

Glen Waverley Activity Centre Masterplan



2.0 glen waverley activity centre masterplan



Glen Waverley is a culturally and economically vibrant activity centre with a wide range of commercial, entertainment and hospitality activities available throughout the day and late into the evening. There is also evidence of emerging residential demand in the centre.

The centre is strategically very well located. It lies on a rail line to the city, providing fast access to the whole corridor, and is also near to one of Melbourne's largest clusters of employment and innovation. Together this suggests that future demand for a diverse mix of land uses is likely to continue to grow.

The challenge for Council will be to ensure that future growth does not compromise the strengths of the existing activity while also meeting the future community needs.

Glen Waverley is already the centre of civic and community life for the whole municipality. Council will need to plan for the wide range of services desired by the community:

- > A community learning hub and public facilities
- > Better public spaces to support civic activities and everyday street life.
- > Incremental upgrade but not growth for council administration.

The City of Monash is the second largest landholder in Glen Waverley (only The Glen Shopping Centre is larger). This provides Council with an excellent opportunity to influence the future form of the centre and to achieve improved public outcomes for the benefit of the whole community.

This chapter sets out an integrated vision for Glen Waverley informed by future needs and development potential. The masterplan provides guidance for Council about the future form of the centre, encouraging growth while ensuring that the strengths of the centre are enhanced.

The masterplan consists of the following components:

- 2.1.** A summary of the issues and opportunities for the centre: moving from the existing conditions to the future vision.
- 2.2.** The masterplan vision and supporting principles.
- 2.3.** A framework of masterplan priorities for the activity centre.
- 2.4.** Masterplan strategic themes addressing:
 - Access and Movement
 - Public Realm
 - Built Form
 - Partnerships
- 2.5.** Detailed Precinct character descriptions
- 2.6.** Urban Landscape Strategy

Existing Conditions in Glen Waverley

The Glen Waverley Activity Centre has a number of significant features that distinguish the centre and anchor its wide range of activities.

1. Kingsway
 - The main focus for streetlife in the centre, providing retail, services and hospitality in an open, publicly inviting environment.
2. Civic Centre (inc. Glen Waverley Library)
 - This complex is the main focus for Council administration and provides a wide range of community services, in buildings that vary in quality from heritage-significant to needing renewal.
3. Glen Waverley Railway Station
 - The terminus of the Glen Waverley line, this station and nearby bus interchange provide excellent public transport accessibility across the region.
 - The station is located on a large landholding including car parking and rail stabling yards vested in VicTrack on behalf of the State.
4. Ikon Apartments
 - Major redevelopment of former VicTrack land, providing new apartment dwellings in a highly accessible location (currently under construction).
5. The Glen
 - A large scale mall containing major and specialist retailers. Increasingly it includes non-retail uses such as offices.
6. Council owned car parks
 - A. Central Car Park
 - B. Euneva Multideck Car Park
 - C. Euneva West Car Park
 - D. Bogong Car Park
 - E. Montclair East
 - F. Montclair West
 - G. Civic Car Park

7. Glen Waverley Secondary College
 - A major public secondary school (7-12 with over 2000 students) with strong demand for places but very limited scope for further growth.
8. Century City Walk (inc. Village Cinemas)
 - A major entertainment and hospitality facility.
9. Novotel and Ibis hotels
 - Accommodation offered at a range of price points, serving a regional catchment of demand.
10. Arterial Roads
 - Major traffic routes adjacent to the centre provides vehicular access in an urban environment designed for cars rather than pedestrians.

The extent of the masterplan study area is bounded by the commercially zoned land in the area. Outside of this boundary is a transition zone that mediates between the higher intensity within the boundary and the surrounding suburban areas. This transition zone has not been a focus for investigation. Further work will be necessary to determine the appropriate level of change in this area.

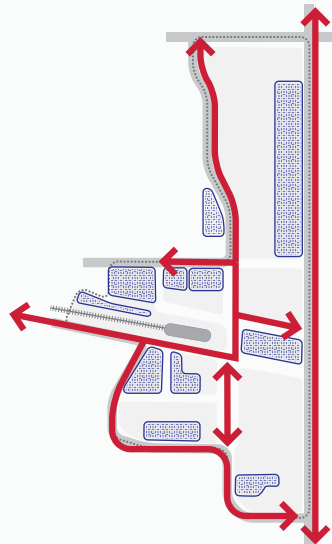
Map 5: Aerial Photo of Existing Context, 2012



2.1 summary of issues and opportunities

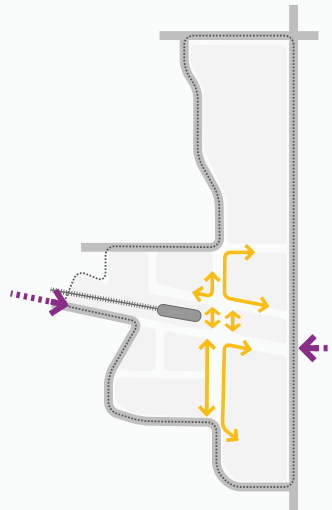
from

From car centric movement patterns



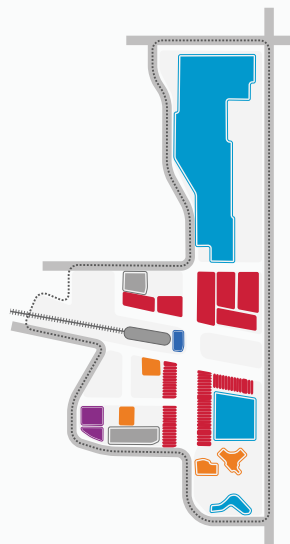
- > The public realm in Glen Waverley is dominated by roads configured for vehicles.
- > Large expanses of the centre are used for at-grade car parking.

From limited and discontinuous pedestrian and cycle connections



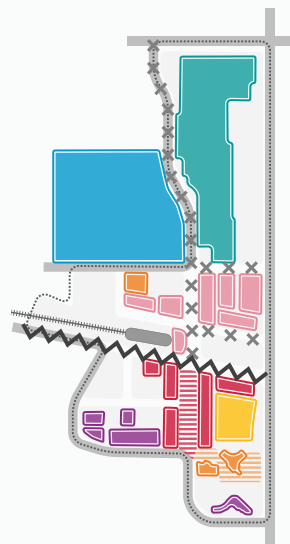
- > The pedestrian experience in the core ranges from very good to very poor with places poorly linked together.
- > Cycle access ends at the boundary of the centre and is not integrated.

From a successful suburban centre



- > The wide range of land uses present within Glen Waverley demonstrate its success as a suburban centre, but are located in largely monofunctional buildings.

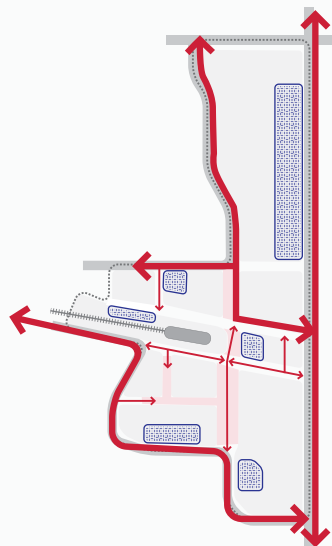
From a series of disconnected precincts



- > The public realm currently divides the centre into separate precincts, where some are more active and engaging than others.

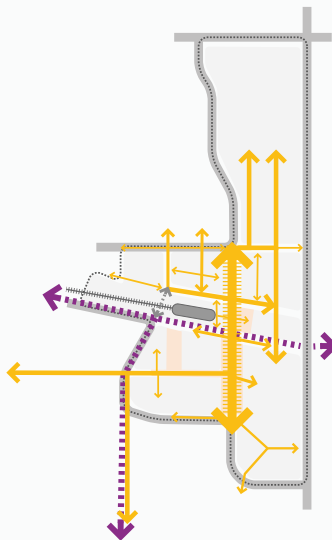
to

to the promotion and prioritisation of mixed modes of access.



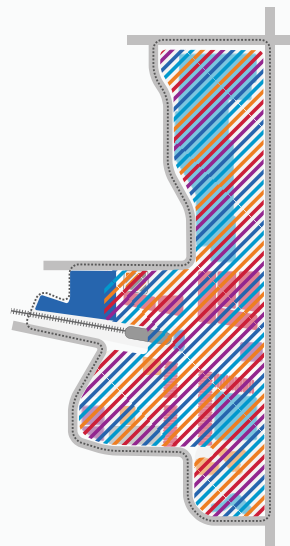
- > Move major traffic routes towards the perimeter away from a calmed core.
- > Consolidate car parking in highly accessible locations only.

to a clear hierarchy of continuous pedestrian and cycle links.



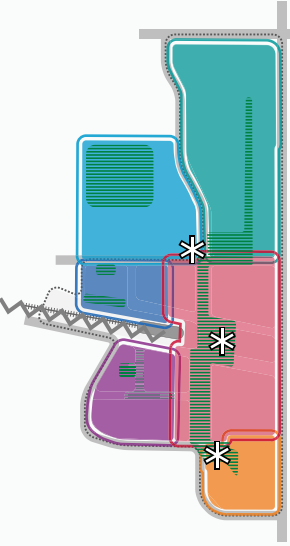
- > Prioritise pedestrian and cycle access in the core through an integrated network covering the entire centre and linked to destinations outside the centre.

to a commercially vibrant, sustainable and diverse urban centre.



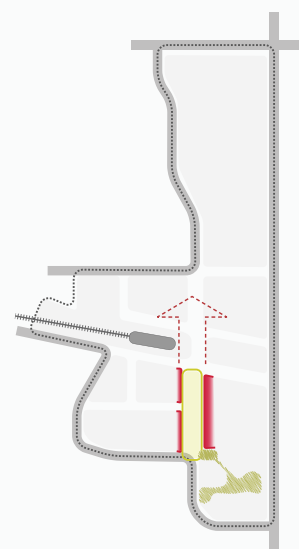
- > Increasingly, the centre will support a wider range of uses to meet the needs of the local community in highly mixed and integrated property developments.

to an exemplary activity centre with a series of interconnected precincts with distinct identities.



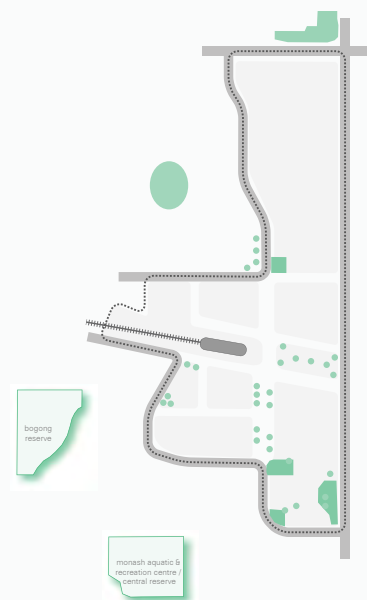
- > Each precinct will have the opportunity to develop its own character focussed on the public realm as the venue for everyday life.

From a successful but compact core of activity



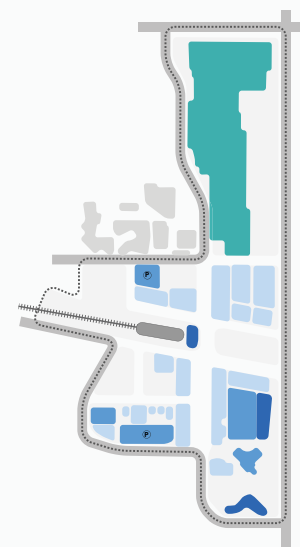
- > The southern portion of Kingsway is very successful and highly active across most of the day.

From individual pockets of low-grade public open space



- > The local community expressly values green open space but the centre currently only provides access to small, isolated spaces.

From an inconsistent and disjointed built form



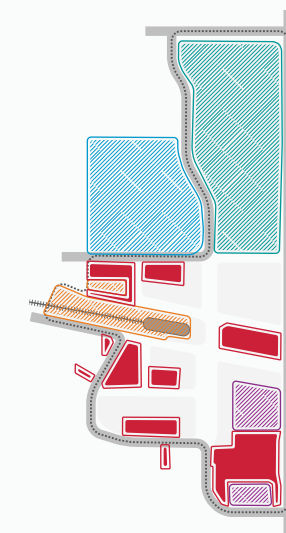
- > The built form across the centre often exceeds the stated height limit but only in an ad-hoc manner.

From isolated areas of active streetscape



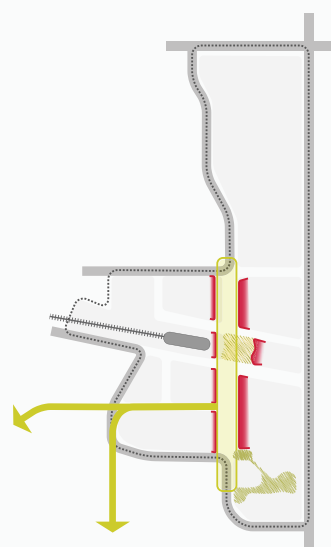
- > The street interfaces are generally inconsistent and do not uniformly promote active uses to engage with pedestrians.

From isolated service funding models



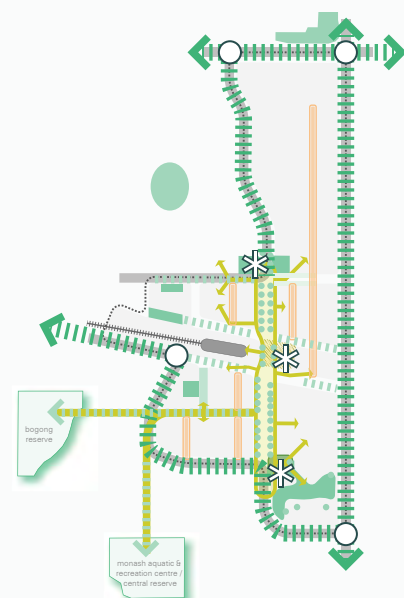
- > The majority of the land area within the centre is owned by a relatively small number of groups in the public and private sector, each with different use and development priorities.

to an extended spine of public activity supported by high quality plazas and green open space.



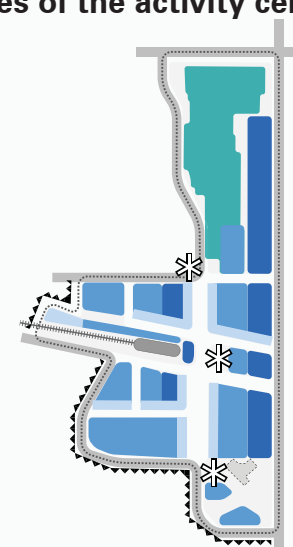
- > The active streetlife experience should extend across the entire centre, providing the focus for public life.

to a connected network of public spaces supporting diverse activities.



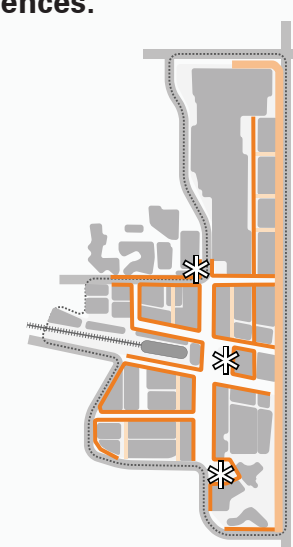
- > Public space should be highly accessible and support a wider range of active and passive outdoor uses.

to a planned increase of intensity for future developments that enhance the existing positive qualities of the activity centre.



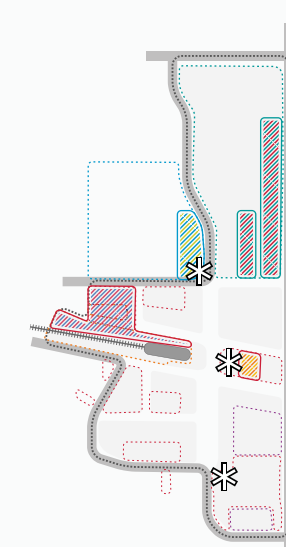
- > Increased heights should be coordinated to create a landmark silhouette while protecting key public spaces.

to continuously engaging built form interfaces that support a wide variety of streetlife experiences.



- > Active, engaging interfaces should be prioritised throughout the core of the centre, while allowing for a more vehicular address to major arterials.

to cooperative partnerships that promote increased overall benefit through shared investment.

