

THE GLEN REDEVELOPMENT

PLANNING SUBMISSION
ADDITIONAL INFORMATION / RESPONSE TO COUNCIL

MARCH 2015







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1.0

EXECUTIVE SUMMARY

The proposed redevelopment of the Glen Shopping Centre represents a significant opportunity for urban renewal. It also marks a generational change in retail thinking and presentation for the loyal and local shoppers who have patronised the centre for the past 47 years.

The repositioning of the retail mix and a bold proposal for over 500 apartments will ensure that the Glen will attract the savvy shopper and will contribute positively to the emergence of Glen Waverley as a vital activity centre. Indeed, this proposal for the Glen fulfils the aspirations of the Council's own Structure Plan by anticipating higher densities and providing a seamless connection back into the evolving urban fabric.

NH Architecture have been working closely and productively with Federation Centres over the past 2 years exploring options for the new retail plan. We share Federation's aspiration to reposition the centre and to build on its natural advantages. Boutique, Bespoke and Beautiful is the positioning statement that reinforces the importance of quality design and an understanding of the local and international drivers that will underpin the redevelopment.

The new Glen will shift the focus of activity toward the north of the Glen Waverley Activity Centre. It will act as a catalyst for future reinvigoration of council owned sites in the middle of GWAC. Importantly, the new design thinking which embraces the urbanity of mixed uses will create an elegant yet convenient shopping centre, a new style of apartment living and a vibrant public place for the people of Glen Waverley.

2.1

SITE BACKGROUND

The Glen Shopping Centre was first opened in 1967 with the completion of the supermarket and associated shops along O'Sullivan St at the southern end of the site. The centre expanded through the 1980s and 1990s with a series of major redevelopments that included the opening of David Jones and other significant retailers. The Glen had become a popular destination for shoppers as fitting its new found status as a regional shopping centre.

It is a time of rapid change with the expansions of other major centres in the eastern suburbs and the continued transformation of Glen Waverley into a vibrant urban place.

The imperative is now upon the owners of the Glen to reposition the centre both physically and strategically to meet the aspirations of the sophisticated local market.



Aerial Photo of Site, 1960's

2.2 PLANNING POLICY

Glen Waverley is identified as an Activity Centre under Plan Melbourne, with the consequent obligation to provide the vital mix of business, retail, services, entertainment and housing all connected by an excellent public transport system. Growth in population and changing household types add to the mix of challenges facing Glen Waverley.

The City of Monash have recognised this, and by commissioning the 2013 GWAC Master Plan and the resultant GWAC Structure Plan in 2014, have laid down an exciting vision for the future of the activity centre. That vision involves the recalibration of public land for community use and development opportunity, encouragement for a diversity and intensity of housing typologies, and the identification of sites for urban renewal.

The Glen is one of those sites identified as a key redevelopment opportunity, with great potential for growth in retail offer, better integration into the local pedestrian and road networks and a site for future high density housing. This potential density is acknowledged with an indicative height limit of 8-12 storeys over the majority of the site and the potential for taller buildings in the south east corner of greater than 10 storeys and more, dependent on design excellence.

The Structure Plan highlights a range of potential physical improvements to the Glen, including –

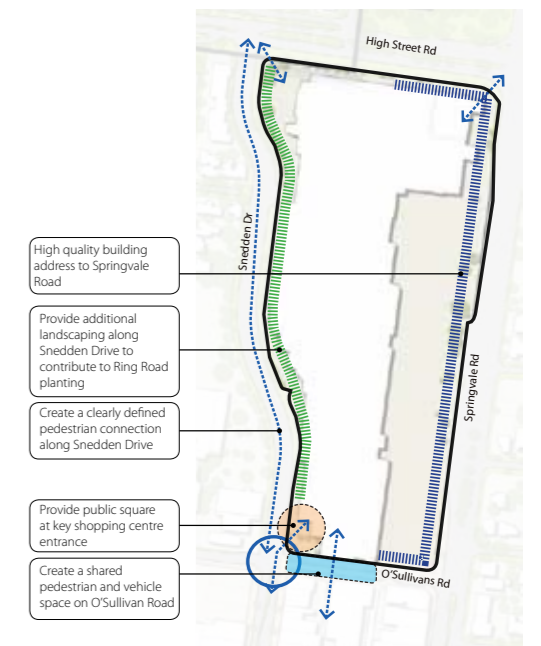
- ✗ Improved connection to the south of the centre via a shared vehicle/ pedestrian zone on O’Sullivan Rd with active frontages
- ✗ Provision of a public space on the corner of Snedden Drive and O’Sullivan Rd that allows for direct pedestrian access into the centre
- ✗ Improvements to the Springvale Road frontage with high quality built form and consistent landscaping
- ✗ Additional landscaping and enhanced pedestrian/bicycle access along Snedden Drive
- ✗ Improved pedestrian access into the centre



SOURCE: Glen Waverley Activity Structure Plan, September 2014, p 07



SOURCE: Glen Waverley Activity Structure Plan, September 2014, p 31



SOURCE: Glen Waverley Activity Structure Plan, September 2014, p 61

3.1 REGIONAL ANALYSIS

The Glen Waverley Activity Centre is both the civic and retail hub for the City of Monash and strategically located near Monash University, the Monash Technology Precinct and the Tally Ho Business Park. It is also considered a regional public transport node due to the concentration of rail and bus activity around the Glen Waverley Station. GWAC has all of the key ingredients to underpin future growth and increased density.

Springvale Road is the dominant arterial connector to GWAC, while the vibrant Kingsway, lined with an eclectic mix of cafes, is the glue that binds the commercial core. It is the dominant north south thread, linking the Civic Precinct and Century City to the station and Glen Waverley Secondary College to the north.

Sitting at the major intersection of High Street Rd and Springvale Rd, the Glen Shopping Centre forms the northern gateway into the GWAC, and at its southern boundary, tentatively connects into the local street network. The challenge for the expansion of the Glen is to reconcile its broad strategic presence with a pedestrian scaled re-emergence into the local urban fabric.



The Glen, Glen Waverley



IKON apartments - NH Architecture



Kingsway, Glen Waverley



Monash City Council Building, designed by Harry Seidler

3.2 SITE CONNECTIVITY

The centre of Glen Waverley, by good fortune or design, has a very clear urban structure.

At the core of GWAC sits the Glen Waverley Railway Station and the bus interchange at the end of the Glen Waverley line. This serves to connect the Melbourne CBD to the local region in a highly coordinated manner.

The main vehicular access points into GWAC are off Springvale Road via Kingsway to the south and Coleman Avenue/Railway Parade North in the centre. Kingsway connects these streets and suffers from significant congestion. The long term objective of the City of Monash is to divert the internal traffic around a future ring road and in the short term to test road closures, thereby calming the flow along Kingsway as a new public heart for GWAC.

Vehicular access to the Glen is concentrated on Springvale Road, Snedden Drive and High Street Road and is largely self-contained.

Pedestrian access throughout GWAC is good with further improvement and priority to be given to shared zones opposite the station and in O'Sullivan Rd south of the Glen.

Facilities for cyclists in GWAC are poor at this stage with the potential for the creation of bike lanes along Coleman Parade, Snedden Drive and mingling in the shared zones.



3.3 BUILT FORM CONTEXT

From its beginnings as a low rise suburban village, Glen Waverley has expanded and embraced high rise urban form. The 2-3 storey urban fabric we now see as characteristic of the place will transform in the short to medium term.

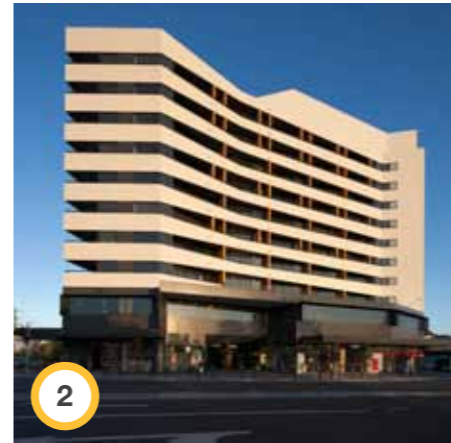
The first push into taller buildings occurred in the early 90s with the construction of the Novotel and Century City Complex which now dominate Springvale Road. Following a council DPO process, the 10 storey Ikon building now establishes a benchmark at the centre of GWAC at the railway station and opposite the future town square.

The continuation of Kingsway as the low scale pedestrian friendly urban strip is enshrined in the Structure Plan, however in recognition of the need for increased density, 4-6 level development is allowable with a setback.

Proposals for taller buildings have continued with 14 levels contemplated on the RSL site and a proposal now approved for 15 storeys on the Village Walk site directly opposite the Glen.



Novotel



IKON Glen Waverley



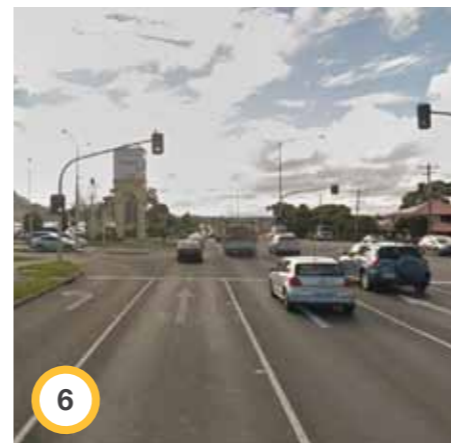
Kingsway South



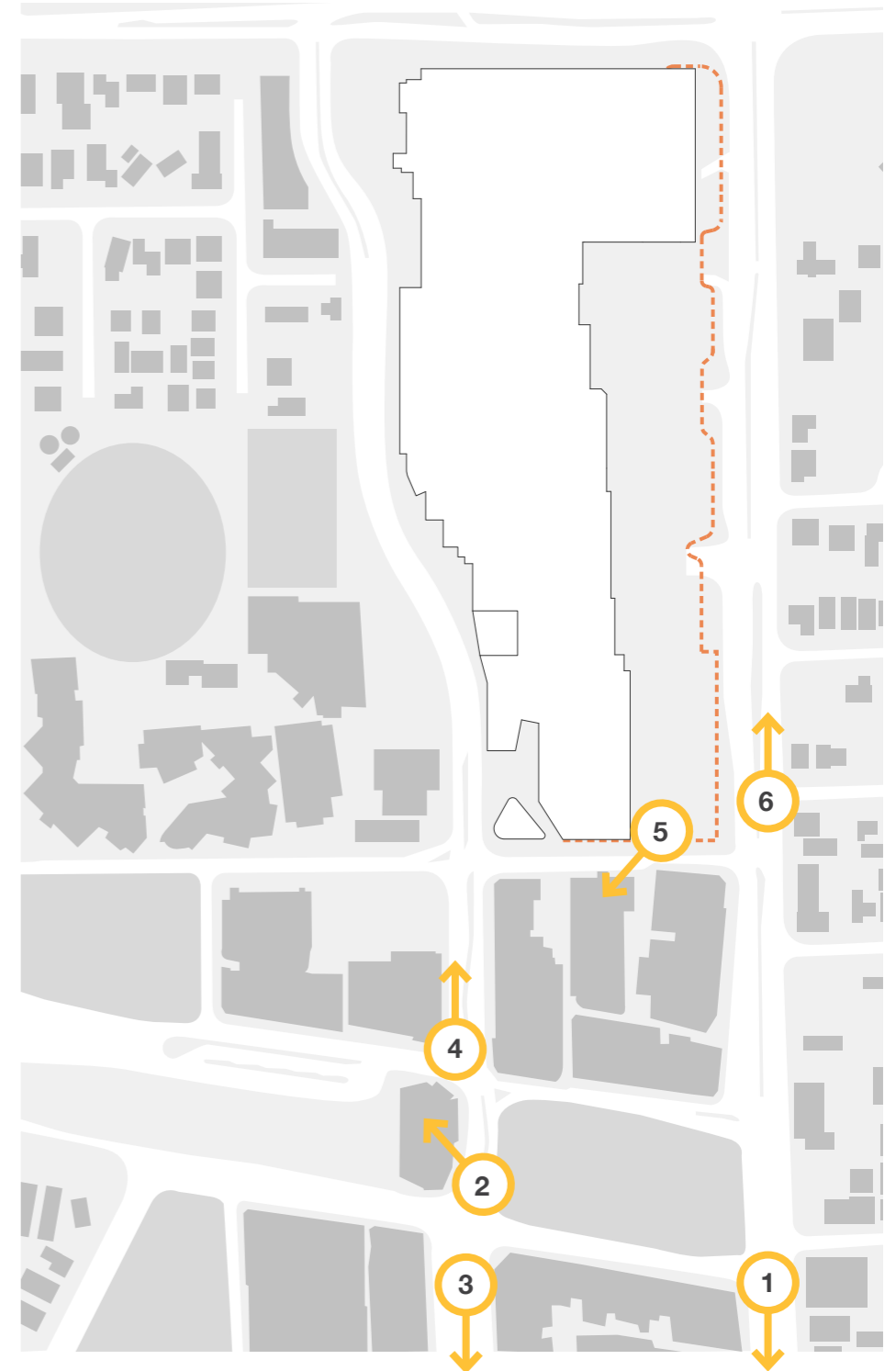
Kingsway North



Village Walk Development



Springvale Road



3.4 THE SITE

Like most regional shopping centres, the Glen has evolved over time into an inward looking retail hub that turns its back on the street. The ubiquitous precast concrete box has been ameliorated by several tower forms acting as urban markers, but the overall effect is similar to other centres around the country.

Where the Glen is different, lies in its extraordinary exposure to Springvale Road. Currently the frontage is dominated by on grade carparking. The centre presents as a single level to the pedestrian interface at O’Sullivan Rd, but reads as 5 levels at the northern boundary due to the fall of the land. Three of those levels are well serviced structured carparking integrated into the typical façade, and appropriately scaled for the intersection of major roads.

Snedden Drive is dominated by carpark entries and loading docks. As they are mainly located down the hill and screened by Glen Waverley Secondary College, this part of the centre reads as a separate precinct somewhat disconnected from the pedestrian amenity around Kingsway to the south.



Springvale Road



Snedden Drive



High Street Road

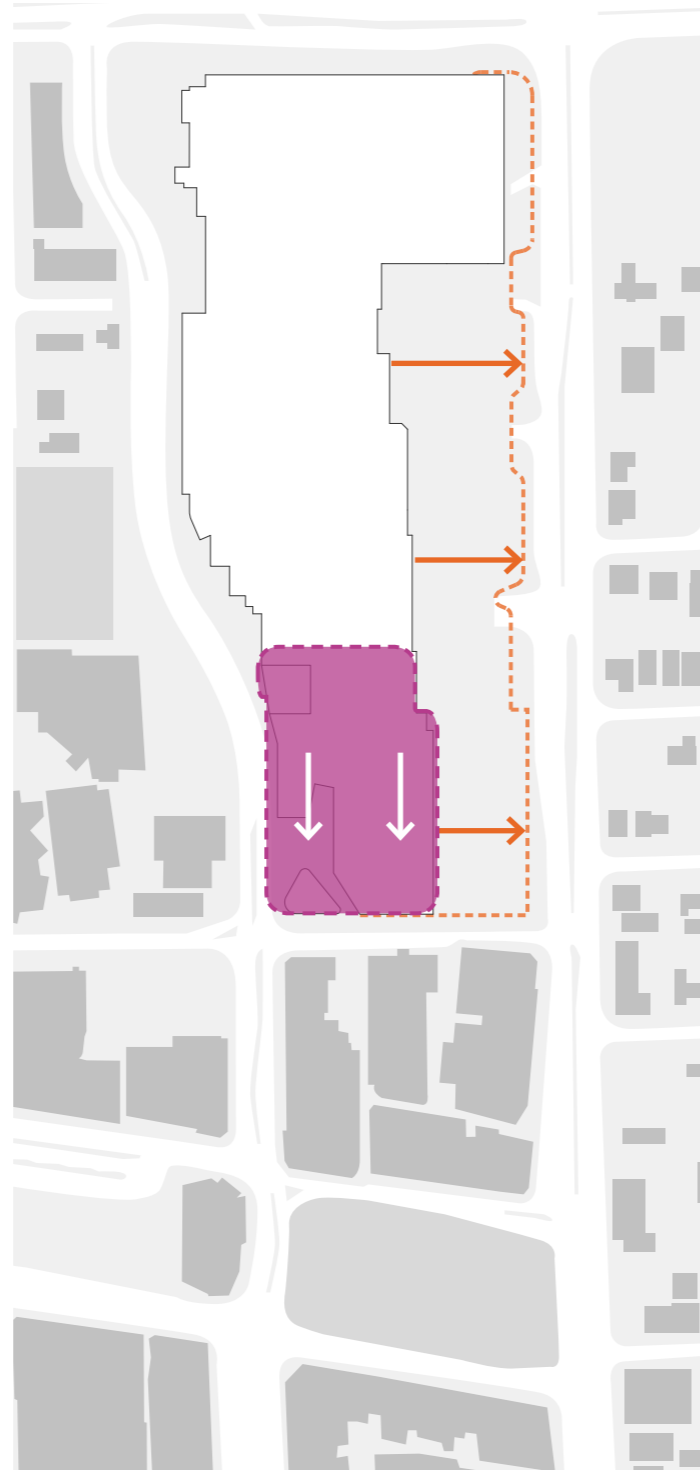
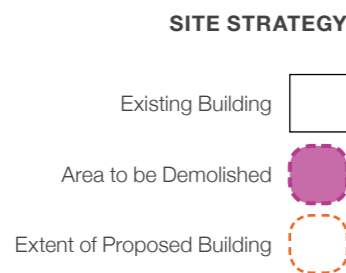


O’Sullivan Road

4.1 SITE STRATEGY

The primary strategy for the redevelopment is to expand the retail offer of the centre and to introduce the benefits of mixed use with high density living.

To facilitate this, the southern portion of the centre will be demolished and the retail core will be expanded to the street frontages along O'Sullivan Rd and Springvale Rd.



4.2 URBAN DESIGN AND THE PUBLIC/PRIVATE REALM

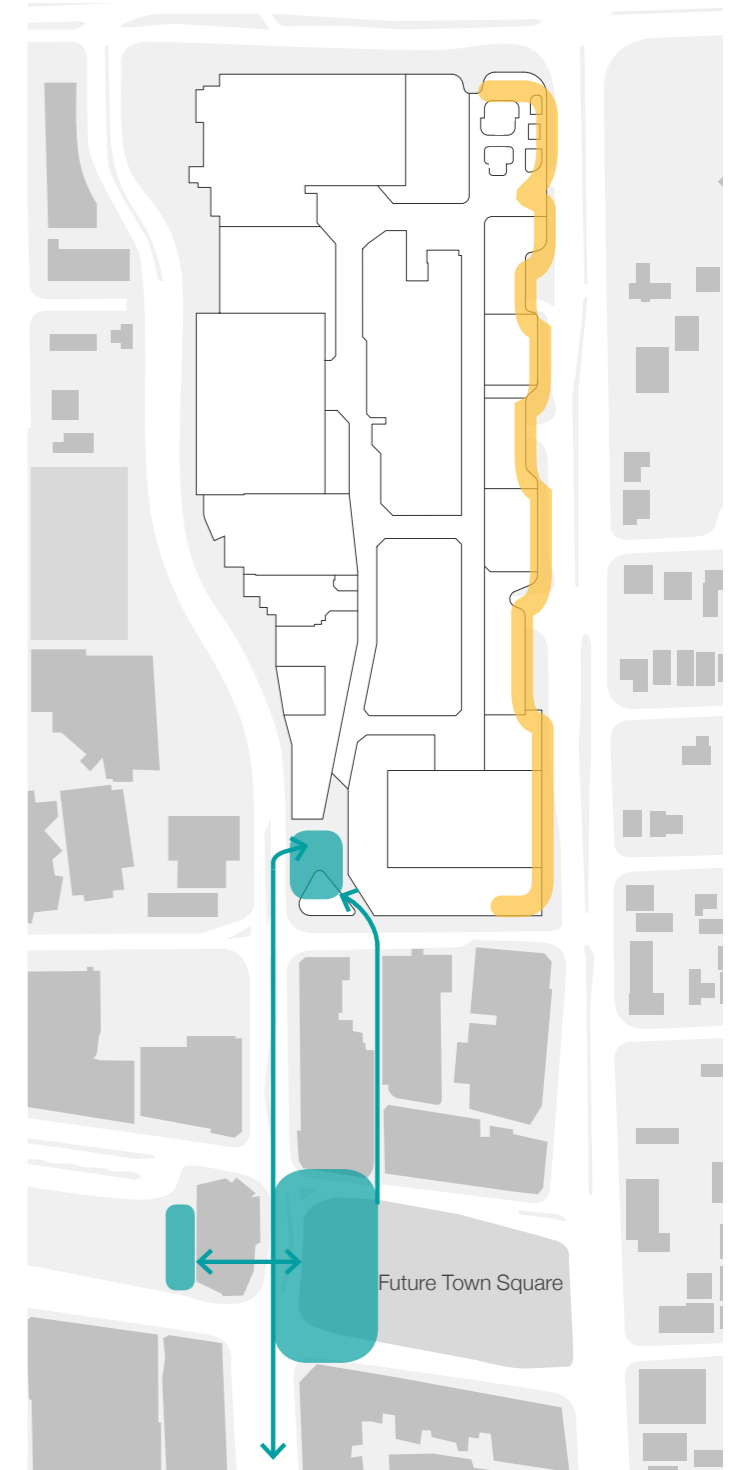
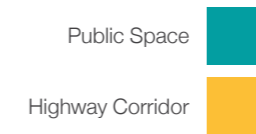
The key objective for the urban plan is to reconnect the Glen more directly into the evolving networks and patterns within the Glen Waverley Activity Centre.

This approach recognises the importance of Kingsway as the primary active connective thread to the south. A public square is proposed for the south west corner of the site connecting directly to the future town square opposite the railway station via Kingsway. In addition another connection point is made to the lane adjacent to the new Village Walk, facilitating long term pedestrian movement to the future redevelopment of Council's central carpark site.

The presence of active open space and the continuation of active street frontages will open the Glen to unprecedented public pedestrian access and a seamless continuation of the Kingsway food precinct.

The strategy for Springvale Rd requires a different response. This is a parallel world of the 80km/h view and the gateway approach from the north; it is the scale of the highway. The Glen will be on display to the wider city and will need to respond with a major architectural backdrop to a pedestrian friendly landscaped zone.

URBAN DESIGN AND THE PUBLIC / PRIVATE REALM



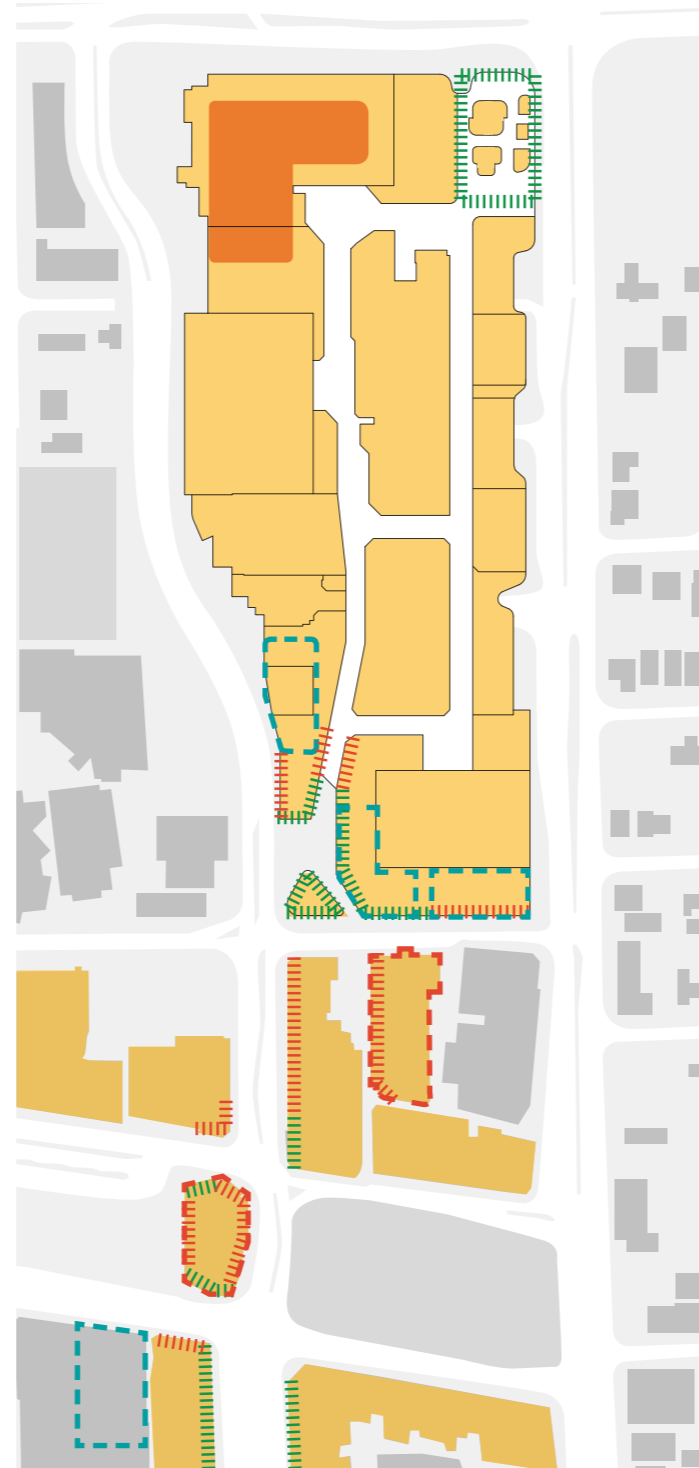
4.3 MIXED USE

The positive contribution of a diverse range of uses to a city is well known. A properly conceived mixed use development fosters the overlaps and energy that contribute to the quality of urban life.

The redevelopment of the Glen is a continuation of the growth in retail and housing already occurring in the centre of Glen Waverley. It will also set a new benchmark for suburban renewal.

The food based character of Kingsway will continue into the public square and down O'Sullivan Rd. A fashion precinct will be created in the new mall running parallel and presenting itself to Springvale Rd via a bold display of concept stores. The total mix will be recast, with supermarkets and convenience retail located on the lower level, and fashion/lifestyle based shopping feeding off the new square.

Sitting above the retail podium are three residential buildings offering different addresses and typologies. Living off the square and living along O'Sullivan Rd will further activate these spaces and provide active surveillance to the streets below.



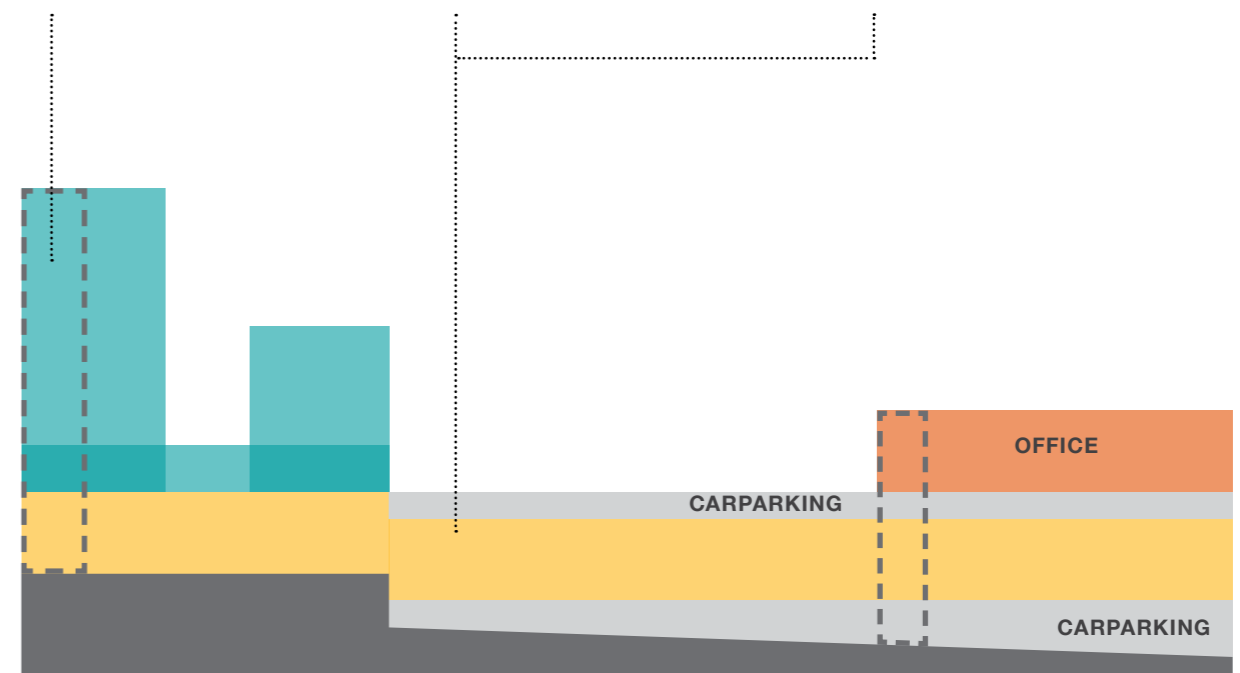
RESIDENTIAL



CORE RETAIL



RETAIL DISPLAY



4.4 BUILT FORM RESPONSE

The expansion of the retail centre is essentially a single level extension and two level department store subsumed within 2 levels of associated rooftop parking and sits well within the height limits envisaged by the Structure Plan.

