

## 3.2 Amendment C385boro - Serpells Lane Rezoning - Exhibition Outcomes

### Executive Summary

#### Purpose

The purpose of this report is to provide the UPDC with a summary of the submissions received during the public exhibition of Amendment C385boro to the Boroondara Planning Scheme and to refer submission to a Planning Panel.

#### Background

399 Burwood Road, Hawthorn is a Council-owned car park, also known as the Serpells Lane car park.

On 25 July 2022, Council resolved to commence the Serpells Lane Strategic Property Project, including the rezoning and sale of the land at 399 Burwood Road, Hawthorn.

Amendment C385boro proposes to rezone the land at 399 Burwood Road, Hawthorn from Public Use Zone 6 (PUZ6) to Commercial 1 Zone (C1Z).

#### Key Issues

Authorisation to prepare and exhibit Amendment C385boro was granted on 17 August 2022.

Exhibition was carried out from 22 September to 24 October 2022. At the conclusion of the exhibition period, Council received a total of 38 submissions. Of these submissions:

- Thirty-six were opposed to the amendment, sought changes to the amendment or objected to the sale of the land and loss of the car park.
- One was in support of the amendment.
- One was a statement of no objection to the amendment.

Most submissions raised issues that are outside of the scope of this planning scheme amendment. Matters raised include:

- Objections to the loss of car parking.
- Objections relating to the future development of the site or the design of any future building on the site.

#### Next Steps

Officers recommend that the UPDC resolve to request the Minister for Planning appoint an independent Planning Panel to consider Amendment C385boro to the Boroondara Planning Scheme, and refer all submissions received to the panel for consideration.

## Officers' recommendation

That the Urban Planning Delegated Committee resolve to:

1. Receive and note the submissions to Amendment C385boro to the Boroondara Planning Scheme in accordance with Section 22 of the *Planning and Environment Act 1987*.
2. Endorse the officers' response to submissions to Amendment C385boro as shown at **Attachment 1**.
3. Request that the Minister for Planning appoint a Planning Panel under Section 153 of the *Planning and Environment Act 1987* to consider all submissions to Amendment C385boro.
4. Refer Amendment C385boro and all submissions to a Planning Panel in accordance with Section 23(1) of the *Planning and Environment Act 1987*.
5. Authorise the Director Urban Living to undertake administrative changes to Amendment C385boro that do not change the intent of the amendment prior to a Panel Hearing.
6. Note that Council can abandon Planning Scheme Amendment C385boro at any time prior to adoption of the amendment should a decision be made in relation to the sale of the land that no longer necessitates the rezoning.

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**Responsible director:**     **Scott Walker, Director Urban Living**

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## **1. Purpose**

The purpose of this report is to:

1. Provide a summary of the outcomes of the public exhibition process including:
  - Key issues raised in the submissions.
  - The officers' response to the key issues raised in submissions.
2. Seek a resolution from the Urban Planning Delegated Committee (UPDC) to:
  - Request that the Minister for Planning appoint an independent Panel under Section 153 of the *Planning and Environment Act 1987*
  - Refer all submissions to Amendment C385boro to the Panel.

## **2. Policy implications and relevance to community plan and council plan**

### **Boroondara Community Plan**

The Boroondara Community Plan 2021-31 sets out the 10-year vision for Boroondara's future based on values, aspirations and priorities important to the community.

The amendment supports the following strategic objectives of the Community Plan:

- **Strategic Objective 4:** *Protect the heritage and respect the character of Boroondara, while facilitating appropriate, well-designed development.*
- **Strategic Objective 6:** *A vibrant local economy and shops that are accessible, attractive and a centre of community life.*

### **Boroondara Planning Scheme**

The amendment is consistent with Council's Municipal Planning Strategy, in particular:

- Clause 02.03-1 Settlement - Ensure major activity centres, neighbourhood centres, local centres and commercial corridors retain a commercial focus with regard to land use and built form outcomes.

