



MOUNT WAVERLEY ACTIVITY CENTRE STRUCTURE PLAN

Towards 2036

August 2020

CONTENTS

Executive Summary

What Are We Planning For?	06
Vision & Directions	08
Key Policies and Actions	10

Part A Overview & Context

01 Introduction	14
02 Context	16

Part B Key Directions

03 Direction 1 - Foster a Vibrant Village	26
04 Direction 2 - Support Diverse Housing Options	30
05 Direction 3 - Boost the health & wellbeing of local people	32
06 Direction 4 - Create a Village that puts people first	34
07 Direction 5 - Enable people to move easily through the Village	38
08 Direction 6 - Strengthen the Village's sense of place	42

Part C The Village Centre Plan

01 Overview	50
02 The Central Pedestrian Spine	52
03 Hamilton Place	54
04 Winbourne Plaza	56
05 The Community Precinct	58
06 Activation Opportunities	60
07 The Central Car Park	62
08 Stephenson's Road	64

Part D The Implementation Plan 68

EXECUTIVE SUMMARY

The Structure Plan outlines a plan for growth and improvement of the Mount Waverley Activity Centre (MWAC) up until 2036.

Developed in consultation with local community, this Plan establishes a vision for the Centre and outlines key directions and projects to implement the vision.





What Are We Planning For?

Mount Waverley is identified in Plan Melbourne as a Major Activity Centre providing access to a wide range of shops and services, transport options, housing and recreational opportunities. As such, a Structure Plan is required to provide a clear framework for the growth and improvement of the Mount Waverley Activity Centre (MWAC).

The Centre plays an important role in the City of Monash providing a convenient shopping destination for Mount Waverley locals and visitors. At its heart is the Village Shopping Centre, loved for its local, village feel. There are very low vacancy rates within the Centre indicating that it is operating successfully.

Whilst this is the case now, the Centre will need to evolve to meet the changing profile of the community and attract more visitors to ensure its long term prosperity. Planning to provide additional retail, hospitality and commercial floorspace within the Centre will strengthen its economic viability.

Although moderate population growth is forecast for the Activity Centre, the profile of the community is expected to change. The population will age and the number of lone person households and couples without dependants will increase. These residents will require a range of housing options to suit their needs.

Alternatives to the large home, such as town houses, villa units and apartments would be suitable options for seniors who are looking to downsize, and provide more affordable options for couples and young families. These types of dwellings are currently in short supply within the Activity Centre and should be planned for.

The Centre benefits from a range of centrally located community facilities. Over the next 20 years there will be moderate additional demands placed on the existing community infrastructure. However, the changing profile of the population will also see the need for additional aged care facilities and services, and additional early year services.

The Structure Plan not only needs to plan for the changing population but also recognises the importance of making improvements for the people that currently live in and visit the Centre.

There are opportunities to make the Village Centre more people focused by providing more spaces to gather and where local events can occur. In addition, making it easier to walk and cycle around the Centre will make it more accessible for a broader range of people.

The preparation of the Structure Plan provides Council with an opportunity to guide the scale and nature of growth and focus improvements that ensure the long term viability of the Centre.

“I love the local feel of the Mount Waverley Shops and I enjoy meeting friends for coffee at one of the cafés”

(Online Survey Respondent)

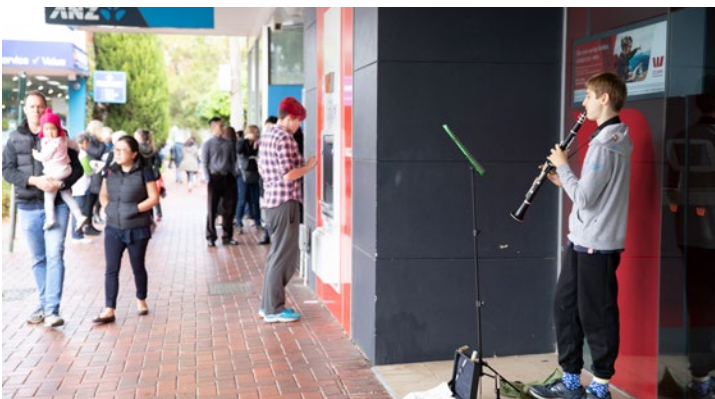


Image 1. Community activities within the Centre

Vision & Directions

The Vision for the Mount Waverley Activity Centre has been developed in collaboration with the community and key stakeholders. It will guide the delivery of future initiatives and projects until 2036.

The Directions will focus planning and design outcomes to ensure development is consistent with the community's aspirations.

Vision:

"In 2036 Mount Waverley is a great place for people of all ages to live and visit.

It's a local village that puts the community first and brings people together by providing opportunities for social interaction.

Everything is on your doorstep. You can shop locally at the specialty retail stores or the local community markets, work locally and have access to a range of health services and facilities.

The Centre functions as a community focal point, where there are safe places for children to play and inviting places for people to meet.

The Centre enables locals to participate in community activities, or undertake recreational pursuits at local parks and nature reserves.

In the green, leafy neighbourhoods you will find a range of high quality housing. Residents enjoy the short walk to the train station, where there are public transport services connecting people to the wider city."

Directions

Direction 1: Foster a Vibrant Village.

The convenient and local feel of the Centre will be maintained whilst additional retail, hospitality and commercial office uses will ensure the long term economic viability of the Activity Centre.



Direction 4: Create a Village the puts people first.

The MWAC will provide a range of high quality public spaces for the community to meet, gather and hold local events.



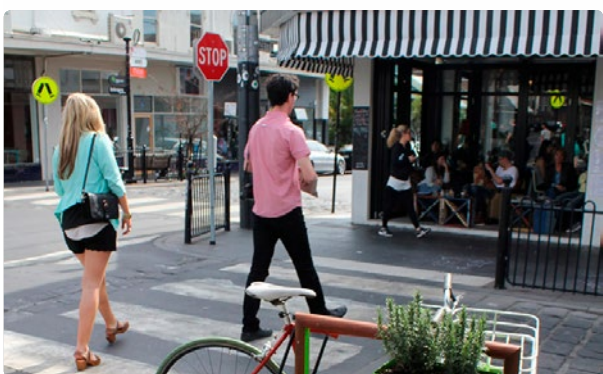
Direction 2: Support diverse housing choices.

The MWAC will provide a range of housing types to meet the different life stage needs of the community.



Direction 5: Enable people to move easily and safely through the Village.

The MWAC will provide a highly connected, safe and inclusive transport network that prioritises walking and cycling.



Direction 3: Boost the health and wellbeing of local people.

The Activity Centre will be a healthy place to live with access to range of community and health facilities for all ages.



Direction 6: Strengthen the Village's sense of place.

New development within the Centre will set a high benchmark for design quality whilst responding to the low scale, garden character of the Centre.

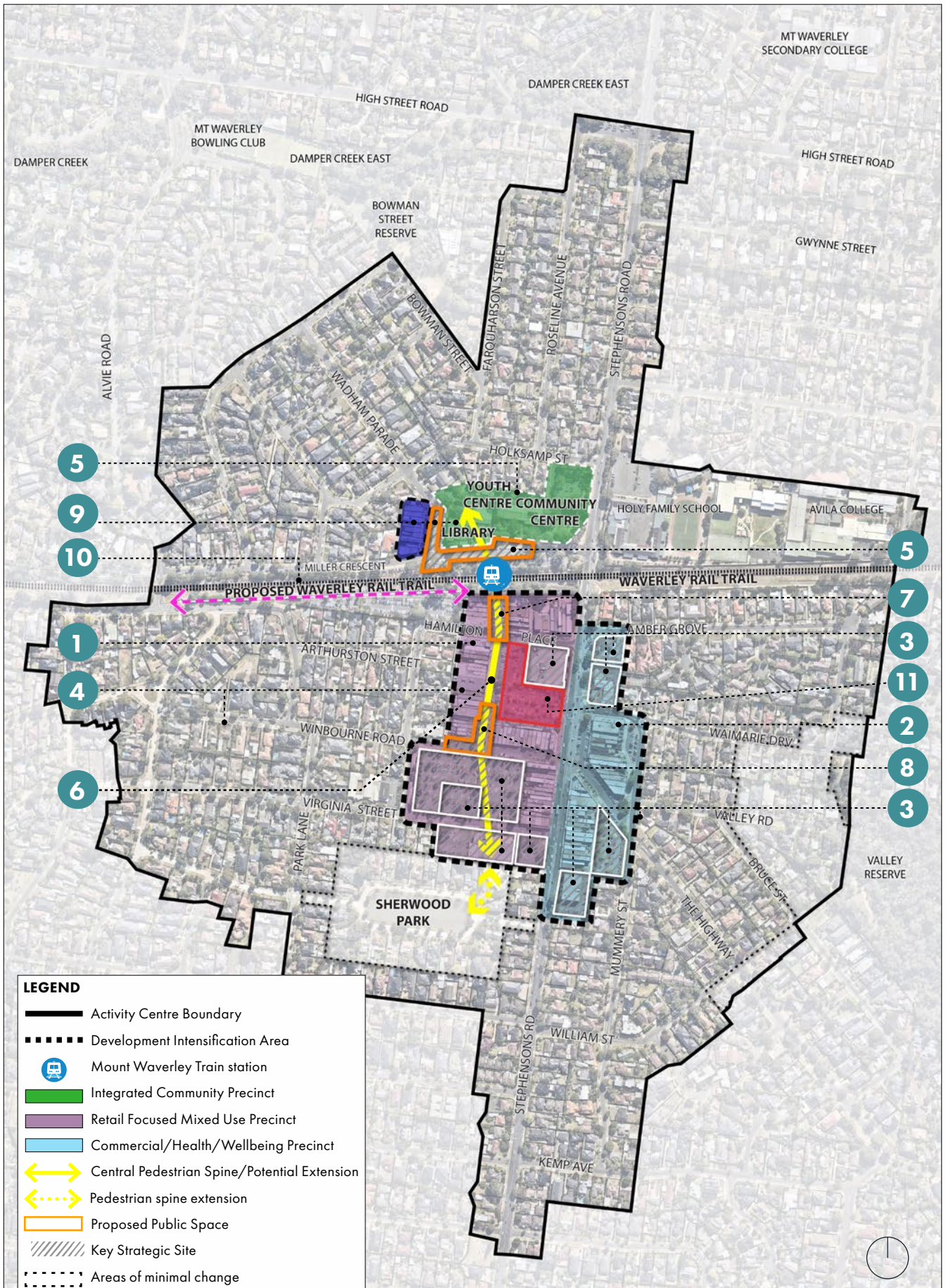


Key Policies and Actions

The following policies and actions are considered to be key in achieving the Vision for the Activity Centre. Refer to Part B and C of the Structure Plan for more detail:

- 1** Focus retail development on the western side of Stephenson's Road to strengthen the speciality food, retail and hospitality offer whilst maintaining the local, convenient feel of the Centre.
- 2** Create a desirable commercial, health and wellbeing precinct along Stephenson's Road and on the eastern side of the Centre through mixed use development that will attract local business, office, commercial and health tenancies.
- 3** Focus mixed use outcomes including retail, commercial, health services and housing within the identified intensification area, particularly on key strategic sites.
- 4** Provide more housing options both within the Village Shopping Centre/Development Intensification Area, and at a lesser intensity in surrounding residential areas, to meet the diverse community needs and to attract future residents.
- 5** Activate the external spaces in between Library, Youth and Community Centre, enabling a range of community activities to be held outdoors, creating a vibrant and inclusive community focused precinct. Rationalise the servicing, parking and access areas to create an efficient and integrated precinct.
- 6** Create a central pedestrian spine linking the community facilities north of the train line, to the central shopping areas and public spaces, and surrounding open space, south of the Centre.
- 7** Transform the Train station forecourt and Hamilton Parade into a people focused precinct and a gateway to Centre.
- 8** Expand Winbourne Plaza into a green heart for the Centre, where the community can meet, hold events and relax under the shade of the trees.
- 9** Encourage additional uses in the Wadham Parade Precinct that will support the adjacent community facilities, and proposed integrated community precinct.
- 10** Encourage more local trips to be undertaken on foot or bike by improving pedestrian and cyclist comfort and safety and prioritising the delivery of missing links in the shared path network, in and around the Centre.
- 11** Improve the safety and efficiency of the central retail car parking area.

Figure 1. Key Policies and Actions



PART A OVERVIEW & CONTEXT

Part A provides a summary of the process undertaken in developing the Mount Waverley Structure Plan.

It explains what the Activity Centre is and provides a snapshot of the Centre's community, attributes and character.





01 Introduction

1.1 What is a Structure Plan?

The Structure Plan (Plan) outlines a framework for the future growth and improvements to the Mount Waverley Activity Centre (MWAC) and provides direction for the City of Monash, key stakeholders and the community in relation to future development of land within the Activity Centre.

Specifically, the Structure Plan for Mount Waverley outlines:

- A Vision and Directions to guide the future growth and improvements to the Centre
- Land use opportunities that respond to the identified needs of the community,
- A built form response that addresses the local context,
- A public realm vision to reinforce the distinct 'localness' of the Centre
- Key opportunities for improving access and movement in and around the Centre.

1.2 Why do we need a Structure Plan?

Mount Waverley is identified as a Major Activity Centre in Plan Melbourne; providing access to a wide range of shops and services, transport options, housing and recreational opportunities. As such, a Structure Plan is required to provide a clear framework for the growth and improvement of the Centre.

For Mount Waverley, the Structure Plan will be important in guiding future development whilst preserving and enhancing the local amenity and garden city character, highly valued by the local community.



Image 2. A Listening Post was held in the Centre for the Structure Plan

1.3 How was the Plan prepared?

This Plan has evolved through collaborative process between Council, key stakeholders and the Mount Waverley community. The key steps in the process included;

- Development of **specialist technical reports** relating to economic, social and community needs, transport and movement and urban design.
- Preparation of a **Background Report** which summarised the key findings of each technical assessment and identified the key issues and opportunities the Structure Plan should address.
- Development of a **Discussion Paper**, which through a series of stakeholder workshops, summarised the key issues, challenges, opportunities, and introduced a vision for future growth for the Centre
- **Engagement on the Discussion Paper** including a Listening Post held in the Centre, an online survey and the opportunity for people to provide written feedback on the Discussion Paper.
- The **Structure Plan** builds on the feedback from all engagement activities. A Draft Plan was released for public comment. The community and key stakeholders provided their feedback on the proposals outlined in this document through a range of formats. The key messages heard were reviewed and integrated into the final Plan.

The next and final step in the process is the preparation of a Planning Scheme Amendment to support the implementation of the Structure Plan.

1.4 How to use this Plan

The MWAC Structure Plan should be read in conjunction with the Background Report and Discussion Paper. These documents identify key issues and opportunities that have been addressed in the Structure Plan.

The Structure Plan comprises the following sections:

Executive Summary

Provides an overview of the Activity Centre Vision, Six Directions and key Policies and Actions

Part A - Overview & Context

Provides an overview of the project and a description of the Activity Centre and key redevelopment sites

Part B - Vision & Directions

Provides an agreed Vision for the growth and improvement of the Centre up to 2036 and outlines policies and actions under six key directions

Part C - The Village Centre Plan

Provides more detailed plans for improving the Village Centre

Part D - The Implementation Plan

To be prepared after consultation for adoption by Council as part of the final Structure Plan

02 Context

2.1 What is the Activity Centre?

Located 16km's from the CBD in Melbourne's south east, Mount Waverley is a highly accessible suburb, connected to its surrounds via the Freeway and public transport networks.

The Activity Centre sits centrally within the suburb of Mount Waverley, focused around the Mount Waverley Train Station. The Centre incorporates a mix of residential, retail and commercial uses. These uses are supported by various community, educational, health and recreational facilities and services.

The Activity Centre Boundary (see Figure 2 below) has been delineated to incorporate the Village Shopping Centre, major public transport stops, community facilities, public open space and surrounding residential areas generally within a 400m and 800m walking catchment. This highlights the importance of supporting walkability in and around the Centre.

