

ATTACHMENT 1: SUBMISSIONS TO DRAFT CLAYTON ACITIVTY CENTER PRECINCT PLAN & OFFICER RESPONSE

SUBMISSION NUMBER	MATTERS RAISED	OFFICER RESPONSE
1	<p>Draft Precinct Plan is brilliantly prepared and very comprehensive.</p> <p>New speed limit sign would be more appropriately located north of the controlled intersection (entrance) into Monash Medical Centre, perhaps north of Dixon Street. Makes no sense to relocate the replacement sign in the vicinity of old sign now that the level crossing has been removed. Plan of the variable sign is attached to email.</p>	<p>The submission supports the Plan. The comments with respect to traffic signs will be referred to Engineering for further investigation and response.</p> <p><u>No Change to the Draft Plan.</u></p>
2	<p>Sustainability suggestions for all sections of the Draft Precinct Plan:</p> <p><u>Retail and Hospitality:</u> Future developments should be sustainable (local produce/designers, ethically sourced building materials, prioritise recycling, built in energy saving measures, low energy consumption or renewable energy options, reduce food waste). Council should include a reference to the economic analysis they used when developing these recommendations. A discount department store would not add value to the area - promotes unnecessary materialism and consumption of poor quality items, poor worker conditions in the developing countries. Clayton doesn't need stores like everywhere else, council should be leaders in innovation by supporting sustainable businesses. Outdoor dining areas that prioritise pedestrians would add value to the area. If you redevelop Clayton Plaza, it will lose its Asian charm which is relatively unique to Clayton. Supports the idea of Haughton Road Plaza.</p> <p><u>Health and Medical:</u> Strengthen the physical connection between the railway station, Monash Medical Centre and University.</p> <p><u>Commercial and Office:</u> Encourage B corporation businesses to work in Clayton: https://bcorporation.net/about-b-corps?gclid=Cj0KCQjwsvrpBRCsARIsAKBR_0lvCkQ1N-ePQ_ekaBQhzTkqpvi2xLKmfzD0Ui_KZkdw7lo7kXp4f0aAgegEALw_wcB</p> <p><u>Community and Social Infrastructure:</u> Removal of Cooke Street car park will decrease number of pedestrians unless another close car park is built. Already busy as it is. Improve public transport so there is less reliance on cars - and introduce share / self-driving cars.</p> <p><u>Housing:</u> All future housing should be based on the Nightingale affordable housing model.</p> <p><u>Built Form and Design:</u> Tall buildings impinge on privacy and impact surrounding solar panels. Most expensive suburb in Melbourne doesn't allow housing over 3 storeys - people therefore prefer to live in areas not overdeveloped. The statement, 'Ensure that all development supports a sustainable activity centre through high ESD standards, including energy efficiency, water management and use of low embodied energy materials' is integral.</p> <p><u>Streetscapes:</u> Prioritise pedestrians, cyclists, trams and buses. Provision of multiple waste stream bin options on the streetscape. Use permeable concrete- prevents stormwater runoff, flooding and ground dry out which reduces surface temperature in summer. Divert all Clayton Road traffic into side street instead of reducing to single lane- retain one lane for bicycles and pedestrians (similar to Eaton Mall).</p> <p><u>Parks and Public Plazas:</u> Clayton is significantly lacking in safe public parks with diverse flora and fauna. More emphasis on green corridors particularly for native wildlife to safely travel. Provision of urban community garden.</p> <p><u>Walking and Cycling:</u> footbridge over Princes Highway to connect Monash University to MMC. Increased side street lighting. Improve bike lanes along the arterial roads. Undertake a Disability Discrimination Act audit in commercial area.</p> <p><u>Public Transport:</u> Not as safe, comfortable, convenient, efficient and reliable as a private car so if these were improved so would PT use. Improve location and design of existing bus stops along Clayton Road, advocate for improved bus services in areas the rail doesn't service.</p> <p><u>Car Parking:</u> All strategies on p.58 are important.</p>	<p>The submission is generally supportive of the Plan and expresses a number of views and provides observations based personal opinions and experience as resident of the area.</p> <p>Most the comments made in the submission go to the core of what the Precinct Plan is attempting to achieve. Other comments such as those under the heading of 'Retail and Hospitality' are outside the scope of the Plan and the Council's sphere of influence.</p> <p>Comments with respect to traffic active and public transport are addressed as part of Council's adopted Integrated Transport Strategy which is referenced in the Council report.</p> <p>Other matters expressed in the submission have been noted.</p> <p><u>No Change to the Draft Plan</u></p>

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3	Pleased to see bike improvements on Forster Road and suggests separated bike lanes between Clayton Station and Monash University.	<u>No Change to the Draft Plan</u>
4	<p>Compliments the visions and ideas.</p> <p>Train station south side vacant land should be transformed into pedestrian and drop off zone with permit parking for retail. Retailers are currently having difficulty parking at rear of their shops. These gravel parks behind shops create third world vision close to train station.</p> <p>Traffic flow is congested on Carinish Road east side from Clayton Road running adjacent to train tracks north side. Suggests a carriageway through carpark to alleviate congestion. Relocate crossover on west side to the east side of train station.</p> <p>Dangerous on street parking along Houghton Road - allows little room for traffic. The angle parking far east should continue towards Clayton Road to eliminate this problem.</p>	<p>The submission supports the Plan and the comments in relation parking and traffic will be referred to Engineering for their consideration and response.</p> <p>Matters raised with respect to the vacant land on the south side of the train station present opportunities for transformation as part of the new Suburb Rail Loop Station proposed for Clayton.</p> <p>Other matters expressed in the submission have been noted.</p> <p><u>No Change to the Draft Plan</u></p>
5	Impressed with the plan and potential changes in Clayton. Hopes they are implemented sooner rather than later.	<p>The submission supports the Plan.</p> <p><u>No Change to the Draft Plan</u></p>
6A and 6B	<p>Asks several questions regarding the Precinct Plan. These questions were answered by email by Strategic Planning on 7/8/19.</p> <p>More passive surveillance and lighting is needed, even in newer areas underneath the sky rail and the pedestrian and cycling network to improve safety.</p>	<p>The comments in the submission have been noted.</p> <p><u>No Change to the Draft Plan</u></p>
