

Planning Panels Victoria

Suburban Rail Loop East Precincts Standing Advisory
Committee

Volume 9: Monash Precinct

Advisory Committee Report

Planning and Environment Act 1987

20 February 2026

Planning Panels Victoria acknowledges the Wurundjeri Woi Wurrung People as the traditional custodians of the land on which our office is located. We pay our respects to their Elders past and present.

Planning and Environment Act 1987

Advisory Committee Report

Suburban Rail Loop East Precincts Standing Advisory Committee

Volume 9: Monash Precinct

20 February 2026

Contents

	Page
1 Introduction	10
1.1 Scope.....	10
1.2 Reading this report.....	10
2 Summary	11
3 Approach	30
3.1 Original submissions.....	30
3.2 Main Hearing.....	30
3.3 Report.....	30
3.4 Expert evidence	31
4 The Proposal	32
4.1 The precinct.....	32
4.2 The draft Structure Plan.....	34
4.3 The draft Implementation Plan.....	35
4.4 The draft Parking Plan	35
4.5 The draft Amendment.....	35
4.6 Versions of the background documents and Planning Scheme ordinance	37
5 Building height, distribution and transition	38
5.1 Referred Matter	38
5.2 Key issues.....	38
5.3 Background	38
5.4 Building heights	44
5.5 Monash Central.....	45
5.6 Notting Hill neighbourhood density and heights in other residential areas and along streets	49
5.7 Specific referred sites.....	52
5.8 Conclusions and recommendations.....	55
6 Setbacks	56
6.1 Referred Matter	56
6.2 Key issues.....	56
6.3 Background	56
6.4 The Monash urban structure and built form objectives and managing amenity impacts on adjoining sites	59
6.5 The provision of landscaping.....	63
6.6 Conclusions and recommendations.....	64
7 Wind considerations	66
7.1 Referred Matter	66
7.2 Background	66
7.3 Wind considerations in Monash Central	67
8 Floor Area Ratios and Voluntary Public Benefit Uplift Framework.....	70
8.1 Referred Matters	70
8.2 Key issues.....	70

8.3	Background	70
8.4	Evidence and submissions	71
8.5	Discussion	73
8.6	Findings and conclusion	74
9	Pedestrian access and links	75
9.1	Referred Matter	75
9.2	Key issues	75
9.3	Background	75
9.4	Active transport	78
9.5	Key links within Monash University land	80
9.6	Links between the SRL station and the Clayton Bus Interchange	83
9.7	Future housing role and objectives for the Notting Hill neighbourhood	84
9.8	The Employment Growth, Monash Central and Notting Hill neighbourhoods	86
9.9	The proposed approach and mechanisms to deliver links	91
9.10	Facilitating cycling infrastructure	93
9.11	Conclusion and recommendations	97
10	Public open space	99
10.1	Referred Matter	99
10.2	Key issues	99
10.3	Background	99
10.4	Provision at Monash University	101
10.5	Open space investigation areas	104
10.6	Conclusions and recommendations	108
11	Land use mix and capacity	109
11.1	Referred Matter	109
11.2	Key issues	109
11.3	Background	109
11.4	Weighting between uses, including residential and employment uses	112
11.5	Provision of student accommodation	116
11.6	Displacement of existing manufacturing, industrial and other employment activities	118
11.7	Proposed applied zones	119
11.8	Conclusion	121
12	Car parking availability and rates	122
12.1	Referred Matter	122
12.2	Key issues	122
12.3	Background	122
12.4	Evidence and submissions	124
12.5	Discussion	127
12.6	Findings and conclusion	127
12.7	Recommendations	128
13	Community infrastructure	129
13.1	Referred Matter	129
13.2	Key issues	129

13.3	Background	129
13.4	Evidence and submissions	131
13.5	Discussion	135
13.6	Findings and conclusion	137
14	Draft Implementation Plan	138
14.1	Referred Matter	138
14.2	Key issues	138
14.3	Background	138
14.4	Evidence and submissions	139
14.5	Discussion	140
14.6	Finding and conclusions	140
15	Noise and vibration	141
15.1	Referred Matter	141
15.2	Key issue	141
15.3	Background	141
15.4	Evidence and submissions	141
15.5	Discussion	143
15.6	Findings and conclusion	145
15.7	Recommendation	145
16	Applying the Precinct Zone	146
16.1	Referred Matter	146
16.2	Key issues	146
16.3	Background	146
16.4	Land owned by Monash University	148
16.5	Monash Waste Transfer Station and other Council land	153
16.6	20-22 Gardiner Road, Notting Hill	155
16.7	Conclusions and recommendations	155
17	Strategic sites	157
17.1	Referred Matter	157
17.2	Key issues	157
17.3	Background	157
17.4	Evidence and submissions	159
17.5	Discussion	160
17.6	Findings and conclusion	161
18	Monash University	162
18.1	Referred Matter	162
18.2	Key issue	162
18.3	Background	162
18.4	Monash University and its landholdings	162
18.5	Findings and conclusion	163
19	Public Acquisition Overlay	165
19.1	Referred Matter	165
19.2	Key issue	165
19.3	Background	165
19.4	601-609 Blackburn Road, Notting Hill	166

19.5	352-368 Ferntree Gully Road, Notting Hill	168
19.6	Conclusions.....	169
20	Road and street network	170
20.1	Referred Matter	170
20.2	Key issues.....	170
20.3	Background	170
20.4	Evidence and submissions.....	172
20.5	Discussion.....	176
20.6	Findings and conclusion.....	178
20.7	Recommendations.....	179
21	Street cross sections and spatial plans.....	180
21.1	Referred Matter	180
21.2	Key issue.....	180
21.3	Background	180
21.4	Normanby Road.....	182
21.5	Howleys Road.....	184
21.6	Conclusion.....	185
22	Additional matters	186
22.1	Solar access controls.....	186
22.2	Applied zones	187
22.3	Other matters	188
Appendix A Parties to the hearing and parties who provided submissions.....		190
Appendix B Document list.....		191

List of Tables

	Page
Table 1 Findings, conclusions and recommendations – Monash Referred Matters	11
Table 2 Expert evidence	31
Table 3 Precinct Zone Schedule 4 Area heights.....	41
Table 4 Precinct Zone Schedule 4 setback provisions.....	57
Table 5 Built Form Overlay schedule setback provisions.....	57

List of Figures

	Page
Figure 1	Monash precinct local context plan 32
Figure 2	Draft Structure Plan neighbourhoods..... 35
Figure 3	Preferred maximum building heights..... 39
Figure 4	Precinct Zone Schedule 4 discretionary building height Areas..... 40
Figure 5	Built Form Overlay Schedule 5 height Areas..... 41
Figure 6	Built Form Overlay Schedule 6 height Areas..... 42
Figure 7	Built Form Overlay Schedule 7 height Areas 43
Figure 8	McGauran recommended Precinct Zone Schedule 4 'Area 4' 46
Figure 9	Notting Hill neighbourhood preferred maximum building heights 50
Figure 10	Floor Area Ratios in the Monash Structure Plan Area..... 71
Figure 11	Monash Structure Plan Area active transport connections..... 76
Figure 12	Monash Structure Plan Area existing, new and investigation areas for open space..... 100
Figure 13	Ground-borne noise and vibration sensitive receptors on University land (300m radius)..... 142
Figure 14	University landholdings in the Monash Structure Plan Area 147
Figure 15	Monash Structure Plan Area strategic sites 158
Figure 16	Monash Central and Employment Growth neighbourhood critical and important key links 171
Figure 17	Normanby Road and Howleys Road street typologies..... 181
Figure 18	Post-Day 2 changes to Precinct Zone Schedule 3 Use and Development Framework Plan - applied zones along Dandenong and Blackburn Roads 188
Figure 19	Excerpt from Precinct Zone Schedule 4, Area 3 Table of uses 189

Glossary and abbreviations for Monash precinct

draft Amendment	draft Amendment C176mona to the Monash Planning Scheme
draft Implementation Plan	draft Monash Implementation Plan
draft Parking Plan	draft Monash Precinct Parking Plan
draft Structure Plan	draft Monash Structure Plan
EIA	Employment and Innovation Area
EPA	Environment Protection Authority Victoria
GBNV	Ground-borne noise and vibration
MICLUP	Melbourne Industrial and Commercial Land Use Plan (2020)
Milwaukee site	611-625 Blackburn Road, Notting Hill
MON [number]	Monash precinct Hearing document number
Monash SES unit	Monash SES Unit at 390 Ferntree Gully Road, Notting Hill
MTP	Monash Technology Precinct
NEIC	National Employment and Innovation Cluster
Pemara group	Pemara Pacific Pty Ltd and 294 Ferntree Gully Road Pty Ltd
Practitioner's Guide	Practitioner's Guide to Victorian Planning Schemes August 2025, v8
precinct	Monash precinct
Setland	Setland Holdings Pty Ltd
SRL station	Monash SRL East station
Transport Report	Transport Technical Report – Monash
University	Monash University
University Masterplan	Monash University Clayton Campus Masterplan (2024)
WTS	Monash City Council Waste Transfer Station

Overview

Summary	
Referral	
Precinct	Monash, see Figure 1
Draft Amendment	C176mona
Municipality	Monash
Committee process	
Report	Volume 9: Monash Precinct
Date	20 February 2026
Referred Matters	Monash precinct specific issues, see Table 1
Committee members	Tim Hellsten (Chair), Penelope Smith (Deputy Chair), Andrew Hutson, Mark Varmalis and Paul Tierney
Supported by	Sarah Vojinovic and Georgia Brodrick
Directions Hearing	22 July 2025 at Stamford Plaza Hotel, Melbourne and online
Main Hearing	30 September to 22 October 2025 at Novotel Melbourne, Glen Waverley and online
Parties to the Hearing	See Appendix A
Site inspections	Unaccompanied, 21 September 2025 (all Committee members) and 21 October 2025 (Members Hellsten and Varmalis only and limited to Acacia Place and Redwood Drive)
Citation	Suburban Rail Loop East Precincts Volume 9 [2026] PPV

1 Introduction

This report is one volume of 9 volumes that have been prepared by the Committee which has been appointed to give advice in accordance with its Terms of Reference dated 1 July 2025. This report responds to the Referred Matters for the Monash Precinct.

1.1 Scope

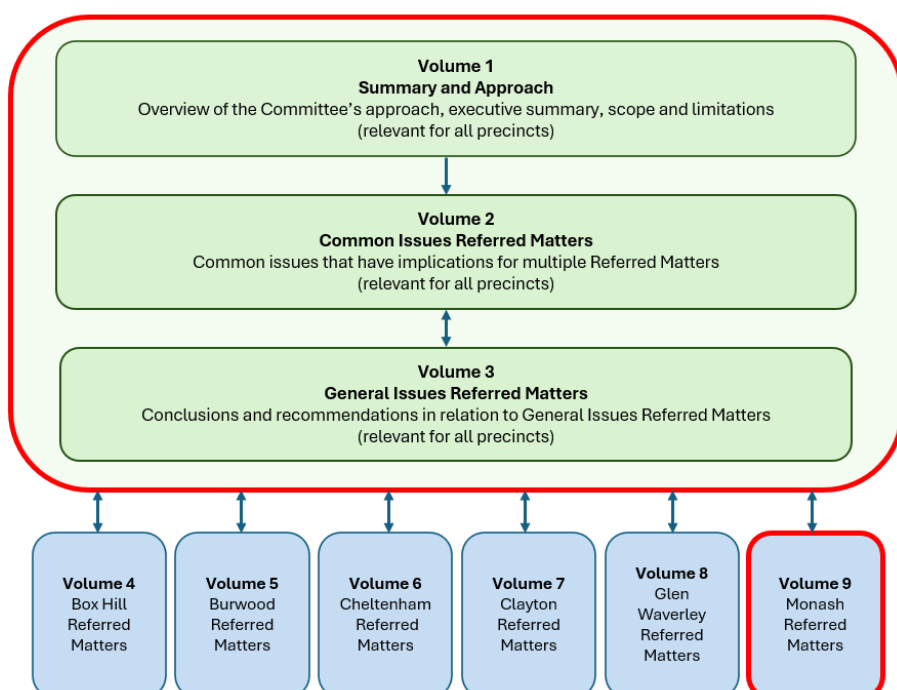
The Committee's advice and recommendations are confined to the Referred Matters. The Committee has not undertaken a general review of the draft Structure Plan, draft Implementation Plan and draft Amendment.

The Committee's Summary and Approach Report (Volume 1) sets out matters that were not within the Committee's scope and that have therefore not been considered by the Committee.

1.2 Reading this report

This report should be read together with all of the Committee's reports, particularly Volumes 1, 2 and 3 which outline the Committee's approach, response to Common Issues Referred Matters and response to General Issues Referred Matters. The Committee has not repeated content, unless it is necessary to provide context for its recommendations and findings for this precinct.

References in this report to the draft Structure Plan and draft Implementation Plan are to the draft Monash Structure Plan and draft Monash Precinct Implementation Plan. References to the draft Amendment are to draft Amendment C176mona to the Monash Planning Scheme. References to Referred Matters are to the Referred Matters for the Monash precinct unless stated otherwise.



2 Summary

Table 1 sets out the Referred Matters for the Monash Precinct, and a summary of the Committee’s key findings, conclusions and recommendations in relation to each Referred Matter. This includes reference to the findings and recommendations from the Common Issues Report (Volume 2) and the General Issues Report (Volume 3) where relevant (indicated with an asterisk*).

The Committee’s analysis of the Referred Matters is contained in the issue specific chapters that follow.

In relation to the ordinance, the Committee has based its recommendations on the Day 3 version of the controls. In relation to the draft Structure Plan and draft Implementation Plan, the Committee has based its recommendations on the post-Day 2 versions.

Table 1 Findings, conclusions and recommendations – Monash Referred Matters

Building height, distribution and transition	
Referred Matter	The suitability and distribution of the proposed building heights specified in the draft Structure Plan and draft Planning Scheme Amendment, and transition to surrounding residential areas, including with respect to: - Monash Central - Residential areas and along residential streets - Transition along Normanby Road - Density in the Notting Hill neighbourhood - Density in the Monash Central neighbourhood - 591-599 Blackburn Road and 352-368 Ferntree Gully Road, Notting Hill and 399 Ferntree Gully Road, Mount Waverley and 101-105 Clayton Road, Oakleigh East - 1887-1889 Dandenong Road and 135 Clayton Road, Oakleigh East
Findings	General: The proposed maximum building heights in the Monash Structure Plan Area, are appropriate, and are strategically justified based on the work in the Monash Urban Design Report and the draft Monash Structure Plan. The proposed draft Precinct Zone and Built Form Overlay schedules translate the levels of housing and employment area growth into a coherent built form framework that balances opportunity, constraint and sensitivity subject to the Day 3 changes to Built Form Overlay Schedule 7 Standard BF02.

Monash Central:

The building heights, distribution and urban density in Monash Central including the building height transition along Normanby Road are appropriate, and are strategically justified based on the work in the Monash Urban Design Report and the draft Monash Structure Plan inclusive of the post-Day 2 version of the draft Monash Structure Plan and Day 3 version of the Precinct Zone Schedule 4.

Reducing the maximum building height of Precinct Zone Schedule 4 Area 2 to 59 metres, while increasing it to 70 metres in locations where development would appropriately emphasise the urban structure with the addition to the standard to reference design excellence generally consistent with General Issues report (Volume 3) recommendation GI R28.

Increasing the maximum podium height in Precinct Zone Schedule 4 Area 2 to 33 metres where the overall building height is no greater than 41 metres will support campus-style built form outcomes.

Notting Hill neighbourhood density and heights in other residential areas and along streets:

The building heights for Notting Hill and other residential areas are generally appropriate and provide for appropriate transition between the place types and density outcomes sought.

The subdivision pattern in the Notting Hill Neighbourhood Areas requires a more consistent building height approach. Built Form Overlay Schedule 6 Areas A and B in Notting Hill should have the same 14 metre maximum building height for sites with street frontages greater than 24 metres.

The exhibited Built Form Overlay Schedule 5 maximum building heights for properties along Wellington Road, Dandenong Road and Blackburn Road and the residential Area B are appropriate.

Specific sites:

There is no strategic or urban design basis to apply different building height provisions to 591-599 Blackburn Road, Notting Hill and the site should remain consistent with the balance of Precinct Zone Schedule 4 Area 2 provisions.

There is a clear basis for reducing building heights in Built Form Overlay Schedule 7 for Area A to 33 metres and to 59 metres in Precinct Zone Schedule 4 Area 2. The amended Day 2 heights (included in the Day 3 versions of Built Form Overlay Schedule 7 and Precinct Zone Schedule 4) are appropriate and should apply to 352-368 Ferntree Gully Road, Notting Hill and 399 Ferntree Gully Road, Mount Waverley.

There is no strategic or urban design basis to apply different building height provisions to 101-105 Clayton Road, Oakleigh East. The Built Form Overlay Schedule 6 maximum building height of 14 metres is appropriate in the built form context of 101-105 Clayton Road, Oakleigh East.

	It is appropriate for both 1887-1889 Dandenong Road and 135 Clayton Road, Oakleigh East to be included within Built Form Overlay Schedule 5 with a consistent maximum building height provision of 27 metres applying to the entire site. The Built Form Overlay Schedule 5, should be amended consistent with the Day 3 version to apply to 135 Clayton Road, Oakleigh East, so that the site has the same building height controls as the adjoining property in the same ownership at 1887-1889 Dandenong Road, Oakleigh East.
Conclusions	The proposed maximum building heights for Monash Central (including for building height transition along Normanby Road), Notting Hill and other residential neighbourhoods are generally suitable and appropriately distributed to achieve the outcomes and objectives of the draft Monash Structure Plan, subject to the modifications in this report. It is appropriate to include 1887-1889 Dandenong Road and 135 Clayton Road, Oakleigh East in Built Form Overlay Schedule 5 with a maximum building height of 27 metres.
Recommendations	Draft Amendment MON R01: Amend the Precinct Zone Schedule 4 Table 1 Discretionary maximum building height provision for Area 2 to: <i>59 metres with heights increasing up to 70 metres in locations where development would emphasise the urban structure <u>and where proposals exhibit design excellence</u>.</i> MON R02: Amend the Built Form Overlay Schedule 6 Table 1 Building height standard BFO2 so that the Area A and B maximum building height on land with a frontage greater than 24 metres or greater in the Notting Hill neighbourhood is 14 metres.
Setbacks*	
Referred Matter	Whether the building setbacks specified in the draft Structure Plan and draft Planning Scheme Amendment are appropriate, having regard to: - The urban structure and built form objectives for the Monash Structure Plan Area - Amenity impacts on adjoining sites - The provision of landscaping, including the planting of canopy trees

Findings

Urban structure and built form objectives for Monash Structure Plan Area and managing amenity:

The proposed building setbacks are generally appropriate with the following Day 2 (as included in the Day 3 versions) changes:

- Built Form Overlay Schedule 5 Standard BFO5 for Area B (minimum front setback)
- introduce a maximum 0.3-metre maximum front setback up to a height of 14 metres for Area C in Built Form Overlay Schedules 5 and 6
- delete the minimum side street setback provisions for Area C in Built Form Overlay Schedule 6
- amend the Built Form Overlay Schedule 5 setback Standard BF05 for Area B and inclusion of a diagram to illustrate the Standard BF05 consistent with Mr Sheppard's recommendations.

Notwithstanding the above, further changes are required beyond the Proponent's Day 3 changes:

- Precinct Zone Schedule 4 to:
 - include a minimum 6-metre landscaped setback along the eastern edge of Ferntree Place in Area 3 on the Development framework map
 - amend the Area 2 minimum building separation distance to [12 metres or 10 per cent](#) of the combined building height
- Precinct Zone Schedule 3 to include a Buildings and works decision guideline for setbacks relating to amenity outcomes to match that included in Precinct Zone Schedule 4.

Provision of landscaping:

The proposed setbacks are generally adequate to provide for landscaping opportunities with the Day 3 provisions which appropriately provide for:

- a 'Public interface and landscaping' decision guideline relating to the retention of significant trees
- the retention of mature trees and their calculation in canopy tree Standard BF12.

The General Issues report (Volume 3) concluded the Built Form Overlay measures to support canopy tree cover and need to be strengthened. The setback provisions for landscaping and canopy trees in the Monash Structure Plan Area should be reviewed in the context of the General Issues report.

Conclusions

The setback provisions in the Precinct Zone and Built Form Overlay schedules are generally appropriate and support the urban structure and built form objectives of the draft Monash Structure Plan and appropriately respond to amenity impacts on adjoining sites subject to the changes recommended in this report.

Setback provisions for landscaping and canopy trees should be amended consistent with recommendation GI R36 in the General Issues report (Volume 3).

Recommendations

Refer to recommendations GI R35 and GI R36 (relating to canopy tree cover) in the General Issues Report (Volume 3).

Draft Amendment

MON R03: Amend Precinct Zone Schedule 4 to:

a) **include in the Use and Development Framework Plan (Map 1) a minimum 6-metre landscaped setback along the eastern edge of Ferntree Place in Area 3.**

b) **amend Table 1 to:**

- **include a minimum 6-metre landscaped rear podium setback for Area 2**
- **amend the minimum building separation for Area 2 to:**

12 metres or 10 per cent of the combined building height, whichever the greater.

MON R04: Amend the Precinct Zone Schedule 3 to include the following Buildings and Works decision guideline in Clause 11.0:

The relationship between the proposed building setbacks and anticipated building setbacks within a site or adjacent properties to provide equitable access to privacy, daylight and outlook having regard to the proposed internal uses and the height of existing or proposed adjoining built form.

Wind considerations

Referred Matter

Whether the planning controls minimise adverse wind effects on the public realm and private open space in the Monash Central neighbourhood

Findings

The use of the Master Plan provisions for initial wind impact assessments is appropriate.

The Day 3 version of the Precinct Zone Schedule 4 provides appropriate controls to minimise adverse wind effects to the private open spaces in Monash Central.

The Precinct Zone Schedule 4 provisions do not sufficiently demonstrate that wind effects on public land and publicly accessible areas on private land will be minimised consistent with the anticipated outcomes for Monash Central core areas. A mandatory comfort Standard for Precinct Zone Schedule 4 Area 1 is warranted.

Conclusion	The proposed controls do not sufficiently demonstrate that wind effects on public land and publicly accessible areas on private land will be minimised in Monash Central to the extent envisioned in the draft Monash Structure Plan. A mandatory comfort Standard for Precinct Zone Schedule 4 Area 1 is warranted.
Recommendation	Draft Amendment MON R05: Amend Clause 8.0 in the Precinct Zone Schedule 4 to apply a mandatory standard for comfortable wind effects on public land and publicly accessible areas of private land within Area 1.

Floor Area Ratios and Voluntary Public Benefit Uplift Framework*

Referred Matter	Whether the mandatory Floor Area Ratio (FAR) controls proposed in the draft Planning Scheme Amendment are appropriate Whether the proposed Voluntary Public Benefit Uplift Framework is appropriate in respect of the spatial application of the framework in Monash, including at 16-18 Howleys Road and Mannix College.
Finding	In the event that Recommendation CI R01 in the Common Issues Report (Volume 2) is not adopted, the Committee finds that: - the Voluntary Public Benefit Uplift Framework should apply to Mannix College and 16-18 Howleys Road - a generic 'commercial office' use as a category of uplift is not appropriate for Precinct Zone Schedule 4 - Voluntary Public Benefit Uplift Framework should account for the Committee's recommendations in this report regarding Monash University's Milwaukee site and the Monash Waste Transfer Station (recommendations MON R13, MON R14 and MON R17).
Conclusion	The FAR controls proposed in the draft Amendment are not appropriate and should not be applied. Refer to the General Issues report (Volume 3, Chapter 4).
Recommendations	Refer to recommendations CI R01 and CI R02 in the Common Issues Report (Volume 2).

Pedestrian access and links*

Referred Matter	Whether the planning for active transport in the Monash Structure Plan Area is appropriate, including with respect to: - Key links within Monash University land - Links between the Monash SRL East station and the Clayton Bus Interchange
------------------------	--

- The future role and objectives for the Notting Hill neighbourhood as set out in the draft Structure Plan
 - The Employment Growth, Monash Central and Notting Hill neighbourhoods
 - The proposed approach and mechanisms to deliver these links
 - The cycling infrastructure facilitated by the draft Structure Plan
-

Findings

Pedestrian links and active transport:

The planning for active transport in the draft Monash Structure Plan and draft Monash Precinct Implementation Plan has established a network of pedestrian and cycling links and delivery actions and projects that will improve connectivity and support active transport and mode shift.

The following Day 3 changes are generally appropriate:

- including a key link delivery framework in the draft Monash Precinct Implementation Plan
- deleting from the Built Form Overlay Schedule, Development framework plans the linkages identified in Technical Note TN-MON01 unless otherwise recommended in this report and which should form the basis for any further work on pedestrian links.

Across all precincts, a review of pedestrian links is necessary to clearly identify which links are required. Required links should be identified within the draft Monash Structure Plan and draft Planning Scheme Amendment to secure their delivery. Delivery mechanisms need to be confirmed, and funding mechanisms should be confirmed as soon as possible (within 12 months). Refer to the General Issues report (Volume 3, Chapter 9.9).

Monash University land:

The links shown within the Monash University campus within the draft Monash Structure Plan are indicative only and broadly align with the Monash University's master planning.

Should the Committee's recommendations in Chapter 17.4 be supported for Monash University land beyond its core campus to be included in the Public Use Zone, the development of those sites by the University is still likely to result in the provision of integrated pedestrian connections, allowing the consequential removal of the related links from the draft Monash Structure Plan, and Precinct Zone and Built Form Overlay Schedules.

Links between the Monash SRL East station and the Clayton Bus Interchange:

There is a need for a future investigation on bus interchange connectivity between the Monash University and SRL station bus interchanges to ensure their effective and efficient operation.

Notting Hill neighbourhood:

Practical consideration has been given to the need for local key links through the Notting Hill neighbourhood, with proposed local links generally providing the ability for active transport to be supported and to maintain the future role and objectives of the neighbourhood as set out in the draft Monash Structure Plan and as amended in Technical Note TN-MON01 and Day 3 changes to the Built Form Overlay schedules.

The two key links proposed at the southern boundary of the neighbourhood connecting to the existing local cycling corridor will add to the connectivity and improve active transport options for the local community.

Built Form Overlay Schedule 6 Development framework (Map 1) contains an error and should be corrected to show a local key link from the end of Marina Court to the east-west local cycling corridor.

The identification and labelling of pedestrian connections and links more generally in the Precinct Zone and Built Form Overlay Schedules is complex and confusing, and on this basis the identified links within Notting Hill are not appropriate without further work.

The Employment Growth, Monash Central and Notting Hill neighbourhoods:

Practical consideration has been given to the need for key connections through the Employment Growth, Monash Central and Notting Hill neighbourhoods.

The proposed Built Form Overlay indicative pedestrian linkages and Precinct Zone important key connections generally provide the ability for active transport to be supported within the Employment Growth, Monash Central and Notting Hill neighbourhoods consistent with the Day 1 and Day 2 changes (included in the Day 3 changes) to:

- remove several proposed links in the Notting Hill Neighbourhood
- consolidate the two east-west links north of Business Park Drive in the Employment Growth neighbourhood
- apply the Public Acquisition Overlay (PAO2) shown on the western boundary of 352-368 Ferntree Gully Road to only the required land to establish proposed intersection widening for Howley's Road

The identification and labelling of pedestrian connections and links more generally in the Precinct Zone and Built Form Overlay schedules is complex and confusing and, on this basis:

- the identified pedestrian links are not appropriate
- the identified links within the Employment Growth, Monash central and Notting Hill Neighbourhoods are not appropriate without further work.

In the context of the Committees conclusions in Chapter 16, changes are required to the designation of important key connections shown on the Precinct Zone Scheule 4 Use and development framework plan for the Milwaukee and Monash Waste Transfer station sites to:

- remove the indicative important key connections from the Milwaukee site
- realign the north-south indicative important key connection shown on the eastern boundary of 352-368 Ferntree Gully Road realigned to the common boundary of the site with the Monash Waste Transfer site
- extend the north-south important key connection immediately to the west of Blackburn Road to Ferntree Gully Road (refer to conclusions and recommendations in Chapter 20)
- include a key important link through to Blackburn Road from the extended Linear Open Space Street.
- extend the Linear Open Space Street (essential key street) to Ferntree Gully Road and the east-west essential key street connection to the extended Linear Open Space Street (refer to conclusions and recommendations in Chapter 20).

Approach and delivery:

The proposed approach and mechanisms to deliver links has generally been sufficiently developed and the actions of the post-Day 2 draft Monash Precinct Implementation Plan will allow for appropriate further work including in partnership with Monash City Council.

However the identification and labelling of pedestrian connections and links more generally in the Precinct Zone and Built Form Overlay schedules is complex and confusing and further work is required.

Cycling infrastructure:

The facilitation for cycling infrastructure proposed in the draft Monash Structure Plan and draft Monash Precinct Implementation Plan has been well developed and will provide for an effective cycling network and infrastructure with the modifications and enhancements in the post-Day 2 changes including Mr De Young's cycling network drafting recommendations for strategic and local cycling corridors.

Figure 16 of the draft Monash Structure Plan should be amended to extend to the southern boundary of Normanby Road between Howleys Road and Blackburn Road, to ensure that the concept plan required in Action 18.1 of the draft Monash Precinct Implementation Plan includes the cycling connection along Normanby Road.

It is appropriate Melbourne Water be identified in the draft Monash Precinct Implementation Plan as the lead for projects related to Mile Creek

Conclusion

The planning for active transport in the Monash Structure Plan Area is generally appropriate, subject to the recommendations in this report.

Recommendations

Draft Amendment

MON R06: Amend the Built Form Overlay Schedule 6 Development framework plan (Map 1) to show a local key link from the end of Marina Court, Notting Hill to the east-west local cycling corridor.

Draft Implementation Plan

Refer to recommendation CI R17 in the Common Issues Report (Volume 2).

MON R07: Amend the draft Monash Precinct Implementation Plan to include an additional action led by Department of Transport and Planning and Suburban Rail Loop Authority in partnership with Monash University and Monash City Council and Kingston City Council to:

Investigate transport connectivity between the Monash Suburban Rail Loop East station and existing Clayton Bus Interchange.

Further work

Refer to recommendation GI R32 in the General Issues Report (Volume 3).

MON R08: Include the following Monash specific matters within the scope of further work recommended in the General Issues Report (Volume 3, Chapter 9) (recommendation GI R32):

- a) removal of indicative important key connections from the Monash University's Milwaukee site**
- b) realignment of the north-south indicative important key connection shown on the eastern boundary of 352-368 Ferntree Gully Road, realigned to the common boundary of the site with the Monash Waste Transfer site**
- c) extending the north-south important key connection immediately to the west of Blackburn Road to Ferntree Gully Road**
- d) including a key important link through to Blackburn Road from the extended Linear Open Space Street.**
- e) extending the Monash concept plan area to the southern boundary of Normanby Road between Howleys Road and Blackburn Road.**

Public open space*

Referred Matter

Whether the planning for open space in the Monash Structure Plan Area is appropriate, having regard to the future needs of residents, visitors and employees to the Structure Plan Area, including with respect to:

- Existing and potential public open space at Monash University
- Open space investigation areas

Findings

General including Monash University land:

It is not appropriate to rely on Monash University's existing open space network to meet the draft Monash Structure Plan's open space requirements. However land owned by Monash University may be suitable for new open space to meet the needs of the Structure Plan Area and should only be considered if:

- there are compelling reasons to identify such land
- Monash University agrees
- there is a clear process (including public consultation) to either include or discount such land for open space purposes; and appropriate steps to acquire appropriately sited land.

There should be greater alignment with the Monash University's existing open space network including and consideration of links to that network.

700 Blackburn Road, Notting Hill should be included in future open space investigations.

The basis of several Day 3 changes to Precinct Zone Schedule 4 Use and development framework plan in the context of linear open space and open space investigation area changes that were not identified in the post-Day 2 version is unclear.

Open space investigation areas:

The identified Open Space Investigation Areas require significant further work in terms of size and distribution. In their current form they will be inadequate to service the future needs of residents, visitors and employees of the Monash Structure Plan Area.

Conclusions

The approach to implementing the open space actions and projects contained in the draft Monash Precinct Implementation Plan is not appropriate.

Having regard to the future needs of residents, visitors and employees. Further work is required. Refer to Chapter 5 in the Common Issues report (Volume 2).

Recommendations

Refer to recommendation CI R06 in the Common issues Report (Volume 2).

Further work:

MON R09: Include the following Monash specific matters within the scope of further work to assess the open space needs of the future populations (recommendation CI R06):

- a) include 700 Blackburn Road, Notting Hill in future open space investigations**
 - b) align links to Monash University's open space network**
-

- c) **review the Day 3 changes to the Precinct Zone Schedule 4 Use and Development Framework Plan in the context of linear open space and open space investigation area changes that were not identified in the post-Day 2 version to establish an appropriate basis for those changes.**

Land use mix and capacity

Referred Matter

Whether the Land Use Plan in the draft Structure Plan and relevant planning provisions provide for an appropriate land use mix across the Monash Structure Plan Area, including with respect to:

- Weighting between uses, including residential and employment uses
- Removing or reducing constraints on the provision of student accommodation
- The potential for a change in land use mix displacing existing manufacturing, industrial and other employment activities
- The proposed applied zones both generally in relation to Commercial 1 Zone land and 2071-2091 Dandenong Road, Clayton

Findings

Weighting land uses, including residential and employment uses

Allowing a broad range of residential and office uses in Areas 1 and 2 of the Precinct Zone Schedule 4 is consistent with the draft Monash Structure Plan Vision and planning policy including Plan for Victoria.

Provision of student accommodation:

The Precinct Zone schedules do not compromise the provision of student housing in residential areas near the Monash University campus in favour of other housing types.

The Day 3 versions of Clause 16.01-1L-01 (as corrected) and Precinct Zone Schedule 4 appropriately support the provision of a range of housing types including student accommodation.

Displacement of existing manufacturing, industrial and employment activities:

Existing manufacturing, industrial and other employment activities are likely to be displaced over time after the proposed controls are introduced and development activity occurs around the SRL station.

The timing of this displacement is likely to be commensurate with the proximity of land to the SRL station. This is an appropriate outcome to deliver the transformative change sought for the precinct in line with the draft Monash Structure Plan Vision.

Applied zones:

The application of the Commercial 1 Zone as the applied zone in the Precinct Zone Schedule 4 Area 1 and to the M-City site at the corner of Blackburn and Dandenong Roads is logical and appropriately limited in its use.

There is no strategic or logical planning reason to apply the Commercial 3 Zone to 2071-2091 Dandenong Road, Clayton.

The appropriate applied zone for 2071-2091 Dandenong Road, Clayton is the Mixed Use Zone, consistent with the Day 3 version of Precinct Zone Schedule 3.

Conclusion

The draft Monash Structure Plan Land Use Plan and draft Planning Scheme Amendment provisions generally provides for an appropriate land use mix across the Monash Structure Plan Area.

Car parking availability and rates*

Referred Matter

Whether the car parking rates as set out in the Precinct Parking Plan for Monash are appropriate, including to encourage a shift towards more sustainable transport modes.

Findings

The proposed car parking rates as set out in the Day 3 versions of Parking Overlay Schedules 3 and 4 are appropriate for the precinct and will encourage a shift towards more sustainable transport modes.

The car parking rates in the Parking Overlay schedules should be reviewed as part of each five-yearly review to ensure they are set at an appropriate rate to encourage a shift towards more sustainable transport modes as noted in the General Issues Report (Volume 3, Chapter 8).

The Parking Overlay should be removed from Monash University landholdings and applied to the Monash Waste Transfer Station consistent with the Committee conclusions in Chapter 16.

Conclusions

The proposed car parking rates as set out in the Precinct Parking Plan for Monash are generally appropriate subject to the modifications recommended in the General Issues Report (Volume 3).

The spatial application of the Parking Overlay within the Monash Structure Plan Area should be amended to remove it from Monash University landholdings and applied to the Monash Waste Transfer Station consistent with the Committee recommendations MON R13 and MON R17.

Recommendations

Refer to recommendations GI R14 and GI R15 in the General Issues Report (Volume 3).

Draft Amendment

MON R10: Remove the Parking Overlay from Monash University landholdings.

MON R11: Apply the Parking Overlay to the Monash Waste Transfer Station.

Community infrastructure*

Referred Matter	Whether the planning for community infrastructure in the Monash Structure Plan Area is appropriate, having regard to the needs of future residents, visitors and employees
Findings	The Committee has found (Common Issues Report Volume 2, Chapter 6) the planning for community infrastructure is not appropriate and has not had sufficient regard to the future needs of residents, visitors and employees. The timing proposed for the detailed planning of community infrastructure in Monash is not appropriate and risks undermining liveability and the achievement of the vision and objectives in the draft Monash Structure Plan. The current planning for community infrastructure in the Monash Structure Plan Area is not adequate.
Conclusion	The planning for community infrastructure in the Monash Structure Plan Area is not appropriate and does not have sufficient regard to the future needs of residents, visitors or employees. Further work is required. Refer to Chapter 6 in the Common Issues Report (Volume 2).
Recommendations	Refer to recommendations CI R11 to CI R14 in the Common Issues Report (Volume 2).

Draft Implementation Plan*

Referred Matter	Whether the approach to implementing the actions and projects contained in the draft Implementation Plan for Monash and the timing and pathways for their implementation are appropriate for the purposes of the draft Structure Plan
Finding	The approach to implementing the actions and projects contained in the draft Monash Precinct Implementation Plan and the timing and pathways for their implementation are not appropriate for the purposes of the draft Monash Structure Plan.
Conclusions	The approach to implementing the actions and projects in the draft Monash Precinct Implementation Plan and the timing and pathways for their implementation is not appropriate. In the context of the Common Issues Report (Volume 2) recommendations to amend the draft Implementation Plans the draft Monash Precinct Implementation Plan should be amended to include the Committees recommendations for additional actions (recommendations MON R06 and MON R12).
Recommendations	Refer recommendations CI R16 to CI R20 in the Common Issues Report (Volume 2) Refer to recommendation MON R06 in this report.

Noise and vibration

Referred Matter	Whether the PRZ and BFO schedules that apply in the Monash Structure Plan Area are appropriate to address construction noise and vibration impacts on Monash University and CSIRO Clayton.
Findings	Noise and vibration arising from construction activities may present impacts to Monash University's or CSIRO specialist equipment however the Committee has insufficient information to identify an appropriate application requirement or decision guidelines. There is a potential for serious impacts on Monash University, CSIRO and other facilities such as the Victorian Heart Hospital from noise and vibration which warrants further short-term investigation.
Conclusion	The Precinct Zone schedules do not appropriately address construction noise and vibration impacts on Monash University and CSIRO Clayton and further work is required.
Recommendation	Draft Amendment MON R12: Amend the Precinct Zone schedules to include an appropriate permit requirement and/or decision guideline for the consideration of noise and vibration impacts on sensitive specialist equipment at Monash University sites, CSIRO Clayton and the Victorian Heart Hospital.

Precinct Zone – Application to specific sites in the Monash Structure Plan Area

Referred Matter	Whether the PRZ should be applied to: - Land owned by Monash University in the Monash Structure Plan Area - The Monash Waste Transfer Station and other Council land in the Monash Structure Plan Area - The land at 20-22 Gardiner Road, Notting Hill
Findings	Land owned by Monash University: There is no clear basis for including Monash University's landholdings beyond its core campus in the Precinct Zone or the Built Form Overlay. Retaining the Public Use Zone on Monash University's landholdings will not compromise the wider Monash Structure Plan Vision or the built form and employment use outcomes sought by the Precinct Zone or the Built Form Overlay schedules.

The bespoke Special Use Zone Schedule 6 applying to 800-820 Blackburn Road (comprising the Synchrotron, Moderna and Nanofabrication sites) is appropriate and should be retained. Its retention will not compromise the wider Monash Structure Plan Vision or built form and employment use outcomes.

Monash Waste Transfer Station and other Council land

The Monash Waste Transfer site, while likely to retain its existing use for some time, has a significant interface to other parts of Monash Central and surrounds.

The Monash Waste Transfer site should have a planning control regime that ensures future development does not compromise the precinct vision and employment focus or the ability to enable longer term planning to provide for the site's future integration into the wider precinct.

20-22 Gardiner Street, Notting Hill:

There is no strategic basis to retain the Special Use Zone Schedule 6 at 20-22 Gardiner Road, Notting Hill.

Conclusions

The Precinct Zone and Built Form Overlay should not be applied to:

- Monash University's landholdings beyond its core campus.
- 800-820 Blackburn Road.

The Monash Waste Transfer Station site should form part of the Precinct Zone Schedule 4 with an applied Area 2 zone.

Recommendations

Draft Amendment

MON R13: Remove Monash University landholdings (except 800-820 Blackburn Road) from the Precinct Zone Schedules 3 and 4 and include them in the Public Use Zone.

MON R14: Amend the Precinct Zone Schedule 4 Use and development framework (Map 1) to remove the Milwaukee site from Area 1 and show it as 'Area outside of this schedule'.

MON R15: Amend the Built Form Overlay Schedule 6 Development framework plan (Map 1) to remove Monash University landholdings.

MON R16: Amend the Built Form Overlay Schedule 7 the Development framework plan (Map 1) to remove Monash University landholdings.

MON R17: Apply the Precinct Zone Schedule 4 to the Monash Waste Transfer Station.

MON R18: Amend the Precinct Zone Schedule 4 Use and development framework (Map 1) to include the Monash Waste Transfer Station in Area 2.

Strategic sites*

Referred Matter Whether the identification and treatment of strategic sites in the Monash Structure Plan Area are appropriate.

Findings The identification and treatment of strategic sites in the Monash Structure Plan Area are not appropriate, as discussed in the General Issues report (Volume 3, Chapter 9.3).
The Committee is therefore not in a position to reach a finding on whether the strategic sites identified in the Monash Structure Plan Area should be identified as strategic sites.

Conclusion The identification and treatment of strategic sites in the Monash Structure Plan Area is not appropriate, for the reasons set out in the General Issues report (Volume 3, Chapter 9.3).

Recommendation **Refer to recommendations GI R20 to GI R23 General Issues Report (Volume 3).**

Monash University

Referred Matter Whether the draft Structure Plan and draft Planning Scheme Amendment provide appropriate recognition of the role of Monash University and its landholdings.

Findings The draft Monash Structure Plan and draft Planning Scheme Amendment do not appropriately recognise the role of Monash University and its landholdings.
Further changes to the draft Planning Scheme Amendment are necessary to address the importance of Monash University as recommended in Chapter 16.

Conclusion The draft Monash Structure Plan and draft Planning Scheme Amendment do not appropriately recognise the role of Monash University and its landholdings.

Recommendations **Refer to recommendations MON R13 – MON R16 in this report.**

Public Acquisition Overlay - Application to specific sites in the Monash Structure Plan Area

Referred Matter Whether the Public Acquisition Overlay should be applied to:
- 601-609 Blackburn Road, Notting Hill
- 352-368 Ferntree Gully Road, Notting Hill

Findings The Monash Structure Plan establishes a clear strategic basis for applying a Public Acquisition Overlay across 601-609 Blackburn Road, Notting Hill as shown in the Day 3 Public Acquisition Overlay (PAO2).

	The Monash Structure Plan establishes a clear strategic basis for applying a Public Acquisition Overlay across 352-368 Ferntree Gully Road, Notting Hill as shown in the Day 3 Public Acquisition Overlay (PAO2).
Conclusions	The Public Acquisition Overlay Schedule 2 (PAO2) should be applied to: - 601-609 Blackburn Road, Notting Hill - the western boundary of 352-368 Ferntree Gully Road, Notting Hill.
Road and street network*	
Referred Matter	Whether the road/street network shown in the draft Structure Plan and draft Planning Scheme Amendment is appropriate
Findings	The Committee found in the General Issues Report (Volume 3, Chapter 8) that given the street network in the precincts is already established, the street masterplan phase is the appropriate time to resolve and balance the competing demands of environmental and transport needs placed on each street. The road and street network shown in the draft Monash Structure Plan and draft Planning Scheme Amendment documentation is generally appropriate inclusive of the Day 2 and post-Day 2 changes to Precinct Zone Schedule 4 and Built Form Overlay Schedule 7 as included in the Day 3 versions of those documents other than the deletion of Ferntree Place on the Use and development framework plan. The Public Acquisition Overlay should be applied to establish the proposed Redwood Drive extension and for the proposed East-West Street between Howleys Road and Business Park Drive and proposed widening of Ferntree Place. Consistent with the Committees conclusions and recommendations about the Monash Waste Transfer Station in Chapter 16, the adjoining essential key streets should be continued through the site to Ferntree Gully Road and the Linear Open Space Street.
Conclusion	The road and street network shown in the draft Monash Structure Plan and draft Planning Scheme Amendment is generally appropriate, subject to the modifications recommended in this report.
Recommendations	Draft Amendment MON R19: Amend the Precinct Zone Schedule 4 Use and development framework plan (Map 1) to reinstate Ferntree Place as an essential key street. MON R20: Apply the Public Acquisition Overlay to:

- a) **29 Business Park Drive, Clayton and 282-294 Ferntree Gully Road, Notting Hill for the land required to establish the proposed Redwood Drive extension.**
- b) **properties impacted by the proposed East-West Street between Howleys Road and Business Park Drive and the proposed widening of Ferntree Place.**

Street cross sections and spatial plans

Referred Matter

Whether the designation of Activity Streets is appropriate, and whether their expected form and function requires clarification including with respect to:

- All of Normanby Road between Howleys Road and Blackburn Road
- All of Howleys Road between Normanby Road and Ferntree Gully Road

Findings

Normanby Road:

It is appropriate to designate in the Precinct Zone Schedule 4 Use and development framework:

- Normanby Road between Howleys Road as an Activity Street
- the remaining length of Normanby Road as a Green Street. The Activity Street designation for Normanby Road between Howleys Road and the Linear Open Space Street is appropriate, and Green Street designation is appropriate for the remainder of its length.

Howleys Road:

It is appropriate to designate the following in the Precinct Zone Schedule 4 Use and development framework:

- Howleys Road between Normanby Road and the East-West Street as an Activity Street
- the remaining length of Howleys Road as a Green Street.

Conclusion

Precinct Zone Schedule 4 appropriately applies the Activity Street and Green Street typologies to Normanby Road and Howleys Road.

3 Approach

The Committee has conducted its process in accordance with the procedural requirements of the Terms of Reference, particularly Clauses 18 to 24.

Broader comments about the Committee's approach are contained in Volumes 1, 2 and 3.

3.1 Original submissions

The Committee was not referred submissions received by the Proponent through the public consultation process (original submissions). Several parties indicated they wanted to be heard in relation to the matters raised in their original submissions. The Committee confirmed through its directions that:

- parties who wanted their original submissions considered would need to provide copies to the Committee
- the Committee would consider those submissions to the extent that they raised Referred Matters.

The original submissions considered by the Committee for the Monash Precinct were tabled documents (see Appendix B). This included two additional submissions referred to the Committee by the Proponent (MON 43a and MON 43b).

