

7.1.3 HUNTINGDALE PRECINCT PLAN - AMENDMENT C173 - ADOPTION

Responsible Manager:	Sherry Hopkins, Acting Manager Strategic Planning
Responsible Director:	Peter Panagakos, Director City Development

RECOMMENDATION

That Council

1. Notes and receives the Panel Report for Amendment C173 to the Monash Planning Scheme included as Attachment 1 to this report.
2. Notes that the Panel did not support rezoning of industrial land in precincts 4, 5 and 7 to facilitate residential development.
3. Having considered the Panel Report under s27 of the *Planning and Environment Act 1987*, adopts Amendment C173 in accordance with s29(1) of the Act with the changes set out in Attachment 2, and as shown in Attachment 3.
4. Notes that all recommendations of the Panel have been accommodated.
5. Notes the recent approval of the State Government's changes to ResCode (Amendment VC267) which will impact on the final form of Amendment C173. (. These changes will affect the proposed schedule proposed in the General Residential Zone in relation to street setback, landscaping, private open space provision and front fences as detailed in this report. These changes will likely be made by the Department of Transport and Planning if the Amendment is approved b the State Government.
6. Authorises officers to finalise and submit the adopted Amendment C173 in accordance with this report to the Minister for Planning for approval in accordance with s31(1) of the Act.
7. Adopts the revised *Huntingdale Precinct Plan, 2023* (Attachment 4) with the following changes:
 - a) Describe Activity Area 2 as an industrial area on Page 35,
 - b) Remove reference to residential uses in Activity Area 4 on Page 43.
8. Writes to all submitters advising of this decision.

INTRODUCTION

The purpose of this report is to:

- Consider the recommendations of the Panel Report for Amendment C173 to the Monash Planning Scheme, which proposes to implement the strategic work actions from the Huntingdale Precinct Plan; and
- Consider the adoption of Amendment C173 to the Monash Planning Scheme, with the changes recommended by the Panel.

COUNCIL PLAN STRATEGIC OBJECTIVES

Sustainable City

Ensure an economically, socially, and environmentally sustainable municipality.
Prioritise sustainable transport options, including walking/ cycling paths and public transport.

Enhanced Places

Prioritisation of pedestrians and active transport over vehicles.
Pursue a planning framework that meets Monash needs.

Good Governance

Effectively communicate and engage with the community.

BACKGROUND

In March 2023, Council resolved to seek authorisation to prepare and exhibit Amendment C173 to implement the strategic work actions from the Huntingdale Precinct Plan. At the same meeting, Council also noted the content of the Huntingdale Precinct Plan Implementation Plan 2022-2028.

Amendment C173 was subsequently prepared, provided to the Department of Transport and Planning (DTP) in draft form for review and then formally submitted for authorisation in October 2023. The Amendment was then authorised by DTP (under delegation from the Minister for Planning) on 17 April 2024 (with conditions).

Exhibition of the amendment was undertaken in accordance with the requirements of the *Planning and Environment Act 1987*. The amendment was formally exhibited between 30 May 2024 and 1 July 2024. A total of 17 submissions were received to the amendment, including four late submissions.¹

At the meeting on 27 August 2024, Council considered the submissions made during the exhibition of the amendment, the officer response to those submissions, the recommended changes to the amendment, and resolved to refer the amendment and all submissions to an independent Planning Panel appointed by the Minister for Planning.

The Panel was appointed on 5 September 2024, the Directions Hearing was held on 26 September 2024, and the Panel Hearing held over 1.5 days on 11-12 November 2024. The Panel provided their report to Council on 24 January 2025, and the report automatically became public on 10 February 2025. A copy of the Panel Report is included as **Attachment 1**.

Attachment 3 shows all clauses of the Monash Planning Scheme being amended or introduced as part of Amendment C173. Where changes have been made since exhibition, these are shown in track changes.

¹ A further submission was made after the appointment of the Planning Panel, which the Panel allowed after Council officers expressed no objection, and the submitters were included as parties to the hearing.

DISCUSSION

Issues discussed in the Panel Report

Strategic justification

The Panel concluded that the amendment is supported by and implements the Planning Policy Framework, is consistent with relevant Ministerial Directions and Practice Notes, is strategically justified and should proceed subject to addressing the more specific issues raised in submissions. They also concluded that the amendment provides sufficient capacity for housing consistent with State Policy, and the amendment appropriately addresses traffic movement and car parking issues and appropriately encourages development in an area with excellent access to public transport.

Transition in building heights in Activity Area 4 (Industrial area north of North Road)

In relation to the submission seeking amended heights in Precinct 4B (DDO21), the Panel concluded that there is no rationale to amend the heights proposed in the Huntingdale Precinct Plan without further urban design analysis, and the discretionary nature of the controls ultimately allows for flexibility around building heights. Instead of adopting Council's response to addressing this issue in a decision guideline, the Panel has recommended there be specific sub-precinct design requirements added. Changes to DDO21 are provided in **Attachment 3**.

Response to submitters seeking rezoning to allow for residential development

In relation to submissions seeking the rezoning and/or different built form outcomes for land in the industrially-zoned Activity Areas 4, 5 and 7, the Panel concluded that:

- There is no strategic justification to expand the Mixed Use Zone into Activity Area 4.
- Activity Area 5 has been strategically identified for employment and industrial use and should remain in the Industrial 1 Zone, and allowing mixed use development within Activity Area 5 is inconsistent with the strategic role of Activity Area 5.
- There is no strategic justification to apply the Activity Centre Zone and Development Plan Overlay in Activity Area 7.
- DDO21 contains appropriate requirements leading to improved built form and urban design outcomes.

Specifically, the Panel said the following with respect to Activity Area 7 (the industrial area south of the railway line):

*"Planning Scheme Amendments must be consistent with a Municipal Planning Strategy and apply the Planning Policy Framework. The Panel finds that the Amendment is consistent with both. **There is strong policy to maintain locally significant industrial land in Monash.** It is appropriate the Amendment does not provide for the rezoning of Activity Area 7 to an alternative zone to enable housing to be developed. **Housing requirements are met elsewhere in the municipality.***

*Activity Area 7 is not failing. In the main, it contains many well maintained properties punctuated by new development. Given the strategic importance of employment land within urban areas, **the Panel was encouraged by the prosperous atmosphere in large parts of the area, cementing its status as a light industrial precinct.***

For completeness, in relation to issues of 'transformation', the Panel agrees with Council that rezoning land in Activity Area 7 is well beyond the purpose of the current Amendment and would require a new process." (p38, emphasis added)

Similar comments were made by the Panel in relation to Activity Areas 4 and 5, respectively:

“There is strong State and local policy supporting the continuation of employment uses in Activity Area 4. Retaining the IN1Z over this area is consistent with the policy intent for the area. There is no justification to rezone this Activity Area to a MUZ to provide opportunity for residential uses.” (p28, emphasis added)

“The MPS and PPF support employment and industrial land uses in the precinct, and for those activities to be protected from sensitive land uses that might comprise their continuation... Planning policies for housing do not outweigh policies for employment and industry. It follows that the Panel does not support submissions seeking recommendations for the ACZ and DPO to be applied to the precinct. The existing IN1Z is the appropriate zone to be retained in Activity Area 5 given its strategic role as a locally significant industrial area.” (p33, emphasis added)

Panel Recommendations

The Planning Panel has made ten recommendations, and they can be summarised as follows:

- Incorporate all the changes made post-exhibition (as resolved at the Council Meeting on 27 August 2024) and presented to the Panel as the Council's Day 1 Version of the amendment (Recommendations 1, 2, 3, 4, 7 and 8)
- Improve the drafting of Design and Development Overlay Schedules 20 and 21 as shown in the appendices in the Panel Report (Recommendations 5 and 6)
- Correct the descriptions of Activity Areas 2 and 4 in the *Huntingdale Precinct Plan 2023*. (Recommendations 9 and 10)

The full recommendations of the Planning Panel are contained within the Panel Report at **Attachment 1** and the list of changes in **Attachment 2**.

Officer response to recommendations

Six of the recommendations relate to changes Council had already accommodated following the exhibition of the amendment, including in response to the gazettal of Amendment C166mona that reorganised all the local planning policies into the new Planning Policy Framework. These were discussed in detail in the Council Report on 27 August 2024.

The officer response below addresses the remaining four recommendations in relation to the proposed Schedules 20 and 21 to the Design and Development Overlay (DDO20 & DDO21) (Recommendations 5 & 6) and the changes to the *Huntingdale Precinct Plan* (Recommendations 9 & 10).

Schedules to the DDO

The Panel has recommended the following changes to the proposed Schedules 20 and 21 to the DDO:

- Remove adaptable re-use from the building form and design requirements
- Simplified overshadowing requirements and limit the consideration to key pedestrian streetscapes
- Expressing all heights in metres only
- Allowing for heights to transition up between sub-precincts 2B and 2A, and 4B and 4A – as these do not have a residential interface.

These changes have been reflected in the final version of the amendment documentation in **Attachment 3**.

Changes to the Huntingdale Precinct Plan

The Panel has recommended making some minor changes to the descriptions of Activity Areas 2 and 4 in the Huntingdale Precinct Plan to make it clearer that residential uses are not contemplated.

On Page 35, the description of Activity Area 2 should be changed from 'mixed use area' to 'industrial area' to accommodate the Panel's recommendation. The Panel was of the view that Activity Area 2, with only a small number of residential properties on Burlington Street and some proposed C1Z on Railway Avenue, and remaining sites overwhelmingly being retained in the IN1Z, that 'industrial' was a more accurate description.

On Page 43, the final words of paragraph 2 ('and some limited residential') should be deleted to accommodate the Panel's recommendation. The Panel was of the view that as the IN1Z is retained in this sub-precinct, dwellings are prohibited (besides 'caretakers house') and there are no opportunities for limited residential.

These changes have been accommodated in the revised Huntingdale Precinct Plan (**Attachment 4**).

Changes to ResCode - Impact of Amendment VC267

Amendment VC267 was gazetted on 6 March 2025 and introduced significant changes to ResCode, which will come into effect on 31 March 2025. This amendment introduced a new Townhouse and Low-rise Code at Clause 55, a 4 storey apartment Code at Clause 57 and consequential changes to the residential zones.

According to the State Government's implementation program, all existing local schedules to the residential zones will be changed on 2 April 2025 to remove any variations to Clause 55 that are more onerous than the proposed new standards, and to align with the new templates. The new templates to the schedules reduce the number of variations to Clause 55 and will come into effect on 31 March 2025.

There are a number of variations in the proposed Schedule 12 to the General Residential Zone and the implications will be as follows:

Minimum street setback of 7.6m, matching existing and surrounding – variation likely to be removed as it would be more onerous than new Standard B2-1 which is 6m

Landscaping, matching GRZ3 requirement – this disappears in new schedule template (landscaping requirements in Clause 55 are improved though)

Private open space of 50m² at ground level, 10m² balcony/rooftop – variation likely to be removed as it would be more onerous than new Standard B3-5 which is 25m²

Front fences 1.2m – variation likely to be removed as it would be more onerous than new Standard B2-8 of 1.5m

There are no Clause 54 or Clause 55 variations in the proposed Schedule 4 to the Mixed Use Zone.

FINANCIAL IMPLICATIONS

The adoption and submission of the amendment does not have any significant financial implementations. All costs are contained within operational budget allocations.

POLICY IMPLICATIONS

Amendment C173 is consistent with State and Regional Planning Policies, Plan Melbourne, and the Melbourne Industrial and Commercial Land Use Plan (MICLUP).

CONSULTATION

There are no further opportunities for community consultation as part of the amendment process, except to inform submitters of Council's decision.

SOCIAL IMPLICATIONS

There are no social implications to this report.

HUMAN RIGHTS CONSIDERATIONS

There are no human rights implications to this report.

GENDER IMPACT ASSESSMENT

A GIA was not completed because this agenda item is not a 'policy', 'program' or 'service'.

CONCLUSION

Overall, the Panel was highly supportive of Amendment C173, the work that was prepared to support and justify the Amendment, and did not agree with many of the arguments put by submitters at the hearing and in written submissions seeking a different planning outcome for their site or sub-precinct.

The Panel has recognised the important role that the Huntingdale Precinct plays as an employment area within and supporting the Monash National Employment and Innovation Cluster and has provided some very strong arguments to ensure this function is not undermined in the future. The Panel consider there is sufficient housing capacity within the Precinct in the existing residential areas and the up-zoned mixed use and commercial areas in the Precinct Core and did not support rezoning of any industrial land to facilitate residential development.

Overall, the Panel concluded that the Amendment is strategically based and will provide a sound platform for the managed growth of the Huntingdale Precinct.

While most of the recommendations of the Panel reflect Council's position prior to the hearing and presented at the hearing, the recommendations that depart from that position are minor, well-reasoned and can be accommodated.



ATTACHMENT LIST

1. Monash C173mona Panel Report [**7.1.3.1** - 73 pages]
2. Monash C173mona Post Panel Changes [**7.1.3.2** - 2 pages]
3. Monash C173mona - Attachment 3 Amendment Documents [**7.1.3.3** - 53 pages]
4. Huntingdale Precinct Plan (2023) Revised Feb 2025 [**7.1.3.4** - 68 pages]

Planning Panels Victoria

Monash Planning Scheme Amendment C173mona Huntingdale Precinct Plan

Panel Report

Planning and Environment Act 1987

24 January 2025



How will this report be used?

This is a brief description of how this report will be used for the benefit of people unfamiliar with the planning system. If you have concerns about a specific issue you should seek independent advice.

The planning authority must consider this report before deciding whether to adopt the Amendment.
[section 27(1) of the *Planning and Environment Act 1987* (the PE Act)]

For the Amendment to proceed, it must be adopted by the planning authority and then sent to the Minister for Planning for approval.

The planning authority is not obliged to follow the recommendations of the Panel, but it must give its reasons if it does not follow the recommendations. [section 31 (1) of the PE Act, and section 9 of the *Planning and Environment Regulations 2015*]

If approved by the Minister for Planning a formal change will be made to the planning scheme. Notice of approval of the Amendment will be published in the Government Gazette. [section 37 of the PE Act]

Planning Panels Victoria acknowledges the Wurundjeri Woi Wurrung People as the traditional custodians of the land on which our office is located. We pay our respects to their Elders past and present.

Planning and Environment Act 1987

Panel Report pursuant to section 25 of the PE Act

Monash Planning Scheme Amendment C173mona

Huntingdale Precinct Plan

24 January 2025



Alison McFarlane, Chair



Rebecca Finn, Member

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Glossary and abbreviations

ACZ	Activity Centre Zone
Amendment	Monash Planning Scheme Amendment C173mona
C1Z	Commercial 1 Zone
C2Z	Commercial 2 Zone
Council	Monash Council
DDO1	Design and Development Overlay Schedule 1 (Industrial and Commercial Design and Development Area)
DDO20	Design and Development Overlay Schedule 20 (Huntingdale Precinct Core)
DDO21	Design and Development Overlay Schedule 21 (Huntingdale Precinct Industrial and Technology)
DPO	Development Plan Overlay
EAO	Environmental Audit Overlay
Fitman properties	44-46 Westminster Road and 1-13 Oakleigh Street, Oakleigh
GRZ	General Residential Zone
GRZ2	General Residential Zone Schedule 2 (Monash Residential Areas)
GRZ12	General Residential Zone Schedule 12 (Huntingdale Precinct Residential Areas)
Housing Statement	<i>Victoria's Housing Statement: the Decade Ahead 2024-2034</i>
HPP	<i>Huntingdale Precinct Plan, 2023</i>
IN1Z	Industrial 1 Zone
Land Use Background Report	Huntingdale Activity Centre Background Report: Land Use, July 2018
M and J Investments	M and J Investments Co Pty Ltd, Sinoway Trust and Cornus Developments

MNEIC	Monash National Employment and Industrial Cluster
MPS	Municipal Planning Strategy
MUZ	Mixed Use Zone
PE Act	<i>Planning and Environment Act 1987</i>
Planning Scheme	Monash Planning Scheme
PPF	Planning Policy Framework
PPN	Planning Practice Note
Precinct	Huntingdale precinct
RGZ5	Residential Growth Zone Schedule 5 (Oakleigh and Wheelers Hill Activity Centres)
Urban Design Background Report	Draft Background Report Urban Design: Huntingdale Activity Centre Precinct, October 2018
VPP	Victoria Planning Provisions

Overview

Amendment summary	
The Amendment	Monash Planning Scheme Amendment C173mona
Common name	Huntingdale Precinct Plan
Brief description	<p>Implementation of the Huntingdale Precinct Plan by:</p> <ul style="list-style-type: none"> - introducing a new local policy - rezoning a limited number of industrial properties to Commercial 1 Zone and applying the Environmental Audit Overlay - rezoning residential land along Huntingdale Road (north of Hargreaves Street) to Mixed Use Zone and introducing a new schedule to the General Residential Zone for other residential land within the precinct - replacing the existing Design and Development Overlay Schedule 1 with a new schedule to facilitate development in industrial, commercial and mixed use areas of between 3 and 8 storeys - making other minor administrative and policy changes.
Subject land	Huntingdale Precinct
Planning Authority	Monash City Council
Authorisation	17 April 2024, with conditions
Exhibition	23 May to 1 July 2024
Submissions	18

Panel process	
The Panel	Alison McFarlane (Chair) and Rebecca Finn
Directions Hearing	By video, 26 September 2024
Panel Hearing	Monash City Council, 11 and 12 November 2024
Site inspections	Unaccompanied, 6 December 2024
Parties to the Hearing	<p>Monash City Council represented by Maria Marshall (Directions Hearing) and John Rantino (Panel Hearing) of Maddocks Lawyers</p> <p>Storage X represented by Hamish Balzan of Urban Edge Consultants</p> <p>M and J Investments Co Pty Ltd, Sinoway Trust and Cornus Developments represented by Robbie McKenzie of Ratio Consultants</p> <p>Frank Perry of Perry Town Planning</p>
Citation	Monash PSA C173mona [2025] PPV
Date of this report	24 January 2025

Executive summary

The purpose of Monash Planning Scheme Amendment C173mona (the Amendment) is to implement the *Huntingdale Precinct Plan, 2023* (HPP) into the Monash Planning Scheme.

The Huntingdale Precinct is a Neighbourhood Activity Centre within Monash National Employment and Industrial Cluster. The precinct is envisaged as a location for knowledge intensive based businesses that have synergies with nearby health and education uses. These emerging employment uses are to be co-located within existing businesses which are growing and underpin the strength of the local economy.

Amendment makes zoning changes to land around Huntingdale Station and Huntingdale Road to provide limited new commercial opportunities and applies a new General Residential Zone Schedule 12 to existing residential areas. The Amendment also introduces new Design and Development Overlay Schedules 20 and 21 (DDO20 and DDO21) to guide development on land in commercial and industrial zones.

Council received 17 submissions following exhibition of the Amendment. The submissions sought for the Amendment to:

- provide more opportunity for mixed use development, including housing, in employment areas
- increase housing capacity within residential areas
- better address traffic congestion and public car parking supply
- provide for increased built form outcomes.

The five background reports said to inform the HPP provide for many of the outcomes sought by the submitters, including more opportunities for housing as part of mixed-use development. However, these background reports were not adopted by Council in full and their recommendations are not reflected in the Amendment.

There is ordinarily a neat thread between background documents, a strategy plan and the final planning scheme amendment but that is not the case for this Amendment. The disconnect between the documents has understandably prompted submissions questioning the strategic justification for the Amendment. The Panel has carefully considered the alignment of the Amendment with the Municipal Planning Strategy and apply the Planning Policy Framework. The Panel finds that the Amendment is consistent with both.

In response to submissions that called for the Amendment to preference housing policy above policies for employment and industry, the Panel is satisfied the Amendment provides an appropriate outcome. That is, the Amendment should not provide for the wholesale rezoning of locally significant employment land in the Industrial 1 Zone to an alternative zone to enable housing to be developed more broadly across the Huntingdale Precinct.

Following this key finding, the Panel has considered submissions that go to the drafting of the Amendment provision. On these matters, the Panel concludes:

- It is appropriate for pedestrian links to be identified in DDO20 and DDO21 to show opportunities to improve permeability through the precinct.
- Pedestrian links should be noted in DDO20 and DDO21 as 'indicative' to reflect their discretionary status.

- Requirements for the design and placement of car parking in DDO20 and DDO21 are appropriate and will supplement Clause 52.06.
- There is no rationale to provide for a wholesale increase in building height requirements in DDO20 and DDO21 without further urban design analysis.
- The discretionary nature of height controls in DDO20 and DDO21 ultimately allows for flexibility around building heights where an acceptable outcome can be achieved.

Recommendations

Based on the reasons set out in this Report, the Panel recommends that Monash Planning Scheme Amendment C173mona be adopted as exhibited subject to the following:

- 1 Replace Clause 21.06 with Clause 02.03-6 to align with the current planning scheme format.**
- 2 Replace Clause 22.17 with Clause 11.03-1L-07 to align with the current planning scheme format.**
- 3 Amend Clause 15.01-2L-01 to add the Huntingdale Precinct as an area that is exempt from this policy.**
- 4 Amend Design and Development Overlay Schedule 1 to delete setbacks superseded by Design and Development Overlay Schedules 20 and 21.**
- 5 Amend Design and Development Overlay Schedule 20 to improve drafting as summarised in Tables 4 and 5 and shown in Appendix E1.**
- 6 Amend Design and Development Overlay Schedule 21 as shown in Appendix E2 to:**
 - a) embed an allowance for height to be increased in sub-precinct 2B and 4B, as shown in Appendix E2.**
 - b) show pedestrian links as 'indicative' on Maps 1 and 2**
 - c) improve drafting as summarised in Tables 4 and 5.**
- 7 Amend Clause 74.02 to delete 'implementing the Huntingdale Activity Centre Structure Plan' under 'Further Strategic Work'.**
- 8 Amend Clause 72.08 to add *Huntingdale Precinct Plan* as a background document.**

Further recommendations

Based on the reasons set out in this Report, the Panel recommends the *Huntingdale Precinct Plan*, 2023 be updated to:

- 9 Describe Activity Area 2 as an industrial area.**
- 10 Remove reference to residential uses in Activity Area 4.**

1 Introduction

1.1 The Amendment

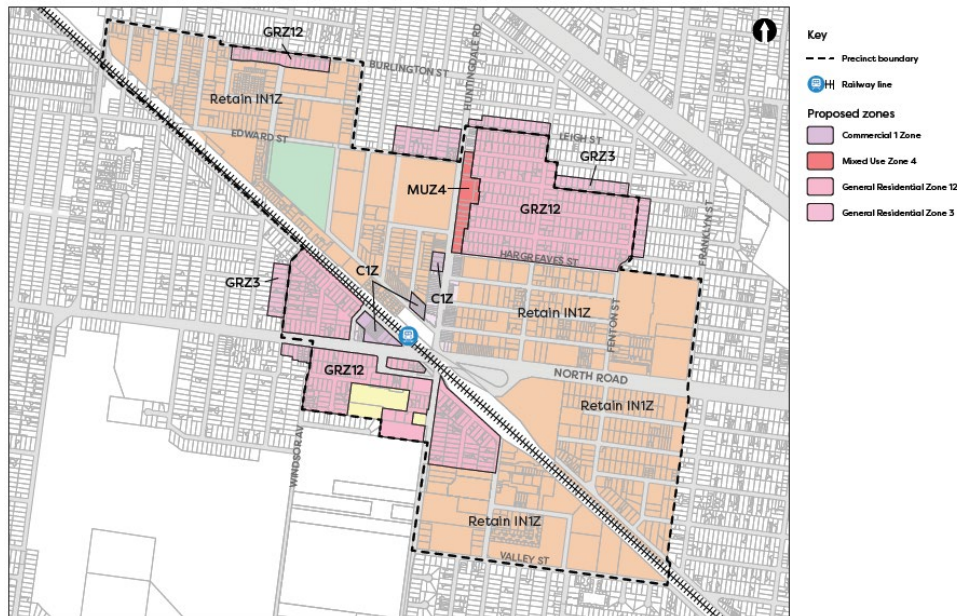
(i) Amendment description

The purpose of Monash Planning Scheme Amendment C173mona (the Amendment) is to implement the *Huntingdale Precinct Plan, 2023* (HPP) into the Monash Planning Scheme (Planning Scheme).

Specifically, the Amendment proposes to:

- amend Clause 21.06 to recognise the Huntingdale Precinct (the precinct) as part of the Monash National Employment and Industrial Cluster (MNEIC) and as a Neighbourhood Activity Centre
- introduce a new local policy at Clause 22.17 to set out the objectives for the precinct
- rezone the following properties from Industrial 1 Zone (IN1Z) to Commercial 1 Zone (C1Z):
 - 1269 North Road, Oakleigh
 - 144 to 180 Haughton Road, Oakleigh
 - 31 to 39 Railway Avenue, Oakleigh
 - 265 to 271 Huntingdale Road, Oakleigh
- rezone 250 to 254 and 264 to 276 Huntingdale Road, Huntingdale from the General Residential Zone 2 (GRZ2) to Mixed Use Zone Schedule 4 (MUZ4)
- rezone 256-262 Huntingdale from Residential Growth Zone Schedule 5 (RGZ5) to MUZ4
- delete RGZ5 from the planning scheme
- rezone land remaining in the General Residential Zone (GRZ) (currently GRZ2) to a new Schedule 12 (GRZ12)
- rezone land outside the precinct in GRZ2 to General Residential Zone Schedule 3 (GRZ3) to match the adjacent land
- remove Design and Development Overlay Schedule 1 (DDO1) from all land in the precinct
- apply a new Design and Development Overlay Schedule 20 (DDO20) to all C1Z and MUZ4 land
- apply a new Design and Development Overlay Schedule 21 (DDO21) to all IN1Z land
- apply Environmental Audit Overlay (EAO) to the land to be rezoned from IN1Z to C1Z
- amend Clause 52.28 Schedule to prohibit gaming machines on the land to be rezoned to C1Z.

Land proposed to be rezoned is shown in Figure 1.

Figure 1 Proposed zones

Source: Monash Council Meeting Agenda 28 March 2023

(ii) Post exhibition changes

On the day the Amendment commenced exhibition, Monash Planning Scheme Amendment C166mon was gazetted to translate the Planning Scheme's local policy provisions into the Planning Policy Framework (PPF) format. As a result, Council advised it proposed to:

- amend Clause 02.03-6 (Economic development) in place of proposed changes to Clause 21.06
- introduce a new local policy at Clause 11.03-1L-07 in place of proposed changes to Clause 22.17
- amend Clause 15.01-2L-01 to delete its application to the precinct.

Council also advised it proposed various administrative changes to properly integrate the Amendment into the Planning Scheme. These changes include:

- amend the DDO1 to remove references to redundant road setbacks and updating policy clause numbers
- amend Clause 72.08 to add the HPP as a background document
- amend Clause 74.02 to remove work undertaken by this Amendment from the list of 'Further Strategic Work'.

Finally, Council noted it proposed to make various changes to DDO20 and DDO21 in response to submissions. These changes are discussed through this report and summarised in Chapter 10.

(iii) Huntingdale precinct and activity areas

The precinct is a Neighbourhood Activity Centre forming part of the broader MNEIC (Figure 2).

Approximately 63 per cent (87 hectares) of the precinct is zoned IN1Z and contains a diverse range of small, medium and large businesses used for manufacturing, warehouse storage, wholesale and

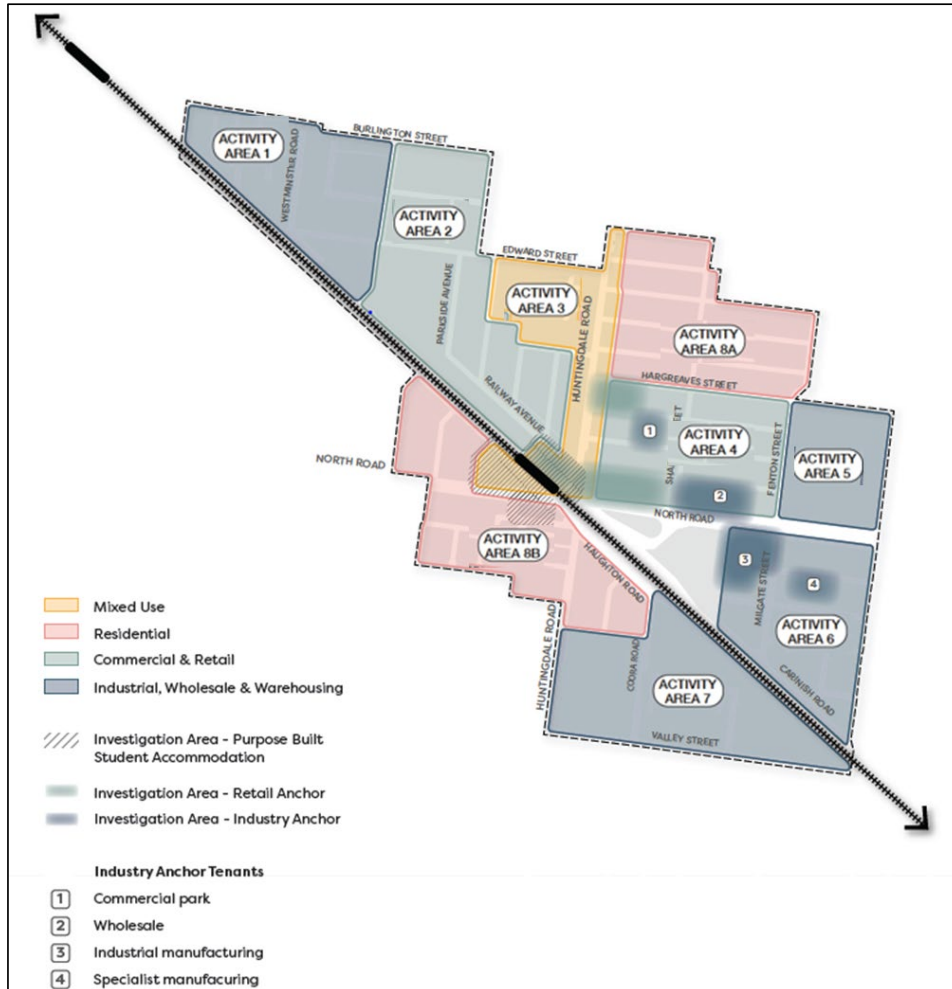
A strip of shops is established north of Huntingdale Railway Station on Huntingdale Road. These shops provide a range of goods and services, including a small supermarket.

The map displays the City of Monash, with the Monash NEIC boundary highlighted in blue hatching. The boundary is approximately shown, including areas within the City of Monash and excluding areas within the extent that are shown as other colours (e.g. Technology Precinct, Industrial areas). The map includes a legend with the following symbols:

- Major Activity Centre (Red star)
- Neighbourhood Activity Centre (Blue dot)
- Local Activity Centre (Orange dot)
- Key regional assets (Purple dot)
- Significant open space (Green)
- Private golf courses (Light green)
- Vegetation protection areas (Hatched)
- Technology Precinct (Yellow)
- Industrial & Comm 2 areas (Orange)
- Monash NEIC (Blue hatched)
- Main water courses (Blue line)
- Bike paths (Pink line)
- Train lines (Black line)

The map also shows surrounding areas like Boroondara, Stonnington, Glen Eira, Kingston, and Greater Dandenong. A scale bar indicates 0 to 4 km.

The HPP divides the precinct into eight activity areas. Each activity area contributes to the preferred 'economic mix' of the HPP as shown in Figure 3.

Figure 3 Huntingdale Precinct Plan activity areas and preferred economic mix

Source: Panel adapted from Huntingdale Precinct Plan Figures 8 and 13

The Amendment proposes to amend zones and overlays to support the proposed economic mix, as detailed in Table 1.

Table 1 Huntingdale Precinct Plan Proposed Zones and Overlays

Area	Preferred Economic Mix	Zones	Overlays
1	Industrial, wholesale and warehousing	- Retain IN1Z - Rezone GRZ2 to GRZ12	- Replace DDO1 with DDO21
2	Commercial and retail	- Retain IN1Z - Rezone GRZ2 to GRZ12	- Replace DDO1 with DDO21
3	Mixed use	- Retain IN1Z in part - Rezone part IN1Z to C1Z	- Replace DDO1 with DDO21 on land to be retained in IN1Z - Replace DDO1 with DDO20

Area	Preferred Economic Mix	Zones	Overlays
			on existing and proposed C1Z land - Apply EAO to land to be rezoned from IN1Z to C1Z
4	Commercial and retail	- Retain IN1Z	- Replace DDO1 with DDO21
5	Industrial, wholesale and warehousing	- Retain IN1Z	- Replace DDO1 with DDO21
6	Industrial, wholesale and warehousing	- Retain IN1Z	- Replace DDO1 with DDO21
7	Industrial, wholesale and warehousing	- Retain IN1Z	- Replace DDO1 with DDO21
8A	Residential	- Rezone GRZ2 to GRZ12	- No change
8B	Residential	- Rezone GRZ2 to GRZ12	- No change

(iv) Amendment background and rationale

Monash Council (Council) summarised the chronology of events leading to the preparation of the Amendment in its Part A submission. The Panel has summarised this in Appendix C.

The Amendment Explanatory Report provides the following rationale for the Amendment:

There are currently no built form controls applying to the commercial strips along Huntingdale Road and near the train station on North Road. The design controls in the existing DDO1 that apply to industrial land within the precinct are generic and apply to other industrial and commercial areas within Monash, and constrain development inconsistently with the Plan. The Plan allows for heights of up to 8 storeys within the core of the centre and 3-4 storeys in other precincts.

The amendment is required to implement the Plan into the Monash Planning Scheme to provide housing growth and mixed use development along Huntingdale Road, provide a suitable schedule to the GRZ for residential land within the precinct to facilitate incremental change, and rezone land outside the precinct to the GRZ3 to properly demarcate the precinct from the garden city suburb areas.

...

The amendment seeks to focus taller development along Huntingdale Road and within close proximity to the retail areas and train station, and transition in scale to nearby residential areas – consistent with the Plan. The Industrial 1 Zone has been retained for the majority of the precinct as this zone remains suitable for the range of land uses intended by the Plan, including modern clean industry, warehousing, manufacturing, limited retail, and offices. The zone also manages bulky goods retailing so that it does not dominate other land uses within the precinct.

The amendment also seeks to facilitate purpose-built student accommodation within close proximity to the train station and bus stops, which have easy access to the Clayton and Caulfield campuses of Monash University.

1.2 Submissions

In response to public exhibition, Council received 17 submissions. The key issues raised in submissions were:

- opportunity for mixed use development, including housing
- limited housing capacity within residential areas in the precinct

- impact of increased density on traffic congestion and public car parking supply
- specific built form and drafting issues.

1.3 Procedural issues

The Panel received a request to be heard from Frank Perry of Perry Town Planning. Mr Perry provided written submissions to Council on the draft HPP but was not a submitter to the Amendment.

Following the Directions Hearing, Council advised it was not possible to obtain a “Council position” on whether it would refer Mr Perry’s submission to the Panel because it was in the caretaker period leading up to 2024 Victorian local government elections.

The Panel can inform itself in any way it thinks fit. The Panel decided to provide Mr Perry with the opportunity to present to it during the Hearing. Parties were advised accordingly.

Chris White and Novo Planning were originally timetabled to be heard at the Hearing. Both withdrew their requests to be heard prior to the commencement of the Hearing.

1.4 The Panel’s approach

The Panel has assessed the Amendment against the principles of net community benefit and sustainable development, as set out in Clause 71.02-3 (Integrated decision making) of the Planning Scheme.

The Panel considered all written submissions made in response to the exhibition of the Amendment, observations from site visits and submissions presented to it during the Hearing. It has reviewed a large volume of material, and has had to be selective in referring to the more relevant or determinative material in the Report. All submissions and materials have been considered by the Panel in reaching its conclusions, regardless of whether they are specifically mentioned in the Report.

This Report deals with the issues under the following headings:

- Strategic issues
- Activity Area 1
- Activity Area 2
- Activity Area 4
- Activity Area 5
- Activity Area 7
- Activity Area 8B
- Other issues
- Form and content of the Amendment.

1.5 Limitations

Submissions supporting the Amendment have been noted by the Panel but are not addressed further in this report.

Melbourne Water did not object to the Amendment, however it noted some areas in the precinct are liable to flooding in a 1 percent Annual Exceedance Probability event (commonly known as a 1 in 100 year event). Melbourne Water further advised current flood data is being revised and is

likely to be superseded within 12 months. Flooding issues have not been considered by the Panel given:

- Melbourne Water did not object to the Amendment and did not wish to participate in the public hearing process
- flooding overlays do not apply in the precinct are not proposed by the Amendment
- new flooding data is being prepared by Melbourne Water.

2 Strategic issues

2.1 Planning context

This chapter identifies planning context relevant to the Amendment. Appendix C highlights key imperatives of relevant provisions and policies.

Table 2 Planning context

Provision	Relevant references
Victorian planning objectives	- section 4 of the PE Act
Municipal Planning Strategy	- Clauses 02.03-1 (Settlement – Activity Centres), 02.03-5 (Housing), 02.03-6 (Economic development), 02.04-1 (Strategic framework Plan)
Planning Policy Framework	- Clauses 11.01-1S (Settlement), 11.02-2S (Structure planning), 11.03-1S (Activity centres), 11.03-1R (Activity centres – Metropolitan Melbourne), 11.03-1L-01 (Activity centres – Monash) - Clauses 15.01-1S (Urban design), 15.01-1R (Urban design – Metropolitan Melbourne), 15.01-2S (Building design), 15.01-2L-01 (Industry and built form character), 15.01-5S (Neighbourhood character) - Clauses 16.01-1S (Housing supply), 16.01-1R (Housing supply – Metropolitan Melbourne) - Clauses 17.01-1R (Diversified economy – Metropolitan Melbourne), 17.01-2S (Innovation and research), 17.02-1S (Business), 17.03-1S (Industrial land supply), 17.03-2S (Sustainable industry)
Plan Melbourne	- Direction 1.2 Improve access to jobs across Melbourne closer to where people live - Direction 2.1 Manage the supply of new housing in the right locations to meet population growth and create a sustainable city - Direction 2.2 Deliver more housing closer to jobs and public transport - Direction 2.5 Provide greater choice and diversity of housing - Direction 4.3 Achieve and promote design excellence - Direction 5.1 Create a city of 20-minute neighbourhoods - Direction 6.4 Make Melbourne cooler and greener
Other planning policies	- <i>Melbourne Industrial and Commercial Land Use Plan, 2020</i> - <i>Housing Statement: the Decade Ahead 2024-2034, 2023</i>
Planning scheme provisions	- General Residential Zone - Industrial 1 Zone - Commercial 1 Zone - Design and Development Overlay
Planning scheme amendments	- Monash Planning Scheme Amendment C166mona
Ministerial directions	- Ministerial Direction 11 (Strategic Assessment of Amendments)
Planning practice notes	- Planning Practice Note 46: Strategic Assessment Guidelines, 2022

2.2 Strategic justification

(i) Background

The HPP vision for the precinct is:

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

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

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

The HPP is said to be informed by five background reports addressing economics, land use, transport, community infrastructure and urban design. These reports are summarised in the HPP as follows:

Table 3 Background reports to Huntingdale Precinct Plan

Report	Summary
Economics <i>Huntingdale Activity Centre</i> <i>Background Report: Economics</i> prepared by PwC, August 2018 (Document 15C)	The report develops a transition pathway to higher value economic activities and positions Huntingdale to complement the MNEIC over the next 25 years by: <ul style="list-style-type: none"> - Identifying the key industries which Huntingdale should retain, grow and attract. - Recognising the industries expected to transition out of Huntingdale. - Developing scenarios to estimate the jobs growth expected in Huntingdale.
Land use <i>Huntingdale Activity Centre</i> <i>Background Report: Land Use</i> prepared by PwC, July 2018 (Document 15B)	The land use report uses employment outputs from the economics report and combines this with residential and retail analysis to identify: <ul style="list-style-type: none"> - The transition in activity required to realise the economic transformation of the Precinct. - The floorspace requirements of each activity. - Catalytic sites and activities that might facilitate and accelerate transition.
Transport <i>Huntingdale Activity Centre</i> <i>Background Report: Transport</i> prepared by PwC, December 2018 (Document 15E3)	The transport report considered: <ul style="list-style-type: none"> - Travel demand and behaviour that would result from the change in activity analysed in the economic and land use reports. - The extent to which changes to the transport network facilitate and accelerate land use and economic transitions.
Community infrastructure <i>Huntingdale Activity Centre</i> <i>Background Report:</i>	The Community Infrastructure report audits community infrastructure provision within Huntingdale and establishes benchmark provision targets to assess the adequacy of supply to the current and forecast

Report	Summary
<i>Community infrastructure</i> prepared by PwC, November 2018	future users. It develops recommendations for infrastructure investment and delivery models to meet these needs.
Urban design <i>Background Report: Urban Design Huntingdale Activity Centre Precinct Draft</i> prepared by SJB Urban, October 2018 (Document 15D)	The Urban Design report incorporates the output of the 4 previous background reports and identifies a set of design principles and considerations to inform changes to built form.

(ii) Submissions

Council submitted the strategic basis for the Amendment was clear, noting:

- suite of zonings, overlays and policies pursued by the Amendment are the appropriate tools to implement Council's vision for the future land use and built form outcomes within the precinct
- the Amendment will facilitate appropriate land uses and built form outcomes in an activity centre that has good access to services and public transport and is in an appropriate location for more intensive development outcomes
- the current suite of controls do not provide sufficient incentive and direction to deliver sustainable growth of the precinct
- there is flexibility built into the precinct-specific DDOs through discretionary height and setback controls and local policy guidelines which allow for the specific site circumstances to be considered
- it maintains the hierarchy of activity centres in Monash and promotes the development and expansion of retail and related facilities, and mixed use development within the precinct core (near the station and along Huntingdale Road)
- retains the economic function of the precinct, supporting land use and development that fosters business growth
- maintains the amount of land set aside for industry.

Several submitters questioned the strategic justification for the Amendment, noting the disconnect between the recommendations of the background reports that were said to inform the HPP and the Amendment itself. These submissions called for the Amendment to enable a mix of uses, particularly housing, to be developed in various activity areas. These submissions are discussed in detail in the activity area specific chapters of this report.

(iii) Discussion

The key strategic outcomes sought for Huntingdale are clearly expressed in the Municipal Planning Strategy (MPS). Importantly, while the MPS encourages a greater diversity of economic investment across the precinct, it requires that land set aside for industry be maintained to support large scale industrial activities.

The PPF further guides the strategic outcomes sought for Huntingdale. Significantly, Clause 17.03-1S requires land is available for industry by preserving locally significant industrial land for industrial or employment generating uses, unless long-term demand for these uses can be demonstrably met elsewhere (Panel underline).

Enabling housing in locally significant industrial areas must be strategically justified against Clause 17.03. That is, it must be demonstrated that industrial land is no longer required for that purpose before it is rezoned for an alternative purpose. There is rightly a high bar for amendments of this nature. Sensitive uses are not always compatible with industrial and employment activities and land use conflicts can arise.

The HPP, and in turn the Amendment, is consistent with the strategic directions of the MPS and PPF by maintaining the supply of locally significant industrial land and providing limited new opportunity opportunities for housing and commercial development in appropriate locations.

This finding underpins the discussion of submissions in the Activity Area specific chapters to this report.

(iv) Conclusions

For the reasons set out in this report, the Panel concludes that the Amendment:

- is supported by, and implements, the relevant sections of the Planning Policy Framework
- is consistent with the relevant Ministerial Directions and Practice Notes
- is strategically justified
- should proceed subject to addressing the more specific issues raised in submissions as discussed in the following chapters.

3 Activity Area 1

3.1 Background

The location of Activity Area 1 is shown in Figure 3. The existing and proposed zones and overlays applying to Activity Area 2 are summarised in Table 1.

The HPP describes the intent for Activity Area 1 as:

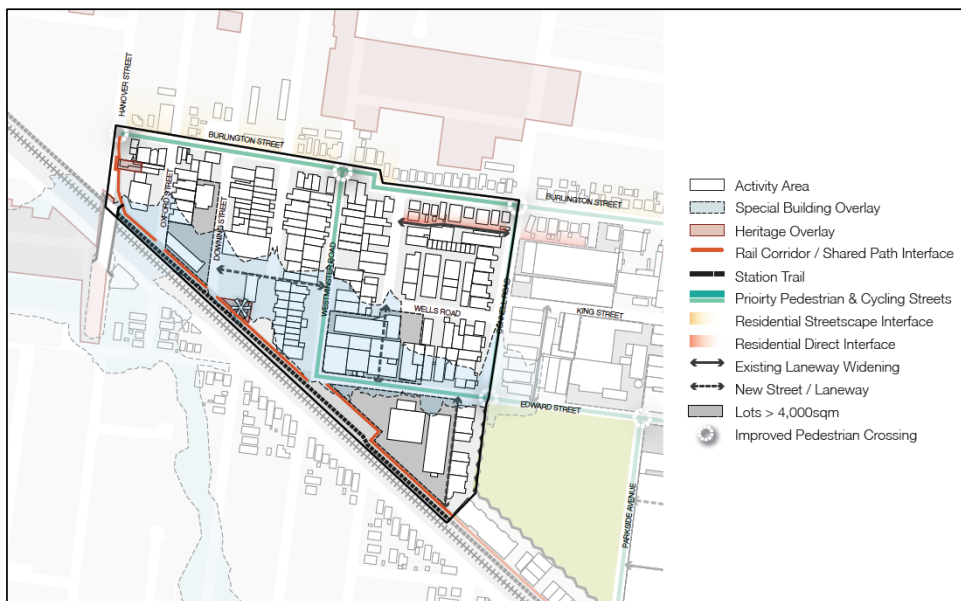
Activity Area 1 is a neighbourhood focused on employment opportunities in clean industry, warehousing and associated commercial sectors.

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

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

The challenges and opportunities for Activity Area 1 are shown in Figure 4.

Figure 4 Activity Area 1 Challenges and Opportunities



Source: Huntingdale Precinct Plan Figure 14

3.2 Pedestrian link

(i) The issue

The issue is whether it is appropriate to show proposed pedestrian links for Activity Area 1 in DDO21.

(ii) Submissions

A submission relating to 44-46 Westminster Road and 1-13 Oakleigh Street, Oakleigh (Fitman properties) noted the proposed DDO21 identifies a proposed pedestrian link through the properties connecting Wells Road with Edward Street (Figure 5). The submitter stated this would

effectively split the Fitman properties into two parcels and severely affect future site coverage. The submitter was also concerned that compensation arrangements were not detailed in the Amendment.

Figure 5 Design and Development Overlay 21 Area 1 Pedestrian Link



Source: Exhibited Design and Development Overlay Schedule 21

Council submitted the pedestrian link is desirable, not mandatory, and would only be considered if the Fitman properties are proposed to be developed in the future. It resolved to amend the mapping in DDO21 to show all pedestrian links as 'indicative'. Council also noted the link could be developed as a road in the future which may be advantageous to a future development proposal.

(iii) Discussion

Structure Plans and associated planning scheme provisions commonly identify 'indicative' pedestrian and road connections as opportunities to improve permeability in urban areas. DDO21, with changes proposed by Council, is consistent with this approach and is supported by the Panel.

Council has properly characterised the pedestrian link through the Fitman properties as a 'discretionary' rather than mandatory link. A mandatory link would require transparent implementation strategy, such as a Public Acquisition Overlay or Development Contributions Plan Overlay, with a clear funding plan.

(iv) Conclusion and recommendation

The Panel concludes it is appropriate for indicative pedestrian links to be identified on DDO21 to show opportunities to improve permeability through the precinct.

The Panel recommends:

Amend DDO21 Maps 1 and 2 as shown in Appendix E2 to show pedestrian links as 'indicative'.

