

VEGETATION AND LANDSCAPE



- Project area
- Street trees
- Significant stand of mature trees
- Trees / planting/ grass on commercial land
- Landscaped park
- Trees on landscaped park
- Unattractive grass - vacant
- Water feature

Date 22.04.05
 MSH001 / Dwg No / Rev
 Scale 1:4000 @A3



Development Opportunities

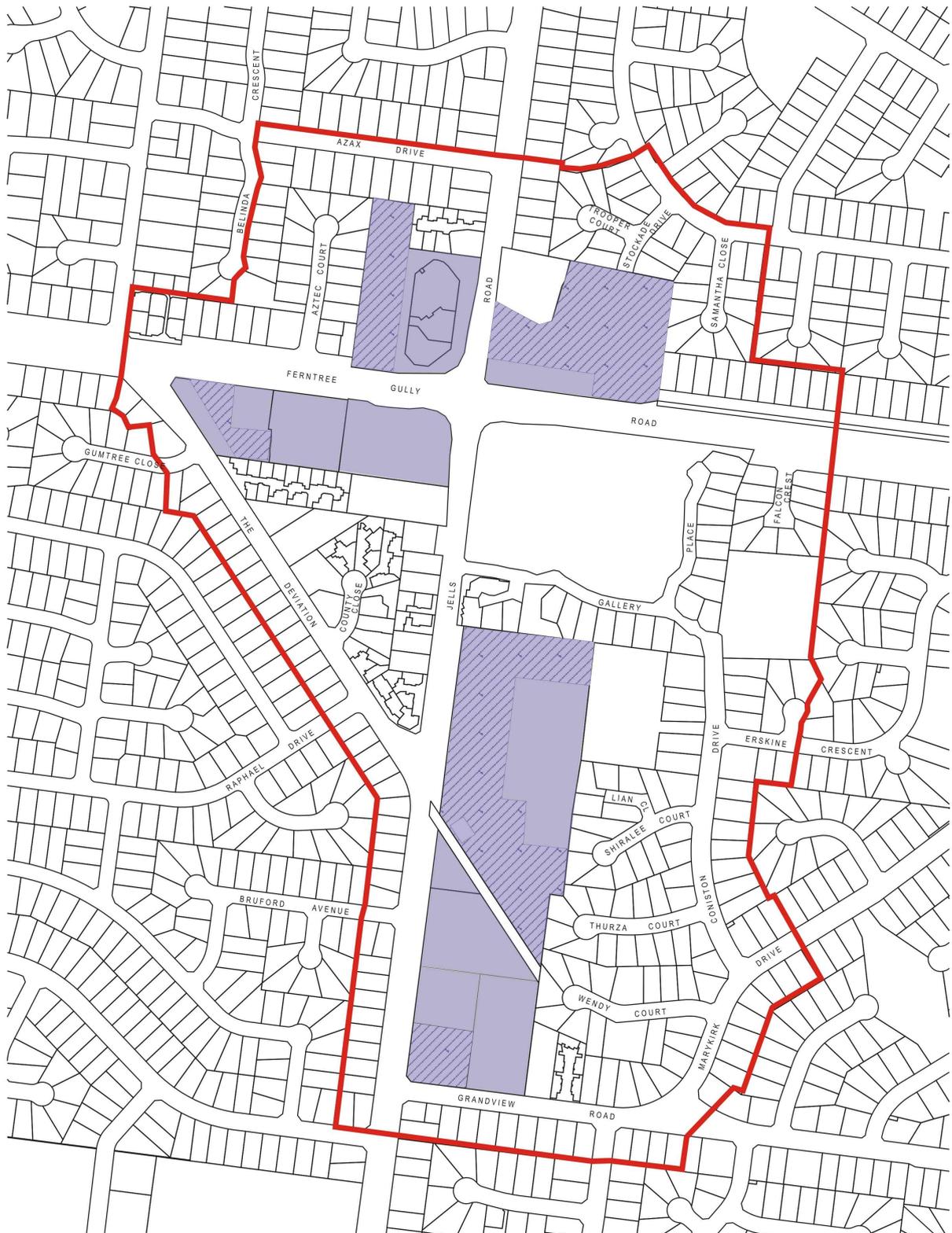
There are a number of vacant or underutilised sites in the study area that are contributing to the vitality, vibrancy and viability of the centre. The opportunity exists to facilitate development on these sites to reinforce the role of the place as a neighbourhood centre, while responding to the unique characteristics of the locality.

The development potential of these sites is constrained by a number of factors. In particular:

- The multiple ownership of the Wheelers Hill Shopping Centre.
- The narrow strip of land between the Shopping Centre and the site on the corner of Jells Road and Grandview Road, and the irregularly-shaped sites that result.
- The visual prominence of the sites on top of the hill.

Care should be taken to ensure that the subdivision pattern and building forms of new development maintain maximum flexibility, given the tendency for activity centres to evolve over time. It is also important to promote a planning framework that requires an integrated approach to the gradual improvements of the WHNAC.

DEVELOPMENT OPPORTUNITIES



Date 22.04.05
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WHEELERS HILL

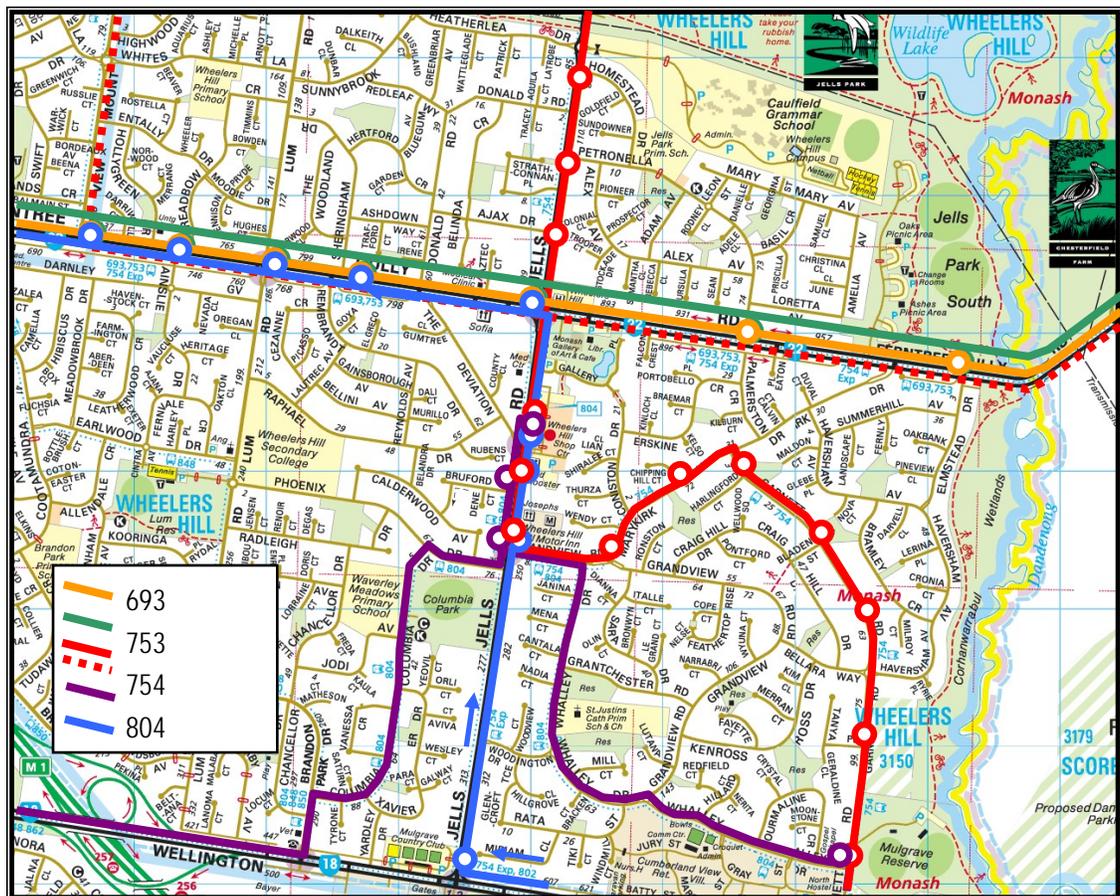


6 ACCESSIBILITY

6.1 Public Transport

Public transport within the Wheelers Hill Neighbourhood Activity Centre is limited to bus services. The closest train station is located at Glen Waverley, approximately 6km north-west. The existing bus services through the Wheelers Hill Neighbourhood Activity Centre are shown in the Figure below with the service information and operational details shown in the following Tables.

Existing Bus Services



Existing Bus Routes

<i>Route No.</i>	<i>Description</i>
693	Belgrave to Oakleigh
753	Glen Waverley to Bayswater
754	Stud Park Shopping Centre to Glen Waverley (including the Rowville Express)
804	Dandenong to Chadstone Shopping Centre (via Wheelers Hill & Oakleigh)

Existing Bus Services – Monday to Friday

<i>Route No.</i>	<i>Number of Services (per day)</i>	<i>First Service</i>	<i>Last Service</i>	<i>Peak Freq.</i>
693	24	5:50 AM	7:15 PM	20 min
753	37/38	5:45 AM	7:53 PM	11 min
754	28	6:14 AM	7:35 PM	11 min
804	16	6:05 AM	7:30 PM	45 min
Nightrider*	6	12:40 AM	5:40 AM	60 min

Existing Bus Services – Saturday

<i>Route No.</i>	<i>Number of Services (per day)</i>	<i>First Service</i>	<i>Last Service</i>	<i>Peak Freq.</i>
693	10	4:30 AM	6:15 PM	60 min
753	11	7:20 AM	5:08 PM	37 min
754	8	7:55 AM	6:39 PM	65 min
804	8	6:35 AM	6:30 PM	60 min
Nightrider*	6	12:40 AM	5:40 AM	60 min

*Nightrider service operates on Saturday morning and Sunday mornings only. It is noted that there are no bus services operating on Sundays, and generally no services on Public Holidays. Additionally, services finish prior to 8:00pm during the week, and prior to 7:00pm on Saturdays. The Nightrider bus service operates a one-way loop through the area, between Knox and the City.

The number of services, the frequency of services and the operating hours of those services are considered to be typical of bus services in metropolitan residential areas.

Principal Public Transport Network

Melbourne 2030 sets out the Principal Public Transport Network (PPTN). The PPTN is a high quality public transport network that connects the Principal, Major and Specialised Activity Centres. It contains all train and tram routes as well as selected bus routes which are to be progressively rolled out as SmartBus services.

