

**1.3 THE GLEN SHOPPING CENTRE
227-235 SPRINGVALE ROAD, GLEN WAVERLEY
AMENDMENT TO RESIDENTIAL COMPONENT OF THE GLEN REDEVELOPMENT
(TPA/43692/C)**

EXECUTIVE SUMMARY:

This application proposes to make modifications to the layout, siting and footprints of the residential apartment buildings previously approved under planning permit TPA/43692 (and amendments A and B) as part of the redevelopment of The Glen Shopping Centre.

Key aspects of the proposed amendments can be summarised as modification to the overall massing, layout and mix of residential apartments of Building A (Signature Building), B (Urban Building) and Building C (Kingsway Axial Building). Each building will increase in overall height by 1 metre and will adopt a new façade treatment. Conditions 1a, 1b, 1c and 1p of Planning Permit TPA/43692B are proposed to be amended to accord with the proposed amendments to the plan. New conditions at 1.ff)-1.ii) have been added to address the Traffic Engineering referral comments.

The application was subject to public notification. One (1) objection to the proposal have been received.

Key issues to be considered relate to modification to dwelling diversity requirement and appropriateness of the modified building mass and layout.

This report assesses the proposal against the provisions of the Monash Planning Scheme including the relevant state and local planning policy framework along with issues raised by objectors

The reason for presenting this report to Council is that the application seeks to modify a previous decision of Council.

The proposed development is considered appropriate having regard to the relevant provisions of the Monash Planning Scheme. It is recommended that Council resolve to issue a Notice of Decision to Amend a Planning Permit, subject to conditions.

RESPONSIBLE DIRECTOR:	Peter Panagakos
RESPONSIBLE MANAGER:	Angela Hughes
RESPONSIBLE PLANNER:	Sue Monagle
WARD:	Glen Waverley
PROPERTY ADDRESS:	The Glen Shopping Centre 227-235 Springvale Road Glen Waverley
PRE-APPLICATION MEETING:	Yes
NUMBER OF OBJECTIONS:	One (1)
ZONING:	Commercial 1
EXISTING LAND USE:	The Glen Shopping Centre
OVERLAY:	Nil

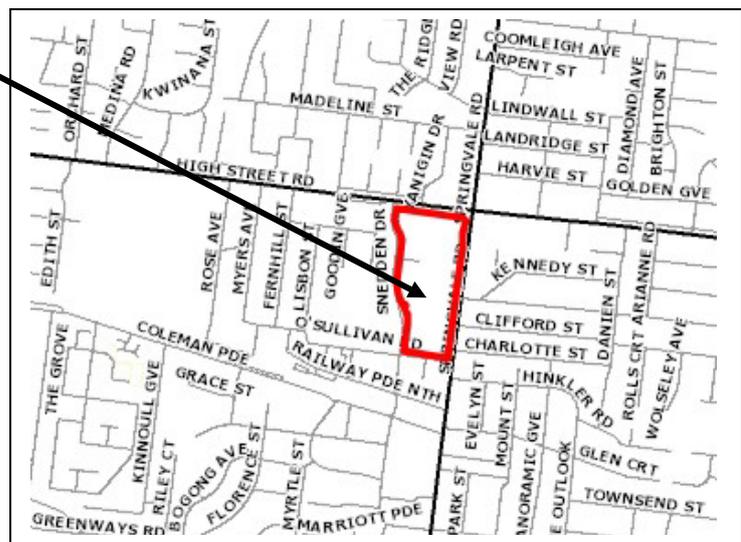
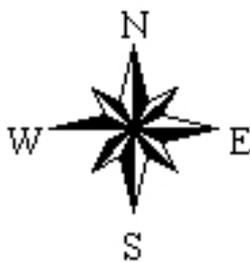
<p>RELEVANT CLAUSES:</p> <p><u>State Planning Policy Framework</u> Clause 9- Plan Melbourne Clause 11 (Settlement) Clause 11.06 (Metropolitan Melbourne) Clause 15 (Built Environment and Heritage) Clause 17 (Economic Development)</p>	<p><u>Local Planning Policy Framework</u> Clause 21 – Municipal Strategic Statement Clause 21.03 – A vision for Monash Clause 21.05 – Economic Development Clause 21.06 – Activity Centres Clause 21.08 – Transport and Traffic Clause 21.13 – Sustainability and Environment <u>Clause 22 - Local Planning Policies</u> Clause 22.03 – Industry and Business Development and Character Policy Clause 22.04 – Stormwater Management Policy 22.13 – Environmentally Sustainable Development Policy Amendment C120 – Glen Waverley Activity Centre</p>
<p>STATUTORY PROCESSING DATE:</p>	<p>13 November 2017</p>
<p>DEVELOPMENT COST:</p>	<p>\$500 million dollar redevelopment</p>

LOCALITY PLAN



SUBJECT SITE

NEIGHBOURHOOD PLAN



RECOMMENDATION:

That Council resolves to issue a **Notice of Decision to Amend a Planning Permit (TPA/43692/C)** for the Staged alterations and additions to the existing shopping centre ('The Glen'), the development of three residential apartment buildings including use of land for accommodation (dwellings), alteration of access to a Road Zone, Category 1, at The Glen Shopping Centre 227-235 Springvale Road, Glen Waverley subject to the following conditions:

1. Before the development starts, three copies of amended plans drawn to scale and dimensioned, must be submitted to and approved by the Responsible Authority. When approved the plans will be endorsed and will then form part of the permit.