The Monash Housing Strategy recognises that over the next twenty years Mount Waverley will experience moderate growth. There are a number of strategic redevelopment sites located within the Village Shopping Centre that are likely to experience greater redevelopment than the surrounding residential areas.

Figure 2. The City of Monash

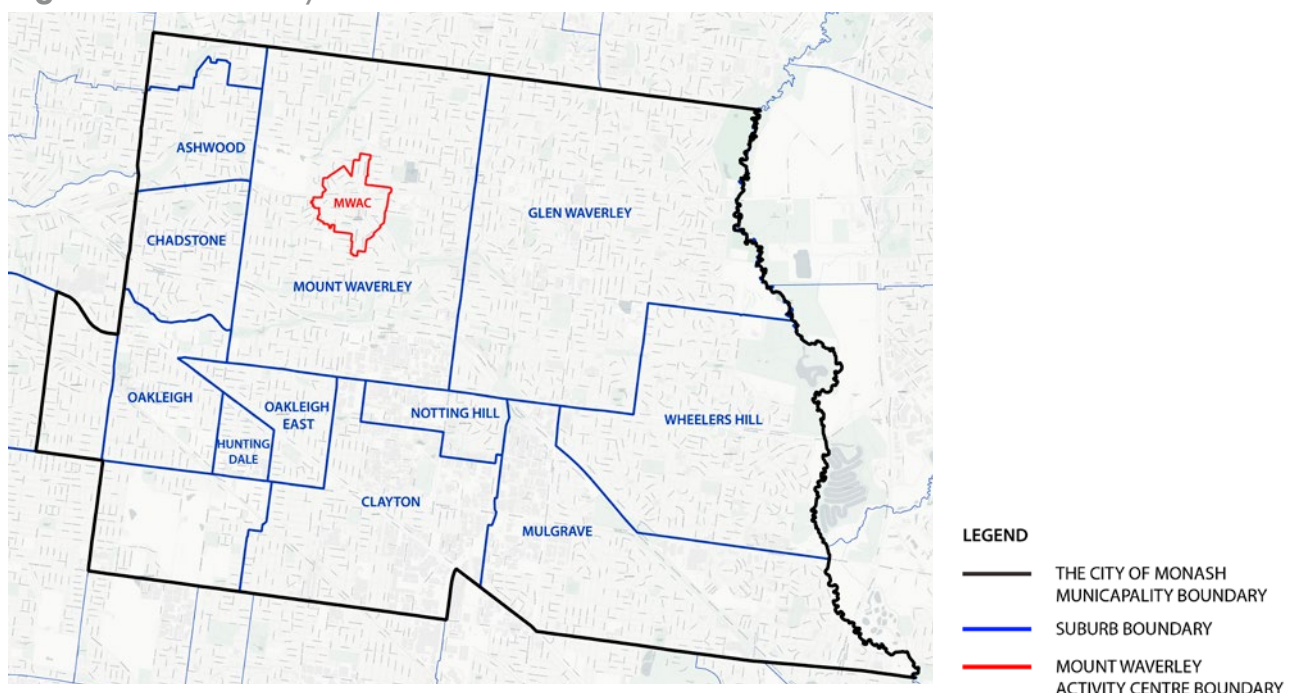
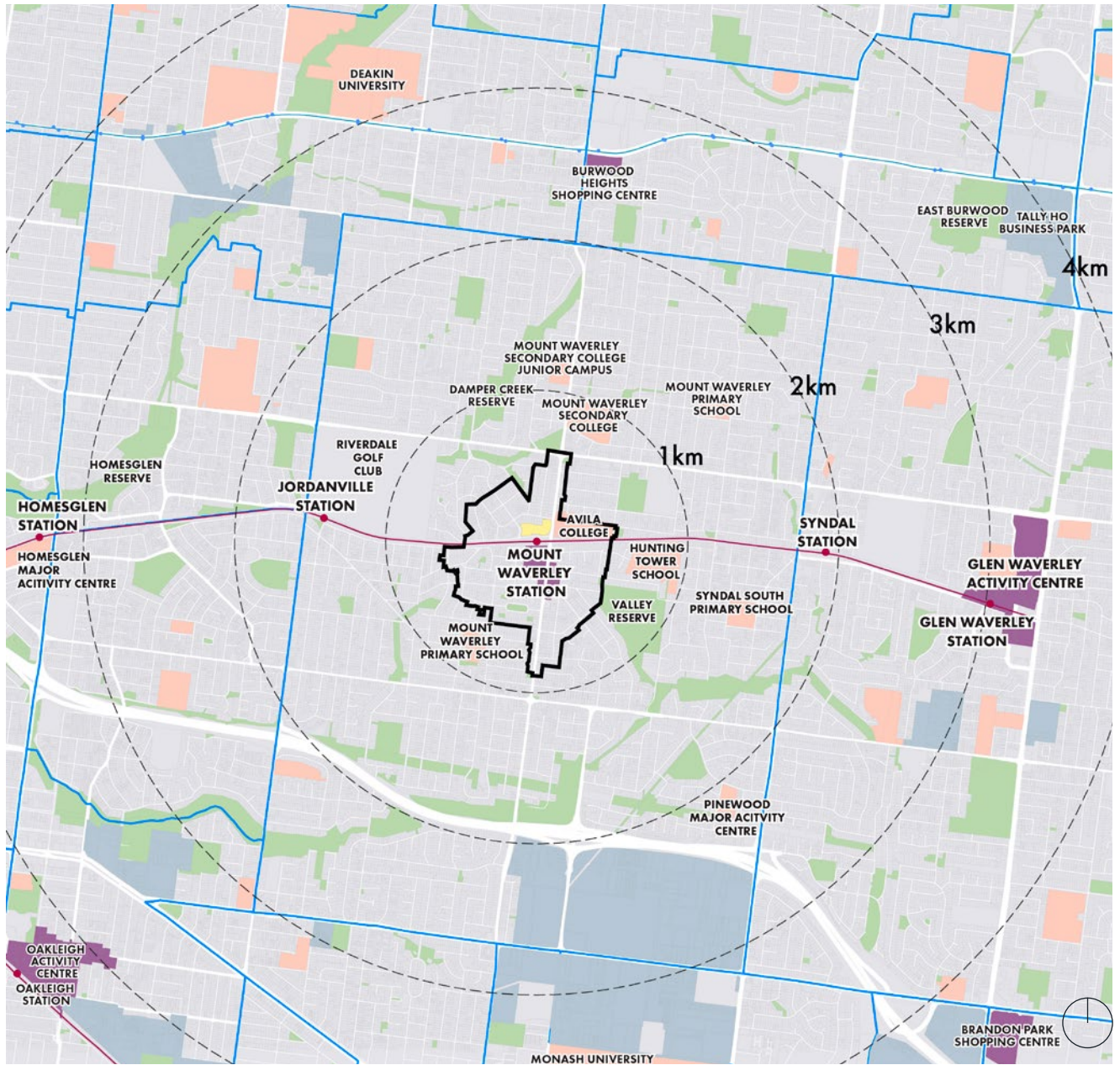


Figure 3. Mount Waverley Activity Centre Context



NOT TO SCALE

- LEGEND**
- MOUNT WAVERLEY ACTIVITY CENTRE
 - RAILWAY LINE AND STATIONS
 - RETAIL USES
 - EMPLOYMENT USES
 - EDUCATION USES
 - COMMUNITY USES
 - HEALTH USES
 - OPEN SPACE

Figure 4. The Mount Waverley Activity Centre



LEGEND

- Activity Centre Boundary
- Retail Area/Village Shopping Centre
- Office/Commercial Area
- Community, Civic & Health Facilities
- Open Space /Recreational Facilities
- Educational Facilities
- Car Park
- Mount Waverley Train station
- Bus Route
- Bus Stops

2.2 A Snapshot of the Centre

Community Profile

Mount Waverley's community has experienced change over the last decade. The population has grown by an average of 1.2% per annum over the last ten years, bringing an additional 3,972 residents to the suburb. 95% of these new residents were aged under 60 years.

This is reflected in the current age profile of Mount Waverley, which has the two largest age groups as 'Parents and Homebuilders' (35-49 year olds) making up 20% of the population, and 'Older Workers and Pre-Retirees' (50 - 59 year olds) making up 12.8% of the population.

Population growth over the next twenty years is expected to continue, however the rate of growth will slow to 0.3% per annum. The proportion of under 60 year old residents, will only account for 35% of this growth, indicating an ageing population.

As a result the amount of local household expenditure to support the Centre is likely to stabilise around the current levels. This presents a challenge for the Activity Centre in strengthening its economic position.

Mount Waverley is an increasingly multicultural location with residents of Chinese ancestry accounting for 22.3% of residents in 2016, compared to 21.4% and 18.1% of residents who identified as being of English or Australian ancestry.

The Mount Waverley Activity Centre

The Mount Waverley Activity Centre is highly valued by the locals and the wider Monash community and recognised for its unique, open air, village atmosphere and its role as a destination for local, convenience shopping. Visitors have access to a range of specialty shops and retailers, and local businesses and services.

Various signs indicate the Centre is operating successfully. The majority of retail premises within the Centre are occupied and the current mix of stores appear busy with weekday and weekend trading. Strong population growth over the past decade has supported the Centre's performance, particularly given younger, more affluent, households have accounted for the majority of this growth.

There is a marked drop in activity outside of retail hours, and the current mix of stores may not meet the needs of future communities. Strategies to strengthen the Centre's competitive advantage over the next twenty years need to be considered.

Complementing the retail offer is a diverse mix of commercial office premises located along Stephenson's Road. Whilst the Centre cannot compete with larger business parks located in surrounding suburbs, its competitive advantage is in providing visible, accessible and affordable commercial premises for small businesses.

The Centre benefits from a range of community facilities being centrally located in and around the retail and business core. There is a cluster of facilities located north of the train line, in Miller Crescent. These facilities could be improved with better use of the spaces between the buildings and better connections into the Village Shopping Centre.

The Centre has a range of local parks, reserves and public spaces that accommodate various recreational and leisure activities. Sherwood Park is located just south of the Village Shopping Centre and presents an opportunity to be better connected to shops. Similarly, there are opportunities to better connect into Valley Reserve, which is a major parkland and nature reserve located to the east of the Centre.

Residents enjoy and value their green, leafy neighbourhoods where streets are wide, and large trees are visible within verges, parks and private gardens. This contributes to Mount Waverley's Garden City Character, and a general feeling of openness in the streetscape.

Whilst the predominant housing type post-war has been single storey dwellings, larger lots in the Centre provide the opportunity for some housing intensification. There is an increasing number of larger two storey dwellings, as well as multi-unit and dual occupancy developments being built throughout the Centre.

“Love being able to shop, bank and eat in one area”

(Online Survey Respondent)



Image 5. The recently refurbished Community Centre.



Image 6. The memorial gardens at the Community Centre.



Image 8. Sherwood Park



Image 7. Valley Reserve



Image 9. A typical residential streetscape in Mount Waverley

2.3 Key Strategic Sites

There are a number of large sites located within the Activity Centre. Some of these are currently underutilised and could benefit from increased activation.

Strategically located in close proximity to the Mount Waverley Train Station and the Village Shopping Centre, these sites offer the opportunity for future development that could contribute to strengthening the retail, commercial, community and health services and housing offer.

Three of the identified sites are Council owned car parks. If development is undertaken on Council owned car parks, vehicle parking will be provided as part of any new development to meet the needs of the community, in accordance with the requirements of the planning scheme.

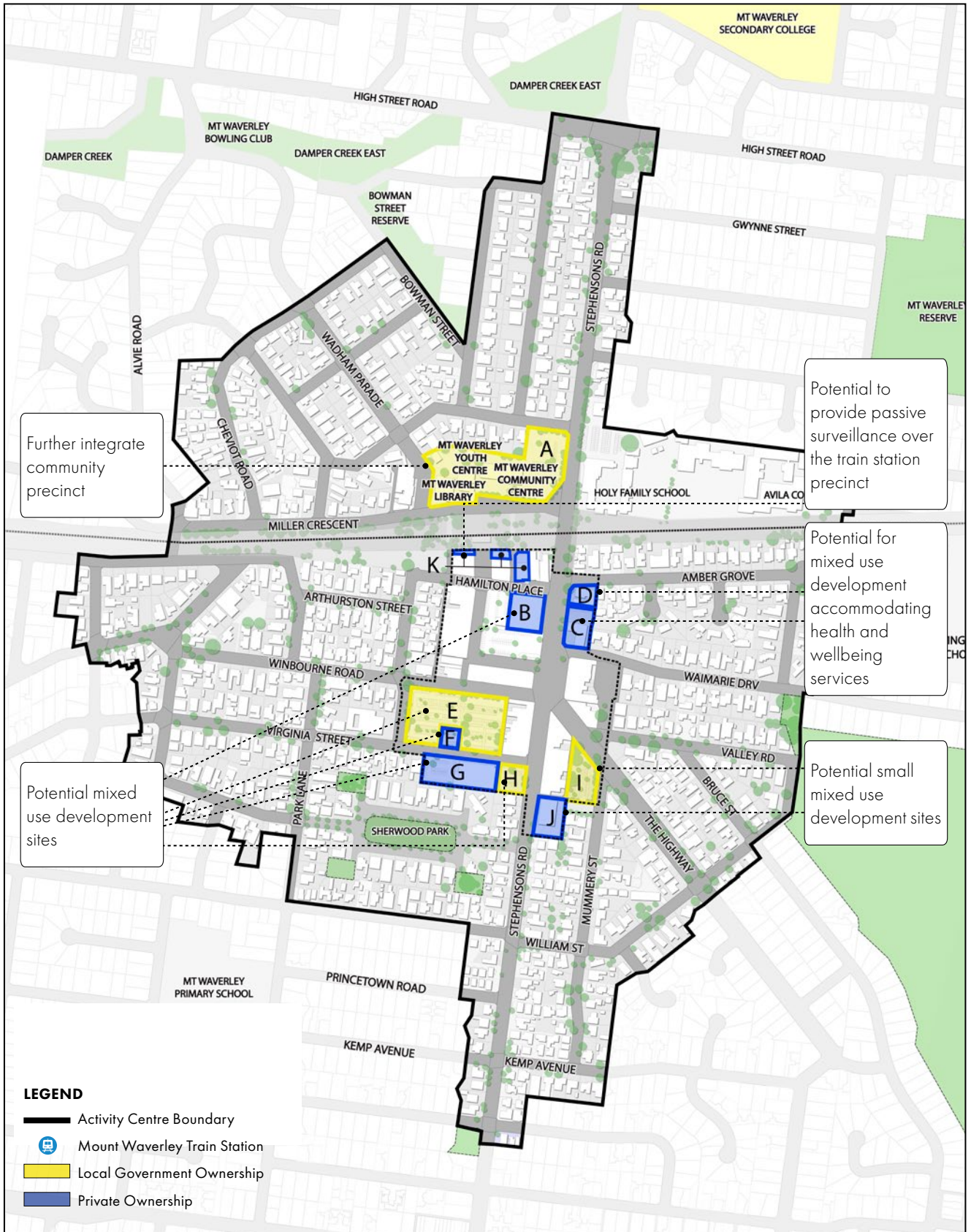
The identified sites are mapped in Figure 5 and detailed in Table 1 below.

Site	Address	Current Use	Area (m ²)	Ownership
A	Miller Crescent	City of Monash Community facilities	15,600	City of Monash
B	Stephensons Road	IGA Ritchies Supermarket	2,642	Private
C	Stephensons Road	Petrol Station	1,946	Private
D	Stephensons Road	First Church of Christ Scientist	1,461	Private
E	Winbourne Road	Car park	9,186	City of Monash
F	Winbourne Road	Car park	2,114	Private
G	Virginia Street	Woolworths Supermarket	4,220	Private
H	Corner of Stephensons Road and Virginia Street	Car park	1,516	City of Monash
I	The Highway	Car park	2,892	City of Monash
J	Stephensons Road	Former Masonic Centre now health services	2,310	Private
K	Shops located at 1 & 2-4 Hamilton Place	Small business *		Private

Table 1. Summary of the Strategic Sites Identified in the Centre

*Activation opportunity if building is redeveloped

Figure 5. Key Strategic Sites



PART B

KEY DIRECTIONS

The Vision is supported by six Key Directions which provide a more detailed focus for future planning and improvements to the Centre.

