

DD/MM/YY
Proposed C120**SCHEDULE 12 TO THE DESIGN AND DEVELOPMENT OVERLAY**

Shown on the planning scheme map as **DDO12**.

GLEN WAVERLEY ACTIVITY CENTRE STRUCTURE PLAN**1.0 Design objectives**DD/MM/YY
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To ensure development is consistent with the *Glen Waverley Activity Centre (GWAC) Structure Plan 2014* (updated June 2016).

To create a strong and distinct image for the commercial core of the Glen Waverley Activity Centre (GWAC) with high quality and site responsive development.

To encourage sensitive and high quality development outcomes on key strategic redevelopment sites within the commercial core of the Activity Centre

To ensure buildings within core retail areas and along key pedestrian streets contribute to active and engaging street frontages and support a high level of pedestrian amenity to encourage walking around the centre.

To retain the existing fine grain character of commercial buildings along the traditional strip shopping areas within the GWAC such as Kingsway.

To ensure that development is designed to minimise overshadowing to key urban spaces within the Centre, including the footpaths in Kingsway and the proposed town square, at key times of the year.

To encourage development that retains human scale and an appropriate transition in building height from the Centre to the residential areas adjoining the activity centre.

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

To ensure best practice environmentally sustainable development principles are incorporated into the design of new development.

To ensure new development demonstrates mitigation or avoidance of wind down draught effects at street level.

To ensure that development contributes to the ‘buildings-in-landscape’ character of the residential areas surrounding the commercial core of the Centre.

To ensure new development with frontages to the proposed ring road allows for future road widening and street tree planting that contributes to a boulevard character.

To ensure that buildings are accessible for people of all levels of mobility.

To ensure development provides a high standard of internal and external amenity for occupants, visitors and the general public.

2.0 Buildings and worksDD/MM/YY
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Buildings and works must be designed in accordance with the following requirements:

Building heights

Buildings and works should not exceed the preferred maximum building height specified in the table and maps to this schedule. The following minimum floor to floor dimensions should apply:

- 3.2 - 3.5 metres for residential use
- 4.2 - 4.5 metres for retail or restaurant use
- 3.2 - 3.5 metres for any other use

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

The preferred maximum building height excludes rooftop services which should be hidden from view from any adjoining public space or designed as architectural roof top features. Roof top services includes but is not limited to plant rooms, air conditioning, lift overruns and roof mounted equipment.

The preferred maximum building heights have been calculated on the basis that the ground floor measures 4.5 metres, and each floor following measures 3.5 metres. The minimum and maximum building heights will be measured from natural ground level.

Building setbacks

Buildings and works should be in accordance with the preferred setbacks specified in the table and map to this clause. Corner lots have two primary street frontages and the preferred setbacks apply to both.

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

Building form and design

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

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

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

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

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

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

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

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

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

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

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

Buildings fronting laneway should be designed for active uses and generate pedestrian interest and interaction with a permeable façade, for instance window and door openings with clear glazing.

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

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

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

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

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

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

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

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

Activated laneways

Building designs in Built Form Areas A, B and C must provide the activated laneways depicted on the GWAC Building Height and Setback Precinct Plan.

Setbacks required for laneways are as follows:

- 1.5 metre setbacks required to achieve laneway connecting Railway Parade North and O'Sullivan Road (east of Kingsway).
- 1.5 metre setbacks required to achieve laneway connecting Montclair Avenue and Coleman Parade (west of Kingsway).

Setbacks are required to achieve a 8 metre wide pedestrian laneway connecting Railway Parade North and O'Sullivan Road (west of Kingsway).

Wind and weather protection

Wind tunnel testing is required for all buildings over 6 storeys. All applications should be accompanied with a full technical report, including wind rose diagrams at all key points around the site.

The addition of protective screens and other incidental add-ons to offset excessive wind gust levels is generally not acceptable. Landscaping within public spaces is not considered as a means to mitigate this.

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

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

Weather protection from wind and rain, in the form of canopies, awnings and verandahs, is encouraged especially in streets with commercial frontages.

Canopies should be continuous and setback from street kerbs by at least 0.75 metres to avoid vehicle damage and service poles. Greater setbacks or cut outs may be required to accommodate existing or future street trees.

Canopies should be at an appropriate height above the footpath to avoid damage and provide effective weather protection. This will mean canopies should be constructed at a height between 3 and 4.5 metres above the footpath and, where possible, at a consistent level with the canopies on adjoining sites to provide continuous weather coverage.

