1.3 MONASH BOULEVARDS – FEEDBACK FROM STAGE 2 CONSULTATION AND ADOPTION OF UDF

(SMC:F18-104174.003)

Responsible Director: Peter Panagakos

RECOMMENDATION

That Council:

1. *Receives and notes the community feedback made in response to the community consultation that occurred in July / August 2022 on the Draft Monash Boulevard Urban Design Framework.*
2. *Notes the Officer's response and recommendations to submissions as outlined in this report and in Attachment 1 (Consultation Report).*
3. *Endorses the changes proposed to the Draft Boulevard Urban Design Framework as set out in this report.*
4. *Adopts the amended Monash Boulevard Urban Design Framework in accordance with the proposed changes set out in this report and appended as Attachment 2 (Finalised BUDF)*
5. *Notes that if adopted, a report will be presented to a future Council meeting to consider the changes required to the Monash Planning Scheme to implement the BUDF.*

INTRODUCTION

The purpose of this report is to consider the feedback received following the community consultation undertaken for the Draft Monash Boulevards Urban Design Framework (BUDF), to consider the proposed revisions to the BUDF in response to the community engagement and to consider adopting the revised BUDF.

A report on the community consultation, a summary of the submissions received, the officer response to submissions and recommended changes are set out in the Consultation Report (**Attachment 1**).

A copy of the proposed revised BUDF is provided at **Attachment 2**.

BACKGROUND

Monash Housing Strategy 2014

Adopted in 2014, the *Monash Housing Strategy* contains a Residential Framework Plan that identifies 8 separate housing and built form areas. These give overall strategic direction to the level of change and dwelling intensity planned for each of these areas.

The Monash Boulevards Urban Design Framework (BUDF) is a project that was identified in the *Monash Housing Strategy 2014*. The Monash Housing Strategy designates

Dandenong Road/Princes Highway and Springvale Road as Category 4 – Boulevards, with the objective to provide for housing change and diversification along the boulevards.

Monash Boulevards Discussion Paper and Stage 1 Consultation (2021)

A discussion paper was prepared which outlined some of the issues and opportunities for the boulevards. Consultation on the discussion paper (Stage 1) was undertaken across August and September 2021. Consultation included owners of larger properties, government agencies and a Shape Monash page.

A total of 12 submissions were received and six surveys were completed. There was broad support for the increasing housing provision and trees along the boulevards and many of the issues and opportunities outlined in the Discussion Paper. This initial feedback was used to assist in informing the development of the Draft BUDF.

DISCUSSION

At its meeting of 28 June 2022, Council resolved to release the Draft BUDF for community consultation.

The Draft BUDF contained:

- Part A: Introduction, Vision / Principles and Strategic Framework
- Part B: Detailed plans are provided for each of the 12 precincts across the boulevards of Dandenong and Springvale Roads,
- Part C: Built form design guidelines for the residential land along the boulevards.

Consultation on the Draft BUDF

Consultation on the Draft BUDF occurred between 18 July and 19 August 2022. The consultation involved direct notification (with a letter and brochure) to all properties along the proposed boulevards and residential properties adjacent to the proposed Boulevards (essentially those properties within a 25m of properties proposed to be included in the boulevards.)

An article was included in the Monash Bulletin, which was distributed in the week beginning 18 July to all households and businesses.

Copies of the brochure and Draft UDF were also provided in libraries and in the Civic Centre. A Shape Monash page was also created that provided all of the information about the Draft BUDF and a dedicated feedback page.

Feedback was provided in the following ways:

- By completing a short online survey
- Comments on the online Vision Board
- Answering a quick poll question (also online)

- Providing a submission (via the website, email or mail)

In response to the consultation, Council received 56 submissions and 50 survey responses. These submissions included a mix of support, request for changes and objections.

The main issues raised in submissions are discussed in this report.

A detailed report on the consultation, including officer response to issues raised in submissions is provided in the Monash BUDF Consultation Report at **Attachment 1**.

Main issues raised in consultation on Draft BUDF

The main issues raised in the consultation feedback are summarised in the following pages of this report and include officer comments and recommendations in response to the issue raised.

Issue 1: Potential impact of building heights

Several submissions raised concerns about the potential impact of higher building heights on areas adjacent to the BUDF but outside of the BUDF area. In particular, submitters were concerned with:

- Potential amenity impacts on neighbouring residents including overshadowing and overlooking
- Potential for a significant, "hard edged" change in height between their property and the land in the BUDF

Issue 1: Officer response

Whilst much of the land in the BUDF and the surrounding areas is presently older single storey, with some 2 storey development, the majority of the land is with the General Residential zone which has a height limit of 3 storeys.

It is acknowledged that the BUDF proposes a change in character and scale from what exists in the areas at the moment. However, these proposed changes are consistent with the directions of the Monash Housing Strategy and state policy of providing for increased housing supply and diversity in accessible locations. In addition the overall transition between the allowed heights in the General Residential zone of 3 storeys and the increased heights, generally of 4 to 6, along the boulevards are considered an appropriate response.

Based on the draft policy in the BUDF achieving heights of 4 or more storeys along the boulevards would only be possible where a lot width exceeds 24m or two or more lots are consolidated to achieve this width. Taller built form of 5 storeys or greater would require a width of 30m or greater. This calculation is based on the need to allow for adequate side and rear setbacks, adequate space for landscaping and protecting the amenity of surrounding residents. Narrower sites are likely to only be capable of being

developed for 3 storeys, which is the maximum height limit in the surrounding General Residential Zone.

The majority of sites (more than 50%) within the BUDF are identified as building heights of up to 4 storeys. Building heights of up to 6 storeys account for just over 30% of sites and about 12% for 8 storeys.

It is acknowledged that the current drafting may create situations where there is the possibility of an abrupt change in building height between the BUDF areas and adjoining single storey development, although it is within a 3 storey height limit area... This may result in unintended amenity impacts on adjoining properties and a result in a sharp contrast in building heights.

The main mitigating factor is an emphasis in the BUDF of requiring all built form to the set back off all boundaries, with built form of 3-storeys set back 3-4m from side/rear boundaries, and taller built form set back further (of between 6.3-7.3m for 4 storeys and 9.6-10.6m for 6-8 storeys). However, further setbacks may be required to provide a transition in scale to 3-storey areas.

Issue 1: Officer recommendation

- Revise the BUDF to build in a transition in scale, via rear setbacks, between 6 storey building buildings and GRZ3 (and other) areas that are limited in height to 3-storeys.

Issue 2: Potential visual prominence

A few submissions raised the issue of the potential for taller building form to be to visually prominent in some locations and detract from the amenity of the area and the overall boulevard objectives.

Issue 2: Officer response

As noted in Issue 1, the BUDF proposes a change in character and scale from what exists in the areas at the moment. The Monash Housing Strategy 2014 has recognised the two boulevards as opportunities for future housing change. In the context of the wide, arterial road environment (with road reservations reaching in excess of 50m in most places), buildings of 4 to 6 storeys along the boulevards will not feel out of scale.

Proposed heights of 8 storeys are proposed for two large key redevelopment sites:

- the Mountain View Hotel in Glen Waverley already has an 8 storey height limit introduced by the Glen Waverley Structure Plan; and
- along the northern side of Dandenong Road in DR5 where it abuts existing housing growth and housing diversity areas of Monash National Employment and Innovation Cluster.

Heights up to 6 storeys are proposed in areas where they bookend major intersections and intersect with other Housing Strategy intensification categories such as the

Accessible Areas around activity centres or residential land within the Monash National Employment and Innovation Cluster.

Issue 2: Officer Recommendation

- Reduce the extent of 6 storey area in in DR4, north side of Dandenong Road, by moving the boundary from Dublin Street, west to the boundary between 1737 and 1739 Dandenong Road, Oakliegh East.
- See map below. The blue section identifies the revised proposed 4 storey maximum areas.
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Issue 3: Impact of the inclusion of larger blocks into adjoining residential areas

Several submissions raised concerns with the draft boundaries being based on property title boundaries. In some instances, where there were very deep blocks fronting Springvale or Dandenong Road.

This potentially results in the proposed boulevard height area extending further into the adjoining residential areas and being significantly more intrusive into surrounding residential areas than occurs for the bulk of the boulevard area.

Issue 3: Officer response

All residential properties with a boulevard frontage have been included and it is not possible to only include part of the site in the BUDF area. However, it is possible to restrict proposed heights greater than 4 storeys to the boulevard-facing portion of deeper sites. The focus of the built form greater than 6-8 should be limited to the first 50m in depth from the boulevard frontage, which is the average depth of boulevard properties.

Issue 3: Officer recommendation

- Modify the BUDF to restrict heights of 6-8 storeys to within 50m of the boulevard frontage, beyond that depth the proposed heights should be limited to 4 storeys.

Issue 4: Special consideration for shallow sites

This issue was raised by submitters who hold shallow sites of 35m or less in depth. These submitters have the view that the proposed setbacks may impact on the ability to reach the proposed heights of up to 6 storeys. Some of the submitters have also suggested expanding the area to include properties to the rear, or creating policy exceptions (reduced standards) for sites that cannot achieve the required setbacks.

Issue 4: Officer response

The sites included in the BUDF are those that have a frontage to either boulevard and occasionally on a side street. This is consistent with the category as described in the Monash Housing Strategy. Including additional properties, including those that face onto rear streets, would be inconsistent with the Housing Strategy.

The planning controls and siting setbacks are proposed to assist in delivering the Boulevard concept in a consistent manner, not to facilitate the maximum height on every sized property.

Height achievable is partly dependent on lot size and the ability of that lot to accommodate design features that protect the amenity of adjoining properties. Smaller lots holders should not expect lesser design standards and setbacks to be applied in order to reach the precinct height limit.

In practice there it may mean that some sites require consolidation to reach the maximum height limit and comply with the setback and amenity requirements. Overall this contributes to the diversity of built form and housing style across the boulevard areas.

While most of the residential properties along the boulevards are in GRZ2, which has a requirement for a 7.6m front setback and retains the default rear and side setback requirements in ResCode, there are some sites (mostly in SR2 and DR5) that are currently in residential zones that have reduced front setbacks of 4-5m.
Whilst overall, the aim is for a consistent boulevard setback of 7.6m across the residential land along boulevards, it is appropriate to retain the existing setback set for

land in the Glen Waverley Activity Centre, and set in the structure plan (retaining the front setback of 5m in DDO12). Having lesser setbacks in this environment, while still maintaining adequate landscaping and side/rear setbacks, will signal arrival into a more urban environment.

Issue 4: Officer recommendation

- Retain the application of setback provisions to all properties regardless of lot size
- Exclude residential properties of the Glen Waverley Activity Centre Structure Plan from the BUDF built form requirements of SR2.

Issue 5: Further consideration of protecting human health from noise and air pollution along the busy arterial roads

The EPA raised the issue of the impact of traffic (and industry) noise and air pollution on future residents along the boulevards.

Issue 5: Officer response

It is acknowledged that noise and air pollution can have a negative impact on human health and should be taken into consideration in development design. Both of the boulevards are busy arterial road environments. Noise can be mitigated through appropriate design, use of materials such as double- and triple-glazing, and shifting noise-sensitive rooms such as bedrooms away from the boulevard frontage. Providing heavily landscaped front setbacks may also assist in the perception of noise and filter some particulate matter.

However it is important to note that:

- Vehicle noise and emissions standards are set by the State and Federal Government and monitored by the EPA.
- Vehicle emission standards in Australia are significantly lower than those for Europe
- There is no prohibition on residential development adjacent to main roads
- State government policy encourages higher density development along main roads
- The EPA do not monitor air quality along the length of Springvale and Dandenong Roads.
- There are no annual checks on vehicle emissions, with the EPA relying on the public to report “smoking vehicles”
- Addressing the problem in the medium to long term requires improvement in vehicle emissions standards at a State and Federal level.

Noise and air pollution impacts can be reduced to a degree through canopy vegetation and the inclusion of acoustic treatments to building construction, particular bedrooms and living areas.

Placement of windows used for air circulation towards the sides or rear and ensuring all windows are minimum double glazed.

Over the longer term the transition to quieter and less polluting EV and hybrid vehicles will also assist in reducing vehicle noise, as most of the noise generated on our roads is from internal combustion engines.

Issue 5: Officer recommendation

- Include design guideline to consider noise and air pollution impacts when designing new development.
- Write to the EPA to seek clarification about their concerns with increased density along main roads and how that aligns with State government policy.

Issue 6: Heights of up to six storeys should be provided to more of the sites along the boulevards

Some of the submitters requested expanding the area where heights up to 6-storeys are proposed.

Issue 6: Officer comments

Including additional areas for 6-storeys would increase the land use and built form conflicts, particularly on the southern side of Dandenong Road (outside of DR1, DR2 and DR5) where overshadowing impacts would be greatest. Six storeys is justified in areas that are well located, such as within close proximity to activity centres or Monash University. Some of the accessible areas would also go into the RGZ and will not remain 3-storey maximum areas.

Issue 6: Officer recommendation

- No changes are proposed in response to this issue

Overview of recommended changes to the BUDF

In response to the submissions, there are some recommended changes to the BUDF. These changes will not fundamentally change the framework but will offer some improvements to the amenity of adjoining properties in the design of development and improve the liveability of the boulevards for future residents. These changes have been incorporated into the Revised BUDF at **Attachment 2**.

The key recommended changes are:

- New developments should be designed to minimise noise and air pollution in the main road environment, facilitate ease of evacuation to side/rear streets in the event of gas pipeline failure on Dandenong Road.
- New developments should be ready for EV charging and recycled water supply.
- Identifying additional opportunities for canopy street tree planting.
- Lowering vehicle speeds in service lanes to 30km/h.
- Restricting the depth on a larger lots to which buildings taller than 4 storeys can be built to 50m from the boulevard frontage.
- Providing clearer policy direction on the transition in scale to rear streets and General Residential Zone 3 - 3-storey height areas.
- Ensuring that deep soil zones are provided within the boulevard setbacks to provide adequate space for canopy trees by prohibiting basement carparks within the front setback.
- Creating a definition of 'boulevard setback' rather than relying on the term 'front setback'.
- Reducing the extent of one of the 6-storey 'bookends' in DR4 Oakleigh East.
- Minor mapping and other editorial corrections.

The full list of recommendations and the rationale for these are included in the Consultation Report (**Attachment 1**).

POLICY IMPLICATIONS

The development of the draft Monash BUDF has considered, and is consistent with a range of Council policies including, the *Monash Housing Strategy 2014*, *Monash Urban Landscape and Canopy Vegetation Strategy 2018*, and the *Monash Integrated Transport Strategy 2017*.

Ultimately the BUDF will provide detailed policy guidance for increased housing provision along the two key boulevards of Dandenong Road / Princes Highway and Springvale Road.

CONSULTATION

A detail report on the consultation can be found in the Consultation Report (**Attachment 1**).

The consultation on the BUDF has now concluded.

Further opportunities for community engagement

Should Council resolve to adopt the proposed revised BUDF, the next opportunity for community engagement would be at the planning scheme amendment stage for the proposed implementation of the BUDF into the Monash Planning Scheme.

There would also be community consultation associated with any significant public realm changes (such as the design of service lanes, bike route cut-throughs or additional street tree planting).

SOCIAL IMPLICATIONS

The Monash BUDF seeks to enhance social sustainability through:

- Creating a sense of community along the boulevards by providing new spaces for social activity,
- Improving community health and well-being by enhancing walking and cycling opportunities,
- Ensuring development is designed to mitigate the impacts of noise and air pollution along busy main roads, and
- Enhancing vegetation.

HUMAN RIGHTS CONSIDERATIONS

It is considered there will not be any human rights implications as a result of the adoption of the BUDF.

GENDER EQUITY ASSESSMENT

A Gender Impact Assessment (GIA) has been prepared for this work.

The GIA was commenced prior to the Stage 1 consultation, with amendments made to the Discussion Paper in consultation with the Gender Equity Advisory Committee (GEAC) prior to release for consultation. A new section was added to the Discussion Paper that discussed public realm improvements that could enhance perceptions of safety and needs of different user groups.

Whilst the consultation in Stage 1 was targeted to key stakeholders (most of whom made submissions), it was open to anyone to provide feedback via a survey that had the option to provide their contact information or to provide demographic questions such as age, gender identity and relationship to Monash. Only 6 surveys were completed and all of those who chose to remain anonymous identified as men.

Building on the Discussion Paper, the draft BUDF includes various references to safety and perceptions of safety, and the needs of different user groups – e.g. Part A Section 3.4 (Sustainable and resilient communities' framework) and Design Objective 07 (in Part C). There are, however, some aspects of this that are outside of the scope of the UDF such as street lighting and DDA compliance.

The Stage 2 community consultation included a survey that asked demographic questions, including gender, age cohort and suburb. The feedback provided in this consultation was used to assist in the finalisation the BUDF for adoption.

FINANCIAL IMPLICATIONS

The development of the BUDF (including the discussion paper) was funded in the 2020/21 Council Budgets.

CONCLUSION

The project to develop a Monash Boulevards Urban Design Framework was undertaken in multiple stages and feedback provided by the community and other stakeholders has informed and refined the UDF.

The recommended changes outlined in this report, in **Attachment 1** (Consultation Report) and contained in the Revised BUDF (**Attachment 2**) balance the concerns of protecting amenity to surrounding residents with the ability to provide housing diversity along these important boulevards.

While building heights were a major concern of surrounding residents, the heights are well-considered and justified based on their main road location and overall policy context. Amenity issues are mitigated to an acceptable level through the requirements for generous side, rear and upper level setbacks, as well as other requirements around limiting overshadowing, overlooking and visual bulk.

Subject to the adoption of the revised BUDF, a further report will be prepared for a future Council meeting to implement the BUDF through changes to the Monash Planning Scheme.

Attachments:

- Attachment 1 (Consultation Report)
- Attachment 2 (Revised BUDF)

CITY OF
MONASH

The Monash Boulevards

Urban Design Framework

CONSULTATION REPORT – STAGE TWO

Overview

This report provides the following:

- A detailed summary of the activities undertaken during the (stage 2) broad community consultation on the Monash Boulevards Draft Urban Design Framework (Monash BUDF)
- Summaries of the feedback received in response to short survey questions, separate submissions, the vision board and the quick poll.
- Officer responses and recommendations to submissions.
- A conclusion and an outline of the next steps.

Consultation process

Background – Stage 1 consultation

A Discussion Paper was released in August 2021 and we undertook targeted stakeholder engagement with a wide range of stakeholders and owners of large landholdings (i.e. lots above 900m²) along either boulevard. This consultation was held for a month between August and September 2021, and the feedback was used to inform the development of the Draft BUDF. Refer to the Stage 1 Consultation Report.

Outline – Stage 2 consultation

The consultation was held for one month from Monday, 18 July to Friday, 19 August 2022. The consultation was centred on the Monash Boulevards Draft Urban Design Framework.

Brochure

A brochure was prepared that summarised the Draft BUDF and outlined the ways people could provide feedback.

Direct notification

Letters with brochures were sent to all landowners and occupiers in the BUDF areas. A total of 5,368 letters were sent.

- Residential properties with a frontage to either boulevard ("affected properties") (2,224 letters)
- Residential properties within a 25m buffer of an affected property ("surrounding properties") (2,070 letters)
- Commercial / industrial properties with a frontage to either boulevard (1,074 letters)

Letters (and emails, where appropriate) and brochures were also sent to other key stakeholders, including:

- Anyone who made a submission in the Stage 1 consultation
- Relevant adjoining councils – Whitehorse, Greater Dandenong, Glen Eira and Stonnington
- Government agencies and departments (e.g. Department of Transport, EPA Victoria, SRLA, DFFH)
- Public utility companies (e.g. Melbourne Water, APA Group, South East Water)
- Industry peak bodies (e.g. UDIA, HIA, PIA)
- Relevant community and other organisations (e.g. local environment groups, bicycle groups)

- Owners of shopping centres along the boulevards (e.g. The Glen, Chadstone, Brandon Park)
- People on our interested persons register

Other notification / publicity

An article was placed in the August edition of the Monash Bulletin, which was circulated to all residents and businesses in Monash during the week beginning 18 July 2022.

Copies of the Draft BUDF were provided in the Oakleigh, Clayton, Mulgrave and Glen Waverley Libraries and in the Civic Centre (for people to read), along with copies of the brochure for people to take.

Phone calls and counter enquiries

The Strategic Planning team received 38 phone calls and counter enquiries relating to the project during the consultation period, providing further, more detailed, information for customers.

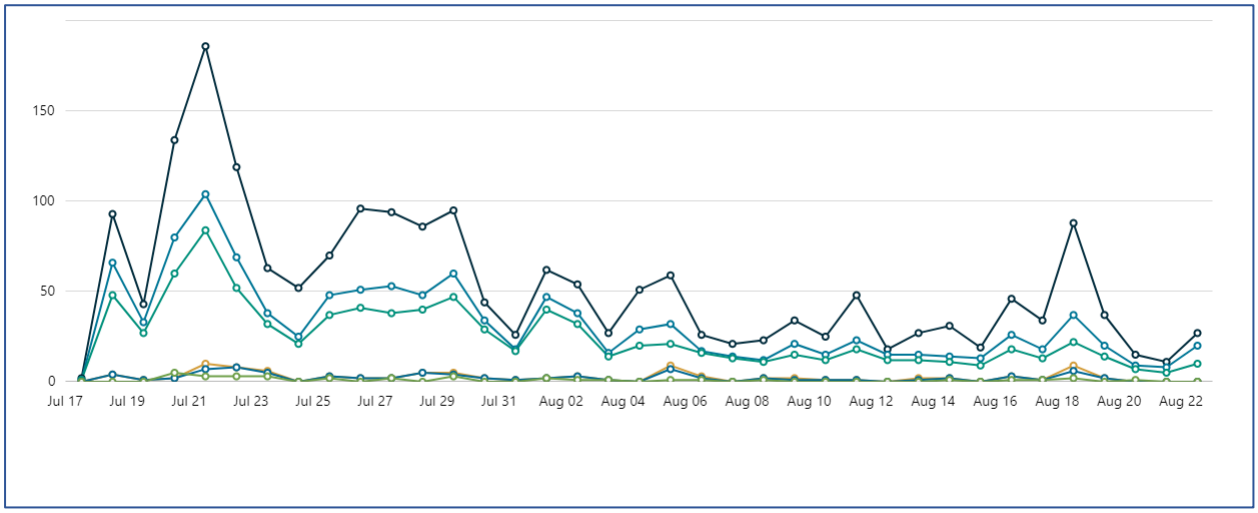
Shape Monash

This project utilised Shape Monash as the main platform for the consultation. The letters, brochures and emails included a direct link to the Shape Monash page (https://shape.monash.vic.gov.au/boulevards)

Visitation

The page had the following hits over the consultation period: 1,986 views, 1,187 visits, 919 unique visitors

Website activity peaked on a two main occasions: around the beginning of the consultation, when most people received their letters in the mail, and towards the end of the consultation when feedback was due.



Key:
■ Views - The cumulative number of times a visitor visits the page in a Site.
■ Visits - The number of end-user sessions associated with a single Visitor.
■ Visitors - The number of unique public or end-users in a Site.

Content of the Shape Monash page

The page included the following:

- Introductory text
- The full Draft Urban Design Framework
- A separate page summarising the Draft BUDF (with a single question 'quick poll' survey)
- FAQs
- Background information, including the Discussion Paper and separate appendices
- Feedback page, allowing people to:
    - Complete a short survey
    - Provide a submission (prompting contact information, their feedback and the ability to upload a pre-prepared submission) ("submission portal")
    - Provide short feedback on the vision board
    - Access information about how to provide feedback in other ways (e.g. email or mail)

Opportunities for feedback

People were able to provide their feedback in the following ways:

- Completing the short survey
- Submitting a comment on the Vision board
- Answering a quick poll question
- Providing a submission (via the submission portal, by email or mail)

Short survey

The short survey asked the following questions:

- How are you affected? (choice from owner/occupier of an affected property, surrounding property, commercial/industrial property or visitor, etc)
- What is your level of agreement with the Vision and four principles in the Draft BUDF? (choose 1-5 stars)
- What aspects of the Draft BUDF do you think are positive? (open field)
- What aspects of the Draft BUDF do you think could be improved? (open field)
- Do you have any further comments? (open field)
- Demographic questions: suburb, gender identity, age group

Participants were also able to include their email address if they wanted a copy of their survey responses sent back to them. We explicitly said that we would not use this for any other purpose and won't be using the email addresses provided to contact them. Those who completed the survey (and didn't also make a submission) and want to be kept informed of the project's progress can subscribe to the Shape Monash page.

Vision board

Participants had the opportunity to provide short (140 character) comments that would then appear below as a virtual "post-it note". They also had the opportunity to up and down vote the comments left by others. This tool was only available to registered users of the platform, and is subject to moderation.

Quick poll survey

The quick poll survey was included on the summary page and asked the question: "What do you think about the Draft BUDF?" and they could choose between "Good – it meets my expectations", "Poor – it does not meet my expectations" and "Okay – it could do with some minor changes".

Submissions

Submissions were also accepted and these could be submitted via the submission portal, by email or by mail. Submissions include contact information, including a name, postal address and/or email address so they can be contacted. All submissions were acknowledged, either automatically (if done through the submission portal) or manually (if provided another way).

Impact of Covid-19

No face-to-face engagement activities were undertaken, due to the targeted nature of the consultation, the size of the area involved (16km in total length), and due to rising Covid and flu outbreaks. It was possible to provide 1-on-1 information to those who called or attended the counter at the Civic Centre (while masked and maintaining a safe distance).

Feedback received

Short survey responses

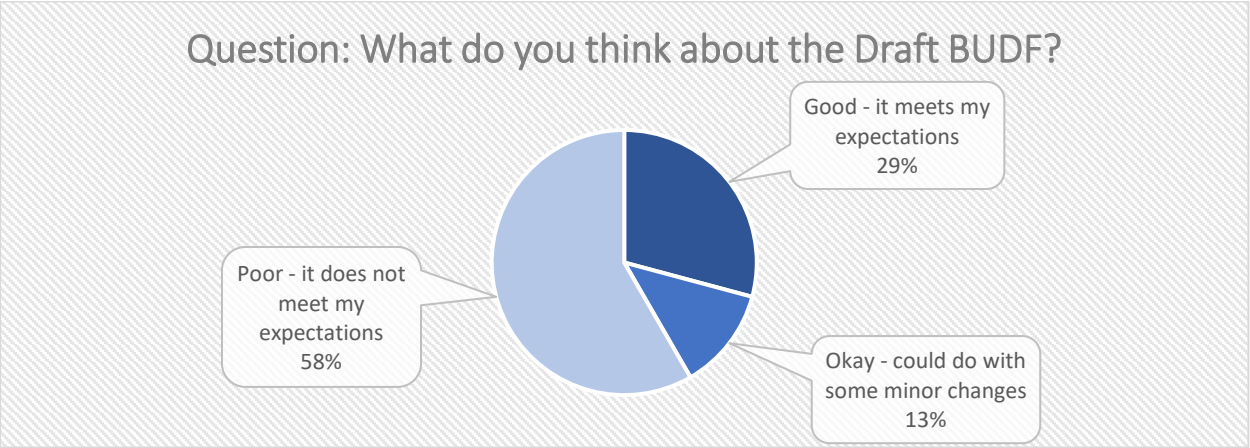
A total of 50 survey responses were received:

- 20 from owners/occupiers of affected properties
- 24 from owners/occupiers of surrounding properties
- 2 from owners/occupiers of commercial/industrial properties along the boulevards
- 4 from visitors, workers, students or others (or not provided)

Summaries of the survey responses are provided in the next section.

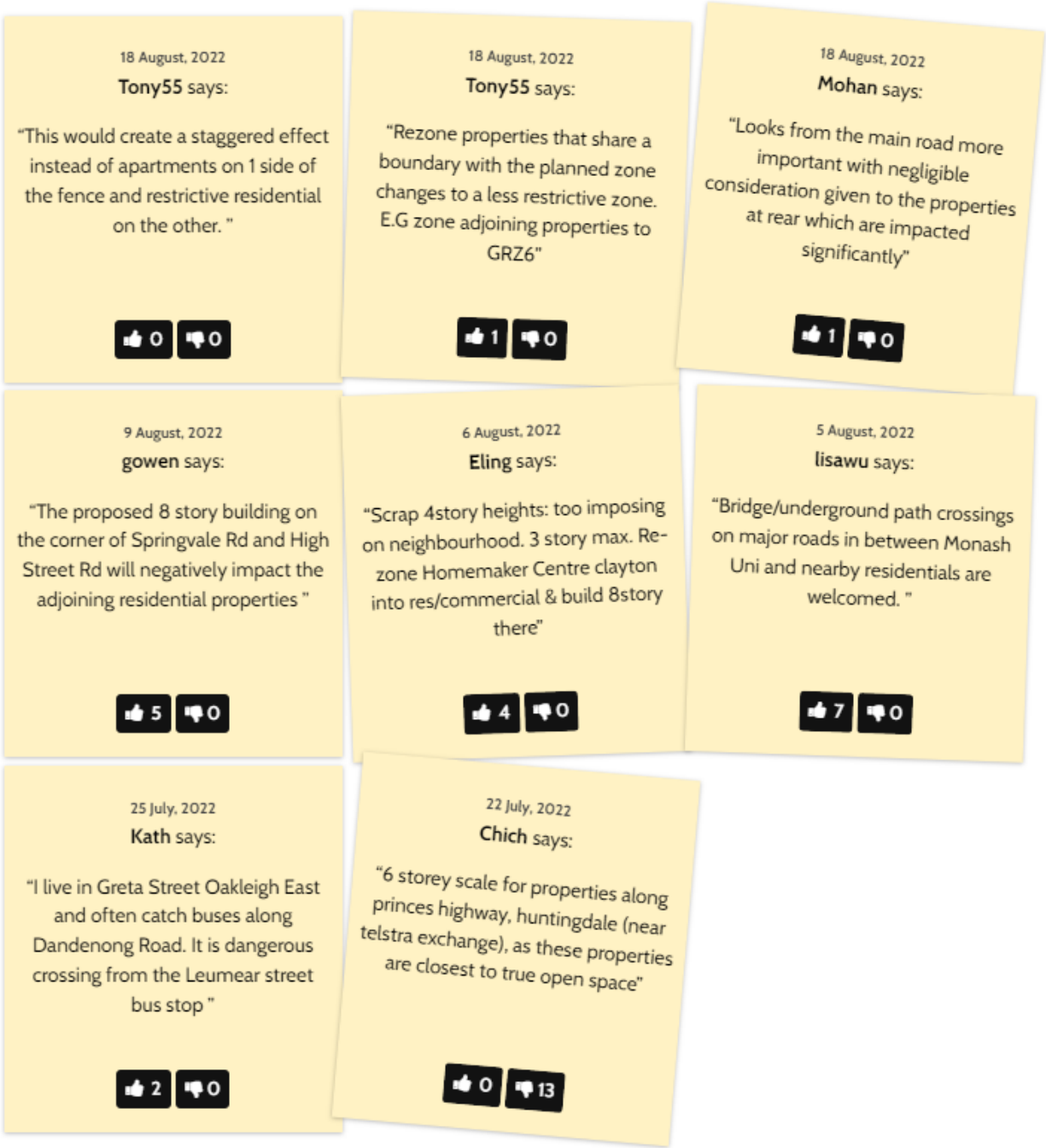
Quick poll survey

24 participants provided a vote in the quick poll survey.