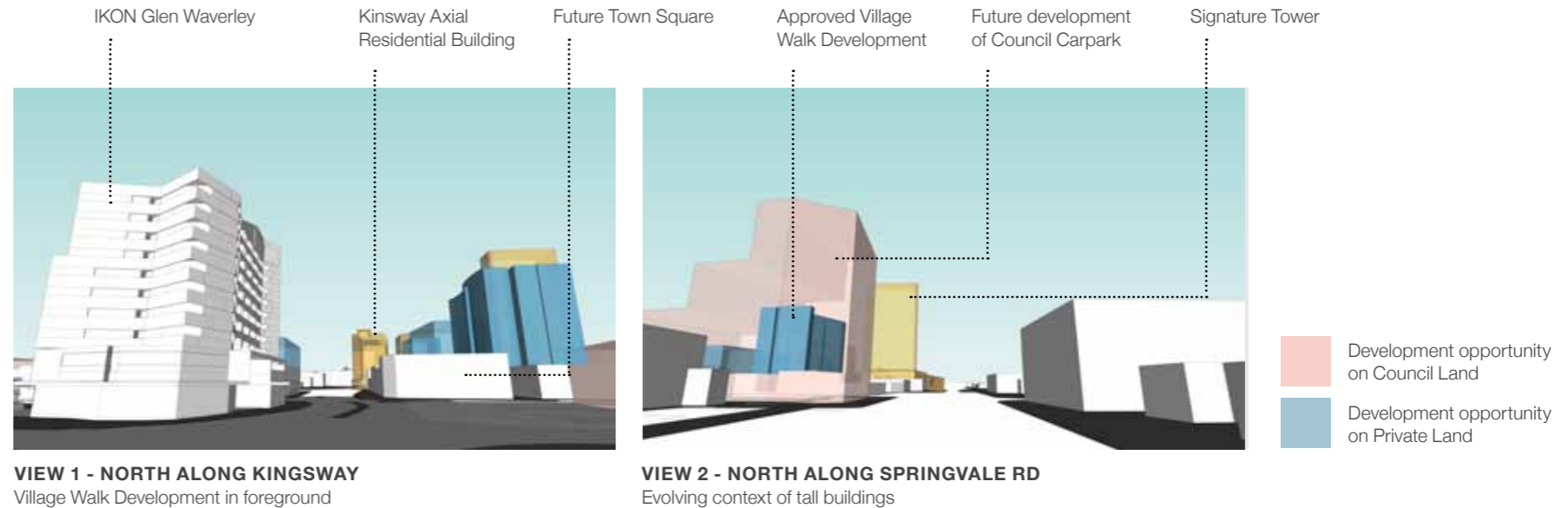
The extension is setback from Springvale Road as part of a combined architectural and landscape strategy, and sits with zero setback along the other street frontages.

Greater height is proposed in a cluster of residential buildings to the south of the site. This follows the pattern emerging along Kingsway and O'Sullivan Rd also anticipated by the Structure Plan. Three residential locations have resulted in three individual responses to scale and address.

Two are proposed around the square. The central apartment block (Urban Building) is sited at 8 levels above ground floor and forms the transition from O'Sullivan Rd to the eastern edge of the square. The form anticipates the future scale of Kingsway and lends an appropriate backdrop to the predominantly pedestrian environment.

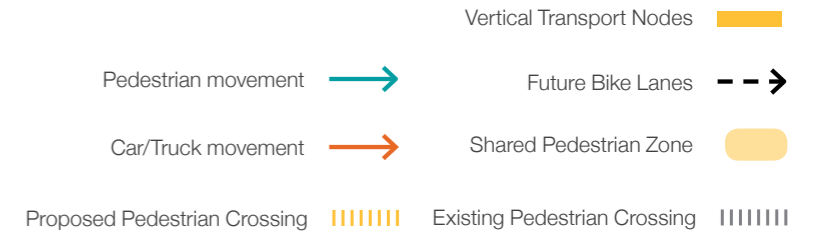
The other residential building (Kingsway Axial Building) sits at the northern edge of the square. It continues the 8 level datum and rises to 12 levels at its northern tip, reaching for distant views and sunlight. Its distinctive profile is shaped to allow winter sun into the public square and to act as a marker at the northern end of Kingsway.

The tallest building at 19 levels above podium is the Signature Tower, sited at the Springvale Road corner and capped so as not to overshadow the western side of Kingsway as designated in the Structure Plan. The scale is appropriate for a building on a major road at the edge of an Activity Centre. This tower has the potential to become a symbol for both the shopping centre and the emerging Glen Waverley.



3D AERIAL OF BUILT FORM CONTEXT

4.5 MOVEMENT STRATEGIES



The movement of people and cars across the site broadly reflects current networks and is reinforced by the different but parallel universes set up along Kingsway and Springvale Road.

Primary pedestrian access is extended along Kingsway from the future town square into the new public square and diagonally into the interior of the shopping centre. A shared pedestrian/car zone is proposed for O'Sullivan Rd in order to aid pedestrian flow into the new square.

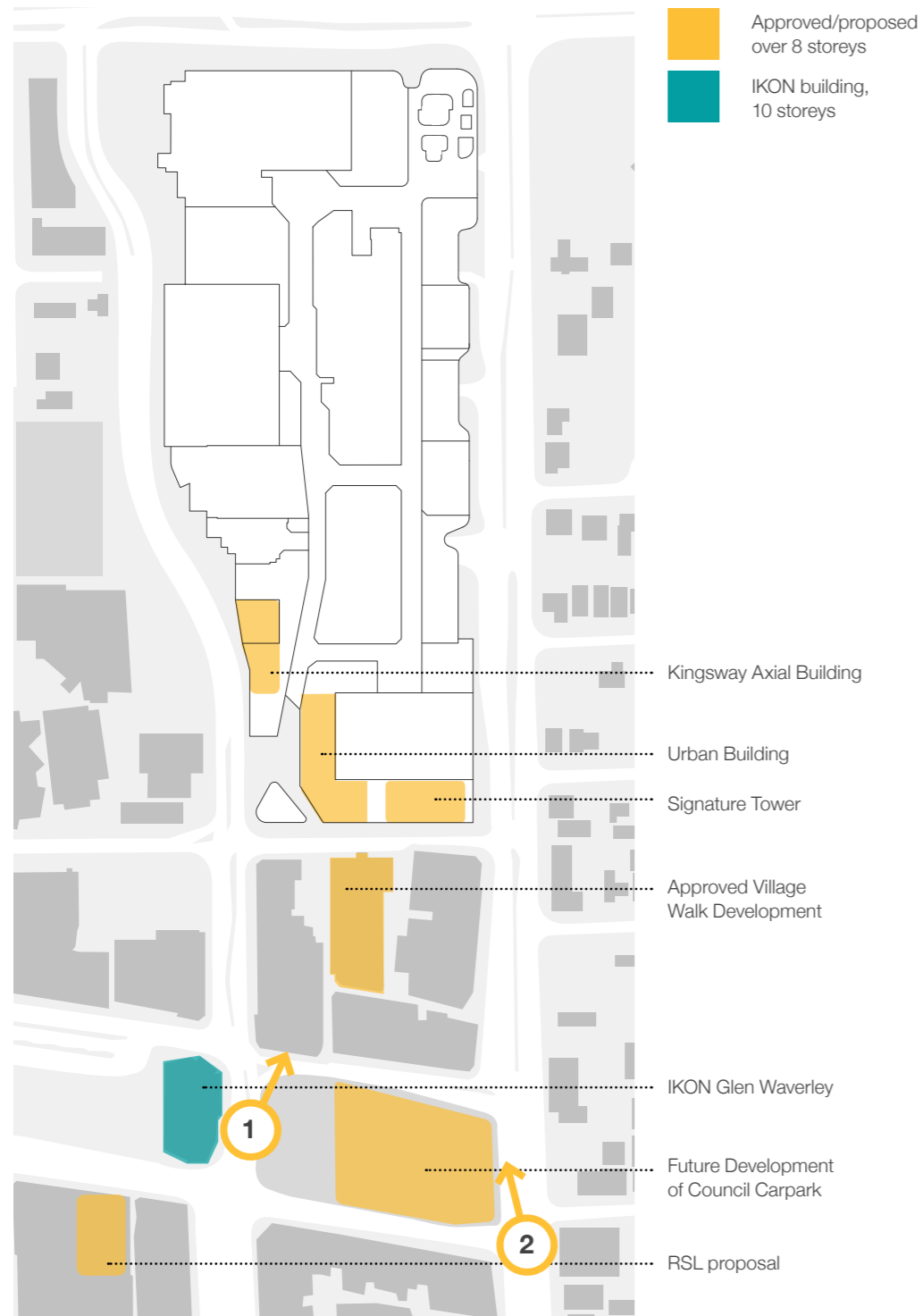
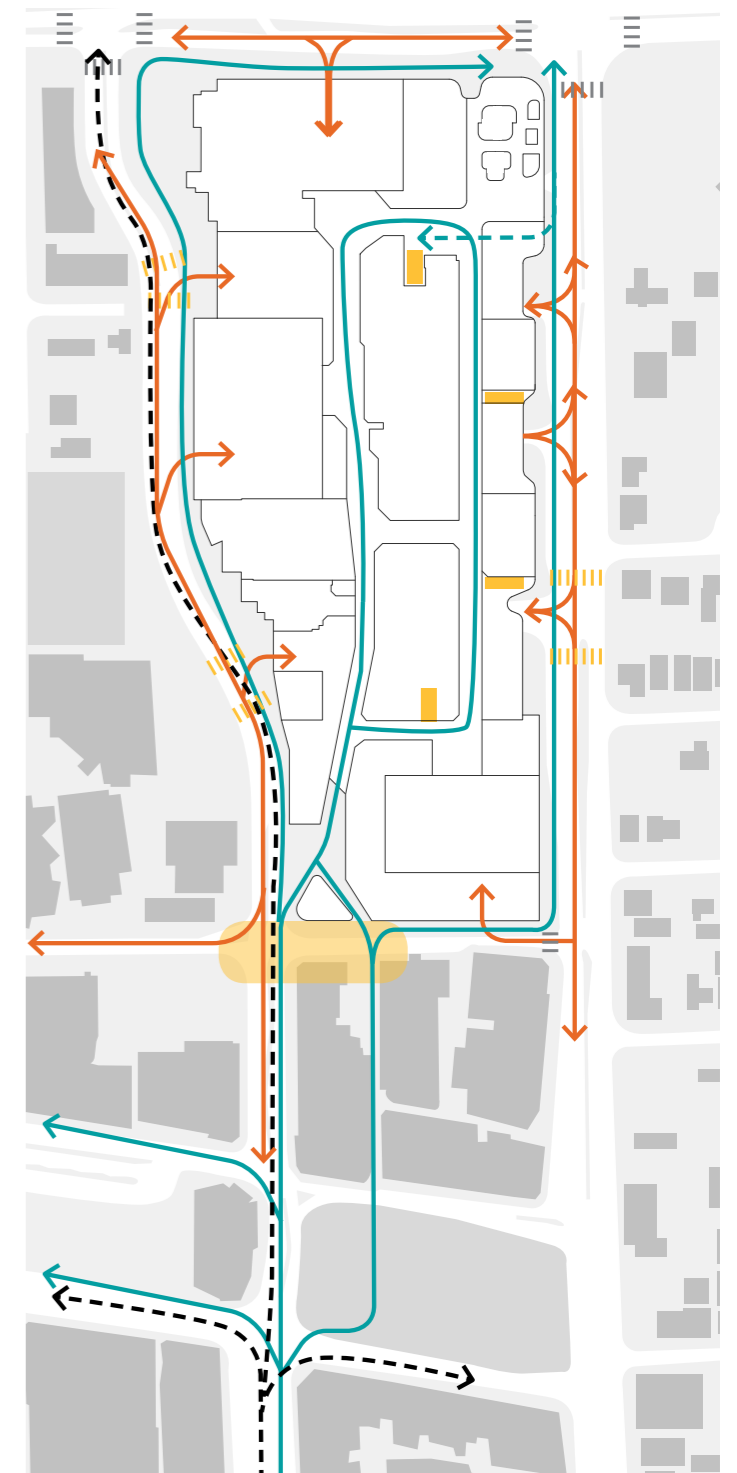
Secondary pedestrian access follows both Snedden Drive and Springvale Rd and affords entry into the lower carpark levels where easily accessed on grade. New pedestrian crossings are made where new signalised intersection works are proposed along both Snedden Drive and Springvale Rd.

At the ground level of the new Glen, two parallel malls join in a racetrack pattern and link into the retail and carpark levels above and below.

Car and truck access follows established flow patterns and points of access along Snedden Drive, High Street Rd and Springvale Rd. The traffic lights on Springvale Rd are extended to form a larger intersection with split entry and exit points. A new loading dock is proposed under the extension to the south.

Bicycle parking is planned for the square and the lower carpark levels. Upgrades to the street based bicycle path system as proposed in the structure plan are assumed to be undertaken by the Council.

MOVEMENT STRATEGIES



BUILT FORM DIAGRAM

4.6 FORMAL/ARCHITECTURAL STRATEGY

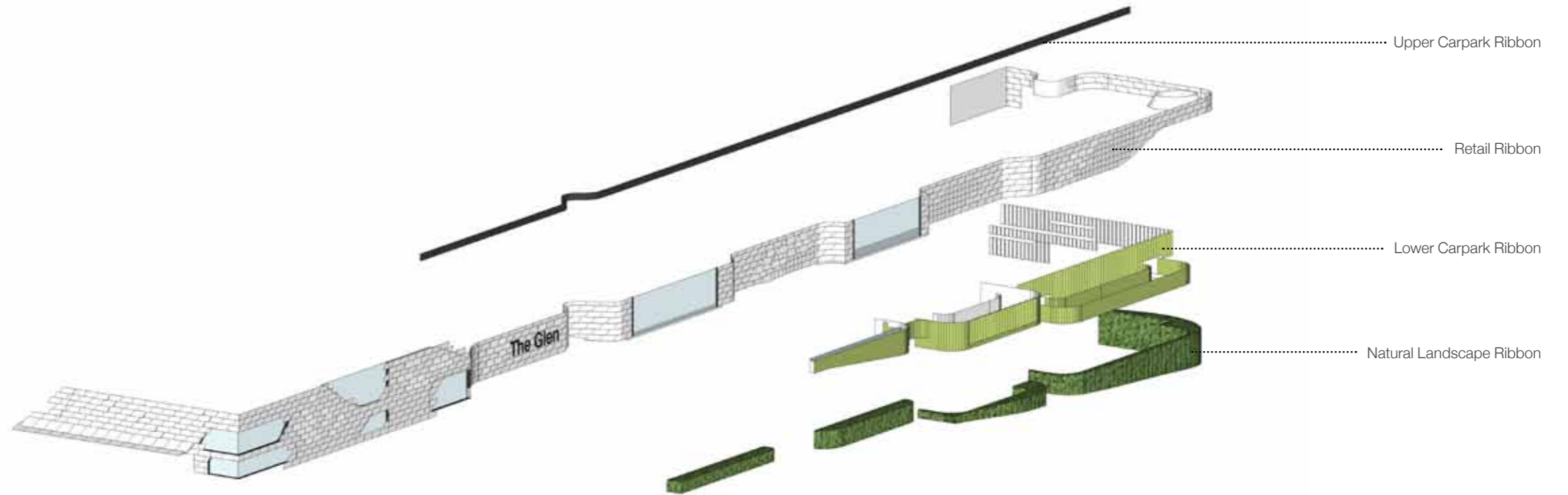
There are two formal strategies for the site both directly responsive to address, scale and the larger urban morphology of the precinct. One is concerned with the monumental, the other with a finer urban grain.

SPRINGVALE ROAD

The dominant frontage and the obvious place to strike an identity for the Glen lies in the 450m stretch of Springvale Rd. It evokes a response at the scale of the highway, where building and ground combine as a giant constructed landscape to form a monumental image along this busy thoroughfare.

The new wall consists of three linear ribbons running in a semi discordant parallel relationship. The dominant element represents the retail band, expressed as a scale-like white metallic skin that is bent, cut and fragmented to reveal large retail display windows, major vehicular entries and lighting effects. It acts like a long decorative piece of fabric, symbolic of the fashion world within and a statement of ethereal quality.

Structured carparks and access ramps are screened by the other two ribbons running in counterpoint to the white piece of fabric. The lowest ribbon simulates the landscape ground plane through a variation in silver and green panel, while the upper carpark hides behind a dark bronze serrated veil.



VIEW OF RETAIL RIBBON ALONG SPRINGVALE ROAD



VIEW OF RETAIL RIBBON & CONCEPT STORE DISPLAY

O’SULLIVAN ROAD AND SNEDDEN DRIVE

A thread of the metal fabric ribbon is extended to wrap around into O’Sullivan Rd as façade and as a protective canopy. The future pedestrian friendly nature of O’Sullivan Rd is anticipated with an articulated podium occupied by apartments and an active ground floor with the promise of street front dining and the buzz of retail.

At the corner of Snedden Drive, a new public square provides a civic culmination to the north end of Kingsway. Framed and overlooked by the lower residential buildings, this generous space will be a popular mix of outdoor dining and passive recreation. At its southern edge a timber clad two storey structure will be a focus for food and beverage, and will provide a human scaled reference point for those bathing in the northern sunshine.

The new square is a bridge between the hustle and bustle of Kingsway and the southern entrance to the revitalised shopping centre.

Further along Snedden Drive, the existing shopping centre will remain largely unchanged, albeit for the new carpark entry under the Kingsway Building. Apart from some changes to signage, the existing building will be repainted to give greater articulation to the overall mass and to descale the retail monolith.

RESIDENTIAL ADDRESS

Each residential building has a clear address at street level. Visitors to the residents will park in the public carpark and access the residential buildings via their street address. There is no intention to short circuit access into the residential buildings through the shopping centre, the street must retain primacy.

Where much residential development within the city seeks to quarantine a large entry statement from the surrounding frontages, our intention is to place the residential entry as just another piece of active shopfront. By keeping the entry into the residential buildings modest, it maximises the amount of retail interaction and embeds the residential experience into the life of the street.

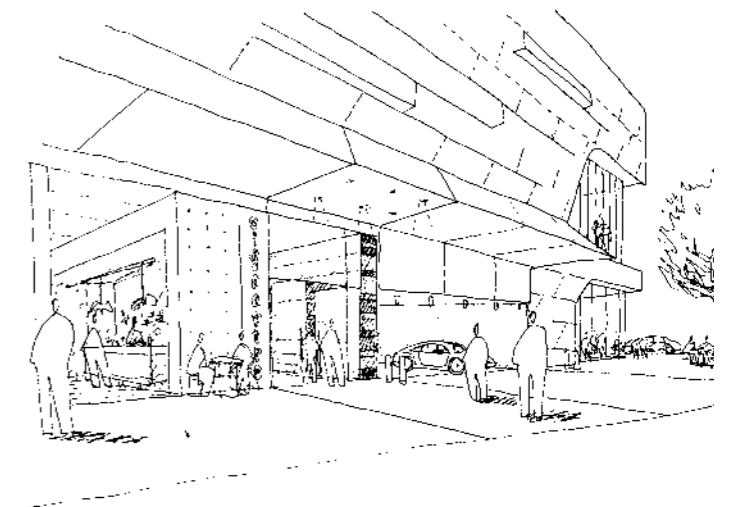
Carefully curated retail tenancies adjacent to the residential entries will enhance the urban experience. Various examples of this arrangement exist in the Melbourne CBD, such as at QV and the Postal Hall in Russell St.



AERIAL VIEW OF THE PROPOSED SQUARE



PERSPECTIVE VIEW OF THE PROPOSED SQUARE FROM O’SULLIVAN ROAD. INCLUDING RESIDENTIAL ENTRY



PERSPECTIVE VIEW OF RESIDENTIAL ENTRY TO SIGNATURE TOWER

4.6

FORMAL/ARCHITECTURAL STRATEGY

STREET AND PODIUM ARCHITECTURE

Although a single development, the architectural strategy is to allow the component buildings to respond to immediate context and scale. This approach encourages a measured diversity that simulates the evolution of the city over time.

The Springvale Road facade is about the drive by experience. Where the development fronts the square and O'Sullivan Rd, the response shifts to urban scale and pedestrian amenity. Each residential building is allowed to 'hit the ground', celebrating address and difference. The dogma of podium and setback is not applied universally, as each frontage requires a particular response.

Under the Signature tower the retail ribbon is expressed, although similarly clad in the white decorative metal, signifying the corner of Springvale/O'Sullivan Rds. The podium here is relevant to the amenity of pedestrians, providing a transition from the regionally significant tower element to the street below. The elements of the metallic ribbon conceal the carpark within and fold out to cover the pedestrians with a generous canopy.

The role of the Urban building is unique in within the suite of the residences. As an urban wall, it provides a transition from O'Sullivan Rd into the square. As the shortest of the residential buildings, it was considered appropriate to give a zero setback to O'Sullivan Rd as a point of difference to the Signature Tower, and to continue the living wall into the square as a lively backdrop. The brick facade accommodates

the residential balconies and the carpark screening with equal value, while a continuous glazed canopy provides a welcoming environment for outdoor dining.

The Kingsway Building consists of both podium and urban wall. A single level extension to the south mediates between the tower and the public realm, while the frontage to Snedden Drive is robustly on the boundary.

In all instances the street facades are graded in scale from the protected fine grain retail interface at ground level through to the mid level articulated fabric and the skyline view at the top of the buildings.



Selected Brick Faced
Precast Concrete

Clear Glazing

Metal Framed Glass Balustrade

Brick Ventilation Screen

Steel Framed Glass Canpoy

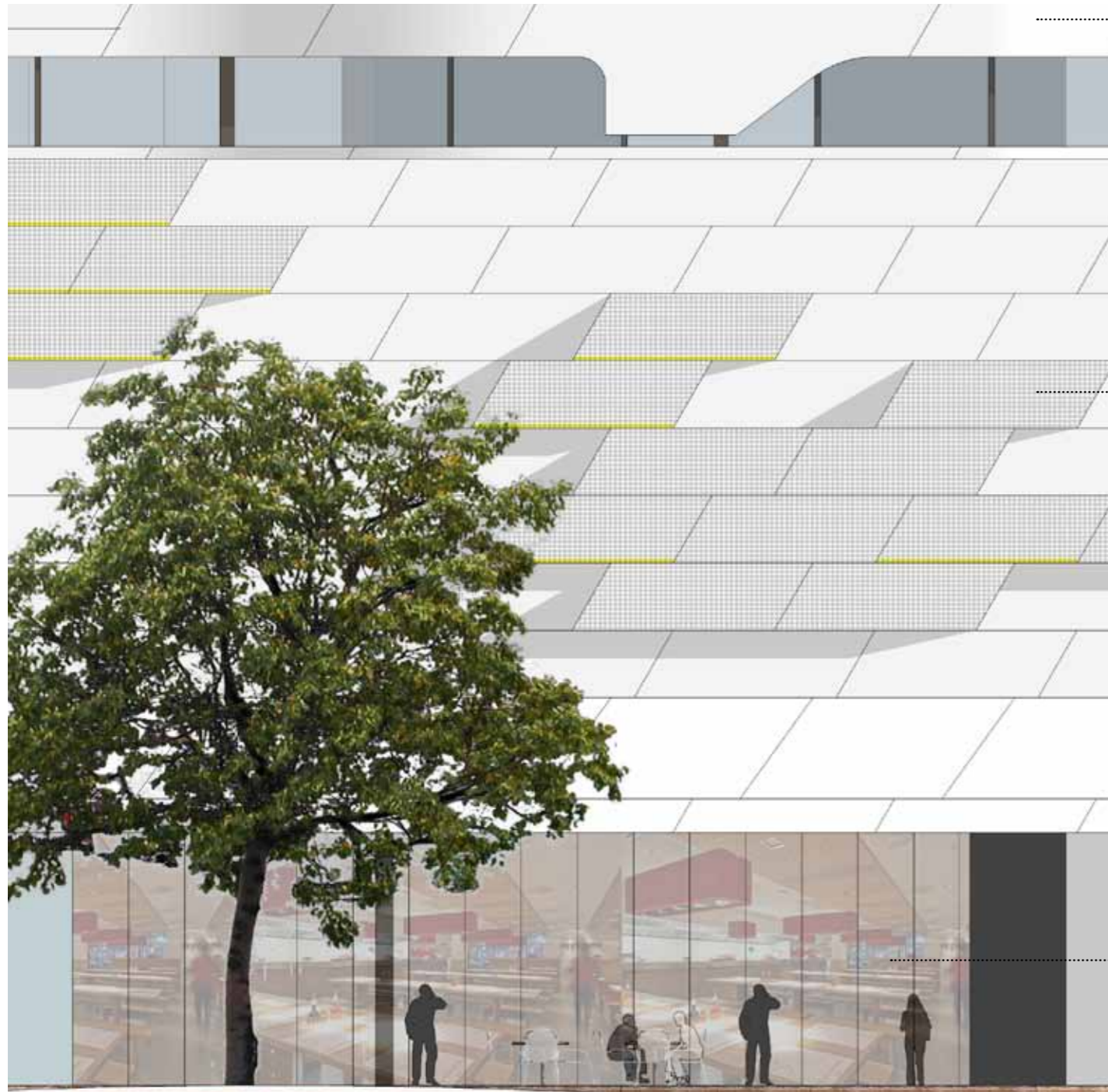
Operable Shopfront Glazing

PART ELEVATION - TOWN SQUARE



PART SECTION - TOWN SQUARE

4.6 FORMAL/ARCHITECTURAL STRATEGY

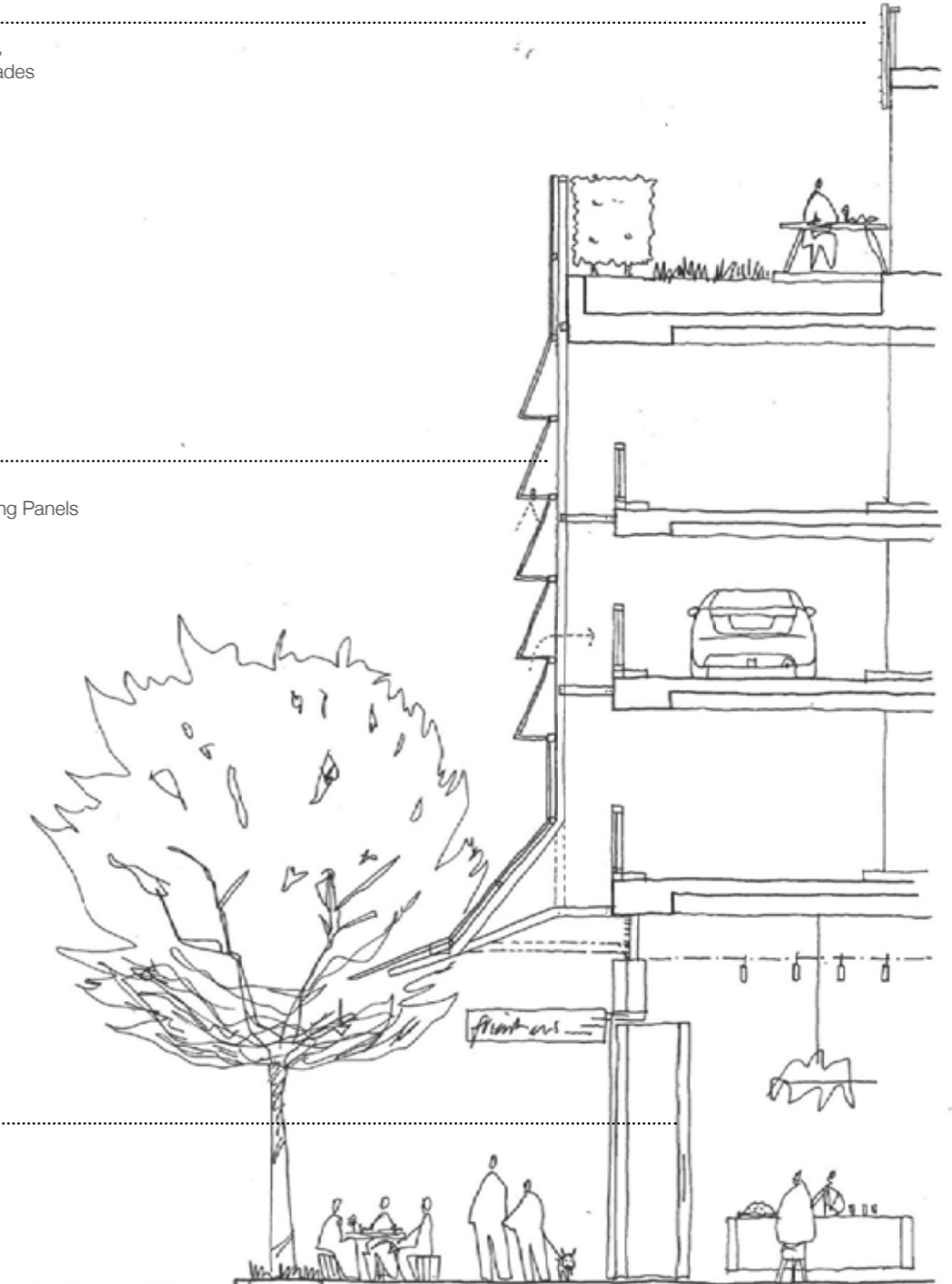


PART ELEVATION - O'SULLIVAN ROAD

- Metal Ribbon
- Oblique metal panels,
- Perforated at Balustrades

- Retail Ribbon
- Flat + Folded Profile
- Oblique Metal Cladding Panels
- Perforated Pattern
- Integrated Lighting

- Shopfront Glazing



PART SECTION - O'SULLIVAN ROAD

RESIDENTIAL BUILDINGS

The three proposed apartment buildings are a purposely designed assemblage conceived around a contextual response to the particular urban form of the emerging Glen Waverley. The three are different in form, scale and image reflecting a naturally evolving piece of city rather than the scaleless hand of the single monumental development.

