1.5 MONASH BOULEVARDS UDF IMPLEMENTATION AND AMENDMENT C172

(SMC: File No. F23-885)

Responsible Director: Peter Panagakos, Director City Development

RECOMMENDATION

That Council:

1. *Notes the content of the Monash Boulevards Urban Design Framework Implementation Plan 2023.*

2. *Requests the Minister for Planning to authorise Council, pursuant to Section 8A of the Planning and Environment Act 1987, to prepare Amendment C172.*

3. *Authorises the Director City Development to prepare and finalise Amendment C172 documentation in accordance with this report.*

4. *Upon receiving authorisation from the Minister for Planning, exhibits Amendment C172 in accordance with Section 19 of the Planning and Environment Act 1987.*

INTRODUCTION

The purpose of this report is to provide an overview on the implementation approach for the Monash Boulevards Urban Design Framework (November 2022) and to seek Council's endorsement to request authorisation from the Minister for Planning to prepare and exhibit Amendment C172 to implement the strategic work actions.

Amendment C172 proposes to rezone most of the residential land along the boulevards (Dandenong Road and Springvale Road) to the Residential Growth Zone and apply the Design and Development Overlay to implement the built form design guidelines.

BACKGROUND

The Monash Housing Strategy 2014 designated Dandenong Road and Springvale Road as Category 4 – Boulevards, with the objective to provide for housing change and diversification along boulevards and main roads.

At its meeting on 13 December 2022, Council adopted the Monash Boulevards Urban Design Framework ("the BUDF") with the changes that were recommended following consultation on the Draft BUDF in July/August 2022.

Council noted at the meeting that a further report will be prepared outlining an implementation plan to give effect to the adopted BUDF.

The implementation plan has now been prepared.

DISCUSSION

BUDF Implementation Plan 2023

The Monash Boulevards UDF Implementation Plan 2023 (Attachment 1) (the 'Plan') outlines the implementation approach and has the following objectives:

- To implement the vision, principles and framework of The Monash Boulevards Urban Design Framework (BUDF)
- 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.
- To create low stress walking and cycling environments through improved networks and infrastructure along the Boulevards.
- Enhance the boulevard landscape character through high quality canopy tree planting, lush understorey landscaping and generous front gardens.
- To create a well-connected and sustainable community along the Boulevards.

The Plan has four implementation categories - strategic work, further design and master planning, capital works, and advocacy / facilitation. The short-term actions primarily involve strategic work, starting advocacy / facilitation, undertaking minor capital works, and medium term actions involve commencing further design / master planning and major capital works.

The Plan also outlines resourcing mechanisms, stakeholder engagement, governance and monitoring / evaluation.

Some of the key actions include:

- Planning scheme changes to guide development on private land, including building heights, setbacks and landscaping.
- Master plan for redesigned service roads
- Advocating for lower vehicle speeds within service roads, improved pedestrian crossing times, and improved bus connectivity
- Bike sharrows and cut throughs within service roads
- Upgraded wayfinding signage.
- Master plan for improved landscaping along the boulevards
- WSUD opportunities

The Plan outlines all of the implementation actions (from page 15 onwards), based on the strategies and actions within the BUDF (summarised on pages 3-14), and divided amongst the four principles of the Plan. There are 33 actions in total.

Proposed Amendment C172

The amendment proposes to implementation Actions 1.1 to 1.4 and 4.2 in the Plan and includes the following:

- Rezone land along the boulevards from the General Residential Zone 2 to the Residential Growth Zone (except for Precinct SR2 and the Key Development Site on Dandenong Road);
- Three different schedules to the RGZ would be applied relating to the building heights in the BUDF (e.g. RGZ6 for 4 storey areas, RGZ7 for 6 storey areas and RGZ8 for 8

storey areas) – with mandatory heights, additional amenity considerations, design objectives and encouraging apartment developments as the preferred housing typology.

- Apply the GRZ3 to land along and near Lebanon Crescent as these properties do not have a frontage to Springvale Road, and rezone Crown Land at 1434A Dandenong Road to the Public Park and Recreation Zone as this is a reserve.
- Rezone the Key Development Site at 2277 Dandenong Road to the Mixed Use Zone
- Apply the Design and Development Overlay to land proposed to be zoned RGZ and MUZ, covering the following design aspects:
    - Lot consolidation to achieve maximum heights.
    - Building design, detailing and landscaping
    - Car parking, building access and fences.
    - Key outcomes for the Key Development Site
    - ESD and liveability requirements, including readiness for EV charging and piped recycled water
- Including the BUDF as a background document
- New local policies to guide future development along the boulevards

Precinct SR2

Precincts SR2, which is located along Springvale Road within the Glen Waverley Activity Centre is proposed to be excluded from Amendment C172. Further work is being undertaken to refresh the Glen Waverley Activity Centre Structure Plan due to the Suburban Rail Loop precinct planning work.

