

THE MONASH BOULEVARDS URBAN DESIGN FRAMEWORK

Discussion Paper







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Urban Design Framework

Discussion Paper

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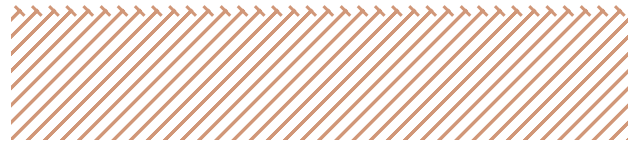
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Executive Summary



The Monash Boulevards Urban Design Framework (UDF) will develop a bold and compelling vision to enhance the Boulevards of Dandenong Road and Springvale Road as great places to live. The project is principally focused on residential development along Dandenong Road and Springvale Road, and will develop built form controls and guidelines that will aim to produce high quality, residential built form outcomes that enhance the Boulevards.

The enhancement of the Boulevards and the desire to make them into locations for higher density housing is supported in a range of strategic planning documents, including Plan Melbourne, the Monash National Employment Cluster Framework and the Monash Housing Strategy.

The policy direction however, does not reflect the current state of the boulevards, nor does the detailed planning instruments in place support this level of change for the Boulevards, and the exploration of these opportunities. They are currently not desirable places to live and are not attracting the high quality development that is envisaged.

The key issues and opportunities for this project are outlined in the following list:

1. How can lot consolidation be incentivised to support denser forms of development in line with the policy strategies for the Boulevards?
2. Where lot consolidation is unachievable, what other mechanisms and controls are required to deliver denser housing models?
3. What impact does the absence of a service road have on development opportunities because of access difficulties?
4. What land use, public realm and transport improvements can be provided to incentivise development?
5. How can neighbourhoods with a strong sense of place be created along the Boulevards? How can the identified gateways contribute to these neighbourhoods?
6. Are there elements of existing the existing built form character that should be retained and strengthened in the UDF?
7. How can adjoining residential interfaces be sensitively managed?
8. How can the service roads be enhanced to provide a stronger landscape character and help to fill the gaps in open space provision along the Boulevards?
9. What opportunities exist to enhance the landscaping and tree planting within the VicRoads managed areas of the Boulevards?
10. How can the 'Garden City' character of the Boulevards be enhanced whilst allowing higher density forms of housing?
11. Where are the opportunities to support pedestrian movement along and across the Boulevards?
12. How can the service roads be enhanced to provide higher priority to pedestrians, cyclists and public transport users whilst maintaining adequate access for private motor vehicles?
13. How can a continuous and safe cycling route along both Boulevards be provided?
14. How can access to public transport access be improved including amenity at public transport stops?
15. How can the amenity impacts of high traffic volumes be mitigated to create the Boulevards as attractive housing destinations?

1. Introduction

1.1 Project Overview

1.1.1 The Project

The Monash Boulevards Urban Design Framework (UDF) will develop a bold and compelling vision to enhance the Boulevards of Dandenong Road and Springvale Road as great places to live. The project is principally focused on residential development along Dandenong Road and Springvale Road and will provide built form controls and guidelines that will aim to produce high quality, residential built form outcomes that positively contribute to the streetscape and enhance the Boulevards.

The UDF will also provide guidance for land managed by the City of Monash adjacent these properties, principally the verges and service lanes of the Boulevards. For these areas design guidelines and key projects will be recommended with the aim of making these spaces more usable, pleasant and aesthetically pleasing for existing and future residents. This may also include some guidance for land managed by VicRoads, where Council can advocate for change.

The project will build upon a significant amount of existing work prepared by Council, and all relevant plans and strategies that affects the land.

Figure 1 below provides a summary of the scope of the UDF project.

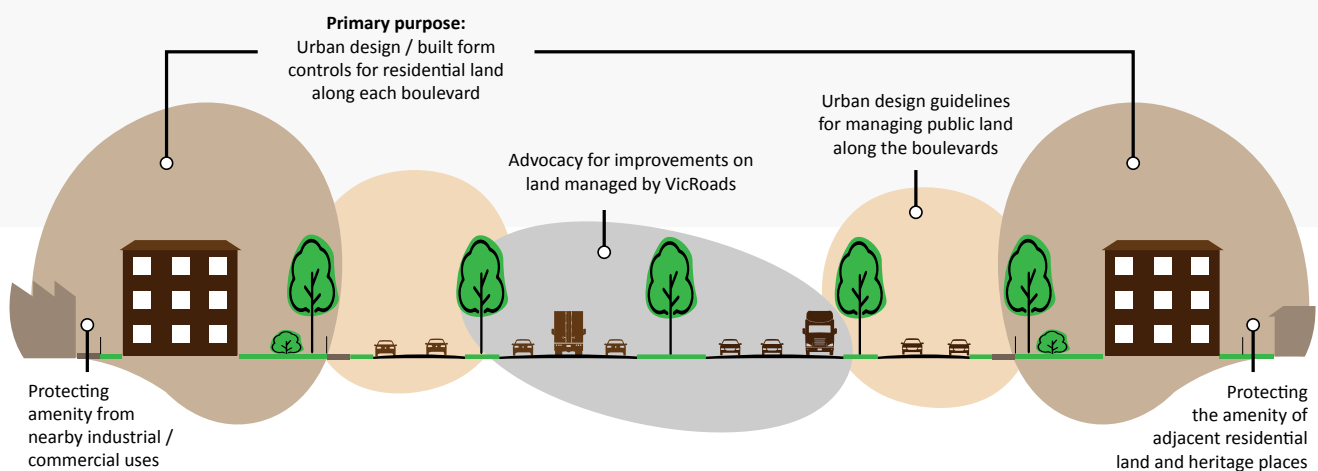


Figure 1. Scope of the Brief - provided by the City of Monash

1.1.2 Study Area

The Study Area includes the Dandenong Road and Springvale Road Boulevards within the City of Monash as identified in Figure 2. This encompasses 16.5km of road frontage across 12 precincts.

The Study area abuts land within the City of Stonnington in the north west corner, near Chadstone Shopping Centre and land within the City of Greater Dandenong in the southern section near the intersection of Dandenong Road and Springvale Road.

While the built form controls and design guidelines will focus specifically on residential land fronting onto the boulevards and their service roads, the public realm and access opportunities will extend into the service roads and consider connections into the surrounding street and open space networks.

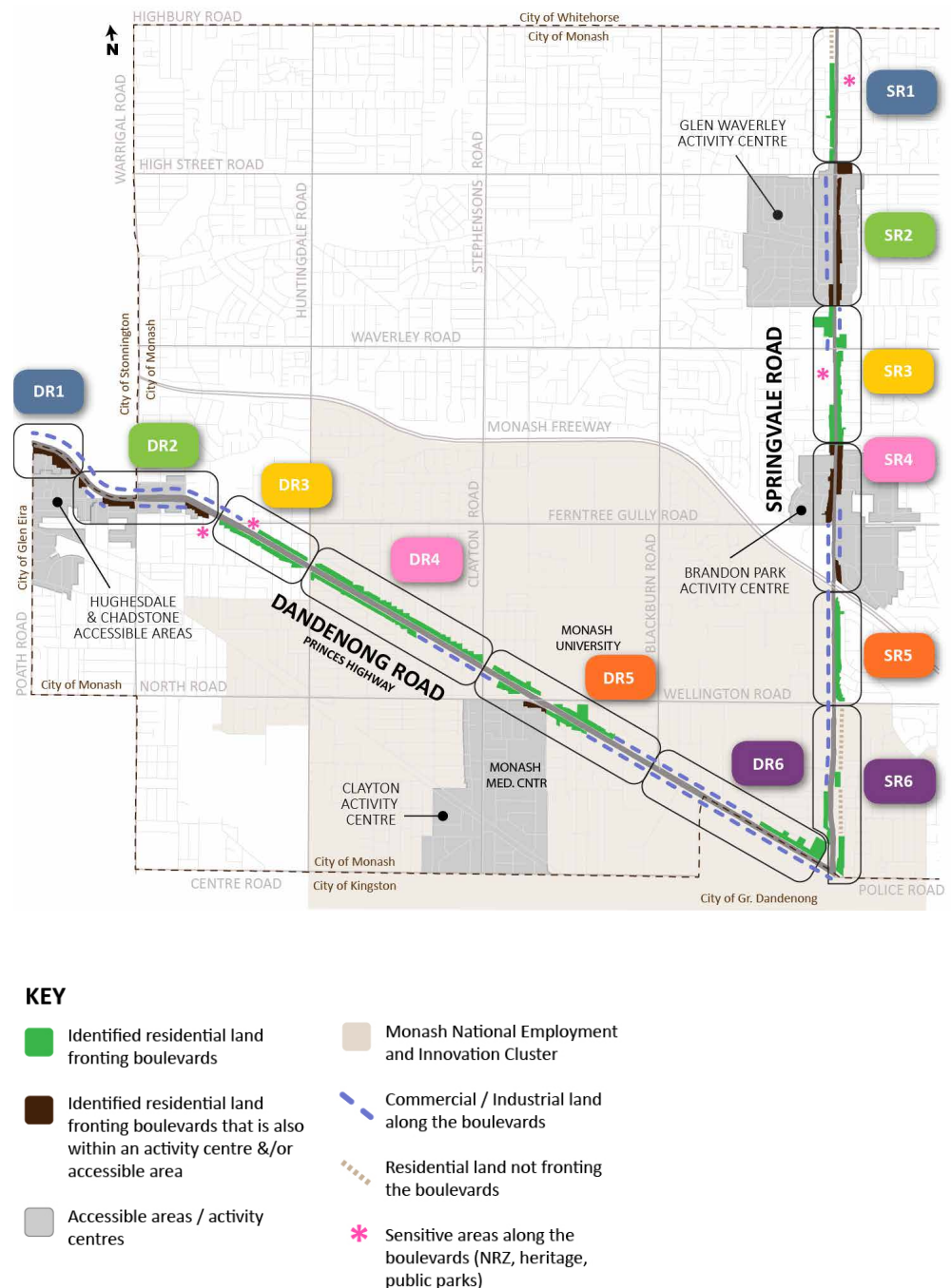


Figure 2. Study Area Plan

1.1.3 The Project Process

The development of the Monash Boulevards urban Design Framework will occur throughout 2020 and 2021, and will be comprised of the stages outlined in Figure 3.

The first stage of engagement will be to discuss the analysis, ideas and opportunities outlined in this paper, with a targeted engagement phase focused on key landholders, community groups, government agencies and other relevant stakeholders.

The second engagement phase will aim to seek feedback on the Draft UDF for the Boulevards.

1.1.4 The Discussion Paper

The Discussion Paper has been developed to consolidate the key issues, opportunities and challenges to be addressed in the development of UDFs for the Monash Boulevards.

The paper builds on significant analysis that has been undertaken for the study area, along with a review of relevant strategic documents, planning policies and controls.

The Discussion Paper will be used in consultation with key stakeholders to seek their views and ideas on the key issues outlined. This will help to shape the recommendations of the Draft Urban Design Framework.



Figure 3. Project Timeline

2. Context

2.1 Metropolitan Strategic Context

Because of the length of the Study Area, a number of strategies, policies and planning controls affect the Monash Boulevards. This chapter summarises the implications of these documents on the development of the UDF.

Plan Melbourne

Plan Melbourne 2017-2050 is the Victorian Government's metropolitan planning strategy that will guide the city's growth to 2050.

Of relevance to the Monash Boulevards is Policy 4.1.3 of the Strategy which aims to 'strengthen Melbourne's network of boulevards'. The objectives of Policy 4.1.3 are to 'create contemporary boulevards that enhance the city's distinctiveness', and for new boulevards to be 'progressively developed and include planning for the urban growth areas whilst transforming a network of selected existing road corridors across Melbourne'.

The Monash National Employment And Innovation Cluster (MNEIC) Framework Plan (DRAFT)

The Boulevards extend through and substantial section of the Monash National Employment and Innovation Cluster. The Framework Plan sets out the vision for the next 30 years to build on the cluster's key assets and boost local employment.

Of relevance to the UDF are the strategic priorities to increase sustainable transport options and address congestion issues, and investigate high capacity public transport projects for Monash University and Monash Technology Precinct.

Springvale Road and Dandenong Road are both identified as focal points for intensification and high capacity public transport. Dandenong Road, in particular, is nominated for new walking and cycling links that are designed to connect key destinations together.

Melbourne Industrial and Commercial Land Use Plan, 2020

The Melbourne Industrial and Commercial Land Use Plan 2020 provides an overview of current and future needs for industrial and commercial land across metropolitan Melbourne.

The Plan identifies the Monash NEIC as an area to accommodate future growth, particularly for office development.

The additional office floorspace would be likely to increase demands for housing in the residential sections of the Boulevards.

2.2 Local Strategic Context

Monash Housing Strategy, 2014

The Monash Housing Strategy was adopted by Council in 2014.

Of particular relevance to the Monash Boulevards is Category 4: Boulevards, designated under 'areas with future development potential'.

The Strategy seeks to provide higher density built form along the Boulevards that enhances the quality of the corridors and retains key aspects of the existing built form and landscape character.

The Housing Strategy provides more detail around specific types of housing and densities in identified precincts along the Boulevards.

Monash Industrial Land Use Strategy

The Monash Industrial Land Use Strategy provides a framework for the future planning and development of industrial land within the City of Monash. It addresses a number of competing strategic land use objectives, whilst balancing the City's role as a regional employment location.

It makes land use change recommendations at a precinct level. One of these precincts,

P21, fronts onto the Boulevards and the strategy recommends a potential land use change to the Commercial 2 Zone.

Monash Urban Landscape and Canopy Vegetation Strategy 2018

The Monash Urban Landscapes and Canopy Vegetation Strategy (the Strategy) articulates the preferred future landscape character and tree canopy cover for the municipality.

It establishes a vision for the municipality using a geographically based typology of preferred landscape character types across Monash.