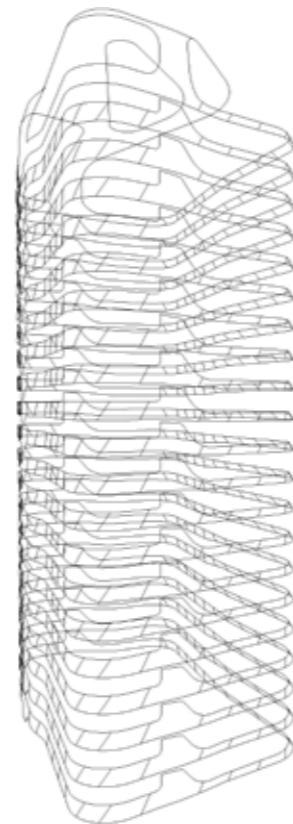
The Signature Tower extends the retail fabric ribbon into the sky as a distant marker for the Glen. Constructed out of a series of interlocking and horizontal metallic bands, the tower will read as a stack of sculpted layers, alternating light and dark, and capped by a distinctive roof profile.

There is another layer of reference. The reductive white monumentality completes a subtle civic trioka with Seidler's Council Offices and the Ikon tower opposite the future town square, suggesting a common civic thread symbolic of the new Glen Waverley.

Around the square the scale is tempered and two residential buildings frame the space and hit the ground in a continuous display of shopfront and outdoor seating. These buildings obey the formal rules of the low rise urban wall with defined openings, recessed balconies and the primacy of the continuous surface kept intact.

The Urban Building forms the low rise transition from O'Sullivan St into the square. The street facades are finished primarily in brick, broken, punched and cut to reveal apartment living and to conceal the podium parking. The northern elevation is more open, exploiting a metal grillage to encourage the growth of creepers in contrast to the heavy urbanity of the public face.

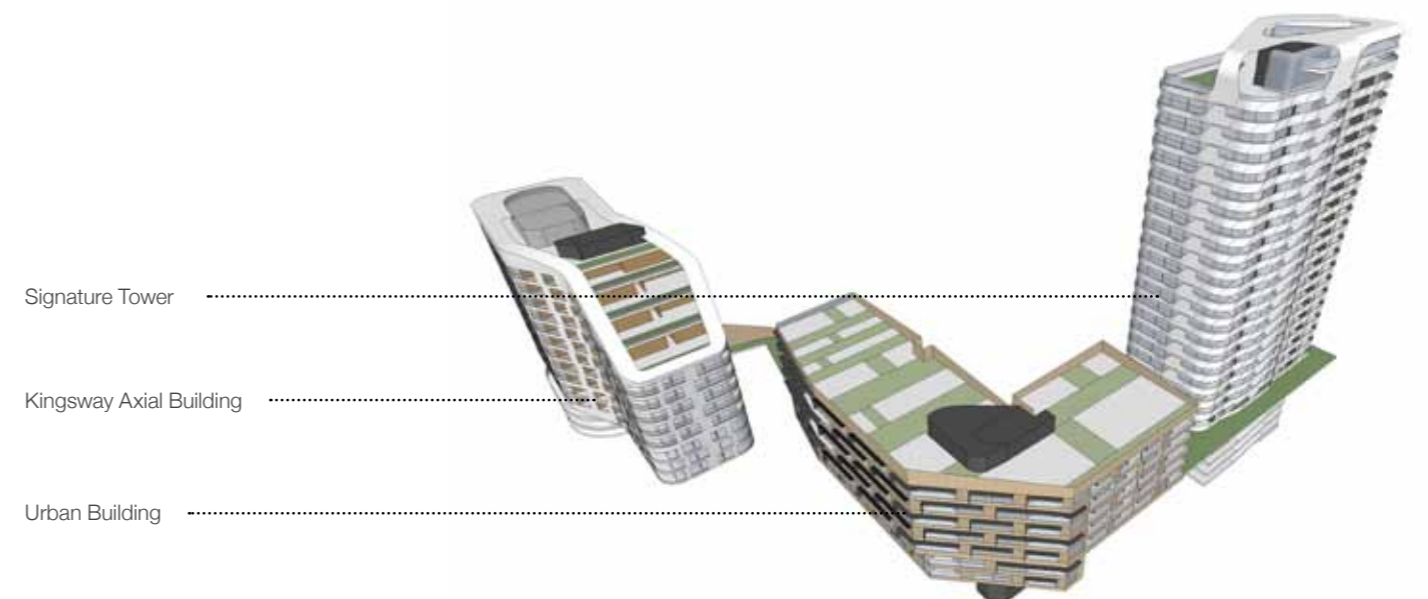
To the north of the square sits the Kingsway Axial Building. The form is cranked to reconcile the geometries of both Kingsway and Snedden Drive, and given a sloping profile to preserve the penetration of winter sun into the square below. The façade picks up on the whiteness and materiality of the Signature Tower, but renders it as a punctuated wall, accentuating the solidity of the form as object. This building sits as the northern containment of the populated Kingsway thread, both responsive in scale to its location and transitioning up to the north and the suburb that lies beyond.



SIGNATURE TOWER METAL BANDS



VIEW FROM KINGSWAY & O'SULLIVAN ROAD



4.6 FORMAL/ARCHITECTURAL STRATEGY

LOCALITY AND SCALE

The GWAC Structure Plan anticipates a significant increase in scale and density for the centre of Glen Waverley.

The completion of the Ikon development at 10 storeys established a new benchmark as the tallest building in the GWAC. With the approval of a 15 level residential building on O'Sullivan Rd, council have signalled a new height datum for the precinct around The Glen. The two proposed residential buildings, Kingsway Axial and the Urban sit below this benchmark, and are deliberately limited in scale to maximise the amenity of the public spaces below.

In particular the strip along Springvale Rd has been earmarked in the Structure Plan for the tallest development, building on the precedent created with the construction of the 7-8 level Novotel some years ago. With the attitude to height becoming more positive and the demand for apartment living in the area on the rise, a strong case for a taller building on Springvale Rd can be made.

Melbourne has experienced a pronounced shift to height in the developing PACs around the city and suburbs. At one end, Southbank and Box Hill are undergoing rapid change with the move toward very tall buildings. The challenge for Glen Waverley is to anticipate this urban shift while remaining responsive to the suburb and its environs.

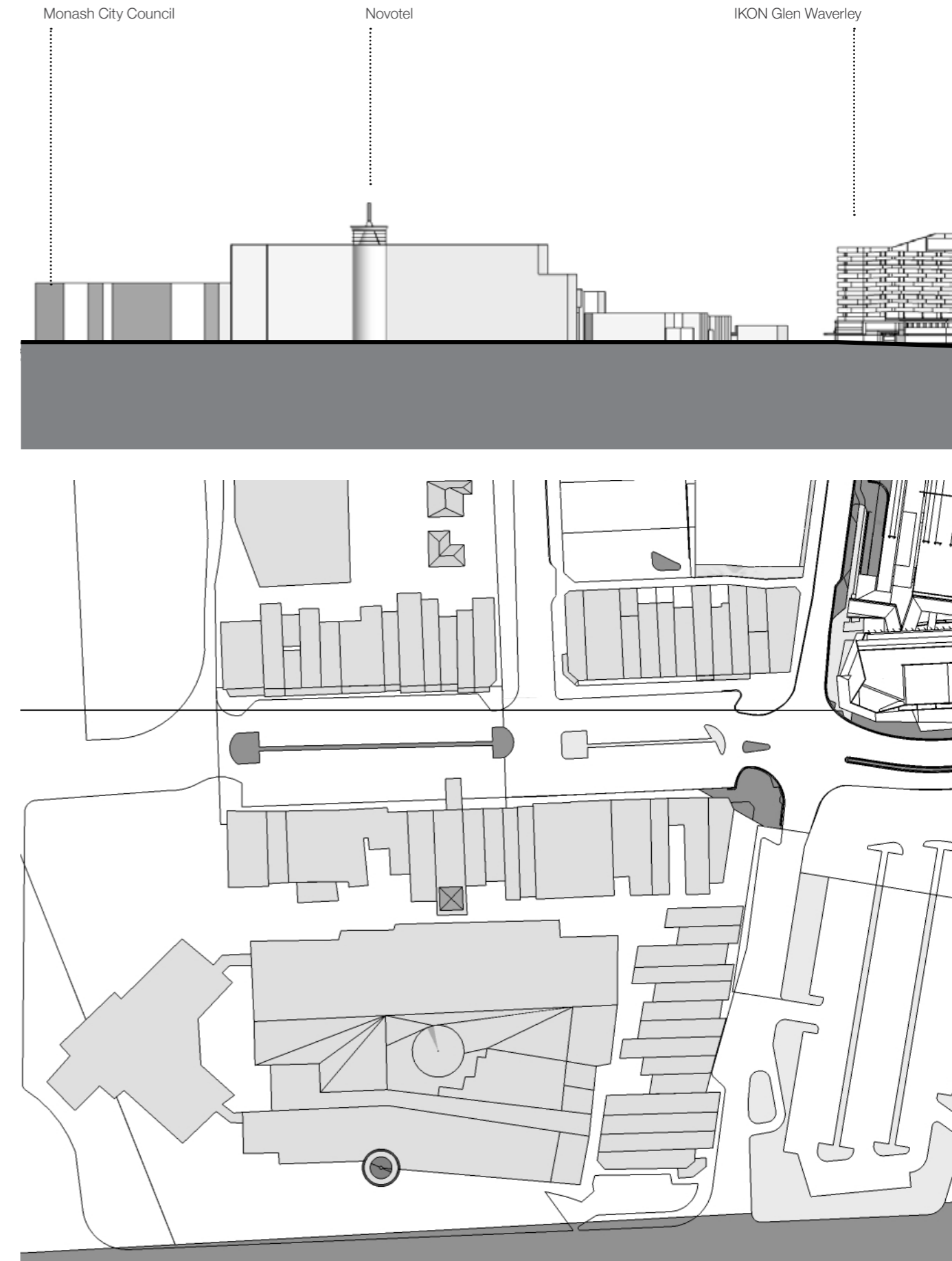
The Signature Tower sits on a site that is entirely appropriate for taller buildings.

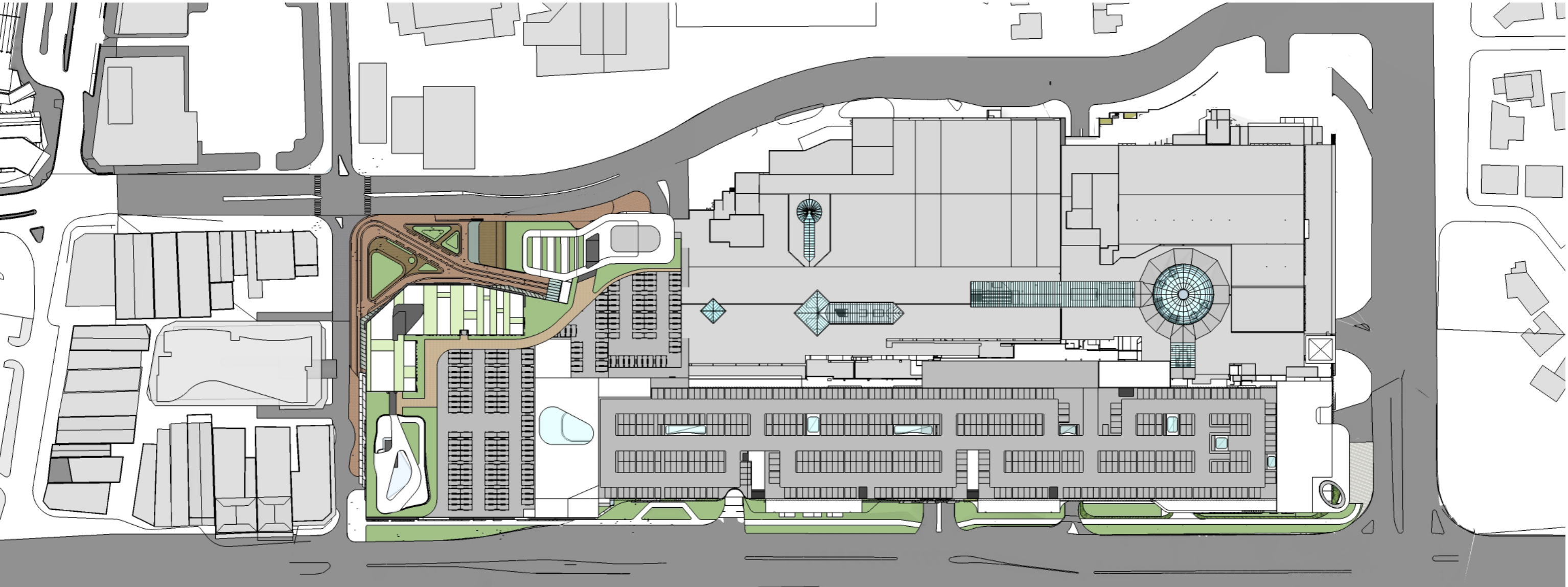
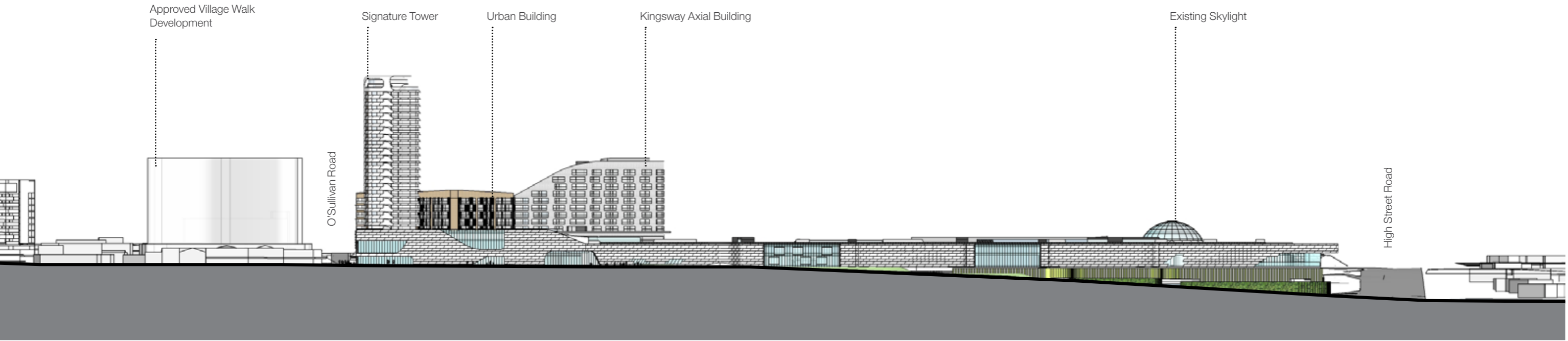
Free of the clashing context of low rise strip retail, this corner site on the major thoroughfare of Springvale Rd invites its own response. The tower will form a prominent gesture in the skyline to announce the northern entry to the GWAC, and anticipates future taller buildings along this busy arterial road.

An area for concern with taller buildings lies in the relationship to street level amenity. The proposed tower is setback on a podium to negate wind effects and to scale down to the pedestrian environment to the south. The height proposed is capped by the natural limitations of overshadowing. The projection of shadow onto the western footpath in Kingsway is avoided as required by the Structure Plan. The generous width of Springvale Rd limits the impact of afternoon overshadowing onto the eastern properties to well within statutory limits.

A taller residential building can offer a wider market opportunity for the range and mix of apartments. A spread of living opportunities from smaller rental units to larger family residences is possible up and down the tower. Affording spectacular views in all directions, the Signature Tower will give a clear and attractive choice to people moving into the centre of Glen Waverley.

At 19 levels above a 4 level podium, the height of the proposed tower strikes an appropriate balance between the legitimate desire for a landmark building and the immediate urban context within the centre of Glen Waverley. A commitment to design excellence contributes to the symbolic value the Signature Tower can bring to the suburb.





4.7

ENVIRONMENTALLY SUSTAINABLE DESIGN

The Glen redevelopment project involves alterations to the existing shopping centre located on Springvale road and the development of three new residential towers to sit on top of the shopping centre. The redevelopment proposes the incorporation of sustainable design initiatives in order to achieve the following goals:

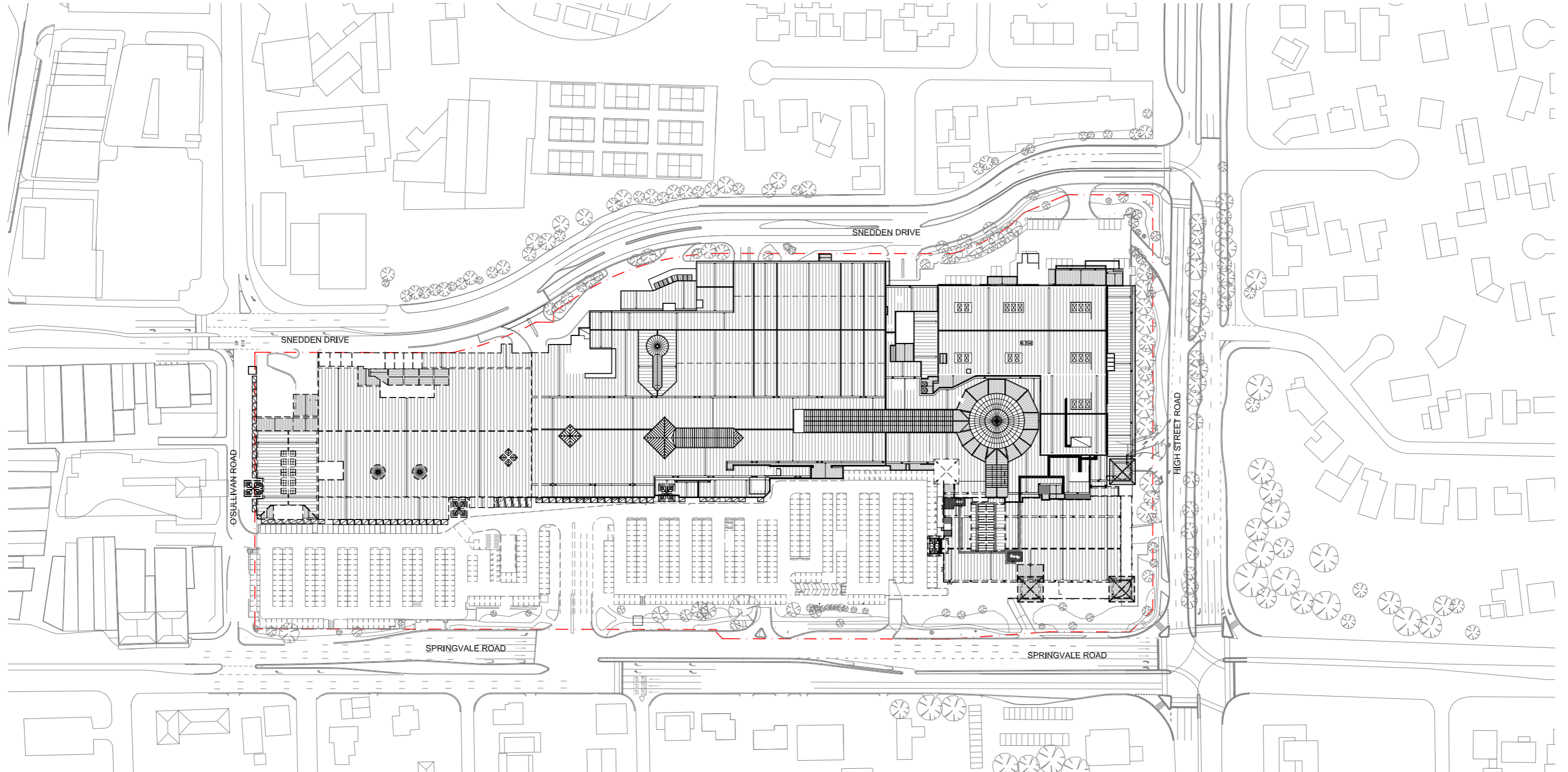
- × Low Energy Use
- × Low Water Consumption
- × High Indoor Environment Quality
- × Reduced waste
- × Reduced environmental impact

Detailed below is a summary of the key initiatives proposed for the project:

- × High performance glazing to new building areas to satisfy BCA Section J, and to maximise daylighting opportunities whilst controlling solar heat gains.
- × High levels of insulation in roof, walls and underfloor which will equal or exceed the minimum provisions outlined in the Building Code of Australia.
- × Suitable external shading to allow full benefit of the winter sun whilst controlling unwanted heat gain from summer sun.
- × Good natural ventilation and daylighting to apartment living and bedroom areas.
- × Maximise the indoor environment quality and reduce artificial lighting energy, by providing a reasonable proportion of performance glazing along the perimeter tenancies and skylights in the mall areas.
- × Appropriate acoustic treatment to meet EPA guidelines and the requirements of AS2107.
- × An average apartment energy rating of 6.0 stars for the development, as per BCA requirements
- × High efficiency 6 star gas hot water systems
- × High efficiency reverse cycle air conditioning systems, within one star of best available energy rating for the relevant unit size
- × Air conditioning plant incorporating free cooling (economy cycle) and night purging to reduce energy use and improve indoor air quality.
- × Utilise efficient light fittings with a combination of LED, compact fluorescent and metal halide lighting.
- × Car park ventilation controlled by CO sensors.
- × Sub metering to manage and monitor energy use to BCA Section J.
- × Renewable energy technologies such as solar hot water and solar PV to be considered.
- × Water efficient fixtures and fittings.
- × 35000 Litre rainwater harvesting for irrigation and toilet flushing.
- × 100% STORM rating
- × Rain garden to receive and filter rain run-off from roofs or hard surfaces such as paving.
- × Bike parking facilities for both residential and retail buildings.
- × Excellent access to public transport
- × Sufficient space for the separation and collection of recycling and other waste streams.
- × A construction waste management plan (WMP) to be provided prior to works commencing to minimise the amount of waste going to landfill.
- × Sewerage emissions to be reduced through the use of high WELS rated fixtures and fittings.
- × The site is already fully developed; hence the ecological value of the site is not being reduced as a result of the proposed development. The project will not result in a reduction of the existing vegetation.
- × Materials used within the development will, where possible, be selected to minimise the environmental impact. The development will minimise the use of products and materials that are considered hazardous in nature or will have significant VOC levels.

