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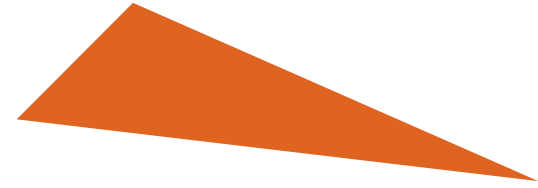
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Bogong Carpark Extension

Town Planning Report

24 August 2022





Contents

1. Introduction	2
1.1 Introduction	2
2. Existing Conditions	3
2.1 Subject Site & Description	3
2.2 Existing Building	3
2.3 Surrounding Land & Existing Neighbourhood Character	6
2.4 Local Context and Locational Attributes	10
3. The Proposal	11
3.1 The Proposal	11
3.2 Permit Triggers	12
4. State and Local Planning Policy	12
4.1 Background Policy	12
4.2 Planning Policy Framework	13
4.3 Local Planning Policy Framework	13
4.4 Zone Controls	14
4.5 Planning Overlays	15
4.6 General Provisions	16
5. Executive Summary	18
5.1 Executive Summary	18
APPENDIX A – Copy of Title	19
APPENDIX B – Architectural Drawings	19
APPENDIX C – Tree Assessment	19
APPENDIX D – Landscape Plans	19
APPENDIX E – Traffic Engineering Assessment	19



1. Introduction

1.1 Introduction

This report has been prepared by Katz Architecture to outline the proposed extension and improvements of an existing multi-deck carpark located at 1-5 Bogong Avenue, Glen Waverley. This application is intended to provide an assessment against the City of Monash Planning Scheme and express our recommendation for a planning permit to be granted.

In addition to this report, this submission will also include the following supporting documentation appendices:

- Certificate of title – Dated 04/07/2022
- Architectural Drawing Package – Katz Architecture – Dated 04/07/2022
- Tree Assessment Report – City of Monash Environment Team – 24/05/2022
- Landscape Plan – Mike Smith & Associates – Dated 1/07/2022
- Traffic Engineering Assessment – Traffix Group – Dated 04/07/2022

In preparing this report we have:

- Assessed the proposal against the relevant planning controls and policies contained within the Monash Planning Scheme
- Inspected the site and surrounds to fully understand potential constraints, opportunities and local context
- Reviewed advice and reports prepared by consultants to make well informed decisions.

It is our belief that the proposal be supported as:

- It is consistent with the directions contained in the State and Local Planning Policy Frameworks of the Monash Planning Scheme and the numerous planning controls affecting the site.
- It is an appropriate built form and design response within the zoning and neighbourhood contexts
- It will not have any unreasonable amenity impacts to the surrounding areas that are not already approved elsewhere in the abutting developments.
- It will provide significant amenity to the local area to support current and future developments.
- It appropriately responds to the changing form of the Glen Waverley activity precinct, in particular response to the suburban rail loop and its impact on available car spaces to services the precinct.
- It is needed to support community and commercial functions within the GWAC



2. Existing Conditions

2.1 Subject Site & Description

The subject site is located at 1-5 Bogong Avenue in Glen Waverley within close proximity to Kingsway, Monash Civic Centre and Glen Waverley Train Station. It is located to the West of Springvale Road and South of Coleman Parade.

The existing site is currently being occupied by a 24-hour 4 level multi-deck carpark and existing mature landscape running along the building extents to Bogong Avenue. The site has a significant fall from the East down to the West as well as slightly down from South-East to South-West.

The Bogong Avenue streetscape has a total of 32 mature established trees. The trees have been assessed in the attached Tree Report (appendix B), that identifies 2 trees recommended for removal.

This existing carpark is used to service the Kingsway retail precinct, the Century City complex as well as the civic centre and library. In addition to this, it is used by employees of the Centrelink building to the West and the City of Monash Civic Centre to the East.

This site is made up of two parcels of land:

- Lot 2 on LP 208586 being the land comprised in certificate title volume 9767 folio 458; and
- lot 2 on PS522436A being the land comprised in certificate of title volume 10828 folio 242

Part of this lot 2 contains the ramp to the basement car park to the Centrelink building constructed on Lot 1 on PS522436A.

