

Planning Report Addendum

Tract



Planning Permit Application

1-5 Bogong Avenue, Glen Waverley

Prepared for City of Monash c/- Katz Architecture

Overview

Background

Applicant / Owner	City of Monash c/- Katz Architecture
Address	1-5 Bogong Avenue, Glen Waverley
Lot Description	Lot 2 on Plan of Subdivision 208586 Lot 2 on Plan of Subdivision 522436

Relevant Planning Provisions

Planning Policy Framework	Clause 11.02 – Managing Growth Clause 15.01 – Built Environment Clause 17.01 – Employment Clause 17.02 – Commercial Clause 18.01 – Land Use and Transport Clause 19.02 – Community Infrastructure Clause 19.03 – Development Infrastructure
Local Planning Policy Framework	Clause 21.05 – Economic development Clause 21.06 – Major Activity and Neighbourhood Centre Clause 21.08 – Transport and traffic Clause 21.11 – Physical infrastructure Clause 22.01 – Residential development and character policy Clause 22.03 – Industry and business development and character Clause 22.04 – Stormwater management policy Clause 22.05 – Tree conservation policy Clause 22.08 – Outdoor Advertising Policy Clause 22.14 – Glen Waverley Activity Centre Structure Plan
Zone	Commercial 1 Zone (C1Z)
Overlays	Design and Development Overlay – Schedule 12 (DDO12)
Particular Provisions	Clause 52.05 – Signs

Clause 52.06 – Car Parking
Clause 52.31 – Local Government Projects
Clause 53.18 – Stormwater Management in Urban
Development

Strategic Planning Documents

Plan Melbourne 2017-2050
Glen Waverley Activity Centre Structure Plan

Quality Assurance

Planning Report Addendum

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1-5 Bogong Avenue, Glen Waverley

Project Number
322-0426-00-P-01-RP01

Revisions

Issue	Date	Description	Prepared By	Reviewed By	Project Principal
00	09/08/2022	Planning Report Addendum	CL	MZ	MZ

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1 Introduction

1.1 Purpose

This report has been prepared by Tract Consultants Pty Ltd upon the instructions of **Katz Architecture**.

This report has been prepared in response to the Request for Further Information issued by Monash City Council on 21 July 2022 and provides further assessment of the proposed additions to the existing Bogong Avenue Carpark against the relevant provisions of the Monash Planning Scheme, as requested by Council.

This report should be read in conjunction with the Town Planning Report submitted with the application, prepared by Katz Architecture and dated 1 July 2022.

1.2 Background

The Council-owned Bogong Avenue Carpark currently accommodates 514 cars over four levels (noting that the rooftop parking is open to sky).

This proposal seeks approval to construct a four-storey addition to the existing structure, with the finished carpark to accommodate approximately 1032 cars over eight levels (including 11 disabled spaces, two electric vehicle charging bays and 26 small car spaces).

The additional car spaces are required to provide additional car spaces to service the anticipated increase in demand associated with the Glen Waverley Activity Centre (GWAC).

2 Planning Provisions

This section identifies the relevant sections of the Planning Policy Framework (PPF), Local Planning Policy Framework (LPPF), the zone, overlay and particular provisions of the Scheme as applicable to the proposed development.

2.1 Planning Policy Framework

The provisions of the PPF that are most relevant to this proposal have been summarised below.

2.1.1 Clause 11 – Settlement

This clause recognises, inter alia, that:

- *Planning is to anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure.*
- *Planning is to recognise the need for, and as far as practicable contribute towards... land use and transport integration.*
- *Planning is to facilitate sustainable development that takes full advantage of existing settlement patterns and investment in transport, utility, social, community and commercial infrastructure and services.*

The Clause outlines a number of policies, including:

- **Clause 11.02-1S (Supply of urban land)** which seeks to “ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses”.

2.1.2 Clause 15 – Built Environment and Heritage

This clause recognises, inter alia, that:

- *Planning is to recognise the role of urban design, building design, heritage and energy and resource efficiency in delivering liveable and sustainable cities, towns and neighbourhoods.*
- *Planning must support the establishment and maintenance of communities by delivering functional, accessible, safe and diverse physical and social environments, through the appropriate location of use and development and through high quality buildings and urban design.*

The Clause outlines a number of policies, including:

- **Clause 15.01-1S (Urban Design)** which seeks to “create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity”.
- **Clause 15.01-1R (Urban Design- Metropolitan Melbourne)** which seeks to “create a distinctive and liveable city with quality design and amenity”.
- **Clause 15.01-2S (Building Design)** which seeks to “achieve building design and siting outcomes that contribute positively to the local context, enhance the public realm and support environmentally sustainable development”.
- **Clause 15.01-5S (Neighbourhood Character)** which seeks to “recognise, support and protect neighbourhood character, cultural identity, and sense of place”.

2.1.3 Clause 17 – Economic Development

This clause recognises that:

- *Planning is to provide for a strong and innovative economy, where all sectors are critical to economic prosperity.*

- *Planning is to contribute to the economic wellbeing of the state and foster economic growth by providing land, facilitating decisions and resolving land use conflicts, so that each region may build on its strengths and achieve its economic potential.*

The Clause outlines a number of policies, including:

- **Clause 17.01-1S (Diversified economy)** which seeks to “*strengthen and diversify the economy*”.
- **Clause 17.01-2S (Innovation and research)** which seeks to “*create opportunities for innovation and the knowledge economy within existing and emerging industries, research and education*”.

The Clause outlines a number of policies, including:

- **Clause 17.02-1S (Business)** which seeks to “*encourage development that meets the community’s needs for retail, entertainment, office and other commercial services*”.

2.1.4 Clause 18 – Transport

This clause recognises that *planning should ensure a safe, integrated and sustainable transport system that:*

- *Provides access to social and economic opportunities to support individual and community wellbeing.*
- *Facilitates economic prosperity.*
- *Actively contributes to environmental sustainability.*
- *Facilitates network-wide efficient, coordinated and reliable movements of people and goods.*
- *Supports health and wellbeing.*

The Clause outlines a number of policies, including:

- **Clause 18.01-1S (Land use and transport integration)** which seeks to “*facilitate access to social, cultural and economic opportunities by effectively integrating land use and transport*”.
- **Clause 18.01-2S (Transport system)** which seeks to “*facilitate the efficient, coordinated and reliable movement of people and goods by developing an integrated and efficient transport system*”.
- **Clause 18.01-3S (Sustainable and safe transport)** which seeks to “*facilitate an environmentally sustainable transport system that is safe and supports health and wellbeing*”.

2.1.5 Clause 19 – Infrastructure

This clause recognises, inter alia, that:

- *Planning for development of social and physical infrastructure should enable it to be provided in a way that is efficient, equitable, accessible and timely.*
- *Planning is to recognise social needs by providing land for a range of accessible community resources, such as education, cultural, health and community support (mental health, aged care, disability, youth and family services) facilities.*
- *Planning should ensure that the growth and redevelopment of settlements is planned in a manner that allows for the logical and efficient provision and maintenance of infrastructure, including the setting aside of land for the construction of future transport routes.*
- *Planning should facilitate efficient use of existing infrastructure and human services. Providers of infrastructure, whether public or private bodies, are to be guided by planning policies and should assist strategic land use planning.*

The Clause outlines a number of policies related, including:

- **Clause 19.02-4S (Social and cultural infrastructure)** which seeks to “*provide fairer distribution of and access to, social and cultural infrastructure*”.
- **Clause 19.03-2S (Infrastructure design and provision)** which seeks to “*provide timely, efficient and cost-effective development infrastructure that meets the needs of the community*”.

2.2 Municipal Strategic Statement

2.2.1 Clause 21.01 – Introduction (Municipal Strategic Statement)

This clause identifies the City of Monash as one of Melbourne’s most populous municipalities where major activity centres play a significant role in supporting the anticipated demand for professional and service industry jobs.

A key issue within the City of Monash includes the need to respond to projected population growth through the appropriate growth of activity centres, particularly in locations close to public transport. Identifying activity centres and promoting development and expansion of retail, entertainment and community related facilities appropriate to a centre’s role is a major strategic direction of Monash City Council.

2.2.2 Clause 21.05 – Economic development

Clause 21.05 includes the following relevant overview statement:

Industry, business and activity centres in Monash need to continue to positively attract and retain local business to provide employment opportunities and investment. This may be achieved by proactively supporting the industry and business communities, retaining and enhancing the competitive advantages of Monash, and by creating viable, attractive and convenient industry, business and activity centres.

This clause seeks, inter alia:

- *To create an environment which is attractive to investors and fosters business growth.*
- *To develop strong links with members of the business community and ensure that Council is responsive to their needs.*
- *To increase the number and range of viable local employment opportunities.*
- *To facilitate the revitalisation of key areas and ensure that new development is of a high standard that adds to the attractiveness of business and industrial areas and enhances Garden City Character.*
- *To encourage appropriate mixed use development while ensuring that the amenity of neighbourhoods is not adversely affected.*
- *To facilitate innovation and growth in the knowledge economy, particularly in science, technology and emerging industries.*

2.2.3 Clause 21.06 – Major activity and neighbourhood centres

This clause seeks, inter alia:

- *To develop vibrant major activity and neighbourhood centres with a broad mix of uses appropriate to the type of centre and needs of the target population, that have improved access for walking, cycling and levels of public transport services, and that provide a focal point for the community, fostering social and cultural development.*
- *To promote more sustainable transport patterns by ensuring major activity and neighbourhood centres are well serviced by public transport, by encouraging walking and cycling through providing safe and accessible public spaces, and by concentrating activities that generate high numbers of trips in highly accessible locations.*
- *To promote and facilitate the hierarchy of activity and neighbourhood centres as the most efficient and equitable framework to provide the range of civic, retail, recreational, residential, entertainment, health, educational, restaurant and other service requirements of the community.*
- *To enhance and promote the Glen Waverley Major Activity Centre as a major multi-functional activity centre servicing the south eastern metropolitan area.*
- *To promote and enhance the unique characteristics of each shopping centre to ensure a strong sense of identity and character, including appropriate signage.*
- *To promote high rise residential development within the Glen Waverley and Oakleigh Major Activity Centres, to support ongoing economic prosperity, social advancement and environmental protection.*
- *To ensure the provision of appropriate buffers and interface between commercial, residential and industrial land uses.*

The clause identifies the Site as being within the Glen Waverley Major Activity Centre and notes the following specific strategies:

- Enhance the mix of retail, entertainment, office, residential and medical services to meet the needs of residents, workers and visitors through the implementation of the Glen Waverley Activity Centre Structure Plan 2014 (Updated 2016).
- Encourage medium to high rise development in appropriate locations, and with excellence in architectural quality and design.
- Encourage the use of sustainable transport modes to/from and within the Major Activity Centre and decrease traffic congestion within the Centre, through the introduction of the Glen Waverley Activity Centre Sustainable Transport Plan 2014.
- Establish Kingsway as a vibrant and engaging civic spine by strengthening its hospitality, entertainment and retail focus and creating an attractive public space integrated with the library, community hub and future public square.
- Ensure buildings integrate with and contribute positively to street life and the public realm by ensuring new development provides opportunities for active and engaging uses at street level and are designed to minimise overshadowing and wind effects.
- Provide community, civic and cultural facilities, events and services that cater to the needs of existing and future populations.