The preferred landscape character for Boulevards include strengthening biodiversity and native landscape character, increasing emergent canopy tree cover, improving private garden contribution and improving the quality and character of streetscapes.

Monash Open Space Strategy 2018

The Monash Open Space Strategy outlines the future planning, provision, design and management of open space in Monash for the coming decade.

The Strategy indicates gaps in the provision of open space with the greatest shortfall identified in the prioritised precinct Clayton, Oakleigh East and Notting Hill, areas in which are in close vicinity of the Monash Boulevards.

Actions for these areas include undertaking improvements and additions of open space, support and advocate for improvements to path and connections, and construction of safe off-road trails.

Monash Integrated Transport Strategy 2017

The strategy sets a transport vision for 2037 where Monash will have a highly accessible and sustainable transport network that supports the safety, health and prosperity of all members of the community.

The report looks at transport challenges and opportunities within the Monash municipal area in relation to the vision, and have recommended policy goals and actions to address a diverse range of issues. The key directions include:

- A safer network
- A more accessible Monash
- Promote sustainable transport
- Support productivity
- Manage car parking

2.3 Planning Zones

Street Tree Strategy 2016

The Monash Street Tree Strategy establishes principles and service standards for maintaining high quality street tree and parkland plantings which contribute to the city's 'Garden City' character.

The Strategy outlines 4 precincts that are defined by their relationship between urban development and underlying growing conditions.

The Boulevards encompass all 4 precincts and presents opportunities that align with the Strategy's aim of enhancing the city's arterial road network.

Residential and Mixed Use Zones

The primary focus for the UDF is to develop built form guidelines and controls for land within the General Residential Zone (GRZ) and Mixed Use Zones (MUZ).

The GRZ is the most prevalent zone with a variety of schedules outlining heights, setbacks and other requirements. The height specified within the GRZ schedules typically varies from 11m -11.5m (3 storeys), with higher limits outlined in GRZ8 for land near the Glen Waverley Activity Centre at 13.5m (4 storeys), and GRZ9 which applies to the Mountain View with a maximum height limit of 29m (9 storeys).

The MUZ applies to a small group of properties in Hughesdale and a single property in Oakleigh.

This zone supports a wider range of non-residential uses than the residential zones and envisages a more urban built form outcome. There is no height limit currently specified for the MUZ.

Typically, the height controls along the Boulevards also apply to the land in the surrounding low-scale residential neighbourhoods. Whilst this may be appropriate

in some locations, this is generally in conflict with the vision outlined for the Boulevards, where a taller and more dense residential built form is proposed.

Commercial, Industrial and Special Use Zones

Although the UDFs will not make recommendations for land within the Commercial Zone, Industrial or Special Use Zones, there are substantial sections of residential land that interfaces with these zones.

Other Zones

The Public Use Zone applies to a number of properties in the study area. This zone provides for a range of public uses including local government uses and schools.

The Public Park and Recreation Zone (PPRZ) applies to a number of parks in the study area. These parks provide a high level of amenity for nearby residential areas.

Please refer to Appendix A for further detail, in Figures 1 and 2.

2.4 Planning Overlays

Planning overlays apply to discreet parcels of land that need additional specific control that a planning zone cannot provide.

The overlays that affect the land along the Boulevards vary from controlling existing heritage built form, future design of buildings and structure, vegetation, and land management (including flood, environmental audits, and special building requirements).

The overlays relevant to the Boulevards include:

- DDO12 applies to residential properties within the Glen Waverley Activity Centre. This overlay supports building heights between 4 and 8 storeys within two precincts fronting onto Springvale Road.
- The SBO applies to properties near the corner of Dandenong Road and Springvale Road. It ensures that planning proposals are referred to the relevant floodplain management authority, and that they are consistent with floodplain development plans where such plans exist.
- A VPO applies to sections of Springvale Road in Glen Waverley, north of Waverley Road. The VPO

requires a permit to remove vegetation under this overlay and applications must address a series of decision guidelines relating to the effect and role of native vegetation.

- An EAO applies to a small number of properties along the Boulevards. It requires planning proposals for a sensitive use to obtain a certificate of environmental audit or state of accordance prior to development commencing.
- HO17 - 1434 Dandenong Road, Oakleigh (Former Court House)
- HO19 - 1529 Dandenong Road, Oakleigh (Forester's Arms Hotel)
- HO20 - 1714-1716 Dandenong Road, Clayton North (Clayton North Primary School)
- HO22 - 1426-1428 Dandenong Road, Oakleigh (Shops)
- HO23 - 1650 Dandenong Road, Oakleigh East (Oakleigh Motel)
- HO92 - Residential, Commercial and Civic Area, North of Railway Station

Please refer to Appendix B for further detail, in Figures 3 and 4.



HO22 - 1426-1428 Dandenong Road, Oakleigh (Shops) *



HO19 - 1529 Dandenong Road, Oakleigh (Forester's Arms Hotel) *

*Images sourced from google.

2.5 Context Summary



HO20 - 1714-1716 Dandenong Road, Clayton North (Clayton North Primary School) *



HO23 - 1650 Dandenong Road, Oakleigh East (Oakleigh Motel) *



HO92 - Residential, Commercial and Civic Area, North of Railway Station *

The vision for the Boulevards is supported through all of the strategic context documents that embrace key urban design principles that can improve the liveability of the area.

The strategies support some of the key urban design pillars required to sustainably support higher housing densities, including:

- Affordability, variety, and housing choice (apartment, townhouse, etc) through multiple housing density
- Proximity and access to other land uses, including education, retail, employment, healthcare, and leisure opportunities
- Access to transport, including private, public, and active transport opportunities
- Access to open space, and the impact on physical health, mental health, and wellbeing that coincides with utilise green open spaces,
- Responding to existing sense of place, and how development can be accommodated in a way that is complimentary to the place, and
- Including sustainable building materials/systems in new buildings to minimise the ecological impact of higher density living.

The disconnect between the strategies and the detailed planning policy (mostly located within the planning zones, and lack of detailed design guidelines for built form) highlights the need for the UDF to bridge that gap between vision and delivery.

3. Creating Sustainable Communities

Sustainable communities are places of work, life and play that manage and address multiple human and natural needs. These communities are larger than one residential building, or a single office block, but rather the cumulation of uses in proximity of each other that provide the majority of needs and wants of a variety of users.

Residential and commercial development needs to respond to the broader network of built form and public realm it sits within, and acknowledge its role in contributing to a more resilient and sustainable community.



Example of a landscaped pedestrian connection that includes vegetation and future canopy cover

The following opportunities have been identified to create sustainable communities across the Boulevards. Some of these opportunities can be delivered through development and others require working capital (such as humans) to take the lead.

Opportunities to Create Sustainable Communities include:

Water

- Opportunities to capture, store, re-use, and recycle water within the built form and surrounding landscape, providing a crucial role in reducing the dependency on potable water for irrigation
- Opportunities to divert storm water where possible within the streetscape to passively irrigate garden beds and street trees, lawn areas, infiltration trenches and sub-surface wicking beds
- Opportunities to increase the the detention of water for re-use within wide verges and medians, to limit the downstream impact of high rainfall events

Buildings

- Opportunities to design buildings with sustainable principles to reduce emissions, lower energy demand and provide a more comfortable placed to reside.
- Opportunities for building design to facilitate interaction through communal spaces, provide communal amenities where possible, and facilitate access to rooftops for leisure and recreation
- Opportunities for buildings to support the integration of planting including deep soil areas, green walls, and rooftop gardens
- Opportunities for buildings to support sustainable approaches to waste management, provide opportunities for on-site composting, worm farms, or vegetable production
- Opportunities for buildings to capture rainwater from the site, re-use stormwater runoff or recycled grey-water to irrigate and feed the surrounding landscape via an integrated water management solution.
- Opportunities for buildings to activate the ground plane, and include ground level SOHO/business opportunities

Land Use

- Opportunities to create a mix of land uses that facilitates a range of services and amenities needed within a series of buildings for a community 'Hub' to be realised within a walkable catchment
- Opportunities for flexibility in land use over time, to allow for future changes to recreation and work, incorporating employment resilience within local settings in the future

Safety

- Opportunities for suitable lighting to be integrated into all public spaces, providing appropriate level of light for safety and comfort
- Opportunities for public spaces within new communities to be located adjacent walkways, thoroughfares, or activated building interfaces to facilitate passive surveillance
- Opportunities for planting to be extended along the lengths of the boulevards, without increasing the risk of crime, or reduce perceptions of safety (planting should be in line with CPTED principles)

Public Realm

- Opportunities for public places that are inclusive and do not discriminate against age, ability, race, or identity
- Opportunities for places that have active edges, interactive components, and have visibility through passive surveillance to enable feelings of safety
- Opportunities for public areas to encourage social interaction by orienting towards walkways, near public transport routes, near access to buildings, or adjacent open spaces
- Opportunities for places to provide a distinct neighbourhood precinct, defined by landscape as well as built form
- Opportunities for places to be designed that are comfortable, with seating that includes back rests, and footpaths that are wide enough for prams or people with mobility aids.

Environment

- Opportunities for trees to be regularly planted, grouped in clusters with overlapping canopies
- Opportunities for buildings to reduce heat stress by including canopy tree cover on their northern facade

- Opportunities for native species/low ground covers that can be passively irrigated to be considered within the landscape setback to buildings, medians and verges, to reduce maintenance requirements
- Opportunities for pedestrian spaces to display a range of planting types and species, providing a range of sensory experiences while contributing to a reduction in the Urban Heat Island Effect
- Opportunities for plants that produce edible fruits and berries to be included in key locations within the public realm.



Street tree canopy cover protecting users from the sun

4. Key Issues & Opportunities

4.1 Overview

This chapter provides an overview of the comprehensive analysis undertaken of the Boulevards, and identifies a range of key issues and opportunities to be addressed through the development of the UDF.

It is arranged under a number of themes focusing on development activity and capacity, urban character and public realm, and access and movement.

Please refer to Appendix C for further detail.

4.2 Capacity Analysis

Development activity and capacity is an important consideration in preparing the UDF. Recent development can indicate the type of development that the Boulevards will attract in the future. Analysing the potential capacity of the Boulevards is also important to understand the scale and type of development that could potentially be accommodated and what level of planning intervention may be needed to unlock development potential in the Boulevards.

Key Issues and Opportunities for discussion

The following issues and opportunities have been identified in relation to Development Activity and Capacity Analysis:

1. How can lot consolidation be incentivised to support denser forms of development in line with the policy strategies for the Boulevards?
2. Where lot consolidation is unachievable, what other mechanisms and controls are required to deliver denser housing models?
3. What impact does the absence of a service road have on development opportunities because of access difficulties?
4. What land use, public realm and transport improvements can be provided to incentivise development?

4.2.1 Development Activity and Capacity Analysis

There are a range of development opportunities along both Boulevards, with typical smaller development on smaller sites (no development control change), and larger sites capable of taller urban form.

It is evident that many sites suitable for further residential development having recently been developed into 2-3 lot townhouse subdivision.

Typically, lot sizes range between 600 sqm and 900sqm, allowing for a range of townhouse options to be considered, and for higher densities when lot consolidation is considered.

Some key locations can facilitate taller built form, such as around the Monash University, and the Glen Waverley Activity Centre.

Topographical features appear to impact Springvale Road more than Dandenong Road, with some instances of slope greater than 10% reducing the capacity for development in some locations.

Portions of the Boulevards without a service road may not be suitable for increased development, as access and visitor parking requirements may hinder development options.

Please refer to Appendix C for further detail, in Figures 5 and 6.



An example of medium density development along Dandenong Road, including bicycle parking, landscaped front setback, and quality built form.



An example of medium density development along Dandenong Road, including bicycle parking, landscaped front setback, and contemporary built form.

4.2.2 Lot Width Development Typologies & Analysis

Development Typologies

Lot width is considered to have a big impact on the types of development that could be delivered within the Boulevards. This is because the width is typically the smallest dimension of a site and when planning controls and standards are applied, it provides the biggest constraint to development.

The typologies outlined in Figure 10 have been developed utilising Standard B17 outlined in Clause 55.04 of the Monash Planning Scheme. This depicts setbacks to the side boundaries for medium density development.

The typologies also take into account typical minimal floor widths for development and minimum requirements for access.

The typologies are outlined as follows:

Typology 1 is a common form of medium density housing provided in the Boulevards. It is configured with a common driveway down one side of the site which provides access to dwellings.

Typology 2 is similar to typology 1 however it provides for a three storey townhouse. Standard B17 requires the third level to be recessed further away from the side boundary.

Typology 3 is another common development type which would typically require two sites to be consolidated. The driveway is provided down the middle of the site with dwellings located either side of the access way.

Typology 4 provides for a low scale apartment development of 3 storeys. In this typology basement car parking is provided.

Typology 5 is similar to Typology 4 however it provides for a four storey apartment building. Standard B17 requires the fourth level to be recessed further away from side boundaries.

Dandenong Road and Springvale Road Analysis

Lot widths will generally support medium density development however lot consolidation will be required to achieve apartment development.

There are a number of localised sites that can support high density development in key locations.

There are small sections of Dandenong Road where lot width will provide a constraint to any medium density development.

Please refer to Appendix C for further detail, in Figures 8 and 9.

