

## 22.14 GLEN WAVERLEY MAJOR ACTIVITY CENTRE STRUCTURE PLAN

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C120

This policy applies to all land within the Glen Waverley Major Activity Centre (GWAC) as identified in Map 1 to this Clause.

### 22.14-1 Policy Basis

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The purpose of this policy is to implement the Vision, Objectives, Strategies and Actions of the *Glen Waverley Activity Centre (GWAC) Structure Plan 2014* (Updated 2016), and the *Glen Waverley Activity Centre (GWAC) Sustainable Transport Plan 2014*.

The GWAC is a regionally significant centre that is located within close proximity to the Monash National Employment and Innovation Cluster and major public transport and road infrastructure. The centre offers a diverse range of retail, hospitality, entertainment, civic, office, medical and educational uses.

Into the future it will be important to further consolidate use and development within the activity centre and to maintain its viability through further enhancing the diverse activity mix: in particular through improving the retail offer and providing new opportunities for well-designed, affordable and accessible housing.

The *GWAC Structure Plan* and *GWAC Sustainable Transport Plan* were prepared to manage the future growth and change in the centre by providing clearly defined outcomes to ensure the centre develops in an orderly and sustainable way.

The Vision for the Centre is as follows:

*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.*

### 22.14-2 Objectives

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- To ensure use and development within the Major Activity Centre is in accordance with the *GWAC Structure Plan 2014* (updated 2016).
- To ensure consideration is given to the *GWAC Sustainable Transport Plan 2014*.
- To reinforce the GWAC as a major retail destination meeting both regional and local needs.
- To reinforce the GWAC as the premier food and entertainment destination in the region.
- To develop the GWAC as a major medical destination.
- To provide community, civic and cultural facilities and services that cater to the needs of existing and future populations.

- To encourage the development of a range of housing types within the GWAC to cater to all ages and circumstances, and meet expected population growth.
- To promote excellence in architectural quality and design across the major activity centre, defining a contemporary and exciting identity for Glen Waverley.
- To provide vibrant and well landscaped streets throughout the GWAC that contributes to the economic and social vitality of the centre.
- To provide a range of public and civic spaces that promotes community gathering and interaction, and reflects Glen Waverley's character.
- To prioritise walking and cycling across the GWAC with a convenient, comfortable, safe and connected network.
- To support integrated public transport as an attractive and logical choice for accessing the GWAC.
- To provide a clear and logical vehicle network and hierarchy in the GWAC whilst encouraging a shift to other modes of transport.
- To provide car parking that is easy to find and access with minimal disruption to walkers, cyclists and public transport.

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**General**

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

**Land Use**

It is policy to:

- Locate and combine land uses within the GWAC in accordance with Map 1 – Land Use Plan.
- Consolidate development within the Major Activity Centre in order to promote a walking catchment to economic, transport and community facilities.
- Encourage, in appropriate locations, opportunities for mixed uses within multi-storied buildings to provide for greater vitality, surveillance and opportunities for residential uses on upper levels.
- Support the expansion of The Glen Shopping Centre as a major retail and employment node in the GWAC, with better integration with the surrounding street network, improved pedestrian connections and active frontages, and improved interfaces with Springvale Road and High Street Road.
- Support the development of a fresh food precinct in a central location within the GWAC.
- Support the continued development of Kingsway as the food and entertainment precinct and retain local retail uses within this precinct.
- Provide cafe, restaurant and entertainment uses at ground level along Kingsway and support uses that diversify the hospitality experience and cater to new markets.
- 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 Precinct.
- Establish a community hub including a library and other community facilities on the Central Car Park site (281 Springvale Road, Glen Waverley) to provide a

centrally located civic/community presence, and 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.
- Investigate opportunities for partnerships with private industry to deliver future community facilities within the GWAC and to retain existing government services across the precinct (i.e. Medicare and Centrelink).
- Promote additional community events and festivals throughout the year.
- 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.
- Support opportunities for incorporating mixed use living and work spaces throughout the centre with residential above ground floor commercial development to promote passive surveillance.
- Encourage a broader range of housing choices to be developed throughout the centre, including higher density housing on key development sites in the commercial area, residential uses above retail and lower scale housing in the surrounding areas.
- Encourage opportunities for affordable housing throughout the centre, and support the development of adaptable housing to meet the needs of all occupants and visitors.

