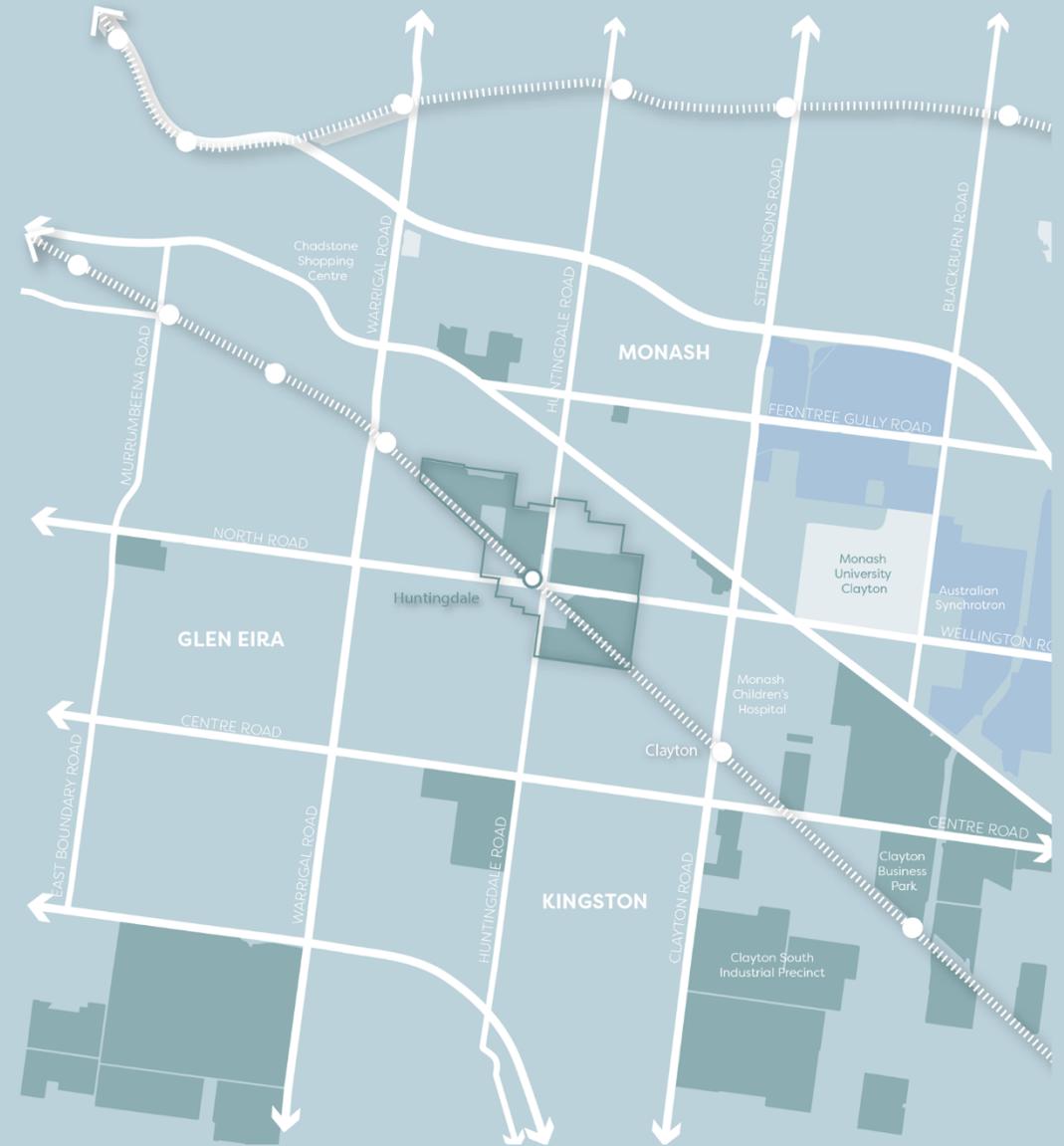




CITY OF
MONASH

HUNTINGDALE PRECINCT PLAN

IMPLEMENTATION 2022-2028



Huntingdale Precinct Plan – Implementation 2022-2028

Introduction

This implementation plan has been developed to outline the first 6 years of implementation actions from the *Huntingdale Precinct Plan 2020*. This plan sets out 26 actions, timeframes, responsibilities, and resourcing.

