

Tract

Mount Waverley Activity Centre

STRUCTURE PLAN

Summary of Building Heights Testing

February 2021



Quality Assurance

Mount Waverley Structure Plan
Building Heights Testing

Prepared for
City of Monash

Project Number
318-0577-06-U-00-RP01

Revisions

Issue	Date	Description	Prepared By	Reviewed By	Project Principal
00	29 October 2020	Summary Report	CW	MN	MN
01	10 November 2020	Summary Report	CW	MN	MN
02	20 January 2021	Summary Report	CW	MN	MN
03	4 February 2021	Summary Report	CW	MN	MN

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Building Height Modelling Scenarios

Development Scenario 1: Reduced Heights

The block modelling is showing the maximum allowable building envelope in accordance with the following heights;

- Investigation Area 1 - Service Station / Church Site shows a preferred maximum building height of 4 storeys
- Investigation Area 2 - Southern Car Park/Virginia Street shows a preferred maximum building of 5 storeys
- Investigation Area 3 - Car Park East of Woolworths shows a preferred maximum building height of 4 storeys



Figure 1. North west aerial view showing Scenario 1, reduced heights



Development Scenario 2: Structure Plan Recommendation

The Structure Plan recommends a targeted approach to all future development. Development will be focused within the Village Centre within the Development Intensification Area.

The Structure Plan proposes;

- Investigation Area 1 - Service Station / Church Site shows a preferred maximum building height of 5 storeys
- Investigation Area 2 - Southern Car Park/Virginia Street shows a preferred maximum building of 8 storeys
- Investigation Area 3 - Car Park East of Woolworths shows a preferred maximum building height of 5 storeys



Figure 2. North west aerial view showing Scenario 2, the Structure Plan recommended heights



Investigation Area 1 - Service Station / Church Site (view 1)



Figure 3. Location plan showing view line 1 from Amber Grove

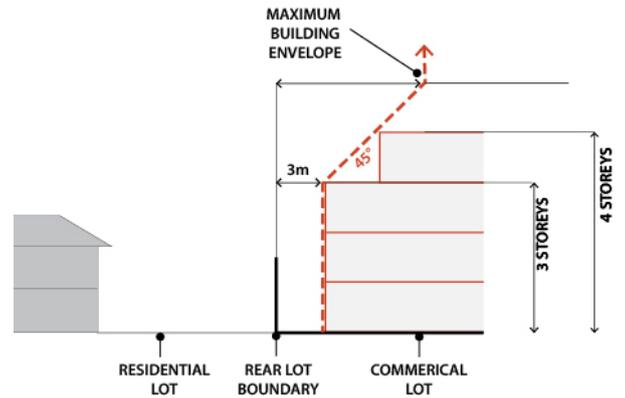


Figure 4. Interface Type 2- Commercial lot abutting a residential lot



Figure 5. Existing Conditions - View looking west towards Stephenson Road
*Note - the projected model view point height is approximately 1.8m high (lower than the above photograph indicates)