### **Built Form**

- Ensure that the form and scale of buildings meet the requirements of Clause 43.02 (Schedule 12) and Clause 32.07, Schedule 3, as applicable
- Encourage excellence in building design within both commercial and residential areas so that development responds to the characteristics of the site and its context.
- Retain the fine grain character of the traditional shopping strips such as Kingsway.
- Maintain the hard edged alignment of built form where this is a characteristic of the streetscape.
- Ensure new development is designed to minimise overshadowing to footpaths and public spaces.
- Ensure buildings integrate with and contribute positively to street life, and provide surveillance of the public realm, including laneways.
- Ensure new development creates human scaled places that promote visual and pedestrian amenity to enable informal interaction including between neighbours.
- Ensure that all development with sensitive interfaces to residential areas and open space is designed to respect valuable qualities of those adjacent places.
- Avoid large high massing buildings that dominate streetscapes and open spaces.
- Design buildings to address the future amenity of the occupants, visitors and those using public streets by maximising accessibility, passive surveillance and internal amenity.
- Ensure that buildings provide wind and weather protection to reduce the impact of wind and rain on key public spaces and provide adequate shade for pedestrians.
- Landscape front setbacks adjacent to the future ring road to contribute to visual and pedestrian amenity, and the environmental sustainability of buildings,
- Ensure that developments contribute to the 'buildings-in-landscape' character of the existing residential areas surrounding the GWAC commercial centre.

- Encourage development that incorporates high Environmentally Sustainable Design (ESD) standards, including energy efficiency, indoor environment quality, water management, urban ecology and use of low embodied energy materials.
- Ensure car parking areas, loading bays and utilities/service areas are concealed from the street and minimise paved surfaces and vehicle crossovers to maximise visual amenity and opportunities for landscaping.
- Ensure that pedestrian permeability throughout the GWAC is supported to enhance walkability.
- Design development to minimise impacts from entertainment and commercial uses.
- Design developments, including residential developments, to maximise safety, comfort and accessibility for people with all levels of mobility to better provide for changing circumstances, aging in place, and to limit restrictions for visitors.

### **Public Realm**

- Improve the key streets within the GWAC commercial area to strengthen pedestrian and cyclist priority, provide additional greening, and create a coherent image.
- Define a green enveloping edge to the GWAC commercial area through large tree planting and landscaping along the future ring road.
- Improve entries to 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.
- 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 (eg. Solar panels) in the public realm.
- 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.
- Ensure that public spaces in the GWAC are well designed and enhance community safety through informal surveillance, lighting and appropriate landscaping.
- Implement the recommendations of the *Integrated Water Management Plan 2014* in the development of new public spaces,
- 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.

### **Transport and Access**

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

- Decrease the need for vehicles through the activity centre by enhancing the accessibility to car parking facilities from Springvale Road and the proposed ring road.
- Implement the proposed ring road in a staged approach to reduce vehicle traffic on key streets in the GWAC commercial area.
- Reduce vehicle speeds and provide traffic calming along the key Central Pedestrian Priority Streets.
- Provide a high level of pedestrian priority on streets within the GWAC commercial area.
- 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 College and Kingsway.
- Enhance pedestrian connection between the Glen Waverley Secondary College and the interchange.
- Provide cycle routes across the GWAC commercial area and into existing cycle networks.
- Provide access for all levels of mobility by ensuring that public realm works comply with the Disability Discrimination Act (DDA) and relevant codes and standards.
- Encourage the provision of trip end facilities within all new developments including lockers, showers, change rooms and clothes drying rooms.
- Encourage and support enhancements to public transport frequency, integration, comfort and amenity, as identified within the *GWAC Structure Plan 2014* and the *GWAC Sustainable Transport Plan 2014*.
- Provide safe and convenient pedestrian access to existing off-street car parks.
- 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.
- Locate new car parking facilities at strategic locations within the GWAC that can be accessed from the proposed ring road and provide for safe and convenient pedestrian connections between existing and new car parks and key areas within the centre.
- Provide for greater use of existing Council and privately operated off street car parks in order to reduce vehicle movements on key pedestrian priority streets.

#### 22.14-4 Precinct Policies

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The following policies apply to the seven precincts identified in Map 2 – Glen Waverley Activity Centre Precinct Plan. These should be read, and met, in addition to the general policy requirements detailed above.