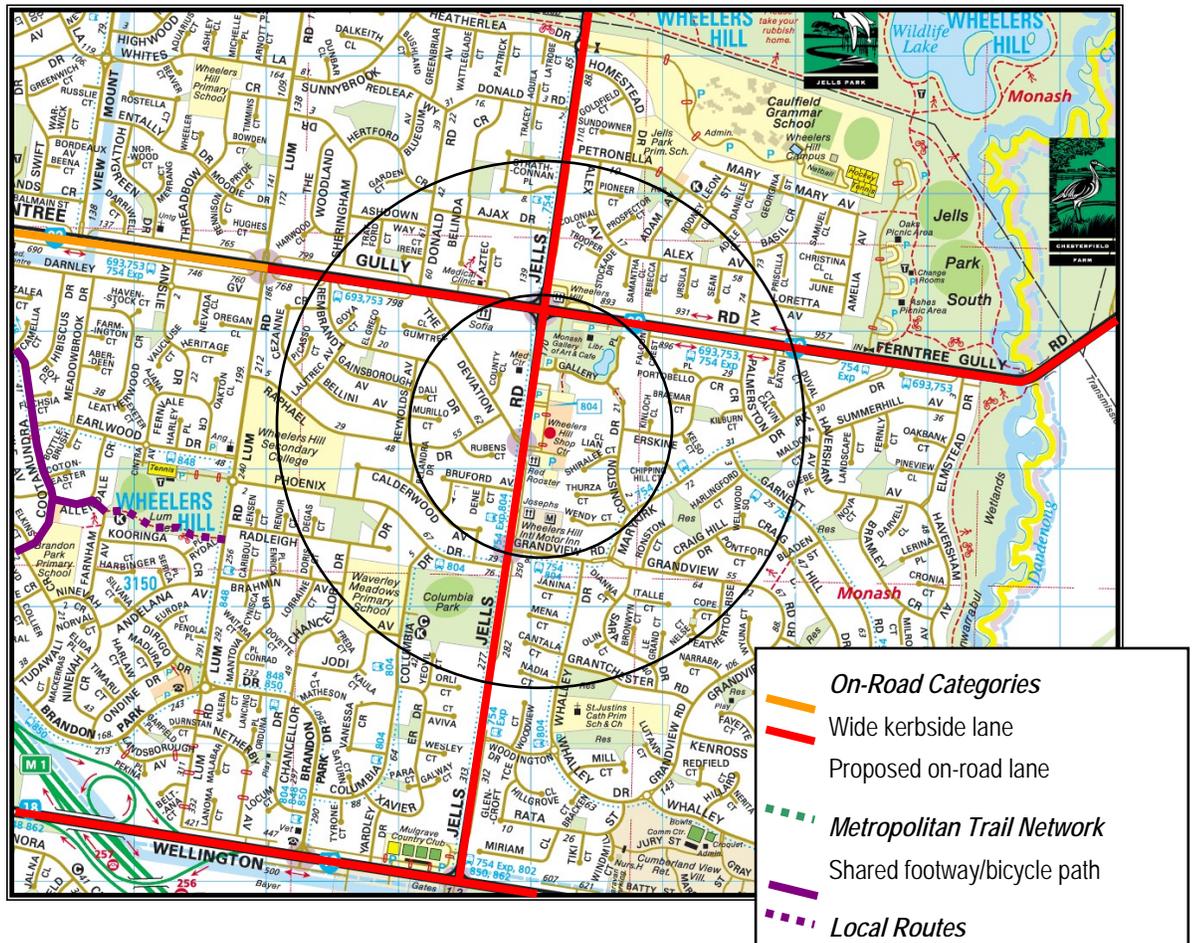
Smartbus encompasses a number of improvements to regular bus services, including upgrades to bus stops for DDA compliance, installation of real-time signs for bus timetables, and the implementation of bus priority measures at intersections. Improvements to the frequency and range of services are expected to occur as a result of Smartbus improvements.

Map 6 of the PPTN, which covers the Wheelers Hill neighbourhood, is shown in Appendix B. Both Ferntree Gully Road and Wellington Road are identified as being part of the PPTN, and therefore are identified as future SmartBus routes.

The Wellington Road route is currently being analysed for SmartBus improvements, with implementation of the majority of treatments expected by the end of 2006. Ferntree Gully Road has not been identified for SmartBus improvements in the short term.

6.2 Bicycle Network

The Principal Bicycle Network (PBN) prepared by VicRoads identifies both on-road and off-road, existing and future bicycle routes throughout metropolitan Melbourne. Those bicycle routes identified in the vicinity of the Wheelers Hill neighbourhood is shown in the Plan below.



Map 11 of the PBN, which covers the Wheelers Hill neighbourhood, is shown in Appendix C. The PBN suggests that Ferntree Gully Road, Jells Road and Wellington Road are identified as proposed routes for on-road bicycle lanes.

6.3 Traffic and Car parking

Existing Conditions

Car parking generated by the existing development within the area is currently catered for adequately by on-site parking provision, with significant car parking availability at Wheelers Hill Shopping Centre.

Parking occupancy surveys undertaken in March 2001 at the Shopping Centre show that the peak occupancy exceeded 40% of the car park capacity only once during the Friday and Saturday peak periods. There is limited scope for parking on-street within the Neighbourhood Activity Centre, given the available road cross-sections and traffic volumes. All development generated parking must therefore be catered for by on-site car parking provision.

Road Network

Jells Road is a declared main road, running north-south between Waverly Road in Wheelers Hill, to Wellington Road in Mulgrave. It provides a single carriageway with two traffic lanes in each direction in the vicinity of the Wheelers Hill Neighbourhood Activity Centre, as shown in the photograph below Jells Road has a speed limit of 60kph. This speed limit is lower at the entry to Caulfield Grammar School to the north of the WHNAC.



Jells Road, looking south from Ferntree Gully Road.

Ferntree Gully Road is a declared main road that connects the Burwood Highway in Ferntree Gully with the Princes Highway in Oakleigh. Near the intersection of Jells Road, Ferntree Gully Road is a divided road providing three traffic lanes in each direction, with auxiliary turn lanes at the intersection of Jells Road.

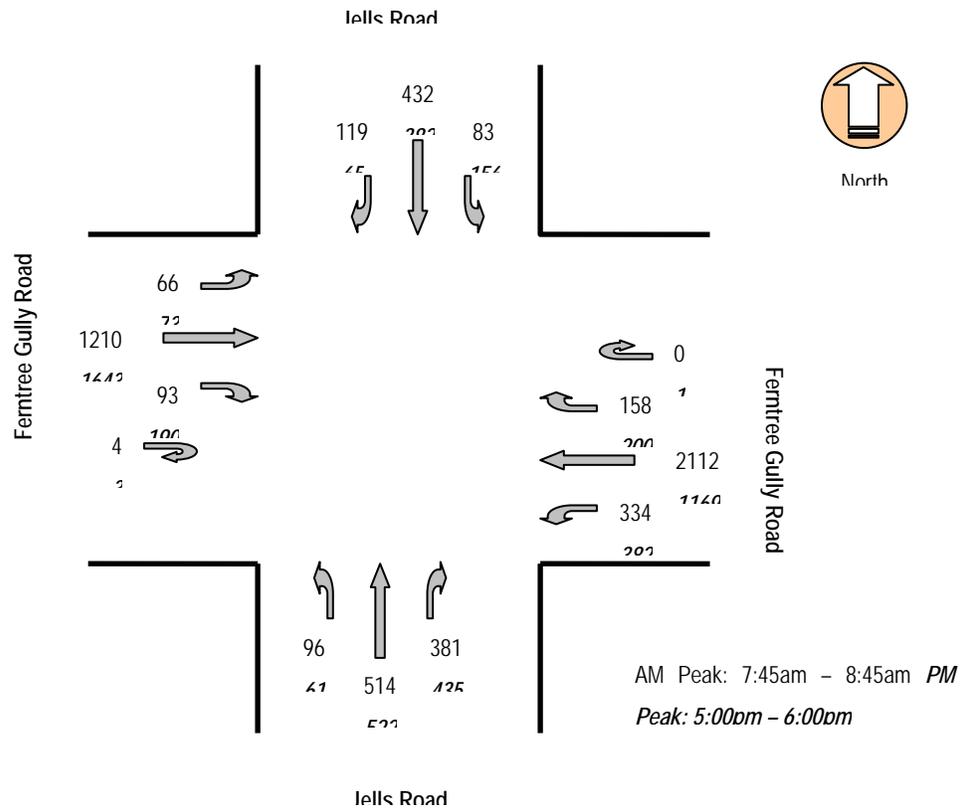


Ferntree Gully Road, looking east towards Jells Road

Ferntree Gully Road has a posted speed limit of 80kph in the vicinity of the subject site. All other roads within the Wheelers Hill Neighbourhood Activity Centre are local residential roads.

Traffic Volumes

Traffic volume counts were undertaken by Data Collection Services (DCS) on behalf of Grogan Richards Pty Ltd at the intersection of Jells Road and Ferntree Gully Road, on Wednesday 17th and Thursday 18th March 2004; between 7:00am and 9:30am, and between 4:00pm and 7:00pm. The Wednesday surveys provided the peak traffic volumes, with the peak hour results shown in the diagram below.



Existing Traffic Volumes

The above figures suggest that Ferntree Gully Road carries in the order of 40,000 vehicles per day adjacent to the site, and Jells Road approximately 19,000 vehicles per day.

Mitcham-Frankston Freeway

Traffic volumes adjacent to the Wheelers Hill Neighbourhood Activity Centre are expected to experience some change as a result of the construction of the proposed Mitcham-Frankston Toll Road, running parallel to Jells Road approximately 2.5km to the east.

Traffic volume information published as part of the "Scoresby Corridor EES" in 1998 indicate the following for both Jells Road and Ferntree Gully Road, based on the preferred Option 4.

Impact of the Mitcham-Frankston Toll Road

Road	Daily Traffic Volumes	
	1995	2011
Jells Road, south of Ferntree Gully Road	14,200	13,900
Ferntree Gully Road, west of Springvale Road	40,600	40,300

It is shown that both roads are expected to experience a slight decrease in traffic volumes as a result of the Mitcham-Frankston Toll Road over the 16-year time frame from 1995.

The Deviation/Jells Road Intersection

The Deviation intersects with Jells Road just north of the signalised access to Wheelers Hill Shopping Centre, and whilst turn restrictions are in place at Ferntree Gully Road to restrict through traffic, considerable traffic volumes utilise The Deviation to access the Neighbourhood Activity Centre.

As a result of the traffic volumes and speeds on Jells Road, and the operation of the adjacent signals, exit movements from The Deviation are often difficult during peak times. Consideration should be given to signalising movements from The Deviation with the adjacent intersection signals. Signalisation would need to be undertaken in such a way that the use of The Deviation is not encouraged for through traffic.