3.2 Main Hearing

While the Committee was not expected to carry out a public hearing (Clause 20 of the Terms of Reference), it determined that public hearings would be necessary for the Committee to consider the matters referred.

The Monash Precinct Hearing took place from 30 September to 22 October 2025.

3.3 Report

The Committee has reported on Referred Matters in accordance with its Terms of Reference, particularly Clause 39.

Clause 39(b) requires the Committee to provide a summary of any outcomes reached through parties resolving issues after the matter was referred to the Committee. The Committee directed parties to address resolved matters in their submissions. No Referred Matters were resolved following the referral although several parties elected not to present verbal submissions to the Hearing and either:

- relied on their original submission including Pellicano Group (MON 123)
- provided an additional written submission including Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation (MON 121)
- relied on Day 1 changes
- relied on an agreed position with the Proponent.

In relation to the submission of Setland, the Proponent provided a 'Setland Holdings Stakeholder Discussion Sheet' (MON 110) which set out its intention to compulsorily acquire the site at 16-18 Howleys Road, Notting Hill.

3.4 Expert evidence

The Committee had regard to the evidence noted in Table 2, as well as the evidence presented at the General Issues Hearing. The General Issues evidence is listed separately in the Common Issues Report (Volume 2).

Table 2 Expert evidence

Expert	Firm	Party
Community infrastructure		
Chris De Silva	Mesh	Proponent
Dr Kate Kerkin	K2 Planning	Monash Council
Economics		
Rhys Quick	Urbis	Proponent
Open space, sport and recreation		
Kate Maddock	Otium	Monash Council
Joanna Thompson	Thompson Berrill Landscape Design	Monash Council
Planning		
Mark Woodland	Urbis	Proponent
David Barnes	Hansen	Monash Council and University
Tim McBride-Burgess	Contour	Pemara group
Urban design		
Mark Sheppard	Urbis	Proponent
Andrew Partos	Hansen	Monash Council
Professor Rob McGauran	MGS	University
Traffic and transport		
Tim De Young	Eukai	Proponent
Jason Walsh	Traffix Group	Monash Council and University

(i) Joint Expert meeting

As directed by the Committee, an expert meeting was held before the Hearing for the field of traffic and transport, and a Joint Expert Statement was tabled (MON 55) identifying the areas of agreement and disagreement.

4 The Proposal

4.1 The precinct

The Monash precinct is shown in Figure 1. Situated approximately 18 kilometres southeast of Melbourne's Central Business District and within the City of Monash, the precinct occupies the traditional lands of the Wurundjeri Woi Wurrung and Bunurong people of the Kulin Nation. It is generally defined by Ferntree Gully Road to the north, Dandenong Road to the south, Clayton Road to the west and Nantilla Road to the east.

Figure 1 Monash precinct local context plan



Source: Draft Monash Precinct Structure Plan

The precinct represents a significant concentration of knowledge-based industries, distinguished by the convergence of leading centres of education, health, and research. Prominent examples include:

- The University – a major research and educational institution of international standing, occupying a significant holding of land at the centre of the precinct (the 'core' campus), in addition to various other landholdings across the precinct
- The Victorian Heart Hospital – a flagship medical facility located on the eastern edge of the University's core campus
- CSIRO Clayton – a Commonwealth science and technology research facility
- The Australian Synchrotron – a world-class scientific infrastructure asset
- The Melbourne Centre for Nanotechnology and Fabrication – a purpose-built scientific facility
- Moderna – the southern hemisphere's only mRNA¹ vaccine manufacturing facility.

All these facilities are located on or adjacent to the University's landholdings, generally in the Employment Neighbourhoods of the precinct located to the north of Normanby Road or north-east of Wellington / Blackburn Roads. The facilities and other businesses in the precinct also enjoy a strategic relationship with the medical and health facilities in the Clayton Structure Plan Area to the south, together forming a substantial proportion of the MTP, and the wider EIA².

The Structure Plan Area is not entirely dedicated to innovation-led businesses. Approximately 5.7 hectares is occupied by the WTS, at the south-western corner of Blackburn and Ferntree Gully Roads. Conventional industries, showrooms, places of assembly, offices, warehouses, indoor recreation centres and hotel accommodation can also be found between Normanby and Ferntree Gully Roads.

Residential development is generally located in discrete neighbourhoods at the periphery of the Structure Plan Area, including low-rise Residential Neighbourhoods in the north-east (Notting Hill) and west of the University (Clayton North), and south of Wellington Road. Some higher density residential development is present on main roads. Various pockets of student housing are also evident in the residential neighbourhoods, particularly in areas close to the University's core campus.

There is limited public open space in the Structure Plan Area. Carlson Reserve on Clayton Road is the sole significant open space with playing fields. Smaller parks and reserves are dispersed throughout the Residential and Employment Neighbourhoods. Mile Creek traverses the south-eastern corner of the Structure Plan Area but functions as a drainage corridor rather than open space.

The M-City complex at the southern boundary of the Structure Plan Area features a large indoor shopping centre; otherwise, there are limited shopping and community services to support local needs. Local community facilities include a community house in Notting Hill and a community hall adjacent to the WTS site. Clayton North Primary School and John Monash Science School are in the south-western corner of the Structure Plan Area.

Despite the limited extent of public open space, retail options and community facilities, the University hosts a significant number of on-site facilities accessible to its students, academics, employees and other members of the community. Its core campus includes

¹ Messenger ribonucleic acid

² Formerly known as the National Employment and Innovation Cluster (NEIC).

a supermarket, indoor and outdoor sports facilities, swimming pool, performing arts centres, galleries, and a range of passive open spaces. It also accommodates the Clayton Bus Exchange at the southern end of its campus.

4.2 The draft Structure Plan

The draft Structure Plan outlines a vision for transformational land use and built form change associated with the arrival of SRL station. The vision builds on the gravity of research-led uses already in the precinct, to establish itself as Melbourne's epicentre for innovation in health, medicine, materials, and manufacturing. The vision emphasises the precinct's future role as a knowledge and innovation precinct of global impact.

The draft Structure Plan identifies seven neighbourhoods each with a distinct purpose in achieving the vision for the Monash precinct (Figure 2).

The future station is planned to the north of Normanby Road, close to the University's main campus. The area around the station is envisaged for the highest degree of change, in terms of land use, built form, and structurally with a new street network, open space and community facilities planned. It is in this area that a vibrant mixed-use district is sought that features commercial, cultural, and social amenities that foster collaboration and community engagement.

Across the wider Structure Plan Area, improvements to walking and cycling infrastructure are sought, along with new open space opportunities. The draft Structure Plan provides a 15-year framework to guide significant growth in homes and jobs to meet population projections for 2041. These projections will see the resident population increase by almost 80 per cent to 17,900, and the working population increase by almost 140 per cent to 50,000.

The draft Structure Plan is proposed to be included as a background document at Clause 72.08 of the Monash Planning Scheme (Planning Scheme), and in proposed Parking Overlay Schedules 3 and 4.

Figure 2 Draft Structure Plan neighbourhoods



Source: Draft Monash Precinct Structure Plan (Figure 9)

4.3 The draft Implementation Plan

The draft Implementation Plan outlines how the infrastructure identified in the draft Structure Plan will be delivered. This includes community facilities, open space, transport, sustainability projects and SRL East rail works. It specifies actions for each project, detailing timing, lead agency, partner organisation and delivery pathways, but does not propose funding mechanisms. The draft Implementation Plan is intended to be included as a background document at Clause 72.08 of the Monash Planning Scheme.

4.4 The draft Parking Plan

The draft Parking Plan sets parking objectives for the precinct and outlines tools to achieve them, including the Parking Overlay and other statutory and non-statutory measures. The draft Parking Plan is proposed to be included as a background document for proposed Parking Overlay Schedules 3 and 4 and is listed at Clause 72.08 of the Planning Scheme.

4.5 The draft Amendment

The draft Amendment proposes to introduce the parent provisions for the Precinct Zone (Clause 37.10) and Built Form Overlay (Clause 43.06) into the Monash Planning Scheme. As exhibited, the draft Amendment proposes to apply:

- Precinct Zone Schedule 3 (PRZ3) to the majority of the land within the Structure Plan Area

- Precinct Zone Schedule 4 (PRZ4) to land generally bound by Normanby Road, Blackburn Road, Ferntree Gully Road and Ferntree Place to
- Built Form Overlay Schedule 5 (BFO5) to Key Movement Corridors and select Urban Neighbourhoods in the Structure Plan Area
- Built Form Overlay Schedule 6 (BFO6) to select Residential Neighbourhoods in the Structure Plan Area
- Built Form Overlay Schedule 7 (BFO7) to select employment neighbourhoods in the Structure Plan Area
- Parking Overlay Schedule 3 (PO3) to Monash Central areas of the Structure Plan Area
- Parking Overlay Schedule 4 (PO4) to the balance of Employment and Residential Neighbourhoods in the Structure Plan Area, excluding the University core campus, the Australian Synchrotron, Moderna and Nanofabrication sites, CSIRO and CSIRO north sites, WTS and Clayton North Primary school sites
- Public Acquisition Overlay (PAO) to part of the properties at 352-368 Ferntree Gully Road, Notting Hill and 16-18 Howleys Road, Notting Hill and in full to 601-609 Blackburn Road Notting Hill, to facilitate road links and road widening anticipated by the draft Structure Plan
- the Environmental Audit Overlay (EAO) to 94 properties listed in Attachment 1 to the Explanatory Report, generally located along Blackburn Road, Notting Hill; Howleys Road, Notting Hill; Ferntree Gully Road, Notting Hill; and Dandenong Road, Clayton.

The draft Amendment proposes to:

- insert new planning policies at Clause 02.04-4, 11.03-6L-01 and 11.03-6L-03
- amend various policies in the Planning Policy Framework at Clauses 02, 11, 15, 16 and 17.

The proposed policy revisions aim to recognise the strategic significance of the Monash Structure Plan Area by updating the municipal context, strategic objectives and framework plans. These revisions are intended to emphasise substantial development and transformation in the vicinity of the Monash SRL station.

The draft Amendment retains the current zoning for:

- the University core campus, zoned Public Use Zone 2 (PUZ2)
- the Australian Synchrotron, Moderna and Nanofabrication sites zoned Special Use Zone 6 (SUZ6)
- the WTS site, zoned Public Use Zone Schedule 6 (PUZ6)
- several public parks and recreation reserves, zoned Public Park and Recreation Zone (PPRZ)
- Clayton North Primary School, zoned Public Use Zone 2 (PUZ2).

The CSIRO and CSIRO north sites remain identified as Commonwealth Land.

The draft Amendment proposes to delete from land in the Structure Plan Area:

- Design and Development Overlay Schedule 1 (DDO1) and 4 (DDO4) from land within the Structure Plan Area
- Development Plan Overlay Schedule 5 (DPO5) from one property in the Structure Plan Area.

4.6 Versions of the background documents and Planning Scheme ordinance

The Committee has based its recommendations for Monash on the:

- Day 3 version of the draft Amendment ordinance
- Post-Day 2 versions of the draft Structure Plan and draft Implementation Plan.

A full list of the ordinance considered by the Committee for the Monash precinct is contained in the document list in Appendix B of this report.

5 Building height, distribution and transition

5.1 Referred Matter

The Referred Matter is:

The suitability and distribution of the proposed building heights specified in the draft Structure Plan and draft Planning Scheme Amendment, and transition to surrounding residential areas, including with respect to:

- Monash Central
- Residential areas and along residential streets
- Transition along Normanby Road
- Density in the Notting Hill neighbourhood
- Density in the Monash Central neighbourhood
- 591-599 Blackburn Road and 352-368 Ferntree Gully Road, Notting Hill and 399 Ferntree Gully Road, Mount Waverley and 101-105 Clayton Road, Oakleigh East
- 1887-1889 Dandenong Road and 135 Clayton Road, Oakleigh East.

5.2 Key issues

The key issues are whether:

- the proposed heights and their distribution are suitable generally
- the proposed building heights are suitable in relation to the sites and locations specified in the Referred Matters
- the proposed building heights provide an appropriate transition to residential areas
- the controls support the practical application of the building heights.

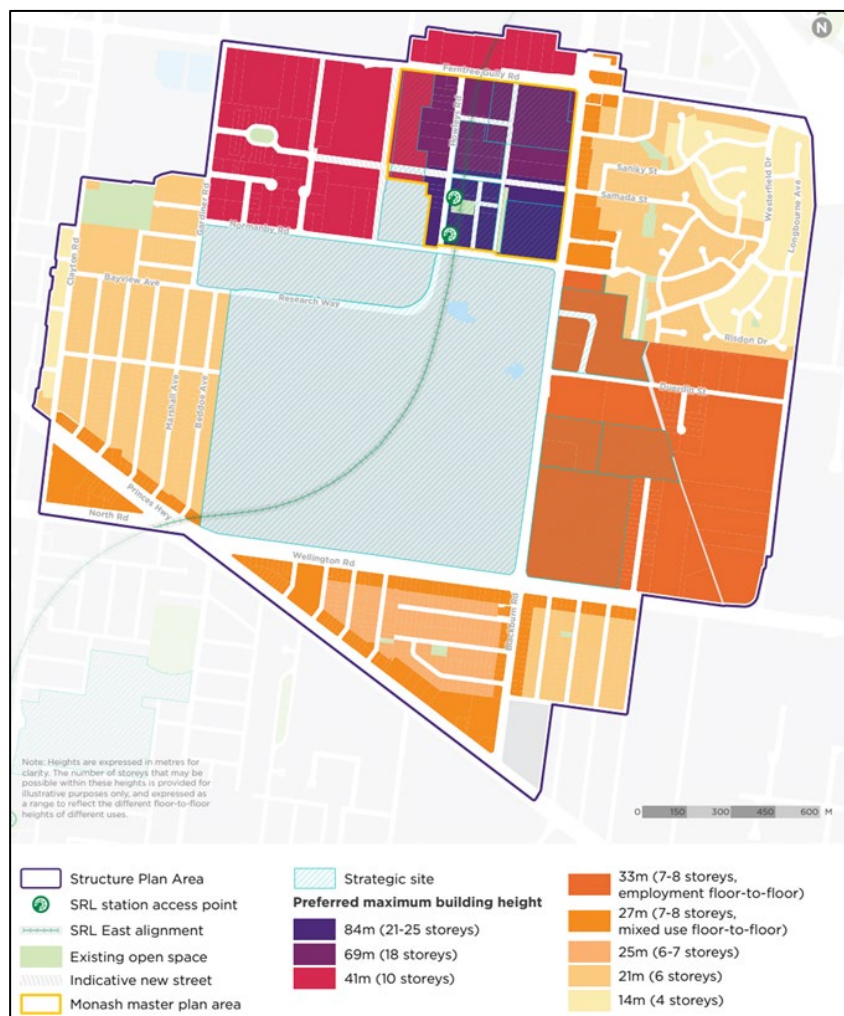
5.3 Background

(i) Draft Structure Plan

The draft Structure Plan identifies seven neighbourhoods each with a distinct purpose in achieving the vision for Monash. It includes objectives, strategies and actions to manage significant growth anticipated in the Structure Plan Area. Objective 13 seeks to ensure the scale of built form is responsive to its context.

To achieve this, the draft Structure Plan concentrates the highest built forms at the core of the precinct closest to the location of the SRL station. Built form will transition away from the core to mid to high-rise buildings in employment precincts, significant built forms along Key Movement Corridors, mid-rise neighbourhoods south of Wellington Road, low and mid-rise apartment buildings in residential areas of Notting Hill and west of the University (refer Figure 3).

Figure 3 Preferred maximum building heights



Source: Draft Monash Precinct Structure Plan (Figure 14)

The draft Structure Plan states:

- Monash Central neighbourhood will experience the most significant built form in the Structure Plan Area and become a high-density urban environment for employment and targeted residential growth and gateway to the innovation precinct
- Employment Growth neighbourhood anticipates significant built form scale to support enterprise activities to the north of the Central Core and the western area to support high built form for major employment activity and a range of building typologies that facilitate institutional uses, professional services and specialised businesses
- Health Innovation neighbourhood comprise a built form to foster innovation ranging from medium to mid-rise scale
- three Residential Neighbourhoods – Notting Hill, Wellington Road and Clayton North supporting mid-rise built form with mixed use activity along Blackburn Road, Princes Highway and Wellington Road.

Objective 15 of the draft Structure Plan seeks to ensure new development contributes positively to the public realm. This includes protecting key spaces from overshadowing.

Actions to achieve this include providing setbacks and ensuring development minimises adverse overshadowing impacts to key streets, public open spaces and private open space.

(ii) Draft Amendment

Clause 11.03-6L-03 includes strategies to:

- direct high-rise development to the Monash Central Neighbourhood and land to the north extending to Ferntree Gully Road
- encourage mid-rise buildings along Blackburn Road, Dandenong Road, Ferntree Gully Road, Princes Highway, North Road and Wellington Road and within the Employment Growth and Health Innovation Neighbourhoods
- encourage low to mid-rise apartment buildings in a landscaped setting to promote housing diversity in medium built form scale in residential areas within the Notting Hill Neighbourhood, Clayton North Neighbourhood and Wellington Road Neighbourhood.

PRZ4 applies to the SDA, Monash Central and surrounds including Area 1 - Monash Central Core, Areas 2 and 3 including portions of the draft Structure Plan Employment Growth neighbourhood. Use and development objectives include:

To promote the use and development of land consistent with the Use and development framework plan, at a scale and intensity to support substantial commercial and residential growth.

Figure 4 and Table 3 identify building heights across the three PRZ4 Areas.

Figure 4 Precinct Zone Schedule 4 discretionary building height Areas



Source: Draft Planning Scheme Amendment C176mona Precinct Zone, Schedule 4 – Use and Development Framework Plan (as exhibited)

Table 3 Precinct Zone Schedule 4 Area heights

Development	Area 1	Area 2	Area 3
Discretionary maximum building heights	84m	69m	41m
Discretionary maximum podium wall height	17m	17m	25m

Source: Draft Planning Scheme Amendment C176mona Precinct Zone, Schedule 4 (as exhibited)

PRZ3 generally applies to land outside the SDA, Monash Central and surrounds. Use and development objectives of the PRZ3 include:

To promote the use and development of land that is consistent with the Use and development framework plan (Map 1) at a scale and intensity to accommodate substantial and high growth.

BFOs generally apply to land in the PRZ3. They do not apply to land in the PRZ4.

BFO5 applies to Key Movement Corridors and Urban Neighbourhoods. Objectives include:

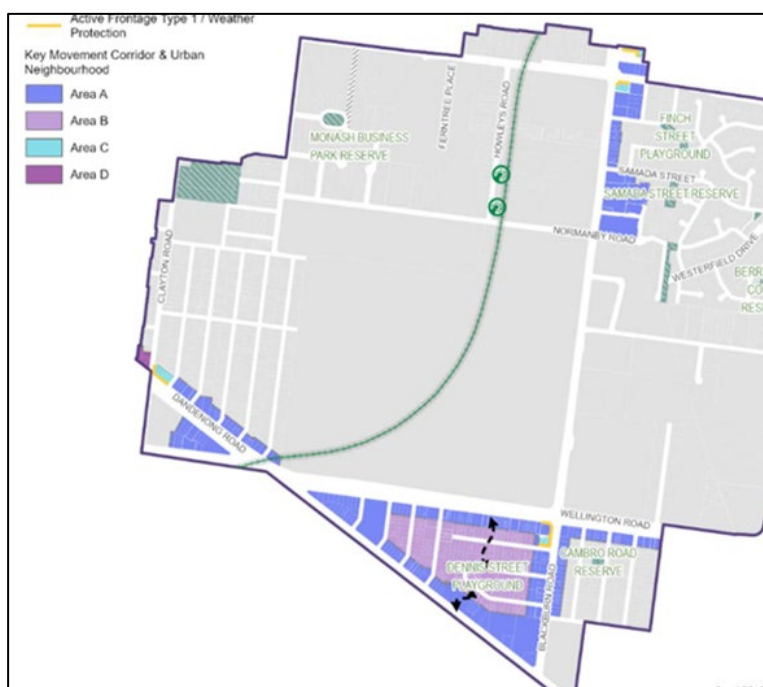
To support high housing growth in the form of mid-rise development, with incrementally taller built forms fronting Wellington Road, Dandenong Road and Blackburn Road key movement corridors.

To create a high-quality public realm with street wall heights that respond to street widths, provide a human scale, recessive upper levels, landscaped street setbacks and solar access to identified public open spaces.

The maximum building heights in BFO5 (Standard BF02), refer Figure 5, are:

- Areas A and C: 27 metres
- Area B: 25 metres
- Area D: 21 metres.

Figure 5 Built Form Overlay Schedule 5 height Areas



Source: Draft Amendment - Built Form Overlay, Schedule 5 - Development framework plan (as exhibited)

BFO6 applies to Residential Neighbourhoods. Objectives include:

To support medium housing growth in the form of mid-rise development in a garden landscape character.

To create a high-quality public realm with human scale through building heights, recessed upper levels, landscaped front setbacks and solar access to identified public open space.

The maximum building heights in BFO6 (Standard BF02), refer Figure 6, are for sites with a frontage:

- less than 24 metres – 11 metres
- 24 metres or greater – Area A: 14 metres, Areas B and C: 21 metres.

BFO7 applies to Residential Employment Neighbourhoods. Objectives include:

To support high rise development to create thriving major enterprise and employment functions.

To ensure development enhances the pedestrian experience through ground level activation, landscaped street setbacks, building facades that frame the public realm and locating car parking, loading and servicing areas away from the street frontage.

The maximum building heights in BFO7 (Standard BF02) are (refer Figure 7):

- Area A: 41 metres
- Area B: 33 metres.

Figure 6 Built Form Overlay Schedule 6 height Areas



Source: Draft Amendment - Built Form Overlay, Schedule 6 - Development framework plan (as exhibited)

Figure 7 Built Form Overlay Schedule 7 height Areas



Source: Draft Amendment - Built Form Overlay, Schedule 7 - Development framework plan (as exhibited)

(iii) General Issues conclusions

The Committee has made conclusions and recommendations in the General Issues Report (Volume 3) that will influence built form outcomes. These include the Referred Matters relating to:

- deemed to comply provisions (Volume 3, Chapter 9.2)
- achieving a reasonable level of privacy (Volume 3, Chapter 9.4)
- managing the impact of overshadowing on private open spaces (Volume 3, Chapter 9.5)
- managing the impact of overshadowing on the public realm, including public open spaces and key streets (Volume 3, Chapter 9.6)
- supporting high quality design (Volume 3, Chapter 9.7).

The relevant conclusions and recommendations are not repeated here, unless they relate to a particular site. As the Committee has identified in the Summary and Approach Report (Volume 1), there will be consequential changes which relate to the built form controls in each precinct.

5.4 Building heights

(i) Evidence and submissions

Evidence

Mr Sheppard's evidence supported the draft Structure Plan and draft Amendment provisions to enable greater development intensity identifying:

The level of growth envisaged in the Structure Plan Area represents a transformative change in character. A significant uplift in development potential is also necessary to stimulate redevelopment.

Mr Sheppard supported the discretionary maximum heights in the draft Structure Plan and draft Amendment. He noted that the Central Flanks were recommended to be 59 metres in the Monash Urban Design Report (UDR) but were designated 69 metres in Employment Growth neighbourhood in the draft Structure Plan.

In terms of the relationship of building height and overshadowing, Mr Sheppard observed the UDR generally described protections from overshadowing as being achieved through the application of the recommended built scale and massing. The UDR described that solar access would be appropriately balanced with the provision for growth under the application of the recommended maximum building heights. Mr Sheppard agreed with this approach.

Submissions

The parties and experts, while generally agreeing with the overall approach to broad distribution of preferred maximum building heights across the Structure Plan Area, had specific concerns about the scale and distribution of maximum building heights.

In the Employment Growth and Health Innovation neighbourhoods, Monash Council supported Mark Woodland's recommendation that the BFO7 be amended to reduce the maximum building heights (Standard BF02) to align with land use objectives for the draft Structure Plan and aspirations to deliver a high value innovation precinct as follows:

- Area A to 33 metres
- Area B to 25 metres.

This recommended change was supported by the Proponent in its Day 2 changes.

(ii) Discussion

The parties generally accepted the approach and designation of discretionary building heights in the draft Structure Plan and the draft Amendment. The exceptions were mostly related to issues of amenity, scale transition and the value of solar access to public space within the Monash Central area.

The Committee accepts that the building heights and distribution in the Structure Plan Area are generally based on the strategic justification and analysis found in the UDR. Justification for heights and distribution is broadly connected to the draft Structure Plan vision in achieving a balance of growth and intensification with public and private amenity.

The Committee supports that generally the distribution and scale of building heights across the Structure Plan Area achieve the vision and objectives of the draft Structure Plan for the Monash Precinct.

The Day 2 amendment to BFO7 Standard BF02 is appropriate and aligned with the innovation land use ambitions of the Employment Growth neighbourhoods.

Location specific height issues including Monash Central are discussed in following sub-chapters.

(iii) Findings

The Committee finds:

- The proposed maximum building heights in the Structure Plan Area are appropriate and are strategically justified based on the work in the Urban Design Report and the draft Monash Structure Plan.
- The proposed draft Precinct Zone and Built Form Overlay schedules translate the levels of housing and employment area growth into a coherent built form framework that balances opportunity, constraint and sensitivity subject to the Day 3 changes to Built Form Overlay Schedule 7 Standard BF02.

5.5 Monash Central

This sub-chapter considers the Referred Matters relating to:

- building heights within Monash Central
- building height transition along Normanby Road
- density in the Monash Central neighbourhood.

(i) Evidence and submissions

Evidence

Mr Sheppard supported the proposed heights for the Central Core (Area 1) with a recommended reduction to discretionary maximum height for the Central Flank (Area 2) in the PRZ4 and the draft Structure Plan from 69 metres to the preferred UDR nominated height of 59 metres, with the opportunity for 20 per cent greater height in cases where it would emphasise urban structure and be subject to a higher standard of design excellence. He said the lower height better reflected the urban ambitions of the UDR.

Professor McGauran recommended lowering the preferred maximum building heights along the southern edge of PRZ4 Area 1 to enable a better transition in scale between the Central Core and the University main campus. He recommended a new 'Area 4' to the north side of Normanby Road, extending to the station with a new preferred maximum height of 41 metres and a street wall height of 23 metres for a depth of 17.5 metres (refer Figure 8).

Professor McGauran also recommended a reduced discretionary maximum height for Area 1 to 60 metres with the Area 2 height retained at 69 metres. This configuration he said placed higher forms to the north portion of the PRZ4 reducing in scale to the south close to Normanby Road and provided a more orderly transition in scale to the University campus.

He said the lower heights (although discretionary) would:

- accommodate a transition in scale from the core of the PRZ4 to the campus scale of the University
- protect solar access for the University's Gateway Entry Plaza, as outlined in the University Masterplan, between 10am-3pm at the winter solstice
- protect solar access to the southern footpath of Normanby Road between 10:00am-2:00pm at the equinox.

Figure 8 McGauran recommended Precinct Zone Schedule 4 'Area 4'



Source: Professor Rob McGauran evidence - Figure 30 (MON 48)

Professor McGauran further recommended increasing the discretionary maximum podium heights in Area 1 and 2 to 23 metres and to amend height and setback controls to enable lower scale campus-style buildings. He considered the podium and tower format for building envelopes in the PRZ4 would hinder accommodation for research, innovation and education uses. He provided numerous national and international examples of building typologies that better house such uses at heights between 20 and 50 metres.

Andrew Partos' comments and recommendations aligned with Professor McGauran. He considered:

- the heights proposed at the southern edge of the Monash Central neighbourhood did not appropriately protect amenity to Normanby Road, which was a proposed Green Street
- the University campus, Gateway Entry Plaza and native vegetation located in the Jock Marshall Reserve and Aboriginal Garden warranted mandatory overshadowing protection at winter solstice.

Both Mr Woodland and David Barnes supported recommendations that PRZ4 be amended to facilitate campus-style buildings. It was broadly agreed among the urban design witnesses that campus-style buildings typically featured rectilinear, larger floorplate forms with higher podium levels (compared to typical podium and higher tower typologies) set back within landscaped settings. This had implications for building heights particularly for podium levels and setbacks.

Mr Sheppard in response to the recommendations of Professor McGauran and Mr Partos:

- did not support the addition of a new Area 4 to the PRZ4 or the recommended modification to building heights to the south of the precinct
- accepted the need to protect solar access to the southern footpath of Normanby Road but believed this would be achieved with the application of the proposed PRZ4 built form heights
- considered the exhibited PRZ4 heights achieved an appropriate scale transition to the PRZ4 University campus but agreed that Area 2 could include a campus-style built form as an alternative to the podium tower format and recommended amending the PRZ4 Area 2 built form control to increase the podium height to 33 metres with an overall height maximum of 41 metres
- considered it unnecessary to reduce the heights to prevent overshadowing of the Gateway Entry Plaza, Jock Marshall Reserve and Aboriginal Gardens.

Submissions

Monash Council relied on the evidence of Mr Partos, accepted the evidence of Professor McGauran and supported recommendations to:

- introduce Area 4 with a height of 41 metres
- lower the Area 1 height to a maximum of 60 metres and increase the podium height to a maximum of 23 metres
- amend the controls to encourage campus-style typologies.

The University relied on the urban design evidence of Professor McGauran and supported his recommendations as appropriate to:

- encourage appropriate built form outcomes that supported complimentary research, innovation and educational functions
- recognise the significance of the University within the Monash Precinct and reflect its Masterplan aspirations to activate its northern edge to Normanby Road
- protect the amenity of the University, its gardens and proposed entry plaza.

The Proponent considered the proposed building heights and density of development for the Monash Central area appropriate for the scale of transformation growth anticipated and to create a viable and vibrant precinct activity centre with a mix of activities that supports the employment and residential role of the precinct.

The Proponent supported the proposed transition of building heights along Normanby Road and between the Central Core area and the University campus. It submitted the heights reflected the intentional role of higher built form centred around the SRL station and toward the Blackburn Road intersection with Ferntree Gully Road, and the suitability of the transition provided for by the built form controls in adjacent areas.

The Proponent accepted the recommendations of Mr Sheppard in its PRZ4 Day 2 changes to:

- reduce the height of Area 2 to 59 metres increasing to 70 metres in locations where development would emphasise urban structure and where proposals exhibit a higher standard of design excellence

- increase the podium heights in Area 2 to 33 metres where the overall building height is no greater than 41 metres to support a campus-style built form outcome.

(ii) Discussion

The key changes sought to the draft discretionary maximum heights for Monash Central were:

- reduction in height of built form envelopes to the southern side of the PRZ4
- alternative height of street wall with a lower overall height to facilitate 'campus-style' buildings
- lowering of discretionary maximum height of Area 2 from 69 to 59 metres to bring the draft Structure Plan in accordance with ambitions of the UDR
- solar access protection to public space and University.

The reduction in heights was partly recommended to assist in easing the transition in scale between the greater urban intensity of the Central Core to the north of Normanby Road and the campus-style built form envisaged in the University Masterplan for the southern side of the road. The Committee does not accept the recommendations for scale change as the setbacks from the front boundaries, upper-level setbacks and the width and verge of Normanby Road provide an appropriate break between the PRZ4 and the University's main campus.

The Milwaukee site is located on the northern side of Normanby Road at the corner with Blackburn Road opposite the campus is owned by the University. The Committee in Chapter 16 recommends transferring this site from the PRZ4 to the PUZ. If this recommendation is not accepted the scale and configuration of development to this site would remain under the control of the University who would be able to address impacts regarding transition in scale and amenity of Normanby Road and its campus.

The Committee agrees with the recommendations of Mr Sheppard and Professor McGauran to provide an alternative height and street wall to Area 2 of the PRZ4 to facilitate campus-style forms. There is merit in offering an alternative given the encouragement for research and innovation uses.

The Committee sees merit in this recommendation supported by Proponent and Monash Council to revise the PRZ4 to lower maximum height of Area 2 to 59 metres with provision in the controls to increase the height to 70 metres where development would enhance urban structure and be subject to a higher standard of design excellence. This flexible approach to increased heights, while not identified in the post-Day 2 version, will encourage design quality. The Committee considers this outcome should be included in the Standard noting that the General Issues Report (Volume 3, Chapter 9.7) recommended the term 'design excellence' only apply to strategic master planned sites or where the height is exceeded by 20 per cent or more which is not the case with the Day 2 change by only a small margin (less than 1 per cent). Given the minor height discrepancy on where design excellence is recommended to apply, the Committee considers for this part of PRZ4 such a standard is appropriate.

The recommendations from Monash Council and the University to incorporate mandatory solar access protection from overshadowing to public spaces, footpaths to

activity and green streets and the University campus would have a direct impact on building heights. The Committee considers that changes to building heights, if required, should be driven through solar access controls and not through altered height designations.

While solar access is related to the issue of building heights it is not a Referred Matter for the Monash precinct. Solar access controls are discussed at Chapter 9 of the General Issues Report (Volume 3), with further commentary on Monash-specific issues discussed at Chapter 22.

The Committee's review of the Day 3 PRZ4 notes the following changes which were not addressed through submissions, evidence or included in Day 2 versions:

- an additional design response requirement for explanation for how high-rise towers over 40 metres avoid visual bulk and building massing- this change is consistent with the broader discussion on height and supported
- new buildings and works decision guideline relating to building articulation – this is a positive change and supported
- line wide drafting changes relating to overshadowing but retaining the same period metrics - generally supported noting the General Issues Report (Volume 3) conclusions and recommendations relating to solar access.

(iii) Findings

The Committee finds:

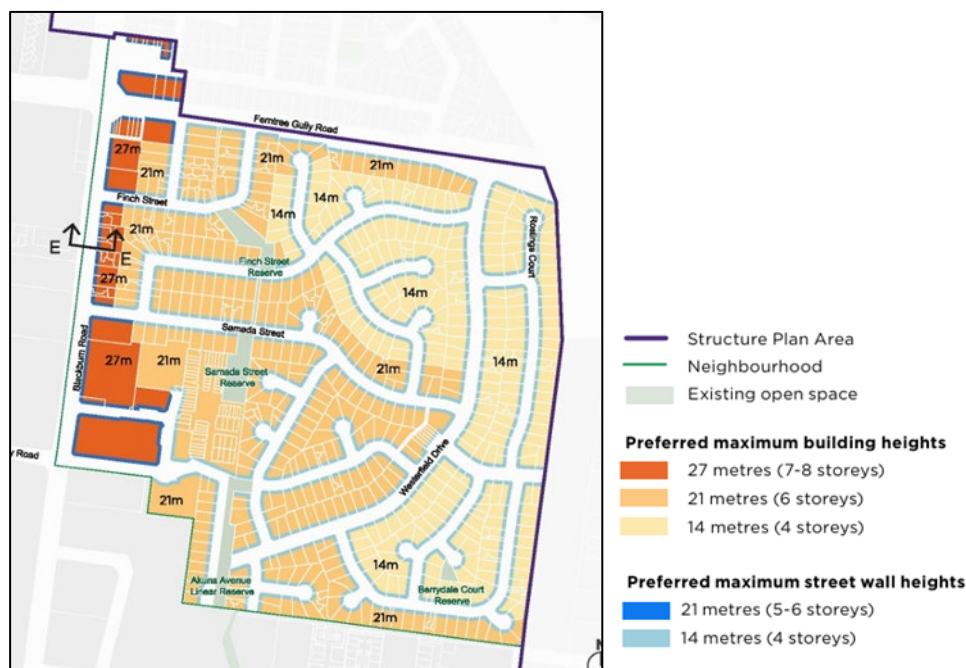
- The building heights, distribution and urban density in Monash Central including the building height transition along Normanby Road are appropriate, and are strategically justified based on the work in the Urban Design Report and the draft Monash Structure Plan inclusive of the post-Day 2 version of the draft Monash Structure Plan and Day 3 version of the Precinct Zone Schedule 4.
- Reducing the maximum building height of Precinct Zone Schedule 4 Area 2 to 59 metres, while increasing it to 70 metres in locations where development would appropriately emphasise the urban structure with the addition to the standard to reference design excellence generally consistent with General Issues Report (Volume 3) recommendation GI R28.
- Increasing the maximum podium height in Precinct Zone Schedule 4 Area 2 to 33 metres where the overall building height is no greater than 41 metres will support campus-style built form outcomes.

5.6 Notting Hill neighbourhood density and heights in other residential areas and along streets

(i) Background

The draft Structure Plan identifies built form guidelines relating to preferred heights and street walls for the Notting Hill neighbourhood as summarised in Figure 9.

Figure 9 Notting Hill neighbourhood preferred maximum building heights



Source: Draft Monash Precinct Structure Plan (Figure 42)

The BFO6 applies to the Notting Hill and Clayton North neighbourhoods with the yellow 14-metre area identified as Area A and the orange 21-metre height area identified as Area B.

Height provisions relating to residential areas along Wellington Road and Blackburn Road are included BFO5 Key Movement Corridors.

(ii) Evidence and submissions

Monash Council made no specific submission regarding building height in residential areas and residential streets other than for the Notting Hill neighbourhood. In recommended the maximum building height in Notting Hill Area B be reduced from 21 to 14 metres.

Monash Council's position was based on the evidence of Mr Barnes and Mr Partos that the irregular lot pattern and topography would hinder the larger scale development outcomes envisioned in Area B and result in poor height transitions where development meets changes in ground level. While both experts supported the potential for larger development, they considered 14 metres would be a prudent maximum height in this context.

Mr Sheppard considered it unnecessary to extend the 14-metre maximum height across the Notting Hill neighbourhood Areas A and B. He identified that the lot configuration in Notting Hill, while containing instances of non-rectilinear sites, was sufficiently regular to warrant retaining the higher 21-metre limit in Area B as lot consolidation could still occur. Further, while there was a prospect that some of those lots might not be developed to the maximum height under the control, there was no reason why the range of lot sizes could not sustain more intensive residential building forms.

The Proponent submitted that the draft Structure Plan and draft Amendment provided for appropriate maximum building heights in residential areas in general and relied on Mr Sheppard's evidence.

(iii) Discussion

The Committee supports Monash Council's recommendation to apply a consistent 14-metre maximum building height for sites with street frontages greater than 24 metres in Notting Hill Areas A and B. Applying this reduced measure would create uniform building heights across the neighbourhood and reflect the existing smaller lot sizes and their limited development potential in both areas. This residential area is already established primarily with single houses on individual lots, many of which are irregular in shape and are unlikely to be consolidated and intensively developed in the short to medium term. Given the neighbourhood characteristics and potential scale disparity, this area warrants a more consistent approach across the neighbourhood while directing taller built form along Blackburn Road.

The above change would require drafting changes to Area designations so that the Area A and B heights applying to the Clayton North neighbourhood would remain as exhibited as these areas:

- have a regular grid subdivision form
- are closer to the University campus
- are already being redeveloped
- were not subject to referred submissions or Hearing submissions and evidence in relation to building height.

With no referred or party submissions opposing the specified maximum building heights in BFO5, the Committee accepts the heights for the residential areas in Areas A and C. These areas relate to opportunities for development along main roads (Dandenong Road, Blackburn Road and Wellington Road), and the 27-metre maximum height in these instances is appropriate.

(iv) Findings

The Committee finds:

- The building heights for Notting Hill and other residential areas are generally appropriate and provide for appropriate transition between the place types and density outcomes sought.
- The subdivision pattern in the Notting Hill Neighbourhood Areas requires a more consistent building height approach. Built Form Overlay Schedule 6 Areas A and B in Notting Hill should have the same 14 metre maximum building height for sites with street frontages greater than 24 metres.
- The exhibited Built Form Overlay Schedule 5 maximum building heights for properties along Wellington Road, Dandenong Road and Blackburn Road and the residential Area B are appropriate.

5.7 Specific referred sites

5.7.1 591-599 Blackburn Road, Notting Hill

(i) Background

591-599 Blackburn Road, Notting Hill is located in the Employment Growth neighbourhood and the PRZ4, in the south-eastern corner of Area 2, with a discretionary maximum building height of 69 metres.

(ii) Submissions

Pellicano Group submitted that the built form provisions in the draft Structure Plan and PRZ4 did not clearly justify why the site had lower height limits and FAR than Area 1, given both areas were in the Employment Growth neighbourhood.

The submission identified that the site was a large opportunity site with excellent proximity to the proposed station (approximately 200 – 300 metres distance).

Monash Council submitted that there was no change warranted for the site.

The Proponent considered the amended 59-metre maximum building height for Area 2 to be appropriate in the context of the Employment Growth neighbourhood and the Monash Central core, consistent with Mr Sheppard's evidence and the draft Structure Plan's role and objectives.

(iii) Discussion

There is no planning or urban design evidence or substantive submissions to support this site being treated differently to the balance of land within the PRZ4.

As identified in Chapter 5.5, the Committee supports a reduced maximum building height for Area A of 59 metres with capacity for an additional 20 per cent increase in height where development demonstrates design excellence. This change provides the opportunity for higher form in an area that should support substantial change

(iv) Finding

The Committee finds:

- There is no strategic or urban design basis to apply different building height provisions to 591-599 Blackburn Road, Notting Hill and the site should remain consistent with the balance of Precinct Zone Schedule 4 Area 2 provisions.

5.7.2 352-368 Ferntree Gully Road, Notting Hill and 399 Ferntree Gully Road, Mount Waverley

(i) Background

352-368 Ferntree Gully Road, Notting Hill is located in PRZ4 Area 2, with a discretionary maximum building height of 69 metres.

399 Ferntree Gully Road, Mount Waverley is located in the Employment Growth neighbourhood and subject to the PRZ3 and BFO7 with a discretionary maximum building height of 41 metres.

(ii) Evidence and submissions

Pemara group made submissions regarding both sites which opposed the draft Amendment in relation to built form and the level of detail provided in the Built Form Framework Plan.

In his evidence, Mr McBride-Burgess did not agree:

- with the changes recommended by Mr Woodland to reduce maximum building heights in the Employment Growth and Enterprise neighbourhoods (BFO7) to 33 metres for Area A and 25 metres for Area B
- Mr Sheppard's recommendation to reduce the maximum building height in PRZ4 Area 2 to 59 metres.

Mr McBride-Burgess was concerned reduced maximum building heights would limit development potential on the Pemara group sites and recommended the heights remain as exhibited.

The Proponent preferred the evidence of Mr Sheppard and Mr Woodland and considered their recommended reduced height measures appropriate and consistent with the objectives of the draft Structure Plan consistent with its Day 2 changes to BFO7 and PRZ4.

(iii) Discussion

The Committee supports the Proponent's Day 2 changes to reduce BFO7 building heights for Area A to 33 metres and Area 2 in PRZ4 for Monash Central to 59 metres as set out in Chapter 5.5. Discretion still remains within the controls to consider proposals exceed the maximum building heights on their merits.

(iv) Findings

The Committee finds:

- There is a clear basis for reducing building heights in Built Form Overlay Schedule 7 for Area A to 33 metres and to 59 metres in Precinct Zone Schedule 4 Area 2.
- The amended Day 2 heights (included in the Day 3 versions of Built Form Overlay Schedule 7 and Precinct Zone Schedule 4) are appropriate and should apply to 352-368 Ferntree Gully Road, Notting Hill and 399 Ferntree Gully Road, Mount Waverley.

5.7.3 101-105 Clayton Road, Oakleigh East

(i) Background

101-105 Clayton Road, Oakleigh East is located west of Clayton Road and included in the PRZ3 and BFO6.

(ii) Evidence and submissions

Mr Barnes considered the nominated built form scale and transition to the adjoining General Residential Zone land to the west of 101-105 Clayton Road was acceptable.

Monash Council noted that the subject land was identified in the UDR as suitable for a 'sensitive' interface treatment, as it sits at the edge of the Structure Plan Area with residential immediately beyond. It supported the 14-metre discretionary maximum building height for this location and relied on the evidence of Mr Barnes.

The Proponent considered the exhibited maximum building height of 14 metres to be appropriate because it balanced the sensitivity of the interface of the land to the residential area to the west while retaining growth potential.

(iii) Discussion

101-105 Clayton Road is located within a narrow band of house lots to the west of Clayton Road between Princess Highway and Strelten Avenue. It has an interface to land that sits outside the Structure Plan Area where the General Residential Zone will continue to apply.

In this context and in the absence of any detailed submissions or evidence to the contrary, the Committee considers the inclusion of the property within BFO6 and applicable maximum building height of 14 metres appropriate.

(iv) Finding

The Committee finds:

- There is no strategic or urban design basis to apply different building height provisions to 101-105 Clayton Road, Oakleigh East.
- The Built Form Overlay Schedule 6 maximum building height of 14 metres is appropriate in the built form context of 101-105 Clayton Road, Oakleigh East.

5.7.4 1887-1889 Dandenong Road and 135 Clayton Road, Oakleigh East

(i) Background

1887-1889 Dandenong Road and 135 Clayton Road, Oakleigh East are on the north-west corner of Dandenong Road and Clayton Road and are in the PRZ3.

1887-1889 Dandenong Road is included in the BFO5 (Area D) with a maximum building height of 21 metres and 135 Clayton Road is included in BFO6 (Area A) with a maximum building height of 14 metres.

(ii) Submissions

Monash Council stated that the sites constitute multiple adjoining lots held in single ownership. It supported applying the controls proposed for 1887-1889 Dandenong Road to 135 Clayton Road, given the corner site context and the maximum height of 27 metres to the opposite side of Clayton Road.

The Proponent accepted this rationale and included 135 Clayton Road in the BFO5 as part of its Day 2 changes and included in its Day 3 versions.

(iii) Discussion

The Committee supports applying BFO5 to both 1887-1889 Dandenong Road and 135 Clayton Road to specify consistent maximum building heights for both sites as set out in the Day 2 changes.

(iv) Findings

The Committee finds:

- It is appropriate for both 1887-1889 Dandenong Road and 135 Clayton Road, Oakleigh East to be included within Built Form Overlay Schedule 5 with a consistent maximum building height provision of 27 metres applying to the entire site.
- The Built Form Overlay Schedule 5, should be amended consistent with the Day 3 version to apply to 135 Clayton Road, Oakleigh East, so that the site has the same building height controls as the adjoining property in the same ownership at 1887-1889 Dandenong Road, Oakleigh East.

5.8 Conclusions and recommendations

The Committee concludes:

- The proposed maximum building heights for Monash Central (including for building height transition along Normanby Road), Notting Hill and other residential neighbourhoods are generally suitable and appropriately distributed to achieve the outcomes and objectives of the draft Monash Structure Plan, subject to the modifications in this report.
- It is appropriate to include 1887-1889 Dandenong Road and 135 Clayton Road, Oakleigh East in Built Form Overlay Schedule 5 with a maximum building height of 27 metres.

