

OAKLEIGH
MAJOR ACTIVITY CENTRE
STRUCTURE PLAN

28 August 2012

[FINAL]



Prepared by:-
City of Monash

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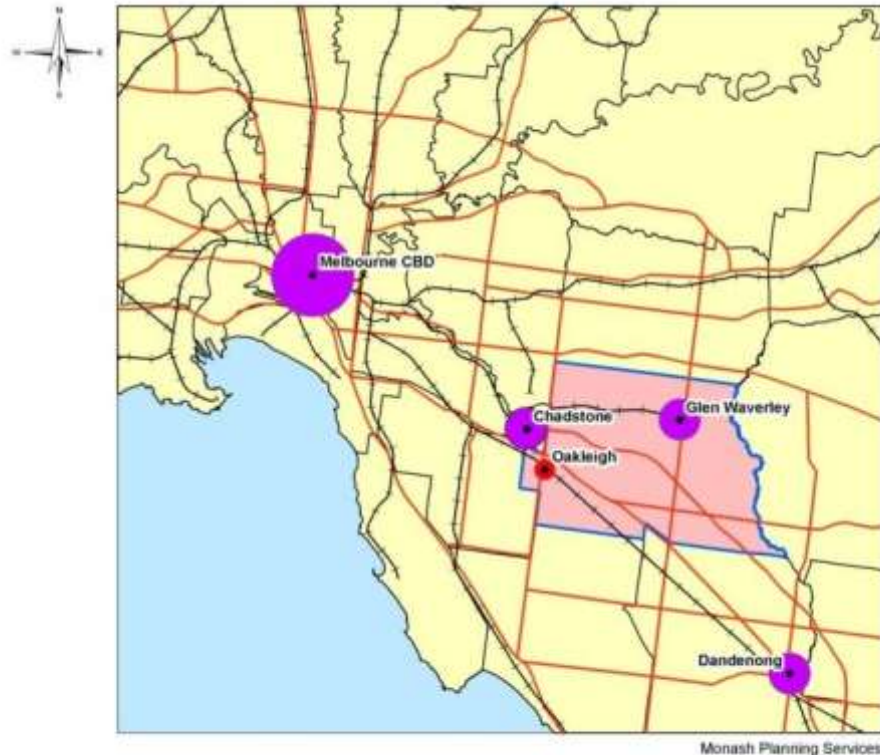
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1 INTRODUCTION

The Oakleigh Major Activity Centre (MAC) is an important part of the historical, cultural, economic and physical environment of the City of Monash and is located approximately 14 kilometres to the south-east of Melbourne's Central Business District. It is situated largely to the east of Warrigal Road, between Atherton Road and the Melbourne – Dandenong railway line. The Oakleigh MAC is one of the primary activity centres in the City of Monash.

Map 1 - OMAC Location



The Oakleigh MAC is a key focus for convenience, multi-cultural and culinary shopping and community services. Considerable development interest has also been directed to the Oakleigh MAC and its environs. Planning applications for commercial buildings have been lodged throughout the activity centre, particularly near Warrigal Road and Hanover Street. There has also been considerable interest in the development of multi unit residential proposals within walking distance of the Activity Centre and the Oakleigh railway station.

The activity centre has excellent access to public transport with trains travelling frequently to Melbourne, Dandenong and Pakenham. It is also a focal place for many bus routes to many of Melbourne's south eastern suburbs, and has a large taxi rank. The area to the north of Atherton Road includes many significant community resources such as public open space, and places for community activities and meetings.

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2 THE STRUCTURE PLAN

Function

The purpose and the function of the Oakleigh MAC Structure Plan is to plan future growth in order to manage change to the physical environment and activities within the Oakleigh Major Activity Centre. Council has prepared the Oakleigh MAC Structure Plan following consultation with the community and business groups and various government agencies. The Structure Plan has also built upon previous studies which were undertaken for the activity centre. These studies recognised the unique characteristics of the traditional town centre whilst providing the opportunity for new development and optimising the existing public infrastructure in the area.

The Oakleigh MAC Structure Plan embodies the policy objectives of both Melbourne 2030 and Melbourne @5 million, to ensure that land use and transport planning and investment contribute to economic, social and environmental goals. It also supports the objectives of the Municipal Strategic Statement (MSS) of the Monash Planning Scheme (MPS).

The Oakleigh MAC Structure Plan addresses both the development and management of public infrastructure, in streets, parks and walkways, and sets private property development parameters for preferred land uses, built form, heights and siting. The Oakleigh MAC Structure Plan provides guidance to the community, government, business and the development industry about appropriate directions and opportunities for change. The Oakleigh MAC reflects community values and aspirations for the future growth of Oakleigh as a place where people will work, rest and play.

Objectives

The Plan defines the specific policy and objectives for the changes expected to occur in Oakleigh, and identifies opportunities and strategies to realise those objectives. The activity centre boundary reflects the need to accommodate the projected growth and change for a 10-15 year period as well as protecting the places of heritage importance within the area.

Implementation

A number of actions and processes are required to implement the Oakleigh MAC Structure Plan. These include amendments to the Local Planning Policy Framework and zoning controls within the activity centre, and Council priorities for asset development.

The Structure Plan is informed by a comprehensive background report drawn from the following documents.

- *State Planning Policy Framework*
- *Melbourne 2030*
- *Melbourne @ 5 million*
- *Transport integration Plan and Transport Integration Act 2010*
- *The Council Plan 2009-2013*
- *Monash 2012 – Strategy for the Future*
- *Urban Design Framework – Oakleigh Shopping Centre 2002*
- *Oakleigh District Centre – Strategic Directions Statement 1995*
- *The Monash Housing Strategy -2010*
- *Outer Eastern Public Transport Plan 2004*
- *City of Monash Bicycle Network Plan 1995*

3 COMMUNITY STAKEHOLDER AND ENGAGEMENT

The Oakleigh MAC Structure Plan has been informed by a number of documents, in particular the Urban Design Framework for the Oakleigh Shopping Centre 2002.

Liaison with key stakeholders and community groups identified and confirmed the following objectives for the centre.

Community Objectives

Strategic Principles

- Take advantage of the current State Government Activity Centre Policy initiatives to promote new development and activity that optimises long-term utilisation of public infrastructure.
- Improve the Centre's legibility and image by defining the centre, its edges and gateways.
- Integrate a balanced mix of complementary residential, commercial and community uses promoting improvements to community and commercial vigour, service markets, catchments and local employment.
- Promote physical integration and interaction between all Oakleigh Town Centre uses in keeping with a traditional town centre character.

Urban Design, Social and Strategic Planning Principles

- Promote a sense of safety and amenity through clear physical linkages, active retail/commercial frontages and an increased residential presence.
- Strengthen and consolidate 'main street' characteristics within the Oakleigh Town Centre.
- Strengthen the existing sense of place and village atmosphere.
- Develop continuous, active street frontages within the centre.
- Encourage innovative design which respects the identified traditional Oakleigh Town Centre character.

- Establish transitions of use and built form to surrounding area.
- Encourage a diverse community by introducing a range of housing opportunities to the activity centre.
- Conserve and enhance the pedestrian-friendly village character and pedestrian amenity.
- Identify solutions for overcoming the physical barriers of the rail line and the Warrigal Road overpass.
- Create an identifiable community hub as a town focus.
- Provide opportunities for public/community art and other cultural expressions.
- Identify community development and socialisation initiatives.
- Enhance the quality of public spaces, pedestrian environments and linkages within the activity centre.

Transport and Infrastructure Principles

- Secure the role of Oakleigh Railway Station as a key gateway to the Centre, providing an attractive alternative to car access.
- Provide a safe, efficient and expanded bus interchange convenient to rail, taxi, 'kiss and ride' facilities and Oakleigh Town Centre activities.
- Provide equitable access and synergy between all forms of public and private transport, including commercial, service, pedestrian and cyclist activity.
- Promote synergies between transport interchange and core centre users.
- Provide legible vehicular access and car parking convenient to the Oakleigh Town Centre.

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4. REGIONAL ROLE AND CONTEXT

The Oakleigh MAC is one of a number of activity centres that form a hierarchy of centres in the municipality. Melbourne 2030 identifies Oakleigh as a Major Activity Centre. The Strategic Framework Plan indicates that the focus for intensive retail and commercial development will be located at Glen Waverly and Oakleigh. The Oakleigh MAC is centrally located in Melbourne's long established middle south-eastern suburbs. There are a large number of long established activity centres located within a 15 minute drive from Oakleigh. These include Chadstone Shopping Centre (1.6km to the north), Glen Waverley Principal Activity Centre, Southland Shoppingtown and Camberwell. People living in the Oakleigh area would be likely to visit these higher order centres for a wider range of comparison shopping and entertainment that is not readily available in centres such as Oakleigh. These centres tend to complement the Oakleigh MAC.

Centres in the middle eastern region similar to Oakleigh in terms of the range of shopping, personal services and entertainment include Caulfield Plaza, Mount Waverley, Brandon Park, and Clayton.

There are also many Neighbourhood Activity Centres and local centres in the Oakleigh MAC trade catchment. These centres are lower in the hierarchy of activity centres to Oakleigh MAC and mainly provide daily and weekly convenience retail outlets and local restaurants and cafes. They are likely to be used by people living or working in the Oakleigh area if:

- they provide a specialised product or service that is not available in Oakleigh; or
- their level of personal service is preferred compared to Oakleigh; or
- the shops are more convenient in terms of accessibility, car parking and multi purpose trips.

Map 2 - OMAC Aerial Photograph



These centres include Carnegie (3km to the north-west), Hughesdale (1.2km to the north-west) and Huntingdale (1.6km to the south-east).




The Oakleigh MAC provides a wide range of convenience shopping and comparison shopping. The activity centre includes modern supermarkets, a traditional market and a wide range of food outlets. It also includes numerous small businesses offering a wide range of goods and services used by households such as clothing, medicines, computing services, travel, banking, real estate, legal services, education and employment services.

Map 3 - OMAC Regional Context



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LEGEND

	Oakleigh Major Activity Centre
	Principal Activity Centres
	Major Activity Centres

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5. OVERVIEW AND KEY ISSUES ANALYSIS

Community Profile

In 2006, the total population of Oakleigh, Oakleigh East and Oakleigh South (the primary trade area of the Activity Centre) was 21,431. The demographic profile of the surrounding community indicates that the population increased slightly between 2001 and 2006. Whilst the changes in the population have been slight, there has been an increase in the middle aged population (35 to 54 age group) and their children. There has also been a decline in the number of the 25 to 34 age group and the very aged (75+ years).

The population is becoming more ethnically diverse with the proportion of Greek people declining, and the proportion of people from countries such as China and India increasing. The resident workforce is also more skilled, as an increasing proportion of the local residents work in the retail trade, professional services, education and training and administration, whilst the proportion of local residents working in areas such as manufacturing, construction, wholesale trades and transport has declined.

Population forecasts by .id Consulting Pty Ltd indicate that Oakleigh alone will increase by 12% to 8,178 people over the next 15 years due to natural increase and in-migration to the activity centre. By the year to 2025, it is forecast that lone person households and couple families without dependents will account for 49% of all households in Oakleigh.

Land Tenure

Lot sizes vary with fragmented ownership.

The fine grain built form of Precinct 1 – Oakleigh Village and the predominantly suburban residential development of the Activity Centre is highly valued by the community. It contributes to the special built form and character of the Centre and its interface. The Oakleigh Village is a place in which the local community feels at home and which reflects their aspirations and sense of place.

This pattern of smaller lot sizes and the predominant lower rise built form while highly valued and identified as one of the key attributes of the activity centre, is also a significant constraint on new development.

There are a number of larger sites, located within the Activity Centre, that have potential to provide significant development opportunities. These sites include privately owned land and land owned by the City of Monash. The sites appear to be currently underutilised. This includes the public car parks within the Oakleigh Village and surrounding precincts. Site consolidation may be required to achieve the potential of these areas.

Given the number of potential redevelopment sites, and the constrained nature of much of the land in the Centre, it is important from a planning policy perspective that the redevelopment potential of these sites is identified.

Redevelopment of these sites, meeting the relevant strategies and objectives, will reinvigorate the Oakleigh Major Activity Centre, build on community access and use, and enhance the economic viability of the activity centre.

Heritage

The Oakleigh MAC is characterised by single and two storey buildings, many of which have heritage significance. The fine grain, low rise built form provides Oakleigh with a unique and highly identifiable character. This character is highly valued by the local community who regard Oakleigh as a favoured place to meet friends and neighbours in local cafés and in public spaces, such as Eaton Mall.

Approximately three quarters of the dwellings in the immediate area around the Activity Centre are detached dwellings on medium sized lots, predominately developed in the inter-war period. The residential streets in the areas surrounding the Activity Centre comprise leafy streets with extensive street

plantings and front private gardens. Most of the adjoining residential areas fall within Residential Character Type “A” defined in the Monash Urban Character Study and Monash Neighbourhood Character Guide prepared by Gerner Consulting Pty Ltd. Type “A” is architecturally defined by pre-Second World War consistently setback single storey dwellings. A number of streets in the areas adjoining the Activity Centre have Edwardian Villas and Californian bungalows of high integrity and intactness. These areas are protected from substantial change by a Heritage Overlay in the Monash Planning Scheme.



Activities and Land Use

The primary focus of the Oakleigh MAC is as a regional focus for higher order goods, speciality retailing, entertainment, mixed commercial uses, offices, apartments, hotels, community facilities and public transport. Most of the local businesses are accommodated in small shops fronting a local street, which together form intact active frontages at street level, with a relatively unified and intact fine grain built form. The retail centre is clustered around the Eaton Mall which is notable for the number of people who enjoy meeting over coffee and cakes at one of the many cafes adjacent to Eaton Mall.

The Oakleigh MAC also includes two shopping complexes that have internal shops and pedestrian circulation. These complexes are the Centro Oakleigh Plaza and the Oakleigh Market, which is presently under renovation. The two complexes provide a

wide range of food outlets, including large modern supermarkets.

The area to the east of Hanover Street, between Burlington Street and the railway line is a significant industrial area that accommodates a wide range of small, medium sized and a few larger industries. The types of industries found in this precinct include car repairs and detailers, distributors of imported goods, and manufacturers of various products. This area is an important generator of employment within the area. In order to determine the significance of this industrial neighbourhood, it is anticipated that it will be included in a municipal wide review of industrial areas at a later date.

The areas within walking distance of the Oakleigh MAC largely comprise residential areas developed in the inter war period and in the post war boom period. Some of these areas are recognised for their heritage significance. Others have undergone considerable change in recent years with the introduction of multi unit residential developments into their streets.

There has been considerable infill medium density residential development in areas adjoining the Activity Centre as older houses have been replaced with two to four dwellings on the same lot. Much of this development in the 1980's and 1990's comprised single storey brick veneer dwellings. On some sites, a dwelling has been replaced by three storey walk up blocks of flats, although the extent of this type of development is relatively limited.

In recent years, the style of infill development has changed and largely comprises contemporary two storey brick dwellings that feature high levels of articulation and design. Between 2001 and 2006, the number of medium density dwellings increased from 557 to 681 dwellings.

Enterprise, Retail and Business Activity

The retail, business services and community core of the activity centre is generally located on the north side of the Oakleigh Railway Station and is bounded by Atherton Road, Warrigal Road and Hanover Street. Within this core area are a wide range of businesses

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and activities primarily serving the local community residing in the suburbs of Oakleigh, Oakleigh East, Oakleigh South, Hughesdale and Huntingdale. This area includes the Oakleigh Centro Shopping Centre.