Vision board comments

The following comments were provided on the vision board. The up-vote and down-votes for each comment are also shown.



Submissions

A total of **56** submissions were received from the following individuals and organisations:

- Owners/occupiers of affected properties: 13
- Owners/occupiers of surrounding/adjoining properties: 31
- Visitors, workers, students, etc: 2
- Neighbouring councils: 3
- Government departments and agencies: 1
- Community / interest groups / local MPs / peak industry bodies: 4
- Public utility companies: 2

Summaries of the submissions are provided in the next section (in two parts: individuals and non-individuals). Individuals have been de-identified in order to protect their privacy.

Submissions from individuals

- Within or near a precinct along Dandenong Road: 28
- Within or near a precinct along Springvale Road: 16
- Other areas: 2
- Local MP on behalf of constituent: 1

Submissions from non-individuals / organisations

The organisations that provided a submission are:

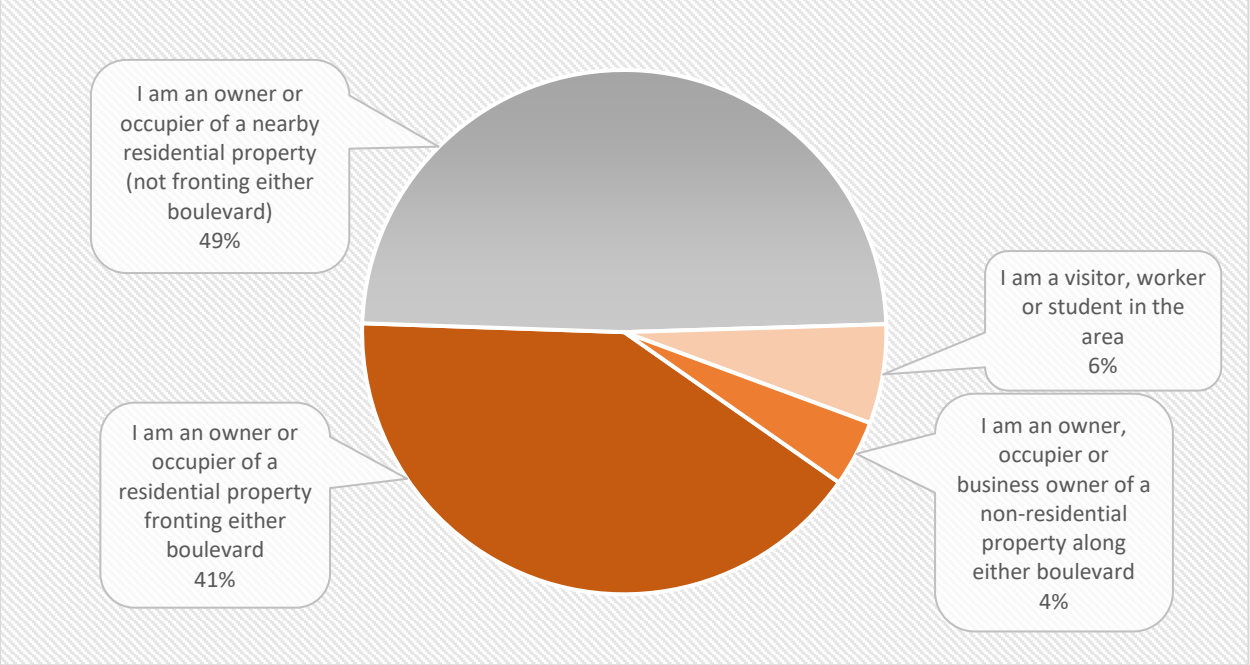
- City of Whitehorse
- City of Greater Dandenong
- City of Glen Eira
- Environment Protection Authority
- Yarra Valley Water
- Ausnet Services
- Housing Industry Association
- Metro East Bicycle Users Group
- Bicycle Network

NOTE: The submissions analysed in this report include 6 late submissions provided between the closing date of submissions and 5 October 2022.

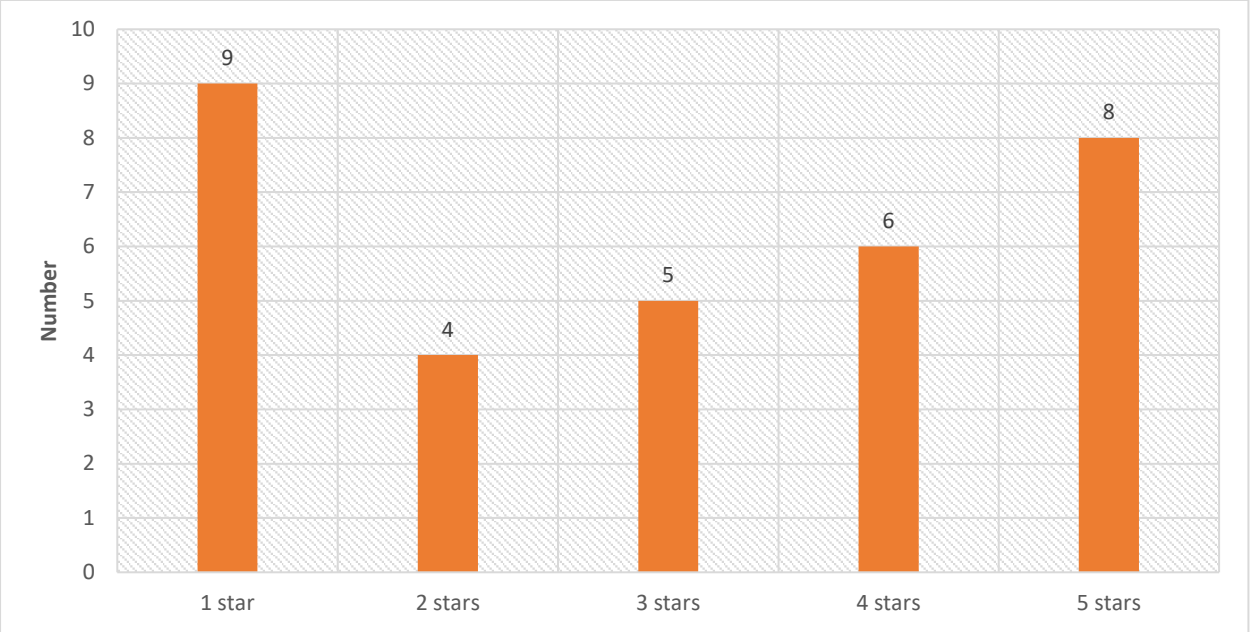
What did people tell us?

Short survey responses

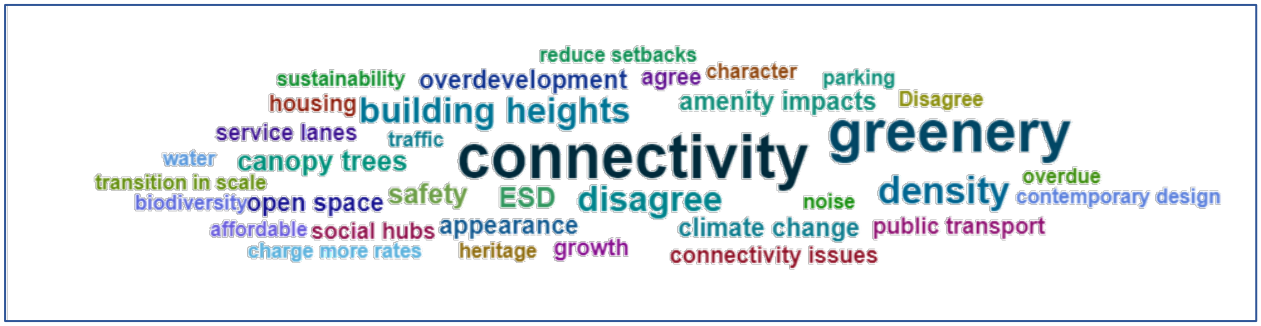
Question 1: How are you affected?



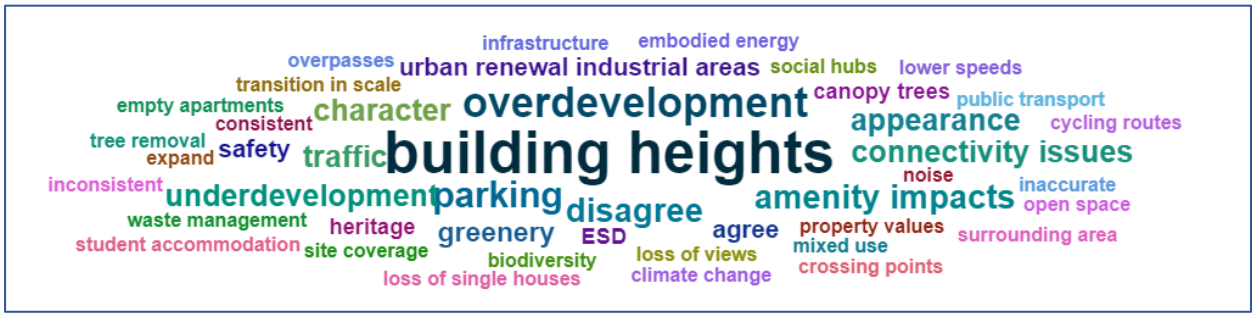
Question 2: What is your level of agreement with the Vision and four principles in the Draft BUDF?



Question 3: What aspects of the Draft BUDF do you think are positive?

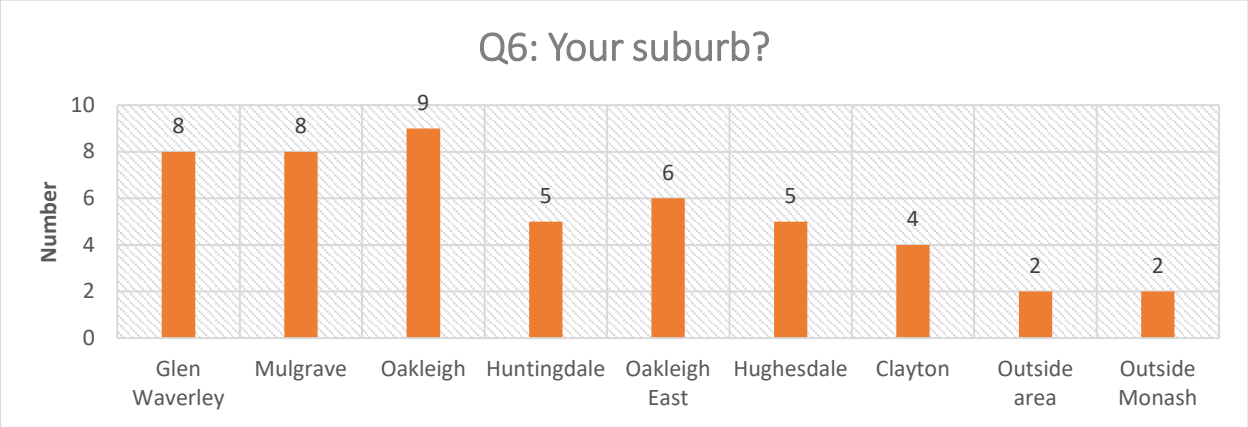


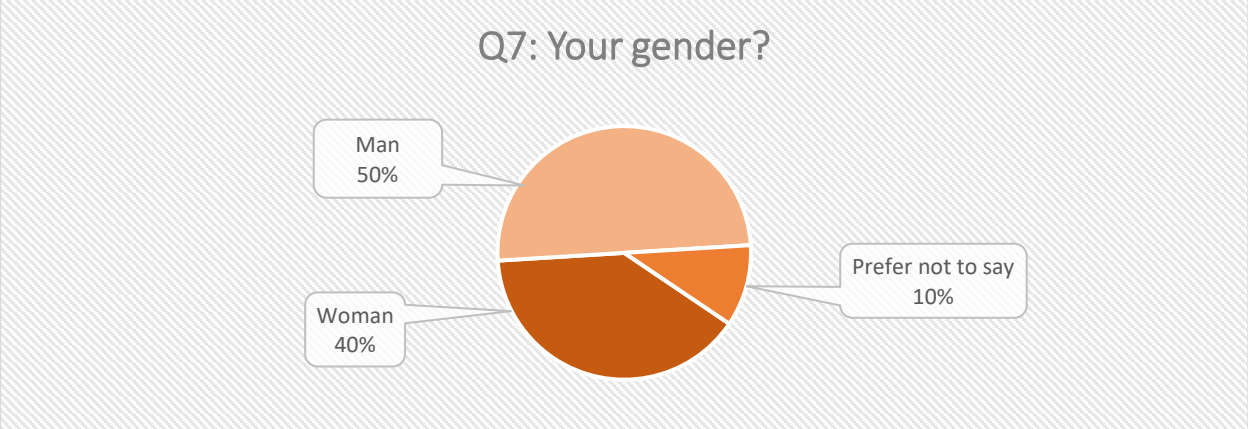
Question 4: What aspects of the Draft BUDF do you think could be improved?

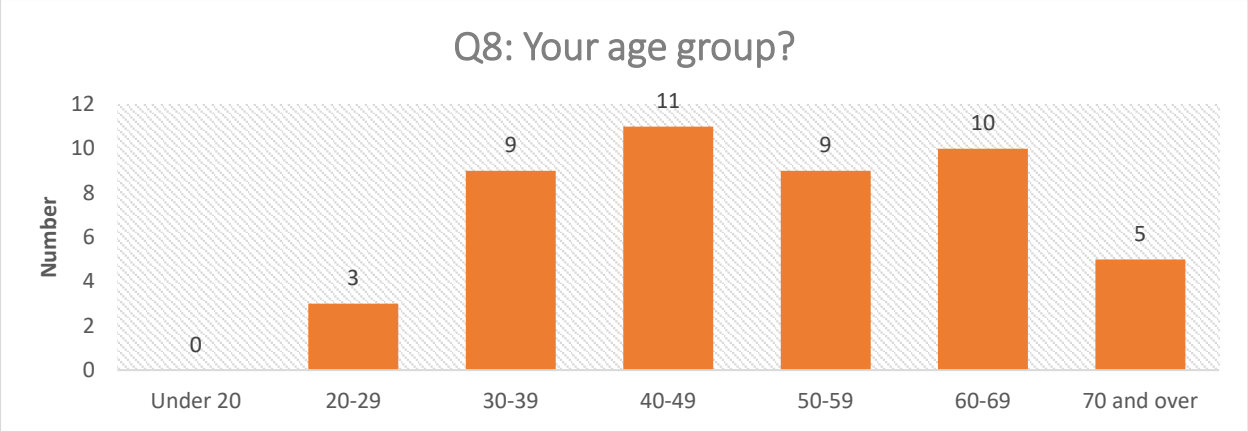


Question 5: Do you have any further comments?

Demographic questions

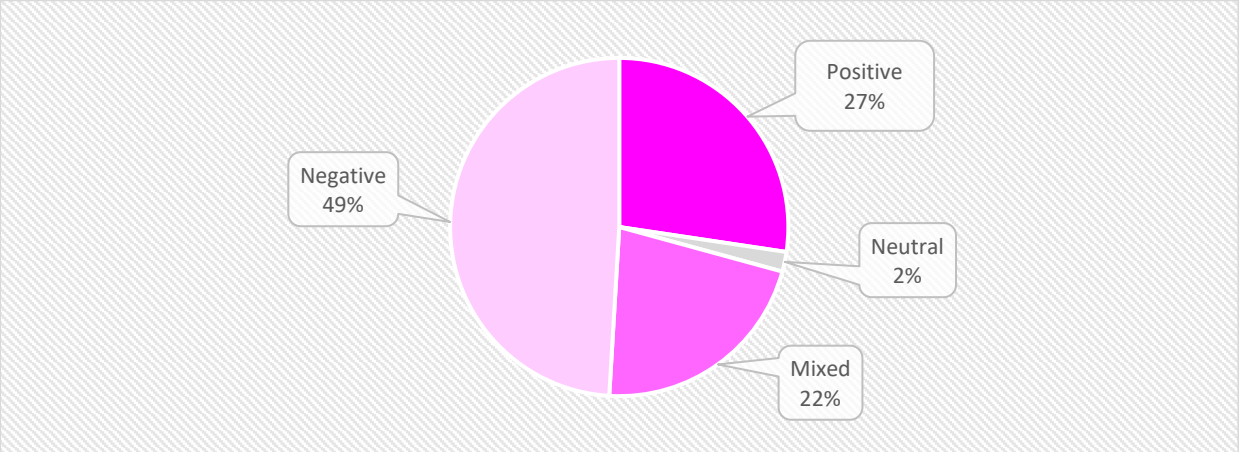




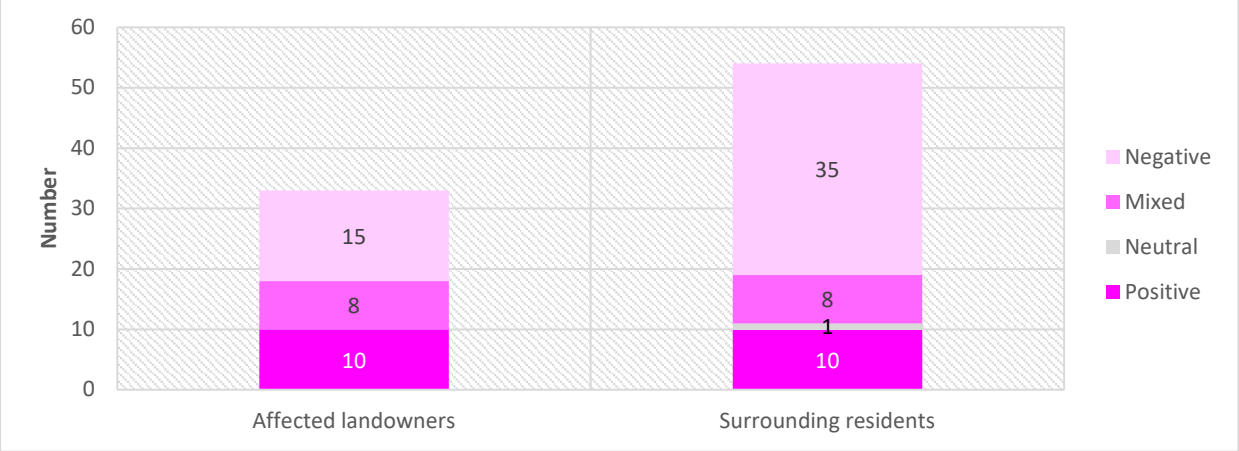


Sentiment in submissions and short survey comments

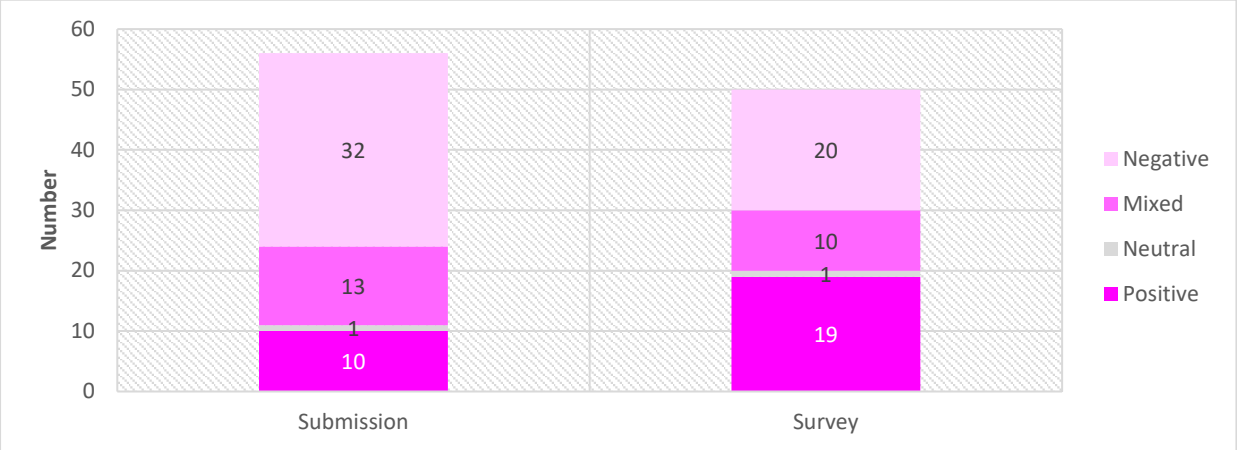
Overall sentiment expressed in submissions and survey comments



Sentiment by two most common types of respondents



Sentiment by feedback type



Submissions

The following is a summary of the issues raised (positive and negative) in each of the submissions. Individual submitters have been deidentified for the purposes of this summary. Recommendation numbers (e.g. REC 1.1) from the table on pages 27-28 are included where it is responding to an issue raised in a submission.

Individual submitters – Dandenong Road

Submission no. and details	Key issues raised	Sentiment	Officer comments
SUB01 Resident near DR2	• Questions interpretation of high quality • Absence of new street trees between Warrigal and Park Roads and unpleasant, unshaded environment • Questions understanding of 'transition in scale' to heritage buildings • No photographic examples of green roofs, walls and balconies	Negative	Supported in part. The planning scheme is policy and performance based. The issue of high quality, whilst somewhat subjective, is covered in policy and permit decision making process. Whilst the area between Warrigal and Park Roads is a commercial area and outside of scope of the BUDF officer will investigate opportunities for street tree planting on DR between Warrigal and Park Roads. **(REC 2.1)** 'Transition in scale' is set out clearly in the BUDF and is subject to the location of the heritage place and the proposed category of the BUDF. Built form controls are out of scope of the project for commercial land along the boulevards. Green roofs and green walls are now common in building design so the inclusion of images to illustrate this concept is not considered necessary. In addition, design responses for green walls and roofs will vary depending upon building design and site location characteristics.
SUB03 Resident near DR3	• Flooding impacts due to increased development • Amenity issues to adjoining properties such as overshadowing • Oakleigh is overcrowded • Impact on property values • Impact on lifestyles of current residents	Negative	Not supported. The area is currently urban land and drainage issues will be considered through the planning permit process. The site coverage provisions will provide for a degree on site

Submission no. and details	Key issues raised	Sentiment	Officer comments
			infiltration and onsite detention to ensure the stormwater system is not overloaded. The two boulevard areas are located on the substantial main roads and are identified for increased housing density in the Monash Housing Strategy. Development up to 4 storeys is considered acceptable along a section of boulevard that abuts residential areas that allow building heights up to three storeys (and are not in Accessible Areas). The built form guidelines contain appropriate amenity protections and considerations for interfaces with adjoining property. Potential impact on property values (negative or positive) is not a relevant planning consideration.
SUB04 Resident near Dandenong Road	• Six storey heights should be provided to all areas of DR3 and DR4 (consistent height all the way to Monash University) • Dandenong Road is a major boulevard and could accommodate housing for future generations • Southern side has a lower topography and could accommodate height	Mixed	Not supported. On balance, the exhibited extent of 6-storey areas in DR4 should be marginally reduced. **(REC 4.6).** Building heights on southern side of DR4 are limited due to amenity impacts to adjoining properties to the south and the shallowness of some of the properties.
SUB05 Resident near DR4	• Similar issues to SUB04	Mixed	Not supported See SUB04
SUB08 Resident in DR2	• UDF is well considered	Positive	Noted
SUB12 Landowners in DR2	• Support vision and principles, and built form guidelines • Assume next stage is to undertake a planning scheme amendment	Positive	Noted

Submission no. and details	Key issues raised	Sentiment	Officer comments
			A planning scheme amendment would be undertaken to implement the BUDF if adopted.
SUB16 Resident in DR5	• Add retail / mixed use in DR5 to complement the increase in residential development • Proposed setbacks would limit development for 2-3 storey dwellings and residential buildings • Proposed setbacks are greater than what is currently permitted in RGZ3 areas	Mixed	Not supported The BUDF does not propose changing zones to facilitate commercial or retail development. Heights achievable is partly dependent on lot size. Smaller lots should not expect lesser design standards and setbacks to be applied in order to reach the precinct height limit. The setbacks are proposed to assist in delivering the Boulevard concept. The existing RGZ3 was put in place prior to the preparation of the BUDF
SUB17 Resident near DR5	• Site immediately outside of the area, opposite Monash University, should be included and rezoned	Mixed	Not supported. Expanding the area is beyond the properties fronting Dandenong and Springvale Roads is not appropriate and out of scope of the BUDF. The site is already in the RGZ3.
SUB19 Resident near DR5	• Amenity impacts associated with proposal to allow 6 storey developments adjoining property, such as overshadowing and overlooking • Nearby congested intersection and potential safety impacts if area developed further	Negative	Supported in part. Whilst there are amenity and overlooking policy to protect adjoining properties it is proposed to give further consideration to moderate impacts in areas that have a 6 storey and 3 storey interface. As major arterial roads any additional traffic arising from new development is likely to have a minimal impact on the current road network.

Submission no. and details	Key issues raised	Sentiment	Officer comments
			See REC 4.4
SUB21 Resident near DR2	• Development of 4-6 storeys is out of scale with existing scale • Amenity impacts such as overshadowing • Impact on nearby heritage places	Negative	Not supported. It is acknowledged that the BUDF proposes a change in character and scale from what exists in the area at the moment. However this is consistent with the directions of the Monash Housing Strategy and state policy of providing for increased housing supply and diversity in accessible locations. The built form guidelines contain appropriate amenity protections and considerations for interfaces with adjoining property. Built form guidelines require an appropriate transition in scale to heritage places
SUB22 Resident near DR2	• Limited improvements in this precinct • Increase in developer generated revenue to Council • Impact on nearby heritage places	Negative	Not supported See **SUB01** in relation to public realm improvements. Council does not approve development to increase rate revenue. Rates are set independently of the number of properties in Monash. Built form guidelines require transition in scale to heritage places.
SUB23 Local MP on behalf of constituents in DR1	• Amenity impacts associated with proposed building heights up to 6 storeys along rear boundary of site in GRZ2, including overshadowing and overlooking • Conflict between denser forms of housing and encouraging garden city character	Negative	Supported in part. Proposed revisions to the consultation draft include a depth from the frontage limitation of 50 metres to reduce the impact of taller built forms on larger deeper blocks. Such as those adjacent to Maroo Street.

Submission no. and details	Key issues raised	Sentiment	Officer comments
			The design guidelines and setback requirements would not result in 6 storey development sited on a rear boundary. Amenity, built form and overshadowing considerations would require a significant rear setback for 6 storey development. **REC 4.1, REC 4.2 and REC 4.4** 6 storeys are proposed for DR1 as they are also within an Accessible Area of Oakleigh Activity centre (as are the properties to the south) Denser and taller forms of housing does not preclude the planting of gardens and canopy vegetation. The BUDF includes provision for landscaped setbacks and canopy tree planting. Development can be consistent with providing a garden city character where appropriate space is provided for setbacks and canopy landscaping.
SUB24 Resident in DR2	• Similar issues to SUB22	Negative	See response to **SUB22.**
SUB26 Resident near DR1	• Objection to 6 storey development in DR1	Negative	See response to **SUB23.**
SUB28 Resident near DR1	• Boulevard of cement – denser, higher residences • Amenity issues such as overshadowing to their property • Denser form of development impact on existing peoples' lifestyles • Rezone industrial areas into housing • Traffic issues associated with proximity to Chadstone Shopping Centre	Negative	Not supported. Denser and taller forms of housing does not preclude the planting of gardens and canopy vegetation. The BUDF includes provision for landscaped setbacks and canopy tree planting. Development can be consistent with providing a garden city character where appropriate space is provided for setbacks and canopy landscaping.

Submission no. and details	Key issues raised	Sentiment	Officer comments
			The built form guidelines contain appropriate amenity protections and considerations for interfaces with adjoining property. The BUDF examined existing residential areas, with a view to increasing housing supply. Employment land is in short supply in Monash and the eastern region and it is not appropriate to rezone employment land for housing along the boulevards.
SUB31 Resident near DR4	• Similar issues to SUB03	Negative	See response to **SUB3**
SUB33 & SUB34 Residents near DR1	• Similar issues to SUB23	Negative	See response to **SUB23**
SUB37 Resident near DR4	• Site immediately outside of area (and on side street) should be included (currently in GRZ3) • Alternatively, neighbouring site on side street should be removed	Mixed	Supported in part. The boundaries in this location are logical and reflect the historic subdivision pattern, the nature of existing development and the arrangement of the lots. Adding or removing a site is not necessary. There is sufficient opportunity for development consistent with the built form guidelines in this location. Minor adjustment needed as boundary didn't follow fence line. **REC 5.2**
SUB38 Resident near DR1	• Similar issues to SUB23	Negative	See response to **SUB23**
SUB40 Resident near DR1	• Similar issue to SUB26	Negative	See response to **SUB23**
SUB43 Resident near DR4	• Similar issues to SUB03 – adjoining proposed 4 storey area • Amenity issues associated with overshadowing	Negative	See response to **SUB03**
SUB45	• Similar issue to SUB26	Negative	See response to **SUB23**

Submission no. and details	Key issues raised	Sentiment	Officer comments
Resident near DR1			
SUB47 Resident near DR5	• Inconsistent with neighbourhood character • Do not support BUDF • Visual impact of 8 storey development on Dandenong Road • Impact on property values • People should move to the inner city if they want to live in apartments • No improvement in terms of social or transport infrastructure in return for increased density • Unnecessary to redesign service roads • Practical issues in planting out verges – where would bins go?	Negative	Supported in part. It is acknowledged that the BUDF proposes a change in character and scale from what exists in the area at the moment. However this is consistent with the directions of the Monash Housing Strategy and state policy of providing for increased housing supply and diversity in accessible locations. The purpose of the BUDF is to create a new neighbourhood character along the boulevards. 8 storeys is only proposed in areas where housing growth is already envisaged within the MNEIC. Visual impact will diminish over time as development occurs. However, it is considered important to ensure there is scaling down to areas that will remain a maximum of 3 storeys and where a site may interface with a rear street. **REC 4.2 and REC 4.4** Potential impact on property values (negative or positive) is not a relevant planning consideration. Apartments offer housing choice for residents and can be more affordable and practical than houses, townhouses and units. The BUDF recommends urban realm improvements, including for pedestrians and cyclists. While public transport is a State Government responsibility, Council can and has been advocating for improvements – such as improved bus connections and timetabling. Landscaping and street tree canopy planting would retain space for bins to be put out for collection.