The plans must be generally in accordance with the plans submitted with the application, but modified to show:

- a) The maximum overall facade height of the 'Building A' (excluding parapets and rooftop features) no greater than 64.70 metres above existing street level of O'Sullivan Road (existing street level RL 116.20, maximum facade height RL 180.9).
- b) The maximum overall facade height of 'Urban Building' (excluding parapets and rooftop features) no greater than 40.62 metres above existing street level of O'Sullivan Road (existing street level RL 116.28, maximum facade height RL 156.9).
- c) The maximum overall facade height of 'Kingsway Axial Building' (excluding parapets and rooftop features) no greater than 43.62 metres above existing street level of O'Sullivan Road (existing street level RL 116.28, maximum facade height RL 159.9).
- d) Any required modification to plans as recommended in the required Wind Modelling Assessment.
- e) Measures to control sun glare and excessive reflectivity.
- f) Refined detail of all materials and finishes to all aspects the development including use of high quality architectural treatments.
- g) Provision of 3 (or more) bedroom apartments equating to no less than 10% of the overall dwelling makeup.
- h) Activation of the podium facade at level 3, 3.5 and 4 at the street interface adjacent to O'Sullivan Road, the proposed pedestrian square.
- i) Architectural feature/decorative treatment to the undercroft of cantilevered sections of the Urban Building surrounding the outdoor square.
- j) The provision of screening and landscaping elements surrounding loading areas along the western boundary.
- k) The provision of bike facilities in accordance with the requirements of Clause 52.34. Bike facilities should be located at convenient locations within the site including adjacent to the outdoor square and pedestrian entrances.
- l) Prominent residential entrances at street level to each apartment tower. The entrances should provide for a strong sense of address to each apartment building and transition space.
- m) Visitor drop-off/pick up parking bays on O'Sullivan Road and Snedden Drive in close proximity of entrances to the apartment buildings.
- n) The provision of a substantial rooftop communal open space area on level 5 above the podium and residential car parking areas below. The space should provide for a range of recreation spaces and may include garden areas, vegetable plots, BBQ

- areas, resident function space, tennis courts, swimming pool, gym and recreation lawn spaces.
- o) Apartment layouts designed to ensure no habitable rooms are dependent on borrowed light for solar amenity.
 - p) Hallways within the apartment buildings typically no less than 1.6 metres wide.
 - q) Lift lobby areas typically no less than 2.1 metres wide.
 - r) Natural light and ventilation to shared access spaces and main hallways on all residential levels.
 - s) Residential storage space of 6m³ to all dwellings.
 - t) Balcony space of 8m² to each apartment having a minimum dimension of 1.6m.
 - u) Details of all rooftop plant and any associated screening to ensure plant is not visible from outside the property.
 - v) Provision of a prominent pedestrian entrance to the retail centre immediately adjacent to the east-west pedestrian crosswalk on Springvale Road.
 - w) Provision of a pedestrian canopy/pedestrian weather protection (where practical) from the new east-west pedestrian signals on Snedden Drive (adjacent the spiral vehicle ramp) along the western, southern and eastern edge of the development to the east-west pedestrian crossing on Springvale Road.
 - x) A pedestrian sight line splay (minimum 2.5 x 2.5m) at Ground Level on the north-west corner of the footpath intersection of O'Sullivan Road (north side) with Springvale Road.
 - y) Provision of "Keep Clear" line marking across the Level 1 entrance to Department Store/Residential Loading facility.
 - z) Provision of a 2m width (typically) footpath along the eastern side of Snedden Drive.
 - aa) The combined footpath and naturestrip on Springvale Road typically 4 metres in width including the provision of a footpath along the entire length of the Springvale Road frontage. The footpath should be a minimum width of 1.5 metres.
 - bb) The combined footpath and naturestrip on the Snedden Drive development frontage between O'Sullivan Road and The Glen Shopping Centre Level 1 access/Snedden Drive intersection typically 4m in width.
 - cc) The location and design of any required fire services, electricity supply, gas and water meter boxes discreetly located and/or screened to compliment the development.
 - dd) The inclusion of environmentally sustainable design measures into the design response consistent with the Council adopted Glen Waverley Structure Plan and Environmentally Sustainable Design Policy.
 - ee) Mitigation works surrounding the site in accordance with the requirements of Vic Roads and Public Transport Victoria.
 - ff) All tandem car parking spaces within the residential basement carpark to be not less than 2.6 metres in width.
 - gg) Reconfiguration of the residential basement carpark to relocate parallel car spaces to improve accessibility to the satisfaction of Council.
 - hh) All standard 2.4 metre wide car spaces within the residential basement carpark reduced to 4.9 metres in length and adjacent access aisle width increased accordingly.
 - ii) An allocation of bicycle storage facilities within the residential basement at the base of each apartment building lift core to the satisfaction of Council.

2. The development as shown on the endorsed plans must not be altered without the written consent of the Responsible Authority.
3. Once the development has started it must be continued and completed to the satisfaction of the Responsible Authority.
4. Prior to endorsement of plans pursuant to condition 1 of the permit, a Wind Modelling Assessment must be undertaken by a suitably qualified person to assess the wind impact of the development at street level. Any recommendations or required modifications to the development must be implemented to the satisfaction of Responsible Authority.
5. Prior to the commencement of the development, a plan detailing the urban design streetscape treatment of the public real must be submitted to and approved by the Responsible Authority.

The plan must show the proposed urban design treatment of public areas within the subject land site and surrounding public realm area to ensure the integration of the site with these areas and consistency in the urban design treatment.

The plan must be developed in consultation and to the satisfaction of City of Monash Planning, Urban Design and Engineering Divisions.

The plans must show: -

- Detail of all proposed hard surface materials/paving.
- The inclusion of water sensitive urban design features.
- Street furniture, including public signage, bins, seats, bicycle facilities, gates, fences and the like.
- Proposed vegetation including provision of street trees.
- A schedule of all proposed trees, shrubs and ground cover, which will include the size of all plants (at planting and at maturity), their location, botanical names.
- Disabled access features.
- The extent of any cut, fill, embankments or retaining walls.
- Any other feature deemed appropriate, to the satisfaction of the Responsible Authority.

When approved the plan and the submission will be endorsed and form part of the permit.