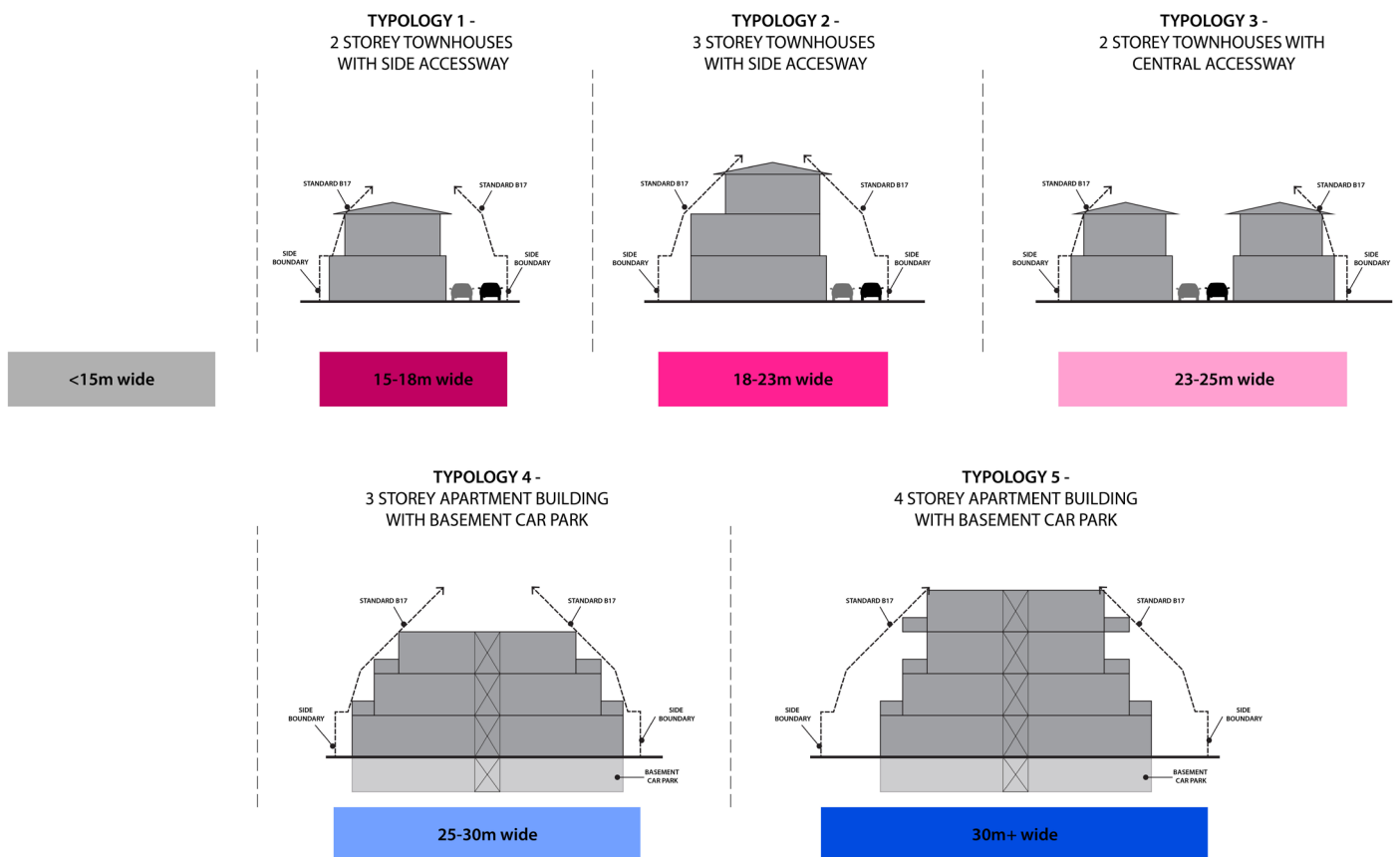


Figure 4. Development Typologies based on lot width
(These sections do not include the Mountain View Hotel site, where 8 storeys are permitted within GRZ9)

4.3 Urban Character & Public Realm

Overview

Understanding the existing character is important to establish which of the urban elements of the Boulevards should be protected, and those that could be improved. It will also enable new development to sensitively integrate with the surrounding neighbourhoods.

The urban character and public realm of the Boulevards will need to change to deliver the policy directions for densification and to create a higher quality environment where people want to live.

Improvements to the public realm will be important in making the Boulevards attractive locations for housing, providing recreational spaces for residents and providing separation and protection from large volumes of traffic.

Urban character can be defined by the interplay of a range of qualitative and quantitative elements that work together to create a place. These elements include architectural styles, building scale and siting, topography, views and vistas, landscaping and proximity to amenities such as open space and shops.

Public realm relates to spaces outside of private property that people can use in their day to day lives. These spaces usually include parks, plazas, and streetscapes.

For the UDF, the analysis of the public realm focuses on the central median of the Boulevards, and the service roads which traverse most of the length of Springvale Road and Dandenong Road.

This analysis includes:

- Gateway,
- Built Form Character,
- Landform and Views,
- Landscape Character, and
- Open Space Access.

Key Issues and Opportunities for Discussion

The analysis of urban character and public realm in this chapter has identified the following key issues and opportunities:

5. How can neighbourhoods with a strong sense of place be created along the Boulevards? How can the identified gateways contribute to these neighbourhoods?
6. Are there elements of existing the existing built form character that should be retained and strengthened in the UDF?
7. How can adjoining residential interfaces be sensitively managed?
8. How can the service roads be enhanced to provide a stronger landscape character and help to fill the gaps in open space provision along the Boulevards?
9. What opportunities exist to enhance the landscaping and tree planting within the VicRoads managed areas of the Boulevards?
10. How can the 'Garden City' character of the Boulevards be enhanced whilst allowing higher density forms of housing?

4.3.1 Gateways

The gateways along this Boulevards are generally defined by major road intersections. This is due to the scale of the road pavement creating a separation between buildings.

The built form response to the key intersections is varied along the Boulevards, with some significant built form providing wayfinding opportunities, whilst others have smaller scale, recessive roles in the street.

There is an opportunity for well designed built form to define smaller scale intersection, and contribute to the amenity and character of local areas.

Key gateways with significant built form components include:

- Chadstone Shopping complex, and a nine-storey commercial office tower - one of the most significant gateways of the project.
- Warrigal Road intersection which features a ten-storey mixed use development,
- Blackburn Road intersection where M-City, a 12 storey mixed use development is located.
- The Wellington Road/North Road gateway includes the Monash University as a key destination at that intersection.
- High Street Road intersection is a major gateway featuring the prominent built form of the Glen Shopping Centre

Key gateways with landscape/topographic wayfinding elements are typically located along Springvale Road, including:

- Highbury Road however there is a significant topographical gateway located adjacent to Rowitta Drive.
- The Central Reserve provides a key landscape gateway in the precinct. This major open space precinct provides a green break along the built up road.
- Springvale Road / Dandenong Road intersection, with a large landscape setback

These gateways are identified in the mapping through sections 4.5 and 4.6.

Please refer to Appendix D for further detail, in Figures 10 and 11.



4.3.2 Built Form Character

Character along the Boulevards varies, as land uses change, topography changes, and landscape changes.

Typically, across both Boulevards, there are limited areas of distinct character, with stretches of interwar, predominantly post-war, detached dwellings with generous front and side setbacks.

The original dwellings are interspersed with villa unit and more recent town houses of one and two storeys. The proportion of unit development varies across the Boulevards.

There are a number of instances of intact interwar housing forming a distinct character, that has been recently renovated with improved landscaping, which is not uncommon.

In some locations, higher density mixed use development is located adjacent to commercial zones. These mixed use buildings influence the character of nearby residential properties, their design and character.

The Glen Waverley Activity Centre provides a location for higher density development particularly in the adjacent commercial areas. This is recognised in the residential height controls around the Activity Centre already have a maximum of 4 storeys, however no developments have realised that height limit.

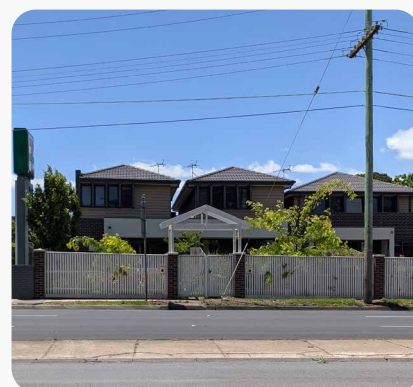
Increasingly there are more small apartments being delivered along the Boulevards, mainly Dandenong Road. They have generally been well designed, and set a good example of future character, height, form, and landscaping.

There are also a number of interfaces between residential and industrial / commercial uses along the Boulevard. These are usually separated by a road. Residential properties generally have another residential property to the rear along the Boulevard.

Please refer to Appendix D for further detail, in Figure 10.



Recent medium density development with landscaped front garden, along Dandenong Road.



Townhouse development, along Springvale Road with a high front fence providing a buffer to the road.



Non-residential use near the Glen Waverley Activity Centre, with minimal front setback, and no landscape amenity contributing to the street.

4.3.3 Landform and Views

Topographical variation differs across the two Boulevards, with Dandenong Road having generally subtle undulation, whilst Springvale Road includes recognisable highpoints and extensive long views to the south and east.

The topography also influences the location of service roads in the undulating areas. The service roads are often located above or below the main traffic lanes providing a separation from the traffic. This allows for separation from the traffic providing a higher level of amenity. It also allows for views as shown in the photo opposite. (Springvale Road)

Glen Waverley Activity Centre is a recognisable highpoint from which land falls gradually to the south, providing views away from, and to, the building.

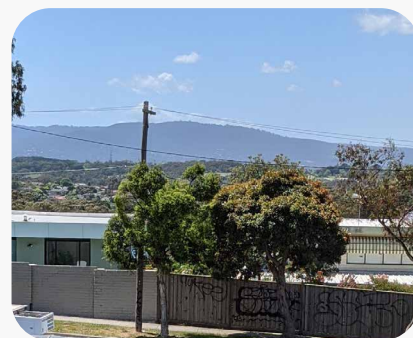
This scenario is depicted in Appendix D, Figures 12 and 13 in further detail.

Land slope is generally moderate along the Boulevard, with the exception of the northern section of Springvale Road, where many properties have slope greater than 10%. Excessive slope may hinder the efficient development of land for higher density residential purposes.

Please refer to Appendix D for further detail.



Undulating topography looking south along Springvale Road, towards the Glen Waverley Activity Centre, with canopy cover providing a distinct sense of character.



Long views to the east, to the Dandenong Ranges, along Springvale Road in Precinct 1.

4.3.4 Landscape Character

The Monash Urban Landscape Character and Canopy Vegetation Strategy (MULCVS) provides direction on the preferred future landscape character and tree canopy cover across the municipality.

The key aim of the Strategy is to protect the Garden City Character, as described in the Municipal Strategic Statement, as ‘..... a general feeling of “greenness” created by significant tree canopy cover contained within large, vegetated set backs and areas of open space.’

The ‘greenness’ is created by a combination of tree canopy, medium and smaller trees, shrubs, garden beds and grass.

There are opportunities for the UDF to reinforce these landscape character types both in the private and public realms.

Impacts of Development on Landscape Character

The replacement of original detached dwellings with larger dwellings, multi-unit developments and apartment developments is impacting on the ‘greenness’ of the city due to:

- Additional driveway crossovers reduce the number of street trees,
- Additional building height, that requires taller trees to buffer the built form from view, and
- Additional car parking (multiple garages), and hard-stand surfaces,

The small scale urban change that is occurring does little to increase the ‘greenness’ of the city. Larger developments can provide a more impact on landscape character due to the consolidated nature of developments.

How can the UDF strengthen the Garden City Character

The UDF will provide guidance on a number of elements that could strengthen the Garden City Character and contribute to the feeling of ‘greenness’ across the City. These include:

- Service lane configuration including the nature strip width and street tree planting.
- Front setbacks for development and the proportion of the setback which is planted with grass or garden bed and trees.
- Side and rear setbacks.
- Front fences including their height, material and style.
- Garden design to reinforce the particular Landscape Character Type in which a site is located.
- Providing open space along the corridor and enhancing connections to existing open space

The challenge for the UDF is to balance the strategic direction to provide denser forms of housing along the Boulevards with the desire to strengthen the landscape character.



How can the UDF enhance landscape character along the Boulevards

Whilst not mapped as public open space, there are opportunities for service roads and central medians to increase their contribution to the overall amenity of the Boulevards.

This could be focused on locations where:

- There are identified gaps in the open space catchments.
- The Service Road reserve is of a sufficient width to accommodate an open space function and fulfil its traffic and transport roles.
- Where there are opportunities to remove redundant road space and create pocket parks for the community
- In central medians along the Boulevards, where pedestrian refuges largely lack embellishment and amenity, presenting a hostile environment
- Undergrounding of powerlines in appropriate locations so allow larger canopy trees to grow without Y-shape and ongoing maintenance.

The private realm also provides an opportunity to contribute to the open space of the Boulevards. Where lot depth is sufficient, there may be opportunities to provide deeper front setbacks to allow for the garden to make a contribution to the landscape of the street.

4.3.5 Open Space Access

Access to open space is critical to the health and well-being of the people in the City of Monash. Open space can also contribute to lowering the heat stress related to the Urban Heat Island Effect

Sometimes these open spaces are not always usable, acting as urban infrastructure such as managing storm water. However, these open spaces also contribute to the amenity of the area through visual relief.

The open space catchment plan (refer to Appendix D, Figures 16 and 17) identifies a number of gaps in the open space network where residential properties are beyond 400m walk from open space. The 400m distance is often used as a benchmark in urban planning for providing good access to open space.

There are opportunities to address some of these gaps in open space to ensure the Boulevards are desirable places to live.

In addition to distance, physical barriers can also prevent people from accessing open space. This is particularly key in the Boulevards where major road infrastructure is difficult to cross in order to access open space.

How can the UDF enhance open space access through the Boulevards

Whilst the Boulevards cannot replace the larger open spaces nearby, there are opportunities for the landscape along the Boulevards to foster connections between these spaces, which facilitates:

- Activation/passive surveillance of users between open spaces as people travel between green areas,
- An integrated network of open spaces, safely traversable via the Monash Boulevards ,
- A connected green network - easily navigable via wayfinding, landscape character elements, and clearly defined pedestrian zones,
- Safe travel, with passive surveillance from active frontages/low permeable fences and lush garden frontages contributing private vegetation to the public landscape of the street



4.4 Movement and Access

4.4.1 Walking

Access to multiple modes of transport and being able to move easily along the corridors and to surrounding destinations, is critical to making the Boulevards attractive housing destinations.