Pedestrian Safety – Jells Road

Jells Road carries significant traffic volumes, and due to the undivided nature of the carriageway, presents safety hazards for pedestrian attempting to cross without the assistance of traffic signals. Signalised pedestrian crossings are incorporated into the intersection signals on Jells Road at Ferntree Gully Road, at Wheelers Hill Shopping Centre Access and at Grandview Road. These signals are located sufficiently to cater for most crossing pedestrian traffic, being a maximum of approximately 400m apart.

A pedestrian desire line occurs between the Supported Accommodation Centre and adjacent retail area and medical centre on west side of Jells Road, and the Monash Gallery of Art,

Monash Library and Wheelers Hill Shopping Centre on the east side of Jells Road. This desire line is not directly catered for by the existing signal sites, and requires pedestrians to divert by up to 200 metres to the nearest signalised crossing.

The provision of an additional crossing point midway between the existing signalised intersections of Ferntree Gully Road and the Wheelers Hill Shopping Centre access is therefore desirable, considering that elderly pedestrians comprise the majority of pedestrians on this desire line.

It is considered that relocating the main Wheelers Hill Shopping Centre access point and signals to cater for this desire line is inappropriate, as the existing pedestrian desire line from The Deviation to the Shopping Centre would not be catered for. Also, the existing signal location is considered to be the most appropriate in terms of vehicular access to the Shopping Centre.

It is also expected that the VicRoads warrants for a new signalised pedestrian crossing would not be met by the current demand, though it is noted that concessions can be given due to the characteristics of the crossing road and the pedestrian traffic (i.e. elderly pedestrians). The installation of a pedestrian refuge between the northbound and southbound carriageways of Jells Road, or the possible installation of pedestrian signals should therefore be investigated for the section of Jells Road between The Deviation and Ferntree Gully Road.

Property Access along Jells Road and Ferntree Gully Road

Jells Road currently provides direct access to abutting properties, including numerous residential dwellings, in addition to medical suites and other commercial uses. Access to and from these properties is generally provided within the standard four lane cross section, requiring right and left turns into adjacent properties to be made from the main carriageway. This is undesirable from a traffic safety perspective, due to the traffic volumes and speeds on Jells Road. It is therefore recommended that direct access to properties abutting Jells Road be minimised or rationalised where possible, as there is generally insufficient road reserve or property frontage to provide exclusive turn lanes to service individual properties. Access to corner allotments should be provided from the side road wherever possible.

Ferntree Gully Road has a divided carriageway, and provides limited access to abutting properties. Residential dwellings are accessed via service roads, and exclusive turn lanes are generally provided for commercial properties. Due to the higher speeds on Ferntree Gully Road, these access arrangements are considered to be appropriate, and should be maintained for future development.

The recommended property access conditions are generally in accordance with VicRoads' standard policy to reduce or rationalise points of access from adjacent development.

7 COMMUNITY LIFE

Introduction

Community facilities and services positively contribute to the well being of families and individuals, and hence to a sustainable community. Meeting places and support services contribute to the resilience of a community to respond to changing circumstances. They also positively assist the capacity of local social networks and people to do things for each other. Community facilities also enhance a sense of belonging to a local area and community.

Community studies indicate that the sense of belonging and involvement are important factors that can influence the likelihood of families and individuals to become involved in anti social behaviours or experience a range of health related conditions. In general, individuals and families that are well connected to their communities, and that have relatively higher levels of social capital are likely to have lower levels of anti social behaviours, and be relatively resilient communities and people. Council officers advise that Wheelers Hill households are generally well connected to community groups and are well skilled to access the range of services that it may need from time to time to meet particular problems.

The Study Area, in particular the Shopping Centre is relatively clean and free of graffiti, vandalism and defensive structures such as metal grills on shops and offices. Council officers advise that there are few incidents of drug dealing in the locality, and few incidents of anti social behaviours in the Centre.

In general the Wheelers Hill community can be described as affluent, comfortable, connected and capable.

Existing Facilities and Services

The following facilities are located in the Wheelers Hill NAC:

- Branch Library which includes meeting rooms available for community use.
- Monash Gallery of Art.

Council operates a number of community buses that can be hired by community groups to undertake group outings and visits. The buses are usually 11 seater and the groups need to provide a driver. These buses are highly popular and availability is limited.

Council advises that a Maternal and Child Health Service used to operate from the Monash Gallery of Art site, but the service has been relocated to meet the demands in other parts of the City of Monash.

Strategic Approach

The residential interface area includes several local parks, most of which are designed to enhance the permeability of the neighbourhood. The Waverley Meadows Primary School and the Wheelers Hill Secondary College are located to the south west of the Study Area, and Caulfield Grammar School is located north of Ferntree Gully Road. The neighbourhood is adjacent to Jells Park, a regional parkland with a wide range of active and passive recreation facilities managed by Parks Victoria.

The demographic analysis included in Section 2.1 of this report indicates that the population and households in the area mainly comprise mature families and older households of one and two persons. In 1996, 93% of the dwellings in Wheelers Hill comprised separate dwellings, and as more people become older, there may be a need for a more diverse choice of housing and accommodation.

Council advises that an extensive range of significant community and entertainment facilities are available in the Wheelers Hill, Mulgrave and Brandon Park areas. These include cinemas at Waverley Gardens and The Glen, a large skate-park for teenagers on the corner of Springvale Road and Waverley Road, and a major community centre on the corner of Ferntree Gully and Springvale Roads.

Council's Community Services Division advises that there are no proposals to locate additional services into the Wheelers Hill neighbourhood, as other areas have a greater demand, and the Wheelers Hill community is capable of accessing the services it requires. The Council advises that new households moving to this area are likely to include older dependent children, and relatively few households have young children.

Approximately 12 percent of the local community are aged 60 years and over and many are likely to have lived in the local area for considerable periods of time. Wheelers Hill is a safe, convenient and an attractive place for older people. This age group tend to experience several concerns with the built environment including:

- The steep hills create access problems.
- Difficulty crossing streets, particularly Jells Road and Ferntree Gully Road.
- Desire for low and high needs residential care in the local area.
- Convenient parking close to shops and facilities.
- Danger of falls due to uneven footpaths.
- Social isolation and the need for formal and informal places to meet and casually observe the community.

The Monash Gallery of Art contains one of Australia's most significant photographic collections and many prestigious art pieces. There may be opportunities to include members of the local community in the Gallery's activities, particularly in programs to form linkages with schools, and visitation and promotion campaigns.

8 CHALLENGES AND OPPORTUNITIES

The present land uses and built form of the Wheelers Hill Neighbourhood Activity Centre generate a variety of challenges and opportunities.

Land Uses

Opportunities

The Centre presently includes a wide range of land uses that primarily serve the needs of the local community. Only a few uses including the Monash Gallery of Art, the Wheelers Hill Hotel and the International Motel service a more regional population.

There are a number of sites in the study area which are vacant or underutilised and that do not realise their potential to increase the vitality, vibrancy and viability of the centre. The opportunity exists to promote development on these sites that embraces the sites and unique locality and topography reinforcing the role of the place as a neighbourhood centre.

Many of the sites have the capacity to accommodate further substantial development. Further development or new uses should primarily provide services to the local community in the context of the centre being primarily a neighbourhood activity centre. Uses that attract patrons from a large region should be located in a higher order activity centre. As the Centre is surrounded by lower density residential uses, new development in the centre should be sympathetic to, and compatible with the residential character of the area.

Challenges

The WHNAC is dispersed and functions as two separate centres.

Built Form and Character

Opportunities

Wheelers Hill is sited in a suburb described as Type E in the Monash Garden City typology. This suburb has an established built form characterised by low rise and low density development, spacious gardens and mature trees. The location of many of the centre's key sites at the crest of a prominent ridge requires that new developments achieve the highest design standards. Development within the centre may need to be guided by a planning framework that facilitates appropriate development whilst incorporating key features of the surrounding area to ensure that the activity centre and the surrounding residential areas are appropriately integrated.

Furthermore, the opportunity exists to develop new character for the centre itself, as distinct from that of the surrounding residential area. This could incorporate common building elements and distinctive streetscape treatments, set in a framework of native vegetation that ties it to the surrounding area.

Challenges

The centre lacks a core or focal point.

The centre is not integrated or joined together by coherent built form or landscaping.

New development that is taller than the vegetation on top of the scarp hill-face could potentially detract from the character of the area.

Public Realm

Opportunities

Opportunities remain for the Wheelers Hill Shopping Centre to be further upgraded so that it maintains its pre-determined role as a neighbourhood facility. Opportunities should also be explored to improve pedestrian amenities and to improve a wider range of uses which can support social activity and provide a focal point for the community.

The Council ownership of most of the land abutting the east side of Jells Road south of Ferntree Gully Road offers the opportunity to broaden the Jells Road reserve to enable enhanced streetscape treatments.

The WHNAC benefits from mature landscaping.

Through consideration of the Urban Design Conditions and Implications a number of key opportunities have been identified, including:

- Promote development on sites such that they respond to the site and locality, reinforcing the role of the place as a neighbourhood activity centre.
- Develop car parks fronting the road.
- Increase the scale of buildings on significant and appropriate sites, hence supporting/reinforcing the role of the centre.
- Increase the variety of built form introducing new high quality buildings to contribute to legibility through identifying entrances hence, providing nodes for movement and activity.
- Increase the number of active edges along Ferntree Gully and Jells Roads.
- Improve pedestrian links and access to buildings, spaces and places.
- Minimise blockages, both pedestrian and vehicular, to movement.

- Improve the shelter, comfort appearance and safety of car parks.
- Reduce the domination of vehicles; instead, designing streets and spaces for pedestrians and the less mobile.

Weaknesses

The WHNAC has a poor quality public realm and no genuine public open spaces other than the park surrounding the art gallery.

Accessibility

Opportunities

The main roads are operating well and within their designed capacity. Traffic congestion is moderate during the peak hours, with limited additional capacity for some movements.

There is surplus car parking provision in the off street car parks. It should continue to be provided off-street with no adverse impact on local amenity.

Public transport within the Centre is normal for metropolitan areas not serviced by heavy or light rail, though after hours and weekend services are poor.

The potential redevelopment of the Wheelers Hill Shopping Centre offers the opportunity to create a more pedestrian-friendly environment, including proper pedestrian linkages to the surrounding destinations. The future development of the large residential property immediately east of the Shopping Centre and the Wheelers Hill Hotel offer opportunities to create new pedestrian linkages, overcoming some of the impermeability created by the existing street network.

Challenges

The topography of the locality and its development as a car based centre has created barriers and difficulties for pedestrians. The main roads are difficult for pedestrians to cross particularly those with limited mobility. The subdivision pattern around the centre also limits permeability and convenient access.

