

**1.2 251-261 SPRINGVALE ROAD, GLEN WAVERLEY
CONSTRUCTION OF A 21 STOREY (ABOVE GROUND FLOOR LEVEL) MIXED USE
BUILDING AND A REDUCTION IN THE STANDARD CAR PARKING REQUIREMENTS.
(TPA/52268)**

EXECUTIVE SUMMARY:

This application proposes the development of the land with a 21-storey (above ground floor level) mixed use building including a basement car park. The building includes a retail premises, food and drinks premises and a total of 147 residential apartments.

The application was subject to public notification. One Hundred and Fifty-One (151) objections to the proposal have been received.

The applicant has appealed Council's failure to determine the application within the statutory timeframe. A compulsory Conference is scheduled for 31 January 2023, and hearing scheduled for April 2023. Officers had raised significant issues with the applicant that have not been addressed. In meetings with the applicant, they expressed a willingness to make changes to alleviate Council's concerns with officers giving them the opportunity for many months to consider their changes and present them to Council for assessment. Despite making this allowance, the applicant chose to lodge their appeal at VCAT and not advise or further engage with Council in any way.

Key issues to be considered relate to building height, scale, equitable development potential, the provision of car parking and traffic generation.

This report assesses the proposal against the provisions of the Monash Planning Scheme including the relevant state, regional and local planning policy framework and issues raised by objectors.

The reason for presenting this report to Council is the proposed development cost of \$48,000,000 Million.

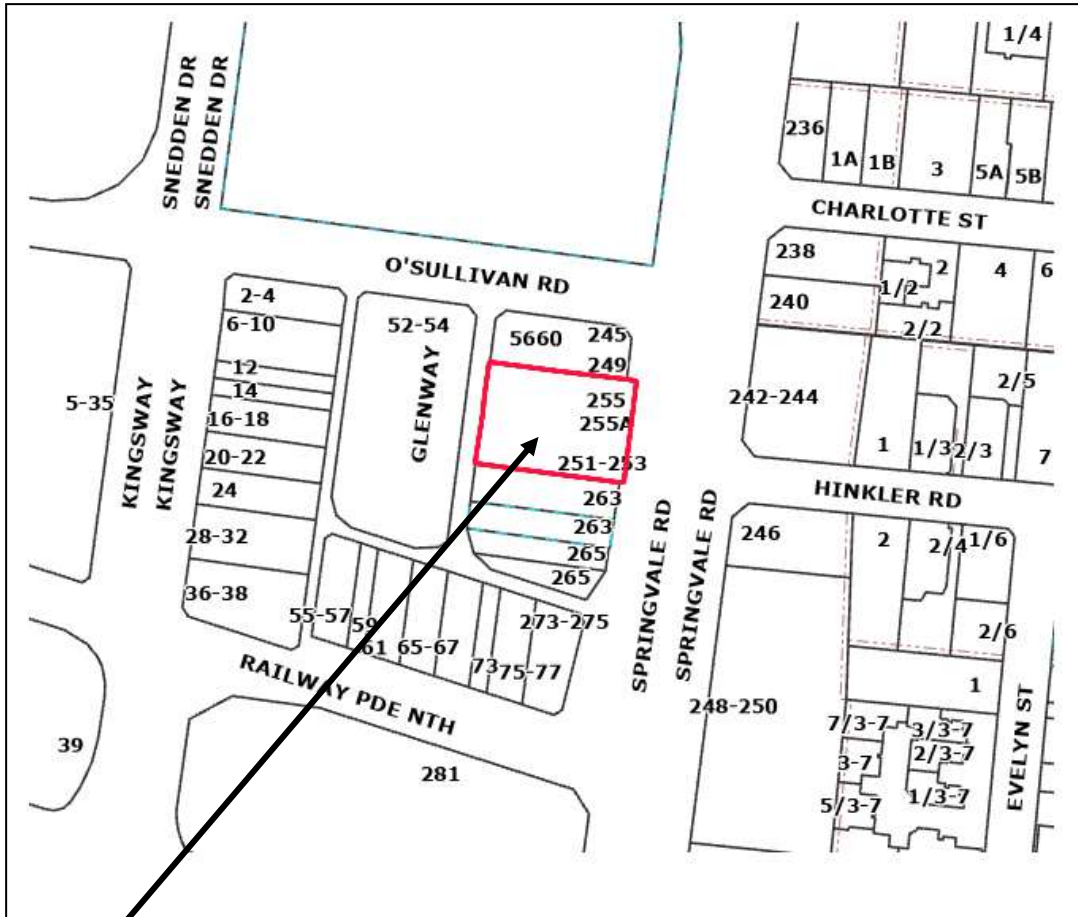
The proposal is considered inconsistent with the relevant provisions of the Monash Planning Scheme and it is recommended that if Council were in a position to make a decision, that it would have determined to issue a Notice of Decision to Refuse the application for a Planning Permit.

RESPONSIBLE DIRECTOR:	Peter Panagakos
RESPONSIBLE MANAGER:	Catherine Sherwin

RESPONSIBLE PLANNER:	Alexandra Wade / Anne-Maree Roberts
WARD:	Glen Waverley
PROPERTY ADDRESS:	251-261 Springvale Road, Glen Waverley
EXISTING LAND USE:	Retail premises
PRE-APPLICATION MEETING:	Yes
NUMBER OF OBJECTIONS:	151
ZONING:	Commercial 1 Zone
OVERLAY:	Design and Development Overlay, Schedule 12
RELEVANT CLAUSES: <u>Planning Policy Framework</u> Clause 11.01-1R- Settlement – Metropolitan Melbourne Clause 11.02-1S- Supply of Urban Land Clause 11.03-1S & 1R – Activity Centres Clause 13.07-1S- Land Use Compatibility Clause 15.01-1S&R- Urban Design Clause 15.01-2S- Building Design Clause 15.01-4S & R- Healthy Neighbourhoods Clause 15.01-5S- Neighbourhood Character Clause 15.02-1S- Energy and Resource Efficiency Clause 16.01-1S & R- Housing supply Clause 16.01-2S- Housing affordability Clause 17.01-1S&R- Diversified Economy Clause 17.02-1S- Business Clause 18.01-1S- Land Use and Transport Planning Clause 18.02-1S & R- Sustainable Personal Transport Clause 18.02-2R– Principal Public Transport Network	<u>Local Planning Policy Framework</u> Clause 21- Municipal Strategic Statement) Clause 21.05 – Economic Development Clause 21.06 – Major Activity and Neighbourhood Centres Clause 21.08- Transport and Traffic Clause 21.13- Sustainability and Environment Clause 22.03- Industry and business development and character policy Clause 22.04- Stormwater Management Policy Clause 22.13- Environmentally Sustainable Development Policy Clause 22.14 – Glen Waverley Major Activity Centre Structure Plan <u>Particular Provisions</u> Clause 52.06- Car Parking Clause 52.34- Bicycle Facilities Clause 53.18- Stormwater Management in Urban Development Clause 58 – Apartment Developments Clause 65 – Decision Guidelines

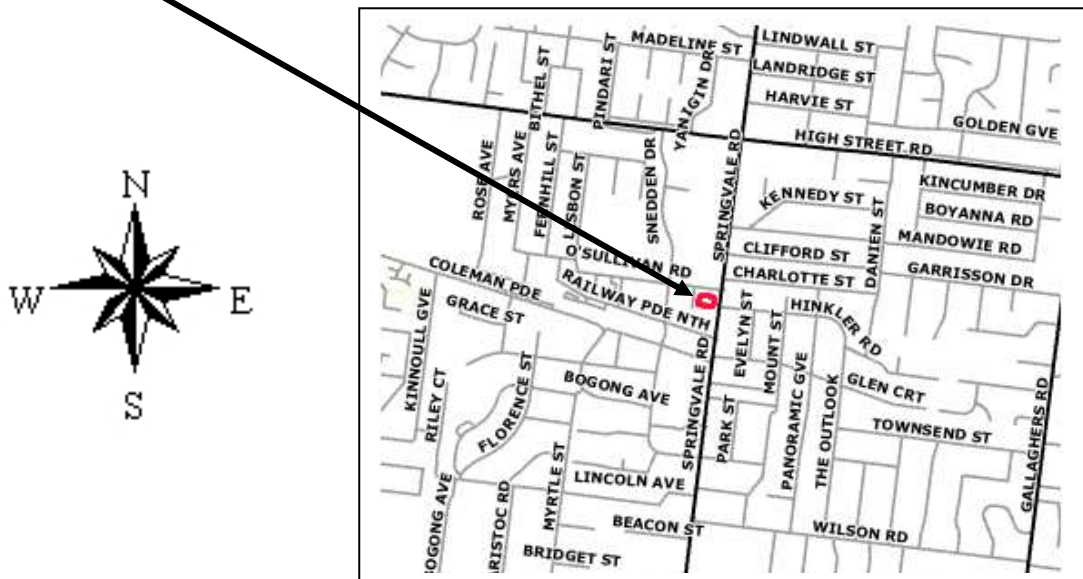
Clause 18.02-4S- Car Parking Clause 19.03-3S- Integrated Water Management	
STATUTORY PROCESSING DATE:	26 September 2022
DEVELOPMENT COST:	\$48,000,000

LOCALITY PLAN



SUBJECT SITE

NEIGHBOURHOOD PLAN



251-261 Springvale Road, Glen Waverley - Construction Of A 21 Storey (above ground floor level) Mixed Use Building And A Reduction In The Standard Car Parking Requirements.

RECOMMENDATION:

- A. That Council resolves that if it were in a position to make a decision, it would have determined to issue a Notice of Decision to **refuse the application for a Planning Permit (TPA/52268)** for the use of the land for the purpose of accommodation (residential apartments), construction of a 21 storey (above ground floor level) mixed use building and a reduction in the standard car parking requirements at 251-261 Springvale Road, Glen Waverley subject to the following grounds:
1. The proposed building height is excessive and is not in keeping with the aspirations of the Glen Waverley Structure Plan or the design objectives of the Design and Development Overlay, 12.
 2. The proposal does not provide sufficient car parking on the site for the demand generated by the proposal, pursuant to Clause 52.06.
 3. The proposal does not provide for an appropriate podium height which will enable the development to sit comfortably within the streetscape, due to excessive floor to ceiling heights of the lower three levels.
 4. The proposed development does not provide for appropriate setbacks and the width of the tower element is not in keeping with the requirements of the Structure Plan and Design and Development Overlay 12, resulting in unequitable development impacts.
 5. The setback of the southern portion of the ground floor wall to Springvale Road is inappropriate for pedestrian movement and the activation of the proposed food and drinks premises.
 6. The proposal does not provide for a variety of housing types to accommodate future housing needs and preferences in accordance with Clause 22.1 and 16.01-15.
 7. Apartment Type 03 will result in poor internal amenity as it does not allow for an appropriate living area width to allow for the functional use of this space.
 8. The proposal does not allow for appropriate waste management in accordance with objectives and standards of Clause 58.06-3.
 9. The proposal fails to provide a sufficient application of high quality materials.

10. The proposal will result in unreasonable overlooking into the existing development at 52-54 O’Sullivan Road.
 11. The proposal is an overdevelopment of the site.
- B. That Council advise VCAT and all submitters of its position on this application.

BACKGROUND:

History

The site has numerous previous permits, relating to signage, minor buildings and works, and change of use permits to a restaurant and liquor licence.

The Site and Surrounds

The site is located on the western side of Springvale Road, approximately 16 metres south of O’Sullivan Road.

The site is made up of two parcels of land being Lot 1 of TP859008E and land within the Plan of Consolidation 160897E. The site has a frontage of approximately 32.8 metres to Springvale Road and a depth of 47.2 metres. Overall, the site comprises a land size area of approximately 1,548.5sqm.

The site currently comprises two single storey commercial buildings divided into 6 retail stores with vehicle access and car parking from a laneway to the rear. The facades of these existing buildings and the site’s eastern extent historically project slightly forward of the parcels to either side, creating an irregular public realm dimension to Springvale Road.

The site currently has car parking and vehicle access via a rear laneway. The site currently has a total of 10 on-site car parking spaces.

The site is located within the Glen Waverley Activity Centre. The key site interface conditions are as follows:

North

- To the immediate north is 245-249 Springvale Road which is a two-storey commercial building which fronts both Springvale Road and O’Sullivan Road. The building supports restaurant, office, take away food premises and salon uses.
- Further to the north, on the opposite side of O’Sullivan Road is The Glen Shopping Centre and residential towers. This building includes three distinctive towers, with the tower located within the south-east corner of

the site being 20 storeys in height (63.79 metres / 180.950RL) measured to the top of the roof. The building has a three-storey podium with a height of 12.74 metres, with levels above set back 5-6 metres to O'Sullivan Road and 6 metres from Springvale Road. This tower, known as Tower A is slender in presentation to Springvale Road, with a greater presentation to O'Sullivan Road. The Permit for the Glen included roadworks to O'Sullivan Road which now allows ingress and egress from Springvale Road, and also allowing two directional movement within the laneway adjacent to the subject site.

East

- East of the site is Springvale Road which is within a Transport Zone 2, and contains three lanes in each direction. No car parking is available on Springvale Road directly adjacent to the site. It is noted that the kerb line changes (from the south), restricting parking and creating a turning lane.
- On the opposite side of Springvale Road is the General Residential Zone. A number of properties fronting Springvale Road are used for medical centres and a service station (248-250 Springvale Road).

South

- South of the site is 263 Springvale Road which contains a two-storey commercial property used as a chemist (ground floor) and restricted recreational facility (first floor).
- Directly south of this building is 263A Springvale Road, which supports a five (5) storey building containing two levels of restaurant, six dwellings and basement car parking. The ground and first floors of the building are constructed to the street, with the second to fifth floors set back a minimum of 6.6 metres to Springvale Road. The upper floor is set back significantly from the street with communal open space and services making up most of the top level.

West

- A laneway abuts the rear of the site which allows for vehicle access and car parking to a number of properties. The laneway is 6.1 metres in width.
- To the west of the laneway is 52-54 O'Sullivan Road, also known as 'Galleria'. This property is an island site and is bounded by O'Sullivan Road to the north, and an unnamed laneway to all other boundaries. The building is set back 0.961 metres on the ground floor to the east (adjacent to the site), allowing a pedestrian walkway. The building is fifteen (15) storeys in height, with three levels of basement car parking (in addition to car parking located at the first floor). The building has a maximum height of 47 metres in height (RL163.29) measured to the roof. Vehicle access to the site is via the rear laneway, within the south-east corner of the site. The main pedestrian entrance is via O'Sullivan Road. A number of commercial tenancies have

frontage to the rear laneway on the western side of the building. The building is designed with a three-storey podium (8.09 metres) with the levels above set back between 1 metre and 11.4 metres, creating a winged effect.

An aerial photograph of the subject site and surrounding land can be found attached to this report (Attachment 2).

PROPOSAL:

It is proposed to demolish all buildings on the site and construct a 21-storey (above ground floor level) mixed use development including retail, food and drink and residential apartment uses. A total of 147 apartments are proposed across levels 3-20.

The building is designed with a three-storey podium level constructed to all boundaries, with the appearance of five curved tower modules above. The maximum height of walls on the boundary to the north and south are approximately 37 metres in height (10 storeys).

The proposal is summarised in the tables below:

Use

Level	Use	Floor Area / Number of Apartments
Ground	Retail Premises Food and Drink Premises	432sqm 185sqm
Level 1	Food and Drink Premises Food and Drink Premises	445sqm 259sqm
Level 2	Food and Drink Premises Food and Drink Premises	855sqm 390sqm
Level 3 – 20	Residential Apartments	147 Apartments
Level 21	Communal space	157sqm indoor space and 220sqm of outdoor space

Built Form

Maximum building height	75.95 metres, 21 storeys (above ground)
Maximum Podium height	14.58 metres, 3 storeys
Street Setback (Springvale Road)	Ground floor – 0m to 3.69m Levels 1 and 2 – 0m Level 3 – 3.93m Levels 4 to 20 – 5.03m Level 21 – 15.9m
Laneway Setback	Levels Ground to 2 – 0m Level 3 to 20 – 2.22m Level 21 – 14.3m
Apartment Configurations	3 bedroom – 22 2 bedroom - 125
Balcony sizes	10sqm-94sqm

Communal space	Level 19 – 135sqm Level 21 – 97sqm + 123sqm (outdoor) + 157sqm (indoor).
Materials	Metal cladding, brick, textured concrete panel, cement render.

Car Parking, Loading and Bicycle Parking

Car parking spaces	167 car parking spaces across 3 levels of basement.
Motorbike spaces	7 spaces.
Bicycle Parking Spaces	Ground Floor – 40 spaces (30 residential visitor, 6 staff, 4 customer) First Floor - 46 spaces (residential).
Loading	Loading bay proposed at ground floor accessed via the rear laneway.





Attachment 1 details plans forming part of the application.

PERMIT TRIGGERS:

Zoning

The site is located within the Commercial 1 Zone. Pursuant to Clause 34.01-4 a permit is required to construct a building or construct or carry out works.

Pursuant to Clause 34.01-1, a permit is required for the use of the land for accommodation if any frontage at the ground level exceeds 2 metres. As the frontage at ground level exceeds 2 metres, a planning permit requirement is triggered.

Overlay

The site is affected by the Design and Development Overlay, Schedule 12. Pursuant to Clause 43.02-2, a permit is required to construct a building or construct or carry out works.

Schedule 12 of the Design and Development Overlay provides controls with respect to height, setbacks, and other design details.

Particular & General Provisions

Pursuant to Clause 52.06 (Car Parking), a permit is required to reduce the number of car parking spaces required under Clause 52.06-5. A total of 89 spaces for retail and 169 spaces for the apartments (total of 258) are required. A total of 167 spaces are provided and therefore a car parking reduction of 91 spaces is sought.

Pursuant to Clause 32.34 (Bicycle Facilities) a permit is required to vary, reduce or waive any requirement of Clause 52.34-5 and Clause 52.34-6. A total of 58 spaces are required and 86 bicycle spaces have been provided. Bicycle provision, including shower facilities are satisfied.

Provisions within Clause 58 (Apartment Developments) apply to an application to construct an apartment development within the Commercial 1 Zone.

Attachment 3 details the zoning and overlays applicable to the subject site and surrounding land.

CONSULTATION:

Further information was requested of the Permit Applicant on 28 January 2021. In this letter, officers also raised the following preliminary concerns:

- The proposed building height is not considered acceptable for this site and location, given its context within the Glen Waverley Activity Centre. The site is not identified as a key redevelopment site. It is considered that the building height should be more in line with that of the existing development at No.52-54 O'Sullivan Road (Galleria), and lower than 'The Glen' residential towers.
- The title boundary of the site does not align with that of 263 Springvale Road. It is recommended that the ground floor of the southern portion of the building be set back at least in line with this adjoining title boundary, which will improve the pedestrian environment and provide a canopy for pedestrians in this location.
- The application has been referred to Council's traffic engineers to further assess the car parking layout, access arrangements and reduction in car parking sought.
- The application has been referred to Council's Urban Design Consultant for advice.
- The impact of sunlight on the central car park and Coleman Parade, and the impact of the development on wind generation will be further assessed once the additional information requested has been provided.

Officers advised the Applicant in writing that should these concerns not be addressed, that this application was unlikely to be supported.

The Permit Applicant responded to this letter on 28 July 2021 by providing the requested information. In relation to the preliminary concerns, the Applicant did not amend the proposal.

Officers met with the applicant in late 2021 and again in May 2022 where concept plans were tabled for discussion purposes only with respect proposed height and scale of the development and compliance with the Planning Scheme controls relating to the Glen Waverley Activity Centre. Officers advised that the concept plans did not sufficiently address Council's concerns. Council was continuing to work with the applicant who expressed a willingness to make changes to alleviate Council's concerns.

In October an application to VCAT against Council's failure to determine the application was made by the permit applicant.

The Applicant was advised on the 4th November 2022 that this application is being brought to the November Council meeting, and a letter sent with the details of the Council meeting has been sent.

Public Notice

The application was advertised in accordance with section 52 of the *Planning and Environment Act 1987* by way of letters sent to the surrounding property owners/occupiers, and signs displayed on both frontages of the site.

