

TOWN PLANNING REPORT

The Glen Shopping Centre 227 – 235 Springvale Road, Glen Waverley

Prepared for Federation Centres
Date of Report 21 January 2015

Prepared by **Contour Consultants Australia Pty Ltd**



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1 Introduction

This report has been prepared to accompany a planning permit application to the City of Monash regarding the redevelopment of the land at 227 – 235 Springvale Road, Glen Waverley known as 'The Glen' shopping centre.

The proposal includes the partial demolition the existing buildings and construction of a multi-storey mixed use development and associated car parking on the land.

The report provides:

- A description of the subject site and surrounding area;
- An analysis of the applicable planning controls and policies within Monash Planning Scheme;
- A summary of the development proposal, as detailed in the application plans prepared by NH Architecture dated January 2015; and
- An assessment of the proposal having regard to the applicable planning controls and policies.

The project team comprises:

NH Architecture
Project Architects

Contour Consultants Australia Pty Ltd
Town Planners

Traffix Group
Traffic Engineers



2 Introduction

2.1 Subject Land

The subject site is known as 227 – 235 Springvale Road and it comprises two parcels of land described as Lot 1 of Plan of Subdivision 345105 and Plan CP100591. We note that Lot 1 comprises a number of strata titled lots and common property associated with the existing shopping centre.

The site is irregular in shape and has a total area of approximately 7.9 hectares in size. There is a fall across the site generally from south to the north.

The site is located on the south-west corner of High Street Road and Springvale Road with frontages to these roads of 210 metres and 450 metres respectively. The subject land also has a frontage of approximately 140 metres to O'Sullivan Road to the south and 470 m to Snedden Drive to the west. Vehicle access to the site is currently available from all street frontages.

The subject land is currently occupied by The Glen Shopping Centre comprising multi-level mixed use development inclusive of retail premises, restricted retail premises, food and drink premises, car parking and loading and unloading facilities. A summary of the mix of land uses is produced below:

Land Use	Quantum
Supermarket	7,618m ²
Retail	46.413m ²
Office	4,899m ²
TOTAL	58,930m ²

In built form terms, the existing building on the land presents as a five storey development to High Street Road (near the intersection of Springvale Road) due to the fall of the land and as a single storey shopping centre to O'Sullivan Road.

Vehicle access and associated car parking for visitors, staff and deliveries is prevalent to all street frontages.

There are some existing trees located on the land, generally near the site boundaries none of which are noteworthy or significant.



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2.2 Surrounds

The subject land is located within the Glen Waverley Activity Centre (GWAC) and is the largest landholding in single ownership within the activity centre.

The activity centre is characterised by a mix of land use and built form outcomes including the Century City Walk entertainment centre (eight storeys), Monash City Council's municipal building (three to four storeys), the proposal at 52 – 54 O'Sullivan Road (Notice of Decision granted for fifteen storey development), the Icon development (at 10 storeys) and lower scale commercial and residential development.

The subject site's interfaces are described below:

North: High Street Road is a major road comprising a multi-lane carriageway (including dedicated turning lanes) separated by a landscaped median. On the opposite side of High Street Road is a public open space area on the corner of Springvale Road with residential properties accessed via a service road located to the north.

East: Springvale Road is also a major road comprising a multi lane carriageway separated by a concrete median. On the opposite side of Springvale Road on the corner of High Street Road is a McDonald's outlet. Adjacent to McDonald's is a series of health facilities including medical centres, eye clinic and dentist. East of these properties are residential properties.

South: O'Sullivan Road which is partly one-way (when accessed from Springvale Road) before becoming dual access provides access to car parking on the subject land. On the south side of O'Sullivan Road, land is generally occupied by 1 – 2 storey commercial development, noting that the Council has recently resolved to issue a Notice of Decision to grant a planning permit for a fifteen storey development at 52 – 54 O'Sullivan Road generally opposite the subject land.

West: Snedden Drive is a dual carriageway (plus turning lanes) separated by concrete median accessed from High Street Road to the north and providing access to the subject land and the balance of the activity centre to the south and west. On the west side of Snedden Drive are residential properties with development ranging from 1 – 3 storeys near High Street Road. Glen Waverley Secondary College is also located on the west side of Snedden Drive on the corner of O'Sullivan Road.

In terms of accessibility, the site is well serviced by a range of sustainable transport options, including:

- **Glen Waverley Train Line** located within 200 metres south-west of the site and providing direct access to Melbourne's Central Business District.
- **Bus Routes 623, 734, 736, 737, 742, 753, 754, 850, 885 and 902** which operate from around the train station providing access to a range of other activity centres, residential areas, and Melbourne University.

