

5. Activity Areas

Figure 13: Activity Areas.



5.1 Activity Area 1

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

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

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

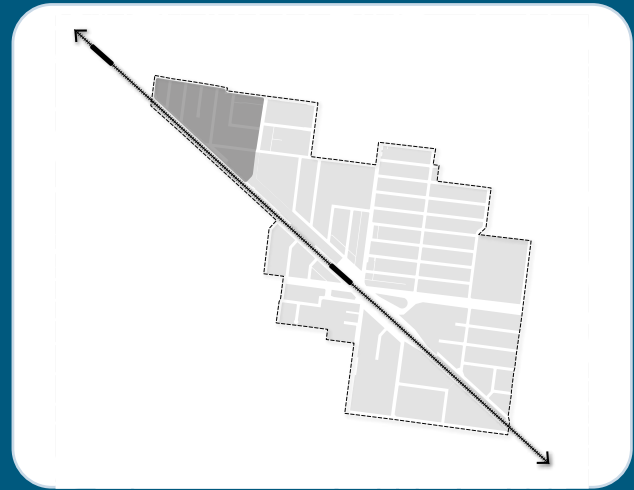
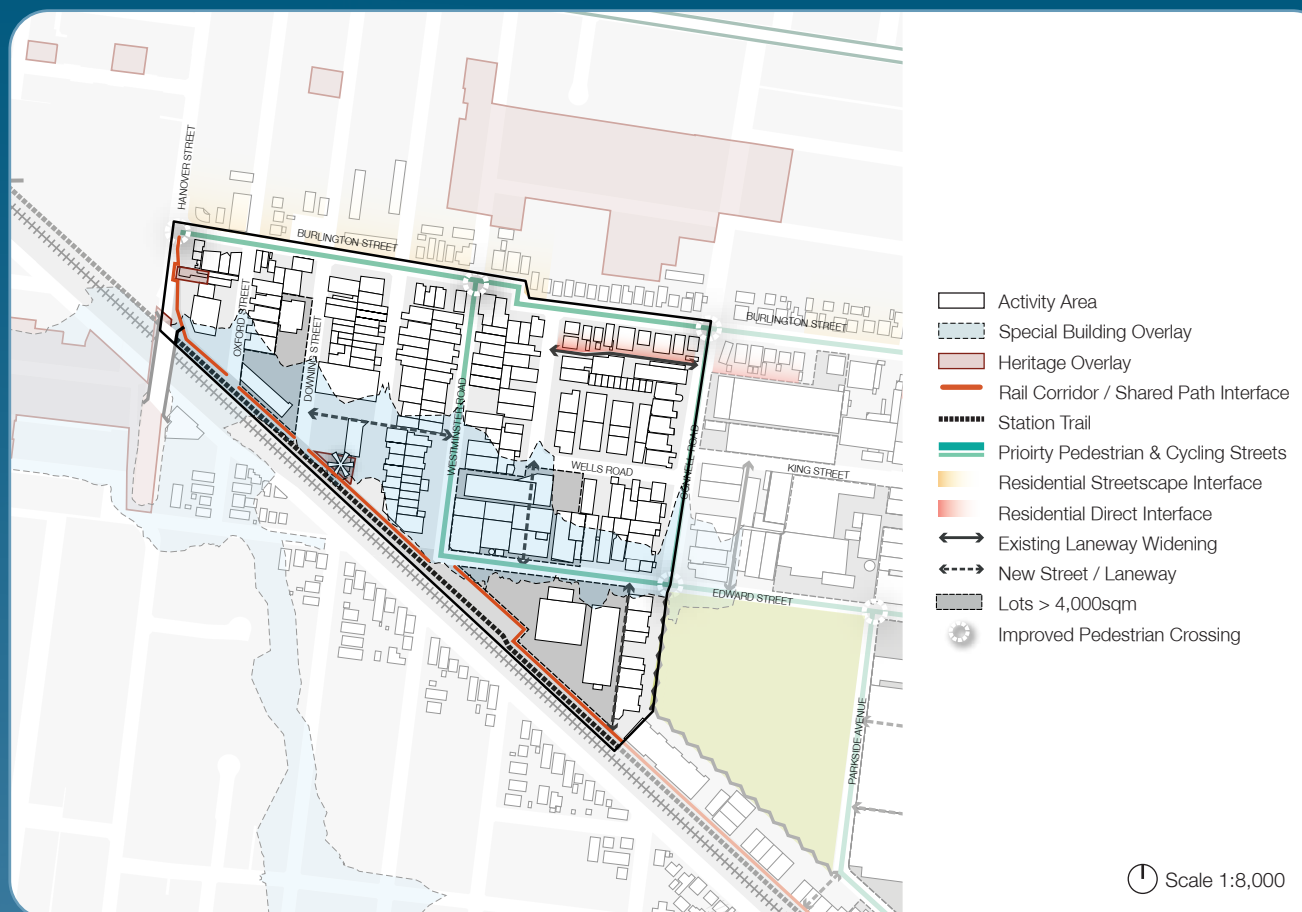


Figure 14: Area 1 – Challenges and opportunities.



5. Activity Areas (cont'd)

5.1 Activity Area 1 (cont'd)

Challenges and Opportunities

- Built form needs to respond to Special Building Overlay.
- Residential streetscape interfaces (Burlington Street and John Street).
- Scale responsive to emerging and proposed height in the Oakleigh Major Activity Centre.
- Built form response to rail interface and activation of Station Trail.

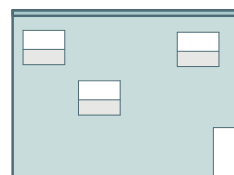


Mix

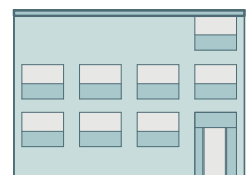
- Industrial – for example, modern clean industry.
- Wholesale – for example, soft furnishing wholesaler.
- Limited residential – ancillary to the employment generating activity.

Access

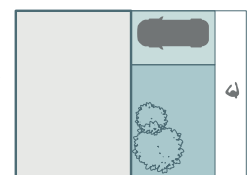
- Improve access to Station Trail via Oxford Street, Downing Street and Westminster Street.
- Burlington, Westminster Street and Edward street as key cycle routes.
- Introduce a fine grain, permeable street network through the creation of new streets, including:
 - EW between Downing Street and Westminster Street;
 - NS extension of Wells Street to Edward Street; and
 - NS between Edward Street and the Station Trail.



Avoid long walls without windows.



Articulate entrances and open windows.



Ground setbacks must have at least 60% garden landscaping.

Place

- Predominately a neighbourhood of employment opportunities capitalising on the existing road network, connecting along Burlington Street to Oakleigh.
- Existing buildings can be adapted to new uses with a number of larger lots offering opportunities for increased density of employment.
- New development will respond to neighbouring residential product through massing and materially ensuring new built form along key streets utilises robust materials, articulates entrances and avoids expanses of blank walls with no windows.
- Creation of a new pocket park at the termination of Downing Street, connecting to the Station Trail.

Streetscape Setbacks

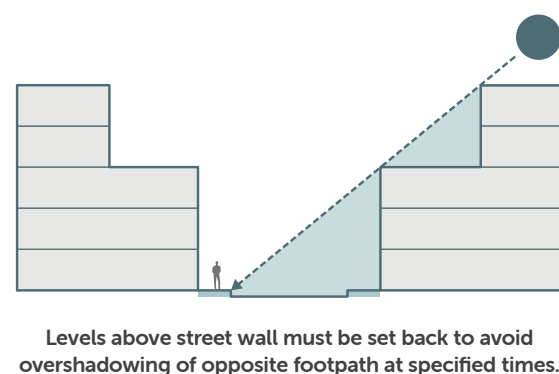
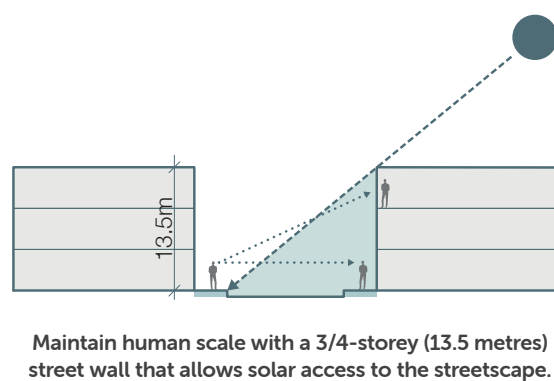
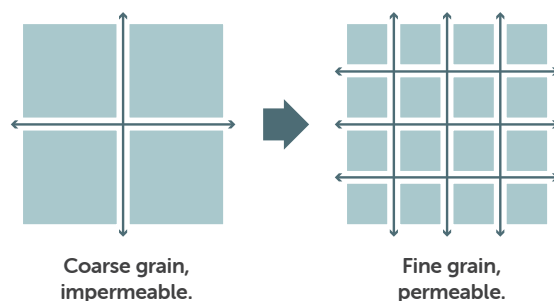
- Provide setbacks responsive to streetscape character (existing and desired). Setbacks where provided are to include at least 60% garden landscaping:
 - 0 metres / built to boundary: Burlington Street (between Hanover Road and Oxford Street), Oxford Street, Downing Street, Regent Street and Westminster Street.
 - Minimum 3 metres: Burlington Street, Edward Street and Connell Road.

Upper Level Setbacks

- Upper level setbacks of 5 metres above 3 storeys to Burlington Street.
- Maintain human scale, maintaining a street wall height of 3 storeys with upper level setbacks that maintain solar access to the streetscape.

Overall Building Heights

- Allow for heights between 4-6 storeys across the Sub Precinct, with taller forms focused in proximity to Oakleigh Major Activity Centre.



5. Activity Areas (cont'd)

5.1 Activity Area 1 (cont'd)

Figure 15: Area 1 – Framework plan.

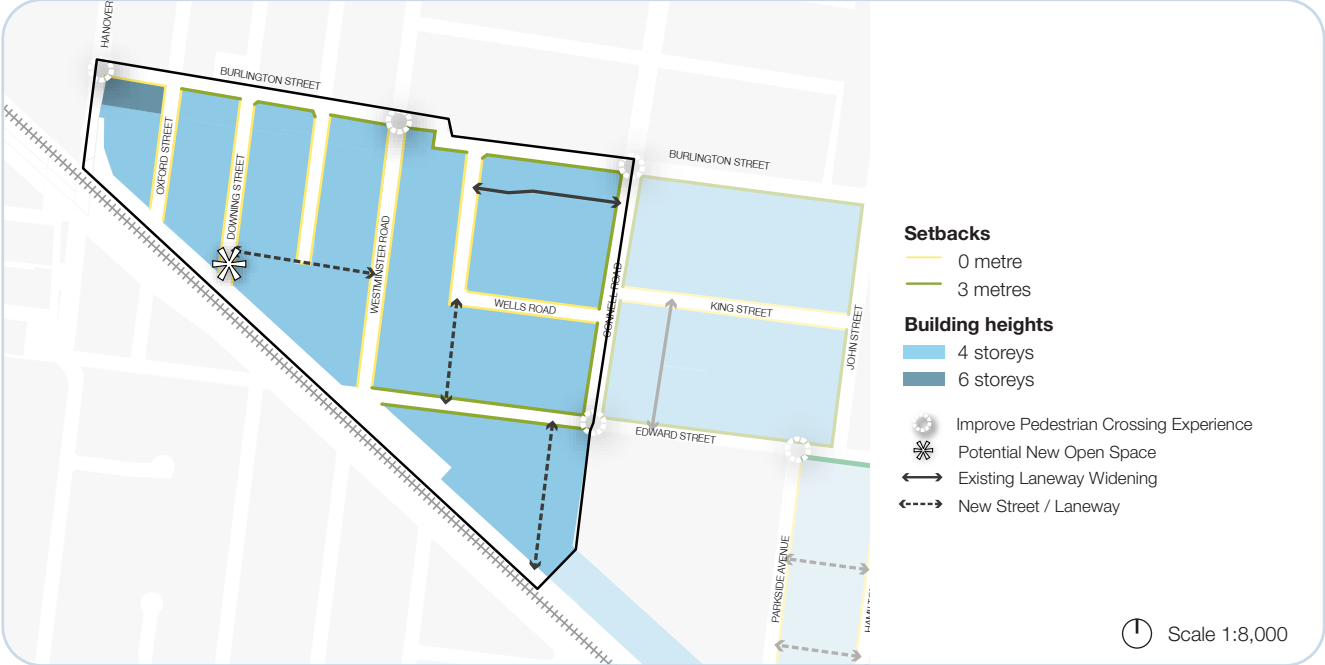


Figure 16: Area 1 – Typical cycling street.

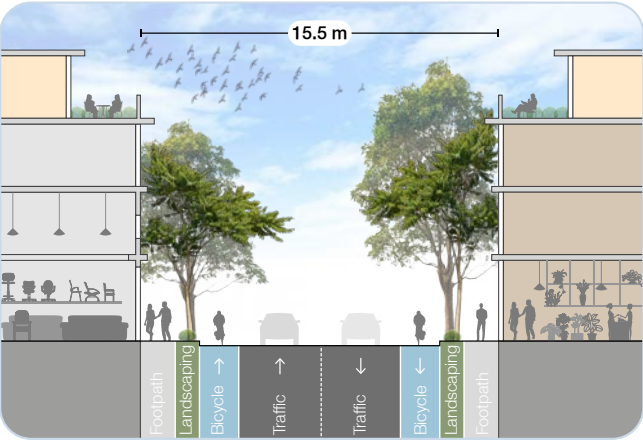


Figure 17: Area 1 – Typical street with parking on one side.

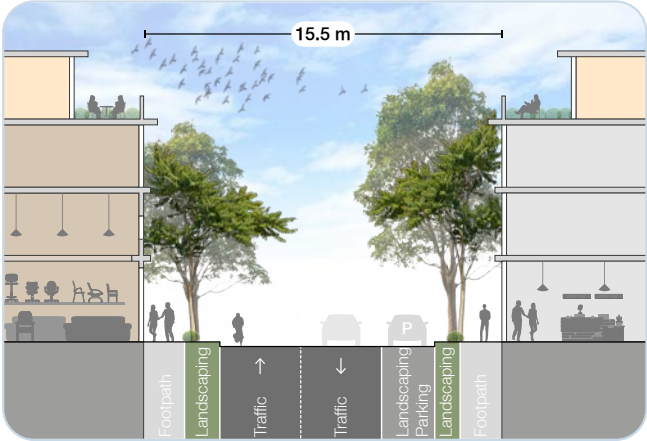
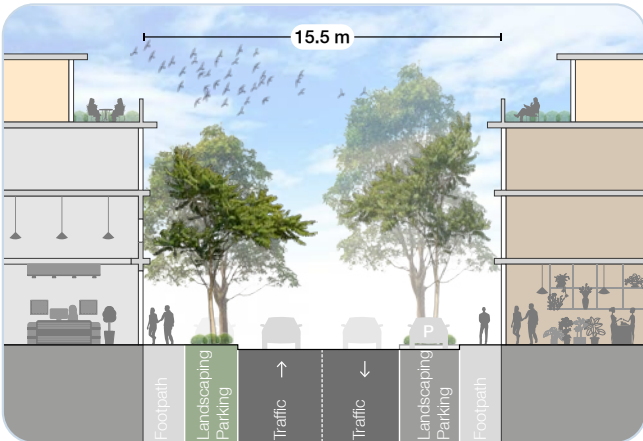


Figure 18: Area 1 – Typical street with parking on both sides.