One-hundred and fifty-one (151) objections were received. Issues of objection included the following concerns:

- Overshadowing of Galleria;
- Overlooking into Galleria;
- Blocking views from apartments within Galleria;
- Traffic congestion in the rear laneways;
- Insufficient car parking;
- Impact on stormwater and drainage;
- Pedestrian, cyclist and motorist safety;
- Excessive building height;
- Creation of wind impacts;
- Setbacks;
- Construction impacts (noise, dust, traffic);
- Over-population and demand on existing infrastructure; and
- Impact on property prices.

Attachment 4 details the location of objector properties.

Referrals

External Referral

Department of Transport

The application was referred to the Department of Transport as a determining authority, pursuant to Clause 66.02-11 as the proposal is for the construction of a residential development comprising 60 or more dwellings.

The Department did not object to the proposal subject to the following conditions:

1. *The demolition and construction of the development must not disrupt bus operations on Springvale Road without the prior written consent of the Head, Transport for Victoria.*
2. *Any request for written consent to disrupt bus operations on Springvale Road during the demolition and construction of the development must be submitted to the Head, Transport for Victoria not later than 8 weeks prior to the planned disruption and must detail measures that will occur to mitigate the impact of the planned disruption.*

Internal Referral

Strategic Planning

Built Form Area B within the Glen Waverley Activity Centre is unique, to not only DDO12, but also across Monash in that it does not set a preferred height range. Rather it has a preferred height requirement of “More than 10 Storeys”.

To determine the appropriate height there needs to be consideration of the relevant Design Objectives and requirements of DDO12.

The building design, bulk and scale is inconsistent with the requirement and intent of DDO12 and Clause 22.0. The tower designs will impact on a significant portion of the 15-storey tower at 52 to 54 O’Sullivan Road. The proposed towers should be separated by 10-12 metres as required by DDO12.

Landscaping has only been provided to half of the building at the frontage of the site, and the other half of the building will be built to the boundary. Ideally this larger setback should apply to the full extent of the ground floor to maintain the consistency with the buildings located at 245 to 249 Springvale Road. This improves and extends the public realm activation in this locality, but also provides greater opportunities in the future should a café or restaurant etc wish to have external seating outside.

The rear of the site backs on to the service lane that connects between O’Sullivan Road and Springvale Road and allows for car parking and vehicle access to be provided behind the building. This is not an identified ‘Activated Laneway’ as shown in Figure 3 of DDO12. There are no issues identified for the design interface fronting onto this service lane, particularly as this is separated from O’Sullivan Road by another building.

External Urban Design Advice

In order to appropriately protect the future amenity of its north and south apartments and to provide a more equitable development outcome for abutting smaller and narrower lots, adjustments are recommended to its massing and apartment layout and orientation. Minor refinements to its architectural expression at the podium levels to common wall presentation are also recommended. In summary, the recommended changes include:

- Revise the massing arrangement (at the lower levels of the rising form below 10 storeys) to the north and south common boundaries to provide a more equitable development outcome and also consider rearranging the north and south facing dwellings to face west;
- Revise the massing arrangement (at the upper levels of the rising form) to ensure a maximum tower width of 22m; and
- Remove of the three void spaces within the podium at the common boundaries.

This is discussed in more detail within the assessment section of this report.

Traffic Engineer

There is concern with the proposed shortfall of car parking for the dwellings, with the potential for long-term residential parking to spill into nearby residential streets in the evenings when parking restrictions drop out. If car parking for residents is met, the reduction for the proposed commercial tenancies is considered acceptable, allowing for provision for staff parking. As the basement design is at capacity, it is recommended that the number of dwellings be reduced.

In terms of parking design, basement 4 spaces 1 & 2 be shifted north (to the column immediately north of space 2) in order to provide additional blind aisle width for Space 1.

Drainage Engineer

No concerns subject to standard conditions including submission of a drainage plan for approval.

All external doors to the rear laneway are to open inwards to not obstruct the right of way.

City Design

This application is an opportunity for streetscape works. Even though the site is removed from the recent O'Sullivan Road works, the intention is to upgrade all streetscapes with the central activity centre to the same materials palette. This materials palette includes:

- 600 x 300 medium grey granite stone pavement
- Precast exposed aggregate concrete kerb and channel
- Street trees with resin bound aggregate tree pit infill and strata vaults

- Standard Monash furniture (benches, bins, bike racks)

The proposed canopy overhang extent would need to accommodate street tree planting. It is also noted that the intention is to remove the indented parking and the pavement widened for the property frontages south of this development. This will allow for street tree planting, furniture and an accessible pavement width for pedestrians.

Opportunities for future development to enhance the greening of this section of Springvale Road is encouraged in the draft discussion paper for The Monash Boulevards study by Tract consultants.

Waste Services

Reconsideration of the waste room designs is required due to several issues regarding space, access the need to provide a more convenient organics recycling system. Bin manoeuvrability appears to be very limited based on drawings provided. Consideration needs to be given to providing more space or an extra collection to reduce the required bin capacity.

Access to the ground floor waste room (including hard waste) for residents is not apparent. The location of E-waste and a clothing/textiles bin is not clear on the development plans.

Food and glass waste should be managed according to current community expectations and state government strategies for waste minimisation and reducing waste to landfill. Therefore, a chute system should be made available for organics and glass recycling. Alternatively, a small ventilated waste room accessible with service lift should be provided on each floor (or every 2nd floor) to ensure the waste management system for recycling food organics and glass is as easy and convenient for residents as it is to dispose of garbage.

DISCUSSION:

Planning Policy Framework (PPF)

There is general support in both the State, Regional and Local Planning Policy Frameworks for the proposed uses of commercial facilities and apartments. Clause 11.03-1S (Activity Centres) and 11.03-1R (Activity Centres – Metropolitan Melbourne) seeks to provide for different types of housing located within close proximity to public transport and is within walking distance to shopping, working, leisure and community facilities whilst also providing a range of goods and services for the community. Economic activity and business synergies are encouraged.

Clause 11.02-1S (Supply of Urban Land) seeks to ensure sufficient supply of land available to meet forecast demand for different uses including community uses.

Clause 15.01-4R (Healthy Neighbourhoods - Metropolitan Melbourne) seeks to create a city of 20 minute neighbourhoods that give people the ability to meet

most of their everyday needs within a 20 minute walk, cycle or local public transport trip from their home.

With respect to built form, the Planning Policy Framework seeks to achieve building design outcomes that contribute positively to the local context and enhance the public realm (Clause 15.01-2S) whilst also creating urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.

Clause 16.01-1S (Housing Supply) seeks to facilitate well-located, integrated and diverse housing that meets community needs. Strategies include encouragement of well-designed housing that provides a high level of internal and external amenity. 16.01-2S (Housing Affordability) seeks to deliver more affordable housing closer to jobs, transport and services.

Clause 17.02-1S seeks to encourage development that meets the community's needs for retail, entertainment, office and commercial services. A strategy to achieve this is by locating commercial facilities in existing activity centres. Clause 17.01-1S also seeks to strengthen existing and planned employment areas and improve access to jobs closer to where people live.

Clause 18.01-1S seeks to integrate the sustainable transport system with land uses and maximising the presence of existing infrastructure by increasing the diversity and density of development along the Principal Public Transport Network (Clause 18.02-2R). Whilst Clause 18.02-4S seeks to ensure an adequate supply of car parking that is appropriately designed and located, it also takes note that car parking demand is subject to access to public transport, demand for off-street car parking and road capacity. The site is located in a Principal Public Transport Network (PPTN) and within close proximity to the Glen Waverley Train Station, and future Suburban Rail Loop Station. Numerous bus services also operate within the vicinity of the site.

Plan Melbourne 2017-2050, a reference document to the Monash Planning Scheme also encourages housing growth in and around activity centres. This plan identifies the Glen Waverley Activity Centre as a Major Activity Centre.

Local Planning Policy Framework (LPPF)

The municipal strategic statement identifies that the business community is an important generator of income and employment for the local economy. Monash is characterised by employment in activity centres and also has a large proportion of economic activity generated by small business. In response to the predicted population growth, it is important to direct more intensive, higher scale development to activity centres that are well serviced by public transport, commercial, recreational, community and educational facilities closer to where people live.

The fourth objective of the Residential Development and Character Policy at Clause 22.01 is: *“To encourage the provision of a variety of housing types to accommodate future housing needs and preferences”*. This is also supported by Clause 16.01-1S (Housing Supply) of the Planning Policy Framework, which seeks to *“Facilitate diverse housing that offers choice and meets changing household needs by widening housing diversity through a mix of housing types.”*

The current development provides only two types of apartments: 2 bedroom (85%) and 3 bedroom (15%). This is not considered to be consistent with encouraging a variety of housing types.

Clause 22.04 (Stormwater Management Policy) requires all designs have consideration of increases in hard surface areas and consequential impacts on the drainage system and water quality. Developments are to be designed and managed to minimise the impact of urban stormwater runoff on waterways.

Clause 21.06 identifies that Glen Waverley has experienced major renewal and redevelopment in the past few years that has revitalised the centre. It is anticipated that the centre will continue to grow and change in the following years, particularly with the anticipated future suburban rail link which will include a connector station proximate to the subject site. The Planning Scheme encourages Glen Waverley to continue to develop as a major entertainment and retail centre for the eastern metropolitan region and encourage medium to high rise development in appropriate locations, and with excellence in architectural quality and design.

Clause 22.14 (Glen Waverley Major Activity Centre Structure Plan) applies to all land within the Glen Waverley Major Activity Centre (GWAC). This policy identifies the site as being within Area 1 - Central Mixed Use (hospitality / entertainment / retail at ground floor with housing / offices / hotel / community uses above) and in Precinct 1, being the Kingsway Precinct. The proposed commercial use at the lower levels and residential above complies with this policy. The Structure Plan (updated June 2016) is a reference document to the Planning Scheme.

Clause 22.03 (Industry and Business Development and Character Policy) applies to all land within the Commercial 1 Zone. The site is identified as being located within Business Character Type 3, being the Glen Waverley Precinct. It notes that *“High rise development within the Glen Waverley Major Activity Centre should be located towards the middle of the centre, consistent with the adopted Structure Plan”*.

Clause 22.13 (Environmental Sustainable Development Policy) requires a Sustainable Management Plan to be prepared with an application of this scale. A report was provided with the application, prepared by WSP. The report recommends energy efficiency methods such as the provision of a 25kl rainwater tank and double glazing which is satisfactory.

Commercial 1 Zone

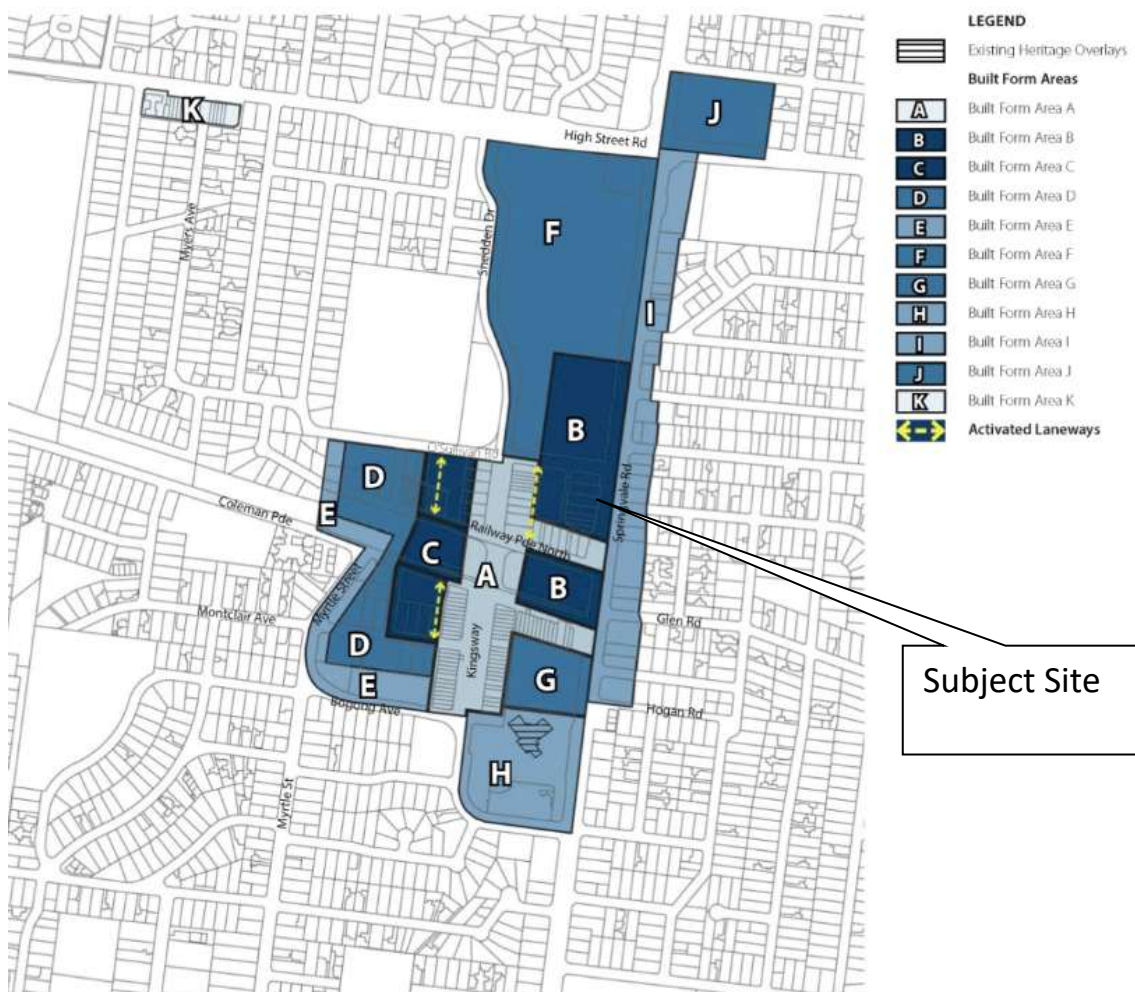
The purpose of the Commercial 1 Zone is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- 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.

Glen Waverley Structure Plan and Design and Development Overlay, Schedule 12 (DDO12)

The subject site is located within Built Form Area B of the Glen Waverley Activity Centre (GWAC) Structure Plan (2014, updated 2016), which anticipates opportunity for buildings for greater than 10 storey or 36m.

The development outcome for this area is *“active and engaging frontages to....Springvale Road, the laneway connecting Railway Parade North to O’Sullivan Road and the future public square. Activities at the front of any building(s) at ground level should generate pedestrian interest and interaction and the façade(s) should incorporate windows and door openings with clear glazing”*.



Land Use

The proposed uses for commercial at the lower levels and residential above are in keeping with the vision for the Glen Waverley Activity Centre. A Permit is triggered for the use of the land for residential apartments due to the width of the ground floor lobby area. The design of the lobby is considered acceptable as will create a sense of address for the apartments. A substantial amount of glazing and activated frontage is still maintained.

Building Height

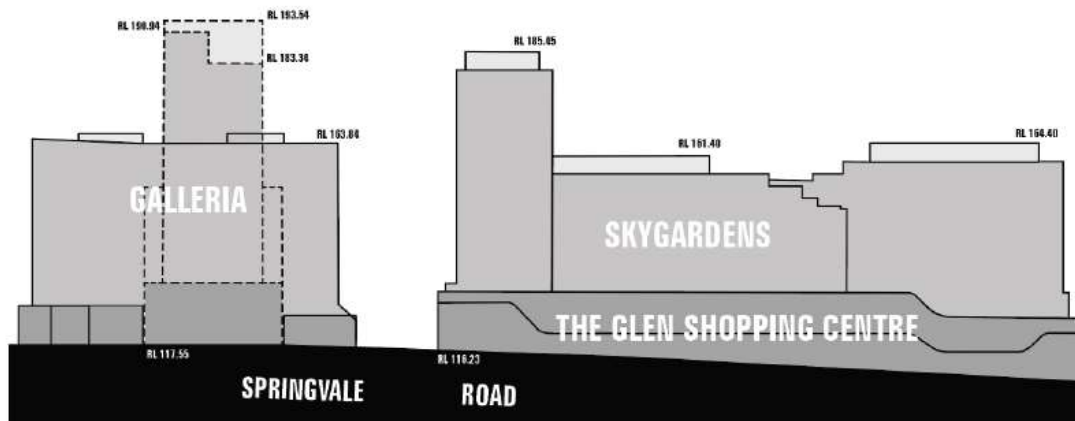
There is a clear acceptance for substantial consolidation in order to accommodate more intensive, higher scale development within the Glen Waverley Activity Centre. This has been realised through the preferred use and development outcomes of the Glen Waverley Major Activity Centre Structure Plan 2014 (updated June 2016) as a reference document, whose implementation was through Clause 22.14 and DDO12.

There are 11 Precincts with the subject site being within Precinct 'Built Form Area B'. This Precinct, as set out in the controls allows for generally taller forms fronting the main Springvale Road movement corridor. Generally taller built form is sought along the western side of Springvale Road.

DDO12 indicates that the precinct has capacity for development of more than 10 storeys (36m+) as a discretionary minimum height. However, development should accord with preferred setbacks and can be varied if a proposal achieves the Design Objectives, Development Outcomes and all other relevant requirements of the schedule. The DDO12 also indicates that the impact of new building forms upon the skyline should be considered including the visual amenity offered by a landmark building of high architectural quality. Taller buildings should be designed as slender tower forms and orientated to minimise overshadowing of public realm, incorporating a maximum width of 18-22m and length of 35-40m and minimum separation between towers of 10-12m to ensure good access to light, air and views.

The structure plan identifies that site as being a key renewal opportunity, however this assumes the site includes the parcel to the north at 245-249 Springvale Road.

The structure plan notes that potential for additional building height exists on '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 landmark building, best practice ESD outcomes and net community benefit."*



Springvale Road streetscape elevation, showing proposed 21 storey tower in relation to Galleria and Sky Gardens forms

The table below compares the heights of the three buildings.

	Maximum building Height	Maximum number of storeys	Maximum Podium Height
The Glen (Tower A within south-east corner)	63.79 metres (RL180.95)	20 storeys	12.74 metres (RL129.9)
Galleria	47 metres (RL163.29)	15 storeys	8 metres (RL124.19)
Proposal	75.95 metres (RL189.14)	21 storeys (above ground level)	14.58 metres (RL131.64)

The proposed building will sit taller than both Galleria and The Glen developments by 12.16 metres, which is equivalent to 3 storeys. The south-east corner of The Glen is located within the same built form area as the subject site, however the remainder of The Glen site is located within Building Area F seeks 8-12 storeys (29-43 metres).

The size and location of The Glen allows for the towers to sit comfortably on the site as a greater height and is a key development site for the centre and is a larger site which can accommodate larger setbacks. It is considered that the subject site should sit below the height of The Glen to meet the aspirations of the Structure Plan.

Building Setbacks

The proposed massing arrangement accords with the DDO12 provision with respect to its 3 storey street wall presentation to Springvale Road and approximate 5m setback to the rising form. It also comprises a 3 storey street wall to the rear laneway, with the rising form setback is a staggered arrangement in response to the irregular alignment of the Galleria apartments to the west.

However, the podium height is greater than that of both The Glen and Galleria given the commercial uses on all lower three levels, and allowing floor to ceiling heights of between 4.2 metres and 4.4 metres. It is considered that the podium

height should be reduced to match the RL level of The Glen, being RL 129.9 (reduction in height of 1.74 metres).

The Design and Development Overlay, and Structure Plan requires a 1.5 metre ground level setback to achieve a laneway connecting Railway Parade North and O'Sullivan Road. The building has a zero setback, however the laneway in this location is maintained at a width of 6.1 metres which facilitates two-way access. It is noted that a pedestrian pathway is provided adjacent to 52 O'Sullivan Road (directly opposite the site). The laneway to the rear of the site is not identified as an 'activated laneway'.

Building Form and Design

The podium levels of the proposal are built to both the north and south common boundaries. It presents a blank wall on boundary, which is appropriate given the site's location and Planning Scheme provisions. It is noted that the external finishes wrap around the sides of the façade to the site boundaries, so that some visual interest of the wall is maintained whilst adjoining buildings are yet to be developed.

