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mgs

INDEPENDENT EXPERT WITNESS STATEMENT
C125 AMENDMENT – URBAN DESIGN REPORT ON BEHALF OF MONASH UNIVERSITY

AUGUST 2016

Prepared by

Prof. Robert McGauran
B. Arch. (Hons. Melb), B.A. (Fine Arts Melb.), P.D.M. (Melb.), LFRAIA, FVPELA, PIA Architect

Our Ref: 16046

Directors
Eli Giannini
Chris Jones
Cameron Lacy
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Joshua Wheeler

BACKGROUND

1. My name is Robert Alan McGauran. I have been a director of MGS Architects, Urban Planners and Interior Designers since 1985 and practice at 10-22 Manton Lane Melbourne.
2. In August 2016, I was asked by Monash University to provide a evidence on urban design issues arising from the C125 Amendment as it relates to the University and its operations and land holdings in the Clayton Precinct where it falls within my areas of expertise in Urban Design and Architecture.
3. My responses are informed by research and investigations I have conducted into the role and configuration of University Cities around the world and their alignment with what is now described in Plan Melbourne as the Clayton National Employment Cluster. These views were presented in a submission to the earlier Plan Melbourne Ministerial Advisory Committee in conjunction with the Vice Chancellor and subsequently in briefings on behalf of Monash Health and Monash University to the MPA as they were formulating the framework for a subsequent Planning Scheme Amendment. It was also informed by my role as Monash University Architect from 2012 to July 2016 during which time I have had the opportunity to engage with stakeholders both within the University and with major partner institutions and government stakeholders around the role of the University and the manner in which collaborations and a collective vision for the precinct might be better enabled.
4. I have considered all matters that I think relevant to the matter and have not knowingly withheld any matters from the Panel.

STATEMENT OF EXPERIENCE

Qualifications

5. Qualifications include:
 - > Honours degree in Architecture from the University of Melbourne
 - > Bachelor of Arts majoring in Architectural History from the University of Melbourne
 - > Postgraduate Diploma in Business Management from the University of Melbourne Business School.
 - > Registered Architect in Victoria and NSW
 - > Life Fellowship of the RAI A
 - > Fellow VPELA
 - > Member PIA

Professional Roles Architecture & Urban Design

6. Within the architectural profession, I have held or hold a range of senior roles arising from peer nomination including:
 - > Adjunct Professor of Architectural Practice Monash University (current)
 - > Professorial Fellow Urban Design and Architecture Melbourne University (current)
 - > Membership of Fishermans Bend Ministerial Advisory Committee (current)
 - > Membership of the Victorian Design Review Panel (current)
 - > Chairperson of the Architects Registration Board of Victoria
 - > Ambassador- Future Melbourne 2026
 - > Vice-President of the Royal Australian Institute of Architects
 - > Chapter and National Councillor of the Royal Australian Institute of Architects
 - > Leadership and membership of accreditation panels for the Architectural programs at RMIT, UOM, UOQ, Curtin University, University of Canberra and Deakin University.
 - > Jury membership and leadership of Awards Panels for the RAI A and Local Government.
 - > Victorian Convenor of the Residential Working Group for the RAI A.
 - > Ministerial Advisory Panel Reviewing The Good Design Guide
 - > Member of the Priority Development Panel
 - > Part-time Sessional Planning Panels Member

Professional Affiliations -Education, Urban Design and Planning

7. In 2010, I was appointed the University Architect for Monash University after masterplanning campuses at Clayton, Caulfield, Gippsland and Berwick. I have also led teams masterplanning campuses for University of Wollongong, La Trobe University (3 campuses), Victoria University and have undertaken Urban Design Frameworks for RMIT Bundoora and Deakin University Burwood.
8. To understand best practice in knowledge precincts, I have visited over 70 University campuses and cities and towns over the past 7 years including precincts of particular relevance to this Amendment including UC Berkeley, University of Pennsylvania Philadelphia, UOW Seattle, Duke University, University of Warwick, University of Copenhagen South Campus, UCSF Mission Bay, MIT, University of Toronto, UCLA, Northwestern University, Stanford and UNAM.
9. From 2003-2010, I sat on the Building and Estates Committee for the University of Melbourne.
10. I have been a Board member of Melbourne Affordable Housing and then Housing Choices Australia.
11. In Urban design, I have held positions including:
 - > Member -Victorian Priority Development Panel for the Minister of Planning
 - > Chaired- Sullivans Cove Design Panel for the State Government of Tasmania to coordinate design resolution of major renewal and capital works program in the waterfront precinct.
 - > Ministerial Advisory Panel appointed by the Minister for the Commonwealth Games to review the proposed Pedestrian Bridge Link to the MCG.
 - > Research projects with the University of Melbourne, Monash University, DPCD, The City of Moreland and the City of Darebin participation in Australian Research Council funded research project into transit oriented development intensification of Melbourne's transport corridors, Affordable Housing for inner Melbourne and Smart Green Schools to name a few.
12. I have assisted in the evaluation of potential for the Arden Metro Precinct and develop a framework plan for MPA and the State Government.
13. I have prepared Urban Design Frameworks and Structure Plans for key precincts including the Cremorne precinct and Victoria Gardens precinct in the City of Yarra, the Toorak Village and Chapel Vision Structure Plans in the City of Stonnington, City of Banyule Ivanhoe Structure Plan, Box Hill Activity Centre, and the Megamile Structure Plan and Tally Ho Structure Plan in Whitehorse.
14. I have also been on the DPCD Expert Panel for Activity Centres and DEWLP and acted as consultant on urban design matters and in particular major projects to Local Councils including City of Port Phillip, Hobsons Bay City Council, City of Banyule, City of Whitehorse, City of Kingston, City of Monash, City of Moonee Valley, City of Melbourne, and the City of Yarra.