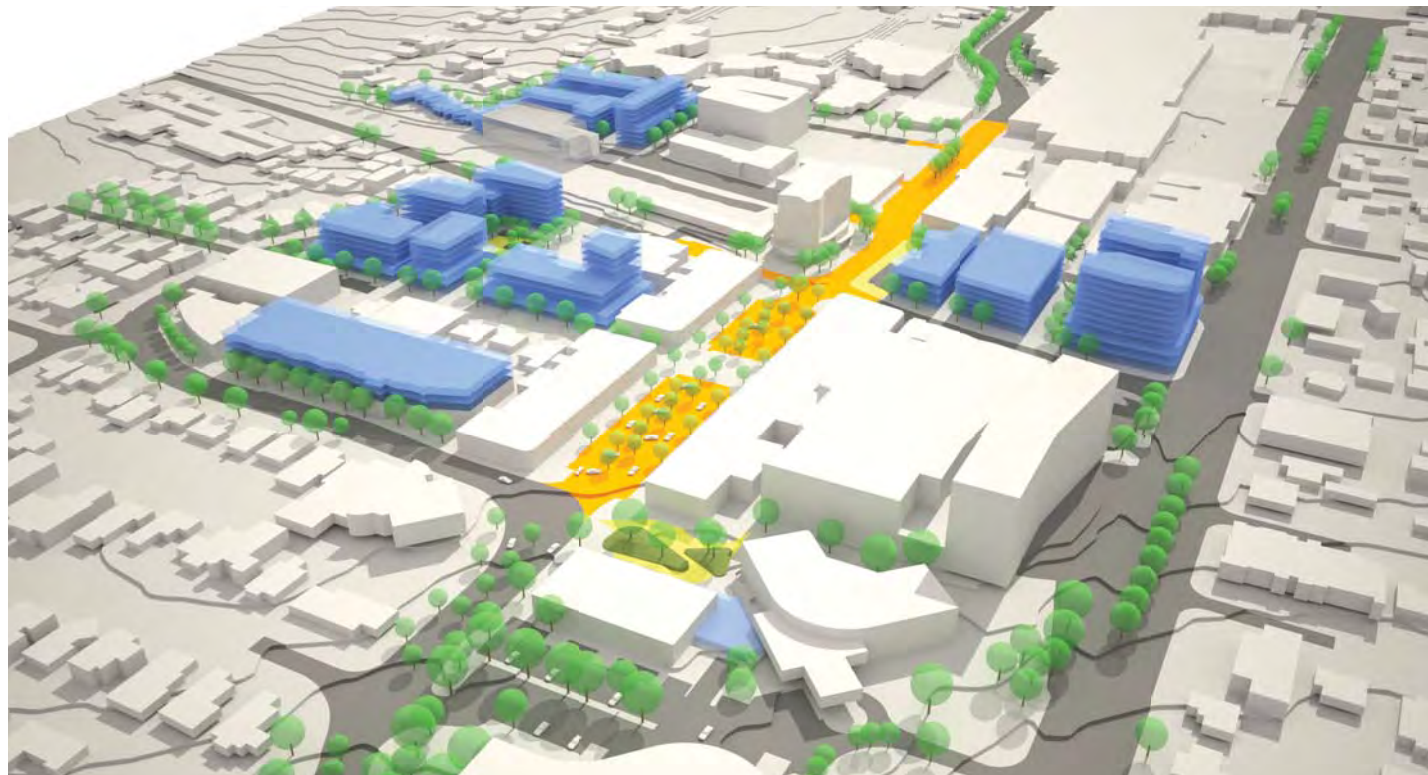


- > Partnerships and coordinated planning can provide opportunities for better outcomes with lower costs.

2.2 masterplan vision and principles

vision:

A smart, prosperous, accessible and diverse city that provides a focus for the community and the regional innovation corridor; where Council has used its assets within the Centre to develop the city's distinct urban garden identity and increase community capacity through well-targeted services, public spaces and avenue streets.



Over the next twenty years Glen Waverley will continue to change dramatically. In meeting this challenge it is vital to recognise and enhance the valued existing elements while encouraging a preferred future for the centre. The following components of a future vision for Glen Waverley have emerged through the consultation process as key principles for the masterplan.

Glen Waverley will be:

A 24/7 hub for employment, housing and the community

Glen Waverley already supports long hours of activity through the day and into the evening. Future development will support the emergence of a 24-hour city with continuous services and activities available for the community.

A centre for community infrastructure that supports good local government

Glen Waverley will continue in its current role as the preeminent centre for the Monash community and will promote good governance in all decision making.

A network of high quality places and hubs linked by Kingsway as the main axis of public space

Glen Waverley will be distinguished by the quality of its public realm and streetscapes as the focus for public interaction and community life.

A place that enables people of all ages and backgrounds to connect harmoniously

Glen Waverley will be an inclusive place that provides services for the whole community.

An opportunity for play spaces and public art integrated into everyday public life

Glen Waverley will incorporate opportunities for creativity and play into the fabric of the city, both on public and privately owned land, as an expression of the community values and to enhance the sense of inclusiveness within the centre.

A water sensitive city that promotes opportunities for sustainable landscapes

Glen Waverley will enhance the sustainability of the city through better use of natural resources and management of storm water runoff through well designed landscapes.

A globally connected place

Glen Waverley will be nationally and internationally recognised as a cosmopolitan community with strong links to other similar cities worldwide.

A smart city that acts as a focus for the Monash University to Burwood Innovation Corridor

Glen Waverley should become the destination of choice for high quality, knowledge intensive employment, providing opportunities for high value and specialised uses such as corporate headquarters, health and research institutes.

An Urban Garden City

While the Activity Centre will progressively develop into an intensified urban centre, it is important to maintain continuity with the valued green landscape character of the surrounding suburban areas. This will require a focus on enhanced landscape in the public realm, water sensitive urban design and key open spaces as the focus for community life.

A distinct Glen Waverley experience















The combination of all of these principles with the ongoing expression of the desires of the local community will help to ensure Glen Waverley has a distinct character readily understood and experienced by visitors and the wider community alike.

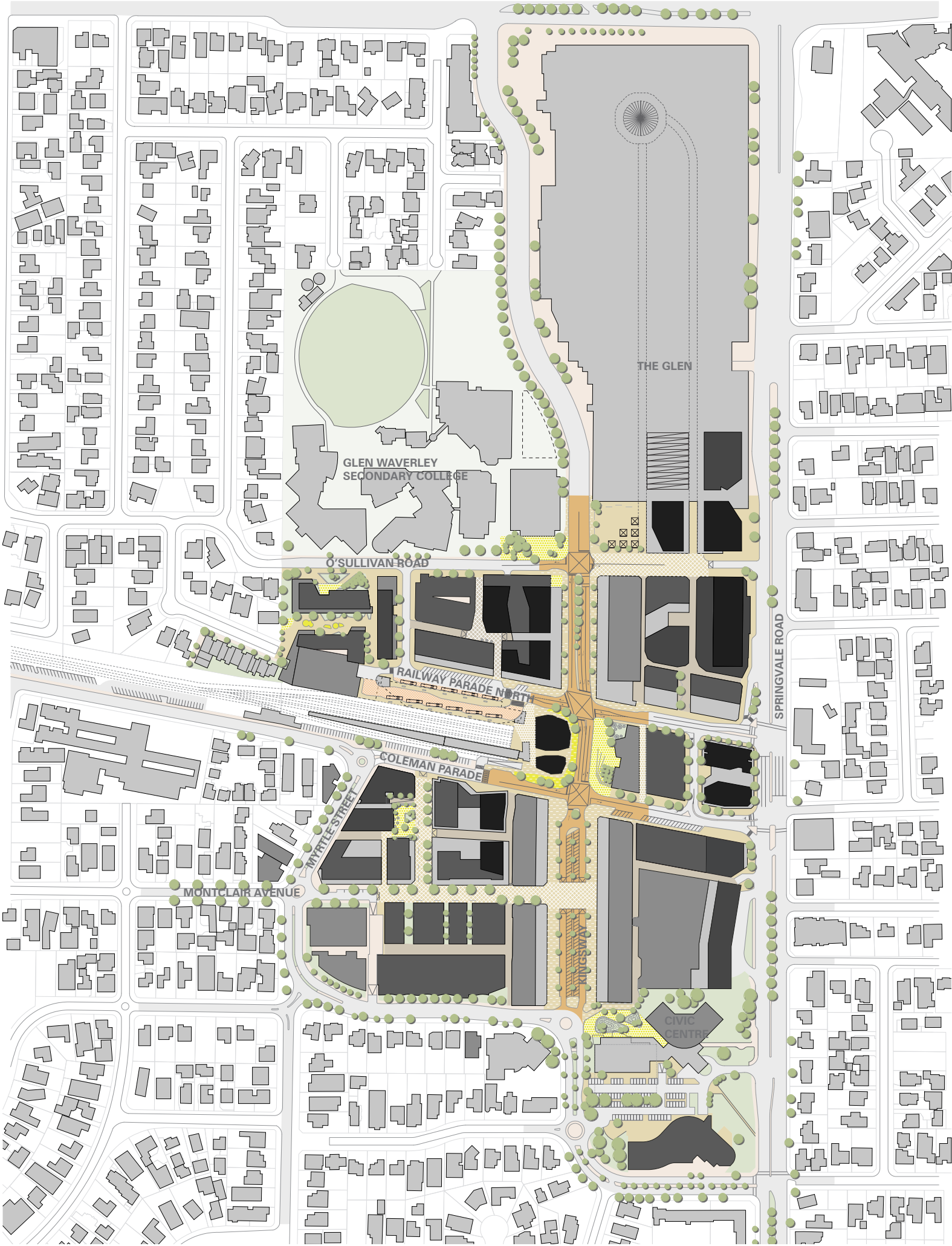
The vision will be developed in this masterplan through a series of strategies:

1. Access and Movement
2. Public Realm
3. Built Form Scale and Interfaces
4. Partnerships
5. Precincts

Map 6:
Glen Waverley Activity Centre Masterplan

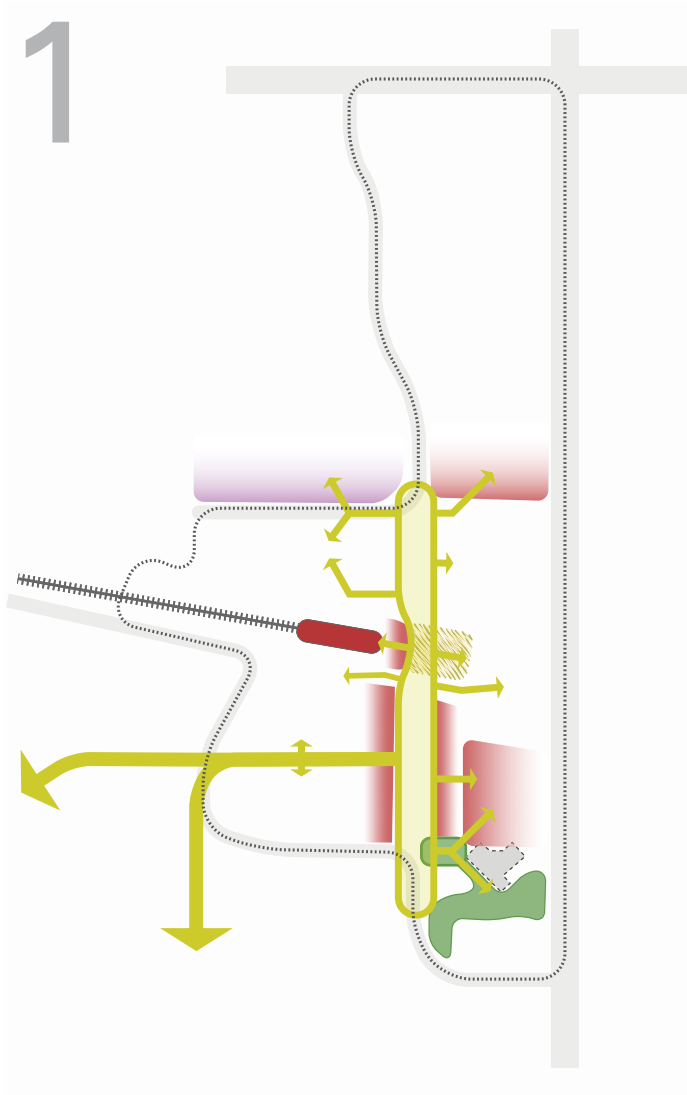
legend:

	Lower scale built form		High quality footpath
	Medium scale built form		Standard footpath
	Higher built form		Shared laneway
			Laneway
	Kingsway		Bus interchange
	Plaza		Grass
	Shared street		Street furniture
			Trees

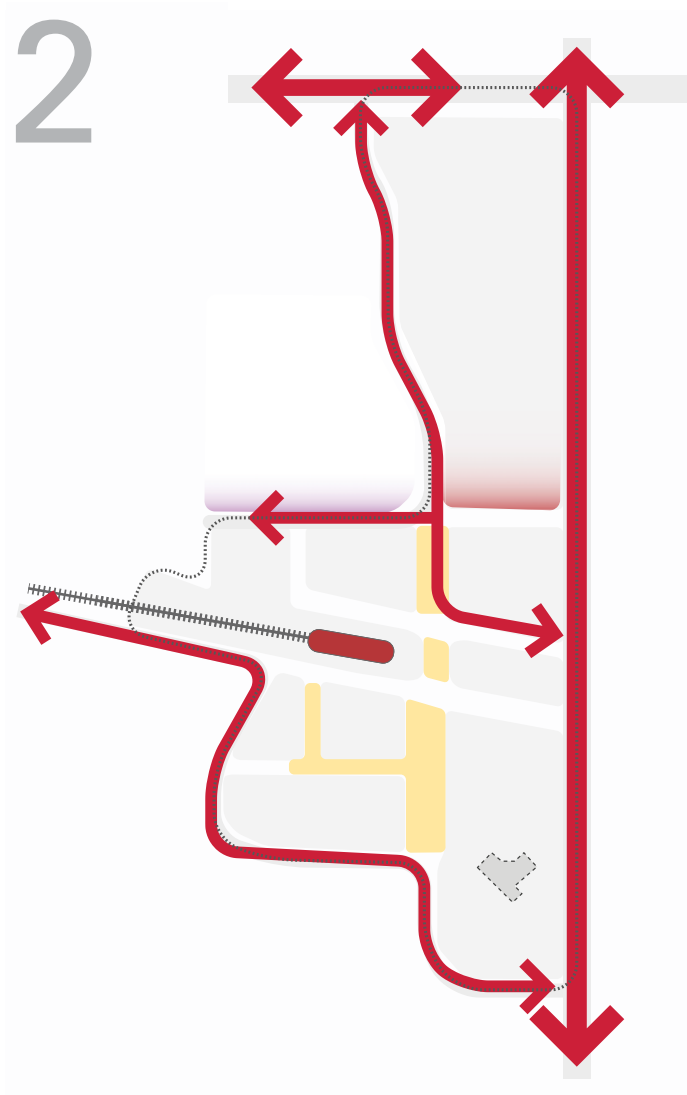


2.3 a framework of masterplan priorities

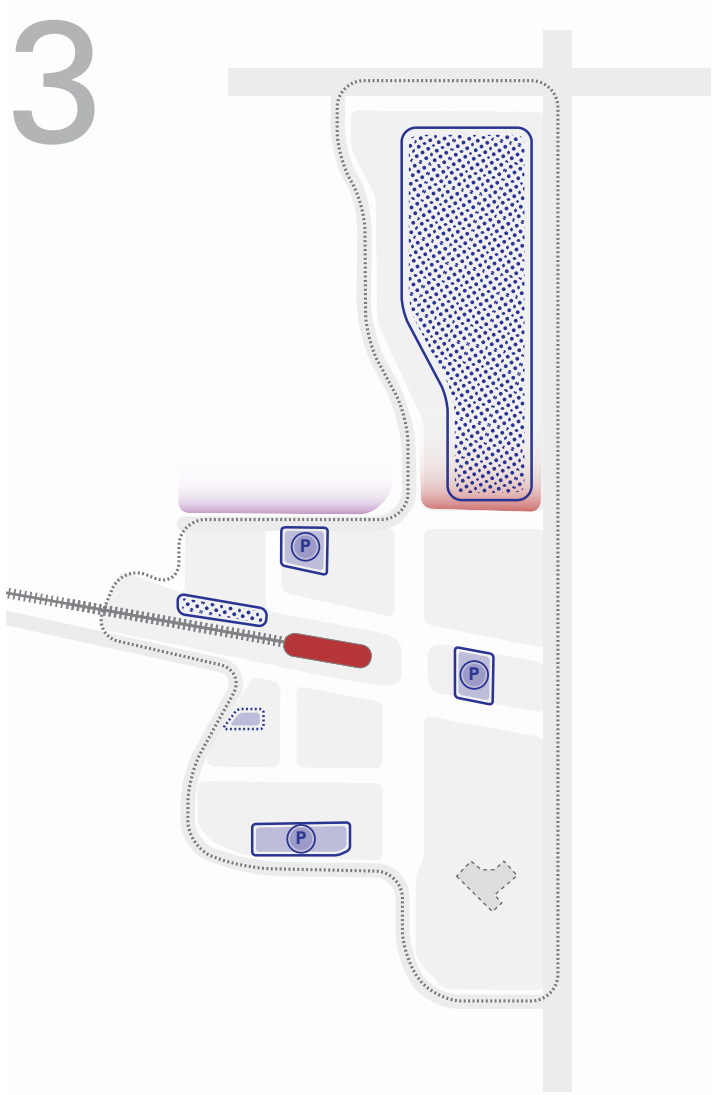
The masterplan sets the following priorities for Glen Waverley:



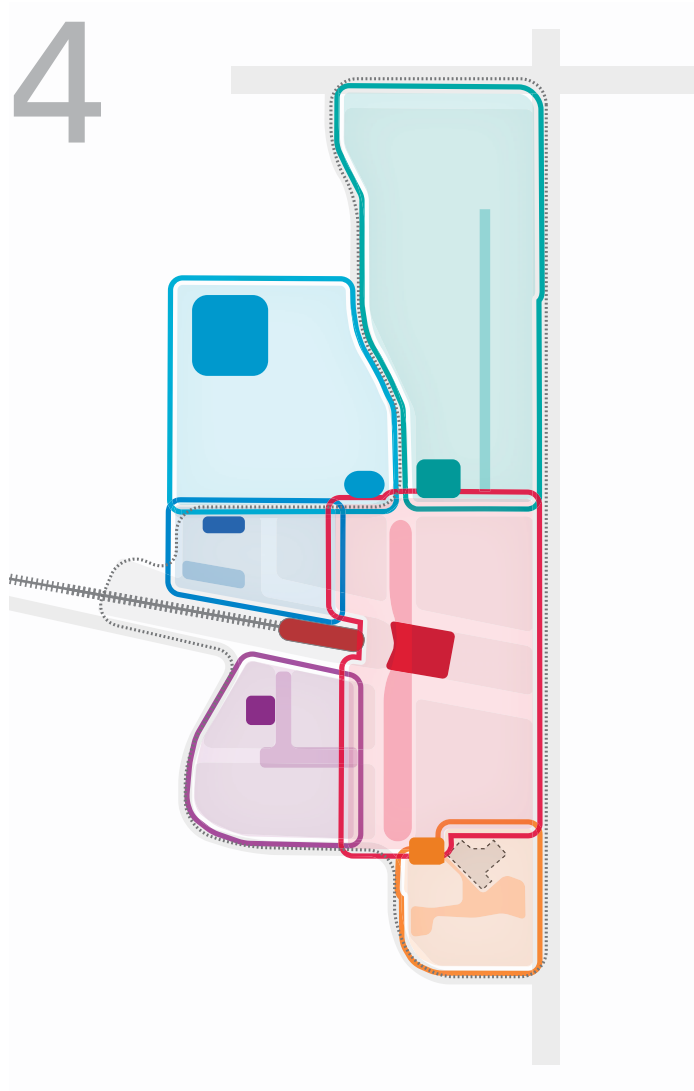
Reinforce Kingsway as the heart of the activity centre.
Kingsway should remain the primary connector and focus for public activities: the spine that structures the whole activity centre. The many competing demands on Kingsway need to be carefully managed to prioritise pedestrian activity, encourage a diversity of fine-grain land uses and ensure high quality well-designed environments and interfaces are provided.