The underside of canopies should be light-coloured. In special circumstances canopies may be omitted, such as on heritage buildings or where daylight or upward views are desirable.

Landscaping

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

Buildings along the future ring road should contribute to a green enveloping edge along the road by including landscaped setbacks that incorporate deciduous trees providing for summer shade and winter sun.

Solar access

Buildings shall be designed to ensure that solar access is maintained to the followings areas:

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

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

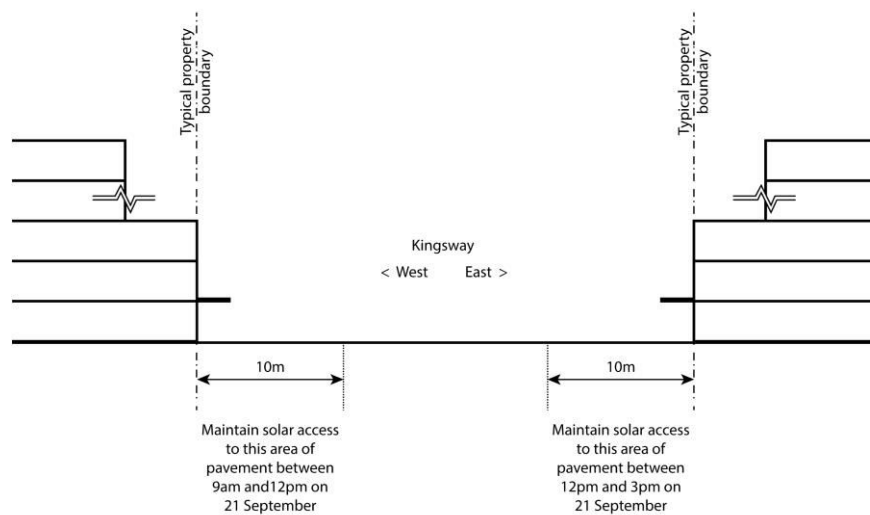


Figure 1 - Solar Access: Kingsway between Bogong Avenue and Railway Parade North (note: building shown for indicative purposes solely)

Within 5 metres of the eastern property boundary of Kingsway, between Railway Parade North and O'Sullivan Road, between 12pm and 3pm on 21 September.

Within 5 metres of the western property boundary of Kingsway, between Railway Parade North and O'Sullivan Road, between 9am and 12pm on 21 September.

To at least 80% of the public open space on the Central Car Park site between Coleman Parade and Railway Parade north, between 9am and 3pm on 21 September.

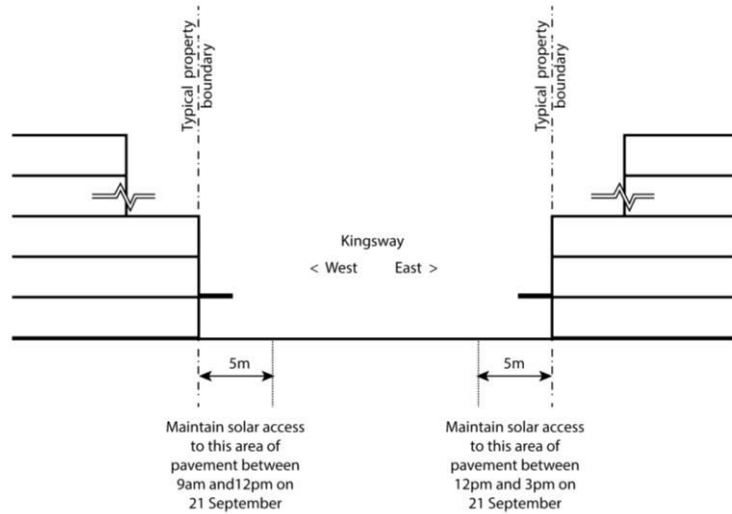
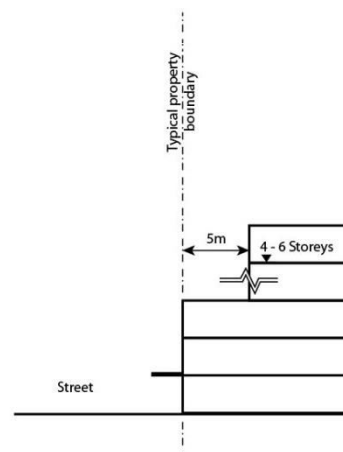


Figure 2 - Solar Access: Kingsway between Railway Parade North and O'Sullivan Road

