

ATTACHMENT 1 SUBMISSIONS TO DRAFT HUNTINGDALE ACITIVTY CENTER PRECINCT PLAN & OFFICER RESPONSE

SUBMISSION NUMBER	MATTERS RAISED	OFFICER RESPONSE
1	Objects to any future rezoning which proposes medium density housing in residential areas citing loss of amenity and security.	<p>Direction 2.2 of Plan Melbourne under the heading of “Deliver more housing closer to jobs and public transport” provides the following policy direction for Activity Centres such as Huntingdale.</p> <p><i>“Locating medium and higher-density development near services, jobs and public transport supports the objectives of consolidation and housing choice.</i></p> <p><i>For this direction to be achieved, the standards of higher-density housing need to be raised.</i></p> <p><i>There are significant opportunities for housing development in and around the central city. There are also opportunities for more medium- and higher-density development in middle suburbs close to jobs and services including:</i></p> <ul style="list-style-type: none"> • <i>urban renewal precincts</i> • <i>areas identified for residential growth</i> • <i>areas identified for greyfield renewal</i> • <i>areas designated as national employment and innovation clusters</i> • <i>metropolitan activity centres and major activity centres</i> • <i>neighbourhood activity centres—especially if they have good public transport connections</i> • <i>areas near existing and proposed railway stations that can support transit-oriented development.</i> <p><i>Encouraging mixed-use developments and greater housing diversity and density near employment and transport will create opportunity and choice for medium- and low-income households.”</i></p> <p>The Plan’s objectives to increase residential densities is not only consistent with Government policy but responds to the unprecedented population growth and demand for housing in Victoria. Activity Centres like Huntingdale are ideal locations for accommodating growth because of their proximity to good public transport, jobs and services</p> <p>The Plan is a high level strategic document which seeks to articulate Council’s vision for the Activity Centre for the next 25 to 30 years. It is important to note that the Plan does not propose, or recommend changes to the Planning Scheme.</p> <p>If in future Council decides to amend the planning scheme to implement any aspect of the plan, the statutory planning scheme amendment process would follow, which requires affected property owners to be notified and given the opportunity to make submissions to Council and to an Independent Planning Panel.</p> <p><u>No change to the draft plan.</u></p>
2	Suggests pickup/ drop-off zone for railway station. Existing parking issues identified.	<p>The Plan does not propose, or recommend changes to parking conditions. The matters raised in the submission will be referred to Council’s Engineering Department for investigation and response.</p> <p><u>No change to the draft plan.</u></p>

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<p>3</p>	<p>The centre needs a range of things:</p> <ul style="list-style-type: none"> • Coles or Woolworths, • Traffic lights and crossing required between Beauford St and Burlington St. • Less takeaway restaurants. • More vegetation and outdoor seating, water fountain for dogs. • Upgrade footpath and lighting, • A taxi rank at the train station. • Suggests changing suburb boundary. 	<p>Council has little or no influence in the decisions supermarket operators make in deciding where to locate their stores. Council can however create the conditions that will attract supermarket to Activity Centres such as Huntingdale. This is one of the objectives of the Precinct Plans. The Plan also describes a future environment for the Huntingdale Road, shopping strip in line with the submitter's comments.</p> <p>Removing the need/reference for anchor stores in the Precinct Plan will further decrease amenity within the precinct and reduce the attractiveness of the area for both commercial and residential uses</p> <p>The submitter's comments in respect to parking and traffic will be referred to Council's Engineering Department. The plan does not deal with changes to suburb boundaries.</p> <p><u>No change to the draft plan.</u></p>
<p>4</p>	<p>Supports revamping the industrial area in Huntingdale. Discusses existing parking issues. Residential proposal is ridiculous – the projected population growth can be accommodated with dual occupancies. 4 storey development will impact on the enjoyment of our backyard, loss of privacy, property values, overshadowing. Currently sees nice yards and green open space. Increase density in commercial areas not residential areas. Dual occupancies and 3 units on corner sites as currently approved is sufficient. Maximum building height of 8m and 2 storeys. Attempting to take away son's ability to ride bike in street.</p>	<p>Also refer to the Officers' response to submission number 1.</p> <p>The reasons for exploring opportunities to increase residential densities and increase building heights in the residential areas immediately adjacent to the commercial and industrial interfaces of the Huntingdale Activity Centre have been articulated in the Precinct Plan and the accompanying expert background reports. The submitter disagrees with these.</p> <p>Mixed use developments of 4 storeys and higher have been constructed across Melbourne for decades without adversely impacting on the residential amenity enjoyed by neighbouring properties. There is no reason why the same cannot occur in Huntingdale.</p> <p>The draft Plan recommends heights of 3-4 storeys ensuring a low-medium rise built form with good access to natural light along all the streets and a reasonable response to existing residential neighbourhood character.</p> <p>It should be noted that the adjacent residential properties are already in a General Residential Zone which permit buildings up to 3 storeys subject to a permit. Increasing the height 3 storey to 4 storeys is not considered to be a significant deviation from what is currently permitted under existing planning controls.</p> <p><u>No change to the draft plan.</u></p>
<p>5</p>	<p>Very promising plan. Important to have connectivity between Huntingdale Station and Monash University / Medical Centre - direct bike/walk path? There are no buses along Huntingdale Road South – there should be a bus connecting Centre Rd and North Rd up Huntingdale Rd.</p>	<p>The submission supports the Plan and makes very worthwhile observations in regard to the lack of public transport connections to Monash University and Monash Clayton.</p> <p>The transport connection between Huntingdale and Monash University already exists by virtue of the high frequency and high capacity 601, 900 and 630 bus services. The State Government is currently assessing the feasibility of a light rail route from Caulfield to Monash University which will further assist accessibility to the University should this proceed.</p> <p>The Clayton Precinct Plan, which has been prepared in parallel to the Huntingdale Precinct Plan, recognises the importance of improving the connections between Clayton and Huntingdale particularly with respect to Medical Precinct, and makes a number of recommendations on how to address this</p> <p><u>No change to the draft plan.</u></p>
<p>6</p>	<p>Need zebra crossings through main Huntingdale shopping strip.</p>	<p>The submission makes observations in regard to the need to accommodate pedestrians and cyclists as well as the need to plant for trees</p>

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	<p>Need a sealed foot/cycle path to enter Jack Edwards reserve from south.</p> <p>Improved cycling path around Huntingdale Station where they must currently dismount- difficult for pedestrians and cyclists to share space.</p> <p>More playgrounds and trees are needed.</p>	<p>These are issues across Huntingdale, due to the original industrial land use which traditionally did not require active transport infrastructure. The Precinct Plan aims to combat this through ensuring future design creates a sense of place and an urban form that allows for active transport infrastructure and supporting amenity. The widening of footpaths and provision of bicycle lanes will help to combat the safety and amenity challenges that current cyclists and pedestrians face.</p> <p><u>No change to the draft plan.</u></p>
7	<p>Applaud Council for undertaking the improvement work, well done. Asks several questions that were answered by email.</p> <p>Density around the area has recently been reviewed and does not need to happen again.</p> <p>Wants beautification along train line Haughton Street, removal of rubbish in these areas. Enquires about any planned works to upgrade Huntingdale Station and manage traffic. Station is fairly tired. Pedestrian safety could be improved here.</p>	<p>The submission asks a number of questions of detail which the Precinct Plan is unable to respond to given that it is a high level strategic document. However many of the matters raised can be responded to by other parts of Council, mainly Councils Engineering Department. These will be passed on for further investigation and response.</p> <p>The submitter's concerns with respect to increase residential densities have been noted.</p> <p><u>No change to the draft plan.</u></p>
8	<p>Would like to provide positive feedback to the plan.</p> <p>The area needs a positive identity.</p> <p>There is a lack of community infrastructure for young families.</p> <p>Huntingdale needs to be supported by your innovations to become a hub of multicultural activity and starting to attract a variety of ages to create a community.</p> <p>Expand employment, innovation and residential activity.</p> <p>Improve amenity and create a better sense of place.</p> <p>Local parks are poorly maintained. Huntingdale needs a park like Markham Reserve Ashburton. The Maternal and Child Health Centre is outdated and not very accessible with a pram. Wants better community support / facilities to participate in programs for her granddaughter.</p>	<p>The submission makes a number of observations of Huntingdale and the surrounding area which in the submitter's opinion requires attention by Council. The Precinct Plan makes recommendations with respect to the need to provide additional Community Infrastructure, including the provision additional child care facilities. The Precinct Plan is unable to respond to many of the matters of detail raised by the submission as it is a high level strategic document. However many of the matters raised can be responded to by other parts of Council, in particular the Community Development and Services Directorate. These will be passed on for a response.</p> <p><u>No change to the draft plan.</u></p>
9A	<p>Hopes potential new green connections will be developed as leisure playgrounds or parks. Industrial plants should be moved out of land use transition.</p>	<p>The comments made in the submission have been noted.</p> <p><u>No change to the draft plan.</u></p>
9B	<p>[Same as Submission 9A] and thinks industrial plants should be moved out of transition down to residential (grey colour areas). Increase innovation and employment.</p>	<p>The comments made in the submission have been noted.</p> <p><u>No change to the draft plan.</u></p>
10	<p>The increased awareness of the area as a transport hub and a link to Monash University and Chadstone Shopping Centre is timely and relevant to Melbourne's growth. As is the light rail - relevant to the strength of the area.</p> <p>While increased housing density is necessary, I hope small nature corridors for bird and nature life aren't compromised. Could there be more allocation of small green space/bicycle through-ways?</p> <p>It is not recognised that Huntingdale operates as a major industry transport/truck route onto North Road. It is dangerous and alienating to the space. There is recognition of how it affects the bus area to Monash, but it affects the whole area and a diverting road needs to be planned.</p>	<p>The comments made in the submission have been noted.</p> <p>The Precinct Plan recognises that grade separation is a current issue in Huntingdale between Huntingdale Road and North Road. The separation is causing safety issues for pedestrians, visitors and drivers who are not familiar with the area or road network. It is recognised as future bottle neck for traffic. This is an area that will require further investigation by Council to determine the best way to improve safety and accessibility across these key arterial roads.</p> <p><u>No change to the draft plan.</u></p>

