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Background Report: Urban Design Huntingdale Activity Centre Precinct

Prepared for
City of Monash

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At SJB we believe that the future of the city is in generating a rich urban experience through the delivery of density and activity, facilitated by land uses, at various scales, designed for everyone.

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SJB Urban has been engaged as a sub consultant to work with PricewaterhouseCoopers Consulting Pty Limited (PwC) to develop a Precinct Structure Plan for the Huntingdale Activity Centre (Figure 1) on behalf of the City of Monash. The Urban Design Report is one of five Background Reports informing the Precinct Structure Plan. The partnering reports have, in an iterative manner, informed the urban design potential for the Activity Centre with the Economics Background Report setting the lead direction.

These five Background Reports are:

1. Economics – review of economic activity and trends to develop a transformative vision for industry, population growth, and retail.
2. Land use – review of planning controls, land supply and market factors to provide strategies to support the economic growth outlined in the Economics Background Report.
3. Transport – review of existing transport options (roads, public transport, active transport), consideration of State and Commonwealth Government proposals, recommendations to support the transformative vision.
4. Community infrastructure – review of existing community infrastructure and needs assessment to support the growing residential and employment population.
5. **Urban design** - changes to access, movement, activity, public realm and the built form to support the transformative vision.

The Urban Design Framework builds on the rigorous analysis undertaken in the accompanying background reports, in partnership with the urban analysis contained within this report, to provide recommendations regarding the physical form of the Activity Centre organised under the following themes:

- Movement and Access
- Land Use and Built Form
- Landscape and Public Realm

These recommendations, in partnership with those contained in the Background Reports will:

- Guide infrastructure, public realm and built form outcomes within the Precinct.
- Inform Council's capital works program and policy changes to the Monash Planning Scheme.
- Provide a basis for the preparation of more detailed Master Plans for strategic sites throughout the Precinct

Related Projects

There are a number of studies being undertaken in parallel which have influenced the outcomes of the Huntingdale Precinct Structure Plan including the Clayton Activity Centre Precinct Structure Plan commissioned by the City of Monash and the future vision for the Monash National Employment and Innovation Cluster being undertaken by Department of Economic Development, Jobs, Transport and Resources. These studies provide additional information and guidance on the desired outcome for Huntingdale within the broader context.

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Figure 01: Study Area

Scale 1:12,500 @A4



Introduction

The below provides a draft vision for the Urban Design Framework. Based on the Background Reports and on the outcome of a Visioning workshop held with key stakeholders it seeks to capture the future potential for this diverse precinct.

Huntingdale 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 inspires adaptable appropriation meeting the needs of today and catering for 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 catering 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.

Achieving this Vision will enable Huntingdale to attract businesses and uses identified as essential to the transformation of Huntingdale such as professional, scientific and technical services; machinery and equipment manufacturing and wholesaling; basic chemical and chemical product manufacturing; student housing and renewed industrial land.

The Vision and accompanying Objectives and Strategies in this report seek to:

- Establish a transformative long term vision for the future of Huntingdale
- Ensure public space and infrastructure provisions meet the growing population's needs
- Support NEIC, CHERP and MCC strategies, policies and objectives
- Provide a complementary role to the surrounding Activity Areas
- Retain its identity, mix of uses and diverse character areas
- Provide responsive controls that directly address the attributes of the site and its context
- Enable new and enhanced connections between Clayton, Oakleigh and surrounds

The Study Area comprises of 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, then Valley Street in the south and Burlington Road in the north (Figure 2). It is surrounded by the suburbs of Oakleigh in 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.

Huntingdale has a number of existing factors that place it in an ideal position for successful future growth and evolution in response to a growing Melbourne. These include:

Location

- Location between the Clayton and Caulfield Campuses of Monash University generating student activity
- Proximity to the Monash Health and Technology Precinct and ability to perform as a supporting precinct
- Location near the established Activity Centres of Clayton (north-west) and Oakleigh (immediately west) generating providing additional amenity
- Its location on the edge of the Monash National Employment and Innovation Cluster (NEIC)
- Proximity to the Monash Health and Technology Precinct

Transport links

- Location around a heavy rail link with the future promising fast rail connections
- Existing and proposed off-road cycle paths
- Proximity to potential light rail connection

Industrial Renewal

- Existing industrial typology with the associated large land parcels providing opportunities for a range of adaptable uses

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 of the train line and each side of North Road. These factors are discussed in more detail throughout this report with the focus on creating a high amenity urban centre that provides a mix of employment and residential opportunities in a place-specific manner.

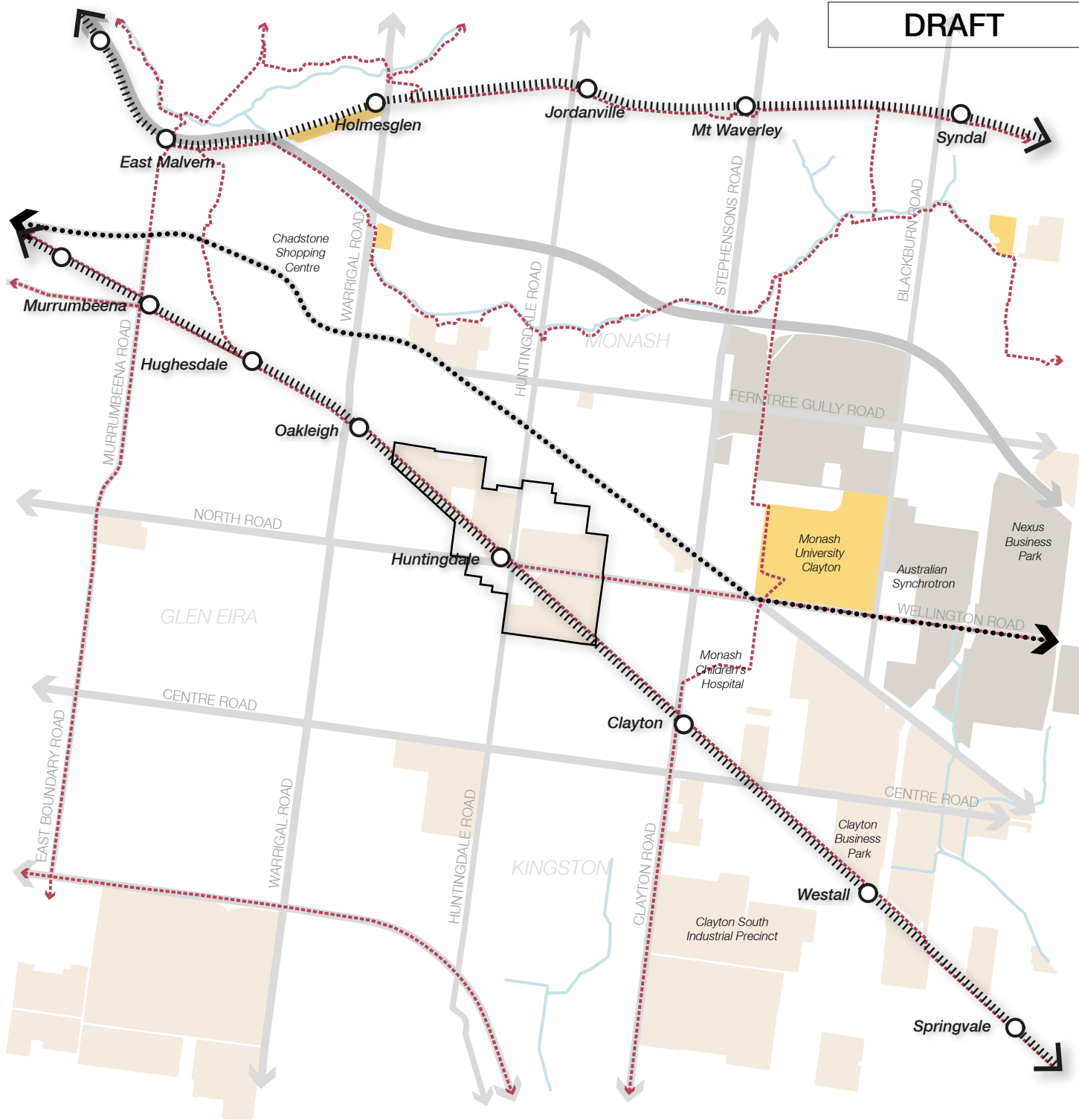


Figure 02: Context

Scale 1:50,000 @A4

- Huntingdale Study Area
- Railway Station
- Existing Road Network
- Potential Light Rail Route
- Strategic Cycling Corridor
- Industrial Employment Areas (INZ1)
- Monash Technology Precinct (SUZ)
- Tertiary Education

2.1 Planning Policy

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A range of State and Local planning policies, plans and reports are relevant to the planning and development of Huntingdale Activity Centre. Some of these impact on the existing ability for Huntingdale to undergo a transformation and will need to be amended as part of the next stages of the Urban Design Framework. The following is a brief summary.

2.1.1 Planning Policy Framework

The City of Monash Planning Scheme identifies the 'smaller neighbourhood centre' of Huntingdale as one that serves local shopping needs. Relevant provisions of the Local Planning Policy Framework include:

Clause 21.04 Residential Development

The City of Monash is experiencing a change in the housing structure and dwelling requirements of its population, with a noticeable shift towards increased density forms of housing, generally characterised by multi-unit dwellings. Garden City Character within all residential areas should be maintained and enhanced. It is an objective:

- *To encourage the provision of a variety of housing styles and sizes that will accommodate future housing needs and preferences of the Monash community that complement and enhance the Garden City Character of the City*
- *To ensure the accommodation needs of students are met.*
- *To recognise the need to conserve treed environments and revegetate other areas including new residential developments to maintain and enhance the Garden City Character of the municipality.*

Clause 21.05 Economic Development

Monash is recognised as a major generator of wealth, prosperity and employment in Melbourne's South East Region. Industry, business and activity centres in Monash need to continue to positively attract and retain local business to provide employment opportunities and investment. It is an objective:

- *To create an environment which is attractive to investors and fosters business growth.*
- *To facilitate the revitalisation of key areas and ensure that new development is of a high standard that adds to the attractiveness of business and industrial areas and enhances Garden City Character.*
- *To encourage appropriate mixed use development while ensuring that the amenity of neighbourhoods is not adversely affected.*

Clause 21.06 Major Activity and Neighbourhood Centres

Major activity and neighbourhood centres provide attractive environments and a focus for community activities and social life within Monash. They provide jobs, investments and goods and services for residents and business. Most activity and neighbourhood centres are well connected to the public transport system, comprise a variety of uses and provide for a wide range of retail needs. Major activity and neighbourhood centres are considered to be important locations for residential development. It is an objective:

- *To develop vibrant major activity and neighbourhood centres with a broad mix of uses appropriate to the type of centre and needs of the target population, that have improved access for walking, cycling and levels of public transport services, and that provide a focal point for the community, fostering social and cultural development.*
- *To promote and facilitate the hierarchy of activity and neighbourhood centres as the most efficient and equitable framework to provide the range of civic, retail, recreational, residential, entertainment, health, educational, restaurant and other service requirements of the community.*

Huntingdale is identified as a Neighbourhood Activity Centre. Relevant strategic directions include:

- *Encourage a variety of service based facilities to meet local needs.*
- *Promote upgrading of uses and facilities within the Centre.*

- *Encourage walking, cycling and local public transport use.*
- *Ensure parking is provided to meet the needs of the Centre.*
- *Ensure ongoing development does not impact on the adjacent residential areas.*

Clause 21.07 Business Parks and Industry

The City of Monash, as one of the largest employment destinations in Melbourne’s southeast sector, contains substantial areas for industry and related activities. The municipality contains extensive land for traditional industry in Oakleigh, Huntingdale and Clayton. Monash is experiencing a loss of traditional industrial uses which are being replaced with commercial office-type premises. Monash has a long history of creating industrial development in a garden industrial environment. This character is important to the business community of Monash and to Council. It is an objective:

- *To continue image enhancement and landscaping of industrial areas and transport routes consistent with the Garden City Character of Monash.*
- *To positively influence factors affecting the industrial environment within Monash such as building and car park setbacks from frontage boundaries, design of industrial buildings and surrounds and fencing treatments*

Clause 22.01 Residential Development and Character Policy

Generally, change across the municipality’s residential areas has been incremental. However there is an growing demand for greater variation of dwelling types such as villas, flats, apartments and aged persons accommodation. The Garden City Character, as identified in the Municipal Strategic Statement, is a core value held by the community and Council as a significant and important consideration in all land use and development decisions in most residential areas. It is an objective:

- *To build upon the important contribution that landscaping makes to the Garden City Character of Monash.*

- *To encourage new development to achieve architectural and urban design outcomes that positively contribute to neighbourhood character having particular regard to the desired future character statement for the applicable residential Character Type*
- *To encourage the provision of a variety of housing types to accommodate future housing needs and preferences that are energy efficient and sustainable.*

A portion of residential land to the south of North Road is within Residential Character Type ‘B’. Desired future character is where the neighbourhood character will, as it develops, retain its modest and unassuming character by ensuring that multi housing developments, including dual occupancies, are appropriate in scale and form to existing dwellings.

Clause 22.03 Industry and Business Development and Character Policy

Applies to land in the Industrial 1 Zone or Commercial 1 / 2 Zone. The Commercial 1 Zone and Industrial 1 Zone both apply to the study area. Most of the industrial and business development in Monash has occurred since 1954 when controls were put in place to provide a framework for well-designed building facades, enhanced street tree planting and substantial building setbacks from major traffic routes to provide landscaped boulevards. Development in the industrial and business areas has resulted in a distinctive Garden City Character. It is an objective:

- *To ensure that new development is successfully integrated into existing business or industrial areas to enhance the streetscape character and amenity.*
- *To assist the sustainable and complementary development and operation of industrial, office and high technology land uses that provide a variety of employment centres of high amenity, quality and enduring local image.*
- *To ensure that the scale and character of future development creates or enhances a high-amenity built form environment and attractive landscape setting.*

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- *To provide greater certainty in terms of development outcomes and enhance existing private sector investment by encouraging well designed development.*

Industrial Character Type 1 (IND 1) applies to the study area. The character of this area is strongly set by the businesses and industries which front the Princes Highway, and is derived from post-WWII industrial/commercial and retail development with frontages along major road corridors on flat topography. These include car yards, service stations and other businesses. The buildings are simple in form and are set within hard paved areas. The desired future character should continue to express its commercial and industrial function. Variations in building height will be allowed, but large height differences should be graduated. Redevelopment should allow the progressive improvement of the aesthetic quality of the main road corridors. The provision of tree planting within properties, including the rear of properties, should soften the hard urban qualities of the area and provide shade and a backdrop to the utilitarian buildings.

Business Character Type 2 (BUS 2) applies to the study area. Huntingdale is within Precinct 2a. This Character Type consists of mainly single and double storey retail (including restricted retail premises) businesses mostly focussed on main roads and close to railway stations. Most developments are oriented to car drivers rather than pedestrians. The desired future character should respect the scale and form of development of the relevant Major Activity or Neighbourhood Centre, while providing for appropriate change.

2.1.2 Zones

The Huntingdale Study Area is subject to a number of Planning Zones which guide the use and development of the land. Shown in Figure 3, these include:

Clause 32.08 General Residential Zone Schedule 2 (GRZ2)

Seeks to encourage development that respects the neighbourhood character of the area, to encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport, and to allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations. Schedule 2 requires a minimum front setback of 7.6m and suggests that front fence heights within 3m of a street should not exceed 1.2m.

Clause 33.01 Industrial 1 Zone (IN1Z)

Seeks to provide for manufacturing industry, the storage and distribution of goods and associated uses in a manner which does not affect the safety and amenity of local communities.

Clause 34.01 Commercial 1 Zone (C1Z)

Seeks to create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses, and to provide for residential uses at densities complementary to the role and scale of the commercial centre.

Clause 36.01 Public Use Zone (PUZ)

Seeks to recognise public land use for public utility and community services and facilities and to provide for associated uses that are consistent with the intent of the public land reservation or purpose. Land within the study area is categorised as PUZ2 – Education, and PUZ4 – Transport.

Clause 36.02 Public Park and Recreation Zone (PPRZ)

Seeks to recognise areas for public recreation and open space, to protect and conserve areas of significance where appropriate, and to provide for commercial uses where appropriate.

Schedule 36.04 Road Zone - Category 1 (RDZ1)

Seeks to identify significant existing roads, and to identify land which has been acquired for a significant proposed road.

2.1.3 Overlays

The Huntingdale Study Area is subject to a number of precinct based and site-specific Planning Overlays which guide the use and development of the land. Shown in Figure 4, these include:

Clause 43.01 Heritage Overlay (HO)

Seeks to conserve and enhance heritage places of natural or cultural significance, to conserve and enhance those elements which contribute to the significance of heritage places, to ensure that development does not adversely affect the significance of heritage places, and to conserve specified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place. This Overlay identifies sites of Local, Regional and State heritage significance and is used to protect places of heritage value. The Study Area comprises a number of site specific Heritage Overlays, including;

- HO43: 237 Huntingdale Road, Oakleigh South (offices);
- HO91: 61 Westminster Street, Oakleigh (Chimney, boiler house and boiler structure together with its associated elements); and
- HO100: 38 Hanover Street, Oakleigh (Oakleigh Rifle Club).

Clause 43.02 Design and Development Overlay (DDO)

Seeks to identify areas which are affected by specific requirements relating to the design and built form of new development.

The Industrial and Commercial Design and Development Area (DDO1) applies to Industrial zoned (IN1Z) areas in the Study Area. Schedule 1 - Industrial and Commercial Design And Development Area applies to the study area. Relevant design objectives seek:

- *To ensure that development, including front setbacks, is in keeping with and contributes to the Garden City Character as set out in the Municipal Strategic Statement.*
- *To ensure that the building scale and form in terms of height and bulk complements and does not visually overwhelm surrounding buildings.*
- *To ensure that streetscape engineering details of new developments integrate with the existing streetscape.*
- *To ensure that fences or planting along property boundaries do not adversely affect urban character or adjacent open space.*
- *To ensure that the landscape treatment within the front setback contributes to the positive aspects of the applicable industry or business Character Type identified in Clause 22.03.*
- *To ensure that car parking, vehicle access and service areas do not visually impinge on front setbacks or affect streetscape elements such as trees and nature strips.*

Relevant road / street setbacks include:

Road / Street Frontage	Minimum Setback
Huntingdale Road & North Road	13.7 m
Valley Street	10.6 m
Any other road	7.6 m

Context

Schedule 15 - Monash Medical Centre Emergency Medical Services Helicopter Flight Path Protection (Outer Area) applies to the south eastern portion of subject area (DDO15). Design objectives seek to ensure that the height of buildings and works do not encroach on the flight path areas associated with the Monash Medical Centre helicopter landing site, and to ensure that the height of development avoids creating a hazard to aircraft using the Monash Medical Centre helicopter landing site.

Clause 44.05 Special Building Overlay

Seeks to identify land in urban areas liable to inundation by overland flows from the urban drainage system as determined by, or in consultation with, the floodplain management authority, to ensure that development maintains the free passage and temporary storage of floodwaters, minimises flood damage, is compatible with the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity, and to protect water quality in accordance with the provisions of relevant State Environment Protection Policies, particularly in accordance with Clauses 33 and 35 of the State Environment Protection Policy (Waters of Victoria).

2.1.4 Planning Scheme Amendment C131

The Amendment applies to land at 256-262 Huntingdale Road. The Amendment seeks to:

- Rezone the whole site from part Industrial 1 Zone and part General Residential Zone 2 to a Residential Growth Zone 5;
- Delete the Design and Development Overlay Schedule 1; and
- Apply the Environmental Audit Overlay (EAO).

2.2 Strategic Context

The following strategic documents are considered relevant:

2.2.1 Monash Industrial Land Use Strategy (2014)

Prepared by Charter Keck Cramer in 2014, the Industrial Land Use Strategy provides strategic direction for the planning and development of industrial land within the City of Monash. Industrial land in the Huntingdale Study Area is broken into 7 Precincts (P14-20). The Strategy recommends that the existing Industrial 1 zoning be retained, with the exception of Precincts P16 and P17:

- Precinct P16 is the area generally bound by Moroney Street, Haughton Road and North Road. The Strategy recommends rezoning to Mixed Use (MUZ) to unlock the renewal potential of the block, recognising the proximity to the Station and the Activity Centre.
- Precinct P17 refers to 256-262 Huntingdale Road, a large site on the eastern side of Huntingdale Road within an immediate residential setting. The Strategy recommends residential rezoning in keeping with the immediate surrounds. Noting, the rezoning of this site to Residential Growth Zone is currently underway via Amendment C131.