Future initiatives and projects that follow in Part B and Part C aim to achieve the Vision and the six Key Directions.





01 Direction 1 - Foster a Vibrant Village

Direction 1 outlines Centre-wide initiatives focused on achieving a mix of retail, commercial and hospitality offerings to support a vibrant Village.

The Centre provides a convenient and local shopping experience with a good mix of specialty retail and hospitality uses supported by two supermarkets. These convenient and local qualities differentiate the Centre from surrounding shopping precincts. Figure 6 identifies preferred future land uses across the Activity Centre.

The Structure Plan proposes to build on its compact and convenient feel by consolidating retailing activities on the western side of Stephenson's Road. The Plan supports additional supermarket floor space along with specialty retail, which could be accommodated within new, mixed use developments. This will ensure the Centre remains competitive and continues to attract additional visitors.

The Plan identifies opportunities for new hospitality precincts in Hamilton Place and Wadham Parade. Both areas benefit from lower traffic volumes and are well located adjacent to the railway station and community facilities. A planned streetscape upgrade outlined in Part C - The Village Centre Plan, will further strengthen Hamilton Place as a hospitality destination.

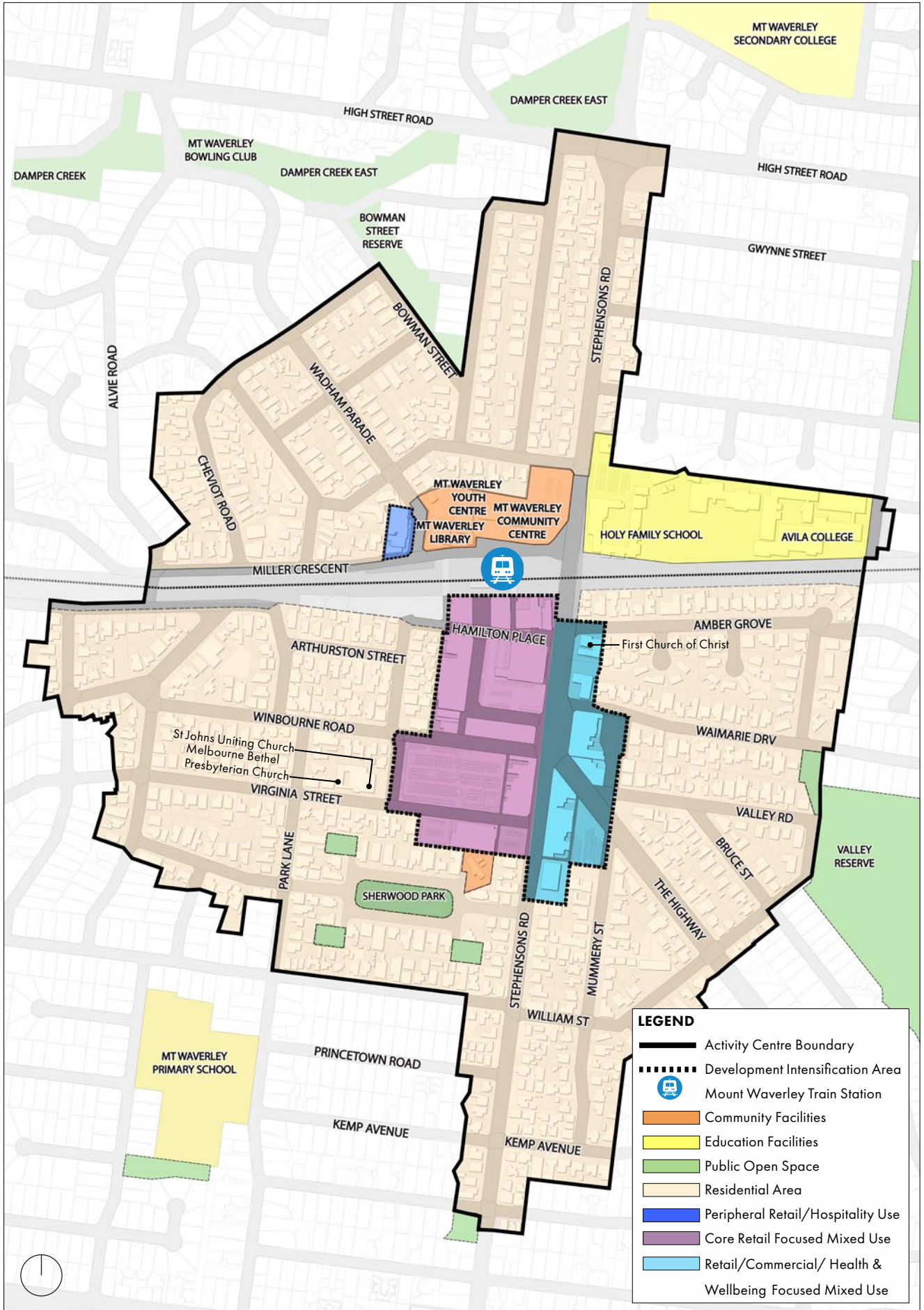
Economic analysis undertaken for the Structure Plan has estimated that an additional 3,000-5,000 m² of commercial and office space could be provided within the Centre until 2036. This additional floor space could be provided within approximately 20-35 small office based businesses.

The Plan proposes to focus office uses along the eastern side of Stephenson's Road, where there is high exposure and a number of existing, large redevelopment sites. There is also an opportunity for health and wellbeing uses to be located within this area. This will capitalise on existing demand and cater to the changing community profile which will see an increase in older residents.

“Bring in some shops that appeal to the youth in order to create a more lively Centre”

(Online Survey Respondent)

Figure 6. Directions 1,2 & 3 - Land Use Plan



Policies

- Encourage the consolidation of the key retail activity on the western side of Stephenson's Road to ensure the Centre maintains its convenient and compact nature.
- Encourage a mix of active retail, commercial and hospitality uses at ground floor level, with residential and office uses above.
- Transform Hamilton Place into a people focused precinct, attracting people and activity with its diverse hospitality offer and access to the train station.
- Encourage the consolidation of local business, office and commercial tenancies into a commercial focused mixed use precinct on the eastern side of Stephenson's Road.
- Encourage the development of a health, fitness and wellbeing precinct on the eastern side of Stephenson's Road.

Actions

- 1.1 Investigate opportunities for increasing supermarket floor space to strengthen the competitiveness of the Centre and to better meet the needs of residents.
- 1.2 Work with local businesses to establish a Traders Association to create a collective voice to advocate for the specific needs of the local retailers.
- 1.3 Undertake a master planning process to develop Hamilton Place into a people focused precinct with comfortable meeting places for visitors and uses that support the nearby community facilities and train station.
- 1.4 Develop and implement policies to encourage the development of office and commercial use within the mixed use precinct, particularly on the eastern side of Stephenson's Road.
- 1.5 Develop and implement policies to encourage commercial uses, in particular, businesses servicing local households, above shopfronts.



Image 10. Existing retail within the Village Shopping Centre

02 Direction 2 - Support Diverse Housing Options

The Vision seeks to encourage a range of high quality housing types with good connections to transport, shops and local services. Direction 2 outlines initiatives that encourage additional housing across the Centre.

The community profile and household mix is expected to change over the next twenty years. As residents age they will be seeking alternatives to their large, detached homes, usually in the form of smaller, low maintenance, single storey villas and units. Increasingly, families and first home buyers will be looking to move into the Centre and will be seeking access to more affordable housing options.

The Centre should provide increased housing options to cater for the different needs of the community at different life stages. The location and design of new development should enable people of all ages and abilities to live within close proximity of shops and services, if they desire.

This Plan supports moderate built form intensification within Centre to increase supply of town houses, villa units and apartments. The identified strategic sites in the Centre could deliver a significant housing supply through mixed use development options. In addition, there is some scope for shop top housing development within existing retail and commercial areas, however lot consolidation may be required to achieve feasible development outcomes.

Within the surrounding residential areas, the Plan proposes to retain the existing General Residential and Neighbourhood Residential Zones. These zones allow for a range of housing types in locations offering good access to services and transport, whilst ensuring residential development respects the existing neighbourhood character.

“It would be great to see more housing closer to the train station to encourage more public transport and less road use”

(Online Survey Respondent)

Policies

- Encourage apartments to be incorporated into new mixed use developments within the identified development intensification area (see Figure 6 for development intensification area).
- Encourage the delivery of townhouses, villa units and low scale apartment buildings developments within the residential areas of the MWAC.
- Encourage the delivery of accessible dwellings in the Centre in close proximity to the shops, bus stops and train station, suitable for people with limited mobility.

Actions

- 2.1 Prepare and implement strategies that encourage best practice design outcomes for shop top housing in the retail core.
- 2.2 Implement public realm and land use improvements identified in the Plan to attract housing to the Centre.



Image 12. Examples of shoptop housing that could be provided within the Centre



Image 11. Existing townhouse development in Mount Waverley

03 Direction 3 - Boost the health & wellbeing of local people

Direction 3 seeks to strengthen community and health services, and facilities across the Activity Centre, whilst planning for community needs in the longer term.

The Centre is well serviced by a diverse mix of both local and higher order community infrastructure. The recent refurbishment of the Mount Waverley Library and Community Centre, and Mount Waverley Youth Centre has provided additional space for the local community to participate in a wide range of community activities.

Given the strong supply of Council community facilities, the recent upgrade of facilities, and the modest projected population growth, it is not expected that additional community facilities will be required in the short to medium term. In the longer term however, it is anticipated that additional child care and aged services and facilities will be required.

The Structure Plan identifies the opportunity to build on the recent upgrade of facilities by providing external landscape and activation improvements. The spaces between the Library, Youth Centre and Community Centre facilities could become a cohesive and connected landscape, providing a range of external community spaces. More seating, a children's playground and youth recreational facilities, are some recommended short term improvements. Clearer pedestrian connections between the facilities, train station and the retail core, should be delivered in the longer term.

The Maternal Child Health (MCH) and Kindergarten Centre on Sherwood Road is a very popular community facility. Support should be given to meet its ongoing needs, and external improvements, such as a safer pedestrian connection to the retail areas, should be considered.

The Plan also recommends support for the creation of a health and wellbeing precinct on the east side of Stephenson's Road. This precinct could provide local community health services and facilities, and complimentary uses including medical suites, day hospital, health, well-being and fitness services. The area benefits from having a number of large redevelopment sites with accessible car parking.

"I'd like to see more healthcare and fitness related uses, would be good to have services link a physio, osteo and pilates"

(Online Survey Respondent)

Policies

- Enhance the external spaces between the Library, Youth Centre and Community Centre to support further development of a vibrant, activated and fully integrated precinct.
- Locate future local level health, fitness and wellbeing services in mixed use developments along Stephenson's Road, encouraging the development of a recognised health and wellbeing precinct.
- Locate health and community services in close proximity to shops and local businesses to enable multi-purpose trips within the Centre.



Image 13. Example of public spaces that could be provided around existing community facilities

Actions

- 3.1 Develop a master plan to strengthen the community precinct on Miller Crescent. Landscaping should be a key element of the master plan, creating inviting public spaces for community, including children and youth, activities to occur outdoors (as has occurred as part of the Glen Waverley library forecourt redevelopment).
- 3.2 Investigate the potential for refurbishment of the MCH and Kindergarten Centre on its current site on Sherwood Road. If future refurbishment opportunities arise, explore opportunities to provide a stronger pedestrian link between the MCH and the Village Shopping Centre.
- 3.3 Continue to actively plan for the provision of community facilities based on an ongoing needs assessment. This will inform how to utilise the community precinct in response to changing local needs over time.
- 3.4 Actively engage with non-government sector community service organisations to encourage the establishment of health and wellbeing services.
- 3.5 Encourage additional private sector and non-government child care services to supply additional day care and long day care services.
- 3.6 Encourage private sector and non-government residential aged care services.
- 3.7 Encourage private sector primary health service and community health services to locate in the Centre.
- 3.8 Provide fitness facilities in designated active open space areas.

04 Direction 4 - Create a Village that puts people first

Direction 4 outlines improvements to the Centre's streets and public spaces to create a more people-focused Centre.

The Centre is compact making it an ideal place to walk in and around, however, there are limited comfortable places to sit, meet and relax, and spaces where outdoor community events and gatherings can be held.

This Plan encourages re-imagining of the Centre's public spaces as streets and places for people. All improvements to the public realm will ensure the Centre continues to evolve in a manner that is genuinely inclusive of everyone in the community. Figure 7 Identifies key public space improvements across the Centre.

The major improvements are focused within the Village Shopping Centre and immediate surrounds and are outlined in more detail in Part C - The Village Centre Plan. A key recommendation is to create a central pedestrian spine that connects the community facilities and train station precinct to the retail area, and potentially, further connection to the MCH Centre and Kindergarten and Sherwood Park.

This will provide for a continuous pedestrian link that joins a series of proposed key public spaces, including a new train station forecourt and pedestrianised streetscape on Hamilton Place and an expanded plaza on Winbourne Road.

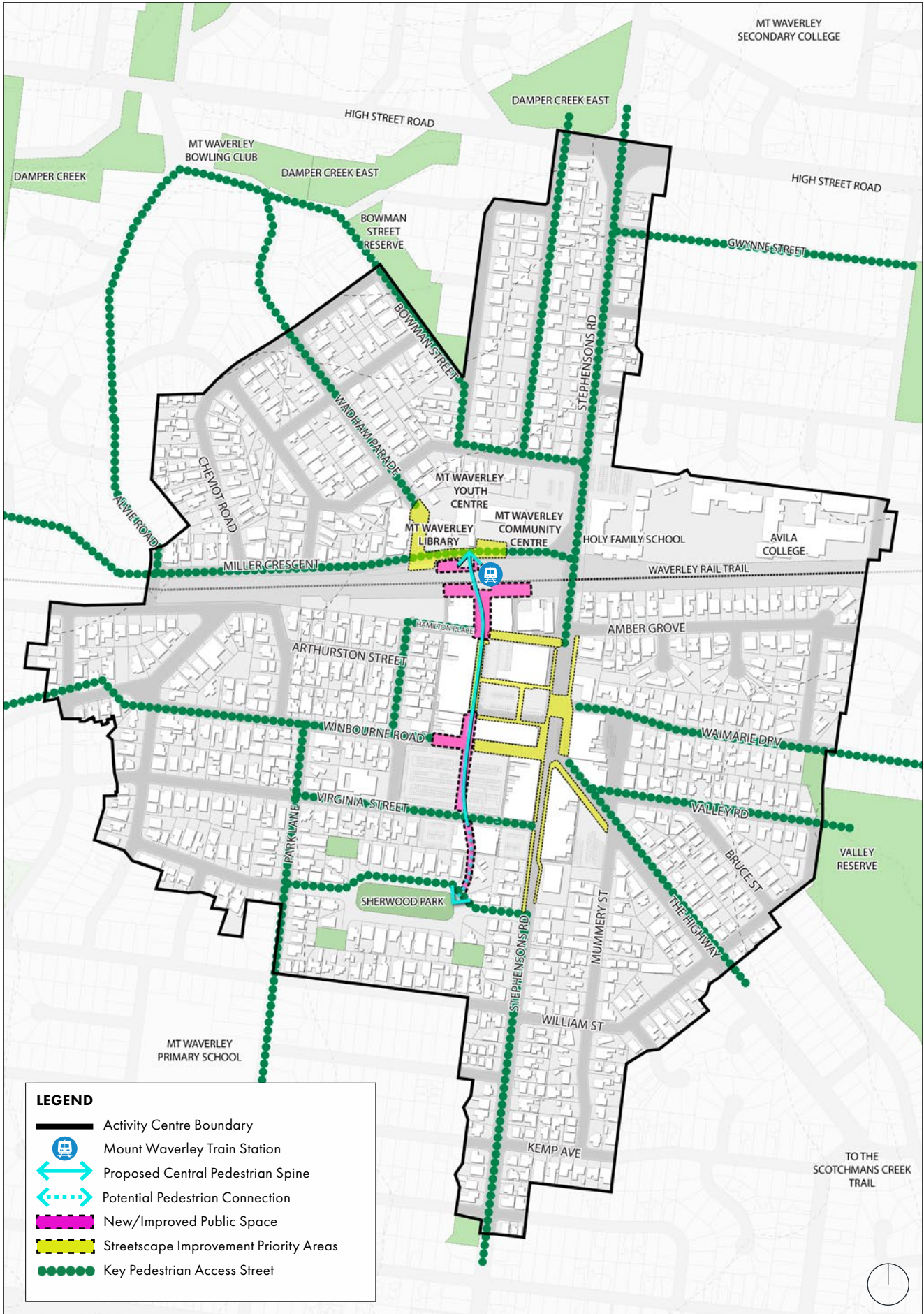
All future public realm improvements should adopt a consistent streetscape palette, and contribute to improving way-finding through the Centre. Universal Design and Crime Prevention through Environmental Design Principles should be embedded in all future works to ensure the Centre is a comfortable, inviting and safe and place for the community, day and night.

