


Huntingdale Precinct Plan

Adopted 27 March 2020



CITY OF
MONASH



Prepared by:
SJB Urban and PwC
for City of Monash

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ACKNOWLEDGEMENT OF COUNTRY

Monash Council acknowledges the Traditional Owners of this land, the Wurundjeri Woi Wurrung and Bunurong People, and recognises their continuing connection to the land and waterways. We pay our respects to their Elders past, present and emerging and extend this to all Aboriginal and Torres Strait Islander peoples.

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1. Introduction

PricewaterhouseCoopers Consulting (Australia) Pty Limited and SJB Urban Pty Ltd have been engaged by the City of Monash to develop a Precinct Plan (the Plan) for Huntingdale.

The objective of the Plan is to:

- Articulate a transformative vision for Huntingdale in its role as a key Precinct within the Monash National Employment and Innovation Cluster (MNEIC).
- Identify how changes in land use activity and built form will transform the Huntingdale Precinct and make the vision a reality.

Changes in land use activity and built form are drawn from analysis in five background reports addressing:

- Economics
- Land use
- Transport
- Community infrastructure
- Urban design

A summary of these background reports is provided on page 5.

It should be noted that, while the Plan identifies the changes in land use activity and built form required to achieve the Precinct vision, it does not identify changes to planning controls required to facilitate future land use and activity. An implementation plan that outlines actions required to implement the recommendations of the Precinct Plan has been separately prepared.



1.1 Summary of Background Reports

Economics

The report develops a transition pathway to higher value economic activities and positions Huntingdale to complement the MNEIC over the next 25 years by:

- Identifying the key industries which Huntingdale should retain, grow and attract.
- Recognising the industries expected to transition out of Huntingdale.
- Developing scenarios to estimate the jobs growth expected in Huntingdale.

Land Use

The land use report uses employment outputs from the economics report and combines this with residential and retail analysis to identify:

- The transition in activity required to realise the economic transformation of the Precinct.
- The floorspace requirements of each activity.
- Catalytic sites and activities that might facilitate and accelerate transition.

Transport

The transport report considered:

- Travel demand and behaviour that would result from the change in activity analysed in the economic and land use reports.
- The extent to which changes to the transport network facilitate and accelerate land use and economic transitions.

Community Infrastructure

The Community Infrastructure report audits community infrastructure provision within Huntingdale and establishes benchmark provision targets to assess the adequacy of supply to the current and forecast future users. It develops recommendations for infrastructure investment and delivery models to meet these needs.

Urban Design

The Urban Design report incorporates the output of the 4 previous background reports and identifies a set of design principles and considerations to inform changes to built form changes.



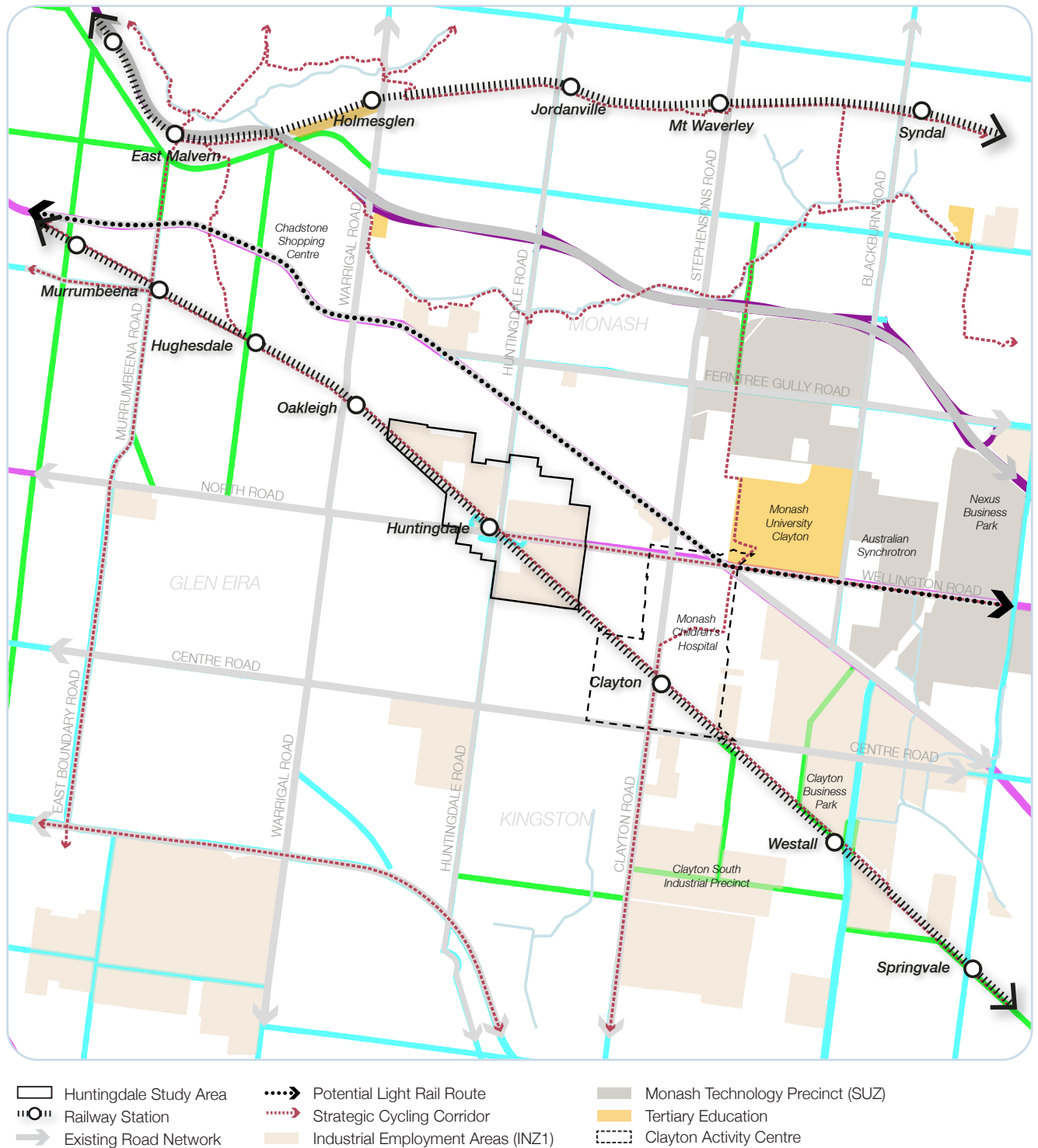
2. Context

2.1 Local Context

The Study Area comprises approximately 1.7 km² and is centred around the Huntingdale Train Station, stretching around 1.3 km north-west along the train line to Hanover Street, south-east along the train line to Colin Road, Valley Street in the south and Burlington Road in the north. It is surrounded by the suburbs of Oakleigh to the north-west, Oakleigh East in the north-east, Oakleigh South in the

south-west, Clayton North in the east and Clayton in the south-east. The Clayton Activity Centre is a pivotal hub for the nearby Health, Education and Research Precinct and MNEIC. Huntingdale's close physical relationship and existing transport networks with Clayton provide a strong base for increased supporting industries, employment and services.

Figure 1: Context map.



2.2 Economic Activity

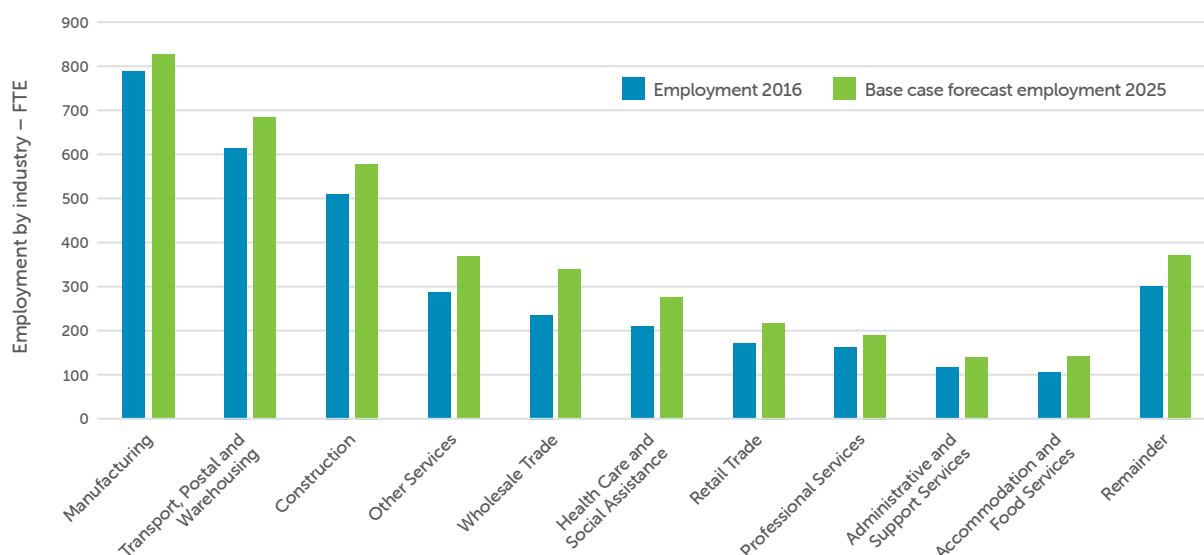
Table 1 shows current economic activity in the Huntingdale Precinct. As shown, economic activity (as measured by output) in the Precinct is dominated by manufacturing, construction, wholesale trade and transport and logistics activities. Not surprisingly, these industry sectors generate the largest employment in the precincts.

Figure 2 shows forecast growth in employment by industry sector in the Huntingdale Precinct to 2025. As shown, there is very little growth forecast in key industry sectors and the Precinct as whole in this timeframe. Therefore, future economic growth is likely to be limited (unless there is a substantive change in Gross Value Add (GVA) per employee in key industry sectors in this timeframe).

Table 1: Economic activity in Huntingdale.

Industry	Gross Value Add (GVA)		Employment	
	(\$ million)	(proportion of total)	(number employed)	(proportion of total)
Manufacturing	\$112	22.20%	790	22.60%
Construction	\$85	16.90%	511	14.60%
Transport, Postal and Warehousing	\$83	16.50%	614	17.60%
Wholesale Trade	\$53	10.60%	236	6.80%
Other Services	\$25	5.00%	287	8.20%
Professional, Scientific and Technical Services	\$23	4.50%	161	4.60%
Retail Trade	\$22	4.30%	171	4.90%
Health Care and Social Assistance	\$20	4.10%	208	6.00%
Administrative and Support Services	\$18	3.50%	114	3.30%
Rental, Hiring and Real Estate Services	\$16	3.20%	45	1.30%
Education and Training	\$10	1.90%	77	2.20%
Information Media and Telecommunications	\$8	1.60%	16	0.50%
Electricity, Gas, Water and Waste Services	\$8	1.60%	19	0.50%
Accommodation and Food Services	\$6	1.20%	104	3.00%
Public Administration and Safety	\$5	1.10%	61	1.70%
Arts and Recreation Services	\$6	1.10%	65	1.90%
Financial and Insurance Services	\$4	0.80%	8	0.20%
Agriculture, Forestry and Fishing	\$-	0.00%	8	0.20%
Mining	\$-	0.00%	-	0.00%

Figure 2: Employment growth by industry sector – Huntingdale Precinct.



Source: PwC GEM Analysis (2018), using ABS census data for employment by industry in 2016 (ten largest ABS divisions and the remainder). Geospatial unit – Destination Zone, as defined by the ABS. Growth rates sourced from TV's VITM and applied to model a base case employment for 2025.

2. Context (cont'd)

2.3 Land Use

Table 2 outlines existing land use by area (gross floor area in 2016) and **Figure 3** on page 9 shows the location of the dominant land uses within the Huntingdale Precinct.

There is a strong demand for residential redevelopment in the Precinct, primarily for medium and high density development as shown in **Table 3** on page 9. As noted, development to date has focussed on the retail strip on Huntingdale Road although permits have been issued elsewhere in the Precinct.

Table 2: Land use in Huntingdale.

Activity	Estimated future (2016 GFA* sqm)	Comment
Industrial	757,000	<ul style="list-style-type: none"> This is the dominant activity in the Precinct. Industrial areas are largely single use – there is minimal mixed use within these areas which reflects the ‘traditional’ manufacturing nature of uses and need for buffering from incompatible uses. Interfaces with other activities are generally poor. Intensity of use on sites is generally low – most are configured for labour intensive activity and circulation of heavy vehicles on site. Many sites have significant areas of at grade parking which is not a productive use of available land.
Commercial (including retail)	25,000	<ul style="list-style-type: none"> There is limited commercial activity building stock in the Precinct. While some stock is distributed throughout the Industrial areas, there is also a concentration of commercial building stock along and in close proximity to the retail strip on Huntingdale Road. Retail development is largely confined to Huntingdale Road (north of the junction of Huntingdale Road and North Road). The stock is aged and there are few examples of recent redevelopment. The retail offer is dominated by specialty stores and food and beverage outlets.
Residential	115,000	<ul style="list-style-type: none"> Residential stock in the Precinct is dominated by single story detached housing. More recently, there has been some medium density residential development in the precinct – this is largely confined to the retail strip on Huntingdale Road and in proximity to Huntingdale rail station.

*GFA = Gross Floor Area.



Figure 3: Huntingdale land use map.



Table 3: Residential land forecasts.

Type	Under Construction	Registration and Sales	Approved	Planning Assessment	Share of pipeline by type
Units (low-rise)	358	223	142	70	44.8%
Units (mid-rise)	208	89	253	30	32.8%
Units (high-rise)		348			19.7%
Apartments (low-rise)				48	2.7%
Grand Total	358	223	142	70	44.8%

Housing scale definitions within a suburban context

- Low rise residential development: 1-3 storeys
- Mid-rise residential development: 4-9 storeys
- High-rise residential development: 10+ storeys

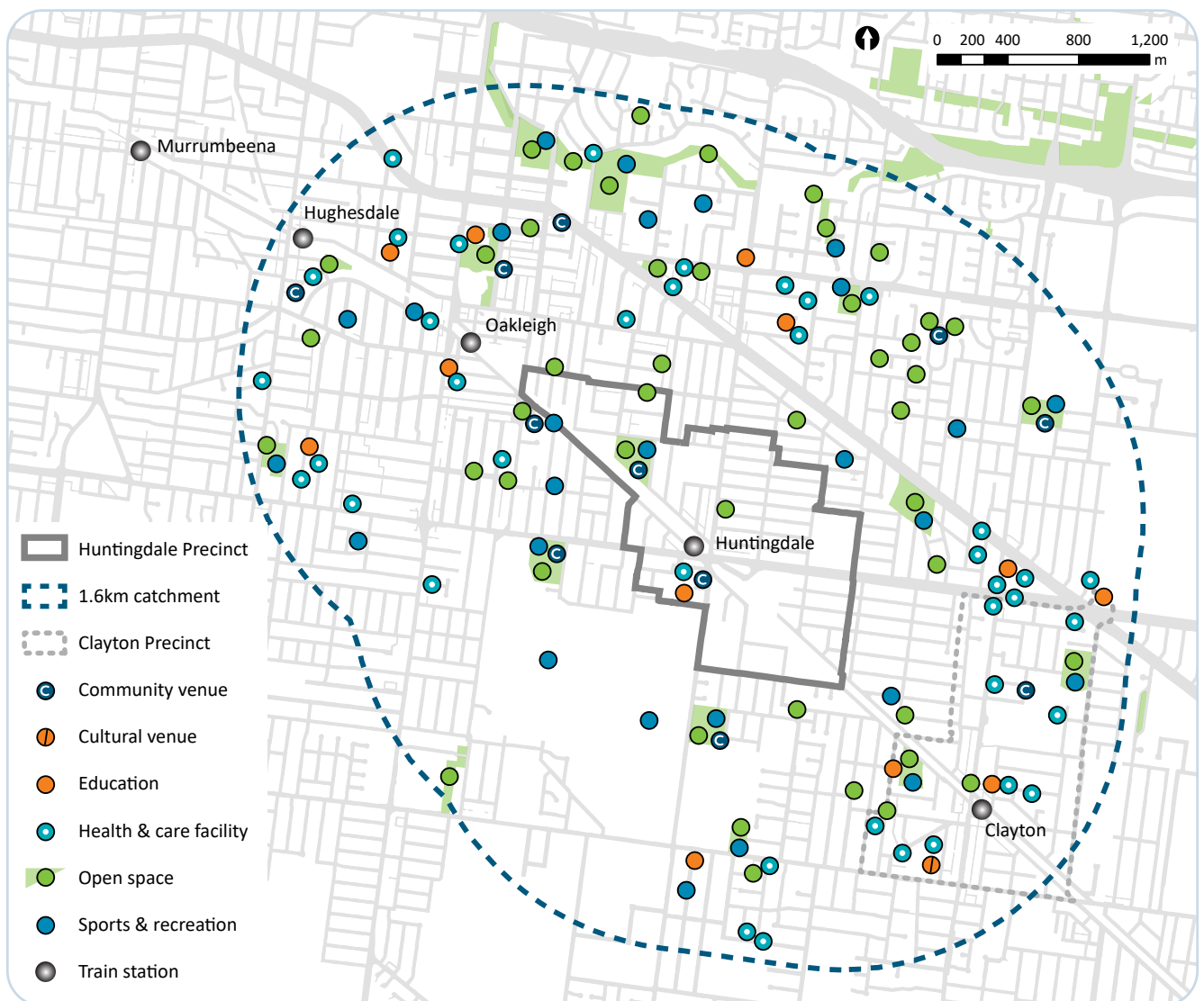
2. Context (cont'd)

2.4 Community Infrastructure

The distribution of community infrastructure in the Precinct and surrounds is shown in **Figure 4**. Community infrastructure includes the public places and spaces that accommodate community facilities and services that support individuals, families and groups to meet their social needs, maximise their potential and enhance community wellbeing.

There is little 'local' community infrastructure within the Huntingdale Precinct and surrounding infrastructure is over utilised. There is an abundance of facilities in the areas surrounding Huntingdale. However, geographically these tend to be clustered around other community hubs such as the Clayton and Oakleigh Activity Centres. Few facilities are provided in the Precinct itself.

Figure 4: Community infrastructure.



2.5 Transport

The road network in Huntingdale is well established, with the last major infrastructure change, the North Road overpass, completed in 1972.

The Huntingdale Precinct is served by the following major road network:

- **Princes Highway** – a 6 lane highway with service lanes each way, connecting South Yarra, Caulfield, Chadstone, Clayton, and Dandenong to Pakenham.

- **North Road** – 6 lane highway with bus lanes connecting Huntingdale Railway Station with Monash University and beyond (becoming Wellington Road to Rowville).
- **Huntingdale Road** – a 2 lane arterial road divided by the North Road overpass, connecting North Road with the Monash Freeway east-facing ramps to the north, and Centre Road to the south.

A map of the arterial road network is shown in **Figure 5**.

Figure 5: Huntingdale Precinct transport network.



2. Context (cont'd)




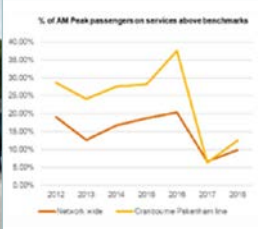

2.5 Transport (cont'd)

Given the access configuration from North Road, several local roads adjacent to the overpass are required to provide the arterial road function to support connections between Huntingdale Road and North Road. This results in congestion and safety issues and creates significant urban separation as shown in **Table 4**.

Huntingdale Precinct has a well-established public transport network with good connections to the CBD, Southeast Melbourne, and the Monash NEIC as shown in **Figure 5** on page 11. The public transport offer includes:

- **Rail:** Cranbourne Pakenham Train Line – a high frequency high capacity service to the Melbourne CBD (via Oakleigh, Caulfield, South Yarra and Richmond) and Dandenong (towards Pakenham and Cranbourne).
- **Bus:** three out of the four bus routes connect Huntingdale Station to Monash University (the 601, 900 and 630). The three routes ranges from shuttle bus to smart bus to suburban route, with frequencies between 4 minutes and 15-20 minutes across the weekday am peak.
- High frequency shuttle and smart bus services include:
 - **Route 601** – an express shuttle service between Huntingdale Station and Monash University – frequency of 4 minute intervals from the AM peak to the end of the PM peak.
 - **Route 900** – a SmartBus service from Rowville to Caulfield Station via Monash University, Huntingdale Station, Oakleigh Station, and Chadstone – frequency of 12-15 minutes from the AM peak to the end of the PM peak.
 - **Routes 603 and 704** operate on a mixture of arterial roads (with bus lanes) and collector roads to connect Huntingdale Train Station to a range of destinations:
 - **Route 603** connects Huntingdale Station and Monash University Clayton Campus, and services a range of other destinations.
 - **Route 704** operates on Huntingdale Road in a complex route (from north to south, and vice versa). It primarily connects suburban stops in proximity of Clayton, Huntingdale and Oakleigh stations with the stations.

Table 4: Transport bottlenecks Huntingdale Precinct.

Mode	Road Network		Public Transport		
Bottlenecks	<p>A: Traffic movement to/from Huntingdale Road (south of North Road overpass) to the Huntingdale Road Shopping Strip</p> 	<p>B: Traffic flow along North Road</p> 	<p>C: The connection from Huntingdale to Monash University via rail and bus</p> 	<p>D: Rail line crowding</p> 	<p>E: Public transport network travel time</p> 
Performance Issues	<p>Capacity – volume capacity analysis shows congestion.</p> <p>Safety – design results in counterintuitive movements and poor safety outcomes.</p>	<p>Capacity – volume /capacity analysis shows congestion.</p> <p>Safety – crash data shows the performance of the network is inconsistent with Vision Zero.</p>	<p>Network Capacity – the transition between the rail line and the bus service results in observed crowding and waiting.</p> <p>Safety – the crowding has a second order impact on safety as passengers' wait near the road.</p>	<p>Capacity – the rail line that serves Huntingdale is crowded, with a higher percentage of services running in the AM and PM peaks that are over capacity than the network baseline.</p> <p>20 minute city – crowding impacts on traveller comfort and amenity, as well as the ability to reliably access services.</p>	<p>20 minute city – travel time analysis – the current public transport network supports an east-west movement to the heart of the Monash NEIC via Huntingdale station, but does so in a way that only enables the 20 minute city only for proximate LGAs – with the majority of the LGAs having 45+ minutes to access the NEIC.</p>

2.6 Urban Design

A number of factors contribute to the existing character of Huntingdale including:

Location

- Between the Clayton and Caulfield Campuses of Monash University, generating student activity.
- Proximity to the Monash Health and Technology Precinct.
- Near the established activity centres of Clayton (north-west) and Oakleigh (immediately west).
- At the edge of the Monash National Employment and Innovation Cluster (MNEIC).

Transport links

- Proximity to a heavy rail link.
- Cycle paths linking neighbouring suburbs.
- Train and bus interchange servicing a significant student population.

Built Form

- Industrial uses with the associated large land parcels and large building footprints.
- Residential streets with predominately single and two storey dwellings.
- Fine grain retail along Huntingdale Road.

Major physical characteristics include a well-defined main street occupying Huntingdale Road north of the train station to Hargreaves Street, the mix of individual residential dwellings and industrial buildings as well as the major transport 'landmark' of the North Road overpass which severely restricts movement between the north and south side of the train line and each side of North Road.

Current zoning includes large portions of Industrial 1 Zone, sections of Commercial 1 Zone around Huntingdale Road with the existing residential areas in a General Residential Zone.



2. Context (cont'd)

2.7 The Monash National Employment and Innovation Cluster

Located approximately 25 km southeast of the Melbourne CBD, the Monash NEIC, shown in **Figure 6**, is the largest of all the major innovation precincts within Victoria. The Monash NEIC is a key education, health, research and commercial hub.

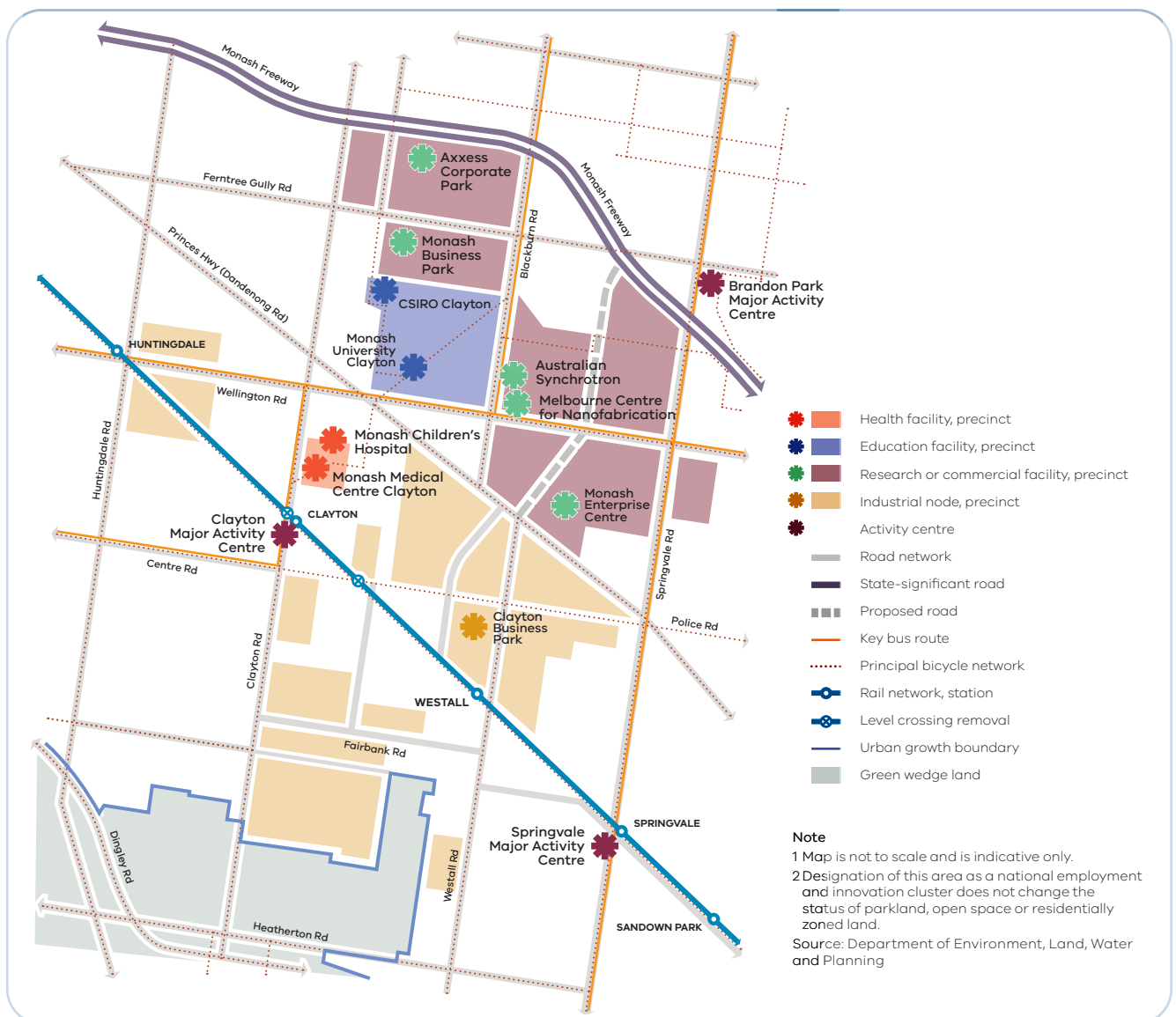
Key organisations within the Cluster include Monash University, the Australian Synchrotron, the Melbourne Centre for Nanofabrication, Monash Medical Centre, Monash Children's Hospital, CSIRO's largest site in Victoria and the Monash Enterprise Centre. This mix of organisations makes the Monash NEIC a key component of Australia's knowledge based sector.

