

**BRANDON PARK  
MAJOR ACTIVITY CENTRE  
STRUCTURE PLAN**

**MARCH 2009**

**DRAFT**

Prepared by:-  
City of Monash

# DRAFT

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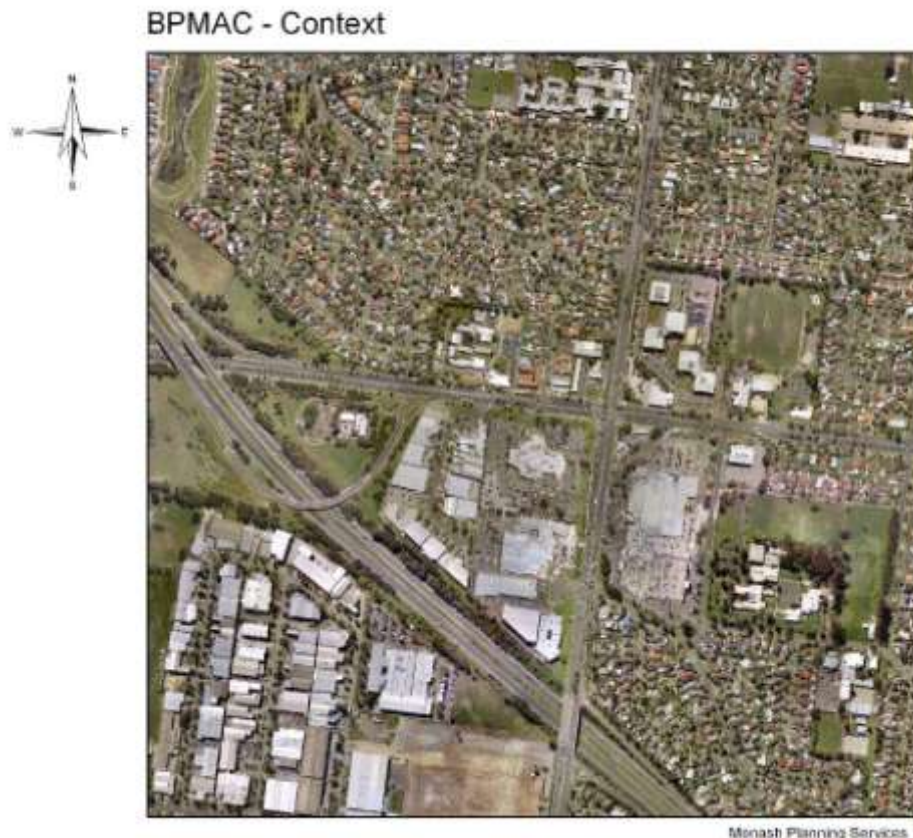
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## Brandon Park – in Context

### Location

The Brandon Park Major Activity Centre (BPMAC) is centred on the intersection of Ferntree Gully Road and Springvale Road within the suburbs of Glen Waverley, Brandon Park and Mulgrave.



It is located 2.5 km south of the Glen Waverley Principal Activity Centre in Springvale Road at Glen Waverley and abuts the Monash Freeway to its southwest.

The BPMAC is one of four major activity centres within the City of Monash. The other centres are Mt Waverley, Oakleigh and Clayton.

The BPMAC includes a diverse range of land uses such as retail shops, restricted retail, office, hotel, gaming, entertainment, car sales, industry, petrol station, motor repairs, motel, education centre, community services, emergency services, recreation, public open space, and residential.

Major components of the BPMAC are:-

- Brandon Park Shopping Centre
- Brandon Office Park
- Village Green Hotel
- former Brandon Park Secondary College
- Barlow World car sales

The Monash Freeway creates a significant physical barrier to the sphere of influence of the BPMAC. Land surrounding the BPMAC, from the north-west to the south-east, is used for residential purposes, mostly detached housing. New infill development is generally two or three double storey dwellings on a standard suburban residential site.

## **Melbourne 2030**

Melbourne 2030 proposes that over the next 30 years, more people should use public transport and have convenient access to the many services, recreation facilities and employment opportunities that are mainly located in existing suburban shopping centres. The strategy proposes that new households should be able to live close to the main public transport stations and bus routes.

Melbourne 2030 identifies Brandon Park as a Major Activity Centre. Under Melbourne 2020, activity centres are to be the preferred location for further residential, commercial and retail development, including mixed use buildings, and community facilities and services. The capacity of activity centres to accommodate additional development, and the scale and form of further development, is to be guided by Structure Plans.

## **State Planning Policy Framework**

The State Planning Policy Framework (SPPF) in the Monash Planning Scheme reflects the policies of Melbourne 2030. The policies in the SPPF that are relevant to this Major Activity Centre include:

- Concentration of major suburban retail, commercial, administrative, health, education, entertainment and cultural developments in and around activity centres with good access to integrated transport nodes.
- The need for activity centres to be planned to:
- Provide a range of shopping facilities in locations that are readily accessible to the community.
- Include a variety of land uses and activities.
- Provide good accessibility to all modes of transport.
- Facilitate easy pedestrian movement.
- Maximise opportunities for the co-location and sharing of facilities.
- Minimise the impacts of increased development on the amenity of nearby residential and parkland areas.
- Provide for community activities.
- Location of major health facilities such as hospitals in areas highly accessible to public transport, with adequate car parking facilities for staff and visitors.
- Encouragement of residential development and employment within existing urban areas, including higher land use densities and mixed use developments near railway stations and principal bus routes with respect for neighbourhood character in existing residential areas.

Clause 12 sets out the planning framework for development in metropolitan Melbourne. The Clause proposes that Major Activity Centres (MAC's):

- Have a mix of uses that meet local convenience needs.
- Are accessible to a viable user population by walking and cycling.
- Are accessible by local bus services with public transport links to Principal and Major Activity Centre.
- Are an important community focal point.

In respect to urban design, the SPPF proposes that new developments should contribute positively to the environment by:

- Ensuring that new development contribute to community and cultural life.
- Requiring development to respond to its context in terms of urban character, natural features and surrounding landscape.
- Ensuring that new development responds and contributes to an existing sense of place.
- Encouraging the use of walking and cycling by creating environments that are safe and attractive.

## Local Planning Policy Framework

The Monash Planning Scheme the Local Planning Policy Frameworks, and Zones and Overlays and special provisions to control particular uses and development. The major strategic directions underpinning the Strategic Framework for Monash include:

- Identification of existing treed environments where the special leafy character valued by the community is to be protected by a Vegetation Protection Overlay.
- Identification of the hierarchy of the existing activity centres and promotion of the development and expansion of retail and related facilities appropriate to the centre's role.
- Conservation of locally significant residential, commercial and industrial heritage buildings, places, streetscapes and natural environments.
- Maintenance of visually significant sites that enhance the image of Monash.
- Maintenance and enhancement of the established Garden City Character of Monash on both private and public land including along main roads.
- Integration of land use and transport planning around major arterial roads, fixed public transport routes and bicycle paths, in commercial, residential and industrial land use areas.

The Strategic Framework Plan identifies Brandon Park as one of a number of activity centres that form a hierarchy of centres in the municipality. The focus for intensive retail and commercial development will be located at Glen Waverly and Oakleigh activity centres. The planning framework indicates that Brandon Park is a Major Activity Centre. Hence, Brandon Park is well situated to provide day to day services to local residents, and complements the higher order facilities and services located within the nearby Principal and sub regional Activity Centres. Clause 21.03 includes a Strategic Framework Plan which designates Brandon Park as a sub regional centre, and Clause 21.06 Retail describes Brandon Park as a Major Centre.

Clause 21.06 (Retail) sets out Council's approach to further retail and commercial development:

*“Council intends to maintain and enhance a cosmopolitan range of business activity centres to continue to meet the community needs and preferences for retail, entertainment, office and other commercial services. These activities will contribute to the level of economic activity and employment, and provide attractive environments for the community.”*

*Some smaller centres are declining in retail activity. Their changing role in the economy should be supported through appropriate planning provisions.*

The Monash Planning Scheme also provides guidance in respect to built form. Key policy directions include:

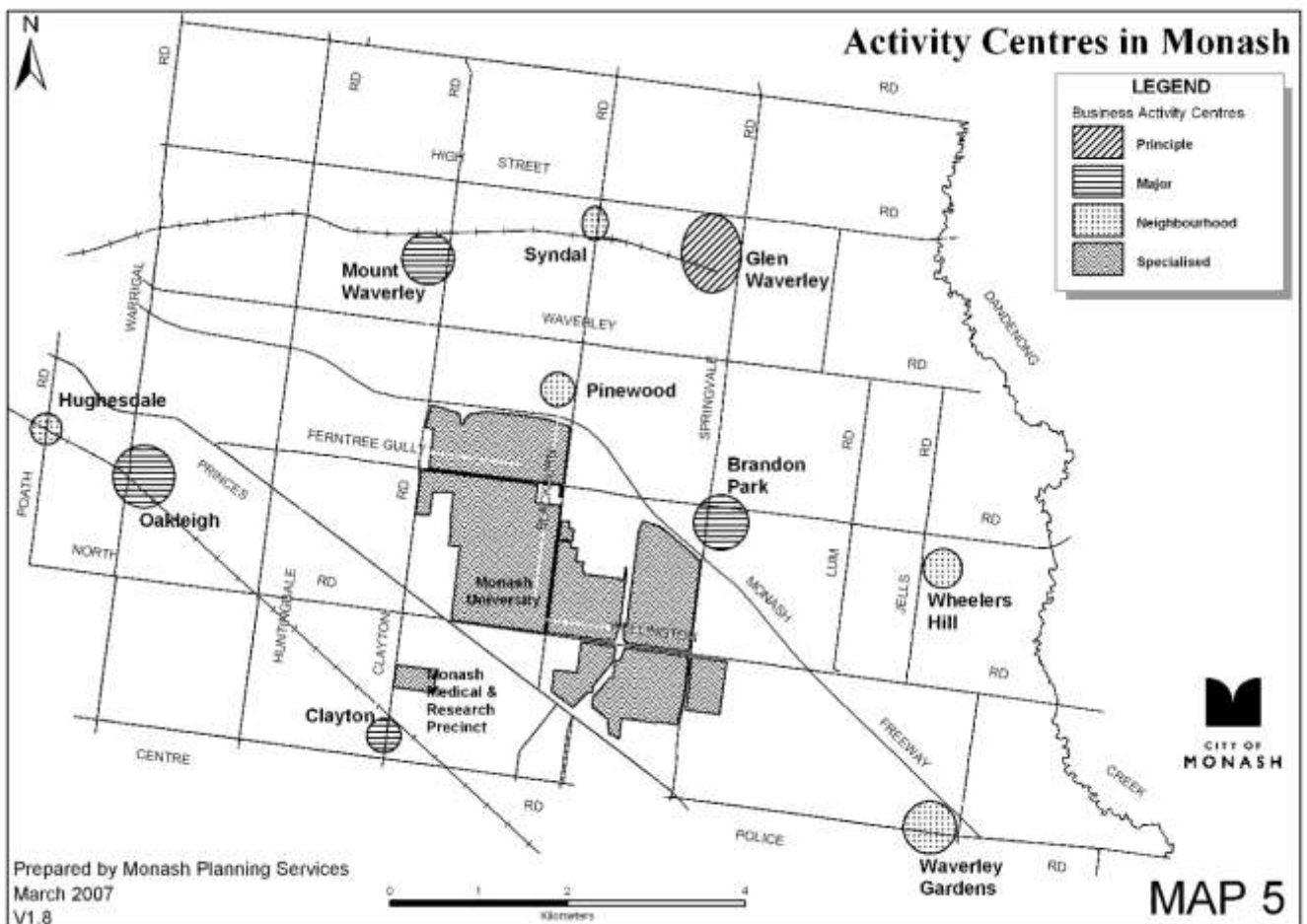
- There should be limited variations in built form heights.
- Buildings should be setback 20 metres from the main roads and the setback areas used for landscaping with mature canopy trees.
- Development should be consistent with the City's Garden City theme.