As declared arterial roads, the Boulevards are focused on efficient vehicle movement with minimal disruption. This is to the detriment of pedestrians and cyclists, who have limited opportunities to cross multiple lanes of traffic to access destinations. The constant movement of traffic also diminishes the amenity of the Boulevards.

The UDF provides an opportunity to enhance access and movement along the Boulevards to make them attractive and safe places to live. This should focus primarily pedestrian and cyclist movement as it is the easiest and most enjoyable form of transport. In addition, providing improved access to public transport will enhance access to surrounding employment and education destinations.

Please refer to Appendix E, Figures 18 and 19, for further detail.

Key Issues and Opportunities for Discussion

11. Where are the opportunities to support pedestrian movement along and across the Boulevards?
12. How can the service roads be enhanced to provide higher priority to pedestrians, cyclists and public transport users whilst maintaining adequate access for private motor vehicles?
13. How can a continuous and safe cycling route along both Boulevards be provided?
14. How can access to public transport access be improved including amenity at public transport stops?
15. How can the amenity impacts of high traffic volumes be mitigated to create the Boulevards as attractive housing destinations?

The Boulevards play an important role in getting people to and from the surrounding shops, public transport stops, community and education facilities. The footpaths on both sides of the Boulevards are consistent, and do not inhibit pedestrian movement.

A key deterrent for walking, are the long waiting times at pedestrian crossings and a lack of pedestrian infrastructure to provide safety and comfort. In some locations, it can take two sets of signals to cross some of the major roads, with little vehicle protection, or amenity.

In addition, the significant spacing between pedestrian crossings (signalised and grade separated) also limits access to destinations along the Boulevards. In some locations the gap between pedestrian crossings is up to 1.3 kms.



4.4.2 Cycling

There are opportunities to formalise the sharing of service roads with vehicles to make this space increasingly safer for cyclists. The installation of traffic calming measures to reduce vehicle speeds in some locations could increase safety, and enhance awareness of cyclists.

However, service roads do not extend the full length of both Springvale Road and Dandenong Road, which may interrupt this cycle network. Other routes will need to be identified to ensure continuation of those journeys are not interrupted.

This could include widening of footpaths to become a shared path where appropriate, narrowing the road in key locations to include protected bike lanes, or re-routing cyclist traffic elsewhere.

4.4.3 Public Transport

The Monash Boulevards are both well serviced by public transport with key bus routes running down the length of Springvale Road, whilst Dandenong Road has a bus route running along most of its length. The majority of the Boulevards are within a 400m walk to a bus stop. Additionally, the train station at Glen Waverley provides additional public transport catchment to some sections of Springvale Road.

Whilst there is good access to bus stops, there is typically little amenity at the bus stops, with little to no buffer from the high flow of traffic along Springvale and Dandenong Roads.

Where possible, it would be beneficial to utilise the outer separator between the main roads, and the service road, to accommodate a safer, more user friendly environment for bus patrons. This upgrade could extend to include raised thresholds over the service road, to slow down traffic as users cross the road to the bus stop, and additional landscaping and canopy cover.

4.4.4 Private Motor Vehicles

The majority of road users are people in private vehicles, commuting along the corridors for work, education and for day to day needs. The service roads provide more of a local role. They provide access to homes, businesses and some public transport services.

Whilst there are opportunities to enhance some of these service roads for pedestrian and cyclists, the movement of private vehicles should not be excessively reduced. Calming of traffic, including raised thresholds, and kerb outstands are ways that traffic can still flow freely whilst making drivers more aware of their surroundings as they have to share the roads with cyclists and pedestrians.

Please refer to Appendix E, Figures 21 and 21, for further detail

4.4.5 Future Transport Projects

There are a number of significant transport projects identified by the Victorian State Government, which could impact on accessibility in the Boulevards. These projects include:

Suburban Rail Loop

The Suburban Rail Loop (SRL) will connect people via frequent train services to Monash University, and Glen Waverley Activity Centre, which are key nodes along the Monash Boulevards project.

The proposed Monash University Station is some distance (1.4km approx.) from Dandenong Road however the Glen Waverley station will be within walking distance at less than 400m from Springvale Road.

Planning works for Stage 1 of the SRL are currently underway.

Wellington Road Light Rail

The proposed light rail extension would connect Monash University to Chadstone Shopping Centre, with one route proposed along Wellington Road. This would provide a well needed public transport route adjacent to Dandenong Road.

The current status of this project is unknown.

Westall Road Extension

The extension is proposed on an existing road reserve from the intersection of Westall Road/Princess Highway to the Monash Freeway. Some of the benefits include decreasing traffic congestion and freight on parallel local roads, such as Springvale Roads, and, addressing the current traffic delays to and from the Monash National Employment and Innovation Cluster.

Although this project is identified by the Government it remains unfunded.

4.4.6 Service Road Opportunities

The analysis outlined in Section 3.3 and 3.4 identifies the opportunities to enhance the service roads along the Boulevards to make them attractive destinations for walkers and cyclists.

Service roads generally follow the length of the Boulevards on both sides of the road. They are regularly designed to be larger than is needed, leaving substantial areas of unoccupied pavement.

The options on this page investigate what changes could be made to the existing service road (Figure 5) network along the Boulevards, in order to provide a higher amenity environment for pedestrians and cyclists, without having a detrimental effect on vehicle movements. Some locations are not suitable to be reconfigured, due to truck movement requirements that would compromise safety of other road uses and pedestrians. Whilst these options will not be applicable along the entire length of the Boulevards, certain elements of each option could be applied in suitable locations.

Please refer to Appendix E, Figures 22-25, for further detail.

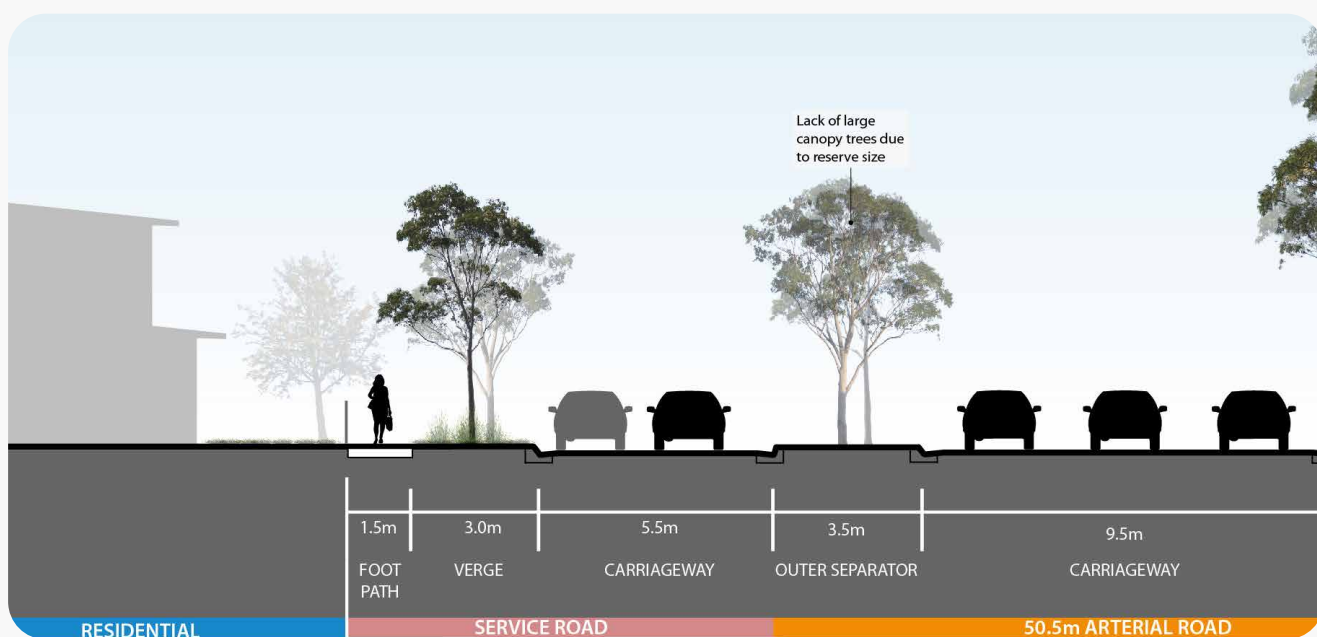


Figure 5. Existing Service Road (Typical)

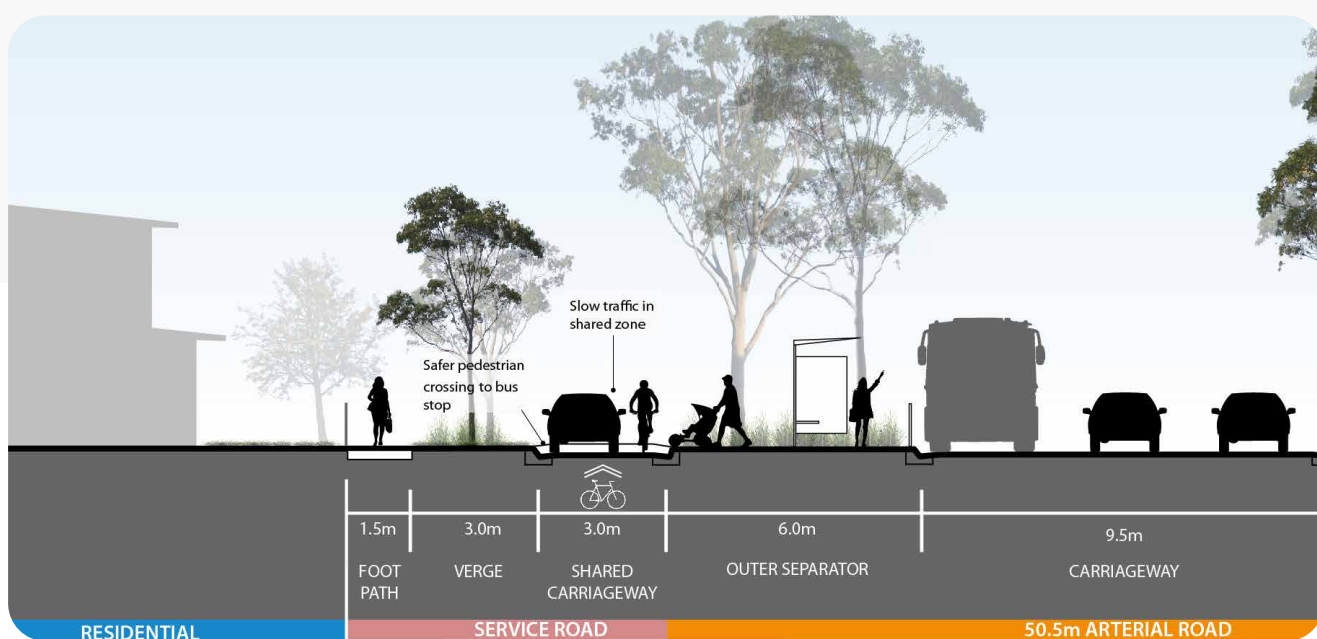


Figure 6. Example of a reconfigured service road

4.5 Dandenong Road - Precinct Issues and Opportunities

Dandenong Road - Precinct 01

This precinct marks the western gateway to the Monash Boulevards, with the Poath Road intersection being defined by the Chadstone Shopping complex, and a nine-storey commercial office tower. Whilst this site is located outside of the UDF area, it contributes to the character of the precinct and is beginning to influence the urban character on the southern side of Dandenong Road

This precinct has undergone substantial development with a number of strata properties including apartment development of 3-4 storeys. Some properties remain for development but many are not of significant size. Those that are, have a lot width that could support a range of larger development typologies.

As the land within the UDF is located on the southern side of Dandenong Road, overshadowing to existing residential properties to the rear will need to be considered.

The land is sited outside of a 200m catchment to bus stops, and outside of the 800m catchment to Hughesdale Train Station, however there are nearby bus interchanges at Chadstone Shopping Centre. In addition, there are many pedestrian crossings over Dandenong Road at signalised intersection, however the frequency of intersections reduces the amenity and quality of the landscape.

This precinct benefits from its proximity to Chadstone Shopping Centre, where it provides significant amenity through employment, retail, and hospitality uses, which existing and future residents in this precinct will benefit from.

Given the width of the road in this location, the signalised intersections, and the overhead power lines, there is minimal street tree planting evident. However, opportunities exist for embellishment throughout the service road as sites develop, as has occurred through planting programmes recently.



Recent ground cover planting, and pedestrian access.



View to Chadstone, a key gateway building in this precinct.