Appendix A contains a copy of the Certificate of Title

2.2 Existing Building

The existing building comprises a Ground, First, Second and Roof Deck levels incorporating one main access to parking via ramps, stair and lift at Bogong Avenue and a minor access to ground level parking via the laneway to East of the site.

The façade of the building combines perforated metal facades with glazing to main entry core as well as a canopy directly adjacent to the entry.

The existing building has a frontage of approximately 110m and an area of 4.919sqm.

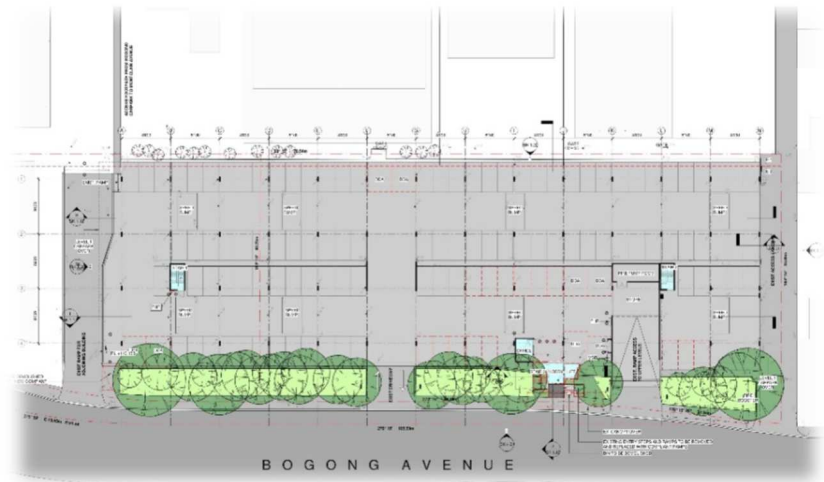
There are currently 514 parking spaces on the site made up as follows:

Level	No. of Cars
Ground Level	128
Level 1	126
Level 2	126
Level 3 – Top Roof Deck	134
Total Existing Cars	514 cars