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<p>11</p>	<p>Huntingdale streets are very narrow between Beauford Street and Princes Highway - trouble with large trucks being stuck or bringing down overhead wires. Increased traffic congestion. Enjoys the small but tight Huntingdale community, doesn't want Huntingdale to end up like Carnegie due to increased residential development. Opportunity to rezone some industrial areas into residential - wider streets, direct access to North Road, many of the factories are old, unsightly, asbestos riddled and vacant - ripe for redevelopment whilst retaining the 1950s charm of the area. Student housing would also benefit here from access to shops, transport and the university - would boost local shops. Shopping centres are killing small business (e.g. Chapel Street, Bridge Road). Most residents try to buy local and if we want a large supermarket we go to Oakleigh and enjoy the community atmosphere. The rail link and sky rail is a great idea. The bus station and increased security at Huntingdale Station has made a big difference. It has lit up what was once a dark area. Hopes you continue with more street lighting to make it more secure when walking at night and in winter. Writes her submission with the input of concerned neighbours.</p>	<p>Also refer to Officers' response to Submissions 1 and 4.</p> <p>The submission is generally supportive but does not support increased residential densities and building heights in the adjacent residential areas. Preference is to rezone more of the industrial land to accommodate more residential. Transitioning industrial land to residential goes contrary to the aspirations of the Precinct Plan which seeks to protect the industrial land for future employment opportunities. The Precinct Plan does however identify opportunities to increase residential densities along the Huntingdale commercial spine and some selected industrially zoned locations.</p> <p>Other comments made in the submission regarding the appearance of the Huntingdale Industrial area are valid and these are the very things the Precinct Plan seeks to address over time.</p> <p>Matters raised with respect to traffic and access issues will be passed onto the Engineering Department.</p> <p><u>No change to the draft plan.</u></p>
<p>12</p>	<p>Cycle paths on Huntingdale Rd should be physically separated from car traffic because of the speed and volume of cars. The current bike paths on Huntingdale Road, south of North Road, are mostly unusable and dangerous due to parked cars at school pickup times and outside Side tracked entertainment centre. Many of the other cycle priority routes in Figure 22 (such as Valley Road, Railway Ave, Edwards Street and Burlington Street) are high car usage roads and should have separated bike paths if they are going to be usable. Currently, the main impediment to north-south bike traffic in Huntingdale is the very narrow railway underpass, which is the only safe cycle route. Two annotated maps of cycle routes submitter considers safe to use are attached.</p>	<p>Also refer to Officers' response to Submissions 6 and 10</p> <p>Matters raised with respect to cycling, traffic and access issues will be passed onto the Engineering Department for further investigation and response.</p> <p><u>No change to the draft plan.</u></p>
<p>13</p>	<p>Great Huntingdale is getting a "spruce up after all these years." Key issues are: 1) Most factory sites are too small for any reasonable industry to take place. 2) Factory area is a wasteland in the evening and weekends - drug dealing & taking, vandalism and car hoons. 3) Roads are too narrow for semi-trailer and truck access in and out of driveways. 4) The area is run down and tired (same as in 70s when his father had a business in Clifford St). Suggestions:</p> <ul style="list-style-type: none"> • Change of zoning to enable establishment of multi dwelling accommodation- 5 storey apartment blocks in industrial areas. • Provision for nightlife (similar to Moorabbin) with factories becoming burger joints, bars, live music venues and a pub (without pokies) • Caution against retail as online retail is becoming the norm and this type of business will not succeed • Public drawcards to assist with sustainability e.g. container deposit depots for when Victoria implements a Container Deposit Scheme like the rest of the country. • Provision for more direct transport to Chadstone Shopping Centre e.g. free buses. • An underpass for cars to travel straight through Huntingdale Road across North Road. • Reduce speed limit on Huntingdale Road in the shopping centre to 40km. • Commercial offices are also an opportunity to get more people living and working in the area. 	<p>The comments made in the submission have been noted.</p> <p>The submission is supportive of the Precinct Plan. All the comments made are consistent with the aspirations for Huntingdale as articulated in the Plan.</p> <p>With regard to changing zonings, it is important to note that the Plan does not propose, or recommend changes including rezonings to the Planning Scheme.</p> <p><u>No change to the draft plan.</u></p>

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<p>14</p>	<p>Appreciate Council's efforts. Long overdue plan as Huntingdale's rank in the Melbourne Suburbs 321 rankings has dropped nearly 100 ranks (123 down to 215 now). Relatively high crime rate, few schools and congested roads contribute to its declining rank. Proposes the following suggestions in addition to the Plan: - Solar street lighting in the precinct, video cameras near station and in high density areas for increased safety and crime prevention. Mandatory requirement for apartment builders to provide the installation of video cameras to monitor open / shared areas. - Plan for a new secondary school within the precinct, in close proximity to the station in the existing industrial area. - Provision of sport and recreational facilities as part of Plan Melbourne's 20 Minute Neighbourhoods. - Relevant shopping centres and health facilities to support increased need with mandatory basement parking. - Electric vehicle charging station areas to increase adoption of electric vehicles. - Sheltered pick-up and drop-off areas near the station. - Activity Area 8A: Reduce setbacks to minimum of 3 metres in the proposed streets, particularly where the roads are wide and have nature strips, to encourage better multi-occupancy developments. - Public Transport: Dandenong/Huntingdale Road intersection - consider plans to elevate Huntingdale Road for uninterrupted access to Huntingdale Station from Oakleigh East (for buses, cyclists, pedestrians and cars).</p>	<p>The submission is supportive of the Precinct Plan. All the comments made are consistent with the aspirations for Huntingdale as articulated in the Plan. <u>No change to the draft plan.</u></p>
<p>15</p>	<p>Value the distinctive character: eclecticism, variety of cuisines, hosts a range of different and diverse community groups. In need of urban renewal but change should allow its distinct character to persist. Greater density housing close to shops and transport can be useful and desirable as long as it ensures decent living standards. Identifies issues with substandard students' accommodation historically (in some cases). Shared recreational space: Skyrail has created new multi-purpose recreational spaces that locals love, e.g. Clayton Station space. The overpass in Huntingdale meant no Skyrail, would support more open space close to shops and transport in Huntingdale.</p>	<p>The submission is supportive of the Precinct Plan. All the comments made are consistent with the aspirations for Huntingdale as articulated in the Plan. <u>No change to the draft plan.</u></p>
<p>16</p>	<p>Excited by the prospect of rejuvenation and redevelopment. Recognise the need for population growth. Have some concerns as residents of Activity Area 8A. Concerned about loss of amenity due to increased housing density- loss of privacy, shading, increased congestion and risk, loss of green spaces. Suggests increased housing density be accommodated in industrial areas to minimise impact on existing residential properties. Disappointed no opportunity for social and community housing. Examine opportunities increased green and open spaces in Precinct. Prioritise and lead environmentally responsible and sustainable building and development initiatives.</p>	<p>Also refer to Officers' response to Submissions 1 and 4 The submission is supportive of the Precinct Plan. All the comments made are consistent with the aspirations for Huntingdale as articulated in the Plan. <u>No change to the draft plan.</u></p>

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<p>17</p>	<p>Congestion has increased drastically and dangerously in the 43 years he has been in the area. Houghton Road and McIntosh Street are residential but have become cut through routes to Oakleigh resulting in damage to parked cars. The plan talks about safety, but this is being overlooked. How can adding more people and cars increase safety, especially when existing infrastructure is already at peak capacity? Removing the North Road overpass for elevated rail will only increase congestion. Never had any issues safely crossing as a pedestrian. The existing infrastructure is much safer for pedestrians than anything planned. Upgrade what is already there instead of reinventing the wheel. There is an existing charm and interest in the area seen in the speed and prices of sales. Although there is a desire to attract more people to the area, higher density (3-4 storey buildings) on the southern side of the rail corridor would only create more congestion and limit attractiveness. Don't ruin the residential character with high-rise developments. The plan discusses attracting a variety of residents to the area - attracting families is lacking. How will high density be useful for families?</p>	<p>The submitter opposes increased population and associated traffic. Both of these things are unfortunately inevitable as the submitter has experienced over a period of 43 years. The Precinct Plan recognises that population increase is inevitable and attempts to accommodate it in a planned and considered way which hopefully meets the needs of all stakeholders i.e. residents, visitors, business owners and employees.</p> <p>The submitter opposes finding a solution to the current North Road/Rail Line which separates the south of the Huntingdale Road from the North because it will increase traffic. This goes contrary to the aspirations of the Precinct Plan as supported by many submitters to remove this barrier and improve access.</p> <p><u>No change to the draft plan.</u></p>
<p>18</p>	<p>Has made a submission for Clayton also. Problem with crime - need live video security 24/7 signs at Huntingdale Train Station entrance intersection and platforms.</p>	<p>The submitter has made a very comprehensive submission outlining a multitude of issues and suggestions. The majority of the matters raised are unable to be responded to by the Plan due to their detailed nature. The submission however is generally supportive of the Precinct Plan.</p> <p><u>No change to the draft plan.</u></p>
<p>19</p>	<p>Was informed that sites for increased residential development have not yet been identified. As a resident and landlord of properties in the area, it is causing stress and anxiety in their lives. With increased residential density, want Council to consider:</p> <ol style="list-style-type: none"> 1. Not increasing residential development in the middle of single storey dwellings that are predominantly 1950s post war weatherboards. 2. That developing high density in Huntingdale destroys the character and cultural value of the suburb. 3. That the safety and security of residents will be compromised due to frequent movements from the new developments. 4. The impact on common infrastructure like roads, water and sewage. 5. That parking will also be a big issue as the roads are narrow, and if cars park on both sides of the road then it will be difficult to navigate which could lead to a serious accident. 	<p>Also refer to Officers' response to Submissions 1 and 4</p> <p>The submitter opposes increased residential densities in adjacent residential areas amongst other things citing loss of neighbourhood character and cultural values, safety and security, increased use on infrastructure and car parking.</p> <p>The Precinct Plan recognises that population increase is inevitable and attempts to accommodate it in a planned and considered way which hopefully meets the needs of all stakeholders i.e. residents, visitors, business owners and employees.</p> <p><u>No change to the draft plan.</u></p>