3.3 Car parking

(i) The issue

The issue is whether the car parking requirements are clear for Activity Area 1.

(ii) Submissions

A submitter sought clarification on the car parking requirements that would apply in Activity Area 1.

In reply, Council submitted car parking requirements would apply in accordance with Clause 52.06 which set out car parking rates for particular uses and associated design standards.

(iii) Discussion

As noted by Council, car parking requirements applying in the precinct are set out in Clause 52.06 and are not proposed to be altered by the Amendment.

DDO21 provides additional guidance on the location and design of car parking to support urban design outcomes sought for the precinct. These discretionary requirements reinforce State and local built environment policy objectives and are appropriate.

(iv) Conclusions

The Panel concludes:

- The Amendment will not alter car parking requirements that apply under Clause 52.06.
- Car parking design requirements in DDO21 are appropriate.

4 Activity Area 2

4.1 Background

The location of Activity Area 2 is shown in Figure 3. The existing and proposed zones and overlays applying to Activity Area 2 are summarised in Table 1.

The HPP describes the intent for Activity Area 2 as:

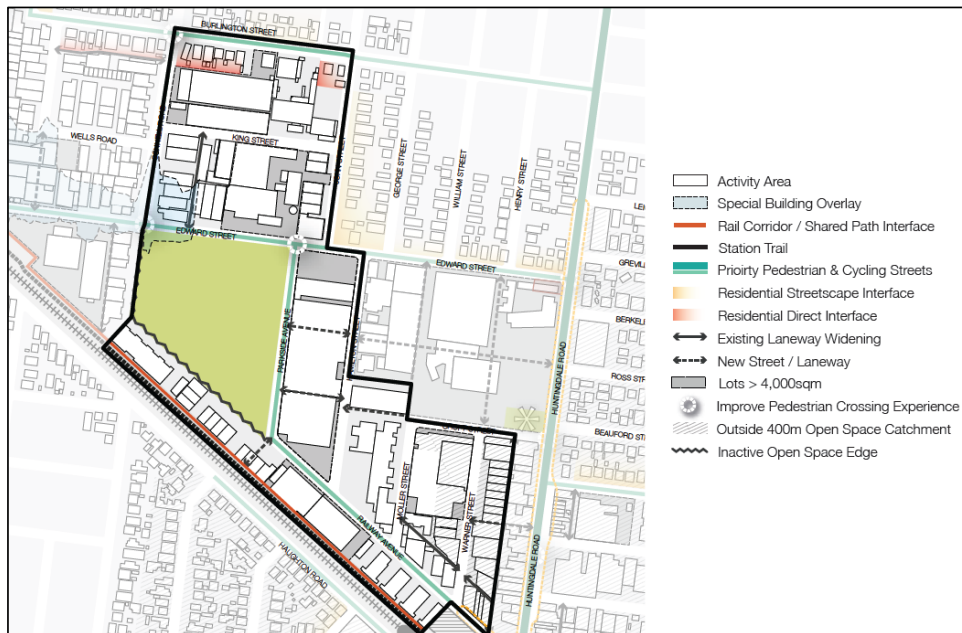
Activity Area 2 is a mixed use neighbourhood that transitions density and uses from the Precinct Core surrounding Huntingdale Road to the western Activity Area.

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

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

The challenges and opportunities for Activity Area 2 are shown in Figure 6.

Figure 6 Activity Area 2 Challenges and Opportunities



Source: Huntingdale Precinct Plan Figure 19

4.2 Use

(i) The issue

The issue is whether the Amendment allows the preferred uses for Activity Area 2 set out in the HPP.

(ii) Submissions

A landowner submitted that retaining the IN1Z in Activity Area 2 did not align with the residential, retail, commercial and industrial uses envisaged for the area in the HPP.

Council advised the land use mix described in the HPP recognised:

- an existing pocket of residential properties in Burlington Street
- the proposed Commercial 1 Zone areas inside the precinct.

Council submitted the HPP did not contemplate wider provision of residential uses within Activity Area 2, therefore retaining the IN1Z on the submitter's site is appropriate.

(iii) Discussion

The Amendment retains IN1Z over most of Activity Area 2, with the exception of the residential properties in Burlington Street and proposed commercial properties near Huntingdale Station. The Panel supports this approach because there is clear State and local policy for Huntingdale to continue its role as an employment location. Retaining the IN1Z over the majority of Activity Area 2 is consistent with this policy intent.

Council's submissions overstate the 'mixed use' role of Activity Area 2. Land that can be developed for housing under the GRZ12 or C1Z are at the edges of the area (and could have been excluded from the area). The HPP should be updated to accurately describe the zoning and land use intent for Activity Area 2. This area is not a 'mixed use' neighbourhood, rather is a focus for employment and industry consistent with the IN1Z that will remain over most the area.

HPP is to be referred to in Clause 11.03-1L-07 as a background document and does not form part of the Amendment. However, it is important there is alignment between Planning Scheme and background document to avoid misinterpretation or misunderstanding and aid the effective administration of the Planning Scheme. The Panel's recommendation on this issue is set out as a 'further recommendations' because the HPP is not part of the Amendment.

(iv) Conclusions and recommendations

The Panel concludes:

- Rezoning land in Activity Area 2 to achieve a mix use neighbourhood, including residential uses, is not strategically justified.
- The Huntingdale Precinct Plan inaccurately describes Activity Area 2 as a mixed use neighbourhood which cannot be achieved under the Industrial 1 Zone that will remain over the majority of the area.

The Panel recommends:

Further recommendation

Update the Huntingdale Precinct Plan to accurately describe Activity Area 2 as an industrial area.

4.3 Pedestrian link**(i) The issue**

The issue is whether it is appropriate for new pedestrian links proposed for Activity Area 2 in DDO21 to be noted as 'indicative'.

(ii) Submissions

A submitter objected to the proposed pedestrian link connecting Jack Edwards Reserve with the broader precinct shown in DDO21. The submitter requested the link be noted as 'indicative street/laneway' because it applies to private land.

In response to the submission, Council agreed to amend all proposed pedestrian links to indicative only. This change was reflected in the Day 1 version of the Amendment.

(iii) Discussion

As discussed in Chapter 3.2, it is appropriate for indicative pedestrian links to be identified on DDO21 to show opportunities to improve permeability through the precinct. Indicative links are discretionary requirements only.

(iv) Conclusion and recommendation

The Panel concludes the pedestrian links proposed for Activity Area 2 in DDO21 should be noted as 'indicative' to reflect their discretionary status.

The Panel recommends:

Amend DDO21 Maps 1 and 2 as shown in Appendix E2 to show pedestrian links as 'indicative'.

5 Activity Area 4

5.1 Background

The location of Activity Area 4 is shown in Figure 3. The existing and proposed zones and overlays applying to Activity Area 4 are summarised in Table 1.

The HPP describes the intent for Activity Area 4 as:

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

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

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

The challenges and opportunities for Activity Area 4 are shown in Figure 7.

Figure 7 Activity Area 4 Challenges and Opportunities



Source: Huntingdale Precinct Plan Figure 32

5.2 Use

(i) The issue

The issue is whether the MUZ should apply in Activity Area 4.

(ii) Submissions

A submitter broadly supported the Amendment but suggested the MUZ should be applied to parts of Activity Area 4 to support economic growth.

Council submitted:

- there are important industrial tenants in Activity Area 4 and retaining a non-residential zone will allow employment uses to continue

- there is no evidence that demonstrates rezoning of well-located industrial land to MUZ would increase long term economic growth
- there is sufficient land in the precinct for residential uses.

(iii) Discussion

There is strong State and local policy supporting the continuation of employment uses in Activity Area 4. Retaining the IN1Z over this area is consistent with the policy intent for the area. There is no justification to rezone this Activity Area to a MUZ to provide opportunity for residential uses.

The Panel notes HPP states the intent for Activity Area 4 is:

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

All of Activity Area 4 is currently zoned IN1Z and it is not proposed to be rezoned by the Amendment. All accommodation uses except a Caretaker's house are prohibited in the IN1Z. The suggestion in the HPP that 'some limited residential' uses should be achieved in Activity Area 4 is misleading and should be corrected before the Amendment progresses.

For the reasons discussed in Chapter 4.2, the Panel's recommendation on this issue is set out as a 'further recommendations' because the HPP is not part of the Amendment.

(iv) Conclusions and recommendation

The Panel concludes:

- There is no strategic justification to expand the MUZ into Activity Area 4.
- The Huntingdale Precinct Plan should be corrected to remove reference to residential uses in Activity Area 4.

The Panel recommends:

Further recommendation

Update the Huntingdale Precinct Plan to remove reference to residential uses in Activity Area 4.

5.3 Building height

(i) The issue

The issue is whether the building heights in Activity Area 4 sub-precinct Area 4B are appropriate.

Area 4B refers to the land east of Shafton Street in Activity Area 4, as shown in Figure 8.

Figure 8 Area 4B



Source: Extract from exhibited Design and Development Overlay Schedule 21

(ii) Submissions

A submitter sought a higher maximum building height and zero setbacks for the parcel at 1313-1315 North Road, Huntingdale (within Area 4B) because the land:

- is adjacent to Area 4A where higher maximum building heights are allowed
- does not adjoin sensitive residential interfaces
- adjoins a wide arterial road.

The submitter also identified a disparity between height provisions proposed in DDO21 for Area 4B. Table 8 identifies a maximum building height of 14.1 metres up to 4 storeys while Map 2 identified a maximum building height of 13.5 metres and 3-4 storeys.

Council submitted:

- the Area 4B table will be corrected to align with the map to set a preferred height for the sub-precinct of 13.5 metres
- the amendment is faithfully implementing the HPP and changes to the preferred heights are not strategical justified by the submitter
- the existing boundary between higher building heights in Activity Area 4A and lower building heights in Activity Area 4B is along Shafton Street which represents an 'orderly' boundary
- heights are discretionary and a permit could be granted for greater height if an acceptable outcome is achieved
- an additional decision guideline is proposed to 'allow' heights to transition up in scale between lower scale areas without a residential interface and higher scale area where development maintains amenity for residential properties and does not prejudice the design objectives
- the increased height allowance would equally apply in areas 2B and 4B.

Council's proposed decision guideline provides:

Where a site is in one sub-precinct abuts another sub-precinct or is separated by a road from another sub-precinct, whether the maximum building height and minimum setback specified in the site's sub-precinct can be exceeded (in the case of building height) or reduced (in the case of setback) without:

- Causing unreasonable amenity impacts on residential properties; and

- Prejudicing the design objective of transitioning built form from the Precinct to the adjoining residential areas.

(iii) Discussion

The Panel supports the preferred maximum heights as outlined in the HPP and DDO21, but is also strongly supportive of flexibility inherent with the proposed discretionary controls that could ultimately allow for additional height where an acceptable outcome is achieved.

The Panel also supports the intention to allow increased building heights between sub-precincts with different heights where residential amenity can be maintained. This would provide an opportunity to increase preferred building heights on the parcel at 1313-1315 North Road given its adjacency to higher scale Area 4A (heights up to 21 metres) and its remoteness to existing residential areas.

The decision guideline drafted by Council provide that a decision maker should consider if exceeding the preferred maximum building heights and decision guidelines will:

- impact the amenity of residential properties
- achieve the design objectives.

These considerations are applicable to all applications and duplicate the existing decision guidelines in Clause 43.02-6 and Clause 65. Council's intention is to 'allow' increased building heights between sub-precinct should be embedded in the sub-precinct design requirements in Clause 2.3 of DDO. The Panel's preferred drafting is:

Table 8 – Area 4B

Built form	Preferred requirement
Maximum building height	13.5 metres or greater to transition height to sub-precinct 4A.

(iv) Conclusions and recommendation

The Panel concludes:

- There is no rationale to amend the heights proposed in the Huntingdale Precinct Plan without further urban design analysis.
- The discretionary nature of the controls ultimately allows for flexibility around building heights.
- Explicit allowance for transitioning up building heights from a lower to higher sub-precinct should be embedded in the sub-precinct design requirements rather than a decision guideline.

The Panel recommends:

Amend DDO21 to embed an allowance for height to be increased in sub-precinct 2B and 4B, as shown in Appendix E2.

6 Activity Area 5

6.1 Background

The location of Activity Area 5 is shown in Figure 3. The existing and proposed zones and overlays applying to Activity Area 5 are summarised in Table 1.

The HPP describes the intent for Activity Area 5 as:

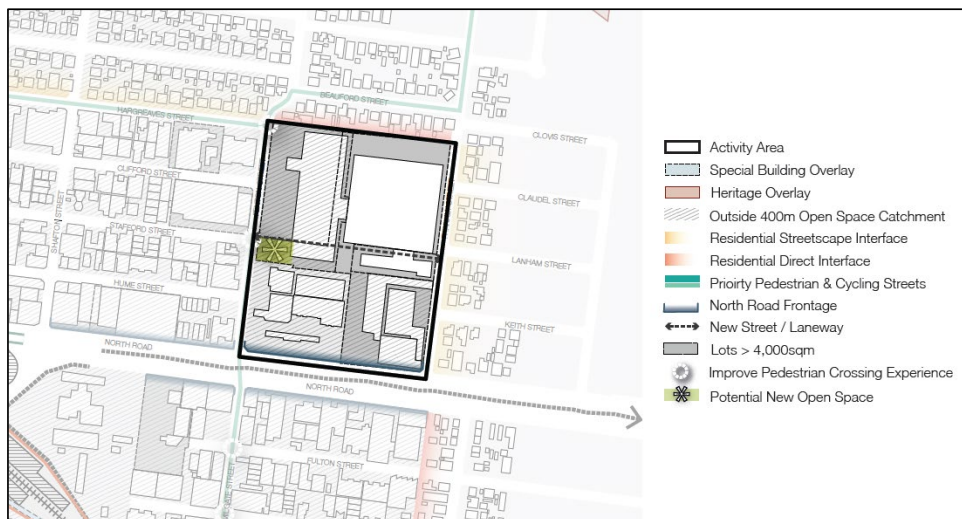
Activity Area 5 is a neighbourhood focused on employment opportunities in clean industry, warehousing and associated commercial sectors with excellent frontage to North Road.

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

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

The challenges and opportunities for Activity Area 5 are shown in Figure 9.

Figure 9 Activity Area 5 Challenges and Opportunities



Source: Huntingdale Precinct Plan Figure 37

6.2 Use

(i) The issue

The issue is whether the Activity Area 5 should accommodate mixed use development.

(ii) Submissions

Perry Town Planning said the Amendment needed to do more to respond to existing and emerging policy relevant to the precinct. It was submitted:

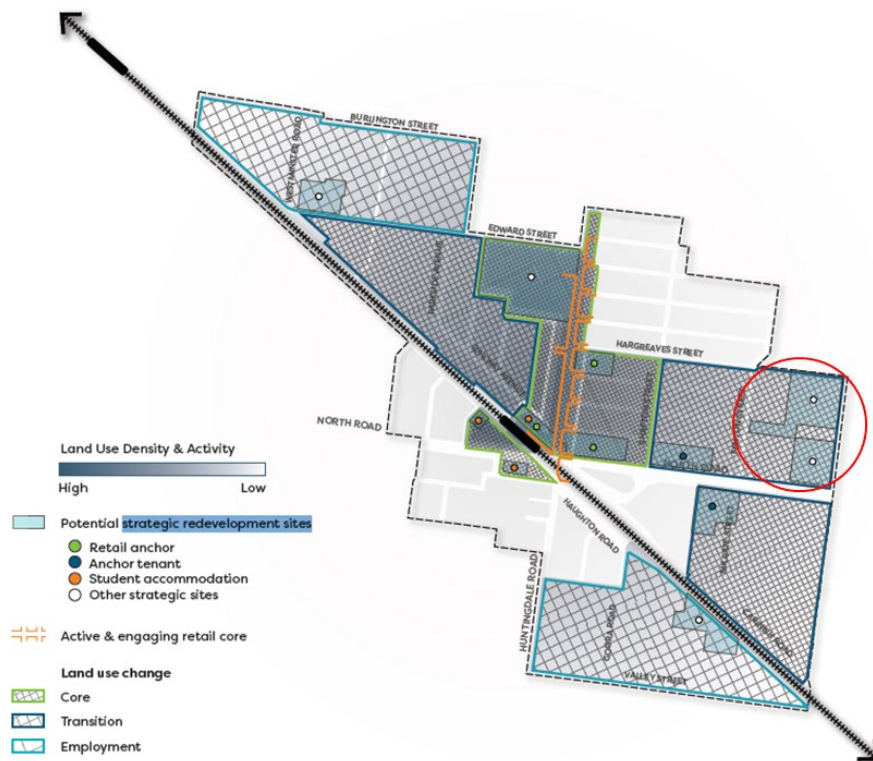
- Huntingdale Activity Centre and Clayton Transport Superhub (identified in *Victoria's Housing Statement: the Decade Ahead 2024-2034* (Housing Statement)) are projected to undertake substantial change

- dynamic influences over Huntingdale's future development include the MNEIC and the Suburban Rail Loop
- the Draft Eastern Metro Land Use Framework Plan places strong emphasis on the future development of the MNEIC and the need to provide new employment opportunities and facilitate new forms of housing in proximity to jobs
- *Monash Housing Strategy 2014* highlights the need for high quality student accommodation in proximity to education facilities, particularly Monash University and Holmesglen Training and Further Education services, as well as a need for a mix of housing types at higher density within or directly adjacent to activity centres
- *Monash Affordable Housing Strategy, 2023* encourages the provision of additional housing opportunities for low income households.

Perry Town Planning submitted the Amendment should:

- identify land at 44-60 and 60A Fenton Street, Huntingdale as a strategic redevelopment site because it is a large landholding in single ownership, similar to the other two sites in nominated as strategic redevelopment sites in Activity Area 5 (Figure 10, red outline)
- apply the Activity Centre Zone (ACZ) to all of Activity Area 5 to facilitate new development complementary to the MNEIC, Monash University and Suburban Rail Loop Clayton Precinct
- introduce a Development Plan Overlay (DPO) to coordinate development and achieve the desired intent for Activity Area 5 and ensure development interfacing with residential properties is appropriately managed.

Figure 10 Huntingdale Precinct Plan Strategic Redevelopment Sites



Source: Huntingdale Precinct Plan Figure 9

Council submitted the changes sought by Perry Town Planning would be a fundamental and transformative change to the Amendment that would impact other owners and occupiers, and the faithful implementation of the HPP. These changes could only be achieved by a separate amendment.

Separate to these process issues, Council submitted:

- there is no warrant to rezone Activity Area 5 to a zone which facilitates residential development or mixed commercial/residential development because it is required for employment and industry
- rezoning Activity Area 5 for mixed commercial/residential development would compromise its role as part of the MNEIC
- the objectives of the ACZ focus on 'business, shopping, working, housing, leisure, transport and community facilities' and 'delivery of diverse housing at higher densities that maximise the use of infrastructure and public transport', which is inconsistent with land identified for employment and industrial use.

Council concluded Perry Town Planning had not made out a sufficiently robust case for making the changes to the Amendment sought.

(iii) Discussion

The MPS and PPF support employment and industrial land uses in the precinct, and for those activities to be protected from sensitive land uses that might comprise their continuation.

Planning policies for housing do not outweigh policies for employment and industry. It follows that the Panel does not support submissions seeking recommendations for the ACZ and DPO to be applied to the precinct. The existing IN1Z is the appropriate zone to be retained in Activity Area 5 given its strategic role as a locally significant industrial area.

(iv) Conclusions

The Panel concludes:

- Activity Area 5 has been strategically identified for employment and industrial use and should remain in the Industrial 1 Zone.
- Allowing mixed use development within Activity Area 5 is inconsistent with the strategic role of Activity Area 5.

7 Activity Area 7

7.1 Background

The location of Activity Area 7 is shown in Figure 3. The existing and proposed zones and overlays applying to Activity Area 7 are summarised in Table 1.

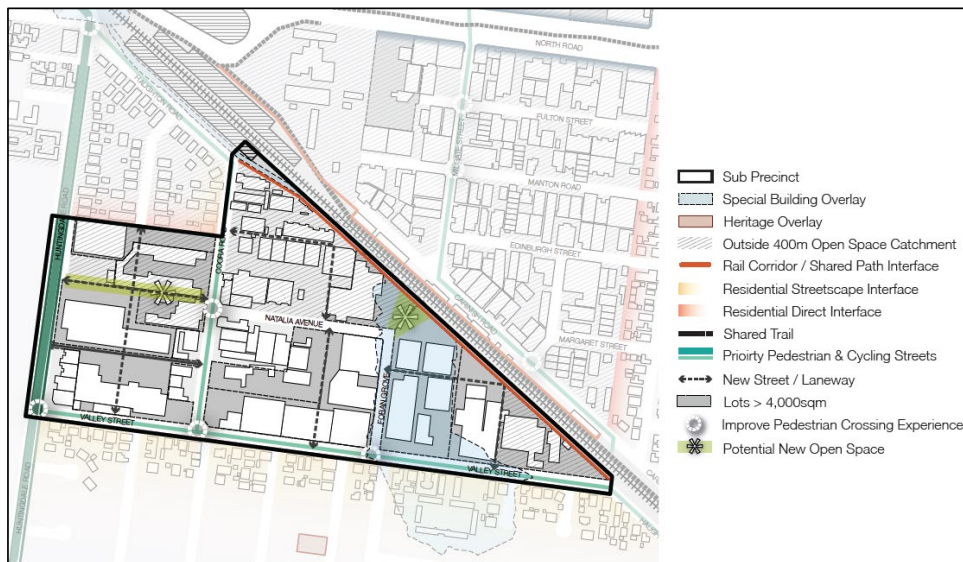
The HPP describes the intent for Activity Area 7 as:

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

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

This intent is represented in Figure 11.

Figure 11 Activity Area 7



Source: Huntingdale Precinct Plan Figure 7

7.2 Use

(i) The issue

The issue is whether residential and mixed uses should be accommodated in Activity Area 7.

(ii) Submissions

Submissions relating to 8-18 Coora Road, Oakleigh South stated mixed use development was needed to revitalise this 'derelict industrial area'.

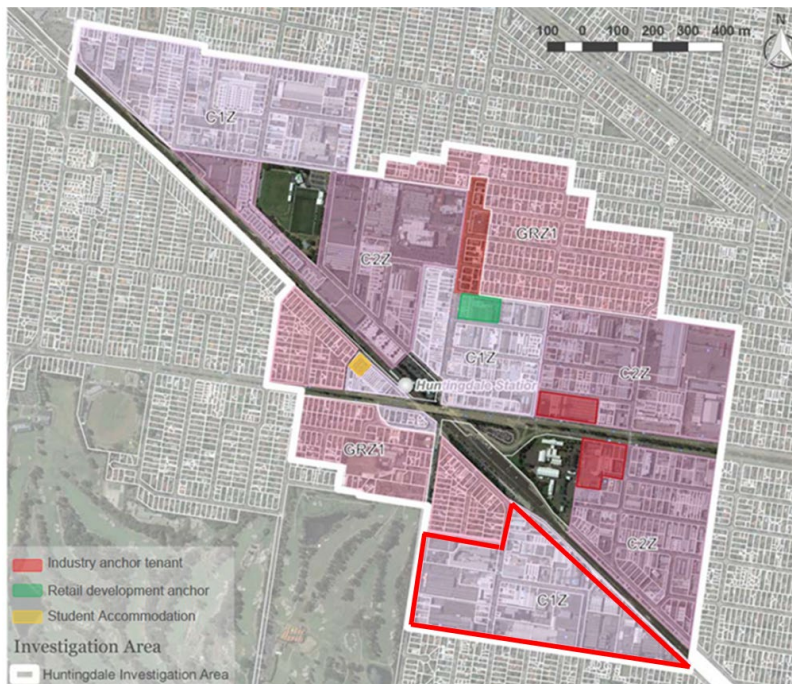
M and J Investments Co Pty Ltd, Sinoway Trust and Cornus Developments (M and J Investments) opposed the Amendment. They submitted there is a lack of strategic rigour and justification to support the Amendment because it is contrary to the recommendations of the background

reports that informed the HPP and the current strategic context for the Amendment. They sought recommendations from the Panel to rezone Area 7 from IN1Z to MUZ with a DPO.

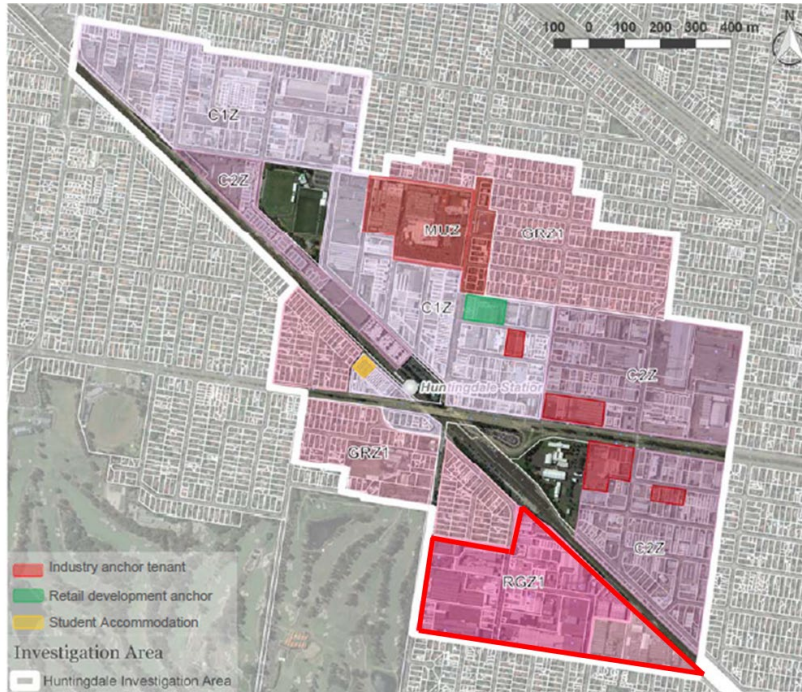
In support of their requested recommendations, M and J Investments explained:

- the Land Use Background Report proposes Area 7 be rezoned to C1Z in the short to medium term (Figure 12) and to Residential Growth Zone in the longer term (Figure 13)
- the Urban Design Background Report envisages Area 7 as a precinct of townhouses and apartments, with supporting retail and commercial uses
- Policy 1.3.1 of Plan Melbourne recognises some former industrial areas around Melbourne are underutilised and local planning authorities should identify and plan for ways these sites can be repurposed to create jobs and accommodate growth
- the Housing Statement supports increased housing in priority precincts, MNEICs, precincts and established suburbs
- Area 7 is within the declared planning area for the Suburban Rail Loop Clayton precinct which is a promising location for future housing and business development.

Figure 12 Huntingdale Activity Centre Background Report Land Use Recommended Zoning Changes 0-10 years



Source: Document 15b

Figure 13 Huntingdale Activity Centre Background Report Land Use Recommended Zoning Changes 10-20 years

Source: Document 15b

Turning to the physical content of Area 7, M and J Investments stated:

- Area 7 is no longer appropriate for traditional industrial uses because it is physically disconnected from other industrial areas and there is poor connectivity between the area and the broader road network
- the area is in decline with multiple vacancies and underused sites
- the existing building stock is not suitable for modern day and new-generation manufacturing and warehouse activities.

M and J Investments called for a more 'nuanced' and 'forward-thinking' planning approach, accounting for the strategic and locational opportunities offered by the area, including its proximity to the Monash Medical Precinct, railway stations, the future Suburban Rail Loop, and the MNEIC. They provided a 'high level' framework plan for the area to demonstrate how a mix of uses could be achieved (Figure 14).

Figure 14 Alternative land use option for Activity Area 7



Source: Document 15

In support of its proposal to rezone Activity Area 7 to MUZ with accompanying DPO, M and J Investments submitted:

- the DPO would preserve areas for employment to ensure the MUZ does not become a de-factor residential zone
- the DPO would be a vehicle to manage built form, access and internal linkages, and to respond to interfaces and integrate with the surrounding urban context as sought in the HPP
- the MUZ and DPO together would enable a comprehensive and master planned approach to development and avoid unsightly piecemeal development.

In reply, Council submitted:

- rezoning Activity Area 7 for mixed use would be a transformative change requiring re-exhibition of the Amendment
- it had rejected the Land Use Background Report recommendations to progressively rezone Activity Area 7 to C1Z and then Residential Growth Zone because they were unrealistic and contrary to orderly planning
- while there is a heavy emphasis on providing more diverse and affordable housing in recent Victorian Government policy announcements and reforms, this is not intended to be at the expense of employment generating policy
- there would be significant consequences if Activity Area 7 was rezoned to Mixed Use Zone, including:
 - the ongoing planning status of existing industrial and warehouse uses within the area, most of which will change from as-of-right to permit required uses
 - land values, and in turn, the economic justification for employment generating uses in lieu of residential uses

- facilitating wholesale residential uses (almost certainly multi-storey apartments) into the area would lead to compatibility of use issues (for example noise, trucks, hours of operation).

Council described Activity Area 7 as ‘anything but bleak’, pointing to:

- the Tesla sales development
- the substantial factoryette/warehouse development in Coora Street
- the ongoing presence of long standing businesses such as Tile Importers and MTM Automotive
- other recent quality developments in the area.

Council concluded the Amendment fills a current policy vacuum, providing certainty and direction to business and the community, whilst reducing land speculation. DDO21 will facilitate economic development and more intense development. If implemented consistently, the overlay will deliver more attractive buildings and enhance the public realm, encouraging those already in the area to stay and others to move in.

(iii) Discussion

There is inconsistency between the background reports that informed the HPP and the Amendment. As correctly identified by M and J Investments, the Land Use Background Report envisages industrial uses will diminish within Activity Area 7 as housing increases. Similarly, the Urban Design Background Report envisages the area as a *“residential precinct of townhouses and apartments, with supporting retail and commercial uses”*. Again, this is not the proposal put forward by the Amendment which retains the IN1Z over the entire area. It is understandable that the submitter has questioned the strategic justification for the Amendment.

Planning Scheme Amendments must be consistent with a Municipal Planning Strategy and apply the Planning Policy Framework. The Panel finds that the Amendment is consistent with both. There is strong policy to maintain locally significant industrial land in Monash. It is appropriate the Amendment does not provide for the rezoning of Activity Area 7 to an alternative zone to enable housing to be developed. Housing requirements are met elsewhere in the municipality.

Activity Area 7 is not failing. In the main, it contains many well maintained properties punctuated by new development. Given the strategic importance of employment land within urban areas, the Panel was encouraged by the prosperous atmosphere in large parts of the area, cementing its status as a light industrial precinct.

For completeness, in relation to issues of ‘transformation’, the Panel agrees with Council that rezoning land in Activity Area 7 is well beyond the purpose of the current Amendment and would require a new process.

(iv) Conclusion

The Panel concludes there is no strategic justification to apply the Mixed Use Zone and Development Plan Overlay in Activity Area 7.

7.3 Building height

(i) The issue

The issue is whether building heights in DDO21 are appropriate for Activity Area 7.

(ii) Submissions

M and J Investments submitted the built form provisions proposed by the Amendment were premised on Activity Area 7 being rezoned to C1Z and then Residential Growth Zone over time. As the Amendment retains the existing IN1Z, it follows there are flaws in DDO21, for example:

- Industrial uses will not generate the same built form outcome or demand, and it is evident from the current buildings and uses within Area 7A that the area is not well suited to industrial use, and that there is certainly no demand for three and four-storey industrial buildings.
- The adopted HPP (p. 56) includes discussion regarding access and permeability of the precinct including “ensuring adequate access and creation of allotments conducive to town houses and apartment residential development”. The HPP (p. 57) also includes in its discussion of Place the direction to “provide (sic) of new open space to serve existing and proposed residential population”.

Council submitted:

- the proposed Schedules are faithful to the Urban Design Background Report with regard to land use, built form and public realm objectives and strategies, despite not adopting all recommendations of the Land Use Background Report
- the decision to not progress zoning changes in the Land Use Background Report has only ‘marginal bearing’ on building requirements recommended by the Urban Design Background Report
- it is not correct to suggest that ‘form followed use’ or that the building requirements were a derivative of the potential future land use arising from two rounds of rezoning
- irrespective of the use the height proposition still holds.

(iii) Discussion

The Urban Design Background Report proposes a residential precinct of townhouses and apartments with supporting retail and commercial uses and accompanying built form recommendations of heights of 3-4 storeys throughout all of Area 7, which aligns with the land use recommendations of the Land Use Background Report.

There is nothing before the Panel substantiating Council’s submissions that the building requirements in the Urban Design Background Report (and consequently the HPP) are independent of the land use proposition put forward in the Land Use Background Report. Building form normally follows use, and new work should have been undertaken once Council decided to depart from the land use recommendation in its background reports. The lack of clarity around proposed use in the background documents has made it difficult for the Panel to have confidence in building height proposition for Activity Area 7.

That said, DDO21 still offers many positive attributes when compared to the current DDO1 that currents to IN1Z land in Huntingdale. New requirements around setbacks, overshadowing, active frontages, appropriate transitions, landscaping and connectivity, will all guide a better built environment and public realm. However, as part of Council’s ongoing review of the Planning

Scheme, it would be prudent for Council to undertake further work to more cohesively tie the desired land uses with built form outcomes including height.

(iv) Conclusion

The Panel concludes DDO21 contains appropriate requirements leading to improved built form and urban design outcomes.

8 Activity Area 8B

8.1 Background

The location of Activity Area 8B is shown in Figure 3. The HPP describes the intent for Activity Area 8B as:

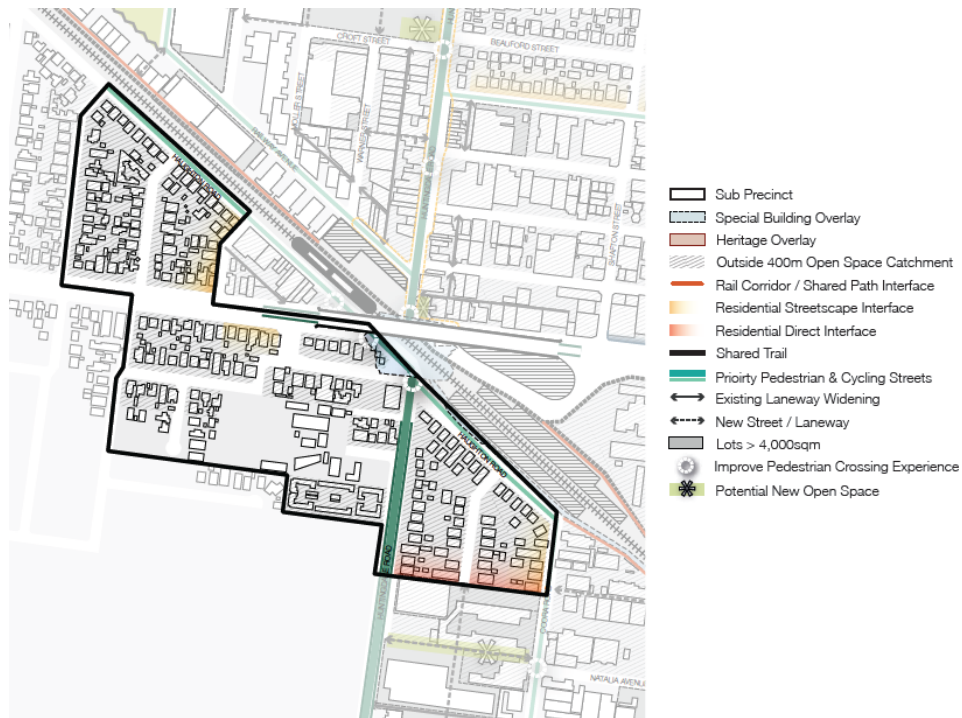
Activity Area 8B is a predominantly established residential area dominated by stand-alone dwellings with the ability for further subdivision and densification through townhouses, apartments and dual occupancy.

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

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

This intent is represented in Figure 15.

Figure 15 Activity Area 8B



Source: Huntingdale Precinct Plan Figure 60

The Amendment proposes to apply GRZ12 to Area 8B in place of existing GRZ2.

8.2 Use

(i) The issue

The issue is whether land in Activity Area 8B should be rezoned to GRZ12 or an more intensive residential zone.

(ii) Submissions

One submitter objected to rezoning Area 8B to GRZ12.

Another submitter stated Area 8B should be designated for higher density housing of at least 4 to 5 storeys consistent with:

- planning policy encouraging housing closer to jobs, services and public transport
- the Housing Statement
- draft housing targets.

Council submitted:

- GRZ12 will facilitate increased housing diversity consistent with State policy
- increase housing diversity is expected in areas close to public transport and facilities
- housing capacity was considered as part of the Amendment authorisation and is addressed in the Amendment Explanatory Report
- it would be premature to revise the Amendment to align with housing targets yet to be finalised by the Victorian Government.

The Amendment Explanatory Report states that rezoning residential areas to GRZ12 is justified because:

- the HPP has designated Activity Area 8A and Area 8B for housing diversity and retaining the existing maximum height and front setbacks
- it doesn't reduce residential capacity compared to what is currently permissible in GRZ2
- it can accommodate incremental change to meet the *Victoria in Future: Population and household projections to 2051*, November 2023 given:
 - Oakleigh-Huntingdale's estimated residential growth to 2036 is 12,000 dwellings
 - Oakleigh-Huntingdale was estimated in 2016 to have capacity for 15,875 dwellings under a more restrictive GRZ schedule
- The focus for residential growth and change is centralised in the commercial and mixed use areas.

(iii) Discussion

The RGZ12 requirements proposed to apply to Area 8B are similar to current RGZ2 requirements. Both cap building height at 11 metres and three storeys. The development outcomes achieved under each schedule will be substantially the same.

Draft housing targets have no status within the PPF. The Panel accepts that Monash can meet the *Victoria in Future* 2023 housing projections while retaining residential land in GRZ, as is presently required by Clause 11.02-1S of the PPF.

Council may need to do more to provide further opportunities for housing should housing targets be formalised in planning policy in the future. This includes opportunities to increase capacity in established residential areas with excellent public transport connections, as is the situation in Huntingdale. Replacing the GRZ with the Residential Growth Zone is one way capacity could be increased, but that is not necessary for this Amendment under the current policy provisions.

(iv) Conclusions

The Panel concludes:

- The Amendment maintains the General Residential Zone in Activity Area 8. The new Schedule 12 requirements will achieve substantially the same outcomes as the existing General Residential Zone Schedule 2.
- The Amendment provides sufficient capacity for housing consistent with Clause 11.02-1S.

9 Other issues

9.1 Traffic movement and car parking

(i) The issue

The issue is whether the Amendment appropriately addresses traffic movement and car parking.

(ii) Submissions

Several submitters raised concerns about traffic movement and car parking. They variously submitted:

- there is already insufficient car parking to support Huntingdale's commercial areas
- increasing housing and development will worsen traffic congestion in residential streets
- the preferred modal shift to active and public transport cannot be enforced
- urban design considerations should not outweigh making front setback areas available for parking or provision on garages
- Huntingdale Road needs to be realigned concurrently with more development
- new apartment development needs to be supplied with adequate onsite parking facilities
- information on infrastructure that will be developed to support new development is required.

In response, Council submitted:

- State and Council policy directs density to areas around train stations
- the aim of the Amendment is to direct much of that density to Huntingdale Road where people are more likely to choose other options to get around than a car.

(iii) Discussion

The Planning Policy Framework supports a modal shift to public and active transport, particularly in areas with excellent access to fixed rail as in the case in Huntingdale. It is appropriate for a strategic plan such as the HPP to encourage a scale, density and design that maximises use of this valuable infrastructure.

The issue raised by submitters will be considered in detail at the permit application stage. At that time arrangements for traffic movement and parking can be assessed against the policy and requirements of the Planning Scheme.

(iv) Conclusion

The Panel concludes the Amendment appropriately addresses traffic movement and car parking issues and appropriately encourages development in an area with excellent access to public transport.

10 Form and content of the Amendment

10.1 General drafting issue

(i) The issue

The issue is whether the form and content of the Amendment is appropriate.

(ii) Submissions and discussion

Council's submissions set out various changes it proposed to make to the Amendment to:

- align the Amendment with the current Planning Scheme format introduced by Monash Planning Scheme Amendment C166mona
- remedy provisions that would become redundant as a result of the Amendment
- address submissions
- improve drafting.

Council's proposed changes are shown in Table 4.

Table 4 Panel response to proposed changes to the Amendment

Exhibited clause	Council change	Panel position
21.06	Redraft in PPF format as Clause 02.03-6.	Supported. Necessary to align with the current Planning Scheme format.
22.17	Redraft in PPF format as Clause 11.03-1L-07.	Supported. Necessary to align with the current Planning Scheme format.
N/A	Amend Clause 15.01-2L-01 to add the Huntingdale Precinct as an area exempt by the policy.	Supported. Provisions in Clause 15.01-2L-01 as they apply in the precinct are superseded by DDO20 and DDO21.
N/A	Amend DDO1 to remove references to redundant road setbacks and updating policy clause numbers.	Supported. Provisions in DDO1 relating to Huntingdale are superseded by DDO20 and DDO21.
DDO21	Add building envelope requirements for sites abutting land in residential zones.	Supported. Clarifies discretionary building envelope requirements.
	Correct mapping of building heights on for Activity Area 6A.	Supported. Minor administrative change.
DDO20 and DDO21	Delete use of term 'grit'.	Supported. Revised drafting improves certainty of provision.
	Revise 'Landscaping and connectivity requirements' to clarify they apply along roads.	Supported. Revised drafting improves certainty of provision.
	Revise 'Upper level requirements' to clarify car park sleeving applies above the ground floor.	Supported. Revised drafting improves certainty of provision.
	Revise 'Decision guidelines' to deal with height transition on a residential interface.	Supported as design requirements. Refer discussion in Chapter 5.3.

Exhibited clause	Council change	Panel position
	Revise maps to show pedestrian links as indicative.	Supported. Refer discussion in Chapters 3.2 and 4.3.
N/A	Amend Clause 72.08 to add the HPP as a background document.	Supported. Necessary to align with the current Planning Scheme format.
N/A	Amend Clause 74.02 to remove work undertaken by this Amendment from the list of 'Further Strategic Work'.	Supported.

A submitter requested drafting corrections and changes to various provisions as summarised in Table 5.

Table 5 Submitter requested drafting changes

Exhibited clause	Submitter change	Council position	Panel position
22.17-4	Introduce discretion into the application requirements to ensure they are not onerous relative to nature of a permit application.	Superseded by new format of Amendment.	Support Council.
DDO21 Clause 2.2.1	Delete requirement for adaptive reuse of existing buildings because it is contrary to the objectives of the overlay to encourage new development.	It is appropriate to encourage adaptive reuse of existing buildings, but it is acknowledged this will not always be feasible.	Support submitter. A discretionary requirement for adaptive reuse of existing buildings is not appropriate where demolition provisions do not apply.
	Delete the term 'grit' because it is not relevant planning terminology.	Agreed.	Support submitter and Council.
DDO21 Clause 2.2.2.	Clarify the requirement relating to vehicle crossovers.	The vehicle crossover requirements are commonly applied to ensure crossover provide suitable passage for pedestrians.	Support Council. The requirements appropriately recognise that vehicle crossovers should be designed to meet the needs of both vehicles and pedestrians.
	Clarify the requirement relating to provision of landscaping in setbacks.	Revised to clarify the setback requirements apply to land adjoining a road.	Support submitter and Council.
DDO21 Clause 2.2.3	Replace 'must' with 'should' so that overshadowing requirements are discretionary not mandatory.	The overshadowing requirements are ultimately discretionary, but 'must' has been deliberately used to reflect the importance of the requirement.	Support submitter. Discretionary overshadowing requirements are properly drafted as 'should' rather than 'must'.

Exhibited clause	Submitter change	Council position	Panel position
	Clarify the requirement for sleeving of car parking located above the ground floor.	Agreed.	Support submitter and Council.
	Confine the requirement to maximise outlook and amenity to sensitive uses only.	Agreed.	Support submitter and Council.
DDO21 Clause 2.2.4	Clarify the requirement for provision of paths and seating on private land.	The requirement for provision of paths and seating on private land recognises that this infrastructure is sometimes accessible to the public. Revised drafting proposed.	Support Council.
DDO21 Clause 5.0	Delete application requirement requiring landscaping plans to show design requirements.	It is common to link design requirements with application requirements.	Support Council. The application requirements appropriate link with the design requirements.

The Panel's position on the requested drafting changes is provided in Tables 4 and 5.

(iii) Conclusion and recommendations

The Panel concludes the form and content of the Amendment is appropriate, subject to the changes recommended by the Panel.

The Panel recommends:

Replace Clause 21.06 with Clause 02.03-6 to align with the current planning scheme format.

Replace Clause 22.17 with Clause 11.03-1L-07 to align with the current planning scheme format.

Amend Clause 15.01-2L-01 to add the Huntingdale Precinct as an area that is exempt from this policy.

Amend Design and Development Overlay Schedule 1 to delete setbacks superseded by Design and Development Overlay Schedules 20 and 21.

Amend Design and Development Overlay Schedule 20 to improve drafting as summarised in Tables 4 and 5 and shown in Appendix E1.

Amend Design and Development Overlay Schedule 21 to improve drafting as summarised in Tables 4 and 5 and shown in Appendix E2.

Amend Clause 72.08 to add *Huntingdale Precinct Plan* as a background document.

Amend Clause 74.02 to delete '*implementing the Huntingdale Activity Centre Structure Plan*' under 'Further Strategic Work'.