2.2.2 Open Space Strategy (Draft 2017)

This document seeks to guide the future planning, provision, design and management of open space in Monash for the next decade. The Strategy identifies the existing and future needs, gaps in provision and opportunities. Following community consultation of the Draft Strategy, Council are in the process of finalising the Strategy for adoption. The following is a summary of the identified gaps in distribution and recommendations for the Huntingdale Study Area.

Identified Gaps in Distribution:

- *Area north of North Road and East of Huntingdale Road and south of Dandenong Road (Oakleigh East 2);*
- *Area bounded by the Railway Line and North Road (Oakleigh South 1); and*
- *Area immediately to the south of North Road and west of Huntingdale Road (Oakleigh South 4).*

Recommendations:

- *Extend the shared path along Pakenham train line to provide north-south connections linking Monash University to the north of the train line and Clayton Village in the south (Recommendation 52);*
- *Create an off-road trail along the verge of the railway and in streets from Jack Edwards Reserve back to the railway station and shopping area (Recommendation 181);*
- *Should either of the golf courses ever be developed and the land use change, consider taking parkland required for the future land use, as well as doubling the size of the current sports reserve for an additional playing field in the north west, and for social/family recreation in this area (Recommendation 173); and*
- *Create an off-road trail circuit around street verges, to connect to community facilities, school and sports facilities (Recommendation 177).*

2.2.3 Urban Landscape and Canopy Vegetation Strategy (Draft 2017)

Council are seeking community feedback on the Urban Landscape and Canopy Vegetation Strategy, currently in draft form. The protection and enhancement of the valued green Garden City Character and increasing overall canopy cover are key aims of the Strategy. Relevant to the industrial areas within the Study Area is the preferred Character Urban Greening Commercial / Industrial Evergreen Landscape Character (UC), which seeks to:

- *Change the character from urban to a more inviting and sustainable character with evergreen trees for shade and greening;*
- *Require future landscape front and side setbacks that include evergreen canopy trees and soft landscaping to increase shading and greening to the paved surfaces and built form; and*
- *Large canopy evergreen trees in roadside cut-outs/tree wells and incorporate WSUD treatments where feasible.*

Relevant to the residential areas in the Study Area are the character precincts, *Early 1900s Exotic Garden Style (EE)* and *Gently Undulating Leafy Garden Suburban (GS)*.

Context

2.2.4 Oakleigh Major Activity Centre Structure Plan (2012)

The Oakleigh Major Activity Centre (OMAC) is directly adjacent to the Huntingdale Study Area, the Structure Plan (2012) sets the strategic framework for the development Precinct. Design and Development Overlay Schedule 11 (DDO11) implements the preferred built form provisions outlined in the Structure Plan. The OMAC is broken into 6 Precincts, with 11 Sub Precincts. The Study Area is adjacent to Precinct 2 – Oakleigh Centro, Sub Precinct 3B – Commercial Periphery and Sub Precinct 4C – Residential Periphery. The preferred heights and setbacks for the adjacent Sub Precincts vary for different streetscapes and can be summarised as follows:

Sub Precinct 3B

Hanover Road	<i>Zero street setback 5m upper level setback above 12m Overall height up to 7 storeys (24.5m)</i>
Oxford Street	<i>3-6m landscape setback 2m for every 1m upper level setback above 7m Overall height up to 3 storeys (10.5m)</i>
Other	<i>Zero street setback 5m upper level setback above 10m Overall height up to 4 storeys (14.0 m)</i>

Sub Precinct 4C

	<i>6m landscape setback 2m for every 1m upper level setback above 7m Overall height up to 3 storeys (10.5m)</i>
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2.2.5 Monash Walking and Cycling Strategy

This Strategy aims to create a city that is walking and cycling friendly and one where residents of all ages and abilities can easily walk and cycle as their preferred form of exercise and transport. It recognises that often people walk and cycle for very different reasons and it is important to understand and plan for facilities that support different needs. Therefore, the Strategy takes into account that people may walk and cycle for health and fitness, recreation, or transport reasons.

Huntingdale Road is recognised as an On-road Neighbourhood Pathway & Trail, which allows people to get to facilities such as schools, local shops, and local parks in their own or nearby neighbourhoods. North Road is recognised as an On-road / Off-road District Pathway & Trail, which links suburbs within Monash and to major community, retail, sporting, and transport hubs in Monash or just outside the city's boundaries.

2.3 Background Reports

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The following provides a summary of the Economic and Land Use reports produced in parallel by PwC. These reports provide a rigorous basis for suggested urban form changes and improvements to the public realm.

2.3.1 Background Report: Economics

The Economics Report discusses the economic activity within Huntingdale as well as its relationship to the nearby Monash NEIC and the future impacts this is likely to have. It is noted that while the existing Huntingdale activity is more concentrated in manufacturing, construction and warehousing with a lower proportion of knowledge economy jobs such as health, education, and professional services, it is identified that the proximity to MNEIC provides opportunities to capitalise on the relationship and the status of state importance of the MNEIC.

In order to maximise the benefit, intervention is required to diversify the economic mix in Huntingdale to capture a portion of the knowledge economy jobs. The sectors identified for this transition include:

Retain and grow:

- Professional, scientific and technical services including Computer System Design
- Machinery and equipment manufacturing
- Machinery and equipment wholesaling

Attract:

- Basic Chemical and chemical product manufacturing

To attract these business, interventions include:

- Improvements to amenity
- Improvement to the public realm
- Diversification of the retail offer

Specific recommendations include a new mixed-use neighbourhood centre with a supermarket and 15-20 speciality shops located within the established 'Main

Street' environment supporting improved retail offering for businesses and employees. The increased retail also demands increased population density including student accommodation in and around the core. Collectively these economic recommendations inform the urban design recommendations required to meet the needs of the existing and potential new residents, workers and visitors to Huntingdale outlined in the main body of this report.

2.3.2 Background Report: Land Use

The Land Use report investigates the land supply available to support future economic development and its capacity to achieve the transformations envisioned in the Economics Report. As discussed in the Economic Report, existing industrial land uses dominate Huntingdale with approximately 65% of the land within the precinct zoned Industrial. The interfaces between some of the industrial zoning and the residential land is identified as harsh with little to no transition in some instances and there is an identified lack of diversity to accommodate growing and changing commercial demands.

The ability to adapt, however is high in Huntingdale with limited constrained land associated with open space, flood prone areas and transit infrastructure and a diversity of lot sizes including larger lots associated with industrial uses. Strategies identified in the Land Use Plan to enable future growth include:

- 0-10-year rezoning - Industrial 1 Zone to Commercial 1 and Commercial 2 Zone
- 20-year rezoning – Transitioning the Assa Abloy site to Mixed Use Zone and Commercial land south of the rail to Residential Growth Zone Industrial 1 Zone to Commercial 1 and Commercial 2 Zone

The report also identifies existing trends and market attractiveness. This shows a number of medium density residential applications including 3-5 storey apartments. Not surprisingly, market attractiveness for medium density residential product is highest around the 'Main

Context

Street' amenity and within a walkable catchment (400m) of the Train Station and bus interchange.

The report also identifies the building typologies that will be required to meet the demands for change noted in the Economic Report. These typologies have informed the urban guidelines to ensure the footprints and massing are fit-for-purpose in attracting people and jobs while enhancing the desired eclectic and green character of the Precinct. The typologies can be described as:

- Commercial: high quality internal fit out including end of trip facilities with a medium footprint close to retail and amenity.
- Industrial: large floorplate with front end office/ administrative space and arterial road frontage.
- Wholesale: large floorplate with front end showroom and office space with freight and logistics access.
- Warehousing: large format floorplate with basic office and freight and logistics loading.
- Health: small closed offices spaces with quality fitout and internal amenity in residential or commercial spaces.
- Residential: 1-2 storey detached single dwellings on subdivided lots, mixed-use apartments of 1, 2 and 3 beds which may include ground level commercial and high density student apartments with a mix of 1, 2 and 3 beds close to public transport with high levels of shared internal amenity.
- Retail: Mixed use retail development (3500 m2 supermarket and speciality shops) with 2-3 storey of apartments above and small shopfront local business offer.

Key factors for Huntingdale's success have also been identified in the report and include:

- Improving the street network and reducing speeds to prioritise safe and easy movement of pedestrians.
- Improving the street level infrastructure such as footpaths, cycling paths, streetscape furniture and overall visual and physical amenity of the streetscape.
- Improving the access to high quality open space including green spaces and urban spaces.

Collectively these land use recommendations inform the urban design recommendations required to meet the needs of the existing and potential new residents, workers and visitors to Huntingdale outlined in the main body of this report.

2.4 Catalyst Projects

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There are two infrastructure projects that are considered to be significant enough to have a physical catalytic effect on the future potential of Huntingdale, both projects involve transport infrastructure. The first, the Caulfield to Rowville Tram Route is discussed in more detail in the Background Report - Transport, the second is the North Road and Huntingdale Road intersection reinstatement. The significant stakeholder negotiation and investment required for these projects means that the preparation of the Urban Design Framework should consider the long term implications of these projects if they were to go ahead ensuring the proposed framework does not design out future opportunities, however they cannot be relied on to drive change in the short and medium terms.

The other background reports note that the attraction of catalytic investment in retail and catalytic investment in industry will have a transformative effect on Huntingdale. The attraction of these two things will rely on the Urban Design Framework to set the parameters for physical change in the built form, landscape and land use.

2.4.1 North Road and Huntingdale Road Intersection Reinstatement

As identified previously, the North Road overpass effectively divides Huntingdale on both sides of the train line as well as on either side of North Road for the length of the overpass, approximately 475 metres. Connectivity around the overpass is convoluted for all transport modes reducing the opportunities for future development to capitalise on the North Road address, the Train Station connections and easy pedestrian and cycling corridors. As noted by Woodcock and Stone in *The Benefits of Level Crossing Removals: Lessons from Melbourne's Historical Experience* (2016):

"Elevating the railway on a viaduct (as part of a corridor including Oakleigh) would release the land in the rail corridor, maximize ground level connectivity and vastly improve the amenity of the transit interchange. With improved connectivity and pedestrian amenity, redevelopment of the large surface carpark at Huntingdale Station could realize the value capture opportunities of a mixed-use development at such an important node on the transit network"

The removal of this barrier would have an immediate and transformative impact on Huntingdale including reconstructing a legible ground plane and enabling significant development opportunities around the station. It is recommended that it should be continually included in long term goals for the precinct in the understanding that it would require a major infrastructure investment which may include a rail-over extension from Clayton.

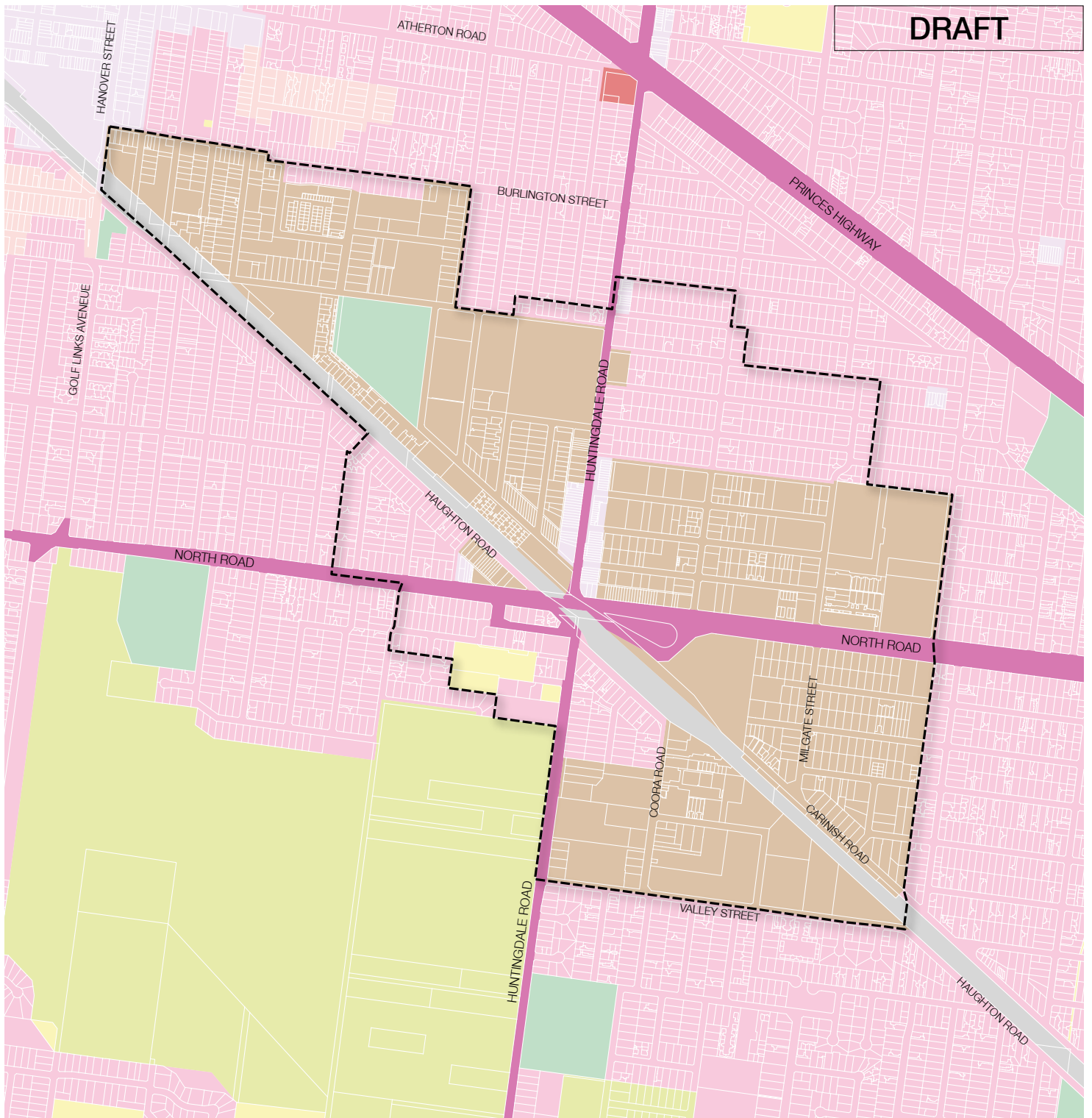














Figure 03: Zones

Scale 1:12,500 @A4 

-  Hungtindale Study Area
-  Commercial 1 Zone (C1Z)
-  Industrial 1 Zone (IN1Z)
-  General Residential Zone (GRZ1)
-  Mixed Use Zone (MUZ)
-  Neighbourhood Residential Zone (NRZ1)
-  Public Park and Recreation Zone (PPRZ)
-  Public Use Zone - Education (PUZ2)
-  Public Use Zone - Transport (PUZ4)
-  Road Zone - Category 1 (RDZ1)
-  Special Use Zone (SUZ)

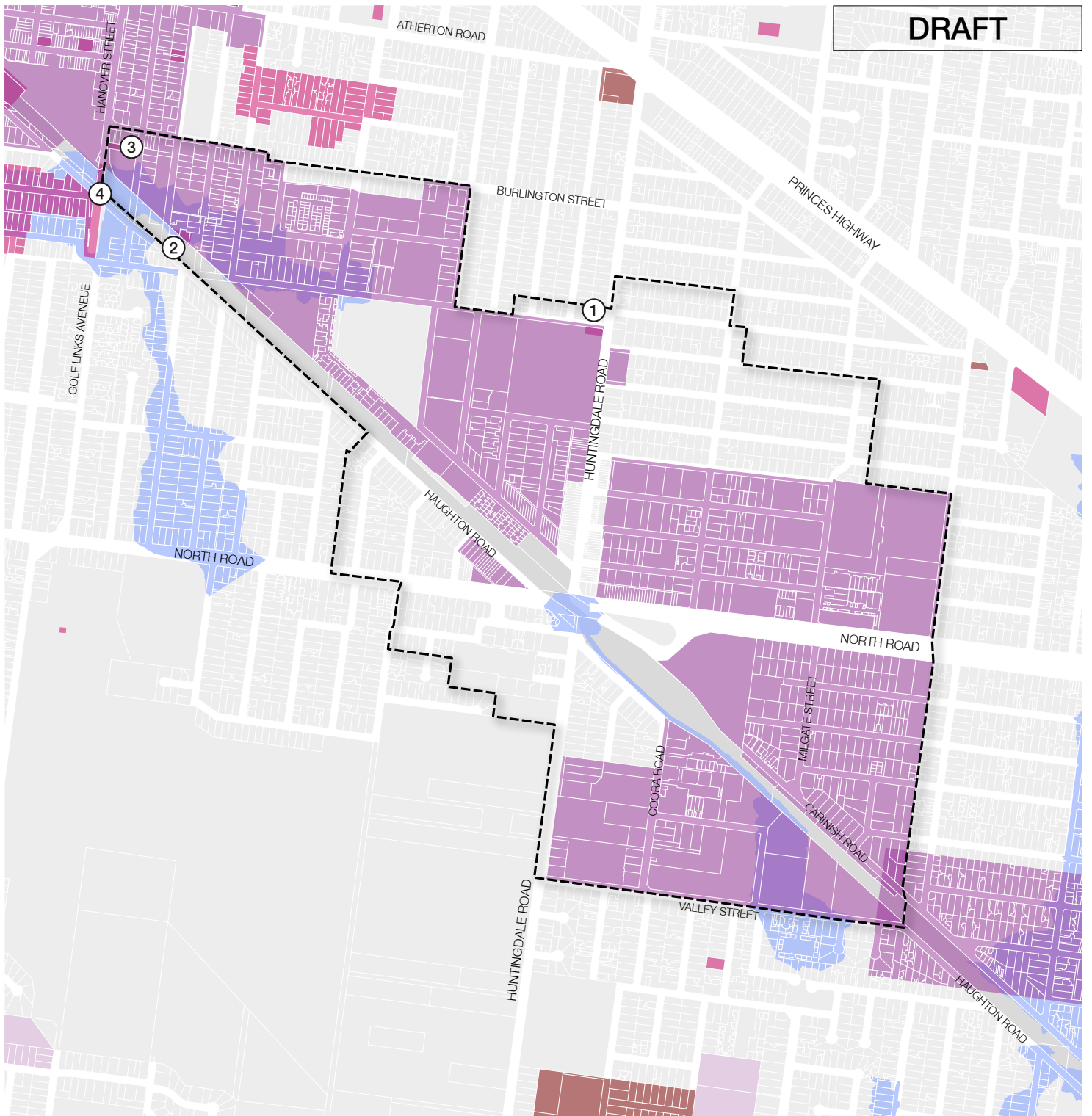


Figure 04: Overlays

Scale 1:12,500 @A4

- Hungtindale Study Area
- Design and Development Overlay (DDO)
- Development Plan Overlay (DPO)
- Environmental Audit Overlay (EAO)
- Heritage Overlay (HO)
- Special Building Overlay (SBO)

- ① 237 Huntingdale Road (HO43)
- ② 61 Westminster Street (HO91)
- ③ 38 Hanover Street (HO100)
- ④ Hanover Street Bridge (HO98)

3.1 Existing Conditions

DRAFT

3.1.1 Road Network

The Study Area is intersected by two key Arterial Roads; North Road and Huntingdale Road and the Cranbourne-Pakenham Railway Corridor. The road/rail infrastructure presents a significant impact on north-south movement and overall surrounding amenity. The Study Area benefits from access to Princes Highway which is approximately 400 metres north of the Study Area via Huntingdale Road.

North Road is an Arterial Road managed by VicRoads, running east-west from St Kila Road (Brighton) to Princes Highway (Clayton). The North Road level crossing was removed in 1972 by creating a road overpass and re-routing Huntingdale Road onto it via circuitous on-ramps. Two signalised pedestrian crossings and one signalised intersection at Milgate and Fenton Streets provide safe crossing points to the busy arterial road. The road reserve ranges from approximately 38 metres (three lanes each direction separated by a central median) to the west and 51 metres (four lanes each direction including bus lanes separated by a wide median strip) to the east. With the overpass section narrowing to approximately 18.5 metres (two lanes in each direction and on road cycle lanes). Allotments fronting North Road benefit from direct access and high exposure.