Submission no. and details	Key issues raised	Sentiment	Officer comments
SUB51 Resident near DR1	• Similar issues to SUB23	Negative	See response to **SUB23.**
SUB53 Landowner in DR5	• Object to 8 storey heights in DR5	Negative	See response to **SUB47**
SUB54 Resident near DR1	• Similar issues to SUB23	Negative	See response to **SUB23**
SUB55 Commercial / industrial landowner in DR3	• Request consultation during initial designing of changes to service lane and/or side street, including bike cut through. • Request consideration of vehicle access and egress to/from their site by a range of vehicles, retaining car parking near their site and retaining existing vehicle crossings.	Mixed	Noted. The Draft BUDF provides for the opportunity of a bike infrastructure upgrades within the existing service lane near their property. It would be subject to detailed design and community input.
SUB56 Resident near DR4	• 4m rear setback is inadequate and will affect outlook to the backyards from their property (which has a rear interface with properties on DR nominated for 6 storeys). Requesting 8m setback instead. • Alternatively, shift the boundary of the 6-storey area to the rear street.	Negative	Supported in part. Proposed revisions to the consultation draft include a depth from the frontage limitation of 50 metres to reduce the impact of taller built forms on larger deeper blocks. Such as those adjacent to Maroo Street. The design guidelines and setback requirements would not result in 6 storey development sited on a rear boundary. Amenity, built form and overshadowing considerations would require a significant rear setback for 6 storey development. **REC 4.4** The boundaries of the BUDF deliberately use the properties fronting the boulevards. Occasionally it has been appropriate to include corner sites that may have a secondary frontage to a side street. A change to this consistent approach is not supported.

Individual submitters – Springvale Road

Submission no. and details	Key issues raised	Sentiment	Officer comments
SUB06 Resident in SR1	• Three storey development on side fence and amenity impacts such as overshadowing and overlooking • Experience of development on rear fence from double-storey development and its impact on overshadowing • Impact of three storeys on one or both sides on overshadowing • Disruption to traffic flow during construction • Parking issues during construction • Impact on traffic flow due to increased density	Negative	Not supported. Development up to 4 storeys is considered acceptable along a sections of the boulevards that abut adjoin residential areas that have a three storey height limit. The built form guidelines contain appropriate amenity protections and considerations for interfaces with adjoining property. The submitter's property would have the same built form requirements as others along Springvale Road and could go to 4 storeys if consolidated. The setback requirements are adequate for this scale of development, and would not result in 3 storey walls on the boundary. Privacy screening would be required if there is direct overlooking to habitable room windows or private open space. Construction issues are common though out Monash and would be managed via planning permit conditions and Community Amenity provisions. Traffic on Springvale Road is mostly through-traffic beyond the scope of Council to manage. Increasing the density along the boulevards is going to make a negligible difference to the amount of traffic.
SUB07 Resident near SR2	• Amenity impacts from overshadowing from 8 storey development • Impact on property values • Impact from construction activity • Existing car park to the hotel is currently used by parents for school drop off, and they will park elsewhere if the site is developed	Negative	Not supported. The height limit for the Mountain View hotel site is 4-8 storeys under the current DDO12, scaling down towards

Submission no. and details	Key issues raised	Sentiment	Officer comments
			residential interfaces. There is no change proposed to this as part of the BUDF. The built form guidelines contain appropriate amenity protections and considerations for interfaces with adjoining property. Construction activity and impacts are managed through the planning permit and community laws. The site is private land and may be developed at some time in the future. Informal use of the parking as a school drop off is not a relevant consideration to the potential redevelopment of the site.
SUB09 Resident near SR6	• Support urban design improvements of residential land	Positive	Noted
SUB14 Resident in SR2	• Dense living is an eyesore • High rise apartments lead to traffic congestion and impacts on pedestrians and creates less safe roads • Areas will become a “ghetto”	Negative	Not supported It is acknowledged that the BUDF proposes a change in character and scale from what exists in the area at the moment. However this is consistent with the directions of the Monash Housing Strategy and state policy of providing for increased housing supply and diversity in accessible locations. The built form guidelines contain appropriate amenity protections and considerations for interfaces with adjoining property. The proposed built form controls would allow heights of residential properties on the eastern side of Springvale Road above the current 4 storeys permitted under DDO12 / GRZ8 – up to 6 storeys, which is still mid-rise (in both the context of a residential area and in the context of the high rises that are on the western side of Springvale Road)

Submission no. and details	Key issues raised	Sentiment	Officer comments
			As major arterial roads any additional traffic arising from new development is likely to have a minimal impact on the current road network.
SUB15 Resident in SR5	• Supported the Monash Housing Strategy and Amendment C125, although would like to have boulevards concept extended to other major roads too • Support the draft BUDF • Question how the built form guidelines would treat corner sites, including what constitutes the frontage	Positive	Noted – not supported Springvale and Dandenong Roads are the primary high level main roads through Monash are identified in the Monash Housing Strategy as boulevards. Built form guidelines require the side street frontage to be treated as a secondary frontage and can provide improved access and design response. Further consideration has been made to clarify the terms used within the BUDF, including creating the concept of the Boulevard interface (rather than the more generic 'front setback') to provide consistency. **REC 4.5**
SUB18 Resident in SR6	• Would like a service road constructed where there is an existing wide nature strip	Mixed	Not supported. The BUDF does not propose additional service lanes. The service lane in this location would serve little benefit beyond the properties that would directly access it, and would reduce the area available for landscaping, and would be contrary to the objectives of the BUDF.
SUB20 Resident near SR2	• Same issues to SUB07	Negative	See response to **SUB07**
SUB25 Resident near SR2	• Similar issue to SUB07	Negative	See response to **SUB07**
SUB29 Landowner in SR2	• Site on the eastern side of Springvale Road • Want to be able to maximise development area of the site • Setbacks proposed will impact on developability of the site due to shallow depth	Mixed	Not supported. Heights achievable is partly dependent on lot size. Smaller lots should not expect lesser design standards

Submission no. and details	Key issues raised	Sentiment	Officer comments
			and setbacks to be applied in order to reach the precinct height limit. The setbacks are proposed to assist in delivering the Boulevard concept, not to provide for boundary to boundary development. There are existing built form controls for these sites in DDO12, allowing 5m front setback and up to 4 storeys. The draft BUDF proposed a consistent 7.6m front setback, and staggered rear setbacks of 5-10m. Proposed revision to the consultation draft is to retain the existing setbacks of the Glen Waverley Activity Centre Structure Plan for sites in the central area along Springvale Road.
SUB30 Resident in SR6	• Loss of amenity • Maintain the garden we have • 3-4 storey buildings will place extra demands on car parking, power and sewerage • Present infrastructure doesn't cope now • Nature strips aren't being cared for • Tree loss on development sites	Negative	Not supported It is acknowledged that the BUDF proposes a change in character and scale from what exists in the area at the moment. However this is consistent with the directions of the Monash Housing Strategy and state policy of providing for increased housing supply and diversity in accessible locations. The built form guidelines contain appropriate amenity protections and considerations for interfaces with adjoining property. Built form already permitted up to 3 storeys in this location. Additional storey on consolidated sites will have a negligible impact on amenity and infrastructure as utility providers monitor and upgrade infrastructure to meet forecast development and demand.

Submission no. and details	Key issues raised	Sentiment	Officer comments
			Denser and taller forms of housing does not preclude the planting of gardens and canopy vegetation. The BUDF includes provision for landscaped setbacks and canopy tree planting. Development can be consistent with providing a garden city character where appropriate space is provided for setbacks and canopy landscaping.
SUB32 Resident near SR4	• Oppose development of 6 storeys in SR4 • Impact of overshadowing to solar panels	Negative	Not supported. The impact on domestic rooftop solar panels is already a consideration in all residential zones.
SUB36 Resident near SR1	• Amenity impacts on liveability and property values • Inconsistent built form requirements	Negative	Not supported The built form guidelines contain appropriate amenity protections and considerations for interfaces with adjoining property. The built form requirements, as they apply to this precinct, are entirely consistent. SR1 is entirely proposed for 4 storeys and the area to the west is in GRZ3 and built form can go to 3 storeys. Potential impact on property values (negative or positive) is not a relevant planning consideration.
SUB41 Resident near SR5	• This area is not suitable for higher density development • Support improved connectivity – this could be achieved without increasing the heights • Springvale Road is a busy road and there would be increased traffic congestion • Loss of views to the sky and trees • Amenity impacts such as overshadowing • Impact on property values	Negative	Not supported Development up to 3 storeys is already permitted in this area (GRZ2 / GRZ3). Sites with a main road frontage have the capacity for increased development and will not remain single dwellings forever, and development up to 4 storeys on consolidated sites is appropriate. There is currently a different context between Springvale Road and the side / rear streets, particularly as the western side of Springvale Road is within the SUZ6.

Submission no. and details	Key issues raised	Sentiment	Officer comments
			As major arterial roads any additional traffic arising from new development is likely to have a minimal impact on the current road network. The built form guidelines contain appropriate amenity protections and considerations for interfaces with adjoining property. Potential impact on property values (negative or positive) is not a relevant planning consideration.
SUB42 Resident near SR5	• Similar issues to SUB41	Negative	See response to **SUB41**
SUB44 Landowner in SR5	• Large site on the corner in SR5 is suitable for eight storeys and would be consistent with the setback requirements in proposed built form guidelines	Mixed	Not supported. Properties in SR5 are nominated for 4 storeys. While eight storeys could be achieved in compliance e with the setback requirements, this site is not in a location that is considered appropriate for taller building heights and greater density. The site abuts GRZ3 areas to the east and north east, which are limited to 3 storeys. While it does share a slightly different context, being in an intersection with 3 corners being in the SUZ6, the existing buildings are around 4 storeys and have generous front setbacks and landscaping. It was considered whether this site could be a 'gateway' site with potential up to 6 storeys, however, the amenity impacts would potentially be too great. Having a single gateway site, even of this size, was also not considered appropriate.

Individual submitters – Other areas / not stated

Submission no. and details	Key issues raised	Sentiment	Officer comments
SUB11 Resident outside area	• No botanical names are listed for areas where there is proposed canopy tree planting • Species selection needs to be carefully considered	Mixed	Noted –Supported in part. The identification and inclusion specific species names in the BUDF is beyond its scope. The BUDF proposes to set some parameters on the shade and canopy cover for vegetation. This will assist in species selection and complement existing adopted plans and strategies that are used to determine appropriate tree species. The BUDF will include some objectives and guidelines to assist in tree species selection. **REC 2.2**
SUB27 Resident outside area	• Generally support objectives of BUDF – retaining landscape character, improving public realm and creating sustainable / resilient communities • Oppose six storey development bookending DR4, retain as four storeys	Mixed	Noted – Not supported Further consideration has been made of the extent of the application of 6 storeys all the way between Huntingdale Road and Dublin Street, which is nearly 400m in length – compared to the other end, which is only 200m. However, removing the bookends entirely is not necessary. **See REC 4.4** Overshadowing to adjoining properties is negligible on the northern side of Dandenong Road. The proposed heights are only achieved on consolidated sites that meet the minimum site width. Having taller development at gateways is an acceptable approach.

Non-individuals / organisations

Submission no. and details	Key issues raised	Sentiment	Officer comments
SUB02 Yarra Valley Water	• Alignment between YVW's 50 year strategy for water planning and initiatives and the realisation of the BUDF • Opportunity to collaborate on integrated water management • Incorporate demand readiness for recycled water	Positive	Noted and supported. The boulevards provide an opportunity to provide demand readiness for recycled water (reducing potable water costs for future residents, and as a water supply open spaces) Add a guideline requiring new development to be demand ready for recycled water. **REC 1.2**
SUB10 EPA Vic	• Noise and air pollution pose a harm to human health • Mitigate noise impacts through built form design • Balance sunlight / airflow with need to protect human health from noise and air pollution • Include reference to any existing industrial uses with buffers or separation distances to sensitive uses in the BUDF	Mixed	Noted. Supported in part. It is acknowledged that noise and air pollution can have a negative impact on human health and should be taken into consideration in development design. However it is important to note that: • Vehicle noise and emissions standards are set by the State and Federal Government and monitored by the EPA. • Vehicle emission standards in Australia are significantly lower than those for Europe. • There is no prohibition on residential development adjacent to main roads • State government policy encourages higher density development along main roads • The EPA do not monitor air quality along the length of Springvale and Dandenong Roads. • Addressing the problem in the medium to long term requires improvement in vehicle emissions standards at a State and Federal level.

Submission no. and details	Key issues raised	Sentiment	Officer comments
			Noise and air pollution impacts can be reduced through canopy vegetation and the inclusion of acoustic treatments to building construction, particular bedrooms and living areas, the placement of windows used for air circulation towards the sides or rear and double glazing. **REC 1.1**
SUB13 City of Whitehorse	• Supportive of BUDF – improving public realm, quality of built form, improved connectivity, greenery and appearance of the boulevards • UDF reinforces the garden city character • Support Springvale Road remaining a native tree corridor	Positive	Noted.
SUB35 HIA	• No specific comments on BUDF • Wish to be kept informed • Have been engaging with DELWP about the Future Homes pilot project, which Monash had recently pulled out of	Neutral	Noted.
SUB39 City of Greater Dandenong	• Support the focus on high quality residential built form outcomes that enhance the boulevards • UDF provides catalyst to undertake major overhaul of Springvale Road / Dandenong Road intersection • Public realm changes shown on Greater Dandenong side should be marked as 'indicative only' • Ongoing communication/co-ordination needed to implement public realm changes, particularly outside Monash • Refer to Victorian Cycling Strategy for more consideration on safe cycling infrastructure • Advocate for reduced speeds to 30km/h or less rather than 50km/h to improve cycling safety • Support continuous cycling corridor rather than changing modes • Setbacks of buildings near the Springvale & Dandenong Roads intersection should be within DoT requirements to ensure improvements can be made to this intersection	Mixed	Supported. These changes can be accommodated in the revised BUDF. **REC 3.1 and REC 5.3**
SUB46 Ausnet	• Supportive of key principles • They will work with Council and developers in the areas containing their assets; these are in SR3, SR6 and DR6		Noted.

Submission no. and details	Key issues raised	Sentiment	Officer comments
SUB48 MEBUG	• Supportive of BUDF • Implementation of the cycling treatments ASAP • Would like to be further consulted about cycling improvements, including linking disjointed bike routes	Positive	Implementation plan will follow adoption of the BUDF.
SUB49 Bicycle Network	• Vision for active transport is logical and will lay the groundwork for safe, shared space for people of all experiences to walk, ride, scoot and skate. • Support the approach to providing active transport spines across the boulevards that are separated from the high-speed, high-volume traffic • Sharrows are less favourable to cyclists compared to other forms of bike infrastructure, although combined with decreased vehicle speeds this should offer riders increased sense of safety. • Refer to Victorian Cycling Strategy for more consideration on safe cycling infrastructure • Support the role of tree canopies in enhancing liveability • Importance of consultation on proposed active travel infrastructure	Mixed	Supported – similar considerations to SUB39 (City of Greater Dandenong) **REC 3.1**
SUB52 City of Glen Eira	• Supportive of key principles, built form guidelines, support for garden city character and boulevard setting, additional street tree planting • Intensification along Dandenong Road generally consistent with Draft Glen Eira Housing Strategy (Substantial Change Area 1); although this is limited to 3 storeys • Supportive of the transition in height from 3 to up to 6 storeys given the different contexts (i.e. proximity to Chadstone SC) • Improved cycling opportunities in BUDF similarly supported in the Glen Eira Transport Strategy and Cycling Action Plan; opportunities to connect these up between municipal boundaries.	Positive	Noted

Recommended changes to the BUDF

The following table outlines, by theme, the changes recommended by officers to the Urban Design Framework.

No.	Recommendation	Rationale	UDF Part		
			A	B	C
Sustainable and resilient communities					
1.1	Mitigating noise and air pollution to the main road environment and, in some cases, nearby industrial uses.	Responding to EPA submission. Considering health & safety of future residents.			☑
1.2	New buildings should facilitate ease of evacuation to side and rear streets in the event of high-pressure gas pipeline failure along Dandenong Road.	Responding to APA Group submission (Stage 1). Considering health & safety of future residents.			☑
1.3	Require apartment developments to be ready for EV charging.	Responding to EPA submission. Alignment with existing state and local policies around climate change and transitioning away from fossil fuels. Future proofing. Reduced installation costs for future residents / owners corporations.			☑
1.4	Require apartment developments to be ready for recycled water.	Responding to Yarra Valley Water submission. Future proofing. Reduced water costs for future residents.			☑
Landscape character and public realm					
2.1	Keep open opportunities for further landscaping beyond what is mapped.	Responding to some of the submissions. Canopy vegetation shown where it is easy to achieve. Harder to achieve landscaping should not be precluded.	☑	☑	
2.2	Provide high level direction and parameters for tree selection (e.g. height, canopy spread, shade density, droppings, etc) within various precincts based on land use, existing vegetation, preferred landscape character and physical conditions – to achieve consistency in landscape character within these precincts.	Responding to some of the submissions. Useful to guide future planting undertaken by Council and in kind by developers.	☑	☑	
Movement and connectivity					
3.1	Advocating for vehicle speeds within service lanes to under 30km/h (down from 50km/h)	Responding to submissions from City of Greater Dandenong and the Bicycle Network. Lower speeds in service lanes will assist in making them safer for cyclists and pedestrians.	☑	☑	
Built form diversity					
4.1	Specific requirements particularly deep sites and whether the building height (6-8 storeys) should apply only to a certain depth (i.e. 50m) - beyond that, heights should be maximum of 4 storeys.	Responding to submissions from surrounding residents. Provides for a reasonable level of development along the boulevards while scaling down to adjoining (predominantly 3-storey max areas). Average standard lot depth is ~49m.			☑
4.2	Specific requirements for sites that extend to a rear street and whether the rear component of the	Responding to submissions from surrounding residents. Similar approach to **REC 4.1**. Doesn't include key			☑

No.	Recommendation	Rationale	UDF Part		
			A	B	C
	building should respond to the neighbourhood character or be limited in height to 3 storeys.	redevelopment sites and properties where the rear street is a laneway. Affects 7 properties on Dandenong Road and 2 on Springvale Road.			
4.3	Front (boulevard) setback to include deep soil zones and to avoid basement encroachment (except access ramps where these cannot be provided elsewhere).	Deep soil zones within the boulevard frontages are necessary to provide canopy growth.			☑
4.4	Require a transition in scale between 6 storey buildings and areas that are max 2 storeys.	Responding to submissions from surrounding residents. Provides additional amenity protection, in addition to ground and upper level setbacks, to surrounding residents. Would only be to the properties where there is a maximum height of 2 or 3 storeys (e.g. NRZ1, GRZ3).			☑
4.5	Clarify that the requirements that refer to the "front setback" for the purposes of the BUDF only relate to the setback that directly interfaces with a boulevard (e.g. the “boulevard setback). All other interfaces are considered to be side or rear setbacks.	Responding to submissions from landowners along the boulevards. Clarification that will assist in future implementation of the BUDF and provide consistency.			☑
4.6	Reducing 6 storey area in DR4 to boundary between 1737 and 1739 Dandenong Road (rather than Dublin Street)	Responding to submissions from surrounding residents. Reduces 6-storey ‘bookend’ on the western side of this precinct to match the size of the 6-storey section on the eastern side.			☑
Minor corrections					
5.1	Mapping correction: completely / consistently remove sites on Lebanon Crescent, Mulgrave from SR6.	Responding to enquiries. Correction.		☑	
5.2	Mapping correction: correcting a boundary in DR4 as it is not including the whole site.	Boundary issue referred to by submitter. Ensures that all the lot is included.		☑	
5.3	Mapping correction: showing anything outside Monash as 'indicative only'.	Responding to submission from City of Greater Dandenong.		☑	
5.4	Mapping correction: adjust symbology of new landscaping to make it clearer.	Responding to enquiries. Ensuring symbology is clear.		☑	
5.5	Spelling and grammar corrections as needed.	Corrections.	☑	☑	☑

THE MONASH BOULEVARDS

Urban Design Framework

Tract

Prepared by Tract for
Monash City Council

City of Monash

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28 November 2022

QA.

The Monash Boulevards
Urban Design Framework

Prepared by Tract for
Monash City Council

Project Number
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Revision
[01]

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Reviewed By
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Contents.

Part A: Vision and Framework

1 Introduction

1.1 Purpose of the Monash Boulevards Urban Design Framework

The Monash Boulevards Urban Design Framework (UDF) provides a bold and compelling vision to enhance the Boulevards of Dandenong Road and Springvale Road as great places to live. The framework is principally focused on residential development along Dandenong Road and Springvale Road, and provides built form controls and guidelines that aim to produce high quality, residential built form outcomes that enhance the Boulevards.

The UDF also provides principles and guidance for improved connectivity along the corridor, enhanced landscape amenity and sustainable design outcomes. Design guidelines and key projects are recommended in these areas with the aim of creating spaces that are more usable, pleasant and aesthetically pleasing for existing and future residents.

This UDF builds upon significant background analysis and opportunities identification outlined in the Monash Boulevards Discussion Paper. Community and stakeholder feedback on the Discussion Paper has also shaped the development of the UDF.

A key strategic driver for the UDF is the Monash Housing Strategy, which identifies the Boulevards as areas for future housing change and diversification. In addition, Plan Melbourne and the Monash National Employment Cluster Framework also seek to further enhance the Boulevards as locations for higher density housing.

The UDF also aligns with the principles of 20-minute neighbourhoods by encouraging well-designed walkable neighbourhoods that are connected through a mix of land-uses, housing types, open space and community facilities, and access to quality public transport.

1.2 Structure

The Monash Boulevards Urban Design Framework is a document that builds upon the key findings and opportunities outlined in the Discussion Paper.

The Monash Boulevards Discussion Paper was developed prior to the Urban Design Framework and provides analysis of the key issues and opportunities, and supporting strategic and technical information.

The Monash Boulevards Urban Design Framework comprises of three parts:

Part A: Vision and Framework

This section provides an overview of the project, this document and the key opportunities for the Boulevards.

The Vision and Principles provides a future vision for the growth and development of the Boulevards.

Each Framework provides recommendations across the two Boulevards to achieve the Vision and Principles.

Part B: Precinct Plans

Outlines public realm, and pedestrian and cycling improvements across twelve precincts.

Part C: Built Form Design Guidelines

Outlines the built form recommendations and guidelines for the residential properties along the Boulevards.

1.3 Study area

The Study Area includes the Dandenong Road and Springvale Road Boulevards within the City of Monash as identified in Figure 1. This encompasses 16.5km of road frontage across 12 precincts.

The Study area abuts land within the City of Stonnington in the north west corner, near Chadstone Shopping Centre and land within the City of Greater Dandenong in the southern section near the intersection of Dandenong Road and Springvale Road.

Springvale Road continues into the City of Whitehorse and Dandenong Road continues into the City of Glen Eira.

While the built form recommendations and design guidelines focus specifically on residential land fronting onto the boulevards and their service roads, the public realm and access opportunities will extend into the service roads and consider connections into the surrounding street and open space networks.

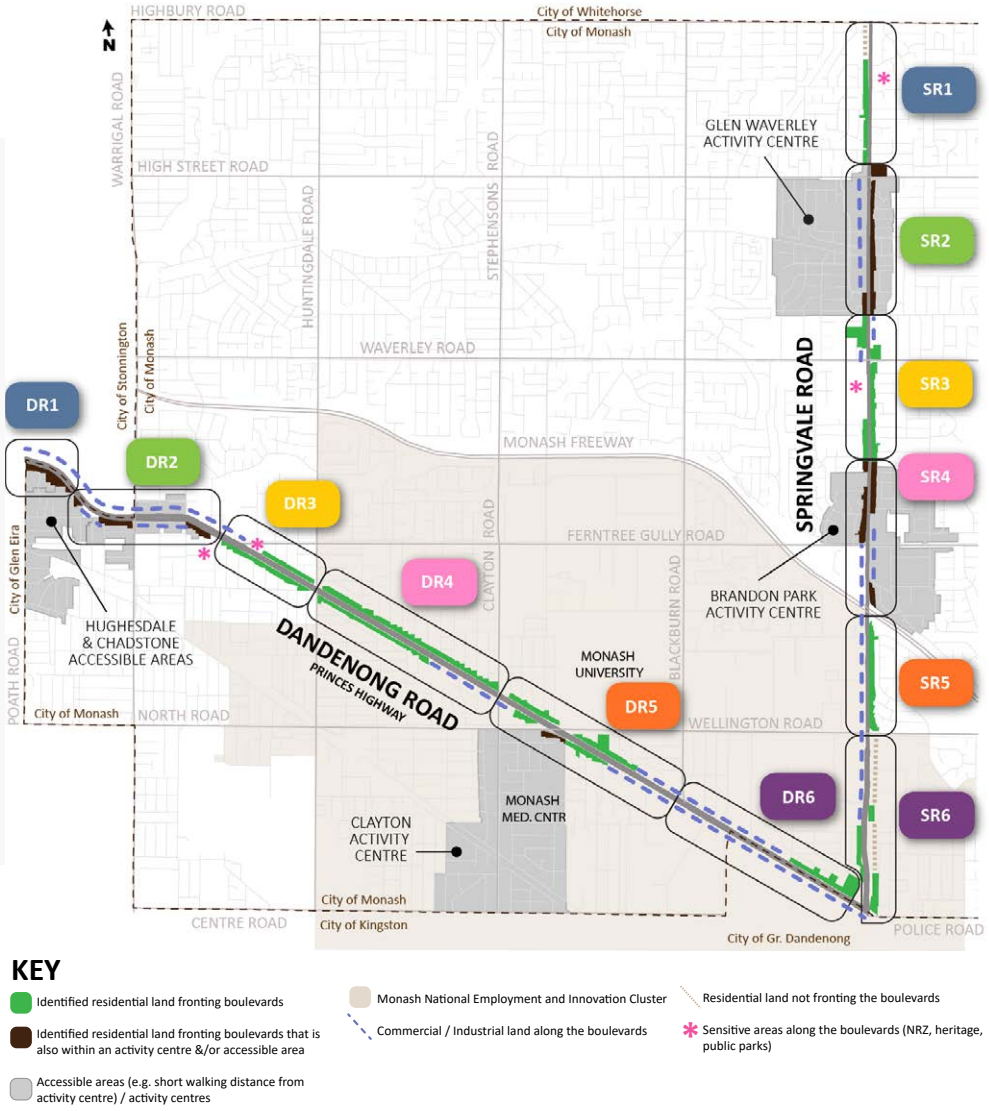


Figure 1. Study Area and Precincts

1.4 Key opportunities

The Monash Boulevards Discussion Paper outlined the following key opportunities for the Boulevards.

Opportunities to improve cycling priority and safety along the Boulevards

Development and Built Form

1. Opportunity to encourage and support denser forms of development in line with the policy strategies for the Boulevards. Opportunity to explore mechanisms and controls, which are required to deliver denser housing models.
2. Opportunity to encourage lot consolidation to allow for greater housing densities, limit off-site amenity impacts and provide consolidated access off side streets or service roads.
3. Opportunity to emphasise strategic locations along the Boulevards through additional building height.

Public Realm and Amenity

4. Opportunity to use the public realm and built form to create identifiable neighbourhoods with a strong sense of place.
5. Opportunity to mitigate amenity impacts of high traffic volumes to create the Boulevards as attractive housing destinations.

Landscape Character

6. Opportunity to strengthen the 'Garden City' character through high quality landscaping and canopy trees within new townhouse and apartment developments.
7. Opportunity to enhance service roads to provide a stronger landscape character and provide for usable open space.
8. Opportunities to enhance the landscape and improve cooling through canopy tree planting within VicRoads managed areas of the Boulevards.

Movement and Connectivity

9. Opportunities to support pedestrian and cyclist movement by providing a continuous and safe cycling route along both Boulevards.
10. Opportunity to enhance and provide higher priority to pedestrians, cyclists and public transport users whilst maintaining adequate access for private motor vehicles.

Opportunities for high quality residential built form along the Boulevards.

2 Vision and Principles

2.1 Vision for the Monash Boulevards

"The Monash Boulevards are great places to live. They are green, safe, well connected, and offer a range of housing choices for all."

Figure 2. An artist's impression of the Monash Boulevards

2.2 Urban Design Framework Principles

The urban design framework principles inform the approach to the Monash Boulevards and sets objectives that guide future design outcomes. The Frameworks, Precinct Plans and Built Form Guidelines have been developed with consideration of the Principles.

Opportunities for improved pedestrian spaces along the Boulevards

Principle 1

Built Form Diversity

High quality, contemporary buildings will line the boulevards providing a range of housing options for residents. Taller built form will be located at key gateways and nodes of activity creating identifiable neighbourhoods and sensitively transitioning to adjoining low-scale residential areas.

Principle 2

Movement & Connectivity

The Boulevards will be enhanced as safe and convenient places for people to walk and cycle between their homes and surrounding destinations. The service roads will be transformed into active transport spines that prioritise people and provide easy access to public transport hubs.

Principle 3

Landscape Character and Public Realm

The boulevards will play a key role in enhancing the garden city character of Monash. A leafy landscape outlook will dominate views along the boulevards, strengthened with additional tree and understorey planting. The service roads will play a vital role in greening the boulevards through canopy trees and pocket parks providing quieter places for residents. Front gardens will further strengthen the landscape dominated environment.

Principle 4

Sustainable and Resilient Communities

The boulevards will benefit from a range of environmental and social sustainability initiatives. New buildings will lead the way in energy efficiency and energy production while opportunities to capture, treat and re-use water within the boulevards will be maximised. Pocket parks, pedestrian and cycle links will provide places for people to gather and interact around concentrated nodes of activity, and will further strengthen a sense of belonging for residents.

3 The Frameworks

3.1 Built Form Diversity Framework

The boulevards currently have a low-scale character with limited examples of multi-storey residential buildings. One and two storey dwellings from the interwar and post-war periods are the predominant building style and are of mixed quality and condition. Where redevelopment has occurred, it is generally in the form of one and two storey townhouses that offer minimal increase in housing supply along the corridor and limited contribution to built form character.

There is a major opportunity to enhance the boulevards with high quality apartment buildings and townhouses that have a stronger presence to the street and are integrated with dense landscaping.

The Built Form Framework aims to locate buildings of up to 4-6 storeys in most areas and up to 8 storeys in some key areas such as at key road intersection gateways, on large redevelopment sites, or in locations where the building/s can contribute to creating a stronger urban character and wayfinding element for the Boulevards. The taller buildings will be supported by well designed built form at 4-6 storeys which will contribute to the amenity and character of local areas.

The built form framework and guidelines aim to encourage lot consolidation across the Boulevards. This will be achieved by supporting taller buildings on wider lots to allow for appropriate setbacks and a transition in scale to adjoining sites.

Figure 3 provides an overview of the proposed locations for future building heights increases across the Boulevards. These areas are shown in more detail in Part C.

There are a number of factors that have influenced the approach to building heights and density. These include:

- Gateway locations,
- Large scale redevelopment sites,
- Adjoining sensitive residential and heritage interfaces
- Provision of a service road, or a second frontage for access,
- Proximity to public transport stops and open space,
- Proximity to active transport links,
- Existing Strata titled lots,
- Existing parcel size (acknowledging that lot consolidation may occur), and
- Site topography.

