

ATTACHMENT 3 – DRAFT GLEN WAVERLEY ACTIVITY CENTRE STRUCTURE PLAN COMMUNITY CONSULTATION

Summary of written submissions

Sub #	Submitter's Details	Key points	Response
1	Resident of Glen Waverley	Current parking problems and traffic congestion / hazards within streets off Springvale Rd will be exacerbated. Permit parking from Kennedy to Glen St, to Danien St, will be needed (currently there are restrictions on one side, permit only on others). If this is addressed, the proposed vision is very exciting and Glen Waverley could become a very pleasant place to live.	The management of parking in the GWAC will continue to be assessed having regard to the GWAC Sustainable Transport Plan.
2	Address not supplied	Agree with reducing traffic in Kingsway - building the ring road is a waste of money, ban traffic in Kingsway instead and spend the money on streetscape improvements.	The development of the Ring Road is an important element of the Structure Plan if a vibrant, pedestrian and cyclist friendly environment is to be created.
3	On behalf of owner of land in Glen Waverley Activity Centre	This should be seen in conjunction with the application for 52-54 O'Sullivan Road. Support laneway activation (and this has been incorporated into the plan) - and the other elements should be discretionary, particularly regarding upper level setbacks and building height.	The designation of upper level setbacks and building height has been developed to ensure that the additional scale of development within the GWAC does not create unreasonable adverse amenity impacts.
4	Member for Eastern Metropolitan Region	Commends Council on forward planning for the activity centre, which he notes is already one of the most user-friendly safe and vibrant precincts in Melbourne.	Noted.
5	Resident of Glen Waverley	Disagrees with the eastern side of Springvale Road being the boundary of the Activity Centre. Allowing height of 4 to 6 storeys on the eastern side of Springvale Road will increase the potential for vehicle and pedestrian accidents as many people do not use the existing pedestrian crossings. The boundary of the Centre should be Springvale Rd and High Street Rd.	Following a review of the proposed heights for the area along the eastern side of Springvale Road it is considered that the following changes be made. The built form controls along the eastern side of Springvale Road, south of Hogan Road be reduced from 4-6 storeys to 3-4 storeys.
6	Resident of Glen Waverley	Disagrees with the level of high density proposed. Concerned that the reserve on the corner of High Street Rd has been included in the boundary and for any future plans to develop the reserve. Is also critical of the time given for consultation.	Glen Waverley, as a recognised Activity Centre, needs to play an important role in the provision of housing, retail activities, office space and other services. As a result, there is a need for increased development within the Centre. Council's open space reserve has been included in the Structure Plan boundary due to its proximity to the Activity Centre and the recognition that as the population increases there will be greater demand for public open space. The inclusion of the reserve

			<p>in the Structure Plan does not mean that the status of the land as a Council reserve will change. The consultation period provided the community with opportunities to comment on each aspect of the plan, and there will be further opportunities to comment as part of the formal amendment process.</p>
7	Resident of Glen Waverley	<p>Concerned that the proposed 3-4 storeys on the south side of Bogong Avenue will lead to overlooking of our property. Wants Kingsway and Coleman Pde upgraded and maintained.</p>	<p>The planning controls for the area will clearly require that the scale of development does not create unreasonably adverse amenity impacts. The Structure Plan promotes streetscape improvements to make it easier, safer and more enjoyable for pedestrians and cyclists.</p>
8	Address not supplied	<p>Suggests multi level car parking should be added for train commuters or the Euneva Street car park should be converted to free parking all day. More restaurants will attract more people. Raises the issue of affordable residential units.</p>	<p>The management of parking in the GWAC will continue to be assessed having regard to the GWAC Sustainable Transport Plan. Housing affordability is challenging to address through planning strategies alone. By creating additional opportunities to increase housing supply and identify locations for different types of housing can aid in making housing more affordable.</p>
9	Resident of Glen Waverley	<p>Strongly request that lots 48 to 60 Rose Avenue be included Area K which allows the opportunity for 3-4 storeys as the lots face the railway line, and are only 5 minutes walk from the station.</p>	<p>This area is remote from the central commercial area of the Activity Centre and should not be included in Area K.</p>
10	Resident of Glen Waverley	<p>Concerned with the underutilisation of the Euneva Street car park due to the 3 hour time limit.</p>	<p>The parking restrictions in Glen Waverley's Euneva East multi-deck car park have been changed to allow people to park for longer periods. People can now park in the two upper levels of the car park for five hours at a time, compared with three hours previously. On the lower levels, people can now park for three hours, compared with two hours previously.</p>
11	Resident of Glen Waverley	<p>Objects to the height of Precinct 6 being 4-6 storeys. New development should be no higher than 3 storeys. There are already parking problems in the area and getting in and out of some properties can be extremely dangerous. The Structure Plan boundary should be Springvale Rd and High Street Rd.</p>	<p>Following a review of the proposed heights for the area along the eastern side of Springvale Road it is considered that the following changes be made to the GWAC Structure Plan. The built form controls along the eastern side of Springvale Road, south of Hogan Road be reduced from 4-6 storeys to 3-4 storeys.</p>

			<p>The built form controls on the western side of Springvale Road, south of Kingsway will be reduced from 4-6 storeys to 3-4 storeys.</p> <p>However, it is considered appropriate for the balance of the area along the eastern side of Springvale Road be designated for 4-6 storeys as the area will provide for a gradual transition between the central areas of the Activity Centre and the adjoining residential areas.</p> <p>The management of parking in the GWAC will continue to be assessed having regard to the GWAC Sustainable Transport Plan.</p> <p>The residential properties located on the eastern side of Springvale Road are currently within the Activity Centre boundary as they are accessible to the Activity Centre and therefore should remain within the Activity Centre boundary.</p>
12	Resident of Glen Waverley	<p>Generally supports the ideas behind the green/public spaces, food/entertainment areas and better pedestrian access especially in Kingsway.</p> <p>Questions the proposed building heights as being too city like and too high particularly on the west and east side of Springvale Road.</p> <p>Parking on the east side of Springvale Road is already a problem and vehicle access to the east side of Springvale Road is difficult.</p>	<p>The designation of Glen Waverley as an Activity Centre means that it will undergo significant change over the next 15 to 20 years. The intention of the Structure Plan is to plan and guide this change to achieve positive outcomes that recognise urban elements valued by the community and builds on them. Some taller buildings will help to create a clear and visible identity for the Centre.</p>
13	Address not supplied	<p>Proposes tunnels under Springvale Rd and High Street Rd and various other traffic measures.</p>	<p>Council's preferred outcome is that the rail line is lowered and the Ring Road is constructed at-grade, rather than requiring the construction of a tunnel or a bridge. An at-grade crossing creates a safe and more inviting public realm and leads to better development opportunities in the Station Precinct.</p>
14	EPA Victoria	<p>Provides comments regarding the following matters: amenity impacts of residential properties close to the Glen Waverley train station and railway line; the amenity of existing and future residents in Glen Waverley should be captured in the Vision; there will be a challenge in having commercial activities and sensitive uses in close proximity with resultant interface issues; construction activities must meet EPA standards; and it is noted that a small number of properties within the proposed Activity Centre boundary are affected by the EAO.</p>	<p>The EPA comments are noted and future development will be assessed with due consideration of appropriate EPA standards.</p>