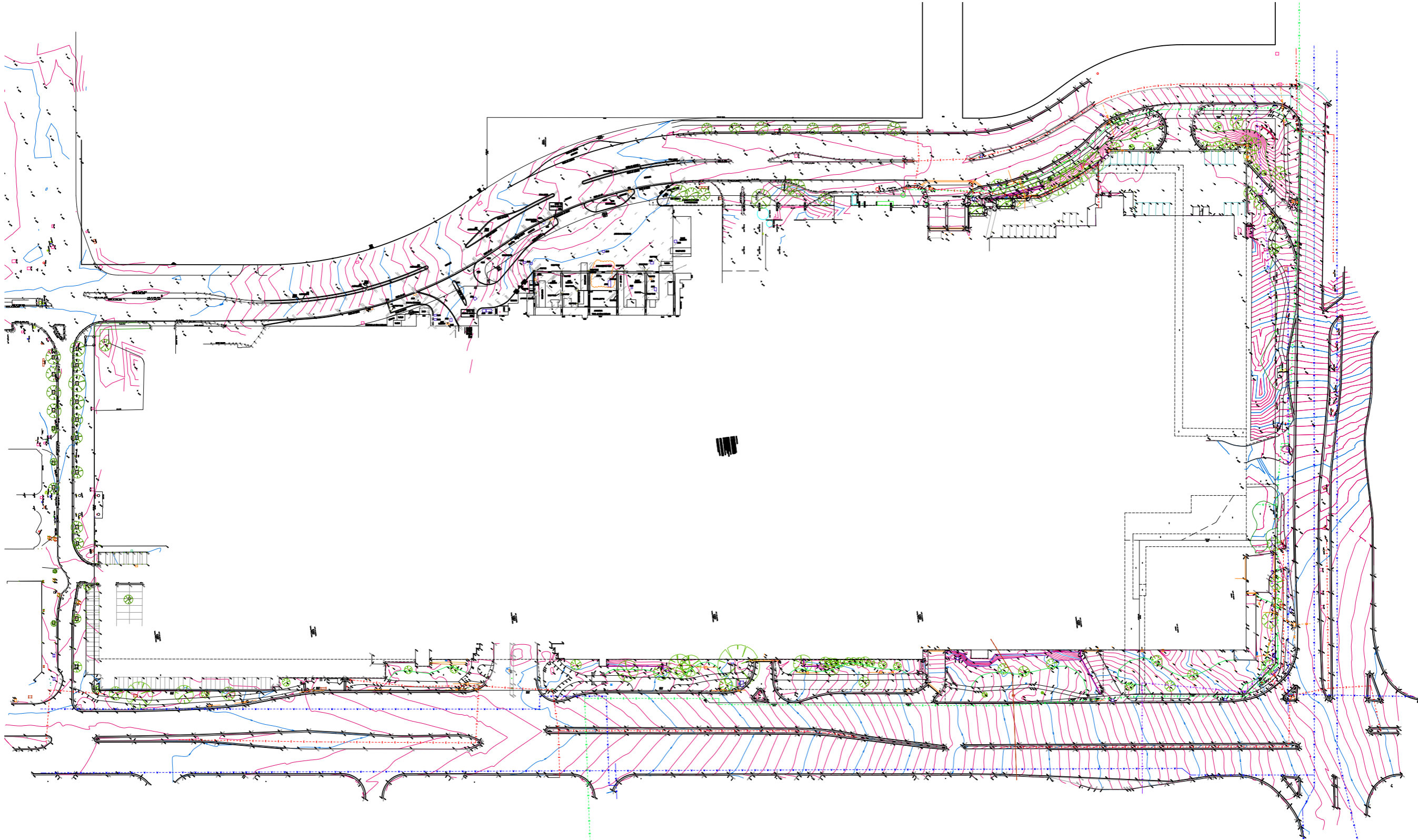


5.10 EXISTING SITE PLAN



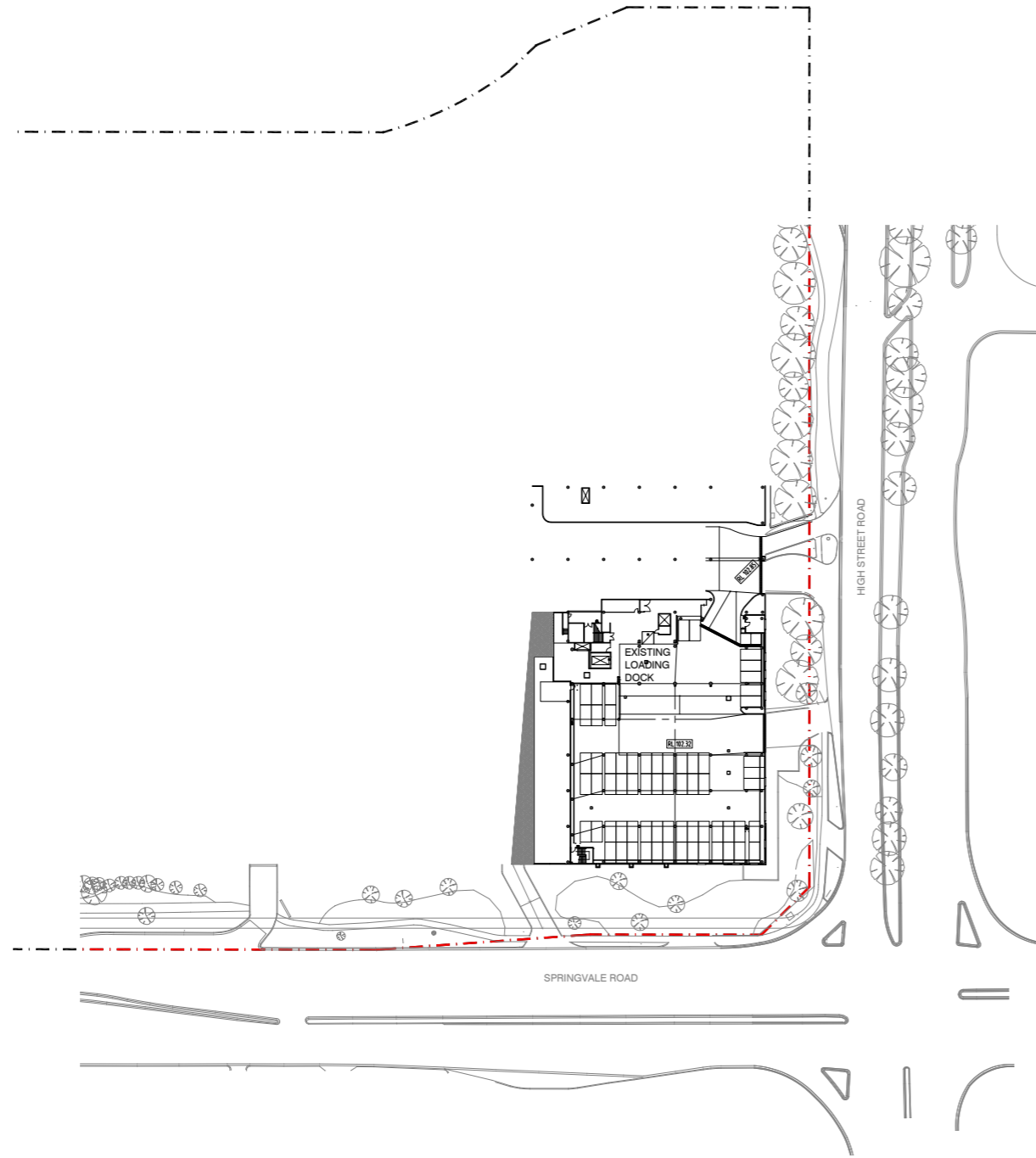
EXISTING SITE PLAN - 1:2000

5.11 SURVEY PLAN



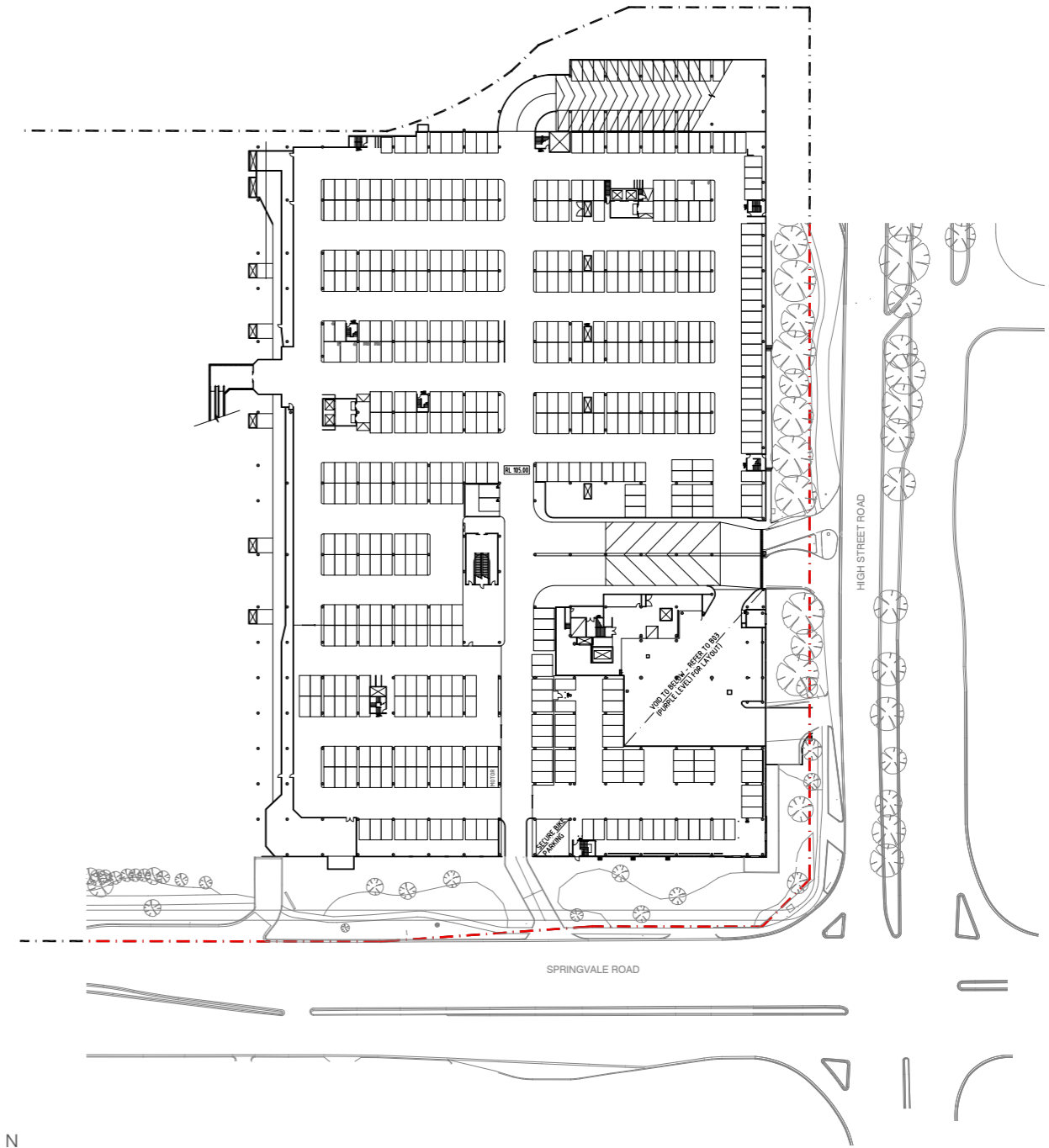
SURVEY PLAN

5.12 EXISTING FLOOR PLANS



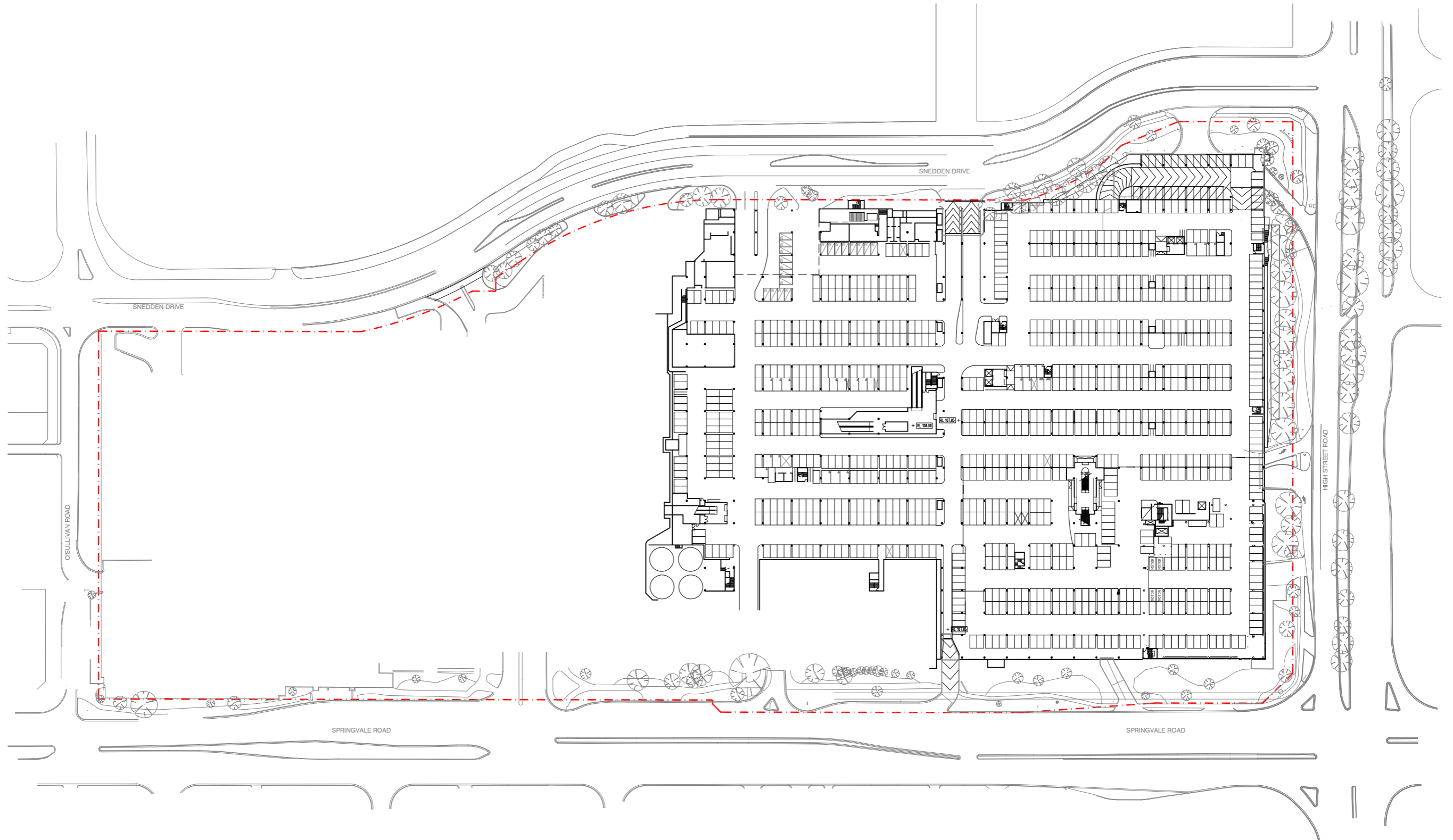
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EXISTING LEVEL B03 PLAN - BASEMENT PARKING

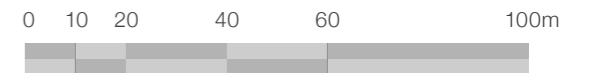


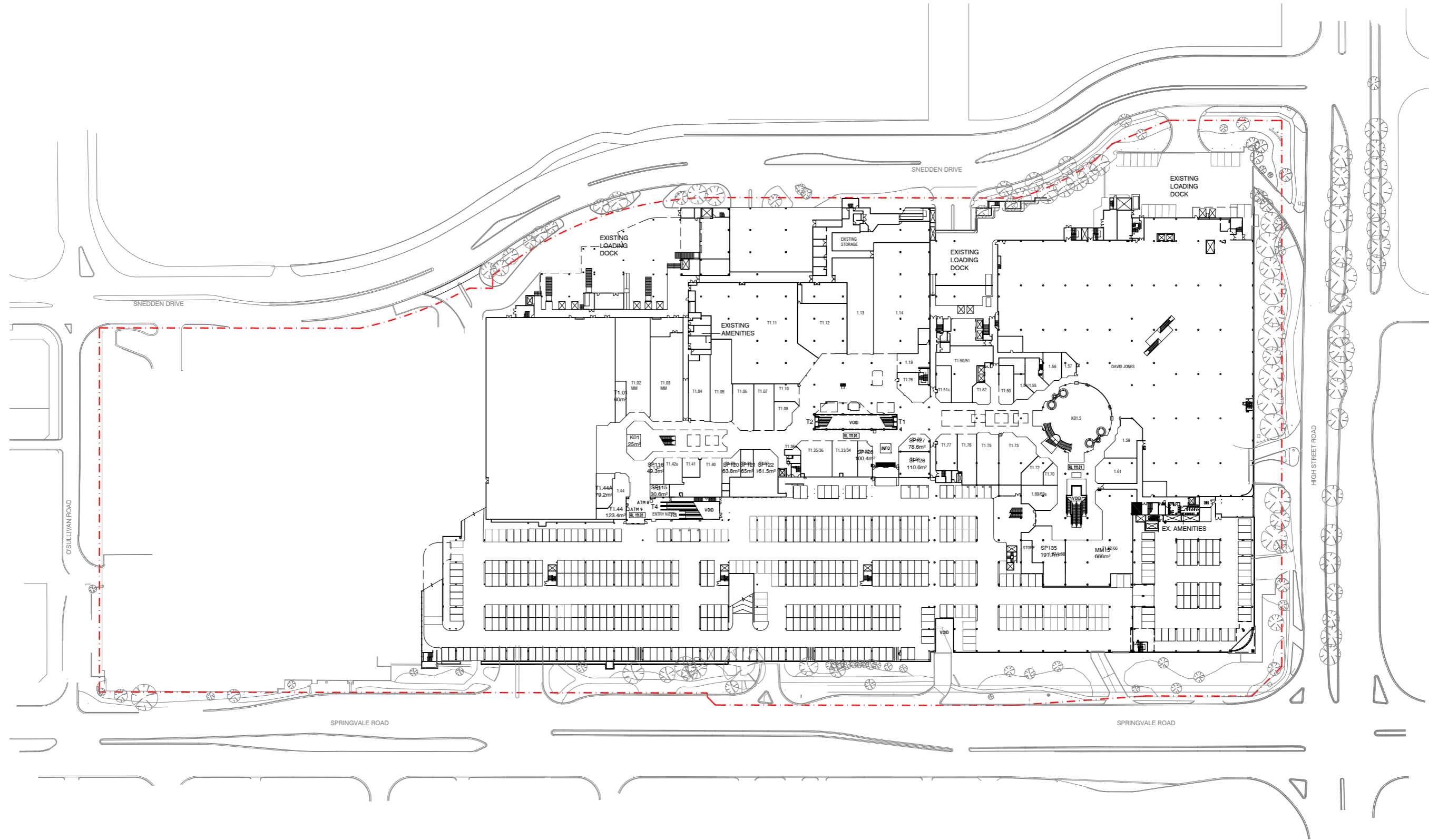
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EXISTING LEVEL B02 PLAN - BASEMENT PARKING

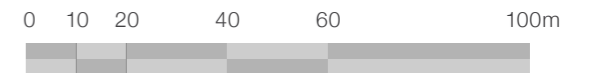


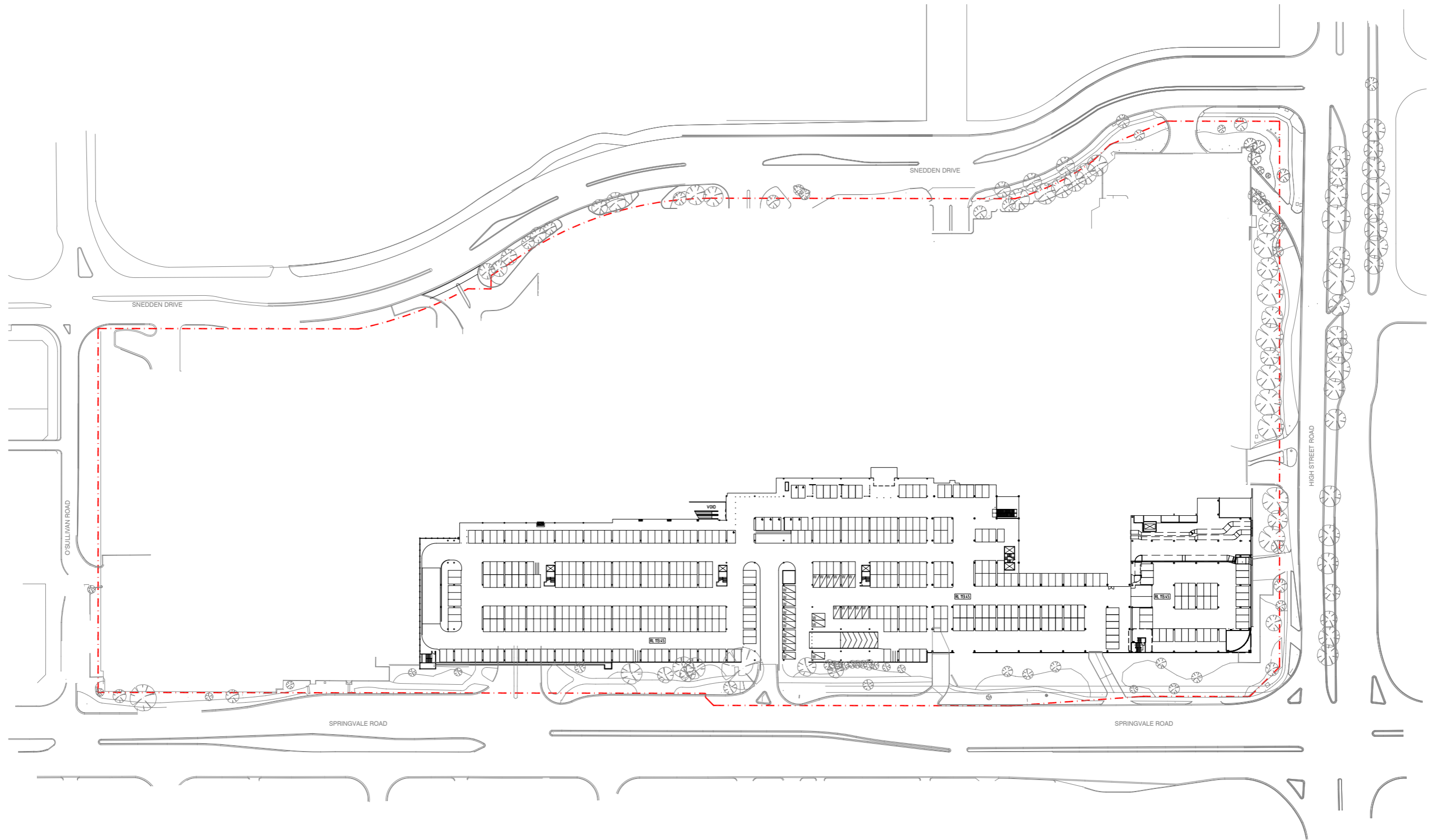
EXISTING LEVEL B01 PLAN - BASEMENT PARKING





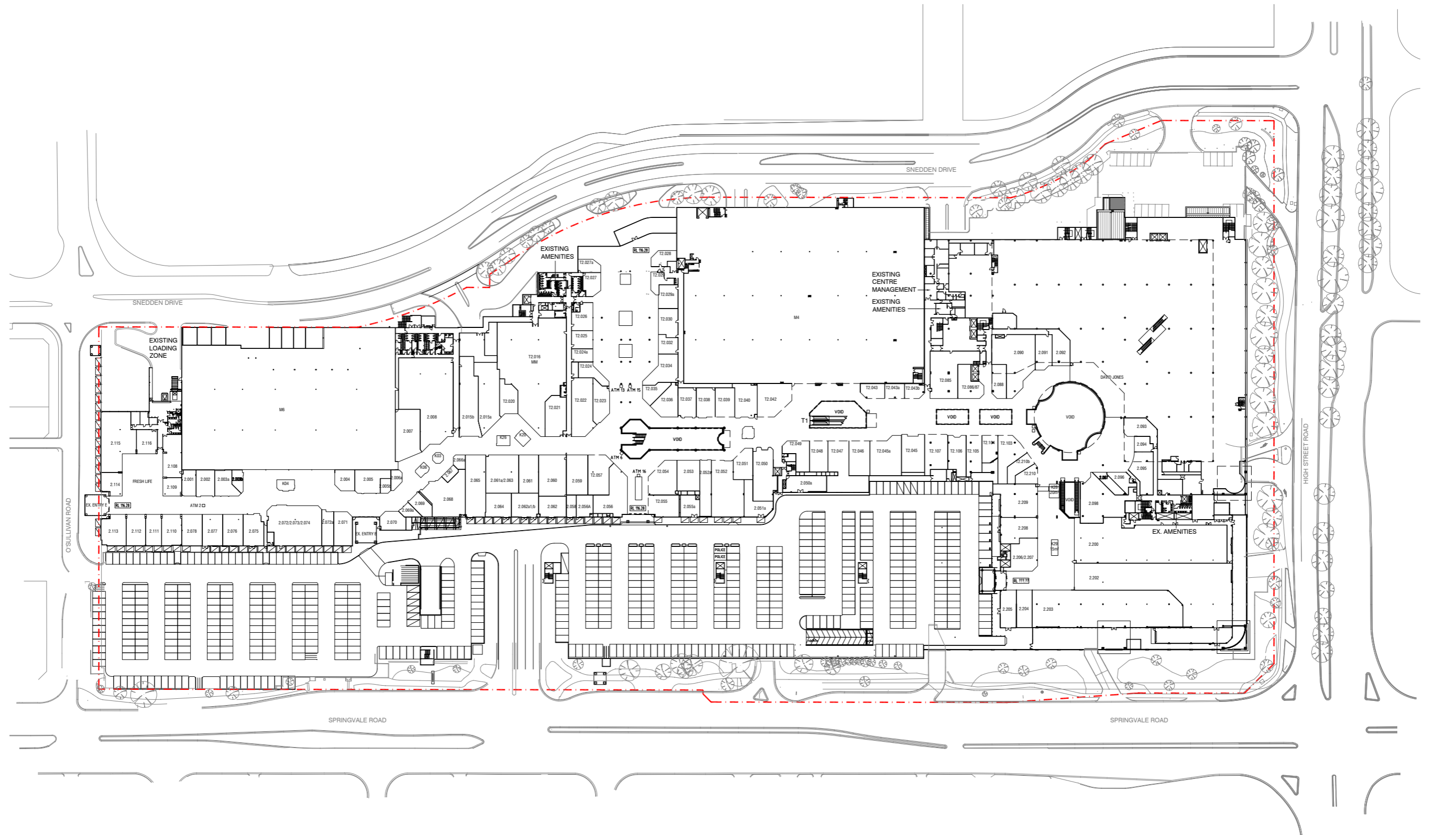
EXISTING LEVEL 1 PLAN - RETAIL & PARKING



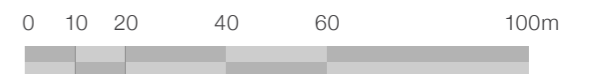


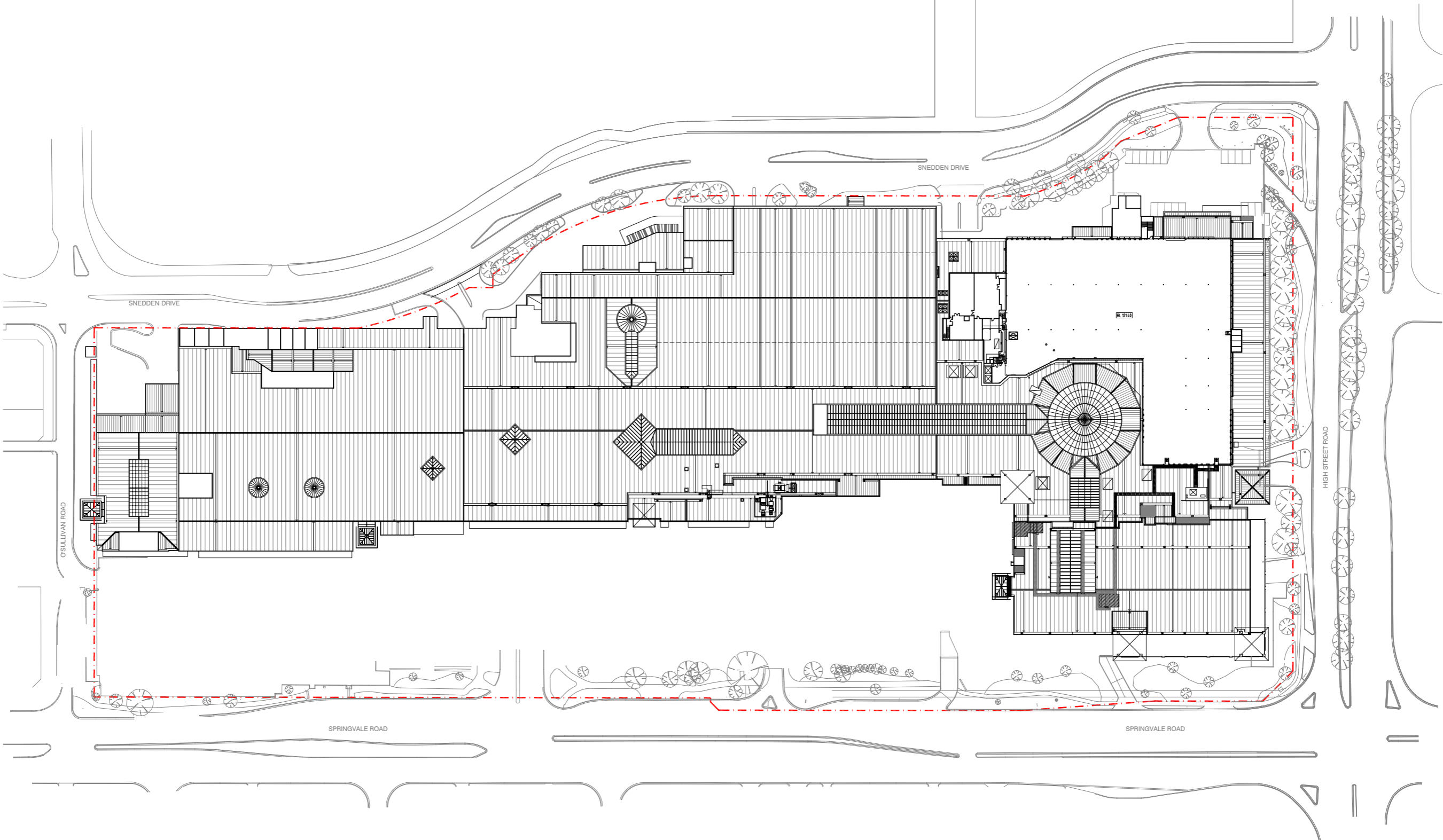
EXISTING LEVEL 1.5 PLAN - MEZZANINE PARKING