The Committee recommends:

Draft Amendment

- 2. MON R01: Amend the Precinct Zone Schedule 4 Table 1 Discretionary maximum building height provision for Area 2 to:**
59 metres with heights increasing up to 70 metres in locations where development would emphasise the urban structure and where proposals exhibit design excellence.
- 3. MON R02: Amend the Built Form Overlay Schedule 6 Table 1 Building height standard BFO2 so the maximum building height on land with a frontage greater than 24 metres is 14 metres for both Area A and Area B in the Notting Hill neighbourhood.**

6 Setbacks

6.1 Referred Matter

The Referred Matter is:

Whether the building setbacks specified in the draft Structure Plan and draft Planning Scheme Amendment are appropriate, having regard to:

- The urban structure and built form objectives for the Monash Structure Plan Area
- Amenity impacts on adjoining sites
- The provision of landscaping, including the planting of canopy trees.

6.2 Key issues

The key issues are whether the proposed building setbacks:

- are appropriate to support the urban structure and built form outcomes for the draft Structure Plan
- are appropriate to manage amenity to adjoining sites
- provide for the canopy tree planting outcomes sought by the draft Structure Plan.

6.3 Background

(i) Draft Structure Plan

The draft Structure Plan supports setbacks from boundaries to:

- 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
- respond to the scale and amenity of the differing neighbourhoods.

Objective 16 encourages:

- front setbacks 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 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 to be designed to distinguish built form at upper levels from the street wall or podium and maintain a sense of openness and maintain development opportunities for neighbouring lots.

(ii) Draft Amendment

The PRZ4 and BFO5, BFO6 and BFO7 have different minimum front, side and rear setbacks and tower separations to suit the built form density and scale envisaged for the

neighbourhoods and to address public and private amenity, open space and impact on adjoining properties. Table 4 and Table 5 summarise the key minimum setbacks.

Table 4 Precinct Zone Schedule 4 setback provisions

PRZ	Podium setbacks	Upper level setbacks	Building separation
PRZ4	0m from any Key Street and area of widened public realm or 4.5 metres for a habitable window	Above podium for street frontage 3 metres plus 0.6m per metre above 33 metres except north side of east-west streets – 3 metres plus 0.8m per metres above 23 metres for Areas 1 and 2 and 6 metres for Area 3. Above podium for the side and rear boundary: Area 1 - 10 per cent of the building height and Area 2 a side setback of 10 per cent of building height and 6m rear setback	Area 1: greater of 20m or 10 per cent of combined building height Area 2: greater of 15m or 10 per cent of combined building height

Source: Draft Amendment - Precinct Zone, Schedule 4 (as exhibited)

Table 5 Built Form Overlay schedule setback provisions

BFO	Front setbacks	Side setback	Rear setback*	Building separation
BFO5	Area A: 3m to a height of 21m with an additional 4m setback above a height of 21m. Area B: 3m to a height of 14m with an additional 4m setback above a height of 14m. Area D: 3m Area C: 4m setback above street wall	0m or 4.5m for a habitable room window 3m for lots abutting public open space	Areas A, B and D: 6m plus 0.7m per metre of height above 11m except lots abutting public open space or above 14m for lots abutting public open space. Area C: 0m for ground floor. 6m above ground floor, plus 0.7m per metre of height above 11m	9m

BFO	Front setbacks	Side setback	Rear setback*	Building separation
BFO6	Area A: 3m to a height of 11m with an additional 0.5m per metre setback above a height of 11m. Area B: land size less than 24m frontage: 4m to a height of 11m with an additional 0.5m per metre setback above a height of 11m. Area B: land size greater than 24 metres frontage. 4 metres front setback to a height of 14 metres with an additional 0.5 metres per metre setback above a height of 14 metres. Area C: 4m setback above street wall.	For land less than 24m frontage: Areas A and B: 4m; Area C: 2m above 6.9 and 0.8m per metre above 14m. For land greater than 24m frontage: Areas A and B: 4m; Area C: 0m to 6.9m in height, 4.5m above 6.9m and 0.8m per metre above 14m.	Area A and Area B: 6m plus 0.7m per metre of height above 11m except lots abutting public open space or above 14m for lots abutting public open space Area C: 0m for ground floor. 6m above ground floor, plus 0.7m per metre of height above 11m	9m
BFO7	6m with additional 6m above 25m.	Interface type 1: 6m to a height 13m then additional 0.6m per metre above. All other boundaries 6 metres	Same as side setbacks	9m

*Rear setbacks measured from a lot boundary or the centreline of a laneway

Source: Draft Amendment - Built Form Overlay, Schedule 5, Schedule 6, Schedule 7 (as exhibited).

(iii) General Issues conclusions

The Committee concluded in the General Issues Report (Volume 3, Chapter 9.6 and 9.12) in relation to overshadowing of the public realm and private open space and tree canopy cover that:

- The BFO schedules are not appropriate to manage the impacts of overshadowing on the public realm, including public open spaces.
- The measures to support tree canopy cover are not appropriate.

6.4 The Monash urban structure and built form objectives and managing amenity impacts on adjoining sites

(i) Evidence and submissions

Evidence

Mr Sheppard relied on his General Issues evidence relating to urban structure, built form objectives and amenity impacts on adjoining sites and did not provide any further evidence on these matters.

Mr Sheppard generally supported the discretionary minimum setback provisions contained in the draft Structure Plan and draft Amendment noting they were generally consistent with the UDR (see Chapter 6 'Setbacks').

He supported the rationale in the UDR for the proposed setbacks which included the need for a balanced intensity of the Central Core and the podium tower built form that if well-designed would provide for a street-edge scale that facilitated good public realm amenity in terms of human scale, sky views, sun and wind conditions. For Employment and Residential Neighbourhoods, the UDR established setbacks that would reflect the ambition for greater density and subsequent change in character for the area while providing sunlight and amenity to the streets, public spaces and private open space.

While supporting the draft Amendment setbacks, Mr Sheppard recommended to:

- amend the BFO5 setback Standard BF05 for Area B to bring the standard in line with the following phrasing he recommended in the General Issues Hearing and to introduce a diagram to illustrate the standard:

Area B: 3 metres front setback to a height of 14 metres with an additional ~~4m setback above a height of 14 metres~~ setback above that height of 2 metres or that required to remain below a 45-degree plane when measured from the opposite street boundary. (Sheppard recommendation MON 03)
- introduce a maximum 0.3 metre maximum front setback up to a height of 14 metres for Area C for both BFO5 and BFO6 to more clearly communicate the requirement for a zero setback for strip shops and for consistency with the definition of street wall in the BFO parent provision
- delete the minimum side street setback provisions for the small retail strip in BFO6 (Area C) because this area has no side streets
- amend the podium setbacks in PRZ4 for Areas 2 and 3 (consistent with the UDR-recommended 6-metre rear setback in Area 2 to provide for canopy trees and amenity to rear facing accommodation within the podium) to include:
 - a minimum 6-metre landscaped rear podium setback for Area 2 and a minimum 6-metre landscaped setback from side and rear boundaries for Area 3 in Table 1
 - a minimum 6-metre landscaped setback along the eastern edge of Ferntree Place in Area 3 in the development framework map
 - a minimum 6-metre landscaped side and rear setback for Area 3 in Table 1
- reduce the Table 1 building separation distances between the tower forms in PRZ4 consistent with Central Core and Central Flanks distances in other SRL

(East) station precincts and his General Issues evidence recommendation and as follows:

- Area 1: 12 metres or 10 per cent of the combined building height, whichever the greater
- Area 2: 9 metres or 15 per cent of the combined building height, whichever the greater
- Area 3: 12 metres.

Mr Barnes observed the draft Amendment documentation was inconsistent between PRZ3 and PRZ4 regarding the inclusion of decision guidelines for when discretion should be applied in respect of built form controls, and particularly in relation to considering amenity impacts on adjoining sites. He recommended including the decision guideline from PRZ4 in PRZ3:

The relationship between the proposed building setbacks and anticipated building setbacks within a site or adjacent properties to provide equitable access to privacy, daylight and outlook having regard to the proposed internal uses and the height of existing or proposed adjoining built form.

Mr Partos' evidence focused on solar access to selected public open spaces and identified achieving appropriate protection from overshadowing would impact on built form and setbacks.

Professor McGauran considered the setback provisions in PRZ4 to be inappropriate to encourage built form to enable research, education and enterprise outcomes. He provided examples in his evidence of typologies and buildings that housed research and innovative uses and discussed the height and setback features of the various examples. He considered the provisions for podium and tower forms in the PRZ4 restricted such uses and recommended changes to the setbacks as well as height. In this regard, he acknowledged the alternative building height and street wall recommendation of Mr Sheppard to accommodate research and innovation uses as discussed in Chapter 5.5.

Professor McGauran also recommended amended setback provisions to the southern section of PRZ4 near Normanby Road to address what he described as a scale imbalance between the PRZ4 and the University (refer Chapter 5.5). He recommended:

- changes to upper-level setbacks of built forms to the north side of Normanby Road would also provide better solar access to Normanby Road and the University campus
- changing the BFO6 side and rear setbacks and building separation within a site Standard BFO6 to add a 6-metre minimum rear setback for Area B (at the western interface of the University) to address light spill and noise adjacent to the University.

Submissions

The University relied on the evidence of Professor McGauran in respect to setbacks and the urban structure. It requested the Committee recommend that setbacks across the Monash Central neighbourhood be revised to achieve overshadowing standards that would protect Normanby Road and the campus consistent with Professor McGauran's recommendations.

In response to the evidence on overshadowing, Monash Council specifically requested the following setback provision:

Setbacks across all neighbourhoods will be required to achieve the overshadowing standards recommended by Council.

This request aligned with the evidence of Mr Partos and Mr Barnes on overshadowing.

The Proponent relied on the evidence of Mr Sheppard in respect to the appropriateness of the building setbacks across the Structure Plan Area and as proposed in the draft Amendment. It accepted most of Mr Sheppard's recommended setback changes to the PRZ4, BFO5 and BFO6 and included these in its Day 2, post-Day 2 and in the Day 3 versions. It did not accept the PRZ4 Table 1 change to introduce landscaped side and rear setbacks for Area 3 as was inconsistent with the draft Structure Plan which did not propose setbacks where there was no residential interface.

The Proponent accepted, in principle, Mr Barnes' recommended changes to the PRZ3 to introduce a decision guideline for buildings and works to match the PRZ4 decision guideline.

(ii) Discussion

The UDR provided setbacks and building separations for the Central Core, Central Flanks, Key Movement Corridors, Employment and Residential Neighbourhoods. While Mr Sheppard's evidence did not directly reference these setbacks or identify whether they were appropriately reflected in the draft Amendment, the Committee is broadly satisfied they do and that they are generally appropriate to achieve the draft Structure Plan outcomes.

The Committee accepts the need for growth and intensification of residential development in the Structure Plan Area must reasonably balance the need for solar access and amenity for private open space. The Committee regards the setback provisions for rear and side setbacks in Residential Neighbourhoods and at interfaces to be appropriate in achieving a reasonable shared amenity.

Experts and parties generally supported the proposed setback controls, the exceptions relating to specific concerns to protecting solar access to the public realm and the University campus.

The Committee acknowledges that building heights and setbacks would be impacted by requirements for overshadowing protection controls. However, the Committee does not accept that solar access to public spaces should be driven by built form controls. Rather, heights and setbacks should be modified as appropriate by applying overshadowing controls.

The Committee does not support Monash Council's proposed changes to the setback controls to enable solar access protection. Solar access to private open space and the public realm is addressed further in the General Issues Report (Volume 3, Chapter 9.5 and 9.6).

As discussed in Chapter 5.5 the Proponent and Monash Council accepted Mr Sheppard's position that alternative setback changes be made to accommodate campus-style built forms in Area 2 of PRZ4. This is an appropriate outcome.

Beyond the issues of scale and overshadowing for the Normanby Road interface with the University campus, only one key issue was raised regarding the interfaces and appropriate setbacks. This was Professor McGauran's recommendation for a 6-metre setback for properties adjacent to the University to ensure separation of potential noise and light impact. The BFO6 currently specifies a 6-metre rear setback to Area B and the Committee considers:

- this will sufficiently achieve separate new development from noise and light emanating from the University
- it is necessary to add further requirements to address noise and light adjacent to the University.

The Committee supports the recommendation of Mr Barnes and agrees there is merit in revising the PRZ3 decision guidelines to match those of the PRZ4.

The Committee accepts Mr Sheppard's recommended minor changes to Standard BF05 in BFO5 and BFO6 as they are minor and provide clarification.

The Committee agrees with Mr Sheppard that a 6-metre rear podium setback be included into PRZ4 Table 1 for Area 2. This change is consistent with the UDR and appropriate given the potential for residential interfaces.

Similarly, the Committee supports the recommendation of Mr Sheppard that a 6-metre landscaped setback along the eastern edge of Ferntree Place in PRZ4 for Area 3 be shown on the Development framework map. This would enhance the street interface and aligns with the ambitions of the UDR. However, it does not support Mr Sheppard's recommendation to introduce additional setbacks for Area 3 as there will be no interfaces with dwellings.

The Committee generally agrees that the exhibited 20-metre and 15-metre minimum separation distance between towers for Areas 1 and 2 respectively would be onerous. However, there is no sound reason to have different separation distances in Areas 1 and 2.

Accordingly, the minimum distance between buildings in Area 2 should be revised to 12 metres or 10 per cent of combined height and not 9 metres as recommended by Mr Sheppard. This would result in a consistent separation distance approach in Areas 1 and 2.

(iii) Findings

The Committee finds:

- The proposed building setbacks are generally appropriate with the following Day 2 (as included in the Day 3 versions) to:
 - Built Form Overlay Schedule 5 Standard BFO5 for Area B (minimum front setback)
 - introduce a maximum 0.3-metre maximum front setback up to a height of 14 metres for Area C in Built Form Overlay Schedules 5 and 6
 - delete the minimum side street setback provisions for Area C in Built Form Overlay Schedule 6

- amend the Built Form Overlay Schedule 5 setback Standard BF05 for Area B and inclusion of a diagram to illustrate the Standard BF05 consistent with Mr Sheppard's recommendations.
- Notwithstanding the above, further changes are required beyond the Proponent's Day 3 changes:
 - Precinct Zone Schedule 4 to:
 - include a minimum 6-metre landscaped setback along the eastern edge of Ferntree Place in Area 3 on the Development framework map
 - amend the Area 2 minimum building separation distance to 12 metres or 10 per cent of the combined building height
 - Precinct Zone Schedule 3 to include a Buildings and works decision guideline for setbacks relating to amenity outcomes to match that included in Precinct Zone Schedule 4.

6.5 The provision of landscaping

(i) Evidence and submissions

Monash Council referred to their submissions to the General Issues Hearing about its concerns in achieving the landscaping and tree canopy planting outcomes. It supported the General Issues evidence of Mr Barnes who recommended:

- the Proponent seek further advice from urban design and landscape experts about opportunities for the commercial and enterprise neighbourhoods to achieve a greater provision of canopy trees
- including a Standard or design guideline in the BFO schedules to retain existing trees that do not unreasonably impact on the development potential of a site, particularly those that can be retained within front, side or rear setbacks of developments.

The Proponent made no direct submission regarding landscaping and canopy trees to setbacks at ground level other than to support Mr Barnes's recommendation regarding retention of existing mature trees. The Proponent's post-Day 2 changes included in the BFO schedule's decision guidelines that apply to retention of significant trees where development potential is not unreasonably impacted.

(ii) Discussion

The provision of landscaping and canopy trees within the setbacks is discussed in the General Issues Report (Volume 3, Chapter 9.11) which concluded the measures to support tree canopy cover in the BFO schedules are not appropriate to achieve the intended objectives and that the draft Amendments needed to be strengthened.

The Committee recommended:

- amending Clause 11.03-6L-01 to include a 30 per cent tree canopy target
- amending the Built Form Overlay schedules to:
 - include an objective in all schedules to retain and protect existing mature canopy trees
 - increase the deep soil percentage to 20 per cent of the total site area for the Key Movement Corridor and Urban Neighbourhood Place types,

- increase the deep soil percentage to 35 per cent of the total site area in the Residential Neighbourhood Place Type
- require type C trees where deep soil exceeds 2,001 square metres
- delete the deemed to comply nature of Standard BF12.

The post-Day 2 and Day 3 versions of the BFO schedules included changes that respond to some of the findings in the General Issues Report (Volume 3) including the retention of mature trees and their calculation in canopy tree Standard BF12 in all Built form Overlay Schedules.

No evidence or submissions suggested alternative or further changes were required for the Monash Precinct beyond those identified in the General Issues Report (Volume 3).

Overall, the Committee is satisfied the proposed setbacks across the precinct provide sufficient opportunities for landscaping and canopy tree planting and are generally consistent with the precinct vision and objectives of the draft Structure Plan. However, the Committee in the General Issues Report (Volume 3) concluded the Built Form Overlay measures to support tree canopy cover are not appropriate.

(iii) Findings

The Committee finds:

- The proposed setbacks are generally adequate to provide for landscaping opportunities with the day 3 provisions which appropriately provide for:
 - a 'Public interface and landscaping' decision guideline relating to the retention of significant trees
 - the retention of mature trees and their calculation in canopy tree Standard BF12.
- The General Issues Report (Volume 3) concluded the Built Form Overlay measures to support canopy tree cover and need to be strengthened. The setback provisions for landscaping and canopy trees in the Monash Precinct Structure Plan Area should be reviewed in the context of the General Issues Report (Volume 3).

6.6 Conclusions and recommendations

The Committee concludes:

- The setback provisions in the Precinct Zone and Built Form Overlay schedules are generally appropriate and support the urban structure and built form objectives of the draft Monash Structure Plan and appropriately respond to amenity impacts on adjoining sites subject to the changes recommended in this report.
- Setback provisions for landscaping and canopy trees should be amended consistent with recommendation GI R36 in the General Issues Report (Volume 3).

The Committee recommends:

4. MON R03: Amend the Precinct Zone Schedule 4 to:

a) Include in the Use and Development Framework Plan (Map 1) a minimum 6-metre landscaped setback along the eastern edge of Ferntree Place in Area 3.

b) Amend Table 1 to:

- include a minimum 6-metre landscaped rear podium setback for Area 2
- amend the minimum building separation for Area 2 to:

12 metres or 10 per cent of the combined building height, whichever the greater.

5. MON R04: Amend the Precinct Zone Schedule 3 to include the following Buildings and Works decision guideline in Clause 11.0:

The relationship between the proposed building setbacks and anticipated building setbacks within a site or adjacent properties to provide equitable access to privacy, daylight and outlook having regard to the proposed internal uses and the height of existing or proposed adjoining built form.

7 Wind considerations

7.1 Referred Matter

The Referred Matter is:

Whether the planning controls minimise adverse wind effects on the public realm and private open space in the Monash Central neighbourhood.

7.2 Background

(i) Draft Structure Plan

The draft Structure Plan envisages the tallest buildings around the station area in the Monash Central neighbourhood. Relevant to the Referred Matters is objective 15 which seeks to ensure new development contributes positively to the public realm including:

Creating enjoyable spaces where people are encouraged to linger

It acknowledges that:

it will be increasingly important to limit overshadowing and the impacts of adverse wind conditions on these spaces.

Relevant strategies and actions that seek to:

- design and site taller buildings to minimise adverse wind impacts along streets and within public spaces and parks
- ensure new development minimises adverse wind impacts on the public realm.

Objective 16 seeks to ensure new buildings provide good amenity for occupants and identifies:

- the use of setbacks to minimise wind impacts of taller buildings
- the need to minimise adverse wind impacts on both the public realm and private open spaces.

(ii) Draft Implementation Plan

Action 15.2 is to amend the Planning Scheme to ensure new development minimises adverse wind impacts on the public realm.

(iii) Draft Amendment

The PRZ4 includes:

- a building and works 'Wind effects on the public realm' outcome:
Development that minimises wind impacts to create and maintain a safe and pleasant environment in the public realm for pedestrians to walk, sit or stand.
- a Standard relating to 'unsafe' wind conditions for public and private open space (mandatory) and 'comfortable' wind conditions on public land and publicly accessible areas on private land (discretionary)
- application requirements for:
 - as part of a Master Plan, preparation of a wind impact assessment report that considers massing and form of a building in publicly accessible areas including their principal role for sitting ('siting'), standing or walking

- as part of a permit application, a wind impact assessment report for developments greater than five stories and a wind tunnel modelling for buildings over 40 metres. In addition, an urban context report must describe:
How the development addresses and provides high-quality public realm outcomes, particularly around the station, and appropriately ameliorates shadow and wind effects.

The PRZ parent provisions do not contain any wind impact considerations.

7.3 Wind considerations in Monash Central

(i) Evidence and submissions

Evidence

Evidence on wind impacts was limited. Mr Barnes considered the proposed Standard to appear 'reasonable' but deferred to other experts on matters of substance.

Professor McGauran considered lowering building heights in the southern area of Monash Central would reduce wind impacts in that area and to the University's main campus. He supported mandatory application of the comfort Standard.

Submissions

The University and Monash Council submitted that the master plan requirements were insufficient, and that consideration of detailed wind impacts at the planning permit application stage was too late to substantially consider wind impacts. They preferred the use of mandatory standards related to safety and comfort in key pedestrian areas on Howleys Road, Normanby Road, the new civic open space, Linear Open Space Street and the new Gateway Plaza, as proposed by the University.

The Proponent maintained that the exhibited wind impact considerations were appropriate for Monash Central. No substantive changes were made to the Day 1 version of documents with respect to wind.

(ii) Discussion

Whether there is a greater role for wind considerations in the Master Plan process

The Committee is satisfied that the Master Plan requirements for a wind impact assessment report provides an appropriate mechanism for addressing wind considerations at the early stage of a development's conception. Wind assessments at this stage will adequately inform decisions regarding building envelopes, siting, and design responses.

The PRZ4 provides sufficient flexibility for wind impacts to be more comprehensively addressed through the permit process. Where a proposed development does not adequately respond to wind impact standards, the responsible authority retains the ability to refuse the permit application or require design modifications to ensure compliance.

The Committee considers this approach strikes an appropriate balance, allowing Master Plans to establish broader spatial frameworks while ensuring detailed wind performance

is assessed and addressed at the stage when building design is sufficiently advanced to allow meaningful evaluation.

Whether the Standard should be mandatory for safe and comfortable wind conditions in specific places

The draft Structure Plan emphasises creating spaces in Monash Central where people can 'linger', connect, collaborate, and share ideas with vibrant public life that spills onto the streets. To achieve this vision, the Committee considers that buildings around new open spaces and key streets should be designed to attract and retain pedestrians, including through comfortable wind conditions.

The Committee notes the Day 3 version of controls introduced line wide changes to drafting for wind requirements (Standard BF08) including to make it a mandatory standard in relation to unsafe conditions and a discretionary standard in relation to comfortable wind conditions. While this approach is appropriate across wider parts of the Structure Plan Area, the Committee considers it appropriate for a higher comfort standard to apply within Monash Central.

The Monash Central precinct is where pedestrian activity will be highest and wind comfort most critical to achieving the draft Structure Plan's objectives. The Monash Central precinct represents a small area of the wider PRZ4 area, but the amenity of its public spaces will be instrumental for the broader precinct's success. Applying the standard as a discretionary provision is likely to result in future development negatively impacting its surrounds in terms of amenity and comfort.

While the Committee considers a PRZ4 mandatory wind comfort standard is necessary for Monash Central north of the University campus to ensure comfortable conditions, it is not necessary to extend the recommended mandatory standard outcome so that it accounts for the University's unbuilt Gateway Plaza.

Whether the planning controls minimise adverse wind effects on private open space

Despite being a Referred Matter, the Committee did not receive detailed submissions or evidence about the proposed PRZ4 controls in terms of wind impacts on private open space including from the Proponent.

The Committee observes that the wording of the proposed Standard is similar to that at Clause 58.04-4 of the Victoria Planning Provisions, relating to apartment developments of 5 or more storeys. It notes that:

- the Standard at Clause 58.04-4 is discretionary about private open space, whereas the proposed Standard in PRZ4 is mandatory
- Clause 58.04-4 is broader in capturing all unsafe wind conditions whereas the proposed PRZ seeks to ensure development does not cause new or exacerbate existing unsafe wind conditions.

There being no contrary evidence, the Committee considers the proposed planning controls for the Monash Central area to be appropriate as they relate to considering wind impacts on private open space.

(iii) Findings and conclusion

The Committee finds:

- The use of the Master Plan provisions for initial wind impact assessments is appropriate.
- The Day 3 version of the Precinct Zone Schedule 4 provides appropriate controls to minimise adverse wind effects to the private open spaces in Monash Central.
- The Precinct Zone Schedule 4 provisions do not sufficiently demonstrate that wind effects on public land and publicly accessible areas on private land will be minimised consistent with the anticipated outcomes for Monash Central core areas. A mandatory comfort Standard for Precinct Zone Schedule 4 Area 1 is warranted.

The Committee concludes:

- The proposed controls do not sufficiently demonstrate that wind effects on public land and publicly accessible areas on private land will be minimised in Monash Central to the extent envisioned in the draft Structure Plan. A mandatory comfort Standard for Precinct Zone Schedule 4 Area 1 is warranted.

(iv) Recommendation

The Committee recommends:

Draft Amendment

- 6. MON R05: Amend Clause 8.0 in the Precinct Zone Schedule 4 to apply a mandatory standard for comfortable wind effects on public land and publicly accessible areas of private land within Area 1.**

8 Floor Area Ratios and Voluntary Public Benefit Uplift Framework

8.1 Referred Matters

The Referred Matters are:

Whether the mandatory floor area ratio (FAR) controls proposed in the draft Planning Scheme Amendment are appropriate.

Whether the proposed Voluntary Public Benefit Uplift Framework is appropriate in respect of the application of the Framework in Monash, including at 16-18 Howleys Road and Mannix College.

8.2 Key issues

The key issues are whether:

- the spatial application of the FAR controls is appropriate
- FARs are set at an appropriate level relative to their intended outcomes
- the strategic land use uplift category of 'commercial floorspace' is appropriate
- the application of the VPBUF generally and to the specified sites is appropriate.

8.3 Background

(i) Draft Structure Plan

The VPBUF is not explicitly mentioned in the draft Structure Plan. It is obliquely referenced in two sections as follows.

- in the Neighbourhood B (Employment Growth) built form guidelines, where the WTS site is identified for *"significant uplift of built form for delivery of office and commercial floorspace, prioritising knowledge-based and advanced manufacturing businesses"*.
- in the strategic sites section (objective 13) which are discussed in the context of their *"strong potential to help deliver policy objectives or public benefit outcomes"*.

(ii) Draft Amendment

FARs are proposed (refer Figure 10):

- across the PRZ4 area including the SDA, Monash Central and surrounds reflecting the different scale of buildings anticipated
- in parts of the PRZ3 including the mixed-use areas along Blackburn, Wellington and Dandenong Roads and portions of the Wellington Road neighbourhood.

The draft PRZ4 and PRZ3 allow the specified mandatory maximum floor area ratios to be exceeded in identified areas, if a public benefit is provided as set out in the VPBUF. The areas and benefits are:

- most of the PRZ4 area, excluding the WTS site. All three benefit categories are proposed to apply (Public realm improvements, affordable housing and strategic land use - commercial office). 16-18 Howleys Road is within this area

- residential land on key corridors including Blackburn, Wellington, Dandenong and North Roads including the whole of the Residential Neighbourhood north-west of Blackburn and Dandenong Roads. Two benefit categories are proposed to apply being public realm improvements and affordable housing. Mannix College is within this area.

Figure 10 Floor Area Ratios in the Monash Structure Plan Area



Source: Suburban Rail Loop East Voluntary Public Benefit Uplift Framework – Part 1, Framework.

(iii) Common Issues conclusions

The Committee concluded in the Common Issues Report (Volume 2, Chapter 4) that the VBPUF is not appropriate and the FARS should not be included in the draft Amendments, until the further work recommended is completed (CI R01 and CI R02).

8.4 Evidence and submissions

The proposed FARs were addressed in evidence in terms linked to building typologies, with the main areas of difference between the experts confined to the FAR settings in the PRZ4 area. Within the Monash precinct Hearing the spatial application of the FARs as a matter of principle was not disputed, nor was the specific FARs applying in the PRZ3.

Evidence

Mr Woodland and Mr Barnes were generally satisfied that the proposed FARs, including those in the PRZ4, reflected the distribution of built form scale as envisaged by the draft Structure Plan. Mr McBride-Burgess supported the FARs in the PRZ4 area as exhibited on

the basis that they offered a stepped approach between different areas of the PRZ, responsive to their form and function.

Professor McGauran suggested the FARs in the Monash Central precinct be reduced from 11:1 to 8:1, and 5:1 for his proposed 'Area 4' north of Normanby Road, in order to support street level amenity, land use and typologies identified as key uses within the MTP.

Mr Sheppard did not address FARs in his written evidence. At the Hearing he indicated that the FARs generally provided an appropriate outcome for their intended urban structure but acknowledged they had not been conceived for urban design reasons. In PRZ4 Area 2, he recommended lowering the FAR from its exhibited 7.8:1 to correspond with his recommendation that the discretionary maximum building height be lowered in that area from 69 metres to 59 metres. He did not nominate a revised FAR. The UDR proposed a FAR of 7:1 in this area. In response to questions, Mr Sheppard explained that this would better reflect the intent of the UDR for this area to achieve 'mid-rise' outcomes in the order of 14-storeys, supporting research and development buildings.

Mr Woodland interpreted the meaning of 'commercial office' in the VPBUF to be an ordinary office use. He recommended limiting the strategic land use category within the VPBUF for the PRZ4 area to the delivery of specialised types of office floorspace rather than the delivery of generic office floorspace, to ensure that desired education, research and innovation focus for the precinct is prioritised. He was otherwise generally satisfied with the proposed VPBUF as it applied to the Structure Plan Area including its application to Mannix College.

Mr Quick shared similar views to Mr Woodland regarding the application of the VPBUF to generic office uses.

Mr Barnes did not raise any substantive issues with the VPBUF as it relates to the Monash precinct and referred to his broader concerns aired in the General Issues Hearing. He broadly supported Mr Woodland's recommendation for specialised office uses, preferring the category to apply to *"commercial floorspace aligned with the economic development objectives of the area"*.

Submissions

Setland made written submissions for land at 16-18 Howleys Road, Notting Hill, which falls within the PRZ4 Area 2. It sought to increase the FAR for its site on the basis that the proposed maximum FAR can be reached below the discretionary maximum building height, and to reach the maximum height would require the provision of one or more public benefits to warrant a FAR uplift.

Pemara group supported the exhibited FAR of 7.8:1 for Area 2 in PRZ4 and applying it to its site at 352-368 Ferntree Gully Road, Notting Hill. It did not support lowering the FAR as suggested by Mr Sheppard. Pemara group submitted that PRZ3 Area 4 required a mechanism (such as a FAR) to incentivise developers who provide public benefits such as pedestrian links.

Monash Council and the University were critical of the FARs, noting there was no information or evidence as to how they had been derived to determine if they were appropriate. They supported Professor McGauran's recommendations to the lower FARs

in the Monash Central (PRZ4) area. Monash Council submitted that the relevant FAR should not be able to be exceeded if the uplift resulted in non-compliance with its suggested mandatory shadow controls.

The University submitted that the strategic land use category of the VPBUF should be changed. It sought to confine the uplift of floorspace where associated with health, medical, advanced manufacturing, innovation, research and development and education uses.

Monash Council took a similar approach regarding the issue of land use; and additionally sought to remove enlarged built form setbacks and specific links for public realm improvements as eligible categories of public benefit.

Mannix College did not make a submission.

The Proponent:

- In relation to FARS:
 - accepted Mr Sheppard's recommendation 'subject to drafting'
 - Day 2 documents showed a FAR of 7:1 in Area 2 of PRZ4.
- In relation to the VPBUF:
 - supported Mr Woodland's recommendation and included the following change in its final version of the VPBUF:
Category 3 – Strategic Land Use (commercial office for or in association with research and development, health, medical, or advanced manufacturing industries)

8.5 Discussion

The Committee has concluded in the Common Issues Report (Volume 2, Chapter 4):

- The ability of the VPBUF to be practically applied and deliver the envisaged public benefits has not been demonstrated
- The FARs have not been justified and are not appropriate
- While it is possible to calculate the amount of uplift using the VPBUF methodology, the calculations are complex
- Other aspects of the VPBUF do not support its practical implementation.

While the FARs have serious issues, their general spatial application in the Monash Structure Plan Area is considered appropriate and logically follows the areas anticipated for the greatest levels of change and where public benefits are concentrated.

Notwithstanding the absence of any strategic justification for setting the FARs, the Committee has concluded in Chapter 11 that it is appropriate to maintain a diverse mix of uses in the Monash Central precinct and has agreed broadly to the PRZ4 heights and setbacks in Chapters 5 and 6. For this reason, the Committee does not support Professor McGauran's alternative FARs in the PRZ4 or Setland's submission for higher FARs at its site.

The Proponent's updated FAR for Area 2 of the PRZ4 (being 7:1) aligns with the UDR, and lower maximum building height of 59 metres advanced by the experts and adopted by the Proponent.

Relevantly, the Committee's conclusions for the zoning of the Milwaukee site and the WTS site in Chapter 16 have consequential impacts on the application of FARs to these sites. Adjustments are required accordingly if FARs are to be retained.

There are no Monash-specific matters that justify diverging from the comprehensive conclusions reached in the General Issues Report (Volume 3) relating to the VPBUF. No evidence or submissions satisfactorily explained or analysed how the FARs were calibrated and applied in Monash. The Committee was not presented with a clear methodology or explanation of how the FARs were set for specific sites.

The FARs are required to support the operation of the VPBUF, so without the FARs it follows that the VPBUF could not be applied.

The Committee observes if a VPBUF were to apply:

- there is no reason why the sites at 16-18 Howleys Road and to Mannix College should be excluded
- a generic 'commercial office' use as a category of uplift is not appropriate for PRZ4
- it should account for the Committee's recommendations in this report regarding the Milwaukee site and the WTS site.

8.6 Findings and conclusion

The Committee finds:

- In the event that Recommendation CI R01 is not adopted, the Committee finds that:
 - the Voluntary Public Benefit Uplift Framework should apply to Mannix College and 16-18 Howleys Road
 - a generic 'commercial office' use as a category of uplift is not appropriate for Precinct Zone Schedule 4
 - Voluntary Public Benefit Uplift Framework should account for the Committee's recommendations in this report regarding the Milwaukee site and the Monash Waste Transfer Station site (MON R13, MON R14 and MON R17).

The Committee concludes:

- The FAR controls proposed in the draft Amendment are not appropriate and should not be applied. Refer to the General Issues Report (Volume 3, Chapter 4).

9 Pedestrian access and links

9.1 Referred Matter

The Referred Matter is:

Whether the planning for active transport in the Monash Structure Plan Area is appropriate, including with respect to:

- Key links within Monash University land
- Links between the Monash SRL East station and the Clayton Bus Interchange
- The future role and objectives for the Notting Hill neighbourhood as set out in the draft Structure Plan
- The Employment Growth, Monash Central and Notting Hill neighbourhoods
- The proposed approach and mechanisms to deliver these links
- The cycling infrastructure facilitated by the draft Structure Plan.

9.2 Key issues

The key issues are whether:

- proposed key links effectively integrate with current and planned links within the University site, including between the station and the Clayton Bus Interchange
- proposed key links in the Notting Hill neighbourhood enhance permeability through the neighbourhood to key locations including Monash Central neighbourhood
- proposed key links and new streets across the Employment Growth, Monash Central and Notting Hill neighbourhoods achieve effective connectivity, permeability and a safe environment for active travel
- sufficient direction is provided on how links will be delivered and cycling infrastructure is facilitated.

9.3 Background

(i) Draft Structure Plan

The draft Structure Plan includes a range of initiatives that endeavour to influence travel behaviours through infrastructure upgrades and enhancements that promote a shift from private car travel to public and active transport. It recognises that walking and cycling are supported across the University campus however the street network beyond this requires improvements to connectivity and safety.

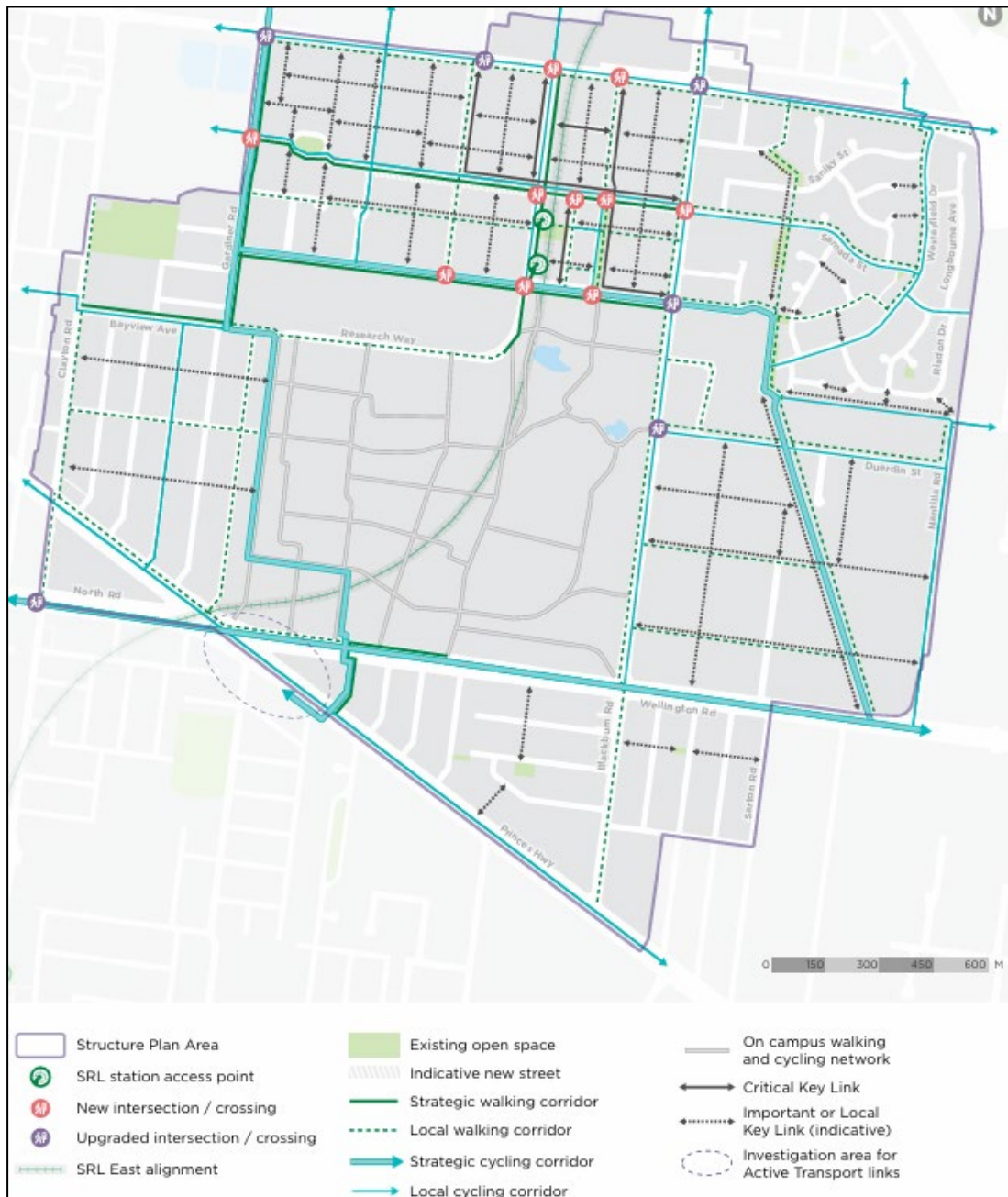
Planning for active transport is shown in the draft Structure Plan, including through the connections and corridors (refer Figure 11).

Proposed initiatives to support modal shift include:

- improving local active transport connections, permeability and place activation
- creating new streets, laneways and through-block links
- a network of high-quality strategic and local walking and cycling routes

- Planning Scheme controls for new developments that promote and support active transport options, such as parking limitations, provision for bicycle parking
- on-street parking management and car share schemes
- improved access to public transport.

Figure 11 Monash Structure Plan Area active transport connections



Source: Draft Monash Precinct Structure Plan (Figure 18)

(ii) Draft Implementation Plan

The draft Implementation Plan includes objectives supported by key projects that have a focus on supporting active transport across the precinct including for:

- a new, highly walkable street network at the centre of the Structure Plan Area

- a network of strategic and local bus corridors
- wayfinding improvements
- investigation of a future high-capacity public transport corridor through or adjacent to the core of the precinct
- a legible and safe active transport network of walking and cycling routes across the precinct, including improved road crossings for pedestrians and cyclists
- precinct parking planning
- car parking rates that support active transport and requirement for a Green Travel Plan for new larger scale developments
- policy development for on-street parking management.

(iii) Draft Amendment

BFO5, BFO6 and BFO7 propose:

To increase permeability and connectivity for pedestrians and cyclists, with the creation of through-block pedestrian connections to achieve a fine-grain street and laneway network.

PRZ3 has an objective:

To facilitate a new urban structure that prioritises active travel, and provides streets and pedestrian connections, to support a mix of land uses and diversity of lot development sizes.

PRZ3 also includes permit application requirements for provision of bicycle parking.

PRZ4 provides greater direction to the provision of active transport, due to it being the core of the precinct, and identifies within the role of the Monash Central and Surrounds:

A new hierarchy of connected streets, laneways and cross-block through links will extend across the Station Development area and environs over time, supporting multi-modal access and prioritising active travel.

PRZ4 has an objective:

To increase permeability and connectivity for public transport, pedestrians, cyclists and vehicles with new through-block links that support the creation of a fine-grain street and laneway network that extends to Samada Street.

PRZ4 also includes permit application requirements for an Integrated Transport and Access Report, a Green Travel Plan and provision for bicycle parking.

Indicative Important Key Connections are shown on Map 1 to the PRZ4, with Specific or Indicative links shown in the relevant Map 1 of the BFO5, BFO6, and BFO7.

The BFO schedules include a decision guideline to consider:

Whether there are reasonable opportunities to contribute to and fulfil the completion of a through-block pedestrian connection on adjacent land over time

Sustainable transport strategies contained at Clause 11.03-6L-01 include:

Deliver specific links along the alignments shown on the Structure Plan Area maps within this clause, and indicative links in locations that support safe and easily navigable through-block connections that improve neighbourhood connectivity.

Encourage new developments to promote and support active transport options.

(iv) General Issues conclusions

The Committee concluded in the General Issues Report (Volume 3, Chapter 9.9) that the BFO schedules are not appropriate in respect of the identification and delivery of

pedestrian connections and links. It found that a review of pedestrian links is necessary to clearly identify critical links so that they can be identified in the Structure Plan and draft Amendment to secure their delivery. Delivery and funding mechanisms also need to be confirmed.

9.4 Active transport

(i) Evidence and submissions

Evidence

Mr De Young said active transport will be assisted through:

- the enhanced strategic and local walking and cycling connections
- the enhanced and new crossings of major arterial road intersections
- improving the cycling network through enhancements and additions to the off-road, on-road and mixed traffic 'sharrow' facilities
- providing improvements to the public transport network.

He considered the transport-related actions of the draft Implementation Plan assigned Monash Council as the lead party for infrastructure works were typically undertaken by councils.

Mr Walsh was generally satisfied with the proposed active transport network, subject to several changes. He considered the realisation and improvement of the active transport network was critical to achieving objective 18 of the draft Structure Plan to *"encourage a shift towards more sustainable transport modes"*.

Mr Walsh considered:

- it important that meaningful changes are undertaken to the strategic corridors to achieve the mode shift
- insufficient guidance had been provided to show how streets will function
- the draft Structure Plan had not sufficiently informed what is required to achieve the mode shift and further detail was required about the improvements proposed, including what is possible within the nominated strategic walking and cycling corridors
- the lack of proposed works costing concerning.

Submissions

Monash Council submitted:

- minimal transport network interventions were proposed across the Structure Plan Area
- achieving modal shift relied on significant investment in active transport improvements to bicycle and pedestrian infrastructure within the precinct
- insufficient information was provided to demonstrate how the active transport aspirations will be achieved
- the active transport mode split targets are ambitious and the proposed active transport projects were unlikely to achieve them
- there was limited information about how safe, quality cycling infrastructure is to be provided in areas where road space is limited.

The University said it was committed to prioritising active transport throughout its campus and had undertaken significant works over the past 10 years to improve this outcome. It strongly encouraged improved public transport connections however had concerns regarding the integration of the proposed station with existing transport infrastructure.

The University considered the mode shift targets for the precinct were too ambitious and needed to be supported by concrete plans and investment in active transport projects. It recommended bringing forward active transport projects and phasing in parking restrictions until the area can leverage the station to achieve the mode shift targets.

The Proponent advised that the traffic and transport aspects of the draft Structure Plan were informed by the:

- Transport Report
- UDR
- *SRLA Technical Note TN-MON01 - Monash Pedestrian Connections* (MON 29) read in conjunction with *SRLA Position Paper PP-G02 – Pedestrian Connections* (GI 102).

The *SRLA Position Paper PP-G02 – Pedestrian Connections* (GI 102) outlined the proposed approach to the implementation of key links will be by encouraging their delivery through the course of development and having regard to the provisions of the PRZ schedules and BFO schedules. It considered this approach enabled delivery and provided certainty without predetermining precisely how they will be delivered.

It also outlined that the draft Structure Plan included guidance in respect of roads and streets across the precinct, identifying desirable outcomes and guiding future processes for improvements to their place and movement roles, including through the identification of:

- 'public realm street typologies' having regard to the place role of each relevant road and street
- movement functions having regard to public transport, active transport, freight and general traffic routes.

(ii) Discussion

The Committee supports the aspirations, objectives and initiatives of the draft Structure Plan and draft Implementation Plan to achieve a modal shift away from car use to active transport alternatives. Delivering the station will transform travel to and from the Monash Precinct.

The planning for active transport improvements has been carried out at a reasonably high level, and this has allowed constructive feedback to be provided by Monash Council, the University and other submitters.

In response to evidence and submissions, the Proponent made several changes to the draft Structure Plan, draft Implementation Plan and PRZ and BFO schedules that responded positively to recommendations made. This included a new action within the draft Implementation Plan to:

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.

Several proposed links through the precinct in the residential and industrial areas have also been removed after they were considered unnecessary.

Monash Council and the University have both advocated for transport project additions to the draft Implementation Plan, however many of these would require significant work on specific projects to a much greater detail than is necessary at this stage. The revised draft Implementation Plan includes actions that will lead to further work being undertaken over the short, medium and long term. The Committee considers this to be a practical approach to planning for active transport initiatives of the draft Structure Plan.

While the Committee considers that the provision of additional pedestrian and cycling linkages will assist in supporting active transport and mode shift there are broader issues associated with the identification of pedestrian links as identified in the General Issues Report (Volume 3).

(iii) Findings

The Committee finds:

- The planning for active transport in the draft Structure Plan and draft Implementation Plan has established a network of pedestrian and cycling links and a delivery actions and projects that will improve connectivity and support active transport and mode shift.
- The following Day 3 changes are generally appropriate:
 - including a key link delivery framework in the draft Implementation Plan
 - deleting from the Built Form Overlay schedule Development framework plans the linkages identified in Technical Note TN-MON01 unless otherwise recommended in this report and which should form any further work on pedestrian links.
- Across all precincts, a review of pedestrian links is necessary to clearly identify which links are required. Required links should be identified within the draft Monash Structure Plan and draft Amendment to secure their delivery. Delivery mechanisms need to be confirmed, and funding mechanisms should be confirmed as soon as possible (within 12 months). Refer to the General Issues Report (Volume 3, Chapter 9.9).