Relevant projects

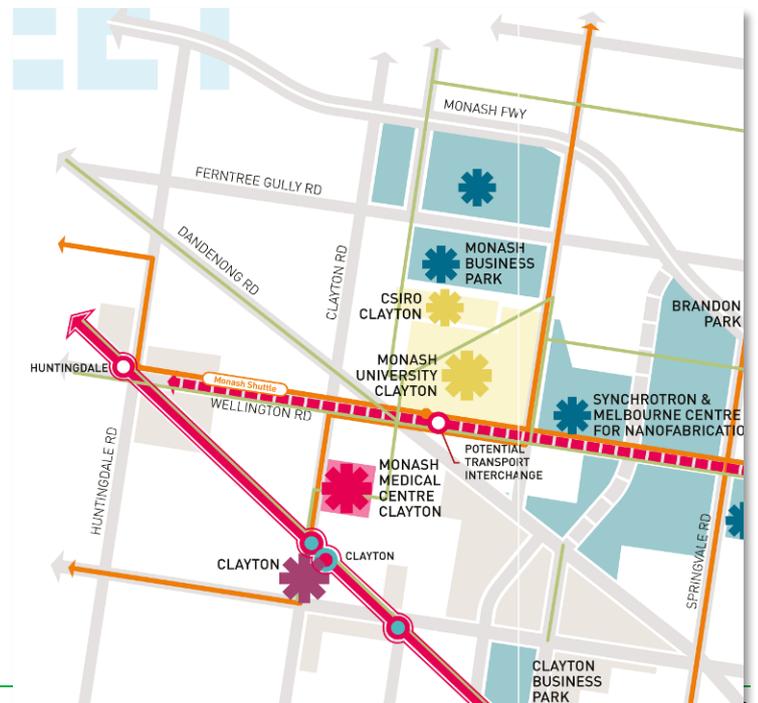
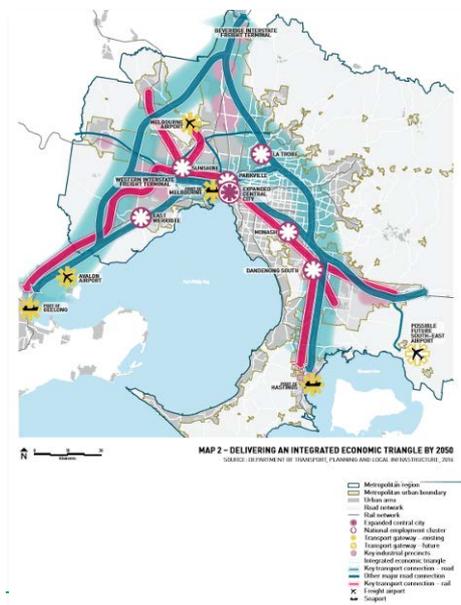
15. Our design company MGS Architects has received numerous, architecture, urban planning, urban design and interior design awards for our work including:
 - > National and State awards for Urban Design for masterplanning of the Monash University Clayton Campus
 - > Framework Plans for other universities as noted above and for the proposed Footscray and Latrobe University Towns.
 - > Major urban renewal masterplans undertaken by us include the plans for the former Alphington Mills, The Bradmills Yarraville Gardens Precinct and the Cave Hill Development in Lilydale.
 - > National and State awards for our affordable housing and public carpark project in Balaclava and a new affordable higher density residential project in Altona.
 - > State named awards for Commercial, Regional and Sustainable Architecture
 - > State Educational Buildings awards
 - > State Planning awards in Victoria and Tasmania for areas of significant change
 - > State Retail Architecture awards
 - > State and National comprehensive residential development awards.

16. My evidence to the Panel seeks to assess the proposed Amendment to housing zones in the light of the ambition established by the Government through Plan Melbourne and further reinforced in the recent visioning for the cluster elaborated in Shape Victoria –The Monash Employment Cluster and supported by the University in its 2012 Masterplan and engagement in the development of the principles for the National Employment Cluster in Plan Melbourne. In this context it seeks to outline the vision for the University and its environs and to look at the proposed alignment of the proposed amendment with these ambitions and to recommend change where I believe this is necessary.

STRATEGIC CONTEXT

National Employment clusters

17. Plan Melbourne has identified as a critical key underpinning strategy, the key role both now and into the future of our clusters of Health and Knowledge, in the inner city at Parkville, the suburban centres of Clayton, Bundoora and Sunshine and to a lesser extent Box Hill, Frankston and Footscray. Clayton, with Parkville is one of two established clusters. A remarkable achievement since it is still operating without the fixed rail envisaged in the 1969 Transport Plan for Melbourne.
18. **Initiative 1.5.1 Facilitate the development of National Employment Clusters**, seeks to embed the optimisation of these nodes as a driver of economic development and community betterment. *“National Employment Clusters are focused on knowledge-based businesses that locate close to each other because of the productivity and economic gains from co-location, access to a deeper skilled labour pool and infrastructure, and the potential to share ideas and knowledge. They will continue to evolve into vibrant, diverse locations well-served by public transport. Each National Employment Cluster is anchored by specialised activity (such as a university, research facility, medical facility or manufacturing enterprise) that has seeded its growth, but which over time will develop a unique profile, building on its competitive strengths. This Initiative is focused on ensuring the development of the national employment clusters to support productivity through a new city structure. The policy response is not a one-size-fits-all. In some cases, national employment clusters have the potential to broaden their range of uses by virtue of being attractive locations for a range of businesses including office, retail services, entertainment and residential. Others (such as the Monash cluster and Parkville cluster) are already firmly established and have significant potential to grow and diversify further. This Initiative will put in place actions to make these locations investment-ready, and to maximise choices for the location of knowledge-intensive firms and jobs. By giving enterprises choices, they can make decisions that best suit their needs, leading to improved productivity and improved access to job choices for Melburnians. National employment clusters will be a focus of public transport networks.*