The Oakleigh MAC contains in the order of 80,000m² of commercial floor space of which approximately 41,000m² is used for retail business and 39,000m² is used for offices and other similar activities. There are more than 360 businesses, of which two thirds are retail and food services. Most of the other businesses are office or service based businesses providing a range of professional services to other businesses and households. The activity centre also contains a number of entertainment and community venues including several education institutions.



Civic, Cultural and Education Facilities

A variety of civic, cultural and education services and facilities are located within the Oakleigh Activity Centre and surrounding interface areas. Council facilities are primarily located within the Civic and Warrawee Park Precinct and include the Monash Public Library, Council Service Centre, Maternal and Child Health Centre, Oakleigh Hall, Monash Seminar and Training Centre and Monash Federation Centre. The Oakleigh Police Station is also located within this area. The vast majority of other private facilities are located within the Oakleigh Village Precinct. The range of services is extensive and reflects the demographic mix and established nature of this area.

A number of primary and secondary schools are located within the immediate vicinity of the Oakleigh Activity Centre, including the Oakleigh Primary School, Sacred Heart Primary School, Sacred Heart Girls College and St Anargiri College. The Central Gippsland College of TAFE – Chadstone Campus and the Holmesglen Institute of TAFE are located approximately 1.1km and 1.7km respectively to the north of the Activity Centre.

Health and Well-being Facilities

A maternal and child health centre is located within the Civic and Warrawee Park Precinct. A number of medical centres and community health facilities are located within the Oakleigh Activity Centre and these include medical, dental and veterinary services.

The Oakleigh Recreation Centre provides for a number of sporting activities, including ball sports, a gym and outdoor swimming pool. A number of various community halls within the activity centre provide for meeting room facilities for various groups, including youth and senior citizens.

As the population increases, there will be a need to upgrade and expand facilities within the area.

Additional medical centres would be supported in appropriate locations. Preferred locations are Precincts 1 and 3.

Housing

A number of residential precincts are included within the Activity Centre. A total of 2,682 households were located within Oakleigh and the surrounding area in 2006. It is estimated that the number of households will increase by 13% and 23% between the years of 2021 and 2031 respectively.



Oakleigh contains substantial areas of heritage buildings, which affect the potential for higher density development. The capacity of Oakleigh to further absorb apartment development is acknowledged in the Oakleigh Design Framework 2002, which aimed to maximise the development capacity of the activity centre while protecting the valued heart of Oakleigh MAC.

Detached housing on single allotments is the predominant housing type in the area. There is a limited number of apartment buildings presently located within the Oakleigh MAC. One apartment building presently being constructed on the south west corner of Oxford and Burlington Streets has been designated for social housing by the State Government.

Council is also supportive of “shop top” housing in Oakleigh, particularly as this will enhance the vitality of the Centre.

Demographic change and external conditions will drive demand for different housing forms in accessible locations and a variety of tenure options.

Open Space

The area is also well serviced with various sporting reserves and facilities within close proximity to the activity centre. Precinct 5 - Civic, Warrawee Park and Heritage - is the predominant area for both active and passive recreation within the activity centre. The Precinct is within easy walking and cycling distance for those located within the activity centre and provides various sports grounds and associated clubrooms and car parking, along with informal recreation.



The Jack Edwards Reserve, Brickmakers Park, Scotchmens Run Reserve, Scotchmans Creek and associated parklands are within the immediate local area. In addition, the Oakleigh Public Golf Course, Metropolitan Golf Club and Huntingdale Gold Club are within reasonable distance of the activity centre.

Movement and Transport

Walking and Cycling

The Activity Centre generally has high street connectivity and the existing shared path network is adequate in most areas. However there is a need to improve pedestrian access from residential precincts to the east. New pedestrian and cycle links would enhance accessibility and safety.

Public Transport

The Centre is well served with public transport. The modal interchange in Portman Street, adjacent to the Oakleigh Railway Station accommodates 11 bus routes, including a SmartBus Route. Two bus routes also access the Oakleigh Railway Station on the southern side of the railway via Houghton Road/Johnson Street.

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A taxi rank is also provided within the interchange area in Portman Street.

Traffic Management

Vehicular access to the activity centre is mostly provided via a grid network of collector roads and local streets feeding from Princes Highway, Warrigal Road, Poath Road, North Road and Huntingdale Road. The principal access routes are Atkinson Street, Atherton Road, Burlington Street, Haughton Road and Kangaroo Road. Other access routes include Drummond Street, Willesden Road and Mill Road.

Although located immediately to the east of Warrigal Road, the Oakleigh Major Activity Centre has minimal frontage directly onto this arterial road. The main point of access to the activity centre is from the signalised intersection of Warrigal Road and Atherton Road.

Atherton Road provides a significant non-local traffic east – west connection through the Centre from Warrigal Road to Huntingdale/Dandenong Roads.

The Golf Links/Hanover/Atkinson road link forms a very busy connective north-south traffic route, used by a significant portion of motorists as a by-pass to Warrigal Road. However, this route is also an integral means of access to the Centre and with Atherton Road, provides 'passing trade' opportunities for future development.

South side of the railway line, Haughton Road carries an established component of traffic passing the Activity Centre. Much of this traffic links with Huntingdale Road to the east and Kangaroo Road to the west.

Vehicle movement within the Oakleigh Village Precinct (the retail core of the Activity Centre) is circuitous and can get very congested during peak times. Station, Chester, Portman and Jones Streets operate as one-way streets.

This one-way network minimises the complexity of traffic movements and congestion at street intersections, however vehicle movements associated with motorists seeking parking spaces within the core of the activity centre can cause congestion and difficulties particularly in Chester and Portman Streets.

Cars and Parking

Customer car parking is conveniently located throughout the Oakleigh MAC. Most off street car parking is provided in public car parks under Council's management. Additional car parking is provided under the Centro Plaza.

In September 2007, Monash City Council prepared a Parking Precinct Plan for the Oakleigh Major Activity Centre. The primary objectives of the Oakleigh Parking Precinct Plan are:

- to ensure the appropriate provision of car parking spaces in the Oakleigh Major Activity Centre; and
- to provide for a statutory funding mechanism for cash-in-lieu payments.

Contribution to the Oakleigh Parking Precinct Plan will assist in funding the development of a multi-deck car park on the Atkinson Street / Palmerston Grove site. This car park will provide an additional 208 car parking spaces in the activity centre.



The Oakleigh Parking Precinct Plan applies to land zoned for business purposes located to the east of Warrigal Road and north of the railway line. It does not include the Oakleigh Centro Shopping Centre.

Council's off-street car parks are generally provided to the periphery of the core retail area, mainly to the north and east. Locating car parks around the periphery of the core retail area assist in minimising traffic movements within the area which in turn provides a significant benefit to the pedestrian environment within the Oakleigh MAC.

Where existing public car parks are redeveloped, that development should ensure that adequate new car parking spaces are provided for that use and development, as well as ensuring that the total number of public car parking spaces within the Oakleigh MAC is not reduced.

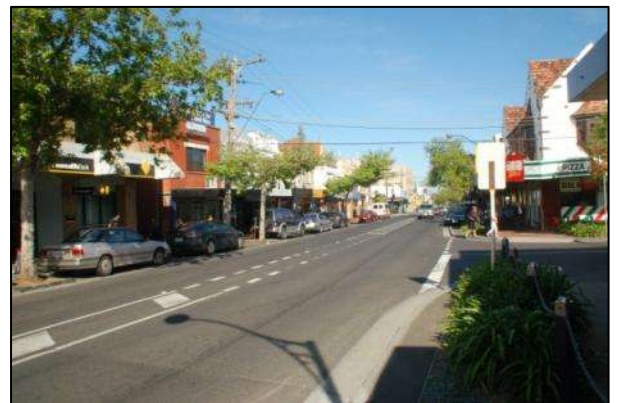
Urban and Built Form

The existing character of the Oakleigh MAC is derived from pre-WWII civic and retail development on flat topography. This reflects the development of the original Oakleigh township and includes civic, retail, market and transport related functions, which tend to centre on several precincts.

The civic role of the area is represented by the Atherton Road and Drummond Street rectangle with larger road widths, building

setbacks of several metres, broad lot widths and a range of major public buildings developed in the Inter-war Classical Revival styles. The Pioneer Memorial Park and Warrawee Park form an integral part of this precinct.

The retail function forms the core of the area and is best represented by Atherton Road, between Station and Hanover Streets, and by the Eaton Mall area within a unique 'Victorian' street grid pattern. The village character of this area is defined by the narrow road widths, small lot frontages, two storey Federation and Inter-war buildings featuring concrete, red brick, terracotta tile, steeply pitched roof lines and architecturally detailed upper storeys.



Planting and streetscape works include tree planting and paving and have been consistently applied throughout the area.

The market and transport functions have developed within a complex of roads and larger lot areas to the south of the retail core and are heavily influenced by roadways and parking which fragment the area and reduce the visual definition of the Oakleigh 'Town Centre' in this location.

To the south is the Railway Station and environs, which consists of car parking and a bus interchange.

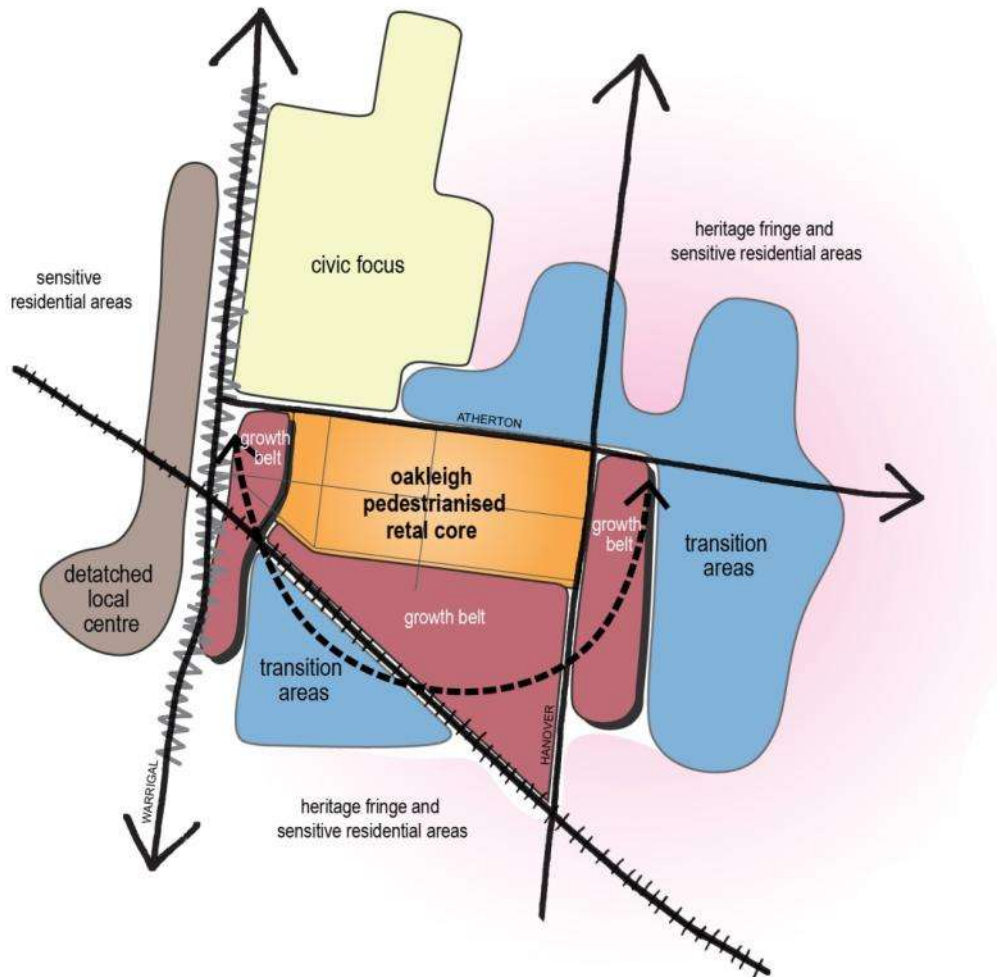
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Elements that contribute to the current character of the Oakleigh MAC include:

Civic area	Retail area	Rail/Market area
<ul style="list-style-type: none"> • Large lot widths. • Generous building setbacks. • Red brick Inter-war Classical Revival building styles. • Formal open space. • Key public buildings. 	<ul style="list-style-type: none"> • Compact, dense building arrangement with strong corner definition (major buildings). • Red brick, two storey buildings with detailed roof lines and upper storeys. • Consistent landscape and streetscape treatment. • Poles and overhead services. 	<ul style="list-style-type: none"> • Large lot sizes. • Road, parking and commercial uses. • Vehicle related infrastructure. • Visually intrusive advertising signs.

Urban Design Structure

The centre core has a unique Victorian street grid pattern and village character. Furthermore there are three urban and built form typologies identified:- civic area, retail area and the rail/market area. The structure plan seeks to reinforce their essential attributes, noting strategic development opportunities and higher built form within select areas.



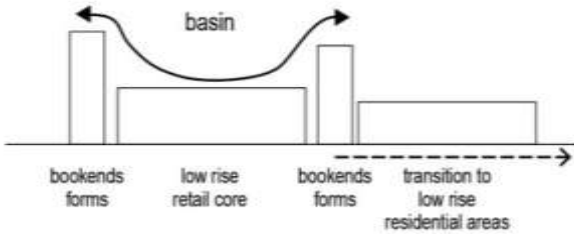
Hansen Partnership Pty Ltd, March 2011

The evolution of the urban structure under the Oakleigh MAC Structure Plan will comprise the following attributes.

- A central retail core grid which comprises the 'old town', the expanded town core and eastern fringe development opportunities which will retain the intimate pedestrian environment and highly walkable village character. This is achieved through limiting height, maintaining consistent street edge/treatments to buildings and encouraging primary, street-based retail activity.
- Identification of a 'growth belt' which forms a U shape south of the central retail core, characterised by higher forms with the greatest opportunity for development consolidation.

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- The combination of these two elements will establish a 'basin' in the central grid with taller forms at the edges, forming bookends along Warrigal Road and Hanover Street.



Hansen Partnership Pty Ltd, March 2011

- Transition areas' will radiate out from the grid and growth precincts in all directions. These areas will step down in built form to a mostly three storey domestic format and scale.
- A 'barrier area' associated with physical interventions formed by the rail line and Warrigal Road (and their associated bridge structures) offer opportunities for consolidation given they are less sensitive in terms of amenity and heritage impact. Facilitating development in these areas and reinvigorating the image of these areas will be key to implementation whilst ensuring they interact sensitively with residential abutments to the west.
- A civic area which is focussed around the extensive public open space, cemetery, and Monash's Oakleigh Service Centre (comprising a series of traditional buildings fronting Atherton Road) will remain relatively static in built form terms and a focal point for a range of civic activities.
- Focal points of activity are dispersed throughout the centre and include the Oakleigh railway station, Oakleigh Market, Eaton Mall, Centro Shopping Centre and future form on Hanover Street. These destinations will be highly accessible for pedestrians/cyclists and be serviceable by bus, private vehicle and railway.
- Hanover Street and Atherton Road are the primary access routes which form the key axis for vehicular through traffic. They also function as active streets which need to contribute a high amenity pedestrian environment.

This urban form structure is supported by a hierarchical movement network that prioritises improvements to pedestrian and cycling movement with improved links to the bus network and railway station services. Through retention of Council and public car parks at the periphery of the centre, a greater focus on pedestrian movement is encouraged.

