



The image is a detailed architectural rendering of the SRL Glen Waverley Station. The building features a large, modern facade with a grid of perforated metal panels. A prominent overhang with a wooden slat ceiling extends over the entrance area. The entrance is marked by a sign that reads "SRL GLEN WAVERLEY" and is flanked by two green circular logos. A large group of diverse people is shown walking and standing in the plaza in front of the station, providing a sense of scale and activity. The foreground includes a paved walkway and a grassy area.

SRL EAST EES – GLEN WAVERLEY STATION

IAC Hearing – Urban Design Evidence

Craig Czarny

ON BEHALF OF THE CITY OF MONASH (Submitter 260)

APRIL 2022

OPENING REMARKS

- Role of Urban Design in the Project & Documentation.
- 'I support the overall ambition of the Project in delivering improved public transit services and connectivity to Glen Waverley, however I believe that there are considerable shortfalls in the Project's urban design proposition as set out in the Project Design when measured against State and Local Policies, the UDS stated ambitions and associated EES tests.'



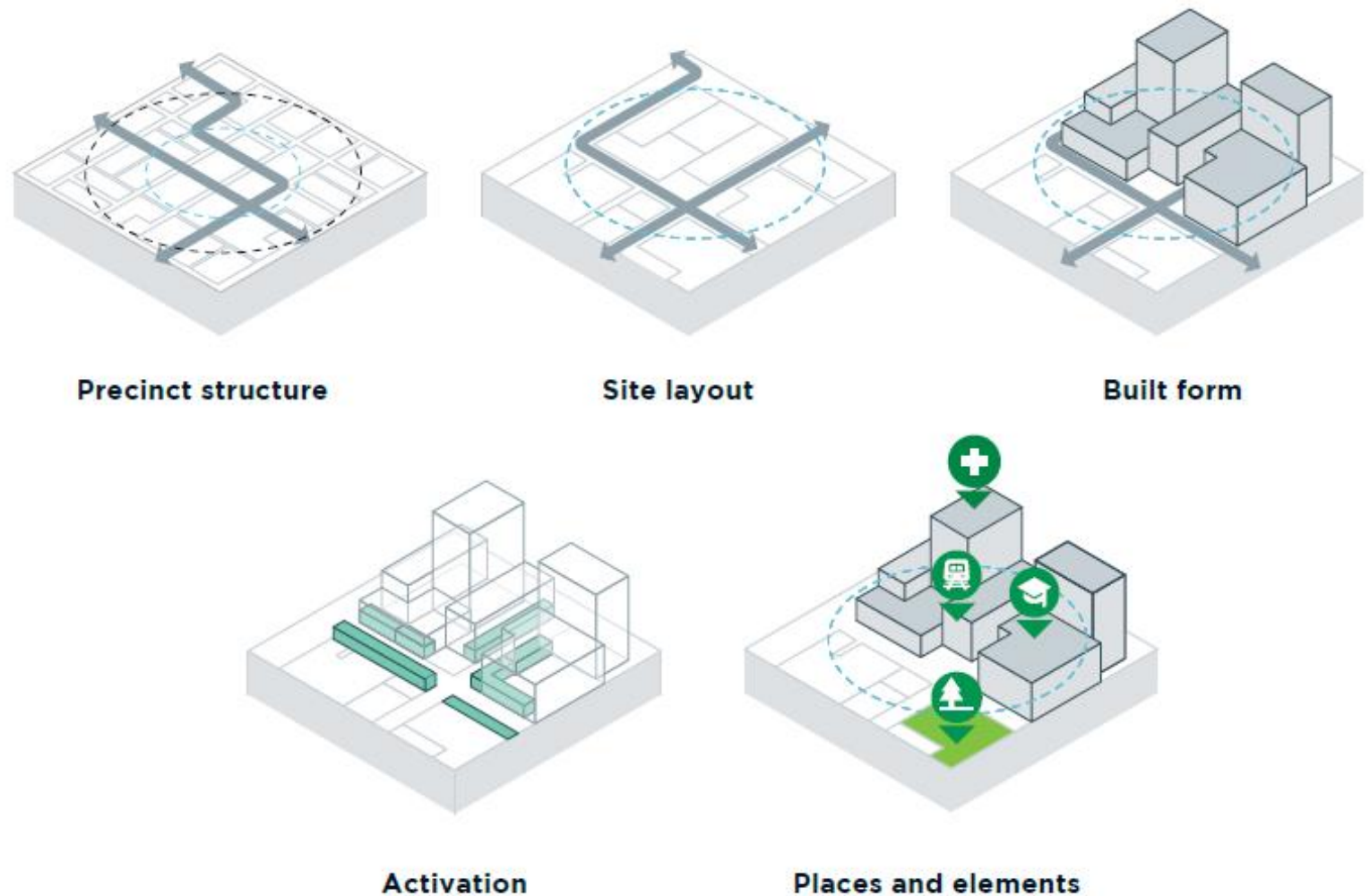
A DESIGN LEGACY

'To be a project deserving of design legacy, the SRL (in totality) should in my view serve as a 'coordinated catalyst' that fully understands its role and influence on Activity Centre dynamics (within and beyond a Project boundary).'