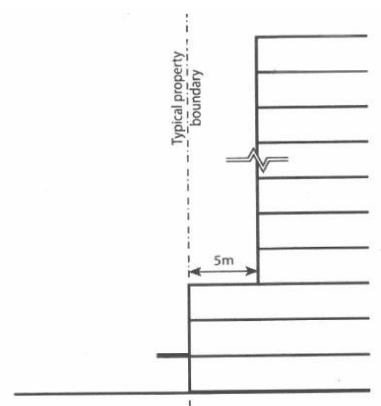
3.0 Development within Built Form Areas

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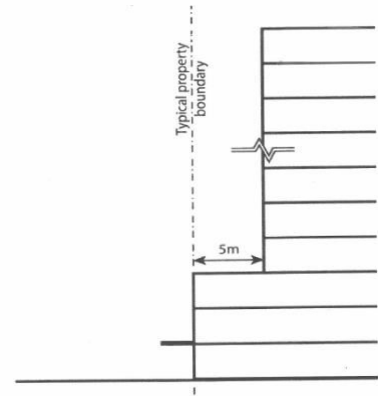
Built Form Area	Preferred building heights	Preferred setbacks	Development outcome
Area A	4 – 6 storeys (15 - 22 metres)	Zero street setback up to a height of 3 storeys, 5 metre street setback required for additional storeys Zero side setback 1.5 metre rear setback required to create a laneway connecting Railway Parade North and O'Sullivan Road 1.5 metre rear setback required to create a laneway connecting Montclair Avenue and Coleman Parade	Active and engaging frontages to Kingsway, Railway Parade North, Coleman Parade, O'Sullivan Avenue and Bogong Avenue. Activities at the front of any building(s) at ground level should generate pedestrian interest and interaction and the façade(s) should incorporate windows and door openings with clear glazing. The fine grain character of Kingsway is retained, where new buildings are articulated to reflect the pattern of narrow shopfronts. Human scale along Kingsway, Railway Parade North, Coleman Parade, O'Sullivan Road and Bogong Avenue is retained.
Area B	More than 10 storeys (more than 36 metres)	Zero street setback up to a height of 3 storeys 5 metre street setback required for additional storeys	Active and engaging frontages to Railway Parade North, Coleman Parade, O'Sullivan Road, Springvale Road, the laneway connecting Railway Parade North to O'Sullivan Road and the future public square. Activities at the front of any building(s) at



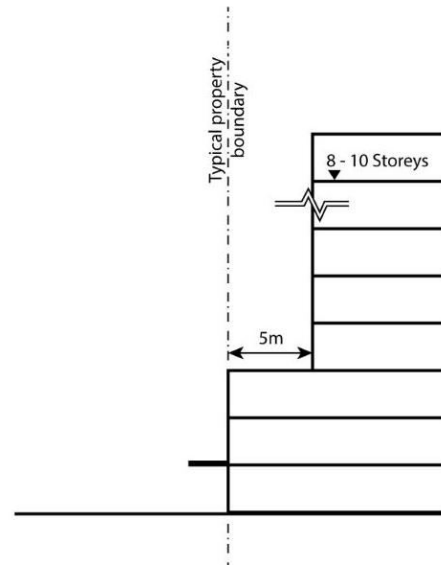
Built Form Area	Preferred building heights	Preferred setbacks	Development outcome
		<p>Zero side setback except: 1.5 metre ground level setback to achieve laneway connecting Railway Parade North and O'Sullivan Road</p>	<p>ground level should generate pedestrian interest and interaction and the façade(s) should incorporate windows and door openings with clear glazing.</p> <p>Key sites –</p> <ol style="list-style-type: none"> The development of the Central Car Park (281 Springvale Road, Glen Waverley) should: <ul style="list-style-type: none"> Continue the existing fine grain street rhythm of Kingsway on all frontages. Provide a public square oriented to capture northern sunlight including paved areas, shade trees and areas of soft landscaping. Provide north-south pedestrian and vehicle links. Any future development of The Glen (227-235 Springvale Road, Glen Waverley) should: <ul style="list-style-type: none"> Improve the pedestrian connections between The Glen and surrounding streets. Ensure that there is a high quality built form presence to High Street Road and Springvale Road.
Area C	More than 8 storeys (more than 29 metres)	<p>Zero street setback up to a height of 3 storeys</p> <p>5 metre street setback required for additional storeys</p> <p>Zero side setback, except: 1.5 metre ground level setback required to achieve laneway connecting Montclair Avenue</p>	<p>Active and engaging frontages to Railway Parade North, Coleman Parade, O'Sullivan Road, Montclair Avenue, the proposed laneway connecting Railway Parade North to O'Sullivan Road and the laneway connecting Montclair Avenue and Coleman Parade.</p> <p>Activities at the front of any building(s) at ground level should generate pedestrian interest and interaction and the façade(s) should incorporate windows and door openings with clear glazing.</p> <p>The provision of fine grain tenancies along Railway Parade North.</p>