Create pedestrian priority areas by redirecting major traffic flows around the core.
Primary vehicular movements should be redirected around the most valuable and important public areas in the core. This will create areas where pedestrian movements are prioritised next to local slow-speed vehicular access.

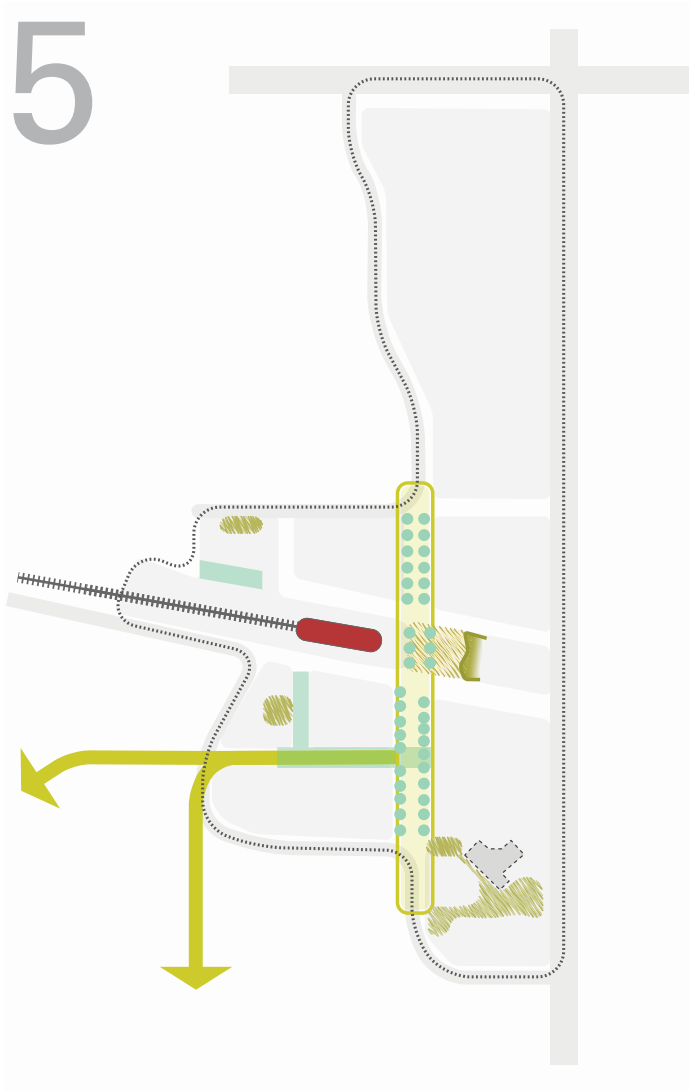


Provide consolidated parking hubs accessible from the main traffic routes.
By consolidating car parking in a small number of multi-level parking hubs the level of parking provision can be maintained while land can be released for higher value alternate uses. The distribution of these hubs should ensure ease of access from major traffic routes and ensure that parking is available across the entire centre.



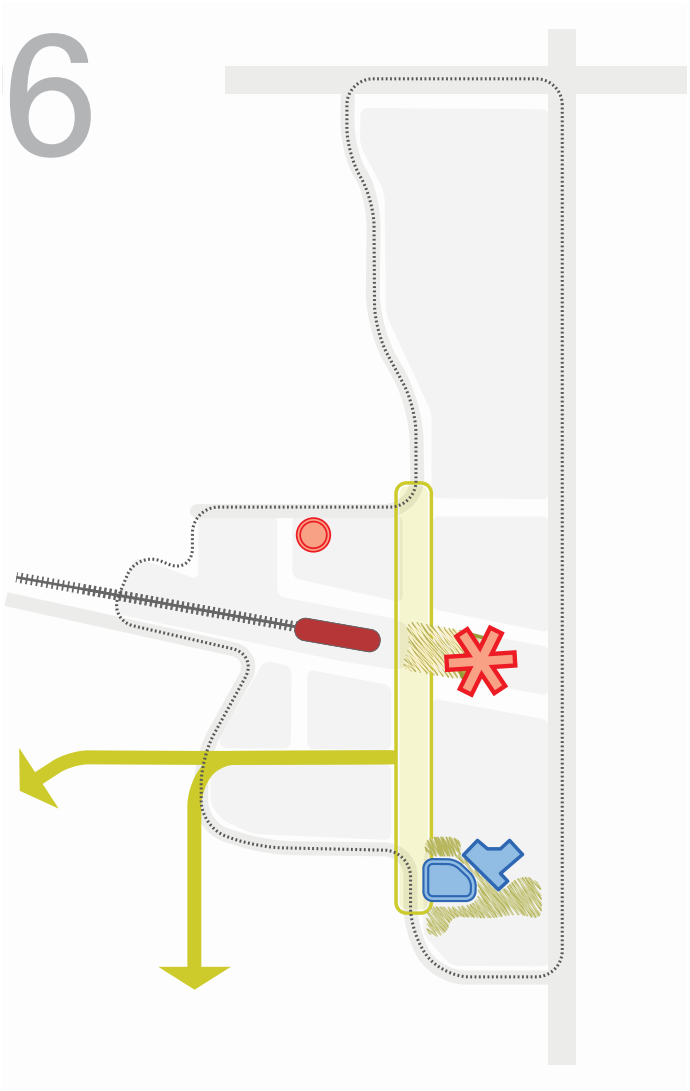
Create neighbourhoods with individual character, anchored by public spaces.

Individual parts of the activity centre should maintain and incrementally develop their own individual identities as part of the larger centre. The primary focus for each neighbourhood should be a dedicated public open space, while the streetscape will help reinforce the character expression.



Provide high quality landscape and water sensitive design in the public realm.

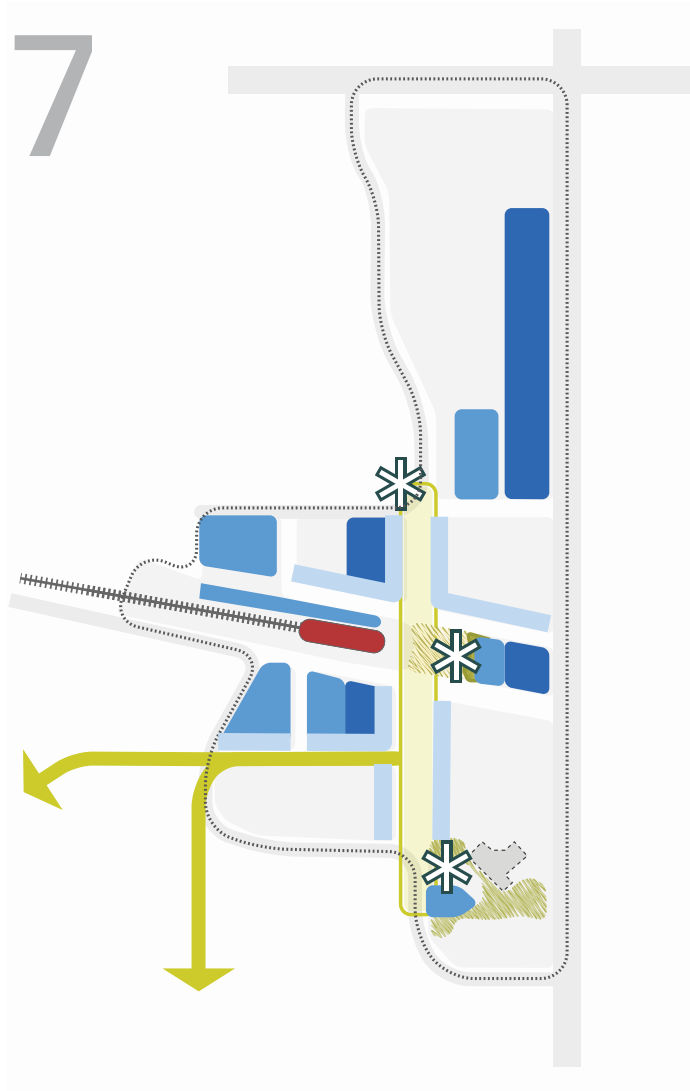
The public realm requires high quality design responses that facilitates a wide range of active uses (not just passive enjoyment) and increases the overall sustainability of the centre.



Locate community facilities to maximise accessibility and public engagement.

The Civic Centre will remain in its current location but new uses should be located to reinforce the importance of community in the heart of the centre. Community activities should be located to be accessible by the widest range of community members.

A Community facility should be located on Kingsway opposite the train station, with secondary community uses at the existing Civic Precinct and Euneva locations.



Ensure that all future built form and development responds to these priorities

Development opportunities will enhance the vitality of Glen Waverley and reinforce its role whilst enhancing the qualities that make Glen Waverley a great place for everyone.

2.4 masterplan strategies

2.4.1 Access and Movement

Guiding Principles

- > Prioritise pedestrian and cycle movement within the core areas of the activity centre while ensuring vehicular access to all properties.
- > Encourage high use vehicular routes to be directed along peripheral access roads and away from core areas of the activity centre.
- > Ensure that the centre is easily, safely and conveniently accessible by the community and visitors from areas outside the activity centre.
- > Support the importance of the rail-bus public transport interchange as a priority transport mode for the activity centre and the whole surrounding area.
- > Seek opportunities for more efficient arrangements of car parking and to limit the growth in public and private parking where possible.

Strategic Opportunities

Access to the activity centre

- > Ensure that pedestrian and cycle access routes from areas outside the centre provide continuous access into the centre. Currently the regional bike routes stop outside the centre boundaries. There needs to be a continuous link into and through the activity centre.
- > Create pedestrian priority access routes to key nearby destinations, to encourage their use by residents of the centre. Destinations include:
 1. Central Reserve and Monash Aquatic Centre (along Myrtle Street).
 2. Bogong Reserve (along Montclair Avenue)
- > Improve the quality of pedestrian crossings at Springvale Road to reduce the degree of separation created by the arterial road.
- > Provide higher volume routes for vehicles around the periphery of the centre as a preferred route for vehicle access.
- > Bus access should be prioritised over private vehicles, but opportunities to limit the number of movements in pedestrian areas should be investigated.

Pedestrian movement within the activity centre

- > Prioritise the pedestrian experience instead of focussing on engineering requirements for vehicles. Progressively identify and implement opportunities to widen footpaths and tightening the kerb radius at intersections.
- > Create shared pedestrian and vehicle zones by removing kerb separations and reconfiguring the road surface design. Locations include:
 3. Montclair Avenue and Glendale Street should become a shared pedestrian zone, extending across Kingsway as a crossing.
 4. Encourage a pedestrianised or shared zone at the southern interface of The Glen shopping centre.
- > Upgrade the pedestrian link from Glen Waverley Secondary College to the public transport interchange, preferably within an upgraded laneway connection.

Vehicular movement within the activity centre

- > Discourage vehicular movements within the activity centre by narrowing road carriageways, investigating changed turning conditions and removing turning lanes where consistent with the directions of the masterplan.
- > Encourage rear access to all larger developments from laneways to limit the need for vehicle crossovers on major roads and to improve pedestrian permeability.
- > Encourage the inclusion of a north-south road link across the Central Car Park to reduce turning movements at Kingsway and facilitate road access for the proposed developments from Springvale Road without new crossovers from the arterial road.

Car parking

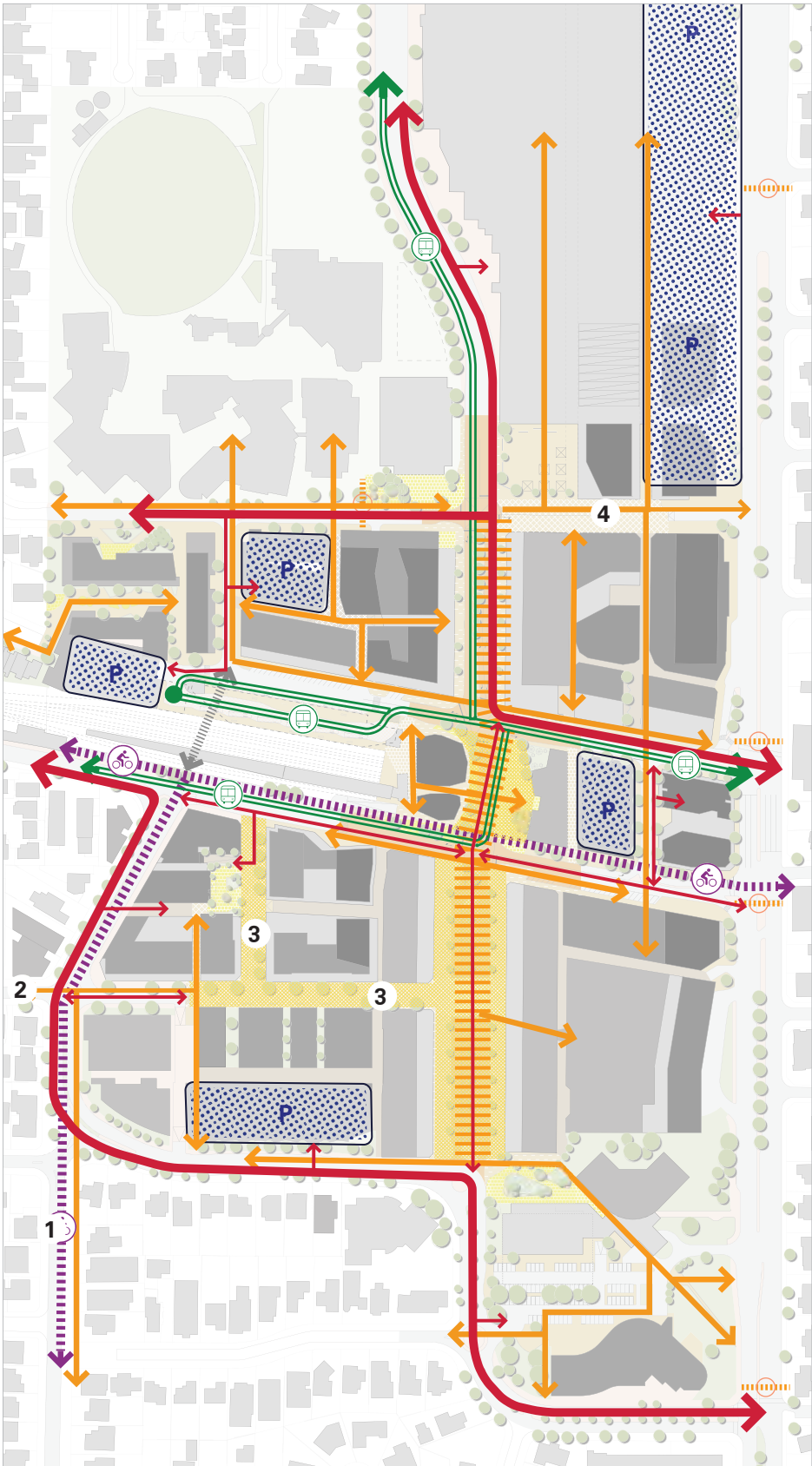
- > Investigate lower parking rates for land uses in the activity centre boundary.
- > Require larger projects to meet their own parking requirements within the development parcel to lessen the demand for spaces in Council subsidised parking contributions schemes.
- > Investigate options for paid parking on streets and within Council-owned car parks, including the timing of implementation.
- > Ensure that car parking is consolidated in hubs distributed around the activity centre rather than large extents of at-grade car parks.

Train station, Bus Interchange and VicTrack owned land

- > Upgrade the station and bus interchange to improve the pedestrian accessibility and interconnections between modes.
- > Investigate options for using the air rights above the bus interchange and rail siding for suitable development, for example community housing.
- > Explore the potential for consolidating commuter parking into a multi-deck parking structure on VicTrack land.

Map 7: Access and Movement Strategy

Car parking	Bus route	Kingsway spine
Primary vehicular route	Bicycle route	Key pedestrian link
Secondary vehicular route	Potential connection	Pedestrian crossing
Car park entry point	Pedestrian focussed space	



2.4.2 Public Realm

Guiding Principles

- > Recognise the value and importance of public space as a key community resource and asset for future generations.
- > Support the creation of a diverse range of public space to support multiple varied types of activities.
- > Create inclusive public spaces that encourage use by many different groups within the community.
- > Ensure that public spaces are safe and accessible by all.
- > Improve the sustainability of public spaces through applying environmentally sustainable and water sensitive urban design principles.

