Appendix A
Existing conditions analysis

AJM
Joint Venture

Key character attributes

Urban character areas refer to areas within the Structure Plan Area that possess distinct physical, architectural, cultural and functional characteristics. These areas are typically defined by their physical and land use attributes, which may include natural and man-made features.

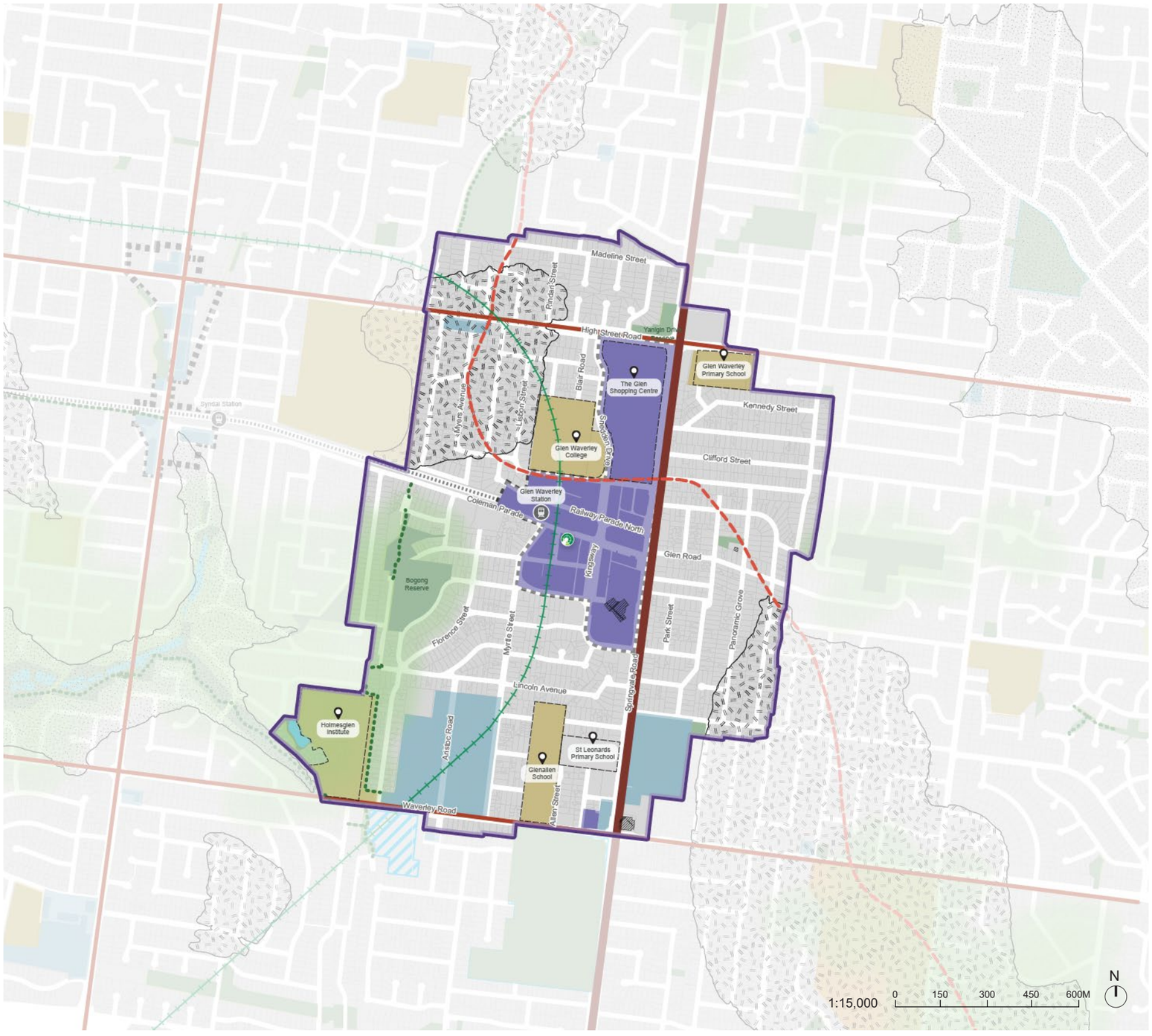


Figure A1.1: Existing character analysis – key character attributes

Legend

- SRL station
- Existing Glen Waverley Station
- Structure Plan Area
- SRL East alignment
- Heritage overlay

Land use

- Education
- Mixed-use / core activity centre
- Sports and recreation
- Glen Waverley Activity Centre

Landscape features

- Water
- Public open space
- Canopy - significant

Movement

- Highway
- Arterial roads
- Ridge line

Summary

Following a review of the background documents and local policy, desktop and site analysis was undertaken to understand the character elements and features within the Glen Waverley Structure Plan Area.

A number of urban typologies and character study areas have been defined. The following is a description of the key character drivers for the Glen Waverley Structure Plan Area.

Land use and key destinations

The Glen Waverley Activity Centre holds multiple landmark destinations, including The Glen Shopping Centre, Monash Civic Centre, and Glen Waverley Library located along Kingsway. Kingsway is one of the main attractions in the area, with a diverse retail offering and hosting cultural events throughout the year, such as the Glen Waverley Chinese New Year Lantern Festival.

Multi-storey and at-grade parking dispersed throughout the Glen Waverley Activity Centre significantly impacts the experience of the public realm environment and the perception of a cohesive character, particularly along Kingsway. Large footprint office buildings and retail dominate the activity centre and fragment the area into pockets of activity that lack a cohesive character.

Outside of the Glen Waverley Activity Centre the Structure Plan Area includes multiple civic and educational anchors such as Glen Waverley Secondary College, the Victoria Police Academy and the Holmesglen TAFE campus. These are predominately surrounded by a low density, suburban residential character, with an even distribution of natural reserves and sports fields.

The industrial area around Aristoc Road has a fine-grain industrial character, including small enterprises, wholesale warehouses, and the growing presence of educational and personal services. The industrial area along Springvale Road has larger building footprints with highway retail activity and only one anchor industry (the Wilson Transformer Company).

Topography, natural features and landmarks

The Glen Waverley Activity Centre has a relatively flat topography, sitting along a ridge line that transverses the Structure Plan Area from north to the south-east; gradually sloping east to Dandenong Creek, and to the west undulating around Scotchmans Creek. Along the ridge line and facing east, there are significant views of the Dandenong Ranges, particularly around the high points near High Street, the North Reserve and the Victoria Police Academy.

Open space corridors surrounding Scotchmans Creek and around some reserves, for example, Bogong Reserve, feature naturalistic environments with a strong presence of native vegetation and landscaping. There are tall eucalyptus trees on the edge of most public facilities, including sports fields and schools. Most streets feature grassy nature strips with discontinuous but regularly planted street trees in mixed sizes and species.

Planting and vegetation across the Structure Plan Area is characterised by exotic species, with some native vegetation in the areas surrounding the creek. Most residential areas have landscaped lawns, tall front trees, garden beds and shrubs. Front fences are commonly low in height or often absent.

Recent residential development around the activity centre features reduced setbacks with limited vegetation with wide front driveways and short trees, if any, breaking the garden character elsewhere in the Structure Plan Area. Some residential areas around Scotchmans Creek extend its vegetation character, with dense native trees and planting, protected through the Vegetation Protection Overlay.

Urban structure

The Glen Waverley Railway Line and Springvale Road are primary organising elements and significant barriers dividing the Structure Plan Area between the north and south (rail corridor) and east and west (Springvale Road). The Structure Plan Area has a mix of regular streets and curvilinear residential streets (cul-de-sacs), which results in poor legibility, low connectivity, and permeability. However, the winding curvilinear streets connect with the topography in the areas further away for the primarily flat activity centre.

Built form

Residential detached dwellings 1 to 2-storeys in height dominate the character of the Structure Plan Area. Some multi-unit infill mid-rise buildings are found in areas closer to the train line and main roads. The Structure Plan Area has a legacy of architectural styles from the 1950s to 1960s with contemporary infill in the form of subdivision of sites, additional dwellings towards the rear of existing ones and replacement larger footprint houses following a French provincial pastiche style. Front and side setbacks are usually consistent, although new developments are often more prominent than older buildings, dominating the street with reduced setbacks with limited landscape character from larger driveways, low canopy and absence of native vegetation.

Elements contributing to character

The character analysis highlights the main drivers of character within the Glen Waverley Structure Plan Area. The analysis highlights the main contributors to character and their distinguishing characteristics across the Structure Plan Area.

The main character drivers identified are:

- Sloping topography towards Dandenong Creek and Scotchmans Creek
- Scotchmans Creek offers a cycling and walking trail along a highly vegetated corridor
- Views to the Dandenong Ranges and top areas in Mount View and North Reserve
- Sparse distribution of primary and secondary schools across the Structure Plan Area
- Prominent institutional buildings, including Glen Waverley Library and Monash Civic Centre
- Large residential lot size that permits central landscape planting or recent pattern of infill development subdivision
- Residential areas with large street setbacks featuring native creek vegetation.

Land use

The Glen Waverley Structure Plan Area is predominately residential use, characterised by low density detached housing. There are a few pockets of commercial and employment activity concentrated along main corridors in the Structure Plan Area and within the mixed-use Glen Waverley Activity Centre.

- The Glen Waverley Activity Centre, anchored around the existing Glen Waverley Station, spreads along Kingsway and Springvale Road. This area holds mostly built landmark destinations including The Glen Shopping Centre, Monash Civic Centre, Glen Waverley Library, and the fine-grain retail and hospitality strip along Kingsway and Montclair Avenue
- Significant open-air car parking areas separate the activity centre from the surrounding urban fabric, impacting the sense of arrival, activation and walking experience to the activity centre
- There are two industrial areas in the Structure Plan Area:
  - The area off Waverley Road has a fine-grain industrial character, with a cluster of auto-repair shops and wholesale warehouses along Aristoc Road and Myrtle Street but with some areas transitioning to educational and personal services, including gyms, art schools, dance academies, badminton courts and martial arts centres, among others
  - To the east of Springvale Road, a more dispersed industrial area has larger building footprints with car parking within the front setback. The only remaining industrial anchor is the Wilson Transformer Company; other lots have transitioned into big-box retail.

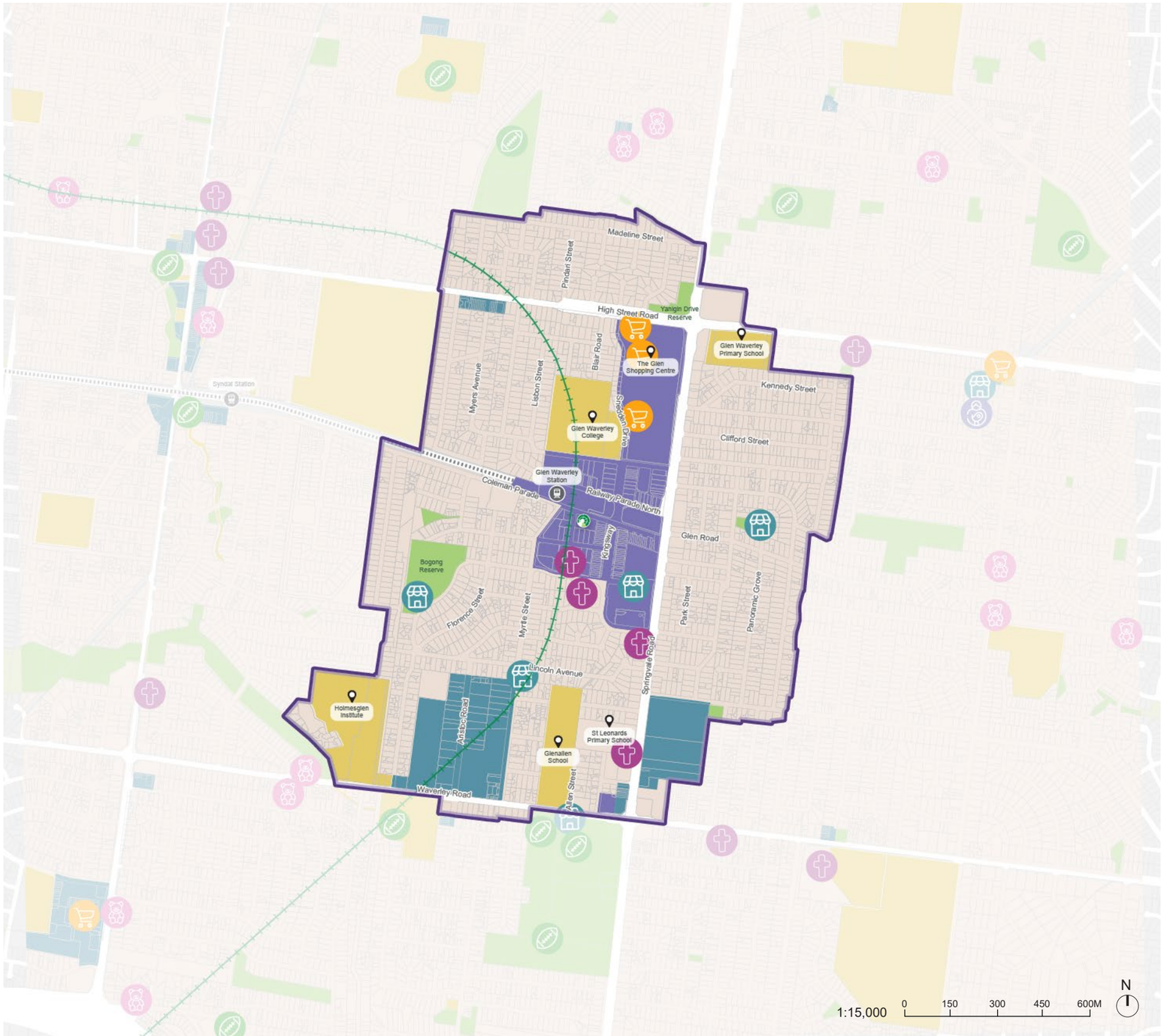


Figure A1.2: Existing conditions analysis – land use

Legend

- SRL station
- Existing Glen Waverley Station
- Structure Plan Area
- SRL East alignment
- Parcel boundary

Community facilities

- Supermarket
- Maternal and child Health
- Child care
- Community centre
- Place of worship
- Sports and recreation facility

Existing land use

- Residential
- Employment
- Educational
- Mixed use
- Open space

Community facilities

The Structure Plan Area is well serviced by numerous community facilities including education uses, childcare, local council, sport and recreation facilities. Community facilities include the following uses:

- There is an even distribution of primary and secondary education facilities across residential areas and activity centres. One of Victoria's top-ranked schools (Wesley College) has a campus in Glen Waverley, which has impacted residential property prices in the catchment. Other schools include:
  - Primary schools - Glen Waverley Primary School
  - High schools - Glen Waverley Secondary College, Palsy Education Centre and Wesley College (Glen Waverley Campus)
- The southern-most part of the Glen Waverley Activity Centre has a distinctive civic character with a tree-lined Boulevard between important civic spaces: the Glen Waverley Library, Monash Civic Centre and Glen Waverley Uniting Church
- Along Waverley Road, large civic spaces include the Monash Aquatic and Recreation Centre with a prominent large glass facade behind large canopy native trees. At the intersection of Waverley Road and Springvale Road, Central Reserve is the largest open space in the Structure Plan Area encompassing several sports facilities, including a skate park, playground and two sporting ovals
- Tertiary education in the Structure Plan Area includes the Holmesglen Institute of TAFE (Glen Waverley Campus) which connects with the character of Scotchmans Creek to the west. The TAFE maintains little to no integration with the surrounding residential areas or the Glen Waverley Activity Centre to the north-east.

Pedestrian access to The Glen Shopping Centre from Kingsway

Monash Aquatic and Recreation Centre

Bogong Reserve

Monash Civic Centre

Aristoc Road - Industrial area with services

Movement and access

The Glen Waverley Structure Plan Area has movement networks for public transport, private transport and active travel, walking and cycling.

Key connectivity issues include:

- There are barriers to connectivity where highways, arterial roads and train corridors intersect with local streets and other transport routes
- The street network ranges from highest-order (primary) streets (including Springvale Road and High Street Road) to residential streets. Lower-order streets throughout the Structure Plan Area are present in gridded, curvilinear, and cul-de-sac network types. The ease of movement and legibility of the network thus varies throughout the Structure Plan Area
- While Springvale Road provides efficient movement for a large volume of vehicles through the Structure Plan Area, the scale of the highway (three lanes in each direction) poses a significant barrier to movement in an east-west direction, particularly for pedestrians and cyclists. Large block sizes, lack of street-front activity and street trees all contribute to an environment that is unappealing for pedestrians
- Pedestrian crossings are present at several intervals along Springvale Road. Interval crossings are concentrated around commercial and civic uses, while four-way crossings are present at major intersections with High Street Road and Waverley Road. The length of time to negotiate these crossings acts as a barrier and disincentive to pedestrian movement
- The existing train line poses a barrier to movement in a north-south direction, with only one pedestrian crossing between the existing Syndal Station and existing Glen Waverley Station
- Scotchmans Creek is a significant landscape structure element within the Structure Plan Area. The Scotchmans Creek Trail facilitates pedestrian and cyclist movement along the creek. A pedestrian overpass bridges the crossing over Blackburn Road
- Arterial streets, with two carriageway lanes in both directions, include High Street Road and Waverley Road. As with Springvale Road, the scale of carriageway and the frequency of pedestrian crossings creates an obstacle to pedestrian and cyclist movement. A variety of crossing types are located at significant destination points, yet are often distant from one another.

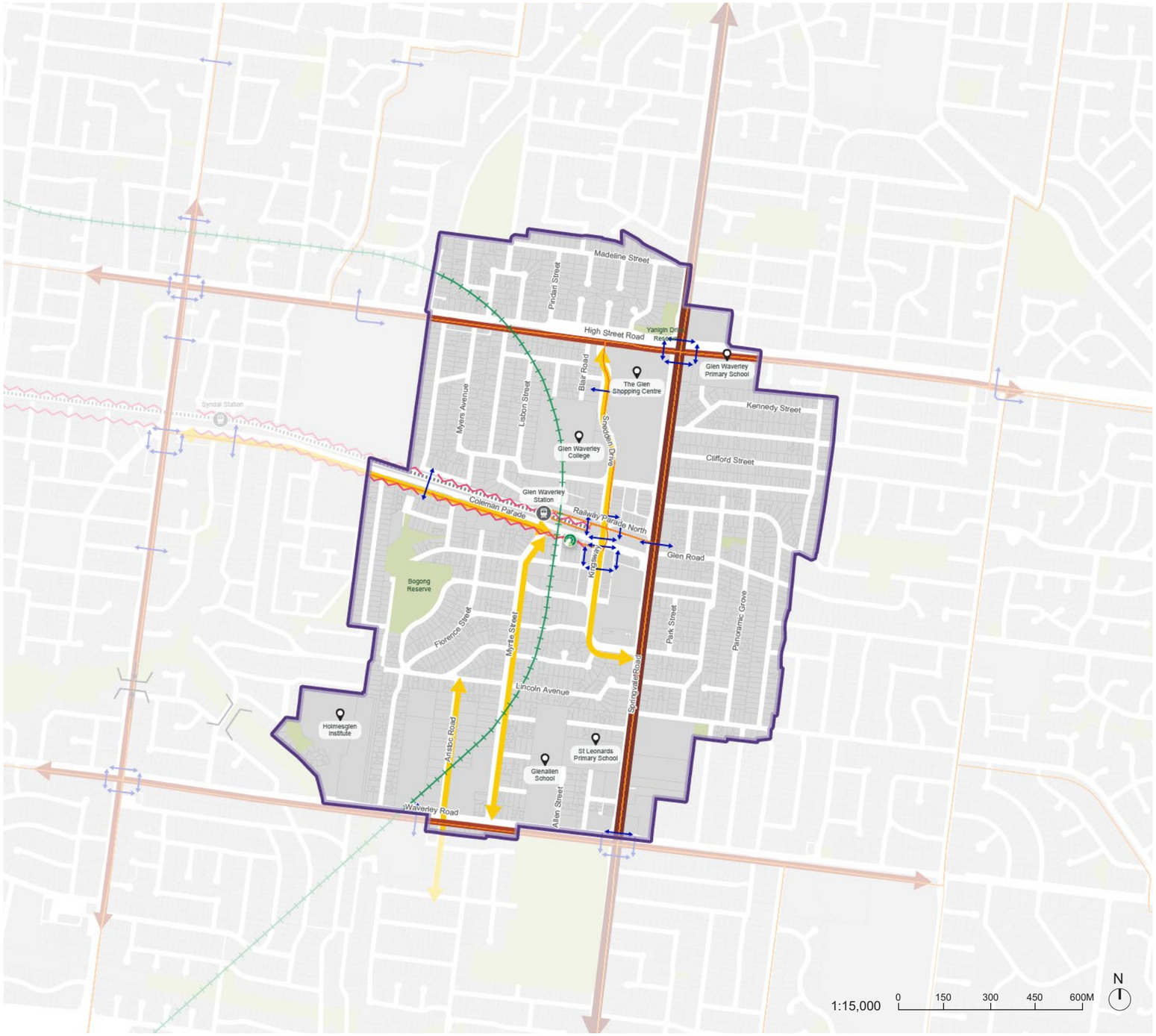


Figure A1.3: Existing conditions analysis – movement and access

Legend

- SRL station
- Existing Glen Waverley Station
- Structure Plan Area
- SRL East alignment

Street types

- Highway (primary)
- Arterial (secondary)
- Connector (secondary, lower)
- Local (tertiary)
- Barriers to crossing

Public transport

- Existing bus route

Crossing points

- Bridge
- Bridge and underpass
- Crossing at grade (cross road, 4-way)
- Crossing at grade (staggered)

Intersection of Springvale Road and High Street Road

Springvale Road from entry to Century City facing south

Scotchmans Creek Trail

Street width

The Glen Waverley Structure Plan Area has few regular streets that cross the Structure Plan Area, mixed with curvilinear residential streets, some as discontinuous cul-de-sacs; which in some areas results in poor legibility, low connectivity and permeability. The winding streets are at times informed by the topography, creating an amenable leafy character within the creek valley, away from the primarily flat Glen Waverley Major Activity Centre.