Built Form Area	Preferred building heights	Preferred setbacks	Development outcome
		<p>and Coleman Parade</p> <p>Setbacks required to achieve 8 metre wide proposed laneway connecting Railway Parade North and O'Sullivan Road</p>	<p>Key sites –</p> <ol style="list-style-type: none"> Any future redevelopment of the site currently occupied by Dan Murphy's (5-35 Kingsway) should: <ul style="list-style-type: none"> Ensure the activation of Kingsway and Railway Parade North, should including fine grain tenancies. Provide a north south laneway at the western end of the site between 5-35 Kingsway and Glen Waverley Secondary College. Provide concealed car parking. Any future development of the RSL site (161 Coleman Parade) should enable activation of the Coleman Parade/railway station frontage to take advantage of the northern sunlight, and enable activation of the laneway at the eastern edge of the site.
<p>Built Form Area D</p>	<p>8 – 10 storeys (29 - 36 metres)</p>	<p>Zero street setback up to a height of 3 storeys</p> <p>5 metre street setback required for additional storeys</p> <p>Zero side setbacks</p>	<p>Active and engaging frontages to Railway Parade North, Montclair Avenue, Glendale Street, Euneva Avenue and O'Sullivan Road.</p> <p>Activities at the front of any building(s) at ground level should generate pedestrian interest and interaction and the façade should incorporate windows and door openings with clear glazing.</p>



Built Form Area	Preferred building heights	Preferred setbacks	Development outcome
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Key sites

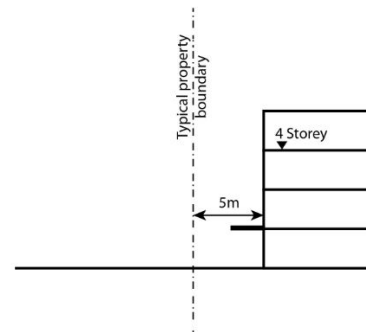
1. The future redevelopment of the at grade council car parks bounded by Montclair Avenue, Myrtle Street and the laneway between Coleman Parade and Montclair Avenue (31-39 Coleman Parade, and 41-47 Montclair Parade) should:
 - Provide activation to all surrounding streets including the laneway to the east.
 - Include a concealed multi-deck/multi-level basement car park, accessed from the future ring road, as part of the redevelopment to replace lost car parking.
 - Provide a neighbourhood park located to capture northern sunlight.
 - Allow for a transition in building scale to Myrtle Street.
2. The future redevelopment of the publically owned car park bounded by O’Sullivan Road, Euneva Avenue and the rail line should:
3. The future redevelopment of the publically owned
 - Reduce building scale towards the western residential interface.
 - Provide an east west connection through or along the southern boundary of the site with activation and surveillance from surrounding land

Built Form Area	Preferred building heights	Preferred setbacks	Development outcome
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uses.

- Include a concealed multi-deck/multi-level basement car park that provides commuter car parking needs.
- Provide a new green public open space located to capture northern sunlight.

Built Form Area E	4 storeys (15 metres)	5 metre front street setback	<p>Active frontages to Bogong Avenue, Myrtle Street, O'Sullivan Road and Railway Parade North.</p> <p>Respect the scale of the surrounding residential area</p> <p>Facilitate a scale of development along Myrtle Street and Bogong Parade of up to 4 storeys to create a consistent streetscape scale with the Residential Growth Zone to the west and south.</p> <p>Contribute to the provision of a treed ring road within landscaped front setbacks supporting deciduous trees.</p>
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Built Form Area F	8 - 12 storeys (29 - 43 metres)	<p>Frontage to O'Sullivan Road: Zero street setback up to a height of 3 storeys, 5 metre street setback required for additional storeys (refer Figure F1).</p> <p>Frontage to Springvale Road, High Street Road and Snedden Drive: 5 metre street setback up to a height of 3 storeys, 10 metre street setback required for additional storeys</p>	<p>Active and engaging frontages to O'Sullivan Road and Snedden Drive. Activities at the front of the building at ground level should generate pedestrian interest and interaction and the façade should incorporate windows and door openings with clear glazing.</p> <p>Improve pedestrian connections between The Glen and surrounding streets.</p> <p>Ensure that there is a high quality built form presence to Springvale Road and High Street Road as a northern gateway to The Glen Waverley Activity Centre.</p>
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Built Form Area	Preferred building heights	Preferred setbacks	Development outcome
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(refer Figure F2).
Zero side setbacks