7	<p>The plan is fantastic but might be difficult to implement given the current social climate of Clayton.</p> <p>Currently looking to buy an apartment but all the apartments seem to be owned by Chinese investors who have little desire to do anything other than rent out to students with the smallest amount of financial loss to themselves. Financially sound for the owner but leaves the issue of widespread low-quality/unsafe housing (every apartment that he received a vendor statement for had flammable cladding). Students or other locals have to deal with this and it leaves a poor impression of Clayton as a whole.</p> <p>The main strip is slowly becoming centralised around Chinese stores - seems difficult to shift the social climate to one where everyone gets a fair chance and not just the rich Chinese investors.</p> <p>Given the goal of implementing "CBD levels of employment... and residential densities" suggest improving the standards of apartments in the area as a priority for allowing the population density to increase.</p> <p>Not trying to be racist, just frustrated seeing such little diversity and not many chances for young Australians to invest in their own/Clayton's future. Concerned the future planned for Clayton could ignore this issue entirely. Any proposed change won't mean much until further diversity and increased building quality becomes the main focus.</p>	<p>The submission supports the plan and the comments regarding student accommodation, the quality and density of existing and proposed apartment developments have been noted.</p> <p><u>No Change to the Draft Plan</u></p>
8	<p>Has two questions regarding the money used to pay consultants and how the Plan will affect his rates.</p> <p>The car parking and roads need to be more accessible - the last development congested the whole area, we need traffic to move more freely.</p> <p>Submitter believes that councils seem to specialise in narrowing streets to slow down traffic, creating congestion. Good planning would improve traffic flow meaning lower emissions.</p> <p>Questions how much money will come from private enterprise and government?</p>	<p>The development of the Precinct Plans are funded in the 2017/18 and 2018/19 Council Budgets</p> <p>The Precinct Plan is essentially an aspiration statement of Council's intent to address the future pressures and needs of the Clayton Activity Centres, but in a financial sense the recommendations of the draft Plan is largely unfunded within Council's current Strategic Resource Plan (SRP) and Long Term Financial Plan (LTFP).</p>

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		<p>While proposed projects have transformative potential for the Monash NEIC and the Study area, the current level of project definition and large scale investment requirements mean that delivery and timings are uncertain.</p> <p>Recommended public realm improvements and new Community Infrastructure will need to be assessed by Council as part of future budget consideration and in accordance with the LTFFP.</p> <p>Clayton Road is currently a car dominated environment and lacks many of these elements. The significant traffic volumes and four vehicle lanes diminish the pedestrian experience and provides a barrier between the east and west sides of the street.</p> <p>The proposed road cross sections in the draft plan indicate a potential outcome for Clayton Road applying a more people focused environment. They propose the removal of a vehicle land in each direction, re-configuration of car parking and allocating of the space to footpaths and landscaping. This creates an environment that feels less dominated by cars and will allow for informal crossing of the road.</p> <p><u>No Change to the Draft Plan</u></p>
9	<p>Land is two titles in one ownership, in RGZ but immediately north of C1Z. This land should be included in the "Key Redevelopment Sites" category. It is a similar size to other Key sites. The land also provides the opportunity to continue to activate the street frontage on Clayton Rd. Land to west is used as a place of worship so isn't a sensitive interface. Request for the 10 storey height to be extended to this land. Review of height and car parking rates is requested.</p> <p>Car parking: In order to achieve the redevelopment, there is the need for council to undertake further review of Council policy in relation to car parking rates and provision for the Clayton Activity Centre. The current and future public transport provision provides ideal circumstances to encourage a modal change and reduction in the reliance on motor vehicle trips and include this as council policy. A policy change of this nature will also assist in ensuring the building heights and density proposed in the draft Precinct Plan can be realistically achieved.</p> <p>The progressive approach to the draft Precinct Plan is supported. Requests to be kept informed of the progress of the project. The earliest translation of the draft Precinct Plan into planning policy and statutory provisions in the Monash Planning Scheme is encouraged. We would be pleased to discuss this matter further with you and invite you to contact Clive.</p>	<p>The submission is supportive of the Plan but requests a number of changes.</p> <p>Officers acknowledge that this consolidated site is similar to others that have been identified as key sites. Officers support the submitter's position that it should be included as a key site on the basis of its size, proximity to the railway station and immediate abuttal to existing shopfronts.</p> <p><u>Recommended Change to the Draft Plan</u></p> <p>Modify Figure 7 'Key Renewal Sites within the Activity Centre' and Figure 16 'Precinct 1 Key Projects' to include the site as a key site.</p> <p>-----</p> <p>For the reasons outlined in the submission, Officers support the proposal to extend the 10 storey building height further north to include this site. This site will form part of the commercial precinct and is of a sufficient size to support higher built form.</p> <p><u>Recommended Change to the Draft Plan</u></p> <p>Modify Figure 10 'Clayton Activity Centre Built Form Heights Plan' and Figure 23 'Precinct 1 - Built Form' to extend the ten storey height limit to include 295-297 Clayton Road.</p> <p>-----</p> <p>Officers support the submitter's view that the land is more appropriate as part of the Health and Medical precinct. This is due to its interface to the east with the proposed expanded retail precinct. A less sensitive use such as health and medical would be more appropriate than residential. This would reduce amenity impacts and better enable properties along Clayton Road to achieve the preferred building heights of 10 storeys.</p> <p><u>Recommended Change to the Draft Plan</u></p>

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		<p>Modify Figure 8 'Clayton Activity Centre Activities and Land Use Plan' to include the area within the 'Health / Medical Focused Mixed Use' land use. Modify Figure 27 – Precinct 2 Key Projects to include the area within the Precinct Boundary.</p> <p>-----</p> <p>Officers support the principal of reduced parking rates for sites which are located within close proximity of the railway station and bus interchange. Opportunities for reduced parking rates are generally assessed on a case by case basis and resolved through the planning permit process.</p> <p><u>No change to the Draft Plan</u></p>