9.5 Key links within Monash University land

(i) Evidence and submissions

Evidence

Mr De Young acknowledged:

- existing active transport links within the University land had been well planned and formed a comprehensive network
- the University Masterplan appropriately proposed to upgrade Scenic Boulevard to slow vehicular traffic and prioritise pedestrians and cyclists

- widening of existing paths within the University campus would be required over time to respond to increased movements to and from the SRL station.

Mr Walsh referenced proposed cycling connections shown in the draft Structure Plan and said they generally aligned with those proposed in the University Masterplan. He considered it unclear how these improvements would be facilitated by the draft Amendment and there should be engagement between the University and the Proponent on transport connectivity through the University campus. He also considered that indicative key connections shown through the Milwaukee site did not connect to any destination, with adjacent streets more likely to be used. Mr Walsh recommended its designation be deleted from PRZ4.

Mr Sheppard considered the proposed links across the Milwaukee site would provide access for the various uses within the station environs, to the station and would also connect to bus stops on the west side of Blackburn Road and on both sides of Normanby Road. On this basis, Mr Sheppard recommended they be retained.

Professor McGauran considered:

- through master planning the University had given considerable thought to providing new accessible paths of movement through the campus, to its adjoining land holdings and to the proposed station
- Scenic Boulevard was proposed to be transformed into a shared zone with pedestrian and active transport focus
- new links identified in the University Masterplan included two new north-south walks, Scenic Walk and an extension of College Walk as part of the renewed north-east college precinct of the core campus
- College Walk was intended to extend north to the western interface of the Milwaukee site
- this extension required a mid-block pedestrian crossing over Normanby Road and associated traffic calming.

Professor McGauran recommended the indicative key links through the Milwaukee site be removed as the University's future planning of the site would incorporate high quality pedestrian permeability opportunities, bespoke to the ultimate design outcome.

Submissions

The University submitted:

- over 60 per cent of students travelled to the campus by public transport
- the connection from the station to the centre of the campus should be improved with pedestrian access upgrades extending along Scenic Boulevard into the campus rather than stopping at Normanby Road
- the north-south links adjacent to the SRL station did not integrate with the University campus
- a public transport integration strategy should be undertaken to assess pedestrian movements from the station to the campus
- the proposed links across the Milwaukee site and their land on the east side of Blackburn Road were unnecessary and not supported, as:
 - the links would fragment the sites

- the University would deliver integrated pedestrian connections across the Milwaukee site when the site was redeveloped.

Monash Council submitted:

- the University had made significant improvements to active transport and mode shift throughout its campus, with further works planned for a Gateway Plaza and pedestrian boardwalk connecting to Normanby Road
- indicative key connections shown through the Milwaukee site should be deleted from the PRZ4.

The Proponent advised that it has taken no position on potential future links internal to the University campus as this was a matter for the University, and to the extent it involved bus connectivity, Department of Transport and Planning (Transport). In terms of links within the University's other sites, it considered:

- the PRZ4 concept plan and master plan requirements would ensure that the urban structure is implemented in an integrated way
- planning for the Milwaukee site should integrate it with the balance of the PRZ4 area
- other University landholding connections should be included within BFO7
- the removal of links shown across the Synchrotron site at 800 Blackburn Road, Clayton was appropriate as identified in its Day 1 changes.

(ii) Discussion

The University has and will continue to plan effectively for active transport connections across its core campus, with their recent master planning acknowledging the proposed station and how improved integration with the campus can be achieved as the station is developed. Retaining the links through the campus within the draft Structure Plan is appropriate as they are indicative only and helpful for planning connections outside the campus area.

The aspects of contention in relation to proposed links related to other land owned by the University, primarily the Milwaukee site.

The Committee broadly agrees with the need for new links across the Milwaukee site, as they have practical benefits including supporting the permeability for future site development and its connectivity to the proposed station and improved access to/from bus stops along Blackburn Road and Normanby Road.

However, as per the Committee's conclusions in Chapter 16.4 for the University's landholdings beyond its core campus to be included in the PUZ, the Committee agrees with the University that it can deliver such connections absent from the PRZ.

The proposed links across land University land on the east of Blackburn Road are also supported as they connect with a bus stop on Blackburn Road and will facilitate permeability across the area. However, consistent with the Milwaukee site, should these sites be included in the PUZ as recommend connectivity and permeable linkages and connections are still likely to be delivered.

(iii) Findings

The Committee finds:

- The links shown within the University campus within the draft Structure Plan are indicative only and broadly align with the University's master planning
- Should the Committee's recommendations in Chapter 16.4 be supported for University land beyond its core campus to be included in the Public Use Zone, the development of those sites by the University is still likely to result in the provision of integrated pedestrian connections, allowing the consequential removal of the related links from the draft Monash Structure Plan, and Precinct Zone and Built Form Overlay schedules.

9.6 Links between the SRL station and the Clayton Bus Interchange

(i) Evidence and submissions

Evidence

Mr De Young's evidence was:

- numerous future bus routes would stop at both the existing University bus interchange and the new bus interchange at the station
- most passengers seeking to interchange between the station and the Clayton Bus Interchange would do so by bus
- in the absence of a route through the University campus, buses would need to travel around the University resulting in a longer travel time
- a bus route through the University campus through Scenic Boulevard would improve access for students to the station.

Mr Walsh said the draft Implementation Plan should include an additional action requiring the investigation of transport connectivity between the station and the Clayton Bus Interchange.

Mr Barnes considered additional work was required to determine a clearer policy and strategic framework for the future role of the existing bus interchange and associated pedestrian links with the station.

Submissions

Monash Council considered that connectivity between the station and the Clayton Bus Interchange was critical to the active transport function of the precinct.

The University submitted:

- it encouraged improved public transport connections, however, was concerned about integrating the proposed station with existing transport infrastructure
- the connection between the Clayton Bus Interchange and station is unclear and would be inefficient for commuters
- public transport commuters would need to walk over one kilometre between the interchanges

- a comprehensive public transport integration strategy was required to define the roles of the Clayton Bus Interchange and the proposed station interchange and to address pedestrian movement between them.

The Proponent submitted:

- the draft Structure Plan showed active transport links informed by the movement network on the University campus and had not identified active transport links over the University campus
- an additional action to investigate transport connectivity between the station and Clayton Bus Interchange was unnecessary as the draft Implementation Plan included actions led by DTP Transport to:
 - establish a network of strategic and local public transport routes as shown in Figure 17 of the draft Structure Plan
 - plan for improved bus priority along Key Movement Corridors
- DTP Transport was responsible for bus network management and would consider the operation of the bus network, Clayton Bus Interchange and Monash SRL East station in the Monash Precinct in the context of the Suburban Rail Loop.

(ii) Discussion

In the traffic and transport expert meeting, Mr De Young and Mr Walsh agreed on the need for an Implementation Plan action to investigate transport connectivity between the station and the Clayton Bus Interchange.

While the Proponent considered that existing actions of the draft Implementation Plan would encompass the investigation of transport connectivity between the bus interchanges, the Committee considers that this aspect is of significance to the precinct and deserving of a specific action. Such an action would also ensure that all key stakeholders are appropriately involved.

(iii) Finding

The Committee finds:

- There is a need for a future investigation on bus interchange connectivity between the University and SRL station bus interchanges to ensure their effective and efficient operation.

9.7 Future housing role and objectives for the Notting Hill neighbourhood

(i) Evidence and submissions

Evidence

Mr De Young considered the planning for active transport in the wider Structure Plan Area appropriate.

Mr Walsh:

- said in most cases, links were dependent on development of several land holdings, and the realisation of the links would require property owners to develop and accept they would have to provide the land for public accessibility
- supported the Proponent's proposed removal of most of the links shown in the neighbourhood as identified in *SRLA Technical Note TN-MON01 - Monash Pedestrian Connections* (MON 29)
- considered the remaining two proposed links at the southern boundary of the neighbourhood (2/40 Risdon Drive and at the end of Marina Court, Notting Hill) would be difficult to provide through a planning permit process.

Mr Sheppard considered the proposed connections at the end of Hunsford Avenue and Marina Court, Notting Hill were proposed at a 3-metre width and would not materially affect development of the residential properties.

Submissions

Monash Council submitted:

- the aspirations for greater permeability are supported, however several of the proposed linkages are impractical
- the draft Structure Plan and draft Amendment should clearly identify which pedestrian links were 'critical' or 'desirable'
- the links shown in the Notting Hill neighbourhood should be deleted.

The Proponent advised:

- a review of proposed pedestrian connections had occurred against a range of criteria, as outlined in *Technical Note TN-MON01*, to confirm the requirement for individual links
- this resulted in the removal of most of the links in the neighbourhood as they were of less strategic significance and in the vicinity of streets that provided a similar connectivity benefit
- new pedestrian and cycling crossings along Blackburn Road would encourage active modes of travel between the 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
- a network of connected Green Streets will enhance permeability
- as development takes place, new pedestrian links will improve walkability.

(ii) Discussion

The Proponent actively responded to submissions from the other parties and their experts when reviewing proposed links in the Notting Hill neighbourhood with Day 1 changes removing most of the proposed links. The Committee supports the removal of these neighbourhood links as they are not strategically significant and are in the vicinity of streets that provide a similar level of connectivity.

The Committee supports the two links proposed to remain at the southern boundary of the Notting Hill neighbourhood –

- the connection from Risdon Drive in the vicinity of Hunsford Avenue to the local cycling corridor running east-west behind the existing properties along Risdon Drive
- the connection from the end of Marina Court to the east-west local cycling corridor.

These connections will provide a significant benefit for active transport locally by connecting to the existing east-west cycling corridor that is planned to connect through to the Normanby Road Strategic Cycling corridor.

The proposed link from the end of Marina Court to the east-west local cycling corridor is shown in several figures of the draft Structure Plan but has been omitted from BFO6. A correction to Map 1 of BFO6 is required to show this connection.

(iii) Findings

The Committee finds:

- Practical consideration has been given to the need for local key links through the Notting Hill neighbourhood, with proposed local links generally providing the ability for active transport to be supported and to maintain the future role and objectives of the neighbourhood as set out in the draft Structure Plan and as amended in *Technical Note TN-MON01* and Day 3 changes to the Built Form Overlay schedules.
- The two key links proposed at the southern boundary of the neighbourhood connecting to the existing local cycling corridor will add to the connectivity and improve active transport options for the local community.
- Built Form Overlay Schedule 6 Development framework (Map 1) contains an error and should be corrected to show a local key link from the end of Marina Court to the east-west local cycling corridor.
- The identification and labelling of pedestrian connections and links more generally in the Precinct Zone and Built Form Overlay schedules is complex and confusing and on this basis the identified links within Notting Hill are not appropriate without further work.

9.8 The Employment Growth, Monash Central and Notting Hill neighbourhoods

(i) Evidence and submissions

Evidence

Mr De Young stated:

- the planning for active transport in the Structure Plan Area was appropriate
- connections were proposed for public realm and pedestrian permeability benefit through the sites
- links were based on a future development scenario, not what exists now.

Mr Walsh considered:

- within the Monash Central neighbourhood:
 - the two east-west pedestrian key links provided limited benefit to east-west travel that is not already provided by the new East-West Street or Normanby Road as there was no safe crossing point where they connect to Blackburn Road
 - the north-south pedestrian key link provided no benefit to travel that was not already provided by the new linear open space street or Blackburn Road
- within the Employment Growth neighbourhood:
 - the area was over prescribed with local key links (spaced at approximately 120 metres) and were dependent on site development
 - spacing of 240 metres between links was more reasonable.

Mr Sheppard stated:

- proposed links were indicative and did not need to be exactly as shown in schedule maps or to be drawn 'straight'
- links were more than a through-connection as they also allowed for movement between sites
- proposed links in the eastern part of the Monash Central neighbourhood:
 - provided access to bus stops on Blackburn Road and Normanby Road
 - enabled internal pedestrian movements between the various uses within the Central Core and between them and the station
 - should be retained
- proposed links in the Employment Growth neighbourhood:
 - were needed due to the large property sizes to enable local movement and interaction
 - could be rationalised from two north-south connections, between Gardiner Road and the Redwood Drive extension, to one connection.

Mr Barnes considered that connections:

- should be a mandatory requirement in the BFO schedules and master plan when prepared for the Monash Central area
- would connect with a link on adjoining properties to complete a through-block connection, to ensure that the link is provided in the long term.

Mr McBride-Burgess' evidence was:

- the two proposed east-west key links between Ferntree Place, Gardiner Road, Business Park Drive and Ferntree Gully Road should be amalgamated into a single east-west link
- the proposed new key link along the eastern boundary of 352-368 Ferntree Gully Road should not be contained entirely on that property and should be shifted to the common boundary.

Submissions

Monash Council submitted:

- the work undertaken to identify pedestrian links was inadequate
- removing several links suggested that the work underpinning the initial identification of links was not robust

- the Employment Growth neighbourhood should remove:
 - the north-south link immediately west of Gardiner Road
 - the east-west link immediately south of Ferntree Gully Road
- links adjoining the WTS site should be removed
- indicative new streets shown in the Employment Growth neighbourhood should be shown to have critical pedestrian connections along them.

The University's position on linkages including through the Milwaukee site are set out in Chapter 9.5 and not repeated here.

Pemara group:

- submitted there should only be one east-west pedestrian link from Gardiner Road to Ferntree Place by deleting the northern most link in this area
- did not oppose the north-south pedestrian connection proposed for the western boundary of 352-368 Ferntree Gully Road provided it was limited to 3 metres wide
- opposed the proposed north-south pedestrian connection for the eastern boundary of 352-368 Ferntree Gully Road proposing it be shown adjacent to the WTS land and considered with any future redevelopment of that site.

The Proponent advised:

- the links shown on relevant BFO schedule Development Framework Plans were generally appropriate, particularly having regard to their typically indicative nature and the framework for their delivery
- it had reviewed the pedestrian links across the Structure Plan Area and determined to remove several links as they were of less strategic significance and in the vicinity of streets that provided a similar connectivity benefit
- it proposed to consolidate the two east-west links shown north of Business Park Drive
- the north-south pedestrian connection along the eastern boundary of 352-368 Ferntree Gully Road, adjacent to the WTS site, provided permeability and connectivity from Ferntree Gully Road to land within the area.

(ii) Discussion

Discussion relating to the Notting Hill neighbourhood is covered in Chapter 9.4 and the Milwaukee site linkages in Chapter 9.5. That discussion is not repeated here.

The Proponent actively responded to evidence and submissions when reviewing proposed links in the Employment Growth, Monash Central and Notting Hill neighbourhoods with Day 1 changes removing several proposed links.

The Proponent's Day 2 and post-Day 2 changes (and included in the Day 3 version) consolidate the two east-west links north of Business Park Drive in the Employment Growth neighbourhood. This change is supported. As discussed in Chapter 19, the PAO shown on the western boundary of 352-368 Ferntree Gully Road has limited impact on that site and confines land take to the minimum extent necessary to achieve appropriate pedestrian movement and intersection outcomes.

The Committee agrees with Mr De Young that the proposed connections generally provide public realm and pedestrian permeability benefits through the sites and not necessarily pedestrian connectivity benefit across the sites. It is further agreed with Mr De Young that links will be based on a future development scenario and not what exists now.

A key element of the decision guidelines in BFO6 and BFO7 is the assessment of whether there is reasonable opportunity to contribute to and fulfil the completion of a through-block pedestrian connection on adjacent land over time. Proposed links will be considered through the planning process for redevelopment of sites. Monash Council as responsible authority will assess the achievement of the indicative connections as they assess permit applications.

The Committee broadly supports the location of the identified links across the Milwaukee site, as they have practical benefits including supporting the permeability for future site development and its connectivity to the proposed station and improved access at bus stops along Blackburn Road and Normanby Road.

However, the Committee in Chapter 16.4 recommends the University's landholdings beyond its core campus (and 800-820 Blackburn Road) are included in the PUZ, including the Milwaukee site. The Committee agrees with the University that even without the PRZ, it would still have a strong reason to ensure connectivity and permeability when redeveloping the Milwaukee site to ensure that it is integrated and well connected to other parts of the neighbourhood and SRL station to a high standard of delivery. Accordingly, the links through the site should be removed or limited to perimeter 'arrow' style indicators of potential link connections.

As discussed in Chapter 16.5, the Committee recommends the WTS site be included in the PRZ4 with an applied Area 2 Zone to reflect the same aspirations as the land surrounding it. Should this be supported, it would be appropriate for pedestrian connectivity to:

- to extend the indicative important key connections (immediately west of Blackburn Road through to Ferntree Gully Road and from the Linear Open Space Street to Blackburn Road in alignment with Finch Street)
- reinstate across the site the proposed Essential Key Street (continuation of the Linear Open Space Street through to Ferntree Gully Road and the east-west connection from Howleys Road to the Linear Open Space Street in alignment with Finch Street).

The Committee considers that proposed links adjoining the WTS site should be retained regardless of its zoning. These links cater for future potential redevelopment of the site, support active transport and ensure pedestrian permeability across the neighbourhood. It is however considered that the north-south Indicative Important Key Connection shown on the eastern boundary of 352-368 Ferntree Gully Road should be aligned to be on the common boundary of the site with the WTS site to allow this link to be considered as part of the future redevelopment of either property.

(iii) Findings

The Committee finds:

- Practical consideration has been given to the need for key connections through the Employment Growth, Monash Central and Notting Hill neighbourhoods.
- The proposed Built Form Overlay indicative pedestrian linkages and Precinct Zone important key connections generally provide the ability for active transport to be supported within the Employment Growth, Monash Central and Notting Hill neighbourhoods consistent with Day 1 and Day 2 changes (included in the Day 3 changes) to:
 - remove several proposed links in the Notting Hill neighbourhood
 - consolidate the two east-west links north of Business Park Drive in the Employment Growth neighbourhood
 - apply the Public Acquisition Overlay (PAO2) shown on the western boundary of 352-368 Ferntree Gully Road to only the required land to establish proposed intersection widening for Howley's Road
- The identification and labelling of pedestrian connections and links more generally in the Precinct Zone and Built Form Overlay schedules is complex and confusing and, on this basis, the identified pedestrian links are not appropriate.
- On this basis the identified links within the Employment Growth, Monash central and Notting Hill Neighbourhoods are not appropriate without further work.
- In the context of the Committees conclusions in Chapter 16 changes are required to the designation of important key connections shown on the Precinct Zone Schedule 4 Use and Development Framework Plan for the Milwaukee and Monash Waste Transfer Station sites to:
 - remove the indicative important key connections from the Milwaukee site
 - realign the north-south indicative important key connection shown on the eastern boundary of 352-368 Ferntree Gully Road realigned to the common boundary of the site with the Monash Waste Transfer Station
 - extend the north-south important key connection immediately to the west of Blackburn Road to Ferntree Gully Road (refer to conclusions and recommendations in Chapter 20)
 - include a key important link through to Blackburn Road from the extended Linear Open Space Street
 - extend the Linear Open Space Street (essential key street) to Ferntree Gully Road and the east-west essential key street connection to the extended Linear Open Space Street (refer to conclusions and recommendations in Chapter 20).

9.9 The proposed approach and mechanisms to deliver links

(i) Evidence and submissions

Evidence

Mr De Young's evidence was:

- the connections proposed appropriately provided for public realm and pedestrian permeability benefit through the sites, and not necessarily pedestrian connectivity benefit across the sites
- the purpose of identifying connections was to guide the planning of the future development sites to achieve the public realm and permeability benefits, and the responsible authority could vary their location
- the Proponent should not be responsible for all proposed works, as typically active travel projects were delivered by the DTP Transport or Councils.

Mr Walsh considered:

- if projects were not achievable or funded, then the mode shift to the extent sought would be unlikely to be achieved
- in most cases, links were dependent on development of several land holdings, and their realisation would require property owners to develop and accept they would have to provide the land for public accessibility.

Mr Barnes' evidence was:

- the intent to provide additional pedestrian connections and links throughout the Structure Plan Area was a positive aspiration for the future public realm
- nominated links could only be facilitated as part of negotiations during individual site development
- it was uncertain if sufficient detailed work had occurred to identify links that could be practically provided
- there was a risk there would be inconsistent provision of pedestrian connections
- a confirmation and reconciliation of identified pedestrian connections and links was required, in addition to preparing and implementing a clearer policy and strategy framework to deliver nominated pedestrian connections and links in a logical and consistent manner
- if proposed links are confirmed to be in practical locations, there should be mandatory requirements in the BFO schedules, where they connect with a link on an adjoining property to complete a through-block connection, to ensure that the link is provided in the long term.

Mr Woodland:

- was satisfied that the concept plan and master plan provisions in the PRZ4 would provide an appropriate means of delivering the relevant pedestrian connections in the precinct
- agreed with the evidence of Mr Barnes that links shown in the Structure Plan Area should be reviewed to ensure that they could be practically achieved
- said flexibility was required to consider alternative outcomes on a case-by-case basis for proposed links
- supported pedestrian connections being a discretionary standard in the BFO.

Mr McBride-Burgess considered the mechanism for delivering the proposed links should be re-evaluated to provide greater clarity for landowners and greater certainty for delivery.

Submissions

Monash Council submitted:

- work undertaken to identify and provide the pedestrian links was inadequate
- the draft Amendment should identify which links are critical and which are not critical but nevertheless desirable to have, with a mechanism to ensure that the critical links are provided
- PRZ4 should be amended so that where it is critical that a pedestrian link is provided, the provision of the pedestrian link is made mandatory
- where the pedestrian link is unlikely to be provided, the PAO should be applied so that the critical pedestrian link is provided.

The University:

- identified the Transport Report set out a priority network, identifying key links with new and upgraded crossing points
- was concerned that key links outside the project boundary were proposed to be delivered by the relevant landholder
- was concerned it would be responsible for planning and investing in infrastructure that it may have not previously considered necessary
- submitted the draft Structure Plan should be revised to clearly assign responsibilities for upgrading the priority network and identifying key links and new and upgraded crossing points.

The Proponent advised:

- the draft Structure Plan set an objective to create a legible and safe active transport network, guiding the future form and function of the Structure Plan Area to provide an expanded network of walking and cycling corridors
- the draft Structure Plan identified pedestrian connections encouraged to be delivered through development of private landholdings across the Structure Plan Area through policy and the mechanisms made available in the PRZ and BFO parent clauses
- short-term action 7.2 of the draft Implementation Plan (Proponent led partnership with Monash Council) provided for the preparation of a framework to support the delivery of 'Important' or 'Local Key Links' and to review the links having regard to priority and delivery feasibility.

(ii) Discussion

The Committee supports the inclusion of the action in the draft Implementation Plan for the preparation of a framework to support the delivery of Important or Local Key Links shown in the draft Structure Plan including a review of those links having regard to priority and feasibility of delivery. This action responds effectively to concerns raised by the parties.

The Committee agrees with the evidence of Mr De Young that proposed connections are for public realm and pedestrian permeability benefit through the sites and not necessarily pedestrian connectivity benefit across the sites. It is further agreed with Mr

De Young that links will be based upon a future scenario, not what exists now, and that approval could be issued by the responsible authority to vary the connections at the time of considering a future development proposal.

The concept plan and master plan provisions in the PRZ4 will generally provide an appropriate means of delivering the relevant pedestrian connections in the Monash Central neighbourhood, while the decision guideline in the BFO schedules under the public interfaces and landscaping require consideration of:

Whether there are reasonable opportunities to contribute to and fulfil the completion of a through-block pedestrian connection on adjacent land over time.

These provisions of the PRZ4 and BFO schedules will ensure appropriate consideration of proposed links by the responsible authority when assessing development proposals.

(iii) Findings

The Committee finds:

- The proposed approach and mechanisms to deliver links has generally been sufficiently developed and the actions of the post-Day 2 draft Monash Precinct Implementation Plan will allow for appropriate further work including in partnership with Monash City Council.
- However the identification and labelling of pedestrian connections and links more generally in the Precinct Zone and Built Form Overlay schedules is complex and confusing and further work is required.

9.10 Facilitating cycling infrastructure

(i) Evidence and submissions

Evidence

Mr De Young stated:

- the planning for cycling infrastructure and active transport in the Structure Plan Area was appropriate
- he agreed with Mr Walsh that separated cycling facilities were only required on strategic cycling corridors and that on-road facilities (including sharrows) with accompanying speed mitigation and/or speed limit reductions were appropriate along local cycling corridors
- the provision of on-road sharrow bicycle facilities may be acceptable on some sections of the strategic cycling corridor where traffic volumes were low, but agreed with Mr Walsh that it was preferred to have separated facilities along the strategic corridors
- bi-directional separated bicycle facilities were likely to be provided on the southern side of the Normanby Road strategic cycling corridor to link from Blackburn Road to Howleys Road, and confirmed through actions 18.1 and/or 20.2 of the draft Implementation Plan
- an on-road cycling facility with sharrows would be suitable for the section of Normanby Road east of Blackburn Road

- further investigation was necessary to determine the type and detail of the improvements along the strategic walking and cycling corridors and this would occur as part of actions listed in the draft Implementation Plan
- DTP Transport, instead of Melbourne Water, should be listed to lead action 20.5 in the draft Implementation Plan to investigate opportunities to allow walking and cycling along the Mile Creek Drainage Reserve
- supported the minimum bicycle parking provision considerations in the PRZ controls to encourage the provision of appropriate levels of bicycle parking within new development.

Mr Walsh considered:

- improvements on the strategic walking and cycling corridors wider footpaths and separated bicycle facilities such as an off-road cycle path or shared path, or on-road marked bicycle lanes were needed to support mode shift
- the improvements to the cycling and walking corridors should be investigated by the Proponent to see if they are viable and feasible and a funding mechanism determined so they could be delivered in a meaningful timeframe.

Mr Walsh agreed with Mr De Young that separated cycling facilities could be provided on the southern side of Normanby Road to align with Suburban Rail Loop Authority works, but identified that mapping in Figure 16 of the draft Structure Plan should be revised to include the southern side of Normanby Road between Howleys Road and Blackburn Road, to ensure the concept plan covers the cycling connection.

Mr Barnes considered:

- it was unclear whether the strategic and local cycling corridors had been determined through a Movement and Place Framework, which was an important part of defining priority pedestrian and cycling access routes and determining required public realm improvements
- there was a general lack of targeted content within the draft Structure Plan related to the provision of cycling infrastructure
- there was limited detail regarding requirements relating to designated strategic or local cycling corridors
- there were no appropriately scaled and dimensioned sectional diagrams.

Submissions

Monash Council submitted:

- the draft Structure Plan did not facilitate any cycling infrastructure, rather it nominated, on plan, where it anticipated that local and strategic cycling routes are to be provided
- the draft Amendment was silent as to how cycling infrastructure is to be achieved.

Monash Council supported:

- the agreed views of the transport experts on:
 - the proposed addition of Blackburn Road to the strategic cycling route
 - the separated cycling facilities being provided on the southern side of Normanby Road

- revising objective 20.3 of the draft Implementation Plan to include
prioritising the delivery of crossings associated with strategic walking and/or cycling corridors
- the use of 'traffic calming measures' as a description in place of 'speed mitigation' where this was referenced in the first strategy under objective 20 of the draft Structure Plan.

Monash Council considered that further work was required to ascertain whether Mile Creek was a viable strategic cycling corridor/public open space and whether land needs to be acquired for this purpose, and if so, the land required should be identified and a PAO applied.

The University submitted that it:

- was committed to prioritising active transport methods through its campus
- had undertaken significant works over the past 10 years to improve its active transport offering
- proactively responded to the opportunity presented by the Monash Precinct, by planning for significant investment across the core campus to pivot its orientation and activity towards Normanby Road including development of an elevated boardwalk along Scenic Boulevard to provide a safe walking and cycling route for all users
- supported the proposal for Normanby Road to be a strategic cycling corridor and considered that it should be a separated facility
- supported the depiction of Scenic Way and Research Way as local cycling corridors and Blackburn Road as a strategic cycling corridor.

The Proponent said:

- the identified strategic and local cycling corridors in the draft Structure Plan was appropriate and based on the Movement and Place assessment at a strategic level, and as documented in the Transport Report and the UDR
- the classification of 'Strategic' and 'Local' corridors within each draft Structure Plan modal map was informed by the Movement and Place framework for their respective transport modes
- more detailed consideration of the application of the Movement and Place framework would be undertaken, where required, to inform the planning and design of subsequent project stages.

The Proponent submitted:

- providing wider footpaths and separated bicycle facilities on strategic corridors would be considered on a site-specific basis and as part of detailed street design in implementation phases, consistent with responsibilities and functions of road authorities
- ultimate decisions regarding cycling infrastructure on roads and streets was a matter to be determined by the relevant road authority in accordance with established principles and practices for road design, and having regard to the guidance in the draft Structure Plan
- not all Green Streets would include separated cycling facilities
- not all 'separated cycling facilities' would be an off-road bicycle path

- Melbourne Water should continue to be identified as the lead agency to investigate opportunities to allow walking and cycling along the Mile Creek Drainage Reserve as this was primarily a new naturalisation and open space project
- the Mile Creek drainage corridor should be identified as a strategic cycling corridor, to inform long-term future planning in respect of the potential naturalisation of that corridor by Melbourne Water in partnership with the Proponent
- Blackburn Road between Wellington Road and Normanby Road should be identified as a strategic cycling corridor
- the local cycling corridor on Redwood Drive and its extension would provide future connectivity and access to adjacent and surrounding land as development occurs.

(ii) Discussion

The Committee considers that the Proponent has actively responded to recommendations raised by experts in relation to cycling infrastructure, making several Day 1, Day 2 and post-Day 2 changes to the draft Implementation Plan and draft Structure Plan, including to:

- prepare a framework to support the delivery of Important or Local Key Links shown in the draft Structure Plan
- progressively plan for, expand and reinforce an active transport network of high-quality strategic and local walking and cycling routes
- prioritise the delivery of crossings associated with strategic walking and/or cycling corridors
- strengthen the strategy focusing on priority walking and cycling network to outline what cycling network improvements could entail
- identify Scenic Boulevard and Research Way as local cycling corridors and Blackburn Road as a strategic cycling corridor.

The Committee however considers that there is merit in concerns raised by the parties relating to the viability of achieving improved cycling infrastructure within the existing developed road space due to the likely need for significant reconstruction works. The Committee agrees with Mr Walsh that to support the mode shift objective, improvements on the strategic walking and cycling corridors should include wider footpaths and separated bicycle facilities.

In cross examination, Mr De Young agreed that separated cycling facilities should be provided on main roads with higher traffic volumes. He also agreed that to achieve a separated cycling facility for Green Streets on local roads with a road width of approximately 15 metres, would require reconstruction works for the road. He did not agree that the Proponent should be responsible for all proposed works as typically active travel projects are delivered by DTP Transport or councils.

The Committee agrees that DTP Transport or councils should be responsible for future enhancing and redeveloping the street infrastructure to provide active travel improvements, as currently exists as a responsibility of the relevant road authority. Both authorities are continually involved in routine planning for enhancing streets as

community needs evolve and will typically prioritise projects against other competing needs.

Mr De Young also advised that the strategic cycling corridor for Normanby Road was likely to be provided as a separated bi-directional path along the southern side of the road. In discussion, the transport experts identified that it was not clear if the concept plan area shown in Figure 16 of the draft Structure Plan relating to action 18.1 of the draft Implementation Plan included the southern side of Normanby Road between Howleys Road and Blackburn Road and agreed that Figure 16 should be amended to clarify that it includes this. The Committee supports this change.

The Committee agrees with Melbourne Water being the lead agency for actions in the draft Implementation Plan relating to the Mile Creek. As stated by the Proponent, the project for the Mile Creek is primarily a new naturalisation and open space project with an assessment of the ability to incorporate a cycling corridor. A significant aspect of the project is the design for changes to the waterway and that Melbourne Water, having responsibility for the functioning of the waterway, in partnership with the Proponent and Monash Council, have the most appropriate expertise to lead this overall project.

The Committee also agrees with Monash Council on using the term *“traffic calming measures”* in place of *“speed mitigation”*, as the term is generally well understood and widely used by councils and their traffic and transport engineers.

(iii) Findings

The Committee finds:

- The facilitation for cycling infrastructure proposed in the draft Structure Plan and draft Implementation Plan has been well developed and will provide for an effective cycling network and infrastructure with the modifications and enhancements in the post-Day 2 changes including Mr De Young’s cycling network drafting recommendations for strategic and local cycling corridors.
- Figure 16 of the draft Monash Structure Plan should be amended to extend to the southern boundary of Normanby Road between Howleys Road and Blackburn Road, to ensure that the concept plan required in action 18.1 of the draft Monash Precinct Implementation Plan includes the cycling connection along Normanby Road.
- It is appropriate Melbourne Water be identified in the draft Monash Precinct Implementation Plan as the lead for projects related to Mile Creek.

9.11 Conclusion and recommendations

The Committee concludes:

- The planning for active transport in the Monash Structure Plan Area is generally appropriate, subject to the recommendations in this report.

The Committee recommends:

Draft Amendment

- 7. MON R06: Amend the Built Form Overlay Schedule 6 Development framework (Map 1) to show a local key link from the end of Marina Court, Notting Hill to the east-west local cycling corridor.**

Draft Implementation Plan

- 8. Refer to recommendation CI R17 in the Common Issues Report (Volume 2).**
- 9. MON R07: Amend the draft Monash Precinct Implementation Plan to include an additional action led by Department of Transport and Planning and Suburban Rail Loop Authority in partnership with Monash University, Monash City Council and Kingston City Council to:**

Investigate transport connectivity between the Monash SRL East station and existing Clayton Bus Interchange.

Further work

- 10. Refer to recommendation GI R32 in the General Issues Report (Volume 3).**
- 11. MON R08: Include the following Monash specific matters within the scope of further work recommended in the General Issues Report (Volume 3, Chapter 9) (GI R32):**
 - a) Removal of indicative important key connections from the Monash University's Milwaukee site**
 - b) Realignment of the north-south indicative important key connection shown on the eastern boundary of 352-368 Ferntree Gully Road realigned to the common boundary of the site with the Monash Waste Transfer Station**
 - c) Extending the north-south important key connection immediately to the west of Blackburn Road to Ferntree Gully Road**
 - d) Including a key important link through to Blackburn Road from the extended Linear Open Space Street.**
 - e) Extending the Monash concept plan area to the southern boundary of Normanby Road between Howleys Road and Blackburn Road.**

10 Public open space

10.1 Referred Matter

The Referred Matter is:

Whether the planning for open space in the Monash Structure Plan Area is appropriate, having regard to the needs of future residents, visitors and employees to the Structure Plan Area, including with respect to:

- Existing and potential public open space at Monash University
- Open space investigation areas.

10.2 Key issues

The key issues are whether:

- the size and location of open space is adequate to meet the future needs of residents, visitors and employees
- the draft Structure Plan and controls provide the appropriate recognition of existing open space areas at the University.

10.3 Background

(i) Draft Structure Plan

The draft Structure Plan seeks to create a *“connected and accessible open space network for those who live and work in Monash”*.

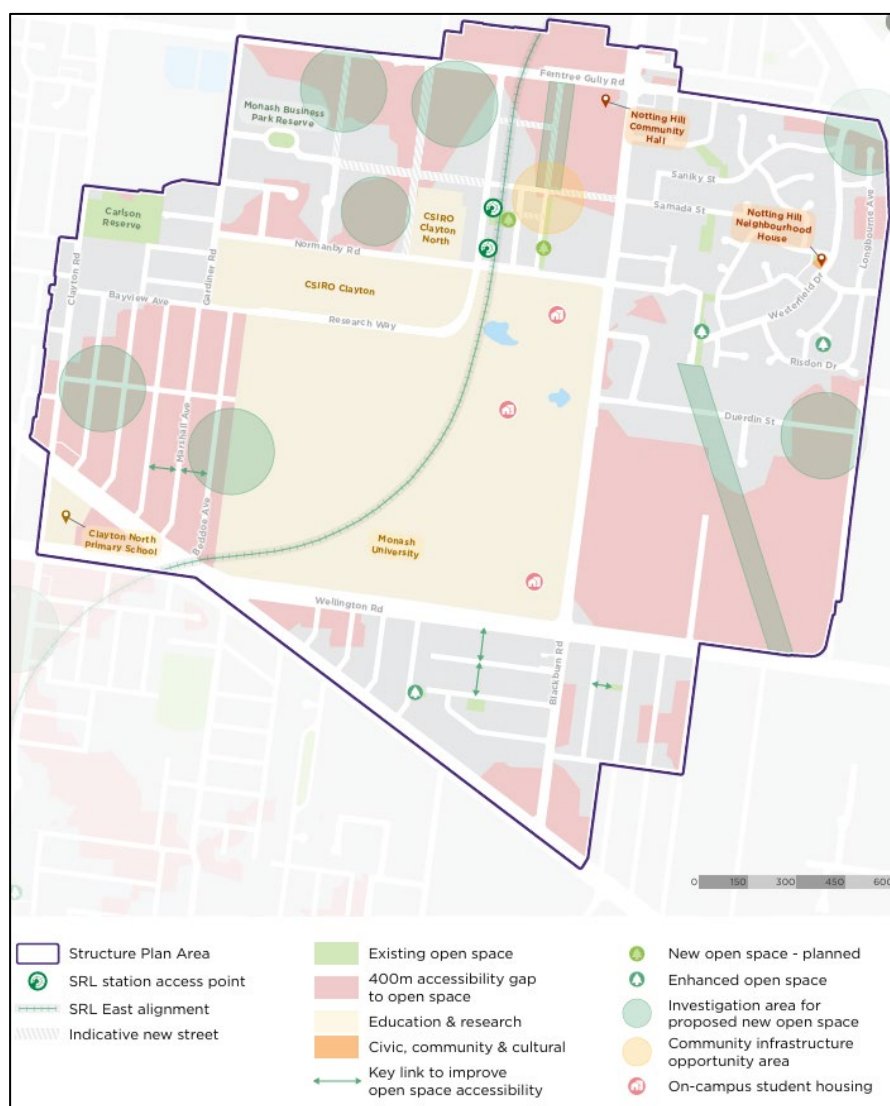
It identifies two new open spaces in the Monash Central area in the form of a linear open space and a new ‘flagship’ open space near the SRL station entry. Other open spaces are planned, but only broadly identified as ‘investigation areas’, subject to site selection principles.

Investigation areas in the draft Structure Plan include (refer Figure 12):

- the Mile Creek drainage reserve, also identified for ‘potential naturalisation and upgrade’
- parts of University landholdings, including its core campus and Beddoe Avenue properties.

New key links through private landholdings are proposed to improve walkable access to open space.

Figure 12 Monash Structure Plan Area existing, new and investigation areas for open space



Source: Draft Monash Precinct Structure Plan (Figure 12)

(ii) Draft Implementation Plan

The draft Implementation Plan proposes enhancements to existing open spaces and delivery of new open spaces in the short to long term. The draft Amendment is identified as the mechanism to encourage delivery of new links through private landholdings and to activate the Mile Creek drainage reserve.

The lead responsibility for the delivery of new open spaces and enhancements rests with Monash Council; and the plan for a potential naturalisation and upgrade of Mile Creek drainage reserve with Melbourne Water.

(iii) Draft Amendment

The proposed linear open space and 'flagship' open space near the SRL station entry are identified in the PRZ4 Use and Development Framework Plan. Otherwise, the investigation areas identified in the draft Structure Plan do not find their way into the draft Amendment.

Proposed built and natural environment strategies contained at Clause 11.03-6L-03 (Monash Structure Plan Area), are:

- On large sites, encourage the provision of new public open space as part of any redevelopment.
- Enhance the Mile Creek Drainage Reserve to support naturalisation, recreational and active transport outcomes, and ensure built form and public realm responds positively to the drainage reserve.

A permit is not required to use land for an Informal outdoor recreation across the applied zones of the PRZ3 and PRZ4 areas.

(iv) General Issues conclusions

The Committee has concluded in the General Issues Report (Volume 3, Chapter 9) that the proposed measures in the draft Structure Plan and draft Amendment are not appropriate to minimise overshadowing and maintain solar access to the public realm.

(v) Common Issues conclusions

The Committee has concluded in the Common Issues Report (Volume 2, Chapter 5) that the planning for open space is not appropriate having regard to the future needs of residents, visitors and employees to the Structure Plan Area and further work is required.

10.4 Provision at Monash University

(i) Evidence and submissions

Evidence

Mr Thompson's evidence (described further in Chapter 10.5) included a detailed analysis of existing open spaces in the precinct, a gap analysis, and projected future requirements of the working and visitor needs of the precinct, culminating in a map identifying specific locations for investigation as new and expanded open space.

Relevant to the University's landholdings, Ms Thompson's open space framework proposed:

- removing the new linear open space shown in the draft Structure Plan and PRZ4 framework plan extending from and alongside the Milwaukee site
- new open space investigation areas on land owned by the University north of Duerdin Street (700 Blackburn Road, Clayton)
- relocating the open space investigation area overlapping the University's western edge of its core campus and Beddoe Avenue properties, to an area more central to the Clayton North residential precinct.

Ms Thompson took a similar view to the OSTR informing the draft Structure Plan in relation to University land. Its presence and contribution as an 'ancillary' element of the open space network ought to be recognised but should not be relied upon or replace the need for new public open space.

Both Mr Barnes and Professor McGauran considered it inappropriate to nominate any area of public open space on the University campus.

Professor McGauran outlined the University's Masterplan (excerpts contained within MON 48), including new plazas and landscaping works to better connect the University campus with the SRL station area. He noted how improvements to open space and landscape planning within the core of the campus have been critical to the University's sense of place and cohesion. Professor McGauran's considered a network of linked spaces should be provided for in the draft Structure Plan to connect with the University's open space framework.

Submissions

Monash Council supported Ms Thompson's evidence except for the recommended open space investigation area owned by the University at 700 Blackburn Road. It submitted that, except for 700 Blackburn Road, all the identified open space investigation areas should be set aside now for future acquisition. In the alternative, it proposed updating the draft Implementation Plan to include the open spaces identified by Ms Thompson and commensurate mapping in the draft Amendment documentation.

The University opposed the use of its landholdings to satisfy the needs of projected population anticipated by the SRL (East) project, including areas identified in the draft Structure Plan and in Ms Thompson's evidence pertaining to 700 Blackburn Road. It sought:

- the draft Structure Plan and PRZ4 to be adjusted accordingly
- the University's open spaces to be reflected within relevant diagrams of the draft Structure Plan.

The Proponent supported the removal of the investigation area west of Beddoe Avenue to remove that part extending on to the University's core campus. It did not support the removal of other investigation areas.

The Proponent's final version of the draft Structure Plan reflects these changes. In addition, the draft Structure Plan was amended to recognise the University's open space network on its core campus, including on Figure 6, Local context plan and Figure 12, Enriching community plan. The Proponent did however consider that the role of the University's open space should be factored into consideration of facilities which would be available and what additional facilities are reasonably required to address need in the future. It did so on the basis that a proportion of the precinct's projected future resident and working population is to be derived from the University.

(ii) Discussion

The Committee agrees with the evidence of Ms Thompson and submissions by Monash Council and the University regarding the complementary nature of the University's open space network to the Structure Plan Area.

There should be no expectation that its open space assets can be relied upon to address broader public needs that are unrelated to its campus life. The University is set aside primarily for education purposes and caters for the interests of its students, visitors and workers. The open space needs of the growing community around the University will be different, in terms of location, function, and availability. The Committee agrees the University should maintain operational flexibility to adapt its campus open spaces over

time to meet evolving institutional requirements, particularly at the core campus where its key open space network is located, independent of community needs or expectations.

Recognising the University's control over its own land does not prevent the Proponent nor Monash Council from reaching agreement with the University in the future to use its open space network on terms agreeable to all parties. This process is outside of the planning framework.

This recognition should not prevent potential future open space areas from being investigated in sensible locations. The Committee agrees with Ms Thomson that there is merit in the proposed siting of additional open space in or around University's land at 700 Blackburn Road, warranting further investigation. This area is geographically central to a high proportion of planned working and residential populations, and in an area with an identified open space gap. It is a preferable location to the investigation area otherwise marked in the draft Structure Plan adjacent to the planned Westall Road extension. It has the benefit of being able to link other reserves (planned and existing) such as the Mile Creek linear space, Duerdin Street Reserve and a network of spaces in the residential areas of Notting Hill. It is also relatively unencumbered, with a large area currently vacant, making it easier to assemble and contribute to open space than multiple smaller residential lots.

There is much work to be done to identify and secure the quantity of open space required to service the future needs of the Structure Plan Area. This includes the provision of a network of open spaces that connect to the open spaces of the University as described in the draft Structure Plan's vision for the precinct.

The provision of appropriately sited new open spaces should not be discounted even if on University land. The sensible locations for such new open space in the Structure Plan Area include land at 700 Blackburn Road, Clayton but do not extend to the University's core campus / Beddoe Avenue area; nor to the new linear open space area in the Monash Central area adjacent to the Milwaukee site.

The Day 3 corrected version of PRZ4 includes changes made in response to the submissions of Monash Council and the University to ensure the Linear Open Space Street and 'area of widened public realm' does not encroach on the Milwaukee site.

However, the Committee's review of the Day 3 PRZ4 identified several changes to the Use and Development Framework Plan that were not addressed through submissions, evidence or outlined by the Proponent in its closing submission including:

- extending the linear open space appears north of the East West street presumably to address its narrowing adjacent to the Milwaukee site
- the linear open space investigation area east of the Linear Open Space Street identified 'new/upgraded public realm' rather than open space
- for Howleys Road:
 - the 'new/upgraded public realm' designation on the eastern side between the Civic Plaza and Normanby Road has been removed
 - the 'area of widened public realm' on the eastern side has been removed from a small section.

The basis of these changes are unclear and do not form part of the Committee's support for other elements of the Day 3 PRZ4.

(iii) Findings

The Committee finds:

- It is not appropriate to rely on Monash University's existing open space network to meet the draft Monash Structure Plan's open space requirements. However, land owned by Melbourne University may be suitable for new open space to meet the needs of the Structure Plan Area and should only be considered if:
 - there are compelling reasons to identify such land
 - the University agrees
 - there is a clear process (including public consultation) to either include or discount such land for open space purposes; and appropriate steps to acquire appropriately sited land.
- There should be greater precinct alignment with Monash University's existing open space network including and consideration of links to that network.
- 700 Blackburn Road, Notting Hill should be included in future open space investigations.
- The basis of several Day 3 changes to Precinct Zone Schedule 4 Use and development framework plan in the context of linear open space and open space investigation area changes that were not identified in the post-Day 2 version is unclear.