It is considered premature to make changes to the planning controls that apply to the residential land within the GWAC until after this refresh has been undertaken.

POLICY IMPLICATIONS

The development of the 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. The BUDF provides detailed policy guidance for increased housing provision along the two key boulevards of Dandenong Road / Princes Highway and Springvale Road.

The Plan and Amendment C172 is implementing the adopted BUDF.

CONSULTATION

Formal exhibition of Amendment C172 would be undertaken in accordance with the requirements of the *Planning and Environment Act 1987* and Councils Monash *Community Engagement Framework.*

The exhibition would involve writing to all landowners and occupiers affected by the amendment and adjoining land.

A Shape Monash page will be developed to provide information about the amendment and outline the ways people can make formal submissions and contact us for more information. The exhibition period would be at least one month.

Planning Scheme Amendments follow a defined statutory process that involves a formal exhibition process and lodging of submissions. Submissions are assessed and objecting submissions that are unable to be resolved are referred to an independent planning panel.

SOCIAL IMPLICATIONS

The Plan will have many positive social impacts for the boulevards, including creating a sense of community along the boulevards, providing new spaces for social activity, new walking and cycling opportunities, and enhancing the place through canopy trees and other vegetation.

GENDER EQUITY ASSESSMENT

A gender impact assessment was undertaken with the BUDF.

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.

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 the Stage 2 consultation was used to assist in the finalisation the BUDF for adoption.

FINANCIAL IMPLICATIONS

Each of the 33 actions in the Plan have been assessed in terms of whether they will require additional resources to achieve through the annual budget process. All of the short-term actions involve minimal additional financial outlay and can be accommodated in existing operational activities.

Funding for the medium-term actions, including capital works projects and further design / master planning and major capital works will be subject to normal budgeting cycle process.

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 BUDF. We are now ready to start implementing the BUDF, including making changes to the Monash Planning Scheme through Amendment C172.

The proposed Implementation Plan outlines the staged process for implementing the Precinct Plan and contains actions for the next 6 years. Four of the actions are achieved through the proposed Amendment C172, which will introduce zoning changes to the

residential land along the boulevards and built form controls in a DDO that will apply to the residential and mixed-use areas.

ATTACHMENTS

Attachment 1 – The Monash Boulevards UDF Implementation Plan 2023

THE MONASH BOULEVARDS
URBAN DESIGN FRAMEWORK
IMPLEMENTATION PLAN

CITY OF MONASH

The Monash Boulevards Urban Design Framework – Implementation Plan 2023

Introduction

This implementation plan has been developed to outline the implementation actions from The Monash Boulevards Urban Design Framework. This plan sets out 33 actions, timeframes, responsibilities, and resourcing.

Implementation objectives

- To implement the vision, principles and framework of The Monash Boulevards Urban Design Framework (BUDF)
- 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.
- To create low stress walking and cycling environments through improved networks and infrastructure along the Boulevards.
- Enhance the boulevard landscape character through high quality canopy tree planting, lush understorey landscaping and generous front gardens.
- To create a well-connected and sustainable community along the Boulevards.

Types of actions

The implementation plan actions fall into the following paths:

- Path 1: Strategic work
- Path 2: Further design and master planning
- Path 3: Capital projects
- Path 4: Advocacy and facilitation

Staging

Precinct SR2 on Springvale Road is within the Glen Waverley Major Activity Centre boundary. A refresh of the Structure Plan is currently being undertaken due to the proposed Glen Waverley Suburban Rail Loop station and the precinct planning work being undertaken by the SRLA. While there are actions outlined in this Implementation Plan concerning Precinct SR2, they will not be progressed until after the refresh has occurred. All planning scheme changes for this precinct, including for sites along Springvale Road, will be implemented as part of the refreshed structure plan.

- Short term = 1-2 years (2023-2025)
- Medium term = 2-5 years (2025-2029)
- Long term = 5+ years (2029 and beyond)

Resourcing

Actions are mostly funded within existing resources, symbolised with an 'F'. Some actions will be subject to approval and funding by Council as part of the Annual Budget process, in the applicable years – symbolised with an 'S'.

Stakeholder engagement

Engaging stakeholders early and throughout the implementation process will ensure that their perspectives and needs are considered and incorporated into the plan. It will also help to build support and ownership for the plan among partners, the community, as well as promoting a sense of community and social cohesion in the precinct. Early engagement with key external partners will be undertaken. Most of the actions outlined in this plan will involve some form of community consultation, particularly actions involving changes to the Planning Scheme or urban improvement interventions.