EXISTING LEVEL 2 PLAN - RETAIL & PARKING

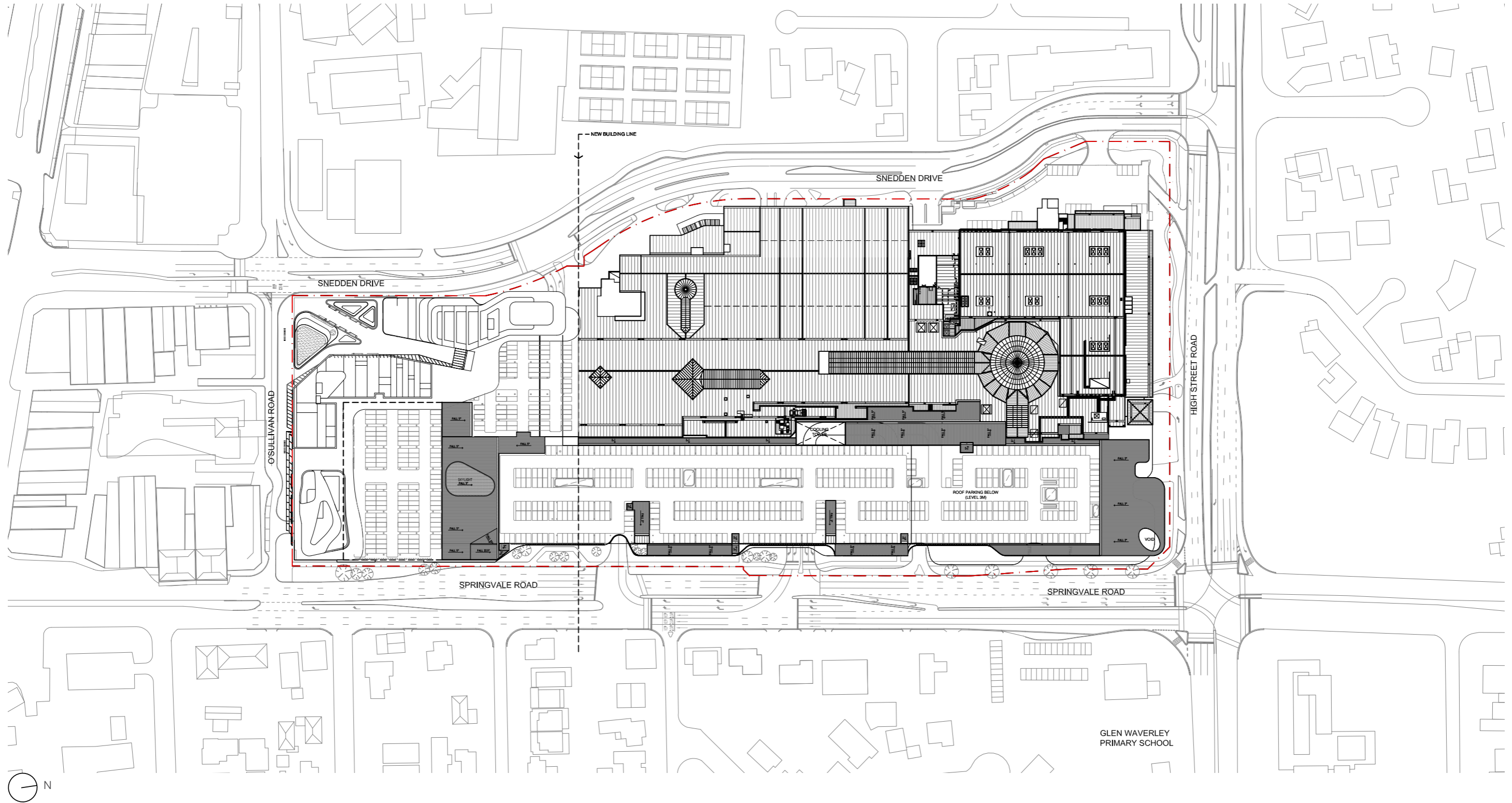




EXISTING LOWER ROOF PLAN & LEVEL 3 PLAN

















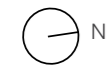
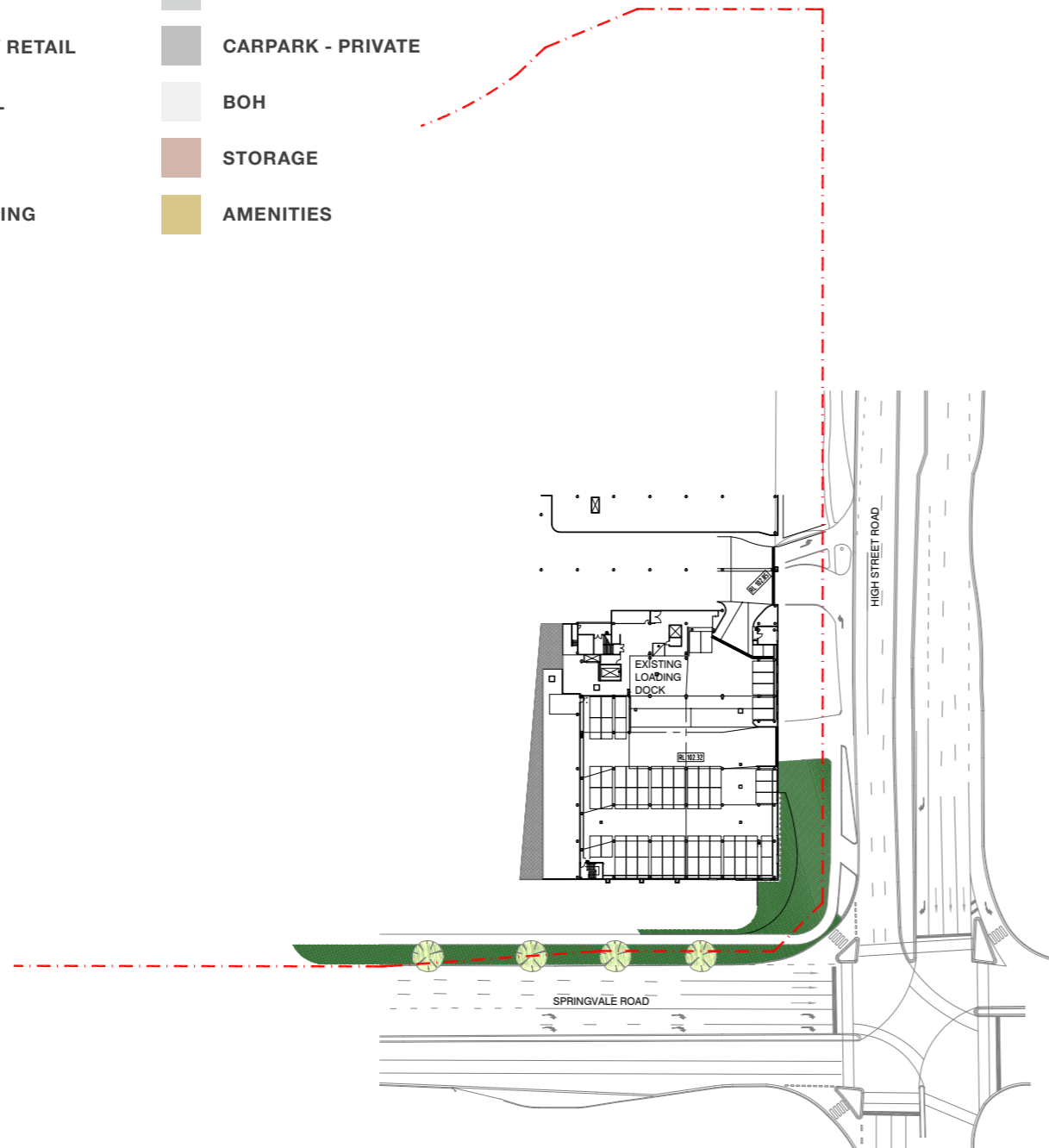
5.20 PROPOSED SITE PLAN



PROPOSED SITE PLAN - 1:2000

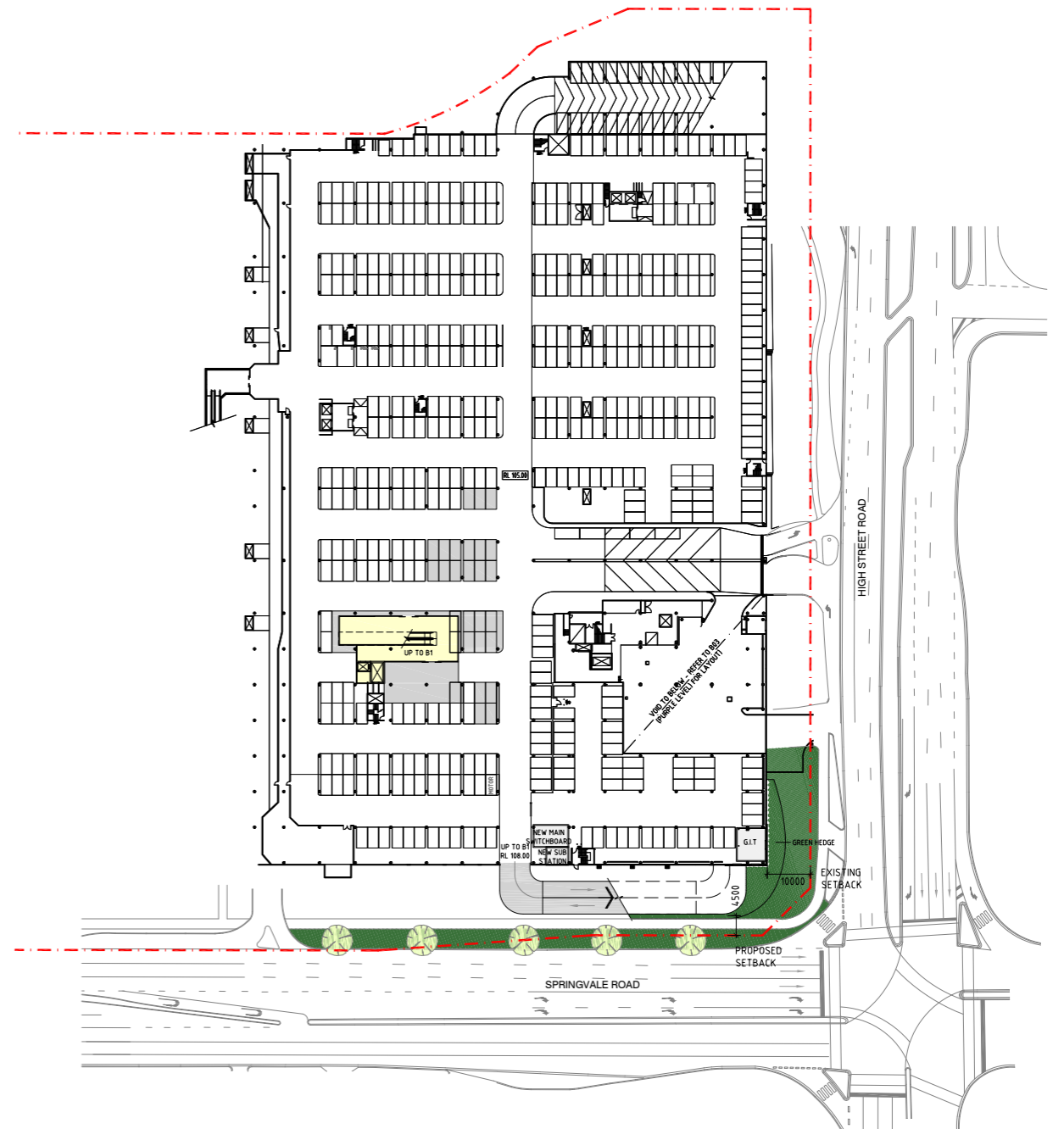
5.21 PROPOSED FLOOR PLANS

- | | |
|---|---|
|  CIRCULATION/MALL |  KIOSK |
|  MAJOR RETAIL |  RESIDENTIAL |
|  MINI MAJOR RETAIL |  CARPARK - PUBLIC |
|  SPECIALTY RETAIL |  CARPARK - PRIVATE |
|  F&B RETAIL |  BOH |
|  SQUARE |  STORAGE |
|  LANDSCAPING |  AMENITIES |



PROPOSED LEVEL B03 PLAN - BASEMENT PARKING















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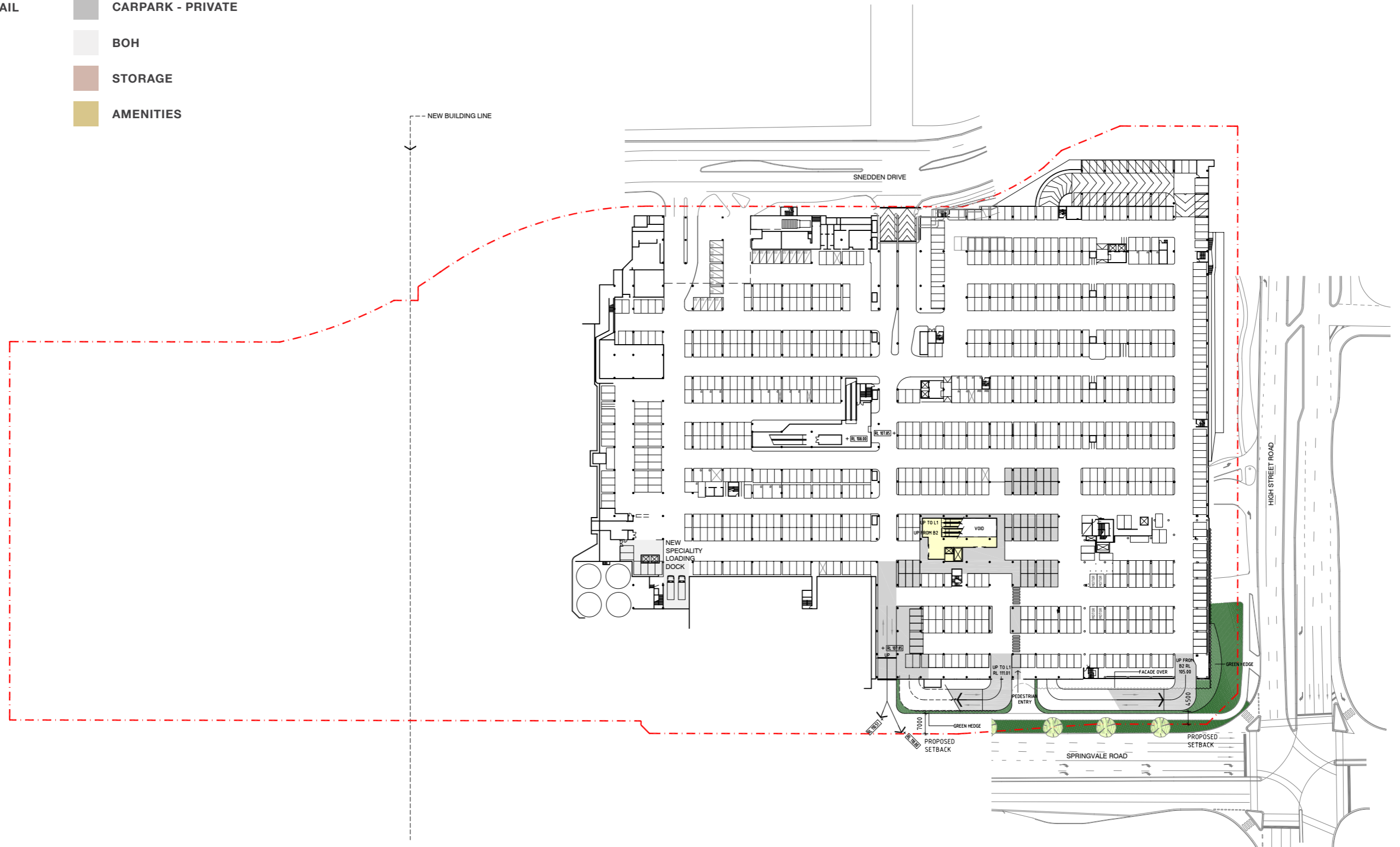


PROPOSED LEVEL B02 PLAN - BASEMENT PARKING

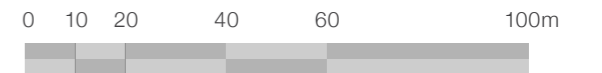
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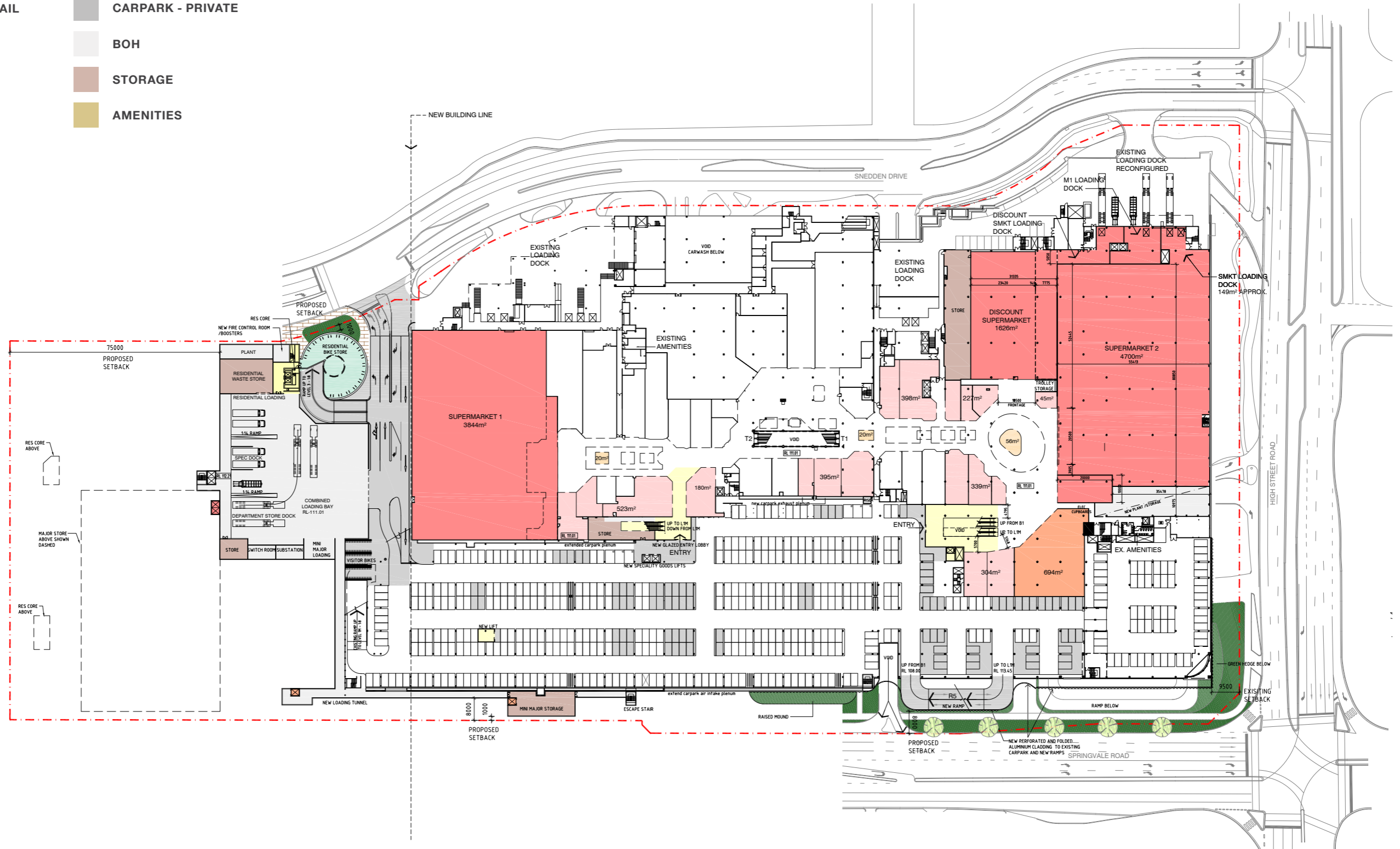
- | | |
|---|---|
|  CIRCULATION/MALL |  KIOSK |
|  MAJOR RETAIL |  RESIDENTIAL |
|  MINI MAJOR RETAIL |  CARPARK - PUBLIC |
|  SPECIALTY RETAIL |  CARPARK - PRIVATE |
|  F&B RETAIL |  BOH |
|  SQUARE |  STORAGE |
|  LANDSCAPING |  AMENITIES |



PROPOSED LEVEL B01 PLAN - BASEMENT PARKING

















- CIRCULATION/MALL
- MAJOR RETAIL
- MINI MAJOR RETAIL
- SPECIALTY RETAIL
- F&B RETAIL
- SQUARE
- LANDSCAPING
- KIOSK
- RESIDENTIAL
- CARPARK - PUBLIC
- CARPARK - PRIVATE
- BOH
- STORAGE
- AMENITIES

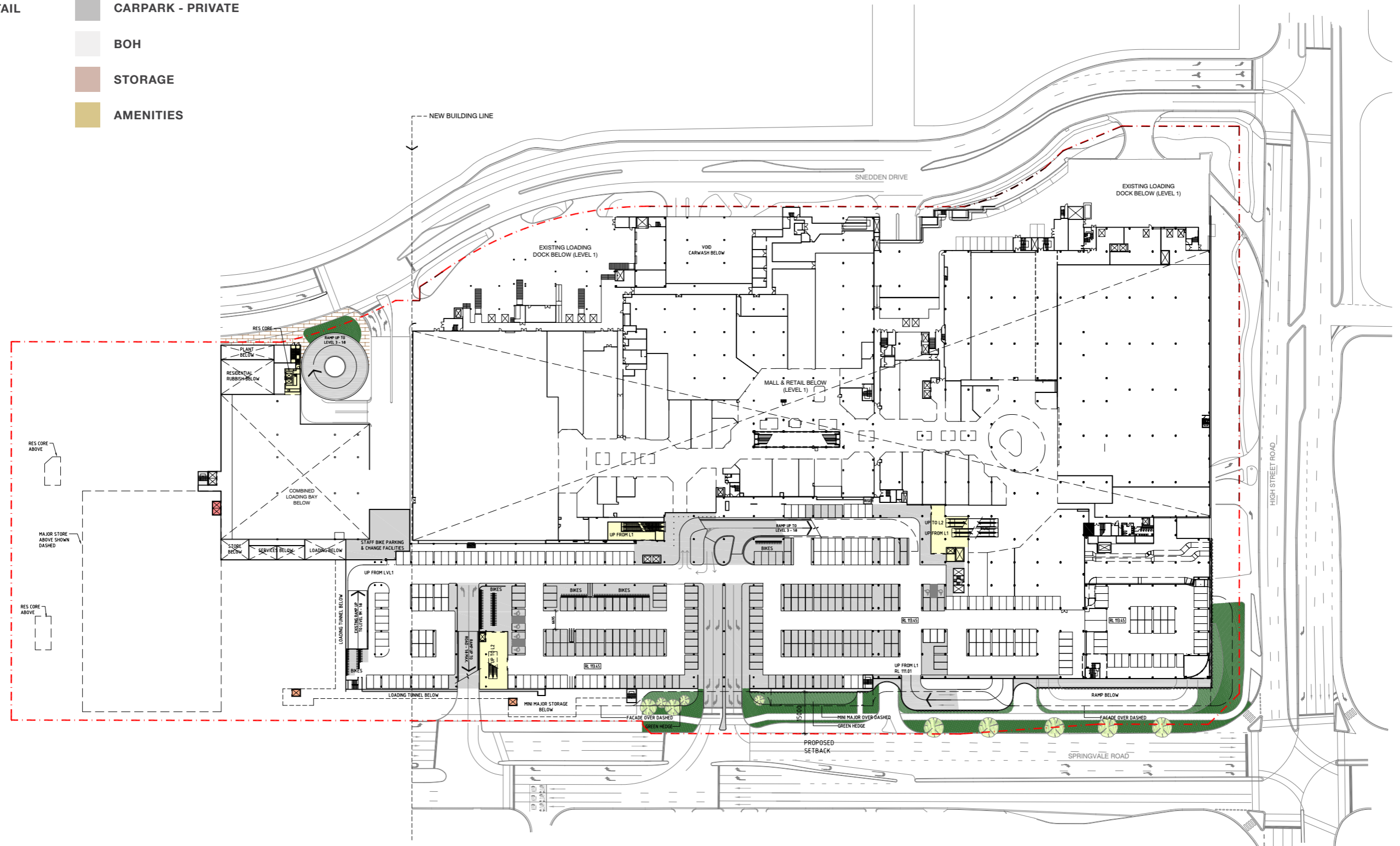


PROPOSED LEVEL 1 PLAN - RETAIL & PARKING

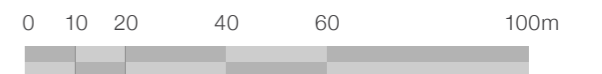
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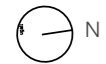
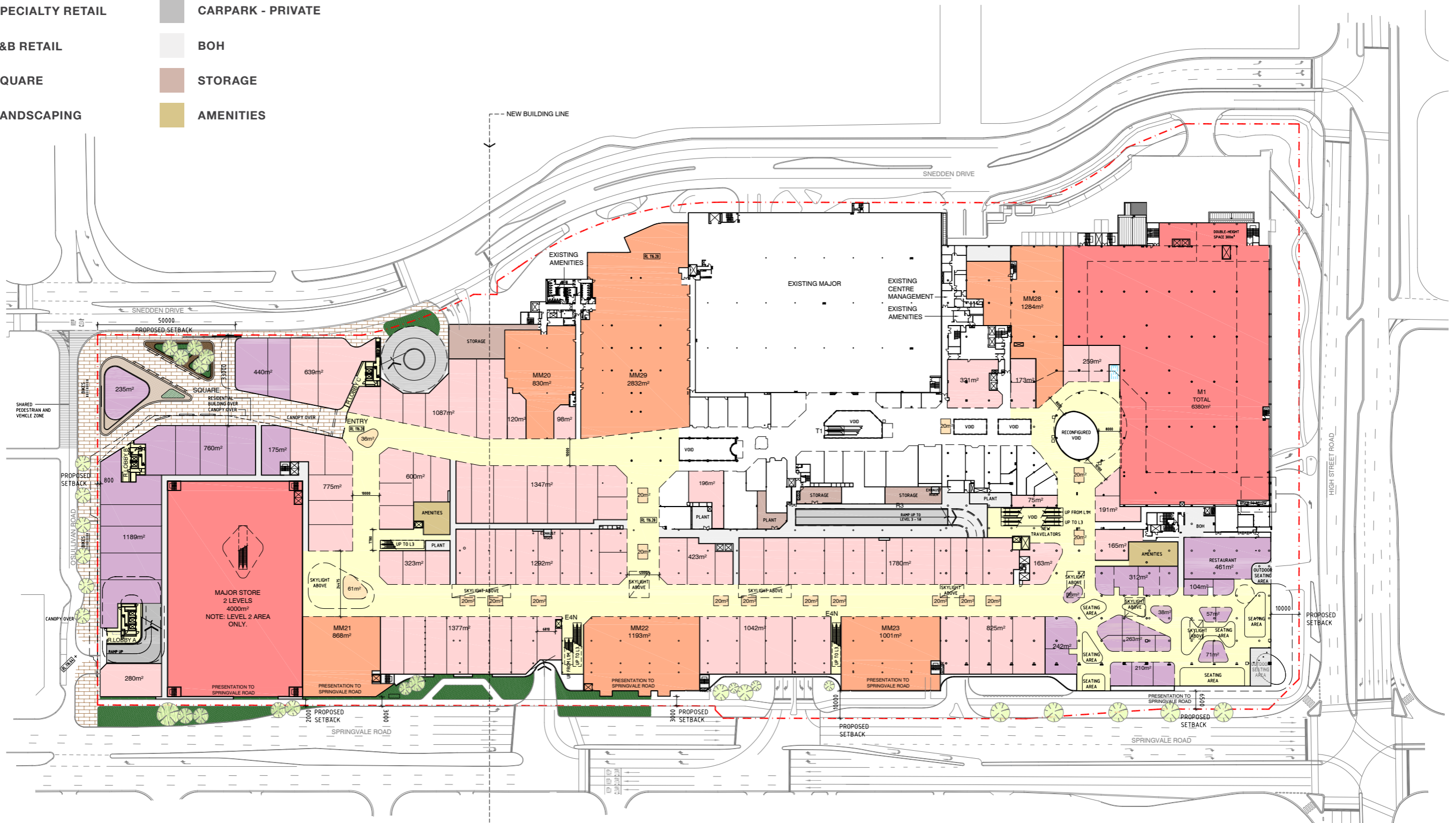
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|  | SPECIALTY RETAIL |  | CARPARK - PRIVATE |
|  | F&B RETAIL |  | BOH |
|  | SQUARE |  | STORAGE |
|  | LANDSCAPING |  | AMENITIES |