Huntingdale Road is an Arterial Road managed by VicRoads. On street car parking is provided along both sides of Huntingdale Road, in parallel, 45-degree and 90-degree configurations. 3-metre-wide laneways service properties fronting Huntingdale Road, Railway Avenue, North Road and Haughton Road. The road reserve varies in width, ranging between 19.4 to 30.6 metres. The opportunity for rear vehicle servicing via rear laneways means that Huntingdale Road is predominately free from vehicular crossovers, creating a continuous pedestrian experience. There are limited crossing opportunities along the north portion of Huntingdale Road, it is approximately 650 metres between the signalised pedestrian crossing and Burlington Street intersection to the north.

Local Collector Roads within the Study Area include Burlington Street, Haughton Road, Coors Road, Valley Street, Milgate Street and Carnish Road. Burlington Street is a key east west link between Huntingdale Road and Hanover Street, Oakleigh. The Collector Road ranges from 17.8 metres in the east to 15.2 metres in the west towards Hanover Street, with roundabouts at key intersections; William Street, John Street, Connell Road, Westminster Street, Downing Street and Hanover Road. Haughton Road connects to Huntingdale Road and North Road on ramps, running along the Railway Corridor.

3.1.2 Public Transport

Huntingdale Station is the last Zone 1 Station on the Pakenham and Cranbourne line and is one of the busiest stations on the metropolitan rail network. High capacity metro trains (HCMT) to be delivered by 2019 will accommodate an additional 500 passengers per service. The Station is accessible via an underpass from Railway Avenue/Huntingdale Road from the north and Haughton Road from the south. The pedestrian tunnel beneath the station is the only crossing point along the 2.7km stretch between the Hanover Road Bridge, Oakleigh and Clayton. Three car parks with a total of 388 car parks serve the Station. The Huntingdale Station Precinct Upgrade (completed in mid-2018) consolidated the bus interchange, provided new access ramps and stairs, upgraded car parking and improved pedestrian access to the Station.

The Huntingdale Station Bus Interchange is a key transfer point for Monash University students and employees. The express service to the Clayton Campus via North Road (Route 601 Huntingdale - Monash University Clayton) runs at 4-minute frequencies during university days and 8-minute frequencies during non-university days.

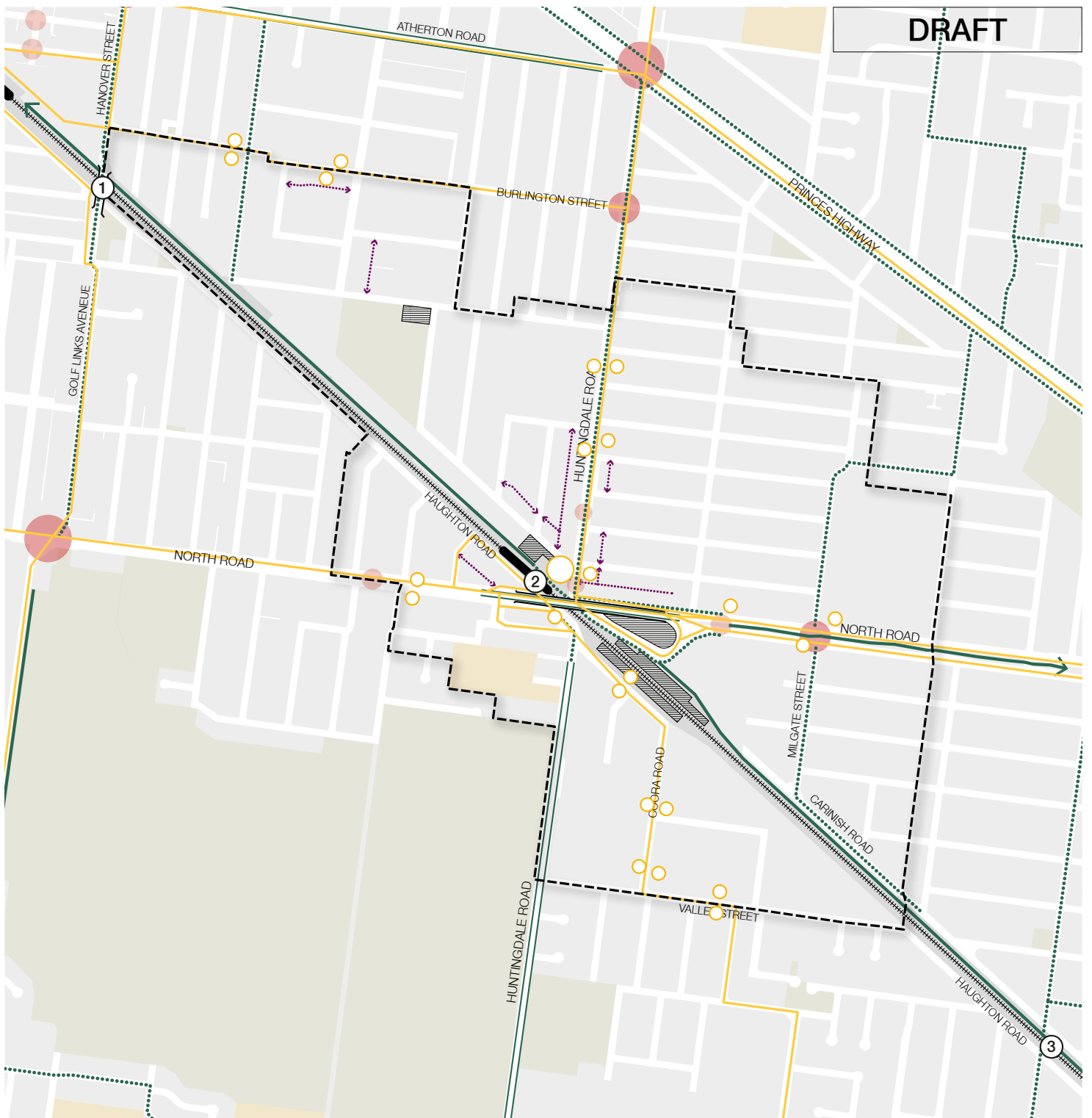









Figure 05: Movement and Access - Existing Conditions

Scale 1:12,500 @A4 

-  Study Area
-  Railway Line
-  Huntingdale Station
-  Road Over / Bridge
-  At Grade Car Parking
-  Off Road Shared (Bicycle / Pedestrian)
-  On Road Cycle Lanes
-  Informal Cycle Route
-  Signalised Intersection
-  Signalised Pedestrian Crossing
-  Existing Laneway (approx 3 metres wide)

-  ① Hanover Road Bridge
-  ② Huntingdale Station Underpass
-  ③ At Grade Pedestrian Crossing



Huntingdale Station - viewed from Haughton Road



Huntingdale Station - Underpass Ramps & Bus Interchange Shelter



North Bridge - viewed from corner Haughton Road & North Road service lane



Huntingdale Station - Bus Interchange Pedestrian Crossing



Huntingdale Station Underpass - Haughton Road



Rail Trail Connection between Huntingdale Station and North Road



One-way Laneway between Hargreaves Street and Clifford Street



Clarendon Avenue, Haughton Road & Huntingdale Road Intersection



North Road - Signalised Intersection



Huntingdale Station Car Park - North Road



Bus Turning Lane Huntingdale Road



North Road Overpass



Route 601 Monash University Shuttle



On Road Cyclist - Huntingdale Road



Huntingdale Station Car Park - Railway Avenue



On Street Car Parking - Westminster Street

Movement & Access

The Study Area is serviced by a number of bus routes, providing connections to Clayton, Oakleigh, Caulfield.

- Route 630 Elwood - Monash University
- Route 900 Stud Park SC Rowville - Caulfield (SmartBus)
- Route 704 East Clayton - Oakleigh via Clayton, Huntingdale
- Route 978 Elsternwick - Ormond - Huntingdale - Mulgrave - Dandenong (NightBus)

Routes run along Huntingdale Road, Burlington Street towards Oakleigh and Haughton Street, Coora Road and Valley Street towards Clayton and North Road toward Monash Campus and Mulgrave to the east and Murrumbeena to the west. Bus Stop infrastructure is minimal, with a general lack of shelter/seating at stops within the Study Area.

3.1.3 Cycling Infrastructure

The Monash Walking and Cycling Strategy identifies a hierarchy of pathways and trails; Level 1 Municipal, Level 2 Suburb / District and Level 3 Neighbourhood. Station Trail (Level 1) is a 6.0km off-road trail along the rail corridor from Hughesdale Station to Centre Road, Clayton. Access to the Station Trail is provided via Oxford Street, Sowning Street, Westminster / Edward Street, Huntingdale Station, North Road and Carnish Road. The North Road Off Road Path (Level 2) runs along the central median strip between Shafton Street and Clayton Road in the east. On road cycle lanes are provided along the North Road overpass. On road cycle lanes are provided along Huntingdale Road south of North Road, terminating at Germain Street (Level 3). The design of Huntingdale Road, north of the Station does not reflect its designation as a priority bicycle route in VicRoads' SmartRoads network.

3.2 Issues and Opportunities

The following issues and opportunities impact on the suburbs ability to provide an attractive, easy, sustainable transport network including a focus on public transport, walking and cycling. These are considered essential in attracting key businesses and increased residential and employment density and diversity into the area.

3.2.1 Issues

- The North Road overpass and Railway Line create a significant physical north-south barrier. The only connections are the Huntingdale Station underpass, Hanover Street Bridge and pedestrian crossing at Flora Road to the south east.
- Car parking demand at Huntingdale Station is high due to its location at the end of Zone 1. Navigating the road network and car parks creates a poor public realm experience surrounding the Station.
- Poor connection and wayfinding signage between the Station Trail and North Road shared path.

3.2.2 Opportunities

- Huntingdale Station services a significant number of Monash University students who transfer between train services and the express service to the Clayton Campus bus interchange (Route 601).
- The redevelopment of Huntingdale Station, reinstatement of an at-grade North Road and Huntingdale Road intersection and consolidation of car parking into a multi-deck, create the opportunity to unlock sites for development or open space provision and significantly improve the pedestrian connectivity around the important transit interchange.
- Improve connections to the Station Trail from Oxford Street, Sowning Street and Westminster / Edward Street. Potential to create new connections to the Station Trail through redevelopment of industrial land adjoining Jack Edwards Reserve.

3.3 Objectives and Strategies

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3.3.1 Objectives

The following objectives seek to improve the ease of movement to and around Huntingdale with a particular focus on walking, cycling and public transport and the logical and efficient movement of freight associated with industry. Improving movement infrastructure will create a more functional and attractive place contributing to the ability of Huntingdale to attract new the businesses and increased population.

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.

3.3.2 Strategies

Improve Huntingdale Station design, accessibility and interchange in the short term and continue long-term advocacy for the reinstatement of the North Road and Huntingdale Road intersection and rail elevation.

Modify street design to decrease speed and pedestrian priority on Huntingdale Road through:

- Narrowing road lanes
- Minimising crossovers in high pedestrian areas
- Reconfiguring on street car parking
- Widening footpaths
- Introducing new crossing points
- Improving the quality of streetscape materiality, furniture and landscaping
- Providing separated cycle lanes
- Low speed vehicle traffic

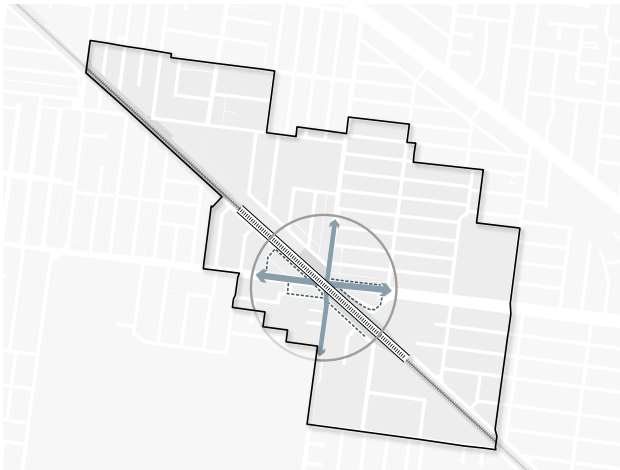
Introduce raised thresholds at intersections with Huntingdale Road (Including Railway Avenue, Croft Street, Hume Street, Stafford Street, Clifford Street, Hargreaves, Beauford Street, Ross Street, Berkeley Street, and Greville Street). Threshold treatments provide a level surface for pedestrians and slow traffic.

Enhance pedestrian amenity and experience on all streets through the provision of improved street lighting, greening, and nodes to stop and rest.

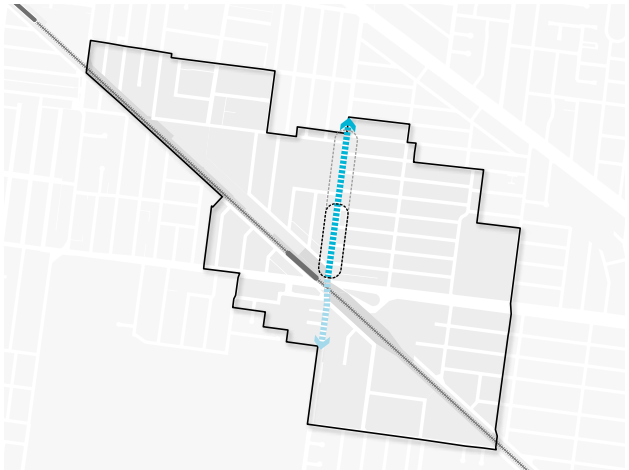
Fill gaps in pedestrian network, including:

- Western side of Huntingdale Road
- Southern side of Germain Street
- Southern side of Carinish Road
- Eastern side of Foran Grove
- Eastern side of Coora Road

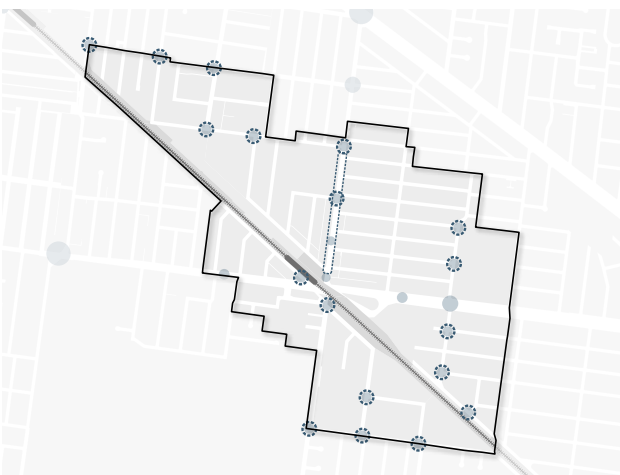
Movement & Access



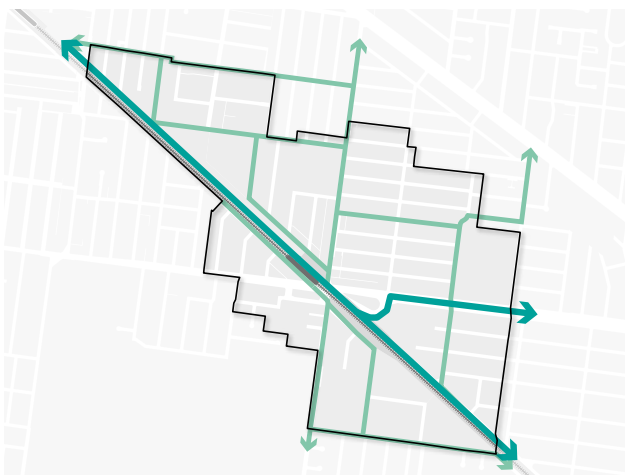
Advocate for major road and rail infrastructure upgrades



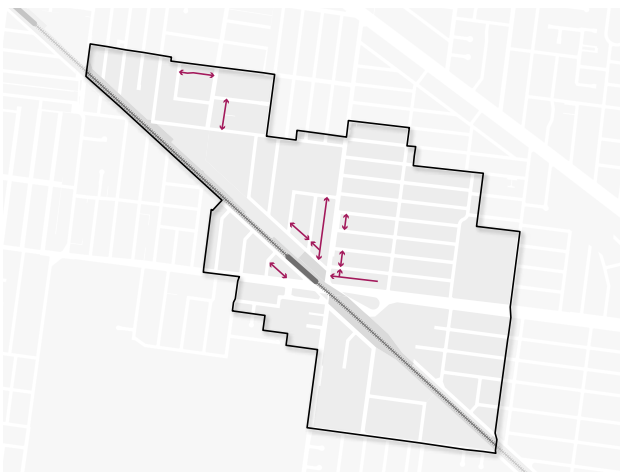
Extend Huntingdale Road retail core and reduce traffic speeds



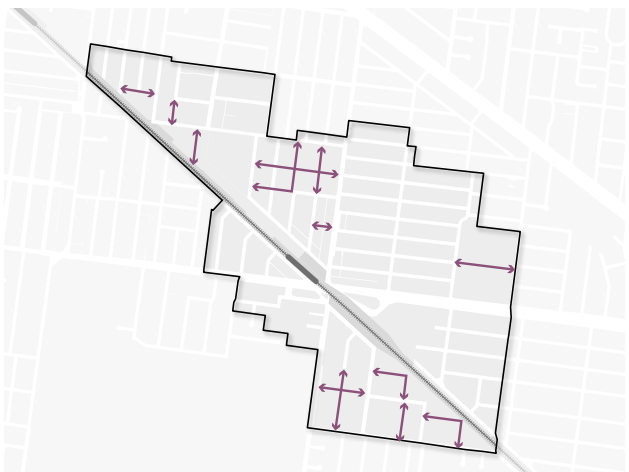
Increase safe pedestrian crossing opportunities



Create a safe walking and cycling network



Widen existing laneways



Increase permeability by introducing new through block links

Upgrade pedestrian priority crossing and safety key intersections, including:

- Hanover and Burlington Street
- Burlington Street and Westminster
- Huntingdale Road and Edward Avenue
- Huntingdale Road and Haughton Road
- Haughton Road and North Road
- Huntingdale Road and Valley Street
- Valley Street and Coora Road
- Valley Street and Goran Grove

Expand and upgrade the cycling network to facilitate safe, convenient and enjoyable cycling to, from and around Huntingdale. 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.

Improve existing and provide additional connections to the Station Trail.

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

Provide wayfinding signage in key locations including 'walk-times' to key destinations.

4.1 Existing Conditions

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Huntingdale has a varied local character informed by its historic mix of industrial, commercial and residential land uses. There is a wide assortment of lot sizes and built form typologies across the Study Area evident in Figure 6.

4.1.1 Retail and Commercial

The fine-grain retail core of the Study Area is concentrated along Huntingdale Road, between North Road / Huntingdale Station and Hargreaves and Croft Street to the north. Further north up Huntingdale Road, on the eastern side between Leigh Street and Greville Street is a small retail strip. The retail core is relatively inaccessible to areas south of North Road. Oakleigh Activity Centre is immediately west of the Study Area. Access to Centro Oakleigh Shopping Centre is via Burlington Avenue and Hanover Road. Retail and commercial built form is typically 1-3 storey, built to street boundary. Ground floor frontages are typically activated and provide canopy weather protection with integrated business signage. The varied width and kerb outstands along Huntingdale Road allows for on street dining opportunities, street furniture and street tree planting.

4.1.2 Residential

The Study Area contains significant pockets of residential development. Interfaces between residential uses and industrial uses is, in some instances, harsh with limited transition between the two. In some instances, streetscapes are the separating element while in others it is only a boundary fence.

Residential areas are generally low scale with one to two storey detached dwellings of various ages. Interspersed with more recent larger knock down re-build and subdivisions. More recent development includes multi-unit medium density apartments capitalising on the proximity to Huntingdale Station and Interchange. Residential streetscapes generally have a garden setback between 5-7 metres set behind low fences.

4.1.3 Industrial

Industrial built form is predominant low scale, around one to two storeys (noting that the floor to ceiling heights puts this above a residential two storey development). There is a diversity of large, medium and small industrial lot sizes throughout the subject area with the corresponding built form reflecting this diversity in lot size, ranging from small brick warehouses to large saw tooth industrial sheds.

Materials are predominately brick, render and corrugated iron which lend a solid, gritty character to area. Much of the industrial built form has little or no front setback. Where there is a setback it often occupied by facility car parking as opposed to a landscape / garden setback. More recent industrial / warehouse typologies (i.e. No.61 Westminster Street and No.14 Well Road) provide deeper setbacks accommodating at grade carparking and landscaping, in response to the preferred character for Industrial Character Type 2 areas at Clause 22.03 and Schedule 1 to the Design and Development Overlay (DDO1). The nature of industrial buildings results in large tracts of inactive facades dominating the streetscape reducing streetscape amenity.

