

GLEN WAVERLEY ACTIVITY CENTRE STRUCTURE PLAN

SEPTEMBER 2014, UPDATED JUNE 2016



CITY OF
MONASH



Project Consultants:



Report Name	Structure Plan
Reference	GR 02
Revision	10
Prepared By	Michael Natoli, Tom Shield, Sinead Holmes and Marnie Dalton
Reviewed By	Michael Natoli
Date of Issue	17/6/2016

© Tract Consultants

This publication is subject to copyright. Except as permitted under the Copyright Act 1968, no part of this document may in any form or by any means (electronic, mechanical, photocopying, recording or otherwise) may be reproduced, stored in a retrieval system or transmitted without the prior written permission of Tract Consultants

www.tract.net.au

CONTENTS

1	INTRODUCTION	5	4	THE STRATEGIC RESPONSE	21
1.1	WHY A STRUCTURE PLAN IS NEEDED	6	4.1	ACTIVITIES AND LAND USE	22
1.2	KEY OPPORTUNITIES	7	4.2	BUILT FORM	28
1.3	HOW TO USE THIS DOCUMENT	8	4.3	PUBLIC REALM	34
1.4	THE 2013 GWAC MASTER PLAN	9	4.4	MOVEMENT & TRANSPORT	37
1.5	THE GWAC BOUNDARY	10			
2	ABOUT THE GWAC	11	5	PRECINCT PLANS	45
2.1	REGIONAL CONTEXT	12	5.1	OVERVIEW	47
2.2	LOCAL CONTEXT	13	5.2	PRECINCT 1 - KINGSWAY	48
2.3	COMMUNITY PROFILE	14	5.3	PRECINCT 2 - MONTCLAIR	56
2.4	MAJOR INFRASTRUCTURE & EVENTS	14	5.4	PRECINCT 3 - TRANSPORT INTERCHANGE & EUNEVA	58
2.6	RENEWAL OPPORTUNITIES	15	5.5	PRECINCT 4 - CIVIC	60
			5.6	PRECINCT 5 - THE GLEN	61
3	THE VISION	17	5.7	PRECINCT 6 - SPRINGVALE ROAD	62
3.1	THE VISION	18	5.8	PRECINCT 7 - SURROUNDING RESIDENTIAL	63
3.2	COMPONENTS OF THE VISION	18	6	IMPLEMENTATION	65
			6.1	NEXT STEPS	66
			6.2	MONITORING & REVIEW	66

This page has been left blank intentionally



1

INTRODUCTION

1. INTRODUCTION

The Structure Plan outlines a 20 year plan for the growth and improvement of the Glen Waverley Activity Centre (GWAC).

The document sets out a vision for the GWAC and a number of strategies and initiatives required to achieve the vision.

The Structure Plan builds on a significant body of work developed as part of the Glen Waverley Activity Centre Masterplan in 2013.

1.1 WHY A STRUCTURE PLAN IS NEEDED

Glen Waverley is identified as an Activity Centre under Plan Melbourne. As an Activity Centre, Glen Waverley is expected to provide a mix of businesses, retail, services and entertainment uses, additional housing and highly connected public transport services.

The population within the suburb of Glen Waverley is expected to grow and change over the period until 2031. An increase in population from 41,819 to 45,562 (an additional 3,743 people) is forecast, with an additional 1,601 dwellings required in the same period. Households will become smaller and the population will age.

It is anticipated that a significant amount of the additional housing will be provided in locations such as the GWAC where there is excellent access to shops, services and public transport. This will have a number of implications on the future planning and development of the GWAC including:

- The built form character of the centre will need to change to accommodate additional housing, and expanded retail and commercial facilities
- Shops, services, employment and community facilities will need to improve to respond to the increase in population and changing demographics
- Additional public spaces will need to be provided to serve the increased residents and workers
- Household types will need to respond to the ageing population and smaller household sizes

The Structure Plan provides a clear framework for managing the future growth and change of Glen Waverley. It will help to guide public and private investment while ensuring the centre develops in an orderly and sustainable way.



Figure 1: An artists impression of the public square and community hub

1.2 KEY OPPORTUNITIES

The Structure Plan focuses on achieving the following key opportunities:

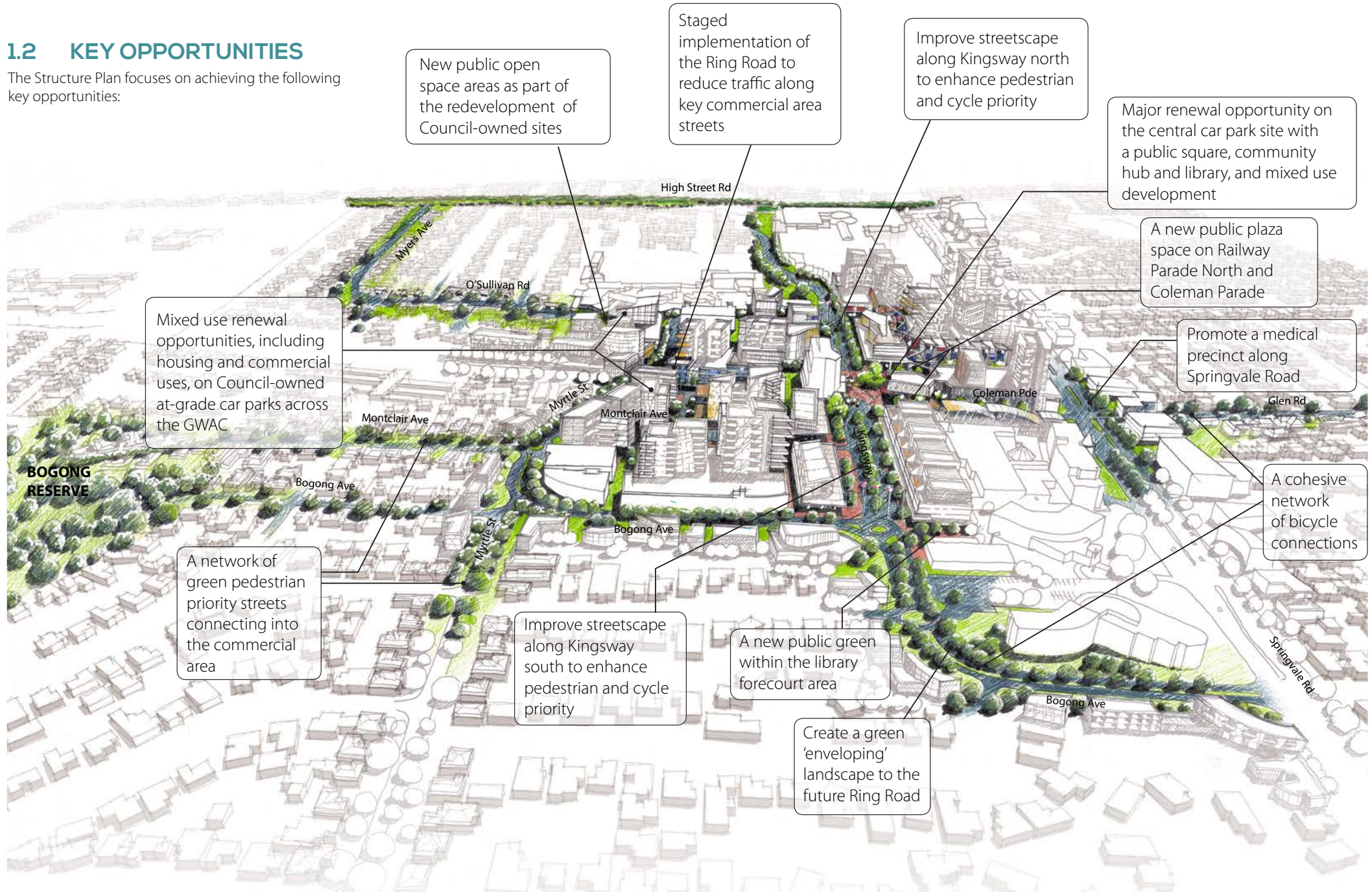


Figure 2: Key Structure Plan Opportunities (artist's impression)

1.3 HOW TO USE THIS DOCUMENT

The Structure Plan should be read in conjunction with the Glen Waverley Activity Centre Background Report. The Background Report provides analysis of the key issues and opportunities, and provides strategic and technical supporting information

The Structure Plan consists of the following sections:

1 INTRODUCTION

Provides an overview of the document and project

2 ABOUT THE GWAC

A description of the regional and local context of the GWAC

3 THE VISION

A 20 year vision to guide the future development of the GWAC

4 THE STRATEGIC RESPONSE

Objectives, strategies and actions which apply across the GWAC and relate to the following four themes:

1. Activities and Land Use
2. Built Form
3. Public Realm
4. Movement and Transport

5 PRECINCT PLANS

Specific details for future structure and character of the following individual precincts:

Precinct 1 - Kingsway

Precinct 2 - Montclair

Precinct 3 - Transport Interchange and Euneva

Precinct 4 - Civic

Precinct 5 - The Glen

Precinct 6 - Springvale Road

Precinct 7 - Surrounding Residential

6 IMPLEMENTATION

An overview of the next steps required for implementation of the Structure Plan.

1.4 THE 2013 GWAC MASTER PLAN

The Glen Waverley Activity Centre Master Plan prepared by McGuaran Giannini Soon (MGS) in 2013 provided a vision and master plan for the entire GWAC commercial area. It also provided recommendations for the future use and development of Council owned sites in the GWAC.

The Master Plan vision was centred around the idea of the 24/7 city, increased community infrastructure, high quality public spaces, a water sensitive city, a well-connected place, a smart city linking to Monash University and the Burwood Innovation Corridor, as well as being an Urban Garden City.

Access and movement largely focused on prioritising pedestrian, cycle and bus movement, and redirecting car movement to periphery of the activity centre. It also indicated limiting the growth of public/private parking and consolidating car parks.

Improvements to the public realm included creating a well-connected and diverse hierarchy of public spaces, using Kingsway as a primary connector. The master plan also emphasised a number of shared zones limiting barriers between pedestrian and car, as well as the proposal of a public square opposite the IKON development.

Land use and built form recommendations focused on more intensive land uses allowing for greater heights consistent with Glen Waverley's role as the major urban centre for the municipality. Strong emphasis was placed on diverse land uses and the collocation of community uses to allow for more efficient use of buildings and greater interaction of community groups.

The Master Plan identified five precincts which would each provide a distinctive character.

The Kingsway and Urban Heart Precinct was identified as the core of the activity centre. The Master Plan proposed the development of a public square and library and community hub on the central car park site, increased pedestrianisation, retention of fine-grain retail, multi-deck car parking, and stronger pedestrian connections to The Glen shopping centre.

The Master Plan recommended that Montclair Precinct should contain a shared space street, a neighbourhood public open space, extended car parking on Bogong Avenue and provide for the redevelopment of car parking and interface of the RSL site.

The Euneva Precinct was proposed to include medium/higher density residential development, consolidation of car parking on VicTrack land during development, bus interchange and potential airspace development and a laneway network for servicing and continuous pedestrian permeability.

The direction for the Civic Precinct concentrated on retaining administration and civic chambers but including greater landscaping and a town green as well as providing a more activated interface to Kingsway.

The Glen Waverley Secondary College and The Glen Precinct was proposed to include the creation of a safe pedestrian connection to the train station, increased community access and public space within the school boundary, a more open southerly interface from The Glen, shared spaces and outdoor retail to link The Glen and Kingsway.

The Glen Waverley Structure Plan has been developed to integrate a number of findings from the 2013 Master Plan. It also provides more detailed recommendations on land use and built form, and integrates findings from a concurrent study into Sustainable Transport within the GWAC.

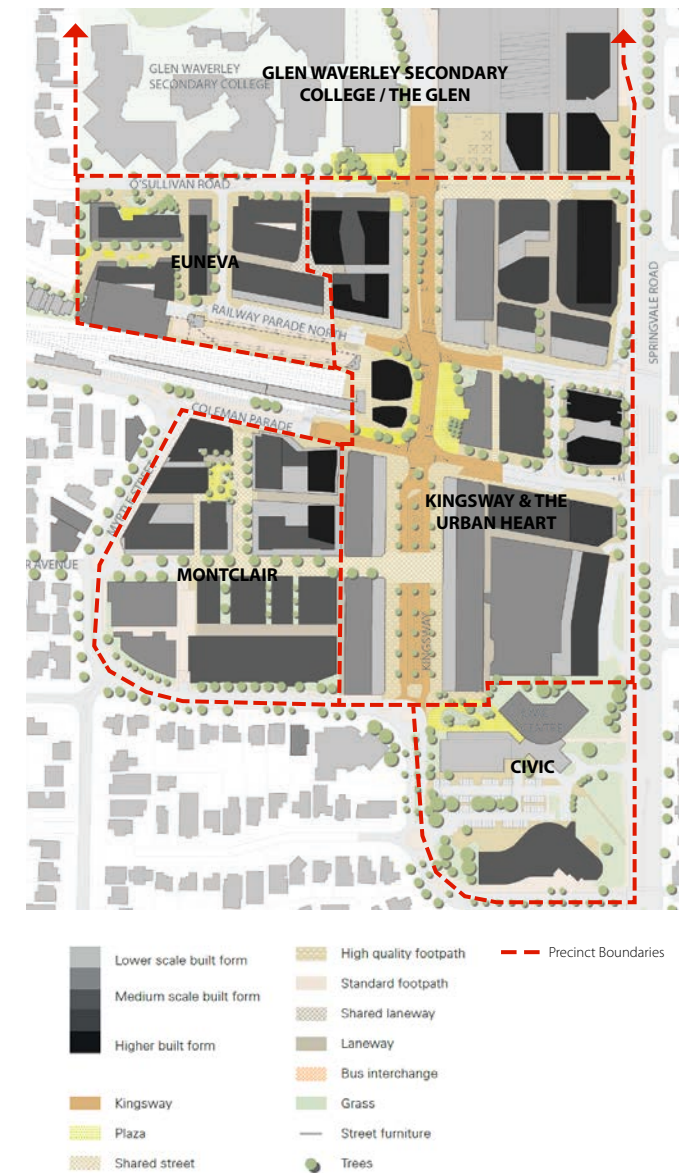


Figure 3: MGS proposed Masterplan and Precincts

1.5 THE GWAC BOUNDARY

The definition of the GWAC Activity Centre boundary is important as it identifies the area of future strategies, policies or controls that may apply to the activity centre.

The Department of Transport, Planning and Local Infrastructure has developed a Practice Note for delineating the boundary for activity centres, and it provides the following guidance.

The boundary needs to include:

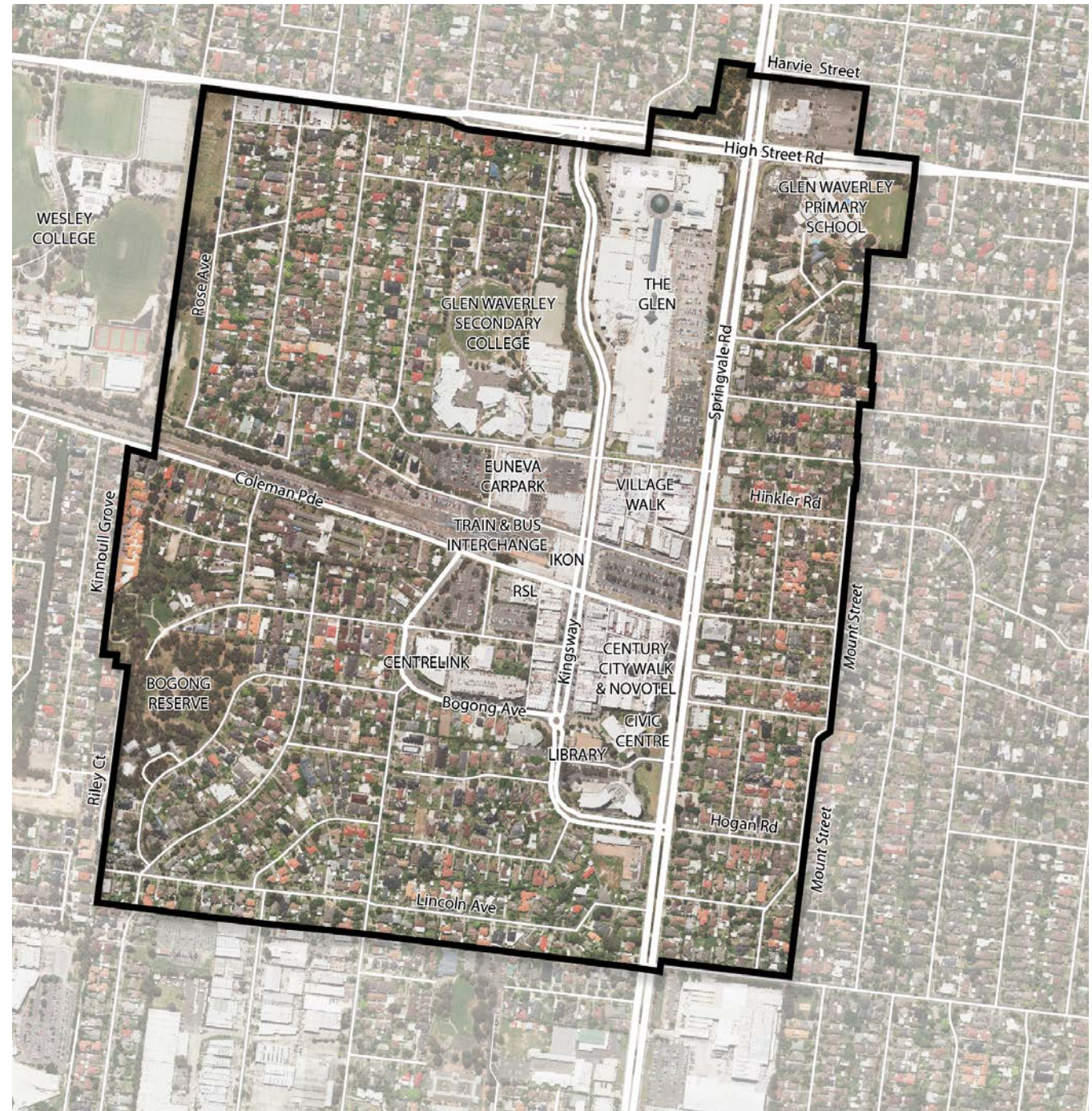
- Sufficient land to provide for commercial (retailing, office, fringe retailing and support activities such as entertainment) activities needed over a 15 to 20 year horizon
- Residential areas that are integrated into and have a strong relationship with the activity centre
- Key public land uses that will have a strong relationship with the activity centre
- Public open space areas that have a strong relationship with the activity centre

The boundary of the activity centre should generally exclude:

- Residential land that is encumbered by significant constraints such as heritage overlays located at the edge of the activity centre.

The Activity Centre boundary opposite has been delineated through a 'sieve' analysis, which analyses the proximity of each residential lot to the shops, public transport, open space and schools, and identifies lot sizes across the area. This analysis has been combined with constraints such as heritage, the Vegetation Protection Overlay and major physical barriers.

It should be noted that not all areas within the Activity Centre Boundary will be treated the same. Some areas may experience limited change whilst other areas may experience greater transformation of land use, built form, access arrangements and the public realm.





2

ABOUT THE GWAC

2. ABOUT THE GWAC

2.1 REGIONAL CONTEXT

The GWAC is situated approximately 19km south-east of Melbourne's CBD. The GWAC is a regionally significant centre that is strategically well-placed within close proximity of the Monash employment cluster and major public transport and road infrastructure.