Where possible, placemaking interventions, such as site specific public art, should be adopted to strengthen the village character and activate under utilised spaces in the Centre. Temporary interventions can also be used to test future ideas different uses and design ideas with the community.

"I'd like to see more central green spaces for the community to gather"

(Online Survey Respondent)

Figure 7. Direction 4 - Public Spaces Plan



Policies

- Ensure all public realm improvements contribute to providing equitable access for people of all abilities to the Centre's key destinations.
- Embed Universal Design and Crime Prevention through Environmental Design Principles in all future capital works.
- Create a cohesive public realm throughout the Centre using a standardised materials palette for all new and future improvement works.
- Provide new public gathering and event spaces to encourage a mix of activities and enable people to connect with others in the community.
- Use placemaking strategies to revitalise and activate underutilised buildings and spaces, and embed placemaking initiatives into new public spaces, in particular site responsive public art and cultural interpretations of local stories and history.
- Ensure public spaces and streetscape upgrades employ sustainable practices such as innovative water conservation, harvest and reuse strategies in their design.
- Make it easier for people to navigate through the Centre with the provision of integrated signage and wayfinding devices.
- Consider street lighting as a distinctive feature of the Centre, and a key way to activate and improve public areas at night.

Actions

- 4.1 Develop a concept master plan for the Central Pedestrian Spine connecting key destinations located in the northern and southern areas of the Centre.
- 4.2 Develop a concept master plan for the Hamilton Place/Train Station Forecourt Concept.
- 4.3 Develop a concept master plan for the Winbourne Plaza expansion project.
- 4.4 Develop a streetscape master plan for Stephenson's Road guided by the Movement and Place Framework in collaboration with Vic Roads.
- 4.5 Develop a streetscape style guide to provide guidance on the direction for future streetscaping upgrades and new works in the Centre. The guide should address priority locations for more seating and streetscape elements (including appropriately located public toilets), water sensitive urban design techniques and a cohesive materials palette.
- 4.6 Develop a Placemaking Strategy to provide a set of placemaking principles to guide and underpin future public realm improvements.
- 4.7 Investigate how Wadham Parade can support greater activation of the existing shops and nearby community uses.
- 4.8 Work with VicTrack to upgrade the pedestrian underpass at the train station, with consideration of how the underpass can integrate into the new Station Forecourt/Hamilton Place public space and the Miller Crescent precinct, and develop a master plan for improvements to the public realm and car park on the northern side of the station on Miller Crescent.



Image 14. Stephenson's Road

05 Direction 5 - Enable people to move easily through the Village

Direction 5 focuses on creating a connected transport network that enables people to move easily and safely through the Village.

The Centre benefits from a permeable walking network, with the majority of key destinations located within a 10 minute walking catchment. This presents a good opportunity to encourage residents to undertake more local trips on foot and integrate exercise into daily routines.

This Plan proposes a range of improvements to the walking and cycling conditions. Within the Village Centre, a strong priority will be provided to pedestrians. Part C - The Village Centre Plan, outlines a number of initiatives that will allow people to walk through the Centre with minimal interruption by vehicles.

The streets that lead into the Village Centre are also important. Delivering localised traffic calming and management interventions on local streets will provide for a more comfortable mix of pedestrians, cyclists and vehicles. Figure 8 identifies a number of these key routes.

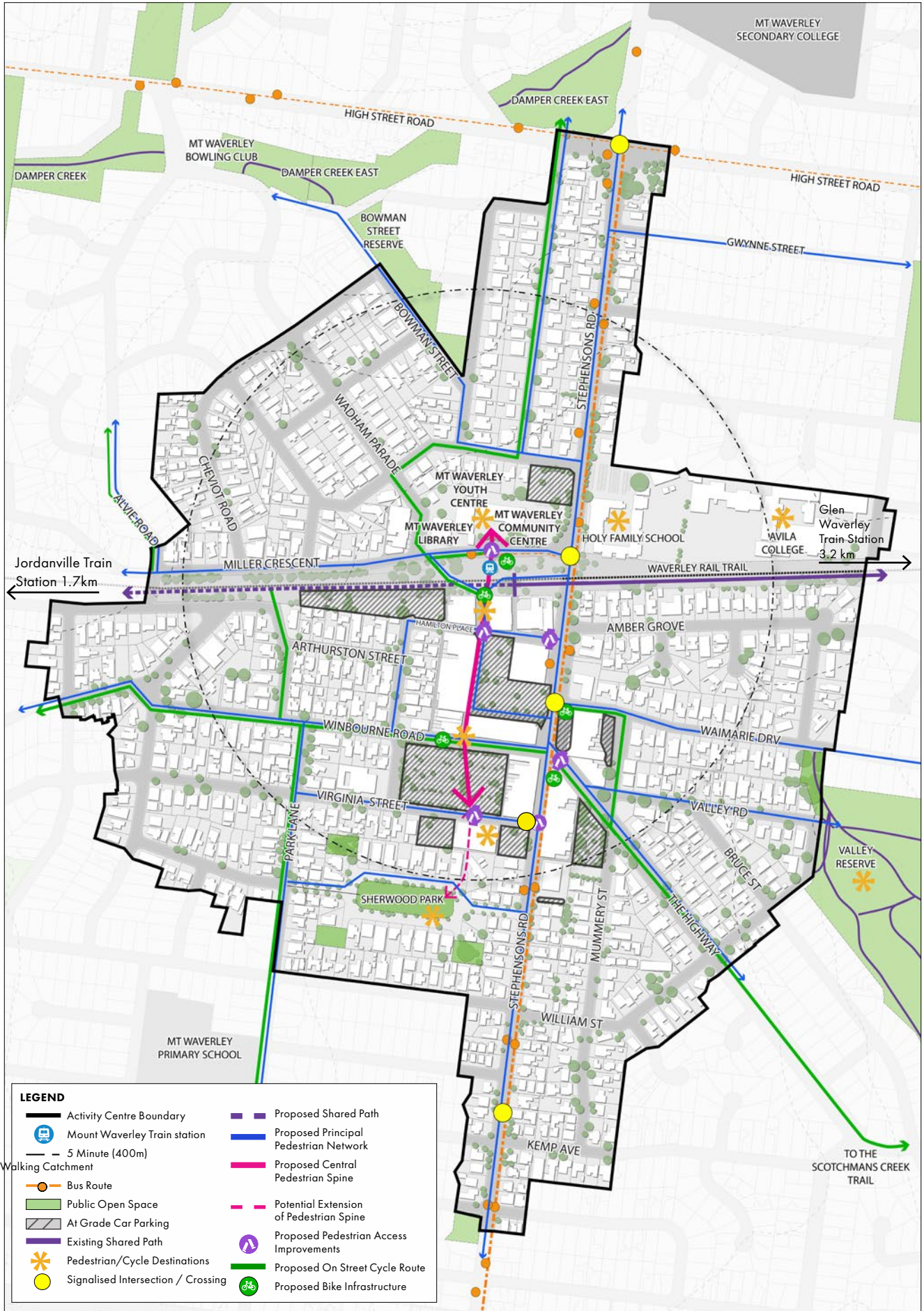
This Plan supports stronger patronage of public transport services by making it easier to walk or cycle to public transport stops. More frequent and reliable bus services to the train station are planned by PTV. Together, these measures have the potential to improve longer term performance of the Centre.

Whilst advocating for a reduction in vehicle trips to the Centre, this Plan also recognises that the Centre operates as a destination for local convenience shopping. The provision of easy vehicle access and sufficient parking is fundamental to its viability. A number of improvements to the central car park are recommended on Part C of this Plan to improve its efficiency. The Plan further recommends advocating to VicTrack for the improvement of commuter parking facilities.

“Walking is to be encouraged as increasingly more young families with children are moving into the area”

(Online Survey Respondent)

Figure 8. Direction 5 - Movement & Access Plan



Policies

Walking and Cycling

- Ensure key pedestrian streets and public realm improvements contribute to providing equitable access to the Centre's key destinations for people of all abilities. Universal Design and Crime Prevention Through Environmental Design principles should be embedded in all future improvements to the movement network.
- Improve walkability in the Centre and provide a high level of pedestrian priority along those streets identified as part of the Principal Pedestrian Network (see Figure 8).
- Enhance the pedestrian and cycling linkages to the local parks, sporting facilities and recreational trails in accordance with the Monash Walking and Cycling Strategy, and the Department of Transport's Strategic Cycling Corridor.
- Support the development of a cycling culture in the Centre.

Public Transport

- Improve the integration of train and bus services to encourage more people to take the bus to the station and reduce the demand on commuter parking.
- Encourage more people to use the bus service for local trips by improving the comfort and amenity of the bus stops.
- Advocate for improvements to the commuter parking conditions at the Mount Waverley Train Station.
- Improve the arrival and departure experience at the train station.

Policies (continued)

Vehicle Access and Parking

- Calm vehicle movements and congestion along Stephenson's Road to enhance its role as a key Village Centre street
- Investigate if and where rat running is occurring in the local street network and the best ways to mitigate any occurrences.
- Ensure car parking areas are operating as efficiently as possible.
- Ensure adequate parking is provided as part of any new development in the Centre.

Actions

Walking and Cycling

- 5.1 Further develop and implement a Principal Pedestrian Network as a planning and policy tool for the development and promotion of walking as a mode of transport.
- 5.2 Make the Village Centre a pedestrian priority zone by implementing pedestrian improvements at key intersections and crossing points including at the carpark. Ensure footpaths are clutter and obstruction free, clear directional signage and wayfinding devices are located at key decision points and there are accessible routes for people with mobility devices.
- 5.3 Advocate for the delivery of the missing sections of the Waverley Rail Trail between Mount Waverley to Jordanville train stations as identified in the Monash Walking and Cycling Strategy. Work with the Department of Transport and VicTrack to safely integrate the trail through the station forecourt precinct. Consideration should be given to providing the upgraded link as part of the Train Station Forecourt/Hamilton Place Master Plan.

Actions (continued)

- 5.4 Prioritise cycling access between the Centre and the Scotchmans Creek Trail. The preferred route is via the Waverley Rail Trail and Lawrence Road. An alternative route is via The Highway and Bruce Street.
- 5.5 Undertake further investigation of the identified on road cycle routes to determine what further traffic interventions can be delivered to increase cyclists safety and comfort.
- 5.6 Provide increased bike storage infrastructure at key locations as identified in Figure 8.

Public Transport

- 5.7 Work with PTV to:
- Advocate for improved bus services addressing issues such as higher frequencies, additional services and more reliable services.
 - Improve the experience of using the bus network by upgrading local bus stop conditions and infrastructure. Prioritise improvements to the bus shelters on Stephenson Road.
- 5.8 Advocate to VicTrack and Metro Trains to improve the rail passenger experience by:
- Improve commuter parking facilities. Current car parking configurations can be made more efficient, and improved by sealing the surface of the Miller Crescent parking area, providing additional lighting, and where possible, increasing the amount of parking available,
 - Improve the pedestrian underpass and surrounding landscaping treatments connecting the north and south areas of the Centre.

Actions (continued)

Vehicle Access and Parking

- 5.9 Develop a Streetscape Master Plan for Stephenson Road, guided by the Movement and Place Framework, in collaboration with VicRoads. As a priority, investigate lowering the speed limit on Stephenson Road to better support its place function.
- 5.10 Undertake detailed design to reconfigure the Council owned central park with consideration of improving efficiencies in traffic flow and parking configuration. Refer to Part C - Village Centre Plan for more details.
- 5.11 Review existing parking arrangements throughout the Centre to prioritise those people who are most reliant on vehicle access and determine whether they could be adjusted to support mode shifts.
- 5.12 Deliver traffic calming measures on local streets identified as having increased vehicle volumes due to drivers avoidance of major roads.
- 5.13 Encourage service and loading areas that:
- Are well designed and adequate for the future needs of the land uses in the building,
 - Minimise impacts on surrounding traffic flow, including to other service/loading areas, and access to car parking,
 - Located away from the primary active frontage, where practical*, and avoiding conflict with cyclists and pedestrians,
 - Visually and acoustically screened or integrated into the design of the building,
 - Are consolidated or shared where practical and where queuing can be safely avoided.

06 Direction 6 - Strengthen the Village's sense of place

Direction 6 addresses Centre-wide initiatives focused on delivering high quality built form outcomes across the Activity Centre to strengthen the local sense of place. This Direction outlines preferred building heights and setbacks across the Centre.

State and local planning policies identify Activity Centres as places of transitional change, evolving to meet the needs of current and future communities. Activity Centres are recognised as places to encourage urban consolidation where residents, workers and visitors all benefit from good access to shops, services and transport. However, there is a need to balance any intensification with preserving the Centre's valued village feel and garden city character.

This Plan recommends a targeted approach to all future development. Development within the Village Centre will be focused within the area defined as the Development Intensification Area (refer to Figure 9). Moderate increases in building heights will be supported to enable multi-level, mixed use development in areas that are well serviced by shops and transport. In some cases lot consolidation may be required in order to achieve the preferred buildings heights.