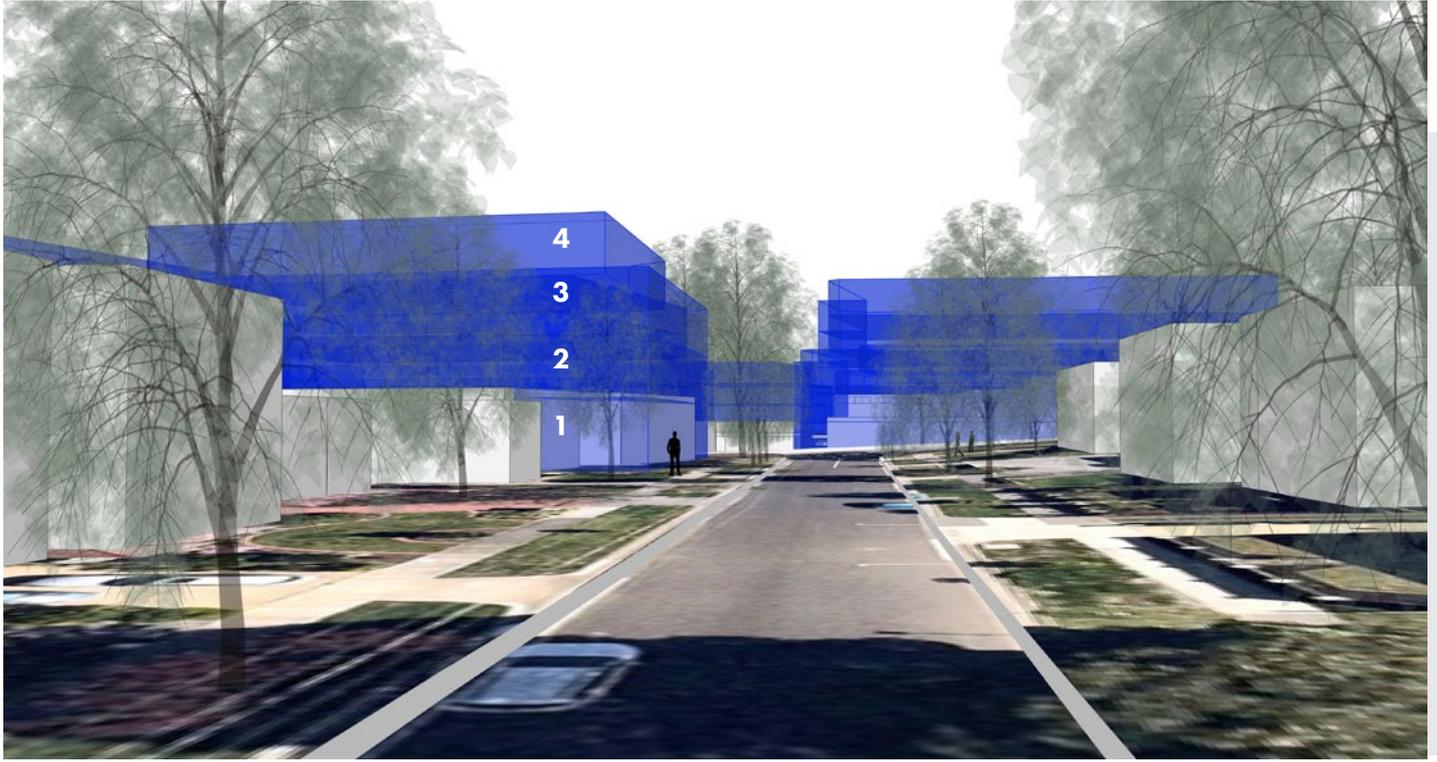


Figure 6. Scenario 1: 4 storeys (max 15m)

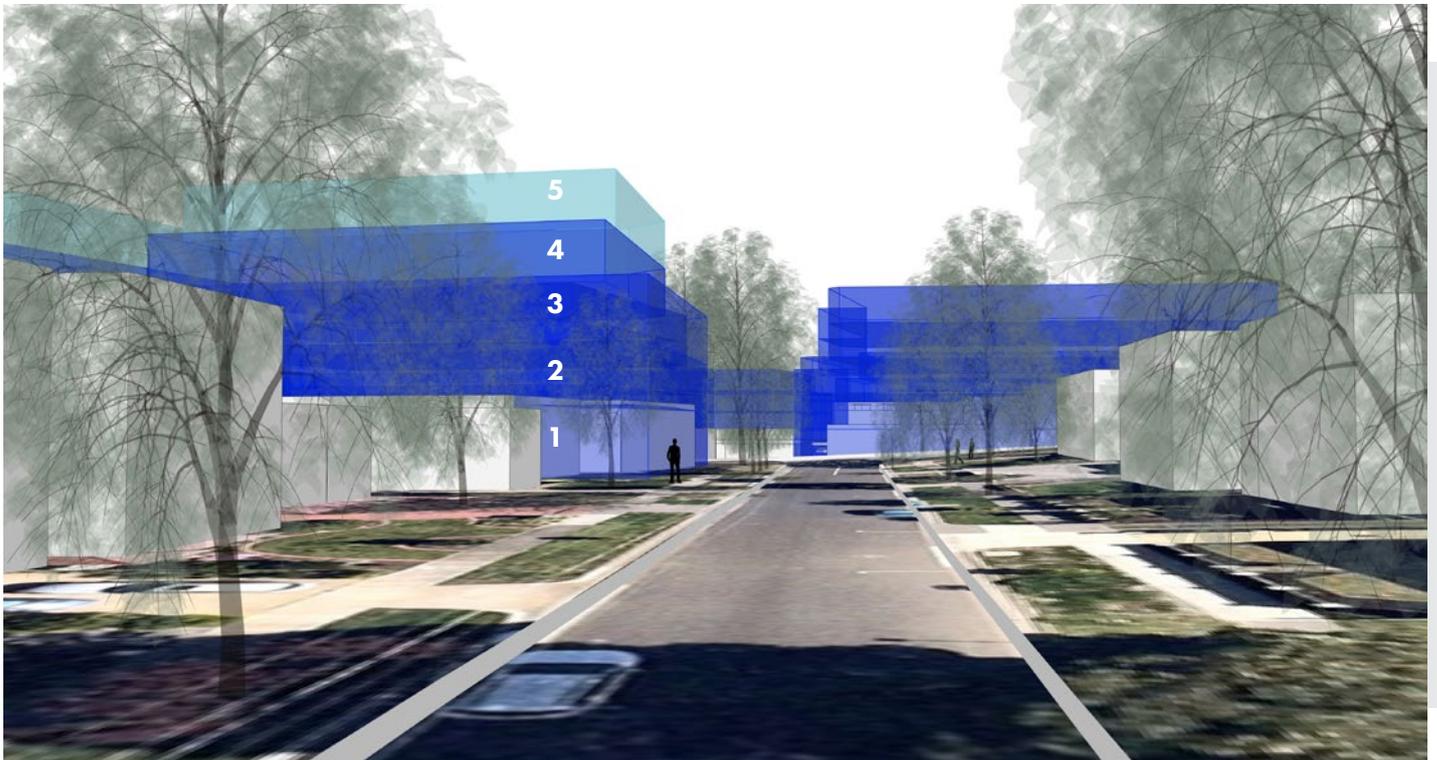


Figure 7. Scenario 2: 5 storeys (max 18.5m)

Investigation Area 1 - Service Station / Church Site (view 2)



Figure 8. Location plan showing view line 2

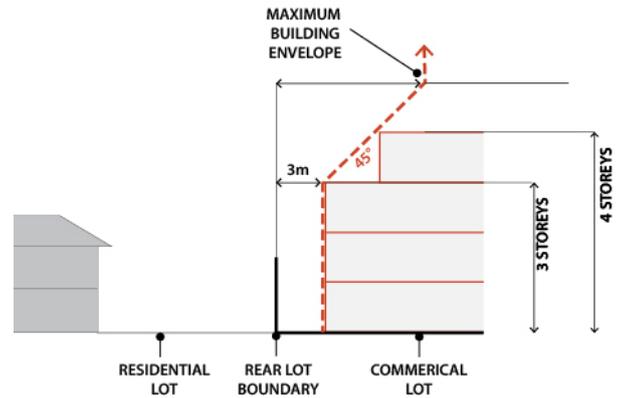


Figure 9. Interface Type 2- Commercial lot abutting a residential lot



Figure 10. Existing Conditions - View looking west along from Waimarie Drive towards Stephenson Road
*Note - the projected model view point height is approximately 1.8m high (lower than the above photograph indicates)