The streetscapes and public spaces, (the public realm) provide a variety of experiences and quality. The neighbourhood feel of Huntingdale Road with canopies,

cafes and street trees provides a small defined retail core with good street tree planting. Other streets vary considerably in building setbacks, landscape quality and street tree planting with many including dominant off-street vehicle parking in front setbacks, poor maintenance of grass verges and a lack of canopy street trees.

The major open space is Jack Edwards Reserve containing synthetic and natural turf soccer pitches and a dog off-leash area however access and alternative uses are restricted by fences and limited informal green spaces.

Figure 6: Monash NEIC.



Vision for Huntingdale within the Monash NEIC

The Monash NEIC Draft Framework Plan (2016) sets out the following long term objectives:

- Renewal of industrial precincts by attracting high value economic activity associated with the broader MNEIC:
 - As development accelerates in the MNEIC spill over opportunities are expected to emerge, with land values and land use change supporting the shift of some activities to Huntingdale.
 - Capturing greater activity in Huntingdale to boost local economic performance and expand the array of jobs in the cluster.
- To become an important gateway, transit interchange and node of activity for Monash University and the local community, and increase retail capture.
- A gritty urban attractor, leveraging its industrial history.
- A greatly improved public realm will change the feel of the area as a destination rather than simply acting as a transport interchange.
- Increased dwelling diversity and density will support a range of successful community, retail and recreational infrastructure.

The Monash NEIC Economy

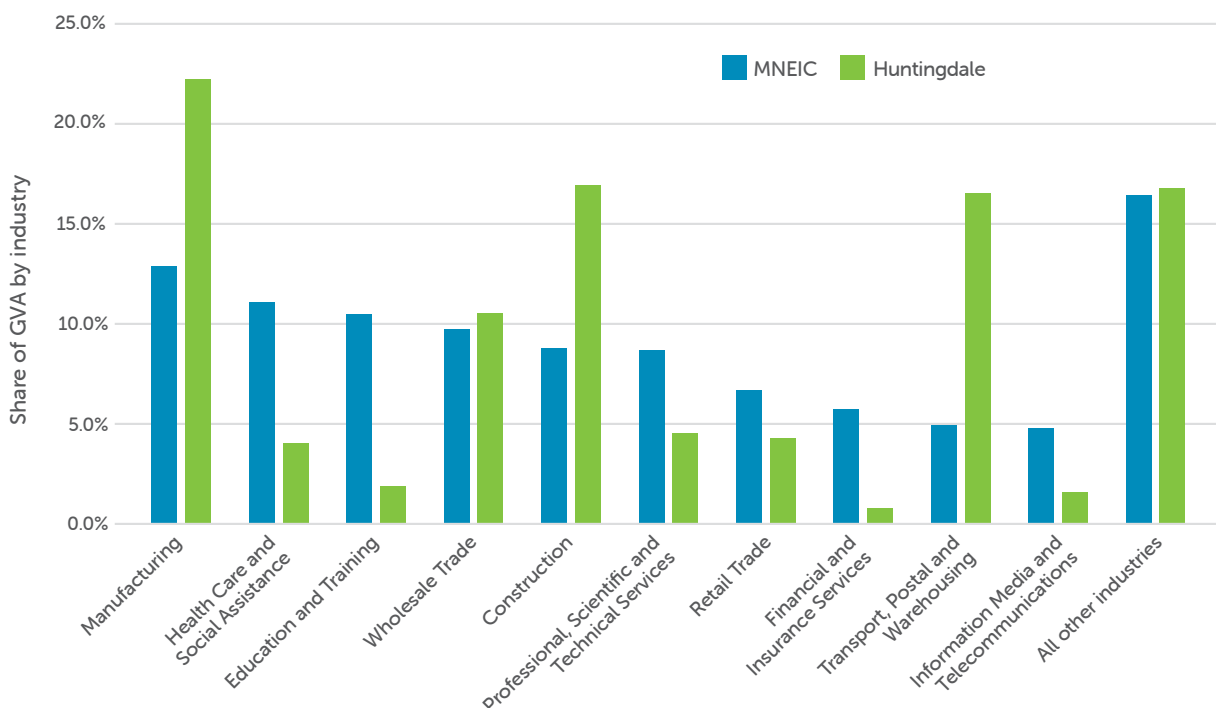
In 2016, \$8,181 million of Gross Value Add (GVA) was generated in the Monash NEIC. Comparatively, the Huntingdale Precinct generated GVA of \$504 million, or 5.9 per cent of the GVA of the combined area.

Therefore, Huntingdale can be understood to be underperforming in terms of its role as an area of significant employment generating land in the MNEIC. This can be attributed to the difference in industry composition and output as shown in **Figure 7**.

Figure 7 indicates that sectors underpinning innovation and capability oriented employment– such as education, health and professional services –play a stronger role in the MNEIC. It also shows that economic activity is more diverse in the MNEIC, with division contribution to GVA is relatively evenly split between the top five industry sectors in the MNEIC. These five industries account for approximately 50 per cent of all output.

By contrast, in Huntingdale, activity is concentrated in the top three divisions of manufacturing, construction and transport, which account for almost 55 per cent of output.

Figure 7: GVA Comparison – Monash NEIC and Huntingdale Precinct.



3. Vision and Principles

3.1 Vision

The Vision is derived from the urban renewal opportunities in Huntingdale, the role the Precinct can play in the MNEIC and the character required to achieve this vision.

The Huntingdale Precinct is the premier location for knowledge intensive based businesses seeking a location within the Monash NEIC that have synergies with education, health, technology and manufacturing in Clayton Health and Education Research Precinct and Clayton, which do not require immediate proximity. These tenants are co-located within existing businesses which are growing and underpin the strength of the local economy.

The Precinct is a diverse village that provides a range of employment, recreation and residential opportunities. Offering spaces that allow for innovative businesses of all types, the industrial character encourages adaptable uses to meet the needs of today and the potential of the future.

Well-connected transport linkages, including cycling and pedestrian networks build on the excellent public transport infrastructure connecting the village to its neighbours and beyond. The Main Street provides a safe, leafy, place to shop and socialise offering a variety of local businesses that cater to the everyday needs of locals who live and work in the village as well as those who pass through on the way to nearby education and employment hubs.



3.2 Principles

There are four overarching Principles are to be applied across the Huntingdale Precinct. They provide high level guidance for the future of Huntingdale to ensure Objectives and Strategies will accomplish the transformative outcomes identified in the Vision. Underpinned by the detailed research contained within the background reports they address employment, economic resilience, opportunities for iterative change and creating well considered urban environments for everyone.

Foster innovation as a cornerstone of the economy

- Trade and investment in knowledge intensive and high value industry sectors that can compete in global markets.
- Employment growth in high skill, high wage jobs.
- Economic resilience and transition to digitised economy.

Productive use of Industrial land

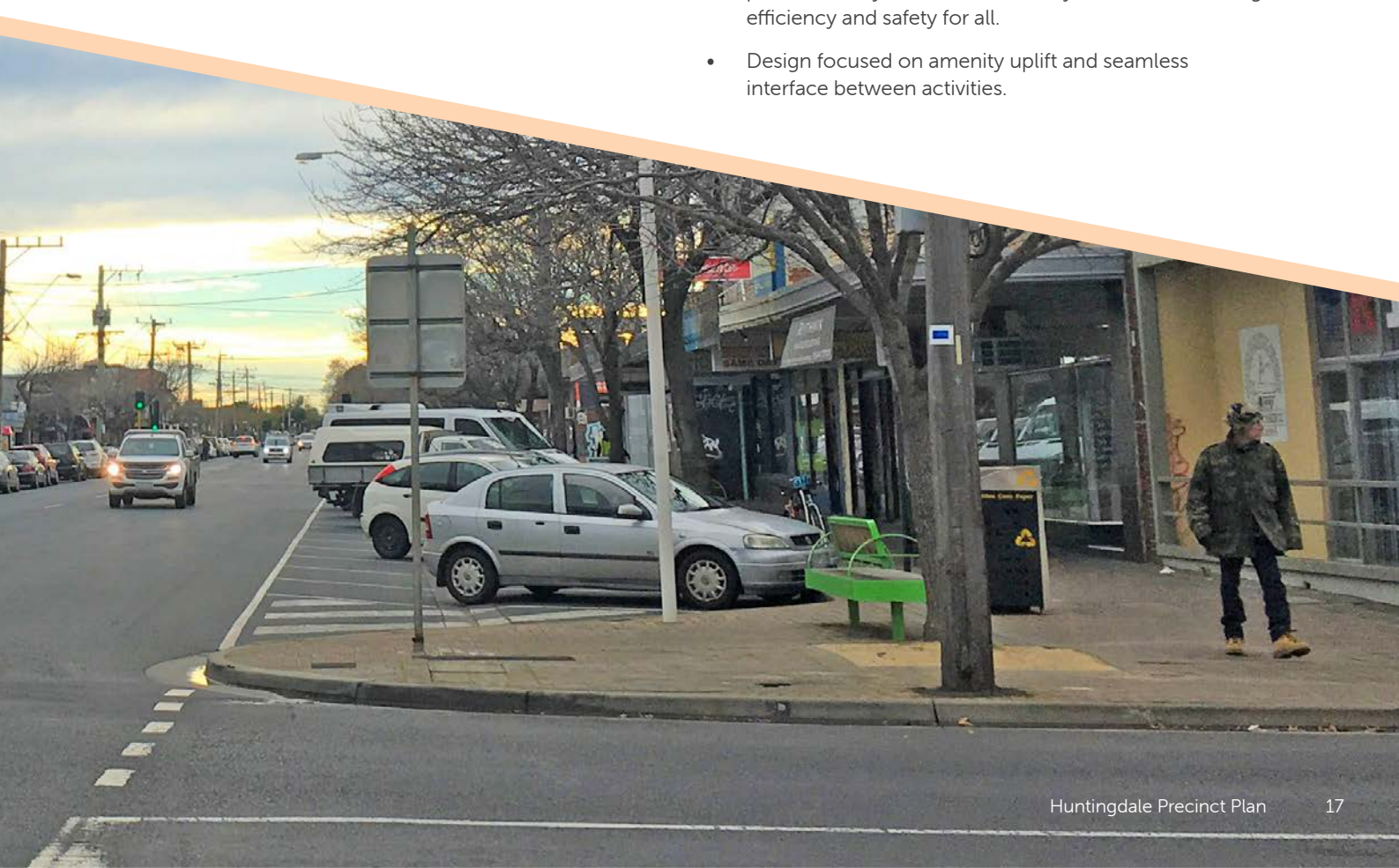
- Recognise changing land and site requirements of knowledge intensive industrial sectors – less land intensive, higher employee per m² ratio, higher amenity requirements, reduced negative spill over, extended hours of operation.

20-minute neighbourhoods

- Housing in close proximity and accessible to activities that generate significant inward migration such as universities and hospitals.
- Increase mixed use development where conflict of activity can be minimised and mitigated.
- Increase housing density around transport links and in existing residential areas.
- Scale of retail and commercial activity is commensurate to scale of centre wide activity (residential and employment).
- Transport networks have capacity for trips (including active transport).

Place through site responsive design

- Built form outcomes respond to the existing character while allowing for future opportunities.
- Provide high amenity streetscapes and public places framed by appropriately scaled built form.
- Activity Areas allow for specific design responses based on land use establishing a network of neighbourhoods.
- Provide logical and clear movement routes for pedestrians, cyclists, cars and heavy vehicles maximising efficiency and safety for all.
- Design focused on amenity uplift and seamless interface between activities.



4. Precinct Plan

The Plan provides Precinct wide guidance that specifically focuses on the broader themes of:

- Economic Mix
- Place
- Access

4.1 Urban Renewal Levers

There are three key levers required to implement urban renewal in Huntingdale: Economic Mix, Place and Access. The Precinct Plan focuses on these areas of intervention and proposes a series of high level Principles, supporting Objectives and associated Strategies all working toward an overarching Vision grouped around these levers.

Table 5: Areas of intervention to target future activity and create the right environment to attract it.

Areas of Intervention		Urban Renewal	
Economic Mix	Growth in Industry balanced with Residential Growth	<p>Leverage connectivity to Monash NEIC businesses to grow investment and employment in knowledge intensive industry with high economic value.</p> <p>Balance residential growth to ensure that it complements rather than cannibalises opportunities for transformation of industry.</p>	
	Catalytic Development and Zoning that facilitates transformation	<p>Identify industry sectors that catalyse and accelerate further investment by 'wrap around' industry sectors when they locate in a centre.</p> <p>Identify potential sites that are fit for purpose for catalytic industry sectors and developments.</p> <p>Identify and implement zoning changes required to facilitate economic transformation.</p>	
Place	Amenity	<p>Implement a design framework that builds physical amenity, and provides a seamless interface between residential, retail and industrial activity.</p>	
	Activation	<p>Identify tenancy and catalytic development and tenants to accelerate amenity uplift in retail strip that is consistent with the retail offer in Monash NEIC and the intensification of residential and industrial development in the centre.</p>	
Access	Transport	<p>Identify bottlenecks to access to and circulation within the centre based on the intensification of retail, industrial and residential activity and connectivity to key sites within the Monash NEIC.</p>	

As shown in **Table 5**, these levers must work together to achieve transformative change in Huntingdale. Implementation of the Principles, Objectives and Strategies can be accomplished through a variety of means and by numerous stakeholders and include: potential Planning Policy changes, market interest and private investment and the impact of new, appropriate development and ongoing investment by Council and government on major infrastructure and local public realm improvements.

The three levers identified for urban renewal in Huntingdale are Economic Mix, Place and Access. Each of these levers cover a broad spectrum of physical and non-physical attributes that together will promote transformational urban renewal in Huntingdale.

The Precinct Plan proposes a series of Objectives under each of these levers with specific Strategies outlined in both the Precinct Plan and under each individual Activity Area. These Activity Areas are shown in **Figure 13** on page 30.

Economic Mix addresses the relationship of the Precinct to surrounding activity centres and the Monash NEIC and the opportunity to provide supporting services and industries locally and to these areas. It also addresses the need to balance uses, such as residential, employment and service, within the Precinct to create a vibrant and sustainable employment focused outcome. These are reflected in the Precinct Plan through land use diagrams, proposing a focused retail core, nominating appropriate residential development including student accommodation and identifying strategic redevelopment sites.

Place contemplates the built form and 'sense of place' elements of Huntingdale that will enable the ongoing success and health of businesses, residents and visitors. The Precinct Plan addresses community facilities, building height, setbacks, streetscapes, public spaces, and supports the increased greening of Huntingdale to create a place that people enjoy.

Access addresses the existing movement network including pedestrian, cycle, public transport and light and heavy vehicle movements. It proposes upgrades, new infrastructure and streetscape improvements to increase amenity for the community, provide the infrastructure for connectivity and allow for the efficient and effective movement of vehicles associated with employment uses.

4.2 The Challenge

The challenges facing sustainable growth and iterative change in Huntingdale are summarised under Economic Mix, Place and Access. Each of the challenges must be addressed to enact change and they are explored in further detail in the subsequent chapters.

Economic mix:

- Economic activity in Huntingdale is heavily reliant on industries which are expected to transition out of the Monash NEIC.
- Huntingdale will need a catalytic transformation to attract knowledge intensive business to the activity centre. Catalytic developments and anchor tenants from knowledge intensive industry sectors will accelerate the transformation.
- Huntingdale currently has a low service offering and needs significant changes to support the local economy.
- Existing and historical industrial uses mean there are potential land contamination and poor soil conditions that are likely to require the application of an Environmental Audit Overlay (EAO) and affect the construction costs of new built form.
- Portions of the Study Area are prone to overland flooding affected by the Special Building Overlay (SBO).

Place

- There is a significant under supply of community infrastructure in Huntingdale and the surrounding area. Highest priority areas for investment include a kindergarten and day care centre, a community centre, an outdoor sports facility and public open space.
- Population for the Huntingdale Activity Centre is expected to grow by 50 per cent between 2016 and 2051, to 3,000 residents.
- Poor levels of pedestrian amenity and safety as a consequence of the predominantly industrial land use and existing building types.

Access

- North Road and the Railway Line create a significant north-south physical barrier.
- Huntingdale Station lacks the quality and amenity expected of a major transport interchange.
- Transport network does not deliver connectivity and accessibility.
- Poor public realm contributes to poor walkability. Streets have a lack of trees, active frontages and active transport infrastructure.

4. Precinct Plan (cont'd)

4.3 The Opportunity

The opportunities for Huntingdale highlight the variety of existing attributes, in particular regarding location proximate to the Monash NEIC and Monash University, the rail and transport infrastructure and current building stock and land value, that allow for a variety of uses to evolve that are complimentary to neighbouring activity centres and uses.

Economic mix

- Huntingdale is well positioned to attract and retain high value industries to complement the growth of the Monash NEIC.
- Development trends could be catalysed to create the right conditions for uplift in Huntingdale.

Place

- Multi-purpose facilities housing multiple services are an opportunity to efficiently meet future additional community infrastructure.
- Community spaces that encourage interaction and collaboration.
- Character defined by existing industrial uses, to form a place with a distinct identity.
- Provision for additional green space is recommended to address the needs of the community and support amenity as the residential population grows.
- Huntingdale is well positioned to support growth in demand for student accommodation.

Access

- Investment in active transport modes through safe and attractive streets will promote local trips via these modes reducing private vehicle use.
- Planning for heavy and frequent vehicle movements to occur logically and through networks that do not clash with priority pedestrian and cycle streets will allow industries to function efficiently and effectively.
- Long term projects, including removing the North Road overpass should continue to be discussed to achieve the best possible outcome for a 20 minute Huntingdale.

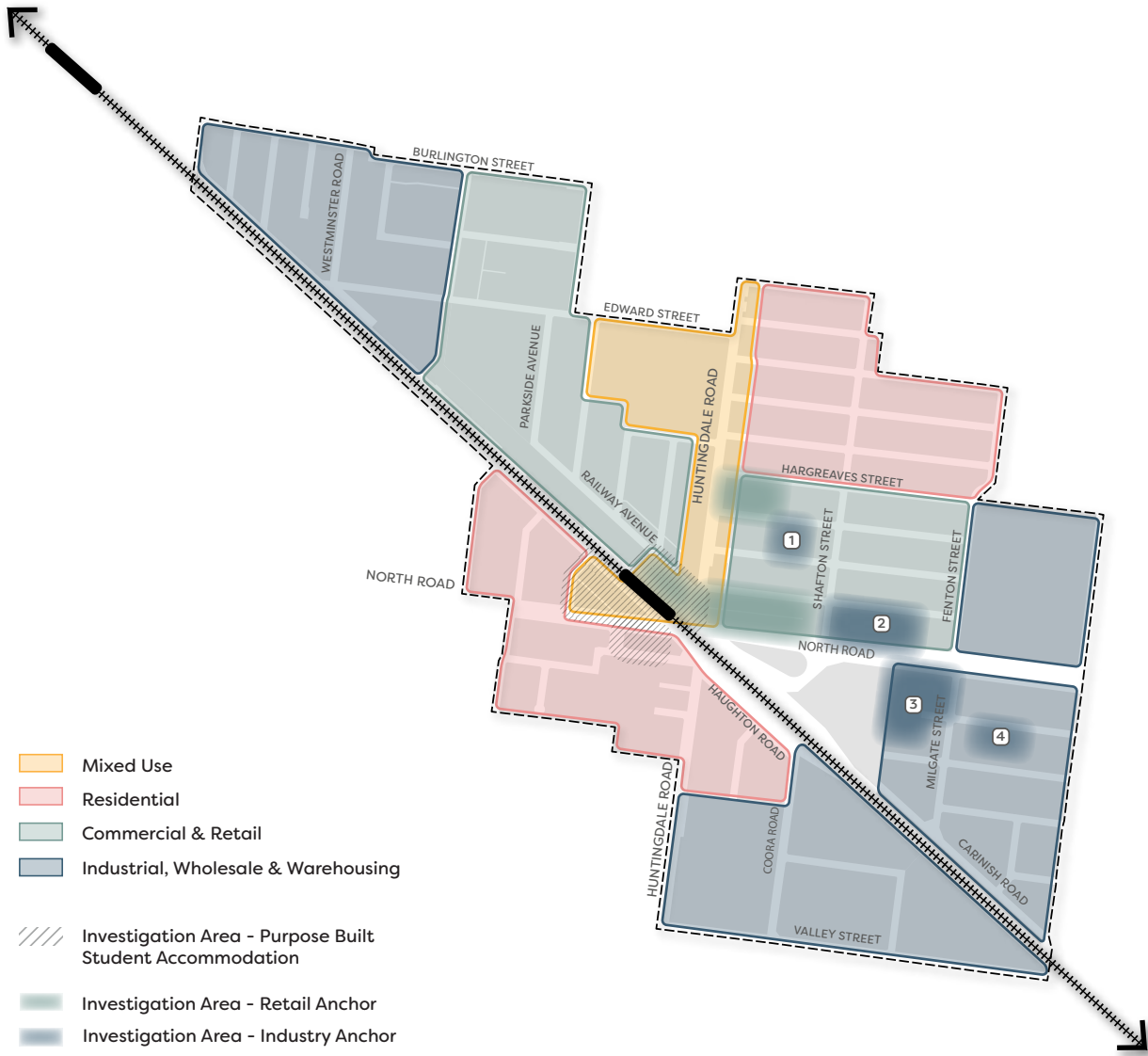
4.4 Economic Mix

- Support the highest standards of contemporary architecture, landscape and urban design.
- With curation and investment, employment in Huntingdale can grow by 4,500 FTE in 2025.
- A substantive proportion of the jobs will be generated by the value of the agglomeration benefits realised by locating within the NEIC in sectors such as professional, scientific and technical service, advanced manufacturing and wholesale trade.
- Anchor tenants that could accelerate demand and investment in the Precinct include:
 - Chemical and Chemical Product Manufacturing.
 - Specialised wholesale trade firms such as Pharma businesses.
 - Professional service firms such as accountants, tech etc.
- Based on existing development application trends, indications are that an additional 540 dwellings will be provided in the Precinct by 2030.
- Student accommodation will generate a significant proportion of this demand given Precinct access to Monash University Campuses.
- Improved amenity, retail proposition and an efficient public transport interface are key catalysts for residential development in the Precinct.
- Huntingdale is developed into a sub-regional retail centre. The service catchment for this centre does not extend beyond local boundaries – ensuring that the majority of retail-related trips within the local area are able to be made within 20 minutes.
- Retail floor space should not exceed 10,000 to 20,000sqm. The retail floor space should comprise a full line supermarket and up to 40 high-quality specialty shops including a diverse range of food and beverage outlets and entertainment facilities.

Objectives

- Grow investment and employment in knowledge intensive industry.
- Flexibility to allow for the diversity of industry.
- Balance residential growth with employment uses to complement the transformation of industry.

Figure 8: Economic mix plan.



- Mixed Use
- Residential
- Commercial & Retail
- Industrial, Wholesale & Warehousing
- Investigation Area - Purpose Built Student Accommodation
- Investigation Area - Retail Anchor
- Investigation Area - Industry Anchor

Industry Anchor Tenants

- 1 Commercial park
- 2 Wholesale
- 3 Industrial manufacturing
- 4 Specialist manufacturing

Scale 1:17,000

4. Precinct Plan (cont'd)

4.4 Economic Mix (cont'd)

Strategies

Industry/Employment

M1. Support industrial transition of historically heavy industrial uses to more future oriented industries servicing the area such as manufacturing and wholesaling, and enable the location of growing professional and technical services.

M2. Facilitate catalytic industry anchor tenants to enter the Precinct to accelerate the Precincts transition (noting opportunities are not limited to those indicatively shown):

- Professional, Scientific and Technica Services/Commercial
- Future Manufacturing (Industrial/Specialist)
- Wholesale Trade

Huntingdale Road Retail Core

M3. Create an identifiable urban centre that delivers a range of amenities serving the residential and worker population including an anchor retail tenant.

M4. Support existing and future fine grain retail along the retail strip to reinforce the community sense of place and 'heart'.

M5. Encourage a full line supermarket to provide essential retail amenity to the community.

M6. Encourage higher density development and activity around the retail core.

Figure 9: Land use activity.



Residential

M7. To accommodate required change and growth within the Huntingdale Precinct without unreasonable impacts on surrounding residential areas.

M8. To encourage well-design medium density housing around the retail core providing additional life and activity to the Precinct 'heart'.

Student Housing

M9. Encourage Purpose Built Student Accommodations (PBSA) around transport nodes.

Precedents

Buildings with a variety of uses within them help contribute to a vibrant, safe community by providing a variety of uses that may occur at different times of the day.

This results in people coming and going and 'eyes on the street' throughout the day and night. It also contributes to increased density of uses including residential densities focused around key infrastructure such as public transport and retail uses.

Considering a range of light and clean industrial uses within Huntingdale will contribute to a diverse workforce and the opportunity to exchange information, innovation and ideas across industries.

Encouraging a variety of knowledge intensive industries will support the transformative change desired in Huntingdale. These uses can be highly compatible with existing, large floor plate built form allowing change to happen easily within the existing fabric.



Commercial:
Cremorne Street,
Cremorne VIC



380 Degrees Mixed Use:
Bay Street, Brighton, VIC



Main Assembly Building:
Tonsley, SA

Source: <https://architectureau.com/articles/tonsley-main-assembly-building-redevelopment/>



Victoria Beer Factory:
Malaga, Spain

Soucre: <https://www.archdaily.com/884123/new-victoria-beer-factory-in-malaga-gana-arquitectura>



New Lab:
Brooklyn Navy Yard,
NY, United States



Albert Park Environmental Hub:
Albert Park, VIC



Mixed use:
Oxford and Peel,
Peel Street,
Collingwood, VIC



ADO Manufacturing:
Brooklyn, NY, United States

Source: <https://www.archdaily.com/806317/manufacturing-utopia-how-assemble-is-creating-a-model-factory-at-a-d-o>



Business Accelerator:
Western BASE, Melton, VIC

4. Precinct Plan (cont'd)

4.5 Place

Green Open Space

- Locations aim to improve pedestrian flow and connect with wider trail network.
- Location near areas of high residential density that will benefit most from green open space.
- Projected development activity may create opportunity for spaces to be funded by developer.

Mixed Use Facility

- Purpose-built kindergarten / childcare facility delivered in mixed use zone – high level of access to open space and accessible for both residential and employee communities. Opportunity to be delivered as part of a major mixed use residential development.

Sessional Day Care

- Near major residential and sub-regional shopping centre.

Community Hub

- Provision of 1 small multi-purpose facility
 - Multiple rooms.
 - Access to public transport and high levels of local retail and service amenity is preferred.
 - Central location to develop social cohesion and sense of local community is preferred.