Any development of the BPMAC including the expansion of the shopping centre will not challenge the status of the Glen Waverley Principal Activity Centre which is recognised as the major multi-functional activity centre which services the south-eastern metropolitan area.

From the above review, the Monash Planning Scheme identifies that the major focus of the BPMAC is for:-

- higher order retail goods
- specialty retailing
- entertainment
- mixed commercial uses
- offices
- apartments
- hotels
- community facilities
- public transport.

Framework Plan from Clause 21.06





## Opportunities and Constraints

The key Opportunities to achieve the visions and strategic directions that have been identified at the existing Centre include:

- The Shopping Centre is well established, has strong market presence and has a wide range of shops and services.
- The Centre has a substantial employment base.
- The Centre can be accessed by various bus routes providing connections to the fixed rail network and many other Centres.
- The Centre is located in a region with relatively high disposable income.
- The population is ageing and households are becoming smaller, creating a possible demand for a more diverse range of dwellings and aged accommodation.
- Springvale Road has emerged as a preferred location for high quality corporate offices.
- The former Brandon Park Secondary College is now vacant and former school buildings are being removed, and the site can be developed for a range of uses.
- There is a proposal to establish a Special Development School adjacent to the Shopping Centre.
- The former VicRoads site in Ferntree Gully Road is now vacant.
- The boulevards and the former school site have established canopy trees that provide identity and positively contribute to the local environment.
- Springvale Road, Ferntree Gully Road and the Freeway create a discrete precinct within which a higher built form would not cause detriment to other areas.

The key Constraints that may prevent the achievement of the vision and strategic directions that have been identified at the Centre include:

- Monash Freeway comprises a major barrier to people accessing the Centre from the south.
- Ferntree Gully Road and Springvale Road are wide, heavily trafficked and pose significant barriers to pedestrian access and integration of the Centre's various elements.
- There is little integration amongst various uses.
- The landscape on the main roads is relatively harsh and hostile due to heavy traffic, car parking lack of activation of frontages.
- Shopping Centre is inward looking.
- Apart from the Hotel, the Centre lacks recreation venues.
- Brandon Park Drive, with its signalised intersections with Springvale Road and Ferntree Gully Road carries excessive traffic.
- The Centre is significantly car based and relatively inaccessible for pedestrians and cyclists.

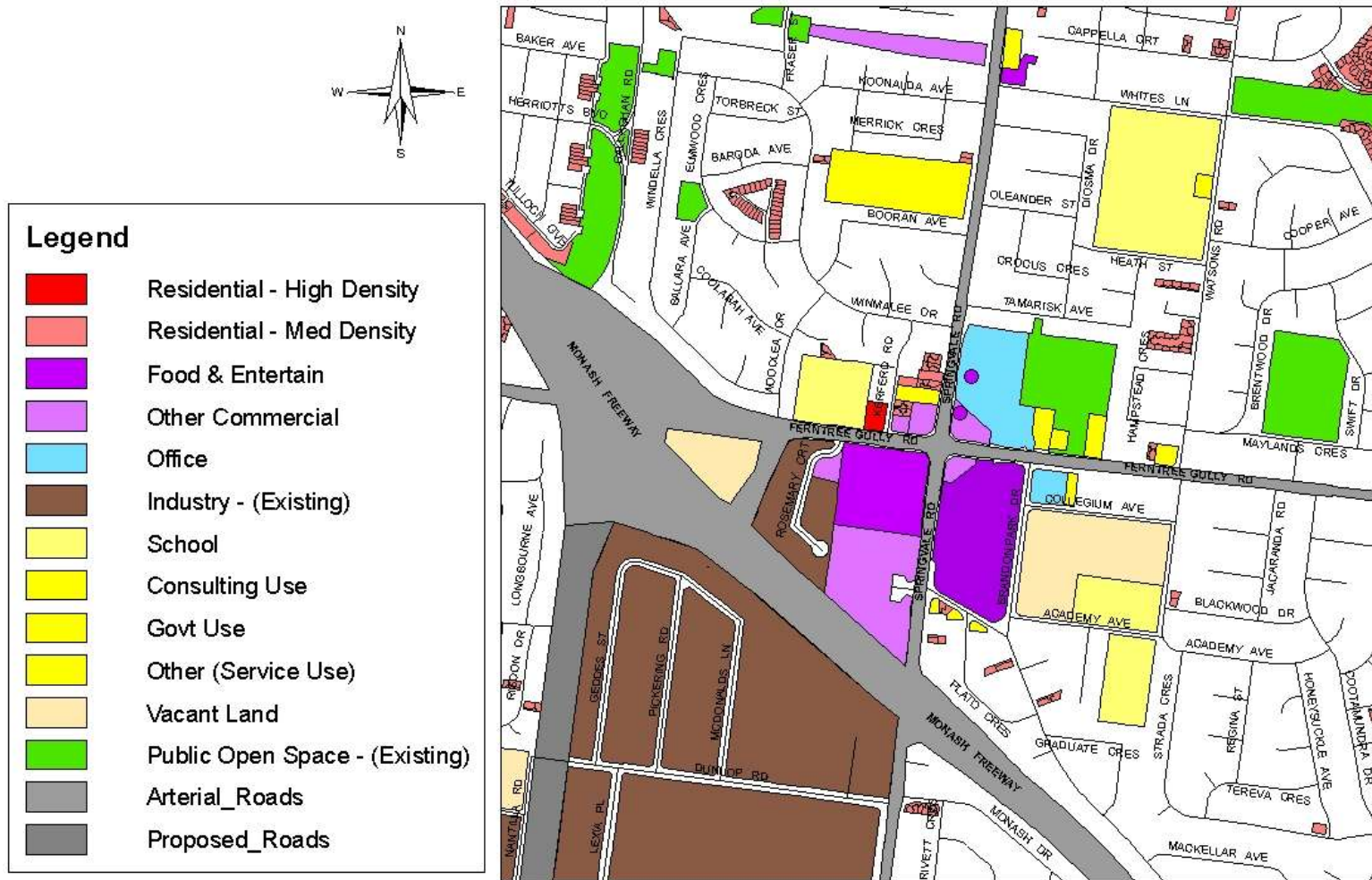
## Key Issues to be addressed in the Brandon Park Structure Plan

The key issues to be addressed in the Structure Plan are:

- Ensuring that the Centre remains an attractive, safe place to work and visit.
- Traffic management and circulation through the Centre.
- Facilitating more housing and commercial uses in a higher built form.
- Making the Centre more friendly for public transport users, pedestrians and cyclists.
- Encouraging the Centre to provide more cultural and entertainment activities.

# Existing Conditions Plan

## BPMAC - Existing Conditions



Monash Planning Services

## Brandon Park – the Future

### Vision

The vision for the Brandon Park Major Activity Centre is:-

*The Brandon Park Major Activity Centre will be an attractive, safe and highly accessible place where people can access shops and services to meet most of their daily and weekly needs.*

*The centre will provide a range of employment opportunities in enterprises that provide a diverse range of services to the community.*

*The centre shall include elegantly designed medium scale residential buildings to enable a greater choice of housing for the community.*

### Objectives

The objectives for the Brandon Park Major Activity Centre are:-

- To develop as a vibrant activity centre with a broad mix of uses appropriate to the needs of its customers
- To increase levels of public transport use,
- To provide a focal point for the community, fostering social and cultural interaction and development.
- To encourage walking and cycling through providing safe and accessible public spaces, and by concentrating activities that generate high numbers of trips in highly accessible locations.
- To promote and enhance the unique characteristics of the Activity Centre to ensure a strong sense of identity and character, including appropriate signage.
- To promote medium rise residential development within the Activity Centre, to support ongoing economic prosperity, social advancement and environmental protection.
- To ensure the provision of appropriate buffers and interfaces between commercial, residential and industrial land uses.
- To maintain air and noise buffer zones between incompatible uses (for example, avoiding residential encroachment upon potentially offensive uses or avoiding siting incompatible industrial uses in close proximity to each other).