The Design and Development Overlay seeks to provide for *“New development [to] be designed to create human scaled places that promote visual and pedestrian amenity to enable informal interaction including between neighbours”*. The proposed podium form and the use of the cantilevered level above on the northern side of the development will provide for a high level of pedestrian amenity. This setback at the ground floor also allows for the building setback to align with the site to the north. However, it is considered that a similar approach should be taken to the southern side of the development. This will allow the building setback at the ground floor to be consistent with existing buildings to the south, and provide for an area of outdoor seating.

The podium levels have been designed to appear as two separate forms with the use of a visual recession and varied material within the centre and the application of different materials between the northern and southern portions of the façade. This, in addition to the window formations allows the building to sit comfortably with the finer grain pattern of the streetscape.



The structure plan and Design and Development Overlay seeks taller buildings to be designed as slender tower forms and orientated to minimise overshadowing of the public realm, including:

- A minimum space of 10-12 metres between tower forms to ensure good access to light, air and views
- A maximum tower width of 18-22 metres
- A maximum tower length of 35-40 metres

These provisions seek to ensure good levels of access to light, air and views, with tower forms.

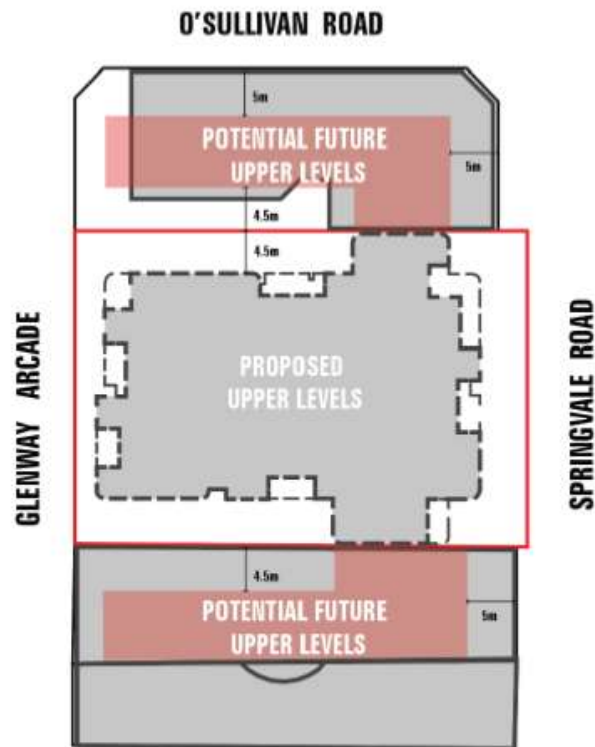
The tower component of the design proposes a width of 23.45 metres and length of 39.975 metres. This allows for setbacks of 4.5 metres to the northern and southern boundaries of the site. Anticipating that adjoining buildings will mirror the setbacks, a separation of only 9 metres will be achieved. This also leads to questions regarding equitable development potential for adjoining properties.

The property to the immediate north is 245-249 Springvale Road, a corner site. The building is 2 storeys in height comprising individual tenancies which front both its Springvale Road and O'Sullivan Road. It also comprises a private service area along the western portion of its southern boundary. Given the provisions of DD012, any future development will need to present a 2-3 storey street wall to both street frontages, with upper levels setback 5m. Given the site's width of approximately 16.8m, that leaves an available development depth of 11.5m for upper levels. Given the dimensions of the adjoining site and the provisions of DDO12 it is probable that any future development would primarily orientate towards the north and offer a single apartment depth from a corridor along the southern boundary. Therefore, the proposed north facing apartments within the proposal should be setback further or re-orientated to not solely rely on northern orientation.

To the immediate south is 263 Springvale Road, a narrow mid-block site that comprises a 2-storey building build to all boundaries. It abuts 263A Springvale

Road to its south (6 storey mixed use development with apartments at the upper levels and a central light court along its northern boundary) Any future development at 263 Springvale Road would need to reflect this central light court provision along its southern boundary and given the site narrow dimension (approx. 12.5m) and mid-block position will most likely orientate future dwellings to both Springvale Road and the rear laneway.

The below image suggests the building design which would need to occur for the adjoining properties to respond to the proposed development.

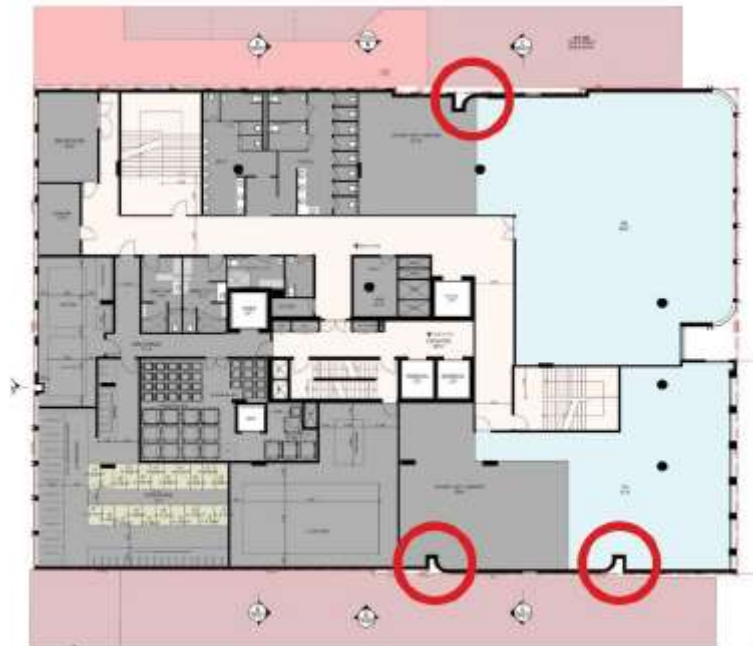


Inequitable development for abutting lots given min 4.5m set back

This shows that the proposed massing arrangement to both the north and south boundaries is not equitable in respect to the DDO12 provisions given the narrower dimensions of the abutting lots. Therefore, it is considered that the proposal should be set back further and comprising a maximum width of no greater than 22m to accord with the DDO12 ambitions for 'slender' tower forms. Alternatively, the consolidation of land and the inclusion of the property at 245-259 Springvale Road would allow for the proposal to sit more comfortably on the site and allow for greater setbacks to the south.

In addition, there are three instances where the curved horizontal recesses associated with the 'clustered tower' expression are continued through the podium to ground level. The concern is that this architectural expression is not necessary at these lower reaches of the proposed building, as they will not be visually appreciated from the surrounding public realm. Instead, they will result in awkward and inaccessible void spaces, between existing and possible future

buildings that will gather grit and air bourn litter, etc. Therefore, it is recommended that these three architectural expressions are not required and should simply be removed.



Extract of TP101 – Level 01 Plan showing instances of awkward voids

The building is proposed to be constructed with finishes including metal cladding, brickwork, textured concrete panels and 'applied finishes'. The applied finishes in the schedule relate to paint finishes, however it is not clear of the actual material of the finish. It is anticipated that this is a cement render or similar. The higher quality materials presented in the materials schedule (being the brick, metal cladding and textured concrete) have a limited application to the façade of the building. It is considered that the application of these materials should be increased (such as the application of the brick finish to all lower three levels of the northern side of the front façade building).

Activated Laneways

Policy seeks that buildings fronting laneways should be designed for active uses and generate pedestrian interest and interaction with a permeable façade, for instance window and door openings with clear glazing.

The rear of the site backs on to the service lane that connects between O'Sullivan Road and Springvale Road and allows for car parking and vehicle access to be provided behind the building. This is not an identified 'Activated Laneway' as shown in Figure 3 of DDO12. There are no issues identified for the design interface fronting onto this service lane, particularly as this is separated from O'Sullivan Road by another building.

Wind and Weather Protection

A Wind Impact Assessment has been prepared and this has concluded that the potential wind impacts of the development are within recommended comfort criteria. This, however, is only based on an assessment of “similar situations” in Melbourne and around the world. It notes that “an assessment of wind effects based on experience and without experimental validation may not account for all complex flow scenarios in the vicinity”.

The report recommends:

- Taller balustrades with landscaping on levels 10, 19 and 21; and
- A scaled wind tunnel study be conducted to verify these predictions. This is particularly of note in Glen Waverley, which is located at the top of a hill and already experiences high wind conditions compared to other areas.

Suitable weather protection by way of building overhang and a canopy on the southern side of the frontage is acceptable. The canopy is set back 3.72 metres from the kerb and has a clearance of approximately 4.3 metres.

Solar Access

The solar access requirements of DDO12 require that solar access be maintained to 80% of the public open space on the Central Car Park site between Coleman Parade and Railway Parade North, between 9am and 3pm on 21 September. In addition to this solar access is to be maintained to the north facing footpath on Coleman Parade between 9am and 3pm on 21 September. It is noted that there is currently no public open space on the Central Car Park site, however, there is the potential for public open space in the future.

A shadow analysis has been prepared by the architect, dated 1 March 2021 which shows that the central car park will not be overshadowed by the proposed development between 9am and 3pm on 21 September.

External Amenity Impacts

Overshadowing

The shadow studies demonstrate that the proposal will cast a comparable shadow to that of the 20 storey Sky Gardens tower across Springvale Road, which will just reach the GR22 properties at 2:50pm. More specifically, the property at 246 Springvale Road is vacant, and while additional shadowing is to occur at 3pm to the residential dwelling at 2 Hinkler Road and its rear private open space area, this is consistent with the shadow impact The Glen has to the rear private open space of the dwelling at 1 Hinkler Road. This extent of overshadowing is acceptable.

The shadow diagrams also show that overshadowing of Galleria from the proposed development will only occur from 9am – 11am on 21 September. By 11am, the shadows are minimal and only to the southern portion of the building facing east.

It is noted that balconies are not considered to be ‘secluded private open space’ with respect to shadowing tests and are not afforded the same amenity requirements. Further to this, Clause 58.04 (Amenity Impacts) does not provide any specific guidance in relation to shadowing of balconies, but rather seeks to “allow adequate daylight”.

The upper levels of the proposed development are set back a minimum of 3.1 metres from the title boundary, and therefore 9.1 metres from the boundary of the property boundary to Galleria. The apartments at Galleria are set back between 2.4 metres and 11.44 metres from the title boundary (adjacent to the proposed development), therefore creating a minimum separation of 11.5 metres up to a maximum of 20.54 metres. The length of the proposed tower component is within the parameters of the Design and Development Overlay and Structure Plan. It is therefore considered that the setbacks and overshadowing of Galleria is considered acceptable.

Overlooking

All proposed habitable room windows and balconies are greater than 9 metres from the habitable room windows and balconies associated with Galleria.

At Level 3, portions of balconies are extended to the boundary where the setback of the Galleria Apartments are increased. Where the adjoining apartments sit closer to the site (northern end), a 1.1m wide landscaping planter has been provided to ensure a minimum of 9 metres separation is provided.

Level 2 of the proposed development includes a food and drinks premises which faces west which includes a series of glazed windows. This level sits at RL126.14. The apartments at Galleria start at RL124.19 and therefore the proposed windows will have a direct outlook into these adjoining habitable room windows and balconies. It is therefore recommended that if a Permit were to be issued for the proposed development, that these windows be screened.

Internal Amenity Impacts

The proposal provides for a high level of daylight access for living and bedroom areas as demonstrated in the Sustainable Management Plan.

The proposal satisfies the requirements of Clause 58 as follows:

- 51% of apartments provide for accessibility in accordance with Clause 58.05.
- The proposed communal corridors are not excessive in length and are provided with access to daylight.
- Three areas of outdoor communal open space and one area of indoor space is provided for residents. These spaces have access to northern sunlight.
- Areas of secluded private open space meet the requirements of Clause 58.05-3.
- 49% of apartments provide for cross ventilation.

- Separate lift access is provided for residential apartments and the commercial areas.
- Lifts are not adjacent to any habitable rooms which may result in potential noise impacts.
- There will be no unreasonable internal overlooking between apartments.

However, Apartment Type 03 (2 bedroom 2 bathroom) fails to provide a minimum dimension of 3.6 metres to the living space with a minimum dimension of 3.325 metres. It is recommended that if a Permit be issued, that the minimum dimension be achieved for all apartments to ensure adequate internal amenity.

Landscaping

The design and Development Overlay states *“development should contribute to the ‘buildings in landscape’ character of the surrounding residential areas through large tree planting in the front, side and rear setbacks particularly where sites adjoin residential areas. Existing significant trees on the site and on adjoining sites should be retained and protected, particularly on land zoned residential”*.

There are no existing trees on the site. The landscaping design proposes a planter at the ground floor with vertical stainless-steel cables above for climbing plants. Landscaping is also proposed at the top of the podium which includes landscaping beds to allow for small trees and perimeter planting.



The landscaping response is considered generally acceptable.

Council's City Design team have identified that upgrade works are required to Springvale Road in this location. It is considered that such works including street tree planting, should be undertaken in conjunction with the proposed development on the site.

Car Parking, Traffic and Access

Parking Allocation

The requisite car parking spaces required under Clause 52.06 would be provided as shown in the following table:

Use	Number of Dwellings/ leasable floor area	Clause 52.06 Requirement	Car spaces required	Car spaces provided
Two bedroom dwelling	125	1 space/two bedroom)	125 spaces	119 spaces (0.95 spaces per dwelling)
Three bedroom dwelling	22	(2 spaces/ three bedroom	44 spaces	33 spaces (1.5 spaces per dwelling)
Visitor Parking		N/A as site is in PPTN	0 spaces	0 spaces
Retail (shop)/ Food and drinks	2,566sqm	3.5 spaces to each 100sqm of leasable floor area	89 spaces	15 retail staff spaces
Total			258 spaces	167 spaces

Based on the above table, the reduction sought is for 91 car parking spaces.

No visitor car parking is required as the site is located within the Principal Public Transport Network (PPTN).

It is noted that the applicant's traffic report has taken into account a total of 10 'notional' car parking spaces based on the existing retail floor area of 1307sqm. Council records show that there have been no contributions for car parking through either a separate rate scheme or the historic Car Parking Contributions Overlay for this site. Nonetheless, it is accepted that a notional credit of ten spaces associated with the existing retail floor space exists. This reduces the total reduction sought from 91 spaces to 81.

It has also been identified that the development schedule identifies a floor area of 1,832 for retail use across the ground, first and second floors, including the following areas across the three levels. There is a clear discrepancy between development schedule/traffic report and the development plans. The comparison of the development schedule compared to the plans is identified in the table below:

	Development Schedule	Plans
Ground	617sqm	617sqm
First	441sqm	704sqm
Second	774sqm	1,245sqm
Total	1,832sqm	2,566sqm

The traffic report has failed to include back of house areas which will include kitchens and storage.

Net leasable floor area is defined in the Planning Scheme as “the part of the net floor area able to be leased. It does not include public or common tenancy areas, such as malls, verandahs, or public conveniences”.

The car parking allocation table detailed above takes into consideration the total net leasable floor area.

There is significant concern with the proposed shortfall with the potential for long-term residential parking to spill into nearby residential streets in the evenings when parking restrictions drop out. It is considered that car parking for residents should meet the statutory requirements, allowing for the reduction sought for the commercial tenancies. It is considered that if the building is reduced in height as suggested, car parking for residents could be satisfied.

Should car parking for residents be met, the reduction for the proposed commercial tenancies would be considered acceptable.

At least 1 vehicle parking space has been identified to have an electricity charging point, however this has not been detailed on the plans. It is also recommended that additional vehicle charging points be provided given the number of apartments and car parking spaces proposed.

Traffic Generation

The predicted traffic generation for the development is 0.4 movements/dwelling in each of the peak hours. This equates to a total of 59 trips/peak hour for the 147 dwellings. The additional five retail spaces are expected to generate three trips/peak period, with a combined 62 vehicle movements for the whole development during both peak hours.

It should be noted that the traffic report has some errors in relation to the traffic distribution, which mentions Springvale Road/O’Sullivan Road signals (which do not exist) and that O’Sullivan Road operates as one-way westbound between Springvale Road and the rear laneway (it is now two-way operation). Despite this, it is agreed that the “traffic generation is relatively low in traffic engineering terms” as indicated in the report, and this is expected to have a negligible impact on the local traffic network.

Vehicle Access

All vehicle access is proposed via a rear laneway. This is considered acceptable. All vehicles are able to turn around on site and exit in a forwards direction.

Loading and Waste Collection

A loading dock is proposed on the ground level accessed via the rear laneway on the western side of the development. This will accommodate an 8.8m long medium rigid vehicle with loading vehicles to reverse into the area and exit forwards onto the rear laneway. This will also accommodate waste vehicles for the

private waste collection. This is considered an acceptable arrangement by Council's traffic engineers.

The proposed bin storage area is required to be revised in accordance with the comments prepared by Council's Waste team.

Objections not previously addressed

Blocking views from apartments within Galleria

The Galleria site located at 52-54 O'Sullivan Road is not afforded any rights for protection of views. The structure plan and relevant zoning and policies within the Planning Scheme identifies that properties along Springvale Road can be developed subject to an appropriate design response and setbacks.

Impact on stormwater and drainage

The application was referred to Council's drainage engineers who had no concerns with the proposal subject to conditions and the requirement that stormwater collected from the site must not be allowed to flow uncontrolled into adjoining properties or the road reserve. Drainage plans must be submitted to Council's engineering department prior to construction of works.

Pedestrian, cyclist and motorist safety

Vehicle access is proposed to the rear of the site which is the most appropriate location, adjoining the need for additional crossovers and access from Springvale Road. A pedestrian pathway exists along the western side of the laneway for pedestrians. O'Sullivan Road has recently undergone significant changes to improve pedestrian and vehicle safety.

Construction impacts (noise, dust, traffic)

Should a Planning Permit be issued for the development, a condition would require the submission and endorsement of a Construction Management Plan which would address how potential impacts such as noise and dust would be mitigated. The plan would also require the submission of a Plan identifying traffic management and truck movements.

Over-population and demand on existing infrastructure

The application has been referred to Council's Engineering Department who have not identified that the proposal will exceed capacity for existing infrastructure. Capacity within surrounding schools is not a relevant planning consideration for this proposal.

Impact on property prices

This is not a relevant planning consideration.

Closed Landfill Buffer

The site is not within the identified buffer of a post closure landfill.

CONCLUSION:

The proposed development is not considered satisfactory as it fails to adequately comply with the relevant provisions and policies contained within the Monash Planning Scheme. The proposal has an excessive height and will not provide for equitable development potential for the adjoining properties to the north and south. Further to this, the proposal does not satisfy the car parking demand generated by the uses on the land proposed.

The proposed development raises concerns with relevant policy objectives including built form height and scale, bulk and massing and internal amenity.

Accordingly, it is recommended that the application not be supported.

LIST OF ATTACHMENTS:

Attachment 1 – Proposed Development Plans.

Attachment 2 – Aerial Photograph (February 2022).

Attachment 3 – Zoning and Overlays Map.

Attachment 4 – Objector Properties Location Map.