5.2 Activity Area 2

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

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

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

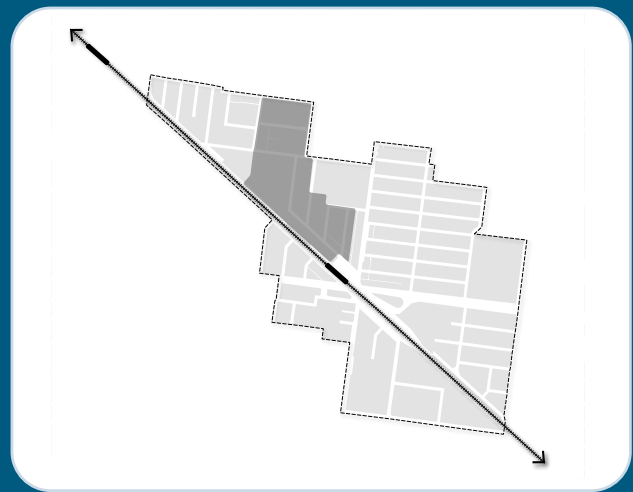
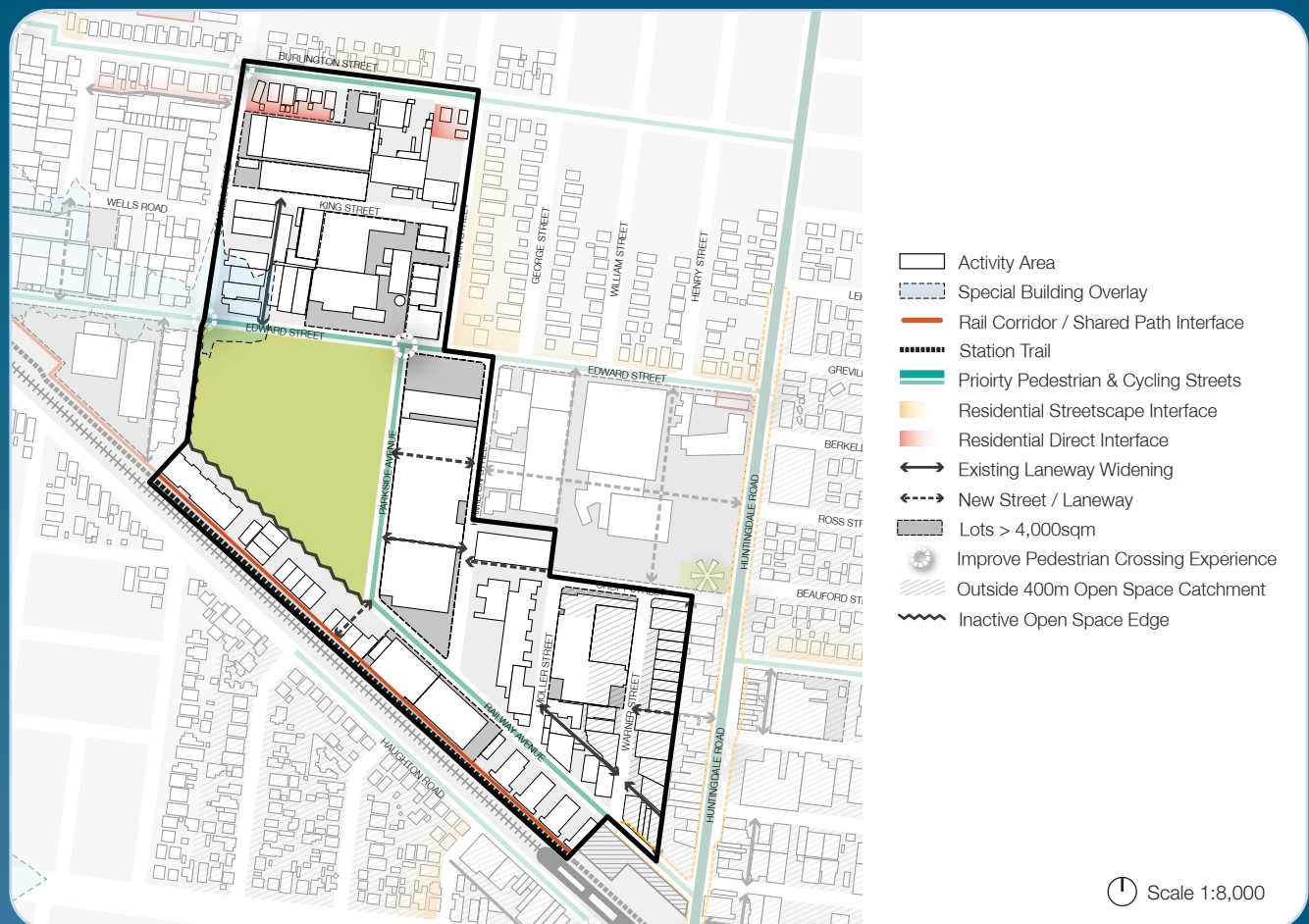


Figure 19: Area 2 – Challenges and opportunities.



5. Activity Areas (cont'd)

5.2 Activity Area 2 (cont'd)

Challenges and Opportunities

- Interface with station trail and rail corridor
- Lot configuration limits access to station trail and Jack Edwards Reserve
- Inactive edges to Jack Edwards Reserve
- Lacks arterial road frontage for commercial uses
- Large allotments present strategic redevelopment opportunities
- Mixed streetscape setback conditions (0-16 metres)

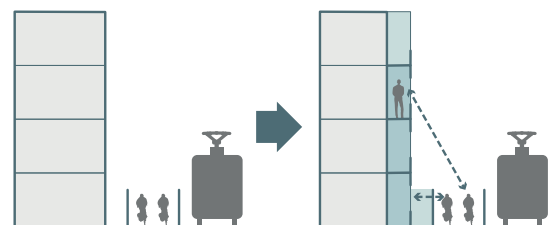


Mix

- Industrial
- Commercial
- Retail
- Residential

Access

- Encourage greater connection to the Station Trail through development sites.
- Encourage development along the Station Trail to have windows, balconies and communal spaces facing the trail to provide increased passive surveillance opportunities.
- Create new street links through large blocks to increase permeability.



Encourage windows, balconies and communal open spaces facing the trail.

Place

- A mixed use area that provides a transition in uses and density from the retail core along Huntingdale Road to the larger lot development to the west.
- Provide setbacks responsive to streetscape character (existing and desired). Setbacks where provided are to include at least 60% garden landscaping:
 - 0 metres / built to boundary: King Street, Parkside Avenue (eastern side), Hamilton Street, Moller Street, Warner Street, Croft Street (southern side);
 - Minimum 3 metres: Burlington Street, Connell Road, John Street and Railway Avenue;
 - Minimum 5 metres: Edward Street (southern side).
- Allow for heights between 4-6 storeys across the Activity Area, with taller forms focused in proximity to Huntingdale Road and the rail corridor.
- Administrative and office components to be located at the street frontage/s for improved access, streetscape activation and engagement with the public domain.
- Long or large-footprint buildings should incorporate articulation in their facades, such as expressed recesses or protruding elements.
- Vehicle crossovers should be minimised and located separate to main pedestrian routes to building entries, to reduce conflict with pedestrians.
- Locate car parking and loading to the side and rear of the building.

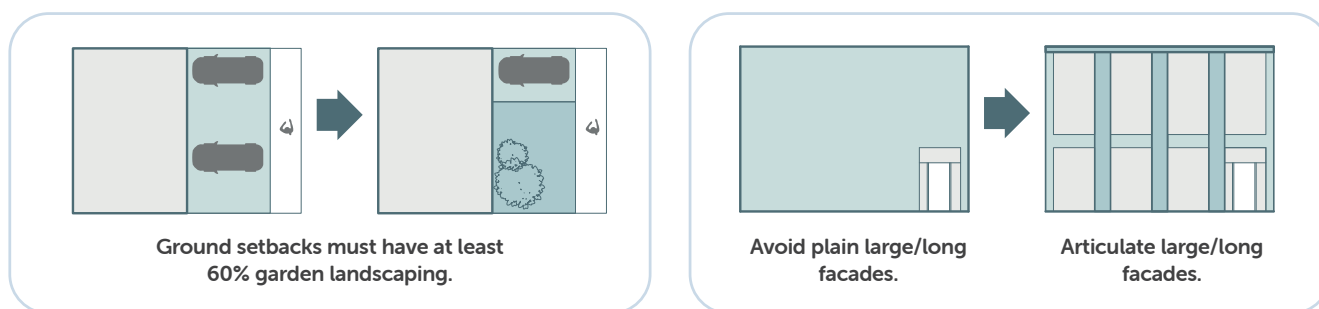


Figure 20: Area 2 – Framework plan.



5. Activity Areas (cont'd)

5.2 Activity Area 2 (cont'd)

Figure 21: Area 2 – Connell Road.

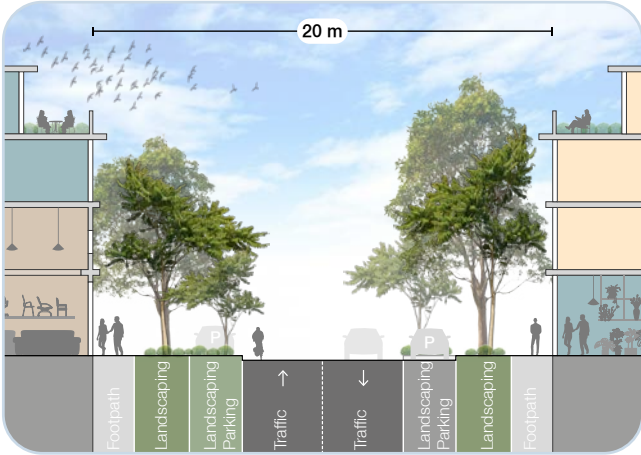


Figure 24: Area 2 – Typical street with parking on both sides.

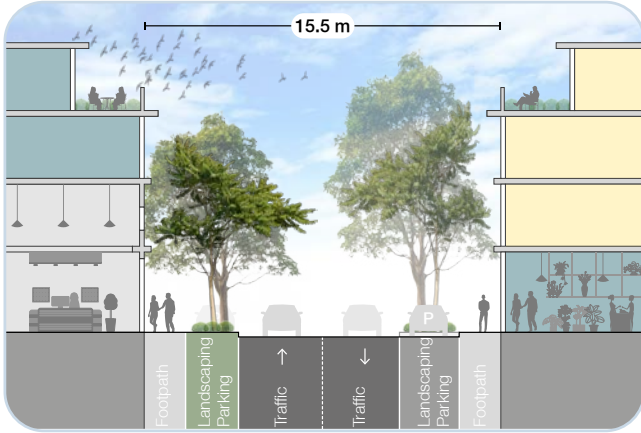


Figure 22: Area 2 – Typical street with parking on one side.

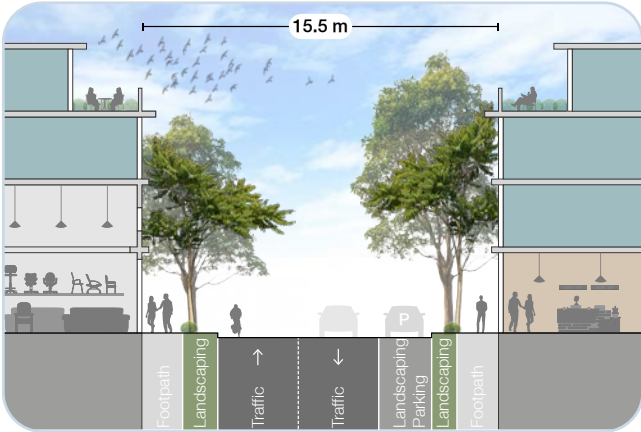


Figure 25: Area 2 – Typical cycling street.

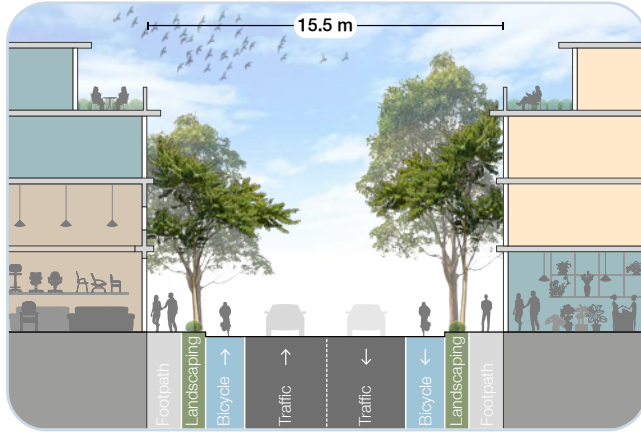
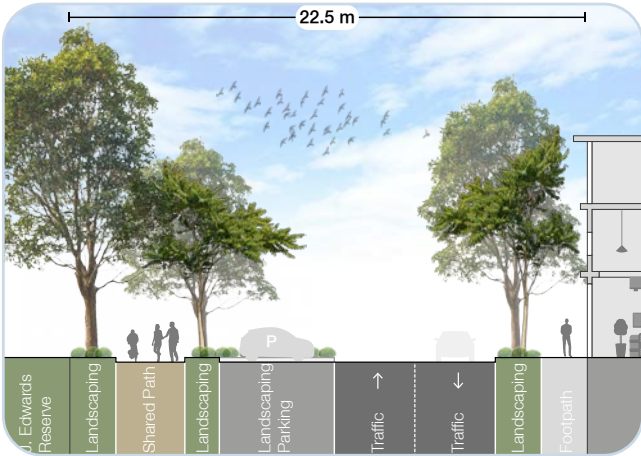


Figure 23: Area 2 – Parkside Avenue.



5.3 Activity Area 3

Activity Area 3 is the heart of Huntingdale. A vibrant, mixed use main street provides a variety of speciality stores and larger retail offerings allowing people to live, work and play within their own community.

Huntingdale Road emphasises the village feel through design details such as canopies over the footpath and opportunities for street side dining, while upper levels provide space for residential and commercial uses contributing to life on the street. Built form is higher and densities greater ensuring people are in the neighbourhood throughout the day and night.

The Area is also likely to be home to catalytic development such as anchor retail, a multi-purpose civic hub and sessional day care.

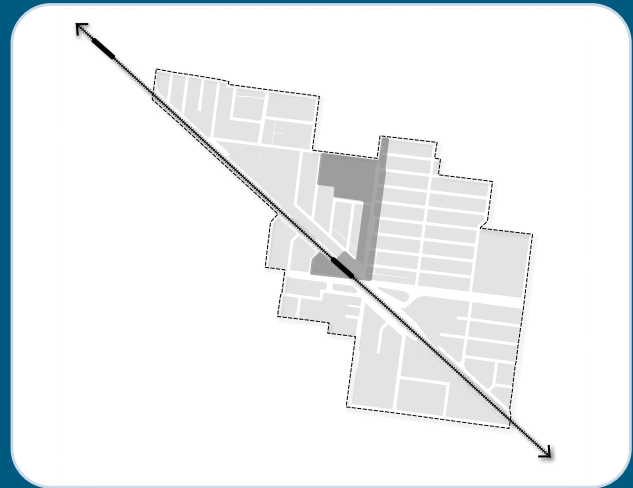
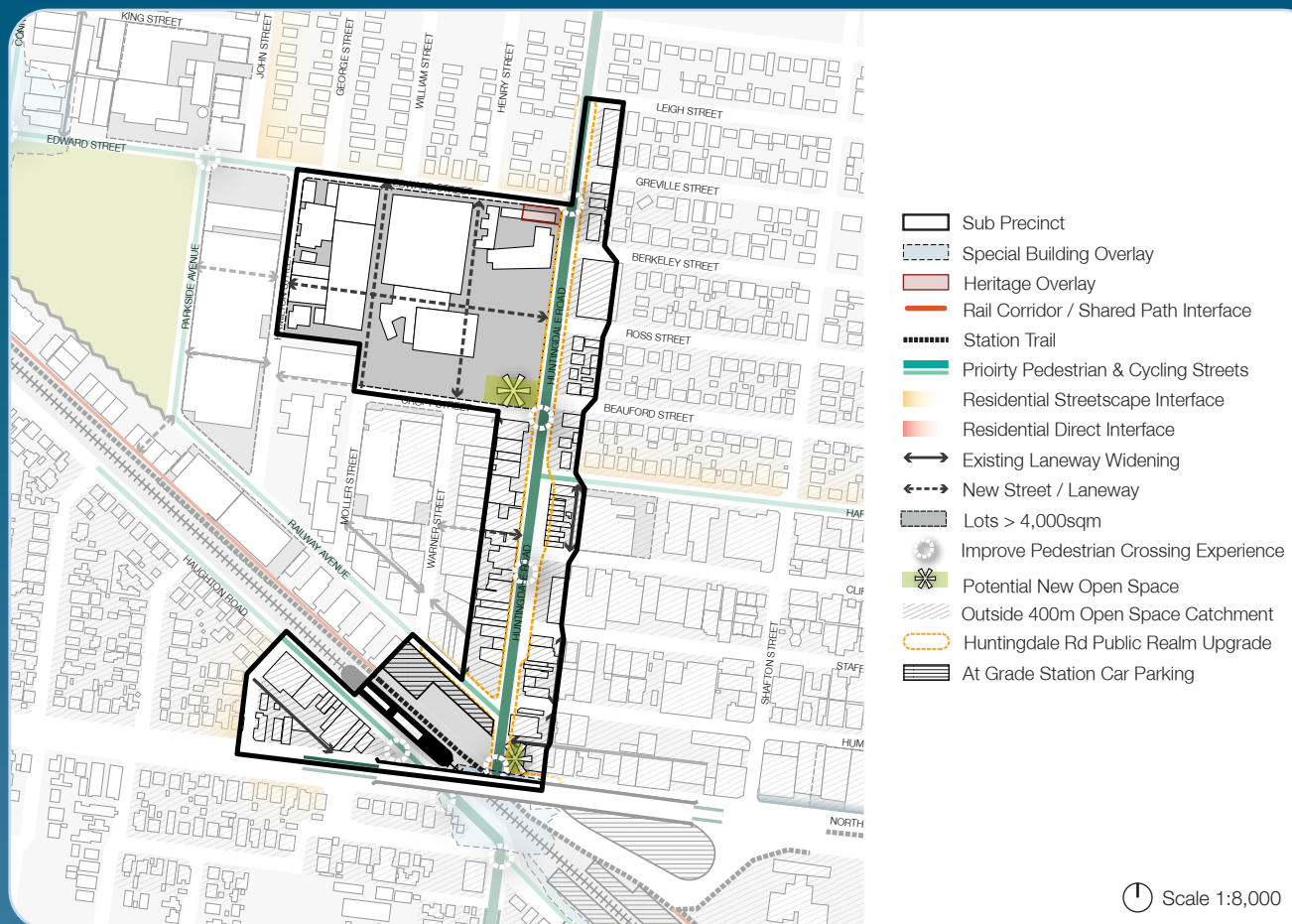


Figure 26: Area 3 – Challenges and opportunities.