Appendix A Submitters to the Amendment

No	Submitter
1	Shane McLachlan
2	Gerry Liu
3	George Pepes
4	Fitman Pty Ltd and Fitman Family Trust
5	Heine Brothers Pty Ltd
6	Chris White
7	Roman Kodre
8	Achal Patel
9	Melbourne Water
10	Geoffrey Quach
11	M and J Investments Co Pty Ltd and Sinoway Trust Pty Ltd
12	Oakleigh Station Pty Ltd
13	Novo Planning on behalf of Landowners of 1286-1292 North Road, Oakleigh South
14	Bryan de Haas
15	Storage X
16	Head, Transport for Victoria, Department of Transport and Planning
17	DJ and TM Loiterton
18	Frank Perry (refer Chapter 1.3)

Appendix B Document list

No.	Date	Description	Provided by
1	11 Sep 2024	Directions Hearing notice letter	Planning Panels Victoria (PPV)
2	30 Sep 2024	Late submission by Frank Perry	Frank Perry
3	2 Oct 2024	Panel Directions Version 1 and Hearing Timetable Version 1	PPV
4	2 Oct 2024	Panel letter to Suburban Rail Loop Authority	PPV
5	7 Oct 2024	Council letter in relation to late submission	Council
6	7 Oct 2024	Panel letter to parties on late submission	PPV
7	10 Oct 2024	Hearing Timetable Version 2	PPV
8	15 Oct 2024	Hearing Timetable Version 3	PPV
9	1 Nov 2024	Part A submission	Council
10	8 Nov 2024	Part B submission	Council
11	8 Nov 2024	Submission with Appendix A Photo Pack	Storage X
12	8 Nov 2024	Photographs of recent developments	Council
13	8 Nov 2024	Letter advising of withdrawal from hearing	Novo Planning
14	11 Nov 2024	Submission	Frank Perry
15	11 Nov 2024	Submission with: Appendix A - Photographs Appendix B - Huntingdale Activity Centre Background Report Land Use July 2018 Appendix C - Huntingdale Activity Centre Background Report Economics August 2018 Appendix D - Background Report Urban Design Huntingdale Activity Centre Precinct October 2018 Appendix E1- Macroplan Market Opportunities Assessment 2019 Appendix E2 - Charter Keck Cramer Huntingdale Activity Centre Land Use Review Appendix E3 - Huntingdale Activity Centre Background Report Transport December 2018 Appendix E4 - Ethos Urban for Sinoway Pty Ltd Submission on Draft Huntingdale Precinct Plan September 2019 Appendix E5 - Ethos Urban, Ratio and SJB Urban Submission for Area 7 Landowners on Draft Huntingdale Precinct Plan March 2020 Appendix E6 - MTM Automotive Submission on Draft Huntingdale Precinct Plan May 2019 Appendix E7 - Ethos Urban letter to Ratio Consultants on	M and J Investments

No.	Date	Description	Provided by
		Oakleigh South Industrial Precinct December 2021	
		Appendix E8 - Oakleigh South Industrial Precinct Planning Investigation Report, Planisphere for Sinoway Pty Ltd and M and J Investment Pty Ltd, November 2016	
		Appendix E9 - Drawings for proposed mixed use development at 18 Foran Grove, Oakleigh South, May 2020	
		Appendix E10 - Render of proposed mixed use development at 18 Foan Grove, Oakleigh South, undated	
16	11 Nov 2024	Letter to Panel from Suburban Rail Loop Authority regarding the Suburban Rail Loop Declared Planning Area	Suburban Rail Loop Authority
17	12 Nov 2024	Streetview images	M and J Investments
18	12 Nov 2024	Email containing draft additional decision guideline	Council
19	15 Nov 2024	Further Directions	PPV
20	15 Nov 2024	Part C Submission	Council
21	15 Nov 2024	Final Draft Clause 43.02 Schedule 20 Final Draft Clause 43.02 Schedule 21	Council
22	15 Nov 2024	Council Report 31 May 2022 364-373 Huntingdale Road, Oakleigh South	Council
23	25 Nov 2024	Response to Part C Submission	Frank Perry
24	25 Nov 2024	Response to Part C Submission with Appendix - Bayside Amendment C39 Panel Report	M and J Investments
25	26 Nov 2024	Response to Part C Submission	Storage X

Appendix C Chronology of events

Table 6 Chronology of events

Date	Event
2018	Council commenced preparing the HPP and engaged consultants to prepare the plan and background reports on four themes: <ul style="list-style-type: none"> - economic assessment - transport, access and movement - land use mix analysis - community infrastructure
July to September 2019	Council consulted on the draft HPP resulting in 47 submissions
January to March 2020	Council conducted further consultation on the draft HPP, resulting in a further 33 submissions
27 March 2020	Council adopted the HPP
19 May 2021	Council met with landowners in Activity Area 7 to discuss opportunities to encourage development consistent with the HPP
June 2022	Council met with landowners in Activity Area 7 to discuss the potential for residential uses in the area
March 2023	Council resolved to commence planning scheme amendment process
October 2023	Council submitted authorisation request to the Minister for Planning
December 2023	Suburban Rail Loop planning area declared
17 April 2024	Minister for Planning authorised preparation of the Amendment
May to July 2024	Amendment exhibited resulting in 17 submissions
27 August 2024	Council resolved to request a Panel
5 September 2024	Panel appointed

Appendix D Planning context

D:1 Planning policy framework

Council submitted that the Amendment is supported by various clauses in the Planning Policy Framework, which the Panel has summarised below.

Victorian planning objectives

The Amendment will assist in achieving the following objectives of planning in Victoria as set out in section 4 of the PE Act:

- a) to provide for the fair, orderly, economic and sustainable use, and development of land;
- b) to secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria;
- f) to facilitate development in accordance with the objectives set out in paragraphs (a), (b), (c), (d) and (e); and
- g) to balance the present and future interests of all Victorians.

Clause 2 (Municipal Planning Strategy)

The Amendment supports the following clauses of the MPS:

- Clause 02.03-1 (Settlement – Activity Centres) by maintaining the hierarchy of activity centres and promoting the development and expansion of retail and related facilities, and mixed use development within the precinct core (near the station and along Huntingdale Road).
- Clause 02.03-5 (Housing) by:
 - directing residential development to the precinct core, and housing diversity within surrounding residential areas within a short walking distance (400 metres)
 - rezoning land within close proximity to the station to C1Z to allow for purpose built student accommodation.
- Clause 02.03-6 (Economic Development) by:
 - supporting land use and development that fosters business growth.
 - rezoning limited sites within the precinct core to accommodate a wider range of uses but maintaining the balance of the industrial areas for employment purposes.

Clause 11 (Settlement)

The Amendment supports the following objectives and strategies of Clause 11:

- 11.01-1S (Settlement)
 - Objective

To promote the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements.
- 11.02-2S (Structure planning)
 - Objective

To facilitate the fair, orderly, economic and sustainable use and development of urban areas.
- 11.03-1S (Activity Centres)
 - Objective

To encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community.
 - Strategy

Undertake strategic planning for the use and development of land in and around activity centres.

Clause 15 (Built environment and heritage)

The Amendment supports the following objectives and strategies of Clause 15:

- 15.01-1S (Urban design)
Objective
To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.
- 15.01-1R (Urban design – Metropolitan Melbourne)
Objective
To create a distinctive and liveable city with quality design and amenity.
- 15.01-2S (Building design)
Objective
To achieve building design outcomes that contribute positively to the local context and enhance the public realm.
- 15.01-5S (Neighbourhood character)
Objective
To recognise, support and protect neighbourhood character, cultural identity, and sense of place.

Clause 16 (Housing)

The Amendment supports the following objectives and strategies of Clause 16:

- 16.01-1S (Housing supply)
Objective
To facilitate well-located, integrated and diverse housing that meets community needs
- 16.01-1R (Housing supply – Metropolitan Melbourne)
Strategy
Manage the supply of new housing to meet population growth and create a sustainable city by developing housing and mixed use development opportunities in locations that are (as relevant):
 - areas designated as National Employment and Innovation Clusters
 - neighbourhood activity centres - especially those with good public transport connections;
 - areas near existing and proposed railway stations that can support transit-oriented development.

Clause 17 (Economic development)

The Amendment supports the following objectives and strategies of Clause 17:

- 17.01-1R (Diversified economy – Metropolitan Melbourne)
Strategy
Facilitate the development of National Employment and Innovation Clusters by ensuring they:
 - have a high level of amenity to attract businesses and workers
 - are supported by good public transport services and integrated walking and cycling paths
 - maximise investment opportunities for the location of knowledge intensive firms and jobs.
- 17.01-2S (Innovation and research)
Objective
To create opportunities for innovation and the knowledge economy within existing and emerging industries, research and education.

- 17.02-1S (Business)

Objective

To encourage development that meets the community's needs for retail, entertainment, office and other commercial services.

- 17.03-1S (Industrial land supply)

Objective

To ensure availability of land for industry

Strategy

Preserve locally significant industrial land for industrial or employment generating uses, unless long-term demand for these uses can be demonstrably met elsewhere.

Avoid approving non-industrial land uses that will prejudice the availability of land in identified industrial areas for future industrial use.

Clause 18 (Transport)

The Amendment supports the following objectives and strategies of Clause 18:

- 18.02-1S (Walking)

Objective

To facilitate an efficient and safe walking network and increase the proportion of trips made by walking.

D:2 Other relevant planning strategies and policies**i) Plan Melbourne**

Plan Melbourne 2017-2050 sets out strategic directions to guide Melbourne's development to 2050, to ensure it becomes more sustainable, productive and liveable as its population approaches 8 million. It is accompanied by a separate implementation plan that is regularly updated and refreshed every five years.

Plan Melbourne is structured around seven Outcomes, which set out the aims of the plan. The Outcomes are supported by Directions and Policies, which outline how the Outcomes will be achieved.

Table 7 Relevant parts of Plan Melbourne

Outcome	Directions	Policies
1 Melbourne is a productive city that attracts investment, supports innovation and creates jobs	1.1 Create a city structure that strengthens Melbourne's competitiveness for jobs and investment	1.1.3 Facilitate the development of national employment and innovation clusters
	1.2 Improve access to jobs across Melbourne closer to where people live	1.2.1 Support the development of a network of activity centres linked by transport

Outcome	Directions	Policies
2 Melbourne provides housing choice in locations close to jobs and services	2.1 Manage the supply of new housing in the right locations to meet population growth and create a sustainable city	2.2.1 Facilitate an increased percentage of new housing in established areas to create a city of 20-minute neighbourhoods close to existing services, jobs and public transport 2.1.4 Provide certainty about the scale of growth in the suburbs
	2.2 Deliver more housing closer to jobs and public transport	2.2.3 Support new housing in activity centres and other places that offer good access to jobs, services and public transport
	2.5 Provide greater choice and diversity of housing	2.5.1 Facilitate housing that offers choice and meets changing household needs
4 Melbourne is a distinctive and liveable city with quality design and amenity	4.3 Achieve and promote design excellence	4.3.1 Promote urban design excellence in every aspect of the built environment
5 Melbourne is a city of inclusive, vibrant and healthy neighbourhoods	5.1 Create a city of 20-minute neighbourhoods	5.1.2 Support a network of vibrant neighbourhood activity centres
6 Melbourne is a sustainable and resilient city	6.4 Make Melbourne cooler and greener	6.4.1 Support a cooler Melbourne by greening urban areas, buildings, transport corridors and open spaces to create an urban forest

ii) Melbourne Industrial and Commercial Land Use Plan

Melbourne Industrial and Commercial Land Use Plan, 2020 identifies state, regionally and locally significant industrial and commercial precincts across Greater Melbourne. Huntingdale is identified as 'local industrial land – existing'.

iii) Victoria's Housing Statement: the decade ahead 2024-2034

The Housing Statement is the Victorian Government's policy to ensure the Victoria has enough housing supply to lower houses prices and meet the needs of a growing population. The five policy areas of the plan are:

- Good decisions, made faster
- Cheaper housing, closer to where you work
- Protecting renters' rights
- More social housing
- A long-term housing plan.

D:3 Planning scheme provisions

A common zone and overlay purpose is to implement the Municipal Planning Strategy and the Planning Policy Framework.

i) Zones and overlays

The purposes of the zones and overlays that currently or are proposed to apply in the precinct are provided in Table 8 and Table 9.

Table 8 Zone purposes

Clause and Zone	Purposes
32.04 Mixed Use Zone	<p>To provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality.</p> <p>To provide for housing at higher densities.</p> <p>To encourage development that responds to the existing or preferred neighbourhood character of the area.</p> <p>To facilitate the use, development and redevelopment of land in accordance with the objectives specified in a schedule to this zone.</p>
32.07 Residential Growth Zone	<p>To provide housing at increased densities in buildings up to and including four storey buildings.</p> <p>To encourage a diversity of housing types in locations offering good access to services and transport including activity centres and town centres.</p> <p>To encourage a scale of development that provides a transition between areas of more intensive use and development and other residential areas.</p> <p>To ensure residential development achieves design objectives specified in a schedule to this zone.</p> <p>To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.</p>
32.08 General Residential Zone	<p>To encourage development that respects the neighbourhood character of the area.</p> <p>To encourage a diversity of housing types and housing growth particularly in locations offering good access to services and transport.</p> <p>To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.</p>
33.01 Industrial 1 Zone	<p>To provide for manufacturing industry, the storage and distribution of goods and associated uses in a manner which does not affect the safety and amenity of local communities.</p>
34.01 Commercial 1 Zone	<p>To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.</p> <p>To provide for residential uses at densities complementary to the role and scale of the commercial centre.</p>

Clause and Zone	Purposes
34.02 Commercial 2 Zone	<p>To encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.</p> <p>To ensure that uses do not affect the safety and amenity of adjacent, more sensitive uses.</p>

Table 9 Overlay purposes

Clause and Overlay	Purposes
43.02 Design and Development Overlay	To identify areas which are affected by specific requirements relating to the design and built form of new development.
45.03 Environmental Audit Overlay	To ensure that potentially contaminated land is suitable for a use which could be significantly adversely affected by any contamination.

ii) Other provisions

Relevant particular provisions include:

- Clause 52.06 Car parking.

D:4 Ministerial Directions, Planning Practice Notes and guides

Ministerial Directions and Planning Practice Notes

The Explanatory Report discusses how the Amendment meets the relevant requirements of Ministerial Direction 11 (Strategic Assessment of Amendments) and *Planning Practice Note 46: Strategic Assessment Guidelines*, September 2022 (PPN46). That discussion is not repeated here.

Other Planning Practice Notes (PPN) relevant to the Amendment are:

- PPN58 Structure planning for activity centres
- PPN60: Height and setback controls for activity centres.

Other Ministerial Directions relevant to the Amendment are:

- Ministerial Direction 1 – Potentially contaminated land
- Ministerial Direction 9 – Metropolitan Strategy
- Ministerial Direction 19 – Amendments that may result in impact on the environment, amenity and human health.

Practitioner's Guide

A Practitioner's Guide to Victorian Planning Schemes Version 1.5, April 2022 sets out key guidance to assist practitioners when preparing planning scheme provisions. The guidance seeks to ensure:

- the intended outcome is within scope of the objectives and power of the PE Act and has a sound basis in strategic planning policy
- a provision is necessary and proportional to the intended outcome and applies the VPP in a proper manner
- a provision is clear, unambiguous and effective in achieving the intended outcome.

Appendix E Panel preferred version of the Amendment

[Tracked Added](#)

~~Tracked Deleted~~

E:1 Design and Development Overlay Schedule 20

SCHEDULE 20 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO20**.

HUNTINGDALE PRECINCT CORE

1.0 Design objectives

To focus taller development within the Precinct Core with high quality and site responsive design.
To encourage development that retains human scale and provides an appropriate transition in building height from the Precinct to the adjoining residential areas.
To support the highest standards of contemporary architecture, landscape and urban design.

2.0 Buildings and works

2.1 Definitions

Precinct core: All land within this overlay, being composed of Areas 3A, 3D, 3E, 3F and 2C as shown on Map 1 at the end of this schedule, and forming the boundaries of the Huntingdale Neighbourhood Activity Centre.

2.1 General requirements

The following buildings and works requirements apply to an application to construct a building or carry out works:

2.2.1 Building form and design requirements

Long or large-footprint buildings should incorporate articulation in their facades, such as expressed recesses or protruding elements.

The number of vehicle crossovers should be minimised and located separate to main pedestrian routes to building entries, to reduce conflict with pedestrians.

Designing vehicle crossover to maintain pedestrian priority to a minimum width of 1.6 metres.

Locate car parking and loading to the side and rear of the building.

Provide a transition in scale at interfaces with surrounding residential areas.

Ensure that new sensitive uses, including dwellings, are designed to protect their own amenity from nearby noise sources such as the railway corridor and surrounding industrial uses.

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

The following minimum floor to ceiling dimensions should apply to ensure development is adaptable to future change:

- 4.5 metres at ground level
- 3.2 metres above ground level (including podium car parking).

2.2.2 Ground level requirements

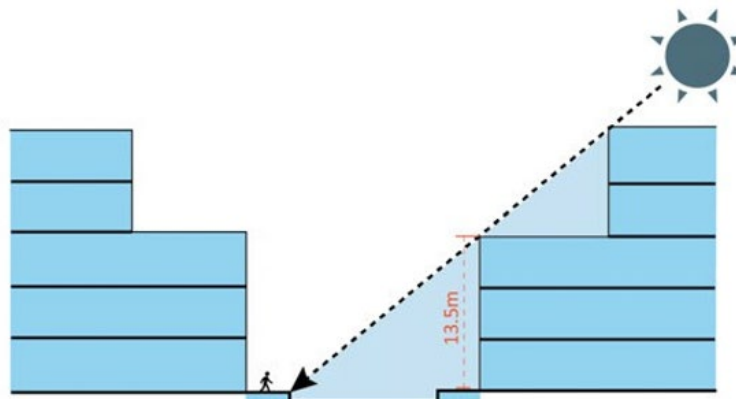
Encourage active frontages to enable visual interaction and engagement between the inside of buildings and the street.

Discourage car parking within front setback areas.

2.2.3 Upper level requirements

To minimise the overshadowing impacts on the public realm and open space (existing and proposed), levels above a 13.5 metre street wall ~~must~~ should be set back to avoid overshadowing of the opposite footpath of the roads specified in the table to Clause 2.4 of this Schedule (at the kerb line) during the following times at the solar equinox (22 September) (refer to Diagram 1 below):

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



Encourage the provision of sleeved active uses where podium car parking is proposed above the ~~first~~ ground floor.

Encourage sufficient separation between buildings to maximise outlook and amenity.

Development should be setback from common boundaries at the upper levels a minimum of:

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

2.2.4 Landscaping and connectivity requirements

Introduce new through-site links and courtyard spaces within new development to improve site permeability and reintroduce a fine grain within the sub-precincts.

Provide generous ~~public realm, where front setbacks are required, including setbacks from streets~~ (where required) that include opportunities for canopy planting, pedestrian pathways, and casual seating.

Improve the pedestrian connections within the Precinct through providing sufficient setbacks for laneway widening, where applicable, and providing new laneways through larger blocks. (As shown on Map 1)

2.3 Sub precinct design requirements

The following sub-precinct buildings and works requirements apply to an application (within the relevant sub-precinct) to construct a building or construct or carry out works, in addition to the general requirements in Section 2.2 above, and shown in Map 1 at the end of this schedule:

2.3.1 Area 2C – Railway Avenue

Development in Area 2C should deliver:

- Heights of 21 metres (~~up to 6 storeys~~) and zero lot setback along Railway Avenue and Warner Street.
- Taller forms focused in proximity to Huntingdale Road

Table 1 – Area 2C

Built form	Preferred requirement
Maximum building height	21 metres up to 6 storeys
Maximum street wall height	13.5 metres
Minimum street setback	0 metres
Minimum upper level setback	Determined by the extent of overshadowing to opposite footpaths on Railway Avenue and Warner Street

2.3.2 Area 3A – Huntingdale Road Core Commercial Area

Development in Area 3A should deliver:

- Heights of 27 metres (~~up to 8 storeys~~) and zero lot setback along Huntingdale Road and side streets.
- Pedestrian link between Huntingdale Road and Warner Street.
- Vehicle access from side streets or rear laneways and no vehicle crossovers on Huntingdale Road.

Table 2 – Area 3A

Built form	Preferred requirement
Maximum building height	27 metres up to 8 storeys
Maximum street wall height	13.5 metres
Minimum street setback	0 metres
Minimum upper level setback	Determined by the extent of overshadowing to opposite footpaths on Huntingdale Road and opposite southern footpaths on Railway Avenue, Clifford Street, Stafford Street or Hume Street

2.3.3 Area 3D – Huntingdale Road Mixed Use Area

Development in Area 3D should deliver:

- Heights of 21 metres (~~up to 6 storeys~~) with generous setbacks along parts of Huntingdale Road, transitioning from the Precinct Core to the surrounding residential area.

Table 3 – Area 3D

Built form	Preferred requirement
Maximum building height	27 metres up to 6 storeys
Maximum street wall height	13.5 metres
Minimum street setback	5 metres on Huntingdale Road between Greville and Ross Streets, on Greville Street, on Berkeley Street and on Ross Street (north side only) 0 metres elsewhere

Minimum upper level setback	Determined by the extent of overshadowing to opposite footpaths on Huntingdale Road opposite southern footpaths on Berkeley Street, Ross Street, Beaufort Street or Hargreaves Street
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2.3.4 Area 3E – Huntingdale Road Peripheral Commercial Area

Development in Area 3E should deliver:

- Heights of 14.1 metres (~~up to 4 storeys~~) and zero lot setbacks to Huntingdale Road and side streets.

Table 4 – Area 3E

Built form	Preferred requirement
Maximum building height	14.1 metres up to 4 storeys
Maximum street wall height	14.1 metres
Minimum street setback	0 metres
Minimum upper level setback	0 metres

2.3.5 Area 3F – Haughton Road Environs

Development in Area 3F should deliver:

- Heights of 21 metres (~~up to 6 storeys~~) and zero lot setbacks to surrounding streets.
- Purpose Built Student Accommodation proximate to the railway station.

Table 5 – Area 3F

Built form	Preferred requirement
Maximum building height	21.1 metres up to 6 storeys
Maximum street wall height	13.5 metres
Minimum street setback	0 metres
Minimum upper level setback	Determined by the extend of overshadowing to western footpath on Moroney Street or opposite southern footpath North Road 0 metres on Moroney Street or opposite southern footpath North Road

2.4 Overshadowing of key streetscapes

Table 6 – Key streetscapes

<u>Key streetscapes</u>
Hargreaves Street
Haughton Street
Huntingdale Road
Railway Avenue

3.0 Subdivision

None specified.

4.0 Signs

None specified.

5.0 Application requirements

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

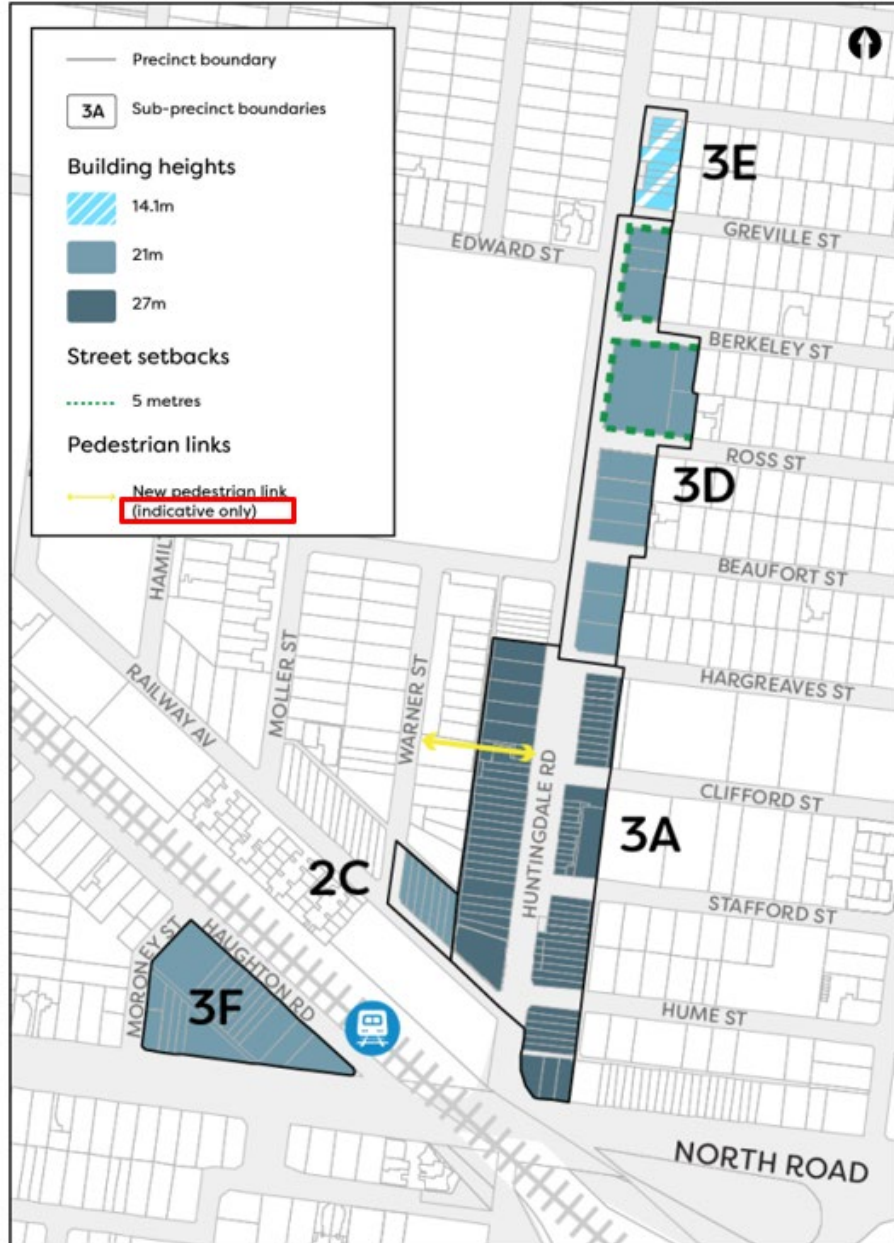
- Where street setbacks are required, plans showing landscaping works, including canopy tree species and mature height, other vegetation (including ground cover) and permeable surfaces.
- Where the development exceeds 13.5 metres, overshadowing diagrams showing the extent of shadow to footpaths and other public areas at the equinox.

6.0 Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the building and works requirements set out in Section 2.0 to this schedule are met.
- Whether the built form and building height results in unreasonable overshadowing.

MAP 1 PRECINCT CORE



E:2 Design and Development Overlay Schedule 21

SCHEDULE 21 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO21**.

HUNTINGDALE PRECINCT INDUSTRIAL AND TECHNOLOGY

1.0 Design objectives

To focus taller development within proximity to the precinct core with high quality and site responsive development.

To encourage development that retains human scale and makes an appropriate transition in building height from the Precinct to the adjoining residential areas.

To create a permeable street network with new lanes and accessways through larger blocks.

To support the highest standards of contemporary architecture, landscape and urban design.

2.0 Buildings and works

2.1 Definitions

Precinct core: All land within this overlay, being composed of Areas 3A, 3D, 3E, 3F and 2C as shown on Map 1 at the end of this schedule, and forming the boundaries of the Huntingdale Neighbourhood Activity Centre.

2.1 General requirements

The following buildings and works requirements apply to an application to construct a building or carry out works:

2.2.1 Building form and design requirements

Provide a transition in scale at interfaces with surrounding residential areas.

New development will respond to neighbouring residential areas, where applicable, by ensuring new built form along key streets uses robust materials, articulates entrances and avoids expanses of blank walls with no windows.

Long or large-footprint buildings should incorporate articulation in their facades, such as expressed recesses or protruding elements.

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

The following minimum floor to ceiling dimensions should apply to ensure that development is adaptable to future change:

- 4.5 metres at ground level
- 3.2 metres for levels above ground level (including podium car parking)

2.2.2 Ground level requirements

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

Discourage car parking within front setback areas, locating car parking and loading to the side and rear of the building.

Vehicle crossovers should be minimised and located separate to main pedestrian routes to building entries, to reduce conflict with pedestrians.

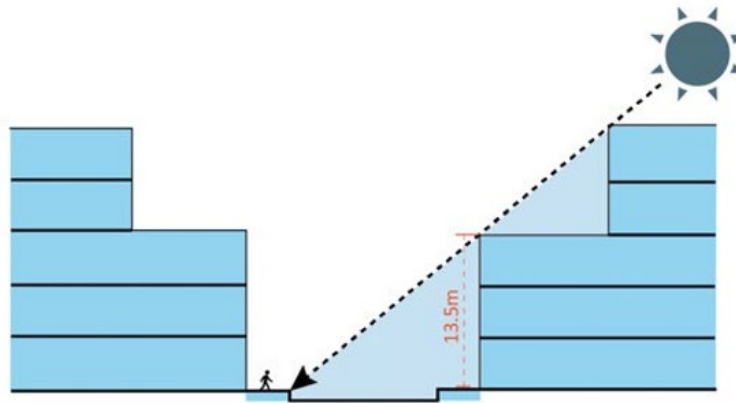
Designing vehicle crossover to maintain pedestrian priority to a minimum width of 1.6 metres.

Setbacks, where provided, are to include at least 60% garden landscaping.

2.2.3 Upper level requirements

To minimise the overshadowing impacts on the public realm and open space (existing and proposed), levels above a 13.5 metres street wall ~~must~~ should be set back to avoid overshadowing of the opposite footpath of the roads specified in the table to Clause 2.4 of this Schedule (at the kerb line) during the following times at the solar equinox (22 September) (refer to Diagram 1 below):

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



Encourage the provision of sleeved active uses where podium car parking is proposed above the ~~first~~ ground floor.

Encourage sufficient separation between buildings to maximise outlook and amenity.

Development should be setback from common boundaries at the upper levels a minimum of:

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

2.2.4 Landscaping and connectivity requirements

Provide generous ~~public realm, where front setbacks are required, including~~ setbacks from streets (where required) that include opportunities for canopy planting, pedestrian pathways, and casual seating.

Improve the pedestrian connections within the Precinct through providing sufficient setbacks for laneway widening, where applicable, and providing new laneways through larger blocks. (As shown on Maps 1 and 2)

Introduce new through-site links and courtyard spaces within new development to improve site permeability and reintroduce a fine grain within the sub-precincts.

2.3 Sub-precinct design requirements

The following sub-precinct buildings and works requirements apply to an application (within the relevant sub-precinct) to construct a building or construct or carry out works, in addition to the general requirements in Section 2.2 above, and shown in Map 1 and 2 at the end of this schedule:

2.3.1 Area 1A – Hanover Street to Connell Road Industrial Area

Development in Area 1A should deliver:

- Heights of 14.1 metres ~~(up to 4 storeys)~~ with setbacks along interfaces with residential streets.

- A fine grain, permeable street network through the creation of new streets, including between Wells Road and Edward Street, between Edward Street and station trail, and between Downing Street and Westminster Road.
- [Setbacks of 1 metres, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres for any common boundaries with 48 to 68 Burlington Street.](#)

Table 1 – Area 1A

Built form	Preferred requirement
Maximum building height	14.1 metres, up to 4 storeys
Maximum street wall height	14.1 metres
Minimum street setback	3 metres on Burlington Street, Connell Road and Edward Street 0 metres elsewhere
Minimum upper level setback	0 metres

2.3.2 Area 1B – Burlington Street Industrial Area

Development in Area 1B should deliver:

- Heights of 21 metres (~~up to 6 storeys~~) in an area proximate to the Oakleigh Major Activity Centre, with upper levels setback from Burlington Street.

Table 2 – Area 1B

Built form	Preferred requirement
Maximum building height	21 metres, up to 6 storeys
Maximum street wall height	13.5 metres
Minimum street setback	0 metres
Minimum upper level setback	5 metres above 3-storeys street wall to Burlington Street

2.3.3 Area 2A – Connell Road to Warner Street Industrial Area

Development in Area 2A should deliver:

- Interfaces with the railway line to have windows, balconies and communal spaces facing the trail to provide increased passive surveillance opportunities.
- New street links through large blocks to increase permeability, including between Parkside Avenue and Hamilton Street, between Parkside Avenue / Railway Avenue and station trail, and between Hamilton Street and Moller Street.
- [Setbacks of 1 metres, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres for any common boundaries with 68 to 78 Burlington Street.](#)

Table 3 – Area 2A

Built form	Preferred requirement
Maximum building height	14.1 metres up to 4 storeys
Maximum street wall height	14.1 metres
Minimum street setback	3 metres on John Street, Connell Road and Railway Avenue 5 metres on Edward Street 0 metres elsewhere

Minimum upper level setback	0 metres
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2.3.4 Area 2B – Warner Street Industrial Area

Development in Area 2B should deliver:

- Heights of 21 metres (~~up to 6 storeys~~) and zero lot setback to Warner Street.
- New street links through large blocks to increase permeability, including between Warner Street and Huntingdale Road.

Table 4 – Area 2B

Built form	Preferred requirement
Maximum building height	21 metres up to 6 storeys or greater to transition height to sub-precinct 2A
Maximum street wall height	13.5 metres
Minimum street setback	0 metres
Minimum upper level setback	Determined by the extent of overshadowing to western footpath on Warner Street

2.3.5 Area 3B – Huntingdale Road Industrial Area

Development in Area 3B should deliver:

- Heights of 27 metres (~~up to 8 storeys~~), continuing the preferred building heights along the Precinct Core, and a zero lot setback to Huntingdale Road.
- Maintenance of human scale, maintaining a street wall height of 13.5 metres (~~up to 3 storeys~~) with upper level setbacks that maintain solar access to the streetscape.
- Vehicle access from Croft Street or the rear laneway and no vehicle crossovers on Huntingdale Road.

Table 5 – Area 3B

Built form	Preferred requirement
Maximum building height	27 metres up to 8 storeys
Maximum street wall height	13.5 metres
Minimum street setback	0 metres
Minimum upper level setback	Determined by the extend of overshadowing to eastern footpath on Huntingdale Road

2.3.6 Area 3C – Assa Abloy Site

Development in Area 3C should deliver:

- Heights of 27 metres (~~up to 8 storeys~~) within the core of the site, 21 metres (~~up to 6 storeys~~) along Huntingdale Road and 14.1 metres (~~up to 4 storeys~~) along residential and lower scale industrial areas.
- Maintenance of human scale, maintaining a street wall height of 13.5 metres (~~up to 4 storeys~~) along Huntingdale Road with upper level setbacks that maintain solar access to the streetscape.
- Create new street links through large site(s) to increase permeability, including between Hamilton Street and Huntingdale Road, between Edward Street and Moller Street and between Edward Street and Croft Street.

Table 6 – Area 3C

Built form	Preferred requirement
Maximum building height	27 metres up to 8 storeys 21 metres up to 6 storeys (on Huntingdale Road) 14.1 metres up to 4 storeys (on Edward, Hamilton and Croft Streets)
Maximum street wall height	13.5 metres
Minimum street setback	5 metres on Edward Street and Huntingdale Road (north of Ross Street) 0 metres elsewhere
Minimum upper level setback	35 metres from Edward and Hamilton Streets, and 45 metres from Croft Street Above street wall on Huntingdale Road (up to 21 metres up to 6 storeys), determined by the extent of overshadowing to eastern footpath on Huntingdale Road 35 metres from Huntingdale Road (above 21 metres up to 6 storeys).

2.3.7 Area 4A – Huntingdale Road to Shafton Street Industrial Area

Development in Area 4A should deliver:

- Heights up to 21 metres (~~up to 6 storeys~~) with a 3 metre street setback along the residential interface.
- Taller built form in proximity to Huntingdale Road.
- Minimal crossovers along east west streets to allow clear and easy access through to the Precinct Core.
- Maintenance of human scale, maintaining a street wall height of 13.5 metres (~~up to 3 storeys~~) with upper level setbacks that maintain solar access to the streetscape.

Table 7 – Area 4A

Built form	Preferred requirement
Maximum building height	21 metres up to 6 storeys
Maximum street wall height	13.5 metres
Minimum street setback	3 metres on Hargreaves Street 0 metres elsewhere
Minimum upper level setback	Determined by the extend of overshadowing to the southern footpath on Clifford Street, Stafford Street and Hume

2.3.8 Area 4B Shafton Street to Fenton Street Industrial Area

Development in Area 4B should deliver:

- Heights of ~~13.5~~ 14.1 metres (~~up to 4 storeys~~), 3 metre setbacks along key internal streets and 5 metre setbacks along North Road.
- Minimal crossovers along east west streets to allow clear and easy access through to the Precinct Core.

Table 8 – Area 4B

Built form	Preferred requirement
Maximum building height	13.5 14.1 metres up to 3 storeys or greater to transition height to sub-precinct 4A.
Maximum street wall height	13.5 0 metres (where there is a street wall)
Minimum street setback	3 metres on Hargreaves, Fenton, Clifford, Stafford and Hume Streets (excluding side boundaries of properties fronting Shafton Street) 5 metres on North Road 0 metres elsewhere
Minimum upper level setback	0 metres

2.3.9 Area 5A Shafton Street to Fenton Street Industrial Area

Development in Area 5A should deliver:

- Heights of 13.5 metres (~~up to 3 storeys~~) and generous setbacks along all street interfaces.
- A new through-site link between Franklyn Street and Fenton Street (approximately parallel with Stafford Street) - connecting to main cycling link at Fenton Street.

Table 9 – Area 5A

Built form	Preferred requirement
Maximum building height	13.5 metres up to 3 storeys
Maximum street wall height	Not applicable
Minimum street setback	3 metres on Fenton Street 5 metres on North Road and Franklyn Street
Minimum upper level setback	0 metres

2.3.10 Area 6A Shafton Street to Fenton Street Industrial Area

Development in Area 6A should deliver:

- Heights of 13.5 metres (~~up to 3 storeys~~), 5 metre setbacks to North Road and 3 metre setbacks to most internal streets.
- [Setbacks of 1 metre, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres for any common boundaries with 10 and 42 Fenton Street and 50 to 74 Beaufort Street.](#)

Table 10 – Area 6A

Built form	Preferred requirement
Maximum building height	13.5 metres up to 3 storeys
Maximum street wall height	0 13.5 metres where there is a street wall
Minimum street setback	5 metres on North Road 0 metres on Milgate Street and 9-11 & 10-14 Fulton Street 5 metres elsewhere
Minimum upper level setback	0 metres

2.3.11 Area 7A Rail Corridor to Valley Street Industrial Area

Development in Area 7A should deliver:

- Heights of ~~13.5 to~~ 14.1 metres (~~up to 4 storeys~~) across the Sub Precinct, with taller forms focused along the railway corridor, and central to the precinct.
- Development that specifically addresses the likelihood of flood events through principles of integrated water management reducing on-site damage and any impact on downstream land.
- Minimal visual and physical dominance of vehicles, car parking surfaces and service areas.
- New street links through large blocks to increase permeability, including between Foran Grove and station trail; between Station trail and Valley Street; between Coora Avenue and Natalia Avenue; between Natalia Avenue and Valley Street; between Huntingdale Road and Coora Road and between Stradbroke Street and Valley Street.
- [Setbacks of 1 metre, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres for any common boundaries with 350 Huntingdale Road, 10 and 17 Stradbroke Street and 9 Coora Road.](#)

Table 11 – Area 7A

Built form	Preferred requirement
Maximum building height	14.1 metres up to 4 storeys 13.5 metres up to 3 storeys (within 25 metres of the residential area, 20 metres from Valley Street, 35 metres from Huntingdale Road and at 17-27 Valley Street)
Maximum street wall height	Not applicable
Minimum street setback	7 metres on Valley Street and Huntingdale Road 5 metres on Coora Road 3 metres elsewhere
Minimum upper level setback	0 metres

2.4 Overshadowing of key streetscapes**[Table 12 – Key streetscapes](#)**

<u>Key streetscapes</u>
<u>Carnish Road</u>
<u>Coora Street</u>
<u>Edward Street</u>
<u>Fenton Street</u>
<u>Hargreaves Street</u>
<u>Huntingdale Road</u>
<u>Milgate Street</u>
<u>Parkside Avenue</u>
<u>Railway Avenue</u>
<u>Westminster Street</u>

3.0 Subdivision

None specified.

4.0 Signs

None specified.

5.0 Application requirements

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

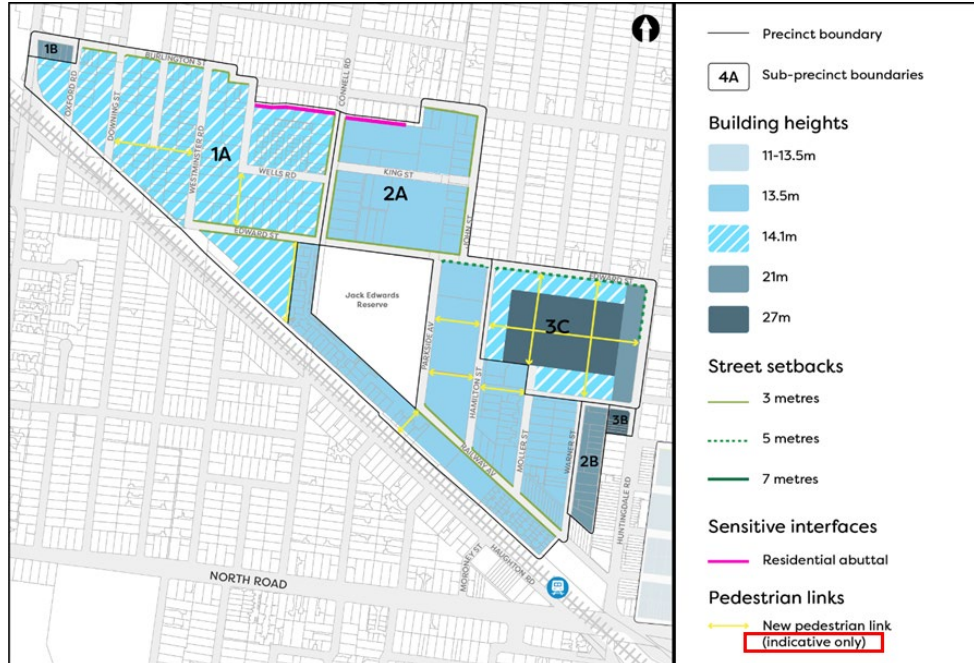
- Where street setbacks are required, plans showing landscaping works, including canopy tree species and mature height, other vegetation (including ground cover) and permeable surfaces.
- Where the development exceeds 13.5 metres, overshadowing diagrams showing the extent of shadow to footpaths and other public areas at the equinox.

6.0 Decision guidelines

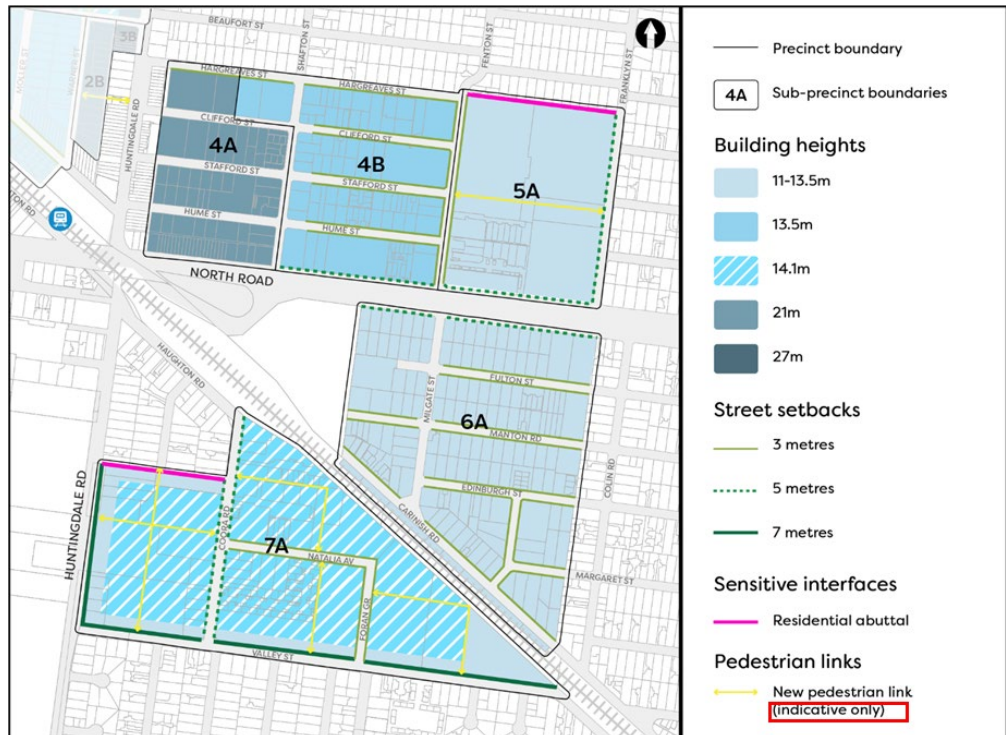
The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the building and works requirements set out in Section 2.0 to this schedule are met.
- Whether the built form and building height results in unreasonable overshadowing.

MAP 1 PRECINCT 1A TO 3C



MAP 1 PRECINCT 4A TO 7C



Post Panel Changes to Amendment C173

The following changes are proposed to Amendment C173 for adoption:

Proposed change	Origin	Post Exhibition change?
Replace Clause 21.06 with Clause 02.03-6 to align with the current planning scheme format.	Panel Rec #1	Yes
Replace Clause 22.17 with Clause 11.03-1L-07 to align with the current planning scheme format.	Panel Rec #2	Yes
Amend Clause 15.01-2L-01 to add the Huntingdale Precinct as an area that is exempt from this policy.	Panel Rec #3	Yes
Amend Design and Development Overlay Schedule 1 to delete setbacks superseded by Design and Development Overlay Schedules 20 and 21.	Panel Rec #4	Yes
Amend Design and Development Overlay Schedule 20 to improve drafting as summarised in Tables 4 and 5 and shown in Appendix E1.	Panel Rec #5	Yes
Amend Design and Development Overlay Schedule 21 as shown in Appendix E2 to: <ul style="list-style-type: none"> Embed an allowance for height to be increased in sub-precinct 2B and 4B, as shown in Appendix E2 Show pedestrian links as 'indicative' on Maps 1 and 2 Improve drafting as summarised in Tables 4 and 5. 	Panel Rec #6	Mostly – refer to table below for additional changes recommended by the Panel. All of these are supported.
Amend Clause 74.02 to delete 'implementing the Huntingdale Activity Centre Structure Plan' under 'Further Strategic Work'.	Panel Rec #7	Yes
Amend Clause 72.08 to add Huntingdale Precinct Plan as a background document.	Panel Rec #8	Yes
Describe Activity Area 2 as an industrial area.	Panel Rec #9	No – but it is supported
Remove reference to residential uses in Activity Area 4.	Panel Rec #10	No – but it is supported

Additional changes to DDO schedules

The following changes recommended by the Panel go beyond the post-exhibition changes that were made to the amendment prior to Panel. These are listed in Tables 4 and 5 in the Panel Report and expressed as track changes in Appendices E-1 and E-2.

Proposed change by party to hearing	Panel position	Outcome / Officer recommendation
DDO20 & DDO21 – Revise ‘Decision guidelines’ to deal with height transition on a residential interface. (This was a post-exhibition change)	Supported as design requirements.	Panel has determined that this would work better as design requirements rather than as a decision guideline. This is supported.
DDO21 Clause 2.2.1 – Delete requirement for adaptive reuse of existing buildings because it is contrary to the objectives of the overlay to encourage new development.	Support submitter. A discretionary requirement for adaptive reuse of existing buildings is not appropriate where demolition provisions do not apply.	Panel has recommended deleting this requirement. This is supported.
DDO21 Clause 2.2.3 – Replace ‘must’ with ‘should’ so that overshadowing requirements are discretionary not mandatory.	Support submitter. Discretionary overshadowing requirements are properly drafted as ‘should’ rather than ‘must’.	Panel has recommended changing the overshadowing requirements to discretionary. This is supported.

MONASH PLANNING SCHEME

02.03

23/05/2024
C168mona

STRATEGIC DIRECTIONS

02.03-6

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Proposed C173mona**Economic development**

Monash is the largest employment destination in Melbourne's south-east. The Monash National Employment and Innovation Cluster is the largest concentration of employment outside the Melbourne Central Business District. It includes the Monash Technology Precinct, which encourages research and development based industries as well as a critical mass of leading education, health, research and commercial facilities, and existing industrial businesses.

Industrial areas are a significant regional and metropolitan generator of economic activity and employment, of both the advanced technology and manufacturing sectors.

The municipality contains substantial areas of land for industry and related activities in Oakleigh, Huntingdale and Clayton, as well as other smaller areas in Burwood, Mulgrave and Glen Waverley. There are areas where manufacturing has given way to office uses reflecting the change in the municipality.

Council seeks to facilitate a greater diversity in economic investment in the municipality by:

Supporting land use and development that fosters business growth.

Facilitating innovation and growth in the knowledge economy, particularly in science, technology and emerging industries.

Maintaining the amount of land set aside for industry, as these areas are proposed to retain their focus for supporting large scale industrial activities.

Enhancing the physical environment of industrial and commercial areas by facilitating amenity improvements, walking and cycling infrastructure, public transport access and traffic and car parking networks.

Monash Technology Precinct

The Monash Technology Precinct is located within the nationally significant Monash National Employment and Innovation Cluster. The Cluster is Melbourne's largest established employment cluster, with a unique mix of education, research and industry participants.

The Monash Technology Precinct performs a specialised function outside of retailing, commercial and residential uses. It is an important location for further development of information technology, biotechnology blended and research and development institutions and businesses.

It contains some of the nation's most prestigious research organisations and advanced technology industries including Monash University, Monash Medical Centre, Victorian Heart Hospital, Melbourne Centre for Nanofabrication, Robert Bosch Australia and the Australian Synchrotron.

Its economic productivity as a high-value and diverse employment destination is central to its developing role as a strong suburban employment centre in Melbourne's evolving polycentric city structure.