Table 1: Hierarchy of Activity Centres in Monash also notes the following with respect to the GWAC:

- **Primary Focus**
 - Dominant regional focus for:
 - higher order goods
 - specialty retailing
 - department stores
 - entertainment
 - mixed commercial uses
 - offices
 - apartments
 - residential hotels
 - community facilities
 - public transport
- **Strategic Directions**
 - Encourage further development of retail, office, entertainment and community facilities.
 - Encourage medium to high rise development within the Centre.
 - Encourage a wide range of arts, cultural and entertainment facilities in conjunction with the development of new civic spaces and community facilities.
 - Encourage active and engaging frontages at street level with housing, office or community uses located above.
 - Improve the key streets within the Glen Waverley Activity Centre commercial area to strengthen key streets and cyclist priority.
 - Enhance pedestrian and cycle linkages throughout the commercial area and surrounding residential areas.
 - Ensure parking is provided to meet the needs of the Centre.
 - Encourage greater public transport linkages and services.
 - Ensure appropriate interfacing with nearby residential areas.

2.2.4 Clause 21.08 – Transport and traffic

This clause seeks:

- *To provide a more environmentally responsible transport system.*
- *To facilitate and provide safe, efficient and effective access which minimises travel times throughout the City.*
- *To provide connectivity to a wider range of destinations and major transport linkages in metropolitan Melbourne, particularly the south east.*
- *To promote and facilitate an efficient public transport system that is accessible to the majority of the population.*
- *To ensure regional traffic objectives do not adversely affect the amenity of Monash residents and minimise the negative impacts of through traffic.*
- *To improve local area traffic management, safety and amenity and promote appropriate traffic speeds in local residential areas.*
- *To ensure that adequate vehicle parking is provided for all new uses and developments and that the cost is shared on an equitable basis.*
- *To provide an accessible integrated network of walking and cycling routes for safe and convenient travel to local destinations such as employment, convenience facilities and public transport nodes as well as points of interest that encourages increased levels of walking or cycling within the municipality.*

2.2.5 Clause 21.11 – Physical infrastructure

This clause seeks, inter alia:

- *To provide a reliable, efficient and safe range of physical infrastructure for the residents and businesses in the City including roads, drains and essential services.*
- *To ensure that new development provides appropriate infrastructure, particularly where it is likely to impact on the capacity of the existing infrastructure.*
- *To promote development which maximises existing infrastructure in appropriate areas, such as around nodes of existing services.*
- *To ensure that infrastructure facilities have minimal impact on visual character and amenity.*
- *To protect drainage assets from the adverse impact of development and redevelopment.*

2.3 Local Planning Policy

2.3.1 Clause 22.01 – Residential Development and Character Policy

This policy applies to all residential land. We note that the Site is within the C1Z and therefore this policy does not apply.

Notwithstanding the above, we note that the land to the south (on the opposite side of Bogong Avenue) is within the Residential Growth Zone, Schedule 4 (RGZ4) and Map 1 of Clause 22.01 indicates that this land is within the 'Monash Residual Residential Area'.

This Clause seeks to:

- *Ensure development is consistent with the preferred future character statement identified in Clause 22.01-4.*
- *Respect the character of surrounding development, including the maintenance of consistent setbacks.*
- *Preserve and enhance the treed character of Monash.*
- *Ensure development protects and enhances the creek environs and the Dandenong Creek Escarpment.*
- *Ensure development conserves and enhances heritage places and areas.*
- *Minimise the impact of the scale and massing of development.*

- *Encourage the consolidation of sites to achieve residential intensification where this is specifically encouraged by the relevant zoning schedule.*

There is no 'preferred future character statement' for the 'Monash Residual Residential Area'.

On this basis, the future character for this area is appropriately determined via consideration of the RGZ4 and, in particular, the variations to Clause 55 which include a reduced front setback (5m minimum rather than 9) and a preference for canopy tree planting within front setbacks (with Standard B13 seeking the retention or provision of at least three canopy trees of 10m or to the roof of the proposed building height [two located within the front setback]).

2.3.2 Clause 22.03 – Industry and Business Development and Character Policy

This clause seeks (inter alia):

- *To ensure that new development is successfully integrated into existing business or industrial areas to enhance the streetscape character and amenity.*
- *To assist the sustainable and complementary development and operation of industrial, office and high technology land uses that provide a variety of employment centres of high amenity, quality and enduring local image.*
- *To ensure that the scale and character of future development creates or enhances a high-amenity built form environment and attractive landscape setting.*
- *To ensure that development contributes to the maintenance and development of a high quality urban environment within the industrial and business areas and their environs, including the enhancement of the image of industrial and business areas when viewed from any road.*
- *To provide greater certainty in terms of development outcomes and enhance existing private sector investment by encouraging well designed development.*
- *To ensure that all development is designed to protect the air environment, land, waterways and groundwater resources from polluting discharges and activities in accordance with all relevant State environment protection policies, EPA technical and best practice environmental management guidelines and in accordance with the principles of ecologically sustainable development.*

Policies relevant to this proposal are as follows:

- *Development complements the current character statement and contributory elements and satisfies the intent of the desired future character statement for the applicable industry or business Character Type identified in Clause 22.03-4.*
- *The Garden City Character of industrial and business areas be developed and enhanced.*
- *The objectives of the Oakleigh Major Activity Centre Structure Plan 2012 and Glen Waverley Activity Centre Structure Plan 2014 (updated 2016) are implemented.*
- *Development complements and does not visually overwhelm surrounding buildings, roads or spaces in terms of building scale, height and bulk.*
- *Development conforms with the scale and high quality design suitable for the locality.*
- *Encourage development within the Glen Waverley Major Activity Centre in accordance with the approved Glen Waverley Activity Centre Structure Plan, as identified in Clause 42.03 Schedule 12 (Glen Waverley Major Activity Centre).*
- *Sufficient on-site car parking, designed for safe and efficient vehicle movement, which does not visually impinge on front landscape setbacks or detract from the Garden City Character be provided.*
- *Car parking be designed to minimise parking, traffic and pedestrian impacts on front landscape setback areas.*
- *Existing mature trees be retained in landscape setback areas.*

The GWAC is identified as Business Character Type 3: *Character derived from contemporary retail and commercial development in self contained subdivisions on undulating topography.*

The 'Desired future character statement' reads (inter alia): *New development within this Character Type will respect the scale and form of development of the relevant Activity Centre, while providing for appropriate change.*

2.3.3 Clause 22.04 – Stormwater Management Policy

This clause seeks:

- *To minimise the risk to personal injury and property from stormwater flows.*
- *To protect waterways, floodplains, wetlands and receiving bodies from the impacts of inappropriate development and a consequent decline in their water quality.*
- *To minimise the introduction of polluted stormwater to the drainage and waterway system.*
- *To promote and enhance the contribution the drainage system can make to environmental, social and economic benefits to the region.*
- *To ensure that development of land which is the subject of any overland flow is subject to floodplain management requirements.*
- *To manage nuisance flows from urban redevelopment.*
- *To encourage the provision of on-site retention systems so that stormwater discharge is maintained at pre-development levels.*

2.3.4 Clause 22.05 – Tree Conservation Policy

This clause seeks:

- *To maintain, enhance and extend the Garden City Character throughout Monash by ensuring that new development and redevelopment is consistent with and contributes to the Garden City Character as set out in the Municipal Strategic Statement.*
- *To promote the retention of mature trees and encourage the planting of new canopy trees with spreading crowns throughout Monash.*

2.3.5 Clause 22.08 – Outdoor Advertising Policy

This clause seeks to:

- *To facilitate advertising signs that provide appropriate and effective identification of businesses and other land uses.*
- *To ensure that outdoor advertising is sited and designed in a manner that is complementary to the built form and landscape characteristics of the locality and supports the garden city objectives of the municipality.*
- *To identify signage types appropriate to different land use and development circumstances.*
- *To achieve outdoor advertising outcomes appropriate to the hierarchy of business centres in the municipality and to encourage a consistent theme for business identification signs within each centre.*
- *To provide for identification signs that add vitality and colour to high order shopping centres in accordance with this policy.*
- *To ensure that the amenity of residential areas is not adversely affected by the provision of outdoor signage for non-residential uses, particularly along non-arterial roads.*

Specifically within the Glen Waverley area (western side Springvale Road not including The Glen), the clause seeks to:

- *To identify uses and activities whilst respecting the amenity of surrounding residential areas and avoiding adverse safety effects on traffic.*

2.3.6 Clause 22.14 – Glen Waverley Activity Centre Structure Plan

Clause 22.14 sets out the following vision for the GWAC:

The Glen Waverley Activity Centre will transform into a vibrant, more intensive and active urban centre, building on its distinctive cultural mix. The urban form will be clearly different from its surrounding residential and light industrial areas, which will maintain a more traditional suburban scale of development.