##### **Precinct 1 – Kingsway**

This precinct will strengthen its hospitality, entertainment and retail focus with opportunities throughout for living above the shops. Kingsway will be the heart of the GWAC, featuring pedestrian-friendly streets and public spaces.

It is policy to:

- Encourage opportunities for mixed use development across the precinct with housing, office or community uses located above ground level retail and hospitality uses.

- Incorporate 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.
- Within the Central Car Park site (281 Springvale Road, Glen Waverley), provide for a public square, library and community hub with activated ground level uses.
- Encourage a high level of pedestrian priority throughout the precinct with minimal vehicle movement along key streets.
- Encourage additional outdoor dining opportunities throughout the precinct.

### **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, and prioritise pedestrian and cycle movement across the precinct into Kingsway.

It is policy to:

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

### **Precinct 3 – Transport Interchange & Euneva**

The transport interchange will be enhanced as a key destination in the GWAC. The precinct will see improvements in the functioning and integration of the transport interchange into the centre, and significant development opportunities within this precinct.

- Support suitable short and long term plans for the transport interchange that aim to improve its amenity and role within the activity centre.
- Encourage 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.

### **Precinct 4 – Civic**

The Civic Precinct will remain the focus for civic uses and local government administration, and provides an important land use at the southern end of the GWAC. Significant view lines into and out of this precinct need to be considered in the form and location of any new development.

It is policy to:

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

### **Precinct 5 – The Glen**

The Glen will strengthen its role as the major retail anchor for the GWAC and the region. Future development of The Glen should ensure that the centre will engage with surrounding streets by providing public spaces and building frontages that address these streets.

It is policy to:

- Incorporate integration of the southern end of The Glen into the surrounding streets, particularly through active and engaging frontages to O’Sullivan Road and Sneddon Drive.
- Improve the presentation of The Glen to Springvale Road and High Street Road, creating a high quality built form outcomes as one of the key gateways to the GWAC.
- Provide additional pedestrian access points into The Glen.
- Enhance the Snedden Drive interface with landscaping.

### **Precinct 6 – Springvale Road**

The eastern edge of Springvale Road will strengthen the health role of the GWAC and accommodate medical facilities and ancillary offices, as well as housing and accommodation options. In addition the western edge will play a role in providing a sense of arrival, attracting visitors to the centre.

It is policy to:

- Encourage medical, medical-related office, and residential mixed use development throughout the precinct.
- Encourage consolidation and allow development to achieve the maximum preferred height on consolidated lots.
- Encourage streetscape improvements to Springvale Road in order to create a high quality destination for future uses.
- Improve pedestrian and cycle priority across Springvale Road.
- Require a transition in scale to adjoining residential properties.

### **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.

It is policy to:

- Encourage the intensification of housing in identified areas on High Street Road, Snedden Drive, Coleman Parade, Myrtle Street, Bogong Avenue and Springvale Road.
- Improve pedestrian and cycle links between the precinct and GWAC commercial area.

## **22.14-5 Application Requirements**

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All applications must include a written statement outlining how the proposal meets the objectives and relevant strategies of this policy, and any other relevant provision of the *GWAC Structure Plan 2014*.