Figure 11. Scenario 1: 4 storeys (max 15m)

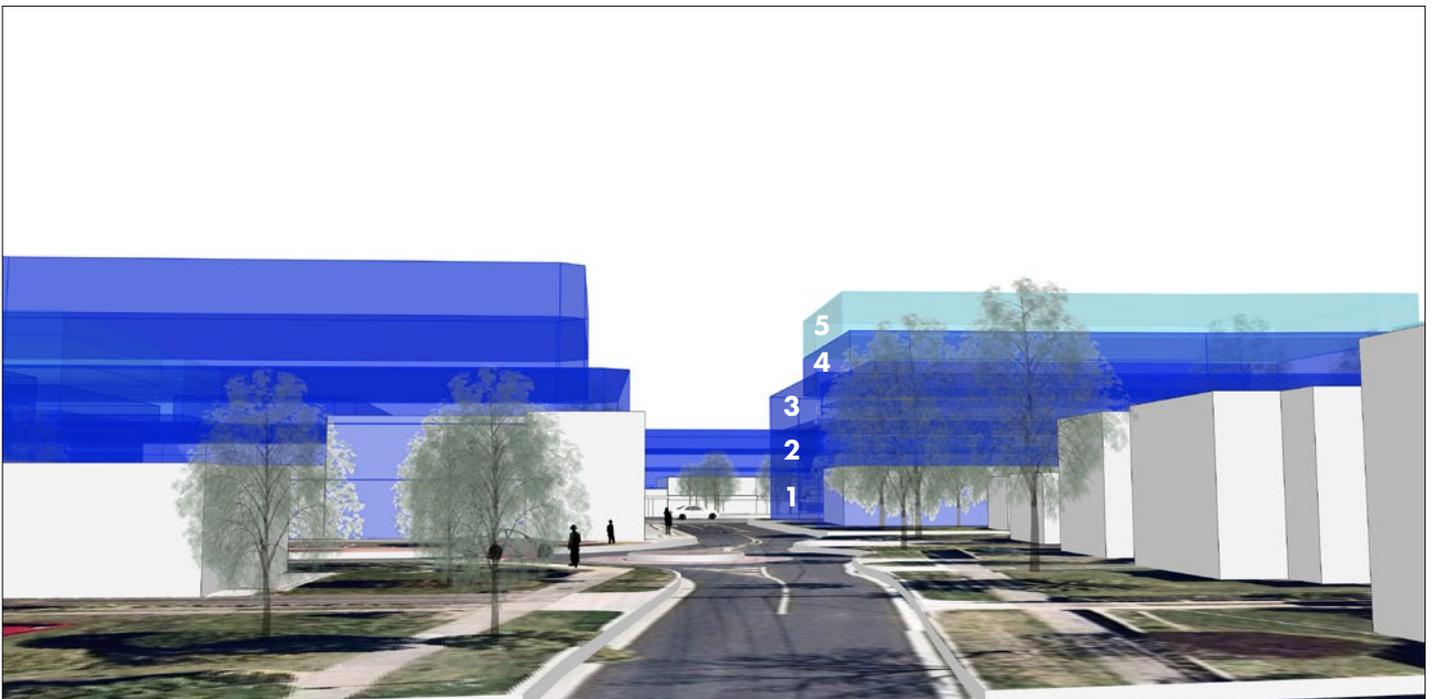


Figure 12. Scenario 2: 5 storeys (max 18.5m)

Investigation Area 2 - Southern Car Park/Virginia Street (view 1)