15	Resident of Glen Waverley	<p>The STP does not make it clear who is expected to benefit– the people living in the GWAC or those who travel to it (the first will benefit, the second group will not). If Council wishes to promote sustainable transport option in the GWAC, you also need to look far wider to have any significant effect so that transport options can be integrated.</p> <p>The ring road is essential to the success of the STP – and until it is delivered, the other elements leading to the ring road should not proceed. If it does proceed Kingsway North should be developed as a shared zone for pedestrians, cyclists and limited commercial traffic only. There will be little need for other vehicles in this shared zone.</p> <p>Concerned that the small geographical area of the GWAC does not enable scope for sustainable transport throughout Monash.</p> <p>Improved bicycle parking and access rights required (this is not well addressed in report)</p> <p>Pedestrians need to be able to move freely with wider footpaths and relocate dining away from the kerb.</p> <p>Motorcycle and bike parking must not be done at the expense of expanded footpath areas.</p> <p>Move Council staff parking out of Bogong Ave car park across to Euneva Ave car park.</p> <p>Council needs to advocate with VicRoads and State Government for a dedicated bus lane in Springvale Road.</p> <p>Suggest a 20km speed limit in Kingsway South to be more pedestrian friendly.</p> <p>The School drop off zone makes more sense if its located on the north side of the road rather than the south side of O'Sullivan Road. Could alternatively use a section of the Euneva Ave car park for this purpose on school days.</p> <p>Buses should have priority at entry and exit points to the transport interchange on the proposed ring road.</p> <p>Questions the increased parking restrictions in the area around Kingsway during the evening peaks. The "M-Parking" option discriminates against users who are unable to use/understand/afford smart-phones. The development of a town square opposite the Ikon building needs to be carefully designed with greener, areas for children to play, spaces for high rise residents and workers to relax for lunch, public toilets etc.</p> <p>Suggested parking alternatives to consider such as parking above the proposed transport interchanges - especially for commuters but also for access to the town square area; an expansion of the Euneva Ave car park into Dan Murphy parking area.</p>	<p>The GWAC Sustainable Transport Plan complements the aspiration of a more sustainable Centre as detailed within the GWAC Structure Plan. Together the two documents provide specific direction for the future of the GWAC.</p> <p>The management of parking and traffic within the GWAC will continue to be assessed having regard to the GWAC Sustainable Transport Plan.</p>
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16	Resident of Glen Waverley	<p>Concerned with the reduction in car parking and suggests reducing parking for Council employees in adjacent streets and car parks. When will the ring road be finished?</p> <p>Painting a bike lane for cyclists, adjacent to parked cars, is not safe. Concerned with constant noise from demolition of perfectly good homes, loss of trees, fake lawn, excessive use of concrete, rubbish from construction, reduction in property values, increased traffic and loss of sense of community.</p> <p>The Structure Plan and Sustainable Transport Plan are utopian and unachievable without huge expenditure.</p> <p>Glen Waverley is rapidly becoming less liveable.</p>	<p>The management of parking in the GWAC will continue to be assessed having regard to the GWAC Sustainable Transport Plan.</p> <p>It is common for bike lanes to be located adjacent to parked cars.</p> <p>The matter of construction noise is dealt with under the Environment Protection Act 1970.</p> <p>The GWAC Structure Plan and the Sustainable Transport Plan have been developed to guide development in the future to provide greater certainty for residents as well as developers.</p>
17	On behalf of owner of land in Glen Waverley Activity Centre	<p>Supports the general thrust of Structure Plan however sees no reason why building heights could not be increased beyond the 8-10 storeys in the Montclair Precinct.</p> <p>Also believes that a four storey podium, rather than a three storey podium is appropriate having regard to the width of the street.</p> <p>Supports the widening and improvements to service laneways but if this is to be achieved at the expense of the property owner, then development bonuses should be applicable to provide adequate incentive and compensation.</p> <p>The plan could also offer development bonuses for achieving improvements to urban infrastructure, paving etc, as this would lead to better urban design outcomes.</p> <p>The Sustainable Transport initiatives are also supported.</p>	<p>The GWAC will need to accommodate increased density into the future but this must be balanced with the importance of protecting solar access and the character of key areas of the public realm.. 3D modelling was used to test key principles including solar access and the character of the public realm. Accordingly, the proposed heights within the GWAC Structure Plan are considered appropriate to meet the future vision for the Centre.</p> <p>The Council report recommends the maximum building heights are excluded from the building precinct of which this site forms a part. Therefore the issue of development bonuses is not applicable.</p>
18	Resident of Glen Waverley	<p>Suggests a tunnel under the railway line rather than a flyover as it would be much less disruptive during construction and considerably cheaper to construct. Considers that the central car park should become open space and should not be built on in order to provide a proper public square.</p>	<p>Council's preferred outcome would be that the rail line is lowered and the Ring Road is constructed at-grade, rather than requiring the construction of a tunnel or a bridge. An at-grade crossing creates a safe and more inviting public realm and leads to better development opportunities in the Station Precinct.</p> <p>A public square, library and community hub are proposed for part of the central car park site. This will provide for an appropriate public space as the Centre changes from a suburban to an urban Centre.</p>

19	Resident of Glen Waverley	<p>Concerned that the variety of uses within the Centre is being lost. Requests that the gum trees be retained in the median of Springvale Rd. Improve pedestrian access into the centre from High Street Rd. Do not agree with shared pedestrian/bicycle paths. Public squares must not be shadowed by buildings. Lighting should not waste energy and needs to be targeted properly. Does not support closure of Coleman Pde. Concerned with heights proposed in Structure Plan.</p>	<p>Council can encourage a mix of retail uses through its policy positions. However, it cannot control the specific type of retail or restaurant uses. VicRoads is the authority that controls Springvale Road and any future planting within the median strip. Cycling will not be permitted on footpaths within the GWAC but there will be some areas where there are shared pedestrian/vehicle zones. These shared zones will contribute to a more sustainable city. The designation of upper level setbacks and building height has been developed to ensure that the additional scale of development within the GWAC does not create unreasonable adverse amenity impacts. The partial closure of Coleman Parade will reduce through traffic in the GWAC.</p>
20	Address not supplied	<p>Concerned that due to the increase in residential development that existing residents with school aged children would be unable to attend Glen Waverley Secondary School (zone may need to be decreased). Criticises the limited notification of the Structure Plan.</p>	<p>The Education Department has been advised of the GWAC Structure Plan to inform the future planning of educational facilities within the area. The consultation period over a four week period provided the community the opportunity to comment on each aspect of the plan.</p>
21	Address not supplied	<p>Commends Council for developing these exciting plans and offers full support. Indicates that they provide an excellent framework for Glen Waverley's future growth that will ensure Glen Waverley's long term vitality as an important business, residential and recreational centre.</p>	Noted.
22	Resident of Glen Waverley	<p>Believes Monash should adopt a more flexible approach in waiving parking for new development. Council should develop a policy in line with improved public transport, car sharing and active transport (cycling and walking). Suggests the bicycle network needs to be extend by providing 1) a link along O'Sullivan Rd to take cyclists from the east, south and west to the Glen and Glen Waverley Secondary College 2) a link along the north part of Euneva Ave to enable students from Glen Waverley Secondary College to cycle south easily 3) a link along Montclair Ave connecting the existing north-south bike route to Kingsway. Locate the station under Coleman Pde south between Kingsway and Springvale Rds. Council should set a firm goal for the provision of</p>	<p>Specific changes to parking will be further assessed in the future having regard to the GWAC Sustainable Transport Plan. A key strategy of the Structure Plan is to provide cycle routes across the GWAC commercial area and into existing cycle networks. There is no reservation to allow construction of the station under Coleman Parade between Kingsway and Springvale Roads. Housing affordability is challenging to address through planning strategies alone. By creating additional opportunities to increase housing supply</p>