**22.14-6 Decision Guidelines**

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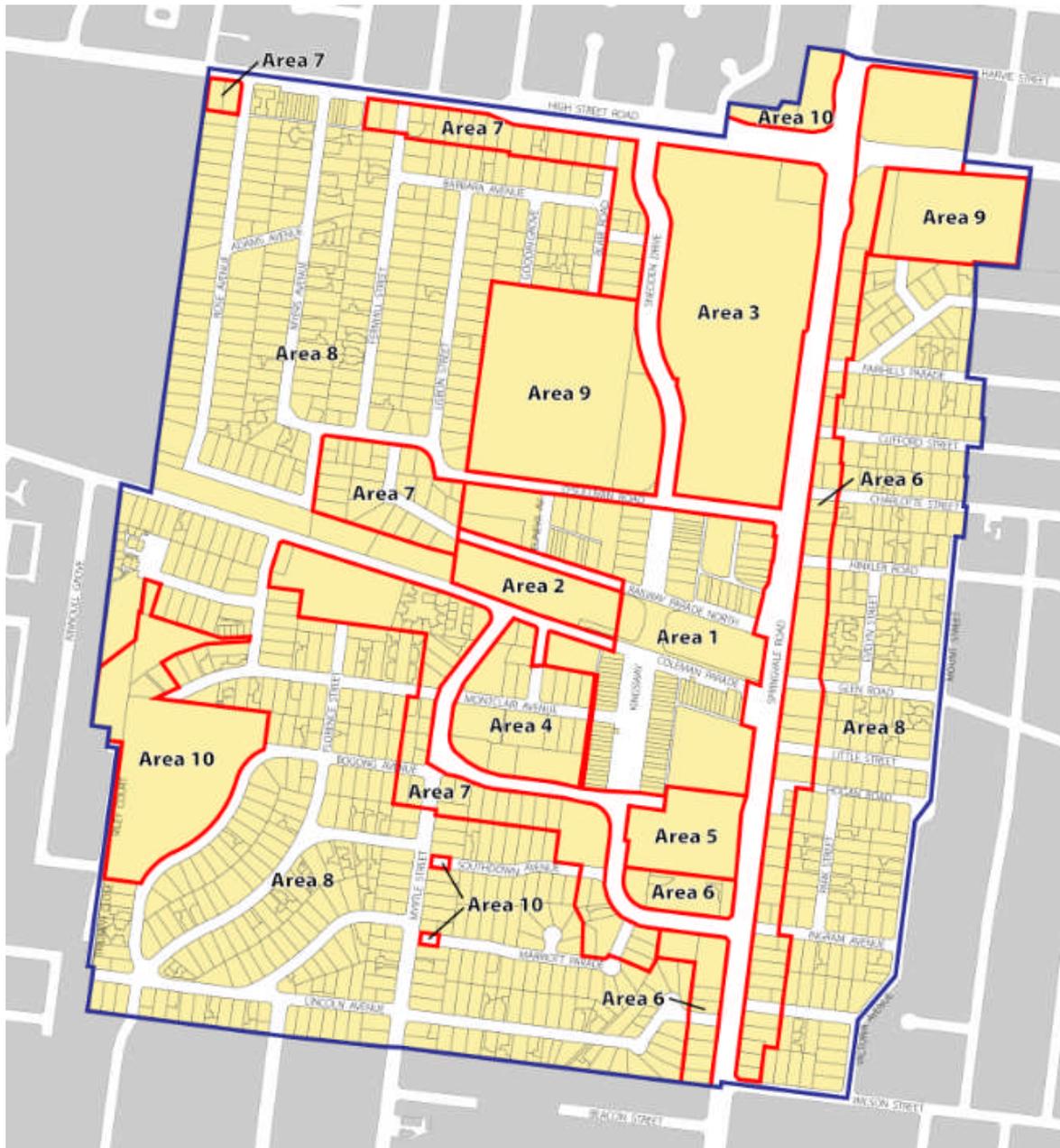
Before deciding on an application for use and development, the responsible authority must consider, as appropriate:

- The extent to which any application meets the objectives and directions of this policy.
- The matters contained in the *GWAC Structure Plan* (City of Monash, September 2014, updated June 2016).
- The matters contained in the *GWAC Sustainable Transport Plan* (City of Monash, September 2014).