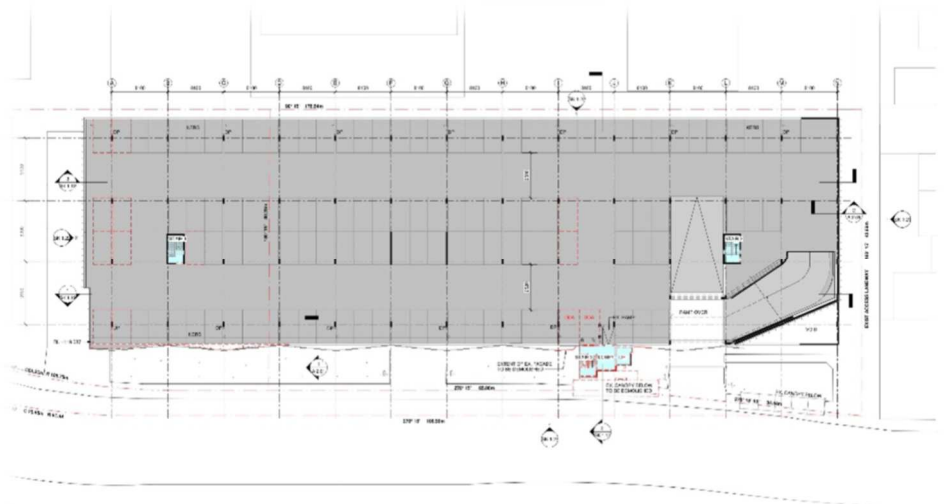


Existing façade to Bogong Avenue

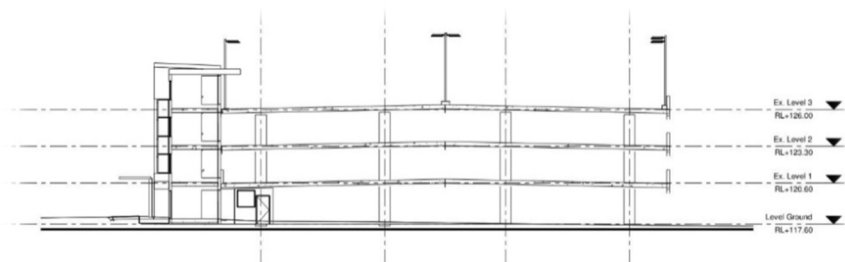




Existing Ground Floor Plan



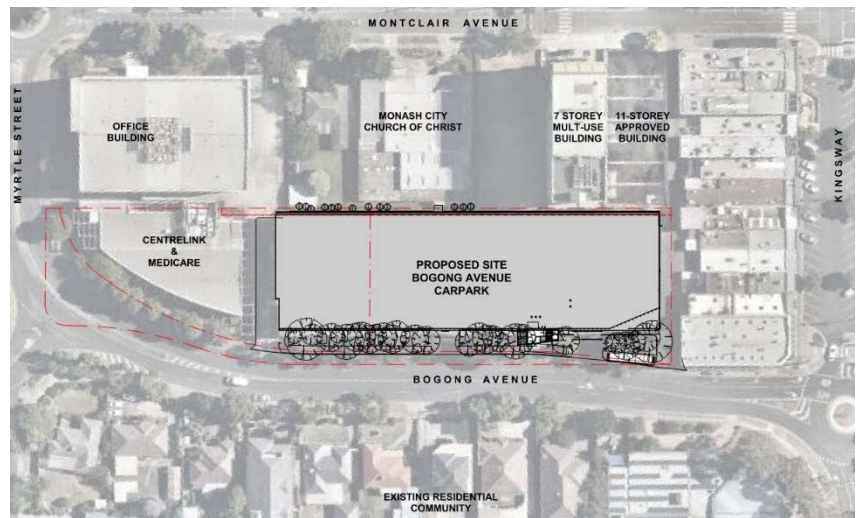
Existing Level 1 Floor Plan



Existing Cross Section

2.3 Surrounding Land & Existing Neighbourhood Character

Contextually, the subject site is located in between established commercial zoning to the North and East and established residential zoning to the South. Surrounding lots dramatically differ in size and the surrounding land is currently transitioning and developing into a more high-density area. Large existing and approved developments to the North significantly overshadow the existing carpark and provide clear indication of the increasing scale and importance of the Glen Waverley urban precinct.



North:

To the immediate north of the site, along Montclair Avenue is an existing 7-storey mixed-use development at No 52, with and an approved 11-storey building under construction at No 54. Further along Montclair Avenue is the Monash City Church of Christ and a busy Office Building. It is noted that the SRLA have compulsorily acquired



54 Montclair Ave - Proposed 11-Storey Mixed-Use Building under construction



52 Montclair Ave - Existing 7-Storey Mixed-Use Building



40-42 Montclair Ave - Existing 3 level office building



South:

To the South of Bogong Avenue is Residential Growth Zoning. This area consists of mostly established single storey residences with a number of new two-storey residences being developed. This Zone encourages diversity and larger scale development up to heights of 13.5m to allow transitions between areas of more intensive use and development, and other residential areas further south and west.



Typical Residences to South of Bogong Avenue



Church to South of Bogong Avenue



East

To the immediate East of the subject site, a laneway provides service access to the Kingsway fronting retail properties. This laneway runs between Bogong Avenue and Montclair Avenue.



West:

The western edge of the subject site abuts the Medicare and Centrelink Building. This building is serviced by private underground parking via a ramp between subject site and Medicare and Centrelink Building.





2.4 Local Context and Locational Attributes

Bogong Avenue Carpark is located within the Glen Waverley Activity Centre and is an integral part of the local area due to its surrounding context.

The major local context and attributes include:

- Kingsway food and entertainment district (0.1km)
- Monash Civic Centre and Library (0.1km)
- Century City Walk (0.2km)
- Glen Waverley Train Station (0.3km)
- Centro The Glen Shopping Centre (0.7km)
- Bogong Reserve (0.35km)
- Glen Waverley Secondary College (0.65km)



Future works to the area will see further enhancement and local business impact with the proposed Suburban Rail Loop (SRL) indicating a station in Glen Waverley. This station will be located below Glendale Street, just 0.15km North of Bogong Carpark. This will further justify how the proposal will be a significant improvement and requirement to the GWAC.