PROPOSED LEVEL 1.5 PLAN - MEZZANINE PARKING



- CIRCULATION/MALL
- MAJOR RETAIL
- MINI MAJOR RETAIL
- SPECIALTY RETAIL
- F&B RETAIL
- SQUARE
- LANDSCAPING
- KIOSK
- RESIDENTIAL
- CARPARK - PUBLIC
- CARPARK - PRIVATE
- BOH
- STORAGE
- AMENITIES

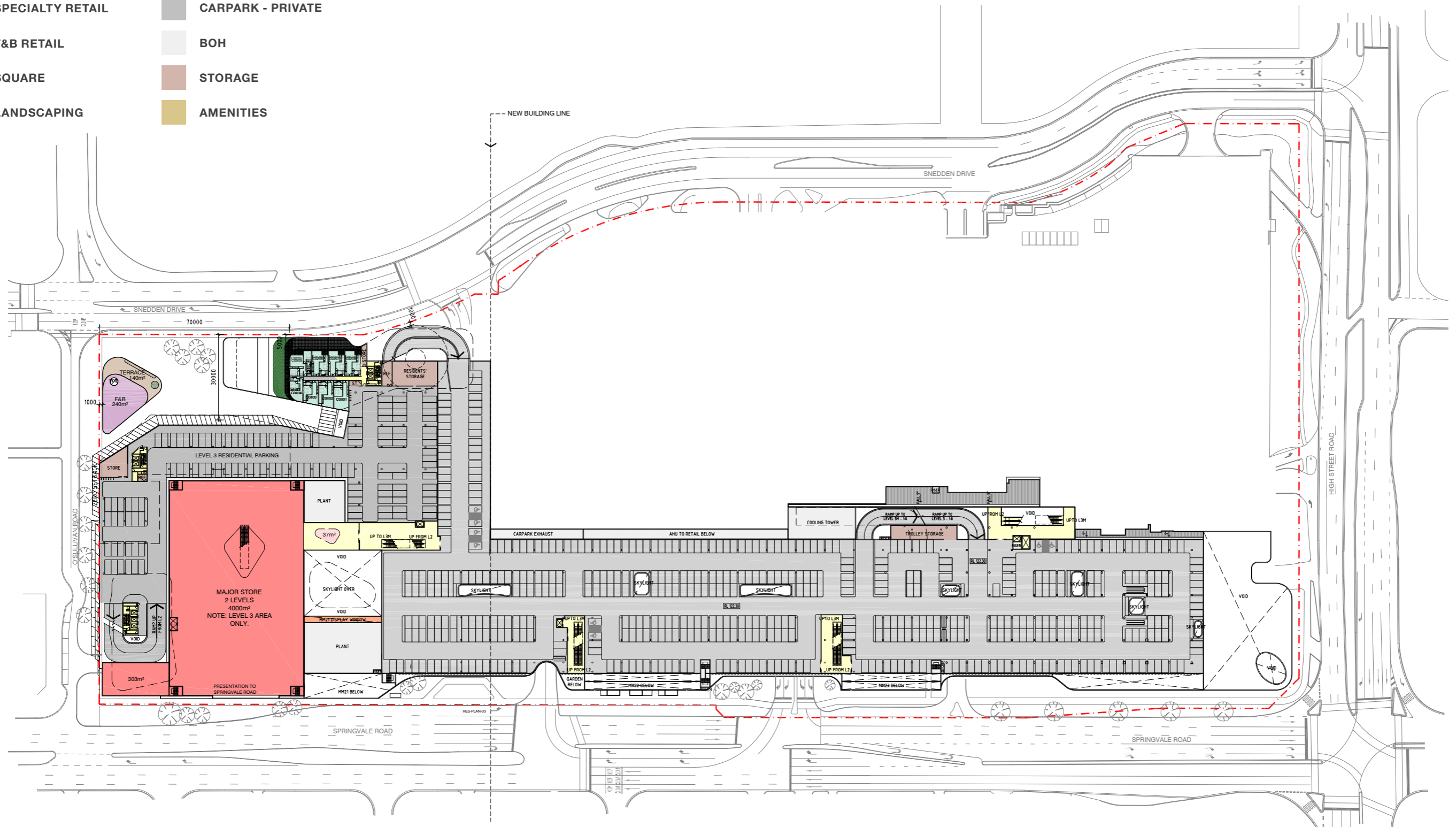


PROPOSED LEVEL 2 PLAN - RETAIL & PARKING

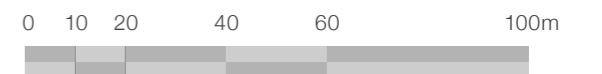
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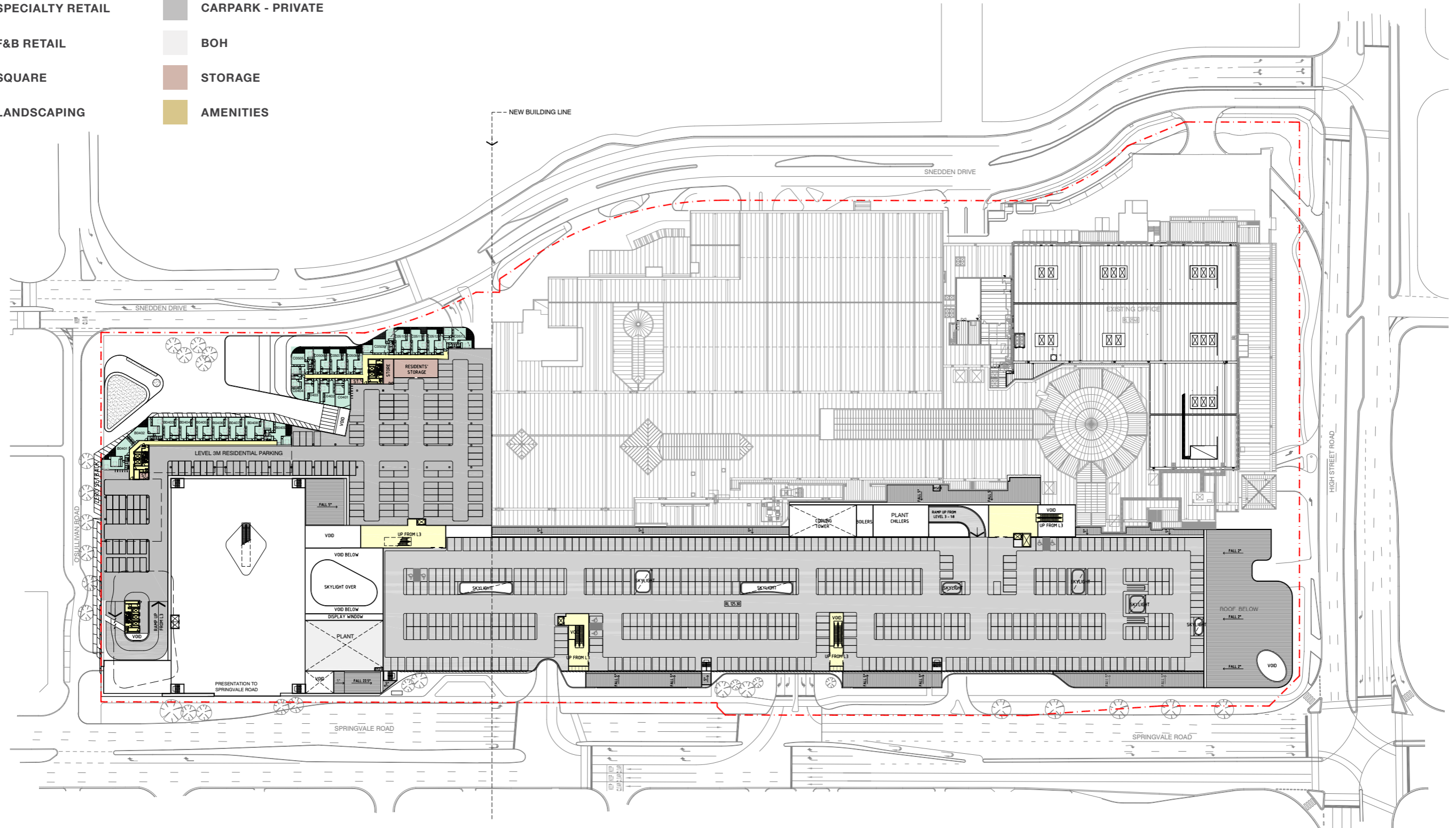
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- CARPARK - PRIVATE
- BOH
- STORAGE
- AMENITIES



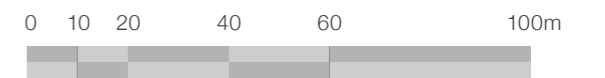
PROPOSED LEVEL 3 PLAN - RETAIL & PARKING



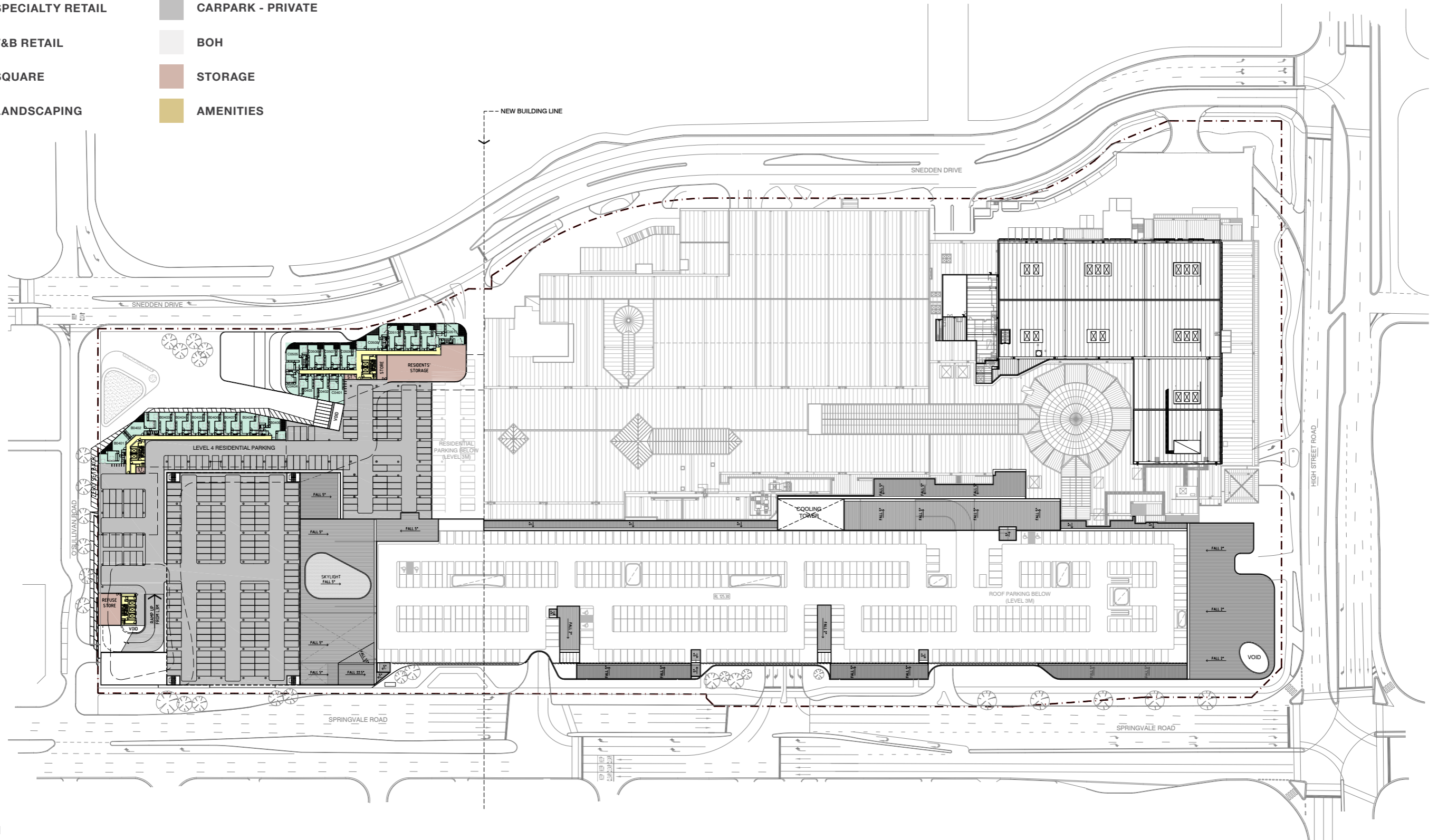
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- BOH
- STORAGE
- AMENITIES



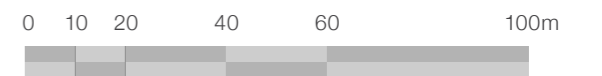
PROPOSED LEVEL 3.5 PLAN - MEZZANINE PARKING



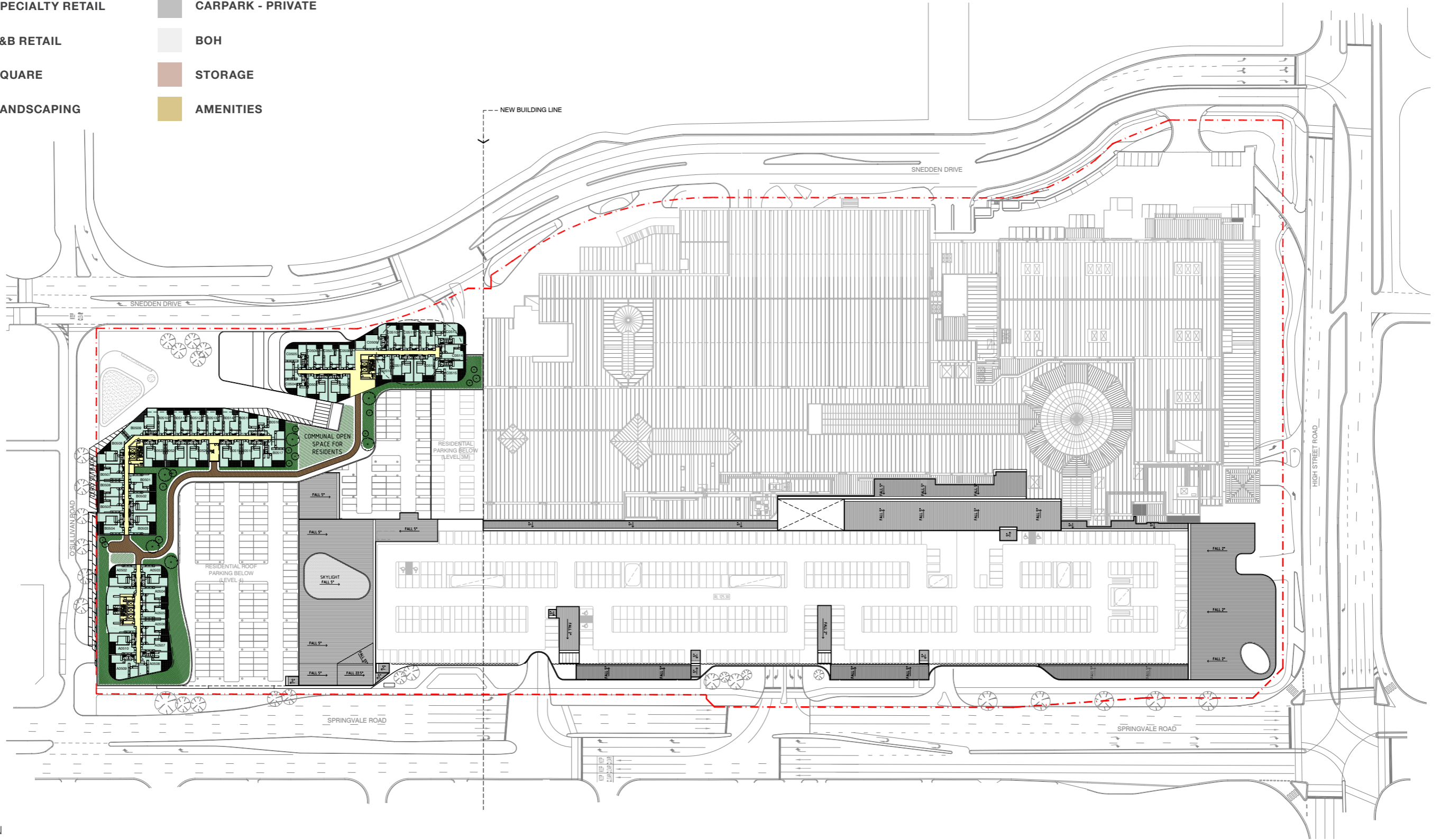
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- F&B RETAIL
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- BOH
- STORAGE
- AMENITIES



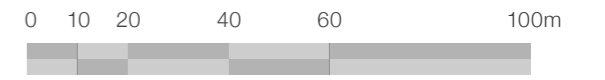
PROPOSED LEVEL 4 PLAN - PARKING



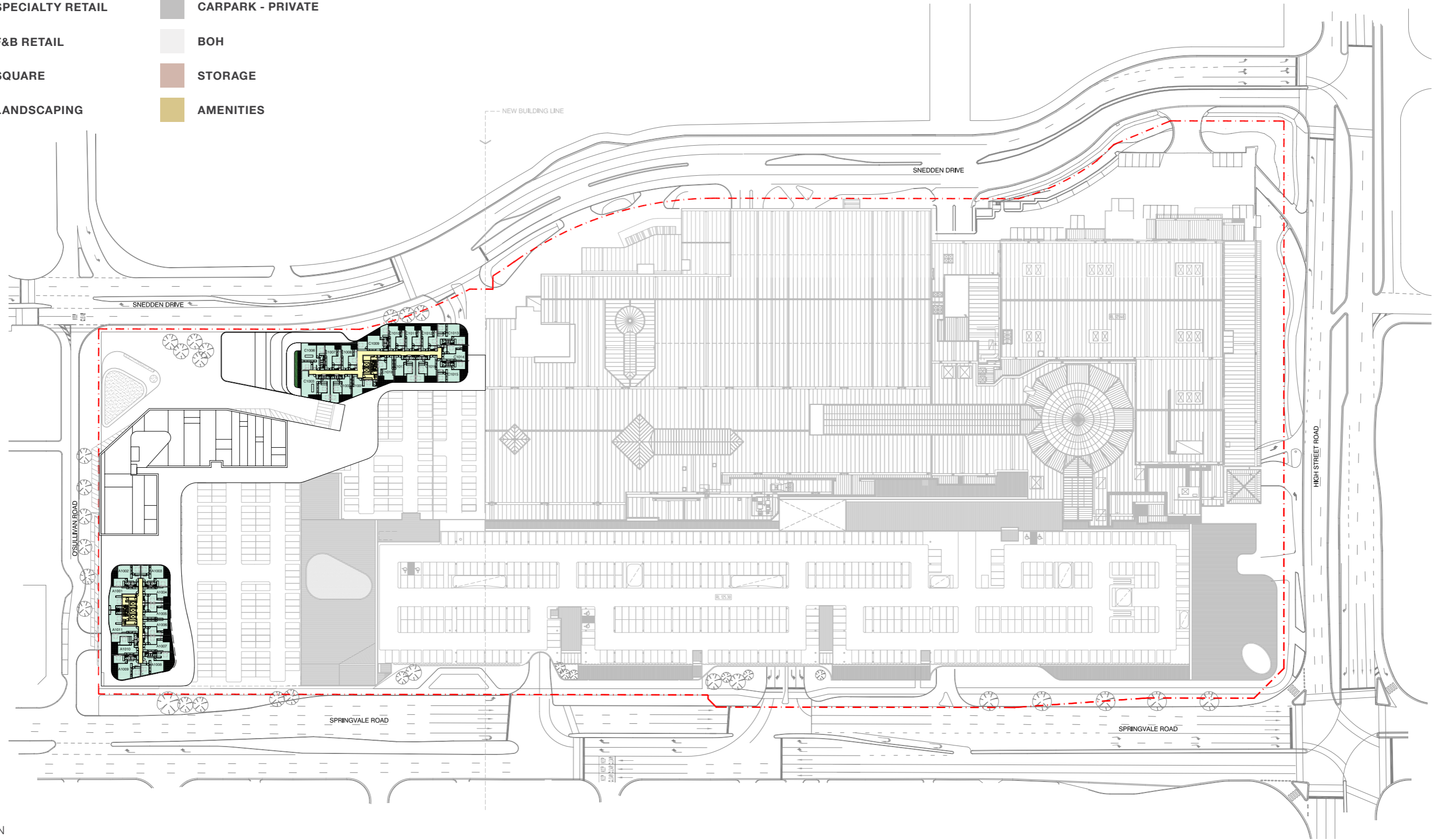
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- BOH
- STORAGE
- AMENITIES



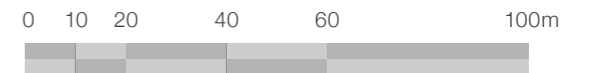
EXISTING LEVEL 5 PLAN - RESIDENTIAL TOWER



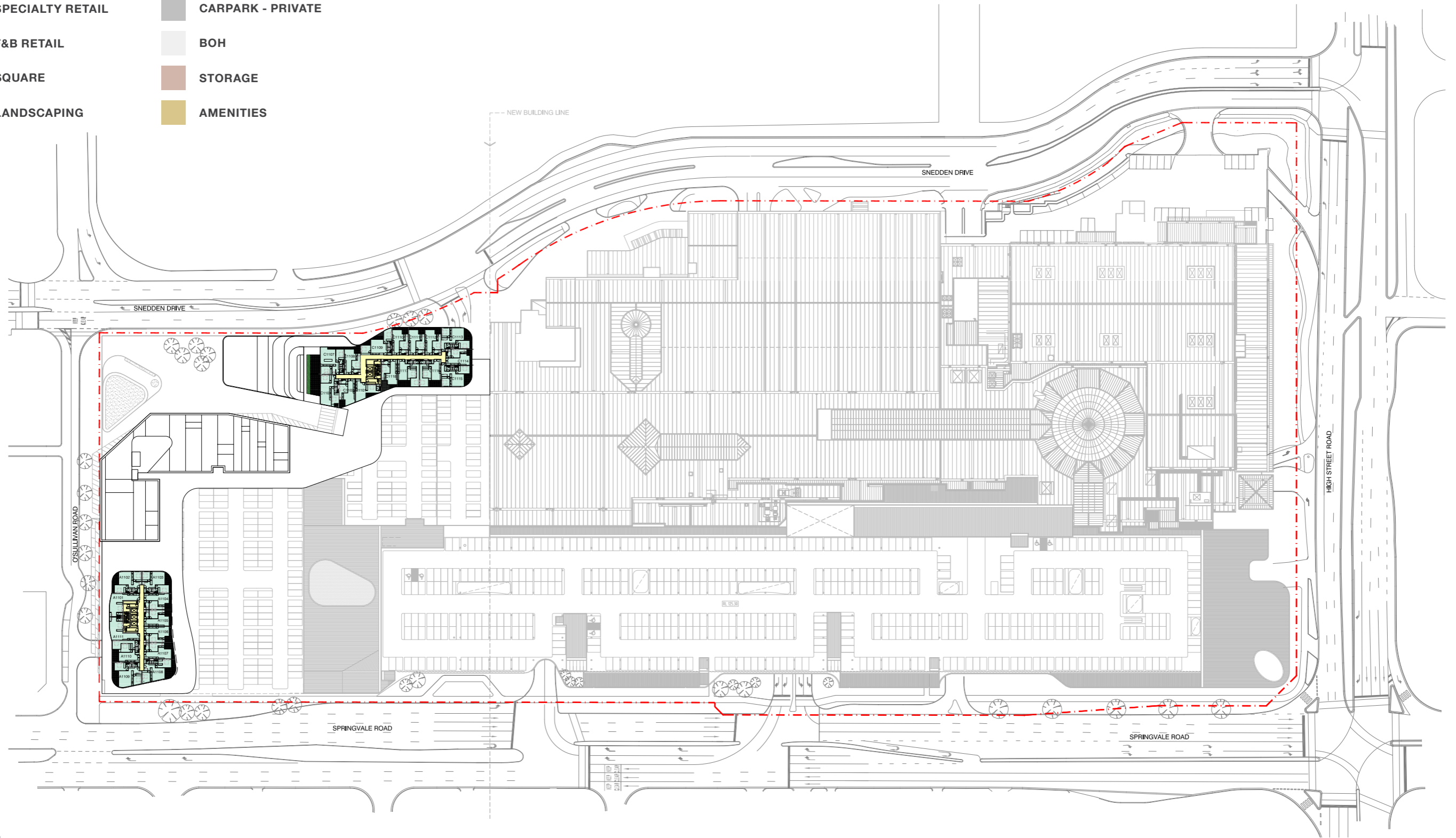
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- STORAGE
- AMENITIES



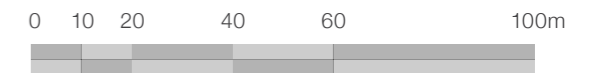
EXISTING LEVEL 10 PLAN - RESIDENTIAL TOWER



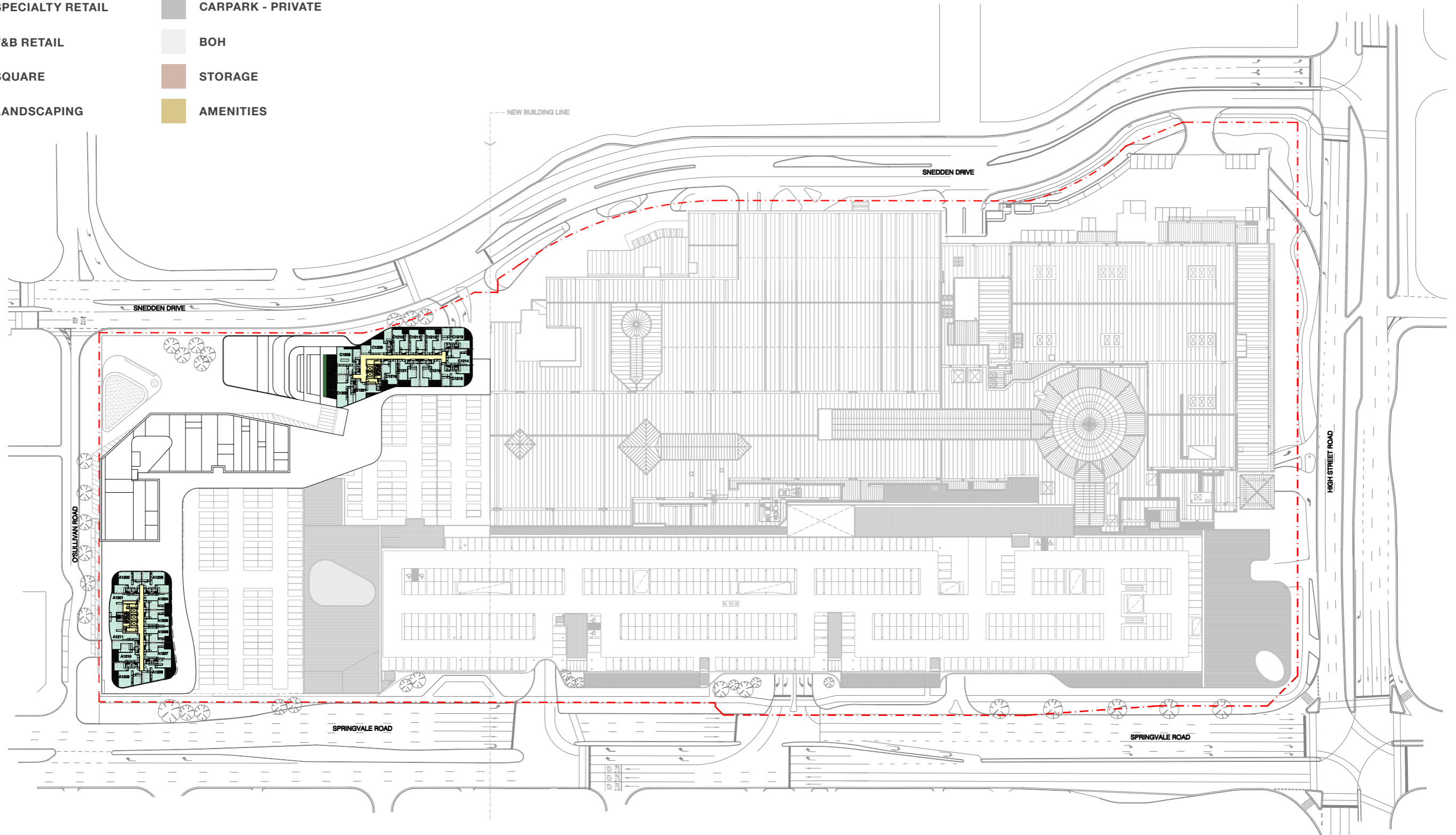
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- STORAGE
- AMENITIES



