of Monash University and the CSIRO's Clayton campuses to identify opportunities to strengthen physical and economic links between advanced manufacturing in the nearby employment areas and medical and scientific research.
- Encourage a transition away from traditional industrial uses and service industries that serve a local catchment to knowledge sector uses that will support the evolution of the innovation precinct.

Actions

1. Amend the planning scheme to:
 - Encourage growth in office and professional services in Monash Central and the Employment Growth neighbourhood
 - Support the growth of advanced manufacturing within the Employment Growth neighbourhood and Health Innovation neighbourhood.



Students on campus at Monash University



Objective 12

Provide for a diverse mix of affordable, flexible work spaces to support a wide variety of businesses

Start-ups, spin-offs and small and medium-sized enterprises will grow the innovation ecosystem in Monash.

This will generate new investment and new jobs for sustainable and ongoing economic growth.

Strategies

- Support new development that is flexible and adaptable to meet the needs of businesses as they grow and change over time.
- Encourage a mix of new manufacturing spaces, office spaces and other workspaces in a range of sizes in the Employment Growth neighbourhood.
- Encourage the development of smaller and shared office spaces close to large commercial developments or institutional buildings to provide more affordable alternatives for small business and start-ups.
- Encourage affordable, flexible and co-working spaces to attract new businesses and start-ups, and spur interaction and collaboration. Encourage these uses at the ground floor of buildings.
- Use office, creative and shared or other workspaces to activate the ground floor of developments in Monash Central and along movement corridors where active frontages are encouraged.
- Encourage a proportion of mixed-use or employment floorspace in new development to be allocated to affordable workspaces.
- Identify opportunities to temporarily use vacant or unoccupied floorspace in employment areas for low-cost manufacturing and creative or other uses that align with the vision for Monash as an innovation precinct of global significance.
- Support building techniques and design responses that are innovative and reduce the cost of new development, particularly in the Employment Growth neighbourhood.
- Investigate opportunities for affordable workspace delivery through partnerships with the public and private sector.

Actions

1. Amend the planning scheme to:
 - Encourage the delivery of affordable workspaces within developments in Monash Central, the Employment Growth neighbourhood and the Health Innovation neighbourhood
 - Encourage office, creative spaces or other workspaces to be used to activate the ground floor of developments in Monash Central and in areas identified for mixed-use (as shown in Figure 13).
2. Develop an Economic Development and Investment Framework that supports sustainable economic growth, employment and investment attraction across the SRL East corridor, and specifically considers the delivery of affordable workspaces.

5.5 Enhancing Place

The Monash Central neighbourhood will transform with a new scale of buildings and higher activity levels.

Residential areas will feature more low- and mid-rise apartment buildings with greener streets.

The amenity of employment areas will improve as the area shifts to knowledge-based sectors.





Objective 13

Ensure the scale of built form is responsive to its context

New built form will be delivered at different scales in different neighbourhoods, responding to growth, location and context by adopting different building heights, siting and setback parameters. The Structure Plan Area will grow significantly, with the pace of development accelerating once the station opens.

Monash is unique for its large institutional anchors, business parks and the significant amount of land dedicated to research, innovation, medical and manufacturing industries.

This innovation and employment focus will be maintained and strengthened.

The character of existing residential neighbourhoods will transition over time by introducing new, well-designed, mid-rise apartments alongside existing dwellings and townhouses. To deliver these new typologies, lot consolidation will need to be encouraged.



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 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 very high level of accessibility to jobs and public transport. This means it should have a greater level of intensification than surrounding residential areas or 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 out from the centre. This pattern of intensification creates a cone-shaped gradient responding to 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 has been given to how the character in 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 the core of the Structure Plan Area to leverage accessibility to public transport, jobs and services (as shown in Figure 14).
- Focus significant growth and development along key movement corridors, including Blackburn Road, Ferntree Gully Road, Princes Highway, North Road and Wellington Road to strongly frame wide roads (as shown in Figure 14).
- Encourage a range of low- and mid-rise apartment buildings in a garden setting to promote diversity in Notting Hill and areas west of Monash University (as shown in Figure 14).
- Ensure a mix of fine-grain and large lots is available in employment areas to encourage a range of building types, ensuring that large lots are preserved to maximise the opportunity for employment growth and diversity.
- Encourage lot consolidation to facilitate more efficient and sustainable design outcomes and to increase the supply of larger sites for residential development.
- Facilitate mid-rise urban neighbourhoods in areas adjacent jobs and amenities, south of Wellington Road.
- Encourage the transition of low-scale employment building typologies towards higher density buildings that support jobs growth and intensification.
- 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.
2. Amend the planning scheme to require the preparation of master plans for sites within the concept plan area on Figure 14, which address preferred scale and built form outcomes.

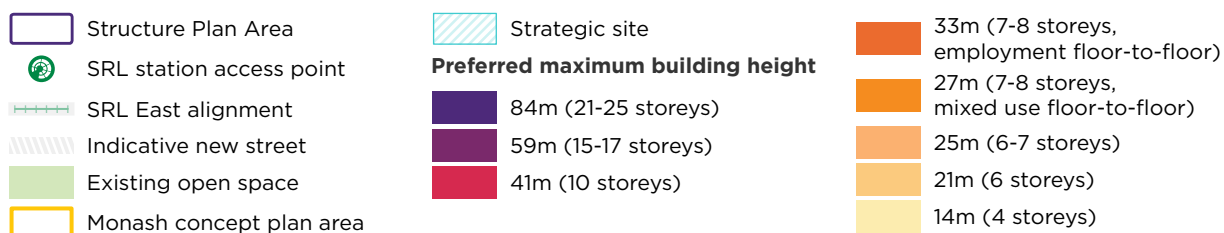
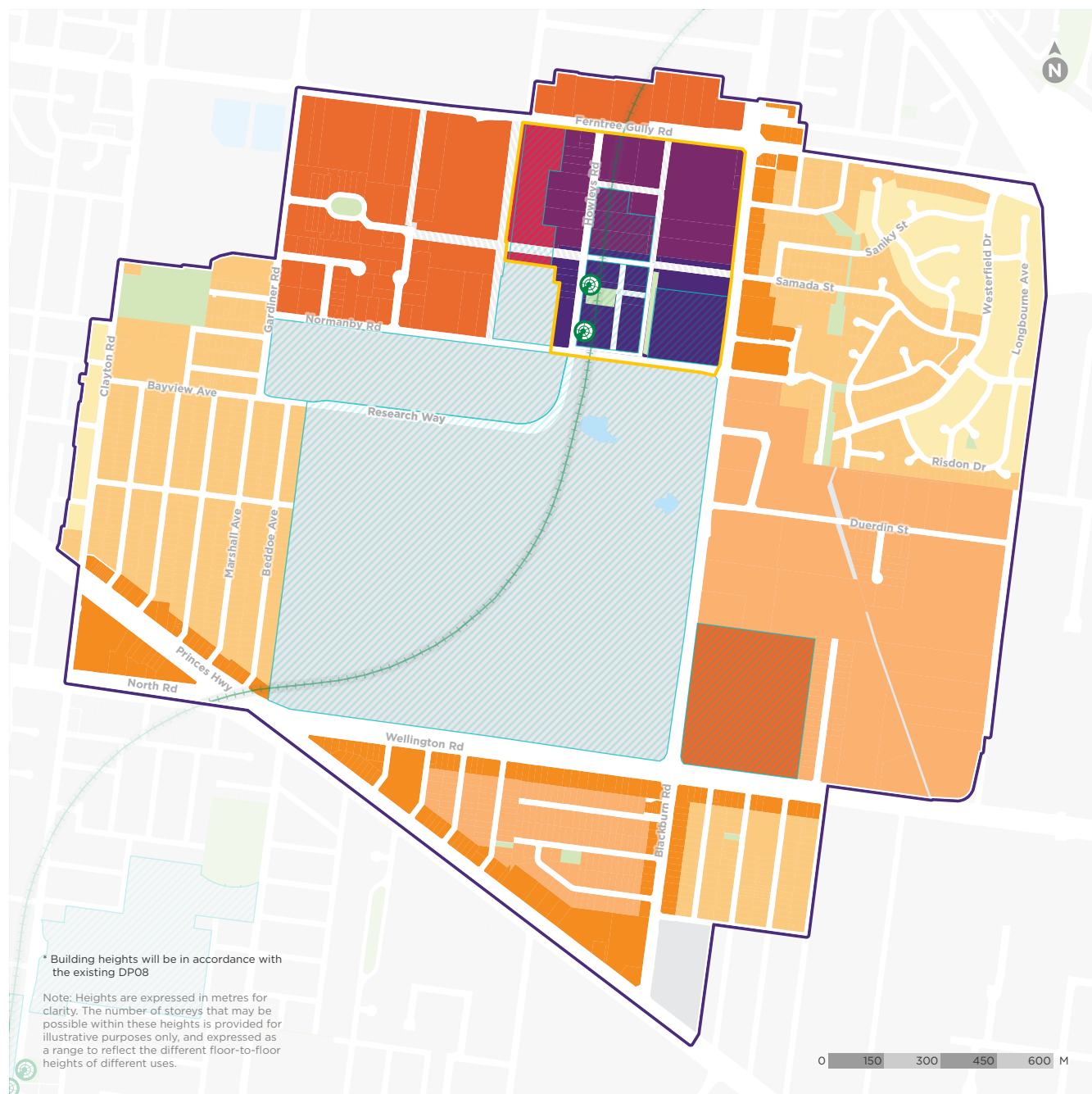


Figure 14: Enhancing place plan – Preferred maximum building heights



Strategic sites in Monash

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, all land in the Monash concept plan area 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.

The strategic master plan sites identified in the Structure Plan Area are:

- SRL Station Development Area
- 326 Ferntree Gully Road, Notting Hill
- 625 Blackburn Road, Notting Hill (Monash University).

An overarching concept plan will be prepared for the area that these sites are located within (see Coordinating development in Monash box).

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:

- CSIRO & CSIRO North
- Australian Synchrotron.

Monash University is recognised as a major landholder in the Monash Structure Plan Area with significant opportunity to diversify and accommodate growth in the future. The University is subject to its own, separate master planning process.



Coordinating development in Monash

To facilitate land use and built form change in the centre of Monash, a concept plan will be prepared by SRLA that sets out more detailed guidance to support development. The concept plan will build on the Monash Structure Plan and be prepared for the area shown at Figure 14.

Monash Central will transition from places of low-scale industrial uses to having buildings with heights up to 25 storeys, with a highly active and vibrant centre. Focused on the new SRL station, this area will incorporate a greater diversity of employment uses, alongside a mix of retail, hospitality, entertainment and some targeted accommodation development.

Part of the Employment Growth neighbourhood will also be included in the master plan area to leverage the area's strategic location as a location for significant change opposite Monash Central. The concept plan will allow for more detailed planning to support intensive employment uses and complementary accommodation uses and will be supported by site-specific master plans prepared by landowners.

The concept plan and master plans will be prepared consistent with the Structure Plan, providing further guidance relating to:

- Distribution of land uses, including the preferred location for retail, office and targeted residential or mixed-use developments and how the area maintains an employment priority
- Delivery of critical and important links through coordinated development across multiple landholdings
- Addressing the specific needs from institutional uses
- Subdivision, including preferred block lengths and lot sizes to support employment land uses, supporting a much greater density than today
- Movement and access, including the width, function and location of new streets, laneways and through-block links, coordinating their connection through and between adjacent sites
- Built form, including further guidance that supports specialised typologies suited to research, enterprise and other specialised businesses.

The concept plan for Monash will be developed in consultation with landowners and the City of Monash.



Objective 14

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

Monash's streets will provide safe, attractive and comfortable walking and cycling journeys.

The new Monash street-grid will create a cohesive network of streets that meets the needs of increasing worker and resident populations. A high-quality street network will encourage a shift to walking and cycling and support social interaction and healthy lifestyles.

Within Monash Central, there are currently no public spaces for people to gather. The new public space at the SRL station will provide much needed public space in a central location, enhancing amenity for workers, visitors and residents.

Strategies

- Establish a street hierarchy that supports each street's movement and place function, and place identity.
- Create a core network of high amenity Activity Streets in the immediate area around the new SRL station to support a safe and attractive environment for people using the station and visiting, living or working in the centre of the Structure Plan Area.
- Prioritise pedestrian movement and activity on local streets and lanes identified as Activity Streets (Figure 15) to ensure they provide distinctive and attractive places for public life.
- Optimise Boulevards and Avenues (shown in 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 also accommodating calmed local traffic and buses where necessary (see Green Streets in Figure 15).

Actions

1. Prepare and implement streetscape designs for each street type, as required.
2. Deliver streetscape upgrades consistent with each enhanced street type.
3. Prepare a concept plan for the area shown in Figure 14, which provides detailed design guidance for the delivery of a network of high amenity Activity Streets and Green Streets.
4. 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.



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.



Mid-rise buildings at Williams Reserve, Richmond



- | | | |
|--------------------------|-----------------------|-----------------|
| Structure Plan Area | Existing open space | Avenue |
| SRL station access point | Indicative new street | Activity Street |
| SRL East alignment | Boulevard | Green Street |

Figure 15: Enhancing place plan – Public realm street typologies



Urbanised street supporting public life. Darling Square, Sydney NSW



Objective 15

Ensure new development contributes positively to the public realm

High-quality public spaces and thoughtfully designed buildings can create places where people want to be. In Monash, creating enjoyable places where people are encouraged to linger will support opportunities for collaboration and sharing ideas, as well as encouraging more people to walk and cycle.

New buildings will contribute to the preferred character of the employment or residential neighbourhood, providing a balance of street surveillance and privacy. As Monash accommodates taller buildings, it will be increasingly important to limit overshadowing and the impacts of adverse wind conditions on these spaces.



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 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 must maintain 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:

- **New station central open space** will improve access to open space in central Monash and will balance activity with a level of access to sunshine.
- **Other public open spaces**, such as the **Samada Street Reserve** and **Finch Street Reserve**, contribute to the quality of the place and pedestrian experience and will have appropriate sunlight protection.
- **Activity Streets** are intended to support the highest level of street life. However, they are also where development will be at its most intense. The design of new buildings will need to balance allowing solar access to these streets and providing for growth.

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 do 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.
- Work with major landholders and institutions, including Monash University and CSIRO, to identify opportunities for landscape and urban design improvements to better integrate existing development and landholdings with the public realm.
- Reduce existing landscape setbacks to ensure that development in employment areas is brought closer to the street, creating a more walkable and more active and engaging environment.

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.
3. Work with Monash University and the CSIRO to identify opportunities to better integrate with the public realm.
4. Amend the planning scheme to require the preparation of master plans for sites within the concept plan area on Figure 14, which provide detailed design guidance to ensure Activity Streets and public open spaces have an acceptable level of overshadowing.



Objective 16

Ensure new buildings provide good amenity for occupants

As Monash grows and changes, good design measures will make sure new employment and residential buildings are comfortable, enjoyable places to work and live. This includes providing sufficient separation between buildings to ensure adequate access to daylight and outlook, providing space for landscaping

and communal open spaces on site, and designing buildings that are functional and offer high-quality on-site amenity. Building design will play an important role for managing any impacts of adverse amenity on occupants, through appropriate design and attenuation measures.



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.

Section 6 provides detailed setback guidance at the neighbourhood level. 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, provided that towers are distinguished and wind effects managed in some other way.

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.
- Encourage the development of adaptable buildings with adequate floor-to-ceiling heights that allow for changes in use over time.
- Manage the risk of potentially contaminated land through an appropriate environmental assessment process where appropriate.
- Manage the impacts of adverse amenity, including odour or dust from industrial businesses, by ensuring development includes appropriate design measures.
- Manage the impacts of noise and vibration by ensuring new sensitive development includes appropriate attenuation measures.

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.



Objective 17

Encourage built form that facilitates economic success

Monash will need to accommodate many diverse businesses that will be attracted to the area. In addition to high density commercial office spaces for knowledge-intensive industries, new buildings will need to house prominent institutions, advanced manufacturing businesses, specialised health and medical research spaces, start-ups, spin-outs, small-medium enterprises (SMEs) and shared and creative spaces.

Many of these spaces need to be purpose built and may require large floorplates or configurations that enable businesses to scale up or down.