		affordable housing rather than just encourage opportunities.	and identifying locations for different types of housing can aid in making housing more affordable.
23	On behalf of owner of land in Glen Waverley Activity Centre	<p>Considers the 5m upper level setback along Springvale Road is insufficient as a consistent robust edge is required to aid in identifying the commercial core and Activity Centre proper. There has been insufficient consideration of how single lots with a narrow width and with considerable depth can be redeveloped to the heights proposed in the Structure Plan whilst ensuring adequate levels of internal amenity and managing offsite amenity impacts.</p> <p>Also concerned that other parameters outlined in the Structure Plan including the 10-12m distance between tower forms and a preferred module depth of 35-40m will further limit the potential for individual lots within this urban block to realise the built form scale up to 10m if the street wall is encouraged to be setback 5m above the podium.</p> <p>Indicate that further review of the following is required:</p> <ol style="list-style-type: none"> 1)The lack of urban design rigour in determining a 2 storey preferred street-wall to the western edge of Springvale Rd. 2)The lack of understanding of the ongoing importance of fine grain allotments in a more intensively developed scenario. 3)The implications of front setbacks pushing the envelope of rising forms to the rear of the plot, where amenity implications will result from adjacent site development. 4)The lack of guidance relating to the side interfaces and spatial separation between infill development sites where podium-tower forms are not possible or desirable. 5)Conflicting guidance for consolidated higher order built form versus retention of desirable fine grain allotment profile with resultant street rhythm implications. 	<p>It is proposed to retain the provisions relating to front setback for properties fronting Springvale Road. Council is currently considering a planning application within this location and the issues raised will be more fully considered in the assessment of the application. Following a decision on the planning application, Council will be better informed regarding whether changes are warranted.</p> <p>The issues raised regarding appropriateness of separations between building forms and envelopes across the Centre were considered in detail in the development of the Structure Plan. These provisions are warranted and it is proposed that they be retained.</p>

<p>24</p>	<p>Owner of land in the Glen Waverley Activity Centre</p>	<p>Commends Council for its efforts however suggests that the Glen should be further highlighted given its importance as an employer, investor and given its activity level within the GWAC. Suggests rewording to reflect this within the Structure Plan document.</p> <p>Requests that the whole shopping centre should be identified in one precinct.</p> <p>Disagrees with the suggested height opportunities on the Glen and believes that there is the ability for greater height opportunities.</p> <p>Suggests a number of wording changes to enable greater flexibility for redevelopment of the Glen by requesting the words "wherever practicable" to be inserted in a number of areas that describe development outcomes.</p> <p>The Figure 1 map within the Sustainable Transport Plan showing the study area, does not include the Glen and this should be corrected as it appears to be at odds with the text describing the study area for the STP being bounded by the arterial roads of Springvale Road to the east, High Street Road to the north, Myrtle Street to the west and Kingsway and Bogong Avenue to the south.</p> <p>Indicates support for a number of items within the Sustainable Transport Plan, particularly the area related reduced car parking rates.</p>	<p>The built form and heights proposed by the Structure Plan for The Glen are appropriate. It is noted these heights are discretionary.</p> <p>A number of changes suggested are supported and detailed below:</p> <p>In Section 1.1 modify first dot point to read:</p> <p>“Built form character of the centre is to change in response to demand for additional housing and expanded retail and commercial facilities.”</p> <p>In Section 2.5 modify to read:</p> <p>“...79,000 m2 and is a major renewal opportunity capable of supporting significant development.”</p> <p>In Section 4.1, under sub-section A modify to read:</p> <p>“Support The Glen Shopping Centre as a key redevelopment opportunity and major employment node in the GWAC.”</p> <p>In Precinct Plan No. 5 modify the preamble to read:</p> <p>“.....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.”</p> <p>In strategies for Precinct 5 modify to read:</p> <p>“Improve the presentation of The Glen to Springvale Road and High Street Road.”</p> <p>Under the heading Traffic Management (p38) add the following strategy:</p> <p>“Decrease the need for vehicles to travel through the Activity Centre by enhancing the accessibility to car parking facilities from Springvale Road and</p>
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			<p>the proposed Ring Road.”</p> <p>The following action should also be added to page 38 to be consistent with the STP:</p> <p>“Work with VicRoads to review the existing and future car parking access points from Springvale Road and High Street Road.</p> <p>It is noted that the Glen is not included in the study area for the STP.</p>
25	Resident of Glen Waverley	Supports the Structure Plan but disagrees with 3-4 storey development within Area L. This is too high and obtrusive amongst single level dwellings and will create parking congestion and noise.	Building heights within Area L are to be in accordance with Rescode which is the same as the existing controls for this area.
26	Address not supplied	<p>Suggests a direct bus service to the airport.</p> <p>Also suggests that the train station be sold and moved forward by 400m. There should be two entrance/exit points to the station - one on the east and one of the west (would mean fewer parents driving their children to Wesley College).</p> <p>Suggests 4 storeys for areas K and L.</p>	<p>The location of airport bus services does not fall under Council’s jurisdiction. Council does not own the railway station and must work with VicTrack to develop the best outcome for any redevelopment of the station area.</p> <p>The preferred height for new development within Area K is between 3- 4 storeys. There is ample opportunity for increased density within the areas identified for greater height in the core of the GWAC. It is inappropriate to have 4 storey development for the entire residential zoned land within the GWAC boundary.</p>
27	Resident of Glen Waverley	<p>Objects to a 6 storey building height for Precinct 6. A maximum of 3 storeys should be permitted.</p> <p>Concerns relate to overshadowing, lack of privacy, reduced sunlight, increased traffic and change to the character of the area.</p>	<p>Following a review of the proposed heights for the area along the eastern side of Springvale Road it is considered that the following changes be made to the GWAC Structure Plan.</p> <p>The built form controls along the eastern side of Springvale Road, south of Hogan Road be reduced from 4-6 storeys to 3-4 storeys.</p> <p>The built form controls on the western side of Springvale Road, south of Kingsway will be reduced from 4-6 storeys to 3-4 storeys.</p>