3. The Proposal

3.1 The Proposal



This proposed application relates to a 4-level extension of the existing multi-deck carpark at 1-5 Bogong Avenue, Glen Waverley. This development results in an increase in parking capacity by 518 to reach a total parking capacity of 1,032 cars. The proposed development has been carefully designed in accordance with Monash Planning Scheme policy together with advice from planning representatives from the City of Monash.

Please refer to the attached Architectural plans prepared by Katz Architecture for full details of the proposed development.

The development can be summarised as follows:

- Demolition of existing main entry core and existing external canopy.
- Careful removal of 6 existing site trees to make way for new larger main circulation core requiring larger lifts for compliance. Note that 2 trees are recommended for removal in the provided tree report (Appendix B), one tree (No.3) recommended for removal by Landscape Architect due to crowding (Appendix D), and a further 3 are required to be removed to provide space for the new circulation core. The new core requires a strong CPTED response which also requires the trees to be removed to enable clear visibility between the core and street.
- Removal of car parking line works where necessary throughout all levels
- Demolition of roof canopies above existing stair cores as well as concrete upstands around existing cores.
- Reinforcement of existing concrete support columns, footings and shear walls
- Construction of new main core extending up to top level. The new core provides improved amenity, aspect, arrival and CPTED response.
- Construction of new secondary fire stair cores
- Construction of 4 new parking deck levels similar to existing floor plates.
- Construction of new 'speed ramps' to each new level.
- Proposed parking decks are to be clad with perforated metal panels in a 'concertina' layout
- The development proposes an average building height above natural ground level of 19.5m (18.9m at its lowest point and 20.2m at its highest point)
- The highest point of proposed main core (including stairwell and lifts) is 24.06m above natural ground level.
- Given the slope of the building, 88% of the building is under 22m (to the highest point of the façade)
- An adjoining proposed development (54 Montclair Ave) to the North has a planning permit with a height of 36m (within Area D of the Glen Waverley Major Activity Centre -DDO12). This is currently under construction.



3.2 Permit Triggers

Under the Monash Planning Scheme, the following uses, buildings and works require a permit:

- Pursuant to Clause 43.02-2, a permit is required for Building and works to *"Construct a building or construct or carry out works"*
- Pursuant to Clause 34.01-1 Section 2, a permit is required as multi-deck carpark is not listed in Section 1 or Section 3 of this clause.
- Pursuant to Clause 34.01-4, a permit is required for buildings and works

4. State and Local Planning Policy

4.1 Background Policy

City of Monash has committed to provide for additional and replacement parking spaces in the Glen Waverley Activity Centre (GWAC) due to possible land acquisitions for the Suburban Rail Loop Authority (SRLA) project, as well as to replace car spaces and realise visions such as a revitalised Kingsway with widened footpaths for trading and visitors to the GWAC. Council is committed to providing accessible and safe car spaces to residents and supporting local businesses.

This plan has resulted in a feasibility which has determined that the existing multi-level carpark at 1-5 Bogong Avenue can provide for some of this required parking therefore resulting in the engagement of and initial designs completed by Katz Architecture. Katz architecture and the designs put forth for approval have taken into account the City of Monash Strategies and Plans and understand its importance in the GWAC precinct.

Below are the background policies and strategies which are met through investigation and design.

City of Monash Strategic Alignment

City of Monash has identified four strategic objectives to address challenges

Strategic Objectives:

1. A Liveable & Sustainable City
2. Inviting Open and Urban Spaces
3. An Inclusive Community
4. Responsible and efficient Services

City of Monash Project Objectives

The strategic objectives for the project are recognised the above four strategic objectives and are deemed to be as follows:

- To contribute towards delivering the vision identified in the GWAC Structure Plan for development of Council land currently used for at-grade car parking for public open spaces and mixed-use renewal opportunities.
- To ensure the design incorporates car spaces funded by cash in lieu financial contributions collected under Parking Overlays in the Monash Planning Scheme.
- To assist in alleviating traffic conflict in Kingsway by removing car spaces in Kingsway to allow for more outdoor dining and contribute to the Kingsway transformation project.
- To be responsive to feedback received from the community regarding the need for increased car spaces and increased retail by delivering this Project.
- To ensure the design incorporates Environmentally Sustainable Design Principles in accordance with the Principal's ESD Policy.