The City of Monash is home to some of Melbourne's major landmarks such as Monash University, the Monash Medical Centre, Monash Technology Precinct, the Australian Synchrotron, the South East Melbourne Innovation Precinct, CSIRO, the Victorian Police Academy, and Jells Park.

Glen Waverley is also recognised as a regional public transport node. The activity centre sits at the terminus of the Glen Waverley train line with an integrated bus interchange adjoining the train station. The Smart bus route 903 provides access to major employment nodes and other Activity Centres.

This context places Glen Waverley as a regionally significant centre for increased employment, retail, housing civic activity.

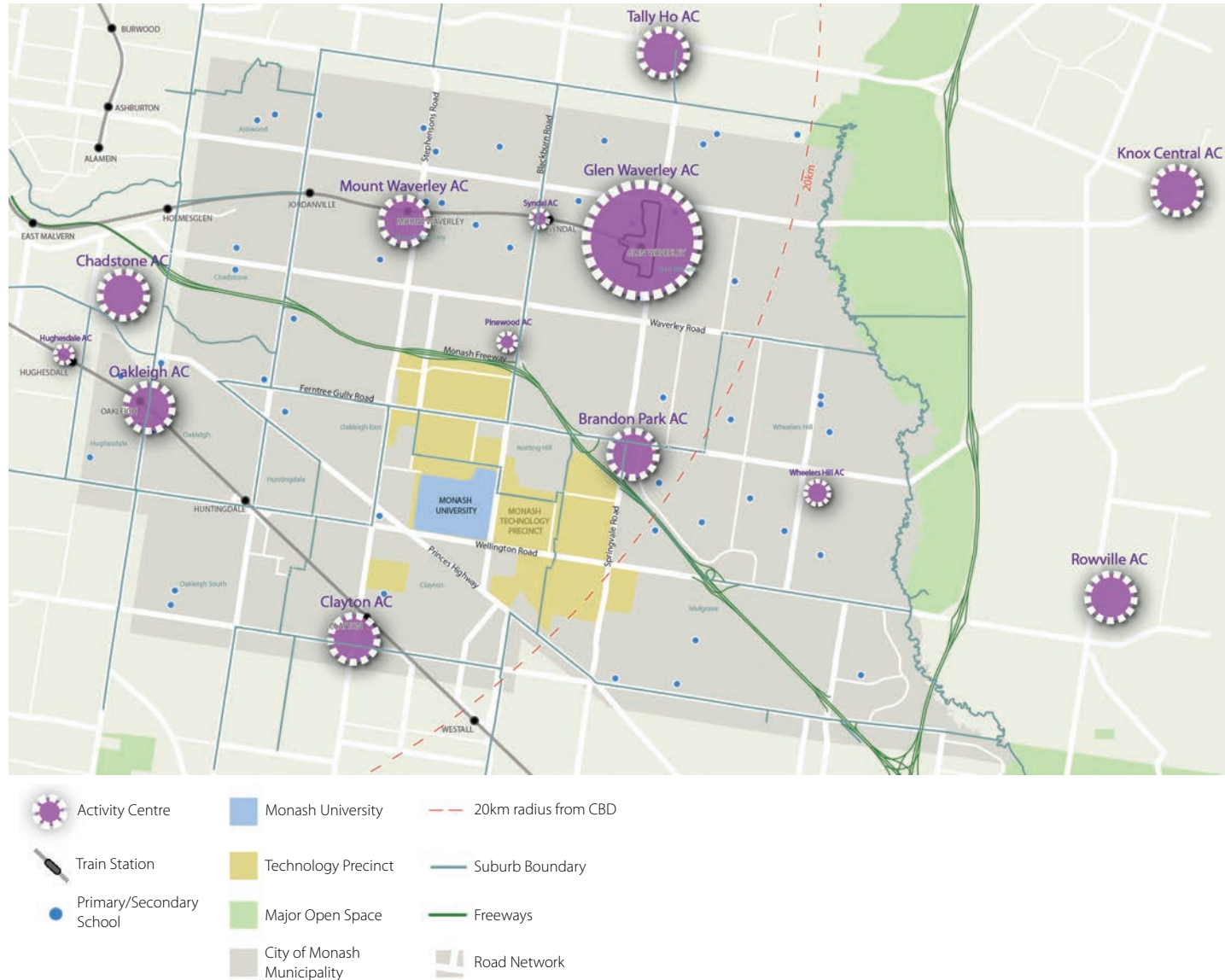


Figure 5: Regional Context Plan

2.2 LOCAL CONTEXT

The commercial area of the GWAC comprises retail, hospitality, office and civic uses, with educational uses located on the periphery. The commercial area is surrounded by a residential hinterland with some Industrial 1 Zone uses to the south of the centre, along the main arterials.

The Village Cinemas and Century City plaza play an important role in creating Glen Waverley as a significant entertainment hub. The alfresco cafes and restaurants lining Kingsway form part of this precinct in the south of the activity centre. North of the train station the shopping strip offers a range of banking, commercial, and retail uses. The Glen Shopping Centre forms its own precinct as it currently lacks connectivity and permeability with the nearby shopping streets.

There is a small office hub on Montclair Avenue, medical uses along Springvale Road and a number of businesses located above the café/restaurant premises along Kingsway, Railway Parade North and Coleman Parade.

Significant accommodation anchors are present within the activity centre, including the Novotel, Hotel Ibis and The Waverley International (immediately adjacent to the centre). These uses are located nearby the Civic precinct, which includes the City of Monash Civic Centre and library.

The surrounding residential areas comprise of mostly single detached dwellings with some townhouse, villa units and low scale apartment buildings. Bogong Reserve provides a key passive open space function for existing residents and workers of the area.

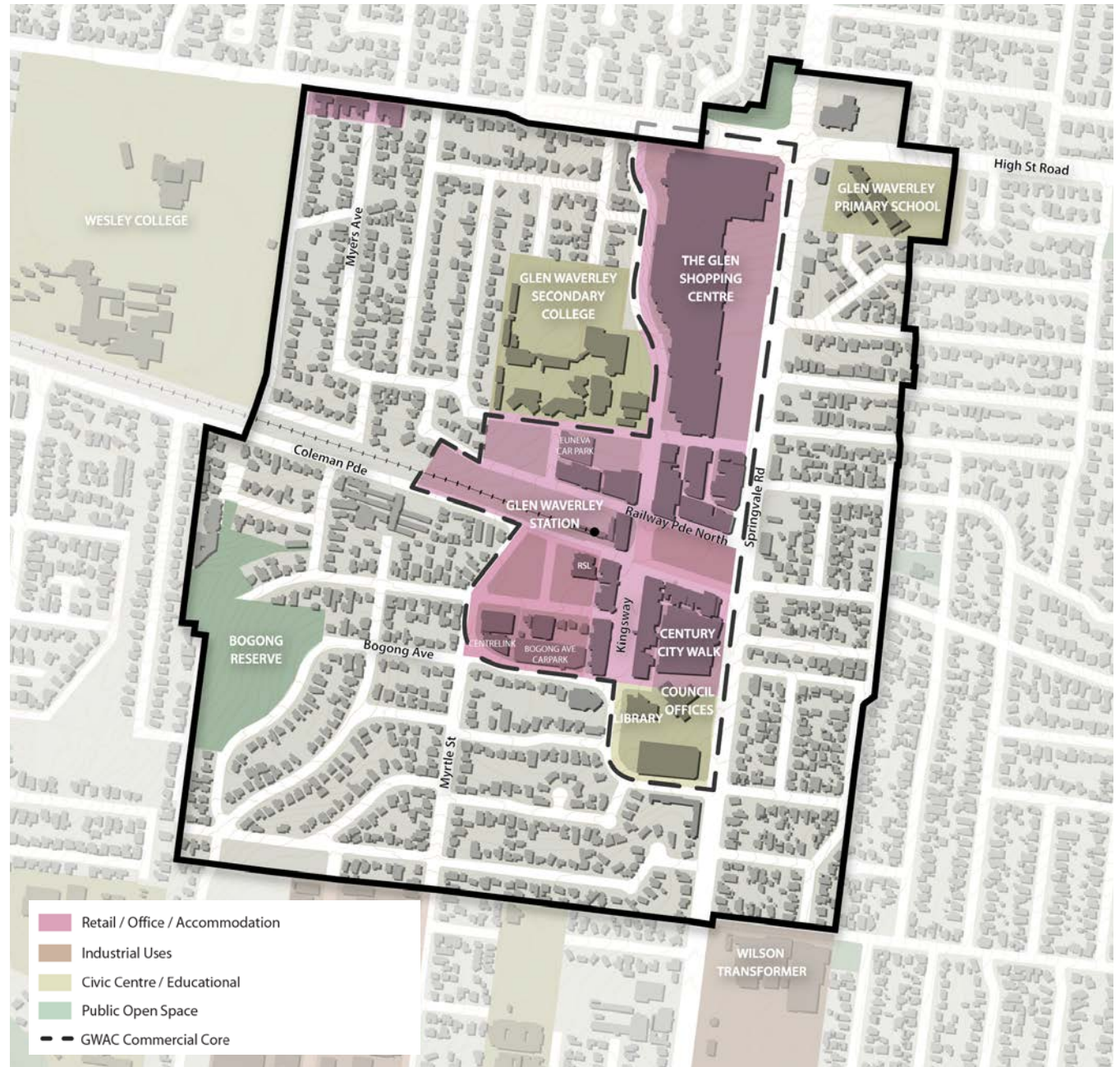


Figure 6: Local Context Plan

2.3 COMMUNITY PROFILE

N.B. The profile below is based on the study area identified in the Glen Waverley catchment area as specified in the ABS Census 2011 data. This area is slightly larger than the GWAC, however it incorporates the city centre and surrounding residential areas.

Glen Waverley is a diverse community, with 48.7% of people born overseas. The highest proportion are born in China (10.4%), followed by Malaysia (5.2%), Sri Lanka (4.5%), Indian (4.5%) and England (2.8%).

The ageing population trend is more prominent in Glen Waverley than in the whole of the municipality, with 24.9% of the population over 60 years of age. In contrast, only 3.9% of the Glen Waverley population are pre-schoolers or younger. However 20.3% are in the category of 'parents/home-builders' and a significant proportion are within the 18-24 bracket (10.9%).

Individual income levels within Glen Waverley are generally similar to that of metropolitan Melbourne for the key age groups either purchasing (35-54 years) or renting (25-34 years) new housing.

Residents within Glen Waverley are increasingly higher educated which is consistent with metropolitan and national trends.

Even with strong transportation links from Glen Waverley to the CBD, 61.5% choose to travel by car to work followed by train at 14.1%.

2.4 MAJOR PROJECTS AND INFRASTRUCTURE

There are several recently completed and committed major projects which will influence the role and function of the GWAC. These include:

- **Glen Waverley Station Enhancement** - Improvements to the entrance area of the station. Project underway.
- **IKON Development** - Multi-level mixed use development comprising retail, offices and 116 apartments. Restaurant / cafe uses at ground level will provide for a continuation of the Kingsway hospitality precinct. Project near completion.
- **Euneva Community Health and Multi Level Carpark Facility** - Provides an additional 351 car spaces within the GWAC and the Monash Community Health Service on the ground level. The are opportunities to provide for better utilisation of the car park.
- **Syndal Station Multi-deck Carpark** - The car park will add 250 spaces to the station's car park, taking the total number of spaces to 590. Construction of this facility could potentially reduce demand for commuter car parking in the GWAC.

Each of the above will need to be carefully considered in the future planning of the GWAC.



The IKON building

2.5 RENEWAL OPPORTUNITIES

The GWAC includes a significant number of large, underutilised sites that are located within close proximity of the railway station and shops. These sites offer the potential for high quality development that diversifies the mix of uses in the centre.

A number of major renewal opportunities occur on the Council owned car parks within the commercial area. These sites currently play an important parking role so any redevelopment needs to be considered in the context of a broader car parking strategy.

A strategically important renewal opportunity is the central car park site owned by Council. This site could not only provide for community and commercial uses along with significant residential development, but could also 'knit' the centre together facilitating a seamless transition from the southern entertainment and hospitality precinct to the northern retail uses.

VicTrack is another major landholder within the GWAC commercial area with properties located on or adjacent to the rail line providing significant opportunities for renewal.

The Glen is the largest private land holding within the GWAC with a total site area of 79,000 m² and is a major renewal opportunity capable of supporting significant development. This site could be redeveloped to increase its current offer and also to expand the range of uses. The Dan Murphys site is another large landholding with a site area of 6,603 m². The redevelopment of this site will play an important role in activating the northern end of Kingsway.

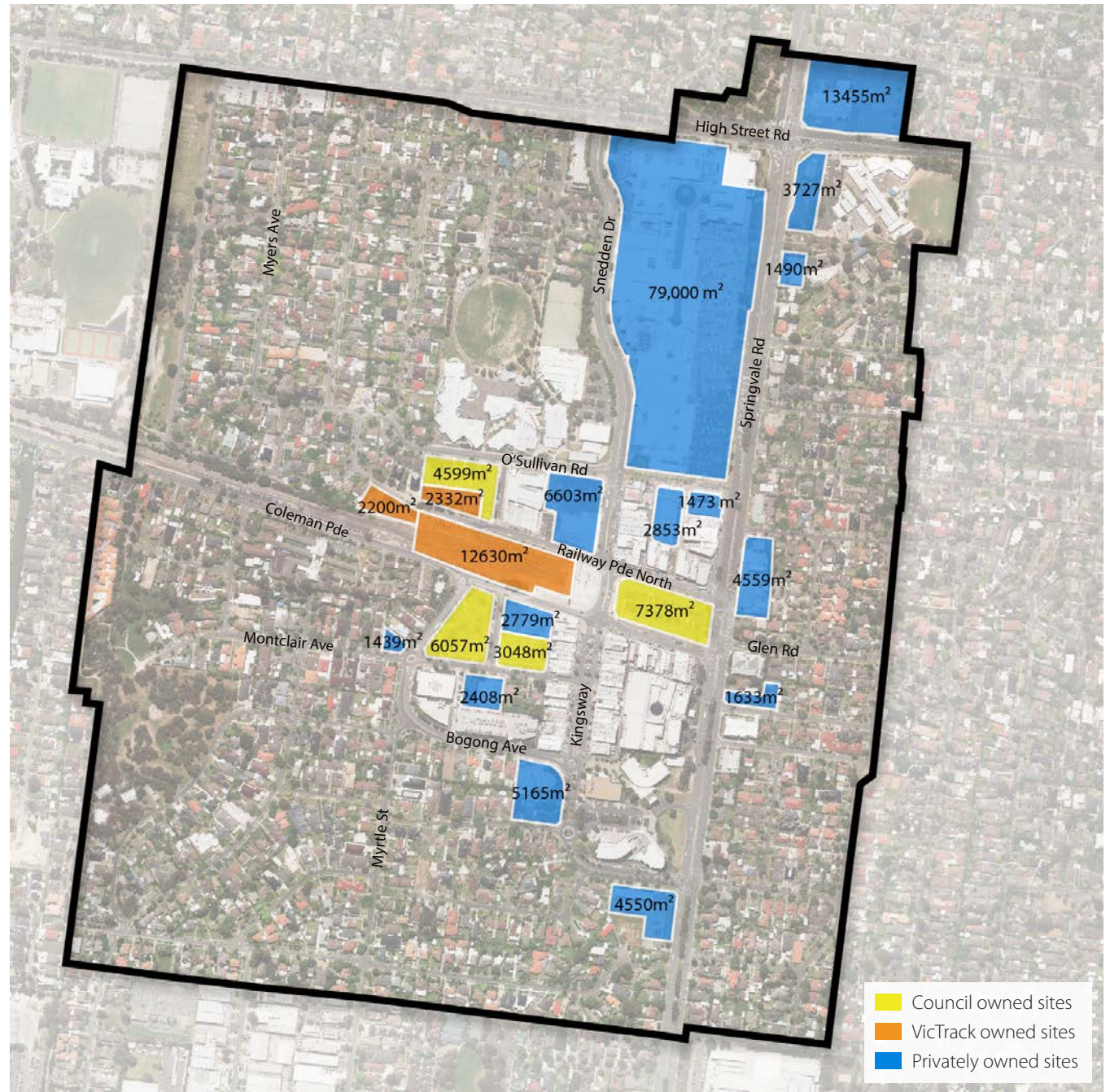


Figure 7: Strategic renewal sites

This page has been left blank intentionally



3

THE VISION

3. THE VISION

3.1 GLEN WAVERLEY'S VISION

The vision provides a statement of the preferred future for the Glen Waverley Activity Centre over the next 20 years. Future initiatives and projects that follow throughout the document aim to achieve this vision.

GLEN WAVERLEY IN 2034

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.

3.2 COMPONENTS OF THE VISION

A FOOD & ENTERTAINMENT DESTINATION

Selection, choice and intensity of hospitality, entertainment and food from everyday needs to a dining experience



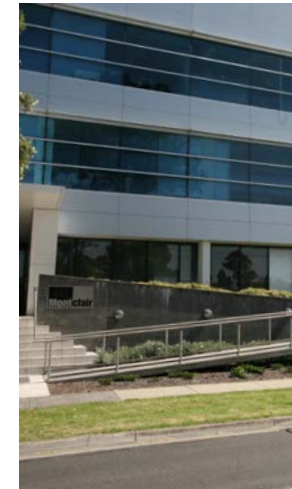
CELEBRATING KINGSWAY

Reinforcing Kingsway as the premier public street within the GWAC with activity and a high quality public realm along its entire length



A CONVENIENT CENTRE

Providing a diversity of employment, shops and transport options across the centre



A CONNECTED COMMUNITY

A focus on a new community hub and a range of programs and events providing opportunities for all to participate



A DIVERSITY OF GREEN AND URBAN PUBLIC SPACES AND STREETS

Creation of inviting, well-connected and well landscaped public spaces and streets and active urban plazas and squares, which are safe and family friendly



LIVING IN THE CENTRE

A diverse housing offering for a diverse range of households living within the GWAC - above the shops or office, or in the surrounding residential areas



A SUSTAINABLE PLACE

An integrated approach to sustainable living through the design of buildings, parks, squares and streets



PEOPLE FOCUSED STREETS

A focus on pedestrian and cycle priority throughout the GWAC with active and safe streets, laneways and shared spaces



INCLUSIVE PLACES

Spaces and streets that are designed and programmed to encourage use by a range of groups and ages



This page has been left blank intentionally



4



THE STRATEGIC RESPONSE

4.1 ACTIVITIES AND LAND USE

The Vision seeks to provide greater opportunities for Kingsway's food/dining/entertainment hub to be further enhanced and expanded. There are also numerous opportunities and demand for residential living in the heart of the GWAC. Complementary to these uses are the possible expansion of the medical and office uses that already exist. Figure 8 reflects the proposed future land uses across the GWAC.

A. RETAIL

The Glen Shopping Centre provides for the majority of retail uses within the GWAC and anchors the centre's northern precinct.

The GWAC has a focus upon Asian retailing, albeit largely concentrated within the Kingsway precinct. Although dominated by cafés and restaurants, there is also a small number of grocery and fresh food retailers.

While the Kingsway precinct is predominantly a restaurant precinct, the popularity of eateries as a daytime activity distinguishes it from many suburban restaurant precincts that are most active during the evening. As a result, Kingsway provides a southern anchor for the GWAC throughout the day and evening, and provides the opportunity for establishing synergies with traditional retail activities within the centre.