Strategic Opportunities

A hierarchy of public spaces

- > Promote a diverse range of public spaces of varying size, proportions and level of importance within the activity centre. These will naturally have different roles and differing levels of design finish. These will include:
 - Kingsway as the primary connector and focus for public activities.
 - A Town Square that will act as a continuation of the adjacent Community Hub with a heavily programmed outdoor community space, and commercial/community activity after hours
 - Shared zones will support increased pedestrian activity while allowing some vehicular access in a calmed environment.
 - Streets will share an access role with opportunities for street landscape.
 - Laneways will increasingly have an active use as a secondary pedestrian access to buildings and will support more marginal or smaller scale activities, as seen in urban centres across Melbourne.
- > Ensure that the differences between spaces are demonstrated visually to help create a legible framework of places.

Public space as a focus for individual neighbourhoods

- > The public realm has an important role in defining the individual character of the activity centre precincts and ensuring the democratic and inclusive distribution of public space.
 1. The Town Square has a role as an entry gateway from the transport interchange and as a focus for the central part of Kingsway.
 2. Pocket parks or smaller squares will anchor each of the precincts and provide open communal space nearer to individual dwellings and workplaces including the Council facilities at the southern end of Kingsway.

Active and inclusive use of the public realm

- > Built form should, wherever possible, engage with the surrounding public realm and promote engaging uses for public spaces such as street trading and alfresco dining.
- > Ensure that the majority of public space can be actively used without needing to pay for a service. Public space needs to be accessible, welcoming and able to be used informally by the whole community.
- > Provide opportunities for all age groups to use public spaces, through providing playgrounds, meeting areas suitable for youth and aged.

High quality design for public space

- > Ensure that high quality landscape design is an intrinsic part of all public space in Glen Waverley.
- > Find opportunities to reinforce and connect to the leafy green landscapes of the surrounding areas while defining a distinctively urban character for the centre.
- > Incorporate large canopy trees into the design of public spaces to give definition and scale to key public spaces.
- > Use street furniture, landscape materials and integrated art as an opportunity to define or reinforce the high quality character of the public spaces and to encourage walkability within the Centre.
- > Use larger scale design elements in selected locations to help create a legible urban form. For example:
 3. to distinguish gateways and thresholds at the entries to the centre.
 4. along the peripheral arterial roads to define urban boulevards that signify the presence of the activity centre.

Spaces for cultural and civic uses

- > In designing the public realm consideration should be given to how the space can be temporarily closed to traffic to support larger civic and cultural events. This especially applies to Kingsway in general as the key public space, and specifically to the area between Ikon and the central town square.

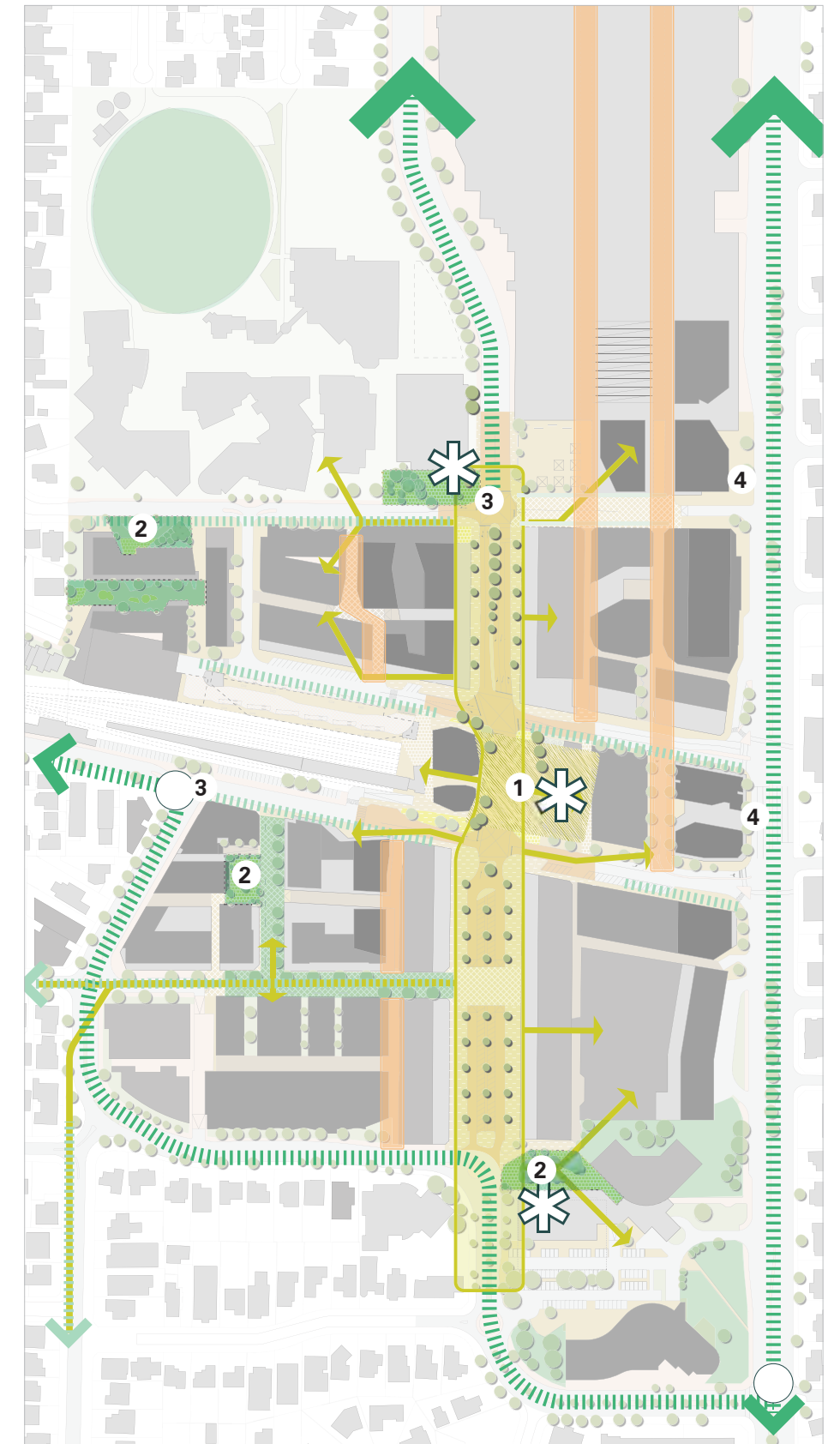
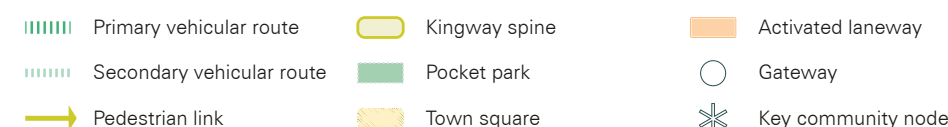
Safe and accessible spaces

- > Provide appropriate lighting in all public spaces and ensure there are clear sightlines from areas with greater pedestrian activity. Avoid creating concealment points.
- > Ensure that all public spaces have passive surveillance from upper levels and encourage active interfaces for public spaces.
- > Provide DDA-compliant ramp inclines and choice of paving materials.

Water sensitive and environmentally sustainable urban spaces

- > Ensure landscapes for both passive and active uses employ sustainable practices such as innovative water conservation, harvest, and reuse strategies in their design.
- > Incorporate Sustainable Urban Design principles throughout the centre. Encourage responses that are also educational in function, to help the local community understand the need for sustainability and demonstrate transferable sustainability techniques.
- > Prepare for a changing climate by designing landscapes and spaces that can thrive in a drier climate subject to a smaller number of extreme rain events.
- > Look for opportunities to actively generate energy in the public realm to meet the needs of community uses such as lighting.

Map 8: Public Realm Strategy



2.4 masterplan strategies

2.4.3 Land Use and Built Form

Guiding Principles

- > Promote more intensive land uses and allow greater heights consistent with Glen Waverley’s role as the principal urban centre for the municipality.
- > Ensure that greater heights respond appropriately to key public spaces through overshadowing and wind effects.
- > Ensure that built form interfaces are engaging and active, and demonstrate high quality architectural design.
- > Encourage diverse building forms and multiple scales of development in the centre.
- > Encourage a wide mix of land uses and avoid monofunctional precincts or developments.

Strategic Opportunities

Preferred land use mix

- > As an urban activity centre the land use controls in Glen Waverley should encourage a wide diversity of uses supporting employment opportunities, retail and entertainment, civic uses and residential dwellings.
- > In the absence of any proactive policy encouragement from Council it is likely that most development will favour residential uses throughout the centre. To achieve a diverse mix it will be necessary for Council to set clear strategic policy objectives and preferred outcomes.
- > On privately-owned land, Council will need to take an active role in encouraging mixed use developments. These might typically include office, retail and hospitality uses at lower levels with residential uses above.
- > Most areas within the activity centre should be encouraged to develop as a mix of land uses. A greater residential emphasis is appropriate at the interface with the residential hinterland on the western side of the centre.
- > For Council-owned land it is possible to be more prescriptive in the preferred future use. Council needs to set priorities for the land use beyond market forces to foster economic development. If left to the market, developers are likely to strongly favour residential development. Encouraging a diverse mix of uses including employment opportunities will have wider economic benefits for the centre despite lower initial financial return.

Development scale

- > Over the mid to long term, demand for development within Glen Waverley will outstrip supply. There is a need to maximise support for development within the centre to limit the need for extensions to the centre boundary.
- > The transition to surrounding suburban scale development should occur at the interface with the activity centre, outside the current boundary.
- > Encourage the retention of fine grained shopfronts along Kingsway. Where site consolidation occurs a similarly fine-grained shopfront rhythm should be reestablished.
- > Greater heights are appropriate nearer to Springvale Road and in immediate proximity to the station.

Effects on public space

- > Larger built form will inevitably create greater shadows, however this should be balanced with the need to encourage the use of key public spaces by protecting the amenity of pedestrians.
- > Overshadowing of key public spaces such as Kingsway and the Town Square should be avoided. Overshadowing of shared public spaces – particularly the southern ‘footpath’ – should be minimised.
- > The wind effects caused by taller built form has the potential to significantly impact the amenity of public space. All large scale development (particularly over 6 storeys) needs to demonstrate that the negative effects of wind at street level can be avoided or mitigated.
- > Generally, a podium with significantly set back upper levels will mitigate the wind downdraft from higher built form but specialist engineering advice should be sought for taller developments to verify the impact of the proposed design.

Built form interfaces

- > Buildings should provide an engaging interface to streets and public open spaces. Preferably this should be a glazed interface with multiple well-defined entries. Uses that engage with the public realm such as hospitality and small-scale retail should be encouraged at ground level.
- > Buildings should provide continuous weather protection (via an awning or canopy) for key streets and public open spaces.
- > All streets inside the activity centre boundary, not including the Springvale Road interface, should have minimal building setbacks, preferably zero. The built form should reinforce a street wall of 2-3 storeys.
- > Where there are dwellings at the street interface it is appropriate to include small setbacks with intensive landscape to provide screening and privacy. High fences should be avoided.
- > Ground level car parking should be avoided. Upper level car parks should preferably be skinned by an active use but where this is not possible (for example if the site is too small) any upper level parking should be screened with an architectural solution fitting to the scale of the street.

Design Excellence

- > Larger scale built form should make a demonstrable contribution to the streetscape through high quality architectural and landscape design.
- > Larger development should include opportunities for breaks in the building massing. At lower levels opportunities for pedestrian permeability should be encouraged. At upper levels this helps provide building articulation.
- > Design responses should emphasise vertical rather than horizontal lines to create a street rhythm, emphasise height and help reduce the visual scale of bulkier building forms.
- > The design of taller proposed developments should give consideration to their position in the town centre silhouette. Consideration should be given to key viewlines within and into the centre.
- > Council should consider a design review process as part of planning for larger development proposals in the activity centre.

2.4.4 Partnerships

Guiding Principles

- > Encourage the consolidation of multiple programs and service providers in public buildings to increase the building efficiency through shared use of facilities and to promote the incidental mixing of user groups.
- > Promote opportunities for colocating and sharing community facilities between Council and other major institutions or landholders in the centre.
- > Seek greater efficiencies in the provision of car parking through consolidating or colocating of public car parks with other major providers of parking.
- > Identify opportunities to leverage public investment in community facilities through joint ventures or by integrating public facilities into larger colocated development proposals.

Strategic Opportunities

Develop hub models for community facilities

- > Consider consolidating uses currently housed in Council owned properties into larger facilities to encourage the sharing of back-of-house facilities and publicly accessible meeting areas.
- > Investigate service models that support multiple users accessing the same building, to enhance the inclusive nature of community facilities while being sensitive to special needs that may require privacy.

Flexible hybrids of private and public uses

- > Support the incorporation of small scale non-public uses such as cafes or selected commercial operators within community hubs, particularly adjacent to public space, in order to maintain activities late in the evening.
- > Council should keep open the possibility of locating some Council service points in a tenancy within the centre, with a option to include a service point in an extended or reconfigured Glen Shopping Centre.

Share facilities between Council and other organisations

- > Council should actively investigate opportunities to connect its facilities with major local institutions or government departments where there is a relevant common purpose and user group. For example, a Glen Waverley learning hub could provide a space where university and tertiary providers could conduct classes or short courses in partnership with the library service.
- > In the longer term opportunities may emerge to colocate community facilities on non-Council land. For example, when Glen Waverley Secondary College redevelops its theatre on O’Sullivan Road, Council should investigate the potential to collaborate in creating a community centre in the possible form of a theatre and/or gymnasium/sports precinct usable outside school operating times by making it accessible from outside the school grounds.

Consolidate car parking

- > Where there are large car parking requirements for non-Council public parking, for example VicTrack-owned commuter parking, it is advantageous to encourage the creation of a single larger car park to increase the land use efficiency.
- > Council should seek opportunities to include other public uses at ground level of larger car park buildings. The Euneva car park provides a good precedent for this approach.

Joint venture opportunities

- > Community facilities could potentially be constructed and provided back to Council as a portion of a larger development proposal, however Council should be careful to ensure that the public portion is sufficiently flexible and can be extended as demand grows over time.
- > Council has an ability to make in-kind contributions towards projects by others that align with the strategic aims of Council. For instance, Council could investigate the potential for air rights development above the bus interchange for community or social housing projects.

Map 9: Partnerships Strategy

 VicTrack partnership	 The Glen partnership
 Secondary College partnership	 Community facility
 Private developer partnership	 Key community node



2.5 masterplan precincts

Precinct 1: Kingsway and the Urban Heart

The Kingsway Precinct forms the core of the activity centre and has a vital role in connecting together public and private activities throughout all of the precincts. In meeting future needs the challenge for the Kingsway Precinct will be to extend rather than reinventing the qualities and intensity of activity that already make the precinct great.

1. A new community hub.

The location of a new hub places the community at the centre of Glen Waverley. Its location allows it to act as a bridge between the existing activity at the southern end of Kingsway and the currently less vibrant areas north of Railway Parade North. The frontage to the town square should include highly activated non-Council uses with long hours of operation to ensure the frontage does not become inactive after hours.

2. Town square adjacent to the station and community hub.

The Town Square should be seen as an outdoor extension of the activities in the Community Hub. It should act as "an arrival destination" from the station and a gathering place for the community.

3. Review role of Kingsway to improve pedestrian function and amenity.

The road reserve could be narrowed where possible and slip lanes removed. The design and configuration should support the possibility of closing the section of street adjoining the town square for major public events.

4. Improved sustainability treatments for on-street parking area and footpaths.

The street landscape design, in Kingsway in particular, should incorporate best practice WSUD principles including stormwater harvesting and reuse strategies to help support significant canopy trees in the street reserve.

5. Retain fine grain retail and entertainment uses while allowing incremental redevelopment.

The redevelopment of existing fine grained parcels should ensure that the street rhythm is retained and active shop fronts are prioritised. At upper levels shoptop style housing or commercial uses would be appropriate. Crossovers to the street should be strongly discouraged. Instead, access should be provided through rear laneways.

6. Significant development opportunities

There are three potentially significant development sites in the precinct:

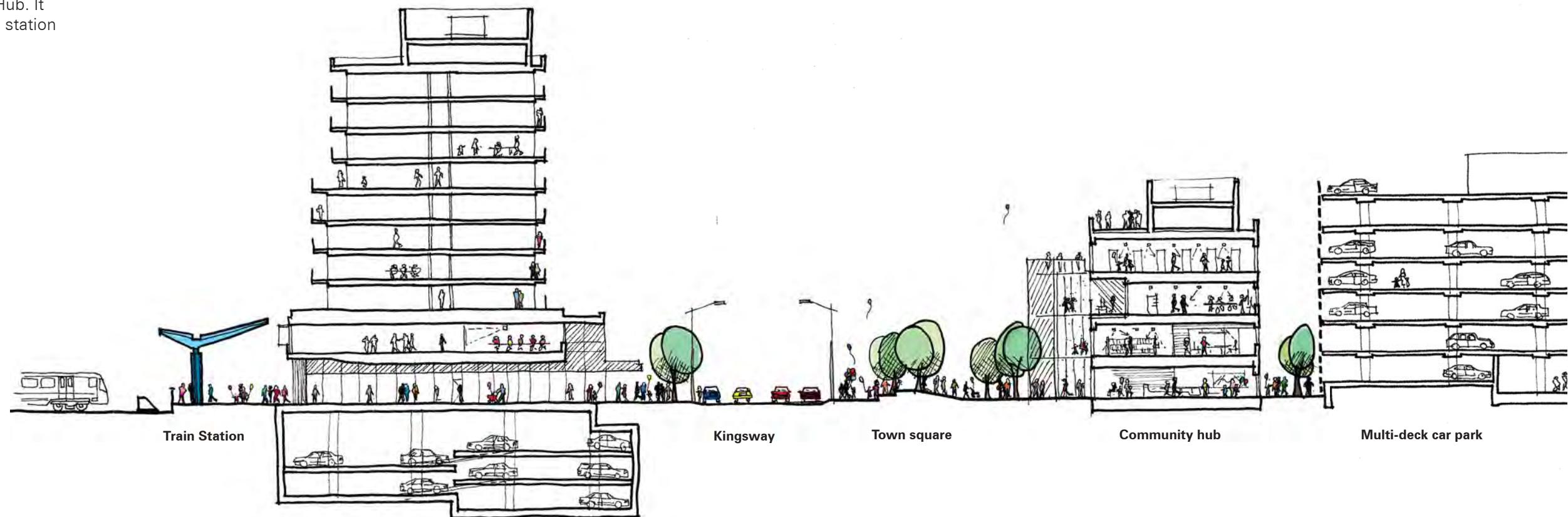
- The Central Carpark site offers an opportunity for an increased development scale as a landmark site with good vehicular access to Springvale Road.