4.2 Planning Policy Framework

Clause 43.02 – Design and Development Overlay of Monash Planning Scheme is used *“to implement the Municipal Planning Strategy and the Planning Policy Framework”, and “identifies areas which are affected by specific requirements relating to the design and built form of new development”*

“Buildings and works must be constructed in accordance with any requirements in a schedule to this overlay”

See section 4.5 of this report for further details regarding planning overlays.

4.3 Local Planning Policy Framework

Clause 11.03 – Planning for Places

The clause aims to encourage the concentration of major retail residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community.

The proposal responds to this clause by not only creating a point of visual attraction to the GWAC, but also encourages and facilitates use of the local retail and commercial venues with convenient and accessible car parking spaces.

The design responds strongly to the site as a gateway structure to the GWAC. The new core activates the streetscape and provides a strong sense of arrival and response to place.

Clause 21.05 – Economic Development

Clause 21.05 recognises Monash as *“a major generator of wealth, prosperity and employment in Melbourne’s South-East Region”*.

The proposal allows a larger volume of traders and employees access into the GWAC thus supporting local businesses. Local business and retail is also boosted due to higher numbers of patrons through ease of parking in very close proximity to Kingsway and surrounding venues.

Clause 21.06 – Major Activity and Neighbourhood Centres

This Clause recognises Glen Waverley as a Major Activity Centre, as such is designated to provide a range of retail, commercial, entertainment and community services and is a focus for community activity and interaction in a location with a strong sense of place and character.

The proposal responds to the objectives outlined in this clause by:

- Establishing Kingsway as a vibrant and engaging civic spine by allowing a significantly higher volume of people to travel to the GWAC and comfortably park and walk to all local amenities
- Integrating and positively contributing to street life and public realm by engaging uses at street level and also promoting excellent CPTED.
- Facilitating future pedestrian connections to the north

Clause 22.13 – Environmentally Sustainable Development Policy

This policy states:

“Monash City Council is committed to make Monash a more sustainable place to live, work and play. Critical to achieving this commitment is for development to meet appropriate environmental design standards. This policy aims to integrate environmental sustainability into land use planning, new developments, and redevelopment of existing infrastructure.”



The proposal has been carefully designed to implement environmentally sustainable principles where possible. It incorporates Solar PV Panels to offset the power usage of lighting within the carpark.

The retention of the existing 3 level building structure is a key environmental initiative. The consolidation of car spaces onto this site, will enable at grade land currently used as carparking to be used for other more sustainable and attractive uses.

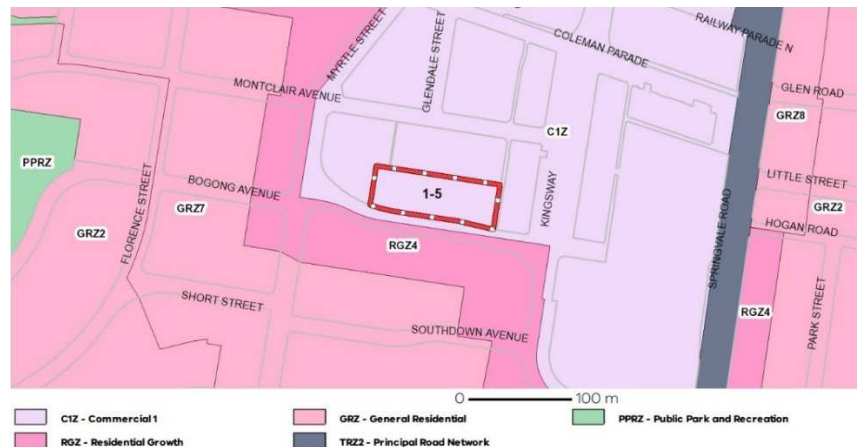
The proposal also endorses the specification of materials and companies which value sustainability in design and production of products as well as being locally made to support local business where possible.