Shops and services will increase in range and diversity and the quality of activities and experiences will improve to meet the needs both of a growing number of local residents and workers, and visitors.

Glen Waverley will be recognised as a Centre that caters for people of all ages and mobility needs. There will be improved safety, security and accessibility measures in place, including more direct and attractive pedestrian and cycling routes through the Centre and improvements to the public transport infrastructure. The needs of motorists will be catered for by ensuring good access routes to businesses and improved parking facilities, however separated from the main routes for pedestrian, cyclists and public transport users.

High quality and diverse housing options will be available for a greater number of residents with a range of housing needs. Improved and additional open space and plazas, along with community and physical services will be in place for the local residents, workers and those who visit the centre. Although distinctly urban, the centre will be notable for its greenery and its sustainability measures.

Relevant objectives are as follows:

- *To ensure use and development within the Major Activity Centre is in accordance with the GWAC Structure Plan 2014 (updated 2016).*
- *To ensure consideration is given to the GWAC Sustainable Transport Plan 2014.*
- *To reinforce the GWAC as a major retail destination meeting both regional and local needs.*
- *To reinforce the GWAC as the premier food and entertainment destination in the region.*
- *To develop the GWAC as a major medical destination.*
- *To promote excellence in architectural quality and design across the major activity centre, defining a contemporary and exciting identity for Glen Waverley.*
- *To provide vibrant and well landscaped streets throughout the GWAC that contributes to the economic and social vitality of the centre.*
- *To support integrated public transport as an attractive and logical choice for accessing the GWAC.*
- *To provide a clear and logical vehicle network and hierarchy in the GWAC whilst encouraging a shift to other modes of transport.*
- *To provide car parking that is easy to find and access with minimal disruption to walkers, cyclists and public transport.*

Clause 22.14 includes a series of policies, with those of relevance to the proposal listed below:

General

If a permit is required for the use and/or development of land, proposals will be assessed on how well they achieve the following aspects of the GWAC Structure Plan 2014 (updated 2016) and the GWAC Sustainable Transport Plan 2014 (where relevant).

Land Use

- *Locate and combine land uses within the GWAC in accordance with Map 1 – Land Use Plan.*
- *Consolidate development within the Major Activity Centre in order to promote a walking catchment to economic, transport and community facilities.*
- *Support the continued development of Kingsway as the food and entertainment precinct and retain local retail uses within this precinct.*
- *Encourage major office tenants to locate in the GWAC commercial area.*
- *Encourage the redevelopment of the train station and bus interchange to achieve a high quality, integrated interchange that enables the development of the ring road.*

Built Form

- *Ensure that the form and scale of buildings meet the requirements of Clause 43.02 (Schedule 12) and Clause 32.07, Schedule 3, as applicable*
- *Encourage excellence in building design within both commercial and residential areas so that development responds to the characteristics of the site and its context.*
- *Ensure new development is designed to minimise overshadowing to footpaths and public spaces.*

- *Ensure buildings integrate with and contribute positively to street life, and provide surveillance of the public realm, including laneways.*
- *Ensure new development creates human scaled places that promote visual and pedestrian amenity to enable informal interaction including between neighbours.*
- *Ensure that all development with sensitive interfaces to residential areas and open space is designed to respect valuable qualities of those adjacent places.*
- *Avoid large high massing buildings that dominate streetscapes and open spaces.*
- *Design buildings to address the future amenity of the occupants, visitors and those using public streets by maximising accessibility, passive surveillance and internal amenity.*
- *Ensure that buildings provide wind and weather protection to reduce the impact of wind and rain on key public spaces and provide adequate shade for pedestrians.*
- *Ensure that developments contribute to the 'buildings-in-landscape' character of the existing residential areas surrounding the GWAC commercial centre.*
- *Encourage development that incorporates high Environmentally Sustainable Design (ESD) standards, including energy efficiency, indoor environment quality, water management, urban ecology and use of low embodied energy materials.*
- *Ensure car parking areas, loading bays and utilities/service areas are concealed from the street and minimise paved surfaces and vehicle crossovers to maximise visual amenity and opportunities for landscaping.*
- *Design developments, including residential developments, to maximise safety, comfort and accessibility for people with all levels of mobility to better provide for changing circumstances, aging in place, and to limit restrictions for visitors.*

Public Realm

- *Improve the key streets within the GWAC commercial area to strengthen pedestrian and cyclist priority, provide additional greening, and create a coherent image.*
- *Provide opportunities to actively generate energy (eg. Solar panels) in the public realm.*
- *Ensure that public spaces in the GWAC are well designed and enhance community safety through informal surveillance, lighting and appropriate landscaping.*

Transport and Access

- *Provide for the GWAC to be highly accessible by all travel modes.*
- *Decrease the need for vehicles through the activity centre by enhancing the accessibility to car parking facilities from Springvale Road and the proposed ring road.*
- *Encourage and support enhancements to public transport frequency, integration, comfort and amenity, as identified within the GWAC Structure Plan 2014 and the GWAC Sustainable Transport Plan 2014.*
- *Provide safe and convenient pedestrian access to existing off-street car parks.*
- *Locate new car parking facilities at strategic locations within the GWAC that can be accessed from the proposed ring road and provide for safe and convenient pedestrian connections between existing and new car parks and key areas within the centre.*
- *Provide for greater use of existing Council and privately operated off street car parks in order to reduce vehicle movements on key pedestrian priority streets.*

The Site is located in Precinct 2 – Montclair, and subject to the following specific objective and policy statements:

The Montclair Precinct will play an important role in providing office and commercial uses with housing located above. Street level activity will provide activation, and prioritise pedestrian and cycle movement across the precinct into Kingsway.

It is policy to:

- Increase opportunities for mixed use office and residential development across the precinct with activated ground level frontages.
- Encourage site consolidation where necessary to achieve high amenity and efficient development outcomes.
- Ensure a high level of pedestrian priority along all streets across the precinct.
- Increase local public open space to cater to the needs of existing and future residents and workers.

2.4 Zoning

The Site is located within the Commercial 1 Zone (C1Z).

The purpose of the C1Z 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.

The provisions of the C1Z most relevant to the proposal are:

Clause 34.01-1 (Table of uses)

The use of land for a car park falls under Section 2 – Permit required. However, it is understood that the proposal seeks to extend the existing car park, and as such benefits from existing use rights. Therefore, no permit is required.

Clause 34.01-4 (Buildings and works)

A permit is required to construct a building or construct or carry out works.

2.5 Overlays

2.5.1 Design and Development Overlay – Schedule 12

The Site is affected by the Design and Development Overlay (DDO).

The purpose of the DDO is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To identify areas which are affected by specific requirements relating to the design and built form of new development.

The provisions of the DDO most relevant to the proposal are:

- **Clause 43.02-2 (Buildings and works)**
 - A permit is required to construct a building or construct or carry out works.

The Site is subject to the Design and Development Overlay – Schedule 12 (DDO12).

The DDO12 is entitled “Glen Waverley Major Activity Centre”. It outlines the following design objectives:

- To ensure development is consistent with the Glen Waverley Activity Centre (GWAC) Structure Plan, 2014 (updated June 2016).
- To create a strong and distinct image for the commercial core of the Glen Waverley Activity Centre (GWAC) with high quality and site responsive development.
- To ensure buildings within core retail areas and along key pedestrian streets contribute to active and engaging street frontages and support a high level of pedestrian amenity to encourage walking around the centre.
- To retain the existing fine grain character of commercial buildings along the traditional strip shopping areas within the GWAC such as Kingsway.
- To encourage development that retains human scale and an appropriate transition in building height from the Centre to the residential areas adjoining the activity centre.

- *To ensure new development within the residential land surrounding the commercial core is sensitively designed and complements or enhances the existing character of the area.*

DDO12 outlines the following buildings and works requirements (inter alia). It also identifies the Site as being within Built Form Area E.

Building heights

The Site has a preferred building height of 4 storeys (15 metres).

Minimum floor to floor dimensions of 3.2-3.5m should apply.

An application to exceed the preferred maximum building height must demonstrate how the development will continue to achieve the Design Objectives, Development Outcomes and all other relevant requirements of this schedule.

Building setbacks

The Site has a preferred 5 metre front street setback.

An application to vary the preferred setbacks must demonstrate how the development will continue to achieve the design objectives, development outcomes, all other requirements of this schedule and any relevant local planning policy requirements.

Building form and design

The impact of new building forms upon the GWAC skyline should be considered including the visual amenity offered by a landmark building of high architectural quality.

Buildings should incorporate a podium level with taller elements setback from front and side streets along with existing and proposed open spaces, to ensure they do not dominate the public realm, and overshadowing and wind impacts are minimised.

New development should be designed to create human scaled places that promote visual and pedestrian amenity to enable informal interaction including between neighbours.

Taller buildings should be designed as slender tower forms and oriented to minimise overshadowing of the public realm, incorporating:

- 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

Building design should minimise the visual bulk of large buildings through significant breaks and recesses in building massing.

Buildings should reflect the existing fine grain pattern of narrow shop fronts within the traditional shopping strips by incorporating separate ground floor tenancies and vertically modulated forms.

At ground level buildings should provide active frontages to streetscapes. An active frontage is a frontage that generates pedestrian interest and interaction with a permeable façade incorporating windows and door openings with clear glazing.

Buildings incorporating podium forms should provide opportunities for activation of upper podium levels to support passive surveillance of the public realm.

Developments should comply with the environmental targets set out in any relevant Sustainable Design Assessment or Sustainability Management Plan and comply with any relevant Green Travel Plan as appropriate.