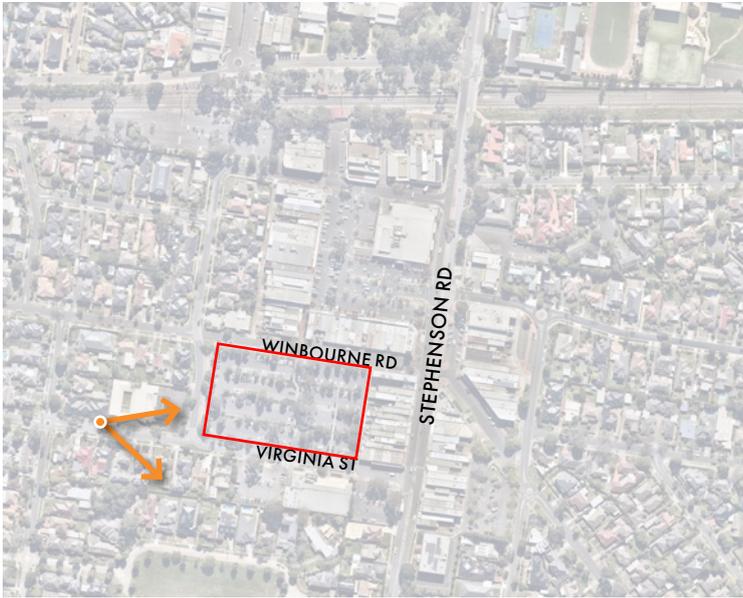


Figure 13. Location plan showing view line 1

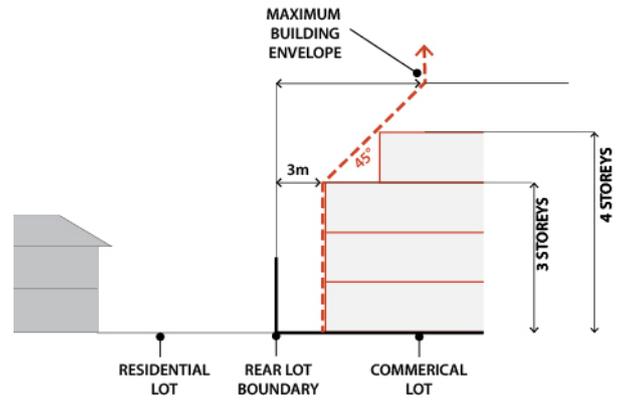


Figure 14. Interface Type 2- Commercial lot abutting a residential lot



Figure 15. Existing Conditions - View looking east along Virginia Street *Note - the projected model view point height is approximately 1.8m high (lower than the above photograph indicates)



Figure 16. Scenario 1: 5 storeys (max 18.5m)

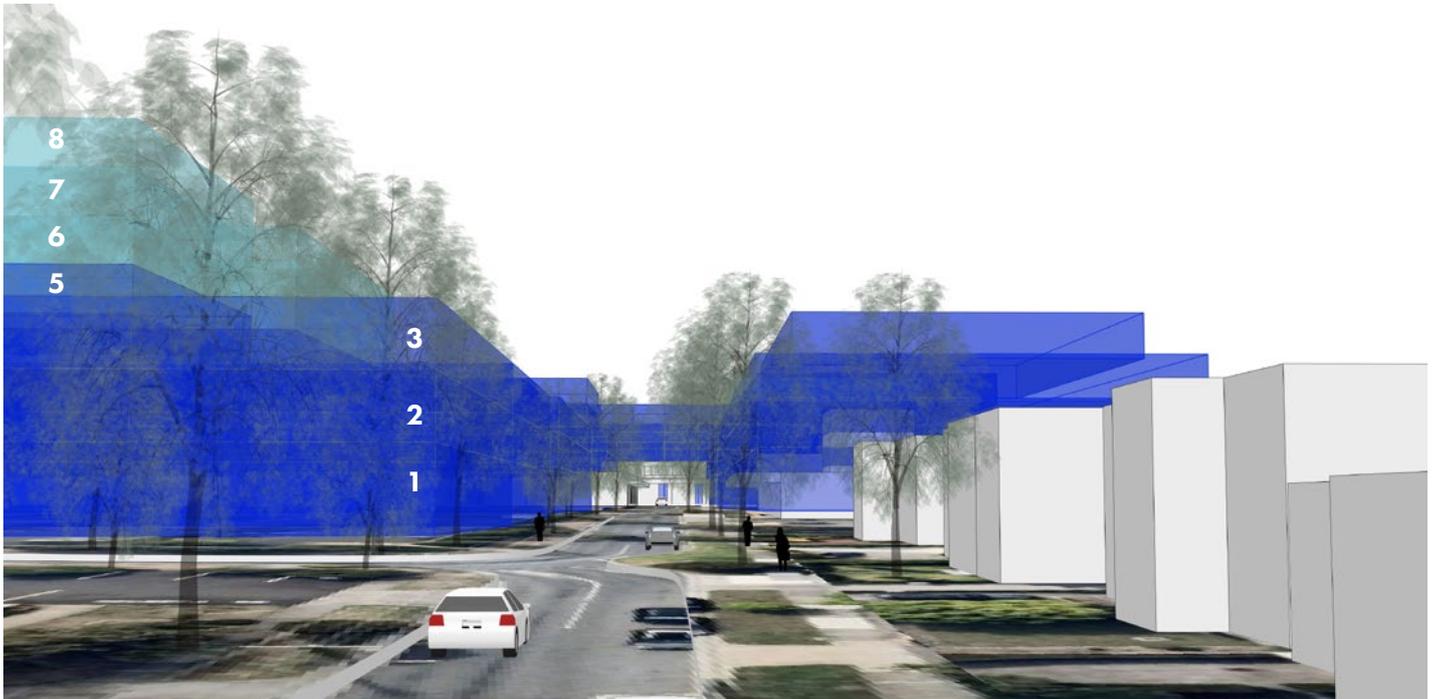


Figure 17. Scenario 1: 8 storeys (max 29m)

Investigation Area 2 - Southern Car Park/Virginia Street (view 2)