The proposal intends to integrate Electric Vehicle (EV) charging bays and bicycle parking to promote lower carbon emissions.

Finally, design of the proposal encourages retention of majority of significant trees and planting of indigenous vegetation where possible thus having a further positive impact on environmental sustainability.

4.4 Zone Controls

The proposed site is located within Commercial 1 Zone (C1Z) and is wholly contained within the Glen Waverley Activity Centre. Clause 34.01 of Monash Planning Scheme specifies whether the proposal requires a Building Permit.





4.5 Planning Overlays

The site is also within a Design Development Overlay (DDO12) under the Monash Planning Scheme Clause 43.02.

This overlay outlines a number of key design objectives and requirements within the Glen Waverley Activity Centre (GWAC). These include Building Heights, Building Setbacks, Building Form and Design, Landscaping, Solar Access Activated Laneways and Wind & Weather Protection.

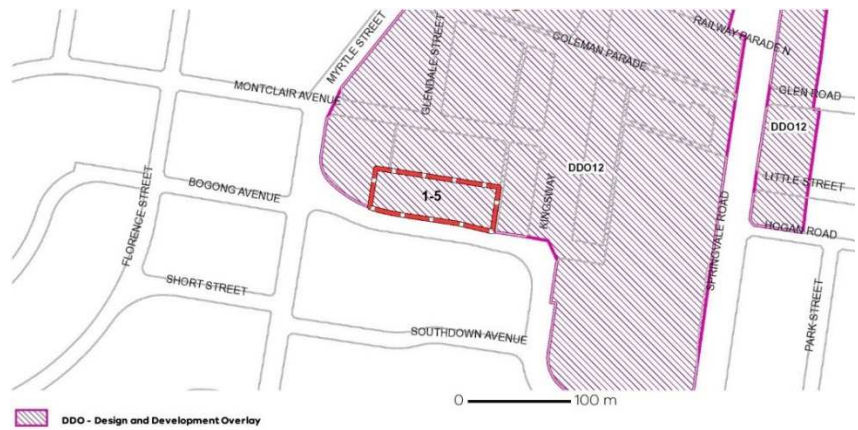
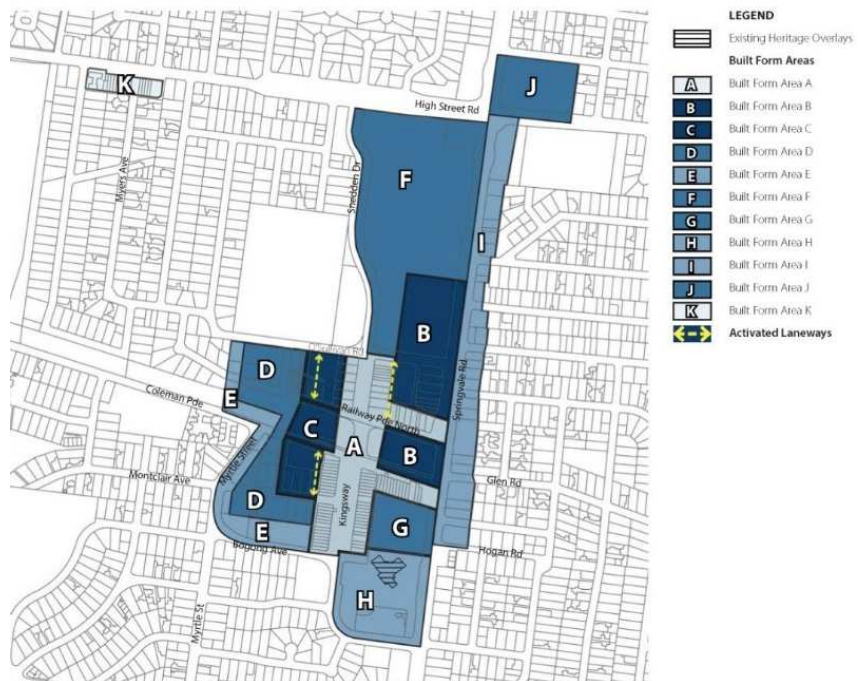
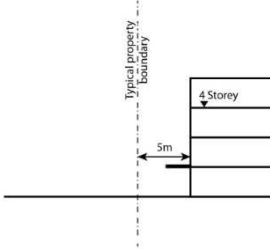