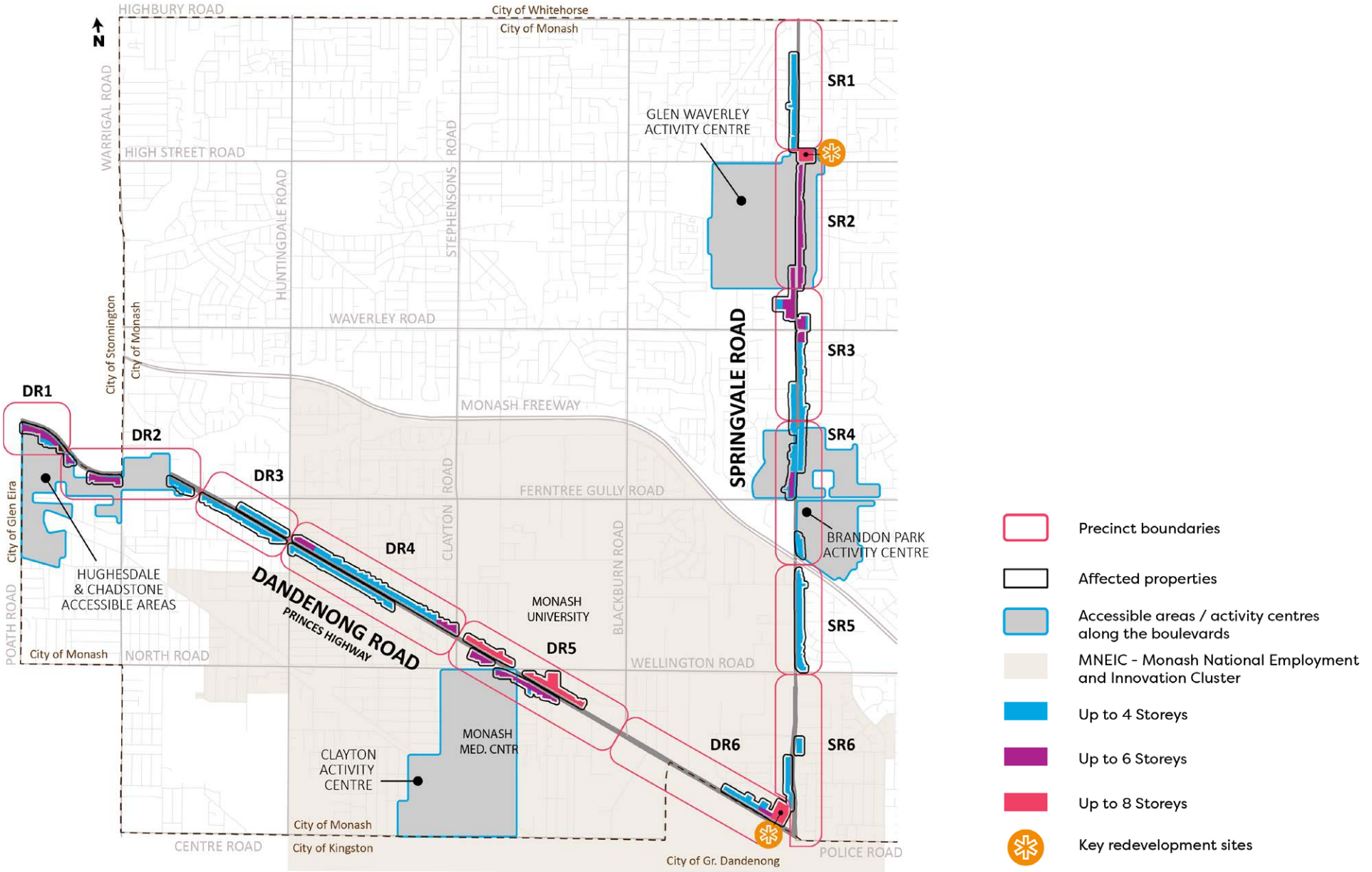


Figure 3. Built Form Framework Plan

Objective

To create a contemporary mid-rise residential character for the Monash Boulevards through high quality building design and architectural form that respects the surrounding context.

Strategies

- *Strengthen the sense of place and identity of local neighbourhoods with buildings of exemplary architectural quality on key gateway sites, and in locations adjacent to existing and proposed public spaces.*
- *Support additional building height on larger sites where interface issues can be minimised.*
- *Encourage consolidation of sites through greater height limits where interfaces allow.*
- *Provide for a transition in building height to adjacent sensitive interfaces.*
- *Ensure buildings contribute positively to streetscapes and public spaces by providing high quality, articulated façades and creating opportunities for passive surveillance.*
- *Provide generous landscaped front setbacks to support canopy trees, and strengthen the garden city character.*
- *Minimise the impact of car parking and car park access on the public realm and private landscaping opportunities.*
- *Ensure that development provides for high Environmental Sustainable Design (ESD) standards, including energy efficiency, water management and use of low embodied energy materials.*

Example of mid rise built form with landscaped frontage.

Examples of mid rise housing with built form articulation and low front fencing.

Examples of townhouses with planted front gardens.

Example of mid rise housing with canopy tree planting along frontage.

3.2 Movement and Connectivity Framework

Dandenong and Springvale Roads are major arterial roads that serve as a key connection to the eastern and south eastern suburbs, and surrounding destinations. Both roads have very high volumes of traffic during peak times, with congestion often occurring at major intersections.

Dandenong Road consists of three lanes of traffic running both east and westbound. Some sections include of four lanes in each direction, with service roads running along the northern and southern sides throughout most of the corridor. Springvale Road consists of 3 lanes running north and southbound, with service roads available at some sections.

Bus routes service both roads and provide connections to key destinations such as Monash University, Monash Medical Centre, Clayton Activity Centre and surrounding train stations.

Walking and cycling infrastructure is generally low quality and lacking across both roads. There are no bicycle lanes along Springvale Road, and infrequent cycles lanes along service roads to Dandenong Road. Where service roads are not provided, pedestrian footpaths are generally narrow and close to high volumes of vehicle traffic.

The Movement and Connectivity Framework aims to promote safe and convenient walking and cycling connections along the two corridors, improving access to employment centres, universities, open spaces and other key destinations. Additionally, the Framework advocates for a continuous bus route along the entire length of Dandenong Road.

Figure 4 provides an overview of the proposed active movement interventions across the Boulevards. These are further detailed in Part B.

Figures 5-8 provide examples of how additional cycle infrastructure can be accommodated through a typical service road/outer separator configuration.

There are a number of factors that have influenced the approach to movement and connectivity. These include:

- Reducing cycle/pedestrian/vehicle conflicts,
- Connecting existing destinations,
- Connecting into broader ‘low stress cycle’ street routes throughout the municipality,
- Focusing improvements on canopy tree planting to provide shade for riding and walking comfort,
- Introducing new walking and cycling infrastructure along service roads and outer separators where possible, and
- Locating infrastructure where risk to cyclists is not increased, or adversely affects primary traffic flow.

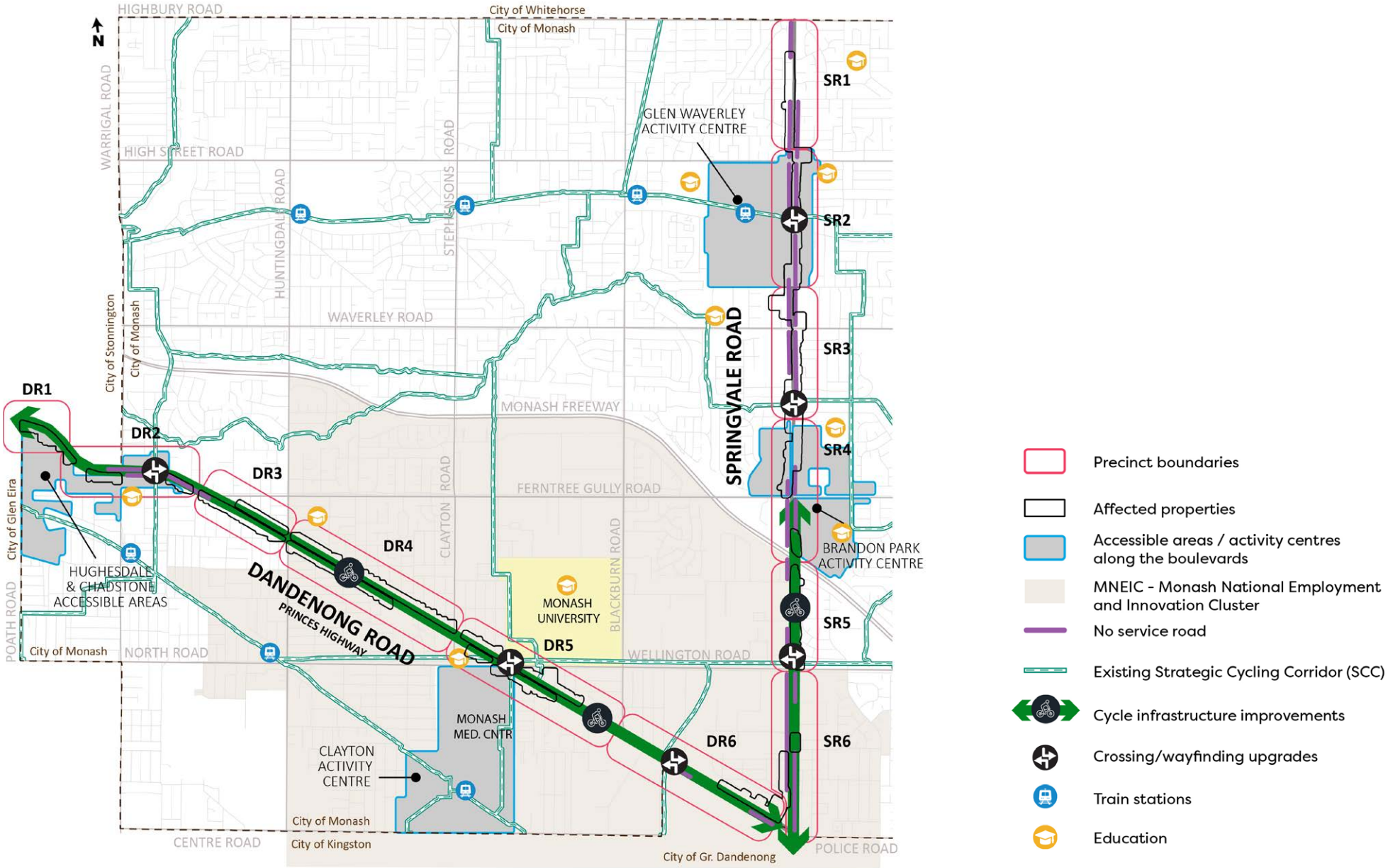


Figure 4. Movement and Access Framework

Objective

Create low stress walking and cycling environments through improved networks and infrastructure along the Boulevards.

Strategies

- *Strengthen walking and cycling priority within the services roads along the boulevards.*
- *Prioritise walking and cycling connections and crossings to surrounding education facilities, activity centres and employment hubs.*
- *Maximise connections into surrounding shared path, trails and cycle routes.*
- *Create a landscape that promotes walking and cycling through the planting of shady canopy trees.*
- *Consider opportunities for improving pedestrian crossing times at signalised intersections.*
- *Promote continuous bus routes along Dandenong Road.*

Opportunities for high quality cycling connections

Example of cycle path within outer separator Andersons Creek Rd – Doncaster East

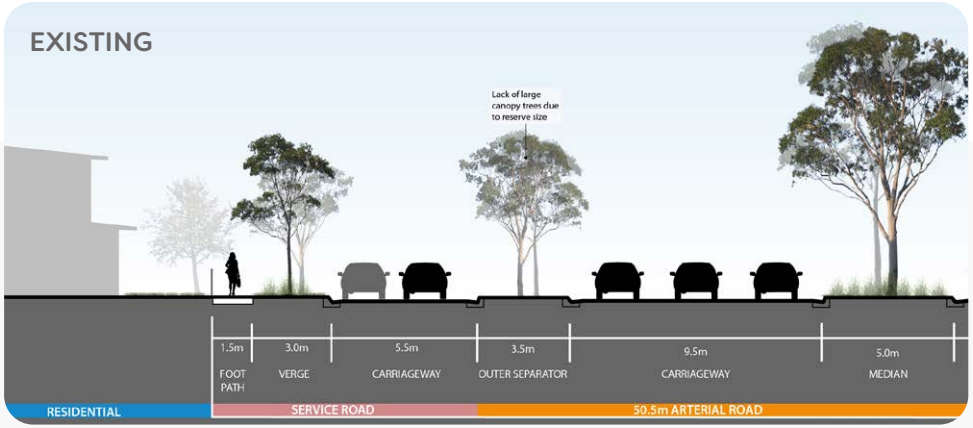


Figure 5. An example of a typical one-way service road, with on street car parking, a generous traffic lane, footpath, standard verge, and an outer separator (Typical - outer separator width varies)

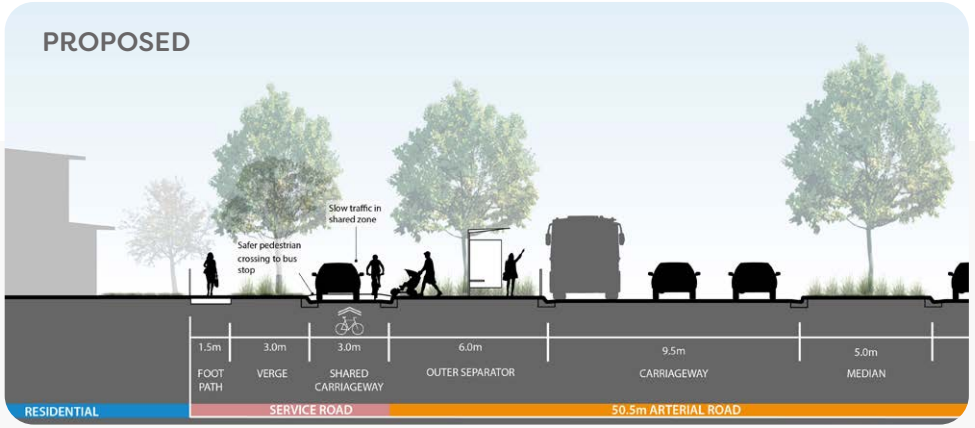


Figure 6. An example of a reconfigured service road, that could be utilised at key locations where pedestrian crossing movement should be prioritised - this example would provide traffic calming through a narrowed pavement, kerb outstands, line marking, and increased pedestrian activity.

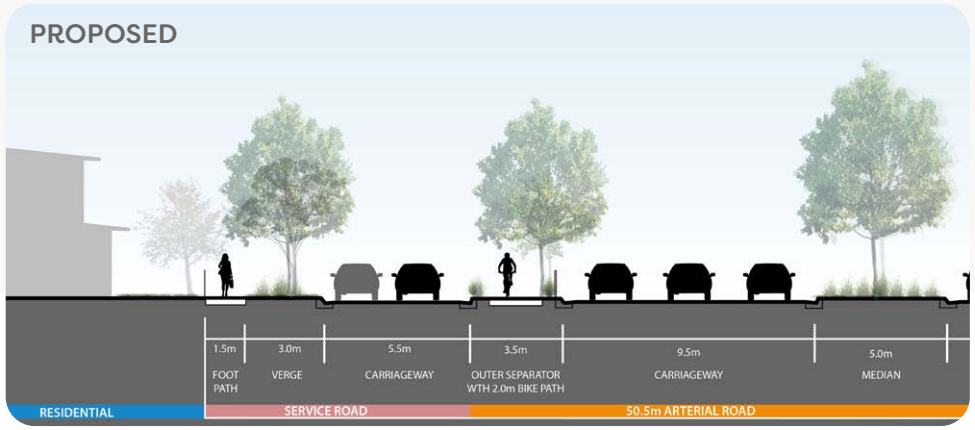


Figure 7. An example of a cycle path within the outer separator (where appropriate widths permit), which has no impact on service road traffic flow, and includes including low planting and a traffic barrier for safety. Cyclists would need to give way where vehicles enter/exit the service road. Example provided opposite, on Andersons Creek Road, Doncaster East.

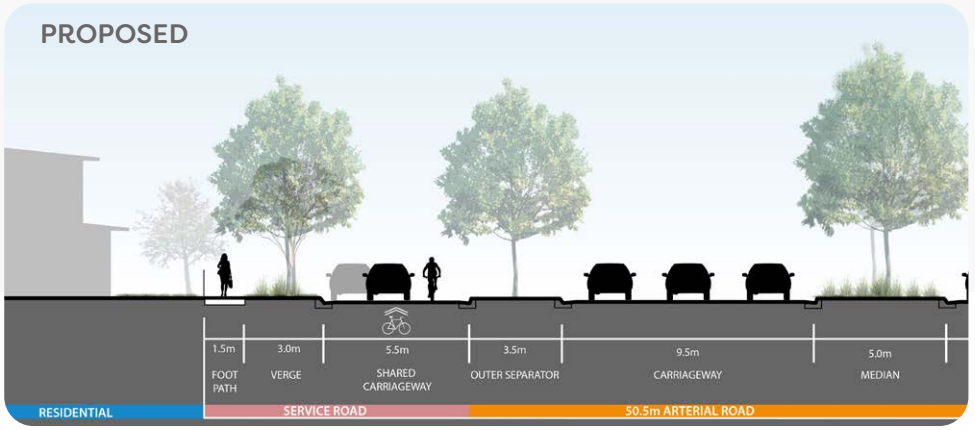


Figure 8. An example of a reconfigured service road showing a carriageway that supports on street parking, one way through traffic, and cycle movements in a shared road 'sharrow' environment. Regular traffic calming measures should be utilised to slow vehicle traffic on long service road lengths - options include kerb outstands, speed humps, line marking as potential options.

3.3 Landscape Character and Public Realm Framework

The City of Monash is known for its 'Garden City Character', as described in the Municipal Strategic Statement, as '...a general feeling of "greenness". This character is created by a combination of canopy trees, shrubs, garden beds and grass located across open space, streetscapes and private gardens.

The boulevards reflect this character in some sections, however the response is mixed. The western sections of Dandenong Road have a leafy character with large, exotic street trees lining the road while other sections locations lack street trees. Springvale Road has a stronger presence of native vegetation with large trees lining key sections, particularly in the northern and southern extents. Across both boulevards, front gardens are spacious however they have a limited presence of vegetation.

There are significant opportunities to strengthen the vegetated character of the boulevards to provide additional greening, shade and create a desirable destination for housing. The challenge along the Boulevards is finding methods to improve public realm while maintaining safe traffic movement. The service roads present good opportunities as they have lower volumes of traffic and are managed by Council. It is also recognised that front gardens will provide a critical role in greening the Boulevards and enhancing residential settings.

As the boulevards intensify, the role of parks, parklets and footpaths will become more critical. Apartments and townhouses tend to have smaller areas of private open space and residents become more dependant on public spaces for relaxation and recreation.

In terms of parks, there are a limited number that directly front onto the boulevards however there are a number of parks in the surrounding residential areas which will play an important role for existing and future residents and connections to these should be enhanced. There are also opportunities to create smaller areas of open space, particularly within service roads.

The Landscape Character and Public Realm Framework aims to increase the provision of open space across the boulevards whilst strengthening the leafy character through additional canopy tree planting in the service roads and outer separators. This will create a higher level of amenity for existing residents and enhance the boulevards as a destination for additional housing.

There are a number of elements that have influenced the landscape character and public realm response. These include:

- Road safety requirements and their impacts on tree planting,
- Location of overhead powerlines,
- Provision of existing access to open space,
- Existing gaps in canopy trees planting, and
- Locations where services roads are underutilised and can be narrowed/ removed.

Figure 9 provides an overview of the proposed open space improvement locations across the Boulevards. These are detailed further in Part B. Opportunities for further landscaping beyond what is outlines in this UDF may be investigated.

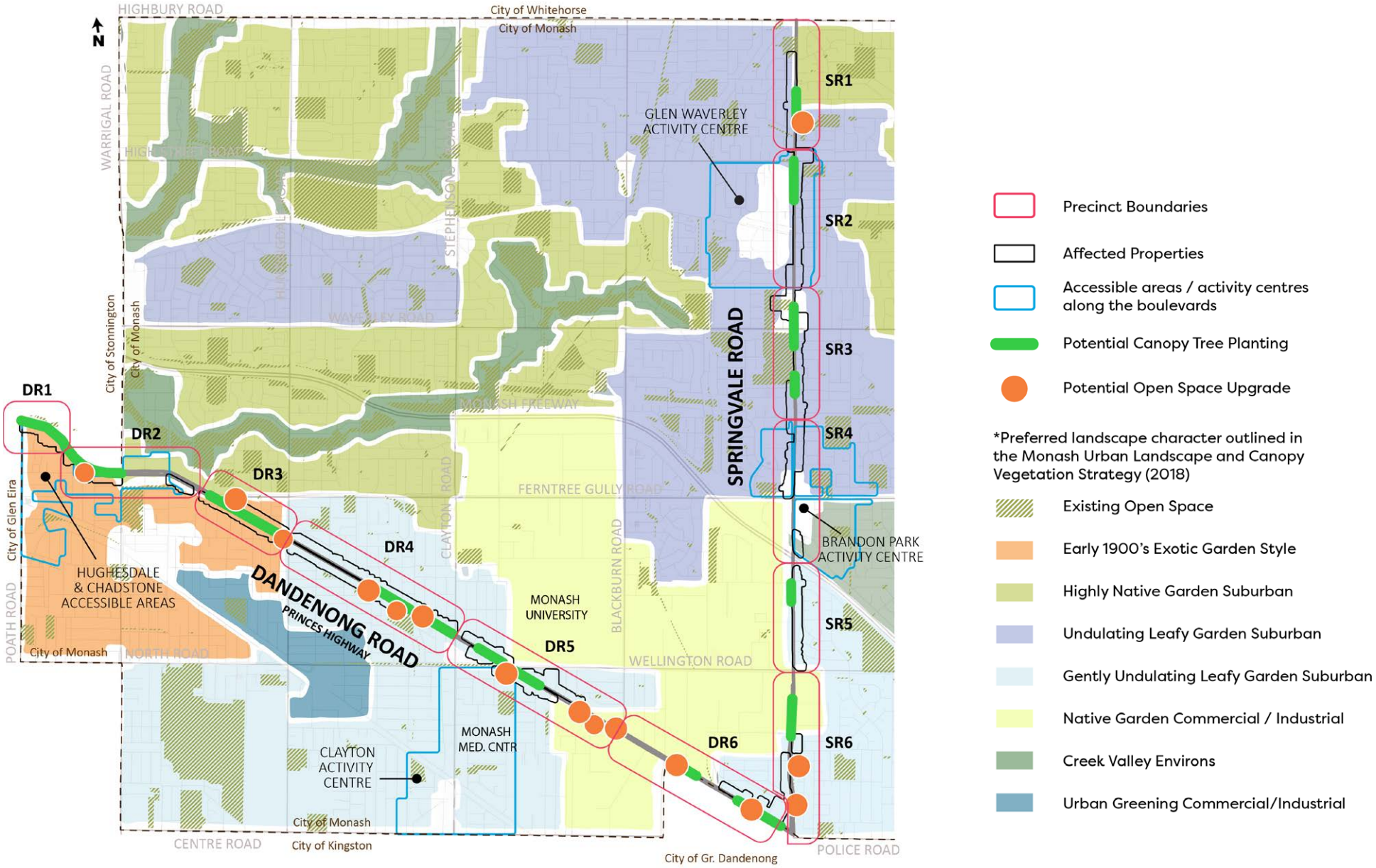


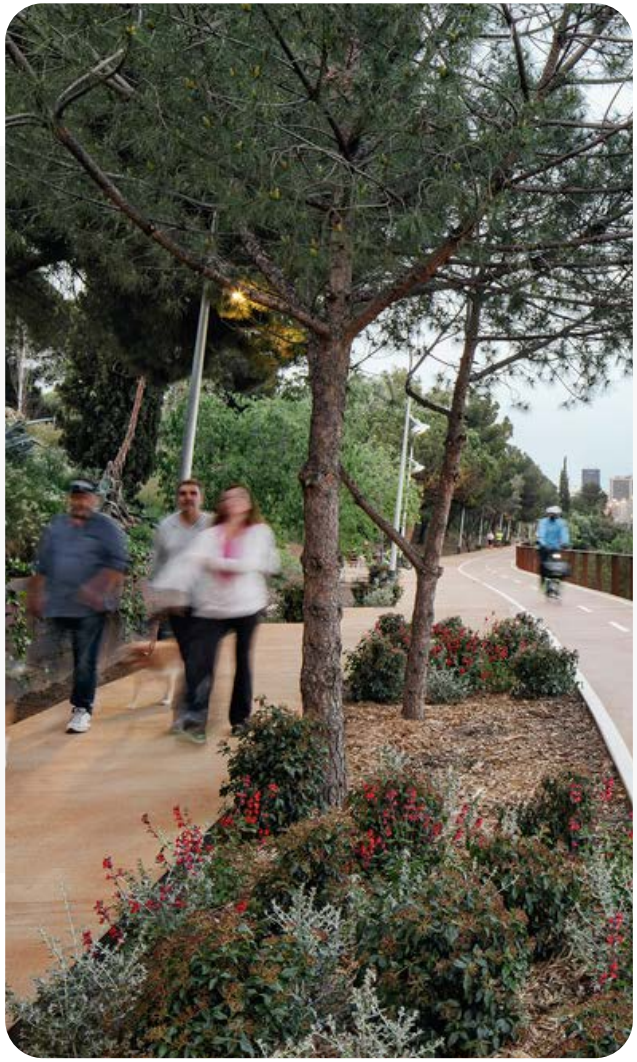
Figure 9. Landscape and Public Realm Framework Plan

Objective

Enhance the boulevard landscape character through high quality canopy tree planting, lush understorey landscaping and generous front gardens.

Strategies

- *Provide additional canopy trees and understorey planting within service roads.*
- *Increase shade and landscape amenity through canopy tree planting in key central medians/outer separators.*
- *Enhance the landscape character by considered selection of species based on existing vegetation, height and canopy spread, land use, physical conditions, and the preferred landscape character outlined in the Monash Urban Landscape and Canopy Vegetation Strategy (2018).*
- *Ensure that new development provides landscaped front setbacks that contribute positively to the 'Garden City Character' and boulevard character.*
- *Identify a hierarchy of 'nodes' along the Boulevards that include higher quality soft and hard surfaces to support the increased usage around high traffic pedestrian spaces, bus stops, and key cycling destinations.*
- *Enhance underutilised open spaces and street reserves to ensure maximum value to the local community.*
- *Enhance encumbered open space areas to provide higher levels of shade, cooling and an increased biodiversity role.*
- *Improve visual amenity along the Boulevards and minimise advertising clutter in high traffic locations/intersections where possible to create a cohesive visual landscape.*



Example of a pedestrian and cycling space, with understorey planting, and canopy cover, with lighting for safety.

Opportunity to enhance Hurst Reserve on Dandenong Road to provide a greater use of this significant (1.0ha+) open space and highlight the intersection as a wayfinding node.

3.4 Sustainable and Resilient Communities Framework

Creating sustainable and resilient communities requires changes and interventions on a number of fronts.

Improving the residential density and diversity along the Boulevards is one important step in increasing the sustainability of the area, however working hand-in-hand with that is ensuring that the distribution of land uses supports that increase in population. The Framework focuses on providing residential densities around nodes of existing activity where retail and other services are provided. This will provide the population with convenient access to daily needs and also strengthens the sense of community and 'localness'.

The use and re-use of natural resources is another key element of sustainability and resilience. The Frameworks support the capture and re-use of water in different ways to ensure this resource is not wasted. This could include the installation of passively irrigated tree pits and garden beds, that harvest stormwater run off from the road and pavement to irrigate trees. In addition, there is potential to incorporate WSUD into other parts of the Boulevard streetscape, such as within the verges, outer separators and median strips, or where space is available along the roadside.

Areas have been highlighted where water detention/treatment on a larger scale can be investigated through vegetated swales and biofiltration systems. These interventions could provide additional amenity and vegetation in areas of high heat stress in summer months.

Resilience also means contributing to the sense of 'localness'. This includes designing places that are inclusive and do not discriminate against age, ability, race, or identity. Places that have active edges, interactive components, and have visibility through passive surveillance to enable feelings of safety also contribute to community resilience. By providing opportunities for human interaction social isolation and anxiety can be reduced.

Figure 10 provides an overview of the proposed opportunities for sustainability and resilience across the Boulevards. These are further detailed in Part B.

There are a number of elements that have influenced the sustainable and resilient communities response. These include:

- Locating housing density around existing activity centres and retail uses to support daily needs of residents,
- Providing canopy tree planting and understorey planting to reduce heat stress,
- Locating WSUD and wetland systems in key locations to treat and re-use stormwater,
- Improving public realm opportunities, and
- Encouraging EV charging readiness in new apartment developments.