The street network consists of highways, arterials, main roads and local/connector roads. The street hierarchy and typical character are summarised below:

- Large roads (first in the street hierarchy), include Springvale Road, which is the only highway crossing the Structure Plan Area. It has a width ranging between 30 to 45 metres for most of its length in the Structure Plan Area. This width narrows down to less than 30 metres in a segment south of Monash Civic Centre toward south

  The section of Kingsway between Bogong Avenue and Coleman Parade is also more than 30 metres wide, although much of the width is consumed by angled car parking, and traffic volume and speed are much lower than some of the lower order roads, making for a pedestrian friendly environment

  Main roads (second in the street hierarchy) include arterial and connector routes ranging between 20 to 25 metres, with two lanes for vehicular traffic in both directions

  - The arterial roads in the Structure Plan Area are High Street Road and Waverley Road, which have a consistent 20 to 25 metres street width. These roads include narrow footpaths and landscape verges on both sides adjacent to the carriageway in the Structure Plan Area. The verges have short mown grass and some scattered tall trees, with other areas lacking canopy
  - Snedden Drive and the south segment of Kingsway are in the same street width range, although they are classified as connector roads. Coleman Parade is the only connector road in the area that has a 15 to 20 metres wide street reserve.

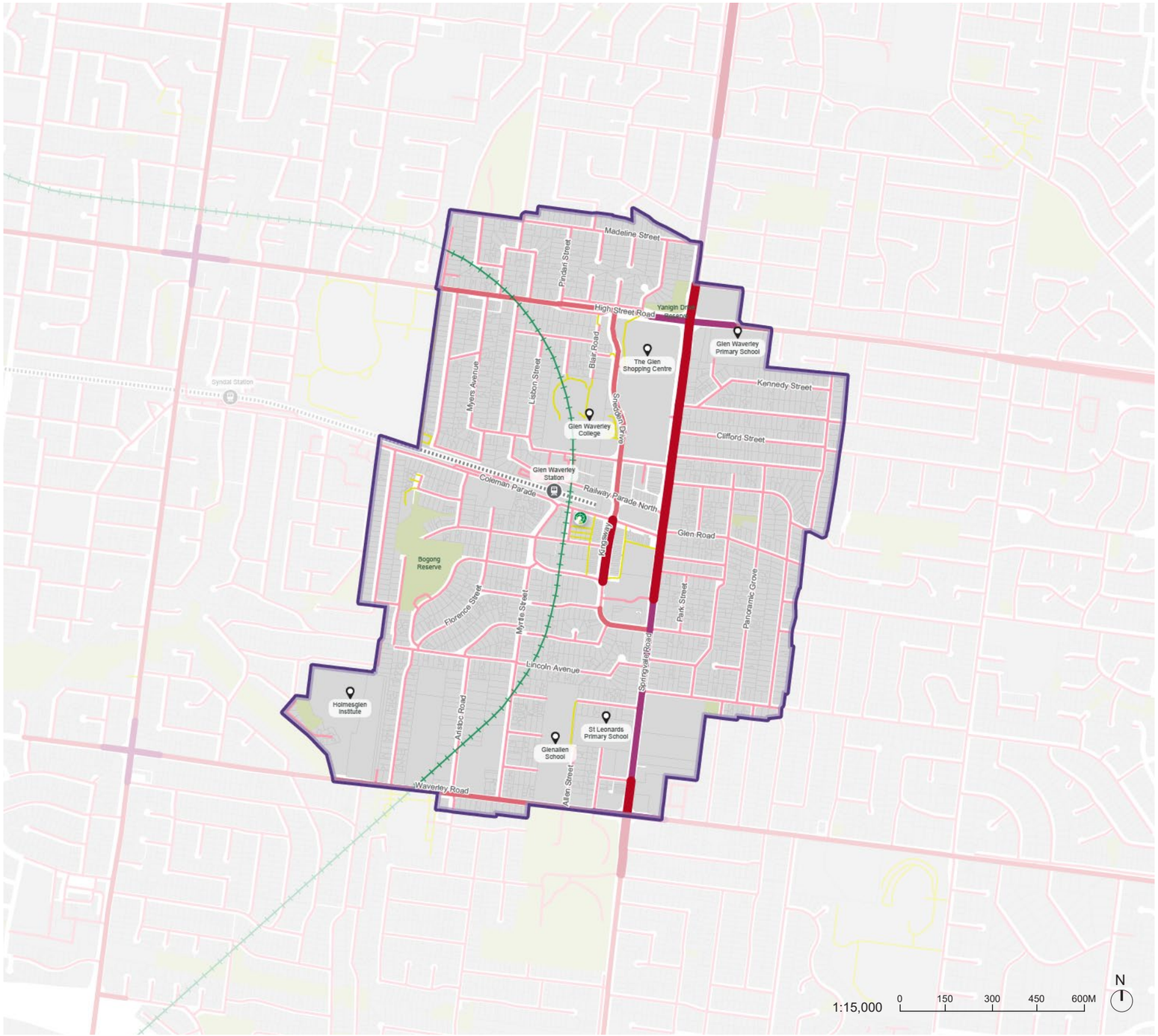


Figure A1.4: Existing conditions analysis – street width

- Local streets (tertiary in the street hierarchy) are lower-order streets for local traffic, approximately 15 metres wide. In the central area, these streets alternate between regular and winding roads, with discontinuous cul-de-sac types to the periphery of the Structure Plan Area. Local streets generally comprise a single lane vehicular carriageway in each direction, with footpaths and a landscape verge on both sides of the street
- Insular streets, under 15 metres in width, comprise narrow streets which are more common near schools, parks and reserves, carrying slow traffic. They tend to have a character influenced by landscape elements, with tall eucalyptus trees along wide verges.

Main road width - Springvale Road

Local road width

Insular road

Key streets

There are few corridors in the Structure Plan Area that contribute to the local character. Mostly, these carry fast traffic, and activity along the edge rarely integrates with the street and lacks uniformity.

Primary local connections in the Structure Plan Area are along Kingsway and from the Glen Waverley Activity Centre to Syndal Activity Centre along Coleman Parade.

- Kingsway is a local street and pedestrian connector that services the Glen Waverley retail core. It runs from north to south through the centre, connecting the various retail, educational and civic areas. The road is characterised by low rise buildings with active retail frontages, a single 10-storey mixed-use building that punctuates the station entry and two large at-grade car parks. The street generally has two traffic lanes, with right turn lanes provided at intersections

  Along the section of road between Coleman Parade and Bogong Avenue, the street widens to approximately 40 metres to accommodate rows of angled car parking along the footpath and the median to serve the fine-grain retail and dining activity along Kingsway. Traffic is reduced to a single lane in each direction and street trees are provided to the centre and both sides of the street. Despite being a wide section of road, a level of pedestrian amenity is maintained

  The roundabout at Bogong Avenue marks a transition into the civic precinct. This part of the street has additional street trees and under-storey planting within roundabouts, central medians and nature strips. A single lane of traffic in each direction merges into two as the road curves east back toward Springvale Road.

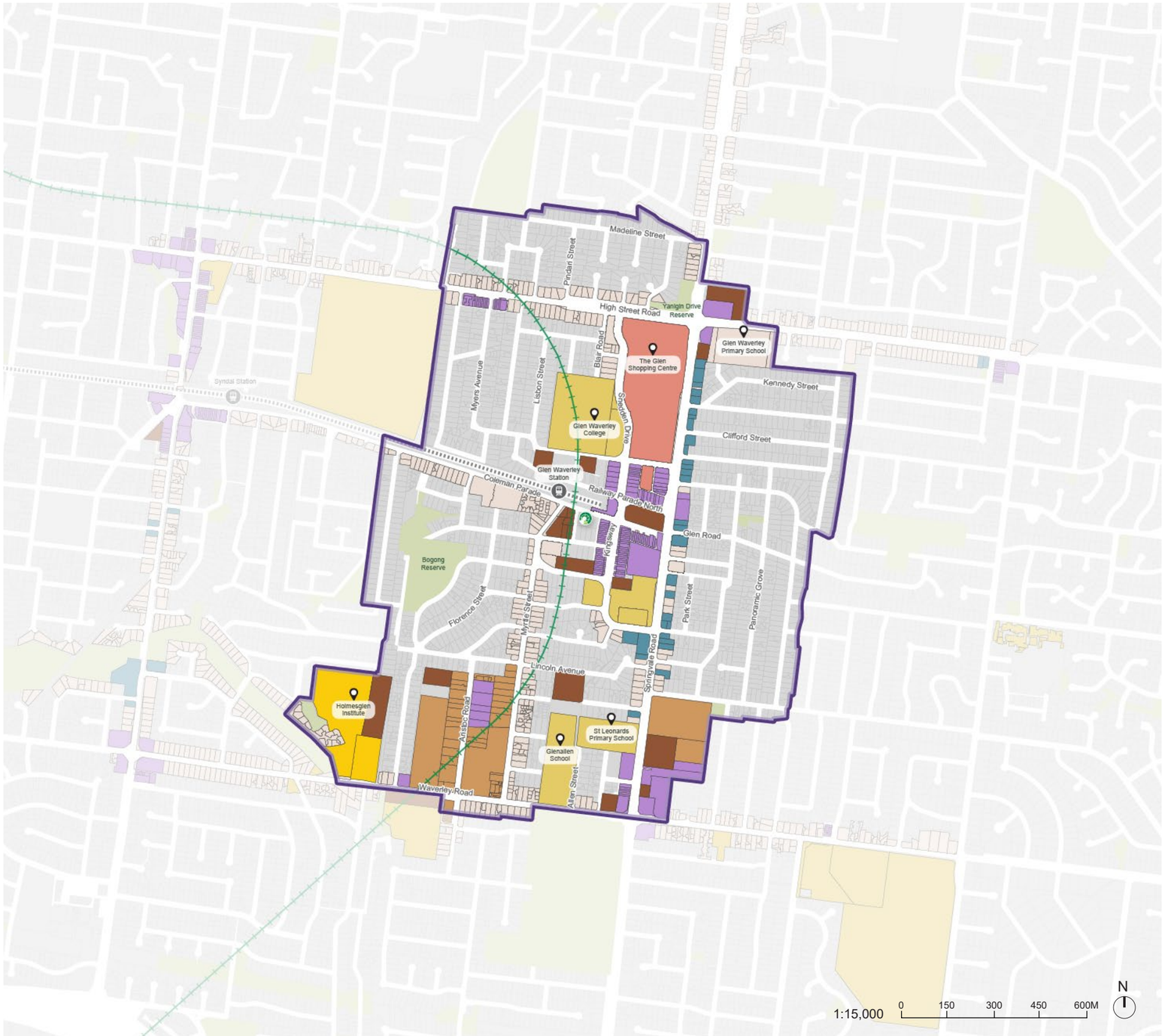


Figure A1.5: Existing conditions analysis – key streets

Legend

- SRL station
- Structure Plan Area
- SRL East alignment
- Property
- Open space

Key corridors

- Highway
- Arterial
- Connector
- Local
- Natural corridor

Land use

- Residential
- Commercial
- Industrial
- Mixed use
- Civic facility

Specific activity

- Higher education facility
- Health / medical service
- Parking
- Public - inaccessible

- Coleman Parade runs along the southern edge of the Glen Waverley rail corridor. It provides a local east-west connection between Springvale Road and Blackburn Road and provides a link between the existing Glen Waverley Station and Syndal Station. The rail reserve offers space for car parking around station precincts and greening in between the stations. Retail and commercial land uses are focused around the stations, and residential/aged care uses are most common in the area between the stations. A pedestrian crossing over the rail line is located about 500 metres east of the existing Glen Waverley Station, with a pedestrian path providing access back to the station on the northern side.

The Glen Waverley and Springvale Road are the primary organising elements and act as significant barriers dividing the Structure Plan Area between the north and south (rail corridor) and east and west (Springvale Road). Springvale and other arterial roads have some activity along the edge, better defined at their intersections. However, most activity along the border lacks continuity, and car parking and setbacks without landscaping dominate the street edge.

- Springvale Road is 32km long and forms part of the Bell Street/Springvale Road Highway (State Route 40), linking Tullamarine Freeway and Nepean Highway through Melbourne's north-eastern suburbs. Springvale Road is characterised by three northbound and three southbound traffic lanes (30 metres wide), central turning lanes and intermittent street trees. A mix of residential and retail land uses define the eastern road edge, while a range of health services and low rise residential characterise the western boundary. The retail centre sits at the highest point of the Structure Plan Area, with Springvale Road sloping away from the centre to the north and the south
- Waverley Road extends from East Malvern through to Jells Park in the east. The road is characterised by several significant civic and recreation facilities such as early learning facilities, the Scotchmans Creek recreation trail, Holmesglen TAFE, Monash Aquatic and Recreation Centre and Central Reserve, which includes football and cricket ovals as well as a playground, skate park and community centre
- High Street Road runs 24km from Prahran in the east to Wantirna South in the west. High Street Road typically provides two vehicle lanes in each direction (20 metres wide). The road corridor widens at Springvale Road intersection to accommodate three traffic lanes in each direction, turn lanes onto Springvale Road and vehicle access into The Glen Shopping Centre, McDonald's, Glen Waverley Primary School and the Mountain View Hotel. Beyond this main intersection, High Street Road is characterised by nature strips with large native trees, single-storey homes with extensive front gardens that provide additional greening to the street and some small retail clusters. The Wesley College school gates and sports fields are also a distinct feature of High Street Road.

Kingsway south of Coleman Parade

Springvale Road

Kingsway north of Coleman Parade

Waverley Road

Coleman Parade running adjacent to the existing rail corridor

High Street Road

Topography and natural features

The topography and natural features of the Glen Waverley Structure Plan Area strongly influence its character, creating winding leafy suburban streets with a landscape connection to the creek valley.

The Glen Waverley Activity Centre has an undulating topography, sitting along a ridge line that transverses the Structure Plan Area north to the south-east. The topography has a gradual slope down to Dandenong Creek in the east and Scotchmans Creek in the west.

A defining feature of the Structure Plan Area is the visual connection between high points along the ridge line, with significant views of the Dandenong Ranges, particularly around the highpoint near High Street.

Topography influences the experience in some of the low and high points of the Structure Plan Area, this includes:

- High point of Springvale Road - Passing through the Glen Waverley Structure Plan Area along a north-south axis, the road reaches a high point at the activity centre of the Structure Plan Area, with The Glen Shopping Centre, residential towers and other commercial functions taking advantage of the prominent topography. The significant grade means that The Glen reads as a single level at the pedestrian interface (O'Sullivan Road) and five stories at the northern boundary (intersection of Springvale Road and High Street Road.)

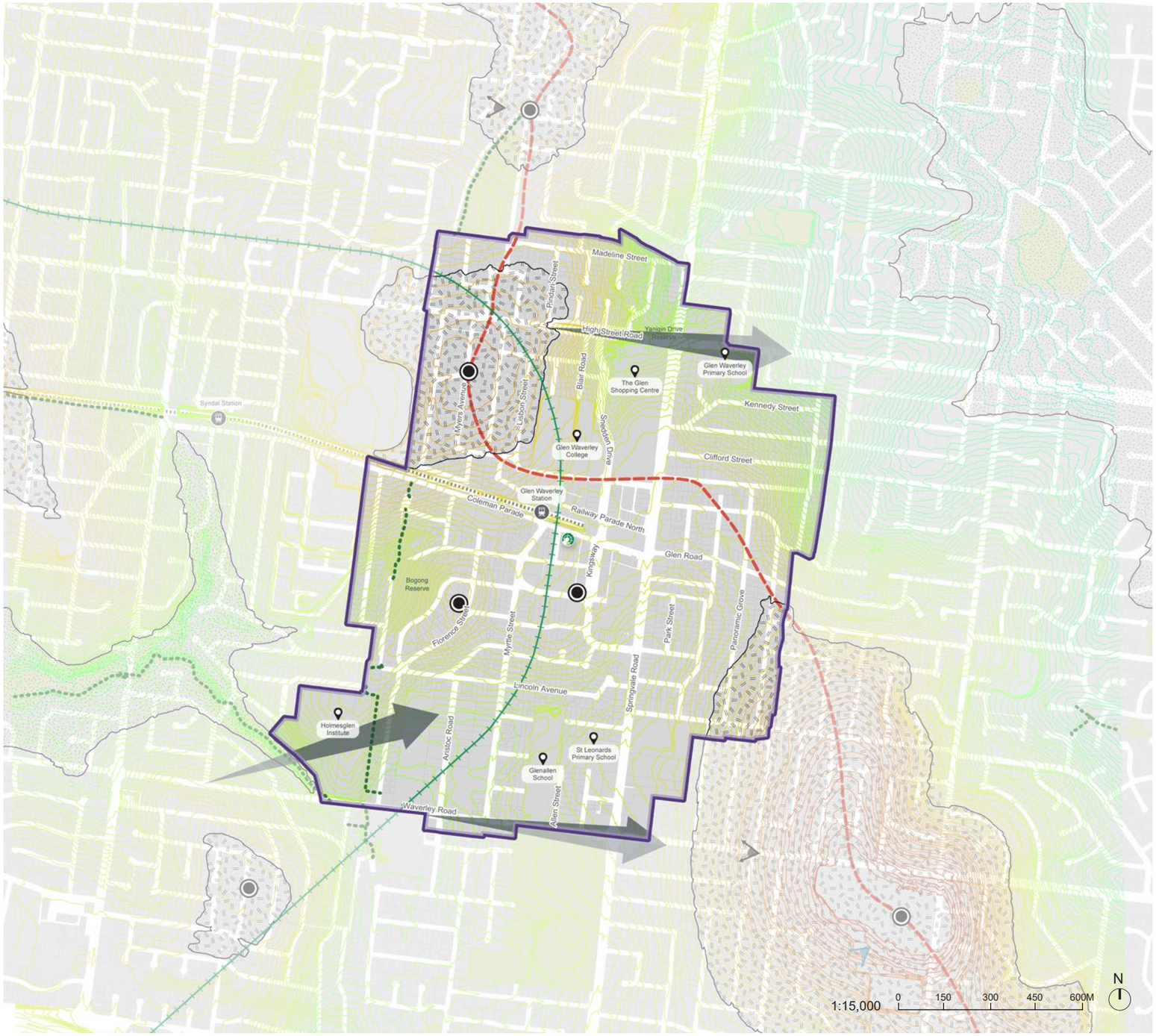


Figure A1.6: Existing conditions analysis – topography and natural features

Legend

- SRL station
- Structure Plan Area
- SRL East alignment
- Trails
- Open space

Features

- Low lying area
- High lying area
- High point
- Key distant views
- Views to CBD
- Ridge line

Topography

- 35 to 40
- 45 to 50
- 55 to 60
- 65 to 70
- 75 to 80
- 85 to 90
- 95 to 100
- 105 to 110
- 115 to 120
- 125 to 130
- 135 to 140
- 145 to 150

- Scotchmans Creek embankment - The banks of the creek are formed by a significant change in grade, allowing for high variations in water flow and a sense of enclosure. The Scotchmans Creek corridor, toward the south-western edge of the Structure Plan Area, provides a continuous band of native bushland and is an essential corridor for wildlife movement. The Scotchmans Creek Trail is a popular local area for leisure and exercise. Many houses back directly onto the corridor along its length, benefiting from its natural amenity
- Kingsway maintains a leveled grade, benefiting pedestrian amenity in the low-scale and fine-grain area of the commercial precinct
- High Street Road runs in an east-west direction. A high point is reached within the Wesley College campus gates within the Structure Plan Area. From here, a long view is afforded towards the mountainous Dandenong Ranges.

The Glen is prominently located at the high point of Springvale Road

Located at the centre of the Structure Plan Area, Kingsway is relatively flat

The embankment of Scotchmans Creek.

Near the Wesley College Campus, High Street Road affords a view toward the Dandenong Ranges

Undulating topography in residential areas to west around Lincoln Avenue

Rising topography along Snedden Drive toward The Glen

Landscape character and tree canopy

The Glen Waverley Structure Plan Area has varying levels of tree canopy cover, with pockets of dense planting around the Scotchmans Creek Trail and Springvale Road to the north. Vegetation is characterised by mixed native and exotic species. Depending on land-use, the canopy and landscape character varies significantly, as described:

- Retail, commercial and industrial areas typically possess low levels of tree canopy cover. This is particularly the case along Springvale Road and Waverley Road. The median strips, embankments and nature strips along High Street Road exhibit discontinuous corridors of high canopy cover
- The existing rail area along Coleman Parade provides a corridor of canopy cover. This positively influences the area directly north of the existing Glen Waverley Station, with O'Sullivan Road and Snedden Drive exhibiting high canopy cover to the periphery of the Glen Waverley Activity Centre
- Dense canopy cover runs through the Scotchmans Creek corridor, serving home to predominantly remnant indigenous species. The creek serves as a framework that contributes to and influences the landscape character of surrounding residential areas
- Residential areas vary, with those closest to treed public open spaces exhibiting the highest level of canopy cover. Front fences are commonly low in height, substituted with planting, or often absent. However, recent residential development has reduced setbacks with low vegetation with wide front driveways and short trees
- Other areas of dense canopy cover can be found in reserves and other public open spaces. Bogong Reserve and Glen Waverley North Reserve influence the urban layout of streets and the orientation of neighbouring properties
- There are tall eucalyptuses on the edge of most public facilities, including sports fields and schools. Most streets feature grassy nature strips with discontinuous but regularly planted native street trees in mixed sizes and species.