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<p>20</p>	<p>Is a resident and business owner in Huntingdale. Agrees that the industrial area is tired and needs to attract investment and new buildings to bring in professional businesses that can employ local residents.</p> <p>The buildings are poorly designed for today's requirements. This area needs huge development and a mix of residential apartments with speciality shops to revitalise the area (small Coles, microbrewery, barber, art gallery, sports facilities, open space gym, community centre, education, early learning etc)</p> <p>Parking is a concern near the train station and industrial area - any developments should allow for large car parking onsite so there is no overflow into residential streets.</p> <p>Poor lighting around the industrial area means there is graffiti and hoon drivers who speed down Shafton Street through roundabouts without stopping.</p> <p>Huntingdale Road needs a lower speed limit to 40 between Princes Hwy and Train Station. Cars try to make it 4 lanes and speed up to 80-90km regularly with a couple of fatalities and crashes over the years. Speed humps should be implemented before the start of the shops on Huntingdale Rd and flashing speed signs along with red light camera to help slow traffic speed.</p> <p>As a small business owner, a community or privately run serviced office space for small businesses to be based would be advantageous. If it were council run, the charges involved in hiring an office space would allow small, run from home businesses to thrive in a professional office environment.</p> <p>Carmen's is a great addition to the area and the way they have made their buildings fresh helps with the streetscape - but there are tired old buildings all around them.</p> <p>Apart from the car hoons, Huntingdale is a quiet suburb. Make the industrial area mixed use zone so that high rise apartments and townhouses would be built above commercial office spaces in the commercial zones. Don't let the residential areas become congested with ugly student accommodation developments.</p> <p>The main shopping strip could use some investment incentives from council and government. E.g. the post office has great staff but small and old in layout - perhaps if there were grants or incentives from the government proactively advised to landlords and tenants of shops along Huntingdale Rd, then the facades and internal layouts of the shops will spruce up and make the area look less tired. The current shops service a community need and there is a great variety of food, so more government incentives would make the strip more vibrant.</p>	<p>The submission is supportive of the Precinct Plan. The majority of comments and recommendations made are consistent with the aspirations for Huntingdale as articulated in the Plan.</p> <p><u>No change to the draft plan.</u></p>
<p>21</p>	<p>Lives outside study area, daughter attends Huntingdale Primary School which falls within Huntingdale Precinct.</p> <p>Very pleased the plan has been commissioned and welcomes its emphasis on best practice urban design.</p> <p>Beneficial to have a vision for the Precinct rather than having ad hoc development.</p> <p>Vision to include creating attractive green and inclusive public spaces- serve community needs not just business.</p> <p>Huntingdale railway station is an eyesore, unappealing, unkempt, overgrown, unsafe- it badly needs an upgrade. The North Road overpass- will benefit from greening.</p> <p>Train line is a major barrier to movement. Trains should be put under or above ground to allow pedestrian movement. Currently feels unsafe.</p> <p>A footpath is needed along western side of Huntingdale Rd- from Haughton Rd to Centre Rd.</p> <p>Improve bike path- with landscaping.</p> <p>Green public spaces with trees are required, particularly if additional residents will be accommodated in</p>	<p>The submission is supportive of the Precinct Plan. The majority of comments and recommendations made are consistent with the aspirations for Huntingdale as articulated in the Plan.</p> <p><u>No change to the draft plan.</u></p>

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	<p>the Precinct to improve safety and amenity. Some warehouses should be used as spaces for artists/ creatives- possibly linked to Monash Uni.</p>	
<p>22</p>	<p>Seems the desire is to price people out of area- poorly performing industrial uses. Industrial land closer to the CBD is way beyond the value where it can remain industrial. Older factory stock slowly being converted into new buildings/ estates. Huge price difference in sale price between new and old units. New units almost exclusively 200m2 of warehouses, older units large- can be used for actual manufacturing. Smaller units- processing/ distributor uses have very little value added to community. Absurd to widen laneways- will require compulsory acquisition of factories- is untenable, will make factories unusable. How dare you even contemplate taking land and buildings away from existing owners? Stupid- carving properties up to provide new laneways for permeability of pedestrians. Note phrase from report- "implement a design framework that builds physical amenity and provides a seamless interface between residential, retail and industrial activity". What happens when industry and residential clash? Concerned by the adverse amenity impacts on the residential area and the impact that will have on the operation of existing industry. Integrating residents into industrial areas will drive industry away. It appears that this is the plan- and having it all residential will increases rates to Council. Suggesting 3-4 storeys south of Railway Ave, opposite Moller, Hamilton and Parkside streets is a bit late- properties in this area have been newly developed with factories. Proposed retail anchor sites and student accommodation on station car park will already worsen a very bad parking problem- ridiculous. Do not support most aspects of the Precinct Plan relating to repurposing industrial land.</p>	<p>The following comment is taken from the submission verbatim and summarises the main thrust of the submitter's concerns:</p> <p><i>"It does appear that the ultimate plan and Council desire is to do away with industry in the relevant areas and have it all residential which returns a higher rate to Council"</i></p> <p>The above comment goes completely contrary to the objectives and aspirations of the Precinct Plan which seeks to retain as much of the existing industrial land for future employment opportunities whilst investigating opportunities to increase residential densities and a housing diversity within the Huntingdale Commercial core and adjacent residential areas which have access to good public transport and services.</p> <p><u>No change to the draft plan.</u></p>
<p>23</p>	<ol style="list-style-type: none"> 1. Little identification of proposed public land - one near the golf courses identified and one across the railway tracks presumably near the soccer pitch. How will this land be acquired? Why so little identified? Why not buy more land for much needed green spaces? 2. Nothing has been said on the legal and illegal brothels in the area and the quality of men they attract. Groups of men leave the station loudly causing a nuisance. Why does this plan ignore the brothels? 3. The plan seems to be mostly about increasing housing density. 4. Putting the railway above or underground will never happen as it would have occurred with the SkyRail development, so why is it being suggested? What are more realistic suggestions? 5. Public parking is becoming increasingly difficult due to more restaurants and a place of worship with parking exemptions. How will this be addressed? 6. Public drinking is the norm but is being ignored in this report - the local IGA often has people sitting outside drinking. 7. How will the disgusting Huntingdale Station underpass be fixed? 	<p>Also refer to Officers' response to Submission 10</p> <p>The comments made in the submission have been noted.</p> <p><u>No change to the draft plan.</u></p>