Governance

Governance is a fundamental aspect of the implementation plan. The governance of the plan will include the formation of an internal project control group to oversee the implementation process. It will also establish clear roles and responsibilities for the different parties involved, and ensure effective communication and collaboration between them. By providing strong governance and management, we can ensure that the plan is implemented in a timely and efficient manner, and that it achieves its objectives.

Monitoring and evaluation

Monitoring and evaluation are critical components of the implementation plan. The monitoring and evaluation process will provide valuable information on the effectiveness of the plan, identify areas for improvement, and support decision-making. This will be in the form of progress reports to be prepared every two years.

The Monash Boulevards Urban Design Framework

Vision:

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

Principles:

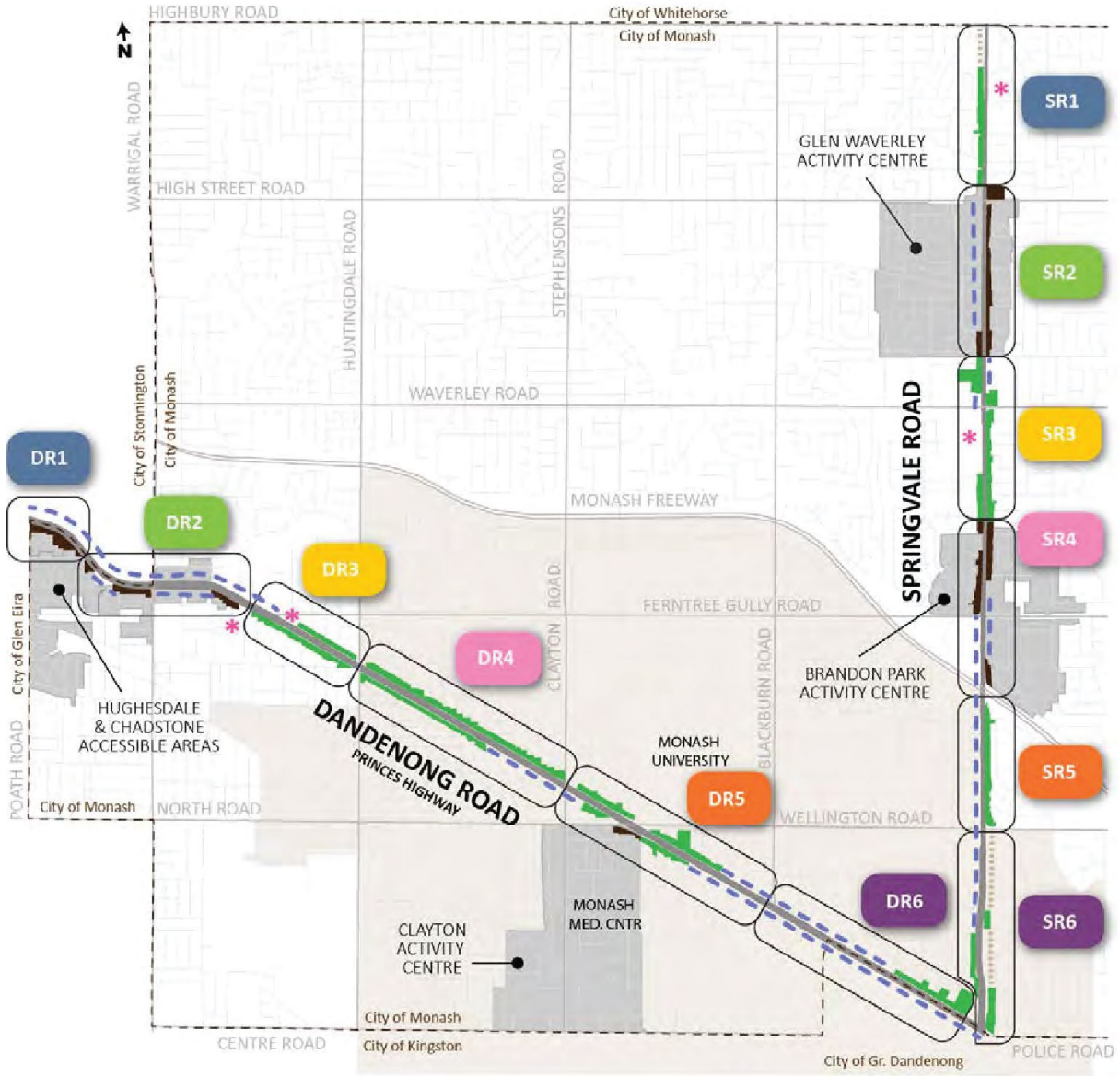
Built form diversity	Movement & connectivity	Landscape character & public realm	Sustainable & resilient communities
High quality, contemporary buildings will line the boulevards providing a range of housing options for residents. Taller built form will be located at key gateways and nodes of activity creating identifiable neighbourhoods and sensitively transitioning to adjoining low-scale residential areas.	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.	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.	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.