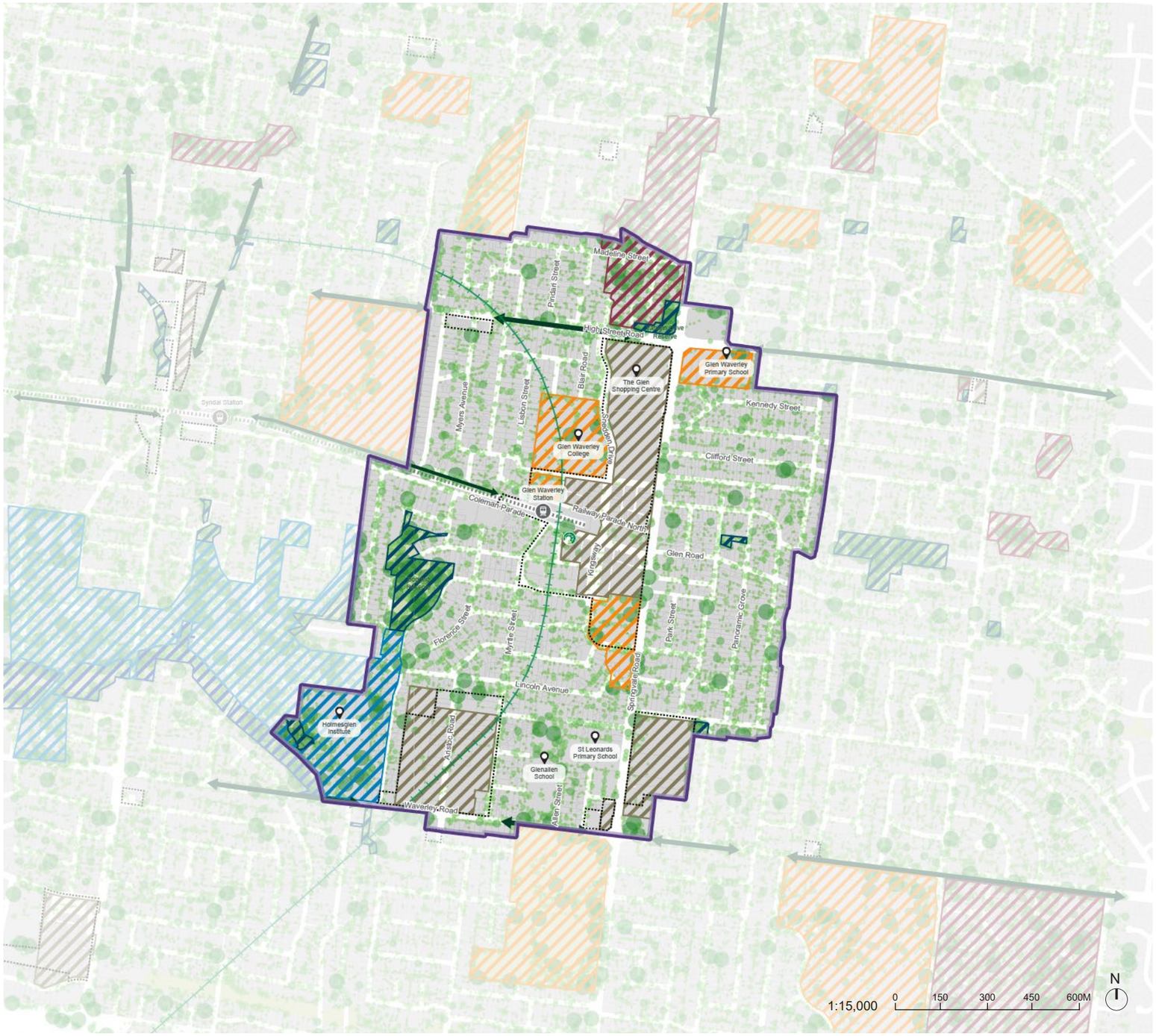


Figure A1.7: Existing conditions analysis – landscape character and tree canopy

Legend

- SRL station
- Structure Plan Area
- SRL East alignment
- Property
- Employment area

Tree canopy

- 0 to 2 metres
- 2 to 4 metres
- 4 to 6 metres
- 6 to 8 metres
- More than 8 metres

Landscape character

- Tree lined corridor (road, rail, pedestrian)
- Indigenous landscape
- Low canopy
- Civic space edge eucalyptus
- Urban contemporary
- Garden suburban
- Designed nature
- Residential estate

The landscape, vegetation and tree canopy influence the character of some streets, including the following:

- Coleman Parade has a rail reserve that provides a corridor of vegetation between the existing Syndal Station and Glen Waverley Station, composed of a mix of native and exotic, deciduous and evergreen species. Small trees and native grasses populate the nature strip, protecting pedestrians from passing traffic. The more established landscape features act as an acoustic buffer to the adjacent residential uses
- In the industrial area surrounding Aristoc Road significant setbacks and paved driveways to property frontages accommodate extensive car parking. Nature strips vary in size and are generally void of landscape diversity, and intermittent street trees of varying sizes are present
- Kingsway retail precinct has minimal nature-strips and an absence of planting that characterise the streetscape. The trees integrated within this highly urbanised environment are generally exotic deciduous species, poorly established and planted within paving, offering little landscape amenity to the area and related to the experience of the ‘heat island’ effect
- Waverley Road has significant setbacks accommodating at-grade car parking to the property frontage. Some over-storey native trees are present, particularly surrounding buildings of a public nature (Monash Aquatic and Recreation Centre, Holmesglen Glen Waverley campus).

Parks and reserves have a distinctive landscape, canopy and vegetation type that relates to the character of the space and its surrounding areas. This includes:

- Scotchmans Creek, which is primarily an urban river system with a continuous belt of indigenous bushland 10 to 30 metres wide. The creek plays an essential role as a wildlife corridor allowing small animals and birds to travel along the river to adjacent parkland areas
- Central Reserve has a lower canopy and landscape value. Still, large trees provide shade for passive recreation and leisure around open spaces, a skate park, BBQ facilities, pavilions, cricket nets and a playground
- Bogong Reserve is a large neighbourhood reserve in a bushland setting, with a wetlands area, playground and dog off-leash area. It also includes community facilities such as The Monash Men’s Shed, a Guides Hall and Old Scouts Hall. The reserve is characterised by dense native planting, informal design and a gently sloping landscape. Scattered patches of eucalyptus trees at varying heights and native scrub punctuating cleared grassy areas characterise the reserve.

Bogong Reserve parkland

Coleman Parade rail reserve vegetation corridor

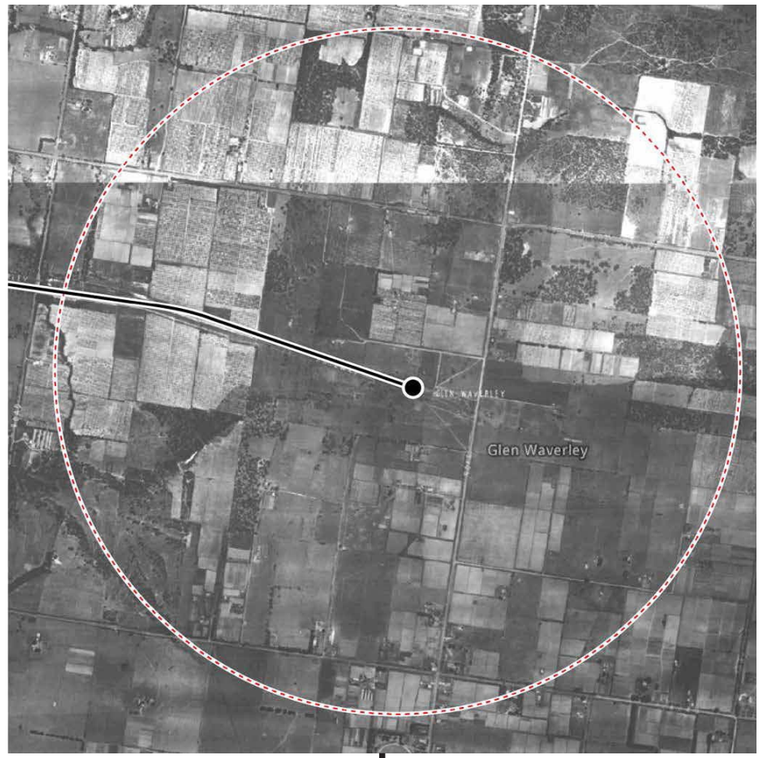
Scotchmans Creek

Waverley Road suburban civic and industrial landscape

Urban evolution and heritage

The Traditional Owners have lived sustainably in the region for thousands of years, moving within their lands while making use of seasonal plant and animal resources and sharing similarities in speech, burial practices, initiation, kinship marriage ties and religious beliefs.

As Melbourne started to develop through the late 1800s, the Glen Waverley Structure Plan Area comprised farmland and a small village. Housing construction was initially slow after the completion of the rail line in 1930. The pace of development increased after World War II with a significant amount of housing completed by owner-builders. The increased affordability of motor vehicles led to larger estates being developed by firms such as AV Jennings further away from the existing Glen Waverley Station. The Glen Shopping Centre opened in 1967 and was expanded in 1991, and again in 1996.



PRE-EUROPEAN SETTLEMENT

The Wurundjeri Woi Wurrung People are the Registered Aboriginal Party for the Glen Waverley Structure Plan Area (in accordance with the July 2021 determination of the Victorian Aboriginal Heritage Council).

The Traditional Owners continue to be custodians of the region today, maintaining their connection to their Country.

Research into the culture and heritage of the Traditional Owners in the Structure Plan Area should be explored through a separate specialist report.

POST-EUROPEAN SETTLEMENT – 1920

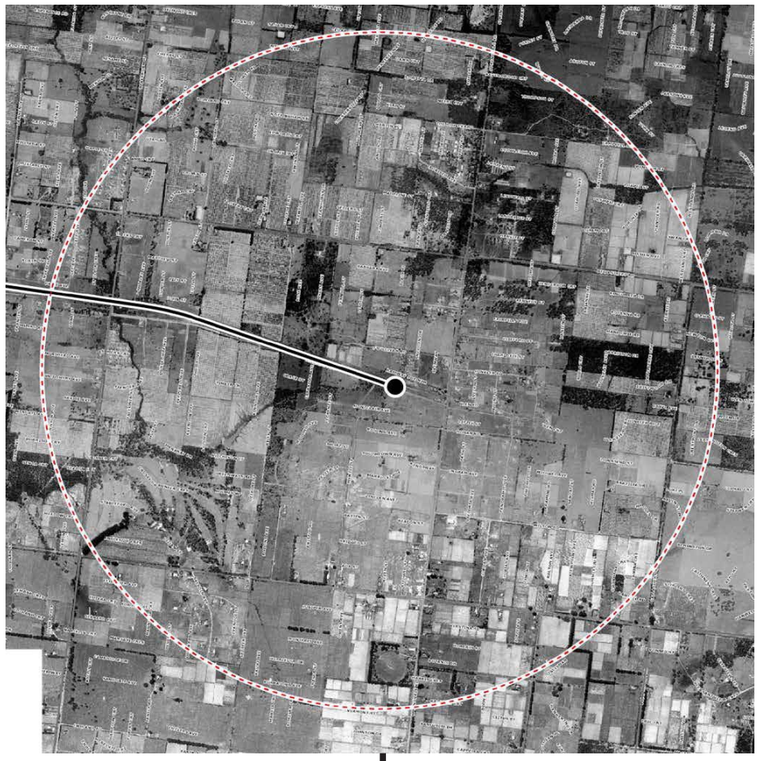
Glen Waverley was first named Black Flat. At this time, the area was occupied by farmers, orchardists and wood carters. The first school was opened in 1868. By the 1880s, a rudimentary village had been established around the intersection of Springvale Road and Waverley Road. An unsuccessful bid was made by residents for a rail line connection to Melbourne. Black Flat became Glen Waverley in 1909. In the same year, a mechanics institute and free library were built.

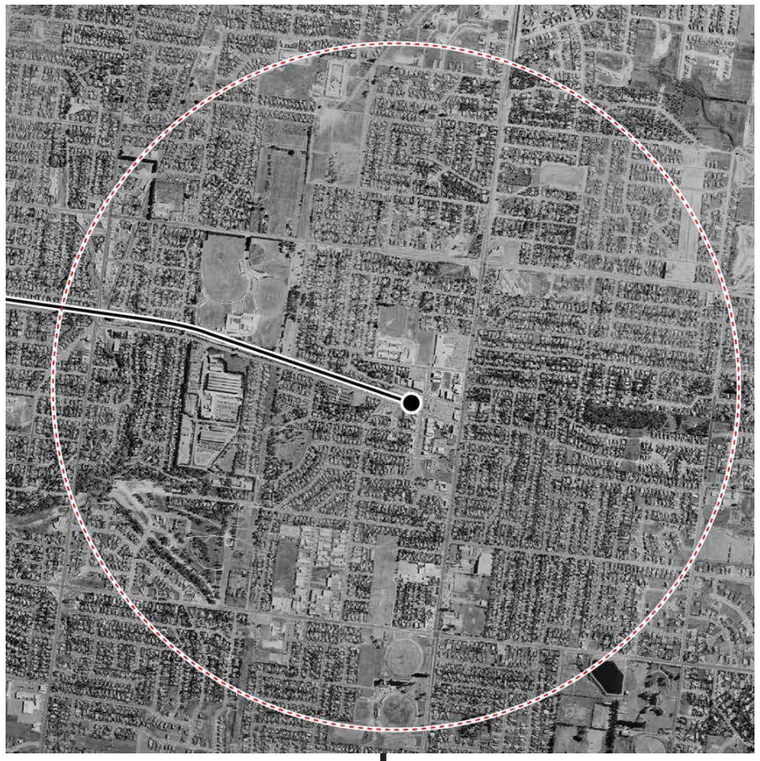
Key heritage sites include:

- Glen Waverley Primary School (1879–1880)

1920 – 1945

With plans to extend the Darling rail line to Glen Waverley in 1926, a report was issued outlining a scheme for the future development of the area which would be served by the railway. The rail line was opened in 1930 and would later become what we know today as the Glen Waverley line. Houses and people, however, did not directly follow the extension of the suburban railway, with development delayed by some 15 years. While some subdivision occurred in the 1920s and 1930s, little building occurred until the 1940s. The lack of development could be attributed to a variety of factors, such as the 1929–33 depression and World War II, but also to a construction tax that partly funded the rail line paid by all residents within two miles of the line. At a time when unemployment was at historically low levels, the rate was a deterrent for prospective buyers.





1945 – 1951

In the period immediately after World War II, after delayed beginnings, pace of development increased rapidly throughout the region. Housing was predominantly weatherboard, with some use of brick-veneer and generally comprised two or three bedrooms. As building materials were still in short supply, houses were erected in stages, with builders living in the house throughout construction. Owner-builders contributed as much as 40 per cent to the construction of new houses during the post-war boom into the 1950s. Many roads were formed and maintained by resident committees, and refuse collection was only available at the nearest main road.

1951 – 1970

During the 1950s and 1960s, new houses were predominantly brick veneer, double or triple-fronted with three bedrooms. Development started to move east of Springvale Road. With rising levels of household wealth, average house sizes increased to include spaces such as family rooms and en-suites. Increased affordability of motor vehicles made development further away from railway stations affordable and practical. Firms such as AV Jennings offered house and land packages that included roads and other services in the price. Medium density development was effectively suppressed in and around Glen Waverley. A building code was introduced that capped site coverage at 40 per cent in ‘medium-density’ areas, and 30 per cent in ‘low-density’ areas. At the start of the 1960s, it was common for residents of Glen Waverley to commute into the CBD for work. By the start of the 1970s this would change as the area became a significant employment centre. The Glen Shopping Centre opened in 1967 with Woolworths, Lindsay’s (which later became Target), and 30 specialty shops.

1970 – TODAY

Project builders continued to occupy a significant proportion of the housing market into the 1970s. However, firms such as Lend Lease (with Robin Boyd) and Merchant Builders began to offer different styles of estate housing with a modern character. Many of these developments tapped into an appreciation of the leafy character of the area by offering underground services and native, landscaped gardens. Glen Waverley gained the designation of district centre in 1974, and in 1982 land was secured for a second shopping centre (The Glen) which would be located next to the open-air shops on Kingsway. The Victoria Police Academy was opened in 1973, in what was the main campus of Corpus Christi College (operational 1959–1972). In 1986, changes made by the State Government allowed a second dwelling to be built on suburban blocks without local planning permission. This change in site coverage requirements lead to a reduction in street trees and a significant change in the landscape character of the area. The Glen Shopping Centre was expanded in 1991, and again in 1996 which saw the number of retailers expand to 170. By 2020, The Glen Shopping Centre had undergone multiple upgrades, adding a new fresh food market, a food gallery, and several retail and specialty stores.

Key heritage sites include:

- City of Monash Civic Centre, Harry Seidler (1982–84)

Built form

The Glen Waverley Structure Plan Area has a legacy of low-rise residential detached houses with architectural styles from the 1950s to 1960s. Recent residential infill development has resulted in additional dwellings towards the rear of existing ones and replacement larger footprint houses following a French provincial pastiche style.

Front and side setbacks are usually consistent, although new developments are often more prominent than older buildings, dominating the street with reduced setbacks and limited landscape character as a result of larger driveways, low canopy and an absence of native vegetation.

- The residential areas are typically 1 to 2 storey detached dwellings. However, many sites have been through redevelopment resulting in the loss of a cohesive character, especially in the central area of the Structure Plan Area west of the Glen Waverley Major Activity Centre (MAC).
  - Outside the suburban residential, Springvale Road concentrates on higher-density typologies
  - The east side of the road has a few examples of low rise residential apartment buildings in three storeys
- Taller residential podium towers are present along the western edge of Springvale Road and within the MAC. These are commonly 2 to 3 storey podiums with 14 storey towers on top (40 metres in total). The design quality of many of these towers are of a low quality, detracting from the existing character of the Structure Plan Area, and having an overbearing presence on the streetscape
- Multi-deck car parking frequently dominates the edge of the MAC, such as along Bogong Avenue and O'Sullivan Road. These buildings result in inactive street frontages, and do not contribute positively to pedestrian amenity or experience.