6. Prior to the completion of any stage of the development allowed by this permit, landscaping and urban design works as shown on the endorsed plans must be completed to the satisfaction of the Responsible Authority and then maintained to the satisfaction of the Responsible Authority.
7. Bicycle parking facilities shall generally follow the design and signage requirements set out in Clause 52.34 of the Monash Planning Scheme.
8. The amenity of the area must not be detrimentally affected by the use or development, through the:
 - a) transport of materials, goods or commodities to or from the land;
 - b) appearance of any building, works or materials;

- c) emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil;
 - d) presence of vermin;
9. No goods must be stored or left exposed outside the building so as to be visible from any public road or thoroughfare.
10. No bin or receptacle or any form of rubbish or refuse shall be allowed to remain in view of the public and no odour shall be emitted from any receptacle so as to cause offence to persons outside the land.
11. Adequate provision shall be made for the storage and collection of garbage and other solid wastes and these facilities are to be located on the site to the satisfaction of the Responsible Authority.
12. Prior to the commencement of works of each stage of the development, the owner shall prepare a Waste Management Plan for the collection and disposal of garbage and recyclables for all uses on the site. The Waste Management Plan shall provide for:
- a) The method of collection of garbage and recyclables for uses;
 - b) Designation of methods of collection utilizing private services;
 - c) Appropriate areas of bin storage on site and areas for bin storage on collection days;
 - d) Measures to minimise the impact upon local amenity and on the operation, management and maintenance of car parking areas; and
 - e) Litter management.
- The plan must be prepared and implemented to the satisfaction of the Responsible Authority. Once approved the Waste Management Plan will be endorsed to form part of this permit.
13. Any waste storage rooms must be constructed so to prevent the entrance of vermin and must be able to be easily cleaned. The floor must be graded to a sewer connection located within the waste storage room.
14. Motors for equipment and air-conditioning/heating units to be located where no noise nuisance created to neighbours or insulated/sound proofed.
15. Before the development permitted is completed, areas set aside for parked vehicles and access lanes as shown on the endorsed plans must be:
- a) constructed to the satisfaction of the Responsible Authority;
 - b) properly formed to such levels that they can be used in accordance with the plans;
 - c) surfaced with an all-weather sealcoat to the satisfaction of the Responsible Authority;
 - d) drained, maintained and not used for any other purpose to the satisfaction of the Responsible Authority;
 - e) line-marked to indicate each car space and all access lanes to the satisfaction of the Responsible Authority.

Parking areas and access lanes must be kept available for these purposes at all times.

16. The layout of the development shall follow the Design Standards for car parking set out in Clause 52.06-8 of the Monash Planning Scheme to the satisfaction of the Responsible Authority.
17. No less than 1 car space must be provided on the land for each one and two bedroom dwelling. No less than 2 car spaces must be provided on the land for each three bedroom dwelling. Any future subdivision of the approved development must provide allocation of 1 car space per dwelling on Title to the satisfaction of the Responsible Authority.
18. Outdoor lighting including the car parking areas must be designed, baffled and located to the satisfaction of the Responsible Authority to prevent any adverse effect on adjoining land.
19. The loading and unloading of goods from vehicles must only be carried out on the land.
20. Prior to the development commencing the owner of the land to which this permit relates must enter into an agreement with the Responsible Authority under Section 173 of the Planning and Environment Act 1987. In addition to the usual mechanical provisions, the agreement must provide for the following matters:
 - a) The owner and management of shopping centre agree that all ongoing costs associated with the operation and maintenance of the proposed new signals at The Glen Shopping Centre Level 1 access/Snedden Drive intersection.
 - b) The costs of the Responsible Authority in relation to the agreement are to be borne by the owner.
21. Prior to completion of works associated with the retail development, a new dedicated right turn lane on the east approach of Railway Parade North/Kingsway signalised intersection which includes widening of the south side of Railway Parade North must be constructed. The required works must be completed to the satisfaction of the Responsible Authority at full cost to the developer. Detailed engineering plans are required to be submitted to the Responsible Authority for approval prior to commencement of the development.
22. Prior to completion of works associated with the retail development, the existing zebra crossing in O'Sullivan Road is required to be relocated to the satisfaction of the Responsible Authority. The required works must be completed to the satisfaction of the Responsible Authority at full cost to the developer. Detailed engineering plans are required to be submitted to the Responsible Authority for approval prior to commencement of the development.
23. Prior to works forming part of the applicable stage commencing (southern end basement construction), detailed engineering plans of O'Sullivan Road are required to be submitted to Council for approval prior to commencement of works. These are required to include the following:
 - Shared pedestrian/vehicle zone at the western end of O'Sullivan Road between Kingsway and the right-of-way to the rear of 2-4 Kingsway.
 - Modification to the layout of O'Sullivan Road developed in consultation and as required by City of Monash Engineering Department.

- Civil works and infrastructure associated with urban design requirements required by this permit.

24. Where the proposed Snedden Drive roadwork's, including footpath and nature strip, lie within the subject land, a widening of the road reserve will be required. Prior to completion of the development, the developer must engage a licensed surveyor to prepare a Plan of Subdivision showing the affected land labelled "Road", which is to be vested in favour of Council.

The required registration of the Plan of Subdivision must take place within 3 months of completion of works associated with the related part of the approved development. Upon issue of Title, original "Road" Titles must be provided to Council.

25. Prior to occupation of premises approved by this permit a Car Parking Management Plan must be submitted to and approved by the Responsible Authority.

The Car Parking Management Plan must provide for adequate allocation of car parking to service all uses to be undertaken on the land including designated allocation of car spaces for staff of retail and office use of the car park within rooftop car parking areas at peak times. The Car Parking Management Plan must detail any barrier mechanisms and/or paid parking arrangements within public parking areas introduced and implemented in consultation with and to the satisfaction of the Responsible Authority.

Once approved the Car Parking Management Plan will be endorsed to form part of this permit. Car parking is to be provided in accordance with the endorsed Car Parking Management Plan and implemented to the satisfaction of the Responsible Authority.

26. Prior to occupation of residential development forming part of this permit a Sustainable Transport Strategy Plan must be submitted to and approved by the Responsible Authority.

The Sustainable Transport Strategy Plan must provide for inclusion of a flexi car scheme associated with the development and other "green travel" initiatives to be made available to residents and visitors associated with the development. Where practical the Sustainable Transport Strategy Plan should include synergies with the retail and offices uses also undertaken on the land.

Once approved the Sustainable Transport Strategy Plan will be endorsed to form part of this permit. The endorsed Sustainable Transport Strategy Plan must be implemented to the satisfaction of the Responsible Authority.

27. Before the development starts, a site layout plan drawn to scale and dimensioned must be approved by the Responsible Authority.

The plans must show a drainage scheme providing for the collection of stormwater within the site and for the conveying of the stormwater to the nominated point of discharge.

The nominated point of discharge is the north-east corner of the property where the entire site's stormwater must be collected and free drained via a pipe to the Council pit via the internal drainage system, constructed to Council Standards. A new pit is to be constructed if a pit does not exist or is not a standard Council pit.