5. Activity Areas (cont'd)

5.3 Activity Area 3 (cont'd)

Challenges and Opportunities

- Narrow allotments require consolidation for improved development opportunities and outcomes.
- Maintain fine grain character and human scale of streetscape through articulated architecture and enhance street level activity.
- Widen access laneways through built form setbacks.
- Pedestrian underpass and lack of safe crossings.

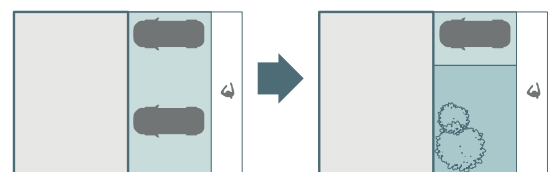


Mix

- Commercial
- Retail
- Residential
- Student Accommodation
- The Huntingdale Road main street is proposed to extend further north along Huntingdale Road.
- Supporting the retail and residential growth along the corridor, transitioning to commercial uses to the east and west of Huntingdale Road.
- Longer term the Assa Abloy site will present a large mixed-use redevelopment opportunity.
- Narrowing road lanes
- Providing separated cycle lanes
- Minimising crossovers
- Widening footpaths
- Introducing new crossing points
- Improving the quality of streetscape materiality, furniture and landscaping
- Reconfiguring on-street car parking
- Introduce raised thresholds at intersections with Huntingdale Road. Threshold treatments provide a level surface for pedestrians and slow traffic.

Access

- Widen laneways (minimum 6 metres) and ensure properties fronting Huntingdale Road are accessed from side streets or rear laneways to prioritise safety and pedestrian movement.
- Modify street design to decrease speed and pedestrian priority on Huntingdale Road
 - Lowering vehicular speeds



Ground setbacks must have at least 60% garden landscaping.

Place

Streetscape Setbacks

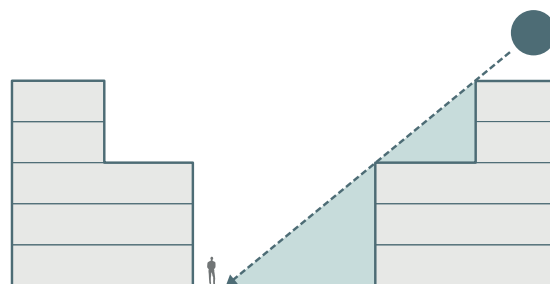
- Provide setbacks responsive to streetscape character (existing and desired). Setbacks where provided are to include at least 60% garden landscaping:
 - 0 metres / built to boundary: Huntingdale Road (between North Road and Ross Road intersection), Warner Street, Croft Street, Haughton Road, Moroney Street, Clifford Street, Stafford Street, Hume Street, Shafton Street and North Road.
 - Minimum 3 metres: Hargreaves Street, Clarendon Avenue
 - Minimum 5 metres: Huntingdale Road (north of Ross Street).

Upper Level Setbacks

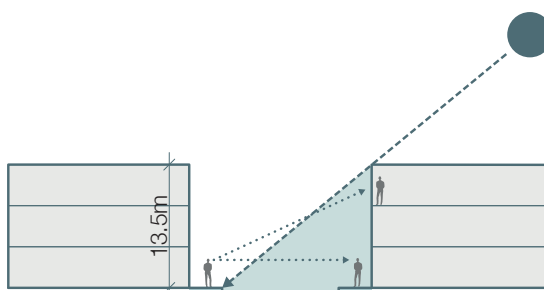
- Maintain human scale, maintaining a street wall height of 3 storeys with upper level setbacks that maintain solar access to the streetscape.

Overall Building Heights

- Height variance across Sub Precinct, ranging from 4-8 storeys.

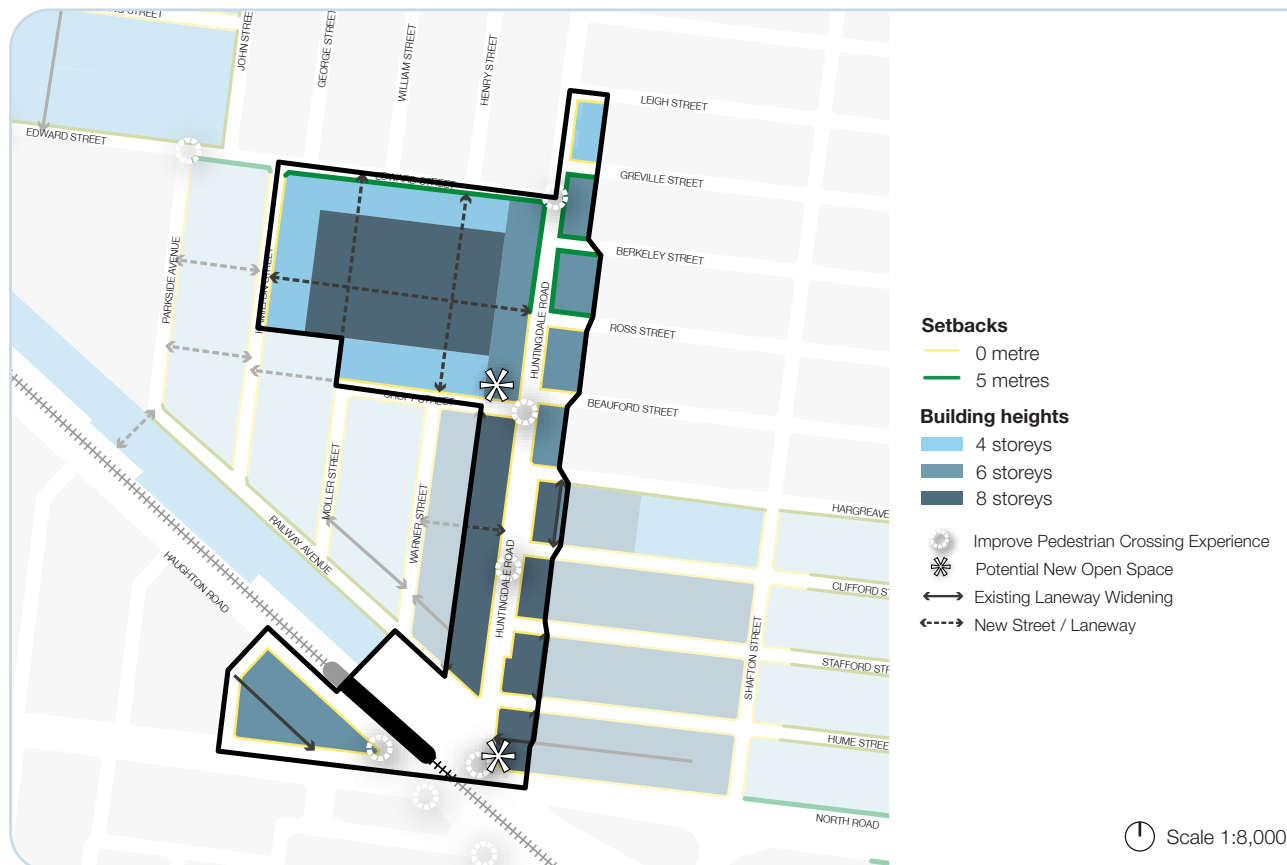


Levels above street wall must be set back to avoid overshadowing of opposite footpath at specified times.



Maintain human scale with a 3/4-storey (13.5 metres) street wall that allows solar access to the streetscape.

Figure 27: Area 3 – Framework plan.



5. Activity Areas (cont'd)

5.3 Activity Area 3 (cont'd)

Figure 28: Solar access on Huntingdale Road.

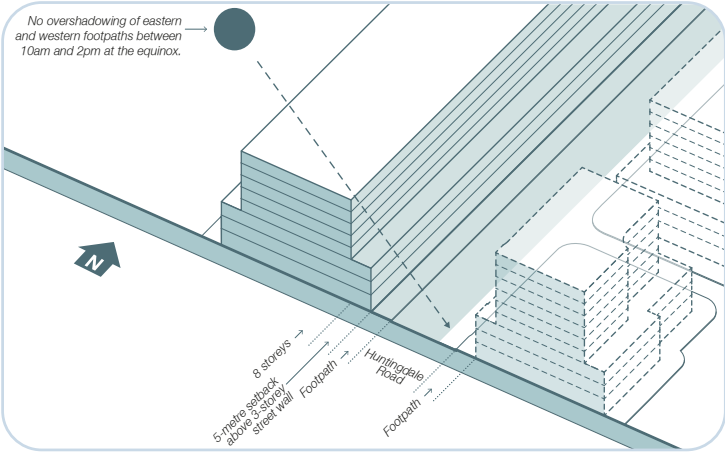


Figure 30: Area 3 – Potential Huntingdale Road section.



Figure 29: Area 3 – Potential Huntingdale Road section.

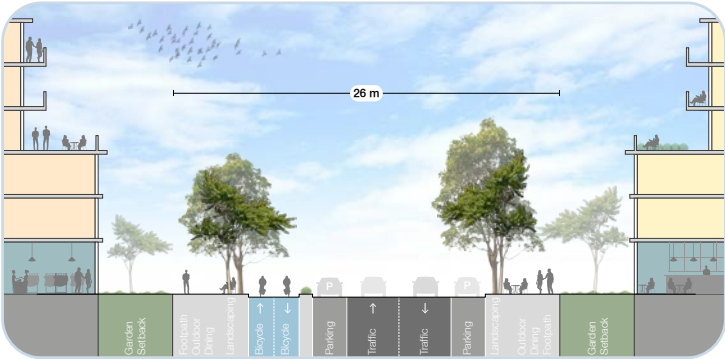


Figure 31: Area 3 – Potential Huntingdale Road section.



5.4 Activity Area 4

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

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

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

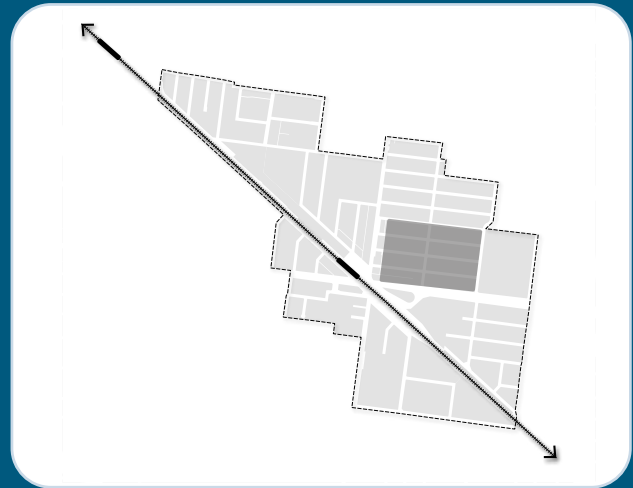
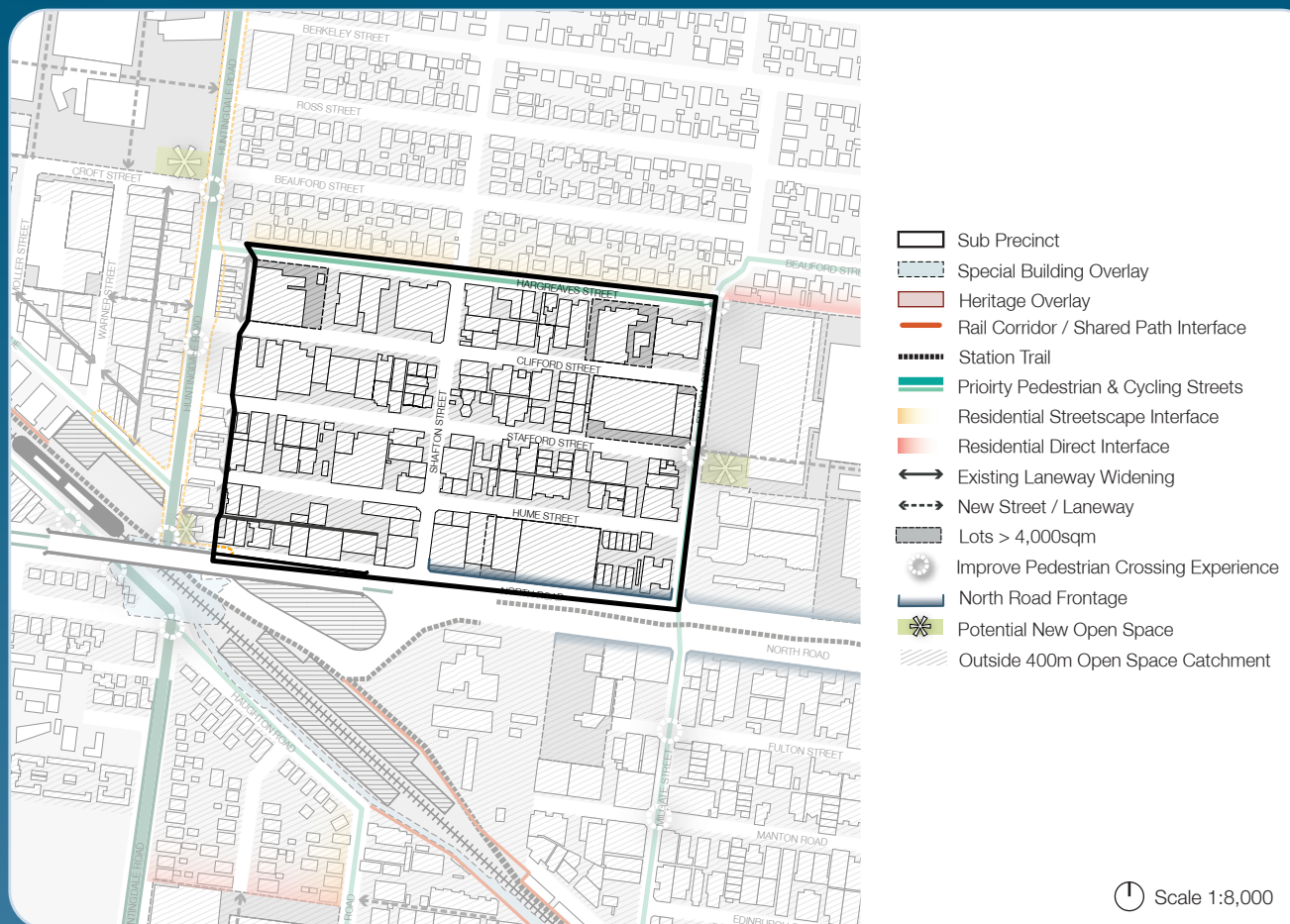


Figure 32: Area 4 – Challenges and opportunities.