<p>10</p>	<p>The submitter's land is located within the retail/health & medical/mixed use area. Preferred building height 8 storeys. Figure 8 and Figure 17 maps differ in that the blue Precinct 2 extends further south on one map. Request that the land in question (between Clayton Rd and Madeline Rd) is included in Precinct 2. Better opportunity to achieve the building heights desired on Clayton Rd if land behind is included in the Health and Medical Precinct (2).</p> <p>Car parking: In order to achieve the redevelopment, there is the need for council to undertake further review of Council policy in relation to car parking rates and provision for the Clayton Activity Centre. The current and future public transport provision provides ideal circumstances to encourage a modal change and reduction in the reliance on motor vehicle trips and include this as council policy. A policy change of this nature will also assist in ensuring the building heights and density proposed in the draft Precinct Plan can be realistically achieved.</p> <p>The progressive approach to the draft Precinct Plan is supported. Requests to be kept informed of the progress of the project. The earliest translation of the draft Precinct Plan into planning policy and statutory provisions in the Monash Planning Scheme is encouraged. We would be pleased to discuss this matter further with you and invite you to contact Clive.</p>	<p>The submission is supportive of the Plan but requests a number of changes.</p> <p>Located at the corner of Clayton Road and Colonel Street, the site is situated in the middle of a 400m long section of proposed 8 storey building heights. This section of Clayton Road has been identified for 8 storey building heights as it is located further away from the Railway Station, where buildings heights of 10 storey are proposed.</p> <p>The submitter's request to change this area from 8 to 10 storeys would require changing the building heights for a large area and diminish the impact of intensifying development around the railway station and core of the Activity Centre.</p> <p>The proposed building heights in this location are proposed to be discretionary, which would allow for increases beyond preferred height based on a number of factors such as the merits of the proposal, the location and configuration of the site.</p> <p>On this basis, no change is recommended to the building heights plan as a greater building height can be sought through the planning permit process.</p> <p><u>No Change to the Draft Plan</u></p> <p>-----</p> <p>Officers support the submitter's view that the land is more appropriate as part of the Health and Medical precinct. This is due to its interface to the east with the proposed expanded retail precinct. A less sensitive use such as health and medical would be more appropriate than residential. This would reduce amenity impacts and better enable properties along Clayton Road to achieve the preferred building heights of 10 storeys.</p> <p><u>Recommended Change to the Draft Plan</u></p> <p>Modify Figure 8 'Clayton Activity Centre Activities and Land Use Plan' to include the area within the 'Health / Medical Focused Mixed Use' land use.</p> <p>Modify Figure 25 – Precinct 2 Key Projects, and Figure 26 – to include the area within the Precinct Boundary.</p>

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		<p>Officers support the principal of reduced parking rates for sites which are located within close proximity of the railway station and bus interchange.</p> <p>Opportunities for reduced parking rates are generally assessed on a case by case basis and resolved through the planning permit process.</p> <p><u>No Change to the Draft Plan</u></p>
<p>11</p>	<p>The submitter’s land contains an office development (Clayton Rd) and a residential dwelling (Mary St). Pleased to see it is a Key Redevelopment Site. Preferred building height 10 storeys for retail/commercial/mixed use. The site offers potential for even greater height (close to train station, size of site and minimal overshadowing potential) and could engage with memorial park to north. Suitable location for hotel or similar use but height would be needed. The two properties abut the same laneway on their northern borders which has been designated as an "Enhanced pedestrian link". They would be open to collaborating with council, through the process of redeveloping the two sites, to make the laneway something very special and engaging with the area to the north.</p> <p>Car parking: In order to achieve the redevelopment, there is the need for council to undertake further review of Council policy in relation to car parking rates and provision for the Clayton Activity Centre. The current and future public transport provision provides ideal circumstances to encourage a modal change and reduction in the reliance on motor vehicle trips and include this as council policy. A policy change of this nature will also assist in ensuring the building heights and density proposed in the draft Precinct Plan can be realistically achieved.</p> <p>The progressive approach to the draft Precinct Plan is supported. Requests to be kept informed of the progress of the project. The earliest translation of the draft Precinct Plan into planning policy and statutory provisions in the Monash Planning Scheme is encouraged. We would be pleased to discuss this matter further with you and invite you to contact Clive.</p>	<p>The submission is supportive of the Plan but requests a number of changes.</p> <p>The preferred building height of 10 storeys that applies to this site is equivalent to the maximum height applied across the Activity Centre.</p> <p>The maximum height of ten storeys was applied to strike a balance between providing additional capacity for housing and employment growth, and integrating future building heights with an established a low-rise character across Clayton.</p> <p>Building heights of ten storeys are substantially greater than the one and two storey building heights that currently exist in the Centre. As such, it will support significant increases in residential and employment uses across the Centre.</p> <p>The proposed building heights in this location are proposed to be discretionary, which would allow for increases beyond preferred height based on a number of factors such as the merits of the proposal, the location and configuration of the site.</p> <p>On this basis, no change is recommended to the building heights plan as a greater building height can be sought through the planning permit process.</p> <p><u>No Changes to the Draft Plan</u></p> <p>The submitter notes that the laneway has been designated as an “Enhanced pedestrian link” and they would be open to collaborating with Council, through the process of redevelopment of the two sites, to make this laneway something very special and engaging with the area to the north.</p> <p>This has been noted</p> <p><u>No Changes to the Draft Plan</u></p> <hr/> <p>Officers support the principal of reduced parking rates for sites which are located within close proximity of the railway station and bus interchange.</p> <p>Opportunities for reduced parking rates are generally assessed on a case by case basis and resolved through the planning permit process.</p> <p><u>No Change to the Draft Plan</u></p>

