

The Monash Boulevards

Consultation Report (Stage 1)

Overview

This report provides the following:

- A detailed summary of the activities undertaken during the (stage 1) targeted stakeholder consultation on the Monash Boulevards Discussion Paper.
- Summaries of the feedback received in response to survey questions and separate submissions
- A conclusion and an outline of the next steps

Consultation process

Outline

The consultation was held for one month from Friday, 27 August to Monday, 27 September 2021. The consultation was centred on the Monash Boulevards Discussion Paper, which outlines some of the issues and opportunities for the boulevards.

Direct notification

Due to the targeted nature of the consultation, direct notification was the principal method used to elicit feedback.

Letters were sent to all landowners of larger properties in single ownership exceeding 900m². A total of 41 letters were sent, 19 to property owners on Springvale Road and 22 for Dandenong Road.

Letters (and emails, where appropriate) were also sent to other key stakeholders, including:

- Relevant adjoining councils
- Government agencies and departments (e.g. Department of Transport, EPA Victoria)
- Public utility companies (e.g. Melbourne Water, APA Group, South East Water)
- Industry peak bodies (e.g. UDIA, HIA, PIA)
- Relevant community and other organisations (e.g. local environment groups, bicycle groups)
- Owners of shopping centres along the boulevards (e.g. The Glen, Chadstone, Brandon Park)
- People on our interested persons register

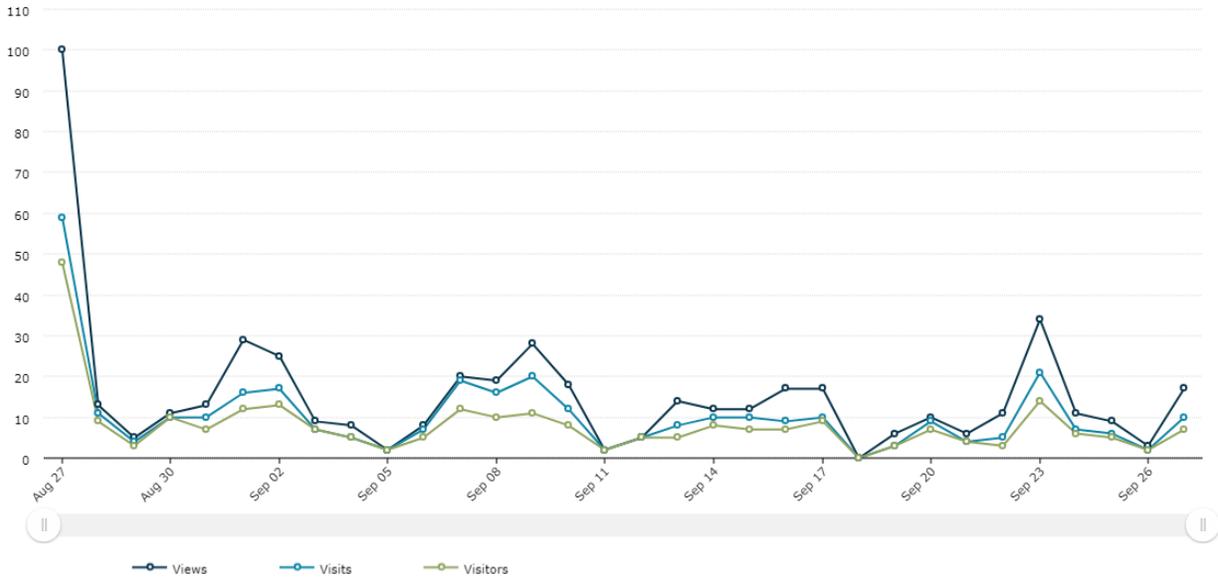
Shape Monash

This project utilised Shape Monash as the main platform for the consultation. The letters and emails included a direct link to the Shape Monash page (<https://shape.monash.vic.gov.au/boulevards>)

Visitation

The page had the following hits over the consultation period: 494 views, 336 visits, 198 unique visitors

Website activity peaked on a few occasions: when the page was launched and emails received, the following week when people received their letters, the week after that and then once again during the final week of the consultation.



Key:

- **Views** - The cumulative number of times a visitor visits the page in a Site.
- **Visits** - The number of end-user sessions associated with a single Visitor.
- **Visitors** - The number of unique public or end-users in a Site.

Content of the Shape Monash page

The page included the following:

- Introductory text
- The full Discussion Paper and separate appendices
- A separate page summarising the Discussion Paper
- FAQs and ability to submit questions¹
- A survey and information about how to provide feedback in other ways
- An interactive map for people to add pins and comments anywhere along the boulevards (open to registered users of the platform)²

¹ No questions were submitted during the consultation period.