The amendment is consistent with the Planning Policy Framework and Council's Hawthorn–Glenferrie Road Major Activity Centre Policy (Clause 11.03-1L-02) strategy to ensure use and development makes the best use of available land and provides opportunities for additional retail, commercial or housing.

## Plan Melbourne

*Plan Melbourne 2030-2050* is the Victorian State Government's metropolitan planning strategy that local planning policies have to be consistent with.

*Plan Melbourne* establishes a hierarchy of centres across Melbourne to assist in the delivery of employment, housing and the creation of 20-minute neighbourhoods. The activity centres identified in *Plan Melbourne* form part of a wider network of centres that together will deliver Plan Melbourne's desire to create 20-minute neighbourhoods. In addition to this, *Plan Melbourne* provides the policy basis to achieve a greater balance between planning for housing growth and the protection of neighbourhood character.

The amendment is consistent with the directions and policies within *Plan Melbourne*. In particular:

- Policy 1.3.2: Plan for new development and investment opportunities on the existing and planned transport network.
- Policy 2.1.2: Facilitate an increased percentage of new housing in established areas to create a city of 20-minute neighbourhoods close to existing services, jobs and public transport.

The amendment supports the implementation of Plan Melbourne by ensuring that the site is rezoned in a manner that supports mixed use development in a major activity centre.

### 3. Background

On 25 July 2022, Council resolved to commence the Serpells Lane Strategic Property Project, including the rezoning and sale of the land at 399 Burwood Road, Hawthorn.

This resolution followed an investigation of the titles and easements that apply to the site, an investigation of the use patterns and occupancy rates of the car park and a consideration of planning controls, strategies and policies that apply to the area.

Following the Council meeting, officers applied to the Minister for Planning for authorisation to prepare and exhibit Amendment C385boro, which proposed rezoning the land from Public Use Zone 6 (PUZ6) to Commercial 1 Zone (C1Z).

The *Ministerial Direction on the Form and Content of Planning Schemes* specifies that a planning scheme may only include land in a public land zone if the land is Crown land or is owned, vested in or controlled by a Minister, government department, public authority or a municipal council.

To facilitate the future sale of the land, the property must be rezoned to a more suitable zone to reflect the change from public ownership and to facilitate future redevelopment. However, rezoning the land does not oblige Council to sell the land. Even if the rezoning proceeds Council could continue to own the land.

It should also be noted that Council can abandon the Planning Scheme Amendment process at any time prior to adoption of the amendment should a decision be made in relation to the sale of the land that no longer necessitates the rezoning.

## **Glenferrie Structure Plan**

Adopted in 2010, the Glenferrie Structure Plan establishes the strategic land use and development objectives for the Glenferrie Activity Centre, including the subject site.

The Glenferrie Structure Plan identifies the subject site as a location for long-term parking to service the needs of the University and local commuters. However, the Glenferrie Structure Plan also identifies the opportunity to provide a mixed-use development outcome for the site, incorporating a mix of residential, retail and office uses as well as a potential multi-deck car park.

The Serpells Lane site is included in Area 2 - Glenferrie and Burwood Roads Mixed Use of the Glenferrie Structure Plan, which provides the following guidance for development in this area:

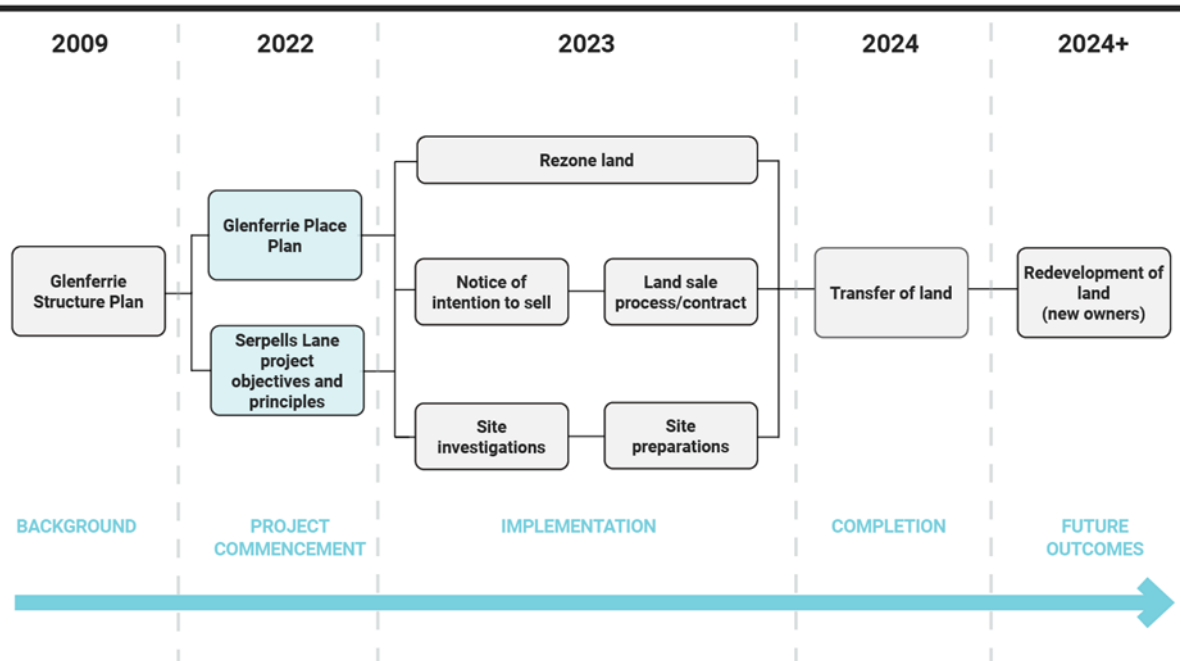
1. Maintain the mixed-use nature of this area, which includes offices, retail, food outlets, residential and community or cultural facilities.
2. Encourage the development of underused land, such as surface car parks or sites containing single storey buildings, for mixed use development that includes office or retail at the ground level (as appropriate to the location), office or residential uses above and underground or internal deck car parking.
3. Promote mixed use development on these sites that includes either retail or commercial uses at the ground level with commercial or residential uses above.

Based on the policy direction set out in the Glenferrie Structure Plan, it is considered that C1Z is the most appropriate zone to achieve these outcomes. Rezoning to C1Z will ensure consistency with the surrounding commercial properties and allow for the development of the land in accordance with the directions of the Glenferrie Structure Plan.

The C1Z allows for a diversity of land uses, including retail, office & residential, and is consistent with the site's location at the heart of a Major Activity Centre. Given its location and the Glenferrie Structure Plan guidance to accommodate mixed use developments, it is considered that a residential zoning would not be appropriate for the site.

## **Serpells Lane Strategic Property Project**

This amendment process is part of the Serpells Lane Strategic Property Project. The diagram below (**Attachment 2**) provides an overview of the process and timeline for the sale of the Serpells Lane site.

**SERPELLS LANE CAR PARK - PROJECT DISPOSAL PROCESS**

The formal sale of the land is a separate process to the planning scheme amendment process.

For any sale of property, Council must comply with the obligations set out under section 114 of the *Local Government Act 2020*. This includes a community feedback process on any proposed sale that invites submissions from the community and responds to any feedback received. This will be part of the future sale of land process.

#### 4. Outline of key issues/options

##### Authorisation and Exhibition

Under delegation from the Minister for Planning, the Department of Environment Land Water and Planning granted authorisation to prepare and exhibit Amendment C385boro on 17 August 2022.

Exhibition was carried out from 22 September to 24 October 2022 and included:

- Letters to owners and occupiers of properties in the area.
- Letters to prescribed Ministers, traders groups and public authorities.
- Notices published in The Age and the Victorian Government Gazette.
- Information published on Council's website.

At the conclusion of the exhibition period, Council received a total of 38 submissions. Of these submissions:

- Thirty-six were opposed to the amendment, sought changes to the amendment or objected to the sale of the land and loss of the car park.
- One was in support of the amendment.
- One was a statement of no objection to the amendment.