By encouraging flexible, adaptable, innovative, and iconic buildings that respond to the needs of businesses, Monash can be a place where architecture and urban design fosters innovation, drives economic success and creates a distinctive, globally recognisable identity.

Strategies

- Encourage innovative architectural responses to accommodate state-of-the-art facilities and prominent institutional buildings, including flexible spaces to support a range of uses as the Structure Plan Area matures.
- Encourage design responses that enhance access to transport networks, create permeable blocks, reduce the dominance of car parking and activate the street.
- Encourage higher density built form with podium setbacks in Monash Central that is capable of accommodating knowledge-intensive uses.
- Encourage new, flexible, high-quality and innovative developments that will strengthen the identity of the Health Innovation neighbourhood.
- Encourage the delivery of new clean-industrial building typologies that can also support low-cost flexible spaces, particularly within the Employment Growth neighbourhood.
- Encourage the creation and/or retention of lots that can support large floorplates for commercial office developments in Monash Central.

Actions

1. Amend the planning scheme to ensure built form outcomes that encourage business diversity and growth.

5.6 Better Connections

SRL East and improved walking, cycling and public transport connections will support population growth in Monash.

A new street grid will transform the centre of the Structure Plan Area, to support convenient travel through the area of greatest jobs and housing growth.

This will prioritise public transport, walking and cycling connections and encourage a shift away from car use to reduce traffic congestion and greenhouse gas emissions.





Objective 18

Create a new, highly walkable and coordinated street network at the centre of the Structure Plan Area

Large urban structures and industrial blocks limit through-links and fragment walking and cycling routes in some areas.

A new hierarchy of streets and connections will create active, vibrant and connected neighbourhoods that provide more amenity and support social cohesion.



A network of corridors

The future transport network in the Monash 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** provide attractive connections for moving within Monash 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, to ensure that residents can meet their daily needs in an easy, equitable and sustainable manner.

Strategies

- Guide the implementation of a new street network in locations shown on Figure 16 to achieve the following principles:
 - Orient future development towards a primary north-south spine along Howleys Road and an east-west spine from Blackburn Road through to Business Park Drive
 - Create urban blocks that support permeability to encourage walking and cycling
 - Where there are no fixed streets identified, through-block links should be encouraged within a development
 - Retain and extend existing streets or laneways within the grid, including private roads with access to the arterial road network, and extend these to become through connections north-south or east-west
 - Create new streets or laneways within the grid that connect to places outside of it, including extensions towards Finch Street and Samada Street, and north into the business parks located on Ferntree Gully Road, and access routes through Monash University and CSIRO Clayton
 - Extend and connect to existing Green Streets to support pedestrian experience to key destinations (such as recreational facilities, public transport stops and stations, and key employment areas), environmental outcomes, and bike and public transport routes
 - Maximise opportunities to introduce new streets or laneways along property boundaries where these may be provided through setbacks from a common boundary
 - Create new streets, laneways and through-block links that are safe, legible and accessible; and contribute towards a clear hierarchy of routes to ensure that places function well, and that routes are efficient and safe, and meet the current and identified future active transport needs
 - Where new streets, laneways or through-block links are proposed, they should be aligned and logically connect into streets, laneways or through-block links in adjacent properties
 - Design streets or laneways to apply the required modal mapping outcomes as shown in Figure 16 for:
 - a. Walking approximately every 100 metres. Walking links may be provided as new through-block link pedestrian connections.
 - b. Cycling, approximately every 400 metres
 - c. Local traffic, approximately every 600 metres
 - d. Public transport, approximately every 800 metres
 - Allow for a range of building typologies that can be effectively accommodated into the proposed street grid structure.
- When designing new streets and links, prioritise walking, cycling and public transport over private vehicle movement and ensure vehicle traffic is for local access purposes only and access and egress are directed to the arterial road network.
- Design buildings and streets to ensure it is easier and quicker to walk, ride or catch public transport to the station than to drive for journeys wholly within the grid.
- Work with the CSIRO and Monash University as major landowners to investigate opportunities for new streets, laneways or through-block links to be coordinated with the surrounding road network and accommodated on their sites.

Actions

1. Prepare a concept plan for the area shown in Figure 16, which provides design guidance and a delivery pathway for new streets and links, and upgrades to existing streets.
2. Work with individual landowners at the time of redevelopment to ensure that lot access is provided, aligned to the strategic intent of the Structure Plan.



Figure 16: Better connections plan - New street grid

Objective 19

Create an integrated public transport network connecting the new SRL East station with key destinations

SRL East will provide the first rail service to Monash. It will connect to an existing bus network which provides good access to key sites and neighbouring suburbs, although the service frequency varies.

Improved public transport connections within the Structure Plan Area and to transport corridors like Blackburn Road, Wellington Road and Ferntree Gully Road are needed.

Strategies

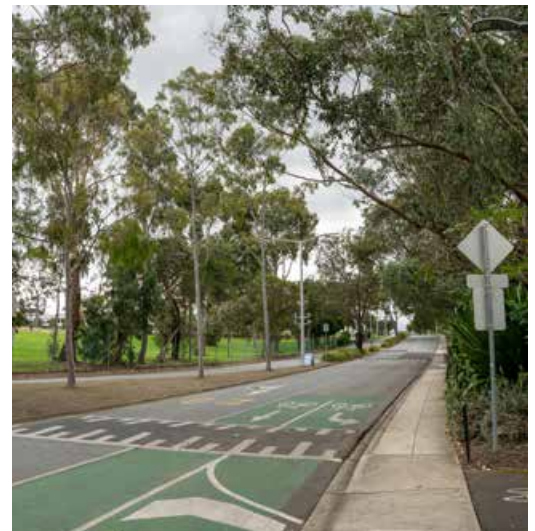
- Facilitate improvements to the public transport network by connecting the SRL station and existing and proposed bus services, and ensuring they are easy to move between.
- Prioritise buses and support the delivery of improved service frequency along strategic bus corridors as shown in Figure 17.
- Future proof the potential expansion of a high capacity public transport capable corridor along parts of Ferntree Gully Road, Howleys Road, Normanby Road, Blackburn Road and Wellington Road.
- 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 17.
2. Deliver wayfinding improvements between the different modes of transport within the Structure Plan Area.
3. Investigate a future high capacity public transport corridor through or adjacent to the concept plan area.
4. Plan for and implement improved bus priority along the strategic bus corridors.



Monash University bus interchange



Cycling infrastructure on Scenic Boulevard, Monash University



Figure 17: Better connections plan - Public transport

Objective 20

Create a legible and safe active transport network

While Monash University supports walking and cycling, the areas beyond the campus need more connected and safer networks.

This will encourage a shift from car use to improve local amenity, with less traffic and more street activity.



Movement interventions

The new movement network for Monash 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 Monash Structure Plan:

- **Critical Key Links** are considered essential connections for achieving the Vision.
- **Important Key Links** provide connection to strategic transport corridors, or are important for the functionality of the SRL East project.
- **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 that have 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 Monash, 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 Monash

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, 55 per cent of peak journeys in the Structure Plan Area should be made by sustainable modes, including 33 per cent for active transport and 22 per cent public transport.

Source: Monash Transport Technical Report 2025.



Strategies

- Establish a priority walking and cycling network to fill gaps between neighbourhoods, open spaces and key destinations including the new SRL station and bus interchange, Monash Central and Monash University, as well as the Monash Medical Centre and broader Clayton Structure Plan Area. 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 speed mitigation / reduced speed limits) as appropriate for the link.
- Provide more frequent, high-quality and safe crossing points over major roads and along key corridors such as Ferntree Gully Road, Wellington Road and Blackburn Road.
- Investigate opportunities to create a safe and enjoyable walking and cycling corridor that allows people to walk or ride along the Mile Creek Drainage Reserve.
- Improve active transport permeability within the Structure Plan Area through the delivery of key links as part of new developments.
- Improve permeability through new or improved crossings, signals and intersections for pedestrians and cyclists.
- Embed universal design into the planning, design and delivery of all streetscape walking improvements.
- Ensure the design of improvements to streets and movement corridors minimises the risk of conflict between pedestrians and cyclists.
- Create a safe bike riding network by providing an increase in physical separation from pedestrians and traffic mid-block and at intersections.
- Encourage new developments within the Structure Plan Area to promote and support active transport options.

Actions

1. Amend the planning scheme to:
 - Require the preparation of a concept plan for the area shown in Figure 16, which provides detailed design guidance for the delivery of a network of Critical Key Links
 - 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 18.
2. Progressively plan for, expand and reinforce an active transport network of high-quality strategic and local walking and cycling routes, as shown in Figure 18.
3. Deliver improved walking and cycling crossings in accordance with the locations shown in Figure 18, 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. Work with Melbourne Water and Monash City Council to investigate opportunities to allow walking and cycling along the Mile Creek Drainage Reserve.
6. 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.
7. 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.

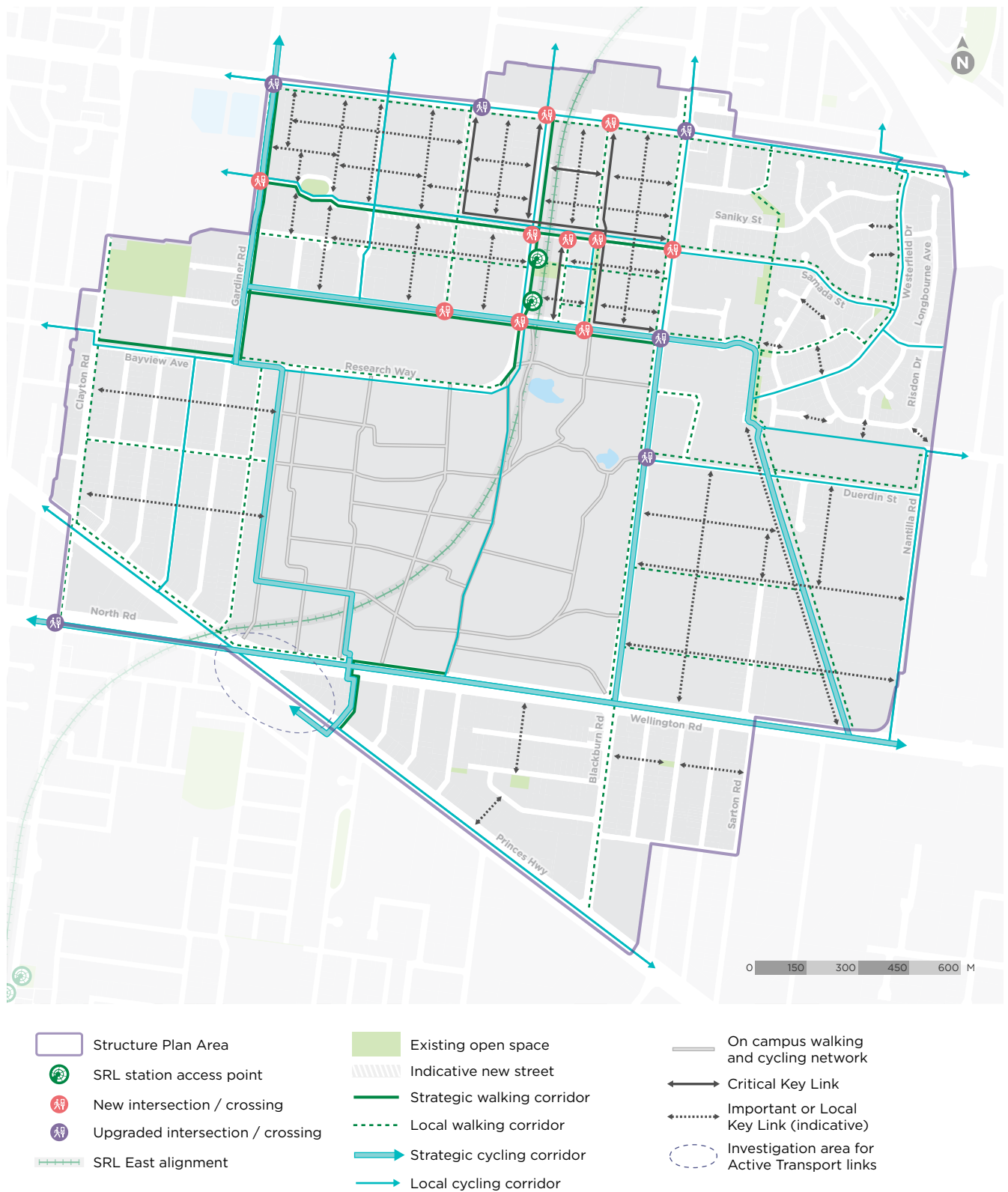


Figure 18: Better connections plan – Active transport



Objective 21

Minimise the impacts of private vehicles and freight on local streets

Monash will be a series of high activity employment-focused neighbourhoods complemented by residential neighbourhoods,

The Structure Plan reinforces arterial roads as strategic traffic and freight corridors, as well as discouraging vehicle movements through the residential neighbourhoods.

This will transform the Notting Hill, Clayton North and Wellington Road neighbourhoods into low-traffic residential areas with more emphasis on walking, cycling and public transport, reducing private vehicle use and off-street parking demand.

Strategies

- Direct primary vehicle movements to the strategic traffic and freight network of Blackburn Road, Ferntree Gully Road, Wellington Road and Princes Highway and along arterial roads, 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 19.
2. Prepare detailed plans for key streets within low traffic neighbourhood to discourage through-traffic and 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 Monash's ongoing development.



Figure 19: Better connections plan - General traffic and freight



Objective 22

Encourage a shift towards more sustainable transport modes

The Structure Plan Area is currently dominated by multi-lane arterial roads and wide road reserves, car parking structures, roller doors and loading facilities. People are dependent on cars because there are few alternatives to get to the places and access the services they need.

The SRL project is an opportunity to catalyse a mode shift towards more active and public travel. Access to the rail network and significant improvements to the public realm and movement network will enable more people to walk, ride and take public transport, resulting in a transition away from car dependency. Fewer cars and car parking spaces will allow more space to be dedicated to trees, public spaces and people.

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 developments.
- 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. Undertake monitoring and review of transport mode share within the Structure Plan Area every 5 years, including the change towards sustainable transport modes.
4. Undertake a review of the relevant Parking Overlay schedules every 5 years.
5. 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.

Objective 23

Better link the Monash and Clayton Structure Plan Areas

The Monash and Clayton Structure Plan Areas are economically connected and make a significant combined contribution to the Victorian economy through the strength of their health and education institutions.

For students and visiting professionals, there is a strong relationship between Monash University and the Victorian Heart Hospital in Monash and the Monash Medical Centre in Clayton.

While SRL will provide a rail connection between the two areas for the first time, there is currently no clear, safe walking and cycling connection.

The intersection of Princes Highway and Wellington Road is a barrier to movement and makes active travel unpleasant.

Strategies

- Support the delivery of new pedestrian and cyclist crossings to connect the Clayton and Monash Structure Plan Areas and improve safety for pedestrians and cyclists.
- Support the delivery of improved north-south bicycle connectivity through collaboration with key stakeholders.

Actions

1. Deliver critical pedestrian and cyclist crossings across Wellington Road and Princes Highway, as shown in Figure 18.

5.7 Empowering Sustainability

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

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

Better waste and water management will promote a circular economy.



Objective 24

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

Monash will be ambitious in responding to climate change and adopting sustainable living and building principles and practices. Sustainable building design will attract flagship businesses and future anchors that are seeking to operate in green commercial spaces.

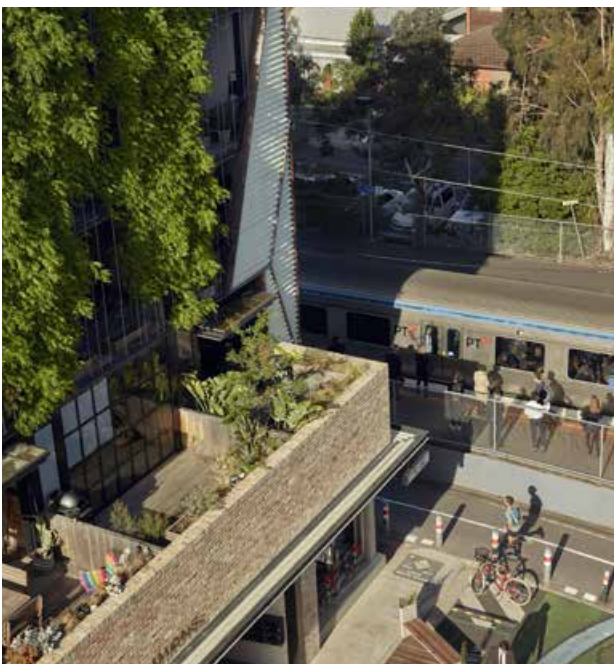
It will be critical to set and maintain co-ordinated targets and standards to achieve new design outcomes that reduce emissions and contribute to Victoria's greenhouse gas emissions reduction targets of 75-80 per cent by 2035 and net zero emissions by 2045.