Objectives

- Support the highest standards of contemporary architecture, landscape and urban design.
- Establish a new character and identity that is complementary to the existing context.
- The scale, height and setbacks of new buildings creates a liveable, compact, mid-rise, human-scaled built residential and employment environment.
- To accommodate required change and growth within the Huntingdale Precinct.
- Regenerate the Precinct's public realm.
- Increase the quality and coverage of the Precinct's landscaping and canopy vegetation.
- Improve accessibility to existing open spaces and increase the provision of open space within the Precinct.
- Support the health and wellbeing of existing and future residents and workers through the provision of community infrastructure.
- Design multi-purpose, adaptable and future proofed facilities that provide for a range of functions.

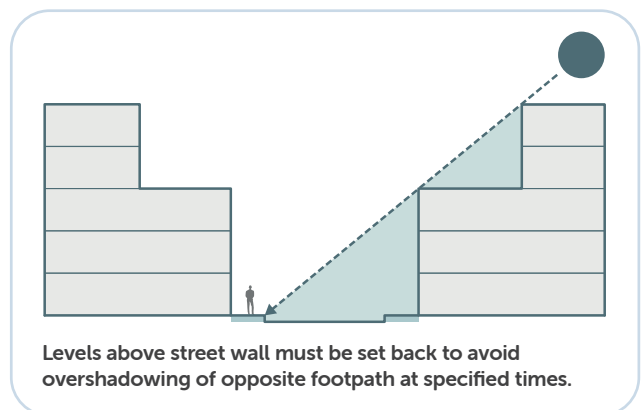
Strategies

Built Form

Built form guidelines will guide future building heights and setbacks across the Study Area.

P1. Front setbacks, where required should provide generous public realm, including opportunities for increasing canopy cover, pedestrian pathways and seating. Car parking within front setbacks should be avoided.

P2. Ensure an appropriate transition in scale to surrounding residential areas by introducing suitable building scale, heights and setbacks at interface areas (discussed in detail in the Activity Areas).



P3. Minimise the overshadowing impacts on the public realm (particularly along Huntingdale Road) and open space – existing and proposed. Built form guideline testing to utilise the equinox solar access test on key streetscapes with the following parameters:

- Southern footpaths between the 10am and 2pm
- Western footpaths from 10am
- Eastern footpaths before 2pm.

P4. Heights should be responsive to their activity centre context, including scaling up towards the Precinct Core and towards the Oakleigh Major Activity Centre. Encourage sufficient separation between buildings to maximise outlook and amenity. Development should be setback from common boundaries at the upper levels a minimum of:

- 4.5 metres from the boundary where habitable rooms and balconies are proposed
- 3 metres from the boundary where non-habitable rooms or commercial uses are proposed.

P5. Encourage active frontages to enable visual interaction and engagement between the inside of buildings and the street.

P6. Where podium car parking is proposed car parking levels should be above the first floor and sleeved with active uses to streetscapes.

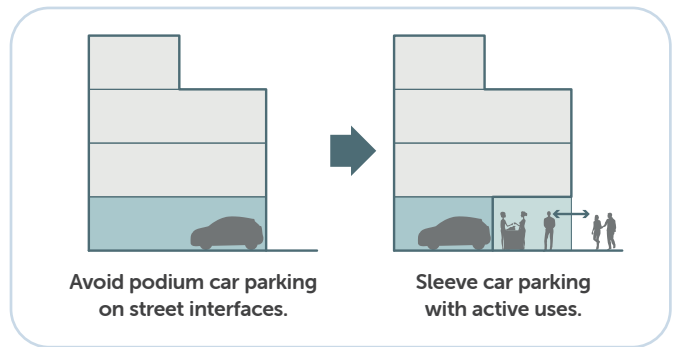
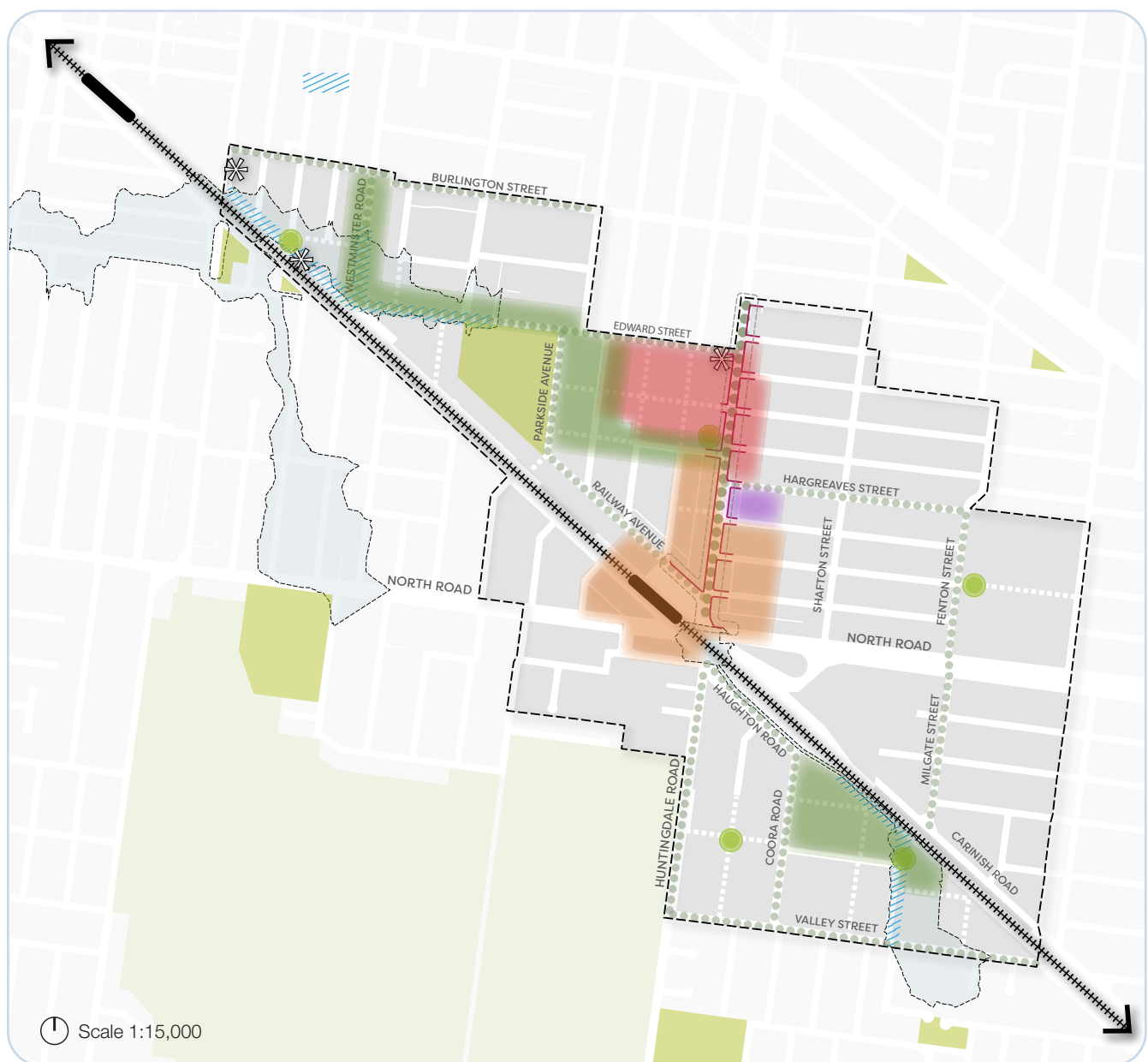


Figure 10: Place plan.



-  Heritage Built Form
-  New Public Space Opportunity
-  Existing Open Space
-  Existing Open Space (Limited Access)
-  Priority Streetscape Planting
-  Special Building Overlay (SBO)
-  WSUD Infrastructure Investigation Area
-  Major Streetscape Upgrades
-  Priority Streetscape Active Frontages
-  Area for Purpose-built childcare
-  Area for Sessional/long day childcare
-  Area for Proposed Green Open Space
-  Area for Proposed Community Hub

4. Precinct Plan (cont'd)

4.5 Place (cont'd)

Strategies (cont'd)

Built Form (cont'd)

P7. Provide adequate floor to ceiling heights to ensure development is adaptable to future change. Floor to floor heights of at least 4.5 metres at ground floor and 3.2 metres above ground floor (including podium car parking).

P8. Encourage adaptive reuse of suitable existing buildings to retain the 'grit' of the existing character.

Streetscape Design

P9. Introduce a high quality, consistent streetscape materiality and furniture palette throughout the entire Study Area, including lane ways, and thus providing a common theme tying the individual areas together. This is particularly important for Priority Streetscapes of Huntingdale Road, Hargreaves Street, Haughton Road, Carinish Road, Railway Avenue, Parkside Avenue, Edward Street and Westminster Street.

P10. Utilise water sensitive urban design elements in streetscape upgrades and new public spaces, including tree water pits, urban swales, water re-use, and recycling initiatives.

P11. Development within the Flood Overlay (SBO) should specifically address the likelihood of flood events through principles of integrated water management reducing on-site damage and any impact on downstream land.

P12. Canopy trees of appropriate species should be introduced at every opportunity both within the streetscape and within required building setbacks to reduce the heat island effect, increase visual and physical amenity and positively impact on property values.

Public Space

P13. Improve the quality and quantum of public open space within the Precinct, including better connections between the existing spaces within and immediate to the Study Area.

P14. Deliver new and upgraded open spaces in priority areas to meet the changing needs of the employment and residential population. This may include hardscape/plazas, reclaimed streets and larger verges.

P15. Offer passive and active recreation opportunities.

P16. New local open spaces should be integrated into large strategic redevelopment sites. New open spaces should be located and designed to have the following qualities:

- Minimum size of 0.3 hectares;
- Northern orientation to maximise solar access;
- Adjacent to existing streetscape; and
- Unencumbered from easements and services.

Community Infrastructure

P17. Work in partnership with the private sector to deliver required community infrastructure to meet current and future demand.

P18. Kindergarten, sessional day care and long day care will be required and may be delivered through:

- One small multi-purpose facility providing long day and sessional care.
- One medium sized purpose-built facility providing a kindergarten, sessional and long day care uses.

P19. A community centre, neighbourhood house and community arts facility will be required and may be delivered as:

- One multi-purpose facility serving as a neighbourhood house, and small community facility or hall.

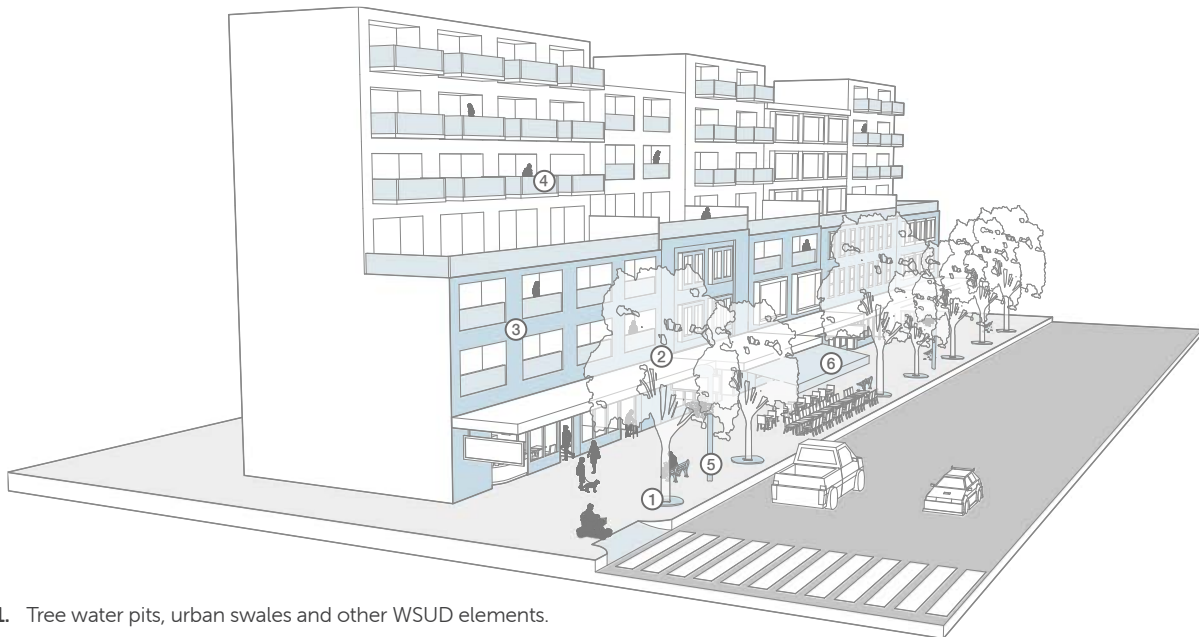
Precedents

Student accommodation and medium density developments can contribute to increase residential densities and all-hours activities. Huntingdale is ideally placed on the public transport network to allow for development with minimal car parking leading to enhanced built form outcomes.

Sustainable communities should include a range of amenities for residents, workers and visitors. Providing amenities such as childcare, kindergartens and multipurpose community centres will support community life.

Public spaces can come in a variety of forms including 'soft' green landscape and harder urban spaces. Providing a variety of open spaces and good wayfinding within Huntingdale will cater for a range of uses at different times of the day and night and promote social interaction.

Figure 11: Place strategy diagram.



1. Tree water pits, urban swales and other WSUD elements.
2. Canopy trees of appropriate species.
3. Street wall that maintains human scale.
4. Windows and balconies with active uses for passive surveillance.
5. Consistent streetscape materiality and furniture palette.
6. Active uses on ground floor with spaces provided for temporary use of public space.



Lothian townhouses:
North Melbourne VIC



Student accommodation:
Waymouth Street, Adelaide



East Sydney ELC:
Sydney NSW



Neighbourhood centre:
Surry Hills NSW



Bank Street parklet:
Adelaide SA



A'Beckett Urban Square:
Melbourne, VIC



Mixed use:
Beecroft NSW



Bunjil Place:
Narre Warren VIC



The Goods Line:
Ultimo, Sydney, NSW

4. Precinct Plan (cont'd)

4.6 Access

- Existing road network is well connected allowing for access for all vehicles into the Precinct.
- The grade separation between Huntingdale Road and North Road creates a major barrier for ease of access by and safety of pedestrians and cyclists and creates a disjointed and dangerous road network. Continued advocacy for the removal of the existing grade separation of Huntingdale and North Roads and the consequential sinking or elevation of the railway station and line.
- Work with PTV to ease the overcrowding of rail and bus services into Huntingdale.
- Current pedestrian and cycling amenity is generally medium to poor with priority placed on vehicle movements.

Objectives

- Prioritise safe and attractive pedestrian pathways to encourage sustainable modes of transport and increase pedestrian traffic in Huntingdale.
- Expand and upgrade the cycling network to facilitate safe, convenient and enjoyable cycling to, from and around Huntingdale.
- Manage safe and efficient vehicular movement throughout the Precinct. Modifying vehicle behaviour to decrease speeds and prioritise active transport modes.
- Support connectivity, collaboration and innovation through the provision of the necessary utilities and Information and Communications Technology (ICT) infrastructure.

Figure 12: Access plan.



Strategies

Public Transport

- A1.** Improve Huntingdale Station design, accessibility and interchange in the short term.
- A2.** Advocate for the long-term reinstatement of the North Road and Huntingdale Road intersection and underground or elevate the rail to re-connect the Precinct north and south.
- A3.** Advocate for upgrades to the existing bus routes, infrastructure and investigate new routes.
- A4.** Seek opportunities to leverage major investment in the transport network to drive urban renewal.
- A5.** Plan for committed major transport projects including (Suburban Loop, Rowville Rail Extension, Caulfield to Rowville Light Rail).

Walking and Cycling

- A6.** Introduce new through-site links and courtyard space typologies within new developments to improve site permeability and reintroduce the fine grain within the study area. New laneways should be:
 - Publicly accessible
 - Safe and direct, with clear lines of sight
 - At least 6 metres wide unless one-way.
- A7.** Enhance pedestrian amenity and experience on all streets through the provision of improved street lighting, greening, and nodes to stop and interact.
- A8.** Enhance pedestrian amenity and safety by providing consistent pedestrian footpaths on both sides of streets with a minimum width of 1.6 metres and greater width on pedestrian priority streets.
- A9.** Provide pedestrian priority crossings including signalised crossing, elevated and at grade zebra crossings at key intersections in the pedestrian priority network and along Huntingdale Road Main Street/retail portion to allow for the safe and convenient movement of pedestrians.

A10. Create a network of cycling routes with separated cycle infrastructure that connects to existing networks. Key routes include: Huntingdale Road, North Road, Burlington Street, Westminster Road, Edward Street, Parkside Avenue, Hargreaves Street, Fenton Street, Milgate Street, Carinish Road, Haughton Road, Coora Road and Valley Street.

A11. Provide wayfinding signage in key locations including 'walk and ride times' to key destinations.

A12. Improve existing and provide additional connections to the Station Trail.

A13. Install high quality bicycle parking and facilities (such as lockers) at the Huntingdale Station interchange.

A14. Require high quality end-of-trip facilities in new development.

A15. Investigate bike sharing schemes, including a potential partnership with Monash University.

Vehicles

A16. Support sustainable transport, encouraging new development to incorporate green travel plans and provide car share spaces.

A17. Continue to monitor car parking in the Precinct as trip demand increases to ensure land uses, pedestrian amenity and built form design outcomes achieve an appropriate balance.

A18. Slow traffic speeds on the northern portion of Huntingdale Road. This may be achieved by extending the retail core north allowing for a 40km/hr zone to be implemented.

Precedents

Providing ample bike facilities including on-street, highly visible parking will promote cycling as a viable transport option and allow more people to safely choose sustainable transport modes.



Bicycle parking:
Bell Street, Seattle WA, United States



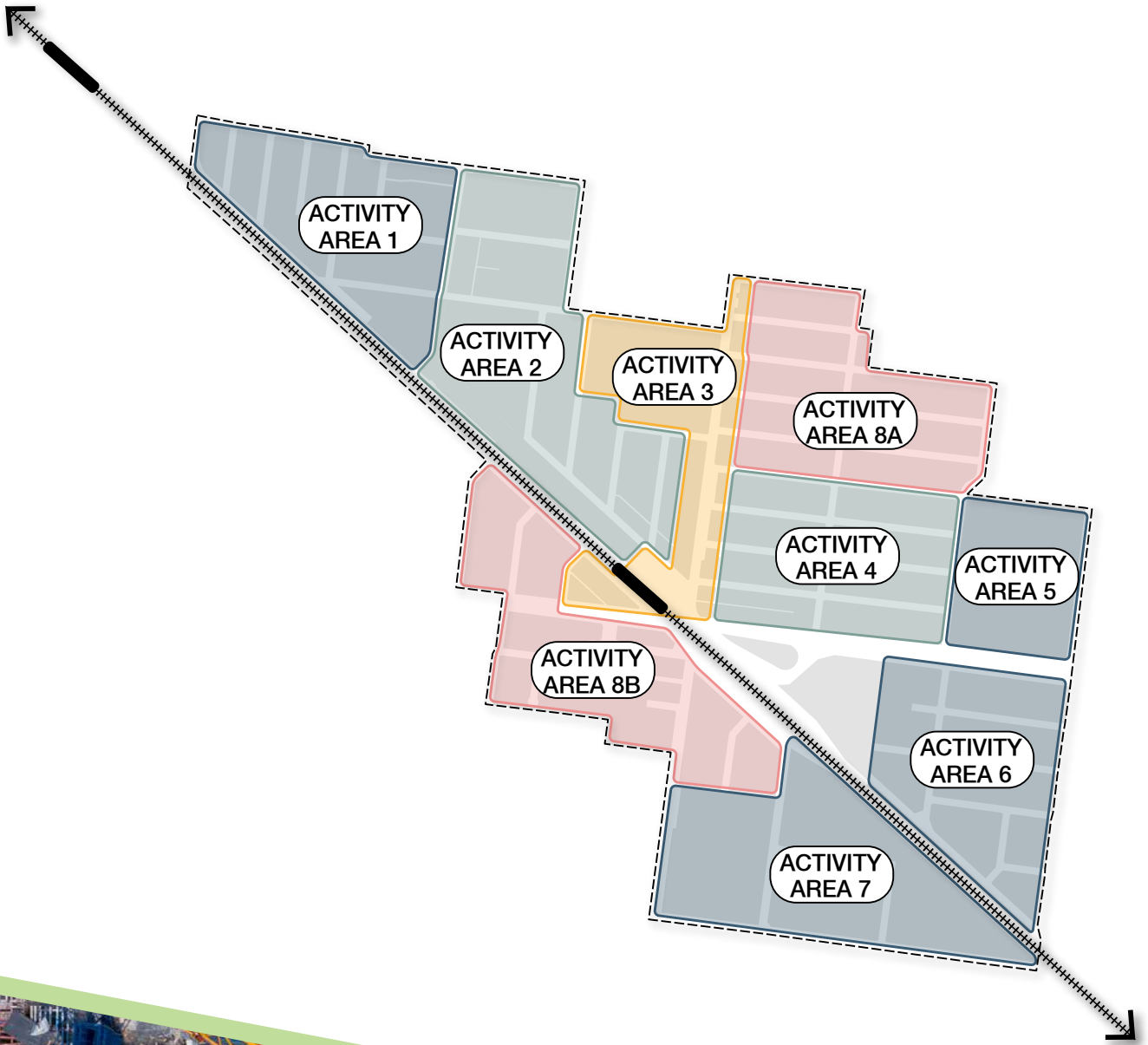
Secure station bicycle storage:
Murrumbeena VIC



Bidirectional separated cycleway:
Bourke Street, Sydney NSW

5. Activity Areas

Figure 13: Activity Areas.



5.1 Activity Area 1

Activity Area 1 is a neighbourhood focused on employment opportunities in clean industry, warehousing and associated commercial sectors.

The existing network of streets and larger lot sizes allow for safe movement of goods and efficient floor plates and connect through to Oakleigh.

Streetscapes respond to the dominant existing typologies and interfaces including garden areas, upper level setbacks and heights.

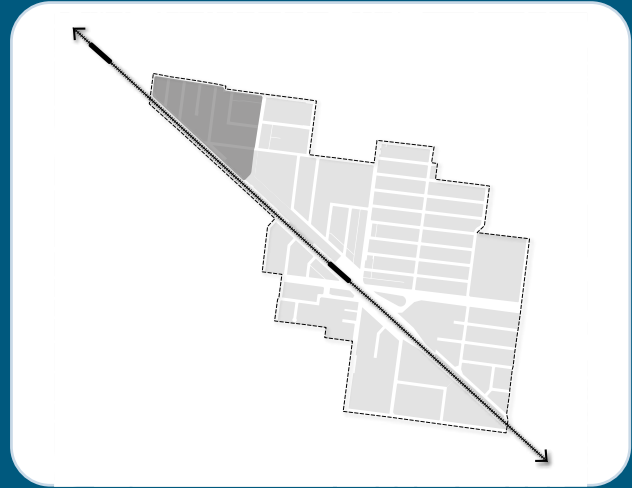
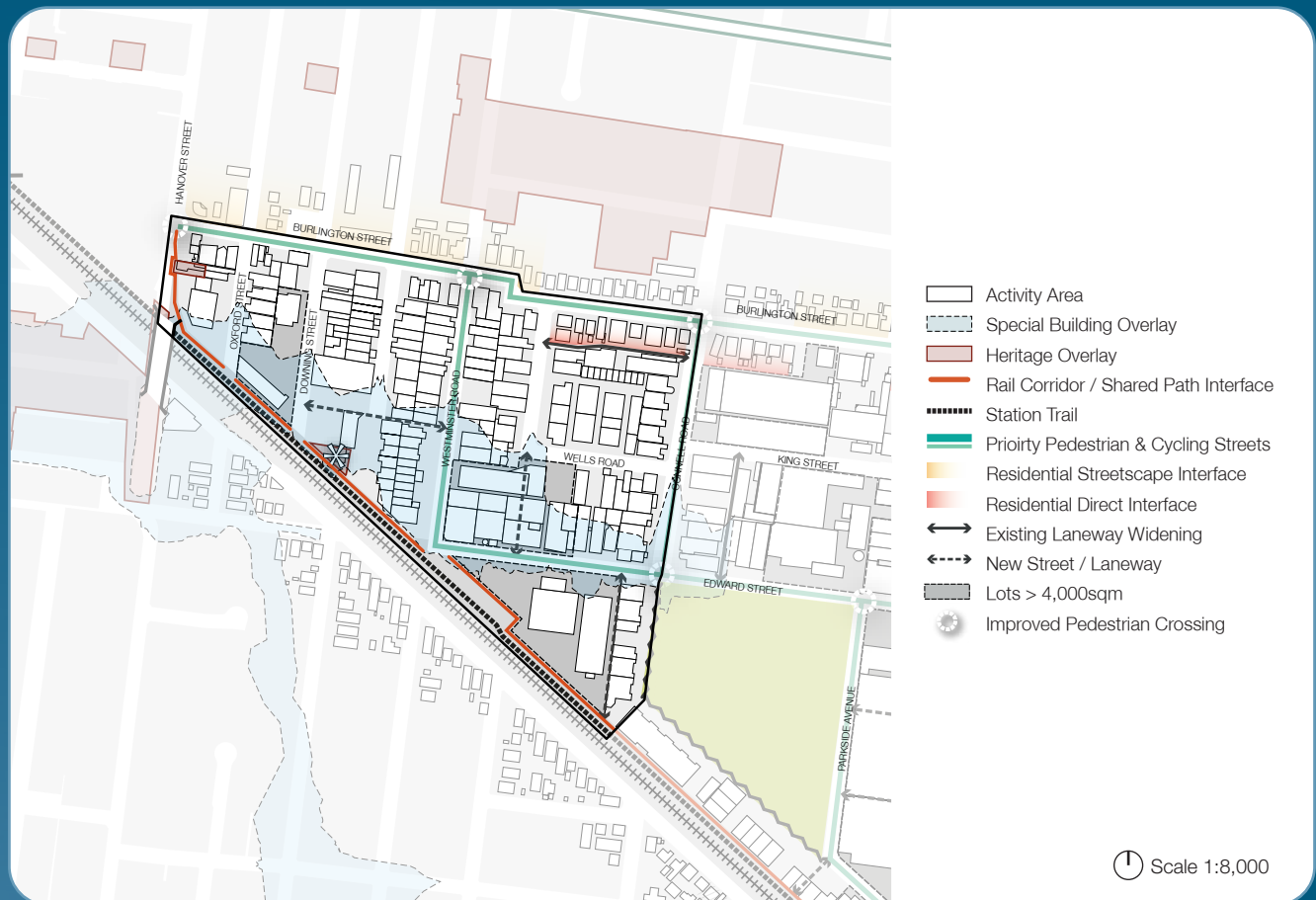


Figure 14: Area 1 – Challenges and opportunities.



5. Activity Areas (cont'd)

5.1 Activity Area 1 (cont'd)

Challenges and Opportunities

- Built form needs to respond to Special Building Overlay.
- Residential streetscape interfaces (Burlington Street and John Street).
- Scale responsive to emerging and proposed height in the Oakleigh Major Activity Centre.
- Built form response to rail interface and activation of Station Trail.