10.5 Open space investigation areas

(i) Evidence and submissions

Evidence

Ms Thompson considered the need for open space having regard to factors including:

- the existing open space network in both the Structure Plan Area and in the wider planning area (as defined in the draft Structure Plan), which she described as *"very sparse"*
- relative accessibility of open spaces in terms of safe and convenient walking distance for users
- both future resident and working population projections
- the spatial distribution of open space relative to the change in urban densities
- open space typology in a hierarchical sense.

Ms Thompson's evidence underscored the need to ensure that open space is contextually appropriate and that users of the open space can easily and safely reach those spaces.

This differed from the methodology employed by the OSTR, which informed the open space investigation areas of the draft Structure Plan. The OSTR:

- identified a different catchment beyond the Structure Plan Area, being a 1.6-kilometre SRL station radius rather than the wider planning area defined in the draft Structure Plan

- focussed on local catchments rather than district and regional open space availability
- assessed open space within a more confined hierarchy and less nuanced approach to walking catchments and context
- did not have regard to the projected working population needs for open space
- applied a standardised 9 square metre/person provision of open space as a benchmark.

Ms Thompson's alternative approach allowed her to quantify and map specific sites for investigation as new or expanded open space areas. While there are some similarities between the investigation areas contained in the draft Structure Plan and Ms

Thompson's plan, notable differences in her recommendations included:

- total provision of 8.19 hectares of open space (compared to approximately 3.5 hectares in the OSTR, unquantified in the draft Structure Plan)
- expansion of the new flagship open space adjacent to the SRL station entry northwards, to meet the new East-West Street
- removal of the linear open space area in the Monash Central precinct
- a new future open space investigation area located on the WTS site
- relocation of the north-eastern and eastern most investigation areas of the precinct further west
- relocation of the open space investigation area overlapping the University core campus to a specific site further west
- identification of ten additional areas requiring new public open space provision to adequately address forecast changes.

Ms Thompson recommended:

- the draft Structure Plan and draft Implementation Plan be updated to include these areas "*accurately*" and provide more detail for better guidance to all agencies
- implementation of overshadowing controls to protect winter sunlight access to all open spaces, and new links connecting to these spaces.

Based on her analysis and experience, Ms Thompson concluded that open space planning (within the Structure Plan Area as proposed) is inadequate in terms of size and location to meet the needs of forecast residents and workers.

Ms Thompson did not specifically address the open space needs of visitors in her evidence but acknowledged the role of the University's open spaces in accommodating their own visitors.

The Proponent did not seek to challenge the open space areas identified by Ms Thompson.

The Proponent relied on its approach to planning for open space as investigation areas warranting further actions as outlined in the draft Implementation Plan, referring to its *SRLA Position Paper PP-G01 – Public Open Space* (GI 101) and the *SRLA Position Paper MON1 – Community Infrastructure - Monash* (MON 64). Its position is that the investigation areas identified in the draft Structure Plan are appropriate though not prescriptive.

The final version of the draft Structure Plan and draft Implementation Plan documents incorporated several changes to address issues raised in Ms Thompson's evidence and Monash Council's submission, including:

- additional site selection principles for new open spaces, having greater emphasis on safe walkable access and achieving an appropriate level of solar access
- revised timeframes for upgrades to the Mile Creek corridor from short to medium-long term.

Submissions

Monash Council submitted the draft Structure Plan would substantially fail to provide the size of open space required, even if using the benchmarks set in the OSTR. It supported Ms Thompson's evidence apart from the recommended open space investigation area owned by the University at 700 Blackburn Road. It added that except for 700 Blackburn Road, it considered that all the identified open space investigation areas should be set aside now for future acquisition. In the alternative, it proposed updating the draft Implementation Plan to include the open spaces identified by Ms Thompson and commensurate mapping within the draft Amendment documentation.

The University did not make any substantive submissions on open space beyond its own landholdings.

One submitter decided to not appear before the Committee but requested their submission be considered. Their written submission highlighted inconsistencies in the draft Structure Plan which diagrammatically shows two investigation areas to the eastern and western ends of Woodside Avenue in the Clayton North precinct (Figure 52); yet describes in text the establishment of a new open space near the corner of Woodside Avenue and Stockdale Avenue which is central to the precinct. The submitter objected to the siting of this investigation area near the corner of Woodside Avenue and Stockdale Avenue.

(ii) Discussion

The Committee appreciates the detailed work of Ms Thomson and her granular approach to the issue of open space needs for the future Structure Plan Area working and resident population. It is a particularly important issue for the precinct noting the limited extent of open spaces servicing current, let alone future, communities. The Committee's inspection of the precinct and its parks and reserves confirms that a granular approach is warranted to understand, plan and deliver open spaces that are functional, relevant and accessible to the communities they serve.

Without such detailed work and in the absence of identifying the size and location of new open spaces, along with linkages and other facilities, it cannot be concluded that the precinct's open space planning is appropriate.

Ms Thomson's work is a useful example of the sort of work the Committee would expect to have informed the draft Structure Plan, and associated draft Amendment, to facilitate other critical and related decisions pertaining to overshadowing and built form controls,

pedestrian linkages, co-location of other community infrastructure including active recreation spaces, as well as street typologies and broader connectivity decisions.

It would also avoid unnecessary confusion by misaligned text and diagrammatic representations of future investigation areas, as highlighted by a submitter.

The Committee considers that Ms Thompson's open space propositions for the Structure Plan Area have merit, particularly:

- the size of open space which has specific regard for worker need
- expanding the flagship open space area adjacent to the SRL station entry which would mitigate impacts of overshadowing, provide a size of open space commensurate with the precinct's highest density of activity, and deliver an enhanced civic space befitting the draft Structure Plan's vision for a new destination of international standing that enables activity, connection, and collaboration
- removing the linear open space area proposed for Monash Central, which presents difficulties in achieving adequate levels of sunlight, and does not connect pedestrians or users to any obvious destinations
- including:
 - a substantial open space area in the WTS area, addressing additional open space needs that are accessible to both working and resident populations
 - additional areas either side of the Mile Creek Reserve and parts of 700 Blackburn Road, instead of land otherwise adjacent to the planned Westall Road extension and eastern periphery of the Structure Plan Area.

That is not to say that the other projects identified by Ms Thompson do not have merit. However, the Committee does not have enough information to understand the proposed spaces in the context of all the other decisions around facilities, built form and linkages that must go together with decisions around open space. It is also mindful that Ms Thompson's work has not been subject of any public consultation, and that there are many practical considerations to delivering open space that have not been interrogated.

For these reasons, the Committee does not agree to the approach put forward by Monash Council to itemise the open space areas of Ms Thompson in the draft Implementation Plan with associated actions. However, it agrees that both the size and location of open space shown for the Structure Plan Area to be deficient, noting the absence of regard to working population and visitor needs, and limited provision for future residential needs.

On this basis, the Committee considers that proceeding with the draft Structure Plan as proposed is likely to compromise the precinct's appeal as an 'international' destination as sought by the vision in the draft Structure Plan. It would also affect the precinct's attractiveness to prospective residents and workers and reduce the social and cultural experiences sought for the precinct.

The form and adequacy of shadowing controls is a related matter to the issue of open space but is not a Referred Matter. This is discussed further in Chapter 22.

(iii) Finding

The Committee finds:

- The identified Open Space Investigation Areas require significant further work in terms of size and distribution. In their current form they will be inadequate to service the future needs of residents, visitors and employees of the Monash Structure Plan Area.

10.6 Conclusions and recommendations

The Committee concludes:

- The approach to implementing the open space actions and projects contained in the draft Monash Precinct Implementation Plan is not appropriate.
- Having regard to the future needs of residents, visitors and employees. Further work is required. Refer to Chapter 5 in the Common Issues Report (Volume 2).

The Committee recommends:

12. Refer to recommendation CI R06 in the Common Issues Report (Volume 2).

Further work

- 13. MON R09: Include the following Monash specific matters within the scope of further work to assess the open space needs of the future populations (recommendation CI R06):**
- a) include 700 Blackburn Road, Notting Hill in future open space investigations**
 - b) align links to Monash University's open space network**
 - c) review the Day 3 changes to the Precinct Zone Schedule 4 Use and Development Framework Plan in the context of linear open space and open space investigation area changes that were not identified in the post-Day 2 version to establish an appropriate basis for those changes.**

11 Land use mix and capacity

11.1 Referred Matter

The Referred Matter is:

Whether the Land Use Plan in the draft Structure Plan and relevant planning provisions provide for an appropriate land use mix across the Monash Structure Plan Area, including with respect to:

- Weighting between uses, including residential and employment uses
- Removing or reducing constraints on the provision of student accommodation
- The potential for a change in land use mix displacing existing manufacturing, industrial and other employment activities
- The proposed applied zones both generally in relation to Commercial 1 Zone land and 2071-2091 Dandenong Road, Clayton.

11.2 Key issues

The main area of dispute concerns land in Areas 1 and 2 of the PRZ4, where residential use is proposed to be permitted. The key issues centre around whether the planning controls should differentiate and prioritise 'specialised' types of office and residential uses over conventional types of office and residential uses. This question sits at the heart of whether the proposed land use mix is appropriate. Unless specifically referenced otherwise the discussion in the proceeding sections refer to the land in the PRZ4, Areas 1 and 2.

Additional land use and zoning issues that sit outside the Committee's Terms of Reference were identified in evidence and submissions. These matters are discussed in Chapter 22.

11.3 Background

(i) Draft Structure Plan

The Land Use Plan organises the Structure Plan Area into eight 'priority land use' typologies. As it relates to the Referred Matter the land use issues primarily concern the Enterprise, Major employment and Mixed use typologies.

Land designated as 'Enterprise' encompasses the SRL station area and surrounds, extending from Normanby Road in the south to Ferntree Gully Road to the north, and west of Blackburn Road to land on the west side of Howleys Road. It includes the WTS site and spans the Monash Central neighbourhood and part of the Employment Growth neighbourhood. The future role of this land use is described as follows:

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 a highly activated public realm. A mix of uses will support and retain the employment and innovation focus of the area.

Land designated as 'Major employment' comprises the balance of Structure Plan Area land north of the University's main campus, and most of the land to the east of the

University's main campus, spanning the Employment Growth and Health and Innovation neighbourhoods. In these areas the future role is:

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 businesses.

'Mixed use' areas are identified along discrete parts of Blackburn Road (eastern side) and Dandenong Road (northern side). In these areas the future role of this land use typology is:

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.

The draft Structure Plan envisages that the planning settings will encourage the priority land uses, although additional land uses will also be supported.

(ii) Draft Amendment

The exhibited zones will allow residential use in areas where they are currently prohibited, specifically:

- in a relatively small area around the SRL station (PRZ4, Area 1 – applied Commercial 1 Zone (C1Z) with a variation to permit required use)
- land south of Ferntree Gully Road (PRZ4, Area 2 – applied Commercial 3 Zone (C3Z) – permit required use, 'capped' at 50 per cent of the combined gross floor area of buildings on a lot)
- on a discrete area of land west of the Blackburn Road and Dandenong Road intersections (PRZ3, Area 5 – applied C3Z).

Beyond these areas, residential development is prohibited in the employment precincts. Geographically, most residential development is otherwise directed to existing residential areas, generally located to the west of the University's core campus, to the south of Wellington Road, and to the northeast of the Structure Plan Area. In these areas, a mix of applied zones are proposed including:

- Residential Growth Zone (RGZ) to established Residential Neighbourhoods
- Mixed Use Zone (MUZ) along Key Movement Corridors of Blackburn Road, Wellington Road and Dandenong Road.

Residential use is supported by policies and zone decision guidelines as follows:

Policy:

- Clause 11.03-6L-01 (SRL East Structure Plan Areas) which broadly encourages affordable housing in the SRL (East) Structure Plan Areas, and urban intensification within a walkable catchment of the SRL (East) stations to facilitate new housing opportunities
- Clause 11.03-6L-03 (Monash SRL East Structure Plan Area) which encourages significant housing residential growth in the Monash Central neighbourhood and Key Movement Corridors, and medium housing growth on residential land elsewhere. Student housing is explicitly supported in the Monash Central neighbourhood and residential areas close to the University
- Clause 16.01-1L-01 (Housing supply-Monash) which directs housing growth to the SRL (East) Structure Plan Areas

- Clause 16.01-1L-02 (Student accommodation) which supports use and development of student accommodation in areas close to tertiary institutions and services
- Clause 17.01-2L (Monash Technology Precinct) by including new strategy to support residential development around the SRL station while retaining the employment focus of the wider Monash Technology Precinct.

PRZ provisions:

- PRZ4:
 - the Land Use requirements for Master Plans refer to residential uses at upper levels, primarily around the SRL station. The decision guidelines for Master Plans do not specifically refer to residential use
 - decision guidelines for permit applications consider whether accommodation uses support the employment focus for areas 1 and 2 and whether the development typology can facilitate different uses including non-residential uses
- PRZ3 – in Area 5 (applied C3Z) – decision guidelines for residential use have regard to the interface with adjoining zones; whether the use: does not undermine the primary employment and economic focus of the area”; the mixture of uses and primacy of non-residential uses
- The VPBUF which incentivises affordable housing in both the ‘Enterprise’ precinct (Monash Central and surrounds), and in select areas south of Wellington Road, east of Blackburn Road and along Dandenong Road.

Offices will continue to be a Section 1, no permit required use across all employment precincts, as per the existing areas subject to the SUZ. This includes the ‘Enterprise’ precinct around the SRL station area (PRZ4, Areas 1, 2 and 3), Employment Growth and Health Innovation neighbourhoods (PRZ3, Area 4). Notably the stated role of the precinct for PRZ4 is to support a range of uses at higher densities, including offices, in the core of the precinct (Area 1). Office uses are supported by the following policies and zone decision guidelines:

Policies:

- Clause 11.03-6L-01 (SRL East Structure Plan Areas) - broadly supports urban intensification within walkable catchments of SRL (East) stations to facilitate new economic growth opportunities
- Clause 11.03-6L-03 (Monash SRL East Structure Plan Area) – encourages the establishment of a new mixed-use area around the SRL station and a new employment and enterprise centre supporting housing growth. High rise office development is sought in the Monash Central and Employment Growth neighbourhoods.
- Clause 17.01-2L (Monash Technology Precinct) – an existing policy which limits new office development to ‘areas where there is substantial existing or approved industrial components’ and is to be amended to include sites within the Structure Plan Area.

PRZ provisions:

- PRZ4 – the Land use requirements for Master Plans require employment and employment generating uses to be the predominant use in the master plan area

- PRZ3 – under ‘Use of land’ the decision guidelines for permit applications consider the scale and intensity of an office use, and whether it is located in an area where a concentration of commercial activity is proposed
- the VPBUF which incentivises office use in the Monash Central and Surrounds area, aligning with the PRZ4 boundaries.

11.4 Weighting between uses, including residential and employment uses

(i) Evidence and submissions

Evidence

Mr Quick considered:

- the proposed controls appropriately balance employment prioritisation while enabling high-density residential development
- residential development around the SRL station to be an important contributor to the success and economic function of the precinct, noting that varied built form typologies would support innovation, research, and education uses.

Mr Quick observed difficulties with the terms ‘commercial office’ and ‘professional services’ and recommended changes to the draft Structure Plan and policy to better align office uses with innovation-focussed employment outcomes.

Both Mr Barnes and Mr Woodland recommended changes to prefer specialist forms of office and accommodation uses over generic forms, though they differed in their approach to achieving this. Mr Barnes suggested offices should only be permitted ‘as of right’ if clearly aligned with strategic uses. Mr Woodland recommended additional local policies to preference employment outcomes, nominating research and development uses ‘as of right’ and suggesting minimum employment floorspace ratios.

Professor McGauran opposed the proposed controls because they did not suitably elevate those particular types of office and residential uses more aligned to the intended innovation, technology and education focus of the precinct.

Submissions

Monash Council and the University submitted that office and residential development of a conventional nature would ‘crowd out’ aligned uses, did not support the draft Structure Plan’s vision for the precinct, and can be accommodated in other SRL (East) station precincts.

Additionally, they supported lowering the proportion of residential use in the applied C3Z area (Area 2) of the PRZ4 to ensure suitable focus on employment uses is maintained.

The Proponent submitted that the introduction of a broad range of uses in Monash Central is crucial to achieving the broader goals of the SRL program, highlighting the range of measures built into the controls to ensure education, research and innovation uses are not ‘crowded out’ of the precinct.

(ii) Discussion

Current conditions and the role of anchor institutions

During its site inspections, the Committee observed how the existing planning framework has performed in different neighbourhoods of the Structure Plan Area.

In residential areas near the University (Clayton North neighbourhood to the west and Wellington Road neighbourhood to the south), residential zones allow 'conventional' dwellings without a permit. Nevertheless, a substantial amount of housing has emerged which clearly caters to student needs, in the form of share-houses, residential colleges and purpose-designed student housing. There was evidence to suggest that 'conventional' housing was unreasonably constraining opportunities for student housing.

Similarly, in the SUZ6-zoned land of the Monash Technology Precinct, a permit is not required to use land for any office type. However, the precinct exhibits diverse uses including many forms of office, industrial facilities, warehousing, and notably pharmaceutical, educational, and innovation-focused enterprises. The Committee was not presented with information that distinguishes the proportion of office uses in the Structure Plan Area aligned with innovation and education focussed enterprises from generic office types. Nor was there evidence that generic office uses had 'crowded out' other preferred uses in the Structure Plan Area.

These observations demonstrate that strong anchor institutions and flexible zoning can shape land use outcomes without requiring restrictive use controls. The Committee considers the precinct's anchor institutions such as the University, CSIRO, the Australian Synchrotron, the Melbourne Centre for Nanofabrication, and major health facilities to be so entrenched and influential that they will inevitably continue to favour and attract synergistic uses.

Role of diverse accommodation and office uses

The Committee agrees with Mr Quick's finding that a concentrated town centre around the SRL station, with the introduction of residential development, complements and supports the broader innovation-led focus of the area. It will bring more activity and amenity and encourage more business.

The Committee supports diverse forms of housing and commercial activity in this area and notes that it is consistent with the aspirations for SRL precincts, Priority precincts, and EIAs set out in *Plan for Victoria*. It agrees with the Proponent that such a mix is crucial to achieving the vibrant, resilient and sustainable community envisaged by the draft Structure Plan. It will:

- provide year-round activity: A diverse residential population that transcends the ebb and flow of the academic year, and in turn supports a more robust local economy
- support diverse student and worker needs: Researchers, healthcare workers, students, executives and industry professionals should all have the choice to live near the SRL station, in accommodation that suits their needs, no matter their age, family unit, household size or income

- support new infrastructure viability and adaptability: A diverse residential population justifies better infrastructure investments and creates consistent demand for sustainable transport and local amenities
- support a diversity of housing stock enabling the precinct to be more adaptable to changing enrolment patterns, demographic shifts, or economic conditions
- support business ecosystems comprising various businesses that may not be education, advanced manufacturing or research-aligned but which support these uses and their workers can and ought to be accommodated – these could include IT service providers, IP lawyers and patent advisers, visa and immigration specialists, medical clinics, and digital media services.

Residential and office uses in other SRL (East) station areas

Some submissions considered that conventional residential and office uses could be accommodated in other SRL (East) station areas because they should be discouraged or excluded from the Monash Central precinct to preserve its specialised character.

The question is not whether conventional uses could or should be accommodated elsewhere, but whether they should be excluded from the Structure Plan Area. The Committee finds no compelling reason to do so.

There are specific use types that may be poorly suited to the Monash context. For example, the housing needs assessment suggests a marked decline in the need for retirement and aged care accommodation in this area. The Committee agrees with experts that aged care is likely to be better suited elsewhere and should not be a focus or priority for the Structure Plan Area. The Committee considers explicit policy support for aged care in the draft Structure Plan to be misaligned.

However, the Committee does not recommend actively discouraging aged care or any other specific type of residential or office use through restrictive controls. If there is market demand for a particular use type, it should be capable of being accommodated, subject to the controls that ensure employment uses remain predominant. The anchor institutions will heavily influence demand for particular use types, as already evidenced by market responses in adjacent areas.

Restricting use types

Beyond the question of alternative locations, the Committee does not support confining types of residential or office uses to only those 'aligned' to education and research-led uses in the Monash Central precinct for several reasons.

Firstly, innovation and collaboration cannot be neatly defined or controlled in the way that land use planning definitions seek. Innovation emerges from unexpected interactions and diverse perspectives. Restricting who can live or work in the precinct may hinder the interaction of ideas that drives innovation.

Secondly, the Victoria Planning Provisions lack necessary nuance. To restrict office uses to only specialised types would bring about significant difficulties due to how the Victoria Planning Provisions categorise 'office' as a land use. There is no planning definition that distinguishes a 'research-aligned office' from a 'conventional' office, nor 'key worker housing' from other types of affordable housing. Creating such distinctions would introduce interpretive complexity and enforcement challenges.

Lastly, there is no evidence of crowding out. There is significant capacity in this precinct (as agreed by all experts). The introduction of residential uses is confined to a relatively small area, while a large area of the Structure Plan Area will be maintained exclusively for employment purposes.

Protections within the proposed controls

The Committee notes that the proposed controls contain substantial protections to ensure employment uses remain predominant through:

- spatial containment: residential use is confined to Areas 1 and 2 of PRZ4, a relatively very small proportion of the wider MTP and EIA
- permit requirements and floor space caps: the Applied C1Z variation to Area 1 requires a permit for accommodation uses. The Applied C3Z variation to Area 2 restricts residential use to 50 per cent of overall floorspace
- master planning tool: master planning requirements will effectively prioritise employment uses and require them to be the predominant land use. The Responsible Authority will have discretion to refuse Master Plans that do not accord with this requirement
- policy framework: PRZ4 use and development objectives acknowledge the employment focus of the precinct and promote housing that supports job growth. Decision guidelines consider whether accommodation uses support the employment focus and whether development typologies can facilitate different uses including non-residential uses
- protection of core employment areas: residential use is not permitted in the other, much larger employment areas within the Structure Plan Area.

These measures provide adequate safeguards without requiring artificial distinctions between use types.

Affordable housing policy support

During the Hearing, the Proponent provided updates to the local policy at Clause 11.03-6L-01 to increase the strength of policy for affordable housing. The Committee supports this approach in addition to the changes recommended in the General Issues Report (Volume 3).

Planning for long-term growth and flexibility

Mr Quick's evidence points to the fact that the Structure Plan Area as a whole and the area around the SRL station have significant capacity, and that much growth is anticipated to occur beyond 2041. The planning controls need to provide sufficient flexibility to both stimulate new housing and activity when the SRL station opens, and in the longer term to respond to emerging trends that may not yet be apparent.

Overly prescriptive controls that attempt to predetermine the precise mix of specialized versus conventional uses risk constraining the precinct's ability to adapt over a 20+ year timeframe. Technology sectors evolve, workforce demographics shift, and housing preferences change. The anchor institutions will remain constant, but the supporting ecosystem around them must be able to respond to market signals and changing community needs.

The proposed framework strikes an appropriate balance between certainty and adaptability by prioritising employment outcomes through spatial controls, master planning requirements, and policy direction, while allowing flexibility in use types..

Consistency with strategic planning

The Committee considers that allowing a broad range of residential and office uses in Areas 1 and 2 of the PRZ4 is consistent with:

- the draft Structure Plan vision, which seeks targeted residential development in Monash Central as part of creating:
a 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 business, enterprises, housing, retail and hospitality options
- Plan for Victoria's objectives to create diverse, accessible employment opportunities, and unlock new housing opportunities
- SRL program goals of creating vibrant, transit-oriented communities around the SRL stations.

The deliberate introduction of residential uses around the SRL station is an appropriate response to its location, development and level of infrastructure investment.

(iii) Finding

The Committee finds:

- Allowing a broad range of residential and office uses in Areas 1 and 2 of the Precinct Zone Schedule 4 is consistent with the draft Structure Plan vision and planning policy including Plan for Victoria.

11.5 Provision of student accommodation

(i) Evidence and submissions

Evidence

Mr Woodland made recommendations to further support the delivery of student and other forms of specialised accommodation in the PRZ4 (Area 1). He recommended:

- Group accommodation and residential buildings be Section 1 (no permit required) uses
- changes to the use and development objectives for PRZ3 and PRZ4 to also support the delivery of student accommodation within these locations.

Professor McGauran's evidence recommended changes to the PRZ schedules to actively discourage housing that was not purposefully servicing students and other MTP aligned uses.

Mr Barnes supported some conventional accommodation in the core of the precinct but recommended nuancing the controls to provide a bias towards student accommodation. Mr Barnes otherwise acknowledged that there is already considerable student accommodation in the residential areas around the University.

Submissions

Monash Council and the University submitted the approach in the PRZ4 (Areas 1 and 2) would facilitate conventional housing at the expense of student housing. It did not support this approach and sought to introduce additional measures, such as new decision guidelines in the PRZ to support student accommodation.

The Proponent presented several changes in its Day 2 and post-Day 2 changes to Clause 11.03-6L-01, Clause 16.01 and PRZ4 to further support student accommodation, including some (but not all) changes recommended by Mr Woodland.

(ii) Discussion

As outlined in Chapter 16.4 of this report, the Committee does not find that the current zones have compromised the provision of student housing in residential areas near the University. The current RGZ and GRZ allow conventional dwellings without the need for a permit, and most other accommodation forms may be permitted through a permit. There is strong policy support for student accommodation in appropriate areas at Clause 16.01-1L-02. A similar statutory context is to apply under the draft Amendment with the applied zones in the PRZ3.

The new PRZ4 controls (Areas 1 and 2) in and around the SRL station precinct require a permit for all forms of accommodation due to the need to effectively balance employment uses precinct, as well as amenity impacts. This is an appropriate outcome and student accommodation will continue to be supported in line with current policy guidelines.

The Proponent included further policy support for student housing in its final version of documents, proposing the following additional text at Clause 16.01-1L-01:

Encourage the delivery of accommodation types that complement the employment focus of the Monash SRL East Structure Plan Area, including housing for key workers, student housing and residential hotels, within walking distance to key institutions and the SRL station.

The Committee supports this approach and does not consider it necessary to make further changes to facilitate student housing.

The Committee reiterates its view that a variety of housing types will be needed to support students in the future. This will go beyond traditional forms of 'student housing' to cater for a wider range of age groups, family composition, household structure and lifestyles, such as those who choose to work and study at the same time. The changing nature of tertiary education, including the growth of part-time study, online and hybrid learning models, and the increasing number of mature-age students will require housing solutions that can accommodate diverse and evolving needs.

Future student housing provision will therefore span a diverse range of typologies and include options such as family-friendly accommodation, flexible lease arrangements, and housing that integrates well with employment hubs and transport networks. This broader approach recognises that the traditional model of young, full-time students living in purpose-built accommodation represents only one segment of the contemporary student population.

(iii) Findings

The Committee finds:

- The Precinct Zone schedules do not compromise the provision of student housing in residential areas near the University campus in favour of other housing types.
- The Day 3 versions of Clause 16.01-1L-01 (as corrected) and Precinct Zone Schedule 4 appropriately support the provision of a range of housing types including student accommodation.

11.6 Displacement of existing manufacturing, industrial and other employment activities

(i) Evidence and submissions

Pemara group and Robot Building Supplies occupy land in the northern part of the Structure Plan Area, within employment-focussed areas of the PRZ3 and PRZ4. They highlighted the success of their respective long-established uses for digital printing, warehousing, trade supplies, and office. Pemara group also noted its digital printing operations had been acclaimed for their use of advanced technology.

Both submitters indicated their long-term intentions to remain in the area but expressed concern about the impact of the new controls on the viability of their businesses, in terms of the introduction of sensitive uses nearby, and whether intensification or expansion of their use would be supported.

Pemara group submitted that the controls present an additional and unreasonable burden on potential expansion of warehouse operations.

Robot Building Supplies sought changes to the policies and controls to explicitly and positively acknowledge the ongoing use of current businesses in the short and medium term.

Mr Woodland's evidence, as well as Monash Council and the Proponent acknowledged that over time, lower-intensity industrial and warehouse uses, along with non-aligned land uses will be displaced in the Monash Central, Employment Growth and Health Innovation neighbourhoods in favour of other higher value employment uses. There was general agreement that this is the intent of the draft Structure Plan, and a stated purpose of the policy at Clause 11.03-6L-03.

(ii) Discussion

The Committee agrees that the draft Amendment and draft Structure Plan are likely to see existing manufacturing, industrial and other lower density activities displaced from employment land in the Structure Plan Area. This is to be expected as other land uses are elevated in the relevant zoning and policies proposed; and as market forces and land values adjust accordingly.

Given the extensive capacity available in the precinct, this change is likely to occur gradually, particularly in areas beyond the immediate area around the SRL station. This

is entirely appropriate, and consistent with State policy at Clause 17.3-3R (Regionally significant industrial land – Metropolitan Melbourne) which states:

Support the transition from manufacturing land uses to other employment uses in strategically identified areas well connected to transport networks, especially in Suburban Rail Loop Precincts.

(iii) Findings

The Committee finds:

- Existing manufacturing, industrial and other employment activities are likely to be displaced over time after the proposed controls are introduced and development activity occurs around the SRL station.
- The timing of this displacement is likely to be commensurate with the proximity of land to the SRL station. This is an appropriate outcome to deliver the transformative change sought for the precinct in line with the draft Monash Structure Plan vision.

11.7 Proposed applied zones

The key issues are whether:

- the extent of the applied C1Z is appropriate
- the proposed application of the C3Z, instead of the current C2Z, is appropriate at 2071-2091 Dandenong Road, Clayton.

11.7.1 Commercial 1 Zone land

(i) Evidence and submissions

The extent of application of the C1Z was not an issue explored in depth during the Hearing, other than in the context of residential and employment uses in the Monash Central precinct, explored above.

Mr Barnes observed that the applied C1Z had been used 'sparingly' but that the application of the zone was logical and reasonable, subject to his qualifications set out in preceding sections of this report regarding extent and type of office and residential uses within that zone.

The Proponent and Mr Quick had no issue with the application of the applied C1Z, as proposed.

(ii) Discussion

The C1Z is proposed to apply in Area 1 of the PRZ4 and to the M-City site at the corner of Blackburn and Dandenong Roads.

The Committee considers that the extent of C1Z land has been appropriately applied and agrees with Mr Barnes that it appears to be logical and reasonable.

(iii) Finding

The Committee finds:

- The application of the Commercial 1 Zone as the applied zone in the Precinct Zone Schedule 4 Area 1 and to the M-City site at the corner of Blackburn and Dandenong Roads is logical and appropriately limited in its use.

11.7.2 2071-2091 Dandenong Road, Clayton

(i) Evidence and submissions

There were a diverse range of views on this site.

Regarding the applied zone for 2071-2091 Dandenong Road (Area 5):

- Mr Quick observed this is not an employment precinct critical to the vision or the draft Structure Plan objectives, and supported a zone that offered a greater extent of residential use
- Mr Woodland considered the proposed applied C3Z to be inconsistent with the intent of the draft Structure Plan and supported a MUZ
- Mr Barnes supported the applied C3Z as proposed
- Monash Council supported the continued application of the existing C2Z
- the Proponent supported Mr Quick's view and in its Day 2 documents, retained the proposed applied C3Z with an expanded cap on the maximum allowable floorspace from 35 to 50 per cent.

(ii) Discussion

The Committee agrees with both Mr Quick and Mr Woodland that 2071-2091 Dandenong Road and the surrounding Area 5 land have limited used for employment purposes.

Despite being identified in the MICLUP as 'regionally significant' industrial land, it is relatively isolated from other employment areas and is otherwise surrounded by residential land. While the land currently supports a range of commercial uses, they are not industrial and do not contribute to the overall success of the MTP more broadly. The land has limited potential to contribute to the future employment or technology focussed objectives of the Structure Plan Area.

The Committee agrees with Mr Woodland regarding the draft Structure Plan's intent to identify the land for mixed use urban renewal. This intent is reflected in both the plan's text and its land use mapping. The proposed applied zone for Area 5 is the C3Z, which does not realise the intent of the draft Structure Plan. The Committee agrees with Mr Woodland that the land is appropriate for the MUZ.

Further commentary about the balance of the Area 5 land in the area south of Wellington Road is provided at Chapter 22 of this report.

(iii) Findings

The Committee finds:

- There is no strategic or logical planning reason to apply the Commercial 3 Zone to 2071-2091 Dandenong Road, Clayton.

- The appropriate applied zone for 2071-2091 Dandenong Road, Clayton is the Mixed Use Zone consistent with the Day 3 version of Precinct Zone Schedule 3.

11.8 Conclusion

The Committee concludes:

- The draft Monash Structure Plan Land Use Plan and draft Planning Scheme Amendment provisions generally provides for an appropriate land use mix across the Monash Structure Plan Area.

12 Car parking availability and rates

12.1 Referred Matter

The Referred Matter is:

Whether the car parking rates as set out in the Precinct Parking Plan for Monash are appropriate, including to encourage a shift towards more sustainable transport modes.

12.2 Key issues

The key issues are whether:

- the proposed car parking rates are adequate
- the car parking rates encourage a shift towards more sustainable transport modes.

12.3 Background

(i) Draft Structure Plan

The draft Structure Plan includes a range of strategies and initiatives that seek to influence travel behaviours that promote a shift from private car travel to public and active transport. The draft Structure Plan recognises that 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. It envisions fewer cars and parking spaces, allowing more space to be dedicated to trees, public spaces and people.

Key strategies within the draft Structure Plan relating to car parking include:

- design responses to enhance access to transport networks, create permeable blocks, reduce the dominance of car parking and activate streets
- transforming 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
- limiting car parking supply in new developments to encourage people to reduce private vehicle use in favour of public transport and active transport modes
- encouraging alternative and adaptable uses for car parking facilities in existing and new developments, when no longer required for parking
- integrating micro-mobility share schemes, consolidated car parking, car share and parcel delivery within new developments
- consolidation of existing car parking facilities to reduce their visual impact, particularly within pedestrian-focused areas
- consolidated public car parking in strategic locations and in mixed-use developments to make efficient use of parking for multi-purpose trips
- improving on-street parking management to optimise streets for walking and cycling

- managing the transition of car parking requirements before the SRL station starts operating.

(ii) Draft Implementation Plan

The draft Implementation Plan includes several actions supporting objective 22 to:

Encourage a shift towards more sustainable transport modes, that have a focus on how parking can influence mode shift behaviours.

Actions include:

- preparing a Precinct Parking Plan for an integrated, strategic approach to parking across the Structure Plan Area
- specifying appropriate maximum and minimum car parking rates for new use and development within the Structure Plan Area requiring the preparation of a car parking re-use plan to identify adaptability and alternative uses of parking spaces, for suitably scaled developments
- undertake a review of the relevant Parking Overlay schedules every 5 years
- developing an on-street parking management policy to support the Structure Plan Areas significant changes in land use density, diversity and accessibility levels over time.

(iii) Draft Amendment

Parking Overlay

Parking Overlay Schedules 3 (PO3) and 4 (PO4) have been developed for the Structure Plan Area.

PO3 applies to the SRL station area bordered by Ferntree Gully Road, Blackburn Road, Normanby Road and Howleys Road including properties abutting the east side of Howleys Road.

PO4 applies to the remainder of the precinct, excluding the University core campus, the Australian Synchrotron, Moderna and Nanofabrication sites, CSIRO and CSIRO north sites, WTS and Clayton North Primary school sites.

Car parking rates are set out as maximum rates for PO3, and minimum and maximum rates for PO4.

Objectives of the Parking Overlay and Schedules include:

- to support a shift to sustainable travel modes, prioritising walking, cycling and public transport
- to minimise the impacts of car parking, vehicle traffic generation and vehicle access on the public realm and transport system
- to encourage alternative forms of parking to be provided including car share, unbundled and consolidated car parking
- to encourage the design of car parking areas (not located within a basement) to allow future adaptation for other uses and innovations in transport technology to be integrated
- for PO3 - to provide appropriate car parking rates that support the intended use of land having regard to existing and proposed active travel and public transport networks and services in the area

- for PO4 - to provide appropriate car parking rates that support the intended use of land having regard to existing and proposed active travel and public transport networks and services in the area whilst also balancing the potential impacts of under and overprovision of car parking.

A Parking Precinct Plan will provide guidance in applying PO3 and PO4.

Precinct Zone and Built Form Overlay provisions

BFO5, BFO6 and BFO7 set standards for car parking with a focus on framing the public realm and locating car parking away from the street frontage.

PRZ4 provides direction for including parking within the Monash Central and Surrounds area and seeks to ensure that car parking uses land efficiently, may be adapted for alternative uses in the future and minimises the adverse impact of car parking on the public realm, pedestrian and movement networks.

(iv) General Issues conclusions

The Committee concluded in the General Issues Report (Volume 2, Chapter 8):

- the car parking rates set out in the Parking Overlay schedules are generally satisfactory
- car parking rates should be reviewed at least every 5 years
- setting mode shift targets is appropriate
- the draft Amendment should include active travel mode shift targets, and a review and monitoring strategy to ascertain if sustainable transport modes are being realised.

(v) Planning Scheme Amendment VC277

The Committee in General Issues Report (Volume 3) discusses the impacts of Planning Scheme Amendment VC277 (gazetted on 18 December 2025) on the proposed Parking Overlay schedule rates. Amendment VC277 introduced new car parking provisions in the Victoria Planning Provisions. The new rates are tailored based on the PTAL mapping for an area.

The Committee identified that while the Parking Overlay rates differ to Amendment VC277, the Committee is satisfied that the parking rates were developed based on precinct-specific assessments and were subject to peer review and critique and found to be satisfactory.

12.4 Evidence and submissions

Evidence

Mr De Young considered:

- the provision and management of car parking in the precinct was a critically important travel demand management lever to encourage mode shift
- the general approach to car parking proposed in PO3 and PO4 was appropriate, including the use of the Parking Overlay, the adoption of two separate Parking Overlay areas, the adoption of maximum only rates in Area A and a mixture of

minimum, maximum and minimum-maximum rates in Area B, and the adoption of discretionary controls

- the residential parking rates had been informed by existing ABS data which reflected the existing transport accessibility of the precinct, and the office and retail rates had been set at appropriately higher rates which were suitable for the next five plus years
- as land use and transport conditions in the precinct evolved, travel behaviour to, from and within the precinct would change reducing the need for car parking and therefore enabling a reduction of the proposed car parking rates and/or adoption of different controls
- PO3 and PO4 could be introduced from 2026 and should be reviewed at least every five years
- minor changes to car parking rates were recommended for Area B to further encourage mode shift
- the risk of reducing the resident rates and having an adverse impact on the surrounding streets was low given the streets in the Structure Plan Area were generally well restricted to prohibit long-term car parking and residents of new development in the Structure Plan Area would typically not be eligible for an on-street parking permit
- an action was included in the draft Implementation Plan to further enhance on-street parking management, which would further limit the use of this for car parking by residents of new developments.

Mr Walsh provided an overview of the precinct neighbourhoods and associated streets, describing the availability of on-street parking and any restrictions that applied. He:

- was comfortable that the proposed rates were an acceptable outcome for the precinct once the SRL station was operational in 2035
- said the rates proposed were not 'aggressive' and would not drive significant change in mode shift
- recommended PO3 and PO4 should not be introduced until 2033, two years before the SRL station becoming operational, as existing public transport accessibility for the precinct was relatively modest.

Mr De Young proposed minor reductions for 1, 2 and 3-bedroom dwellings. These reduced rates were supported by Mr Walsh subject to deferring introduction of the Parking Overlay until around 2033. These changes were included in the post-Day 2 versions of PO3 and PO4.

Submissions

Monash Council was concerned the maximum car parking rates in PO3 and PO4 would detrimentally impact the future viability of activity centres if the transition to car-free trips was slower or ends up being lower than anticipated. It was particularly concerned about the 30-40 per cent reduction in the car parking requirements for both supermarket and retail land uses.

Monash Council submitted:

- the application of the PO3 and PO4 should coincide with the opening of the SRL station, as mode shift is limited with the precinct only having access to bus public transport
- the early introduction of PO3 and PO4 may discourage students from living near the University or new businesses locating to the precinct
- if the application of PO3 and PO4 was not deferred, they should include targets or requirements for alternative forms of parking provision, such as car share, unbundled and consolidated parking
- it was comfortable with the parking rates agreed to by Mr De Young and Mr Walsh, subject to delaying their implementation
- it supported the review of the PO3 and PO4 every five years, subject to the Proponent being the lead agency and Monash Council a partner
- parking should be provided on-site as it does not have on-street permit parking in the precinct.

The University:

- opposed the Parking Overlay being applied to any of its land
- sought to defer PO3 and PO4 consistent with Mr Walsh's evidence
- sought consideration to phasing in parking restrictions to align with the Proponent's operational timeline as development of the area was likely to occur before the opening of the SRL station.

The Proponent submitted:

- the proposed parking rates were appropriate
- it agreed that suppressing car parking rates was a lever that may be used to effect mode shift towards sustainable transport modes
- there was agreement between the transport experts on the use of Parking Overlay schedules
- the rates set out in the Precinct Parking Plan were premised on mode shift from 2026, with the expectation that they are reviewed particularly as the SRL (East) project is delivered
- the parking rates were related to existing parking provision and behaviours, though at rates intended to put downward pressure on car parking provision from their introduction. They were intended to encourage and support mode shift, rather than cause 'significant' mode shift in and of themselves
- it agreed with the reduced parking rates proposed by Mr De Young
- it did not support deferring the introduction of PO3 and PO4 to two years before the SRL station becoming operational because there was a risk of:
 - parking overprovision for development that would occur without any maximum controls, which would have a long-term impact on encouraging mode shift for the life of those developments
 - under-provision for some uses, however this would be temporary.

In response to concerns about deferring the Parking Overlay, Mr Walsh was asked by the Committee whether an alternative to delaying the Parking Overlay could be the temporary provision of on-street parking permits to supplement parking needs for new developments that occur before the opening of the SRL station given Monash Council

had a permit parking system in place for other areas of the municipality. Mr Walsh advised that existing on-street parking controls restrict University student parking and permit parking for new developments may not be supported by Monash Council. Mr Walsh also suggested that any oversupply of parking could be repurposed. Monash Council subsequently advised that parking should be provided on-site as it does not have on-street permit parking in the Monash Precinct.

12.5 Discussion

The Committee is satisfied the proposed Parking Overlay and specified PO3 and PO4 rates (based upon existing parking provision and behaviours) are appropriate, acknowledging that they should be reviewed every five years to monitor their effectiveness in contributing to mode shift to active transport modes.

The Committee agrees with Mr De Young's reduced rates for Dwellings as reflected in the post-Day 2 versions of PO3 and PO4. It does not agree with Mr Walsh's recommendation to defer introduction of the Parking Overlay until around 2033.

The Committee acknowledges concerns raised by the parties regarding the timeframe for introducing the Parking Overlay, particularly given there are limited public transport options available in the precinct with only bus services available to the area. However, existing bus services to the precinct are of a quality standard due to the presence of the University.

The Committee does not support delaying implementation of the Parking Overlay and agrees with the Proponent that it could result in an oversupply of parking for developments occurring before the opening of the SRL station.

Actions 22.1 and 22.4 within objective 22 of the draft Implementation Plan require the preparation of a precinct parking plan and the development of an on-street parking management policy. It is considered that these actions can include consideration of options for short-term support for the parking requirements of developments occurring before the opening of the SRL station, including the provision of temporary on-street parking permits.

Relevantly, the Committee's conclusions for the zoning of the Milwaukee site and the WTS site in Chapter 16 has consequential impacts on applying the Parking Overlay schedules to these sites. Adjustments are required accordingly.

12.6 Findings and conclusion

The Committee finds:

- The proposed car parking rates as set out in the Precinct Parking Plan for Monash are generally appropriate subject to the modifications recommended in the General Issues Report (Volume 3) and will encourage a shift towards more sustainable transport modes.
- The car parking rates in the Parking Overlay schedules are appropriate but should be reviewed as part of each five-yearly review to ensure they are set at an appropriate rate to encourage a shift towards more sustainable transport modes as noted in the General Issues Report (Volume 3, Chapter 8).

- The Parking Overlay should be removed from University landholdings and applied to the Monash Waste Transfer Station site consistent with the Committee conclusions in Chapter 16.

The Committee concludes:

- The proposed car parking rates as set out in the Precinct Parking Plan for Monash are generally appropriate subject to the modifications recommended in the General Issues Report (Volume 3).
- The spatial application of the Parking Overlay within the Structure Plan Area should be amended to remove it from Monash University landholdings and applied to the Monash Waste Transfer Station site consistent with the Committee recommendations MON R13 and MON R17.

12.7 Recommendations

The Committee recommends:

Draft Amendment

- 14. MON R10: Remove the Parking Overlay from Monash University landholdings.**
- 15. MON R11: Apply the Parking Overlay to the Monash Waste Transfer Station site.**

13 Community infrastructure

13.1 Referred Matter

The Referred Matter is:

Whether the planning for community infrastructure in the Monash Structure Plan Area is appropriate, having regard to the needs of future residents, visitors and employees

13.2 Key issues

The key issues are:

- when and how to approach the form, location and model for community infrastructure
- whether the network approach to sport and recreation facilities is appropriate
- how worker and visitor demand should be accommodated.

13.3 Background

(i) Draft Structure Plan

As exhibited, the draft Structure Plan maps the three existing community infrastructure assets (a community house and community hall in the north-east of the precinct, and Clayton North Primary School in the south-western corner of the precinct).

The only spatial allocation for new community infrastructure is shown generally in the Monash Central neighbourhood, where an 'opportunity area' for new or enhanced community infrastructure is identified (draft Structure Plan *Figure 12, Enriching community plan* and *Figure 21, Monash Central Neighbourhood framework plan*).

Otherwise, the draft Structure Plan outlines the future intentions for the precinct's community infrastructure. Key elements include:

- An accessible network of community facilities and open spaces in key locations will meet the daily needs of residents and workers – the overarching statement under the theme of 'Enriching Community' (5.3)
- Provide an enhanced and accessible network of community infrastructure that meets the needs of the future community (Objective 6).

Strategies support:

- a network of connected community facilities focussing on the local student and worker population, some of which would be considered in Monash Central
- new maternal child health services co-located with other health and community services
- new and enhanced sports, multi-purpose facilities within "or highly accessible from" the Structure Plan Area
- potential for public use of private facilities
- private investment in recreation facilities
- ensuring kindergarten and government school capacity meets future community needs.

A series of site selection principles for the location of new community infrastructure is provided, with various references to being locally accessible, and co-located with complementary infrastructure and services.

The text acknowledges the important role community infrastructure plays in building a sense of community, sense of place and the social interaction/collaboration as sought by the vision. It also acknowledges consultation and coordination with local government will be required.

(ii) Draft Implementation Plan

The draft Implementation Plan, as exhibited, proposes four actions under objective 6:

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

These include references to monitoring and responding to the need for a new and/or expanded kindergarten (short-long term); monitoring the need for a new government secondary school (long term); facilitation of shared user agreements for wider public access to sporting infrastructure 'on local school campuses' (medium term) and working collaboratively in the medium-long term to:

- Confirm the form and location of community infrastructure considering the guiding principles for site selection, district and regional opportunities, and potential delivery models
- Deliver new and enhanced community infrastructure.