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<p>12</p>	<p>The consultants should have spent more time at Clayton to get a better idea of the area.</p> <p>Number of issues with the Cooke Street Car Park redevelopment:</p> <ul style="list-style-type: none"> - Nowhere for shoppers to park while the redevelopment occurs. - Community car park would be fully congested and nowhere for community centre users to park. - Any long term shut down of the Cooke Street car park would cripple the whole shopping centre. <p>Parking is the biggest issue facing Clayton.</p> <ul style="list-style-type: none"> - An increased Medical Precinct would only push more cars into the shopping centre area because the parking around the new medical centres are for a limited amount of time. E.g. the current parking restrictions from Carinish Road nearly to North Road and on both sides of Clayton Road. This has seen people going to the medical centres on Clayton Road parking in and around the shopping centre to get longer parking times. - Other big issue is the loss of parking sue to the level crossing removal and redevelopment of Clayton Station. Evident by looking at the vacant lot corner of Carinish and Madeline Road which has become a makeshift carpark with over 40 cars there daily. <p>Artist impression of a narrowed Clayton Road - this should never happen:</p> <ul style="list-style-type: none"> - It would see Clayton Road become congested again and impact the flow of buses. - The bus traffic on Clayton Road has increased about 40% since the level crossing removal due to the reconfiguration of the buses. - Would be more difficult trying to park in Clayton Road in the shopping centre precinct. - There would be an increase in car accidents from people trying to get in and out of these parking spots. <p>As you can see, the council needs to develop a parking strategy before you can move forward with any redevelopment of the area.</p> <p>If you increase the numbers of people working in or visiting the Centre, you increase the need for parking. Also note that most of the cars in the community centre car park are workers who move their cars around as to not get fined. This is another example of the lack of parking in the Clayton area and a need for more.</p>	<p>The submitters concerns in respect to parking and vehicle movements through the centre are acknowledged.</p> <p>Successful retail strips are characterised by a number of elements that make people want to stay and enjoy the area. These include generous footpath widths allowing outdoor dining, active land uses providing engagement with the footpath, tree canopy cover and slow vehicle speeds making people feel comfortable and safe.</p> <p>Clayton Road is currently a car dominated environment and lacks many of these elements. The significant traffic volumes and four vehicle lanes diminish the pedestrian experience and provides a barrier between the east and west sides of the street.</p> <p>Since the level crossing was removed, vehicle traffic has increased, indicating that more vehicle traffic has increased, indicating that more vehicle users are utilising this street as a north-south access route. This is not considered a desirable outcome for Clayton Road given its role as the retail and hospitality spine for the Activity Centre.</p> <p>A major opportunity exists to re-visit the role and configuration of Clayton Road to become a better place for people as recommended in the draft plan. VicRoads also have a program called 'Movement and Place', which allows the role of arterial roads to be assessed against other objectives such as creating higher quality pedestrian environments.</p> <p>The proposed road cross sections in the draft plan indicate a potential outcome for Clayton Road applying a more people focused environment. They propose the removal of a vehicle land in each direction, re-configuration of car parking and allocating of the space to footpaths and landscaping. This creates an environment that feels less dominated by cars and will allow for informal crossing of the road.</p> <p>For this reason no changes to the draft plan are recommended.</p> <p><u>No Change to the Draft Plan</u></p>
<p>13</p>	<p>In support of upgrading the changes to the planning scheme for the streetscape which incorporates his property on Clayton Road.</p> <p>In regards to the Cooke Street car park at the rear of his property, concerned that there would not be adequate car parking facilities for shopping centre users. Not in support if there would be a reduction of car parking spaces to the area. If there would be no change to the car parking spaces then he is in support of the proposed changes to the planning scheme for the Cooke Street parking precinct.</p>	<p>The points raised in the submission with respect to the potential loss of car parking have been noted and will be resolved at the next phase of the planning and design of the project.</p> <p><u>No Change to the Draft Plan</u></p>
<p>14</p>	<p>The commercial (west) side of Thomas Street should be 8 storeys in height rather than 6, like Mary Street is proposed. Then the east side can transition down to 6 storeys. Strategically, it would be a planning mistake not to increase to 8 levels as it is so close to the Clayton shopping strip.</p> <p>Single commercial premises will never be able to achieve parking requirements even in the form of car stackers to achieve the 8 level height, but with the incorporation of houses on the commercial side of Thomas Street, potential planning becomes exciting.</p> <p>Council should also consider purchasing 2-3 metres off the homes on the west side of Thomas Street for the widening of the laneway before they get developed.</p>	<p>The western side of Thomas Street will play an important role in providing employment and housing opportunities adjacent to the retail strip.</p> <p>The proposed 6 storey building height for this area was intended to provide a transition from 8 storey heights along Clayton Road to 6 storey heights on the east side of Thomas Street.</p> <p>It is recognised that the area has minimal sensitive interface issues. On the western boundary there is a laneway separating the area from proposed retail / commercial mixed use of 8 storeys, and on the eastern boundary Thomas Street, which is 15.4m wide separates properties from proposed residential uses of six storeys.</p>