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 carbon emissions by 2045.
- Encourage new buildings less than 5,000m² 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.

Actions

1. Amend planning controls to improve sustainable building design standards.



The Commons, Brunswick. Photo by Breathe Architecture



Objective 25

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

Energy use accounts for 72 per cent of greenhouse gas emissions in the Monash Structure Plan Area.

A large number of commercial and industrial buildings contribute to these emissions and more sustainable energy solutions are needed.

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 University and CSIRO 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 26

Reduce waste and encourage use of recycled and sustainable resources

More than half (51 per cent) of waste in Monash currently goes to landfill, and waste generation is forecast to increase by 87 per cent as the Structure Plan Area develops, including a 130 per cent increase in organic waste.

Monash University supports a range of circular economy initiatives but more action is needed to reduce waste generated and sent to landfill across the wider area.

Strategies

- Encourage businesses and enterprises to better manage waste through improved use of resources, including resource sharing and resource recovery.
- Promote the principles of a 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 City of Monash, large landholders and institutions within Monash 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 27

Facilitate a resilient, cool, green, biodiverse environment

Monash currently experiences high urban heat, resulting from limited open space and low tree canopy coverage. Urban heat pockets are concentrated in commercial areas, with the highest heat hazard located between Clayton Road and Gardiner Road and between Ferntree Gully Road and Hilltop Avenue. Urban heat impacts lead to an uncomfortable environment in warmer temperatures and can have particularly severe consequences for vulnerable people.

The Structure Plan seeks to make Monash a much greener place through new public open spaces, green streets, new walking and cycling connections, and cutting-edge urban cooling initiatives. The provision of blue-green infrastructure, adequate space for canopy trees and new and enhanced open spaces supported by IWM, particularly along the Green Streets network, will reduce heat impacts and improve amenity, resulting in a cooler and greener environment. Providing habitat and refuges for wildlife along creek corridors will allow native flora and fauna to thrive within the urban environment.

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 landscaped setbacks.
- Minimise the use of concrete and asphalt, and maximise recycled content, repaving, maximising 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 urban heat island effects and promote a biodiverse, natural environment supported by IWM.

Objective 28

Embed Integrated Water Management in the Monash Structure Plan Area

Areas in Monash are already susceptible to surface flooding, particularly in the south of the Structure Plan Area near Monash University's Clayton campus. Climate change will increase the frequency of major storm events and significant rain events, which poses a risk to local infrastructure, business assets and community health and safety.

The Structure Plan Area will adopt Integrated Water Management and Water Sensitive Urban Design (WSUD) principles to encourage water capture and re-use to support climate resilience, mitigate

the impact of flood events and enhance water conservation.

Monash University continues to play an integral role in funding and facilitating research into water in urban environments. Research has aimed to identify and resolve current constraints, encourage collaboration with government, industry and the community, and identify pathways for innovative solutions. There is an opportunity to bolster collaboration between anchors and businesses through this research.

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 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.

Neighbourhoods

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



6.1 Overview

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

Monash neighbourhoods

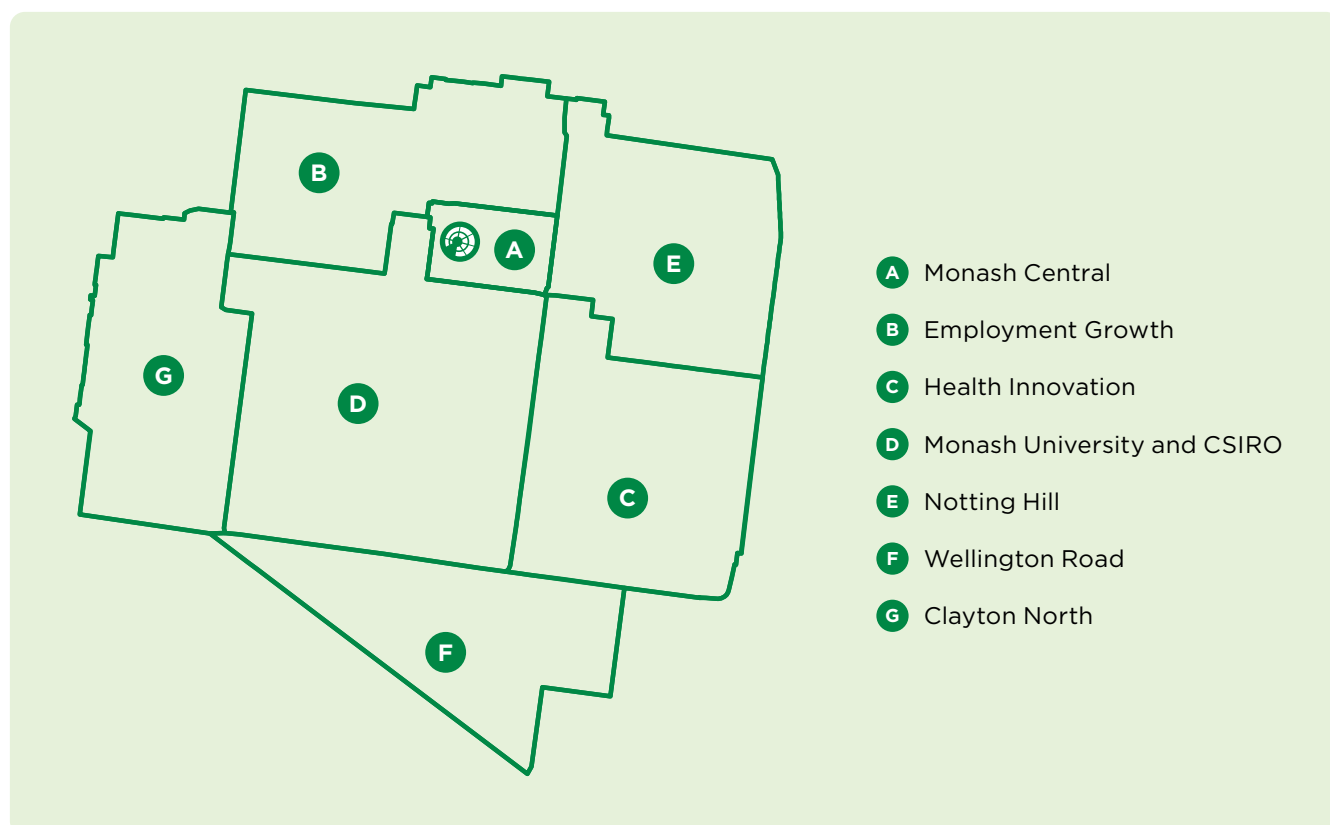


Figure 20: Monash Structure Plan neighbourhoods



6.2 Neighbourhood A: Monash Central

Future role and objectives

Monash Central will experience the most significant built form transformation, becoming the focal point for employment outside of Melbourne’s CBD and a gateway to the innovation precinct.

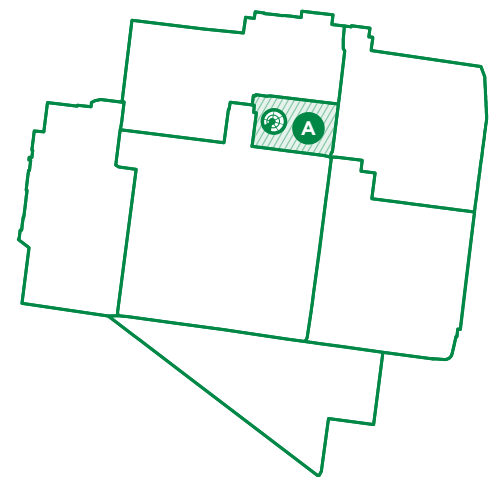
A mix of uses will create activity and vibrancy, and higher density development will deliver much needed employment and mixed-use floorspace, as well as creating an identifiable skyline. Ground floors will be activated with retail, hospitality, collaboration spaces and entertainment opportunities to bolster the day and night-time economy. Community facilities will also be an important feature, driving footfall and activity.

Activity Streets and links will prioritise pedestrians and create a walkable environment. The new north-south green spine will provide much needed linear open space and significant canopy cover.

A new street grid, including a new East-West Street, will unlock development potential and improve permeability and connectivity. Access to public transport will be substantially improved through the SRL station and a coordinated bus network.

Howleys Road, East-West Street and Normanby Road will prioritise active travel. Designated cycle lanes and widened footpaths will create a safe environment for active travel.

Monash Central will offer a generous central public space, which is set to become a focal point for people to meet and gather. The space will play an integral role in creating a high amenity environment.



Objective 1	To facilitate significant land use change to support employment and targeted residential growth in Monash through the creation of a new centre of activity.
Objective 2	To create a high density urban neighbourhood with high-quality built form, including distinctive buildings and an identifiable skyline.
Objective 3	To create an activated street-oriented centre that attracts businesses and supports a vibrant hub with a day and night-time economy.
Objective 4	To establish Howleys Road as the main Activity Street within a broader connected street network.

Neighbourhood framework plan

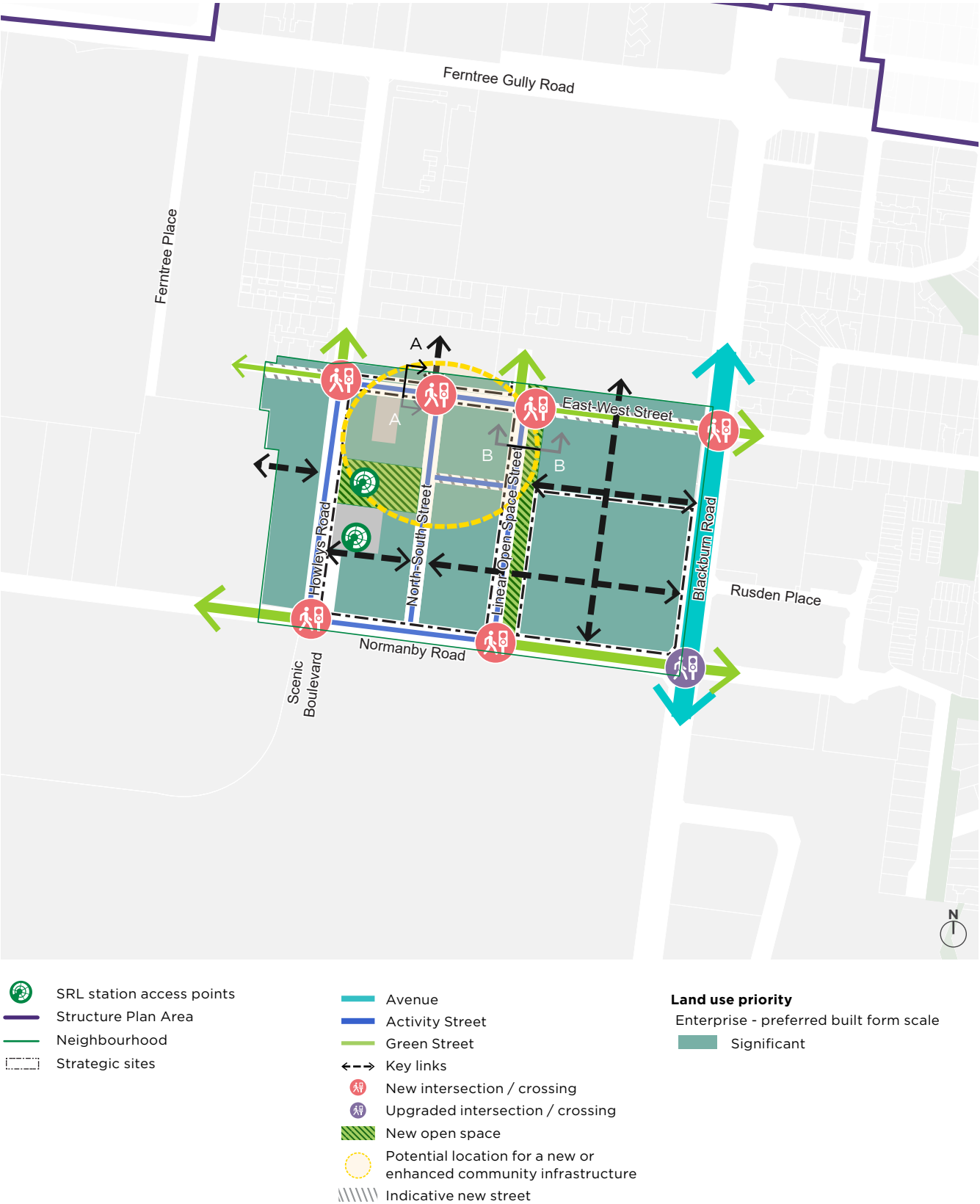


Figure 21: Monash Central neighbourhood framework plan

Neighbourhood guidelines

Built form

- New built form should be consistent with the height, street wall and setback guidance provided in Figures 22 to 26.
- The design of new buildings should support the employment function of Monash Central by providing high-quality work spaces, opportunities for collaboration and a high amenity environment.
- Development of new community infrastructure should be incorporated into a building within Monash Central. The community hub should be easily accessible from the SRL station and be designed in such a way as to drive footfall, and contribute to the creation of an attractive, high amenity environment.
- Development of the strategic site located at the corner of Normanby Road and Blackburn Road should seek to incorporate a landmark built form design response commensurate with the site's positioning as the main entrance to Monash Central when travelling from the south.
- New built form should seek to make a positive contribution to the creation of an identifiable skyline.
- Towers should be well separated and incorporate generous setbacks to support an attractive public realm, allowing for daylight, sky views and shafts of sunlight.
- Development adjacent to the new north-south linear open space should:
 - Be oriented to the new north-south linear open space
 - On corner sites, be oriented to the new north-south linear open space and the street for adequate activation
 - Minimise overshadowing impacts
 - Allow for pedestrian connectivity to the new north-south linear open space and through the site where feasible.
- Development should be oriented towards and minimise overshadowing of the new town square public space at the SRL station site.
- Design and site buildings to manage solar access to the SRL Station new central public space at the spring equinox.
- New development on sites designated with 'moderately active' frontages on Figure 23 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 Howleys Road should provide for active uses commensurate with its role as the main Activity Street and thoroughfare through Monash Central.
- New development should support the establishment of East-West Street, Howleys Road, the new north-south street, Normanby Road and the north-south linear open space as Activity Streets with a high-quality and safe pedestrian environment.
- Encourage building interfaces and setbacks along Howleys Road, Normanby Road and Blackburn 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 key links shown in Figure 27.
- Key links should be provided consistent with the indicative links shown in Figure 27.
- 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 27.
- Car parking should be located below ground or, where a podium tower development typology is utilised, should be 'sleeved' behind other uses.

Public realm and open space

- New development on sites designated with 'highly active' frontages on Figure 23 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.
- Weather protection should be required in areas with moderately active frontages.