			<p>However, it is considered appropriate for the balance of the area along the eastern side of Springvale Road be designated for 4-6 storeys as the area will provide for a gradual transition between the central areas of the Activity Centre and the adjoining residential areas.</p> <p>Buildings will be required to scale down to adjoining residential interfaces with rear setbacks in accordance with Rescode to protect the amenity of surrounding residents.</p>
28	Resident of Glen Waverley	<p>Objects to a 6 storey building height for Precinct 6. A maximum of 3 storeys should be permitted.</p> <p>Concerns relate to overshadowing, lack of privacy, reduced sunlight, increased traffic and change to the character of the area.</p>	As above
29	Owner of land in the Glen Waverley Activity Centre	<p>Advises that the central car park was paid for by a separate rate scheme. Considers it imperative that the 255 car parking spaces are not reduced. Community buildings should be built near the Council offices.</p> <p>Disagrees with any part of Railway Pde North and Coleman Pde being closed to traffic.</p> <p>Also disagrees with shared pedestrian zones as these are too dangerous.</p>	<p>The car parking spaces from the Central Car Park site will be replaced within the Centre.</p> <p>A community hub located within the centre of the GWAC will be more accessible to all residents and visitors to the Centre.</p> <p>The partial closures of Railway Parade North and Coleman Parade will reduce through traffic in the GWAC.</p> <p>Shared pedestrian zones have been used successfully in many locations.</p>
30	Resident of Glen Waverley	Supports the Structure Plan and Sustainable Transport Plan but suggests that buses should run more regularly.	Noted.
31	Resident of Glen Waverley	Concerned that the ring road will increase traffic in Myrtle Street and concerned that any parking restrictions that may apply could affect access to the property at 5 Myrtle Road.	The management of parking and traffic within the GWAC will continue to be assessed having regard to the GWAC Sustainable Transport Plan.
32	Resident of Glen Waverley	Request Rose Avenue be included in Area K as Rose Avenue and Area K are quite similar.	This area is remote from the central commercial area of the Activity Centre and should not be included.

33	Public Transport Victoria (PTV)	<p>Supports the strengthening of measures to encourage development of housing near the PPTN however notes that any proposed development adjacent to or nearby the rail corridor needs careful consideration to ensure that current and future rail operations are not impacted. Development should not disadvantage rail operations and should not introduce sensitive land uses close to railway operations. It is necessary to ensure that planning for the adjoining land and precinct recognises and responds to existing and future levels of train activity in the rail corridor including associated noise and vibration impacts.</p> <p>PTV suggests that reference is made to the Department of Transport's <i>Public Transport Guidelines for Land Use and Development, 2008</i>. Indicates that the draft Structure Plan and Sustainable Transport Plan do not address the needs and management of traffic and services that make deliveries to/from businesses in the precinct. These aspects need to be addressed at a higher level in both the draft documents.</p> <p>Disagrees with the proposition to downgrade Railway Pde North between Springvale Rd and the existing bus terminal which diverts buses to the proposed ring road. PTV advises this is undesirable as the diversion to the ring road will increase journey distances and times and will place buses in conflict with each other and other traffic.</p> <p>The PTV also suggests a number of wording changes to various dot points in each document.</p>	<p>Any future development located within close vicinity to the rail corridor would be required to be appropriately designed and developed to ensure there was no impact on rail operations.</p> <p>The reference to the guidelines will be included in the list of policy guidelines in Clause 21 of the Monash Planning Scheme.</p> <p>Most of the suggested wording changes are supported and many relate to recognising the role of the PTV as a key stakeholder.</p>
34	VicTrack	<p>Given the station is the last stop on the Glen Waverley line, there will be an ongoing expectation around the provision of commuter car parking. As the proposed alignment of the future ring road will dissect commuter car parking from the station on the north side of the railway tracks, it is important to closely manage the access and function of the commuter parking in this location when the ring road is constructed.</p> <p>Direct pedestrian access to the station across the ring road needs to be prioritised.</p> <p>Notes that decking to the rail corridor will be extremely expensive and for any development to be viable it must be able to accommodate height. Therefore they request that development above the rail corridor allow building heights in excess of 10 storeys.</p> <p>Highlights that the ring road project and associated lowering of the rail corridor does not have funding and is low in priority in comparison to other public transport projects. Indicates that it is important to include more detail around the staging and timing of the ring road project in the Structure Plan.</p> <p>The staging and timing should consider the effect of the ring road on key development sites surrounding the area including the car park owned by VicTrack and Council.</p> <p>An appropriate interim design solution should consider that this project</p>	<p>The management of parking within the GWAC will continue to be assessed having regard to the GWAC Sustainable Transport Plan.</p> <p>The building heights indicated are preferred and any redevelopment of the rail corridor would also need to be assessed in the context of economic viability.</p> <p>The staging and management of the ring road component of the Sustainable Transport Plan will continue to be assessed over time having regard to discussions with all key stakeholders, including VicTrack.</p>

		may not happen or at least may not happen for some time.	
35	Resident of Glen Waverley	<p>A few objections to the structure plan and sustainable transport plan. Relates to precinct K- along Bogong Avenue.</p> <p>We could see a 4 storey joint residential building being built on the fence line and to the north of a single storey building. This is aesthetically unsatisfactory with a marked reduction in sunlight to the existing dwelling.</p> <p>Reduce area K to 3 storeys with treed walkways or a roadway between the 3 storey development and the normal residential area.</p>	<p>Planning controls for the area will clearly require that the scale of development will not create unreasonably adverse impacts and buildings will be required to scale down to adjoining residential interfaces for a transition in height and to maintain residential amenity.</p> <p>Area K provides opportunities for 3-4 storeys which is appropriate for providing a transition to the surrounding residential area.</p>
36	Address not supplied	<p>Requests that the Precinct 6 boundary (and the Structure Plan boundary) be extended to the south along Springvale Road to Beacon Street. Otherwise the properties at 319 and 321 Springvale Road will have huge buildings and shadows next to them. Extending the precinct boundary to Beacon Street will allow a street end to accommodate for any large buildings to not cast north facing shadows.</p>	<p>Planning controls for the area will clearly require that the scale of development does not create unreasonably adverse impacts and buildings will be required to scale down to adjoining residential interfaces for a transition in height and to maintain residential amenity.</p> <p>The southern boundary for the GWAC Structure Plan is therefore considered appropriate.</p>
37	Resident of Glen Waverley	<p>The proposed medical / office precinct on the eastern side of Springvale Rd (referred to as Area I on the built form map) should be no more than 3 storeys (rather than the 6 storeys proposed), no hotels should be allowed in Area I.</p> <p>Restrict height in Built Form Area B to prevent 'over-viewing' into Hinkler Street (on the eastern side of Springvale Road).</p> <p>Should permit parking only on the north side of Hinkler Road from Springvale Rd to Panoramic Drive, and leave current restriction on</p>	<p>Following a review of the proposed heights for the area along the eastern side of Springvale Road it is considered that the following changes be made to the GWAC Structure Plan.</p> <p>The built form controls along the eastern side of Springvale Road, south of Hogan Road be reduced from 4-6 storeys to 3-4 storeys.</p> <p>However, it is considered appropriate for the</p>

		<p>southern side. Ingram Avenue should be opened to west bound traffic, joining with Kingsway, to replace the link that will be lost by closing off Coleman Parade to westbound traffic from Glen Road over Springvale Road.</p>	<p>balance of the area along the eastern side of Springvale Road be designated for 4-6 storeys as the area will provide for a gradual transition between the central areas of the Activity Centre and the adjoining residential areas. Buildings will be required to scale down to adjoining residential interfaces with rear setbacks in accordance with Rescode to protect the amenity of surrounding residents. Specific changes to parking will be further assessed having regard to the GWAC Sustainable Transport Plan. At this stage there are no plans to alter the access to Ingram Avenue.</p>
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Summary of online feedback