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<p>24</p>	<p>Huntingdale Primary School is the only school in the Precinct, and it falls within Activity Area 8B. Our vision for Activity Area 8B is for Huntingdale Primary School to become a world class language and education facility in alignment with our "Language Lighthouse Vision".</p> <p>Fast growing number of students enrolled.</p> <p>School is securing funding for rebuilding of school – upgrades discussed.</p> <p>Redesign of Huntingdale Precinct should consider pedestrian access from the Huntingdale Neighbourhood Centre to Huntingdale Primary School. Routes should be safe, direct and offer a good level of amenity including pedestrian crossings, signage, street art, landscaping and greenery where possible. Currently students travelling between North Rd and Huntingdale Railway Station must travel through the Railway Station. Station is crowded, dirty, students aren't visible inside station- it is not desirable. Need more security and excellent pedestrian access particularly if population increases, student numbers are likely to increase too.</p> <p>Students travelling to and from Huntingdale Primary School use a range of transport modes including walking, riding, car, bus or train, using the following routes:</p> <ul style="list-style-type: none"> - exiting the school at Grange St, travelling on both sides of Huntingdale Rd in both a north and south direction, with many students also crossing Huntingdale Rd to access the streets east of Huntingdale Rd. - exiting the school at Germain St, using the laneway bordering Germain St Kindergarten and crossing Clarendon Ave (via the pedestrian crossing) and North Rd Service Rd to access Huntingdale Station and the Huntingdale Neighbourhood Centre. - exiting the school at Clarendon Ave to access streets of the west of the school. <p>Students are encourage to walk to school- part of an active lifestyle- so its important pedestrian routes to school are safe and attractive.</p> <p>The bike path adjacent to rail line is poorly maintained and lacks good lighting, sign posting and feels very secluded- an unsafe option.</p> <p>Existing issues with congestion.</p> <p>Traffic travels very fast along Huntingdale Rd- may need permanent pedestrian crossing.</p> <p>Identifies two dangerous blind spots- the section of Clarendon Ave that connects to North Rd.</p> <p>Permanent traffic lights are warranted. Further details are provided in the submission.</p> <p>Level of parking for school to meet demands, no drop off loop- Precinct Plan needs to consider parking needs of school to improve traffic flow.</p> <p>Included in the Traffic and Parking Review done in 2018 for the Huntingdale Primary School.</p> <p>It discusses the possibility of connecting Grange St and Germain St with a road loop. Parking on school property to be managed by Monash City Council under a peppercorn agreement. Currently unfunded but forms part of the school's masterplan.</p> <p>Any future housing development in Grange Rd, Germain Rd or Clarendon St or around school entrances should be consistent with the existing residential landscape and should not introduce an undue amount of traffic or further demand for parking.</p> <p>Precinct Plan should support child safety as a priority.</p> <p>Precinct Plan should take into account possible future residential development in Talbot Quarry.</p> <p>Supports that the Plan identifies there is a significant undersupply of community infrastructure in Huntingdale. Highest priority area for investment include a kinder, day-care centre, community centre, outdoor sports facility and public open space.</p> <p>Great emphasis on industrial and residential land and economic development in Huntingdale- including through the vision. Views the development of community infrastructure, community space and amenity as an equally important aspect of the precinct's development.</p>	<p>The Primary School has made a very comprehensive submission. The vast majority of the comments relate to traffic, access and movement issues throughout the precinct and its impacts on the school. The submission is accompanied by a traffic report which articulates the school's concerns in detail.</p> <p>Officers agree with many of the observations made by the school and the matters raised have been recognised as important issues to address in the draft Plan.</p> <p>Officers will refer the submission to Council's Engineering Department or further investigation and response.</p> <p><u>No change to the draft Plan.</u></p>
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	<p>Plan doesn't mention Huntingdale Primary School and Germain kindergarten so it is unclear how the proposed opportunities relate to these spaces.</p> <p>Area around Huntingdale railway and North Rd overpass is unsightly without any green space or tree canopy. Improving greenery and landscaping would increase walkability and amenity of area.</p> <p>Hopes all elements of the plan consider environmental sustainability and drive behaviours which promote environmental sustainability such as walkability and ride ability, energy efficient design and placement of recycle bins.</p> <p>Huntingdale Primary School seeks to position itself as a key site for the older community- which aligns with the opportunity identified in the Precinct Plan for community spaces that encourage interaction and collaboration.</p> <p>Discusses potential ways Huntingdale Primary School can interact with the wider community.</p> <p>Desirable for the school to be known and recognised in the community including through street presence, signage and well-designed pedestrian routes.</p> <p>Welcomes opportunity to explore synergies with the school.</p> <p>Public transport, bike and pedestrian infrastructure should consider South Oakleigh Secondary College as it's the only secondary school whose school zone is in Huntingdale.</p> <p>Precinct Plan should ensure that there are safe and efficient connections to key education facilities.</p> <p>Discusses State Budget in relation to the Oakleigh Education Plan and its implications. The Precinct Plan should align with this Plan. This can be achieved through contacting the DET Project Manager- contact details provided.</p>	
25	<p>Implementation of plan will benefit community including:</p> <ul style="list-style-type: none"> - create employment opportunities - improve transport system - keep community active and entertained - expansion of retail, medical and amenity <p>Want to give all the credits to council for initiating precinct plans to benefit Monash residents.</p> <p>Don't want to sacrifice the green characteristics of the area for new constructions. Council to take steps to ensure green characteristic of area is retained.</p> <p>Population is growing at an exponential rate, has an adverse effect on the environment. Council to take steps to ease congestion.</p> <p>Council should not increase rates unfairly due to new constructions.</p> <p>Thanks for the opportunity to comment.</p>	<p>The submission is supportive of the Precinct Plan. All the comments made are consistent with the aspirations for Huntingdale as articulated in the Plan.</p> <p><u>No change to the draft plan.</u></p>
26	<p>Submission on behalf of the owners of 33-60 Fenton St, 17-31 Franklyn St and 1351-1365 North Rd, Huntingdale- located on the eastern edge of the Huntingdale Activity Centre Precinct. The submissions is detailed and written to support the rezoning of the combined sites. The submission is broader and more detailed than a submission focusing on feedback on the draft Plan.</p> <p>Current zoning inhibits new forms of commercial and residential land uses in the activity centre. The site is underdeveloped and significantly larger than most sites in the immediate area.</p> <p>Size and strategic location of site underlies its potential for providing mixed uses.</p> <p>This proposal for rezoning is accompanied by a range of planning documents that.</p> <p>Details the objectives of these reports including reduced vehicle movements, increased diversified employment opportunities, add value to the existing retail precinct, improve residential and industrial amenity by introducing less intrusive activities. Flexible zoning to provide mixed uses would meet these</p>	<p>The overall goal of the Draft Plan is to reconcile high value economic activity with community outcomes and ensure sustainable population and employment growth. Employment, education, residential and retail opportunities are proposed with specific evidence base and levers as discussed in the draft Plan supported by the background technical reports and discussion paper.</p> <p>The land use recommendations in the precinct plan are one of the major levers that Council can use to support the reconciliation of the high value with community based activities. Further investigations will be required to determine the appropriate zone and planning tools e.g. the use of a development plan overlay.</p> <p>The Plan is a high level strategic document which seeks to articulate Council's vision for the Activity Centre for the next 25 to 30 years. The Plan does not propose, or recommend changes to the Planning Scheme.</p>

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	<p>objectives. Site is within Activity Area 5 with a preferred maximum height of 13.5 metres. The submission contends that a Mixed Use Zone in this location would present an excellent incentive for new investment in innovative industry and new housing forms. Transformation of Huntingdale will require ongoing coordination between stakeholders and clearly require changes to the planning controls. Existing planning provisions don't provide an incentive or opportunity for significant investment that will transpire precinct. Needs to be redevelopment of large strategic sites. Huntingdale well positioned to attract and retain high value industries but will need a catalytic transformation to attract knowledge incentives businesses. Improvement to amenity, public realm, housing and retail offer will be instrumental in attracting businesses to Huntingdale. Demand for student accommodation is expected to grow as university student population increases.</p> <p>In summary, the submission proposes:</p> <ul style="list-style-type: none"> i) Consolidate the activity centre and widen the range of uses. ii) Introduce Mixed Use Zones (MUZ) - acts as a buffer between residential and industrial land. iii) Mixed use development is in conformity with State Government Planning Policy (CI 16.01-1, -2, -4, -5). iv) Mixed use development is in conformity with the Local Planning Policy Framework (CI 21.03-4, 22.03, 21.04-3, 21.05-3, 22.03-2, 22.01, 21.13, 22.13). v) The C125 Panel recommendations should be followed - zoning changes for underutilised properties. vi) There is a current absence of MUZ land in the Activity Centre. vii) There is limited potential for higher density housing without rezoning. viii) The subject land should be a Strategic Redevelopment Site. ix) Redevelopment of the subject land would provide amenity and commercial benefits. x) Mixed Use Zoning is sought for the land. xi) A Development Plan Overlay should be applied to the land. 	<p>If in future Council determines to amend the planning scheme to implement any aspect of the plan, the normal planning scheme amendment process would follow which requires affected property owners to be notified and given the opportunity to make submissions to Council and to an Independent Planning Panel.</p> <p>Areas in Huntingdale could be considered underutilised due to significant vacancies and reduced demand for traditional industrial land uses. The Draft Plan discusses the transition of these industries to higher value industries and the use of underutilised areas for a combination of residential, commercial, retail and specialist uses including student accommodation. Further investigation is required into the appropriate planning mechanisms to achieve the outcomes discussed in the Draft Plan.</p> <p><u>Mixed use development is in conformity with State Planning Frameworks</u></p> <p>Mixed use developments are a fundamental part of the Draft Plan. The mixed use zone category is restrictive in nature, due to it falling under the residential category. It restricts the amount of retail and commercial activity to enable higher residential density living. Conversion from industrial to a mixed use zone can be complicated due to building setback and urban form.</p> <p><u>Rezoning is needed to encourage high density housing</u></p> <p>Medium to high density and affordable housing in appropriate locations is one of the key features of the residential sections of both the precinct plan and background/discussions papers. The challenge will be finding a balance between the retention of industrial land for employment whilst at the same time providing opportunities for increased residential densities.</p> <p>Removing the need/reference for anchor sites in the precinct plan will significantly decrease amenity within the area and therefore reduced the attractiveness of the area for both commercial and residential uses.</p> <p><u>A Strategic Development Site</u></p> <p>Nominating these properties as Strategic Development Sites implies that significant change is predicted. In this case, the proposed land use is similar to the existing.</p> <p><u>No changes recommended to the draft plan.</u></p>
27	<p>Site is not located within the Activity Centre but is in close proximity. Supports the general thrust of the Precinct Plan for revitalisation and increased development opportunities to support the MNEIC. Precinct is identified as a diverse village that provides a range of employment, recreation and residential opportunities. Employment opportunities of the precinct should be protected and enhanced to provide local employment and support 20-minute neighbourhoods. The vision is to be commended.</p>	<p>The comments made in the submission have been noted.</p> <p>The submission is supportive of the Precinct Plan. All the comments made are consistent with the aspirations for Huntingdale as articulated in the Plan.</p> <p><u>No change to the draft plan.</u></p>
28	<p>It is inappropriate for council to ignore our properties south of North Rd and only be investing change on properties north of North Rd. Many of the manufacturing properties have closed down and are vacant and in disrepair. Deteriorating area. Vacant and abandoned lots have caused issues with people dumping rubbish on the nature strips. Homeless people go through it at night making it dangerous to take evening walks. Council needs to invest money into improving the area south of North Rd - knock down many abandoned buildings to create parks, shops and housing - would greatly improve safety of area.</p>	<p>The comments made in the submission have been noted.</p> <p>Although the submitter's property is in the Precinct Plan area, he believes that Council is not planning any changes to the area and is ignoring properties to the south of North Road. This is not the case.</p> <p><u>No change to the draft plan.</u></p>