LEGEND

- ▬ Sub-Precinct Boundary
- ⊗ Gateways
- ≡ Bridges
- ▬ Verges and Medians
- Tree Canopy
- ⋈ Residential Areas along the Boulevard
- Planning Application
- ▬ Prominent Built form
- - - Bus Network
- ▬ Commercial and Mixed use Interface
- ▬ Residential Interface
- ▨ Building Height over 4 Storeys
- ▨ Properties Greater than 900 m²
- ▭ Existing Strata Properties
- ▭ Opportunity for Higher Scale Built Form
- ▬ No Service Road

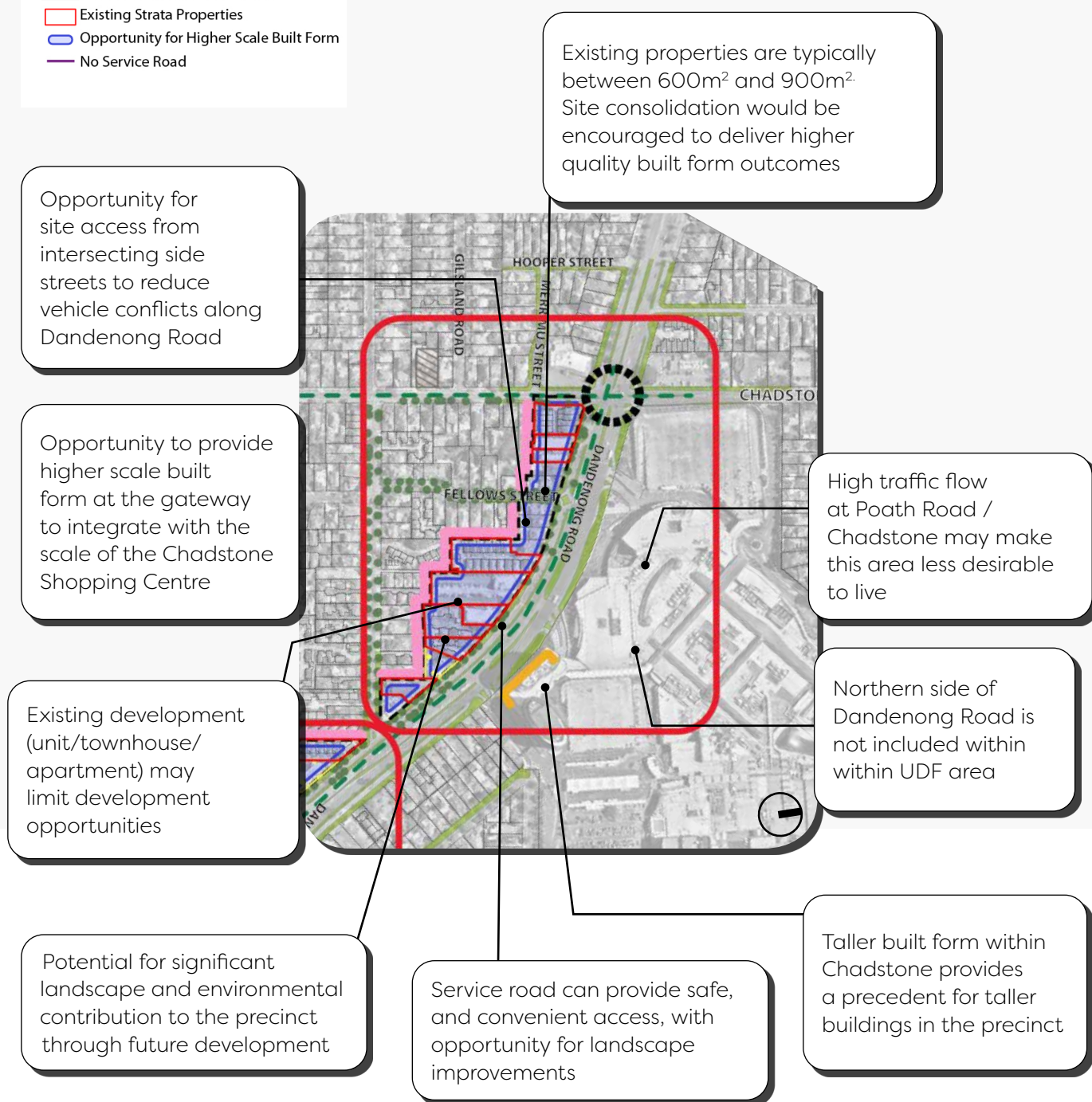
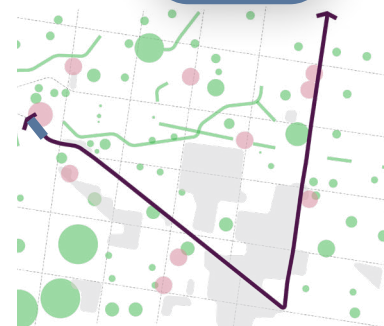


Figure 7. Dandenong Road Precinct 1 - Opportunities and Constraints

Dandenong Road - Precinct 02

This precinct offers a number of larger development sites with good access to nearby amenities.

The Warrigal Road intersection acts as a gateway, being a key locations of high density mixed use development in the Commercial 1 zone. However, three sides of the intersection are within residential zones. A recently constructed ten-storey mixed use development located on the north-east corner of the intersection (set back, behind a warehouse), and a four storey mixed use apartment/hotel is located on the south-western corner, provides contrast to the other built form at this gateway site.

The lack of a service road for a portion of this precinct may limit development opportunities. However, access from side streets and lot consolidation could remove the need for direct access from Dandenong Road.

This precinct (the southern of Dandenong Road until Warrigal Road, then, both sides of the road) reflects small changes in slope, evident through the camber of the road, where localised landscape treatments may be viable. There is a small crest at Warrigal Road, which reveals views further east.

Precinct 2 is largely within an open space catchment catered for by Warrawee Park, Logie Street Reserve, and Scotchmans Creek; with some areas to the west and falling outside of the catchment.

Tree canopy cover is sporadic in this precinct, with central medians west of Warrigal Road being concrete, and lacking planting, and limited verge planting between Warrigal Road and Atkinson Street. The outer separator and verge along the northern service road, east of Atkinson Street is also largely unplanted.



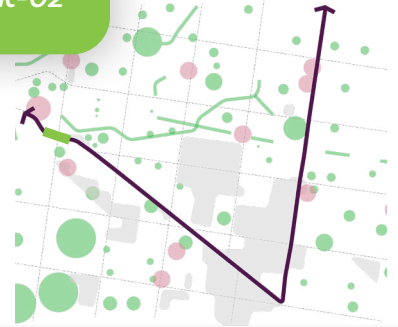
Recent multi-dwelling building, providing little streetscape amenity, activation or interest.

LEGEND

- Sub-Precinct Boundary
- Gateways
- Bridges
- Verges and Medians
- Tree Canopy
- Residential Areas along the Boulevard
- Planning Application

- Prominent Built form
- Bus Network
- Commercial and Mixed use Interface
- Residential Interface
- Building Height over 4 Storeys
- Properties Greater than 900 m²
- Existing Strata Properties
- Opportunity for Higher Scale Built Form
- No Service Road

DR-02



Larger development opportunity sites at key terminating viewlines have opportunity to create a stronger, high quality built form presence

Consideration should be given to the residential interface to the rear, which will require height and setback transitions to minimise overshadowing

Existing development (unit/townhouse/apartment) may limit development opportunities

Larger potential development sites with access may from side streets

Lack of service road may limit development opportunities because of direct access difficulties

Northern side of Dandenong Road west of Warrigal Road is not within UDF area

Potential development sites located within 200m walkable bus catchment

Opportunity to develop a gateway site whilst respecting the heritage listed Oakleigh Courthouse

Potential for additional street tree planting, incorporation of WSUD elements, ground cover planting, and improved pedestrian crossing in the central median between Warrigal Road and Park Road

Figure 8. Dandenong Road Precinct 2 - Opportunities and Constraints

Dandenong Road - Precinct 03

This precinct includes a number of smaller sites with limited development potential, considered constrained for medium density development. This is due to the older, interwar subdivision patterns in this area, which also provides for a strong sense of built form character.

As there are less strata developments, opportunity exists to consolidate lots and create development sites in the future.

Key development sites are located at the southern end of the precinct, where lots with dual frontages are located.

This precinct also has a lower volume of traffic compared to the areas east of Ferntree Gully Road, making it more desirable for residential development, and use by cyclists and pedestrians.

There are limited opportunities to cross the road safely from north to south with crossing spaces at 1.3 kilometres apart (Atkinson Street, and Huntingdale Road). The signalised intersection of Ferntree Gully Road and Dandenong Road provides no

ability for a pedestrian to cross north-south.

However, opportunities exist to improve pedestrian and cyclist connectivity, by upgrading the informal pedestrian connection between York Avenue and Cheel Street. This precinct also marks the beginning of a nearly uninterrupted cycle route along the service road, to the east.

The landform rises gradually to a crest at the eastern edge of DR-03, where Huntingdale Road interfaces with the precinct.








Given the elevated nature of the northern service road, there are also opportunities to enhance the service road, and further buffer the arterial road with streetscape improvements.

This precinct is also largely within an open space catchment, due to Hurst Reserve and Brickmakers Park, with a small portion of the precinct outside of the catchment in the south-east.

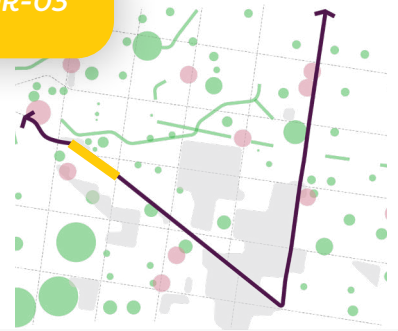


Y-shaped canopy trees in verges to avoid above ground powerlines, with limited canopy cover provided via the outer separator.

LEGEND

- ▬ Sub-Precinct Boundary
-  Gateways
-  Bridges
-  Verges and Medians
-  Tree Canopy
-  Residential Areas along the Boulevard
-  Planning Application
-  Prominent Built form
-  Bus Network
-  Commercial and Mixed use Interface
-  Residential Interface
-  Building Height over 4 Storeys
-  Properties Greater than 900 m²
-  Existing Strata Properties
-  Opportunity for Higher Scale Built Form
-  No Service Road

DR-03



Existing smaller lots and interwar housing may limit development opportunities in the Precinct. Lot consolidation may be required

Most development sites are proximate to bus stops, along adjacent roads

Good development opportunities between York Avenue and Huntingdale Road - some with dual frontage to Atherton Road

Opportunity to improve the elevated service road

Large intersection, with limited pedestrian and cyclist crossing opportunities

Opportunity to enhance Hurst Reserve to include WSUD elements, additional canopy cover and ground cover planting, community places to engage, and additional open space and recreational spaces.

Opportunity to signalise the non-signalised crossing at York Avenue and Cheel Street

Figure 9. Dandenong Road Precinct 3 - Opportunities and Constraints

Dandenong Road - Precinct 04

Precinct 4 provides for a range of development opportunities, including sites requiring consolidation, larger sites, and key strategic development sites. There is also a large proportion of strata development within the precinct.

The precinct is primarily within the residential zone, providing the largest area for potential redevelopment along the length of Dandenong Road. However, it generally lacks retail/commercial activity which could provide additional amenity for residents.

Traffic volumes along Dandenong Road are the lowest between Huntingdale Road and Clayton Road, making this precinct likely to be more desirable for housing, as a transport user, a pedestrian

or cyclist, due to the lower volumes of traffic along this portion of the Boulevards.

This western portion of this precinct is typically flat with little topographical variation. This changes at times where both service roads are more elevated than the main thoroughfare. The northern side elevates in a number of locations, requiring retaining walls.

Given the elevated nature of the service road, there are also opportunities to enhance the service road, and further buffer the arterial road with streetscape improvements.

There are several streetscape elements connecting both sides of the road, that would benefit from some enhancement, such as the pedestrian overpass at Franklyn Street and Gordon Avenue, and the

three unsignalised, informal pedestrian crossings at Shafton Street, Fenton Street, and White Street.

The elevated pedestrian bridge provides a critical, safe location for pedestrians to cross the road - however, the distance between the crossing and the two nearest intersection is still over 800m - which is a significant distance.

The precinct is largely within an open space catchment, with a small portion outside of the catchment to the north-west and the south-east.



Multi-level apartment development, with landscape presence to the street, and significant tree retention.



Elevated pedestrian crossing, providing much needed access across this busy section of Dandenong Road.

LEGEND

- ▬ Sub-Precinct Boundary
- ⊗ Gateways
- ⌒ Bridges
- ▬ Verges and Medians
- Tree Canopy
- ⋯ Residential Areas along the Boulevard
- Planning Application
- ▬ Prominent Built form
- ▬ Bus Network
- ▬ Commercial and Mixed use Interface
- ▬ Residential Interface
- ▨ Building Height over 4 Storeys
- ▨ Properties Greater than 900 m²
- ▭ Existing Strata Properties
- ▭ Opportunity for Higher Scale Built Form
- ▬ No Service Road

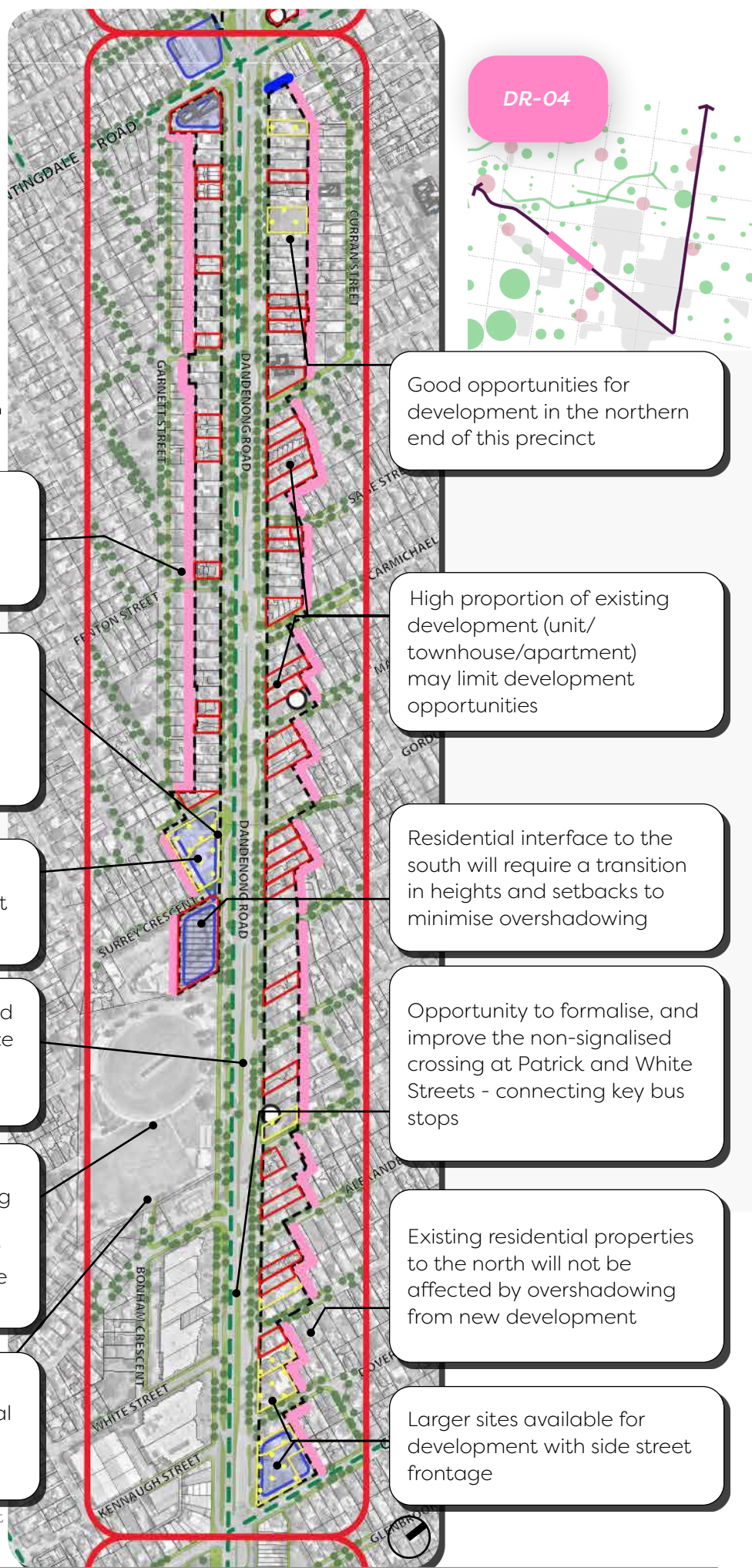


Figure 10. Dandenong Road Precinct 4 - Opportunities and Constraints

Dandenong Road - Precinct 05

This precinct benefits from its close proximity to the Monash University and the Monash Medical Centre. It is well located for future higher density residential development.