The draft Implementation Plan nominates a new multi-purpose community hub (or equivalent) in the long term for the Monash Central neighbourhood. The size of the community hub is not nominated.

(iii) Draft Amendment

The draft Amendment does not directly facilitate any community infrastructure. However, the zone provisions are relevant to how:

- they allow for different categories of community infrastructure as a land use
- the impacts of certain land uses are managed when near community infrastructure.

The PRZ4 describes the role of the Monash Central precinct (Area 1) as a place that will support a range of uses at higher densities, including community facilities. The C1Z applied zone for Area 1 will allow for the following types of community uses:

- an education centre – as of right
- leisure and recreation facility – permit required
- place of assembly (such as library, hall) – permit required.

Land in Area 2 has the applied C3Z, which also allows for a range of community uses to be considered, including a kindergarten (as of right), primary or secondary school (permit required), place of assembly, and leisure and recreation.

Land in Area 3, where bespoke provisions are to be applied, will allow for various community uses to be considered by requiring a permit.

In areas beyond Monash Central, where the PRZ3 is to be applied, there is a shift in land use controls in the employment precincts (Area 4 – bespoke zone). While the current SUZ6 controls currently prohibit primary /secondary schools, the new controls will allow them subject to a permit.

In all applied zones of the Monash Central precinct, and in the bespoke PRZ3 – Area 4 controls, certain uses become prohibited, or subject to a permit requirement, if they are located within a specified distance of an education centre, primary school or secondary school, or land in the PAO to be acquired for such uses. The uses that become subject to more restrictive controls include industry, adult sex product shop, transfer station, and warehouse.

Both the PRZ3 and PRZ4 require an amenity impact plan for building applications associated with an education centre, if sited within 250 metres of the WTS or the Monash SES unit.

(iv) Common issues conclusions

The Committee concluded in the Common Issues Report (Volume 2, Chapter 6) that the planning for community infrastructure is not appropriate and does not sufficiently cater for the future needs of residents, visitors or employees and further work is required.

13.4 Evidence and submissions

Evidence

Three experts were called in respect of community infrastructure, each approaching the issue with a different focus.

Mr De Silva peer reviewed the Monash Precinct Community Infrastructure Needs Assessment (CINA) prepared as part of the development of the draft Structure Plan. The CINA recommends various infrastructure items to service the Structure Plan Area both in the Structure Plan Area (a multi-purpose community hub servicing only the northern part of the precinct, an outdoor court, upgrades to playing fields) and outside the Structure Plan Area boundary (a new library, community hub servicing southern parts of the Structure Plan Area, indoor recreation facilities, and outdoor courts in the adjoining Clayton Structure Plan Area). No additional new playing fields are proposed in or outside the Structure Plan Area.

Mr De Silva's evidence supported the CINA's exclusion of a district and regional infrastructure demand assessment, the use of a centralised services model, and considered the CINA an appropriate baseline for informing the draft Structure Plan. While he acknowledged specific gaps and the need for further detailed work through strengthened draft Implementation Plan actions, he noted the 20-year horizon of the draft Structure Plan period *"during which time there may be opportunity to plan for district and regional infrastructure needs"*.

Mr De Silva referred to his evidence for the General Issues Hearing which sought to ensure that further work is undertaken to build on the recommendations that are contained within the CINAs, led by the Proponent in partnership with Councils over the

short term. In relation to the Monash Precinct specifically, Mr De Silva recommended and agreed that:

- Shared user agreements were better aligned as a short term (rather than a long term) implementation action with SRLA as lead and Council and Department of Education as partners (Action 6.2).
- Opportunities to increase capacity of existing playing fields should be referenced in the Implementation Plan (Action 6.1).

As part of his evidence, Mr De Silva also had regard to the recently released revised State housing targets, highlighting that the additional dwelling growth forecast in the Monash Structure Plan Area represents a small proportion (approximately 6.3 per cent) of the overall housing target for the City of Monash by 2041.

Ms Maddock and Dr Kerkin quantified the future requirements of community infrastructure in their respective fields of expertise, spanning sport and recreation facilities (indoor and outdoor), libraries, community hubs/multipurpose space, early years services (including but not limited to kindergartens), as well as other facilities for both projected resident and working populations.

Ms Maddock's evidence was based on a 'network' approach to sport and recreation planning. This approach recognises that both facilities and the populations that use them extend beyond Structure Plan Area boundaries, necessitating consideration of regional, district, and local facilities that may serve multiple municipalities, catchments, or communities depending on their scale and purpose. Her analysis considered the existing 'active' sport and recreation facilities servicing the SRL East Monash, SRL East Glen Waverley and SRL East Clayton Structure Plan Areas, and a demand assessment based on an analysis of participation and population. Ms Maddock had regard to the additional population of the Structure Plan Area comprising residents and 10 per cent day workers.

Ms Maddock's evidence pointed to limited existing capacity to accommodate the projected populations of these precincts, requiring existing facilities to be redeveloped to accommodate greater capacity, and provision of additional/new facilities. For instance, she considered that the existing Monash Aquatic and Recreation Centre (outside the Structure Plan Area) will serve as the main indoor facility for the future population in the Structure Plan Area, and that its current capacity needs to be expanded to support the additional demand generated by the Structure Plan Area.

Within the Structure Plan Area boundaries, Ms Maddock acknowledged:

- the University is a "*major provider*" of outdoor sports facilities, including district level cricket, football and hockey fields
- Carlson Reserve, at the western edge of the Structure Plan Area, is the only other outdoor sporting facility, which was noted as having a "*very high*" use.

Key recommendations made by Ms Maddock for facilities in the Structure Plan Area included:

- increased outdoor sporting capacity at Carlson Reserve in the short to medium term
- additional outdoor sports fields (potentially a new district sports reserve with two multi-sport fields) in the medium-long term

- additional indoor sports courts (such as at education sites or new indoor facilities), both in the short to medium term and medium to long term
- additional wet and dry program spaces, potentially through commercial operators to complement local government services.

Ms Maddock considered that this infrastructure needed to be provided in tandem with the recommended infrastructure outside the Structure Plan Area. She considered that planning of infrastructure should occur and be resolved immediately, (before the draft Amendment is adopted), and before considering the need for joint user agreements.

Dr Kerkin considered the CINA had significantly underestimated the need for early years services and 'general' community space (such as library, community meeting and arts/culture facilities), and that the CINA had not accounted for the potential demand on such services by the future working population in the Structure Plan Area. She provided detailed estimates for worker demand (ranging from 5-20 per cent depending on facility type) based on her expertise and comparison with other projects like Fishermans Bend.

Dr Kerkin's analysis highlighted significant demand for Monash Council managed early years facilities, and the important role of libraries in servicing worker populations. She recommended:

- provision of a three-room Council-managed kindergarten facility in the short term
- provision of an expanded community hub (including library) wholly in the Structure Plan Area rather than relying on the Clayton Structure Plan Area
- a more nuanced approach to site selection/community infrastructure location principles than contained in the exhibited draft Structure Plan.

All experts agreed that planning for the needs of the future working population should be considered, and acknowledged the gap left in the work of the exhibited documents in this regard. It was further agreed that there was no standard methodology to approach and accommodate worker demand.

All experts agreed further detailed work was needed; saw value in pursuing shared use agreements; and agreed with the principles of co-location and integration with other facilities. Dr Kerkin, Mr DeSilva, and through questioning Mr Woodland and Mr Barnes, all agreed that the Monash Central precinct would be an appropriate location to consider future community infrastructure, including a future vertical school, if required.

No expert analysed likely visitor demand on community infrastructure, either declining to offer an opinion as to how visitor demand should be approached or suggesting that visitor demand could be broadly encompassed with resident and worker demand forecasts.

Submissions

Monash Council considered community infrastructure planning for the precinct was inadequate and sought an alternative approach to ensure detailed planning and funding mechanisms are established before the draft Amendment progresses any further. It added:

- This approach would enable identification of required community infrastructure, and allocation of land as a critical component of the structure planning work.

- Deferring this work risks losing opportunities as land values increase after they are rezoned.

Monash Council considered the CINA did not properly assess early years services, schools, and worker demand. It relied on its experts to submit that significantly more infrastructure is required than identified by the Proponent.

Monash Council supported Ms Maddock's 'network approach' to active recreation planning and submitted that the Proponent had adopted this approach already, though selectively. For instance, relying on new facilities being delivered in the Clayton Structure Plan Area while otherwise dismissing responsibility for infrastructure outside the Monash Structure Plan Area boundary. It submitted that the appropriate provision for community infrastructure must be made somewhere, which is attributable to its population.

Monash Council said the draft Amendment should be paused until:

- a complete list of required community infrastructure had been confirmed
- land required for infrastructure has been identified in the draft Structure Plan and draft Amendment
- estimated costs were determined and funding pathways established.

Alternatively, if its position was not supported, it asked that all projects identified by its experts should be listed in the draft Implementation Plan with appropriate lead agencies and performance standards.

The University submitted appropriate recognition of the facilities it offers on its campus, which are made publicly available by the University, had not been acknowledged in the exhibited draft Structure Plan documents. This infrastructure included performing arts spaces, sporting facilities and libraries, which were 'satisfactorily addressed' in the Day 1 version of the draft Structure Plan.

The University explained that such facilities could not be relied upon as the facilities it offers are made on the University's terms, primarily for its users, and may be subject to change in the future. It resisted the draft Implementation Plan's reliance upon joint user agreements as a 'first line' solution to community infrastructure.

The Proponent, through its submissions and *Position Paper MON1* described the approach of the draft Structure Plan and draft Implementation Plan to be generally consistent with the recommendations of the CINA, "...without limiting how that may occur by prescribing exactly what must be provided, or exactly where or how that must occur". The Proponent explained this approach enabled flexibility to respond to opportunities such as land ownership, funding mechanisms, and evolving municipal strategies and plans, and to give effect to consultation with relevant stakeholders.

The Proponent submitted that the work undertaken by all relevant experts has the potential to add value to future processes as envisaged by the draft Implementation Plan but did not agree that the work allowed specific conclusions to be drawn regarding what, where or how community infrastructure is to be provided.

In response to evidence and submissions, the Proponent:

- put forward several changes in the Day 1, Day 2 and final versions of the draft Implementation Plan, addressing various recommendations of its experts in the

General Issues Hearing and Monash Precinct Hearing. The final version of the draft Implementation Plan included:

- new actions to *"deliver new and enhanced community infrastructure"* (medium-long term), and *"identify opportunities to increase capacity of existing playing fields"* (short term)
- amended timing of action 6.1 to confirm the form and location of community infrastructure in the short term
- updated the draft Structure Plan to map the community infrastructure made available by the University
- maintained its position from the General Issues Hearing that:
 - while a network approach is appropriate for understanding district and regional infrastructure needs, this extends beyond what can reasonably be expected from the draft Structure Plan process and exceeds Proponent's statutory powers and responsibilities, and the scope of the Referred Matter
 - planning for kindergarten and early years services is preferably undertaken by the Department of Education and local government in a separate process
- did not agree with Mr De Silva's recommendation that the Proponent 'lead' the facilitation of shared user agreements, though supported playing an 'active role' in such agreements
- considered that draft Implementation Plan actions should be led by agencies with primary statutory responsibilities
- considered the additional location principles for community infrastructure offered by Dr Kerkin unnecessary
- did not support Ms Maddock's recommendations for specific facilities beyond those identified in the CINA
- did not accept Dr Kerkin's methodology to account for worker demand
- submitted no witness had suggested community infrastructure should be planned for having regard to visitor demand.

13.5 Discussion

The need for Community Infrastructure

The question of how much and what community infrastructure is needed in the Structure Plan Area is a difficult issue.

The available demographic information about future populations lacks nuance, and the Proponent and Committee are geographically limited in their considerations to the precinct boundary.

Notwithstanding these constraints, the Committee agrees with Monash Council and its experts that existing infrastructure servicing the precinct is limited and substantial provision will be required. Only one project, being part of a community hub in the Monash Central precinct, is planned, with other projects subject to future work as described in the draft Structure Plan and draft Implementation Plan.

Critically, the CINA did not account for workers or visitors to the precinct, representing a considerable gap in the assessment. Further work is essential to identify these demands and to undertake public consultation on appropriate provision levels.

Playing fields

Carlson Reserve is the only public reserve in the Structure Plan Area containing a playing field. While work should be undertaken to identify whether its capacity can be increased, any such increase does not obviate the need for additional public playing fields in the Structure Plan Area, whether at the rate identified in the CINA or as suggested by Ms Maddock.

Several factors make the provision of playing fields pressing. First, Carlson Reserve's location at the western edge of the precinct makes it less accessible to new resident and working populations projected for the central, northern and eastern parts of the precinct. Second, there are competing demands on Carlson Reserve's available space, including for passive open space. Thirdly, and critically, the needs of workers and visitors have not been factored into current assessments, meaning existing provision rates likely underestimate actual demand.

Libraries and community hubs

The draft Structure Plan's vision for liveable and sustainable communities in the Structure Plan Area is predicated on creating environments where creative and collaborative spaces support a thriving employment area and encourage interaction and knowledge sharing. Central to this vision is the concept of a walkable community where residents and workers can access services and amenities within their immediate environment.

This vision cannot be realised if the precinct remains heavily reliant on community infrastructure located outside its boundaries, such as in the Clayton Structure Plan Area. Such reliance is fundamentally at odds with the draft Structure Plan's objectives. Key facilities like libraries and community hubs should be in the heart of the Monash Precinct where the highest density populations are planned. These facilities serve not only as service providers but as gathering places that foster the social cohesion and knowledge exchange the draft Structure Plan seeks to cultivate.

The Committee therefore considers it inappropriate for the Structure Plan Area to depend substantially on external infrastructure provision. While some degree of network sharing across precinct boundaries is inevitable and desirable, the scale and nature of projected growth in the Monash Structure Plan Area demands dedicated infrastructure that is accessible to, and planned around, the communities it will serve.

Kindergartens and schools

No provision has been made for kindergartens despite expert evidence demonstrating such need in the short term, and no sites have been identified for schools despite the draft Structure Plan flagging the potential need for one in the future.

These facilities are land-intensive and require careful consideration of buffer zones, particularly in a precinct where industrial and employment uses will remain significant. For these reasons, potential sites should be identified and shown in the draft Structure Plan to enable proactive planning and avoid the land securement and compatibility issues discussed below.

Shared user agreements

The Committee considers it appropriate to pursue joint user agreements with schools and the University to supplement community infrastructure, particularly with respect to active recreation facilities. However, the Committee agrees with Ms Maddock and the University that shared arrangements should not be the primary solution.

Currently, there are two schools in the precinct – John Monash Science School, located on University grounds, and Clayton North Primary School. Both are in the far south-western corner of the precinct, therefore any agreement reached on these sites for sporting facilities is likely to offer limited value to populations in other areas of the Structure Plan Area. The accessibility and availability constraints of these sites reinforce the need for dedicated public infrastructure that can reliably serve the precinct's projected population.

13.6 Findings and conclusion

The Committee finds:

- The Committee has found (Common Issues Report Volume 2, Chapter 6) the planning for community infrastructure is not appropriate and has not had sufficient regard to the future needs of residents, visitors and employees.
- The timing proposed for the detailed planning of community infrastructure in the Monash precinct is not appropriate and risks undermining liveability and the achievement of the vision and objectives in the draft Monash Structure Plan.
- The current planning for community infrastructure in the Monash Structure Plan Area is not adequate.

Based on the above findings and conclusions in the Common Issues Report (Volume 2), the Committee concludes:

- The planning for community infrastructure in the Monash Structure Plan Area is not appropriate and does not have sufficient regard to the future needs of residents, visitors or employees. Further work is required. Refer to Chapter 6 in the Common Issues Report (Volume 2).

14 Draft Implementation Plan

14.1 Referred Matter

The Referred Matter is:

Whether the approach to implementing the actions and projects contained in the draft Implementation Plan for Monash and the timing and pathways for their implementation are appropriate for the purposes of the draft Structure Plan.

14.2 Key issues

The key issues are whether:

- the Proponent should take a lead role in specific action items, rather than assigning responsibility to Monash Council
- the action items appropriately capture the work required to deliver on the vision of the draft Structure Plan.

14.3 Background

(i) Draft Structure Plan

The draft Structure Plan is supported by the draft Implementation Plan.

(ii) Draft Implementation Plan

The draft Implementation Plan details actions in the Planning Scheme (requiring a planning scheme amendment), future actions that sit outside the Planning Scheme, and key public / capital works projects. It assigns pathways, timing and responsibilities for delivering the actions.

(iii) Draft Amendment

The draft Amendment proposes to reference the draft Implementation Plan as a background document in the Schedule to Clause 72.08.

(iv) Common issues conclusions

The Committee concluded in the Common Issues Report (Volume 2, Chapter 8) that the approach to implementing the actions and projects in the draft Implementation Plans and the timing and pathways for their implementation is not appropriate, and that the Implementation Plans require significant amendments. Further review of the Implementation Plans is required once the further work recommended by the Committee is complete. The Proponent must ensure appropriate support and commitment from key stakeholders in relation to the actions and key projects in the Implementation Plans.

14.4 Evidence and submissions

Evidence

Mr De Young, Mr Walsh, Mr DeSilva, Professor McGauran, Ms Thompson, Dr Kerkin, Ms Maddock and Mr Barnes gave commentary and very detailed recommendations on the draft Implementation Plan in terms of specific tasks, actions, projects, feasibility, timing, delivery and project leads. Their recommendations spanned almost all aspects of the draft Implementation Plan.

Planning experts offered broader views on the appropriateness and role of the draft Implementation Plan. Mr Barnes' view was that lead responsibility for action items should by default rest with the Proponent unless Monash Council is consulted and agrees to take on the lead role for specific action items.

Mr Woodland observed that:

Implementation plans necessarily require a wide range of work to be done by multiple parties over extended period of time. It is neither practical nor reasonable to expect an implementation plan of this nature to be fully resolved at the time that the statutory planning controls are introduced.

He recommended creation of a working party (or similar) comprising the Proponent, Monash Council and other key agencies to review and further develop the Implementation Plan, with a view to reaching agreement on a final plan that can be endorsed by the relevant decision makers within a specified time frame.

Submissions

Pemara group supported changes to the draft Implementation Plan to bring certainty to the upgrade of Howleys Road.

The University made submissions:

- to action items that directly relate to its landholdings, focussing on issues of stormwater management, the Clayton Bus Interchange, and road and street network matters
- on how the University is referenced as a key partner or stakeholder in certain actions.

Monash Council's submission centred on ensuring infrastructure funding and delivery mechanisms are in place before approving the draft Amendment. Monash Council sought:

- to itemise key public open space, community infrastructure, critical pedestrian links and transport projects with the Proponent taking primary responsibility as the lead agency for planning and funding these projects
- new actions requiring the Proponent to prepare feasibility studies, infrastructure plans, funding plans, and movement frameworks to confirm the viability and costs of proposed transport network changes and public realm improvements.

The Proponent submitted that the draft Implementation Plan provides an appropriate degree of flexibility and specificity commensurate with the long-term nature of the draft Structure Plan's horizons. It made several changes to the draft Implementation Plan in response to submissions throughout the course of the Hearing but did not accept

submissions aimed at reducing the flexibility it submitted was necessary, or which increased the level of specificity sought by Monash Council. It acknowledged the difficulties presented by the scope of the Committee's Terms of Reference that confine actions within the Structure Plan Area.

14.5 Discussion

Central to the issue is the tension between maintaining sufficient flexibility in the draft Implementation Plan as a long-term strategic document, versus providing adequate detail and information to ensure the delivery of projects in a timely manner for the community.

The Committee refers to the views and commentary on the draft Implementation Plans contained in the Common Issues Report (Volume 2, Chapter 8). It has found that it is not appropriate to recommend specific changes to the draft Implementation Plans.

In the context of the recommendations for further work the Committee considers that for the draft Monash Precinct Implementation Plan that work should encompass its conclusions and recommendations for additional actions in:

- Chapter 9.11 relating to bus interchange connectivity investigation
- Chapter 15.7 relating to noise and vibration.

14.6 Finding and conclusions

The Committee finds:

- The approach to implementing the actions and projects contained in the draft Implementation Plan and the timing and pathways for their implementation are not appropriate for the purposes of the draft Monash Structure Plan.

The Committee concludes:

- The approach to implementing the actions and projects in the draft Monash Precinct Implementation Plan and the timing and pathways for their implementation is not appropriate.
- In the context of the Common Issues Report (Volume 2) recommendations to amend the draft Implementation Plans, the draft Monash Precinct Implementation Plan should be amended to include the Committees recommendations for additional actions (recommendation MON R07 and MON R12).

15 Noise and vibration

15.1 Referred Matter

The Referred Matter is:

Whether the PRZ and BFO schedules that apply in the Monash Structure Plan Area are appropriate to address construction noise and vibration impacts on Monash University and CSIRO Clayton.

15.2 Key issue

The key issue is whether:

- Noise and vibration from construction activities in the vicinity of the University and CSIRO may affect sensitive scientific measurement equipment and if so, how that should be addressed in the draft Amendment.

15.3 Background

(i) Draft Structure Plan

The draft Structure Plan does not directly address impacts on equipment contained in the University or CSIRO. However, at objective 10 (Support the growth of anchor institutions and leverage off their success) a strategy is to:

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.

(ii) Draft Amendment

The PRZ parent provision at Clause 37.10-9 does not deal with construction impacts or impacts to the University or CSIRO specifically. The provisions generally require an application for buildings and works to provide, 'as appropriate':

Any significant noise, odour, fume and vibration sources to and/or from the development

Decision guidelines at Clause 37.10-11 enable the responsible authority to consider:

The extent to which the layout and design of the new use or development minimises the potential for off-site impacts, including from noise, fumes, odour or vibrations, ensuring that existing uses are not compromised by new development.

There are no relevant noise and vibration considerations contained in the PRZ or BFO schedules.

15.4 Evidence and submissions

Evidence

Mr Barnes considered it appropriate to include application requirements and permit conditions in the PRZ schedules to enable an assessment of noise and vibration impacts on the University and if necessary, impose appropriate conditions. He deferred to specialist advice on their need and drafting.

No specialist expert in the field of noise or vibration was called.

Submissions

The University was principally concerned with the impacts of noise and vibration from 'significant' construction activities on its specialised equipment including the construction of basements and piling as development intensifies in and around the University in line with the draft Structure Plan.

The University tabled a map (Figure 13) identifying the location of equipment that was vulnerable to the impacts of GBNV arising from construction activity. It drew attention to the Noise and Vibration Technical Report underpinning the draft Structure Plan, which:

- supported a 300-metre radius around "any active construction site to identify potential risk areas" and
- confirmed that noise and vibration from active construction should be managed to avoid cumulative impacts from multiple construction sites on the University's sensitive equipment.

Figure 13 Ground-borne noise and vibration sensitive receptors on University land (300m radius)



Source: Monash University Appendix D – Map of GBNV sensitive receptors on University land (MON 118d)

The University was unsure how the 300-metre radius was derived. In its further submission,³ the University:

- was unable to provide specific details of all pieces of sensitive equipment present on its campus and landholdings
- confirmed it had not conducted any modelling on the likely effect of ground borne vibration based on the vibration sensitive equipment
- noted that the location of sensitive equipment could change

³ Monash University supplementary submission regarding noise and vibration (MON 129)

- advised the radius of sensitivity will vary depending on the type of equipment and the building in which it is housed
- was unaware of similar planning approaches taken by other education or research institutions to manage construction impacts on noise and vibration-sensitive equipment
- pointed to various examples of referral and notification requirements for applications in other overlay controls, but did not specifically request this approach for the University
- did not support use of the building permit approvals to address its concerns
- advised of its additional concerns with airborne construction noise impacts on its student accommodation facilities.

It sought changes to the PRZ schedules to:

- include new application requirements for works involving 'significant' excavation:
 - in neighbourhoods A, B and G to provide a ground-borne noise and vibration impact assessment and management plan
 - for sites within Monash Central to provide airborne and ground-borne noise and vibration impacts assessments
- include an additional decision guideline when considering Master Plans in the PRZ4, as follows:

Whether appropriate measures are included to mitigate off-site amenity impacts from dust and noise.

Monash Council shared the University's concerns and supported the strengthening of the controls in terms of application requirements and permit conditions.

The Proponent did not support the inclusion of an additional application requirement or permit condition to address the University's concerns, describing them as 'onerous'. It tabled the *SRLA Technical Note TN-G02 – Noise and Vibration* (GI 56) submitted to the General Issues Hearing which stated the author's opinion that:

I do not consider specific planning requirements for construction noise and vibration in the Monash Precinct to be necessary, and the risk can be assessed and controlled through the permit application process on a case-by-case basis. Construction noise and vibration is a routine matter that a Responsible Authority would consider as part of any planning permit application and, if necessary, impose conditions as part of the planning permit assessment phase. These conditions could include reference to EPA Victoria Publication 1834.1 and specific requirements for Monash University or CSIRO if they were to be considered appropriate by the Responsible Authority.

At the request of the Committee, the Proponent tabled CSIRO's submission to the exhibited draft Structure Plan which raised concerns with noise and vibration from the operation and construction of the Suburban Rail Loop. It did not raise concerns relating to precinct development impacts.

15.5 Discussion

There are several unknown factors about the impact of construction in the precinct on sensitive equipment within the University campus or its other sites including:

- the level of different equipment sensitivity to excavation
- the extent of excavation activity which may cause impact

- the changeable location of specialist equipment and the availability of information about the type of equipment and their location
- the potential radius of impact beyond the University's land holdings
- how any impacts would be best managed.

There was no specialist evidence in support of the University's submission.

Accordingly, it is not possible for the Committee to make a confident assessment of the extent of potential impacts of construction on noise and vibration-sensitive equipment, nor recommendations as to the geographical extent or form of any additional mitigating controls. Even if the Committee agreed with the University that some form of control was appropriate, it observes:

- the University can install, remove, update and relocate its equipment at any time and there is no interface between these actions and the planning system.
- applying a planning permit condition or issuing planning approval of a construction management plan to deal with the University's issues can conceivably occur years before construction commences, by which time circumstances could have dramatically changed.
- the difficulty for decision makers in determining what constitutes 'significant' excavation.
- there is no information to assist a decision maker as to the appropriateness of construction methods put forward in a construction management plan, nor is there sufficient information to enable a professional acoustician to undertake a meaningful assessment of whether certain construction methods or locations are going to be problematic.

The Committee further observes that Site 82 (referred to as New Horizons) marked on the University's map is the closest sensitive receptor to the SRL station precinct where the tallest (and potentially most impactful) extent of development is to occur. At approximately 450 metres away there is a low probability that noise and vibration will present a problem to the University, particularly considering intervening land uses and activity.

The Committee is also cognisant that the Victorian Heart hospital is located on the University site within the Site 220 radius (Figure 13). It is unclear whether vibrations from construction will affect heart equipment or impact patient health.

Given the potential for serious impacts on the University, CSIRO and the Victorian Heart Hospital it is appropriate that a precautionary approach be taken. In the absence of sufficient information to determine an appropriate control that is reasonable, balanced and statutorily workable the Committee encourages the University to undertake further work to model potential impacts on its equipment, to map its equipment and to determine a workable Precinct Zone schedule requirement to manage the issue if still determined necessary. This process should include consultation with the Victoria Heart Hospital. To ensure a commitment to this investigation it is suggested that it be identified as a short term action in the draft Implementation Plan with the University as lead and the Proponent and Monash Council as partners.

While the impacts on student amenity in terms of air borne noise is not a Referred Matter such impacts can be adequately managed through Monash Council local laws and EPA requirements.

15.6 Findings and conclusion

The Committee finds:

- Noise and vibration arising from construction activities may present impacts to Monash University's or CSIRO specialist equipment however the Committee has insufficient information to identify an appropriate application requirement or decision guideline.
- There is a potential for serious impacts on Monash University, CSIRO and other facilities such as the Victorian Heart Hospital from noise and vibration which warrants further short-term investigation.

The Committee concludes:

- The Precinct Zone schedules do not appropriately address construction noise and vibration impacts on Monash University and CSIRO Clayton and further work is required.

15.7 Recommendation

The Committee recommends:

Draft Amendment

- 16. MON R12: Amend the Precinct Zone schedules to include an appropriate permit requirement and/or decision guideline for the consideration of noise and vibration impacts on sensitive specialist equipment at Monash University sites, CSIRO Clayton and the Victorian Heart Hospital.**

16 Applying the Precinct Zone

16.1 Referred Matter

The Referred Matter is:

Whether the PRZ should be applied to:

- Land owned by Monash University in the Monash Structure Plan Area
- The Monash Waste Transfer Station and other Council land in the Monash Structure Plan Area
- The land at 20-22 Gardiner Road, Notting Hill.

16.2 Key issues

The key issues are whether:

- land owned by the University, beyond its core campus, should be zoned PRZ
- the PRZ should apply to the WTS site
- 20-22 Gardiner Road, Notting Hill should be subject to the PRZ.

16.3 Background

(i) Draft Structure Plan

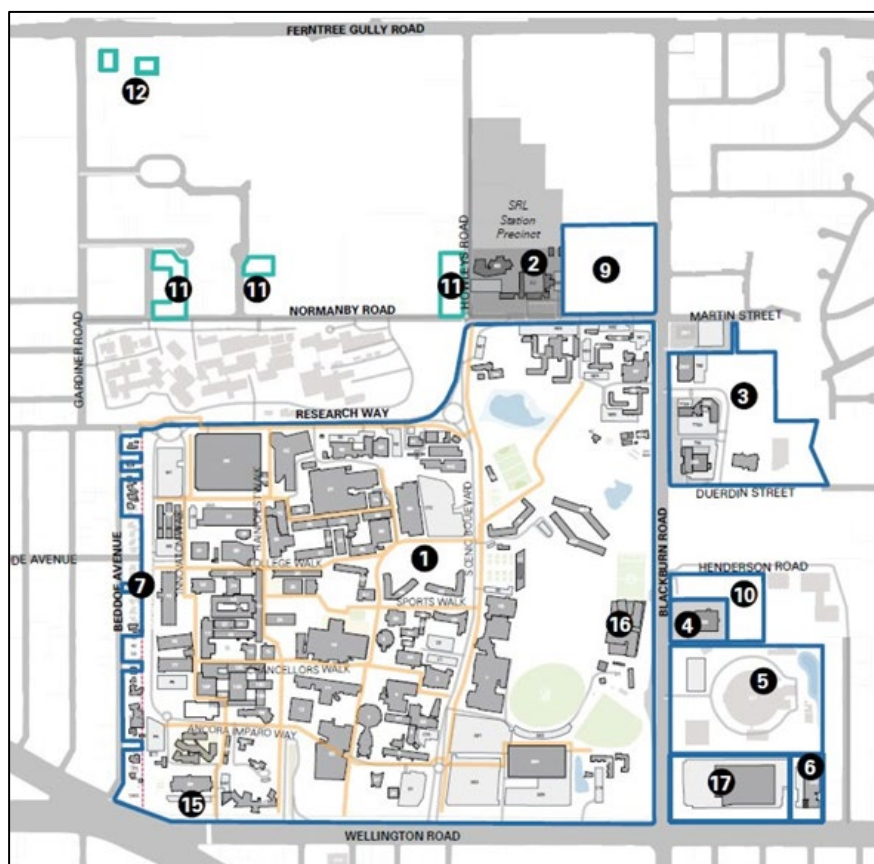
University land

The University owns a range of landholdings beyond its core campus. These are depicted in Figure 14 below (navy blue outlined properties only). Most landholdings are on the eastern side of Blackburn Road where the draft Structure Plan recognises the broader role of these sites as part of the Employment Growth and Health Innovation neighbourhoods.

Other University landholdings include:

- various properties on the eastern side of Beddoe Avenue, currently in the Residential Growth Zone, and used by the University for their community legal centre, childcare centre, as well as residential and vacant uses – the draft Structure Plan includes these properties in the Clayton North precinct and the Land Use Plan prioritises housing in this area
- the Milwaukee site recently acquired by the University and commercially leased to Milwaukee Tool – The site is at the north-western corner of Normanby Road, in the Monash Central and Enterprise precincts, where a mix of uses will support the employment and innovation focus of the precinct.

Figure 14 University landholdings in the Monash Structure Plan Area



Source: Monash University land ownership in the Monash Structure Plan Area (MON 87)

Waste Transfer Station

The WTS is in the northern part of the Precinct. It is shown in the draft Structure Plan as part of the Enterprise area and Employment Growth neighbourhood (Neighbourhood B), where a mix of uses are proposed and a 'significant' built form scale is preferred.

The draft Structure Plan proposes to develop a transition plan for the WTS (objective 9) and to use the master planning process to guide the transition process, particularly to address incompatible uses as Monash Central intensifies into a mixed-use area.

Built form guidelines in the draft Structure Plan Chapter 6.3 (Neighbourhood B: Employment Growth) have specific regard to the WTS site, seeking *"comprehensive redevelopment"* to *"capitalise on the opportunities presented by a sizeable site in singular ownership"*, along with *"significant uplift of built form for delivery of office and commercial floorspace, prioritising knowledge based and advanced manufacturing businesses"*.

Various Monash Council parks and reserves are identified in the draft Structure Plan. These public open spaces are intended to be *"retained and enhanced"*.

20-22 Gardiner Road, Notting Hill

20-22 Gardiner Road, Notting Hill is not specifically identified in the draft Structure Plan. It forms part of the Major employment area (Neighbourhood B) where a diverse range of employment uses are sought.

(ii) Draft Amendment

Most of the land owned by the University is proposed to be rezoned from its existing SUZ to the PRZ3. The Milwaukee site is proposed to be rezoned PRZ4.

The rezoning does not extend to the 'core' campus of the University or land at 800-820 Blackburn Road which spans the Australian Synchrotron, Melbourne Centre for Nanofabrication and Moderna mRNA sites (currently zoned SUZ6).

For the WTS site, the draft Amendment proposes (as exhibited) to retain the current PUZ.

Other Monash Council owned land relevant to the question of the PRZ concerns its application to parks and reserves. Various parcels of land in the Monash Precinct were rezoned to the Public Park and Recreation Zone (PPRZ) in January 2025, through Planning Scheme Amendment C157mona to the Planning Scheme. Amendment C157mona coincided with the timing of the preparation of the draft Amendment currently before the Committee. As a result, some parks were incorrectly proposed in the PRZ. These parcels are to be removed from the PRZ zone maps, and retain their PPRZ zoning, as set out in the Proponent's corrections table filed in the General Issues Hearing and forming part of the Day 2 and post-Day 2 document versions for the Monash Precinct Hearing.

20-22 Gardiner Road, Notting Hill is proposed to be rezoned from SUZ6 to PRZ3. In addition, BFO7 Area 4 provisions are proposed to apply.

16.4 Land owned by Monash University

(i) Evidence and submissions

Evidence

Mr Woodland supported the PRZ being applied to the University's land holdings beyond the main campus as proposed because they are embedded in the existing and future urban structure and should therefore be treated differently from the core campus. He described these sites as forming an intrinsic part of the Monash Precinct and being essential to delivering the draft Structure Plan vision.

Professor McGauran spoke to the various works and improvements initiated by the University to its physical environment over time, particularly at their core campus. He highlighted the resulting landscape quality, synergy, and integration with surrounding areas under the University's planning autonomy enabled by the PUZ.

Professor McGauran considered the proposed introduction of the PRZ and BFO to its non-core campus would lead to a 'confused' governance and approvals process that would unnecessarily undermine opportunities for the University to integrate planning across an otherwise contiguous group of land parcels. In his opinion, none of the University landholdings, including those facing Beddoe Avenue, should be subject to the PRZ and they should instead be rezoned PUZ.

Mr Barnes considered that it was inappropriate to apply the PRZ to land where two public agencies, Monash Council and the University, operate. He stated applying restrictive controls could unreasonably limit the University's ability to use its land for education,

research, development, cultural and community purposes. He referred to the Practitioner's Guide in support of his opinion that the PUZ2 is the appropriate zone for all University land.

Submissions

The University opposed the rezoning of its off-campus landholdings to the PRZ, other than those properties fronting Beddoe Avenue. It considered the PRZ and associated BFO controls to be lengthy and complex, constraining its ability to respond flexibly to funding, research and development opportunities.

The University contended that its landholdings meet the criteria set out in *Planning Practice Note 2: Public Land Zones* (PPN2) and that the application of the PUZ is an appropriate alternative, noting:

- its public entity status established under specific legislation, in accordance with statutory purposes
- it is an entity ultimately accountable to the State
- it has consistently used its land for public purposes
- the current zoning controls that afforded the agility to deliver projects such as the Moderna mRNA facility
- the 'convoluted' concept plan, master plan and permit requirements required by the proposed PRZ4, in the context of the Milwaukee site
- the University has demonstrable experience in delivering exemplary built form, public realm and landscapes across its landholdings, particularly its core campus, within the current zoning arrangement.

Monash Council supported the University's position. It referred to the 74.01 Schedule which provides that public land used for education and health-related purposes, including the University and Monash Medical Centre, should be zoned PUZ.

The Proponent supported the PRZ being applied to all University land outside its main campus, submitting:

- the University does not currently have total autonomy or flexibility for planning its off-campus sites
- applying the PRZ would provide more 'nuanced' controls but would not introduce additional constraints beyond the 'less prescriptive' controls in the existing SUZ6 and Design and Development Overlay
- the Milwaukee site is leased to a commercial tenant until at least 2033 and has not been used for University-related purposes, making the application of the PUZ premature and inconsistent with PPN2
- other tertiary institutions with landholdings separated from its main campus are not zoned PUZ, citing examples such as the University of Melbourne and RMIT
- excluding University land from the PRZ would impede delivery the vision for the Monash Precinct which requires coordinated and integrated planning throughout the precinct
- the PRZ, BFO and Clause 11.03-6L-03 collectively provide strong policy support for education and innovation-related uses undertaken by the University and retain the ability to develop campus-style facilities under these controls.

(ii) Discussion

The Committee has carefully considered the competing arguments regarding the appropriate zoning for the University's landholdings outside its 'core' campus within the Structure Plan Area. This consideration requires balancing the overarching precinct vision with the University's operational requirements and its fundamental role as the anchor institution for the broader MTP.

Framework for selecting an appropriate zone

The Committee relies on the current version of the Practitioner's Guide (August 2025) to inform its view on this matter. It provides important considerations on applying public land zones and contains similar content to the former PPN2.

The Practitioner's Guide advises that public land zones are appropriate where a public land manager requires flexibility, protection or exemption that differs from surrounding zone provisions due to the special nature of the public land and its control under another Act. Critically, the Practitioner's Guide contemplates that a public land manager should be able to use and develop public land for any purpose under the relevant land management legislation without requiring a permit.

The Practitioner's Guide describes the PRZ as the 'preferred tool' for guiding substantial change in priority precincts and implementing strategic work through a consistent framework. However, this preference must be understood in the context of general precinct development, not as displacing otherwise appropriate public land zone applications.

The Committee considers that reference to 'preferred' relates to the overall selection of tools available for precinct-wide planning, rather than suggesting the PRZ should override considerations for public land that warrants specialized zoning treatment. This principle is consistent with the approach contemplated in Planning Practice Note 56 regarding activity centres, which recognises that educational facilities, particularly tertiary institutions, warrant special zoning consideration even in areas of substantial change.

The existing Clause 74.01 of the Planning Scheme explicitly contemplates applying the PUZ to *'public land used for education and health-related purposes, including Monash University and Monash Medical Centre'*. However, the Committee has placed limited weight on this Clause, noting it has not been subject of a recent Planning Scheme review process, and is subject to the current draft Amendment before it.

Is application of the PRZ appropriate to the Milwaukee site?

The Milwaukee site presents complexities. The Proponent argues that the University's commercial lease until 2033 and non-University use make contemplation of the PUZ premature. However, the Committee considers that the PRZ4 controls could unnecessarily constrain the University's capacity to respond to opportunities that may arise before the lease concludes.

The concept plan requirements under PRZ4 create a significant procedural impediment: permits cannot be sought unless either the concept plan (and later, a master plan) has been prepared and approved, or the responsible authority is satisfied that issuing a

permit would not prejudice the concept plan's preparation or the integrated development of land.

This arrangement places the University's development capacity at the mercy of the concept plan's timing, which ultimately rests with the Proponent. Despite the draft Implementation Plan designating the concept plan as a 'short term' action, it is entirely feasible that the University may wish to develop the site for University purposes before the concept plan is settled.

The PRZ4 controls would also subject the site to a master planning process, plus planning permits for all buildings and works, with mandatory maximum floor area ratios, setbacks, and built form requirements, alongside additional mandatory permit conditions. By contrast, the PUZ would require no permit for University-related use and works, enabling substantially greater flexibility than even the current SUZ and DDO provisions.

The Committee considers that exclusion of the Milwaukee site from the PRZ would not impede the delivery of physical improvements sought for the Monash Central area as described in the draft Structure Plan, concept plan or master plan.

The Proponent has already contemplated preparation of a concept plan to an area that encompasses but excludes the large WST site from the PRZ and associated concept plan and master plan requirements. Improvements such as the potential future high-capacity public transport corridor on Normanby Road, any associated road widening, linear open space, and other connections can be delivered through alternative mechanisms including negotiation, cooperation, alternative design approaches, or use of the Proponent's powers under the *Suburban Rail Loop Act 2021*.

Other non-core University landholdings

The PRZ3 controls and BFO7 requirements would impose additional information and assessment criteria on other University landholdings beyond those applying under existing controls.

While the Responsible Authority retains discretion to apply these requirements judiciously and 'as appropriate' to the circumstances of each application, such that they would not likely present a significant practical constraint on the University, they nonetheless represent an additional layer of planning control.

The question is whether these additional controls will deliver commensurate benefit to the precinct's future planning. Having regard to the University's anchoring role within the Structure Plan Area and broader MTP, and to the principles established in the Practitioner's Guide, the Committee concludes it does not.

The University's role and the precinct vision

The Committee acknowledges the conceptual strength of the PRZ framework: that a precinct functions as a whole, with decisions made for the collective benefit of the precinct's future. Consistent zoning reflects each parcel's contribution to the precinct and provides a framework for implementing strategic plans, including physical upgrades, connections and other precinct-wide benefits. For these reasons, uniform application of the PRZ across the Structure Plan Area would ordinarily be desirable to achieve the cohesion and integration the zone contemplates.

However, exceptional circumstances exist with regard to the University's landholdings in the Structure Plan Area. The University's landholdings beyond its main campus are not peripheral to its functions but critical components of its educational, research and innovation mission. This is borne out through institutions such as Moderna and the Synchrotron.

The University is the reason for the SRL station, and serves as the main economic contributor and anchor of both the MTP and the Employment and Innovation Area. The vision in the draft Structure Plan, establishing an international destination for scientific knowledge, research and discovery alongside a new centre of activity, is fundamentally dependent on leveraging the success of the University, as acknowledged in objective 8 of the draft Structure Plan.

Critically, the vision would remain achievable even if the PRZ did not apply to University land. In the employment neighbourhoods, University land is already actively contributing to the vision. In the Monash Central precinct, the Milwaukee site, if used for tertiary education purposes, would be inherently aligned with the vision's objectives.

The land uses espoused in the vision can be achieved without the Milwaukee site forming part of the PRZ, and the vision does not rely on linear open space being delivered in a precise location. While the vision depends on improvements to Normanby Road, these should not be solely reliant on the PRZ mechanism. Rather, it is critical that the University, Monash Council, DTP Transport and the Proponent work cooperatively to resolve future planning for these shared infrastructure objectives.

Special Use Zone considerations

The Committee has considered whether the existing SUZ (and associated Design and Development Overlay) would be suitable to be retained on the University's landholdings. Applying the SUZ would place University land in the same zone as land outside the Structure Plan Area. This approach would fail to properly recognise and differentiate the role of land in the Structure Plan Area from land outside the precinct.

Precinct cohesion

The Committee notes that the zoning for this precinct is already mixed and cannot be uniformly applied as would otherwise be desirable. Large tracts of land at the heart of the Monash Structure Plan Area are not subject to the PRZ, including the main University campus, CSIRO sites, and the Moderna, Synchrotron and Nanofabrication facilities. These sites are also integral to the precinct's identity, success and ability to realise the opportunities sought in the draft Structure Plan. The resulting fragmented zoning pattern has already departed from the principle of a uniform approach to precinct zoning.

In this context, the Committee considers excluding the University's off-campus landholdings from the PRZ would not undermine the success of this particular precinct. Rather, it considers that applying the PUZ to these landholdings would benefit the University and, in turn, support the continued success of the precinct. The precinct vision is more likely to be realised, and may be enhanced, if the University is afforded the flexibility it requires to continue its contribution and anchoring role to the Structure Plan Area and the MTP more broadly. Consistent with the controls applying to the University's

core campus, the Committee considers that the balance of the University's landholdings should be in the PUZ and have no BFO applied.

(iii) Findings

The Committee finds:

- There is no clear basis for including the University's landholdings beyond its core campus in the Precinct Zone or Built Form Overlay.
- Retaining the Public Use Zone on Monash University's landholdings will not compromise the wider draft Structure Plan vision or the built form and employment use outcomes sought by the Precinct Zone and Built Form Overlay schedules.
- The bespoke Special Use Zone Schedule 6 applying to 800-820 Blackburn Road (comprising the Synchrotron, Moderna and Nanofabrication sites) is appropriate and should be retained. Its retention will not compromise the wider draft Monash Structure Plan Vision or built form and employment use outcomes.

16.5 Monash Waste Transfer Station and other Council land

(i) Evidence and submissions

Evidence

Both Mr Woodland and Mr Barnes considered that the WTS site should remain zoned PUZ while it is used for local government purposes, and that if there is a proposal to change the use of the site in the future, it could be incorporated into the planning framework for the Monash Precinct at that time.

Mr Barnes made further recommendations to recognise the existing WTS use in relevant maps of the draft Structure Plan and policy at Clause 11.03-6L-03. He also recommended deleting all reference to future land use and built form outcomes on the site.

Submissions

Monash Council submitted that it has no plans in the short or medium term to relocate its WTS, with its current functions entrenched and critical to the municipal waste and community frameworks. While it supported the exclusion of the WTS from the PRZ4, it sought to remove all expectations of future land use, built form and other references to the WTS from the draft Structure Plan.

Conversely, the Proponent submitted that the future role of the WTS and its contribution to the vision for the precinct should have visibility in the draft Structure Plan and Clause 11.03-6L-03. This would ensure surrounding land can be master planned and integrated with the WTS, should it be developed in the future.

(ii) Discussion

The Practitioner's Guide states that where public land use is essentially of a commercial or business nature, the surrounding zoning will usually be appropriate, noting that many work depots or offices for government bodies can be included in a commercial or industrial zone. On this basis, the PUZ is not the preferred zone for the WTS site.

Rather, the PRZ is appropriate for several reasons relating to the transformational objectives of the draft Structure Plan. Firstly, the WTS is fundamentally incompatible with the vision for the precinct as an international destination for scientific knowledge, research and discovery. Retaining this low-intensity use does not contribute to the knowledge-based economy sought.

Secondly, the WTS forces surrounding land to accommodate reverse amenity impacts, constraining the type and intensity of development possible on adjacent sites.