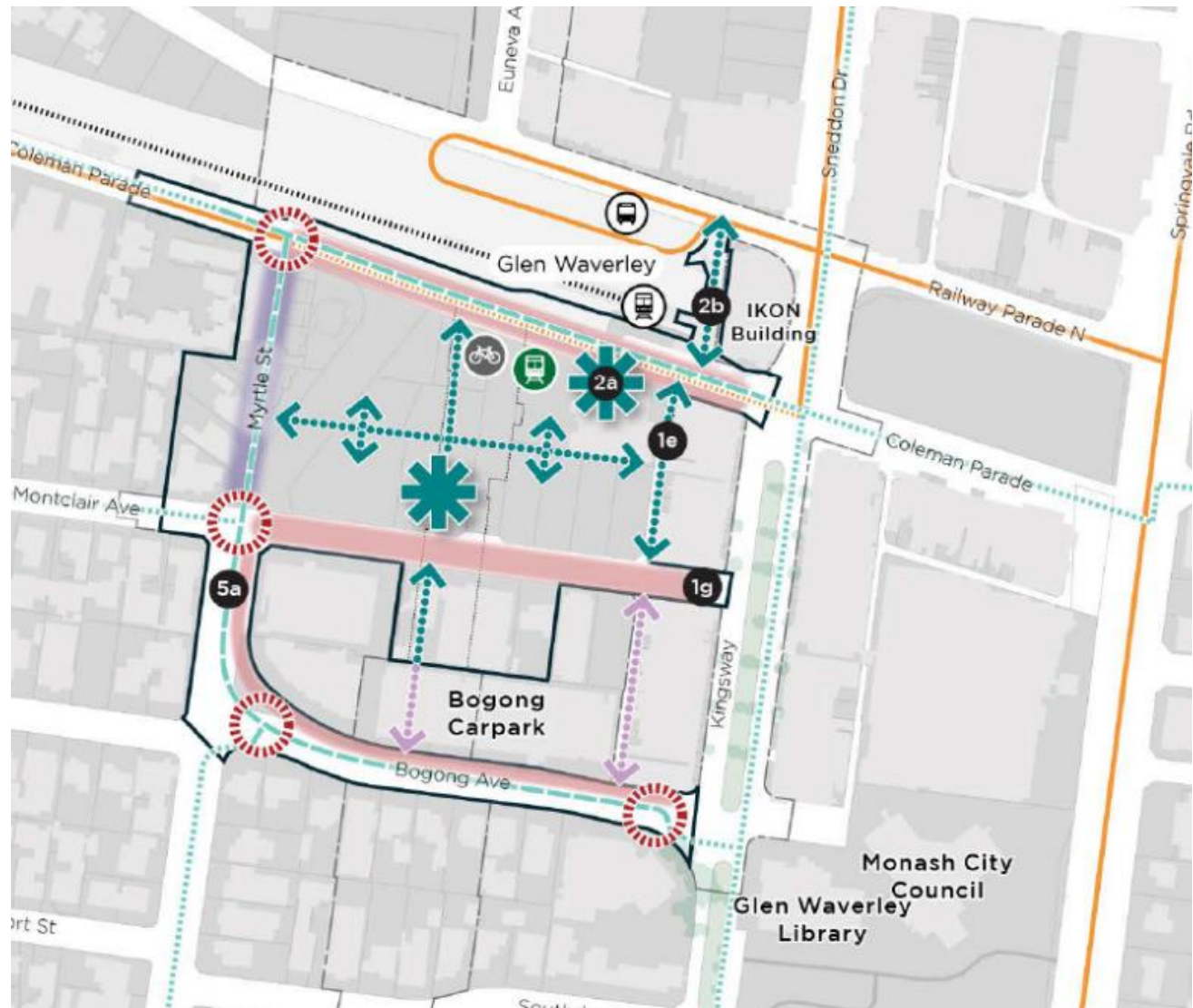
URBAN DESIGN STRATEGY

'It states *'embedding urban design thinking at the outset of the planning and design process will optimise project benefits'* (pg. 10), and references at Figure 2 (above) how urban design works at different scales. However, the most detailed attributes of the UDS do not deliver on this ambition in 3-dimensional terms and fail to represent the kind of information that would typically be required within equivalent adopted urban design documents'.



URBAN DESIGN STRATEGY

'I believe that Place-specific requirements (and in particular representative diagrams for SRL Station and context) should be strengthened to enable a better understanding of 3-dimensional relationships between Stations, public spaces, future abutting redevelopment and necessary interfaces with land outside the proposed Project'.



UDS: Pg 82 Glen Waverley Fig 18 (cropped)

THE GLEN WAVERLEY PRECINCT (4 themes)