6. THE VISION

The vision for the Oakleigh Major Activity Centre is:-

The Oakleigh 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.

It will be a vibrant and prosperous Activity Centre, which retains its strong sense of identity and its multi-cultural character. It will remain the focal point for the community, fostering its social and cultural development.

The centre will provide a range of employment opportunities in enterprises that provide a diverse range of services.

It will provide a diverse range of residential buildings to enable a greater choice of housing for the community.



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7. STRATEGIC RESPONSE – The FUTURE

Objectives

The structure and activities of the Oakleigh MAC will maximise opportunity and choice for people while ensuring their well being and connection to place.

The retention of the existing town centre/village atmosphere and character of the Oakleigh MAC will provide the opportunity to develop a unique centre that reflects its strong sense of identity in order to be an attractive and safe place to work and visit.

The identity and economic viability of the Oakleigh MAC will be enhanced by retaining the town centre/village atmosphere and the cultural and heritage character in Precinct 1 – Oakleigh Village.

Strategic Response

Clause 21.06-3 of the Monash Planning Scheme identifies a number of Strategic Directions for the Oakleigh MAC which includes the following:

- Encourage redevelopment and concentration of activity as well as maintaining the existing historical/cultural resources of the Centre.
- Encourage medium to high rise development within the Centre (4-8 storeys).
- Encourage a wide range of arts, cultural and entertainment facilities.
- Encourage restaurant uses.
- Encourage office uses where contiguous retail frontage is not compromised.
- Ensure pedestrian and cycling linkages are enhanced.
- Encourage greater public transport linkages and service.
- Ensure parking is provided to meet the needs of the Centre.
- Ensure appropriate interfacing with nearby residential areas.

The forecast growth in employment, retail and educational facilities will necessitate redevelopment in the activity centre, with specific opportunities for subdivision and consolidation. Future growth must maintain a high level of amenity and sustainable urban design.

There will be an increased need for public transport, extended pedestrian and cycle paths, and car parking consolidated in multi-decked facilities.

New buildings will respond to topography and natural features, and incorporate energy saving and sustainable design features. New buildings on main streets will have active frontages.

There is need to extend the hours of activity in the Oakleigh MAC to enhance safety and liveability.

The proposed activity centre boundary is constrained by surrounding land as it consists of largely residential precincts, many with significant heritage value. Accordingly, added capacity will need to be by vertical growth on sites surrounding the core that respects and complements the character and image objectives for the Oakleigh Village Precinct.

The objectives, strategies and actions to achieve the vision have been included below in the following key elements:

- Activities and land Use
- Built Form
- Public Realm
- Movement and Transport
- Cultural and Environmental Values

Activities and Land Use

Diversity and Inclusion

Objective:

To maximise opportunity and choice in the Oakleigh MAC, while ensuring community well being and connection to place.

Strategies

The Structure Plan will enable growth and change in the Oakleigh MAC while maintaining amenity, access and liveability in the Centre. The Structure Plan will facilitate opportunities for adults to age in place and for young people to have work and recreation opportunities within the Centre.

The Plan will achieve improved access to a broader range of activities and uses through land-use planning and development, and the facilitation of initiatives to ensuring that the physical environment supports people's well being.

Actions

1. Encourage and promote the appropriate redevelopment of the Strategic Development Sites within the Oakleigh MAC.
2. Where applicable and in conjunction with corporate owners, establish performance criteria and master-plans for renewal and redevelopment.
3. Encourage the provision of more cultural and entertainment activities within the Oakleigh MAC.

Residential

Objective:

Housing will be diverse in size and form and of sufficient quantity to accommodate all household types to meet the needs of the community.

Strategies

The Plan aims to increase the number of dwellings within the Oakleigh MAC and to increase the range of medium and higher-density housing options during the Structure Plan's 10-15 year life cycle.

Redevelopment of the identified Strategic Development Sites has the potential to

provide up to 3500 new residential dwellings located within the Oakleigh MAC.

Medium-density residential development, on smaller lots, will occur incrementally and will create a transition to the surrounding lower-density areas.

Actions

4. Facilitate higher-density residential and mixed-use developments on key development sites and other locations that provide high accessibility to public transport, facilities and services.
5. Encourage new residential housing, particularly affordable housing, within the existing buildings of the core of the Oakleigh MAC and at the periphery, utilising higher built forms.
6. Encourage the use of upper levels of existing buildings within Precinct 1 – Oakleigh Village with emphasis on the provision of residential “shop top” housing.
7. Ensure applications for new residential development over 3 storeys, meet the standards in the State Government Guidelines for Higher Density Residential Development and the Development Framework.

Enterprise, Retail and Business

Objective:

Enterprise is able to establish and grow to meet demand in the activity centre.

Strategies

The Structure Plan will encourage a range of retail and business uses to meet local and regional needs through facilitation, partnerships and capital works projects.

The Structure Plan will encourage new commercial use and development that builds on the strengths of the Oakleigh MAC to enhance economic vitality and its focus as a cultural meeting place.

Actions

8. Encourage the continued development of the Café Culture/Community meeting place character of the Oakleigh MAC.
9. Promote the image of the Oakleigh MAC as a valued destination within the

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south east sector of metropolitan Melbourne.

10. Promote the development of a large retail store/supermarket on Hanover Street, in the north east sector of the Oakleigh MAC to act as an anchor/focal point of commercial activity in this location.
11. Encourage the expansion of the broad mix of commercial and residential uses that support the viability of the Oakleigh MAC.
12. Encourage medical and community health centres to locate within the commercial precincts of the Oakleigh MAC.

Civic, Cultural and Community Facilities

Objective:

Civic, cultural and community facilities and services will be high quality, integrated and accessible to the community.

Strategies

The Structure Plan will encourage high quality and accessible civic, cultural and community buildings and spaces through engagement, facilitation and capital works projects.

Actions

13. Promote the development of a small public meeting place/pedestrian “plaza” in the north east sector of the Oakleigh MAC to act as a focus for community activity.
14. Evaluate the need for more meeting room facilities within the Activity Centre, and additional services for the elderly.

Built Form

Objective:

Buildings will enhance public spaces, connect well to their streets, be energy and resource efficient and able to accommodate changing uses over their lifetime.

Strategies

The Structure Plan will encourage the retention of the existing strong sense of identity and the traditional and cultural character of Precinct 1 – Oakleigh Village of the Oakleigh MAC.

The Structure Plan will ensure that the form and scale of buildings respect the context of their surrounds, and comply with the design objectives relevant to its precinct, particularly Precinct 1 – Oakleigh Village, within the Oakleigh MAC.

The Structure Plan will ensure that the interface of new development with any adjoining residentially zoned land is designed to respect the amenity and built form of the adjoining residential land use.

The Structure Plan will ensure that residential amenity standards for both new and existing residential development are adequate.

The Structure Plan will encourage buildings to be designed having regard to the specific needs and requirements of all people, including those with limited mobility.

The Structure Plan will encourage buildings that maximise their highest and best use.

Actions

15. Encourage and promote shop-top housing in Precinct 1 – Oakleigh Village and Precinct 3 – Commercial Periphery.
16. The Activity Centre will accommodate the development of medium to high rise residential development (4-8 storeys) on appropriate sites within Precinct 3 – Commercial Periphery of the Oakleigh MAC.
17. In new higher and medium-density residential and commercial development, reduce vehicle access points and locate parking access at the rear of the development where possible.

Public Realm

Objective:

Public places, streets and parks are accessible, comfortable, delightful, safe and well-maintained.

Strategies

The Structure Plan will encourage the provision of attractive and safe public spaces within the Oakleigh MAC to enhance community interaction, health and connectedness.

The Structure Plan will encourage public spaces in the Oakleigh MAC that are well designed and enhance community safety through informal surveillance, lighting and appropriate landscaping.

The Structure Plan will encourage public spaces within the Oakleigh MAC to become preferred meeting locations and a resource for community learning and interaction.

Actions

18. Encourage the on-going works within the Warrawee Park Heritage Precinct comprising the restoration and enhancement of buildings and landscapes at Warrawee Park, DW Nicoll Reserve, Oakleigh Pioneer Memorial Park, Oakleigh Primary School and Oakleigh Bowling Club.
19. Enhancement of the "Western Gateway", the area in front of the Oakleigh Station and its surrounds, including the bus interchange area.
20. Improve connections to and between existing public places, car parks and major attractors within and surrounding the Activity Centre.
21. Encourage the continuation of the program of urban design improvements to the public realm both within and surrounding the Oakleigh MAC.

Movement and Transport

Objective:

Pedestrian needs will have priority on streets, with improved access to public transport.

Traffic will move more efficiently and children will have safe paths to schools and parks.

Strategies

Integrate transport modes to improved pedestrian access to the Oakleigh Railway Station and bus interchange, and improve safety in the surrounding streets for pedestrians.

Promote sustainable access to the Oakleigh MAC by encouraging walking and cycling through the provision of safe and accessible public spaces.

The Structure Plan will ensure that an adequate supply of car parking is provided to meet the demand needs of the Oakleigh MAC.

The Structure Plan will encourage the increased use of public transport to access the Oakleigh MAC.

Actions

22. Encourage the development of pedestrian links between the key attraction locations within the Oakleigh MAC. Specifically the Oakleigh Railway Station, Oakleigh Civic Precinct, Eaton Mall, Centro and the public car parks located at the periphery of the Precinct 1 - Oakleigh Village.
23. Enhance the walkability of the Oakleigh MAC by improving the urban design characteristics and pedestrian focused public realm including the links to Eaton Mall.
24. Ensure that adequate car parking is provided to meet the changing demands and requirements of both the Oakleigh MAC and the individual uses and developments located within the activity centre.
25. Ensure that where existing public car parks are redeveloped, that development provides adequate new car parking spaces for that use and development, as well replacing the

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- public car park spaces so that the total number of public car parking spaces within the Oakleigh MAC is not reduced.
26. Provide mid block pedestrian links from Atherton Road to Chester Street and Chester Street to Portman Street. between Eaton Mall and Hanover Street
 27. Establish strong pedestrian linkages to Precinct 1 - Oakleigh Village.
 28. Enhance the public realm by an ongoing program of public works to improve pedestrian spaces and streetscapes that complement the identified and valued character of the Precinct 1 - Oakleigh Village.
 29. Encourage the improvement of links between Centro and the surrounding public spaces and streets, particularly Eaton Mall.
 30. Encourage improvement of the transport interchange and Railway Station.
 31. Encourage improvements to the pedestrian access and links to the Station and to the precincts to the south of the railway line.
 32. Encourage the improvement of signage within the Centre to improve pedestrian way-finding within the Oakleigh MAC.
 33. Encourage the development of bicycle pathways to link to existing bike infrastructure and train and bus terminals within the Oakleigh MAC.

Cultural and Environmental Values

Objective:

Areas of cultural and heritage significance will be conserved, enhanced, and integrated into both public and private developments.

Strategies

The Structure Plan will provide opportunities for landscaping, and enhancement of heritage sites, in order to improve the amenity of public places.

Actions

34. A number of buildings, located close to the periphery of the activity centre, which date from the inter-war or earlier periods could be refurbished to respect and complement the character objectives of the Oakleigh MAC.
35. Council will assess development applications for sites identified in the Monash Planning Scheme Heritage Overlay against established performance criteria in the Heritage Policy.
36. Encourage the use of water sensitive design techniques to produce ecologically sustainable development within the Oakleigh MAC.
37. Encourage Australian Best Practice in environmental sustainable design in relation to building energy management, construction materials, indoor environmental quality, waste management and transport.

Education Facilities

Objective:

To promote education facilities that are of high quality and accessible to the community.

To recognise the continued operation of school facilities which are located within and adjacent to the Oakleigh MAC, including a number of existing primary schools, secondary colleges and tertiary institutions, that enhance community life and engagement.

Strategies:

Encourages the maintenance, expansion and enhancement of high quality education facilities located on the periphery of the Activity Centre.

Encourages the use of education facilities to become a resource for the community and help promote connection between residents. The location of these facilities within or close to the Activity Centre will facilitate the continued operation of an important component of the Village based centre.

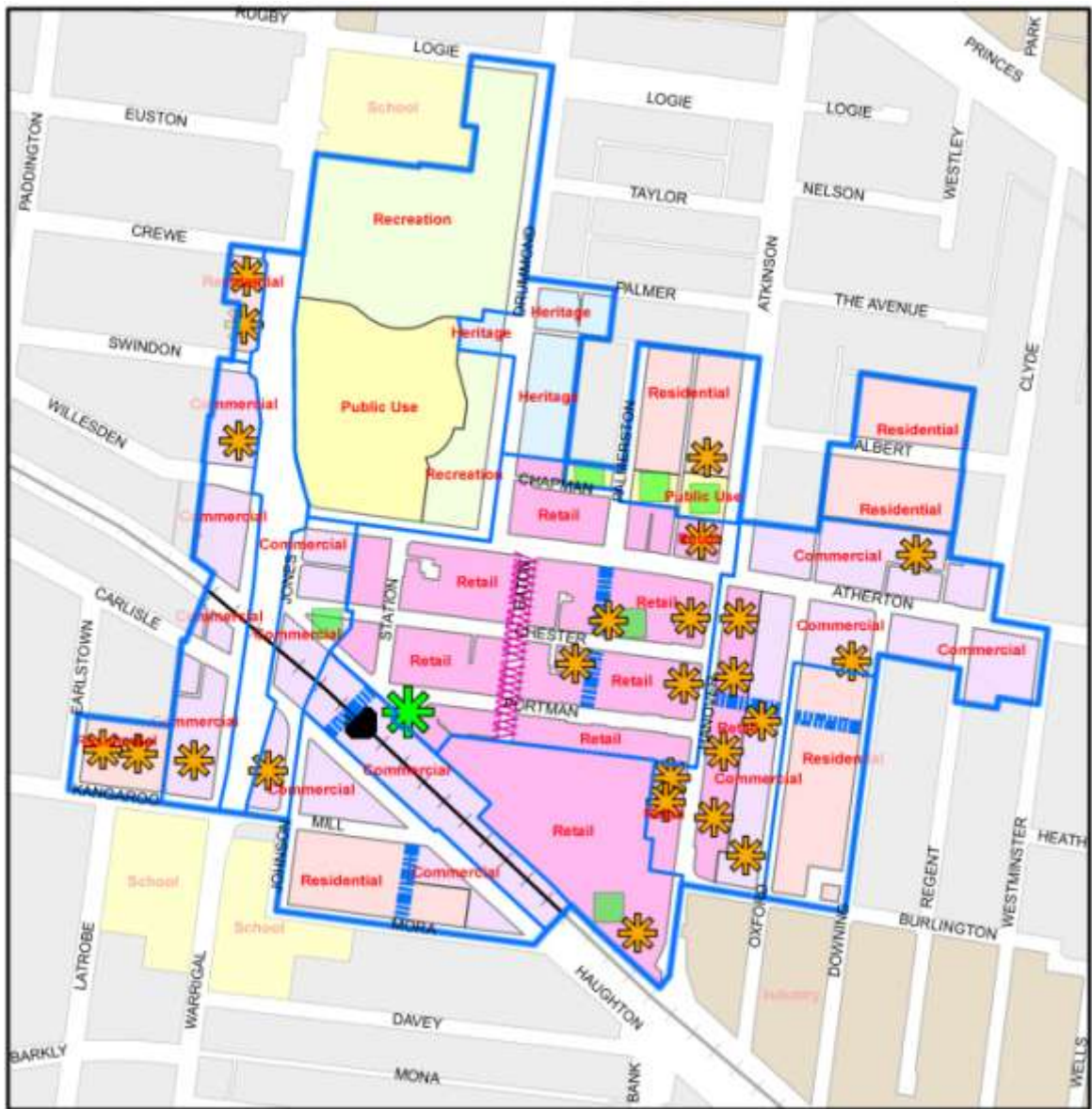
Actions:

38. Encourage strong linkages with education facilities to provide venues for community life.
39. Education facilities are encouraged to develop master plans to identify short to medium term needs and requirements for the continued operation and development of each facility.