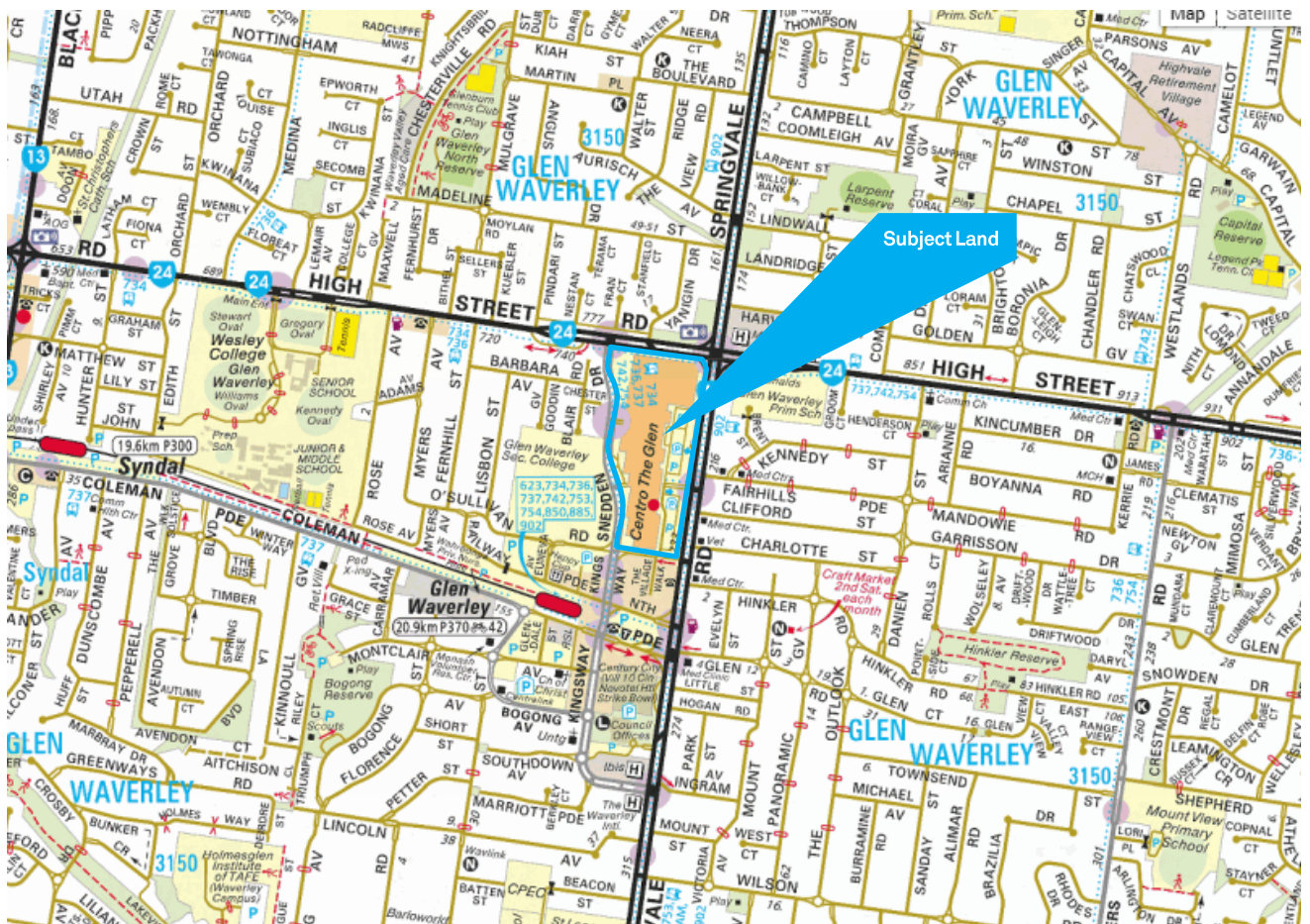
2 Introduction

→ Nightrider Bus Route 968 which operates along Springvale Road, High Street Road and within the activity centre providing a service from the City to Knox, Bayswater and Belgrave via Toorak Road and the Burwood Highway.

More information regarding the pattern of the surrounding land use and development is included in Figures 2.1 – 2.4 and within the NH Architecture package submitted with the application.

Figure 2.1
LOCALITY PLAN

Source: Melway.



2 Introduction

Figure 2.2
CADASTRAL PLAN

Source: Planning Maps Online.