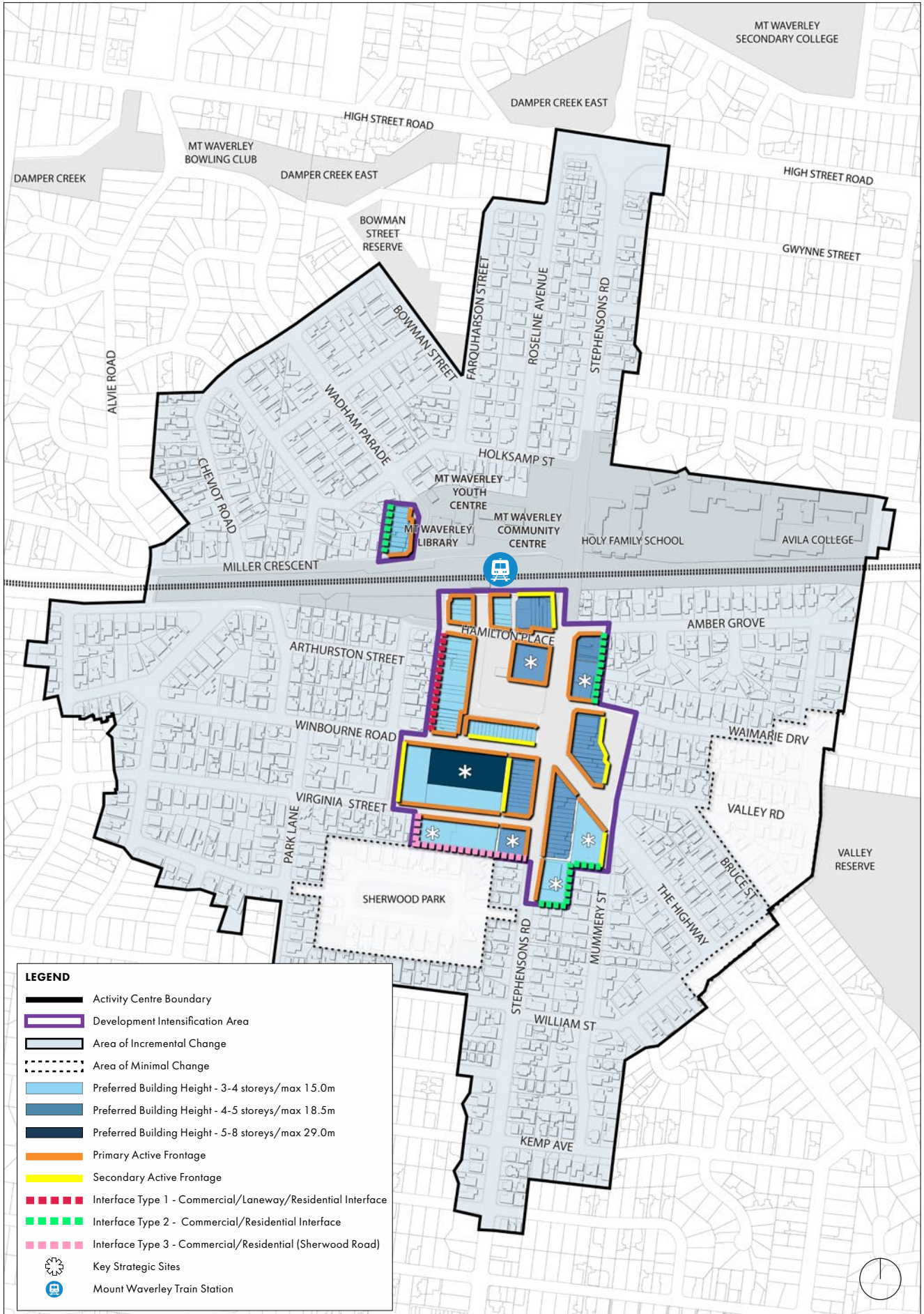


Image 16. Opportunities for ground level activation in new developments with uses above

“What about providing housing and offices above car parks and shops?”

(Online Survey Respondent)

Figure 9. Direction 6 - Built Form Plan



The Plan aims to locate taller buildings on strategic sites that are prominent and centrally located within the commercial core. In these areas, building heights will need to consider how to mitigate overshadowing impacts on surrounding footpaths and public spaces at key times of the year.

For the surrounding residential areas, this Plan recommends retaining existing planning controls. Existing controls support a mix of minimal and incremental development (refer to Figure 9) that will deliver medium density housing in the Centre over the next twenty years. This could be in the form of villa units, townhouses and small scale apartment buildings.

The Plan encourages high quality built form that positively contributes to the character of Mount Waverley. New development in highly pedestrianised areas will be encouraged to have active frontages providing visual engagement between buildings and the adjoining street. These areas have been identified as primary and secondary active frontages in Figure 9.

There are a number of sensitive interface conditions to be managed to ensure new development in commercial areas does not negatively impact on existing residential amenity. For example, where a commercial lot is abutting a residential lot, a transition in building height and setbacks are recommended to mitigate negative amenity impacts on surrounding residential housing (refer to Figures 9 -13).



Image 17. Opportunities for developments to provide diverse and affordable housing options for the Centre.

“There are no apartments near the Centre - there should be residential units here for the elderly people who need to be close”

(Online Survey Respondent)

Policies

- Encourage excellence in building design within commercial and residential areas, ensuring development responds to the characteristics of the site and its context.
- Ensure that all development supports a sustainable Activity Centre through implementation of best practice ESD standards, including energy efficiency and water management.
- Strengthen sense of place and arrival into the Centre by providing buildings of exemplary architectural quality on prominent sites along Stephenson's Road.
- Encourage greater housing intensification on residential zone properties on Stephenson's Road, particularly south of the Development Intensification Area.
- Encourage the enhancement of the fine grain streetscape rhythm in the Centre.
- Ensure buildings integrate with and contribute positively to streetscapes and public spaces by providing active frontages with clear glazed ground floors.
- Ensure buildings do not overshadow key public spaces, parks and plazas.
- Optimise building height on larger sites in the commercial area where interface and bulk issues can be minimised.
- Encourage upper floor levels of buildings within the precinct to be recessed and well articulated from rear and side boundaries, which abut or are opposite residential properties.
- Facilitate high quality housing that respects the garden city character.

Actions

- 6.1 Prepare and implement planning scheme policies and controls that reinforce the Direction and Policies outlined above, and the Built Form Requirements outlined in Figure 9 and the table below.

Development Intensification Area Requirements

Development Requirements	Development Outcomes
<p>Building Heights</p> <ul style="list-style-type: none"> Building heights should not exceed heights specified in Figure 9. <p>Street Wall</p> <ul style="list-style-type: none"> The street wall height should not exceed 3 storeys. <p>Ground Level Setbacks</p> <ul style="list-style-type: none"> Zero front and side setbacks up to the street wall heights within the precinct. <p>Upper Level Setbacks</p> <ul style="list-style-type: none"> Development above 3 storeys should be setback by 3m. In the case of Interface Type 3 - Sherwood Road, development above 2 storeys should be setback by 3m. <p>Interface Treatments</p> <ul style="list-style-type: none"> Development on sites identified with a primary active street frontage should utilise transparent and permeable building facade treatments and provide for active, customer focused uses at ground level and provide opportunities for passive surveillance above. Development on sites identified with a secondary active street frontage should contribute to activation of the street at ground level and provide opportunities for passive surveillance above. Buildings located on corner sites must address and activate both primary and secondary frontages. Interfaces between commercial development and surrounding residential areas will be designed to mitigate negative amenity impacts as outlined in the diagrams opposite. Where buildings interface with public spaces, buildings will be designed to ensure that overshadowing does not result in a significant loss of sunlight on the surrounding public realm, particularly throughout the middle of the day. 	<p>Encourage development that:</p> <ul style="list-style-type: none"> Facilitates a considered transition in building heights between the commercial core on Stephenson's Road down to reduce to a lower scale in areas interfacing with surrounding residential areas. Responds to the predominant scale of surrounding built form, minimising the bulk of the built form and is considerate of the relationship to adjoining sites and the surrounding public realm. Creates continuity in the streetscape and a consolidated built form edge. Reinforces the human scale and provides interest at street level. Promotes visual interest on gateway sites into the Centre through quality building design. Retains significant trees and vegetation, and where appropriate reveals views of surrounding trees and vegetation. Avoids long, inactive building frontages. Provides direct access to primary street frontages. Provides passive surveillance over lane ways ensuring they feel safe and look appealing. Contributes to the garden city character in the existing residential areas.

Interface Type 1: Laneway separation between existing residential and commercial lot

This interface condition is found in two locations in the Development Intensification Area; Wadham Parade and Alexander Street. In both of these locations future development on a commercial lots can be built to the site boundary because a laneway provides separation. (see red dashed lines in Figure 9).

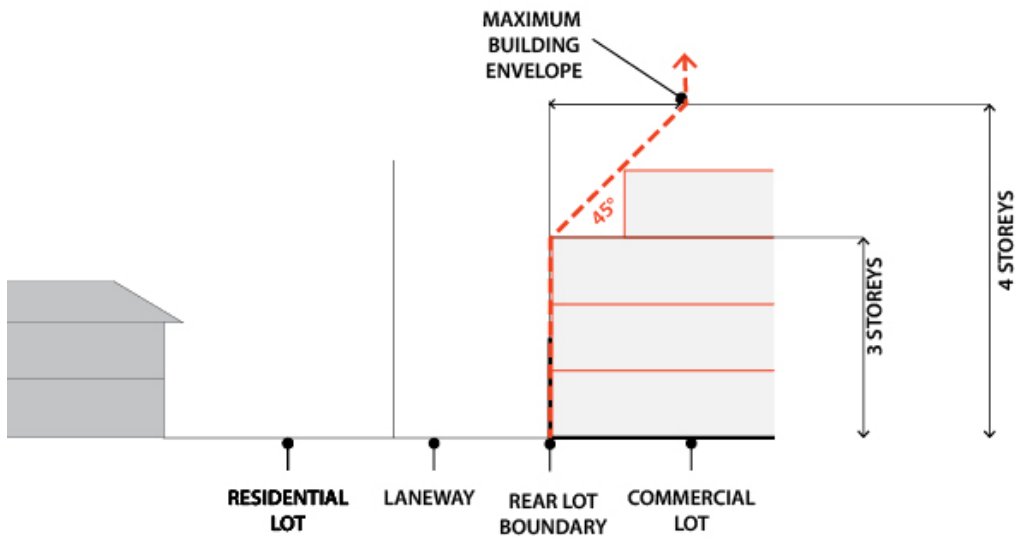


Figure 10. Interface Type 1

Interface Type 2: Commercial lot abutting a residential lot

This interface condition is found in two locations in the Development Intensification Area. The first is where commercial lots interface with housing on Amber Grove and Waimarier Drive and, the second location is found where the houses on Mummy Street and Stephenson's Road abut commercial lots (see green dashed lines Figure 9). In these cases a 3m setback is required from the rear boundary of the commercial lot to minimise potential impact on the adjoining house.

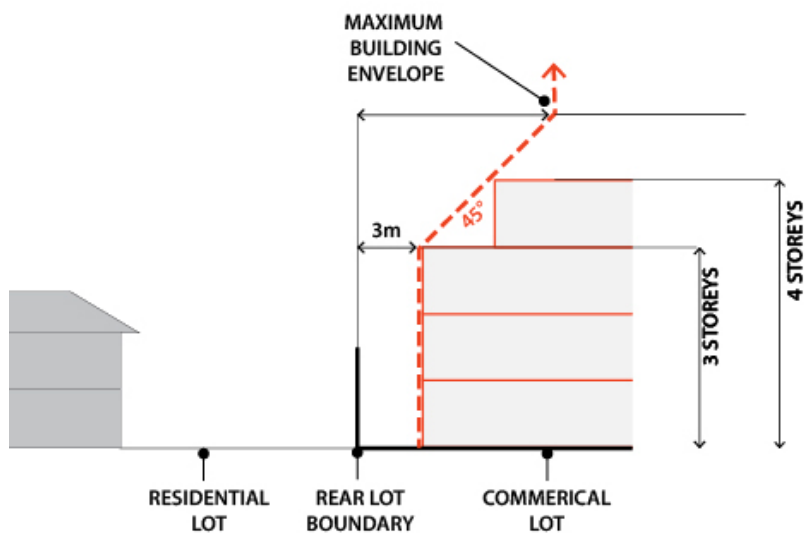


Figure 11. Interface Type 2

Interface Type 3: Commercial Lot Abutting A Residential Lot - Sherwood Road

This interface condition is found on Sherwood Road where the houses back onto commercially zoned land. In this case potential future development on the commercial lot will require a set back of a minimum of 3m from the rear property boundary at ground level. Upper levels are recessed to reduce visual impact and overshadowing to existing residences to the south.

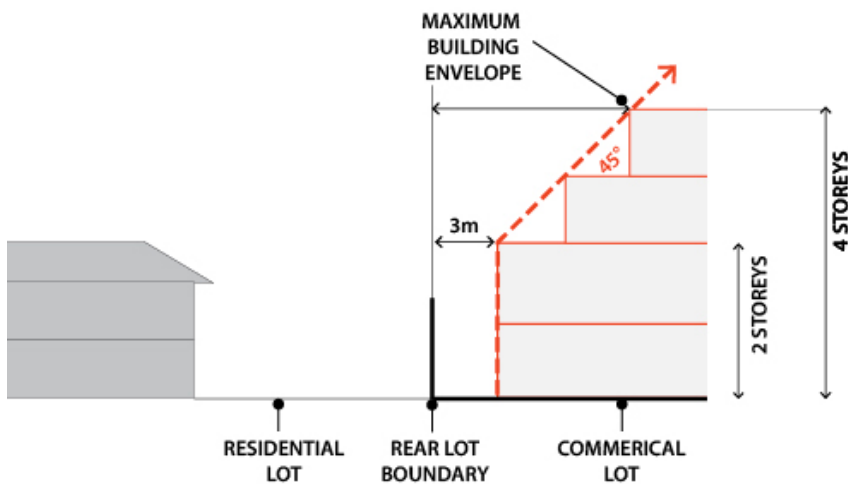


Figure 12. Interface Type 3

Viewline from Sherwood Road

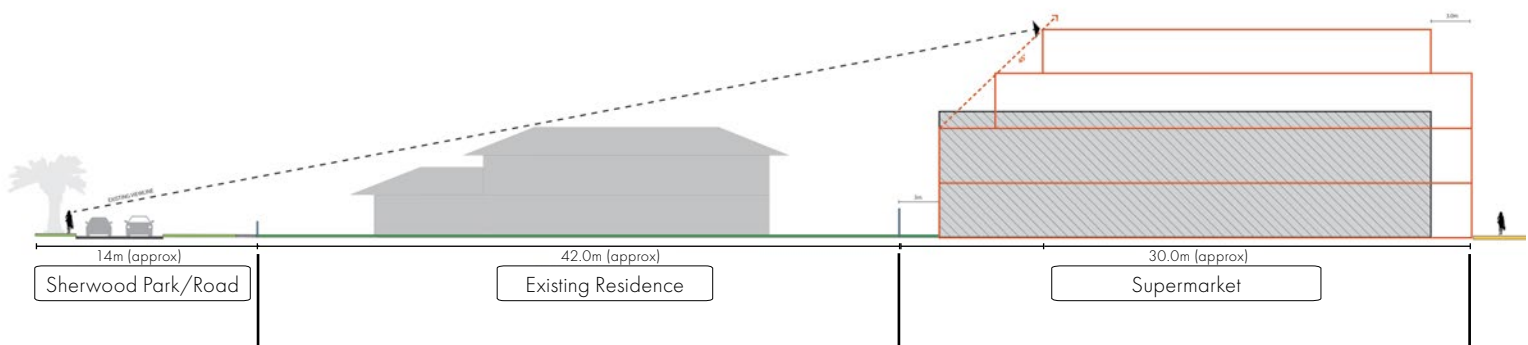


Figure 13. Sherwood Road View Line Looking North

THIS PAGE HAS INTENTIONALLY BEEN LEFT BLANK

PART C

THE VILLAGE CENTRE

PLAN

Part C outlines a range of projects that aim to enhance the Village Centre as a people-focused destination. These projects aim to deliver a vibrant, local Centre, a comfortable place that encourages people to gather, relax and enjoy being part of the neighbourhood.





01 Overview

The Village Shopping Centre is a popular destination with a good diversity of shops, which can be conveniently accessed. However, the Centre can become an even better place for residents and visitors, by providing higher quality public spaces and a stronger focus on pedestrian priority.