- The Dan Murphy site will allow for a large scale mixed use development accessed from O'Sullivan Road and a rear laneway. The street interface should provide a fine grain expression similar to the other side of Kingsway.

- The Village Walk Shopping Mall (south of The Glen) provides a large site suitable for multiple uses but is relatively difficult to access from vehicles.

7. A new multi-deck public car park

The provision of a multi-deck public car parking structure in this location ensures that there is a centrally located public parking resource after the remainder of the site is redeveloped. The ground floor street interface should contain retail or other active use, with upper levels screened appropriately.

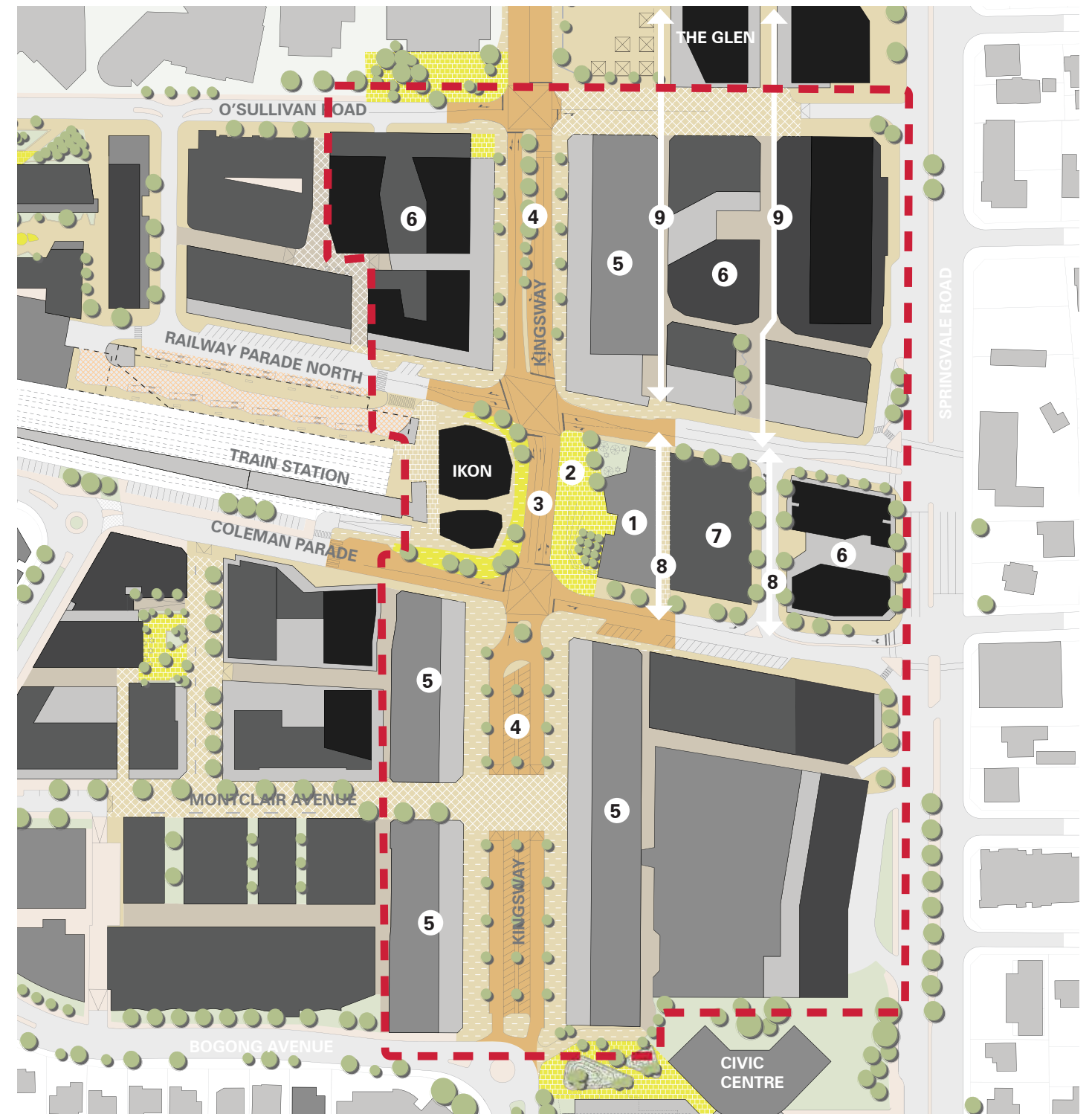
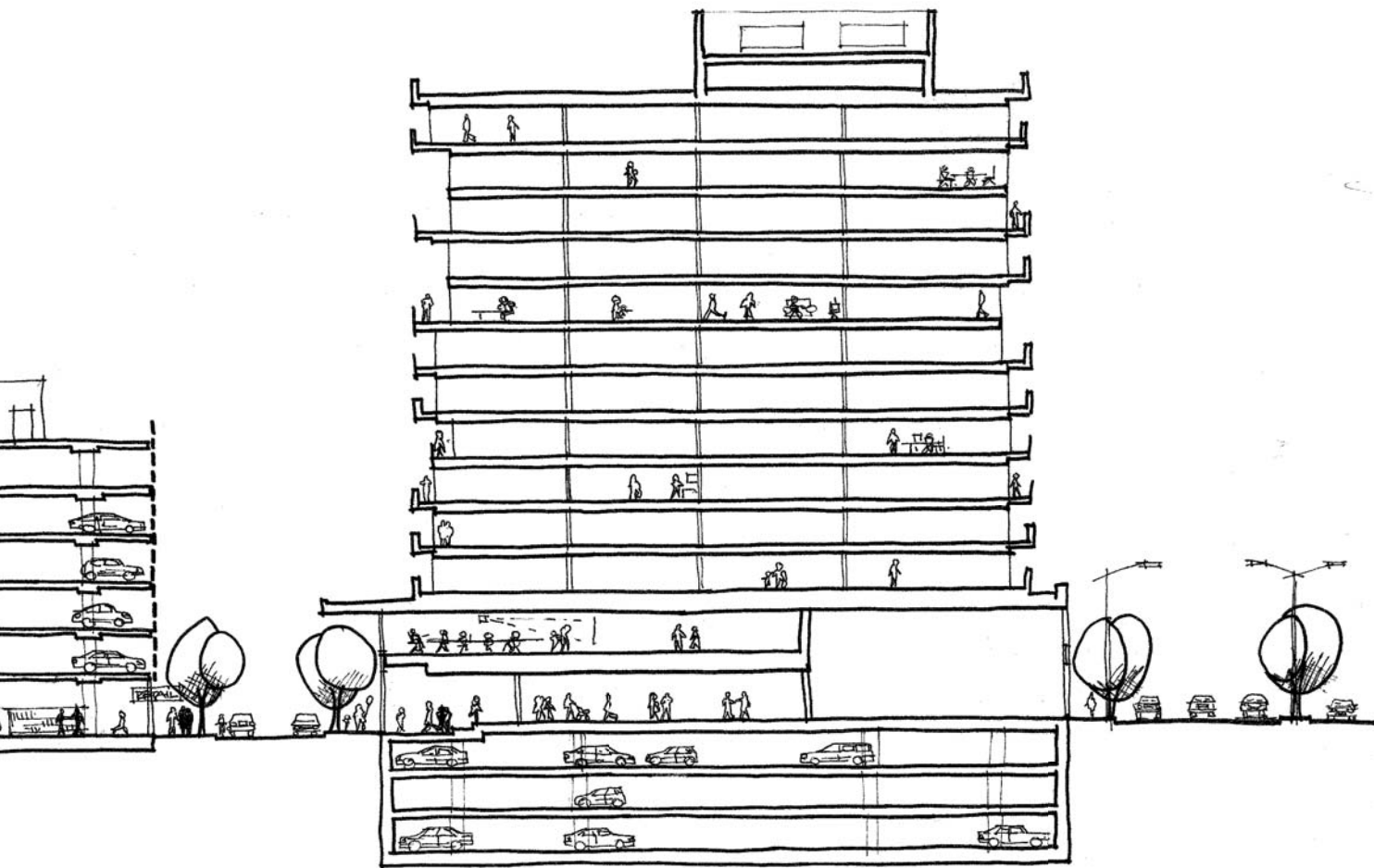


8. Cross-block pedestrian permeability

The development of the central car park should include opportunities for cross-block pedestrian access that facilitates traffic access to the development block, and desirable paths of movement for pedestrians.

9. Stronger pedestrian connections to The Glen.

Encourage the upgrade of the laneway connections between The Glen and the Kingsway precinct to strengthen pedestrian links in a shared vehicle zone. Examine options to link the eastern laneway to Railway Parade North through a site acquisition. Encourage secondary entries from adjoining properties and upgrade lighting and paving to encourage the active use of the space.



Map 10: Kingsway Precinct

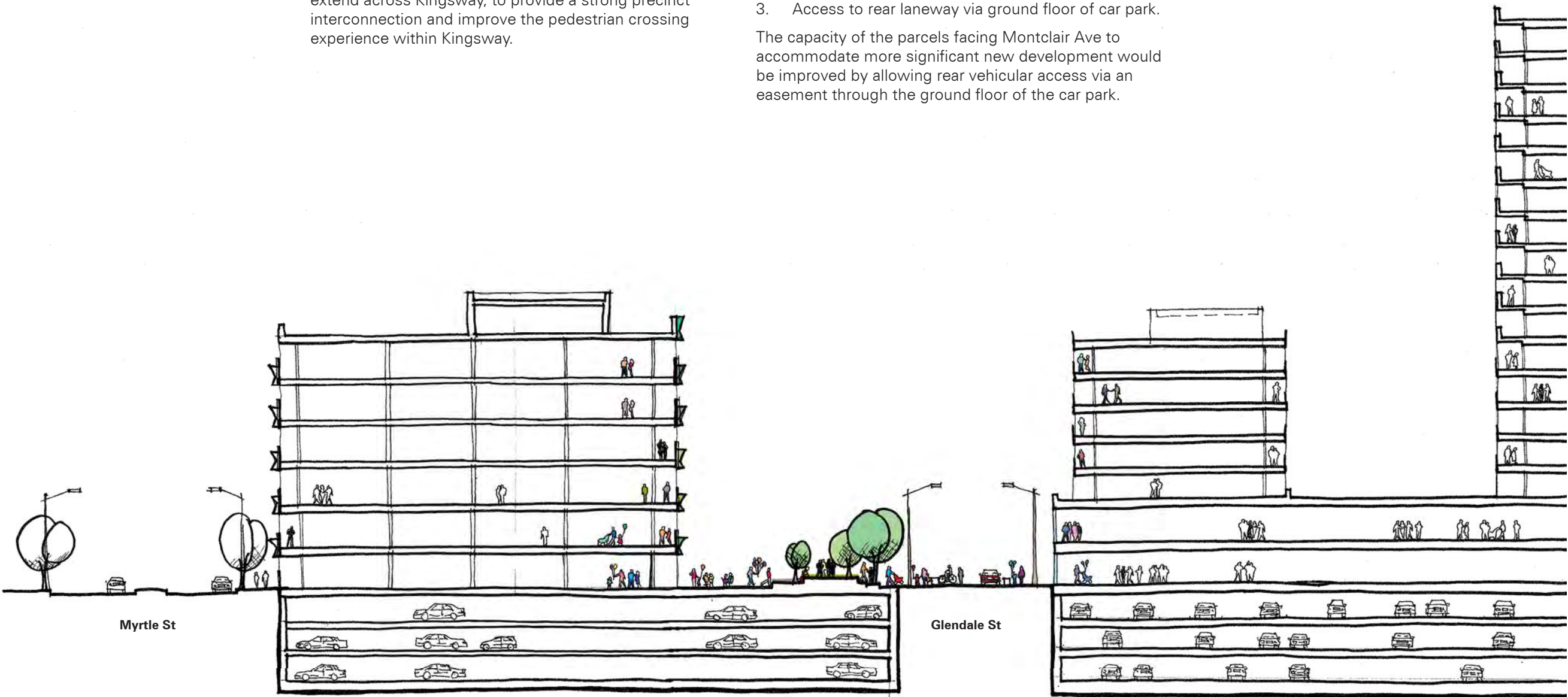
Precinct 2: Montclair

The Montclair Precinct will have an important role in providing a location for office and commercial uses in a mixed-use neighbourhood setting. This provides a different character to Kingsway based on employment and residential uses surrounding shared streets that prioritise pedestrian and cycle movement.

1. Shared space along Montclair Ave and Glendale St
- The comprehensive reconfiguration of the street, removing the kerb and separation between pedestrians and vehicles, will help slow vehicle movements and encourage local vehicle access only. The resulting space will prioritise active use of the space and form a public resource for the precinct.
- The shared street landscape treatment should extend across Kingsway, to provide a strong precinct interconnection and improve the pedestrian crossing experience within Kingsway.

2. Neighbourhood public open space on Glendale St.
- As an extension of the shared space public realm experience a small, centrally located, north facing square should be provided as a focus for the local community. The adjoining buildings should provide active interfaces and passive surveillance. Sustainability strategies, including WSUD should be included in the design of this space.
3. Access to rear laneway via ground floor of car park.
- The capacity of the parcels facing Montclair Ave to accommodate more significant new development would be improved by allowing rear vehicular access via an easement through the ground floor of the car park.

4. Extended car park on Bogong Ave.
- The existing Bogong Car Park can be extended by adding floors above, following the strengthening of the existing structure. The existing circulation and entries would be reused with an additional lift to be introduced at the western elevation.
- This can be staged to minimise disruptions to existing traffic requirements.



Section through public open space at Glendale Street
[Myrtle Street to Western Kingsway access lane]

5. Increased levels of mixed use development.

The Council-owned at-grade car parks are a significant underdevelopment of the potential in the area. After the parking is consolidated elsewhere and the land is unencumbered the land should be redeveloped with a mix of uses.

The sites adjoining Montclair Avenue offer opportunities for a more intensive mixed use redevelopment.

6. Redeveloped RSL site with parking access from laneway.

If the RSL site is redeveloped it should provide active interfaces to both Coleman Parade and Glendale Street. Service and parking access should be from a rear north-south laneway shared between the RSL site and the Council owned site to the south and Kingsway properties.

7. Create a 'green gateway' including upgraded Coleman Parade interface on VicTrack land.

The entry from the west should be marked using a landscape marker denoting a gateway to the centre and support extended bicycle access routes along Coleman Parade.

8. Reconfigured intersection giving priority to traffic headed towards Bogong Ave.

The intersection should prioritise traffic movement around the centre rather than through Coleman Parade.

9. Laneway network for servicing and continuous pedestrian permeability.

All new development sites should incorporate laneway access to break up the blocks, allow for servicing away from main road frontages and ensure a permeable pedestrian priority network.

10. Improved pedestrian and cycle connections to open space outside centre.

The connections to Bogong Reserve and Central Reserve should be upgraded with increased lighting and improved street landscape.



Shared space



Ring road with cycle access



Map 12: Montclair Precinct

Precinct 3: Euneva

The Euneva Precinct will provide opportunities for housing diversity by encouraging the incorporation of medium and higher density housing types into a transitional mixed-use neighbourhood.

- 1. Opportunity for medium or higher residential development.

The Euneva West carpark should be redeveloped predominately as a housing opportunity while allowing some limited non-residential use at the Euneva Avenue street interface.

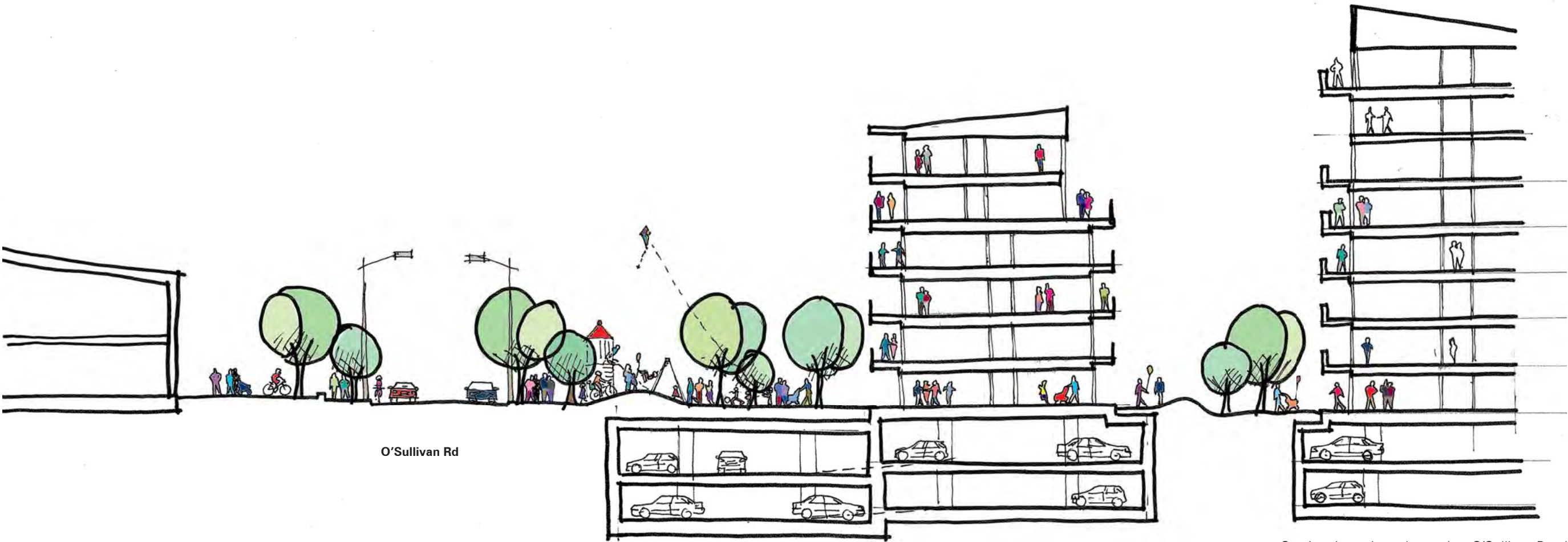
- 2. Small pocket public open space with playground.
- A portion of the site should be set aside as a small pocket park with a northern frontage to O’Sullivan Road, as a transition to the school and providing a resource for the neighbouring residential areas. This park should include playground equipment and the potential for community gardens or a productive landscape.