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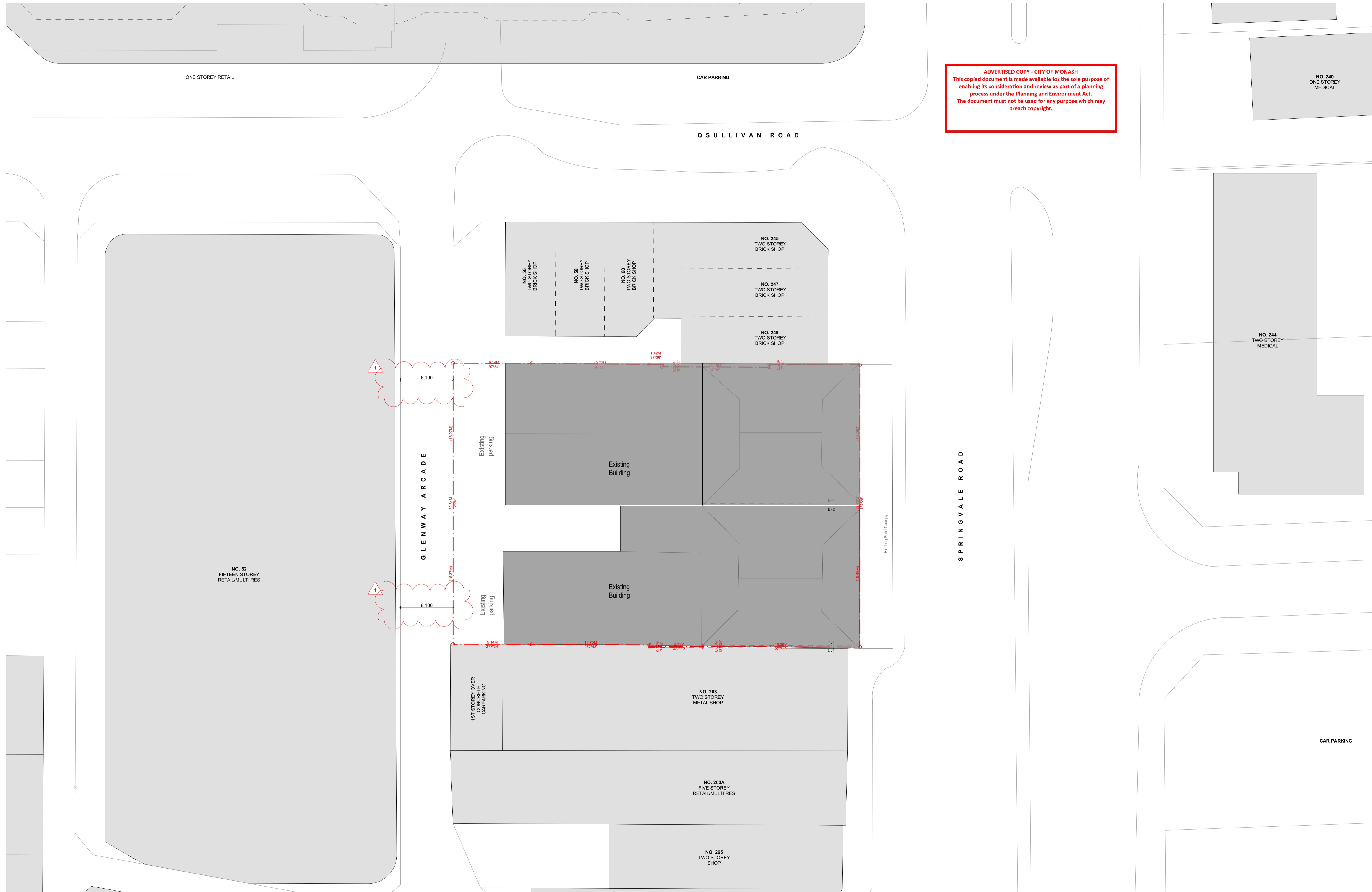


	RESIDENTIAL				S/CIRC/COMM Area	RETAIL Area (GFA)	COMMERCIAL Area (GFA)	COMMUNAL Area (GFA)	CARPARK		BALCONIES COMMUNAL Area	AREA PER LEVEL (EXCLUDING BALCONIES) sellable sqm GFA		FLOOR EFFICIENCY (EX CARS & BALCONIES) %	
	Area	2 BED 2 BATH	3 BED	TOTAL					NO	Area		COMMUNAL Area	sellable sqm		GFA
				APTS/FLOOR											
Bank of China Car Parks* use TBC															
Galleria Visitor Car Parks															
Basement 04					132				44	1386		0	1518	0.00%	
Basement 03					129				42	1390		0	1519	0.00%	
Basement 02					122				42	1396		0	1518	0.00%	
Basement 01					141				39	1376		0	1517	0.00%	
Ground Floor - RETAIL AND RESTAURANT					592	617				243		617	1452	51.03%	
Level 01 - RESTAURANT					1075	441						441	1516	29.09%	
Level 02 - RETAIL					742	774						774	1516	51.06%	
Level 03 - APARTMENTS	773	8	1	9	147						595	773	920	84.02%	
Level 04 (TYPICAL 04-09) -APARTMENTS	773	8	1	9	147						102	773	920	84.02%	
Level 05 - APARTMENTS	773	8	1	9	147						102	773	920	84.02%	
Level 06 - APARTMENTS	773	8	1	9	147						102	773	920	84.02%	
Level 07 - APARTMENTS	773	8	1	9	147						102	773	920	84.02%	
Level 08 - APARTMENTS	773	8	1	9	147						102	773	920	84.02%	
Level 09 - APARTMENTS	773	8	1	9	147						102	773	920	84.02%	
Level 10 - APARTMENTS	691	7	1	8	140						171	691	831	83.15%	
Level 11 (TYPICAL 11-18)- APARTMENTS	691	7	1	8	140						87	691	831	83.15%	
Level 12 - APARTMENTS	691	7	1	8	140						87	691	831	83.15%	
Level 13 - APARTMENTS	691	7	1	8	140						87	691	831	83.15%	
Level 14 - APARTMENTS	691	7	1	8	140						87	691	831	83.15%	
Level 15 - APARTMENTS	691	7	1	8	140						87	691	831	83.15%	
Level 16 - APARTMENTS	691	7	1	8	140						87	691	831	83.15%	
Level 17 - APARTMENTS	691	7	1	8	140						87	691	831	83.15%	
Level 18 - APARTMENTS	691	7	1	8	140						87	691	831	83.15%	
Level 19 - APARTMENTS	585	3	3	6	123						208	585	708	82.63%	
Level 20 - APARTMENTS	585	3	3	6	123						73	585	708	82.63%	
ROOF COMMUNAL					331			157			238	0	331	0.00%	
Totals	12800	125	22		5799	1832	0	157	167	5791	2593	14632	26222		
Total Apartments =				147											
85.0%		15.0%													
									sqm/car =		34.7				

REQUIRED CAR PARK ANALYSIS				VISITORS			
RATE	0.800	1.500		0.010	0.035		0.000
REQUIRED CARS	100	33		See below	0		0.0
TOTAL REQ CARS	148			1/100sqm	3.5/100sqm		

EXISTING RETAIL AREA (APPROX.)	1307	ADDITIONAL PROPOSED RETAIL AREA	525
EXISTING RETAIL CAR PARKS	10	ADDITIONAL RETAIL CAR PARKS 1/100sqm	5
TOTAL REQ RETAIL CARS	15		

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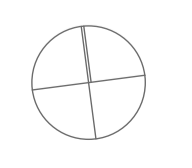
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27/07/2021	UPDATED FOR RFI	XL	NA	1

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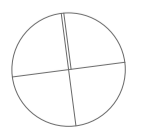
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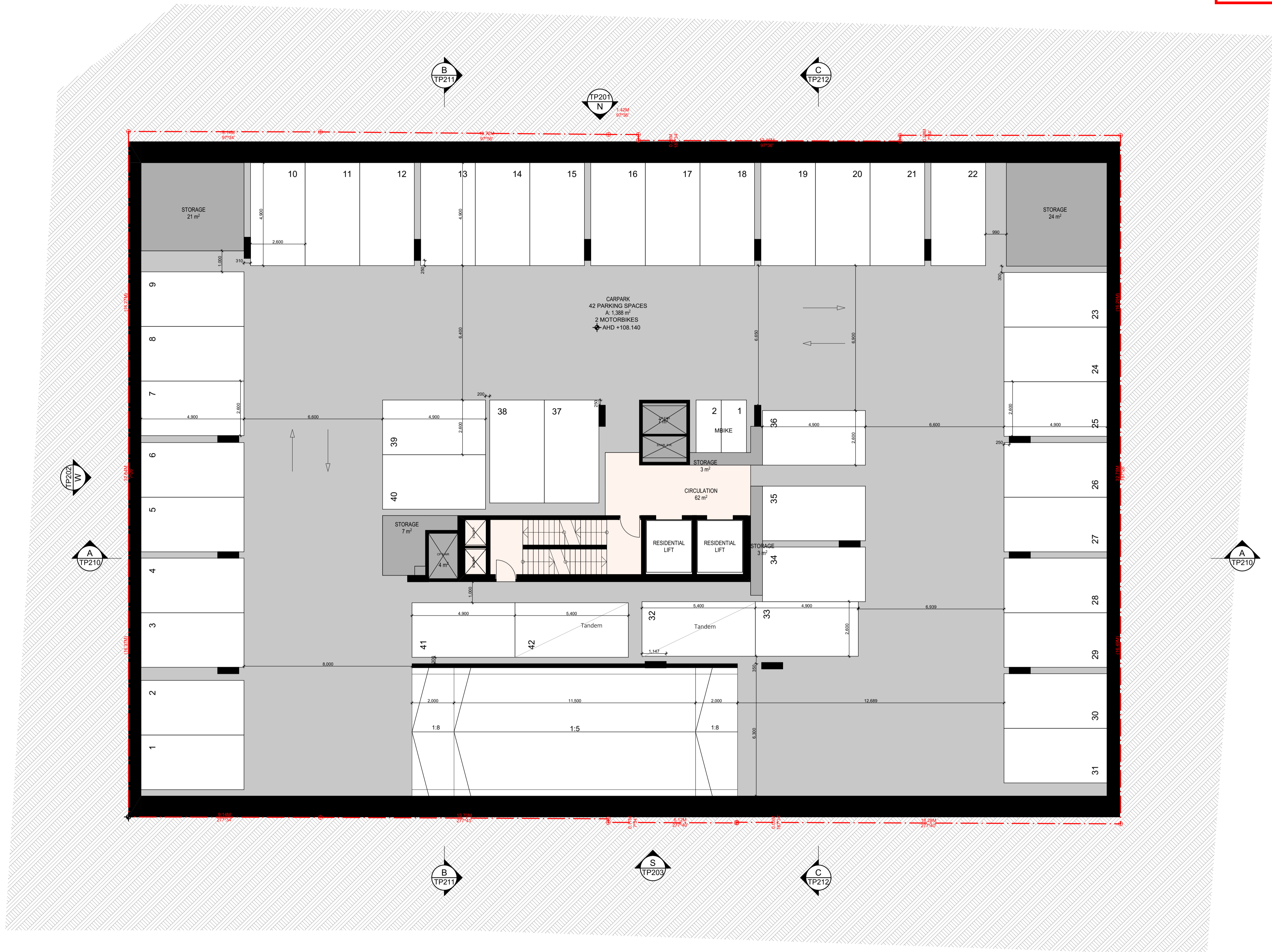
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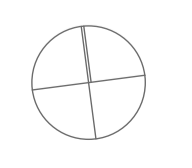
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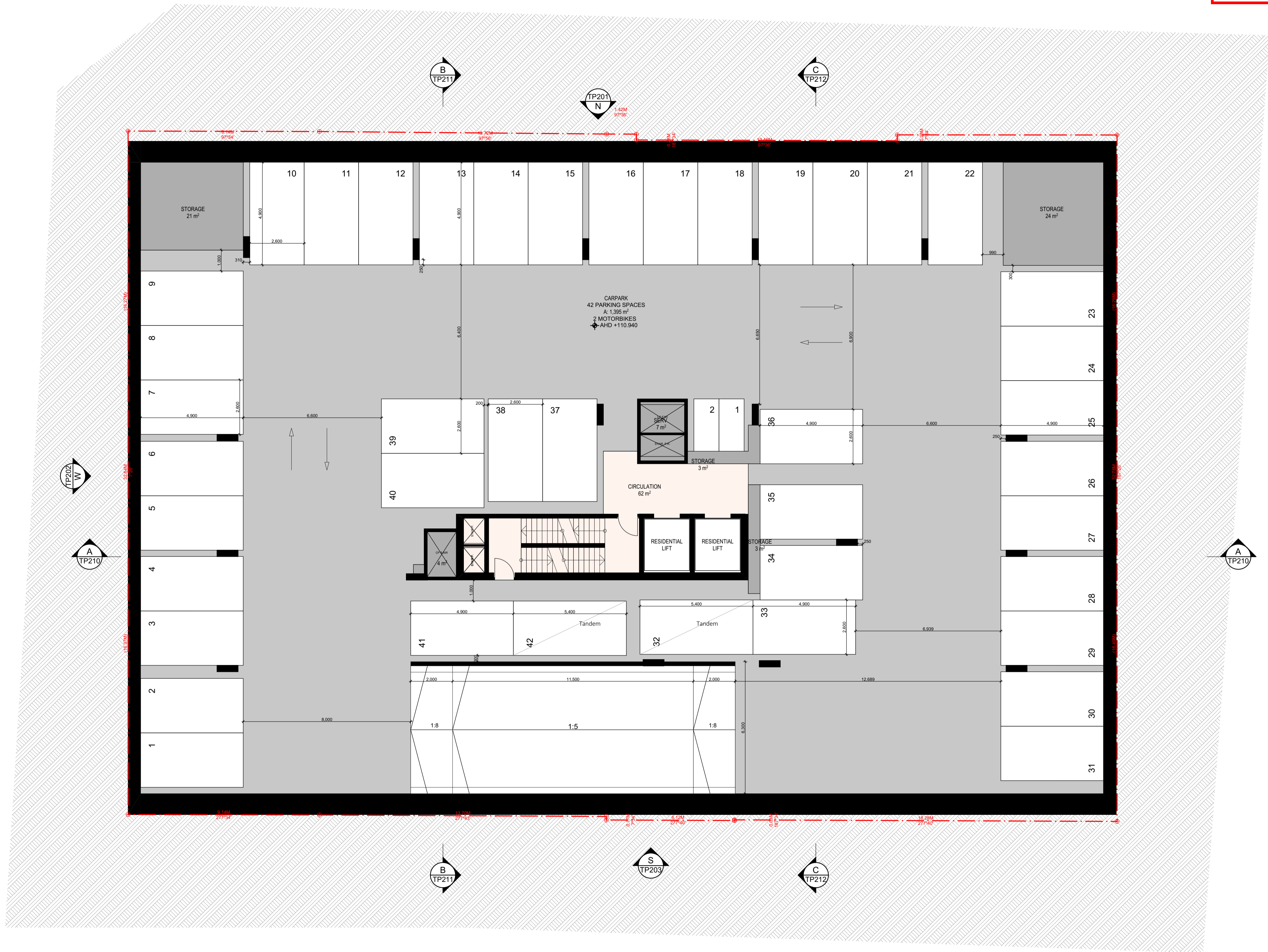
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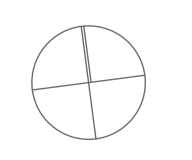
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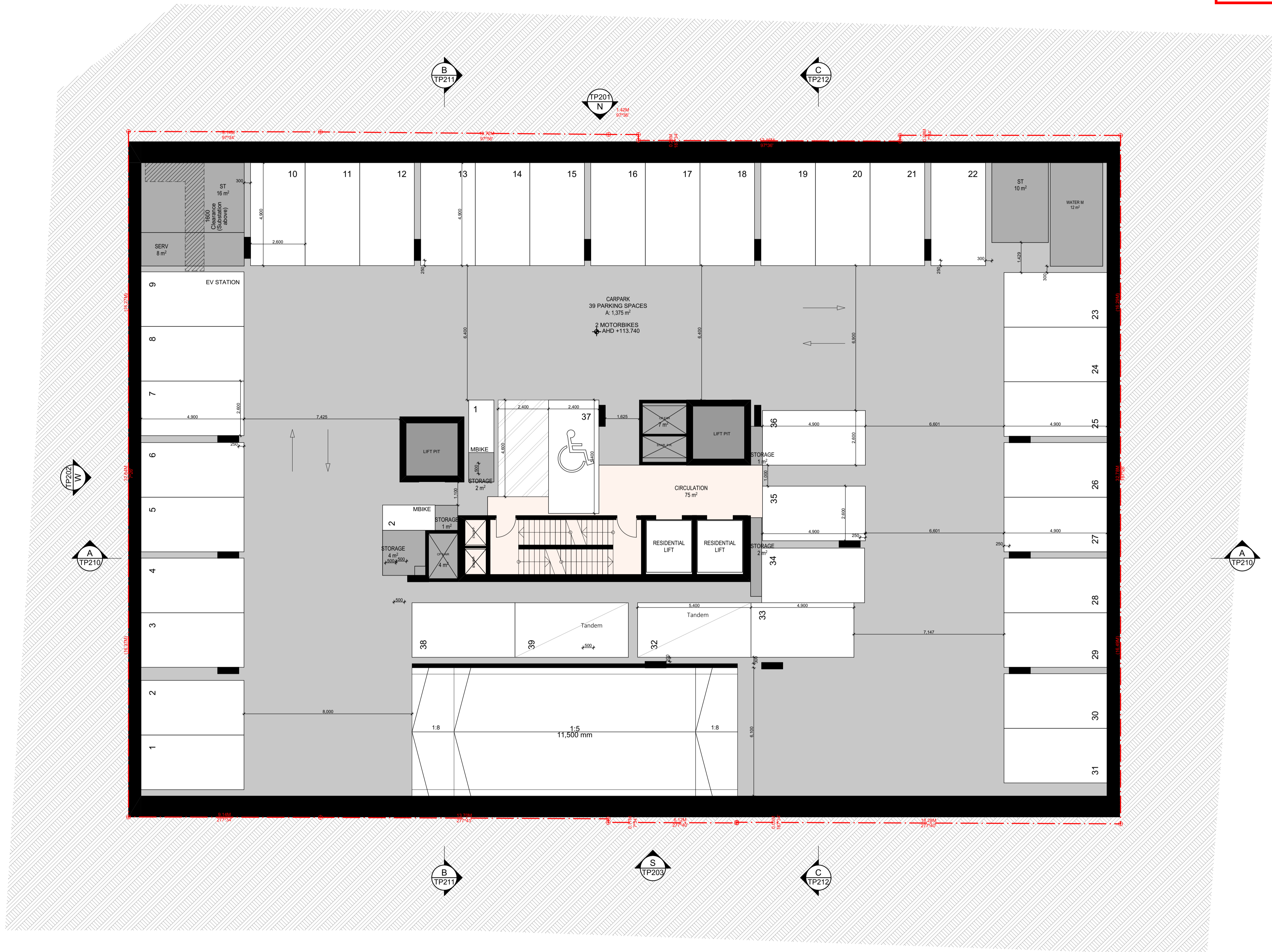
PROJECT
251-261 Springvale Road Glen Waverley

DRAWING
TP098 BASEMENT 02 PLAN

DATE 27/07/2021 SCALE 1:100 @A1
 JOB NUMBER 12668 REVISION 1



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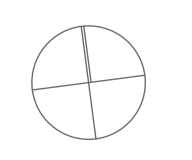
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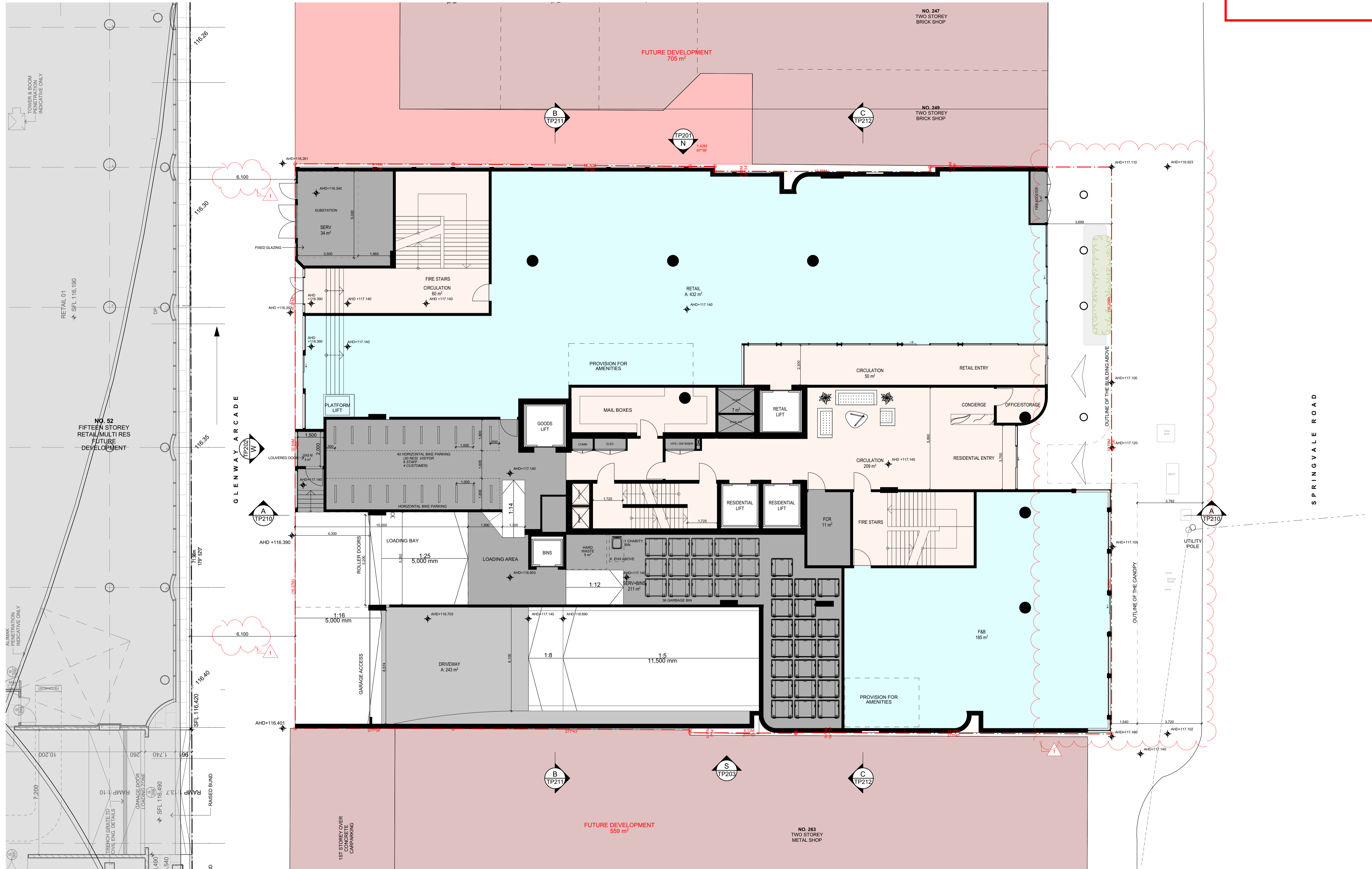
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TP099 BASEMENT 01 PLAN