Outside of The Glen and Kingsway, retail activity is spread across a number of smaller disconnected precincts that cater for a mix of retail, hospitality and business activities with few obvious synergies between the businesses within each. As a result, there are limited opportunities to undertake weekly (or more frequent) shopping activities such as supermarket and food shopping in one convenient location.

There is the opportunity to concentrate the GWAC's fresh food retailing offer in a central, convenient location to better meet the needs of residents. A fresh food precinct anchored by a smaller format supermarket together with a range of unique food specialities (gourmet or ethnic foods) would provide a distinct lifestyle focus with synergies to both Kingsway and The Glen Shopping Centre.

Continued growth in the number of residents of Asian ancestry across the surrounding region will provide opportunities for niche retailing including retail centres dedicated to meeting the retail needs of this group. The experience of the Canadian cities of Toronto and Vancouver highlights the potential for such centres, and within the GWAC there are a number of sites that may represent a potential location for such a centre.

Objective

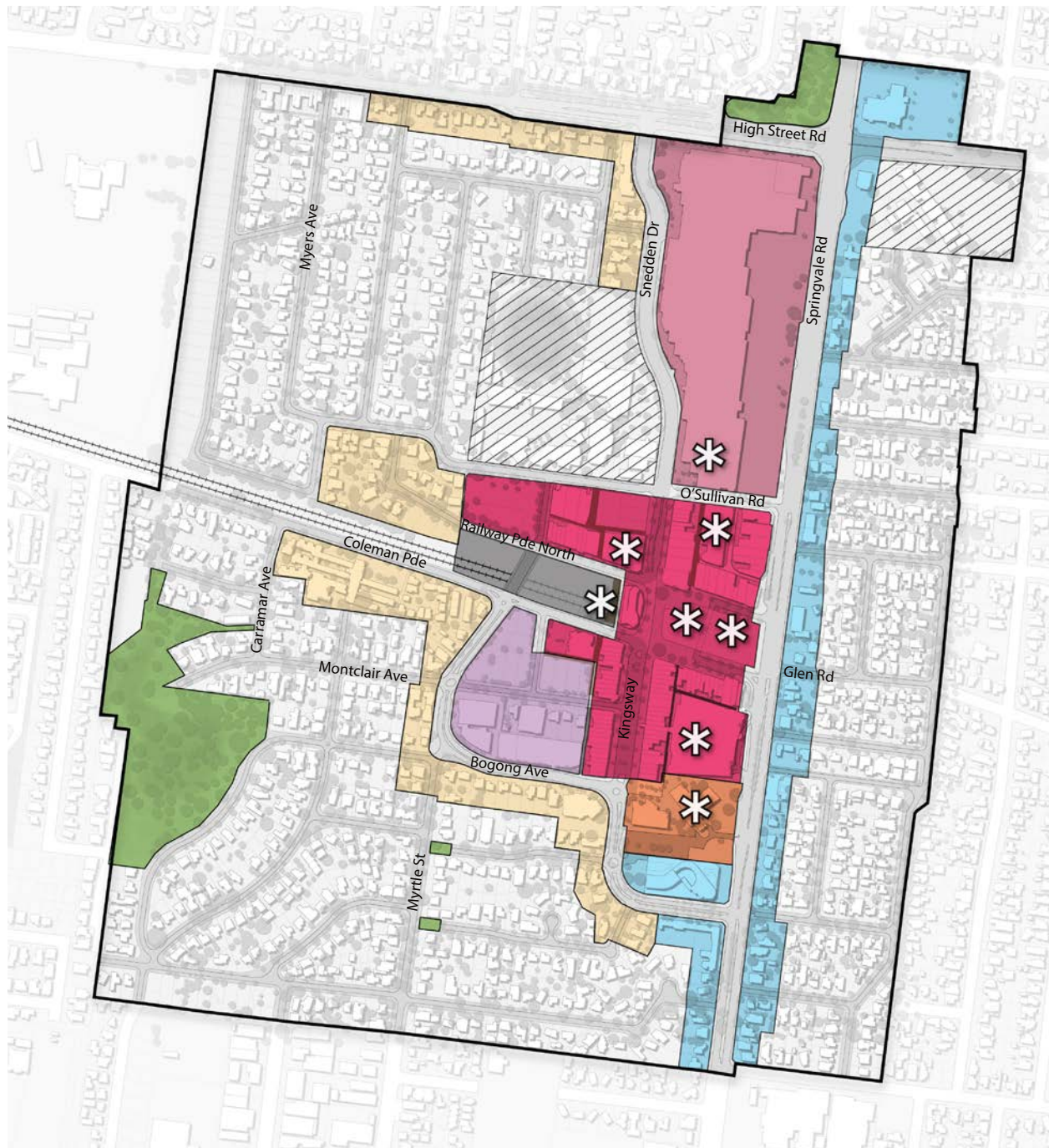
To reinforce the GWAC as a major retail destination meeting both regional and local needs

Strategies

- **Support the expansion of The Glen Shopping Centre with additional uses that complement the balance of the GWAC commercial area**
- **Support The Glen Shopping Centre as a key redevelopment opportunity and major employment node in the GWAC**
- **Provide better integration of the Glen into the surrounding street network with improved pedestrian connections, active frontages and improved interface with Springvale Road and High Street Road**
- **Support the retention of local retail uses along Kingsway**
- **Support the development of a fresh food precinct in a central location within the GWAC**

Actions

- A.1** Facilitate the future expansion of The Glen Shopping Centre to provide an extended offer and improved integration into the GWAC streets. Integration improvements should focus on additional pedestrian connections into the centre from all directions, active frontages to surrounding streets and a high quality built form presence to Springvale Road and High Street Road
- A.2** Investigate opportunities for the development of a fresh food precinct within the GWAC commercial area to complement and strengthen the Kingsway hospitality and entertainment uses



-  Existing / Future land use anchors
-  Central mixed use - Hospitality / entertainment / retail at ground floor with housing / offices / hotel / community uses / library above
-  Transit interchange - Transport / retail at ground floor with housing / offices / community uses above
-  The Glen - Retail with housing / offices / hotel located above
-  Offices at ground level with offices / housing located above
-  Civic and community uses
-  Medical / hotel / residential uses
-  Residential intensification
-  Housing diversity
-  Schools
-  Existing public open space use

Figure 8: Land Use Plan

B. HOSPITALITY AND ENTERTAINMENT

Kingsway is a key focus for cafés and restaurants within the GWAC and demonstrates significant levels of activity during the day and into the evening.

The precinct's large proportion of Asian restaurants reflects the strong growth in the number of residents with Chinese, Malaysian, Sri Lankan and Indian heritage within the surrounding area over the past decade, as well as within the wider region. This Asian focus enables the GWAC to be differentiated from competing centres such as the Chadstone and Knox Shopping Centres.

Future growth in the number of residents within Glen Waverley will generate demand for additional cafés and restaurants and an expansion of the Kingsway precinct.

Opportunities also exist to extend the hospitality precinct further north along Kingsway. The proposed ground level restaurants and cafés in the IKON development will start to achieve this goal. However significant streetscape improvements, including footpath widening, street tree planting and traffic reduction, will be required further north to create an environment compatible with outdoor dining.

The central car park site also provides significant opportunities for further strengthening the hospitality function of Kingsway. Ground and lower level uses within this site should continue the hospitality and entertainment uses with extended operating hours that activate the surrounding public spaces through the day and night.

The economic analysis has also identified an opportunity to diversify the hospitality experience with a fresh food precinct that provides cafés and lifestyle activities (such as cooking classes) which relate to gourmet and multicultural food retailing. Such a precinct could provide good synergies between Kingsway and The Glen Shopping Centre.

Objective

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

Strategies

- **Support the continued development of Kingsway as the food and entertainment precinct**
- **Support uses that diversify the hospitality experience and cater to new markets**
- **Provide cafe, restaurant and entertainment uses at ground level along Kingsway**

Actions

- B.1** Implement streetscape improvements to Kingsway north of Railway Parade North to create a streetscape compatible with outdoor dining
- B.2** Implement streetscape improvements to Kingsway south of Coleman Parade to enhance the public realm and extend footpath dining areas
- B.3** Support the redevelopment of the central car park site with hospitality and entertainment uses at ground level that front onto the town square



Outdoor dining in Kingsway



The entrance to Century City Walk in Kingsway

C. OFFICE AND MEDICAL USES

Economic analysis has forecast demand for up to 20,000 sqm of commercial office space within the GWAC over the next 20 years with the potential for further demand if a critical mass of office activity is established.

The preference for single floorplate office space has been a key factor attracting larger corporations to suburban business parks, and one which the GWAC will also need to meet if it is to attract larger office users. As a result, demand for corporate office space may be limited by the availability of larger development sites.

Office uses within the GWAC will most likely be of a smaller scale, catering for the needs of local businesses rather than larger corporations. The depth of demand for office suites at any point in time is unlikely to support more than around 2,000 sqm in a single development. Office uses may however be incorporated into mixed-use developments as a means of activating the street level during the daytime.

There may also be opportunities to attract Government agencies to locate within the GWAC given that many have accommodation policies requiring them to locate close to public transport services. These opportunities should be pursued as large office developments provide a significant boost for local businesses.

The existing medical precinct on the eastern side of Springvale Road offers a key opportunity for ancillary office uses as part of an intensification of health related activities. This precinct offers higher exposure and accessibility for businesses than more centrally located precincts within the GWAC such as Montclair Avenue. In addition, businesses would be able to access public transport facilities and the amenity and services offered by the GWAC.

Objective

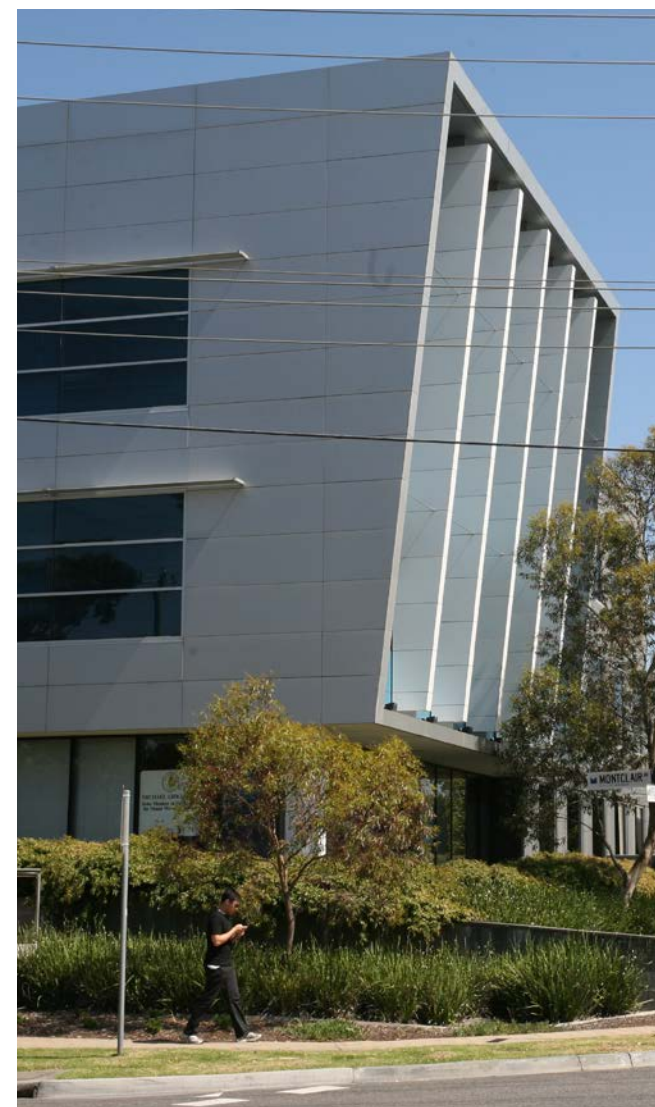
To develop the GWAC as a major medical destination

Strategies

- **Support the development of a medical precinct along Springvale Road**
- **Encourage major office tenants to locate in the GWAC commercial area**
- **Support the development of office uses at ground and podium levels in the Montclair Avenue Precinct**

Actions

- C.1** Prepare and implement planning policies to enable the development of a medical precinct along Springvale Road
- C.2** Prepare and implement planning scheme changes to provide for office development at ground and podium levels in the Montclair Precinct
- C.3** Develop and implement strategies for actively seeking government agencies, head offices and large businesses to locate within the GWAC commercial area



Existing office uses in Montclair Avenue

D. COMMUNITY FACILITIES AND SERVICES

Current community facilities in Glen Waverley are focused around the existing Civic Precinct, which includes a Library and Civic Centre. The Euneva Community Health Service provides key health needs for the Glen Waverley community. The role of community infrastructure in the GWAC will become more important as population increases and ages, and ethnicity further diversifies.

The GWAC Master Plan identified a new community hub on the Council owned central car park site, which was proposed to integrate a library and other community services. A public square was also proposed as part of the site and was envisaged as an outdoor extension of activities in the community hub. The Structure Plan supports the need for additional community facilities and services within a central location with good access to public transport.

Objective

To provide community, civic and cultural facilities and services that cater to the needs of existing and future populations

Strategies

- **Establish a community hub including a library and other community facilities on the central car park site**
- **Provide for a stronger civic and community presence on centrally located sites within the GWAC**
- **Support the re-use of the existing library for Council administrative services and meeting rooms when a new civic facility is developed**
- **Retain the current role of the Euneva Health facility and allow for future expansion within the car parking structure when required**
- **Retain existing government services across the precinct i.e. Medicare and Centrelink**
- **Promote additional community events and festivals throughout the year**

Actions

- D.1** Undertake research to assess the community and cultural facilities that could be located within the future community hub on the central car park site and which will meet the needs of the increasingly diverse households in the area
- D.2** Investigate opportunities for partnerships with the private industry to deliver future community facilities within the GWAC, whilst ensuring the facilities are sufficiently flexible and can be extended as demand grows over time
- D.3** Develop a program of additional community events and festivals to occur in the existing streets and public spaces of the GWAC
- D.4** Utilise future public spaces such as the town square and Kingsway shared space for public events and markets



Opportunities for new community facilities



The existing Euneva Community Health Service

E. HOUSING

Housing within the GWAC is provided in a variety of forms ranging from single detached houses and townhouses, to low and higher scale apartment buildings. The Structure Plan provides a number of initiatives to provide more housing within the GWAC commercial area and in the adjoining residential streets. More people living in and around the centre will contribute to active and vibrant streets, and provide greater demand for additional shops, cafés, restaurants and services.

The recent development of the IKON apartment building provided an indication of strong demand for apartment living in Glen Waverley. Economic analysis has forecast the opportunity for 800-900 apartments to be supported within the GWAC over the next 20 years.

Additional apartments within the GWAC should be centrally located where there is excellent access to shops, public transport and services, a high level of amenity and large sites with minimal residential interfaces.

In addition to apartments, medium density housing such as townhouses and units should be provided in the peripheral residential areas within the GWAC boundary, to provide a diversity of housing choices for existing and future residents.

Objective

To provide a range of housing types within the GWAC to cater to all ages and circumstances, and meet expected population growth

Strategies

- **Cater to the needs of the changing population in Glen Waverley by providing broader housing choices for families, singles, older people and multi-generational families**
- **Focus high density residential development in key redevelopment sites within the GWAC commercial area**
- **Promote residential uses above retail and office premises to provide for additional people living within the GWAC commercial area and provide greater surveillance of streets**
- **Provide for a greater diversity of housing types in the residential areas within the GWAC boundary**
- **Support the development of adaptable housing that can meet the needs of all users**
- **Encourage opportunities for affordable housing across the GWAC**
- **Encourage the consolidation of allotments throughout the GWAC to provide for greater efficiency and in housing developments**

Actions

- E.1** Prepare and implement strategies that encourage the re-use of existing multi-level buildings and additions to existing shops for housing
- E.2** Prepare amendments to the planning scheme to encourage higher density housing on key strategic redevelopment sites within the GWAC commercial area
- E.3** Prepare amendments to the planning scheme to enable a greater diversity of housing types in residential areas surrounding the GWAC commercial area, including adaptable and affordable housing options
- E.4** Implement public realm, land use and access improvements identified in the Structure Plan to attract housing to the GWAC



An example of housing above shops

4.2 BUILT FORM

This theme outlines initiatives to achieve excellence in design and promote high quality built form across the activity centre that respects the various characters of the GWAC's precincts.

Figure 10 identifies the built form opportunities across the GWAC.

F. BUILDING FORM AND DESIGN

The design of buildings makes a significant contribution to the character and identity of a place. More importantly, it plays a key role in defining the street level experience.

A major contribution to the positive street level experience in the GWAC is the narrow shopfronts (fine grain built form) which may come under threat when lots are consolidated. Narrow shopfronts are highly valued by the community and shoppers as they create visual interest through individual character and provide for a greater diversity of mixes and experiences. Future development of large sites should provide for fine grain articulation and tenancies at ground level to reinforce this positive and valuable element of the GWAC Commercial Centre.

Transparent and engaging shopfronts also contribute positively to street life. The Structure Plan identifies all of the streets within the GWAC commercial area where active frontages are required in order to provide for a continual flow of activity along the streets.

As an Activity Centre, Glen Waverley will need to provide a greater amount of retail, hospitality, commercial, community and residential land uses to meet the needs of the growing population. The additional land uses will be taken up within existing and new buildings with greater heights.

The GWAC is uniquely placed to provide significant increases in building heights because of the large land holdings within the commercial area. The approach to determining future building heights opportunities across the GWAC needs to consider a number of factors.

Shadowing of the public realm is one key consideration in determining building heights and setbacks. The footpaths of Kingsway are key public spaces that play a valuable role in the vibrancy and success of the entire GWAC. These spaces should be free from shadowing at key times of the year in order to encourage outdoor dining. Similarly, the proposed town square is another space where access to sunlight is critical.

Residential interfaces are also a major consideration in determining heights. The proposed building heights scale down to adjoining areas to provide heights that are compatible with existing one and two storey streetscapes, while providing an edge to the Commercial Centre of the GWAC.

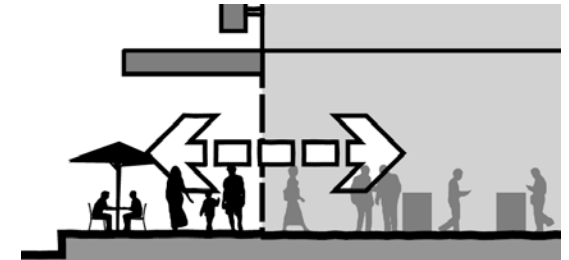
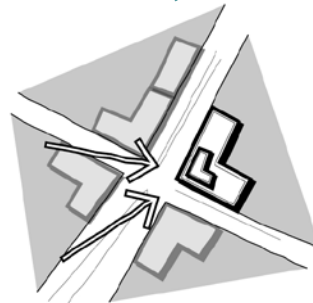
The principles outlined in this section provide further rationale for the provision of heights and setbacks across the GWAC.