The southern gateway at Blackburn Road includes the recently constructed development, M-City. This twelve-storey mixed use development in the commercial 1 zone includes significant vertical scale, and a mix of retail, commercial and residential uses.

The Wellington Road gateway includes Monash University as a key destination, while featuring residential zoned land on the remaining corners of the gateway.

This precinct provides a mix of lot widths, with more constrained lots in the eastern section of the precinct, evident in the strong presence of strata title properties reflecting the demand for student housing. The remaining sites in the precinct provide good development opportunities with most over 600sqm and a number of sites over 900sqm.

Topographical variation is evident through the entire precinct, with clear level differences elevating the northern service lane from the main thoroughfare, and the southern service lane being located below the main road.

The intersection at Wellington Road provides a location for pedestrians to cross, however due to the large traffic volumes, pedestrian movement is restricted, often requiring multiple light sequences to cross entirely.

There is generally good pedestrian connectivity within this precinct, with the recent signalised pedestrian crossing constructed at Cobain Street contributing to this. South of that location, the next signalised crossing is 900m

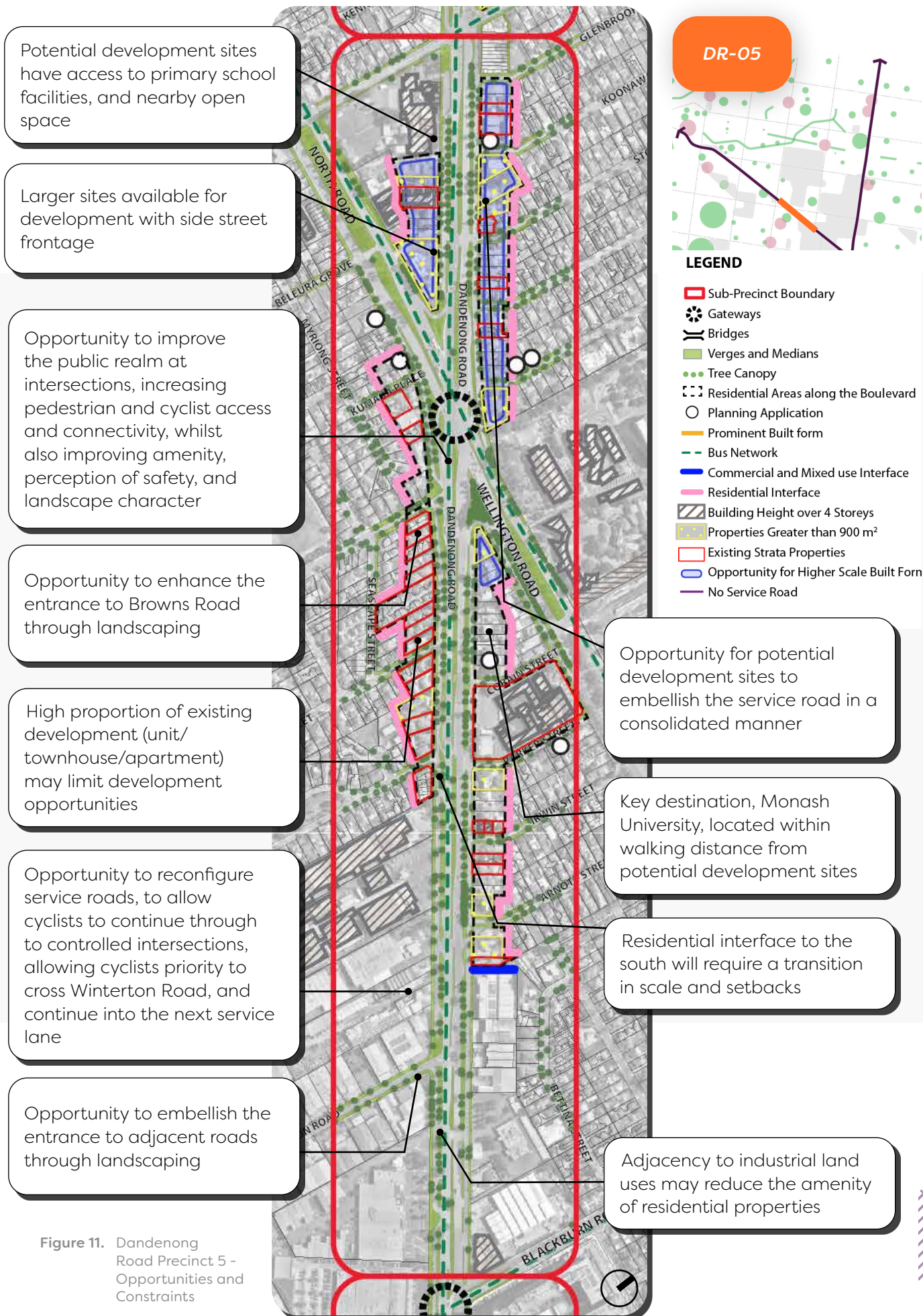
away, at Blackburn Road, with informal unsignalised crossing located at Evelyn Street and Arnott Street.

There is significant opportunity to enhance the appearance of the service road outer separator. This will provide a stronger landscape character, increase amenity and screen some of the bulkier buildings.

This precinct is located within an open space catchment, due to proximity of Fregon Reserve and Evelyn Street reserve, South of Dandenong Road. Open space available within Monash University is not included in this catchment assessment.



Recent townhouse development, providing two dwellings on a lot, including a front setback with minimal landscape amenity.



Dandenong Road - Precinct 06

This is a relatively small precinct focused on the north side of Dandenong Road. It has good access to bus stops and benefits from a local retail centre at the corner of Springvale Road.

The residential component of the precinct is largely undeveloped with only a small number of strata properties. The majority of sites are in the 600-900sqm range with a small number of 900sqm.

The majority of sites within this precinct would support townhouse development with side driveway access. There are also a small number of sites which are suitable for apartment development. The largest site has a current development application.

This precinct has lower traffic volumes and benefits from a local shopping precinct providing a higher level of amenity for existing and future residents.

This precinct is generally located on a lower plane than the balance of the Dandenong Road sub-precincts. A small amount of topographical variation is evident across the road, with the northern service road elevated between Kalimna Avenue and Harcourt Avenue.

There are significant opportunities to enhance the appearance of the service road outer separator, to increase amenity and screen some of the bulkier buildings and create a stronger landscape character.

In addition, enhancing the connected nature of the cycling lanes in the service roads at key intersections will establish a more consistent approach to cycling, and create a safer environment for all users.

The residential component of the precinct is largely within an open space catchment.



Canopy tree cover provided in a narrow outer separator, while verge street tree planting is of a smaller variety, avoiding overhead powerlines and unsightly Y shaped pruning.



Large front setback, with no tree planting or landscape amenity to the street - limited edge planting around the car park.

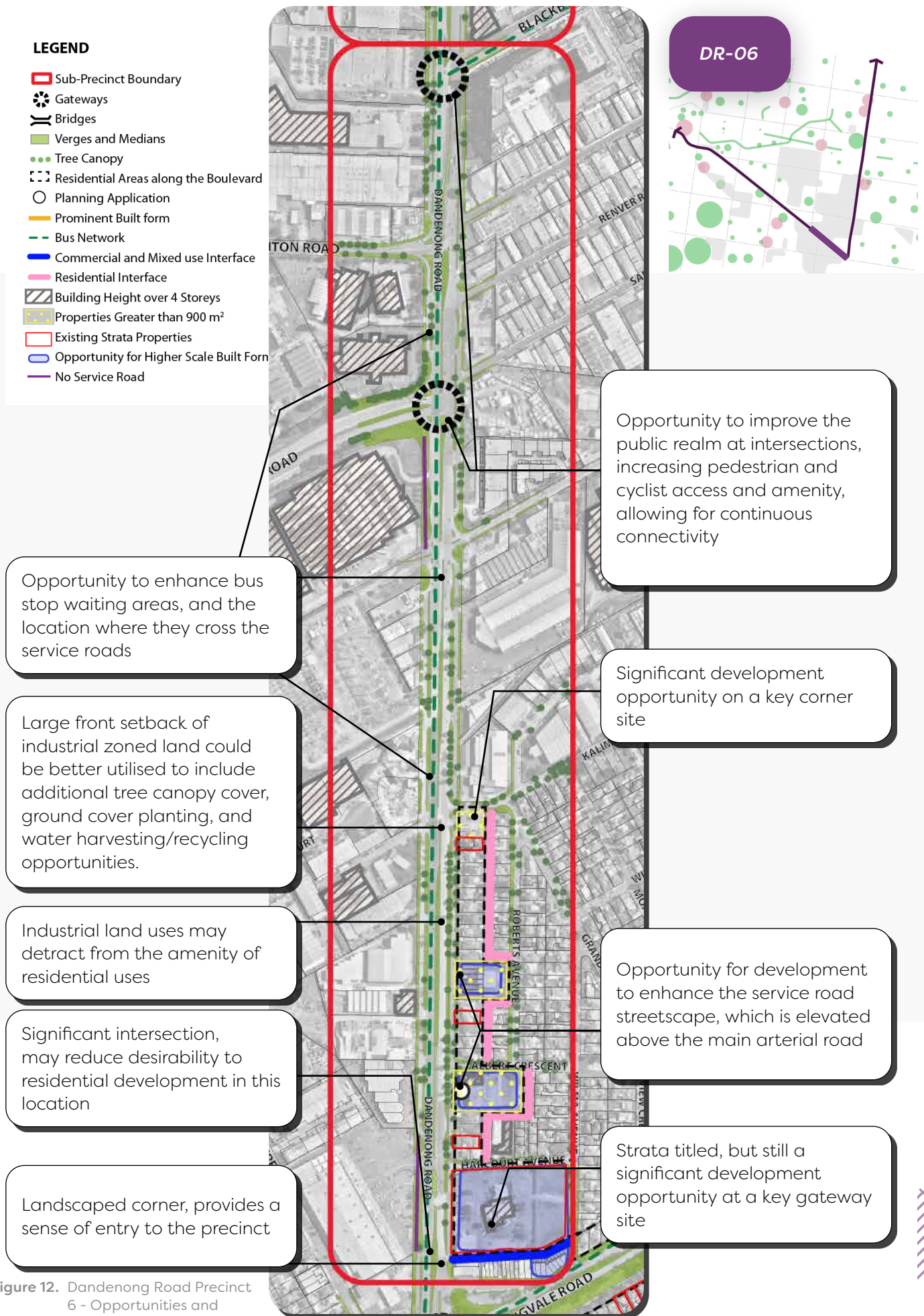


Figure 12. Dandenong Road Precinct 6 - Opportunities and Constraints

4.6 Springvale Road - Precinct Issues and Opportunities

Springvale Road - Precinct 01

This precinct is defined by its steeper topography and landscape character.

The northern gateway could be considered to be at Highbury Road in SR-01, however the significant visual gateway is located adjacent Rowitta Drive at the crest of the road, provides long views over the vegetated Springvale Road corridor to the south. This crest also allows for views out to the east.

Built form is generally low scale, detached dwellings. The majority of sites are larger than 600sqm, with only a small number of strata properties. However a number of properties have slope greater than 10% which could present a constraint to development.

The precinct is reasonably close to the Glen Waverley Activity however walking access is challenging because of the land slope. There are no on road or off road cycle lanes in the precinct, limiting cycling options. This is due to the lack of service roads along the majority of this precinct.

Landscape character is strongly evident through private gardens, street tree planting and understorey planting along the Boulevard. Strong native canopy cover is evident, and defines the precinct.

The service roads are located above and below the main traffic lanes of Springvale Road. This separation provides a more secluded environment for housing and reduces the noise and visual impact of Springvale Road.



Long viewlines to the east, towards the Dandenong Ranges, provide for future development to maximise these views when medium-density housing is designed in Precinct 1.