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8. DEVELOPMENT FRAMEWORK

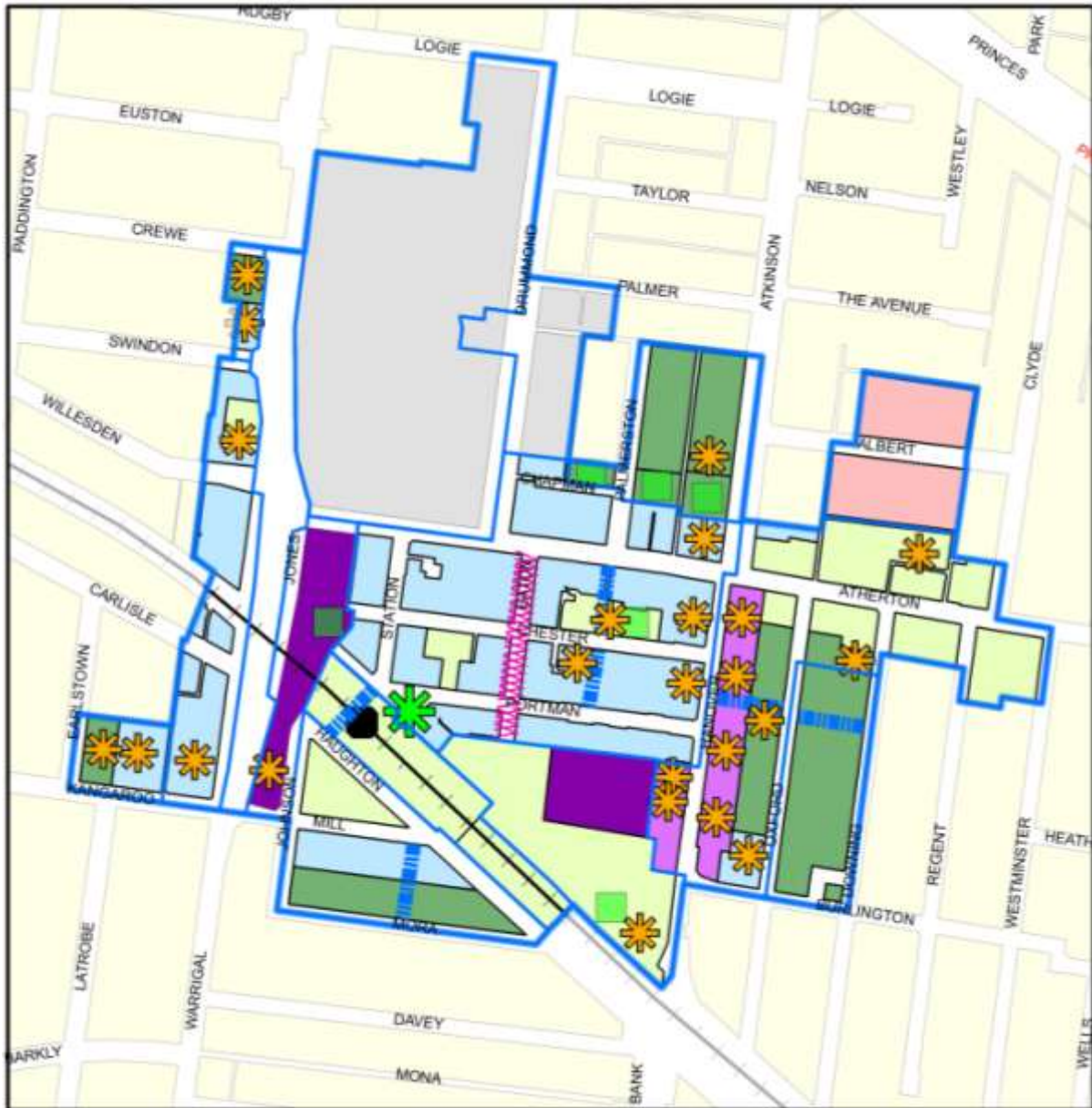
Map 4 – OMAC Activity and Land Use Plan

















LEGEND

- | | | | |
|---|------------------------------------|---|--|
|  | Eaton Mall |  | Retail - Retail/Commercial/Residential above |
|  | Strategic Development Sites |  | Commercial - Commercial/Residential above |
|  | Car Parks |  | Residential - Medium Density |
|  | Oakleigh Village - Western Gateway |  | Heritage & Community |
|  | Pedestrian Links |  | Public Use |
|  | Oakleigh Station |  | Recreation |
|  | Railway Line | | |

Map 5 - OMAC Preferred Building Heights

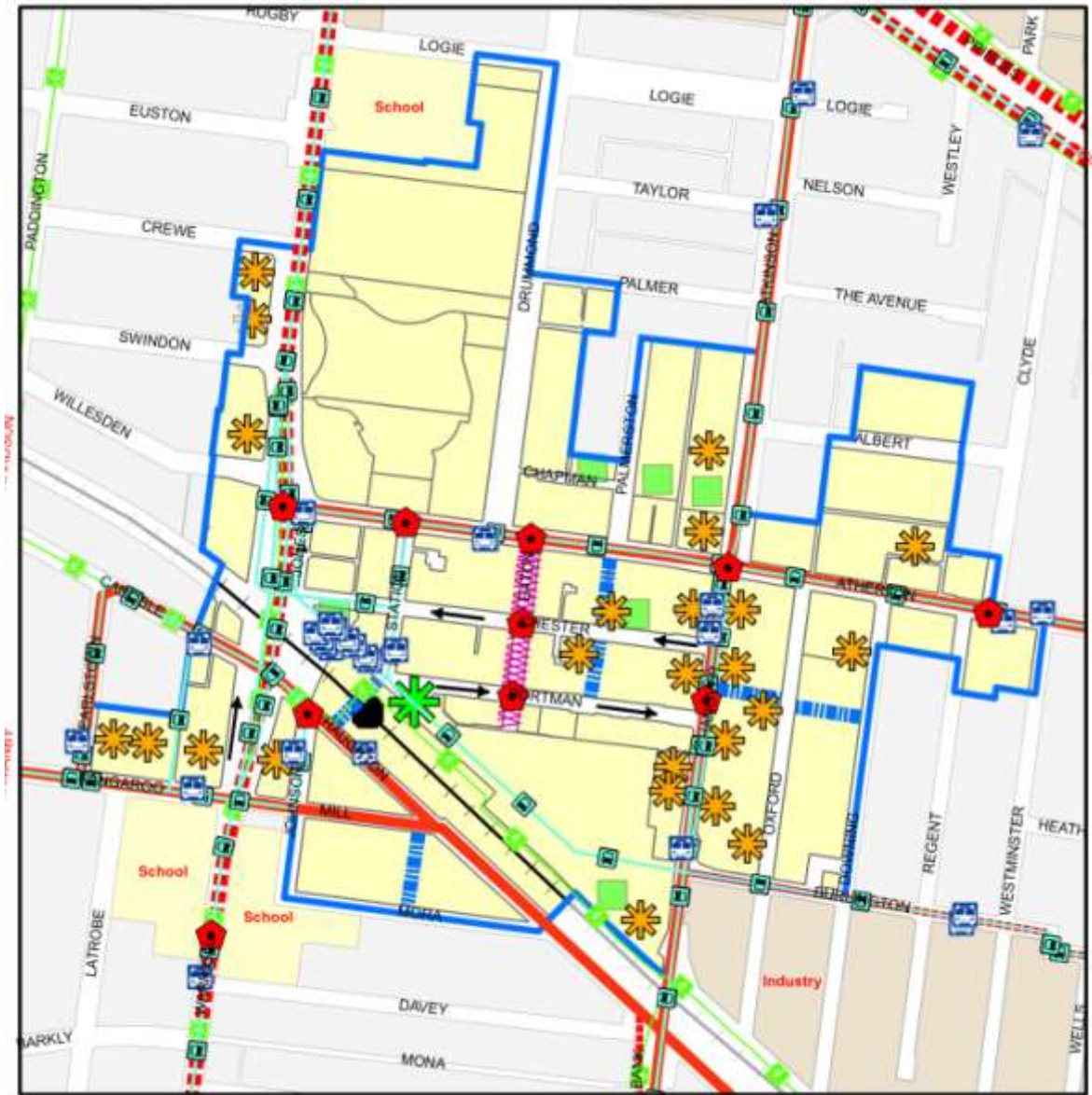


LEGEND
















- | | | | |
|---|------------------------------------|---|--------------------|
|  | Eaton Mall |  | ResCode Provisions |
|  | Strategic Development Sites |  | 3 Storey |
|  | Car Parks |  | 4 Storey |
|  | Oakleigh Village - Western Gateway |  | 5 Storey |
|  | Pedestrian Links |  | 7 Storey |
|  | Oakleigh Station |  | 8 Storey |
|  | Railway Line |  | Minimal Change |

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Map 6 - OMAC Access and Movement Plan



LEGEND

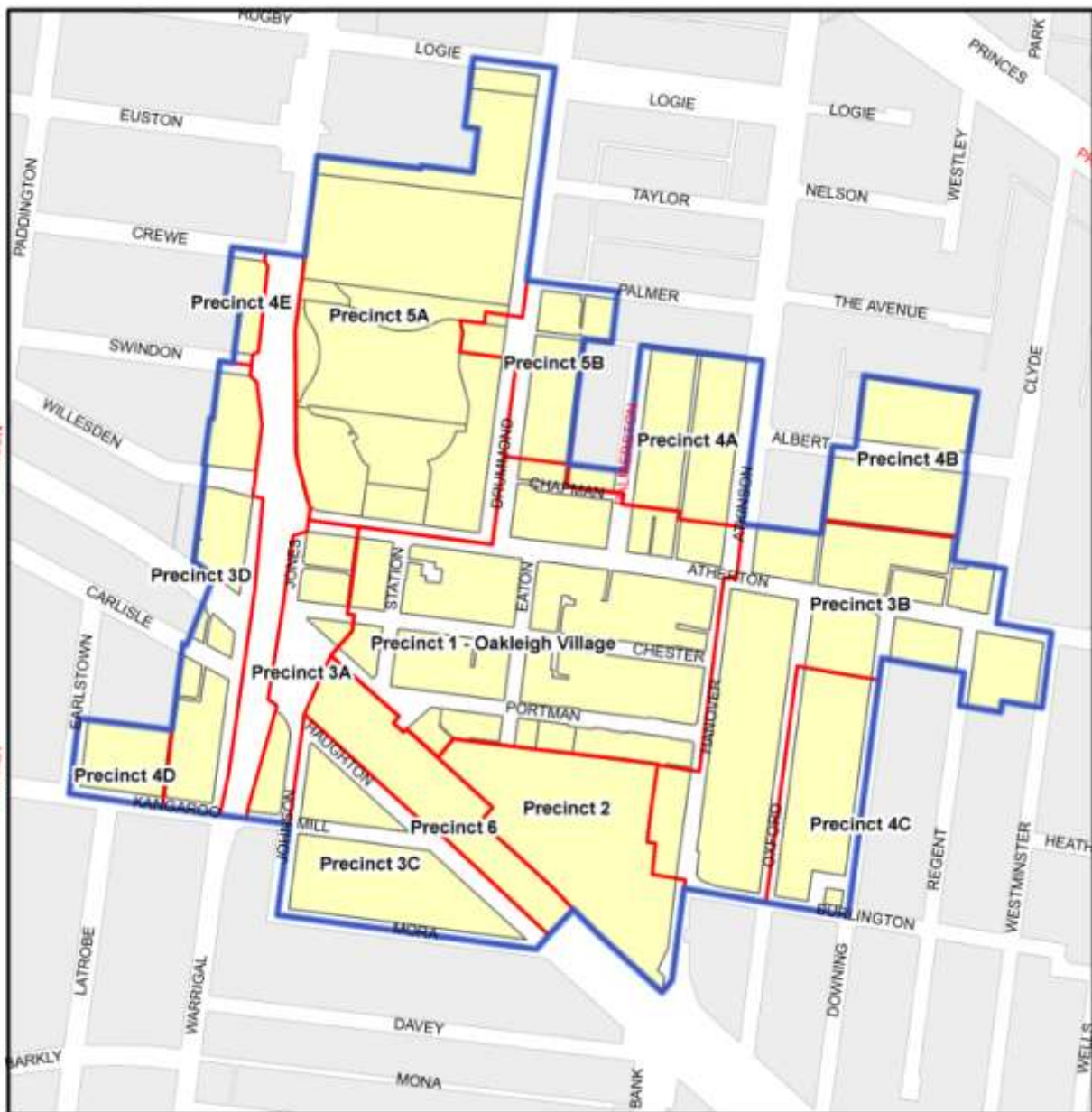
- | | | | |
|---|------------------------------------|--|-------------------------|
|  | Eaton Mall |  | Traffic Signals |
|  | Strategic Development Sites |  | Bus Stops |
|  | Car Parks |  | Bicycle Routes |
|  | Oakleigh Village - Western Gateway |  | Bus Routes |
|  | Pedestrian Links |  | Primary Arterial Road |
|  | Oakleigh Station |  | Secondary Arterial Road |
|  | Railway Line |  | Collector Road |
| | |  | One Way Traffic |

9. PRECINCTS PLAN - Oakleigh MAC

The Oakleigh MAC has been divided into 5 distinct precincts, (some with sub-precincts) and is surrounded by an interface area mainly used for residential or industrial purposes.

Each Precinct contains areas that have common objectives, strategies and preferred land use and development characteristics.