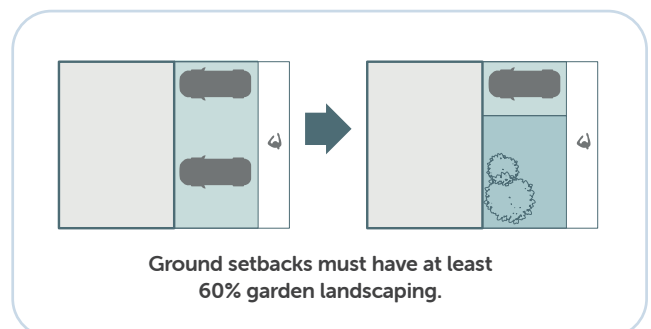
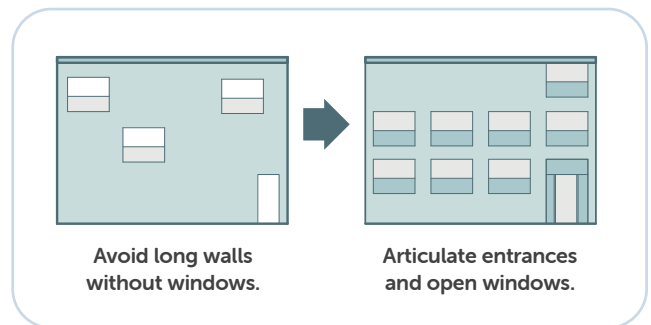


Mix

- Industrial – for example, modern clean industry.
- Wholesale – for example, soft furnishing wholesaler.
- Limited residential – ancillary to the employment generating activity.

Access

- Improve access to Station Trail via Oxford Street, Downing Street and Westminster Street.
- Burlington, Westminster Street and Edward street as key cycle routes.
- Introduce a fine grain, permeable street network through the creation of new streets, including:
 - EW between Downing Street and Westminster Street;
 - NS extension of Wells Street to Edward Street; and
 - NS between Edward Street and the Station Trail.



Place

- Predominately a neighbourhood of employment opportunities capitalising on the existing road network, connecting along Burlington Street to Oakleigh.
- Existing buildings can be adapted to new uses with a number of larger lots offering opportunities for increased density of employment.
- New development will respond to neighbouring residential product through massing and materially ensuring new built form along key streets utilises robust materials, articulates entrances and avoids expanses of blank walls with no windows.
- Creation of a new pocket park at the termination of Downing Street, connecting to the Station Trail.

Streetscape Setbacks

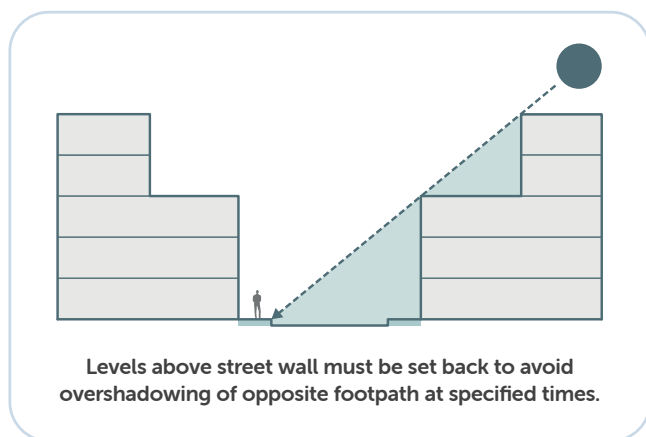
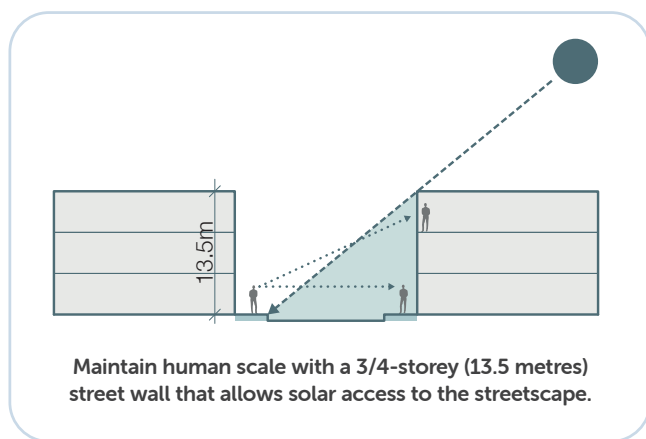
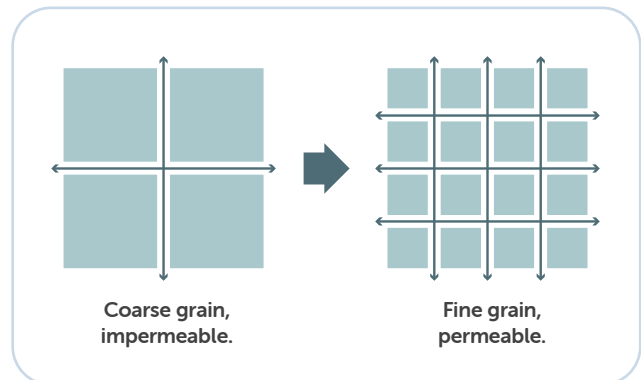
- Provide setbacks responsive to streetscape character (existing and desired). Setbacks where provided are to include at least 60% garden landscaping:
 - 0 metres / built to boundary: Burlington Street (between Hanover Road and Oxford Street), Oxford Street, Downing Street, Regent Street and Westminster Street.
 - Minimum 3 metres: Burlington Street, Edward Street and Connell Road.

Upper Level Setbacks

- Upper level setbacks of 5 metres above 3 storeys to Burlington Street.
- Maintain human scale, maintaining a street wall height of 3 storeys with upper level setbacks that maintain solar access to the streetscape.

Overall Building Heights

- Allow for heights between 4-6 storeys across the Sub Precinct, with taller forms focused in proximity to Oakleigh Major Activity Centre.



5. Activity Areas (cont'd)

5.1 Activity Area 1 (cont'd)

Figure 15: Area 1 – Framework plan.

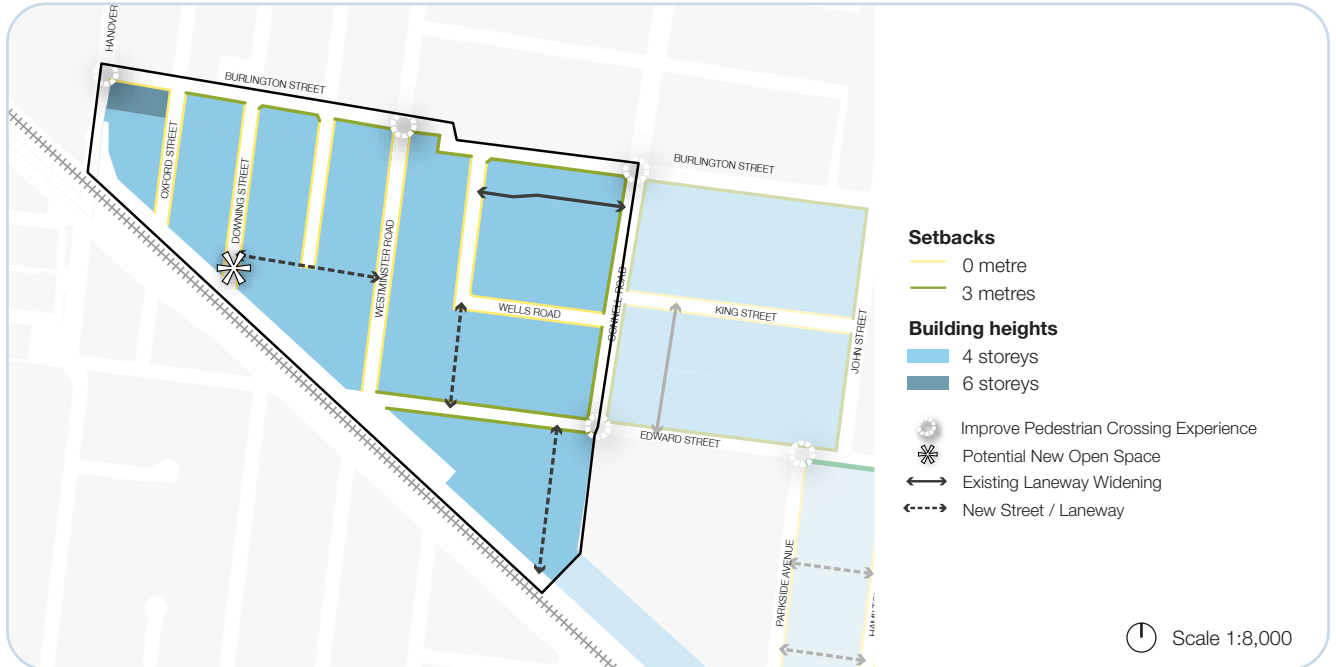


Figure 16: Area 1 – Typical cycling street.

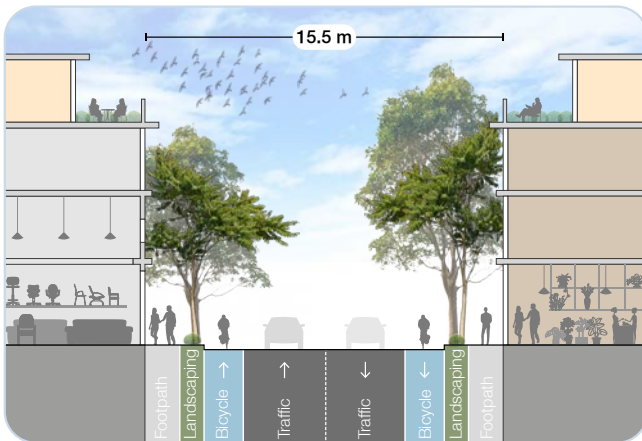


Figure 17: Area 1 – Typical street with parking on one side.

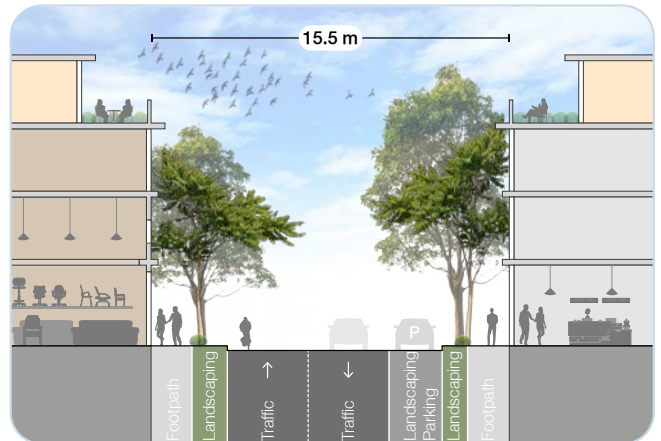
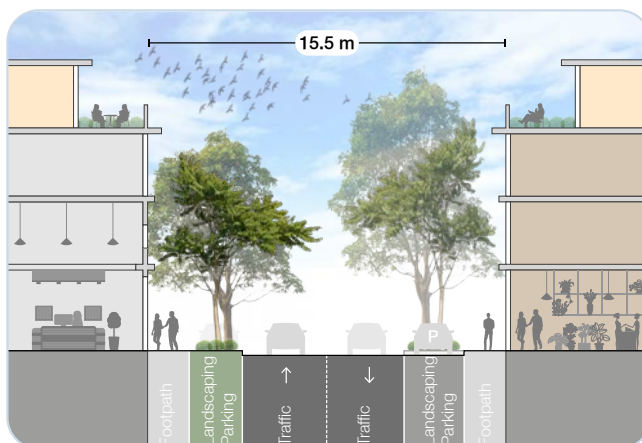


Figure 18: Area 1 – Typical street with parking on both sides.



5.2 Activity Area 2

Activity Area 2 is an industrial neighbourhood that transitions density and uses from the Precinct Core surrounding Huntingdale Road to the western Activity Area.

Featuring the largest existing public open space in the Precinct, existing connections along Burlington Street and the Station Trail, Activity Area 2 will encourage further permeability through new streets and laneways allowing for a network of connections focused on pedestrian and cycle amenity

Heights allow for very good solar access to footpaths which will have improved canopy coverage in the streets and garden setbacks. Enhanced public access to the Jack Edwards Reserve will add to the recreation offer within the Precinct.

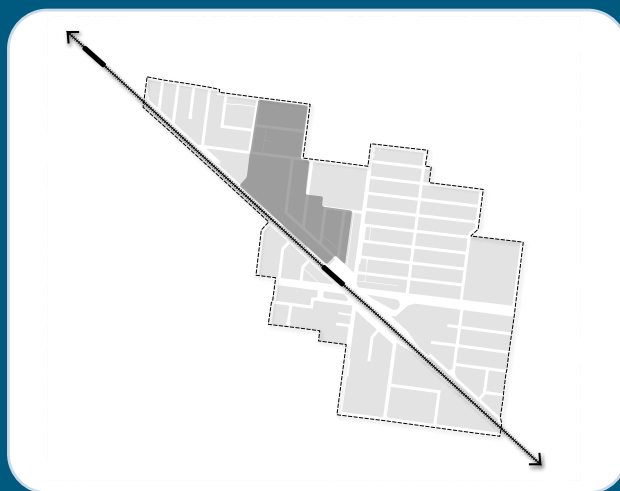
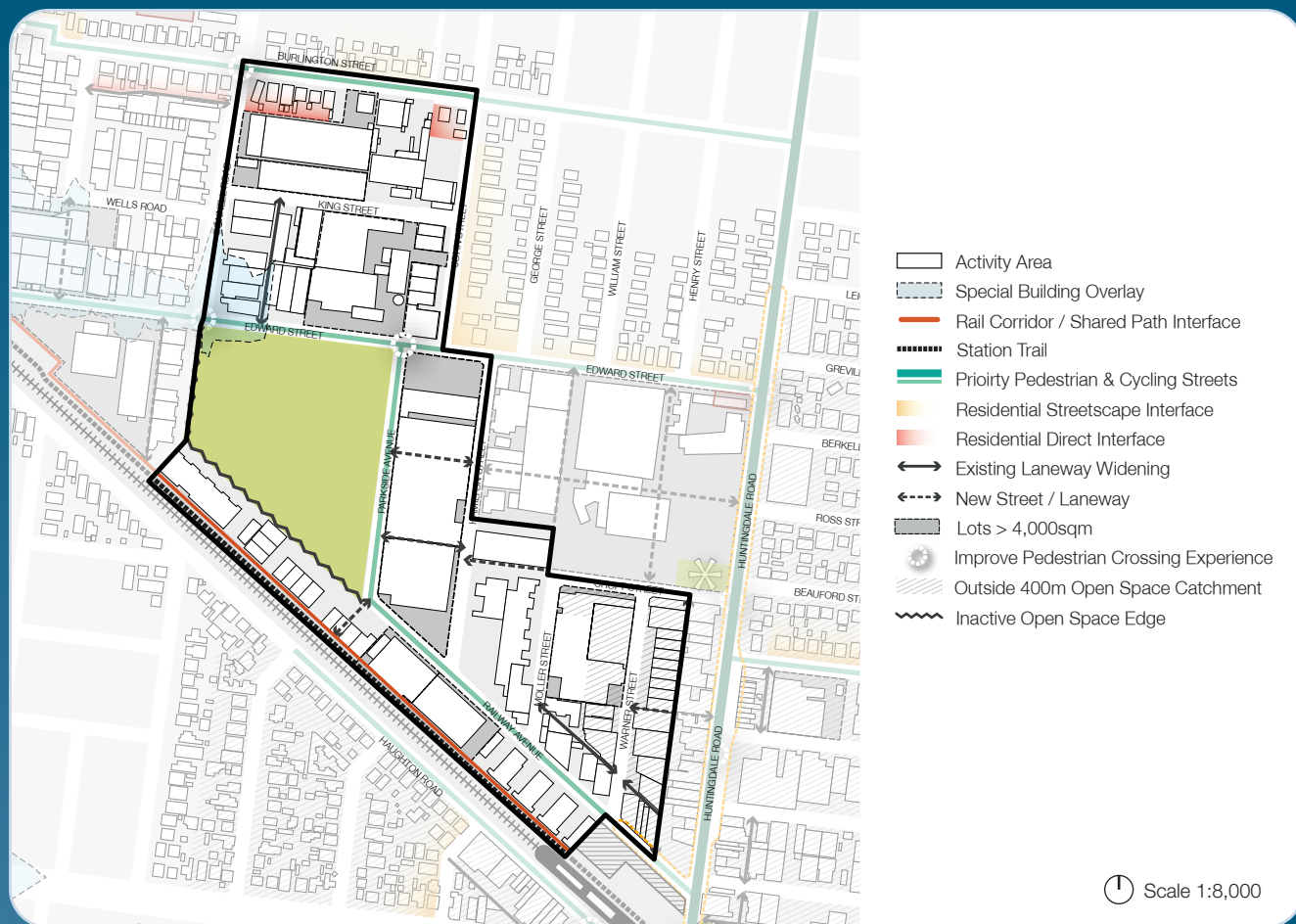


Figure 19: Area 2 – Challenges and opportunities.

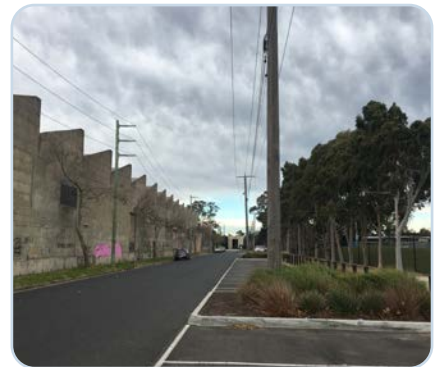


5. Activity Areas (cont'd)

5.2 Activity Area 2 (cont'd)

Challenges and Opportunities

- Interface with station trail and rail corridor
- Lot configuration limits access to station trail and Jack Edwards Reserve
- Inactive edges to Jack Edwards Reserve
- Lacks arterial road frontage for commercial uses
- Large allotments present strategic redevelopment opportunities
- Mixed streetscape setback conditions (0-16 metres)

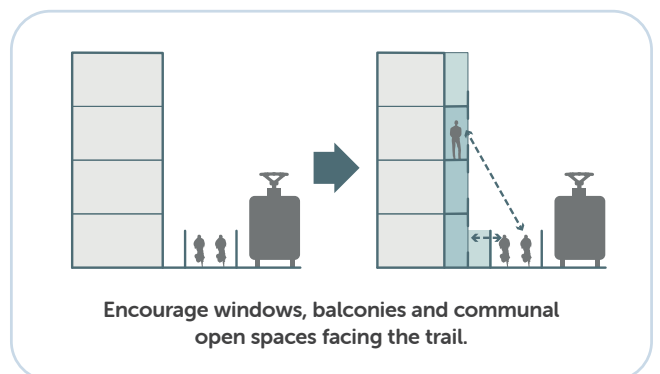


Mix

- Industrial
- Commercial
- Retail
- Residential

Access

- Encourage greater connection to the Station Trail through development sites.
- Encourage development along the Station Trail to have windows, balconies and communal spaces facing the trail to provide increased passive surveillance opportunities.
- Create new street links through large blocks to increase permeability.



Place

- A mixed use area that provides a transition in uses and density from the retail core along Huntingdale Road to the larger lot development to the west.
- Provide setbacks responsive to streetscape character (existing and desired). Setbacks where provided are to include at least 60% garden landscaping:
 - 0 metres / built to boundary: King Street, Parkside Avenue (eastern side), Hamilton Street, Moller Street, Warner Street, Croft Street (southern side);
 - Minimum 3 metres: Burlington Street, Connell Road, John Street and Railway Avenue;
 - Minimum 5 metres: Edward Street (southern side).
- Allow for heights between 4-6 storeys across the Activity Area, with taller forms focused in proximity to Huntingdale Road and the rail corridor.
- Administrative and office components to be located at the street frontage/s for improved access, streetscape activation and engagement with the public domain.
- Long or large-footprint buildings should incorporate articulation in their facades, such as expressed recesses or protruding elements.
- Vehicle crossovers should be minimised and located separate to main pedestrian routes to building entries, to reduce conflict with pedestrians.
- Locate car parking and loading to the side and rear of the building.

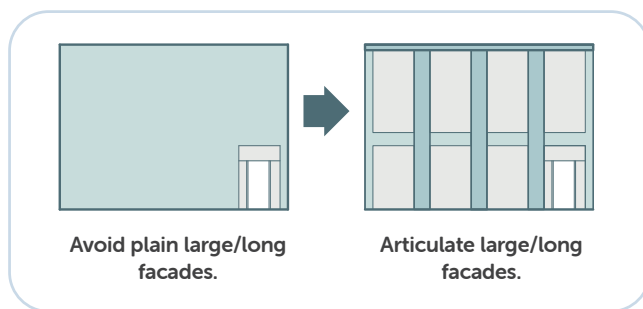
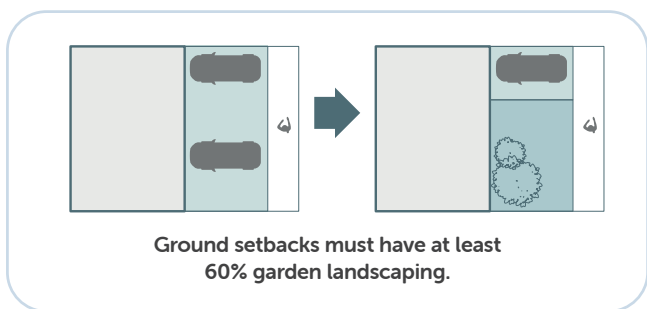
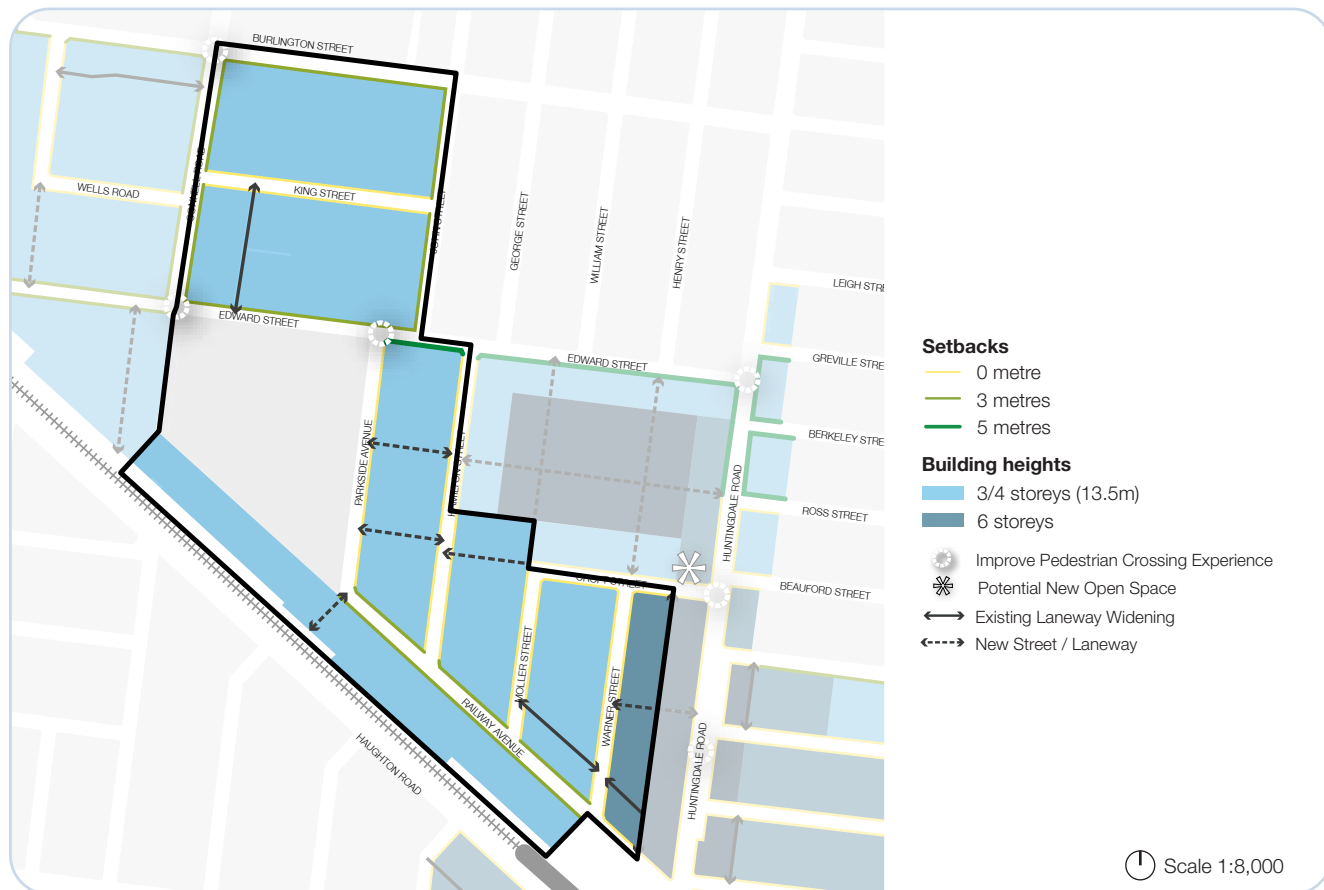


Figure 20: Area 2 – Framework plan.



5. Activity Areas (cont'd)

5.2 Activity Area 2 (cont'd)

Figure 21: Area 2 – Connell Road.

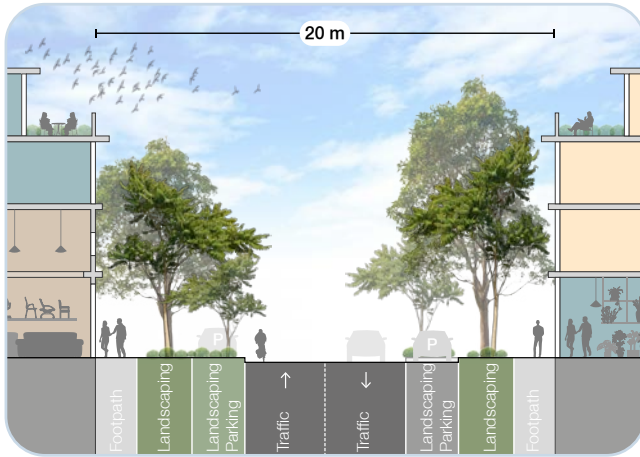


Figure 24: Area 2 – Typical street with parking on both sides.

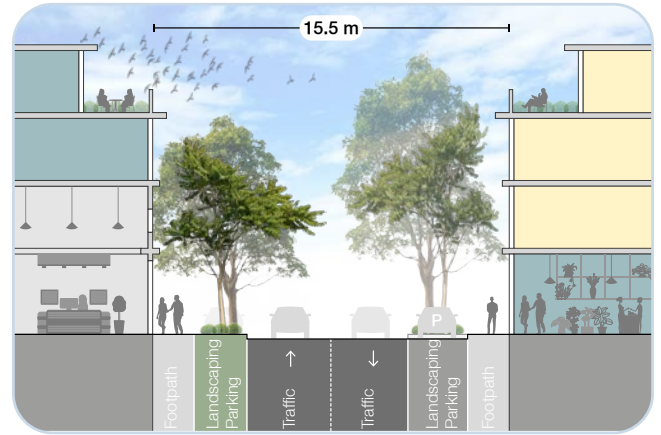


Figure 22: Area 2 – Typical street with parking on one side.