**Application of Zones and Overlays**

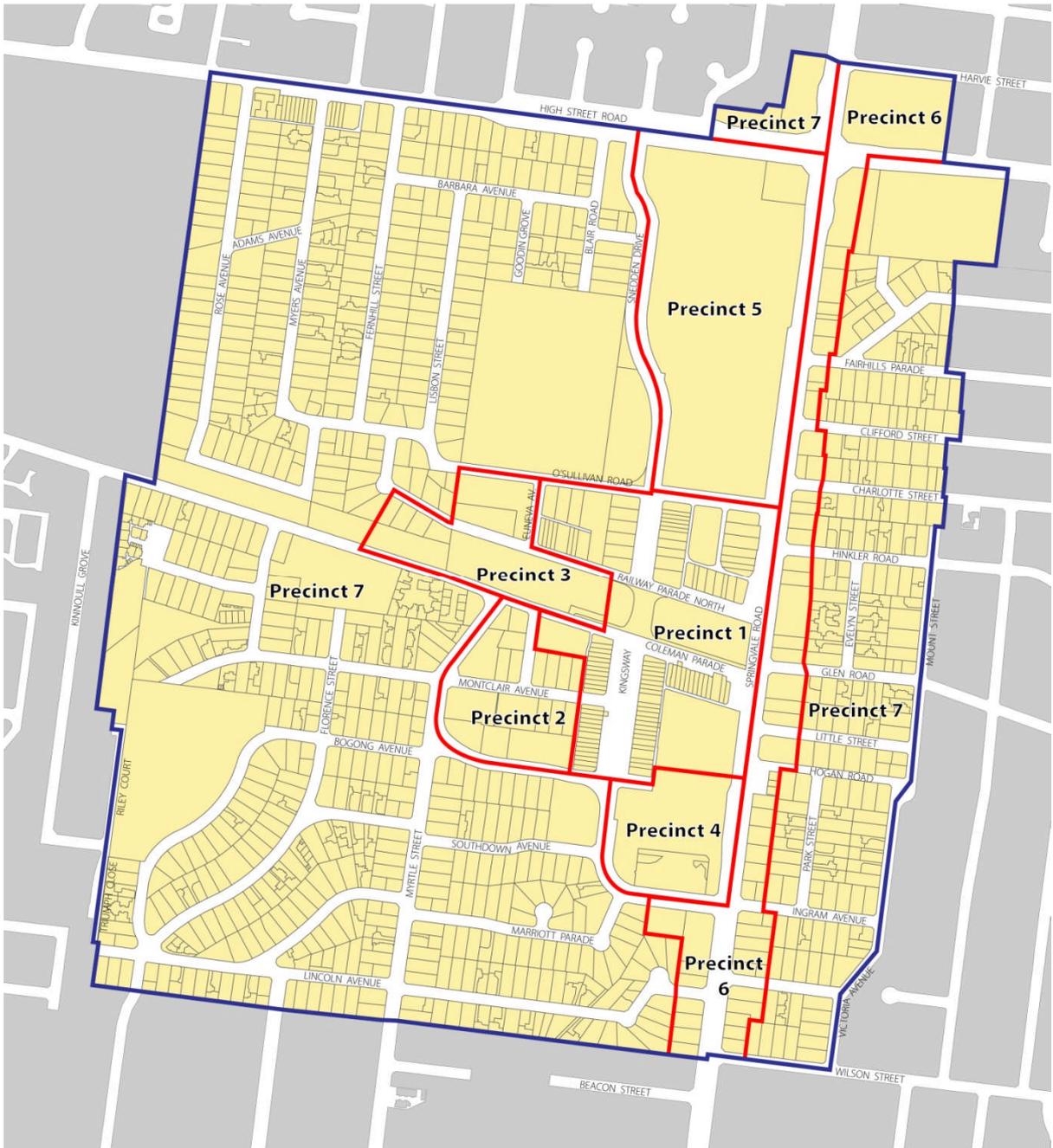
- Apply a Design and Development Overlay that defines development provisions, including building height, for Precincts 1-6 within the *GWAC Structure Plan* 2014.
- Apply the Residential Growth Zone = to Built Form Area K within the *GWAC Structure Plan* 2014.

Map 1: Land Use Plan



- Area 1: Central mixed use - Hospitality/entertainment/retail at ground floor with housing/offices/hotel /community uses/library above
- Area 2: Transit interchange - Transport retail at ground floor with housing/offices/community uses above
- Area 3: The Glen - Retail with housing/offices/hotel located above
- Area 4: Offices at ground level with offices/housing located above
- Area 5: Civic and community uses
- Area 6: Medical/hotel/residential uses
- Area 7: Residential intensification
- Area 8: Housing diversity
- Area 9: Schools
- Area 10: Existing public open space use

**Map 2: The Glen Waverley Activity Centre Precinct Plan**



- Precinct 1: Kingsway
- Precinct 2: Montclair
- Precinct 3: Transit Interchange & Euneva
- Precinct 4: Civic
- Precinct 5: The Glen
- Precinct 6: Springvale Road Precinct
- Precinct 7: Surrounding Residential

**22.14-7 Reference documents**

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*Glen Waverley Activity Centre Structure Plan* (Prepared by Tract Consultants for the City of Monash, September 2014), updated 2016.

*Glen Waverley Activity Centre Sustainable Transport Plan* (Prepared by Tract Consultants for the City of Monash, September 2014).

*Glen Waverley Activity Centre Structure Plan Background Report* (Prepared by Sustainable Transport Surveys for the City of Monash, September 2014).

*Glen Waverley Activity Centre Sustainable Transport Plan Background Report* (Prepared by Sustainable Transport Surveys for the City of Monash, September 2014).

*Integrated Water Management Plan* (City of Monash, January 2014)