The interface of the industrial product varies throughout the site. As mentioned above, there are some challenging residential interfaces where industrial buildings sit side by side with detached residential dwellings as well as re-purposed industrial uses opposite public open space. There are, however, opportunities presented by the existing infrastructure for more appropriate interfaces. These include:

Railway corridor - an environment that includes noise and air pollution from passing trains.

North Road - major arterial road that presents excellent opportunities for business visibility and access to the freight road network.



Figure 06: Land Use & Built Form - Existing Conditions

Scale 1:12,500 @A4

- Study Area
- Railway Line
- Huntingdale Station
- Road Over / Bridge
- Heritage Overlay (HO)
- Special Building Overlay (SBO)
- Residential Built Form
- Commercial & Industrial Built Form
- Indirect / Streetscape Interface
- Direct / Boundary Interface
- North Road Frontage
- Rail Corridor / Shared Path Interface
- Fine Grain Streetscape

- ① 237 Huntingdale Road (HO43)
- ② 61 Westminster Street (HO91)
- ③ 38 Hanover Street (HO100)
- ④ Hanover Street Bridge (HO98)



Industrial Built Form - Hargreaves Street



Older Industrial Built Form - Hargreaves Street



Office Warehouse Business Park - Edward Street



Industrial Streetscape - Clifford Street



Commercial Built Form - Houghton Street



Recent Warehouse Built Form at 6-8 Railway Avenue



Oakleigh Central Entrance - Hanover & Burlington Streets



4 Storey Residential Development at 31 Oxford Street



Industrial Streetscape - Westminster Street



Hanover Street Bridge & Boiler House Stack



Residential Typologies - Hargreaves Street



Landscape and Car Park Setback - Fenton Street



3 Storey Mixed Use Development at 302 Huntingdale Road



Four Storey Streetwall - Railway Avenue



Industrial and Residential Laneway Interface - Connell Road



6 Storey Development - Atkinson Street and Atherton Road, Oakleigh

Land Use and Built Form

4.1.4 Community and Education

Huntingdale Primary School and Germain Street Kindergarten are located within the Study Area. Access to Huntingdale Primary is via Clarendon Avenue, Germain and Grange Streets. A school crossing on Huntingdale Road is immediately south of Grange Street. The school has extensive direct interfaces with surrounding residential uses. Huntingdale Primary School is currently in the planning stage as part of the Victorian School Building Authority (VSBA) upgrade and modernisation program. Germain Street Kindergarten is located on the south western corner of Clarendon Avenue and Huntingdale Road. A laneway runs along the western boundary of the site, connecting Clarendon Street and Germain Street.

4.1.5 Heritage

There are three heritage sites within Study Area:

- Boral Australian Gypsum's Boiler House at 61 Westminster Street (HO91)
- Oakleigh Rifle Club at 38 Hanover Street (HO100)
- Offices at 237 Huntingdale Road (HO43)

Overall, heritage features of the precinct lack visibility due to locational factors (i.e. along rail corridor only, behind Hanover Street Bridge).

4.1.6 Development Activity

Recent residential and mixed-use development applications in the Huntingdale Study Area range from 3-5 storeys. The recently approved mixed-use development at 1 Stafford Street at 5 storeys sets a new height precedent in the Study Area. The development sits directly west of the Huntingdale retail core with a primary frontage to Stafford Street and vehicles access from Clifford Street. Ground floor retail with minimal ground floor setbacks to Stafford Street is proposed.

Address	Height	Type	Status
1 Stafford Street	5 storeys	Mixed Use	Approved
302 Huntingdale Road	3 storeys	Mixed Use	Under Construction
256-262 Huntingdale Road	4 storeys	Residential	Rezoning
2-4 Grange Street	3 storeys	Residential	Approved

Amendment C131 (currently at exhibition) seeks to rezone 256-262 Huntingdale Road from Industrial 1 Zone and General Residential Growth Zone Schedule 2 (GRZ) to Residential Growth Zone – Schedule 5 (RGZ5). Schedule 5 seeks to ensure development is within an open garden setting, respective of sensitive residential interfaces and minimises visual bulk. The following Clause 55 Requirements of Schedule 5 are considered most relevant:

- Front setback 7.6m
- Berkeley Street setback 3m closest to Huntingdale Road increasing to 7.6m
- Ross Street setback 3m closest to Huntingdale Road increasing to 7.6m
- Site coverage 56% and permeability 25%
- Minimum 2 large canopy trees within each street frontage setback
- Wall should not be constructed on rear boundaries

4.2 Issues and Opportunities

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4.2.1 Issues

The following issues and opportunities impact on the suburbs ability to undergo transformation through the attraction of business including major industry tenants. Increased diversity in retail amenity, including a full line supermarket, increased diversity in housing such as student housing and improved recreation amenities are considered essential in providing greater amenity to future worker and residential populations.

- Existing and historical industrial uses mean potential land contamination and poor soil conditions. Likely to require the application of an Environmental Audit Overlay (EAO) and affect the construction costs of new buildings.
- Portions of the Study Area are prone to overland flooding affected by the Special Building Overlay (SBO).
- Poor levels of pedestrian amenity and safety as a consequence of the predominantly industrial land use and built form typologies.

4.2.2 Opportunities

- Enhanced entry and image of the Activity Centre through high quality developments.
- Adaptive re-use of industrial built form to maintain industrial character and feel.
- Maintain the fine-grain character of Huntingdale Road
- As identified within the Land Use Report the Study Area has projected demand for a full-line supermarket, purpose-built student accommodation (PBSA) and anchor tenants.
- Redevelopment has the potential to improve the built form interface to the Station Trail, improving amenity and safety of the important link.
- Potential to widen rear laneways through redevelopment, facilitating access and keeping Huntingdale Road free of vehicle crossovers.
- Redevelopment along North Road frontage leverage off high exposure opportunities and direct access to arterial.
- Encourage lot consolidation along Huntingdale Road to allow for greater development opportunities and amenity outcomes while maintaining the valued fine grain streetscape.

Land Use and Built Form

4.3 Objectives and Strategies

3.3.1 Objectives

The following objectives seek to improve the character, diversity of uses and built form outcomes to encourage and enable the transformation of Huntingdale through attracting key businesses and increased residential diversity and density.

Support the highest standards of contemporary architecture 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 without unreasonable impacts on surrounding residential areas.

3.3.2 Strategies

Built form guidelines will guide future building heights and setbacks across the Study Area. Front setbacks, where required should provide generous public realm, including opportunities for canopy planting, pedestrian pathways and seating. Car parking within front setbacks should be avoided.

Ensure an appropriate transition in scale to surrounding residential areas by introducing suitable building scale, heights and setbacks at interface areas.

Minimise the overshadowing impacts on the public realm 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; and
- eastern footpaths before 2pm.

Encourage sufficient separation between buildings to maximise outlook and amenity. Development should be setback from common boundaries at the upper levels a minimum of:

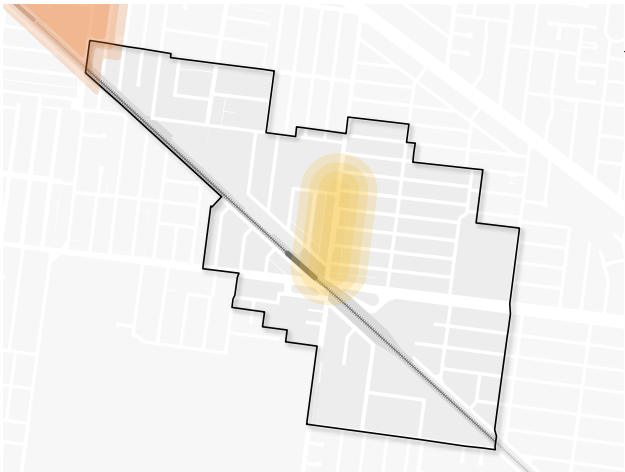
- 4.5 metres from the boundary where habitable rooms and balconies are proposed; and
- 3 metres from the boundary where non-habitable rooms or commercial uses are proposed.

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

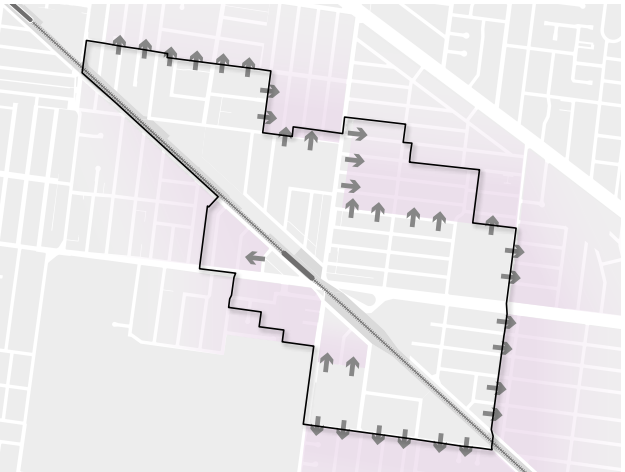
Where podium car parking is proposed car parking levels should be above the first floor and sleeved with active uses to streetscapes.

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).

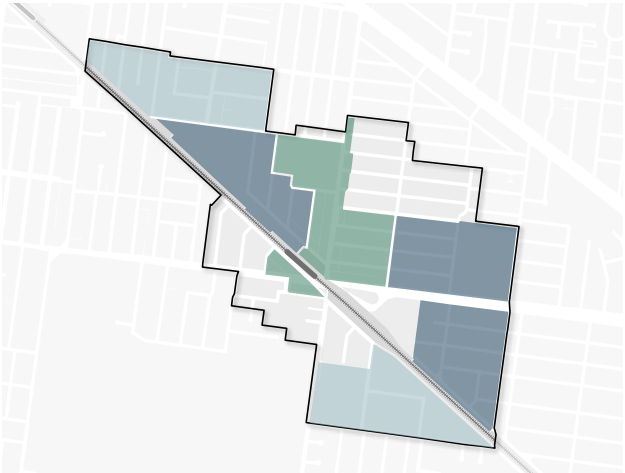
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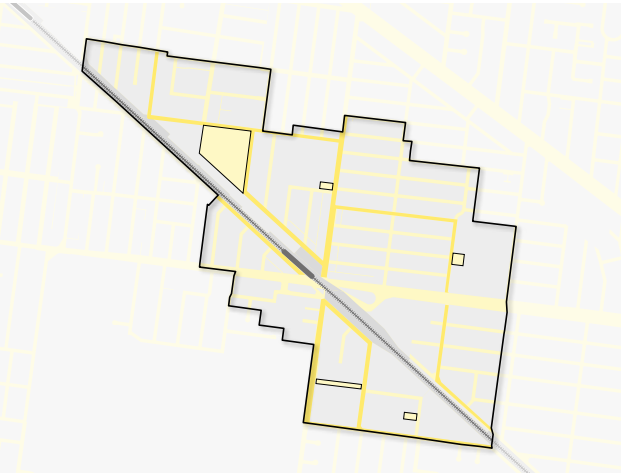
Heights response to Activity Centre context



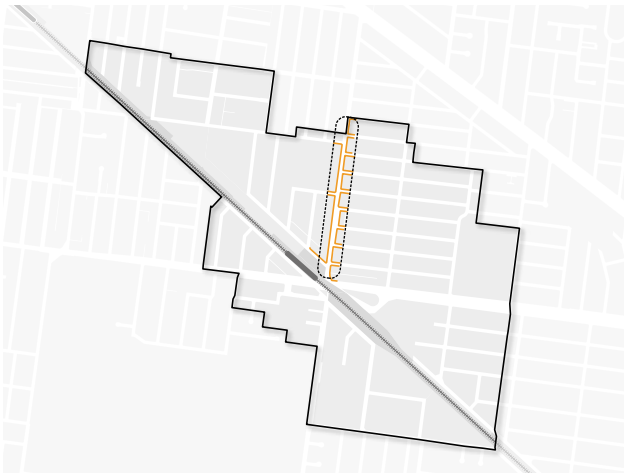
Transition to residential areas



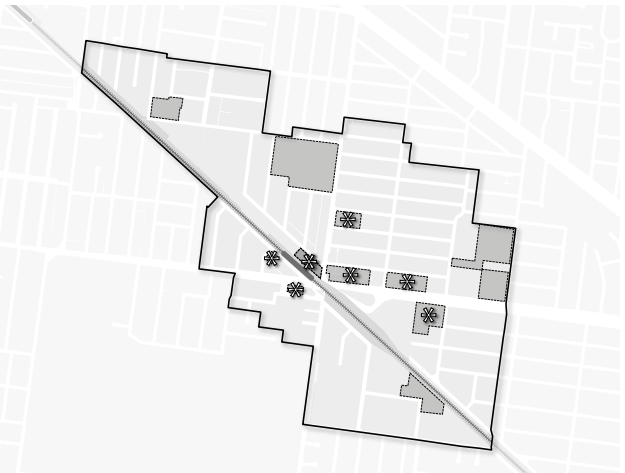
Land use change and responsive built form guidelines



Minimise overshadowing to important streetscapes and open space



Active and engaging retail core



Potential strategic redevelopment sites

5.1 Existing Conditions

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5.1.1 Public Open Space

As identified in the Draft Monash Open Space Strategy (2017) large portions of the Study Area are outside a 400-metre walkable catchment of public open space. Overall the open space within and surrounding the Study Area is high in active recreation facilities with limited passive recreation opportunities (Figure 7).

Jack Edwards Reserve is the only public open space within the Study Area. The Reserve has two street frontages; Edward Street to the north and Parkside Avenue to the east. With direct industrial abutments to the west and south. The Reserve serves several community purposes with soccer fields (grassed and synthetic), associated pavilions and spectator stands, playground, dog off leash area, Scout Hall and car parking. The perimeter is fenced by approximately 2m high chain link fencing. Outside of training and match times, the pitches remain open for community use.

Huntingdale Golf Club is located on the western side of Huntingdale Road, adjacent to the Study Area. The Golf Course presents a blank fenced interface to Huntingdale Road. Private Golf Courses provide benefits other than recreation, including ecological and visual amenity, evidenced through the significant vegetation visible along Huntingdale Road. Along this interface there is no formal pedestrian footpath, with evidence this is a well utilised walking route.

Burlington Square is located on the northern side of Burlington Avenue, adjacent to the Study Area. The small park is approximately 500sqm and contains a playground, seating and landscaping. Additionally, Huntingdale Primary School includes approximately 1.2 ha of open space on its campus. The School is fenced, limiting public access.

5.1.2 Streetscapes

The amenity of the public realm varies across the Study Area due to historical land uses and the visual impact of major road infrastructure.

The Huntingdale Road streetscape differs significantly north and south of the North Road overpass. Huntingdale Road (north) forms the spine of the retail core of the Precinct. Much of the retail core along Huntingdale Road provides weather protection in the form of awnings on both sides. On the eastern side, as uses change toward the northern end, built form is setback from the street, providing at-grade car parking. The width of footpath varies along the western side of Huntingdale Road due to varying allotment depths and accommodation of on street car parking. The streetscape has an overall sense of being car dominated due to the extensive car parking and road width. Kerb outstands provide opportunities for seating and additional planting. Overhead power lines are visually unappealing and limit potential vegetation growth and canopy cover.

Industrial streetscapes are typically 15-16 metres in width, allowing for two-way traffic, on street car parking, footpaths and in some instances nature strips. Lack of greening, overhead powerlines, inactive frontages, extensive crossovers and on-site car parking has a significant impact on streetscape amenity.

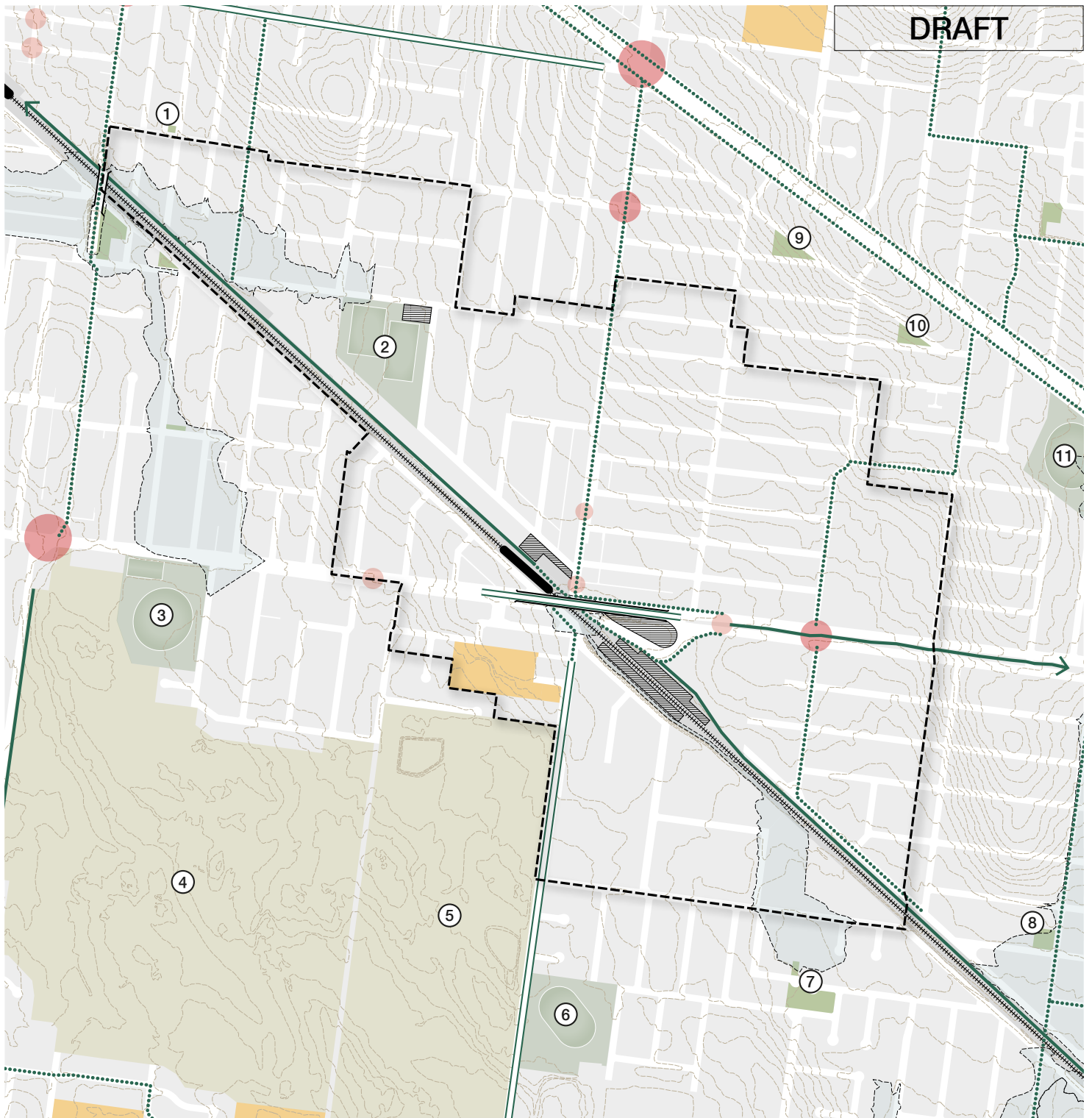


Figure 07: Public Realm - Existing Conditions

Scale 1:12,500 @A4

- | | |
|----------------------------------------|-------------------------|
| Study Area | Burlington Square |
| Railway Line | Jack Edwards Reserve |
| Huntingdale Station | WA Scammal Reserve |
| Road Over / Bridge | Metropolitan Golf Club |
| Contours | Huntingdale Golf Club |
| Off Road Shared (Bicycle / Pedestrian) | Davies Reserve |
| On Road Cycle Lanes | Robinson Road Reserve |
| Informal Cycle Route | Flora Road Reserve |
| Signalised Intersection | Vernon Street Reserve |
| Signalised Pedestrian Crossing | Greville Street Reserve |
| Special Building Overlay (SBO) | Princes Highway Reserve |
| Public Open Space - Sportsfield | |
| Public Open Space - Parks and Gardens | |
| Private Open Space - Golf Course | |
| Government School | |
| At Grade Car Parking | |



Street Trees & Furniture - Huntingdale Road (east)



Wide Pedestrian Zone - Huntingdale Road (east)



Outdoor Dining - Huntingdale Road (west)



Council Car Park - Corner Huntingdale Road and North Road



Streetscape Furniture & Planting - North Road



Burlington Square - Burlington Avenue



Mature Vegetation - North Road



Lack of Pedestrian Infrastructure - Germain Street



Jack Edwards Reserve - Parkside Avenue



Huntingdale Station Underpass Wayfinding Signage



Golf Course Frontage - Huntingdale Road



WSUD Landscape Treatment - North Road



Poor Pedestrian Amenity - North Road



Streetscape Palette and Furniture - North Road



Intersection Huntingdale Road, Clarendon Avenue and Haughton Road



Shared Path Signage - North Road

Public Realm

5.2 Issues and Opportunities

5.2.1 Issues

The following issues and opportunities impact on the suburbs ability to offer attractive streetscapes and public open spaces that may encourage key businesses and increased residential development. In order to undergo transformation, these public places should provide a variety of opportunities to socialise, walk, cycle, enhance retail interfaces and improve the overall character and attractiveness of Huntingdale.