Objectives and strategies

Built form diversity	Movement & connectivity	Landscape character & public realm	Sustainable & resilient communities
OBJECTIVES			
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.	To create low stress walking and cycling environments through improved networks and infrastructure along the Boulevards.	Enhance the boulevard landscape character through high quality canopy tree planting, lush understorey landscaping and generous front gardens.	To create a well-connected and sustainable community along the Boulevards.
STRATEGIES			
B1: 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.	**M1:** Strengthen walking and cycling priority within the services roads along the boulevards.	**L1:** Provide additional canopy trees and understorey planting within service roads.	**S1:** Focus housing densities around existing activity centres and retail uses to meet the daily needs of residents.
B2: Support additional building height on larger sites where interface issues can be minimised.	**M2:** Prioritise walking and cycling connections and crossings to surrounding education facilities, activity centres and employment hubs.	**L2:** Increase shade and landscape amenity through canopy tree planting in key central medians/outer separators.	**S2:** Identify opportunities for Water Sensitive Urban Design initiatives that reduce water run off, and re-use water locally.
B3: Encourage consolidation of sites through greater height limits where interfaces allow.	**M3:** Maximise connections into surrounding shared path, trails and cycle routes.	**L3:** 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).	**S3:** Maximise opportunity for use of runoff for irrigation and improving soil moisture levels.
B4: Provide for a transition in building height to adjacent sensitive interfaces.	**M4:** Create a landscape that promotes walking and cycling through the planting of shady canopy trees.	**L4:** Ensure that new development provides landscaped front setbacks that contribute positively to the 'Garden City Character' and boulevard character.	**S4:** Create opportunities for social interaction along the Boulevards where 'meetings' naturally occur to foster an inclusive community.
B5: Ensure buildings contribute positively to streetscapes and public spaces by providing high quality, articulated façades and creating opportunities for passive surveillance.	**M5:** Consider opportunities for improving pedestrian crossing times at signalised intersections.	**L5:** 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.	**S5:** Ensure infrastructure supports mobility needs of multiple age and ability groups.

Built form diversity	Movement & connectivity	Landscape character & public realm	Sustainable & resilient communities
B6: Provide generous landscaped front setbacks to support canopy trees, and strengthen the garden city character.	**M6:** Promote continuous bus routes along Dandenong Road.	**L6:** Enhance underutilised open spaces and street reserves to ensure maximum value to the local community.	**S6:** Co-locate bicycle infrastructure, seating, toilets and water stations to facilitate interaction and maximise use of facilities.
B7: Minimise the impact of car parking and car park access on the public realm and private landscaping opportunities.		**L7:** Enhance encumbered open space areas to provide higher levels of shade, cooling and an increased biodiversity role.	
B8: Ensure that development provides for high Environmentally Sustainable Design (ESD) standards, including energy efficiency, water management and use of low embodied energy materials.		**L8:** Improve visual amenity along the Boulevards and minimise advertising clutter in high traffic locations/intersections where possible to create a cohesive visual landscape.	

Precincts


HIGHBURY ROAD
City of Whitehorse
City of Monash
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WARRIGAL ROAD
HIGH STREET ROAD
HUNTINGDALE ROAD
STEPHENSONS ROAD
WAVERLEY ROAD
City of Stonnington
City of Monash
MONASH FREEWAY
SR1
SR2
SR3
SR4
SR5
SR6
GLEN WAVERLEY ACTIVITY CENTRE
SPRINGVALE ROAD
DR1
DR2
DR3
DR4
DR5
DR6
FERNTREE GULLY ROAD
CLAYTON ROAD
BLACKBURN ROAD
BRANDON PARK ACTIVITY CENTRE
City of Glen Eira
POATH ROAD
HUGHESDALE & CHADSTONE ACCESSIBLE AREAS
DANDENONG ROAD
PRINCES HIGHWAY
MONASH UNIVERSITY
City of Monash
NORTH ROAD
WELLINGTON ROAD
MONASH MED. CNTR
CLAYTON ACTIVITY CENTRE
City of Monash
City of Kingston
CENTRE ROAD
City of Gr. Dandenong
POLICE ROAD