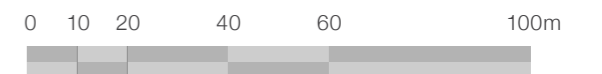
PROPOSED LEVEL 11 PLAN - RESIDENTIAL TOWER



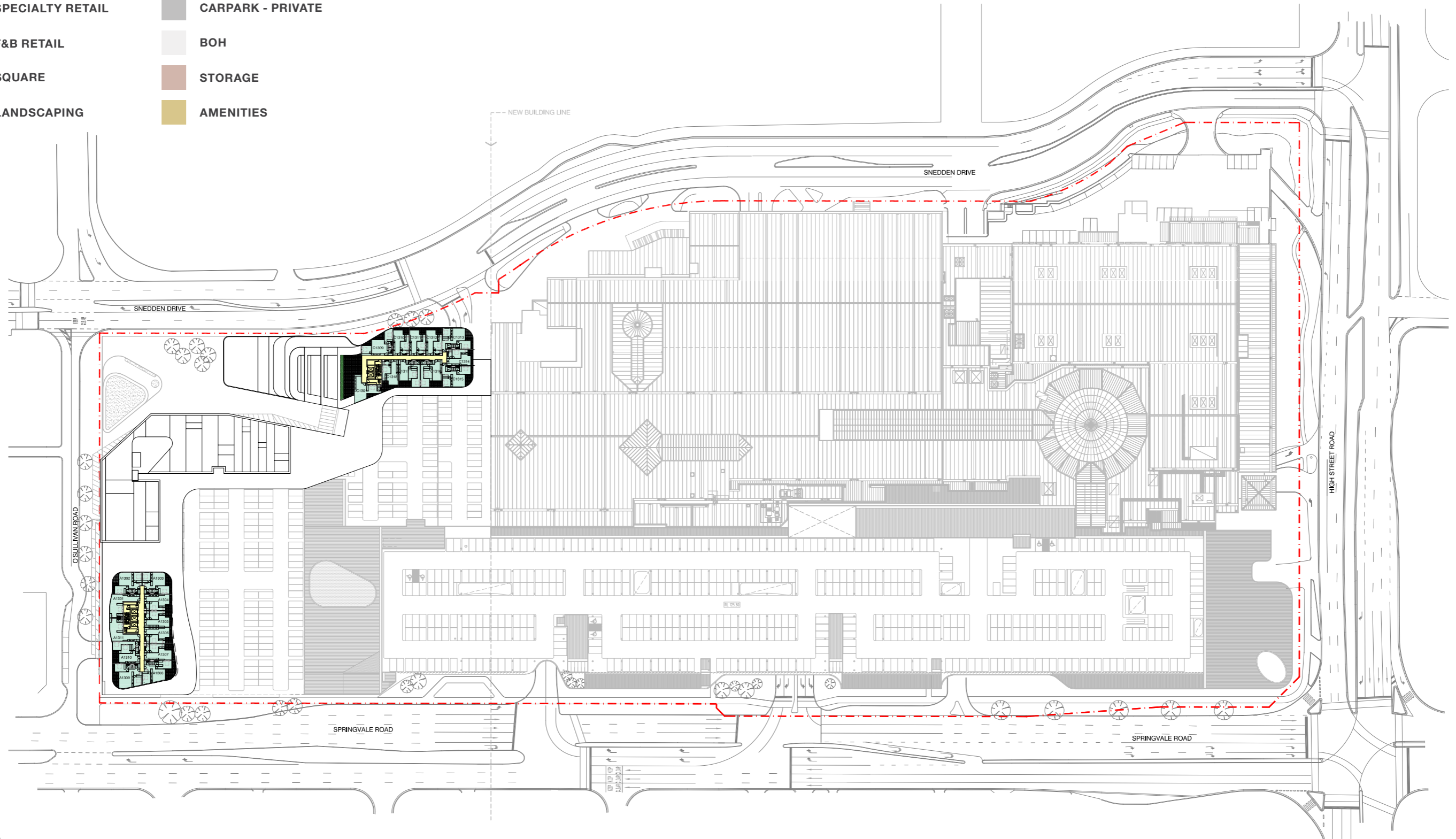
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- STORAGE
- AMENITIES



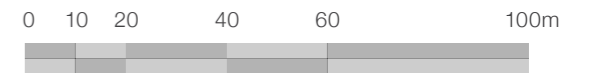
PROPOSED LEVEL 12 PLAN - RESIDENTIAL TOWER

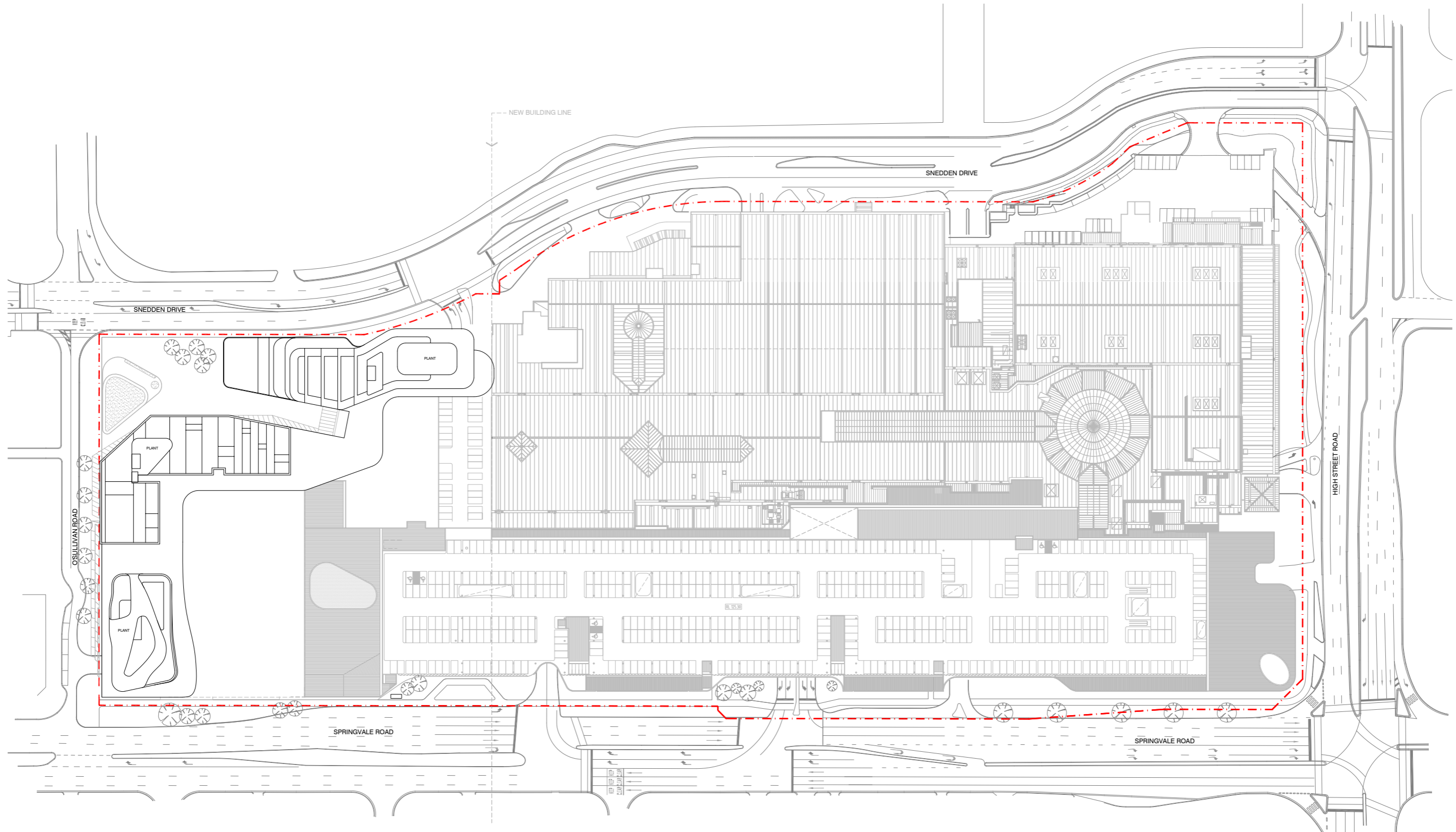


- CIRCULATION/MALL
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- SPECIALTY RETAIL
- F&B RETAIL
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- CARPARK - PUBLIC
- CARPARK - PRIVATE
- BOH
- STORAGE
- AMENITIES

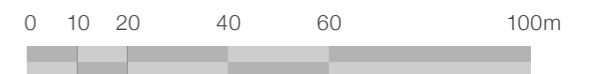


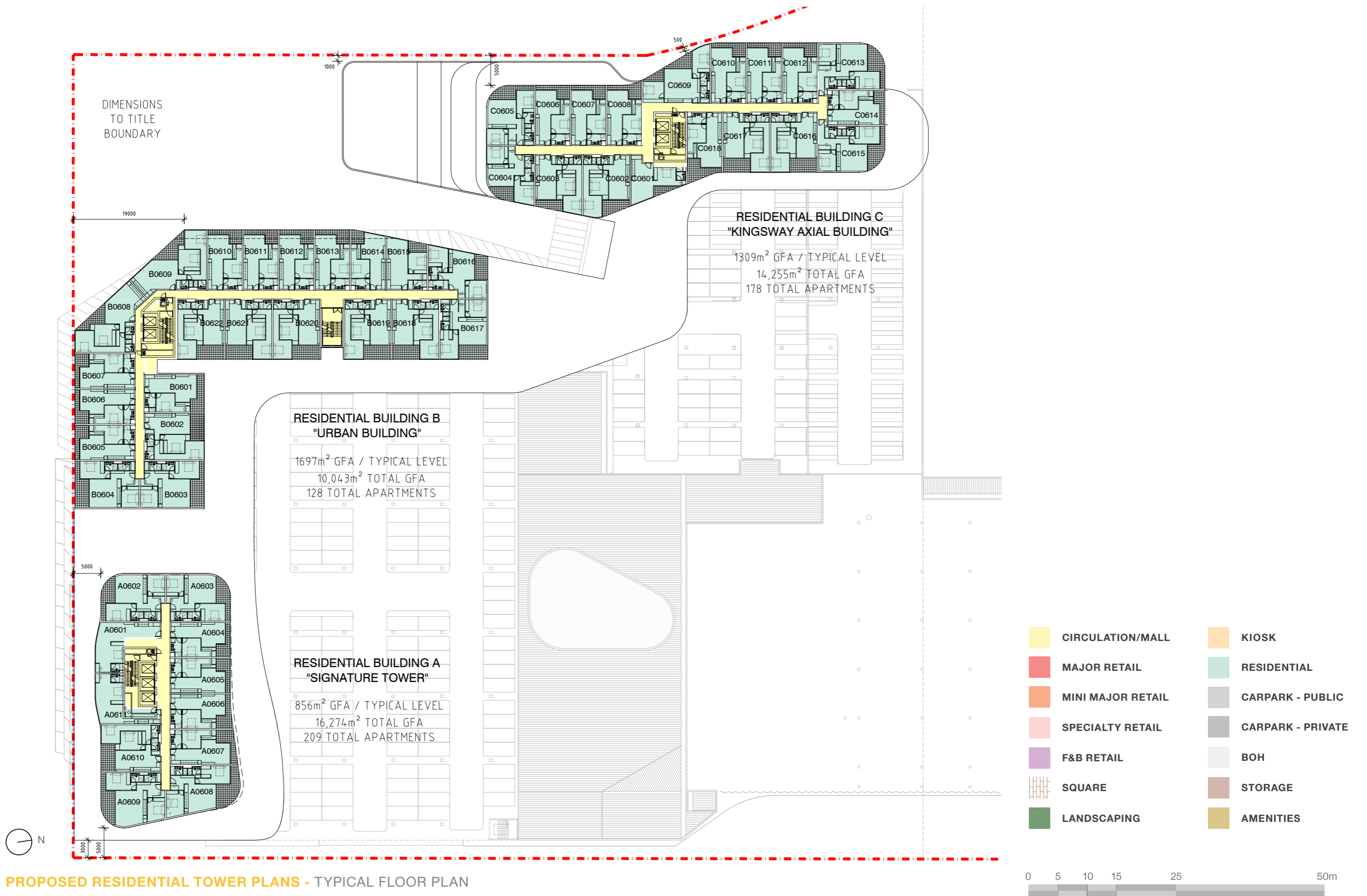
PROPOSED LEVEL 13 PLAN - RESIDENTIAL TOWER





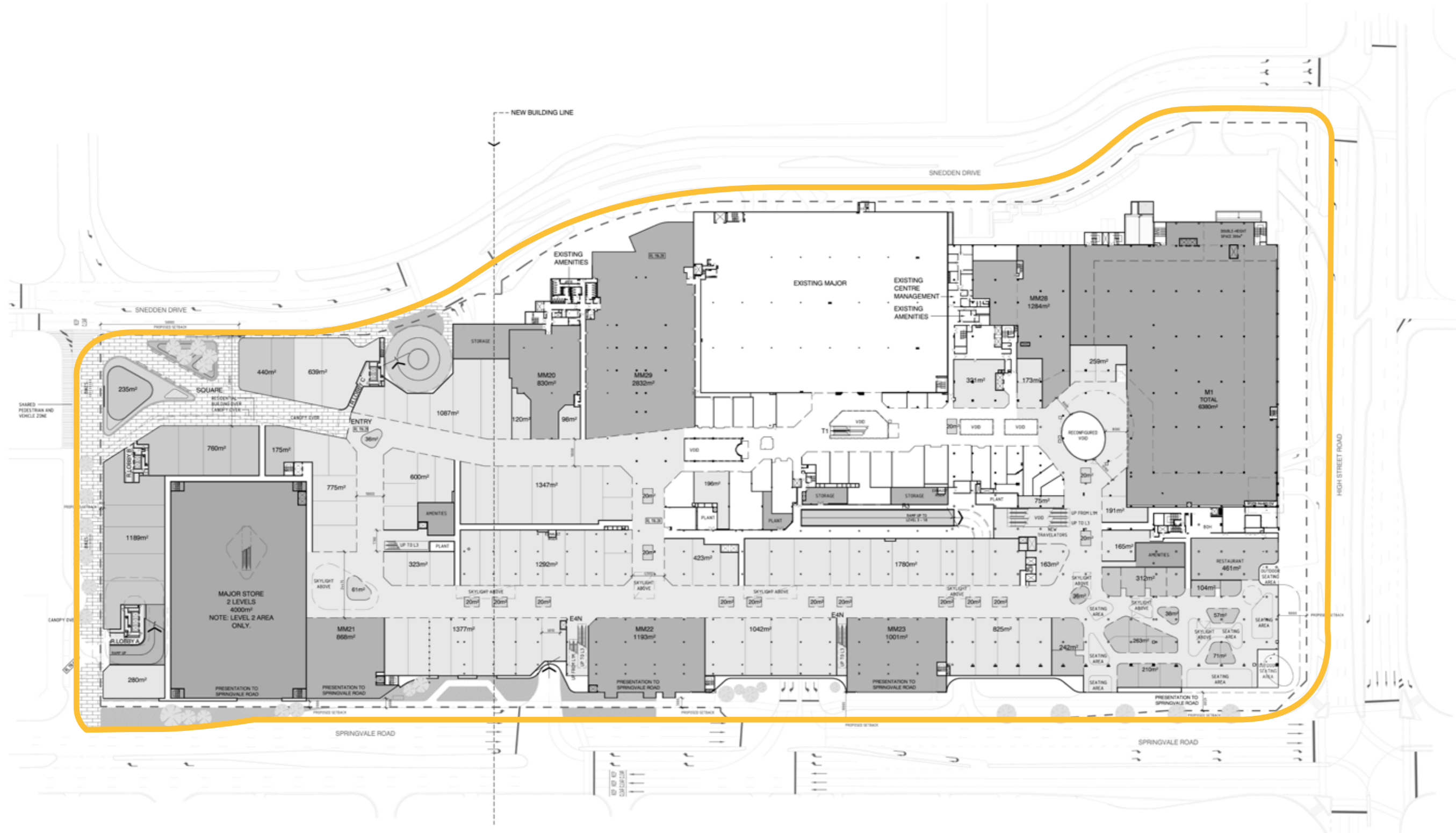
PROPOSED ROOF PLAN



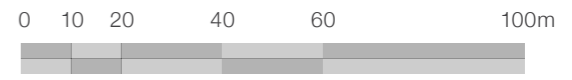


PROPOSED RESIDENTIAL TOWER PLANS - TYPICAL FLOOR PLAN

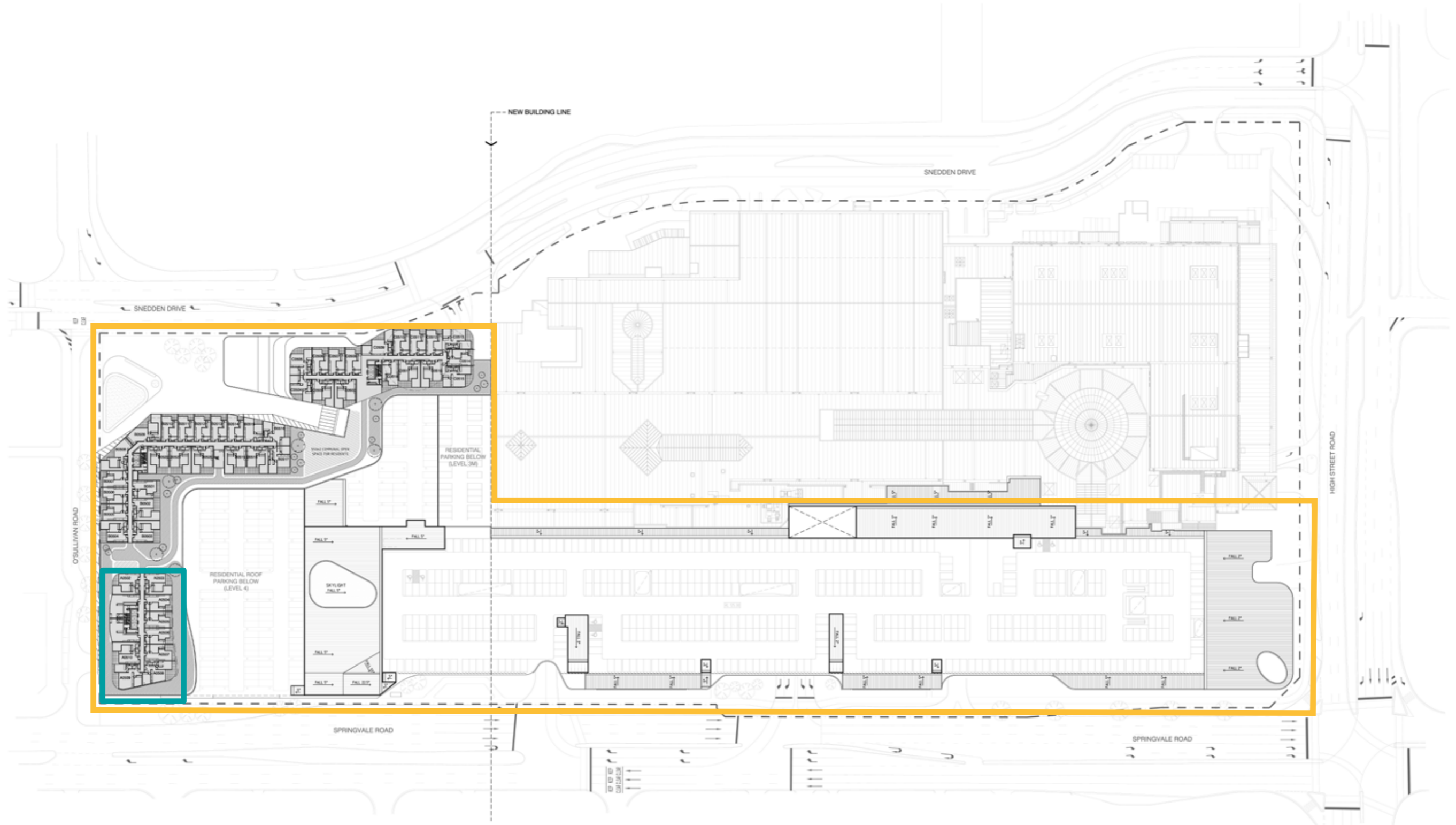
5.3 STAGING DIAGRAM



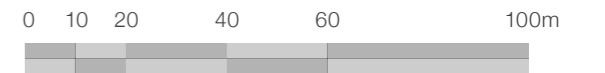
STAGING DIAGRAM - RETAIL



- STAGE 1 
- STAGE 2 



STAGING DIAGRAM - RESIDENTIAL





5.4 AREA SCHEDULES

RETAIL AREA SCHEDULE

	EXISTING (SQ M)	NEW (SQ M)
SUPERMARKET	7,618	10,170
RETAIL	46,413	60,940
OFFICE	4,899	4,899

TOTAL	58,930	76,009
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RETAIL CARPARKING SCHEDULE

	SQ M	NO REQ'D / SQ M	TOTAL CARPARKS REQ'D
SUPERMARKET	10,170	X 5.0 / 100 SQ M	508
RETAIL	60,940	X 4.0 / 100 SQ M	2,437
OFFICE	4,899	X 3.5 / 100 SQ M	171

TOTAL	3,116
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RESIDENTIAL AREA SCHEDULE

	GFA (SQ M)	NO OF 1 BED APARTMENTS	NO OF 2 BED APARTMENTS
SIGNATURE TOWER (A)	16,274	114	95
URBAN BUILDING (B)	10,043	62	66
KINGSWAY BUILDING (C)	14,225	99	79

TOTAL	40,573	275	240
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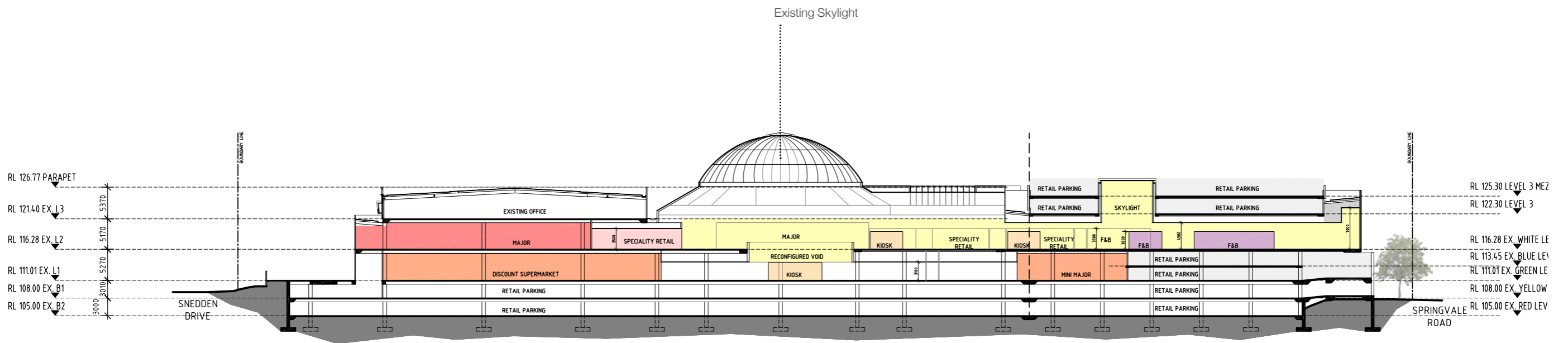
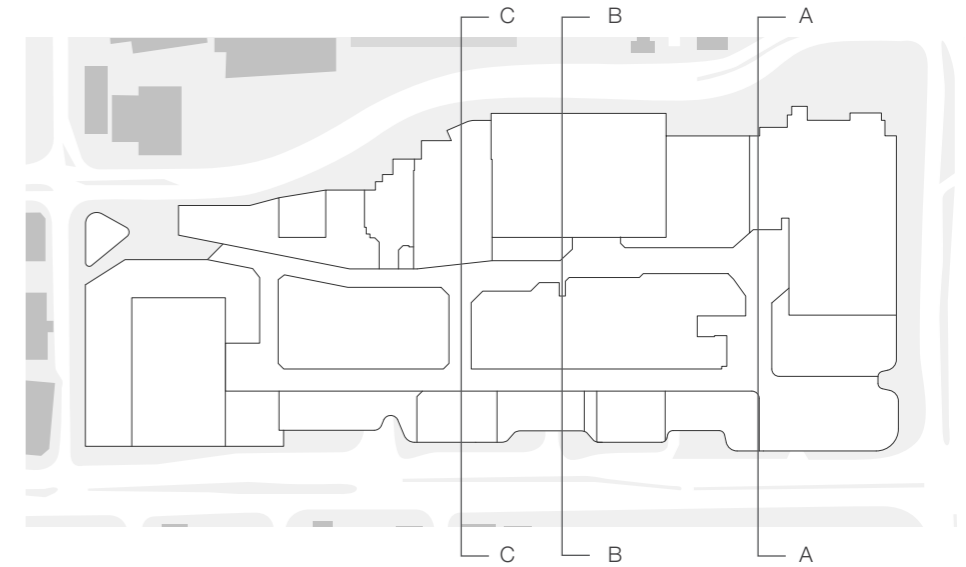
RESIDENTIAL CARPARKING SCHEDULE

	NO. OF APARTMENTS	NO. CARPARKS REQ'D	TOTAL CARPARKS REQ'D
1 BED APARTMENTS	275	1 CAR / APARTMENT	275
2 BED APARTMENTS	240	1 CAR / APARTMENT	240
VISITOR PARKING	-	20% OF TOTAL CARS	103 IN RETAIL CARPARK

TOTAL	515	-	515
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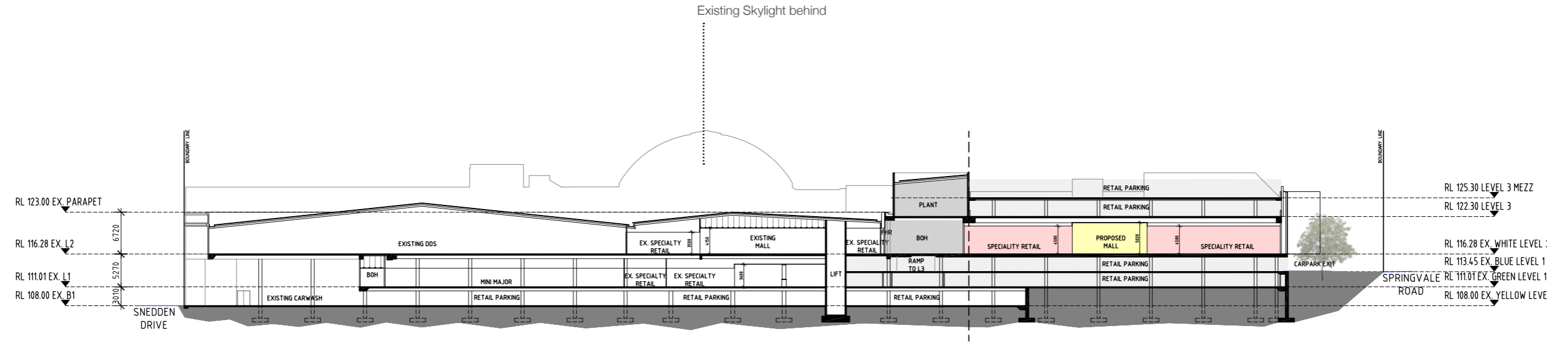
5.5 PROPOSED SECTIONS