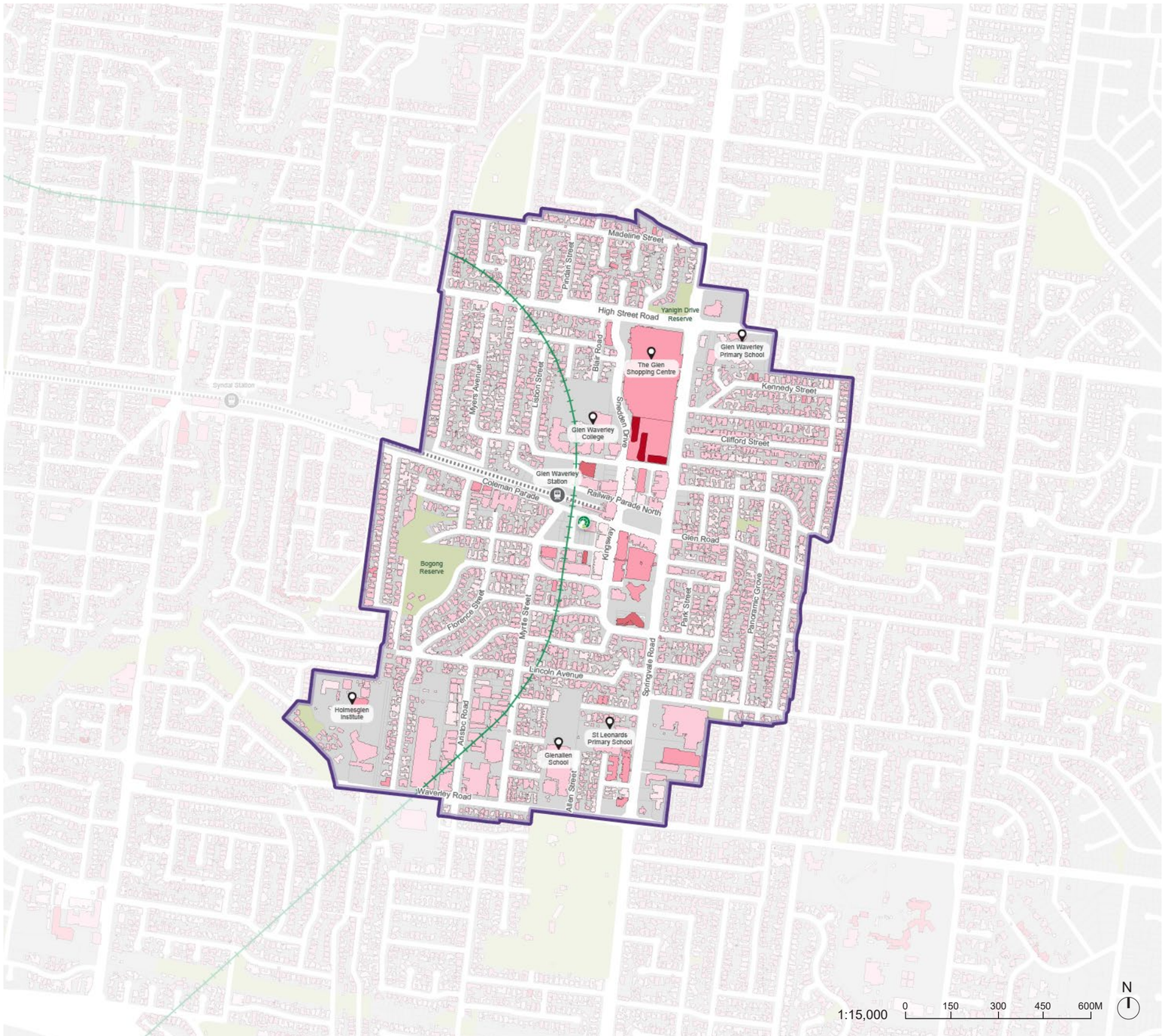


Figure A1.8: Existing conditions analysis – built form

Legend

- SRL station
- Structure Plan Area
- SRL East alignment

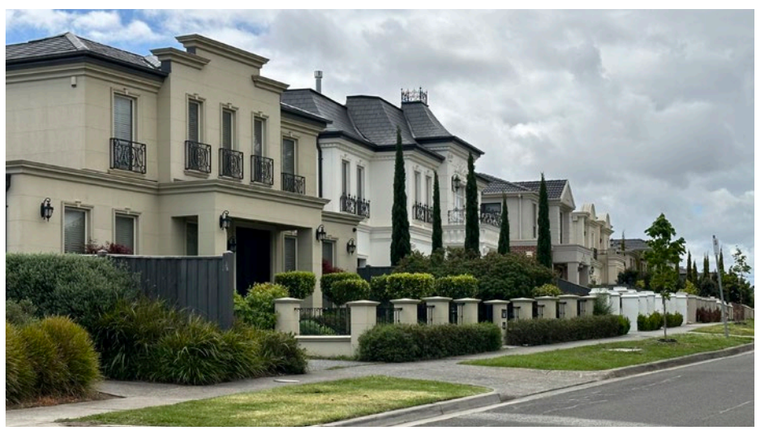
Building Heights

- 0 to 5 metres
- 5 to 10 metres
- 10 to 20 metres
- 20 to 40 metres
- More than 40 metres

- Retail areas are characterised in three types:
  - Fine-grain, 1 to 3 storey commercial buildings along the main local and arterial roads of Kingsway, High Street Road, Coleman Parade and Railway Parade. These buildings generally have active street frontages, permeable street interfaces, and form a consistent street wall. They contribute positively to the pedestrian experience and support street based activity within the Structure Plan Area
  - Large format 1 to 2 storey retail buildings with large footprints and at-grade parking, along Springvale and Waverley Roads. These buildings generally do not contribute positively to the street character or pedestrian experience
  - The Glen Shopping Centre has a large footprint. Service and vehicle access areas accompanied by blank interfaces are extensive (>400 metres) along Springvale Road, High Street Road and Snedden Drive. This results in poor outcomes for the public realm and prioritises a car-dominated environment. Pedestrian access is located at the corner of O'Sullivan Road and Snedden Drive, with a large, covered plaza
- The industrial area on Springvale Road (dominated by the Wilson Transformer Company) has large building footprints, with heights rising on average from 5 to 20 metres. The industrial area along Waverley Road has a finer-grain and attached building structures that are 4 to 10 metres high. At-grade car-parking and inactive street frontages dominate these interfaces, creating an unpleasant pedestrian experience.

New residential apartment buildings

Mixed-use and commercial buildings along Kingsway



Single detached residential building

Block structure

Analysis of the cadastre reveals the Glen Waverley Structure Plan Area has multiple block types. These are distributed across the Structure Plan Area, with some short and highly permeable blocks around Kingsway in the Glen Waverley Activity Centre. Some regular but longer blocks radiate from Springvale Road and Blackburn Road. The variety of blocks can be summarised below:

- Irregular, curvilinear blocks are dispersed around the edges of the Structure Plan Area. Many have internal cul-de-sac streets and their configuration results in an inner more private area. They mostly consist of detached housing and a mix of styles that relate to the topography and lot configurations
- Large blocks are concentrated in the light industrial areas along Waverley Road and scattered across the Structure Plan Area as education facilities and water reservoirs. Most blocks usually incorporate perimeter fencing and tend to be inward-oriented, resulting in character breaks with the surrounding residential areas. Some schools have a lower fence and have the edge lined up by large trees connecting to the surrounding area. However, they don't offer any pedestrian paths and thus result in lower walkability
- Shorter, urban character blocks are clustered within the Glen Waverley Major Activity Centre (MAC) and some in Syndal Neighbourhood Activity Centre (NAC), with short blocks being more common and recent development reinforcing the character of these blocks by completing laneway paths, pedestrian streets, and active streets frontages to activate the street edge
- The area that surrounds the Glen Waverley MAC branches out a regular grid of long blocks, with direct walking links to the central area but low walkability and connections within the residential area itself.

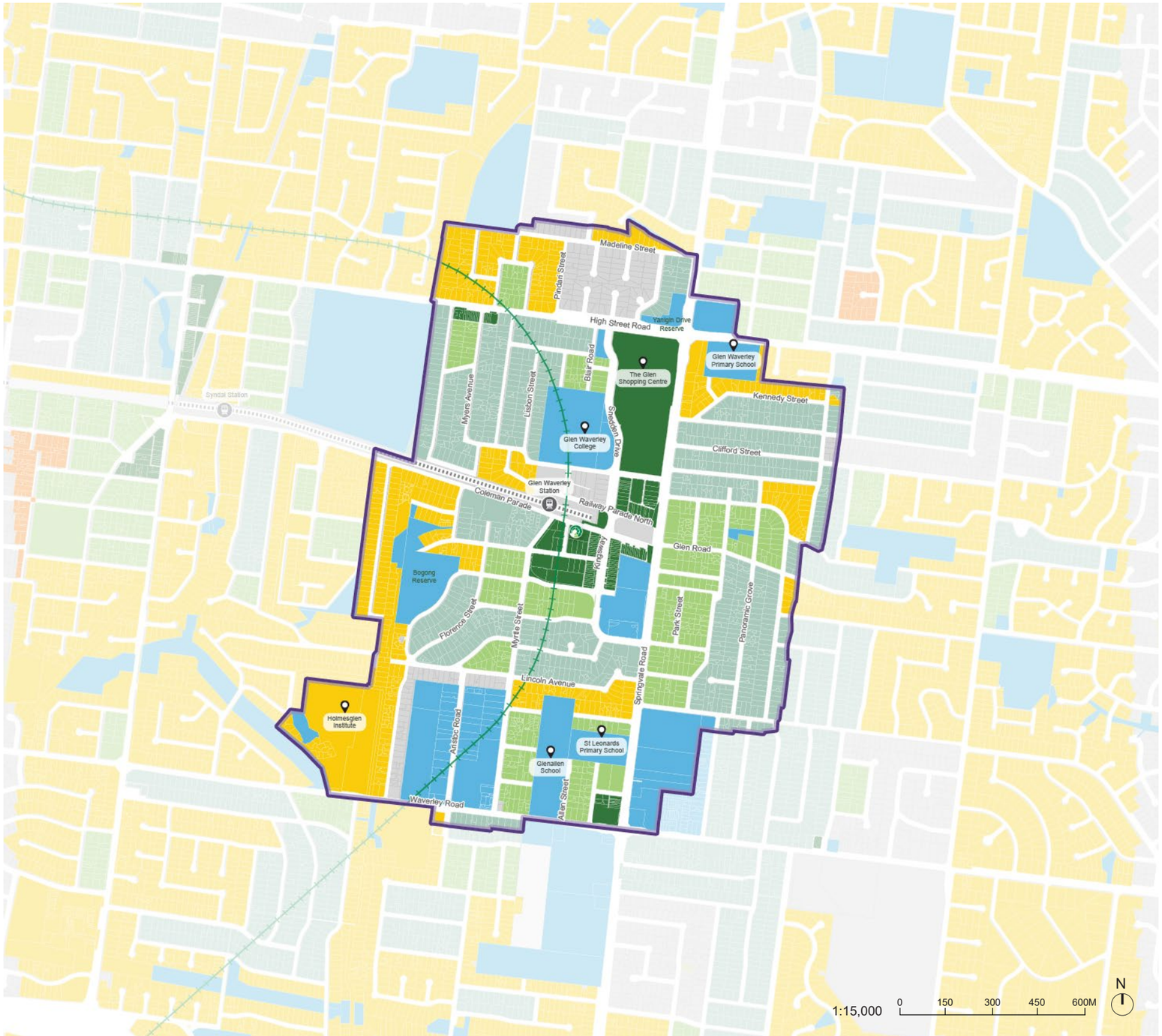


Figure A1.9: Existing conditions analysis – block structure

Legend

SRL station

Structure Plan Area

SRL East alignment

Block Structure

Category 1: Large blocks with limited through connections and interfaces

Category 2: Irregular blocks discontinuous connections

Category 3: Regular blocks discontinuous mid block connections

Category 4A: Regular street block - Length greater than 200 metres

Category 4B: Regular street block - Length between 120 and 200 metres

Category 4C: Regular street block - Length less than 120 metres (or length divided by laneways)

Regular block structure. Source: Nearmaps.

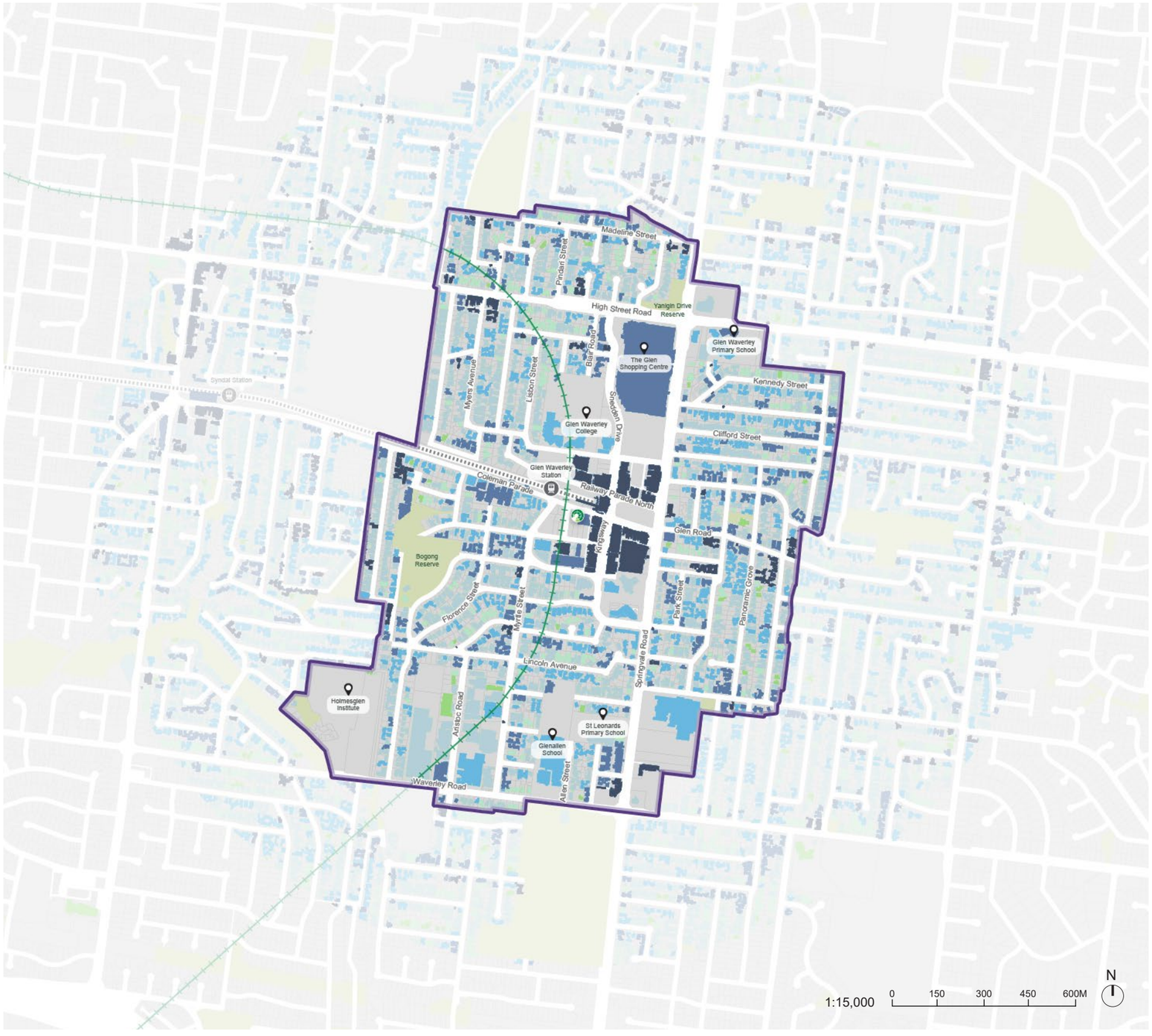
Curvilinear blocks with cul-de-sacs. Source: Nearmaps

Large industrial blocks with no mid block connections. Source: Nearmaps

Setbacks

The setback analysis shows most buildings within the Structure Plan Area are set back from the boundary, with clustering occurring in commercial areas, industrial areas and public use zones. The analysis findings can be summarised below:

- Areas with larger setbacks are generally schools, large scale industrial areas or public open spaces. In most cases these larger setbacks accommodate internal roads, parking spaces and open space
- For medium scale industrial areas setbacks are used for parking, as well as being an extension of work space
- Small clusters of buildings with setbacks of less than one metre are in commercial areas such as to the southern side of High Street Road. The facilities are generally built to the boundary, creating consistent shop fronts, typical of suburban areas
- Fine-grain commercial areas in the Structure Plan Area generally have no setback, creating a consistent street wall that contributes to an attractive retail core
- Large setbacks in residential areas contribute to a green, leafy character and a feeling of spatial generosity by
  - Allowing for considerable planting of mature trees and shrubbery
  - Eliminating the need for large fences as the landscaping acts as a buffer between the street and houses. Most houses have low fences or no fence at all, contributing to an open, spacious feeling.



Legend

- SRL station
- Structure Plan Area
- SRL East alignment

Setback

- 0 to 1 metres
- 1 to 3 metres
- 4 to 6 metres
- 7 to 9 metres
- 10 to 12 metres
- 13 to 15 metres
- > 15 metres

Figure A1.10: Existing conditions analysis – setbacks

Lot size

The Glen Waverley MAC comprises a mix of small, medium and larger land parcels. Outside of the MAC, most land parcels are fine-grain but large (typically around 800 square metres). The large lot size has resulted in recent patterns of subdivision that are modifying the traditional character, especially in residential areas close to the Glen Waverley MAC.

- The significant variation in land parcel size results in buildings that vary from narrow, 1 to 2-storey shops, particularly to the south of Coleman Parade, to the large format The Glen Shopping Centre
- Across the Structure Plan Area, parcel size and development are characterised by finer-grain, low-rise residential areas. Strata titled properties are dispersed through low-rise residential areas across the Structure Plan Area but are less common in areas where cul-de-sacs are a prominent feature, such as in the north and east area of the Structure Plan Area
- Recent development within the Glen Waverley MAC, including the redevelopment of The Glen Shopping Centre, has resulted in a new character with a larger format podium and tower apartment developments with non-residential uses at lower levels
- The size of land parcels varies in the MAC, reflecting fine-grain shops, medium formal retail buildings and some apartment development
- Larger land parcels in the Structure Plan Area support various educational, commercial and public car parking uses. These sites include Glen Waverley Secondary College directly adjacent to the east of the MAC, Glen Waverley Primary School opposite The Glen Shopping Centre on the eastern side of Springvale Road and Wesley College to the west of the MAC abutting the northern side of the rail corridor. There are also large land parcels associated to public car parking around the existing Glen Waverley Station east and west of Kingsway.

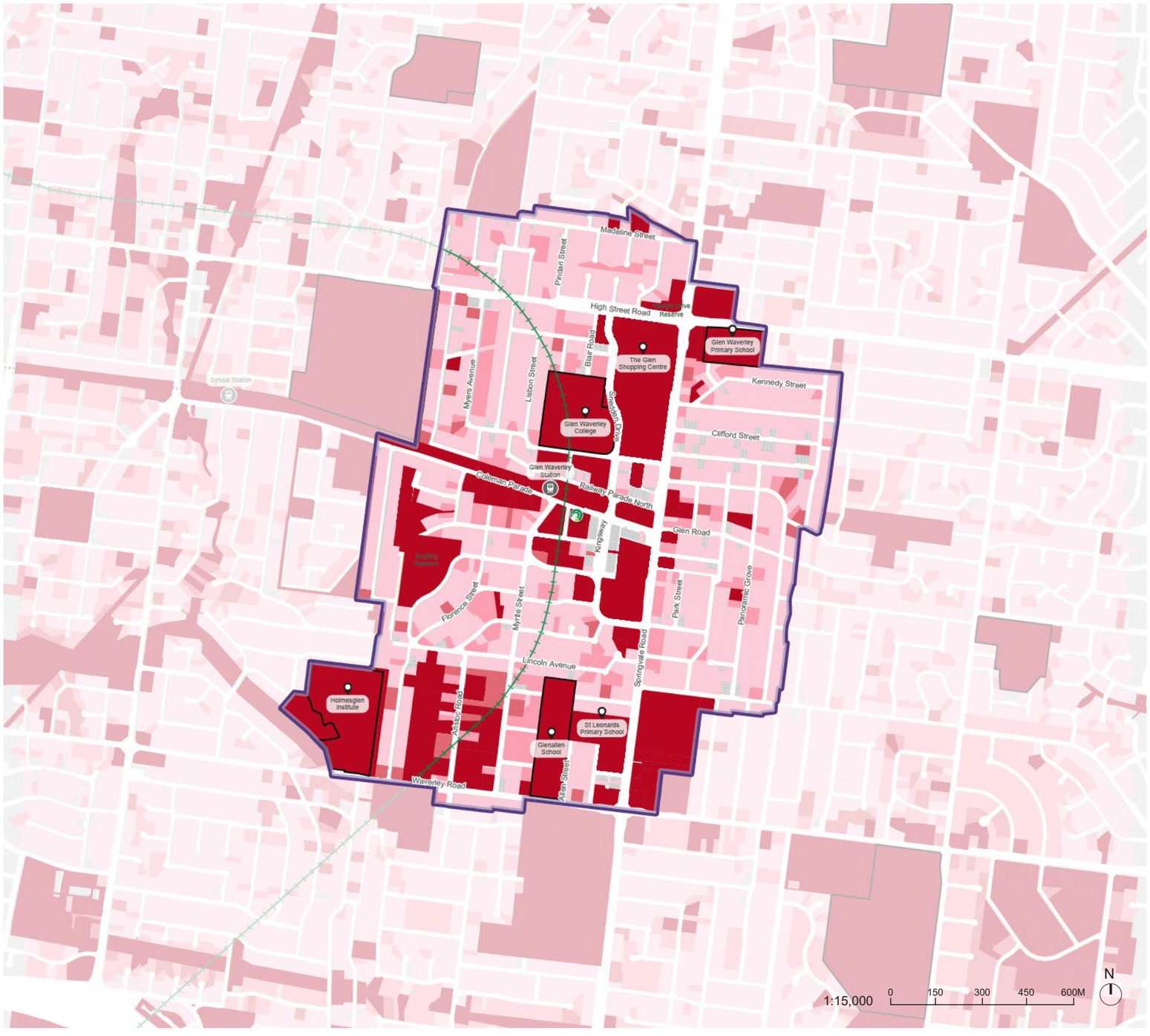


Figure A1.11: Existing conditions analysis – lot size

Legend

- SRL station
- Structure Plan Area
- SRL East alignment
- Schools and universities

Lot size

- 0 to 400 square metres
- 400 to 800 square metres
- 800 to 1200 square metres
- 1200 to 1600 square metres
- More than 1600 square metres

Subdivision patterns

The Glen Waverley Major Activity Centre (MAC) generally comprises fine-grain parcels at the core, with medium and large-sized land parcels towards the periphery. Commercial land parcels along Springvale Road and within the Aristoc Road industrial area are medium to large, while The Glen Shopping Centre occupies an exceptionally large site.

- The subdivision pattern within the activity centres currently support a diverse range of uses and development types, with retail, commercial and residential uses clustered around the existing Glen Waverley Station. Future development and intensification of these areas for either commercial or residential use may require a consolidation of those finer-grain land parcels
- Over recent years, several multi-unit residential developments have been completed on the site of The Glen Shopping Centre, resulting in an increased number of apartments within these areas
- Outside of the MAC, the remainder of the Structure Plan Area generally comprises finer grain, low-rise residential areas. Several land parcels within these areas are strata-titled, with a higher proportion in the streets surrounding the industrial area at Aristoc Road and to the eastern side of Springvale Road.