Map 7 - OMAC Precincts



Precinct 1 – Oakleigh Village

Precinct 2 – Oakleigh Centre

Precinct 3 – Commercial Periphery

[Sub-Precincts 3A,3B,3C,3D]

Precinct 4 – Residential Periphery

[Sub-Precincts 4A,4B,4C,4D,4E]





















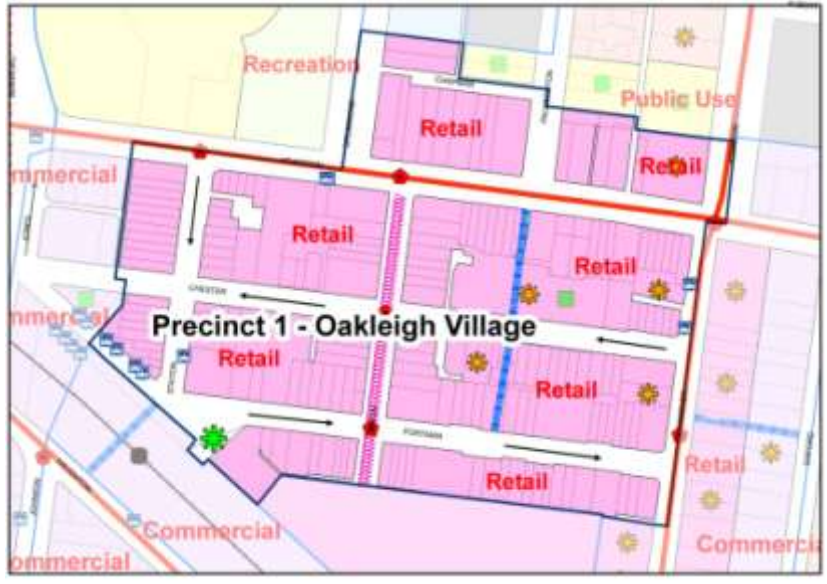


Precinct 5 – Civic, Warrawee Park and Heritage

[Sub-Precincts 5A,5B]

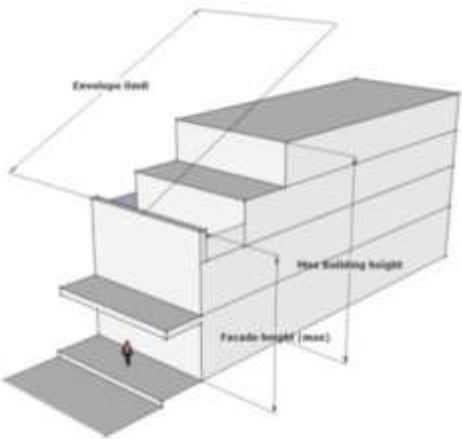
Precinct 6 – Station and Railway

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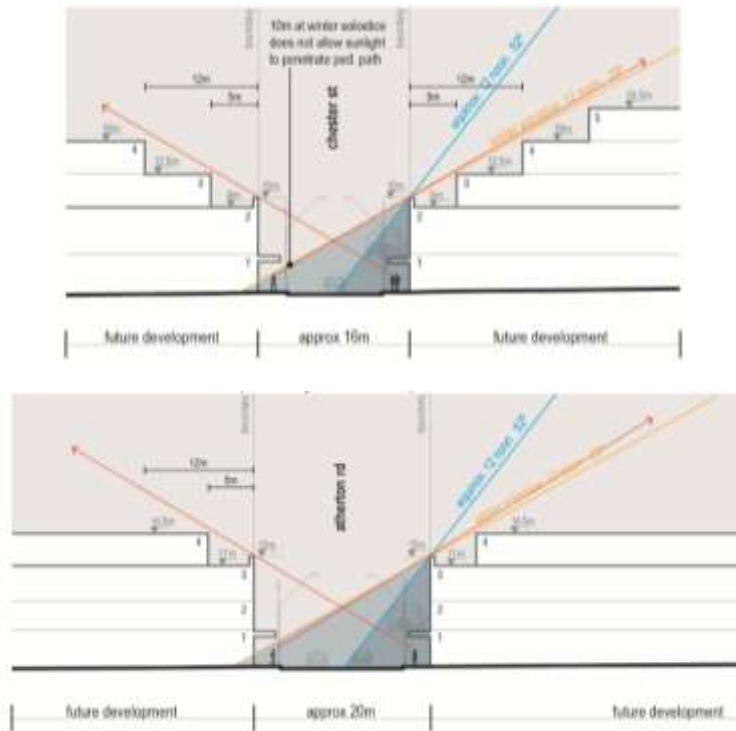
Precinct 1 - Oakleigh Village

<p>Location Map:-</p> <p>Legend</p> <ul style="list-style-type: none">  Traffic Signals  Bus Stops  Primary Arterial Road  Secondary Arterial Road  Collector Road  One Way Traffic  Eaton Mall  Strategic Development Sites  Car Parks  Oakleigh Village - Western Gateway  Pedestrian Links  Oakleigh Station  Railway Line  Retail - Retail/Commercial/Residential above  Commercial - Commercial/Residential above  Heritage & Community  Residential - Medium Density  Public Use  Recreation  Outside OMAC Boundary 	 <p>The map shows Precinct 1 - Oakleigh Village with various land uses: Retail (pink), Commercial (light blue), Public Use (yellow), Recreation (light green), and Residential (medium density, light orange). It also shows infrastructure like Primary Arterial Roads (thick red), Secondary Arterial Roads (orange), Collector Roads (dotted red), One Way Traffic (black arrows), Eaton Mall (pink wavy lines), Strategic Development Sites (yellow starburst), Car Parks (green squares), Oakleigh Village - Western Gateway (green starburst), Pedestrian Links (blue dashed lines), Oakleigh Station (black circle), and Railway Lines (black lines with cross-ticks). The OMAC Boundary is shown as a grey area.</p>
<p>Land uses:- Existing</p> 	<p>Mainly used for retail and other commercial purposes providing a range of goods and services to the community.</p> <p>Speciality shops, cafes and restaurants dominate the precinct.</p> <p>Eaton Mall is the focus of pedestrian based activities.</p> <p>The wide range of speciality food retailers reinforces its role as a weekly shopping destination.</p>
<p>Preferred</p> 	<p>Consolidate Precinct 1, with Precinct 2, as the retail core of the Oakleigh MAC.</p> <p>Encourage an appropriate mix of residential and commercial uses to develop within the precinct along with the existing retail development.</p> <p>Development should provide active retail street frontages with residential and/or office uses located at first floor and upper levels.</p> <p>Encourage the establishment of larger retail premises abutting Hanover Street to strengthen the competitiveness of the Activity Centre and to better meet the needs of residents.</p>

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





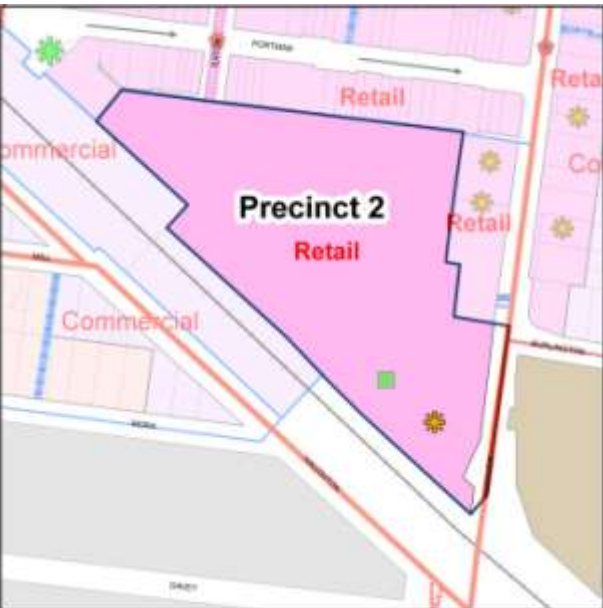

	<p>Building Setback [see Diagrams]</p> <p>Zero street setback up to 10 metres (2 storeys) height, or up to 12 metres (3 storeys) height in Atherton Road</p> <p>2 metres setback for every 1 metre of building height above the façade limit until the building height for the site is reached.</p>
<p>Implementation Zones</p> <p>Overlays</p> <p>Works</p>	<p>Retain the existing zones</p> <p>Include in a DDO – Design and Development Overlay to implement preferred Building Height and Setback provisions.</p> <p>Retain the existing Heritage Overlay where relevant.</p> <p>Investigate and design options for the Oakleigh Village Western Gateway Project.</p>

Urban Design Diagrams

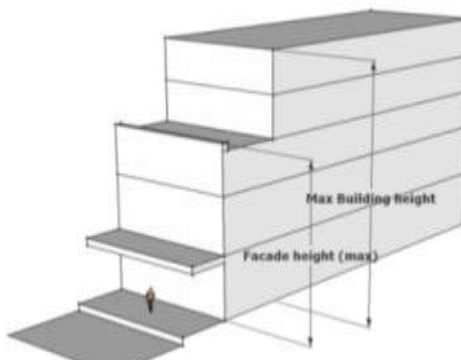
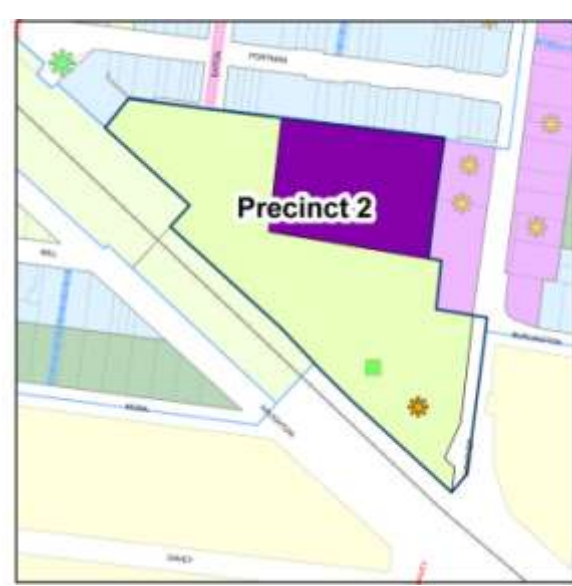


Hansen Partnership Pty Ltd, March 2011

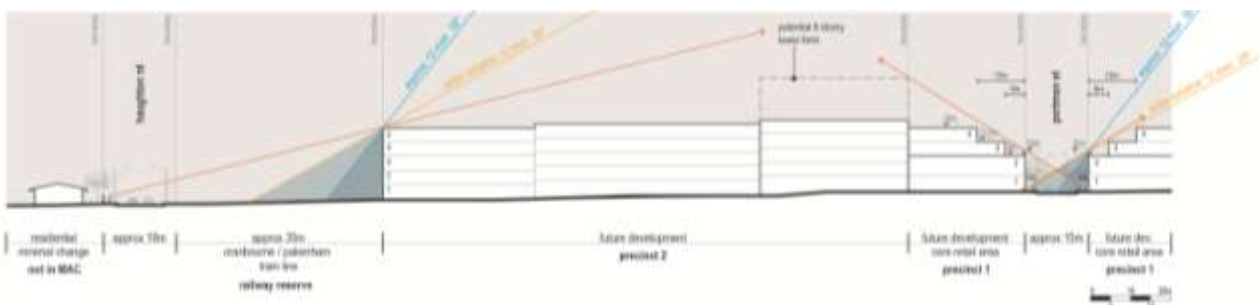
Precinct 2 - Oakleigh Centro

<p>Location Map:-</p> <p>Legend</p> <ul style="list-style-type: none">  Traffic Signals  Bus Stops  Primary Arterial Road  Secondary Arterial Road  Collector Road  One Way Traffic  Eaton Mall  Strategic Development Sites  Car Parks  Oakleigh Village - Western Gateway  Pedestrian Links  Oakleigh Station  Railway Line  Retail - Retail/Commercial/Residential above  Commercial - Commercial/Residential above  Heritage & Community  Residential - Medium Density  Public Use  Recreation  Outside OMAC Boundary 	
<p>Land uses:- Existing</p>	<p>Centro Oakleigh Shopping Centre, containing supermarkets and speciality shops including multi-deck car park.</p>
<p>Preferred</p>	<p>Consolidate Precinct 2, with Precinct 1, as the retail core of the Oakleigh MAC.</p> <p>Modification of the shopping centre to improve access, retail and service facilities for the community.</p> <p>Development should provide active retail street frontages with residential and/or office uses located at first floor and upper levels.</p> <p>Maintain an adequate supply of car parking on-site.</p>
<p>Built Form Existing</p>	<p>Dominated by the enclosed Centro Oakleigh Shopping Centre developed in 1987.</p>
<p>Preferred</p> 	<p>Reconfigure and extend the existing shopping centre to form a new and highly visible retail presence to Oakleigh Railway Station, bus interchange area, as well as Station, Portman and Hanover Streets.</p> <p>Design integration with the Oakleigh Village Western Gateway Project.</p> <p>Improve the entrance to the shopping centre from Eaton Mall.</p> <p>Development of a building in the south east sector of the precinct to promote the “Gateway” entrance to the Activity Centre.</p>

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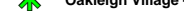

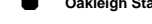
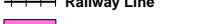
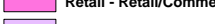
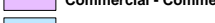
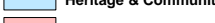




<p>Preferred Building Heights</p> <ul style="list-style-type: none"> ResCode Provisions 3 Storey 4 Storey 5 Storey 7 Storey 8 Storey Minimal Change 	<p>Development fronting Hanover Street should exhibit architecture of contemporary excellence that is energy efficient and sustainable.</p> <p><u>Building Height</u> [see Diagrams] Street facades up to 12 metres (three storeys).</p> <p>A height up to 5 storeys, with a higher form up to 8 storeys, sited to avoid interfering with the linear view corridors along Eaton Mall and Burlington Street.</p>  <p><u>Building Setback</u> [see Diagrams] Zero street setback up to 12 metres (3 storeys) height. 5 metre street setback above 3 storeys height.</p>
<p>Implementation</p>	<p>Zones Retain the existing zones.</p> <p>Overlays Include in a DDO – Design and Development Overlay to implement preferred Building Height and Setback provisions.</p> <p>Works Investigate and design options for the Oakleigh Village Western Gateway project.</p>

Urban Design Diagram



Hansen Partnership Pty Ltd, March 2011

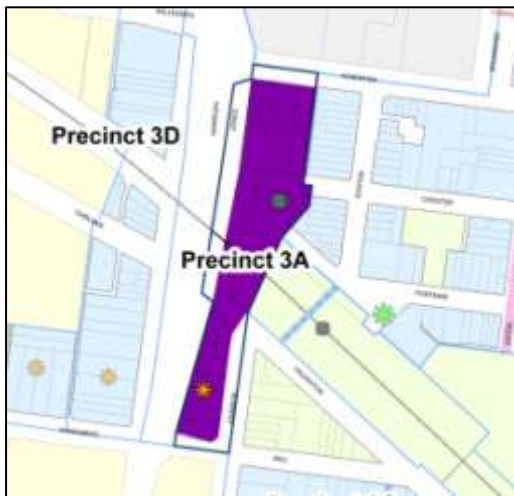
Precinct 3 - Commercial Periphery

<p>Location Map:-</p> <p>Legend</p> <ul style="list-style-type: none">  Traffic Signals  Bus Stops  Primary Arterial Road  Secondary Arterial Road  Collector Road  One Way Traffic  Eaton Mall  Strategic Development Sites  Car Parks  Oakleigh Village - Western Gateway  Pedestrian Links  Oakleigh Station  Railway Line  Retail - Retail/Commercial/Residential above  Commercial - Commercial/Residential above  Heritage & Community  Residential - Medium Density  Public Use  Recreation  Outside OMAC Boundary 	
<p>Land Uses:-</p>	<p>Existing Predominantly commercial with a mix of retail and office uses with some recent residential apartment buildings within Precincts 3B & 3D.</p> <p>Oxford Street (west side - Precinct 3B), and land between Mill Road and Mora Avenue, (Precinct 3C) generally consists of residential dwellings.</p>
<p>Built Form</p>	<p>Existing Mix of single storey, two storey and 4 storey commercial and residential buildings.</p> <p>Preferred New development should exhibit architecture of contemporary excellence that is energy efficient and sustainable.</p> <p>New development should be located to preserve the southward view from the Warrigal Road overpass to the Sacred Heart Church.</p> <p>Amalgamation of sites is encouraged.</p>
<p>Implementation</p>	<p>Zones Retain the existing zones except for:-</p> <ul style="list-style-type: none"> • Sub-Precinct 3D - Rezone to B2Z – Business 2. <p>Overlays Include in a DDO – Design and Development Overlay to implement preferred Building Height and Setback provisions</p> <p>Retain the Existing Heritage Overlay where relevant.</p> <p>Works Investigate and design options for the Oakleigh Village Western Gateway Project.</p>

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Sub-Precinct 3A:-

Preferred



Preferred Building Heights

- ResCode Provisions
- 3 Storey
- 4 Storey
- 5 Storey
- 7 Storey
- 8 Storey
- Minimal Change

Land Use:-

Establishment of high-rise mixed use premises, linking or spanning across Portman Street, the railway line and Haughton Road.