### Strategies

The Strategies for the Brandon Park Major Activity Centre are:-

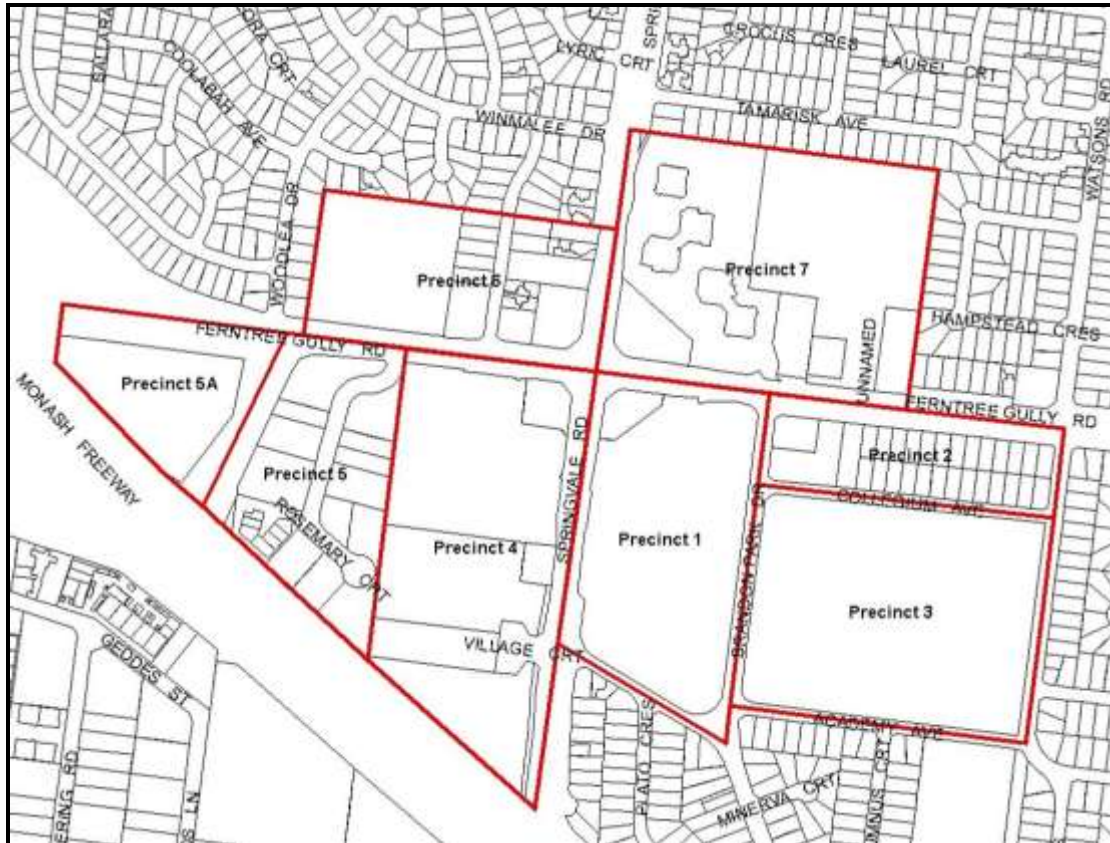
- Enhance the structure and function of activity centres by encouraging a variety of mixed use development, enhancing streetscapes and access including public transport, walking and cycling, improving car parking and creating attractive environments for the benefit of the local community.
- Maintain the vibrancy of the street by encouraging “active frontages” with retail, leisure and cultural facilities.
- Enhance the landscape and signage character of the streetscape and improve the safety and amenity of pedestrian networks including cycle ways, public transport access and parking opportunities where necessary, in all activity centres.
- Require new residential development to provide useable recreational areas, including private, communal and secluded open space areas that are well designed, integrated, functional, safe, solar oriented, well ventilated and meet the needs of future residents.

- Ensure new residential development achieves high quality architectural and urban design outcomes that positively contribute to neighbourhood character.
- Encourage development that incorporates improved energy efficiency during both building and operation, and minimises production of waste and pollution of the air.
- Consider the interface between activity centres and residential areas to minimise and/or manage any impact on the residential character and loss of amenity through innovative and high quality architectural design, appropriate setbacks and landscaping.
- Promote and facilitate residential housing projects to locate in the activity centre with access to public transport services and other community facilities.
- Addressing streetscape and neighbourhood character issues in any new development or redevelopment.
- Encouraging creative design solutions for new development that enhances the quality of streetscapes particularly in relation to bulk of buildings, outdoor advertising, provision of open space and setbacks to ensure quality landscaping of frontages.
- Ensuring that adequate car parking is provided.

## Implementation

The BPMAC has been divided into 8 distinct precincts, surrounded by a residential interface area mainly used for residential purposes. This interface area is considered to be the extent of the sphere of influence of the Activity Centre. The sphere of influence is restricted by the Monash freeway and limited by Ferntree Gully and Springvale Roads.

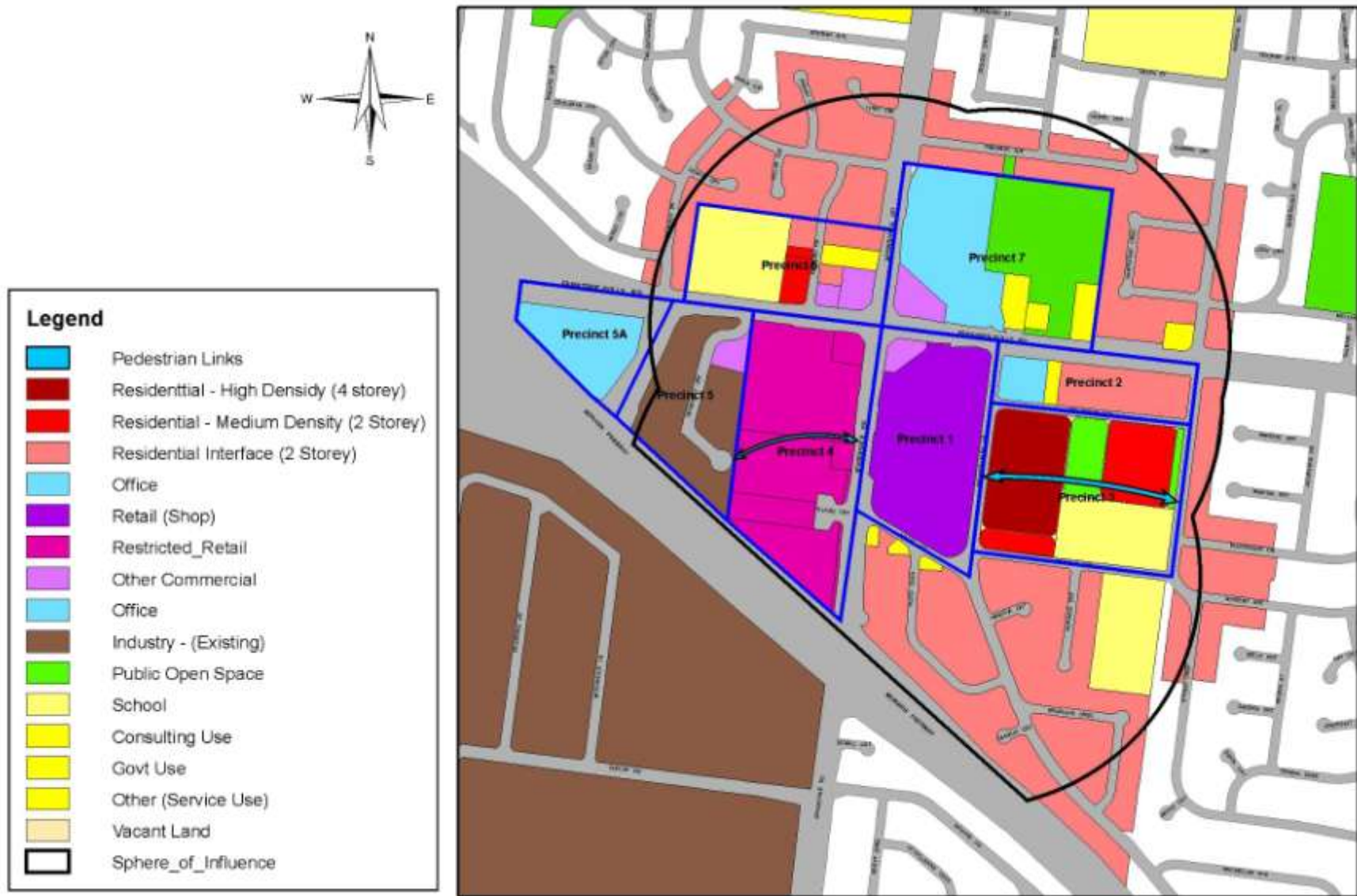
**BPMAC Precinct Plan**



Implementation detail is provided for each precinct and the Residential Interface area.

# Overall Structure Plan

## BPMAC - STRUCTURE PLAN



Monash Planning Services

**Precinct 1      Brandon Park Shopping Centre**

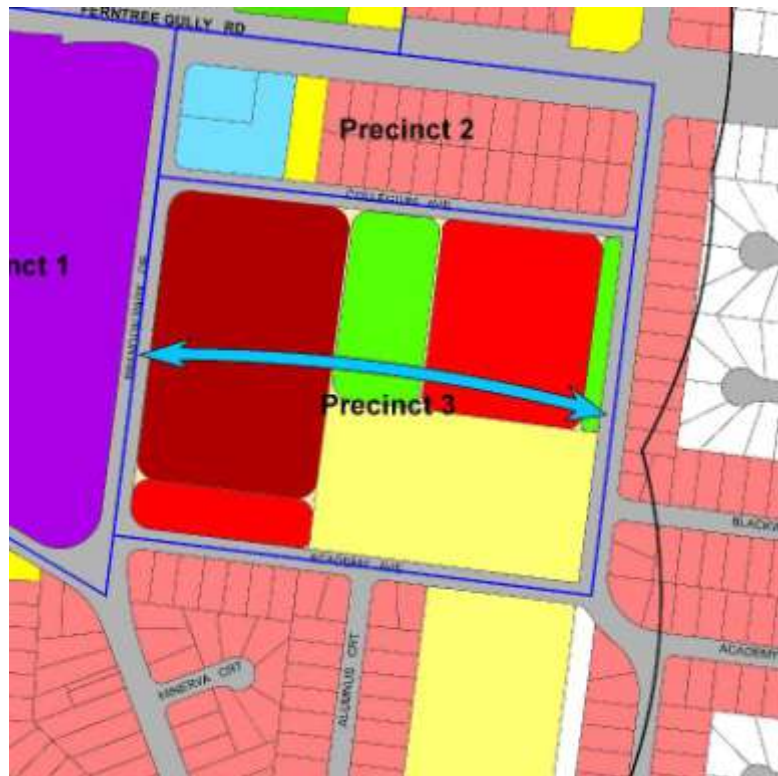
<p><b>Location Map:-</b></p> 		
<p><b>Land uses:-</b></p>	<p><b>Existing</b></p>	<p>Brandon Park Shopping Centre containing supermarkets, specialty shops and some services. A petrol station is on the corner of the main intersection.</p>
	<p><b>Preferred</b></p>	<p>Consolidate as the retail core of the Activity Centre. The Activity Centre to remain subordinate to the Glen Waverley Principal Activity Centre.</p>
<p><b>Built Form</b></p>	<p><b>Existing</b></p>	<p>Up to 2 storeys across the site, with rooftop car parking.</p>
	<p><b>Preferred</b></p>	<p><u>Building Height:-</u> 16 metres (4 storey) at Ferntree Gully Rd. 12 metres (3 storey) within 50 metres of Magid Ave.</p> <p><u>Building Setbacks:-</u> 20 metre setbacks to Springvale Rd 10-13 metres (variable) to Ferntree Gully Rd, adopt the same alignment as the decked car park structure as at 1/10/2008. 10 metres to Brandon Park Dve and Magid Ave.</p> <p><u>Landscape Buffer to Streets:-</u> 3 metres to all roads/streets</p>
<p><b>Implementation</b></p>	<p><b>Zones</b></p>	<p>Retain the existing Business 1 Zone.</p>
	<p><b>Overlays</b></p>	<p>Replace the Design and Development Overlay (DDO1) - Schedule 1 with a new DDO schedule that reflects the preferred building heights and setbacks.</p>
	<p><b>Works</b></p>	<p>nil</p>