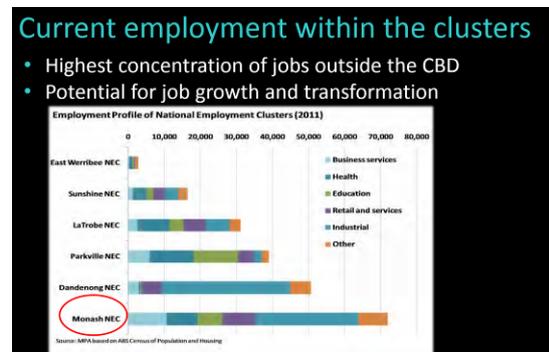
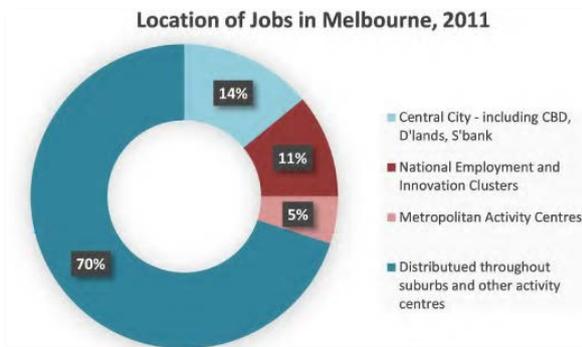


The Monash Employment Cluster

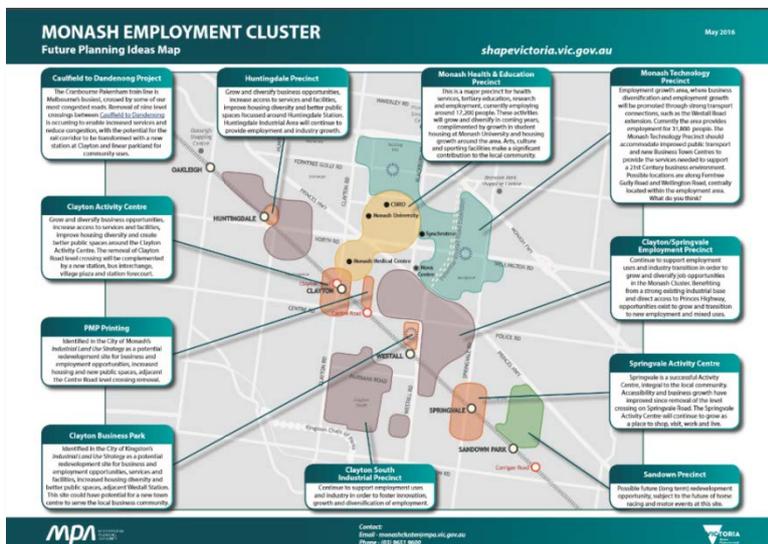
19. Plan Melbourne then articulates the attributes of the Cluster as follows:

The Monash Employment Cluster is Melbourne's largest established employment cluster, with a unique mix of education, research and industry participants. It has 58,500 jobs and is the largest concentration of employment outside the central city. The Eastern and South-Eastern subregions together are expected to grow by 550,000 to 700,000 between 2011 and 2031. The Monash Employment Cluster has a critical mass of leading education, health, research and commercialisation facilities including Australia's largest university (Monash University), the Australian Synchrotron, the Melbourne Centre for Nanofabrication, Monash Medical Centre, CSIRO's largest site in Victoria, Monash Business Incubator and the Monash Enterprise Centre. The government has recently invested in a new Monash Children's Hospital at Clayton, to be completed in 2016. The cluster's mix of education, research and commercial facilities creates a unique environment for innovation and world-leading research, which will continue to contribute significantly to Melbourne's economy. This unique blend of knowledge- and research-based activities will also assist existing businesses, for example in the manufacturing sector, and produce products and services that are competitive in the global market. Linkages exist between the Monash University Clayton and its Caulfield campus as well as to Chadstone Shopping Centre. There is the potential for these links to be strengthened in the future, particularly as Chadstone diversifies and grows. Key partners for the future of this cluster include City of Monash, City of Kingston, City of Greater Dandenong, Monash University, Monash Medical Centre, the Australian Synchrotron, CSIRO, Monash Business Incubator, the Monash Enterprise Centre and Chadstone Shopping Centre.

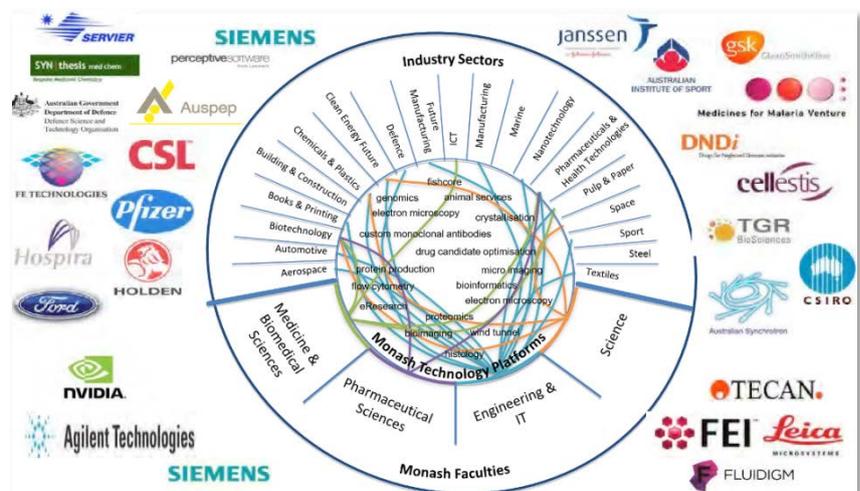
20. In its further action to implement the ambitions outlined in Plan Melbourne for the Cluster, the MPA provided the following information about the importance of clusters and Monash in particular.



The reports show that in 2011 Monash accounted for as many jobs as the Parkville and LaTrobe Clusters combined and near 4% of all jobs in Melbourne.