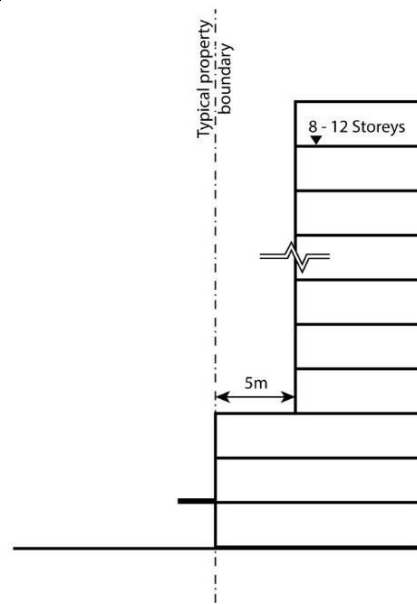


Figure F1 - Frontage to O'Sullivan Road

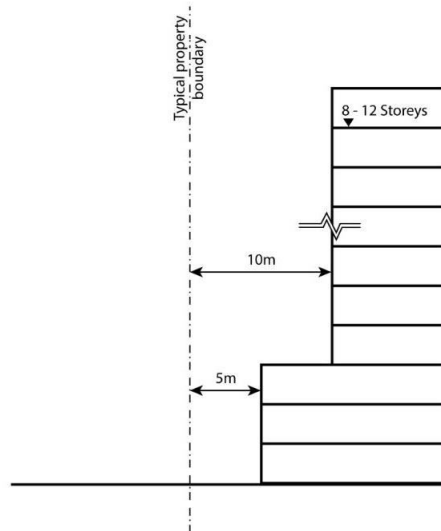


Figure F2 - Frontage to Springvale Road, High Street Road and Snedden Drive

Built Form Area G	8 – 10 storeys (29 - 36 metres)	Frontage to Springvale Road: 5 metre street setback up to a height of 3 storeys, 10 metre street setback required for additional storeys (refer Figure G1). Other street frontage: Zero street setback up to a height of 3 storeys, 5 metre street setback	Building designs must respect the heritage significance of the Monash Civic Centre.
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Built Form Area	Preferred building heights	Preferred setbacks	Development outcome
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required for additional storeys (refer Figure G2).

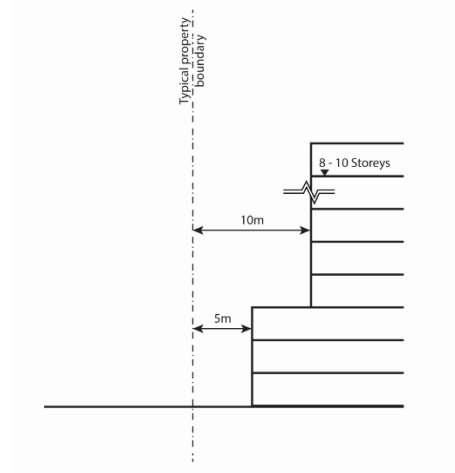


Figure G1 - Frontage to Springvale Road

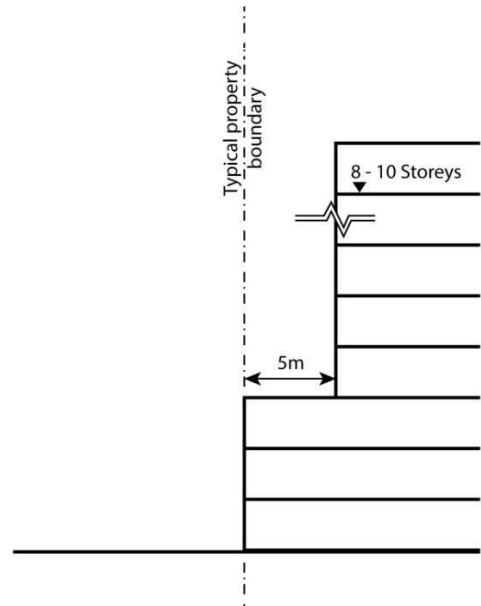
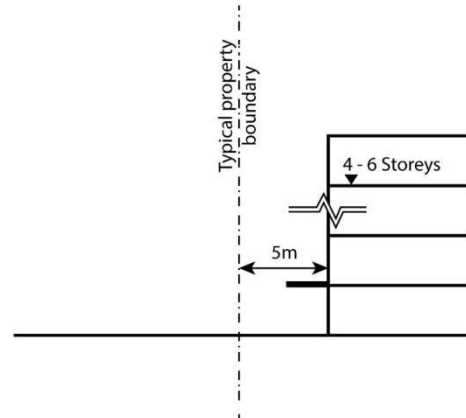