Thirdly, the WTS site also restricts available land and options available for community infrastructure and open space that could make a meaningful contribution to the precinct's amenity.

Unlike the University landholdings, which actively anchor the precinct's objectives, the WTS represents a use at odds with the precinct's future direction. Excluding it from the PRZ would have significant consequences for delivering the vision. The purpose of structure planning is to facilitate transformational change, and the WTS site should not be separated from this long-term vision.

The Committee notes that the Proponent and Monash Council have agreed the WTS site should retain its current PUZ. However, the Committee considers this a convenient rather than appropriate outcome from a strategic planning perspective. Applying the PRZ would not disrupt current operations. The WTS can continue operating for as long as necessary and will retain existing use rights. The PRZ ensures that when the site eventually transitions, that transition will be guided by the strategic vision and subject to the same planning framework applying to surrounding land.

The Committee therefore considers the WTS site should be zoned PRZ with an applied Area 2 Zone reflecting the same aspirations as the land surrounding it. This recognises the site as an integral component of the precinct's future rather than excluding it from the transformational change the draft Structure Plan seeks to achieve. The Committee agrees with the Proponent that the long-term aspirations for the WTS should be included in the draft Structure Plan and associated policy at Clause 11.03-6L-03.

(iii) Findings

The Committee finds:

- The Monash Waste Transfer Station site, while likely to retain its existing use for some time, has a significant interface to other parts of Monash Central and surrounds.
- The Monash Waste Transfer Station site should have a planning control regime that ensures future development does not compromise the precinct Vision and employment focus or the ability to enable longer term planning to provide for the site's future integration into the wider precinct.

16.6 20-22 Gardiner Road, Notting Hill

(i) Background

20-22 Gardiner Road, Notting Hill is a large (approximately 5,155 square metres) L-shaped site fronting Gardiner Street to the west and Business Park Drive to the south. It is currently occupied by a low-rise building.

(ii) Submissions

Pellicano Group opposed the rezoning of 20-22 Gardiner Road, Notting Hill from SUZ6 to PRZ3 and questioned the need for new overlay controls. Through its written submissions, it considered the permitted uses under PRZ3 are similar to those currently permitted under SUZ6. It sought to retain the existing SUZ6 or alternatively relax the use restrictions in PRZ3 to not require a permit to use land for a 'warehouse'.

In support of applying the PRZ3 and its associated land use table to the site (and the wider employment area), Mr Woodland highlighted the use of a discretionary control for warehouse uses to prevent under-development.

The Proponent and Monash Council did not support Pellicano Group's submission to apply PRZ3 and BFO7 to the site.

(iii) Discussion

The Committee considers the site has the potential to make a meaningful contribution to the precinct vision as a centre for knowledge-based businesses developed to a 'campus' scale. The Committee was not persuaded there is a strategic basis to justify a deviation from the proposed zoning and overlay controls.

(iv) Finding

The Committee finds:

- There is no strategic basis to retain the Special Use Zone Schedule 6 at 20-22 Gardiner Road, Notting Hill.

16.7 Conclusions and recommendations

The Committee concludes:

- The Precinct Zone and Built Form Overlay should not be applied to:
 - the University's landholdings beyond its core campus
 - 800-820 Blackburn Road
- The Monash Waste Transfer Station site should form part of the PRZ4 with an applied Area 2 zone.

The Committee recommends:

Draft Amendment

- 17. MON R13: Remove Monash University landholdings (except 800-820 Blackburn Road) from the Precinct Zone Schedules 3 and 4 and include them in the Public Use Zone.**

- 18. MON R14: Amend the Precinct Zone Schedule 4 Use and development framework (Map 1) to remove the Milwaukee site from Area 1 and show it as 'Area outside of this schedule'.**
- 19. MON R15: Amend the Built Form Overlay Schedule 6 Development framework (Map 1) to remove Monash University landholdings.**
- 20. MON R16: Amend the Built Form Overlay Schedule 7 Development framework (Map 1) to remove Monash University landholdings.**
- 21. MON R17: Apply the Precinct Zone Schedule 4 to the Monash Waste Transfer Station site.**
- 22. MON R18: Amend the Precinct Zone Schedule 4 Use and development framework (Map 1) to include the Monash Waste Transfer Station site in Area 2.**

17 Strategic sites

17.1 Referred Matter

The Referred Matter is:

Whether the identification and treatment of strategic sites in the Monash Structure Plan Area are appropriate.

17.2 Key issues

The key issues are whether:

- The identification of certain strategic sites is appropriate
- The role and utility of strategic sites in the Structure Plan Area is clear.

17.3 Background

(i) Draft Structure Plan

The exhibited draft Structure Plan listed the following strategic sites at objective 13, Enhancing Place (refer Figure 15):

- Monash SRL East SDA
- CSIRO & CSIRO North
- Australian Synchrotron
- Monash Waste Transfer Station
- 326 Ferntree Gully Road, Notting Hill
- 30 Henderson Road, Clayton
- Monash University Clayton Campus, and significant landholdings:
 - 625 Blackburn Road, Notting Hill
 - 700 Blackburn Road, Notting Hill
 - 710 Blackburn Road, Clayton
 - 738 Blackburn Road, Clayton
 - 770 Blackburn Road, Clayton
 - 762 Blackburn Road, Clayton

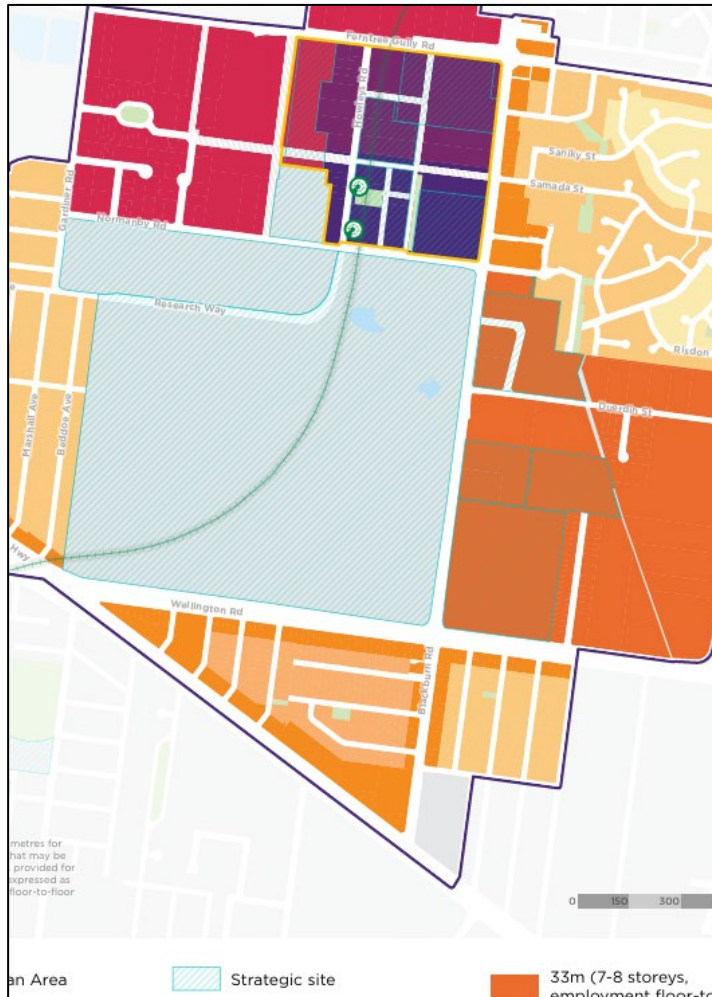
In addition, the maps identified the Moderna facility and Centre for Nanofabrication at 820 Blackburn Road as strategic sites.

The strategic sites were identified for the:

opportunities they present to accommodate significant growth or their strong potential to help deliver policy objectives or public benefit outcomes.

The draft Structure Plan states that strategic sites may be subject to detailed master planning in future.

Figure 15 Monash Structure Plan Area strategic sites



Source: Draft Monash Precinct Structure Plan (Figure 14)

(ii) Draft Implementation Plan

Actions 4.1 and 5.1 of the draft Implementation Plan proposed to amend the Planning Scheme to encourage the provision of affordable housing on strategic sites (and areas identified for significant and high housing growth to achieve the following objectives) to meet the following objectives:

- Encourage a range of housing sizes and tenures to meet the needs of future households (Objective 4).
- Increase the supply of social and affordable housing (Objective 5).

(iii) Draft Amendment

Strategic sites are identified in both the PRZ3 and PRZ4 however:

- while identified in the Use and Development Framework Plan of the exhibited PRZ3, there is no provision in the PRZ3 or the parent zone associated with strategic sites
- none of the strategic sites in the PRZ4 area are identified in the PRZ4 Use and Development Framework Plan.

Proposed Clause 11.03-6L-03 maps the strategic sites. Under the heading of 'Affordable housing strategies' it states:

Incentivise the provision of affordable housing on strategic sites, areas identified for significant and high preferred built form scale and areas prioritised for commercial and health uses.

Under the heading of 'Strategic site strategies' the policy states:

Plan strategic sites to make a significant contribution to accommodate residential and employment growth projections.

Encourage strategic sites to capitalise on their potential for redevelopment, intensification and opportunities to deliver public benefit outcomes, including public realm improvements, affordable housing, and new open space or public links.

(iv) General Issues conclusions

The Committee identified some significant shortcomings in the approach to strategic sites in the General Issues Report (Volume 3, Chapter 9.3). That discussion is not repeated here. Recommendations GI R20 to GI R23 address these shortcomings and apply equally to the strategic sites in Monash as those in other precincts.

17.4 Evidence and submissions

Evidence

Mr Woodland and Mr Barnes considered that the WTS site and University 'core' campus should not be identified as strategic sites. However, as to the balance of strategic sites owned by the University, Mr Woodland considered they should remain as strategic sites while Mr Barnes considered they should not.

Mr Woodland and Mr Barnes both agreed that the commentary, terminology and Planning Scheme translation of strategic sites to be varied and 'potentially confusing'. Mr Woodland recommended reviewing their purpose and nexus to the relevant planning controls, and whether a wider group of sites should be designated as strategic sites.

Submissions

Monash Council raised concerns about the selection criteria used to identify sites as strategic sites and queried the objectives and development outcomes sought for those sites. Monash Council did not support inclusion of the WTS as a strategic site.

The University submitted that its landholdings should not be designated as strategic sites. This included the core campus and other University landholdings outside the core campus.

Acknowledging that many of the strategic sites would not be subject to the PRZ, and on the evidence of Mr Woodland, the Proponent agreed to remove strategic site designations from:

- CSIRO and CSIRO north
- the University core campus
- the Australian Synchrotron, Moderna mRNA and the Melbourne Centre for Nanofabrication sites, and
- the WTS.

The Proponent's Day 2 version of the PRZ3 and Clause 11.03-6-3L shows these sites removed. The draft Structure Plan was amended to show removal of the WTS (but no other agreed sites) from the Neighbourhood Framework Plans.

In addition, the Proponent's final document version incorporates a range of changes, including additional policy guidelines and ordinance guidelines arising from recommendations made in the General Issues Hearing. Specifically, the changes include:

- updates to BFO maps at Schedules, 5, 6 and 7 to include reference to strategic sites (excluding those agreed to be removed)
- addition of a decision guideline at BFO5 relating to strategic sites, requiring *"design excellence through high quality architecture"*, supported by an independent design review process 'as required'. Non-strategic sites are to demonstrate *"high quality"* design
- addition of a decision guideline at BFO7 relating to strategic sites, and whether development improves pedestrian permeability
- addition of a decision guideline in the Schedule to the PRZ for further weight to the contribution of strategic sites to public benefits
- inclusion of reference to improving pedestrian permeability through strategic sites at Clause 11.03-6L-03.

17.5 Discussion

Somewhat tellingly, there is no definition of a 'strategic site' in the glossary of the draft Structure Plan, nor in the glossary of the SRL East Background Report for Monash. A strategic site was not defined as part of the Hearing process, and the function of strategic sites was ambiguous.

Aside from a misalignment of strategic site mapping across the PRZ3 and PRZ4 Use and Development Framework Plans, the proposed changes in the post-Day 2 documents to BFO schedules have brought a new range of inconsistencies. For instance, the post-Day 2 version of BFO5 maps strategic sites and includes new decision guidelines for strategic sites. However, there are no strategic sites located in the BFO5 area.

Fundamentally, the key issue is the mismatch between policy expectations for strategic sites, the statutory framework, and the suggested rationale for strategic sites.

Notably, the proposed policy at Clause 11.03-6L-03 describes strategic sites in terms of 'delivery of public benefit outcome' and affordable housing 'incentives', suggesting a connection between the strategic sites and the VPBUF. The draft Implementation Plan also suggests a connection between strategic sites and the delivery of affordable and diverse housing outcomes.

However, that nexus is not evident, noting:

- there is no alignment between the sites subject of the VPBUF and sites identified as strategic sites
- the zoning of the strategic sites either prohibits residential use (and by extension, affordable housing) or makes them subject to a permit and master planning requirements of the PRZ4.

Turning to the remaining purpose of strategic sites, policy encourages them to make a 'significant' contribution to residential and employment growth, and to 'capitalise' on their potential for redevelopment and intensification. The Committee considers that the designation of land in the PRZ already does this. The zone facilitates substantial change in accordance with the development frameworks set out in the respective schedules. It is evident that all sites will be expected to build on their potential and offer intensification that contributes to jobs and homes, not just strategic sites. Additionally, affordable and diverse housing types are express objectives for all land in the PRZ, not just strategic sites.

The Committee therefore considers that the current designation of strategic sites serves no purpose, and it is unclear how they are expected to deliver land use and/or built form outcomes that are otherwise provided for in the PRZ. The Committee agrees with Mr Woodland that the designation and application of strategic sites should be subject of separate review, which can be done as an item of the draft Implementation Plan.

As there is no clear role for strategic sites, the Committee considers that reference to strategic sites should be deleted from the draft Amendment.

17.6 Findings and conclusion

The Committee finds:

- The identification and treatment of strategic sites in the Monash Structure Plan Area is not appropriate, as discussed in the General Issues Report (Volume 3, Chapter 9.3).
- The Committee is therefore not in a position to reach a finding on whether the strategic sites identified in the Structure Plan Area should be identified as strategic sites.

The Committee concludes:

- The identification and treatment of strategic sites in the Monash Precinct Structure Plan Area is not appropriate, for the reasons set out in the General Issues Report (Volume 3, Chapter 9.3).

18 Monash University

18.1 Referred Matter

The Referred Matter is:

Whether the draft Structure Plan and draft Planning Scheme Amendment provide appropriate recognition of the role of Monash University and its landholdings.

18.2 Key issue

The key issue is whether there are any matters beyond those already considered by the Committee warranting further consideration for the University and its landholdings.

18.3 Background

(i) Draft Structure Plan

The draft Structure Plan makes various references to the University, the most relevant to the referred matter being at objective 10 which is to:

Support the growth of anchor institutions and leverage off their success.

A strategy associated with this objective is:

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.

The Land Use Plan identifies the core of the University's campus for education and research purposes. The balance of University-owned land falls in areas identified for 'major employment', 'enterprise' and, in the case of Beddoe-Avenue facing land, 'housing'.

(ii) Draft Amendment

The draft Amendment retains the University 'core' campus in its current PUZ, while proposing to apply the PRZ and associated BFO to other landholdings. The current SUZ6 is proposed to be retained on the land owned by the University and used by the Synchrotron.

18.4 Monash University and its landholdings

(i) Evidence and submissions

Evidence and submissions relating to the University and its landholdings are addressed under other Referred Matter chapters of this report.

Evidence

Specific to this Referred Matter:

- Mr Barnes considered the policy settings for the MTP and EIA in the context of land use planning.

- Professor McGauran referred to the approach of other tertiary precincts of global significance and highlighted the need for the new controls to support and prioritise opportunities for enterprise and institutional partnerships.

Submissions

The University submitted the draft Amendment and draft Structure Plan failed to appropriately recognise the University, pointing to the totality of its submissions in terms of zoning, land use, built form, depiction of links through University land and reliance on the University's open space and community facilities.

Monash Council supported the University's position and described the University as the *"undisputed heart of the MTP"*.

The Proponent considered both the draft Structure Plan and the draft Amendment appropriately responded to the importance of the University to the Monash precinct.

(ii) Discussion

The Committee agrees with the University that the draft Amendment and draft Structure Plan must have appropriate regard to the University's role as the largest and most important anchor in the Structure Plan Area. The planning framework should provide ongoing support, recognition and flexibility in the controls applying to University land, to enable its research and education offerings to continue to thrive. In turn, this will propel the success of both the Structure Plan Area and the wider MTP.

While the draft Structure Plan and draft Amendment have been conceived as part of a larger city-shaping transport project, the Committee finds that the Proponent's objectives have overshadowed the needs of the very institution that defines this precinct's land use, economy, visitation and character. Importantly, there appears to be little regard to the recent University Masterplan, despite the draft Structure Plan envisioning as such. This lies at the heart of the University's and Proponent's areas of disagreement.

The Committee has made recommendations throughout this report to ensure an appropriate level of recognition is given to the University while also considering the broader interests of the precinct in delivering an appropriate land use mix, building typologies, new open space opportunities, infrastructure and a level of amenity to ensure the Structure Plan Area realises its potential. However, it is imperative that the Proponent meaningfully engages and partners with the University outside of the planning framework to deliver integrated environments.

18.5 Findings and conclusion

The Committee finds:

- The draft Structure Plan and draft Amendment do not appropriately recognise the role of Monash University and its landholdings.
- Further changes to the draft Amendment are necessary to address the importance of Monash University as recommended in Chapter 16.

The Committee concludes:

- The draft Monash Structure Plan and draft Planning Scheme Amendment do not appropriately recognise the role of the University and its landholdings.

19 Public Acquisition Overlay

19.1 Referred Matter

The Referred Matter is:

Whether the Public Acquisition Overlay (PAO) should be applied to:

- 601-609 Blackburn Road, Notting Hill
- 352-368 Ferntree Gully Road, Notting Hill.

19.2 Key issue

The key issue is whether the PAO should be applied to identified properties in the draft Structure Plan.

19.3 Background

(i) Draft Structure Plan

The draft Structure Plan aims to create a core network of high amenity Activity Streets in the immediate area around the SRL station to support a safe and attractive environment for people using the SRL station and visiting, living or working in the centre of the Structure Plan Area.

Key strategies supporting this include:

- to 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 new streets, laneway and through-block links that are safe, legible and accessible; and contribute towards a clear hierarchy of routes to ensure that places function well, 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.

(ii) Draft Implementation Plan

The draft Implementation Plan includes actions focussing on the SRL station area to:

- create a new, highly walkable and coordinated street network at the centre of the Structure Plan Area
- prepare a concept plan for the area shown in Figure 16 of the draft Structure Plan, which provides design guidance and a delivery pathway for new streets and links, and upgrades to existing streets.

Key projects identified within the draft Implementation Plan include:

- for the Monash Central neighbourhood - a new East-West Street, including streetscape, public transport, pedestrian and cycling infrastructure, extending Samada Street between Linear Open Space Street and Blackburn Road

- for the Employment Growth neighbourhood - widening of Howleys Road (east side between Ferntree Gully Road and Normanby Road) to accommodate separated cycling infrastructure and a wider footpath for better pedestrian circulation and public realm enhancements within the street.

(iii) Draft Amendment

PRZ4 primarily enables the strategies and actions of the draft Structure Plan and draft Implementation Plan for the SRL station and surrounds and has an objective:

To increase permeability and connectivity for public transport, pedestrians, cyclists and vehicles with new through-block links that support the creation of a fine-grain street and laneway network that extends Samada Street

PRZ4 requires the preparation of a concept plan for the SRL station and surrounds by the Proponent. The PRZ4 requires a master plan to include:

Provision for the development of an Essential Key Street 'East-West Street' connecting Ferntree Place to Blackburn Road, generally in alignment with Samada Street
Provision for any necessary road widenings to existing roads including, but not limited to, Normanby Road, Howleys Road and Ferntree Place

PAO2 applies for road purposes in favour of the Proponent to:

- part 601-609 Blackburn Road, Notting Hill
- the whole of 352-368 Ferntree Gully Road, Notting Hill.

19.4 601-609 Blackburn Road, Notting Hill

(i) Evidence and submissions

Evidence

Mr De Young submitted:

- the main reason for the PAO over the property was to create a new road connection onto Blackburn Road at Samada Street that extends the East-West Street that will be delivered as part of the SRL (East) project works
- the road would provide improved bus access to SRL station and facilitate improved vehicle and pedestrian access, including across Blackburn Road
- the road would improve accessibility to the SRL station bus stops
- the road's alignment with Samada Street enabled an efficient signalised intersection, including right-turn lanes from Blackburn Road into the new road and Samada Street which would run simultaneously.

Mr Walsh was comfortable with the proposed PAO for the new East-West Street indicating it would be desirable to complete this road as part of the SRL station works to provide for greater permeability and access.

Submissions

Monash Council acknowledged the evidence of Mr De Young in respect of the proposed PAO on 601-609 Blackburn Road, Notting Hill and his agreement with Mr Walsh that the PAO was appropriate.

Pellicano Group, owner of the subject land, submitted:

- it was seeking the opportunity to work with the Proponent on an optimal site redevelopment that would deliver a mutually beneficial outcome for the new east-west road as well as an optimised redevelopment of the balance of the site to be undertaken by the landowner
- it preferred to work with site specific requirements for a future development rather than having the full site compulsorily acquired
- realignment of the proposed east-west road to the northern boundary of the site would avoid a narrow 7-metre-wide remnant parcel between the road and the adjoining property, which was also owned by the Pellicano Group
- if the site was to be fully acquired that rezoning of the site was questionable
- it sought timely acquisition of the land, either in whole or part, at an early stage rather than a process at or around 2030
- it sought to reduce the area of land subject to the proposed PAO.

The Proponent submitted:

- the PAO was to be applied to 601-609 Blackburn Road to enable the delivery of that part of the East-West Street between Blackburn Road and the roads to be delivered as part of the SRL station works
- it was continuing discussions with the Pellicano Group including having regard to opportunities to concurrently maximise public benefit and accommodation for growth projections
- the PAO was justified for the site was justified because the construction of the new street would require the demolition of an existing building
- it was appropriate to resolve the alignment of the East-West Street in the short term through the preparation of the concept plan required by the PRZ4 and would continue to engage with the Pellicano Group.

(ii) Discussion

A concept road design layout, developed by the Proponent, provided by Mr De Young in his evidence identifies the proposed works to establish the new East-West Street across 601-609 Blackburn Road.

This new street is identified in the draft Structure Plan to be a Green Street, strategic bus corridor, strategic walking corridor, local cycling corridor and local general traffic corridor. It connects directly to the SRL station and is therefore shown to be a Critical Key Link.

The new street is proposed to be established in conjunction with traffic signals at the intersection with Blackburn Road, and for practical and functional reasons is shown to be opposite the intersection of Samada Street, which would be incorporated into the signalised intersection. It is considered that this connection to Samada Street will significantly support active transport initiatives into the Notting Hill neighbourhood.

The concept road design shows 601-609 Blackburn Road being divided into three land parcels because of the new street. A narrow 12-metre parcel extending the full length of the property will exist to the north of the new street and a 45.7-metre-wide strip will be to the south of the new street.

The owner of the land has requested that only the necessary land to establish the new street is acquired, rather than the whole property.

The Proponent advised that it was proposed to acquire the entire the site because the construction of the new street would require the demolition of an existing building.

The Committee agrees with the proposed establishment of the new street and, due to the need to acquire land to enable its provision, considers the applying the PAO to be appropriate. Given the need to demolish the building on the site to facilitate the new street, it is considered that the acquisition of the entire site is appropriate.

(iii) Finding

The Committee finds:

- The Monash Structure Plan establishes a clear strategic basis for applying a Public Acquisition Overlay across 601-609 Blackburn Road, Notting Hill as shown in the Day 3 Public Acquisition Overlay (PAO2).

19.5 352-368 Ferntree Gully Road, Notting Hill

(i) Evidence and submissions

Evidence

Mr De Young's evidence was:

- the PAO would allow the provision of two exit lanes from Howleys Road onto Ferntree Gully Road upon signalisation of the intersection and enhanced active transport infrastructure with a 3 metre wide off-road cycle path and 2.5 metre wide footpath on the east side of Howleys Road
- the road works would improve accessibility to the SRL SDA, including buses operating to/from the SRL station bus stops, and active transport connections
- without the PAO the Howleys Road exit would be restricted to a single lane, providing left and right-turn movements.

Mr Walsh agreed with the proposed PAO however the ultimate cross section for Howleys Road should be delivered as part of the SRL station works.

Mr McBride-Burgess considered that the PAO should be applied to the minimum extent necessary to accommodate the proposed intersection upgrade.

Submissions

Monash Council acknowledged the evidence of Mr De Young in respect of the proposed PAO on 352-368 Ferntree Gully Road, Notting Hill and his agreement with Mr Walsh that the PAO was appropriate.

Pemara group as landowner submitted:

- it had no objection to the PAO following clarification from the Proponent that the width is the minimum required and that its tenants would be able to continue their occupation of the site based upon this
- the width of the PAO for the road reserve widening of Howley Street should be limited to a maximum width of 3.0 metres

- road cross sections and functional layout plans for Howleys Road should be included in the draft Structure Plan to ensure clarity.

The Proponent advised:

- the PAO proposed to be applied to 16-18 Howleys Road will apply only to the limited extent required to enable relevant works to Howleys Road.
- the proposed extent of the PAO correlates with the relevant road design
- the PAO was limited to the 3 metres width required for the Howleys Road widening.

(ii) Discussion

A concept road design layout, developed by the Proponent, provided by Mr De Young in his evidence identified the proposed widening of Howleys Road at the intersection with Ferntree Gully Road, which impacts 352-368 Ferntree Gully Road.

Howleys Road is identified within the draft Structure Plan to be a Green Street, potential future high capacity public transport corridor, strategic walking corridor, local cycling corridor and local general traffic corridor. It connects directly to the SRL station and is therefore shown to be a Critical Key Link.

The proposed widening of Howleys Road is to provide for two exit lanes onto Ferntree Gully Road (dedicated left and right turn lanes), upgraded 2.5 metre wide pedestrian path and 3 metre wide cycling path. It is considered that these improvements will significantly support active transport initiatives of the precinct.

The owner of the property, Pemara group agreed to the proposed PAO subject it being limited to the extent required to achieve the upgraded infrastructure.

Appropriately, the Proponent has advised that the proposed PAO is to be applied only to the limited extent required to enable relevant works to Howleys Road and correlates with the relevant road design. The Committee supports this approach and does not consider that a limit should be applied to the width of the PAO, as this will be determined based upon the engineering requirements to establish the proposed widening works.

The Committee agrees with the proposed improvements to Howleys Road requiring widening of the existing road reserve and, due to the need to acquire land to enable its provision, considers the application of a PAO to be appropriate.

(iii) Finding

The Committee finds:

- The Monash Structure Plan establishes a clear strategic basis for applying a Public Acquisition Overlay to 352-368 Ferntree Gully Road, Notting Hill as shown in the Day 3 Public Acquisition Overlay (PAO2).

19.6 Conclusions

The Committee concludes:

- The Public Acquisition Overlay (PO2) should be applied to:
 - 352-368 Ferntree Gully Road, Notting Hill.
 - the western boundary of 352-368 Ferntree Gully Road, Notting Hill.

20 Road and street network

20.1 Referred Matter

The Referred Matter is:

Whether the road/street network shown in the draft Structure Plan and draft Planning Scheme Amendment is appropriate.

20.2 Key issues

The key issues are whether:

- the road/street network will be sufficient across the precinct to meet active travel, public transport, freight and local access needs
- the proposed creation of new streets is appropriate.

20.3 Background

(i) Draft Structure Plan

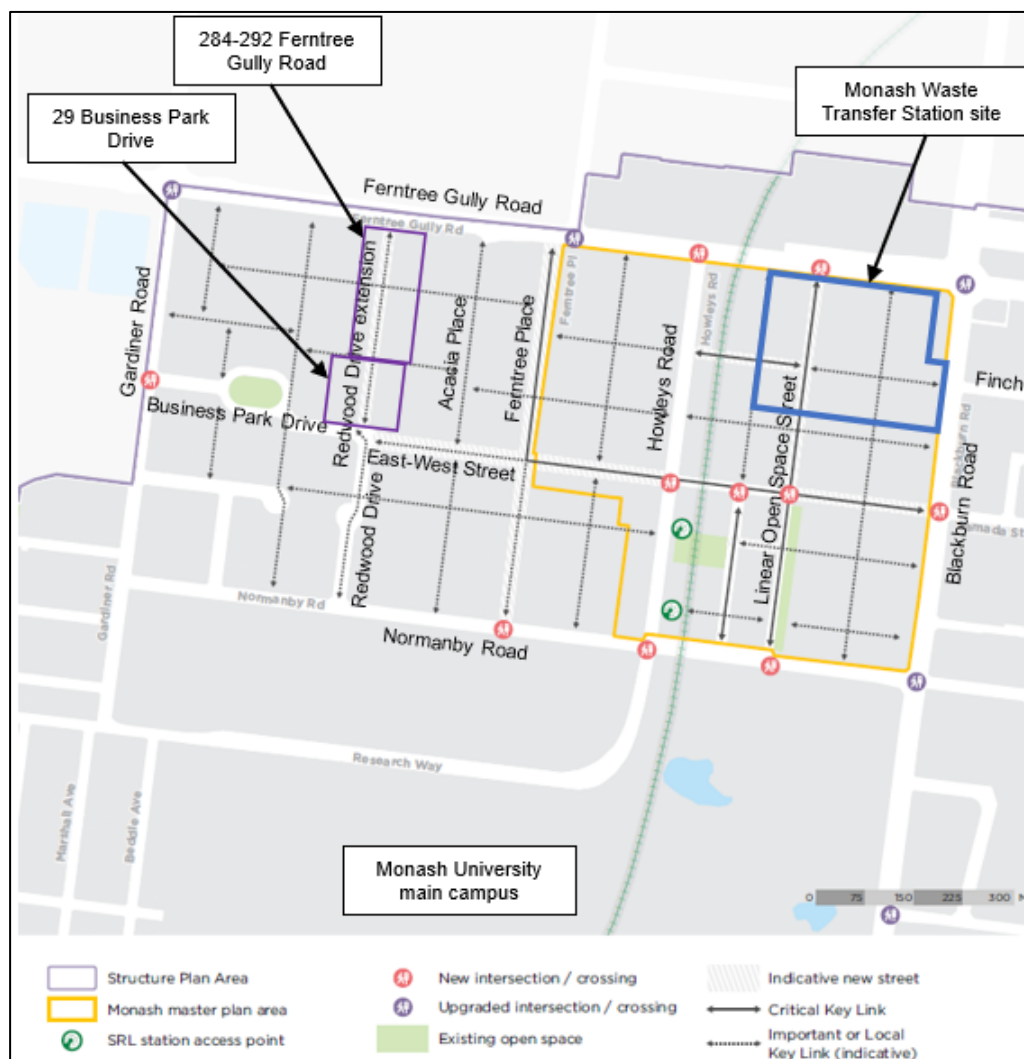
The draft Structure Plan has a focus on creating a network of streets and public spaces that are vibrant, inviting and support growth with a highly walkable and coordinated street network at the centre of the Structure Plan Area. The draft Structure Plan recognises that large urban structures and industrial blocks limit through-links and fragment walking and cycling routes in some areas. It envisions that streets will provide safe, attractive and comfortable walking and cycling journeys.

At the core of the precinct surrounding the SRL station, a new street-grid is planned to create a cohesive network that meets the needs of increasing worker and resident populations.

Key principles for the planning of the street network (refer Figure 16) include:

- creating permeable urban blocks that encourage walking and cycling
- retaining and extending existing streets or laneways within the grid and to become through connections north-south or east-west
- creating new streets that connect to existing streets
- prioritising walking, cycling and public transport over private vehicle movement and ensuring vehicle traffic is for local access purposes.

Figure 16 Monash Central and Employment Growth neighbourhood critical and important key links



Source: Draft Monash Precinct Structure Plan (Figure 16). Includes Committee's annotations.

(ii) Draft Amendment

The draft Amendment controls provide for the street network through a range of objectives.

PRZ3 has an objective:

To facilitate a new urban structure that prioritises active travel, and provides streets and pedestrian connections, to support a mix of land uses and diversity of lot development sizes

PRZ4 has an objective:

To promote a street-oriented centre with a high-quality public realm network that is safe and supports vibrant public spaces and streets to enhance the user experience around central public space near the SRL station and the linear open space

To increase permeability and connectivity for public transport, pedestrians, cyclists and vehicles with new through-block links that support the creation of a fine-grain street and laneway network that extends Samada Street

BFO5, BFO6 and BFO7 include the objective:

To increase permeability and connectivity for pedestrians and cyclists, with the creation of through-block pedestrian connections to achieve a fine-grain street and laneway network

(iii) General Issues findings

The Committee's findings in the General Issues Report (Volume 3, Chapters 9.6 and 9.8) relating to road cross sections and transport modelling were:

- The local road network appears capable of accommodating at least some of the public and active transport features of the proposed street typologies, in particular Green Streets, although it may be difficult to also accommodate the urban greening elements of Green Streets including canopy trees.
- The draft Structure Plans provide sufficient information to guide the desired outcomes for each street typology. Including active and public transport improvements.
- Given the street network in the precincts is already established, the street masterplan phase is the appropriate time to resolve and balance the competing demands of environmental and transport needs placed on each street.
- The traffic modelling to date is generally satisfactory to enable broad conclusions to be drawn in relation to what road network upgrades may be required in future, at least in and around the station locations.
- Additional modelling should occur in the future on a site by site basis as part of permit applications as the precincts develop.
- The draft Implementation Plans should be updated to include a requirement for further network traffic modelling.

20.4 Evidence and submissions

Evidence

Mr De Young considered:

- the existing network in the area was well established and cohesive, consisting of a mix of significant arterial roads, collector roads and local residential streets
- the road and street network shown in the draft Structure Plan and draft Amendment documentation was appropriate
- enhancements to the road and street network across the precinct were proposed to address existing gaps and enhance accessibility, particularly with respect to sustainable transport modes
- enhancements to the road and street network adjacent to the SRL station would provide improved permeability and public transport access
- the creation of the new east-west connection, aligned with Samada Street to the east and running to Gardiner Road to the west in the future would provide a range of transport benefits including bus access to and from the SRL station
- the Redwood Drive extension through 282-294 Ferntree Gully Road was required for connectivity but could be shifted to the east boundary of the property and delivered through development as a public road. This was considered more favourable to using nearby Acacia Place which was privately owned and more circuitous

- there was no need to undertake additional transport modelling before approving the draft Amendment as there would be additional transport modelling completed in the future for projects and actions proposed.

Mr Walsh was comfortable with the new streets in the Monash Central neighbourhood, but it would be desirable to complete the east-west road as part of the SRL station works to provide for greater permeability and access. He considered:

- the proposed linear open space street between the new East-West Street and Ferntree Gully Road was not a critical link and could be developed over time, as there would be alternative north-south routes, such as Howleys Road or Blackburn Road to access this section of the neighbourhood
- the new east-west road provided between Howleys Road and the Linear Open Space Street north of the SRL station should be removed as it would impact a privately owned property and had limited benefit
- the formalisation of Ferntree Place and extension to the south had merit and would improve permeability, it was not however critical for accessibility for the precinct
- the Redwood Drive extension had strategic merit, but it was not fundamental to accessibility through the area
- the Business Park Drive extension and East-West Street was an important strategic link provided direct access to the SRL station; however, it needed to be delivered in a meaningful timeframe
- was concerned that landowners would be required to fund improved road accessibility over their land through redevelopment proposals
- further traffic modelling was required to understand whether there were any road or intersection improvements necessary to support the intensification of the Structure Plan Area.

Mr Woodland considered:

- the Transport Report and UDR provided the rationale for the proposed road and street network
- the northerly extension of Redwood Drive to Ferntree Gully Road was logical.

Mr McBride-Burgess recommended the Redwood Drive extension be deleted as:

- the number of north-south connections between Ferntree Place and Gardiner Road was excessive
- the proposed location was not along the property boundary in accordance with the draft Structure Plan strategies for proposed streets
- it would fragment the existing landholdings at 29 Business Park Drive and 282-294 Ferntree Gully Road and reduce the capacity of properties from being developed in a manner that was consistent with the built form aspirations for the precinct
- it failed to consider existing road networks that provide vehicle and pedestrian access from Business Park Drive to Ferntree Gully Road including the existing conditions along Acacia Place, located only 110 metres to the east which achieved the same outcomes.

Mr Sheppard advised in cross examination that the proposed Redwood Drive extension could be provided elsewhere on the property rather than through the middle of the land as indicated. He added that he did not support removal of the link, but it could be a pedestrian and cycling link instead of a road connection.

Professor McGauran advised in cross examination that he was sympathetic to Acacia Place being an alternative connection to the Redwood Drive extension, however there was a significant distance between Acacia Place and Gardiner Road and therefore a shared cycling/pedestrian path would be required on the alignment of the proposed extension. He added that if the link was critical then a mechanism should be in place to ensure it would occur.

Mr McBride-Burgess' evidence was:

- the strategies of the draft Structure Plan objective 18 that guided the introduction of new streets were broadly appropriate however had little regard for existing conditions, including existing property boundaries and built form, and this unreasonably impacted 278-280, 282-294 and 352-368 Ferntree Gully Road
- the spacing of roads should be between 200 to 250 metres for collector roads, consistent with the general guidance for walkable catchments within the *VPA Precinct Structure Plan Guidelines 2021*
- the proposed Green Street extending Redwood Drive should be deleted due to:
 - proposed excessive north-south connections in the vicinity
 - a conflict with the draft Structure Plan strategy to *"maximise opportunities to introduce new streets or laneways along property boundaries where these may be provided through setbacks from a common boundary"*
 - the road extension would fragment 29 Business Park Drive and 282-294 Ferntree Gully Road, unreasonably encumbering the future development potential of the properties
 - existing road networks that provide vehicle and pedestrian access from Business Park Drive to Ferntree Gully Road, including Acacia Place which was located 110 metres to the east.

Submissions

Monash Council generally supported the intent of the planning for improvements to connectivity and active transport, consistent with the intensification of the precinct. However, it considered:

- the planning for the active transport network and upgraded street network was inadequate due to the question of whether projects were feasible and the costing and funding of projects had not been explored
- Business Park Drive and its extension should be considered an important strategic link given it will be a bus corridor, cycling corridor and walking corridor and delivered in a timely manner
- the program for road delivery in the Employment Growth neighbourhood and Monash Central should be revised and the application of the PAO expanded to trigger acquisition by the Proponent as the acquiring authority.

In terms of Redwood Drive, Monash Council submitted:

- the extension should be retained as Acacia Place was a private road and would be a circuitous route connecting back into Business Park Drive
- it should not be identified as a third order street requiring its provision through a future redevelopment proposal
- the Proponent should take steps to properly identify the land required and secure it through the PAO with the Proponent as the acquiring authority so the landowner could be compensated.

The University submitted:

- no part of the proposed Linear Open Space Street should be located on the Milwaukee site
- the “*area of widened public realm*” nominated on the southern edge of the Milwaukee site as it interfaces with Normanby Road should be removed.

Pemara group opposed the Redwood Drive extension impacting its property at 282-294 Ferntree Gully Road, Notting Hill submitting:

- there was insufficient strategic basis for the extension, and:
 - the Transport Report only showed a pedestrian and local cycling corridor in the location
 - the UDR showed the alignment as an enhanced connection for walking cycling and greening
 - there were no functional layout plans or cross sections for the road
 - there was no traffic modelling to establish the extension was required
- there is existing infrastructure that could be utilised and/or enhanced as part of the redevelopment of nearby Acacia Place
- it did not have any current intention to develop its land and therefore there was no certainty when the road extension would be delivered
- it would accept a shared cycle/pedestrian link over its land in place of the proposed street
- if the proposed road extension was to remain, it should be shown on the eastern boundary of the property and subject to the PAO to ensure that the owner can be appropriately compensated for the acquisition.

The Owners Corporation at 29 Business Park Drive, Clayton was also concerned with the location of the proposed Redwood Drive extension considering:

- it would significantly impact on the property including the common property area which was actively used by heavy vehicles, forklifts, staging of deliveries and regular activity
- the new street was not likely to be delivered without acquisition of the land and Acacia Place should be applied instead.

Robot Building Supplies opposed the location of the various roads and connections shown to cross their property at 326-342 Ferntree Gully Road, Notting Hill as they would be critically disruptive to the ongoing operation of the business.

The Proponent submitted:

- the road and street network shown in the draft Structure Plan and draft Amendment documentation were informed by the Transport Report and the

UDR, in conjunction with consultation with the DTP Transport and other stakeholders

- the development of the superblock bounded by Normanby Road, Blackburn Road, Ferntree Gully Road and Gardiner Road depended on the establishment of a new street network, to provide both connectivity and access. The size of this area was comparable to the Hoddle grid in Melbourne however only had one north-south connection and no east-west connectivity
- the streets and the East-West Street connecting to Blackburn Road in the immediate vicinity of the SRL station were higher order streets and would be delivered as part of the SRL (East) project works
- other streets shown on the PRZ4 were of a lower (second) order of prioritisation, critical to achieving connectivity and permeability but were not required as urgently and were dependant on land being redeveloped along with concept and master planning for the PRZ4 area
- the remaining (third order) new streets were important but not critical, and were shown in the BFO7 which provides for their delivery through development of the relevant sites in a flexible manner
- the alignment of indicative new streets shown in the PRZ4 or BFO7 did not mean that they must be delivered in a particular location or that developers would ultimately be required to deliver them at their cost
- agreement had been reached with the owner of 16-18 Howleys Road to acquire the property for the purposes of the SRL (East) project which would allow the Critical Key Link shown through the property to be delivered
- agreement had been reached with Monash Council to remove the WTS site from the PRZ4 resulting in the removal of sections of proposed new streets and key links across the site
- Map 1 of BFO7 had been amended in Day 1 changes to show the north-south Indicative New Street moved from the eastern boundary of 276 Ferntree Gully Road to align with Redwood Drive, to correlate with mapping in the draft Structure Plan.

In terms of the Redwood Drive extension, the Proponent submitted:

- it would be delivered during site redevelopment
- the indicative alignment was shown on the BFO7; however, this did not equate with a requirement that a particular development provide the street, or that it be aligned precisely as depicted on the Development Framework Plan
- the alternative use of Acacia Place was not supported as it was a privately owned access, a convoluted route, unsuitable for conversion to a public road with the appropriate movement and place functions.

20.5 Discussion

The road and street network across the Monash Precinct is largely existing with appropriate vehicular access, except for the superblock at the north of the precinct bordered by Normanby Road, Blackburn Road, Ferntree Gully Road and Gardiner Road. New streets are proposed for this area to improve connectivity and permeability to support the SRL station and the proposed densification of the area.

Planning for proposed new streets in the Monash Central neighbourhood has been progressed with the Proponent reaching agreement with the owner of 16-18 Howleys Road to acquire the property to allow the Critical Key Link shown through the property to be delivered and progressing negotiations with the owner of 601-609 Blackburn Road for acquiring the property for the East-West Street connection to Howleys Road.

The PRZ4 requires the development of a concept plan and subsequent master plan that which provides design guidance and a delivery pathway for new streets and links, and upgrades to existing streets of the Monash Central and part Employment Growth neighbourhoods, as outlined on Figure 16 of the draft Structure Plan.

The Committee supports the proposed network of new streets across the precinct, particularly those shown for the Monash Central and Employment Growth neighbourhoods where significant change will occur over time. The delivery of the SRL station will require quality road, pedestrian and cycling infrastructure to be in place at the outset of its opening. These improvements are critical to achieve the mode shift vision to active transport.

The Committee supports the proposed new streets for the precinct, including the proposed Linear Open Space Street and the Redwood Drive extension between Ferntree Gully Road and Business Park Drive.

It is considered that the requirements of the PRZ4 for a concept plan for the Monash Central and part Employment Growth neighbourhoods will provide sufficient guidance on the establishment of this connection and that it should remain in the draft Structure Plan.

A key aspect supporting the establishment of the Redwood Drive extension is the lack of north-south connections between Gardiner Road and Howleys Road. It is acknowledged that Acacia Place is currently in place, however as identified by the Proponent, Acacia Place is a privately owned access, is a convoluted route, and is unlikely to be suitable for conversion to a public road with movement and place functions consistent with the directions of the draft Structure Plan. Its characteristics are unlikely to support appropriate and safe active travel functions.

Mr McBride-Burgess referred to a distance of 200 to 250 metres being appropriate for the spacing of collector roads, based on Victorian Planning Authority guidelines. The proposed new roads and links that are shown in the draft Structure Plan are however planned to support local needs rather than function as a collector road and are therefore considered to be a practical proposal.

Mr De Young's suggestion that the Redwood Drive extension could be realigned to the east boundary of the property has merit and can be explored in detail as part of the future development of the land. Its indicative location is appropriate in the short term.

The new streets proposed for the Employment Growth and Monash Central neighbourhoods will transform the centre of the Structure Plan Area, provide improved connectivity for this part of the precinct and will support proposed walking, cycling and public transport connections. The new streets will be required to ensure effective traffic access as properties are redeveloped to align with aspirations of the draft Structure Plan.

While focussed planning has and will occur for new streets in the Monash Central neighbourhood, the Committee considers new streets in the Employment Growth neighbourhood should also have similar levels of planning undertaken, rather than have this left to consider as a part of future development. The continuation of the East-West Street from Howleys Road to Business Park Drive (identified as a Green Street, strategic bus corridor, local general traffic corridor and local cycling and strategic walking corridor), the Ferntree Place widening and the Redwood Drive extension will all provide critical future connections and require certainty for their provision.

For the owners of properties impacted by the proposed Redwood Drive extension, the Committee shares their concerns with the uncertainty surrounding the ultimate delivery of the proposed street and considers that a similar approach should be taken to that of other new road connections proposed throughout the precinct. The PAO should be applied to the land required for the proposed street.

The Committee agrees with Monash Council that the program for road delivery in the Employment Growth neighbourhood and Monash Central should be revised and the application of the PAO expanded to trigger acquisition by the Proponent as the acquiring authority. The PAO should therefore also be applied to properties impacted by the East-West Street continuation from Howleys Road to Business Park Drive and for widening of Ferntree Place.

The Committee's review of the Day 3 PRZ4 notes it removes the designation of Ferntree Place as an essential key street on the Use and Development Framework Plan. This does not appear to be a change responding to submissions or evidence or identified by the Proponent through closing submissions or documentation supporting the Day 3 changes. The Committee is therefore unable to determine if this change is an error or a deliberate drafting change. In this context the Committee qualifies its support for the Day 3 PRZ4.

Consistent with the Committee's conclusions in Chapter 16.5 about the inclusion of the WTS site in the PRZ4 and as recommended in Chapter 9.11 this requires the continuation of the Linear Open Space Street through to Ferntree Gully Road and the east-west connection from Howleys Road to the Linear Open Space Street.