The centre has limited public transport services. Taxis also provide a public transport service. Additional land uses and activities should be facilitated supported by additional public transport services.

There are some turning movements and access points to abutting properties that require review in light of the increasing traffic levels. Restrictive property access from Jells Road: creating

potential safety concerns and restricting capacity. There is limited intersection capacity at Jells Road/Ferntree Gully Road: preventing future capacity improvements with increasing traffic volumes.

Community Services

Opportunities

The WHNAC presently provides a wide range of medical, health and community services, and some entertainment services through some restaurants and the hotel. The community is self reliant and appears to be capable of accessing support services as required. The neighbourhood does not appear to experience undue levels of anti social behaviours such as graffiti, crime, vandalism or drug usage.

Council has recently established the branch library in the Wheelers Hill Art Gallery, and has no proposals to provide further facilities in the area. Most facilities are available in surrounding neighbourhoods. There are opportunities for this facility to accommodate a range of activities that could facilitate improved links between residents, for example the gallery and local schools focussing on art and photography.

Challenges

The Wheelers Hill community is ageing, and households are becoming smaller. The housing stock in the Wheelers Hill neighbourhood comprises mainly large detached houses suitable for families with dependent children, and there is a need for greater housing choice in the area.

There are opportunities for the Wheelers Hill MAC to become a primary focus for community networks and social interaction through urban design improvements to create civic meeting places, particularly for older residents living in one and two person households. The lack of public transport may increasingly constrain older residents from participating in community events if they have to be held outside the WH neighbourhood.

9 STRATEGIC OPTIONS

A wide range of opportunities to enhance the WHNAC to be a more attractive place and to respond to the key challenges have been identified through the community consultation and the analysis by the Project Team. Prior to preparing detailed plans for the WHNAC, strategic options for the arrangement of land uses, built form and accessibility in the Study Area need to be evaluated to identify the most appropriate future directions for the Centre.

A neighbourhood activity centre predominantly aims to meet the needs of the local community. Such a centre would be likely to comprise a small supermarket (1,500 square metres) and 10 to 15 specialty shops (chemist, newsagency, bread shop, hairdresser, restaurants and take a way food etc). The community would access higher order goods and services in other larger centres that are located nearby. It may be supported by various commercial services such as a solicitor, drafting service, accountant/financial adviser or taxation adviser.

In a new green field development, a local shopping centre would preferably be located at the intersection of the main roads. The shopping centre may be complemented by a hotel, restaurant and other facilities that serve the local community, and these could be located on the other street corners creating an interesting and prominent gateway. Under this scenario, the site of the existing shopping centre would preferably be developed for a mix of dwelling types, including apartments, terrace houses and detached houses.

This relatively small sized shopping centre could be accommodated on the land presently occupied by the Mobil petrol station and Sofia's' restaurant. This outcome would be very difficult to implement due to the existing land ownership pattern and the costs of redeveloping sites that have substantial buildings, car parking and infrastructure services. Council would need to be highly proactive to implement this considerable change.

A more pragmatic approach is to identify ways to strengthen the existing elements of the Centre, and ensure that new developments are consistent with the strategic directions. Four broad scenarios were developed and tested against the community preferences, the planning framework and the physical features of the Activity Centre to develop a long term, robust and practical framework. The four scenarios are:

- Substantial change.
- Moderate change.
- Respectful change.
- Minimal change.

Variances that were canvassed in the scenarios include:

- Numbers of new dwellings and population.
- Mix of retail and entertainment facilities.
- Building heights.
- Traffic levels.
- Public transport services.
- The focal point(s) for the centre.

It should be noted that these scenarios are developed for discussion purposes to illustrate the strengths and weaknesses of alternate policy approaches.

Scenario One – Extensive Change

In this scenario, the Wheelers Hill NAC experiences significant commercial and residential development. The existing Mobil petrol station, the swimming pool and fitness centre at the crest of the ridge are developed for residential apartments comprising buildings 6 to 9 storeys. The buildings are elegant, carefully articulated and take advantage of the sweeping views. In all, over six to seven hundred new apartments are developed, to be mainly occupied by one and two person households who presently live in the area. The Wheelers Hill Hotel also expands its hotel to include conference facilities. The current Sofia's restaurant is expanded to a larger entertainment venue taking advantage of the views, or is redeveloped into a multi storey mixed use building.

To increase its attractiveness, the Shopping Centre would be expanded to offer additional comparison shopping, cinemas and restaurants, including outdoor dining. The land adjacent to the south of the Shopping Centre including the existing motel is replaced by large corporate offices. The small offices and dual occupancies on the west side of Jells Road are also consolidated into larger sites for medium sized offices and medical consulting suites.

Accessibility to the centre is improved through increasing the capacity of Jells Road, and more frequent public transport.

The strengths of this scenario are:

- Improved public transport services.
- Greater housing choice to meet emerging demands.
- A significant gateway and node on the ridgeline.
- A greater range of shops and entertainment facilities.
- More employment opportunities in the local area.

The weaknesses of this scenario are:

- It is contrary to community and Council aspirations.

- It is contrary to current planning policies.
- The expanded centre is not likely to be commercially successful.
- Large corporate offices would have little integration with the centre.
- Increased traffic congestion, and reduced pedestrian accessibility and safety.
- A built form comprising large bulky buildings.

Scenario Two – Moderate Change

In this scenario, the Wheelers Hill NAC experiences some commercial and residential development. The existing Mobil petrol station, the swimming pool and fitness centre at the crest of the hill are developed for residential apartments comprising 4 to 6 storeys. The buildings are elegant, carefully articulated buildings that take advantage of the sweeping views. In all, approximately four to five hundred new apartments are developed, to be mainly occupied by one and two person households who presently live in the area. The Wheelers Hill Hotel also expands their hotel to include some limited conference and function rooms. The current Sofia's restaurant is refurbished but not expanded in size.

To increase its attractiveness, the Shopping Centre would be expanded to offer a further 20 specialty shops. The land adjacent to the south of the shopping centre, including the existing motel is redeveloped for medium sized corporate offices. Some of the small offices and dual occupancies on the west side of Jells Road are consolidated to accommodate additional medical and health specialists.

More frequent public transport services are provided, but no changes are made to the capacity of the roads.

The strengths of this scenario are

- Improved public transport services.
- Greater housing choice to meet emerging demands.
- A gateway is created on the ridgeline.
- A greater range of shops is available in the local area.
- Attractive residential apartment buildings.
- Some additional employment opportunities are available in the local area.
- It is somewhat consistent with current planning policies.

The weaknesses of this scenario are

- It is contrary to community and Council aspirations.
- The expanded centre is not likely to be commercially successful.

- Additional corporate offices would have little integration with the centre.
- Increased traffic congestion, and reduced pedestrian accessibility and safety.

Scenario Three – Respectful Change

In this scenario, the Wheelers Hill NAC experiences some limited commercial and residential development. The existing Mobil petrol station, and the swimming pool and fitness centre at the crest of the hill are developed for residential apartments comprising 3 to 4 storeys. The buildings are elegant and carefully articulated. They have generous setbacks to the main frontages, have little intrusion to their residential neighbours and enable extensive landscaping on the sites. In all, two hundred to three hundred new apartments are developed, to be mainly occupied by one and two person households who presently live in the area. The Wheelers Hill Hotel continues as at present and the Sofia's restaurant is redeveloped into a 2 storey building providing dining places on the ground floor and apartments above.

The Shopping Centre continues to function as a Neighbourhood Activity Centre as a key component in the hierarchy of Activity Centres serving the City of Monash. The Centre retains its key business magnets (ie supermarket and office complex) but is modestly upgraded and extended to maintain an appropriate mix of retail, commercial and community services which are best capable of meeting emerging community needs. Particular emphasis should be given to enhancing pedestrian amenity and safety, and encouraging extended hours of operation (through the development of restaurants and appropriate civic uses).

An adequate supply of off-street parking spaces would need to be maintained to ensure that the Centre maintains a high level of "drive in" convenience.

The land adjacent to the south of the shopping centre, including the existing motel, is redeveloped for medium sized residential apartment buildings, including a supported accommodation for aged people. Some of the small offices and dual occupancies on the west side of Jells Road are consolidated to accommodate additional medical and health specialists.

More frequent public transport services are provided. Jells Road opposite the centre is changed to reduce traffic speeds and to be safer for pedestrians. but it is still capable of carrying the a similar capacity to its present levels.

The strengths of this scenario are

- Improved public transport services.
- Greater housing choice to meet emerging demands.
- The shops available in the local area aim to meet local demand and customers.

- Attractive residential apartment buildings.
- Some additional commercial and health services.
- Attractive landscape themes consistent with surrounding areas.
- Shopping centre is likely to remain competitive and successful.
- Safer environment for pedestrians

The weaknesses of this scenario are

- Minor increases in traffic congestion.
- More intense built form.
- Loss of full line supermarket.

Scenario Four – Minimal Change

In this scenario, the Wheelers Hill NAC experiences very little commercial and residential development. The existing Mobil petrol station and the adjacent vacant land are subdivided for individual lots to accommodate one dwelling per lot, generating a further 25 dwellings. The swimming pool and fitness centre at the crest of the hill continue unchanged. The land between the Shopping Centre and the International Motel is developed for two storey terrace dwellings around a central court generating a further twenty five to thirty dwellings. In all, fifty or so new dwellings are developed, to be occupied by one and two person households and mature families. The Wheelers Hill Hotel and Sofia's restaurant continues as at present.

The Shopping Centre maintains its current form and structure. Although the supermarket and office complex will operate as strong community and business magnets, the range of speciality services declines and the Centre takes on a more overt service retail function.- with few if any comparison goods retailers. The Centre would be confined to the role of a convenience and service retail centre with few public amenities.

Traffic volumes and speeds on Jells Road change only slightly due to the impact of EastLink. Pedestrians continue to try to cross Jells Road opposite the shopping centre in unprotected locations and there are regular injuries and fatalities. There are no changes to the public transport services.

The strengths of this scenario are

- Some limited additional housing choice to meet emerging demands.
- The shops available in the local area aim to meet local demand and customers.
- Retention of the current landscaping.
- The built form remains largely unchanged

The weaknesses of this scenario are

- Increases in pedestrian / vehicle collisions.
- Shopping centre gradually declines in quality and range of shops.
- No improvements in public transport.
- Very limited expansion in housing choice to meet changing housing needs.