- 3. Provide consolidated car parking through the redevelopment of VicTrack land.

Through a partnership arrangement between Council and VicTrack a consolidated site can be produced that is large enough for an efficient multi-deck car park with residential development fronting a shared courtyard landscape to the north.

- 4. Bus interchange with opportunity for development in the airspace above.

The bus interchange should remain in its current location but be upgraded to improve pedestrian safety, amenity and inter-connections between transport modes. The airspace above should be investigated for its potential use for community or affordable housing, which would be further enhanced if the development of the VicTrack stabling yards was deemed financially viable.



Section through pocket park at O’Sullivan Road
[Glen Waverley High School to Railway Parade North]

5. Laneway network for servicing and continuous pedestrian permeability.

All new development sites should incorporate laneway access to break up the blocks, allow for servicing away from main road frontages and ensure a permeable pedestrian network. The well used link from the train station to the secondary college should be directed through a pedestrian-priority shared space.

6. Incremental redevelopment for existing retail

The existing shopfronts facing Railway Parade North should be retained and incrementally upgraded to improve the streetscape and allow for upper level shop top housing. Consolidation of sites will be expected to support a greater level of development at the upper level.

7. Allow for extension of Health facilities.

Retain the current role of the community facilities in the Euneva car park and protect the future expansion potential within the parking structure.

8. Encourage the redevelopment of the Dan Murphy site to complete Kingsway frontage.

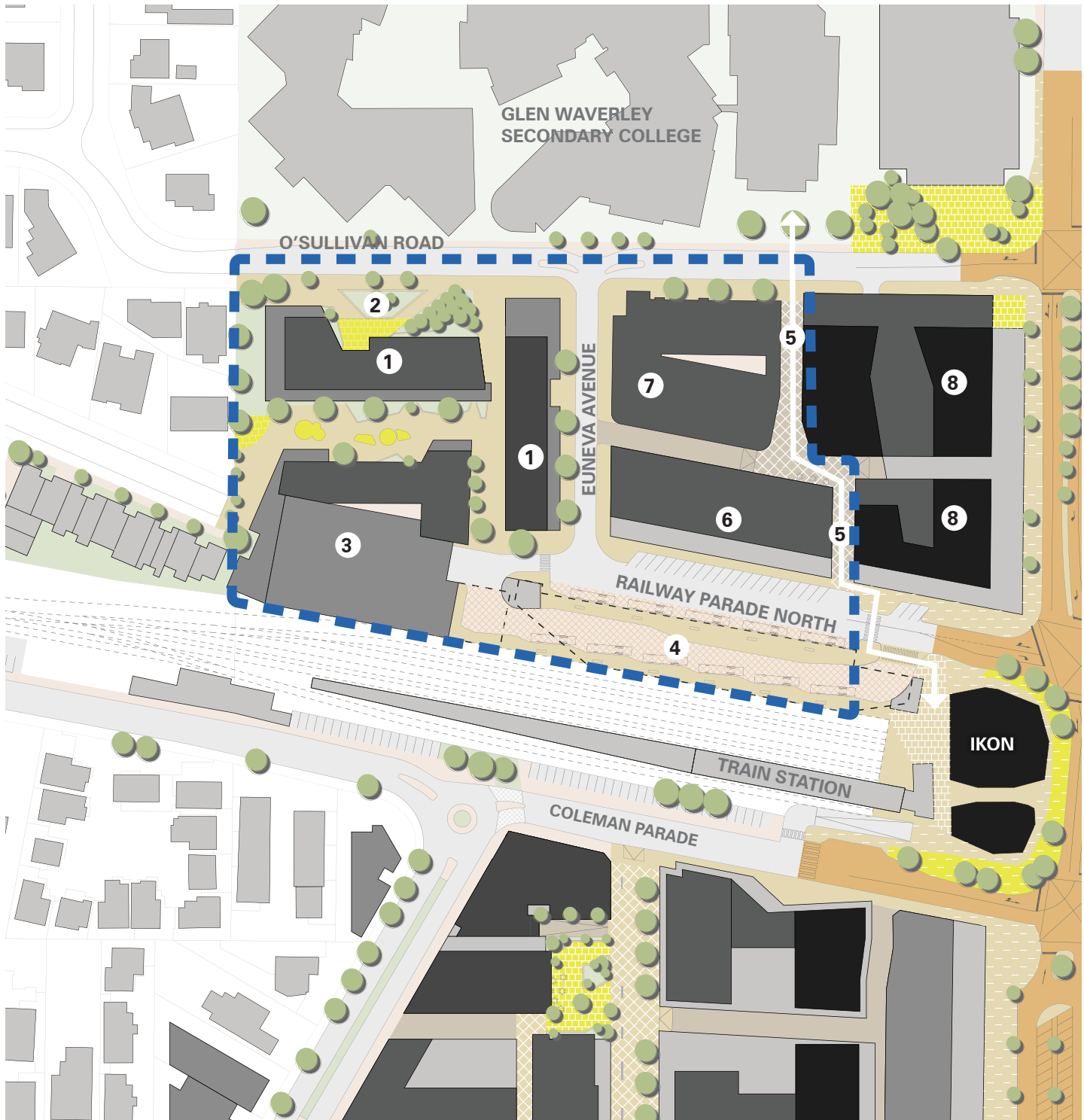
The site fronting Kingsway, between Railway Parade North and O'Sullivan Road, is a significant future development opportunity that will complete the Kingsway frontage. Retail and commercial interfaces with a mix of uses above should be supported.



Community garden



Shared courtyard landscape



Map 13: Euneva Precinct

Precinct 4: Civic

The Civic Precinct will remain the centre of civic life and local government administration. The campus landscape and 45° geometry set up by the Harry Seidler design for the Civic Centre are important aspects of the character of this precinct.

- 1. Administration and civic chambers to remain.

The heritage significant Civic Centre will continue to house the main Council chambers and executive functions of the administration. The internal configuration of office areas should be progressively upgraded as required to meet Council's needs.

- 2. Existing library site should be retained for future civic use.

If any of the services are consolidated into the Community Hub the existing building can be reused and linked to other Council administration functions needing extended office and meeting areas.

- 3. Landscaped square as forecourt.

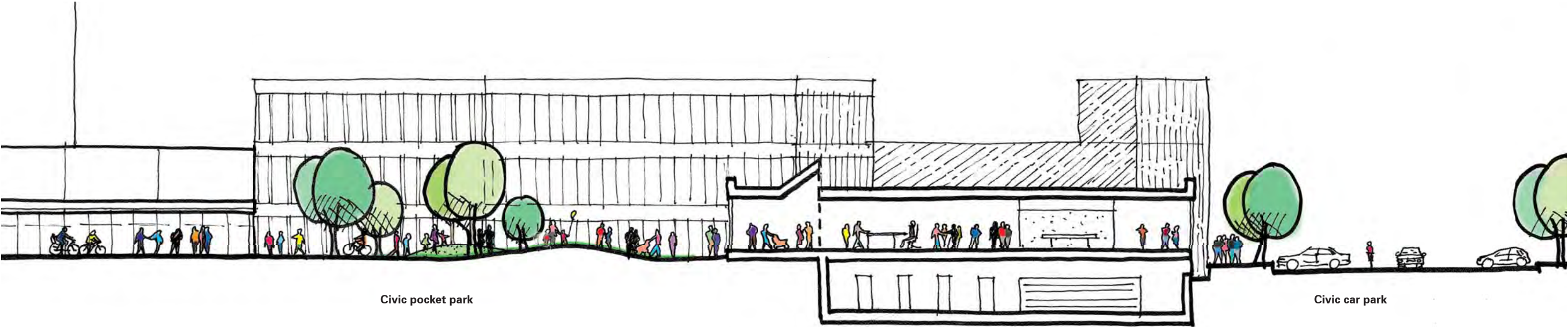
The landscaped square can act as a town green – a small public open space suited to informal use. It will provide a local focus for the precinct and act as a gateway to the Civic Precinct from Kingsway.

- 4. Include WSUD strategies into the design of the parking area.

The landscape design of the carparking areas should incorporate best practice sustainability strategies such as WSUD stormwater harvesting and reuse strategies to help support significant canopy trees and decrease runoff.

- 5. Provide an activated interface to Kingsway

The rear of the Ibis building can provide a more active interface to the precinct and more strongly engage with pedestrians entering the precinct from the north.



*Section through pocket park at Civic Precinct
[Eastern Kingsway access lane to Civic car park]*

6. War Memorial

The War Memorial should remain in its current location and a landscaped area providing an appropriate setting for this structure.

7. Forecourt to Civic Precinct

Retain and upgrade the existing entry roundabout and porte cochée to more closely align with historical intent.



Map 14: Civic Precinct

Precincts 5 + 6: Glen Waverley Secondary College / The Glen

Both Glen Waverley Secondary College and The Glen Shopping Centre are integral parts of the Glen Waverley Activity Centre and it is important that their planning is aligned with the rest of the centre. However as large individual landholders with well-established land uses the future vision for both precincts needs to be set through internal processes. The external interfaces for each precinct are the most relevant concern for this masterplan.

1. A safe pedestrian connection to the train station

The major access point for the school is from the transport interchange and the pedestrian route in between must be upgraded to ensure safe movement for potentially large crowds at peak times.

2. Partnership opportunities for shared use facilities

Glen Waverley Secondary College has a long term aim to renew the Performing Arts Centre and Gymnasium facilities in the southeast corner of the school site. There would be wider community benefit from a partnership model to deliver these facilities. Council should investigate a role in creating a more public accessible facility outside of school times.

3. Entry Plaza

The interface to the street from the Performing Arts and Gymnasium should include a setback to allow for a small square as a controlled transition to the activity in Kingsway.

4. Community access to the school oval

The school and Council should find ways to securely and safely provide access to the oval outside of school hours as a open space resource for the community.

5. The Glen to provide a more open interface to the south

In general, any future redevelopment of the shopping centre should ensure that the building more strongly integrates into the rest of the activity centre.

6. Shared space along O’Sullivan Road as the southern interface of The Glen

The portion of O’Sullivan Road east of Kingsway should be reconfigured as a pedestrian priority shared space. In time further strategic work should be undertaken to assess whether this portion of O’Sullivan Road can be entirely closed to vehicular traffic.

7. Outdoor retail to interface to Kingsway.

The interface between The Glen and Kingsway should include an area of outdoor space as a transition from the street to the shopping centre. This outdoor area should have an active predominately retail interface and provide opportunities for outdoor dining and hospitality.

8. Continue alignment of laneways to ensure pedestrian permeable access to the shopping centre

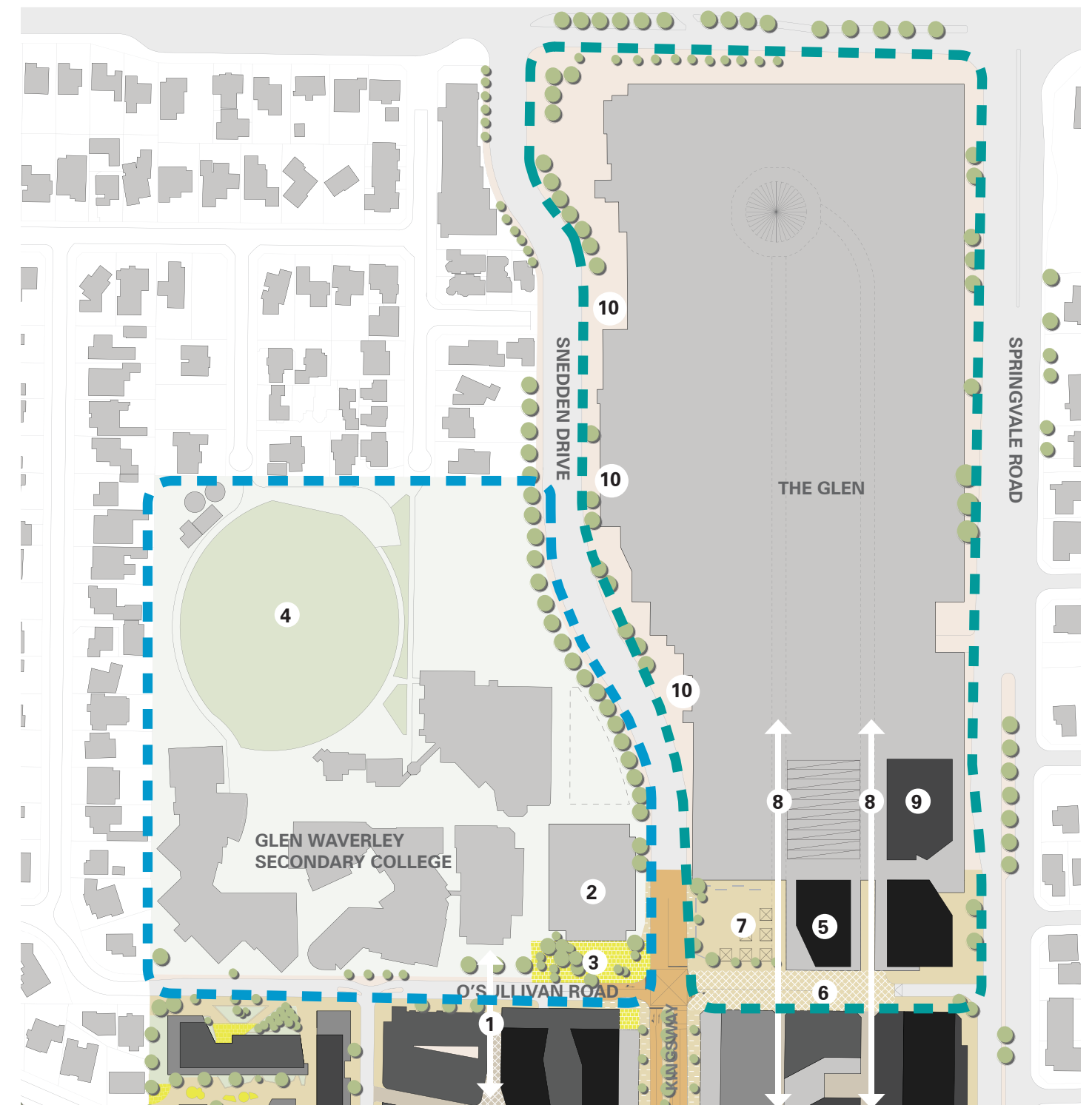
The southern edge of the shopping centre should promote pedestrian access and strong integration into the movement network within the activity centre by continuing the alignment of the laneways south of O’Sullivan Road into the shopping centre. These extended laneways within the shopping centre should preferably have an active retail or hospitality interface.

9. Allow for greater development and increased height towards Springvale Road

Any extension of The Glen Shopping Centre should be directed towards the Springvale Road frontage, placing newer built form generally in the location of the current car park. Any proposed higher towers should preferably be located towards Springvale Road and away from the Kingsway interface.

10. Access and servicing areas

Snedden Drive should remain as the main access route for the activity centre from the north. The service and loading zones for the school and the shopping centre as well as major entries to the underground car park should remain oriented to this frontage.



Map 17: Glen Waverley Secondary College and The Glen

2.6 urban landscape

Streets as a public urban landscape

“We go back to some streets more often than to others...maybe a street unlocks memories or offers expectation of something pleasant to be seen...streets are places of social and commercial encounter and exchange...a place to be comforted by the presence of others.”