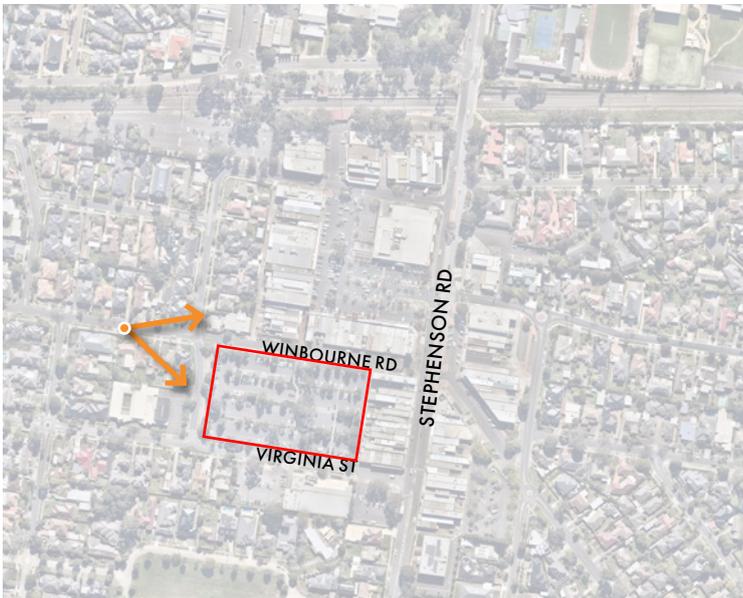


Figure 18. Location plan showing view line 2

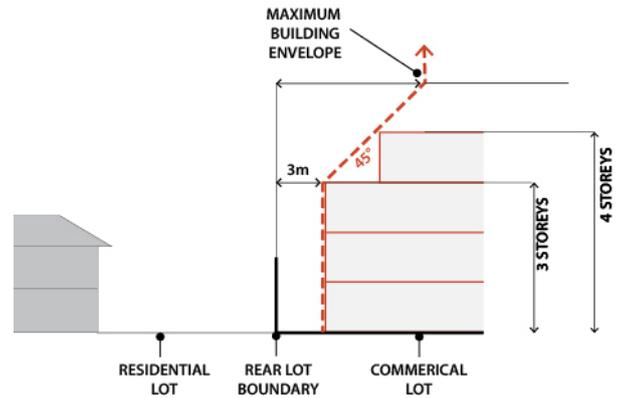


Figure 19. Interface Type 2- Commercial lot abutting a residential lot



Figure 20. Existing Conditions - View looking east along Winbourne Road
*Note - the projected model view point height is approximately 1.8m high (lower than the above photograph indicates)

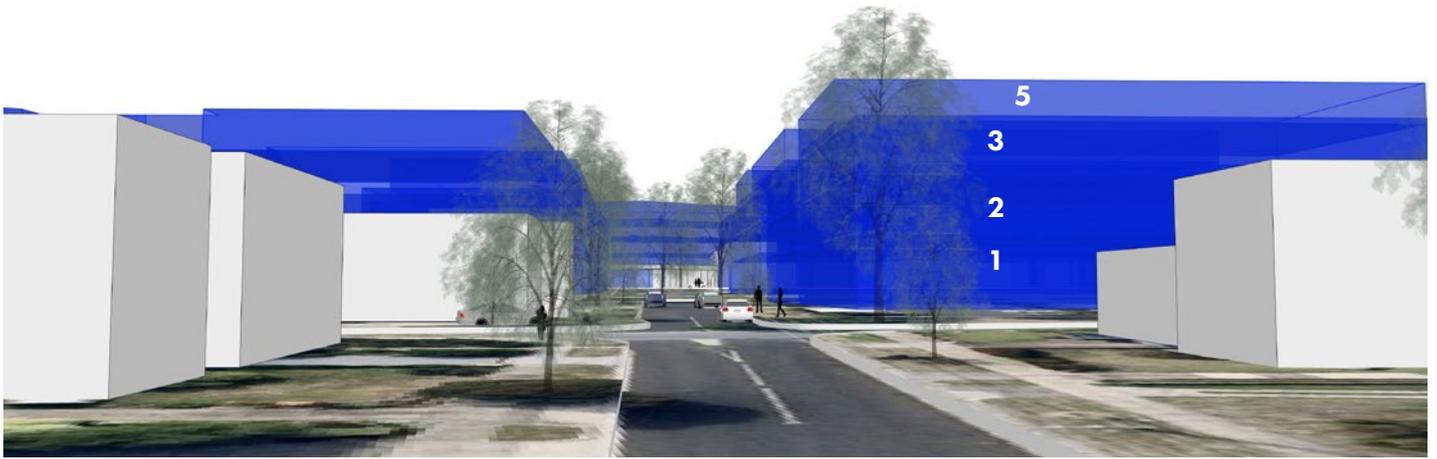


Figure 21. Scenario 1: 5 storeys (max 18.5m)

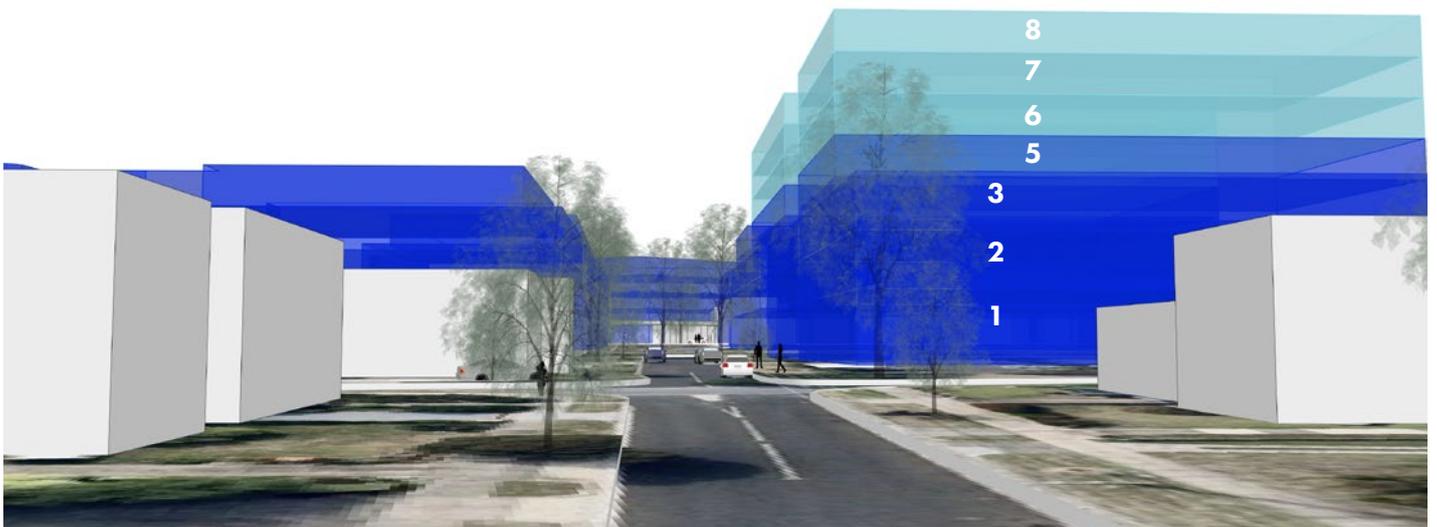


Figure 22. Scenario 1: 8 storeys (max 29m)