## **Key issues raised in submissions**

The majority of submissions raised issues that are outside of the scope of this planning scheme amendment. Matters raised include:

- Objections to the loss of car parking.
- Objections relating to the future development of the site or the design of any future building on the site.

These matters are not covered by this planning scheme amendment process and will be considered through the sale of land and/or planning permit processes. A brief response to these matters is provided below.

### **Loss of Car Parking**

Parking surveys of the Serpells Lane car park have found patterns of usage that reflect longer term parking demands from university students and staff as well as other workers in the precinct. The patterns of use do not reflect the short-term parking associated with shoppers and visitors to the centre.

Parking occupancy and duration of stay surveys were carried out in the car park on Thursday 10 March 2022 between 7am and 11pm (representative of a typical weekday). A summary of the findings from this survey are included in **Attachment 3**.

The priority for Council-owned parking is to support the Glenferrie centre and its visitors with short term and high turnover parking that generates a higher economic benefit for the wider community. Swinburne's own paid public parking facility is considered a more appropriate means to cater for the university's parking needs.

The draft Glenferrie Place Plan proposes to deliver new short-term car parking facilities at other locations in the centre that are better suited to supporting the shorter-term parking needs of local traders, community facilities and centre visitors.

### **Trader contribution to ownership of car park**

A submission on behalf of the Glenferrie Trader's Association objects to the proposal on the basis that the car park was paid for through a special rate levied on traders in the area in order to provide additional car parking for visitors and customers. The GTA suggests that the car park should therefore not be rezoned and sold unless an alternative parking solution is provided.

An investigation of the history of various land titles making up the subject site identified that Council may have purchased only a small part of the car park (approximately 200m<sup>2</sup> or 5% of the site) in the 1960s. Further research is underway to establish whether this purchase was associated with a formal special rate levied on traders in Glenferrie Road, Hawthorn. This land is now occupied by the vehicle access lanes, not parking spaces, however 5% of the site would equate to around 5 parking spaces. The further research may confirm that the traders may have a proprietary interest in part of the car park.

If this is the case, it will be possible to provide adequate replacement parking for those spaces in the general vicinity of the subject site (should Council decide to sell the subject land). These matters are also more appropriately considered as part of the sale of land process and are outside the scope of the amendment which is to establish the most appropriate zone for the land.

As noted above, Council has already proposed to deliver alternate car parking spaces through the draft Glenferrie Place Plan. The appropriate sites will be further considered as part of an updated Place Plan and will be better suited to supporting the shorter-term parking needs of local traders, community facilities and centre visitors.

### **Future development**

Matters relating to the future potential redevelopment of the site are most appropriately addressed through a future planning permit application process. There is no development proposed as part of this planning scheme amendment process. Design and Development Overlay Schedule 15 (DDO15) is already in place and provides built form guidance that any future redevelopment will need to comply with (including building heights, setbacks and other design aspects).

Some submissions raised objections on the basis that the Commercial 1 Zone (C1Z) and DDO15 contain exemptions from notice and review. Submitters believed that any future development on the site would therefore not be advertised to surrounding properties and would not be able to be objected to.

Clause 34.01-7 Exemption from notice and review within the C1Z states:

*“An application to subdivide land or construct a building or construct or carry out works is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the Act. This exemption does not apply to land within 30 metres of land (not a road) which is in a residential zone, land used for a hospital or an education centre or land in a Public Acquisition Overlay to be acquired for a hospital or an education centre.”*

The subject site is located adjacent to the Swinburne University education facility and would therefore not be exempt from notice and review. Any planning permit application to construct a building or to carry out buildings and works would therefore be advertised to surrounding properties and could be objected to. This rezoning will not result in the loss of notice and review provisions for any future development of the site.

### **Recommendation**

Officers recommend that the UPDC resolve to request that the Minister for Planning appoint an independent Planning Panel to consider Amendment C385boro and refer all submissions received to the Panel for consideration.