21. Shape Victoria has then articulated a draft vision for the precinct in its consultation documents of 2016.
22. Of interest to the Panel should be the bridging of the University to Monash Health via the Monash Health and Education Precinct corridor. The submission by Shape Victoria notes that, *"This is a major precinct for health services, tertiary education, research and employment, currently employing around 17,200 people. These activities will grow and diversify in coming years, complimented by growth in student housing at Monash University and housing growth around the area. Arts, culture and sporting facilities make a significant contribution to the local community."*
23. The opportunity for growth of biomedical and health research education and services should be seen as a major opportunity for transformation of the precinct. With the Monash Health Precinct now well established although some 30 years later than the Melbourne Health Precinct it has with the similarly modern adjoining University (itself only recently celebrating 50 years of existence) the critical mass and capacity that can be leveraged like Parkville to ensure invention and innovation in this globally important sector is enabled. I am not convinced that the proposed approach to residential development in this precinct achieves this objective.
24. Additionally the Monash Technology Precinct is similarly identified as an area of major transformation. The Shape Victoria document notes that this Precinct will be an, *'Employment growth area, where business diversification and employment growth will be promoted through strong transport connections, such as the Westall Road extension. Currently the area provides employment for 31,800 people. The Monash Technology Precinct should accommodate improved public transport and new Business Town Centres to provide the services needed to support a 21st Century business environment. Possible locations are along Ferntree Gully Road and Wellington Road, centrally located within the employment area.*
25. The diversity of businesses that compliment the research, learning and teaching expertise in the precinct have been summarised by the MPA in earlier presentations on the Cluster and include the following:



Other relevant initiatives

Dandenong Line Grade Separation Works

26. Parallel to the work in Plan Melbourne, the State Government has committed to a major investment in grade separations along the Dandenong Rail Corridor. This has major implications for the cluster with Clayton Road and Centre Road in particular both becoming unconstrained thereby enabling enhanced north south interconnections between the employment areas and communities south of the rail corridor and the central Monash Health and University core to the north. In my submissions on behalf of the University to the MPA regarding the cluster, an obvious outcome of this I noted was a heightened demand for north-south public transport interconnectivity between these nodes and Clayton Station, Monash Health and Monash University in particular. This nexus will become even more evident if as anticipated the Vic Heart hospital is located on the eastern side of the core Monash campus immediately north of the entry alignment to the Australian Synchrotron. As part of this work in collaboration with Transport Engineers GTA and Monash Health it was agreed that in the design of the new transport interchange on the campus, a future link to the south across Wellington Road and

Dandenong Road via a widened Cobain Street and altered integration with Panorama Street should also be contemplated given the significant pedestrian and partnership numbers that already exist.

27. Anecdotal evidence provided by stakeholders in this process indicated that despite the University's Medical School being less than 400m from the Children's Hospital, a disproportionately large number of those working and studying in each venue drove between the two.
28. The position I put in conjunction with these transformations is that the area between the southwest end of the campus and the Monash Medical Centre is one with only one comparison in Melbourne being Parkville. In that context it remains my view that it is a precinct of national importance, confirmed by Shape Victoria that in turn requires an appropriate and strategic level of ambition in its zoning.

The transformation of the University into a University City

29. Following the development of its Strategic Vision in 2011 the Masterplan for the campus was developed by MGS for the University and proposed a vision as follows:
 - a) The Clayton campus will evolve as an engaged and dynamic University City. Monash Clayton will be a showcase campus: a leader in education and research, distinguished by world class environmentally sustainable infrastructure, design and landscapes. The campus's success will be underpinned by excellence in infrastructure, quality teaching and learning spaces and facilities, and meaningful community engagement.
30. Since that time a number of major projects have been implemented key elements have included:
 - a) The development of 1600 new University-managed Student Accommodation units on campus and plans for an additional 1000 units in the shorter term.
 - b) The development of new major centres of Science Research in physics and chemistry in partnership with key scientific research agencies.
 - c) Implementation of a new retail strategy that has resulted in new hubs of high quality hospitality, health and retail services in each of the campus neighbourhoods.
 - d) A trebling of the size of Monash College and a 22% growth in student numbers and, through investment with the State Government in enhanced Bus services, a nearly 10% shift in access to the campus via active transport away from private car use. A new *Tan* and rejuvenation of the Jock Marshall Environmental Reserve are also implemented or under construction enhancing access from University Land holdings and communities from the east of Blackburn Road to the campus core.
 - e) A new campus park, geology garden and wetlands precinct and major new investment in reducing the environmental footprint of the campus.
 - f) Additionally the University has more than \$800m in future projects either under construction or planned, with some in conjunction with Government. On the Wellington Road frontage a major new learning and teaching building is being developed in conjunction with a major upgrade of the modal interchange to accommodate a 30% increase in Bus services and parking underground for over 700 cars.
 - g) To the west of this building a major new building for the Faculty of Medicine is planned as the first stage of a major upgrade of the capacity of this precinct.
 - h) To the eastern gateway a new home for the Victorian Heart Hospital is being planned in conjunction with a new eastern access route into the eastern campus neighbourhood.
 - i) North of the new campus park, a major new engineering building is also planned. At this eastern gateway prospectively under all-weather playing fields or the hospital a further major carpark is proposed and recently an extension to its existing multi-deck northwest carpark has replaced previous at-grade parking on the west of the campus.
 - j) A major place-making transformation of the campus through the implementation of a primary walking network through the campus linking both internal precincts and external communities through over 2km of new pedestrian and cycling boulevards.

- k) External to the core campus the University has grown its property assets east of Blackburn Road to the point that with the joint venture partnership it has an interest in over 75% of the eastern interface between Normandy Road and Wellington Road.
- l) In partnership with Monash Health it has also developed new collaborative and teaching spaces in Monash Medical Centre's new Monash Translation Research Facility and Children's Hospital.