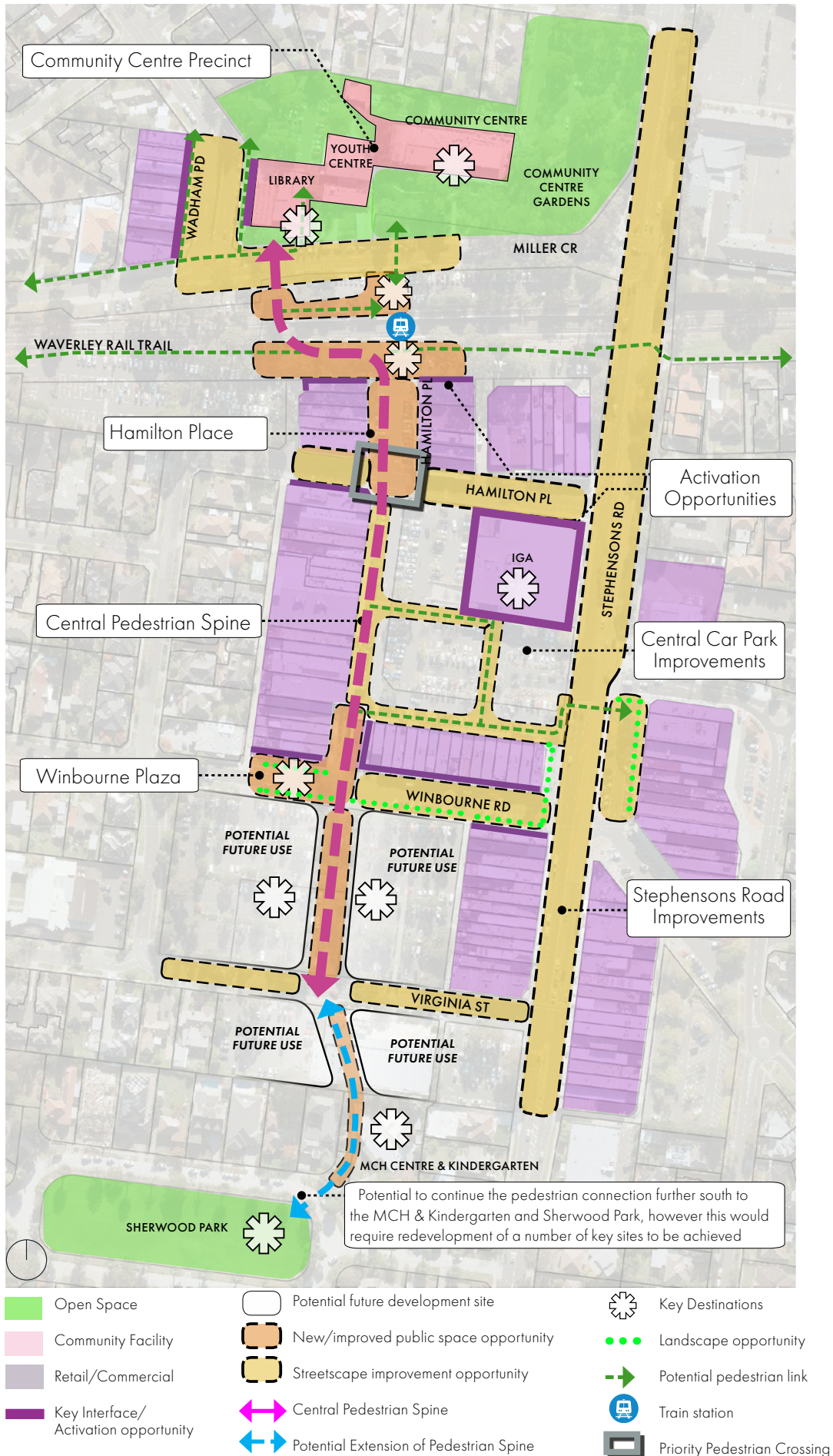
This section provides detail on key projects that will assist in delivering a successful Village Centre. The following seven areas of focus are detailed in this chapter:

- **The Central Pedestrian Spine** - A north-south pedestrian link connecting Mount Waverley's public spaces and land use destinations.
- **Hamilton Place** - A proposed streetscape and public realm upgrade to support a new pedestrian and hospitality precinct that creates a recognisable gateway to the Railway Station.
- **Winbourne Plaza** - An upgrade and expansion to the plaza to make it more usable and a key destination.
- **Community Centre Precinct** - Future improvements to be focused on activating and integrating the spaces and connections between buildings.
- **Activation Opportunities** - Enhancements to buildings to better activate the adjoining footpaths.
- **Central Car Park Improvements** - Simplification of the car park to improve its efficiency, make it safe and a better place for pedestrians.
- **Stephensons Road Improvements** - Opportunities to enhance the streetscape to make it more pedestrian friendly and enhance the 'front door' of the Centre.

"We need more eateries, cafés, play facilities for children and outdoor meeting spaces for the elderly"

(Online Survey Respondent)

Figure 14. The Village Centre Plan



02 The Central Pedestrian Spine

A major proposal for the Structure Plan is the creation of a central pedestrian spine, which will connect key destinations including the Community Centre and Library, the Railway Station, the shops and potentially extend down to the Child and MCH Centre and Kindergarten and Sherwood Park.

The link will function not just as a footpath getting people between destinations, it will be a key public space that encourages leisurely walking, and invites adjoining uses to spill their activities into the outdoors. It will connect a range of new plazas and spaces outlined in this Chapter.

The pedestrian spine will be accessible, safe and as inclusive as possible to ensure it is used by the full cross-section of the community. Uses and development interfacing with the spine will be encouraged, wherever possible, to front, address and open out onto the public space, providing visually permeable and active street level interfaces.

Figure 15. The Central Pedestrian Spine Key Plan

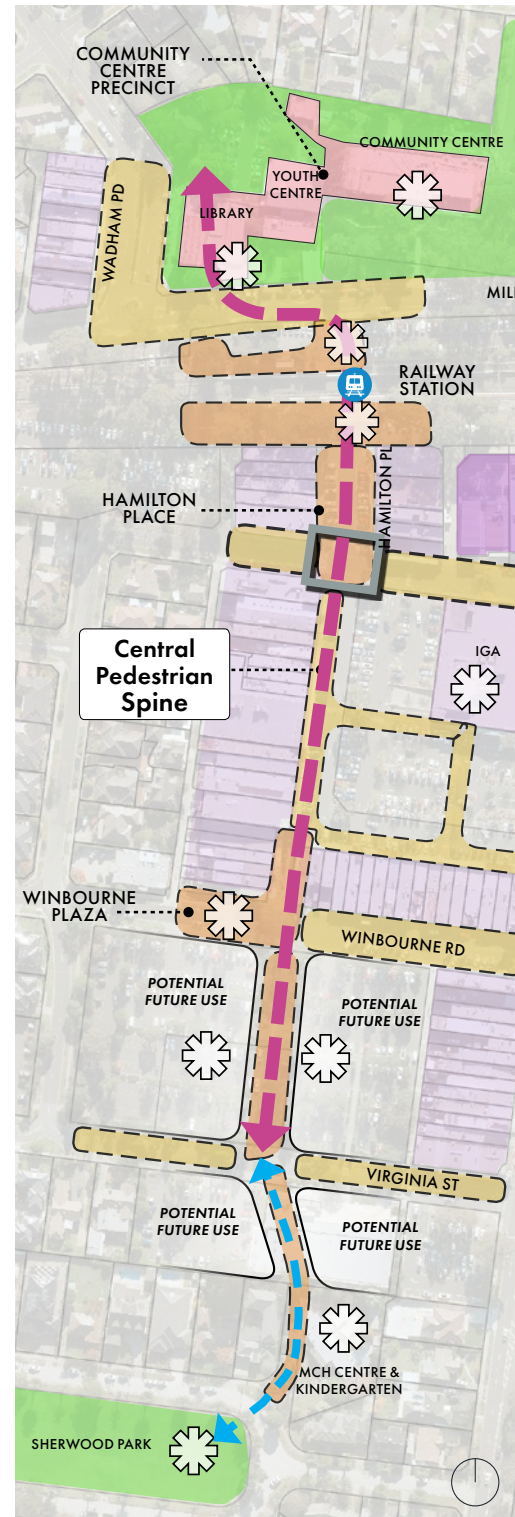




Image 18. Opportunities for larger public spaces along the Pedestrian Spine



Image 19. Lighting and extended retail hours are important activation strategies



Image 20. Opportunities for landscaping and seating

- | | | |
|--|---|--|
|  Open Space |  Potential future development site |  Key Destinations |
|  Community Facility |  New/improved public space opportunity |  Landscape opportunity |
|  Retail/Commercial |  Streetscape improvement opportunity |  Potential pedestrian link |
|  Key Interface/
Activation opportunity |  Central Pedestrian Spine |  Train station |
| |  Potential Extension of the Pedestrian Spine |  Priority Pedestrian Crossing |

03 Hamilton Place

Hamilton Place is an important part of the Village Shopping Centre, connecting people between the railway station and the main shopping area. Businesses on Hamilton Place benefit from the flows of people walking to the station or crossing the train line. Its size and layout already make it a relatively pedestrian friendly environment with low volumes of traffic.



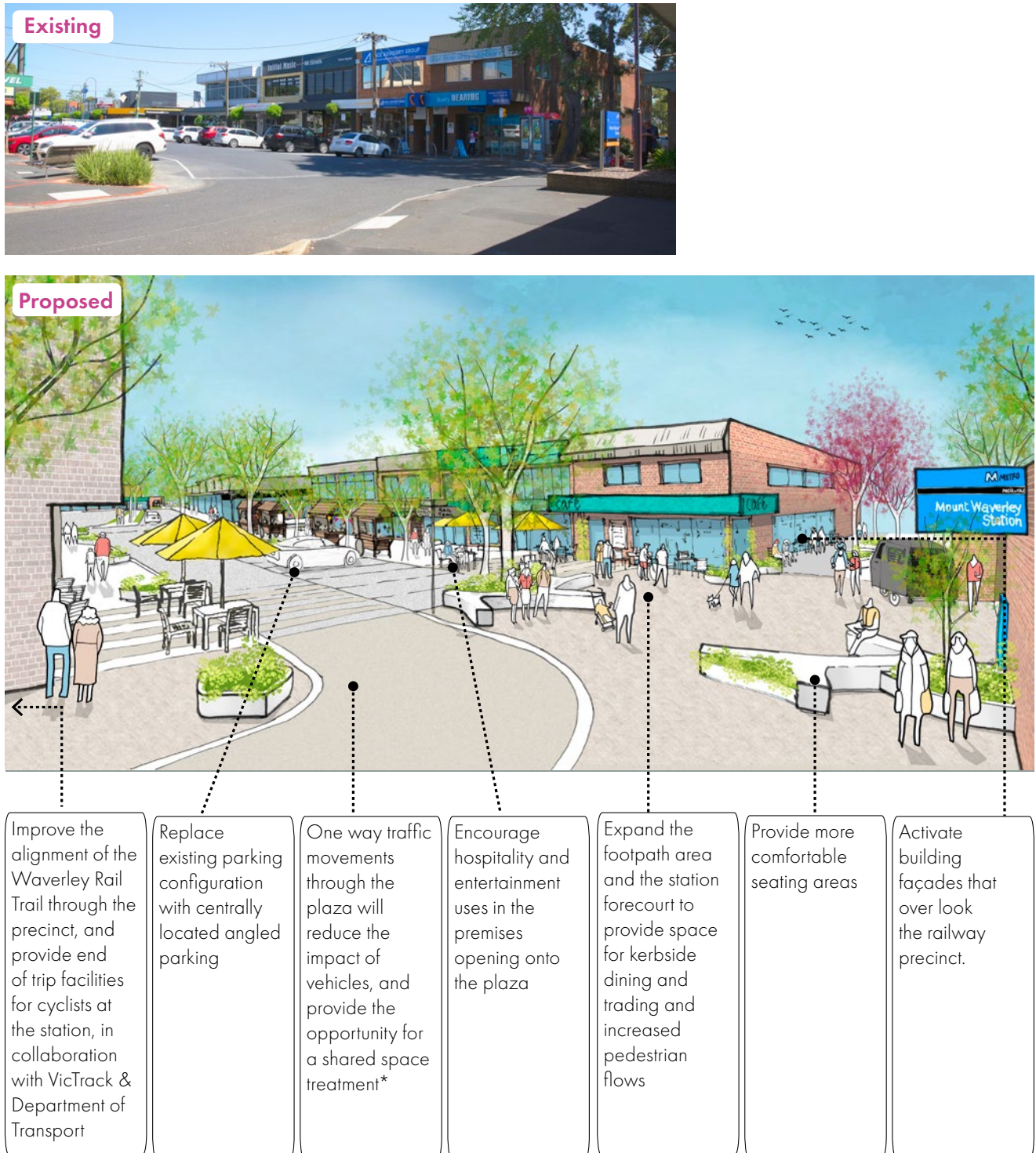
Image 21. Adjoining uses fronting onto the pedestrian link add activity and vibrancy

Hamilton Place is an ideal location to create a people and hospitality focused precinct, designed around the Train station forecourt. It could be re-imagined as a central urban plaza and include the following elements:

- Hard paved plaza space adjacent to the station entrance encouraging and supporting commuter movements and connections, transitioning into a pedestrian priority space between the station and retail areas.
- Clear and comfortable pedestrian connections to the pedestrian underpass, adjoining commuter carpark, bus interchange zone and the Waverley Rail Trail.
- Safe, well illuminated all-hours space with particular focus on Crime Prevention Through Environmental Design safety in design principles.
- A program of pop up events, possibly with a focus on fresh food and produce to support the Centre's permanent food offer.
- A land use focus on hospitality uses to provide for activation of the area through the day and night, and,
- Naming the plaza in acknowledgement of the Traditional Owners.

The artist's impression shown in Figure 16 provides an indication of how Hamilton Place could be transformed focusing on the public realm. There is also potential for an increase in building heights in this area.

Figure 16. Artist's Impression of improvements to Hamilton Place



*Detailed design will consider the impacts on surrounding business operations and appropriately located Station pickup/drop off areas.

04 Winbourne Plaza

Winbourne Plaza is a popular space protected from traffic and provides a quiet place to sit. There is an opportunity to capitalise on the key location of this plaza and expand it into Winbourne Road. The Plaza could be re-imagined as a green heart for the Centre, a central, green space where formal and informal community events could occur.

Key improvements could include:

- Expanding the plaza into Winbourne Road utilising road space that is not required for vehicle access.
- Potentially widening the plaza to the east to allow for additional seating and outdoor dining space.
- Integrating public art, events, experiences and celebrations, contributing to a sense of community, such as on the western wall of the chemist.
- Improve the seating arrangements and provide additional seating and places to relax.
- Encourage the activation of the space from adjoining properties.
- Increase the amount of planting and landscaping to provide a green space within the heart of the Village Shopping Centre, and
- Naming the plaza in acknowledgement of the Traditional Owners.

The artist's impression shown in Figure 18 provides an indication of how Winbourne Plaza could be enhanced, focusing on the public realm. There is also potential for an increase in building heights in this area.

Figure 17. Key Plan - Winbourne Plaza

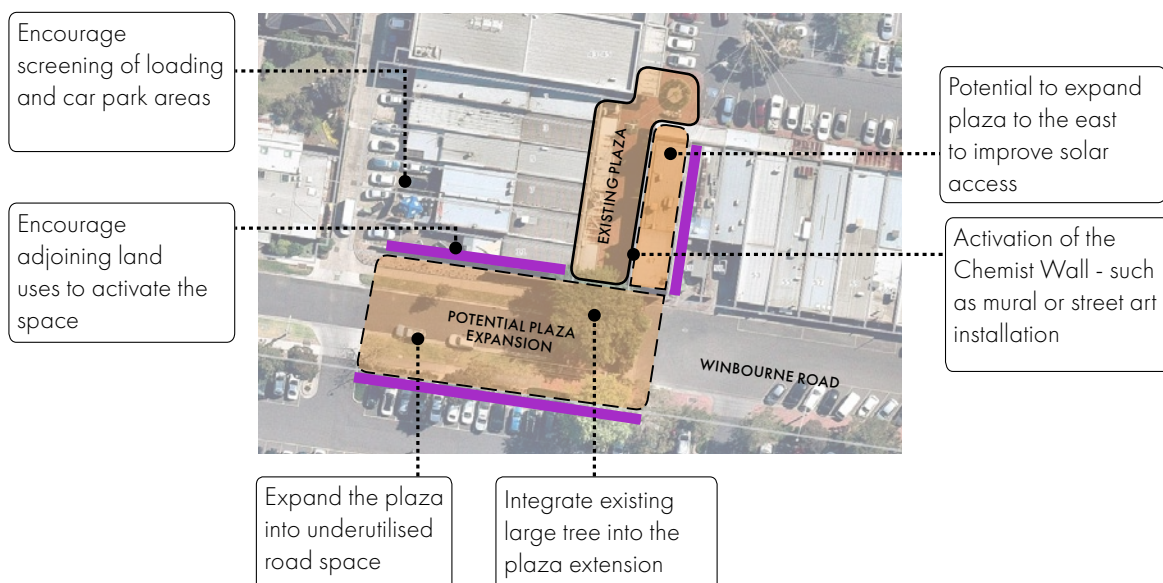


Figure 18. Artist's impression of the proposed improvements to Winbourne Plaza



Punctuate openings in blank walls to activate, and provide opportunities for interaction and surveillance

Commission site specific art work to tell local stories and contribute to the creation of a unique local place

Increase the amount of canopy cover to provide additional shaded spots to sit

Explore opportunities to introduce landscaping elements to soften the space and create a green heart

Allow for a large clear area to remain so community markets and events can be safely staged without restricting pedestrian flows

Investigate opportunities to widen the walkway through to the car park to improve solar access, provide a direct line of sight to the station and provide more seating options

05 The Community Precinct

The cluster of community facilities on the north side of the railway line are a major asset for the Centre. There is an opportunity to activate the external spaces in between Library, Youth Centre and Community Centre enabling a range of community activities to be held outdoors, and provide better connections to the station and Village Shopping Centre.