Topic	Overview	Comments	Response
Boundary of the draft GWAC	<p>56 responses</p> <ul style="list-style-type: none"> • 33 supported the proposed boundary • 23 did not support the proposed boundary 	<p>Boundary is too big</p> <ul style="list-style-type: none"> • Don't go further west than a) Springvale Road / Kingsway or b) GW Secondary School and the carpark opposite. • Don't include public open space on n/w corner of Springvale & High Street Roads. • Don't include Mountain View Hotel site – it provides an important view and links to the gold digging heritage of the area. • Development would unreasonably impact Harvie Street properties (proposed boundary). • Only include area next to the secondary school / station – otherwise there are too many opportunities for developers. • Don't include the residential areas east of Springvale Rd in Precinct 7. • The plan should stop at Precinct 6 (and only those sites fronting Springvale Road). • Existing residential areas shouldn't be included. • Don't draw boundaries along streets which creates uneven character for the street. • Glen Waverley is already too big – shouldn't be providing for more people. <p>Boundary is too small</p> <ul style="list-style-type: none"> • Compared to other activity centres, this boundary appears tiny – it should include all areas within 1km from the station, and then Council should tighten controls outside this area. • It should extend south to Waverley Road which to include all the small scale factories / showrooms off Waverley Rd. • Include the High Street Rd shops for higher density housing. • If the Mountain View Hotel site is included in the boundary, it should extend to Landridge Street as the open space area within this street provides a buffer. • The eastern boundary should be extended to Gallaghers Road. <p>Boundary makes sense</p> <ul style="list-style-type: none"> • Seems to keep expansion fairly contained, considering anticipated population growth. • It is all within 5-10 min walk of railway station. 	<p>Glen Waverley is identified as an existing Activity Centre in the metropolitan planning strategy, Plan Melbourne. The Activity Centre is also identified within Council's Local Planning Policies and its draft Monash Housing Strategy as a location where a greater proportion of Monash's future urban growth should be located.</p> <p>DTPLI have released a practice note to provide guidance when determining the boundary of an activity centre. This practice note informed the boundary of the Centre. One important element used to establish the boundary was ensuring it included sufficient opportunities to allow for a range of retail, office, commercial and residential uses over the next 15-20 years.</p>