It is important that research and development-based activity is encouraged, technology specific industries are nurtured, linkages between firms and research institutions are fostered and a viable industrial base is maintained.

Council seeks to:

MONASH PLANNING SCHEME

Support the Monash Technology Precinct, forming part of the Monash National Employment and Innovation Cluster, as the primary strategic location for high level technology research and development initiatives.

Maintain and support the Monash Technology Precinct as a world-class research, business and industrial precinct which hosts a wide range of institutional activities, collaborating to provide leadership in education, health, research and innovation in an attractive urban environment, which encourages creativity and values cultural diversity.

Huntingdale Precinct

The Huntingdale Precinct is also located within the nationally significant Monash NEIC.

The Huntingdale Precinct is a priority location for knowledge-intensive businesses that have synergies with the education, health, technology and manufacturing elsewhere in the Monash NEIC. Over time, there will be transition from traditional warehousing and manufacturing to a wider range of employment-intensive uses.

The 'precinct core' is defined as all land within Design and Development Overlay – Schedule 20 and forms the boundaries of the Huntingdale Neighbourhood Activity Centre, providing access to local goods and services by workers and nearby residents.

Council seeks to:

Support the Huntingdale Precinct, forming part of the Monash NEIC, as a precinct for innovative businesses of all types.

Facilitate improvements to transport linkages, including cycling and pedestrian networks and public transport, to improve access for workers.

Create a high amenity precinct core along Huntingdale Road meeting the needs of residents and workers.

MONASH PLANNING SCHEME

11.03
31/07/2018
VC148

PLANNING FOR PLACES

MONASH PLANNING SCHEME

11.03-1L-08 Huntingdale Precinct

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Proposed C173mona

Policy application

This policy applies to all land within the Huntingdale Precinct as identified in the Huntingdale Precinct Plan forming part of this clause.

Objectives

To reinforce the Precinct as a place for knowledge-intensive industry and innovation.

To balance residential growth and diversification (within the precinct core and surrounding residential areas) with the diversification of industry into employment-intensive uses within the Precinct.

To create a liveable, compact, mid-rise, human-scaled residential and employment environment through appropriate building scale, height and setbacks.

To increase the quality and coverage of the Precinct's landscaping and canopy vegetation.

Strategies

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

Facilitate the Precinct's transition to:

- Professional, Scientific, and Technical Services / Commercial
- Future Manufacturing (Industrial / Specialist)
- Wholesale trade

Strengthen an identifiable precinct core that delivers a range of amenities serving the residential and worker population including anchor retail tenants.

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

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

Encourage higher density development and activity around the retail core and within the mixed use area.

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

Encourage passive and active recreation opportunities.

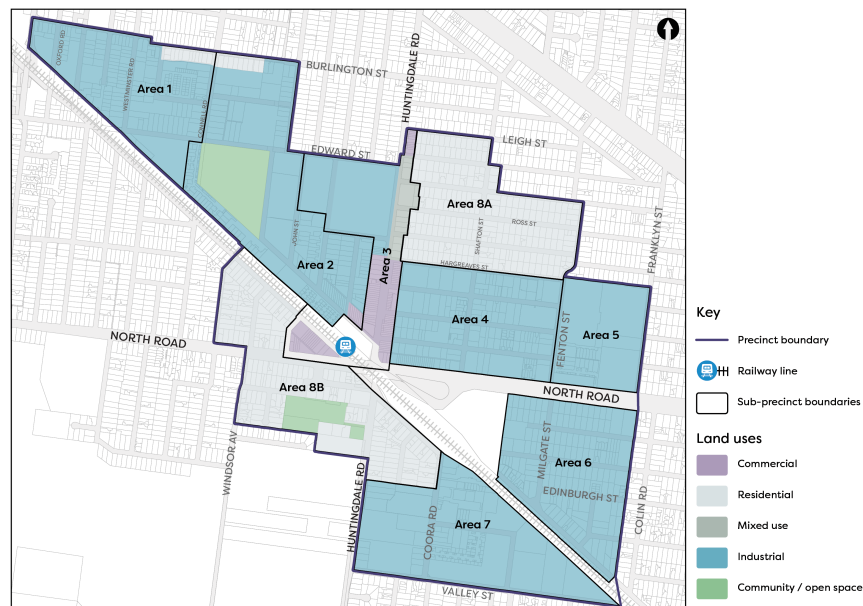
Policy documents

Consider as relevant:

- Huntingdale Precinct Plan (City of Monash, 2023)

MONASH PLANNING SCHEME

Map 1 - Huntingdale Precinct



11.03-2S

04/05/2022
VC210

Growth areas

Objective

To locate urban growth close to transport corridors and services and provide efficient and effective infrastructure to create sustainability benefits while protecting primary production, major sources of raw materials and valued environmental areas.

Strategies

Concentrate urban expansion into growth areas that are served by high-capacity public transport.
Implement the strategic directions in the Growth Area Framework Plans.

Encourage average overall residential densities in the growth areas of a minimum of 15 dwellings per net developable hectare, and over time, seek an overall increase in residential densities to more than 20 dwellings per net developable hectare.

Deliver timely and adequate provision of public transport and local and regional infrastructure and services, in line with a preferred sequence of land release.

Provide for significant amounts of local employment opportunities and in some areas, provide large scale industrial or other more regional employment generators.

Create a network of mixed-use activity centres that are high quality, well designed and create a sense of place.

Provide a diversity of housing type and distribution.

Retain unique characteristics of established areas impacted by growth.

Protect and manage natural resources and areas of heritage, cultural and environmental significance.

Create well planned, easy to maintain and safe streets and neighbourhoods that reduce opportunities for crime, improve perceptions of safety and increase levels of community participation.

Develop Growth Area Framework Plans that will:

MONASH PLANNING SCHEME

- Include objectives for each growth area.
- Identify the long term pattern of urban growth.
- Identify the location of broad urban development types, for example activity centre, residential, employment, freight centres and mixed use employment.
- Identify the boundaries of individual communities, landscape values and, as appropriate, the need for discrete urban breaks and how land uses in these breaks will be managed.
- Identify transport networks and options for investigation, such as future railway lines and stations, freight activity centres, freeways and arterial roads.
- Identify the location of open space to be retained for recreation, and/or biodiversity protection and/or flood risk reduction purposes guided and directed by regional biodiversity conservation strategies.
- Show significant waterways as opportunities for creating linear trails, along with areas required to be retained for biodiversity protection and/or flood risk reduction purposes.
- Identify appropriate uses for constrained areas, including quarry buffers.

Develop precinct structure plans consistent with the *Precinct Structure Planning Guidelines* (Victorian Planning Authority, 2021) approved by the Minister for Planning to:

- Establish a sense of place and community.
- Create greater housing choice, diversity and affordable places to live.
- Create highly accessible and vibrant activity centres.
- Provide for local employment and business activity.
- Provide better transport choices.
- Respond to climate change and increase environmental sustainability.
- Deliver accessible, integrated and adaptable community infrastructure.

Policy documents

Consider as relevant:

- Any applicable Growth Area Framework Plans (Department of Sustainability and Environment, 2006)
- *Precinct Structure Planning Guidelines* (Victorian Planning Authority, 2021)
- *Ministerial Direction No. 12 – Urban Growth Areas*

MONASH PLANNING SCHEME

15.01
31/07/2018
VC148

BUILT ENVIRONMENT

MONASH PLANNING SCHEME

15.01-2L-01 Industry and business built form character

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Proposed C173mona

Policy application

This policy applies to land in an Industrial 1 Zone or a Commercial 1 or 2 Zone, except where located in the:

- . Brandon Park Major Activity Centre.
- . Glen Waverley Major Activity Centre.
- . Oakleigh Major Activity Centre.
- . Wheelers Hill Neighbourhood Activity Centre.
- . Mount Waverley Major Activity Centre.
- . Huntingdale Precinct.

Objectives

To ensure that development creates or enhances a high-amenity built form environment and contributes to the garden city character.

Building setback strategies

Provide setbacks from street frontages consistent with surrounding buildings to:

- . Create and maintain open and spacious streetscapes.
- . Reflect the rhythm of building spacing.
- . Visually unify diverse types of buildings.
- . Enhance the quality of industrial and business areas.
- . Accommodate space for landscaping including planting of canopy trees with spreading crowns to maintain and enhance the City's garden city character.

Building heights strategies

Design development so that its building scale, height and bulk complements and does not visually overwhelm surrounding buildings and the locality.

Encourage medium rise development in the Clayton and Mount Waverley Major Activity Centres.

Car parking and vehicle access strategies

Locate car parking behind the front landscape setback, and screen it from the street with planting and low mounding, otherwise locate it at the side or rear of properties.

Incorporate substantive landscape areas throughout the site to frame, screen or buffer buildings and car park areas.

Design car parking areas and associated access to minimise parking, traffic and pedestrian impacts on front landscape setback areas.

Limit linear or gun-barrel driveways and accessways and the extent of continuous pavement and car parking areas to the minimum necessary to provide functional vehicle, cyclist and pedestrian access and movement.

Fences to street frontages strategies

Minimise the use of front fences.

Where needed, provide front fences that are in keeping with and enhance the character of the area.

Discourage front fences located on property boundaries.

MONASH PLANNING SCHEME

Landscaping and existing trees strategies

Provide sufficient landscaping, including the planting of canopy trees, and other treatments to reduce the visual impact of large paved areas.

Retain existing mature trees and plant canopy trees in front and side setbacks to positively contribute to the landscape character of the area.

Engineering design strategies

Integrate streetscape and engineering details associated with development with the existing streetscape and engineering details.

Services strategies

Minimise overhead services to reduce visual clutter.

Character typology strategies

Support development that meets the industrial and business character type strategies as referenced in the map forming part of this clause.

Industry Character Type 1 (IND 1) strategies

Support development that:

- Visually expresses its commercial and industrial function and character of the area.
- Site signs so that they address the Princes Highway.
- Sites buildings to address the Princes Highway.
- Allows for some variations in building height but minimises large height differences.
- Provides street setbacks to enable the development of a substantial landscape strip along the Princess Highway.
- Provides tree planting within the front setback with high canopies and clear trunks to soften the hard surface qualities of the area help enclose the Princes Highway and unify the diverse range of land uses.
- Provide trees in properties, including the rear of properties, provide shade and a landscaped backdrop to the utilitarian buildings.

Industry Character Type 2 (IND 2) strategies

Support development that:

- Retains evidence of the area's origins in the middle of the 19th Century and its historic subdivision pattern.
- Retains the grid pattern and road width in subdivisions.
- Addresses the street and is consistent with its industrial and commercial functions.
- Allows for some variation in building height , but minimises large height differences.
- Provides landscaped setbacks when redeveloping sites.
- Maintains the visual diversity produced by the variations in size, scale and form of buildings.
- Minimises or where possible, eliminates those elements within the area that contribute to visual clutter when redeveloping sites.
- Encourages a visual relationship between the colour schemes of various buildings that will progressively result in a cohesiveness between the varied architectural forms and scales.
- Locates car parking to the rear of properties.

MONASH PLANNING SCHEME

Industry Character Type 3 (IND 3) strategies

Support development that:

- Retains the modern industrial and technology park within an attractive landscape setting.
- Maintains the surrounding subdivision patterns.
- Locates car parking and service areas to the side or rear of buildings to minimise visibility from the street.
- Provides a canopy of large native trees in the front setbacks to soften the extensive areas of paving and unify the diverse range of building types.

Industry Character Type 4 (IND 4) strategies

Support development that:

- Retains the industrial character that is derived from the concentration of manufacturing and service industries.
- Maintains the grid subdivision pattern.
- Treats edges and entrances sympathetically to integrate with surrounding roads and land uses.
- Provides an extensive landscaped setback on each lot frontage, planted with large native trees that should eventually provide a dense tree canopy extending throughout the entire area to unify the diverse range of building styles.
- Provides car parking at the rear and sides of the buildings, even when re-developing sites.

Industry Character Type 5 (IND 5) strategies

Support development that:

- Contributes to a cohesive, visually integrated character through the provision of landscaping.
- Is consistent in architectural style and scale, to the existing building within the business parks.
- Addresses the street.
- Is set well back from the front and from the sideage to streets to allow for a landscaped garden strip to be provided across the full width of the setback.
- Landscapes front setback areas with lawn, shrubs and trees to provide a soft frontage to the street and add to the amenity of the area.
- Provides large trees that are a mixture of native and exotic species and complement the scale of the architecture.
- Provides car parking and service access at the rear of properties so that it will not impinge on the landscaped setback area.

Business Character Type 2 (BUS 2) strategies

Support development that:

- Respects the mainly single and double storey post 1950's scale and form of development of the relevant Activity Centre, while providing for a level of change consistent with the role and function of the centre.

Business Character Type 5 (BUS 5) strategies

Support development that:

- Contributes to the provision of an attractive and consistent landscape setting.
- Provides setbacks to all road boundaries to ensure there is sufficient room for an extensive landscape strip between the building and the road.

MONASH PLANNING SCHEME

- Provides a canopy of large native trees in building setbacks to soften the extensive areas of paving, unify building types and enhance the boulevard character particularly along Dandenong and Warrigal Roads.
- Locates parking and service areas at the side or rear of buildings with minimum visibility from the street.
- Designs buildings at the interface with the residential area to transition to reflect surrounding development.
- Incorporates vertical and horizontal articulation, including varying built form, materials, colours and treatments.

Business Character Type 5 (BUS 5) policy guidelines

Consider as relevant:

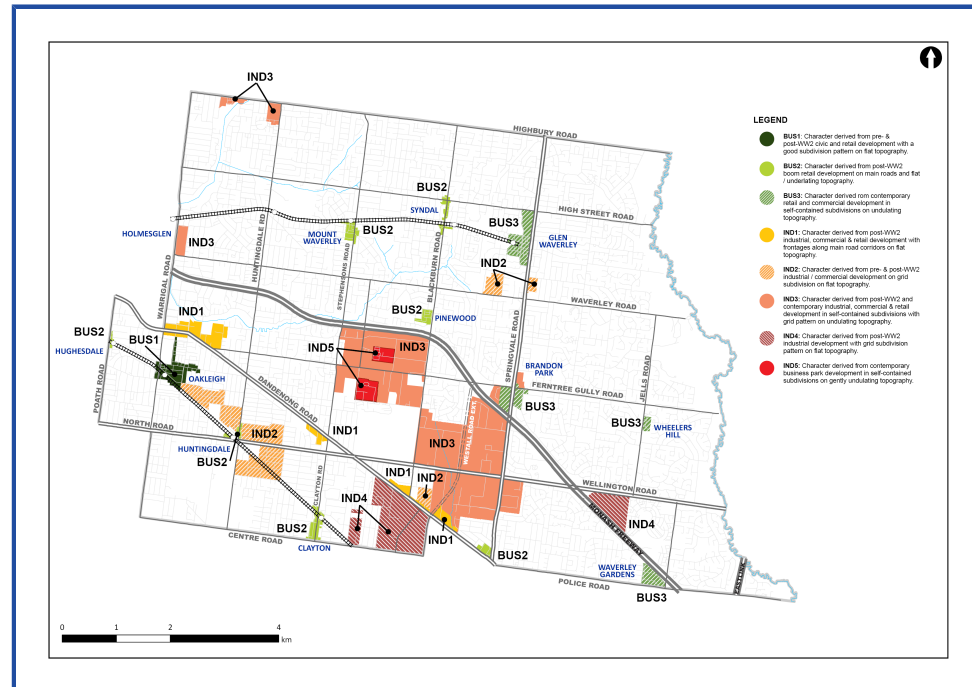
- The setbacks to all road boundaries for landscaping to be a minimum of 3 metres.

Policy documents

Consider as relevant:

- Image Enhancement of Main Roads in the City of Waverley, Scenic Spectrums* (Godfrey and Spowers Australia, 1992).
- Monash Neighbourhood Character Guide Volumes 3, 4, 5 and 6* (Gerner Consulting Pty Ltd, 1997)
- Urban Design Guidelines – Monash Technology Precinct (Monash Specialised Activity Centre)* (City of Monash, 2008)

Industry and business built form character types



MONASH PLANNING SCHEME

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Proposed C173mona

SCHEDULE 4 TO CLAUSE 32.04 MIXED USE ZONE

Shown on the planning scheme map as **MUZ4**.

HUNTINGDALE PRECINCT - MIXED USE AREA**1.0****Objectives**

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Proposed C173mona

To encourage well-designed medium density housing near the retail core providing additional life and activity to the Huntingdale Precinct.

To encourage a diversity of non-residential land uses at ground level with active frontages and generous landscaping.

To ensure an appropriate transition in scale to surrounding residential areas.

2.0**Clause 54 and Clause 55 requirements**

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Proposed C173mona

	Standard	Requirement
Minimum street setback	A3 and B6	None specified
Site coverage	A5 and B8	None specified
Permeability	A6 and B9	None specified
Landscaping	B13	None specified
Side and rear setbacks	A10 and B17	None specified
Walls on boundaries	A11 and B18	None specified
Private open space	A17	None specified
	B28	None specified
Front fence height	A20 and B32	None specified

3.0**Maximum building height requirement**

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Proposed C173mona

A building must not exceed the height of 21 metres.

4.0**Exemption from notice and review**

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Proposed C173mona

None specified

5.0**Application requirements**

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Proposed C173mona

The following application requirements apply to an application for a permit under Clause 32.04, in addition to those specified in Clause 32.04 and elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- Plans showing proposed landscaping works and planting including tree species and mature height.
- A schedule of materials and finishes to be used in the development.
- A plan identifying service areas, such as waste and recycling areas, utilities and services.

6.0**Decision guidelines**

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Proposed C173mona

The following decision guidelines apply to an application for a permit under Clause 32.04, in addition to those specified in Clause 32.04 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

MONASH PLANNING SCHEME

- The consistency with the *Huntingdale Precinct Plan 2023*
- The location and number of vehicle crossovers
- The impact of the development, including vehicle crossovers, on nature strips and street trees
- The location, quantity and species of vegetation provided
- The contribution of the development to sustainable transport, including bicycle parking and high quality end-of-trip facilities, and a green travel plan.

7.0

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Proposed C173mona

Signs

None specified.

MONASH PLANNING SCHEME

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Proposed C173mona

SCHEDULE 12 TO CLAUSE 32.08 GENERAL RESIDENTIAL ZONE

Shown on the planning scheme map as **GRZ12**.

HUNTINGDALE PRECINCT - RESIDENTIAL AREAS**1.0 Neighbourhood character objectives**

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Proposed C173mona

To facilitate housing diversity in the form of units, townhouses and apartment developments within a short walking distance to employment, retail and commercial areas, and public transport.

To retain and enhance landscaping, including canopy trees, within the front setbacks.

2.0 Construction or extension of a dwelling, small second dwelling or residential building - minimum garden area requirement

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Proposed C173mona

Is the construction or extension of a dwelling, small second dwelling or residential building exempt from the minimum garden area requirement?

No

3.0 Requirements of Clause 54 and Clause 55

---/---/---
Proposed C173mona

	Standard	Requirement
Minimum street setback	A3 and B6	Walls of buildings should be set back at least 7.6m from the front street.
Site coverage	A5 and B8	None specified
Permeability	A6 and B9	None specified
Landscaping	B13	<p>New development should provide or retain:</p> <ul style="list-style-type: none"> At least one canopy tree plus one canopy tree per 5 metres of site width A mixture of vegetation, including indigenous species, to the front, side and rear setbacks. 60% garden landscaping within the front setback. <p>Canopy trees should have a minimum mature height equal to the height of the roof of the proposed building or 10 metres, whichever is greater.</p>
Side and rear setbacks	A10 and B17	None specified
Walls on boundaries	A11 and B18	None specified
Private open space	A17	A dwelling should have private open space consisting of an area of 50 square metres, with one part of the private open space to consist of secluded private open space at the side or the rear of the dwelling with a minimum area of 35 square metres, a minimum dimension of 5 metres and convenient access from a living room.
	B28	<p>A dwelling or residential building should have private open space consisting of:</p> <ul style="list-style-type: none"> An area of 50 square metres, with one part of the private open space to consist of secluded private open space at the side or the rear of the dwelling or residential building with a minimum area of 35 square metres, a minimum dimension of 5 metres and convenient access from a living room; or A balcony or roof-top area of 10 square metres with a minimum width of 2 metres and convenient access from a living room.

MONASH PLANNING SCHEME

	Standard	Requirement
Front fence height	A20 and B32	A front fence within 3 metres of a street should not exceed 1.2 metres.

4.0 **Maximum building height requirement for a dwelling, small second dwelling or residential building**

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Proposed C173mona

None specified.

5.0 **Application requirements**

--/---
Proposed C173mona

The following application requirements apply to an application for a permit under Clause 32.08, in addition to those specified in Clause 32.08 and elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- Plans showing existing vegetation and any trees proposed to be removed.
- Plans showing proposed landscaping works and planting including tree species and mature height.
- A schedule of materials and finishes to be used in the development.
- A plan identifying service areas, such as waste and recycling areas, utilities and services.

6.0 **Decision guidelines**

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Proposed C173mona

The following decision guidelines apply to an application for a permit under Clause 32.08, in addition to those specified in Clause 32.08 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- The contribution to housing diversity within the area
- The location and number of vehicle crossovers
- The impact of the development on nature strips and street trees.
- The location, quantity and species of canopy vegetation proposed.

MONASH PLANNING SCHEME

14/04/2022
C152mona**SCHEDULE 1 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY**Shown on the planning scheme map as **DDO1**.**INDUSTRIAL AND COMMERCIAL DESIGN AND DEVELOPMENT AREA****1.0**14/04/2022
Proposed C173mona**Design objectives**

To ensure that development, including front setbacks, is in keeping with and contributes to the Garden City Character as set out in the Municipal Planning Strategy.

To ensure that the building scale and form in terms of height and bulk complements and does not visually overwhelm surrounding buildings.

To ensure that streetscape engineering details of new developments integrate with the existing streetscape.

To ensure that fences or planting along property boundaries do not adversely affect urban character or adjacent open space.

To ensure that the landscape treatment within the front setback contributes to the positive aspects of the applicable industry or business character typology strategies identified in Clause 15.01-2L-01.

To retain existing on-site vegetation if possible.

To ensure that car parking, vehicle access and service areas do not visually impinge on front setbacks or affect streetscape elements such as trees and nature strips.

To minimise visual clutter.

2.014/04/2022
C152mona**Buildings and works****Building and car park setbacks**

Buildings and car park areas must be set back from the front boundary of a site at least the distance specified in the table at Clause 7.0 of this schedule.

Buildings and car park areas must be set back from the boundary of a site at least the distance specified in the table at Clause 8.0 of this schedule.

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

- Distance = $H/2 + 1.5m$

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

Buildings and car park areas must be set back at least 3 metres from a boundary with the Monash Freeway or the reservation extension of Westall Road (between Princes Highway and the Monash Freeway). The setback area must be landscaped.

Fences in front setback areas

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

Front fences must be set back from the front boundary of a site at least the distance specified in the table at Clause 7.0 of this schedule.

A fence must be:

- No higher than 2 metres.
- Screened by trees and shrubs planted between the front property boundary and the fence.

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- Designed to reflect the style, materials and common characteristics of fences in the neighbourhood.
- Painted a visually recessive colour. Unpainted galvanised steel or wire fencing is not acceptable.

Engineering design

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

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

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

Services

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

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

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

Exemption from notice and review

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

3.0

14/04/2022
C152mona

Subdivision

None specified.

4.0

14/04/2022
C152mona

Signs

None specified.

5.0

14/04/2022
C152mona

Application requirements

None specified.

6.0

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Proposed C173mona

Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the development and building setbacks are consistent with the desired future character statement for the applicable industry or business character typology strategies identified in Clause 15.01-2L-01.
- Whether the development will significantly add to the storm water discharge entering the Council's drainage system.
- Whether streetscape and engineering details are consistent with streetscape and engineering details within existing streets.
- Whether side and front fences are in keeping with the character of the neighbourhood.
- Whether the landscape treatment in the side and front setbacks contributes to the Garden City Character.

MONASH PLANNING SCHEME

- Whether any existing vegetation that contributes to neighbourhood character will be removed by the development.
- Whether any large native or exotic trees have been proposed that will contribute to neighbourhood character.
- Whether the development has any adverse visual impact on adjacent areas of public open space.
- Whether any steps have been taken to minimise visual clutter caused by overhead services.
- Whether adequate on-site car parking has been provided.
- Whether driveway crossovers have been located to avoid street trees.

7.0**Road/Street Setbacks table**

Road/street frontage	Minimum setback
Blackburn Road	20 metres
Centre Road	
Clayton Road	
Ferntree Gully Road	
Jacksons Road	
Princes Highway (including service roads)	
(also known as Dandenong Road)	
Springvale Road (including service roads)	
Stephensons Road	
Warrigal Road	
Wellington Road (including service roads)	
Westall Road	
Forster Road	13.7 metres
Highbury Road	
Huntingdale Road (Burwood)	
McNaughton Road	
North Road (Clayton & Mulgrave)	
Waverley Road	
Atkinson Street	10.6 metres
Batesford Road (south side)	
Browns Road	
Buckland Street	
Duerdin Street	
Dunlop Road	
Faigh Street	
Garden Road	
Gardiner Road	
Gilby Road	
Glenvale Crescent (east/west alignment)	
Hardner Road	
High Street Road	
Lexia Place	
Montpellier Road	

MONASH PLANNING SCHEME

Road/street frontage	Minimum setback
Nantilla Road Normanby Road Police Road Redwood Drive Ricketts Road Wilson Road Winterton Road	
Any other road	7.6 metres

8.0 Boundary Setbacks table

Any buildings and works and any car parking must be setback from any land zoned for residential purposes in accordance with the following table:

Boundary	Minimum setback
348-350 Warrigal Road and 1041-1049 Centre Road, Oakleigh South - north boundary abutting land zoned R1Z – Residential 1.	6 metres
17-55 Duerdin Street, Notting Hill – north boundary abutting land zoned R1Z – Residential 1.	6 metres

This requirement cannot be varied by a permit.

The setback area is to be landscaped.

9.0 Specific Requirements 17-55 Duerdin Street Notting Hill**9.1 Buildings and Works Requirements**

In addition to the boundary setbacks and building height provisions outlined above, for lots immediately abutting land in a residential zone, the following additional provisions apply:

- No loading/unloading facilities are to be located between any building on the lot and the 6 metres landscape buffer required by Clause 8.0;
- Rubbish storage facilities are not to be located between any building on the lot and the landscape buffer required by Clause 8.0;
- No manufactured goods, raw product or associated manufacturing equipment is to be stored between any building on the lot and the landscape buffer required by Clause 8.0;
- Site security lighting is to be placed to avoid any light spill or glare into the adjoining residential land;
- Staff car parking is encouraged to be located between the building and landscape buffer required by Clause 8.0.
- If requested by the responsible authority, the landscape buffer required by Clause 8.0 must also include a pedestrian pathway which provides access to Nantilla Road to the satisfaction of the responsible authority.

9.2 Other Requirements

An application for subdivision or development of the land at 17-55 Duerdin Street must:

MONASH PLANNING SCHEME

- set aside 10 metres of the western part of the land as a 'Drainage Reserve' consistent with the area of land zoned PUZ1 to be vested in Melbourne Water all at the cost of the owner; and
- show the land in the Drainage Reserve as being landscaped and developed including, if required by Monash City Council and agreed to by Melbourne Water, incorporating a shared pathway linking Normanby Road with Duerdin Street within the drainage reserve.

9.3**Application Requirements**

In addition to the requirements outlined above and in the Urban Design Guidelines Monash Technology Precinct January 2008, any application for subdivision of the land at 17-55 Duerdin Street Notting Hill must include the following information:-

- An Outline Development Plan to the satisfaction of the Responsible Authority showing:
 - Existing site conditions including all remnant infrastructure from its previous occupation, and a Site Design Response to those conditions and to abutting development;
 - The conceptual layout of the proposed subdivision including lot sizes, accesses and orientation, roads and footpaths, services, drainage and lighting.
 - No use of Erawan Avenue for access to the land.
- A Traffic Impact Assessment to the satisfaction of the Responsible Authority and VicRoads. The Report must in particular assess the likely impact of the development of the land on the nearby intersections with major roads.
- A Stormwater Management Plan to the satisfaction of the Responsible Authority showing:
 - A design response to the drainage and stormwater management requirements of the subdivision incorporating the principles of Water-Sensitive Urban Design;
 - Provision for retention of stormwater on site for reuse for landscaping and other non-potable purposes;
 - Provision for limiting maximum flows discharged from the site under storm events to a 5 percent frequency probability to pre-development peak storm flows.
- A Landscaping Plan which includes an arboricultural assessment of existing vegetation on the site; and a landscaping layout which maximises use of the existing vegetation; and additional screen planting in the 'Landscape Buffer' area adjoining residential land.

MONASH PLANNING SCHEME

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Proposed C173mona

SCHEDULE 20 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO20**.

HUNTINGDALE PRECINCT - PRECINCT CORE**1.0 Design objectives**

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Proposed C173mona

To focus taller development within the Precinct Core with high quality and site responsive design.

To encourage development that retains human scale and provides an appropriate transition in building height from the Precinct to the adjoining residential areas.

To support the highest standards of contemporary architecture, landscape and urban design.

2.0 Buildings and works

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Proposed C173mona

2.1 Definitions

Precinct core: All land within this overlay, being composed of Areas 3A, 3D, 3E, 3F and 2C as shown on Map 1 at the end of this schedule, and forming the boundaries of the Huntingdale Neighbourhood Activity Centre.

2.2 General requirements

The following buildings and works requirements apply to an application to construct a building or carry out works:

2.2.1 Building form and design requirements

- Long or large-footprint buildings should incorporate articulation in their facades, such as expressed recesses or protruding elements.
- The number of vehicle crossovers should be minimised and located separate to main pedestrian routes to building entries, to reduce conflict with pedestrians.
- Designing vehicle crossover to maintain pedestrian priority to a minimum width of 1.6 metres.
- Locate car parking and loading to the side and rear of the building.
- Provide a transition in scale at interfaces with surrounding residential areas.
- Ensure that new sensitive uses, including dwellings, are designed to protect their own amenity from nearby noise sources such as the railway corridor and surrounding industrial uses.

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

~~▪ The following minimum floor-to-ceiling dimensions should apply to ensure development is adaptable to future change:~~

The following minimum floor to ceiling dimensions should apply to ensure development is adaptable to future change:

~~- 4.5 metres at ground level~~

~~- 3.2 metres above ground level (including podium car parking)~~

~~▪ 4.5 metres at ground level~~

~~▪ 3.2 metres above ground level (including podium car parking)~~

MONASH PLANNING SCHEME

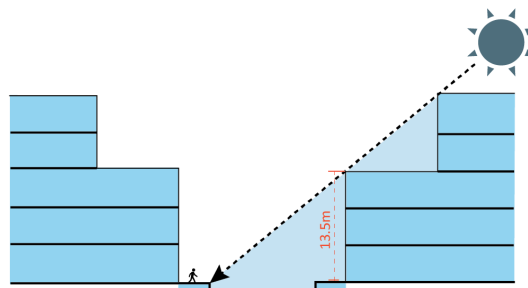
2.2.2 Ground level requirements

- Encourage active frontages to enable visual interaction and engagement between the inside of buildings and the street.
- Discourage car parking within front setback areas.

2.2.3 Upper level requirements

- To minimise the overshadowing impacts on the public realm and open space (existing and proposed), levels above a 13.5m street wall ~~must~~ should be set back to avoid overshadowing of ~~opposite footpath~~ the opposite footpath of the roads specified in the table to Clause 2.4 of this Schedule (at the kerb line) during the following times at the solar equinox (22 September) (refer to Diagram 1 below):
 - Southern footpaths between the 10am and 2pm
 - Western footpaths from 10am
 - Eastern footpaths before 2pm.

Diagram 1 - Calculating upper level setbacks



- Encourage the provision of sleeved active uses where podium car parking is proposed above the ~~first~~ ground floor.
- Encourage sufficient separation between buildings to maximise outlook and amenity. Development should be setback from common boundaries at the upper levels a minimum of:
 - 4.5 metres from the boundary where habitable rooms and balconies are proposed
 - 3 metres from the boundary where non-habitable rooms or commercial uses are proposed.

2.2.4 Landscaping and connectivity requirements

- Introduce new through-site links and courtyard spaces within new development to improve site permeability and reintroduce a fine grain within the sub-precincts.
- Provide generous ~~public realm, where front setbacks are required, including~~ setbacks from streets (where required) that include opportunities for canopy planting, pedestrian pathways, and ~~casual~~ casual seating.
- Improve the pedestrian connections within the Precinct through providing sufficient setbacks for laneway widening, where applicable, and providing new laneways through larger blocks. (As shown on Map 1)

MONASH PLANNING SCHEME

2.3 Sub-precinct design requirements

The following sub-precinct buildings and works requirements apply to an application (within the relevant sub-precinct) to construct a building or construct or carry out works, in addition to the general requirements in Section 2.2 above, and shown in Map 1 at the end of this schedule:

2.3.1 Area 2C - Railway Avenue

Development in Area 2C should deliver:

- Heights of 21 metres (~~up to 6 storeys~~) and zero lot setback along Railway Avenue and Warner Street.
- Taller forms focused in proximity to Huntingdale Road.

Table 1 - Area 2C

Built form	Preferred requirement
Maximum building height	21 metres up to 6 storeys
Maximum street wall height	13.5 metres
Minimum street setback	0 metres
Minimum upper level setback	Determined by the extent of overshadowing to opposite footpaths on Railway Avenue and Warner Street

2.3.2 Area 3A - Huntingdale Road Core Commercial Area

Development in Area 3A should deliver:

- Heights of 27 metres (~~up to 8 storeys~~) and zero lot setback along Huntingdale Road and side streets.
- Pedestrian link between Huntingdale Road and Warner Street.
- Vehicle access from side streets or rear laneways and no vehicle crossovers on Huntingdale Road.

Table 2 - Area 3A

Built form	Preferred requirement
Maximum building height	27 metres up to 8 storeys
Maximum street wall height	13.5 metres
Minimum street setback	0 metres
Minimum upper level setback	Determined by the extent of overshadowing to opposite footpaths on Huntingdale Road and and opposite southern footpaths on Railway Avenue , Clifford Street, Stafford Street or Hume Street

2.3.3 Area 3D - Huntingdale Road Mixed Use Area

Development in Area 3D should deliver:

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- Heights of 21 metres (~~up to 6 storeys~~) with generous setbacks along parts of Huntingdale Road, transitioning from the Precinct Core to the surrounding residential area.

Table 3 - Area 3D

Built form	Preferred requirement
Maximum building height	21 metres up to 6 storeys
Maximum street wall height	13.5 metres
Minimum street setback	5 metres on Huntingdale Road between Greville and Ross Streets, on Greville Street, on Berkeley Street and on Ross Street (north side only) 0 metres elsewhere
Minimum upper level setback	Determined by the extent of overshadowing to western footpath on Huntingdale Road, opposite southern footpaths on Berkeley Street, Ross Street, Beaufort Street or Hargreaves Street

2.3.4**Area 3E - Huntingdale Road Peripheral Commercial Area**

Development in Area 3E should deliver:

- Heights of 14.1 metres (~~up to 4 storeys~~) and zero lot setbacks to Huntingdale Road and side streets.

Table 4 - Area 3E

Built form	Preferred requirement
Maximum building height	14.1 metres up to 4 storeys
Maximum street wall height	14.1 metres
Minimum street setback	0 metres
Minimum upper level setback	0 metres

2.3.5**Area 3F - Haughton Road Environs**

Development in Area 3F should deliver:

- Heights of 21 metres (~~up to 6 storeys~~) and zero lot setbacks to surrounding streets.
- Purpose Built Student Accommodation proximate to the railway station.

Table 5 - Area 3F

Built form	Preferred requirement
Maximum building height	21 metres up to 6 storeys
Maximum street wall height	13.5 metres
Minimum street setback	0 metres

MONASH PLANNING SCHEME

Built form	Preferred requirement
Minimum upper level setback	Determined by the extent of overshadowing to western footpath 0 metres on Moroney Street or opposite southern footpath North Road

2.4

Overshadowing of key streetscapes

Table 6 - Key streetscapes

Key streetscapes
Hargreaves Street
Haughton Road
Huntingdale Road
Railway Avenue

3.0

Subdivision

Proposed C173mona

None specified.

4.0

Signs

Proposed C173mona

None specified.

5.0

Application requirements

Proposed C173mona

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- Where street setbacks are required, plans showing landscaping works, including canopy tree species and mature height, other vegetation (including ground cover) and permeable surfaces.
- Where the development exceeds 13.5m, overshadowing diagrams showing the extent of shadow to footpaths and other public areas at the equinox.

6.0

Decision guidelines

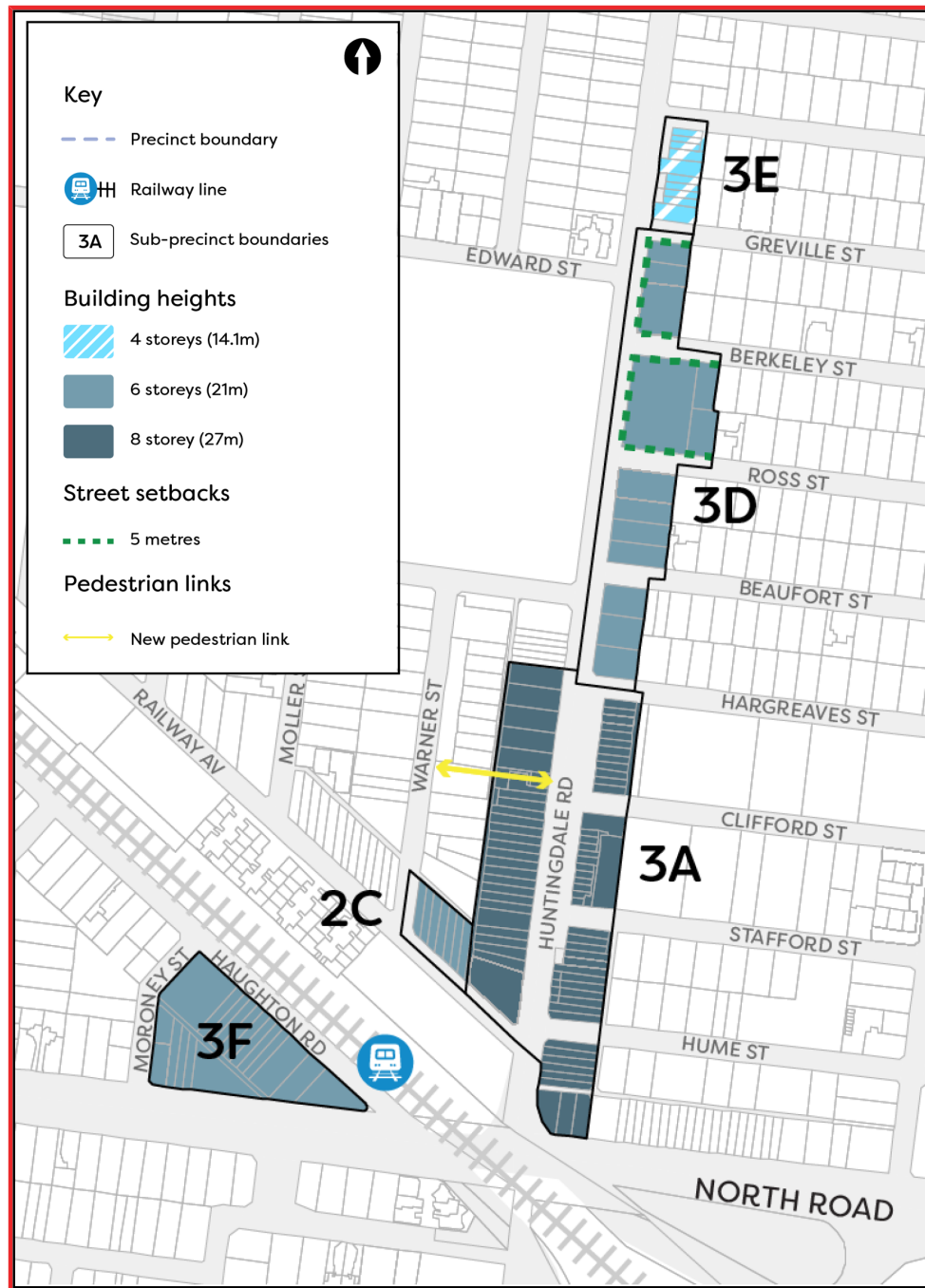
Proposed C173mona

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

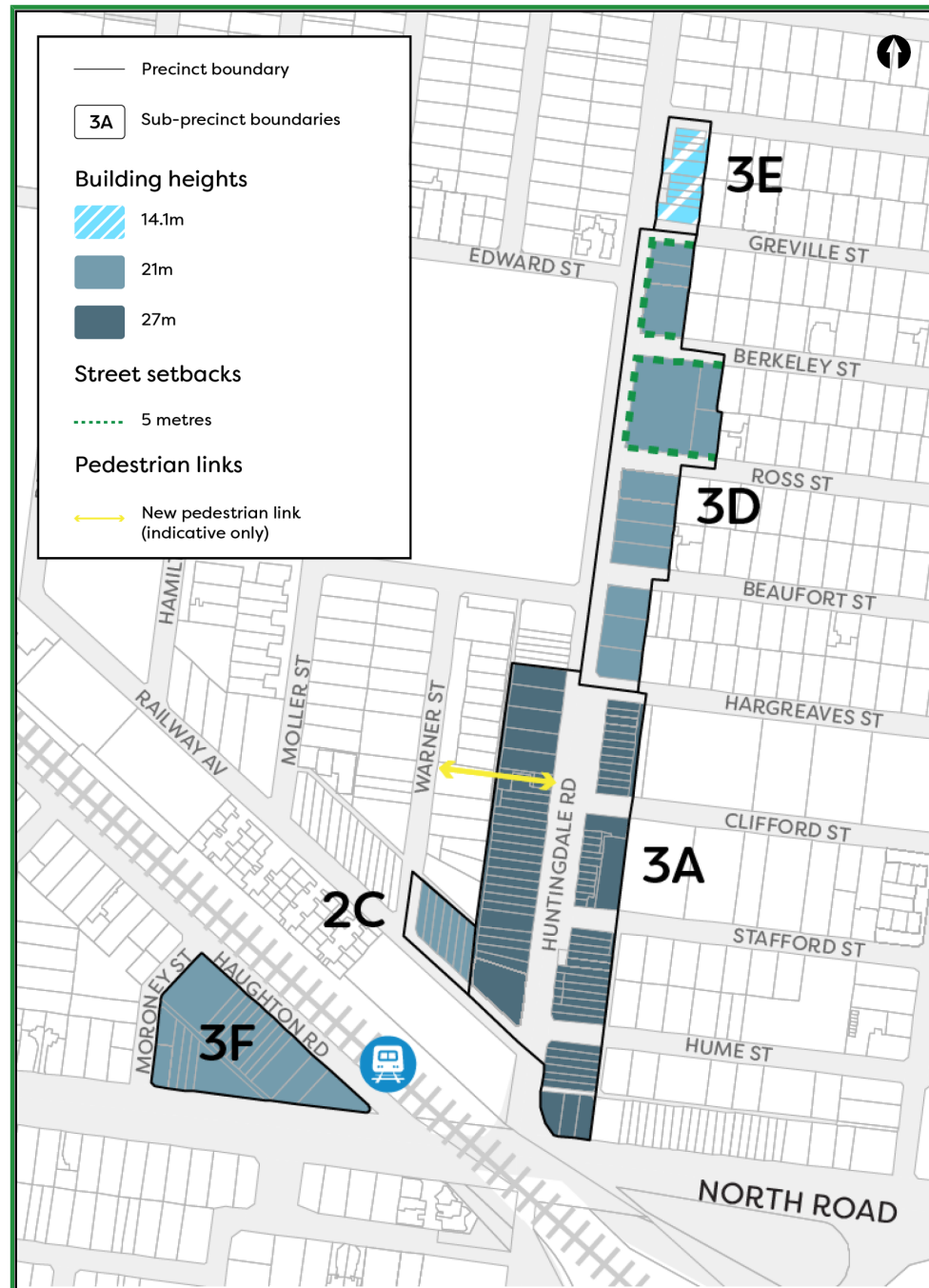
- Whether the building and works requirements set out in Section 2.0 to this schedule are met.
- Whether the built form and building height results in unreasonable overshadowing.

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Map 1 - Precinct Core



MONASH PLANNING SCHEME



MONASH PLANNING SCHEME

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Proposed C173mona

SCHEDULE 21 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO21**.

HUNTINGDALE PRECINCT - INDUSTRIAL AND TECHNOLOGY**1.0 Design objectives**

--/---
Proposed C173mona

To focus taller development within proximity to the precinct core with high quality and site responsive development.

To encourage development that retains human scale and makes an appropriate transition in building height from the Precinct to the adjoining residential areas.

To create a permeable street network with new lanes and accessways through larger blocks.

To support the highest standards of contemporary architecture, landscape and urban design.

2.0 Buildings and works

--/---
Proposed C173mona

2.1 Definitions

Precinct core: All land within Design and Development Overlay - Schedule 20, forming the boundaries of the Huntingdale Neighbourhood Activity Centre.

2.2 General requirements

The following buildings and works requirements apply to an application to construct a building or carry out works:

2.2.1 Building form and design requirements

- Provide a transition in scale at interfaces with surrounding residential areas.
- New development will respond to neighbouring residential areas, where applicable, by ensuring new built form along key streets uses robust materials, articulates entrances and avoids expanses of blank walls with no windows.
- Long or large-footprint buildings should incorporate articulation in their facades, such as expressed recesses or protruding elements.
- ~~Encourage adaptive reuse of suitable existing buildings to retain the 'grit' of the existing character.~~
The following minimum floor to ceiling dimensions should apply to ensure that development is adaptable to future change:
- ~~The following minimum floor to ceiling dimensions should apply to ensure that development is adaptable to future change:~~
 - 4.5 metres at ground level
 - 3.2 metres for levels above ground level (including podium car parking)

2.2.2 Ground level requirements

- Encourage active frontages to enable visual interaction and engagement between the inside of buildings and the street.
- Discourage car parking within front setback areas, locating car parking and loading to the side and rear of the building.

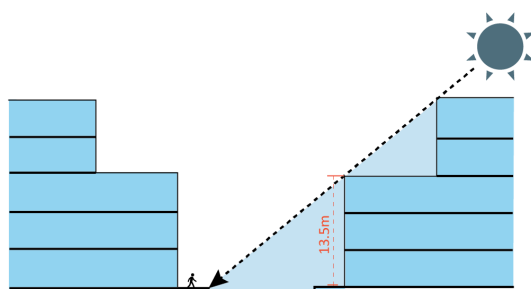
MONASH PLANNING SCHEME

- Vehicle crossovers should be minimised and located separate to main pedestrian routes to building entries, to reduce conflict with pedestrians.
- Designing vehicle crossover to maintain pedestrian priority to a minimum width of 1.6 metres.
- Setbacks, where provided, are to include at least 60% garden landscaping.

2.2.3 Upper level requirements

- To minimise the overshadowing impacts on the public realm and open space (existing and proposed), levels above 13.5m street wall ~~must~~should be set back to avoid overshadowing of ~~opposite footpath~~the opposite footpath of the roads specified in the table to Clause 2.4 of this Schedule (at the kerb line) during the following times at the solar equinox (22 September) (refer to Diagram 1 below):
 - Southern footpaths between the 10am and 2pm
 - Western footpaths from 10am
 - Eastern footpaths before 2pm.

Diagram 1 - Calculating setback of upper levels



- Encourage the provision of sleeved active uses where podium car parking is proposed above the ~~first~~ground floor.
- Encourage sufficient separation between buildings (adjoining land in residential and Commercial 1 zones) to maximise outlook and amenity. Development should be setback from common boundaries at the upper levels a minimum of:
 - 4.5 metres from the boundary where habitable rooms and balconies are proposed
 - 3 metres from the boundary where non-habitable rooms or commercial uses are proposed.