Key improvements to create a vibrant and inclusive community focused precinct include:

- Transforming the outdoor spaces between the individual buildings into a range of multi-purpose community spaces, where internal community activities are comfortable spilling into the outdoors.
- Creating informal gathering areas within the gardens protected from high traffic volumes, for relaxed community meetings such as mothers groups.
- Potential for play spaces within the gardens that caters for a range of age groups and abilities
- Identifying opportunities for public art within the precinct.
- Providing stronger pedestrian connections to adjacent Wadham Parade to support the proposed hospitality uses.
- Providing pedestrian priority links to the railway station.

Figure 19. Key Plan - The Community Precinct

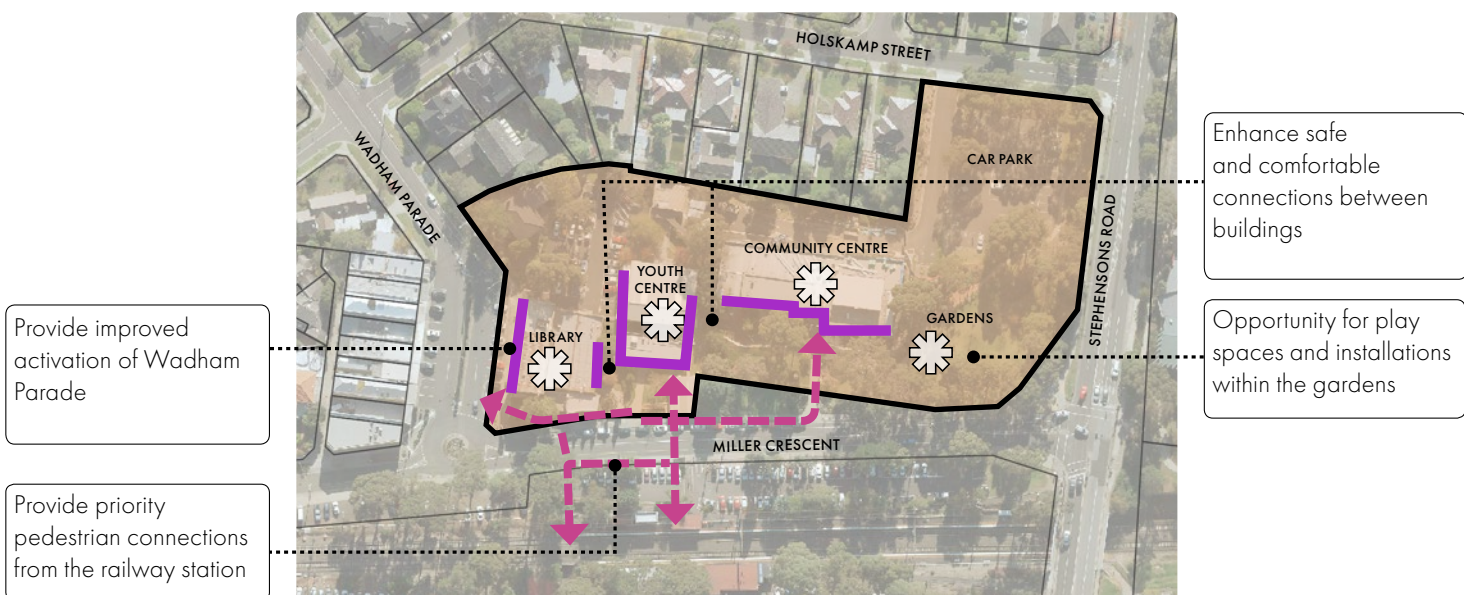




Image 22. Activation of outdoor spaces



Image 23. Small spaces for social interaction



Image 24. Provide reasons for people to visit, such as bbq facilities and events programming



Image 25. Sheltered connections between buildings



Image 26. Create comfortable outdoor areas so activity can spill to the outdoors (State Library Forecourt)



Image 27. Simple activation strategies invite children to play

06 Activation Opportunities

Within the Village Shopping Centre the relationship between buildings and the adjoining footpath plays a role in creating safe and vibrant streets.

There are strategic sites in the Centre where the interface between the public and private, the indoor and the outdoor can be significantly improved.

The key activation opportunities in the Centre are:

- 1 Western facade of the Library** - presents a large blank wall to the Wadham Parade precinct. Opportunities to provide windows onto the street through renovations and / or provide 'a green wall' treatment to soften the existing wall.
- 2 1 & 2-4 Hamilton Place** - Opportunities for land owners to open up onto the adjoining space to provide passive surveillance of the pedestrian underpass and surrounding station precinct. This will tie-in with proposed improvements to Hamilton Place.
- 3 13 Alexander Street** - a highly visible corner with a large blank wall which could be softened with landscaping treatments within the streetscape and potentially public art.
- 4 IGA supermarket** - located in the Centre of the shopping village the large building is highly visible from key public areas. If the site was redeveloped it should provide active frontages to existing streets and the car park, and provide interesting architectural treatments on non-active frontages.
- 5 Winbourne Plaza Winbourne Road** - Opportunities to front onto the plaza and Winbourne Road and encourage business owners to improve the 'back of house' conditions such as bin storage areas.

Figure 20. Key activation sites in the Centre



Image 28. The street level interface is a critical component in activating retail and key pedestrian areas



Images 30-32. Examples of low cost activation strategies that can provide interest and activity throughout the Centre

07 The Central Car Park

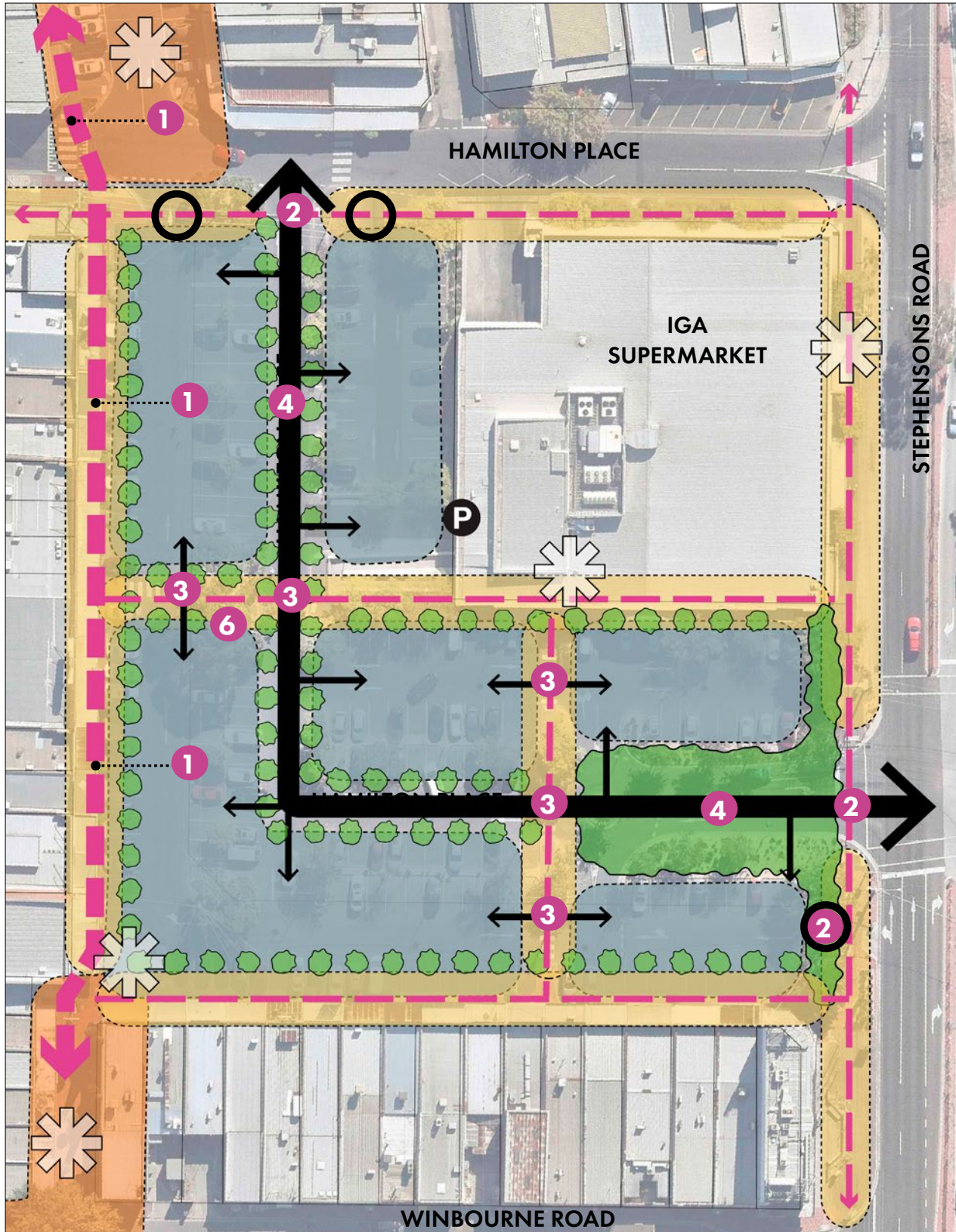
The Village Shopping Centre functions successfully as a destination for local convenience shopping. The provision of easy vehicle access and sufficient parking is key to its viability.

The Plan aims to ensure that existing car parks are operating as efficiently as possible, whilst recognising that to improve the Centre as a destination, greater pedestrian priority should be provided.

If the opportunity to reconfigure the existing car park arises the following considerations should be addressed;

- 1 Improving pedestrian safety and comfort and creating a highly walkable pedestrian environment** by prioritising people movements. Recommended interventions include widening footpaths and installing raised pedestrian threshold treatments at key pedestrian crossing points.
- 2 Minimising pedestrian and vehicle conflict points.** Specific interventions should include consolidating multiple car park entry and exit points, removing objects that impede driver visibility (such as the public toilet) and increasing visibility of pedestrian crossings. Figure 21 opposite shows the proposed vehicle circulation, rather than just entry and exit points.
- 3 Upgrading pedestrian crossings** to one standardised treatment - such as a raised threshold treatment (wombat crossing) throughout the car park.
- 4 Rationalising vehicle circulation** to ease traffic congestion and driver confusion.

Figure 21. Opportunities to improve access and movement in the Village Shopping Centre Car Park



- | | | | |
|--|-----------------------------------|--|-----------------------------------|
| | Proposed Vehicle Circulation | | Parking Areas |
| | Proposed Central Pedestrian Spine | | Landscaping Area |
| | Key Pedestrian Connections | | Footpath/Public Realm Enhancement |
| | Key Destination Points | | Proposed Public Space |
| | Potential Street Tree Planting | | Remove Vehicle Access Points |

08 Stephenson's Road

From Hamilton Place to Virginia Street, Stephenson's Road is the Centre's central spine and front door to the shopping precinct. Classified as an arterial road, it performs an important traffic role, however it creates a major barrier between the east and western sides of the Centre, and diminishes the pedestrian experience along the road.

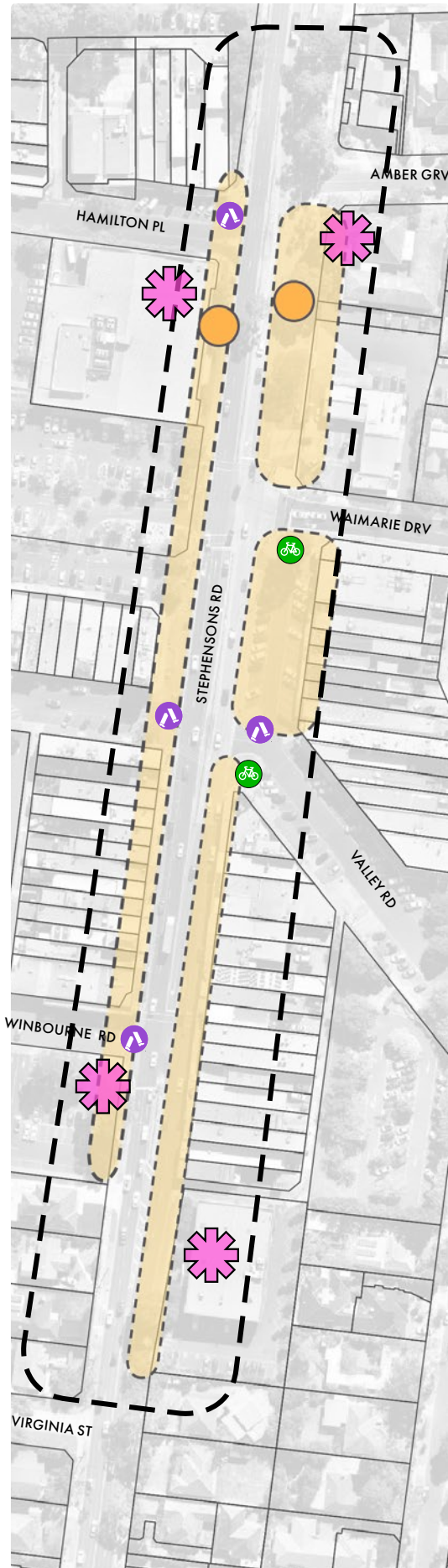
Improving Stephenson's Road's place function will enhance the arrival experience into the Centre, strengthen connections between the east and west sides of the road and provide a positive environment for businesses to prosper.







This Plan proposes a Master Plan for the road in conjunction with VicRoads. The VicRoads 'Movement and Place' Methodology provides an opportunity to strategically assess the future role of Stephenson Road.

Key Improvements to Stephenson's Road could include:

- Lowering vehicle speeds along the road within the Activity Centre - potentially by lowering the speed limit during key Centre opening hours.
- Consideration of a reduction in pedestrian waiting times at signalised crossings, to strengthen east-west connections.
- Consideration of full directional pedestrian crossings at the Central car park entry.
- Better defining the arrival and departure experience into the Centre by creating gateway interventions at the key entry/exit points.
- Large canopy street tree and lower level planting to create a green front door to the Centre, providing shade and creating a stronger sense of enclosure within the road.
- Additional landscape elements to soften the harsh conditions and mitigate the negative impacts of high vehicle volumes.
- Providing consistent paving materials that define the Village Centre.
- Considering opportunities for seating and other street furniture.

Figure 22. Stephenson's Rd Key Plan



-  Stephenson's Road Improvement Area
-  Potential Gateway Sites
-  Public Realm Improvement Area
-  Proposed Pedestrian Access Improvements
-  Proposed Bike Infrastructure
-  Bus Stops

PART D

THE IMPLEMENTATION PLAN

This implementation plan outlines the steps required to deliver each of the actions identified in this document including the preferred path to realise the projects, implementation responsibilities, priorities and timing. This will ensure that the aspirations of the Vision will be realised through delivered projects.

The Structure Plan is a long-term document that will set the vision and strategy, and guide Council decision-making and prioritisation in the coming years. The strategic nature of these documents means that it can be difficult to see immediate action on the ground, which communities often expect.