If the point of discharge cannot be located then notify Council's Engineering Division immediately.

28. All on-site stormwater is to be collected from hard surface areas and must not be allowed to flow uncontrolled into adjoining properties. The on-site drainage system must prevent discharge from driveways onto the footpath. Such a system may include either:-
 - a) trench grates (300mm minimum internal width) located within the property; and/or
 - b) shaping the driveway so that water is collected in a grated pit on the property; and/or
 - c) another Council approved equivalent.
29. No equipment, services, architectural features or structures of any kind, including telecommunication facilities, other than those shown on the endorsed plans shall be permitted above the roof level of the building unless otherwise agreed to in writing by the Responsible Authority.
30. Any required fire services, electricity supply, gas and water meter boxes must be discreetly located and/or screened to compliment the development to the satisfaction of the Responsible Authority. Any required services must be cleared detailed on endorsed plans forming part of this permit.
31. Before the development starts, a construction management plan must be prepared and submitted to the Responsible Authority for approval. The plan must be to the satisfaction of the Responsible Authority. Once approved, the plan must be implemented to the satisfaction of the Responsible Authority. The plan must address the following issues:
 - a) measures to control noise, dust and water runoff;
 - b) prevention of silt or other pollutants from entering into the Council's underground drainage system or road network;
 - c) the location of where building materials are to be kept during construction;
 - d) site security;
 - e) maintenance of safe movements of vehicles to and from the site during the construction phase;
 - f) on-site parking of vehicles associated with construction of the development;
 - g) wash down areas for trucks and vehicles associated with construction activities;
 - h) cleaning and maintaining surrounding road surfaces;
 - i) a requirement that construction works must only be carried out during the following hours:
 - Monday to Friday (inclusive) – 7.00am to 6.00pm;
 - Saturday – 9.00am to 1.00pm;
 - Saturday – 1.00pm to 5.00pm (Only activities associated with the erection of buildings. This does not include excavation or the use of heavy machinery).
32. The owner and management of the premises must ensure that any noise emanating from the premises, during and post construction, must not exceed the standards of the State Environment Protection Policies No. N1 and must on request provide evidence to Council of Compliance with the policies.

33. Air-conditioning and other plant and equipment installed on or within the buildings must be so positioned and baffled that any noise emitted complies with the appropriate Australian Standards and EPA requirements.

At the immediate request of the Responsible Authority noise testing must be taken to demonstrate compliance with EPA noise requirements. Noise testing is to be undertaken at no cost to the Responsible Authority.

Vic Roads conditions (ref: 12758/15)

34. Before the development starts, Traffic Management Plan to the satisfaction of VicRoads and the Responsible Authority must be approved. The Traffic Management Plan must be based on microsimulation modelling, of the area bounded by High Street Road, Snedden Drive, Coleman Parade and Springvale Road, undertaken to the satisfaction of VicRoads and must propose:
- a. Roadworks to be undertaken to mitigate the impact of the use of the development proposed. Roadworks must include:
 - i.) An extension of the left-turn lane on the southern approach to Springvale Road/High Street or alternative works to the satisfaction of VicRoads,
 - ii.) An extension of the right-turn lane on the northern approach to Springvale Road/High Street Road,
 - iii.) A double right-turn lane on the western approach Springvale Road/High Street Road,
 - iv.) A double right-turn lane and double left-turn lane on Snedden Drive at High Street Road/Snedden Drive,
 - v.) An extension of the right-turn lane on the western approach to High Street Road/Snedden Drive,
 - vi.) A new signalised intersection along Snedden Drive, and
 - vii.) Any other works that VicRoads and the Responsible Authority consider necessary having considered the outputs of the microsimulation modelling.
 - b. A schedule indicating:
 - i.) the timing of each component of the impact mitigation works with respect to staging of the development or commencement of uses on the subject land.
 - ii.) the timing of the access works , including the signalised access points on Springvale Road and Snedden Drive, with respect to the staging of the development or commencement of uses on the subject land.
35. Before any stage of the development starts or before any stage of the development is used (as the case may be), the corresponding access and impact mitigation works, as identified in the Schedule to the Traffic Management Plan, must be completed to the satisfaction of and at no cost to VicRoads and the Responsible Authority.
36. Where the proposed roadworks, including footpath and nature strip, lie within the subject land, a widening of the road reserve will be required, at no cost to VicRoads or the Responsible Authority. Prior to the commencement of the permitted use (unless otherwise agreed in writing by VicRoads), the developer must engage a licensed surveyor to prepare a Plan of Subdivision showing the affected land labelled "ROAD", which is to be vested in the Roads Corporation upon certification of the Plan of Subdivision, without any encumbrances. Subsequent to the registration of the plan, the

subdivider must ensure that the original Certificates of Title that issues in the name of the Roads Corporation, are posted to: VicRoads - Property Services Department, 60 Denmark Street KEW, 3101.

37. Where the proposed roadworks, including footpath and nature strip, lie within the subject land the permit holder must enter into an agreement with the Responsible Authority and VicRoads, under Section 173 of the *Planning and Environment Act 1987*, to provide for the permit holder to reimburse all costs incurred by VicRoads and the responsible authority associated with the declaration of the land as arterial road pursuant to the provisions of the *Road Management Act 2004* and the rezoning of the land to RDZ1 pursuant to the provisions of the *Planning and Environment Act 1987*.
38. No work must be commenced in, on, under or over the road reserve without having first obtaining all necessary approval under the Road Management Act 2004, the Road Safety Act 1986, and any other relevant acts or regulations created under those Acts.
39. A traffic impact assessment of the post-development impact of the retail development and corresponding access and mitigating works must be submitted to VicRoads and the Responsible Authority, within 15 months of completion of works.

Public Transport Victoria conditions (ref: DOPT2015/0075)

40. The existing bus stop and associated infrastructure on Snedden Drive must not be altered without the prior consent of Public Transport Victoria. Any alterations including temporary works or damage during construction must be rectified to the satisfaction of Public Transport Victoria and at the cost of the permit holder.
41. Prior to the commencement of works, a construction management plans must be submitted to and approved by Public Transport Victoria and the Responsible Authority. The plan must be prepared by a suitably qualified person and must identify potential disruptions to bus operations during construction and contain suitable mitigation measures to the satisfaction of Public Transport Victoria. The permit holder must take all reasonable steps to ensure that disruption to bus operation is kept to a minimum during the construction of the development.
42. This permit will expire in accordance with section 68 of the *Planning and Environment Act 1987*, if one of the following circumstances applies:
 - The development is not started before 4 years from the date of issue.
 - The development is not completed before 6 years from the date of issue.In accordance with section 69 of the *Planning and Environment Act 1987*, the responsible authority may extend the periods referred to if a request is made in writing before the permit expires, or within six months of the permit expiry date, where the development allowed by the permit has not yet started; or within 12 months of the permit expiry date, where the development has lawfully started before the permit expires.