Investigation Area 3 - Car Park East of Woolworths



Figure 23. Location plan showing view line

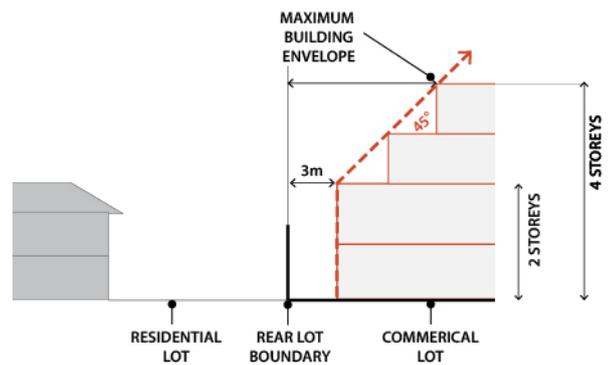


Figure 25. Interface Type 3 - Commercial lot abutting a residential lot



Figure 24. Existing Conditions - View looking north along Stephenson Road *Note - the projected model view point height is approximately 1.8m high (lower than the above photograph indicates)



Figure 26. Scenario 1: 4 storeys (max 15m)



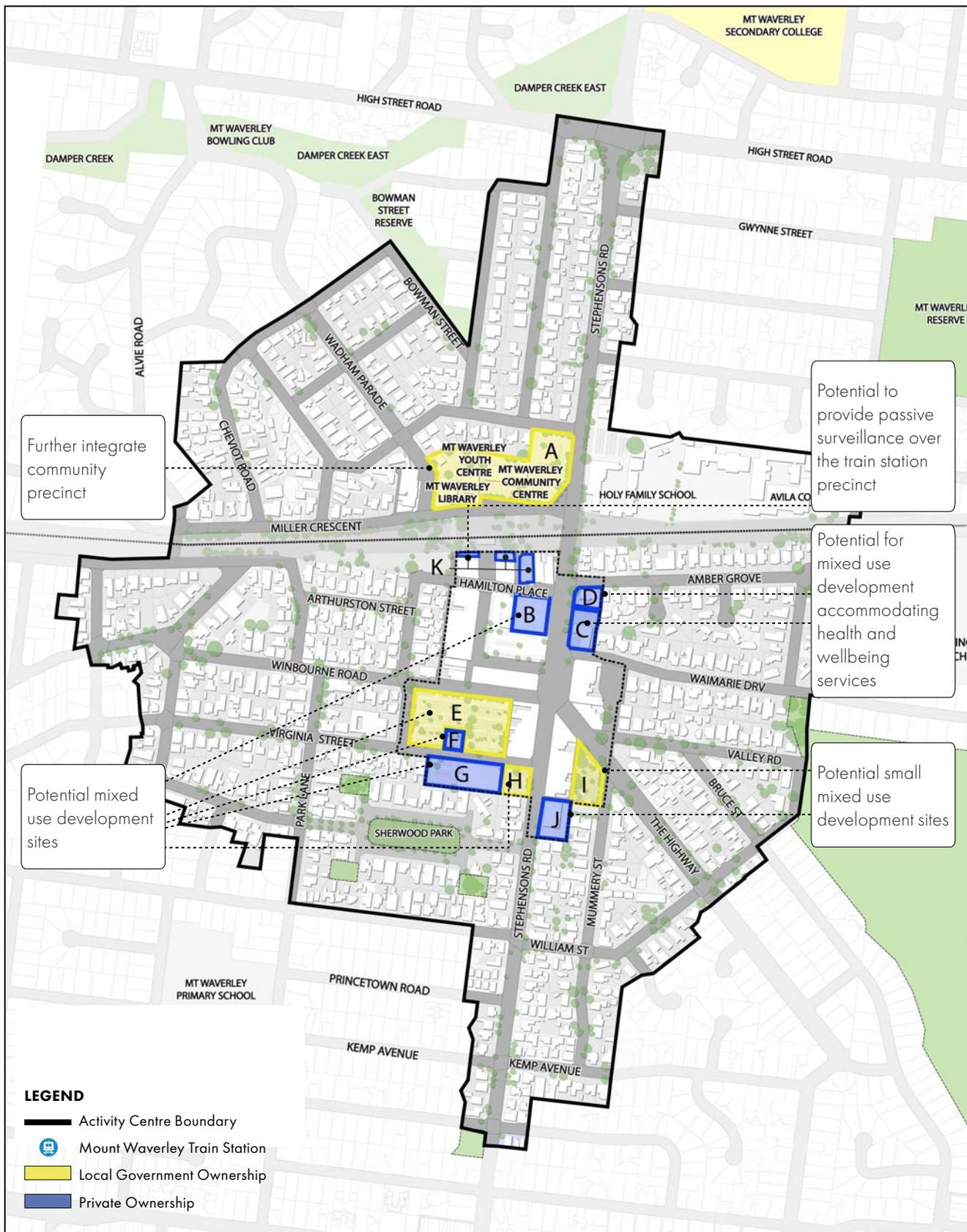
Figure 27. Scenario 2: 5 storeys (max 18.5m)

1 Appendix 1 - Strategic Sites Plan (extract from Structure Plan)

The table below and plan opposite identifies the key strategic sites located within the Development Intensification Area that have been identified in the Mount Waverley Structure Plan.