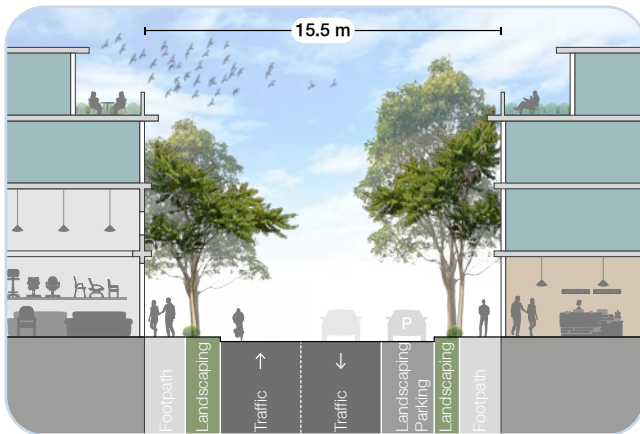


Figure 25: Area 2 – Typical cycling street.

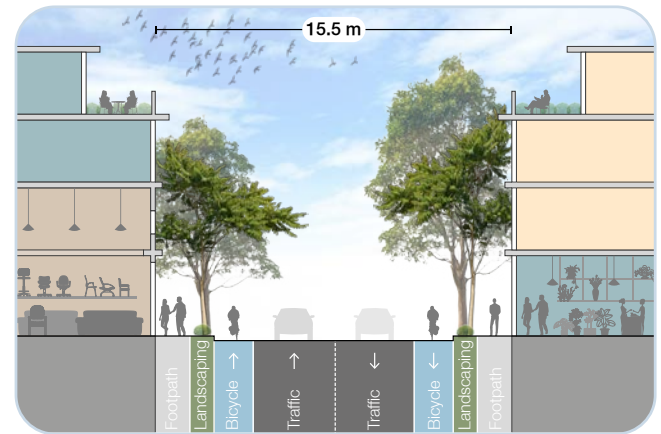


Figure 23: Area 2 – Parkside Avenue.



5.3 Activity Area 3

Activity Area 3 is the heart of Huntingdale. A vibrant, mixed use main street provides a variety of speciality stores and larger retail offerings allowing people to live, work and play within their own community.

Huntingdale Road emphasises the village feel through design details such as canopies over the footpath and opportunities for street side dining, while upper levels provide space for residential and commercial uses contributing to life on the street. Built form is higher and densities greater ensuring people are in the neighbourhood throughout the day and night.

The Area is also likely to be home to catalytic development such as anchor retail, a multi-purpose civic hub and sessional day care.

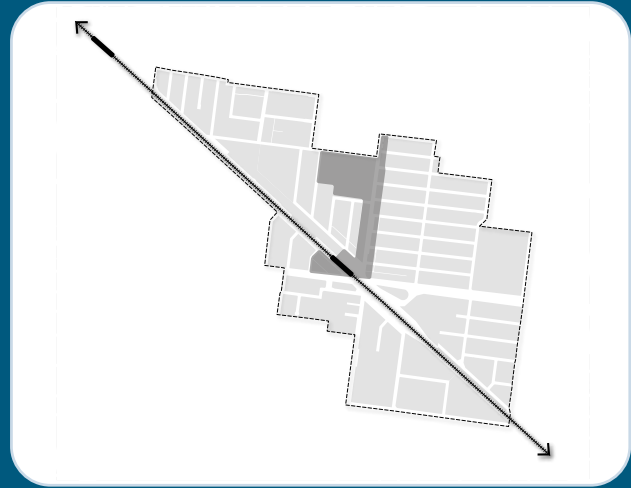
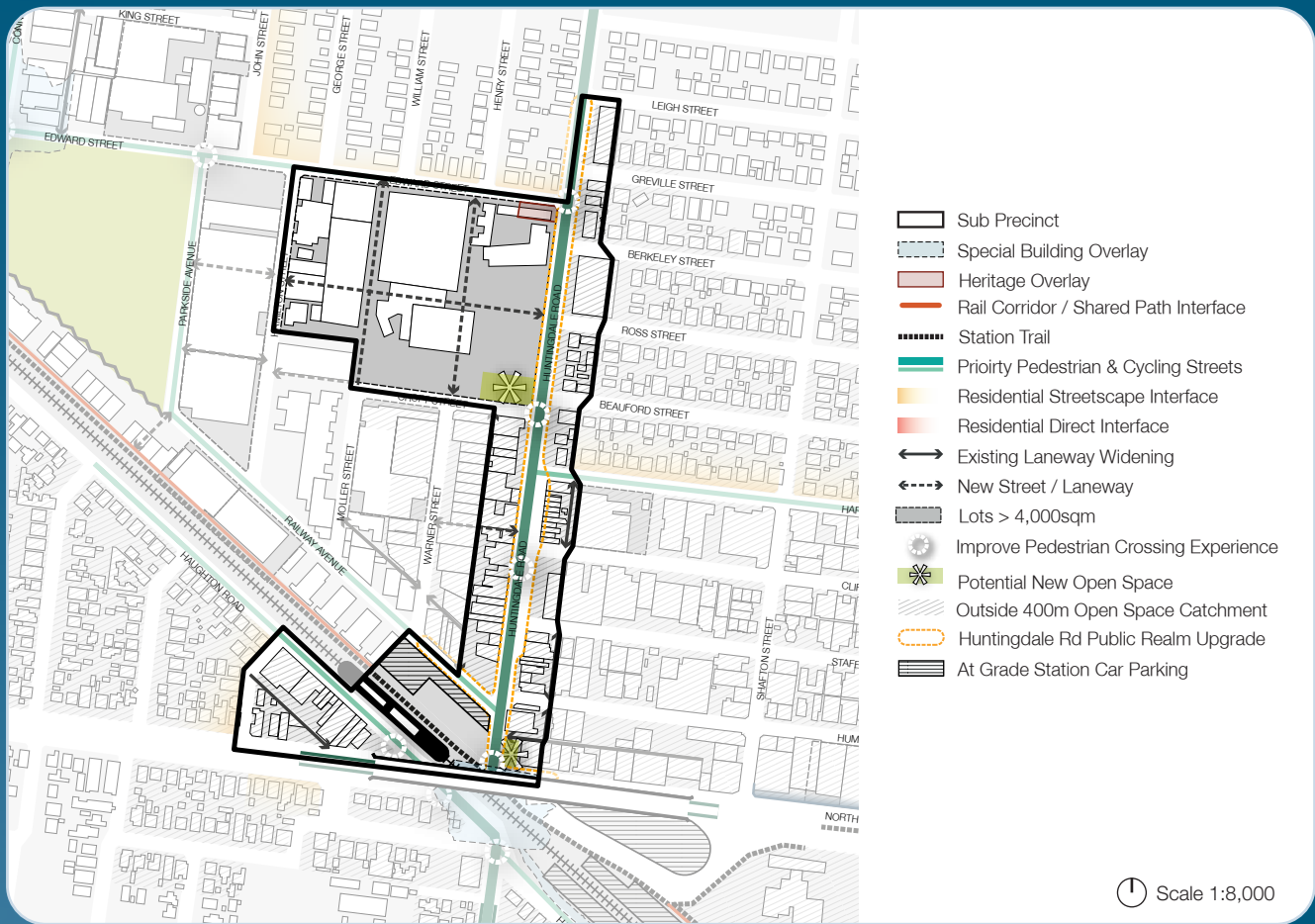


Figure 26: Area 3 – Challenges and opportunities.



5. Activity Areas (cont'd)

5.3 Activity Area 3 (cont'd)

Challenges and Opportunities

- Narrow allotments require consolidation for improved development opportunities and outcomes.
- Maintain fine grain character and human scale of streetscape through articulated architecture and enhance street level activity.
- Widen access laneways through built form setbacks.
- Pedestrian underpass and lack of safe crossings.

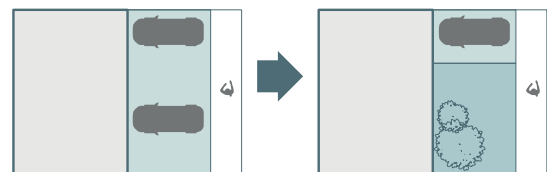


Mix

- Commercial
- Retail
- Residential
- Student Accommodation
- The Huntingdale Road main street is proposed to extend further north along Huntingdale Road.
- Supporting the retail and residential growth along the corridor, transitioning to commercial uses to the east and west of Huntingdale Road.
- Longer term the Assa Abloy site will present a large mixed-use redevelopment opportunity.
- Narrowing road lanes
- Providing separated cycle lanes
- Minimising crossovers
- Widening footpaths
- Introducing new crossing points
- Improving the quality of streetscape materiality, furniture and landscaping
- Reconfiguring on-street car parking
- Introduce raised thresholds at intersections with Huntingdale Road. Threshold treatments provide a level surface for pedestrians and slow traffic.

Access

- Widen laneways (minimum 6 metres) and ensure properties fronting Huntingdale Road are accessed from side streets or rear laneways to prioritise safety and pedestrian movement.
- Modify street design to decrease speed and pedestrian priority on Huntingdale Road
 - Lowering vehicular speeds



Ground setbacks must have at least 60% garden landscaping.

Place

Streetscape Setbacks

- Provide setbacks responsive to streetscape character (existing and desired). Setbacks where provided are to include at least 60% garden landscaping:
 - 0 metres / built to boundary: Huntingdale Road (between North Road and Ross Road intersection), Warner Street, Croft Street, Haughton Road, Moroney Street, Clifford Street, Stafford Street, Hume Street, Shafton Street and North Road.
 - Minimum 3 metres: Hargreaves Street, Clarendon Avenue
 - Minimum 5 metres: Huntingdale Road (north of Ross Street).

Upper Level Setbacks

- Maintain human scale, maintaining a street wall height of 3 storeys with upper level setbacks that maintain solar access to the streetscape.

Overall Building Heights

- Height variance across Sub Precinct, ranging from 4-8 storeys.

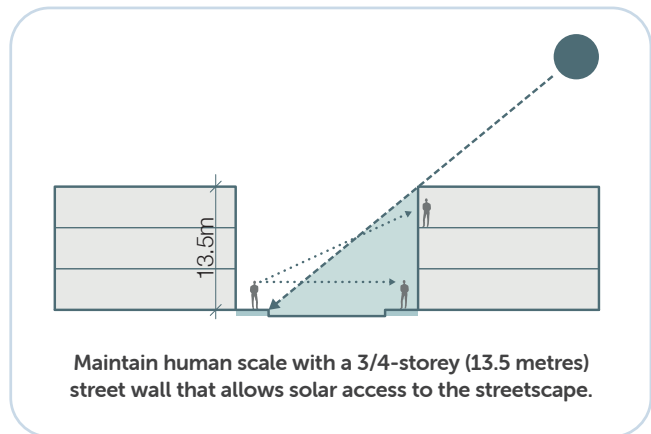
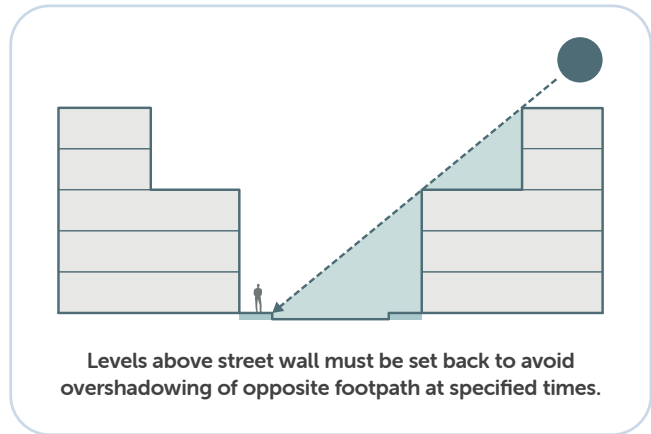
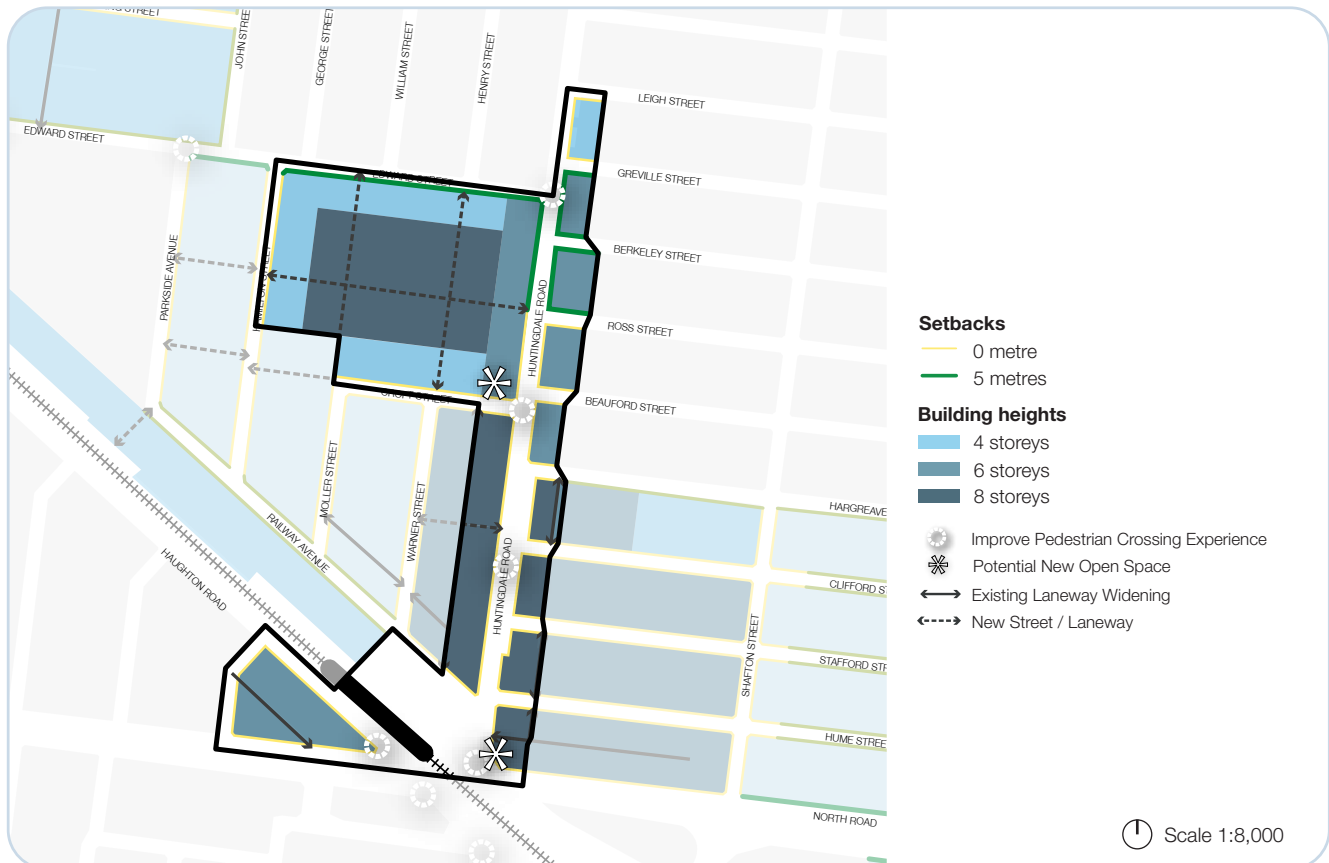


Figure 27: Area 3 – Framework plan.



5. Activity Areas (cont'd)

5.3 Activity Area 3 (cont'd)

Figure 28: Solar access on Huntingdale Road.

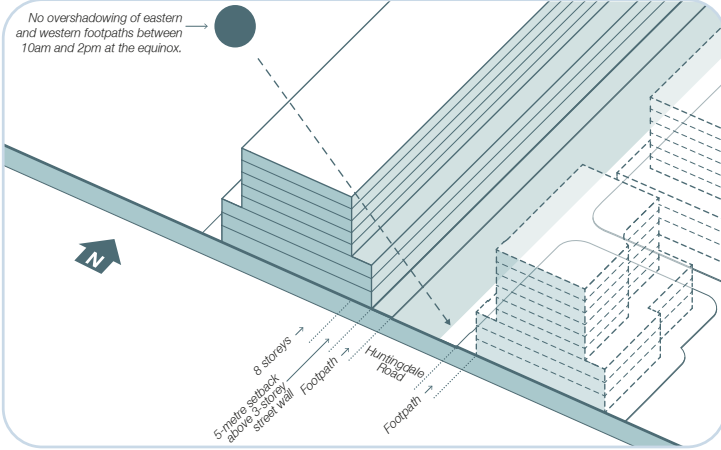


Figure 30: Area 3 – Potential Huntingdale Road section.



Figure 29: Area 3 – Potential Huntingdale Road section.

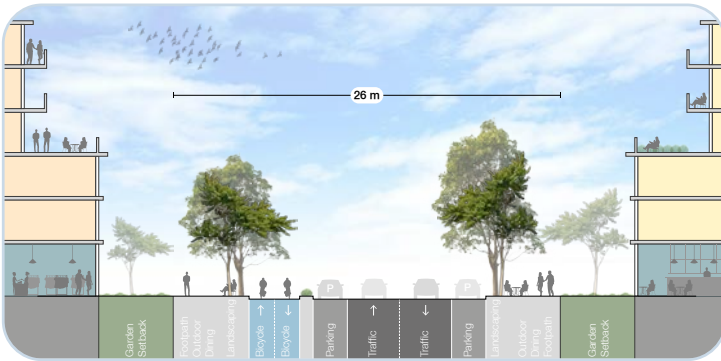
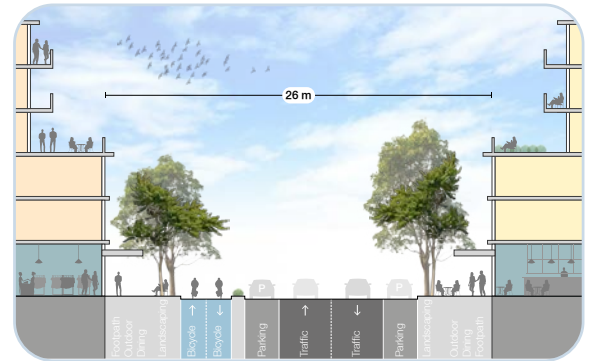


Figure 31: Area 3 – Potential Huntingdale Road section.



5.4 Activity Area 4

Activity Area 4 is a key industrial and commercial area that transitions density and uses from the Precinct Core surrounding Huntingdale Road to the eastern Activity Area.

Featuring distinctive warehousing and industrial buildings, Area 4 has a valued, robust character that will be retained and enhanced. Reuse of existing buildings and new infill structures will provide space for co-working, research, innovation and centres of excellence as well as retail opportunities.

Located close to the Precinct heart, these uses are expected to extend the traditional working week and contribute to the life and vibrancy of the Precinct.

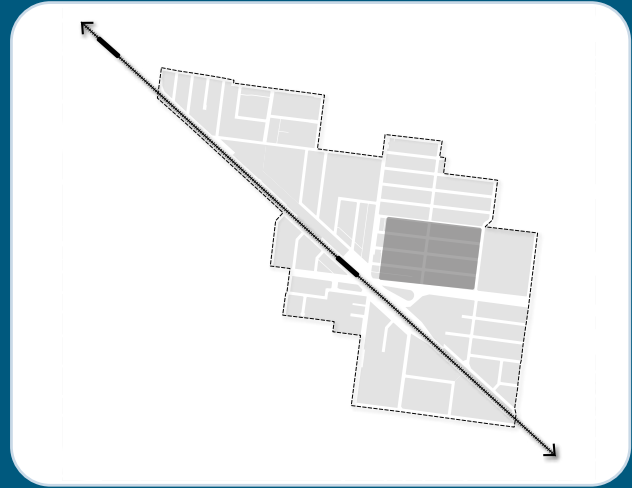


Figure 32: Area 4 – Challenges and opportunities.



5. Activity Areas (cont'd)

5.4 Activity Area 4 (cont'd)

Challenges and Opportunities

- Streetscape residential interfaces (Hargreaves Street).
- Setbacks where provided utilised for at grade car parking.
- Poor pedestrian priority at roundabouts.
- Built to boundary corner conditions.
- Profile and access to North Road.
- Streetscape widths 15-16 metres.
- Large strategic redevelopment opportunities.



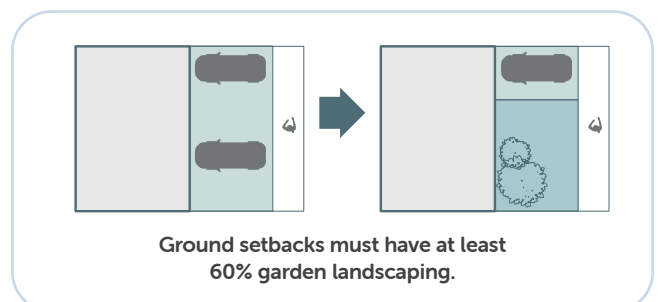
Mix

- Commercial – including health and knowledge industries
- Retail
- Wholesale
- Warehousing

- Minimising crossovers
- Widening footpaths
- Introducing new crossing points
- Improving the quality of streetscape materiality, furniture and landscaping
- Reconfiguring on street car parking

Access

- Minimise crossovers along east west streets to allow clear and easy access through to the Precinct Core.
- Modify street design to decrease speed and pedestrian priority on Huntingdale Road:
 - Lowering vehicular speeds
 - Narrowing road lanes
 - Providing separated cycle lanes



Place

- Provide setbacks responsive to streetscape character (existing and desired). Setbacks where provided are to include at least 60% garden landscaping:
 - 0 metres / built to boundary: North Road Service Lane, Shafton Street, Clifford Street (west of Shafton), Stafford Street (west of Shafton), Hume Street (west of Shafton), corner allotments with frontages to Shafton and EW streets built to boundary on both streetscapes for a length of approximately 20 metres on EW streetscapes.
 - Minimum 3 metres: Hargreaves Street, Clifford Street (east of Shafton), Stafford Street (east of Shafton), Hume Street (east of Shafton), Fenton Street
 - Minimum 5 metres: North Road.

Building Heights and Upper Level Setbacks

- Height variance across Sub Precinct, ranging from 4-6 storeys.
- Maintain human scale, maintaining a street wall height of 3 storeys with upper-level setbacks that maintain solar access to the streetscape.

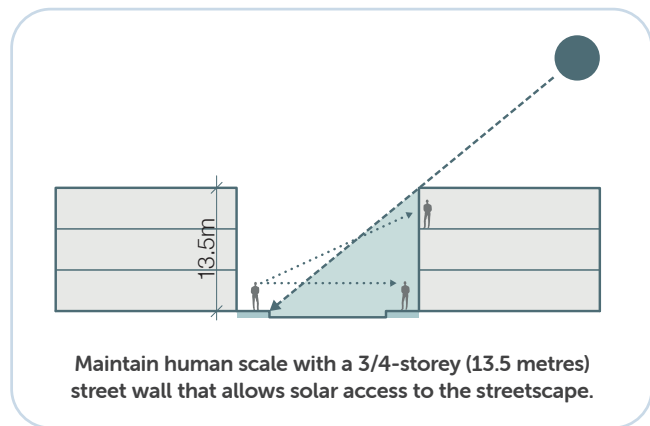
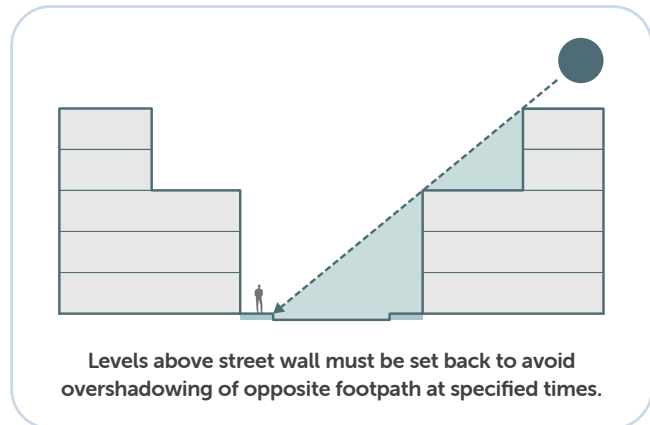
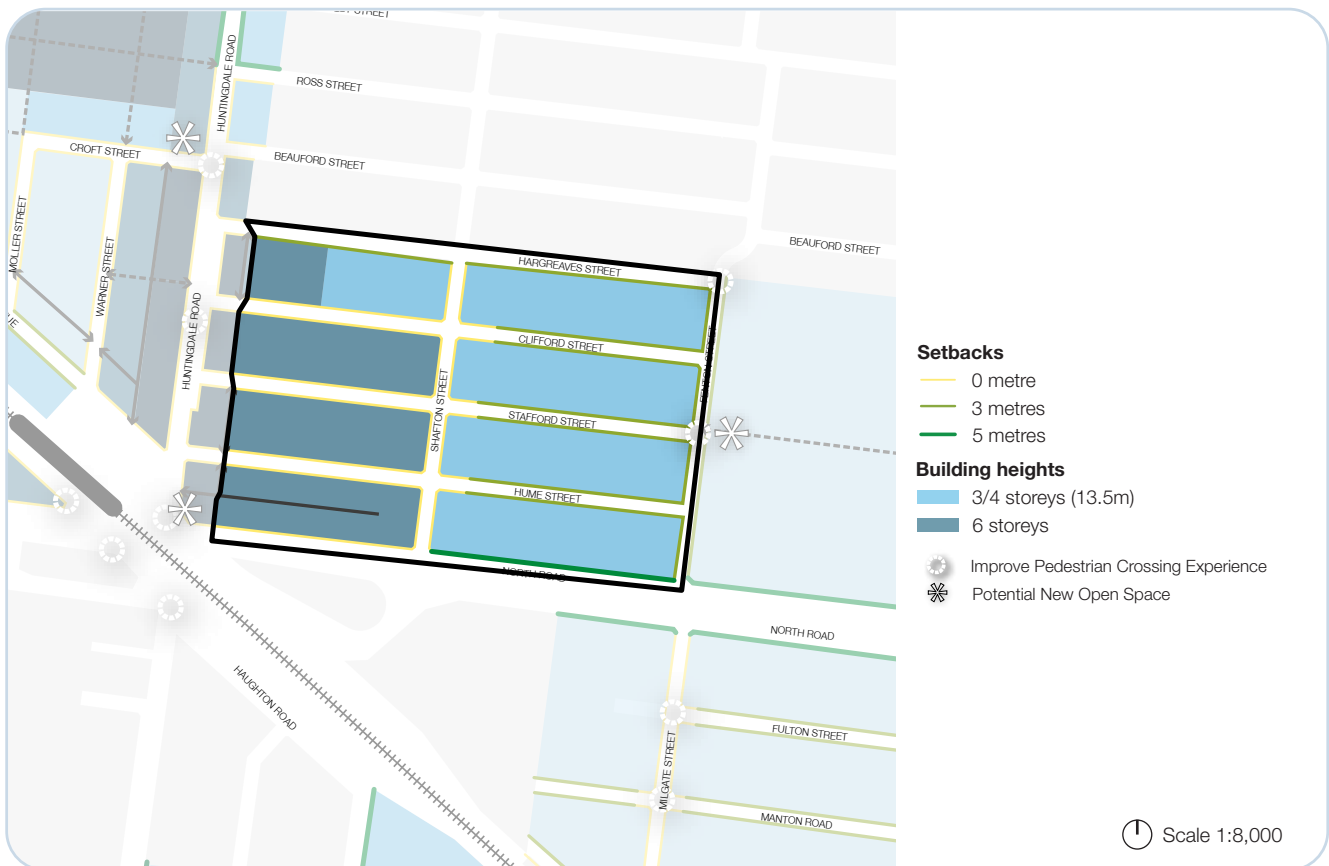


Figure 33: Area 4 – Framework plan.