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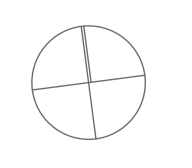
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DATE
 27/07/2021

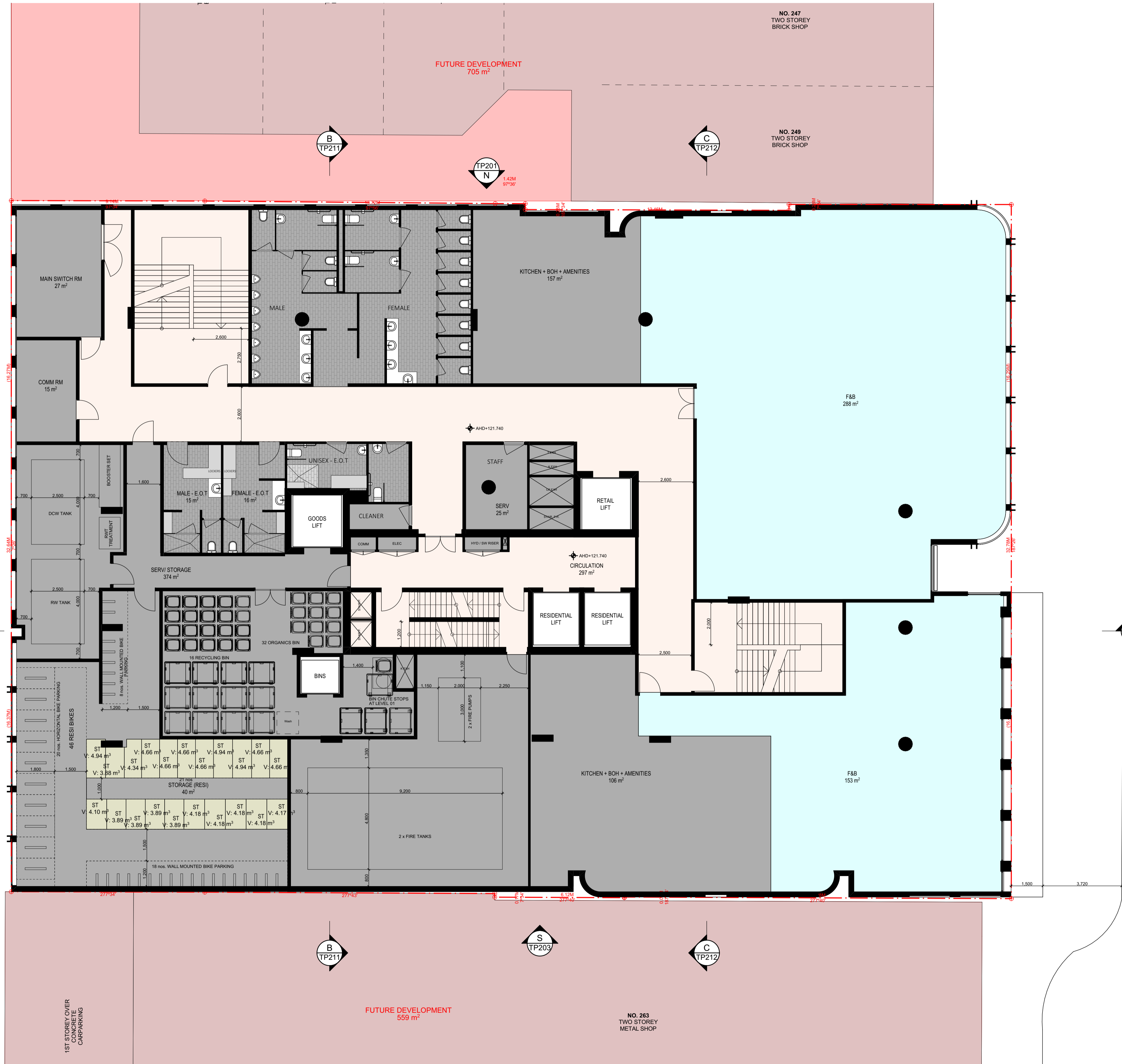
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NO. 52
 FIFTEEN STOREY
 RETAIL/MULTI RES
 FUTURE
 DEVELOPMENT

GLENWAY ARCADE
 TP202
 TP210

SPRINGVALE ROAD
 TP210

1ST STOREY OVER
 CONCRETE
 CARPARKING

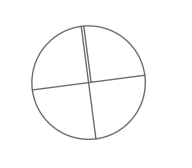
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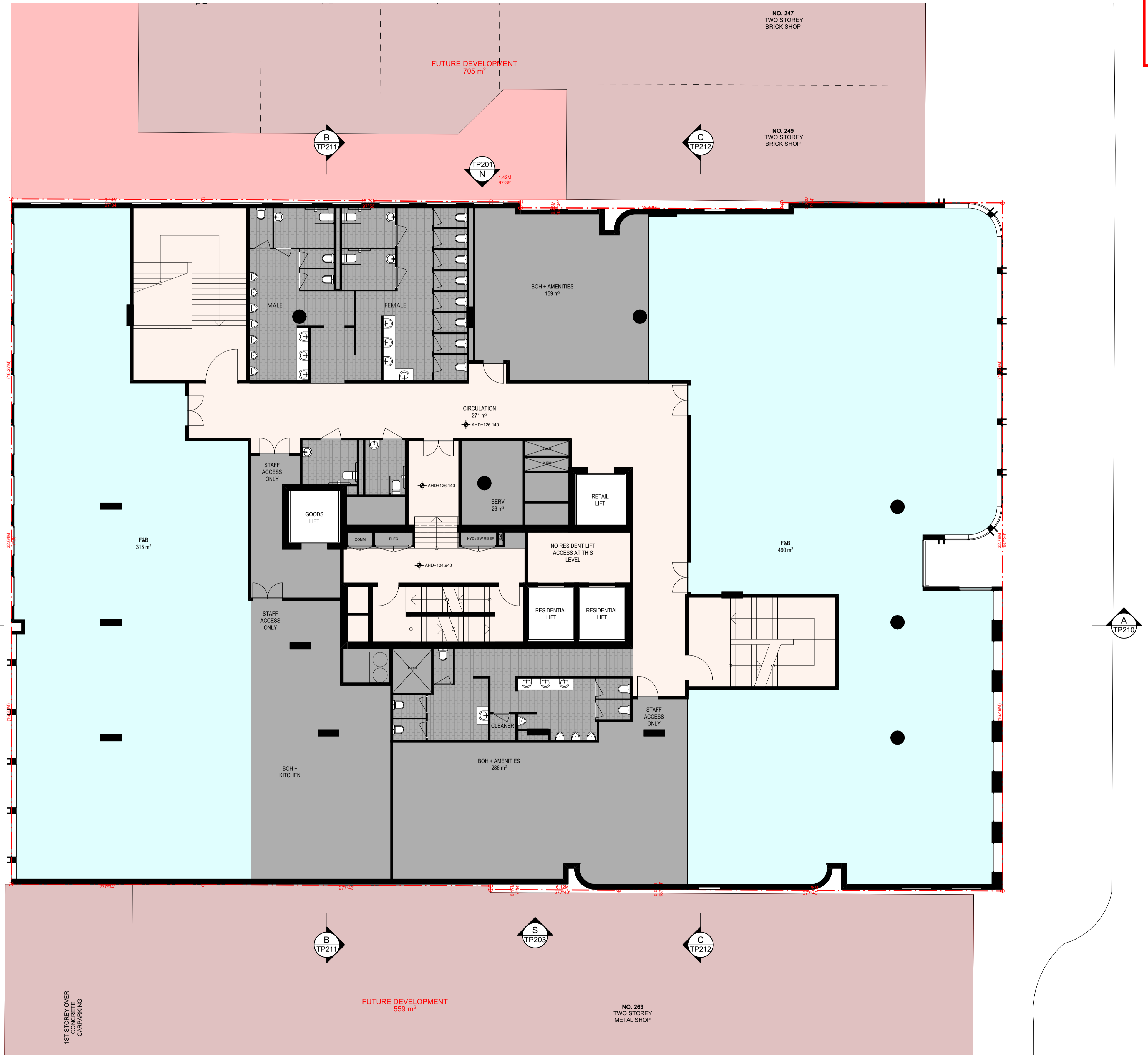
PROJECT
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NO. 52
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 RETAIL/MULTI RES
 FUTURE
 DEVELOPMENT

GLENWAY ARCADE
 TP202
 TP210

SPRINGVALE ROAD
 TP210

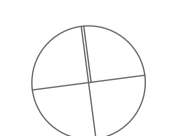
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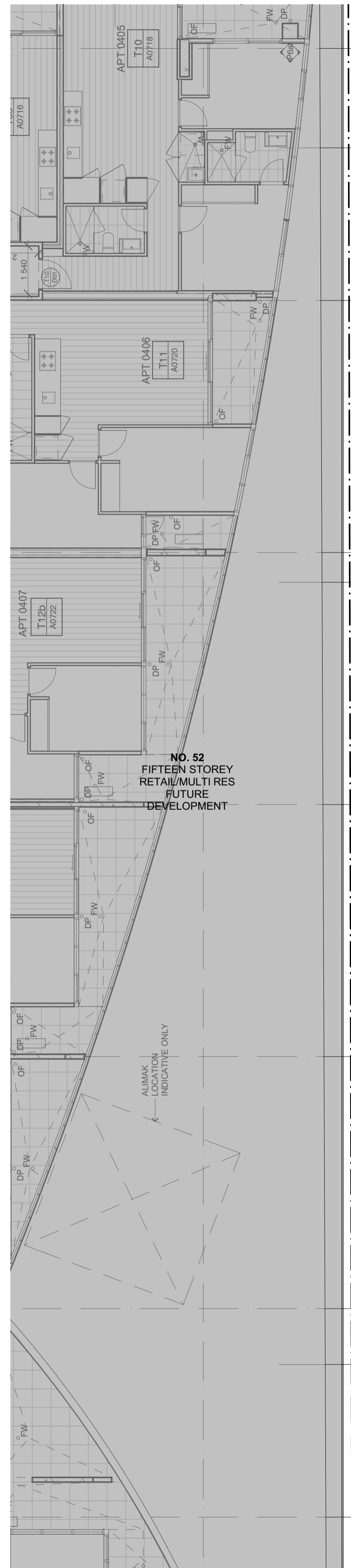
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DRAWING
 TP102 LEVEL 02 PLAN

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PROJECT
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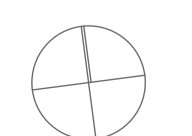
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TP103 LEVEL 03 PLAN

DATE
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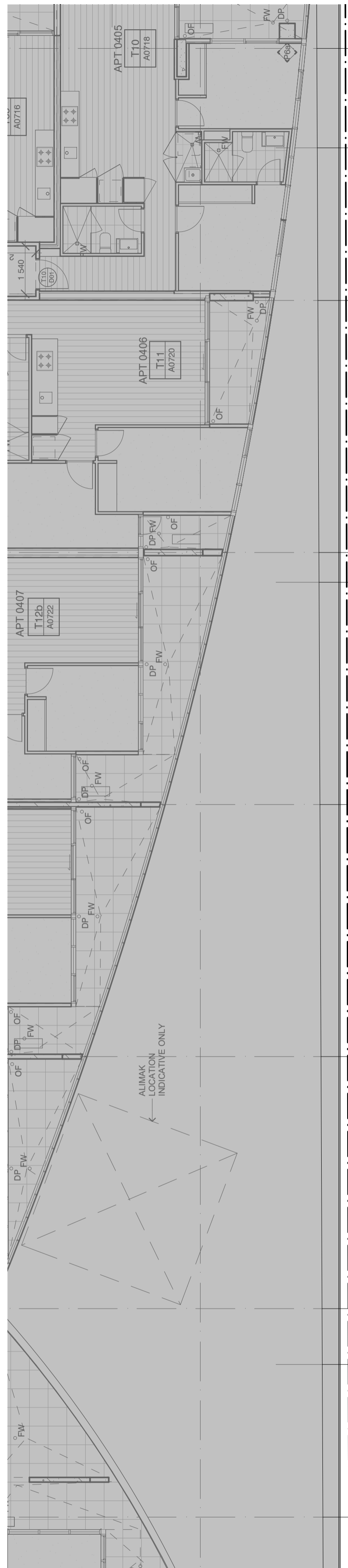
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PROJECT
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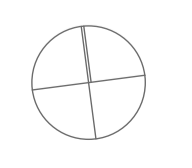
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TP104 LEVEL 04 - 09 PLAN

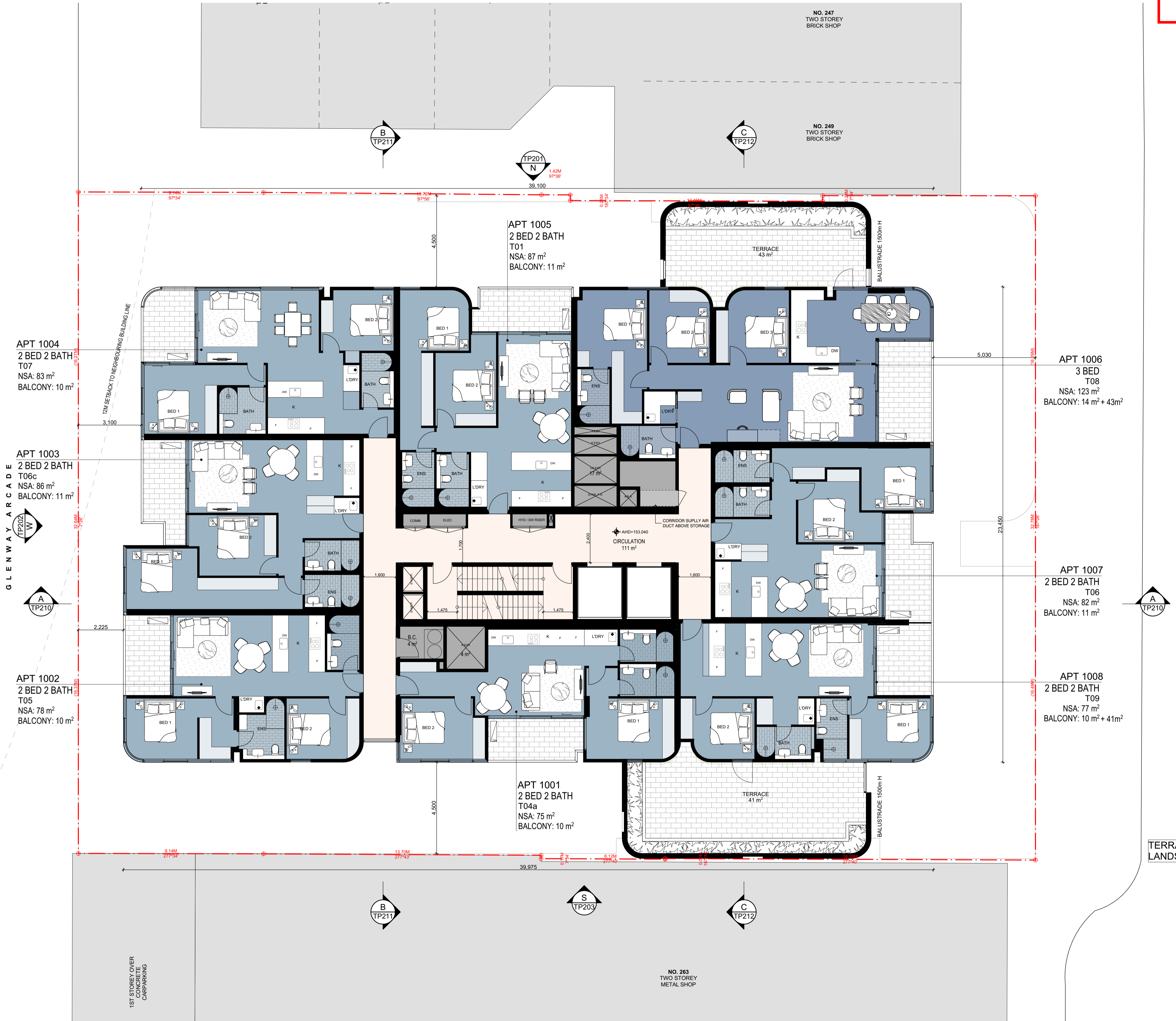
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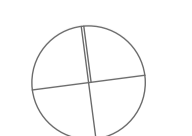
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 DRAWING TP110 LEVEL 10 PLAN

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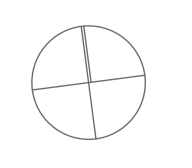
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DATE
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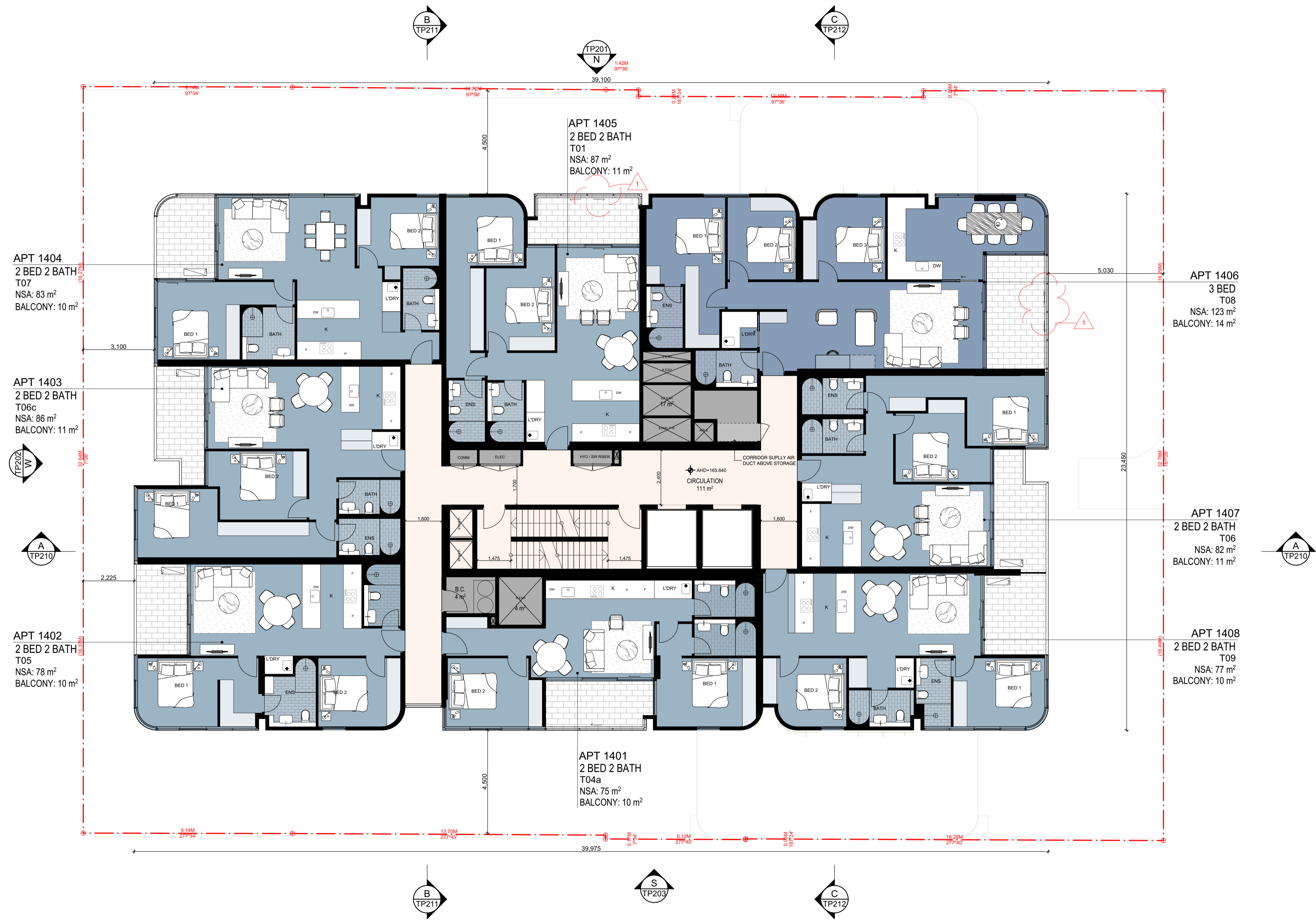
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APT 1404
 2 BED 2 BATH
 T07
 NSA: 83 m²
 BALCONY: 10 m²