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		<p>The Draft Plan proposes a 4 metre ground level setback and an additional 3m setback for development above three storeys. This will ensure the upper levels of development are significantly recessed from the street.</p> <p>Due to the lack of sensitive interfaces and proposed recessing of upper levels, officers support the proposal to apply an 8 storey building height to the western side of Thomas Street. This will also make it consistent with Mary Street, which has similar interfaces.</p> <p><u>Recommended Change to the Draft Plan</u></p> <p>Modify Figure 10 'Clayton Activity Centre Built Form Heights Plan' and Figure 23 'Precinct 1 - Built Form' to apply an 8 storey preferred building height to the west side of Thomas Street.</p> <p>-----</p> <p>Officers note that the submitter requests Council should consider purchasing 2-3 metres of the homes in Thomas Street before they get developed for the widening of the laneway.</p> <p><u>No Change to the Draft Plan</u></p>
15	<p>Circumstance: job losses / recession - reduced spending power, fear of crime when out at night. Competitors / hassle: Uber Eats - home food delivery, online shopping and addiction to video games / internet (stay home), costs of transport, traffic jams. Demographic: rich busy medical professionals, rich busy Uni students, average students transiting at the bus stop in front of Twosome Cafe, average people, poor / thrifty people.</p> <p>Problem 1: over saturation / duplicated of the same types of shops e.g. Bubble Teas, \$2 shops, butchers, China shipping shops, Chinese / Indian / Korean restaurants leading to opportunity costs and poor businesses. Some bubble tea stores have closed down and most importantly, the lack of variety means wasting shoppers time and money to go to the precinct.</p> <p>Solution 1: Variety is key. Why not authentic Singapore or Japanese cuisine or other cultures? Uni students and medical professionals are stressed (eat a lot) and rich - they don't want to travel far for good food. Why not build an arcade for students where the prize is low value EFTPOS gift cards. This is susceptible to theft and abuse but so are the arcade staff that could steal.</p> <p>Gong Cha Bubble Tea and Dragon Hotpot are the best but needs more seating space thus more money for owner, landlord and council. Sena Salon is good and has good deals.</p> <p>2 Lack of fast food restaurants near hospital, Clayton Central, Railway Station and bus stops for students, average and poor people. Build a McDonald's</p> <p>3. Car park behind Hong Kong Supermarket is always full. Build more parking space but land is expensive so build multi-storey, but good spot for crime. Learn from multi-storey parking at Chadstone - incorporate sufficient conspicuous video signage and cameras.</p> <p>4. Lack of advertising outside building or awareness if the gym upstairs of Clayton community centre is open to the public resulting in a loss of money. Print gym advertising at eye level next to entrance of community centre.</p> <p>5. Study tables in Clayton library lack sufficient power points. The tables with power outlets have leftover belongings with no one in the seats. Learn from Monash Uni Caulfield Library model where users write on a green card what time they left the table, if it has been over 30 minutes their belongings are moved aside.</p>	<p>The submitter raises a multitude of issues, some of which are directly related to the Draft Plan, whilst the majority are outside the scope of the Plan and relate to more general operation issues.</p> <p>All matters raised have been duly noted and where applicable issues relating to parking, traffic, advertising, library issues, video surveillance etc will be referred to the relevant Council Departments for investigation and response.</p> <p><u>No Change to the Draft Plan</u></p>

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	<p>6. Too expensive and hard to build "wide" making future expansion tough. Why not build "tall"? However, building tall comes with higher crime, lesser business for high floor level occupants. Target upper floor levels for offices and lower for cafe, food and alcohol.</p> <p>7. Increased road accidents. Colour traffic light crossings yellow / add yellow to zebra crossings.</p> <p>8. The new bus stop at railway station has an insufficient overhead shelter resulting in sunburn and potential skin cancer.</p> <p>9. There can be a long queue at Clayton Library self-serve checkouts. Install a sign advising customers to approach librarian at counter to check out books.</p> <p>10. Is there an eBook app by Clayton Library? Put a banner at entrance to inform users of availability of eResources.</p> <p>11. There is an outdoor area with low fence at library - users could pass books over fence to avoid book detector at door.</p> <p>12. Library not making enough money. Advertise discounted / \$2 coffee in off peak hours, give 5% discount to cash customers.</p> <p>13. Outdoor area outside community centre cafe is underutilised - use that area for Tai Chi? Keeps youth away from bad influence / crime.</p> <p>14. Noticeboards at library / centre entrances lack integration and should advise people to check the Monash website.</p> <p>15: School bullying - video security 24/7 and signs around school. However, without sufficient bullying, there won't be hardened soldiers protecting our interests.</p> <p>16. Lack of exciting community events. More parking would create space for car shows.</p> <p>17. Indian restaurants aren't as clean or well decorated as other competitors. Feedback to owners to max their profits.</p> <p>18. Insufficient seating space for restaurants / cafes. Purchase upstairs for more seating.</p> <p>19, 20. Provide signs on restaurants advertising that home delivery and catering is available.</p> <p>21. Pedestrian pavement in Clayton Central is not level and may lead to accidents.</p> <p>22. Butcher and seafood shop smell and put off customers walking past to restaurants. Group them together with the grocery.</p> <p>23. Group the tobacco store next to the liquor store for increased sales from these buyers.</p> <p>24. Chinese Chestnut pop up stall at Fresh Vegetables Market creates a poor impression of the precinct.</p> <p>25. There are duplicate pharmacies - already a large Chemist Warehouse.</p> <p>26. Most customers of Clayton Firearms drive, so move the store away from prime retail area and train.</p>	
16	<p>Great to see drafts being created and discussions being made for this innovative suburb. Being in the development industry, he has a network of urban planners, place makers and publically listed development groups. Would be an honour to volunteer and be part of the team behind the Precinct Plan.</p>	<p><u>No Change to the Draft Plan</u></p>