- Arterial roads have a negative impact on other modes, particularly pedestrians and cyclists (congestion, noise, pollution, safety).
- Limited tree canopy coverage across the area, industrial streetscapes identified as having limited planting include; Warner Street, Hamilton Street, Wells Road, Westminster Street.
- High portion of impermeable surfaces and lack of sustainable infrastructure / ameliorate urban heat island (WSUD, canopy cover, solar panels, permeable surfaces).
- Public realm and pedestrian amenity around Huntingdale Station at Huntingdale Road and Haughton Street create a generally underwhelming arrival experience.
- Current insufficient accessible public open space, with large portions of the Study Area outside of a 400-metre walkable catchment. With significant increase in residents, workers and students, the public realm and open space offering needs to expand and improve.
- Large blocks with few laneways limit the number of walking routes through the area.
- Industrial streetscapes (dominance of car parking, blank frontages / no surveillance, lack of street trees, limited activity outside mon-fri working hours).

5.2.2 Opportunities

- Increase street tree planting and private landscaped areas to improve overall canopy coverage. Prioritise planting along key pedestrian and cycling routes.
- Improve the quality and quantum of public open space within the Precinct. Large strategic redevelopment sites present an opportunity to deliver new open space, in conjunction with new through block links.
- Reinforce the importance of Huntingdale Road as the key public realm streetscape in the Precinct by improving the pedestrian and cyclist experience.
- Enhance edge conditions and passive surveillance of Jack Edwards Reserve.
- The Council owned car park at the corner of Huntingdale Road and North Road presents an opportunity for new public space.

5.3 Objectives and Strategies

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5.3.1 Objectives

The following objectives seek to improve the attractiveness of the public realm. This is considered essential in attracting catalytic industrial and retail tenants to the area.

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.

5.3.2 Strategies

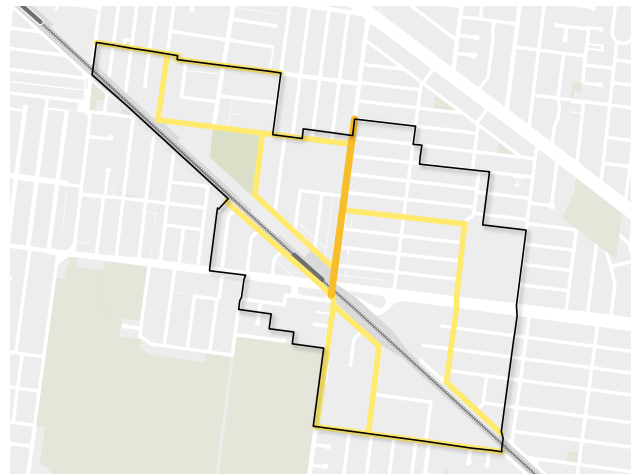
Introduce a high quality, consistent streetscape materiality and furniture palette throughout the entire study area, including lane ways – providing a common theme that ties the individual areas together.

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

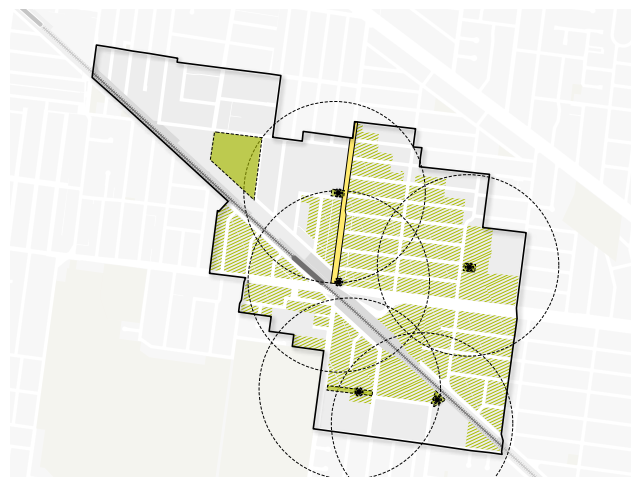
Improve the quality and quantum of public open space within the Precinct, including better connections between the existing spaces within and immediate to the Study Area. Deliver new open space in priority areas to meet the changing needs of the employment and residential population.

New small 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 0.3Ha
- Northern orientation to maximise solar access
- Adjacent to existing streetscape
- Unencumbered from easements and services



Priority streetscapes



New open space opportunities through redevelopment



Increase canopy cover and garden character

Sub Precincts

6

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The Study Area has been broken down into Sub Precincts based on the recommendations identified in the Land Use Background Report. The following Chapter discusses the specific constraints and opportunities these smaller areas present, as well providing preliminary urban recommendations in relation to built form.

These Sub Precincts are:

- Precinct A - Oakleigh Commercial 1
- Precinct B - Oakleigh Commercial 2
- Precinct C - Huntingdale Road Commercial / Mixed Use
- Precinct D - Huntingdale Commercial 2
- Precinct E - Oakleigh South Commercial

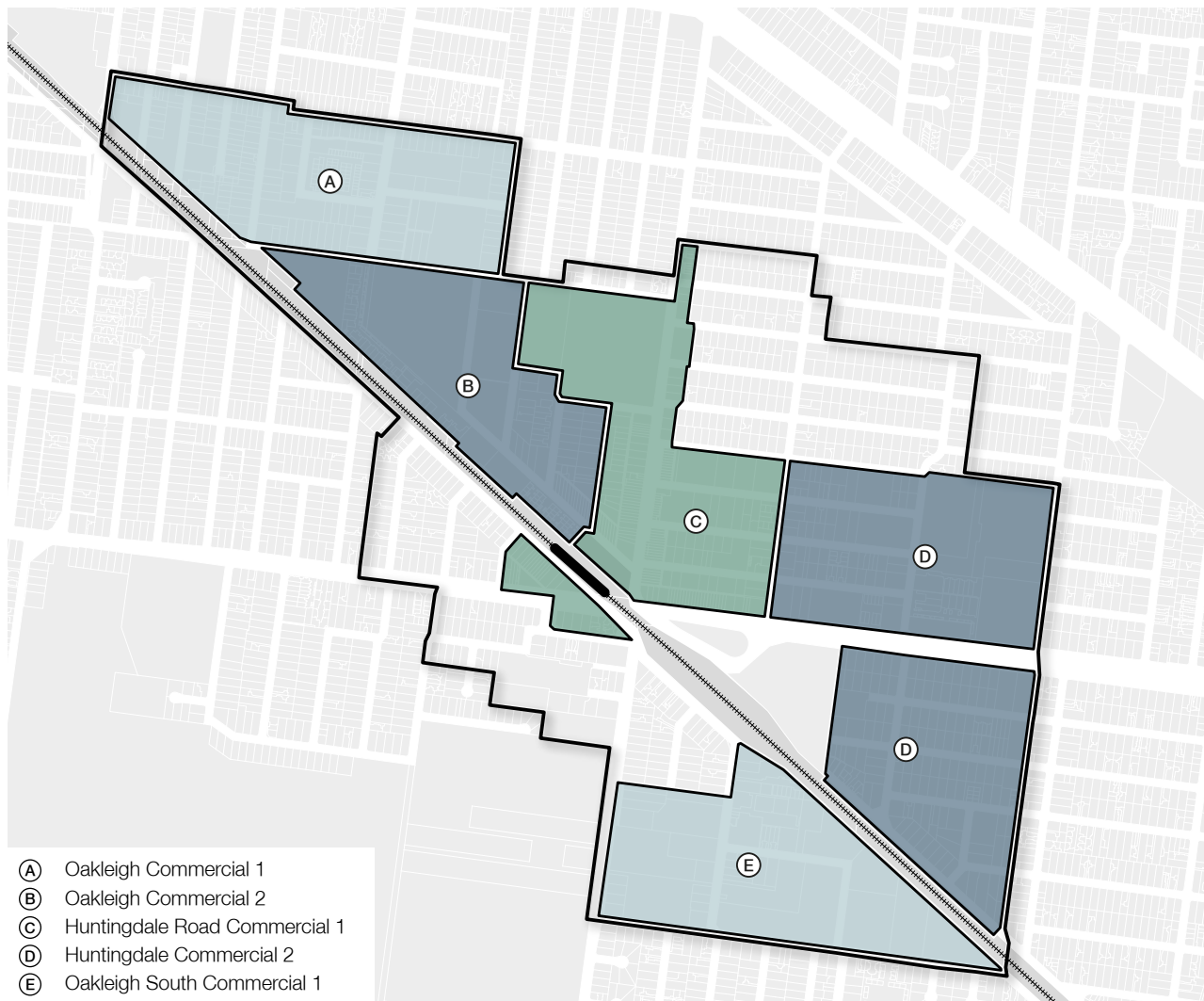


Figure 08: Public Realm - Existing Conditions

Scale NTS 1

6.1 Sub Precinct A

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6.1.1 Sub Precinct Description

Area generally bound by Hanover Road to the east, Burlington Street to the north, John Street to the west and Edward Street and the rail corridor to the south. Sub Precinct A benefits from proximity to Oakleigh Major Activity Centre to the west. Key streetscapes and interfaces include Burlington Street, Westminster Street, Edward Street, Jack Edwards Reserve and John Street.

6.1.2 Proposed Land Uses

Commercial 1 Zone will allow for Sub Precinct A to accommodate commercial uses. It is envisaged that higher density residential will be developed amongst mixed commercial.

6.1.3 Issue and Opportunities

Issues

- Built form needs to respond to Special Building Overlay
- Residential streetscape interfaces (Burlington Street and John Street)

Opportunities

- Scale responsive to emerging and proposed height in the Oakleigh Major Activity Centre
- Built form response to rail interface and activation of Station Trail

6.1.4 Preliminary Urban Design Recommendations

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, Westminster Street
 - Minimum 3 metres: Burlington Street, Edward Street (northern side), John Street & Connell Road
- Upper level setbacks of 5 metres above 3 storeys to Burlington Street

Building Heights

- Allow for heights between 4-6 storeys across the Sub Precinct, with taller forms focused in proximity to Oakleigh MAC, railway corridor, and central to the Sub Precinct.
- Maintain human scale, maintaining a street wall height of 3 storeys with upper level setbacks that maintain solar access to the streetscape.

Sub Precincts

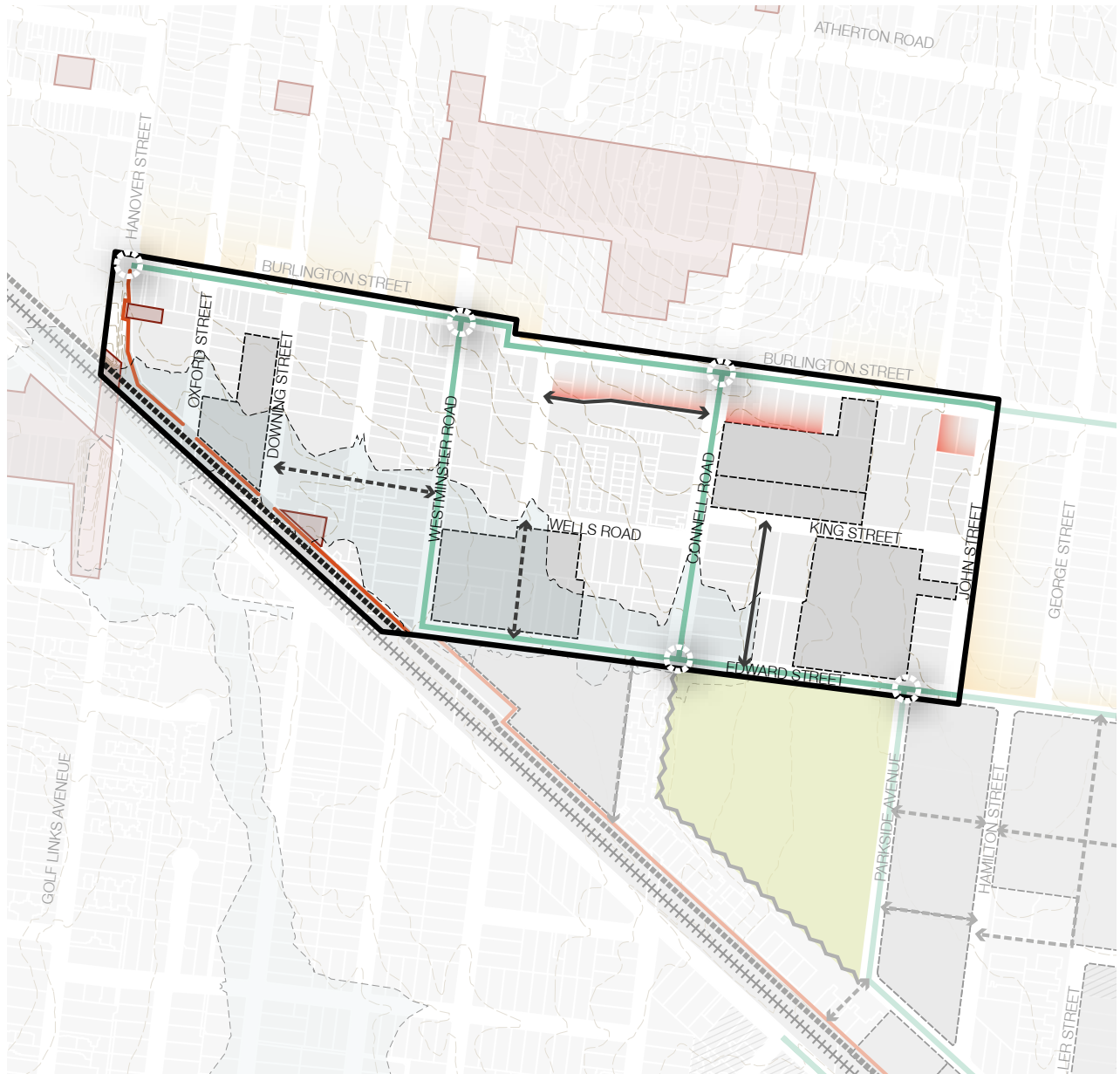


Figure 09: Sub Precinct A - Opportunities and Constraints

Scale
NTS 

- | | |
|---------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|
|  Sub Precinct |  Residential Direct Interface |
|  Special Building Overlay |  Existing Laneway Widening |
|  Heritage Overlay |  New Street / Laneway |
|  Rail Corridor / Shared Path Interface |  Lots > 4,000sqm |
|  Station Trail |  New / Improved Pedestrian Crossing |
|  Priority Pedestrian & Cycling Streets | |
|  Residential Streetscape Interface | |

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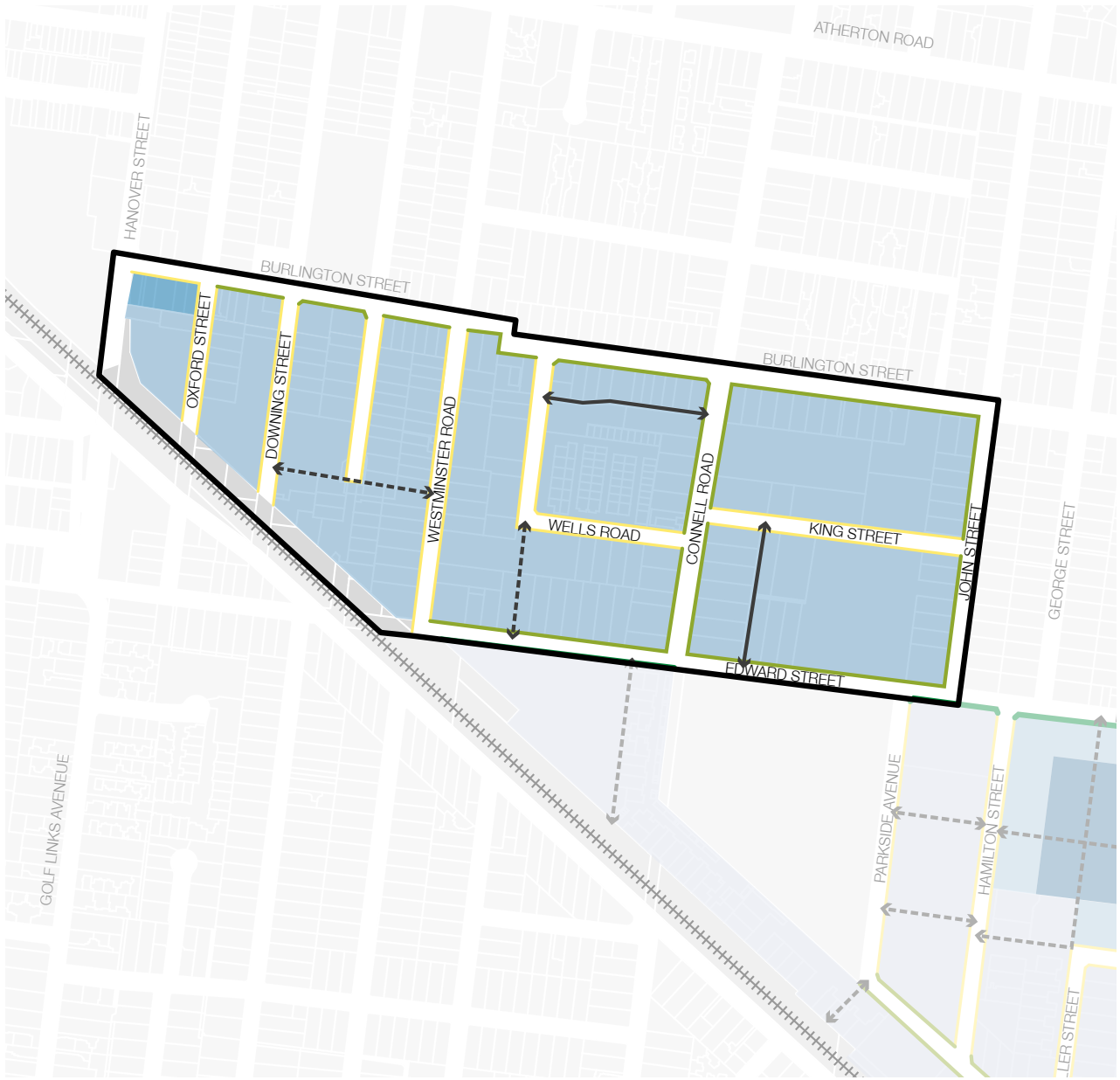


Figure 10: Sub Precinct A - Heights and Setbacks

Scale
NTS (1)

- | | |
|--------------|-----------|
| Sub Precinct | 3 storeys |
| 0 metre | 4 storeys |
| 3 metres | 6 storeys |
| 5 metres | 8 storeys |
| 7 metres | |

Sub Precincts

6.2 Sub Precinct B

6.2.1 Sub Precinct Description

Area generally bound by Edward Street to the north, Hamilton Street and Warner Street to the east and the rail corridor to the south. Key streetscapes include Edward Street, Parkside Avenue and Railway Avenue.

6.2.2 Proposed Land Uses

The Sub Precinct B is expected to facilitate ongoing warehousing, wholesaling and appropriate manufacturing and transport. It is recommended to be rezoned Commercial 2 (C2Z) in the 0-10 year timeframe. In the 10-20 year timeframe land north of Railway Avenue may be rezoned Commercial 1 Zone (C1Z).