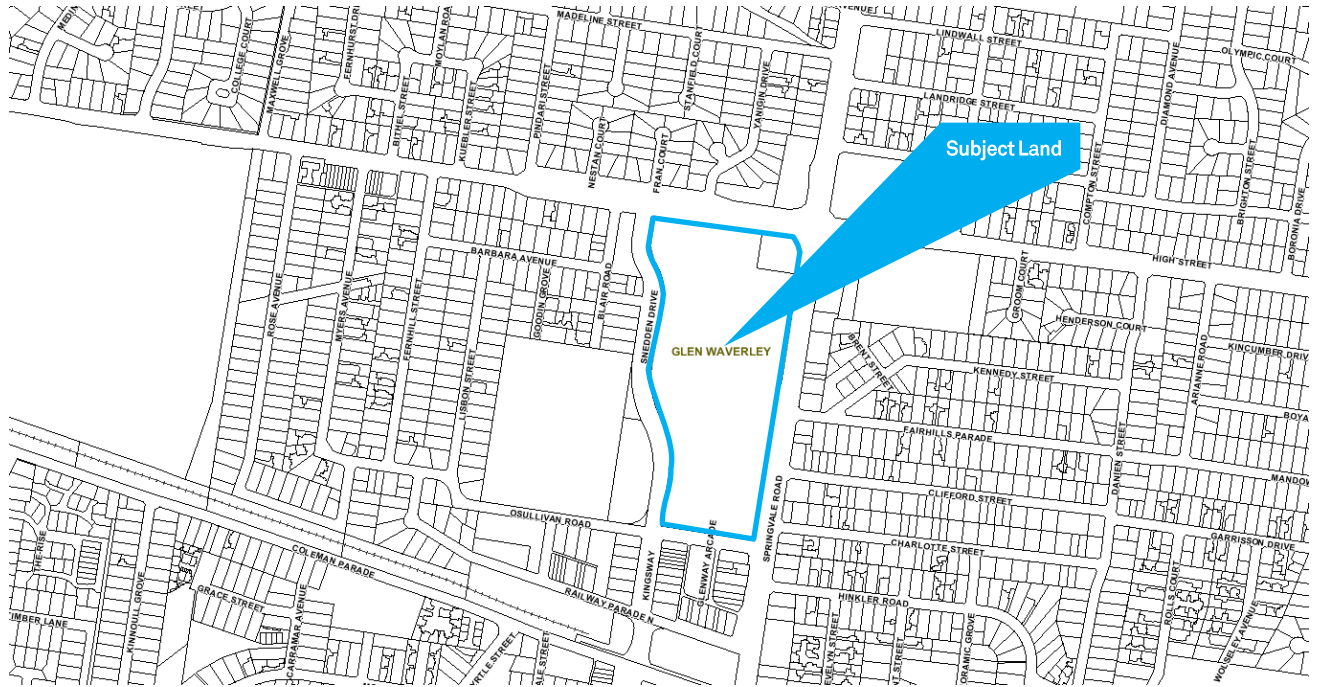


Figure 2.3
AERIAL PHOTOGRAPH - CONTEXT

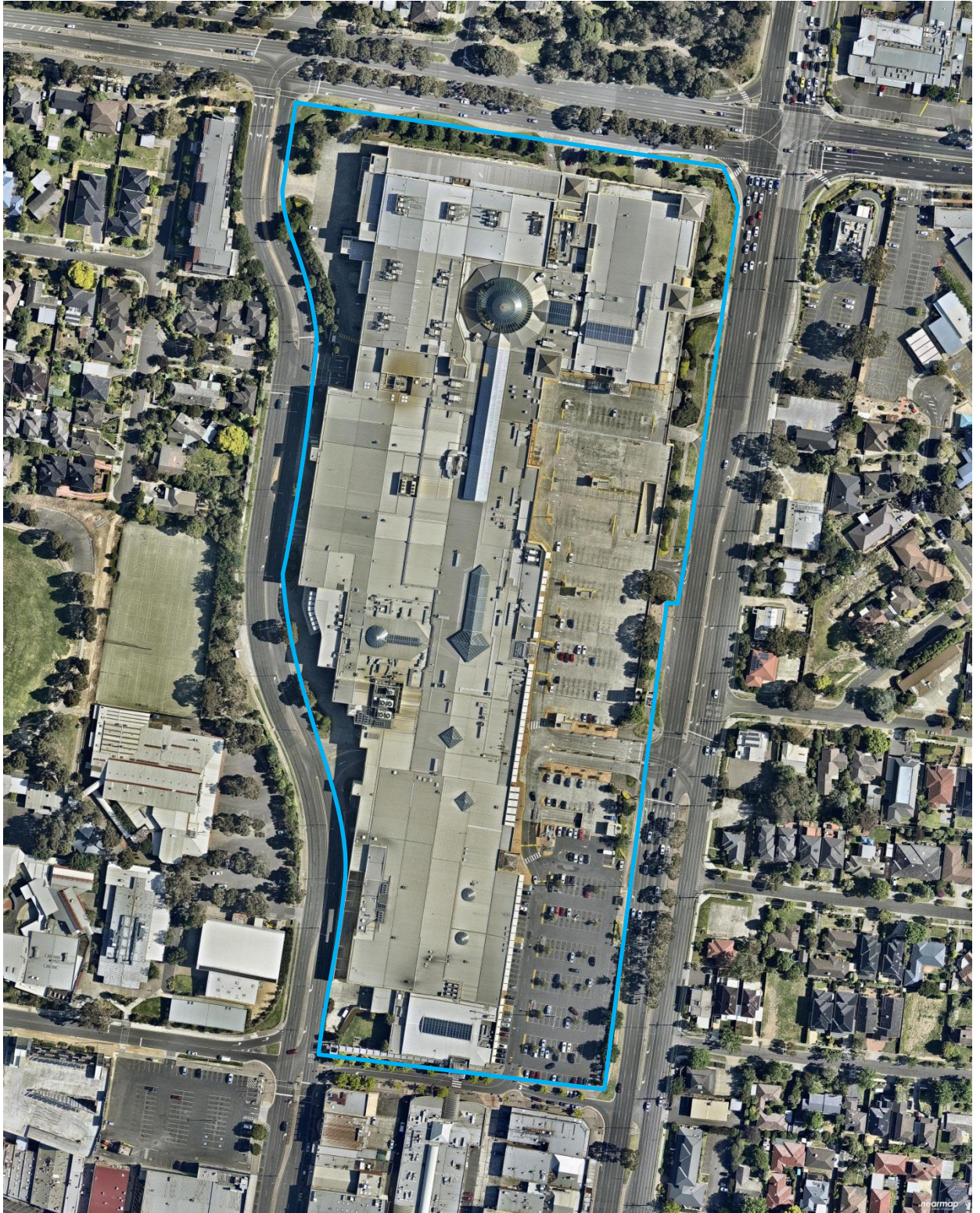
Source: Nearmap



2 Introduction

Figure 2.4
AERIAL PHOTOGRAPH—SUBJECTLAND

Source: Nearmap



3 Proposal

The proposal is depicted in the architectural plans prepared by NH Architecture dated January 2015.

The proposal involves the redevelopment of the existing shopping centre (including partial demolition) for use and development for retail premises and dwellings within the existing building and three new buildings ranging in height from up to approximately 76.42 metres in height (to the building parapet and excluding the roof top plant level).

The proposed development includes the creation of a publicly accessible square at the corner of Snedden Drive and O'Sullivan Road.

A summary of the proposed land uses is provided below:

Land Use	Existing	Proposed	Net Change
Supermarket	7,618m ²	10,170 m ²	+2,552m ²
Retail	46,413m ²	60,940m ²	+14,527m ²
Office	4,899m ²	4,899m ²	0
Dwellings	0	515	+515

The buildings above podium are to incorporate dwellings with these building elements generally proposed to be located on the southern half of the land with frontage to Springvale Road, O'Sullivan Road and Snedden Drive. In general terms, 275 one bedroom dwellings and 240 two bedroom dwellings are proposed to be accommodated in three building elements. The buildings are generally described below:

- Signature Tower (Residential A): 19 storeys above podium comprising 114 one-bedroom and 95 two-bedroom apartments. The proposed building is setback 5 metres from Springvale Road and 4.5 metres from O'Sullivan Road above podium.
- Urban Building (Residential B): 8 storeys above ground floor level comprising 62 one-bedroom apartments and 66 two-bedroom apartments. The building is proposed to be partially built to the O'Sullivan Road boundary while 'wrapping' the corner fronting the new public space.
- Kingsway Axial Building (Residential C): 8 storeys above ground floor level stepping up to 12 levels at its northern extent comprising 99 one-bedroom apartments and 79 two-bedroom apartments. The building is proposed to have a varied setback from Snedden Drive ranging between 0.5 metres and 5 metres. As the building rises it is further setback from the new public space on the corner of Snedden Drive and O'Sullivan Road.



3 Proposal

The proposed development employs a contemporary architectural style. The buildings incorporate a range of complementary materials and finishes including glass, metal cladding in ribbon and perforated form, brick and landscaping.

The details of the architecture and urban design outcome are set out and illustrated in the NH architectural plans and accompanying report.

4 Statutory Planning Provisions

4.1 State Planning Policy Framework

The following provisions of the Monash Planning Scheme are relevant to the proposal.

Clause 10 -19 of Monash Planning Scheme outlines the policy framework for Victoria, and the following Clauses are relevant to this application:

- Clause 11 –Settlement:
 - Clause 11.04-5 –Melbourne’s urban growth
- Clause 15 –Built environment and heritage:
 - Clause 15.01 –Urban Environment, and
 - Clause 15.02 –Sustainable Development
- Clause 16 –Housing:
 - Clause 16.01 –Residential Development
- Clause 17 –Economic development:
 - Clause 17.01 –Commercial
- Clause 18 –Transport:
 - Clause 18.01 –Integrated Transport
 - Clause 18.02 –Movement Networks
- Clause 19 –Infrastructure:
 - Clause 19.03 –Development Infrastructure

In addition to the above SPPF provisions, *Plan Melbourne* is a strategy document that responsible authorities must consider when assessing planning permit applications. *Plan Melbourne* identifies Glen Waverley as an existing activity centre and urban renewal area within the Eastern Sub-region.

4.2 Local Planning Policy Framework

Clause 21 of the Monash Planning Scheme contains the Municipal Strategic Statement, and it provides a detailed profile of the Municipality and its vision. The following Clauses are relevant to this application:

- Clause 21.01 –Municipal Profile
- Clause 21.02 –Key Influence
- Clause 21.03 –A Vision for Monash
- Clause 21.04 –Residential Development
- Clause 21.05 –Economic Development
- Clause 21.06 –Activity Centres
- Clause 21.08 –Transport and Traffic
- Clause 21.11 –Physical Infrastructure



4 Statutory Planning Provisions

→ Clause 21.13 – Sustainability and Environment

Clause 22 of the Monash Planning Scheme includes Local Planning Policies that assist in the consideration of land use and development proposals. The following are relevant to the application:

→ Clause 22.03 – Industry and Business Development and Character Policy

→ Clause 22.04 – Stormwater Management Policy

→ Clause 22.05 – Tree Conservation Policy

4.3 Glen Waverley Activity Centre Structure Plan September 2014

The City of Monash adopted the Glen Waverley Activity Centre Structure Plan September 2014 (the Structure Plan) at its meeting on 30 September 2014. The Council is expecting to seek authorisation from the Minister for Planning to incorporate the Structure Plan and Glen Waverley Activity Centre Sustainable Transport Plan (STP) as part of a planning scheme amendment.