<p>Draft Vision and components</p> <p>- Overarching vision</p> <p>- Components to the Vision</p>	<p>41 responses –</p> <ul style="list-style-type: none"> • 29 agreed with the statement • 12 did not <p>47 responses</p> <ul style="list-style-type: none"> • 33 agreed with the elements • 14 did not 	<p>The Vision creates a positive direction:</p> <ul style="list-style-type: none"> • It provides a vision for the future – well done to Council for articulating this. • How could I disagree? – it is a motherhood statement. • Improved access for bicycles, pedestrian friendly, friendly lively spaces, residential mix with shops creating a community feel, and the buildings are not too tall – won't make the outdoor spaces unpleasant. • I hope that 'diverse housing' means that older houses such as mine can remain. <p>The Vision statement should change</p> <ul style="list-style-type: none"> • It described the existing conditions – it is not forward looking. • It describes Glen Waverley as a whole, not just the Activity Centre. • More recognition is needed regarding inclusivity for people with limited accessibility, green open spaces, more diversity of consumer outlets (not just on food and dining), and increased housing diversity (not just apartments). • Buildings should be kept low (no more than 4 storeys) to retain / enhance the spacious feeling and greenery of the area (don't become like Box Hill). • Multi-storey buildings (such as along Springvale Road) will destroy Glen Waverley. • The library should not be relocated. • This does not articulate a desirable and unique character for Glen Waverley but just gives into pressure for more high rise buildings. • If realised, it will destroy the quality of life for existing residents. • The new developments are poorly built and create a demand for more multi-level car parking – we don't want this trend to continue. • Kingsway needs more diversity – not just food and drink outlets. • Mixed use (offices / shops at ground level and residential at upper level) will not work in a suburban context – it does not work within the IKON development. • The increased pressure on education facilities has not been considered. • The Vision should also include retaining a strong sense of Glen Waverley's history. <p>The Vision is not achievable:</p> <ul style="list-style-type: none"> • Free space and intense development are mutually exclusive. • The amount of work and expense to achieve this utopian and unrealistic scenario is beyond belief. • Good words but Council is not currently able to maintain the Centre well so how will they manage to deliver positive outcomes? • Council does not have control over the mix or type of businesses anyway. • The planning for transport, business centres, water supply, drainage and electricity should have been undertaken 25 years ago - creating another Hong Kong will not address the problems of Melbourne. 	<p>Following consultation, the vision has been amended to be more forward thinking and incorporate the specific/unique attributes of the Glen Waverley Activity Centre. It also now recognises the importance of increasing the diversity of housing, services and retailing, ensuring that housing is accessible for people of all mobilities and that the Centre will be notable for its greenery and sustainability measures.</p> <p>Matters relating to built form will be discussed subsequently.</p>
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<p>Activities and Land Uses – Housing</p> <p>- Objectives</p> <p>- Strategies and actions</p>	<p>27 responses</p> <ul style="list-style-type: none"> • 19 supported the objectives • 8 did not <p>26 responses</p> <ul style="list-style-type: none"> • 14 supported the strategies and actions • 12 did not 	<p>Reasons to change the objective, strategies and / or actions</p> <ul style="list-style-type: none"> • We already have sufficient diversity. • High density should be confined to the commercial areas – current residents feel ‘squeezed out’. Important that implementation of the plan does not mean existing residents are surrounded by multi-storey development. • Don’t have a high rise jungle in one area only – growth and diversity should be spread across Monash. • The justification that we need to ‘meet expected population growth’ is a concern. • Buildings should be no more than 4 storeys, the Mountain View Hotel site should not be included or the reserve on the north/east corner. • Density in the area is already too high and there is not enough open space proposed to compensate. • This will create an overcrowded and unpleasant feel to The Glen space. • Where is the planning for ground floor single storey dwellings for disabled or elderly residents? • The area will feel like Docklands and will not be affordable. I believe this is a means for council to increase its rates revenue rather than to address housing needs. Encouraging residential development as a method to improve the security of an area is not appropriate. Council should use security cameras instead. • Medium to high density should extend across the whole of the activity centre. • I don’t believe the existing infrastructure will be able to cope with the increase in development. • Not sure about residential above retail. <p>Support the objective, strategies and / or actions</p> <ul style="list-style-type: none"> • It makes sense for people to live closer to facilities to cater for population growth. • Good to see that all groups are to be catered for – not just ‘yuppifying’ the area. Care needs to be given to make sure this is achieved. • 48-62 Rose Ave should be included in Area K (rather than Area L) – as they have more development opportunity and won’t impact on other residential housing. 	<p>The draft Housing Strategy guides future residential development in Monash. One key aspect of this Strategy is directing growth to activity centres. Glen Waverley, as Monash’s largest Activity Centre, needs to play an important role in the provision of housing, retail activities, office space and other services. As a result, there is a need for increased development within the Centre.</p> <p>The draft Structure Plan sets out a framework to encourage development of a range of housing types throughout the Centre. The general development pattern will be apartment developments within the core of the Centre, lower rise shop top housing along Kingsway, and town house / unit development in the adjoining residential areas. This will allow for growth and contribute to a diversity of housing types across the Centre, whilst minimising the impact that new development will have on the amenity of existing residential areas.</p>
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<p>Activities and Land Uses – Retail</p> <p>- Objectives</p> <p>- Strategies</p>	<p>20 responses</p> <ul style="list-style-type: none"> • all supporting the objective <p>21 responses</p> <ul style="list-style-type: none"> • 17 supported the strategies and actions • 4 did not 	<ul style="list-style-type: none"> • Questions how the growth in retail offerings will benefit the needs of the region? • How can we make sure all local groups are having their needs met? • With the exception of the restaurants and cafes, the overall look and quality of retail is poor and junky. The streetscape needs an overhaul. Support a greater diversity in type and appearance of retail businesses in the Centre. • There needs to be continuous review of how excellent service provision by businesses can be provided. • Important to diversify rather than satisfy one subgroup – how can Council encourage this? • The Glen is a comfortable size currently – it shouldn't increase so that its accessibility is lost. • The Glen is reaching capacity – parking on weekends at peak times such as Christmas is almost impossible. • Linking the Glen and Kingsway is an important priority. • The fresh food precinct should be a priority. 	<p>Council can encourage a mix of retail uses through its policy positions. However, it cannot control the specific type of retail or restaurant uses. It is possible for Council to explore whether further actions are required to support local businesses in the area and investigate opportunities to work with the local traders association and property owners to achieve a greater diversity of offer.</p> <p>The Glen is a shopping centre with broader regional importance than the suburb of Glen Waverley. Its continued evolution will be necessary to ensure it continues to thrive in the competitive retail market. The draft Structure Plan allows for this growth but seeks to change the traditional blank walls of the big box centre to encourage more active frontages and better integration into the rest of the Activity Centre.</p>
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<p>Activities and Land Uses – Office and Medical Use</p> <p>Objective</p> <p>Strategies</p>	<p>20 responses</p> <ul style="list-style-type: none"> • 15 supported the objective • 5 did not <p>19 responses</p> <ul style="list-style-type: none"> • 14 supported the strategies • 5 did not 	<ul style="list-style-type: none"> • Support the objectives. • An activity centre which only offers retail and hospitality won't last – office workers bring business and vitality to a centre. • Shouldn't medical centres be more spread out across Monash? It is already difficult to access them and find parking. • Opposed to major office developments along east side of Springvale Road – and height limits need to be kept low for the medical centres. • Need to ensure that the parking problems from the existing medical centres are addressed and not exacerbated. • Will this office development mean a loss of car parking in the Montclair precinct – there will be an even greater need for it with increased development. • This could only be good for Glen Waverley community. • As an ageing resident, I strongly support the idea of a local medical precinct. • The creation of a medical precinct is appropriate and well located in light of nearby major health services and medical research capacity. 	<p>The concern regarding office development is noted, and it is important that parking provision is adequately addressed.</p> <p>Glen Waverley has developed a strong medical precinct providing an important service to a large community. The draft Structure Plan seeks to reinforce this sector.</p>
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<p>Activities and Land Uses – Community Facilities and Services</p> <p>Objective</p> <p>Strategies</p>	<p>22 submissions</p> <ul style="list-style-type: none"> • 21 supported the objective • One did not <p>21 submissions</p> <ul style="list-style-type: none"> • 16 supported the strategies, • 5 did not 	<ul style="list-style-type: none"> • Bringing civic life to the centre will add vibrancy to the Centre. • The present library is full to capacity at certain times of the day and a larger library is required. • There is too much emphasis on spending money on community facilities and Council administration. This needs re-examination with greater emphasis on cost saving. • Euneva Street car park isn't being well used – good idea to expand the health facility, and there should be negotiations so the car park can be available to public transport users. • Strategy doesn't properly consider the important roles of the Primary and Secondary Schools, including measures to support these. • Strong disagreement regarding the use of the central car park – the existing library is well loved, in an ideal location (if it needs to be expanded, add an additional storey). • The Central car park should be changed to a greatly needed green open space area, with bike path connections, designed to provide for a range of different recreational uses and allowing festivals to occur in full view of Springvale Road. • The central car park needs to remain as a car park. • Once alternative car parks are built, it would be ideal to get rid of cars all together in the shared pedestrian / car areas around Kingsway. • There are enough community events and festivals currently. 	<p>The work on Glen Waverley included a Sustainable Transport Plan to specifically address transport in the Centre, including traffic and parking issues. The Sustainable Transport Plan provides the framework which will be used to develop a strategy that will investigate car parking needs and outcomes for the entire Centre.</p> <p>The impact to the state schools is noted. However this is an issue that can only be addressed by the State Government and the individual school.</p> <p>The redevelopment of the central car park and the creation of a community hub, anchored by the relocation of the library is a fundamental element of the Structure Plan. It will ensure that a centrally located community heart for the Activity Centre is created.</p>
<p>Activities and Land Uses – Hospitality and Entertainment</p> <p>Objective</p> <p>Strategies</p>	<p>19 responses – 18 support and 1 objects</p> <p>21 responses – 15 supported, 6 did not</p>	<ul style="list-style-type: none"> • Diverse food choice. • Kingsway needs more retail and better access for car parking. • Further development needs to continue the successful balancing between facilities and accessibility. • Don't support the objective – we need to promote Monash, rather than just Glen Waverley. • It would be nice to have a greater diversity in restaurants. • Need to make sure you deal with the grid lock in Kingsway traffic. • The proposal is good but unfortunately it seems to be to the detriment of the Kingsway retail shops. • Should be made clear that all night bars will not be allowed. • Getting rid of vehicle traffic from Kingsway between Bogong Avenue and Coleman Parade must be a priority. • Agree with widening footpaths but maintaining angled parking is ridiculous. 	<p>Council can encourage a mix of retail, restaurant and entertainment uses through policy. It cannot control the specific type of restaurant, retail and entertainment uses within the Centre.</p>