Objective

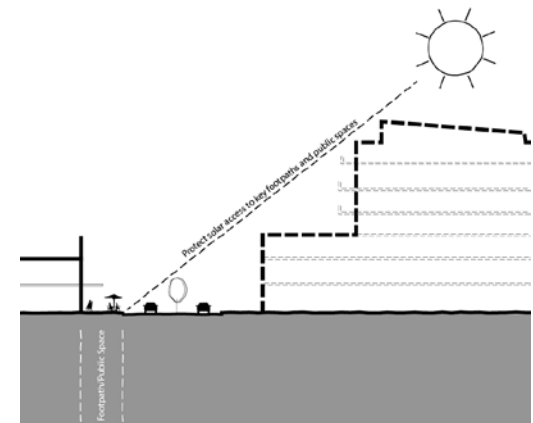
To promote excellence in architectural quality and design across the activity centre, defining a contemporary and exciting identity for Glen Waverley

Strategies

- Encourage excellence in building design within both commercial and residential areas so that development responds to the characteristics of the site and its context
- Strengthen sense of place and arrival in Glen Waverley by providing buildings of exemplary architectural quality on prominent sites and in locations adjacent to existing and proposed public spaces
- Emphasise landmark sites to reinforce key locations and the status of Glen Waverley as an Activity Centre



- Ensure buildings integrate with and contribute positively to the street life and public realm, by providing a continuous network of fine-grain active frontages with glazed ground floors
- Ensure that all development contributes to the creation of exciting and inspiring streets in the GWAC through architectural design excellence
- Ensure that all development supports a sustainable activity centre through high ESD standards, including energy efficiency, water management and use of low embodied energy materials
- Define a clear edge to the GWAC Commercial Centre to delineate it from adjoining residential and lower intensity uses. Reinforce and landscape the ring road edge to the west of the Commercial Centre



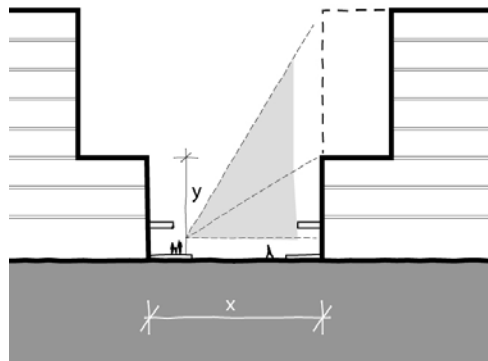
- Ensure that new development is designed to minimise overshadowing to footpaths and public spaces

- Ensure solar access is maintained to specific footpaths and/or public spaces at 21 September as follows:

Location	Time of day	Distance from property line (m)
Eastern side of Kingsway between Bogong Ave & Railway Pde North	12pm - 3pm	10
Western side of Kingsway between Bogong Ave & Railway Pde North	9am - 12pm	10
Eastern side of Kingsway between Railway Pde North & O'Sullivan Rd	12pm - 3pm	5
Western side of Kingsway between Railway Pde North & O'Sullivan Rd	9am - 12pm	5
80% of proposed town square located on the current car park site between Coleman Pde & Railway Pde North	9am - 3pm	N/A

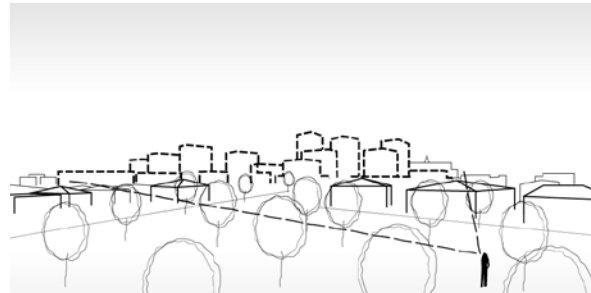
Figure 9: Solar access requirements for Kingsway and the proposed town square

- Ensure that all development with sensitive interfaces to residential areas and open space is designed to respect valuable qualities of those adjacent places
- Ensure that future development provides shared amenity and equitable access to ensure the impacts of new development on adjoining existing uses are considered

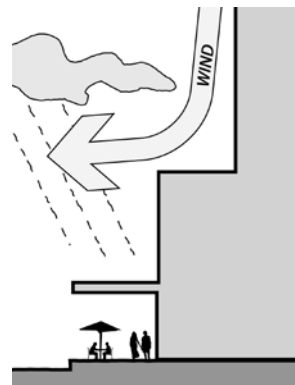


- Provide 5m setbacks to upper levels of new developments to minimise wind effects on the street, encourage good solar access and support a human-scaled place

- Ensure that taller buildings are designed as slender tower forms, oriented to minimise overshadowing of the public realm
- Reinforce active street frontages within the GWAC Commercial Centre through zero-setback 2-3 level podiums, where practicable
- Ensure that the generally low-scale character of Kingsway is maintained by limiting height and providing setbacks to upper levels on adjacent properties

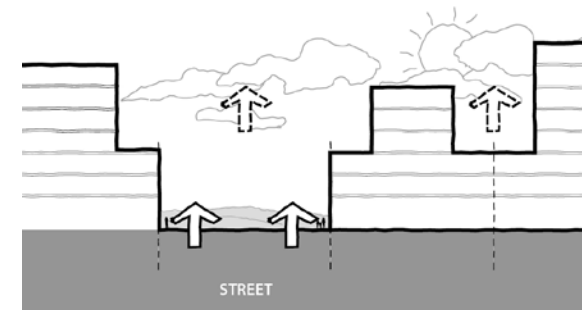


- Enhance views to the GWAC by considering the impact of new buildings on the skyline and the contribution it makes to the way that Glen Waverley is viewed from surrounding public viewing locations



- Ensure that buildings provide wind and weather protection to reduce the impact of wind and rain on key public spaces and provide adequate shade for people

- Ensure new developments over 6 storeys are designed to avoid or mitigate wind effects at street level
- Ensure development can be adequately serviced from existing roads with minimal impact on public spaces. Where redevelopment occurs, ensure laneways are widened to generally 6-8m
- Ensure that pedestrian permeability throughout the GWAC is supported through mid-block links, particularly on large development sites



- Provide minimum space of 10-12m between tower forms to ensure good levels of access to light, air and views
- Ensure tower forms are generally no more than 18-22m in width and 35-40m in length
- Minimise the visual bulk of large buildings through significant breaks and recesses in building massing
- Provide opportunities for activation of upper podium levels, to support passive surveillance of the public realm
- Ensure that new developments contribute to the 'buildings-in-landscape' character of the existing residential areas surrounding the GWAC Commercial Centre, through mature tree planting in front, side and rear setbacks

Built Form Opportunities

Building heights identified are indicative. Design excellence that complies with the built form objective and strategies may allow for further opportunities.

Refer to Figure 10 for locations of Built Form Areas A-L

Area A

- Opportunity for 4-6 storeys
- Street edge / podium height of 2-3 storeys with additional height recessed 5m from the primary street frontage.
- Building heights and setbacks designed to minimise shadowing of Kingsway footpaths and proposed town square in accordance with Figure 9
- Zero front and side setbacks with active and engaging frontages to Kingsway, Railway Parade North and Coleman Parade

Area B

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

Area C

- Opportunity for heights in excess of 8 storeys
- Potential for additional building height on the identified 'Opportunity Sites' where design excellence is achieved. This includes the design of upper level forms that minimise overshadowing of adjoining public realm and contribute to an attractive skyline, the creation of a high quality land mark building, best practice ESD outcomes and net community benefit
- Street edge / podium height of 2-3 storeys with additional height recessed 5m from the primary street frontage
- Zero front and side setbacks with active and engaging frontages to Railway Parade North and Coleman Parade and O'Sullivan Road
- Building heights and setbacks designed to minimise shadowing of Kingsway footpaths and proposed town square in accordance with Figure 9
- Provide for activated frontages to the future north south laneway that connects Railway Parade north to O'Sullivan Road and the laneway that connects Montclair Avenue to Coleman Parade

Area D

- Opportunity for 8-10 storeys
- Street edge / podium height of 2-3 storeys with additional height recessed 5m from the primary street frontage
- Building heights and setbacks designed to minimise shadowing of Kingsway footpaths and proposed town square in accordance with Figure 9
- Zero front and side setbacks with active and engaging frontages to Railway Parade North
- Zero front and side setbacks with active frontages to Montclair Avenue, Glendale Street, Euneva Avenue and O'Sullivan Road

Area E

- Opportunity for 4 storeys
- Ground level front setbacks of 5m and active frontages to Bogong Avenue, Myrtle Street and Railway Parade North
- Buildings to scale down to adjoining residential interfaces. Rear setbacks in accordance with ResCode
- Buildings fronting Myrtle Street and Bogong Avenue to present a consistent streetscape, in terms of building height, compared with the Residential Growth Zoned area to the south and west

Area F

- Opportunity for 8-12 storeys
- Street edge / podium height of 2-3 storeys with additional height recessed 5m from the primary street frontage
- Zero front and side setbacks with active and engaging frontages to O'Sullivan Road and Snedden Drive
- 5m front setback with active frontages to Springvale Road and High Street Road

Area G

- Opportunity for 8-10 storeys
- Street edge / podium height of 2-3 storeys with additional height recessed 5m from the primary street frontage
- Ground level front setbacks of 5m and active frontages to Springvale Road
- Building heights and setbacks designed to minimise shadowing of Kingsway footpaths and proposed town square in accordance with Figure 10
- Buildings designed to respect the heritage significance of the neighbouring Civic Centre
















-  Existing Heritage Overlays
- Built Form Areas**
-  Built Form Area A
-  Built Form Area B
-  Built Form Area C
-  Built Form Area D
-  Built Form Area E
-  Built Form Area F
-  Built Form Area G
-  Built Form Area H
-  Built Form Area I
-  Built Form Area J
-  Built Form Area K
-  Activated Laneways

Figure 10: Built Form Areas

Area H

- Opportunity for 4-6 storeys
- Ground level front setbacks of 5m and active frontages to Springvale Road and Bogong Avenue
- Buildings designed to respect the heritage significance of the Civic Centre

Area I

- Opportunity for 3-4 storeys
- Ground level front setbacks of 5m with active frontages
- Buildings to scale down to adjoining residential interfaces. Rear setbacks to allow for the maintenance of residential amenity

Area J

- Opportunity for up to 4 storeys
- Ground level front setbacks of 5m and active frontages to Springvale Road and High Street Road
- Buildings to scale down to adjoining residential interfaces. Rear setbacks to allow for the maintenance of residential amenity

Area K

- Opportunity for 3-4 storeys.
- Front setbacks of at least 5m and side and rear setbacks in accordance with ResCode
- Zero front and side setback for shops between 678 and 710 High Street Road



Glazed ground floors with podium built to the street edge contributes to street vitality. Tower forms set back above podium



Street facing townhouse residences with towers set back from podium edge



Interactive facades and glazed openings in upper podium levels provide opportunities for passive surveillance of the public realm



Fine-grain street frontages support an active Kingsway precinct

Actions

- F.1** Undertake a planning scheme amendment to implement the built form recommendations to ensure that public realm is protected and that new development of high architectural quality is achieved throughout the GWAC
- F.2** Develop planning measures which aim to retain the existing fine grain character of commercial buildings along Kingsway within the GWAC and ensure new buildings in key streets are articulated to reflect the pattern of narrow shopfronts
- F.3** Require new buildings to be easily accessible by pedestrians regardless of their level of mobility
- F.4** Require ESD features to be incorporated into building designs in accordance with best practice
- F.5** Work with the State Government to undertake an audit of infrastructure within the GWAC and work with service providers, as required, to ensure that infrastructure is adequate to meet future growth within the Activity Centre
- F.6** Require new development proposals over 6 storeys to demonstrate how the effects of wind down-draughts, caused by the development, will be avoided or mitigated at street level. On higher proposed buildings, especially where the proposed height represents a significant change from the surrounding environment, Council should consider requiring verification of wind effects by specialist wind modelling and engineering consultants
- F.7** Council to develop strategies and policies to facilitate development that supports the objectives of the GWAC Structure Plan. Mechanisms could include land swaps, development partnerships and providing incentives, such as height increases, for development proposals that demonstrate excellence in design quality, ESD, social equity and/or positive contributions to the public realm
- F.8** Apply setbacks to the proposed ring road to allow for future road widening and street tree planting
- F.9** Consider the development of built form and public realm design guidelines for new development within the GWAC to ensure that design excellence is achieved on all sites. The guidelines should focus on site layout and landscape, design detail, materials and finishings, street interface, design of key sites, access and servicing, sustainability and amenity

4.3 PUBLIC REALM

The Vision aims to provide streets and public spaces that are inspiring and people oriented. This theme provides initiatives on how the public realm should respond to the needs of the community. Figure 11 reflects the future public realm recommendations.

G. STREETSAPES

The streets within the GWAC are key public spaces that define the character of Glen Waverley and provide the vehicle for street life. Providing great streets that are focused on the experience of people is key to the vitality of the centre.

There is a significant opportunity to revisit the role of the streets in the GWAC and provide a shift from car dominated streets to active streets where pedestrians and cyclists have a high priority. In particular Kingsway currently devotes 72% of its total road space to car movement and parking, and only 28% to pedestrians and cyclists. This balance needs to be addressed in Kingsway and other streets in order to enhance street life in the GWAC.

A cohesive palette of street treatments including paving, furniture and planting will also be key in enhancing the image and function of the GWAC. This will help to define the role and hierarchy of streets within the centre.

Another opportunity identified in the Structure Plan is to create a green edge to the centre with a boulevard character to the proposed ring road. This will create a strong edge to the GWAC commercial area, provide pleasant spaces for pedestrians and play a key environmental role through the implementation of water sensitive urban design measures.

Objective

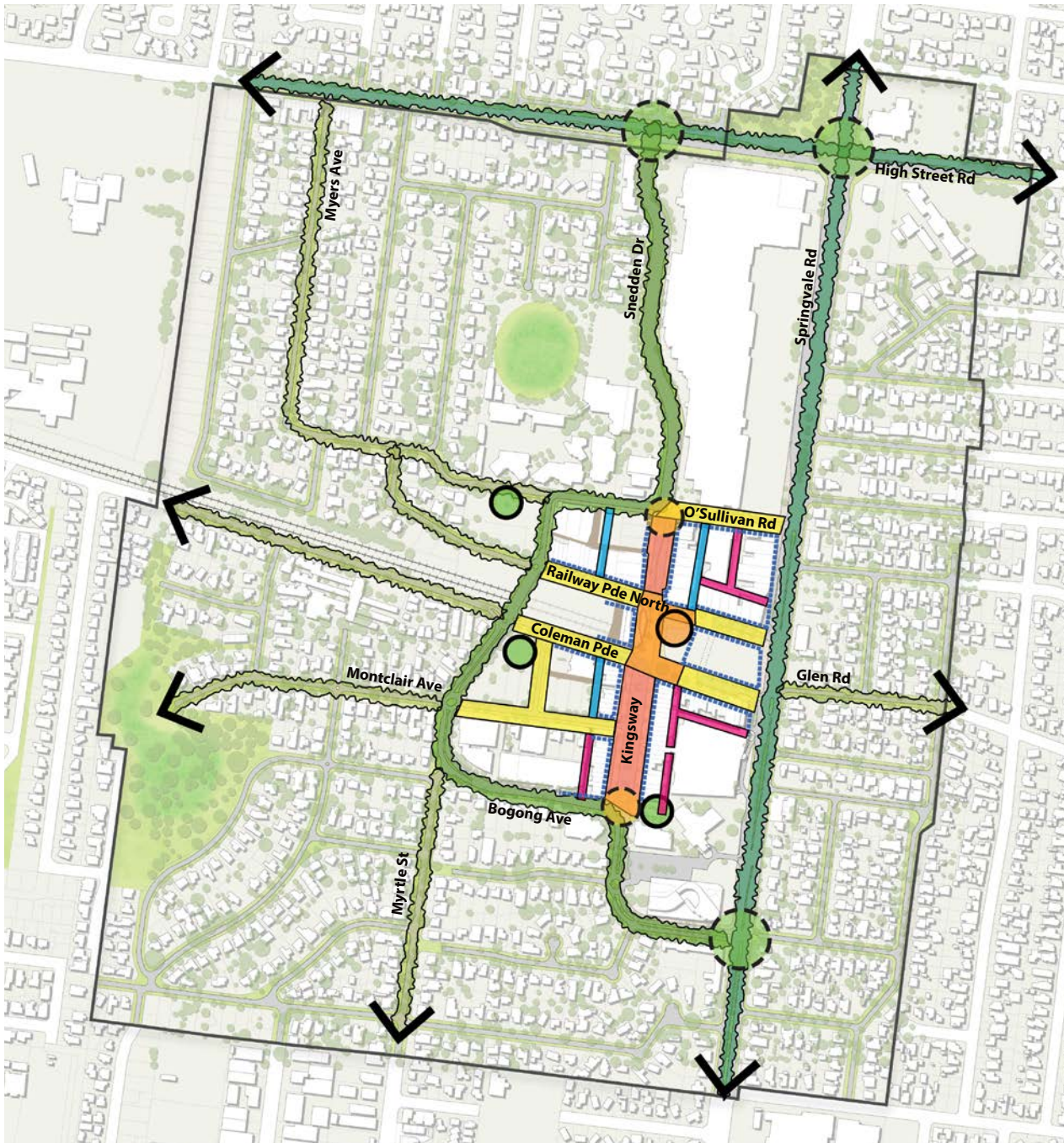
To provide streets throughout the GWAC that are full of life, green and contribute to the economic and social vitality of the centre

Strategies

- **Improve the key streets within the GWAC commercial area to strengthen pedestrians and cyclists priority, provide additional greening, create a cohesive image and define a clear hierarchy of spaces**
- **Define a green, enveloping edge to the GWAC commercial area through large tree planting and landscaping along the future Ring Road**
- **Improve entries into the GWAC by providing additional planting, landscaping, public art and high quality built form along main roads**
- **Enhance key residential streets that connect into the town centre to encourage walking and promote healthy lifestyles**
- **Provide for continual weather protection along key streets within the GWAC commercial area**
- **Ensure streets are well lit and provide a safe environment for all users**
- **Ensure streetscape improvements employ sustainable practices such as innovative water conservation, harvest and reuse strategies in their design**
- **Provide opportunities to actively generate energy in the public realm**
- **Pursue opportunities for public art throughout the GWAC which contributes to the local identity and sense of place**

Actions

- G.1** Develop a Streetscape Master Plan for the GWAC that:
- Identifies a clear hierarchy of GWAC commercial area streets with a suite of materials, planting and furniture for each street
 - Identifies a planting scheme for the future Ring Road with large scale trees, low level planting in nature strips and medians and provision of consistent footpath width and treatment
 - Identifies improvements to the key residential access streets identified in Figure 11 with a focus on street tree planting for shade, lower level landscaping, footpath quality and width and pedestrian priority at intersections
 - Provides for a staged implementation of streetscape improvements in accordance with the implementation of the Ring Road
 - Identifies improvements to key arterial roads and key entries into the GWAC
 - Integrates an integrated WSUD strategy to provide for water treatment and passive irrigation of trees and planting
 - Review the landscaping directions within streetscapes to ensure high quality indigenous vegetation is used where feasible
- G.2** Develop a co-ordinated lighting strategy which focuses on illumination of streets and other public spaces and the use of feature lighting to emphasise key features
- G.3** Develop planning measures that require the provision of building awnings in the locations identified as weather protection areas
- G.4** Undertake a Crime Prevention Through Environmental Design (CPTED) audit of the GWAC
- G.5** Develop a suite of public furniture with a palette that enhances the identity of the GWAC.



- Structure Plan Boundary
- Streetscapes & Spaces**
- Town Square, Plazas & Shared Space
- Kingsway
- Pedestrian focused central streets
- Pedestrian focused laneways
- Service laneways
- Ring Road - Enveloping landscape
- Major Roads - Green entry roads
- Key residential access streets
- Primary weather protection area
- Open Space**
- Existing open space
- Entries**
- Commercial core entries
- Outer GWAC entries
- Future civic/urban space
- Future 'green' open space

Figure 11: Public Realm Plan

H. URBAN AND GREEN PUBLIC OPEN SPACE

Urban and green public open space within an Activity Centre, such as Glen Waverley, is vitally important for the wellbeing and enjoyment of its residents, workers and visitors. The location, size and function of public open space becomes more important when the population increases and diversifies.