5. Activity Areas (cont'd)

5.4 Activity Area 4 (cont'd)

Challenges and Opportunities

- Streetscape residential interfaces (Hargreaves Street).
- Setbacks where provided utilised for at grade car parking.
- Poor pedestrian priority at roundabouts.
- Built to boundary corner conditions.
- Profile and access to North Road.
- Streetscape widths 15-16 metres.
- Large strategic redevelopment opportunities.



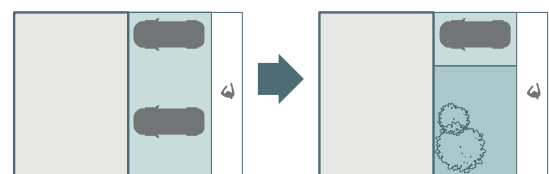
Mix

- Commercial – including health and knowledge industries
- Retail
- Wholesale
- Warehousing

- Minimising crossovers
- Widening footpaths
- Introducing new crossing points
- Improving the quality of streetscape materiality, furniture and landscaping
- Reconfiguring on street car parking

Access

- Minimise crossovers along east west streets to allow clear and easy access through to the Precinct Core.
- Modify street design to decrease speed and pedestrian priority on Huntingdale Road:
 - Lowering vehicular speeds
 - Narrowing road lanes
 - Providing separated cycle lanes



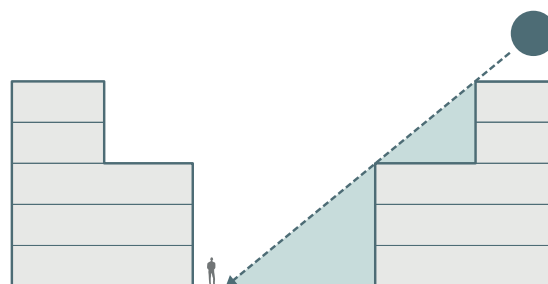
Ground setbacks must have at least 60% garden landscaping.

Place

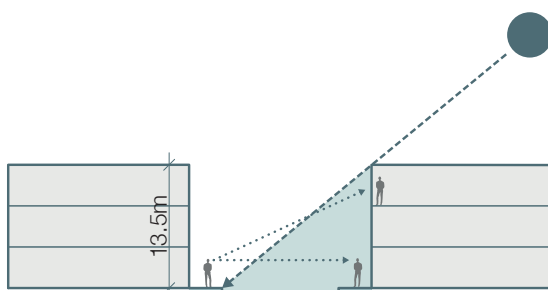
- Provide setbacks responsive to streetscape character (existing and desired). Setbacks where provided are to include at least 60% garden landscaping:
 - 0 metres / built to boundary: North Road Service Lane, Shafton Street, Clifford Street (west of Shafton), Stafford Street (west of Shafton), Hume Street (west of Shafton), corner allotments with frontages to Shafton and EW streets built to boundary on both streetscapes for a length of approximately 20 metres on EW streetscapes.
 - Minimum 3 metres: Hargreaves Street, Clifford Street (east of Shafton), Stafford Street (east of Shafton), Hume Street (east of Shafton), Fenton Street
 - Minimum 5 metres: North Road.

Building Heights and Upper Level Setbacks

- Height variance across Sub Precinct, ranging from 4-6 storeys.
- Maintain human scale, maintaining a street wall height of 3 storeys with upper-level setbacks that maintain solar access to the streetscape.

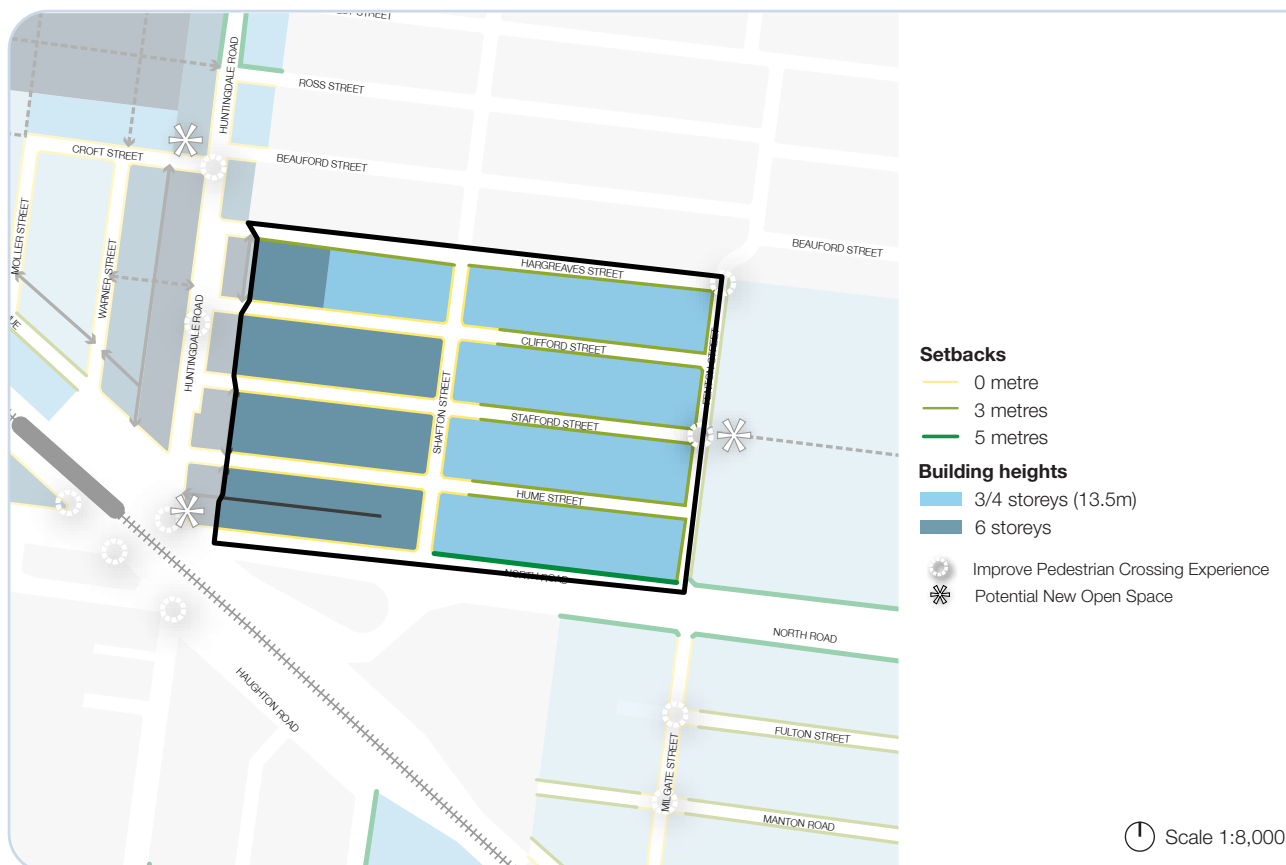


Levels above street wall must be set back to avoid overshadowing of opposite footpath at specified times.



Maintain human scale with a 3/4-storey (13.5 metres) street wall that allows solar access to the streetscape.

Figure 33: Area 4 – Framework plan.



5. Activity Areas (cont'd)

5.4 Activity Area 4 (cont'd)

Figure 34: Area 4 – Typical street with parking on both sides.

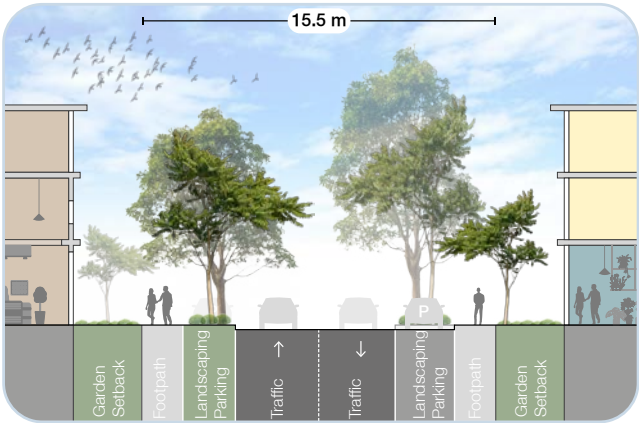


Figure 35: Area 4 – Typical street with parking on one side.

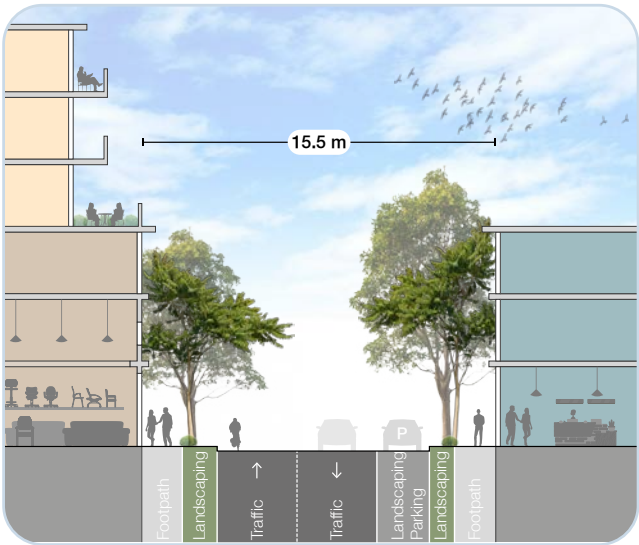
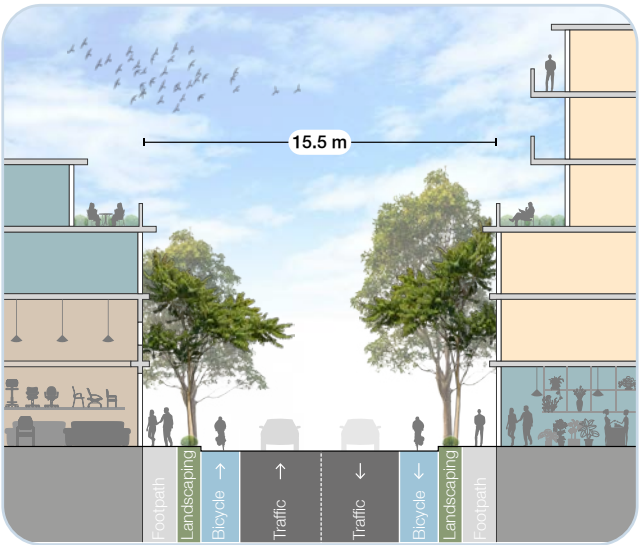


Figure 36: Area 4 – Typical cycling street.



5.5 Activity Area 5

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

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

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

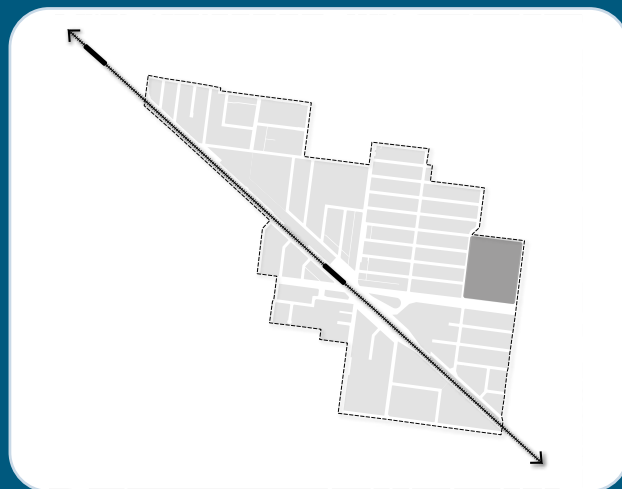
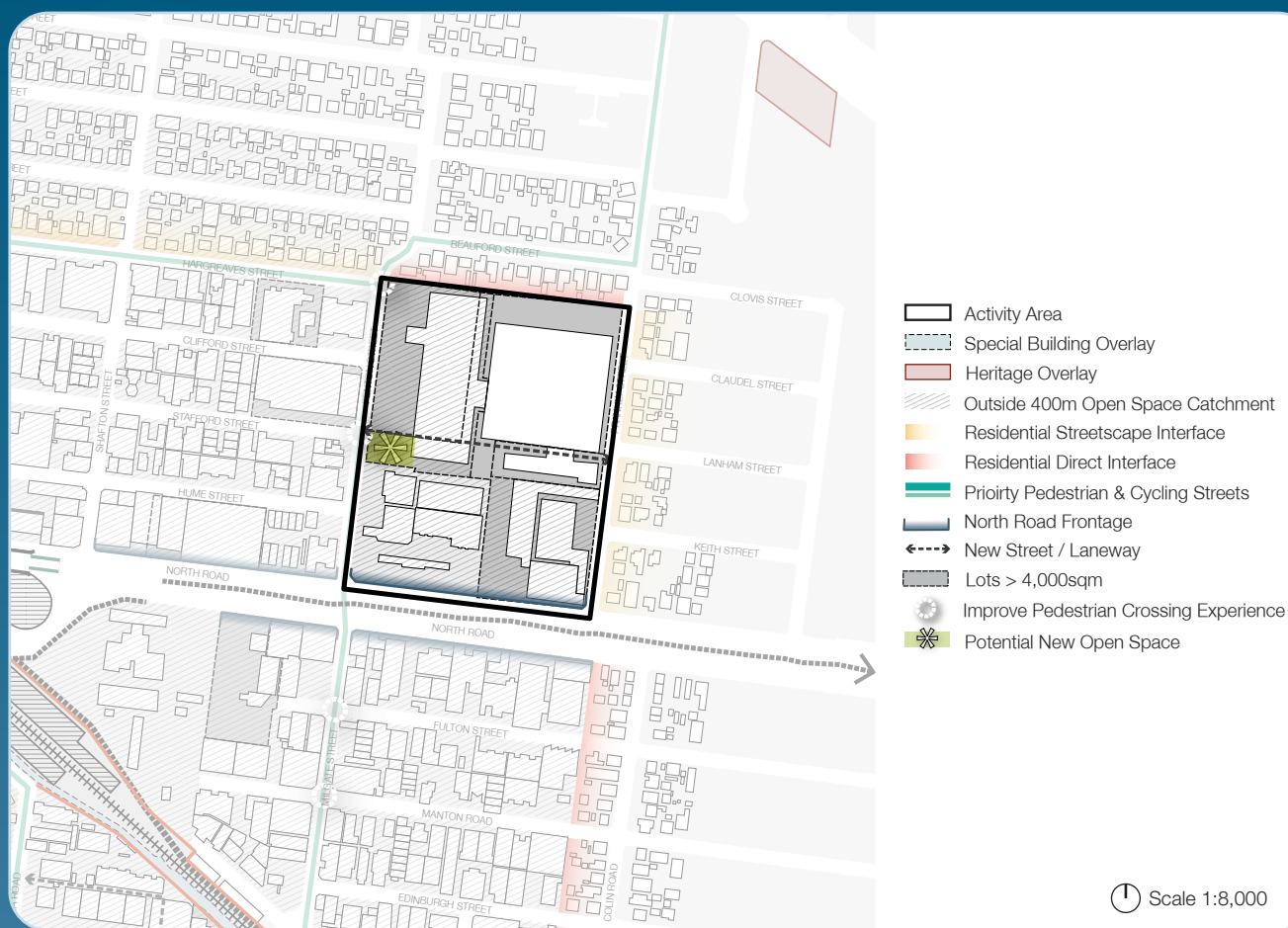


Figure 37: Area 5 – Challenges and opportunities.



5. Activity Areas (cont'd)

5.5 Activity Area 5 (cont'd)

Challenges and Opportunities

- Direct and streetscape residential interfaces (Franklyn Street).
- Setbacks where provided utilised for at grade car parking.
- Built to boundary conditions along Franklyn.
- Profile and access to North Road.
- Streetscape widths 15-16 metres.
- Large strategic redevelopment opportunities.