² No responses were provided on the interactive map.

Opportunities for feedback

People were able to provide their feedback in the following ways:

- Completing the survey
- Submitting a comment on the interactive map
- By email
- By mail

Survey

The survey was structured to allow the following:

- Individuals to submit responses anonymously but including demographic information
- Individuals to submit responses and provide their contact information
- Organisations to submit responses and provide their contact information

Only individuals completed the survey, and half (3) did so anonymously.

The survey included the following main questions. All the questions included relevant information and references to relevant parts the Discussion Paper and all questions, except Question 6, were qualitative and open-ended.

1. A number of ideas for creating sustainable communities along the boulevards have been put forward. What do you think of these? Do you have any others?
2. What are the main impediments to development along these boulevards, and how do we unlock their development potential?
3. How do we increase density along these boulevards in a way that creates new neighbourhoods with a strong sense of place along these boulevards - what are the unique opportunities specific to the boulevards?
4. How does the landscaping setting and the garden city character define these boulevards – what can be done to improve this character?
5. How do we support pedestrian and cyclist movement and access around, along and across these boulevards in a way that is safe and accessible to all?
6. What type of built form outcome would support the above notions of density, neighbourhood, sustainability, landscape, and pedestrian/cyclist movement? *Townhouses and units; Low scale apartment buildings 4-5 storeys; Apartment buildings 6+ storeys; Other*
7. Do you have any further comments that you wish to add?

People could upload supporting documents or pre-prepared submissions if they wished but no-one used this option.

Impact of Covid-19

No face-to-face engagement activities were planned. The engagement plan flagged the option of organising an online workshop during the consultation period but this was found to be unnecessary. All key stakeholders have provided useful and fulsome feedback, and we can ask them follow up questions if necessary.

Feedback received

Survey responses

A total of 6 survey responses were received. The survey responses were from individuals only and half were submitted anonymously. Summaries of the survey responses are provided in the next section.

Submissions

A total of 13 submissions were received to date from the following individuals/organisations:

- Neighbouring councils (3)
- Government departments and agencies (4)
- Community / interest groups (2)
- Landowners of larger sites (3)
- Public utility companies (1)

Summaries of the submissions are provided in the next section.

What did people tell us?

Submissions

The table below outlines the submissions received and what is supported from the Discussion Paper and what they think needs to be considered further in the development of the draft UDF.

Submission no. and details	Support	Further consideration
SUB04 City of Whitehorse^	<ul style="list-style-type: none"> Broadly supportive of the project; similarities to the Residential Corridors Built Form Study (for Whitehorse Road and Burwood Highway) Encouraging strong focus on canopy trees/greening of Springvale Road 	<ul style="list-style-type: none"> Encourage consideration of the impact of advertising signs on the character of the boulevards Take into consideration some of the matters from RCBFS (canopy vegetation; front and side setbacks; basement design and vehicle access/egress; deep soil zones); use of the DDO should be considered Concern around housing growth along Springvale Road in areas that don't benefit from railway stations or tram access. No. 902 smart bus is not as desirable; careful consideration needed for traffic and safety; other impacts on housing growth are lack of service lanes in some areas and steep topography Shared advocacy for bus lanes along Springvale Road (identified in Whitehorse ITS) Significant challenges for cycling paths within service lanes (i.e. disjointedness); review whether these will result in any significant improvements to the bicycle network.
SUB05 City of Greater Dandenong^	<ul style="list-style-type: none"> Focus on high quality, residential built form outcomes that enhance the boulevards Gateway Strategy identifies the enhancement of the intersection of Dandenong Road, Springvale Road and Centre/Police Road through new boulevard planting (where space is available) 	
SUB06 City of Glen Eira^	<ul style="list-style-type: none"> Improvements to pedestrian access from residential areas to the bus interchange are supported Any significant changes to Dandenong Road will set a precedent and may become a catalyst for additional streetscape improvements 	<ul style="list-style-type: none"> Unified visioning for Dandenong Road in a collaborative manner between councils and DoT Glen Eira encourages transit orientated development approach to housing intensification Explain the approach to out-of-centre development in UDF and reliance on Chadstone SC bus interchange