None of these projects will occur in isolation. In some cases Council will need to work in partnership with land owners and government agencies to develop and deliver the identified projects. The strategies and actions outlined in this document are complex because they lie in both the public and private realm. They require significant liaison between the community, private land owners, Council officers, Councillors and various State Government agencies.

However, Councils can't actually make decisions around project prioritisation and budgeting without a document such as this to guide them.

Paths to Delivery

This Implementation Plan outlines a path or combination of paths to realise the actions described in this document, as well as estimating the potential project impact and delivery time frame. This information will assist Council in planning the next steps in delivering the identified projects.

The Implementation Plan is organised according to four possible paths to the realisation;

- Path 1: Advocacy - engaging with land owners, agencies, and State Government departments about Council's vision and preferences for future land use and activities on private land,
- Path 2: Capital projects - planning for capital projects is crucial. The majority of projects identified require capital budgets and can be time-consuming, however there are a range of 'quick win' projects identified in the Plan. These projects are smaller in scale and quicker to deliver. Quick win projects can be temporary interventions used to activate a place and have the benefit of changing the way the community sees a place or space.
- Path 3: Masterplanning and further design - the Structure Plan is a high-level strategic document so there will be a need to do more detailed studies to provide quantifiable data, develop detailed designs and in some cases attract funding sources to justify a grant or budget allowance, and
- Path 4: Strategic - further work that requires strategic assessment and in some cases, adoption into Monash's Local Planning Scheme.

Priority Projects



Whilst each strategy and action identified in this Plan plays a role in contributing to the delivery of the shared vision for the future Mount Waverley, it is recommended that the delivery of a number of key projects are prioritised by Council.


These projects are;

- Reconfiguring the Council owned central park with consideration of improving efficiencies in traffic flow and parking configuration,
- Developing Hamilton Place as a people focused precinct,
- Creating a public plaza at Winbourne Road,
- Creating a Central Pedestrian Spine, connecting key destinations located in the northern and southern areas of the Centre,
- Strengthening the community precinct on Miller Crescent,
- Developing a Streetscape Master Plan for Stephenson's Road improvements,
- Upgrading the pedestrian underpass at the train station, with consideration of how the underpass can integrate into the new Station Forecourt/ Hamilton Place public space and the Miller Crescent precinct, and
- Delivering a set of placemaking principles to guide and underpin all future public realm improvements.
- Advocating for improvements to the pedestrian underpass, and
- Undertaking a Planning Scheme Amendment to introduce built form controls




Note - ● Priority project are identified by an orange circle in the Implementation Table.

Action	Responsibility (Lead Team)	Partnerships	Impact	Time Frame (Years)
 Priority Actions	City Development Community Services Corporate Services Executive Infrastructure		Small Medium Large	Short 0-5 Medium 5-10 Long 10-30+ Ongoing
Advocacy				
Key Direction: Foster a Vibrant Village Action 1.2 Work with local businesses to establish a Traders Association to create a collective voice to advocate for the specific needs of the local retailers.	City Development	Local Traders	M	O
Key Direction: Boost the Health & Wellbeing of Local People Action:3.4 Actively engage with non-government sector community service organisations to encourage the establishment of health and wellbeing services.	City Development	Community Service	S	O
Key Direction: Boost the Health & Wellbeing of Local People Action: 3.5 Encourage additional private sector and non-government child care services to supply additional day care and long day care services.	City Development	Private Sector and Non-	S	O
Key Direction: Boost the Health & Wellbeing of Local People Action 3.6 Encourage private sector and non-government residential aged care services.	City Development	Private Sector and Non-	S	O
Key Direction: Boost the Health & Wellbeing of Local People Action: 3.7 Encourage private sector primary health service and community health services to locate in the Centre.	City Development	Private Health Services	S	O

Action	Responsibility (Lead Team)	Partnerships	Impact	Time Frame (Years)
<p> Priority Actions</p>	<p>City Development Community Services Corporate Services Executive Infrastructure</p>		<p>Small Medium Large</p>	<p>Short 0-5 Medium 5-10 Long 10-30+ Ongoing</p>
<p><i>Key Direction: Create a Village that Puts People First</i> <i>Action: 4.8</i> <i>Key Direction: Enable People to Move Easily Through the Village</i> <i>Action 5.8</i></p> <p> Work with VicTrack to upgrade the pedestrian underpass at the train station, with consideration of how the underpass can integrate into the new Station Forecourt/Hamilton Place public space and the Miller Crescent precinct.</p> <p>Advocating for improvements to the pedestrian underpass</p>	<p>City Development</p>	<p>VicTrack</p>	<p>L</p>	<p>M</p>
<p><i>Key Direction: Enable People to Move Easily Through the Village</i> <i>Action 5.7</i></p> <p>Work with PTV to:</p> <ul style="list-style-type: none"> • Advocate for improved bus services addressing issues such as higher frequencies, additional services and more reliable services. • Improve the experience of using the bus network by upgrading local bus stop conditions and infrastructure. Prioritise improvements to the bus shelters on Stephenson Road. 	<p>City Development</p>	<p>PTV</p>	<p>M</p>	<p>S</p>



Action	Responsibility (Lead Team)	Partnerships	Impact	Time Frame (Years)
 Priority Actions	City Development Community Services Corporate Services Executive Infrastructure		Small Medium Large	Short 0-5 Medium 5-10 Long 10-30+ Ongoing
<p><i>Key Direction: Enable People to Move Easily Through the Village</i> <i>Action 5.8</i></p> <p>Advocate to VicTrack and Metro Trains to improve the rail passenger experience by:</p> <ul style="list-style-type: none"> Improve commuter parking facilities. Current car parking configurations can be made more efficient, and improved by sealing the surface of the Miller Crescent parking area, providing additional lighting, and where possible, increasing the amount of parking available. 	City Development	VicTrack Metro Trains	L	M
<p><i>Key Direction: Enable People to Move Easily Through the Village</i> <i>Action 5.3</i></p> <p>Advocate for the delivery of the missing sections of the Waverley Rail Trail between Mount Waverley to Jordanville train stations as identified in the Monash Walking and Cycling Strategy. Work with the Department of Transport and VicTrack to safely integrate the trail through the station forecourt precinct. Consideration should be given to providing the upgraded link as part of the Train Station Forecourt/Hamilton Place Master Plan.</p>	City Development	VicTrack Dept of Transport PTV	L	S

Action	Responsibility (Lead Team)	Partnerships	Impact	Time Frame (Years)
 Priority Actions	City Development Community Services Corporate Services Executive Infrastructure		Small Medium Large	Short 0-5 Medium 5-10 Long 10-30+ Ongoing
Capital Works				
Key Direction: Create a Village that Puts People First Action: 4.7 Investigate how Wadham Parade can support greater activation of the existing shops and nearby community uses.	Monash Community Services	Local Traders	M	S
Key Direction: Boost the Health & Wellbeing of Local People Action 3.8 Provide fitness facilities in designated active open space areas.	Infrastructure	-	S	S
Key Direction: Enable People to Move Easily Through the Village Action 5.2 Make the Village Centre a pedestrian priority zone by implementing pedestrian improvements at key intersections and crossing points including at the carpark.	Infrastructure	-	L	S
Key Direction: Enable People to Move Easily Through the Village Action 5.4 Prioritise cycling access between the Centre and the Scotchmans Creek Trail.	Infrastructure	-	M	S
Key Direction: Enable People to Move Easily Through the Village Action 5.5 Undertake further investigation of the identified on road cycle routes to determine what further traffic interventions can be delivered to increase cyclists safety and comfort.	Infrastructure	-	M	S
Key Direction: Enable People to Move Easily Through the Village Action 5.6 Provide increased bike storage infrastructure at key locations.	Infrastructure	-	S	S

Action	Responsibility (Lead Team)	Partnerships	Impact	Time Frame (Years)
 Priority Actions	City Development Community Services Corporate Services Executive Infrastructure		Small Medium Large	Short 0-5 Medium 5-10 Long 10-30+ Ongoing
Master Planning & Further Design				
<i>Key Direction: Foster a Vibrant Village</i> <i>Action: 1.1</i> Investigate opportunities for increasing supermarket floor space to strengthen the competitiveness of the Centre and to better meet the needs of residents.	City Development	Local Traders	L	M
<i>Key Direction: Foster a Vibrant Village</i> <i>Action 1.3</i>  Undertake a master planning process to develop Hamilton Place into a people focused precinct with comfortable meeting places for visitors and uses that support the nearby community facilities and train station. Consideration should be given to providing a safe alignment of the Waverley Rail Trail through the precinct. (Priority Project)	City Development	VicTrack PTV M e t r o Trains	L	M
<i>Key Direction: Boost the Health & Wellbeing of Local People</i> <i>Action: 3.1</i>  Develop a master plan to strengthen the community precinct on Miller Crescent. Landscaping should be a key element of the master plan, creating inviting public spaces for community, including children and youth, activities to occur outdoors (as has occurred as part of the Glen Waverley library forecourt redevelopment). (Priority Project)	City Development	Local Traders	L	S

Action	Responsibility (Lead Team)	Partnerships	Impact	Time Frame (Years)
<p>Priority Actions</p>	<p>City Development Community Services Corporate Services Executive Infrastructure</p>		<p>Small Medium Large</p>	<p>Short 0-5 Medium 5-10 Long 10-30+ Ongoing</p>
<p><i>Key Direction: Boost the Health & Wellbeing of Local People</i> <i>Action: 3.2</i></p> <p>Investigate the potential for refurbishment of the MCH and Kindergarten Centre on its current site on Sherwood Road. If future refurbishment opportunities arise, explore opportunities to provide a stronger pedestrian link between the MCH and the Village Shopping Centre.</p>	<p>City Development</p>		<p>L</p>	<p>L</p>
<p><i>Key Direction: Create a Village that Puts People First</i> <i>Action: 4.1</i></p> <p>Develop a concept master plan for the Central Pedestrian Spine connecting key destinations located in the northern and southern areas of the Centre. (Priority Project)</p>	<p>City Development</p>		<p>L</p>	<p>M</p>
<p><i>Key Direction: Create a Village that Puts People First</i> <i>Action: 4.2</i></p> <p>Develop a concept master plan for the Hamilton Place/Train Station Forecourt Concept. (Priority Project)</p>	<p>City Development</p>		<p>L</p>	<p>M</p>
<p><i>Key Direction: Create a Village that Puts People First</i> <i>Action: 4.3</i></p> <p>Develop a concept master plan for the Winbourne Plaza expansion project. (Priority Project)</p>	<p>City Development</p>		<p>L</p>	<p>S</p>

Action	Responsibility (Lead Team)	Partnerships	Impact	Time Frame (Years)
<p>Priority Actions</p>	<p>City Development Community Services Corporate Services Executive Infrastructure</p>		<p>Small Medium Large</p>	<p>Short 0-5 Medium 5-10 Long 10-30+ Ongoing</p>
<p><i>Key Direction: Create a Village that Puts People First</i></p> <p><i>Action: 4.4</i></p> <p><i>Key Direction: Enable People to Move Easily Through the Village</i></p> <p><i>Action 5.9</i></p> <p>Develop a Streetscape Master Plan for Stephensons Road, guided by the Movement and Place Framework, in collaboration with VicRoads. As a priority, investigate lowering the speed limit on Stephensons Road to better support its place function. (Priority Project)</p>	<p>City Development</p>		<p>M</p>	<p>S</p>
<p><i>Key Direction: Create a Village that Puts People First</i></p> <p><i>Action: 4.5</i></p> <p>Develop a streetscape style guide to provide guidance on the direction for future streetscaping upgrades and new works in the Centre. The guide should address priority locations for more seating and streetscape elements (including appropriately located public toilets), water sensitive urban design techniques and a cohesive materials palettes. (Priority Project)</p>	<p>City Development</p>		<p>M</p>	<p>S</p>
<p><i>Key Direction: Create a Village that Puts People First</i></p> <p><i>Action: 4.6</i></p> <p>Develop a Placemaking Strategy to provide a set of placemaking principles to guide and underpin future public realm improvements. (Priority Project)</p>	<p>City Development</p>		<p>M</p>	<p>S</p>
<p><i>Key Direction: Create a Village that Puts People First</i></p> <p><i>Action: 4.8</i></p> <p>Work with VicTrack to develop a master plan for improvements to the public realm and car park on the northern side of the station on Miller Crescent.</p> <p>Advocating for improvements to the pedestrian underpass (Priority Project)</p>	<p>City Development</p>	<p>VicTrack</p>	<p>M</p>	<p>S</p>

Action	Responsibility (Lead Team)	Partnerships	Impact	Time Frame (Years)
 Priority Actions	City Development Community Services Corporate Services Executive Infrastructure		Small Medium Large	Short 0-5 Medium 5-10 Long 10-30+ Ongoing
<i>Key Direction: Enable People to Move Easily Through the Village</i> <i>Action 5.1</i> Further develop and implement a Principal Pedestrian Network as a planning and policy tool for the development and promotion of walking as a mode of transport	City Development		M	S
<i>Key Direction: Enable People to Move Easily Through the Village</i> <i>Action 5.10</i>  Undertake detailed design to reconfigure the Council owned central park with consideration of improving efficiencies in traffic flow and parking configuration. (Priority Project)	City Development		L	S
Strategic Work				
<i>Key Direction: Foster a Vibrant Village</i> <i>Action 1.4</i> Develop and implement policies to encourage the development of office and commercial use within the mixed use precinct, particularly on the eastern side of Stephenson's Road.	City Development		M	S
<i>Key Direction: Foster a Vibrant Village</i> <i>Action 1.5</i> Develop and implement policies to encourage commercial uses, in particular, businesses servicing local households, above shop fronts.	City Development		M	S
<i>Key Direction: Support Diverse Housing</i> <i>Action: 2.1</i> Prepare and implement strategies that encourage best practice design outcomes for shop top housing in the retail core.	City Development		S	S

Action	Responsibility (Lead Team)	Partnerships	Impact	Time Frame (Years)
 Priority Actions	City Development Community Services Corporate Services Executive Infrastructure		Small Medium Large	Short 0-5 Medium 5-10 Long 10-30+ Ongoing
<p><i>Key Direction: Boost the Health & Wellbeing of Local People</i> <i>Action: 3.3</i></p> <p>Continue to actively plan for the provision of community facilities based on an ongoing needs assessment. This will inform how to utilise the community precinct in response to changing local needs over time.</p>	Community Services		S	O
<p><i>Key Direction: Enable People to Move Easily Through the Village</i> <i>Action 5.11</i></p> <p>Review existing parking arrangements throughout the Centre to prioritise those people who are most reliant on vehicle access and determine whether they could be adjusted to support mode shifts.</p>			M	S
<p><i>Key Direction: Enable People to Move Easily Through the Village</i> <i>Action 5.12</i></p> <p>Deliver traffic calming measures on local streets identified as having increased vehicle volumes due to drivers avoidance of major roads.</p>	Infrastructure		S	S
<p><i>Key Direction: Strengthen the Village's Sense of Place</i> <i>Action 6.1</i></p> <p> Prepare and implement planning scheme policies and controls that reinforce the Direction and Policies and the Built Form Requirements outlined in Key Direction 6.</p> <p>Undertaking a Planning Scheme Amendment to introduce built form controls</p>	City Development		M	S

Next Steps

Council Adoption

The Final Mount Waverley Structure Plan and Implementation Plan will be issued to Council for formal adoption.

Planning Scheme Amendment

Once the final Structure Plan is adopted by Council, a planning scheme amendment will be prepared to implement aspects of the Plan into the Monash Planning Scheme. This will undergo an additional phase of consultation.

Monitoring and Review

As part of the implementation process, Monash City Council will provide a progress report on the implementation of the Structure Plan.

The Structure Plan review process will occur every five years. This will identify and analyse:

- The actions and projects that have been undertaken or underway,
- The success of key actions or projects,
- Consistency of all projects with the vision for the Mount Waverley Activity Centre, and
- Any blockages preventing successful implementation.

This process will allow Council to measure the success of the program and allocated future resources as necessary and allow for the implementation program to be adjusted to ensure the vision is being achieved.