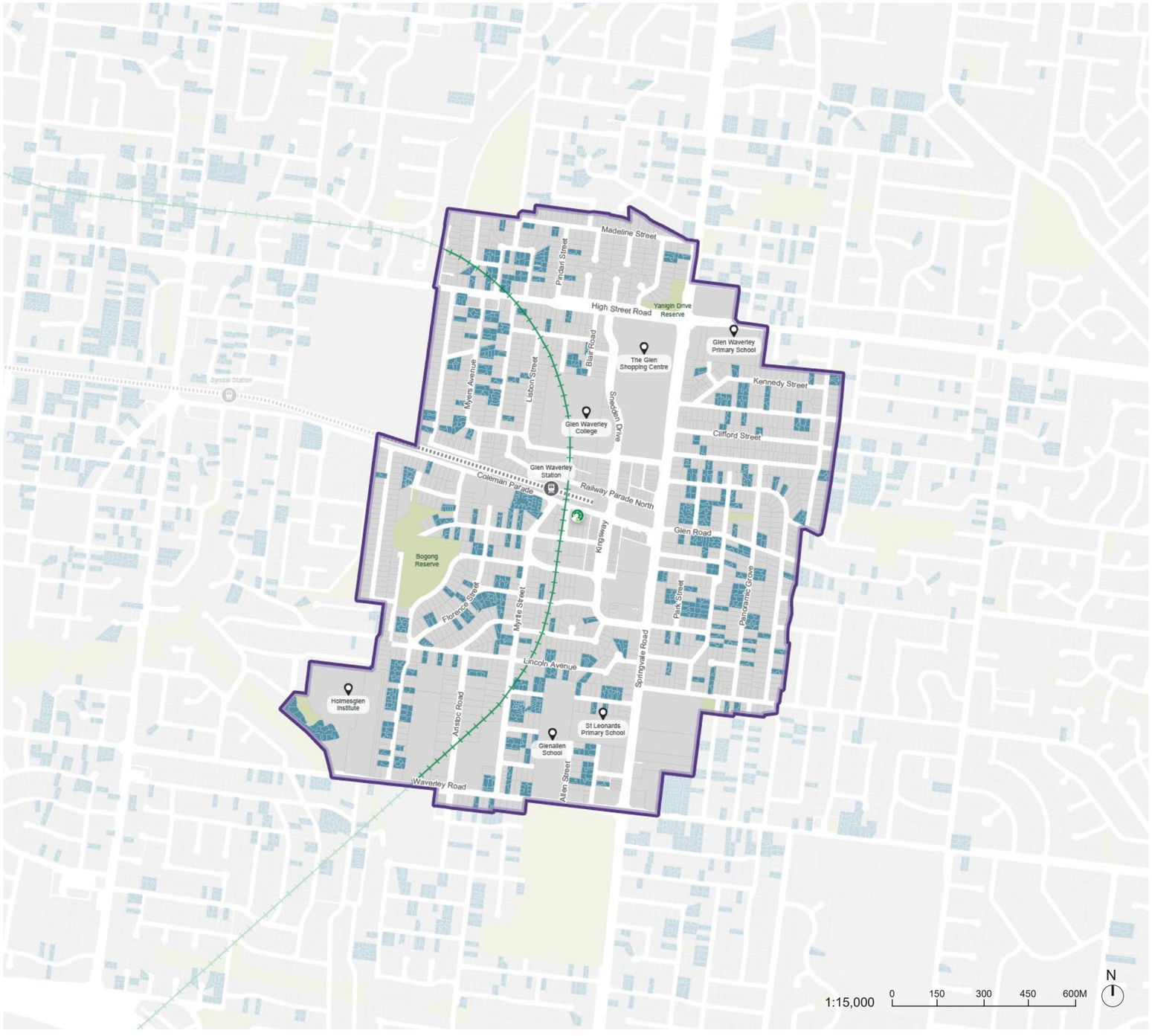


Figure A1.12: Existing conditions analysis – subdivision patterns

Legend

- SRL station
- SRL East alignment
- Structure Plan Area
- Open space
- Strata titled sub-divisions

AJM
Joint Venture

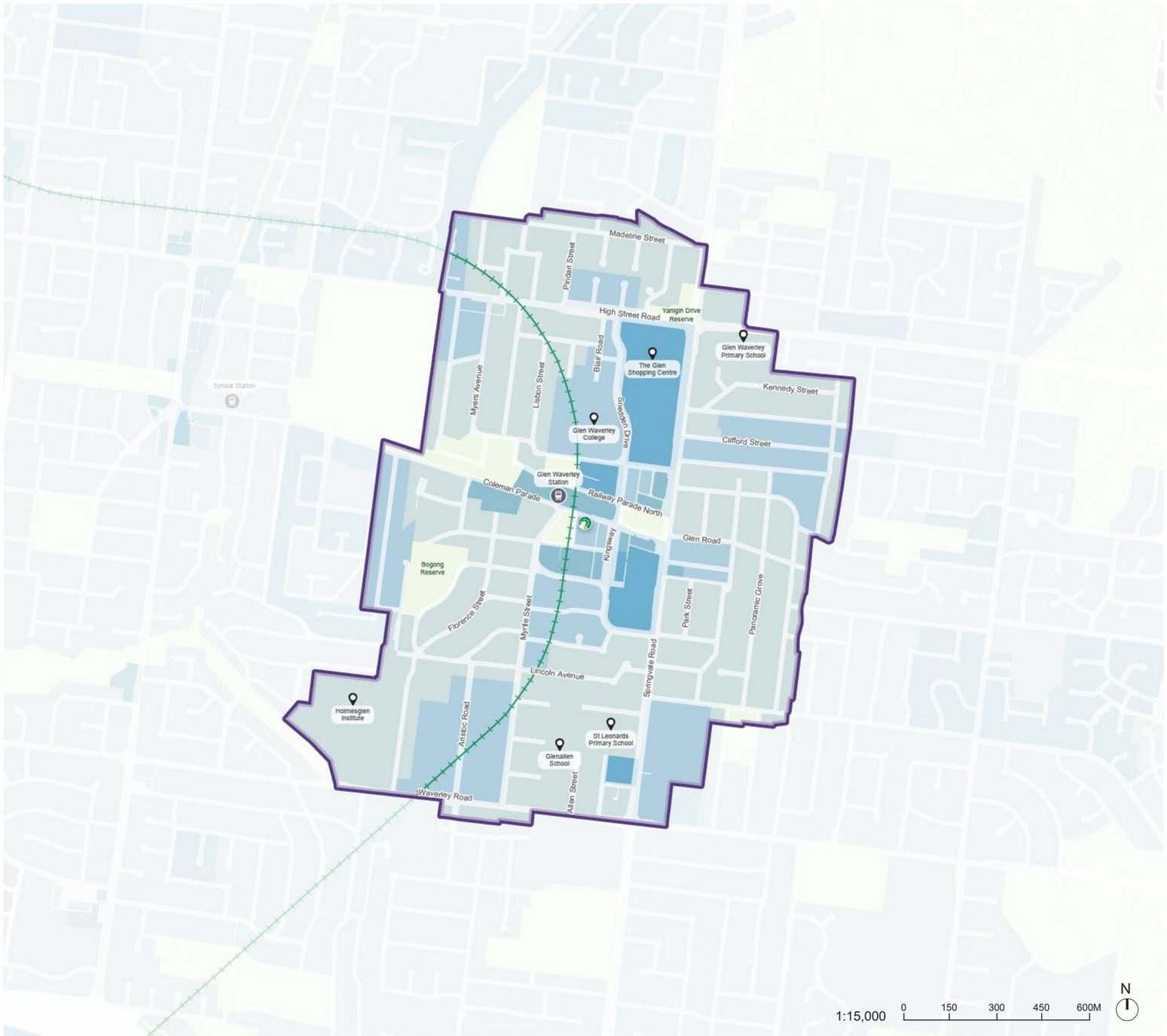
Original 1960s post-war dwelling in Glen Waverley

Strata titled units, with increased site coverage and reduced soft landscaping.

Strata-titled low rise apartments (retirement complex)

Floor area ratio (FAR)

There is a wide range of built form densities within the Structure Plan Area. The majority of the residential parcels have an average floor area ratio (FAR) less than 0.5. However, the areas with more concentration of recent double storey detached houses demonstrate an average FAR of 0.5 to 1.



Legend

- SRL station
- Structure Plan Area
- SRL East alignment

FAR

- 0 to 0.2
- 0.2 to 0.5
- 0.5 to 1
- 1 to 2
- 2 to 3

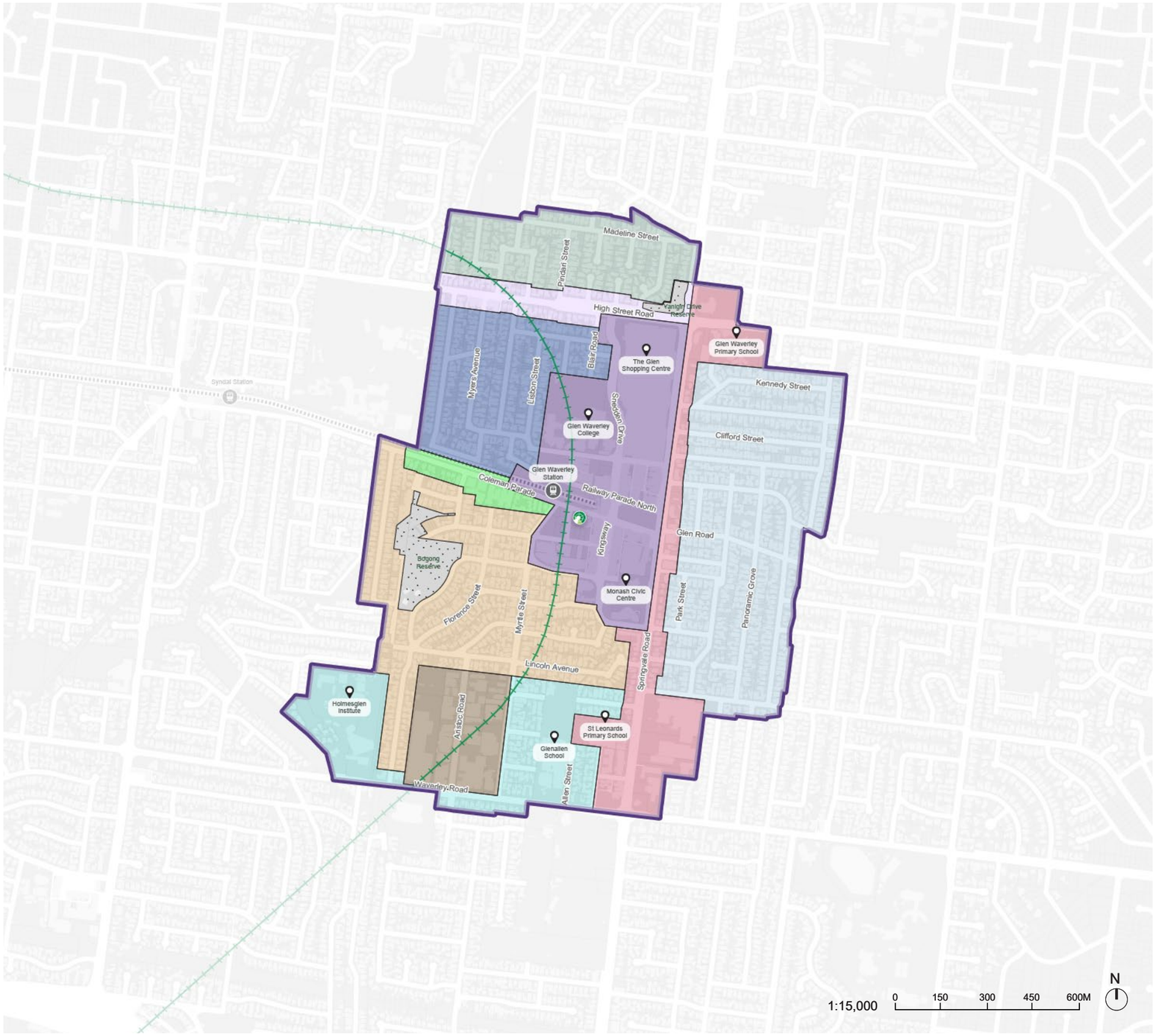
Figure A1.13: Existing conditions analysis – floor area ratio

Existing character areas

The character assessment has identified a mix of subtle and distinct character features across the Structure Plan Area. The analysis has been synthesised to define a series of distinct existing character study areas. Each character study area has been identified as having an identifiable sense of place. The character variation within the Structure Plan Area is more strongly experienced through topography, landscape, tree canopy and natural features related to the built form and subdivision patterns.

The main physical features that distinguish the character study areas are:

- Sloping topography towards Dandenong Creek and Scotchmans Creek and views toward the Dandenong Ranges
- Sparse distribution of primary and secondary schools across the Structure Plan Area
- Prominent institutional buildings including Glen Waverley Library and Monash Civic Centre
- The large residential lot size and its relation to the traditional residential landscape and tree canopy character are related to the recent infill development subdivisions that divert from the traditional character
- Residential areas with long street setbacks host native creek vegetation characteristic to the south and west of the Glen Waverley Structure Plan Area.



Legend

- SRL station
- Structure Plan Area
- SRL East alignment

Figure A1.14: Existing character areas

Kingsway

This area is defined by Kingsway and the retail and dining precinct that fronts this civic street. North of O'Sullivan Road, Snedden Drive is dominated by traffic and blank interfaces to The Glen Shopping Centre. South of O'Sullivan Road, finer-grain shopfronts on the eastern side of Kingsway mark the transition into a more traditional shopping strip. South of the existing Glen Waverley Station on Kingsway is a vibrant shopping, entertainment and dining precinct.

Bogong Avenue

Low-density residential area extending from west of the Glen Waverley Major Activity Centre (MAC) and uphill toward Bogong Reserve.

Springvale Road

Springvale Road hosts a diversity of commercial, health,educational, entertainment and residential uses that front the street immediately to the east of the Glen Waverley MAC. The built form along Springvale Road varies and includes long setbacks dominated by at-grade parking.

Mount Street

Characterised by its residential use and landscape features, with recent infill development preserving the characteristic front landscaped setbacks. Residential dwellings are typically low-rise with a mix of traditional houses and contemporary infill.

Myers Avenue

Predominately residential area with low connection to its surroundings. Character is defined by large footprint typologies and reduced landscape. This is largely related to the low amenity of interfaces within the fenced Glen Waverley rail line corridor to the south, fast traffic on High Street Road to the north, the fenced perimeter of Wesley College to the west, and building service interface of The Glen Shopping Centre in the east.

Waverley Road

Includes a diverse range of built form typologies such as the Holmesglen Institute and Monash Aquatic and Recreation Centre fronting Waverley Road as well as a residential area located between Glenallen School and the industrial use area at Aristoc Road.

Aristoc Road

Predominately industrial area north of Waverley Road which includes a mix of small to medium format warehouses, businesses and recreational uses.

Madeline Street

Predominately residential character which covers the northern part of the Structure Plan Area. It features long blocks with cul-de-sacs and incomplete connections, and also has a Garden City landscape character with tree-lined corridors.

Coleman Parade

Area along Coleman Parade interfacing with rail corridor. Includes some recent medium-density developments on consolidated sites.

High Street Road

Main thoroughfare connecting the northern side of the Structure Plan Area. The undulating topography along this road provides significant distant views to Dandenong Ranges. Built form includes predominately low density residential dwellings as well as a small, fine-grain neighbourhood retail strip.

KINGSWAY

This character study area is defined by Kingsway and the retail and dining precinct that fronts this civic street. The northern end of this area fronting Snedden Drive (north of O'Sullivan Road) is dominated by traffic and blank interfaces to The Glen Shopping Centre. South of O'Sullivan Road, finer grain shopfronts on the eastern side of Kingsway mark the transition into a more traditional shopping strip. South of the existing Glen Waverley Station on Kingsway is a vibrant shopping and dining precinct.

Main drivers of character

- Major destinations in the Structure Plan Area are clustered along Kingsway, including Monash Civic Centre, Glen Waverley Station, and The Glen Shopping Centre
- A diversity of built typologies are distributed in clusters. To the north, mid-to high-rise buildings are present. A fine-grain character is retained in the core area around the rail station, and larger footprint loose civic buildings are present to the south
- Street tree canopy is a significant character feature south of the intersection of Kingsway with Bogong Avenue, particularly around the civic spaces in that area such as Glen Waverley Library
- There is a large offer of multicultural restaurants and bars that provide many dining and entertainment options in the nighttime.

Considerations for change

- A general absence of green open space and a limited tree canopy in the centre limits the pedestrian amenity
- Large areas of on-street car parking dominate visually and break apart the area's character, although they act to slow down traffic, helping support a more pedestrian environment.

BOGONG AVENUE

This character study area is primarily a low-density residential extending from the east of the Glen Waverley MAC and uphill towards Bogong Reserve. Movement from the area is restricted to the north by the Glen Waverley rail line to the north and the west by Avendon residential estate, developing a functional relationship with the Glen Waverley MAC.

Main drivers of character

Large residential blocks front a network of streets that connect the Glen Waverley MAC to Bogong Reserve

- As topography rises, streets adopt a curvilinear arrangement surrounding Bogong Reserve
- The area has some viewpoints to the Victoria Police Academy from the residential areas at the highpoint near Bogong Reserve
- Dwellings are generally 1 to 2 storey and feature a range of architectural styles from the 1960s and some contemporary infill
- Large corner sites include Post-War housing with low landscaped front gardens.

Considerations for change

- There are some remnants of traditional large-scale landscaped residential setbacks. This characteristic is being lost with redevelopment and subdivision that includes expansive driveways
- Although this area surrounds the Glen Waverley MAC and is connected by a series of parallel regular streets, the character is disconnected from the MAC by surface car parking areas and large buildings at the interface.

SPRINGVALE ROAD

Springvale Road hosts a diversity of commercial, health, recreational and residential uses that front the street immediately to the east of the Glen Waverley MAC. The built form along Springvale Road varies and includes long setbacks dominated by ground surface parking.

Main drivers of character

- The east side of Springvale Road has inconsistent setbacks, dominated mainly by at-grade parking, fences, and occasional landscaped areas that act as a buffer to the highway
- The corridor has a consolidated offer of services, including open space in the Central Reserve, fine-grain retail on the west edge of Glen Waverley MAC, large scale retail and low scale medical services on the west edge of Springvale Road
- Sporadic street tree planting results in a sparse tree canopy. Some large canopy trees are located within a median along some sections of Waverley Road, failing to provide any pedestrian protection from the sun.

Considerations for change

- A general absence of green open space and a limited tree canopy in the centre limits the pedestrian amenity
- Large areas of on-street car parking dominate visually and break apart the area's character, although they act to slow down traffic, helping support a more pedestrian environment.

MOUNT STREET

This character study area is predominately characterised by its residential use and landscape features, with recent infill development preserving the characteristic front landscaped setbacks. Residential dwellings are typically low-rise with a mix of traditional houses and contemporary infill.

Main drivers of character

The area has a gentle slope to the east and an urban structure consisting of regular mid-length and long length blocks

- Mount Street and Panoramic Grove transverse the area with a character defined by roundabouts at the intersections
- Front setbacks are generally 4 to 5 metres, featuring a landscape with exotic deciduous species that build on the street character
- Single-storey detached dwellings characterise residential areas with 2-storey infill dwellings mixed throughout the character area.

Considerations for change

- A consistently planted diversity of tree species creates a layered canopy. Most of the area is subject to a Vegetation Protection Overlay which could limit development opportunities.

MYERS AVENUE

This is a predominately residential character study area with a low connection to its surroundings. The character in the area is increasingly dominated by the introduction of typologies with a large footprint and reduced native landscape character features. This is mainly related to the low amenity of interfaces within the fenced Glen Waverley rail line corridor to the south, fast traffic on High Street Road to the north, the fenced perimeter of Wesley College to the west, and the building service interface of The Glen Shopping Centre in the east.

Main drivers of character

- A discontinuous street grid creates long blocks with low walkability and a difficult sense of direction
- Front and side setbacks are usually consistent, although some contemporary infill has reduced setbacks, and frontage is dominated by large residential facades
- Buildings are predominantly constructed of brick, with some examples of timber weatherboard
- Front gardens have expansive lawns with trees, garden beds and shrubs. Planting includes a mix of native and exotic species.

Considerations for change

- The south interface to the Glen Waverley MAC is dominated by at-grade street parking, resulting in an interrupted connection to the MAC
- Although there is significant redevelopment in the area, some post-war housing styles remain, with characteristic tilted orientation, most commonly on block corners.

WAVERLEY ROAD

Waverley Road is a predominately residential area that interfaces with primary Movement Corridor, and also includes large civic and educational use sites such as the Holmesglen TAFE and Glenallen School.

Main drivers of character

- Single-storey detached dwellings and post-war villas characterise residential areas
- Some large footprint sites along the western side of Waverley Road and adjacent to industrial areas include 2-storey commercial buildings. These sites have significant front setbacks that accommodate at-grade parking
- Street tree planting, particularly along the southern side of the road surrounding buildings of a public nature (Monash Aquatic and Recreation Centre, Holmesglen Glen Waverley campus), includes mature tree canopy where native trees are present.

Considerations for change

- Significant off-street parking within front setbacks, with narrow footpaths and minimal planting impact the pedestrian environment and a feeling of safety and accessibility along this busy Movement Corridor.

ARISTOC ROAD

Aristoc Road is the central street within the industrial area located north of Waverley Road. The area includes a mix of small to medium format warehouses and office buildings that support a diverse mix of businesses. Glen Waverley Business Park is located between Aristoc Road and adjacent residential uses.

Main drivers of character

- The public space in Aristoc Road has a predominantly hard-scape character with limited green space or canopy cover
- The topography in the area slopes towards the middle of Aristoc Road from higher points in the north, east and south. This creates scenic views from the top of Aristoc Road, and sensitivity to storm water is reflected in the design features of the industrial buildings
- The area features significant setbacks mainly employed as at-grade car parking or as an extension of the workspace
- The built form has relatively high site coverage, with buildings generally single-storey tilt-up concrete or masonry forms
- Larger buildings include extensive warehouses with a characteristically industrial slanted roof.