2.2.4 Landscaping and connectivity requirements

- Provide generous ~~public realm, where front setbacks are required, including~~setbacks from streets (where required) that include opportunities for canopy planting, pedestrian pathways, and casual seating.
- Improve the pedestrian connections within the Precinct through providing sufficient setbacks for laneway widening, where applicable, and providing new laneways through larger blocks. (As shown on Maps 1 and 2)
- Introduce new through-site links and courtyard spaces within new development to improve site permeability and reintroduce a fine grain within the sub-precincts.

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2.3 Sub-precinct design requirements

The following sub-precinct buildings and works requirements apply to an application (within the relevant sub-precinct) to construct a building or construct or carry out works, in addition to the general requirements in Section 2.2 above, and shown in Maps 1 and 2 at the end of this schedule:

2.3.1 Area 1A - Hanover Street to Connell Road Industrial Area

Development in Area 1A should deliver:

- Heights of 14.1 metres (~~up to 4 storeys~~) with setbacks along interfaces with residential streets.
- A fine grain, permeable street network through the creation of new streets, including between Wells Road and Edward Street, between Edward Street and station trail, and between Downing Street and Westminister Road.
- Setbacks of 1 metre, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres for any common boundaries with 48 to 66 Burlington Street.

Table 1 - Area 1A

Built form	Preferred requirement
Maximum building height	14.1 metres up to 4 storeys
Maximum street wall height	14.1 metres
Minimum street setback	3 metres on Burlington Street, Connell Road and Edward Street 0 metres elsewhere
Minimum upper level setback	0 metres

2.3.2 Area 1B - Burlington Street Industrial Area

Development in Area 1B should deliver:

- Heights of 21 metres (~~up to 6 storeys~~) in an area proximate to the Oakleigh Major Activity Centre, with upper levels setback from Burlington Street.

Table 2 - Area 1B

Built form	Preferred requirement
Maximum building height	21 metres up to 6 storeys
Maximum street wall height	13.5 metres
Minimum street setback	0 metres
Minimum upper level setback	5 metres above 3 storeys <u>street wall</u> to Burlington Street

2.3.3 Area 2A - Connell Road to Warner Street Industrial Area

Development in Area 2A should deliver:

- Interfaces with the railway line to have windows, balconies and communal spaces facing the trail to provide increased passive surveillance opportunities.

MONASH PLANNING SCHEME

- New street links through large blocks to increase permeability, including between Parkside Avenue and Hamilton Street, between Parkside Avenue / Railway Avenue and station trail, and between Hamilton Street and Moller Street.
- Setbacks of 1 metre, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres for any common boundaries with 68 to 78 Burlington Street.

Table 3 - Area 2A

Built form	Preferred requirement
Maximum building height	14.1 metres up to 4 storeys
Maximum street wall height	14.1 metres
Minimum street setback	3 metres on John Street, Connell Road and Railway- <u>Avenue</u> 5 metres on Edward Street 0 metres elsewhere
Minimum upper level setback	0 metres

2.3.4

Area 2B - Warner Street Industrial Area

Development in Area 2B should deliver:

- Heights of 21 metres ~~(up to 6 storeys)~~ and zero lot setback to Warner Street.
- New street links through large blocks to increase permeability, including between Warner Street and Huntingdale Road.

Table 4 - Area 2B

Built form	Preferred requirement
Maximum building height	21 metres up to 6 storeys <u>or greater to transition height to sub-precinct 2A</u>
Maximum street wall height	13.5 metres
Minimum street setback	0 metres
Minimum upper level setback	Determined by the extent of overshadowing to western footpath on Warner Street

2.3.5

Area 3B - Huntingdale Road Industrial Area

Development in Area 3B should deliver:

- Heights of 27 metres ~~(up to 8 storeys)~~, continuing the preferred building heights along the Precinct Core, and a zero lot setback to Huntingdale Road.
- Maintenance of human scale, maintaining a street wall height of 13.5 metres ~~(up to 3 storeys)~~ with upper level setbacks that maintain solar access to the streetscape.
- Vehicle access from Croft Street or the rear laneway and no vehicle crossovers on Huntingdale Road

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Table 5 - Area 3B

Built form	Preferred requirement
Maximum building height	27 metres up to 8 storeys
Maximum street wall height	13.5 metres
Minimum street setback	0 metres
Minimum upper level setback	Determined by the extent of overshadowing to eastern footpath on Huntingdale Road

2.3.6

Area 3C - Assa Abloy Site

Development in Area 3C should deliver:

- Heights of 27 metres ~~(up to 8 storeys)~~ within the core of the site, 21 metres ~~(up to 6 storeys)~~ along Huntingdale Road and 14.1 metres ~~(up to 4 storeys)~~ along residential and lower scale industrial areas.
- Maintenance of human scale, maintaining a street wall height of 13.5 metres ~~(up to 4 storeys)~~ along Huntingdale Road with upper level setbacks that maintain solar access to the streetscape.
- Create new street links through large site(s) to increase permeability, including between Hamilton Street and Huntingdale Road, between Edward Street and Moller Street and between Edward Street and Croft Street.

Table 6 - Area 3C

Built form	Preferred requirement
Maximum building height	27 metres up to 8 storeys 21 metres up to 6 storeys (on Huntingdale Road) 14.1 metres up to 4 storeys (on Edward, Hamilton and Croft Streets)
Maximum street wall height	13.5 metres
Minimum street setback	5 metres on Edward Street and Huntingdale Road (north of Ross Street) 0 metres elsewhere
Minimum upper level setback	35 metres from Edward and Hamilton Streets, and 45m from Croft Street Above street wall on Huntingdale Road (up to 21 metres --6 storeys), determined by the extent of overshadowing to eastern footpath on Huntingdale Road 35 metres from Huntingdale Road (above 21 metres --6 storeys).

2.3.7

Area 4A - Huntingdale Road to Shafton Street Industrial Area

Development in Area 4A should deliver:

- Heights up to 21 metres ~~(up to 6 storeys)~~ with a 3 metre street setback along the residential interface.

MONASH PLANNING SCHEME

- Taller built form in proximity to Huntingdale Road.
- Minimal crossovers along east west streets to allow clear and easy access through to the Precinct Core.
- Maintenance of human scale, maintaining a street wall height of 13.5 metres (~~up to 3 storeys~~) with upper-level setbacks that maintain solar access to the streetscape.

Table 7 - Area 4A

Built form	Preferred requirement
Maximum building height	21 metres up to 6 storeys
Maximum street wall height	13.5 metres
Minimum street setback	3 metres on Hargreaves Street 0 metres elsewhere
Minimum upper-level setback	Determined by the extent of overshadowing to the southern footpaths on Clifford Street, Stafford Street and Hume Street.

2.3.8

Area 4B - Shafton Street to Fenton Street Industrial Area

Development in Area 4B should deliver:

- Heights of ~~14.1 metres (up to 4 storeys)~~ 13.5 metres, 3 metre setbacks along key internal streets and 5 metre setbacks along North Road.
- Minimal crossovers along east west streets to allow clear and easy access through to the Precinct Core.

Table 8 - Area 4B

Built form	Preferred requirement
Maximum building height	14.1 metres up to 4 storeys <u>13.5 metres or greater to transition height to sub-precinct 4A</u>
Maximum street wall height	0 metres <u>13.5 metres (where there is a street wall)</u>
Minimum street setback	3 metres on Hargreaves, Fenton, Clifford, Stafford and Hume Streets (excluding side boundaries of properties fronting Shafton Street) 5 metres on North Road 0 metres elsewhere.
Minimum upper-level setback	0 metres

2.3.9

Area 5A - Fenton Street to Franklyn Street Industrial Area

Development in Area 5A should deliver:

- Heights of 13.5 metres (~~up to 3 storeys~~) and generous setbacks along all street interfaces.
- A new through-site link between Franklyn Street and Fenton Street (approximately parallel with Stafford Street) - connecting to main cycling link at Fenton Street.

MONASH PLANNING SCHEME

Table 9 - Area 5A

Built form	Preferred requirement
Maximum building height	13.5 metres up to 3 storeys
Maximum street wall height	N/A
Minimum street setback	3 metres on Fenton Street 5 metres on North Road and Franklyn Street
Minimum upper level setback	0 metres

2.3.10

Area 6A - North Road to Carinish Road Industrial Area

Development in Area 6A should deliver:

- Heights of 13.5 metres ~~(up to 3 storeys)~~, 5 metres setbacks to North Road and 3 metre setbacks to most internal streets.-
- Setbacks of 1 metre, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres for any common boundaries with 40 & 42 Fenton Street and 50 to 74 Beauford Street.

Table 10 - Area 6A

Built form	Preferred requirement
Maximum building height	13.5 metres up to 3 storeys
Maximum street wall height	0 metres
Minimum street setback	5 metres on North Road 0 metres on Milgate Street and 9-11 & 10-14 Fulton Street; 3 metres elsewhere.
Minimum upper level setback	0 metres

2.3.11

Area 7A - Rail Corridor to Valley Street Industrial Area

Development in Area 7A should deliver:

- Heights of ~~13.5 to 14.1 metres (up to 4 storeys)~~ 14.1 metres across the Sub Precinct, with taller forms focused along the railway corridor, and central to the precinct.
- Development that specifically addresses the likelihood of flood events through principles of integrated water management reducing on-site damage and any impact on downstream land
- Minimal visual and physical dominance of vehicles, car parking surfaces and service areas.
- New street links through large blocks to increase permeability, including between Foran Grove and station trail; between Station trail and Valley Street; between Coora Avenue and Natalia Avenue; between Natalia Avenue and Valley Street; between Huntingdale Road and Coora Road and between Stradbroke Street and Valley Street.
- Setbacks of 1 metre, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres for any common boundaries with 350 Huntingdale Road, 10 & 17 Stradbroke Street and 9 Coora Road.

MONASH PLANNING SCHEME

Table 11 - Area 7A

Built form	Preferred requirement
Maximum building height	14.1 metres up to 4 storeys 13.5 metres up to 3 storeys (within 25m of the residential area, 20m from Valley Street, 35m from Huntingdale Road and at 17-27 Valley Street)
Maximum street wall height	N/A
Minimum street setback	7 metres on Valley Street and Huntingdale Road 5 metres on Coora Road 3 metres elsewhere
Minimum upper level setback	0 metres

2.4

Overshadowing of key streetscape

Table 12 - Key streetscapes

Key streetscapes
Carinish Road
Coora Street
Edward Street
Fenton Street
Hargreaves Street
Huntingdale Road
Milgate Street
Parkside Avenue
Railway Avenue
Westminster Street

3.0

Subdivision

---/---/---
Proposed C173mona

None specified.

4.0

Signs

---/---/---
Proposed C173mona

None specified.

5.0

Application requirements

---/---/---
Proposed C173mona

The following application requirements apply to an application for a permit under Clause 43.02, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

MONASH PLANNING SCHEME

- Where street setbacks are required, plans showing landscaping works, including canopy tree species and mature height, other vegetation (including ground cover) and permeable surfaces.
- Where the development exceeds 13.5m, overshadowing diagrams showing the extent of shadow to footpaths and other public areas at the equinox.

6.0

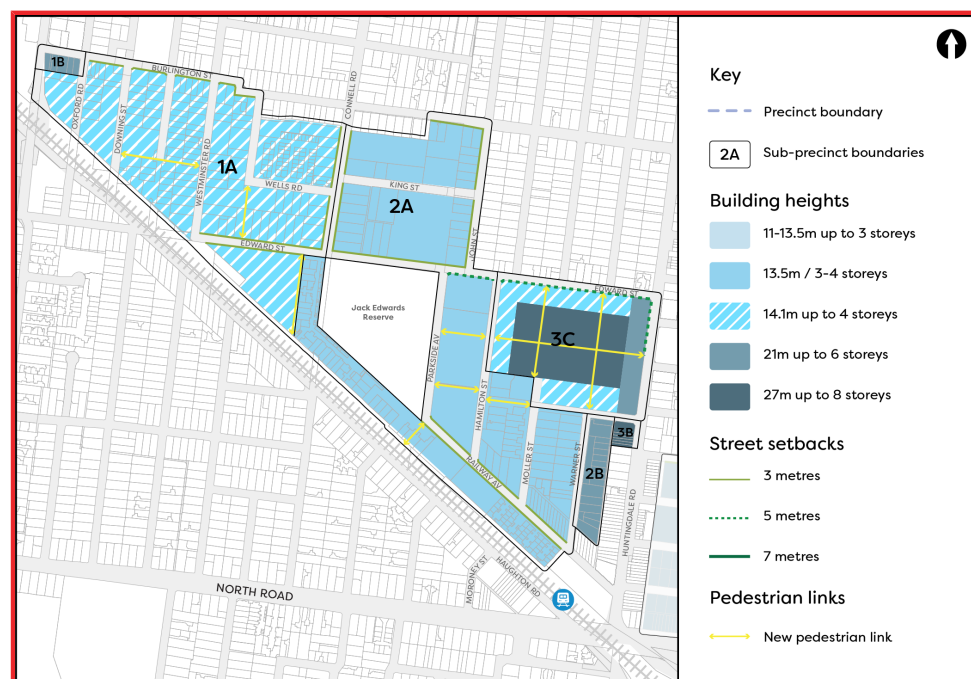
Proposed C173mona

Decision guidelines

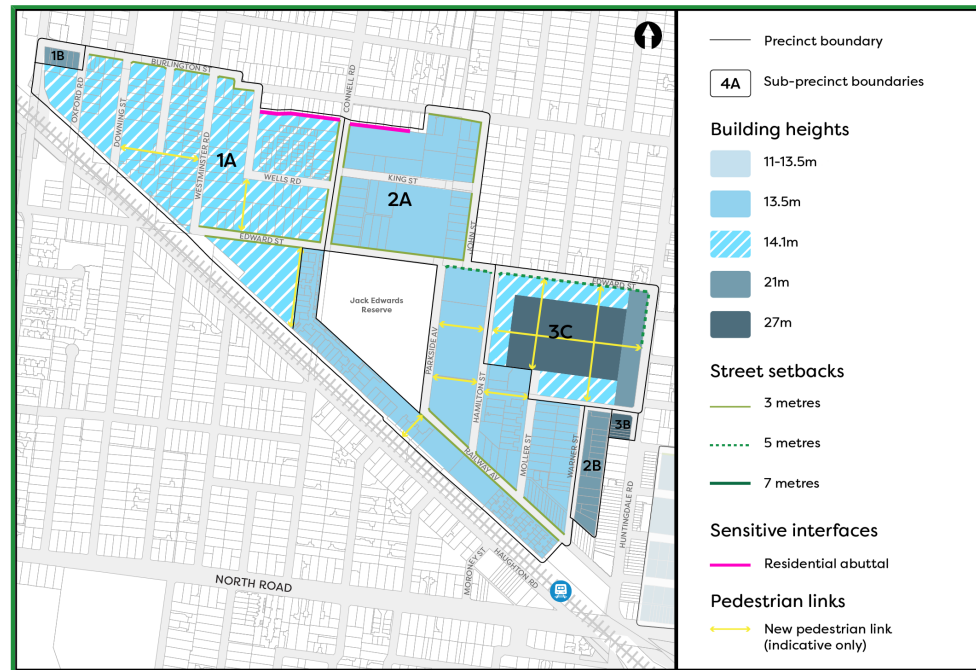
The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the building and works requirements set out in Section 2.0 to this schedule are met.
- Whether the built form and building height results in unreasonable overshadowing.

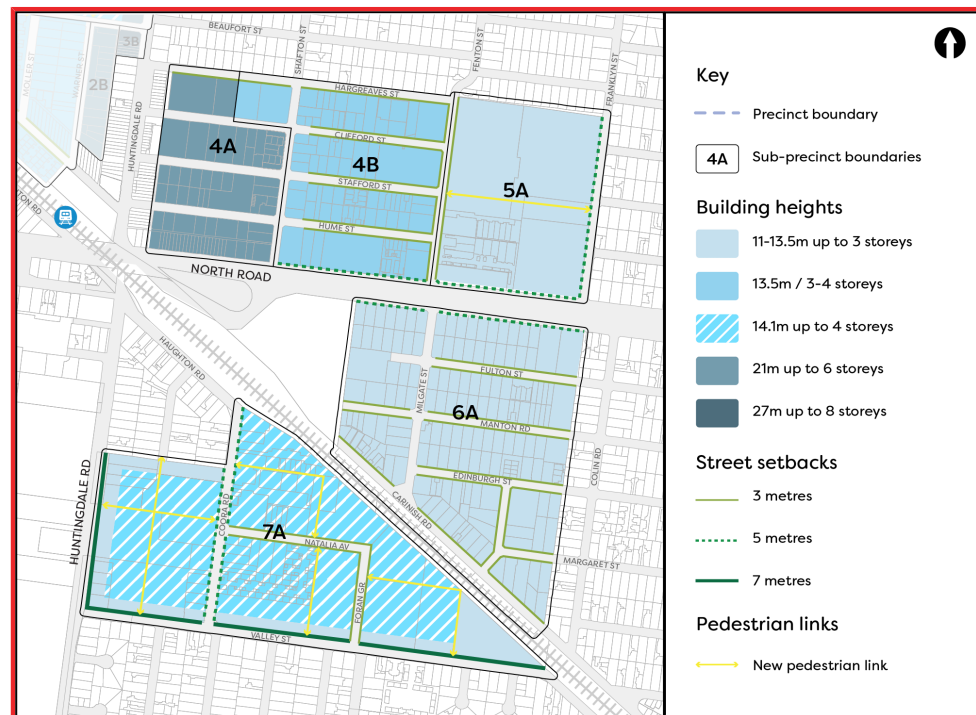
Map 1 - Precincts 1A to 3C



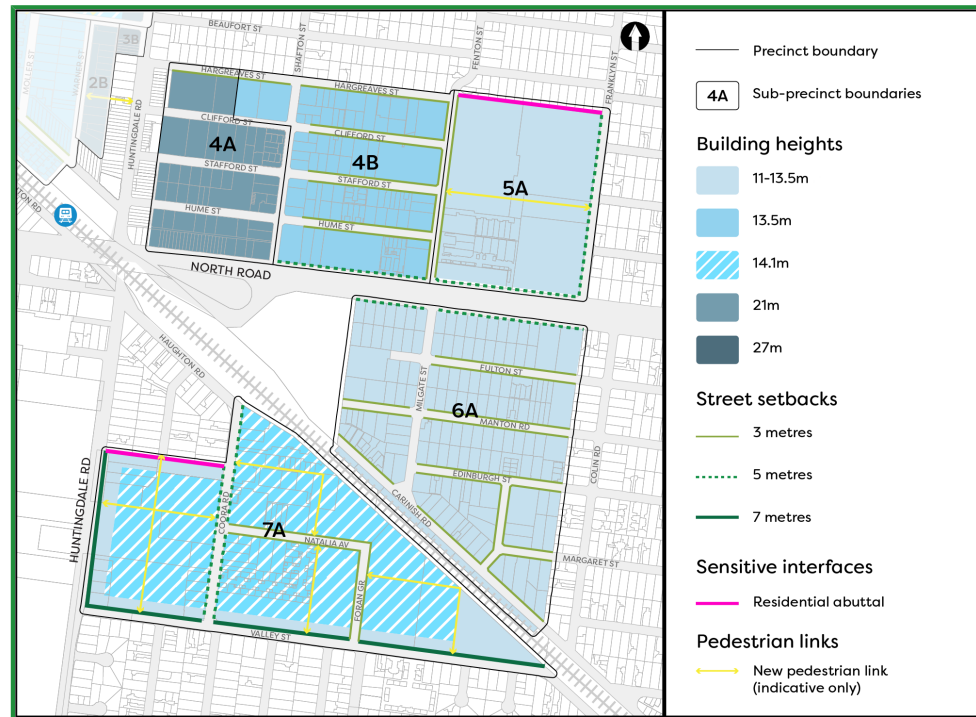
MONASH PLANNING SCHEME



Map 2 - Precincts 4A to 7A



MONASH PLANNING SCHEME



MONASH PLANNING SCHEME

14/04/2022
C152mona**SCHEDULE TO CLAUSE 52.28 GAMING****1.0**23/05/2024
C166mona**Objectives**

To minimise harm from gaming and the incidence of problem gambling.

To discourage the location of gaming machines in, and proximate to, disadvantaged areas and vulnerable communities.

To minimise opportunities for convenience gaming and the incidence of problem gambling.

To protect the amenity of existing uses surrounding venues containing gaming machines.

2.014/04/2022
C152mona**Prohibition of a gaming machine in a shopping complex**

Installation or use of a gaming machine as specified in Clause 52.28-4 is prohibited on land described in Table 1 below.

Table 1

Name of shopping complex and locality	Land description
The Glen, Glen Waverley	203 and 235 Springvale Rd, Glen Waverley, on the southwest corner of Springvale Rd and High St, Glen Waverley
Oakleigh Central Plaza, Oakleigh	Land bounded by Hanover St, Portman St, and the railway line, Oakleigh
Brandon Park Shopping Centre, Wheelers Hill	602-620 Ferntree Gully Rd, Wheelers Hill, being land bounded by Ferntree Gully Rd, Springvale Rd, Magid Avenue and Brandon Park Drive, Wheelers Hill
Wheelers Hill Shopping Centre, Wheelers Hill	190-208 Jells Rd, Wheelers Hill
Waverley Gardens Shopping Centre, Mulgrave	275-375 Police Rd, Mulgrave, being land bounded by Police Rd, the South Eastern Freeway, and Hansworth St, Mulgrave

3.0---/---/---
Proposed C173mona**Prohibition of a gaming machine in a strip shopping centre**

A gaming machine as specified in Clause 52.28-5 is prohibited in a strip shopping centre specified in Table 2 below.

Table 2

Name of strip shopping centre and locality	Land description
Andrew Street Shopping Centre, Mt Waverley	2-20 (even numbers) Andrew St
Anthony Drive Shopping Centre, Mt Waverley	19-25 (odd numbers) Anthony Drive
Atkinson Street Shopping Centre, Chadstone	41-51 (odd numbers) Atkinson Street
Barlyn Road Shopping Centre, Mt Waverley	1-913 (odd numbers) Barlyn Rd
Batesford Road Shopping Centre, Chadstone	37-53 (odd numbers) Batesford Rd
Bellerive Avenue Shopping Centre, Mt Waverley	14-22 (even numbers) Bellerive Ave
Berkeley Street Shopping Centre, Clayton North Huntingdale	62-72 (even numbers) Berkeley St

MONASH PLANNING SCHEME

Name of strip shopping centre and locality	Land description
Bernard Street Shopping Centre, Mt Waverley	1-11 (odd numbers) Bernard St
Berrima Street Shopping Centre, Clayton North Oakleigh East	9-23 (odd numbers) Berrima St
Blackburn Road Tally Ho Shopping Centre, Mt Waverley	47-69 (odd numbers) Blackburn Rd
Brandon Park Drive Lum Road Shopping Centre, Wheelers Hill	192-212 (even numbers) Brandon Park Drive; 6 Ondine Drive 6 Ondine Drive
Centre Road Shopping Centre, Clayton	1459A, 1459-1485 (odd numbers) Centre Rd
Clayton Road Shopping Centre, Clayton	162-176 (even numbers) Clayton Rd
Clayton Shopping Major Activity Centre, Clayton	299-409 (odd numbers) and 270-368 (even numbers) Clayton Rd; 99-151 (odd numbers) Carinish Rd; 1389 Centre Rd; 2-6 (even numbers) Cooke St; 16 Dunstan St; 384 Haughton Rd 99-151 (odd numbers) Carinish Rd 1389 -1395 Centre Rd 2-18 (even numbers) Cooke St 16 Dunstan St 384-388 Haughton Rd
Cleveland Road Shopping Centre, Ashwood	1-19 (odd numbers) Cleveland Rd; 2-22 (even numbers) Mavron St; 128 High Street Rd; 8 Yooralla St 2-22 (even numbers) Mavron St 128-134 High Street Rd 4-8 Yooralla St
Clunies Ross Crescent Shopping Centre, Mulgrave	39-43 (odd numbers) Clunies Ross Cr
Dickson Street Shopping Centre, Mt Waverley	23-31 (odd numbers) Dickson St
Dunoon Court Shopping Centre, Mulgrave	1-9 (odd numbers) Dunoon Ct 1-3 Dunoon St
Essex Road Heights Shopping Centre, Mt Waverley	3-13 (odd numbers) Essex Rd
Essex Road Shopping Centre, Mt Waverley	54-66 (even numbers) Essex Rd
Ferntree Gully Road Shopping Centre, Clayton North Notting Hill	402-414 (even numbers) Ferntree Gully Rd
Glen Waverley North Shopping Centre, Glen Waverley	676-710 (even numbers) High Street Rd
Glen Waverley South Shopping Centre, Glen Waverley	363-383 (odd numbers) Springvale Rd

MONASH PLANNING SCHEME

Name of strip shopping centre and locality	Land description
Glen Waverley Shopping <u>Major Activity</u> Centre, Glen Waverley	Land bounded by Springvale Rd, O'Sullivan Rd and Kingsway (except for 285-291 (odd numbers) Springvale Rd); 39-59 (odd numbers) Kingsway; land bounded by Kingsway, Bogong Ave, Myrtle St and Coleman Pde (except for 163 Coleman Pde); land bounded by Railway Pde North, Kingsway, O'Sullivan Rd and Euneva Ave; 12-22 (even numbers) and 9-13 (odd numbers) Railway Pde North; and 22-32 (even numbers) O'Sullivan Rd <u>39-59 (odd numbers) Kingsway</u> <u>Land bounded by Kingsway, Bogong Ave, Myrtle St and Coleman Pde (except for 163 Coleman Pde)</u> <u>Land bounded by Railway Pde North, Kingsway, O'Sullivan Rd and Euneva Ave</u> <u>12-22 (even numbers) and 9-13 (odd numbers) Railway Pde North</u> <u>22-32 (even numbers) O'Sullivan Rd</u>
Glenwood Avenue Shopping Centre, Glen Waverley	1-11 (odd numbers) Glenwood Ave
Hampshire Road Shopping Centre, Glen Waverley	1-19B (odd numbers) Hampshire Rd; 49-51 (odd numbers) Norfolk St <u>51 Norfolk St</u>
High <u>Raymond</u> Street Road Shopping Centre, Ashwood	207-219 (odd numbers) High Street Rd
High Street Road <u>Mount Waverly North</u> Shopping Centre, Mt Waverley	491-513 (odd numbers) High St Rd
Hughesdale Shopping <u>Neighbourhood Activity</u> Centre, Oakleigh	<u>40-118 (even numbers) Poath Rd</u> <u>1-21 (odd numbers) Willesden Rd</u> 40-118 (even numbers) Poath Rd; 1-21 (odd numbers) Willesden Rd; part <u>Part</u> of 3 Arthur St (in northeast corner of site)
Huntingdale Precinct, Oakleigh and Huntingdale	240-248 (even numbers), 248A, 276, 276A-328 (even numbers); and 265-323 (odd numbers) Huntingdale Rd; 1277-1283 North Rd; western part of 1- Stafford St; 31-47 Railway Avenue; 1259-1269 (odd numbers) North Rd; 144-180 Haughton Road
Jordanville Shopping Centre, Ashwood	265- 275 <u>277</u> (odd numbers) Huntingdale Rd
Jordanville South Shopping Centre, Mt Waverley	<u>414-432 (even numbers) Huntingdale Rd</u> 414-430 (even numbers) Huntingdale Rd; 171-173 (odd numbers) Waverley Rd
Kangaroo Road Shopping Centre, Oakleigh <u>Hughesdale</u>	113-127 (odd numbers); 162 and 164 Kangaroo Rd
Kerrie Road Shopping Centre, Glen Waverley	2-24 (even numbers) Kerrie Rd

MONASH PLANNING SCHEME

Name of strip shopping centre and locality	Land description
Lawson Street Shopping Centre, Clayton <u>North Oakleigh East</u>	2-18 (even numbers) Lawson St
Leicester Avenue Shopping Centre, Mt Waverley	1- 49 <u>17</u> (odd numbers) Leicester Ave
Mackie Road Shopping Centre, Mulgrave	71-81 (odd numbers) Mackie Rd
Macrina Street Shopping Centre, Oakleigh East	2-4C (even numbers) Macrina St
Martin Place Shopping Centre, Glen Waverley	29-43 (odd numbers) Martin Place
McLochlan Street Shopping Centre, Mt Waverley	13-27 (odd numbers) McLochlan St
<u>Montgomery Avenue Shopping Centre, Mt Waverley</u>	<u>2-6 (even numbers) Montgomery Ave</u>
Morton Street Shopping Centre, Clayton	41- 57 <u>53</u> (odd numbers) Morton St
Mt Waverley Shopping <u>Major Activity</u> Centre, Mt Waverley	<p><u>47-63 (odd numbers) Wadham Parade</u></p> <p>47-63 (odd numbers) Wadham Parade; 1-79 (odd numbers) and 2-30 (even numbers) Hamilton Place; 1-11 (odd numbers) Hamilton Walk; eastern part of 64 Virginia St; 258-322 (even numbers); part 275 (southeast corner of the northern intersection of Stephenson's Rd and Hamilton Place); 303-341 (odd numbers) and 318 Stephenson's Rd; 4-12 (even numbers) The Highway</p> <p><u>1-11 (odd numbers) Hamilton Walk</u></p> <p><u>47-61 (odd numbers) and 64-74 (even numbers) Virginia St</u></p> <p><u>256-322 (even numbers), 275-283, 303-343 (odd numbers) Stephenson's Rd</u></p> <p><u>4-12 (even numbers) The Highway</u></p>
Mount Waverley North <u>Marianne Way</u> Shopping Centre, Mt Waverley	47- 63 <u>73</u> (odd numbers) Marianne Way
Oakleigh Shopping <u>Major Activity</u> Centre, Oakleigh	<p>Land bounded by Atherton Rd, Oxford St, Burlington St, Hanover St, the railway and Warrigal Rd; 7-103 (odd numbers) and 76-102A (even numbers) Atherton Rd; 39 Clyde St; 118 and 133 Atkinson St; 2-6 (even numbers) and 1-3 (odd numbers) Palmerston Grove; 112-156 (even numbers) and 35 Drummond St; 33-41 (odd numbers); 45-99 (odd numbers) Warrigal Rd; 18-20 (even numbers) Swindon Rd; 109A-111 (odd numbers) and 84 Carlisle Crescent; 2-30A (even numbers) Haughton Rd; 2-14 (even numbers) Johnson St; 1 and 14 Mill Rd; 19-21 (odd numbers) Mora Ave; 2-10 (even numbers) Regent St; 1-5 (odd numbers) Westminster St</p> <p><u>7-103 (odd numbers) and 76-102A (even numbers) Atherton Rd</u></p>

MONASH PLANNING SCHEME

Name of strip shopping centre and locality	Land description
	<u>39 Clyde St</u> <u>118 and 133 Atkinson St</u> <u>2-6 (even numbers) and 1-3 (odd numbers)</u> <u>Palmerston Grove</u> <u>112-156 (even numbers) and 35 Drummond St</u> <u>33-41 (odd numbers), 45-99 (odd numbers) Warrigal Rd</u> <u>18-20 (even numbers) Swindon Rd</u> <u>109A-111 (odd numbers) and 84 Carlisle Crescent</u> <u>2-30A (even numbers) Haughton Rd</u> <u>2-14 (even numbers) Johnson St</u> <u>1 and 14 Mill Rd</u> <u>19-21 (odd numbers) Mora Ave</u> <u>2-10 (even numbers) Regent St</u> <u>1-5 (odd numbers) Westminster St</u>
Oakleigh East Shopping Centre, Oakleigh East	186-202 (even numbers) Huntingdale Rd; 1 State St <u>1 State St</u>
Pinewood Shopping <u>Neighbourhood Activity</u> Centre, Glen Waverley	<u>407-443 (odd numbers) Blackburn Rd</u> 407-443 (odd numbers) Blackburn Rd ; 1-69 (odd numbers) and 2-48 (even numbers) Centreway
Princes Highway <u>Clayton North</u> Shopping Centre, Clayton North	1895-1919 (odd numbers) Princes Hwy <u>Dandenong Road</u>
Scotsburn Avenue Shopping Centre, Clayton	36-42 (even numbers) Scotsburn Ave
Springvale Road <u>Gateway</u> Shopping Centre, Mulgrave	887-909 (odd numbers) Springvale Rd; 2297-2305 (odd numbers) Princes Hwy
Stanley Avenue Shopping Centre, Mt Waverley	47-63 (odd numbers) Stanley Ave
Sunhill Road Shopping Centre, Mt Waverley	27-41 (odd numbers) Sunhill Rd
Syndal Shopping <u>Neighbourhood Activity</u> Centre, Syndal	<u>613-641 (odd numbers) and 586-588 (even numbers) High Street Rd</u> 613-641 (odd numbers) High Street Rd ; 187-197 (odd numbers), 200 <u>202</u> -274 (even numbers), 243 <u>203</u> -217 (odd numbers), 241 and 243 (both excluding western part), 251-277 (odd numbers) and 233 Blackburn Rd; 1-29 (odd numbers) Coleman Pde <u>1-33 (odd numbers) Coleman Pde</u>
Thompson Street Shopping Centre, Glen Waverley	22-30 (even numbers) Thompson St
Vannam Drive Shopping Centre, Ashwood	35-45 (odd numbers) Vannam Drive

MONASH PLANNING SCHEME

Name of strip shopping centre and locality	Land description
Viewpoint Avenue Shopping Centre, Glen Waverley	39-49 (odd numbers) Viewpoint Ave
Wanda Street Shopping Centre, Mulgrave	36-50 (even numbers) Wanda St and land at rear of those properties
Warrigal Road Ashwood Shopping Centre, Ashwood;	475- 549 557 (odd numbers) Warrigal Rd; 32-High Street Rd
Warrigal Road Shopping Centre, Chadstone	617-653 (odd numbers) Warrigal Rd; land at the rear of 617-621 (odd numbers) Warrigal Rd
Warrigal Road Shopping Holmesglen Neighbourhood Activity Centre, Chadstone	617-653 and 715-723 (odd numbers) Warrigal Rd; 2 Waverley Rd 70 Batesford Road; 19-25 Collins Street; 2 Waverley Road
Warrigal Road Schoolhall Street Shopping Centre, Oakleigh	140-148 (even numbers) Warrigal Rd
Warrigal North Road Shopping Centre, Oakleigh	495-227 207-211 (odd numbers) and 170-206 (even numbers) Warrigal Rd; 1127, 1129 and 1142-1164 (even numbers) North Rd; land at the rear of 206 Warrigal Rd 1129 and 1142-1164 (even numbers) North Rd Land at the rear of 206 Warrigal Rd
Mount Waverley Road South Shopping Centre, Mt Waverley	335-361 (odd numbers) Waverley Rd
Westerfield Drive Shopping Centre, Clayton North	39- 47 49 (odd numbers) Westerfield Drive
Willow Avenue Shopping Centre, Glen Waverley	28-48 (even numbers) Willow Ave
Windsor Avenue Shopping Centre, Mt Waverley	1-13A (odd numbers) Windsor Ave
Yertchuk Avenue Shopping Centre, Ashwood	1-19 (odd numbers) and 2-22 (even numbers) Yertchuk Ave
Dominion Avenue Shopping Centre, Glen Waverley	867-869 (odd numbers) Waverley Road
Hansworth Street Shopping Centre, Mulgrave	114-122 (even numbers) Hansworth Street

4.0

23/05/2024
C166mona

Locations for gaming machines

Gaming venues and machines should be located:

- Outside of areas where socio-economic disadvantage of the local community and catchment area in a 2.5km radius of the venue location is high, as defined by the SEIFA index of Relative Disadvantage.
- In areas where the community has a choice of non-gaming entertainment and recreation activities and established social infrastructure, some of which operate during the times that the proposed gaming machines will operate in the local area.

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- Where the gaming machine density of the locality and its catchment is equal to or below the overall municipal average.
- In buildings that do not have dwellings
- More than 400 metres walking distance from:
 - Locations with, or concentrations of, support/referral services and welfare agencies servicing vulnerable communities.
 - Social (public and community) housing developments with 50 or more dwellings or where a cluster of social housing exceeds 50 dwellings.
- On sites that:
 - Minimise the likelihood of people passing the venue in the course of their usual business or every day activities.
 - Are near activity centres that serves more than a local catchment, or at a sports or recreation club with a land holding of more than 2 hectares.
 - Are at the periphery of the activity centres, outside of the main transport, shopping, community and civic functions of the centre, where the machines are located near activity centres.

5.0

23/05/2024
C166mona

Venues for gaming machines

Gaming machines should be located in venues that:

- Promote non-gaming activities that increase net community benefit.
- Offer a range of social, entertainment or recreational opportunities other than gaming as the primary purpose of the venue.
- Promote responsible gaming practices.
- Do not have gaming floor area of more than 25 per cent of the total floor area of the venue.
- Do not have extended opening hours that open before 9:00am and/or remain open after 1:00am.
- Do not have significant adverse amenity impacts on the adjoining land uses as a result of operating hours, traffic, noise, car parking, safety and security .

6.0

23/05/2024
C166mona

Application requirements

The following application requirements apply to an application for a permit under Clause 52.28, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- Details about the existing and proposed distribution and density of gaming machines in the municipality and its neighbourhoods.
- Details of the design and layout of the premises including all proposed signage and evidence of compliance with the relevant gaming regulations for premises layout and design.
- A venue management plan identifying strategies to manage patron behaviour and minimise problem gambling in relation to the design and management of the venue, including the applicant's responsible gaming practices.
- If an application includes a reduction in the number of car parking spaces required in Clause 52.06, a Traffic Impact Assessment and Parking Report that assesses the existing traffic demand and parking provision and the need for improved traffic and pedestrian amenity, including any additional car parking based on the number of gaming machines proposed and likely additional venue patron numbers generated by this use.

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- Characteristics of the local area including the location of and walking distance to shopping complexes and strip shopping centres, community facilities, welfare services, early childhood centres, schools, health services, social housing, counselling services and public transport.
- Details of existing and proposed gambling and non-gambling related entertainment and recreation facilities and activities at the venue and within 2.5km of the venue.
- Pedestrian counts outside the venue on different days and at a variety of times.
- An assessment of the social and economic benefits and disadvantages of the proposed gaming machines and its overall net community impact, including:
 - An analysis of the venue's projected patron catchment and its socio-economic profile with justification and details of the projected catchment area.
 - Where it is proposed to move gaming machines from one part of the municipality to another, details of the relative social and economic differences between the two areas and an explanation of why the gaming machines are being transferred.
 - The relative socio-economic disadvantage of the local suburb or neighbourhood and the broader catchment of the venue in comparison with the Melbourne and Victorian average in the SEIFA index of Relative Disadvantage.
- Details of existing gaming expenditure at the venue over a 3 year period prior to the application (if relevant) and a one year forecast of the anticipated gaming expenditure at the venue if the proposal was to be approved.
- If gaming machines are to be relocated from other venues, and as a result gaming expenditure is likely to be transferred from other venues:
 - Particulars as to how the level of transfer has been calculated (including, but not limited to, a comparison of per machine expenditure at the venue prior to and after the additional machines, current usage levels of machines at the venue, projected usage level of machines at the venue after the additional machines).
 - The amount of transfer expenditure anticipated.
 - The resulting impact on revenue of the venue from where the expenditure is transferred.
 - The resulting impact on the venue from where the expenditure is transferred (such as loss of employment, loss of complementary expenditures, loss of customers, impact on ability to provide services etc).
- Details of the nature and extent of community benefits expected from the proposal and how the benefits are to be secured and distributed to the local community.
- Measures to mitigate any negative social, economic or net community impacts.
- Permission for Council to survey patrons exiting the venue at any time after application is submitted.
- An academically rigorous representative social impact survey from residents and businesses within a 2.5km radius of the venue that:
 - Measures current and anticipated levels of community satisfaction (ie. happiness, contentment, wellbeing) from living in the local area.
 - Has regard to the application with information on anticipated losses to players per year included in the preamble.

MONASH PLANNING SCHEME

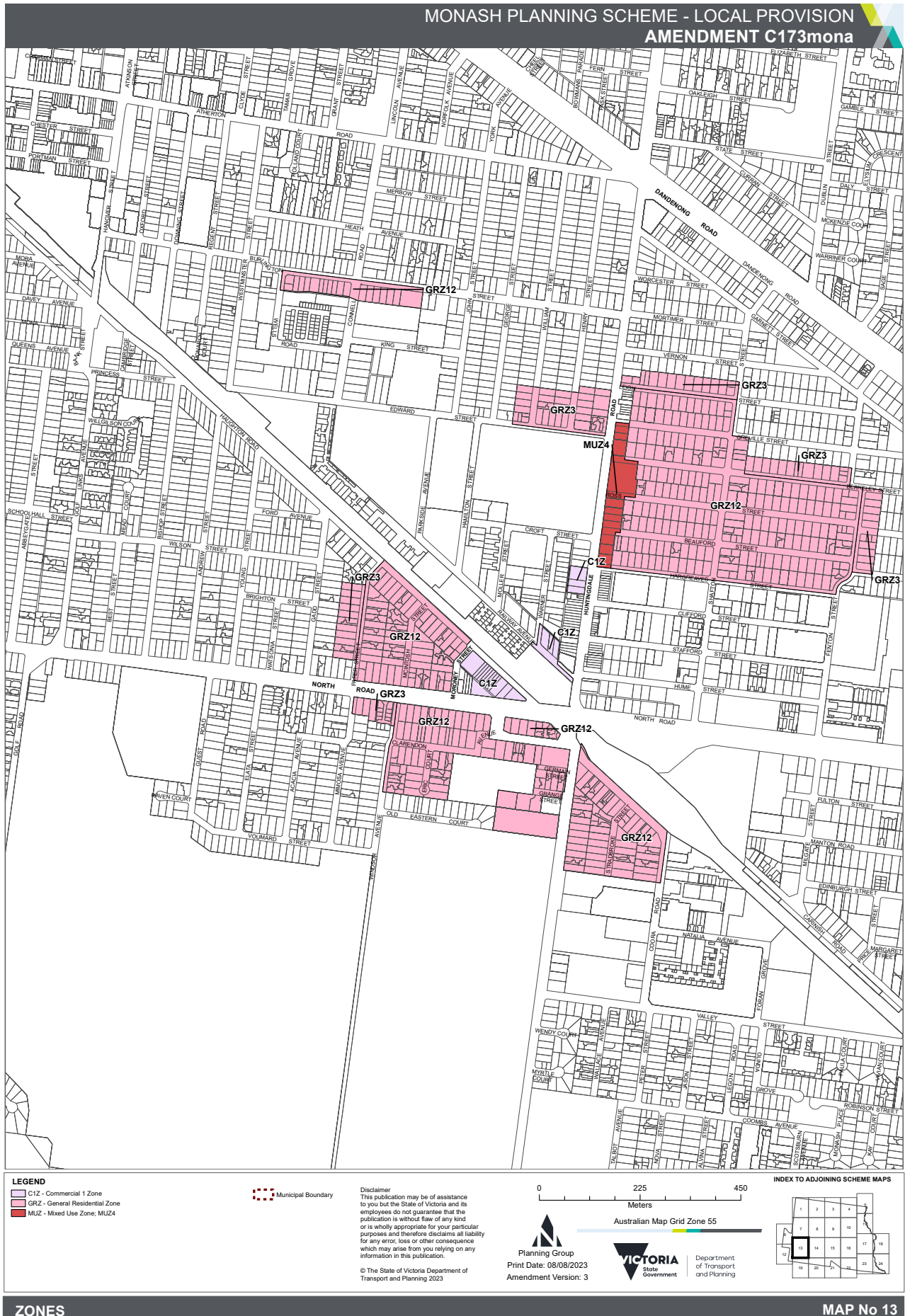
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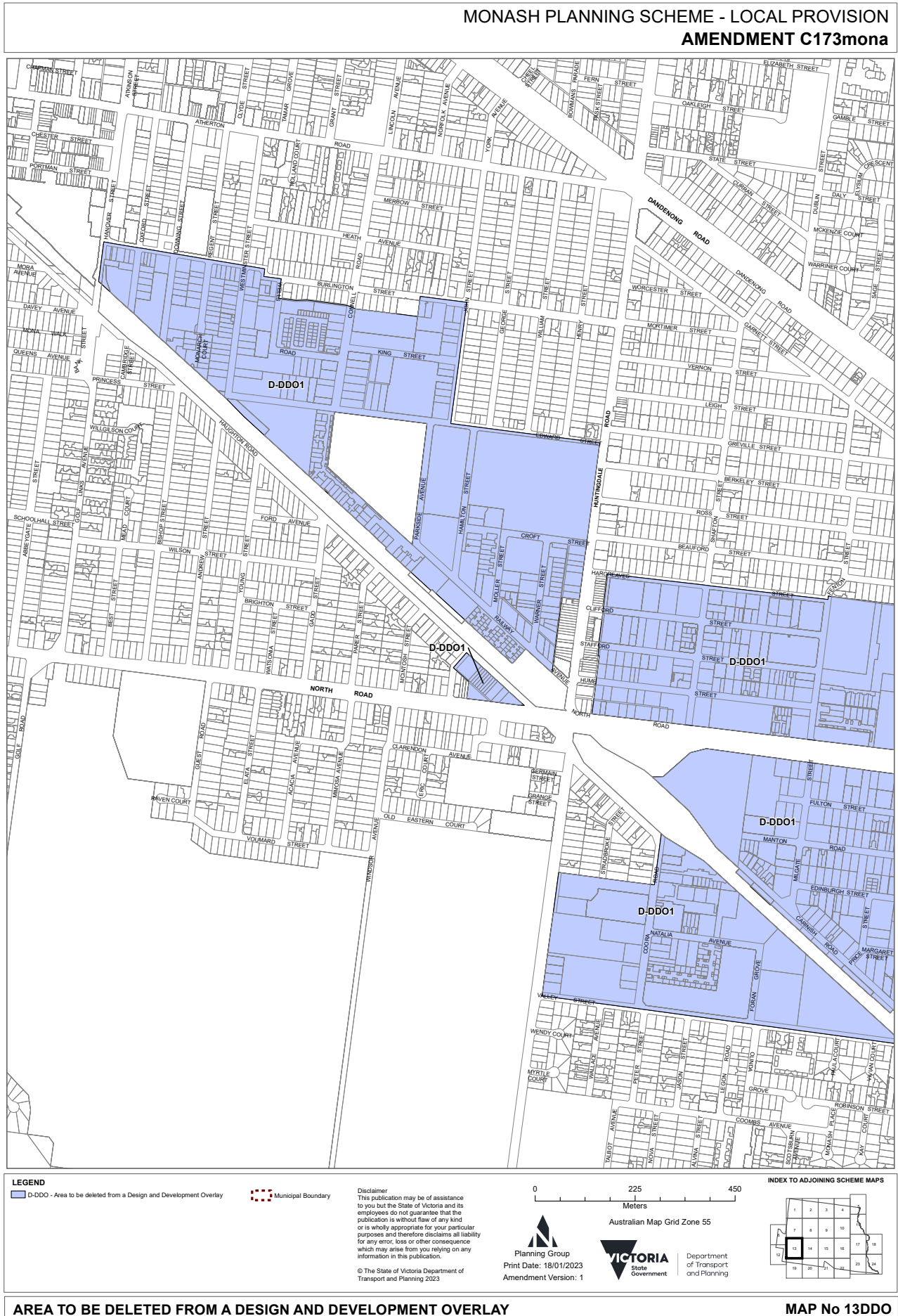
23/05/2024
C166mona

Decision guidelines

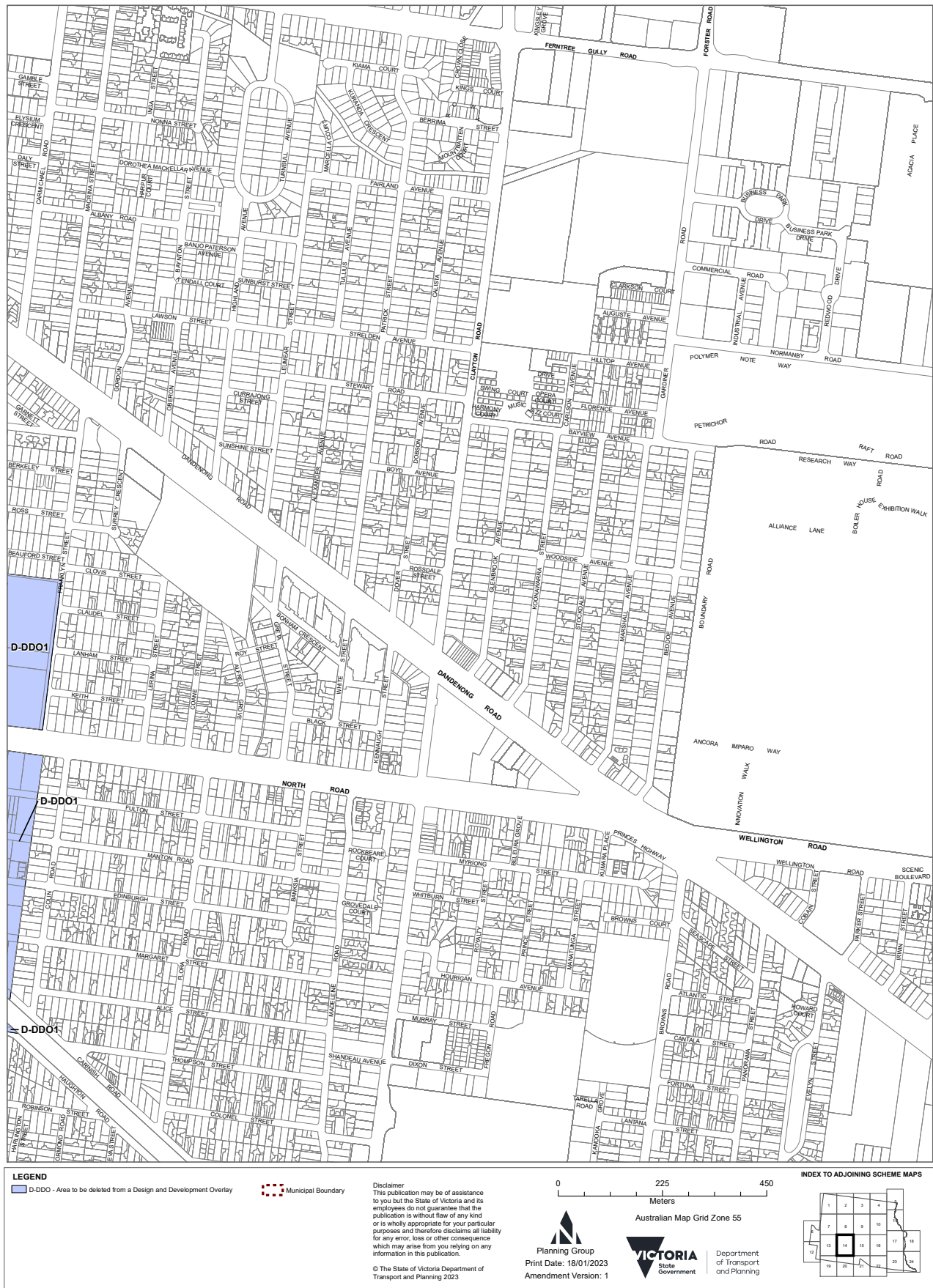
The following decision guidelines apply to an application for a permit under Clause 52.28, in addition to those specified in Clause 52.28 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- Whether the proposal will cause a redistribution of gaming machines away from vulnerable communities and areas of relatively high socio-economic disadvantage.
- The net community benefit to be derived from the application.
- Whether the location of the gaming machines or gaming premises will facilitate or discourage convenience gaming.
- Whether the venue is accessible by a variety of transport modes.
- Whether residents will have a choice between entertainment and recreation venues with and without gambling in the local area, as well as established social infrastructure.
- Whether the application is likely to minimise harm from gaming and avoid a detrimental net social and economic impact upon the local community.
- Whether approval is likely to increase the socio-economic disadvantage of the local community or have other adverse impacts on vulnerable communities.
- Whether the proposed use or development will have an impact upon the amenity of the area and surrounding uses as a result of traffic and parking, crowd or patron related noise, hours of operation, and/or an increase in the intensity of the use due to an increase in patron numbers.