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<p>29</p>	<p>Love the idea of retail in south east area. Their area has become "trash" with abandoned factories housing squatters, buildings falling apart, could be sprinkling asbestos - unacceptable. Pegging this area as Commercial is great and will hopefully get rid of those old buildings.</p> <p>Don't understand why council says it will take 10 years for change - should knock down old deserted buildings within 5 years and build a new shopping centre on all commercial space south of the train tracks. This area is 170 sqm and Chadstone Shopping Centre is only 129 sqm. Great opportunity to demolish and build a shopping centre even bigger than Chadstone. Council could even build an entertainment venue larger than Crown Casino.</p>	<p>The submission is supportive of the Precinct Plan. The majority of comments made are consistent with the aspirations for Huntingdale as articulated in the Plan.</p> <p><u>No change to the draft plan.</u></p>
<p>30</p>	<p>Praises council for the helpful consultation session at Carmen's. Understands that suburbs must grow but wants council to manage it in a mutually benefit way. Minimise impacts on current residents. Primary concern is with developments will bring more people and therefore more vehicles. To address this: Ross and Berkeley Streets become permit parking, transform these into one-way allowing residents of the new complex to access via Ross St and exit via Berkeley St. Would alleviate congestion. Extra traffic creates noise pollution concerns - surge of human activity. Alters the traditionally quite suburb. Could create stress on families and older residents if not handled sensitively. Parked cars outside other residents' properties = constant stream of people coming and going, leading to security concerns. Sense of an enclave with large number of adult pedestrians. Strong likelihood this type of development will attract boarders and transitory dwellers as opposed to those looking to settle. Families and established residents will find themselves as the minority in their own community. Could impact on their sense of safety. Fear that the influx of people and higher density will impact on property values in area. Better street lighting, off-street parking, ongoing improvements in transport infrastructure, maintain streetscape cleanliness and installing more waste bins.</p>	<p>The submission does not comment directly on the Precinct Plan but makes mention of current experiences with parking and access issues and how may will be exacerbated by increased population. These will be referred to Engineering for investigation and response.</p> <p><u>No change to the draft plan.</u></p>
<p>31</p>	<p>Submission is on behalf of owner of 5 Valley Street. Has a relationship with owner at 7-15 Valley St, Oakleigh South who is making a similar submission.</p> <p>Subject land - 2.1 ha, IN1Z, has four road frontages, L shaped. Within Activity Area 7 in draft Precinct Plan.</p> <p>Economic Mix - Discusses economic report by Essential Economics (now Ethos Urban) from 2016. Precinct constraints to retail industrial - conflicting land uses from residential area, hard to access major transport routes, poor amenity, and poor state of building stocks. Lack of demand for industrial properties e.g. decline of manufacturing sector. Should consider alternative uses for the precinct. Lack of clarity on future land use in Activity Area 7 - Background Report (Land Use) suggests interim rezoning to C1Z then RGZ but draft Precinct Plan remains industrial. Issue for prospective investors. Demand for residential uses exists in the area - could accommodate medium and high density housing and aged care which leads to employment opportunities. Residential development would attract more than \$550 million in construction costs. The renewal of the area is critical in achieving the principles of the 20-minute neighbourhood. Their site provides opportunity for permeability and to create a link between streets. Opportunity for mixed use, would improve current street interface. Has provided some initial concept work for the site with various plans. Notes the nearby PMP Printing site and Richmond Jacques Site as examples of industrial to residential. The 3-4 storey height limits in Activity Area 7 do not allow for the efficient use of land. The setbacks</p>	<p>As with the response to Submission 26 the Draft Plan is a high level strategic document which seeks to articulate Council's vision for the Activity Centre for the next 25 to 30 years. The Plan does not propose, or recommend changes to the Planning Scheme.</p> <p>One of the recommendations to Council with respect to the future implementation of the Plan is for Officers to bring back to Council an implementation plan which will make recommendations to Council as to where Council should focus its efforts. This could include nominating which of the Activity Areas should be prioritised for further investigation having regard to the submissions received, economic conditions and alignment with the aspirations and recommendations of the Plan. This could involve further and more targeted consultation with affected property owners. This however will be dependent upon the appropriate allocation of resources.</p> <p>If in future Council determines to amend the planning scheme to implement any aspect of the plan, the normal planning scheme amendment process would follow which requires affected property owners to be notified and given the opportunity to make submissions to Council and to an Independent Planning Panel</p>

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<p>proposed are not compatible with the overall Built Form strategy P08 - a 7m setback does not maintain the 'grit' or industrial heritage of the area. Should 0-2.5m at their site. Has attached a Traffic Review, Cornus Land Holdings, Huntingdale, Sept 2019.</p>	<p>For future guidance the following additional comments are made in response to the submission:</p> <p><u>A more flexible zoning strategy will enable greater residential outcomes</u></p> <p>Residential outcomes play a part in the Draft Plan, but the overall purpose of the plan is to facilitate higher order economic uses encouraging employment activities and growth in jobs. New jobs opportunities will naturally attract residential growth if the right amenity is created.</p> <p>Changing the focus to residential will potentially decrease the industrial outcomes sought by the Draft Plan. Overall the Monash NEIC is a highly productive cluster and Huntingdale is being envisioned to become a major contributor to ensure the NEIC remains competitive, consistent with Government Policy. The means by how this is achieved is what is in debate. Residential density is important but will occur naturally with changes to urban form/design, employment opportunities, supply of residential accommodation and improved amenity.</p> <p><u>Current Industrial Precinct is not well serviced by the existing Road Network</u></p> <p>Transport and access between the Activity Areas is part of the 3 themes throughout the Draft Plan. This includes how the current and future planned roads, cycling paths and pedestrian pathways facilitate the movement of vehicles and people throughout Huntingdale. The first priority is to shift people from vehicles to public and active transport. Those functions that still require the use of vehicles (such as employment generating land uses) will have less traffic to contend with. The Draft plan notes these issues and recognises that there a no funded projects to resolve them.</p> <p>Adjusting the Draft Plan to include more detail into the Draft Plan will have little impact on the overall economic and community outcomes. This is due to the road network being an enabler for access and will be further investigated as part of the future implementation strategy.</p> <p><u>Changes to North Road and extended grade separation or the rail line</u></p> <p>Investigation into the current grade separation is important. The Draft Plan recognises the access and safety issues and the need to address these when the next level of detailed planning occurs. Changing the grade separation will increase safety and access across the rail line between the different activity areas.</p> <p><u>Review 2 stage zoning strategy</u></p> <p>The concept of transitional zoning is to allow for businesses and industry to transition in and out of Huntingdale. This allows greater control of the outcome the plan is targeting. In the short term with the currently density it is highly unlikely that a business requiring a Commercial 1 zone will consider Huntingdale as a location.</p> <p>As an example, moving straight to a commercial 1 zone will potentially cause a delay in the uptake of vacant properties and force out smaller business. The transition period has been designed to give industry time to transition out while encouraging businesses to remain longer until residential density is increased. The transitional approach seeks to ensure that amenity is available without a major residential density increase, but then allow for change when density increases and new industry/retail wants to locate in Huntingdale.</p> <p><u>Poor pedestrian and bicycle infrastructure inhibits transport connectivity</u></p> <p>Increased pedestrian and cycle amenity is a key outcome sought by the Draft Plan.</p>
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		<p>This is an issue across Huntingdale due to the original industrial land use which traditionally didn't require active transport infrastructure. The Draft Plan seeks to combat this through ensuring further design creates a sense of place and an urban form that allows for active infrastructure. Having larger setbacks will enable the widening of roads and footpaths to allow for bicycle lanes and will help to combat the safety and amenity challenges that current cyclists and pedestrians face.</p> <p><u>Introduce a Development Plan</u></p> <p>The use of a Development Plan is supported but can only be considered as part of future planning scheme changes which are not contemplated by the Draft Plan.</p> <p><u>Increase in height from 4 storeys</u></p> <p>Proposed heights are 3-4 storeys ensuring a low-medium rise precinct with good access to natural light along the streets and is considered a reasonable response to existing residential neighbourhood character. This is considered appropriate regardless of use. If in future Council decides to allow limited residential uses, these heights will enable townhouse and lower apartment development to occur. Should Council in choose to rezone the Activity Area to mixed use/ residential, a greater height may be acceptable but this should only be determined after further analysis. Any increase in height should also come with the expectation of considerable community benefit including new connections, open spaces and streetscape upgrades.</p> <p><u>Demand for industrial land is negligible and the precinct is not appropriate for those style of uses</u></p> <p>The Draft Plan outlines that activity area 7 should be considered as a 'clean industry employment neighbourhood'. It aims to move away from traditional manufacturing uses to low floorplate, high output industry uses. This could include advanced manufacturing, bio-tech, agri-bio industries where the primary use is research and development. Often this is coupled with head offices of the development companies and therefore require larger lots that can be developed to the 3 – 4 storey limits.</p> <p><u>Insufficient residential population to support anchor retail sites (Supermarket etc ..)</u></p> <p>Page 53 of the Economics and Land Use Background Report which informed the preparation of the Discussion Paper and Draft Plan states that there will be a 50% growth in residential population by 2051. This excludes students and therefore could be considered higher depending on the supply of student accommodation. Similar neighbourhood centres such as Highett, The Hive, and Richmond for example have multiple supermarkets and are easily accessible by public and active transport. Burwood East with similar densities to Huntingdale are seeing new supermarket developments.</p>
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<p>32</p>	<p>Submission contains 3 large attachments: 1) Submission, 2) Transport Assessment, and 3) Market Opportunities Assessment (by Macroplan). Congratulate Council on taking the initiative to review the vision for the area. Positive ideas, but the ideas will not be realised unless there is change in the planning controls and policies. Cornus Developments have identified opportunities for the site. Precinct 7 is stale and in need of regeneration - this will only occur with significant changes to land use and development. Opportunity for a mixed use precinct including intensive residential. Summarises the site and surrounds - located at the southern edge of Precinct 7, 11,190 sqm site area. There is no demand for industrial floor space, leading to an isolated area, car based precinct. Provides photos of the degraded industrial buildings. Describes the wider area including distances to facilities from the site, MNEIC and Suburban Rail Loop. The current IN1Z limits the types of uses and prohibits residential. Also covered by DDO 1. Discusses (in relation to economics and employment) the Planning Policy Framework (PPF), Plan Melbourne and the Local Planning Policy Framework. Problems with the Huntingdale Precinct Plan: Fails to recognise that Precinct 7 is no longer appropriate for long-term industrial uses. There are a number of conflicts between the PWC background documents and the Draft Plan outcomes. The site is located next to residential uses and not near other industrial uses. Good ideas in the Plan but nothing to drive change. Leaving Precinct 7 in the IN1Z will only result in the stagnation of the precinct. However, the PwC report suggests a transition to a C1Z then R1Z. Higher density housing will be difficult to implement in the current residential areas with constraints such as height controls and site coverage. A Mixed Use Zone and Development Plan Overlay can provide flexibility. The 3-4 storey height limits is at odds with the recommendations of the supporting documentation which is more closely aligned with medium density residential uses. There is no driver for 4 storey industrial buildings. Describes their vision for the Precinct - urban renewal, 20-minute neighbourhood, mixed-use precinct, Development Plan Overlay. Has attached an Urban Design Analysis to the submission. Transport Assessment Report reviews the transport and parking aspects of the "possible rezoning" of the site. Found that Precinct 7 is not well served by the existing road network. Industrial uses are better accommodated to the north of the railway line due to better road connections and infrastructure. Poor interfaces with residential precincts, resulting in amenity conflicts with trucks and local road users. Poor pedestrian and cycle links. Future changes to the overpass would improve connections. Future redevelopment of the site provides opportunities for direct connectivity through the site. The Market Opportunities Assessment Report presents alternative uses to the site. Finds that the best use for the site is mid-high density residential development in the short-medium term to meet demand.</p>	<p>See Officers' response to Submission Number 31</p> <p><u>No change to the draft plan.</u></p>
<p>33</p>	<p>Looks forward to working with council to help transform the area. Their site has been identified as a strategic redevelopment site. What would determine whether the site is eventually chosen for redevelopment, and if so what does this mean?</p> <p>The site has been marked a proposed retail anchor and potential place for day care. Want a bit more detail on council's vision for the site. Can gather that the vision is for it to be mixed use and multi-level. This is similar to what they originally had in mind for the site.</p>	<p>The comments made in the submission have been noted.</p> <p>The submitter is supportive of the Precinct Plan as it is consistent with their plans for their property. The submitter is keen to understand when Council will progress the recommendations in the Plan.</p> <p>Should Council decide to adopt the Precinct Plan, a further report will be brought to Council with a proposed implementation plan which will include the cost associated with any implementations.</p>