Considerations for change

- The location of an electricity substation in the north-west is subject to an Environmental Audit Overlay
- A significant part of the area is subject to a Design and Development Overlay in relation to water retention from topographic features.

MADELINE STREET

This predominately residential character study area generally covers the north part of the Structure Plan Area with some common features. This area could be partitioned into smaller sections surrounding the existing schools in the north, some with their own neighbourhood retail. What ties them together is the urban structure, built form and natural features.

Main drivers of character

- Long blocks with cul-de-sacs and incomplete connections. This structure relies on long roads that transverse the residential areas with internal links branching out
- Garden City landscape character by tree-lined corridors of homogeneous species planted consistently
- The landscaped front setbacks with low vegetation and exotic species
- There are gentle slopes to the west with significant views. More pronounced slopes to the east with substantial views of the Dandenong Ranges.

Considerations for change

- There is a significant slope along the southern and eastern side of the character area with important views of the Dandenong Ranges protected by low built form. Retaining these views would be an important consideration for any future change.

COLEMAN PARADE

This is a mainly residential character study area to the south of Waverley Road. It includes some highway retail along Blackburn Road, civic and educational facilities along Waverley Road and neighbourhood retail character on Glenwood Avenue.

Main drivers of character

- There is a mix of regular, irregular, and cul-de-sac block types on a high slope topography
- Built form ranges from predominantly 1 to 2 storeys and generally varies in architectural style with some original housing stock, mixed with contemporary infill and unit developments
- Residential areas have extensive front setbacks with uneven landscape features and street trees are less common than other areas.

Considerations for change

- A high slope towards the south-west with significant views to the north and east creates a difficult terrain for pedestrians
- There is an absence of local roads that provide a legible through connection. The area relies on arterial roads for the main movement. Establishing efficient pedestrian links would be key in establishing any significant change in this area
- Some areas with a sensibility to flooding are subject to Special Building Overlay.

HIGH STREET ROAD

High Street Road is a Key Movement Corridor immediately to the north of The Glen Shopping Centre. The area is predominately residential with built form along High Street Road including mostly single-storey dwellings.

Main drivers of character

- There are gentle slopes to the west, away from the Glen Waverley North Reserve, with significant views. More pronounced slopes to the east with substantial views of the Dandenong Ranges
- Residential areas have deep front setbacks with mature tree planting
- There is a small area of fine-grain retail shop fronts to the southern side of High Street Road with angled parking.

Considerations for change

- There is a significant slope along the east side of the character area with important views of the Dandenong Ranges protected by low built form. Retaining these views would be an important consideration for any future change. Such a slope may also make high-rise developments appear taller than they are
- A large part of the area is subject to a Vegetation and Protection Overlay which may limit opportunities for development.

Appendix B
Development conditions analysis

AJM
Joint Venture

Heritage

Figure B1.1: Urban development analysis - heritage

Significant views and vistas

Significant views and vistas have been recorded in order to assess any views which might constrain development.

- Long-distance views are generally created by the undulating topography of Glen Waverley along east-west arterial roads. The wide views from topographic high points may be impacted by built form greater than a specific height
- View corridors to public open spaces are less vulnerable to new developments. However, high-density built forms may create a backdrop to the public open spaces or increase the sense of enclosure within public open spaces
- Views to key landmarks are not likely to be affected by new developments
- Views to heritage elements are not susceptible to being cluttered by new developments. However, new developments may dominate or create a backdrop to heritage elements.

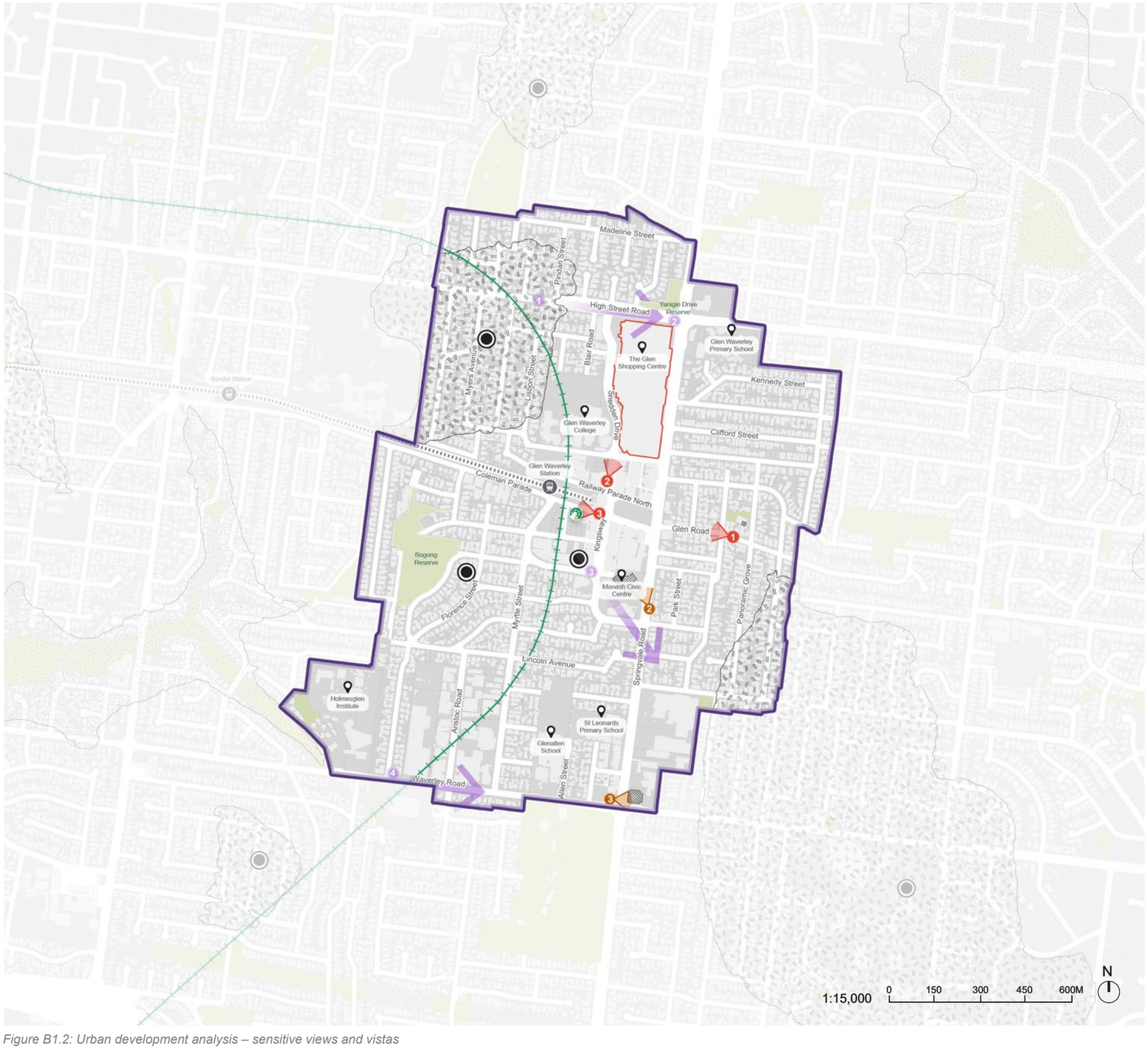


Figure B1.2: Urban development analysis – sensitive views and vistas

Legend

- SRL station
- Structure Plan Area
- SRL East alignment
- Heritage overlay
- Landmarks
- Low lying area
- High lying area
- High point
- Long range views
- Views to key open spaces
- View to key heritage overlay items
- Views to key landmarks

Long range views

High Street Road facing Dandenong ranges

Springvale Road facing Dandenong ranges

Kingsway facing heritage item (Victorian Police Academy)

Waverley Road facing heritage item (Victorian Police Academy)

Views to key open spaces

Bogong Avenue facing reserve

Waverley Road toward Central reserve

Views to key heritage built form

Springvale Road facing heritage item (Monash Civic Centre)

Waverley Road toward heritage item on Springvale Road

Views to key landmarks

Glen Road facing Glen Waverley Station

Kingsway facing The Glen

Kingsway and Coleman Parade facing west toward Glen Waverley Station

Small lots (excluding strata titled lots)

Figure B1.3: Urban development analysis – small lots

Strata-titled lots

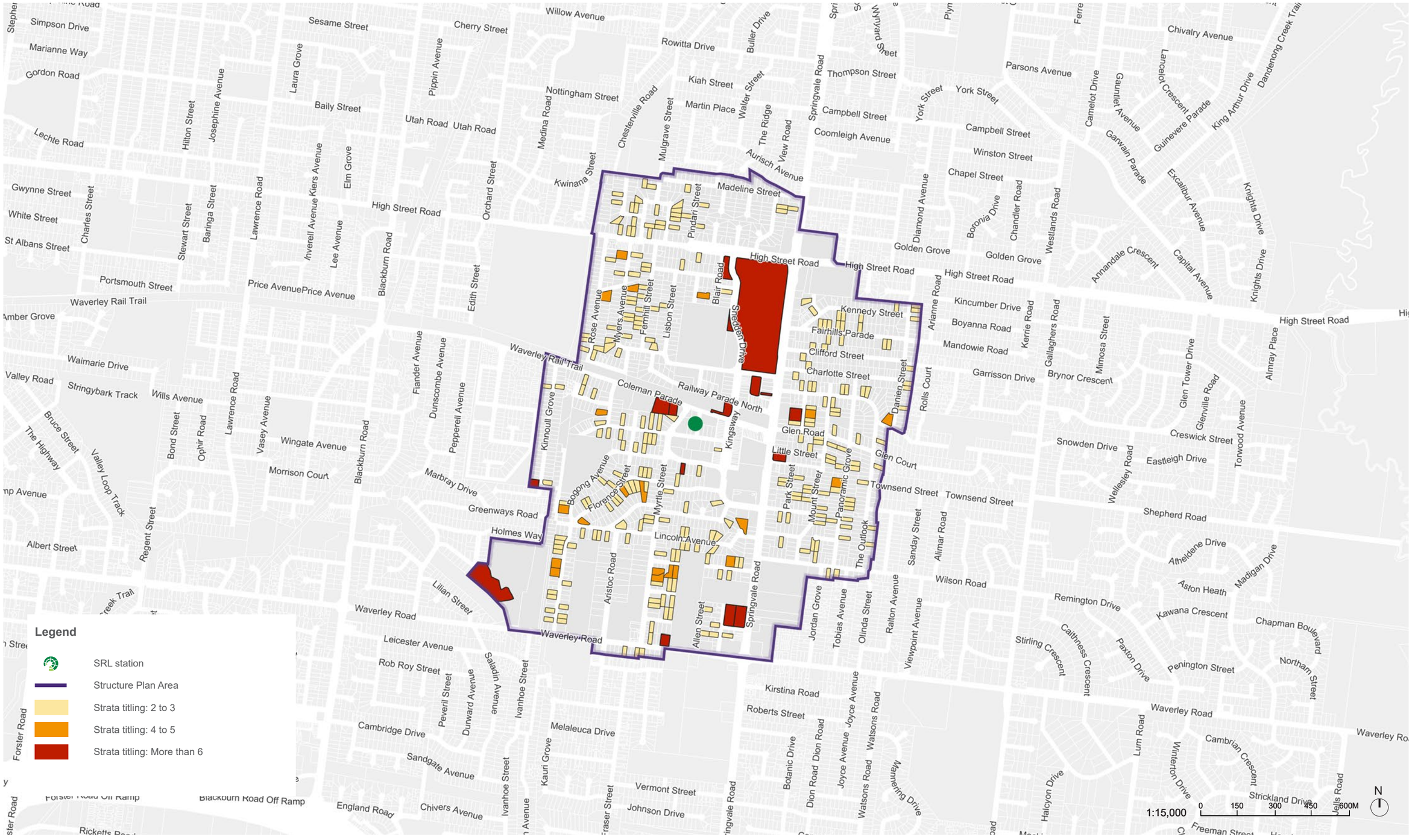


Figure B1.4: Urban development analysis – strata-titled lots

Areas subject to flooding

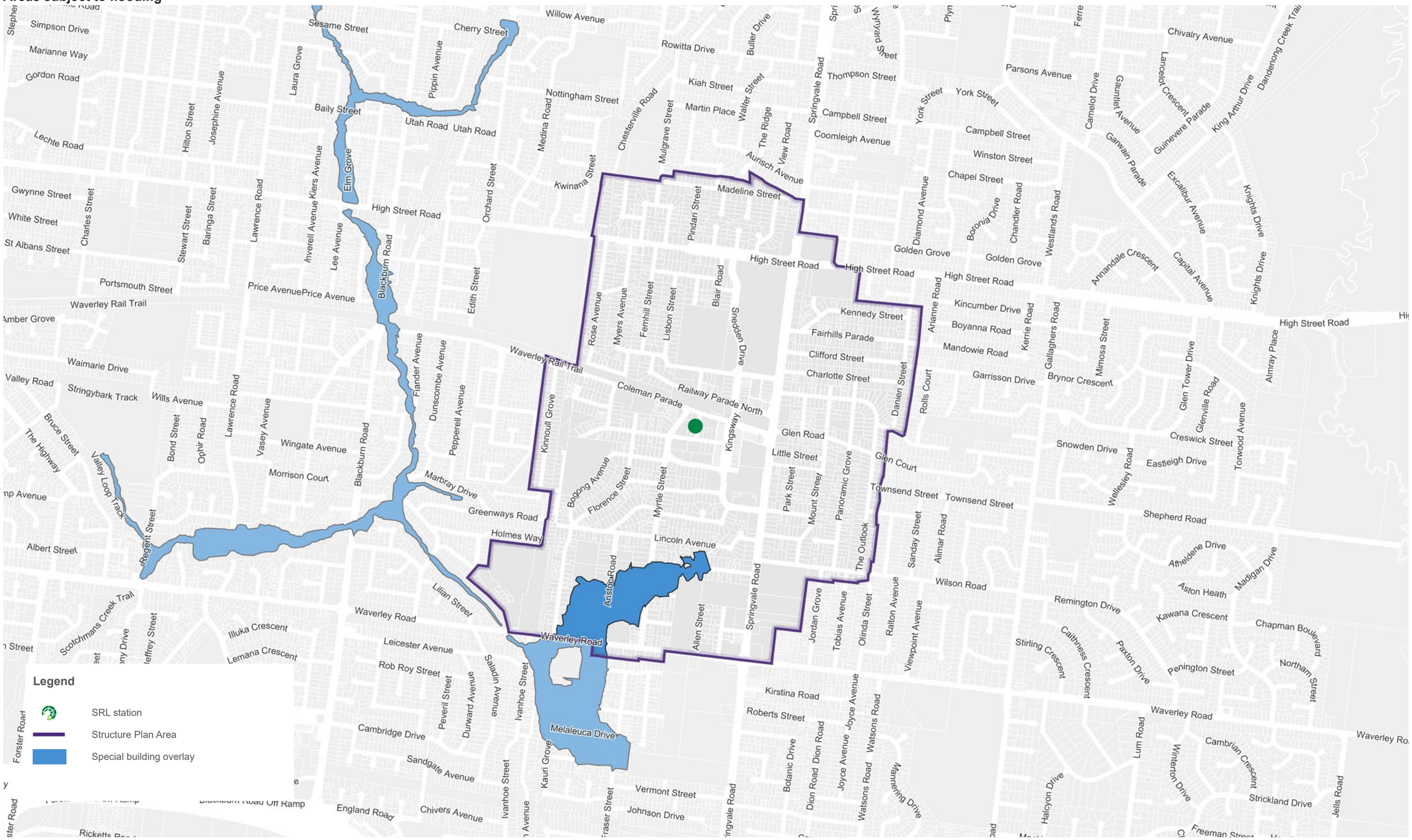


Figure B1.5: Urban development analysis – areas subject to flooding

Building heights

Figure B1.6: Urban development analysis – building height

Recent building approvals

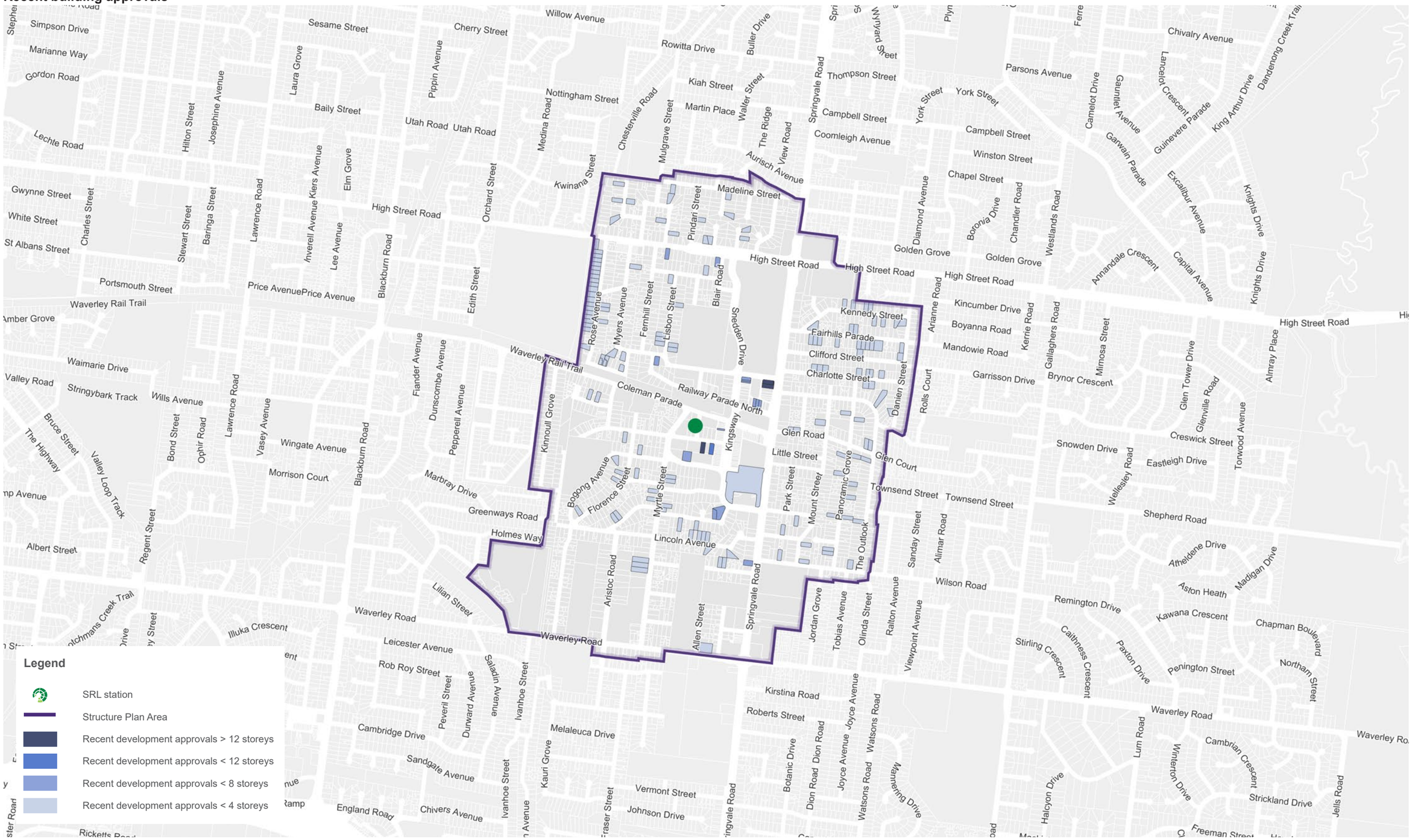


Figure B1.7:Urban development analysis – recent building approvals

Slope

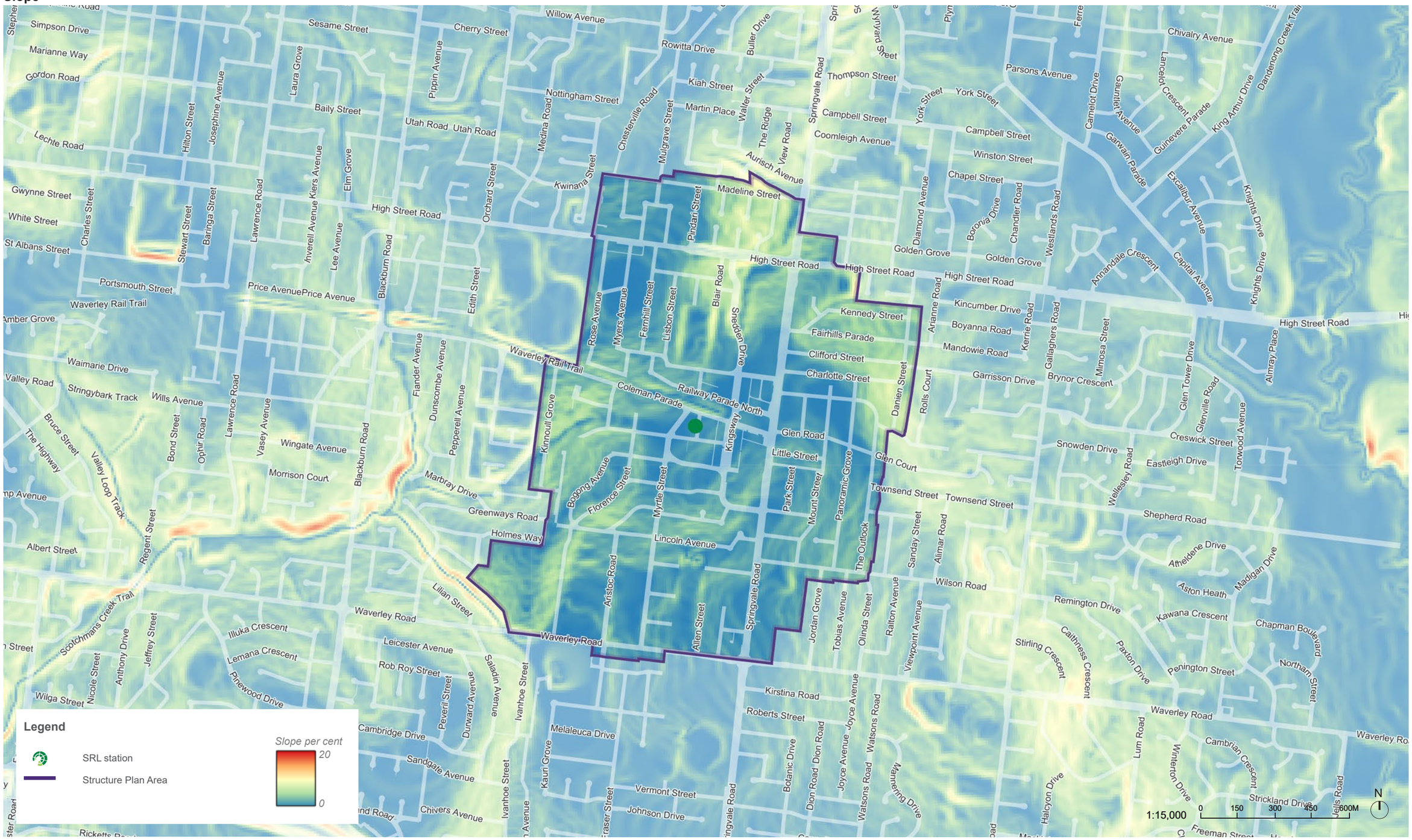


Figure B1.8: Urban development analysis – slope

Appendix C

Street network and public realm quality analysis

Joint Venture

Introduction

Street Network and Public Realm Quality Analysis to inform the Structure Planning Urban Design Report included:

- SRL Public Space and Public Life Study Report (Gehl, 2023) (see SRL East Structure Plan - Gehl Public Space and Life Study - Attachment B)
- Open Space Assessment (prepared by AJM Joint Venture for Suburban Rail Loop Authority 2024)
- Structure Planning Urban Design Report – street quality assessment.