- CIRCULATION/MALL
- MAJOR RETAIL
- MINI MAJOR RETAIL
- SPECIALTY RETAIL
- F&B RETAIL
- SQUARE
- LANDSCAPING
- KIOSK
- RESIDENTIAL
- CARPARK - PUBLIC
- CARPARK - PRIVATE
- BOH
- STORAGE
- AMENITIES

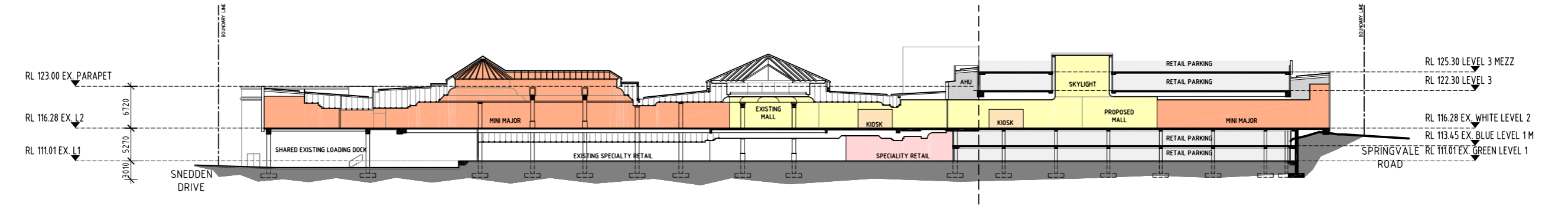


PROPOSED SECTION A



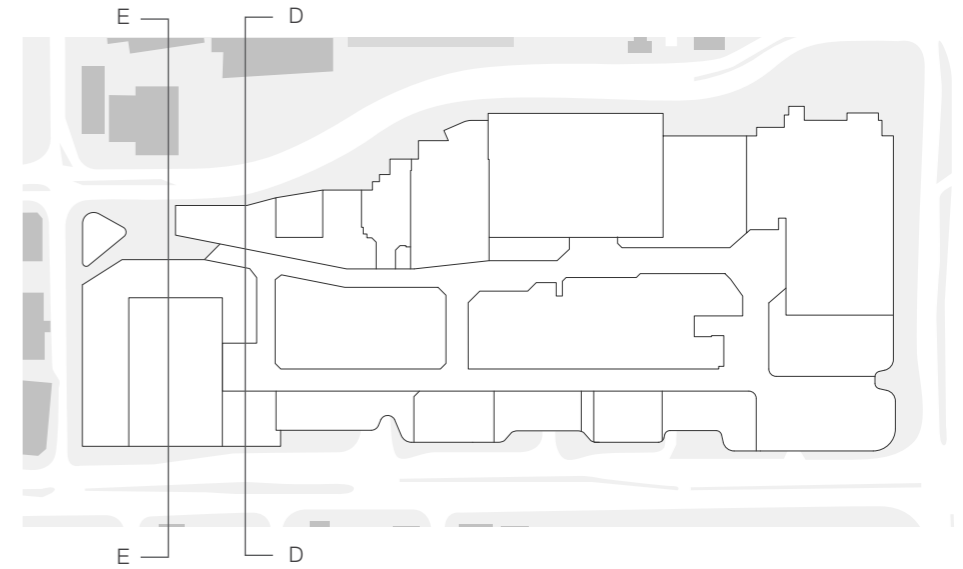
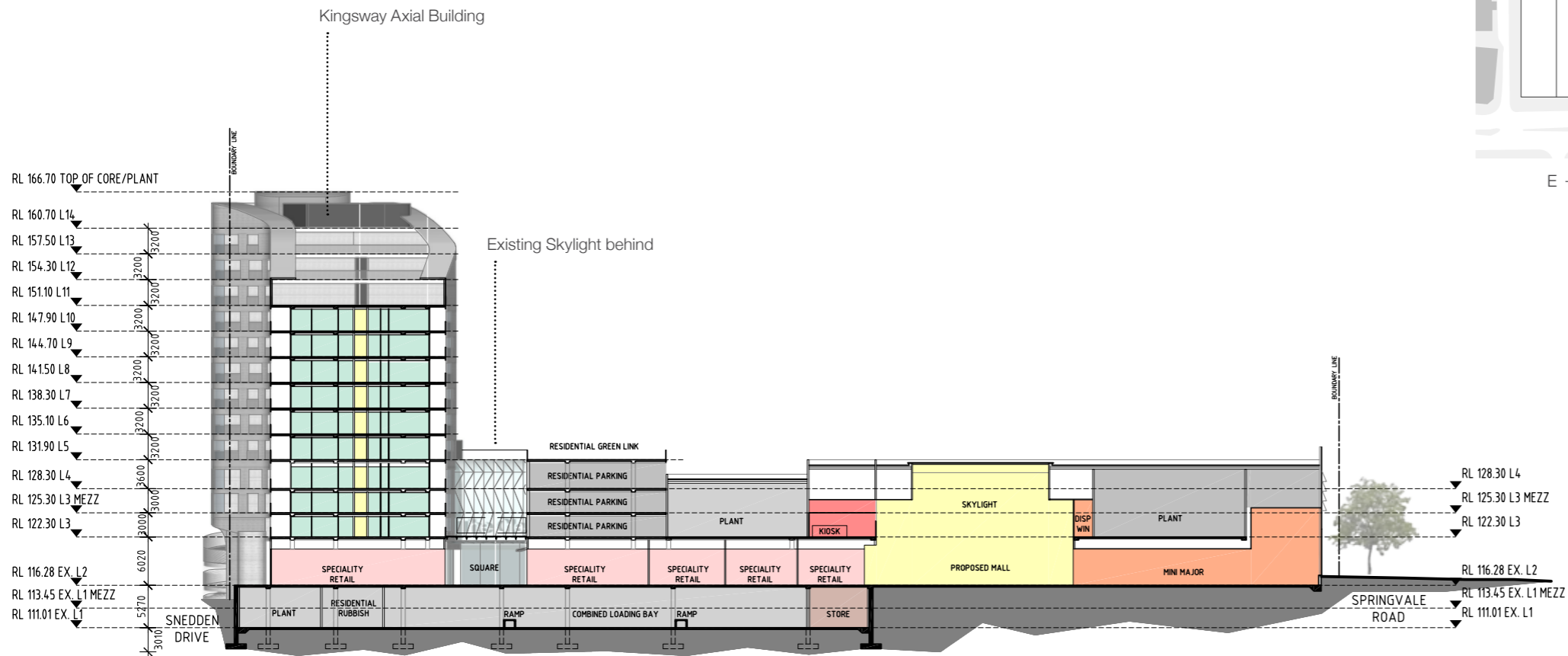


PROPOSED SECTION B

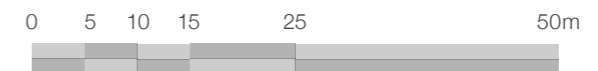


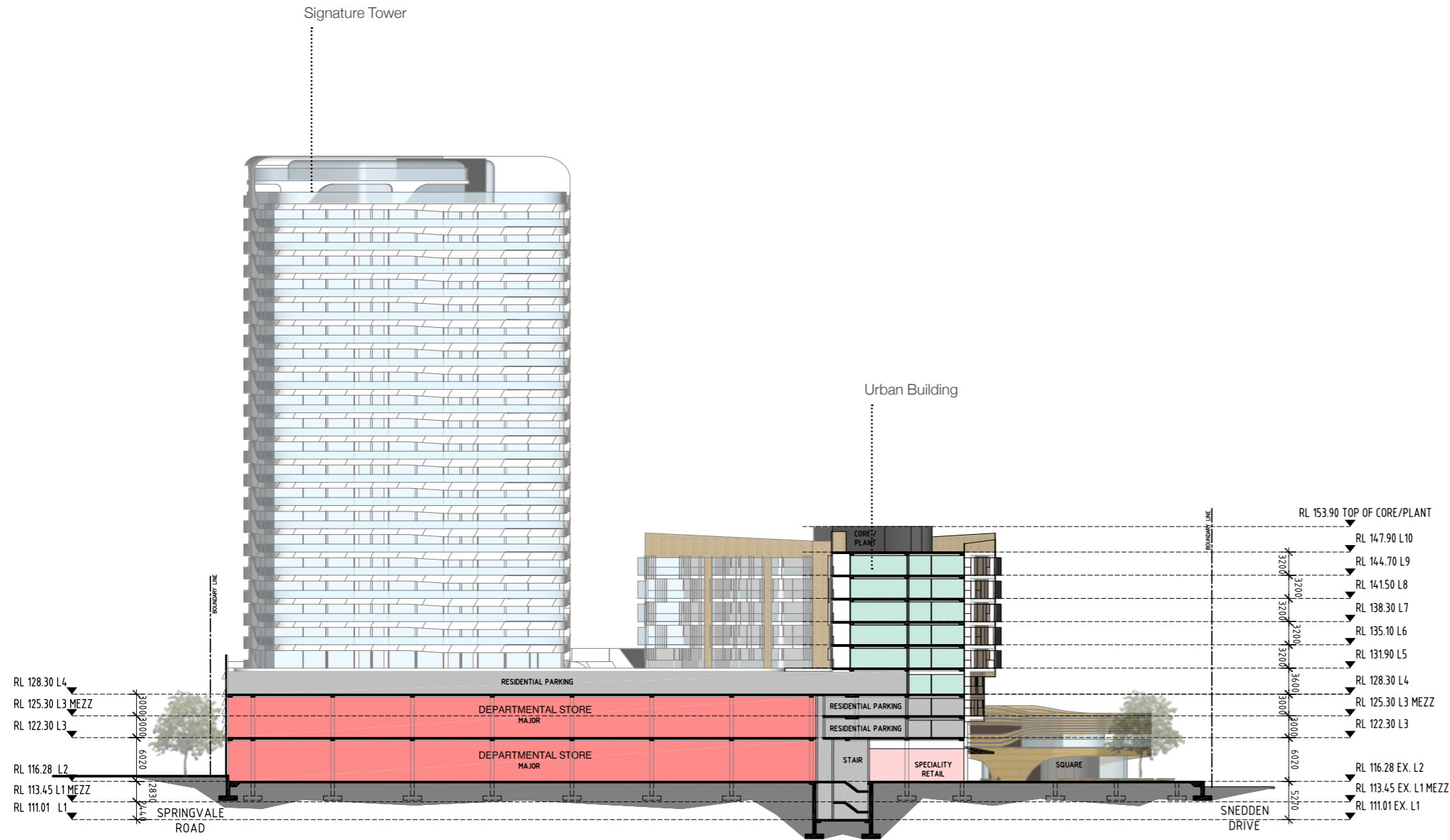
PROPOSED SECTION C

5.5 PROPOSED SECTIONS



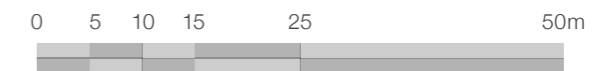
PROPOSED SECTION D



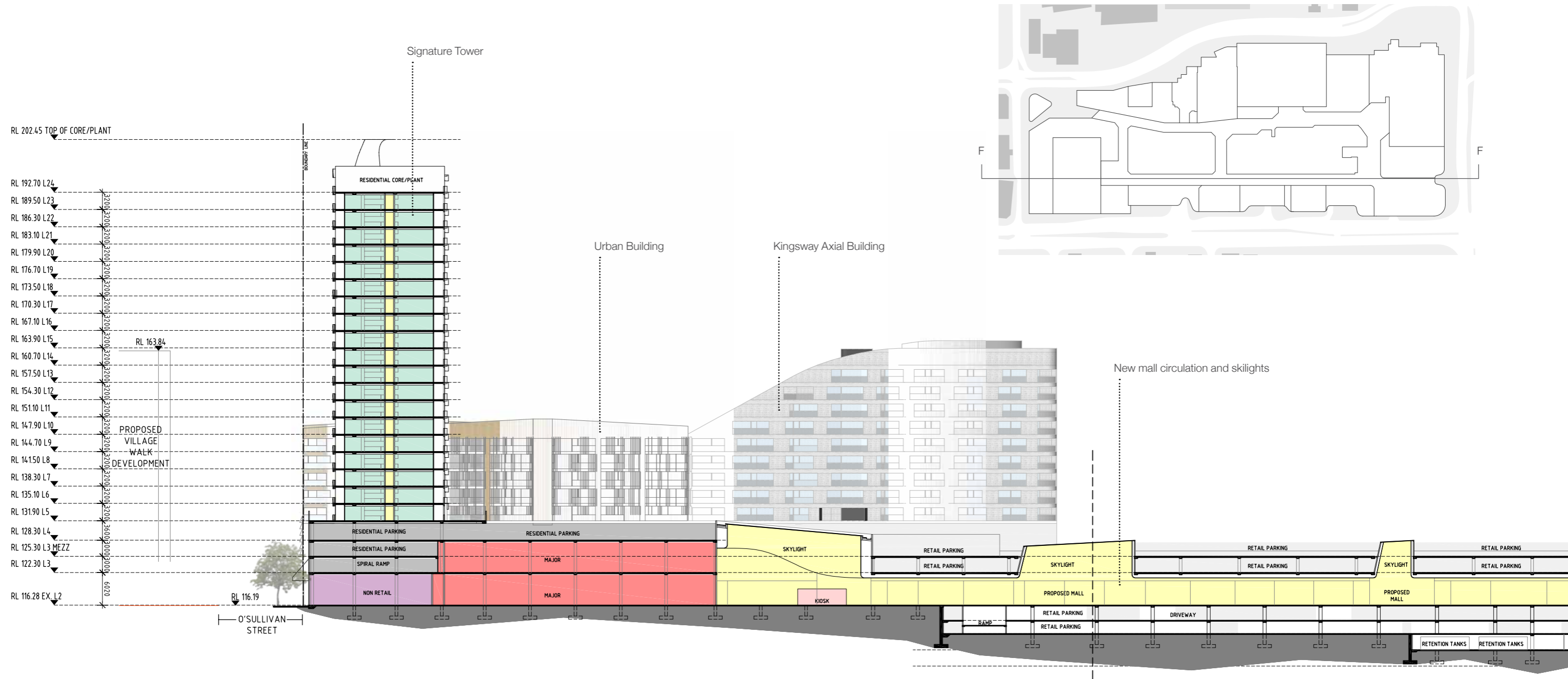


 CIRCULATION/MALL	 KIOSK
 MAJOR RETAIL	 RESIDENTIAL
 MINI MAJOR RETAIL	 CARPARK - PUBLIC
 SPECIALTY RETAIL	 CARPARK - PRIVATE
 F&B RETAIL	 BOH
 SQUARE	 STORAGE
 LANDSCAPING	 AMENITIES

PROPOSED SECTION E

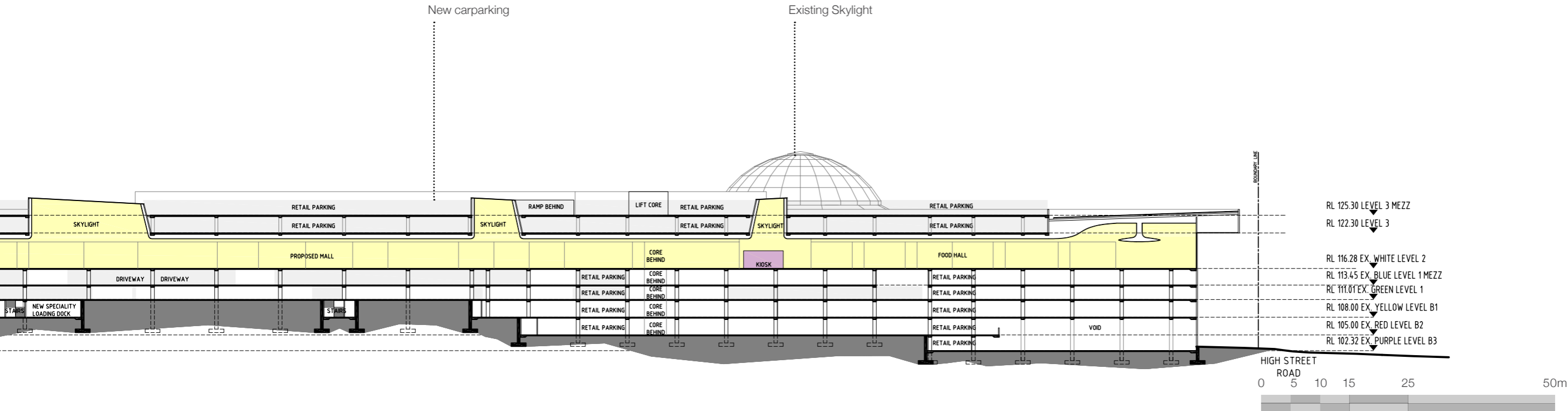


5.5 PROPOSED SECTIONS



PROPOSED SECTION F

- CIRCULATION/MALL
- MAJOR RETAIL
- MINI MAJOR RETAIL
- SPECIALTY RETAIL
- F&B RETAIL
- SQUARE
- LANDSCAPING
- KIOSK
- RESIDENTIAL
- CARPARK - PUBLIC
- CARPARK - PRIVATE
- BOH
- STORAGE
- AMENITIES



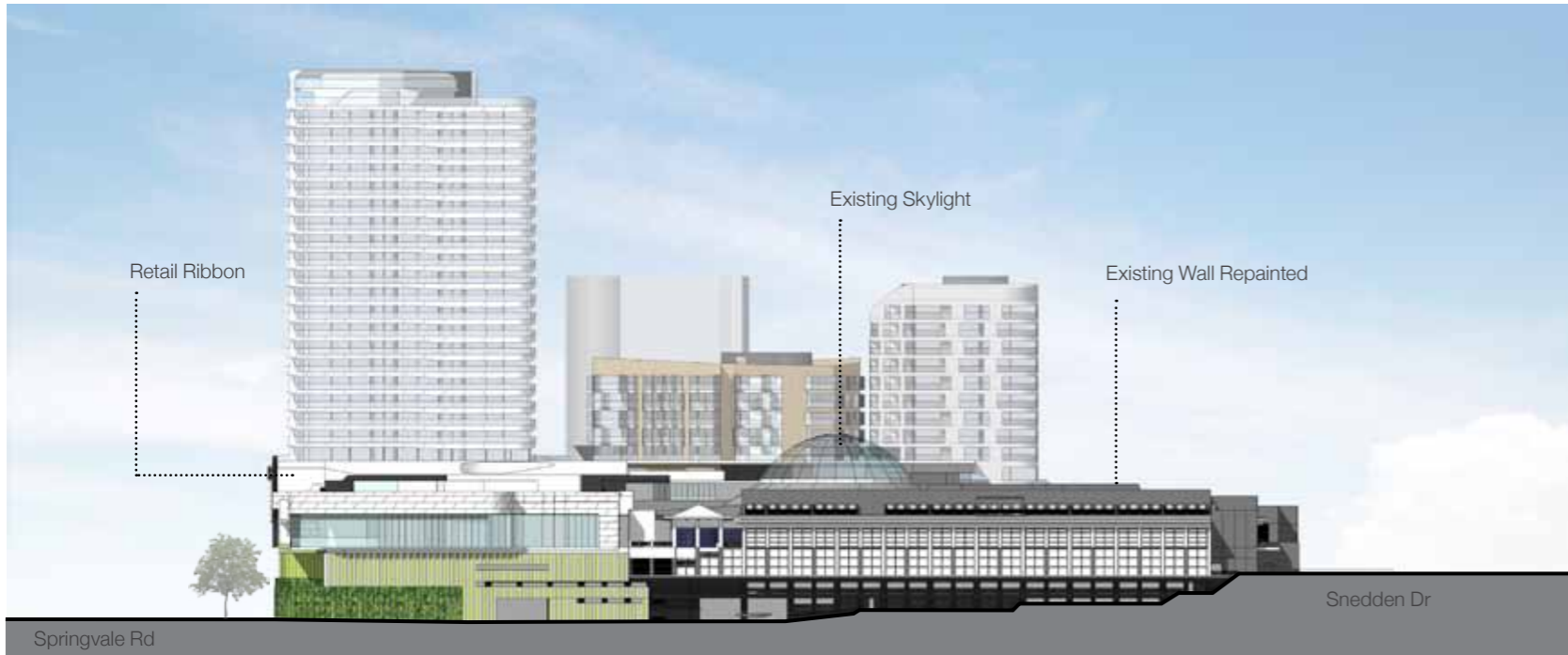
5.6 PROPOSED ELEVATIONS



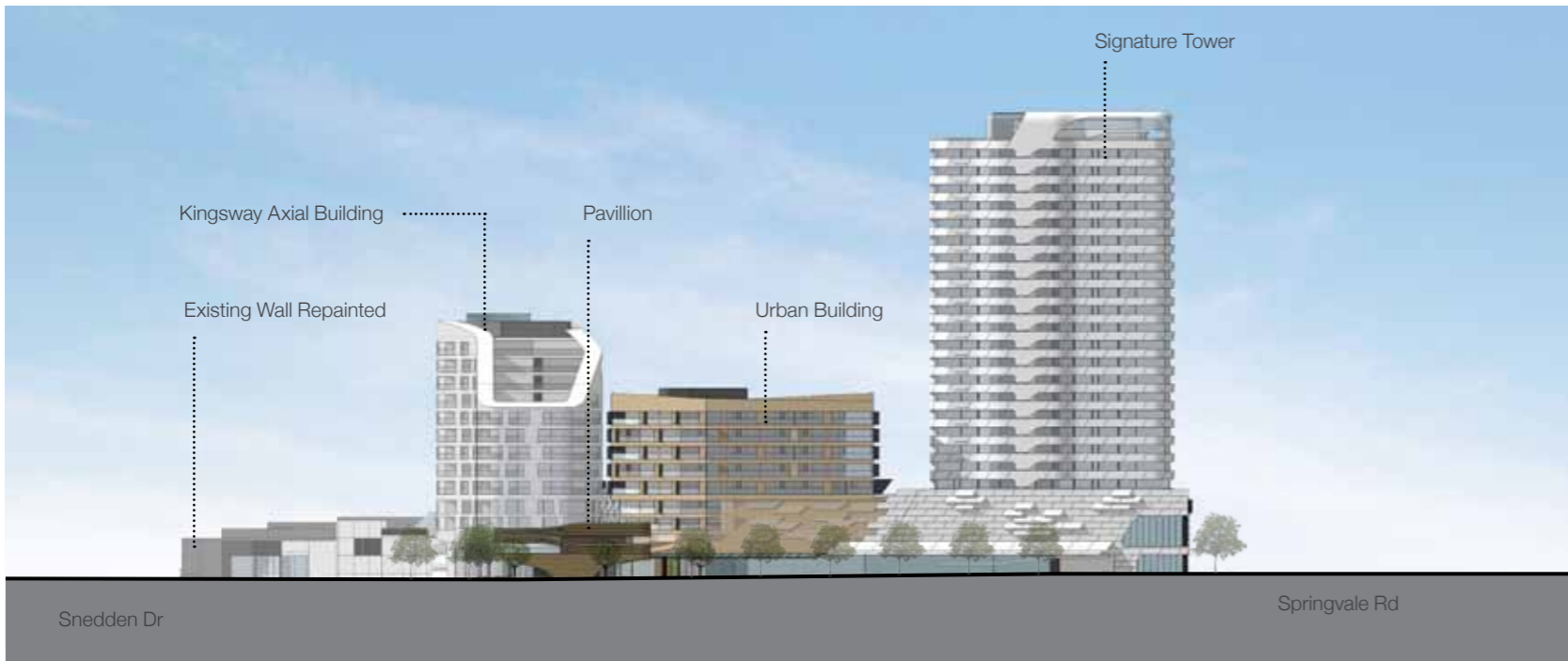
PROPOSED EAST ELEVATION - NOT TO SCALE



PROPOSED WEST ELEVATION - NOT TO SCALE



PROPOSED NORTH ELEVATION - NOT TO SCALE



PROPOSED SOUTH ELEVATION - NOT TO SCALE

5.7 SHADOW DIAGRAMS



21 SEPT **9AM**



21 SEPT **10AM**



21 SEPT **1PM**



21 SEPT **2PM**



21 SEPT 11AM



21 SEPT 12PM



21 SEPT 3PM

6.0 MATERIAL PALETTE

CONTEXT

SURROUNDING CONTEXT



Monash City Council Building, designed by Harry Seidler



IKON Glen Waverley, NH Architecture



DESIGN RESPONSE



Proposed Facade - Springvale Rd



Proposed Facade - Retail Ribbon



SQUARE

SURROUNDING CONTEXT



Kingsway, Glen Waverley



Shopfronts



DESIGN RESPONSE



Proposed Square and Pavillion



MATERIALS



Glass Canopy Square



Timber Screening Pavillion

MATERIALS



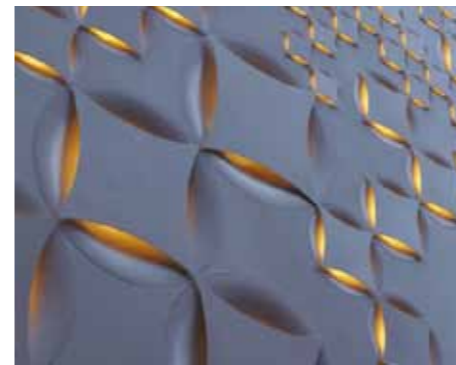
Metal Cladding
Ribbon



Perforated Metal Cladding
Ribbon



Perforated Metal Cladding
Ribbon



Lighting Effects
Ribbon



Large Scale Graphic Wall
Facade



Retail Display
Facade

Note: Colour Palette ranging from white to off-white

MATERIALS



Openable Facade
Pavillion



Steel Frame and Greenery
Pavillion



Landscaping - Grassy Knoll / Paving
Square

6.0

MATERIAL PALETTE

SIGNATURE TOWER

DESIGN RESPONSE



MATERIALS



Metal Screening
Residential Tower 1



Metal Screening
Residential Tower 1



Perforated Metal
Residential Tower 1



Perforated Metal
Residential Tower 1

Note: Colour Palette ranging from white to off-white

KINGSWAY AXIAL BUILDING

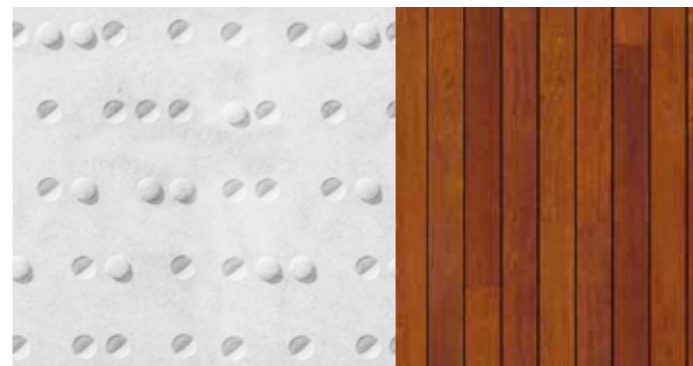
DESIGN RESPONSE



MATERIALS



Form + Concept
Residential Tower 3



Concrete + Timber Reveals
Residential Tower 3



Balconies
Residential Tower 3

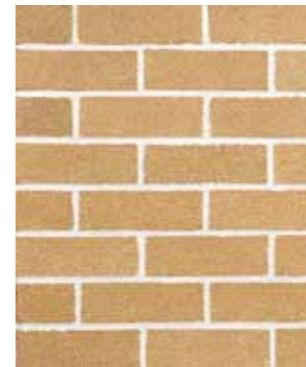
URBAN BUILDING

DESIGN RESPONSE



Form + Concept
Residential Tower 2

MATERIALS



Brick
Residential Tower 2



Brick Screening
Residential Tower 2



Garden Facade
Residential Tower 2

EXISTING BUILDING

EXISTING FACADE



MATERIALS



Play of light and dark on existing facades
Existing Building



Light and dark painted concrete
Existing Building



NHArchitecture