Catchment analysis indicates that the majority of existing residents within the GWAC boundary are not located within 400m of 'green' public open space, which is a standard commonly applied when designing new suburbs. Bogong Reserve is the key public open space in the centre however it is located approximately 700m from the centre of commercial area. Opportunities to enhance this space and connections to it have been identified.

There are opportunities to provide new, green open spaces within the GWAC, however the size and function of these spaces may be limited because of the land available. These sites should be strategically located to serve areas where large population increases are anticipated.

Civic and urban public spaces in the GWAC commercial area are also important to provide locations for gathering and social interaction. The footpaths currently acts as these gathering spaces.

The structure plan identifies an opportunity for new plaza spaces and public square within and around the central car park site. This location is centrally located and could be combined with Kingsway to create a significant events space when required.

Objective

To provide a range of public and civic spaces that promote community gathering and interaction, and reflect Glen Waverley's character

Strategies

- **Seek opportunities for the establishment of new public gathering spaces including new public plazas and a public square**
- **Provide new 'green' public open spaces within the GWAC commercial area to serve existing and future visitors, residents and workers**

- **Enhance Bogong Reserve as a key public space and improve links to and from the park**
- **Provide opportunities for people of all ages to use public spaces through providing playgrounds and meeting areas suitable for youth, families and the aged**
- **Pursue opportunities for bold and exciting public art throughout the GWAC which contributes to the local identity and sense of place**
- **Pursue cultural interpretation projects as part of the creation of new urban spaces within the GWAC or the redevelopment of existing spaces**
- **Ensure public spaces for both passive and active uses employ sustainable practices such as innovative water conservation, harvest and reuse strategies in their design**
- **Implement the recommendations of the Integrated Water Management Plan in the development of new public spaces**

Actions

- H.1** Identify improvements to Bogong Reserve that enhances its role in the context of the activity centre and provides facilities that meet the needs of existing and future residents
- H.2** Develop a new public square as part of the redevelopment of the central car park site. Refer to Precinct 1 for more detail
- H.3** Provide for a public green within the existing library forecourt. Refer to Precinct 4 for more detail
- H.4** Explore ways to further celebrate the culture and history of Glen Waverley through public arts and events
- H.5** Review the landscaping directions within public open spaces to ensure high quality indigenous vegetation is used where feasible



Bogong Reserve



Opportunities for new squares and plazas for events

4.4 MOVEMENT AND TRANSPORT

The Vision seeks to create a connected Glen Waverley where pedestrians and cyclists have priority on key streets and residents and workers can easily access the GWAC's shops, services and public transport. This theme outlines initiatives for achieving an integrated transport network across all modes - walking, cycling, public transport and vehicles. Figure 12 and 13 reflects the future access recommendations across the GWAC.

I. WALKING AND CYCLING

The GWAC is currently a car dominated centre. The allocation of road space to pedestrians and cyclists is minimal and there is a lack of pedestrian priority at key intersections. There is an opportunity to imagine a different future for the GWAC where walking and cycling is easy and enjoyable, and the preferred mode of transport for residents, visitors and workers. This will provide major health, environmental and social benefits across the GWAC and help to create vibrant streets, improve safety and surveillance, and strengthen businesses.

The Structure Plan proposes numerous footpath widenings along Kingsway, a number of pedestrian plaza spaces, pedestrian priority crossings at key intersections, as well as shared pedestrian and vehicle zones. All of these initiatives contribute to a clear network of streets within the commercial area where walking and cycling is prioritised.

Walking and cycling connections from surrounding residential areas into the GWAC commercial area are also important. Several links have been identified where additional shade will be provided, continuous and generous footpaths, good lighting, as well as cycle lanes. This will make it easier for residents to move between their homes and key destinations across the centre.

Objective

To prioritise walking and cycling across the GWAC with a convenient, comfortable, safe and connected network

Strategies

- **Provide a high level of pedestrian and cycle priority on all streets within the GWAC commercial area**
- **Reduce vehicle speeds and provide traffic calming along the key Central Pedestrian Priority Streets**
- **Enhance existing laneways and pedestrian arcades through the provision of improved street lighting, improved surfacing and active surveillance**
- **Improve pedestrian amenity and priority along key streets that connect the town centre into surrounding residential areas**
- **Strengthen pedestrian links between the railway station, bus interchange, Glen Waverley Secondary School and Kingsway**
- **Provide cycle routes across the GWAC commercial area and into existing cycle networks**
- **Provide access for all levels of mobility through DDA compliance in all public realm works**
- **Encourage the provision of trip end facilities within all new developments including, lockers, showers, change rooms and clothes drying rooms**



An example of bicycle parking

Actions

- I.1** Work with VicRoads to delineate and implement a Principal Pedestrian Network across the GWAC
- I.2** Implement pedestrian priority improvements along Kingsway including the provision of widened footpaths, pedestrian priority at cross intersections, improved lighting and additional street tree planting. Refer to Precinct 1 for additional detail.
- I.3** Create shared pedestrian and vehicle zones by removing kerb separations and reconfiguring the road surface design. Locations include Kingsway between Railway Parade North and Coleman Parade and O'Sullivan Road east of Kingsway and west of the Glen car park entry
- I.4** Create pedestrian plazas in Railway Parade North, west of Kingsway and in Coleman Parade, west of Kingsway
- I.5** Improve pedestrian access across key intersections by addressing and implementing measures to reduce delay, providing raised threshold paving, increase crossing signal times, and reduce crossing distances where applicable
- I.6** Implement improvements to key pedestrian links from surrounding residential areas into the GWAC commercial area with additional street tree planting, widened footpaths where applicable and improved lighting.
- I.7** Upgrade key laneways where pedestrian activity and movement is desired
- I.8** Install co-ordinated wayfinding signage in key locations to direct pedestrians to key features, shops, transport, services and open space
- I.9** Undertake a Disability Discrimination Act audit of the GWAC to assess the access conditions for people with limited mobility
- I.10** Implement on and off road cycle lanes across the GWAC in accordance with the connections shown in Figure 12
- I.11** Undertake an audit of bicycle infrastructure in Glen Waverley to determine where additional end of trip bicycle parking facilities will be required
- I.12** Work with VicRoads to improved cycle priority at signals on Springvale Road

J. PUBLIC TRANSPORT

The train station and bus interchange is the major public transport facility in the GWAC and it is centrally located in close proximity to the shopping strips, The Glen, Glen Waverley Secondary College, Century City Walk, hotels, the Civic Centre and surrounding residential areas.

Access to the train station will be improved with a new east west pedestrian connection through the IKON development, which will create a significant arrival point into Kingsway. Planned beautification works to the station will also enhance it as a place for people.

The GWAC has excellent bus services providing ten key routes and one smart bus route from the current interchange. The interchange, however, provides a poor quality environment for pedestrians and presents poorly to the surrounding streets. Additional landscaping and improved safety for pedestrians at crossing points could be provided in the short term to enhance the bus interchange as a key destination in the GWAC.

Opportunities also exist to improve access between interchange and station, and the Glen Waverley Secondary School as this is a major pedestrian desire line. Improvement to the laneway behind the Dan Murphys building will play a key role in strengthening this connection as will the provision of a raised pedestrian crossing on Railway Parade North, adjacent to the interchange.

The train station and bus interchange should form part of a long term master plan, which tests a number of scenarios for its relocation and re-configuration, and tests opportunities for development of the airspace above the precinct. Any master plan for the precinct should enable the implementation of the Ring Road and provide for better integration of the interchange into the surrounding street network.

Objective

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

Strategies

- **Improve public transport frequency, integration, comfort and amenity in order to promote public transport as a desirable transport alternative**
- **Support bus priority at key intersections within the GWAC**
- **Improve the bus interchange to provide a safer and higher amenity environment for pedestrians and provide better integration with the surrounding streets**
- **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**
- **Enhance the pedestrian connection between the Glen Waverley Secondary College and the interchange**
- **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**

Actions

Refer to Precinct 3 for more detailed actions regarding the transit interchange precinct

- J.1** Work with VicTrack in developing a vision and master plan for the transit interchange precinct. Refer to Precinct 3 for additional detail
- J.2** Advocate for improved services and connection between bus and rail systems
- J.3** Work with VicTrack and bus operators in developing a suite of improvements to the bus interchange with a focus on improving pedestrian amenity and safety

K. TRAFFIC MANAGEMENT

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.

The traffic analysis has identified that many vehicles are using Kingsway as a through route to bypass Springvale Road. This traffic has negative implications on key streets such as Kingsway as it causes congestion and makes it a less pleasant and less safe environment for pedestrians and cyclists.

The Structure Plan proposes a Ring Road that will aim to reduce through traffic on key town centre streets such as Kingsway. The Ring Road will provide convenient access to major car parking facilities and businesses thereby minimising the need for vehicles to use the key town centre streets. The space currently allocated to vehicles on town centre streets such as Kingsway will be narrowed and increased for pedestrians and cyclists.

A staged approach is proposed to the implementation of the Ring Road. Each stage will provide improvements to the town centre by creating larger walking and gathering spaces for people and reducing through traffic. The proposed staging plan is outlined in this section.

Objectives

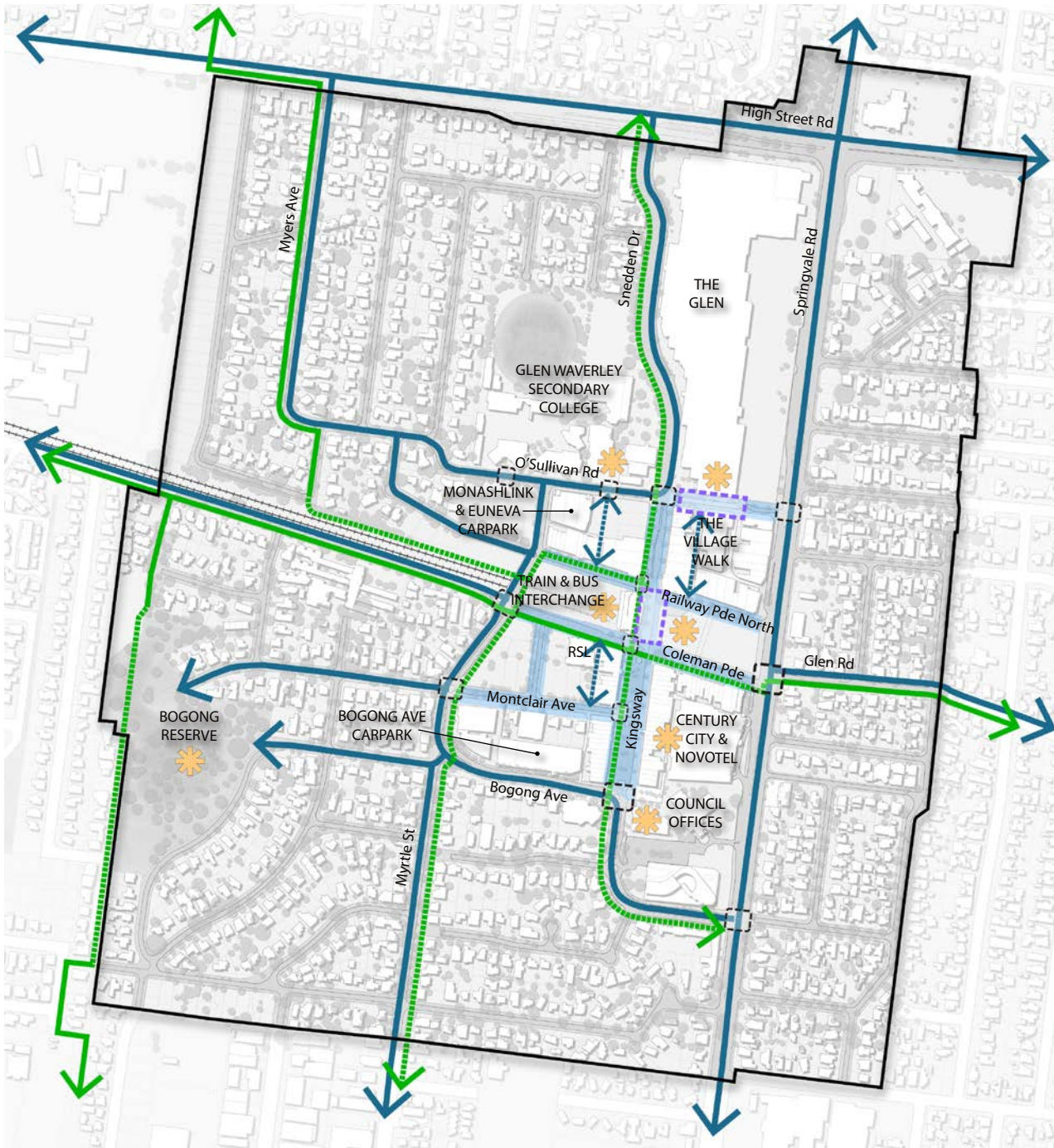
To provide a clear and logical vehicle network and hierarchy in the GWAC whilst encouraging a shift to other modes of transport.

Strategies

- **Implement the proposed Ring Road in a staged approach to reduce vehicle traffic on key streets in the GWAC commercial area**
- **Encourage new development to provide access to car parks and be serviced from rear laneways where they exist to minimise vehicle crossovers and movements on key streets**

Actions

- K.1** Develop a staging strategy for the implementation of the Ring Road and begin to implement the first stage



-  Key pedestrian / cycle destinations
- Pedestrian Access**
-  Key pedestrian access into the GWAC
-  Central Pedestrian Priority Streets
-  New / Improved pedestrian links
-  Shared Pedestrian/Vehicle Streets
-  Pedestrian access improvement areas / intersections
- Bicycle Access**
-  Existing cycle network
-  Improved/Proposed cycle network (Bicycle Strategy)

Figure 12: Pedestrian and Cycle Access Plan

L. CAR PARKING

There are a total of 2,301 parking spaces available within the GWAC study area with an additional 3,138 spaces available within The Glen. Of the 2,301 parking spaces available within the study area 316 spaces are located on-street with the remaining 1,985 spaces located off-street.

The peak for parking demand across the GWAC occurs between 12:30 and 1:00pm with a peak occupancy of 82.3%. A secondary peak is experienced in the evening between 8:00 and 8:30pm with an overall occupancy of 77%. On this basis, it is considered that the overall parking supply within the centre is appropriate to accommodate the peak demands for parking.

The parking analysis does reveal however that certain car parking precincts are nearing capacity while others are relatively underutilised. Therefore it is important that future car parking is strategically located to relate to the level of activity, is easy to find from key vehicle access roads and there are activated, safe and convenient pedestrian links between the car park and the shops.

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.

Parking time restrictions are used across the GWAC to encourage motorists who want to park for long periods, to use car parks further away from the highest demand areas, leaving the closest spaces available for short stay customer parking. While parking time restrictions may be inconvenient at times, their application ensures that motorists have a more equal opportunity to park their vehicle close to their destination. Parking time restrictions therefore support strong and profitable local business and employment.

Objective

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

Strategies

- **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 to the shops**
- **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**
- **Provide safe and convenient pedestrian access to existing off-street car parks**

Actions

- L.1** Concentrate urban improvement efforts on making the pedestrian experience convenient and attractive to / from the Euneva Avenue Car Park through lighting, signage, landscaping and requiring active frontages in new developments
- L.2** Investigate the use of dynamic signage across the GWAC that provides live information about car parking occupancy
- L.3** Undertake an audit of existing Council owned car parks to ensure they have adequate directional signage, are well lit and can be safely accessed by pedestrians
- L.4** Develop a policy that seeks to encourage and promote the installation of car share parking and use with GWAC
- L.5** Investigate the inclusion of electric vehicle re charge points in new car park designs
- L.6** Review the implementation of a paid parking scheme with GWAC on a regular basis
- L.7** Investigate Park and Ride facilities in conjunction with VicTrack, Department of Transport Planning and Local Infrastructure and Metropolitan Planning Authority to encourage more commuters to access the Glen Waverley Station by bus

- L.8** Develop a policy that seeks to provide a reduced car parking provision for office developments within the GWAC that provide a sustainable transport plan
- L.9** Develop a policy that allows flexibility with regards to the allocation of residential parking in new developments having regard to the Glen Waverley Activity Centre Sustainable Transport Plan



The Euneva Street car park



Figure 13: Public Transport, Vehicle Movement and Car Parking Plan

RING ROAD STAGING

The proposed Ring Road will need to be delivered across a number of stages which will see the key commercial area streets improve for pedestrians and through traffic gradually removed. The diagrams below outline the key stages.

It is noted that, if the opportunity arises to redevelop the railway station and bus interchange precinct with the required grade separation of the Ring Road and railway line, these could be undertaken at any time.