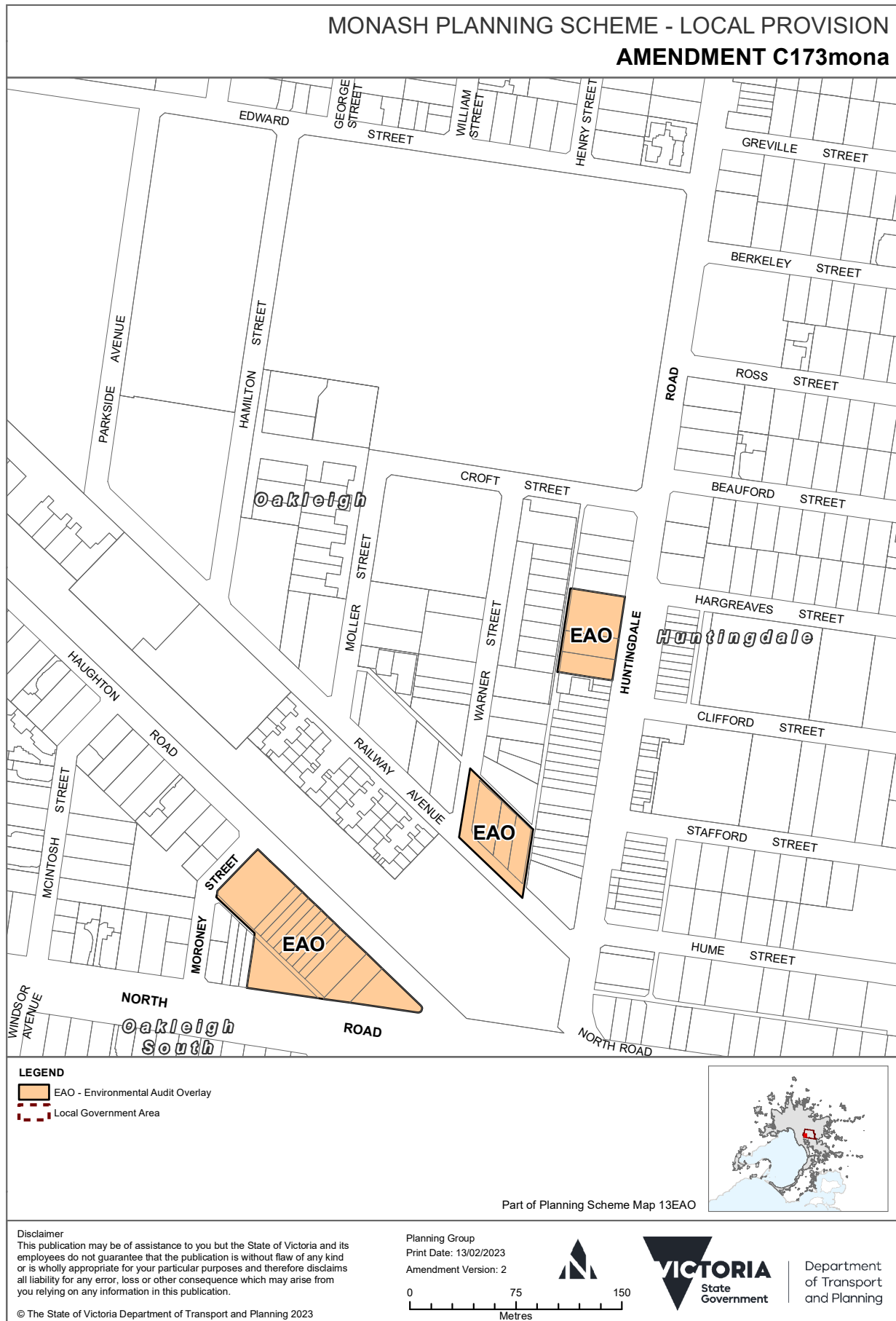


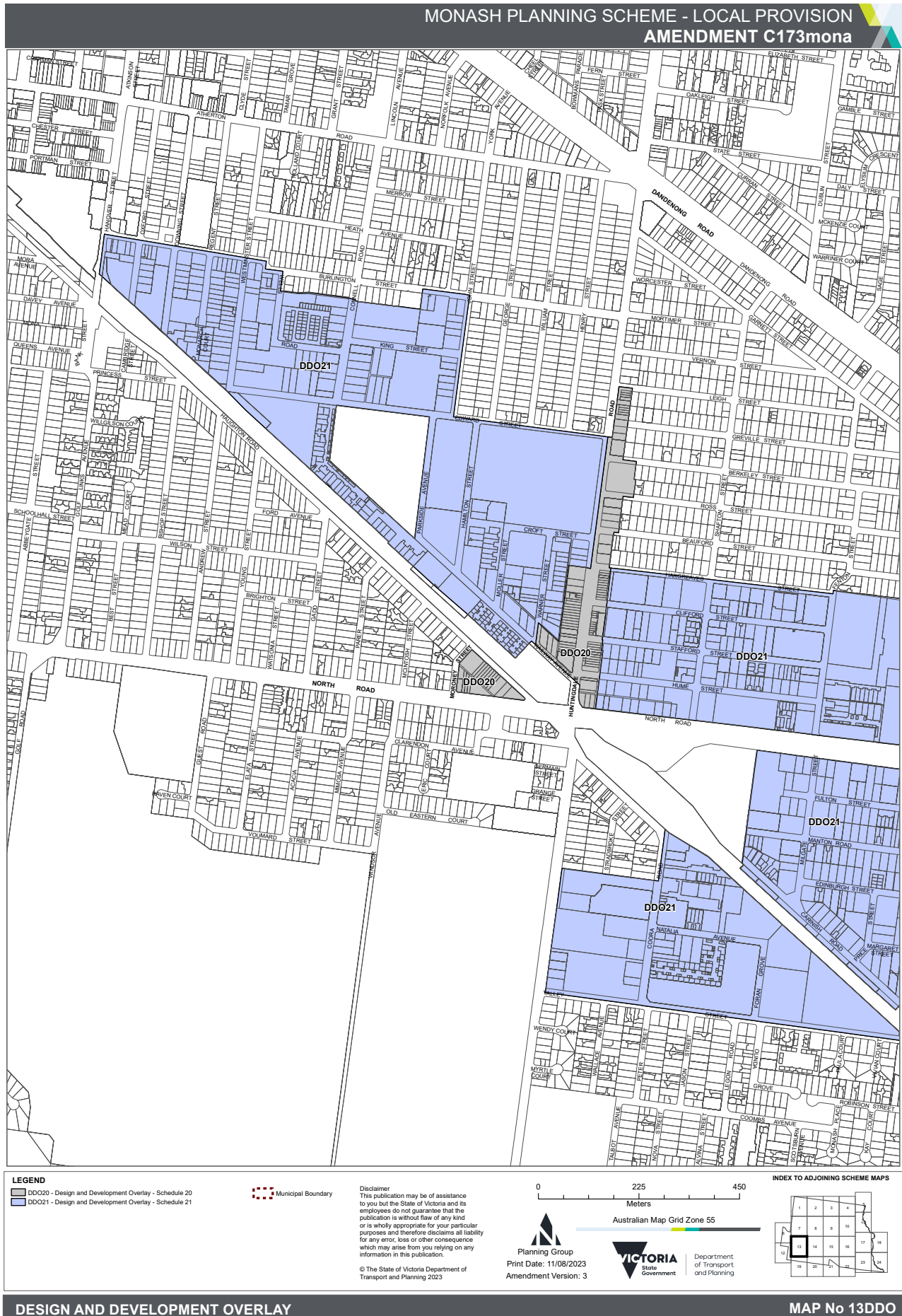
MONASH PLANNING SCHEME - LOCAL PROVISION AMENDMENT C173mona



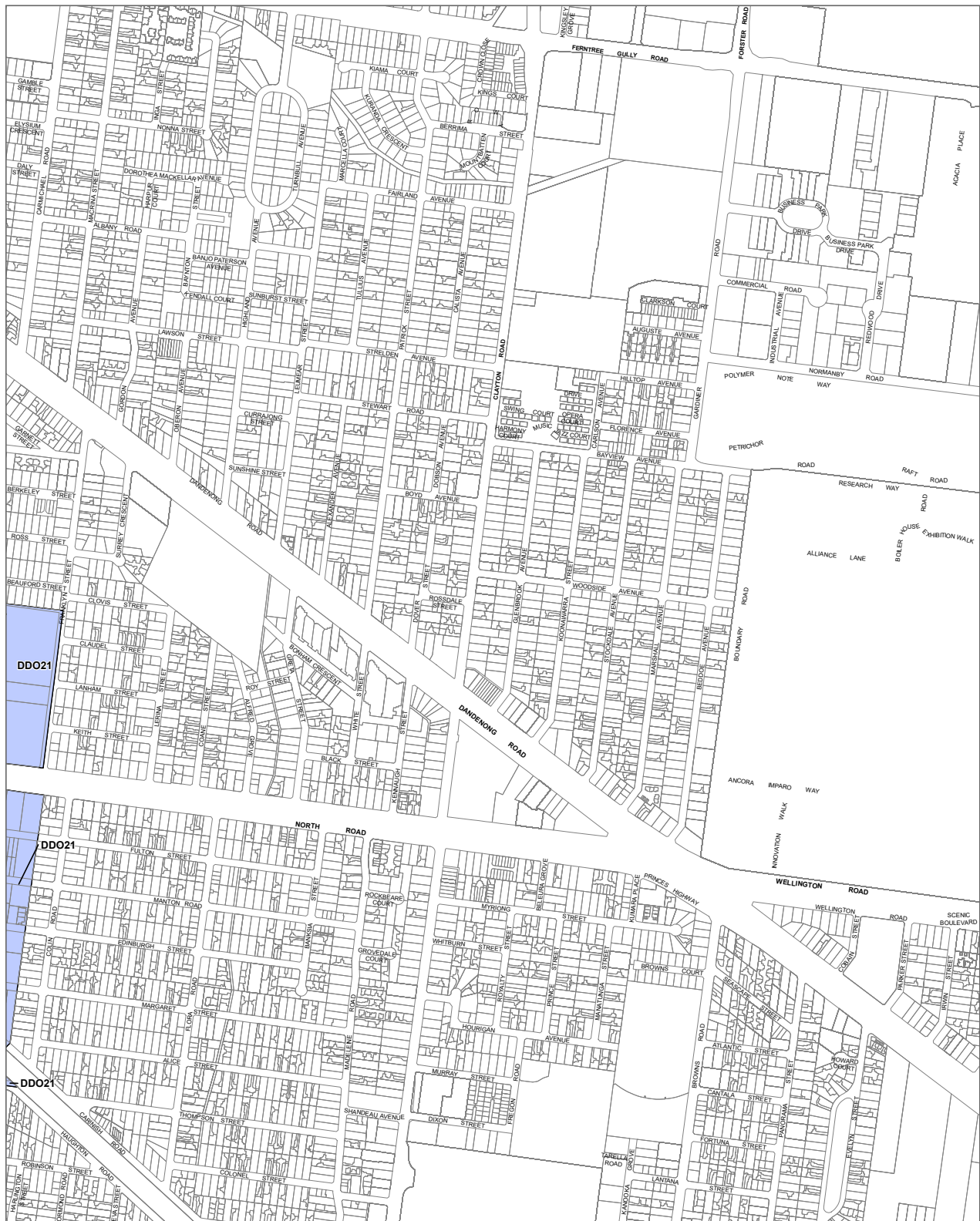
AREA TO BE DELETED FROM A DESIGN AND DEVELOPMENT OVERLAY

MAP No 14DDO





MONASH PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C173mona



LEGEND
DDO21 - Design and Development Overlay - Schedule 21



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Australian Map Grid Zone 55



Planning Group
Print Date: 18/01/2023
Amendment Version: 1



Department of Transport and Planning

INDEX TO ADJOINING SCHEME MAPS




DESIGN AND DEVELOPMENT OVERLAY

MAP No 14DDO

Huntingdale Precinct Plan

Adopted 27 March 2020





Prepared by:
SJB Urban and PwC
for City of Monash

Adopted:
27 March 2020

Version:
4.1 (Final)

Issued:
10 February 2025

ACKNOWLEDGEMENT OF COUNTRY

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



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1. Introduction

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

The objective of the Plan is to:

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

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

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

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

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



1.1 Summary of Background Reports

Economics

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

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

Land Use

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

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

Transport

The transport report considered:

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

Community Infrastructure

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

Urban Design

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

2. Context

2.1 Local Context

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

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

Figure 1: Context map.



2.2 Economic Activity

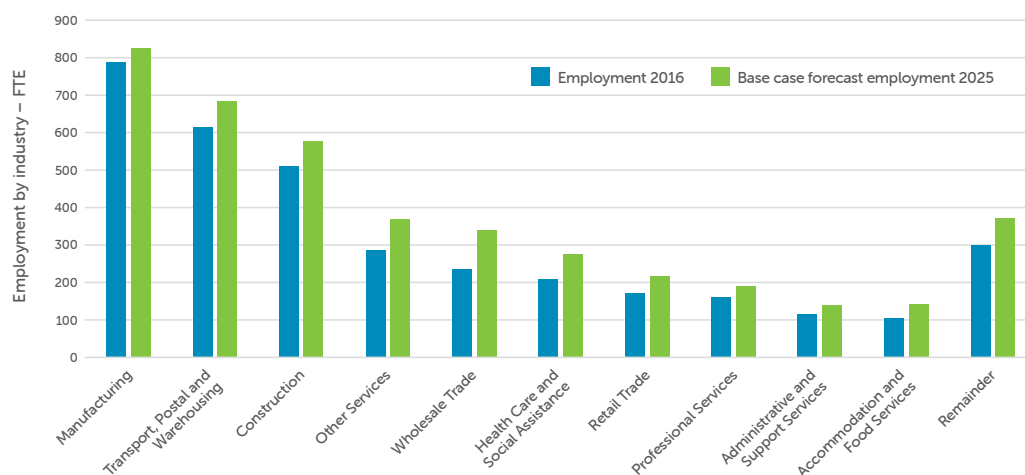
Table 1 shows current economic activity in the Huntingdale Precinct. As shown, economic activity (as measured by output) in the Precinct is dominated by manufacturing, construction, wholesale trade and transport and logistics activities. Not surprisingly, these industry sectors generate the largest employment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

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

Table 1: Economic activity in Huntingdale.

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

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



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

2. Context (cont'd)

2.3 Land Use

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

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

Table 2: Land use in Huntingdale.

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

*GFA = Gross Floor Area.



Figure 3: Huntingdale land use map.



Table 3: Residential land forecasts.

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

Housing scale definitions within a suburban context

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

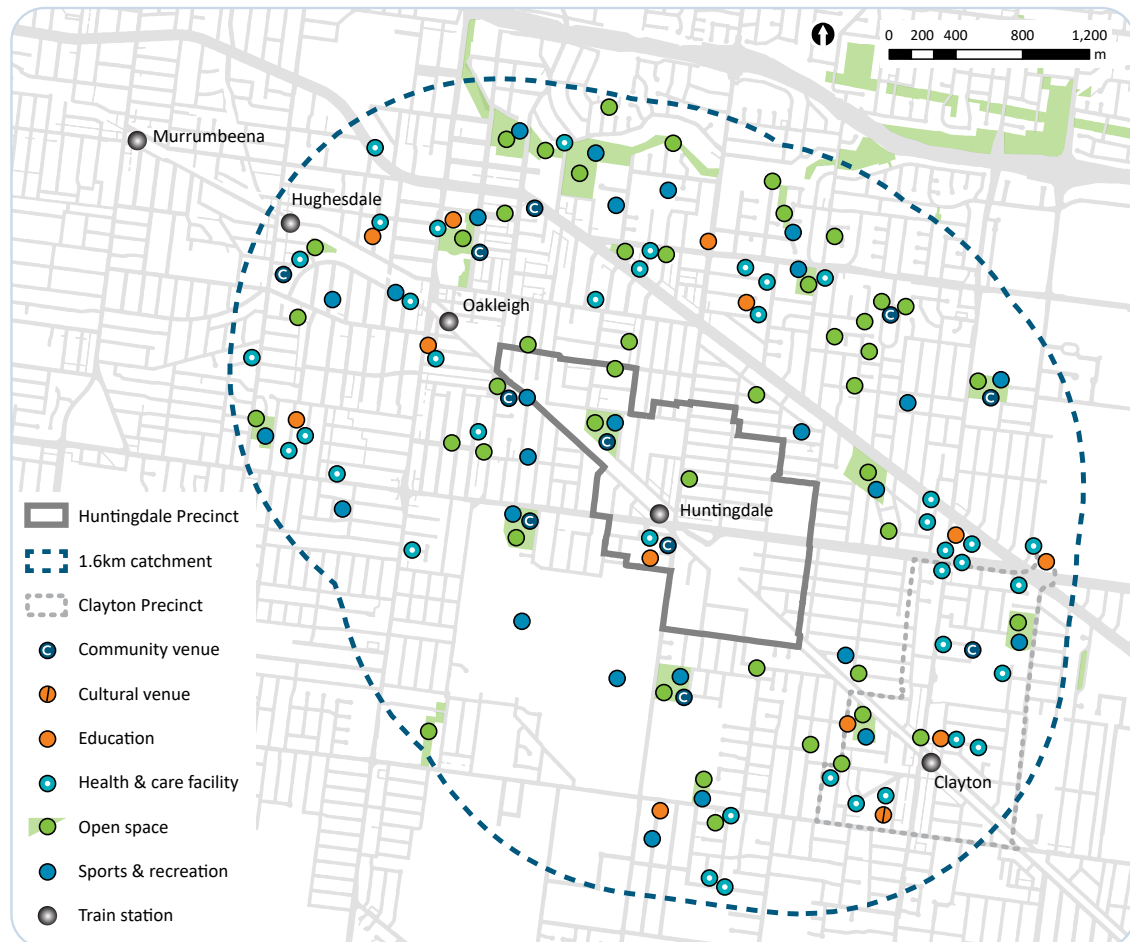
2. Context (cont'd)

2.4 Community Infrastructure

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

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

Figure 4: Community infrastructure.



2.5 Transport

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

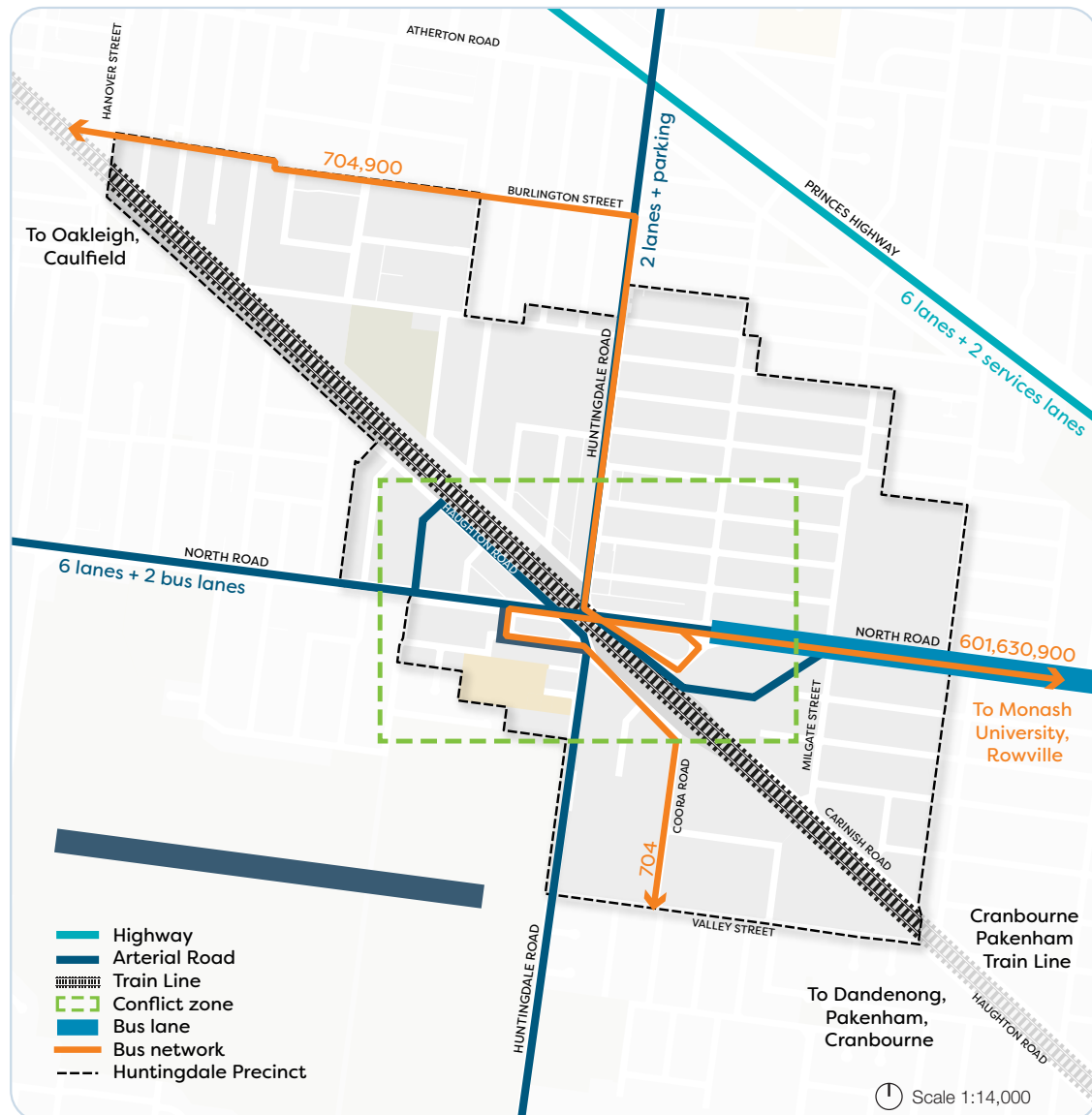
The Huntingdale Precinct is served by the following major road network:

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

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

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

Figure 5: Huntingdale Precinct transport network.



2. Context (cont'd)




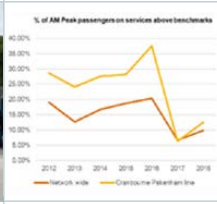

2.5 Transport (cont'd)

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

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

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

Table 4: Transport bottlenecks Huntingdale Precinct.

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

2.6 Urban Design

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

Location

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

Transport links

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

Built Form

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

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

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



2. Context (cont'd)

2.7 The Monash National Employment and Innovation Cluster

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

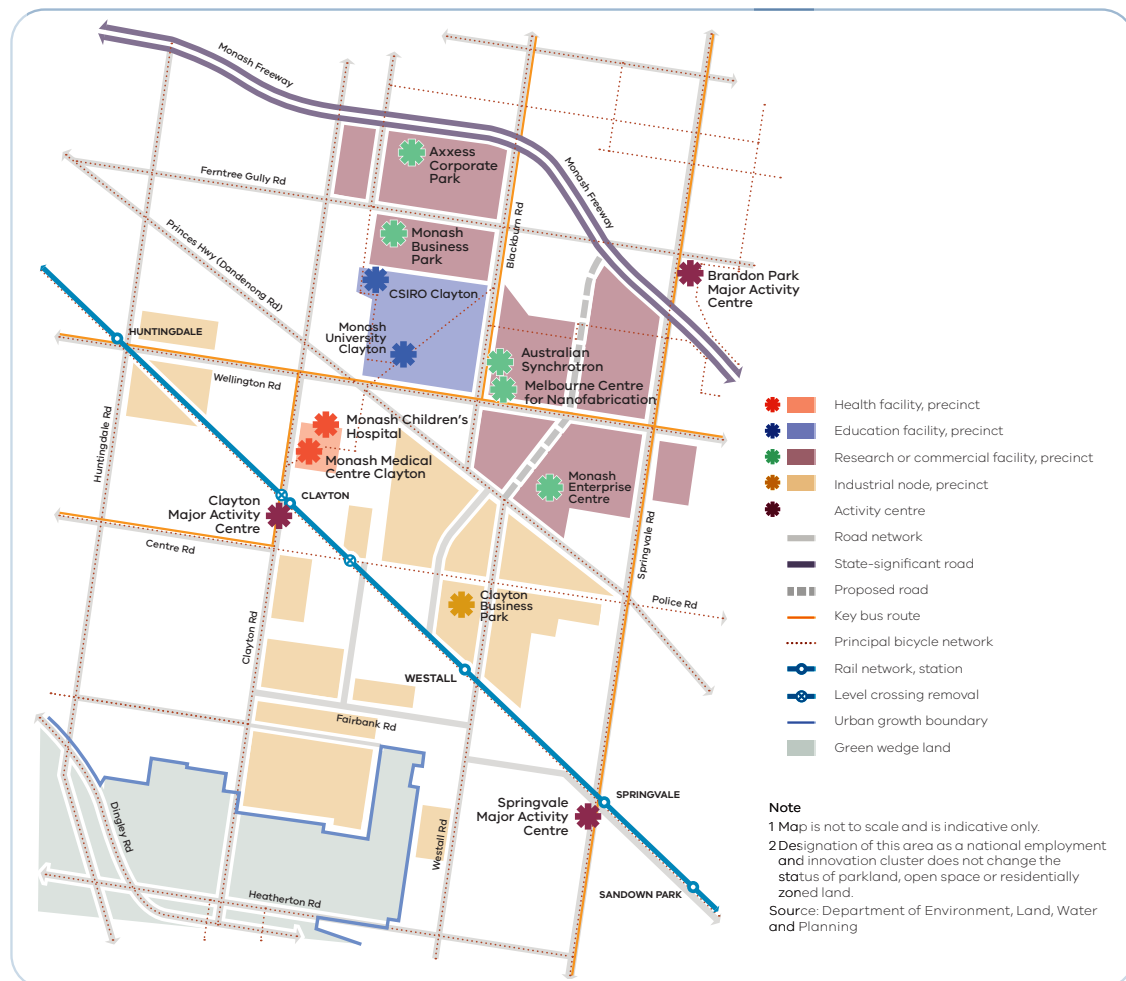
Key organisations within the Cluster include Monash University, the Australian Synchrotron, the Melbourne Centre for Nanofabrication, Monash Medical Centre, Monash Children's Hospital, CSIRO's largest site in Victoria and the Monash Enterprise Centre. This mix of organisations makes the Monash NEIC a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

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

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

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

Figure 6: Monash NEIC.



Vision for Huntingdale within the Monash NEIC

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

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

The Monash NEIC Economy

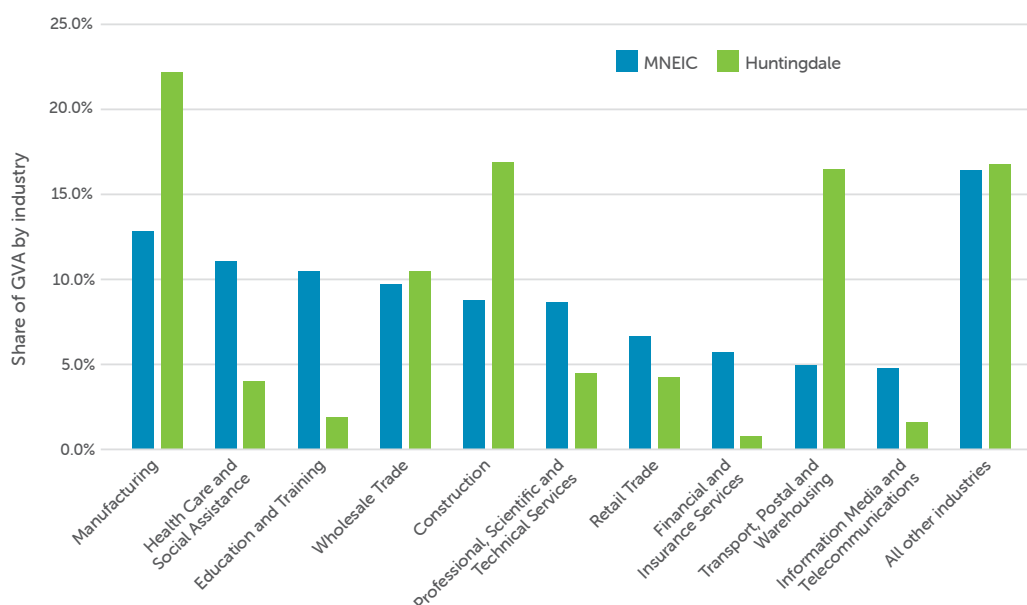
In 2016, \$8,181 million of Gross Value Add (GVA) was generated in the Monash NEIC. Comparatively, the Huntingdale Precinct generated GVA of \$504 million, or 5.9 per cent of the GVA of the combined area.

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

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

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

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



3. Vision and Principles

3.1 Vision

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

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

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

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



3.2 Principles

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

Foster innovation as a cornerstone of the economy

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

Productive use of Industrial land

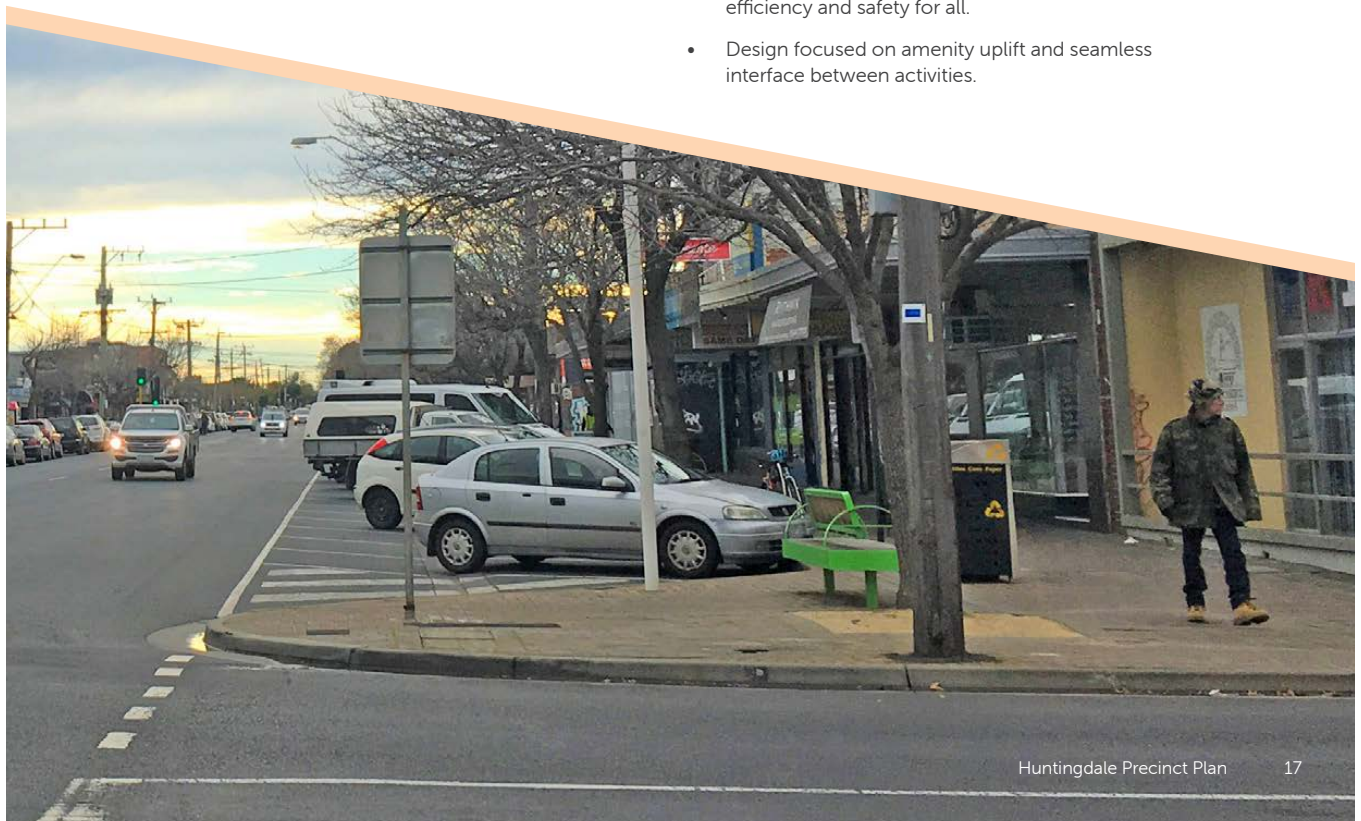
- Recognise changing land and site requirements of knowledge intensive industrial sectors – less land intensive, higher employee per m² ratio, higher amenity requirements, reduced negative spill over, extended hours of operation.

20-minute neighbourhoods

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

Place through site responsive design

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



4. Precinct Plan

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

- Economic Mix
- Place
- Access

4.1 Urban Renewal Levers

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

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

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

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

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

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

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

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

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

4.2 The Challenge

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

Economic mix:

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

Place

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

Access

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

4. Precinct Plan (cont'd)

4.3 The Opportunity

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

Economic mix

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

Place

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

Access

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

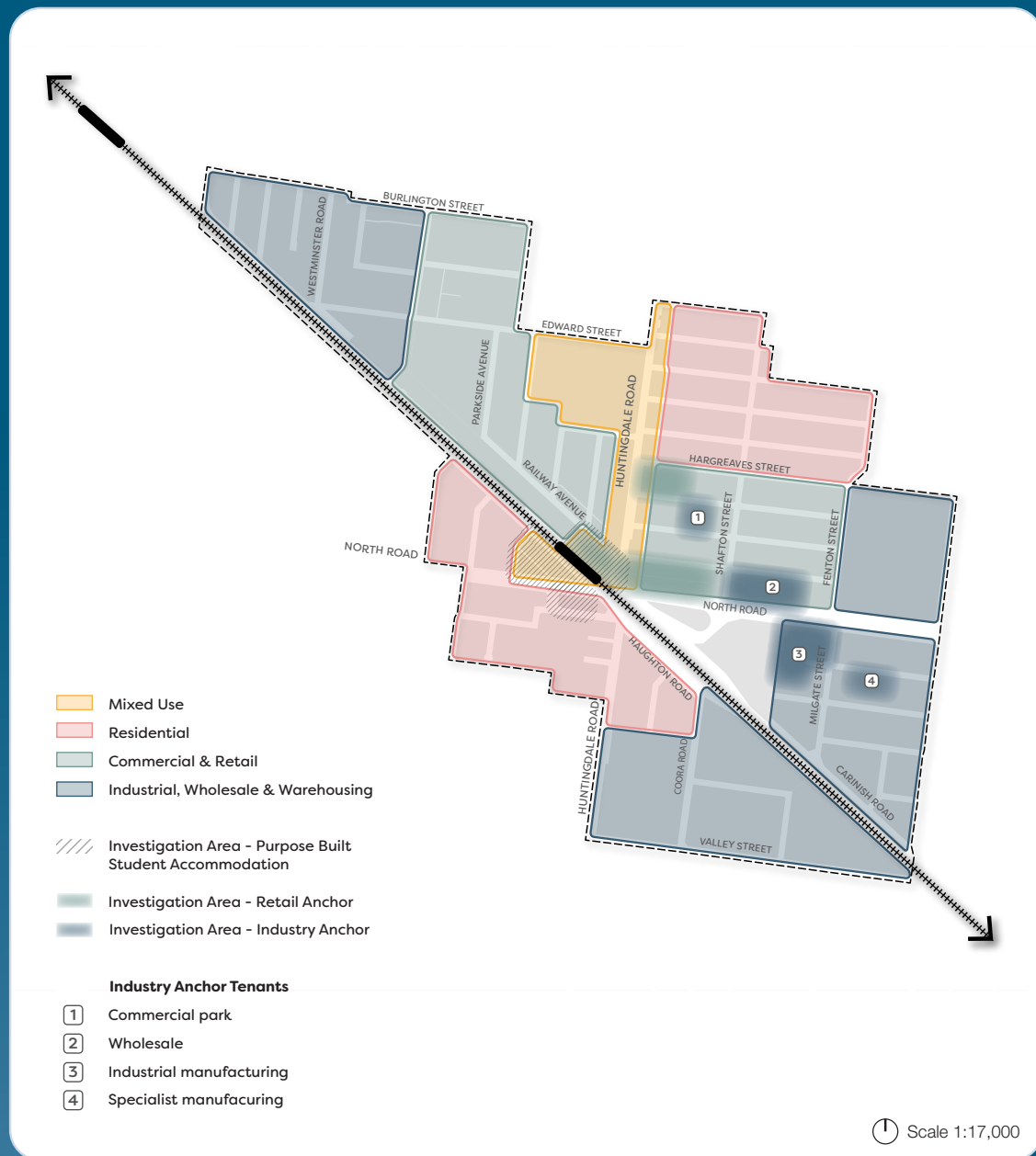
4.4 Economic Mix

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

Objectives

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

Figure 8: Economic mix plan.



4. Precinct Plan (cont'd)

4.4 Economic Mix (cont'd)

Strategies

Industry/Employment

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

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

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

Huntingdale Road Retail Core

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

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

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

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

Figure 9: Land use activity.



Residential

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

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

Student Housing

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

Precedents

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

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

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

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



Commercial:
Cremorne Street,
Cremorne VIC



380 Degrees Mixed Use:
Bay Street, Brighton, VIC



Main Assembly Building:
Tonsley, SA

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



Victoria Beer Factory:
Malaga, Spain

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



New Lab:
Brooklyn Navy Yard,
NY, United States



Albert Park Environmental Hub:
Albert Park, VIC



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



ADO Manufacturing:
Brooklyn, NY, United States

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



Business Accelerator:
Western BASE, Melton, VIC

4. Precinct Plan (cont'd)

4.5 Place

Green Open Space

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

Mixed Use Facility

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

Sessional Day Care

- Near major residential and sub-regional shopping centre.

Community Hub

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

Objectives

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

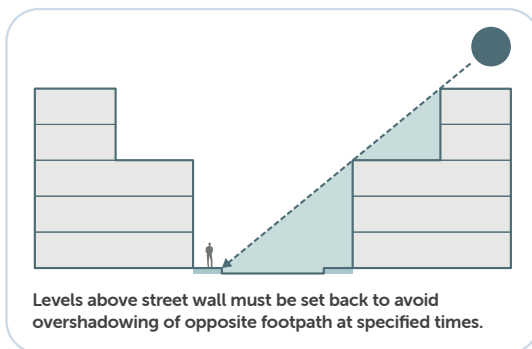
Strategies

Built Form

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

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

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



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

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

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

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

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

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

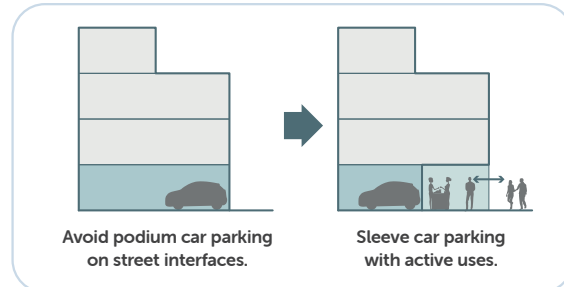
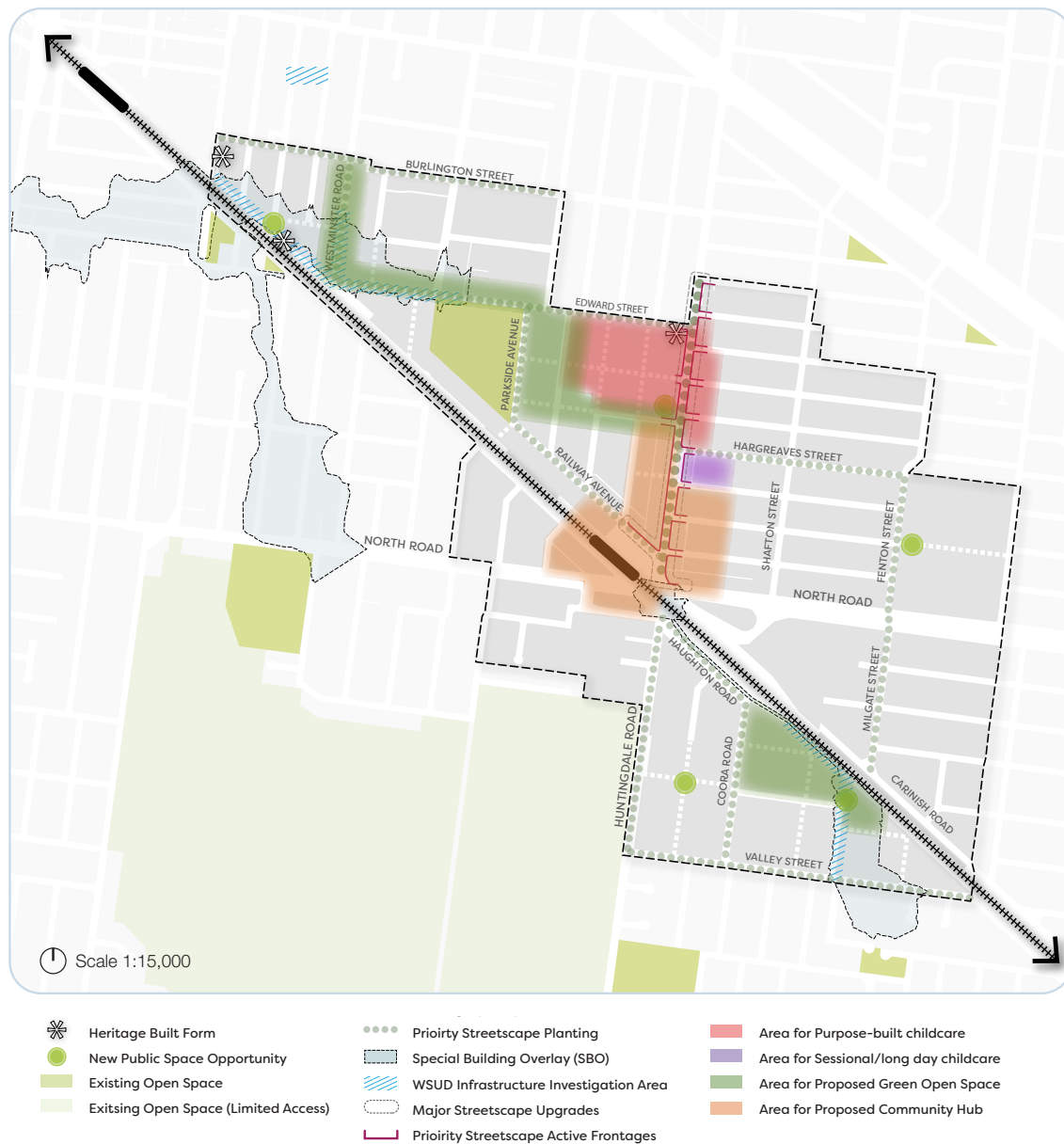


Figure 10: Place plan.



4. Precinct Plan (cont'd)

4.5 Place (cont'd)

Strategies (cont'd)

Built Form (cont'd)

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

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

Streetscape Design

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

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

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

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

Public Space

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

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

P15. Offer passive and active recreation opportunities.