At the time of writing the planning scheme amendment is yet to commence formal public exhibition.

The Structure Plan makes the following comments specific to The Glen:

- *The Glen Shopping Centre forms its own precinct as it currently lacks connectivity and permeability with the nearby shopping streets.* (Section 2.2, p.13)
- *The Glen is the largest private land holding within the GWAC with a total site area of 79,000 m² and is a major renewal opportunity capable of supporting significant development. This site could be redeveloped to increase its current offer and also to expand the range of uses.* (Section 2.5, p 15)
- Figure 7 on p.15 identifies The Glen as a privately owned renewal opportunity.
- Key strategies include:
 - Support the expansion of The Glen Shopping Centre with additional uses that complement the balance of the GWAC commercial area. (Section 4.1. A - Retail)
 - Support The Glen Shopping Centre as a key redevelopment opportunity and major employment node in the GWAC. (Section 4.1. A - Retail)
 - Provide better integration of The Glen into the surrounding street network with improved pedestrian connections, active frontages and improved interface with Springvale Road and High Street Road. (Section 4.1. A - Retail)
- Key Actions under Section 4.1.A – Retail include:
 - Facilitate the future expansion of The Glen Shopping Centre to provide an extended offer and improved

4 Statutory Planning Provisions

integration into the GWAC streets. Integration improvements should focus on additional pedestrian connections into the centre from all directions, active frontages to surrounding streets and a high quality built form presence to Springvale Road and High Street Road. (Section 4.1.A – Retail A.1).

- Figure 8 of the Structure Plan shows The Glen as having an “Existing/Future land use anchor designation as well as showing The Glen as having the designation “Retail with housing/offices/hotel located above.”
- A key objective of the Structure Plan is to provide a range of housing types within the activity centre to cater to all ages and circumstances, and meet expected population growth. In order to achieve the above, the following strategies, inter alia, are proposed:
 - *Cater to the needs of the changing population in Glen Waverley by providing broader housing choices for families, singles, older people and multi-generational families*
 - *Focus high density residential development in key redevelopment sites within the GWAC commercial area*
 - *Promote residential uses above retail and office premises to provide for additional people living within the GWAC commercial area and provide greater surveillance of streets.*
- The Structure Plan at Section 4.2 provides guidance for future built form across the Activity Centre. Relevant strategies include:
 - *Encourage excellence in building design within both commercial and residential areas so that development responds to the characteristics of the site and its context*
 - *Strengthen sense of place and arrival in Glen Waverley by providing buildings of exemplary architectural quality on prominent sites and in locations adjacent to existing and proposed public spaces*
 - *Emphasise landmark sites to reinforce key locations and the status of Glen Waverley as an Activity Centre*
 - *Ensure buildings integrate with and contribute positively to the street life and public realm, by providing a continuous network of fine-grain active frontages with glazed ground floors*
 - *Ensure that all development supports a sustainable activity centre through high ESD standards, including energy efficiency, water management and use of low embodied energy materials*
 - *Ensure that future development provides shared amenity and equitable access to ensure the impacts of new development on adjoining existing uses are considered*
 - *Provide 5m setbacks to upper levels of new developments to minimise wind effects on the street, encourage good solar access and support a human-scaled place*

4 Statutory Planning Provisions

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- *Ensure that taller buildings are designed as slender tower forms, oriented to minimise overshadowing of the public realm*
 - *Reinforce active street frontages within the GWAC Commercial Centre through zero-setback 2-3 level podiums, where practicable.*
 - *Ensure that buildings provide wind and weather protection to reduce the impact of wind and rain on key public spaces and provide adequate shade for people*
 - *Ensure new developments over 6 storeys are designed to avoid or mitigate wind effects at street level*
 - *Ensure development can be adequately serviced from existing roads with minimal impact on public spaces.*
 - *Where redevelopment occurs, ensure laneways are widened to generally 6-8m*
 - *Ensure that pedestrian permeability throughout the GWAC is supported through mid-block links, particularly on large development sites*
 - *Provide minimum space of 10-12m between tower forms to ensure good levels of access to light, air and views*
 - *Ensure tower forms are generally no more than 18-22m in width and 35-40m in length*
 - *Minimise the visual bulk of large buildings through significant breaks and recesses in building massing*
 - *Provide opportunities for activation of upper podium levels, to support passive surveillance of the public realm.*
- In built form terms the subject land is located in two precincts as illustrated in Figure 10 of the Structure Plan. The majority of the land is included within Built Form Area F while a portion of the south-east corner is included within Built Form Area B. The Structure Plan identifies the following opportunities for these built form areas:

Built Form Area B

- *Opportunity for heights in excess of 10 storeys*
- *Potential for additional building height on the identified 'Opportunity Sites' where design excellence is achieved.*
- *This includes the design of upper level forms that minimise overshadowing of adjoining public realm and contribute to an attractive skyline, the creation of a high quality land mark building, best practice ESD outcomes and net community benefit*
- *Street edge / podium height of 2-3 storeys with additional height recessed 5m from the primary street frontage.*
- *Building heights and setbacks designed to minimise shadowing of Kingsway footpaths and proposed town square in accordance with Figure 9*
- *Zero front and side setbacks with active and engaging frontages to Railway Parade North, Coleman Parade, O'Sullivan Road and Springvale Road*
- *Provide a ground level setback of 1.5m to both sides of the north south laneway that connects Railway Parade North to O'Sullivan Road. Provide active and engaging frontages to the laneway*

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Built form Area F

- *Opportunity for 8-12 storeys.*
 - *Street edge / podium height of 2-3 storeys with additional height recessed 5m from the primary street frontage*
 - *Zero front and side setbacks with active and engaging frontages to O'Sullivan Road*
 - *5m front setback with active frontages to Springvale Road and High Street Road*
- The subject land has frontage to three identified street types being:
 - Major Roads –green entry roads: Springvale Road and High Street Road.
 - Ring Road –enveloping landscape: Snedden Drive.
 - Pedestrian focused central street: O'Sullivan Road.
 - The Structure Plan supports the creation of new public and civic spaces that promote community gathering and interaction, and reflect Glen Waverley's character by, inter alia:
 - *Seek opportunities for the establishment of new public gathering spaces including new public plazas and a public square*
 - *Provide new 'green' public open spaces within the GWAC commercial area to serve existing and future visitors, residents and workers*
 - The subject land is identified as a key pedestrian and cycle destination and interfaces with central pedestrian priority street (O'Sullivan Road –a shared pedestrian/vehicle street) and key pedestrian access streets (Springvale Road, Snedden Road and High Street Road) at Figure 12 – Pedestrian and Cycle Access Plan.
 - In general terms, the Structure Plan seeks to reduce reliance on the private motor vehicle as the preferred mode of transportation within the Activity Centre.