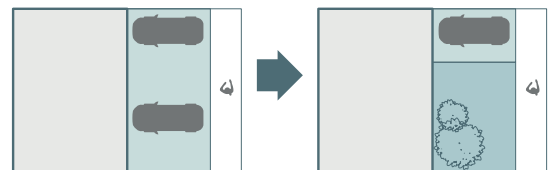


Mix

- Industrial
- Wholesale
- Warehousing

Access

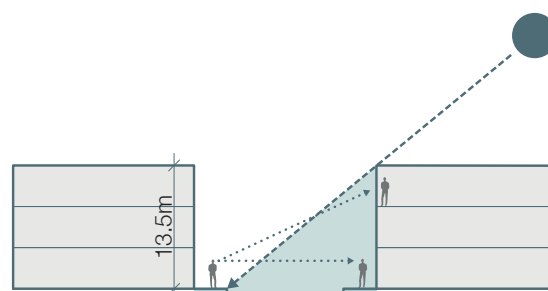
- New through site links
- Fenton Street key NS cycling connection.



Ground setbacks must have at least 60% garden landscaping.

Place

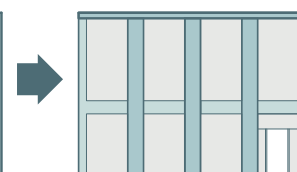
- New open space.
- Provide setbacks responsive to streetscape character (existing and desired). Setbacks where provided are to include at least 60% garden landscaping:
 - Minimum 3 metres: Fenton Street
 - Minimum 5 metres: North Road and Franklyn Street.
- Preferred maximum height of 4 Storeys (or 13.5 metres – to allow for 3 floors at 4.5 metres floor to floor heights).
- Administrative and office components to be located at the street frontage/s for improved access, streetscape activation and engagement with the public domain.
- Long or large-footprint buildings should incorporate articulation in their facades, such as expressed recesses or protruding elements.
- Vehicle crossovers should be minimised and located separate to main pedestrian routes to building entries, to reduce conflict with pedestrians.
- Locate car parking and loading to the side and rear of the building.



Maintain human scale with a 3/4-storey (13.5 metres) street wall that allows solar access to the streetscape.

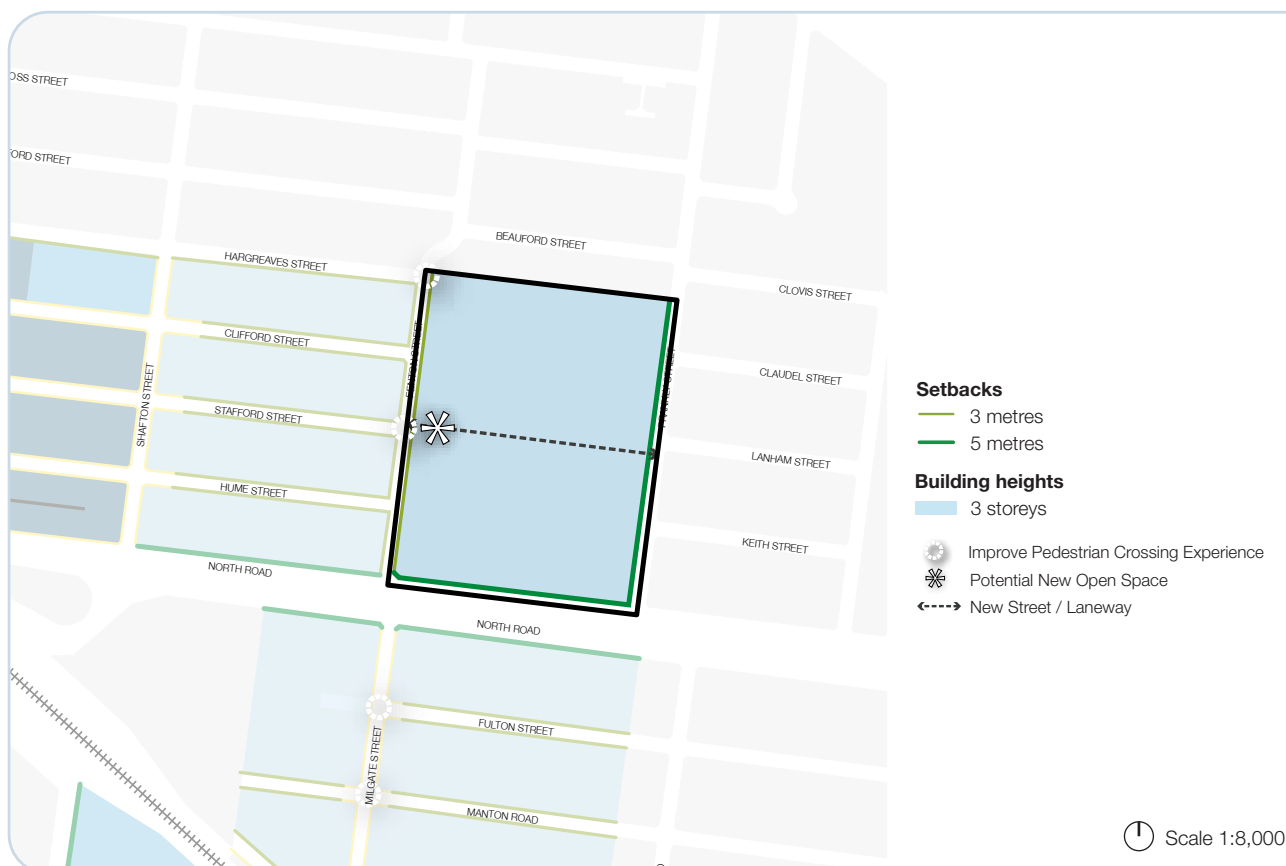


Avoid plain large/long facades.



Articulate large/long facades.

Figure 38: Area 5 – Framework plan.



5. Activity Areas (cont'd)

5.5 Activity Area 5 (cont'd)

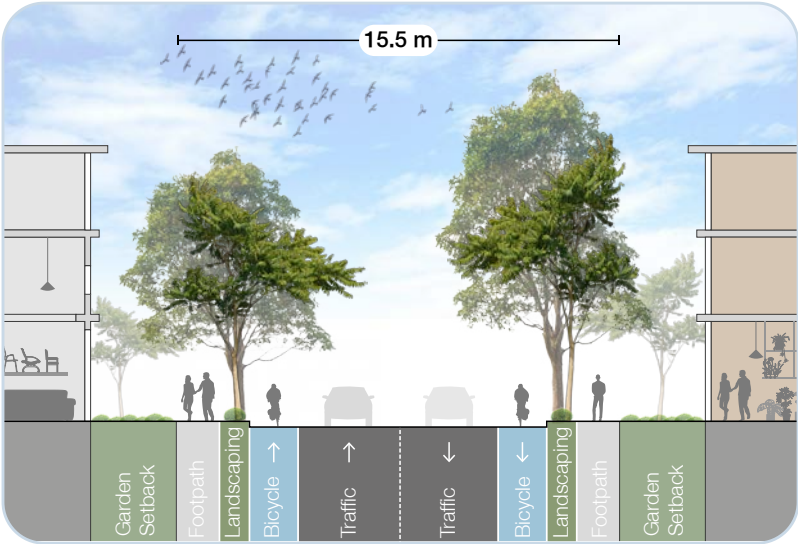


Figure 39: Area 5 – Typical cycling street.

Figure 40: Area 5 – Typical street with parking on one side.

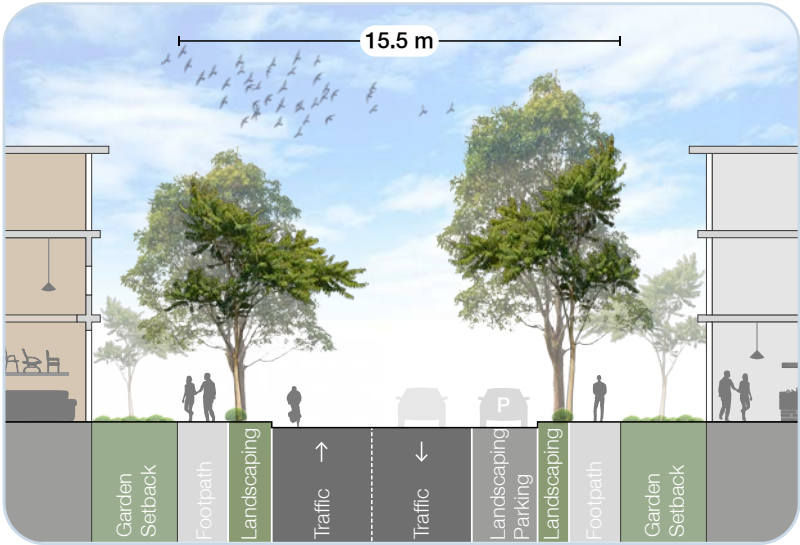
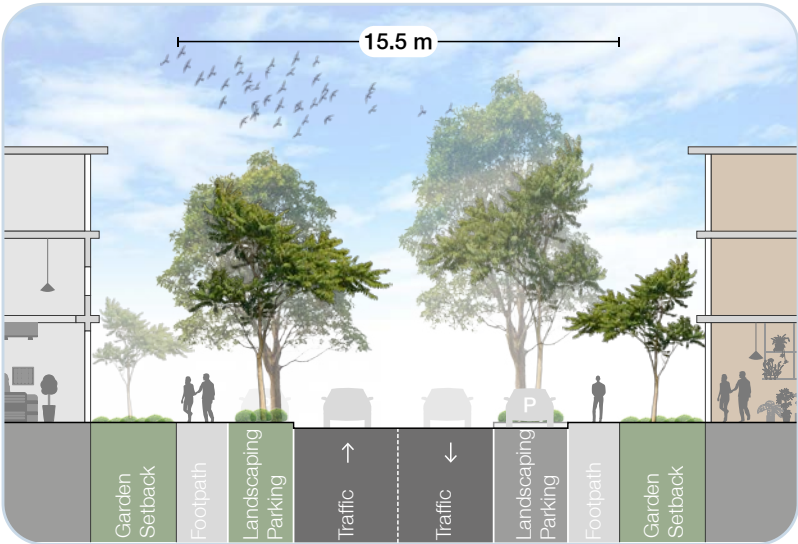


Figure 41: Area 5 – Typical street with parking on both sides.



5.6 Activity Area 6

Activity Area 6 is predominately a clean industrial and warehousing neighbourhood with some wholesaling. With a defined streetscape grid and distinctive chamfered corners at its round-a-bout intersections it capitalises on its connections to North Road.

The reuse of existing structures, including brick buildings with saw tooth roofs can contribute to an emerging character with improved cycle and pedestrian amenity to enhance active transport use.

Building heights minimise the impact on direct residential interfaces and landscape setbacks on east-west streets contribute to greater amenity along these routes.

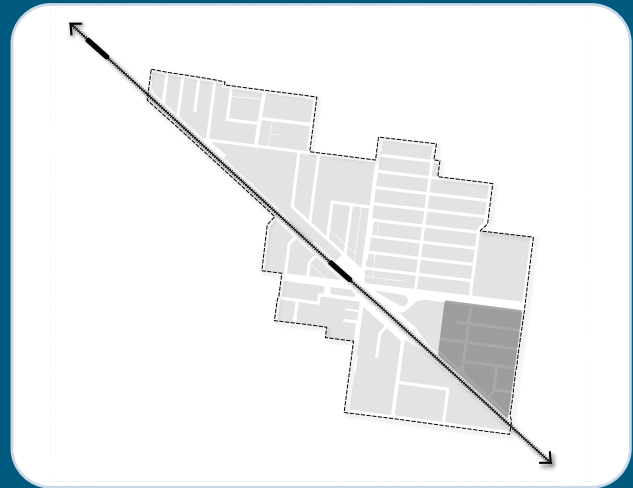
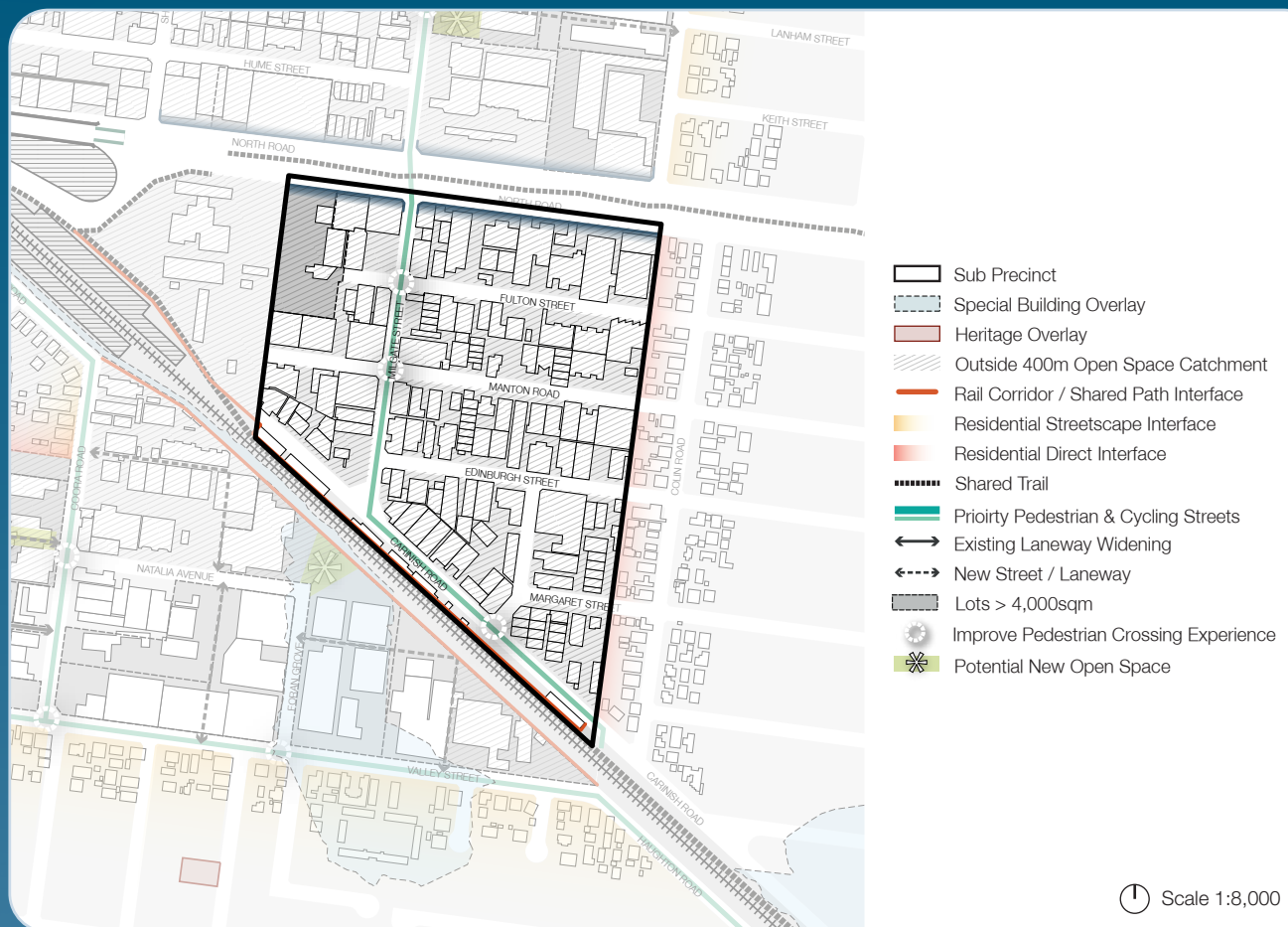


Figure 42: Area 6 – Challenges and opportunities.

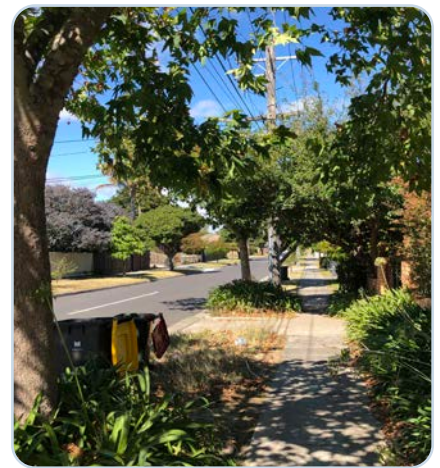


5. Activity Areas (cont'd)

5.6 Activity Area 6 (cont'd)

Challenges and Opportunities

- Setbacks where provided utilised for at grade car parking.
- Narrow allotments (<12 metres) adjacent to rail corridor.
- Limited access to Station Trail due to properties fronting Carinish Road.
- Poor pedestrian priority at roundabouts.
- Built to boundary corner conditions.
- Profile and access to North Road.
- Streetscape widths 15-16 metres.
- Large strategic redevelopment opportunities.
- Built to boundary corner conditions.