LEGEND

- ▬ Sub-Precinct Boundary
- ⊗ Gateways
- ≡ Bridges
- ▬ Verges and Medians
- Tree Canopy
- ⋯ Residential Areas along the Boulevard
- Planning Application
- ▬ Prominent Built form
- ▬ Bus Network
- ▬ Commercial and Mixed use Interface
- ▬ Residential Interface
- ▨ Building Height over 4 Storeys
- ▨ Properties Greater than 900 m²
- ▭ Existing Strata Properties
- ▭ Opportunity for Higher Scale Built Form
- ▬ No Service Road

SR-01

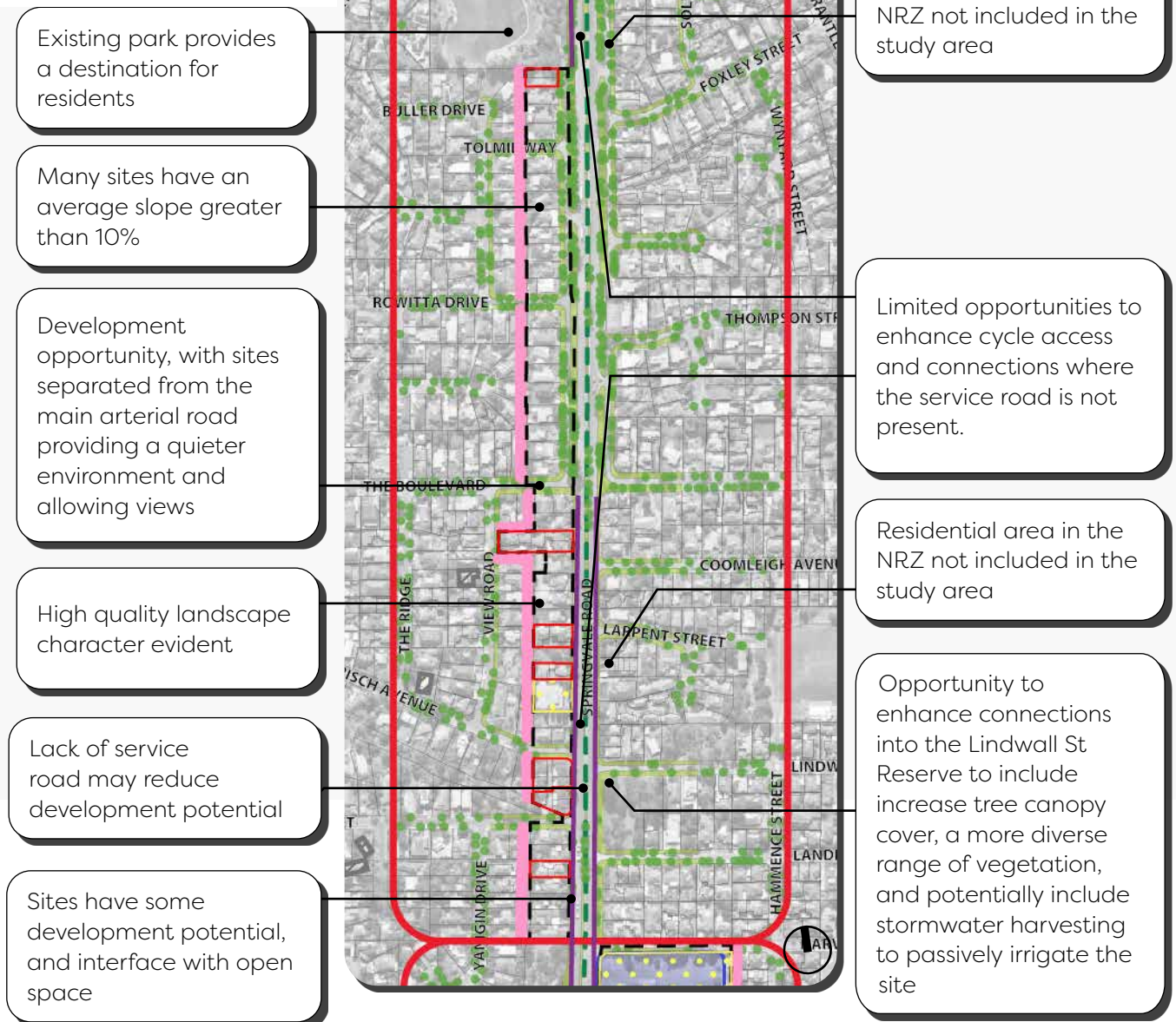
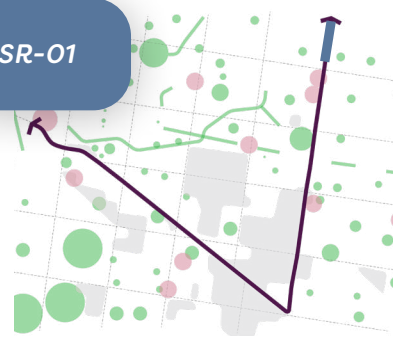


Figure 13. Springvale Road Precinct 1 - Opportunities and Constraints

Springvale Road - Precinct 02

The precinct benefits from close access to a number of destinations including The Glen Shopping Centre, the Kingsway Restaurant Precinct, train station, commercial and retail uses, and the Civic Centre.

The High Street Road intersection, specifically, 'The Glen' shopping centre, forms an important built form gateway. When redeveloped, the Mountain View Hotel will contribute to this gateway with taller buildings supported on this site.

Lot sizes are generally large with many over 900sqm and most over 600sqm. As such, development potential along the eastern side of Springvale Road is high. Many of the sites are suitable to develop individually, but could be combined to achieve greater height and density.

The absence of a service road may limit residential development opportunities due to access constraints and lack of on-street parking. It also provides less of a buffer between housing and traffic.

This precinct provides moderate topographical variation rising to the north. It includes 'The Glen' which is located on a high point.

The landscape character in this precinct is lacking, due to less established exotic planting around 'The Glen', and a general lack of central median, and street tree planting.

There is an opportunity to retain/increase the garden area within future development, as the lack of service lane, and frequent intersections reduces the potential for meaningful street tree planting and understorey planting.

Pedestrian access is high, with many signalised intersections providing crossing locations, however amenity is low, with little buffer from the busy traffic, small verges/footpaths, and limited canopy cover.

The precinct is located within close proximity to bus and train services, with Glen Waverley Station walking distance from all sites in the precinct.



Landscape amenity provided via the PPRZ, north-west of the Main Street Road intersection.



High quality landscape amenity provided at the entry to the GWAC.

LEGEND

- ▬ Sub-Precinct Boundary
- ⊗ Gateways
- ⌒ Bridges
- ▬ Verges and Medians
- Tree Canopy
- ⌘ Residential Areas along the Boulevard
- Planning Application
- ▬ Prominent Built form
- - - Bus Network
- ▬ Commercial and Mixed use Interface
- ▬ Residential Interface
- ▨ Building Height over 4 Storeys
- ▨ Properties Greater than 900 m²
- ▬ Existing Strata Properties
- ▬ Opportunity for Higher Scale Built Form
- ▬ No Service Road

SR-02



Western side of Springvale Road includes a range of destinations however it is not within the study area

Car park entry to the station precinct could be further enhanced with stormwater treatment via swale drains at end of parking bays

Key landscape node, provides a gateway into the precinct. Could be further enhanced with stormwater capture, treatment, filtration, and re-use.

The GRZ9 allows for development of up to 9 storeys on this site

Lack of service road may reduce development potential

High development potential between Highstreet Road and Glen Road

Opportunity for development to retain/enhance garden character, due to limited verge/street tree planting

High levels of access to bus stop catchment, and train station catchment

Figure 14. Springvale Road Precinct 2 - Opportunities and Constraints

Springvale Road - Precinct 03

This precinct is well serviced by public transport, and benefits from the nearby Glen Waverley Activity Centre. Central Reserve is a centrally located major open space anchor for the precinct, providing a green break along the road as a key destination for residents.

This precinct overall has good development potential, with the majority of lot sizes over 600sqm and some key sites over 900sqm. There are a number of gateway sites that have significant development potential with many having dual frontages. However the general lack of a service road may limit redevelopment potential.

Traffic volumes increase the further south in this precinct, as more connecting roads move traffic onto Springvale Road, heading/coming from the Monash Freeway.

This precinct exhibits limited topographical variation. There is a lowpoint at Kings Way, which then rises to the south.

There is a lack of canopy tree cover in some sections, particularly near intersections. The central median planting does convey a distinct sense of landscape character in this precinct with canopy eucalypt trees. However, the narrow footpaths and minimal verges don't support street tree planting and diminish the character of the area.

There are two signalised, pedestrian crossings at either end of this precinct, providing much needed connectivity for residents/visitors as they connect into Glen Waverley Activity Centre and Central Reserve. There are also other community and education facilities within this precinct.



Lack of pedestrian amenity along sections of Springvale Road where no service road is provided



Canopy trees provided along service road, where verge and outer separator are of sufficient width.

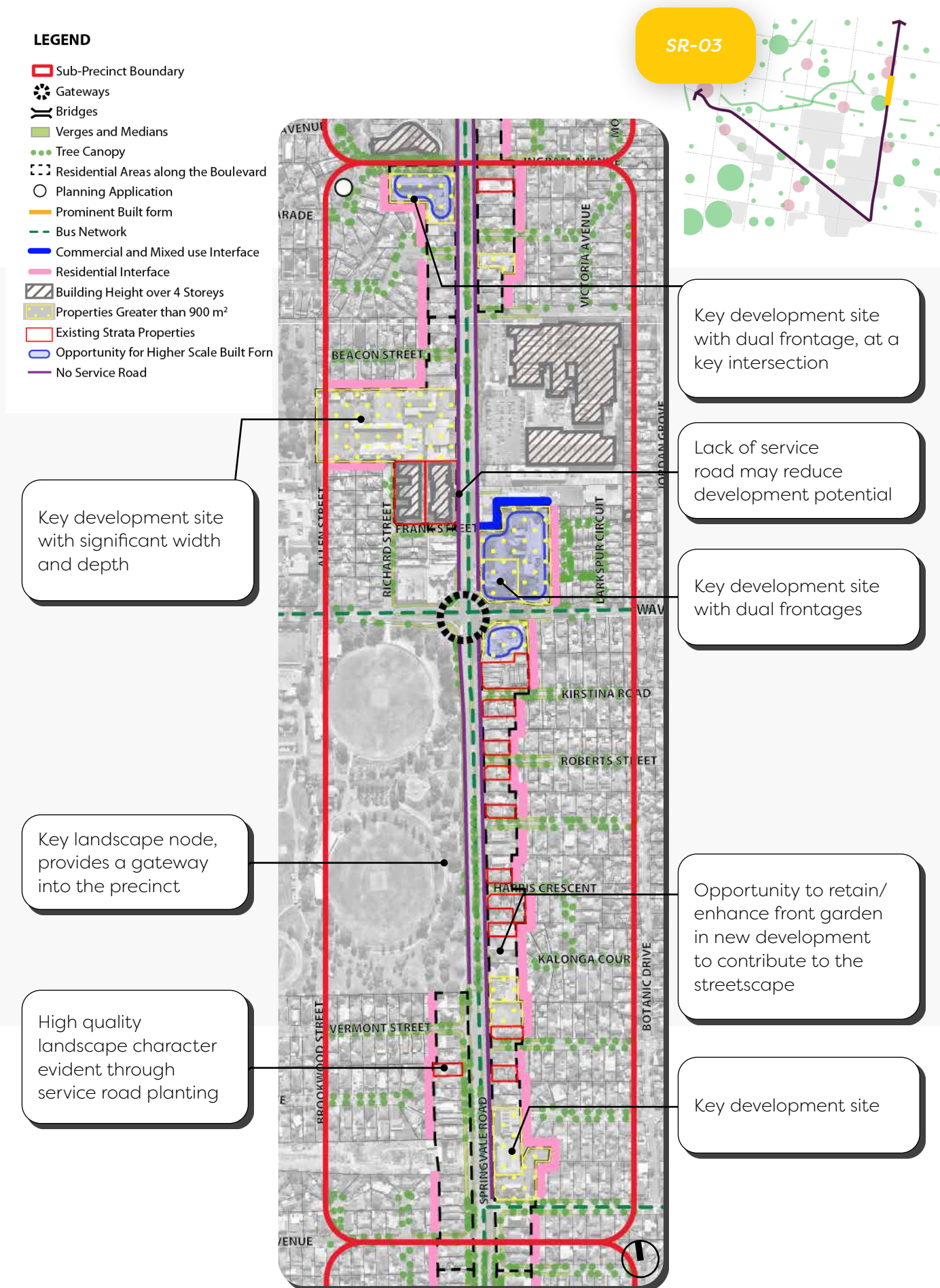


Figure 15. Springvale Road Precinct 3 - Opportunities and Constraints

Springvale Road - Precinct 04

This precinct has an open landscape character, which is a result of the greater number of traffic lanes and large ground level setbacks to buildings at key intersections.

A major gateway is the Ferntree Gully Road intersection, featuring three service stations, and Brandon Park Shopping Centre precinct which is set back a significant distance from the intersection. This creates an already large intersection, seem significantly larger due to the lack of built form presence. The 2013 Major Activity Centre Structure Plan outlined future setback and ultimate building heights for this area.

There is development potential within the precinct, with key sites located at Ferntree Gully Road intersection suitable for taller built form.

The northern portion of this precinct includes residential land uses, and features service roads, which helps to buffer the traffic volumes, and increase the landscape amenity. North of Ferntree Gully Road lot sizes are fairly consistent and generally greater than 600sqm, there is some strata development.

A small portion of residential land exists at the southern end of the precinct. These lot sizes are consistent and generally greater than 600sqm.