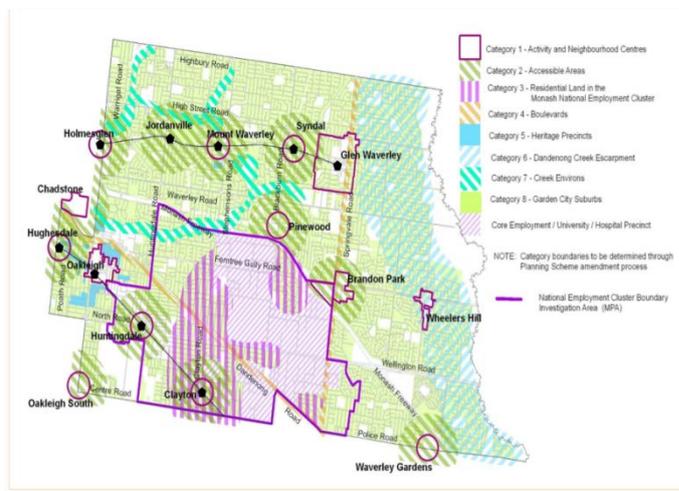


North western science precinct- Monash University

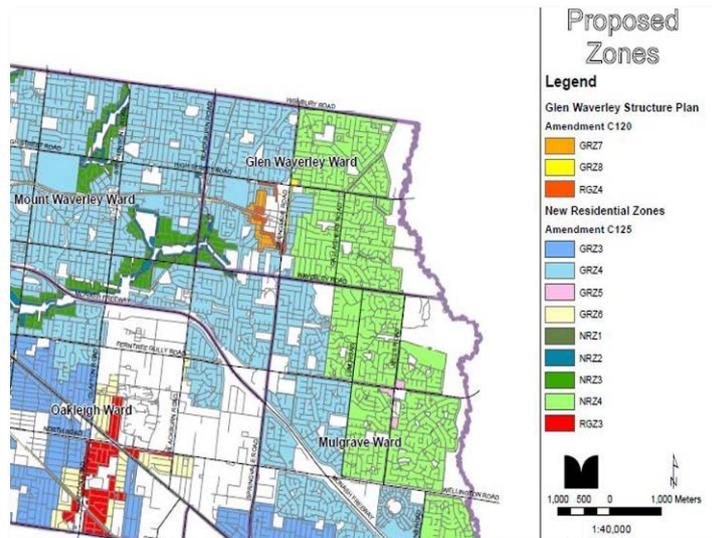


Eastern Residential Village

THE C125 AMENDMENT AND THE MONASH NATIONAL EMPLOYMENT PRECINCT



The above note shows both Category 3 Residential Landed within the Monash National Employment Cluster and Areas accessible from public transport nodes.



31. The proposed rezoning of residential areas positions areas immediately west of Monash University and Beddoe Avenue in a Residential Growth Zone (RGZ3) bounded to the west by General Residential Zone (GRZ6) to Clayton Road.
32. South of the University land has been positioned in a similar configuration with land with Wellington Road, Clayton Road and Monash Medical Centre perimeter interfaces zoned RGZ3 bounded to its hinterland typically by GRZ6 areas to the east.
33. North east of the Blackburn Road University landholdings and substantial former Rusden Teachers College facilities (Now multi storey multi-unit residential Rusden House) are proposed to be rezoned General Residential Zone 4 (GRZ4).



Rusden House from the southwest

Residential Growth Zone RGZ3

34. Housing Growth Area – Clayton Activity Centre and Monash National Employment Cluster.
35. The following decision guidelines apply to an application for a permit under clause 32.07, in addition to those specified in clause 32.07 and elsewhere in the scheme:
 - a) The preferred character statement contained in any applicable neighbourhood character study or housing study.
 - b) Whether the development contains elements of the 'garden city' character. Specifically, whether the proposal:
 - > Includes well located open space, primarily unencumbered by easements, to provide for large tree planting and a mixture of indigenous and exotic vegetation in front, side and rear setbacks. Environmental weeds and artificial grass should be avoided.
 - > Provides vegetation in the front setback that softens the appearance of built form and contributes to the public realm.
 - > Sites buildings to minimise the need to remove of significant trees, and protects significant trees on the site and adjoining properties.

- > Maximises planting opportunities adjacent to the street by excluding hard paving such as car parking, turning circles and wide driveways, and minimising basement car parking, within the front setback.
- > Minimises hard paving throughout the site including limiting driveway lengths and widths, providing landscaping on both sides of driveways, and restricting the extent of paving within open space areas.
- c) Where vehicle crossovers are located and whether they are minimised in number to prevent traffic disruption, and preserve nature strips and street trees.
- d) Whether the building retains human scale and, by the inclusion of significant breaks and recesses in building massing, is designed to avoid large block like structures dominating the streetscape.
- e) Whether development on corner sites addresses each street with entrances, windows and balconies facing the street and no high fencing.
- f) Whether the development uses robust and low maintenance materials and finishes that complement the neighbourhood, withstand weathering and create minimal adverse impacts (for instance, safe walking surfaces and limited reflective materials).
- g) How the development minimises the visual and amenity impact of utility areas, such as waste and recycling areas, and services including antennas, air conditioning units, firefighting equipment and letterboxes.
- h) Whether the development minimises the impact to neighbouring properties, through suitable setbacks from adjacent secluded private open space to enable the provision of screening trees, and scaling down of building form to the adjoining properties in the General Residential Zone, where applicable.
- i) Whether the development incorporates design measures to maximise accessibility, safety and amenity for the occupants and visitors, including those with limited mobility, as well as providing for the safety and amenity of those using the public streets. These measures could include:
 - > Legible, accessible and sheltered pedestrian entrances located at the front of the development.
 - > Functional, flexible and comfortable internal spaces that achieve a good standard of light and ventilation.
 - > Accessible internal layouts.
 - > Ground and upper floor windows and doors facing the street.
 - > Low or no front fencing.
 - > The ability for cars to exit the site in forwards direction.
- j) Whether the development enables the consolidation and development of sites in a progressive manner that does not result in the creation of small, isolated holdings of land of limited development potential.

The Residential Growth Zone

General Residential Zone GRZ6

36. Monash National Employment Cluster and Clayton Activity Centre - Housing Diversity Area
37. The following decision guidelines apply to an application for a permit under clause 32.08, in addition to those specified in clause 32.08 and elsewhere in the scheme:
 - a) The preferred character statement contained in any applicable neighbourhood character study or housing study.
 - b) Whether development contributes to 'garden city' character. Specifically, whether the proposal:
 - > Provides sufficient and well located open space, primarily unencumbered by easements, to provide for large trees to be retained or planted within front, side and rear setbacks, and secluded open space areas. Environmental weeds and artificial grass should be avoided.
 - > Provides vegetation in the front setback that softens the appearance of built form and contributes to the public realm.