Buildings should utilise materials that do not generate glare, and can withstand the effects of weathering and wear to minimise maintenance and assist in achieving the 'high quality' development objectives of the Structure Plan.

Buildings fronting laneway 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.

Properties abutting secluded open space of properties zoned General Residential Zone must provide ground level setbacks capable of supporting screening vegetation and transitional upper level setbacks to maintain the amenity of adjoining residential properties.

Developments should be designed to ensure car parking areas and loading bays are concealed from the street within basements or behind buildings. Car parking, turning areas or other hard stand areas should not be located in front setbacks.

Hard paving across sites within and adjacent to the residential areas should be minimised, including limiting driveway lengths, providing landscaping on both sides of driveways and restricting the extent of paving within open space areas.

Vehicle crossovers should be minimised and located to prevent traffic disruption and preserve nature strips and street trees.

Utility areas such as waste and recycling areas and services including antennas, air-conditioning units and fire fighting equipment must be located to minimise visual and amenity impacts.

New residential developments should incorporate noise attenuation measures to protect the amenity of occupants.

Buildings should be designed to address the future amenity of the occupants and visitors, including those with limited mobility and those using public streets, both in the communal areas and private apartments or tenancies. Issues to consider include the quality, accessibility and legibility of entries to buildings and access to individual tenancies and apartments, creation of functional, flexible and comfortable internal spaces that achieve a good standard of natural light and ventilation, and streetscape activation by use of no or low front fencing and ground floor windows and doors facing the street.

Large development sites should incorporate mid-block pedestrian links to reduce walking times between key locations including schools, the station, The Glen and key streets.

Activated laneways

This does not apply to Built Form Area E.

Wind and weather protection

Wind tunnel testing is required for all buildings over 6 storeys.

Wind comfort levels need to be appropriate to the uses of the affected spaces, including outdoor spaces on adjoining public and private land:

- All publicly accessible areas, including footpaths, must fall within safe walking criteria (wind gusts below 16 metres/second).
- All external waiting areas, including building entries and shopfronts, must fall within short term stationary criteria (wind gusts below 13 metres/second).
- All public and private seating areas, including parks and outdoor cafes, must fall within long term stationary criteria (wind gusts below 10 metres/second).

Landscaping

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.

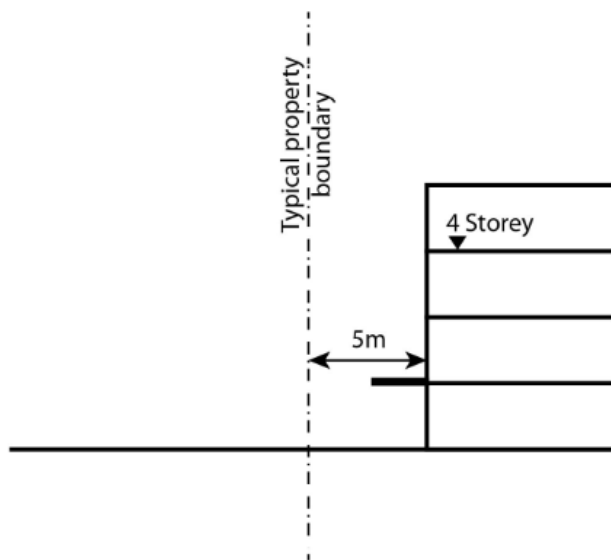
Solar access

Buildings should be designed to ensure that solar access is maintained to the following areas:

- Within 10 metres of the eastern property boundary of Kingsway, between Bogong Avenue and Railway Parade North, between 12pm and 3pm on 21 September.
- Within 10 metres of the western property boundary of Kingsway, between Bogong Avenue and Railway Parade North, between 9am and 12pm on 21 September.

DDO12 also identifies the following “Development Outcomes” for Built Form Area E:

- Active frontages to Bogong Avenue, Myrtle Street, O’Sullivan Road and Railway Parade North.
- Respect the scale of the surrounding residential area
- Facilitate a scale of development along Myrtle Street and Bogong Parade of up to 4 storeys to create a consistent streetscape scale with the Residential Growth Zone to the west and south.
- Contribute to the provision of a treed ring road within landscaped front setbacks supporting deciduous trees.



2.6 Particular Provisions

2.6.1 Clause 52.05 – Signs

The purpose of Clause 52.05 is:

- *To regulate the development of land for signs and associated structures.*
- *To ensure signs are compatible with the amenity and visual appearance of an area, including the existing or desired future character.*
- *To ensure signs do not contribute to excessive visual clutter or visual disorder.*
- *To ensure that signs do not cause loss of amenity or adversely affect the natural or built environment or the safety, appearance or efficiency of a road.*

The site is within a Category 1 – Commercial areas (Minimum limitation) area. As such, the provisions of Clause 52.05-11 apply. The purpose of this category is:

- *To provide for identification and promotion signs and signs that add vitality and colour to commercial areas.*

An electronic sign falls under Section 2 – Permit required.

2.6.2 Clause 52.06 – Car Parking

The purpose of Clause 52.06 is:

- *To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.*

- *To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.*
- *To support sustainable transport alternatives to the motor car.*
- *To promote the efficient use of car parking spaces through the consolidation of car parking facilities.*
- *To ensure that car parking does not adversely affect the amenity of the locality.*
- *To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.*

2.6.3 Clause 52.31 – Local Government Projects

The purpose of Clause 52.31 is:

- *To facilitate the development of land by or on behalf of municipal councils.*

Clause 52.31-1 provides an exemption for requiring a permit for the development of land carried out by or on behalf of a municipal Council. However, it notes that this exemption does not apply to a development with an estimated cost of more than \$10 million. As such, the exemption does not apply.

Clause 52.31-2 provides an exemption from notice requirements and review rights for the development of land carried out by or on behalf of a municipal Council. However, it notes that this exemption does not apply to a development with an estimated cost of more than \$10 million. As such, the exemption does not apply.

2.6.4 Clause 53.18 – Stormwater Management in Urban Development

The purpose of Clause 53.18 is:

To ensure that stormwater in urban development, including retention and reuse, is managed to mitigate the impacts of stormwater on the environment, property and public safety, and to provide cooling, local habitat and amenity benefits.

The provisions of Clause 53.18 most relevant to the proposal are:

- **Clause 53.18-3 (Requirements)**
 - An application to construct a building or construct or carry out works:
 - Must meet all of the objectives of Clauses 53.18-5 and 53.18-6.
 - Should meet all of the standards of Clauses 53.18-5 and 53.18-6.
 - An application must be accompanied by details of the proposed stormwater management system, including drainage works and retention, detention and discharges of stormwater to the drainage system.
- **Clause 53.18-5 (Stormwater management objectives for buildings and works)**
 - This clause outlines a number of objectives, as well as the details of Standard W2.
- **Clause 53.18-6 (Site management objectives)**
 - This clause outlines a number of objectives, as well as the details of Standard W3.

3 Planning Assessment

3.1 Overview

The following provides an assessment of the merits of the planning permit application against the relevant state and local planning policies of the *Monash Planning Scheme*, as well as identifying and assessing the proposal against a number of key considerations. Specifically, the assessment raises the following questions:

- Is the proposal consistent with the relevant state and local planning policy?
- Is the proposal consistent with the purposes and policy of the Commercial 1 Zone?
- Is the proposal consistent with the policy of Design and Development Overlay – Schedule 12?
- Is the proposal consistent with the Glen Waverley Activity Centre Structure Plan?
- Does the planning permit application create any unreasonable amenity impacts?
- Is the proposal consistent with Clause 22.08 (Outdoor Advertising Policy) and Clause 52.05 (Signs)?

3.2 Is the proposal consistent with the relevant state and local planning policy?

3.2.1 Response to Planning Policy Framework

Clause 11.02 – Managing Growth

The proposed carpark ensures that there is sufficient car parking available for the GWAC, and (in consolidating carparking to one Site) ensures that land within the centre is available for the commercial, retail, recreational and community uses which are encouraged (Clause 11.02-1S).

Clause 15.01 – Built Environment

The building addition has been designed to complement the commercial character of the GWAC whilst responding to the residential character on the south side of Bogong Avenue (noting that this is anticipated to evolve in the short-medium term) (Clauses 15.01-1S, 15.01-1R, 15.01-2S and 15.01-5S).

The ‘concertina’ cladding to the upper levels will complement the existing building and is proposed in graduating tones, providing for visual articulation and interest to assist in breaking down the scale of the building. (Clause 15.01-2S).

Importantly, the existing circa 5m landscaped front setback is largely retained and 26 of the 32 large native trees within the front setback are retained (noting that two have been recommended for removal by Council’s arborist, one (Tree no.3) to be removed as recommended by Landscape Architect due to overcrowding, and three are required to be removed to accommodate the expanded lift and stair core) (Clause 15.01-5S).

Clause 17.01 – Employment

The proposal will support the ongoing viability of businesses located within the GWAC, consistent with Clause 17.01-1S, noting it:

- Provides for parking to meet Council’s obligation to provide additional and replacement car parking spaces (when Kingsway is redeveloped).
- Will increase car parking provision south of Coleman Parade noting the loss of Council’s at-grade car spaces on Council land at 31-39 and 41-47 Montclair Avenue which will be compulsorily acquired by the SRLA for its project purposes.

Clause 17.02 – Commercial

The proposal directly supports community access to the retail, entertainment, office and other commercial services located within the GWAC (Clause 17.02-1S).

Clause 18.01 – Land Use and Transport

The Site is strategically located within the GWAC and in close proximity to the existing Glen Waverley Train Station and the future SRL station, facilitating access to social, cultural and economic opportunities by effectively integrating land use and transport (Clause 18.01-1S).

The proposed expansion of the existing Bogong Avenue Carpark represents an efficient and coordinated response to transport planning which consolidates parking on a Site with good access to arterial roads and public transport (Clause 18.01-2S).