APT 1403
 2 BED 2 BATH
 T06c
 NSA: 86 m²
 BALCONY: 11 m²

APT 1402
 2 BED 2 BATH
 T05
 NSA: 78 m²
 BALCONY: 10 m²

APT 1405
 2 BED 2 BATH
 T01
 NSA: 87 m²
 BALCONY: 11 m²

APT 1401
 2 BED 2 BATH
 T04a
 NSA: 75 m²
 BALCONY: 10 m²

APT 1406
 3 BED
 T08
 NSA: 123 m²
 BALCONY: 14 m²

APT 1407
 2 BED 2 BATH
 T06
 NSA: 82 m²
 BALCONY: 11 m²

APT 1408
 2 BED 2 BATH
 T09
 NSA: 77 m²
 BALCONY: 10 m²

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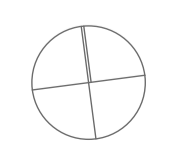
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 TP114 LEVEL 14 - 15 PLAN

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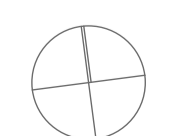
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TP116 LEVEL 16 - 18 PLAN

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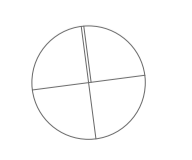
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TP119 LEVEL 19 PLAN

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APT 2004
 3 BED
 T12
 NSA: 109 m²
 BALCONY: 14 m²

APT 2003
 2 BED 2 BATH
 T06c
 NSA: 86 m²
 BALCONY: 11 m²

APT 2002
 2 BED 2 BATH
 T05
 NSA: 78 m²
 BALCONY: 10 m²

APT 2005
 3 BED
 T10
 NSA: 121 m²
 BALCONY: 14 m²

APT 2006
 3 BED
 T11
 NSA: 116 m²
 BALCONY: 15 m²

APT 2001
 2 BED 2 BATH
 T04a
 NSA: 75 m²
 BALCONY: 10 m²

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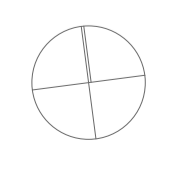
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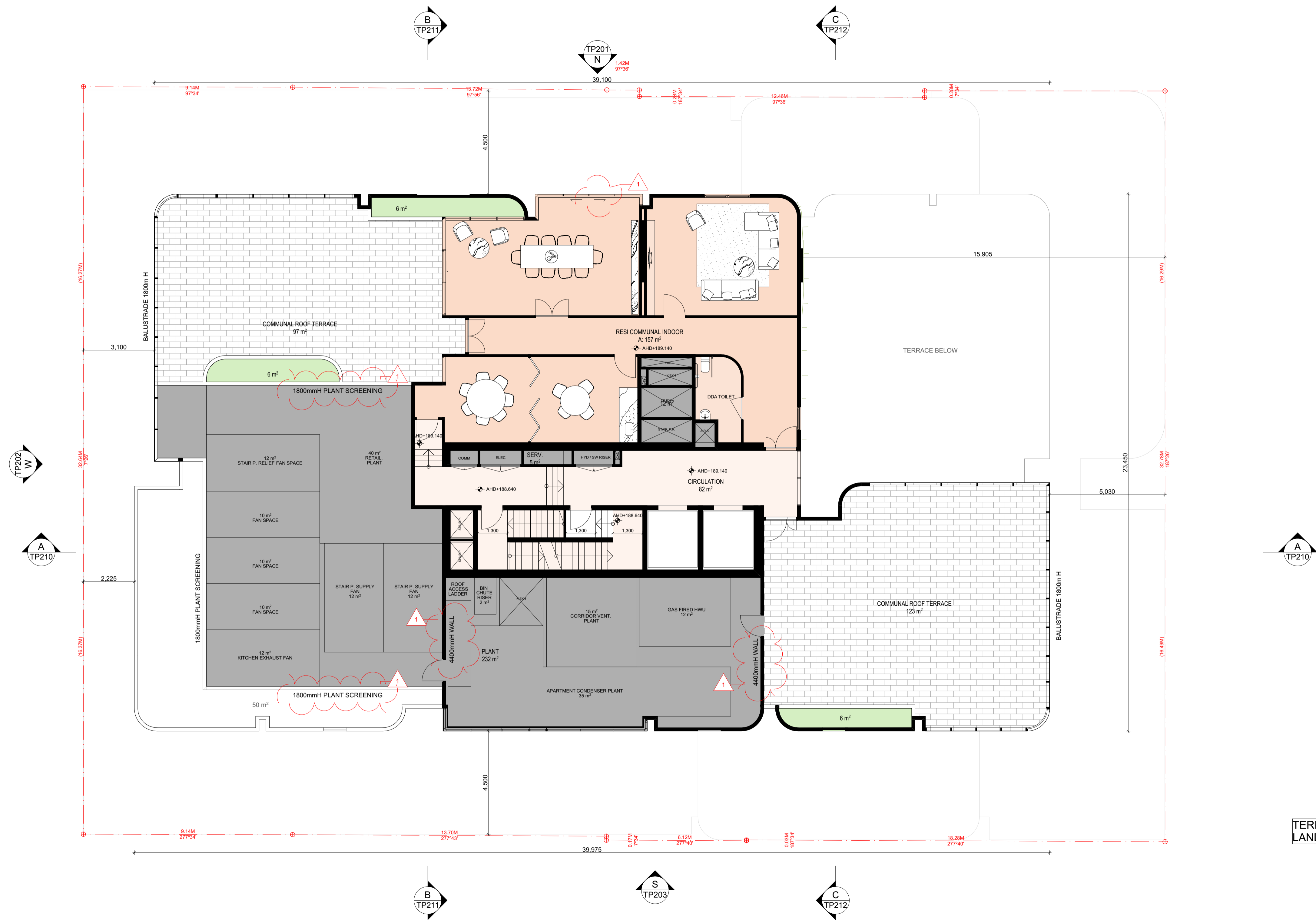
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SPRINGVALE ROAD

GLENWAY ARCADE

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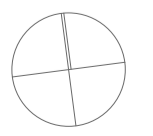
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PROJECT
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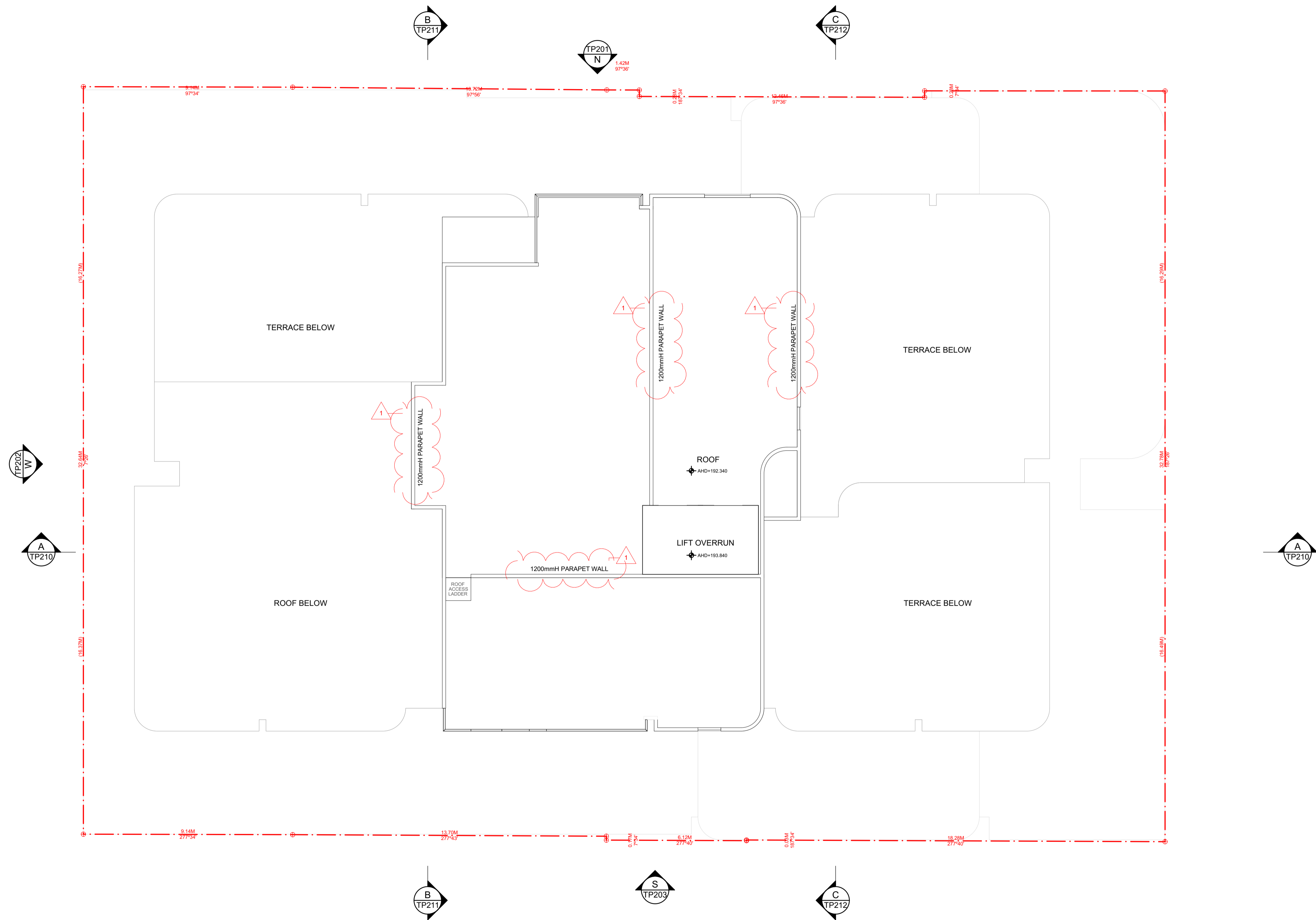
DRAWING
 TP121 COMMUNAL PLAN

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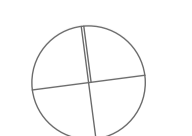
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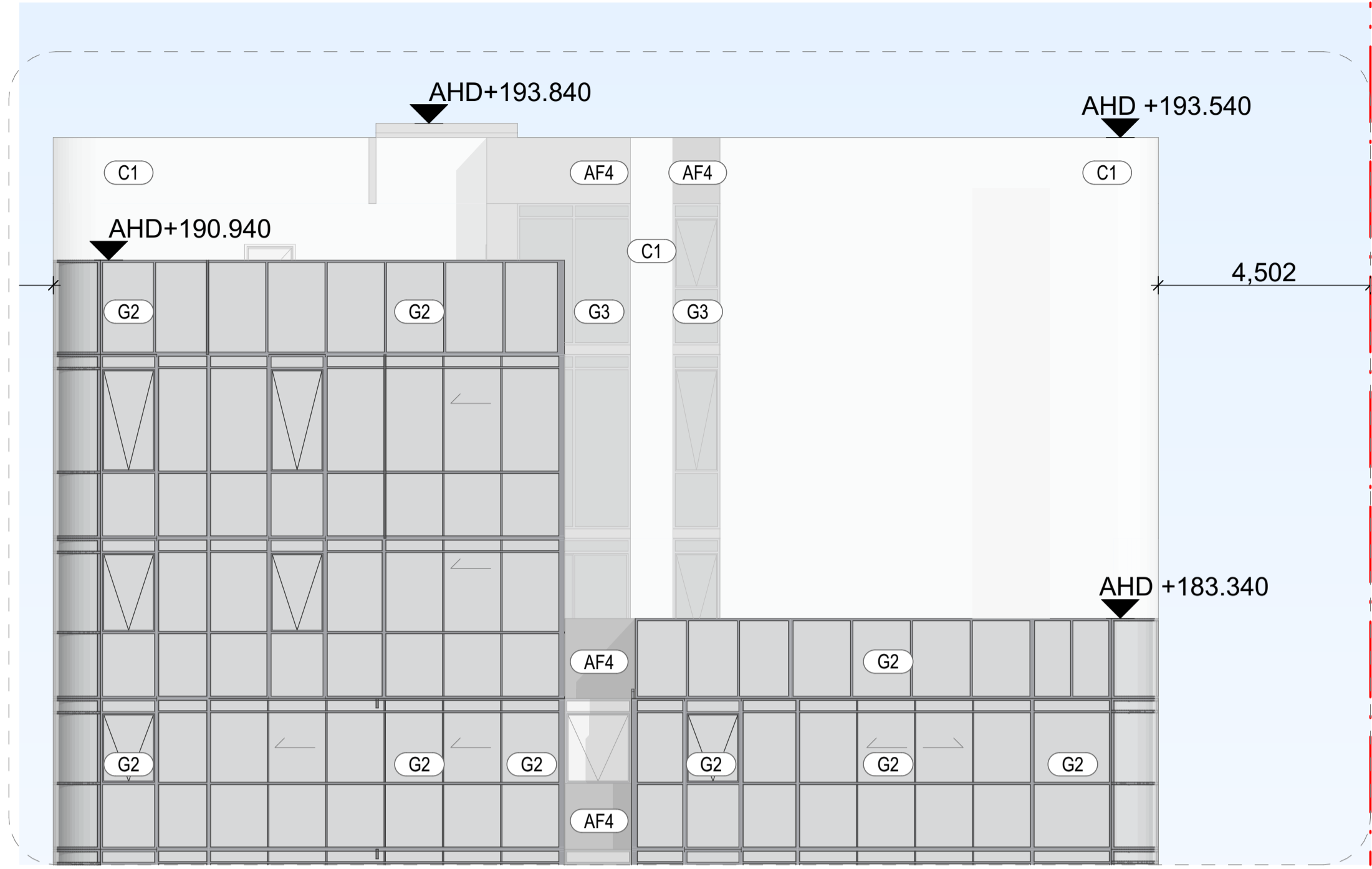
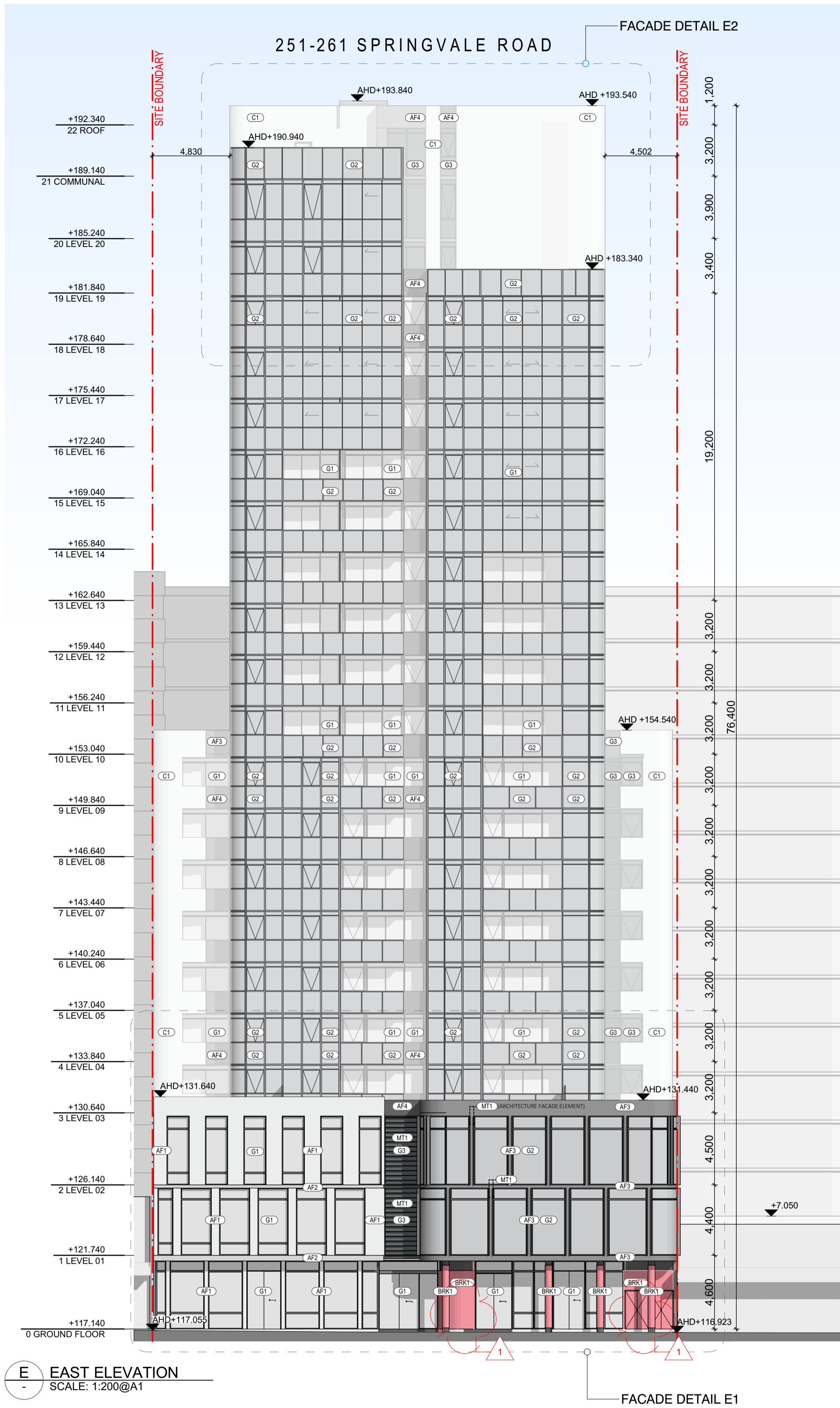
PROJECT
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DRAWING
TP122 ROOF PLAN