The subject land is identified within its own precinct - Precinct 5 –of the activity centre. The objectives, strategies, actions and the Precinct Plan are reproduced accordingly:

Objective:

- *To better integrate the Glen with the commercial streets of the GWAC while strengthening its role as retail anchor Strategies*

Strategies

- *Improve integration of the southern end of the Glen into the surrounding streets*
- *Improve the presentation of the Glen to Springvale Road and High Street Road*
- *Provide additional pedestrian access points into The Glen*
- *Enhance the Snedden Drive interface with landscaping*

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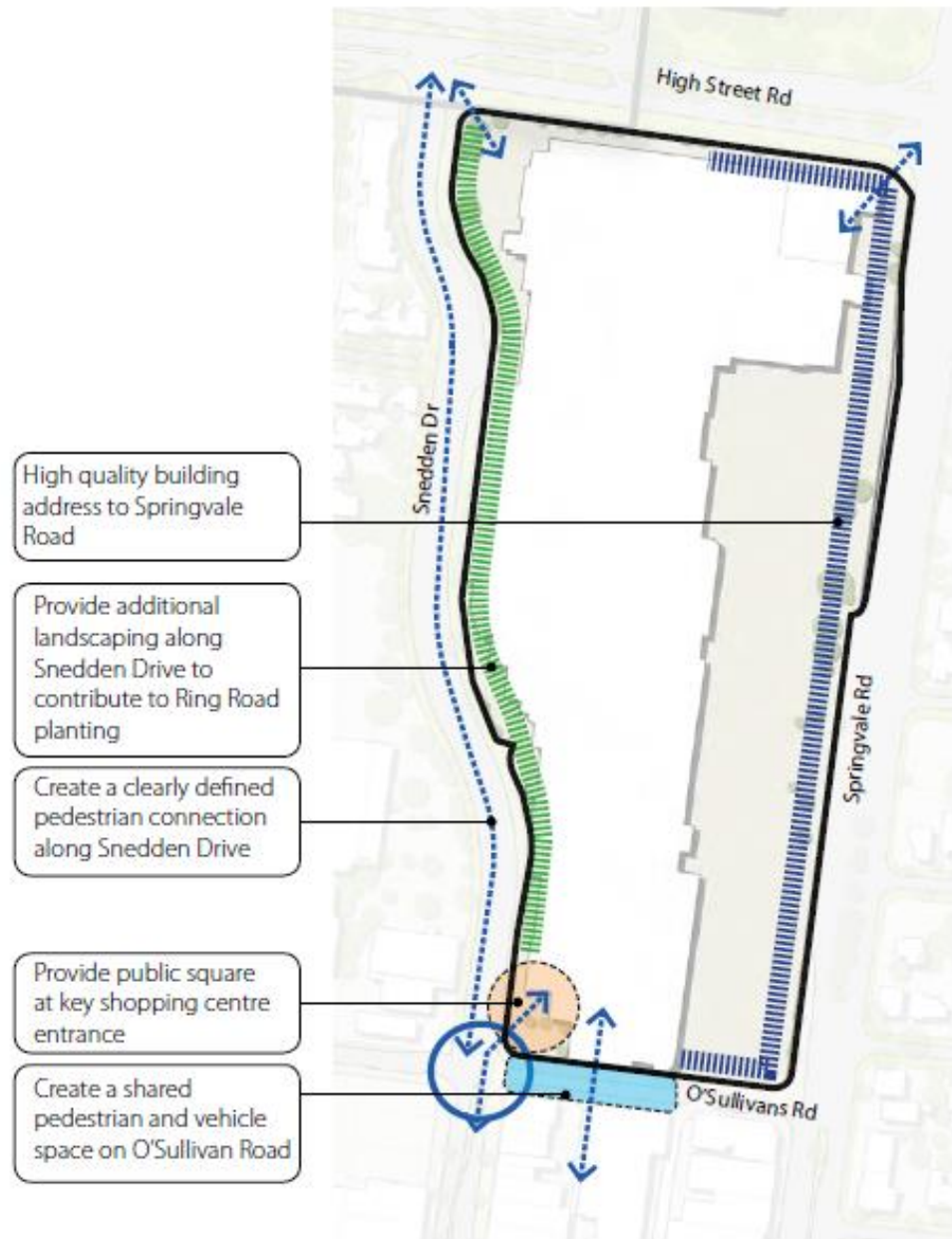
Actions

- *Work with The Glen Shopping Centre to achieve better integration of the shopping centre with the surrounding streets. Improvements should consider:*
 - *Active uses to O'Sullivan Road with shopfronts accessible from the street*
 - *Provision of a square / plaza at the corner of O'Sullivan Road and Snedden Drive that is activated by surrounding uses and provides for direct pedestrian access into the shopping centre*
 - *Improvements to the Springvale Road frontage with high quality built form that enhances the entrance into the GWAC commercial core*
 - *The potential for uses at the southern end of the shopping centre that extend beyond regular 9am to 5pm trading hours*
 - *Potential for upper level uses to provide for additional passive surveillance of the streets*
 - *Additional landscaping along Snedden Drive to screen loading areas and contribute to the Ring Road landscape setting*
 - *Additional pedestrian access points to the north from High Street Road and Springvale Road*
- *Undertake an audit of the pedestrian network along Snedden Drive with a focus on delineating a continuous pedestrian connection that avoids shopping centre loading zones*

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Figure 4.1
PRECINCT PLAN –PRECINCT 5 THE GLEN

Source: Glen Waverley Activity Centre Structure Plan (September 2014)



-  Potential public space
-  Improved interface to Snedden Drive
-  Improved frontage to Springvale & High Street Road
-  Pedestrian crossing improvements
-  Proposed shared vehicle / pedestrian space
-  New / enhanced pedestrian links

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4.4 Zoning

The subject land is within the Commercial 1 Zone (C1Z) and is subject to the provisions of Clause 34.01 of the Monash Planning Scheme. The objectives of the Commercial 1 Zone are:

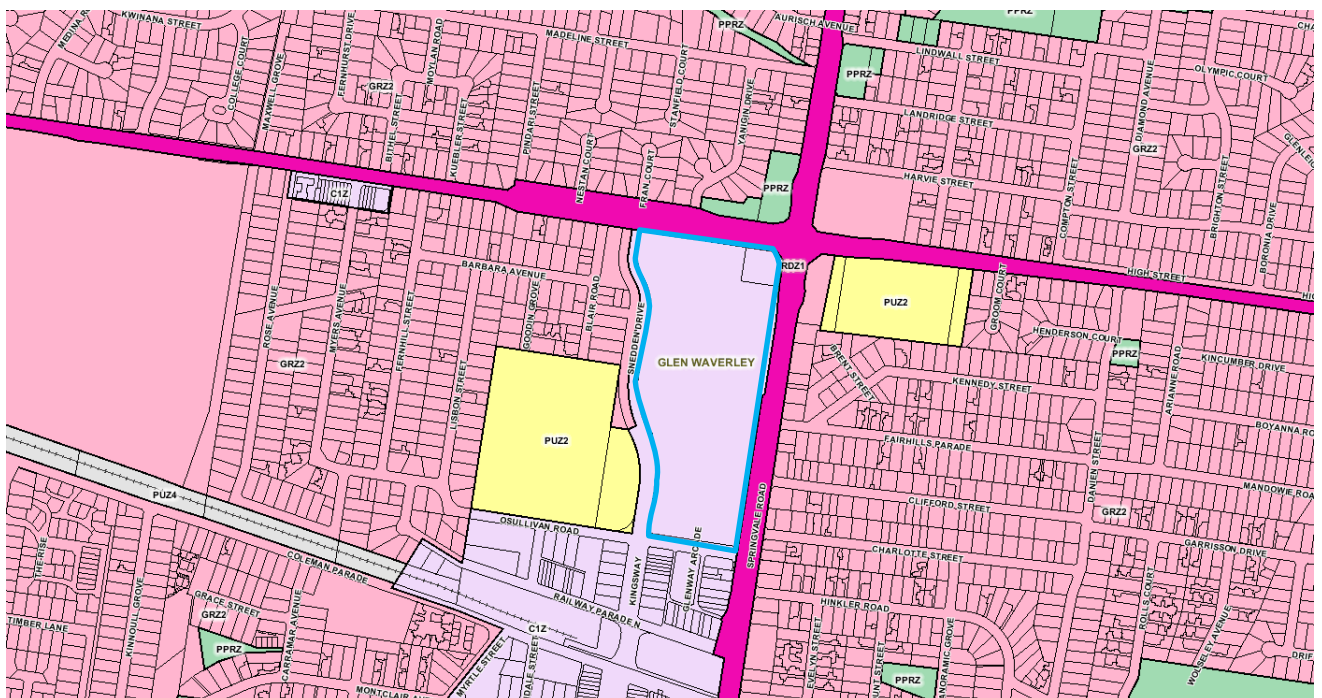
- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- To create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.
- To provide for residential uses at densities complementary to the role and scale of the commercial centre.

Pursuant to the provisions of the Commercial 1 Zone, a planning permit is required to:

- Use land for Accommodation (Dwellings) is as-of-right except where the frontage at the ground floor level exceeds 2 metres (Clause 34.01-1) in which case a permit is required for Accommodation.
- Construct a building or construct or carry out works (Clause 34.01-4).

Figure 4.2
ZONING PLAN

Source: Planning Maps Online.



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4.5 Overlays

The land is not currently affected by any planning overlays.

4.6 Particular and General Provisions

The following Particular and General Provisions are relevant to the application:

Clause 52.06 – Car Parking

This Clause includes the statutory provisions for the design and quantum of car parking to be provided in association with a new use and development. Having regard to the mixed use nature of the proposal, car parking should be provided at the following rate:

- 4 spaces to each 100m² of leasable floor area for Shop (other than listed in table 1 to Clause 52.06)
- 5 spaces to each 100m² of leasable floor area for Supermarket.
- 3.5 spaces to 100m² of net floor area for Office.
- 1 space to each one or two bedroom dwelling and 2 spaces to each three or more bedroom dwelling plus 1 visitors space for every five dwellings.

A planning permit may be granted to vary the above requirements.

In general terms, the proposed development generates a statutory requirement to provide 3,663. A total of 3,810 car spaces are provided for on the plans, a surplus of 147 car spaces.

Clause 52.07 – Loading and Unloading

The purpose of this clause is to ensure that appropriate land is set aside for the loading and unloading of vehicles associated with the use of land for the manufacture, servicing, storage or sale of goods or materials.

The clause specifies the minimum spatial requirements based on proposed floor area. A planning permit may be granted to reduce or waive the requirements if either the land area is insufficient or adequate provision is made for the loading and unloading of vehicles to the satisfaction of the responsible authority.

Clause 52.29 – Land adjacent to a Road Zone, Category 1, or a Public Acquisition Overlay for a Category 1 Road.

Springvale Road and High Street Road are both included within the Road Zone, Category 1. The purpose of this Clause includes ensuring appropriate access to these identified roads.

A planning permit is required to create or alter access to a road in a Road Zone, Category 1. A planning permit application that creates or

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alters access to a road in a Road Zone, Category 1 will be referred to the Roads Corporation.

Clause 52.34 – Bicycle Facilities

This Clause sets out the requirements for the provision of bicycle facilities to be provided in association with a new use and development.

Along with the provision for bicycle spaces under Table 1 to Clause 52.34-3, any use listed is required to provide showers and change rooms in accordance with the requirements of Table 2 and Table 3 to Clause 52.34-3.

A planning permit may be granted to vary, waive or reduce the above requirements under Clause 52.34-2.

Clause 52.35 – Urban Context Report and Design Response for Residential Development of Five or More Storeys

The purpose of this clause is to ensure that a report is prepared that articulates the design response in terms of the existing and preferred future urban character of the area for residential developments of five or more storeys.

This report, along with the balance of the application material including the NH Architecture package, forms the urban context response for the subject land.

Clause 52.36 – Integrated Public Transport Planning

The purpose of this clause seeks to ensure:

- *development supports public transport usage.*
- *that easily accessible public transport networks, which are appropriate to the scale of the development, and high quality public transport infrastructure are provided as part of new development.*
- *that development incorporates safe, attractive and convenient pedestrian access to public transport stops.*
- *that development does not adversely affect the efficient, equitable and accessible operation of public transport.*

An application for development comprising more than 60 dwellings, an increase of more than 1,000 square metres to the leasable floor area of an existing retail premises which is 4,000 or more square metres of leasable floor area or that seeks to alter public transport infrastructure or stops will be referred to Public Transport Victoria for comment.