5. Activity Areas (cont'd)

5.4 Activity Area 4 (cont'd)

Figure 34: Area 4 – Typical street with parking on both sides.

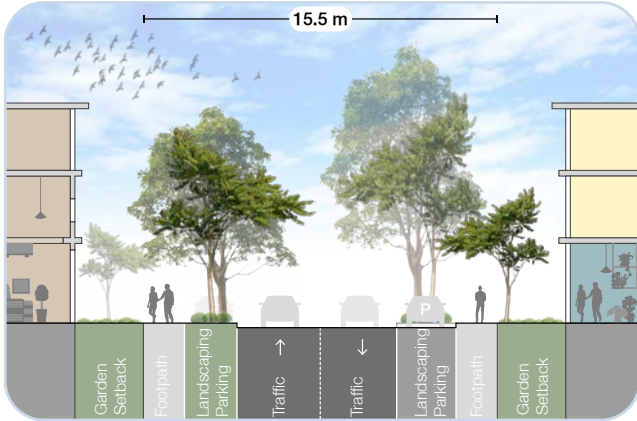


Figure 35: Area 4 – Typical street with parking on one side.

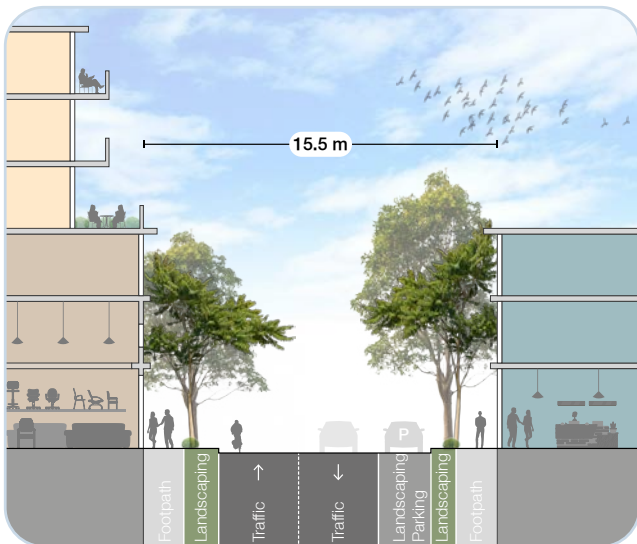
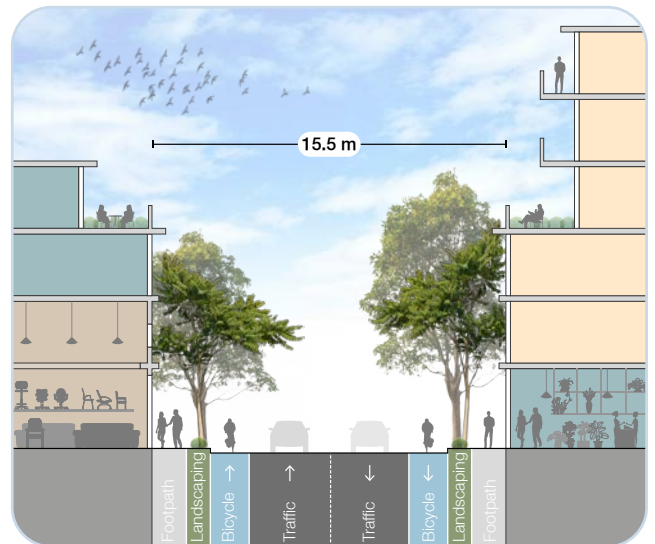


Figure 36: Area 4 – Typical cycling street.



5.5 Activity Area 5

Activity Area 5 is a neighbourhood focused on employment opportunities in clean industry, warehousing and associated commercial sectors with excellent frontage to North Road.

The larger lots will provide through-site links improving connectivity and built form will be set back from sensitive residential uses and include generous landscape buffers.

A new open space will contribute to the amenity of the area and landscape setbacks will allow for increased tree planting and canopy coverage.

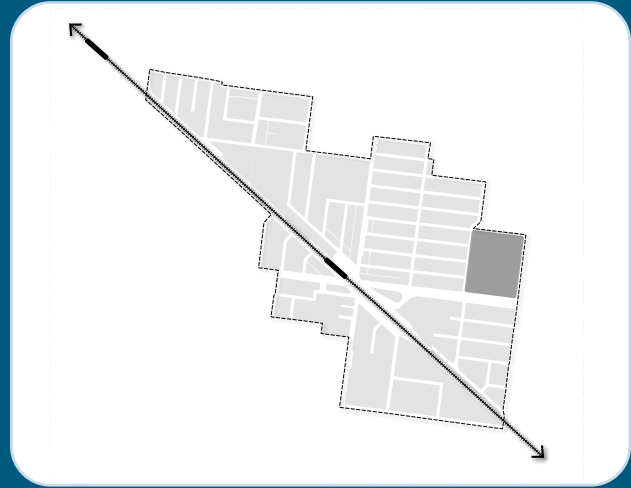
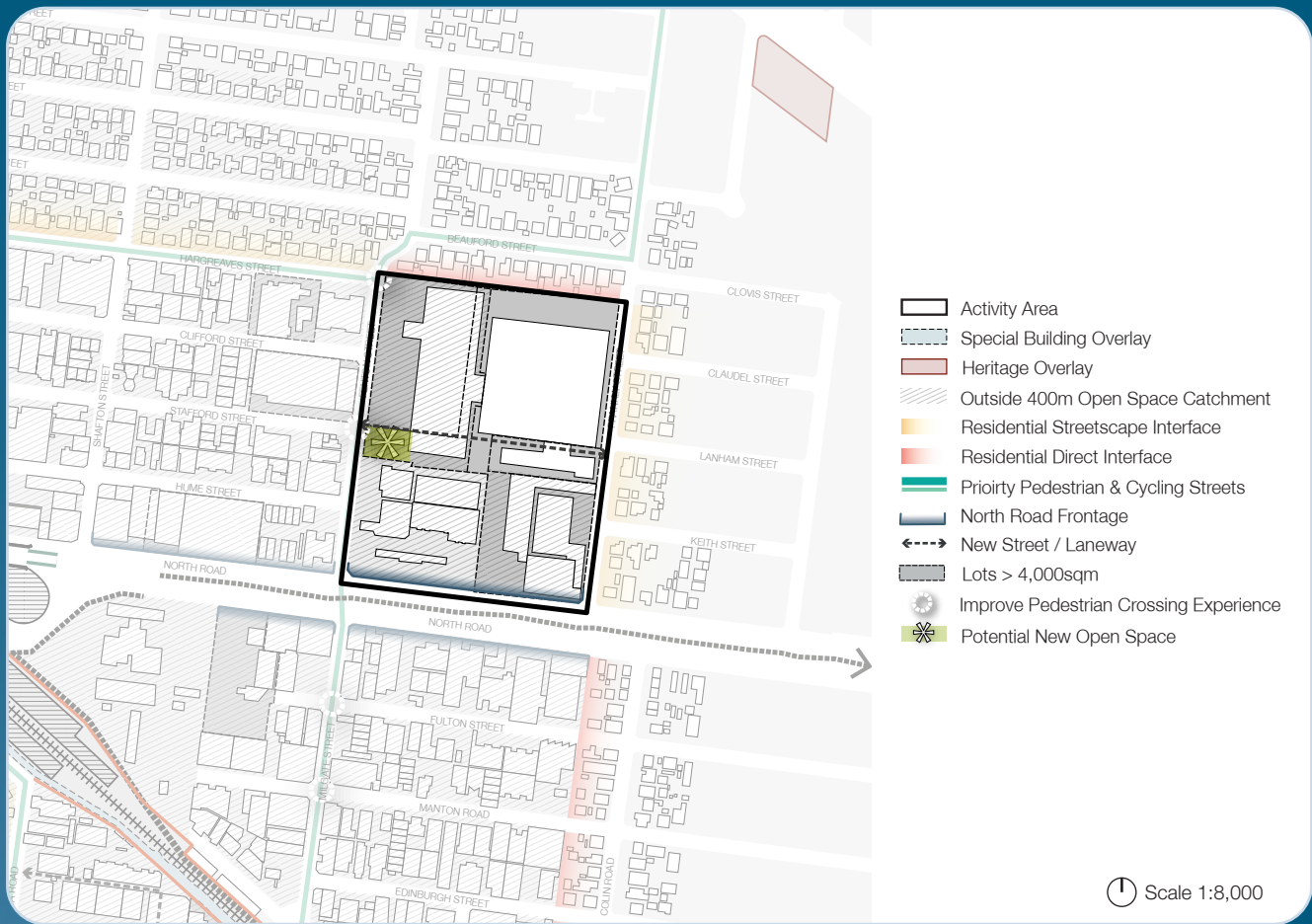


Figure 37: Area 5 – Challenges and opportunities.



5. Activity Areas (cont'd)

5.5 Activity Area 5 (cont'd)

Challenges and Opportunities

- Direct and streetscape residential interfaces (Franklyn Street).
- Setbacks where provided utilised for at grade car parking.
- Built to boundary conditions along Franklyn.
- Profile and access to North Road.
- Streetscape widths 15-16 metres.
- Large strategic redevelopment opportunities.

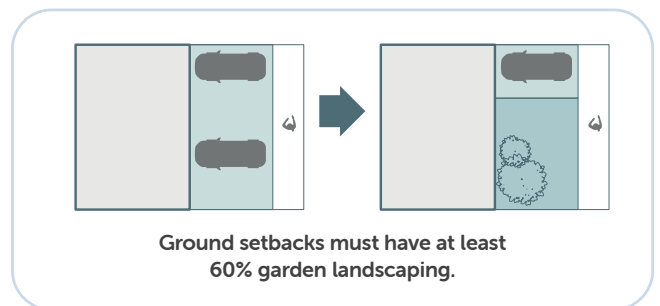


Mix

- Industrial
- Wholesale
- Warehousing

Access

- New through site links
- Fenton Street key NS cycling connection.



Place

- New open space.
- Provide setbacks responsive to streetscape character (existing and desired). Setbacks where provided are to include at least 60% garden landscaping:
 - Minimum 3 metres: Fenton Street
 - Minimum 5 metres: North Road and Franklyn Street.
- Preferred maximum height of 4 Storeys (or 13.5 metres – to allow for 3 floors at 4.5 metres floor to floor heights).
- Administrative and office components to be located at the street frontage/s for improved access, streetscape activation and engagement with the public domain.
- Long or large-footprint buildings should incorporate articulation in their facades, such as expressed recesses or protruding elements.
- Vehicle crossovers should be minimised and located separate to main pedestrian routes to building entries, to reduce conflict with pedestrians.
- Locate car parking and loading to the side and rear of the building.

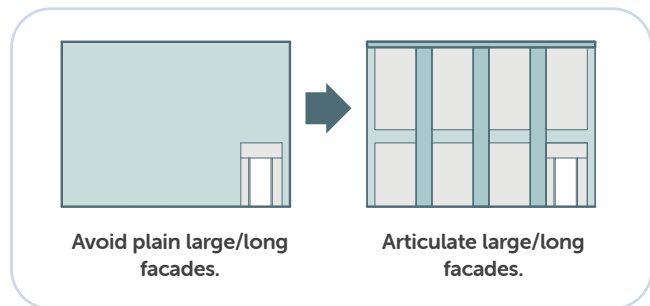
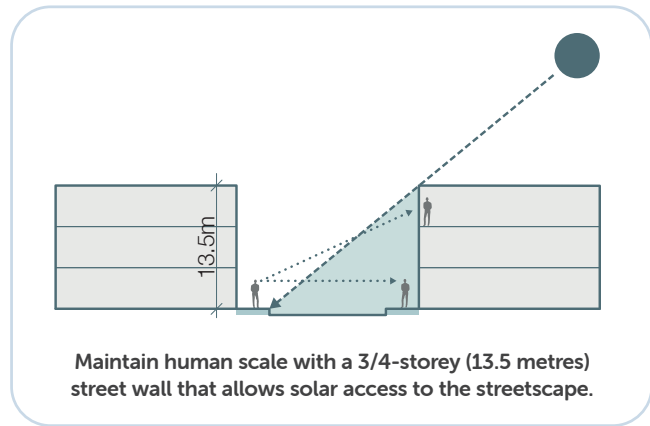
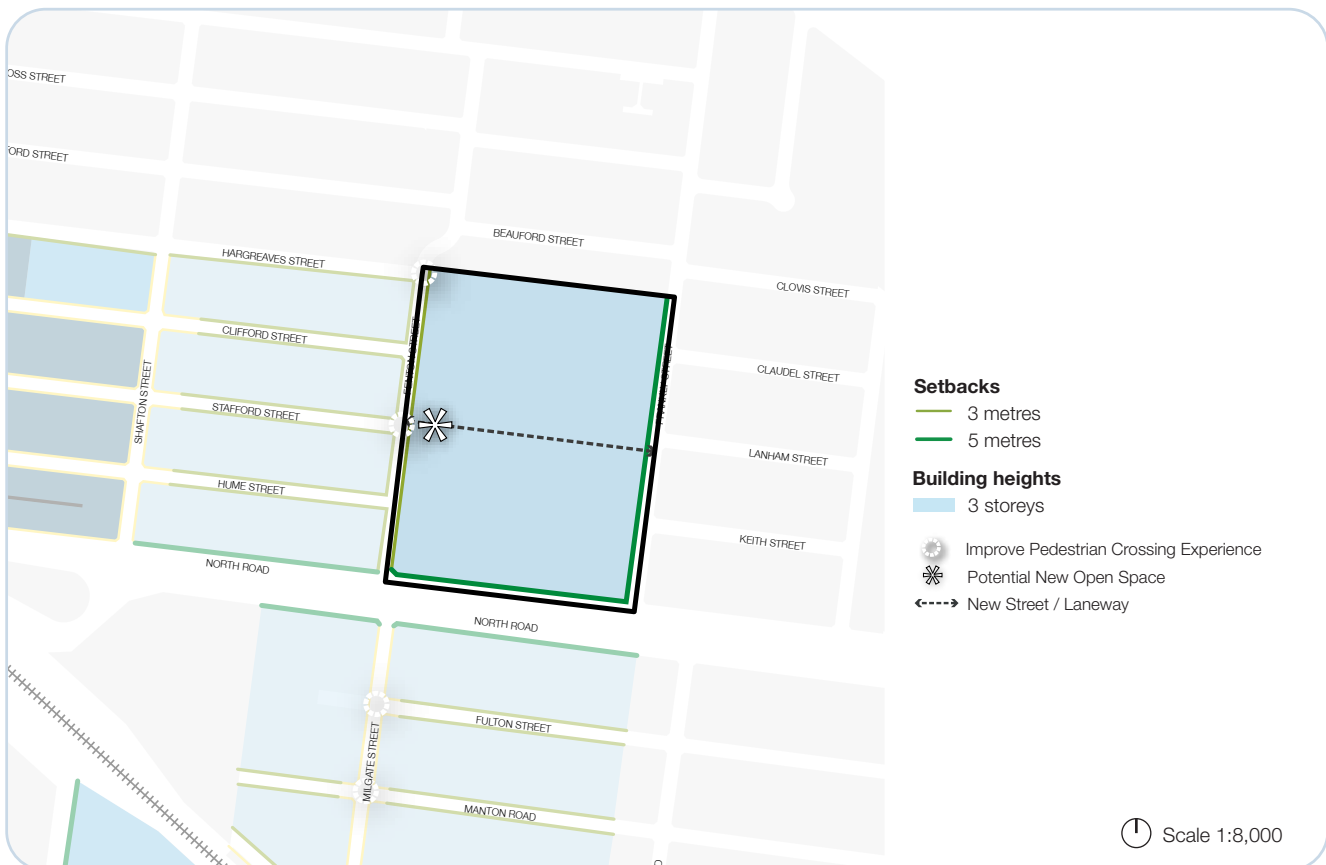


Figure 38: Area 5 – Framework plan.



5. Activity Areas (cont'd)

5.5 Activity Area 5 (cont'd)

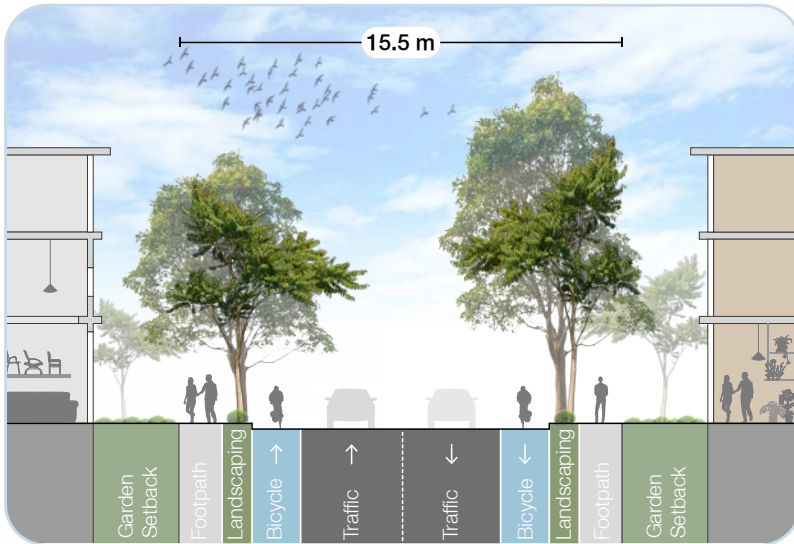


Figure 39: Area 5 – Typical cycling street.

Figure 40: Area 5 – Typical street with parking on one side.

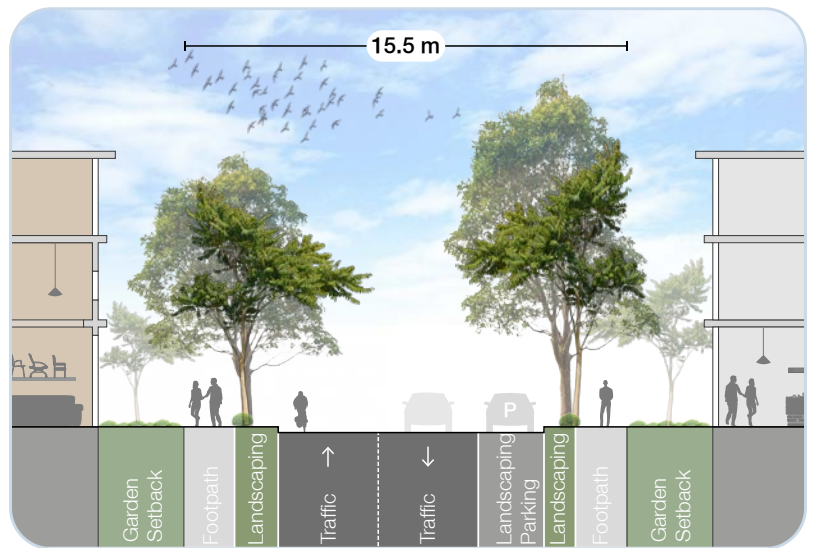
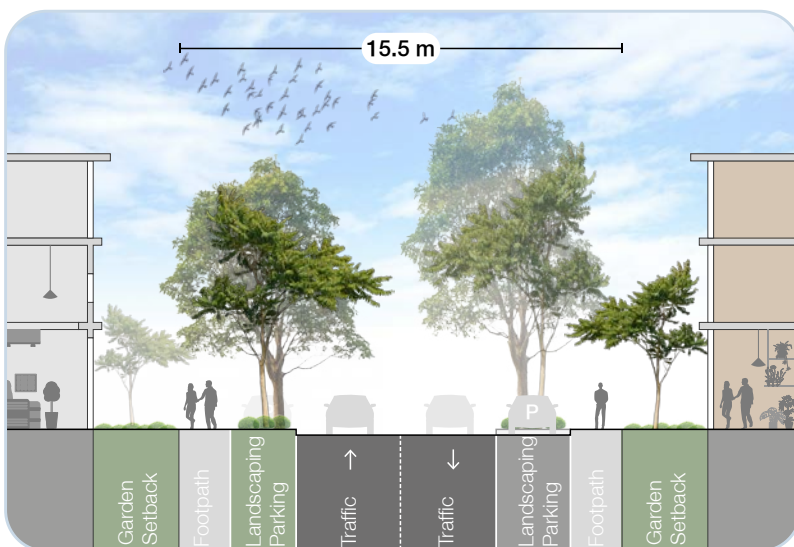


Figure 41: Area 5 – Typical street with parking on both sides.



5.6 Activity Area 6

Activity Area 6 is predominately a clean industrial and warehousing neighbourhood with some wholesaling. With a defined streetscape grid and distinctive chamfered corners at its round-a-bout intersections it capitalises on its connections to North Road.

The reuse of existing structures, including brick buildings with saw tooth roofs can contribute to an emerging character with improved cycle and pedestrian amenity to enhance active transport use.

Building heights minimise the impact on direct residential interfaces and landscape setbacks on east-west streets contribute to greater amenity along these routes.

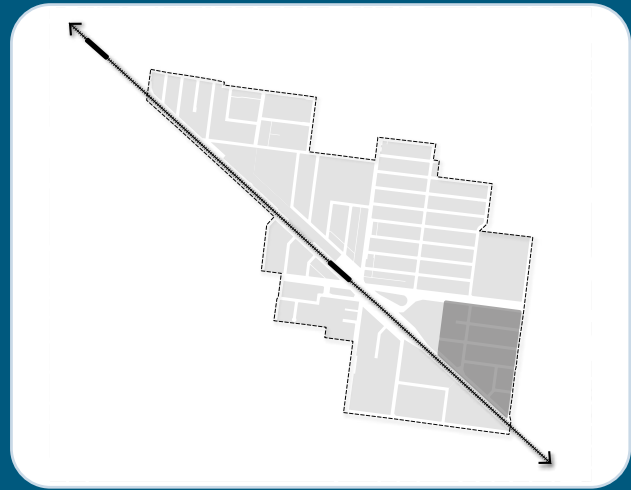
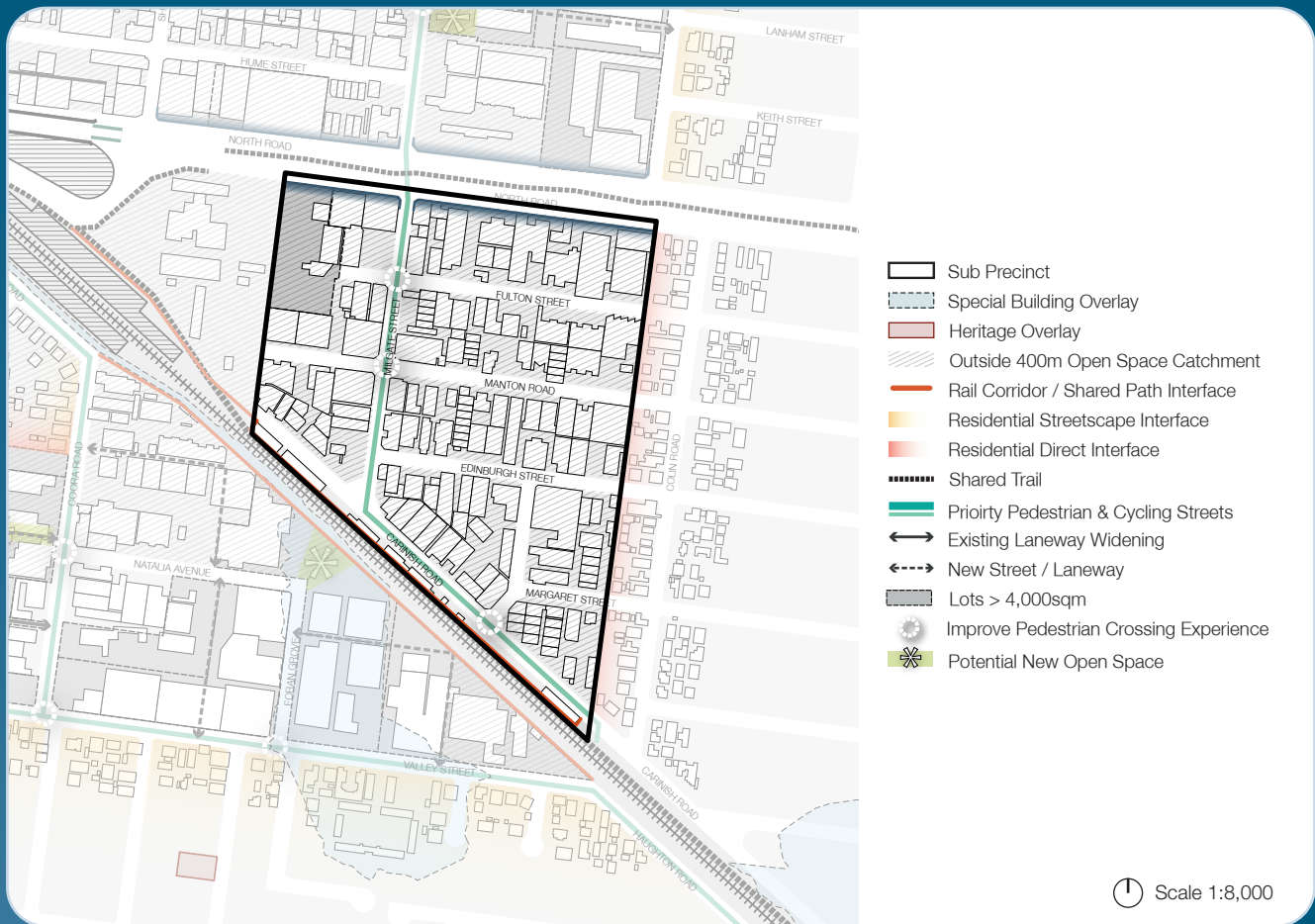


Figure 42: Area 6 – Challenges and opportunities.



5. Activity Areas (cont'd)

5.6 Activity Area 6 (cont'd)

Challenges and Opportunities

- Setbacks where provided utilised for at grade car parking.
- Narrow allotments (<12 metres) adjacent to rail corridor.
- Limited access to Station Trail due to properties fronting Carinish Road.
- Poor pedestrian priority at roundabouts.
- Built to boundary corner conditions.
- Profile and access to North Road.
- Streetscape widths 15-16 metres.
- Large strategic redevelopment opportunities.
- Built to boundary corner conditions.

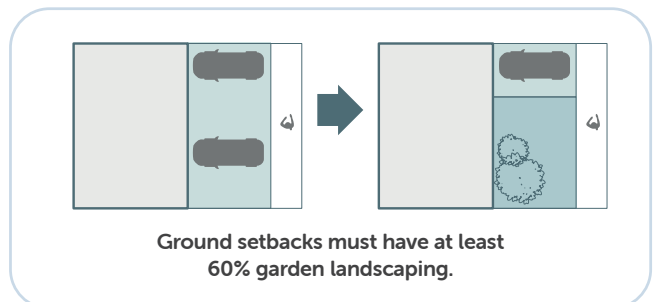


Mix

- Industrial
- Wholesale
- Warehousing

Access

- Provide increased connections to the Station Trail to allow greater access to designated bike routes.