North of the railway line buildings comprising active retail frontages at ground level and commercial and/or residential use above.

Retail shop use is discouraged south of the railway line.



Built Form

Building Height [see Diagram]

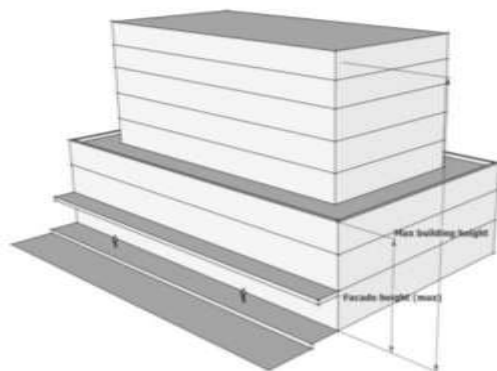
Street facades up to 12 metres (three storeys).

A height up to 8 storeys.

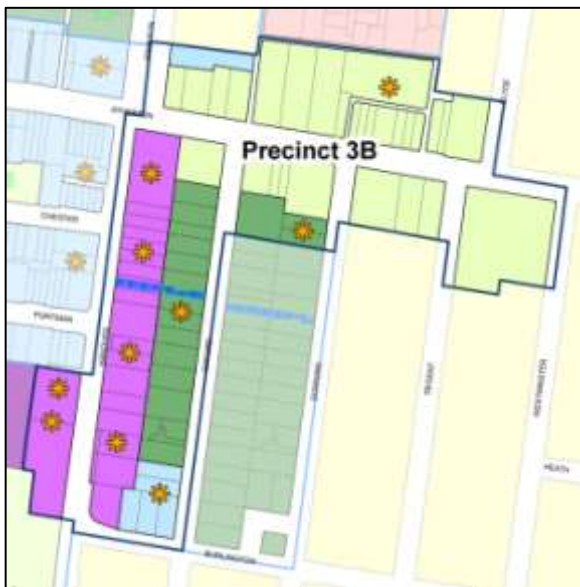
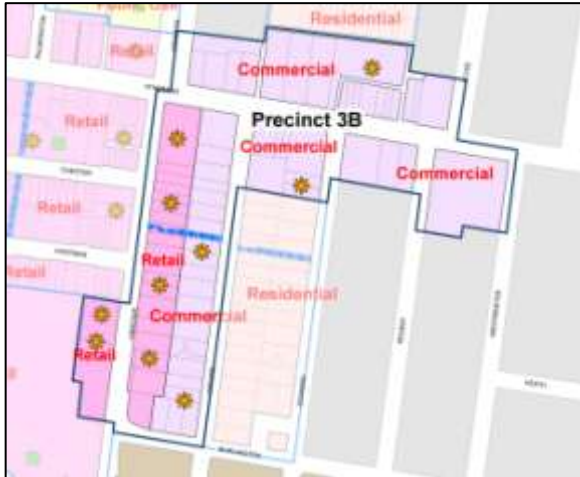
Building Setbacks [see Diagram]

Zero street setback up to 12 metres (3 storeys) height.








5 metre setback above 3 storeys height.



Sub-Precinct 3B:- Preferred



Preferred Building Heights

	ResCode Provisions
	3 Storey
	4 Storey
	5 Storey
	7 Storey
	8 Storey
	Minimal Change

Land Use:-

Establishment of medium-rise commercial and/or residential premises throughout the sub-precinct.

Establishment of larger retail premises abutting Hanover Street to strengthen the competitiveness of the Activity Centre and to better meet the needs of residents.

Development abutting Hanover Street should provide active retail street frontages with residential and/or commercial uses located at upper levels.

Larger retail premises are discouraged abutting Atherton Road, except for the south-east corner of Atherton Road and Hanover Street.

Retail shop uses are inappropriate in Oxford, Downing, Regent and Clyde Streets.

Provision of adequate new car parking spaces for any new use and/or development, replacing the existing public car park spaces so that the total number of public car parking spaces within the Oakleigh MAC is not reduced.

Built Form

Building Height [see Diagrams]

Street facades up to:-

- 12 metres (three storeys) in Atherton Road and Hanover Street,
- 7 metres (two residential storeys) in Oxford Street,
- 10 metres (three storeys) for the balance of the sub-precinct.

A height up to:-

- 7 storeys fronting Hanover Street;
- 5 storeys fronting Atherton Road;
- 3 storeys fronting Oxford Street; and
- 4 storeys in the remainder of sub-precinct.

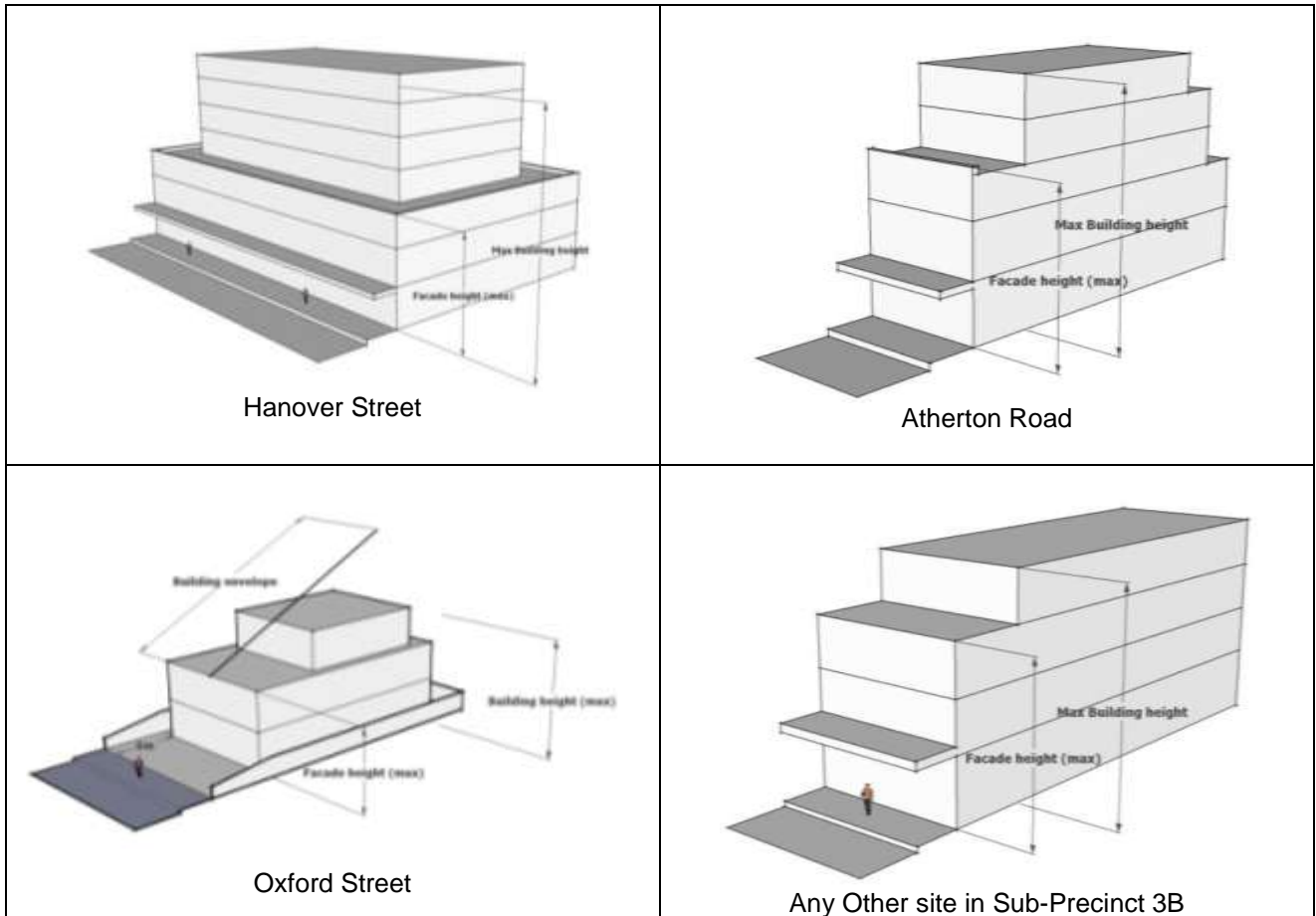
Building Setback [see Diagrams]

Zero street setback and 5 metre street setback above façade height except for Oxford Street.

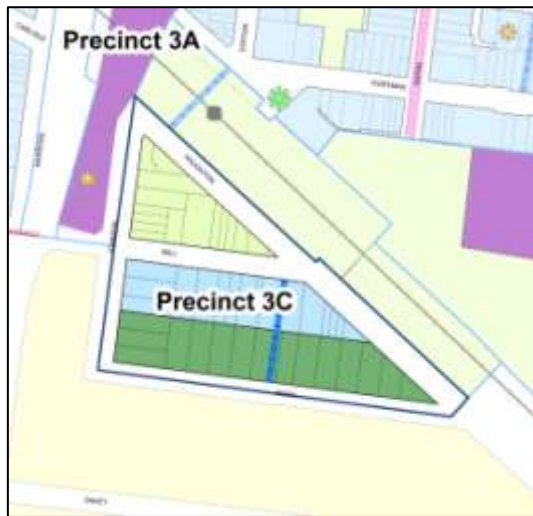
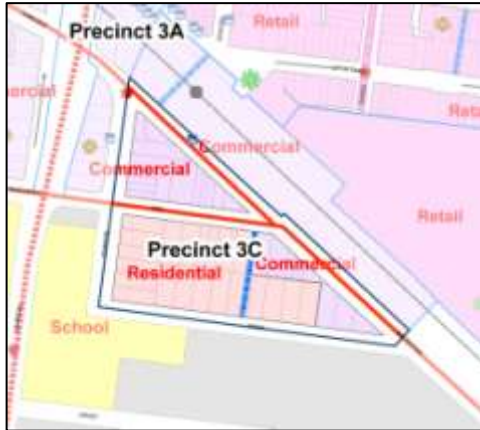
Oxford Street - 3 metre street setback, or 6 metre opposite Sub-Precinct 4C and 2 metre setback for every 1 metre of building height above the façade limit until the building height for the site is reached.

Upper levels appropriately recessed and stepped back from abutting residential uses providing a transition in built scale.








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Sub-Precinct 3C:- Preferred



Preferred Building Heights

	ResCode Provisions
	3 Storey
	4 Storey
	5 Storey
	7 Storey
	8 Storey
	Minimal Change

Land Use:-

Establishment of low and medium-rise commercial and/or residential premises in the sub-precinct.

Retail shop use is discouraged in this sub-precinct.



Built Form

Building Height [see Diagrams]

Street facades up to:-

- 7 metres (2 storeys) in Mora Street and parts of Johnson Street and Haughton Road. (3 storey area)
- 10 metres (3 storeys) fronting south side of Mill Road and parts of Johnson Street and Haughton Road. (4 storey area)
- 12 metres (3 storeys) between Haughton Road, Johnson Street and Mill Road. (5 storey area)

A height up to:-

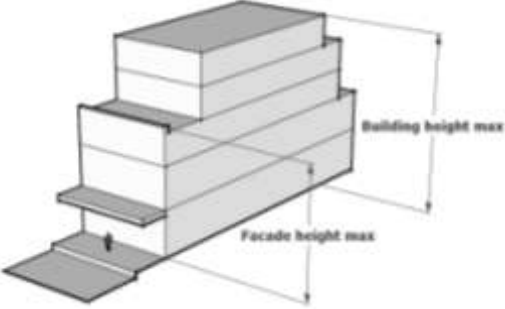
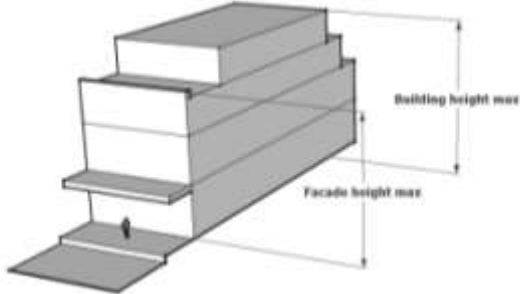
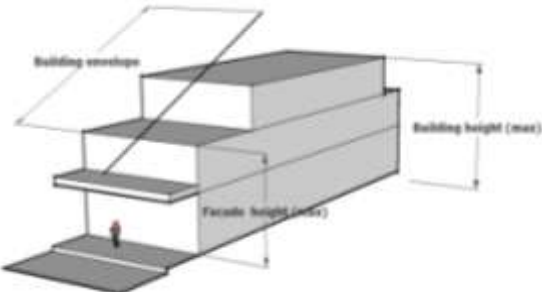
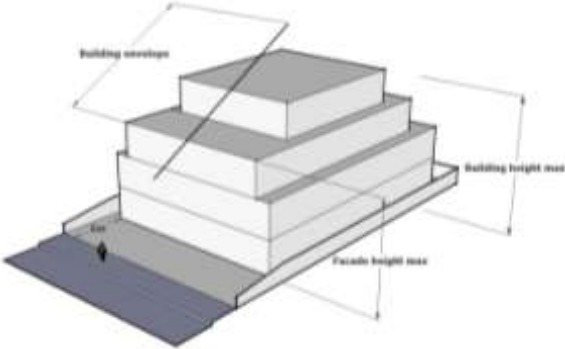
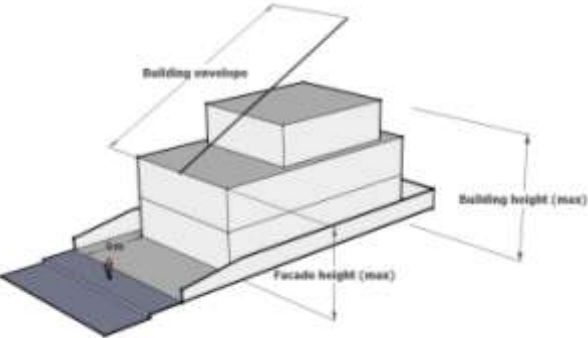
- 5 storeys between Haughton Road, Johnson Street and Mill Road.
- 4 storeys fronting the south side of Mill Road and parts of Johnson Street and Haughton Road.
- 3 storeys fronting Mora Avenue and parts of Johnson Street and Haughton Road

Building Setbacks [see Diagrams]

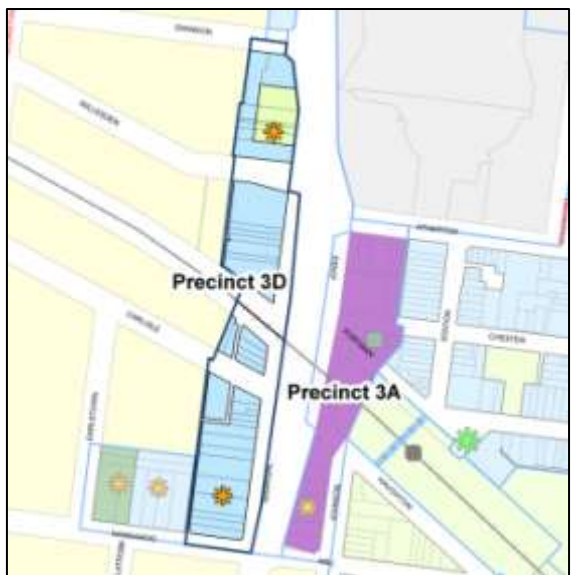
6 metre street setback for sites zoned Residential.

Zero street setback to frontages for sites zoned commercial.