No changes are recommended to the amendment in response to the submissions received.



## 5. Consultation/communication

Owners and occupiers of surrounding properties were sent written notice of Amendment 385boro and invited to lodge a submission with Council.

Submitters were also sent a written invitation to attend this UPDC meeting and to address the UPDC should they wish.

Should the UPDC resolve to refer submissions to a Planning Panel, all submissions will be considered by the Panel and all submitters will be provided with the opportunity to address the Panel in support of their submission.

## 6. Financial and resource implications

Costs associated with the planning scheme amendment process will be covered by the Planning and Placemaking Department's operational budget.

## 7. Governance issues

The officers responsible for this report have no direct or indirect interests requiring disclosure.

The implications of this report have been assessed and are not considered likely to breach or infringe upon, the human rights contained in the *Victorian Charter of Human Rights and Responsibilities Act 2006*.

## 8. Social and environmental issues

Officers consider that the Serpells Lane Strategic Property Project will allow Council to realise a positive social and environmental outcome, through the provision of additional community and other uses.

**Manager:** David Cowan, Manager Planning and Placemaking

**Report officer:** Nick Brennan, Senior Strategic Planner

Attachment 1: Amendment C385boro - Serpells Lane Rezoning  
Summary of submissions and officer response

Submission No.	Summary of submission	Officers' response to submission	Officers' recommendation
1	<p>Submitter is opposed to the proposed rezoning on the following grounds:</p> <ol style="list-style-type: none"> <li>1. There is a lack of parking in Glenferrie Road. Returning university students and retail will require more parking.</li> </ol>	<p>This amendment does not include the sale of the land, nor the development of the site and loss of the car park. Those matters will be addressed through future processes.</p> <p>The draft Glenferrie Place Plan proposes to deliver new short-term car parking facilities at other locations in the centre that are better suited to supporting the shorter-term parking needs of local traders, community facilities and centre visitors. Refer to the body of the report for a summary of usage data of the car park.</p>	<p><b>No Change recommended</b> Refer submission to Planning Panel for consideration</p>
2	<p>Submitter is opposed to the proposed rezoning on the following grounds:</p> <ol style="list-style-type: none"> <li>1. The car park is always full and used by students, and shoppers.</li> <li>2. This is the only non-ticketed parking in the area.</li> <li>3. If Council requires additional funds, install ticket machine or build multi-level car park.</li> <li>4. There is not sufficient parking in the area - contrary to plans for Wakefield Street that were shelved.</li> </ol>	<p>This amendment does not include the sale of the land, nor the development of the site and loss of the car park. Those matters will be addressed through future processes.</p> <p>The draft Glenferrie Place Plan proposes to deliver new short-term car parking facilities at other locations in the centre that are better suited to supporting the shorter-term parking needs of local traders, community facilities and centre visitors. Refer to the body of the report for a summary of usage data of the car park.</p>	<p><b>No Change recommended</b> Refer submission to Planning Panel for consideration</p>
3	<p>Submitter is opposed to the proposed rezoning on the following grounds:</p> <ol style="list-style-type: none"> <li>1. Removing this car park will make parking more difficult.</li> </ol>	<p>This amendment does not include the sale of the land, nor the development of the site and loss of the car park. Those matters will be addressed through future processes.</p>	<p><b>No Change recommended</b> Refer submission to Planning Panel for consideration</p>