20.6 Findings and conclusion

The Committee finds:

- The Committee found in the General Issues Report (Volume 3, Chapter 8) that given the street network in the precincts is already established, the street masterplan phase is the appropriate time to resolve and balance the competing demands of environmental and transport needs placed on each street.
- The road and street network shown in the draft Monash Structure Plan and draft Planning Scheme Amendment documentation is generally appropriate inclusive of the Day 2 and post-Day 2 changes to Precinct Zone Schedule 4 and Built Form Overlay Schedule 7 as included in the Day 3 versions of those documents other than the deletion of Ferntree Place on the Use and Development Framework Plan.

- The Public Acquisition Overlay should be applied to establish the proposed Redwood Drive extension and for the proposed East-West Street between Howleys Road and Business Park Drive and proposed widening of Ferntree Place.
- Consistent with the Committees conclusions and recommendations about the Monash Waste Transfer Station site in Chapter 16 the adjoining essential key streets should be continued through the site to Ferntree Gully Road and the Linear Open Space Street.

The Committee concludes:

- The road and street network shown in the draft Monash Structure Plan and draft Amendment is generally appropriate, subject to the modifications recommended in this report.

20.7 Recommendations

The Committee recommends:

23. MON R19: Amend the Precinct Zone Schedule 4 Use and Development Framework Plan (Map 1) to:

- a) reinstate Ferntree Place as an essential key street**
- b) extend the Linear Open Space Street to Ferntree Gully Road and the east-west essential key street to the extended Linear Open Space Street.**

24. MON R20: Apply the Public Acquisition Overlay to:

- a) 29 Business Park Drive, Clayton and 282-294 Ferntree Gully Road, Notting Hill for the land required to establish the proposed Redwood Drive extension.**
- b) properties impacted by the proposed East-West Street between Howleys Road and Business Park Drive and the proposed widening of Ferntree Place.**

21 Street cross sections and spatial plans

21.1 Referred Matter

The Referred Matter is:

Whether the designation of Activity Streets is appropriate, and whether their expected form and function requires clarification including with respect to:

- All of Normanby Road between Howleys Road and Blackburn Road
- All of Howleys Road between Normanby Road and Ferntree Gully Road.

21.2 Key issue

The key issue is whether the Activity Street designation should apply to all or part of the nominated streets.

21.3 Background

(i) Draft Structure Plan

The draft Structure Plan describes the four street types that support the growth of the Structure Plan Area:

- Boulevard – a wide arterial road that serves multiple transport functions
- Avenue – a wide tree lined street that accommodates active and/or public transport
- 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.
- Green Street - a broad classification for a collective network of local streets.

Supporting strategies relating to Activity Streets include:

- establishing a street hierarchy that supports each street's movement and place function, and place identity
- creating a core network of high amenity Activity Streets in the immediate area around the SRL station to support a safe and attractive environment for people using the SRL station and visiting, living or working in the centre of the Structure Plan Area
- prioritising pedestrian movement and activity on local streets and lanes identified as Activity Streets to ensure they provide distinctive and attractive places for public life.

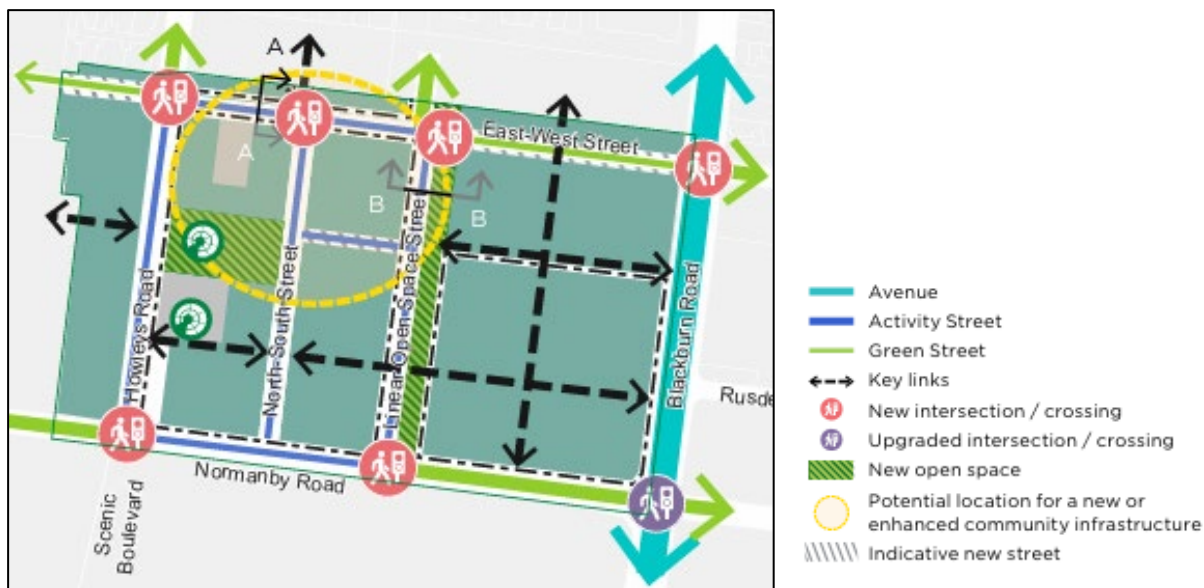
The draft Structure Plan states:

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.

The draft Structure Plan identifies Normanby Road as an Activity Street between Howleys Road and the new Linear Open Space Street and as a Green Street for the remainder of its length. Howleys Road is identified as an Activity Street from Normanby

Road to the new East-West Street and as a Green Street for the remainder of its length to Ferntree Gully Road (refer Figure 17).

Figure 17 Normanby Road and Howleys Road street typologies



Source: Draft Monash Precinct Structure Plan (Figure 21)

(ii) Draft Implementation Plan

The draft Implementation Plan includes actions for the area shown in Figure 14 of the draft Structure Plan to prepare:

- a concept plan to provide design guidance for the delivery of a network of high amenity Activity Streets and Green Streets
- a master plan to provide design guidance to ensure that Activity Streets and public and private open spaces have an acceptable level of overshadowing.

(iii) Draft Amendment

The draft Amendment seeks to establish Activity Streets through the PRZ4 where:

- the role of the Monash Central and Surrounds includes a new hierarchy of connected streets, laneways and cross-block through links extending across the SRL SDA and environs over time, supporting multi-modal access and prioritising active travel
- the requirements for preparing the concept plan include:
 - showing essential Key Streets (transport and pedestrian)
 - description and purpose of each Essential Key Street or Important Key Connection including cross-sections
 - detail of intersection works needed to accommodate new transport and pedestrian streets and connections.

(iv) General Issues conclusions

These are identified in Chapter 20 and not repeated here.

21.4 Normanby Road

(i) Evidence and submissions

Evidence

Mr Sheppard stated:

- the UDR identified the purpose of Activity Streets as:
Prioritise pedestrian movement and activity in streets and lanes within the commercial/retail core and ensure they provide distinctive and attractive places for public life
- the UDR described Activity Streets as a:
Highly urbanised street that supports public life and provides an attractive and comfortable pedestrian experience, with generous pedestrian circulation space, streetscape treatments that encourage activation of street frontages and provide durable, high quality materials
- the Linear Open Space Street would form a natural edge to the more vibrant part of the core around the SRL station with the eastern end of Normanby Road not considered to have the Activity Street character
- the extent of the Activity Street was appropriate as the commercial/ retail core will not extend east of the Linear Open Space.

Mr De Young considered the proposed designation extent of Normanby Road as an Activity Street appropriate and consistent with the Activity Street application to highly urbanise streets and prioritising the pedestrian experience.

Mr Walsh considered Normanby Road (designated as a strategic walking and cycling corridor between the SRL station and Blackburn Road) might be more appropriately classified as an Activity Street for this section of the road.

The traffic and transport expert meeting agreed the Activity Street classification was appropriate for areas near the SRL station. They also agreed that it may be appropriate for this classification to extend for the entire length of Howleys Road between Normanby Road and Ferntree Gully Road and Normanby Road between Howleys Road and Blackburn Road.

Professor McGauran considered Normanby Road would have a critical 'Main Street' role, with an important interface and introduction to the University, with the quality, amenity and character of the public realm leveraging the high-quality landscape of the University. Accordingly, it should be designated an Activity Street between Howleys Road and Blackburn Road.

Submissions

Monash Council submitted the draft Structure Plan designated all streets within the activity centre core as Activity Streets with no further classification of these streets in terms of their role and function for movement (traffic role hierarchy) and place (priority for pedestrian amenity). Clearer definition of the strategic role of each street within the activity centre was required to assist with the development of streetscape masterplans and assessment of future development planning applications.

Monash Council and the University:

- noted Normanby Road had been assigned various designations, including a strategic cycling corridor, a strategic walking corridor, and a potential future high-capacity public transport corridor
- considered Normanby Road should be an Activity Street between Blackburn Road and Howleys Road:
 - to prioritise pedestrian movement and provide distinctive and attractive places for public life
 - as the key gateway to the University, and with the future development of the Milwaukee site and the University's north-east precinct, would be a hub of activity
 - as the University's Gateway Plaza would interface with Normanby Road and encourage people to stop and enjoy that environment.

The Proponent:

- considered the Activity Streets were essentially located immediately adjacent to the SRL station
- relied on Mr Sheppard's evidence that Activity Streets were applied to areas where the highest intensity of retail, food and beverage type activities were expected to occur, and that the eastern section of Normanby Road was a notch down in terms of its role and function.

(ii) Discussion

The Committee considers that the designation of Activity Street for Normanby Road between Howleys Road and the Linear Open Space Street is appropriate and that the Green Street designation is appropriate for the remainder of its length.

The Committee acknowledges the evidence of Mr Sheppard outlines the purpose and description of an Activity Street and provides distinction for the cluster of streets surrounding the SRL station to other streets in the precinct. These streets are planned to be at the core of the precinct and will have a significant degree of activity.

It is agreed that the eastern section of Normanby Road from the Linear Open Space Street to Blackburn Road is also a significant gateway to the University and the SRL station. However as suggested by the Proponent, it has a lower-level role and function consistent with its designation as a Green Street which will still ensure an appropriate public realm outcome.

(iii) Findings

The Committee finds:

- It is appropriate to designate the following in the Precinct Zone Schedule 4 Use and development framework:
 - Normanby Road between Howleys Road as an Activity Street
 - the remaining length of Normanby Road as a Green Street.

21.5 Howleys Road

(i) Evidence and submissions

Comments in Chapter 21.4 regarding Normanby Road also apply to Howleys Road and have not been repeated here.

Evidence

Mr Sheppard considered:

- the northern half of Howleys Road had a different intended character than the southern end
- the extent of the Activity Street was appropriate as the commercial/ retail core did not extend north of the East-West Street.

Mr De Young considered the road's proposed designation extent as an Activity Street was appropriate as its role was consistent with the Activity Street's application to highly urbanised streets and to prioritise the pedestrian experience.

Mr Walsh recommended the entire length of Howleys Road be classified as an Activity Street as it was designated as both a strategic walking and cycling corridor.

Submissions

Monash Council submitted:

- all of Howleys Road should be designated as an Activity Street
- Howleys Road would:
 - support a similar function as Normanby Road
 - experience intense levels of pedestrian activity.

The University considered the extent of anticipated pedestrian and cycling activity on Howleys Road justified its designation as an Activity Streets for its full length.

The Proponent relied on the evidence of Mr Sheppard that Activity Streets were applied to areas where the highest intensity of retail, food and beverage type activities were expected to occur, and that the northern part of Howleys Road was a notch down in terms of its role and function.

(ii) Discussion

The Committee considers the designation of Activity Street for Howleys Road between Normanby Road and the new East-West Street is appropriate and that the Green Street designation for the remainder of its length is appropriate.

The Committee acknowledges the evidence of Mr Sheppard outlines the purpose and description of an Activity Street provides distinction for the cluster of streets surrounding the SRL station to other streets in the precinct. These streets are planned to be at the core of the precinct and will have a significant degree of activity.

It is agreed that the northern section of Howleys Road from Ferntree Gully Road to the East-West Street is a significant gateway to the SRL station. However as suggested by the Proponent, it has a lower-level role and function consistent with its designation as a

Green Street which will still ensure an appropriate public realm outcome for the balance of the Howley's Road.

(iii) Finding

The Committee finds:

- It is appropriate to designate in the Precinct Zone Schedule 4 Use and development framework:
 - Howleys Road between Normanby Road and the East-West Street as an Activity Street
 - the remaining length of Howleys Road as a Green Street.

21.6 Conclusion

The Committee concludes:

- Precinct Zone Schedule 4 appropriately applies the Activity Street and Green Street typologies to Normanby Road and Howleys Road.

22 Additional matters

During the Hearing and through evidence a range of issues arose that sit outside the scope of the Committee's Referred Matters. In addition, there are some consequential considerations arising from the Committee's recommendations.

The Committee records its position on these matters below and does not make any recommendations.

22.1 Solar access controls

Submissions and evidence presented various positions on the suitability and form of proposed solar access controls for the public realm (principally public open space and nominated streets) in the PRZ4 and BFO schedules. This occurred in the context of the proposed and existing open space network (including site selection principles), impacts on the University open spaces and Normanby Road, and proposed built form controls (including height and setback requirements).

The Committee has found at Chapters 5 and 6 that integrating solar access controls into height and setback controls is inappropriate. It considers that these controls serve separate functions and recommends implementing solar access controls independent from other built form controls in the PRZ and BFO schedules of the Structure Plan Area.

The Committee considers that solar access controls for the public realm (both existing and proposed) should accord with the General Issues Report (Volume 3) recommendations in, Chapter 9.6 (including GI R27), except for the proposed open space near the SRL station entry. The size and dimensions of this space is not quantified in any of the materials before the Committee. Furthermore, it is possible the space may change to accommodate the Committee's concerns outlined in Chapter 10. Irrespective, it will play a critical role in achieving the amenity and vision for the Monash precinct. The Committee considers that an 8-metre wall height to the north of the open space could create inappropriate shadow impacts, particularly if the open space is small enough that it would be substantially shadowed during the winter solstice.

Specific solar access controls are warranted for this open space given its integral role in the success of the Structure Plan Area and the large number of people it will serve. The Committee considers that a mandatory control is appropriate, requiring the lesser of the following to apply:

- Buildings must not cast shadow on more than 30 per cent of the open space between 11:00am-2:00pm at the winter solstice, or
- Buildings must not cast shadow on the open space between 11am-2pm at the winter solstice other than that cast by an 8-metre wall height to the north of the open space.

This will provide necessary protection in the absence of understanding the relationship between any adjoining wall height to the north and the eventual size of the open space.

The Committee acknowledges submissions made by the University with respect to potential shadow impacts to its main campus. This includes specific concerns raised in

relation to its proposed plaza entry adjacent to Normanby Road and the Jock Marshall Reserve and Aboriginal Gardens.

The Committee considers the solar access controls afforded to Normanby Road arising from the General Issues conclusions and recommendations will provide suitable protection to the University's spaces which lie to the south of Normanby Road.

22.2 Applied zones

(i) Precinct Zone Schedule 3 – Area 5

As discussed in Chapter 11.7.2, 2071-2091 Dandenong Road, Clayton forms part of a larger precinct identified as Area 5 in the PRZ3 Use and Development Framework Plan. As exhibited it is proposed that this area be subject to the applied C3Z.

Noting the Committee's recommendations to include 2071-2091 Dandenong Road, Clayton in the MUZ (instead of the applied C3Z), a similar approach should be adopted to the surrounding Area 5 land. Applying the MUZ to this area is consistent with the:

- draft Structure Plan's identification of the area for mixed use purposes
- approach taken to land in the Notting Hill residential neighbourhood on the eastern side of Blackburn Road.

(ii) Precinct Zone Schedule 3 – Areas 2 and 3

The Committee received evidence from Mr Barnes and Mr Woodland relating to the proposed applied zones in the Wellington Road neighbourhood affecting land along key corridors (northern side of Dandenong Road, the southern side of Wellington Road and the eastern side of Blackburn Road). The proposed PRZ3 Use and Development Framework Plan proposes to apply the MUZ to Area 2.

These areas are currently zoned a combination of RGZ3 and GRZ6.

The draft Structure Plan shows these areas uniformly for housing (Figure 10 – Land use plan) and 'high' housing growth (Figure 11 – Enriching community plan – housing).

Mr Barnes recommended amending the applied MUZ to RGZ in areas along the north side of Dandenong Road and the east side of Blackburn Road (south of Wellington Road), while Mr Woodland supported use of the MUZ in those areas.

Monash Council and the Proponent accepted Mr Barnes's recommendation. This is reflected in Figure 18 below, highlighting in green those areas proposed to change from the applied MUZ (Area 2) to RGZ (Area 3). The Committee supports this position as shown in the Day 3 version of PRZ3.

Figure 18 Post-Day 2 changes to Precinct Zone Schedule 3 Use and Development Framework Plan - applied zones along Dandenong and Blackburn Roads



Source: Proponent post-Day 2 Attachment A – Table of Changes (MON134a)

22.3 Other matters

(i) Waste Transfer Station

Based on the Committee’s conclusions to include the WTS site in the PRZ4 with an applied C3Z, environmental investigations will be necessary to inform the suitability of sensitive uses to occur on the land in the future and whether the EAO ought to be applied.

(ii) PRZ4 Area 3 and PRZ3 Area 4 - Table of uses

The PRZ4 and PRZ3 contain bespoke tables of uses that apply to land in Area 3 and 4 of their respective Use and Development Framework Plans. The condition associated with use of land for ‘Industry’ at Section 1 (no permit required) is replicated in Figure 19.

The Committee sought clarity from the Proponent and its witnesses during the Hearing regarding the missing text as follows:

The land must be at least the following distances from land (not a road) which is in an applied residential zone or applied [...].

No response was received. The Committee considers that a review of the condition should occur as part of the redrafting of the PRZ schedules.

Figure 19 Excerpt from Precinct Zone Schedule 4, Area 3 Table of uses

Industry (other than Materials recycling, Service Industry and Transfer station)	Must not be a purpose shown with a Note 1 or Note 2 in the table to Clause 53.10. The land must be at least the following distances from land (not a road) which is in an applied residential zone or applied, land used for a hospital or an education centre or land in a Public Acquisition Overlay to be acquired for a hospital or an education centre: ▪ The threshold distance, for a purpose listed in the table to Clause 53.10. ▪ 30 metres, for a purpose not listed in the table to Clause 53.10. Must not: ▪ Exceed a fire protection quantity under the Dangerous Goods (Storage and Handling) Regulations 2012. ▪ Require a notification under the Occupational Health and Safety Regulations 2017. ▪ Require a licence under the Dangerous Goods (Explosives) Regulations 2011. ▪ Require a licence under the Dangerous Goods (HCDG) Regulations 2016.
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Source: Proponent post-Day 2 version PRZ4 (MON34d)

(iii) Aviation

The issue of building heights and flight paths associated with the Victorian Heart Hospital and Monash Medical Centre was a Referred Matter in the Clayton Precinct Hearing but was not a Referred Matter nor considered as part of the Monash Precinct Hearing.

In the Clayton Precinct Report (Volume 7, Chapter 18) the Committee recommended a review of the height controls in Monash Precinct PRZ and BFO Schedules following consultation with Department of Health to suitably protect helicopter flight paths around the Victorian Heart Hospital. This discussion is not repeated here but the recommended review could have implications for the Monash precinct.

(iv) Monash Technology Precinct planning policy

Recent changes to State policy and policies put forward as part of this draft Amendment have implications for the Monash Technology Precinct policy at Clause 17.02-1L. Mr Woodland considered that the policy no longer accorded with State policy and Monash Council proposed further changes to Clause 17.02-1L that it considered necessary to ensure consistency.

The Committee has not reviewed Monash Council's proposed changes but is of the view that the policy warrants reconsideration, and any necessary changes implemented simultaneously to the draft Amendment.

Appendix A Parties to the hearing and parties who provided submissions

Submitter	Represented by
Suburban Rail Loop Authority (Proponent)	Barnaby Chessell, Robert Forrester and Tom Ellicott of Counsel instructed by Clayton Utz and White and Case, who called expert evidence on: - planning from Mark Woodland of Urbis - urban design from Mark Sheppard of Urbis - economics from Rhys Quick of Urbis - transport from Tim De Young of Eukai - community infrastructure from Chris De Silva of Mesh
Monash City Council	Andrew Walker and Stephanie Mann of Counsel, instructed by Maddocks Lawyers, who called expert evidence on: - planning from David Barnes of Hansen - urban design from Andrew Partos of Hansen - transport from Jason Walsh of Traffix - community infrastructure from Dr Kate Kerkin of K2 Planning - open space from Kate Maddock of Otium - active recreation and sport from Joanna Thompson of Thompson Berrill Landscape Design
Monash University	Susan Brennan SC instructed by Maddocks, who called expert evidence on: - planning from David Barnes of Hansen - urban design from Professor Rob McGauran of MGS Architects - transport from Jason Walsh of Traffix - Professor Susan Elliot AM, Deputy Vice-Chancellor Monash University
Pemara Pacific Pty Ltd and 294 Ferntree Gully Road Pty Ltd	Serena Armstrong of counsel instructed by Mills Oakley, who called expert evidence on: - planning from Tim McBride-Burgess of Contour Planning and Advisory
Owners Corporation SP031831C	Ryan Connolly and Matthew Wong
Robot Building Supplies	Aran Barker of Spiire
Setland Holdings Pty Ltd	David Hickey of Urban Planning Collective
Pellicano Group	Mark Naughton of Planning and Property Partners
Monica Ivanyi	
Paul Cameron	

Appendix B Document list

No.	Date	Description	Provided by
Referred documents			
MON 1	1 Jun 2025	Terms of Reference	Minister for Planning
MON 2	7 Jul 2025	Referral letter, with attached: a) Specific matters for referral	Minister for Planning
General Issues tabled documents sourced by the Committee			
GI 3	7 Jul 2025	Background and technical reports: a) Aboriginal Cultural Heritage Technical Report b) Aviation and Airspace Technical Report c) Contaminated Land Memorandum and Technical Report d) Engagement Report e) Flooding Technical Report f) Flooding Technical Report – Appendices g) Historical Heritage Report h) Integrated Water Management Strategy i) Land Use Scenario and Capacity Assessment j) Noise and Vibration Technical Report k) Odour and Dust Technical Report l) Open Space Technical Report: Sections 1-7 m) Open Space Technical Report: Sections 8-10 n) Open Space Technical Report: Section 11 and Appendices A-G o) Open Space Technical Report: Appendix H p) Open Space Technical Report: Appendices I and J q) Utilities Servicing Technical Report and Appendix A r) Utilities Servicing Technical Report: Appendix B part 1 s) Utilities Servicing Technical Report: Appendix B part 2 t) Utilities Servicing Technical Report: Appendices C and D u) Wind Technical Report v) Urban Design Framework – August 2021	<u>Engage Victoria</u>

No.	Date	Description	Provided by
GI 4	7 Jul 2025	Architectural testing: a) Floor Area Ratio and Public Benefit Uplift - Architectural Testing Report: Part 1 Memorandum b) Floor Area Ratio and Public Benefit Uplift - Architectural Testing Report: Part 2 c) Floor Area Ratio and Public Benefit Uplift - Architectural Testing Report: Part 3 Appendix A d) Floor Area Ratio and Public Benefit Uplift - Architectural Testing Report: Part 3 Appendix B e) Floor Area Ratio and Public Benefit Uplift - Architectural Testing Report: Part 3 Appendix C f) Floor Area Ratio and Public Benefit Uplift - Architectural Testing Report: Part 3 Appendix D g) Floor Area Ratio and Public Benefit Uplift - Architectural Testing Report: Part 3 Appendix E h) Floor Area Ratio and Public Benefit Uplift - Architectural Testing Report: Part 3 Appendix F i) Floor Area Ratio and Public Benefit Uplift - Architectural Testing Report: Part 3 Appendix G j) Floor Area Ratio and Public Benefit Uplift - Architectural Testing Report: Part 3 Appendix H k) Floor Area Ratio and Public Benefit Uplift - Architectural Testing Report: Part 3 Appendix I l) Floor Area Ratio and Public Benefit Uplift - Architectural Testing Report: Part 3 Appendix J	Engage Victoria
GI 5	7 Jul 2025	Report: Planning Scheme Amendment approach	Engage Victoria
GI 6	7 Jul 2025	Public benefit uplift: a) Voluntary Public Benefit Uplift: Framework b) Voluntary Public Benefit Uplift: Technical Report	Engage Victoria
GI 170	27 Nov 2025	Direction to SRLA to provide Day 2 ordinance	Planning Panels Victoria (PPV)

No.	Date	Description	Provided by
GI 171	12 Dec 2025	Amended Direction to SRLA to provide final preferred ordinance	PPV
GI 172	19 Dec 2025	Letter to Parties regarding new car parking provisions	PPV
GI 173	5 Jan 2026	Letter to Parties regarding State waterways policy and Significant Landscape Overlays	PPV
GI 174	7 Jan 2026	Email to Parties regarding Amendment VC303 updated Clause 43.06 Built Form Overlay	PPV

The Day 3 documents and party responses to Amendment VC277 and Amendment VC278 are listed in General Issues document list. Please refer to Volume 1 for the full list of Day 3 documents and associated correspondence

Material sourced by the Committee

MON 3	7 Jul 2025	Monash: Your guide to the Draft Structure Plan and Draft Planning Scheme Amendment	Engage Victoria
MON 4	7 Jul 2025	Monash Draft Structure Plan	Engage Victoria
MON 5	7 Jul 2025	Monash Draft Implementation Plan	Engage Victoria
MON 6	7 Jul 2025	Monash Draft Structure Plan background documents: a) Background Report b) Climate Response Plan c) Community Infrastructure Needs Assessment d) Ecology and Arboriculture Technical Report e) Economic Profile Technical Report f) Housing Needs Assessment g) Retail Assessment h) Transport Technical Report i) Transport Technical Report – Appendix A: Precinct Parking Plan j) Urban Design Report k) Urban Design Report – Appendices l) Urban Design Report - Attachment A: Urban Design Supporting Research m) Urban Design Report - Attachment B: Gehl Public Space and Life Study Part 1 n) Urban Design Report - Attachment B: Gehl Public Space and Life Study Part 2 o) Urban Design Report - Attachment B: Gehl Public Space and Life Study Part 3 p) Urban Design Report - Attachment B: Gehl Public Space and Life Study Part 4	Engage Victoria

No.	Date	Description	Provided by
		q) Urban Design Report - Attachment C: Assessment of Solar Access to the Public Realm	
MON 7	7 Jul 2025	Monash Explanatory Report and Instruction Sheet: a) Explanatory Report b) Explanatory Report – Attachment 1: EAO properties BOX c) Instruction Sheet	<u>Engage Victoria</u>
MON 8	7 Jul 2025	Monash C176mona Policy: a) 02.01 Context b) 02.03 Strategic Directions c) 02.04 Strategic Framework Plans d) 11.03 Planning for Places e) 15.01 Built Environment f) 16.01 Residential Development g) 17.01 Employment Zones: h) 34.03 Commercial 3 Zone i) 37.10 Precinct Zone j) Schedule 3 to Clause 37.10 Structure plan area k) Schedule 4 to Clause 37.10 Station development area, Monash Central and surrounds Overlays: l) Schedule 1 to Clause 43.02 Design and Development Overlay m) Schedule 4 to Clause 43.02 Design and Development Overlay n) Schedule 5 to Clause 43.04 Development Plan Overlay o) 43.06 Built Form Overlay p) Schedule 5 to Clause 43.06 Key Movement Corridors and Urban Neighbourhoods q) Schedule 6 to Clause 43.06 Residential Neighbourhoods r) Schedule 7 to Clause 43.06 Employment Neighbourhoods s) Schedule to Clause 45.01 Public Acquisition Overlay t) 45.09 Parking Overlay	<u>Engage Victoria</u>

No.	Date	Description	Provided by
		u) Schedule 3 to Clause 45.09 Parking Overlay	
		v) Schedule 4 to Clause 45.09 Parking Overlay	
		Operational provisions:	
		w) Schedule to Clause 72.03	
		x) Schedule to Clause 72.08	
		y) Schedule to Clause 74.01	
		Maps:	
		z) Precinct Zone – 006znMaps14_15_21	
		aa) Built Form Overlay – 005bfoMaps14_15_21	
		bb) Parking Overlay – 004pomaps14_15_21	
		cc) Environmental Audit Overlay – 002eaoMap15	
		dd) Environmental Audit Overlay – 01eaoMaps15_21	
		ee) Public Acquisition Overlay – 003paomap15	
		ff) Removed Overlays (DDO) – 007d-ddomaps14-15-21	
		gg) Removed Overlays (DPO) – 008d-dpomap15	

Tabled documents

MON 9	7 Jul 2025	Directions Hearing notification letter	PPV
MON 10	15 Jul 2025	Pellicano Group submission to SRLA	Engage Victoria
MON 11	21 Jul 2025	Directions Hearing agenda and request for Pre-briefing	PPV
MON 12	23 Jul 2025	Monash University submission to SRLA	Engage Victoria
MON 13	23 Jul 2025	Monash City Council submission to SRLA	Engage Victoria
MON 14	24 July 2025	Directions for Pre-briefing, declarations and confirmation dates and members	PPV
MON 15	4 Aug 2025	Setland Holdings Pty Ltd submission to SRLA	Engage Victoria
MON 16	7 Aug 2025	Anticipated dates for Precinct Hearings	PPV
MON 17	8 Aug 2025	List of published material	Suburban Rail Loop Authority (SRLA)
MON 18	8 Aug 2025	Background submission – Monash Precinct	SRLA
MON 19	14 Aug 2025	a) Pre-Briefing presentation – Part 1 b) Pre-Briefing presentation – Part 2	SRLA
MON 20	20 Aug 2025	Further Directions and procedural issues post Cheltenham Precinct Directions Hearing	PPV

No.	Date	Description	Provided by
MON 21	21 Aug 2025	Committee Directions, distribution list and timetable	PPV
MON 22	9 Sep 2025	Email to Committee requesting extension of time to file Day 1 documents	SRLA
MON 23	9 Sep 2025	Email to Committee regarding extension of time request to file Day 1 document	Monash City Council and Monash University (Council and University)
MON 24	9 Sep 2025	Committee response regarding extension of time request to file Day 1 documents	PPV
MON 25	10 Sep 2025	Monash Day 1 version of the Draft Amendment: a) 11.03 – Planning for Places b) Schedule 3 to Clause 37.10 Structure plan area c) Schedule 4 to Clause 37.10 Station development area, Monash central and surrounds d) Schedule 5 to Clause 43.06 Key Movement Corridors & Urban Neighbourhoods e) Schedule 6 to Clause 43.06 Residential Neighbourhoods f) Schedule 7 to Clause 43.06 Employment Neighbourhoods g) Schedule 3 to Clause 45.09 Parking Overlay h) Schedule 4 To Clause 45.09 Parking Overlay	SRLA
MON 26	10 Sep 2025	Monash Day 1 version – Maps: a) Monash C176mona – Precinct Zone map – mock up b) Monash C176mona – Built Form Overlay map – mock up	SRLA
MON 27	10 Sep 2025	Monash Day 1 version – Structure Plan and Implementation Plan: a) Draft Structure Plan (Part 1) b) Draft Structure Plan (Part 2) c) Draft Structure Plan (Part 3) d) Draft Structure Plan (Part 4) e) Draft Implementation Plan	SRLA
MON 28	10 Sep 2025	Consolidated tables: a) Consolidated table of PSA changes	SRLA

No.	Date	Description	Provided by
b) Consolidated table of Structure Plan / Implementation Plan changes			
MON 29	11 Sep 2025	Technical Note TN-MON01 - Monash Pedestrian Connections	SRLA
MON 30	12 Sep 2025	Expert report of Tim De Young (traffic)	SRLA
MON 31	12 Sep 2025	Expert report of Mark Woodland (planning)	SRLA
MON 32	12 Sep 2025	Expert report of Mark Sheppard (urban design)	SRLA
MON 33	12 Sep 2025	Expert report of Rhys Quick (economics)	SRLA
MON 34	15 Sep 2025	Site inspection itinerary and map CONFIDENTIAL	SRLA
MON 35	15 Sep 2025	Expert report of Chris De Silva (community infrastructure)	SRLA
MON 36	16 Sep 2025	Pemara Pacific Pty Ltd and 294 Ferntree Gully Road Pty Ltd submission to SRLA	Engage Victoria
MON 37	16 Sep 2025	Monash City Council submission to SRLA	Engage Victoria
MON 38	16 Sep 2025	Monash University submission to SRLA	Engage Victoria
MON 39	17 Sep 2025	Urban Design Supplementary information prepared by Mark Sheppard	SRLA
MON 40	17 Sep 2025	Letter to Committee regarding further material requests from SRLA, with attachments: a) SRL Solar Access Testing – Summary table b) SRL Solar Access Additional Testing c) Letter to SRLA - Request for material 19 August 2025 d) Response to Maddocks RFI - 22 August 2025 e) Email to SRLA – Document request – 12 September 2025	Council and University
MON 41	17 Sep 25	Email to Committee requesting extension of time to file expert evidence	Council and University
MON 42	18 Sep 25	Committee response to extension of time request to file expert evidence	PPV
MON 43	18 Sep 25	Additional submissions from: a) Owners Corporation SP031831C b) Individual submitter	SRLA
MON 44	19 Sep 25	Expert report of Tim McBride – Burgess (planning)	Pemara Pacific Pty Ltd & 294 Ferntree Gully Road Pty Ltd (Pemara group)

No.	Date	Description	Provided by
MON 45	22 Sep 25	Expert report of Kate Maddock (active recreation and sport evidence)	Monsh City Council (Council)
MON 46	23 Sep 25	Expert report of Kate Kerkin (community infrastructure)	Council
MON 47	23 Sep 25	Expert report of Jason Walsh (traffic)	Council
MON 48	23 Sep 25	Expert report of Rob McGauran (urban design)	Monash University (University)
MON 49	23 Sep 25	Expert report of Jason Walsh (traffic)	University
MON 50	23 Sep 25	Expert report of David Barnes (planning)	Council and University
MON 51	23 Sep 25	Expert report of Joanna Thompson (open space)	Council
MON 52	23 Sep 25	Expert report of Andrew Partos (urban design)	Council and University
MON 53	25 Sep 25	Robot Building Supplies submission to SRLA	Engage Victoria
MON 54	25 Sep 25	Timetable (version 2) and Distribution List (version 2)	PPV
MON 55	25 Sep 25	Transport expert conclave minutes	SRLA
MON 56	25 Sep 25	Email to Committee requesting extension of time to file reply evidence	SRLA
MON 57	25 Sep 25	Email to Committee regarding extension of time request to file reply evidence	Council and University
MON 58	25 Sep 25	Committee response regarding extension of time request to file reply evidence	PPV
MON 59	25 Sep 25	Response to queries regarding referred submissions and requests to be heard	SRLA
MON 60	29 Sep 25	Urban Design Supplementary Information - Public Realm Shadow Analysis	SRLA
MON 61	29 Sep 25	Reply evidence of Andrew Partos (urban design)	Council and University
MON 62	29 Sep 25	Reply evidence of David Barnes (planning)	Council and University
MON 63	29 Sep 25	Reply evidence of Tim McBride-Burgess (planning)	Pemara group
MON 64	29 Sep 25	Position Paper MON1 – Community Infrastructure	SRLA
MON 65	29 Sep 25	Presentation of Tim De Young	SRLA
MON 66	29 Sep 25	Reply evidence of Chris De Silva (community infrastructure)	SRLA

No.	Date	Description	Provided by
MON 67	29 Sep 25	Material referred to in opening submission	SRLA
MON 68	29 Sep 25	Reply evidence of Mark Sheppard (urban design)	SRLA
MON 69	29 Sep 25	Reply evidence of Mark Woodland (planning)	SRLA
MON 70	29 Sep 25	Combined Day 1 and Day 2 consolidated table of Structure Plan and Implementation Plan changes	SRLA
MON 71	29 Sep 25	Combined Day 1 and Day 2 consolidated table of Planning Scheme Amendment changes	SRLA
MON 72	29 Sep 25	Response to recommendations raised in expert evidence filed on 12 and 15 September 2025	SRLA
MON 73	29 Sep 25	Introductory submissions in relation to traffic and transport	SRLA
MON 74	29 Sep 25	Technical Note TN-MON02 – New Streets in Monash	SRLA
MON 75	30 Sep 2025	<i>Monash University Act 2009</i>	University
MON 76	30 Sep 2025	Monash University Clayton Campus Masterplan Update 2024: Executive Summary	University
MON 77	30 Sep 2025	Map of existing zones	Council
MON 78	30 Sep 2025	Special Use Zone – Schedule 5	Council
MON 79	30 Sep 2025	Special Use Zone – Schedule 6	Council
MON 80	30 Sep 2025	Clause 17.01-2L (Monash Technology Precinct)	Council
MON 81	30 Sep 2025	Site inspection itinerary and map (redacted)	SRLA
MON 82	30 Sep 2025	Presentation of Kate Maddock	Council
MON 83	30 Sep 2025	Presentation of Joanna Thompson	Council
MON 84	30 Sep 2025	Timetable (version 3)	PPV
MON 85	1 Oct 2025	Covering email regarding corrections to materials addressed in opening submission, with attachment: a) Material referred to in opening submission (revised)	SRLA
MON 86	1 Oct 2025	Introductory submissions in relation to planning	SRLA
MON 87	2 Oct 2025	Monash University land ownership map	University

No.	Date	Description	Provided by
MON 88	2 Oct 2025	Table of street widths in the Monash Precinct	Council and University
MON 89	2 Oct 2025	Presentation of Joanna Thompson	Pemara Group
MON 90	3 Oct 2025	Urban Design Supplementary Information – Public Realm Shadow Analysis – North-South Streets, prepared by Mark Sheppard	SRLA
MON 91	6 Oct 2025	Introductory submissions in relation to economics	SRLA
MON 92	6 Oct 2025	Presentation of Rhys Quick	SRLA
MON 93	7 Oct 2025	Material referred to during cross examination of Rhys Quick: a) Melbourne DDO61 b) PPN85 - Applying the Commercial 3 Zone c) Arthur D Little – the future of innovation districts	Council and University
MON 94	7 Oct 2025	Presentation of Kate Kerkin	Council
MON 95	7 Oct 2025	Introductory submissions in relation to community infrastructure	SRLA
MON 96	7 Oct 2025	Presentation of Chris DeSilva	SRLA
MON 97	7 Oct 2025	Letter from Chris DeSilva - additional recommendation	SRLA
MON 98	8 Oct 2025	Monash University land ownership map and purchase date (<i>replaced with pdf version on 16 October 2025</i>)	University
MON 99	8 Oct 2025	Photographs shared during evidence from Tim McBride-Burgess	Pemara group
MON 100	8 Oct 2025	Timetable (version 4)	PPV
MON 101	8 Oct 2025	Presentation of Mark Sheppard	SRLA
MON 102	8 Oct 2025	Introductory submissions in relation to urban design	SRLA
MON 103	9 Oct 2025	Presentation of Rob McGauran	University
MON 104	9 Oct 2025	Presentation of Andrew Partos	Council and University
MON 105	9 Oct 2025	Material referred to during cross examination of Mark Sheppard: a) Melbourne DD02 b) Melbourne Planning Scheme Amendment C270 Explanatory Report	Council and University
MON 106	10 Oct 2025	Solar access testing summary table	Council

No.	Date	Description	Provided by
MON 107	14 Oct 2025	Individual submission to SRLA	Engage Victoria
MON 108	14 Oct 2025	Part B Submission	SRLA
MON 109	14 Oct 2025	Supplementary Information prepared by Mark Sheppard - Monash Central Public Realm Shadow Analysis	SRLA
MON 110	14 Oct 2025	Setland Holdings Stakeholder Discussion Sheet	SRLA
MON 111	15 Oct 2025	Email to Committee regarding discussions with SRLA	Setland Holdings Pty Ltd (Setland)
MON 112	16 Oct 2025	Hearing submission, with attachments: a) Appendix A and B – Recommendations and active recreation projects list b) Appendix C – Marked up plans showing road and links c) Appendix D – Road and street network traffic modelling	Council
MON 113	16 Oct 2025	Amended Schedule 4 to Clause 37.10 Precinct Zone: - Monash Suburban Rail Loop East Structure Plan: Station Development Area, Monash Central and Surrounds (part)	Council
MON 114	16 Oct 2025	Amended Schedule 3 to Clause 37.10 Precinct Zone: - Monash Suburban Rail Loop East Structure Plan Area (part)	Council
MON 115	16 Oct 2025	Amended clause 11.03-6L: SRL East Structure Plan Areas	Council
MON 116	16 Oct 2025	Amended clause 16.01-1L-01: Housing supply - Monash	Council
MON 117	16 Oct 2025	Amended clause 17.02.-1L: Monash Technology Precinct	Council
MON 118	16 Oct 2025	Hearing submission, with attachments: a) Appendix A – Recommendations table b) Appendix B – Professor McGauran’s response to Mr Sheppard’s diagrams c) Appendix C – Map of GBNV sensitive receptors on Monash University land d) Appendix D – Map of GBNV sensitive receptors on Monash University land – 300m radius and 1km radius mapped	University
MON 119	16 Oct 2025	Timetable (version 5)	PPV
MON 120	17 Oct 2025	Material referred to in hearing submission: a) Monash Amendment C118 Explanatory Report	Council

No.	Date	Description	Provided by
		b) Monash Amendment C118 Reasons for Intervention c) GSEM Australia's Manufacturing Powerhouse Report by Deloitte Access Economics, September 2025 d) Fisherman's Bend Community Infrastructure Plan, 2017	
MON 121	17 Oct 2025	Submission	Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation
MON 122	20 Oct 2025	Letter to PPV - Summary & status of Pellicano Group submissions (dated 16 October 2025)	Pellicano Group
MON 123	20 Oct 2025	Letter to PPV - 601-609 Blackburn Road, Notting Hill	Pellicano Group
MON 124	20 Oct 2025	Hearing submission, with attachments: a) Attachment 1 – Recommendations b) Attachment 2 - Analysis UDR and TTR c) Attachment 3 - Tenant Profiles d) Attachment 4 - Aerial Images e) Attachment 5 - TTR and UDR extracts of figures f) Attachment 6a - Council Agenda 29 Aug 2023 g) Attachment 6b - Council Agenda 29 Aug 2023 h) Attachment 6c - Council Agenda 29 Aug 2023 i) Attachment 7 - Response to Council recommendations	Pemara group
MON 125	20 Oct 2025	Letter to PPV - Hearing submission summary	Robot Building Supplies
MON 126	21 Oct 2025	Marked up copy of recommendations	Council
MON 127	22 Oct 2025	Marked up Draft Implementation Plan	Council
MON 128	22 Oct 2025	Letter from Kate Maddock, Otium	Council
MON 129	22 Oct 2025	Supplementary submission regarding noise and vibration, with attachments: a) Planning scheme examples b) Evidence in reply of Frank Butera from EES	University

No.	Date	Description	Provided by
		c) Noise and vibration evidence – Frank Butera from EES d) Technical Note - New Horizons Building from EES	
MON 130	22 Oct 2025	Closing submission, including Attachment A, with further attachments: a) CSIRO – SRL East Draft Structure Plans and Draft Planning Scheme Amendments – Submission b) Updated MON 072 SRL East Precincts – Monash – SRLA's response to recommendations raised in the expert evidence filed on 12 and 15 September 2025 c) Proponent Day 2 version – Policy – 11.03 – Planning for Places d) Proponent Day 2 version – Schedule 3 to Clause 37.10 Structure plan area e) Proponent Day 2 version – Schedule 4 to Clause 37.10 Station development area, Monash central and surrounds f) Proponent Day 2 version – Schedule 5 to Clause 43.06 Key Movement Corridors & Urban Neighbourhoods g) Proponent Day 2 version – Schedule 6 to Clause 43.06 Residential Neighbourhoods h) Proponent Day 2 version – Schedule 7 to Clause 43.06 Employment Neighbourhoods i) Proponent Day 2 version – Schedule 3 to Clause 45.09 Parking Overlay j) Proponent Day 2 version – Schedule 4 To Clause 45.09 Parking Overlay k) Proponent Day 2 version – SRL East Draft Structure Plan Monash l) Proponent Day 2 version – Monash – Draft Implementation Plan m) Monash – Consolidated table of PSA changes n) Monash – Consolidated table of Structure Plan / Implementation Plan changes	SRLA
MON 131	28 Oct 2025	Covering email regarding closing material, with attachments: a) Marked up Draft Implementation Plan b) Updated letter from Kate Maddock, Otium	Council

No.	Date	Description	Provided by
MON 132	29 Oct 2025	Letter to Committee regarding SRLA Day 2 documents, with attachments of Pemara Day 2 versions: a) Clause 11.03-06L-03 Monash SRL East Structure Plan Area b) Schedule 3 to Clause 37.10 Precinct Zone c) Schedule 4 to Clause 37.10 Precinct Zone d) Schedule 7 to Clause 43.06 Built Form Overlay e) Structure Plan and Day 2 Implementation Plan	Pemara group
MON 133	31 Oct 2025	Email from Committee regarding due date for drafting comments	PPV
MON 134	3 Nov 2025	Covering letter to Committee regarding Post Day 2 documents, with attachments: a) Attachment A – Table of Changes b) Proposed amendments to Voluntary Public Benefit Uplift Framework c) Post-Day 2 version of Schedule 3 to Clause 37.10 Precinct Zone d) Post-Day 2 version of Schedule 4 to Clause 37.10 Precinct Zone e) Post-Day 2 version of Schedule 5 to Clause 43.06 Built Form Overlay f) Post-Day 2 version of Schedule 7 to Clause 43.06 Built Form Overlay g) Post-Day 2 version of clause 16.01 h) Post-Day 2 version of the draft Structure Plan i) Post-Day 2 version of the draft Implementation Plan	SRLA
MON 135	7 Nov 2025	Email to Committee requesting extension of time to file response to Post Day 2 documents	Council and University
MON 136	7 Nov 2025	Committee response to Monash City Council and Monash University request for extension of time to file response to Post Day 2 documents	PPV
MON 137	21 Nov 2025	Email to Committee requesting extension of time to file response to Post Day 2 documents	Council and University
MON 138	21 Nov 2025	Committee response to Monash City Council and Monash University request for extension of time to file response to Post Day 2 documents	PPV

No.	Date	Description	Provided by
MON 139	27 Nov 2025	Response to Post Day 2 documents	University
MON 140	27 Nov 2025	Response to Post Day 2 documents, with attachment: a) Appendices A and B b) Schedule 10 to Clause 43.06 Built Form Overlay (Glen Waverley) c) Schedule 11 to Clause 43.06 Built Form Overlay (Glen Waverley) d) Schedule 12 to Clause 43.06 Built Form Overlay (Glen Waverley) e) Schedule 5 to Clause 37.10 Precinct Zone (Glen Waverley) f) Schedule 6 to Clause 37.10 Precinct Zone (Glen Waverley)	Council