Preferred building heights plan

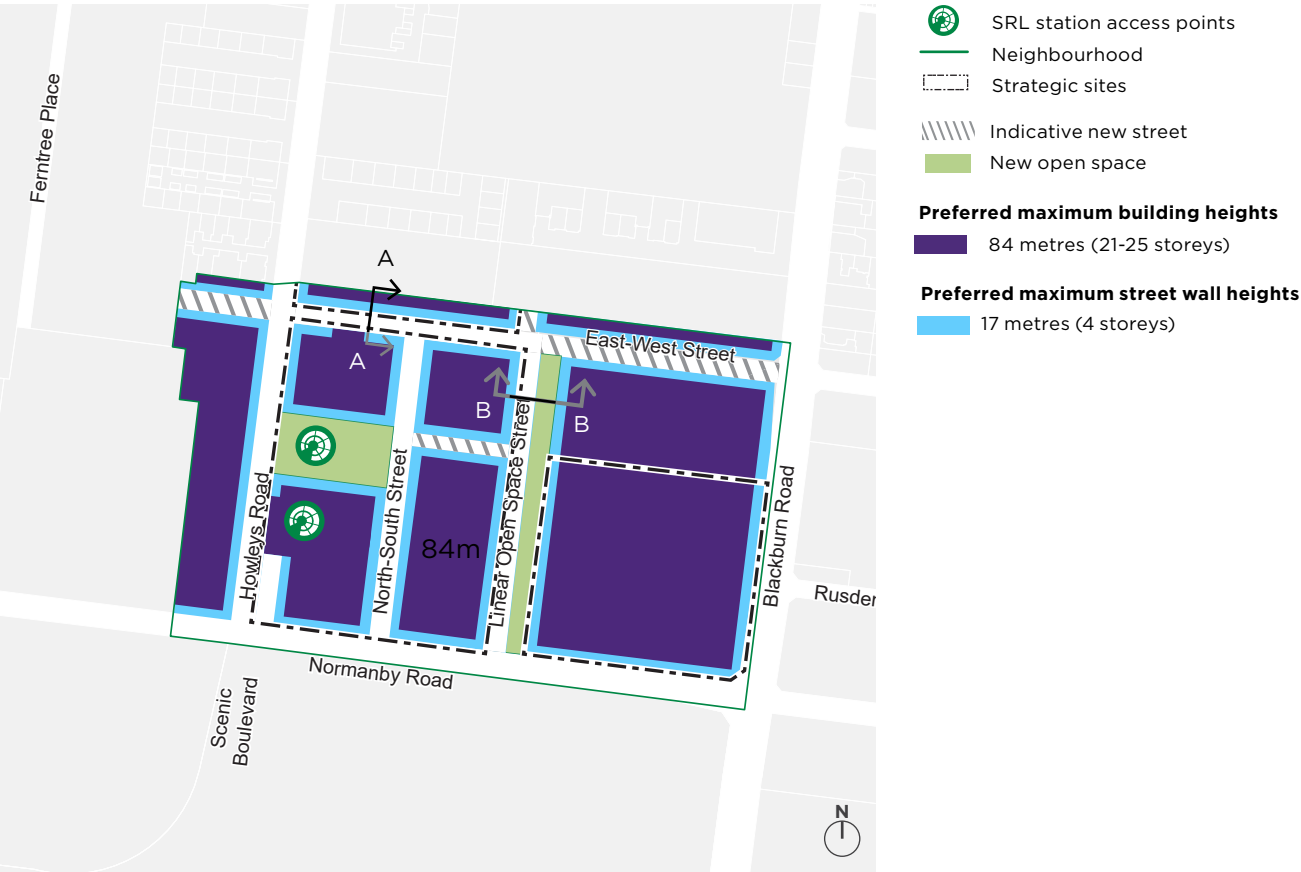


Figure 22: Monash Central preferred building heights plan

Preferred interfaces and setbacks plan



Figure 23: Monash Central preferred interfaces and setbacks plan



Figure 24: Section A - Illustration of potential typical section of East-West Street and built form interface



Figure 25: Section B - Illustration of linear open space and built form interface

Side, rear and front upper level setbacks plan

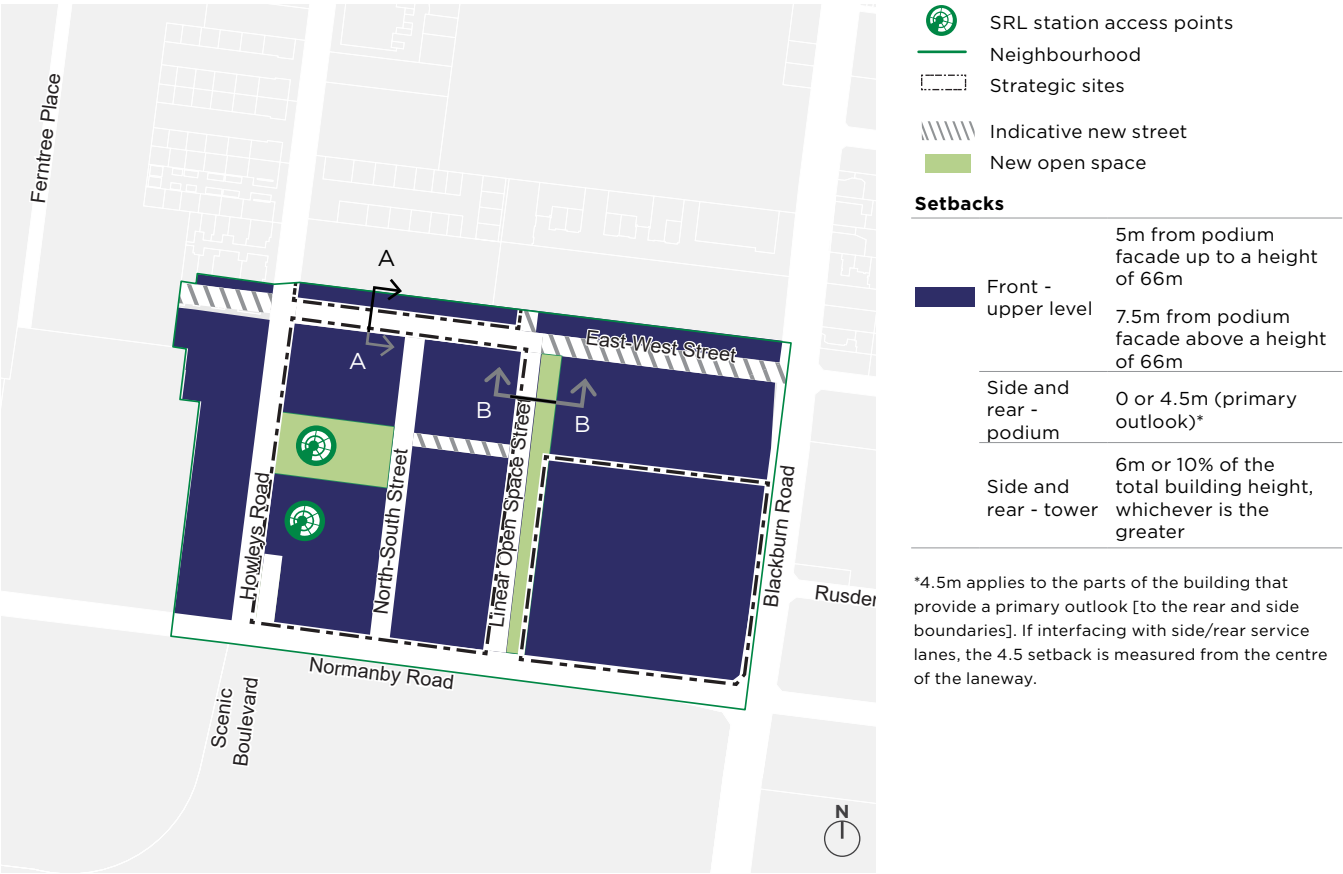


Figure 26: Monash Central side, rear and front upper level setbacks plan

Movement plan

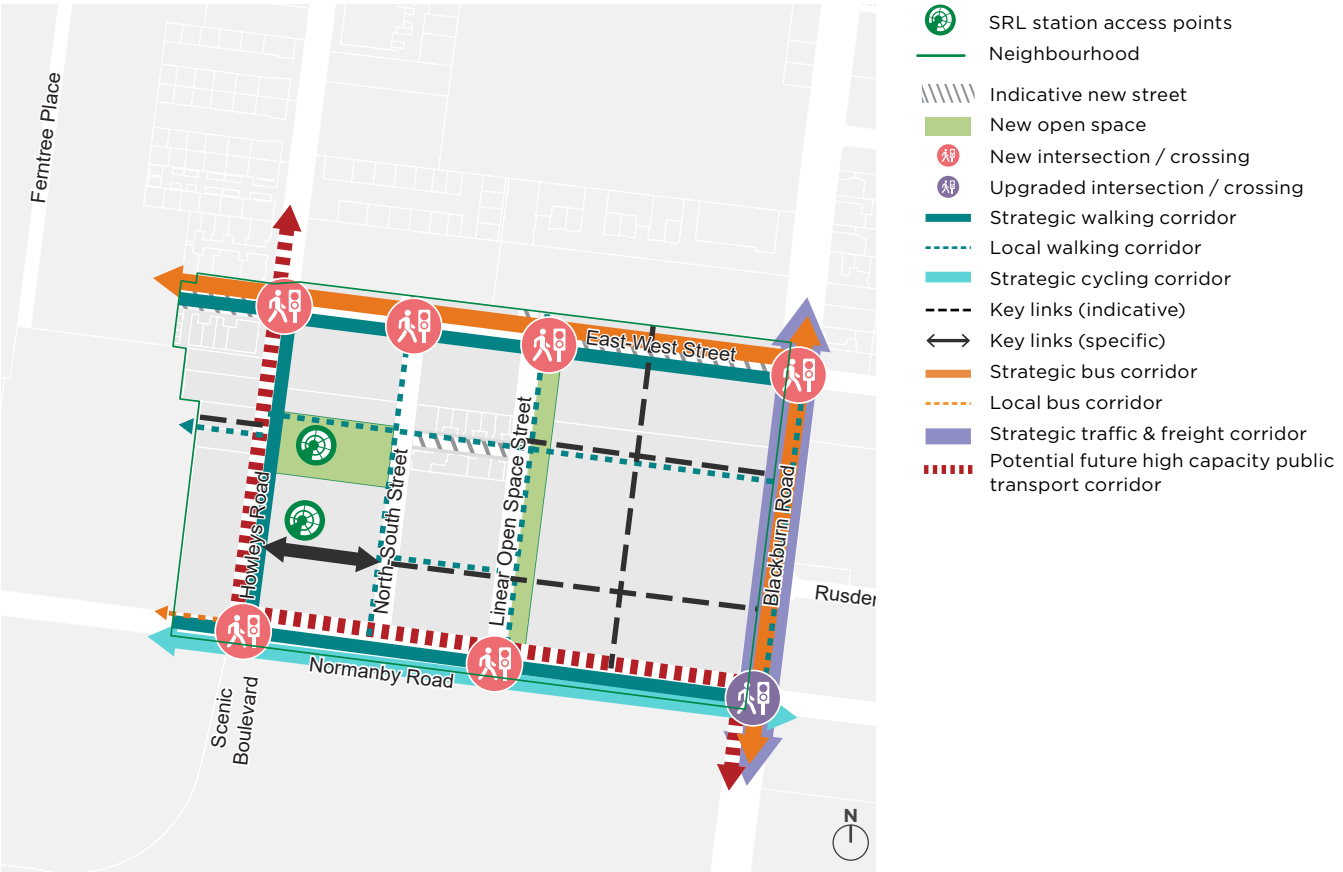


Figure 27: Monash Central movement plan

6.3 Neighbourhood B: Employment Growth

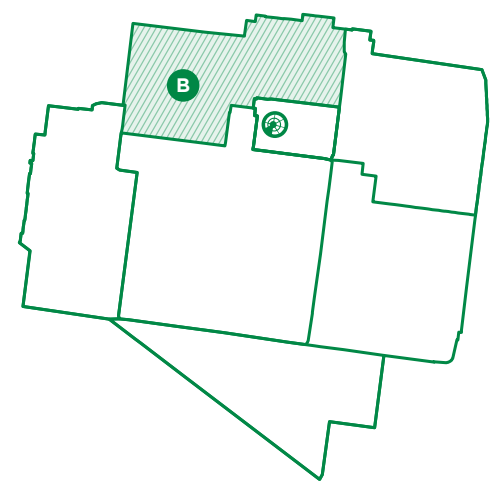
Future role and objectives

The Employment Growth Neighbourhood will accommodate a high density cluster of diverse and thriving businesses focused on professional, scientific and technical services, research, commercial and office uses in the east and institutional and enterprise uses in the west. A new built form character will support a transition from traditional industrial uses to knowledge-based business. An attractive and activated built form, a significantly enhanced public realm and connectivity to Monash Central, CSIRO and Monash University will encourage more knowledge-based businesses to locate in the area. A cluster of co-working and meeting spaces will bolster interaction, collaboration and innovation in knowledge-related sectors.

To accommodate the scale of growth required for a globally significant place of innovation, significant employment floorspace will need to be delivered through intensification of built form across the neighbourhood. This employment growth will be complemented by targeted residential development in areas accessible from the station. The highest densities will be located in the area north of Monash Central and east of Howleys Road, between the East-West Street and Ferntree Gully Road. To the west, campus style development will establish in areas of existing low-rise industrial uses. Transformation of this area will be led by the East-West Street – the new east-west spine of the Monash Central and Employment Growth neighbourhoods.

New buildings will allow for on-site landscaping and greening, while supporting a dense urban commercial environment. The neighbourhood will offer improved amenity, including a high-quality public realm, new open spaces, a positive pedestrian experience and small ground floor retail and hospitality offerings. Improved amenity, accessibility and connectivity will create opportunities for collaboration, interaction and knowledge sharing throughout the neighbourhood.

Being in proximity to Monash Central and the SRL station, the neighbourhood will benefit from all the amenities that the new Monash Central has to offer, as well as enhanced connectivity, canopy cover and open space.



Objective 1	To facilitate built form intensification that reflects the growth and ambition of the innovation precinct and accommodates jobs growth in key industries.
Objective 2	To support a range of building typologies that facilitate institutional uses, professional services and specialised businesses.
Objective 3	To implement a new hierarchy of connected streets, laneways and cross-block through links that prioritise active travel.
Objective 4	To establish the East-West Street as the primary east-west thoroughfare.
Objective 5	To create a network of high-quality open spaces that support the employment function of the neighbourhood.