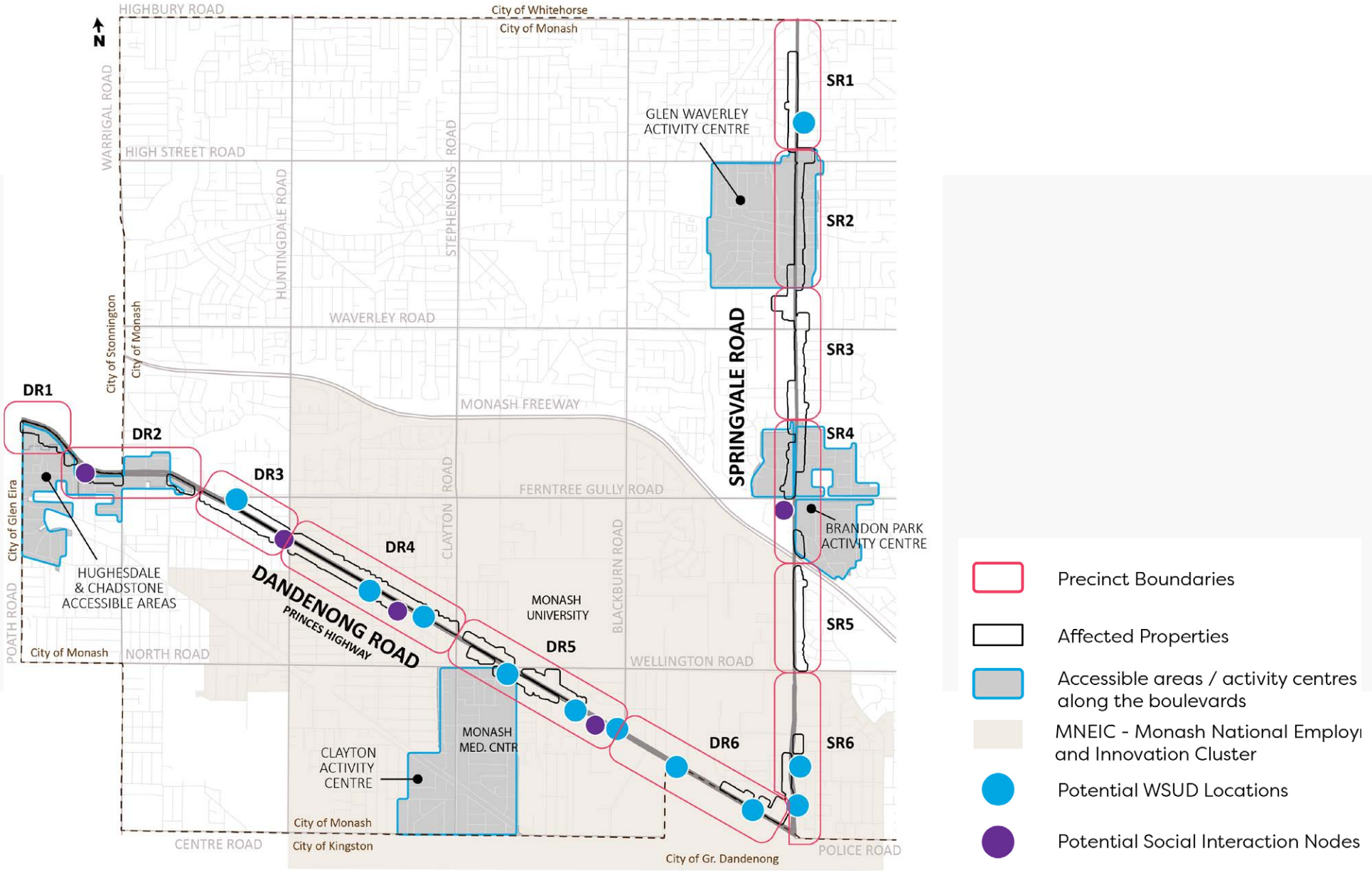


Figure 10. Sustainability and Resilience Framework Plan

Objective

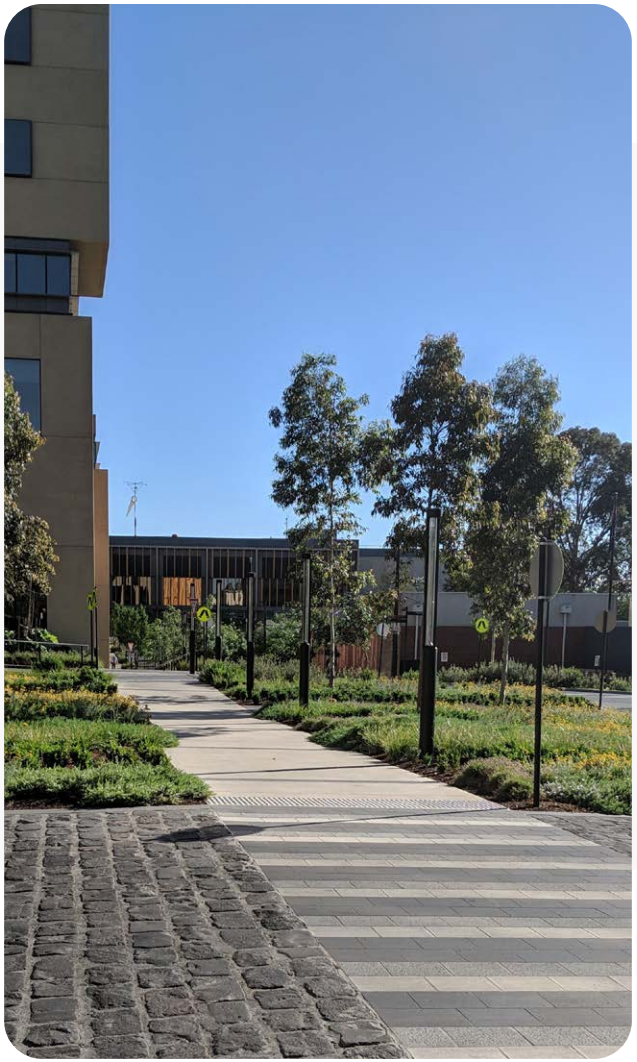
To create a well-connected and sustainable community along the Boulevards.

Strategies

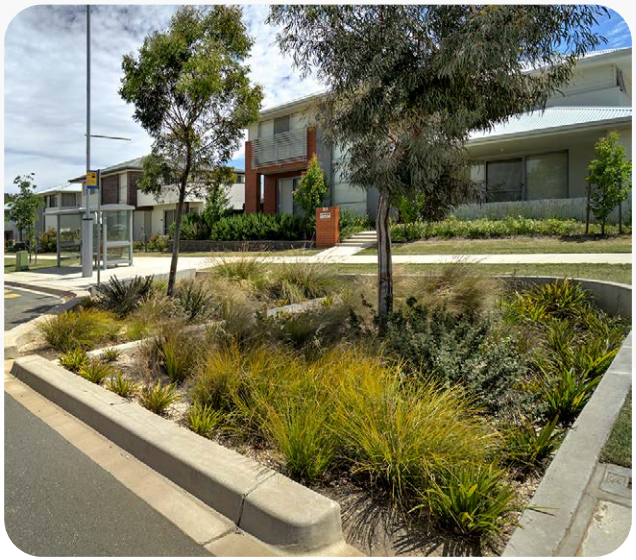
- *Focus housing densities around existing activity centres and retail uses to meet the daily needs of residents.*
- *Identify opportunities for Water Sensitive Urban Design initiatives that reduce water run off, and re-use water locally.*
- *Maximise opportunity for use of runoff for irrigation and improving soil moisture levels.*
- *Create opportunities for social interaction along the Boulevards where 'meetings' naturally occur to foster an inclusive community.*
- *Ensure infrastructure supports mobility needs of multiple age and ability groups.*
- *Co-locate bicycle infrastructure, seating, toilets and water stations to facilitate interaction and maximise use of facilities.*

Examples of high quality WSUD interventions in the public realm that contribute to the overall amenity of the place

Example of WSUD elements that contribute to the public realm in a play setting.



Pedestrian priority crossing, with understorey planting, and (future) canopy cover, with lighting and clear sight lines for safety.



Example of WSUD elements that contribute to the public realm in a play setting.

Part B: Precinct Plans

1 Introduction

1.1 Purpose

The purpose of the precinct plans is to outline public realm improvements, and access and movement recommendations across the twelve precincts.

The recommendations for each precinct are listed as key actions which are identified on a corresponding plan.

2 The Precincts

2.1 Dandenong Road - Precinct 01

2.1.1 Precinct Overview

DR01 is a well located residential precinct, connected to public transport (bus and train), with easy access to the Chadstone Shopping Centre, jobs and education facilities.

Additional housing opportunities will be provided through building heights of up to 6 storeys maximising the use of existing amenity and transport options.

Additional street tree planting will improve the local amenity and provide a buffer to traffic associated with Chadstone and Poath Road intersections. Understorey planting will soften and enhance the local character of the streetscape.

2.1.2 DR-01 Key Actions

DR01.01: Cycling Priority

- Painted 'sharrows' or other line marking to improve cycle safety and visibility along the southern service road.
- Enhanced cycle 'cut through' (at Dandenong Road and Fellows Street) to improve connectivity.
- Advocate for lower service road speeds (less than 30km/h) to improve cyclist safety and driver awareness in the shared environment.
- Potential linemarking of northern parking bays to delineate carriageway and improve safety for all road users.

DR01.02: Pedestrian Priority/Urban Integration

- Improve amenity at zebra crossings on service road, including canopy planting, kerb outstands, vehicle speed reduction, and traffic island upgrades.
- Potential for raised vehicle thresholds at pedestrian crossing locations.
- Potential for street furniture, amenity, and social interaction at high volume pedestrian crossings.

DR01.03: Landscape Amenity

- Canopy tree planting at pedestrian crossing locations.
- Narrow, upright canopy tree planting where outer separator cannot support a canopy tree.
- Select appropriate tree species for planting beneath powerlines.
- Additional low, native planting in outer separator that does not obstruct views into and out of service roads, instead of lawn/ concrete.
- Planted cycle 'cut through' to improve cycling amenity, and increase the user experience.
- Consider locations on the southern verge to include passively irrigated street trees and garden beds (where servicing and vehicle cross overs are not an issue).
- Species selected to consider extreme climatic conditions both in terms of robustness and providing increased shade for pedestrians.

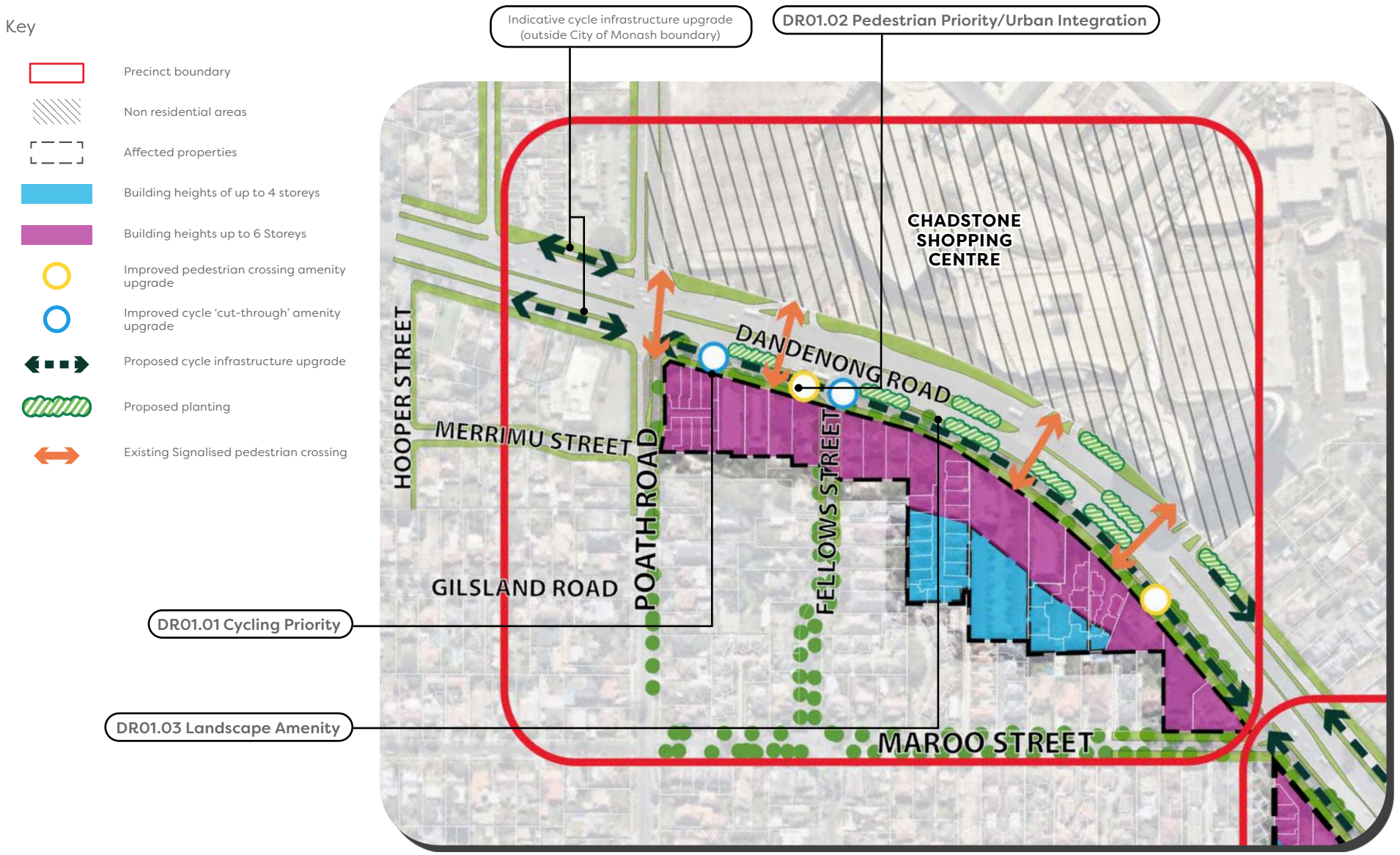


Figure 11. DR-06 Dandenong Precinct Plan 1

2.2 Dandenong Road - Precinct 02

2.2.1 Precinct Overview

DR02 consists of a mix of residential and commercial land uses, with a number of car dealerships and 'big box' retail located between Warrigal Road and Atkinson Street. This precinct has a range of existing low-rise dwellings with potential for re-development.

Proposed building heights across the precinct are 6 storeys which responds to existing taller development on the north side of Dandenong Road and proximity to Chadstone Shopping Centre and Oakleigh Station. Proposed heights scale down to two storeys at the eastern end where there is an adjoining Heritage Overlay.

Additional signalised crossings within the precinct will improve pedestrian connectivity across Dandenong Road. Additional street tree and understorey planting will improve the local amenity and enhance the streetscape.

2.2.2 DR-02 Key Projects

DR02.01: Cycling Priority

- Painted 'sharrows' or other line marking to improve cycle safety and visibility along the southern and northern service road.
- Enhanced cycle 'cut through' (at **Neerim Road and Paddington Road**) to improve connectivity and safety.
- Advocate for lower service road speeds (less than 30km/h) to improve cyclist safety and driver awareness in the shared environment.
- Potential connection to **Scotchmans Creek Trail** via the **Strategic Cycling Corridor** along **Atkinson Street**.
- Potential linemarking of parking bays along service roads to delineate carriageway and improve safety for all road users.

DR02.02: Pedestrian Priority/Urban Integration

- Potential for a signalised crossing at **Drummond Street** to improve pedestrian connectivity and safety.
- Improve amenity at zebra crossings on service road, including canopy planting, kerb outstands, vehicle speed reduction, and traffic island upgrades.
- Consider high volume crossings as key opportunities for street furniture, respite, and amenity.

DR02.03: Landscape Amenity

- Canopy tree planting at key pedestrian crossing locations, specifically **Drummond Street.**
- Narrow, upright canopy tree planting where outer separator cannot support a canopy tree.
- Select appropriate tree species for planting beneath powerlines.
- Retain the existing vegetation and palm trees along the central median.
- Additional low, native planting in outer separator that does not obstruct views into and out of service roads, instead of lawn/ concrete.
- Planted cycle 'cut through' at **Neerim Road** to improve cycling amenity and user experience.
- Consider locations on the southern verge to include passively irrigated street trees and garden beds (where servicing and vehicle crossovers are not an issue).
- Species selected to consider extreme climatic conditions exacerbated by climate change.

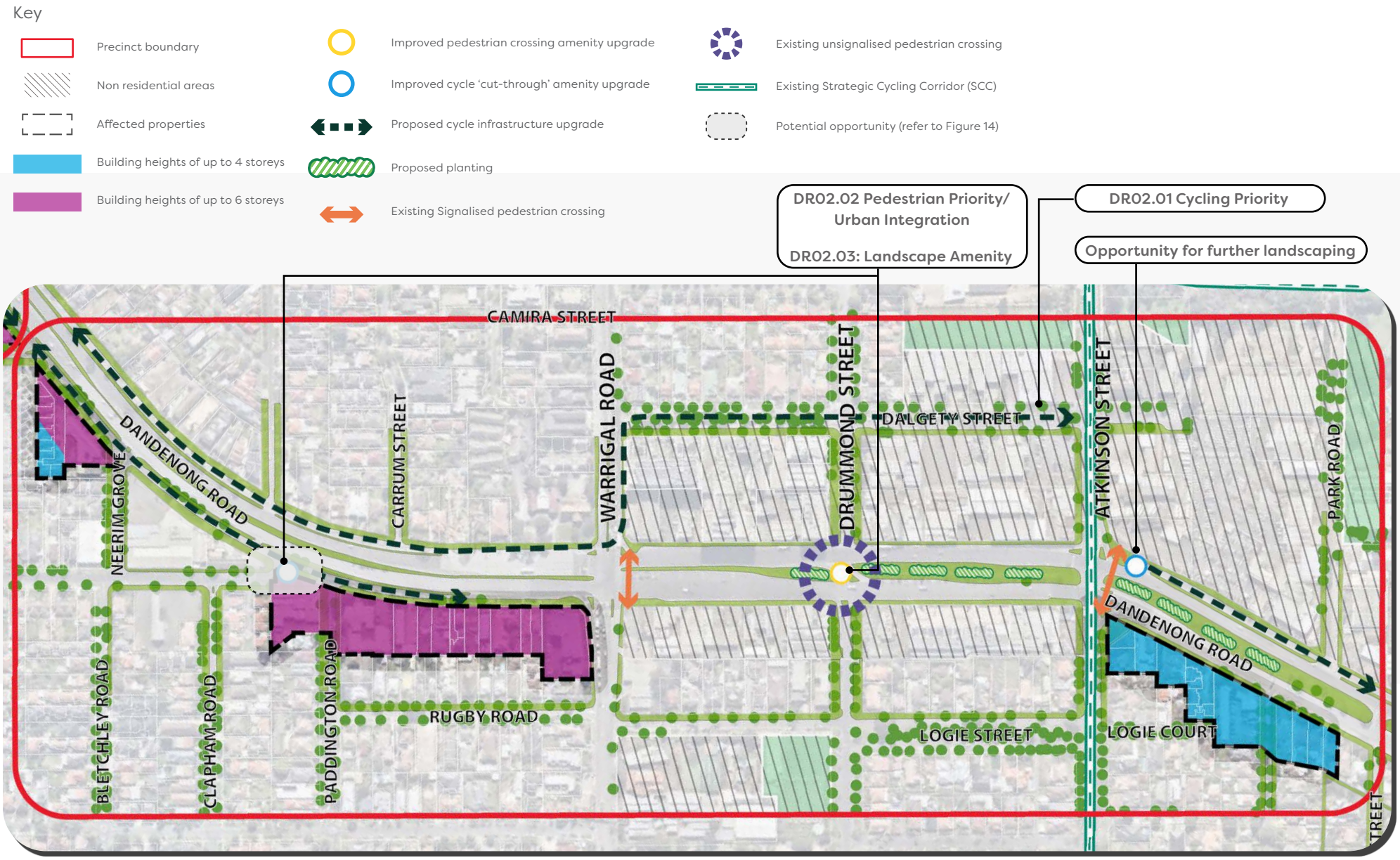


Figure 12. DR-06 Dandenong Precinct Plan 2

Potential Opportunity
1. Dandenong Road / Paddington Road / Neerim Road Intersection

This project provides the opportunity to create a new pocket park and improve cycling priority and safety through the reconfiguration of the intersection.

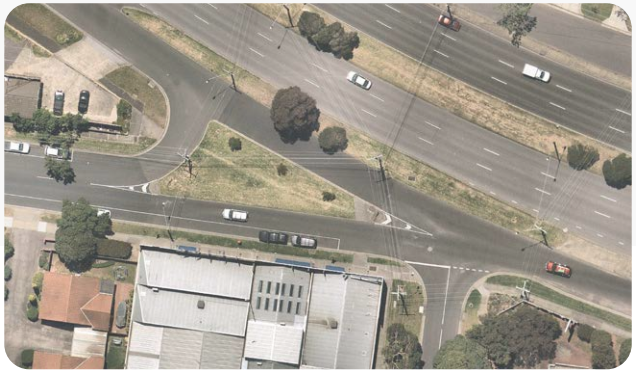


Figure 13. Existing conditions.

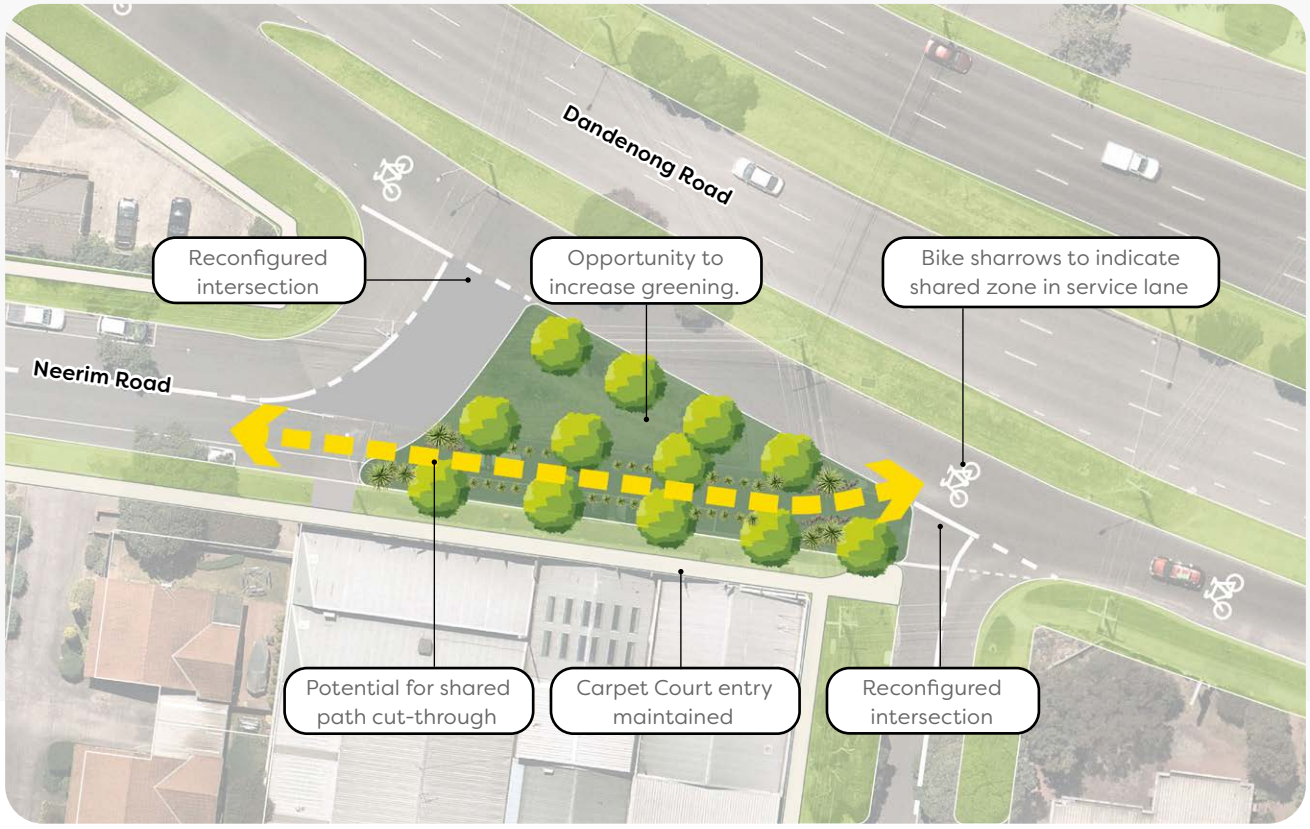


Figure 14. Opportunity to reconfigure intersection and improve public realm.

Figure 15. Example of cycle path within outer separator at Andersons Creek Rd in Doncaster East.

Figure 16. Example of cycle cut through on Dandenong Road, Oakleigh East.

2.3 Dandenong Road - Precinct 03

2.2.3 Precinct Overview

DR03 is a residential precinct consisting mostly of detached single and double story dwellings. The precinct is well serviced by buses, with routes running along Ferntree Gully Road, Huntingdale Road and Atherton Road.

Additional housing opportunities will be provided through building heights of up to 4 storeys. This height responds to the existing low-scale residential surrounds and the absence of major transport and retail land uses in the area.

Public realm improvement opportunities exist within this precinct in the form of verge widening and additional tree planting.

Additional street tree and understorey planting will improve the local amenity, provide shade and enhance the streetscape.

2.2.4 DR-03 Key Actions

DR03.01: Cycling Priority

- Painted 'sharrows' or other line marking to improve cycle safety and visibility along the service roads.
- Introduction of a cycle 'cut through' (at **Huntingdale Road and Atherton Road** intersection) to improve connectivity.
- Advocate for lower service road speeds (less than 30km/h) to improve cyclist safety and driver awareness in the shared environment.
- Potential to line mark parking bays to delineate carriageway and improve safety for all road users.

DR03.02: Pedestrian Priority/Urban Integration

- Potential signalised and accessible crossing at **York Avenue and Cheel Street.**

DR03.03: Landscape Amenity

- Additional tree planting within **Hurst Reserve** to provide shade and visual amenity.
- Canopy tree planting at pedestrian crossing locations and within widened verges.
- Planting of canopy trees along cycle 'cut through' to improve cycling amenity and provide shade.
- Narrow, upright canopy tree planting where outer separator cannot support a canopy tree.
- Select appropriate tree species for planting beneath powerlines.
- Additional low, native planting in outer separator that does not obstruct views into and out of service roads, instead of lawn/ concrete.
- Species selected to consider extreme climatic conditions both in terms of robustness and providing increased shade for pedestrians.

Key

- Precinct boundary
- Non residential areas
- Affected properties
- Building heights of up to 4 storeys
- Improved pedestrian crossing amenity upgrade
- Improved cycle 'cut-through' amenity upgrade
- Proposed cycle infrastructure upgrade
- Proposed planting
- Existing signalised pedestrian crossing
- Existing unsignalised pedestrian crossing
- Potential opportunity (refer to Figure 19)

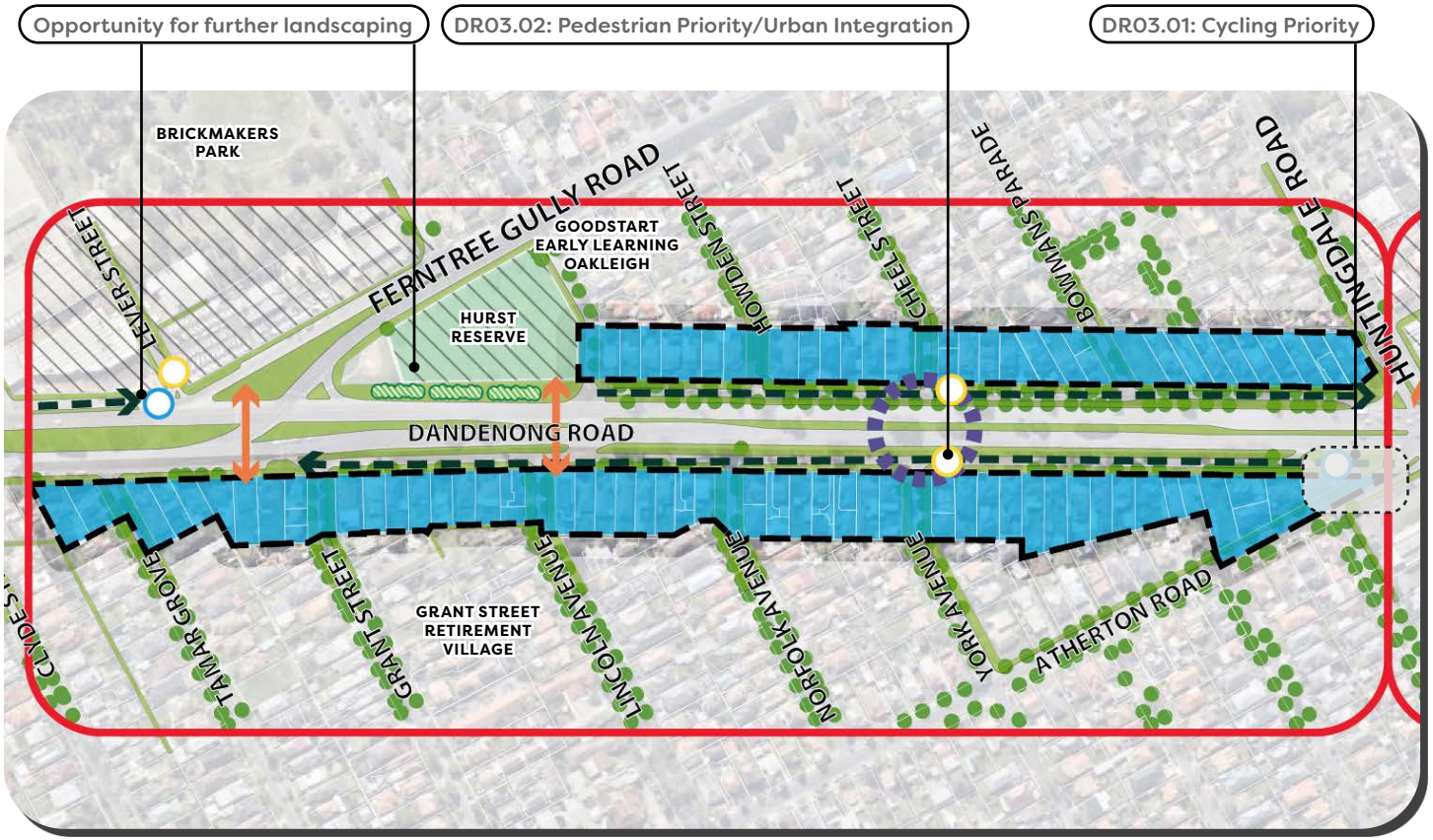


Figure 17. DR-06 Dandenong Precinct Plan 3

Potential Opportunity
2. Atherton Road / Huntingdale Road intersection

This project provides the opportunity to create a new pocket park and improve cycling priority and safety through the reconfiguration of the intersection.

Opportunity for adjoining cafe to activate the space with outdoor dining.

Figure 18. Existing conditions.

Figure 19. Opportunity to widen the existing verge and reconfigure intersection to improve public realm.