Clause 65 – Decision Guidelines

This Clause sets out the matters the Responsible Authority must consider, as appropriate, prior to the approval of an application or plan. These matters include, inter alia:

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- *The matters set out in Section 60 of the Act.*
 - *The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
 - *The purpose of the zone, overlay or other provision.*
 - *Any matter required to be considered in the zone, overlay or other provision.*
 - *The orderly planning of the area.*
 - *The effect on the amenity of the area.*
 - *The proximity of the land to any public land.*
 - *Factors likely to cause or contribute to land degradation, salinity or reduce water quality.*
 - *Whether the proposed development is designed to maintain or improve the quality of stormwater within and exiting the site.*

5 Planning Considerations

5.1 Preamble

On any view, there is strong strategic policy support for the proposal having regard to the applicable zoning of the subject land together with the State and Local Planning Policy Frameworks.

The Commercial 1 zoning of the land seeks '*...to create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.*' The proposal accords with this zone purpose.

It is noteworthy that State, metropolitan and local planning policy recognises the role and characteristics of activities and urban renewal areas, including Glen Waverley, and the importance of these centres in attracting substantial investment and growth.

State policy also supports the encouragement of development in higher order activity centres that serve more than simply a local function and are capable of attracting activities that meet metropolitan needs. State policy also supports a mix of activities in activity centres that generate high numbers of trips including business, retail, services and entertainment activities.

State policy also encourages centres such as Glen Waverley to provide a greater mix of uses so as to diversify their offering and broaden their appeal.

The proposed increase to the retail component of the shopping centre as part of the ongoing expansion and evolution of The Glen is entirely consistent with the aspirations of planning policy. The addition of residential use will assist to diversify the uses on the shopping centre land. The siting of the proposed buildings will also serve to infill the Springvale Road frontage and create a distinguishable marker for the activity centre consistent with the designation of part of the site as a landmark opportunity.

Furthermore, the adopted Structure Plan contemplates substantial development on the subject land including expansion of the existing shopping centre.

It is therefore considered that the strategic land use merits of the proposal are not in question.

Having regard to other town planning considerations, the following matters are considered relevant:

- the design and built form implications of the proposal with particular regard to strategic policy and the Glen Waverley Structure Plan;
- The amenity implications of the proposal; and
- The traffic and car parking implications.

An assessment of each of the above matters is provided in the following sub-sections of this report.



5 Planning Considerations

5.2 Built Form Considerations

The Glen Waverley Structure Plan was adopted by Council on 30 September 2014. The Structure Plan recognises The Glen is the largest private land holding within the GWAC with a total site area of 79,000 m² and therefore is a major renewal opportunity capable of supporting significant development.

The Vision for the GWAC acknowledges that the Centre will transform into a vibrant, more intensive and active urban centre, building on its distinctive cultural mix.

Strategies relevant to the future expansion of The Glen include:

- Support the expansion of The Glen Shopping Centre with additional uses that complement the balance of the GWAC commercial area.
- Support The Glen Shopping Centre as a key redevelopment opportunity and major employment node in the GWAC.
- Provide better integration of the Glen into the surrounding street network with improved pedestrian connections, active frontages and improved interface with Springvale Road and High Street Road.

Action A1 of the Structure Plan references the following:

- *Facilitate the future expansion of The Glen Shopping Centre to provide an extended offer and improved integration into the GWAC streets. Integration improvements should focus on additional pedestrian connections into the centre from all directions, active frontages to surrounding streets and a high quality built form presence to Springvale Road and High Street Road.*

The Structure Plan notes that the GWAC is uniquely placed to provide significant increases in building heights because of the large land holdings within the commercial area.

In terms of the built form opportunities identified by the Structure Plan for The Glen, it is noted that:

- There is an opportunity for heights in excess of 10 storeys on the corner of Springvale Road and O'Sullivan Road, which the proposal satisfies with a building of landmark quality;
- There is opportunity for buildings generally ranging between 8-12 storeys on the balance of the subject land, noting that part of the land is capable of supporting a building of 15 storeys on corner of O'Sullivan Road and Snedden Drive;
- There is potential for additional building height on the identified 'Opportunity Sites' such as The Glen where design excellence is achieved, which the proposal satisfies;
- The design of upper level forms in this case minimises overshadowing of the valued areas of the adjoining public realm

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- and contributes to an attractive skyline, the creation of a high quality land mark building, and net community benefit;
- The development of a street edge / podium height of 2-3 storeys with upper levels generally recessed 5m from the primary street frontage;
 - Building heights and setbacks have been adopted which seek to minimise shadowing effects of Kingsway footpaths and of no consequence to the proposed town square;
 - The adoption of zero front and side setbacks with active and engaging frontages in the vicinity of O'Sullivan Road and Springvale Road;
 - Provision for in excess of 5m front setbacks with activated and attractive frontages where possible to Springvale Road and High Street Road.

The proposed design has adopted a design methodology and urban design principles that respond directly to the findings of the Council's adopted Structure Plan including:

- Enhancing the landmark status of the site by creating a building that adopts a tower/podium typology that will mark the activity centre and The Glen on a prominent and elevated corner site;
- Providing for lower rise and secondary building forms within the activity centre that are more in keeping with the scale of development already existing and/or approved;
- Maintaining a street edge to the development along each of its street abutments which is respectful of human scale;
- Adopting a siting and design profile for buildings which not only minimises overshadowing of public places but creates an attractive skyline;
- Providing for an engaging and attractive street edge which is inviting and enhances the overall appearance and quality of the activity centre when viewed from the public realm;
- Promoting a richness and diversity of land uses that creates after-hours activity within the activity centre and enhances public safety and amenity throughout the day and night;
- Enhancing pedestrian linkages and movement networks throughout the activity centre supported by an attractively designed and suitably located public square.

Design Excellence

The proposal is a high quality design and utilises a mix of contemporary materials and finishes that will contribute to the preferred built form character of the activity centre.

5 Planning Considerations

The proposal provides for varied building heights, setbacks, façade treatments and architectural expression that generate visual interest whilst engaging with the site's primary street frontages.

Environmentally sustainable design initiatives have been incorporated into the project design and these are further articulated in the NH report. They include initiatives relating to lowering energy consumption, lowering water consumption, enhancing indoor environmental quality, reducing waste and reducing environmental impacts.

Design Detail

The proposal provides for a highly resolved design outcome for the land through the inclusion of a new public square on the corner of O'Sullivan Road and Snedden Drive, connected to the proposed town square on Kingsway via the lane adjacent to the approved Village Walk development. This is consistent with the Council strategic policy intentions as expressed through the Structure Plan which provides for a public space on this corner and acts as an activity node that links the subject land with the remainder of the activity centre.

Surrounding Context

The tallest of the residential elements will be highly visible from Springvale Road and is of a scale befitting the prominent location and landmark status of the site, adjacent to the main road.

The building elements of the proposed development above podium level respond positively to the approved 15 storey Village Walk development located at 54 – 56 O'Sullivan Road opposite the subject land which the Council supported on a much smaller and more constrained site than the subject land. The proposed tower building situated at the corner of O'Sullivan Road and Springvale Road will act as a signature building and regional marker to the activity centre.