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	<p>5 metre setback behind façade above 10 metres height.</p> <p>2 metre setback for every 1 metre of building height above the façade limit until the building height for the site is reached for the balance of the precinct.</p> <p>Upper levels appropriately recessed and stepped back from abutting residential uses providing a transition in built scale.</p>
 <p>Land between Houghton Road, Johnson Street & Mill Road, zoned commercial .</p>	 <p>Mill Road (south side) and part of Houghton Road, all zoned commercial.</p>
 <p>Mora Avenue and part of Houghton Road, all zoned commercial</p>	 <p>Mill Road (south side) and part of Johnson Street, zoned residential.</p>
 <p>Mora Avenue and part of Johnson Street, zoned residential.</p>	

Sub-Precinct 3D:- Preferred



Preferred Building Heights

- ResCode Provisions
- 3 Storey
- 4 Storey
- 5 Storey
- 7 Storey
- 8 Storey
- Minimal Change

Land Use:-

Establishment of medium-rise commercial and/or residential premises throughout the sub-precinct.

Retail shop use is inappropriate in this sub-precinct.



Built Form

Building Height

Street facades up to 12 metres (3 storeys).

A height up to:-

- 17.5 metres (5 storeys) for 37-41 Warrigal Road
- 14 metres (4 storeys) for the balance of the sub-precinct.

Building Setbacks [see Diagrams]

Zero street setback up to 12 metres (3 storeys) height.

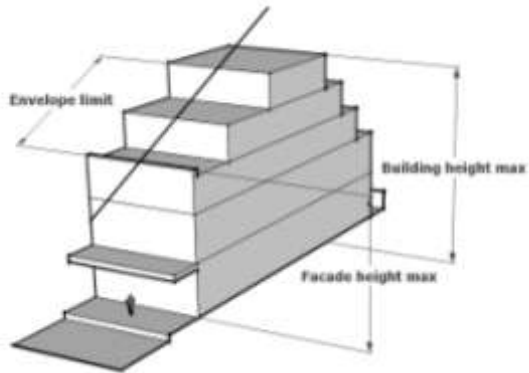
3 metre minimum landscape setback from west boundary abutting a residential use.

Upper levels appropriately recessed and stepped back from abutting residential uses providing a transition in built scale.

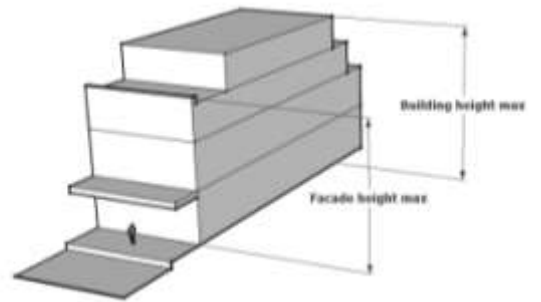
2 metre setback for every 1 metre of building height above the façade limit until the building height for the site is reached.

37-41 Warrigal Road - 12 metres setback from the rear (west) boundary for development above 14 metres (4 storey).

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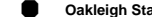










37-41 Warrigal Road



Any other site in Sub-Precinct 3D

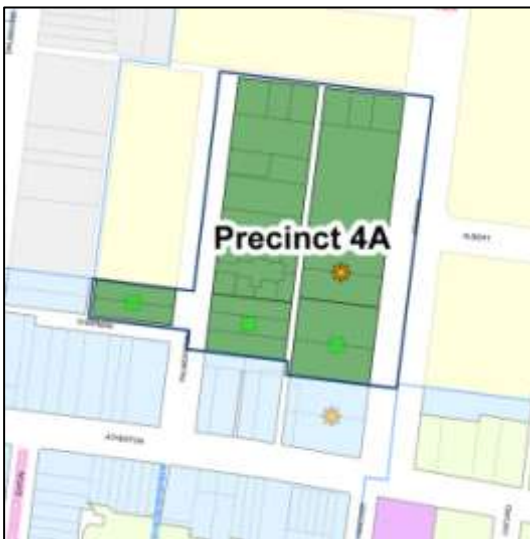
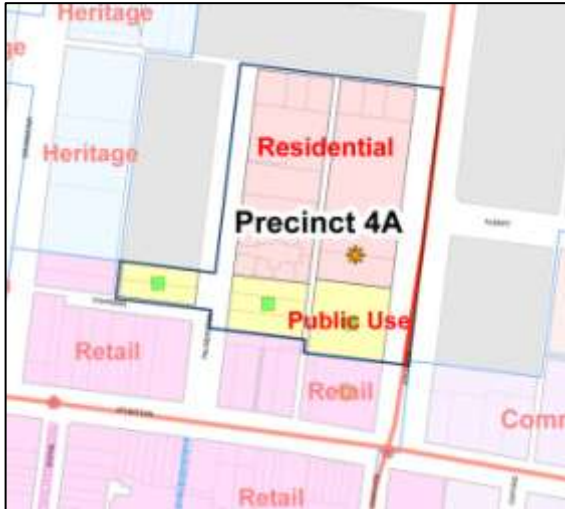
Precinct 4 - Residential Periphery

<p>Location Map:-</p> <p>Legend</p> <ul style="list-style-type: none">  Traffic Signals  Bus Stops  Primary Arterial Road  Secondary Arterial Road  Collector Road  One Way Traffic  Eaton Mall  Strategic Development Sites  Car Parks  Oakleigh Village - Western Gateway  Pedestrian Links  Oakleigh Station  Railway Line  Retail - Retail/Commercial/Residential above  Commercial - Commercial/Residential above  Heritage & Community  Residential - Medium Density  Public Use  Recreation  Outside OMAC Boundary 	
<p>Land uses:-</p> <p>Existing</p>	<p>Mainly used for residential purposes with the exception of Sub-Precinct 4D & 4E used for education and/or commercial purposes.</p> <p>The majority of the residential development in Sub-Precincts 4A & 4B comprises one or two storey multi-dwelling developments.</p> <p>Sub-Precinct 4C comprises a majority of detached dwellings.</p>
<p>Built Form</p> <p>Existing</p> <p>Preferred</p>	<p>One and two storey buildings.</p> <p>Create a transition in building heights surrounding the commercial oriented precincts of the Oakleigh MAC to protect the amenity of surrounding residential areas.</p> <p>Upper floor levels should be recessed and well articulated from rear and side boundaries which abut or are opposite residential properties.</p> <p>Amalgamation of sites is encouraged.</p>
<p>Implementation</p> <p>Zones</p> <p>Overlays</p>	<p>Retain the existing zones.</p> <p>Include in a DDO – Design and Development Overlay to implement preferred Building Height and Setback provisions</p> <p>Retain the existing Heritage Overlay where relevant.</p>
<p>Works</p>	<p>Nil.</p>

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Sub-Precinct 4A:-

Preferred



Preferred Building Heights

- ResCode Provisions
- 3 Storey
- 4 Storey
- 5 Storey
- 7 Storey
- 8 Storey
- Minimal Change

Land Use

Medium density residential development that increases residential diversity and choice and which provides a high level of amenity.

Retain Public Use land for public car parks.



Built Form

Building Height

Front facades up to 7 metres (2 residential storeys).

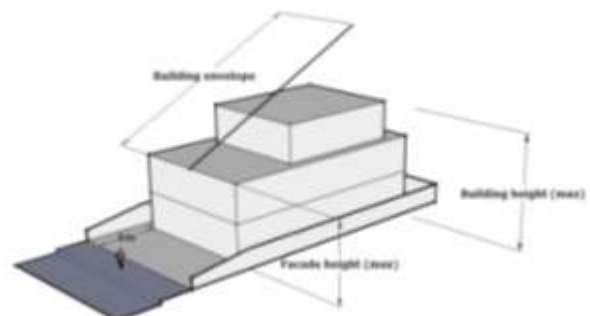
A height up to 3 storeys.

Building Setbacks [see Diagrams]

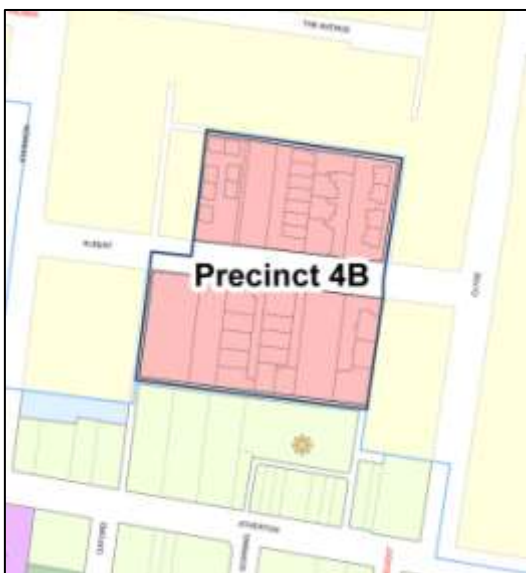
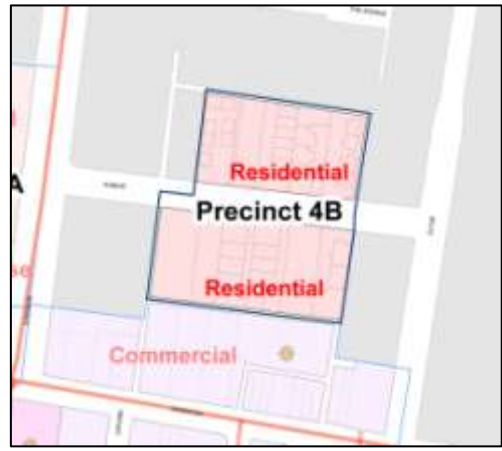
6 metre front landscape setback.

Upper levels appropriately recessed and stepped back from abutting residential uses providing a transition in built scale.

2 metre setback for every 1 metre of building height above the façade limit until the building height for the site is reached.



Sub-Precinct 4B:- Preferred



- Preferred Building Heights**
- ResCode Provisions
 - 3 Storey
 - 4 Storey
 - 5 Storey
 - 7 Storey
 - 8 Storey
 - Minimal Change

Context - This sub-precinct is surrounded by buildings located in an HO-Heritage Overlay and abuts Sub-Precinct 3B, which has potential for 5 storey development.

Land Use

Medium density residential development that increases residential diversity and choice and which provides a high level of amenity.



Built Form

Building envelopes, height, front and side setbacks, in accordance with the ResCode provisions of the Monash Planning Scheme.

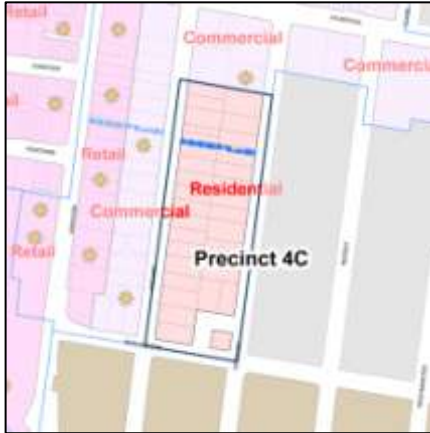
Buildings are to provide pitched, hip and/or gable roof forms.



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Sub-Precinct 4C:-

Preferred



Preferred Building Heights

- ResCode Provisions
- 3 Storey
- 4 Storey
- 5 Storey
- 7 Storey
- 8 Storey
- Minimal Change

Land Use

Medium density residential development that increases residential diversity and choice and which provides a high level of amenity.



Built Form

Building Height

Front façades up to 7 metres (two residential storeys).

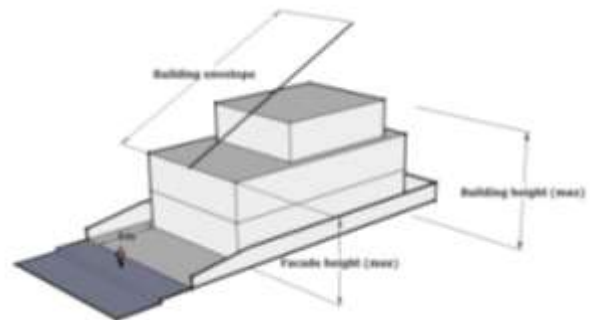
A height up to 3 storeys.

Building Setback [see Diagrams]

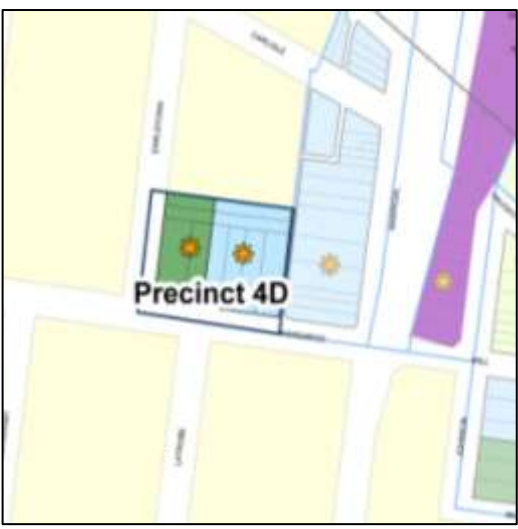
6 metre front landscape setback.

2 metres setback for every 1 metre of building height above the façade limit until the building height for the site is reached.








Upper levels appropriately recessed and stepped back from abutting residential uses providing a transition in built scale.



Sub-Precinct 4D:- Preferred



Preferred Building Heights

-  ResCode Provisions
-  3 Storey
-  4 Storey
-  5 Storey
-  7 Storey
-  8 Storey
-  Minimal Change

Land Use

Medium density residential development that increases residential diversity and choice and which provides a high level of amenity.



Built Form

Building Height

Front façade up to:-

- 7 metres (two residential storeys) for 165-171 Kangaroo Rd & 10-12 Earlstown Rd.
- 10.5 metres (3 Storeys) for 173-175 Kangaroo Rd.

A height up to:-

- 3 storeys for 165-171 Kangaroo Road & 10-12 Earlstown Road.
- 4 Storeys for 173-175 Kangaroo Road.

Building Setback [see Diagrams]

For 165-171 Kangaroo Road & 10-12 Earlstown Road,

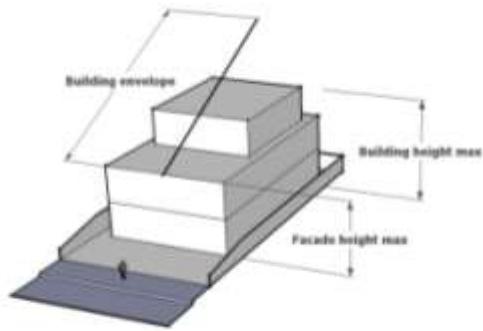
- 4 metre setback from Earlstown Road
- 3 metre setback from Kangaroo Road
- upper levels setback from the facade, 2 metres for every 1 metre of building height above the façade limit until the building height for the site is reached.

For 173-175 Kangaroo Road,

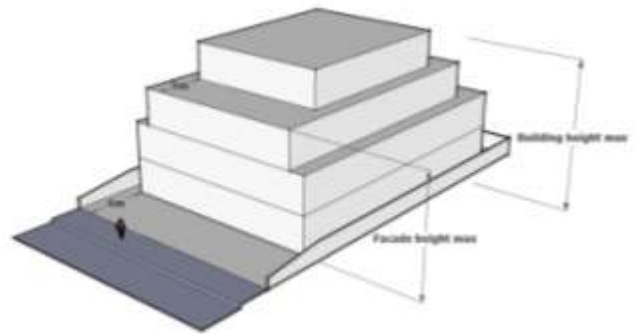
- 6 metre front landscape setback
- 5 metre setback behind the facade above 10.5 metres height.