Precinct intervention actions

Cycling priority actions

Action	DR1	DR2	DR3	DR4	DR5	DR6	SR1	SR2	SR3	SR4	SR5	SR6
CP1: Advocate for lower service road speeds (less than 30km/h) to improve cyclist safety and driver awareness in the shared environment	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓
CP2: Enhanced cycle 'cut throughs' in identified locations to improve connectivity and safety	✓	✓	✓	✓	✓							✓
CP3: Potential for a shared path cut-through within the verge along the frontage of the Bunnings site.						✓						
CP4: Cycle cut-throughs where grades are achievable.							✓					
CP5: Painted 'sharrows' or other line marking to improve cycle safety and visibility along service roads.	✓	✓	✓	✓	✓	✓	✓		✓	✓		✓
CP6: Painted 'sharrows' or an on road bike lane to improve cycle safety and visibility along the service roads.											✓	
CP7: Potential for line marking of parking bays to delineate carriageway and improve safety for all road users.	✓				✓	✓				✓	✓	
CP8: Potential for line marking of parking bays along service roads to delineate carriageway and improve safety for all road users.		✓		✓								
CP9: Potential connection to Scotchmans Creek Trail via the Strategic Cycling Corridor along Atkinson Street.						✓						
CP10: Upgrade signage and wayfinding to Scotchmans Creek trail.									✓			
CP11: Widening of footpaths and introducing shared paths where possible, specifically towards the south of the precinct, near the Monash Freeway.										✓		

Pedestrian priority / urban integration actions

Action	DR1	DR2	DR3	DR4	DR5	DR6	SR1	SR2	SR3	SR4	SR5	SR6
PP1: Consider high volume crossings as key opportunities for street furniture, respite, amenity, and social interaction (where relevant)	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓
PP2: Improve amenity at crossings on service road, including canopy planting, kerb outstands, vehicle speed reduction, and traffic island upgrades.							✓		✓		✓	✓
PP3: Improve amenity at zebra crossings on service road, including canopy planting, kerb outstands, vehicle speed reduction, and traffic island upgrades.	✓			✓	✓	✓						
PP4: Improve amenity and accessibility to bus stops, specifically at Princes Highway Reserve.				✓								
PP5: Improve amenity at signalised crossings including canopy planting, kerb outstands, vehicle speed reduction, and traffic island upgrades.								✓				
PP6: Potential for raised vehicle thresholds at pedestrian crossing locations.	✓			✓	✓	✓	✓	✓	✓	✓	✓	✓
PP7: Potential for a signalised crossing at Drummond Street to improve pedestrian connectivity and safety.		✓										
PP8: Potential signalised and accessible crossing at York Avenue and Cheel Street.			✓									
PP9: Widen footpaths where possible.										✓		

Landscape amenity actions

Action	DR1	DR2	DR3	DR4	DR5	DR6	SR1	SR2	SR3	SR4	SR5	SR6
LA1: Canopy tree planting at pedestrian crossing and other locations.	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	
LA2: Additional canopy tree planting at pedestrian crossing locations.				✓								✓
LA3: Additional tree planting within Hurst Reserve to provide shade and visual amenity.			✓									
LA4: Consider WSUD infrastructure and opportunities for passive irrigation at drainage easement.												✓
LA5: Narrow, upright canopy tree planting where outer separator cannot support a canopy tree.	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓
LA6: Select appropriate tree species for planting beneath powerlines.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
LA7: Retain the existing vegetation and palm trees along the central median.		✓										
LA8: Additional low, native planting in outer separator that does not obstruct views into and out of service roads, instead of lawn/ concrete.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
LA9: Planted cycle 'cut through' to improve cycling amenity, and increase the user experience.	✓	✓	✓	✓	✓	✓	✓			✓		✓
LA10: Consider locations on the verge to include passively irrigated street trees and garden beds (where servicing and vehicle cross overs are not an issue).	✓	✓		✓		✓	✓				✓	
LA11: 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).					✓							
LA12: Species selected to consider extreme climatic conditions both in terms of robustness and providing increased shade for pedestrians.	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓

Built form design guidelines

Building heights and setbacks
DO1: To ensure new development creates a boulevard character along Dandenong Road and Springvale Road.
DO2: To encourage consolidation of lots along the Boulevards.
DG1: Building should not exceed the heights identified in the BUDF and should meet the following lot width requirements: 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)
DG2: 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).
DG3: 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).
DG4: For dual frontage sites, the rear component of the building should be integrated with the surrounding built form on the secondary (non-Boulevard) frontage.
DG5: 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)
DG6: 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.

Building heights and setbacks
DG7: 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).
DG8: 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.
DG9: 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).

Building design
DO3: To minimise amenity impacts on adjoining residential areas.
DO4: To provide opportunities for deep soil zones and canopy trees within front setbacks.
DG10: 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.
DG11: Upper levels should set back in a maximum of two steps to avoid ‘wedding cake’ built form outcomes.
DG12: 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.
DG13: 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.

Key outcomes for key development sites

KO1: 2277 Dandenong Road

- 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 northwest and northeast. 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.

KO2: 186 Springvale Road

- 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.

Car parking and building access

DO5: To ensure the location, design and layout of car parking and access is integrated with the overall site planning and building design.