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	<p>2. Car park is used by the public, not just university students.</p> <p>3. Car park is constantly full.</p>	<p>The draft Glenferrie Place Plan proposes to deliver new short-term car parking facilities at other locations in the centre that are better suited to supporting the shorter-term parking needs of local traders, community facilities and centre visitors. Refer to the body of the report for a summary of usage data of the car park.</p>	
4	<p>Submitter is opposed to the proposed rezoning on the following grounds:</p> <p>1. The car park is the only one close to the railway station providing access for people with disabilities or mobility issues.</p> <p>2. Car parking spaces on Glenferrie Road should be removed and Serpells Lane retained.</p>	<p>This amendment does not include the sale of the land, nor the development of the site and loss of the car park. Those matters will be addressed through future processes.</p> <p>The draft Glenferrie Place Plan proposes to deliver new short-term car parking facilities at other locations in the centre that are better suited to supporting the shorter-term parking needs of local traders, community facilities and centre visitors. Refer to the body of the report for a summary of usage data of the car park.</p>	<p><b>No Change recommended</b> Refer submission to Planning Panel for consideration</p>
5	<p>Submitter is opposed to the proposed rezoning on the following grounds:</p> <p>1. Car parking on Glenferrie Road is difficult and this car park is used by locals to access shops. It should not be removed.</p>	<p>This amendment does not include the sale of the land, nor the development of the site and loss of the car park. Those matters will be addressed through future processes.</p> <p>The draft Glenferrie Place Plan proposes to deliver new short-term car parking facilities at other locations in the centre that are better suited to supporting the shorter-term parking needs of local traders, community facilities and centre visitors. Refer to</p>	<p><b>No Change recommended</b> Refer submission to Planning Panel for consideration</p>

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		the body of the report for a summary of usage data of the car park.	
6	<p>Submitter is opposed to the proposed rezoning on the following grounds:</p> <ol style="list-style-type: none"> <li>1. Car park provides access to Glenferrie station, and car park to restaurants/business/well-being clinic and the medical clinic on Burwood Road.</li> </ol>	<p>This amendment does not include the sale of the land, nor the development of the site and loss of the car park. Those matters will be addressed through future processes.</p> <p>The draft Glenferrie Place Plan proposes to deliver new short-term car parking facilities at other locations in the centre that are better suited to supporting the shorter-term parking needs of local traders, community facilities and centre visitors. Refer to the body of the report for a summary of usage data of the car park.</p>	<p><b>No Change recommended</b> Refer submission to Planning Panel for consideration</p>
7	<p>Submitter is opposed to the proposed rezoning on the following grounds:</p> <ol style="list-style-type: none"> <li>1. Glenferrie Road is a vibrant precinct. In peak times parking is always limited. The fact Boroondara Council has poorly managed the controls of the parking and it therefore used mainly by Swinburne students should not be justification of the sale.</li> <li>2. No data of the users of the car park was provided. (Dates of study, average times each user parked, types of users ie Swinburne, commuter, shoppers etc)</li> <li>3. Displacing 89 cars from this car park is simply going to put additional pressure on surrounding parking.</li> <li>4. The previous federal member for Kooyong deemed the need for additional parking and was offering to fund a multi-story car park at one point.</li> <li>5. No information has been provided on the impact to the surrounding parking and then then consequential impact to businesses has been provided.</li> </ol>	<p>This amendment does not include the sale of the land, nor the development of the site and loss of the car park. Those matters will be addressed through future processes.</p> <p>Parking investigations were carried out by Council prior to commencing the amendment process. Refer to the body of this report for a summary of the usage patterns of the car parking area.</p> <p>The draft Glenferrie Place Plan proposes to deliver new short-term car parking facilities at other locations in the centre that are better suited to supporting the shorter-term parking needs of local traders, community facilities and centre visitors.</p>	<p><b>No Change recommended</b> Refer submission to Planning Panel for consideration</p>