Clause 19.02 – Community Infrastructure

The building's use as a public car park coupled with the location within the GWAC and in close proximity to the existing Glen Waverley Train Station and the future SRL station provide fairer distribution of and access to, social and cultural infrastructure. It provides a sustainable response to the provision of this required infrastructure through consolidation, rather than utilising valuable at-grade land (Clause 19.02-4S).

Clause 19.03 – Development Infrastructure

This application will facilitate the timely, efficient and cost-effective delivery of infrastructure that meets the needs of the community, with the additional car spaces proposed under this application required to service both GWAC business and visitors, and providing additional car spaces to service the demand associated with the GWAC (Clause 19.03-2S).

3.2.2 Local Planning Policy Framework

Clause 21.05 – Economic development

Clause 21.05 recognises the necessity for industry, business and activity centres in Monash to continue to positively attract and retain local business and to provide employment opportunities and investment. This is especially pertinent given the GWAC's role in the network of SRL stations, which will further establish the GWAC as a major driver of the City of Monash's economy.

Clause 21.05 recognises that the abovementioned goal may be achieved via:

- Proactively supporting the industry and business communities
- Retaining and enhancing the competitive advantages of Monash
- Creating viable, attractive and convenient industry, business and activity centres.

The proposal directly speaks to these strategies in the following ways:

- The provision of a centralised and consolidated carpark represents a tangible and proactive mechanism of support for local businesses, by both providing required carparking spaces and reducing the reliance on broader public realm car parking, thus improving the streetscape and walkability of the realm. This in turn creates a more pleasant and convenient environment in which local businesses can thrive.
- The Bogong Avenue Carpark has long been a necessary piece of infrastructure for those living within the City of Monash and seeking to access a wide range of local commercial services, as well as convenient parking to facilitate multi-modal public transport travel. The expansion of this carpark will further solidify this site as a key piece of infrastructure and enhance the competitive advantage of this activity centre by being both convenient and viable.
- An integral part of providing a successful activity centre in middle-ring suburbs is allowing convenient access to residents across the municipality, particularly given the size of such suburbs and lack of connector public transport infrastructure in the short-medium term. The provision of a consolidated carpark allows these residents to access the activity centre without impeding the liveability of the public realm and connecting them to both existing and future major rail infrastructure.

Overall, the provision of an attractive and convenient consolidated carparking solution supports local businesses by providing the necessary carparking in a manner that protects and improves the public realm through high-quality built form design and reducing reliance on public realm car parking spaces.

Clause 21.06 – Major Activity and Neighbourhood Centre

Clause 21.06 recognises that community life is enhanced by safe and convenient access to a variety of goods and services in major centres such as Glen Waverley.

In particular:

“Glen Waverley is the most significant Major Activity Centre within the City of Monash identified within Plan Melbourne. It has a number of distinct comparative economic advantages such as its convenience shopping, major supermarkets and department stores, concentrated retail activities within The Glen and its substantial and well patronised entertainment precinct. Glen Waverley has an extensive range of goods and services, easy access to good quality public transport and transport routes and is recognised as a major social focus for the municipality and the middle south eastern region.

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 into the following years. Council wishes to see Glen Waverley continue to develop as a major entertainment and retail centre for the eastern metropolitan region. This centre is also the appropriate location for the development of high rise residential development.”

As such, the proposal responds to the objectives outlined in Clause 21.06 in the following ways:

- As noted above, Glen Waverley is already an established and successful activity centre. In particular, the GWAC has excellent access to public transport connecting the residents of Monash to the central city and wider parts of the state. The expansion of the Bogong Avenue Carpark will only enhance the viability, convenience and safety of the GWAC by providing consolidated, attractive car parking with excellent crime prevention through environmental design (CPTED) principles. Importantly, its location within the activity centre provides convenient access to local businesses and essential commercial services, as well as being strategically located adjacent to the future SRL station.
- The proposal helps to facilitate the hierarchy of activity centres by providing efficient and equitable access to the range of civic, retail, recreational, residential, entertainment, health, educational and restaurant services to the community. Its centralised location provides efficient access and the car parking provision itself provides equitable access for those living in the wider area where public transport access isn't readily available or where residents may require disability access to the centre.
- The proposed expansion is consistent with the desire for an appropriate buffer and interface to the residential area to the south as it steps down for the height and intensity expected further north.

The proposal also responds to the specific GWAC strategies in the following ways:

- It supports the implementation of the GWAC Structure Plan (discussed further in Section 5.5).
- It represents the desired medium rise development in an appropriate central location and provides an excellent architectural outcome through careful articulation and the use of high quality materials.
- The proposal centralises and consolidates car parking which helps to allow more space for sustainable transport modes as well as connective residents from the wider area to essential rail services.
- It helps to establish Kingsway as a vibrant and engaging civic spine by providing convenient access and reducing reliance on on-street carparking that may otherwise congest the public realm.
- The design has incorporated CPTED principles have also been embedded in the design, which helps to improve safety in the public realm.
- Overshadowing and wind impacts have been carefully considered and mitigated through the proposal.
- The proposal provides essential infrastructure for the GWAC, noting that core objectives of the project are to deliver on the vision identified in the GWAC Structure Plan for development of Council land currently used for at-grade car

parking (which has been impacted by the SRL project) and to alleviate traffic conflict in Kingsway by removing car parks to allow for more outdoor dining and contribute to the Kingsway Transformation Project.

Clause 21.08 – Transport and Traffic

The proposal is highly consistent with Clause 21.08, noting that the project supports the following objectives:

- *To facilitate and provide safe, efficient and effective access which minimises travel times throughout the City.*
- *To provide connectivity to a wider range of destinations and major transport linkages in metropolitan Melbourne, particularly the south east.*
- *To promote and facilitate an efficient public transport system that is accessible to the majority of the population.*

The Site is well located with respect to arterial roads, ensuring that through-traffic impacts to local streets are minimised, as confirmed by the submitted Traffic Engineering Assessment.

It is also noted that electrical charging stations and bicycle parking is being provided as a part of the extension, which also assists with the holistic establishment of a sustainable public transport network.

Clause 21.11 – Physical Infrastructure

The proposed carpark extension provides necessary physical infrastructure, with the additional car spaces required to service the anticipated demand associated with the GWAC.

The decision to expand the existing car park (rather than establish a new car park) is consistent with policy which seeks *“To promote development which maximises existing infrastructure in appropriate areas, such as around nodes of existing services”* and *“To ensure that infrastructure facilities have minimal impact on visual character and amenity”*

Clause 22.01 – Residential Development and Character Policy

As outlined in Section 2.3 of this report, Clause 22.01 policy applies to residential land – as the Site is in the C1Z this policy does not apply.

Notwithstanding the above, we note that the policy generally seeks to ensure that development responds to the preferred neighbourhood character, respects existing character and enhances the valued treed character of Monash.

The land to the south is within the Residential Growth Zone, Schedule 4 (RGZ4) and Map 1 of Clause 22.01 indicates that this land is within the ‘Monash Residual Residential Area’.

There is no ‘preferred future character statement’ for the ‘Monash Residual Residential Area’ but variations to Clause 55 include a reduced front setback (5m minimum rather than 9) and a preference for canopy tree planting within front setbacks (with Standard B13 seeking the retention or provision of at least three canopy trees of 10m or to the roof of the proposed building height [two located within the front setback]).

It is considered that the development provides an appropriate response to the character of the residential land on the south side of Bogong Avenue, noting that:

- The existing heavily landscaped front setback is largely retained, with the exception of a small area where the existing stair/lobby/lift is to be expanded to service the increased capacity of the car park.
- 26 of the 32 large native trees within the front setback are retained (noting that two have been recommended for removal by Council’s arborist, one (Tree no.3) to be removed as recommended by Landscape Architect due to overcrowding and three are required to be removed to accommodate the expanded lift and stair core).
- The design of the carpark addition is appropriate for its activity centre location whilst respecting the residential interface, adopting neutral cladding to the upper levels which compliments the treed Site frontage.

Clause 22.03 – Industry and Business Development and Character

The expansion of the car park is essential to the viability of the GWAC and a direct response to the SRL’s intentions to acquire Council’s land in Glendale Avenue currently used for at grade car parking.

It is noted that in addition to accommodating current car parking, the Glendale Avenue carpark was earmarked by Council for a new multi-level mixed use car park.

The proposed expansion of the Bogong Avenue carpark will therefore allow Council to meet its obligation to provide additional car spaces for the GWAC as well as support the change to be experienced within the centre as result of the SRL.

The proposal responds to the objectives and policies of Clause 22.03, noting that the street-level presentation of the existing car park remains relatively unchanged and maintains the heavily landscaped front setback. The vertical expansion of an existing car park is a far superior urban design and land use outcome than the establishment of additional car parks, ensuring that the additional car parking has minimal impact on the streetscape and character of the GWAC.

It is considered that the proposed additions are appropriately designed, with the neutral cladding ensuring that the building does not detract from the treed character of the Site and responds to the existing character of the GWAC which is "*derived from contemporary retail and commercial development ...*" and represents a "*high quality design suitable for the locality*". Simultaneously, the strong expression of the stair and lift core provides a central point of visual interest and community character which contributes to the precinct.

Clause 22.04 – Stormwater Management Policy

Whilst Clause 22.04 applies to all land, we note that the vertical extension of the car park does not have a minimal impact on site coverage/permeability and therefore is not considered to significantly add to the stormwater discharge or adversely affect water quality entering the drainage system.

On this basis (consistent with the decision guidelines set out at Clause 22.04-4), it is not considered that stormwater drainage measures are required. Notwithstanding this, the new solar roof array will include the harnessing of water for irrigation purposes related to the northern landscape improvements.

Clause 22.05 – Tree Conservation Policy

The proposal has been carefully designed to ensure the retention of existing healthy trees, with the existing circa 5m landscaped front setback is largely retained, with the exception of a small area where the existing stair/lobby/lift is to be expanded to service the increased capacity of the car park.

26 of the 32 large native trees within the front setback are retained (noting that two have been recommended for removal by Council's arborist, one (Tree no.3) to be removed as recommended by Landscape Architect due to overcrowding and three are required to be removed to accommodate the expanded lift and stair core).