Figure G2 - Other street frontage

Built Form Area H	4 – 6 storeys (15 - 22 metres)	<p>Frontage to Springvale Road: Setbacks to respond to buildings in landscape setting and protect views to the Monash Civic Centre.</p> <p>Other street frontage: 5 metre front street setbacks</p>	<p>Active frontages to Springvale Road and Bogong Avenue.</p> <p>Building designs and landscaping must respect the heritage significance of the Monash Civic Centre.</p> <p>Provide a public green within the existing library forecourt area.</p>
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Built Form Area	Preferred building heights	Preferred setbacks	Development outcome
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Built Form Area I

3 - 4 storeys (Up to 13.5 metres)

5 metre front street setback

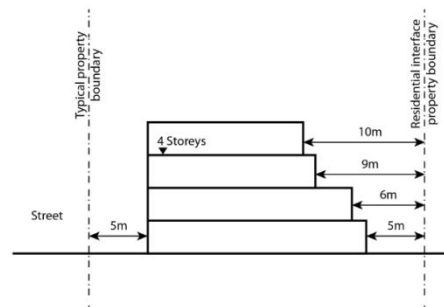
5 metre 1st storey rear setback up to 4.5 metres in height

6 metre 2nd storey rear setback up to 8 metres in height

9 metre 3rd storey rear setback up to 11.5 metres in height

10 metre 4th storey rear setback up to 13.5 metres in height

Active frontages to Springvale Road. Buildings to scale down to adjoining residential interfaces to allow for a transition in height and maintain residential amenity.



Built Form Area J

4 storeys (15 metres)

5 metre front street setback

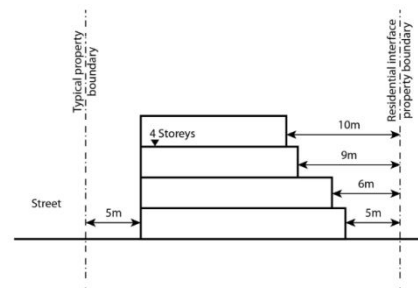
5 metre 1st storey rear setback up to 4.5 metres in height

6 metre 2nd storey rear setback up to 8 metres in height

9 metre 3rd storey rear setback up to 11.5 metres in height

10 metre 4th storey rear setback up to 15 metres in height

Active frontages to Springvale Road and High Street Road. Buildings to scale down to adjoining residential interfaces to allow for a transition in height and maintain residential amenity.



Built Form Area	Preferred building heights	Preferred setbacks	Development outcome
Built Form Area K (within DDO only)	3 - 4 storeys (11.5 - 15 metres)	Zero front and side setback. Rear setback in accordance with ResCode	

4.0 Subdivision

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A permit is required to subdivide land.

5.0 Decision Guidelines

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Before deciding on an application the responsible authority must consider:

- Whether the development meets the building heights, building setbacks, building form and design, activated laneways, wind and weather protection, landscaping and solar access requirements specified in Section 2.0 of this schedule.
- Whether the building complies with the preferred height and setback requirements specified in the table at Section 3.0 of this schedule.
- How the development achieves the Design Objectives and Development Outcomes outlined in this schedule.
- Whether development is consistent with the *GWAC Structure Plan 2014* (updated June 2016).
- How well the development maximises safety, comfort and accessibility for people with all levels of mobility, through applying universal access principles, for instance, through assessment against *Liveable Housing Design Guidelines 2nd Ed 2012* or similar.
- Whether the development incorporates the design suggestions of *Design Guidelines for Higher Density Residential Development (Department of Sustainability and Environment 2004)*.

6.0 Reference Documents

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Glen Waverley Activity Centre Structure Plan, September 2014 (updated June 2016).

Design Guidelines for Higher Density Residential Development (Department of Sustainability and Environment 2004).

Liveable Housing Design Guidelines 2nd Ed., Liveable Housing Australia, Sydney, 2012

Glen Waverley Activity Centre Building Height and Setback Precinct Plan