Submission no. and details	Support	Further consideration
	<ul style="list-style-type: none"> • Critical role of public transport to meet the Glen Eira ITS target of 50:50 mode share by 2031 for Dandenong Road; shared advocacy action • Service lane treatments that reduce traffic speed, encourage active transport and provide canopy trees • Well designed, walkable streets with high pedestrian amenity • Canopy tree planting 	<ul style="list-style-type: none"> • Consideration for interface for DR1 where it abuts NRZ1 in Glen Eira; built form should positively contribute to the existing character of Poath Road • Service lanes can be critical part of the bus network – ensure these are considered in the design • Separate cycling movements on service roads where possible • Increase in pedestrian footpath widths and amenity • Integration of WSUD into central medians
SUB07 EPA Victoria		<ul style="list-style-type: none"> • Consider the impacts of the local environment (noise, air quality) on higher density residential areas • The UDF should recognise and mitigate these impacts within acceptable limits • Specific, detailed measures to mitigate impacts of air pollution • Consider the impacts of nearby industrial uses and separation distances
SUB10 Friends of Scotchmans Creek and Valley Reserve	<ul style="list-style-type: none"> • Section 3 (Creating Sustainable Communities) contains many important ideas • Reduced use of potable water and reduce or slow flows of water into stormwater system (including small section within the Scotchmans Creek catchment) • Passive irrigation of landscaping • High level importance of canopy trees (and providing space for them to thrive) and allowing overlapping canopies • Indigenous / native planting and strengthening biodiversity • Private garden contribution • Quality and character of streetscapes • Section 4.3 contains useful ideas that support the garden city character of Monash 	
SUB12 Landowner in DR2	<ul style="list-style-type: none"> • Broadly supportive of the project • DR2 has several sites suitable for larger development opportunity (including their site) 	

Submission no. and details	Support	Further consideration
SUB13 Landowner in DR4	<ul style="list-style-type: none"> Broadly supportive of the project and alignment with Plan Melbourne 2017-2050 providing a network of boulevards Recognition that their site provides a significant redevelopment opportunity (due to several factors, including being within the MNEIC) 	<ul style="list-style-type: none"> Rezoning of their site to the C1Z as this would contribute to flexibility for future uses, provides a continuous spine with the existing commercial area to the east Represents a key potential landmark building opportunity, with potentially few off-site amenity impacts due to the location and dimensions of the site.
SUB14 Landowner in SR5	<ul style="list-style-type: none"> Broadly supportive of the project 	
SUB15 Department of Jobs, Precincts and Regions (DJPR)^		<ul style="list-style-type: none"> DJPR have a coordinating role for the MNEIC and wanted to be kept informed about the project where it may affect the cluster.
SUB16 Department of Education and Training (DET)		<ul style="list-style-type: none"> Any public realm and transport improvement projects consider permeable, direct and safe street network, walking & cycling routes and crossing points / desire lines to government schools. Maximising on-street parking near schools Sensitively manage interfaces with government schools, particularly in relation to OH&S, emergency management and accessibility.
SUB17 Metro East Bicycle Users Group	<ul style="list-style-type: none"> These corridors provide opportunities for safe and direct infrastructure The corridors should have continuous, connected cycling infrastructure 	<ul style="list-style-type: none"> Examples provided in attachments, including along western side of Springvale Road (connecting Canterbury Road to Glen Waverley stations – cutting in at Highbury Road to use a mix of off-road trail, dead-end roads, cut-throughs and quiet back streets.
SUB18 Department of Transport	<ul style="list-style-type: none"> Development of the UDF in line with the objectives in Section 4.4 Integrated transport network that reduces car dependency and maximises public transport and walking/cycling Safe and accessible public spaces that contribute to a sense of place Residential opportunities and urban design improvements along the boulevards Undergrounding of powerlines in appropriate locations to allow larger canopy trees to grow without Y-shape and ongoing maintenance. 	<ul style="list-style-type: none"> VicRoads Tree Policy 2016 Major constraint for the UDF will be road safety along arterial roads. Consider road safety barriers to allow for planting of large canopy trees. Safer Roads is currently installing these in DR5 and DR6 (and within Greater Dandenong to James Street) Trees for Greener and Cooler Streetscapes (DELWP, 2019) and other state strategic documents for tree planting. Consider maintenance of existing services and space provided for future services with tree planting. Minor maintenance agreements may be needed.