**Precinct 2 Land between Ferntree Gully Road and Collegium Avenue**

<p><b>Location Map:-</b></p> 	
<p><b>Land uses:-</b></p>	<p><b>Existing</b> Multi storey office buildings, pre school, and residential dwellings.</p> <p><b>Preferred</b> Development of office buildings at western end of precinct. Retain residential area.</p>
<p><b>Built Form</b></p>	<p><b>Existing</b> 3 and 4 Storey office buildings, single and double storey detached dwellings.</p> <p><b>Preferred</b></p> <p><u>Building Height:-</u></p> <p>Commercial:- 16 metres (4 storey)</p> <p>Residential:- 7 metres (2 storey)</p> <p><u>Development Setbacks:-</u></p> <p>7.5 metres to Brandon Park Drv, Ferntree Gully Rd (including the Service Road), Strada Cres and Collegium Ave.</p>
<p><b>Implementation</b></p>	<p><b>Zones</b> Replace the existing Business 1 Zone with a Business 2 Zone (office). Retain existing Public Use Zone 6 (Local Gov't) and Residential 1 zone.</p> <p><b>Overlays</b> Introduce a DDO Schedule reflecting preferred building heights and setbacks.</p> <p><b>Works</b> nil</p>

**Precinct 3 Former Brandon Park Secondary College**

Location Map:-



**Land Uses:-**

**Existing**

Vacant site with a new Special Developmental School (under construction) located at the south east corner.  
 Significant mature vegetation adjacent to Strada Crescent and scattered throughout the site.

**Preferred**

Redevelop the vacant land for residential uses.  
 4 storey residential development adjacent to Brandon Park Drive with transition to two storey opposite existing residential development in Academy Ave.  
 2 storey residential development opposite existing residential development in Collegium Ave.  
 Residential use to include a significant component of Affordable Housing.  
 Provide a pedestrian link from Strada Cres through the proposed public open space to Brandon Park Drive.  
 Retain significant mature vegetation within the public open space reserves and where possible, trees scattered throughout the site.  
 15% of the whole of the former Secondary College site to be set aside as Public Open Space. (Includes plantation reserve)  
 Retain the Special Developmental School at the south-east corner of property.


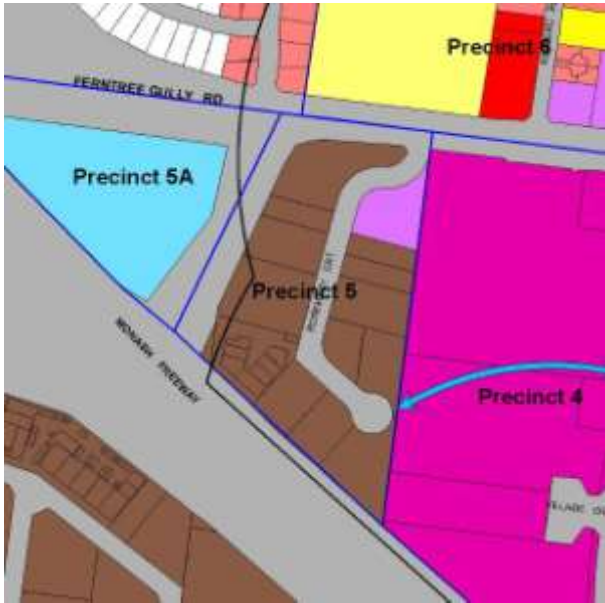


<b>Built Form</b>	<b>Existing</b>	<p>Vacant site with significant mature vegetation adjacent to Strada Crescent and scattered throughout the site.</p> <p>New school buildings (under construction) located at the south east corner.</p>
	<b>Preferred</b>	<p><u>Building Height:-</u></p> <p>14 metres (4 storey) within 130 metres of Brandon Park Drive and more than 30 metres from Academy Ave.</p> <p>7 metres (2 storey) across the balance of the site</p> <p><u>Development Setbacks:-</u></p> <p>7.5 metres to Brandon Park Drv, Collegium Ave, Strada Cres and Academy Ave.</p>
<b>Implementation</b>	<b>Zones</b>	<p>Replace part of the Existing Public Use 2 Zone (Education Purposes) with a Residential 1 Zone.</p> <p>Retain the Public Use 2 Zone over the Special Developmental School site.</p>
	<b>Overlays</b>	<p>Introduce a DDO Schedule reflecting the preferred building heights and setbacks.</p> <p>Introduce a Heritage Overlay over the windrow of significant trees adjacent to Strada Crescent.</p>
	<b>Works</b>	<p>Prepare and implement a tree management plan for the windrow of mature trees adjacent to Strada Crescent to maintain the trees and over time replace the existing trees with suitable/appropriate tree species compatible with the future use of the area.</p> <p>Retain significant mature vegetation in Public Open Space reserve at the centre of the site and where possible, trees scattered throughout the site.</p>


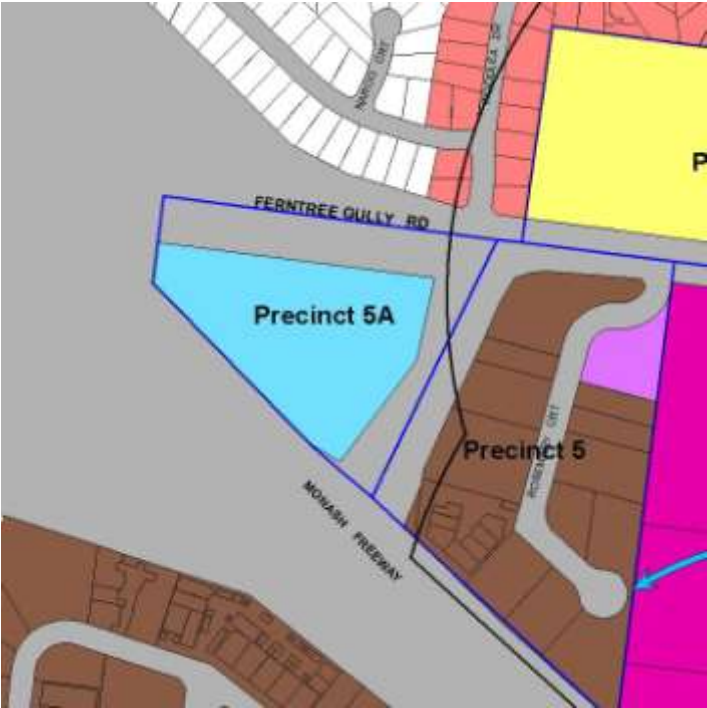
**Precinct 4 West side of Springvale Road,**

<p><b>Location Map:-</b></p> 		
<p><b>Land uses:-</b></p>	<p><b>Existing</b></p>	<p>Village Green Hotel, car sales, and restricted retail uses.</p>
	<p><b>Preferred</b></p>	<p>Redevelop the Hotel site by creating a “landmark” building adjacent to the intersection with additional development of residential hotel/serviced apartments and/or restricted retail and office uses.</p> <p>Redevelopment for restricted retail uses, with office or residential uses above, that support the shop retail function of Precinct 1.</p> <p>Retail use (non Restricted Retail) is discouraged</p> <p>Provide for a pedestrian link connecting Rosemary Crt (Precinct 5) to Springvale Rd.</p>
<p><b>Built Form</b></p>	<p><b>Existing</b></p>	<p>Multi-storey commercial premises with large paved car park areas.</p>
	<p><b>Preferred</b></p>	<p><u>Building Height:-</u> 20 metres (5 storey)</p> <p><u>Development Setbacks:-</u> 20 metres to Springvale and Ferntree Gully Rds. 3 metres to Monash Freeway.</p>
<p><b>Implementation</b></p>	<p><b>Zones</b></p>	<p>Replace the existing Industrial 1 Zone with the Business 3 Zone with exemption for Residential use.</p>
	<p><b>Overlays</b></p>	<p>Replace the Design and Development Overlay (DDO1) - Schedule 1 with a new DDO schedule that reflects the preferred building heights and setbacks.</p>
	<p><b>Works</b></p>	<p>nil.</p>



**Precinct 5      Rosemary Court.**

<p><b>Location Map:-</b></p> 	
<p><b>Land uses:-</b></p>	<p><b>Existing</b>      Mix of industrial, service industrial, and car sales.</p> <p><b>Preferred</b>      Retain industrial and car sales uses.</p> <p>Maintain 20 metre development setback to 23 Rosemary Crt as a landscaped buffer to Ferntree Gully Rd.</p> <p>Encourage redevelopment of 23 Rosemary Court with a well designed built form of contemporary excellent architecture. Office or industrial use in encouraged. Car sales is an option however any vehicle display must not occupy the 20 metre landscape setback or be orientated towards the freeway access road.</p> <p>Encourage consolidation of sites.</p> <p>Provide for a pedestrian link connecting Rosemary Crt (Precinct 5) to Springvale Rd.</p>
<p><b>Built Form</b></p>	<p><b>Existing</b>      Multi - storey industrial and car sales/maintenance buildings.</p> <p><b>Preferred</b>      <u>Building Height:-</u> 16 metres (4 storey).</p> <p><u>Development Setbacks:-</u> 20 metres to Ferntree Gully Rd. 7.5 metres to Rosemary Crt and Monash Access Ramp 3 metres to Monash Freeway.</p>
<p><b>Implementation</b></p>	<p><b>Zones</b>      Retain the existing Industrial 1 zone.</p> <p><b>Overlays</b>      Replace the Design and Development Overlay (DDO1) - Schedule 1 with a new DDO schedule that reflects the preferred building heights and setbacks.</p> <p><b>Works</b>      Investigate options to improve the safety of access and egress from Rosemary Crt to Ferntree Gully Rd.</p>