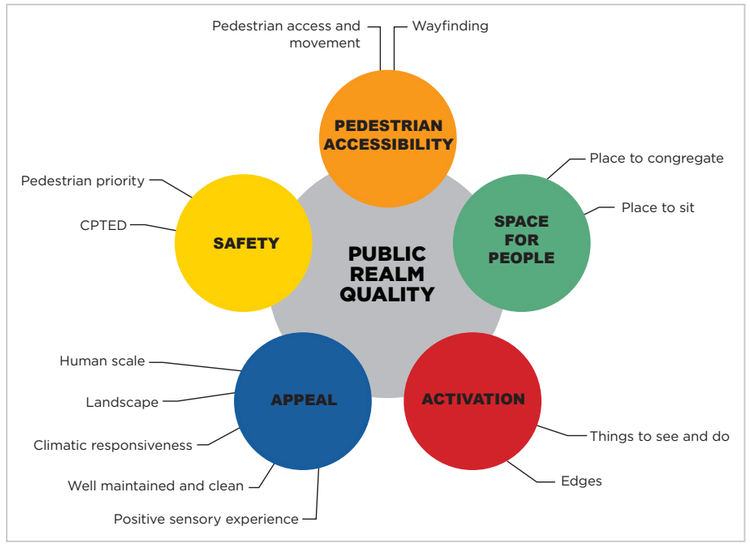
These are discussed more below.

Alignment with the Gehl 'Public Space and Public Life Study'

In 2023 Gehl, a globally recognised urban design and research consultancy, completed in-depth public space and public life analysis on selected streets and spaces in the SRL East Structure Plan Areas.

The Gehl study provided an understanding of the public space quality and people's experience of selected key public spaces through data collection and analysis using a tool with a 12-quality criteria rating system.

The findings of this study are in the SRL East Structure Plan - Gehl Public Space and Life Study - Attachment B.



Streets and Public Realm Quality Assessment Research for this Report

Open Space Assessment (prepared by AJM Joint Venture for Suburban Rail Loop Authority 2024)

The Open Space Assessment report was prepared to inform structure planning. This report included a quality assessment of existing open spaces within the 1600 metres radius of the SRL station which considered the Gehl study findings.

Structure Planning Urban Design Report – street network quality analysis

To inform the findings of this report, research was undertaken of various standards for permeability, along with analysis of the walkability, street block perimeters, and bock lengths of the Structure Plan Area. Further quality site assessments were also conducted to rate every street within the Structure Plan Area. As this assessment used different criteria to the Gehl study, the results differ in nuance, but generally align with similar levels of quality.

The summary research and analysis is outlined in the sections following.

Protection
Without this, most people will not come

Protection against traffic and accidents - *feeling safe*
- Protection for pedestrians
- Eliminating fear of traffic.

Protection against crime and violence - *feeling secure*
- Lively public realm
- Eyes on the street
- Overlapping functions day/night
- Good lighting.

Protection against unpleasant sensory experiences
- Wind
- Rain/snow
- Cold/heat
- Pollution
- Dust, noise, glare.

Comfort
Without this, most people will not stay

Opportunities to walk
- Room for walking
- Interesting facades
- No obstacles
- Good surfaces
- Accessibility for everyone.

There are places to stand for a rest
- Edge effect / attractive zones for standing / staying
- Supports standing / staying
- Facades with good details that invite staying.

There are places to comfortably sit
- Zones for sitting
- Utilising advantages: View, sun, people
- Good places to sit
- Benches for resting.

There are plenty of things to look at
- Reasonable viewing distances
- Unhindered views
- Interesting views
- Lighting (when dark).

There are opportunities to play or exercise
- Physical activity, exercise
- Play and street entertainment
- By day and by night
- In summer and winter.

I could easily have a conversation
- Low noise levels
- Street furniture that provides 'talkscapes'.

Enjoyment
The difference between a good place and a great place

The space relates to my (human) scale
- Buildings and spaces designed to human scale.

The space allows me to enjoy the positive aspects of climate
- Sun/shade
- Heat/coolness
- Shelter from wind/breeze.

I like the aesthetic qualities and sensory experiences
- Good design and detailing
- Good materials
- Fine views
- Trees, plants, water.

Gehl Public Space and Public Life Study (2023) Criteria

Permeability standards

The aspiration for walkability in SRL East station precincts is to:

- Support and enhance convenient and desirable access to everyday services, facilities and key destinations within a 20-minute walking distance from home including reducing walking distances to and from the station and within core urban zones.

This can be delivered through the following:

- Offering a fine-grain urban structure to provide a network of pedestrian connections
- Improving the current pedestrian linkages, streets and spaces in the station precincts and supplement these where required with high quality, activated and appealing linkages.

This will be achieved by identifying appropriate targets in terms of permeability and applying them with a practical lens by analysing current permeability within the Structure Plan Area.

Research has been undertaken into best practice permeability standards which is summarised in the table adjacent.

Source	Standard	Applicability to SRL East Structure Plan Areas
Urban Design Guidelines for Victoria	Create a permeable block layout with block dimensions ranging from 120 metres to 240 metres long and 60 metres to 120 metres wide.	Provides overarching parameters and maximum block length as a generic approach. Consideration of best practice targets for urban conditions below provide more applicable targets for SRL precincts.
	A block perimeter of around 600 metres provides for good pedestrian and vehicular access and an efficient subdivision pattern of the block. Smaller blocks may be appropriate in more intense urban areas.	Perimeter of 600 metres is too large to ensure pedestrian permeability adjacent to new stations.
Melbourne Planning Scheme DD01	100 metres maximum block length Within 100 metres of rail station pedestrian connections less than 70 metres apart	Urban condition applicable to some areas within SRL East precincts subject to ultimate land use and density outcomes. 100 metres maximum block length provides optimal outcome in areas surrounding rail station to maximise permeability.
City North Structure Plan and Melbourne DDO61	Pedestrian through block connections should be provided where the average length of a street block exceeds 100 metres. For street blocks exceeding 200 metres in length at least two connections should be provided	Urban condition applicable to some areas within SRL East precincts subject to ultimate land use and density outcomes. 100 metres maximum block length provides optimal outcome in areas surrounding rail station to maximise permeability.
NSW Movement and Place – Network Planning in Precincts Guide	'Create a permeable network with a grid-like structure, short block length and high intersection density' Less than 250 metres block lengths with a recommended block length of 120 metres to 180 metres	A good benchmark for consideration within SLR East precincts which provides a range in block length to respond to desired outcomes and conditions.
Westbrook PSP (completed May 2022)	Street block lengths should not exceed 240 metres	Urban condition not comparable to SRL East precincts given provision of transit.
Case studies	**Dimensions**	**Applicability to SRL East Structure Plan Areas**
Melbourne CBD	600 metres perimeter: 100 metres x 200 metres with minimum 1 pedestrian through connection.	Pedestrian through-connection increases permeability, but not consistently activated, resulting in some "back-of-house" pedestrian experiences and poor perceived pedestrian safety.
Fitzroy, VIC	Approximately 75 x 80 metres blocks	Fine-grain and highly walkable with a variety of land use and density outcomes.

Table 1-1: Permeability research findings

Walkability analysis

The walkability analysis and measure has been derived from a comparison of the 800-metre walkable catchment vs an 800-metre radial catchment. For the purpose of this study the walkable catchment has been derived using GIS by measuring a 800-metre distance along walkable paths from station entrances. The 800-metre radius represents an ‘as the crow flies’ distance from the centre of the station. A comparison of these areas gives an indication of the level of permeability achieved within the station precinct. It is noted that a 100 per cent outcome is not achievable in a logical urban block arrangement that is comprised of a gridded system.

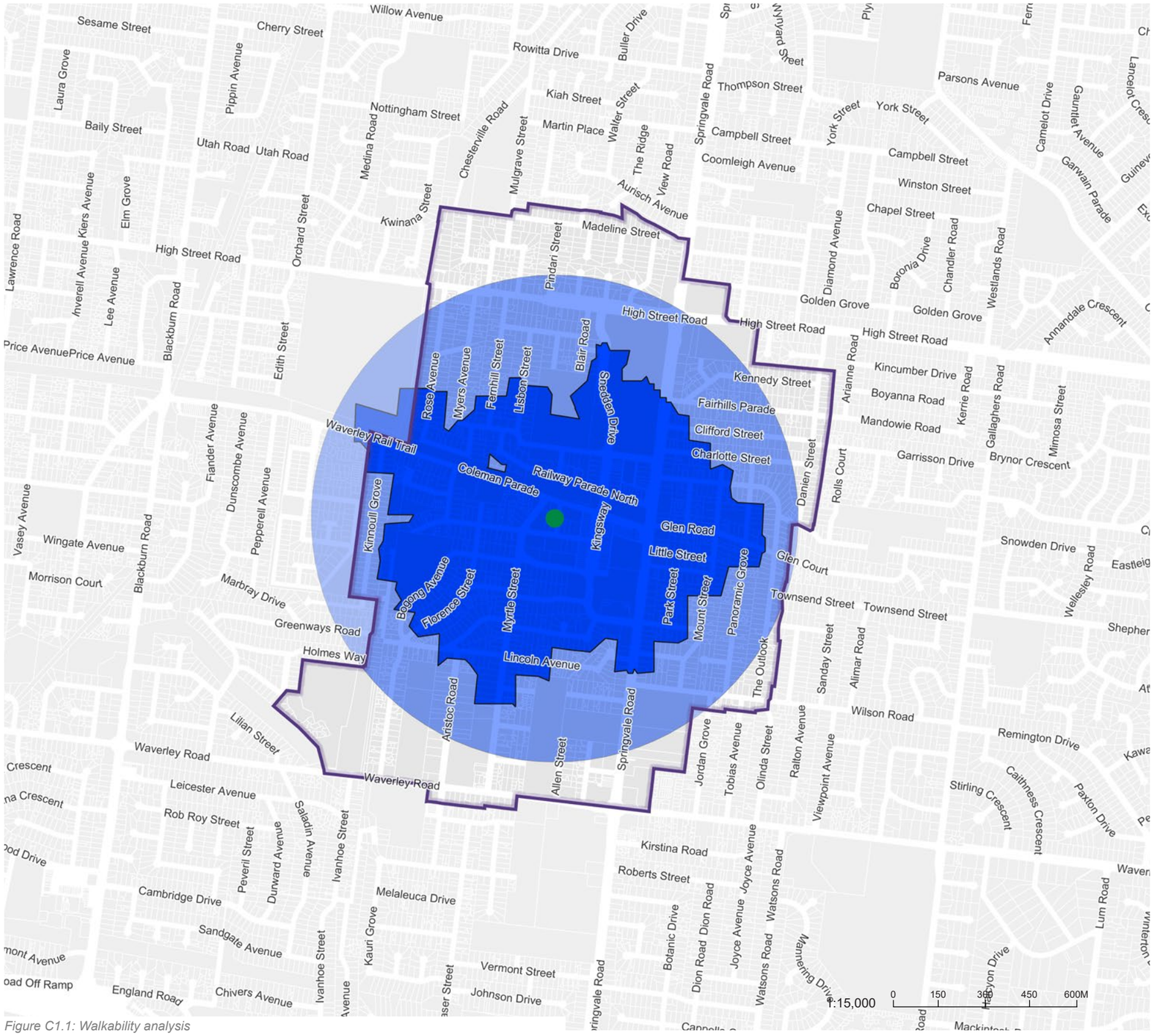


Figure C1.1: Walkability analysis

Legend

- SRL station
- Structure Plan Area
- 400-metre radial catchment (from centre of station)
- 800-metre walkable catchment from station entries
- 800-metre radial catchment

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Joint Venture

Street block perimeter analysis

The following street block perimeter analysis shows the distance to walk around an urban block. This is an indicator of urban grain and demonstrates the areas that lack permeability.

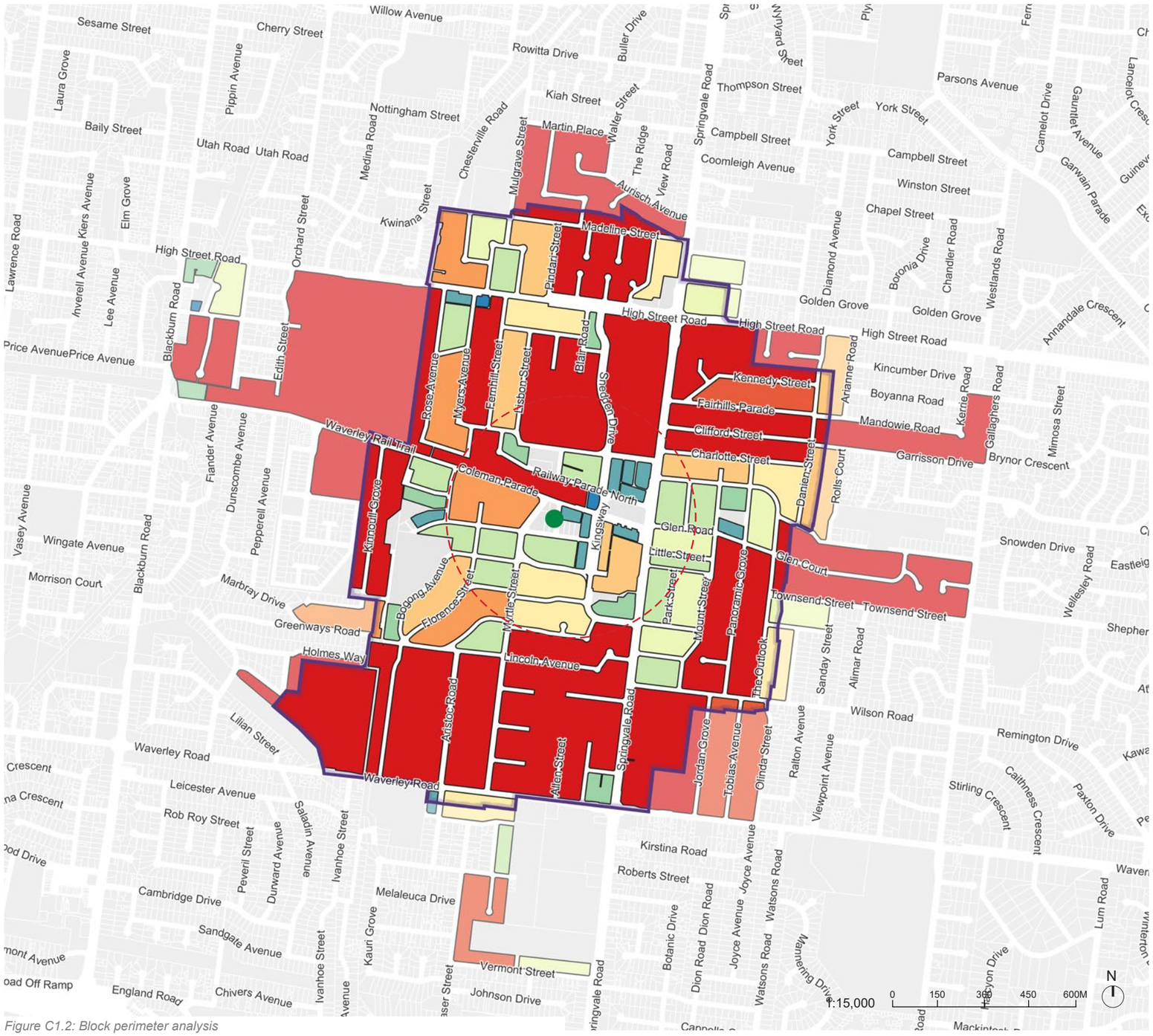


Figure C1.2: Block perimeter analysis

Legend

- SRL station
- Structure Plan Area
- 400 metres radial catchment

Street block perimeter length

- 0 to 200 metres
- 200 to 300 metres
- 300 to 400 metres (5min walk)
- 400 to 500 metres
- 500 to 600 metres
- 600 to 700 metres
- 700 to 800 metres (10min walk)
- 800 to 900 metres
- 900 to 1000 metres
- More than 1000 metres (>12min walk)

Block length analysis

The following analysis highlights the existing urban block length within the Structure Plan Area. Areas with urban block length in excess of the agreed targets present barriers to walkability and create issues to be considered within the public realm strategy.

Note: privatised / internal pedestrian linkages (not open 24 hours) exist currently which are not represented for the purpose of this mapping

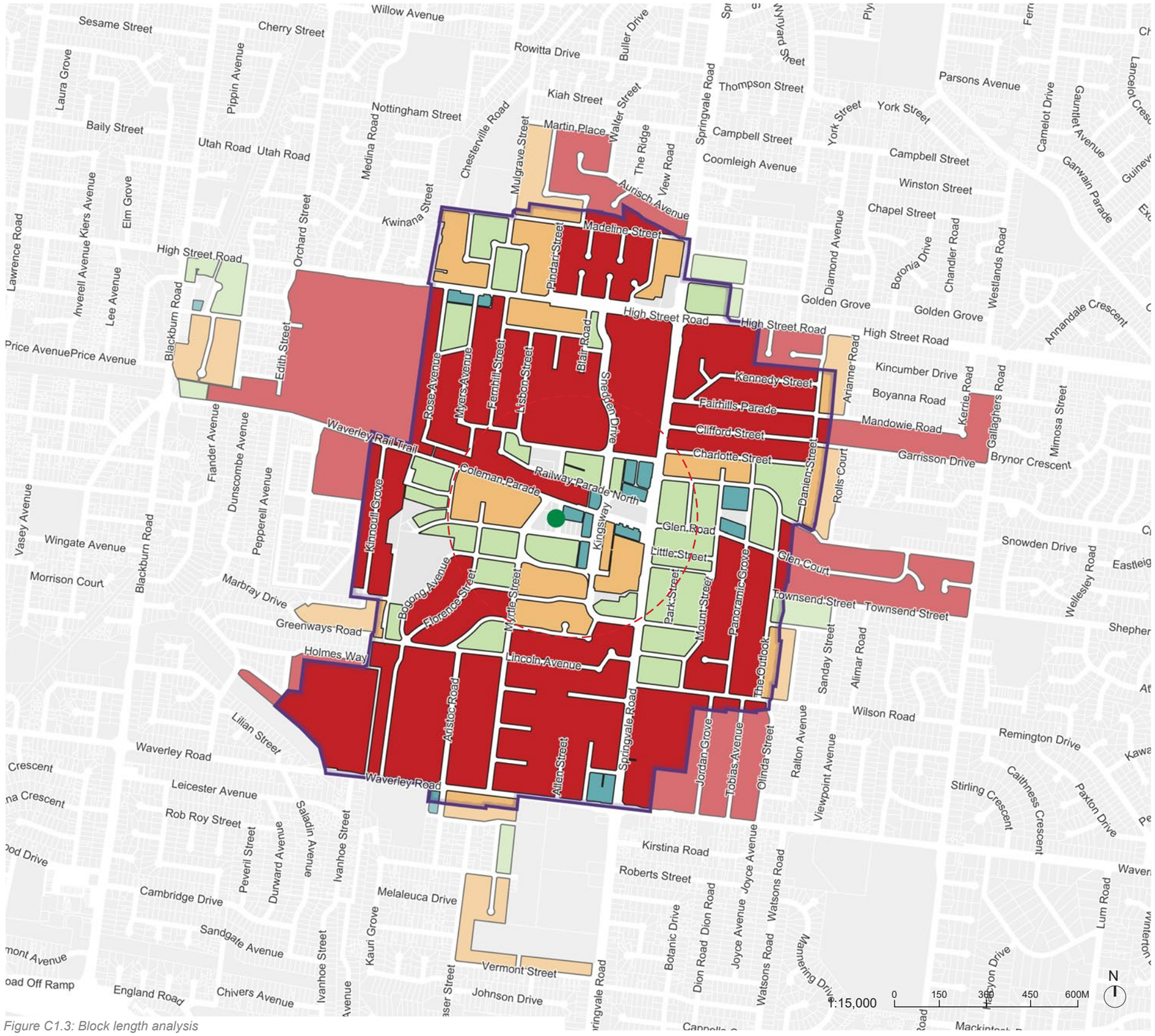


Figure C1.3: Block length analysis

Legend

- SRL station
- Structure Plan Area
- 400 metres radial catchment
- Block length 0 to 100 metres
- Block length 100 to 200 metres
- Block length 200 to 300 metres
- Block length more than 300 metres

Public realm quality standards

The following analysis focuses on assessing the quality of the public realm with a focus on the pedestrian experience. This assessment provides the following:

- A rating against 5 themes with reference to 12 criteria for all streets and spaces within the study area that records performance under the assessment values identified below
- An overview of the current performance of streets and spaces within the context of the current land use pattern. It does not assess against the future intended use
- Land use factored into the assessment through the score provided. Retail streets will score a higher degree of activation than residential streets. It does not offer separate rating scales for street typologies
- Spaces that do not have a pedestrian function or are privatised have been excluded from the assessment
- Functionality of open space does not form part of the assessment. Open space is assessed against the experience for a pedestrian, not performance against community needs.