Place

- Provide setbacks responsive to streetscape character (existing and desired). Setbacks where provided are to include at least 60% garden landscaping:
 - 0 metres / built to boundary: Milgate Street, Carinish Road (southern side)
 - Corner allotments with frontages to Milgate Street and EW streets built to boundary on both streetscapes for a length of approximately 20 metres on EW streetscapes
 - Minimum 3 metres: Fulton Street, Mahton Road, Edinburgh Street, Margaret Street, Price Street, Carinish Road (northern side)
 - Minimum 5 metres: North Road.
- Preferred maximum height of 4 Storeys (or 13.5 metres – to allow for 3 floors at 4.5 metres floor to floor heights).
- Administrative and office components to be located at the street frontage/s for improved access, streetscape activation and engagement with the public domain.
- Long or large-footprint buildings should incorporate articulation in their facades, such as expressed recesses or protruding elements.
- Vehicle crossovers should be minimised and located separate to main pedestrian routes to building entries, to reduce conflict with pedestrians.
- Locate car parking and loading to the side and rear of the building.

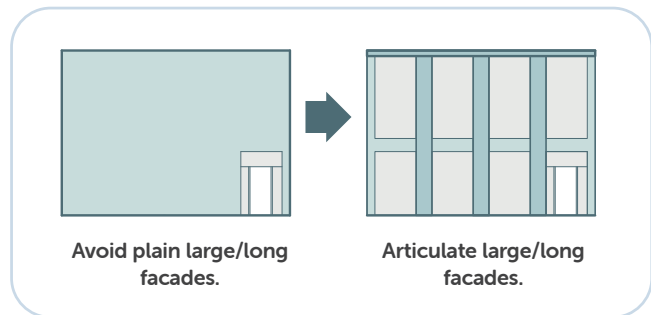
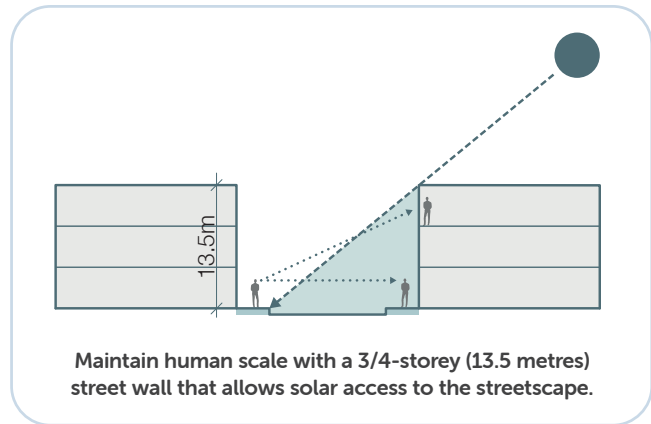


Figure 43: Area 6 – Framework plan.



5. Activity Areas (cont'd)

5.6 Activity Area 6 (cont'd)

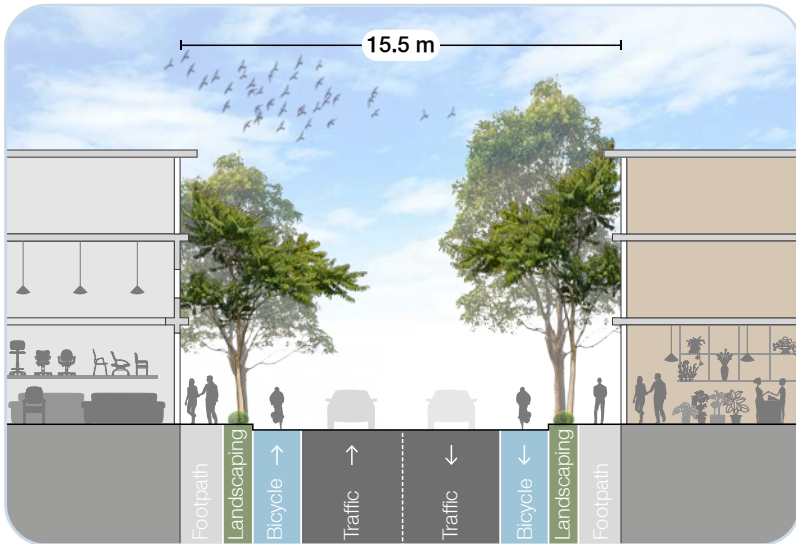


Figure 44: Area 6 – Typical cycling street.

Figure 45: Area 6 – Typical street with parking on one side.

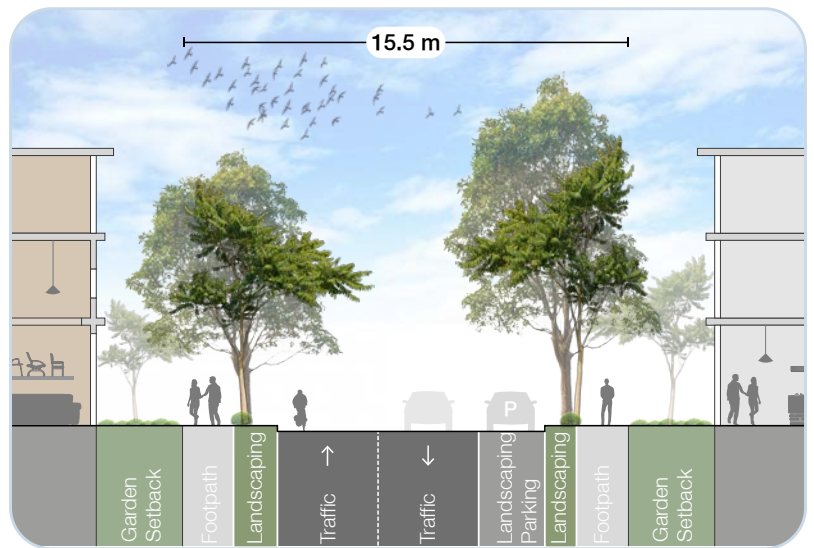
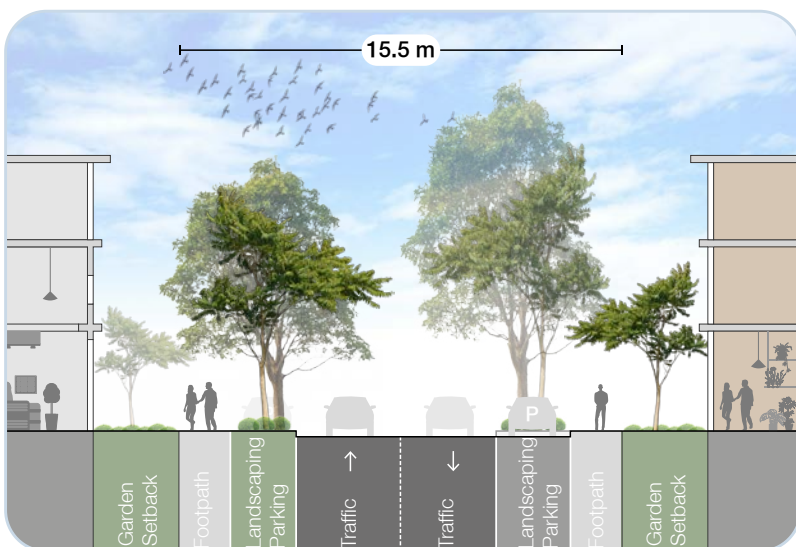


Figure 46: Area 6 – Typical street with parking on both sides.



5.7 Activity Area 7

Activity Area 7 is predominately a clean industry employment neighbourhood. Increased permeability through the neighbourhood from surrounding residential areas is achieved by introducing new streets and laneways in combination with designated pedestrian and cycle priority streets.

New public open spaces provide amenity opportunities for workers and residents.

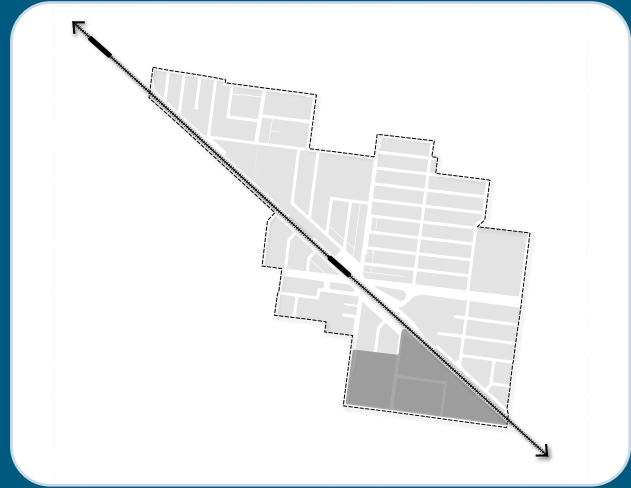
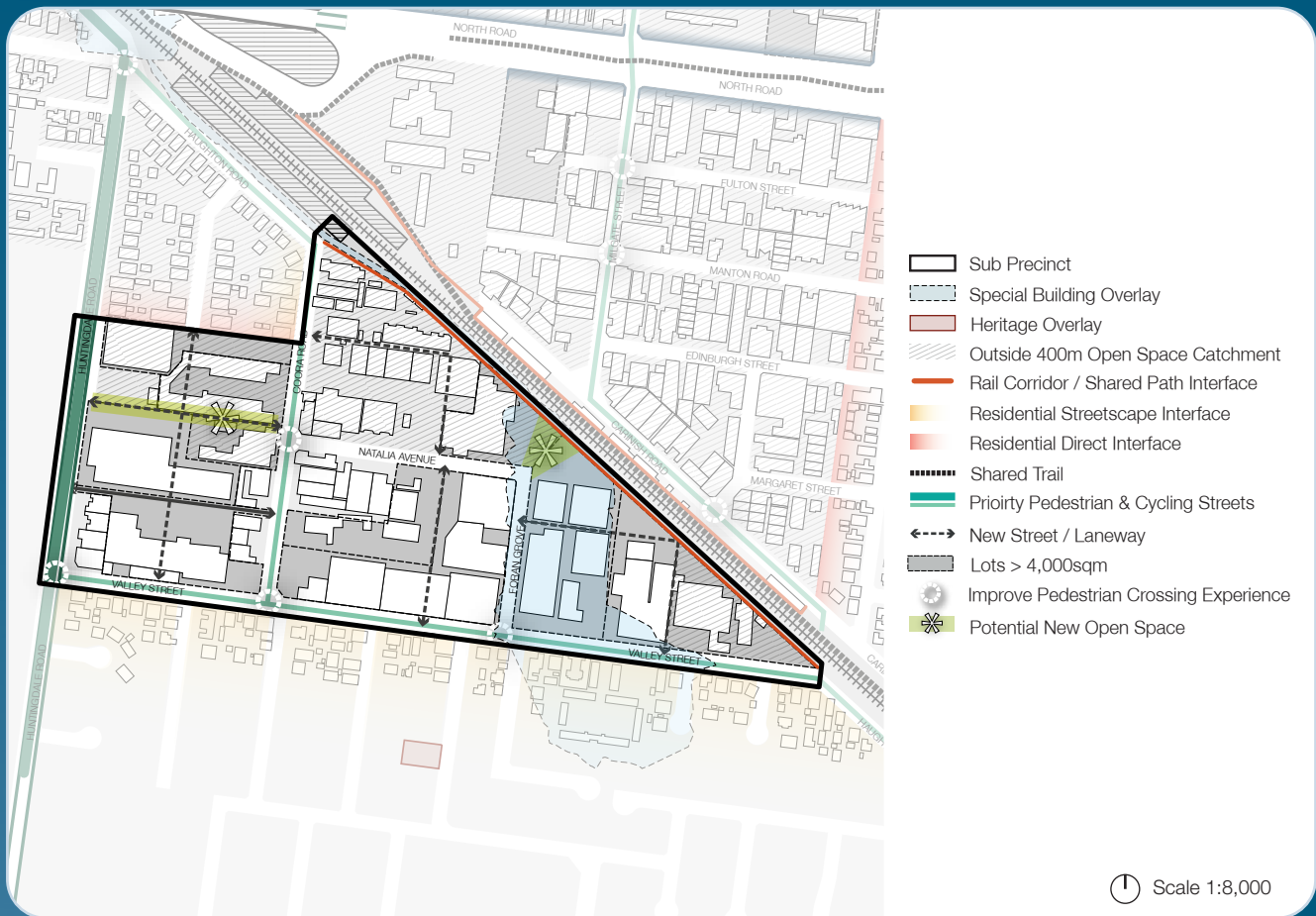


Figure 47: Area 7 – Challenges and opportunities.



5. Activity Areas (cont'd)

5.7 Activity Area 7 (cont'd)

Challenges and Opportunities

- Direct residential interfaces to the north and indirect to the south (Valley Street).
- Railway line and North Road present significant access barriers to Huntingdale Station and Activity Centre.
- Streetscapes lack pedestrian infrastructure (Valley Street, Coora Road and Foran Grove).
- Wider industrial local collector roads; Coora Road (19.5 metres) and Valley Street (18.5 metres).
- Access to open spaces to the South, including Davies Reserve and Robinson Street Reserve.
- Access to Clayton Activity Centre via Houghton Road (approximately 1 km).
- Route 704 bus services Coora Road and Valley Street.
- Large portion of the Sub Precinct outside 400 metres walkable catchment of existing public open space.
- High levels of impermeable surfaces and lack of vegetation.

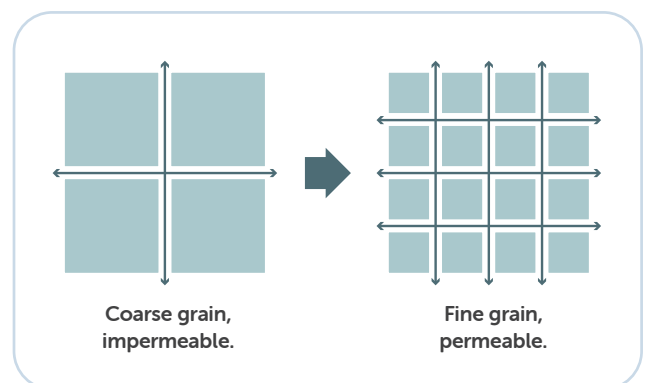


Mix

- Industrial

Access

- Introduce an expanded street network through the creation of new streets and laneways. Ensuring adequate access and creation of allotments conducive to town house and apartment residential development.
- Huntingdale Road potential to accommodate a two-way cycle track.
- School safety.
- Limited vehicle conflicts along Golf Course.
- Two-way cycle track 3.7 metres (minimum 2.5 metres).



Place

- Provide setbacks responsive to streetscape character (existing and desired). Setbacks where provided are to include at least 60% garden landscaping:
 - 0 metres / built to boundary: Milgate Street, Carinish Road (southern side);
 - Minimum 3 metres: Natalia Avenue and Foran Grove;
 - Minimum 5 metres: Coora Road;
 - Minimum 7 metres: Huntingdale Road and Valley Street.
- Allow for heights between 3-4 storeys across the Sub Precinct, with taller forms focused along the railway corridor, and central to the Sub Precinct.

- Provide of new open space to serve existing and proposed residential population. Potential to integrate WSUD into new open space and streetscapes to mitigate the overland flooding issues in the southeast portion of the Sub Precinct.
- To minimise the visual and physical dominance of vehicles, car parking surfaces and service areas.

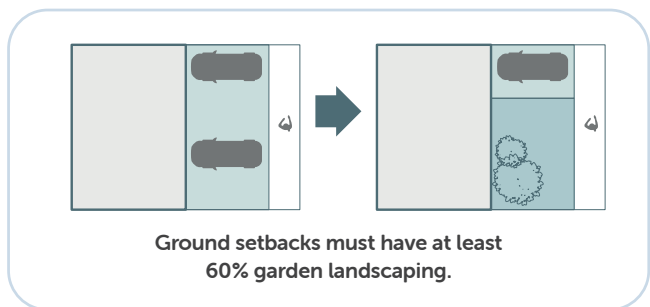
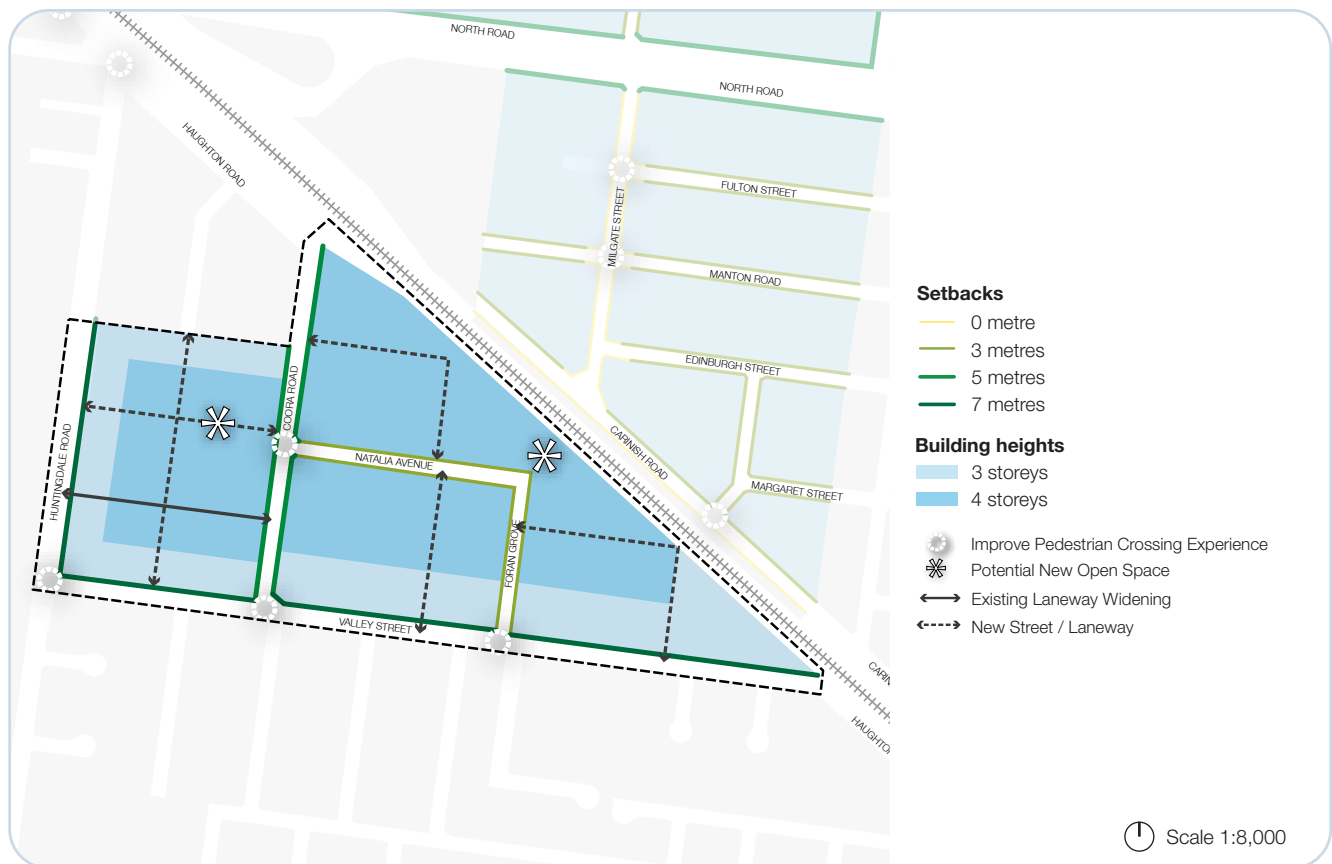


Figure 48: Area 7 – Framework plan.



5. Activity Areas (cont'd)

5.7 Activity Area 7 (cont'd)

Figure 49: Area 7 – Typical cycling street.

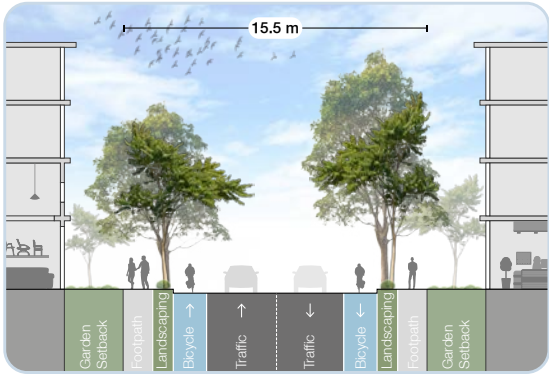


Figure 52: Area 7 – Proposed street section Coora Road.

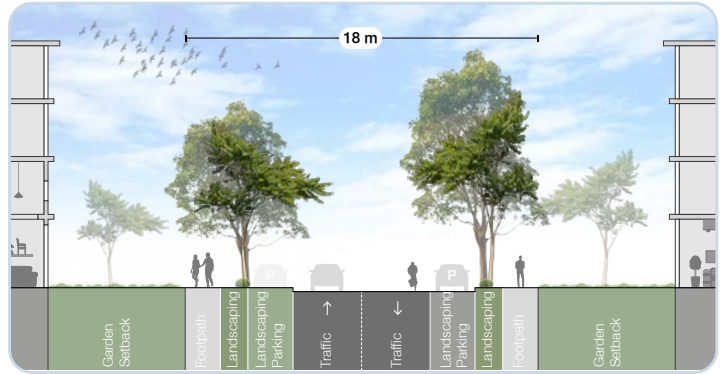


Figure 50: Area 7 – Typical street with parking on one side.

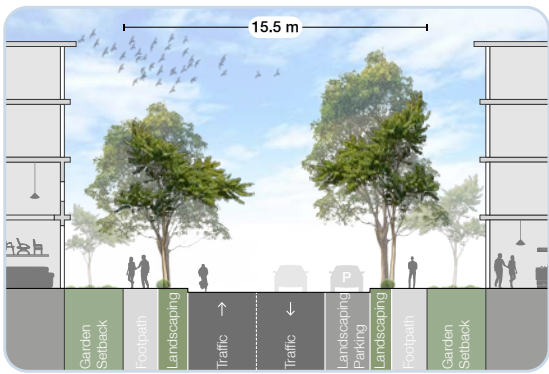


Figure 53: Area 7 – Proposed street section Valley Street.

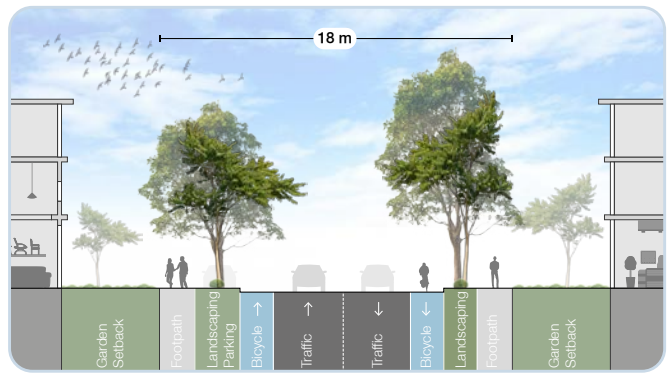


Figure 51: Area 7 – Typical street with parking on both sides.



Figure 54: Area 7 – Proposed street section Huntingdale Road.



5.8 Activity Area 8A

Activity Area 8A is a predominately established residential area dominated by stand-alone dwellings with the ability for further subdivision and densification through townhouses, apartments and dual occupancy.

Proximity to transport, the proposed activity on Huntingdale Road and increased community amenity and employment diversity will encourage a diversity of residents.

Retained front landscape setbacks will encourage greenery and provide a distinct neighbourhood character.

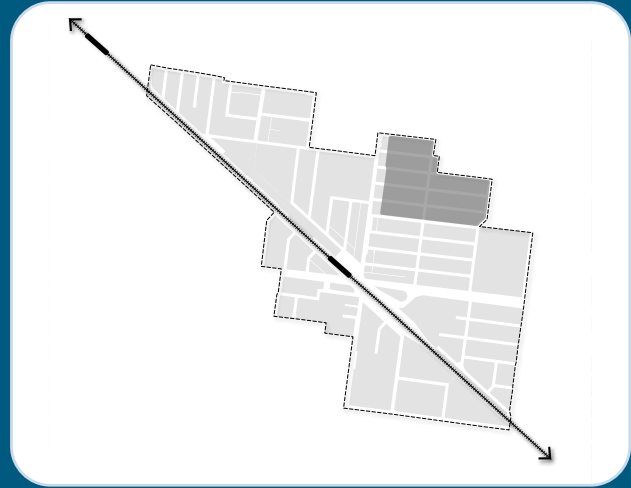
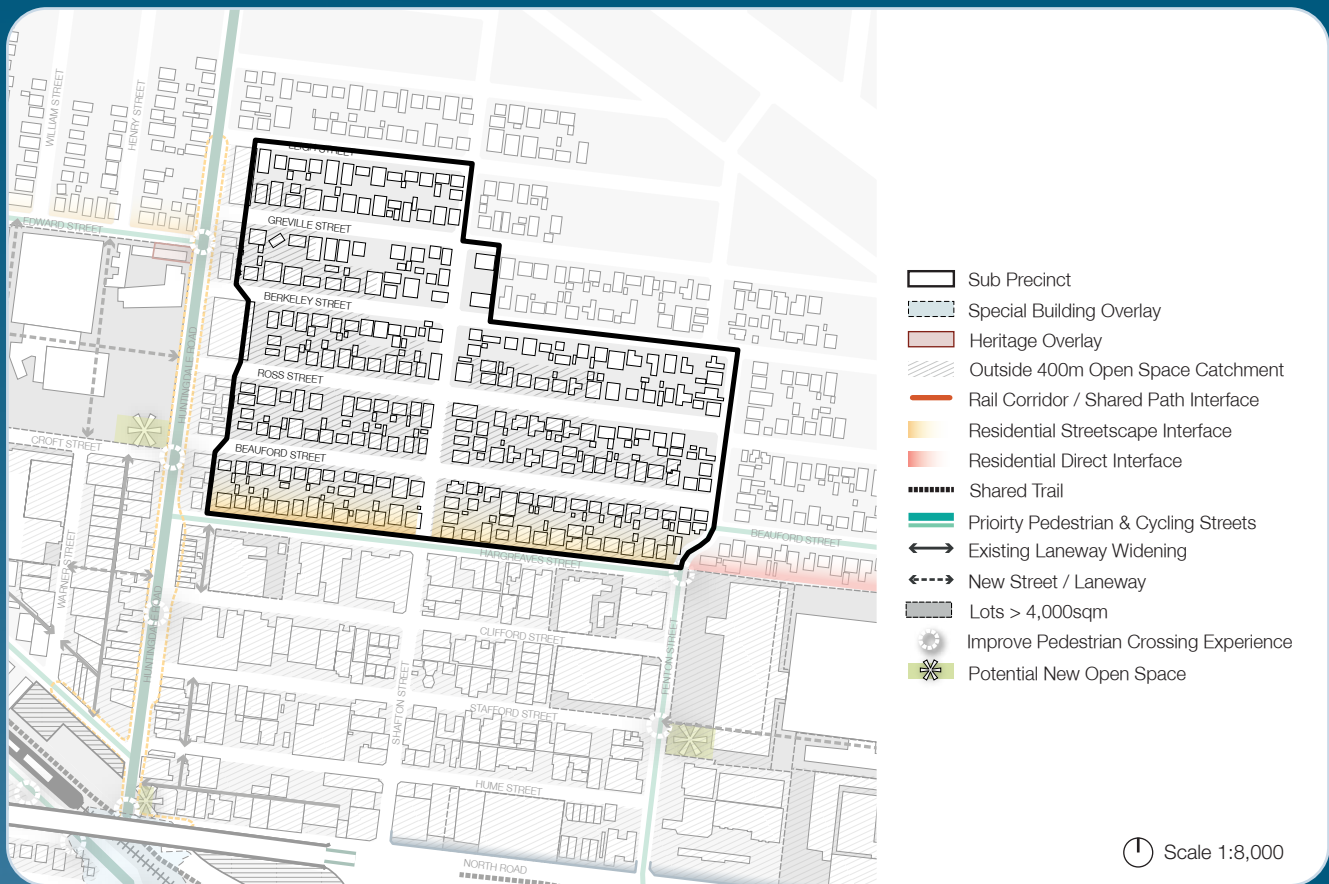


Figure 55: Area 8A – Challenges and opportunities.