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		<p>Submitters will be advised at this time of the next steps and whether their properties will be affected by the implementation plan.</p> <p><u>No change to the draft plan.</u></p>
<p>34</p>	<p>Supportive of much of the plan but concerned about the proposal to rezone residential areas into higher density including up to 4 storeys. Live in Activity Area 8A and enjoy the family friendly community. This essence will be lost if 4 storey developments are built amongst residential streets. Do not object to these buildings in commercial and industrial areas and main roads, but do object to them in the residential areas. It would devalue remaining properties that will become overshadowed. If this goes ahead they would have to leave Huntingdale, otherwise they are going to renovate. The townhouses popping up are enough density at the moment, 4 storey apartments are not required. Many uni students at Monash prefer to live closer to the CBD so there may not be a need for higher density.</p> <p>Requests information regarding the timeline for this project - when can we hear the outcome of Council's decision? Currently have a lot of uncertainty.</p>	<p>Also refer to Officers' response to Submissions 1 and 4</p> <p>Generally supports Precinct Plan in particular mixed use on Commercial and Industrial Land.</p> <p>The concerns expressed in the submission have been noted, particularly those relating to concerns with increased building heights and residential densities that propose changes to neighbourhood character amongst other things.</p> <p><u>No change to the draft plan.</u></p>
<p>35</p>	<p>They note that the draft Plan does not provide recommendations to the Council in regards to future rezoning of land within the study area. Their site is within the IN1Z and affected by DDO 1. Has an existing level of amenity afforded to it by its interface with Jack Edwards Reserve, and within 350m walking distance to Huntingdale Station.</p> <p>It is disappointing that the draft Plan doesn't attempt to implement the proposed mix of retail, residential, commercial and industrial land uses within Activity Area 2 in any meaningful way. This site should be seen as important for transitioning the area from industrial to mixed use, offering employment and dwellings to the community.</p> <p>Strong preference to see a Commercial 1 Zone or Mixed Use Zone applied to the site.</p> <p>The draft Plan doesn't provide any guidance on the planning controls that would guide future built form on the site. The suggested 3-4 storey heights would under-capitalise the development potential and wouldn't take advantage of the only major open space within the Activity Area. Opposes 3-4 storey limits.</p> <p>Further and more comprehensive strategic planning is required.</p>	<p>The submission is generally supportive of the Draft Plan but challenges some of the assumptions around the transitional change approach, built form, height limits and the need to carefully consider new access way and open space.</p> <p><u>Transitional Change Approach is inefficient and costly</u></p> <p>The concept of transitional change is to allow for businesses to transition in and out of Huntingdale. Whilst it is recognised that this may appear inefficient, it is done purposely to allow greater control of the outcomes the plan is targeting. In the short term with the current density it is unlikely that a business requiring a commercial cone will consider Huntingdale as a location. This is one of the limitations the Draft Plan is attempting to address.</p> <p><u>Built form and height limit should be free form</u></p> <p>An increase of height to around 6 levels may be appropriate if a development plan can set this increased height in the centre of the blocks and include provisions that restrict/control the acceptable amounts of additional overshadowing of surrounding streetscapes and open spaces.</p> <p>However the Precinct is proposed to be predominantly one of low to medium rise built form.</p> <p><u>New access ways need to be carefully considered to link to Huntingdale's Open Space Network</u></p> <p>Proposed access ways are predominantly proposed to increase pedestrian and cycle amenity and therefore careful consideration of the design of these links is aligned with the Draft Plan.</p> <p><u>No change to the draft plan.</u></p>

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<p>36</p>	<p>Broadly supportive of the Plan and future vision. Site is approx. 17,000 sqm, three street frontages and opposite Jack Edwards Reserve. Within Activity Area 2 (identified to become a mixed use neighbourhood); the site’s size, access and reserve outlook and centralised location provides key opportunities for its future development and capacity to respond to policy directives for the efficient use of serviced land, as well as the aspirations of the precinct plan, particularly mixed use development. Site is occupied with commercial buildings and uses (no manufacturing plant of business headquarters uses) and is nearing the end of its economic life. The Land Use Background Report includes site in the Industrial core area, which doesn't take into account the site's location, access, land size, single ownership, ageing building stock, and proximity to an existing residential area to the north. Considers that the background report's conclusion that the ‘residential development appeal is low’ for sites in the Industrial Core area, is not likely to be the case for the properties between Parkside Avenue and Hamilton Street, and the subject site, as they have no relationship to the industrial area to the east of Huntingdale Road, Jack Edwards Reserve and Oakleigh shopping centre. Suggests that the site has more in common with the north west area and has more immediate potential to be a catalyst for change than, for example the Assa Abloy site and requests that the industrial core area applying to the subject site be reviewed prior to any amendment, including implementation of land use zoning changes, including applying the MUZ or C1Z over Park Ave and Hamilton Avenue in a first amendment trache. Concern with proposed transitional approach to rezoning in this area (as stated in the Land Use background report), as it “locks out the majority of residential typologies for an extended period”. Transitional approach will be too long and costly and ineffective in the achievement of the goals for Area 2. Suggests that site be rezoned to C1Z in the short to medium term as a sound strategic response and to spearhead meaningful land use and built form change in the area. Considers that their site could provide additional building height over the 3-4 storey/13.5m, proposed, as a higher building would get CBD views, and contribute substantial amenity to the built form ‘offer’. Also suggests that along with as of right heights, performance-based planning policy and provisions would allow for built form creativity and innovation, with flexible built form controls that evolve the precinct to its full potential. Requests council to reconsider provision of laneways through their site, as it will decrease the amount of developable area, seeks clarification of the intended outcomes for the access ways, and how they will be funded and whether they would be council-owned.</p>	<p>The submission is generally supportive of the Draft Plan but challenges some of the assumptions around the transitional change approach, built form, height limits and the need to carefully consider new access through the provision of laneways. The submission also suggests their site has more potential to be a catalyst site for change than other sites identified by the draft Plan.</p> <p><u>Increase in height from 4 storeys</u></p> <p>Proposed heights are 3-4 storeys ensuring a low-medium rise precinct with good access to natural light along the streets and is considered a reasonable response to existing residential neighbourhood character. This is considered appropriate regardless of use. If in future Council decides to allow limited residential uses, these heights will enable townhouse and lower apartment development to occur. Should Council in choose to rezone the Activity Area to mixed use/ residential, a greater height may be acceptable but this should only be determined after further analysis. Any increase in height should also come with the expectation of considerable community benefit including new connections, open spaces and streetscape upgrades.</p> <p><u>Review of site’s potential as a catalyst site mixed use</u></p> <p>The Draft Plan outlines that activity area 7 should be considered as a ‘clean industry employment neighbourhood’. It aims to move away from traditional manufacturing uses to low floorplate, high output industry uses. This could include advanced manufacturing, bio-tech, agri-bio industries where the primary use is research and development. Often this is coupled with head offices of the development companies and therefore require larger lots that can be developed to the 3 – 4 storey limits.</p> <p><u>Review 2 stage zoning strategy</u></p> <p>The concept of transitional zoning is to allow for businesses and industry to transition in and out of Huntingdale. This allows greater control of the outcome the plan is targeting. In the short term with the currently density it is highly unlikely that a business requiring a Commercial 1 zone will consider Huntingdale as a location.</p> <p>As an example, moving straight to a commercial 1 zone will potentially cause a delay in the uptake of vacant properties and force out smaller business. The transition period has been designed to give industry time to transition out while encouraging businesses to remain longer until residential density is increased. The transitional approach seeks to ensure that amenity is available without a major residential density increase, but then allow for change when density increases and new industry/retail wants to locate in Huntingdale.</p> <p>Other matters raised in the submission have been noted.</p> <p><u>No change to the draft plan.</u></p>
<p>37</p>	<p>There has been little investment from council over the years in their area. Not much street lighting, sidewalks stop and start, making it dangerous to walk around. The large container trucks cause havoc to the local areas - cause traffic jams corner Huntingdale Rd Haughton Rd, drive recklessly. Even though they are banned on Haughton Rd - called council before but nothing has been done. Nearly been hit several times by large trucks on Coora Rd, Huntingdale Rd and Valley St when they attempt 3-point turns. All commercial vehicles should be banned from the area as they are out of place from the mainly residential neighbourhood.</p>	<p>The concerns expressed in the submission have been noted.</p> <p>The submitter’s comments in respect to parking, traffic and safety concerns will be referred to Council’s Engineering Department for further investigation and response.</p> <p><u>No change to the draft plan.</u></p>