**Precinct 5A VicRoads site**

<p><b>Location Map:-</b></p> 	
<p><b>Land uses:-</b></p>	<p><b>Existing</b> VicRoads works depot.</p> <p><b>Preferred</b> 4 storey office development.</p> <p>The site is inappropriate for all forms of retail type uses including car/boat sales except for convenience shop facilities for employees of the site.</p>
<p><b>Built Form</b></p>	<p><b>Existing</b> Single storey buildings and vacant land</p> <p><b>Preferred</b> <u>Building Height:-</u> 16 metres (4 storey). <u>Development Setbacks:-</u> 20 metres to Ferntree Gully Rds. 7.5 metres to Monash Access Ramp 3 metres to Monash Freeway.</p>
<p><b>Implementation</b></p>	<p><b>Zones</b> Replace existing RDZ1 – Road 1 zone with Business 2 Zone with schedule to limit shop use to 500m<sup>2</sup>.</p> <p><b>Overlays</b> Replace the Design and Development Overlay (DDO1) - Schedule 1 with a new DDO schedule that reflects the preferred building heights and setbacks.</p> <p><b>Works</b> Nil</p>

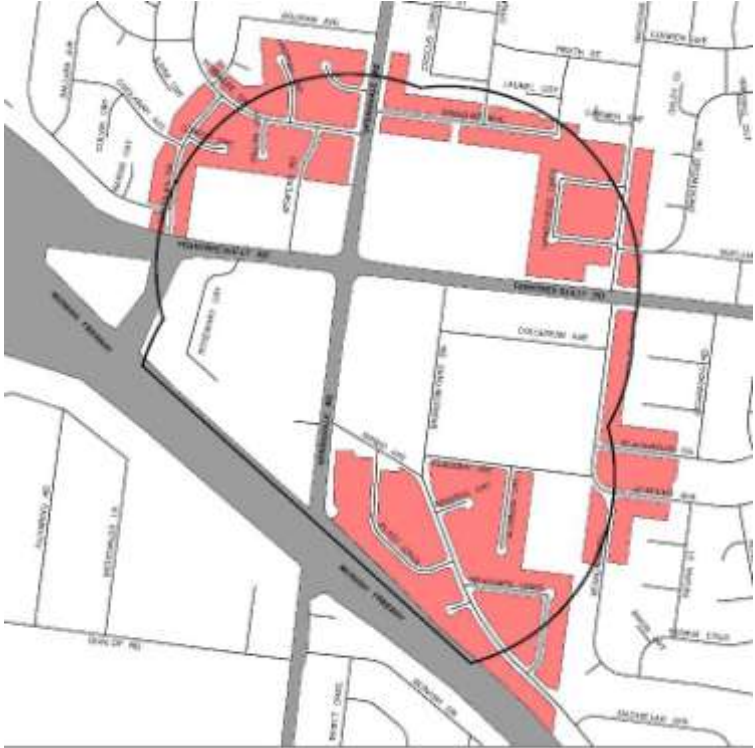
**Precinct 6 North of Ferntree Gully Road and west of Springvale Road**

<p><b>Location Map:-</b></p> 	
<p><b>Land use:-</b></p>	<p><b>Existing</b> School, motel, car wash, petrol station and automobile support services, Telstra exchange, multi unit housing and residential dwellings.</p> <p><b>Preferred</b> No changes to land uses. Expand Motel into properties to the north in Kerferd Rd.</p>
<p><b>Built Form</b></p>	<p><b>Existing</b> Mix of single storey and 2 storey buildings.</p> <p><b>Preferred</b> <b>DRAFT</b> <u>Building Height:-</u> 615-621 Ferntree Gully Rd 10.5 metres (3 storey) with transition to 7 metres (2 storey)  All other properties 7 metres (2 storey)</p> <p><u>Development Setbacks:-</u> 10 metres to Springvale Rd and Ferntree Gully Rd. 7.5 metres to Kerferd Rd</p>
<p><b>Implementation</b></p>	<p><b>Zones</b> Retain Residential 1 Zone</p> <p><b>Overlays</b> Introduce a new DDO schedule that reflects the preferred building heights and setbacks.  Retain Environmental Audit Overlay on 535 Springvale Road</p> <p><b>Works</b> Nil</p>

**Precinct 7 North of Ferntree Gully Road and east of Springvale Road**

<p>Location Map:-</p> 	
<p><b>Land uses:-</b></p>	<p><b>Existing</b> Office/Business park, petrol station, take away food premises, recreation reserve, community centre, police, metropolitan fire brigade, and child care facilities.</p> <p><b>Preferred</b> Retain existing mix of uses.</p> <p>Opportunity for additional office development 2 storey building located not less than 25 metres from the northern boundary and a 5 storey building adjacent to the intersection of Springvale Rd and Ferntree Gully Rd.</p> <p>Satisfy any increase demand for car parking on site.</p>
<p><b>Built Form</b></p>	<p><b>Existing</b> 2 and 4 storey office buildings, Mix of 1 and 2 storey buildings.</p> <p><b>Preferred</b> <u>Building Height:-</u></p> <p>8 metres (2 storey) within 75 metres of the north boundary of 530-540 Springvale Rd.</p> <p>20 metres (5 Storey) within 130 metres of the intersection of Springvale Rd and Ferntree Gully Rd.</p> <p>16 metres (4 storey) on the remaining area of 530-540 Springvale Rd.</p> <p>8 metres (2 storey) on all other land in the precinct.</p> <p><u>Development Setbacks:-</u></p> <p>20 metres to Springvale and Ferntree Gully Rds.</p>
<p><b>Implementation</b></p>	<p><b>Zones</b> Retain existing Business 2, Public Use 1 and PPRZ. zones.</p> <p><b>Overlays</b> Replace the Design and Development Overlay (DDO1) - Schedule 1 with a new DDO schedule that reflects the preferred building heights and setbacks.</p> <p><b>Works</b> Nil</p>

## Residential Interface Area

<p>Location:-</p> <p>Includes residentially used and zoned land generally within 400 metres of the retail core of the Activity Centre.</p>	
<p><b>Land uses:-</b></p>	<p><b>Existing</b> Mainly used for residences, comprising detached dwellings on each lot. There are a few medium density developments. All of the dwellings in this precinct are one or two storeys, and most have been developed within the past 30 years. The area includes several some medical clinics. There are few opportunities for new residential developments due to the lack of vacant land and the relative newness of the existing housing.</p> <p><b>Preferred</b> Continue to provide housing for families in single and two storey detached dwellings and medium density multi-dwelling developments.</p>
<p><b>Built Form</b></p>	<p><b>Existing</b> 1 and 2 storey buildings.</p> <p><b>Preferred</b> <u>Building Height:-</u> 7 metres (2 storey) <u>Development Setbacks:-</u> Prevailing setbacks to maintain streetscape character.</p>
<p><b>Implementation</b></p>	<p><b>Zones</b> Retain existing Residential 1 zone.</p> <p><b>Overlays</b> Nil.</p> <p><b>Works</b> Nil</p>

## **Traffic Management**

The Brandon Park Major Activity Centre is located around the intersection of Springvale and Ferntree Gully Roads. The Monash Freeway abuts the southern edge of the activity centre and has access/exit ramps to both Springvale Road and Ferntree Gully Road.

All three roads are major arterial roads, that carry high volumes of vehicle movements, and that are heavily congested during both the morning and afternoon peak periods. This congestion has an impact on local traffic movements around the activity centre.

### Local Area Traffic Management (LATM)

The principle Local Area Traffic Management (LATM) issue in the area is the high volume of car movements through the residential precinct to the southeast of the intersection of Springvale and Ferntree Gully Roads. This congestion occurs during the morning and afternoon peak periods to by-pass the traffic congestion on the arterial roads bordering the area.

The major focal points are Magid Avenue / Springvale Road and Brandon Park Drive / Ferntree Gully Road intersections with the two main “rat-run” links involving:

- Ferntree Gully Road traffic from the east and north east avoiding queues and delays associated with its intersection at Springvale Road, and
- Wellington Road traffic from the southeast avoiding queues and delays associated with its intersection at Springvale Road and along Springvale Road itself.

Origin - Destination surveys have been undertaken during the 7.30am – 9.30am morning period in April 2004 and June 2007. Both surveys indicate that 2/3rds of the vehicles leaving the area via Magid Avenue is through traffic and around ½ of the vehicles leaving the area via Brandon Park Drive and Strada Crescent is through traffic.

The 2007 survey shows the eastern access points into the precinct being more popular than the 2004 survey. This is reflective of the traffic queue length in Ferntree Gully Road and the reduced use of the service road to access the area via Cootamundra Drive. The 2007 survey also reflects a net reduction in through traffic (brought about by the closure the egress route through the Shopping Centre near Collegium Avenue) but also identifies an increase in traffic in Brandon Park Drive south of Magid Avenue as those motorists continuing to pass through the area seek an alternative route towards Magid Avenue.

From the above it is evident that a significant quantity of motorists will use the area as an arterial road bypass irrespective of the indirect route forced on them.

Improvement to the traffic conditions along the boundary arterial roads through the relief provided by a fully functional EastLink/Monash Freeway is expected to have a significant influence in reducing the quantity of traffic passing through the Brandon Park Precinct.

Observations since the opening of EaskLink indicate a reduction in queues on Ferntree Gully Road and traffic passing through the Brandon Park Precinct but the Monash Freeway upgrade that has followed has had a counter effect and it is felt that this is also having a wider adverse impact on a number of arterial roads in the region.

The true benefit to the residential precinct will not be realised until construction of the 4th lane along the Monash Freeway is completed and use of the arterial road system can be maximised. Further surveys and analysis will be undertaken at that time.

### Brandon Park Secondary College Site

Development of the former Brandon Park Secondary College site, for any use, would add local traffic to the surrounding streets and could be expected to have some impact on the through traffic



issues. The former use of the site, as a Secondary College, contributed significant vehicle movements into the area.

Increased traffic on the local streets, particularly in Brandon Park Drive accessing Magid Avenue or Ferntree Gully Road, will add additional traffic to the exit points of the area.