DO6: To minimise the visual impact of car parking entrances and access from the street so that it does not adversely affect streetscape character.

DG14: Design garages and carports to be recessive elements within the streetscape, set behind the dwellings and integrated into the overall building design.

DG15: Provide one vehicle crossover per site. This applies to standard single lots and consolidated lots.

DG16: Locate new or widened vehicle crossovers away from existing street trees to avoid root damage and/or removal.

DG17: On corner lots, provide access to the car park from the intersecting side street rather than service roads or the Boulevard.

DG18: Minimise the size of basement car park entries and on-site car parking areas to reduce impacts on street tree planting and footpaths.

DG19: Maximise planting at car park entries to enhance the landscape character of the Boulevards and minimise visual impacts.

Building access, pedestrians and cycling

DO7: To provide safe, convenient and attractive access throughout developments by people with bikes, wheelchairs and prams.

DG20: 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.

DG21: 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.

DG22: Design driveway access to minimise vehicle and pedestrian / cyclist conflicts by maintaining clear view lines.

DG23: 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.

DG24: Pedestrian entry routes should be easy to locate and orientated to address the Boulevard frontage.

DG25: Utilise planting and landscape treatments around entryways to enhance the Garden City Character.

DG26: New buildings should facilitate ease of evacuation to side and rear streets in the event of high pressure gas pipeline failure along Dandenong Road.

Landscaping

DO8: To reinforce the garden city character and build a strong boulevard presence through the planting of significant canopy trees.

DG27: 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.

DG28: 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.

DG29: 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.

DO9: To ensure buildings are within a strongly landscaped setting.

DG30: Refer to Monash Urban Landscape and Canopy Vegetation Strategy - Preferred Landscape Character Types for guidance on landscape design and species selection.

DG31: 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.

Landscaping

DG32: 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.

DG33: Utilising green roofs, walls and balconies to provide additional landscaping and soften the visual impact of buildings.

DG34: 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.

DO10: To retain existing canopy trees

DG35: 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.

DG36: 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.

Landscaping

DO11: To minimise the need for fencing through appropriate landscaping and building design.

DO12: 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.

DO13: To ensure front fencing is designed to promote passive surveillance of the street and provides views and connection between public and private landscaping.

DG37: 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.

DG38: Where practical, front setbacks should include areas with no fencing to create open and welcoming entrances. Continuous high fencing along footpaths should be avoided.

DG39: Fencing solutions must be designed as a part of the landscape design solution, not independently.

Building form & design
DO14: To provide high quality buildings that strengthen the Boulevard character, allow for the integration of functional architectural elements into the overall building design.
DO15: To ensure roof design is integrated with the proportions and facade of the building.
DG40: 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.
DG41: 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.
DG42: 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.
DG43: 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.
DG44: Consider site orientation in the design of roof forms so that element such as eaves can respond to solar access and shading needs.

Building form & design
DO16: To provide front building entries that are easily identifiable and complement the overall architectural design.
DO17: To enable passive surveillance of streets and public space through considered window composition and active uses facing the street.
DG45: 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.
DG46: On corner allotments both street frontages should provide activated and landscaped interfaces. This may include separate entries to individual dwellings.
DG47: The building entries should directly front the street and be clearly defined and accessed from the public realm.
DG48: Lift cores should be well integrated into the building and should not face the street.
DG49: 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.
DG50: Site services, such as meter boxes, firefighting equipment and mailboxes, should be incorporated into the design of the building or development and not be dominant or harsh elements in the streetscape.

Building form & design
DO18: To provide high quality and visually interesting built forms along the Boulevards.
DG51: 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.
DG52: Building facades should be simple and articulated, and not rely on excessive use of materials to achieve visual interest.
DG53: Architectural detail of eaves should be considered as part of the design.
DG54: Building facades should be designed to allow for the interpretation or reading of each floor level of the building.

Environmentally Sustainable Design
DO19: To ensure all new development incorporates best practice Environmentally Sustainable Development (ESD) initiatives.
DO20: To provide good opportunities for solar access to dwellings.
DO21: 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.
DG55: 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.
DG56: Buildings should be sited appropriately to consider the orientation of windows and openings to facilitate natural light and ventilation.
DG57: Buildings should be sited to mitigate noise and air pollution from the main road environment and, in some cases, nearby industrial uses.
DG58: Buildings to include a portion of sustainable materials in the building design.
DG59: Development should respond to existing conditions including adjoining uses, topography, vegetation and views.
DG60: Orientation of balconies should protect amenity from traffic noise.
DG61: Ensure new apartment developments have capacity and readiness for EV charging points.
DG62: Siting of development should allow for adequate light and sun penetration to existing and future development on adjoining properties.