- > Sites buildings to minimise the need to remove significant trees, and protect significant trees on the site and adjoining properties.
- > Minimises hard paving throughout the site by limiting driveway widths and lengths, providing landscaping on both sides of driveways, and restricting the extent of paving within open space areas.
- > Maximises planting opportunities adjacent to the street by excluding hard paving such as car parking, turning circles and driveways, and minimising basement car parking, within the front setback.
- c) Where vehicle crossovers are located and whether they are minimised in number to prevent traffic disruption, and preserve nature strips and street trees.
- d) Whether the building retains human scale and, by the inclusion of significant breaks and recesses in building massing, is designed to avoid large block like structures dominating the streetscape.
- e) Whether the development uses robust and low maintenance materials and finishes that complement the neighbourhood, withstand weathering and create minimal adverse impacts (for instance, safe walking surfaces and limited reflective materials).
- f) How the development minimises the visual and amenity impact of utility areas, such as waste and recycling areas, and services including antennas, air conditioning units, firefighting equipment and letterboxes.

General Residential Zone GRZ4

38. Garden City Suburbs – Northern Areas

39. The following decision guidelines apply to an application for a permit under clause 32.08, in addition to those specified in clause 32.08 and elsewhere in the scheme:

- a) The preferred character statement contained in any applicable neighbourhood character study or housing study.
- b) Whether development contributes to 'garden city' character. Specifically, whether the proposal:
 - > Provides sufficient and well located open space, primarily unencumbered by easements, to provide for large trees to be retained or planted within front, side and rear setbacks, and secluded open space areas. Environmental weeds and artificial grass should be avoided.
 - > Provides vegetation in the front setback that softens the appearance of built form and contributes to the public realm.
 - > Sites buildings to minimise the need to remove significant trees, and protect significant trees on the site and adjoining properties.
 - > Minimises hard paving throughout the site by limiting driveway widths and lengths, providing landscaping on both sides of driveways, and restricting the extent of paving within open space areas.
 - > Maximises planting opportunities adjacent to the street by excluding hard paving such as car parking, turning circles and driveways, and minimising basement car parking, within the front setback.
- c) Where vehicle crossovers are located and whether they are minimised in number to prevent traffic disruption, and preserve nature strips and street trees.
- d) Whether the building retains human scale and, by the inclusion of significant breaks and recesses in building massing, is designed to avoid large block like structures dominating the streetscape.
- e) Whether the development uses robust and low maintenance materials and finishes that complement the neighbourhood, withstand weathering and create minimal adverse impacts (for instance, safe walking surfaces and limited reflective materials).
- f) How the development minimises the visual and amenity impact of utility areas, such as waste and recycling areas, and services including antennas, air conditioning units, firefighting equipment and letterboxes.
- g) Whether the proposal provides for an appropriate built form transition to residential properties in the Neighbourhood Residential Zone.

- h) Whether the development minimises the impact to neighbouring properties, through suitable setbacks from adjacent secluded private open space to enable the provision of screening trees, and scaling down of building form to the adjoining properties.
 - i) Whether the development incorporates design measures to maximise accessibility, safety and amenity for the occupants and visitors, including those with limited mobility, as well as providing for the safety and amenity of those using the public streets. These measures could include:
 - > Legible, accessible and sheltered pedestrian entrances.
 - > Ground and upper floor windows and doors facing the street.
 - > Low or no front fencing.
 - > The ability for cars to exit the site in forwards direction.
40. I understand that University is particularly pleased to see the important nexus of improved connections recognised between the Health and Employment anchors identified in Shape Victoria and is keen to also see this manifested in the proposal that exist to either side of the Wellington Road and Princess Highway spines and also welcomes the grade separation work and support for enhanced public transport access to the University that has been developed in partnership over the past five years since the development of the Monash Masterplan for its Clayton Campus.
41. Whilst I understand that the University is supportive of this framework, it is of the view that the proposals in their current form have not gone far enough and further elaboration and amendments are appropriate to ensure that new residential development in the precinct adjoining the core Monash National Employment Cluster Uses is demonstrably supportive in its optimisation of the Cluster's goals outlined in Plan Melbourne and Shape Victoria. It is in this context that I would like to raise some issues of concern that are yet to in my view be adequately resolved.

KEY AMENDMENTS AND ISSUES ARE SUMMARISED AS FOLLOWS

The Extent of the University Footprint and the Education and Health core

42. Over the past decade the University has progressively acquired and developed properties both in partnership and as an organisation to the Beddoe Avenue frontage and the eastern side of Blackburn Road. The Synchrotron and adjoining MCN and the extensive holdings to their north now owned by the University or in partnership represent core elements of the University operations now and into the future. Additionally the Blackburn Road frontage, long a passive frontage to the University is likely to see major transformation in the next few years. New student housing in the northern Halls of Residence Precinct for over 1000 additional apartments, a new Heart Hospital opposite the Synchrotron precinct with signalised road access connecting the two into the campus, and improved pedestrian and cycle access via this new entry, a park walk through Jock Marshall Reserve and the now completed College Walk and an extended Sports and Ancora Imparo Way walk to Blackburn Road will cumulatively transform this eastern precinct. In our view two actions will be needed to support this within the plan being developed.
43. In the first instance I would like to see the Health and Education Precinct extended in a Future Planning Ideas Map to the eastern side of Blackburn Road and to the full extent of Normanby Road, (given both CSIRO and University holdings to the north thereof) up to and including both sides of the corner with Gardiner Road.
44. I believe the University and aligned research holdings currently zoned SUZ6 is an inappropriate zone between Normanby Road to the north and Wellington Road to the South and north of Normanby Road opposite the northern entry. The purpose of this zone is to encourage development of offices and manufacturing industries associated with commercial and industrial uses. I believe these areas should be rezoned to PUZ2 to align with the University opposite. I understand this is not part of the terms of reference for the Panel but it should inform the Panels consideration of the proposed zoning controls for the nominated abutting residential zones. Discuss ddo