Neighbourhood framework plan

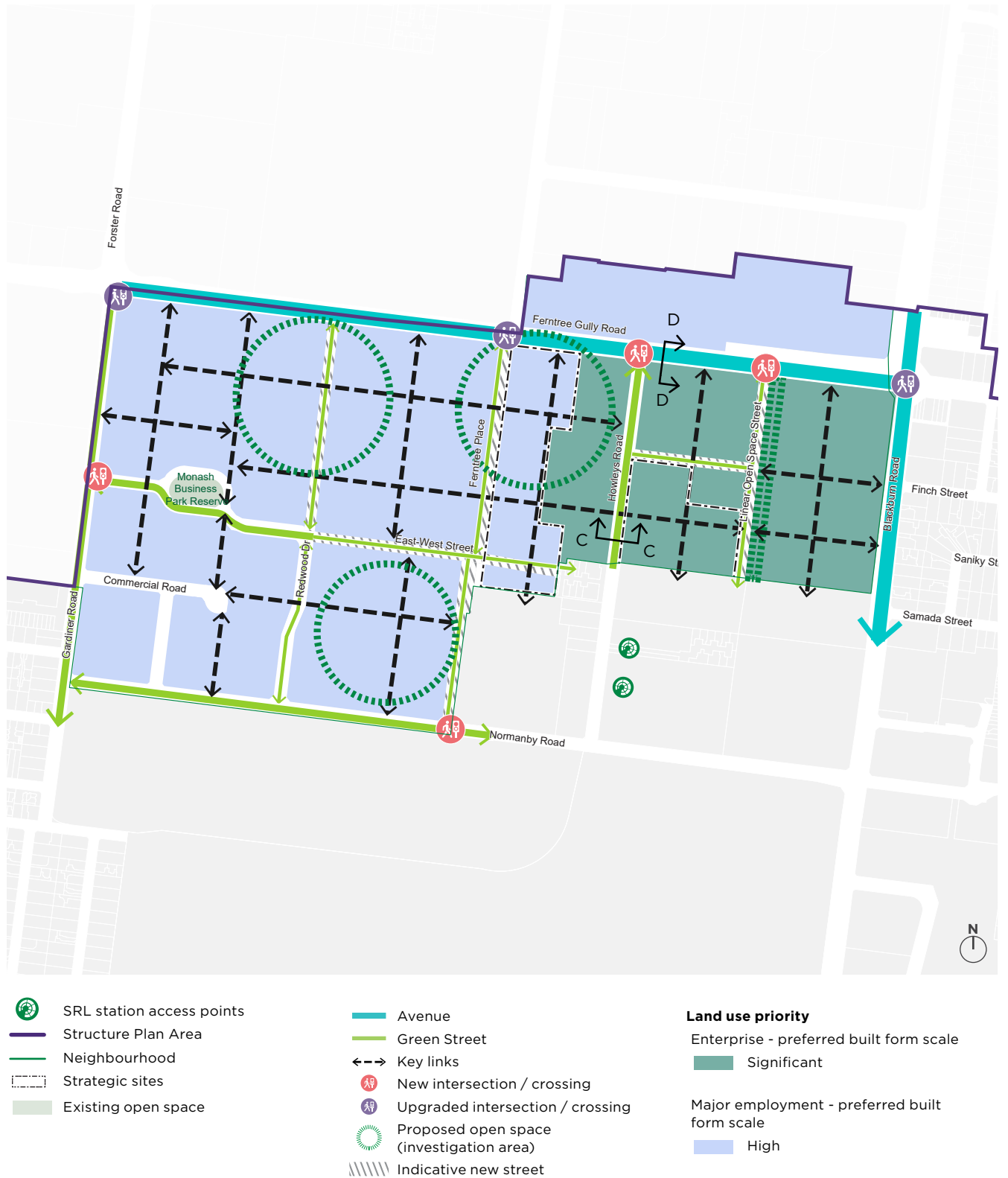


Figure 28: Employment Growth neighbourhood framework plan

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 in the area bounded by Ferntree Gully Road, Howleys Road, Blackburn Road and the East-West Street should allow for taller buildings in locations where development would emphasise the urban structure.
- Development of the Monash Recycling and Waste Centre near the corner of Ferntree Gully Road and Blackburn Road should seek to:
 - Provide a comprehensive redevelopment of the site, capitalising on the opportunities presented by a sizeable site in singular ownership
 - Deliver significant uplift of built form for delivery of office and commercial floorspace, prioritising knowledge-based and advanced manufacturing businesses
 - Contribute to delivering the north-south green link and additional pedestrian connections.
- Development of sites located in proximity to the Notting Hill Hotel should be designed to respect and respond to the historic character of the building.
- Where subdivision of lots is proposed, lot sizes should remain large enough to accommodate development of buildings with large floorplates for flexible uses.
- Development should be oriented to key movement corridors including Blackburn Road, Ferntree Gully Road, Howleys Road, Normanby Road and the East-West Street. For example sections of potential built form interfaces to Howleys Road and Ferntree Gully Road, refer to Figure 31 and Figure 32.
- Development adjacent to the new north-south linear open space should:
 - Be oriented to the linear open space
 - On corner sites, be oriented to the linear open space and the street for adequate activation
 - Minimise overshadowing impacts
 - Allow for pedestrian connectivity to the linear open space and through the site where feasible.
- Design and site buildings to manage solar access to Monash Business Park Reserve at the spring equinox.

Public realm and open space

- New development on sites designated with 'moderately active' frontages on Figure 30 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.
- Development should incorporate generous planted front setbacks to contribute to green amenity and tree canopy cover and create a strongly framed public realm.
- New development should seek to include adequate high-quality public realm space as part of the East-West Street, including provision for passive and incidental open space.
- Encourage building interfaces and setbacks along Howleys Road, Normanby Road and Blackburn Road to support street frontage activation, consistent street wall alignment and improve pedestrian movement and circulation at ground level.

Transport and movement

- Key links should be provided consistent with the indicative key links shown in Figure 34.
- Development should seek to deliver the new Monash street network as described in detail at Objective 18 of Section 5.
- 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 34.
- 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 29: Employment Growth preferred building heights plan

Preferred interfaces and setbacks plan



Figure 30: Employment Growth preferred interfaces and setbacks plan

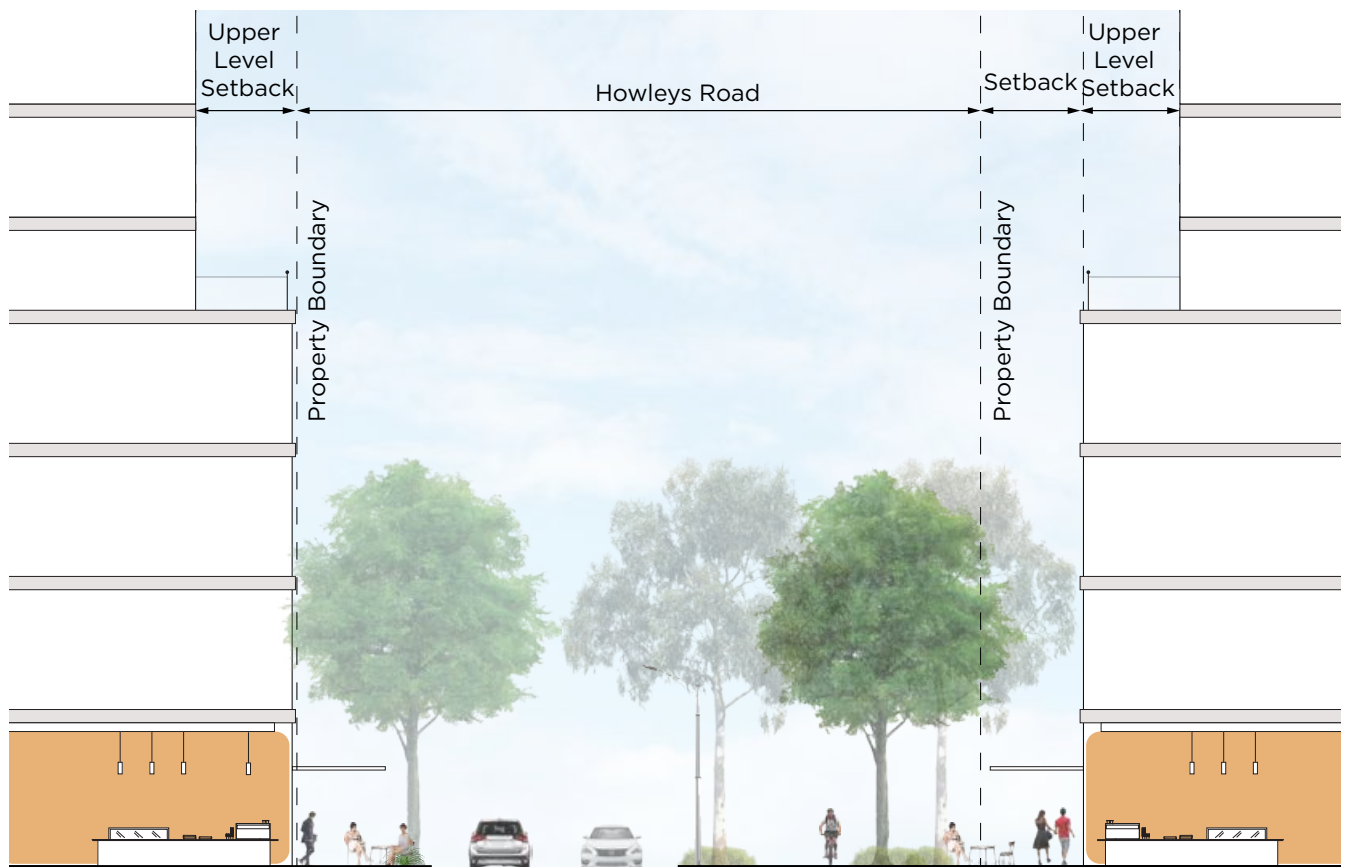


Figure 31: Section C - Illustration of potential typical section of Howleys Road and built form interface

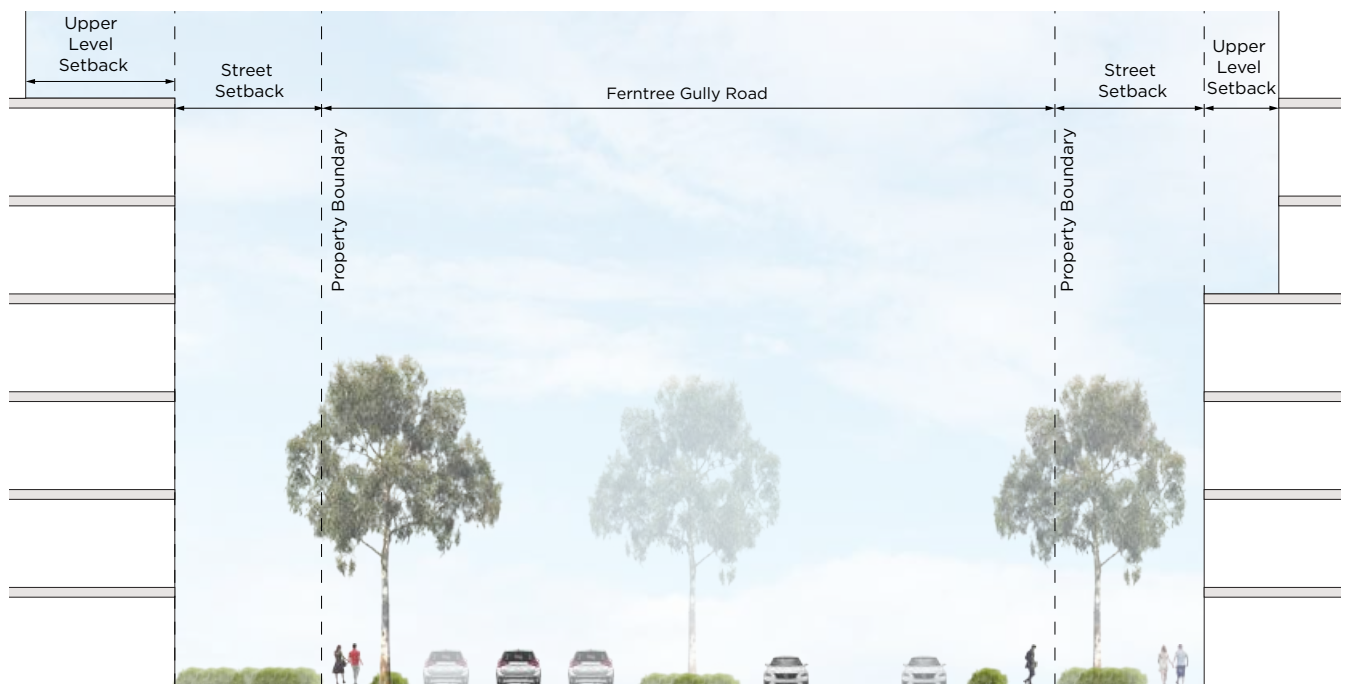


Figure 32: Section D - Illustration of potential typical section of Ferntree Gully Road and built form interface

Side, rear and front upper level setbacks plan



- SRL station access points
- Structure Plan Area
- Neighbourhood
- Strategic sites
- Indicative new street
- Proposed open space (investigation area)

Setbacks

Front - upper level	3m + 0.6m per metre of height above 33m, except 0.8m per metre of height above 23m on the north side of east-west streets.
Side - podium	0 or 4.5m (primary outlook)*
Side - tower	6m or 10% of the total building height, whichever is greater
Rear - podium	6m, landscaped
Front - upper level	6m from the podium facade
Side & rear	6m, + 0.6m per metre of height above 13m adjacent to property where dwellings are orientated

*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 4.5 setback is measured from the centre of the laneway.

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

Movement plan



- SRL station access points
- Structure Plan Area
- Neighbourhood
- Indicative new street
- Proposed open space (investigation area)
- New intersection / crossing
- Upgraded intersection / crossing
- Strategic walking corridor
- Local walking corridor
- Strategic cycling corridor
- Key links (indicative)
- Strategic bus corridor
- Local bus corridor
- Strategic traffic & freight corridor
- Potential future high capacity public transport corridor

Figure 34: Employment Growth movement plan

6.4 Neighbourhood C: Health Innovation

Future role and objectives

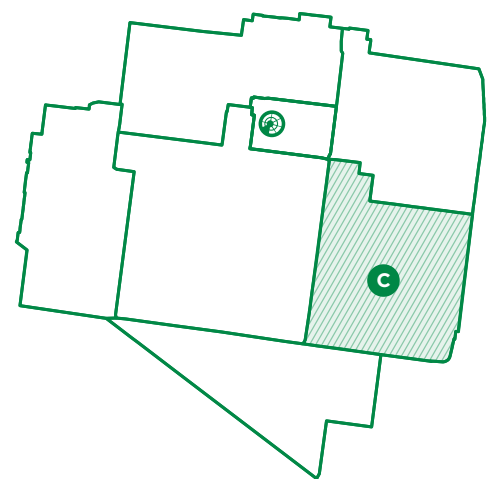
The Health Innovation neighbourhood hosts important technology, advanced manufacturing and innovation anchors including the Melbourne Centre for Nanofabrication and the Australian Synchrotron. The transformation of this area will capitalise on relationships and interfaces with existing anchor institutions to attract new anchors, as well as smaller start-ups and spin-offs.

The neighbourhood will focus on research and development and a transition to advanced manufacturing. Leveraging existing anchors, businesses and institutions here will continue to grow and specialise in the pharmaceutical and medical technology sector. Buildings of varying scales and typologies will form in a medium-scale built form, developing into a mid-rise character.

Activated built form will increase pedestrian amenity and create a vibrant environment. New, high-quality and innovative development will strengthen the identity of the Health Innovation neighbourhood as part of an innovation precinct of global significance. Supporting uses, including purpose-built and biomedical laboratories and research and development, meeting, co-working and office spaces, will contribute to the collaboration, interaction and knowledge sharing that characterises an innovation precinct.

Quick and easy public transport links from Monash Central will also make the neighbourhood an attractive prospect for businesses.

Mile Creek Drainage Reserve will become a prominent, multi-functional open space, serving workers and businesses and providing a green spine that filters into adjoining areas. The reserve presents an opportunity for a linear park to address a large gap in access to public open space in this area.



Objective 1	To encourage built form that helps foster innovation and collaboration and attract new anchor institutions.
Objective 2	To enhance the pedestrian experience by improving the public realm through activated frontages and tree canopy cover.
Objective 3	To improve amenity and access to the Mile Creek Drainage Reserve.

The map illustrates the Mile Creek Drainage Reserve area, highlighting the Structure Plan Area (purple outline) and the Neighbourhood (green outline). Key streets shown include Martin Street, Duerdin Street, Blackburn Road, Henderson Road, Wellington Road, and Nantilla Road. The Australian Synchrotron is marked with a location pin. The Mile Creek Drainage Reserve is labeled in the center. The map uses various line styles and colors to denote different types of roads and links, and includes a legend for land use priority and other features.

Legend:

- Structure Plan Area (purple outline)
- Neighbourhood (green outline)
- Strategic sites (dashed line)
- Existing open space (light green)
- Boulevard (thick blue line)
- Avenue (thick red line)
- Green Street (thick yellow line)
- Key links (dashed black line with arrows)
- Existing link (purple line with dots)
- Upgraded intersection / crossing (purple circle with a person icon)
- Proposed open space (investigation area) (green dashed circle)

Land use priority

Major employment - preferred built form scale

- High (blue square)

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Neighbourhood guidelines

Built form

- New built form should be consistent with the height, street wall and setback guidance provided in Figures 36 to 38.
- Development should provide sufficient buffers to sensitive uses including:
 - Residential land to the north
 - The Australian Synchrotron (20 metre setbacks to Blackburn Road and Wellington Road).
- Where subdivision of lots is proposed, lot sizes should remain large enough to accommodate development of buildings with large floorplates for flexible uses.
- Development of the land at Martin Street (north of Duerdin Street) should carefully manage the interface with residential land in Notting Hill neighbourhood.
- Development should be oriented to movement corridors including Blackburn Road, Wellington Road and Nantilla Road.
- Encourage contemporary and interactive built form along Blackburn Road that prioritises activated design and uses at ground floor level and encourages collaboration through the creation of open and welcoming interfaces.
- Encourage an increased rear setback of 1 metre for every metre above ground and appropriate interfaces where employment land to the east of the Mile Creek Drainage Reserve abuts residentially zoned land in Notting Hill neighbourhood.
- Development adjacent to Mile Creek Drainage Reserve should avoid additional overshadowing to the reserve.

Public realm and open space

- New development on sites designated with 'moderately active' frontages on Figure 37 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.
- Development adjacent to the Mile Creek Drainage Reserve should:
 - Support the reserve's improvement and establishment as a linear park
 - Provide an activated frontage and increase passive surveillance to the drainage reserve
 - Improve pedestrian access to the Mile Creek Drainage Reserve.
- An example section of the future built form interface with Mile Creek Drainage Reserve is included at Figure 37.