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Upper levels appropriately recessed and stepped back from abutting residential uses providing a transition in built scale.

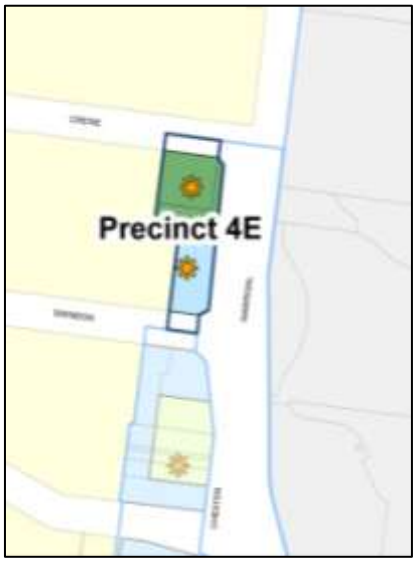
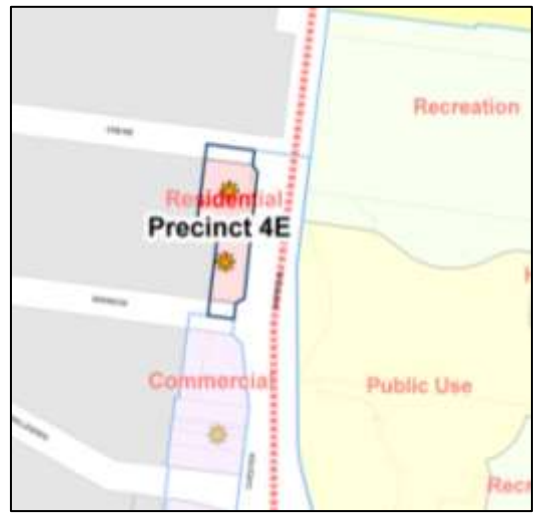


165-171 Kangaroo Rd & 10-12 Earlstown Rd



173-175 Kangaroo Road.

Sub-Precinct 4E:- Preferred



Preferred Building Heights

- ResCode Provisions
- 3 Storey
- 4 Storey
- 5 Storey
- 7 Storey
- 8 Storey
- Minimal Change

Land Use

Medium density residential development that increases residential diversity and choice and which provides a high level of amenity.



Built Form

Building Height

Front façade of 7 metres (2 residential storeys).

For 29-31 Swindon Road

- A height up to 4 storeys
- Any other site in the Sub-Precinct
- A height of 3 storeys.

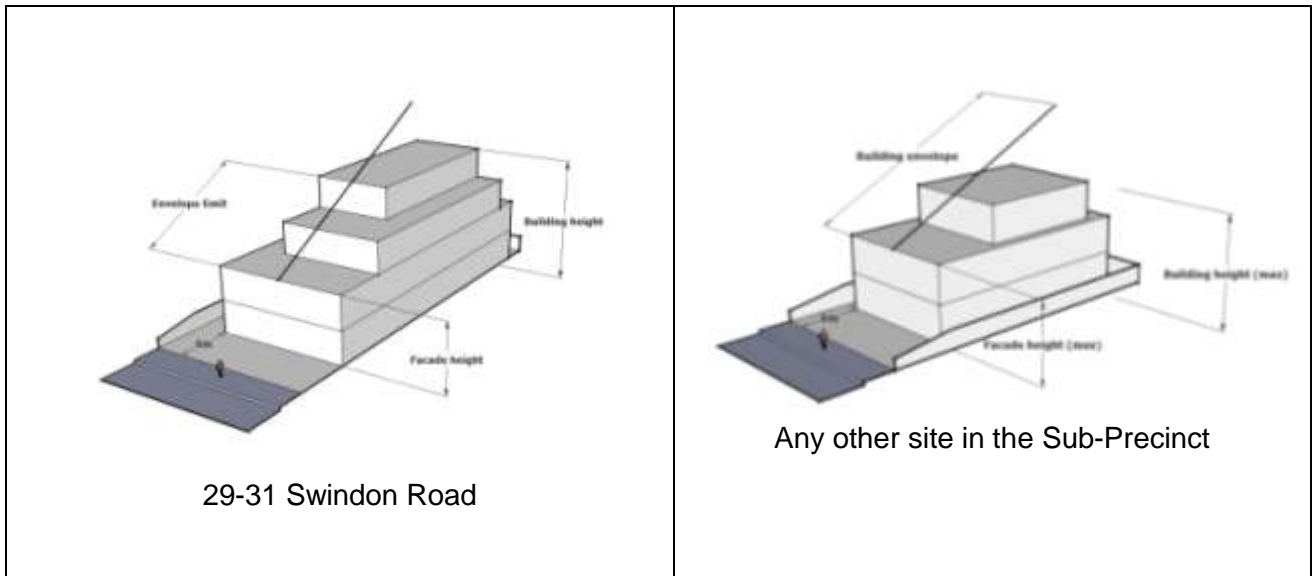
Building Setback [see Diagrams]

6 metre front landscape setback.





















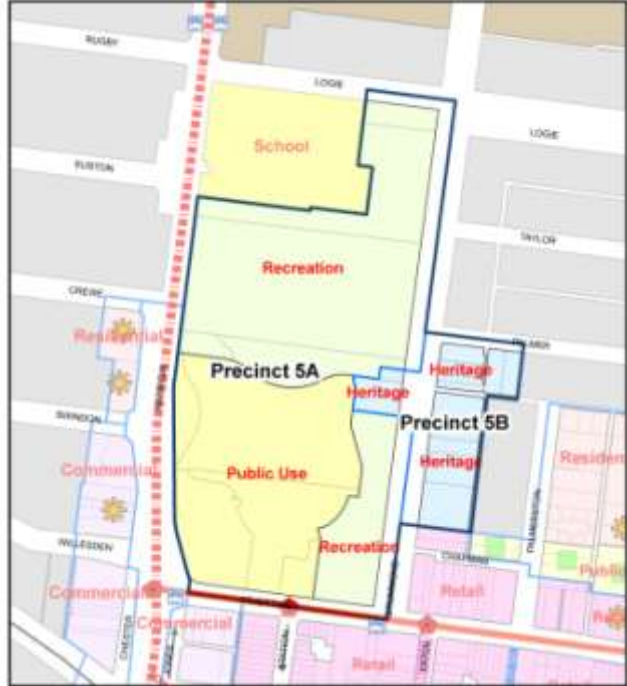

Upper levels appropriately recessed and stepped back from abutting residential uses providing a transition in built scale.

Upper levels setback from the facade, 2 metres for every 1 metre of building height above the façade limit until the building height for the site is reached.

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Precinct 5 - Civic, Warrawee Park and Heritage

<p>Location Map:-</p> <p>Legend</p> <ul style="list-style-type: none">  Traffic Signals  Bus Stops  Primary Arterial Road  Secondary Arterial Road  Collector Road  One Way Traffic  Eaton Mall  Strategic Development Sites  Car Parks  Oakleigh Village - Western Gateway  Pedestrian Links  Oakleigh Station  Railway Line  Retail - Retail/Commercial/Residential above  Commercial - Commercial/Residential above  Heritage & Community  Residential - Medium Density  Public Use  Recreation  Outside OMAC Boundary 	
<p>Land uses:-</p> <div style="display: flex; align-items: center;"> <div style="flex: 1;"> <p>Existing</p>  </div> <div style="flex: 2;"> <p>Public Open Space for both active and passive recreation, historic cemetery, Civic facilities, Police Station, RSL and public car parks.</p> <p>Place of Worship and facilities, Public Library and community facilities, Oakleigh Hall and commercial offices located on the east side of Drummond Street.</p> <p>A Heritage Overlay covers the majority of buildings located on the east side of Drummond Street.</p> </div> </div>	
<p>Built Form</p>	<p>Existing</p> <p>Generally two storey buildings on east side of Drummond Street, single storey buildings within Warrawee Park and surrounds, with the exception of the 3 storey football clubrooms pavilion.</p>
<p>Implementation</p>	<p>Zones Retain the existing zones.</p> <p>Overlays Include in a DDO – Design and Development Overlay to implement preferred Building Height and Setback provisions Retain the existing Heritage Overlay where relevant.</p> <p>Works Nil</p>

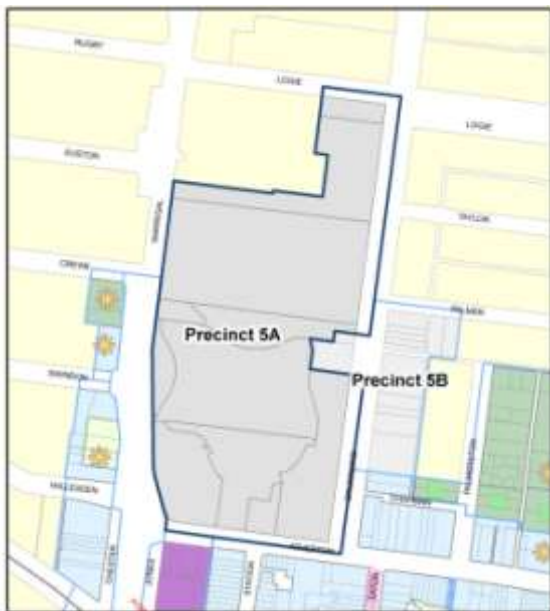
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Sub-Precinct 5A:-

Preferred

Land Use:-

Continuation of existing recreation and community activities and services.



Built Form

Building Height & Setbacks

Minimal change to building height and built form to respect the historical character of the Precinct.

Preferred Building Heights

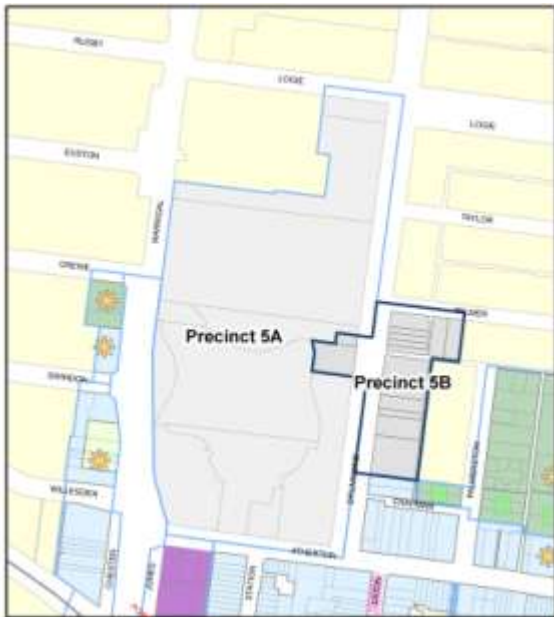
- ResCode Provisions
- 3 Storey
- 4 Storey
- 5 Storey
- 7 Storey
- 8 Storey
- Minimal Change

Sub-Precinct 5B:-








Preferred

Land Use:-

Continuation of the existing land uses.



Preferred Building Heights

-  ResCode Provisions
-  3 Storey
-  4 Storey
-  5 Storey
-  7 Storey
-  8 Storey
-  Minimal Change



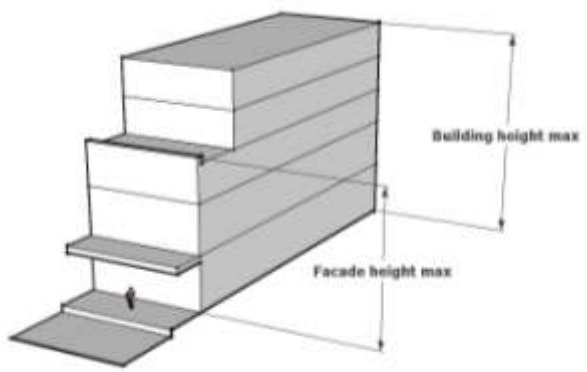
Built Form

Building Height & Setbacks

Minimal change to building height and built form to respect the historical character of the Precinct, except for;

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Precinct 6 - Station and Railway

<p>Location Map:-</p> <p>Legend</p> <ul style="list-style-type: none"> Traffic Signals Bus Stops Primary Arterial Road Secondary Arterial Road Collector Road One Way Traffic Eaton Mall Strategic Development Sites Car Parks Oakleigh Village - Western Gateway Pedestrian Links Oakleigh Station Railway Line Retail - Retail/Commercial/Residential above Commercial - Commercial/Residential above Heritage & Community Residential - Medium Density Public Use Recreation Outside OMAC Boundary 		
<p>Land uses:-</p>	<p>Existing Oakleigh Railway Station and Railway Line.</p> <p>Preferred Retention of the Station and Railway uses. Uses compatible with the Preferred Uses of the abutting Precincts.</p>	
<p>Built Form</p>	<p>Existing Historic single storey station buildings.</p>	
<p>Preferred</p>  <p>Preferred Building Heights</p> <ul style="list-style-type: none"> ResCode Provisions 3 Storey 4 Storey 5 Storey 7 Storey 8 Storey Minimal Change 	<p>Development linking and/or spanning over the Oakleigh Railway Station and railway line connecting development in Precincts 1 & 2 with Sub-Precinct 3C.</p> <p><u>Building Height</u> Street façade up to 12 metres (3 storey) A height up to 5 storeys</p> <p><u>Building Setback</u> [see Diagrams] Zero street setback up to 12 metres (3 storey) 5 metre setback above 3 storey height.</p>	

Implementation	Zones	Retain the existing zones.
	Overlays	Include in a DDO – Design and Development Overlay to implement preferred Building height and Setback provisions Retain the existing Heritage Overlay where relevant.
	Works	Nil

10. IMPLEMENTATION

Action	Commence	Duration	Lead Agency	Involved	Stakeholder & Community Engagement	Cost	Priority
<p>Amend the Monash Planning Scheme to implement the Structure Plan.</p> <ul style="list-style-type: none"> • Modify the Municipal Strategic Statement, Clause 21.06, to reflect the strategy and objectives of this Structure Plan. • Introduce a new Policy at Clause 22.12 detail the strategy and objectives of this Structure Plan. • Introduce a new Schedule 11 to the DDO – Design and Development Overlay to implement the strategy and objectives of this Structure Plan. • Amend the Planning Scheme Zone maps to reflect the inclusion of the DDO-11 Schedule. 	Feb'2011	12 months	City of Monash	DPCD	Yes	\$20K	High
Investigate the options to guide the future development of land located within the Oakleigh MAC that is owned by the City of Monash.	Oct'2009	2 years	City of Monash		No	\$80K	High
Investigate and design a proposal for the Town Square and Western Gateway Project to rejuvenate the area and upgrade of the bus interchange and station access.	Apr'2010	12 months	City of Monash	DPCD DOT VicRoads	Yes	\$80K	High
Design and construct urban design enhancement works for Eaton Mall including public art, lighting, WSUD, landscape and furniture.	Mar'2011	4 years	City of Monash	DPCD VMC Melb Water	Yes	\$1.3M	High
Lobby for the upgrade of the Southern Gateway by improving the access via the Hanover Bridge, including the Hanover/Burlington Streets intersection and access to Oakleigh Central.	Nov'2010	Ongoing	City of Monash		Yes	\$0	Moderate
Investigate and cost options for the installation of a way finding system at strategic locations for the Oakleigh MAC.			City of Monash		Yes	\$10K	Moderate

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Action	Commence	Duration	Lead Agency	Involved	Stakeholder & Community Engagement	Cost	Priority
Construct the multi deck public car parks on the periphery of the centre as identified in the Oakleigh Parking Precinct Plan.	2014	12 months	City of Monash		Yes	\$7M	Moderate