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<p>38</p>	<p>Combined submission for both Clayton and Huntingdale Precinct Plans. Commends Council in developing the draft plan as the first tangible step towards the vision of the Monash NEIC. Key issues are how the plans will support or oppose the ambitions and objectives of the MNEIC, particularly the Monash Health and Education and Monash Technology Precincts, and the operation of the Monash Clayton Campus in relation to connectivity, accessibility, liveability and an attractor for current and future students, workers and industry partners.</p> <p>Overall assessment is that the plans aren't ambitious enough and are either neutral or an impediment to the objectives of the NEIC and the operation of the Clayton Campus.</p> <p>Cites the VPA draft Future Spatial Requirements Report for the MNEIC key actions and suggests that there are broader opportunities linked to the MNEIC that haven't been fully explored within the current plans and the draft VPA report.</p> <p>Generally supports the draft Huntingdale Precinct Plan</p> <p>States that residential community needs are a higher priority over the worker community. Suggests increase in priority to the needs of a vibrant worker community to attract enterprise investment.</p> <p>Requires more investigation for long term transport infrastructure for rail-road grade separation, Rowville rail and Clayton Campus connections and broader north-south vehicle movements in the area (due to Blackburn Rd impacts). Reducing Huntingdale Rd capacity will add demand to Clayton and Blackburn Rds (University wants to reduce traffic on Blackburn Rd). Also needs to consider post SRL conditions.</p> <p>Doesn't support redevelopment of the Assa Abloy Site as a sub-regional shopping and civic centre, as it will be a negative factor against employment objectives.</p> <p>Supports improvements to the bus connection between Huntingdale station and the campus. Also need to consider Rowville Rail future planning proposals.</p> <p>Suggests local amenity around Huntingdale Station and the retail strip will be improved.</p> <p>Doesn't support overall net loss of employment land, the proposed employment node concept (Huntingdale, Westall and Monash Technology Precinct) has not been implemented.</p> <p>Need to balance residential and mixed use activity in a 24*7 active employment precinct.</p> <p>Suggests scope for small accommodation spaces along main roads and a mix of medium and large spaces on respective land title areas.</p> <p>Considers that the plan doesn't make a sufficient contribution to the critical mass needed for the MNEIC to succeed.</p>	<p>Officers disagree with the submitter's view that the draft Plan is an impediment to the objectives of the Monash NIEC and the Draft NEIC Framework Plan prepared by the Victorian Planning Authority (VPA). It should be noted that both the VPA and the Department of Jobs, Precincts and Regions (DJPR) were also invited to comment on the draft Plan and have raised not objections or concerns.</p> <p>Officers do not agree that with the view "that the plan doesn't make a sufficient contribution to the critical mass needed for the MNEIC to succeed".</p> <p>The Economics Background Report provides a robust evidence base to support a transformative vision, to set the direction and focus for Huntingdale. The reports develops a transition pathway to higher value economic activities that positions Huntingdale to complement the NEIC over the next 25 years by:</p> <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 <p>The substantive proportion of the jobs will be generated by the value of the agglomeration of benefits realised by locating within or nearby the NEIC in sectors such as professional, scientific and technical services, advanced manufacturing and wholesale trades.</p> <p>Based in 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 the Precinct's access to Monash University.</p> <p>The draft Plan's recommendations for improved amenity, retail proposition and an efficient public transport interface are key catalysts for residential development in the Precinct.</p> <p>It is proposed that Huntingdale is developed into a sub-regional retail centre with retail floor area of up to 20,000 sqm comprising a full line supermarket and up to 40 high quality speciality shops including a diverse range of food and beverage outlets and entertainment facilities.</p> <p><u>No change to the draft plan.</u></p>
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ATTACHMENT 1 SUBMISSIONS TO DRAFT HUNTINGDALE ACITIVTY CENTER PRECINCT PLAN & OFFICER RESPONSE

<p>39</p>	<p><u>As a resident of the area:</u> Pleasing to see a focus on the underdeveloped area of Monash. Greenery, bike paths and more council amenities are needed here. Huntingdale is a key public transport hub that is under-utilised especially by medium-sized businesses. This PWC response seems to recognise the economic and sustainable living opportunity and rate payer investment after recent investment in upgrades to Oakleigh and train stations. The proposal falls short for a bold and future proof vision for Huntingdale to be a place of innovation. What are the broadband/digital coverage plans to make this a smart economic business centre? Monash Uni students nearby - could transition to a tech/science/innovation hub. The area is primed to attract flexible workers in shared workplaces and realise the benefits of public transport, bike and road upgrades. Needs to be a proposal for more shared work spaces. Only Carmen's offers similar work spaces which are unaffordable to start-ups and libraries are poorly equipped to transition uni students to start up spaces. In need for more and larger community centres to encourage people to move into the area, like families not just transient and student population. Lost an outdoor swimming pool in Oakleigh and now locals are going to Bentleigh's over-crowded pool. Given the recent surge of drownings of international students and children, a public swimming pool is important, perhaps run by the YMCA if not the Council. <u>As a committee member of Monash Area Toy Libraries:</u> Concerned that the proposal looks over the needs of young families. Provides information on the Monash Toy Library, its sustainability and other benefits and membership numbers. There is a community need for a toy library with the rise of population and families coming to the area. The Oakleigh Branch is outgrowing the space requirements. Gaining members rapidly, don't have enough toys for the ratio. Grateful for council's support to provide shared spaces and helping keep membership affordable. However, issue with outgrowing and no other large community space in the area to accommodate the toy library. Any plans that consider the toy library are 10 years away. The Huntingdale Plan will introduce more medium density housing which puts further pressure on community spaces being used like the toy library. The plan offers only a small covered community space but large recreation open air grounds. With climate change and more extreme weather, there should be more undercover venues for community events. Want to understand how the Plan would affect Huntingdale Kinder, as there is another kinder proposed on Huntingdale Rd. The 3 year old Kinder State Government Funding commences next year and will reduce the shared space available to the Oakleigh Toy Library. The Plan should consider replacing community spaces which will be compromised for kinders. For the medium density housing projects to succeed, the precinct should enable stronger communities to grow. Should not only bring economic development, but should build economic capacity. A dedicated toy library in the centre of a neighbourhood can help with that, given that Huntingdale intersects between Oakleigh and Clayton Libraries, and upgraded train line. References the benefits of toy libraries.</p>	<p>The comments and concerns raised by the submission have been noted.</p> <p>The submission is generally supportive of the Precinct Plan. Many of the comments are aligned with the objectives and aspirations of the Plan. Other issues raises are outside the scope of the Plan.</p> <p>Comments in respect to the Monash Toy Libraries (which make up the bulk of the submission) will be forwarded to the appropriate area of Council for a response.</p> <p><u>No change to the draft plan.</u></p>
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<p>40</p>	<p>Area: abuts Huntingdale and Metropolitan Gold Clubs, bounded by North Rd, Guest Rd, Voumard St, Old Eastern Ct, Clarendon Ave and Haughton Rd. Traffic and parking concerns, not a throughway area - limited entry and exit points. <u>Traffic:</u> Area is used by locals for kinder and primary school drop-offs/pick-ups. Peak hour on North Rd currently dangerous and difficult for residents and Scammell Reserve users to enter/exit this area. Only one set of pedestrian lights along North Rd, between Golf Rd and Windsor Ave - not at a street intersection. The route to Clayton and other areas is through a 5 entry roundabout and pedestrian walkway for train commuters. North Rd Service Road has restricted parking during the day - is used to drop-off/pick-up train commuters and during peak times the road is busy with these transient vehicles. There is a stop sign at the end of this Service Road at the overpass which is dangerous for vehicles exiting the Service Road, giving way to vehicles coming off the overpass. During peak hours, traffic exiting the overpass intending to travel down Huntingdale/Clarinda Rd banks up around the corner to Haughton/Huntingdale Rd roundabout. Most of the roads in this area become banked up at peak times. Concerned an increase in traffic will exacerbate the existing traffic problem. <u>On street car parking:</u> The houses in the area are mostly older and do not cater for more than 1-2 vehicles. Extra vehicles are parked on the street. The streets are increasingly becoming clogged with cars. Only wide enough for one car to pass through, sometimes need to crawl through to avoid hitting cars. Notes that some of the streets have restricted parking at particular times. The construction of student accommodation means residents can take advantage of rail system but may still want a vehicle. Concerned whether there will be sufficient/any parking on site to cater for car owners. Will they park in nearby railway parking, which will then frustrate rail commuters? Or will the vehicles be parked on the unrestricted side streets in the area? There is a requirement for these higher density buildings, but the issue of parking and traffic from new residents will need to be addressed.</p>	<p>The submitter does not offer any views on whether they support or object to the vision for Huntingdale. The submission focuses primarily on existing traffic and on-street parking issues. These will be referred to Council's Engineering Department for investigation and response. <u>No change to the draft plan.</u></p>
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<p>41</p>	<p>Local resident and children attend Huntingdale Primary and Scouts.</p> <p><u>Safe access and School Presence:</u> Traffic issues at the roundabout (Huntingdale Rd, Haughton Rd, Clarendon Ave) - near misses, accidents including cyclists, intersection is offset which leads to drivers not indicating. Traffic at peak times frequently backs up around Clarendon Ave, blocking a lane on the overpass. Major crossing point for pedestrians, and cars have failed to stop before. There should be a revised traffic plan at the intersection involving traffic light for pedestrian crossing. Without this, Huntingdale Rd south is a barrier, no safe crossing point (other than manned school crossings at certain times) until corner of Centre Rd. The new building entertainment precinct (JPark, Sidetracked) and athletics track and Scouts Hall are not safely accessible from train station or residential area.</p> <p><u>Traffic Management</u> Lack of safe drop-off zones to the east of the school is a danger that will become more of a concern with new residential developments. Large number of traffic fines are issued in Grange St, as parents attempt to drop-off kids in a no-standing zone. The Plan should consider ways to improve traffic flow, especially during pick-up and drop-off times.</p> <p><u>Cycling</u> While there are marked cycle lanes on Huntingdale Rd south, they are often used for parked cars. The result is no safe cycle route. On the western side, there is no paved footpath, but a muddy path instead (as people use this route a lot). Not safe for children on bikes - they must cross Huntingdale Rd to access a footpath, but there is no safe crossing point. Very unsafe place to cycle.</p> <p><u>Housing Development</u> A principle objective of the plan is to offer an 'increase in housing density around transport links and in existing residential areas.' Any future housing developments located in Grange Rd, Germain St or Clarendon St, or around the school entrances should be consistent with the existing residential landscape and should not introduce an undue amount of traffic or car parking demand in the area around the school.</p> <p><u>Green Space and Environmental Sustainability</u> The area around the overpass and train station is devoid of any canopy and green space. This area (a key route for students and visitors to HPS) should have increased greenery and landscaping, increasing the walkability and amenity of the area. Requests that the Plan considers environmental sustainability and associated behaviours such as walkability, ride-ability, energy efficient design and simple additions like recycling bins.</p> <p><u>Education and Language Opportunities</u> Huntingdale Primary School's "Language Lighthouse" vision positions itself as a key site for the wider community. This vision is aligned with "the Opportunity" (pg. 18) of 'community spaces that encourage interaction and collaboration.' Encourages the City of Monash to explore how to further these opportunities, especially in alignment for Education, Culture and Language purposes.</p>	<p>The submitter does not offer any views on whether they support or object to the vision for Huntingdale. The submission primarily focuses on existing traffic, parking, cycling and road safety issues. These will be referred to Council's Engineering Department for further investigation and response.</p> <p>The comments with respect to housing, open space, environmental sustainability and education are consistent with the aspirations of the Plan.</p> <p><u>No change to the draft plan.</u></p>
<p>42</p>	<p>Notes that the PWC background reports recommended that all IN1Z transition to a Commercial Zone. They understand that the Precinct Plan is not a mechanism for rezoning and changing planning controls, but it will guide the urban renewal and motivate change. Site is within the MNEIC, and to achieve diversity, residential land uses should not be precluded. The site interfaces with the GRZ, large lot area of 22,142 sqm. Land use developments for the site are limited by commercial zoning. To support economic growth there too must be growth of the population in the area - need for higher residential</p>	<p>Refer to Officers' response to submissions 26 and 31</p> <p><u>No change to the draft plan.</u></p>