- Development of the strategic site at 30 Henderson Road should seek to deliver key east-west links that improve permeability and provide easy access to the enhanced open space along Mile Creek Drainage Reserve.
- Development that adjoins the Mile Creek Drainage Reserve should seek to contribute to the rehabilitation of the corridor by reducing the extent of the concrete lined channel and replacing with native and aquatic vegetation.

Transport and movement

- Key links should be provided consistent with the indicative key links shown in Figure 39.
- 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 39.
- 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

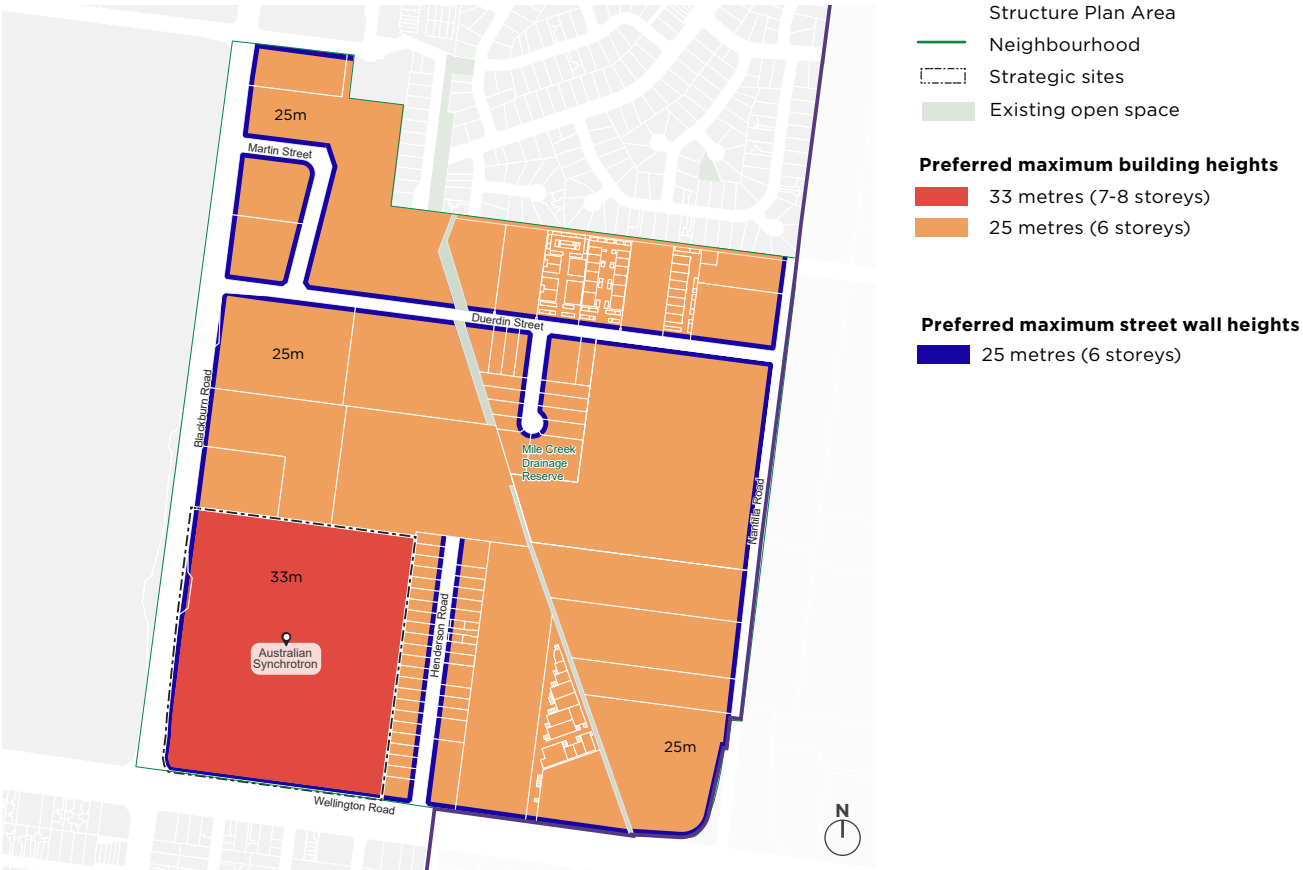


Figure 36: Health Innovation preferred building heights plan

Preferred interfaces and setbacks plan



Figure 37: Health Innovation preferred interfaces and setbacks plan

Side, rear and front upper level setbacks plan

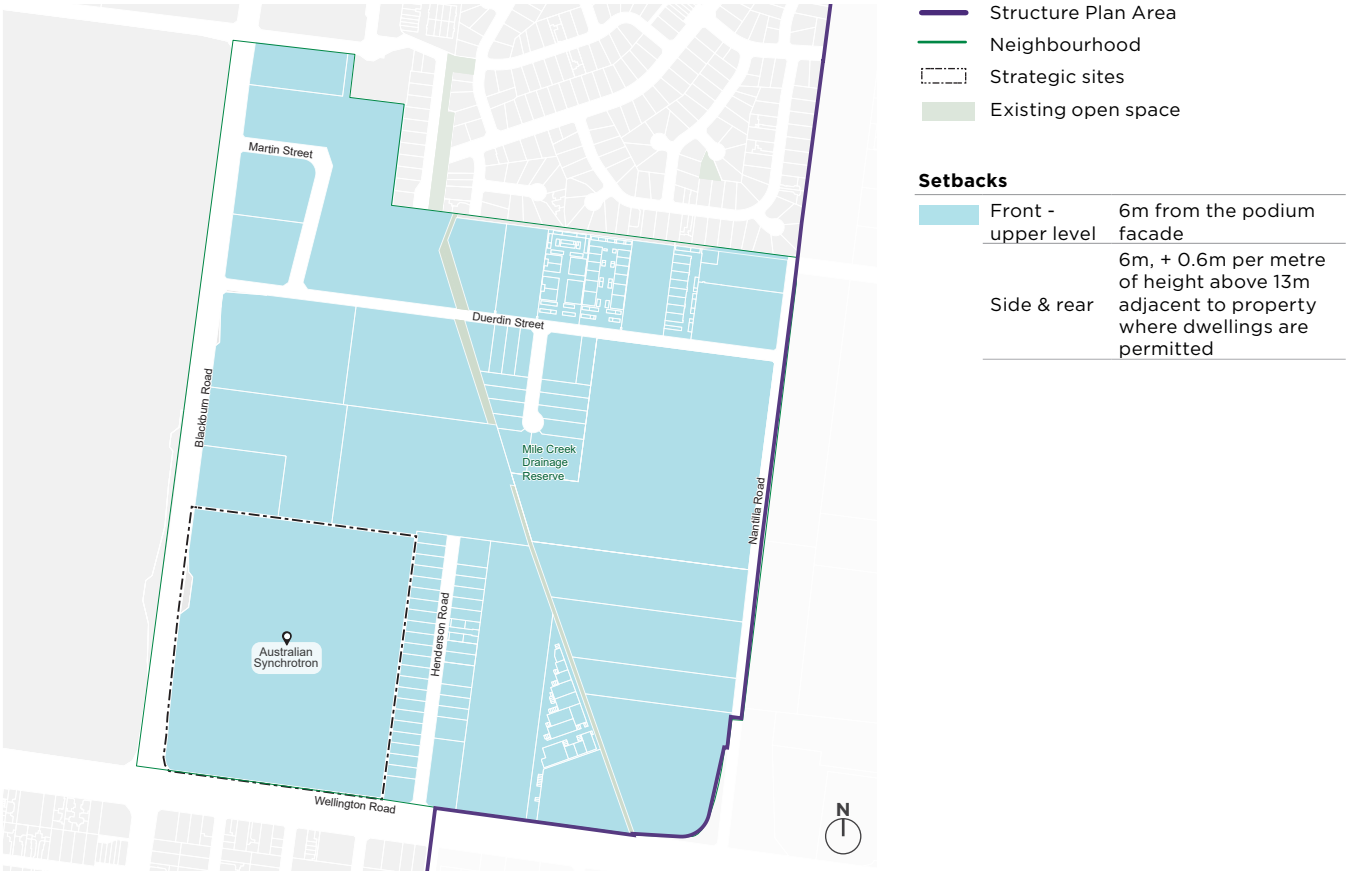


Figure 38: Health Innovation side, rear and front upper level setbacks plan

Movement plan

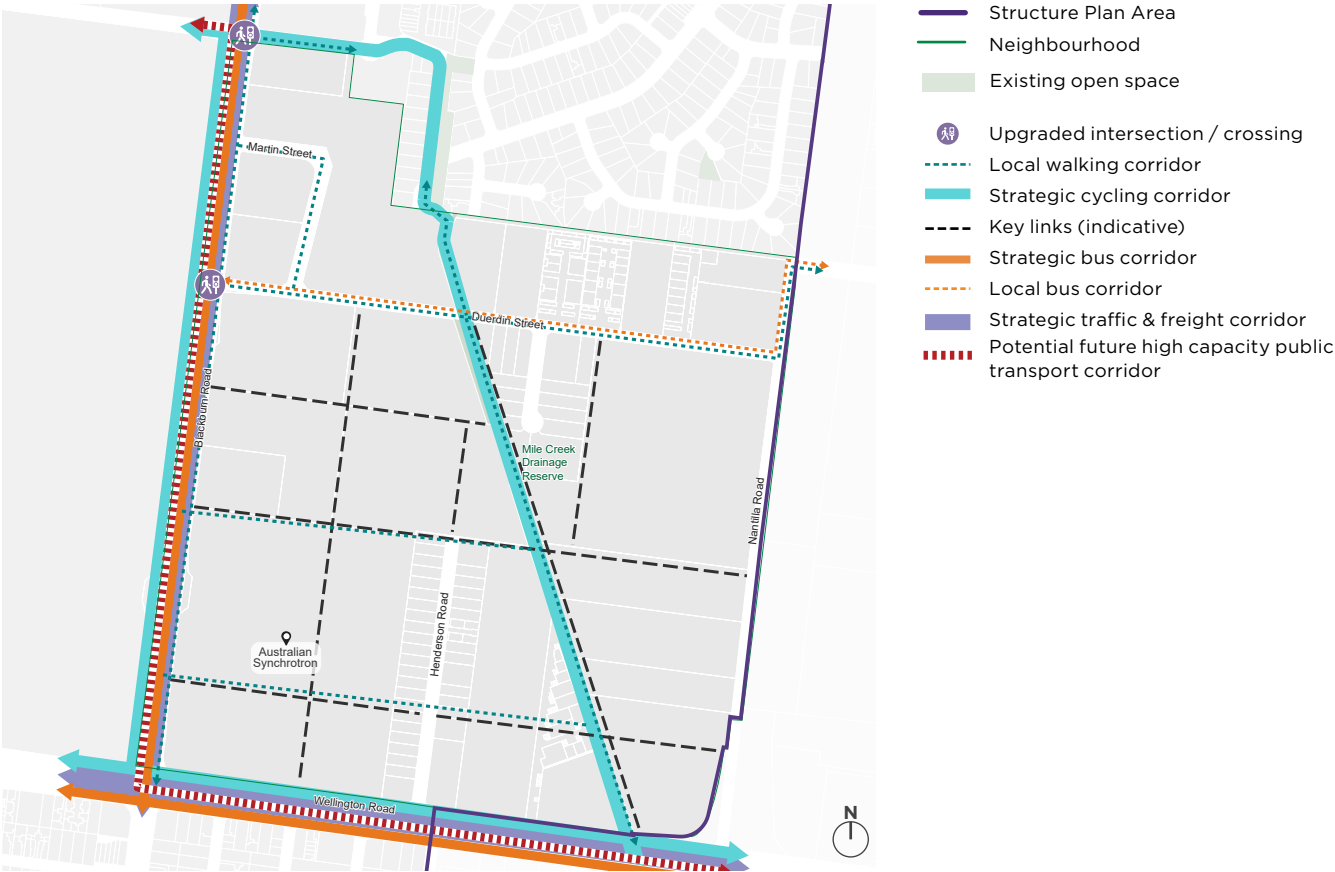


Figure 39: Health Innovation movement plan

6.5 Neighbourhood D: Monash University and CSIRO

Future role and objectives

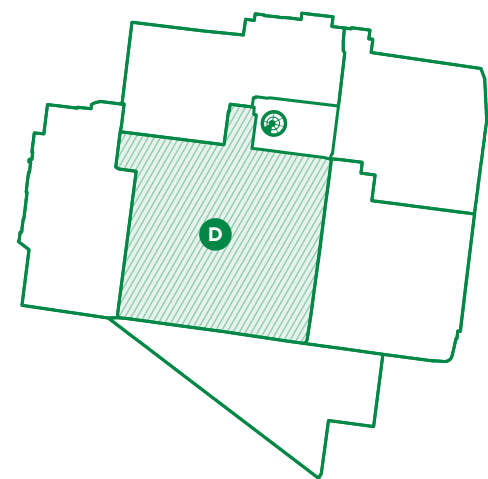
Comprising three key anchor institutions (Monash University, CSIRO and the Victorian Heart Hospital), this neighbourhood is crucial to the future fabric of Monash as an innovation precinct of global significance. These institutions are pioneers in research, cutting edge technologies, education and training, science and specialist healthcare. Collaboration between institutions will be encouraged and empowered through appropriate built form interventions. Improving the interfaces between anchor institutions and other businesses will create a more active streetscape and promote interaction and collaboration.

There will be strong connections between world-class research at Monash University’s Clayton campus and CSIRO, and new technologies made and produced in the Structure Plan Area. Activating built form will encourage innovation and collaboration, which will help form strong relationships between anchors and businesses in adjoining neighbourhoods. The further activation of Normanby Road, Howleys Road and Blackburn Road will play a crucial role in linking other neighbourhoods to the CSIRO and Monash University Clayton campuses.

The area will have a pedestrian focus for students, workers and visitors, leveraging the accessibility and connectivity offered by the new SRL station. Interfaces along Normanby Road and Howleys Road will be active and pedestrian-friendly spaces, establishing a relationship with Monash Central. Improved walking and cycling infrastructure will support active travel as the preferred mode for those traveling into and within the Structure Plan Area.

Monash University’s Clayton campus has a strong, leafy campus character. The campus has an interface with key areas including Monash Central and the employment neighbourhoods. Increased canopy cover will be encouraged to further enhance amenity in the public realm throughout the Structure Plan Area to achieve a consistent character.

Working with these major landholders and institutions will ensure new development has a positive address to the surrounding area. Active interfaces will ensure cohesive and interactive frontages between the two neighbourhoods.



Objective 1	To support the ongoing success of Monash University, CSIRO and Victorian Heart Hospital.
Objective 2	To create a cohesive and interactive interface between anchor institutions and Monash Central.

Neighbourhood framework plan



Figure 40: Monash University and CSIRO neighbourhood framework plan

Neighbourhood guidelines

Public realm and open space

- Encourage the public realm to be designed and delivered to promote positive interfaces along Blackburn Road and Normanby Road to support collaboration between institutions.
- Support the ongoing role of Scenic Boulevard as a pedestrian priority environment, providing key inter-campus connectivity.
- Support the retention of land identified as 'landscape corridor' within Monash University's Clayton campus.

Transport and movement

- Encourage sufficient way-finding signage along Blackburn Road to facilitate pedestrian travel from the movement corridor in and around the Victorian Heart Hospital and University campus.
- Support the delivery of on-campus walking and cycling networks.

6.6 Neighbourhood E: Notting Hill

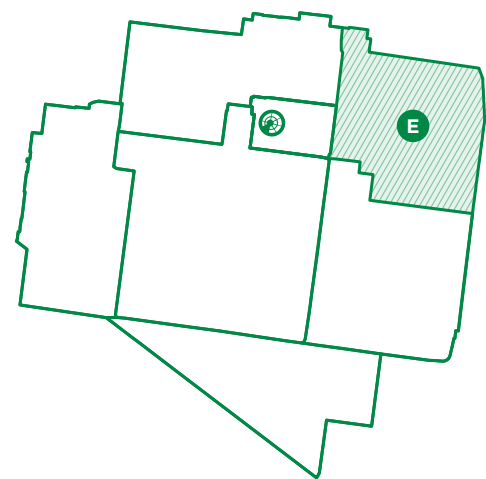
Future role and objectives

The Notting Hill neighbourhood will transition into a medium density, high amenity residential neighbourhood, taking advantage of its proximity to the SRL station and the activity along Blackburn Road. Residential development will offer a range of types, sizes and tenures, including affordable options for households with lower incomes. Existing houses and townhouses will be complemented by new, high-quality apartments. Mid-rise apartments will be sited to allow for meaningful landscaping and deep soil planting, providing an attractive garden setting making use of the various open space interfaces and cul de sacs.