Table 1 to Schedule 12 of the DDO references the GWAC Building Height and Setback Precinct Plan which specifies preferred Building Heights, Preferred Setbacks and Development Outcomes for Built Form Areas. The subject site is within Built Form Area E with details below.





Built Form Area	Preferred building heights	Preferred setbacks	Development outcome
Built Form Area E	4 storeys (15 metres)	5 metre front street setback	<p>Active frontages to Bogong Avenue, Myrtle Street, O'Sullivan Road and Railway Parade North.</p> <p>Respect the scale of the surrounding residential area</p> <p>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.</p> <p>Contribute to the provision of a treed ring road within landscaped front setbacks supporting deciduous trees.</p> 

The table specifies 'Preferred' Building Heights and Setbacks and whilst the proposal may not meet those 'Preferred' dimensions, there is a significant precedent in the local area to support the subject site and the proposed development.

The proposal also acknowledges its importance as a gateway structure to the GWAC, with appropriate scale and massing accordingly.

Specific Controls Overlay (SC015) Provisional and on Display

The SC015 is a future planning overlay which relates to the location and planning control of the proposed underground Suburban Rail Loop (SRL) infrastructure.

Although this overlay is not yet endorsed, the consultant team have met with SRLA to understand their potential requirements. It is noted that the subject site is positioned over the future path of the SRL, with the station box immediately to the north of the site.

Whilst SRLA is not a recognised authority under the planning scheme (at this stage). We understand that Council will still refer the application to them for information.

4.6 General Provisions

Bicycle Parking

Although specific requirements for bicycle parking numbers are not specified by council, generous allowances have been made for persons preferring that mode of transport.

6 bicycle hoops allowing 12 bicycles have been provided in a central and accessible area near the main entry.

Motorcycle Parking

In regard to Motorcycle parking, our traffic engineer has suggested that typically motorcycle parking is provided at a rate of 1 per 50-100 car parking spaces. We are well in excess of this typical number providing 11 motorcycle parking bays.



Electric Vehicle (EV) Charging Stations

This further encourages sustainability through use of low or zero emission transportation. Two charging stations are proposed on the ground floor.

Landscape Proposal

The site currently has an established landscape to Bogong Avenue. An arborist tree report is contained in Appendix C that provides details on each of the main trees and its respective health.

Additionally, the project's landscape architect – Michael Smith and Associates (MSA), have also attended the site and inspected the trees to confirm the report. Their recommendations are:

1. **Tree No. 5**, Eucalyptus scoparia, MSA recorded as having a severe lean to the south and overhangs the existing bus shelter. It is a hazard to pedestrians and those using the bus shelter. We support Council's Arboriculture Report, the tree to be removed.
2. **Tree No. 17** is a stunted specimen of Eucalyptus scoparia, with a trunk diameter of 50-70mm. It will never develop further given the competition from far more established trees nearby. We support Council's Arboriculture Report, the tree to be removed.
3. **Tree No. 3** is a recommendation by MSA to remove this tree or one of the other trees in the group of seven, to the south east corner of the site. This also includes **tree No. 5**. The removal of **tree No. 3** and **tree No. 5** would allow the remaining 5 trees to develop greater canopies and improve their chances of longevity.
4. **Trees 8, 9 and 10** require removal for the safe construction of the new circulation core. The visibility into the core is a key CPTED requirement. We also note that the existing slab is post tensioned and can not easily be modified to recess the core. Therefore these 3 trees need to be removed.

In all, of the 32 trees in the Bogong setback, 26 are retained and will be protected during the construction works. This will maintain a leafy green setback that will soften the reading of the building.