17	<p>It is hard to comment on without knowing how big the scope is for Clayton compared to Glen Waverley, Brandon Park or Oakleigh centres. However, here are a few points:</p> <p>1. This draft precinct plan has some mistakes and confuses streets between Nicholson St and McGregor St. (Officer note: Nicholson Crt is shown on map as McGregor St - need to change pages 65, 70, 73, but other maps are correct).</p> <p>2. No parking or straight parking along Clayton Rd will be a better option.</p> <p>3. If the scope is big, City Council should move from Glen Waverley to Clayton. Need to rebuild the entire activity centre instead of a band aid approach.</p>	<p>The submitter is generally supportive of the draft Plan.</p> <p>As with other submissions some of issues raised are directly related to the Draft Plan, whilst the many are outside the scope of the Plan and relate to more general operation issues.</p> <p>Officers believe that the general thrust of the submission can be addressed by the recommendations in the draft Plan whilst other matter raised that are of an operational nature will be referred to the relevant Council Department.</p>

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<p>18</p>	<p>Has annotated the map from the Clayton brochure (Figure 1 of draft). Agrees with most of the transformative opportunities including:</p> <ul style="list-style-type: none"> - A new public plaza in Haughton Rd - A specialised health precinct with strong connections to the Monash Medical Centre and Uni - A potential pedestrian and cycle bridge between Activity Centre and Uni - Expanded retail and hospitality precinct north of railway line to support the future medical precinct - Extended bicycle and walking connections to Monash Uni (very supportive of this one) - New community facility and park on Clayton Hall site - Major streetscape upgrade to Clayton Rd to enhance pedestrian priority and provide a high quality retail and hospitality destination - Streetscape improvements to define the commercial core of Clayton - A network of green residential streets connecting into the commercial centre <p>Submitters 'Questions' the following:</p> <ul style="list-style-type: none"> - A new mixed use precinct along Thomas Street - A new pocket park to cater to south east residential area, shoppers and workers - New public plaza space and shared vehicle and pedestrian space along Cooke Street to connect the Clayton Community Centre through Clayton Road <p>Submitter 'Comments' on the following:</p> <ul style="list-style-type: none"> - More links between car parks and Clayton Road - "stop car parks, yes bus line" - Housing opportunities in surrounding residential areas - "5 metres from footpath in front" - Major renewal opportunity on the Cooke Street car park site providing new retail and commercial uses, housing and car parking facilities - "car park facilities destroy environment" - Renewal opportunities across the centre providing mixed use developments - "no speed hump ... 30-40k zone with cameras - fined \$70" - "Clayton Road permit bus line - North Road to Kireton Street" 	<p>The submission generally supports the Draft Plan, particularly proposed improvements to pedestrian and cycling connectivity.</p> <p>Other comments in the submission have been noted.</p> <p><u>No Change to the Draft Plan</u></p>
<p>19</p>	<p>Broadly supportive of the Plan and commends Council on its vision for the precinct. Support designation of 212-220 Clayton Rd as a Key Renewal Site and its inclusion in the Health/ medical focused mixed use Precinct with the objective "to strengthen Clayton as the focus for health and medical uses within the Monash National Employment and Innovation Cluster". Explicitly support the following actions for this Precinct:</p> <ul style="list-style-type: none"> - Facilitate the rezoning of land within the Health and Medical Precinct to support these uses whilst allowing for mixed use development including residential. - Undertake streetscape improvements to Clayton Road to enhance it as a high quality destination for future medical and health businesses. <p>Supports the proposed built form across the precinct, specifically the 8 storey preferred building height nominated for the site (212-220 Clayton Rd, Clayton). Support the need to provide a diverse range of housing types within the activity centre. They submit that accommodation types should replace housing types as it would facilitate a broader range of accommodation types in the precinct. Support 40km/hr along Clayton Rd, we submit this reduced speed limit should be extended to the northern boundary of the Health and Medical Precinct. As a minimum it should be extended north to Murray St.</p>	<p>The submission supports the Draft Plan.</p> <p>Other comments in the submission have been noted.</p> <p><u>No Change to the Draft Plan</u></p>

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<p>20</p>	<p>Implementation of plan will benefit community including:</p> <ul style="list-style-type: none"> - create employment opportunities - improve transport system - keep community active and entertained - expansion of retail, medical and amenity <p>Want to give all the credits to council for initiating precinct plans to benefit Monash residents. Don't want to sacrifice the green characteristics of the area for new constructions. Council to take steps to ensure green characteristic of area is retained. Population is growing at an exponential rate, has an adverse effect on the environment. Council to take steps to ease congestion. Council should not increase rates unfairly due to new constructions. Thanks for the opportunity to comment.</p>	<p>The submission supports the draft plan.</p> <p>Other comments in the submission have been noted.</p> <p><u>No change to the draft Plan</u></p>
<p>21</p>	<p>Skyrail and new businesses have livened up the area. Play equipment/ park areas for school aged children are lacking. Fregon Reserve could do with an update- suggests play equipment. Skyrail lack toilets. Would like tree lined streets and improved lighting particularly on Browns Rd and Mary St which links staff and visitors to Monash hospital.</p>	<p>The submission supports the draft plan</p> <p>Other comments in the submission have been noted.</p> <p><u>No Change to the Draft Plan</u></p>
<p>22</p>	<p>Broadly supportive of the plan and commend Council for its vision. Support the designation of 212-220 Clayton Rd, Clayton as a 'key renewal site' along with its inclusion within the 'health/ medical focused mixed use' area and the objective to strengthen Clayton as the focus for health and medical uses within the MNEIC Explicitly support the following actions:</p> <ul style="list-style-type: none"> - Facilitate the rezoning of land within the health and medical precinct to support these uses while allowing for mixed use development including residential. - Streetscape improvements to Clayton Rd. <p>Support proposed built form proposed for the precinct and the 8 storey preferred building height for the site. Support the need "to provide a diverse range of housing types within the Activity Centre that caters to the needs of existing and future residents and meets expected population growth". Request "accommodation types" in used instead of "housing types" as it better aligns with the objectives of the precinct. Support 40km speed limit and improvements to pedestrian access on Clayton Rd. Request this designation be extended north to Murray Rd so that a future redevelopment</p>	<p>The submission supports the draft plan</p> <p>Other comments in the submission have been noted.</p> <p><u>No Change to the Draft Plan</u></p>