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	6. There does not appear to be any study on the growth in the area and the impact on infrastructure like parking in the future.		
8	<p>Submitter is opposed to the proposed rezoning on the following grounds:</p> <ol style="list-style-type: none"> <li>1. The parking is required for people who can park in morning early hours and return home before 9am. It is the only parking available near Glenferrie station.</li> </ol>	<p>This amendment does not include the sale of the land, nor the development of the site and loss of the car park. Those matters will be addressed through future processes.</p> <p>The draft Glenferrie Place Plan proposes to deliver new short-term car parking facilities at other locations in the centre that are better suited to supporting the shorter-term parking needs of local traders, community facilities and centre visitors. Refer to the body of the report for a summary of usage data of the car park.</p>	<p><b>No Change recommended</b> Refer submission to Planning Panel for consideration</p>
9	<p>Submitter is opposed to the proposed rezoning on the following grounds:</p> <ol style="list-style-type: none"> <li>1. Car park is used. It is for the community, so it doesn't matter who parks there and for what purpose. It keeps clearways available on the major roads, allows for people to access business already existing in the alleyways and around that area.</li> <li>2. The area will likely have more congestion if residential businesses occupy it. No more high rises are needed to destroy the ambience of the area. They are always cheaply built and add no value to the community.</li> </ol>	<p>This amendment does not include the sale of the land, nor the development of the site and loss of the car park. Those matters will be addressed through future processes.</p> <p>The draft Glenferrie Place Plan proposes to deliver new short-term car parking facilities at other locations in the centre that are better suited to supporting the shorter-term parking needs of local traders, community facilities and centre visitors. Refer to the body of the report for a summary of usage data of the car park.</p>	<p><b>No Change recommended</b> Refer submission to Planning Panel for consideration</p>
10	<p>Submitter is opposed to the proposed rezoning on the following grounds:</p>	<p>This amendment does not include the sale of the land, nor the development of the site and loss of the car park.</p>	<p><b>No Change recommended</b> Refer submission to Planning Panel for consideration</p>

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	1. We need parking and at that level so it's accessible for disabled too. It encourages the use of public transport and minimises cars driving into the city.	Those matters will be addressed through future processes.  The draft Glenferrie Place Plan proposes to deliver new short-term car parking facilities at other locations in the centre that are better suited to supporting the shorter-term parking needs of local traders, community facilities and centre visitors. Refer to the body of the report for a summary of usage data of the car park.	
11	<p>Submitter is opposed to the proposed rezoning on the following grounds:</p> <ol style="list-style-type: none"> <li>1. Obstruction of view, loss of privacy and increased pressure/usage on Serpells Lane and access to my own property.</li> <li>2. I live with disability and rely on that carpark for my freedom and flexibility.</li> <li>3. If rezoned for residential, I'd like to see height limits as my dignity and privacy will be compromised.</li> </ol>	<p>This amendment does not include the sale of the land, nor the development of the site and loss of the car park. Those matters will be addressed through future processes.</p> <p>The draft Glenferrie Place Plan proposes to deliver new short-term car parking facilities at other locations in the centre that are better suited to supporting the shorter-term parking needs of local traders, community facilities and centre visitors. Refer to the body of the report for a summary of usage data of the car park.</p> <p>It is proposed to rezone the land to Commercial 1 Zone. This zone does allow residential uses at upper levels of buildings.</p> <p>The site is already subject to height controls through DDO15. Council is not proposing to modify the maximum height provisions that apply to the site through this amendment. The built form outcomes of any future</p>	<p><b>No Change recommended</b> Refer submission to Planning Panel for consideration</p>