6.2.3 Issues and Opportunities

Issues

- Interface with Station Trail & 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

Opportunities

- Large allotments present strategic redevelopment opportunities
- Mixed streetscape setback conditions (0 - 16m)

6.2.4 Preliminary Urban Design Recommendations

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: Parkside Avenue (eastern side), Hamilton Street, Moller Street, Warner Street, Croft Street (southern side)
 - Minimum 3 metres: Railway Avenue and
 - Minimum 5 metres: Edward Street (southern side)

Building Height

- Preferred maximum height of 3 storeys (or 13.5 metres – to allow for 4.5m floor to floor heights)

Guidelines

- 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

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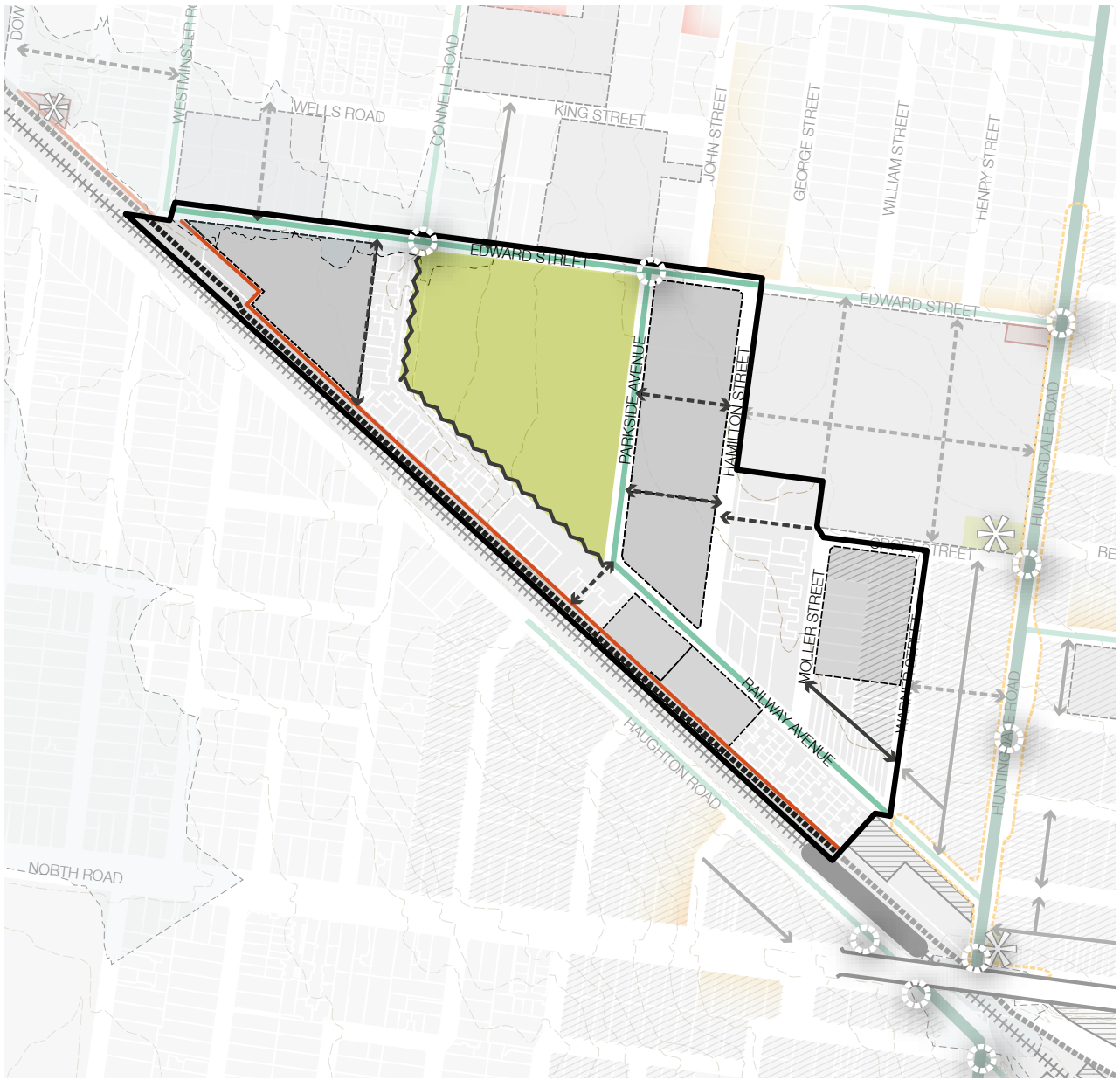


Figure 11: Sub Precinct B - Opportunities and Constraints

Scale
NTS

- | | |
|---------------------------------------|----------------------------------------|
| Sub Precinct | Existing Laneway Widening |
| Special Building Overlay | New Street / Laneway |
| Rail Corridor / Shared Path Interface | Lots > 4,000sqm |
| Station Trail | Improve Pedestrian Crossing Experience |
| Priority Pedestrian & Cycling Streets | Outside 400m Open Space Catchment |
| Residential Streetscape Interface | Inactive Open Space Edge |
| Residential Direct Interface | |

Sub Precincts

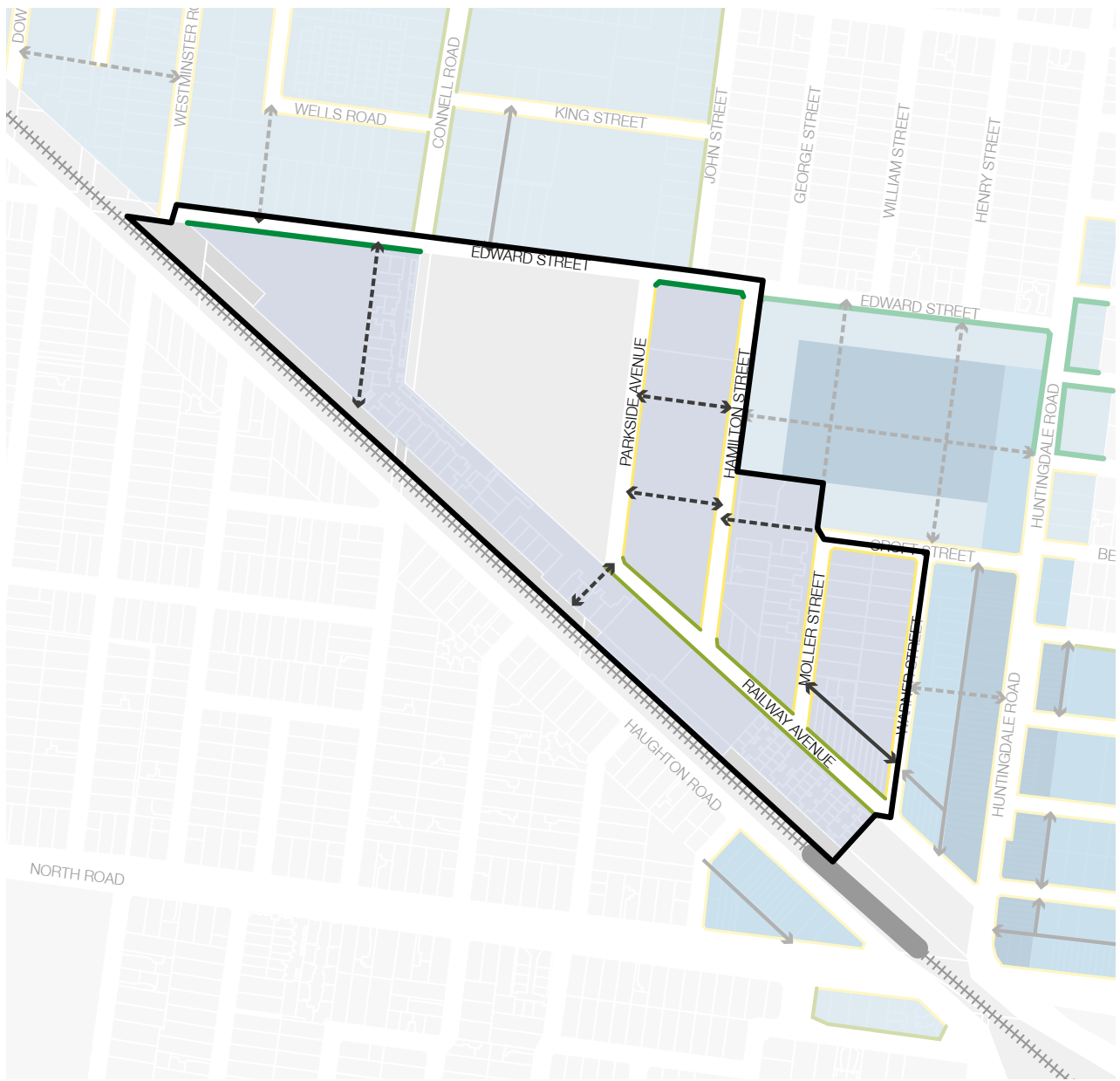


Figure 12: Sub Precinct B - Heights and Setbacks

Scale NTS 1

- | | |
|--------------|-----------|
| Sub Precinct | 3 storeys |
| 0 metre | 4 storeys |
| 3 metres | 6 storeys |
| 5 metres | 8 storeys |
| 7 metres | |

6.3 Sub Precinct C

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6.3.1 Sub Precinct Description

Sub Precinct C includes the area bound by Warner Street, Hamilton Street, Edward Street, Hargreaves Street, Shafton Street and North Road, including the Assa Abloy site. South of the railway line the Sub Precinct includes land bound by Haughton Road, Moroney Street and North Road ad Clarendon Avenue. Key streetscapes include Huntingdale Road, North Road, Haughton Road and Hargreaves Street.

6.3.2 Proposed Land Uses

The Huntingdale Road main street is proposed to extend further north along Huntingdale Road. The proposed Commercial 1 Zone and Mixed Use Zone (MUZ) zoning will support 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.

6.3.3 Issues and Opportunities

Issues

- Narrow allotments require consolidation for improved development opportunities and outcomes

Opportunities

- Maintain fine grain character and human scale of streetscape and enhance street level activity
- Widen access laneways through built form setbacks

6.3.4 Preliminary Urban Design Recommendations

Streetscape Setbacks

- 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
- 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/Moller Street), 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 and Moller Street)

Building Heights & Upper Level Setbacks

- Height variance across Sub Precinct, ranging from 4-8 storeys
- Maintain human scale, maintaining a street wall height of 3 storeys with upper level setbacks that maintain solar access to the streetscape.

Sub Precincts

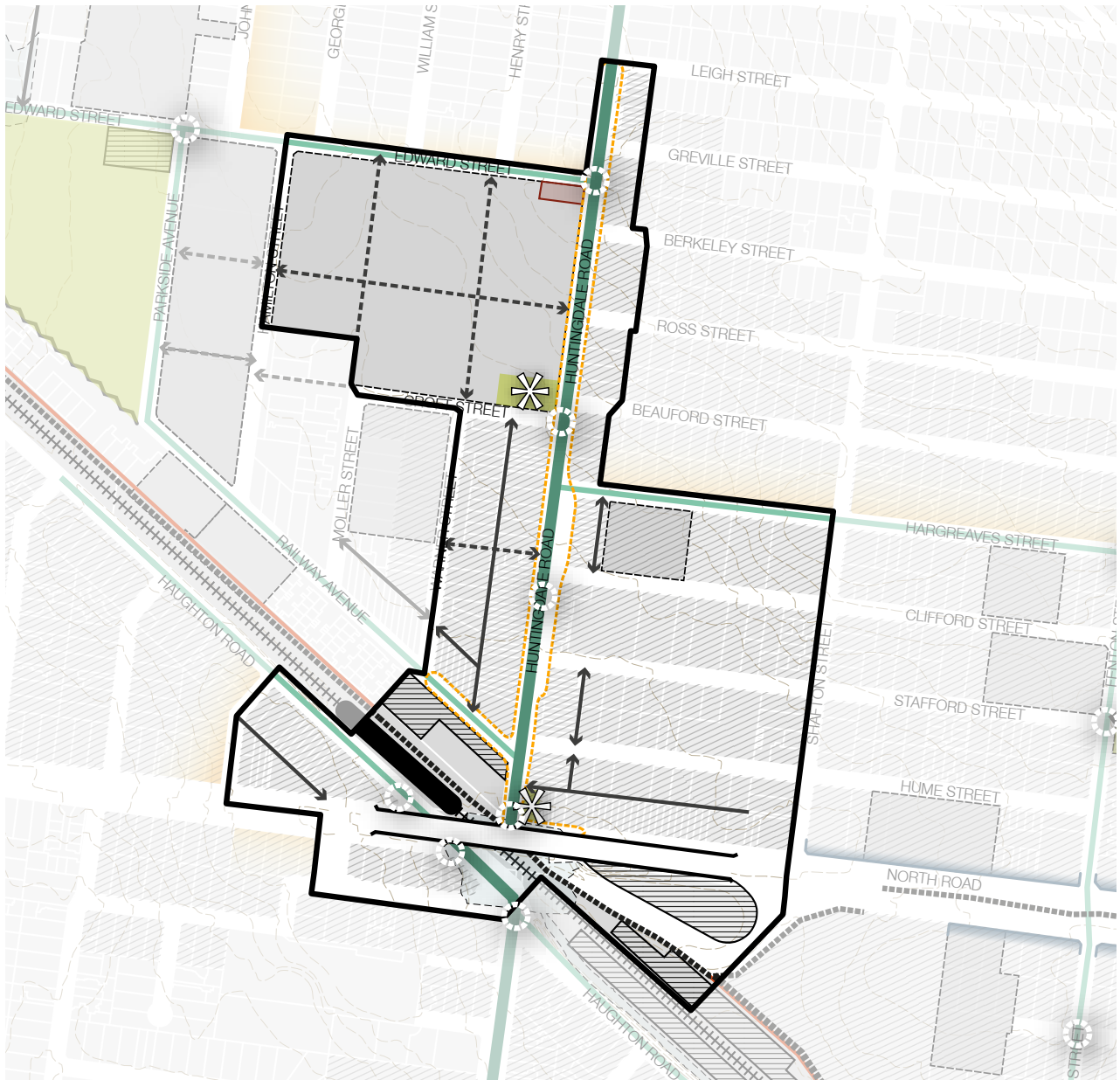


Figure 13: Sub Precinct C - Opportunities and Constraints

Scale
NTS



- | | |
|---------------------------------------|----------------------------------------|
| Sub Precinct | Existing Laneway Widening |
| Special Building Overlay | New Street / Laneway |
| Heritage Overlay | Lots > 4,000sqm |
| Rail Corridor / Shared Path Interface | Improve Pedestrian Crossing Experience |
| Station Trail | Potential New Open Space |
| Priority Pedestrian & Cycling Streets | Outside 400m Open Space Catchment |
| Residential Streetscape Interface | Huntingdale Rd Public Realm Upgrade |
| Residential Direct Interface | At Grade Station Car Parking |

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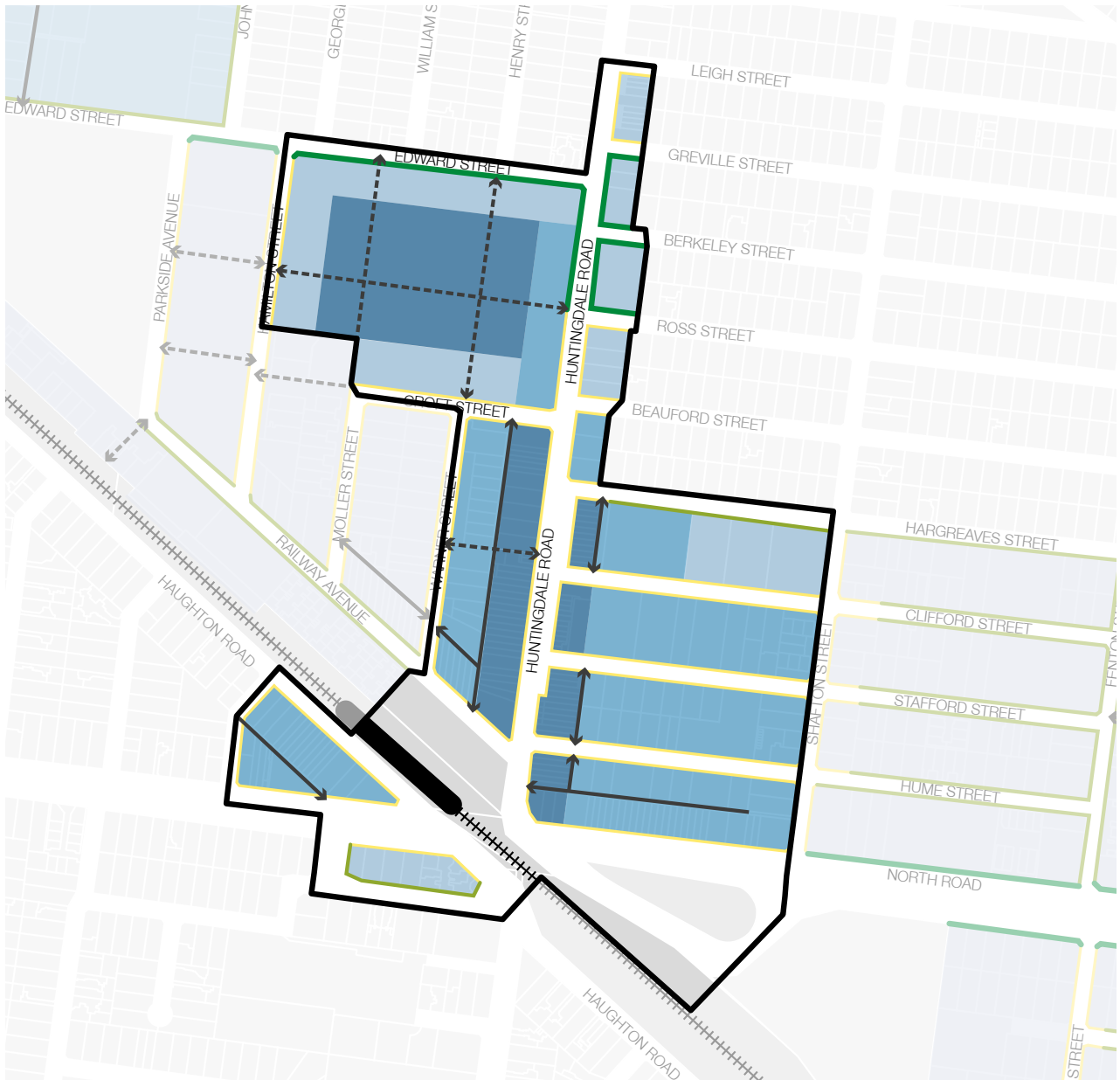


Figure 14: Sub Precinct C - Heights and Setbacks

Scale
NTS



- | | |
|--------------|-----------|
| Sub Precinct | 3 storeys |
| 0 metre | 4 storeys |
| 3 metres | 6 storeys |
| 5 metres | 8 storeys |
| 7 metres | |

Sub Precincts

6.4 Sub Precinct D

6.4.1 Sub Precinct Description

The Sub Precinct can be broken into three general areas:

- D1 - Area bound by Shafton Street (west), Hargreaves Street (north), Fenton Street (east) and North Road (south).
- D2 - Area bound by Fenton Street (west), residential properties (north), Franklyn Street (east) and North Road (south)
- D3 – Area bound by Defence Site (west), North Road (north), residential properties (east) and the railway corridor (south).

6.4.2 Proposed Land Uses

The Sub Precinct is expected to facilitate ongoing warehousing, wholesaling and appropriate manufacturing and transport. It is recommended to be rezoned Commercial 2 (C2Z) in the 0-10 year timeframe.