5. Executive Summary

5.1 Executive Summary

This report has assessed the proposal against the relevant requirements of the Monash Planning Scheme and found that it is compliant with the objectives and decision guidelines of these planning controls.

The proposed carpark extension has been designed in accordance with feedback received from City of Monash following pre-application advice provided throughout the design process.

The application for the upgrade and extension of the existing carpark at 1-5 Bogong Avenue supports the objectives for an increase in local parking amenity and is considered to be in accordance with the Glen Waverley Activity Centre Master Plan, as well as in accordance with the current Monash Planning Scheme provisions.

While the building height of the proposal is above the “preferred”, we believe the proposal supports the Glen Waverley Major Activity Centre and provides significant support for City of Monash Planning Policy Framework and its objectives. Through the proposal’s substantial increase in car parking numbers, it has a positive impact on economy, ease of transport, visual attraction, and sustainability to the local area.

The proposal is considered to be imperative for the area as it will facilitate the provision of critical community infrastructure and services which are essential to the surrounding residential community. It will ensure that car spaces lost to the SRL are recovered.

This report strongly supports the planning permit application and seeks Council's approval in accordance with the submitted plans so that this important upgrade may be constructed to support the community and future prosperity of the Glen Waverley Activity Centre.



APPENDIX A – Copy of Title

Attached Copy of Title – Volume 09767 / Folio 458.
Document produced 04/07/2022

APPENDIX B – Architectural Drawings

Attached Architectural Drawing Pack to support Planning application prepared by
Kat Architecture – Dated 1/07/2022

Attached Drawings:

- SK 0.00 – Cover
- SK 0.01 – Site Locality Plan
- SK 0.05 – Site Plan
- SK 0.11 – Existing Ground Floor Plan
- SK 0.12 – Existing First Floor Plan
- SK 0.13 – Existing Second Floor Plan
- SK 0.14 – Existing Roof Deck Plan
- SK 0.21 – Existing Elevations
- SK 1.01 – Proposed Level Ground Plan
- SK 1.02 – Proposed Level One Plan
- SK 1.03 – Proposed Level Two Plan
- SK 1.04 – Proposed Level Three Plan
- SK 1.05 – Proposed Level Four Plan
- SK 1.06 – Proposed Level Five Plan
- SK 1.07 – Proposed Level Six Plan
- SK 1.08 – Proposed Level Seven Plan – Roof Deck
- SK 1.11 – Existing Sections
- SK 1.12 – Proposed Sections
- SK 1.21 – Proposed Elevations – Sheet 1
- SK 1.22 – Proposed Elevations – Sheet 2
- SK 9.01 – 3D Perspectives – South-West Arrival
- SK 9.02 – 3D Perspectives – South-East Arrival
- SK 9.03 – 3DPerspectives – Main Entry View
- SK 9.07 – Sun Diagrams – Equinox
- SK 9.11 – Materials & Finishes

APPENDIX C – Tree Assessment

Attached Tree Assessment report prepared by City of Monash Infrastructure and
Environment – Arboriculture team.
Document dated 24/05/2022.

APPENDIX D – Landscape Plans

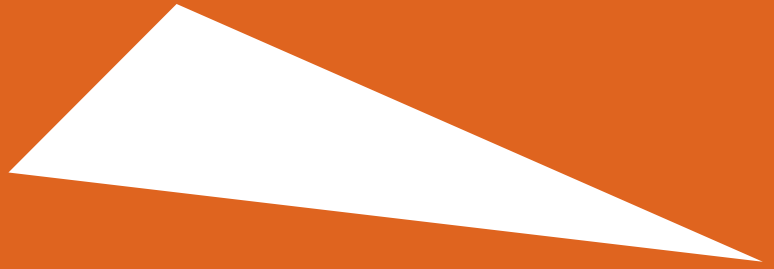
Attached Landscape Plan prepared by Mike Smith and Associates – Landscape
Architects. Documents dated 1/07/2022

Attached Drawings:

- L1 Existing Trees & Shrubs Conditions Plan
- L2 Proposed Landscape Planting Plan

APPENDIX E – Traffic Engineering Assessment

Attached Traffic Management Report prepared by Traffix Group.
Document dated 4th July 2022



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