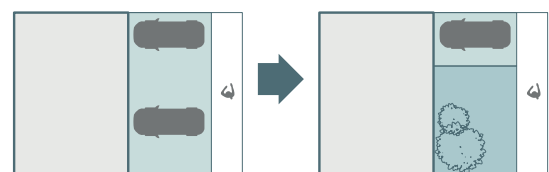


Mix

- Industrial
- Wholesale
- Warehousing

Access

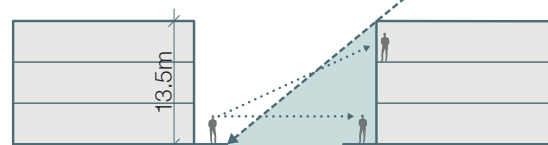
- Provide increased connections to the Station Trail to allow greater access to designated bike routes.



Ground setbacks must have at least 60% garden landscaping.

Place

- Provide setbacks responsive to streetscape character (existing and desired). Setbacks where provided are to include at least 60% garden landscaping:
 - 0 metres / built to boundary: Milgate Street, Carinish Road (southern side)
 - Corner allotments with frontages to Milgate Street and EW streets built to boundary on both streetscapes for a length of approximately 20 metres on EW streetscapes
 - Minimum 3 metres: Fulton Street, Mahton Road, Edinburgh Street, Margaret Street, Price Street, Carinish Road (northern side)
 - Minimum 5 metres: North Road.
- Preferred maximum height of 4 Storeys (or 13.5 metres – to allow for 3 floors at 4.5 metres floor to floor heights).
- Administrative and office components to be located at the street frontage/s for improved access, streetscape activation and engagement with the public domain.
- Long or large-footprint buildings should incorporate articulation in their facades, such as expressed recesses or protruding elements.
- Vehicle crossovers should be minimised and located separate to main pedestrian routes to building entries, to reduce conflict with pedestrians.
- Locate car parking and loading to the side and rear of the building.



Maintain human scale with a 3/4-storey (13.5 metres) street wall that allows solar access to the streetscape.



Avoid plain large/long facades.



Articulate large/long facades.

Figure 43: Area 6 – Framework plan.



5. Activity Areas (cont'd)

5.6 Activity Area 6 (cont'd)

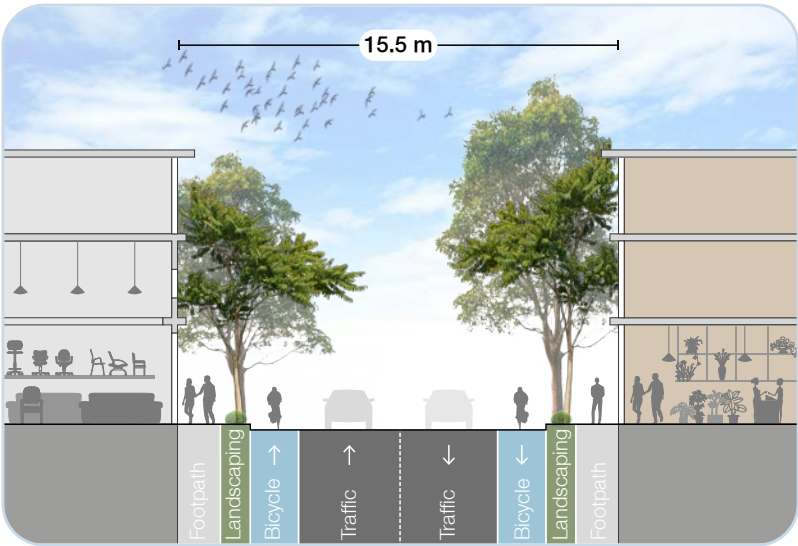


Figure 44: Area 6 – Typical cycling street.

Figure 45: Area 6 – Typical street with parking on one side.

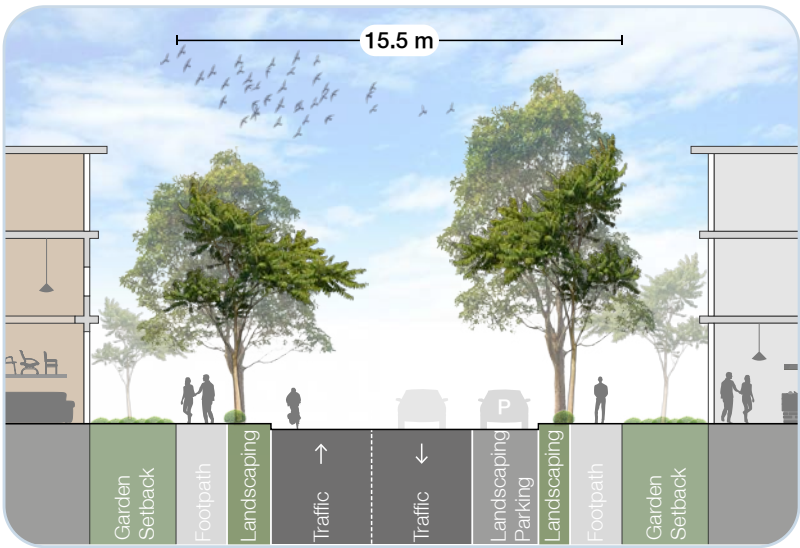
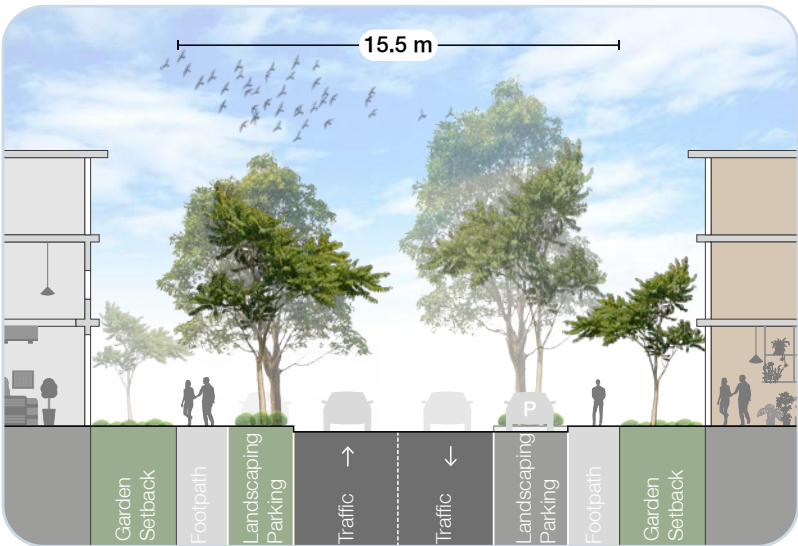


Figure 46: Area 6 – Typical street with parking on both sides.



5.7 Activity Area 7

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

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

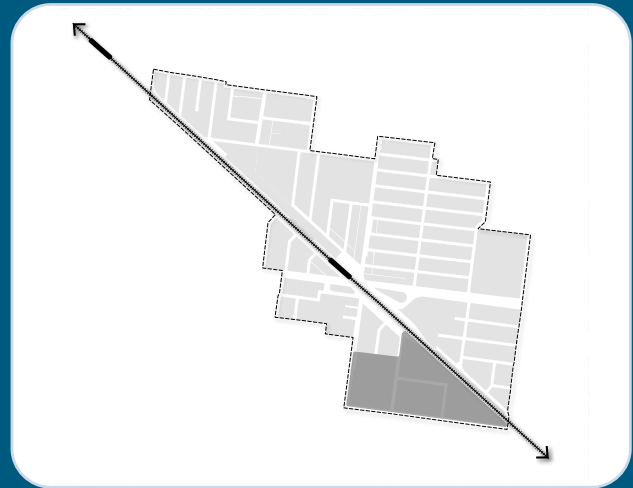
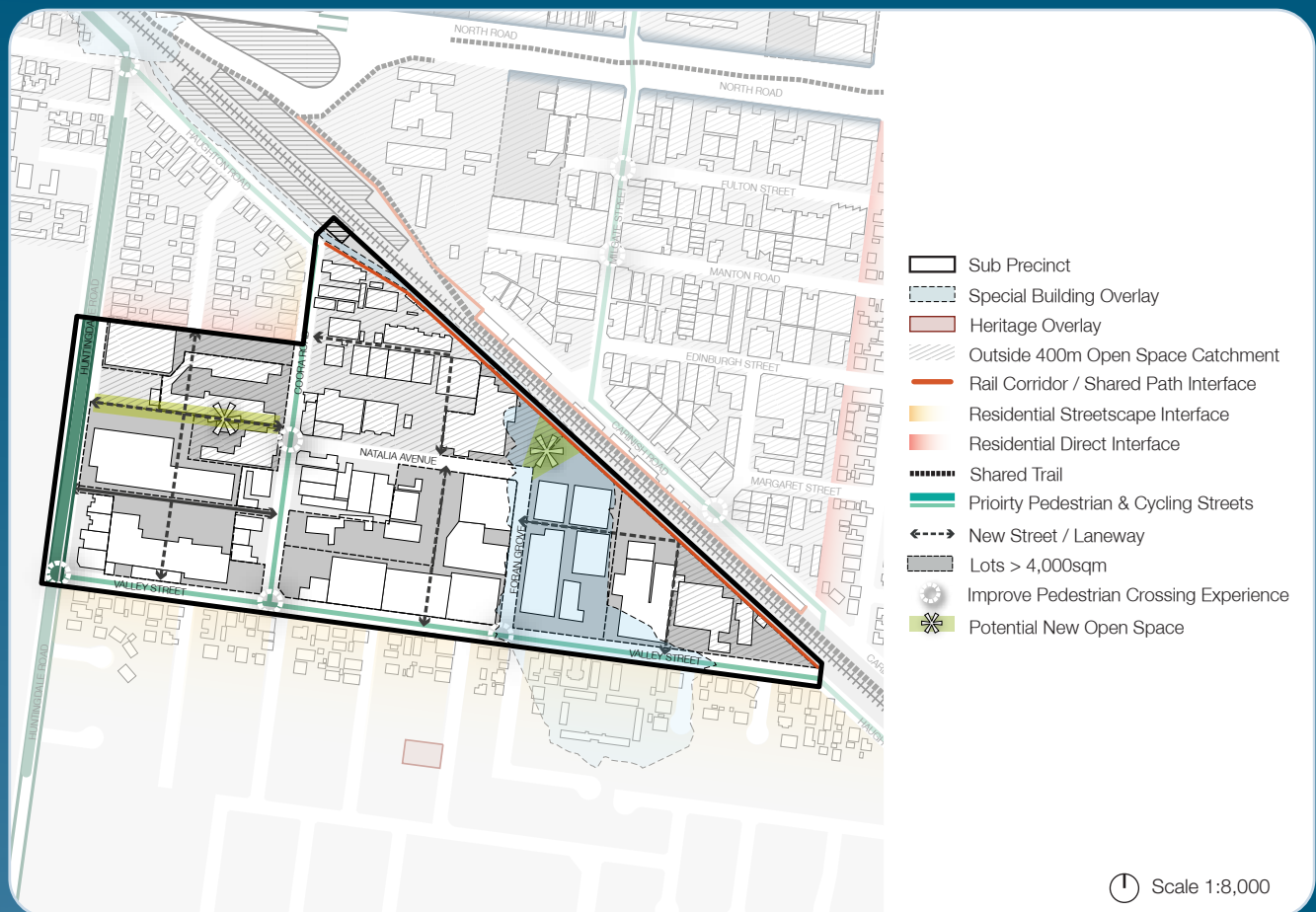


Figure 47: Area 7 – Challenges and opportunities.



5. Activity Areas (cont'd)

5.7 Activity Area 7 (cont'd)

Challenges and Opportunities

- Direct residential interfaces to the north and indirect to the south (Valley Street).
- Railway line and North Road present significant access barriers to Huntingdale Station and Activity Centre.
- Streetscapes lack pedestrian infrastructure (Valley Street, Coora Road and Foran Grove).
- Wider industrial local collector roads; Coora Road (19.5 metres) and Valley Street (18.5 metres).
- Access to open spaces to the South, including Davies Reserve and Robinson Street Reserve.
- Access to Clayton Activity Centre via Haughton Road (approximately 1 km).
- Route 704 bus services Coora Road and Valley Street.
- Large portion of the Sub Precinct outside 400 metres walkable catchment of existing public open space.
- High levels of impermeable surfaces and lack of vegetation.

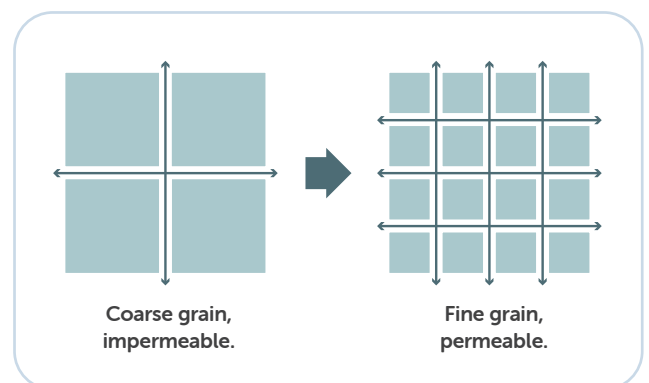


Mix

- Industrial

Access

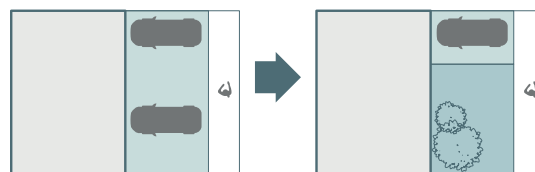
- Introduce an expanded street network through the creation of new streets and laneways. Ensuring adequate access and creation of allotments conducive to town house and apartment residential development.
- Huntingdale Road potential to accommodate a two-way cycle track.
- School safety.
- Limited vehicle conflicts along Golf Course.
- Two-way cycle track 3.7 metres (minimum 2.5 metres).



Place

- Provide setbacks responsive to streetscape character (existing and desired). Setbacks where provided are to include at least 60% garden landscaping:
 - 0 metres / built to boundary: Milgate Street, Carinish Road (southern side);
 - Minimum 3 metres: Natalia Avenue and Foran Grove;
 - Minimum 5 metres: Coora Road;
 - Minimum 7 metres: Huntingdale Road and Valley Street.
- Allow for heights between 3-4 storeys across the Sub Precinct, with taller forms focused along the railway corridor, and central to the Sub Precinct.

- Provide of new open space to serve existing and proposed residential population. Potential to integrate WSUD into new open space and streetscapes to mitigate the overland flooding issues in the southeast portion of the Sub Precinct.
- To minimise the visual and physical dominance of vehicles, car parking surfaces and service areas.



Ground setbacks must have at least 60% garden landscaping.

Figure 48: Area 7 – Framework plan.



5. Activity Areas (cont'd)

5.7 Activity Area 7 (cont'd)

Figure 49: Area 7 – Typical cycling street.

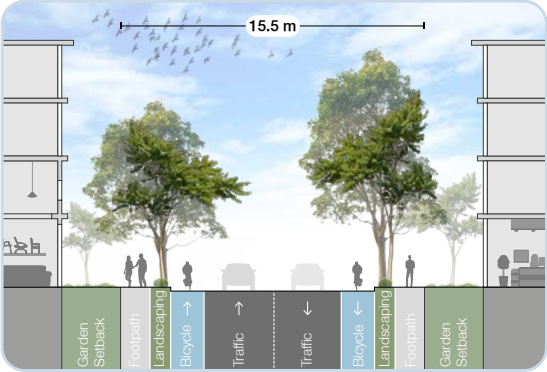


Figure 52: Area 7 – Proposed street section Coora Road.