The Preferred Scenario

The third scenario is generally the most appropriate for the WHNAC. It ensures that the Shopping Centre is retained as the key activity focus of the local community through improvements to design. Attractive civic places can be created that encourage social interaction and the Centre features shops and commercial services that primarily serve the local community. Larger and more specialised comparison shops and larger commercial offices would be encouraged to locate in the Principal and Major Activity Centres in Monash.

The crest of the hill becomes a residential precinct that is integrated in use and appearance with its surrounds. The redevelopment opportunities in the area are used to provide a more diverse housing stock, particularly housing for older people.

Jells Road, south of Ferntree Gully Road can be managed to enhance pedestrian safety and accessibility to the centre. Public transport services should also be improved. There should also be improvements to the permeability of the centre through the continued enhancement of pedestrian links that are separate from local roads.

This scenario is also consistent with Council's limited planning and implementation powers. Council can modify and restrain market forces by managing the intensity of development and the built form outcomes. However, it cannot compel land owners to redevelop their sites, or to invest if the economic circumstances are inappropriate. This option best reflects the likely market opportunities for the Shopping Centre and some of the key sites. It ensures that the creative and positive outcomes that can be generated through new development is harnessed and shaped to respect the prevailing built form, and to broaden the range of services to meet the needs of the Wheelers Hill community.

10 THE VISION AND OBJECTIVES

Vision Statement

The vision for the Wheelers Hill Neighbourhood Activity Centre is

By 2030, the WHNAC will be an attractive, safe and highly accessible place where local residents can access shops and services to meet many of their daily and weekly needs. The centre shall include elegantly designed medium scale residential buildings to enable a greater choice of housing for the local community. The centre will provide a range of employment opportunities in enterprises that provide services to the local community.

Objectives

Land Use Objectives

The WHNAC will:

- Provide convenient access to daily and weekly shopping facilities, primarily serving the local catchment.
- Include leisure and social facilities serving both the local and wider catchments.
- Provide non - specialist health, fitness and medical services to the local community.
- Provide residential dwellings that increase residential diversity and choice for local residents.
- Provide employment opportunities in enterprises that primarily serve the local community.

Built Form Objectives

The WHNAC will be designed to:

- Respect the built form, prevailing scale and massing and reflect the articulation of adjoining residential areas.
- Minimise the bulk and massing of larger buildings through minimal use of blank walls visible outside the site, high levels of articulation in horizontal and vertical planes, and high levels of articulation of facades, colours and materials.
- Minimise the use of strong colours and highly reflective materials.
- Retain and enhance the Garden City landscape character through integrated mature vegetation, street furniture and landscape materials.
- Ensure minimal impacts on adjoining residences through appropriate design of building siting, heights and bulk and appropriate screening.
- Provide attractive and safe civic spaces to enhance community interaction, health and connectedness.

- Enhance the identity of the WHNAC through lighting and art work where appropriate..
- Positively contribute to environmental sustainability through appropriate building designs and technologies.

Buildings located on:

- The land abutting the south-west corner of the intersection of Jells Road and Ferntree Gully Road to be developed to a maximum height of 14 metres.
- The land abutting the northern corner of Ferntree Gully Road and Jells Road to be developed to a maximum height of 10.5 metres on the street frontages and up to 14 metres within the sites utilising the slopes of the land.
- Residentially zoned land south of the shopping centre and west of 820-830 Ferntree Gully Road to be developed to a maximum height of 10.5 metres.
- The commercially zoned land and the Wheelers Hill Shopping Centre to be developed to a maximum height of 14 metres.
- The west side of Jells Road to be developed to a maximum height of 7 metres.

Buildings in the WHNAC must meet the following minimum setbacks and heights on facades that are adjacent to existing residential boundaries:

- All development must be setback at least 3 metres.
- Between 3 metres and 12 metres, development must not exceed a maximum height of 7 metres above the natural surface level.
- Between 12 metres and 18 metres, new development must not exceed 10.5 metres above the natural surface level.

The setback areas must be landscaped to form a buffer between the buildings.

Accessibility Objectives

The WHNAC will:

- Be highly accessible by all travel modes.
- Encourage people in the neighbourhood to walk and cycle to the centre.
- Be conveniently linked by public transport to Principal and Major Activity Centres in the region.
- Be connected to the regional shared footway-bicycle route that traverses Jells Park and Dandenong Creek.

Community Life Objectives

The WHNAC will:

- Provide a range of non specialist medical, health and fitness services to service the local community.
- Include informal civic spaces to enable people to interact with their local community.
- Feature well designed public spaces that enhance community safety through informal surveillance, lighting and appropriate landscaping.
- Encourage the existing facilities to become a preferred location and resource for community learning and interaction.

Approach to the management of changes to the Built Form

The built form controls address long views towards the centre, plus the three different boundary conditions present within the Activity Centre area:

1. Residential interfaces - interfaces between activity centre sites and surrounding low-rise residential areas.
2. Main road frontages - boundaries between sites within the activity centre and Ferntree Gully Road or Jells Road.
3. Local road frontages - boundaries between sites within the activity centre and other roads - namely The Deviation and Grandview Road.

The principles underlying the management of new development on these sensitive interfaces are outlined below.

Overall Height

The built form controls for overall height aim to ensure that buildings remain subservient to the predominant landscape character of the City of Monash, while allowing a development density appropriate to a neighbourhood activity centre. This is particularly important given the visual prominence of the study area. This is achieved by ensuring the most development is 10.5 metres or less above the finished surface level. Development on 161-169 Jells Road may be up to 14 metres towards the Ferntree Gully Road frontage provided that the additional height creates a more interesting built form through articulated roof form and facades and architectural excellence that enhances the intersection of the two main roads as a visual focal point. Building heights on the site will need to step down to 7 metres height on the southern boundary to minimise adverse amenity impacts to residences abutting to the south.

Additional development at the shopping centre (190 Jells Road) may also be appropriate provided that this additional height is generally located in the centre of the site, does not generate off site detrimental impacts and the edges of the development are consistent in height and setback with the buildings on adjacent land. .

Residential Interface

The built form controls for residential interfaces aim to achieve a transition between the building scale and massing of the activity centre and that of the surrounding residential areas. The approach taken is to establish a 18 metre wide 'band' around the edge of the activity centre in which new development must be 'in character' with the character of the adjoining residential area. In order to achieve this, Standards in Clause 55 of the Monash Planning Scheme are to be applied to this interface.

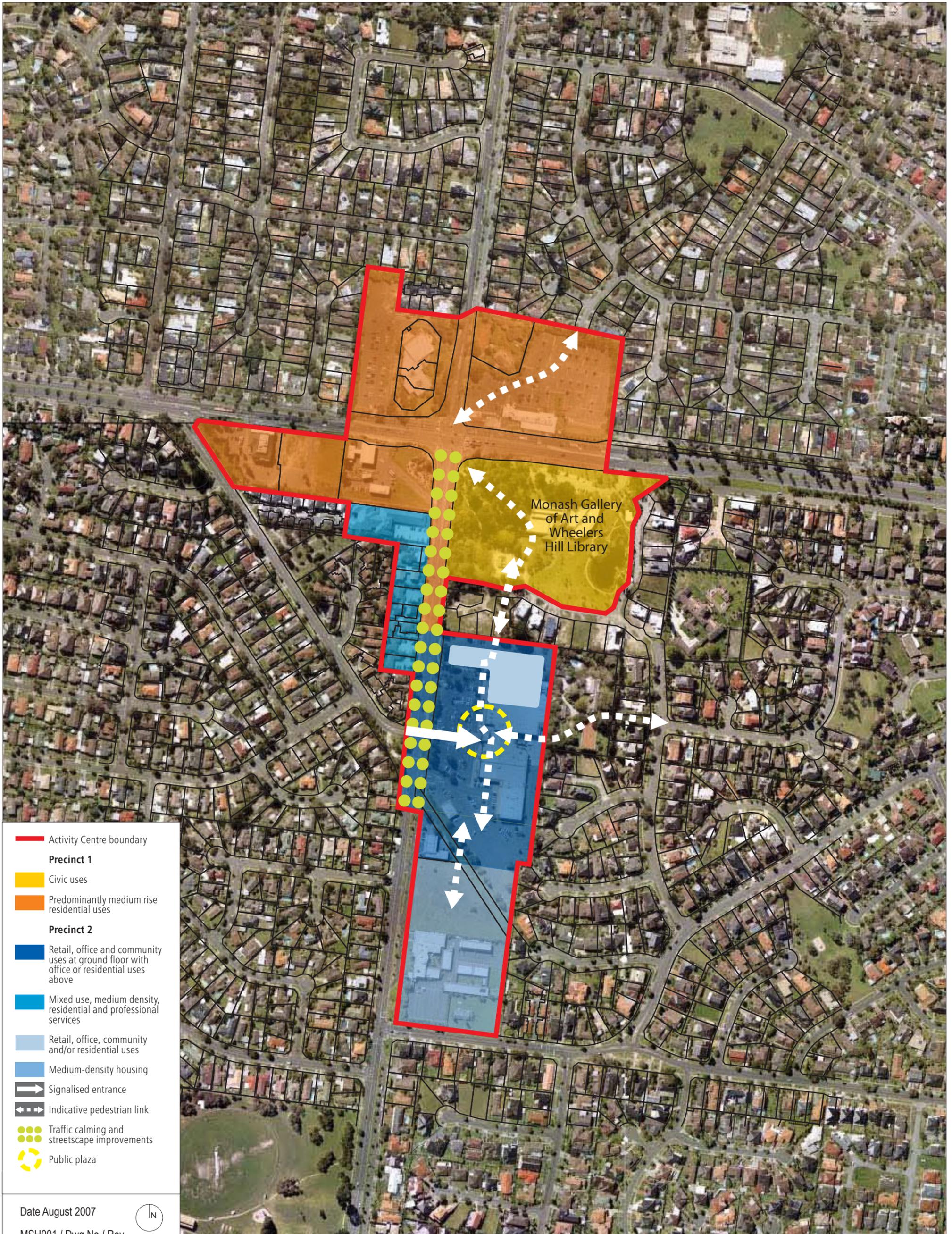
Main Road Frontages

The built form controls for the main road frontages aim to achieve a continuation of the 'boulevard' character established throughout the City of Monash, along with a low-rise appearance appropriate to the broader character of the area and the role of wheelers Hill in the overall activity centre hierarchy. This is achieved by a 10 metre landscaped front setback and a building envelope which ensures that any development over 10.5 metres achieves design excellence including extensive articulation and subtle variances in materials and colours.

Local Road Frontages

The built form controls for local road frontages aim to ensure that new development is in character with existing development in the street, while allowing a development density appropriate to a neighbourhood activity centre. This is achieved by limiting development to a 7 metre height at the street frontage, with any additional height set back behind the frontage.