Implementation objectives

- To implement the vision and principles of the Huntingdale Precinct Plan as a key precinct within the Monash National Employment and Innovation cluster
- To foster innovation within the precinct and productive use of industrial land
- To implement change incrementally to areas that require land use change and significant built form to deliver employment and residential growth
- To set an advocacy agenda around key public and mass transport improvements beyond the responsibility of Council
- To create a steady and effective capital works program for Council to deliver improvements to the public realm
- To provide existing and future residents and workers with a 20-minute neighbourhood
- To create a vibrant, liveable, and sustainable activity centre that responds to the existing character while allowing for future opportunities

Types of actions

The implementation plan actions fall into the following paths:

- Path 1: Strategic work
- Path 2: Further design and master planning
- Path 3: Capital projects
- Path 4: Advocacy and facilitation

Resourcing

Actions are mostly funded within existing resources, symbolised with an 'F'. Some actions will be subject to approval and funding by Council as part of the Annual Budget process, in the applicable years – symbolised with an 'S'.

A staged approach

The indicative timeframes for completing the actions are:

Stage 1 – This Implementation Plan	
Short term: by the end of 2025 (0-3 years)	Medium term: by the end of 2028 (3-6 years)
<ul style="list-style-type: none"> Limited rezoning to Commercial 1 Zone to Area 3 (and application of the EAO). Apply new General Residential Zone schedule to residential Areas 8A & 8B. Rezoning of residential areas in Area 3 (on Huntingdale Road) to the Mixed Use Zone. Implementation of built form controls through a Design & Development Overlay. New and revised planning policies and guidelines implementing the objectives and strategies (where relevant and avoiding duplication). Commence advocacy and facilitation actions. 	<ul style="list-style-type: none"> Preparation of further design and master planning. Commencement of capital projects, including urban realm improvements, WSUD and street tree planting in line with streetscape plans.

Stakeholder engagement

Engaging stakeholders early and throughout the implementation process will ensure that their perspectives and needs are considered and incorporated into the plan. It will also help to build support and ownership for the plan among partners, the community, as well as promoting a sense of community and social cohesion in the precinct. Early engagement with key external partners will be undertaken. Most of the actions outlined in this plan will involve some form of community consultation, particularly actions involving changes to the Monash Planning Scheme or urban improvement interventions.

Governance

Governance is a fundamental aspect of the implementation plan. The governance of the plan will include the formation of an internal project control group to oversee the implementation process. It will also establish clear roles and responsibilities for the different parties involved, and ensure effective communication and collaboration between them. By providing strong governance and management, we can ensure that the plan is implemented in a timely and efficient manner, and that it achieves its objectives.

Monitoring and evaluation

Monitoring and evaluation are critical components of the implementation plan, particularly as it is a staged approach.

The monitoring and evaluation process will provide valuable information on the effectiveness of the plan, identify areas for improvement, and support decision-making. This will be in the form of progress reports to be prepared every two years.

The Huntingdale Precinct Plan

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

Well-connected transport linkages, including cycling and pedestrian networks build on the excellent public transport infrastructure connecting the village to its neighbours and beyond. The Main Street provides a safe, leafy, place to shop and socialise offering a variety of local businesses 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.”

Principles:

Foster innovation as a cornerstone of the economy	Productive use of Industrial land	20-minute neighbourhoods	Place through site responsive design
<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • Recognise the changing land and site requirements of knowledge intensive industrial sectors - less land intensive, higher employee per m2 ratio, higher amenity requirement, reduced negative spill over, extended hours of operation. 	<ul style="list-style-type: none"> • 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). 	<ul style="list-style-type: none"> • 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.

Objectives

Economic mix	Place	Access
<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • 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.

Strategies

Economic mix

Industry / employment

M01. 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.

M02. Facilitate catalytic industry anchor tenants to enter the Precinct to accelerate the Precincts transition:

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

Huntingdale Road retail core

M03. Create an identifiable urban centre that delivers a range of amenities serving the residential and worker population including an anchor retail tenant.

M04. Support existing and future fine grain retail along the retail strip to reinforce the community sense of place and 'heart'.

M05. Encourage a full line supermarket to provide essential retail amenity to the community.

M06. Encourage higher density development and activity around the retail core.

Residential

M07. To accommodate required change and growth within the Huntingdale Precinct without unreasonable impacts on surrounding residential areas.

M08. To encourage well-design medium density housing around the retail core providing additional life and activity to the Precinct 'heart'.

Student housing

M09. Encourage Purpose Built Student Accommodations (PBSA) around transport nodes.

Place

Built form

P01. Front setbacks, where required should provide generous public realm, including opportunities for canopy planting, pedestrian pathways, and seating. Car parking within front setbacks should be avoided.

P02. Ensure an appropriate transition in scale to surrounding residential areas by introducing suitable building scale, heights and setbacks at interface areas.

P03. Minimise the overshadowing impacts on the public realm and open space - existing and proposed. Built form guideline testing to utilise the equinox solar access test on key streetscapes with the following parameters:

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

P04. 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.

P05. Encourage active frontages to enable visual interaction and engagement between the inside of buildings and the street.

P06. Where podium car parking is proposed car parking levels should be above the first floor and sleeved with active uses to streetscapes.