## **Amendment to Monash Planning Scheme**

Implementation of this Structure Plan will involve amendment to the Monash Planning Scheme. That amendment will include:-

1. Inclusion of a Strategic Statement in Clause 21- the Municipal Strategic Statement.  
Clause 21.06B would identify the Brandon Park Major Activity Centre, place it in context within the hierarchy of Activity Centres in the City of Monash, and reference this Structure Plan in the Monash Planning Scheme.
2. Inclusion of a Policy Statement in Clause 22  
Clause 22.10 – Brandon Park major Activity Centre Policy would the policy link between the Strategic Statement and the Design and Development Overlay controls.
3. Amendment to the Planning Scheme Zone maps to reflect the zone changes proposed by the Brandon Park Major Activity Centre Structure Plan. See Appendix 2.
4. Inclusion of a Schedule to the Design and Development Overlay provisions at Clause 43.02.  
DDO8 – Schedule 8 to the Design and Development Overlay would identify the specific design requirements identified in this Structure Plan and required to achieve the Vision and Objectives for the Brandon Park Major Activity Centre.

Specifically the Schedule will identify for the properties within the Brandon Park Major Activity Centre:-

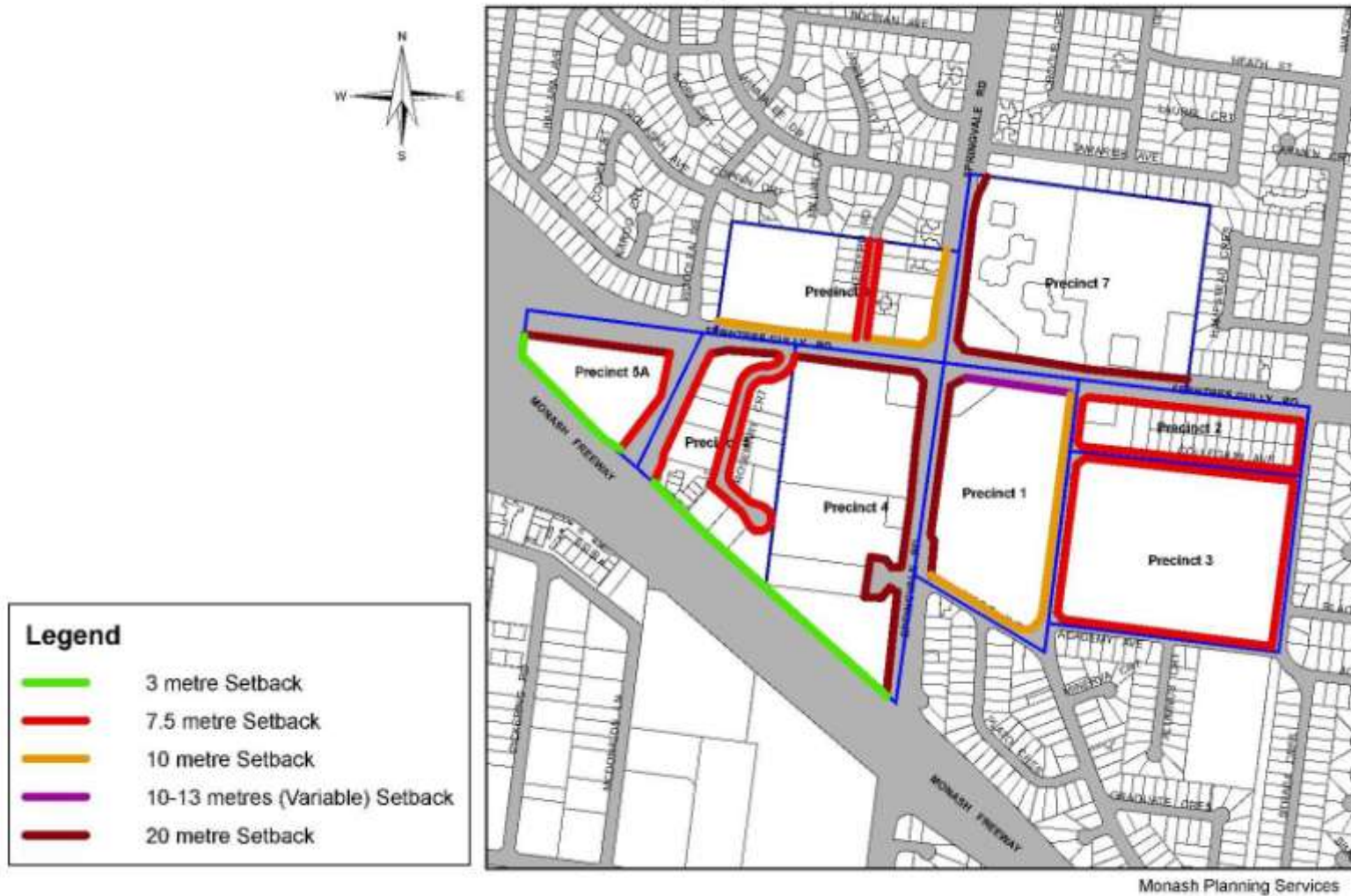
- a. minimum Building/Development Setbacks from street boundaries.  
Development includes buildings and car park areas;  
[see – Proposed Building/Development Setback Plan]
- b. maximum Building Heights.  
Building are to specified in metres above ground level as well as in the number of either commercial or residential storeys. The height of a commercial storey is 4 metres. The height of a residential storey is 3.5 metres.  
[see – Proposed Building Height Plan]

The Schedule will identify that a permit cannot be granted to vary the Development Setback requirement, and that a permit can be granted to vary the Building Height requirement for architectural elements, including parapets and roof forms, that enhance the articulation of the built form that improve the appearance of the building.

A DRAFT of Schedule 8 to the Design and Development Overlay is attached in Appendix 5.