<p>Built form</p> <p>- Objectives</p> <p>- Strategies and actions</p>	<p>21 responses</p> <ul style="list-style-type: none"> • 16 supported the objective • 5 did not support <p>21 responses</p> <ul style="list-style-type: none"> • 11 supported the strategies • 10 did not 	<ul style="list-style-type: none"> • Who couldn't agree with design excellence? • I don't want Glen Waverley to become Parramatta. • Maximum of 4 storeys across the board. • Objectives should also include creating environmentally sensitive design, enhancing the health, safety and wellbeing or liveability of the community. • By attracting more residents, the Centre has the basis for development. • New buildings of 6-10 storeys will dominate the skyline and it will not be possible to see past this. • A heritage study should be completed for areas K and L prior to any decisions being made. • The needs of pre-school aged children who will live in these buildings should be better addressed. • Area K north of the rail-line should be reclassified as L – Council has already refused two storey proposals here. • There is no need to cater for the increased housing in the residential areas around the centre – This should be kept to the main roads. Certainly not near all day car parks where the residents will take advantage of this. • How will you maintain architectural excellence? • Heights need to be reduced – 4-6 storey areas should be no more than 4 storeys, other areas with 8 storey maximums should have lots of green areas around them (IKON is an example of a poor outcome due to lack of greenery). • Need a commitment to environmentally sensitive and sustainable planting – there will be increased pressure on local flora and fauna. • Need to encourage safe, affordable and comfortable residents, on limited land to maximise efficiency. 	<p>The designation of Glen Waverley as an Activity Centre means that it will undergo significant change over the next 15 to 20 years, including a significant increase in the number of people living in the Centre.</p> <p>An arbitrary restriction of the development height within the commercial area of the Activity Centre to no more than four storeys as requested by some submitters is not possible if it is to become a modern mixed use Activity Centre.</p> <p>The Structure Plan built form strategies and actions have been prepared to ensure that this additional scale of development does not create unreasonably adverse impacts.</p> <p>Following further review of the proposed heights for the area along the eastern side of Springvale Road it is considered that the following changes should be made to the GWAC Structure Plan.</p> <p>The built form controls along the eastern side of Springvale Road, south of Hogan Road be reduced from 4-6 storeys to 3-4 storeys.</p>
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<p>Public Realm – Open Space</p> <p>- Objective</p> <p>- Strategies</p>	<p>16 responses</p> <ul style="list-style-type: none"> • 15 support the objective • 1 did not <p>16 responses</p> <ul style="list-style-type: none"> • all supported the strategies 	<ul style="list-style-type: none"> • Pocket parks are good but there also needs to be major green and open space areas – the central car park is an appropriate location for this. • Encouraging community gatherings is always good. • Pursuing bold and exciting art is fine if the funding comes from the GWAC residents (and not from the community at large). • A children’s playground should also be included. • Turn Kingsway into a mall with green spaces, outdoor dining, performance spaces, etc. • Identify the opportunities for strategies such as community vegetable gardens. • Include reuse of waste water should be required for the maintenance of the greenery of the open space areas. 	<p>The draft Structure Plan identifies opportunities for new urban spaces, particularly at the western end of the central car park site. The specific design of open spaces areas within the Centre will occur as part of the more detailed planning process.</p>
<p>Public Realm – Streetscapes</p> <p>- Objectives</p> <p>- Strategies</p>	<p>16 responses</p> <ul style="list-style-type: none"> • 15 supported the objective, • 1 did not <p>16 responses</p> <ul style="list-style-type: none"> • 13 supported the strategies • 3 did not 	<ul style="list-style-type: none"> • The objective for the streets to be ‘full of life’ is unclear – the streets are already teeming with life. • All the enhancements won’t matter if you can’t get through the streets due to the parking from non residents in surrounding streets (bad now but will get worse). • A higher priority is the completion of the Ring Road. Then remove all the vehicle traffic from Kingsway and focus on the streetscape improvements. • Great idea but it won’t work if all the development leads to the removal of mature trees – the retention of these trees must be mandated. 	<p>The principles in the Sustainable Transport Plan will be used to inform further transport and planning strategies that address many of the issues identified.</p> <p>Improvements to the public realm which include measures to encourage the retention of mature trees will be explored within the delivery of the implementation plan.</p>

<p>Movement and Transport - Traffic Management</p> <p>Objectives</p> <p>Strategies and actions</p>	<p>18 responses</p> <ul style="list-style-type: none"> • all supported the objective <p>18 responses</p> <ul style="list-style-type: none"> • 8 supported the strategies and actions • 10 did not 	<ul style="list-style-type: none"> • Should ban cars from the main shopping area not just reduce them otherwise all that happens is a line of slow cars. • Railway Parade North must not be altered to allow for through traffic – it is important to stop traffic flowing through to O’Sullivan Road. • Lane widening is important but only for one way traffic – traffic in the lane besides Dan Murphy’s is already a problem. • Fix existing traffic problems (including the intersection of Kingsway and Railway Parade) and fix the existing car parking problems – such as preventing car parking on both sides of narrow streets - before implementing these larger plans. • The parking analysis which underpins the plan is flawed as it was undertaken just prior to Christmas when school traffic was not an issue. • The transport infrastructure relies on cooperation with the State Government and other agencies, and this infrastructure must be in place before any multi storey buildings are constructed. • The ring road will not work unless Kingsway is turned into a mall – people will still aim to use it as a short cut, struggle to park within the vicinity and the value of the ring road will be limited. Parking should be limited to commercial vehicles only, with no customer trading permitted. 	<p>The principles in the Sustainable Transport Plan will be used to inform further transport and planning strategies that address many of the issues identified.</p> <p>The development of a ring road is a long term plan which will require agreements and long term work between Council and key State Government stakeholders, including VicTrack and Public Transport Victoria.</p>
<p>Sustainable Transport Plan</p> <p>Overall objectives</p> <p>Overall strategies</p>	<p>14 responses</p> <ul style="list-style-type: none"> • 13 supported the objective • 1 did not <p>13 responses</p> <ul style="list-style-type: none"> • 10 supported the strategies • 3 did not 	<ul style="list-style-type: none"> • As Glen Waverley is in the suburbs, there is a greater need to provide for pedestrians and drivers, rather than focusing on providing for more cyclists (where would they come from?) • The basis for the Ring Road is flawed – the Kingsway / Bogong Avenue corner will be a lynch pin. Unless the part of Kingsway between Bogong Avenue and Coleman Parade is closed to through traffic, vehicles will still attempt to drive through to the two lane section and it will create more, not less, congestion. There is concern that there will also be congestion on the Ring Road itself, and increased pressure on private car parks, such as parking in the Glen Waverley Uniting Church. To overcome this, there should be no customer car parking in Kingsway (and turn it into a mall), with increased car parking in other locations. • The strategy needs to consider safe pedestrian crossing along Bogong Avenue towards Myrtle Street, including the frontage of the multi-storey car park, in a form that does not impede the Ring Road design. • The plans need to make sure that better convenience in the activity centre doesn’t adversely affect residents in nearby streets (for instance, pushing people to park in areas close by). • Bike lanes might be unnecessary and underutilised. 	<p>The principles in the Sustainable Transport Plan will be used to inform further transport and planning strategies that address many of the issues identified.</p> <p>The development of a ring road is a long term plan which will require agreements and long term work between Council and key State Government stakeholders, including VicTrack and Public Transport Victoria.</p>

Sustainable Transport Plan – Goal A	Four responses to the overview and key issues, all in support	No responses	
Sustainable Transport Plan – Goal B	Four responses to the overview and key issues, all in support.	No responses	
Sustainable Transport Plan – Goal C	Three responses to the overview and key issues, all in support.	No responses	
Sustainable Transport Plan – Goal D	Three responses to the overview and key issues, all in support.	There is no all day parking at Glen Waverley Railway Station after 6.30am, meaning residents need to use a bus to get to and from the station. Is this the aim of Council?	The management of parking and traffic within the GWAC will continue to be assessed having regard to the GWAC Sustainable Transport Plan. Car parking demand, and alternatives, will continue to be monitored by Council and State Government agencies.
Sustainable Transport Plan – Goal E	Five responses to the overview and key issues <ul style="list-style-type: none"> • Four out of five supported the overview, • All supported the key issues 	<ul style="list-style-type: none"> • Traffic congestion needs to be reduced in Kingsway but there is also a need for short term parking. • Please get the signage which advises of the number of car spaces available at the different car-parks. 	The management of parking and traffic within the GWAC will continue to be assessed having regard to the GWAC Sustainable Transport Plan, which includes the recommendation to explore the use of dynamic signage.