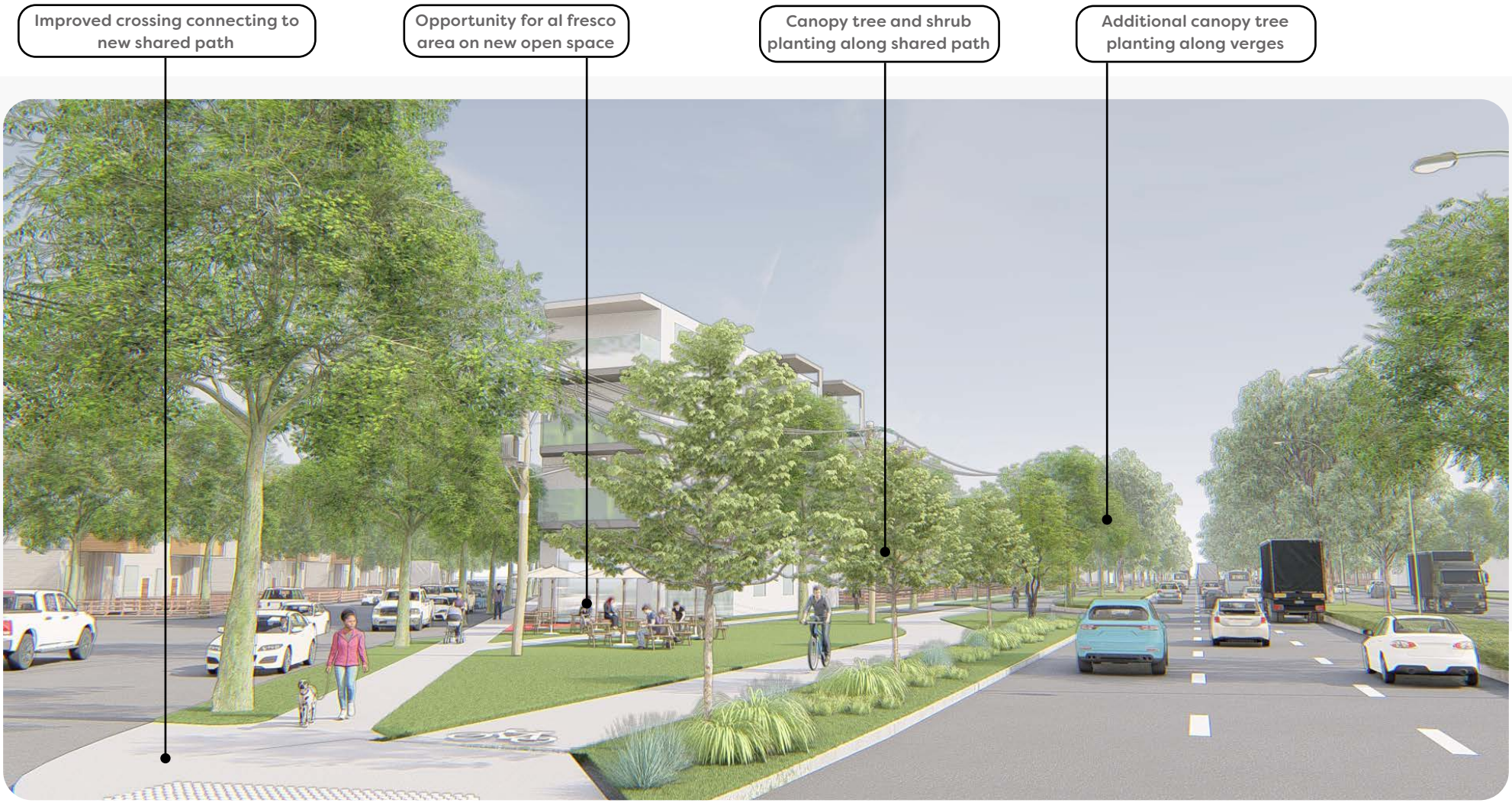


Figure 20. Illustration of potential public realm improvements at Dandenong Road/Atherton Road.

2.4 Dandenong Road - Precinct 04

2.3.1 Precinct Overview

DR04 extends from Huntingdale Road to Clayton Road. It is predominately a residential area with of a mix of single storey detached dwellings and newer contemporary apartment buildings.

Additional housing opportunities will be provided through building heights of up to 6 storeys at either end of the precinct near the major road intersections. Building heights of up to 4 storeys are proposed elsewhere across the precinct.

Improvements to existing pedestrian crossings will enhance cross corridor movements and connectivity to open space.

2.3.2 DR-04 Key Actions

DR04.01: Cycling Priority

- Painted 'sharrows' or other line markings to improve cycle safety and visibility along the southern and northern service roads.
- Enhanced cycle 'cut through' (at Princes Highway Reserve) to improve access to open space and connectivity along the Boulevard.
- Advocate for lower service road speeds (less than 30km/h) to improve cyclist safety and driver awareness in the shared environment.
- Potential for linemarking of parking bays along service roads to delineate carriageway and improve safety for all road users.

DR04.02: Pedestrian Priority/Urban Integration/Access to Public Transport

- Improve amenity and accessibility to bus stops, specifically at **Princes Highway Reserve.**
- Improve amenity at zebra crossings on service road, including canopy planting, kerb outstands, vehicle speed reduction, and traffic island upgrades.
- Potential for raised vehicle thresholds at pedestrian crossing locations.
- Consider high volume crossings as key opportunities for street furniture, respite, amenity, and social interaction.

DR04.03: Landscape Amenity

- Additional canopy tree planting at pedestrian crossing locations.
- Narrow, upright canopy tree planting where outer separator cannot support a canopy tree.
- Select appropriate tree species for planting beneath powerlines.
- Additional low, native planting in outer separator that does not obstruct views into and out of service roads, instead of lawn/ concrete.
- Planted cycle 'cut through' to improve cycling amenity.
- Consider locations on the southern verge to include passively irrigated street trees and garden beds, specifically at Princes Highway Reserve.
- Species selected to consider extreme climatic conditions both in terms of robustness and providing increased shade for pedestrians.

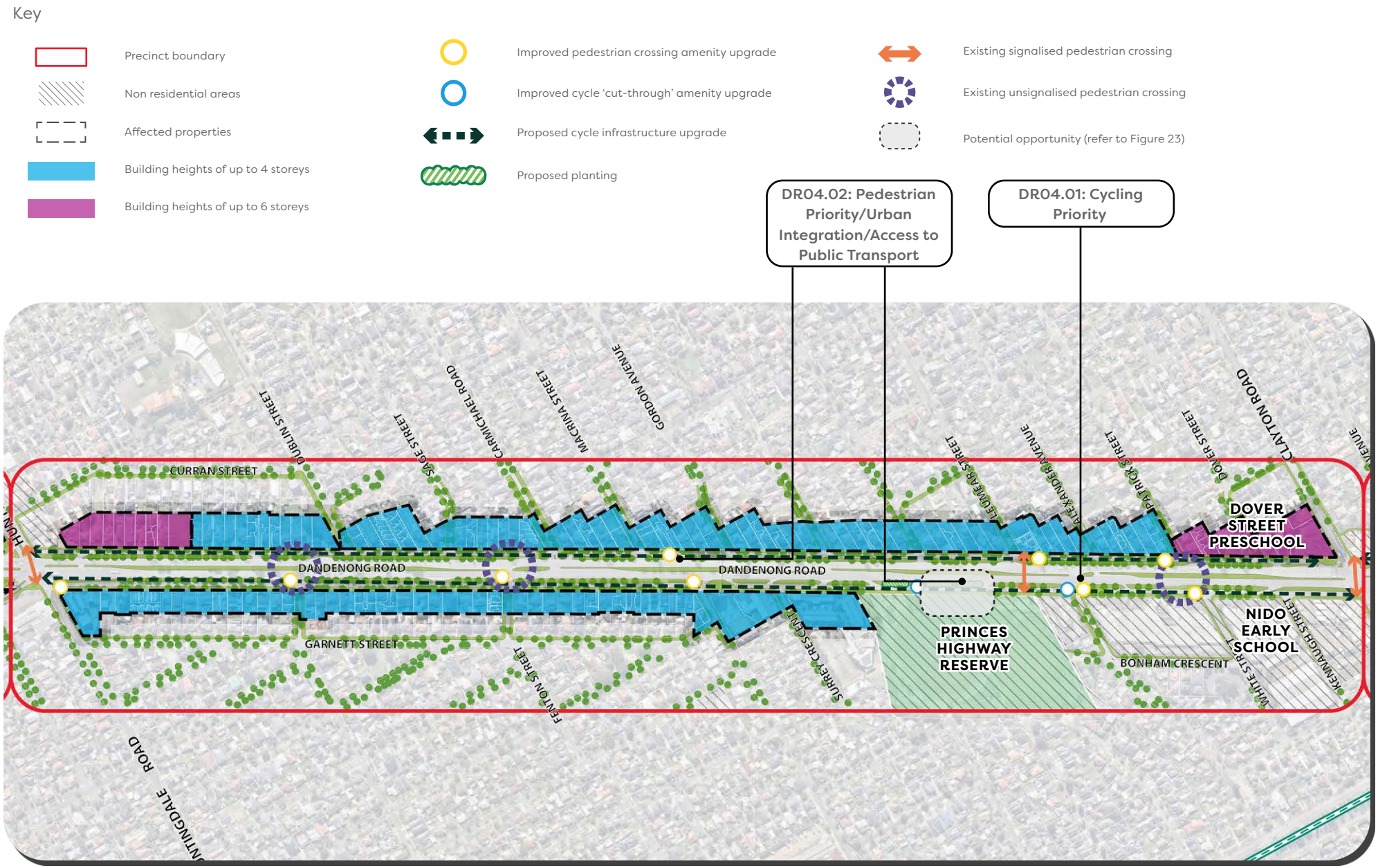


Figure 21. DR-04 Dandenong Precinct Plan 4

Potential Opportunity
3. Princes Highway Reserve

This project would provide for an expansion to Princes Highway reserve by removing the service road at the northern edge of the reserve. Cycling and pedestrian priority will be reinforced through a new shared user path.

Figure 22. Existing conditions.

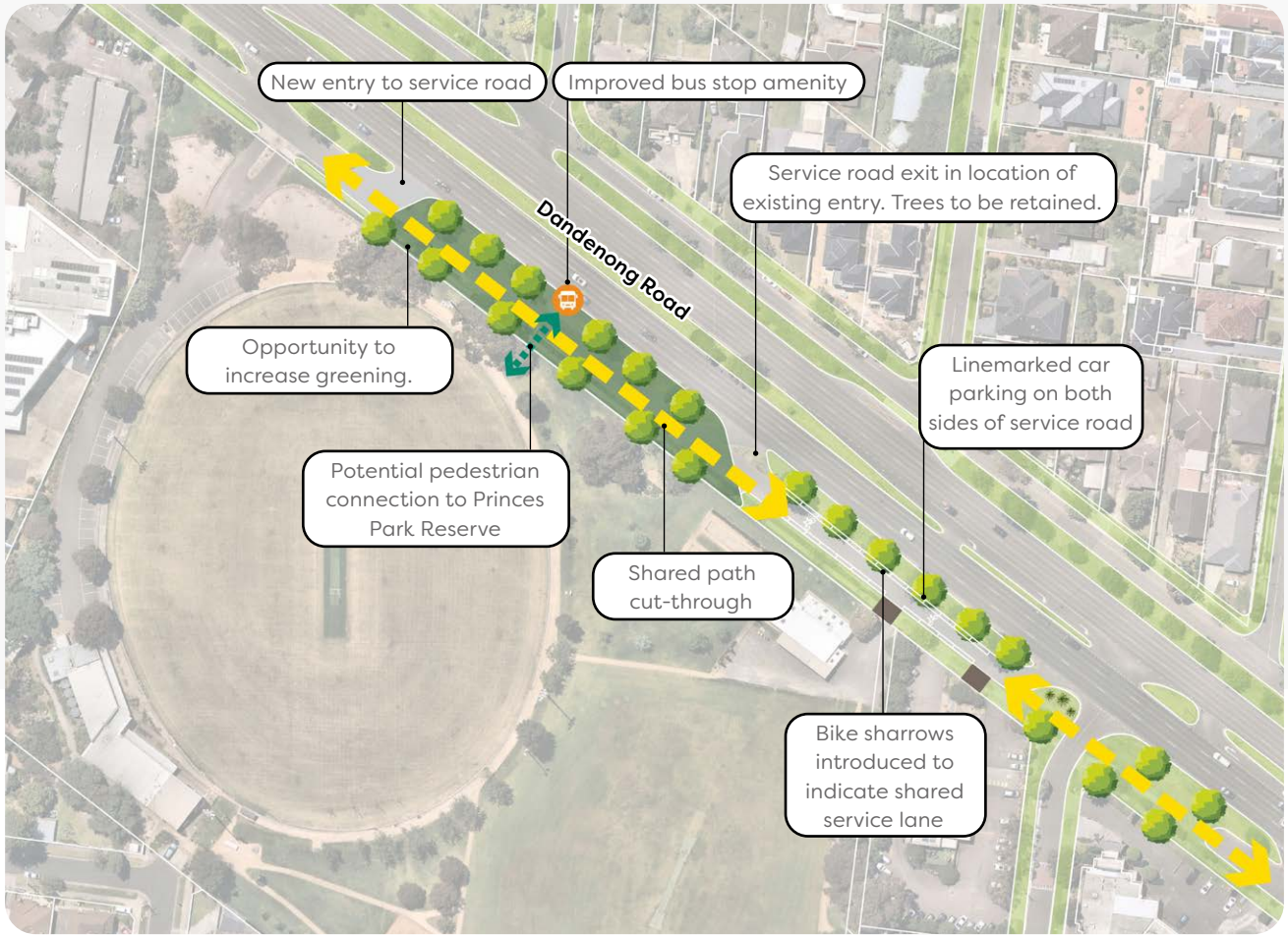


Figure 23. Opportunity to widen verge, implement a cycle cut-through and improve amenity around the bus stop.

Figure 24. Example of cycle path cut through at street intersection Stud Road, Wantirna

Figure 2. Figure Caption

2.5 Dandenong Road - Precinct 05

2.4.1 Precinct Overview

DR05 is well located within educational, commercial and residential precinct, with Monash University Clayton Campus located on Wellington Road and Mannix College located along Dandenong Road.

Additional housing opportunities will be provided through building heights of up to 8 storeys on the northern side of Dandenong Road to meet potential future increased demands for student accommodation. Proposed building heights of up to 6 storeys are proposed on the southern side of Dandenong Road which reflects the building heights identified in the Clayton Precinct Plan

Key upgrades in pedestrian crossing points will improve safety and connectivity across the road, allow for better access to Monash University and commercial areas.

2.4.2 DR-05 Key Actions

DR05.01: Cycling Priority

- Painted 'sharrows' or other line marking to improve cycle safety and visibility along the northern and southern service road.
- Enhanced cycle 'cut through' (east of Winterton Road) to improve connectivity.
- Advocate for lower service road speeds (less than 30km/h) to improve cyclist safety and driver awareness in the shared environment.
- Potential for linemarking of parking bays to delineate carriageway and improve safety for all road users.

DR05.02: Pedestrian Priority/Urban Integration

- Improve amenity at zebra crossings on service road, including canopy planting, kerb outstands, vehicle speed reduction, and traffic island upgrades.
- Potential for raised vehicle thresholds at pedestrian crossing locations.
- Consider high volume crossings as key opportunities for street furniture, respite, amenity, and social interaction.

DR05.03: Landscape Amenity

- Canopy tree planting at pedestrian crossing locations.
- Narrow, upright canopy tree planting where outer separator cannot support a canopy tree.
- Select appropriate tree species for planting beneath powerlines.
- Additional low, native planting in outer separator that does not obstruct views into and out of service roads, instead of lawn/ concrete.
- Planted cycle 'cut through' to improve cycling amenity, and increase the user experience.
- Potential for locations on the southern verge to include passively irrigated street trees and garden beds, particularly along the potential cycle cut-through east of Winterton Road).
- Species selected to consider extreme climatic conditions both in terms of robustness and providing increased shade for pedestrians.

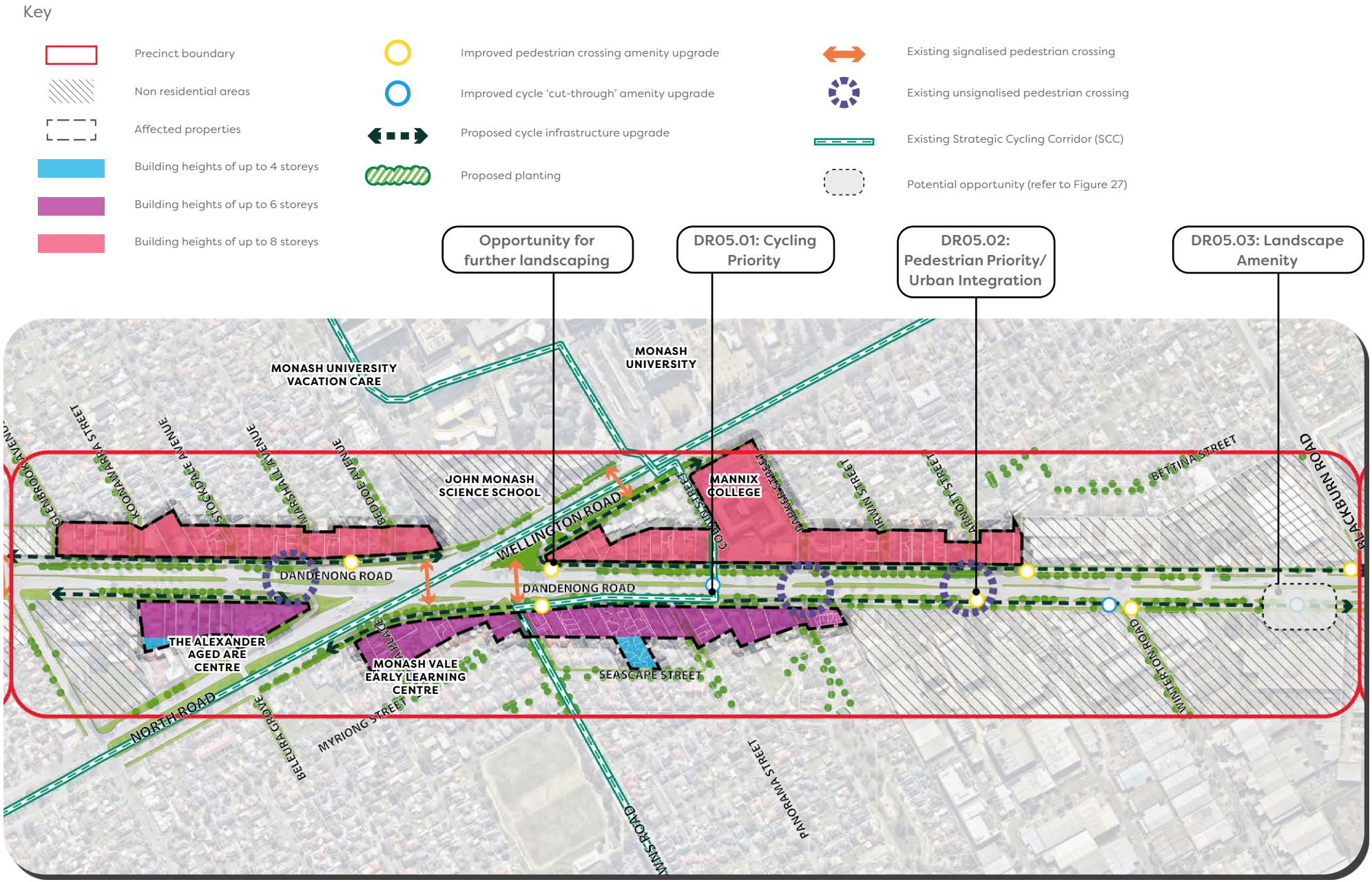


Figure 25. DR-05 Dandenong Precinct Plan 5

Potential Project - East of Winterton Road

This project would provide for a new 800m² park by removing a small section of the service road whilst maintaining access to properties. This park could be utilised by local workers and residents.

Cycling and pedestrian priority will be reinforced through a new shared user path.

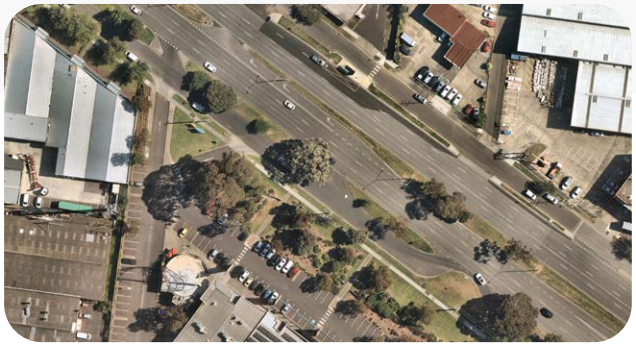


Figure 26. Existing conditions.

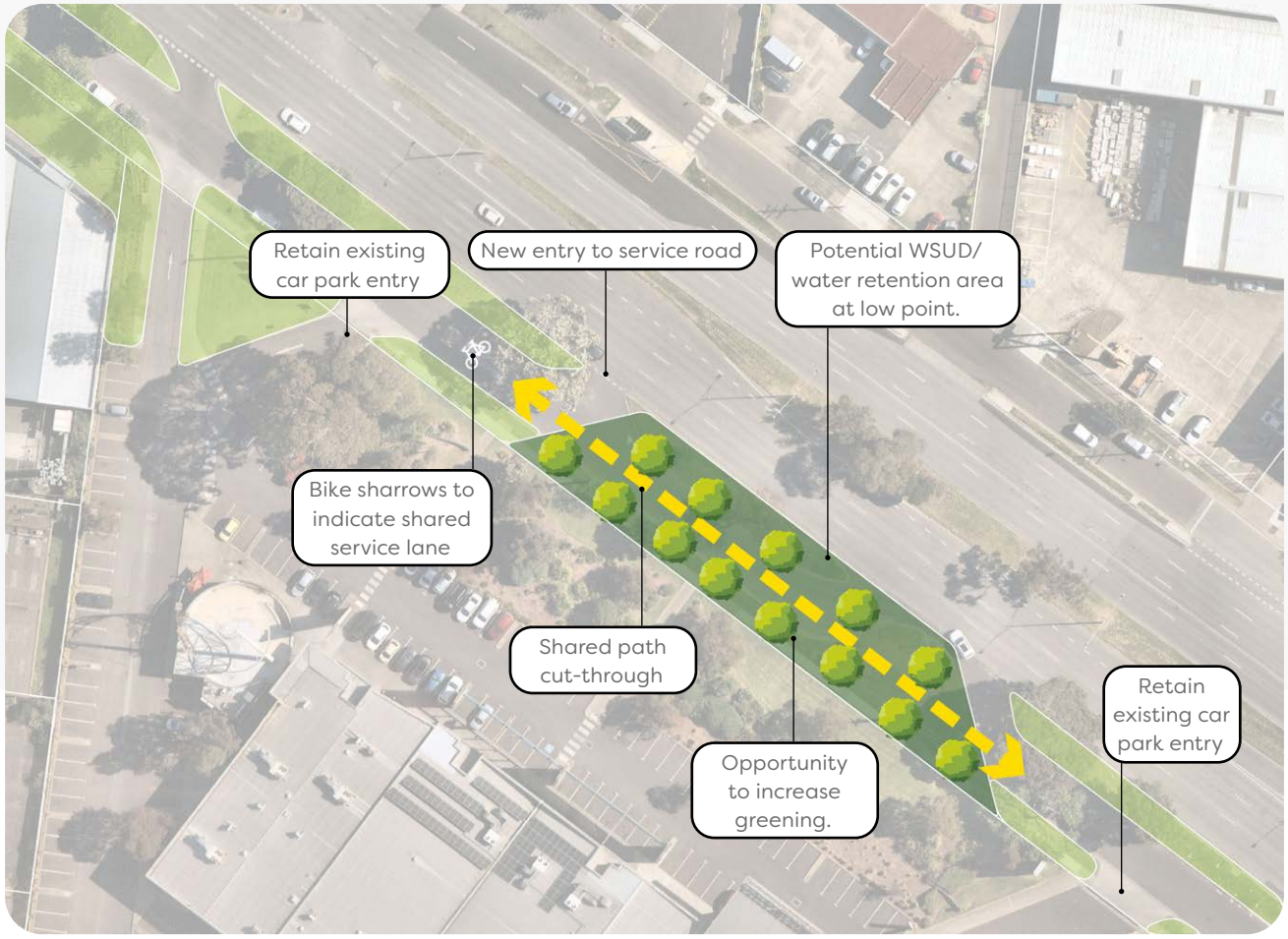


Figure 27. Open space opportunity east of Winterton Road.

Figure 28. Example of cycle path with canopy tree and shrub planting, Yan Yean Pipeline, Preston VIC.

2.6 Dandenong Road - Precinct 06

2.6.1 Precinct Overview

DR06 consists mainly of commercial and industrial land uses, with residential areas concentrated to the east near Springvale Road.

Additional housing opportunities will be provided through building heights of up to 8 storeys near the intersection of Springvale Road on a strategic redevelopment site with close proximity to transport and retail uses. Building heights transition to adjoining low scale residential uses.

A key development opportunity exists on the corner of Dandenong Road and Springvale Road. Key directions for this site are outlined in Part C: Built Form Design Guidelines.

Upgrades to public realm will include additional canopy tree planting and enhanced pedestrian priority at existing crossings.

2.6.2 DR-06 Key Actions

DR06.01: Cycling Priority

- Painted 'sharrows' or other line marking to improve cycle safety and visibility along the northern and southern service road.
- Advocate for lower service road speeds (less than 30km/h) to improve cyclist safety and driver awareness in the shared environment.
- Potential for linemarking of parking bays to delineate carriageway and improve safety for all road users.
- Potential for a shared path cut-through within the verge along the frontage of the Bunnings site.

DR06.02: Pedestrian Priority/Urban Integration

- Improve amenity at zebra crossings on service road, including canopy planting, kerb outstands, vehicle speed reduction, and traffic island upgrades.
- Potential for raised vehicle thresholds at pedestrian crossing locations.
- Consider high volume crossings as key opportunities for street furniture, respite, amenity, and social interaction.

DR06.03: Landscape Amenity

- Canopy tree planting at pedestrian crossing locations.
- Narrow, upright canopy tree planting where outer separator cannot support a canopy tree.
- Select appropriate tree species for planting beneath powerlines.
- Additional low, native planting in outer separator that does not obstruct views into and out of service roads, instead of lawn/ concrete.
- Planted cycle 'cut through' to improve cycling amenity, east of Kalimna Avenue and near Springvale Road.
- Consider locations on the southern verge to include passively irrigated street trees and garden beds, particularly along the potential cycle cut-through east of Winterton Road).
- Species selected to consider extreme climatic conditions both in terms of robustness and providing increased shade for pedestrians.

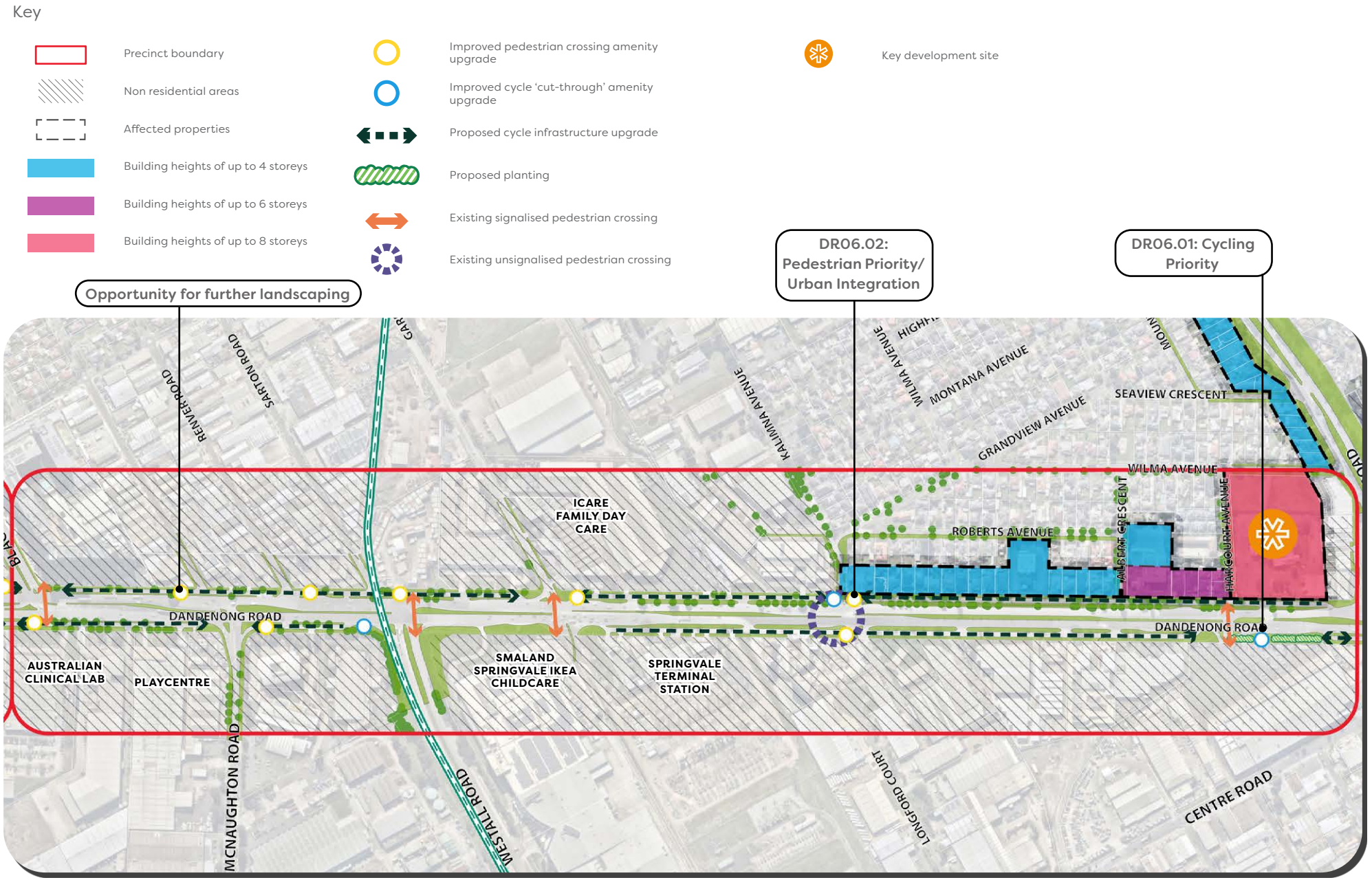


Figure 29. DR-06 Dandenong Precinct Plan 6

2.7 Springvale Road - Precinct 01

2.7.1 Precinct Overview

SR01 is a residential area consisting primarily of single and double storey detached dwellings. A service road runs along both sides, with the western service road sitting on top of an embankment. A heavily planted embankment runs along the western side, contributing the unique landscape character of the Boulevard.

Additional housing opportunities will be provided through built form of up to 4 storeys along the western side of the Boulevard. This will provide a slightly taller building height than the adjoining General Residential Zoning which allows 3 storeys.

Upgrades to cycling infrastructure along the service road will improve safety along the corridor. Additional street tree planting where possible will enhance the landscape character of the area.

2.7.2 SR-01 Key Projects

SR01.01: Cycling Priority

- Painted 'sharrows' or other line marking to improve cycle safety and visibility along the eastern service road.
- Advocate for lower service road speeds (less than 30km/h) to improve cyclist safety and driver awareness in the shared environment.
- Cycle cut-throughs where grades are achievable.

SR01.02: Pedestrian Priority/Urban Integration

- Improve amenity at existing signalised crossings on service road, including canopy planting, kerb outstands, vehicle speed reduction, and traffic island upgrades.
- Potential for raised pedestrian crossing at crossing locations.
- Consider high volume crossings as key opportunities for street furniture, respite, and amenity.

SR01.03: Landscape Amenity

- Canopy tree planting at key pedestrian crossing location.
- Narrow, upright canopy tree planting where outer separator cannot support a canopy tree.
- Select appropriate tree species for planting beneath powerlines.
- Additional low, native planting in outer separator that does not obstruct views into and out of service roads, instead of lawn/ concrete.
- Planted cycle 'cut through' to improve cycling amenity, and increase the user experience.
- Consider locations on the southern verge to include passively irrigated street trees and garden beds (where servicing and vehicle cross overs are not an issue).
- Species selected to consider extreme climatic conditions exacerbated by climate change.