6.4.3 Issues and Opportunities

Issues

- Direct and streetscape residential interfaces (Hargreaves Street & Franklyn Street)
- Setbacks where provided utilised for at grade car parking
- Narrow allotments (<12m) 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

Opportunities

- Profile and access to North Road
- Streetscape widths 15-16metres
- Large strategic redevelopment opportunities
- Built to boundary corner conditions

6.4.4 Preliminary Urban Design Recommendations

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: Milgate Street, Shafton 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: Hargreaves Street, Clifford Street, Stafford Street, Hume Street, Fenton Street, Fulton Street, Mahton Road, Edinburgh Street, Margaret Street, Price Street, Carinish Road (northern side)
 - Minimum 5 metres: North Road and Franklyn Street

Building Height

- Preferred maximum height of 3 Storeys (or 13.5 metres – to allow for 4.5m floor to floor heights)

Guidelines

- 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

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Figure 15: Sub Precinct D - Opportunities and Constraints

Scale NTS 1

- | | |
|---------------------------------------|----------------------------------------|
| Sub Precinct | Residential Direct Interface |
| Special Building Overlay | Existing Laneway Widening |
| Heritage Overlay | New Street / Laneway |
| Rail Corridor / Shared Path Interface | Lots > 4,000sqm |
| Station Trail | Improve Pedestrian Crossing Experience |
| Priority Pedestrian & Cycling Streets | North Road Frontage |
| Residential Streetscape Interface | Potential New Open Space |

Sub Precincts

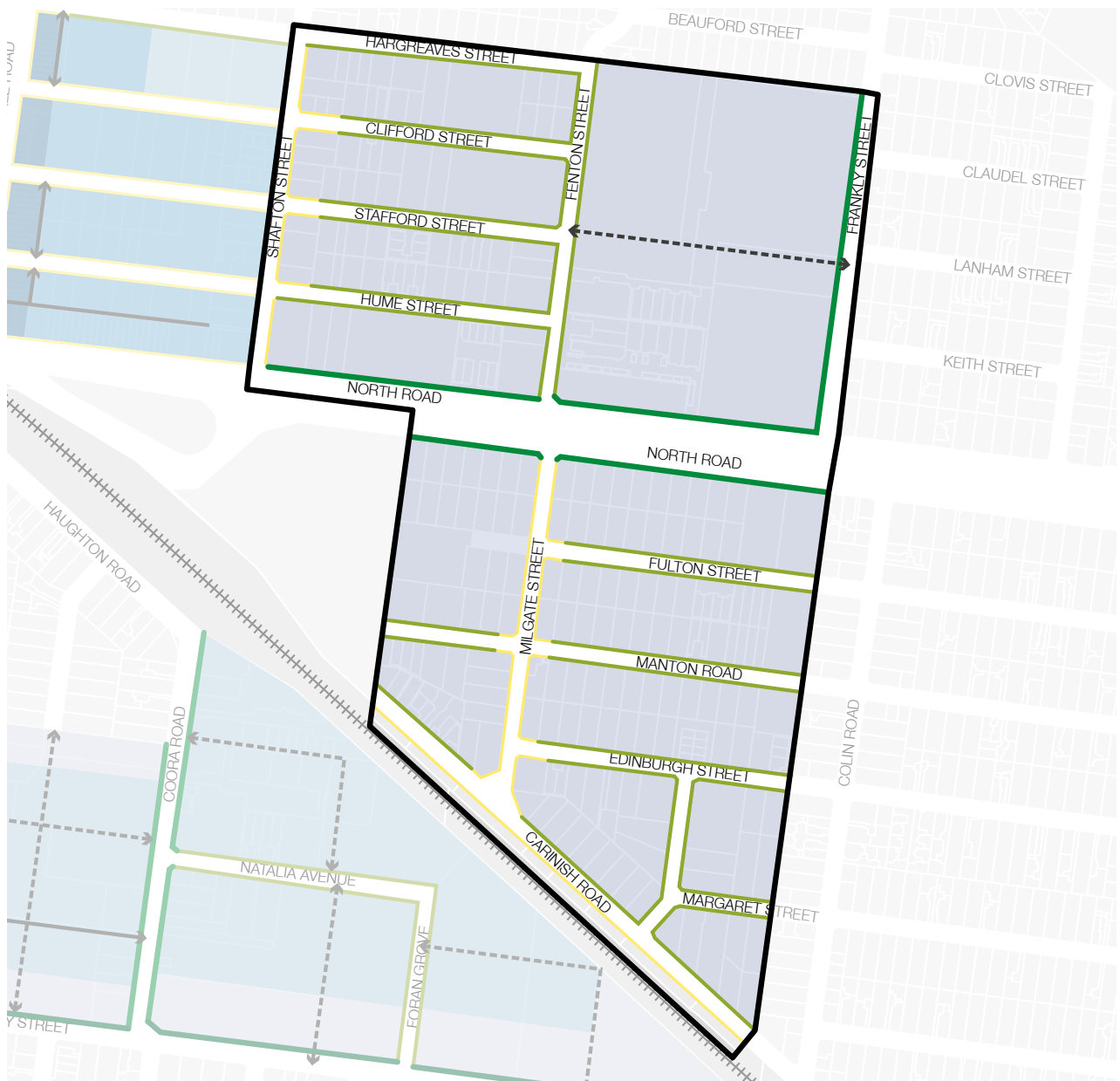


Figure 16: Sub Precinct D - Heights and Setbacks

Scale
NTS

- | | |
|--------------|-----------|
| Sub Precinct | 3 storeys |
| 0 metre | 4 storeys |
| 3 metres | 6 storeys |
| 5 metres | 8 storeys |
| 7 metres | |

6.5 Sub Precinct E

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6.5.1 Sub Precinct Description

The Sub Precinct E is the area generally bound by Huntingdale Road to the east, residential properties and Coora Road to the north, the railway corridor to the north east and Valley Street to the south. The Sub Precinct contains approximately 17Ha of Industrial land, streetscapes include Huntingdale Road, Coora Road, Natalia Avenue, Foran Grove and Valley Street. The Sub Precincts is characterised by large block sizes and allotments.

6.5.2 Proposed Land Uses

The Sub Precinct is expected to undergo transition from industrial uses to commercial and residential uses. It is recommended to be rezoned Commercial 1 (C1Z) in the 0-10 year timeframe and Residential Growth Zone (RGZ) in the 10-20 year timeframe. A residential precinct of townhouses and apartments, with supporting retail and commercial uses is envisaged.

6.5.3 Issues and Opportunities

Issues

- Direct residential interfaces to the north and in direct 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)
- Large portion of the Sub Precinct outside 400m walkable catchment of existing public open space

Opportunities

- Wider industrial local collector roads; Coora Road (19.5m) and Valley Street (18.5m)
- Wide (6.5) verges along the eastern side of Huntingdale Road that accommodate on street car parking and grassed nature strips

- Access to open spaces to the South, including Davies Reserve and Robinson Street Reserve
- Access to Clayton Activity Centre via Haughton Road (approximately 1km)
- Route 704 bus services Coora Road and Valley Street

6.5.4 Preliminary Urban Design Recommendations

Urban Structure

- 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.

Streetscape Setbacks

- Provide setbacks responsive to streetscape character (existing and desired). Setbacks where provided are to include at least 60% garden landscaping:
 - Minimum 3 metres: Natalia Avenue and Foran Grove
 - Minimum 5 metres: Coora Road
 - Minimum 7 metres: Huntingdale Road & Valley Street

Building Heights

- 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.

Public Realm & Open Space

- 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 south east portion of the Sub Precinct.

Sub Precincts

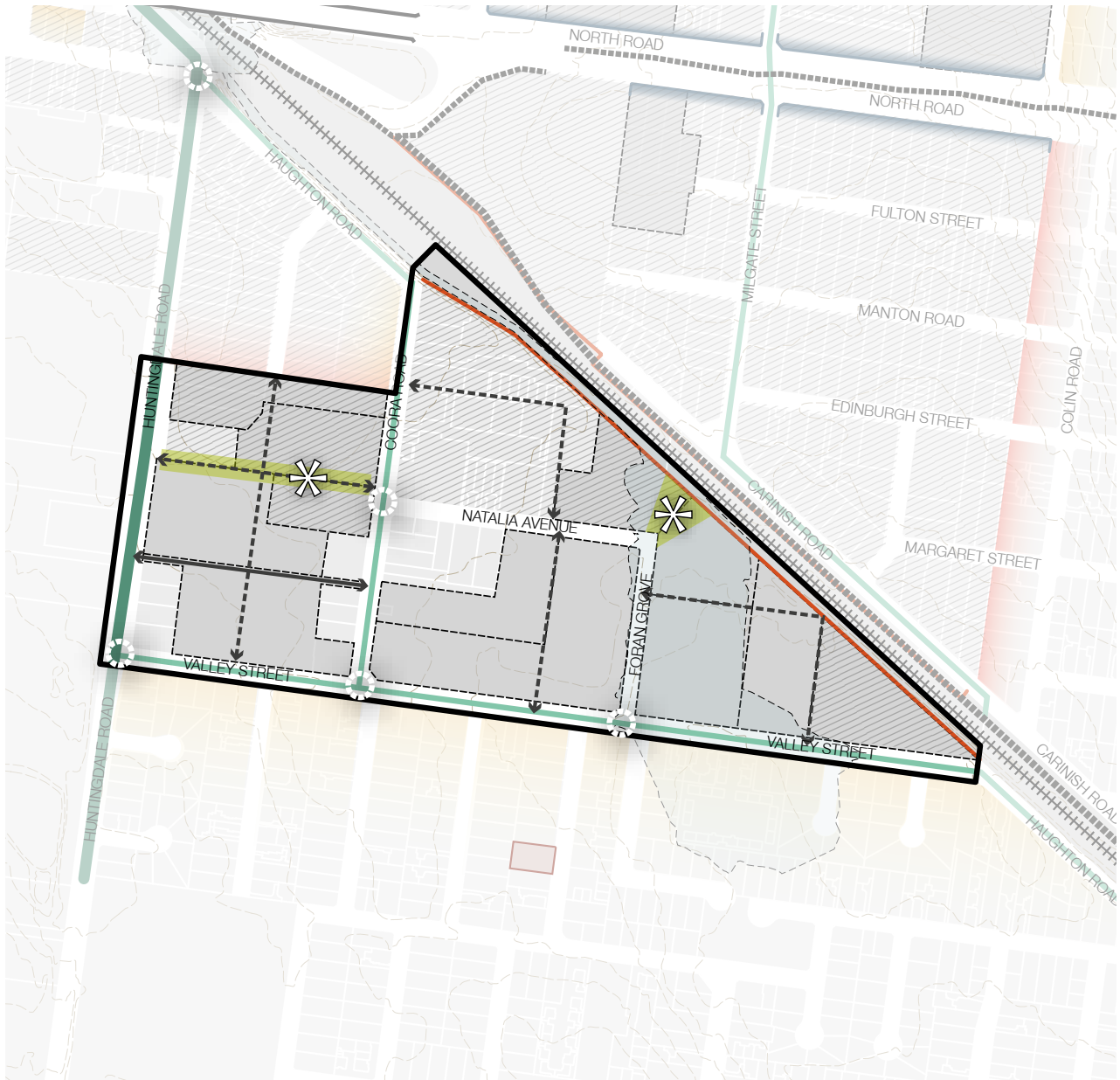


Figure 17: Sub Precinct E - Opportunities and Constraints

Scale
NTS

- | | |
|---------------------------------------|----------------------------------------|
| Sub Precinct | Residential Direct Interface |
| Special Building Overlay | Existing Laneway Widening |
| Heritage Overlay | New Street / Laneway |
| Rail Corridor / Shared Path Interface | Lots > 4,000sqm |
| Station Trail | Improve Pedestrian Crossing Experience |
| Priority Pedestrian & Cycling Streets | Potential New Open Space |
| Residential Streetscape Interface | Outside 400m Open Space Catchment |

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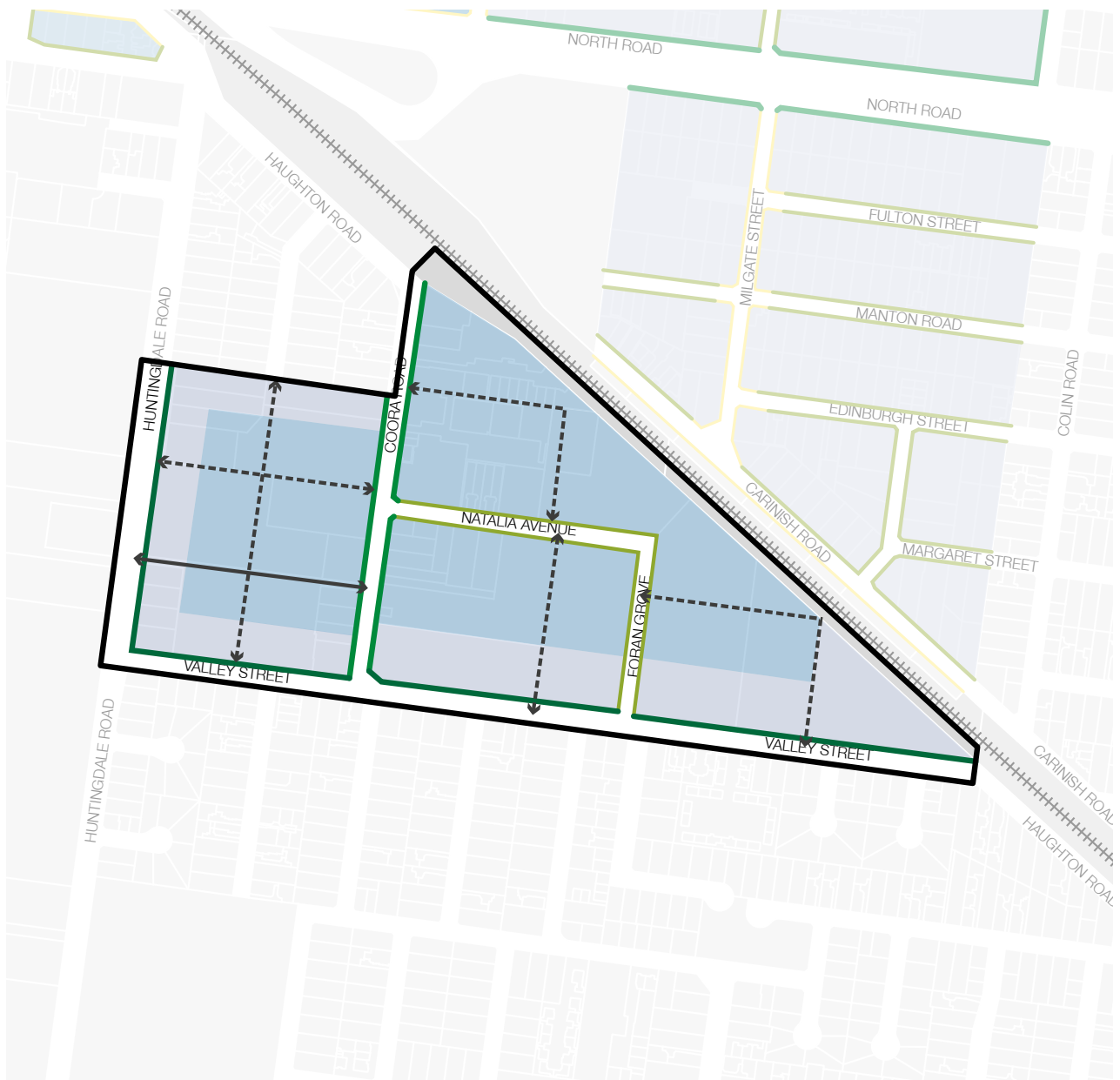


Figure 18: Sub Precinct E - Opportunities and Constraints

Scale 1: NTS

- | | |
|--------------|-----------|
| Sub Precinct | 3 storeys |
| 0 metre | 4 storeys |
| 3 metres | 6 storeys |
| 5 metres | 8 storeys |
| 7 metres | |

7.1 Conclusions

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

- 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.

7.2 Next Steps

- Testing and refinement of general built form guidelines to ensure alignment with GFA requirements for proposed uses, adequate solar access for key streetscapes and creation of streetscape characters appropriate for now and into the future.
- Development of site specific guidelines for strategic redevelopment sites in collaboration with City of Monash and stakeholders.
- Ongoing advocacy for North Road realignment.

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Appendix

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Existing Streetscape Sections

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Figure 19: Street Section - Huntingdale Road 1

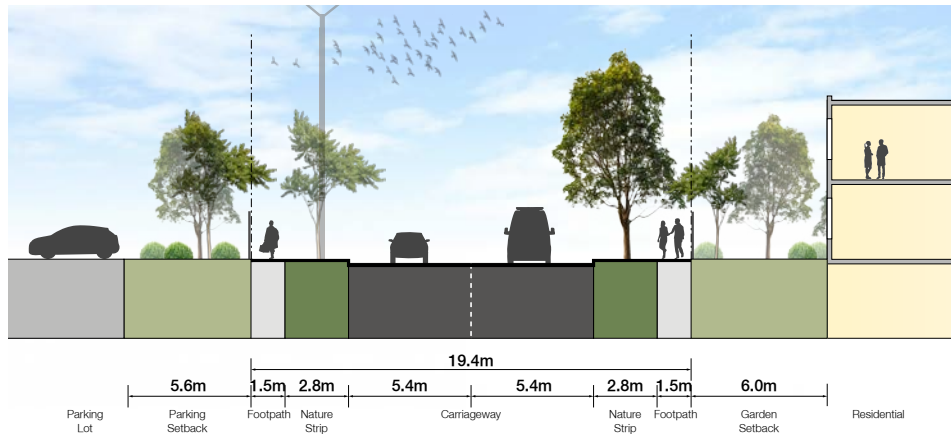


Figure 20: Street Section - Huntingdale Road 2

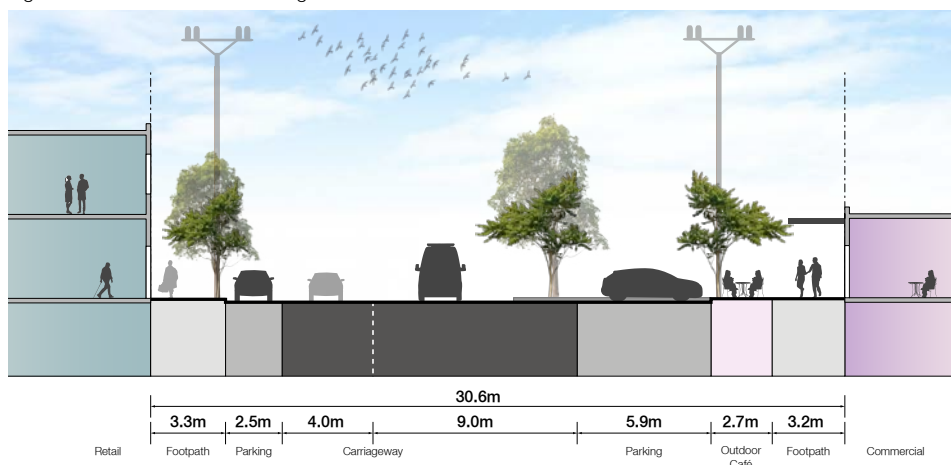
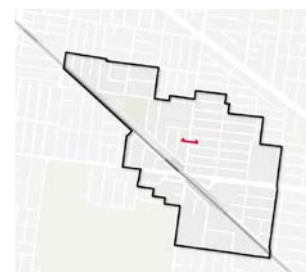
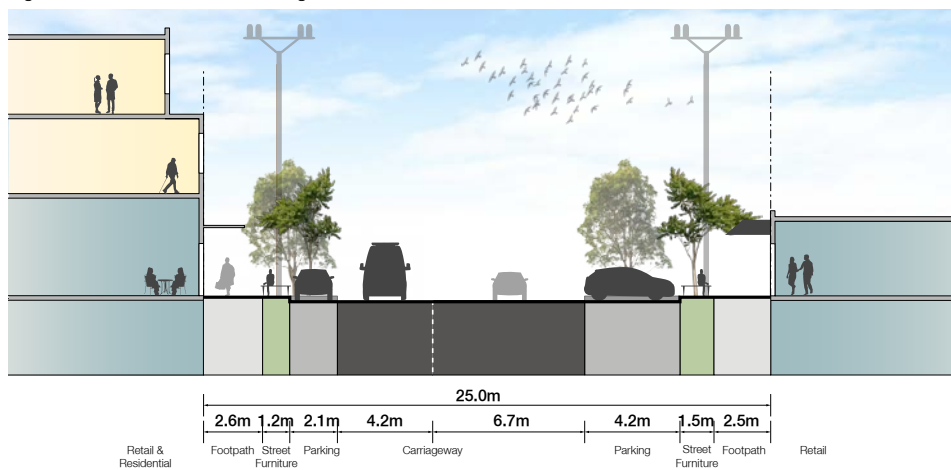