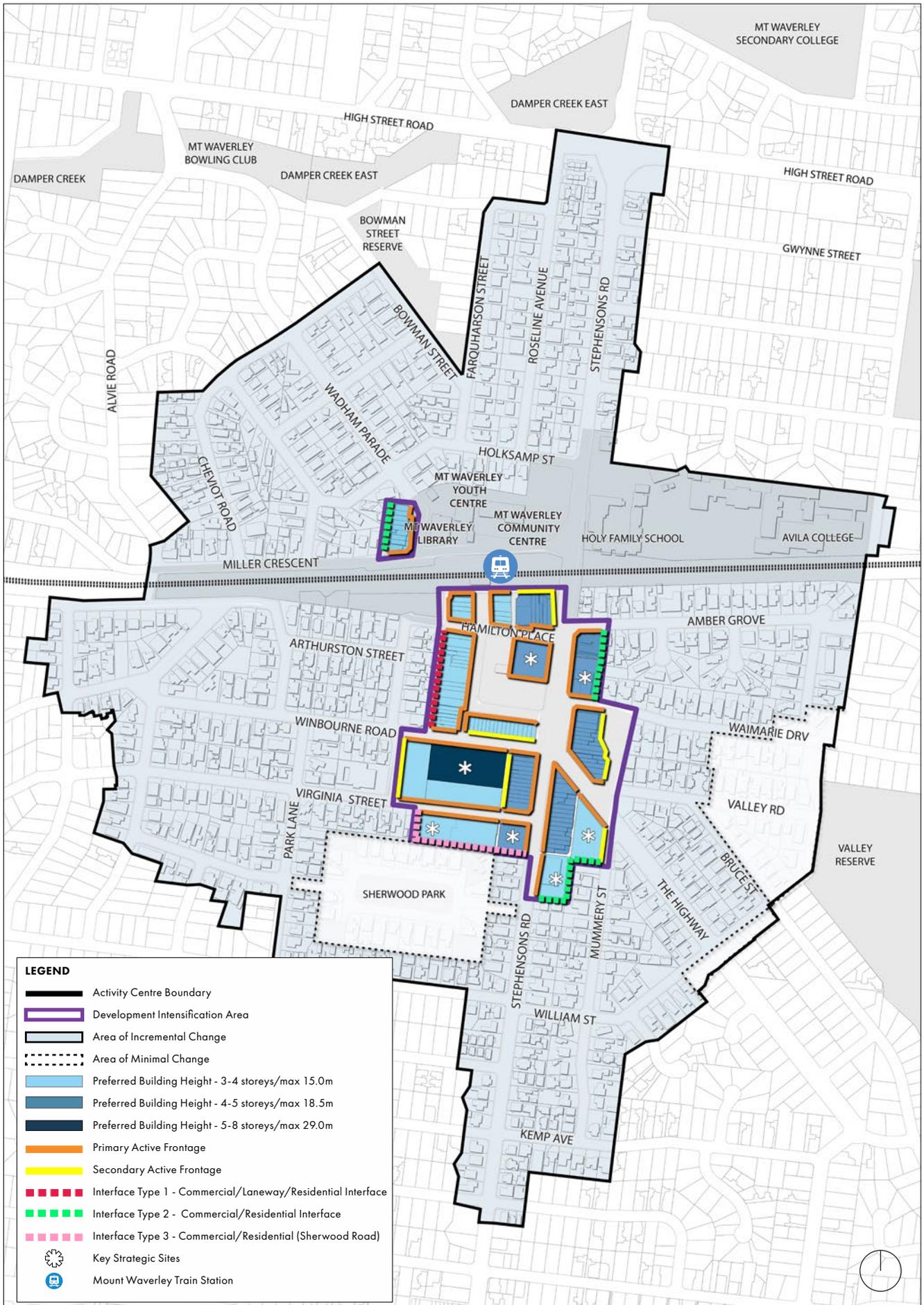
Site	Address	Current Use	Area (m ²)	Ownership
A	Miller Crescent	City of Monash Community facilities	15,600	City of Monash
B	Stephensons Road	IGA Ritchies Supermarket	2,642	Private
C	Stephensons Road	Petrol Station	1,946	Private
D	Stephensons Road	First Church of Christ Scientist	1,461	Private
E	Winbourne Road	Car park	9,186	City of Monash
F	Winbourne Road	Car park	2,114	Private
G	Virginia Street	Woolworths Supermarket	4,220	Private
H	Corner of Stephensons Road and Virginia Street	Car park	1,516	City of Monash
I	The Highway	Car park	2,892	City of Monash
J	Stephensons Road	Former Masonic Centre now health services	2,310	Private
K	Shops located at 1 & 2-4 Hamilton Place	Small business *		Private