From Great Streets by Allan B Jacobs

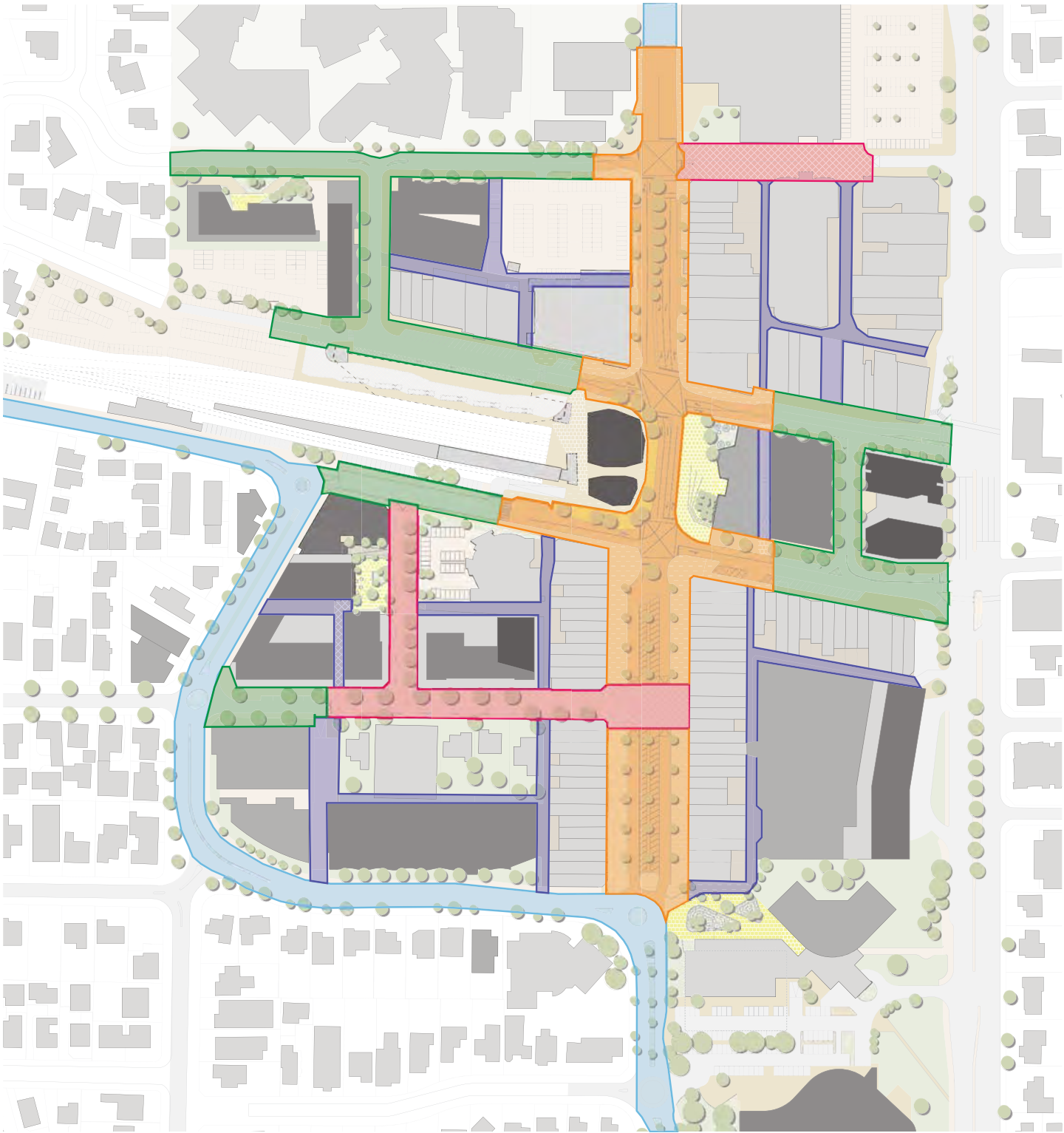
Through the shift from a suburban centre to an urban centre there is a great opportunity to reimagine the public realm and pedestrian experience in Glen Waverley. Partially this will involve a progressive shift away from car-dominated spaces to a wider mix of preferred uses. Over time there is an opportunity in places to shift the balance between the active use of public space by pedestrians, cyclists and informal dining, versus the role of streets to provide vehicular access and parking.

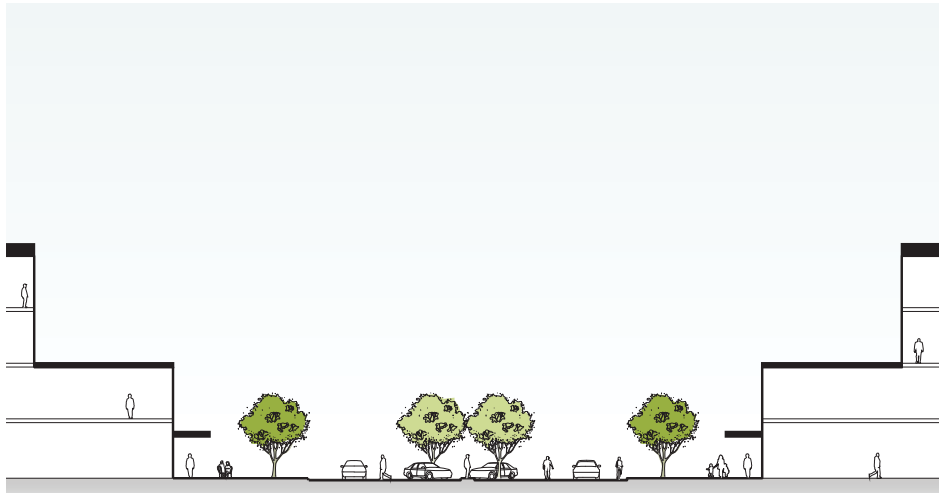
More than anywhere else it is the street level experience and the design of public space that will define the character of the Centre and help ensure its future vitality and success. The advantage here is that the majority of this land is directly in Council’s effective control. The delivery of public space and street upgrades can be led by Council according to its own internal timeframe and sequencing of project priorities.

No single design model or approach will be appropriate across a context as complex as Glen Waverley. A hierarchy of approaches will be necessary, each responding to the surrounding development pattern and the context within the Centre. The following pages outline a provisional palette of street and public space approaches. Further resolution will come through separate detailed design investigations for individual projects at a later stage.

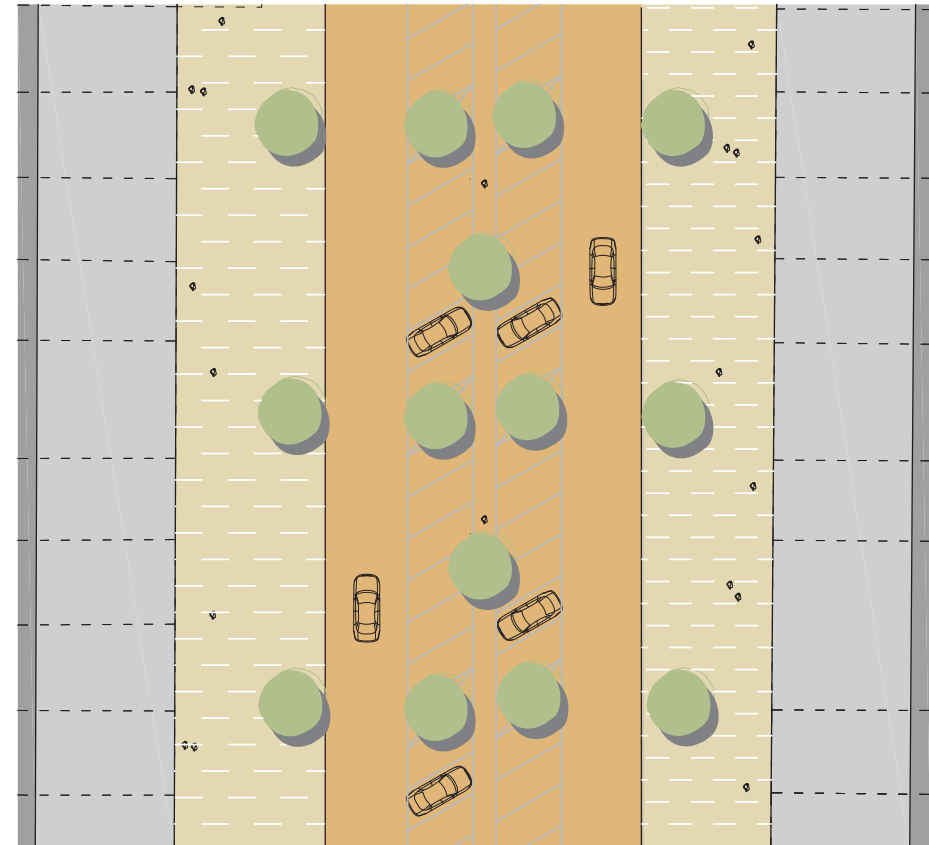
Map 16: Road hierarchy and design response

-  KINGSWAY
-  SHARED STREET
-  PEDESTRIAN FOCUSED LOCAL STREET
-  LANEWAY
-  MAIN ROAD





Typical Kingsway Cross Section



KINGSWAY

Key Data:

FOOTPATH WIDTH (min)	VEHICLE LANES	LANE WIDTH	PARKING	TOTAL STREET WIDTH (min)
4.5m	2 (1 each way)	2 x 3.5m	2 rows of 60° central aisle	23m approx.

- > Kingsway will continue its current role as the primary public space for retail, entertainment and also as a main internal vehicular circulation route.
- > The primary aim of the landscape design should be to enhance the pedestrian experience and increase opportunities for informal use of the footpath areas for sitting, alfresco dining and passive enjoyment.
- > Some opportunities for on-street car parking and allowance for slow speed circulation of vehicles made in this area.
- > The current trees and landscape treatments will need upgrades or replacement within the masterplan period. A program of progressive investment in the public landscape will be necessary. Over time some car spaces should be replaced by pedestrian uses by extending the kerb location.
- > Water sensitive urban design strategies should be incorporated into the landscape treatment of this area. These may include:
 - Street trees should be planted in raingarden tree pits fed from kerb runoff, both to limit flows into the stormwater system and to help support the long-term health of the trees.
 - Larger scale swales and water storage tanks may be considered appropriate in places but this may require regrading of the street to ensure the local topography directs water flows in the right locations.
- > High quality street furniture and integrated artworks will reinforce the primacy of this area within the Activity Centre and help develop a distinctive sense of place in this location.



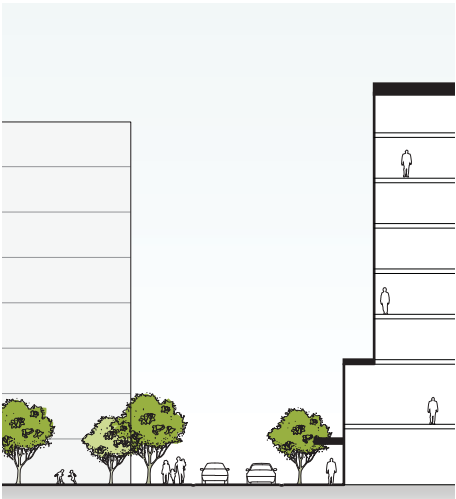
Alfresco dining, Fitzroy



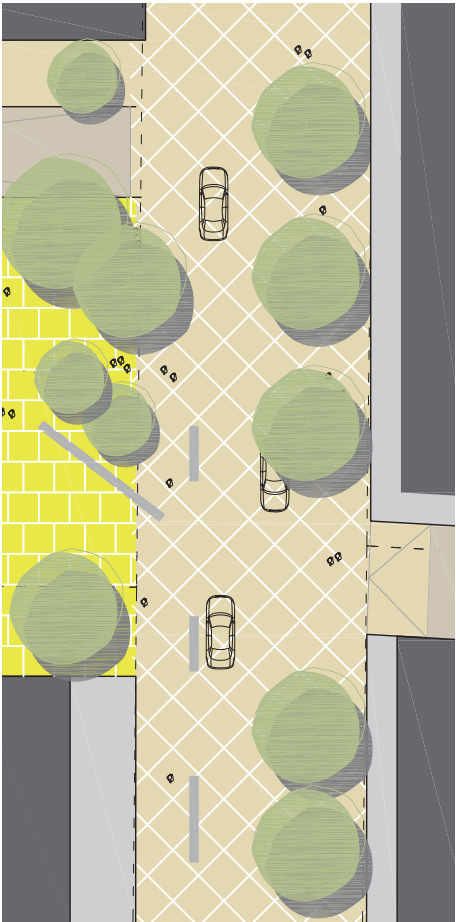
Pop Up park in Lima, Peru



Using the width of a car parking space for temporary public use



Typical Shared Street Cross Section
(e.g. Glendale Street)



SHARED STREET

Key Data:

FOOTPATH WIDTH (min)	VEHICLE LANES	CARRIAGEWAY WIDTH	PARKING	TOTAL STREET WIDTH (min)
Shared footpath and vehicle area across the entire street width		Clear width of 6-7m in centre to ensure safe access	None	14m approx.

- > Shared streets will create a major shift in the character and quality of urban space in Glen Waverley. Instead of strict separation between cars and pedestrians both will share the same continuous street surface.
- > The masterplan indicates two key locations for introducing shared streets. Montclair Avenue and Glendale Street in the Montclair Precinct, and the portion of O'Sullivan Road adjoining The Glen are logical first test sites for shared street treatment. If these locations are successful further extensions might be considered.
- > Shared streets have been introduced in central activity areas such as St Kilda and Bendigo, and also in many locations around the world. The advantage of shared streets is that they encourage freer pedestrian and cycle use of the area but do not totally remove access to vehicles. The proximity of pedestrians forces vehicles to proceed at slower speeds.
- > Careful design consideration is necessary to ensure the success of the shared street concept. The design needs to encourage a change in behaviour by drivers and pedestrians which is achieved through specific design cues introduced in the area. These include:
 - Remove kerb separations between pedestrian space and vehicular space. Drainage should be directed into a single wider spoon drain, either located centrally or offset to one side. No permanent parking should be allowed.
 - A continuous paving treatment should be installed across the width of the road reserve. The paving needs to visually distinguish the shared zone from the rest of the road network, meaning that bitumen is not usually an appropriate material.
 - The entry transition for vehicles should include a ramp to a raised area to slow vehicles and further distinguish the shared zone from the rest of the network.
 - The position of street lighting and furniture should subtly define a safer zone for pedestrians at the street edges while keeping the central portion of the street relatively clear for vehicles.
- > The design of shared zones should respond to the design of adjacent defined open spaces to both create a continuous pedestrian experience and also ensure that vehicles do not enter the squares.



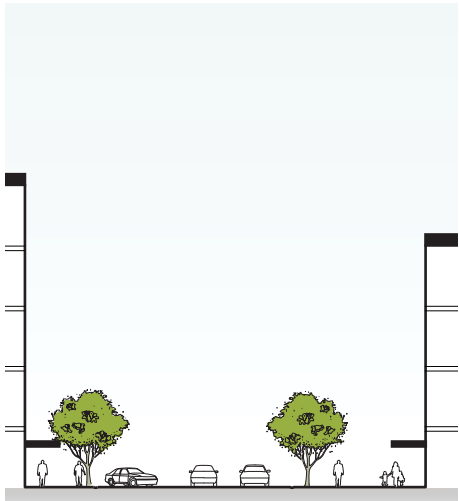
Eaton Mall, Oakleigh Vic



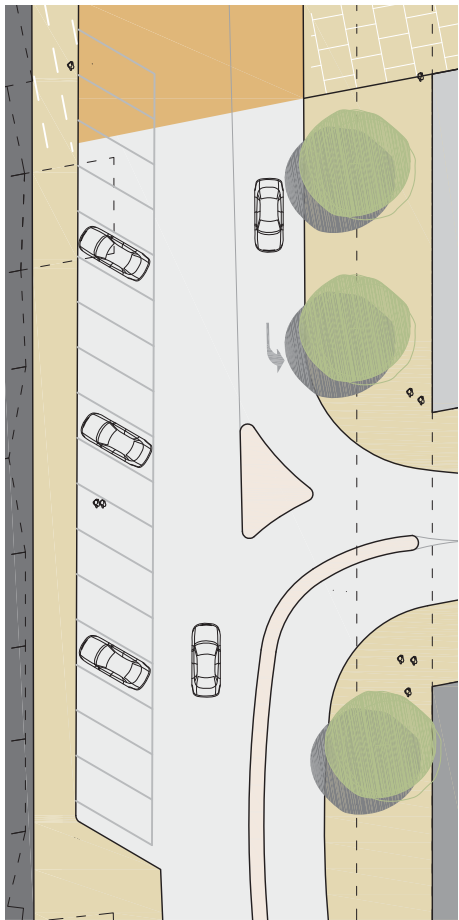
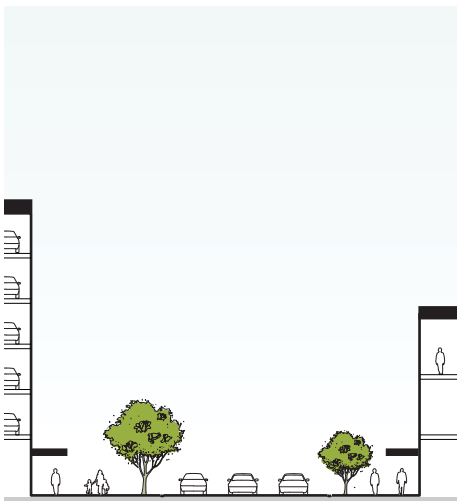
Shared street, Auckland NZ



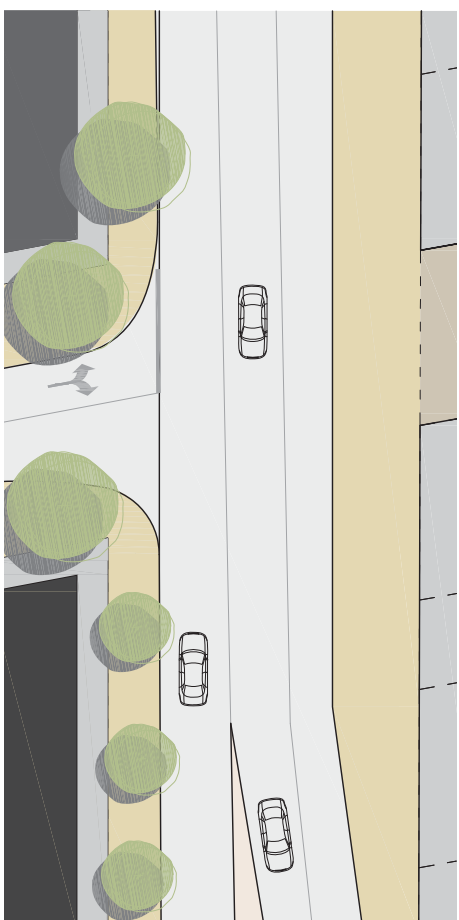
Paving delineates carriageway, London UK



Typical Local Street Cross Section



Coleman Parade



Railway Parade North



PEDESTRIAN FOCUSED LOCAL STREET

Key Data:

FOOTPATH WIDTH (min)	VEHICLE LANES	LANE WIDTH	PARKING	TOTAL STREET WIDTH (min)
3.5m	2 - 4 (at least 1 lane each way)	3.5m approx.	Either 60° or parallel parking at the side of the carriageway	14-20m approx.