Sustainable Transport Plan – Goal F	Four responses, Three supported the overview and the issues, one did not	<ul style="list-style-type: none"> • Creating denser residential development in existing streets dominated by single dwellings is not desirable. It is a big change from living next to a 1970s single level house to having a 4 storey apartment adjacent to you. • I support the plan, however needs to be well built / maintained, having lived in dense housing which was noisy all the time. • Even in higher density suburbs closer to the city (i.e. Hawthorn) there is not housing in the residential streets of activity centres which is 3-4 storeys. 	The general development pattern set out in the Structure Plan will be apartment developments within the core of the Centre, lower rise shop top housing along Kingsway, and town house / unit development in the adjoining residential areas. This will allow for growth and contribute to a diversity of housing types across the Centre, whilst minimising the impact that new development will have on the amenity of existing residential areas.
Precinct 1 (Kingsway) Objectives and strategies	13 responses <ul style="list-style-type: none"> • 12 support the objectives and strategies • One did not support the objectives and strategies 	<ul style="list-style-type: none"> • The existing outdoor dining space in Kingsway is already making it difficult for pedestrians to use the footpaths. • The cars should be removed from Kingsway so it can be turned into a mall. • All the strategies sound great but unless there is additional parking and improvements made to traffic management it will mean it is hard to attract people (it is already a difficult place to drive around at times). 	<p>The GWAC Sustainable Transport Plan complements the aspiration of a more sustainable, pedestrian focused Centre as detailed within the GWAC Structure Plan. Together the two documents provide specific direction for the future of the GWAC.</p> <p>The management of parking and traffic within the GWAC will continue to be assessed having regard to the GWAC Sustainable Transport Plan.</p>
Precinct 2 (Montclair) Objectives and strategies	9 responses, all supported	<ul style="list-style-type: none"> • No reference was made to accessible residential accommodation. • Supported subject to sufficient car parking spaces being made available. • Pedestrian access improvements are well overdue and the current use of land for single storey parking is inefficient. • Consolidation of three residential sites in Montclair Ave is a very practical idea. 	<p>The Structure Plan has been modified, including updating the vision to include greater focus on ensuring that new residential development is accessible.</p> <p>The GWAC Sustainable Transport Plan complements the aspiration of a more sustainable, pedestrian focused Centre as detailed within the GWAC Structure Plan.</p> <p>The management of parking and traffic within the GWAC will continue to be assessed having regard to the GWAC Sustainable Transport Plan.</p>

<p>Precinct 3 (Transit Interchange and Euneva) Objectives and strategies</p>	<p>11 responses, <ul style="list-style-type: none"> 9 supported the objectives and strategies, 2 did not </p>	<ul style="list-style-type: none"> Should consider building a bridge over the railway as it would be a more feasible way to building the Ring Road (allowing for the possible introduction of double deckers carriages). Placing the rail-line underground would be a disaster (see Box Hill as a comparison) – don't make the same mistake here. The railroad is a great idea and should be a priority. 	<p>The development of the Ring Road is an important element of the Structure Plan if a vibrant, pedestrian and cyclist friendly environment is to be created. The ring road is a long term plan which requires much consultation and agreement with key stakeholders, including VicTrack before it can occur.</p>
<p>Precinct 4 (Civic) Objectives and strategies</p>	<p>10 responses, all supported</p>	<ul style="list-style-type: none"> It would be good to see the removal of the ugly red sticks outside council buildings 	<p>Noted.</p>
<p>Precinct 5 (The Glen) Objectives and strategies</p>	<p>10 responses <ul style="list-style-type: none"> 9 supported the objectives and strategies one did not </p>	<ul style="list-style-type: none"> Improve the Snedden Drive interface with attractive pedestrian access – rather than the current situation where access is via an obscure tunnel through the car park (there used to be a fresh food market with an exit to the bus stop). The height of buildings is a concern. 	<p>The creation of a more pedestrian focused Centre is a key aspiration of the GWAC Sustainable Transport Plan and the Structure Plan.</p> <p>Future consideration will be given to how improvements to pedestrian access from the Snedden Drive interface can be made.</p> <p>The designation of Glen Waverley as an Activity Centre means that it will undergo significant change over the next 15 to 20 years, including a significant increase in the number of people living in the Centre.</p> <p>An arbitrary restriction of the development height within the Activity Centre is not possible if it is to become a modern mixed use Activity Centre. The Structure Plan built form strategies and actions have been prepared to ensure that this additional scale of development does not create unreasonably adverse impacts to surrounding properties.</p>

<p>Precinct 6 (Springvale Road) Objectives and strategies</p>	<p>10 responses,</p> <ul style="list-style-type: none"> • 8 supported the objectives and strategies • 2 did not 	<ul style="list-style-type: none"> • Support improved access across Springvale Road, however managing the traffic volumes will be a problem, particularly if the changes to GWAC increase traffic flows to the centre. • Additional pedestrian crossings will add to justified complaints by motorists regarding the number of traffic lights already. • The activity centre boundary should be changed to stop at High St Rd to exclude the Mountain View Hotel. • The boundary should be expanded to include Landridge St so the green belt opposite the Mountain View Hotel can be enhanced. 	<p>The GWAC Sustainable Transport Plan complements the aspiration of a more sustainable, pedestrian focused Centre as detailed within the GWAC Structure Plan.</p> <p>The management of parking and traffic within the GWAC will continue to be assessed having regard to the GWAC Sustainable Transport Plan. Access across High Street Road and Springvale Road is the responsibility of VicRoads, and therefore any modifications or additional pedestrian access will be fully considered by VicRoads in conjunction with Council.</p> <p>DTPLI have released a practice note to provide guidance when determining the boundary of an activity centre. This practice note informed the boundary of the Centre. One important element used to consider the boundary was ensuring it was sufficient to allow for a range of retail, office, commercial and residential uses over the next 15-20 years.</p>
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<p>Precinct 7 (Surrounding Residential) Objectives and strategies</p>	<p>14 responses</p> <ul style="list-style-type: none"> • 7 supported the objectives and strategies, • 7 did not 	<ul style="list-style-type: none"> • 3-4 storeys is too high for these neighbourhood streets – it should be limited to 2 storey. 	<p>The designation of Glen Waverley as an Activity Centre means that it will undergo significant change over the next 15 to 20 years, including a significant increase in the number of people living in the Centre.</p> <p>An arbitrary restriction of the development height within the Activity Centre is not possible if it is to become a modern mixed use Activity Centre.</p> <p>Area K provides opportunities for 3-4 storeys which is appropriate as it provides a transition to the surrounding residential area. The buildings are to scale down further to the adjoining residential interfaces to ensure that any development does not create unreasonably adverse impacts.</p>
<p>Further comments</p>		<ul style="list-style-type: none"> • Comments regarding the survey structure and length. 	<p>Noted.</p>