Key

- Precinct boundary
- Non residential areas
- Affected properties
- Building heights of up to 4 storeys
- Building heights of up to 8 storeys
- Improved pedestrian crossing amenity upgrade
- Improved cycle 'cut-through' amenity upgrade
- Proposed cycle infrastructure upgrade
- Existing signalised pedestrian crossing

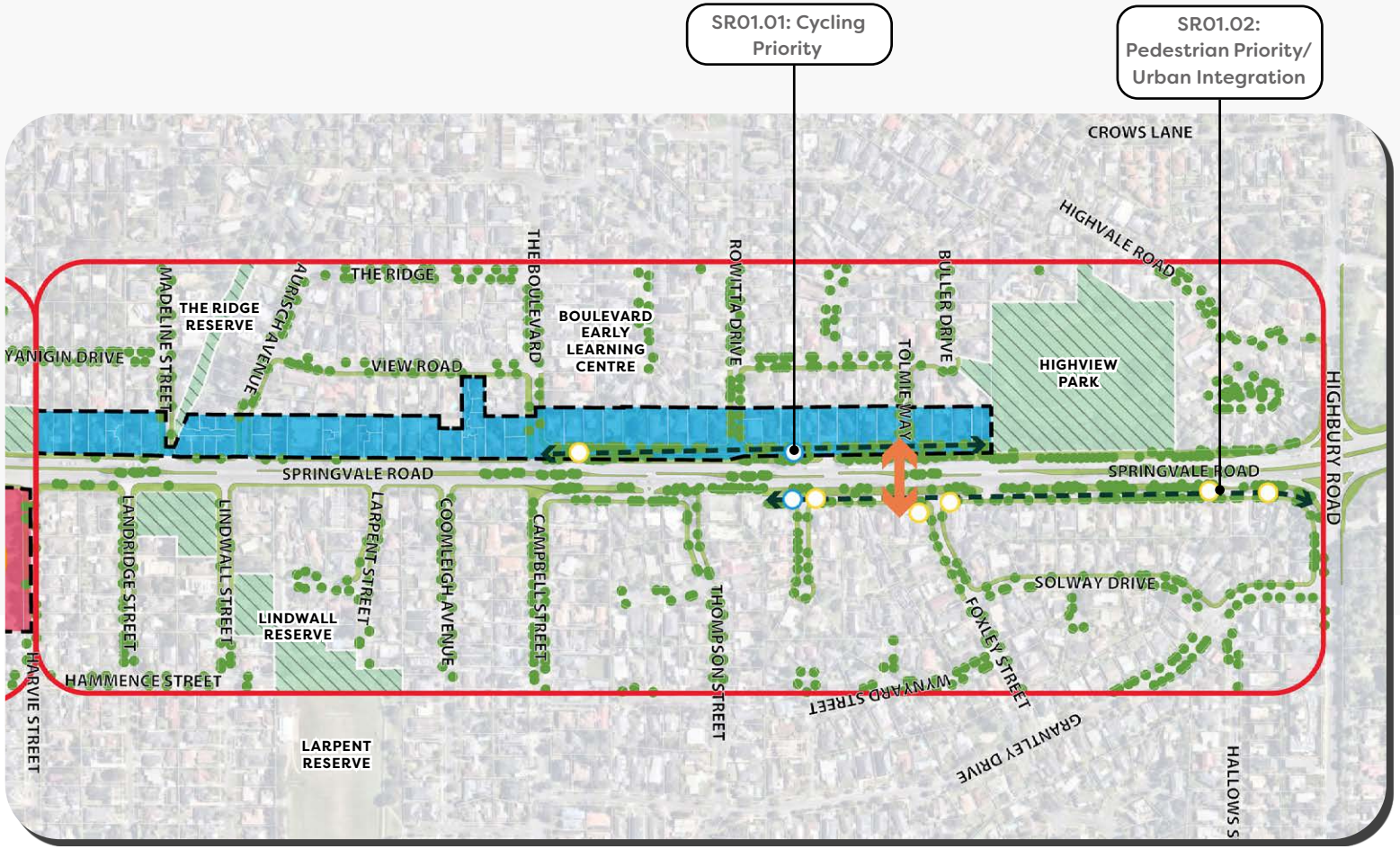


Figure 30. SR-01 Springvale Precinct Plan 1

2.8 Springvale Road - Precinct 02

2.7.3 Precinct Overview

SR02 is anchored by the Glen Waverley Activity Centre, with residential uses located to the east and south. Glen Waverley train station is situated in close proximity.

Additional housing opportunities will be provided through building heights of up to 6 storeys along the majority of Springvale Road, reflecting its close proximity to shops, services and transport. Building heights of up to 8 storeys are proposed on the Mountain View Hotel site in line with existing planning controls. Key directions for this development site are outlined in Part C: Built Form Design Guidelines.

As service roads are not present within this precinct, key improvements will mainly involve additional planting and pedestrian amenity upgrades where possible.

2.7.4 SR-02 Key Actions

SR02.01: Pedestrian Priority/Urban Integration

- Improve amenity at signalised crossings including canopy planting, kerb outstands, vehicle speed reduction, and traffic island upgrades.
- Potential for raised vehicle thresholds at pedestrian crossing locations.
- Consider high volume crossings as key opportunities for street furniture, respite, amenity, and social interaction, for example at The Glen shopping centre.

SR02.02: Landscape Amenity

- Canopy tree planting at pedestrian crossing locations.
- Select appropriate tree species for planting beneath powerlines.
- Additional low, native planting in outer separator that does not obstruct views into and out of service roads, instead of lawn/ concrete.
- Species selected to consider extreme climatic conditions both in terms of robustness and providing increased shade for pedestrians.

Key

- Precinct boundary
- Non residential areas
- Affected properties
- Building heights of up to 4 storeys
- Building heights of up to 6 storeys
- Building heights of up to 8 storeys
- Improved pedestrian crossing amenity upgrade
- Improved cycle 'cut-through' amenity upgrade
- Existing signalised pedestrian crossing
- Key development site

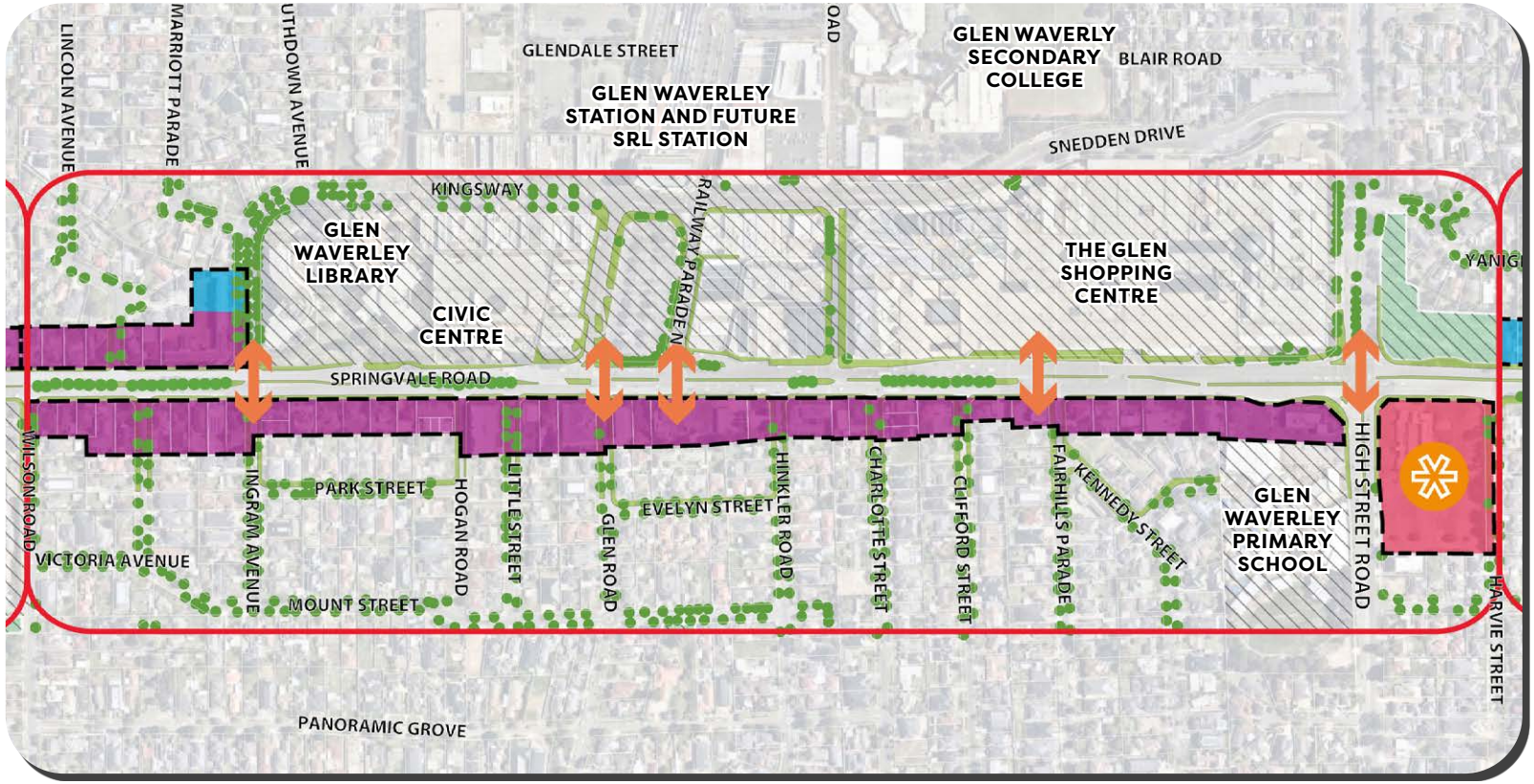


Figure 31. SR-02 Springvale Precinct Plan 2

2.9 Springvale Road - Precinct 03

2.8.1 Precinct Overview

SR03 is a primarily a residential precinct, with significant open space located on the western side. A service road with a well planted outer separator is present on the western side

Additional housing opportunities will be provided through building heights of up to 6 storeys in close proximity to the Glen Waverley Activity Centre maximising the access to existing amenity and transport options. Building heights transition to four storey further south.

Additional low, native planting will enhance the landscape character and improve visual amenity along the Boulevard.

2.8.2 SR-03 Key Actions

SR03.01: Cycling Priority

- Upgrade signage and wayfinding to Scotchmans Creek trail.
- Painted 'sharrows' or other line marking to improve cycle safety and visibility along the service road.
- Advocate for lower service road speeds (less than 30km/h) to improve cyclist safety and driver awareness in the shared environment.

SR03.02: Pedestrian Priority/Urban Integration

- Improve amenity at crossings on service road to access bus stops, including canopy planting, kerb outstands, vehicle speed reduction, and traffic island upgrades.
- Potential for raised vehicle thresholds at pedestrian crossing locations.
- Consider high volume crossings as key opportunities for street furniture, respite, amenity, and social interaction.

SR03.03: Landscape Amenity

- Canopy tree planting at pedestrian crossing locations.
- Narrow, upright canopy tree planting where outer separator cannot support a canopy tree.
- Select appropriate tree species for planting beneath powerlines.
- Additional low, native planting in outer separator that does not obstruct views into and out of service roads, instead of lawn/ concrete.

Key

- Precinct boundary
- Non residential areas
- Affected properties
- Building heights of up to 4 storeys
- Building heights of up to 6 storeys
- Improved pedestrian crossing amenity upgrade
- Improved cycle 'cut-through' amenity upgrade
- Proposed cycle infrastructure upgrade
- Existing signalised pedestrian crossing

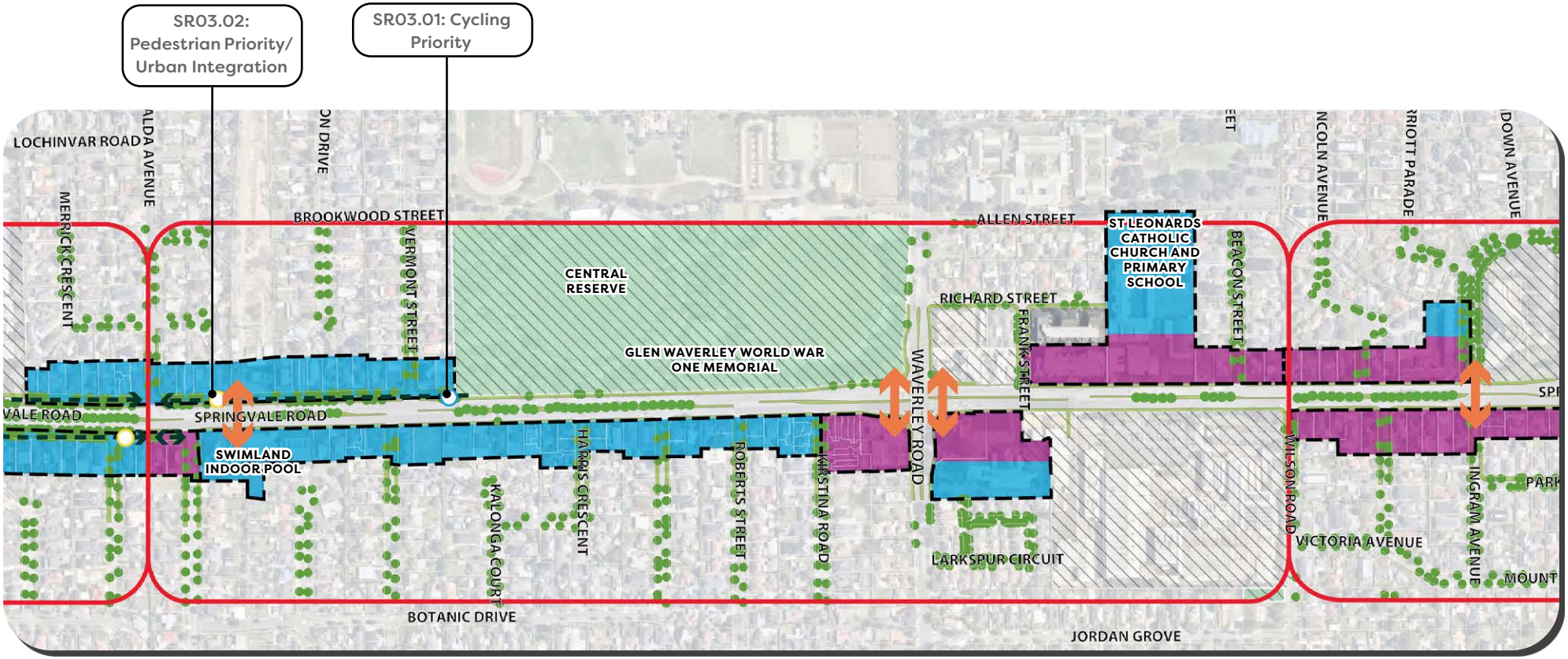


Figure 32. SR-03 Springvale Precinct Plan 3

2.10 Springvale Road - Precinct 04

2.9.1 Precinct Overview

SR04 is a commercial and residential precinct, which is anchored by the Brandon Park Shopping Centre. Residential properties are located to the west, north and south of commercial uses.

Additional housing opportunities will be provided through building heights of up to 6 storeys opposite the Brandon Park Shopping Centre. Building heights transition in scale to 4 storeys for the balance of the precinct.

Additional street tree planting will significantly improve the local amenity and enhance the landscape character in this area.

2.9.2 SR-04 Key Actions

SR04.01: Cycling Priority

- Painted 'sharrows' or other line marking to improve cycle safety and visibility along the western service road.
- Widening of footpaths and introducing shared paths where possible, specifically towards the south of the precinct, near the Monash Freeway.
- Advocate for lower service road speeds (less than 30km/h) to improve cyclist safety and driver awareness in the shared environment.
- Potential for linemarking of parking bays to delineate carriageway and improve safety for all road users.

SR04.02: Pedestrian Priority/Urban Integration

- Widen footpaths where possible.
- Potential for raised vehicle thresholds at pedestrian crossing locations.
- Consider high volume crossings as key opportunities for street furniture, respite, amenity, and social interaction.

SR04.03: Landscape Amenity

- Canopy tree planting at pedestrian crossing locations and along existing footpaths.
- Narrow, upright canopy tree planting where outer separator cannot support a canopy tree.
- Select appropriate tree species for planting beneath powerlines.
- Additional low, native planting in outer separator that does not obstruct views into and out of service roads, instead of lawn/ concrete.
- Planted cycle 'cut through' to improve cycling amenity, and increase the user experience, near the Monash Freeway.
- Species selected to consider extreme climatic conditions both in terms of robustness and providing increased shade for pedestrians.

Key

- Precinct boundary
- Non residential areas
- Affected properties
- Building heights of up to 4 storeys
- Building heights of up to 6 storeys
- Improved pedestrian crossing amenity upgrade
- Improved cycle 'cut-through' amenity upgrade
- Proposed cycle infrastructure upgrade
- Existing signalised pedestrian crossing

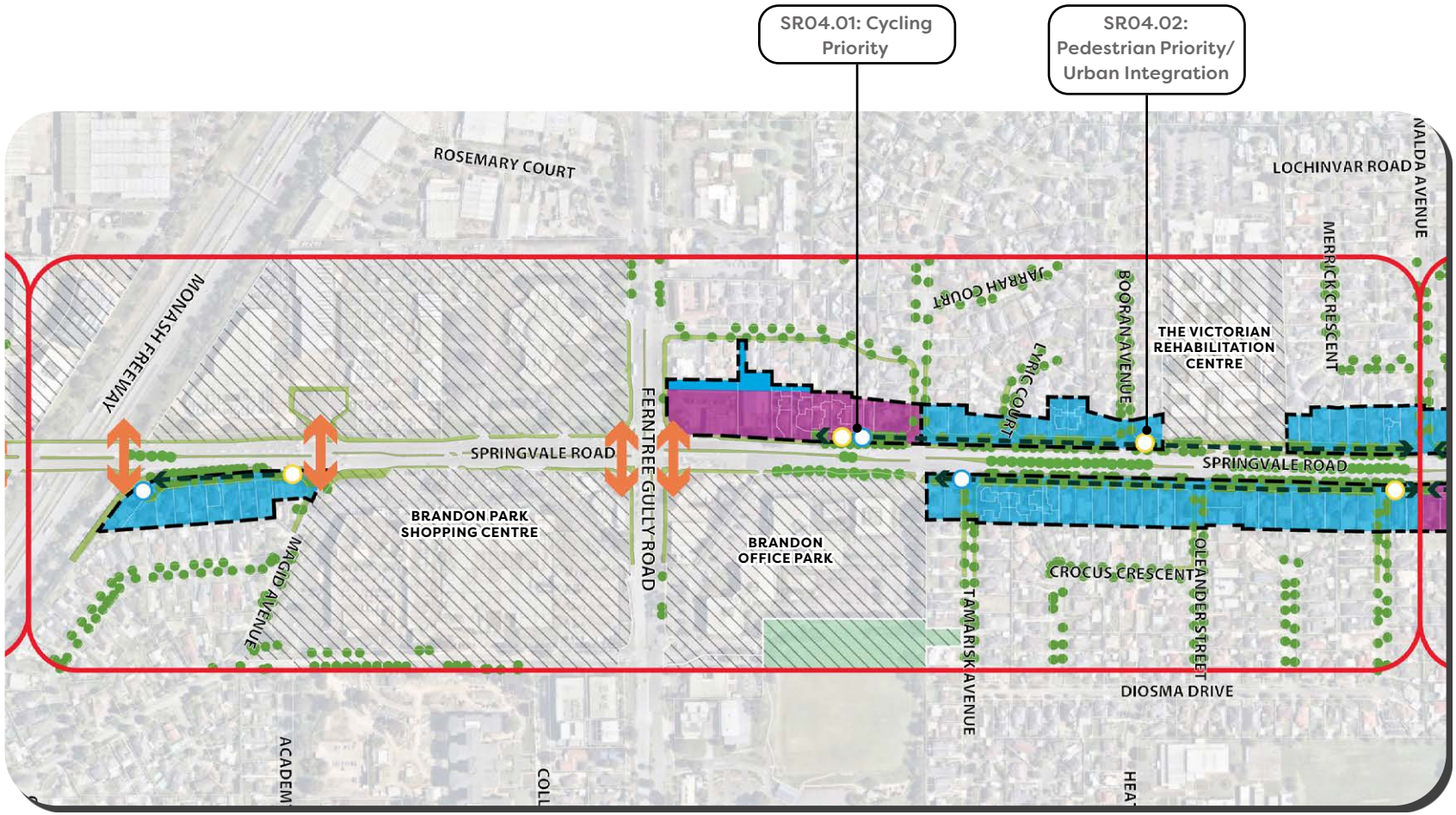


Figure 33. SR-04 Springvale Precinct Plan 4

2.11 Springvale Road - Precinct 05

2.10.1 Precinct Overview

SR05 is a commercial and residential precinct, with dwellings located along the eastern side and commercial buildings, offices and showrooms located along the west. Service roads are present along both side of the Boulevard.

Additional housing opportunities will be provided through building heights of up to 4 storeys. This height will help to reinforce the boulevard character whilst providing an appropriate transition to General Residential Zoned properties to the east.

Introduction of bike sharrows or potential addition of an on-road bike lane along service roads will significantly improve cycling visibility and safety. Understorey planting will soften and enhance the local character of the streetscape.

2.10.2 SR-05 Key Actions

SR05.01: Cycling Priority

- Painted 'sharrows' or an on road bike lane to improve cycle safety and visibility along the service roads.
- Advocate for lower service road speeds (less than 30km/h) to improve cyclist safety and driver awareness in the shared environment.
- Potential for linemarking of parking bays to delineate carriageway and improve safety for all road users.

SR05.02: Pedestrian Priority/Urban Integration

- Improve amenity at crossings on service road, specifically at bus stops, including canopy planting, kerb outstands, vehicle speed reduction, and traffic island upgrades.
- Potential for raised vehicle thresholds at pedestrian crossing locations.
- Consider high volume crossings as key opportunities for street furniture, respite, amenity, and social interaction.

SR05.03: Landscape Amenity

- Canopy tree planting at pedestrian crossing locations and bus stop locations.
- Narrow, upright canopy tree planting where outer separator cannot support a canopy tree.
- Select appropriate tree species for planting beneath powerlines.
- Additional low, native planting in outer separator that does not obstruct views into and out of service roads, instead of lawn/ concrete.
- Consider locations on the southern verge to include passively irrigated street trees and garden beds (where servicing and vehicle cross overs are not an issue).
- Species selected to consider extreme climatic conditions both in terms of robustness and providing increased shade for pedestrians.

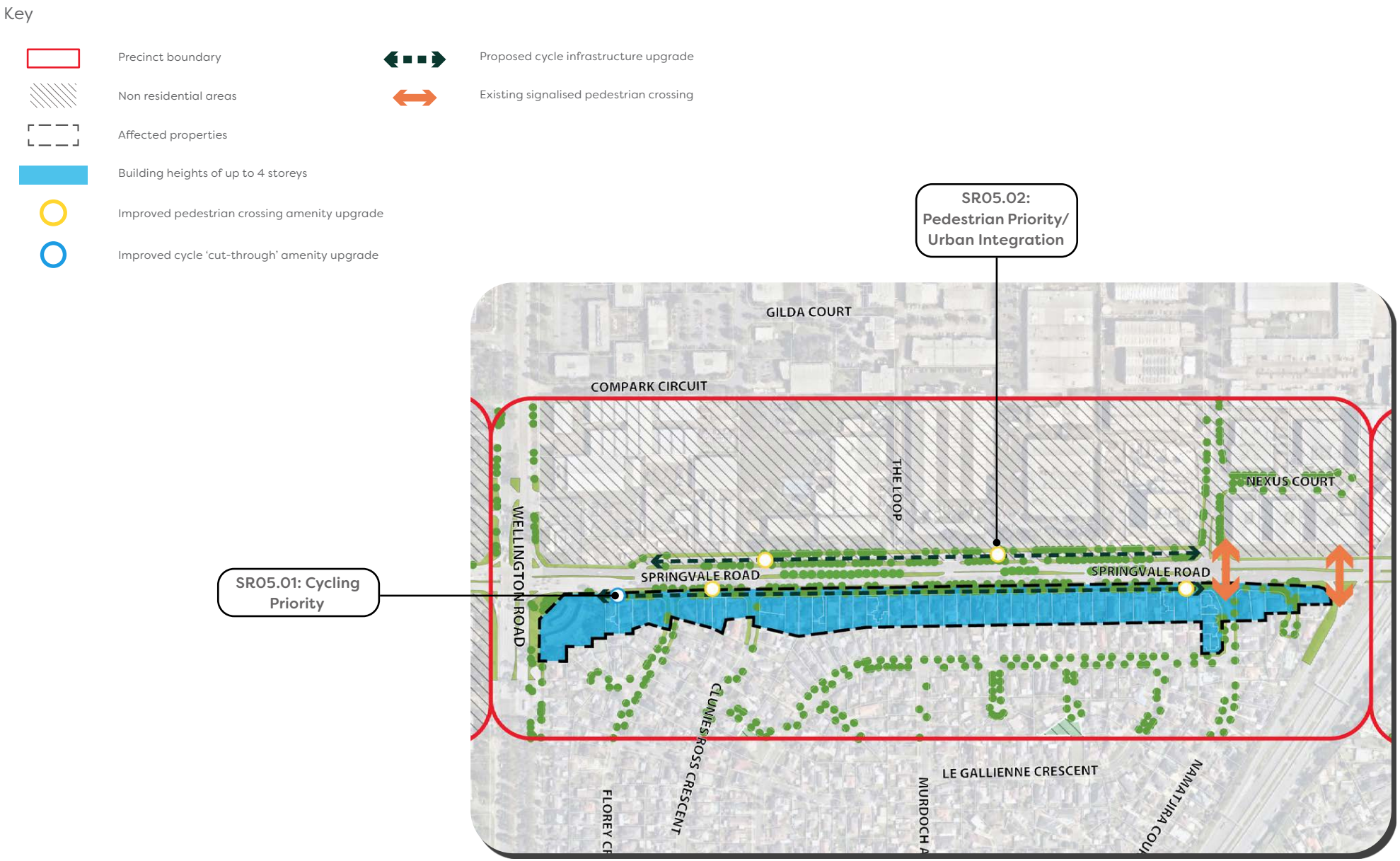


Figure 34. SR-05 Springvale Precinct Plan 5

2.12 Springvale Road - Precinct 06

2.11.1 Precinct Overview

SR06 is a residential and commercial precinct, with dwellings concentrated to the south of the Boulevard, near the Dandenong Road intersection.

Additional housing opportunities will be provided through building heights of up to 4 storeys. This height will help to reinforce the boulevard character whilst providing an appropriate transition to General Residential Zoned properties to the east.

The precinct is characterised by a strong native character that is seen through regular tree planting along the central median. A large, vegetated drainage easement on the eastern side of the Boulevard provides a significant buffer to the residential properties.

2.11.2 SR-01 Key Actions

SR06.01: Cycling Priority

- Painted 'sharrows' or other line marking to improve cycle safety and visibility along the eastern service road between Wellington Road and Miles Street.
- Enhanced cycle 'cut through' near Miles Street to improve connectivity.
- Advocate for lower service road speeds (less than 30km/h) to improve cyclist safety and driver awareness in the shared environment.

SR06.02: Pedestrian Priority/Urban Integration

- Improve amenity at existing crossings on service road, including canopy planting, kerb outstands, vehicle speed reduction, and traffic island upgrades.
- Potential for raised vehicle thresholds at pedestrian crossing locations.
- Consider high volume crossings as key opportunities for street furniture, respite, amenity, and social interaction.

SR06.03: Landscape Amenity

- Consider WSUD infrastructure and opportunities for passive irrigation at drainage easement.
- Additional canopy tree planting at pedestrian crossing locations.
- Narrow, upright canopy tree planting where outer separator cannot support a canopy tree.
- Select appropriate tree species for planting beneath powerlines.
- Additional low, native planting in outer separator that does not obstruct views into and out of service roads, instead of lawn/ concrete.
- Planted cycle 'cut through' to improve cycling amenity, and increase the user experience.
- Species selected to consider extreme climatic conditions both in terms of robustness and providing increased shade for pedestrians.

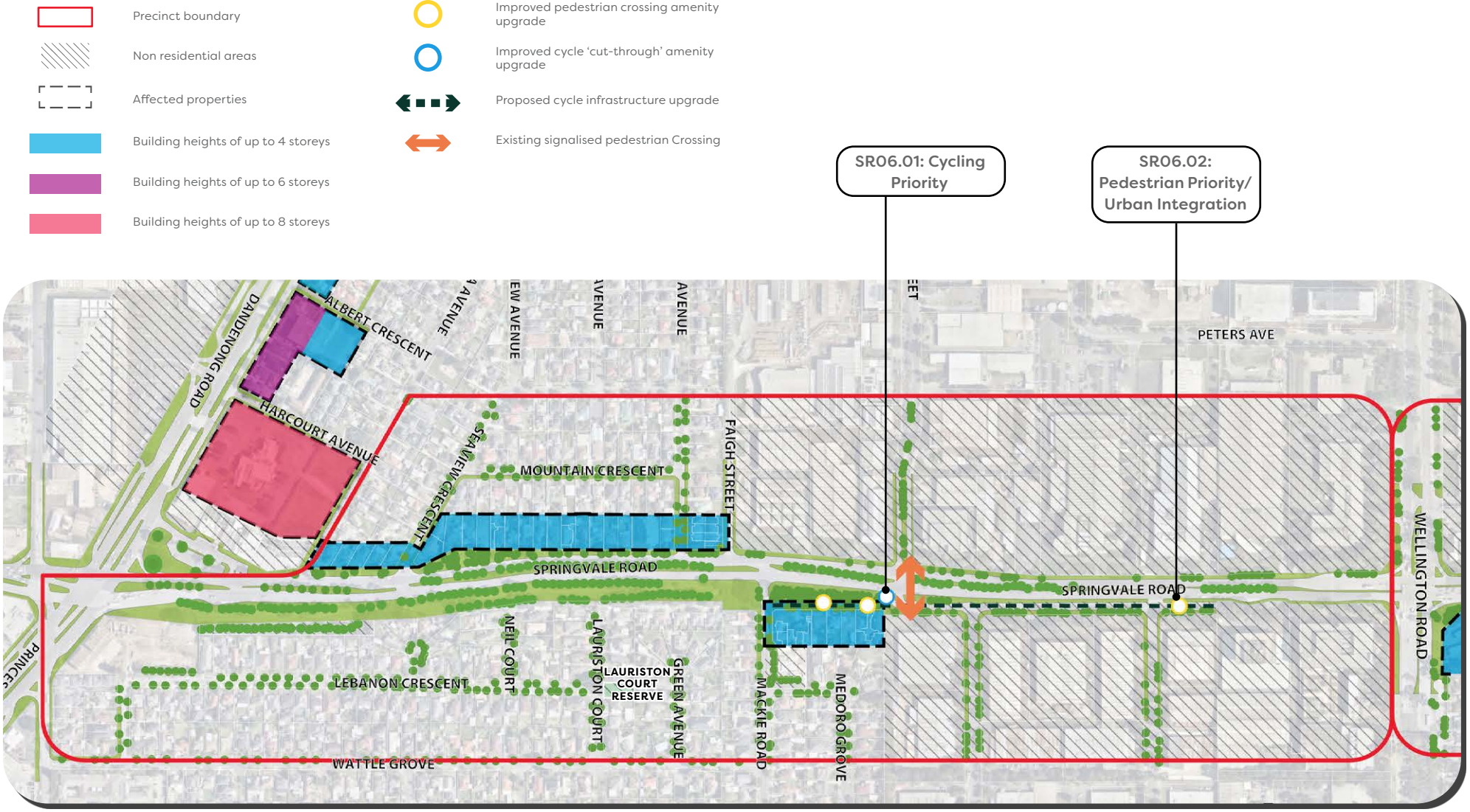


Figure 35. SR-06 Springvale Precinct Plan 6

Part C: Built Form Design Guidelines

1 Introduction

1.1 Purpose

The purpose of these guidelines is to provide guidance for the development of higher density housing along the Dandenong Road and Springvale Road Boulevards. The guidelines apply to the areas outlined in Figure 36 and 37.