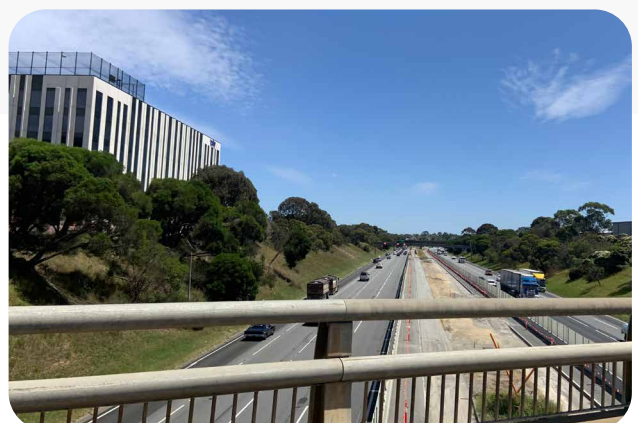
Vehicle traffic along Springvale road is the highest in this precinct, due to the Monash Freeway access ramps.

The landscape character in the northern residential area is more established, and complete, as opposed to the commercial centre, where lawn and minimal shrub/canopy tree planting is desirable. The small residential pocket in the south is also a high quality landscape setting, benefiting by the service road buffer.

Key streetscape opportunities include enhancing the gateway treatments at Ferntree Gully Road, and enhancing the pedestrian experience at these key intersections.



Residential dwellings being used as a medical centre.



A key gateway for the site, the Monash Freeway bridge and cutting - providing visual breaks, and landscape amenity.

LEGEND

- ▬ Sub-Precinct Boundary
- ⊗ Gateways
- ≡ Bridges
- ▬ Verges and Medians
- Tree Canopy
- ⋈ Residential Areas along the Boulevard
- Planning Application
- ▬ Prominent Built form
- - Bus Network
- ▬ Commercial and Mixed use Interface
- ▬ Residential Interface
- ▨ Building Height over 4 Storeys
- ▨ Properties Greater than 900 m²
- ▭ Existing Strata Properties
- ▭ Opportunity for Higher Scale Built Form
- ▬ No Service Road

SR-04

Existing development (unit/townhouse/apartment) may limit development opportunities

Opportunity to enhance landscape gateway between commercial sites and redefine the landscape character. There potential for additional canopy trees along western side of Springvale Road, and for stormwater collection through large car parking areas could also contribute to on site amenity, and urban cooling during summer

Potential development supported via service road access

Opportunity to enhance public realm at this intersection

Significant intersection may deter residential development

Proximity to the Monash Freeway may be a deterrent for residential development

Figure 16. Springvale Road Precinct 4 - Opportunities and Constraints

Springvale Road - Precinct 05

This precinct features residential land only on the eastern side of Springvale Road.

There is a limited amount of strata development in the precinct and most sites are over 600sqm. There are good opportunities for lot consolidation to provide more substantial development opportunities. A large service station site of 5,263sqm is located on the intersection with Wellington Road, within the residential zone.

The Wellington Road intersection forms a landscaped gateway featuring some low rise, and mid rise 3-4 storey commercial/office built form.

A service road along the length of the precinct provides a buffer to the high traffic volumes, contributing to the pedestrian amenity of the precinct.

There are opportunities to further enhance the pedestrian and cyclist experience along the service road, by including sharrows to designate a shared lane, and to improve intersection design to facilitate cyclist crossings.

The length of service road requires vehicle traffic to be slowed down, potentially through landscape treatments, to avoid excessive speed, whilst also providing additional opportunity for landscape embellishment, and an increase in pedestrian amenity.

This precinct exhibits limited topographical variation along the length of the road. There is some variation across the width of the cross section is evident between Monash Drive and Wellington Road, with a split road pavement between the north and south bound lanes.

The northern section falls outside of an open space catchment.



Medium sized trees in verge planting, and limited canopy available via the overhead powerlines located in the narrow outer separator.

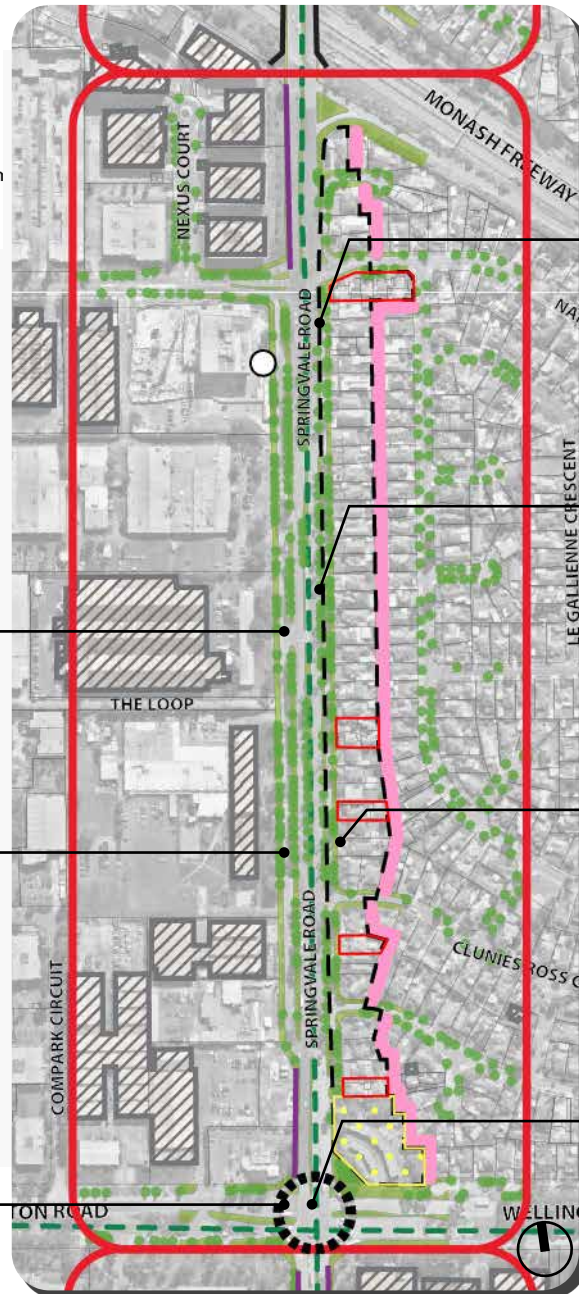
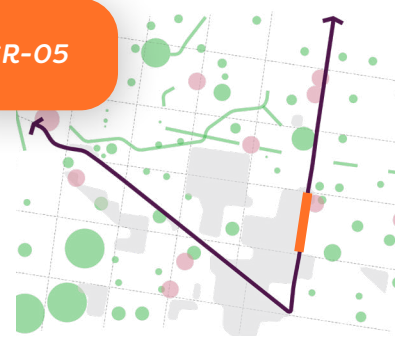


No canopy available via the overhead powerlines located in the narrow outer separator - tall front fences limit the private realm contribution to the public streetscape character.

LEGEND

- ▬ Sub-Precinct Boundary
- ⊗ Gateways
- ≡ Bridges
- ▬ Verges and Medians
- Tree Canopy
- ⋯ Residential Areas along the Boulevard
- Planning Application
- ▬ Prominent Built form
- - Bus Network
- ▬ Commercial and Mixed use Interface
- ▬ Residential Interface
- ▨ Building Height over 4 Storeys
- ▨ Properties Greater than 900 m²
- ▭ Existing Strata Properties
- ▭ Opportunity for Higher Scale Built Form
- ▬ No Service Road

SR-05



Outer separator could be re-planted with low-lying ground cover planting

High quality landscape provides screening to non-residential uses

Opportunity to improve pedestrian and cyclist connectivity across intersection

Where additional canopy trees are required passive irrigation through stormwater can enhance growth and canopy size

High level of development opportunity, with minimal unit development

Opportunity for landscape improvements along service road to reduce traffic speed, and enhance pedestrian experience.

Key development site with dual frontage

Figure 17. Springvale Road Precinct 5 - Opportunities and Constraints

Springvale Road - Precinct 06

Residential properties are located in the southern parts of this precinct. Lot sizes are fairly consistent in size with most over 600sqm. There are a small number of lots that could support apartment development in their current configuration.

A large 54 townhouse development is located at the intersection of Dandenong Road, the largest and most recent development in the precinct.

The local activity centre at the southern end of the Precinct provides a destination for existing and future residents. However access across Springvale Road presents a barrier, with limited pedestrian crossing facilities.

There is a mix of access arrangements to properties with some accessed from service roads, and few with direct access to Springvale Road.

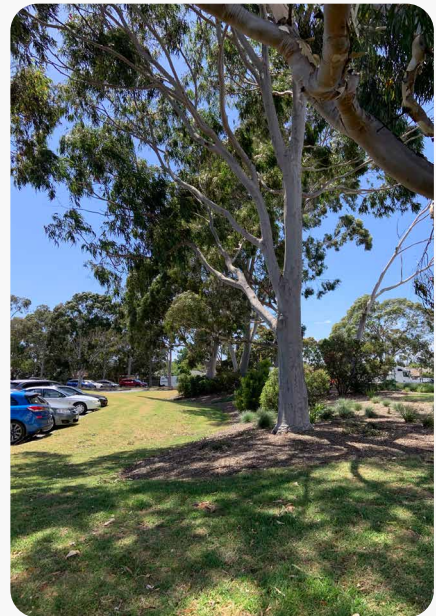
The service road along the north-eastern portion of the precinct has a strong native character, with established planting located within the

private realm, yet visible from the street, contributing to the character.

The balance of the residential area, on the western side of Springvale Road, lacks a service road, however it does include widened verges in some locations, allowing for additional buffer from the arterial road traffic. Despite the lack of service road, there is a significant amount of tree canopy, with the private gardens contributing to that feeling of greenness.

The lowest traffic volumes along Springvale Road occur between Dandenong Road and Wellington Road, creating a more amenable atmosphere for residential development, due to lower traffic noise.

The majority of the precinct falls outside of an open space catchment.



High quality landscape features provide amenity, and buffer the busy intersection.

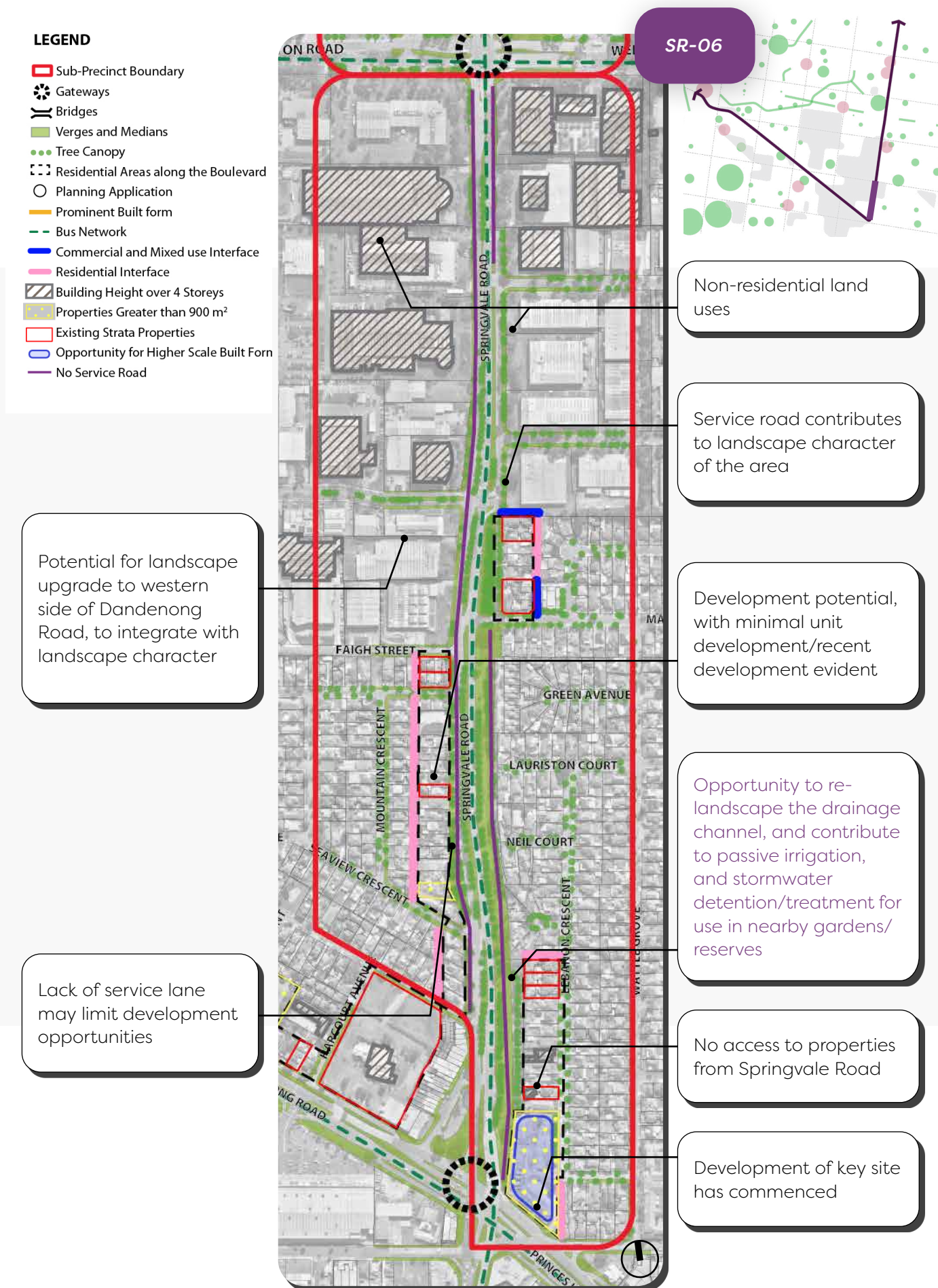
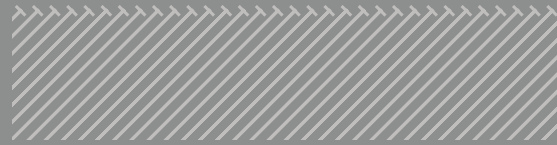


Figure 18. Springvale Road Precinct 6 - Opportunities and Constraints



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