Environmentally Sustainable Design
DG63: Buildings and rooms should be designed and orientated to maximise opportunities for solar access to living areas and private open space.
DG64: 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.
DG65: Maximise orientation of the building and dwellings to benefit from cross-ventilation breezes.

Implementation Actions

Principle 1 – Built form diversity

No.	Type	Action name	Action description	Strategic alignment	Timeframe	Responsibility & partnerships	Resourcing
1.1	Strategic work	Planning Scheme Amendment – rezoning residential land to send a market signal	Amendment to the Monash Planning Scheme to rezone residential land along the boulevards to the Residential Growth Zone (except for Key Development Sites and Precinct SR2) as outlined below: • RGZ6 to 4-storey areas • RGZ7 to 6-storey areas • RGZ8 to 8-storey areas • Mandatory heights proposed in each schedule • Additional amenity considerations in each schedule • Design objectives and landscape plan requirements within each schedule • Encouraging apartment developments as preferred housing typology	DO1, DO2, DO3, DO11, DO13	Short	Strategic Planning DTP	F
1.2	Strategic work	Planning Scheme Amendment – rezoning key development site	Amendment to the Monash Planning Scheme to rezone the Key Development Site on Dandenong Road to the Mixed Use Zone, allowing for wider range of uses. (Note: the other KDS is within Precinct SR2)	KO1	Short	Strategic Planning DTP	F
1.3	Strategic work	Planning Scheme Amendment – implementing built form guidelines	Amendment to the Monash Planning Scheme to introduce a Design and Development Overlay to all residential land along the boulevards. The DDO would cover the following aspects: • Land consolidation to achieve maximum height • Building design, detailing and landscaping • Car parking, building access, fences • Key outcomes for KDS • ESD and liveability	DO1 to DO21 KO1	Short	Strategic Planning DTP	F

No.	Type	Action name	Action description	Strategic alignment	Timeframe	Responsibility & partnerships	Resourcing
1.4	Strategic work	Planning Scheme Amendment – supporting local policy	Amendment to the Monash Planning Scheme to introduce local policies to guide future development along the boulevards. If amendment follows the PPF translation, changes would be made to the MPS and local policies added under Clause 15. The BUDF would also be added as a background document.	B1 to B8, S1, L8 DO1 to DO21	Short	Strategic Planning DTP	F

Principle 2 – Movement & connectivity

No.	Type	Action name	Action description	Strategic alignment	Timeframe	Responsibility & partnerships	Resourcing
2.1	Further design & master planning	Service road layout	Develop a master plan to redesign service roads to strengthen walking and cycling priority along the boulevards.	M1	Medium	City Design Engineering	F/S
2.2	Advocacy & facilitation	Service road speeds	Advocate for lower service road speeds (less than 30km/h) to improve cyclist safety and driver awareness in the shared environment.	CP1	Short / medium	Engineering	F
2.3	Advocacy & facilitation	Pedestrian crossing times	Advocate for improved pedestrian crossing times at signalised intersections.	M5	Short / medium	Engineering DTP	F
2.4	Advocacy & facilitation	Dandenong Road bus routes	Advocate for continuous bus routes along Dandenong Road and inclusion in the Principle Public Transport Network.	M6	Short / medium	Engineering DTP	F
2.5	Capital projects	Cycle cut-throughs	Provide and enhance cycle 'cut throughs' in identified locations to improve connectivity and safety, where achievable.	CP2 to CP4	Medium	Engineering	S
2.6	Capital projects	Cycle line markings	Painted ‘sharrows’ or other line marking (or an on road bike lane in Precinct SR5) to improve cycle safety and visibility along service roads.	CP5, CP6	Medium	Engineering	F
2.7	Capital projects	Parking bay line markings	Potential for line marking of parking bays (on main and service roads) to delineate carriageway and improve safety for all road users.	CP7, CP8	Medium	Engineering	F
2.8	Further design & master planning	Cycle connection	Potential connection to Scotchmans Creek Trail via the Strategic Cycling Corridor along Atkinson Street. (Precinct DR6)	CP9	Short	City Design Engineering	F
2.9	Further design & master planning	Wayfinding signage	Upgrade signage and wayfinding to Scotchmans Creek trail. (Precinct SR3)	CP10	Medium	City Design	F
2.10	Further design & master planning	Footpath widening and shared paths	Widening of footpaths and introducing shared paths where possible, specifically towards the south of the precinct, near the Monash Freeway. (Precinct SR4)	CP11	Medium	City Design Engineering	S