NOTES:-

1. Building approval must be obtained prior to the commencement of the above approved works.

2. Premises used for the sale or storage of food in any manner whatsoever are to be registered under the Food Act and require Council approval via the Chief Environmental Health Officer before occupation.
3. Unless no permit is required under the planning scheme, no sign must be constructed or displayed without a further permit.
4. Building permit approval for this development must take into consideration the location of future subdivision boundaries and their compliance with the Fire Separation Provisions of the Building Code of Australia, including Separating Walls and Openings near Boundaries, as well as the requirements of the Building Regulations.
5. Any new drainage connections onto a Council easement drain and work within the road reserve requires the approval of the City of Monash's Engineering Division prior to the works commencing. Three copies of the plans (A3-A1 size) for the drainage works must be submitted to and approved by the Engineering Division. The plans are to show sufficient information to determine that the drainage works will meet all drainage conditions of the permit.
6. Use of Easement approval is required. Approval should be given subject to the registration of a Section 173 Agreement on title between the owners and Council, protecting Council's future drainage maintenance rights.
7. Engineering permits must be obtained for new or altered vehicle crossings and civil works within the road reserve and these works are to be inspected by Council (tel. 9518 3690).
8. Occupants of this development (including tenants and residents) will not be eligible for parking permits.

BACKGROUND:

Planning Permit No. TPA/43692 was issued on 31 August 2015 allowing expansion of The Glen Shopping Centre and the development of three residential apartment buildings. Planning permit TPA/43692A was approved on 3 January 2017 allowing modifications to massing and layout of the 3 residential apartment buildings.

This application proposes further amendments to the residential apartment component of the development and has come about following a change in the residential development partner to Golden Age Glen Pty Ltd. It is their desire to refine the design of the buildings to improve the internal amenity of dwellings by creating a significant break between the buildings to assist in daylight penetration.

The current planning permit approval (TPA/43692/B) allows the following in relation to the residential apartment component of the development.

- Total of 539 apartments comprising 155 x 1 bedroom, 357 x 2 bedroom, 22 x 3 bedroom, and 5 x 4 bedroom.
- Total height of buildings (above footpath level)
 - Building A (signature building)– 63.71 metres
 - Building B (Urban Building) – 39.62 metres
 - Building C (Kingsway Axial Building) - 42.62 metres
- Total residential and visitor car parking - 673 spaces

The Site and Surrounds

The subject land is located at the northern end of the Glen Waverley Principal Activity Centre (GWPAC). The Glen Waverley Principal Activity Centre provides for a range of uses including retail, entertainment and various services. Existing development within the GWPAC ranges from single storey shop premises on small sites to the 10 storey “Ikon” development adjacent to Glen Waverley Railway Station. Development has been approved for a 15 storey residential apartment tower on the property to the immediate south of the subject land.

The site is bordered by High Street Road along its north boundary, Springvale Road to the east, O’Sullivan Road to the south, and Snedden Drive to the west. The site is irregular in shape with a total area of approximately 7.9 hectares and falls away gently towards its northern boundary. The Glen site is the largest private land holding within the GWPAC having an area of 7.9 hectares, occupying approximately 29% of commercially zoned land within the GWPAC and has a substantial 445 metre frontage to Springvale Road.

An aerial photograph of the subject site and surrounding land can be found attached to this report (Attachment 2).

PROPOSAL:

The proposal seeks to amend planning permit TPA/43692/B to make changes to the endorsed plans and where required, amend planning permit conditions to accord with the changes.

The proposed changes relate to the residential component of The Glen redevelopment and no changes are proposed to the retail component or the approved built form of commercial podium levels at the base of the apartment buildings.

The following table provides a detailed summary of the changes proposed to the endorsed plans.

COMPONENT	APPROVED DEVELOPMENT TPA/43692/B	CURRENT AMEDNMENT AUGUST 2016 (ATTACHMENT 1C)	PROPOSED CHANGE
OVERALL DEVELOPMENT			
Residential Dwellings	539	555 (including 16 apartments at podium level)	+16 dwellings
Residential carparks	566	612	+46
Residential visitor spaces	107	111	+4
Residential bicycle parking spaces	108	111	+3
Visitor Bicycle Parking spaces	54	56	+2
Storage cages	539	555	+16
BUILDING A ‘ SIGNATURE BUILDING’			
Building Height	63.71m (RL179.9)	64.70 metres (RL180.9)	+1 metre

Dwelling breakdown	50 x 1 bedroom 121 x 2 bedroom 6x 3 bedroom 5 x 4 bedroom	76 x 1 bedroom 143 x 2 bedroom* 25 x 3 bedroom (*16 in podium)	+26 1 bedroom +22 x 2 bedroom +19 x 3 bedroom -5 x 4 bedroom
BUILDING B 'URBAN BUILDING'			
Building Height	39.62 m (RL155.9)	40.62 metres (RL 156.9)	+1 metre
Dwelling Breakdown	66x 1 bedroom 127 x 2 bedroom 8x 3 bedroom	34 x 1 bedroom 122 x 2 bedroom 9 x 3 bedroom	-32 x 1 bedroom -5 x 2 bedroom +1 x 3 bedroom
BUILDING C 'KINGSWAY AXIAL BUILDING'			
Building Height	42.62 metres (RL158.9)	43.62 (RL159.9)	+1 metre
Dwelling Breakdown	39 x 1 bedroom 109x 2 bedroom 8 x 3 bedroom	17 x 1 bedroom 106 x 2 bedroom 23 x 3 bedroom	-22 x 1 bedroom -3 x 2 bedroom +15 x 3 bedroom

From a general layout and built form perspective, this amendment application proposes to make subtle changes to the building footprints of all three apartment buildings to improve internal amenity and allow for increased light penetration into apartments. In particular, Building A (Signature Building) will be extended in length along O'Sullivan Road and Building B reshaped from its current 'L' shape to a rectangular shape, reducing the length its front façade along to O'Sullivan Road, and creating a greater setback between Buildings A and B. The length of Building B will also be extended in length towards the north (over the Shopping Centre). Apartment Building C is proposed to be extended south by 4.5 metres.