The guidelines will be used to guide the design of developments, in the preparation of planning permit applications and by Council for the assessment of permit applications.

The objectives of the Guidelines are:

- To ensure new development contributes to a high quality Boulevard character.
- To ensure that the highest level of amenity is provided for existing and new residents within the Boulevards.
- To respond to a variety of housing needs both now and into the future.
- To ensure that development provides excellence in the standard of architecture and ESD.
- To support existing State and Local planning objectives.

1.2 How to use the guidelines

The guidelines are intended to be used in conjunction with Better Apartments Design Standards and Apartment Design Guidelines for Victoria.

The guidelines aim to enhance the desired Garden City character, and achieve the overall Vision for the Boulevards.

Where they apply

The Guidelines apply to Precincts 1 through 6 along Dandenong and Springvale Road, as identified in the Monash Boulevards Urban Design Framework.

How they apply

The guidelines must be considered for development where a permit application is required for:

- Construction of two or more dwellings on a lot
- Construction of a residential building

2 The Guidelines

2.1 Building Heights

Figure 36. Dandenong Road - Built Form Plan

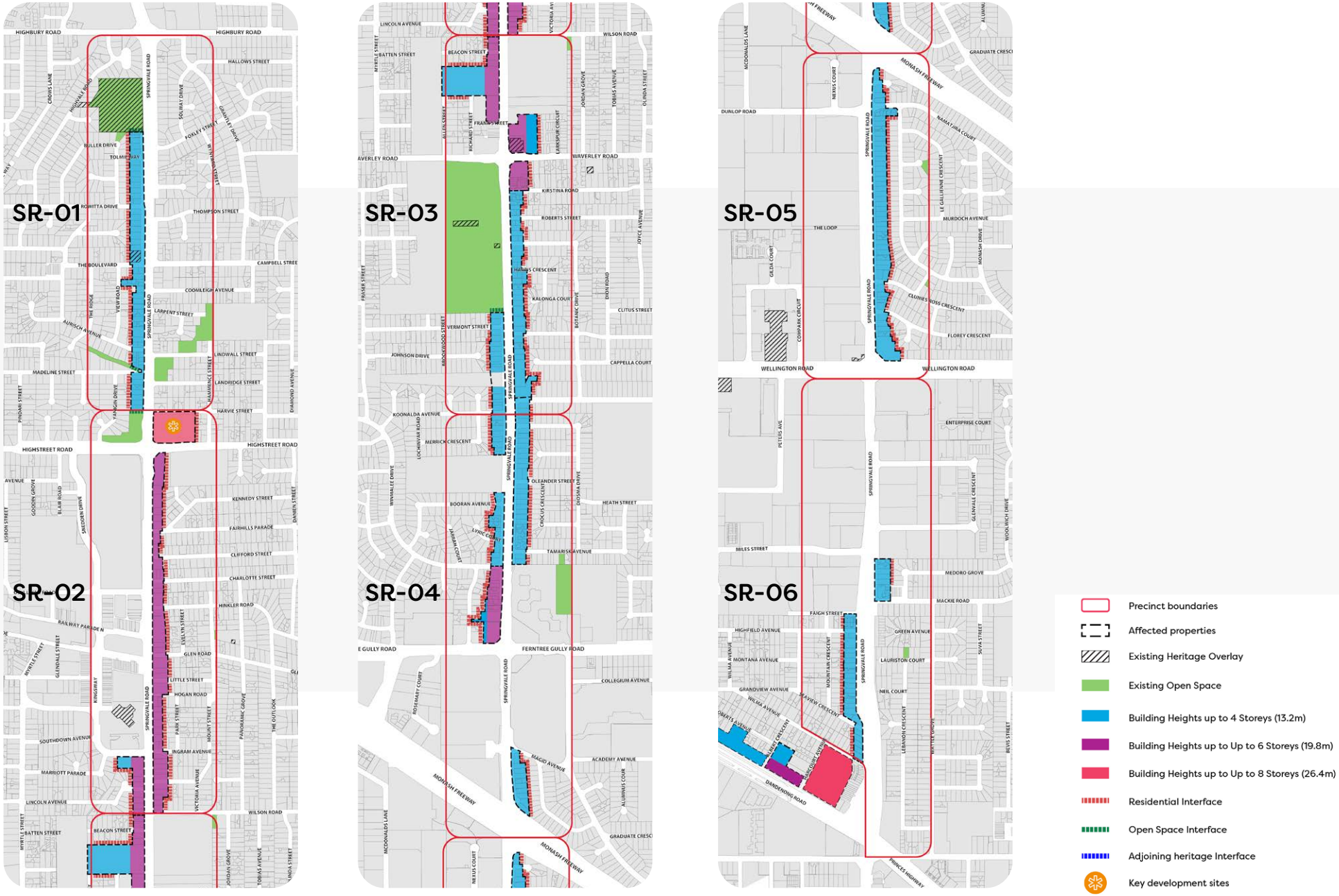


Figure 37. Springvale Road - Built Form Plan

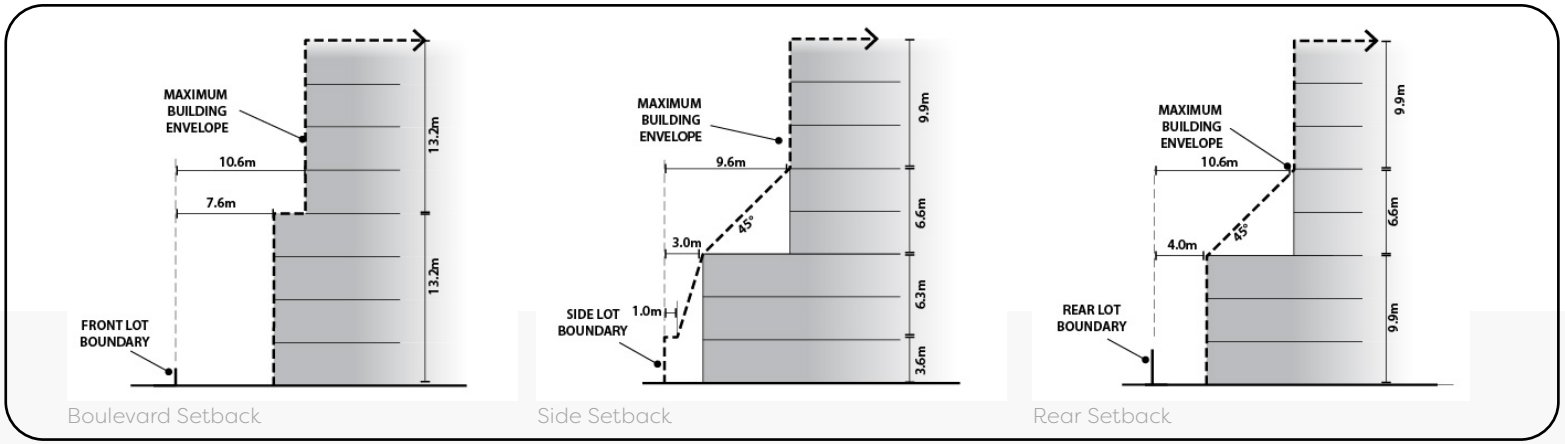
Design Objectives		Guidelines	
O1.	To ensure new development creates a boulevard character along Dandenong Road and Springvale Road.	**G1.**	*Building should not exceed the heights identified in Figure 36 and Figure 37 and should meet the lot width requirements below*:* • *Lots less than 24 metres in width – Building heights up to 3 storeys (9.9m)* • *Lots of 24 metres and greater in width, and less than 30 metres in width – Building heights up to 4 storeys (13.2m)* • *Lots 30 metres in width or greater – Building Heights 5 storeys or greater (16.5m or greater)*
O2.	To encourage consolidation of lots along the Boulevards.	***Boulevard Setback***	
		G2.	*Provide 7.6m landscaped setback from the Boulevards for development up to 4 storeys (13.2m). An additional 3.0m upper level setback for development above four storeys (13.2m) is required (10.6m in total).*
		G3.	*For corner sites provide a street setback of 3.0m from the intersecting side street. An additional 3.0m upper level setback for development above four storeys (13.2m) is required (6.0m in total).*
		Secondary Frontage	
		G4.	*For dual frontage sites, the rear component of the building should be integrated with the surrounding built form on the secondary (non-Boulevard) frontage.*
		Side Setbacks	
		G5.	*Provide 1.0m setback, plus 0.3m for every metre of height over 3.6m up to 3 storeys (9.9m, plus 1 metre for every metre of height over 9.9m, up to 16.5m)*
		G6.	*Where a 6 storey recommended building height abuts a 3 or 4 storey recommended building height (as identified in Figure 36 and 37), ensure the 6 storey building provides for a transition in height to the 3 or 4 storey building.*
		Rear Setbacks	
		G7.	*Provide 4.0.m rear setback for development up to 3 storeys (9.9m), plus 1.0m additional setback for every metre of height over 3 storeys (9.9m) up to five storeys (16.5m). Rear setback to be established from the rear boundary, and not centre of laneway (if applicable).*
		G8.	*Where a habitable room window, balcony, terrace, deck or patio faces a common side or rear boundary, provide a setback of 4.5m to the common boundary.*
		G9.	*Where a site directly abuts a property within the Neighbourhood Residential Zone, provide 4.0.m rear setback for development up to 2 storeys (6.6m), plus 1.0m additional setback for every metre of height over 2 storeys (6.6m) up to four storeys (13.2m).*

Design Objectives		Guidelines	
O3.	To minimise amenity impacts on adjoining residential areas.	***Building design***	
		G10.	*On consolidated sites provide stepped front setbacks and/or increased side setbacks to create additional opportunities for landscaping and to reduce the visual bulk of buildings.*
		G11.	*Upper levels should set back in a maximum of two steps to avoid 'wedding cake' built form outcomes.*
O4.	To provide opportunities for deep soil zones and canopy trees within front setbacks.	**G12.**	*For sites adjoining Heritage Overlay precincts or properties provide a considered transition in scale and form to respect and integrate with the heritage character and significance of the adjoining heritage buildings/places.*
		G13.	*For sites that exceed a depth of 50m (with exception to Key Development sites shown in Figure 36 and 37) in 6-8 storey areas, the maximum building height can only be reached up to a depth of 50m from the Boulevard interface. Beyond 50m, the building heights are limited to 4 storeys.*

2.2 Interfaces and Building Setbacks

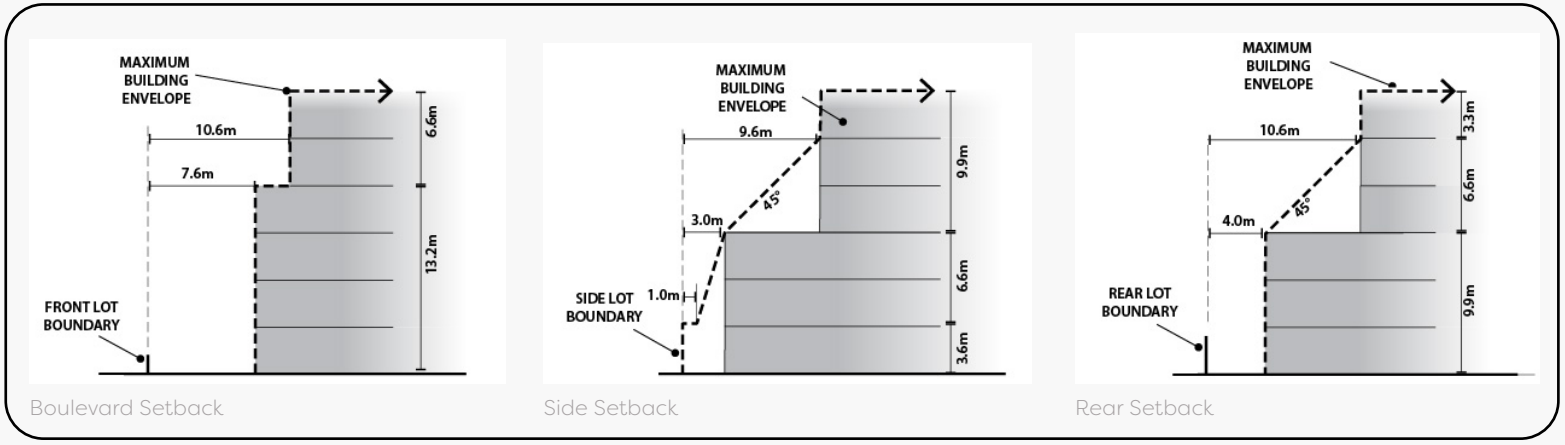
Figure 38. Interface diagram

Figure 39. 8 storeys setbacks



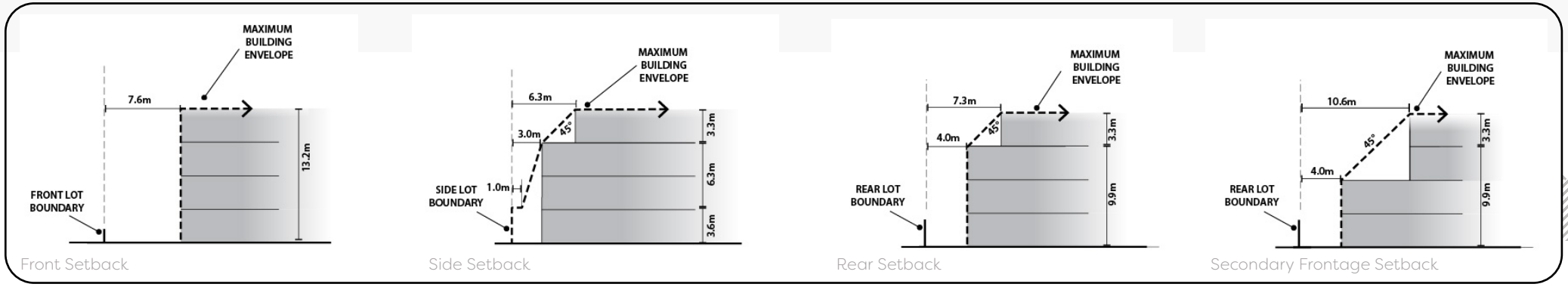
Boulevard Setback | Side Setback | Rear Setback

Figure 40. 6 storeys setbacks



Boulevard Setback | Side Setback | Rear Setback

Figure 41. 4 storeys setbacks



Front Setback | Side Setback | Rear Setback | Secondary Frontage Setback

2.3 Key Development Sites

2277 Dandenong Road

Key

- Site boundary
- Laneway interface
- Front setback interface
- Provide pedestrian access

Figure 42. Key Development Site - Dandenong Road

Key Outcomes

- *Provide pedestrian access between the site and shops.*
- *Provide building modulation to Dandenong Road, Springvale Road and Harcourt Avenue that reflects the grain of the adjoining land subdivision to the north west and north east. Avoid monolithic forms.*
- *Vary ground level setbacks to reduce visual bulk and create additional opportunities for landscaping.*
- *Provide ground level setback of 3m to the existing laneway along the south eastern boundary of to support laneway widening and provide buffer to adjoining retail uses.*
- *Focus vehicle access to car parking from Harcourt Avenue and Wilma Avenue.*

186 Springvale Road

Key

- Site boundary
- Side setback interface
- Front setback interface
- Provide pedestrian access

Key Outcomes

- *Provide a north-south pedestrian link through the site.*
- *Provide building modulation to High Street Road, Springvale Road and Harvie Street that reflects the grain of the adjoining land subdivision to the east and north. Avoid monolithic forms.*
- *Vary ground level setbacks to reduce visual bulk and create additional opportunities for landscaping.*
- *Provide architectural feature element to emphasise the corner of Springvale Road and High Street Road.*
- *Focus vehicle access to car parking from High Street Road and Harvie Street.*

Figure 43. Key Development Site - Springvale Road

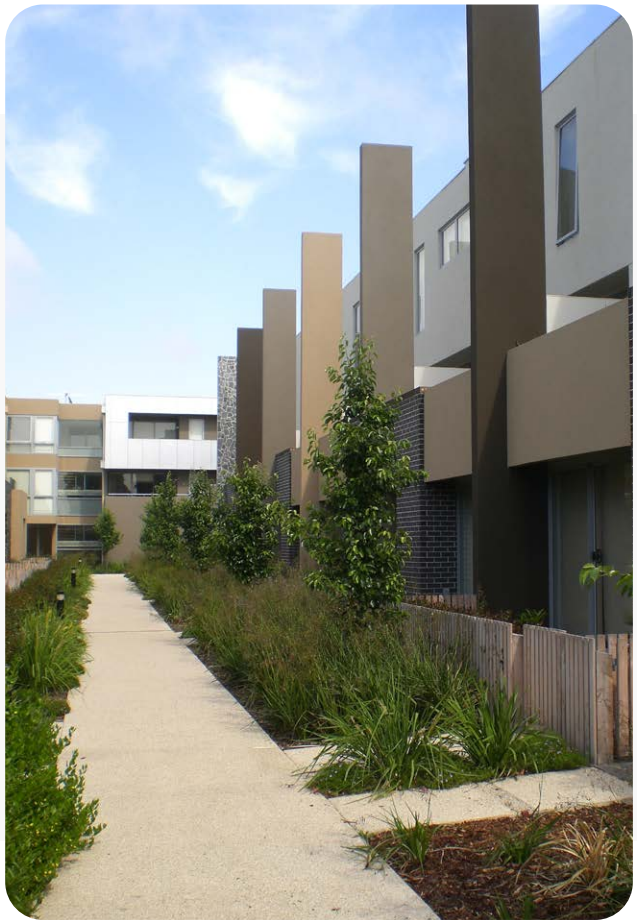
2.4 Car Parking and Building Access

Design Objectives	Guidelines
O5. To ensure the location, design and layout of car parking and access is integrated with the overall site planning and building design.	*Car Parking* **G14.** *Design garages and carports to be recessive elements within the streetscape, set behind the dwellings and integrated into the overall building design.* **G15.** *Provide one vehicle crossover per site. This applies to standard single lots and consolidated lots.*
O6. To minimise the visual impact of car parking entrances and access from the street so that it does not adversely affect streetscape character.	**G16.** *Locate new or widened vehicle crossovers away from existing street trees to avoid root damage and/or removal.* **G17.** *On corner lots, provide access to the car park from the intersecting side street rather than service roads or the Boulevard.* **G18.** *Minimise the size of basement car park entries and on-site car parking areas to reduce impacts on street tree planting and footpaths.* **G19.** *Maximise planting at car park entries to enhance the landscape character of the Boulevards and minimise visual impacts.*

Example of well-articulated building entry with low fencing and good street address.

Example of poor street interface dominated by services and car park entry

Design Objectives		Guidelines
O7.	To provide safe, convenient and attractive access throughout developments by people with bikes, wheelchairs and prams.	*Building Access, Pedestrians and Cycling* **G20.** *Pedestrian routes to public areas, site facilities and car parking, should be visible, and accessible to all people, including those with limited mobility, and those with bikes, prams, wheelchairs and mobility scooter.* **G21.** *When required, pedestrian access ramps and stairs should be integrated into the design of the building and not compromise the extent of landscaping within the street setback.* **G22.** *Design driveway access to minimise vehicle and pedestrian / cyclist conflicts by maintaining clear viewlines.* **G23.** *The location of bicycle parking should be easily accessible from the street and at ground level and should be in an area subject to passive or active surveillance.* **G24.** *Pedestrian entry routes should be easy to locate and orientated to address the Boulevard frontage.* **G25.** *Utilise planting and landscape treatments around entryways to enhance the Garden City Character.* **G26.** *New buildings should facilitate ease of evacuation to side and rear streets in the event of high pressure gas pipeline failure along Dandenong Road.*



Landscaped pedestrian path with lighting and passive surveillance

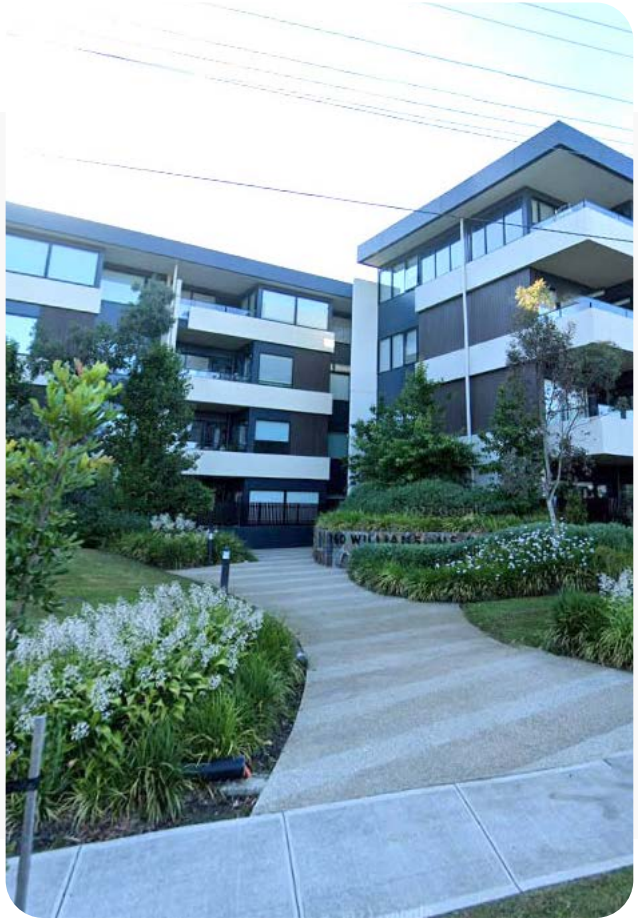
2.5 Landscaping

Design Objectives		Guidelines
O8.	To reinforce the garden city character and build a strong boulevard presence through the planting of significant canopy trees.	*Canopy Trees & Planting* **G27.** *Maximise deep soil planting zones within front and rear setbacks (excluding basement access) in accordance with* Better Apartments Design Standards *to support canopy trees and contribute to the Boulevard's landscape character.* **G28.** *Canopy vegetation is to be of a suitable size and height which emerges above the roofline of proposed built form in the residential areas. This will provide shading and greening to the built form including the roof form, which achieves an urban heat mitigation and visual improvement.* **G29.** *Refer to the Australian Standards AS2870-2011 for Residential slabs and footings to determine the minimum area required for the tree to establish in terms of minimum off-set from adjoining built form.*

Example of canopy tree planting in front setback, Bulimba Hawthorne Project.

Example of canopy tree planting in communal open space, Malvern Hill Apartments.

Design Objectives		Guidelines
O9.	To ensure buildings are within a strongly landscaped setting.	*Landscape Design* **G30.** *Refer to **Monash Urban Landscape and Canopy Vegetation Strategy - Preferred Landscape Character Types** for guidance on landscape design and species selection.* **G31.** *The front setback should incorporate grassed and planted areas comprising a minimum of 60 per cent of the total area. This can include a combination of garden beds with dense planting, grassing and/or vegetation and excludes permeable paving and synthetic grass/painted paved surfaces as part of the minimum 60 per cent.* **G32.** *The side setback should incorporate some vertical greening to create the effect of the buildings sitting in a landscaped setting. This will preferably include trees with a narrow canopy to suit the side setback environs, however where trees are not feasible, as a minimum shrubs or climbers on fences/ walls are to reach a minimum of 1.8 metres high.* **G33.** *Utilsing green roofs, walls and balconies to provide additional landscaping and soften the visual impact of buildings.* **G34.** *Where paved surfaces are required position trees and built form to ensure these are at least partially shaded during Summer. Encourage the use of permeable paving surfaces where feasible to assist with overall soil moisture content.*



Open front setback incorporating canopy trees and high proportion of permeable surfaces

Design Objectives	Guidelines
O10. To retain existing canopy trees.	*Vegetation Retention* **G35.** *Prioritise the retention of significant and large canopy trees on private land. Where there are a number of trees on the site, the retention of high value canopy trees is to be prioritised over lower value canopy trees.* **G36.** *Developments are to incorporate the requirements of Australian Standards AS 4970-2009 Protection of trees (or its equivalent current Australian Standard) and AS 4373-2007 Pruning of amenity trees for remedial works to the tree canopy.*

Buildings designed to retain established trees and create an attractive outlook from dwellings.

Example of large trees retained and incorporated into open space.

Design Objectives	Guidelines
O11. To minimise the need for fencing through appropriate landscaping and building design. **O12.** To ensure where front fencing is required it does not dominate the streetscape or reduce visibility or integration of landscaped front setbacks with the street. **O13.** To ensure front fencing is designed to promote passive surveillance of the street and provides views and connection between public and private landscaping.	*Front Fencing* **G37.** *Front fences should not exceed a maximum fence height of 1.2m. Fencing should be designed to incorporate landscaping and permeability to contribute greenery and provide a level of passive surveillance to the street.* **G38.** *Where practical, front setbacks should include areas with no fencing to create open and welcoming entrances. Continuous high fencing along footpaths should be avoided.* **G39.** *Fencing solutions must be designed as a part of the landscape design solution, not independently.*

Example of where part of the front setback is open and supporting canopy trees.

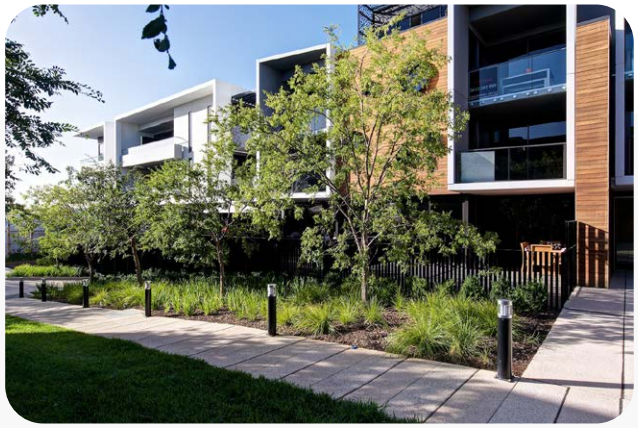
2.6 Building Form & Design

Design Objectives		Guidelines	
		Building Form & Roof Design	
O14.	To provide high quality buildings that strengthen the Boulevard character, allow for the integration of functional architectural elements into the overall building design.	**G40.**	*Articulate building facades through the considered design of openings, balconies, varied materials, recessed and projected elements, and revealing structural elements such as columns and beams.*
		G41.	*On consolidated lots the streetscape interface of the development should break up the building bulk through significant recession into the building mass. Utilise modulation to delineate individual dwellings.*
O15.	To ensure roof design is integrated with the proportions and facade of the building.	**G42.**	*On larger buildings articulate or divide roof forms into distinct sections in order to minimise visual bulk and respond to the roof proportions of existing buildings.*
		G43.	*Services and equipment such as plant, lift cores, heating and cooling should be contained within the roof form or screened behind a parapet so that they are not visible.*
		G44.	*Consider site orientation in the design of roof forms so that element such as eaves can respond to solar access and shading needs.*

Considered use of simple materials

Building composed from detailed materials with minimal areas of rendered surface

Design Objectives		Guidelines	
O16.	To provide front building entries that are easily identifiable and complement the overall architectural design.	*Street Interface*	
O17.	To enable passive surveillance of streets and public space through considered window composition and active uses facing the street.	**G45.**	*Provide opportunities for engagement with the street through ground level occupation and the presence of habitable rooms and balconies at all levels. Inactive uses, such as laundries, garages and bathrooms, should be located away from street-facing facades where practicable.*
		G46.	*On corner allotments both street frontages should provide activated and landscaped interfaces. This may include separate entries to individual dwellings.*
		G47.	*The building entries should directly front the street and be clearly defined and accessed from the public realm.*
		G48.	*Lift cores should be well integrated into the building and should not face the street.*
		G49.	*Where private open space is located at ground floor, innovative techniques should be used to define and give privacy to area. This may include the use of raised garden beds or decorative screening and permeable fencing.*
		G50.	*Site services, such as meter boxes, fire fighting equipment and mail boxes, should be incorporated into the design of the building or development and not be dominant or harsh elements in the streetscape.*



Example of positive street interface with ample planting, Malvern Hill Apartments.

Design Objectives		Guidelines	
O18.	To provide high quality and visually interesting built forms along the Boulevards.	*Materials & Detailing*	
		G51.	*Building facades should be clad with materials, such as brickwork, weatherboards or other cladding to provide an articulated built form. Large areas of rendered wall surface is discouraged.*
		G52.	*Building facades should be simple and articulated, and not rely on excessive use of materials to achieve visual interest.*
		G53.	*Architectural detail of eaves should be considered as part of the design.*
		G54.	Building facades should be designed to allow for the interpretation or reading of each floor level of the building.

Example of simple materiality along a well-articulated facade, Burwood Brickworks.

2.7 Environmental Sustainable Design

Design Objectives		Guidelines	
O19.	To ensure all new development incorporates best practice Environmentally Sustainable Development (ESD) initiatives.	**G55.**	*Buildings to include provide for rainwater capture and storage. Water run-off from impervious surfaces should be collected, cleaned and re-used through passive irrigation where practical.*
O20.	To provide good opportunities for solar access to dwellings.	**G56.**	*Buildings should be sited appropriately to consider the orientation of windows and openings to facilitate natural light and ventilation.*
O21.	To ensure that new buildings have regard to the future development potential of adjoining sites and the ability for future development to gain reasonable solar access.	**G57.**	*Buildings should be sited to mitigate noise and air pollution from the main road environment and, in some cases, nearby industrial uses.*
		G58.	*Buildings to include a portion of sustainable materials in the building design.*
		G59.	*Development should respond to existing conditions including adjoining uses, topography, vegetation and views.*
		G60.	*Orientation of balconies should protect amenity from traffic noise.*
		G61.	*Ensure new apartment developments have capacity and readiness for EV charging points.*
		G62.	*Siting of development should allow for adequate light and sun penetration to existing and future development on adjoining properties.*
		G63.	*Buildings and rooms should be designed and orientated to maximise opportunities for solar access to living areas and private open space.*
		G64.	*On lots with a generally east-west orientation, driveways should be located to the south of the lot where practicable to maximise solar access to habitable spaces and minimise overshadowing of neighbouring properties.*
		G65.	*Maximise orientation of the building and dwellings to benefit from cross-ventilation breezes.*