We note that if the additional carparking proposed as part of this application were to be provided on another Site, it would further reduce the space available for landscaping within the GWAC. In this context, the loss of six trees from the Site is considered to be preferable to providing the required car parking in another location.

Clause 22.14 – Glen Waverley Activity Centre Structure Plan

See section 3.5 below for an assessment of the development against Clause 22.14.

3.3 Is the proposal consistent with the purposes and policy of the Commercial 1 Zone?

The proposal is consistent with the purpose of the Commercial 1 Zone in that the parking is required to support the function and viability of the GWAC.

The additional parking is required to:

- Provide for parking to meet Council's obligation to provide additional and replacement car parking spaces (such as when Kingsway is redeveloped).
- Increases the provision of car parking south of Coleman Parade which is required due to the loss of the Glendale East and West at-grade car parks to the SRLA.

The expansion of the existing Bogong Avenue Carpark allows for the consolidation of the parking required to accommodate users of the activity centre who are travelling from the broader vicinity so that the provision does not overwhelm the public realm.

Please see the following table for an assessment against the decision guidelines of the Commercial 1 Zone:

Decision guidelines	Assessment
General	
The Municipal Planning Strategy and the Planning Policy Framework.	Please refer to Section 3.2 for an assessment of the proposal against relevant state and local policy.
The interface with adjoining zones, especially the relationship with residential areas.	<p>It is considered that the development provides an appropriate response to the character of the residential land on the south side of Bogong Avenue, noting that:</p> <ul style="list-style-type: none"> • The existing circa 5m landscaped front setback is largely retained, with the exception of a small area where the existing stair/lobby/lift is to be expanded to service the increased capacity of the car park. • 26 of the 32 large native trees within the front setback are retained (noting that two have been recommended for removal by Council’s arborist, one (Tree no.3) to be removed as recommended by Landscape Architect due to overcrowding and three are required to be removed to accommodate the expanded lift and stair core). • The design of the carpark addition is appropriate for its activity centre location whilst respecting the residential interface, adopting neutral cladding to the upper levels which screens the carparking from use and compliments the treed Site frontage.
Building and works	
The movement of pedestrians and cyclists, and vehicles providing for supplies, waste removal, emergency services and public transport.	<p>Given the purpose of the building is to provide car parking, there will be limited requirements for the provision of supplies and waste removal.</p> <p>Pedestrian connection to Kingsway has been carefully considered with paths along the east and western edges incorporated into the design which will integrate with anticipated changes to the north resulting from the SRL project.</p> <p>The movement of pedestrians is integral to the function of the building and has therefore been carefully considered. It is also submitted that the existing function of the site demonstrates its capacity to appropriately provide access for pedestrians.</p>
The provision of car parking.	Please refer to Section 3.6 for a detailed discussion on car parking.

<p>The streetscape, including the conservation of buildings, the design of verandahs, access from the street front, protecting active frontages to pedestrian areas, the treatment of the fronts and backs of buildings and their appurtenances, illumination of buildings or their immediate spaces and the landscaping of land adjoining a road.</p>	<p>The existing pedestrian and vehicular access, building frontage at street level and illumination will remain as per current conditions.</p> <p>The building has been designed 'in the round' with all facades finished to a high standard with graduating tones of metal cladding to provide an appropriate level of visual interest.</p> <p>The existing heavily vegetated front setback is generally maintained.</p>
<p>The storage of rubbish and materials for recycling.</p>	<p>As noted above, the function of the site does not require the storage of rubbish or materials for recycling.</p>
<p>Defining the responsibility for the maintenance of buildings, landscaping and paved areas.</p>	<p>The building will be maintained by Council.</p>
<p>Consideration of the overlooking and overshadowing as a result of building or works affecting adjoining land in a General Residential Zone, Neighbourhood Residential Zone, Residential Growth Zone or Township Zone.</p>	<p>The development is sited well over 9m from any habitable room windows or secluded private open space areas.</p> <p>The submitted shadow diagrams confirm that development will not overshadow secluded private open space of any surrounding dwellings, with shadow impacts limited to a maximum of approximately 2.7sqm of front yard space of adjacent dwellings (on the opposite side of Bogong Avenue). It is recognised that this shadow coincides with the shadow of an existing street tree, and therefore may not change the experience of the front yard.</p>
<p>The impact of overshadowing on existing rooftop solar energy systems on dwellings on adjoining lots in a General Residential Zone, Mixed Use Zone, Neighbourhood Residential Zone, Residential Growth Zone or Township Zone.</p>	<p>The submitted shadow diagrams confirm that development will not overshadow rooftops to dwellings on the south side of Bogong Avenue.</p>
<p>The availability of and connection to services.</p>	<p>The Site is located within an established urban area and as such services are widely available and already connected.</p>
<p>The design of buildings to provide for solar access.</p>	<p>The addition to the existing building will have limited impact on solar access to the public realm.</p> <p>The footpath in front of the Site is already overshadowed by the existing carpark and impacts to the footpath on the southern side of Bogong Avenue are limited to those associated with the lift/stair core.</p>
<p>The objectives, standards and decision guidelines of Clause 54 and Clause 55. This does not apply to an apartment development.</p>	<p>N/A</p>
<p>For an apartment development, the objectives, standards and decision guidelines of Clause 58.</p>	<p>N/A</p>

Given the above, the proposal is consistent with the objectives and decision guidelines of the Commercial 1 Zone.

3.4 Is the proposal consistent with the policy of Design and Development Overlay – Schedule 12?

The table below provides an assessment against the decision guidelines of the Design and Development Overlay.

Decision guideline	Assessment
<p>The Municipal Planning Strategy and the Planning Policy Framework.</p>	<p>Please refer to Section 3.2 for an assessment of the proposal against relevant state and local policy.</p>
<p>The design objectives of the relevant schedule to this overlay:</p> <ul style="list-style-type: none"> • To ensure development is consistent with the Glen Waverley Activity Centre (GWAC) Structure Plan, 2014 (updated June 2016). • To create a strong and distinct image for the commercial core of the Glen Waverley Activity Centre (GWAC) with high quality and site responsive development. • To ensure buildings within core retail areas and along key pedestrian streets contribute to active and engaging street frontages and support a high level of pedestrian amenity to encourage walking around the centre. • To retain the existing fine grain character of commercial buildings along the traditional strip shopping areas within the GWAC such as Kingsway. • To encourage development that retains human scale and an appropriate transition in building height from the Centre to the residential areas adjoining the activity centre. • To ensure new development within the residential land surrounding the commercial core is sensitively designed and complements or enhances the existing character of the area. 	<p>The proposal provides an appropriate response to the design objectives, noting:</p> <ul style="list-style-type: none"> • Section 3.5 below provides a detailed response to Clause 22.14 - Clause 22.14 – Glen Waverley Activity Centre Structure Plan • The proposal adopts a contemporary design which integrates with the existing building and commercial nature of the GWAC. • The building is not located within the core retail areas or along a key pedestrian route. <p>The Site is not on Kingsway or on a street with a fine-grain character. Nonetheless, articulation is a key component of the façade design, reducing the appearance of scale.</p> <ul style="list-style-type: none"> • The proposed building height provides a suitable transition from the Area D land to the north (preferred height up to 36m) and the RGZ land to the south (expected to develop to heights of 4-6 storeys). <p>The proposed neutral-toned metal cladding is appropriately contemporary and compliments the natural treed character of the Site.</p>
<p>The provisions of any relevant policies and urban design guidelines.</p>	<p>Please refer to Section 3.2 for an assessment of the proposal against relevant state and local policy.</p>
<p>Whether the bulk, location and appearance of any proposed buildings and works will be in keeping with the character and appearance of adjacent buildings, the streetscape or the area.</p>	<p>It is submitted that with respect to the location, given that the proposal only constitutes an extension to the existing building. The scale is appropriate given the location of the site within the GWAC and its proximity to the future SRL station. Further, a number of high-rise approvals are anticipated in the area surrounding the site.</p>
<p>Whether the design, form, layout, proportion and scale of any proposed buildings and works is compatible with</p>	<p>There are no identified heritage places in the immediate surrounds.</p>

the period, style, form, proportion, and scale of any identified heritage places surrounding the site.

Whether any proposed landscaping or removal of vegetation will be in keeping with the character and appearance of adjacent buildings, the streetscape or the area.

The Site's strong contribution to the landscape character of the area will be maintained with the existing circa 5m landscaped front setback is largely unaffected, with the exception of a small area where the existing stair/lobby/lift is to be expanded to service the increased capacity of the car park.

26 of the 32 large native trees within the front setback are retained (noting that two have been recommended for removal by Council's arborist, one (Tree no.3) to be removed as recommended by Landscape Architect due to overcrowding and three are required to be removed to accommodate the expanded lift and stair core).

The layout and appearance of areas set aside for car parking, access and egress, loading and unloading and the location of any proposed off street car parking

The proposal minimises the impact of car parking by utilising the existing carpark structure to accommodate the additional parking required to support the GWAC. It represents the consolidation of otherwise at-grade carparking areas on Montclair Avenue and therefore allows those areas to be utilised for more valuable urban outcomes, including the SRL station.

Whether subdivision will result in development which is not in keeping with the character and appearance of adjacent buildings, the streetscape or the area. N/A

Any other matters specified in a schedule to this overlay. Please refer to the following table for this assessment.

The table below provides an assessment against the decision guidelines of Schedule 12 to the Design and Development Overlay.

Decision guideline	Assessment
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Whether the development meets the building heights, building setbacks, building form and design, activated laneways, wind and weather protection, landscaping and solar access requirements specified in this schedule.

Building Height

Built form Area E has a preferred building height of 15m.

- The maximum height of the building proper is proposed 20.2m.
- The maximum height to the protruding stairwell and lift element is 23.98m (noting this increased height only applies to approximately 12% of the façade).