To accommodate the above changes, planning permit conditions 1a, 1b, 1c and 1 p are also proposed to be amended as follows:

Condition 1a - The maximum overall façade height of the 'Building A' (excluding parapets and rooftop features) no greater than **64.70** metres *above existing street level of O'Sullivan Road (existing street level RL 116.20, maximum façade height RL 180.9.*

(NB: Height increased by 1 metre from 63.71 m and RL 179.9)

Condition 1b - *The maximum overall façade height of Urban Building (excluding parapets and rooftop features) no greater than 40.62 metres above existing street level of O'Sullivan Road (existing street level RL 116.28, maximum façade height RL 156.9.*

(NB: Height increased by 1 metre from 39.62 m and RL 155.9).

Condition 1c - *The maximum overall façade height of Kingsway Axial Building (excluding parapets and rooftop features) no greater than 43.62 metres above existing street level of O'Sullivan Road (existing street level RL 116.28, maximum façade height RL 159.9.*

(NB: Height increased by 1 metre from 42.62 m and RL 158.9).

Condition 1p - *Hallways within the apartment buildings typically no less than 1.6 metres wide.*

This condition previously read as:

‘Hallways within the apartment buildings typically no less than 1.5 metres wide and indented entries to dwellings typically no less than 1.8 metres wide’.

Attachment 1 details plans forming part of the application.

New conditions are also added (refer to condition 1ff – 1ii) to give effect to changes required to the proposed residential basement carpark layout.

PERMIT TRIGGERS:

Section 72 of the Planning & Environment Act 1987

Pursuant to the provisions of Section 72(1) of the Planning and Environment Act 1987:

“A person who is entitled to use or develop land in accordance with a permit may apply to the responsible authority for an amendment to the permit.”

Application to amend a permit can include amendments to plans forming part of the permit. Sections 47 to 62 of the Act apply to an application as if the application were an application for a permit.

Zoning

The land is zoned Commercial 1 under the provisions of the Monash Planning Scheme.

Pursuant to the requirements of Clause 34.01-4 a permit is required to construct a building within the zone.

In accordance with clause 34.01-4 of the planning scheme, Clause 58 (Better Apartment Design Standards) does not apply to this section 72 amendment application because the original permit application was lodged before the approval date of Amendment VC136 (i.e. 13 April 2017).

Attachment 3 details the zoning and overlays applicable to the subject site and surrounding land.

Planning Scheme Amendment C120 – Glen Waverley Structure Plan

Amendment C120 implements the planning scheme framework of the Glen Waverley Structure Plan 2014. The amendment was adopted by Council and has been approved by the Minister for Planning, being gazetted on 25 January 2018.

Amendment C120 applies a Design and Development Overlay – Schedule 12 (DDO12) to the subject land. The applicable provisions of DDO12 have a preferred building height of greater than 10 storeys, and an active and engaging frontage to O’Sullivan Road and Snedden Drive.

CONSULTATION:

Public Notice

The application was advertised in accordance with section 52 of the *Planning and Environment Act 1987* by way of 79 notices sent to the surrounding property owners/occupiers, and signs displayed at the O’Sullivan Road, Sneddon Drive and Springvale Road frontages of the site.

One (1) objection was received for the application. The grounds of objection are as follows;

- Extra apartments will increase traffic on surrounding roads
- Cause overcrowding and impact on amenity of Glen Waverley.
- Glen Waverley is becoming overpopulated.
- Increased pressure on schools in the area.

Referrals

Traffic

The proposal, along with the Traffic Report prepared by Traffix Group was referred to Council's Transport Engineers for comment. Issues with the basement layout and location of bicycle facilities were raised and the applicant prepared further advice on these matters. In particular, the main issues raised included;

- Difficulty accessing certain tandem spaces located at the end of a blind aisle.
- The inconvenient location and access arrangement to bicycle storage facilities. These facilities are located all below apartment building C adjacent to Sneddon Grove and away from the lift cores of apartment buildings A and B.

Relevant conditions have been included on the permit to ensure adequate and convenient parking and bicycle facilities are provided for the amended development.

DISCUSSION:

Consistency with State and Local Planning Policies

Relevant housing objectives and strategies of activity centres policy found at Clause 11.01 seek:

"To build up activity centres as a focus for high-quality development, activity and living for the whole community by developing a network of activity centres."

"Provides different types of housing, including forms of higher density housing."

"Encourage a diversity of housing types at higher densities in and around activity centres."

Housing policy at Clause 16.01 seeks to:

"Increase the supply of housing in existing urban areas by facilitating increased housing yield in appropriate locations, including under-utilised urban land."

"Locate new housing in or close to activity centres and employment corridors and at other strategic redevelopment sites that offer good access to services and transport."

"Encourage higher density housing development on sites that are well located in relation to activity centres, employment corridors and public transport."

Increased residential density and dwelling diversity is sought by state and local policies. The proposed development is considered consistent with the local planning policy framework in respect of locating high density development within the Glen Waverley Principal Activity Centre.

At Clause 21.04 (Residential Development Policy) Council's goal is for residential development in the City to be balanced in providing a variety of housing styles. The preferred location for higher intensity residential development is within the Glen Waverley and Oakleigh Activity Centres which provide for good access to transport, shops and services.

Clause 21.04 provides the following:

“There is an increasing demand for a variety of different housing styles to cater for changing household sizes and structures. State Government policy encourages higher housing densities near transport hubs and activity centres, such as Glen Waverley and Oakleigh.”

“Retention of neighbourhood character in residential areas will be enhanced by the identification of preferred areas for medium to high rise residential development within the municipality. These areas are generally within the Principal and Major Activity Centres.”