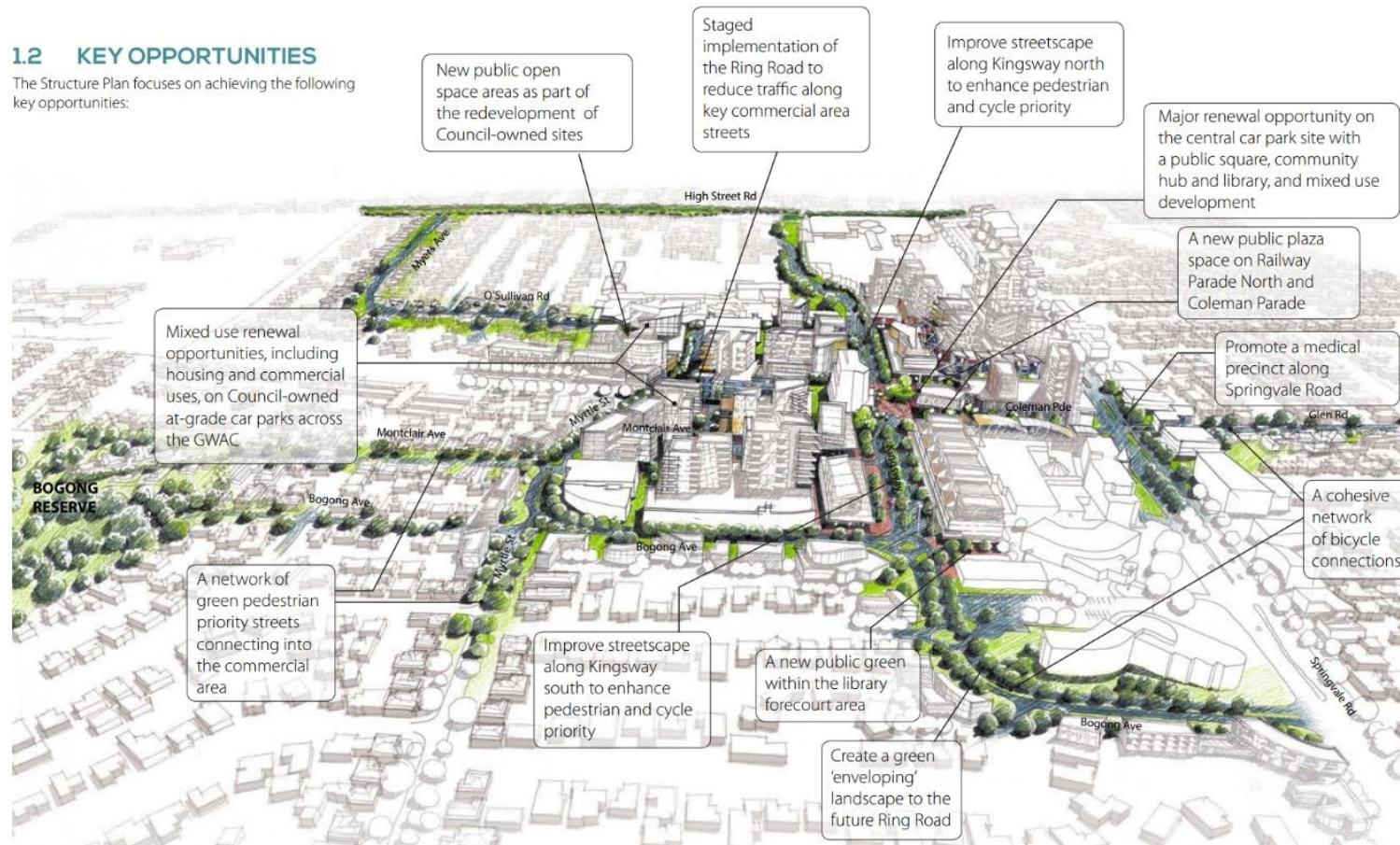
Glen Waverley Today: Source Vic Track

URBAN DESIGN ISSUES - Glen Waverley SRL Station

'The positioning of the proposed SRL Station south and west of the existing terminus, physically (and visually) separated from the bus interchange (by at-grade rail infrastructure) and the nearby civic and retail focus is a strategic gesture that has the capacity to distort the MAC's activity focus away from Kingsway, Springvale and High Street Roads'.

1.2 KEY OPPORTUNITIES

The Structure Plan focuses on achieving the following key opportunities:

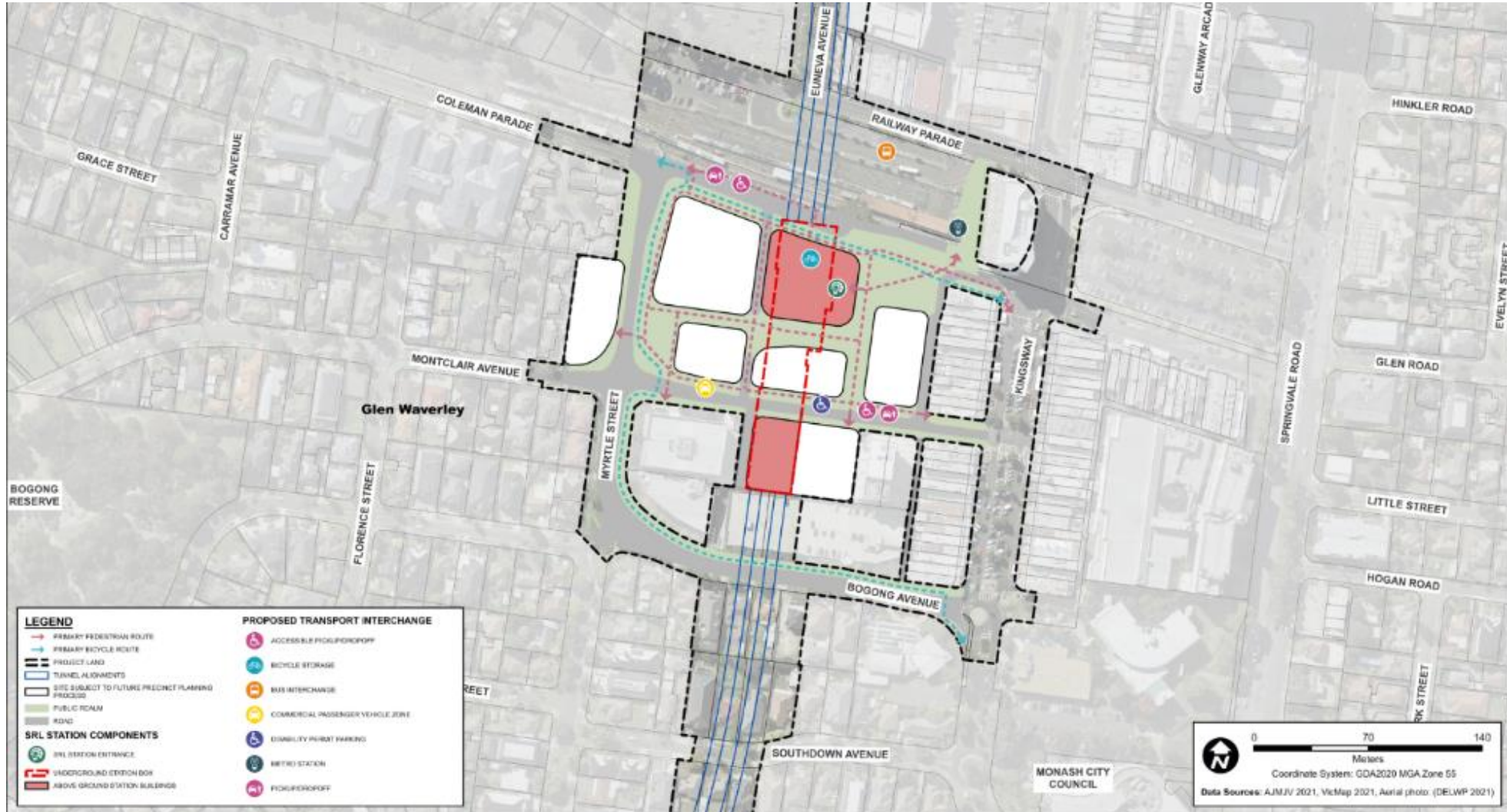


Glen Waverley Activity Centre Structure Plan 2014, updated June 2016: Fig 2: Key Structure Plan Opportunities

DD012 Glen Waverley Building Height and Setback

URBAN DESIGN ISSUES - Glen Waverley Urban Form