The highest level of intensification will be concentrated along Blackburn Road to take advantage of proximity to the SRL station and will provide a built form transition from Monash Central to Notting Hill. New development along Blackburn Road will accommodate a mix of uses, including residential and office uses, with an activated street level.

Blackburn Road will evolve into an attractive multi-modal street with an Avenue character. New development on the eastern side of Blackburn Road will play an important role in providing an appropriate built form transition from the high density built form of Monash Central to the eastern boundary of the Structure Plan Area. The creation of new pedestrian and cycling crossings along Blackburn Road will encourage the use of active modes for travel between Notting Hill neighbourhood and Monash Central. Samada Street will be extended to provide a connection from Notting Hill into Monash Central and beyond, providing easy access to employment, study and social opportunities.

Streets will provide canopy cover to promote urban cooling and Finch Street and Samada Street linear reserves will continue to play an important role in providing public open space. A network of connected Green Streets will enhance permeability through the neighbourhood and beyond to key locations including Monash Central. As development takes place, new pedestrian links will improve walkability. Adjoining development will complement these spaces with appropriate setbacks, landscaping and active frontages. The linear reserves will provide a green connection to the Mile Creek Drainage Reserve.



Objective 1	To facilitate built form intensification that will transform Notting Hill into a mid-rise residential while maintaining the garden setting of the area.
Objective 2	To encourage high density mixed-use development along Blackburn Road, including residential and office development with activated frontages at ground level.
Objective 3	To ensure that the residential neighbourhood is supported by a network of highly accessible open spaces.

Neighbourhood framework plan



Figure 41: Notting Hill neighbourhood framework plan

Neighbourhood guidelines

Built form

- New built form should be consistent with the height, street wall and setback guidance provided in Figures 42 to 46.
- Future development should seek to retain and enhance the fine-grain form of the existing local centre located at the corner of Ferntree Gully Road and Blackburn Road. Intensified built form above should be designed in such a way as to protect solar access to the local centre and create a pleasant public realm environment.
- New development should provide a transition in scale towards lower-scale development outside the Structure Plan Area.
- New developments that adjoin a public open space should be oriented towards open spaces and provide passive surveillance, including:
 - Samada Street Reserve
 - Finch Street Reserve.
- Design and site buildings to manage solar access to the following spaces at the winter solstice:
 - Samada Street Reserve
 - Berrydale Court Reserve
 - Finch Street ReserveAnd at the spring equinox for:
 - Westerfield Drive Reserve
- New development in the existing small retail strips may vary the street wall height and setback guidance. Allow a 0m rear 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 'highly active' frontages on Figure 43 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 43 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.
- Where new development is proposed on lots that adjoin public open spaces and reserves, direct pedestrian access should be provided to the public open space or reserve.

Transport and movement

- Key links should be provided consistent with the indicative links shown in Figure 45.
- 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 45.
- 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

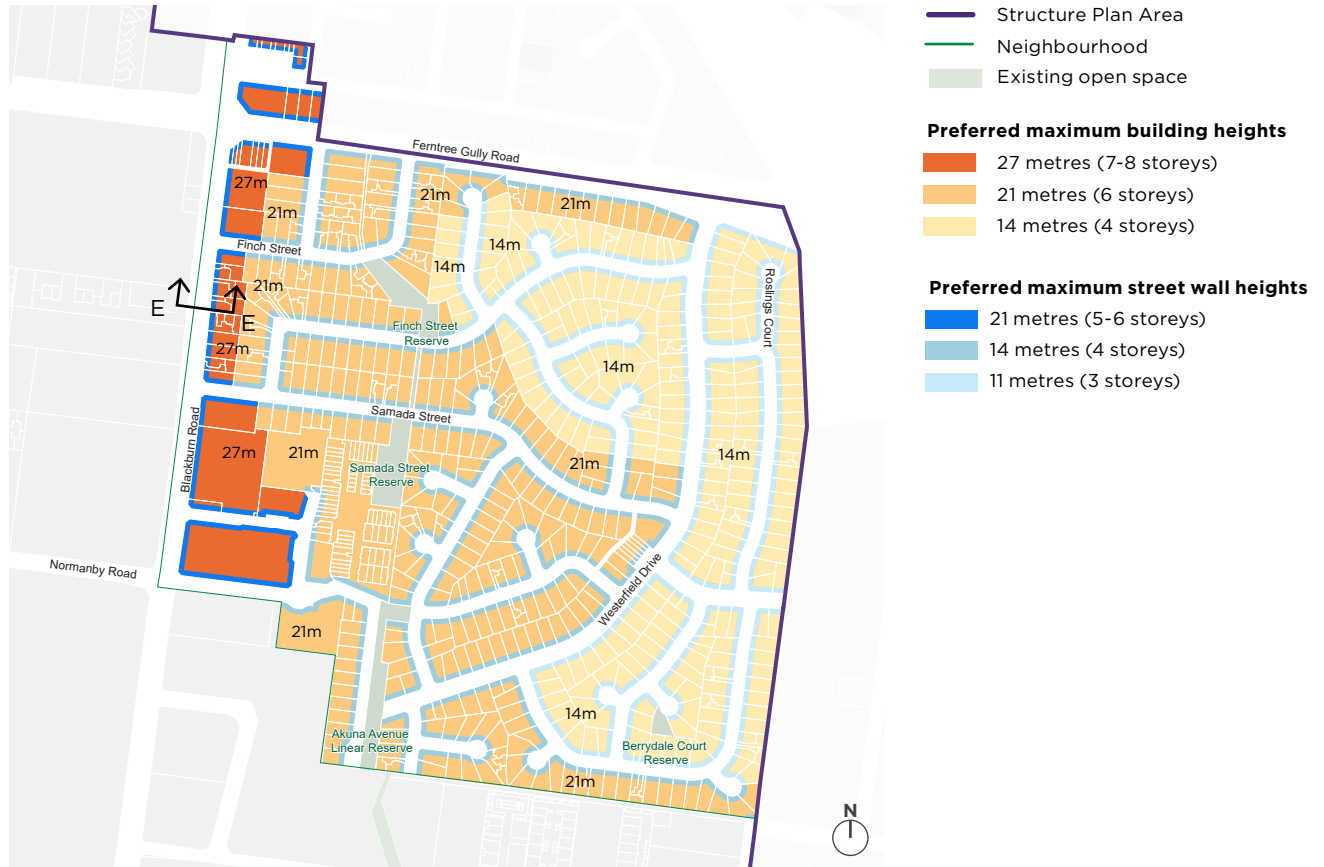


Figure 42: Notting Hill preferred building heights plan

Preferred interfaces and setbacks plan



Figure 43: Notting Hill preferred interfaces and setbacks plan



Figure 44: Section E - Illustration of potential typical section of Blackburn Road and built form interface

Movement plan

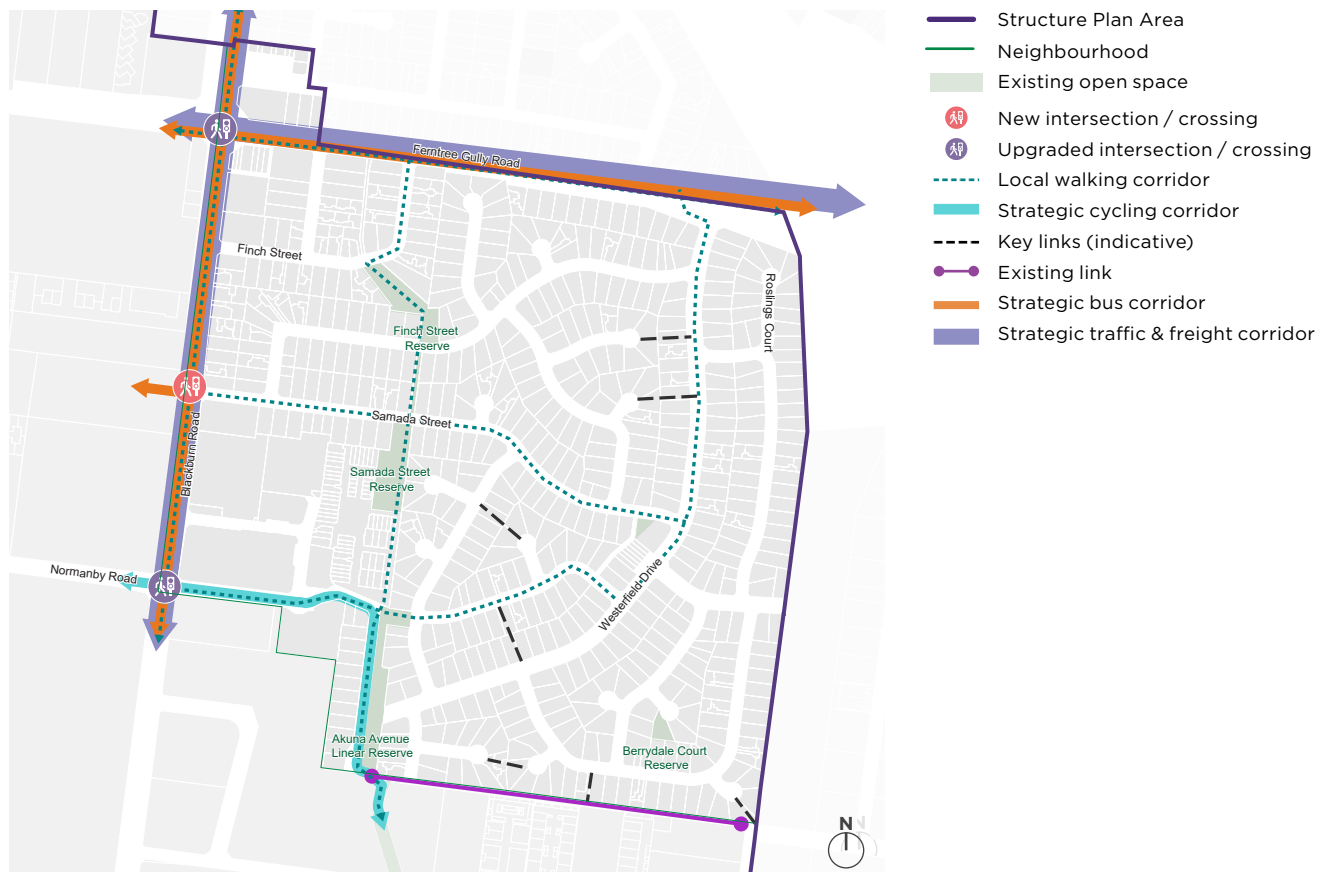
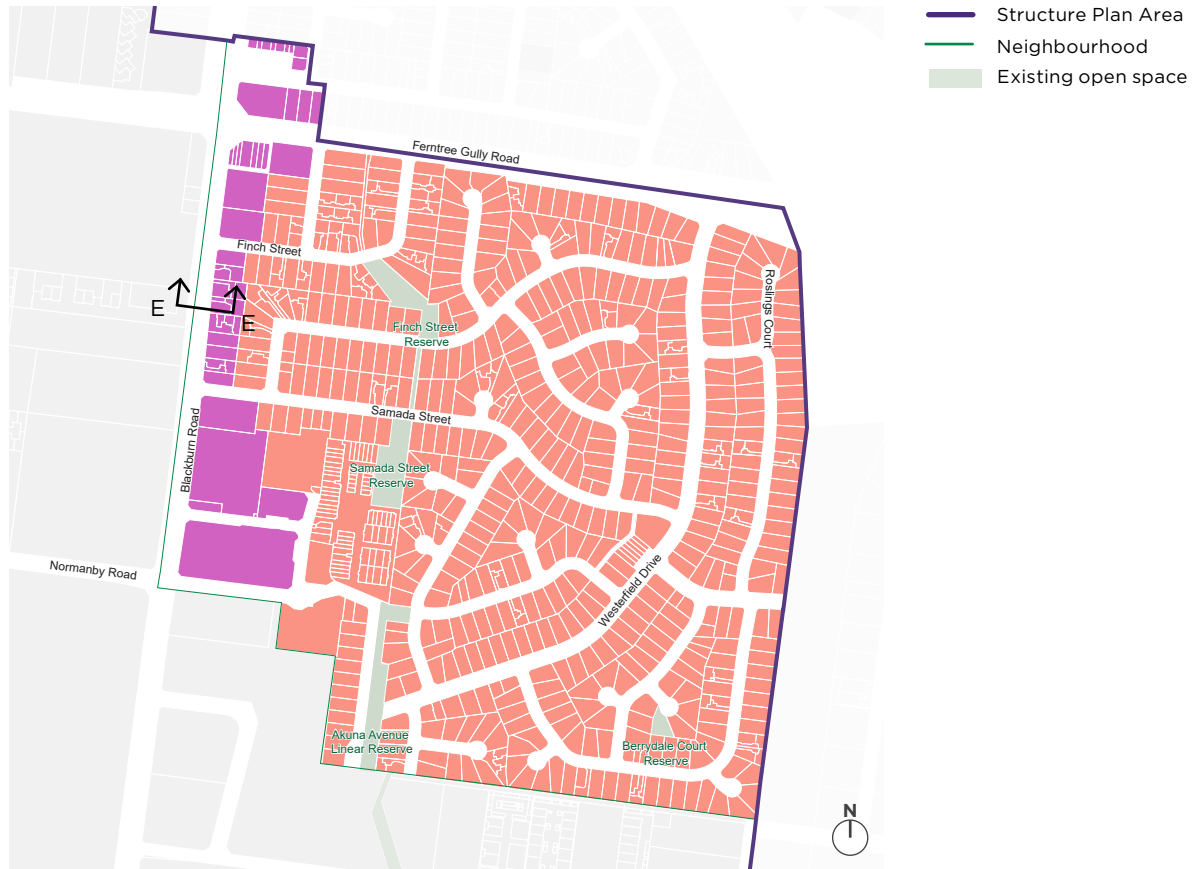


Figure 45: Notting Hill movement plan

Side, rear and front upper level setbacks plan



Setbacks

 Front - upper level	4 metres from podium facade
Side	0m or 4.5m (primary outlook)*
Rear	3m abutting public open space
 Front - upper level	6m landscaped + 0.7m per metre of height above 11m (above 14m where abutting public open space)
Side - lots $\geq$ 24m wide	0.5 metres per metre of height above the street wall from the podium facade
Side - lots < 24m wide, front half of site	4.5m, plus 0.8m per metre of height above 14m
Side - lots < 24m wide, rear half of site	0m for buildings up to a height of 6.9m
Rear	2m for buildings higher than 6.9m
	2m all levels where abutting public open space
Side - lots < 24m wide, rear half of site	2m + 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 4.5 setback is measured from the centre of the laneway.

Figure 46: Notting Hill side, rear and front upper level setbacks plan

6.7 Neighbourhood F: Wellington Road

Future role and objectives

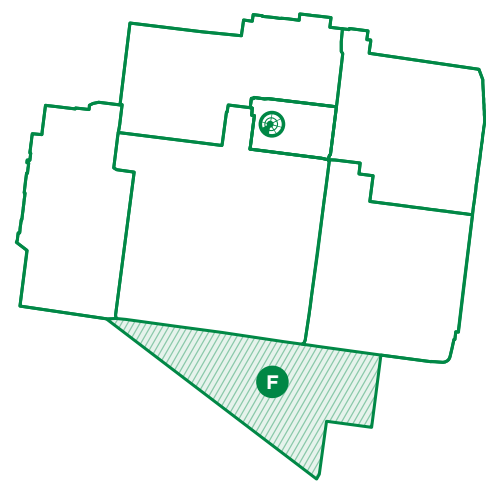
The Wellington Road neighbourhood presents an opportunity for transformation to medium-higher density built form, accommodating a range of uses. The neighbourhood is uniquely and advantageously situated amongst existing residential and employment uses to support the continued growth of a mixed-use environment. M-City provides a range of retail uses and amenities to support residents and workers. The area will accommodate mid-rise apartments and mixed-use buildings to establish a vibrant and interesting neighbourhood, while acting as a transitional space between Monash University's Clayton campus and adjoining residential and employment land.