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	<p>densities. Accommodating a mix of uses on the site would stimulate growth for the precinct. Site could be controlled by a C3Z or MUZ, in conjunction with a Development Plan Overlay.</p>	
43	<p>Has complained to council for years about the deterioration of Activity Area 7. Traffic issues - causes difficulty accessing their property. Overpass, small residential streets with large vehicles. Haughton Rd is a vital link for trucks but requires figure-8 turns. This restriction makes the area unsuitable for industrial use. Potential tenants can find cheaper rentals elsewhere with direct access to major roads. Activity Area 7 should be rezoned to a RGZ instead of a commercial zone. The Plan states that north of railway line will be for retail, why would you introduce more retail away from the main strip? Why restrict heights to 3-4 storeys when residential developments (converted from industrial) in Oakleigh are much higher? The plan proposes roads cutting through their property - only way they would allow this is if they could build a taller building. The report talks about the need for housing and diversity but then restricts larger industrial sites height limits. Rezone to RGZ with 14+ storey height limit.</p>	<p>The Draft Plan outlines that activity area 7 should be considered as a 'clean industry employment neighbourhood'. It aims to move away from traditional manufacturing uses to low floorplate, high output industry uses. This could include advanced manufacturing, bio-tech, agri-bio industries where the primary use is research and development. Often this is coupled with head offices of the development companies and therefore require larger lots that can be developed to the 3 – 4 storey limits.</p> <p>Proposed heights are 3-4 storeys ensuring a low-medium rise precinct with good access to natural light along the streets and is considered a reasonable response to existing residential neighbourhood character. This is considered appropriate regardless of use. If in future Council decides to allow limited residential uses, these heights will enable townhouse and lower apartment development to occur. Should Council in choose to rezone the Activity Area to mixed use/ residential, a greater height may be acceptable but this should only be determined after further analysis. Any increase in height should also come with the expectation of considerable community benefit including new connections, open spaces and streetscape upgrades.</p> <p><u>No change to the draft plan.</u></p>
44	<p>Supports the proposed changes but wants things to happen quickly. Overdue for better supermarkets and restaurants in the area. Large manufacturers and wholesalers have been replaced by car services. They cause issues for local residents - on street parking for storage, tow trucks causing traffic chaos, paint smells, potential contamination. Quickly enact on the changes so these dirty businesses can convert into offices and cleaner businesses.</p>	<p>The submission supports the Precinct Plan and urges Council to consider implementation as a matter of priority.</p> <p><u>No change to the draft plan.</u></p>
45	<p>Happy that community feedback is at the centre of decisions. Over the past 60 years the area has diminished and become a neglected warehousing area and small shopping strip. Used to be 6 banks, now not even 1. Is happy with the proposal for expanded employment and innovation for the shopping strip and industrial areas, upgrading roads, sporting facilities and parks. Concerned with the proposal to increase residential density. Some new 3-4 townhouse developments are already causing congestion and difficulty for large vehicles. Severely against high rises in the area (Huntingdale Rd, Leigh - Berkeley Sts and Hargreaves St). Parking is a big concern - how will it be addressed when it is already a problem? Want to preserve the leafy green character of the residential areas.</p>	<p>Also refer to Officers' response to Submissions 1 and 4</p> <p>The submission supports the Precinct Plans vision to expand employment and innovation in the precinct, provide additional community facilities and services, road infrastructure improvements and more open space, but is opposed to any increase in residential densities or building heights.</p> <p><u>No change to the draft plan.</u></p>
46	<p>Comments on two issues: 1) Graffiti vandals over the past decade have made shop and factory areas in Huntingdale into one of the ugliest suburban precincts in Melbourne; eyesore is from the upgraded bus/train terminal and the building used for prayers or meeting rooms used by people of the Muslim faith. Neither they, nor other proprietors of other premises (Seven Eleven or Australia Post) take any pride in the appearance of their premises by removing or overpainting of the graffiti and of course the factories off Huntingdale or North Roads are likewise disgracefully neglected. 2) Parking problems caused by the location of the Muslim prayer rooms. On certain days all the parking spots on Huntingdale Road and surrounding streets are taken up by the users of the prayer room, to the detriment of the local traders. Consequently, the residents who would prefer to support the local</p>	<p>The comments and concerns raised by the submission have been noted.</p> <p><u>No change to the draft plan.</u></p>

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	<p>businesses are often forced to shop elsewhere. It is now increasingly urgent for Monash Council to move these prayer rooms to a more appropriate venue where there is ample parking to support the Institution’s membership. These matters must be addressed as they are critical to the overall improvement of the Huntingdale area.</p>	
<p>47</p>	<p>Submission on behalf of land owner of 8-18 Coora Road, Oakleigh South.</p> <p>The land is within Activity Area 7 and has an area of 11,500sqm. The submitter supports in principle a review of the Huntingdale area, and specifically area 7 seeking renewal and 'reinvention' of the area.</p> <p>The submission is seeking rezoning and other changes including allowing a broader range of land uses. Makes reference to the recent Industrial Land Use Plan (DELWP) that identifies the area as a local industrial precinct that may be suitable for transition to other employment uses or mixed use development.</p> <p>Also believes that the Huntingdale background reports support a transition away from industrial land uses. Submitter proposes that his land and neighbouring land should be considered for rezoning such as Mixed Use Zone. Supports the initiative of streetscape improvements but questions any future reliance on private land for roadways and other infrastructure.</p>	<p>The comments concerns raised by the submission have been noted. See response to Submissions</p> <p><u>No change to the draft Plan</u></p>