No.	Type	Action name	Action description	Strategic alignment	Timeframe	Responsibility & partnerships	Resourcing
2.11	Further design & master planning	Pedestrian crossing amenity	Improve amenity at crossings (including zebra crossings) on service road, including canopy planting, kerb outstands, vehicle speed reduction, and traffic island upgrades.	PP2, PP3	Medium	Engineering	F
2.12	Further design & master planning	Pedestrian crossing amenity	Improve amenity at signalised crossings in Precinct SR2 including canopy planting, kerb outstands, vehicle speed reduction, and traffic island upgrades.	PP5	Medium / long	City Design Engineering	F/S
2.13	Capital works	Pedestrian priority	Potential for raised vehicle thresholds at pedestrian crossing locations.	PP6	Medium	Engineering	F/S
2.14	Advocacy & facilitation	New signalised pedestrian crossings	Potential signalised and accessible crossing at York Avenue and Cheel Street in Precinct DR3 and Drummond Street in Precinct DR2 to improve pedestrian connectivity and safety.	PP7	Medium	Engineering	S
2.15	Capital works	Widen footpaths	Widen footpaths where possible in Precinct SR4.	PP9	Medium / long	Engineering	S
2.16	Further design & master planning Advocacy & facilitation	Bus stop amenity	Improve amenity and accessibility to bus stops, specifically at Princes Highway Reserve (Precinct DR4).	PP4	Short / medium	City Design Engineering	F

Principle 3 – Landscape character & public realm

No.	Type	Action name	Action description	Strategic alignment	Timeframe	Responsibility & partnerships	Resourcing
3.1	Further design & master planning	Amenity of high volume pedestrian crossings	Consider high volume crossings as key opportunities for street furniture, respite, amenity, and social interaction (where relevant)	PP1	Medium / long	City Design Engineering	S
3.2	Capital works	Canopy tree planting	Additional canopy tree planting at pedestrian crossings and other locations.	LA1, LA2	Short	Horticulture	F
3.3	Further design & master planning	Streetscape master plan	Streetscape master plan to consider the following: • Species selected to consider extreme climatic conditions both in terms of robustness and providing increased shade for pedestrians. • Select appropriate tree species for planting beneath powerlines. • Narrow, upright canopy tree planting where outer separator cannot support a canopy tree. • Additional low, native planting in outer separator that does not obstruct views into and out of service roads, instead of lawn/ concrete.	LA5, LA6, LA8, LA12	Medium	City Design Horticulture Sustainability	S
3.4	Capital works	Planting of cycle cut throughs	Planted cycle 'cut through' to improve cycling amenity, and increase the user experience.	LA9	Short	Horticulture	F
3.5	Further design & master planning	Passively irrigated street trees	Consider locations on the verge to include passively irrigated street trees and garden beds (where servicing and vehicle cross overs are not an issue).	LA10	Short / medium	Horticulture Sustainability	F
3.6	Further design & master planning	Canopy trees in open space	Additional tree planting within Hurst Reserve to provide shade and visual amenity. (Precinct DR3)	LA3	Medium	Horticulture	S
3.7	Capital works	Retain existing vegetation	Retain the existing vegetation and palm trees along the central median. (Precinct DR2)	LA7	Ongoing	Horticulture	F
3.8	Capital works	Passively irrigated street trees	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). (Precinct DR5)	LA11	Medium	Horticulture Sustainability	F

No.	Type	Action name	Action description	Strategic alignment	Timeframe	Responsibility & partnerships	Resourcing
3.9	Strategic work	Landscape guidelines	Develop landscape guidelines for landowners / developers to enhance the 'boulevard setback' on their properties, distilling information from requirements within the planning scheme.	DO8 to DO11	Short / medium	Strategic Planning City Planning	F

Principle 4 – Sustainable & resilient communities

No.	Type	Action name	Action description	Strategic alignment	Timeframe	Responsibility & partnerships	Resourcing
4.1	Capital works	Passive irrigation	Consider WSUD infrastructure and opportunities for passive irrigation at drainage easement. (Precinct SR6)	LA4		Sustainability	F
4.2	Strategic work	ESD requirements	Supplement the existing ESD policy with specific ESD requirements for the boulevards within the DDO. This includes readiness for EV charging and recycled water.	DO19 to DO21	Short	Strategic Planning DTP	F
4.3	Capital works	Water sensitive urban design	Identify opportunities for Water Sensitive Urban Design initiatives that reduce water runoff, and re-use water locally, and maximise opportunity for use of runoff for irrigation and improving soil moisture levels.	S2, S3		Sustainability Engineering	F/S
4.4	Further design & master planning	Designing for resilience	When undertaking further design work along and near the boulevards, consider the following: • 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.	S4 to S6		City Design Community Services	F/S

Strategic alignment codes

Part A – Strategies

B = built form strategy
M = movement & connectivity strategy
L = landscape character & public realm strategy
S = sustainable & resilient communities strategy

Part B – Precinct actions

CP = cycling priority action
PP = pedestrian priority action
LA = landscape amenity action

Part C – Built form design guidelines

DO = design objective
DG = design guideline