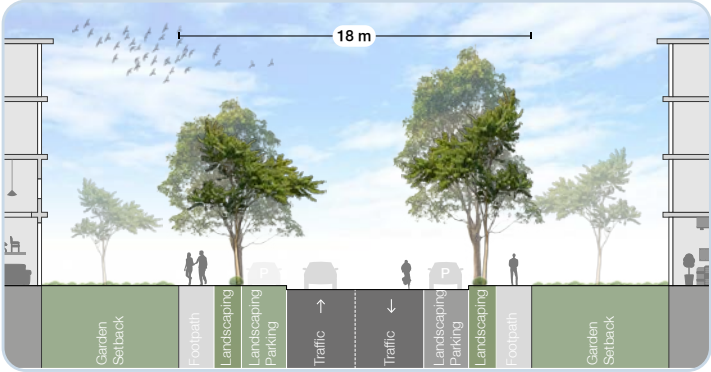


Figure 50: Area 7 – Typical street with parking on one side.

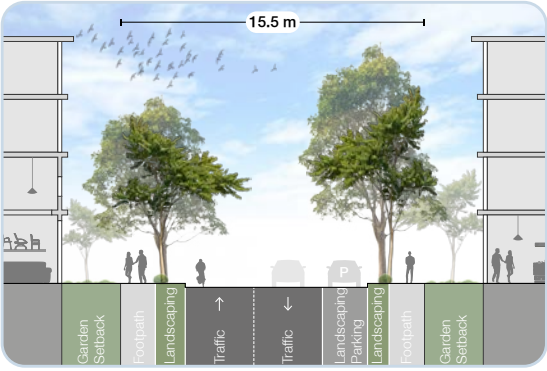


Figure 53: Area 7 – Proposed street section Valley Street.



Figure 51: Area 7 – Typical street with parking on both sides.



Figure 54: Area 7 – Proposed street section Huntingdale Road.



5.8 Activity Area 8A

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

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

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

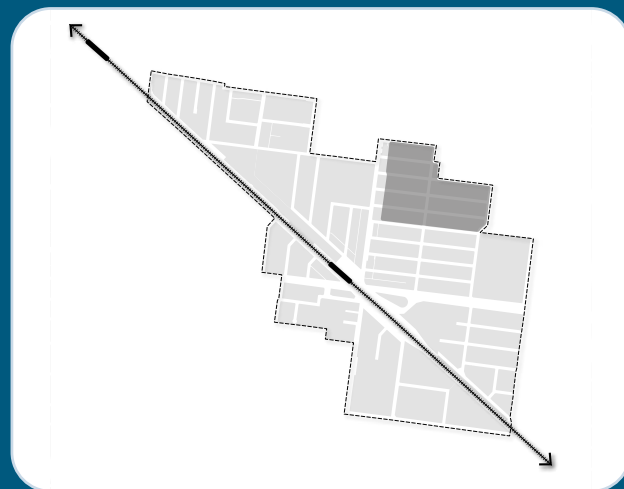
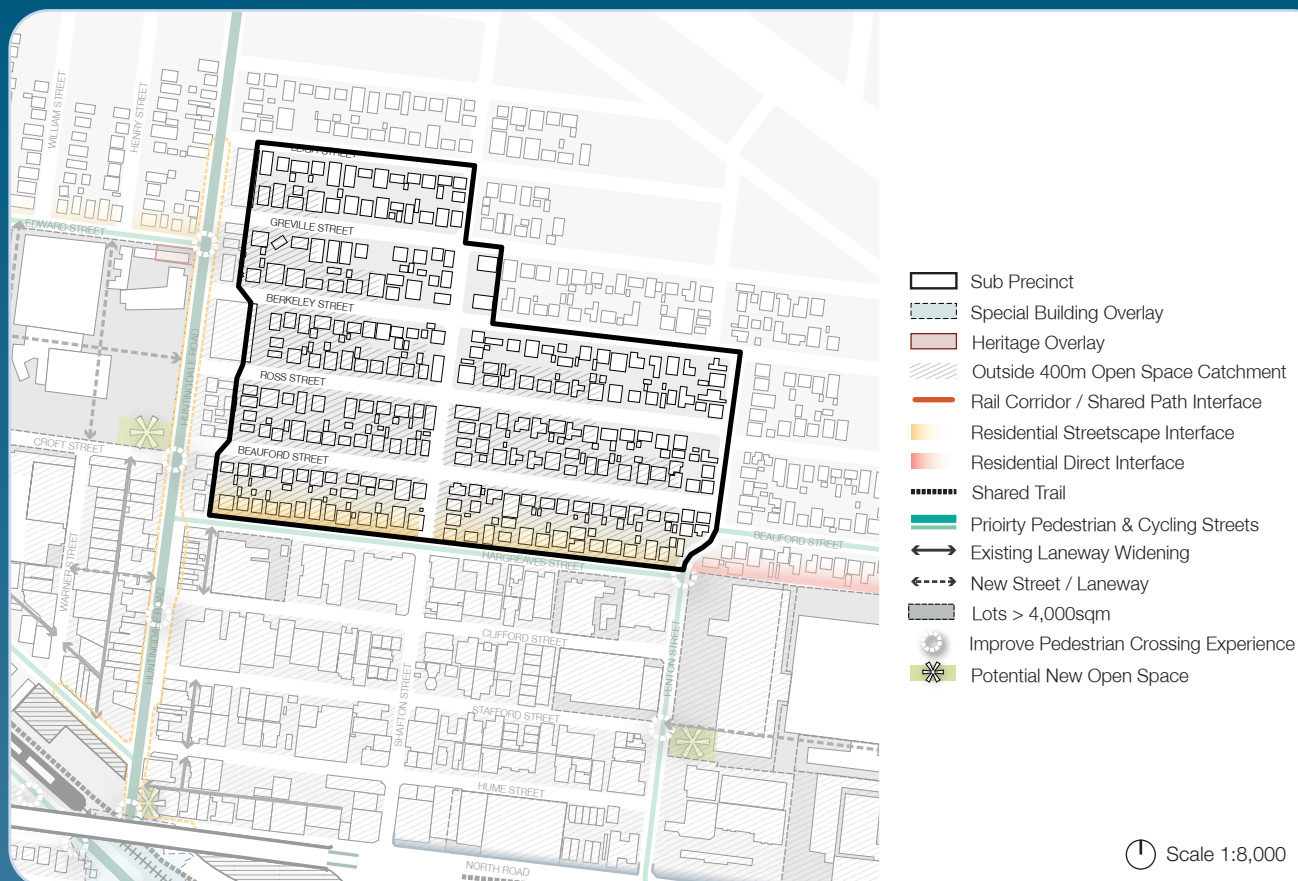


Figure 55: Area 8A – Challenges and opportunities.



5. Activity Areas (cont'd)

5.8 Activity Area 8A (cont'd)

Challenges and Opportunities

- Direct interface with Huntingdale Road activity to the west.
- Indirect residential interfaces to the north and east.
- Indirect industrial interfaces to the south (Hargreaves Street).
- Portion of the Sub Precinct outside 400 metres walkable catchment of existing public open space.
- Access to Princes Highway Reserve via Beauford Street and Clovis Street.
- Route 704 bus services Huntingdale Road.

Mix

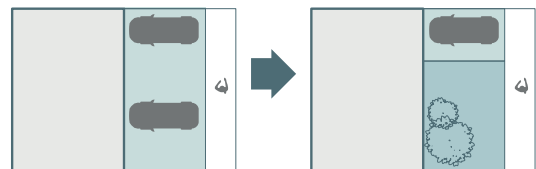
- Residential

Access

- School safety.
- Two-way cycle track 3.7 metres (minimum 2.5 metres).

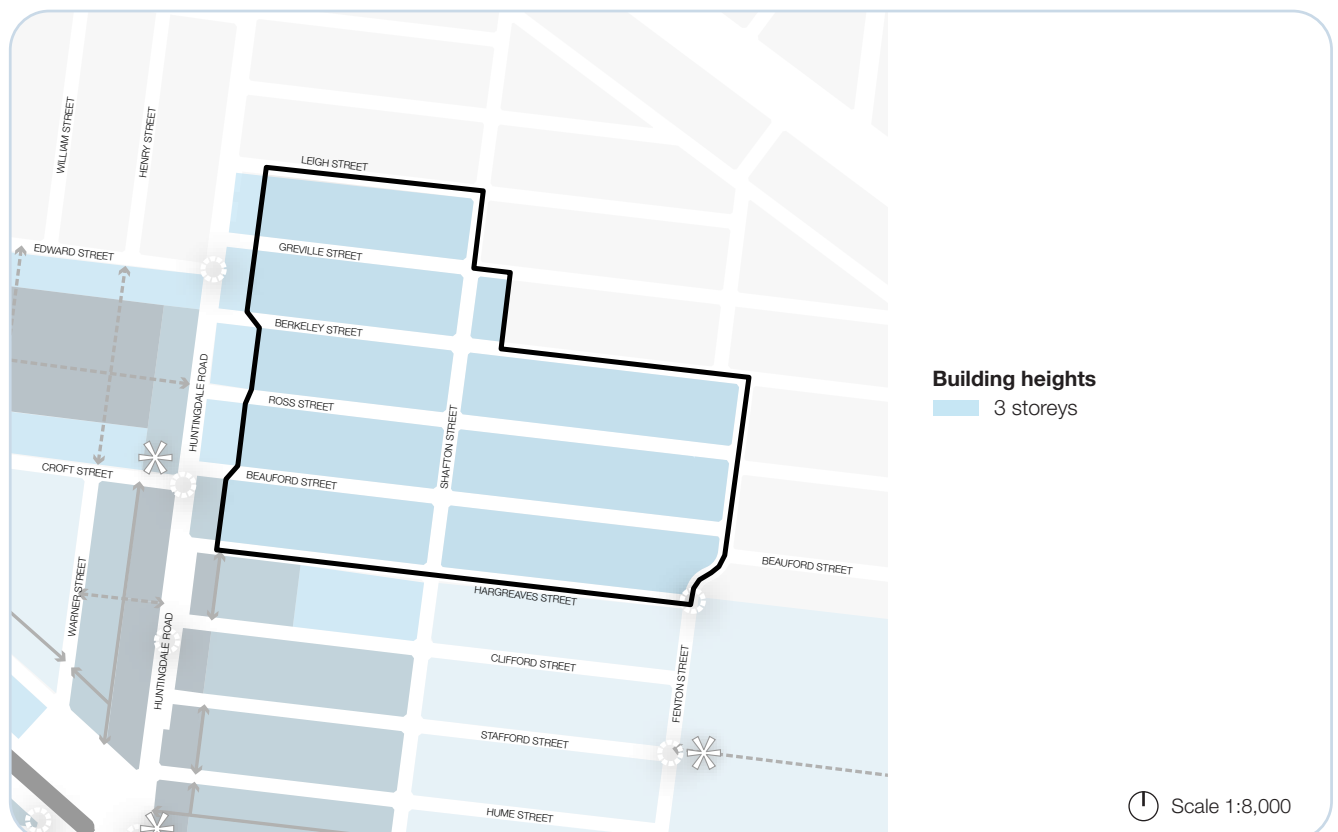
Place

- Retain existing setbacks responsive to streetscape character. Setbacks are to include at least 60% garden landscaping.
- Potential to integrate WSUD into streetscapes to mitigate the overland flooding issues.
- Allow for heights up to 3 storeys across the Sub Precinct.
- To minimise the visual and physical dominance of vehicles, car parking surfaces and service areas.



Ground setbacks must have at least 60% garden landscaping.

Figure 56: Area 8A – Framework plan.



Scale 1:8,000

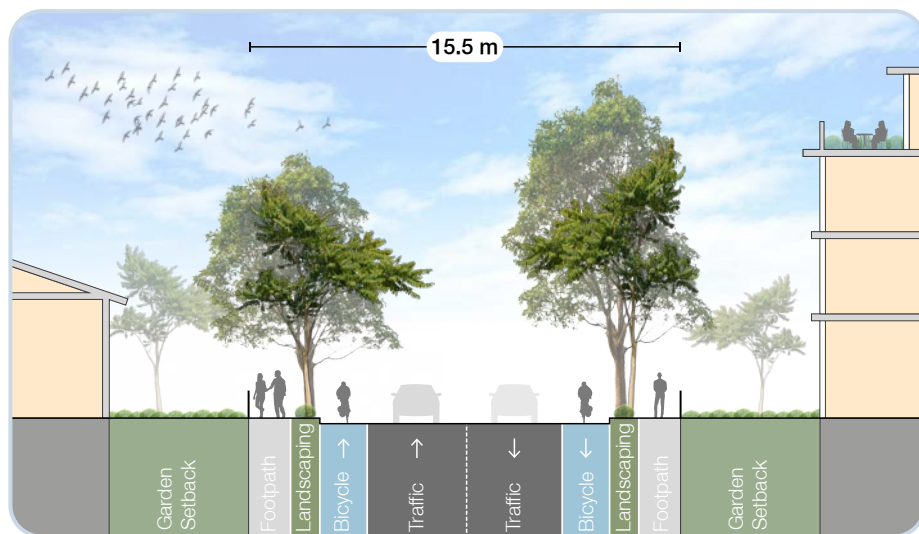


Figure 57: Area 8A – Typical cycling street.

Figure 58: Area 8A – Typical street with parking on one side.

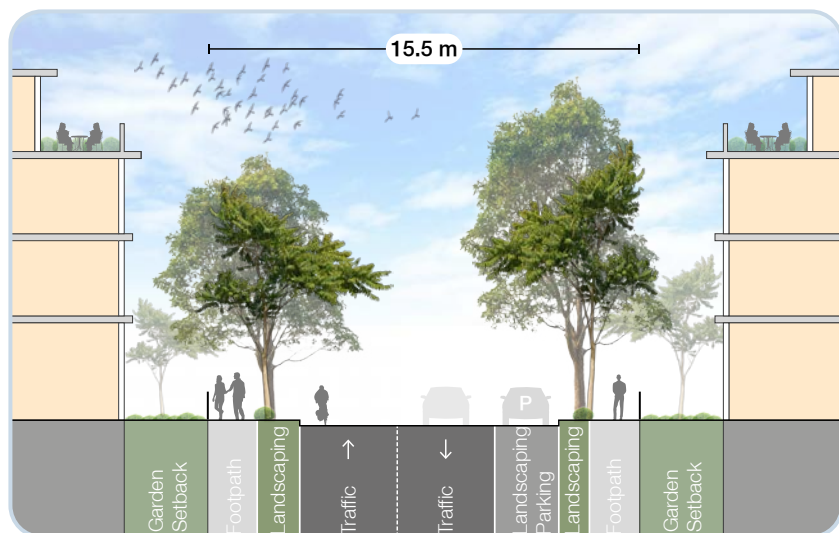
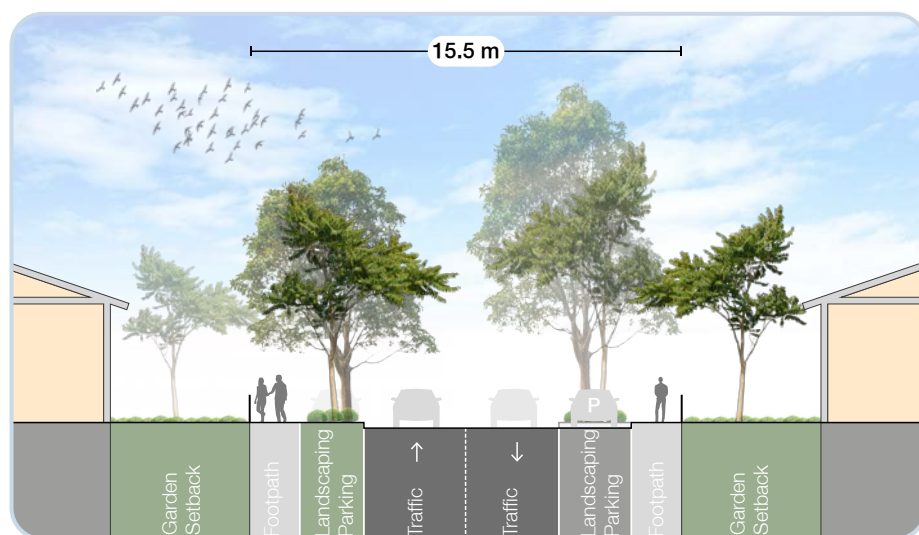


Figure 59: Area 8A – Typical street with parking on both sides.