The proposed height is considered to be acceptable for the following reasons:

- The height allows for the efficient and sustainable consolidation of car parking within the GWAC, minimising the impact of parking on the centre more broadly.
-

- The proposal provides replacement parking within the GWAC (to replace parking lost to accommodate the SRL) which is essential to the viability of the centre.
- It provides for a more suitable in height transition from the Area D land to the north (preferred height of up to 36m) and the RGZ land to the south.
- The building is well separated from existing dwellings, with the front façade setback approximately 25m from the front boundary of dwellings on the south side of Bogong Avenue.
- The additional height does not cast shadow on any habitable room windows or secluded private open space areas.

Building Setback

Built form Area E has a preferred front setback of 5m.

The development is generally consistent with this requirement noting that the existing landscaped front setback is largely unaffected, with the exception of a small area where the existing stair/lobby/lift is to be expanded to service the increased capacity of the car park.

The expression of the core provides a strong urban interface and enhances both safety and activation of the façade.

Building Form and Design

It is noted that these guidelines were prepared to assess 'conventional' buildings such as offices and apartment buildings. This proposal relates to a piece of essential infrastructure which, by its very nature, must adopt a functional built form to accommodate its intended purpose as a carpark.

Notwithstanding this, the addition has been designed to respond to the built form and design guidelines. In this respect we note:

- The building mass is vertically articulated through the application of contrasting material for the addition.
- The concertina layout of the cladding provides visual interest to the façade and breaks down the scale of the building.
- The pedestrian entry / lobby and glazed circulation core are enhanced with internal painting to further articulate the façade.
- The extensively landscaped front setback is largely retained as is.

Activated Laneways

N/A – The Site is not identified for an 'activated laneway'.

Wind and Weather Protection

The submitted Wind Impact Assessment confirms that the development will comply with the wind comfort levels set out

in DDO12, with the footpath areas and accessways to meet walking comfort criteria and the entrance lobby to meet standing comfort criteria.

A canopy is provided over the entrance lobby.

Landscaping

The Site's strong contribution to the landscape character of the area will be maintained with the existing heavily landscaped front setback is largely unaffected, with the exception of a small area where the existing stair/lobby/lift is to be expanded to service the increased capacity of the car park.

27 of the 32 large native trees within the front setback are retained (noting that two have been recommended for removal by Council's arborist, and three are required to be removed to accommodate the expanded lift and stair core).

Solar Access

N/A - The solar access requirements only apply to Kingsway, Coleman Parade and the public open space on the Central Car Park site

How the development achieves the Development Outcomes outlined in this schedule:

- **Active frontages to Bogong Avenue, Myrtle Street, O'Sullivan Road and Railway Parade North.**
- **Respect the scale of the surrounding residential area**
- **Facilitate a scale of development along Myrtle Street and Bogong Parade of up to 4 storeys to create a consistent streetscape scale with the Residential Growth Zone to the west and south**
- **Contribute to the provision of a treed ring road within landscaped front setbacks supporting deciduous trees**

The frontage to Bogong Street is generally unchanged, with the use remaining as a car park and the existing front setbacks and landscape treatment maintained.

The adjacent residential land is in the RGZ and, given its location, can readily be expected to develop to a minimum of 4 storeys (16m) with some Sites likely to accommodate 5-6 storey forms (up to 24m).

Notwithstanding this, the proposed building height is appropriate in the current context with the building's scale moderated through the proposed contrasting materiality of the addition, the generously landscaped existing front setbacks (minimum of 5.317m to the west, increasing to approximately 10m to the east).

We note that the ring road is no longer anticipated.

Whether development is consistent with the GWAC Structure Plan, 2014 (updated June 2016).

Section 3.5 below provides a detailed response to Clause 22.14 - Clause 22.14 – Glen Waverley Activity Centre Structure Plan.

The proposal is therefore consistent with the objectives and provisions of DDO12.

3.5 Is the proposal consistent with the Glen Waverley Activity Centre Structure Plan?

It is understood that the ring road originally anticipated under the GWAC Structure Plan is no longer being delivered. Since the Structure Plan, the GWAC has been designated for a SRL station.

It is understood that the original intention of the ring road was to divert traffic from the centre of the activity centre to reduce congestion and improve pedestrian walkability. In light of the recent changes, the carpark extension allows a similar opportunity to encourage vehicles to consolidate on the southern edge of the activity centre and promote

pedestrian access into the centre. Therefore, the car park is providing net community benefit and plays a strong strategic role in improving accessibility and amenity throughout the centre.

The Glen Waverley Activity Centre Structure Plan is largely implemented through Clause 22.14 of the Monash Planning Scheme and DDO12. As such, the assessment below broadly covers the proposal's appropriateness and consistency with the overarching vision of the Structure Plan.

However, strategic justification for the expansion of the Bogong Carpark is also highly emphasised throughout the Structure Plan itself.

Under Section K – Traffic Management, it is noted that:

Although the structure plan encourages a shift to more sustainable and active modes of transport such as walking and cycling, it is recognised that vehicles will continue to play a key role in providing access to businesses and services in the GWAC.

Section L – Car Parking also notes that:

The increased pedestrianisation of key streets such as Kingsway will result in small reductions to on-street car parking. Similarly a number of the existing at-grade car parking will be redeveloped for higher order uses.

The approach is to replace this car parking in large car parking structures that are strategically located close to activity and can be easily accessed from the proposed Ring Road. It will be important to provide safe and convenient pedestrian access from these structures into the shopping streets.

An assessment against the relevant objectives of Clause 22.14 is provided in the following table.

Objectives

Objective	Assessment
To ensure use and development within the Major Activity Centre is in accordance with the GWAC Structure Plan 2014 (updated 2016).	Refer to general assessment above.
To ensure consideration is given to the GWAC Sustainable Transport Plan 2014.	<p>The Sustainable Transport Plan recognises the need to relocate parking from the Central Car Park of the GWAC. It explicitly notes that:</p> <p><i>Whilst this report does not seek to find a final location for the relocation of the parking spaces the following three locations are suggested:</i></p> <ul style="list-style-type: none">• <i>Multi-level car parking over the existing at-grade car park located adjacent to the council library/offices access from Springvale Road;</i>• <i>Additional levels of car parking above the existing Bogong Avenue Car Park accessed from Bogong Avenue; and</i>• <i>A new Multi-level car park within the Glendale Street West Parking Area accessed from Myrtle Street.</i>
To reinforce the GWAC as a major retail destination meeting both regional and local needs.	<p>As discussed broadly in this report, the consolidated and centralised carparking proposed supports the GWAC's role as a major retail, food and entertainment destination by providing convenient carparking for those travelling to the activity centre from the region, whilst reducing reliance on on-street carparking. As a result, a more pedestrian-friendly</p>

experience within the centre is accommodated, further improving the function of retail, food and entertainment premises.

To reinforce the GWAC as the premier food and entertainment destination in the region.

As above.

To develop the GWAC as a major medical destination.

As above.

To promote excellence in architectural quality and design across the major activity centre, defining a contemporary and exciting identity for Glen Waverley.

The proposed extension represents a high-quality architectural outcome. The built form is vertically articulated, creating depth and visual interest, with the use of a rich, neutral palette. Further, the central spine utilises clear glass and a variety of different coloured finishes to create a visual focal point that is modern and exciting.

To provide vibrant and well landscaped streets throughout the GWAC that contributes to the economic and social vitality of the centre.

The proposal continues to support the landscaped and tree-lined nature of the surrounding streets.

To support integrated public transport as an attractive and logical choice for accessing the GWAC.

The proposed expansion to the carpark directly supports and facilitates the integration of the multi-modal transport network, particularly given the upcoming SRL station.

To provide a clear and logical vehicle network and hierarchy in the GWAC whilst encouraging a shift to other modes of transport.

As above, the proposal complements the use of the extensive rail services accessible from the centre.

To provide car parking that is easy to find and access with minimal disruption to walkers, cyclists and public transport.

The core purpose of the proposal is to provide car parking that is centralised, consolidated and easy to find, whilst importantly reducing reliance on on-street parking. This helps to improve the public realm, and improves the safety of pedestrians and cyclists. The strong CPTED principles embedded in this project further support this. Smart technology systems are intended to direct users to available carparking bays within the structure.

An assessment against the relevant centre-wide policies of Clause 22.14 is provided in the following table.

Centre-wide Policies

Policy	Assessment
General	
If a permit is required for the use and/or development of land, proposals will be assessed on how well they achieve the following aspects of the GWAC Structure Plan 2014 (updated 2016) and the GWAC Sustainable Transport Plan 2014 (where relevant).	The below assessment demonstrates how the proposal helps to achieve the vision of the GWAC Structure Plan.

Land Use

Locate and combine land uses within the GWAC in accordance with Map 1 – Land Use Plan.

It is noted that Map 1 designates the site as being within Precinct 4: Offices at ground level with offices/housing located above. Whilst the proposal does not specifically speak to this, it is noted that the consolidated car park will help to support the development of Precinct 4 as an office area. Further, this application does not seek to change the current land use of the site.

Consolidate development within the Major Activity Centre in order to promote a walking catchment to economic, transport and community facilities.

The purpose of the carpark expansion is to support the general consolidation of the activity centre. The proposal consolidates required carparking that may otherwise be provided on-street and throughout the activity centre so that it is centrally contained, allowing more space for other uses and a better pedestrian realm. It allows those travelling to the activity centre to park centrally and then experience the activity centre by foot.

Support the continued development of Kingsway as the food and entertainment precinct and retain local retail uses within this precinct.

The proposal provides consolidated carparking that will support the food, entertainment and retail precinct whilst improving the effect of carparking on the public realm.

Encourage major office tenants to locate in the GWAC commercial area.

The proposal provides consolidated carparking that will support office tenants.

Encourage the redevelopment of the train station and bus interchange to achieve a high quality, integrated interchange that enables the development of the ring road.