WHEELERS HILL NAC STRUCTURE PLAN



II PRECINCTS AND STRATEGIC SITES.

The preceding analysis of the existing land uses and built form of the WHNAC indicates that it is two distinct centres, surrounded by an interface area used for residential purpose. It is unlikely that the Monash Gallery of Art or the branch library will be further expanded, nor additional community facilities located on this site. The development of the residual land around the Art Gallery for low density residences enhances the perception that the sites abutting the main road intersection are separate from the shopping centre and its adjoining sites. Presently these areas also have different uses.

The WHNAC is separated into two distinct precincts to ensure that this plan provides the certainty sought by Council, local residents and investors.

The two precincts are:

Precinct 1 – The Ridge Precinct

Precinct 2 – The Shopping Centre Precinct

The Plan also recommends strategies and actions for the area generally within 400 metres of the centre that is the sphere of influence of the centre.

The following sections of this Plan provide a detailed review of the current and preferred roles of each precinct. Strategies and actions are set out for each precinct under the four categories of:

- Land Use
- Built Form
- Accessibility
- Community Life

11.1 Precinct I – The Ridge

Location

This precinct includes the land generally adjacent to the intersection of Jells Road and Ferntree Gully Road, and land on the west side of Jells Road between Ferntree Gully Road and The Deviation.

Description of Precinct today

The area mainly provides health, fitness, culture and entertainment facilities and services for people from the local area, and the wider region. It also includes a petrol filling station. The precinct is located at the crest of the ridgeline and enjoys prominent views in all directions. The precinct also includes substantial mature trees that may need to be removed as they are reaching the end of their lives.

Preferred future for the Precinct

This precinct should become the preferred location to provide a more diverse range of dwellings mainly in elegant and articulated medium rise residential buildings that increase housing choice in the Wheelers Hill area. Development can comprise single and mixed use buildings, up to three storeys subject to the satisfactory resolution of amenity and compatibility issues.

Precinct Objective(s)

- To facilitate residential dwellings for aged persons in medium rise, well designed buildings.
- To provide a limited range of entertainment and health facilities that primarily serves the local community.
- To ensure that development is both respectful of the character and built form of Wheelers Hill and enhances the intersection as a focal point in the NAC.
- To ensure that development within the precinct retains the amenity of adjoining residences.
- To ensure that long distance views of the precinct are not dominated by the built form.
- To ensure safe and convenient access to the activities in the precinct.
- To provide appropriate levels of car parking for uses within the precinct.
- Ensure that the precinct is connected to the regional walking and cycling network.
- To preserve the distinctive character created by the tall canopy trees, particularly on the Art Centre and library site.

PRECINCT 1



- Civic uses
- Predominantly medium rise residential uses
- Predominantly medium density housing
- Indicative pedestrian link
- Traffic calming and streetscape improvements
- Residential interface refer to Section A
- Main road interface refer to Section B
- Local road interface refer to Section C

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- Strategies and Actions

Land Use

Strategies	Actions
<ul style="list-style-type: none"> ▪ Encourage the development of residential apartments and aged accommodation to increase residential choice in Wheelers Hill. ▪ Provide a limited range of entertainment, health activities and related facilities to meet local community needs. 	<ul style="list-style-type: none"> ▪ Encourage the owners of 161-169 Jells Road (petrol station site) and the 869 Ferntree Gully Road (fitness centre) to redevelop for medium rise residential dwellings. ▪ Encourage the owners of 830 Ferntree Gully Road (Sofia's restaurant) to consider a mixed use development comprising restaurants and residences above. ▪ Continue to apply the Residential 1 Zone to the 161-169 Jells Road, 869 Ferntree Gully Road and 830 Ferntree Gully Road. ▪ Retain in PPRZ and PUZ6 respectively the Monash Gallery of Art and Public Open Space. ▪ Amend the Municipal Strategic Statement to include the vision, objectives and structure plan into the Monash Planning Scheme. ▪ Include this Structure Plan into the Monash Planning Scheme as a Reference Document. ▪ Apply a Design and Development Overlay to all sites within the precinct. ▪ Ensure that adjoining residents are extensively consulted as part of the consideration of new development in the precinct. ▪ Encourage the consolidation of the lots on the west side of Jells Road, between the aged accommodation premises and The Deviation to approximately halve the number of existing lots.

Urban Form / Streetscape

Strategies	Actions
<ul style="list-style-type: none"> ▪ To ensure that building heights reflect the Garden City scale and typology of Wheelers Hill. ▪ To ensure that buildings are designed to have a consistent height that reflects the slopes and terrain of the particular site. ▪ To ensure that maximum building heights are located in the central part of any site. ▪ To maintain the landscaped and spacious frontages to the two main roads. ▪ To ensure that buildings close to site boundaries are lower than the buildings in the centre of the site. ▪ To ensure that buildings have appropriate setbacks to adjoining residential uses. ▪ To minimise any adverse impacts of development on adjoining residential lots. ▪ Retain and enhance the heritage features of the WHNAC. ▪ Preserve the tall tree canopy through the precinct. 	<ul style="list-style-type: none"> ▪ Investigate the creation of gateway features that identify the northern entry to the Activity Centre. ▪ Ensure that the built form is within the approved building envelopes for each site. <p><u>Preferred building heights</u></p> <ul style="list-style-type: none"> ▪ Ensure that buildings on 871-881 Ferntree Gully Road (Wheelers Hill Hotel) generally do not exceed a height of 14 metres above the existing surface level site at any part of the site, 10.5 metres on the frontages to Jells Road and Ferntree Gully Road and 7 metres adjacent to the northern boundary. ▪ Ensure that buildings on 855-869 Ferntree Gully Road (Wheelers Hill Health and Fitness) generally do not exceed a height of 14 metres at any point on the site, 10.5 metres on the Jells Road frontage and 7 metres on its western and southern boundaries. ▪ Ensure that buildings on 820-830 Ferntree Gully Road (Sofia's restaurant) do not exceed a height of 10.5 metres at any point and 7 metres to the southern boundary. ▪ Ensure that any buildings on 161-169 Jells Road (Mobil petrol station) do not exceed 14 metres on the main road frontages or 14 metres on any other point on the site above natural ground level (excluding fill), and transitions to 7 metres to the southern boundary. ▪ Ensure that buildings on 179-191 Jells Road (west side of Jells Road, south of

Strategies	Actions
	<p>Aged Accommodation) generally do not exceed a height of 7 metres at any point on the site.</p> <p><u>Building Setbacks to lot boundaries.</u></p> <ul style="list-style-type: none"> ▪ Ensure that buildings have a minimum setback of 10 metres from Jells Road and Ferntree Gully Road and 7.5 metres from The Deviation. ▪ Ensure that new buildings fronting the west side of Jells Road being 161-169 Jells Road and 869 Ferntree Gully Road have a minimum setback from their Jells Road title frontage of 10 metres. ▪ Ensure that buildings sited opposite existing residences on adjoining lots increase the setback as the building increases in height. ▪ Ensure that a 3 metres landscape buffer, including mature vegetation is provided on boundaries that adjoin residences. ▪ Ensure that any redevelopment does not cause detriment to the adjoining dwellings. ▪ Ensure that the elevations of buildings reflect the prevailing scale and form of adjacent residential development. ▪ Ensure that proposed designs minimise overlooking, overshadowing and provide appropriate screening. ▪ Prepare guidelines to inform the design of new buildings. ▪ Ensure that new buildings feature articulation of facades, rooflines, and variable colours and materials. ▪ In consultation with the Roads Corporation investigate improvements to

Strategies	Actions
	<p>service roads and footpaths to improve amenity and safety for pedestrians and cyclists.</p> <ul style="list-style-type: none"> ▪ Reinstate and improve the provision of footpath areas and trees where these have been lost to road widening or are needed to reinforce the preferred future landscape of the area. <p><u>Design Guidelines</u></p> <ul style="list-style-type: none"> ▪ Ensure that the location, length and height of walls adjacent to the boundary to existing residences reflect the articulation and massing of the existing residences. ▪ Ensure that new development is sensitive to the building scale and massing of the adjoining residential area. ▪ Ensure that new development maintains the 'boulevard' character of Ferntree Gully Road and Jells Road. ▪ Ensure that new buildings are framed and softened by vegetation when viewed from any point in the public realm. ▪ Prepare a landscape Masterplan for the Art Gallery / library site that includes the progressive and orderly renewal of plantings to preserve the canopied landscape character. ▪ Prepare guidelines for the treatment of pavements and setback areas on key development sites with frontages to Jells Road and Ferntree Gully Road. <p><u>Other matters</u></p> <p>Ensure that new buildings achieve a 6 star energy rating.</p>

Accessibility

Strategies	Actions
<ul style="list-style-type: none"> ▪ Manage the traffic along public roads in a manner that recognises the recreational nature of the precinct. ▪ Encourage and ensure accessibility to and within the precinct by bicycle and foot. ▪ Ensure that appropriate levels of car parking are provided for uses within the precinct. 	<ul style="list-style-type: none"> ▪ Minimise and co ordinate access points to properties from Jells Road and Ferntree Gully Road. ▪ Investigate limiting right hand turns from or into Jells road and Ferntree Gully Road from private properties. ▪ Advocate for improved bus services connecting to the Principal and Major activity centres. ▪ Upgrade the footpath between the library and the shopping centre, including resting points for people with limited mobility. ▪ Advocate for the creation of pedestrian access between Ferntree Gully Road and Stockade Drive as part of the discussion of any new development of the 871-881 Ferntree Gully Road (Wheelers Hill Hotel) land. ▪ Ensure the construction of all weather pedestrian access between the shopping centre and the Monash Gallery of Art and library. ▪ Facilitate access to the regional shared footway and cycling path in Jells Park and Dandenong Creek. ▪ Encourage people to use the regional shared trail through appropriate signage in and around the WHNAC. ▪ Provide convenient bicycle parking and storage facilities. ▪ Provide safe, sheltered and convenient bus and taxi stops.

Community Life

Strategies	Actions
<ul style="list-style-type: none">▪ Enhance the entertainment and community roles of the precinct.	<ul style="list-style-type: none">▪ Encourage the current businesses to proactively market their services to the Wheelers Hill community.▪ Encourage and facilitate links between local schools and the businesses.▪ Investigate with the local community opportunities for the library to enhance its role as a focal point for the community.

11.2 Precinct 2 The Shopping Centre Precinct

Location

This precinct includes the land fronting the east side of Jells Road (Nos 190 – 242 Jells Road) between the rear of dwellings adjacent to the Art Gallery and Grandview Road. It also includes land on the west side of Jells Road between the Aged Accommodation establishment and The Deviation.