P07. 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).

P08. Encourage adaptive reuse of suitable existing buildings to retain the 'grit' of the existing character.

Streetscape design

P09. 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.

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
- 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.

Access

Public transport

A01. Improve Huntingdale Station design, accessibility, and interchange in the short term.

A02. 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.

A03. Advocate for upgrades to the existing bus routes, infrastructure and investigate new routes.

A04. Seek opportunities to leverage major investment in the transport network to drive urban renewal.

A05. Plan for committed major transport projects including (Suburban Loop, Rowville Rail Extension, Caulfield to Rowville Light Rail).

Walking and cycling

A06. 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

A07. Enhance pedestrian amenity and experience on all streets through the provision of improved street lighting, greening, and nodes to stop and interact.

A08. 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.

A09. 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.

Implementation Actions

Principles 1 & 2 – Foster innovation as a cornerstone of the economy, and productive use of industrial land

No.	Type	Action name	Action description	Strategic alignment	Timeframe	Responsibility & partnerships	Resourcing
1.1	Advocacy & facilitation	Facilitate and promote industrial regeneration	Ongoing support for industrial transition of traditional 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.	M01	Medium	Economic Development DJSIR Monash Uni	F
1.2	Advocacy & facilitation	Attract industry anchor tenants	Facilitate catalytic industry anchor tenants to enter the Precinct to accelerate the Precincts transition: <ul style="list-style-type: none"> Professional, Scientific, and Technical Services / Commercial Future Manufacturing (Industrial / Specialist) Wholesale trade 	M02	Medium	Economic Development DJSIR Monash Uni	F
1.3	Advocacy & facilitation	Promotion as a location for startup incubator for business and industry	Promotion of Huntingdale as a preferred location for start up, high tech businesses including research and development.	M01	Medium	Strategic Planning Economic Development DJSIR Monash Uni	F

Principle 3 – 20-minute neighbourhoods

No.	Type	Action name	Action description	Strategic alignment	Timeframe	Responsibility & partnerships	Resourcing
3.1	Strategic work	Planning Scheme Amendment with zoning changes (creating a market signal)	<p>Undertake an Amendment to the Monash Planning Scheme to rezone land to:</p> <ul style="list-style-type: none"> Extend the retail core to the north, extending the Commercial 1 Zone to 265 Huntingdale Road) Encourage student accommodation, retail/commercial uses near the train station, extending the Commercial 1 Zone to 144 to 180 Haughton Road and 1269 North Road. Allow some change and growth within the Huntingdale Precinct without unreasonable impacts on surrounding residential areas, by applying the Mixed Use Zone to the residential land at 250 to 276 Huntingdale Road. 	M03, M04, M06, M07	Short	<p>Strategic Planning</p> <p>DTP EPA DJSIR</p>	F
3.2	Strategic work	Planning Scheme Amendment with policy changes (creating a market signal)	<p>Undertake an Amendment to the Monash Planning Scheme to:</p> <ul style="list-style-type: none"> Encourage well-designed medium and higher density development and activity around the retail core Accommodate required change and growth within the Huntingdale Precinct without unreasonable impacts on surrounding residential areas Encourage Purpose Built Student Accommodations (PBSA) around transport nodes Support sustainable transport, encouraging new development to incorporate green travel plans and provide car share spaces. 	M07 to M09 A16	Short	<p>Strategic Planning</p> <p>DTP</p>	F
3.3	Strategic work	Monitor car parking	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.	A17	Medium	<p>Engineering Strategic Planning Community Amenity</p>	F

No.	Type	Action name	Action description	Strategic alignment	Timeframe	Responsibility & partnerships	Resourcing
3.4	Strategic work	Improve public open space provision and quality of the public realm	Investigate opportunities to improve the quality and quantum of public open space within the Precinct, including better connections between existing open space within and around the centre. This includes acquiring new land, upgrading existing open space to meet future demand and utilising parts of streets and larger verges.	P13, P14 MOSS	Medium	Strategic Planning Property & City Design	F
3.5	Strategic work	Major transport projects	Plan for committed major transport projects including (Suburban Loop, Rowville Rail Extension, Caulfield to Rowville Light Rail).	A05	Medium	Strategic Planning Engineering DTP	F
3.6	Further design & master planning	Passive and active recreation	Investigate passive and active recreation opportunities.	P15	Medium	City Design Strategic Planning	F
3.7	Further design & master planning	Community infrastructure plan	Investigate the need for a community infrastructure plan to deliver a kindergarten and multi-purpose community centre.	P18, P19 EYIP	Medium	Community Services	F
3.8	Advocacy & facilitation	Bus route upgrades	Advocate for upgrades to the existing bus routes, infrastructure and investigate new routes.	A03	Medium	Engineering DTP	F
3.9	Advocacy & facilitation	Invest in transport network	Seek opportunities to leverage major investment in the transport network to drive urban renewal.	A04	Medium	Engineering DTP	F
3.10	Advocacy & facilitation	Purpose built student accommodation	Encourage and facilitate purpose built student accommodation around transport nodes.	M09 SSAP	Short	Strategic Planning Monash Uni	F
3.11	Advocacy & facilitation	Bike share scheme	Investigate bike sharing schemes, including a potential partnership with Monash University.	A15	Short	Engineering DTP	F