The proposal speaks directly to the development of the new SRL station, as well as supporting the existing public transport options that stem from the activity centre. The centralised and consolidated carpark allows easy multi-modal shifts for those living in surrounding suburbs.

Built Form

Ensure that the form and scale of buildings meet the requirements of Clause 43.02 (Schedule 12) and Clause 32.07, Schedule 3, as applicable.

The appropriateness of the proposal has been assessed against the requirements of Clause 43.02 (Schedule 12) in Section 3.4 of this report.

Encourage excellence in building design within both commercial and residential areas so that development responds to the characteristics of the site and its context.

As discussed above, the proposed extension represents a high-quality architectural outcome. The built form is vertically articulated, creating depth and visual interest, with the use of a rich, neutral palette which appropriately blends into the surrounding neighbourhood character.

Ensure new development is designed to minimise overshadowing to footpaths and public spaces.

Whilst the proposal does overshadow the footpath directly in front of the building, this is considered appropriate given the public realm benefits that the proposal provides, including activation and CPTED principles.

Ensure buildings integrate with and contribute positively to street life, and provide surveillance of the public realm, including laneways.	The proposal will help to activate and provide passive surveillance to the public realm directly in front of the building and the wider area. This is one of the core design drivers of the extension.
Ensure new development creates human scaled places that promote visual and pedestrian amenity to enable informal interaction including between neighbours.	N/A
Ensure that all development with sensitive interfaces to residential areas and open space is designed to respect valuable qualities of those adjacent places.	The proposal represents an appropriate transition to the residential to the south from the higher-scale developments to the north. It also provides activation within being disruptive to the amenity of the residential area.
Avoid large high massing buildings that dominate streetscapes and open spaces.	The building can be considered medium-rise in the context of the activity centre and is softened by its materials palette and the use of articulation.
Design buildings to address the future amenity of the occupants, visitors and those using public streets by maximising accessibility, passive surveillance and internal amenity.	As discussed above, the proposed building provides easy accessibility and passive surveillance to the public realm through consolidation and a strong utilisation of CPTED principles.
Ensure that buildings provide wind and weather protection to reduce the impact of wind and rain on key public spaces and provide adequate shade for pedestrians.	The proposal will continue to provide wind and rain protection, as well as adequate shade, as observed in the existing development.
Ensure that developments contribute to the 'buildings-in-landscape' character of the existing residential areas surrounding the GWAC commercial centre.	The building footprint is generally maintained as is, with the retention of 25 mature canopy trees within the Bogong Avenue setback ensuring that the Site continues to make a strong contribution to the landscape character of the street.
Encourage development that incorporates high Environmentally Sustainable Design (ESD) standards, including energy efficiency, indoor environment quality, water management, urban ecology and use of low embodied energy materials.	The attached Sustainability Management Plan describes and assesses the building's ESD performance.
Ensure car parking areas, loading bays and utilities/service areas are concealed from the street and minimise paved surfaces and vehicle crossovers to maximise visual amenity and opportunities for landscaping.	N/A – Given function of the site.
Design developments, including residential developments, to maximise safety, comfort and accessibility for people with all levels of mobility to better provide for changing circumstances, aging in place, and to limit restrictions for visitors.	The proposal improves access to the activity centre for those with mobility issues by providing safe, central and consolidated parking.

Public Realm

Improve the key streets within the GWAC commercial area to strengthen pedestrian and cyclist priority, provide additional greening, and create a coherent image.

The consolidation of car parking reduces demand on the public realm and therefore helps to create a pedestrian and cyclist priority environment.

Provide opportunities to actively generate energy (eg. Solar panels) in the public realm.

The proposal includes the provision of solar PV panels above car parking on the roof deck level.

Ensure that public spaces in the GWAC are well designed and enhance community safety through informal surveillance, lighting and appropriate landscaping.

The circulation core features a pedestrian forecourt and provides an appropriate civic response to the precinct. The core utilises transparent glass to incorporate CPTED principles and promote safety.

Transport and Access

Provide for the GWAC to be highly accessible by all travel modes.

The proposal provides consolidated parking which allows access for those without immediate public transport access or mobility issues. It includes DDA parking, motorbike parking, bicycle parking and electric vehicle charging stations.

Decrease the need for vehicles through the activity centre by enhancing the accessibility to car parking facilities from Springvale Road and the proposed ring road.

Whilst we understand that the ring road is no longer proposed, the proposal for consolidated parking on an existing site at the periphery of the activity centre is consistent with this policy, placing parking outside of the core and therefore decreasing the need for broader vehicle movements throughout the centre.

Encourage and support enhancements to public transport frequency, integration, comfort and amenity, as identified within the GWAC Structure Plan 2014 and the GWAC Sustainable Transport Plan 2014.

N/A

Provide safe and convenient pedestrian access to existing off-street car parks.

CPTED principles embedded throughout the proposal ensure that pedestrian access is safe and convenient.

Locate new car parking facilities at strategic locations within the GWAC that can be accessed from the proposed ring road and provide for safe and convenient pedestrian connections between existing and new car parks and key areas within the centre.

As discussed broadly in the report, the proposal speaks directly to the policy.

Provide for greater use of existing Council and privately operated off street car parks in order to reduce vehicle movements on key pedestrian priority streets.

As discussed broadly in the report, the proposal speaks directly to the policy.

An assessment against the relevant precinct-specific policies of Clause 22.14 is provided in the following table.

Precinct 2 – Montclair

Policy	Assessment
Increase opportunities for mixed use office and residential development across the precinct with activated ground level frontages.	N/A
Encourage site consolidation where necessary to achieve high amenity and efficient development outcomes.	The extension of the carpark speaks directly to the benefits of a consolidated and efficient development outcome. It also enables the release of valuable land otherwise used for at-grade parking to be utilised for the SRL and other future uses that will provide benefit the area and community.
Ensure a high level of pedestrian priority along all streets across the precinct.	The proposal reduces reliance on on-street car parking and therefore provides opportunity for enhanced pedestrian amenity and priority in the public realm. The covered pedestrian walkways which provide weather protection along Bogong Avenue to Kingsway is maintained and enhanced.
Increase local public open space to cater to the needs of existing and future residents and workers.	N/A

In summary, the proposal directly responds to and aligns with the Glen Waverley Activity Centre Structure Plan.

3.6 Does the planning permit application create any unreasonable amenity impacts?

Traffic

The proposed extension of the Bogong Avenue Carpark is required to avoid future car parking and traffic issues within the GWAC, with the car parking essential to provide additional spaces and replace some of the existing spaces which will be lost to the SRL.

Notwithstanding the above, a Traffic Engineering Assessment has been undertaken to ensure that the increase in car parking will not have an unreasonable impact on surrounding streets, and that the car parking has been appropriately designed.

The assessment has been submitted with the application and includes the following conclusions:

- *The proposed parking layout and access arrangements are generally identified in accordance with or in excess of the requirements of the Planning Scheme, relevant Australian Standards and current practice where relevant.*
- *Post development, a total of some 61, 318 and 650 vehicle movements during the respective Weekday AM, Weekday PM and Saturday Midday peak hours is anticipated at the eastern site access point to Bogong Avenue.*
- *We are satisfied that the traffic generation of the development proposal can be incorporated within the existing surrounding road network and intersections, with all post development queues and delays at site access points relatively modest and considered to be within acceptable limits.*
- *There are no traffic engineering reasons why a planning permit for the development proposal at 1-5 Bogong Avenue, Glen Waverley, should be refused.*

Overshadowing

The submitted shadow diagrams confirm that development will not overshadow secluded private open space of any surrounding dwellings, with shadow impacts limited to a maximum of approximately 2.7sqm of front yard space of adjacent dwellings (on the opposite side of Bogong Avenue).

The addition to the existing building will have limited impact on solar access to the public realm - the footpath in front of the Site is already overshadowed by the existing carpark and impacts to the footpath on the southern side of Bogong Avenue are limited to those associated with the lift/stair core.

Overlooking

The development is sited well over 9m from any habitable room windows or secluded private open space areas and therefore will not result in unreasonable overlooking.

3.7 Is the proposal consistent with Clause 22.08 (Outdoor Advertising Policy) and Clause 52.05 (Signs)?

The proposed electronic sign is essentially for the safe and efficient function of the carpark. The sign will provide information related to the number of available carparking spaces within the building. Further, it will add vitality and colour to the façade, which directly speaks to the purpose of the Category 1 area. The following table provides an assessment against the decision guidelines of Clause 52.05.

Decision guideline	Assessment
The character of the area.	The sign is appropriate within the commercial precinct.
Impacts on views and vistas.	The sign will be flat mounted to the building and as such will not impact any views or vistas.
The relationship to the streetscape, setting or landscape.	The sign is appropriate for the commercial setting of the building and is integral to the smooth integration of cars from the local traffic network into the building.
The relationship to the site and building.	The proposed sign is appropriately dimensioned with reference to the scale of the building. It also assists the smooth functioning and navigation of the building.
The impact of structures associated with the sign.	There are no anticipated impacts from the mounting of the sign to the building.
The impact of any illumination.	The sign will be internally illuminated and there will not be any light spill to the properties on the south side of Bogong Avenue (noting that the sign will be located approximately 25m from the front boundary of these properties, and over 30m from the front wall of dwellings [and therefore any windows]).
The impact of any logo box associated with the sign.	The sign serves a functional purpose only. No logo boxes are proposed.

The need for identification and the opportunities for adequate identification on the site or locality.

The sign is vital to the function of the building.

The impact on road safety.

The sign will not have any flashing or dazzling components and as such will not pose a traffic safety hazard.

As such, the proposed sign is consistent with the provisions of Clause 22.08 and Clause 52.05.

4 Conclusion

Based on the above assessment, it is submitted that the proposed development appropriately aligns with the relevant state and local policy, as well as the intention of the Commercial 1 Zone and the Design and Development Overlay – Schedule 12.

Importantly, the development accords with the overarching vision and specific policies of the Glen Waverley Activity Centre Structure Plan.