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

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

Community Infrastructure

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

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

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

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

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

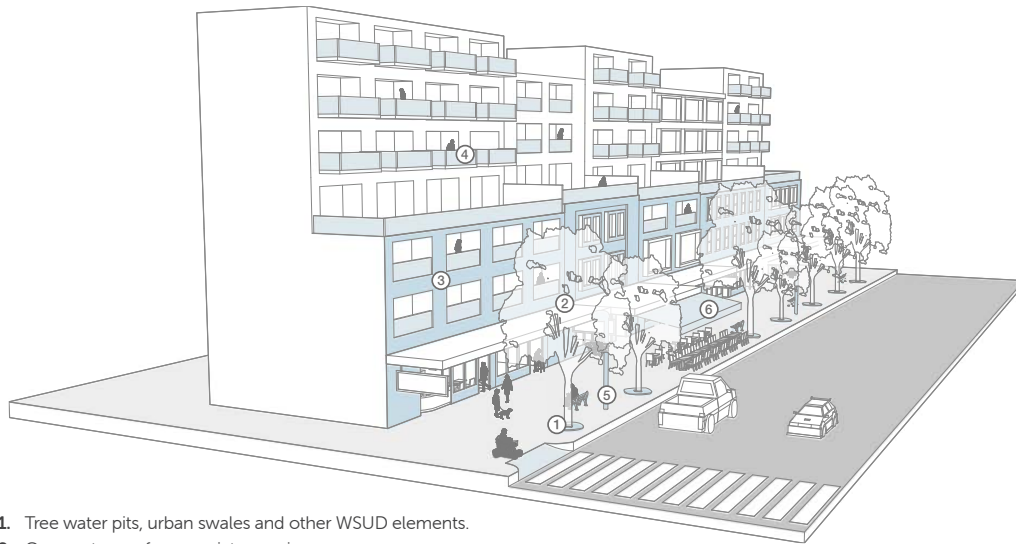
Precedents

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

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

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

Figure 11: Place strategy diagram.



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



Lothian townhouses:
North Melbourne VIC



Student accommodation:
Waymouth Street, Adelaide



East Sydney ELC:
Sydney NSW



Neighbourhood centre:
Surry Hills NSW



Bank Street parklet:
Adelaide SA



A'Beckett Urban Square:
Melbourne, VIC



Mixed use:
Becroft NSW



Bunjil Place:
Narre Warren VIC



The Goods Line:
Ultimo, Sydney, NSW

4. Precinct Plan (cont'd)

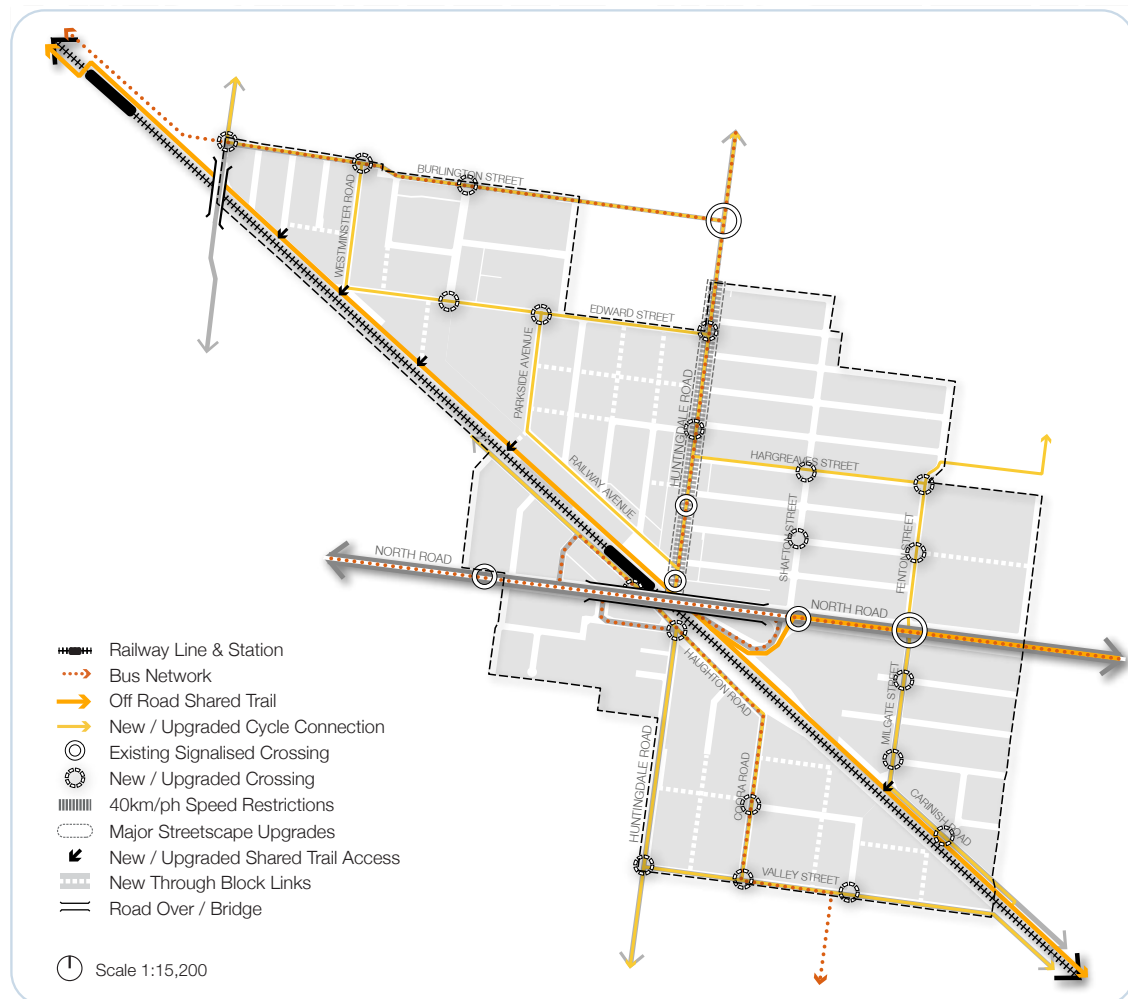
4.6 Access

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

Objectives

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

Figure 12: Access plan.



Strategies

Public Transport

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

Walking and Cycling

A6. Introduce new through-site links and courtyard space typologies within new developments to improve site permeability and reintroduce the fine grain within the study area. New laneways should be:

- Publicly accessible
- Safe and direct, with clear lines of sight
- At least 6 metres wide unless one-way.

A7. Enhance pedestrian amenity and experience on all streets through the provision of improved street lighting, greening, and nodes to stop and interact.

A8. Enhance pedestrian amenity and safety by providing consistent pedestrian footpaths on both sides of streets with a minimum width of 1.6 metres and greater width on pedestrian priority streets.

A9. Provide pedestrian priority crossings including signalised crossing, elevated and at grade zebra crossings at key intersections in the pedestrian priority network and along Huntingdale Road Main Street/retail portion to allow for the safe and convenient movement of pedestrians.

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

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

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

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

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

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

Vehicles

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

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

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

Precedents

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



Bicycle parking:
Bell Street, Seattle WA, United States



Secure station bicycle storage:
Murrumbidgee VIC



Bidirectional separated cycleway:
Bourke Street, Sydney NSW

5. Activity Areas

Figure 13: Activity Areas.



5.1 Activity Area 1

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

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

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

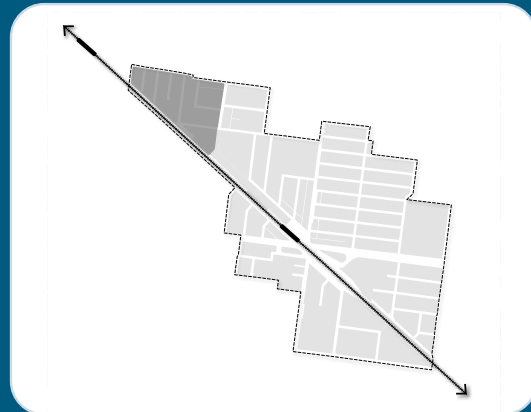
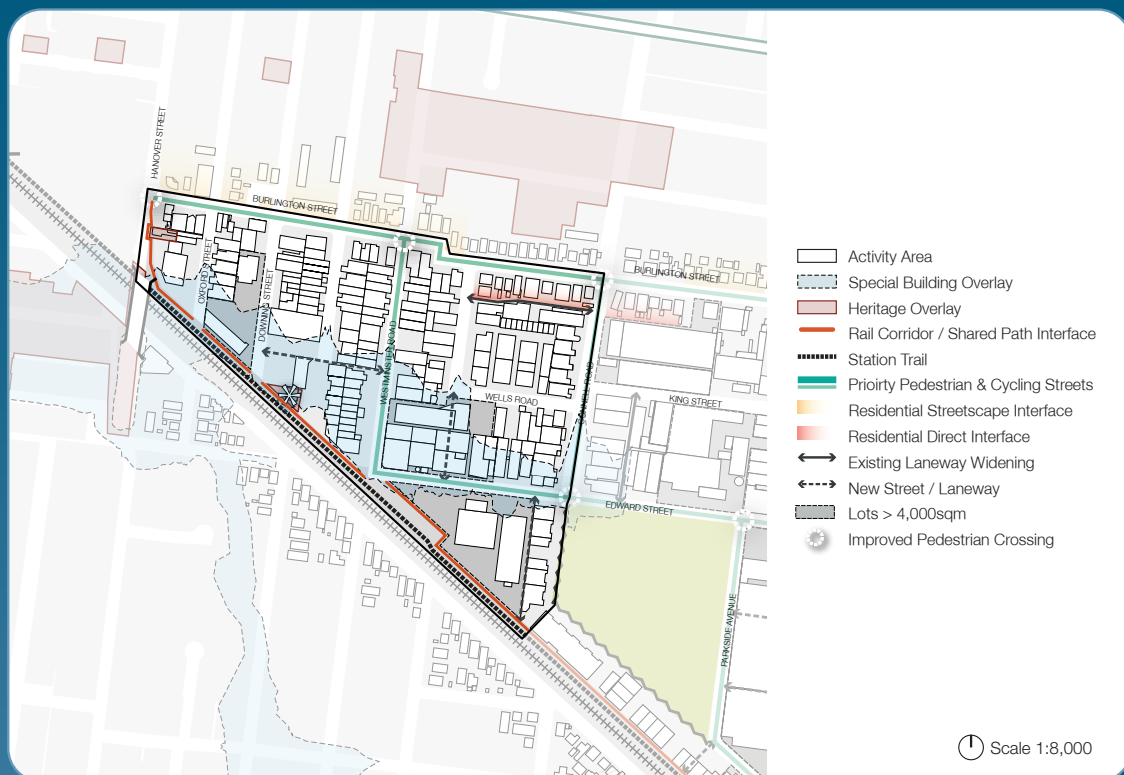


Figure 14: Area 1 – Challenges and opportunities.

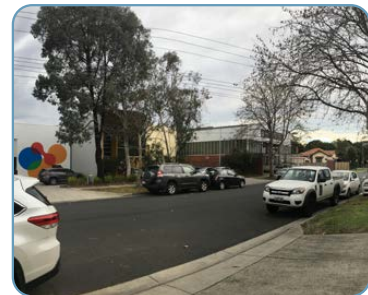


5. Activity Areas (cont'd)

5.1 Activity Area 1 (cont'd)

Challenges and Opportunities

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

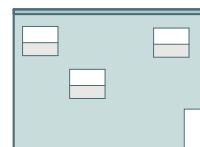


Mix

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

Access

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



Avoid long walls without windows.



Articulate entrances and open windows.



Ground setbacks must have at least 60% garden landscaping.

Place

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

Streetscape Setbacks

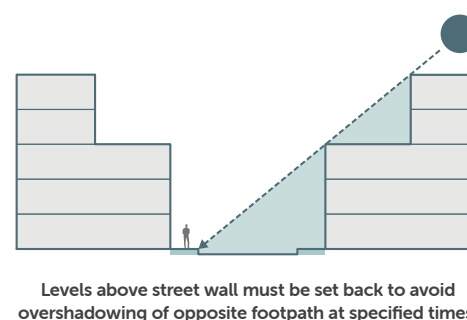
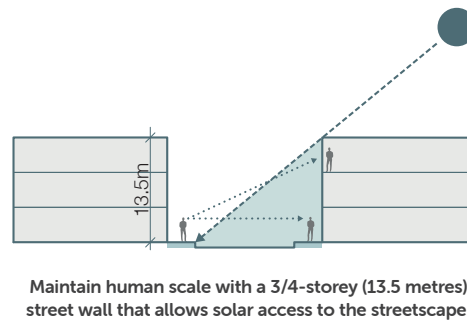
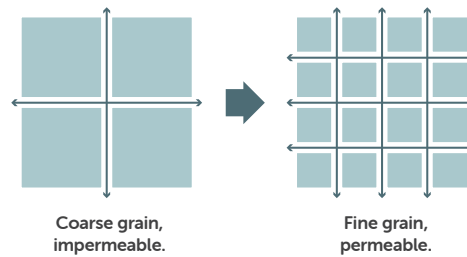
- Provide setbacks responsive to streetscape character (existing and desired). Setbacks where provided are to include at least 60% garden landscaping:
 - 0 metres / built to boundary: Burlington Street (between Hanover Road and Oxford Street), Oxford Street, Downing Street, Regent Street and Westminster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

Upper Level Setbacks

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

Overall Building Heights

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



5. Activity Areas (cont'd)

5.1 Activity Area 1 (cont'd)

Figure 15: Area 1 – Framework plan.

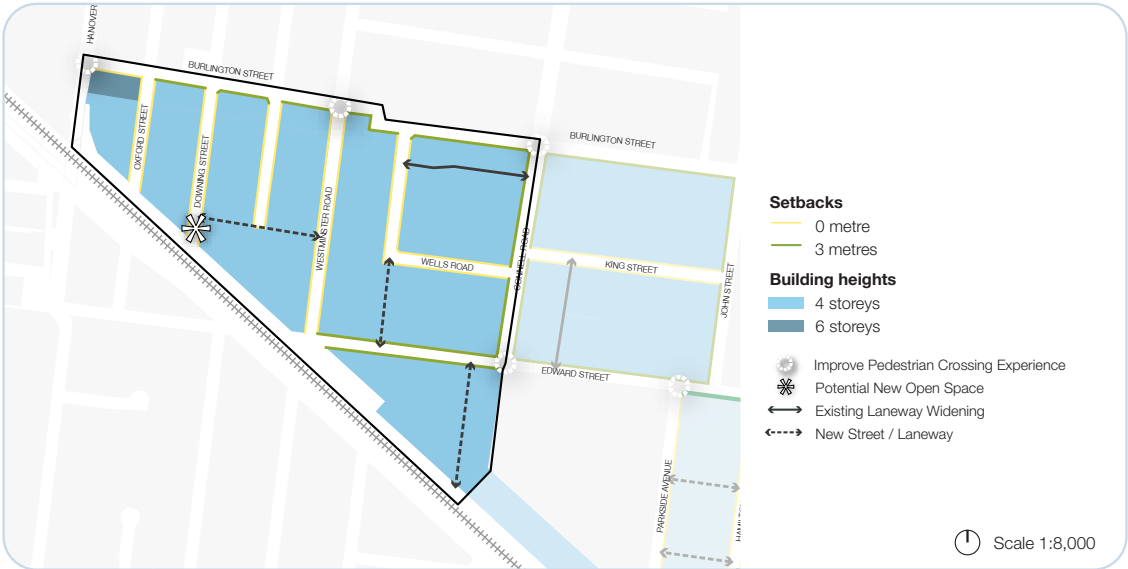


Figure 16: Area 1 – Typical cycling street.

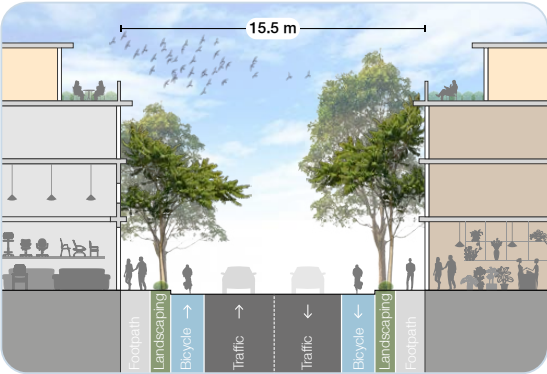


Figure 17: Area 1 – Typical street with parking on one side.

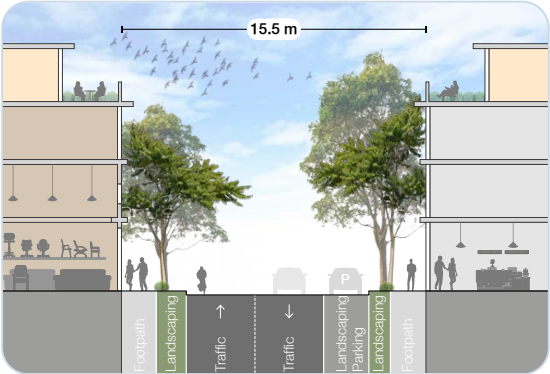
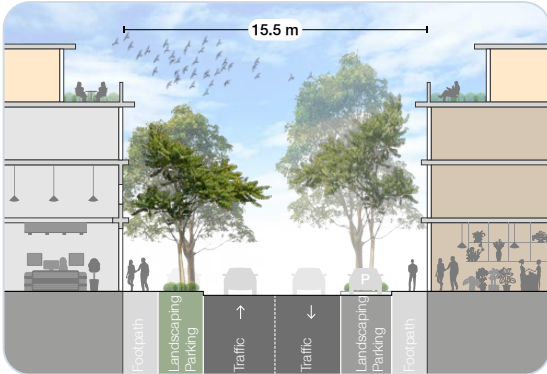


Figure 18: Area 1 – Typical street with parking on both sides.



5.2 Activity Area 2

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

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

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

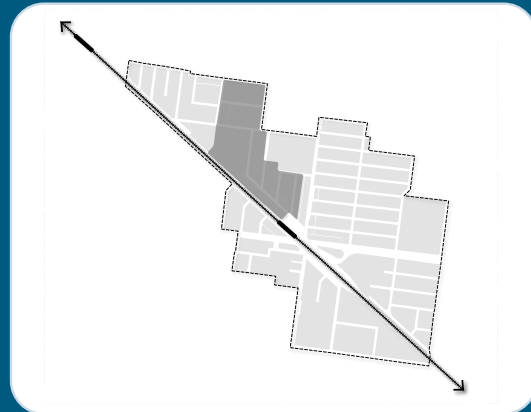
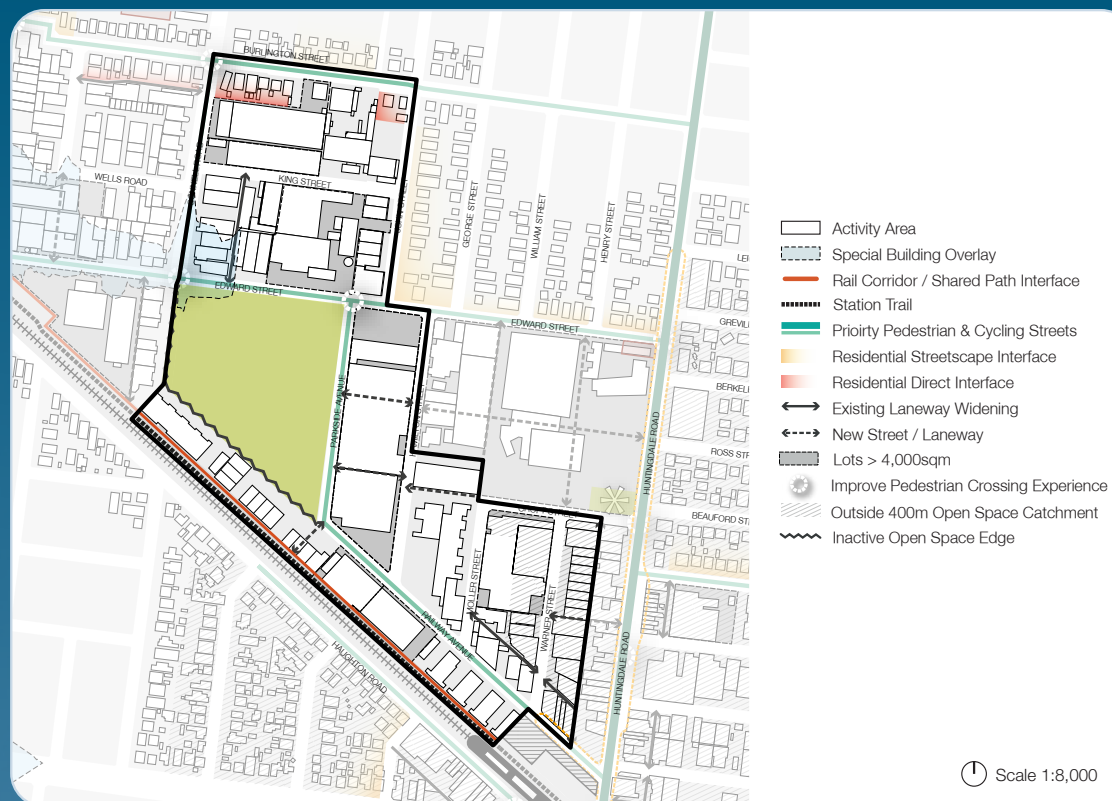


Figure 19: Area 2 – Challenges and opportunities.

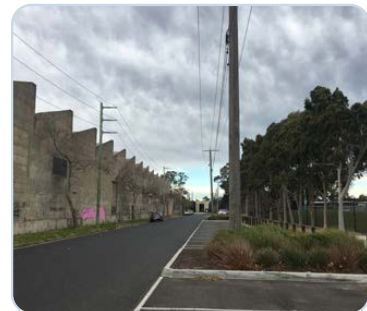


5. Activity Areas (cont'd)

5.2 Activity Area 2 (cont'd)

Challenges and Opportunities

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

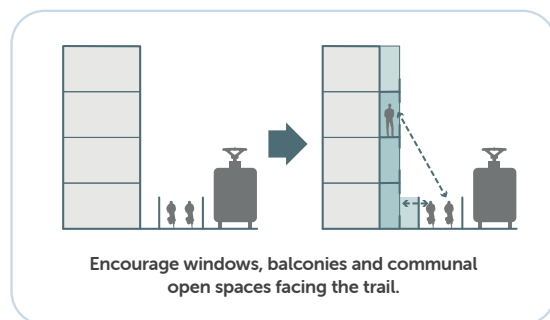


Mix

- Industrial
- Commercial
- Retail
- Residential

Access

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



Place

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

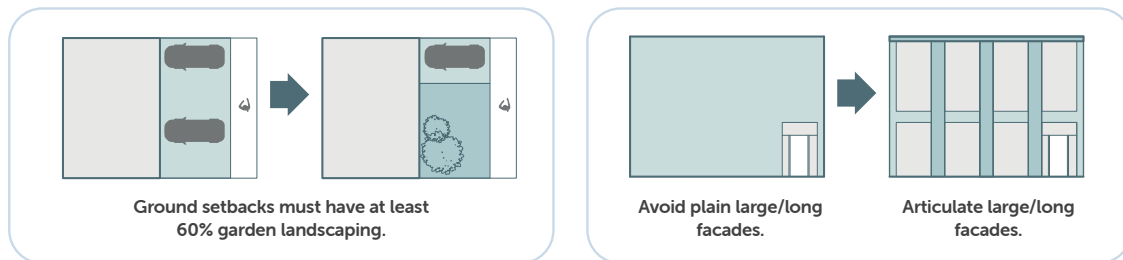
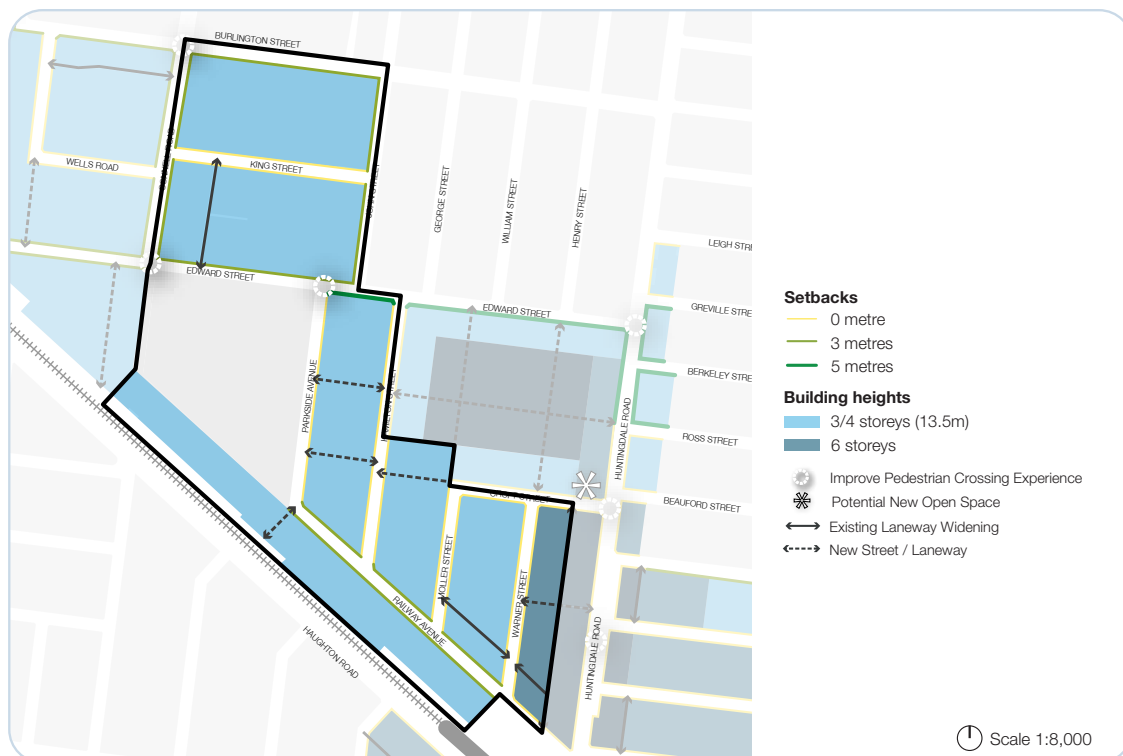


Figure 20: Area 2 – Framework plan.



5. Activity Areas (cont'd)

5.2 Activity Area 2 (cont'd)

Figure 21: Area 2 – Connell Road.

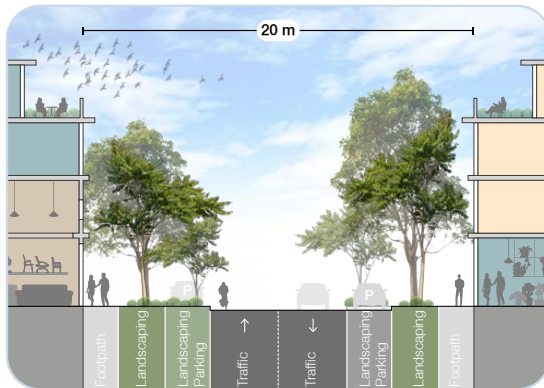


Figure 24: Area 2 – Typical street with parking on both sides.

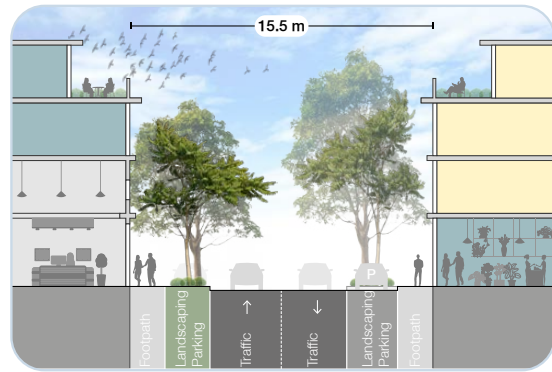


Figure 22: Area 2 – Typical street with parking on one side.

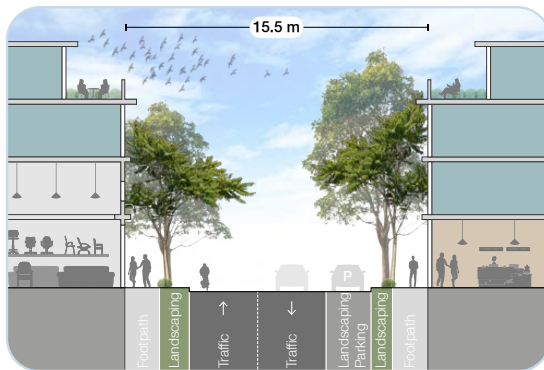


Figure 25: Area 2 – Typical cycling street.

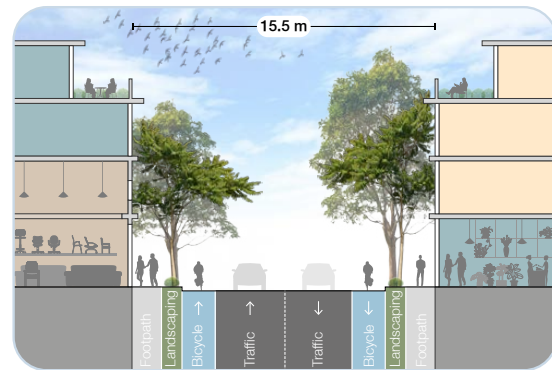


Figure 23: Area 2 – Parkside Avenue.



5.3 Activity Area 3

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

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

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

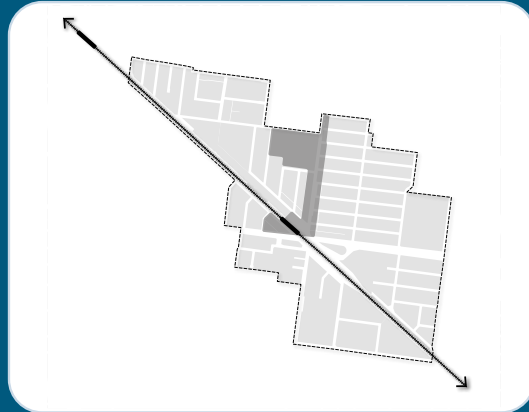
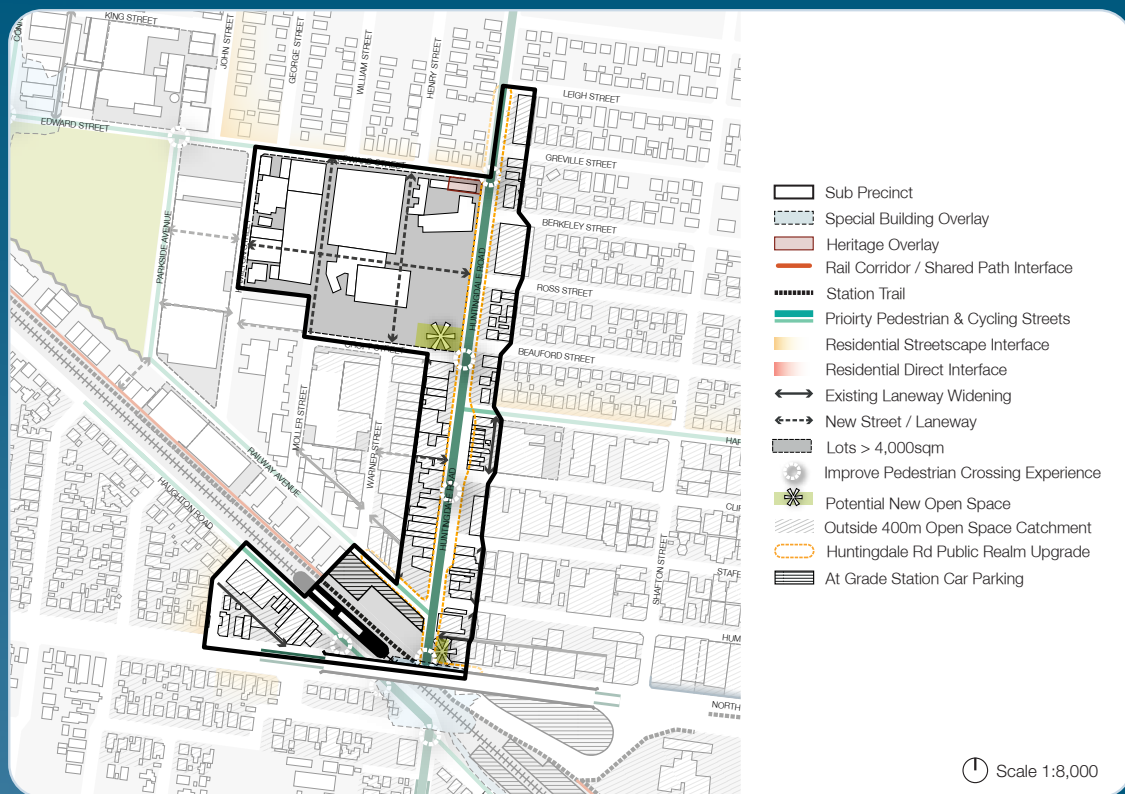


Figure 26: Area 3 – Challenges and opportunities.



5. Activity Areas (cont'd)

5.3 Activity Area 3 (cont'd)

Challenges and Opportunities

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

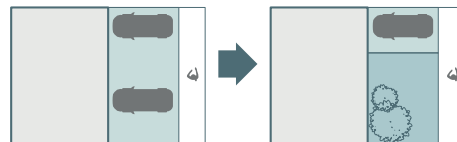


Mix

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

Access

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



Ground setbacks must have at least 60% garden landscaping.

Place

Streetscape Setbacks

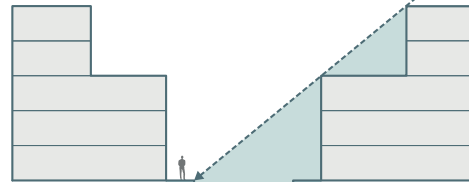
- Provide setbacks responsive to streetscape character (existing and desired). Setbacks where provided are to include at least 60% garden landscaping:
 - 0 metres / built to boundary: Huntingdale Road (between North Road and Ross Road intersection), Warner Street, Croft Street, Haughton Road, Moroney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

Upper Level Setbacks

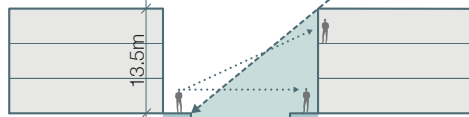
- Maintain human scale, maintaining a street wall height of 3 storeys with upper level setbacks that maintain solar access to the streetscape.

Overall Building Heights

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

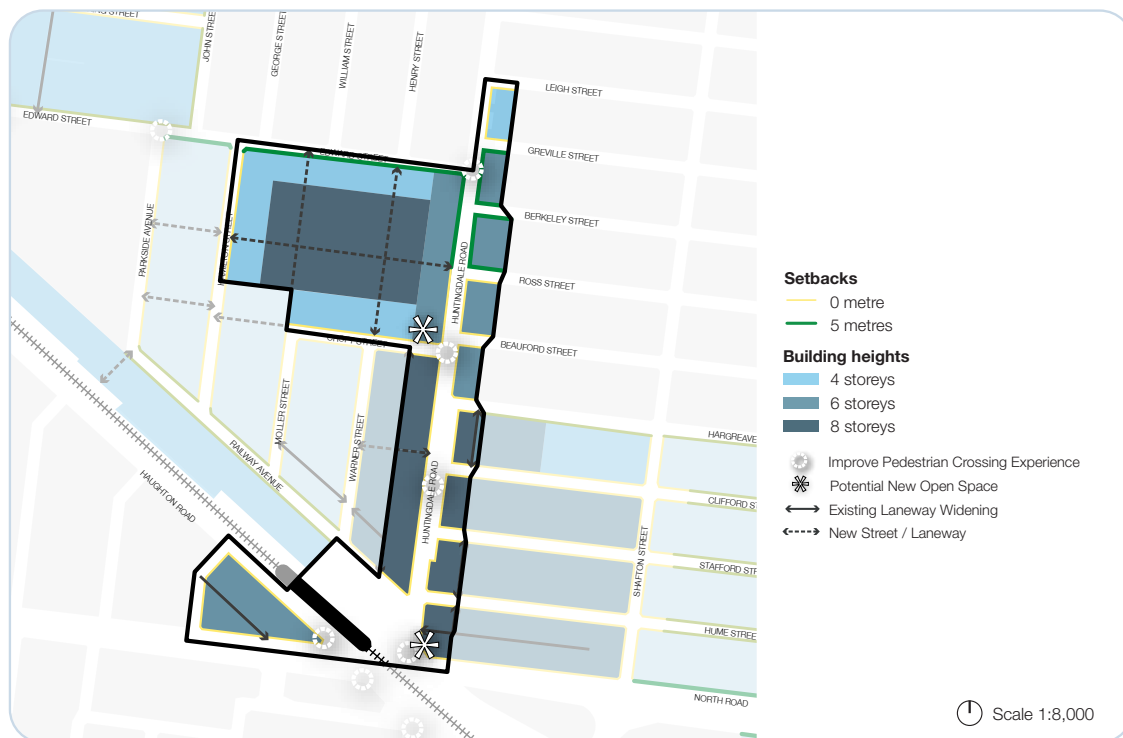


Levels above street wall must be set back to avoid overshadowing of opposite footpath at specified times.



Maintain human scale with a 3/4-storey (13.5 metres) street wall that allows solar access to the streetscape.

Figure 27: Area 3 – Framework plan.



5. Activity Areas (cont'd)

5.3 Activity Area 3 (cont'd)

Figure 28: Solar access on Huntingdale Road.

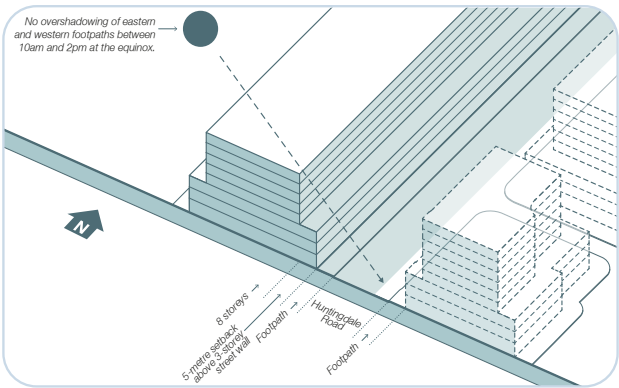


Figure 30: Area 3 – Potential Huntingdale Road section.



Figure 29: Area 3 – Potential Huntingdale Road section.



Figure 31: Area 3 – Potential Huntingdale Road section.



5.4 Activity Area 4

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

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

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

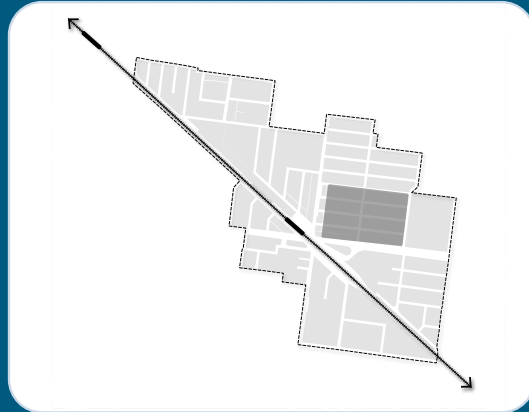
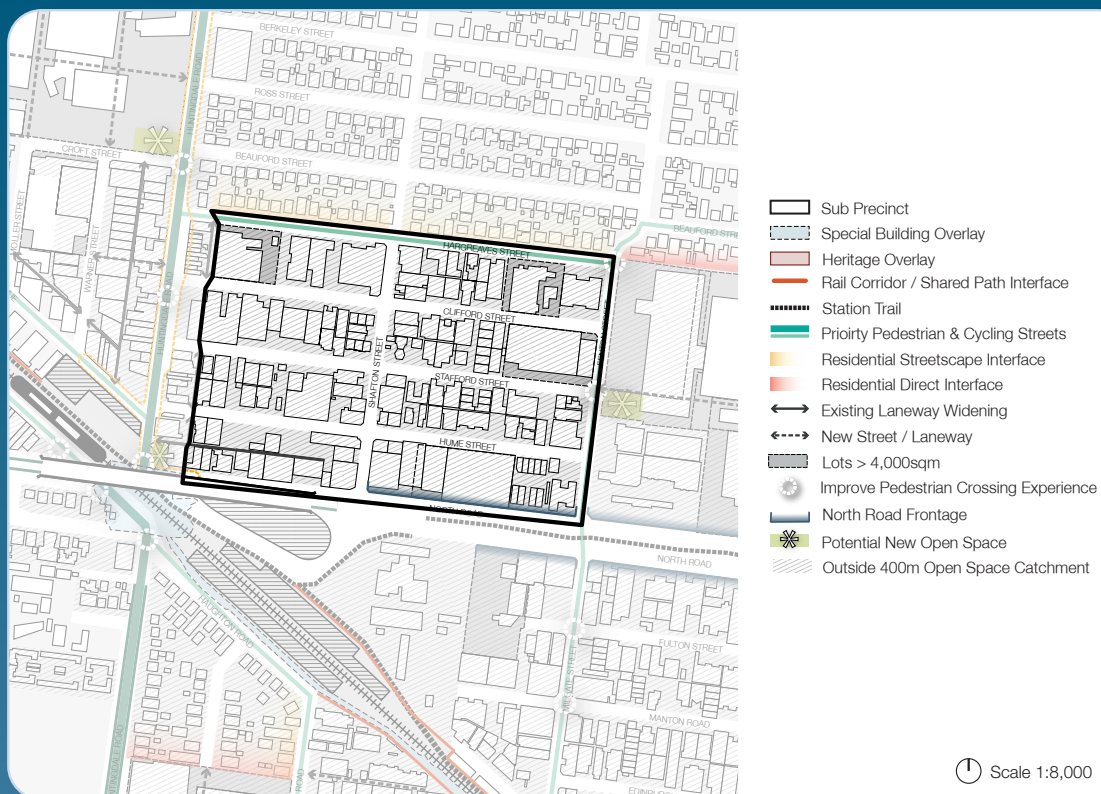


Figure 32: Area 4 – Challenges and opportunities.



5. Activity Areas (cont'd)

5.4 Activity Area 4 (cont'd)

Challenges and Opportunities

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



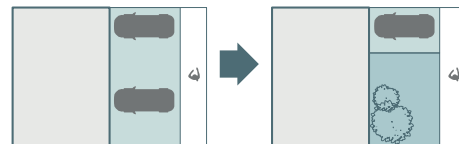
Mix

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

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

Access

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



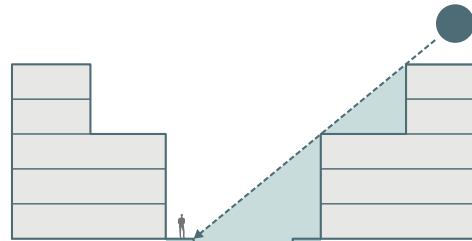
Ground setbacks must have at least 60% garden landscaping.

Place

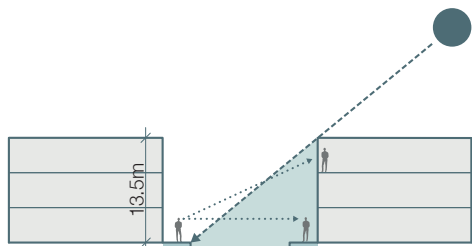
- Provide setbacks responsive to streetscape character (existing and desired). Setbacks where provided are to include at least 60% garden landscaping:
 - 0 metres / built to boundary: North Road Service Lane, Shafton Street, Clifford Street (west of Shafton), Stafford Street (west of Shafton), Hume Street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

Building Heights and Upper Level Setbacks

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



Levels above street wall must be set back to avoid overshadowing of opposite footpath at specified times.



Maintain human scale with a 3/4-storey (13.5 metres) street wall that allows solar access to the streetscape.

Figure 33: Area 4 – Framework plan.



5. Activity Areas (cont'd)

5.4 Activity Area 4 (cont'd)

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

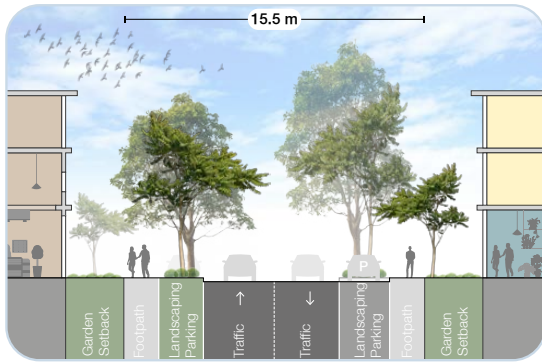


Figure 35: Area 4 – Typical street with parking on one side.

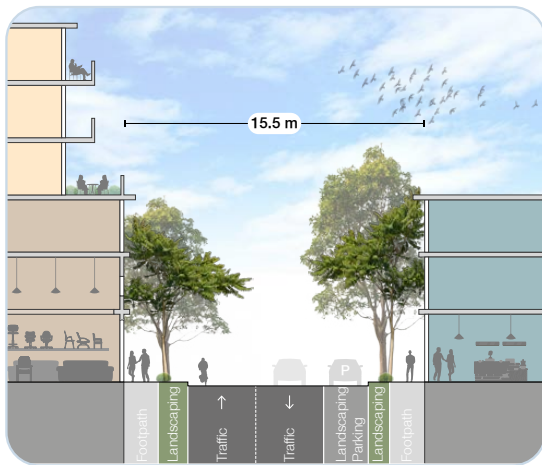


Figure 36: Area 4 – Typical cycling street.



5.5 Activity Area 5

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

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

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

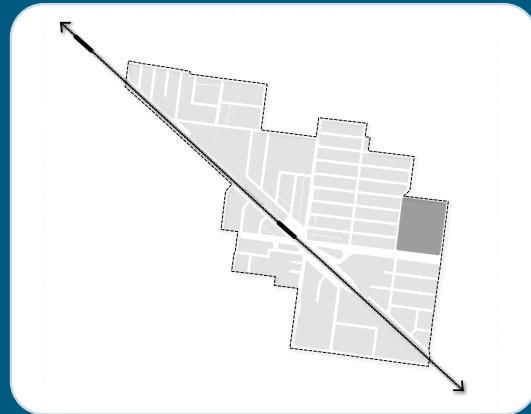
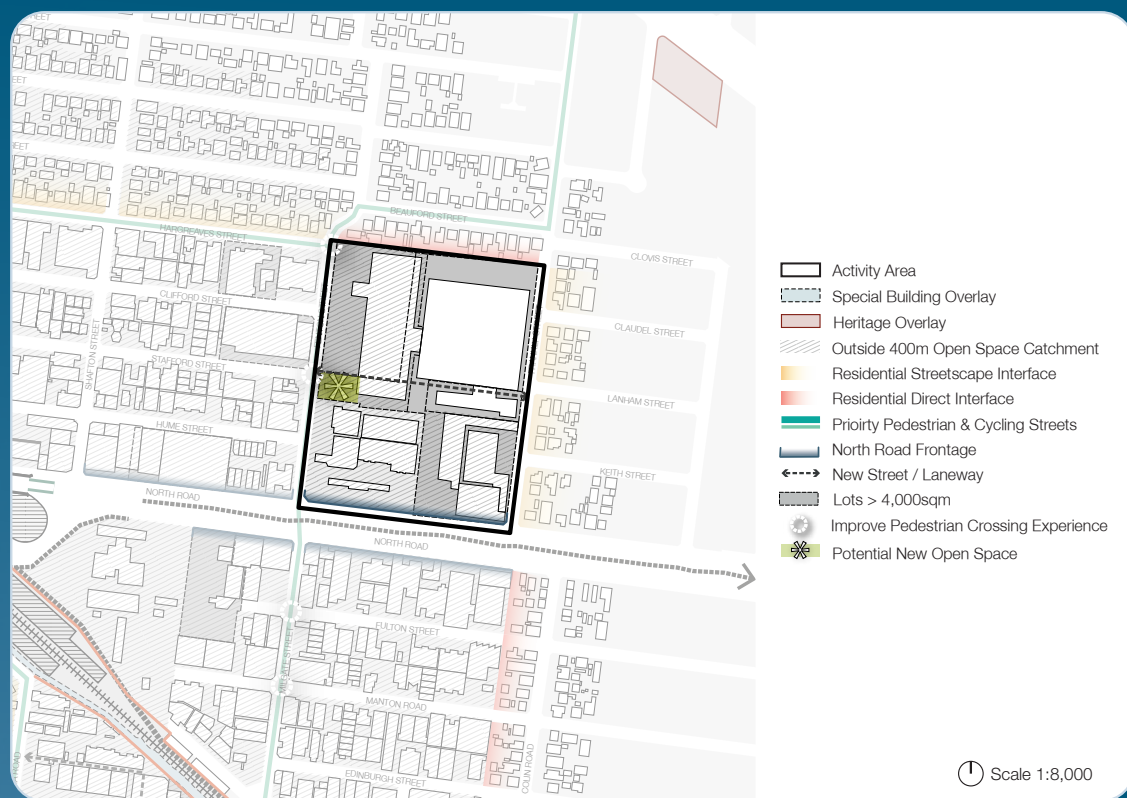


Figure 37: Area 5 – Challenges and opportunities.