5. Activity Areas (cont'd)

5.8 Activity Area 8A (cont'd)

Challenges and Opportunities

- Direct interface with Huntingdale Road activity to the west.
- Indirect residential interfaces to the north and east.
- Indirect industrial interfaces to the south (Hargreaves Street).
- Portion of the Sub Precinct outside 400 metres walkable catchment of existing public open space.
- Access to Princes Highway Reserve via Beauford Street and Clovis Street.
- Route 704 bus services Huntingdale Road.

Mix

- Residential

Access

- School safety.
- Two-way cycle track 3.7 metres (minimum 2.5 metres).

Place

- Retain existing setbacks responsive to streetscape character. Setbacks are to include at least 60% garden landscaping.
- Potential to integrate WSUD into streetscapes to mitigate the overland flooding issues.
- Allow for heights up to 3 storeys across the Sub Precinct.
- To minimise the visual and physical dominance of vehicles, car parking surfaces and service areas.

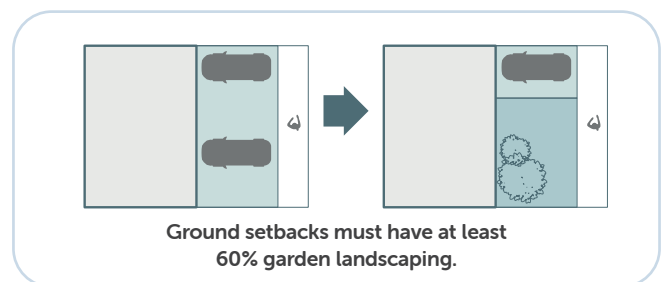
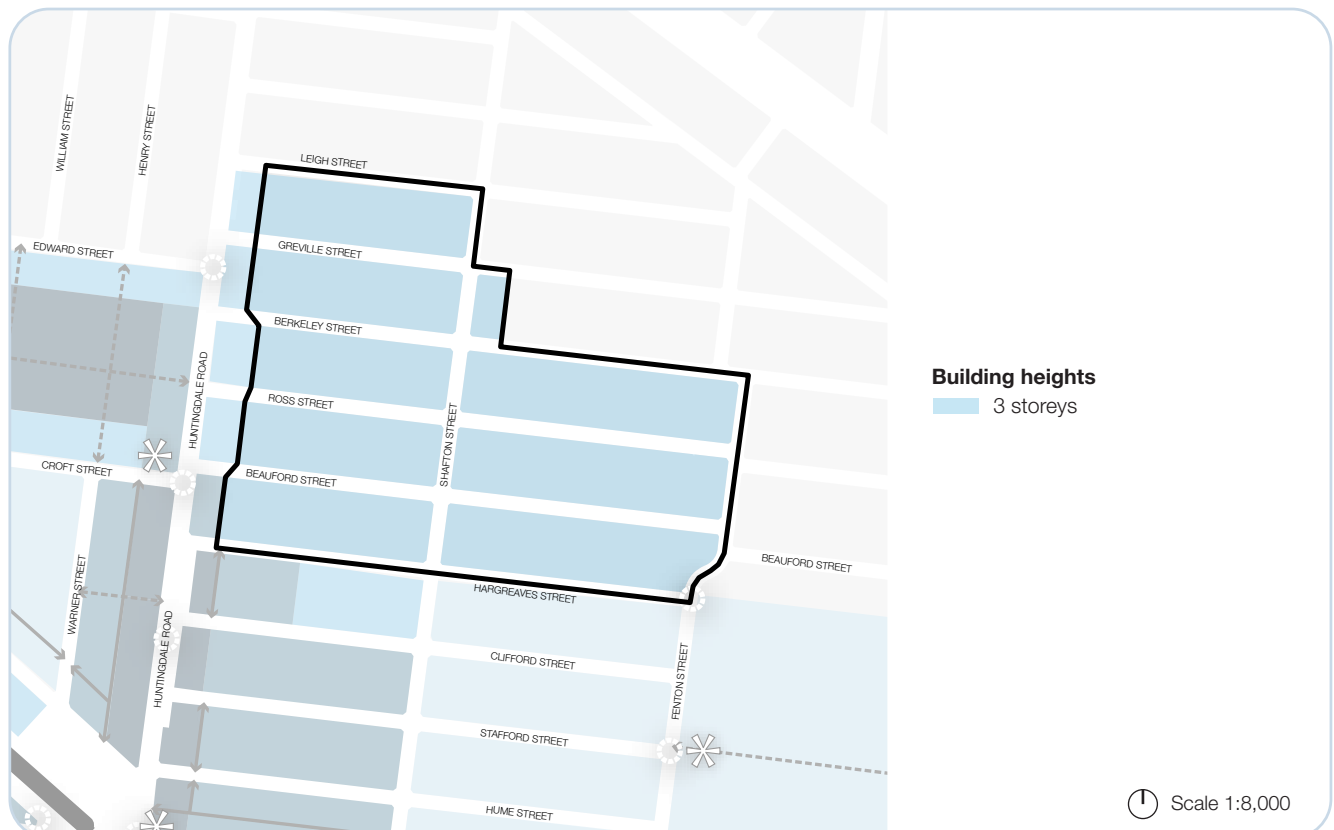


Figure 56: Area 8A – Framework plan.



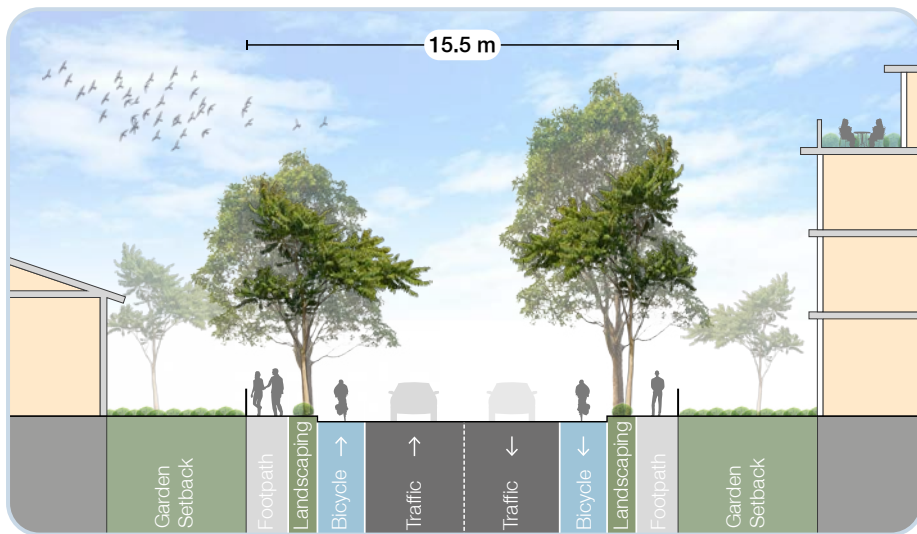


Figure 57: Area 8A – Typical cycling street.

Figure 58: Area 8A – Typical street with parking on one side.

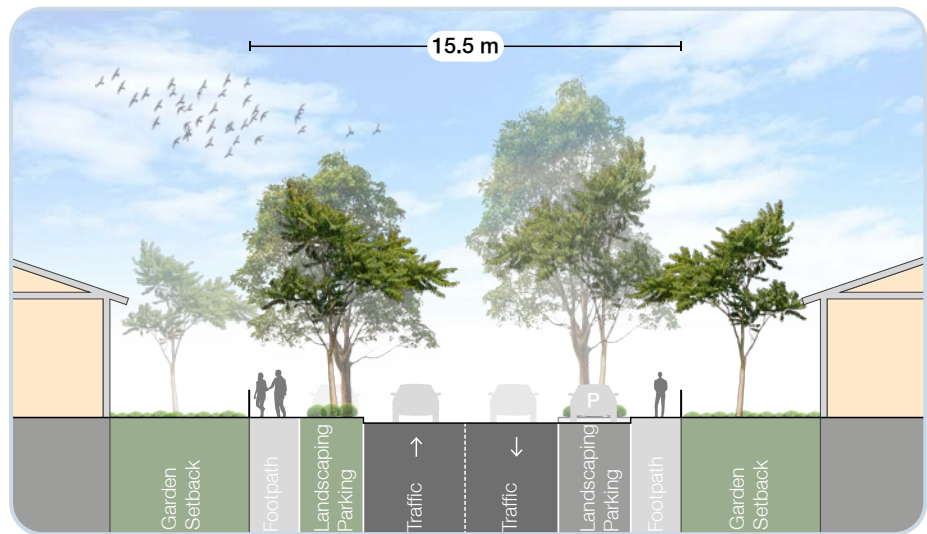
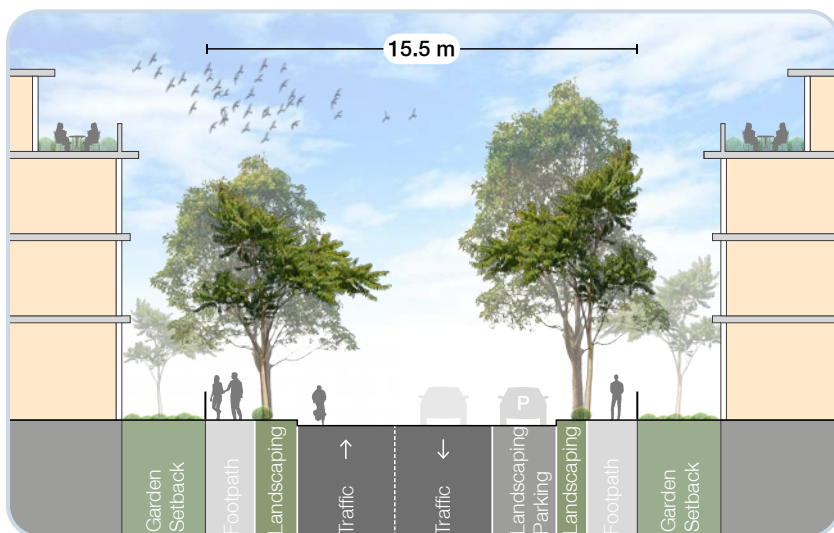


Figure 59: Area 8A – Typical street with parking on both sides.





5. Activity Areas (cont'd)

5.9 Activity Area 8B

Activity Area 8B is a predominately established residential area dominated by stand-alone dwellings with the ability for further subdivision and densification through townhouses, apartments and dual occupancy.

Proximity to transport, the proposed activity on Huntingdale Road and increased community amenity and employment diversity will encourage a diversity of residents.

Retained front landscape setbacks will encourage greenery and provide a distinct neighbourhood character.

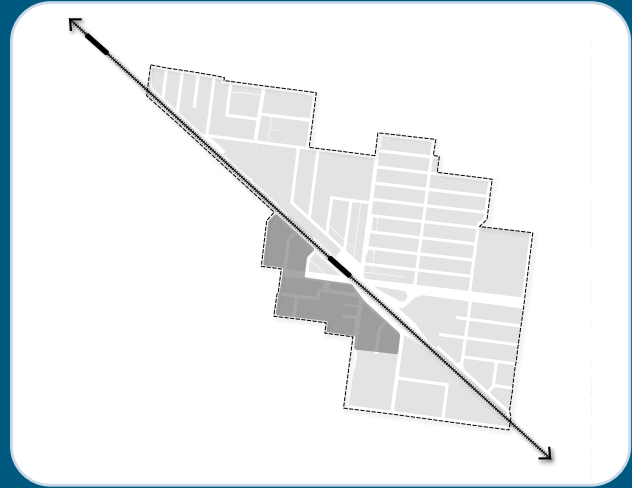
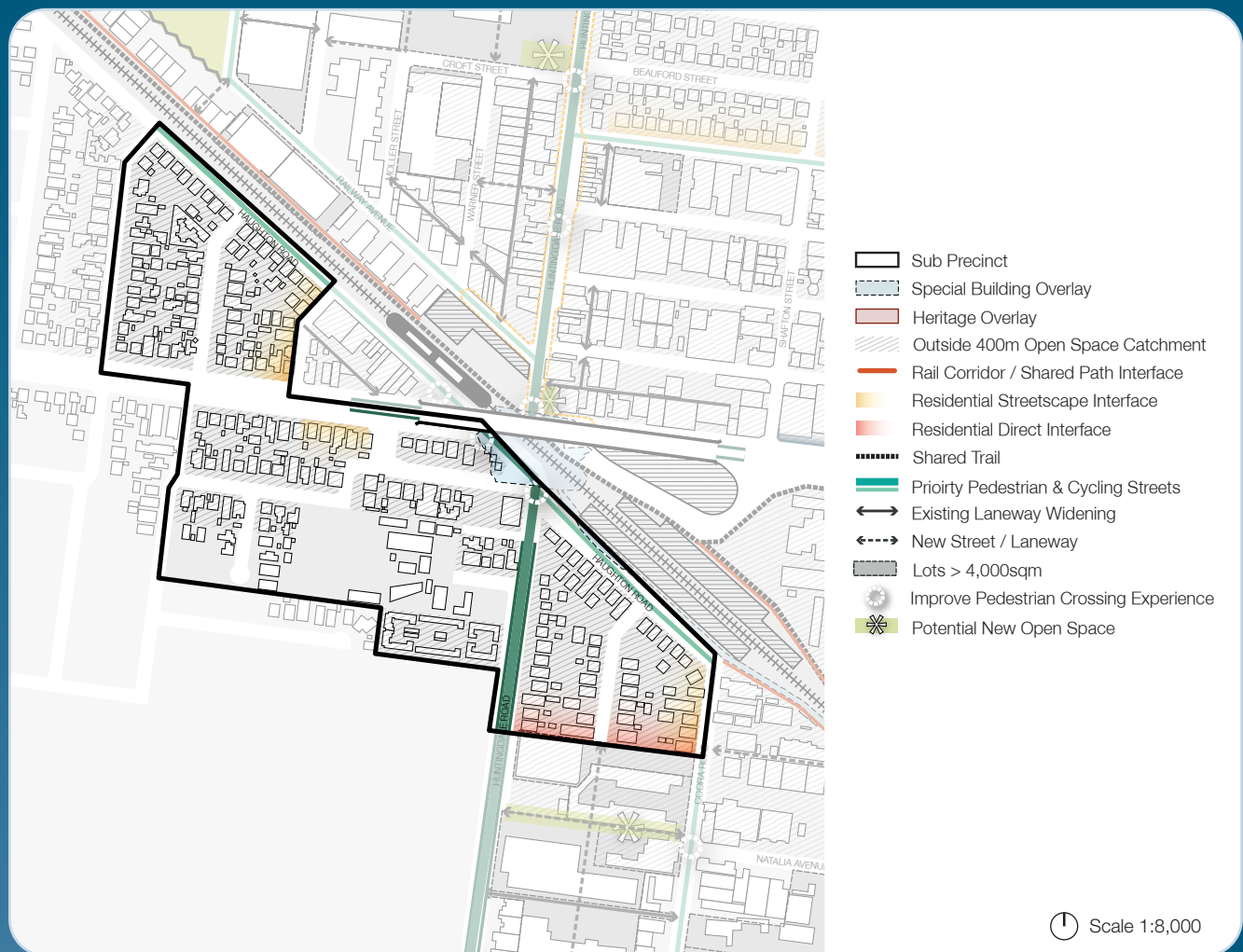


Figure 60: Area 8B – Challenges and opportunities.



5. Activity Areas (cont'd)

5.9 Activity Area 8B (cont'd)

Challenges and Opportunities

- Direct and indirect residential interfaces.
- Railway line and North Road present significant access barriers to Huntingdale Station and Activity Centre.
- Route 630 bus services North Road.
- Large portion of the Sub Precinct outside 400 metres walkable catchment of existing public open space.
- High levels of impermeable surfaces and lack of vegetation.
- Significant parking and traffic issues around Huntingdale Primary School.

Mix

- Residential

Access

- Huntingdale Road potential to accommodate a two-way cycle track.
- School safety.
- Two-way cycle track 3.7 metres (minimum 2.5 metres).

Place

- Retain existing setbacks responsive to streetscape character. Setbacks are to include at least 60% garden landscaping.
- Allow for heights up to 3 storeys across the Sub Precinct, with taller forms focused along the railway corridor.
- Potential to integrate WSUD into streetscapes to mitigate the overland flooding issues in the southeast portion of the Sub Precinct.
- To minimise the visual and physical dominance of vehicles, car parking surfaces and service areas.

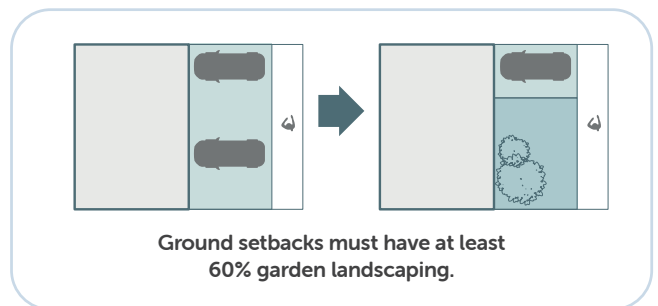
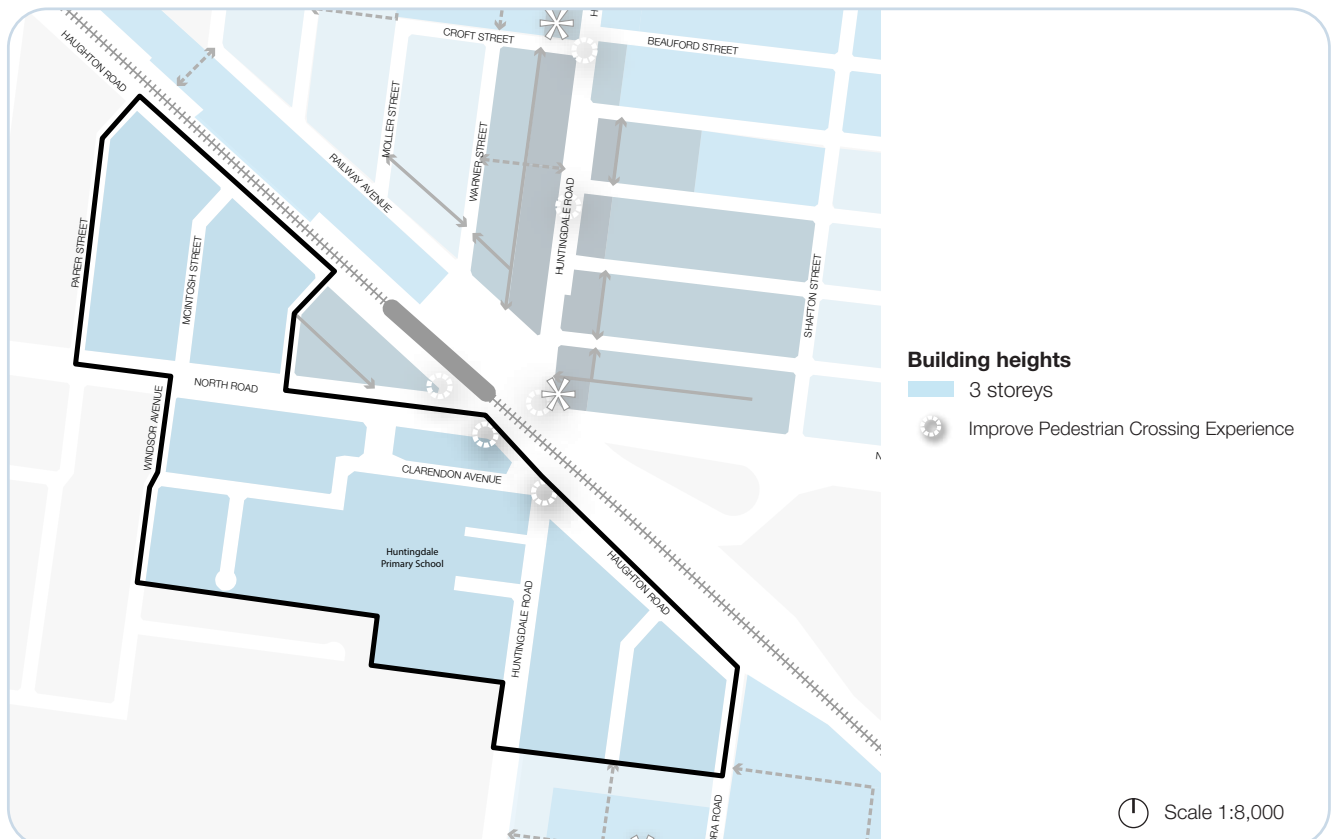


Figure 61: Area 8B – Framework plan.



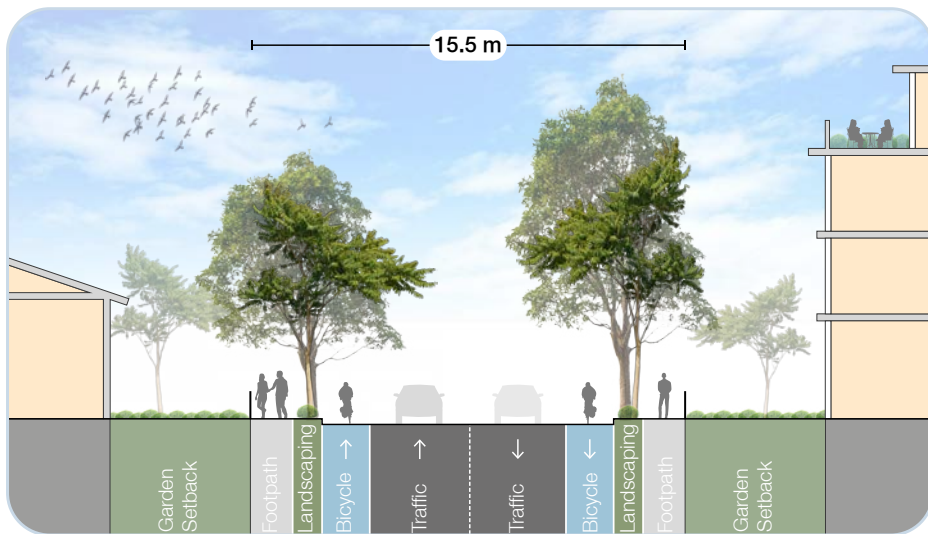


Figure 62: Area 8B – Typical cycling street.

Figure 63: Area 8B – Typical street with parking on one side.

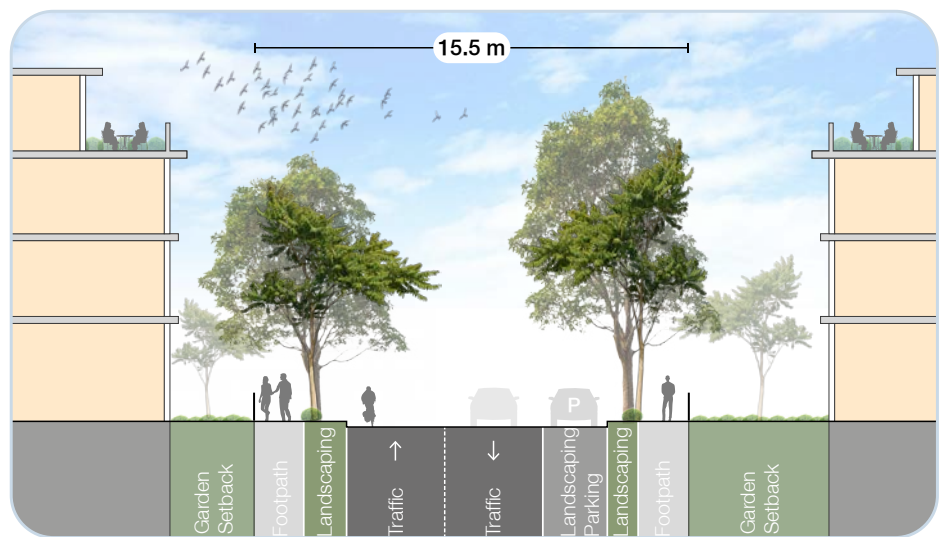
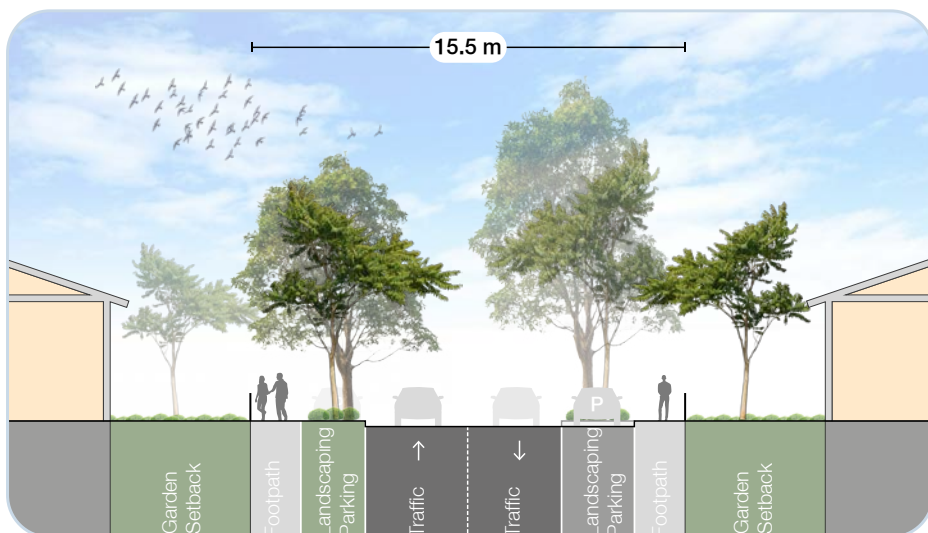


Figure 64: Area 8B – Typical street with parking on both sides.



6. Conclusion

The transformation of Huntingdale into a diverse urban village providing a range of employment, commercial, recreation and residential opportunities will require ongoing coordination between the City of Monash, VicTrack, VicRoads, Transport for Victoria, lands owners and other stakeholders to achieve:

- Attraction of catalytic tenants and community uses that support the Vision of a mixed use, employment focused village.
- Public realm upgrades that support walkability, street life and streetscape character.
- Increased open space provision.
- Sustainable and appropriate redevelopment of large strategic sites in line with the desired future Vision.
- Ongoing advocacy for the realignment of North Road connecting both sides of the rail and North Road to create a walkable, cohesive town centre.
- Innovative re-use and adaptation of existing built form and transformation to clean industry uses.
- High quality mixed use outcomes including residential diversity to support increased retail and activity within the town centre.





Monash Civic Centre

 293 Springvale Road,
Glen Waverley
8.30am-5pm

Oakleigh Service Centre

 3 Atherton Road, Oakleigh
8.30am-5pm

National Relay Service

(for people with hearing or speech impairments)

 1800 555 660

Contact us

 9518 3555

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