The proposed development provides a built form upgrade to the Springvale Road frontage which is currently dominated by car parking. The proposed development includes a mix of materials, finishes and architectural treatments to engage positively with the main road frontage, provides an attractive address and that results in an efficient use and development of the shopping centre site.

The scale of development proposed is entirely in keeping with the intentions of strategic policy which encourage major redevelopment and urban renewal in activity centre locations such as The Glen. As a large mixed use development site that generates significant activity and movement in and around the activity centre, a substantial building or grouping of buildings on The Glen will contribute to the ongoing evolution and vibrancy of the activity centre as a place to live, work and recreate.

5 Planning Considerations

Overall, the proposal is well resolved having regard to the relevant built form considerations of the Planning Scheme and taking account of the strategic and physical context of the subject land.

5.3 Amenity Considerations

The provisions of the Monash Planning Scheme require consideration, as appropriate, of the effects of a proposal on the amenity of the area.

The relevant amenity implications of the proposal are addressed as follows:

Visual Bulk

The main consideration in relation to building bulk associated with the proposed development relates to the potential implications for the public realm, particularly to the south, east and west of the subject land.

The proposed buildings are respectful in terms of their visual impact when viewed from surrounding streets and nearby properties and reflect the emerging character of the broader Glen Waverley Activity Centre.

The layout of the proposed built form also provides an appropriate physical separation where this is important, between the key elements of the development and any potentially affected nearby properties.

In overall building length terms, the proposed building is commensurate to that of the existing building on the land. The length of shopping centre building appropriately responds to the existing character of the area including the building currently located on the land and the objective for the existing centre to expand and evolve and become more than simply a shopping centre.

The proposed building will make a positive contribution to the future character of the area by promoting a high quality design in an area supportive of a scale of development that contrasts with areas outside of the Activity Centre location. The significantly enhanced densification of activities centres such as the GWAC and sites such as The Glen are encouraged and supported by planning policy which in this case, includes the Structure Plan.

The presentation of the development to the surrounding properties is appropriate for the following reasons:

- The primary built form edge to the east provides a vastly improved and engaging presentation to Springvale Road providing articulation and visual interest to what is currently a car park.
- The presentation of the tower elements to surrounding streets is of slender built form with varied setbacks above a podium.

5 Planning Considerations

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- When viewed from Springvale Road, the tallest residential building will present as a slim tower on a prominent corner, on a main road, on a substantial site that is identified as a key redevelopment opportunity site in an activity centre.
 - Views from the west will be of graduated built form on the subject land and nearby developments (existing and approved).

The overall outcome is that the development is appropriately articulated in terms of its massing, setbacks and external presentation and that the views of the proposed buildings when taken in the round will greatly enhance the activity centre and advance the strategic significance of GWAC in terms of its place in the sub-region.

Overshadowing

The shadow diagrams prepared by NH Architecture in respect of the plans detail the shadow impact of the proposal and those of nearby buildings between the hours of 9:00am and 3:00pm at the September equinox.

The diagrams show the following:

- The site layout and massing of the proposal ensures that the proposed public space on the corner of O'Sullivan Road and Snedden Drive receives generous sunlight throughout the day.
- The shadow implications of the proposal are commensurate with what might reasonably be expected for a strategic site and locality where substantial built form change is supported by policy.
- The proposed development is suitably separated from residentially zoned properties so as to not generate any unreasonable impact.
- Some additional shadow can be expected to O'Sullivan Road however being a relatively narrow street, any built form fulfilling the aspirational building envelope articulated in the Structure Plan would result in shadowing of O'Sullivan Road.
- The development accords with the shadowing test as articulated in the Structure Plan relevant to the footpaths along Kingsway.

In the context of an activity centre location, the shadow implications of the proposal are considered reasonable.

Overlooking

The potential for overlooking has been considered in terms of the separation between proposed buildings and the surrounding properties.

5 Planning Considerations

Having regard to the potential for overlooking, it has generally been well managed. In this regard:

- The separation between proposed residential elements is sufficient to not require screening to balconies or windows between buildings.
- The site layout and orientation of the residential elements of the building minimise the potential for overlooking between buildings.
- There is no potential for overlooking from the development to nearby properties due to the sites interface to the street network and the setting back of residential elements above the podium.

Internal Amenity

In terms of dwelling form and arrangement:

- The dwelling layouts are functional and efficient.
- Of the 515 dwellings proposed, 88% are provided with an outdoor space and the outdoor space provided is commensurate to the size of the dwelling. The remaining one bedroom apartments are easterly or west-facing and are provided with an integrated sliding door and balustrade creating opportunities for ventilation and outlook.
- Where possible, apartments have a north, east or west facing aspect. It is noted that while there are some south-facing apartments, these dwellings are oriented to engage with the street at the lower levels and enjoy an elevated outlook over the balance of the activity centre and beyond at the upper levels.
- Provision is made for adequate car parking within the podium levels.

In general, the proposed dwellings are generously proportioned and provide adequate opportunities for storage within each dwelling.

In addition, future occupants will benefit from communal open space areas allowing further opportunities for residents to recreate within the development.

Furthermore, the benefits of the location including its integration with the shopping centre below and central location within the Glen Waverley Activity Centre add to the quality of amenity to be enjoyed by future residents of the development.

5 Planning Considerations

5.4 Movement, car parking and access considerations

In general terms, the proposed development generates an overall statutory requirement to provide 3,663 car parks (3,118 for the retail, supermarket and office component and 515 for the residential component). The plans prepared by NH Architecture indicate a total provision of 3,810 car parks for the development (3,295 for the retail, supermarket and office component and 515 for the residential component), in excess of the statutory requirement.

The proposed movement, car parking and access arrangements have been assessed by Traffix Group in a separate report forming part of the application material.

The proposed development facilitates convenient public pedestrian access into and out of the centre linking with the remainder of the activity centre and surrounding residential areas. Bicycle parking is planned for the proposed public square and within the lower car park levels of the shopping centre.

6 Conclusion

In summary, the proposal achieves an excellent town planning and design outcome for the following reasons:

- The site is suitable for a development of this scale pursuant to the provisions of the SPPF within the Monash Planning Scheme.
- The proposal satisfies the applicable land use and policy provisions within the Monash Planning Scheme.
- The built form outcomes proposed by the development are appropriate.
- The scale of the proposal advances the vision of the adopted Glen Waverley Structure Plan (September 2014).
- The architectural expression of the proposed development represents a high quality design solution for the site.
- The proposal does not impose any unreasonable amenity impacts on the public domain or adjoining properties including potential shadowing to the adjoining or nearby properties and public realm.
- The proposed design exhibits a high quality architectural outcome.
- Access, traffic, parking and loading and unloading considerations have been addressed by Traffix Group and found to be acceptable.