Description of Precinct today

The area is mainly used for a neighbourhood shopping centre that comprises a Safeway supermarket, associated specialty shops, and some commercial offices. The Precinct also contains a motel, some vacant land and a mixed use area comprising dual occupancies and health services.

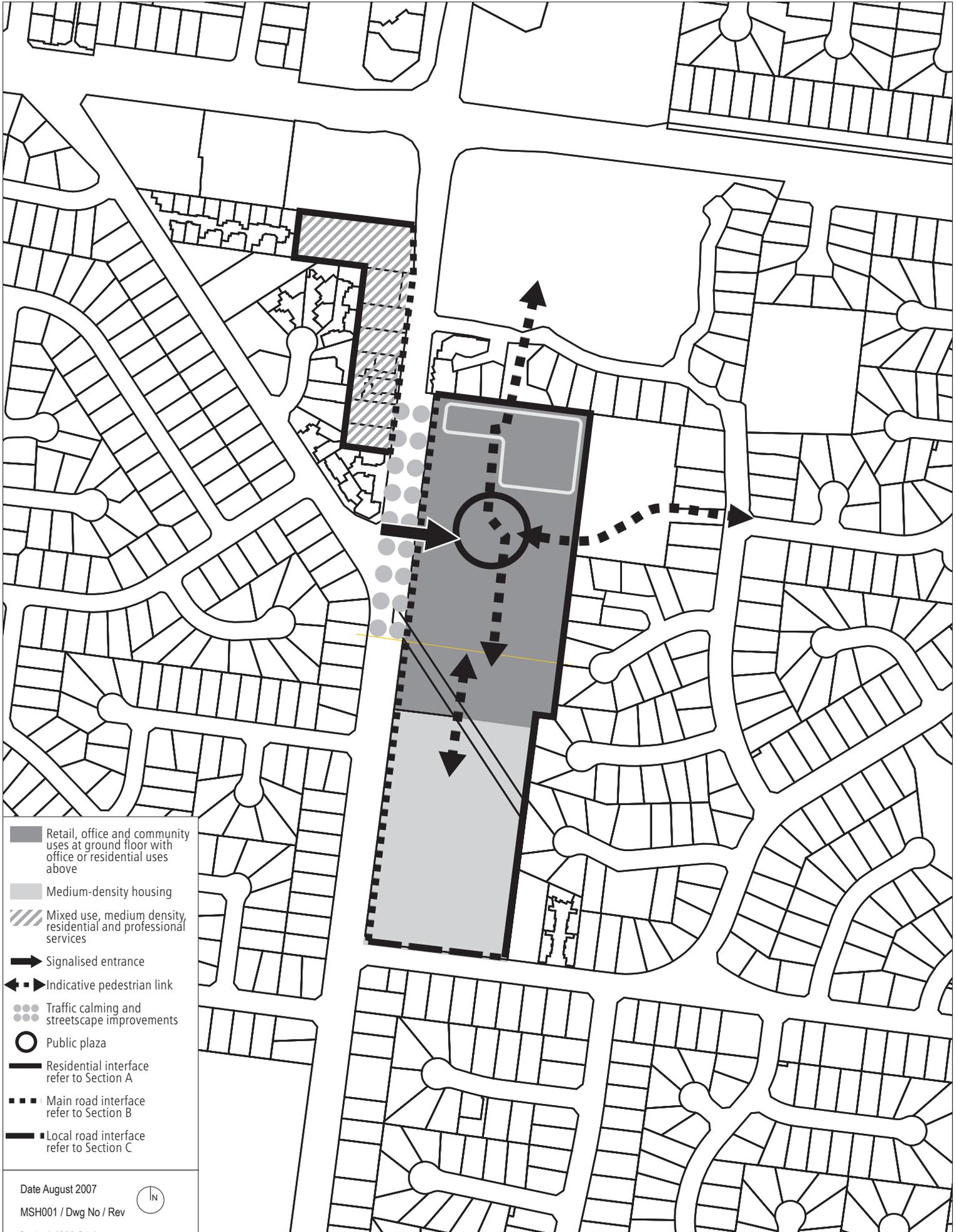
Preferred future for the Precinct

This precinct should consolidate its role as the focus for a neighbourhood activity centre that provides shopping, dining, professional services and public transport services to the local community. The centre should provide civic places for informal social interaction. New development could comprise medium rise (up to four storeys) residential apartments, or uses that are compatible with the adjoining residential area. Consideration should be given to development of the Centre that comprises smaller retail and commercial tenancies, capable of providing a more diverse mix of uses consistent with the established (and continuing) role of the Centre as a neighbourhood facility.

Precinct Objective(s)

- To provide for the daily and weekly convenience shopping needs of the local community.
- To provide a limited range of professional services and employment opportunities related to the needs of the local community.
- To enhance housing choice to meet community housing needs.
- To ensure that built form of the commercial centre enhances local community networks.
- To provide appropriate levels of car parking for uses within the precinct.

PRECINCT 2



- Retail, office and community uses at ground floor with office or residential uses above
- Medium-density housing
- Mixed use, medium density, residential and professional services
- Signalled entrance
- Indicative pedestrian link
- Traffic calming and streetscape improvements
- Public plaza
- Residential interface refer to Section A
- Main road interface refer to Section B
- Local road interface refer to Section C

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Strategies and Actions

Land Use

Strategies	Actions
<ul style="list-style-type: none"> ▪ Provide a range of convenience shopping and services that are used regularly by the local community. 	<ul style="list-style-type: none"> ▪ Encourage the improvement of the Shopping Centre by subtle upgrading of existing building forms and infrastructure featuring civic places, smaller shops and professional services. ▪ Encourage the ground floor of the shopping centre to be used for shops. ▪ Encourage the development of 242 Jells Road (International Hotel) and land south of shopping centre for residential dwellings, aged accommodation, motel, or restaurant. ▪ Encourage the development of restaurants and cafes, including outdoor dining. ▪ Encourage the development of mixed use buildings to contribute vitality to the centre. ▪ Encourage the redevelopment of the west side of Jells Road for small commercial offices and consulting suites. ▪ Discourage the development of large scale corporate offices and comparison retailing that serve regional markets. ▪ Encourage the traders to implement an integrated marketing program focusing on their linkages and support for the local community. ▪ Amend the Municipal Strategic Statement to include the vision, objectives and structure plan into the Monash Planning Scheme. ▪ Include this Structure Plan into the Monash Planning Scheme as a Reference Document. ▪ Apply a Design and Development Overlay to all sites within the precinct.

Strategies	Actions
	<ul style="list-style-type: none"> ▪ Retain the current Business 1 Zone over the shopping centre and the Residential 1 Zone on land south of the shopping centre. ▪ Include the land on the west side of Jells Road in Residential 1 Zone.

Urban Form / Streetscape

Strategies	Actions
<ul style="list-style-type: none"> ▪ To ensure that building heights reflect the Garden City scale and typology of Wheelers Hill. ▪ To maintain the landscaped and spacious character. ▪ To ensure that buildings have appropriate setbacks for their height and massing. ▪ To minimise any adverse impacts of development on adjoining residential lots. 	<ul style="list-style-type: none"> ▪ Upgrade and potentially extend the entry feature to the existing Shopping Centre building. Maintain opportunities for redevelopment of the northern car park: firstly to re-grade the existing car park to efficiently utilize air rights and secondly to more effectively activate the Jells Road frontage. ▪ Erect signage and other identity motifs along Jells Road that identifies the precinct as a Neighbourhood Activity Centre. ▪ Ensure that buildings on the 190 Jells Road (Wheelers Hill Shopping Centre) generally does not exceed a height of 14 metres at any point on the site and lower heights closer to site boundaries. ▪ Ensure that any development on 242 Jells Road (Wheelers Hill International Motel) site does not exceed a height of 10.5 metres at any point on the site and lower heights adjacent to southern and eastern site boundaries. ▪ Ensure that development on 212-216 Jells Road (petrol station) does not exceed 14 metres, and that development has lower heights within 18 metres of the boundaries of the land.

Strategies	Actions
	<p><u>Building Setbacks to lot boundaries.</u></p> <ul style="list-style-type: none"> ▪ Ensure that buildings have a minimum setback of 10 metres from Jells Road. ▪ Ensure that buildings fronting the west side of Jells Road, south of the aged care accommodation are setback a minimum of 7.5 metres. ▪ Ensure that buildings have a minimum setback from Grandview Road of 7.5 metres for buildings with a height of 7 metres and 13.5 metres for buildings with a height of 10.5 metres. ▪ Ensure that east elevations of buildings reflect the prevailing scale and form of adjacent residential development. ▪ Ensure that the eastern boundary includes a 3 metres landscape buffer, including mature vegetation for residential uses and a 6 metre setback for non residential uses ▪ Ensure that any redevelopment of the Shopping Centre site does not cause detriment to the adjoining dwellings. ▪ Ensure that new development is designed to respect the built form, prevailing scale and massing and reflects the articulation and massing of the existing residences. ▪ Ensure that the location, length and height of walls adjacent to the boundary to existing residences reflect the articulation and massing of the existing residences. ▪ Ensure that new development maintains the 'boulevard' character of Jells Road. ▪ Ensure that new buildings are framed and softened by vegetation when viewed from

Strategies	Actions
	<p>any point in the public realm.</p> <ul style="list-style-type: none"> ▪ Ensure that proposed designs minimise overlooking, overshadowing and provide appropriate screening. ▪ Ensure that new buildings feature articulation of facades, rooflines, and variable colours and materials. ▪ Discourage highly reflective building materials. ▪ Ensure that new buildings achieve a 6 star energy rating. ▪ Ensure that landscaping materials around the shopping centre are consistent with the Wheelers Hill neighbourhood. ▪ Prepare guidelines for the treatment of pavements and setback areas on key development sites with frontages to Jells Road and Ferntree Gully Road. ▪ Reinstate and improve the provision of footpath areas and trees where these have been lost to road widening or are needed to reinforce the preferred future landscape of the area.

Accessibility

Strategies	Actions
<ul style="list-style-type: none"> ▪ Continue to manage the traffic along this part of Jells Road in a manner that recognises that it is part of a Neighbourhood Activity Centre. ▪ Encourage and ensure accessibility to and within the precinct by bicycle and foot. ▪ Ensure that appropriate levels of car parking are provided for uses within the precinct. 	<ul style="list-style-type: none"> ▪ Investigate the provision of signalized crossing or pedestrian refuge on Jells Road directly opposite the main entry for customers to the shopping centre building. ▪ Investigate reducing the speed limit on Jells Road to 50 kph between Ferntree Gully Road and Grandview Road. ▪ Investigate installing a central median barrier including a pedestrian refuge to

Strategies	Actions
<ul style="list-style-type: none"> ▪ Enhance the opportunities for walking, running, cycling and other passive recreation activities. 	<ul style="list-style-type: none"> restrict right hand turns from Jells Road to abutting properties. ▪ Provide convenient bicycle parking and storage facilities. ▪ Provide safe, sheltered and convenient bus and taxi stops.