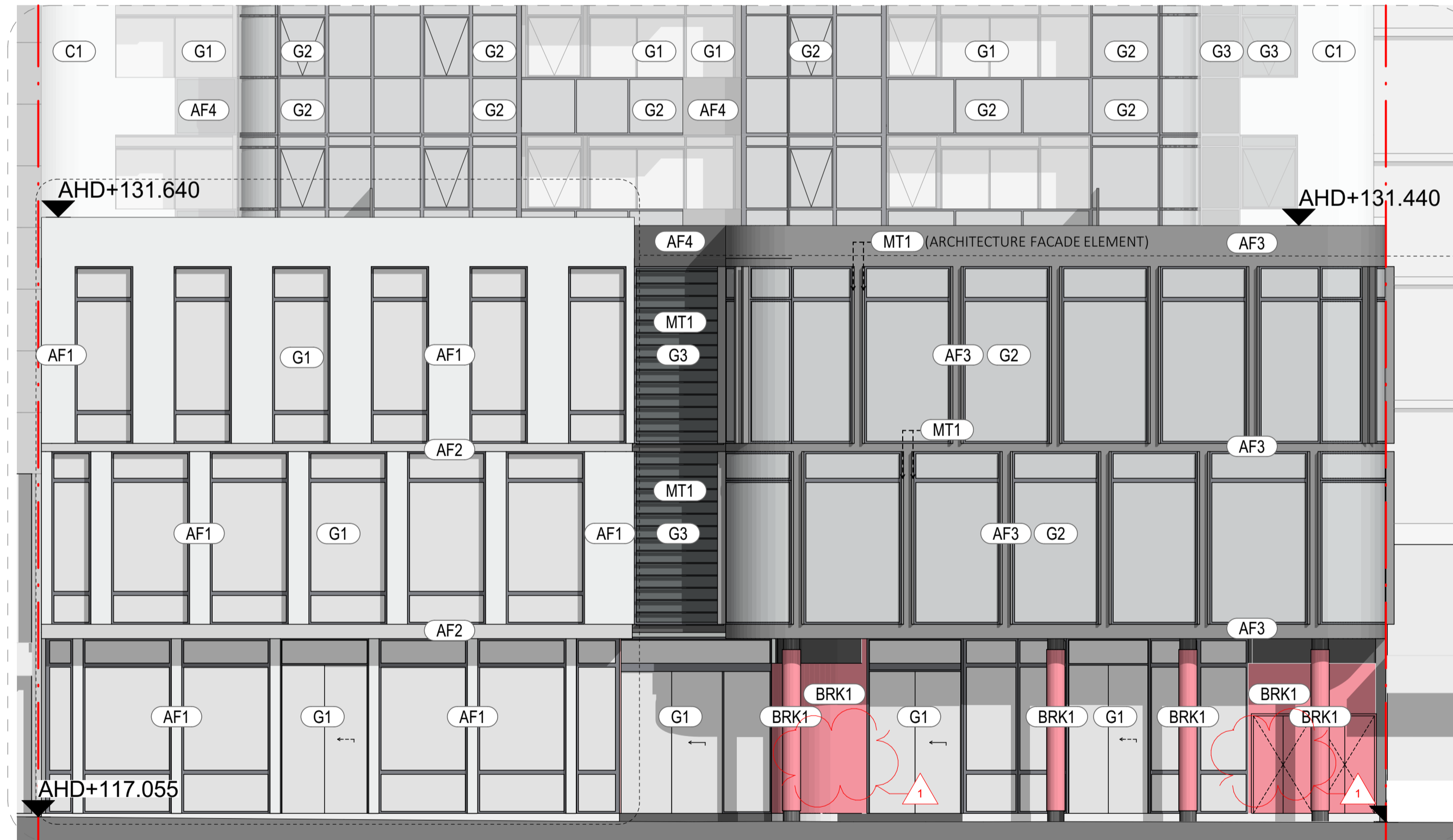
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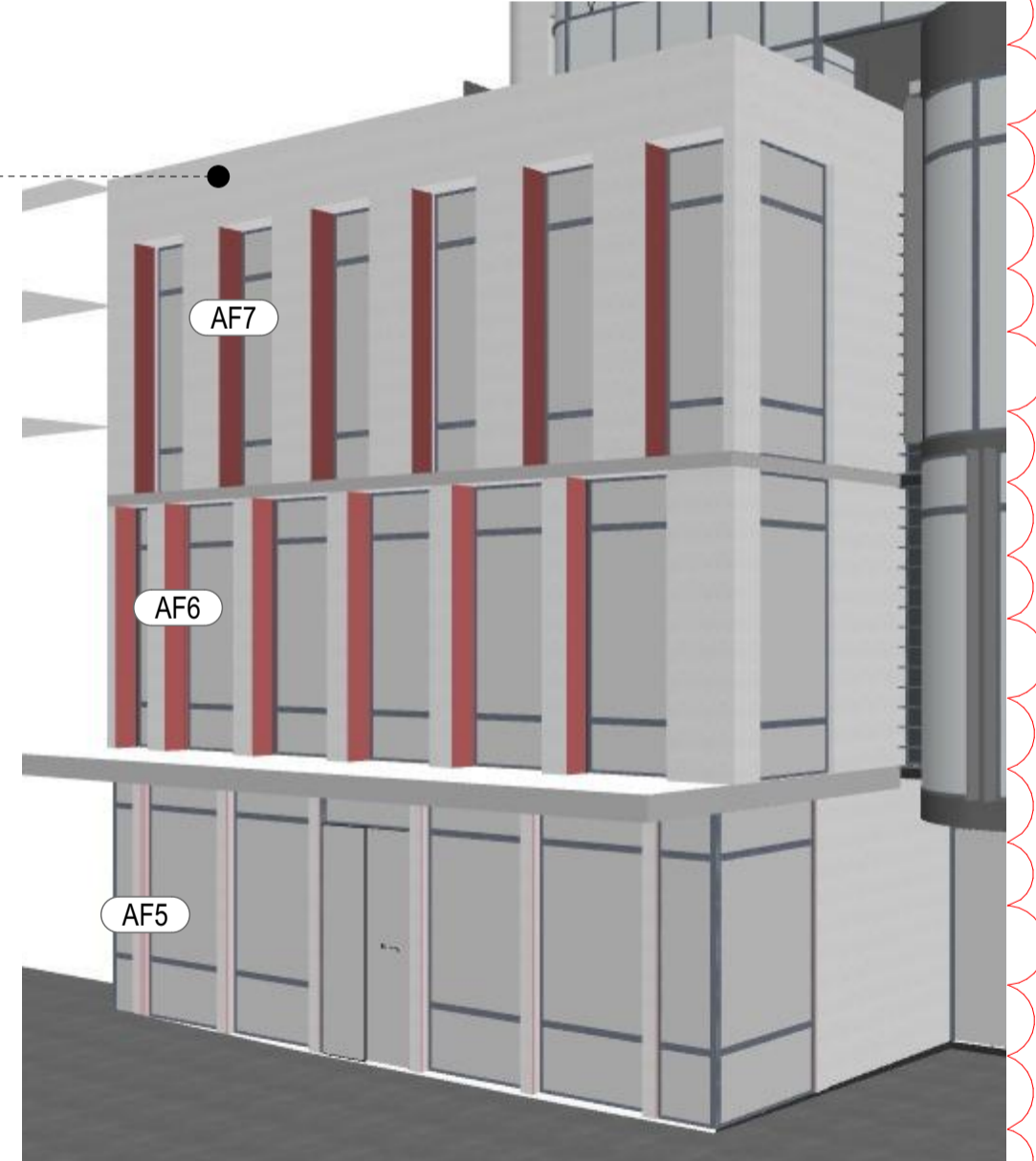


E FACADE DETAIL E2
 SCALE: 1:100@A1



E FACADE DETAIL E1
 SCALE: 1:100@A1

- FINISHES LEGEND**
 REFER 6.1 MATERIAL SCHEDULE
- AF1 APPLIED FINISH 1 - WHITE PAINT
 - AF2 APPLIED FINISH 2 - LIGHT GREY PAINT
 - AF3 APPLIED FINISH 3 - MEDIUM GREY PAINT
 - AF4 APPLIED FINISH 4 - DARK GREY PAINT
 - AF5 APPLIED FINISH 5 - LIGHT RED PAINT
 - AF6 APPLIED FINISH 6 - MEDIUM RED PAINT
 - AF7 APPLIED FINISH 7 - DARK RED PAINT
 - C1 TEXTURED FORMLINER CONCRETE PANEL - VERTICALLY ARRANGED ELEVATIONS WITH MID-COURSE CHIPPED PATTERNS, SEPARATED BY DEPRESSIONS
 - BRK1 BRICKWORK - DARK RED NARROW BRICK, VERTICALLY ARRANGED
 - MT1 METAL FINISH 1 - DARK POWDERCOAT FINISH (PODIUM FACADE ELEMENT, PLANT SCREEN, LOUVRES)
 - MC1 METAL CLADDING - DARK PERFORATED METAL CLADDING, 50% OPEN AREA COLOUR TO MATCH MT1
 - SCR1 METAL BATTEN SCREEN WITH SOLID PANEL AT THE BACK - DARK POWDERCOAT FINISH COLOUR TO MATCH MT1
 - G1 GLAZING TYPE 1 - CLEAR VISION GLAZING
 - G2 GLAZING TYPE 2 - LIGHT GREY TINT VISION GLAZING
 - G3 GLAZING TYPE 3 - DARK GREY TINT VISION GLAZING

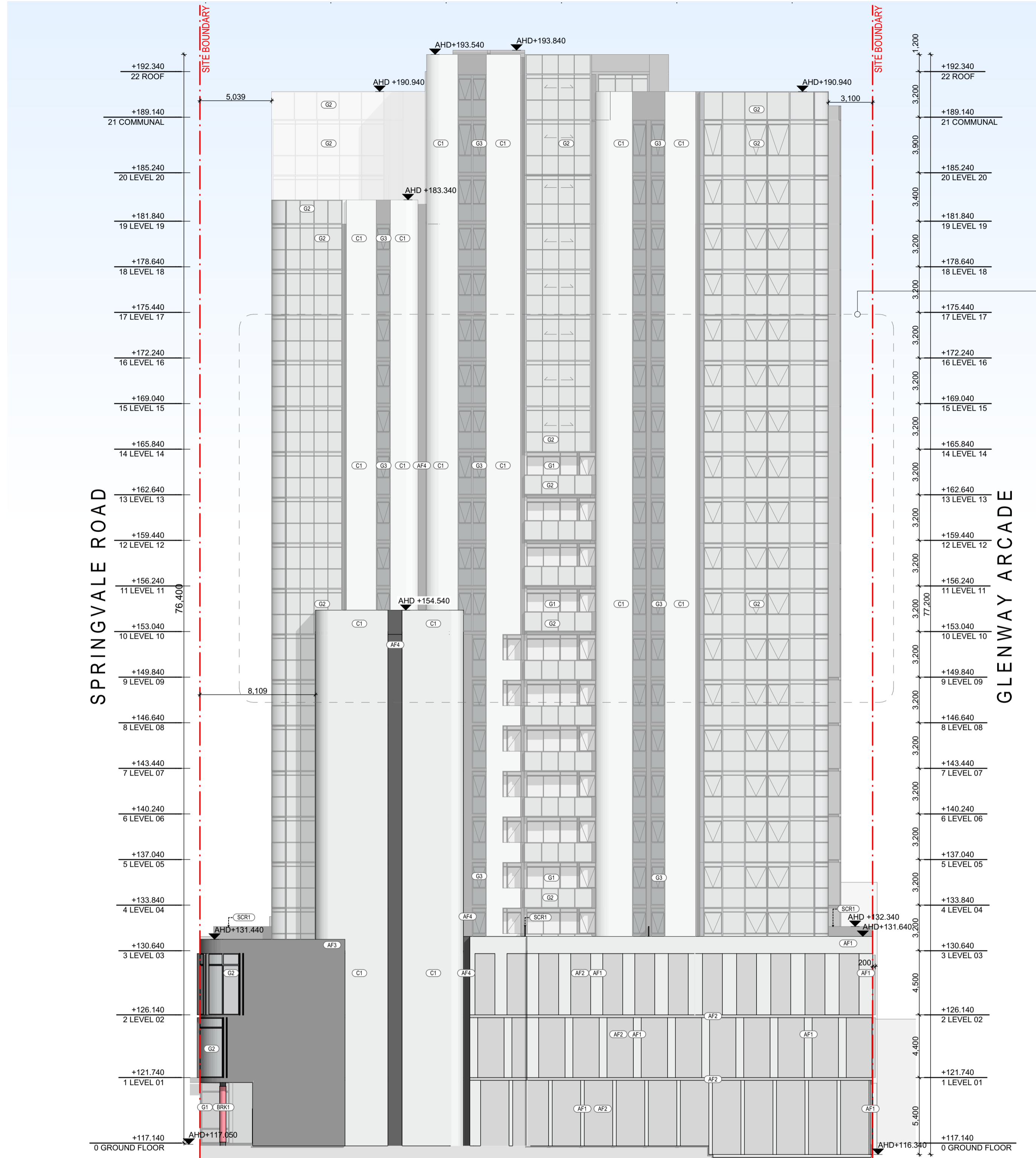


PODIUM FACADE DETAIL

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- FINISHES LEGEND**
 REFER 6.1 MATERIAL SCHEDULE
- (AF1) APPLIED FINISH 1 - WHITE PAINT
 - (AF2) APPLIED FINISH 2 - LIGHT GREY PAINT
 - (AF3) APPLIED FINISH 3 - MEDIUM GREY PAINT
 - (AF4) APPLIED FINISH 4 - DARK GREY PAINT
 - (AF5) APPLIED FINISH 5 - LIGHT RED PAINT
 - (AF6) APPLIED FINISH 6 - MEDIUM RED PAINT
 - (AF7) APPLIED FINISH 7 - DARK RED PAINT
 - (C1) TEXTURED FORMLINER CONCRETE PANEL - VERTICALLY ARRANGED ELEVATIONS WITH MID-COURSE CHIPPED PATTERNS, SEPARATED BY DEPRESSIONS
 - (BRK1) BRICKWORK - DARK RED NARROW BRICK, VERTICALLY ARRANGED
 - (MT1) METAL FINISH 1 - DARK POWDERCOAT FINISH (PODIUM FACADE ELEMENT, PLANT SCREEN, LOUVRES)
 - (MC1) METAL CLADDING - DARK PERFORATED METAL CLADDING, 50% OPEN AREA COLOUR TO MATCH MT1
 - (SCR1) METAL BATTEN SCREEN WITH SOLID PANEL AT THE BACK - DARK POWDERCOAT FINISH, COLOUR TO MATCH MT1
 - (G1) GLAZING TYPE 1 - CLEAR VISION GLAZING
 - (G2) GLAZING TYPE 2 - LIGHT GREY TINT VISION GLAZING
 - (G3) GLAZING TYPE 3 - DARK GREY TINT VISION GLAZING



FACADE DETAIL N1



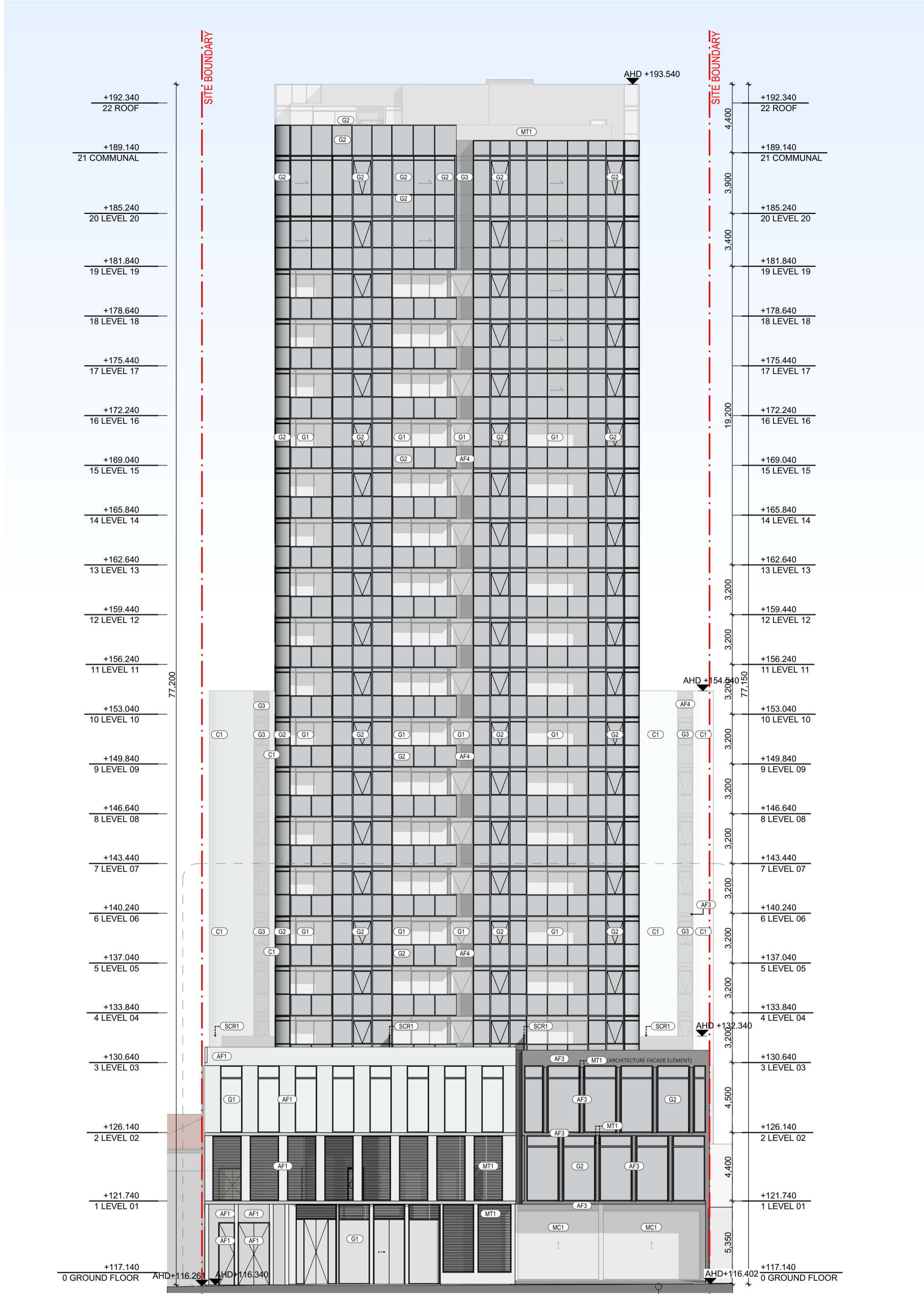
FACADE DETAIL N1
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NORTH ELEVATION
 SCALE: 1:200@A1

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- FINISHES LEGEND**
 REFER 6.1 MATERIAL SCHEDULE
- (AF1) APPLIED FINISH 1 - WHITE PAINT
 - (AF2) APPLIED FINISH 2 - LIGHT GREY PAINT
 - (AF3) APPLIED FINISH 3 - MEDIUM GREY PAINT
 - (AF4) APPLIED FINISH 4 - DARK GREY PAINT
 - (AF5) APPLIED FINISH 5 - LIGHT RED PAINT
 - (AF6) APPLIED FINISH 6 - MEDIUM RED PAINT
 - (AF7) APPLIED FINISH 7 - DARK RED PAINT
 - (C1) TEXTURED FORMLINER CONCRETE PANEL - VERTICALLY ARRANGED ELEVATIONS WITH MID-COURSE CHIPPED PATTERNS, SEPARATED BY DEPRESSIONS
 - (BRK1) BRICKWORK - DARK RED NARROW BRICK, VERTICALLY ARRANGED
 - (MT1) METAL FINISH 1 - DARK POWDERCOAT FINISH (PODIUM FACADE ELEMENT, PLANT SCREEN, LOUVRES)
 - (MC1) METAL CLADDING - DARK PERFORATED METAL CLADDING, 50% OPEN AREA COLOUR TO MATCH MT1
 - (SCR1) METAL BATTEN SCREEN WITH SOLID PANEL AT THE BACK - DARK POWDERCOAT FINISH, COLOUR TO MATCH MT1
 - (G1) GLAZING TYPE 1 - CLEAR VISION GLAZING
 - (G2) GLAZING TYPE 2 - LIGHT GREY TINT VISION GLAZING
 - (G3) GLAZING TYPE 3 - DARK GREY TINT VISION GLAZING