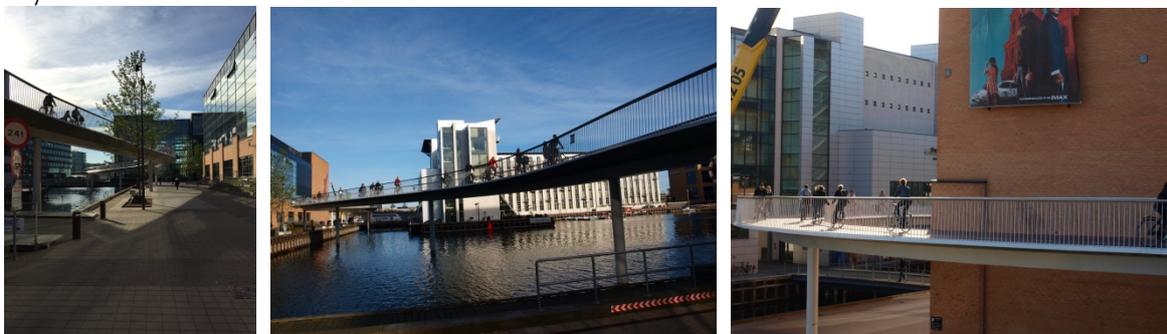
45. Equally I would like to see the property north of Normanby Road rezoned to PU22 University. The site has long been occupied by college accommodation and child care facilities for the University and the zoning should reflect this core University function essential in the Education Cluster's continued operation.

Public Acquisition overlays (PAO) to link the Health and Education Clusters

46. The implementation of the core goal of strengthening the core Education and Health Precincts and the economic performance of the cluster requires enhanced interconnection and public transport services. A key element of this must be the potential for enhanced bus, cycle and pedestrian interconnectivity. Early joint studies of the Hospital and the University shared with the MPA and Council indicate that the interconnection of these two precincts for buses would best be facilitated via Cobain Street and Panorama Street. In each case the facilitation of this link requires the widening of the interconnecting intersections and road links with Cobain Street requiring a western widening and Panorama Street an eastern modification and widening. I believe it is essential to apply these provisions at the same time that the proposed residential and land use rezonings are being considered.
47. Additionally I see the need to facilitate a future elevated cycle and walkway linking the core University Precinct with the southern Health Precinct.
48. In each case I believe that VicRoads would be best placed to determine with the University and Local Council with MPA the alignment but I understand the University has flagged its interest in accommodating a landing point on its campus for such a connection.
49. The success in driving campus development through such a measure is exemplified in the growth of campus such as the University of Pennsylvania. In this instance the Locust Walk land bridge across N38th Street has enabled an almost 40% growth in the campus to be seamlessly connected.



50. The above images show the sequence from campus core to bridge with the Wharton Business School marking one edge.
51. Similarly and more recently in Copenhagen the new South Copenhagen Campus, knowledge economy precinct and residential community of Copenhagen University is linked to the downtown area by 'The Snake,' elevated cycle bridge with over 60% of precinct users accessing the area via bicycle rather than any other mode.



52. Equally with the growth of the campus and in particular the Health Precinct, the University is seeing increasing demand for exclusive public transport access from its Western Wellington Road Bus Interchange entry, with a likely continued growth of academic and research space in its south western corner. Logically consideration should be given to a public acquisition overlay to properties south of the current University landholdings to either side of Beddoe Avenue to enable improved future access to

and from the campus and the expanding public transport and health and education functions in this quadrant of the core campus.

Broader rezoning issues

53. The University is concerned that the proposed rezoning principles have not gone far enough in either supporting the core purpose of the National Employment cluster or the acknowledgement of the opportunity to grow jobs and housing near this major capacity hub.
54. To this end the following principles should underpin the zoning review:
 - a) The zone between the core campus and the Health Precinct (i.e. the MMC) currently zoned GRZ3, GRZ6 and RGZ3 should be reviewed with a view that these zones are likely to result in competition in some instances with the strengthening of links between Education and Health partners and additional conflicts.
 - b) Monash University would like to see in the corridor between the two entities a zoning framework that promoted as a priority uses that specifically supported Health and Education uses.
 - c) These would typically be larger format short term and Cluster specific high density, quality, medium rise accommodation commensurate with the scale of health and education neighbours, offices, education, health and research facilities of commensurate height.
 - d) Each of the residential zones where they are proposed should also specifically incorporate principles of reverse amenity (recognising the adjacency to 24 hour research, health and education hubs).
 - e) Of key concern to me is a bias in the zoning regime towards valuing a perceived residential character and away from broader Plan Melbourne goals for the precinct. In the first instance the question must be asked as to whether the proposed zone is an appropriate one for this important linking corridor.
 - f) In my view it is an inappropriate zone and should be replaced with one that supports the intended key uses within the cluster and their ability to grow in scope, complexity and partnership. Its ambitions should be similar to those being developed for City North in the vicinity of the core Parkville National Employment cluster and also in Sunshine and Bundoora albeit acknowledging that this is already a consulted cluster whereas the latter two are in their infancy relatively but with high growth anticipated.
 - g) The proposed zone will raise property values but not do so in a way that demonstrably aligns with broader goals for the cluster.
 - h) In my view a NEC (National Employment Cluster)Zone or parallel zone taken from the existing suite) Zone should be developed for this context for the proposed RGZ and GRZ6 zoned areas separating Monash University and Monash Health and along the likely interconnecting transport routes arising from both grade separation and their strengthening relationships.
 - i) This location and the zones applied therein should incentivise site consolidation and land uses directly aligned to the core goals of the cluster. I am not of the view the proposed zone has anywhere near the ambition needed for such a nationally important location.
 - j) The amenity of shared spaces rather than individual private spaces should be amplified in such a location. Ambitions for the amenity of north-south walking and future anticipated public transport networks and shared park areas critical in such an intensified context should be developed informed by measures adopted in other similar campus scale settings of change across Melbourne.
 - k) Any use therein requiring heightened amenity outcomes should be required to demonstrate through reverse amenity obligations that through its design response and specification, it is able to assure these outcomes without compromising the development potential for the core purpose of adjoining sites or key institutions or their interconnecting active transit services.
 - l) In this strategic context, terminology such as *'whether the building retains human scale and, by the inclusion of significant breaks and recesses in building massing, is designed to avoid large block like structures dominating the streetscape,* imply that the current residential language rather than the future institutional language should form the basis of future character of this area.