Public realm quality criteria

A set of criteria have been developed to assess public realm quality focusing on the pedestrian experience. These have been derived with reference to established public realm quality criteria including:

- The Public Life Diversity Toolkit, Gehl Institute
- Public space site-specific assessment, UN Habitat
- Pedestrians first, Institute for Transportation and Development Policy.

The criteria offer themes and issues for consideration by the urban design team to assess the quality of the public realm within the Structure Plan Area. This will provide a baseline position to understand what areas require upgrades to optimise outcomes for the structure plan.

The following pages spatially map the findings of the public realm quality assessment across a range of themes.

Methodology

The assessment of the public realm was conducted through site visits to each Structure Plan Area. These visits aimed to evaluate the quality of streetscapes and public open areas based on the criteria established. During these site visits, an assessment was conducted for every street, road, activity centre, and public space encompassed within the Structure Plan Area.

Streets and public realm quality assessment research

Table 1-1 Streets and public realm quality assessment checklist

1. SAFETY	2. PEDESTRIAN ACCESSIBILITY	3. SPACE FOR PEOPLE	4. ACTIVATION	5. APPEAL
Pedestrian priority • Are pedestrians protected from traffic? • Are there safe opportunities for pedestrians to cross? **CPTED – perception of safety** • Is there adequate lighting? • Are there 'eyes on the street/space' (windows / balconies / ground level entries / passing traffic etc)? • Are there any entrapment points?	**Pedestrian access and movement** • Is it easy to get around as a pedestrian? • Are pathways clear from obstruction? **Wayfinding** • Is legibility intuitive and can people find their way around easily? • Is their adequate provision of signage and wayfinding?	**Variety of places** • Is there space to stand / linger / lean? • Where appropriate, are there places to sit or gather? • Are there opportunities for human interaction? • Does the public realm support a diverse range of community activities and needs?	**Activities / things to engage with / look at** • Are there engaging things to look at / public art? • Where appropriate, are there things to do (i.e. play equipment in parks)? **Edges** • Are edges engaging (active frontage /lots of entries and elements / blank walls)?	**Human scale** • Are there any overbearing structures? Appropriate street wall height? • Is it a highly-exposed / over-scaled space? **Landscape** • Are there street trees and planting? • Balance of hardscape and soft scape? **Climatic responsiveness** • Can you enjoy the positive aspects of climate? • Is there protection from sun in summer / wind and rain protection? **Well maintained / clean** • Are there public rubbish bins? Is there a lack of rubbish in the public realm? • Is the planting maintained / cared for (no weeds, lawn mowed)? • Are the footpaths and surfaces in good condition? **Positive setting / sensory** • Are there no unpleasant noises dust, pollution or smells?

Streets quality assessment - safety

The safety of streets is assessed through the lens of the pedestrian experience and includes factors such as the protection from traffic and provision of safe crossing opportunities. Safety also includes CPTED factors such as the provision of adequate lighting and the degree of passive surveillance and lack of entrapment points.

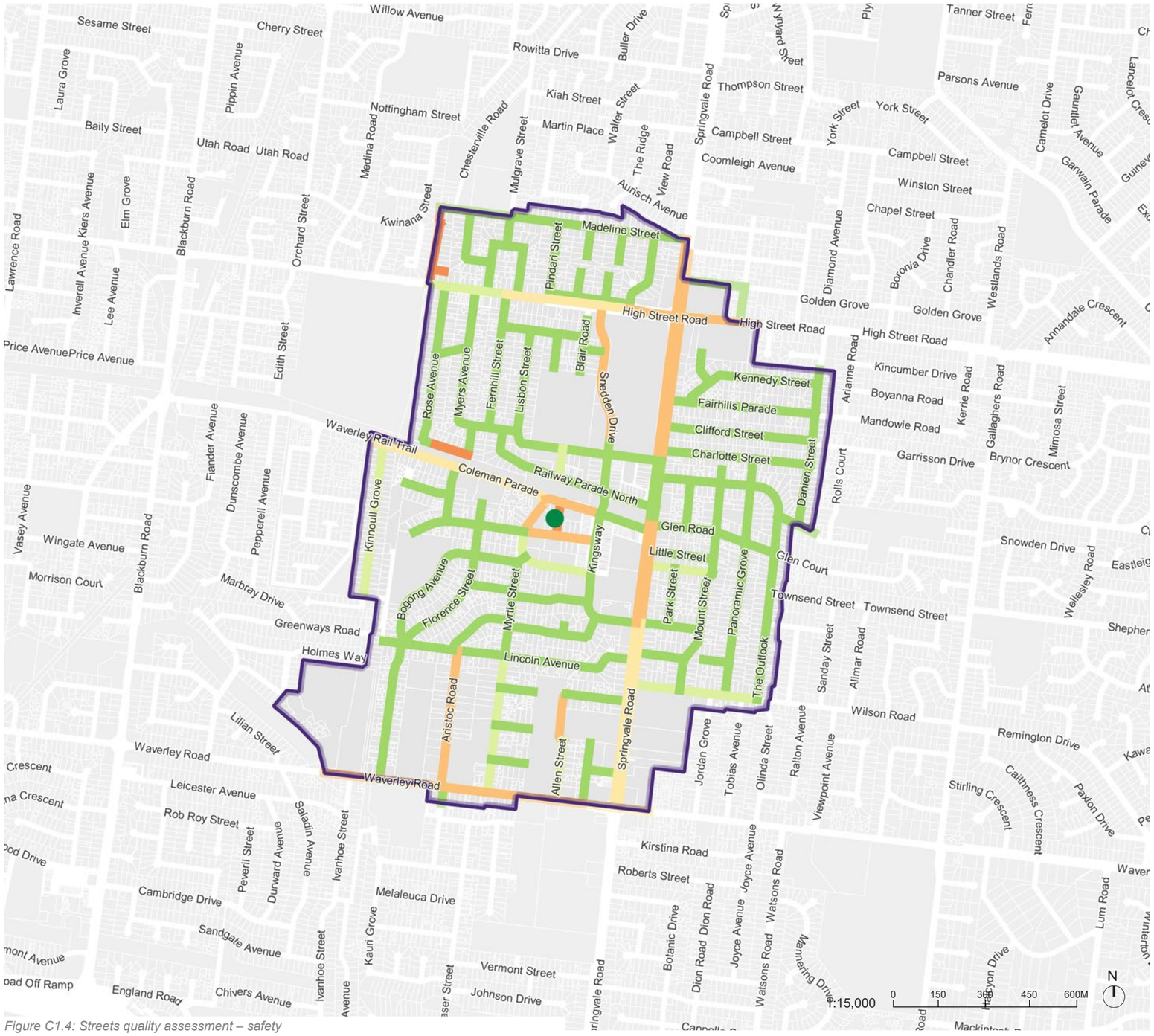


Figure C1.4: Streets quality assessment – safety

Legend

- SRL station
- Structure Plan Area

Poor — Lacking — Satisfactory — Reasonable — Good

Streets quality assessment - pedestrian accessibility

Pedestrian accessibility provides an assessment of the ease of pedestrian movement and the provision of adequate pedestrian paths and circulation. Pedestrian pathway widths are a factor as well as the inclusion of signage and intuitive wayfinding.

Figure C1.5: Streets quality assessment – access

Legend

- SRL station
- Structure Plan Area

Poor — Lacking — Satisfactory — Reasonable — Good

Streets quality assessment - space for people

Space for people relates to the opportunity for people to sit, stand or gather, fostering human interaction and creating an environment for social engagement. This includes the provision of urban furniture items such as benches and chairs as well as providing areas where people can pause and interact without creating an obstruction in the street.

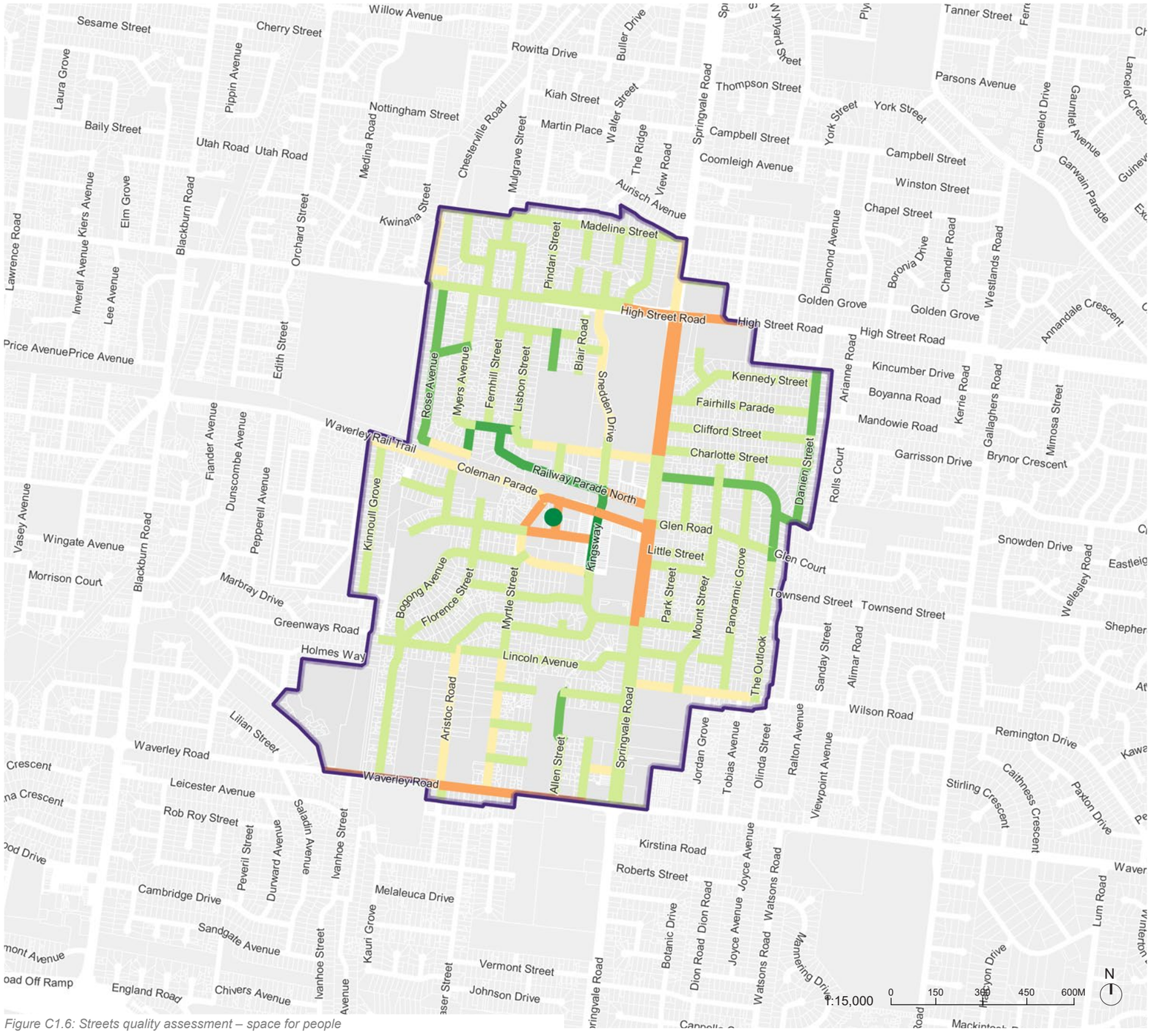


Figure C1.6: Streets quality assessment – space for people

Legend

- SRL station
- Structure Plan Area

Poor — Lacking — Satisfactory — Reasonable — Good

Streets quality assessment - activation

Activation relates to the presence of engaging things to look at, elements to interact with, and edges that help drive a sense of activity, such as retail frontages, building entrances and facades that have visual interest. Inactive edges and dead zones negatively affect activation.

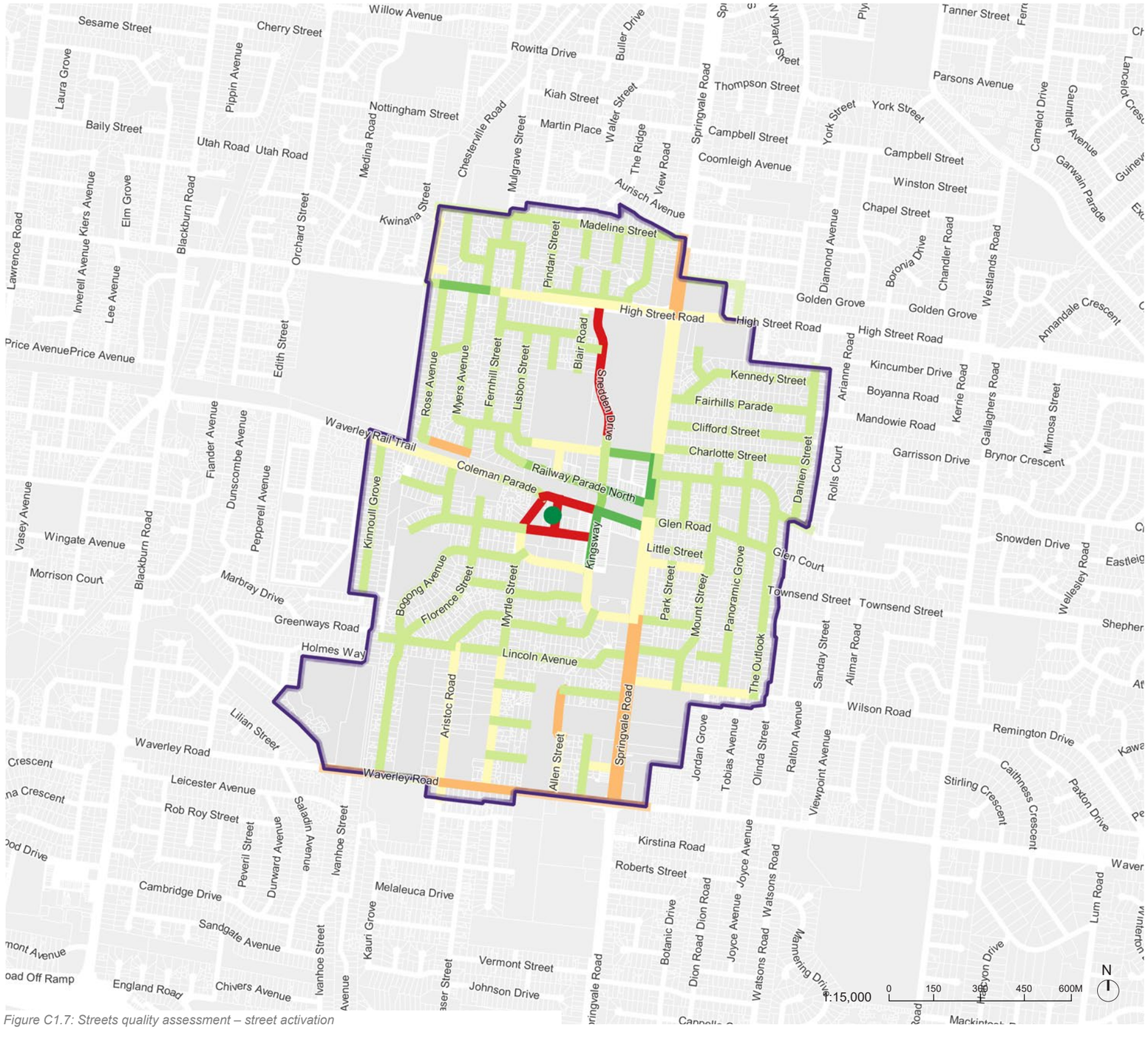


Figure C1.7: Streets quality assessment – street activation

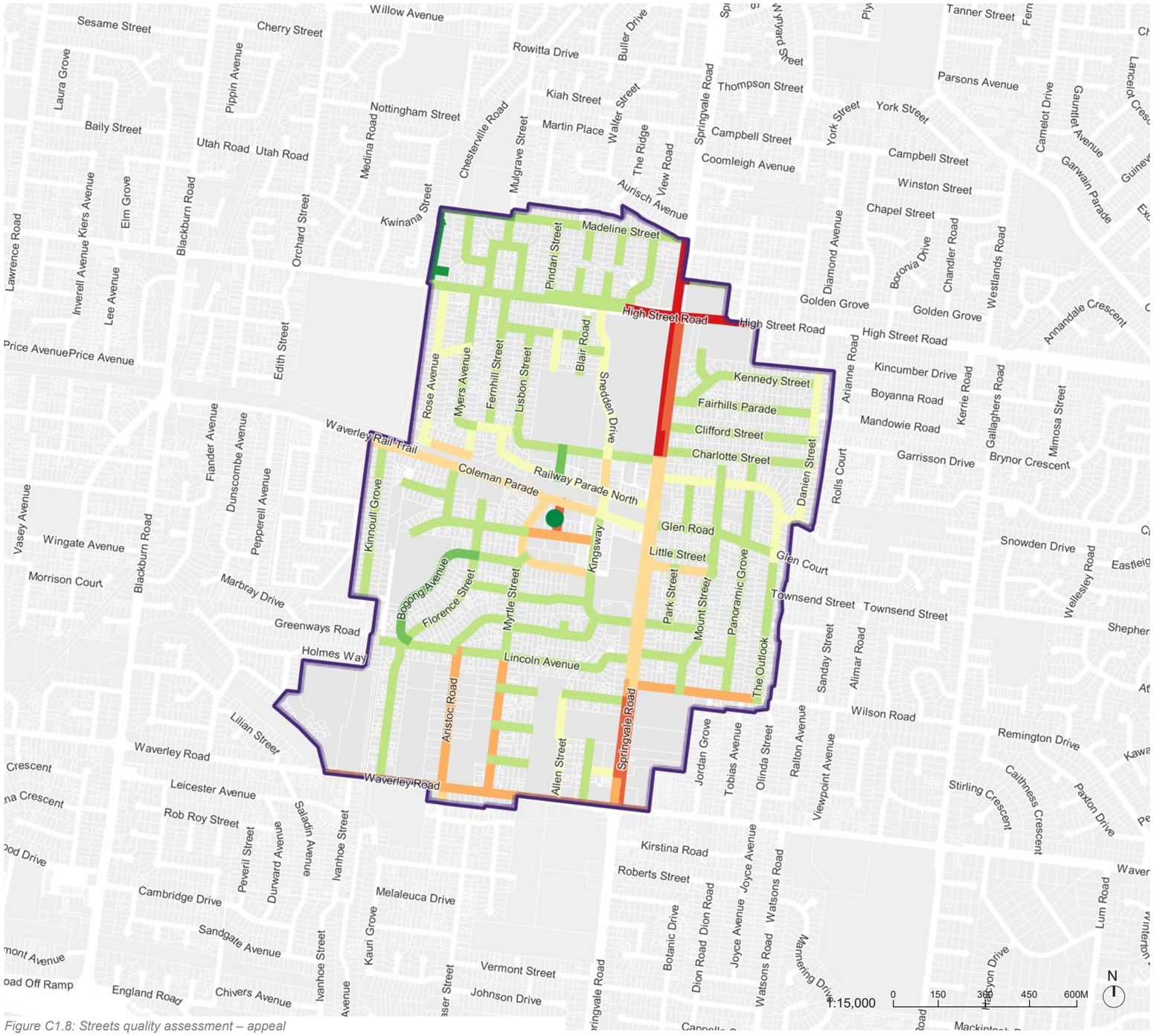
Legend

- SRL station
- Structure Plan Area

Poor — Lacking — Satisfactory — Reasonable — Good

Streets quality assessment - appeal

Appeal relates to attractiveness of built form, the presence of vegetation and street trees, the use of high quality and well-designed materials, and the maintenance and upkeep of a space. Appeal relates to the senses with poor amenity relating to smell, sound or sight negatively affecting the rating. The degree of human scale or sense of exposure also relates to appeal, which concerns the presence of overbearing structures, spaces of refuge, as well as protection from climatic factors such as sun, wind and rain.



Legend

- SRL station
- Structure Plan Area

Poor — Lacking — Satisfactory — Reasonable — Good

Figure C1.8: Streets quality assessment – appeal

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