No.	Type	Action name	Action description	Strategic alignment	Timeframe	Responsibility & partnerships	Resourcing
3.12	Advocacy & facilitation	Community infrastructure partnerships	Work with the private sector to monitor community infrastructure need for current and future demand.	P17	Medium	Community Services	F
3.13	Advocacy & facilitation	Slowing traffic on Huntingdale Road	Advocate for lower 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.	A18	Short	Engineering DTP	F

Principle 4 – Place through site responsive design

No.	Type	Action name	Action description	Strategic alignment	Timeframe	Responsibility & partnerships	Resourcing
4.1	Strategic work	Planning Scheme Amendment with DDO	Undertake an Amendment to the Monash Planning Scheme to introduce new built form controls primarily using the Design and Development Overlay to industrial, commercial and mixed use land to improve built form outcomes and protect amenity. ⁱ	P01 to P08 P11, P12 A06	Short	Strategic Planning DTP	F
4.2	Further design & master planning	Consistent streetscapes	Introduce a high quality, consistent streetscape materiality and furniture palette throughout the entire Study Area, including lane ways, providing a common theme tying the individual areas together.	P09	Medium	Property & City Design Strategic Planning	S
4.3	Further design & master planning	Water sensitive urban design	Incorporate water sensitive urban design elements in streetscape upgrades and new public spaces, including tree water pits, urban swales, water re-use, and recycling initiatives.	P10	Medium	Property & Design Engineering	F
4.4	Capital projects	Improve pedestrian amenity	Enhance pedestrian amenity and experience on all streets through the provision of improved street lighting, canopy trees and other greening, and nodes to stop and interact. Provide consistent pedestrian footpaths on both sides of streets with a minimum width of 1.6 metres and greater width on pedestrian priority streets.	A07 MULCVS	Short	Engineering Capital Works Horticulture Services Utility companies	S
4.5	Capital projects / Advocacy and facilitation	Pedestrian crossings	Provide and advocate for 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.	A09	Short	Engineering Property & City Design DTP	S
4.6	Capital projects	Cycling network	Investigate the potential for 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	A10	Medium	Engineering Property & City Design DTP	S

No.	Type	Action name	Action description	Strategic alignment	Timeframe	Responsibility & partnerships	Resourcing
			Street, Fenton Street, Milgate Street, Carinish Road, Haughton Road, Coora Road and Valley Street.				
4.7	Capital projects	Wayfinding signage	Provide wayfinding signage in key locations including 'walk and ride times' to key destinations.	A11	Short	Property & City Design	S
4.8	Capital projects	Connections to station trail	Improve existing and provide additional connections to the Station Trail.	A12	Medium	Engineering DTP VicTrack	S
4.9	Capital projects	Planting of canopy trees	Canopy trees of appropriate species should be introduced at every opportunity within the streetscape to reduce the heat island effect, increase visual and physical amenity.	P12 MULCVS	Medium	Horticulture Services City Planning City Design	S
4.10	Advocacy & facilitation	Huntingdale Station improvements	Advocate for improvements to Huntingdale Station design, accessibility, and interchange in the short term, and advocate for the installation of high-quality bicycle parking and facilities (such as lockers) at the Huntingdale Station interchange.	A01, A13	Medium	Engineering DTP VicTrack	F
4.11	Advocacy & facilitation	Removal of the North Road overpass	Advocate for the long-term reinstatement of the North Road and Huntingdale Road intersection and the grade separation of the rail to re-connect the Precinct north and south.	A02	Long	Engineering DTP	F

ⁱ (Item 4.1) Matters to be considered with the built form controls: Front setbacks with opportunities for canopy planting, pedestrian pathways, seating; discouraging car parking within front setbacks; transition in building height and setbacks to surrounding residential areas; minimising overshadowing impacts to public realm; sufficient building separation; active frontages to maximise outlook and amenity; sleeving of car parking within podium levels; providing adequate floor to ceiling heights; encouraging adaptive re-use; maintaining fine grain of the retail strip; encouraging new laneways to larger development sites; encourage higher density development and activity around the retail core; requiring canopy trees to be planted in front setbacks; require high quality end-of-trip facilities; and consideration of integrated water management in flood-prone areas.