Submission no. and details	Support	Further consideration
	<ul style="list-style-type: none"> Exploring the use of service roads for bike lanes. 	<ul style="list-style-type: none"> Tree planting should also consider future path provision. On-road bike lanes are not supported for arterial roads ($\geq 60\text{km/h}$). Local road network can be used to provide links to major activity centres. Pedestrian crossings need to be designed to provide safe access to public transport facilities. Bus stops, if relocated, are preferably located on departure side of signalised crossings. Recommended that busy pedestrian crossings should have safety cameras.
SUB19 APA Group	<ul style="list-style-type: none"> APA Group is the pipeline licensee for the Dandenong – West Melbourne high pressure gas pipeline that runs (generally) along the southern side of Dandenong Road. They are required to continuously review what is happening around this asset (including changes in land use and development) to ensure ongoing compliance with legal, operational and safety requirements. The area of influence is within the Measurement Length (ML), which extends 440m on both sides of the pipeline, however, its focus is on the Area of Consequence, which extends 53m on both sides, for the purposes of planning. 	<ul style="list-style-type: none"> Limit sensitive uses within the ML (this includes all uses where occupants would be unable to protect themselves from the consequences of pipeline failure). This includes uses such as aged care facilities, hospitals, cinemas, childcare centres, schools, prisons, service stations, retail premises, places of assembly, and higher density residential uses (>50 dwellings /ha) Works (including planting) within 3m of the pipeline require APA Group approval. They should be consulted about any proposed planting improvements near the pipeline. Safety Management Studies (SMS) should be required for all developments exceeding a density of 55 dwellings /ha - as a condition of permit within the Area of Consequence. Protective measures may include additional egress away from the pipeline. Council could undertake a Safety Management Study for the entire study area for the UDF to identify design requirements necessary for safety. Alternatively, applications for all development greater than 3 storeys could be referred to APA Group.

Survey responses

The survey questions were mostly qualitative, the consultation was targeted at key stakeholders and not the broader community. All of this, combined with the low response rate, means that the responses are not indicative of wider community views.

Question	Summary of responses
<p>1. A number of ideas for creating sustainable communities along the boulevards have been put forward. What do you think of these? Do you have any others?</p>	<ul style="list-style-type: none"> • Broadly supportive of matters raised in this section • Higher density must come with amenity (including mixed use) • Small planting areas for residents to garden • Planting of canopy trees • Sufficient ground level setbacks for landscaping / trees • Encourage green walls, roofs and balconies • Encourage active transport • Effective, safe cycle pathways are critical for a healthy community • Widening of footpaths for shared pedestrian/cyclist use
<p>2. What are the main impediments to development along these boulevards, and how do we unlock their development potential?</p>	<ul style="list-style-type: none"> • Traffic congestion and arterial roads being natural barriers that are hard to penetrate by pedestrians and cyclists • Sufficient off-street car parking • Greater encouragement of lot consolidation to allow greater heights • Amenity impacts on properties along the rear interfaces (e.g. overlooking)
<p>3. How do we increase density along these boulevards in a way that creates new neighbourhoods with a strong sense of place along these boulevards - what are the unique opportunities specific to the boulevards?</p>	<ul style="list-style-type: none"> • 6 star energy rating and quality architecture for new development • Maximise heights along boulevard frontages • Continuous active transport routes • Separate cycling and walking tracks provide village amenity and community strengthening within and between hubs
<p>4. How does the landscaping setting and the garden city character define these boulevards – what can be done to improve this character?</p>	<ul style="list-style-type: none"> • Creating town square effects for large residential developments • Green walls, roofs and balconies • Larger canopy trees interspersed with smaller trees and landscaping – including mass avenue planting • Seating, public gardens, public art and community meeting points
<p>5. How do we support pedestrian and cyclist movement and access around, along and across these boulevards in a way that is safe and accessible to all?</p>	<ul style="list-style-type: none"> • Bike and pedestrian access via parallel routes / back streets • Separate all modes of transport: motorised, cycling and pedestrian • Other ideas such as zebra crossings, electric buses, solar powered street lighting, generous setbacks around buildings
<p>6. What type of built form outcome would support the above notions of density, neighbourhood, sustainability, landscape, and pedestrian/cyclist movement?</p>	<ul style="list-style-type: none"> • Townhouses and units: 3 votes • Low scale apartment buildings 4-5 storeys: 3 votes • Apartment buildings 6+ storeys: 1 vote

Question	Summary of responses
7. Do you have any further comments that you wish to add?	<ul style="list-style-type: none">• Parisian style height limit of around 7 storeys with mixed use• Extensive tree coverage is very important to soften the appearance of the area.• 6 storeys developments on larger width / consolidated lots are feasible and required to get the quantity of housing required for future planning and to allow for a better cost of spread across more occupants.• Any development must be green and well maintained.• Deliver this project sooner.

Conclusion and next steps

The survey responses and submissions from this (stage 1) consultation will be considered in the development of the draft Urban Design Framework. An officer response at this stage is not required but most of the matters raised for further consideration are agreed with and can be considered, although there are a few matters that are out of scope (such as bike routes beyond the study area).

Those who have provided their contact information will be kept informed about the progress of the project and the Shape Monash page will remain active, updated and available for people to subscribe.