Community Life

Strategies	Actions
<ul style="list-style-type: none"> ▪ Enhance the opportunities for informal social interaction and casual surveillance. 	<ul style="list-style-type: none"> ▪ Encourage the display in the shopping centre of arts, crafts and performances by members of the local community, particularly schools. ▪ Display information on local community events. ▪ Enable local community groups to provide information about their activities.

11.3 The Sphere of Influence around the Centre

Location

This area includes the land generally within 400 metres of the shopping centre.

Description of Precinct today

The area is mainly used for residences, comprising a large and prestigious detached dwelling on each lot. There are a few developments comprising more than one dwelling on a lot. All of the dwellings in this precinct are one or two storeys, and most have been developed within the past 30 years. The precinct includes several local parks and some medical clinics. There are few opportunities for new residential developments due to the lack of vacant land and the relative newness of the existing housing.

Preferred future for the Precinct

This precinct should continue to provide housing for families in large detached dwellings.

Precinct Objective(s)

- To ensure that a range of housing is available to meet the diverse needs of the community.
- To retain and enhance the treed, garden character of the residential areas.
- To enhance and protect the liveability and amenity of residential areas within Wheelers Hill from inappropriate development and land uses.
- To ensure that new development respects and integrates with the scale, siting and character of the prevailing built form.
- To facilitate opportunities for community interaction and social networks.
- To a safe and convenient neighbourhood.

Strategies and Actions

Land Use

Strategies	Actions
<ul style="list-style-type: none"> ▪ Encourage greater housing choice through facilitating appropriate infill residential developments. 	<ul style="list-style-type: none"> ▪ Encourage the development of vacant lots for medium density housing, subject to the developments meeting built form performance objectives. ▪ Facilitate and support the development of aged accommodation close to the shopping centre, particularly on 21 Coniston Drive if the opportunity arises. ▪ Support non residential uses if they demonstrate that they provide services to the local community, are located on main roads, and do not detrimentally affect the amenity of residences.

Urban Form / Streetscape

Strategies	Actions
<ul style="list-style-type: none"> ▪ Ensure that new residential development is consistent with the Garden City typology for Wheelers Hill. 	<ul style="list-style-type: none"> ▪ Encourage residential development to not exceed a height of 8 metres. ▪ Ensure that new buildings achieve a 6 star energy rating. ▪ Ensure that new developments comply with the Garden City Typology E. ▪ Continue to implement a street planting program that reinforces the consistent and recognizable landscape character.

Accessibility

Strategies	Actions
<ul style="list-style-type: none"> ▪ Manage the traffic along local roads in a manner that recognises the residential nature of the precinct. ▪ Encourage and ensure accessibility to and within the precinct by bicycle and foot. ▪ Ensure that appropriate levels of car parking are provided for uses within the precinct. 	<ul style="list-style-type: none"> ▪ Complete periodic audits of local footpaths to minimise risk of falls. ▪ Publicise the community buses that can be made available to groups. ▪ Advocate for additional bus services to be provided in the area.

Community Life

Strategies	Actions
<ul style="list-style-type: none"> ▪ Ensure that residents have convenient access to information about community activities and groups. 	<ul style="list-style-type: none"> ▪ Ensure that all households receive a community information directory. ▪ Monitor social isolation through feedback from Delivered meals programs. ▪ Monitor indicators of social stress such as reported crime, graffiti, and incidence of needles in parks. ▪ Encourage walking and cycling to enhance personal health and social interaction. ▪ Investigate the feasibility of “adopt a park” program to encourage local community involvement in their local parks.

APPENDIX I

FEATURES OF MAJOR AND NEIGHBOURHOOD ACTIVITY CENTRES.

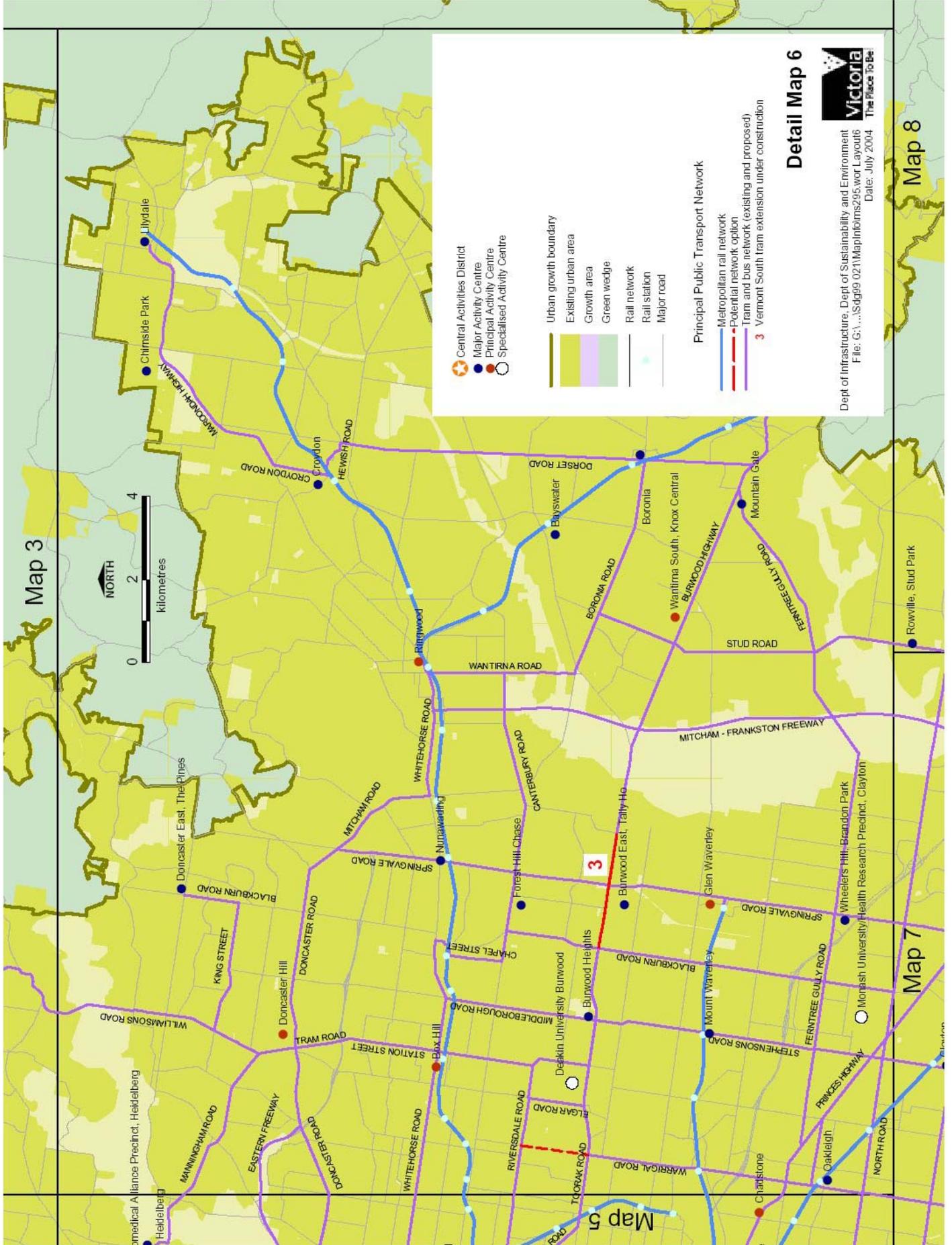
Element	Major Activity Centre	Neighbourhood Activity Centre	Neighbourhood centre Strategic development objectives
Land Use	Mix of uses that generate high numbers of trips. Similar land uses to principal but serve a smaller area. Supplements the network of principal activity centres. Provides Capacity to accommodate additional investment in retail, office and residential markets.	Limited to uses that meet local convenience needs. Generally less than 10,000 square metres of retail floor space.	New neighbourhood centres should be encouraged in middle and outer suburbs, where there is an inadequate distribution. Encourage higher density housing taking account the character and context of the area, and the need for housing choice and variety. Range of housing and lot sizes. Integration of housing, workplaces shopping and recreation.
Catchment	Regional covering several suburbs.	Local	
Accessibility		Local population enjoy easy access by walking and cycling. Build over car parks. Encourage walkability by having footpaths. Provide safe parking for bicycles. Include traffic islands and pedestrian refuges to increase pedestrian safety.	Encourage walking and cycling. Reduced dependence on the motor car.
Element	Major Activity	Neighbourhood Activity	Neighbourhood centre

	Centre	Centre	Strategic development objectives
Public transport	Well served by the PPPTN.	Accessibility by a local bus service. Accessibility to one or more principal or major activity centres. Locate services places close to public transport.	Encourage use of public transport. Planning should include the future provision of local public transport services.
Community focus		Important community focal point, close to schools, libraries, child care, health services, police station, and other facilities that benefit from good public transport.	
Civic spaces		Attractive pedestrian lanes with active frontages. Setbacks reflect the locality of the centre. Encourage a strong focus and sense of identity. Include urban art into public spaces. Use street to join activities rather than boundaries. Ensure that civic spaces are under casual surveillance. Ensure that streets and spaces are well lit. Maximise solar access and provide shade in summer.	Safe places that encourage lively community focus. A strong sense of place emphasizing cultural heritage, attractive built form and landscape character.

Element	Major Activity Centre	Neighbourhood Activity Centre	Neighbourhood centre Strategic development objectives
Scale and built form		Protect native habitats and flora fauna Locate additional building height away from existing houses. Retain heritage places and features. Fill in gaps between building to minimize walking distances and create compact form. Bring development to street frontages.	
Capacity for change and growth	High capacity to accommodate additional retail, commercial and residential development.	New development may be limited by character of locality.	

Source: Melbourne 203 Implementation Plan 4 – Activity Centres. (October 2002).

APPENDIX 2



Map 3



- Central Activities District
- Major Activity Centre
- Principal Activity Centre
- Specialised Activity Centre

- Urban growth boundary
- Existing urban area
- Growth area
- Green wedge
- Rail network
- Rail station
- Major road

Principal Public Transport Network

- Metropolitan rail network
- Potential network option
- Tram and bus network (existing and proposed)
- 3 Vermont South tram extension under construction

Detail Map 6



Dept of Infrastructure, Dept of Sustainability and Environment
 File: G:\...S0999 021\MapInfo\m295.wor Layout6
 Date: July 2004

Map 8

Map 7

Map 5

APPENDIX 3