55. Similarly the wording would imply that scaling down to protect amenity should occur within the cluster rather than outside it. Under the wording a new housing high density Post Graduate or key worker project targeting key low income researchers and employees necessary for the viable realisation of the precinct would be measure for its alignment with policy against a requirement to project, *'Whether the development minimises the impact to neighbouring properties.'* Assessment of how this is to be achieved are stated as being via *'suitable setbacks from adjacent secluded private open space to enable the provision of screening trees, and scaling down of building form to the adjoining properties in the General Residential Zone, where applicable.'*
56. In my view a precinct like this with the national importance it has, should specifically support the institutional scale as the preferred future character in these areas in the statement of preferred future character.
57. Key principles should include a minimum scale for development and a preferred street wall scale that is commensurate with the emerging scale of health and university buildings in the precinct. The guidelines for development of this area should in my view look to precincts such as the Arden Macaulay Cluster and even the Plenty Road Corridor and La Trobe University Masterplan, and the known characteristics of new research lead precincts such as Parkville where buildings of 5-8 academic stories predominate to better integrate the planning framework ambitions with proposed zoning guidance.
58. An alternative approach would see instead a language that sought the following within such a zone:-
- To encourage high density development in the precinct abutting and connecting the Monash University and Monash Health that provides an attractive high level pedestrian amenity and landscapes that support the development of high quality tree-lined landscapes.
 - To encourage lot consolidation and discourage underdevelopment that encumbers the broader strategic goals of the precinct.
 - To protect the opposite side of north-south streets from overshadowing between 10am and 2pm at the equinox.
 - To encourage engagement and informal surveillance of the street from ground and upper level development.
 - To enhance and extend the landscape qualities of streets and boulevards and interfaces with parklands.
59. Additionally it has consistently been my view that in the context of the NEC the proposed scope of change is written in a demonstrably inadequate area leaving large parts of the core National employment cluster unchanged from existing policy despite the likely impacts of the clusters growing intensification and economic role on both the physical attributes of the precinct and level of activity.
60. In this context all areas west of the campus up to and including both sides of Clayton Road should be in my view invested with greater ambition for change and alignment with the growing role, jobs services and employment afforded by the precinct.
61. Similarly the area east of the campus where the zoning is proposed to be GRZ 4, whilst there is discussion about the need for this zone to scale down to NRZ areas there is no commensurate recognition that the interface with the adjoin high density Campus related activity is one that demands a more robust interface response where reverse amenity is paramount but also where with consolidation , greater height could be accommodated to integrate these transitional areas into the adjoin core cluster zones more effectively. Like the areas to the south the adoption of generic zoning provisions has resulted in my view in a lost opportunity to truly realise the opportunity for heightened opportunities for affordable and higher density accommodation leveraging off the jobs and services in intensities at Clayton unsurpassed in any other middle suburban location within the capital city.
62. The inclusion of the Victorian Heart Hospital on the Blackburn Road frontage of the University linking the Synchrotron and imaging precinct via the campus core and new learning Centre, interchange and Medical precinct to the existing MMC to the south represents a new level of focus and State importance for this precinct that needs to be supported by the proposed zoning strategies. Inam not convinced the current proposal reflects this status and importance.

Incentivisation

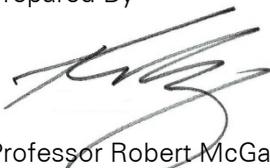
63. A final area of concern is the absence of real incentivisation of preferred uses within the rezoning proposal. In comparison to other areas of jobs intensity in Melbourne I fail to see in this instance alignment within the policy for outcomes that demonstrably target the core goals of the Cluster. Notably in areas such as the central city there is proposed to be incentive to exceed preferred heights for example for strategic design excellence that might arise through the inclusion of affordable housing, exemplary ESD measures etc.
64. In this case these opportunities have been missed to support uses that might have a key locational alignment with the goals of the cluster such as lifted, higher density aged care facilities with integrated services, student and key worker accommodation, community housing, live/work, and medical related services as examples. Instead the language and likely outcome matching that anywhere else in the municipality with a similar zone and delivers at best incremental change.

In summary it is my view that a key opportunity will be lost within the National employment Cluster to imagine a very different Knowledge Precinct in the future that is not confined to the existing borders of the institutions but that enriches and reimagines the entire precinct as a Nation Economic Cluster Place. With only two consolidated clusters in place it is essential that the opportunities at Clayton are optimised. The current proposition in my view goes nowhere near far enough towards this ambition but rather for the most part will result in an outcome where at most relative to other areas of employment focus is one of incremental change, an outcome at odds with the growth sought for the role of the precinct within the economic, services and innovation modelling sought for the City and the investment in infrastructure through the metro, grade separations and health, research and education.

Recommendations

65. That the Area between the Monash Health and Monash University be rezoned with a designation that prioritises Health, Research and Education related activities at a campus scale and footprint and public and shared space outcomes commensurate with this emerging integrated campus framework.
66. That any new housing proposed for the precinct is of a scale and urban design quality commensurate with this preferred future character and aligned with the core housing needs of the precinct.
67. Underdevelopment should be explicitly curtailed and site consolidation should be enabled through increased development capacity on larger sites. Like locations such as box Hill; preferred minimum number of storeys should be proposed within the NEC.
68. Any new sensitive uses such as housing should be required to demonstrate they have been designed to respond to the is preferred future character and the 24 hour nature of this new environment and configured in a manner that prioritises active transport movement through the precinct and a high quality public realm.
69. New development should not be required to scale down to its edges but should be underpinned in its design by principles of equitable development now broadly agreed within areas of change across Melbourne.
70. I do support the value of the landscape environment , exemplary environmental design ambitions and minimising the impact of back of house and parking infrastructure on the public realm and shared spaces and these should be manifest to in a future preferred identity.

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