5. Activity Areas (cont'd)

5.5 Activity Area 5 (cont'd)

Challenges and Opportunities

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

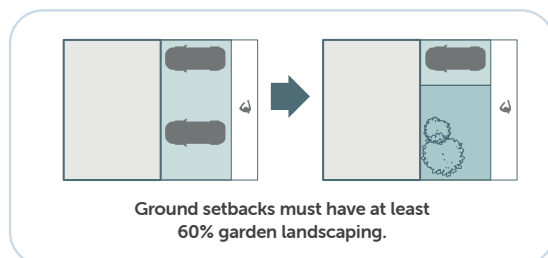


Mix

- Industrial
- Wholesale
- Warehousing

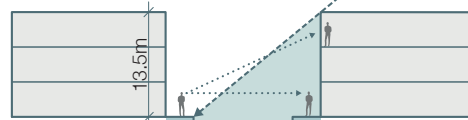
Access

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

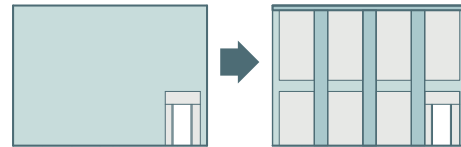


Place

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



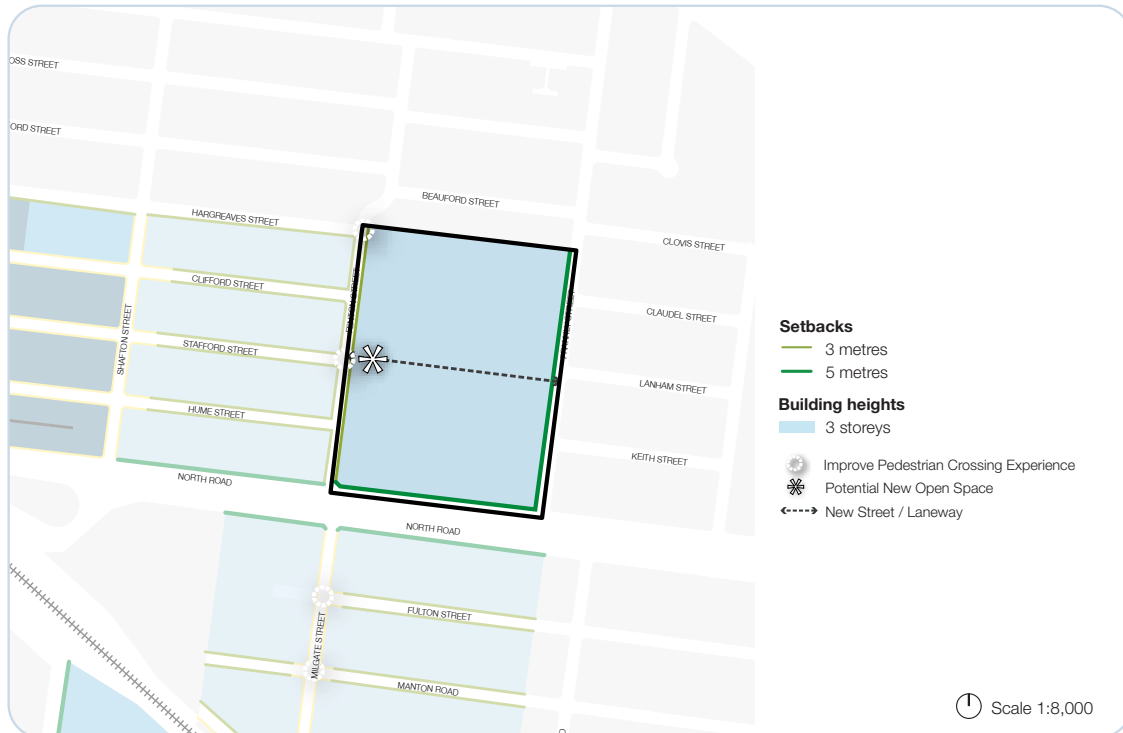
Maintain human scale with a 3/4-storey (13.5 metres) street wall that allows solar access to the streetscape.



Avoid plain large/long facades.

Articulate large/long facades.

Figure 38: Area 5 – Framework plan.



5. Activity Areas (cont'd)

5.5 Activity Area 5 (cont'd)

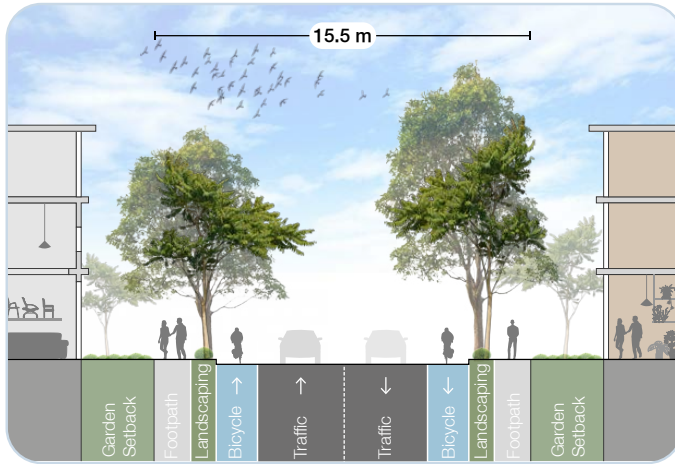


Figure 39: Area 5 –
Typical cycling street.

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

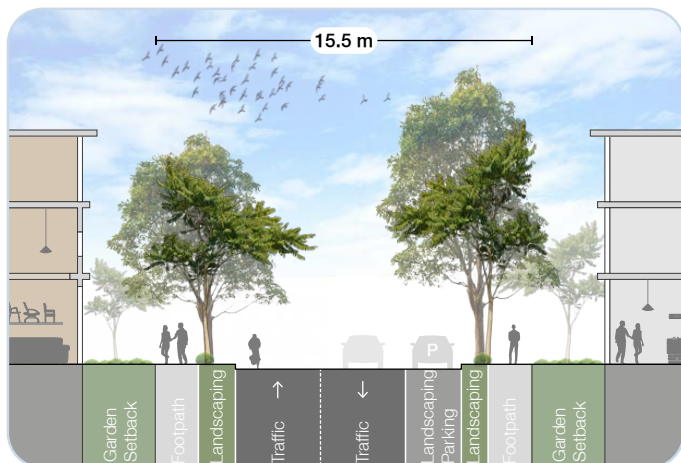
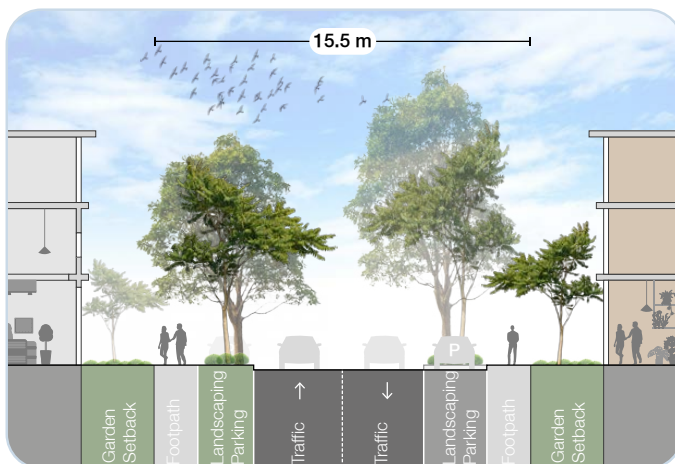


Figure 41: Area 5 –
Typical street with
parking on both sides.



5.6 Activity Area 6

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

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

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

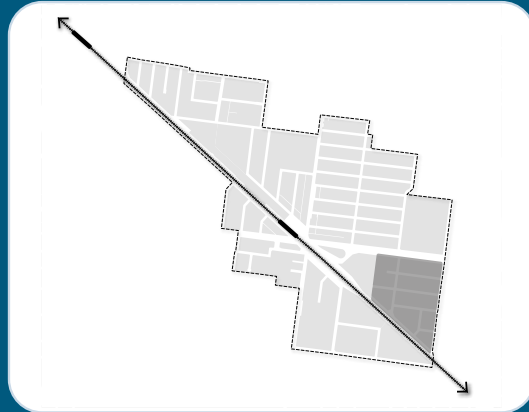
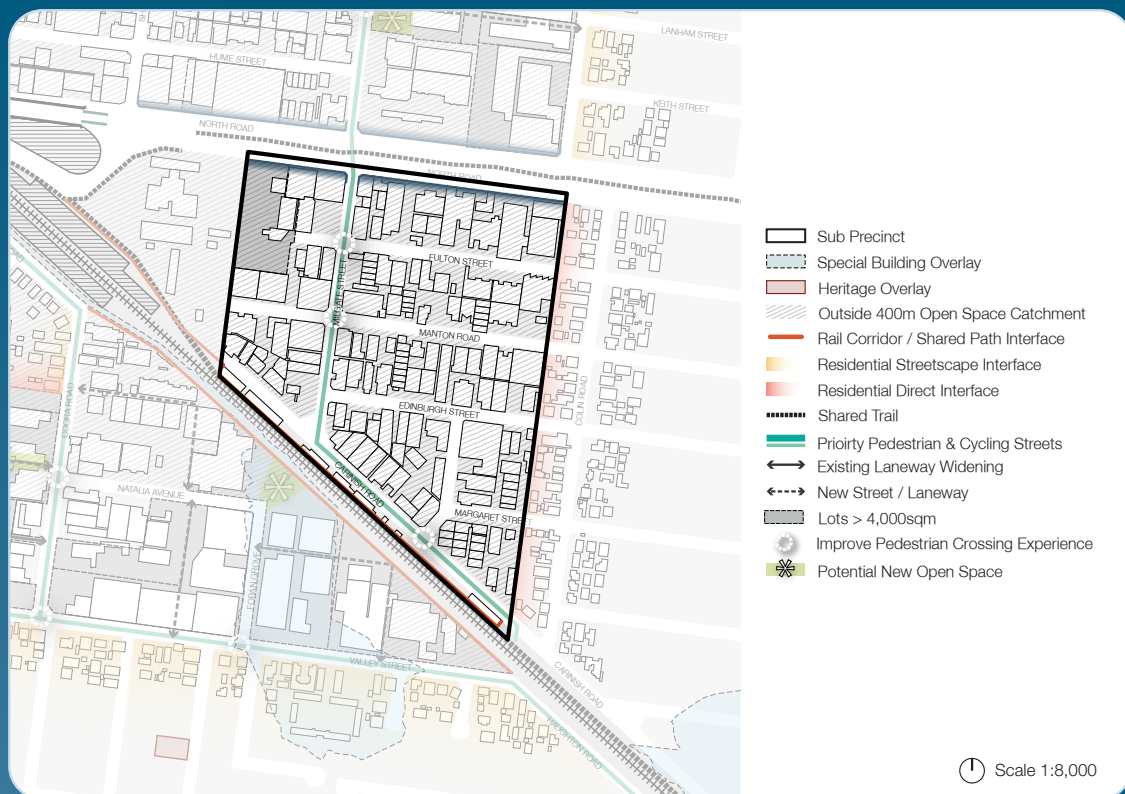


Figure 42: Area 6 – Challenges and opportunities.



5. Activity Areas (cont'd)

5.6 Activity Area 6 (cont'd)

Challenges and Opportunities

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

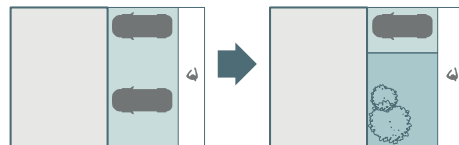


Mix

- Industrial
- Wholesale
- Warehousing

Access

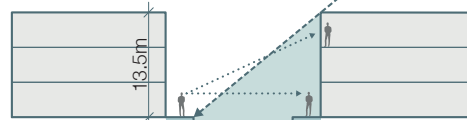
- Provide increased connections to the Station Trail to allow greater access to designated bike routes.



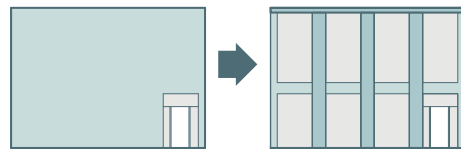
Ground setbacks must have at least 60% garden landscaping.

Place

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



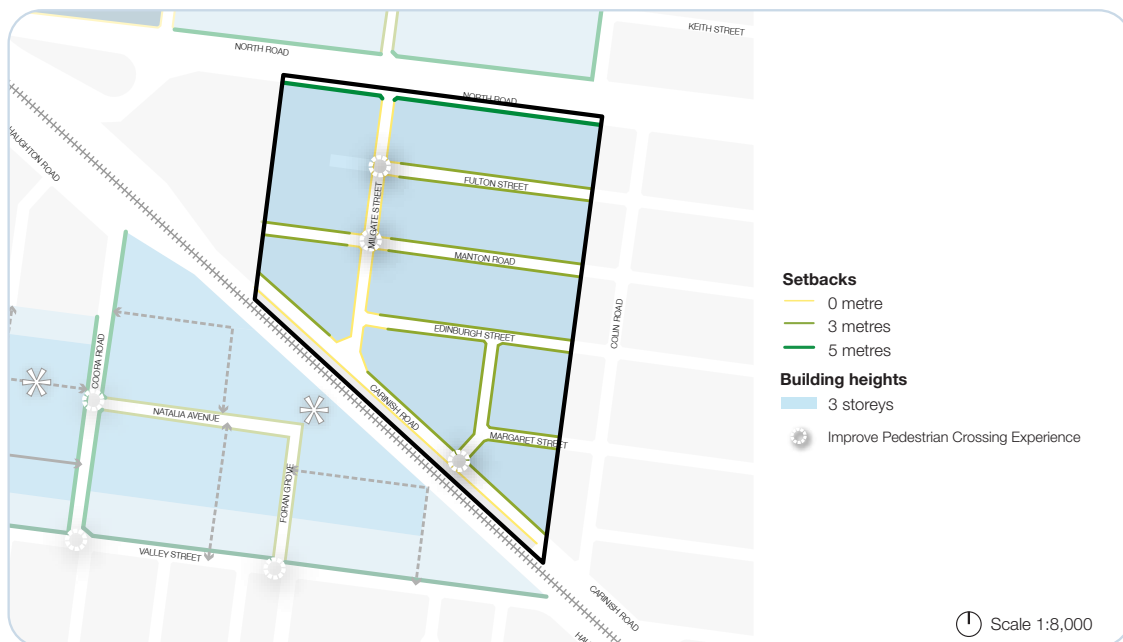
Maintain human scale with a 3/4-storey (13.5 metres) street wall that allows solar access to the streetscape.



Avoid plain large/long facades.

Articulate large/long facades.

Figure 43: Area 6 – Framework plan.



5. Activity Areas (cont'd)

5.6 Activity Area 6 (cont'd)

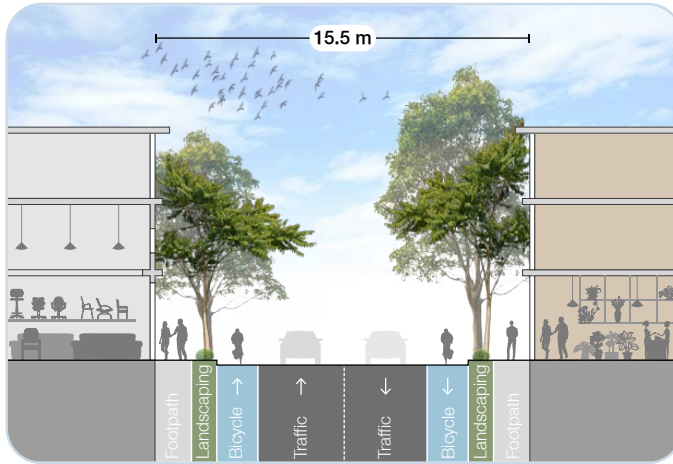


Figure 44: Area 6 –
Typical cycling street.

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

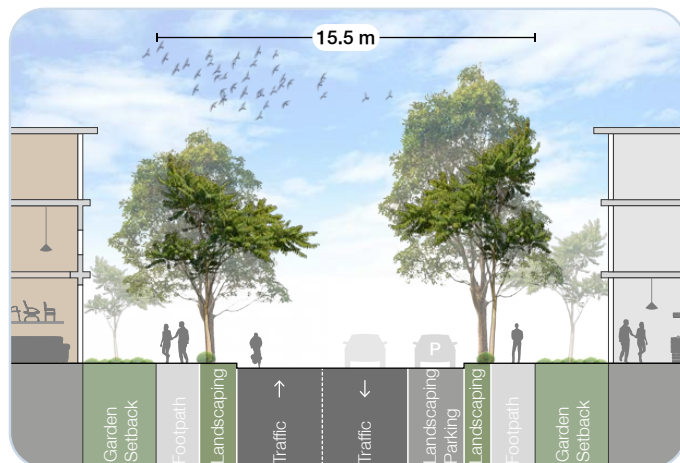
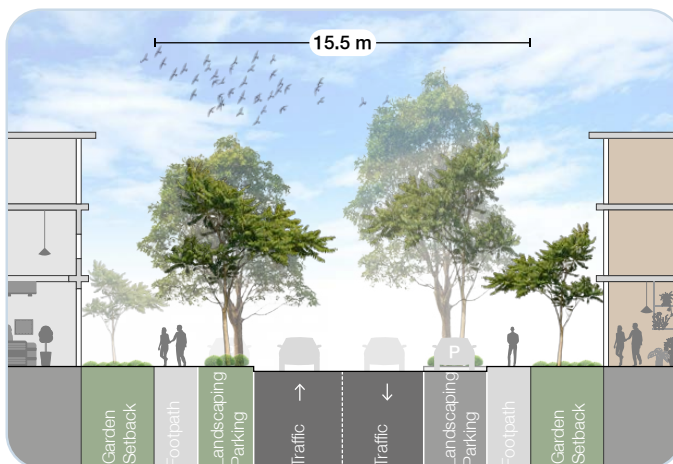


Figure 46: Area 6 –
Typical street with
parking on both sides.



5.7 Activity Area 7

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

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

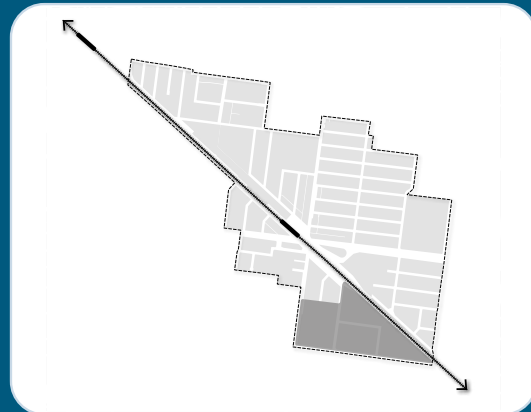
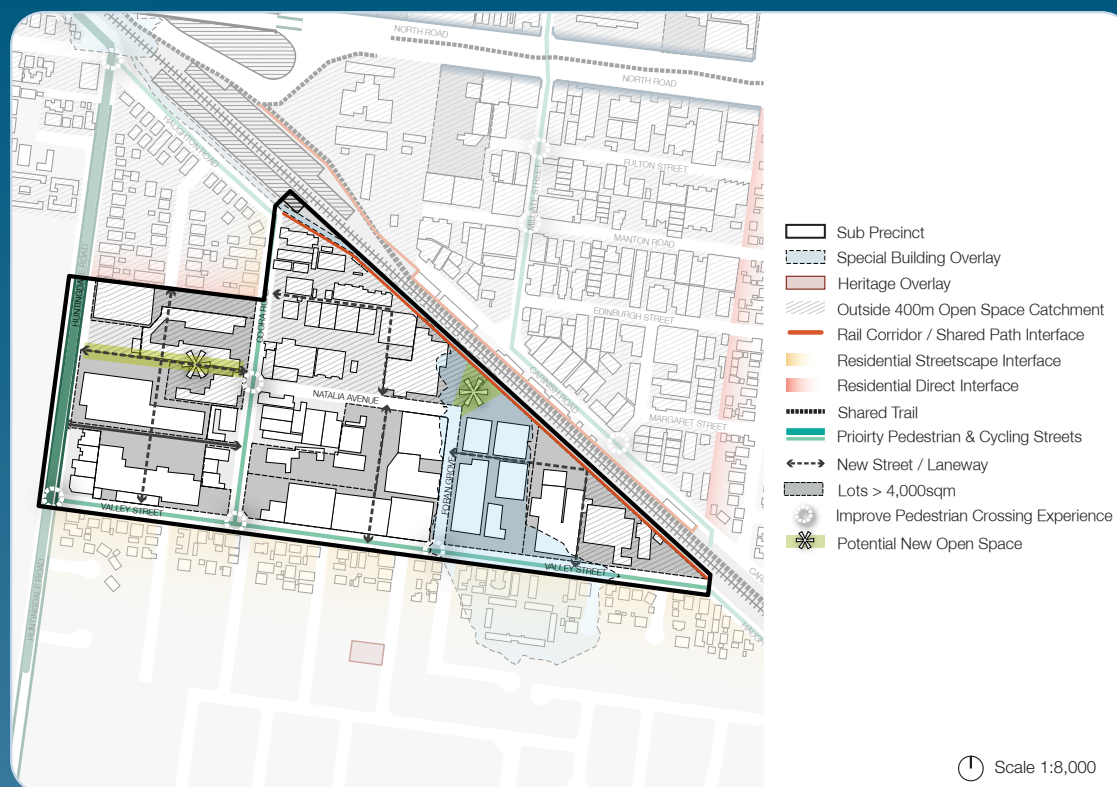


Figure 47: Area 7 – Challenges and opportunities.



5. Activity Areas (cont'd)

5.7 Activity Area 7 (cont'd)

Challenges and Opportunities

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

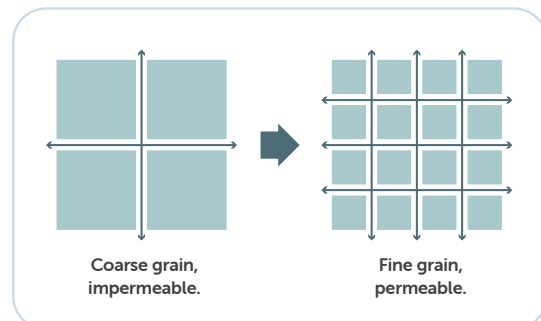


Mix

- Industrial

Access

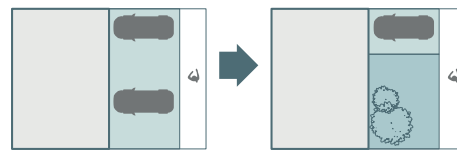
- Introduce an expanded street network through the creation of new streets and laneways. Ensuring adequate access and creation of allotments conducive to town house and apartment residential development.
- Huntingdale Road potential to accommodate a two-way cycle track.
- School safety.
- Limited vehicle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



Place

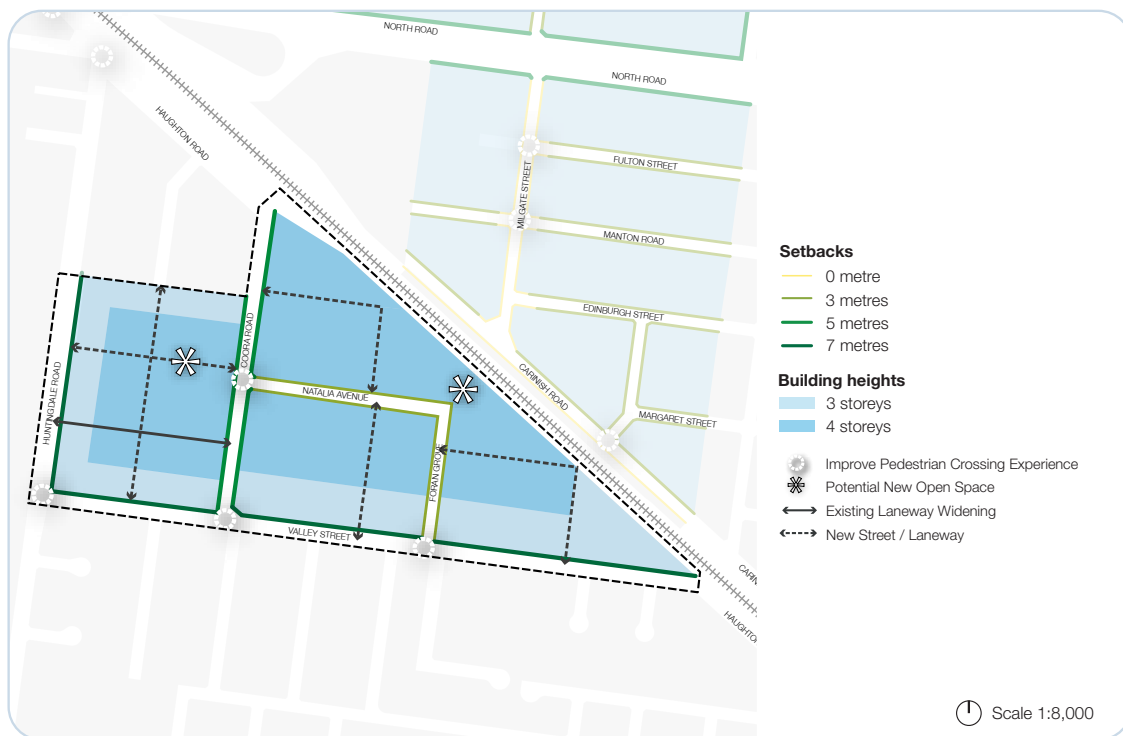
- Provide setbacks responsive to streetscape character (existing and desired). Setbacks where provided are to include at least 60% garden landscaping:
 - 0 metres / built to boundary: Milgate Street, Carinish Road (southern side);
 - Minimum 3 metres: Natalia Avenue and Foran Grove;
 - Minimum 5 metres: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

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



Ground setbacks must have at least 60% garden landscaping.

Figure 48: Area 7 – Framework plan.



5. Activity Areas (cont'd)

5.7 Activity Area 7 (cont'd)

Figure 49: Area 7 – Typical cycling street.

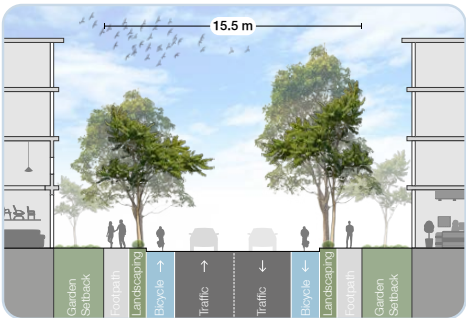


Figure 52: Area 7 – Proposed street section Coora Road.



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

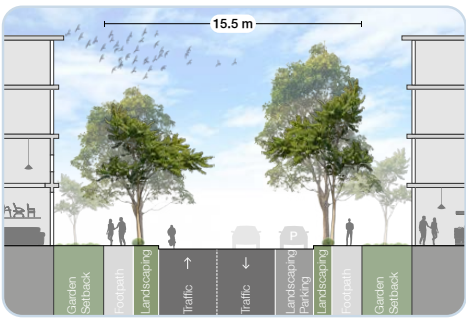


Figure 53: Area 7 – Proposed street section Valley Street.

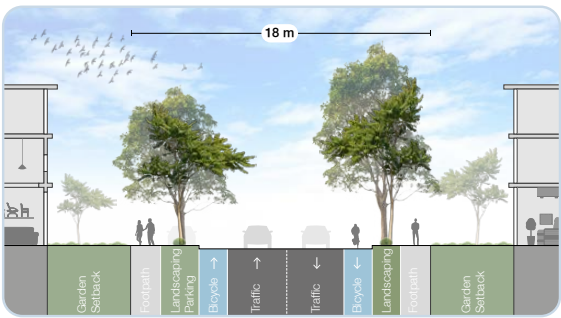


Figure 51: Area 7 – Typical street with parking on both sides.



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



5.8 Activity Area 8A

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

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

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

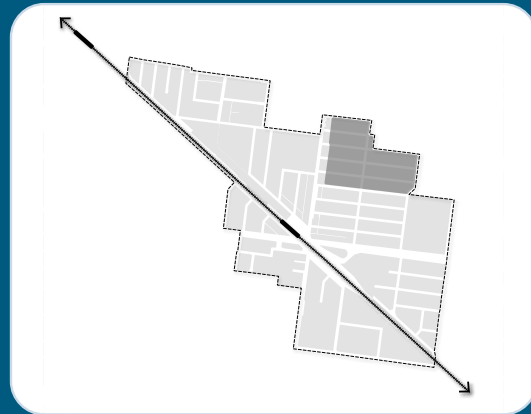
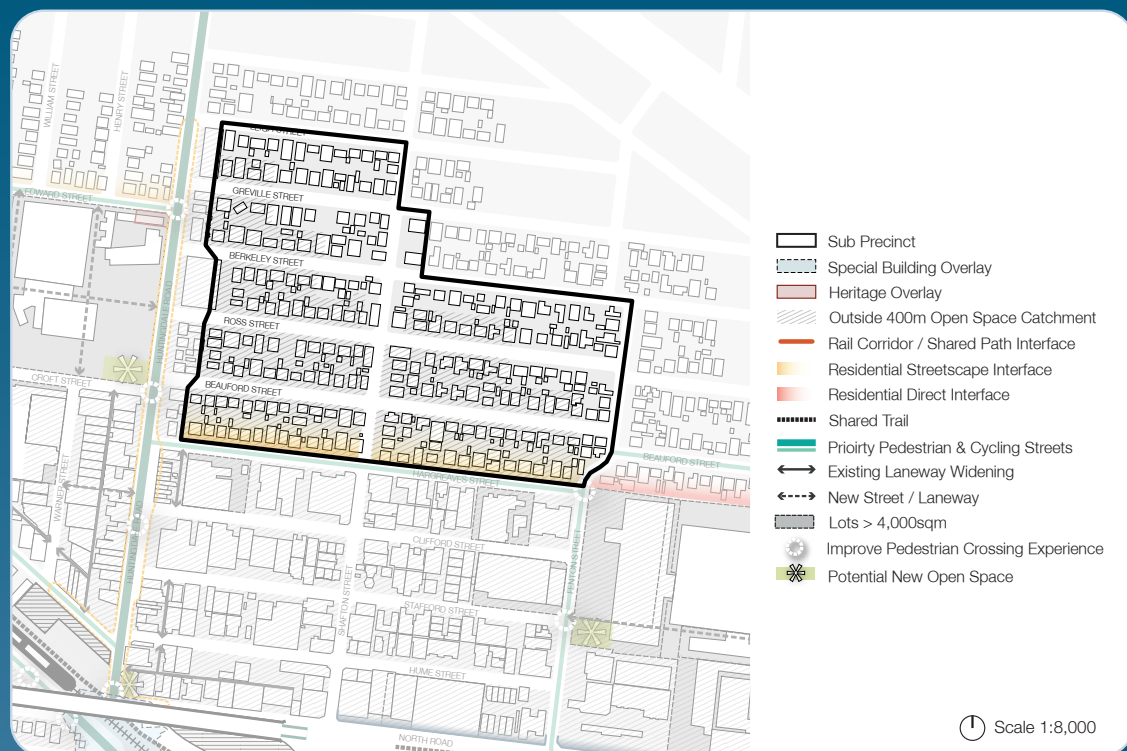


Figure 55: Area 8A – Challenges and opportunities.



5. Activity Areas (cont'd)

5.8 Activity Area 8A (cont'd)

Challenges and Opportunities

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

Mix

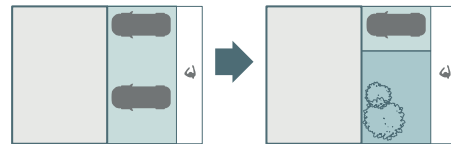
- Residential

Access

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

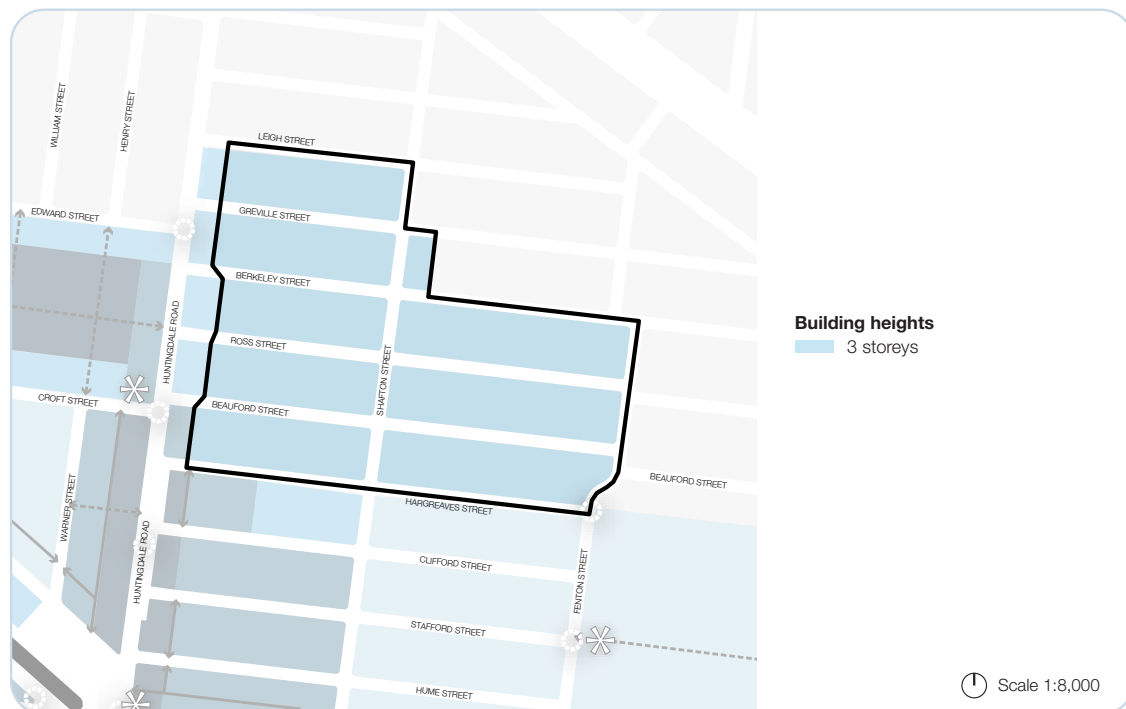
Place

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



Ground setbacks must have at least 60% garden landscaping.

Figure 56: Area 8A – Framework plan.



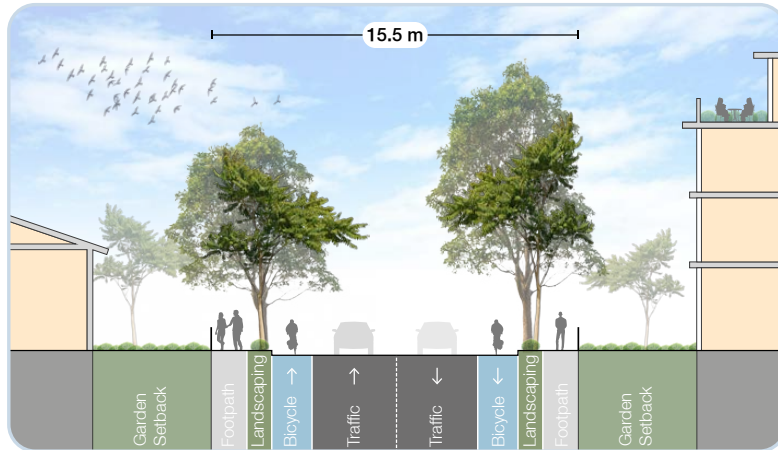


Figure 57: Area 8A – Typical cycling street.

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

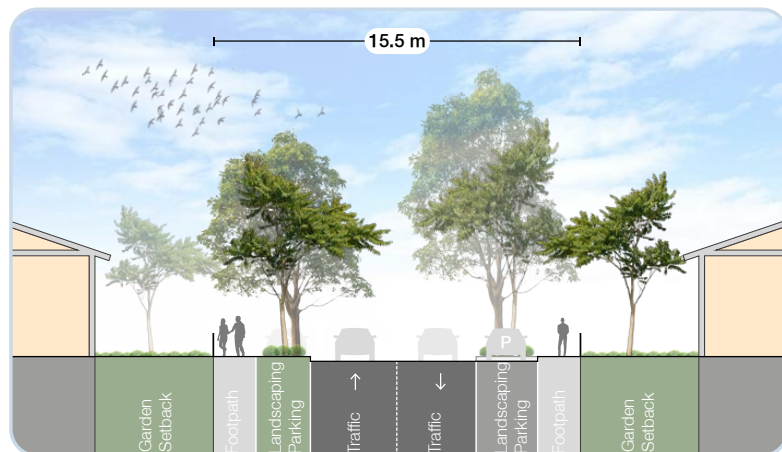


Figure 59: Area 8A – Typical street with parking on both sides.



5. Activity Areas (cont'd)

5.9 Activity Area 8B

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

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

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

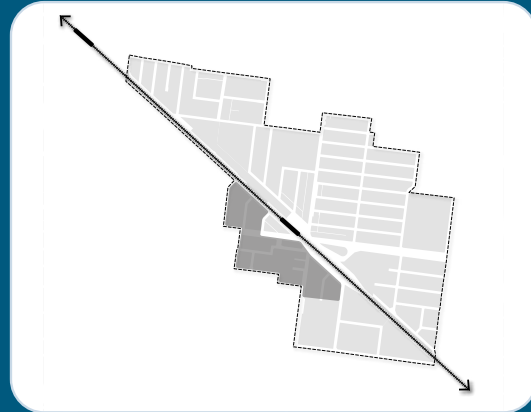
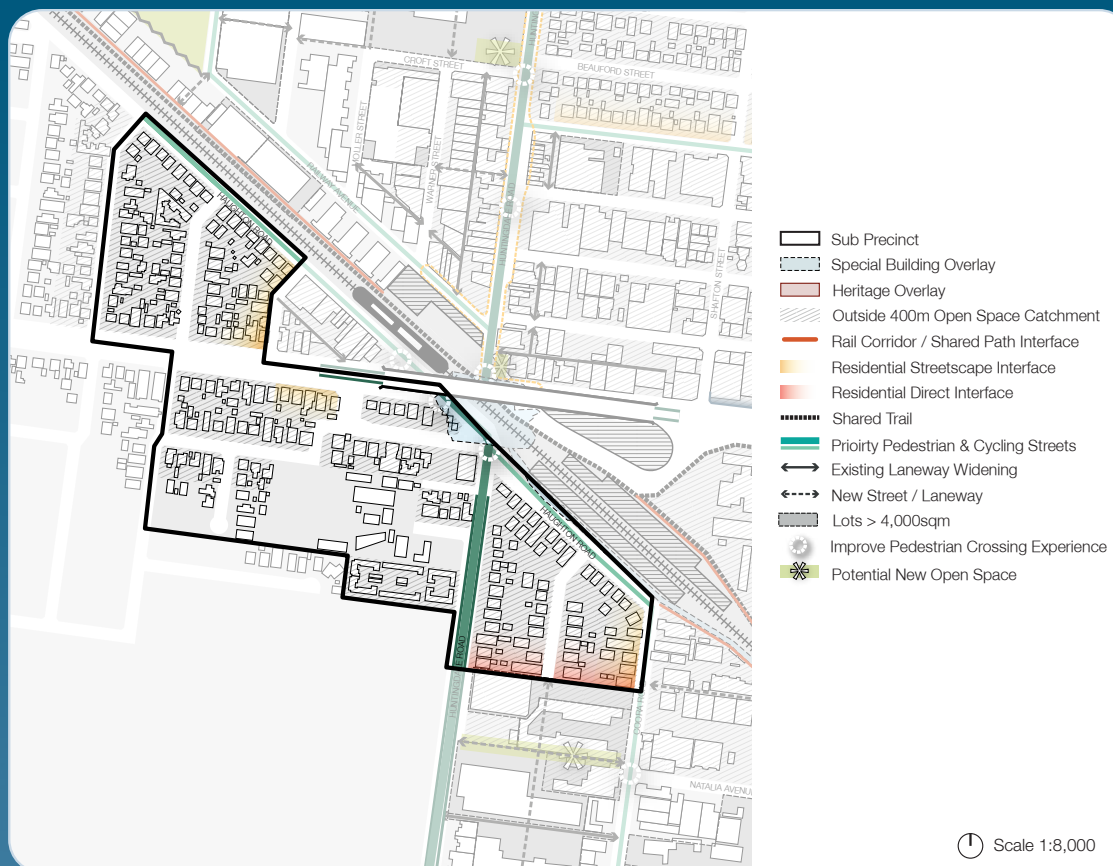


Figure 60: Area 8B – Challenges and opportunities.



5. Activity Areas (cont'd)

5.9 Activity Area 8B (cont'd)

Challenges and Opportunities

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

Mix

- Residential

Access

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

Place

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

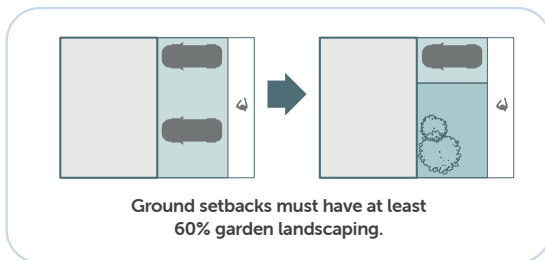
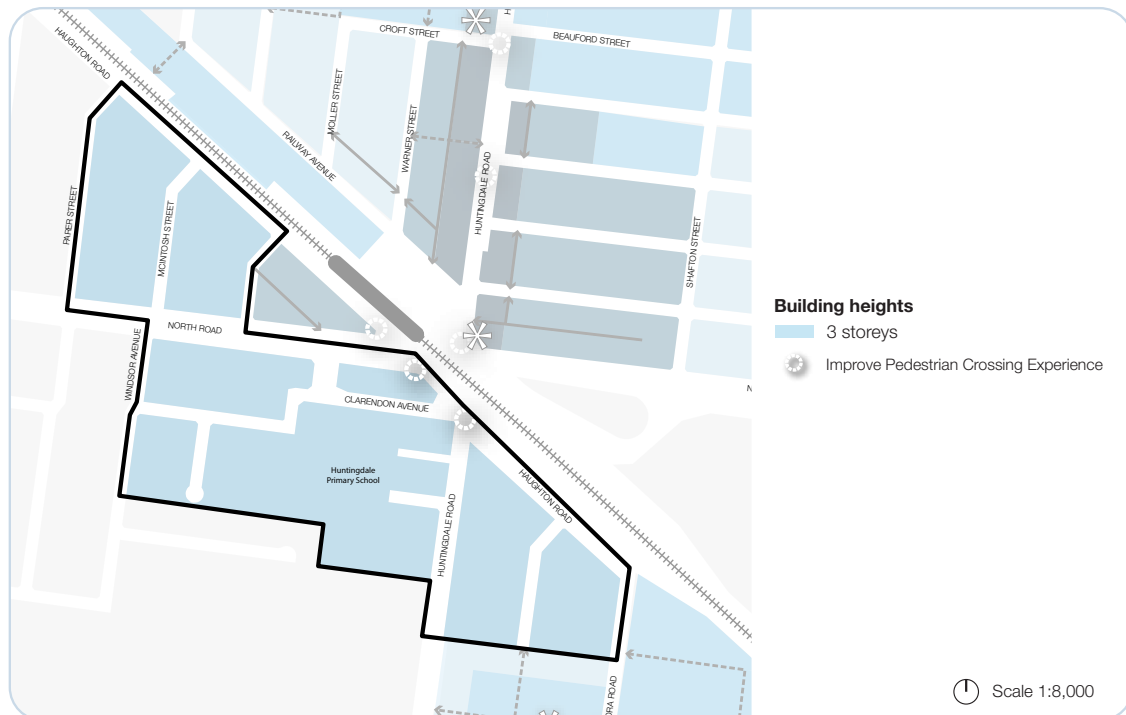


Figure 61: Area 8B – Framework plan.



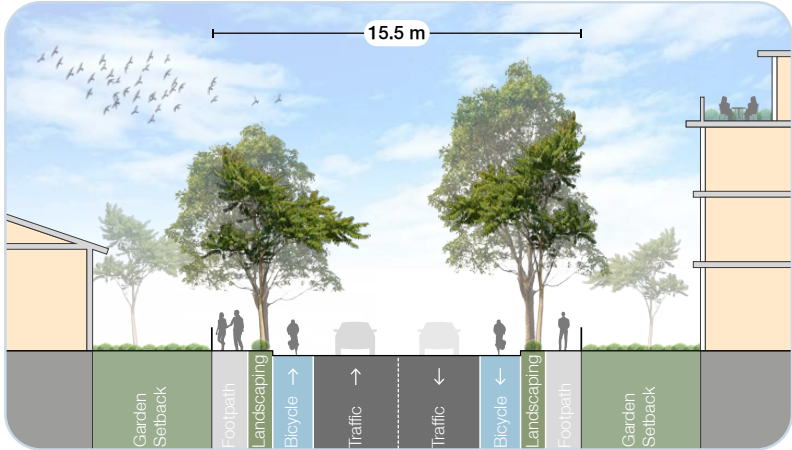


Figure 62: Area 8B – Typical cycling street.

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

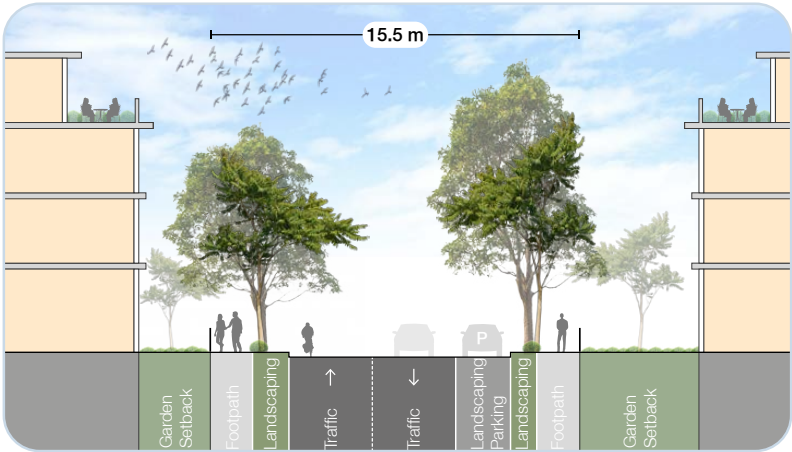


Figure 64: Area 8B – Typical street with parking on both sides.

6. Conclusion


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

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





Monash Civic Centre


 293 Springvale Road,
Glen Waverley
8.30am-5pm

Oakleigh Service Centre

 3 Atherton Road, Oakleigh
8.30am-5pm

National Relay Service

(for people with hearing or speech impairments)

 1800 555 660

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 www.monash.vic.gov.au

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