STAGE 1

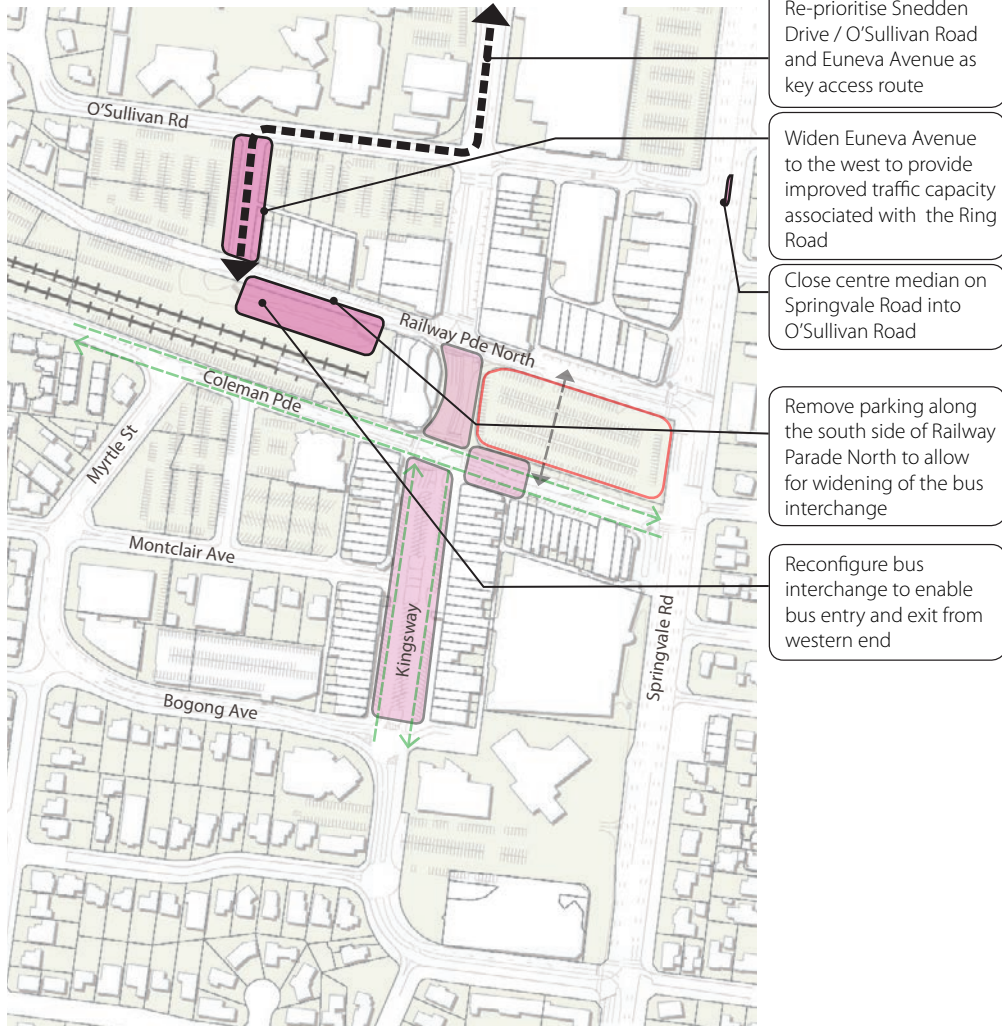


STAGE 2

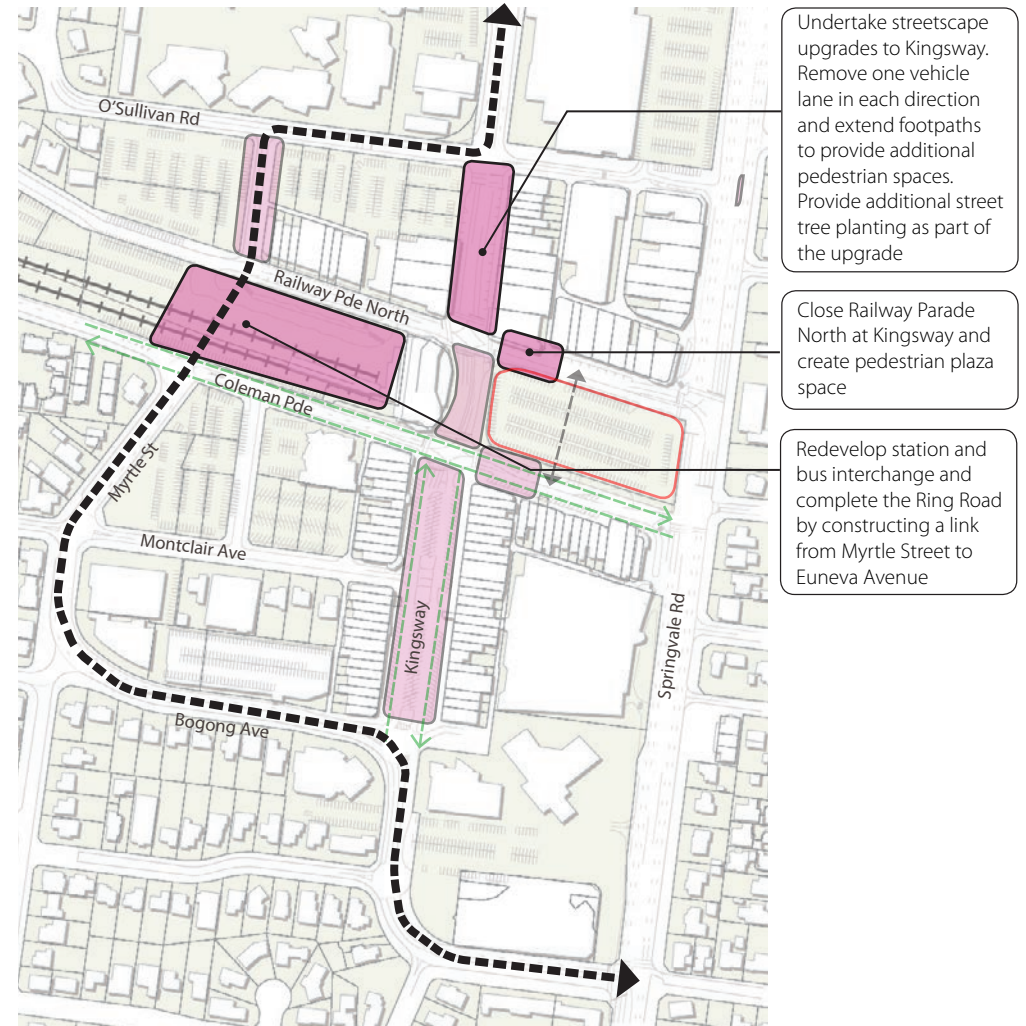


Figure 14: Ring Road Staging Plan

STAGE 3



STAGE 4



This page has been left blank intentionally



5

PRECINCT PLANS

This page has been left blank intentionally

5. PRECINCT PLANS

The aim of the Precincts Plans is to provide more detailed actions that help achieve the vision and integrate with the four themes contained in the Strategic Response. Seven precincts have been delineated for the GWAC and are described below.

PRECINCT 1: KINGSWAY

PRECINCT 2: MONTCLAIR

PRECINCT 3: TRANSIT INTERCHANGE & EUNEVA

PRECINCT 4: CIVIC

PRECINCT 5: THE GLEN

PRECINCT 6: SPRINGVALE ROAD

PRECINCT 7: SURROUNDING RESIDENTIAL



Figure 15: Precinct Plan

PRECINCT 1: KINGSWAY

This precinct will strengthen its hospitality, entertainment and retail focus with opportunities throughout for living above the shops.

This precinct provides significant renewal opportunities across a number of Council and privately owned sites.

The central car park site presents an exciting renewal opportunity for uses such as a new public square, a library and community hub and a major mixed use development including retail, office and residential that activates surrounding streets.

Objectives

To strengthen Kingsway precinct as the heart of the GWAC providing great streets and public spaces and opportunities for living and working within the precinct

Strategies

- **Provide opportunities for mixed use development across the precinct with housing, office or community uses located above ground level retail and hospitality uses**
- **Provide for active frontages across the precinct with fine grain tenancies providing for a variety of shops and experiences**
- **Facilitate the redevelopment of underutilised sites throughout the precinct**
- **Support the continuation of hospitality and entertainment uses along Kingsway**
- **Provide for a public square and a library and community hub within the central car park site with activated ground level uses**
- **Provide for the highest level of pedestrian priority throughout the precinct with minimal vehicle movement along key streets**
- **Provide additional outdoor dining opportunities throughout the precinct**

Actions

- P1.1** Explore opportunities for the redevelopment of the central car park site. Council should set clear parameters for the redevelopment of the site that seek to:
- Provide active frontages to all streets and restaurant / cafe uses fronting the public square
 - Provide a fine grain street rhythm to all frontages to reflect the pattern of narrow shopfronts in Kingsway south
 - Provide for a community hub including a library and other community uses in the western part of the site. The uses should relate to the proposed public square
 - Allow for mixed use development across the balance of the site that provides entertainment / food / retail uses in the podium levels that complement the town centre. Allow for office / residential / hotel uses in tower form(s) above the podium
 - Provide a public square, which should comprise at least 20% of the Central Car Park, and which is oriented to capture northern sunlight. The space should be paved and include large shade trees and areas of soft landscaping. The space could cater for events when combined with the Railway Parade North plaza, Coleman Parade Plaza and the Kingsway shared space
 - Provide car parking on site at a basement or upper level and provide additional parking for the uses proposed within the site
 - Provide a north-south vehicle link across the site (potentially through a basement car park)
 - Provide an at-grade north-south pedestrian connection(s) across the site with good passive surveillance and activation from adjoining land uses
- P1.2** Create an activated laneway between Railway Parade North and The Glen Shopping Centre. This will require additional widening at ground and for future uses to address the laneway
- P1.3** Undertake a streetscape upgrade to Kingsway South to provide additional space for pedestrians and outdoor dining and bicycle lanes. This will be achieved by removing angled parking that exists on the east and west edges of the street. The car parking should be replaced elsewhere in close proximity of the street. Refer to Figure 19 for an indicative cross section
- P1.4** Undertake a streetscape upgrade to Kingsway north (between Railway Parade North and O'Sullivan's Road) to provide additional space for pedestrians and outdoor dining and minimise the impact of vehicles on the public realm. This will be achieved through the removal of a vehicle lane on either side of the road and be undertaken in conjunction with the staged implementation of the Ring Road. Refer to Figure 20 for an indicative cross section
- P1.5** Create a shared pedestrian / vehicle space in Kingsway Central (between Coleman Parade and Railway Parade North). This will create safer movement between the station and the future town square and community hub. Refer to Figure 21 for an indicative cross section
- P1.6** Create pedestrian only plazas on Railway Parade North and Coleman Parade adjacent to Kingsway. These spaces will be activated by adjoining uses, provide outdoor dining opportunities, provide shade trees and soft landscaping, and seating.
- P1.7** Provide for raised threshold paving at key intersections along Kingsway to provide for north-south priority pedestrian movement. Key intersections include the Bogong Avenue Roundabout, Montclair Avenue, Coleman Parade and O'Sullivan Road
- P1.8** Provide for streetscape improvements to Railway Parade North including the planting of street trees between car angled parking bays on the north side of the street and between parallel parking bays on the south side of the street, and widening of the footpath on the south side of the street through the removal of the small landscape strip

- P1.9** Work with the Dan Murphy site land owners to achieve a high quality mixed use development. The development should seek to activate Kingsway and Railway Parade North with fine-grain tenancies, provide a major land use that helps to anchor Kingsway North and is accessible from Kingsway, provides for activation to a north-south laneway at the western edge of the site, provides for car parking at a basement or upper level
- P1.10** Work with the owner of the Village Walk site to achieve a high quality mixed use development. The development should seek to activate the laneway to the west of the site with fine grain tenancies, provide a ground level setback to the laneway to enable widening and provide active frontages O'Sullivan Road
- P1.11** Provide for a north-south activated laneway connecting the transit interchange to the Glen Waverley Secondary College. The existing laneway should be widened to the east where it adjoins the Dan Murphy's building and continue through to O'Sullivan Road
- P1.12** Work with VicRoads to develop solutions for providing additional greenery along Springvale Road
- P1.13** Work with the owners of the RSL site to achieve activation of the Coleman Road / railway station frontage with uses that take advantage of the northern sunlight and activation to the laneway at the eastern edge of the site
- P1.14** Provide for a safe pedestrian connection between the Euneva Street car park and Kingsway by providing additional lighting and clear sightlines along O'Sullivan Road
- P1.15** Undertake a lighting audit of the precinct to ensure adequate levels of lighting are provided along streets, laneways and public car parks. Consider opportunities for feature / artistic lighting

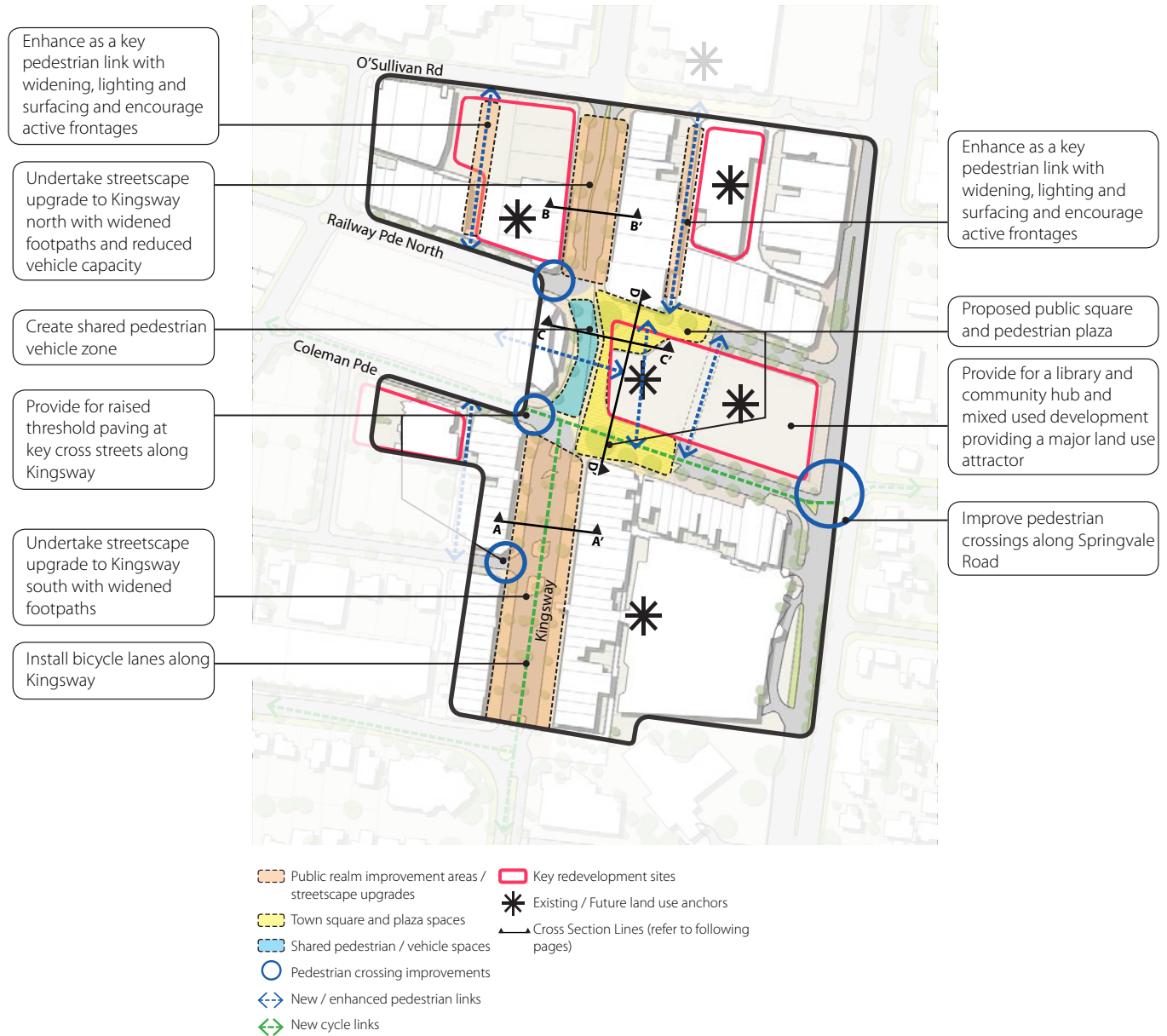


Figure 16: Precinct 1- Kingsway



Shoptop housing opportunities along Kingsway



Community hub



Public square and plaza spaces with outdoor dining opportunities

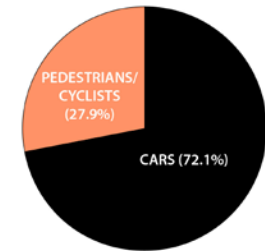
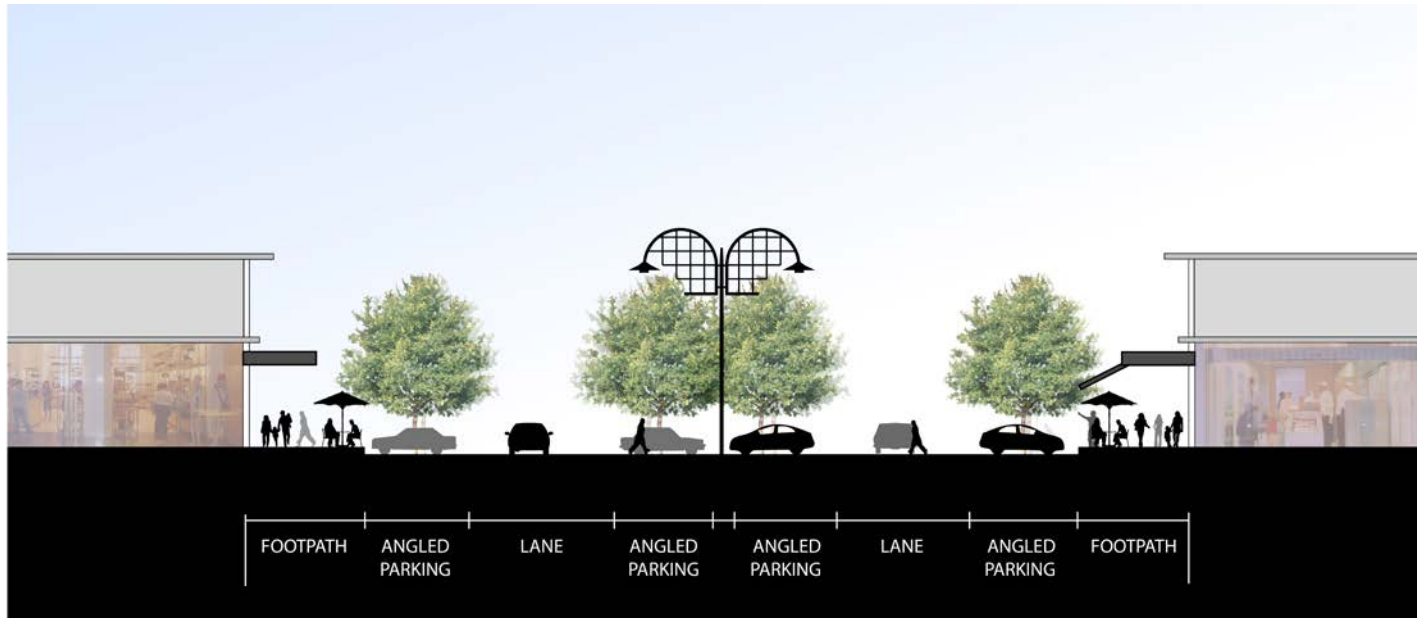


Shared vehicle pedestrian spaces



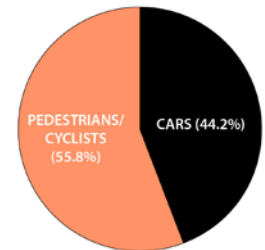
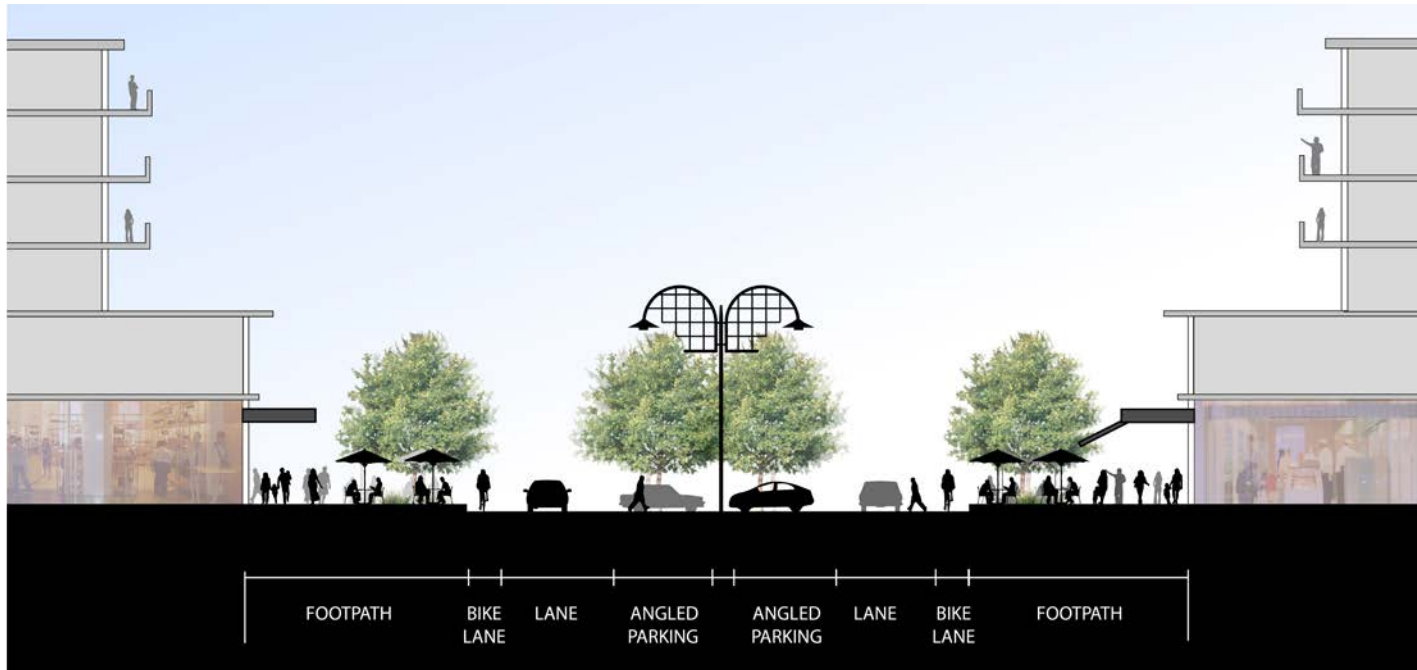
Figure 17: An artists impression of a potential option for the public square and community hub