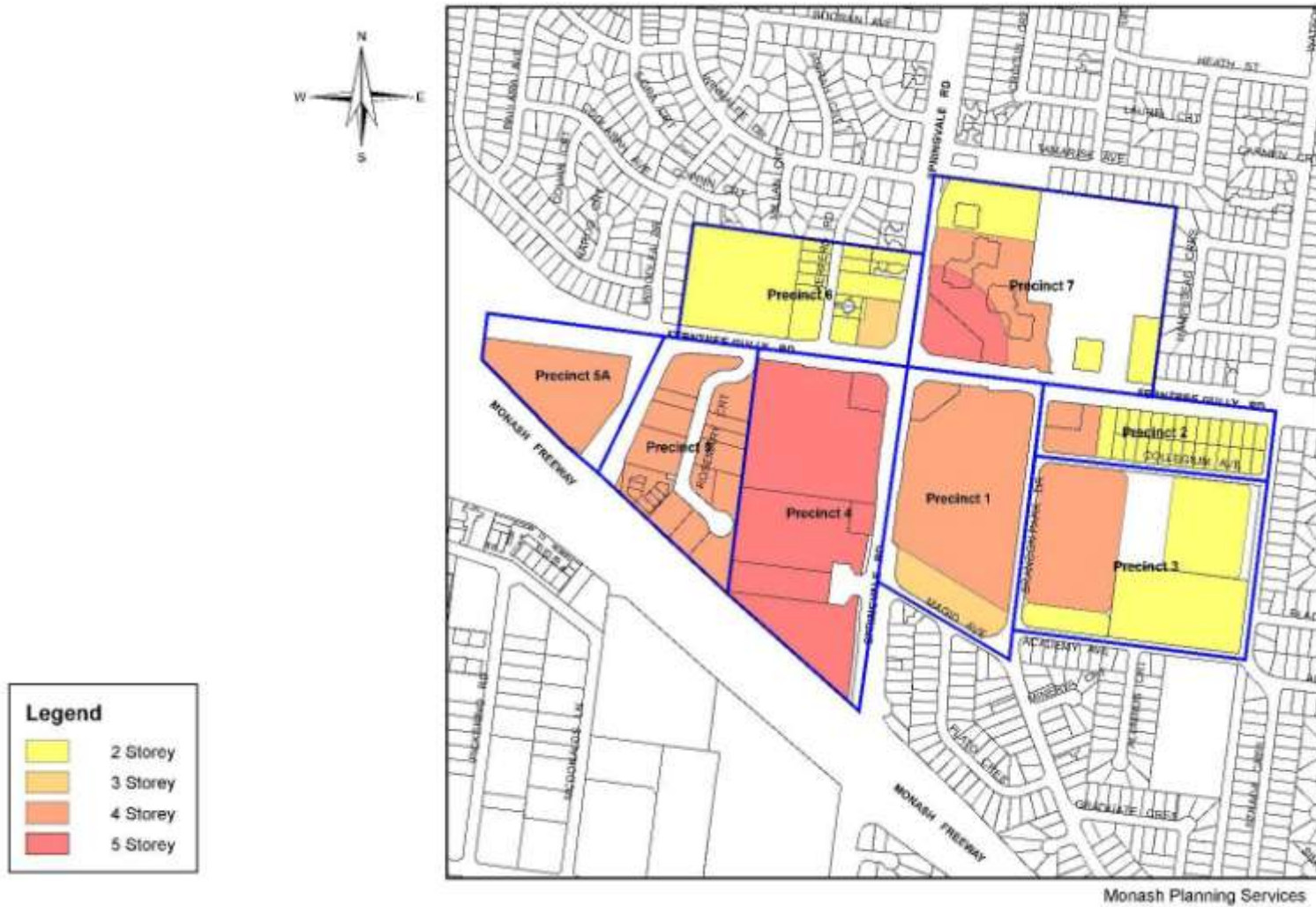
# Building/Development Setbacks Plan

## BPMAC - Building/Development Setbacks



# Building Heights Plan

## BPMAC - BUILDING HEIGHTS PLAN

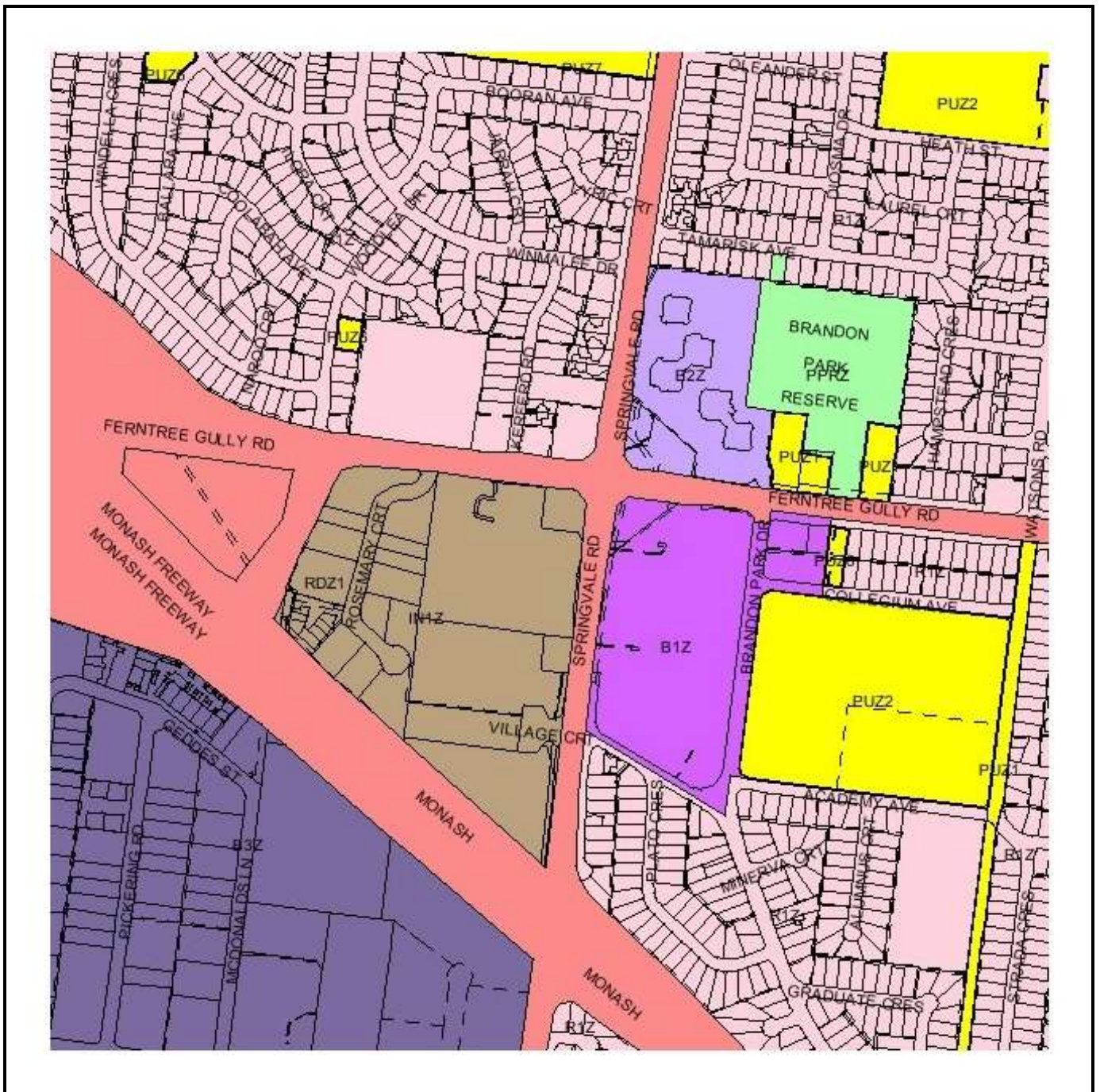


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


# 1. Monash Planning Scheme - Zones (Existing)



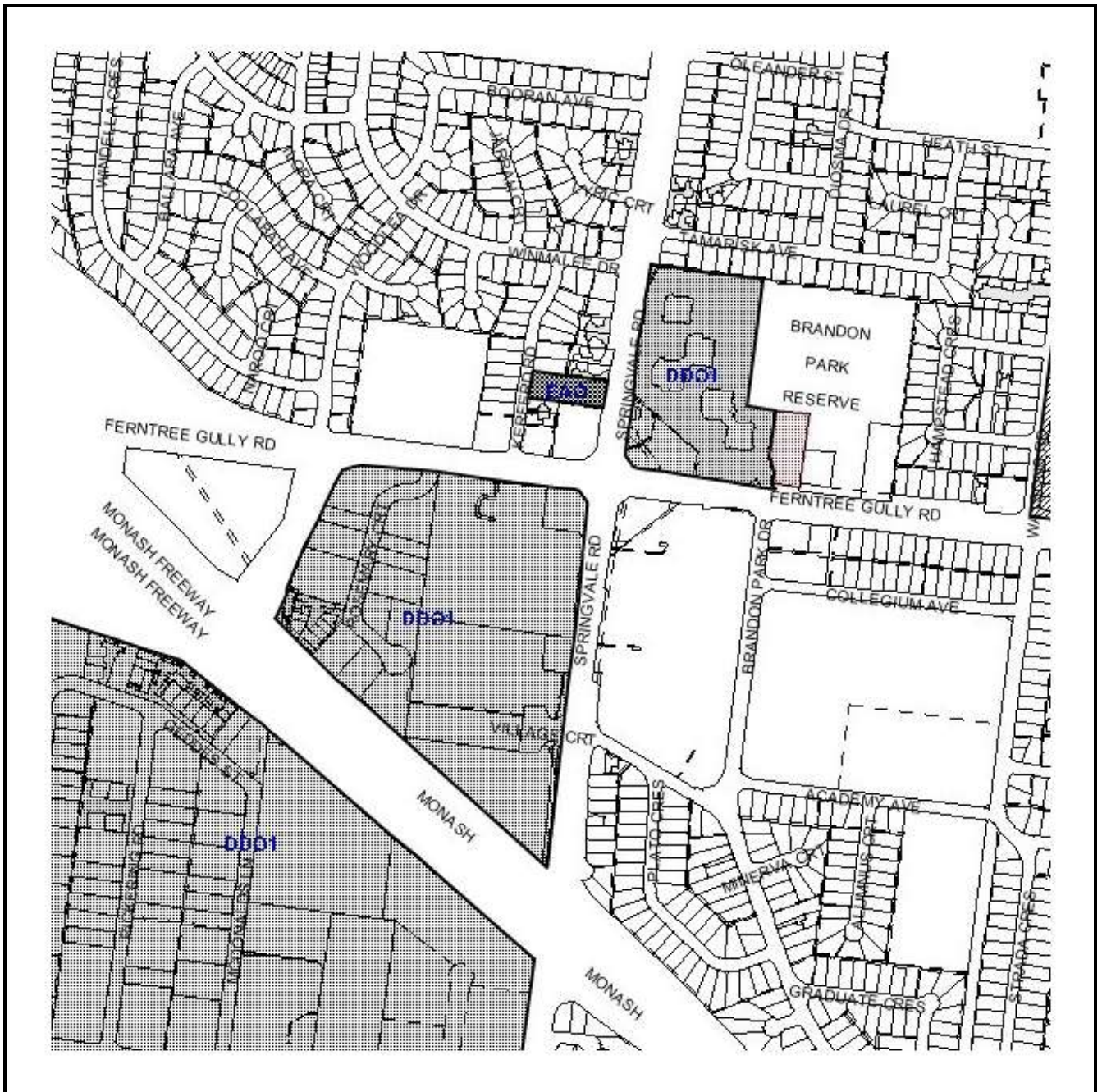
## 2. Monash Planning Scheme - Zones (Proposed Changes)



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Legend	
	R1Z - Residential 1
	B2Z - Business 2
	B3Z - Business 3