Figure 21: Street Section - Huntingdale Road 3



Appendix

Figure 22: Street Section - Huntingdale Road 4

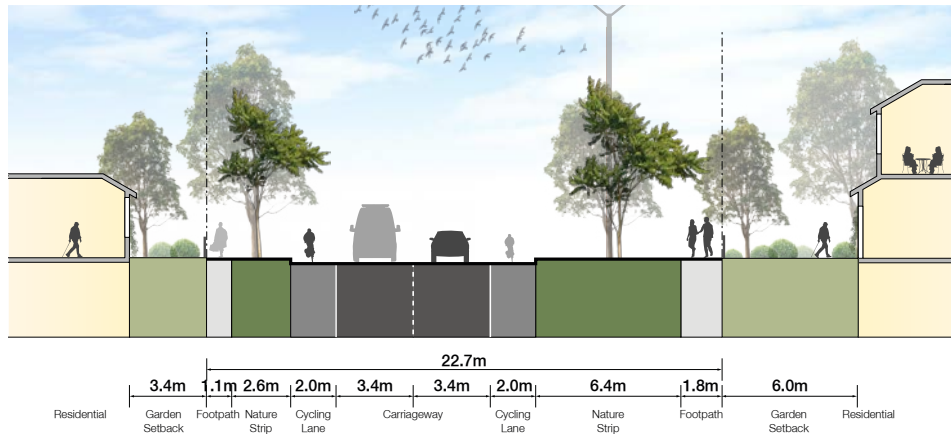


Figure 23: Street Section - Huntingdale Road 5

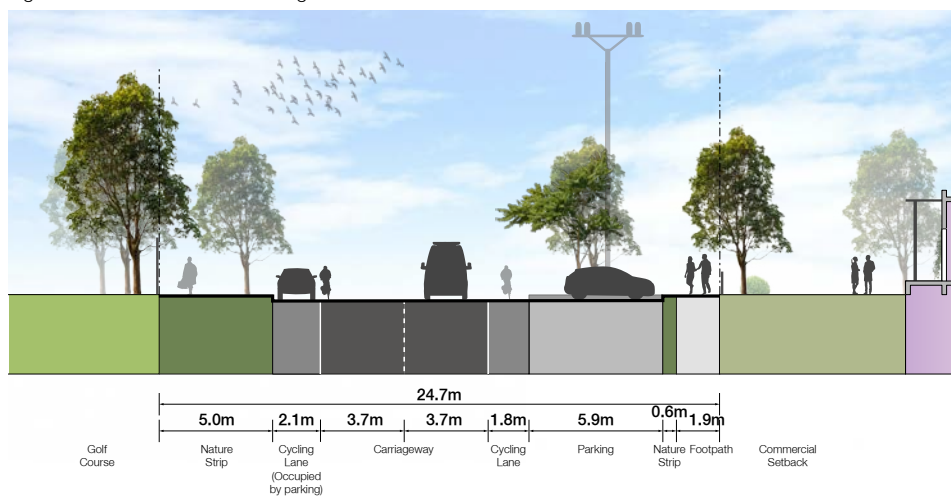
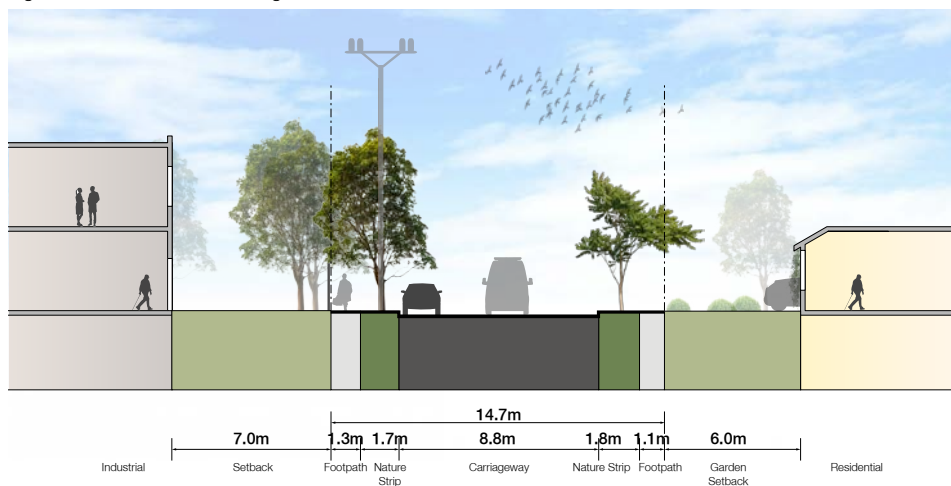


Figure 24: Street Section - Hargreaves Street 1



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Figure 25: Street Section - Hargreaves Street 2

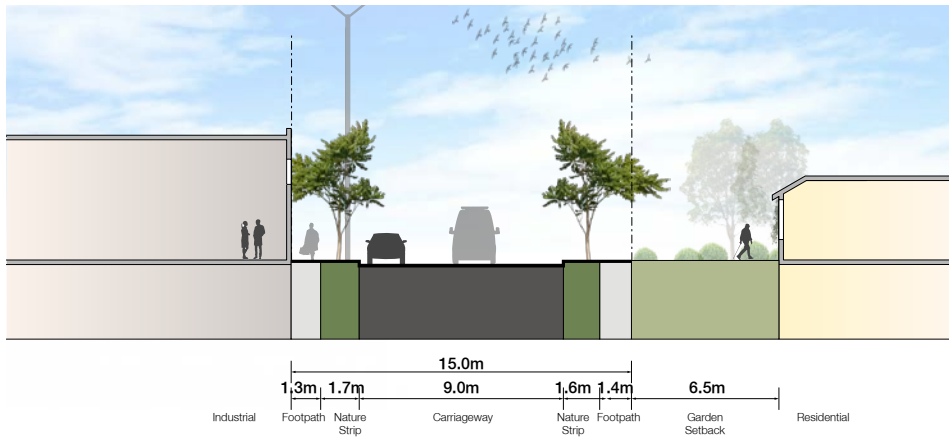


Figure 26: Street Section - Hargreaves Street 3

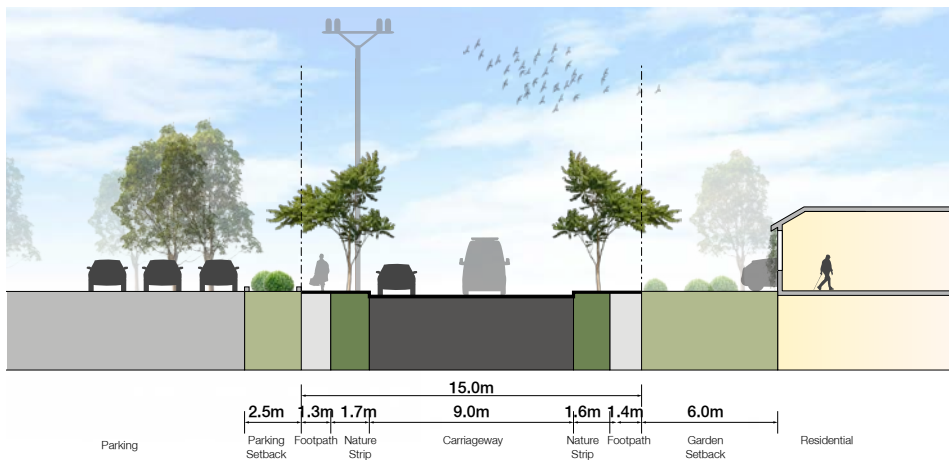
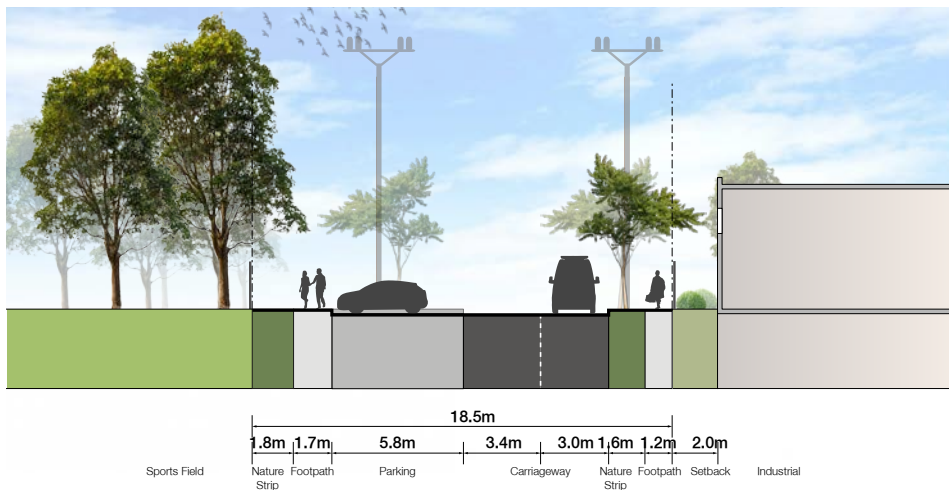


Figure 27: Street Section - Edward Street



Appendix

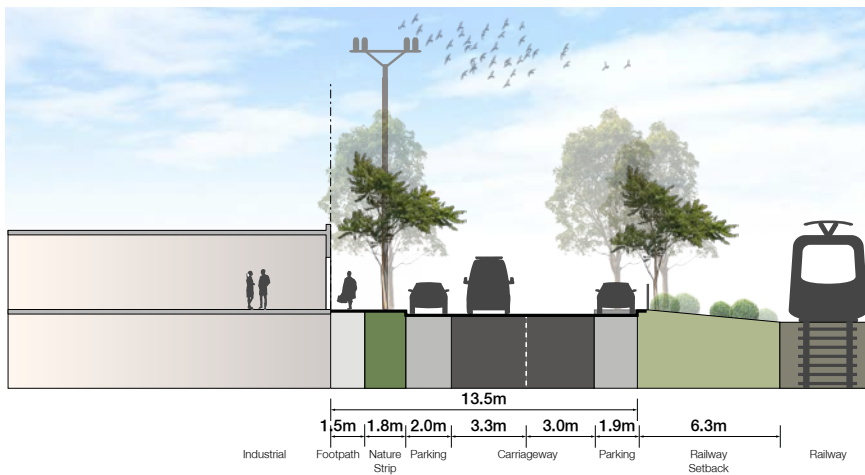
Figure 28: Street Section - Westminster



Figure 29: Street Section - Burlington Street

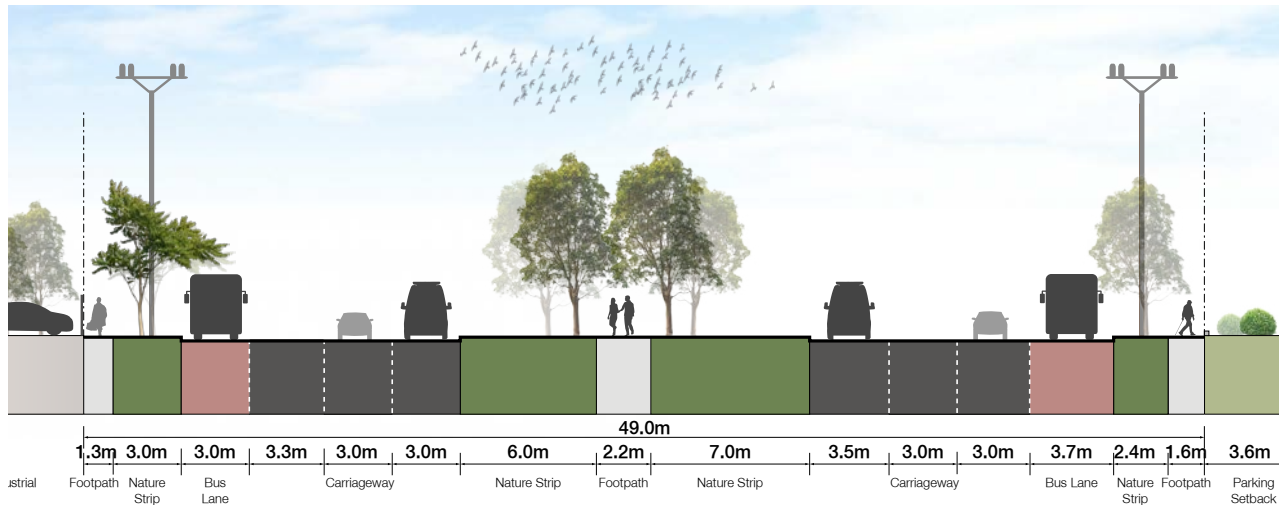


Figure 30: Street Section - Hargreaves Street 1



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Figure 31: Street Section - North Road



Appendix

B

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Access, Movement and Activity

- | | | |
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| Issues | <ul style="list-style-type: none"> · Transient image - area is a thoroughfare · Difficulty of accessibility and connectivity for industry and businesses · Lack of appropriate residential accommodation for; students, families, and singles · Pedestrian issues including: <ul style="list-style-type: none"> · Safety · Access from south of barrier · Accessibility · Pathing quality · Parking issues including: <ul style="list-style-type: none"> · Finding park · Certain times around religious institutions · North & South connectivity / rail line barriers · Limited opportunity / diversity of shops along the strip | <ul style="list-style-type: none"> · Lack of individual attractors / major shopping attractors · Establishing opportunity for attractors · Identity crisis · Poor legibility throughout · Lack of recreation opportunities · Car dominant environment · Road speeds · Tension between conflicting land uses · Road configuration issues · Overpasses · Lack of amenity · Proximity to Clayton / Oakleigh · Very little change in last 30-40 years · North & South connectivity / rail line barriers |
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| Opportunities | <ul style="list-style-type: none"> · Business opportunities <ul style="list-style-type: none"> · Growth of existing business · New business · Maintenance of commercial / industrial · Expanded retail mix · Co-working spaces · Start-ups / creative industries · Advanced technology in collaboration with Monash University · Lunch time activity · Indoor sports use · Streetscape / urban environment · Pedestrian space <ul style="list-style-type: none"> · Upgraded paths · Wayfinding · Speed reductions · Shared paths · North South connectivity & crossings along North Road | <ul style="list-style-type: none"> · Create a 'village' feel - local connection · Linkages to other areas · Area is in transition · Promotion of proximity to Monash Uni <ul style="list-style-type: none"> · External space for student socialising and collaboration · Student accommodation · Mixed use precinct · Create opportunities for attractors · Little apparent obstacle to change · Ease to create land use changes · Low property prices can facilitate consolidation · Land use / zoning changes · Synergy with Monash university to promote the area · Increase connection to Jack Edwards Reserve · Support local traders · Remove overpass as part of railway upgrade · Create identify away from Clayton & Oakleigh |
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| Priorities | <ul style="list-style-type: none"> · Industrial and commercial business renewal · Residential improvement and redevelopment · Medium density residential development · Improve urban environment & streetscape · Identify development opportunities / strategic sites · Clarify & reinforce transportation connections · Character of shopping strip | <ul style="list-style-type: none"> · Attract economic stimulus & major attractors – bank / large supermarket · Designated cycling connections · Pedestrian connections · High quality technological facilities · Central focus point for activity · Lobby State Govt. to remove overpass |
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Appendix

Built Form

Issues

- Low form / height
- Mixed and messy, lack of synergy
- Pressure for rapid change from industrial / commercial uses to residential
- Inconsistent / ad hoc
- Rusty roofs, unattractive view from overpass
- Limited landscaping / greenery
- Public realm & building stock is unattractive
- Shop frontages are old stock / unattractive
- Rental affordability
- No informal gathering spaces
- No playspace for children
- Vacancy rates
- At-grade car parks are unattractive
- Small lots make consolidation difficult

Opportunities

- Increased density
- Increased scale / height
- Appropriate re-use
- Maintain human scale - walk-able, open, and sunny
- Consistent streetscape / greening
- Flexible and multi-use environment
- Solar access
- Create a 'sense of place'
- Sites with appropriate setbacks to maintain sensitive interfaces
- Create character
- New food / restaurant industry possibilities

Priorities

- Avoid temptation for too much scale / height
 - Industrial re-use
 - Planning controls to maintain fine-grain form
-

Access, Movement and Activity

Issues

- Road configuration Huntingdale + North Rds + inability to travel North to South
- Lack of pedestrian accessibility, poor safety
- Lack of activity in centre, retail mix poor, few opportunities for meeting, community activities.
- North Rd/Wellington Rd – traffic sewers
- Public transport lacking (not just university)
- Good and safe uninterrupted shared paths
- Destin res/Draw cards to stay in area
- Congestion of traffic and perception of the area
- Disconnection of Huntingdale Rd North/South
- Pedestrian access across precinct
- Aged infrastructure with abandoned shops etc
- Lack of significant retailer i.e. Medium sized supermarket
- Difficulty crossing roads in south side of railway
- Pedestrian paths/walks connected
- Lack of recreational opportunities
- No major shopping attractors
- Parking issues at certain times i.e. mosque
- The car still dominates (reduce aspects)
- Huntingdale North/ South Connection
- Strip shops limited opportunity
- Student through put transient image in a place
- Accessibility for industry/ business
- Business impact
- Transport/ access
- Lack of appropriate residential accommodation (student, families, singles)
- Individual attractors single trip
- Struggling to understand its identity
- Parking amenity

Opportunities

- Reconfigure road + rail at station to improve accessibility, give the centre more “address”
- “Connect up” cycling and pedestrian pathways
- Reconsider the zoning of some of the industrial land to encourage a mix of uses
- Focus on precinct becoming an innovative “iellage” with a creative vision that supports not only students but emerging businesses and industry
- Develop pedestrian walking paths
- Beautify streetscape to the west
- University to promote the area
- Build connections with Jack Edwards reserve- outdoor sporting activities
- Support the traders (Huntingdale rotary – suls dols?)
- Active uses of retail
- Transitioned commercial industry
- Remove overpass as part of rail upgrade
- Upgrade traffic network to include better pedestrian connectivity and traffic movement
- 40km/h speed limit through Huntingdale
- Improve streetscape dated from early 1990s
- Wide road reserve width creates opportunities
- Attract other retailers
- Reduced Huntingdale Road width + increased pedestrian retail space
- Has changed very little in 30-40 years
- Little apparent obstacle to change
- Easy to displace and change land uses
- Property prices still facilitate consolidation
- Improved streetscape and urban environment
- Regrow business – new business
- Increase Mixed use (wayfinding)
- Expand retail/service mix
- Promote proximity to university and cluster
- Improve station
- Create identify away from Clayton & Oakleigh

Priorities

- Remove road overpass
- Improve pedestrian and cycling connections
- Identify initial areas of change/drivers
- Infrastructure keys
- Council- improve centre with a focus point
- Lobby State Government to consider overpass removal as part of rail solution
- Look and feel of the shopping strip (still has unloved look)
- Cycling between Clayton/Oakleigh
- Identify developing opportunities
- Clarify and reinforce transport and connections
- Create an environment to facilitate appropriate land use and redevelopment
- Don't be limited by existing zones and land use
- Encourage medium density residential
- Improve urban environment – Huntingdale Rd

Appendix

Built Form

Issues

- Unattractive building stock (some)
- Conflicting land-uses impacting amenity
- Potential buffer issues from industrial land uses when converting to sensitive uses
- Low rise nature of main street commercial buildings and little change/development in past years
- Vacancy rates, poor presentation and condition of many of the industrial buildings- presents as a run-down old centre
- Vacant sites and at grade carparks are visually unattractive and are opportunities for future development and change
- Older dated buildings in parts – recognised height baselines
- Older industrial areas lacking in street trees and urban amenity
- Dated industrial/retail buildings 1950s
- Small lots make consolidation/rejuvenation difficult
- Redevelopment is occurring on piece-meal approach
- Sea of rusty roofs!! (view from overpass)
- Road speeds
- Shop fronts
- Rental affordability
- Nowhere for families to gather – play space for youngsters
- No real identity
- Pedestrianize some of the side streets
- Inconsistent and not cohesive
- Adhoc
- Limited landscape/greening
- Public realm not overly useable
- Low scale
- Tired- mixed and messy
- Horch potential
- Avoid temptation for too much scale/height
- Pressure to flip from industrial to residential

Opportunities

- Introduce height – vertical and mixed land uses, not just residential towers, commercial towers etc.
- Flexible, shared worker spaces
- More intensive development framing the activity centre will improve the sense of place
- Consolidation of sites with appropriate setbacks from sensitive interfaces
- Least recognised areas of garden character in some parts. Potential for reduced resistance to change.
- Increased heights in activity centre and surrounds
- Consistent streetscape/greening
- Increase south east density
- Reuse appropriately
- Keep human scale, to feel walkable, open, if sunny

Priorities

- Update council's infrastructure
 - Encourage medium density dwellings
 - Encourage “old style” industrial building retention and reuse
-

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