The proposed amendments are consistent with relevant housing and activity centres policies which seek increased housing density, housing diversity and residential development within activity centres. The design response is consistent with objectives of Clause 21.04 by contributing to alternate housing types within the Glen Waverley Principal Activity Centre (GWPAC). The subject land has no direct sensitive interfaces and will not unreasonably impact upon residential amenity within proximity of the site. Given the locality and relevant policy, the subject land provides a unique opportunity for a well-designed development of scale that successfully integrates with adjoining built form and land use.

Monash Housing Strategy 2014

The Monash Housing Strategy (MHS) has been developed to review Council’s current housing strategies based on an assessment of key State and Local Strategies and research from all tiers of Government and other research bodies.

The housing strategy identifies that a key issue for Monash will continue to be the management of household growth and change. The MHS seeks to ensure that new housing within the municipality is designed to meet the needs of the changing community demographics, housing affordability, design excellence and increased housing diversity.

The MHS seeks to adopt a proactive role to address housing issues, and is to be utilised in consideration of planning applications and further policy development. The MHS identifies the GWPAC as a preferred location for higher density residential development. A variety of dwelling types are required to meet different household needs. Strong demand for higher density developments in the municipality providing for increased housing diversity, housing affordability and changing demographics including an ageing population, increased cultural diversity and market groups including which students, young professionals, first home buyers, empty nesters and retirees.

Amendment C120 - Glen Waverley Activity Centre Structure plan

The Draft Glen Waverley Structure Plan was adopted by Council on 30 September 2014. The GWSP recognises the subject land as a strategic location for renewal opportunity for high quality development. Strategies seek to cater to the needs of a changing population by providing additional housing choices and alternative housing forms such as apartments. Architectural quality and integration with surrounding established residential precincts is critical in determining the appropriateness of development.

Relevant built form opportunities applicable to the subject land encourage:

- *“Opportunity for heights in excess of 10 storeys;*

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

The subject land is identified as suitable for higher built form, with buildings in excess of 10 storeys being suitable. Design excellence is critical in determining the appropriateness of any development of scale. The modified building massing and facade detailing results in suitable building presentation consistent with design objectives of the GWSP. At street level the modified proposal provides for increased activation along the southern, eastern and western facades including prominent residential entrances at street level and enhanced public realm presentation.

PLANNING CONSIDERATION

Assessment of this application is confined to the proposed amendments. The extension of The Glen Shopping Centre and the development of three residential apartment buildings above has been approved by Council under the original permit TPA/43692 and subsequent amendments A and B.

On this basis, the key questions to be determined are as follows.

- Do the proposed amendments continue to be compliant with State and Local Policy?
- Is the proposed change to layout and built form/massing and facade detailing of the buildings acceptable?
- Does the proposal continue to provide adequate car parking and access?
- Are there any off site impacts?
- Is a good level of internal amenity achieved?
- Is housing diversity retained in accordance with planning permit requirements?
- Are the proposed amendments to existing planning permit conditions acceptable?

State and Local Policy context

The proposed amendments continue to provide increased housing diversity and opportunity within the Glen Waverley Activity Centre. The amendments support high quality, higher density living at the heart of the Activity Centre which is encouraged by both State and Local Planning Policy. The proposed height remains consistent with the scale of the Glen Waverley Activity Centre Structure Plan (10 + storeys).

The proposed amendments remain compliant with State and Local Planning Policy.

Built Form and Layout of buildings

The proposal amendments seek to provide three rectangular buildings of similar extent as opposed to three varied buildings footprints. In particular, it is proposed to increase the separation between Buildings A and B from 7.8 metres to 13.6 metres. This will create a larger visual break between buildings when viewed from O'Sullivan Street environs, and improve internal amenity of apartments by allowing more natural light access to individual apartments and communal podium level.

The separation distance between Buildings B and C is largely unchanged with the visual break provided between the buildings maintained when viewed from Kingsway to the south-west

Specific changes to building footprints above the podium are summarised below.

- The depth of Building A (formally known as the Signature Building) is largely unchanged, with the main focus of this amendment being to increase the length of Building A to compensate for the reduction in footprint proposed for Building B (formally known as the Urban Building).
- Building B will be reconfigured from an 'L' shaped building to a rectangular building. The depth of the building (measured across O'Sullivan Road frontage) will be reduced from approximately 47 metres to 24.8 metres whilst the length of the building will be extended northwards to compensate the reduction in building mass along O'Sullivan Road.
- Building C (formally known as Kingsway Axial Building) will be extended towards the south by approximately 4.5 metres and included a minimum 9.3 metre setback above the podium at this location. The amendments also seek to increase the building setback of Building C to Sneddon Drive.

The proposed changes to each of the building footprints is considered relatively minor in the context of the approved development. Although each individual amendment needs to be considered, it is of equal importance in this instance that assessment takes a broad bird's eye view of the proposed changes in terms of how each building will relate to one another and to the public realm.

The amended development as proposed presents as a sophisticated building scheme, proposing a set of well-designed buildings, complemented by high quality facades married together through colour, materiality and form. Greater separation between Buildings A and B will benefit both the internal areas of each of the buildings as well as supporting increased air flow and natural sunlight to filter through the development to O'Sullivan Road. A significant separation is also created and effectively breaks the building mass along the northern side of O'Sullivan Road.

Building Height

The amendment also proposes to increase the height of each of the buildings by 1 metre. This is considered a minor change resulting with negligible offsite impacts with regard to overshadowing and visual bulk.

It is noted that the wording of conditions 1a, 1b, and 1c of planning permit TPA/43692B will need to be amended to accommodate the increase in height.

Dwelling Diversity Requirement

Condition 1g of planning permit TPA/43692B requires;

“Provision of 3 (or more) bedroom apartments equating to no less than 10% of the overall dwelling makeup.”

The proposed amendment continues to satisfy this condition, providing 57 x 3 bedroom apartments, representing 10.2% of the total number of apartments proposed (i.e. 555 apartments proposed in total).

The proposed changes maintains a good level of housing diversity through the development.

Car Parking, traffic and access

The requisite car parking spaces required under Clause 52.06 would be provided as shown in the following table:

Use	Number of Dwellings	Clause 52.06 Requirement	Car spaces required	Car spaces provided
1 bedroom apartment	127	1 space/1 bedroom	127	127
Two bedroom	371	1 space/two bedroom)	371	371
Three bedroom dwelling	57	2 spaces/three bedroom	114	114
Visitor Parking	555	1 space for every 5 dwellings	111	Provided in retail carpark
Total	555		723	612

The proposal requires a minimum of 723 parking spaces comprising 612 resident spaces and 111 residential visitor spaces. Consistent with the existing approvals, residential visitors will share the retail parking and therefore the provision of 3585 spaces within the retail parking area (as per the endorsed plan) will continue to accommodate the residential visitor requirements. The proposed provision of 612 spaces within the residential basement carpark satisfies the statutory car parking requirement for resident parking.