### 3. Monash Planning Scheme - Overlays

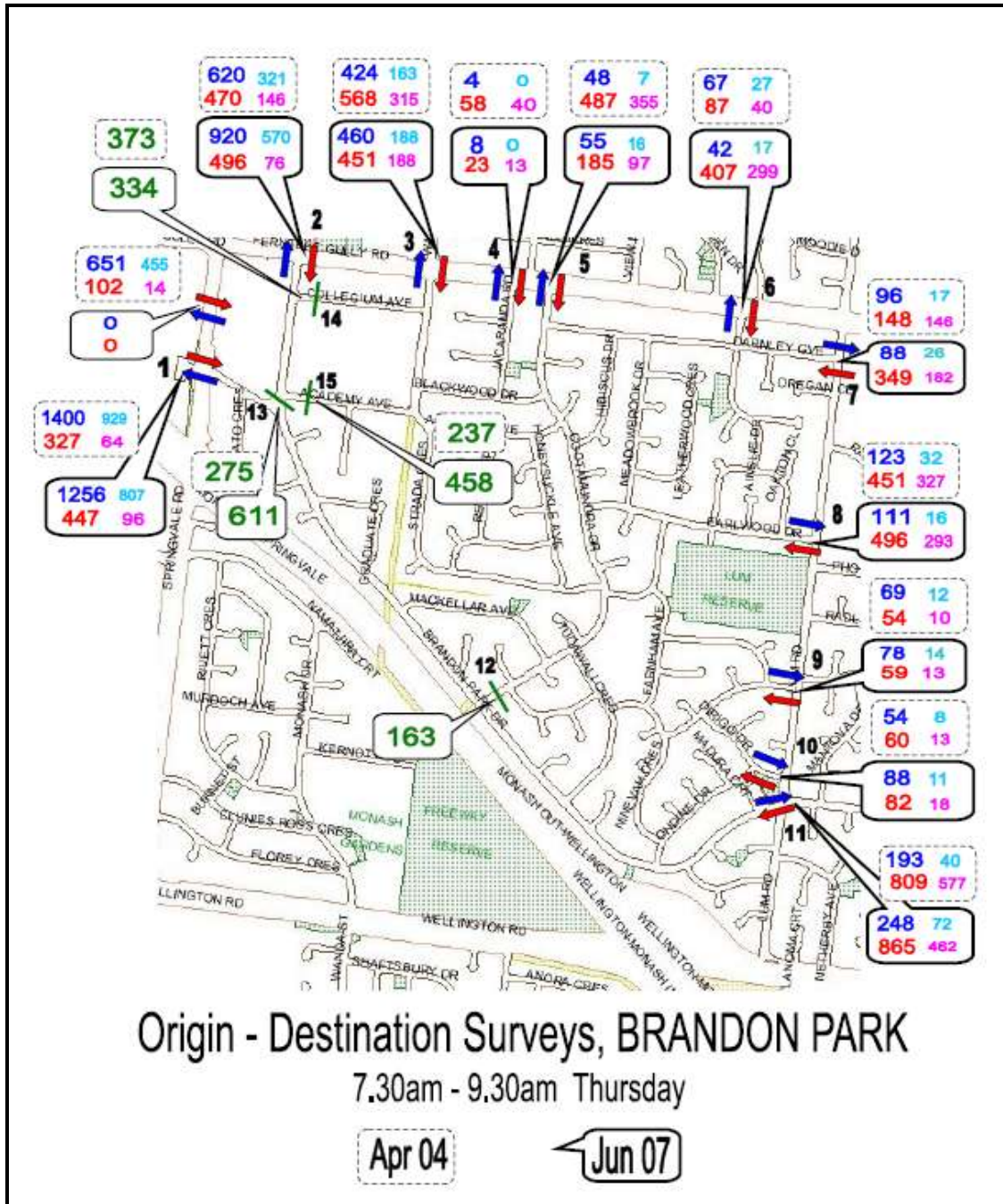


#### 4. Transport and Parking

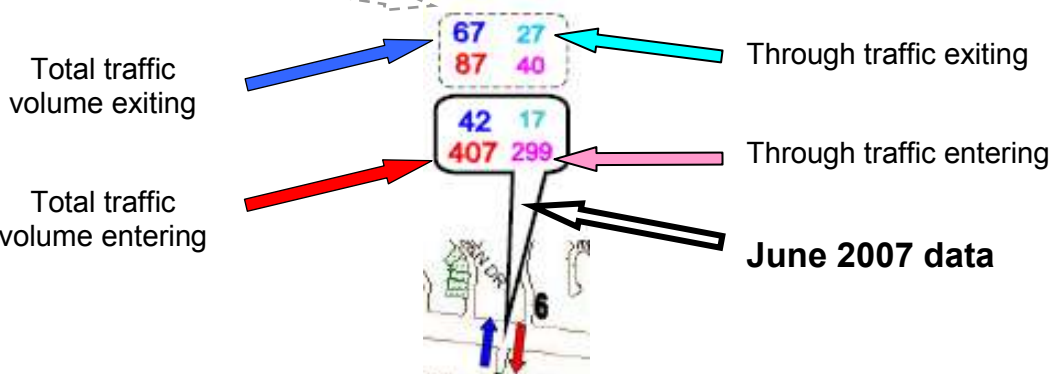
<p><b>Bus Routes and Stops</b></p> <p>BPMAC is serviced by Bus Routes:-</p> <ul style="list-style-type: none"> <li><b>885</b> – Glen Waverley - Springvale</li> <li><b>888/889</b> – Nunawading - Chelsea</li> <li><b>693</b> – Belgrave - Oakleigh</li> <li><b>742</b> – Eastland - Chadstone</li> <li><b>848</b> – Dandenong – Brandon Park</li> <li><b>753</b> – Glen Waverley - Bayswater</li> <li><b>850</b> – Dandenong – Glen Waverley</li> </ul>	
<p><b>Bike Paths</b></p>	
<p><b>Vehicle Parking</b></p> <p>There are no public car park facilities in the BPMAC.</p> <p>Car parking is to be provided on-site as part of the use and/or development of each of the properties within the BPMAC.</p>	



## 5. Traffic Management



April 2004 data



## 6. Proposed – Design and Development Overlay

### SCHEDULE 8 TO THE DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO8**

#### BRANDON PARK MAJOR ACTIVITY CENTRE

##### 1.0 Design objectives

- To ensure that development, including setbacks and landscape treatment, is in keeping with and contributes to the Garden City Character as set out at Clause 21.03-3 in the Municipal Strategic Statement.
- To ensure that development conforms with the design objectives and requirements of the Brandon Park Major Activity Centre Structure Plan - 2008.
- To ensure that the building scale and form in terms of height, bulk and setbacks is compatible with the character of the Brandon Park Major Activity Centre.
- To ensure that development has minimal impact on residential amenity in terms of visual bulk, height, over looking and over shadowing.
- To ensure that car parking, vehicle access and service areas do not visually impinge on setbacks, adversely affect streetscapes or detrimentally impact on the amenity of adjacent residential properties.

##### 2.0 Buildings and works

###### Design requirements

Architecture of contemporary excellence that is energy efficient and sustainable is encouraged.

Building design should minimise the number of blank walls that are visible from outside the site.

The visual mass of buildings must be minimised by articulation in both the horizontal and vertical planes so that long or high walls in a single plane are eliminated.

Development should feature articulation of facades, rooflines, variable colours and materials. Highly reflective building materials should not be used.

Streetscape elements should create an identity with the use of design elements including lighting and art works.

Development must maintain the “Boulevard” character of Ferntree Gully and Springvale Roads.

Development should be framed and softened by vegetation when viewed from any point in the public realm.

Landscaping materials within the activity centre should be consistent with the existing vegetation of Wheelers Hill.

Mechanical plant and/or equipment must be screened from view from the front street frontages and abutting properties.

## Building and car park setbacks

A permit cannot be granted to vary the setback requirements in this Schedule.

Non-residential use buildings must be set back from land in a residential zone or land used for a hospital or school at least the distance calculated by the following formula:

$$\text{Distance} = H/2 + 1.5\text{m}$$

where H = height of building nearest the boundary in metres.

## Building Setbacks

Buildings must be set back from the Road/Street boundary of a site at least the distance specified in the Building Setbacks table to this Clause.

The minimum landscape buffer to the road/street boundary in a Building Setback area is 3.0 metres.

Building Setbacks table

Road/street		Minimum Building Setback
Springvale Road (including service roads)	east side, south of Ferntree Gully Road	20 metres
Ferntree Gully Road	south side, between Springvale Road and Brandon Park Drive	10-13 metres (variable) adopt the same alignment as the decked car park structure as at 1/10/2008.

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## Development Setbacks

Buildings and car park areas must be set back from the Road/Street boundary of a site at least the distance specified in the Development Setbacks table to this Clause.

Development Setback areas are to maintained for site access and landscaped areas.

Development Setbacks table

Road/street		Minimum Development Setback
Ferntree Gully Road	north side, east of Springvale Road, and south side, west of Springvale Road	20 metres
Springvale Road (including service roads)	east side, and west side, south of Ferntree Gully Road	

Road/street		Minimum Development Setback
Brandon Park Drive	west side, south of Ferntree Gully Road	10 metres
Magid Avenue	north side	
Ferntree Gully Road	north side, west of Springvale Road	
Springvale Road	west side, north of Ferntree Gully Road	
Academy Avenue	south side, east of Brandon park Drive	7.5 metres
Collegium Avenue		
Ferntree Gully Road (including service roads)		
Kerferd Road		
Monash Freeway - Access Ramp		
Rosemary Court		
Strada Crescent		
Monash Freeway		3 metres

### Height of buildings and works

A permit cannot be granted to vary the building height or setback requirements in this Schedule except for architectural elements, including parapets and roof forms, that enhance the articulation of the built form that improve the appearance of the building.

Development must not exceed the height specified in the Development Height table to this Clause.

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### Building Heights table

Property	Maximum Building Height
623 Ferntree Gully Road 439-579 Springvale Road 530-540 Springvale Road – within 130 metres of the intersection of Springvale Road and Ferntree Gully Road	20 metres (5 storey commercial)
2 Brandon Park Drive 482 Ferntree Gully Road 602 Ferntree Gully Road 622 Ferntree Gully Road 1-23 Rosemary Court 530-540 Springvale Road – central part of site 580 Springvale Road	16 metres (4 storey – commercial)

Property		Maximum Building Height
580 Springvale Road –	within 50 metres of Magid Avenue	12 metre (3 storey – commercial)
530-540 Springvale Road –	within 75 metres of the north boundary of the property.	8 metre (2 storey – commercial)
6 Brandon Park Drive -	within 130 metres of Brandon Park Drive and more than 30 metres from Magid Avenue.	14 metres (4 storey residential)
615 Ferntree Gully Road -	except within 6 metres of the residential properties at 18-20 Kerferd Road.	10.5 metres (3 storey residential)
Any other property.		7 metres (2 storey residential)

### Fences in front setback areas

A permit is required to construct a fence in the area between the front wall of a building and the street. This includes a front fence and a side boundary fence between the street boundary and the alignment of the front wall nearest the street.

Front fences must be set back from the front boundary of a site at least the distance specified in the table at Clause 4.0 of this schedule.

A fence must be:

- No higher than 2 metres.
- Screened by trees and shrubs planted between the front property boundary and the fence.
- Designed to reflect the style, materials and common characteristics of fences in the neighbourhood.
- Painted a visually recessive colour. Unpainted galvanised steel or wire fencing is not acceptable.

### Engineering design

Established engineering treatments must be used where new streets or accessways, including kerb radii, kerb and channel materials, nature strips and road surface details, meet existing streets.

New accessways and streets must be designed so that they fit in with existing streetscape details. In particular:

- The accessway or street must be no wider than other accessways or streets within the neighbourhood that perform a similar function.
- Kerb details and corner radii of accessways and streets must be consistent with those in similar locations in the street.

### Services

All services, including electricity and telecommunication facilities, must be located underground.

Rubbish enclosures and service areas must be screened and located to the rear of buildings.

Rubbish bins, enclosures and loading docks must not be visible from a street.

### **Exemption from notice and review**

An application which complies with the building and works requirements in this schedule is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

### **3.0 Decision guidelines**

Before deciding on an application, the responsible authority must consider, as appropriate:

- The Brandon Park Major Activity Centre Structure Plan – 2008
- The design objectives and directions of Clause 21.06A of the Municipal Strategic Statement.
- The design objectives and directions of Brandon Park Major Activity Centre Policy at Clause 22.06.
- The design objectives and directions of this schedule.
- Whether the location, appearance, scale, bulk, design, form, layout, and proportion and scale of any proposed buildings and works will:-
  - be in keeping with the character and appearance of adjacent buildings, the streetscape or the area, .
  - have minimal impact on the amenity of adjacent residential properties in terms of visual bulk, height, over looking and over shadowing.
- Whether any proposed landscaping will be in keeping with the Garden City Character objectives and the appearance of adjacent buildings, the streetscape or the area.
- The layout and appearance of areas set aside for car parking, access and egress, loading and unloading and the location of any proposed off street car parking.
- Whether the development will significantly add to the storm water discharge entering the Council's drainage system.
- Whether any existing vegetation that contributes to neighbourhood character will be removed by the development.
- Whether any large native or exotic trees have been proposed that will contribute to neighbourhood character.
- Whether the development has any adverse visual impact on adjacent areas of public open space.
- Whether any steps have been taken to minimise visual clutter caused by overhead services.
- Whether adequate on-site car parking has been provided.