Table 1. Summary of the Strategic Sites Identified in the Centre



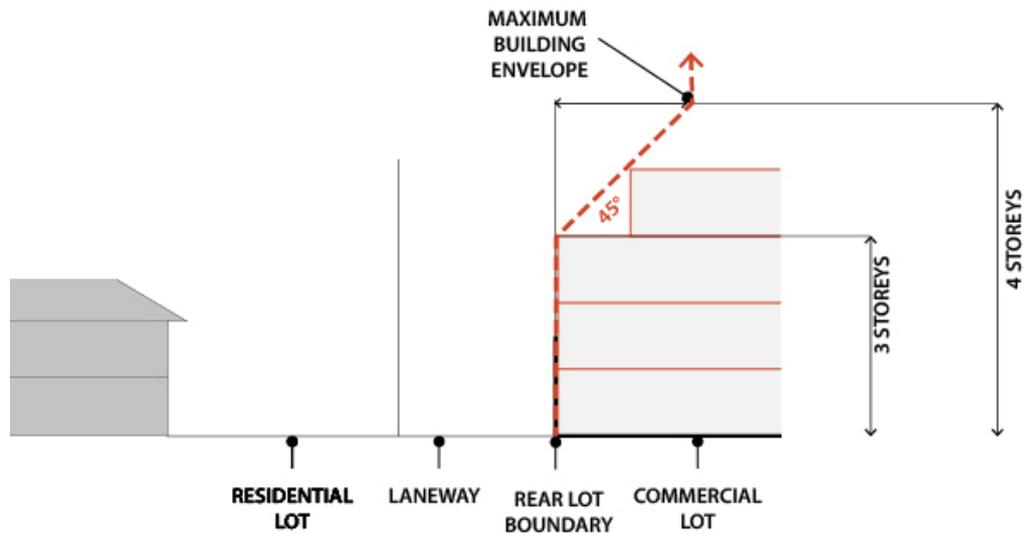
2 Appendix 2 - Built Form Plan (extract from Structure Plan)

The plan opposite and following section diagrams illustrate the proposed building heights and set backs that have been identified in the Mount Waverley Structure Plan.



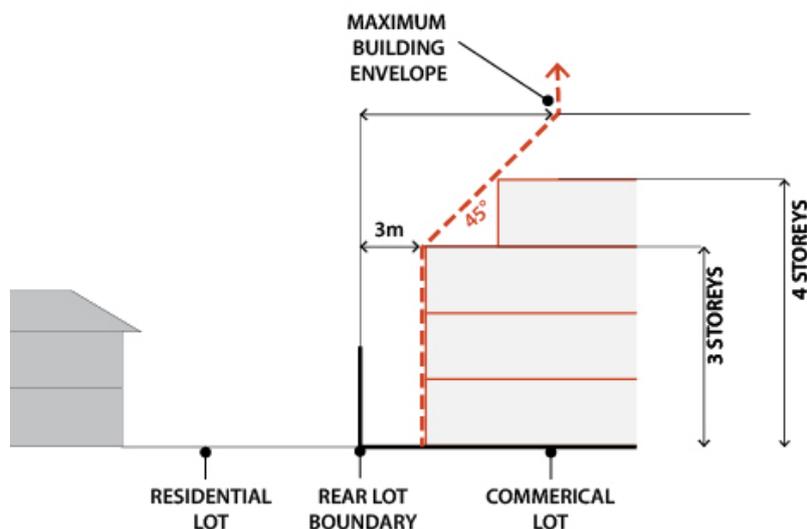
Interface Type 1: Laneway separation between existing residential and commercial lot

This interface condition is found in two locations in the Development Intensification Area; Wadham Parade and Alexander Street. In both of these locations future development on a commercial lots can be built to the site boundary because a laneway provides separation. (see red dashed lines in Figure 9).



Interface Type 2: Commercial lot abutting a residential lot

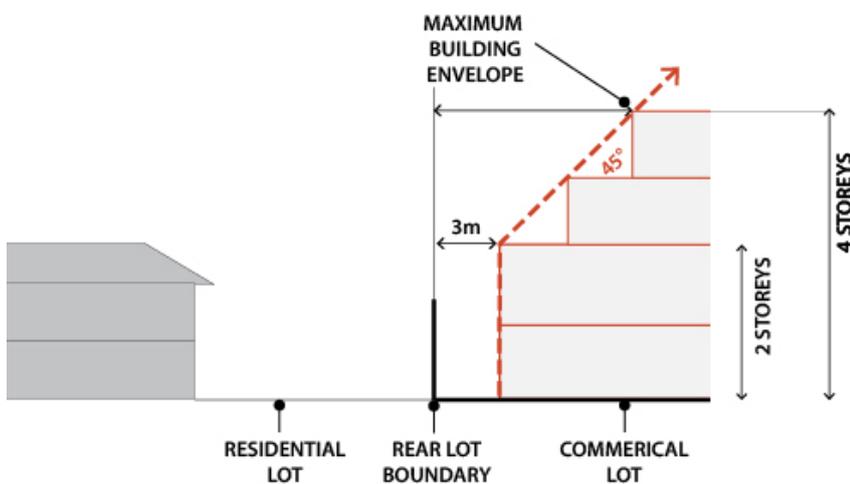
This interface condition is found in two locations in the Development Intensification Area. The first is where commercial lots interface with housing on Amber Grove and Waimarie Drive and, the second location is found where the houses on Mummy Street and Stephenson's Road abut commercial lots (see green dashed lines Figure 9). In these cases a 3m setback is required from the rear boundary of the commercial lot to minimise potential impact on the adjoining house.



Interface Type 3: Commercial Lot Abutting A Residential Lot - Sherwood Road

This interface condition is found on Sherwood Road where the houses back onto commercially zoned land. In this case potential future development on the commercial lot will require a set back of a minimum of 3m from the rear property boundary at ground level. Upper levels are recessed to reduce visual impact and overshadowing to existing residences to the south.

A key consideration is the view from Sherwood Park to future development. The overall proposed building heights and upper level setbacks will reduce the impact on views as demonstrated in the cross section below.



Viewline from Sherwood Road



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