Council’s Transport Engineers have provided the following comments and recommendations in relation to the design of the carpark/bicycle storage facilities.

- The provision includes a total of 51 tandem parking spaces which will be allocated to a single three bedroom apartment. This is not an issue in itself, however the tandem spaces located at the end of the blind aisle (refer to TP01.02 Basement 1 – East south wall), is considered too narrow at 2.4 metres and would require vehicles to make multiple manoeuvres and reverse into both tandem spaces. This is not acceptable and a condition of permit will require that all tandem spaces across the basement be not less than 2.6 metres in width.
- Basement 1 – East (TP01.02) also includes three awkwardly positioned parallel spaces within the eastern most north- south aisle. These spaces are located between columns and are 2.1 metres wide (recommended width 2.3 metres). It is recommended that these spaces be relocated to the main access aisle (running east-west). This would require the removal and replacement of proposed parallel spaces in the main access aisle and the reduction in width of that aisle. The detailed changes required can be discussed further with Council’s Traffic

Engineers, however will be required via broader condition of permit to reconfigure the basement layout to improve car parking accessibility to the satisfaction of Council.

- It is recommended that the bicycle storage facilities required for apartment buildings A and B be relocated in close proximity to their relevant lift cores to ensure residents have easy access to their bicycle. The access arrangements to the proposed bicycle storage is also not acceptable with cyclists needing to carry bikes up and down a stairwell (refer to TP01.01 – Lower Ground Plan). A condition of permit will require that bicycle storage facilities be divided so that a sufficient provision is provided at the base of each lift core.
- All standard 2.4 metre wide car spaces should be reduced to 4.9 metres in length and adjacent access aisle width increased accordingly.

With the above changes, the proposed car parking provision and layout is considered acceptable.

INTERNAL AMENITY

The permit applicant has advised that the key driver behind this amendment application is the desire to improve the internal amenity of apartments. The improvements facilitated by this amendment include;

- Decrease in the number of apartments relying on light snorkel for natural light access.
- Improved functionality of apartment layout through the redesign of Building B from an L shape to a rectangular shape. This has removed the ‘elbow’ which previously compromised living area layouts.
- Improved natural ventilation and natural lighting to residential apartments with all internal apartment spaces incorporating windows to the outside.
- Refinement of the communal facilities on level 1 and additional communal facilities at the communal podium level comprising
 - A double storey gym with views towards the Dandenong Ranges
 - 25 metre lap pool and separate spa/sauna.
 - TV and entertainment rooms
 - Bar and mah-jong rooms
 - Bookable dining and function rooms.
 - Lounge areas
 - Barbeque facilities and outdoor dining spaces.
 - Play areas, open lawns and kitchen garden plots.
- Increased building corridor widths from 1.5 to 1.6 metres. The corridor widths allow for furniture to be easily manoeuvred into the apartments. Recessed apartment entries are no longer required.

These are all considered to be improvements to the functionality of apartments and the added communal amenities further enhance the residential amenity of the development, making it an attractive place to live and socialise with friends. It is consistent with the high quality residential living environment Council is seeking throughout the Activity Centre.

LANDSCAPING

Aspect Studios has prepared an updated landscape plan for the outdoor communal podium level which will be further enhanced through the introduction of more trees and shrubs to soften the space, increased seating and meeting areas, bbqs, recreation spaces, shelter and communal gardens.

Council will recall that the roof top garden area sits atop the second level podium at the base of the apartment buildings on their northern side. It winds across the width of the site with all three buildings having direct access and outlook to the garden area.

The proposed modifications are considered to enhance the project and are supported.

OFF SITE IMPACTS

Shadowing

Assessment of the external amenity impacts are confined to those resulting from the proposed amendments. The proposal to increase the height of each of the buildings by 1 metre will result in a small increase in overshadowing of the Kingsway road reserve during the early morning (9.00am), however the proposal will not overshadow the eastern footpath of Kingsway nor result in any additional overshadowing of the western side of Kingsway.

Additional overshadowing will affect the rear of 2 commercial properties at the south east corner of Kingsway and O'Sullivan Road, however these areas are used for car parking and bin storage and will be shadowed by the proposed 15 storey Galleria Building which is currently under construction on the southern side of O'Sullivan Road adjacent to these properties.

A small amount of additional shadow will also be cast across the Springvale Road road reserve and existing commercial properties on the eastern side of the road (refer to 3 pm shadow). The additional overshadowing will have a negligible impact on these properties.

Building mass and scale

The proposed change to building mass and layout is not considered to result in any unreasonable off site impacts and in fact, will improve the impact on the public realm by creating breaks between Buildings A and B, allowing light to filter through to O'Sullivan Road.

Wind Modelling

Condition 4 of the planning permit TPA/43692/B required a wind modelling assessment to be undertaken. The required assessment has been undertaken for the broader Glen development and previously approved apartment buildings. This amendment application includes an updated wind assessment which concludes that the proposed changes are relatively minor and would not have any impact on the ground level pedestrian wind conditions previously modelled for the approved apartment layout. The recommended modifications to mitigate wind impact including street trees, and canopies

Development Impact on Local Schools, Roads, and Transport Services

The overall intensity of the development is generally consistent with previous approval. The additional 16 apartments proposed will have a modest impact on demand for existing infrastructure and services. Applicable housing policy directs more intensive higher density development to the GWPAC which is provided with existing established services including schools and public transport.

CONCLUSION:

The amendments proposed are considered worthy of Council approval, proposing a well-designed residential development where apartments are functional in their layout, have excellent access to natural light, and are supported by good on site communal amenities and car parking provision.

LIST OF ATTACHMENTS:

Attachment 1 – Proposed Development Plans.

Attachment 2 – Aerial Photograph (December 2016).

Attachment 3 – Zoning and Overlays Map.

Attachment 4 – Objector Properties Location Map.