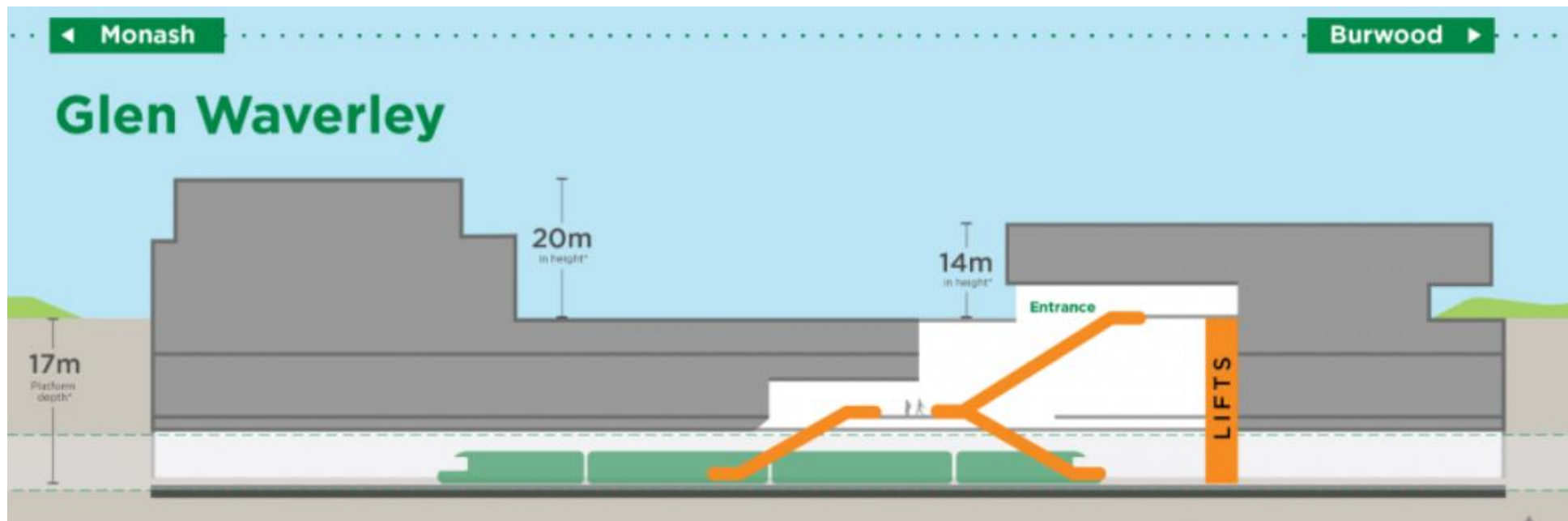
'Orderly Activity Centre planning would in my opinion enable a clearer appreciation of the proposed urban form with respect to skyline, streetscapes, public open spaces and overshadowing.'