<p>23</p>	<p>Site is not located within the Activity Centre but is in close proximity. Supports the general thrust of the Precinct Plan for revitalisation and increased development opportunities to support the MNEIC. Supports the build-up of the centre with mixed uses and increased opportunity for residential density in surrounding streets. The creation of a higher order activity centre will be supported by the complementary housing provision on the site when it is brought forward for development.</p>	<p>The submission supports the draft plan</p> <p>Other comments in the submission have been noted.</p> <p><u>No Change to the Draft Plan</u></p>

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<p>24</p>	<p>In agreeance with many of the suggested outcomes including beautification of streetscapes, continued employment generation and diversification of housing type. Has the following suggestions: Add their site to the "Key Sites" (pg 22) because the site is under one ownership, a significant size, an island site, has redevelopment potential and employment generation potential, and is close to transport. Key Sites in close proximity to the train station and commercial district should be considered for developments higher than 10 storeys / no height limit should be predetermined. Justification: - Discusses the rapid population growth of Melbourne which increases demand on land use, economics, accessibility and congestion. - Describes the MNEIC and its predicted future growth. - Mentions the Suburban Rail Loop. - Describes the Springvale Activity Centre and the preferred building heights of 12 storeys. Has attached a map of the building heights here. - Lists the specific site attributes including the large size and its rareness, bounded by roads and laneways, natural light, multiple access points, proximity to Train Station and existing intensive nature of Clayton Rd. Therefore, applying a 10 storey preferred height is counterproductive to the future aims of the activity centre. Recommend that each of the Key Sites be assessed on its merits when applying for development applications. Increased density is increasingly common and sites around train stations should support the State Government's upgrades. - Lists some examples of higher density near train stations in Melbourne and Brisbane.</p>	<p>Officers acknowledge that this site is similar to others that have been identified as key sites. Officers support the submitter's proposal to be included as a key site on the basis of its size, proximity to the railway station, lack of sensitive interfaces and good service access. <u>Recommended Change to the Draft Plan</u> Modify Figure 7 'Key Renewal Sites within the Activity Centre' and Figure 16 'Precinct 1 Key Projects' to include the site as a key site. ----- The preferred building height of 10 storeys that applies to this site is equivalent to the maximum height applied across the Activity Centre. The maximum height of ten storeys was applied to strike a balance between providing additional capacity for housing and employment growth, and integrating future building heights with an established a low-rise character across Clayton. Building heights of ten storeys are substantially greater than the one and two storey building heights that currently exist in the Centre. As such, it will support significant increases in residential and employment uses across the Centre. The proposed building heights in this location will be discretionary, which would allow for increases beyond preferred height based on a number of factors such as the merits of the proposal, the location and configuration of the site. On this basis, no change is recommended to the building heights plan as a greater building height can be sought through the planning permit process. <u>No Change to the Draft Plan</u></p>
<p>25</p>	<p>Support the proposed height. Support the objective to strengthen Clayton as a focus for the Health and Medical uses within the MNEIC. Support the built form structure across the area and specifically the 8 storey height nominated for several sites, as well as mixed use development including residential. Diversity of housing is important given proximity to train station and activity centre. Good to see this vision for the precinct.</p>	<p>The submission supports the draft plan Other comments in the submission have been noted. <u>No Change to the Draft Plan</u></p>

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<p>26</p>	<p>Combined submission for both Clayton and Huntingdale Precinct Plans. Commends Council in developing the draft plan as the first tangible step towards the vision of the Monash NEIC. Notes that the Clayton Plan (and not Huntingdale) will lead to a Planning Scheme Amendment which will have a legally binding impact on the MEIC. Key issues are how the plans will support or oppose the ambitions and objectives of the MNEIC, particularly the Monash Health and Education and Monash Technology Precincts, and the operation of the Monash Clayton Campus in relation to connectivity, accessibility, liveability and an attractor for current and future students, workers and industry partners.</p> <p>Overall assessment is that the plans aren't ambitious enough and are either neutral or an impediment to the objectives of the NEIC and the operation of the Clayton Campus.</p> <p>Cites the VPA draft Future Spatial Requirements Report for the MNEIC key actions and suggests that there are broader opportunities linked to the MNEIC that haven't been fully explored within the current plans and the draft VPA report.</p> <p>Suggests that the residential land between Monash Medical Centre and the Industrial 1 Zoned land to the east is identified for transition from residential to employment to support more investment in health related enterprise and a multi-path connection through the health precinct. Proposed connection between the Clayton Campus and MMC is inadequate.</p> <p>Suggests that a more clear and logical pedestrian and cycle path between the Clayton Campus and the MMC is a more east route via Cobain, Parker or Wright Sts as an overpass of the intersection is unlikely to be approved by the DOT as it could constrain future transport in the alignment. Supports bike/walking path on Brown's Road.</p> <p>Concerned with north-south traffic movements and traffic increase on Blackburn Rd as a result of reduced traffic volumes on Huntingdale and Clayton Roads. Suggests Westall Road extension as a important transport project to support University's travel and connection objectives including to the Caulfield Campus.</p> <p>Doesn't support a commuter bike path through the Clayton Campus as it would impact the walking campus amenity, supports Beddoe Ave as the preferred connection from Browns to Forster Rd.</p> <p>Suggests local amenity around Clayton Station and the retail strip will be improved</p> <p>Suggests more work to encourage land consolidation and prevent inappropriate subdivision; further consideration of infrastructure funding needed.