Blackburn Road, North Road and Wellington Road movement corridors offer the most accessibility and therefore the best opportunity for the most intensification of built form. This will contribute to a Boulevard character along these corridors and capitalise on their connectivity, interfaces with key anchors and nearby employment opportunities. A mix of uses will be encouraged along these corridors. New development will activate the street and accommodate a range of housing types, sizes and tenures, including affordable housing.

Wellington Road neighbourhood is a future 'gateway site' for the future link between the Monash and Clayton Structure Plan Areas. This link will overcome a significant physical barrier, strengthen relationships between Monash University, the Victorian Heart Hospital and the Monash Medical Precinct and provide more convenient and safe connections for students, visitors and workers. Connecting Monash and Clayton will also support ongoing relationships between key anchors and businesses in the Monash and Clayton Structure Plan Areas.

The western side of Blackburn Road will accommodate mid-rise residential buildings within a landscaped setting. This will strengthen the Avenue character along Blackburn Road and provide additional canopy cover.

An opportunity exists for comprehensive development of the site at the corner of Blackburn Road and Princes Highway, opposite M-City, which could potentially accommodate mixed-use development in medium to higher density built form.



Objective 1	To encourage built form that will support the transformation of the broader area into a mid-rise residential neighbourhood.
Objective 2	To facilitate the highest built form intensification along Blackburn Road, Princes Highway and Wellington Road.
Objective 3	To improve connectivity between the Monash and Clayton Structure Plan areas through an improved, safe, convenient and accessible link on Blackburn Road.

Neighbourhood framework plan



Figure 47: Wellington 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 48 to 50.
- Future development at the site on the western side of Blackburn Road at its junction with Princes Highway should be designed to recognise and respond to its interface with M-City. The site's positioning at a key road intersection lends itself to iconic built form.
- Development of sites at the corner of Blackburn Road and Morton Street should retain the fine-grain retail character at ground level and continue to provide generous public realm space. The design of built form above should seek to minimise overshadowing of the retail strip.
- Development of sites with frontages to Blackburn Road or Wellington Road should retain existing mature trees and provide new native planting to strengthen their Boulevard character.
- Design and site buildings to manage solar access to the following spaces at the winter solstice:
 - Dennis Street Reserve
 - Cambro Road playground
- New development in the existing small retail strips 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.
- New development on sites designated with 'moderately active' frontages on Figure 49 should:
 - Incorporate a minimum 80 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.
 - Encourage landscape setbacks of 6 metres along Bettina Street, Dennis Street, Morton Street, Arnott Street and Irwin Street to provide adequate space for tree planting and landscaping.
- New development should be oriented towards Dennis Playground and Arnott Street Reserve where there is a shared interface.
- Ensure new development adjoining Arnott Street Reserve and Dennis Street Reserve allows for direct pedestrian access.

Transport and movement

- Key links should be provided consistent with the indicative key links shown in Figure 51.
- 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 51.
- Ensure new development strengthens the Boulevard character of Princes Highway and Blackburn Road.
- Development of the link between Monash and Clayton precincts should seek to create a safe and efficient crossing for active travellers across Princes Highway (between Panorama Street in the Clayton Structure Plan Area and Cobain Street) and Wellington Road (between Cobain Street and Monash University Bus Loop).

Public realm and open space

- New development on sites designated with 'highly active' frontages on Figure 49 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.

Preferred building heights plan

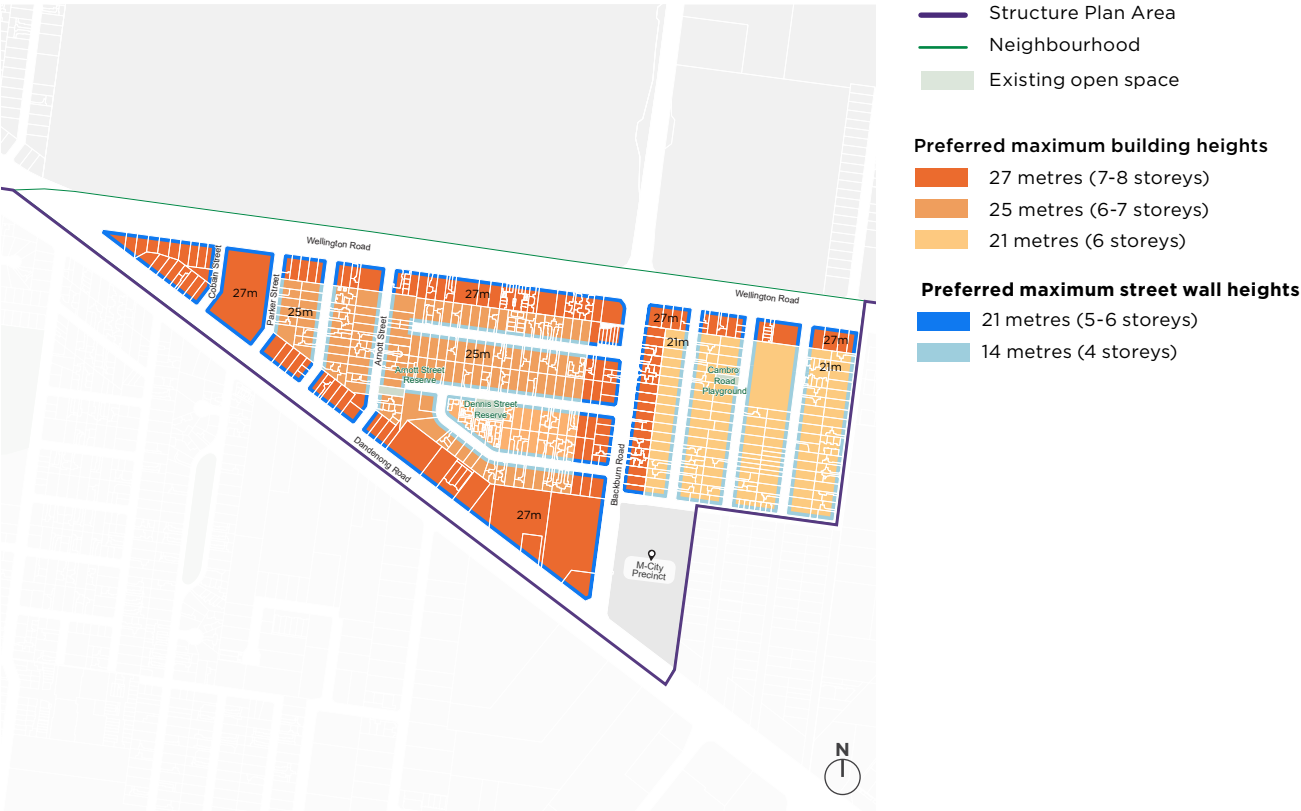


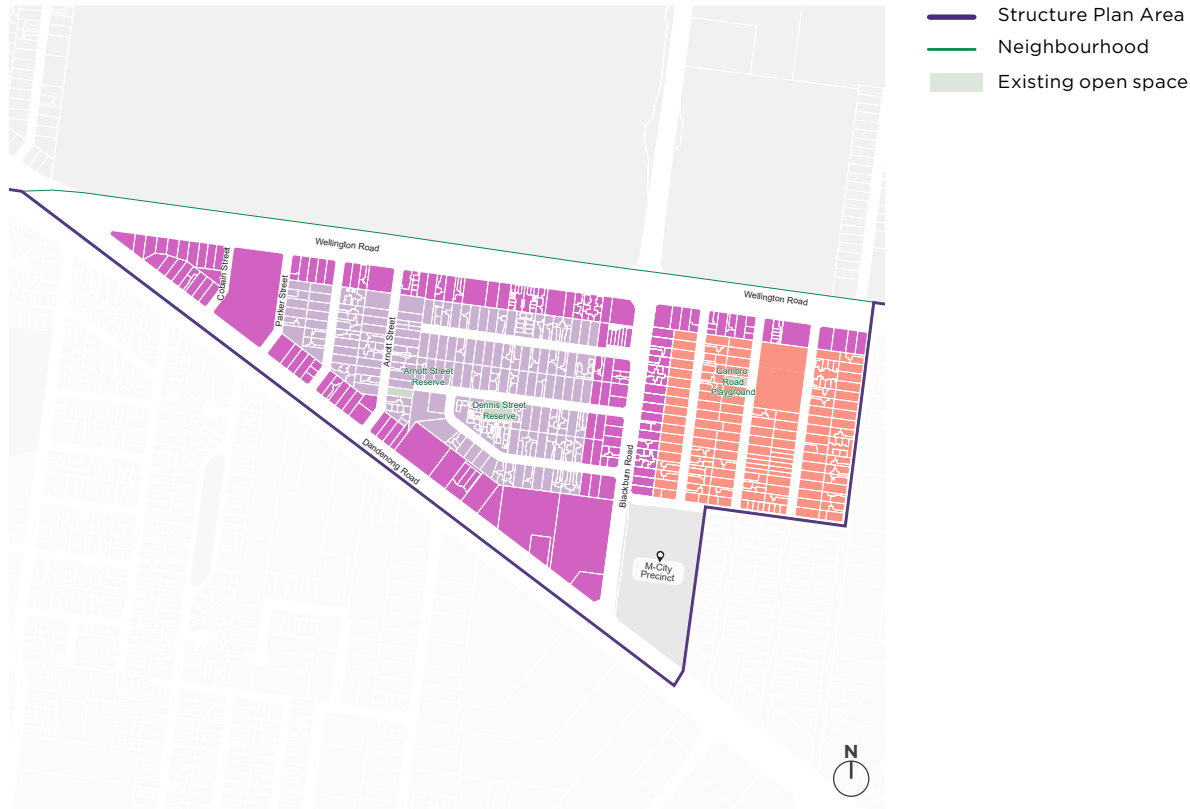
Figure 48: Wellington Road preferred building heights plan

Preferred interfaces and setbacks plan



Figure 49: Wellington Road preferred interfaces and setbacks plan

Side, rear and front upper level setbacks plan



Setbacks

Front - upper level	4 metres 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)
Front - upper level	0.5 metres 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 + 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 4.5 setback is measured from the centre of the laneway.

Figure 50: Wellington Road side, rear and front upper level setbacks plan

Movement plan



Figure 51: Wellington Road movement plan

6.8 Neighbourhood G: Clayton North

Future role and objectives

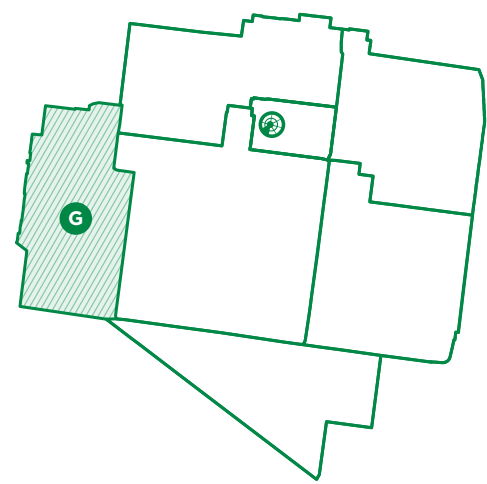
Clayton North will be a diverse, high-quality residential neighbourhood characterised by medium-rise apartment buildings in a landscaped setting. With its proximity to Monash University’s Clayton campus, Clayton North will grow with diverse housing options to cater for a growing and changing population, transforming into a medium density neighbourhood. Princes Highway and Wellington Road provide opportunity for the most intense built form typologies, and a mix of uses. Active frontages along these movement corridors will strengthen their Boulevard status.

Student and key worker housing will play a critical role in supporting the future population of the innovation precinct. New housing close to the Victorian Heart Hospital, Monash University and Monash Medical Centre in the Clayton Structure Plan Area will provide more housing choice for people with connections to these institutions. Talent housing, built-to-rent and short-term accommodation for professionals within walkable distance of these institutions is encouraged. New and innovative housing options will be encouraged to support students and university workers in proximity to the University campus.

Built form will be generously setback to allow for building separation and ensure optimal on-site landscaping to establish a leafy character. Lot consolidation will also be encouraged to strengthen the garden apartment style built form. Taller buildings will be encouraged along Princes Highway. The existing local centre located on Princes Highway between Clayton Road and Glenbrook Road will continue to play an important role in providing convenient retail, services and facilities for residents of Clayton North.

Beddoe Avenue, Woodside Avenue and Bayview Avenue are identified as Green Streets, conveniently located within the street grid network. Increased urban canopy cover and enhanced active travel infrastructure will contribute to the creation of a pedestrian-focused, walkable and safe neighbourhood. New street connections will also have a pedestrian focus. East-west connections to and from Monash University will support convenient travel between home, work and education.

Existing public open space is located in the north-west corner within Carlson Reserve. The reserve is significant in size and will continue to provide for a variety of uses including passive open space, indoor community club hall, sports ovals and courts. A new open space will be provided to serve the local population within the central and southern portion of the neighbourhood.



Objective 1	To facilitate the highest built form transformation along Princes Highway and Wellington Road.
Objective 2	To encourage built form that celebrates the leafy character of the area.
Objective 3	To improve active travel by delivering through-block links and new street connections that enhance permeability.

Neighbourhood framework plan



Figure 52: Clayton North neighbourhood framework plan

Neighbourhood guidelines

Built form

- New built form should be consistent with the height, street wall and setback guidance provided in Figures 53 to 55.
- Development of the local centre between Clayton Road and Glenbrook Avenue should retain the fine-grain retail character at ground level. The design of built form above should manage solar access of the retail strip.
- New development should provide a transition in scale towards lower-scale development outside the Structure Plan Area.
- Encourage new development adjoining Clayton North Primary School to be sympathetic and respond appropriately to the heritage character of the site.
- Development of sites along Beddoe Avenue should respond appropriately to the built form character of Monash University Clayton campus to the east, while providing a transition to the residential neighbourhood to the west.
- New development in the existing small retail strips 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 'highly active' frontages on Figure 54 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 54 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.

- Support the establishment of new open space near the corner of Woodside Avenue and Glenbrook Avenue and along Beddoe Avenue and ensure that future development does not result in inappropriate overshadowing of the public open space.
- Development of sites with frontages to Princes Highway or North Road should retain existing mature trees and provide new native planting to strengthen their boulevard character.
- New development that abuts Carlson Reserve should balance privacy and activation through a landscaped setback, passive surveillance and a visually appealing and legible composition.

Transport and movement

- Key links should be provided consistent with the indicative key links shown in Figure 56.
- 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 56.

Preferred building heights plan



Figure 53: Clayton North building heights plan

Preferred interfaces and setbacks plan



Figure 54: Clayton North preferred interfaces and setbacks plan

Side, rear and front upper level setbacks plan



Setbacks

Front - upper level **	4 metres 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	0.5 metres 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
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 + 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 4.5 setback is measured from the centre of the laneway.

**Does not apply to 1883-1889 Dandenong Road & 135 Clayton Road

Figure 55: Clayton North side, rear and front upper level setbacks plan

The map illustrates the proposed bus routes for the Clayton North Primary School catchment area. The routes are color-coded: a purple line for the main route, an orange line for a secondary route, and a teal line for a third route. The routes start at Clough Road, travel north along Clayton Road, then east along Bayview Avenue, and finally south along North Road. A north arrow is located in the bottom right corner of the map.

-  Upgraded intersection / crossing
-  Investigation area for active transport link
-  Strategic walking corridor
-  Local walking corridor
-  Strategic cycling corridor
-  Key links (indicative)
-  Strategic bus corridor
-  Strategic traffic & freight corridor

Figure 56: Clayton North 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 Monash.

Implementation Plan

The Implementation Plan sets out all actions 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 (Vic)*. Amendments to the planning scheme are required to provide the statutory planning tools needed to meet the objectives set out in the Structure Plan and achieve the Vision for Monash.

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 Monash 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 3.0 metres.
Business and Investment Case	The Business and Investment Case (BIC) for the Suburban Rail Loop Program, released in August 2021. The BIC outlines the overarching strategic case for the SRL Program, 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.
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.

TERM	DEFINITION
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> 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 full SRL Precinct.
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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