Existing



Road space proportions - existing

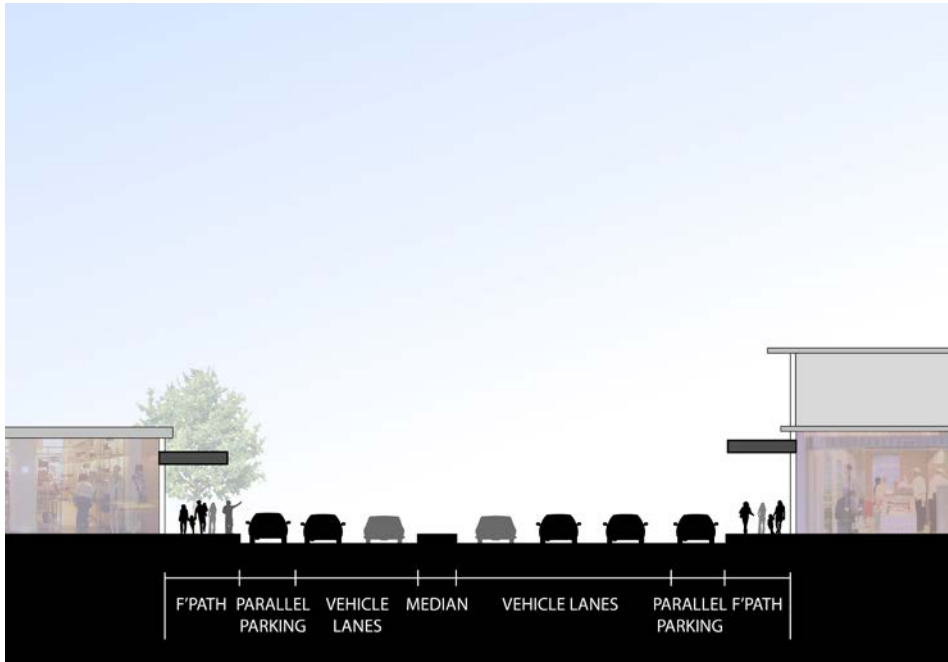
Proposed



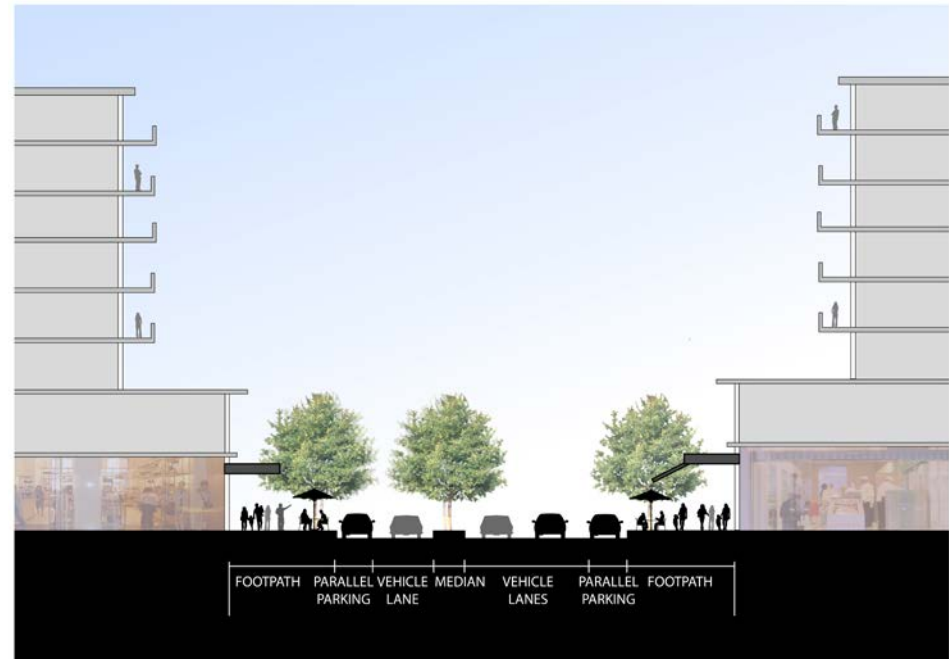
Road space proportions - proposed

Figure 18: Kingsway Cross Section A - A' (Typical treatment between Bogong Avenue and Coleman Parade)

Existing



Proposed



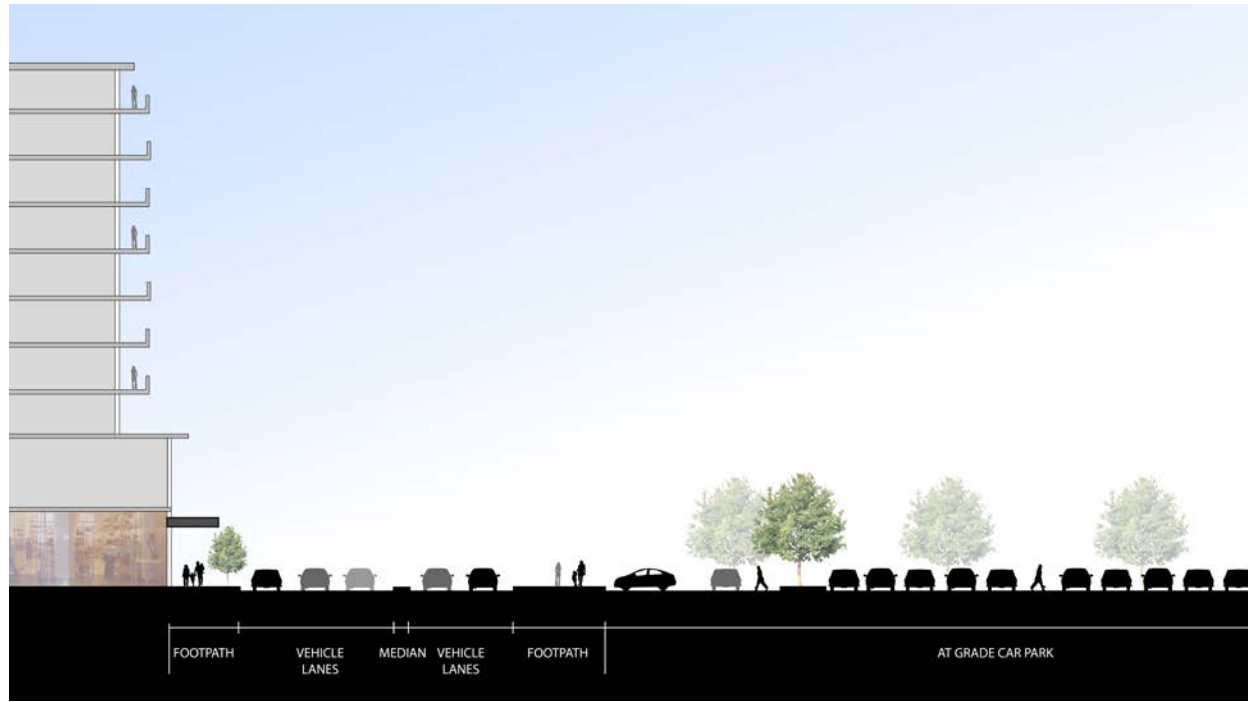
Road space proportions - existing



Road space proportions - proposed

Figure 19: Kingsway Cross Section B - B' (Typical treatment between Railway Parade North and O'Sullivan Road)

Existing



Proposed



Figure 20: Kingsway Cross Section C - C' (Typical treatment between Coleman Parade and Railway Parade North)

Existing



Proposed



Figure 21: Kingsway Cross Section D - D' (Typical treatment from Coleman Parade and Railway Parade North)

PRECINCT 2: MONTCLAIR

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

A number of large, underutilised sites provide good opportunities for renewal across the precinct.

Objective

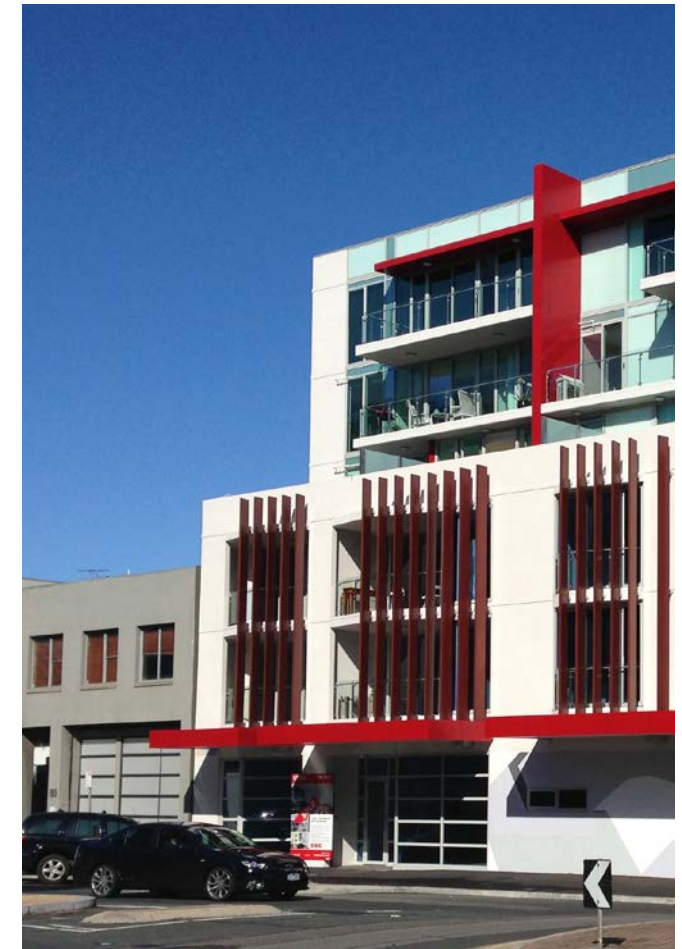
To create a mixed use office and residential precinct with green and pedestrian friendly streets

Strategies

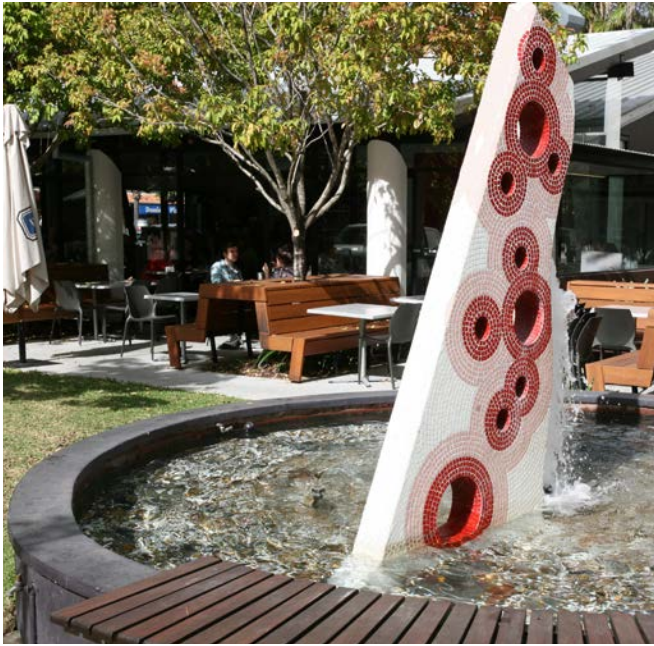
- **Provide opportunities for mixed use office and residential development across the precinct with activated ground level frontages**
- **Encourage site consolidation where necessary to achieve high amenity and efficient development outcomes**
- **Provide for a high level of pedestrian priority along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

Actions

- P2.1** Provide for the redevelopment of at grade Council owned car parks at the corner of Myrtle Street and Montclair Avenue and the at-grade car park at the corner of Montclair Avenue and Glendale Street. The redevelopments should consider:
- Multi-level mixed use development with office uses at ground / podium level and office / residential uses above
 - Provide for activation to all surrounding streets including the laneway to the east of the Montclair Avenue / Glendale Street car park
 - The provision of a multi-deck / multi-level basement car park as part of the site redevelopment to replace the loss of car parking. The car park should be accessed directly from the future Ring Road
 - Provide for a neighbourhood park to serve the precinct and surrounds. The park should be located to capture northern aspect, incorporate Water Sensitive Urban Design measures and be activated by adjoining uses
 - A transition in building scale to Myrtle Street and Bogong Avenue to present a consistent streetscape, in terms of building height, with the residential land to the south and west.
- P2.2** Encourage the consolidation of lots at 50-54 Montclair Avenue in order to provide a larger / more efficient redevelopment site and enable the removal of crossovers to Montclair Avenue
- P2.3** Undertake streetscape improvements to Montclair Avenue and Glendale Street to widen footpaths, retain established street trees and provide additional street trees and incorporate Water Sensitive Urban Design Measures

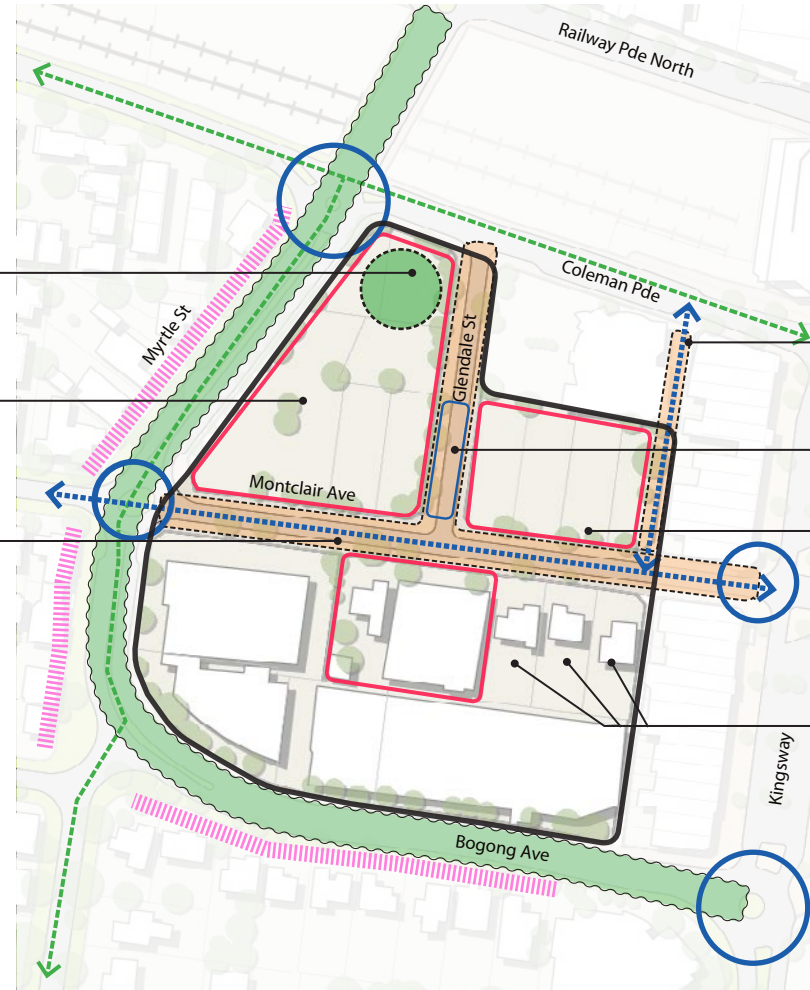


A mix of office and residential uses



Activated edges to the proposed park

- Provide new 'green' public open space located to capture northern aspect
- Mixed use development with office and residential uses and a multi-deck car park
- Undertake streetscape improvements to Montclair Avenue and Glendale Street



- Enhance as a key pedestrian link with widening, lighting and surfacing and encourage active frontages
- Potential for closure of Glendale Street with pedestrian only access
- Mixed use development with office and residential uses
- Encourage consolidation of allotments

- Streetscape improvements
- Ring Road large tree planting
- Future 'green' public open space
- Pedestrian crossing improvements
- New / enhanced pedestrian links
- Cycle links
- Key redevelopment sites
- Residential Interface

PRECINCT 3: TRANSPORT INTERCHANGE AND EUNEVA

The transport interchange will be enhanced as a key destination in the GWAC. A long term plan for the precinct will see improved function and integration into the centre, and significant development opportunities.