</p> <p>Supports health and medical along Clayton Road, but insufficient land for larger enterprises and investment currently proposed.</p> <p>Supports retail and residential focus around Clayton Station, but more land and density required for the health precinct.</p>	<p>Officers' disagree with the submitter's view that the draft Plan is an impediment to the objectives of the Monash NIEC and the Draft NEIC Framework Plan prepared by the Victorian Planning Authority (VPA). It should be noted that both the VPA and the Department of Jobs, Precincts and Regions (DJPR) were also invited to comment on the draft Plan and have raised not objections or concerns.</p> <p>The proposed health and medical precinct is focused along Clayton Road, Mary Street and extends east to Browns Road, north of Wright Street. This is a substantial area and has a strong relationship to the Monash Medical Centre and the core of the Activity Centre. This area (including the Monash Medical Centre) will comfortably cater for the additional 3,000-5,000 jobs that are estimated to be provided within the Activity Centre by 2036.</p> <p>The area proposed by Monash University would encompass approximately 700 residential properties. It has limited east-west road access which restricts its relationship to the existing Industrial Zoned land. It also has limited relationship to the Clayton Railway Station, the shops and the proposed Health and Medical Precinct on Clayton Road.</p> <p>Based on the points above, Officers do not support the submitter's proposal to transition this area from residential to employment. We believe that this area is better placed to provide housing to support surrounding education and employment uses.</p> <p><u>No Change to the Draft Plan</u></p> <hr/> <p>The proposal for a pedestrian and cycle bridge connecting from Browns Road over the Princes Highway and Wellington Road is the most direct route and will remove waiting times at intersections.</p> <p>It is noted that the Department of Transport is unlikely to support the overpass however it remains the preferred option to connect the Activity Centre to Monash University and should remain in the Precinct Plan for the long term planning of the Centre.</p> <p>The suggested routes further east will push pedestrians further away from the Monash Medical Centre and result in a less direct route between the Activity Centre and Monash University.</p> <p><u>No Change to the Draft Plan</u></p> <hr/> <p>Clayton Road is the major focus for retail and hospitality uses and will increase its role to support additional housing and the future employment uses. A reduction in traffic along Clayton Road is required to create a safer and more pleasant environment for pedestrians, and a more attractive environment for businesses.</p> <p>The potential impacts of increased traffic on Blackburn Road are noted however it doesn't have the same retail and hospitality function as Clayton Road and is better placed to accommodate additional traffic because of its existing six vehicle lanes.</p> <p>There is no proposal for a commuter bike path through Monash University.</p> <p><u>No Change to the Draft Plan</u></p>
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<p>27</p>	<p>Operator of the Clayton Hotel and owner of properties at 317-319 Clayton Rd and 384-390 Haughton Road Clayton. Concern with proposal for public plaza at Haughton Road and impact of business. Requests further analysis and consultation of traffic impacts, use of new road link under Skyrail for access to Clayton and Carinish Road (immediate action), integration with hard surface play area, and extension of outdoor area at hotel to the plaza area, service access to existing businesses, provision of additional timed parking in reconfigured road space around area if plaza was to proceed as parking and car dominance needs serious consideration in future planning of the Activity Centre and plaza transformation.</p> <p>Considers that footpath in front of 317-319 Clayton Road shouldn't be included in the proposed Clayton Rd Footpath widening project.</p> <p>Request to be informed and consulted as part of these proposals due to the impact on their business.</p>	<p>The points raised in the submission with respect to the negative impacts of the proposed Haughton Road Plaza will be resolved at the next phase of the planning and design of the project.</p> <p><u>No Change to the Draft Plan</u></p> <p>-----</p> <p>The Draft Precinct Plan proposes to widen footpaths along the western side of Clayton Road to enhance the pedestrian connection up to the Railway Station. This would be implemented through a ground level setback of 2.0m from Clayton Road to incrementally achieve a footpath widening from approximately 3 metres up to 5 metres.</p> <p>The corner splay on the 317-319 Clayton Road allows for existing widening of up to 4 metres at the corner of Haughton Road.</p> <p>In this situation, providing a 2 metre ground level the entire frontage to Clayton Road is not required to achieve the desired footpath width of 5 metres.</p> <p>A more flexible approach should be provided that allows for reduced ground level setbacks as long as the desired footpath width can be consistently achieved along Clayton Road.</p> <p><u>Recommended Change to Draft Plan</u></p> <p>In Precinct 1: Built Form and Development Requirements – amend the requirements for ground level setbacks for footpaths achieve a consistent 5.0m wide footpath along both sides of Clayton Road.</p>
<p>28</p>	<p>Expresses support for Council’s vision for the activity centre. Describes the benefits of the Plan. Their property is located in Precinct 3 (Surrounding Residential). They describe the vision of this area. Supportive of the six storey proposed height on their site. Excellent location to accommodate a building of this scale given its proximity to both the Activity Centre’s core and to Monash University. Their site has a 32 metre frontage, 49 metres depth, and no character constraints.</p>	<p><u>No change to the Draft Plan</u></p>
<p>29</p>	<p>Submitter commends the initiative of developing the draft Precinct Plan. However, they are concerned about the requirement for ground level setbacks of 2m for footpath widening affecting their site, and the loss of on-street parking along Clayton Road and the adverse impacts this would have on businesses in the area. They request that they be excluded from the setback requirements because of the limited depth of the properties and their inclusion within a heritage overlay. If Council wishes to proceed it should apply a Public Acquisition Overlay to the site. The submission goes on further to recommend that Council develop a car parking strategy for the centre, and planning controls such as a Development Plan Overlay for future major car park sites.</p>	<p>See response to Submission 27.</p> <p><u>Recommended Change to Draft Plan</u></p> <p>In Precinct 1: Built Form and Development Requirements – amend the requirements for ground level setbacks for footpaths achieve a consistent 5.0m wide footpath along both sides of Clayton Road.</p>