- > The key to improving these streets in the future is to take a pedestrian- and cycling-centric view of community needs. So while local streets will have a major role in ensuring safe and efficient vehicle movement around the Centre, they also have an important role in ensuring pedestrian and cycle amenity as well.
- > These streets will continue to provide convenience on-street parking but an emphasis should be made for short term parking limits to encourage the continual turnover of the spaces. Drop off zones should be provided near to major nodes such as the train station and Glen Waverley Secondary College.
- > The street landscape should emphasise the role of the established large canopy street trees in defining the streetscape character of the Centre. These trees should be maintained and additional trees should be progressively added as opportunities permit.
- > Water sensitive design strategies, high quality street furniture and opportunities for weather protection should be incorporated into the design of these streets.



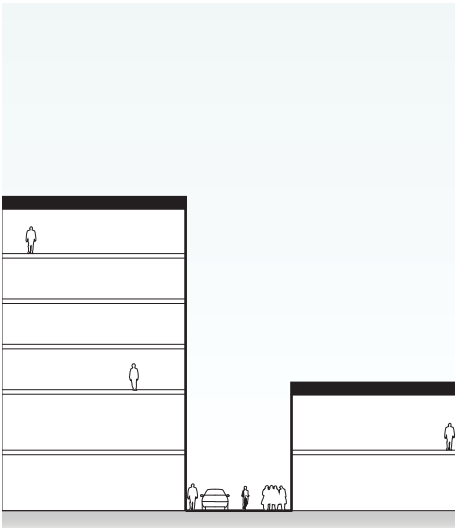
Pedestrian focussed streets, Paris, France



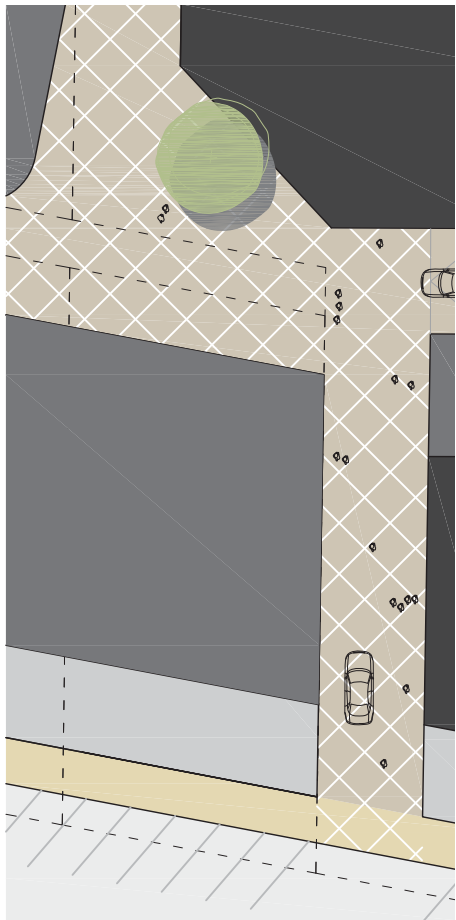
Pedestrian focussed streets, Auckland NZ



Pedestrian focussed streets, Amsterdam NL



Typical Laneway Cross Section



LANEWAYS

Key Data:

FOOTPATH WIDTH (min)	VEHICLE LANES	CARRIAGEWAY WIDTH	PARKING	TOTAL STREET WIDTH (min)
Shared footpath and vehicle area across the entire laneway width		Clear width of 6-7m to ensure safe two-way access	None	6-7m approx. preferred.

- > Laneways have previously performed a basic servicing and loading role primarily for commercial tenancies within Glen Waverley. This important role should continue in the future, to ensure that properties do not rely on their main street frontages for servicing and access.
- > Over time the role of the laneways will also expand to accommodate a greater pedestrian role, providing a wider range of routes through the Centre to enhance the pedestrian permeability of the area.
- > With greater pedestrian flows the frontages to the laneways will become more valuable for smaller retail and smaller hospitality opportunities. As with many locations across Melbourne and interstate the demand for more activated laneway interfaces will increase and Council should support the emergence of smaller, fine-grain development opportunities in these locations.
- > The character of the laneways should remain simpler and less refined than the major streets. Improved lighting and paving treatments will help encourage a wider range of uses for the laneways.
- > Balancing the vehicular servicing role of laneways with their activated use by pedestrians requires design consideration on a case-by-case basis. Larger development sites should preferably locate car park entries on laneways rather than main street entries.



Interactive laneway concept for California Lane, Brisbane



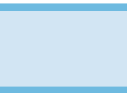
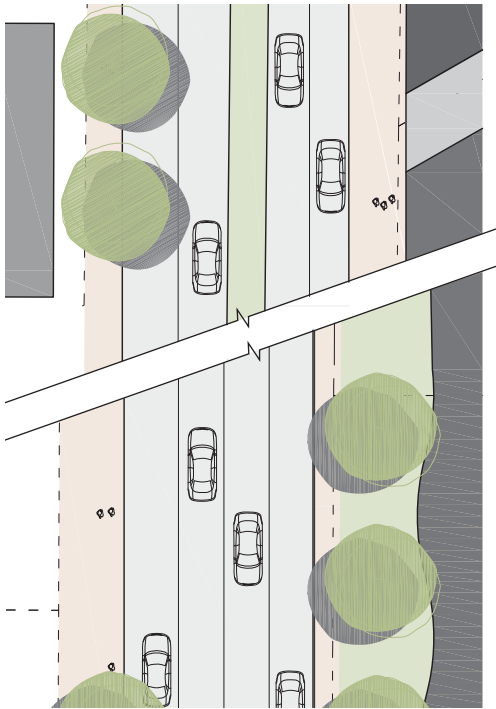
Public Art in Laneway: Sydney



Flamingo Cafe, Brisbane: Activating frontages in limited laneway space



Typical Main Street Cross Section



MAIN ROAD

Key Data:

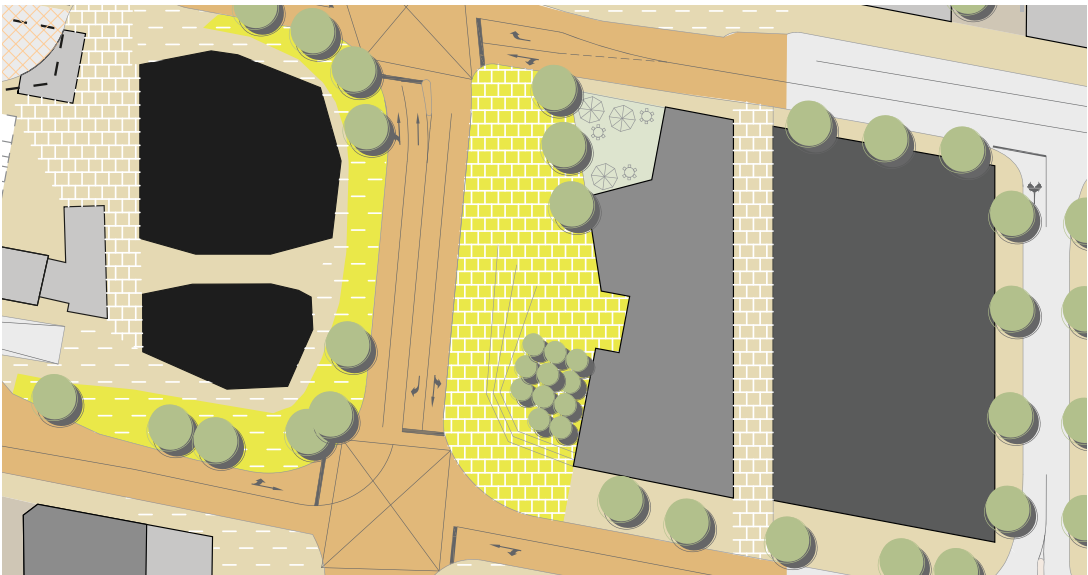
FOOTPATH WIDTH (min)	VEHICLE LANES	LANE WIDTH	PARKING	TOTAL STREET WIDTH (min)
2.8 - 3.5m	4 lanes (at least 1 lane each way)	3.5m approx.	Parallel parking where safe and needed by surrounding uses	20m approx.

- > The main roads predominately perform a vehicular bypass role around the Centre. They distribute vehicles around the core allowing access to the Centre at multiple points.
- > Though the main roads have a major vehicular role, these roads also provide access for bicycles to the core of the Activity Centre. Continuous cycle lanes should be provided where these are needed to provide links to Council’s designated priority municipal bicycle network.
- > The street interfaces to the main roads should include limited setbacks to allow for a front yard landscaped area, to help provide a semi-private transition between the street and any adjoining private development.
- > The street landscape already contains established large canopy street trees which should be retained and enhanced through additional planting over time. The main roads should respond to the leafy character of the surrounding residential streets and help bring the garden character of Glen Waverley into the Activity Centre.
- > In places it may be possible to include a median divider between carriageways. These might provide additional opportunities for large canopy street trees.
- > Gateway locations and transition zones into the Activity Centre could be marked by design features including urban artworks to help distinguish the Centre boundaries.

Design Concepts for Key Open Spaces

CENTRAL PLAZA

- > The main civic and community open space should be designed to potentially accommodate large crowds during major events but also feel welcoming during everyday use.
- > The square will be an open foreground setting to a community building with amphitheatre style steps to accommodate public events. The majority of the square should be hard paved with smaller areas of soft landscaping.
- > Trees will provide the main shading opportunities for the square, with the additional possibility of shade structures if required. The character of the square should provide a sense of openness and vertical space as a counterpoint to the more intensively developed parts of the Centre.



Central plaza Masterplan



Integration of water sensitive urban design into plaza spaces: Lorenskog Central Square by Ostengen & Bergo



Step designs for seating & access: Limoner Square in Spain by EMF

RESIDENTIAL PARK

- > The open space in the Euneva Precinct provides a play and recreation area with good passive surveillance from the adjacent residential development.
- > The emphasis on this space should be for spaces relevant to the everyday needs of local residents. These will include play equipment, good quality seating and an opportunity for community gardens in location with exposure to northern sun.
- > Where possible, the existing major established trees should be retained and incorporated into the design of the public space.
- > There should be a large proportion of soft landscaping including accessible green areas for passive recreation.



Euneva Precinct Residential Park



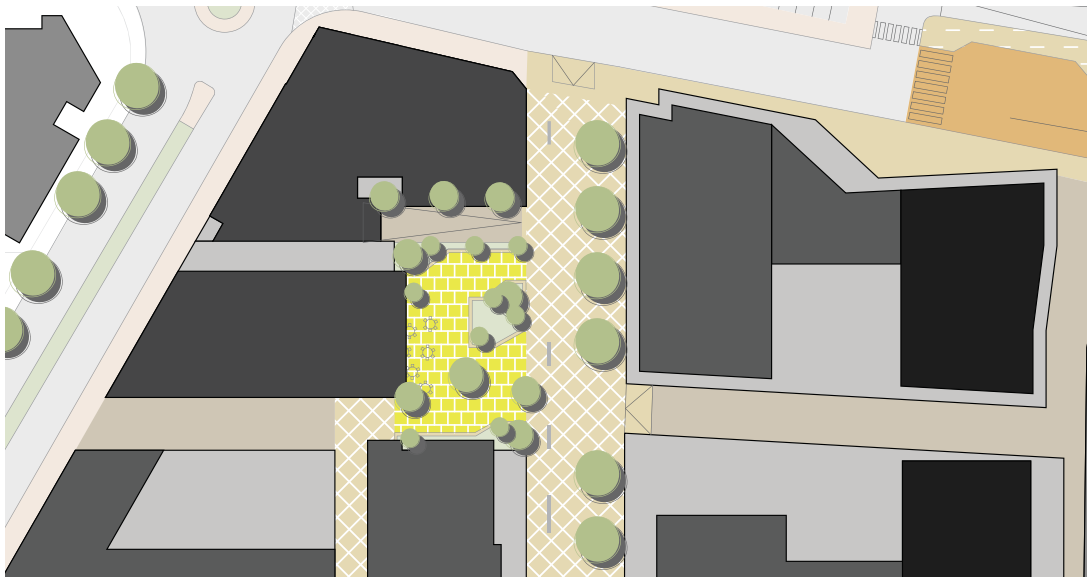
Atalaya Park by G&C Arquitectos



Charlotte Garden by SLA, Copenhagen

SMALL URBAN PLAZAS

- > The design of the smaller urban plazas should provide a quiet urban space nestled amongst the more intensive surrounding commercial and mixed use development. The role of these spaces is primarily for passive recreation, for the use of local residents, workers and visitors to the area.
- > The square provides a forecourt setting for new building, acting as outdoor meeting spaces for local residents and employees.
- > The design of the squares will need to balance hard paving and soft landscape, with large amounts of seating and opportunities for weather protection.
- > The interfaces from adjoining properties should be active and engaging, and provide opportunities for passive surveillance from upper levels.



Montclair Precinct Urban Plaza



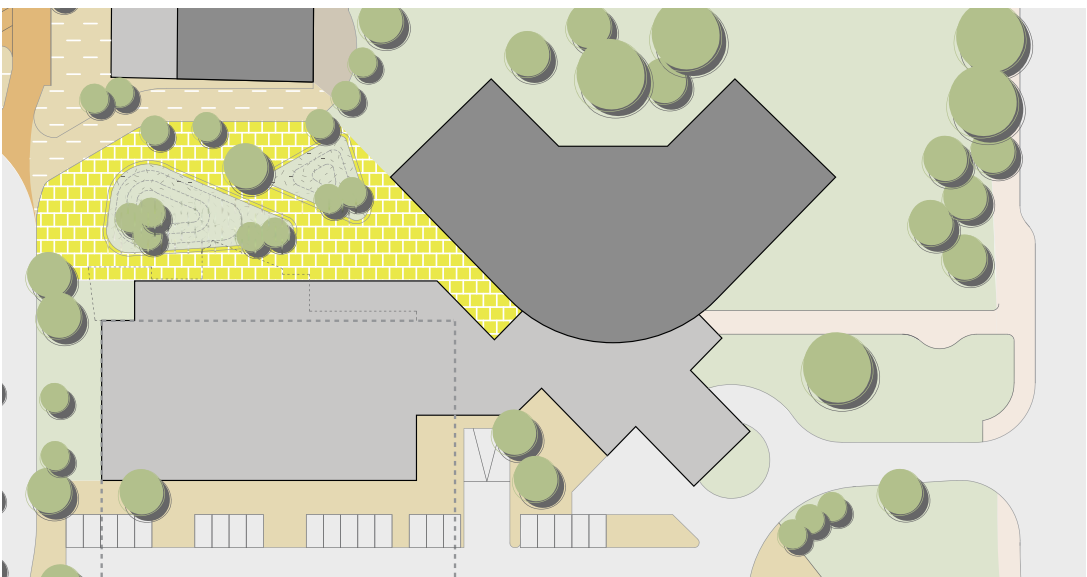
Raised lawn at RMIT University, Peter Elliot Architects



Sunken courtyard to provide a quiet, more intimate urban space

CAMPUS PLAZA

- > The landscape setting of the civic precinct is distinctively different to the rest of the Activity Centre. Its campus character of large lawns and sparse trees is strongly influenced by the design of the Civic Centre.
- > The campus plaza on the north side of the library building provides a green setting for the existing council building and a public space which acts as a transition from the Kingsway precinct.
- > The plaza should have both hard and soft landscape elements suited for informal use. For example, grass mounds could provide a feature element that allows for passive recreation.
- > The movement patterns should respond to the 45° axial arrangements of the heritage significant existing design.



The distinctive landscape setting of the Civic Precinct.



Manchester, Media City by Gillespies Landscape Architects



Water sensitive urban design in the forecourt of Victorian College of the Arts by Spiire

2.7 masterplan summary

Glen Waverley is the centre of a vibrant community and is a great place to be, but it is changing very rapidly.

With the right planning, high quality development and a strong commitment to meeting the community’s needs the centre has great potential to further grow into a diverse, inviting and distinctive place.

Issues and opportunities

The Glen Waverley Activity Centre is in the process of transitioning from a suburban centre to an urban one. This will mean Council and the community will face new challenges in managing the Centre to ensure it retains its existing distinctive strengths.

It will be necessary to carefully consider and manage issues such as car movements and car parking, pedestrians and cyclist priority, sustainable street landscapes and greater development intensity. In part the opportunities will come from building on the success of Kingsway and also come through identifying distinct precincts within the centre. It will be necessary to allow each to play a different role to fulfil the shared vision.

Masterplan vision and priorities

In responding to these challenges the masterplan has identified a vision and high priority initiatives for achieving the vision.

The vision calls for a “smart, prosperous, accessible and diverse city that provides a focus for the community” which in turn will require a focus on Kingsway as the heart of the Centre, with community facilities and pedestrian priority areas in the core supported by high quality, sustainable landscapes. It will be necessary to limit the impact of motor vehicles by consolidating parking at a limited number of accessible locations and redirecting traffic around the core rather than through it. Future development on both Council-owned and larger private sites will need to respond to the vision and priorities.

Next steps

This document is just the start of a larger process. It outlines a series of issues and strategies that are intended to inform the whole community of the Centre’s future potential. There is a need for future work that will provide greater detail and more definitive plans for the activity centre. This work will include:

- > Traffic studies and street redesign
- > Parking strategies
- > A review of planning controls applying to the area
- > Clearer urban design and built form controls
- > Future plans for community facilities