Objective

To create a highly active mixed use precinct which integrates an efficient and high amenity public transport interchange with retail, housing and office mixed use developments

Strategies

- **Provide short and long term plans for the transport interchange that aim to improve its amenity and role within the activity centre**
- **Provide for mixed use retail / residential / office development East of Myrtle Street / Euneva Avenue and primarily residential development west**
- **Support the long term lowering of the rail line to achieve the ultimate Ring Road network and provide development opportunities above the transport interchange**
- **Enhance pedestrian connections between the Glen Waverley Secondary School and the Transport Interchange**
- **Improve signage to the train station and bus interchange**

Actions

- P3.1** Work with VicTrack to develop a master plan for a staged redevelopment of the transport interchange precinct. The master plan should seek to:
- Provide for a lowered railway station and rail line to enable the implementation of the Ring Road
 - Provide for an efficient bus interchange in its current, general location with good connections to the railway station and a high level of amenity and safety for pedestrians
 - Provide retail / business services uses to Railway Parade North and Coleman Parade frontages east of the Ring Road
 - Provide for residential and office uses on levels above the station / bus interchange
- P3.2** In the shorter term implement measures to improve pedestrian safety around the bus interchange particularly at the eastern end of the bus interchange. Such measures could include raised threshold paving at the eastern end along wider and clearly defined pedestrian zebra crossings
- P3.3** Investigate opportunities for providing dynamic signage across the GWAC that displays live information about train and bus departures
- P3.4** Work with VicTrack to develop an integrated masterplan for the redevelopment of the at grade car park site bounded by O'Sullivan Road, Euneva Avenue and the railway line in the south. The masterplan should consider:
- Medium and higher density residential development that reduces in scale towards the western residential interface
 - An east west pedestrian connection through the site with activation and surveillance from adjoining land uses
 - An efficient multi-deck / multi-level basement car park that provides commuter car parking needs
 - A small pocket park public open space that captures the northern sunlight along O'sullivan Road. This park should provide a playground and the potential for community gardens or a productive landscape
- P3.5** Provide for widening of Euneva Avenue between Railway Parade North and O'Sullivan Road. This should be widened to the west and undertaken in accordance with the staged Ring Road implementation

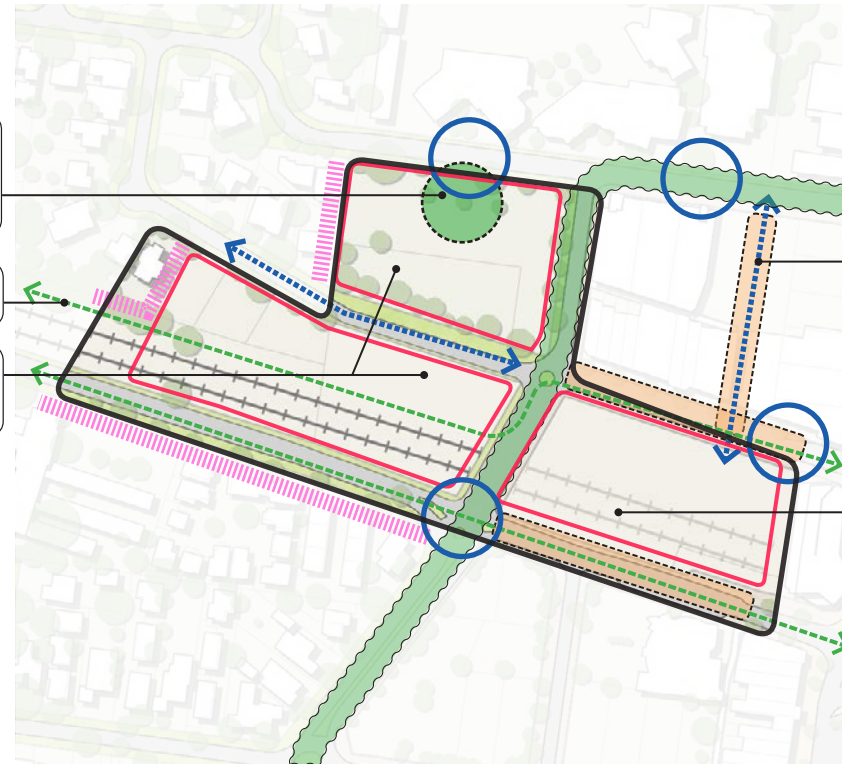


Green open space opportunity on O'Sullivan Road



Opportunity for an integrated transport hub

- Provide new 'green' public open space located to capture northern aspect
- Provide new cycle connections
- Provide for redevelopment of key sites with residential uses



Enhance as a key pedestrian link with widening, lighting and surfacing and encourage active frontages

Develop a staged master plan for the redevelopment of the transit interchange precinct

- Streetscape improvements
- Ring Road large tree planting
- Future 'green' public open space
- Pedestrian crossing improvements
- New / enhanced pedestrian links
- Cycle links
- Key redevelopment sites
- Residential interface

PRECINCT 4: CIVIC

The Civic precinct remains the focus for Civic uses and local government administration and provides an important land use at the southern end of the GWAC.

A new public green will provide a place for people to gather and relax

Objective

To enhance the Civic function of this precinct and provide a green anchor to the southern edge of the GWAC commercial area

Strategies

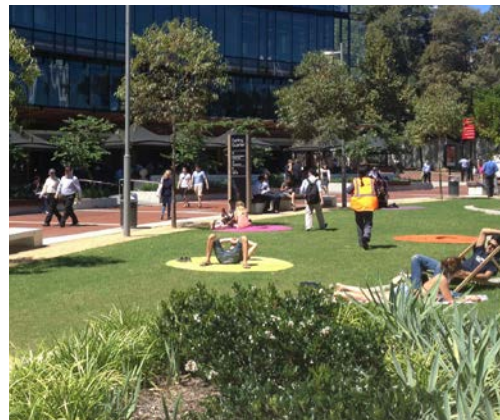
- **Ensure new landscaping and buildings are respectful of the heritage significance of the existing Civic Centre**
- **Provide a public green within the existing library forecourt area**

Actions

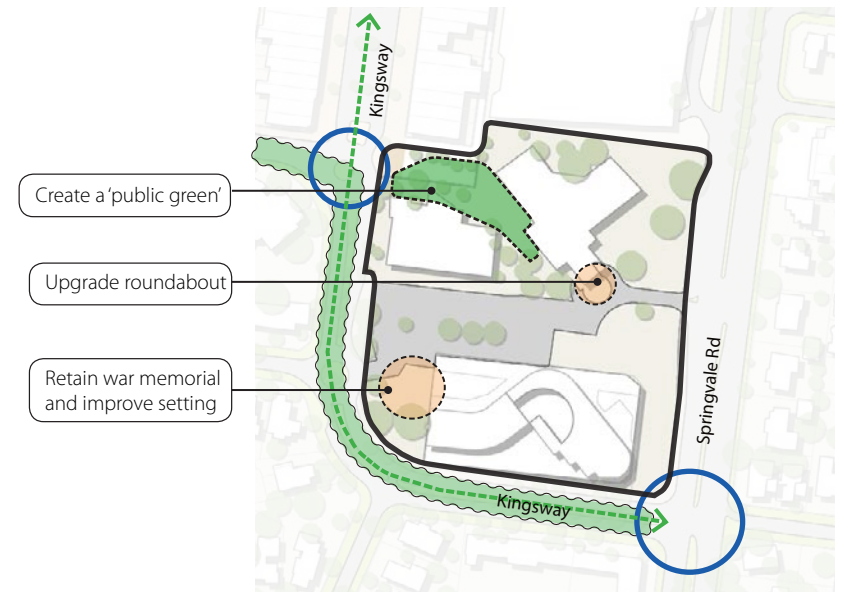
- P4.1** Develop a master plan for the existing library forecourt to create a public green with seating, shade trees, soft landscaping and water sensitive urban design measures
- P4.2** Retain war memorial in its current location and provide an appropriate setting for the structure
- P4.3** Retain and upgrade existing entry roundabout and porte-cochère to more closely align with historical intent



Existing public art in the precinct



Opportunity for a town green



- Public improvements
- Ring Road large tree planting
- Future 'town green'
- Pedestrian crossing improvements
- Cycle links

PRECINCT 5: THE GLEN

The Glen will strengthen its role as the major retail anchor for the GWAC and the region. The centre will engage with its surrounding streets by providing public spaces and building frontages that address the streets in a way that enhances their connection with the Activity Centre to the south. Significant opportunities for a greater intensity of uses will be provided through multi-level mixed use development across the site.

Objective

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

Strategies

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

Actions

P5.1 Work with The Glen Shopping Centre to achieve better integration of the shopping centre with the surrounding streets. Improvements should consider:

- Active uses to O'Sullivan Road and Snedden Drive with shopfronts accessible from the street
- Provision of a square / plaza at the corner of O'Sullivan Road and Snedden Drive that is activated by surrounding uses and provides for direct pedestrian access into the shopping centre
- Improvements to the Springvale Road and High Street Road frontages with high quality built form that enhances the entrance into the GWAC commercial core and presents as a strong gateway to the Glen Waverley Activity Centre from the north
- The potential for uses at the southern end of the shopping centre that extend beyond regular 9am to 5pm trading hours
- Potential for upper level uses to provide for additional passive surveillance of the streets
- Additional landscaping along Snedden Drive to screen loading areas and contribute to the Ring Road landscape setting
- Additional pedestrian access points to the north from High Street Road and Springvale Road

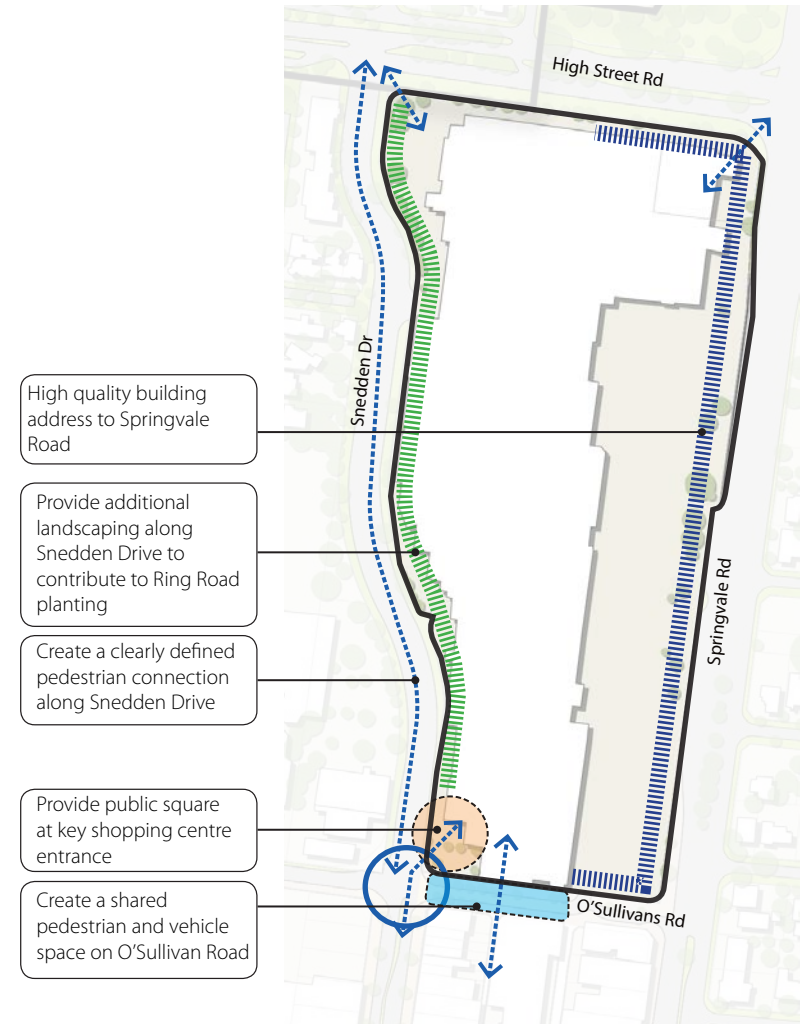


Housing opportunities above the shops



Open and active frontages to surrounding streets

P5.2 Undertake an audit of the pedestrian network along Snedden Drive with a focus on delineating a continuous pedestrian connection that avoids shopping centre loading zones



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

PRECINCT 6: SPRINGVALE ROAD

The eastern edge of Springvale Road strengthens the health role of the GWAC and accommodates offices, medical facilities and housing and accommodation options.

The western edge plays a role in providing a sense of arrival, showcasing Glen Waverley's attributes and attracting visitors to what the centre has to offer.

Objective

To create a high quality office, medical and residential mixed use precinct that enhances the GWAC entry

Strategies

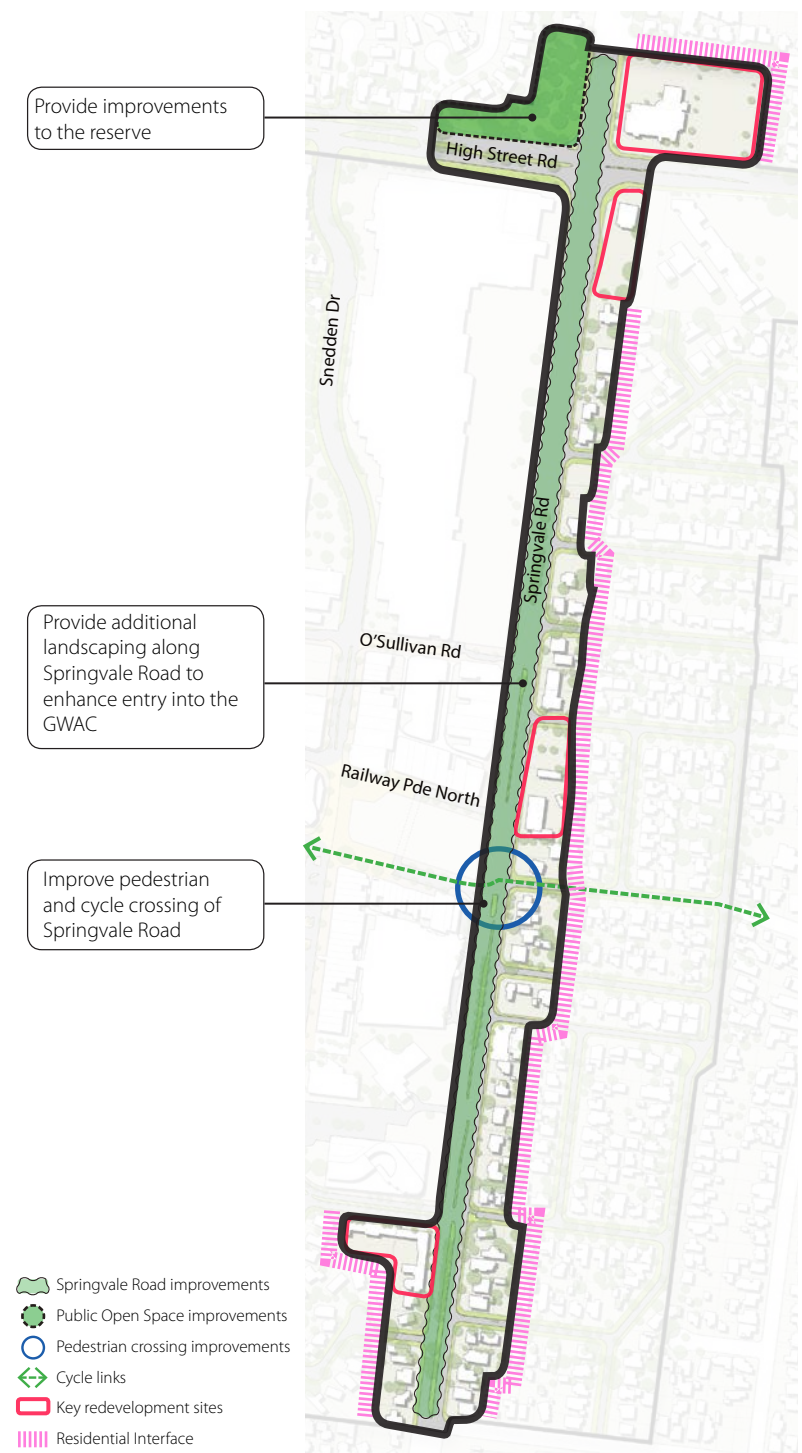
- **Encourage office, medical and residential mixed use development throughout the precinct**
- **Provide streetscape improvements to Springvale Road in order to create a high quality destination for future uses**
- **Improve pedestrian and cycle priority across Springvale Road**
- **Provide for a transition in scale to adjoining residential properties**

Actions

- P6.1** Work with VicRoads to investigate opportunities for improving the Springvale Road streetscape with additional tree and low level planting
- P6.2** Implement planning measures to continue to facilitate the emergence of a medical precinct along Springvale Road with residential uses
- P6.3** Work with VicRoads to improve pedestrian and cycle priority at signalised crossings along Springvale Road with a focus on the Coleman Road / Glen Road intersection
- P6.4** Work with the landowners of the Mountain View Hotel to discuss the potential relocation of the hotel function into the commercial core. This would enable this site to be redeveloped for a mix of uses including housing
- P6.5** Implement improvements to the reserve at the corner of High Street Road and Springvale Road with a Water Sensitive Urban Design focus and provide clear sightlines into the reserve for passive surveillance. Encourage properties that abut the reserve to provide transparent rear fencing and surveillance from upper levels



High quality office development



PRECINCT 7: SURROUNDING RESIDENTIAL

The surrounding residential precinct provides a key role in supporting the growth of the centre by delivering a diverse range of housing that is located in close proximity to shops and services, public transport and open space.

A number of streets will be enhanced as key walking and cycling routes connecting into the town centre. This will be achieved through additional greening, improved footpaths and pedestrian and cycle priority at intersecting streets.

Objective

To provide for a diversity of housing types within the precinct and strengthen connections to the GWAC commercial area and surrounding open spaces

Strategies

- **Allow for the intensification of housing in identified areas**
- **Improve pedestrian and cycle links between the precinct and GWAC commercial area**

Actions

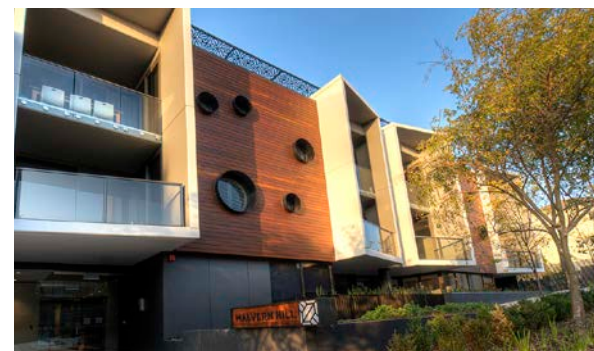
- P7.1** Develop and implement a planning policy which encourages high quality medium density housing throughout the precinct with a focus on the key main roads
- P7.2** Work with the Glen Waverley Secondary College to consider shared use of facilities outside of school times. This could include the performing arts centre and Gymnasium at the south east corner of the school
- P7.3** Work with the Glen Waverley Secondary College to investigate ways to securely and safely provide public access to the school oval outside of school hours
- P7.4** Install on-road bicycle lanes / off road links along key routes within the precinct to provide for missing links in the network
- P7.5** Enhance key pedestrian connections into GWAC commercial area with additional street tree planting, continuous footpaths and priority for pedestrians at key intersections
- P7.6** Implement raised threshold paving at key locations along O'Sullivan Road to provide for safe crossing from the school
- P7.7** Implement raised threshold paving treatments along the Ring Road to provide for safe and convenient pedestrian access into the centre. Locations include Coleman Parade / Myrtle Street, Montclair Avenue / Myrtle Street and Kingsway / Bogong Avenue
- P7.8** Enhance Bogong Reserve as a key open space destination for the GWAC by providing facilities to serve the future catchment. Improve pedestrian and cycle links to the reserve



Cycling connections across the precinct



High quality townhouses with landscaped setbacks







Low scale apartment buildings

Work with Glen Waverley Secondary College to provide public access to oval after school hours

Provide safe pedestrian crossings to the Glen Waverley Secondary College

Provide safe pedestrian crossings into the GWAC commercial area

Enhance Bogong Reserve as a major open space destination for the GWAC

-  Streetscape improvements
-  Ring Road landscaping
-  Public Open Space improvements
-  Pedestrian crossing improvements
-  Cycle links



WSUD in open spaces



Large avenue trees along the Ring Road



6

IMPLEMENTATION

6. IMPLEMENTATION

6.1 NEXT STEPS

IMPLEMENTATION PLAN

A detailed implementation plan will be developed following the finalisation of the Structure Plan. The implementation plan will outline the steps required to implement each of the actions in this document including implementation responsibilities, priorities and timing. This will ensure that the aspirations of the shared vision will be realised through projects on the ground.

This will include:

- Infrastructure upgrades
- Public realm improvements
- Implementation of the Glen Waverley Sustainable Transport Plan
- Advocacy with State Government Agencies
- Marketing plan
- Development facilitation

COUNCIL ADOPTION

The Structure Plan and Implementation Plan will be issued to Council for formal adoption.

PLANNING SCHEME AMENDMENT

Once the Structure Plan is adopted by Council, a planning scheme amendment will be prepared to implement aspects of the Structure Plan into the Glen Waverley Planning Scheme. This will undergo an additional phase of consultation.

6.2 MONITORING AND REVIEW

As part of the implementation process, Monash City Council will provide a progress report on the implementation of the Structure Plan. The Structure Plan review process will occur every five years. This will identify and analyse:

- The actions and projects that have been undertaken or underway
- The success of key actions or projects
- Consistency of all projects with the shared vision for the GWAC
- Any blockages preventing successful implementation.

This process will allow Council to measure the success of the program and allocated future resources as necessary and allow for the implementation program to be adjusted to ensure the vision is being achieved.