W WEST ELEVATION
 SCALE: 1:200@A1

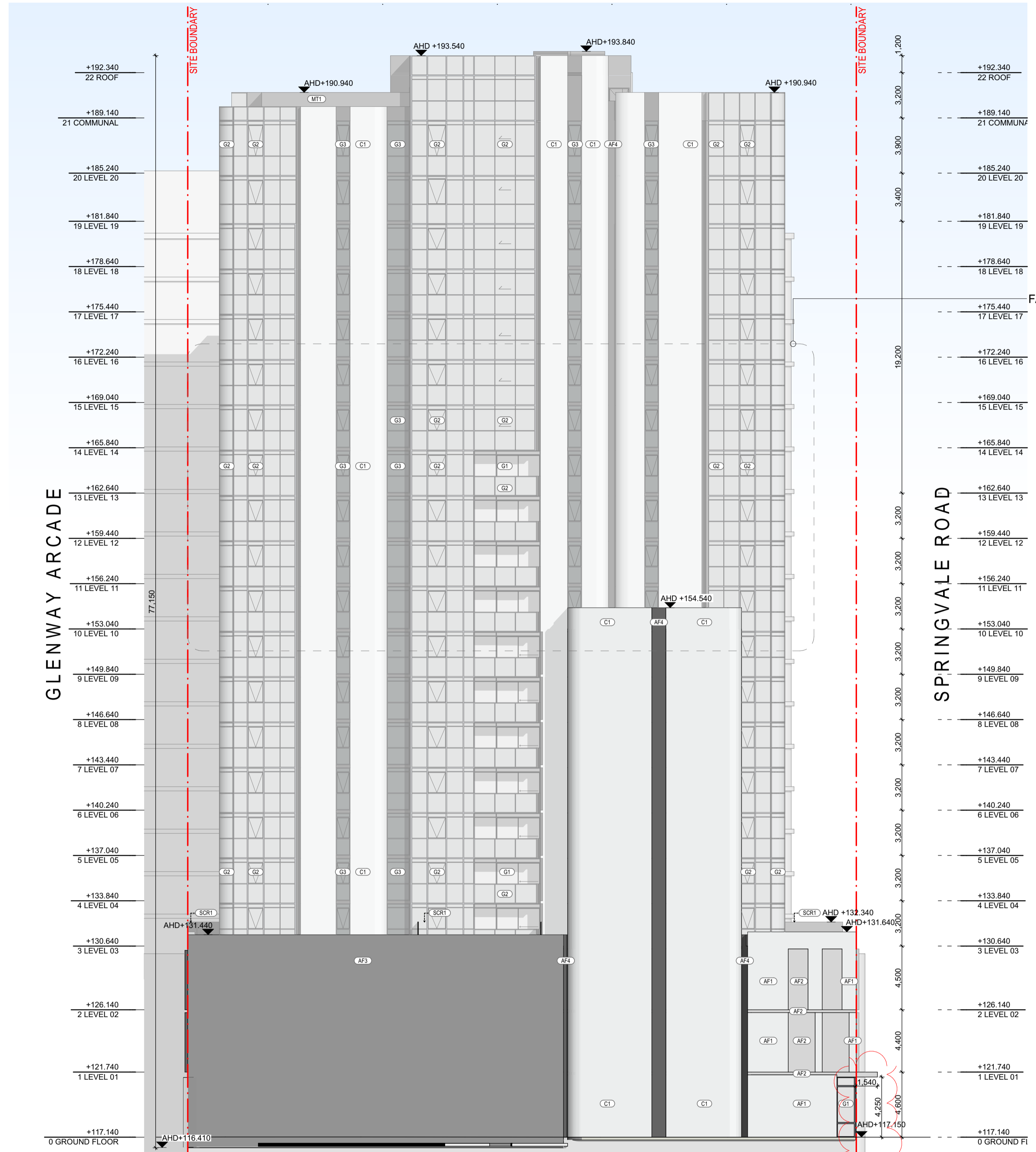
FACADE DETAIL W1



W FACADE DETAIL W1
 SCALE: 1:100@A1

DATE	REVISION	BY	CHK	NO.
20/11/2020	TOWN PLANNING SUBMISSION	XL	NA	-
27/07/2021	UPDATED FOR RFI	XL	NA	1

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FACADE DETAIL S1



S FACADE DETAIL S1
 SCALE: 1:100@A1

- FINISHES LEGEND**
 REFER 6.1 MATERIAL SCHEDULE
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 - (G3) GLAZING TYPE 3 - DARK GREY TINT VISION GLAZING

S SOUTH ELEVATION
 SCALE: 1:200@A1

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 ACN 091890335 www.plusarchitecture.com.au

PROJECT
251-261 Springvale Road Glen Waverley

DRAWING
TP203 ELEVATION SOUTH

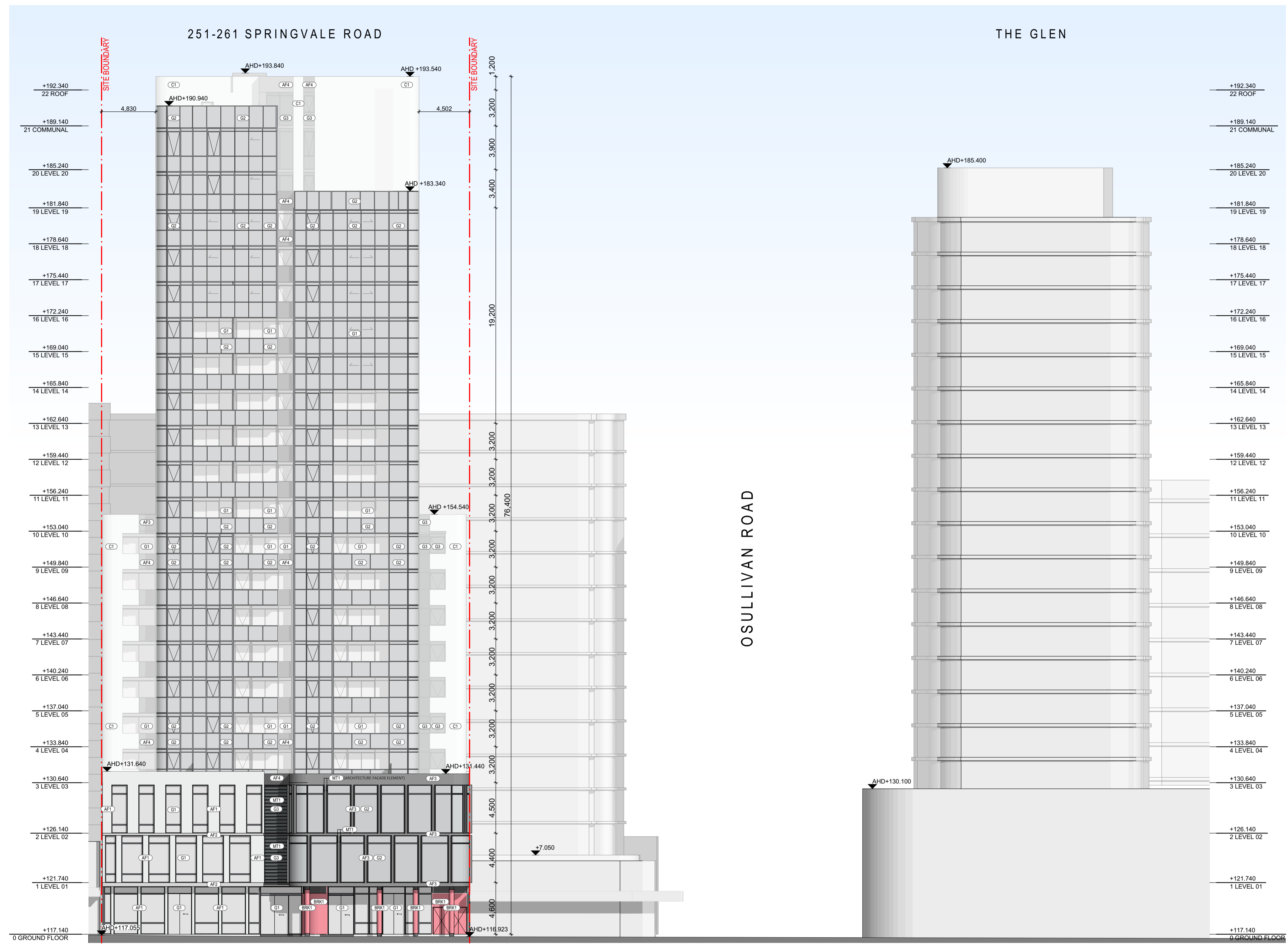
DATE
 27/07/2021

SCALE
 1:200, 1:100 @A1

JOB NUMBER
 12668

REVISION
 1

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E EAST ELEVATION
SCALE: 1:200@A1

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ACN 091690336

PROJECT
251-261 Springvale Road Glen Waverley

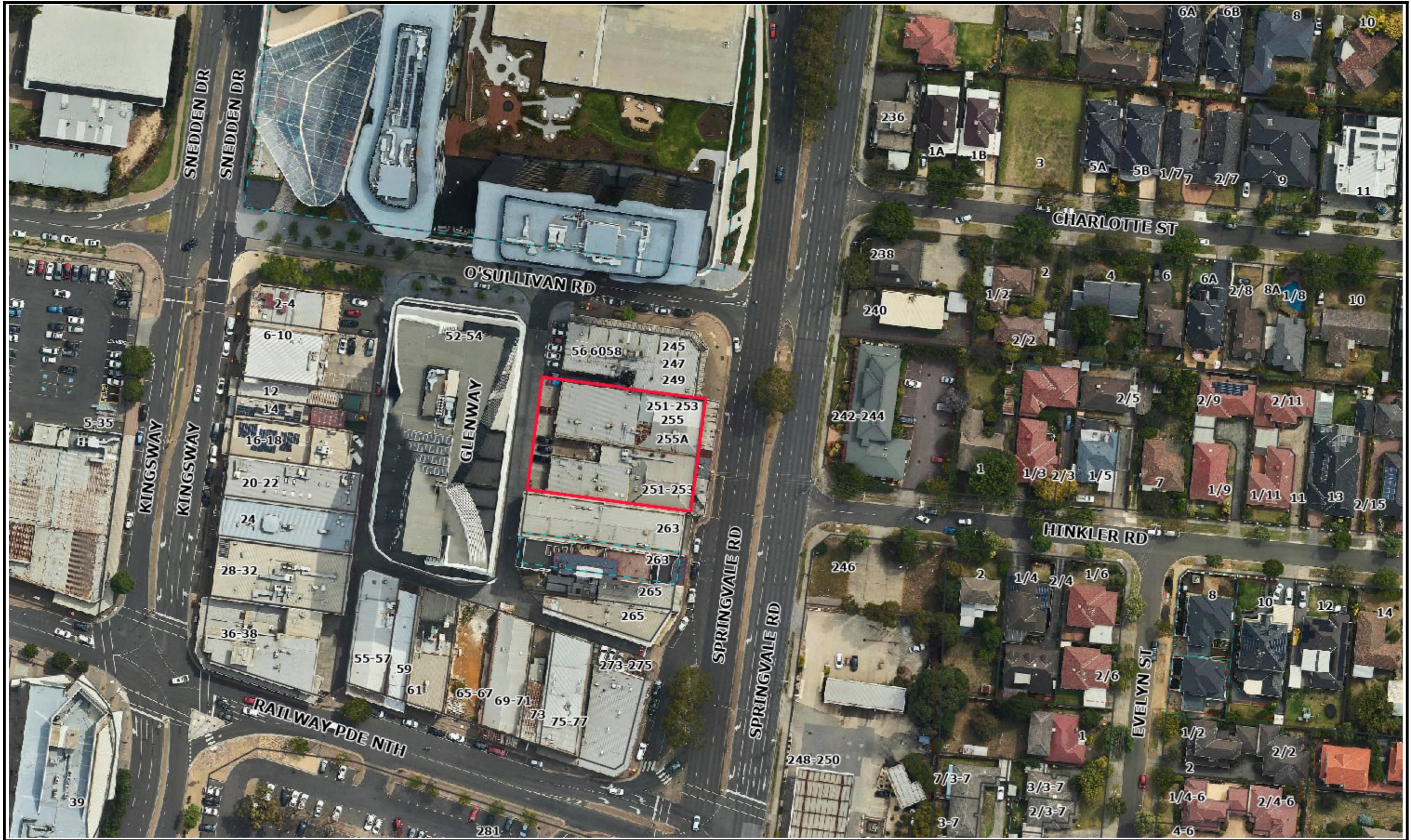
DRAWING
TP204 ELEVATION EAST - SPRINGVALE RD

DATE
27/07/2021
JOB NUMBER
12668

SCALE
1:200 @A1
REVISION
1

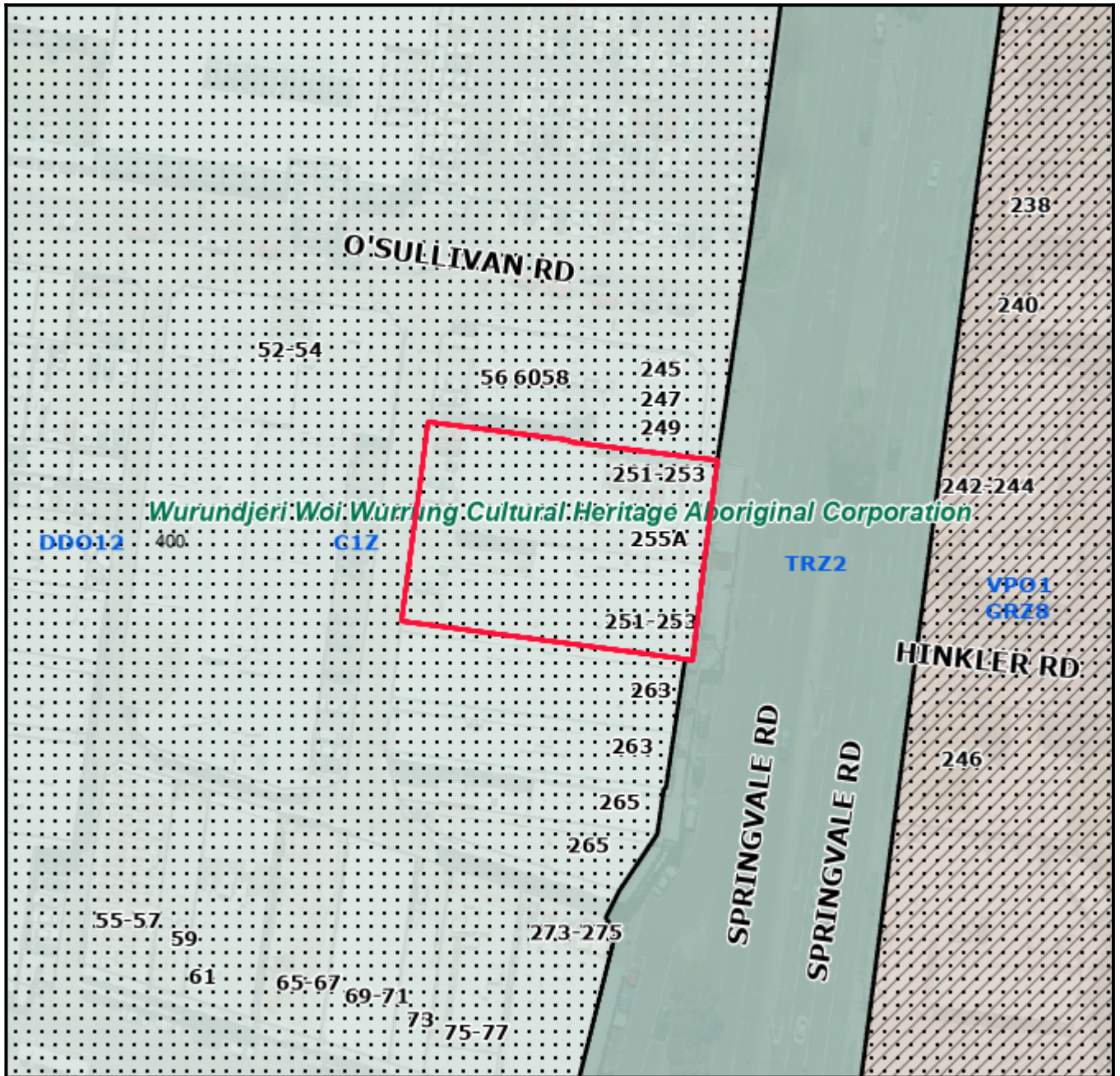
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Attachment 2: 251-261 Springvale Road, Glen Waverley





Planning Overlays and Zones



Legend

Planning Zones

Planning Overlays



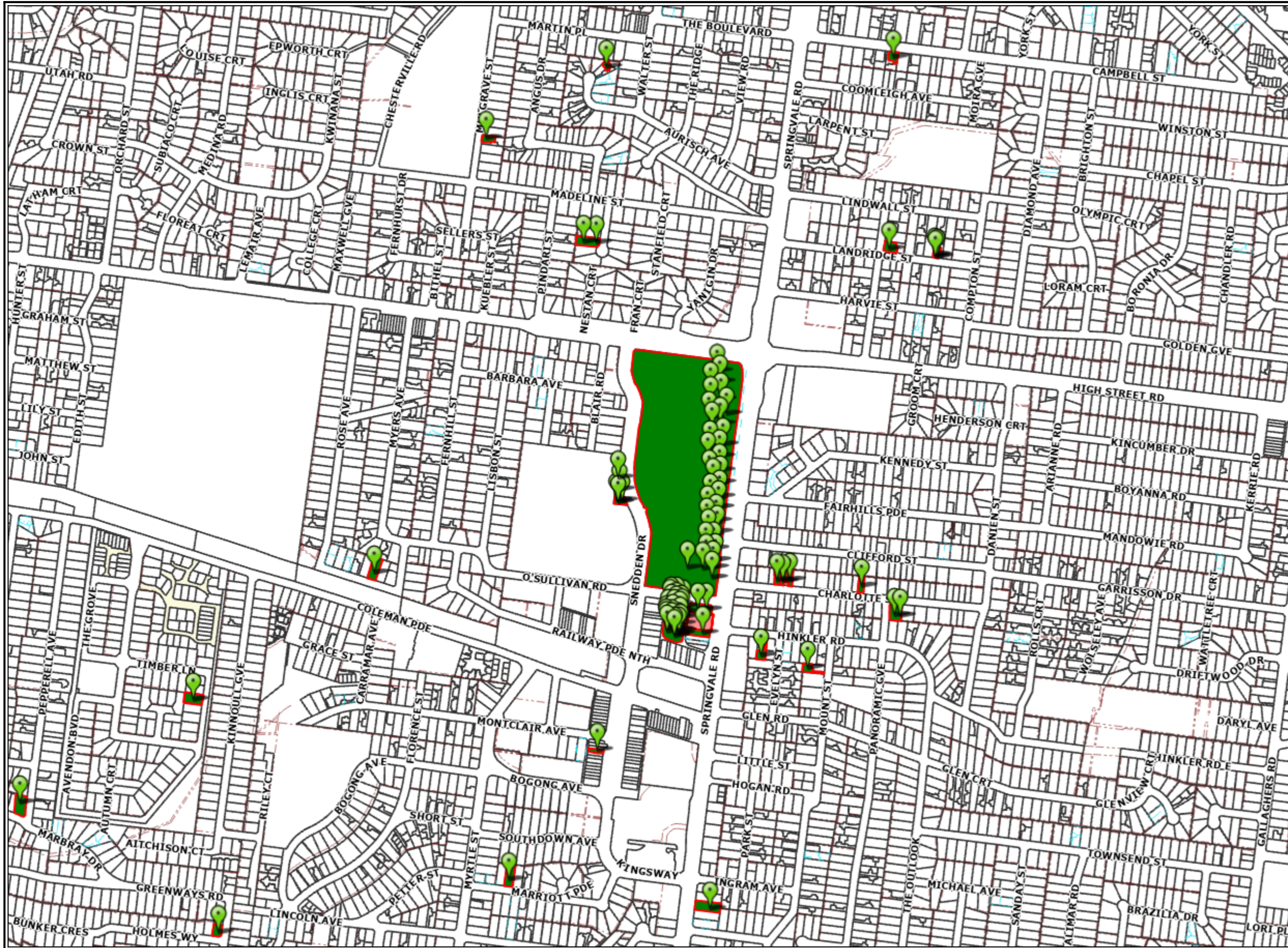
Address

251-261 Springvale Road GLEN WAVERLEY VIC 3150

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Objector Map

Subject land shaded light red. Objector properties shaded dark green & pinpointed. (Not all objector properties shown) as some objectors are located outside boundary map



- Legend**
- Property
 - Proposed Property
 - Common Property
 - Easements
 - Railines
 - Reserves
 - Open Space Public Access**
 - Accessway/ trail
 - Conservation
 - Memorial Park
 - Play
 - Relaxation/ contemplation
 - Social/ family recreation
 - Sport
 - Utility/ buffer/ enviro constraint
 - Visual amenity
 - Water based recreation

1:7500



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