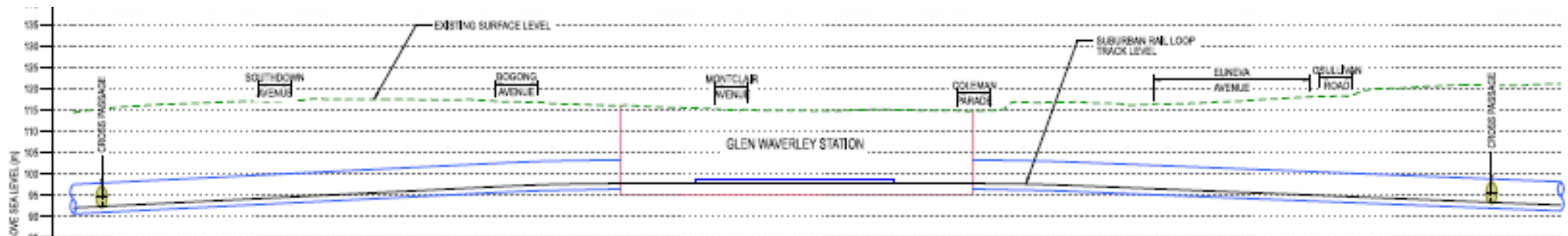
Surface Plans for SRL Station at Glen Waverley – Figure DSC9.2 in the Project Description Chapter of the ESS

URBAN DESIGN ISSUES - Glen Waverley Connections

'An open and at grade pedestrian link between the northern portal of the SRL Station, the Glen Waverley Station entry (> 110m away) and bus terminal to the north (> 200m away) does not represent what I consider to be a genuinely integrated approach based on contemporary standards'.



SRL East Project Website – contemplate subterranean links to the north (right to connect with Metro line and Buses



URBAN DESIGN ISSUES – Glen Waverley Public Environment

‘The critical public realm issue at Glen Waverley is the relationship between the proposed SRL public plaza (to the north-east of the proposed SRL Station entry), the closure of Coleman Parade and associated treatments of the existing Glen Waverley Metro Station entry. This area of focus requires critical appraisal given it functions as a key linking space between 3 transit modes, encounters grade separation and affects east-west manoeuvrability (for various private and public users) across the Precinct’.



Artist's impression of the SRL station at Glen Waverley looking east along Coleman Parade –EES Summary Report p 21

RECOMMENDATIONS

'I believe that the Project would be suitably strengthened within Monash through the following key additions:

- Both UDS and Project Design are updated to represent a 3-dimensional understanding of Station Precinct built form.
- Both UDS and Project Design articulate influence and opportunity of the initiative beyond SRL Station Components.
- Both UDS and Project Design better represent local policy settings, long term opportunities and place values.
- Both UDS and Project Design updated to represent improved intermodal connectivity with existing infrastructure.

Whilst supporting the underlying premise of the SRL, I believe that more must be made of this intergenerational infrastructure initiative so as to ensure a worthy urban design legacy within Monash at Glen Waverley'.