5. Activity Areas (cont'd)

5.9 Activity Area 8B

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

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

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

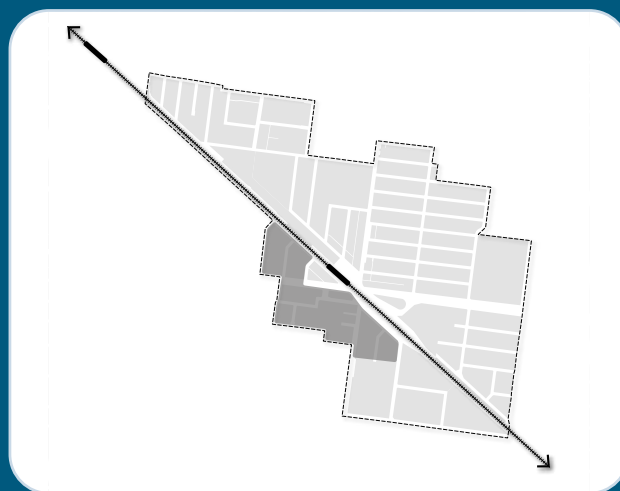
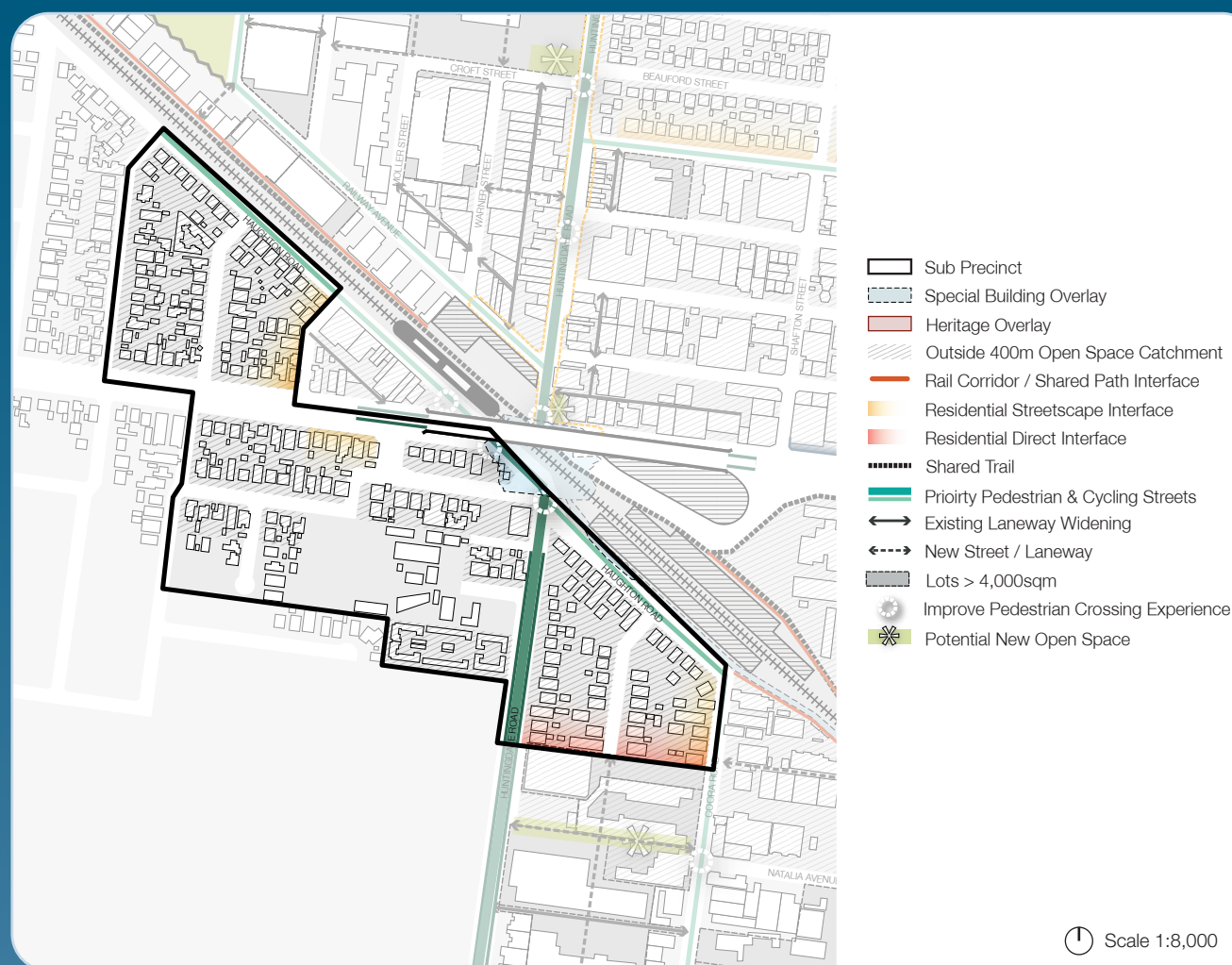


Figure 60: Area 8B – Challenges and opportunities.



5. Activity Areas (cont'd)

5.9 Activity Area 8B (cont'd)

Challenges and Opportunities

- Direct and indirect residential interfaces.
- Railway line and North Road present significant access barriers to Huntingdale Station and Activity Centre.
- Route 630 bus services North Road.
- Large portion of the Sub Precinct outside 400 metres walkable catchment of existing public open space.
- High levels of impermeable surfaces and lack of vegetation.
- Significant parking and traffic issues around Huntingdale Primary School.

Mix

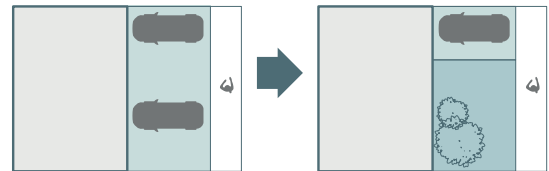
- Residential

Access

- Huntingdale Road potential to accommodate a two-way cycle track.
- School safety.
- Two-way cycle track 3.7 metres (minimum 2.5 metres).

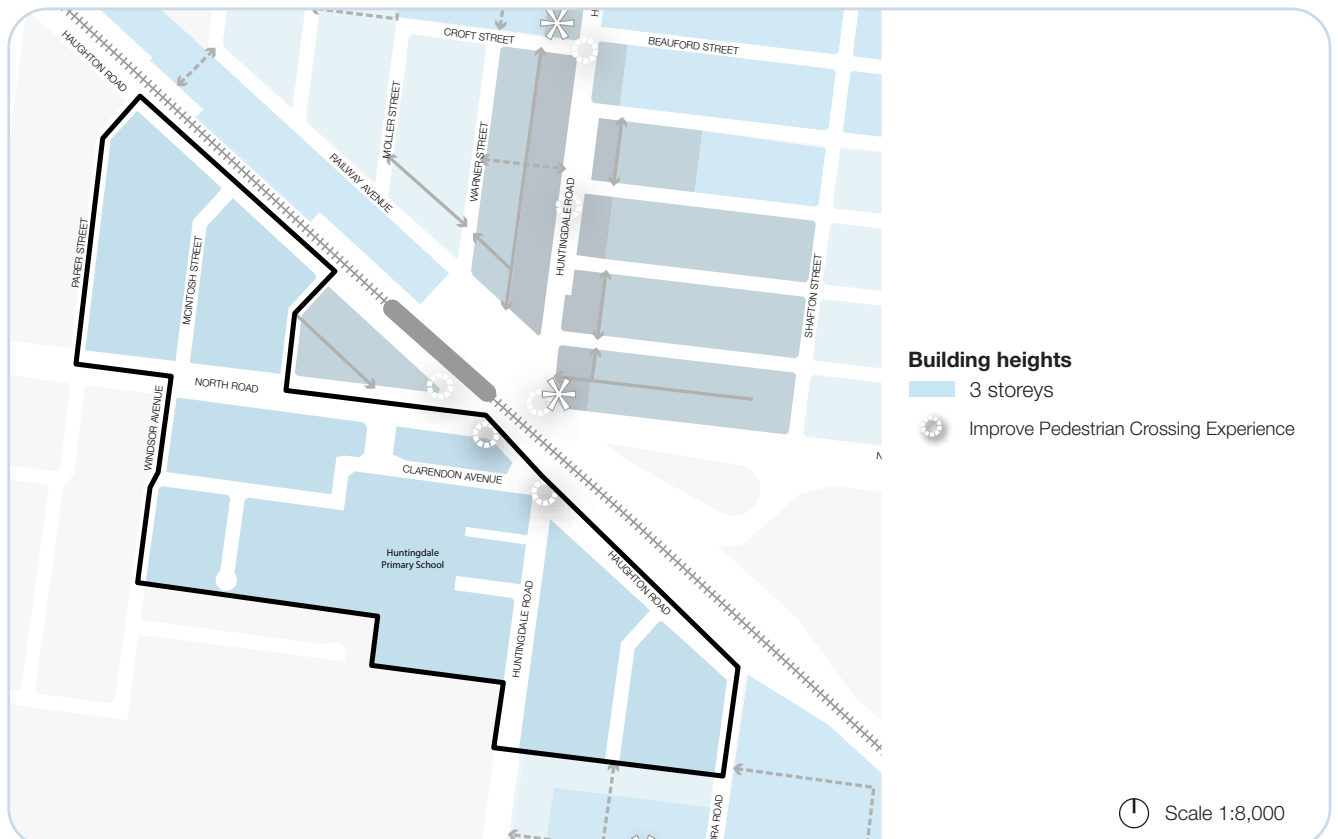
Place

- Retain existing setbacks responsive to streetscape character. Setbacks are to include at least 60% garden landscaping.
- Allow for heights up to 3 storeys across the Sub Precinct, with taller forms focused along the railway corridor.
- Potential to integrate WSUD into streetscapes to mitigate the overland flooding issues in the southeast portion of the Sub Precinct.
- To minimise the visual and physical dominance of vehicles, car parking surfaces and service areas.



Ground setbacks must have at least 60% garden landscaping.

Figure 61: Area 8B – Framework plan.



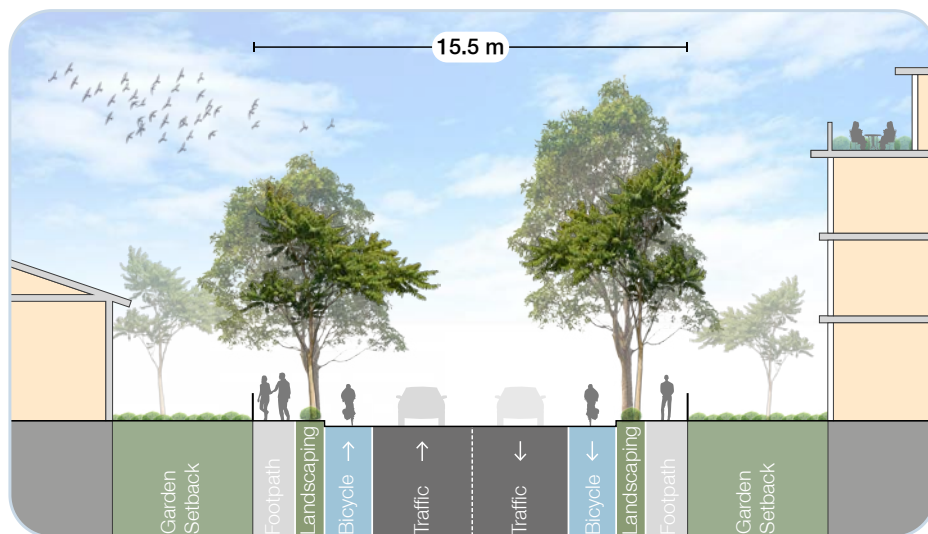


Figure 62: Area 8B – Typical cycling street.

Figure 63: Area 8B – Typical street with parking on one side.

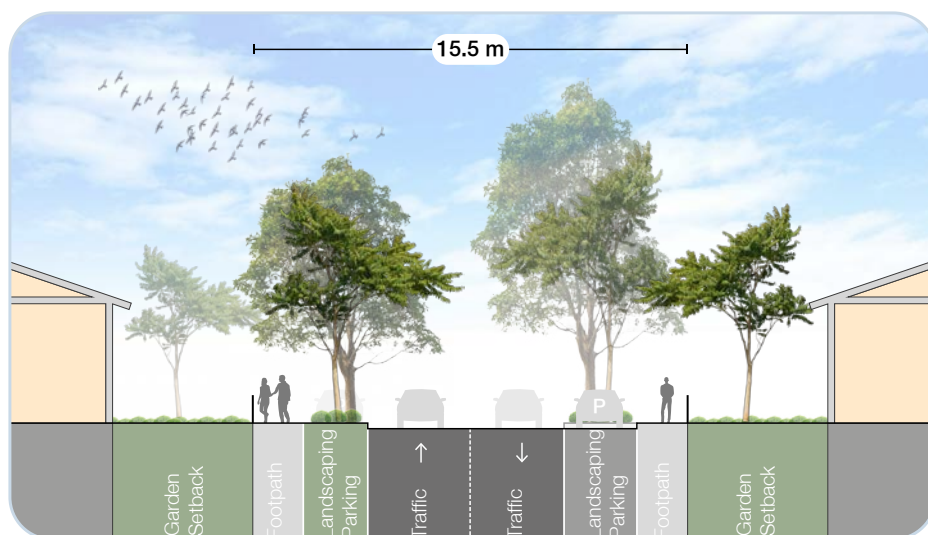
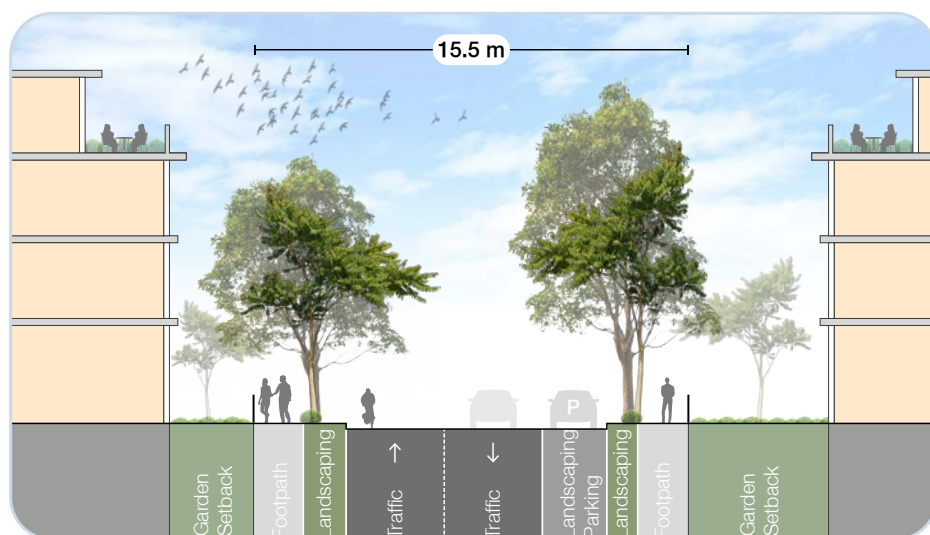


Figure 64: Area 8B – Typical street with parking on both sides.

6. Conclusion

The transformation of Huntingdale into a diverse urban village providing a range of employment, commercial, recreation and residential opportunities will require ongoing coordination between the City of Monash, VicTrack, VicRoads, Transport for Victoria, lands owners and other stakeholders to achieve:

- Attraction of catalytic tenants and community uses that support the Vision of a mixed use, employment focused village.
- Public realm upgrades that support walkability, street life and streetscape character.
- Increased open space provision.
- Sustainable and appropriate redevelopment of large strategic sites in line with the desired future Vision.
- Ongoing advocacy for the realignment of North Road connecting both sides of the rail and North Road to create a walkable, cohesive town centre.
- Innovative re-use and adaptation of existing built form and transformation to clean industry uses.
- High quality mixed use outcomes including residential diversity to support increased retail and activity within the town centre.





Monash Civic Centre

 293 Springvale Road,
Glen Waverley
8.30am-5pm

Oakleigh Service Centre

 3 Atherton Road, Oakleigh
8.30am-5pm

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(for people with hearing or speech impairments)

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