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		development on the site will be considered through a planning permit process. As part of this, any proposed redevelopment will be assessed against DDO15 and other relevant planning policies and controls. The planning permit process will also include public notification as noted in the body of the report.	
12	<p>Submitter is opposed to the proposed rezoning on the following grounds:</p> <ol style="list-style-type: none"> <li>1. We need the parking space.</li> <li>2. Uni students driving to uni and people going to work and visitors to this apartment building all use the car park. During the week, the car park is always full and there are always people circling the car park wanting to find a place to park. Where are these people going to park if this car park gets taken away? There's no room on the streets for all these people to park.</li> <li>3. The car park spots are always full and there are always people circling wanting to park.</li> <li>4. Noise disruption.</li> <li>5. Access to building.</li> </ol>	<p>This amendment does not include the sale of the land, nor the development of the site and loss of the car park. Those matters will be addressed through future processes.</p> <p>The draft Glenferrie Place Plan proposes to deliver new short-term car parking facilities at other locations in the centre that are better suited to supporting the shorter-term parking needs of local traders, community facilities and centre visitors. Refer to the body of the report for a summary of usage data of the car park.</p>	<p><b>No Change recommended</b> Refer submission to Planning Panel for consideration</p>
13	<p>Submitter is opposed to the proposed rezoning on the following grounds:</p> <ol style="list-style-type: none"> <li>1. Serpells Lane (and carpark) is not underutilised. The carpark is frequently full on weekdays and weekends.</li> <li>2. Concerns about the potential commercial use of the area - for example, if it was to be purchased by Swinburne, then I would feel that I am being engulfed by Swinburne and 'living at Swinburne' rather than being nearby.</li> <li>3. The proximity of my apartment to the area proposed for commercial rezoning is very close, quite literally it'll be outside the bedroom windows. I'm concerned about</li> </ol>	<p>This amendment does not include the sale of the land, nor the development of the site and loss of the car park. Those matters will be addressed through future processes.</p> <p>The draft Glenferrie Place Plan proposes to deliver new short-term car parking facilities at other locations in the centre that are better suited to supporting the shorter-term parking needs of local traders, community facilities and centre visitors. Refer to</p>	<p><b>No Change recommended</b> Refer submission to Planning Panel for consideration</p>

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	<ul style="list-style-type: none"> <li>- what type of commercial outlets could end up being here</li> <li>- the height of the potential commercial outlets - would it block my view and decrease the value of the property and the building</li> <li>- would it potentially impede my privacy</li> <li>- would it become more noisy (as noise really vibrates and amplifies around that area) and add further construction noise in addition to the new apartment building next door</li> </ul> <p>4. The area would become over-developed and make Glenferrie less attractive. There remain multiple empty commercial outlets on Glenferrie Road, which have remained empty for years. Do we need more commercial areas?</p>	<p>the body of the report for a summary of usage data of the car park.</p> <p>Council has not identified any specific purchaser for the site at this stage. Matters relating to the sale of the site and any potential purchaser will be the subject of future processes.</p> <p>This amendment does not include any consideration of the future development of the site. Any future development, including matters such as boundary setbacks and height, will be considered through a planning permit assessment process. This will include public notification of plans.</p>	
14	Submission is a statement of no objection from VicTrack.	Statement is noted.	<b>No Change recommended</b> Refer submission to Planning Panel for consideration
15	<p>Submitter is opposed to the proposed rezoning on the following grounds:</p> <ol style="list-style-type: none"> <li>1. Concerned that rezoning the Serpells Lane Car Park (399 Burwood Road) from Public Use Zone 6 to Commercial 1 Zone then selling to the highest bidder will result in something that adds more to the buyer's pockets than it does to the community.</li> <li>2. Development of the site may have a detrimental impact on the submitter's residence.</li> <li>3. Railway Arcade should be extended further East along the Northern side of the site. Shops or cafes would greatly add to the area.</li> <li>4. Currently the carpark sees a lot of use. I understand the Swinburne staff and students can use the multi-storey parking facility in Wakefield Street but perhaps the price is prohibitive. I have been using the Serpells Lane car park in the evenings and weekends for the last few weeks.</li> </ol>	<p>This amendment does not include the sale of the land, nor the development of the site and loss of the car park. Those matters will be addressed through future processes.</p> <p>The draft Glenferrie Place Plan proposes to deliver new short-term car parking facilities at other locations in the centre that are better suited to supporting the shorter-term parking needs of local traders, community facilities and centre visitors. Refer to the body of the report for a summary of usage data of the car park.</p> <p>This amendment does not include any consideration of the future development of the site. Any future development, including matters such</p>	<b>No Change recommended</b> Refer submission to Planning Panel for consideration



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	<p>5. The tall canopy trees that currently live at the site should be retained. Turning the area into a small park, keeping the trees and adding some small commercial premises for cafes and restaurants along the perimeter of the space could be lovely. Perhaps even creating something like a piazza with alfresco tables and chairs able to be used by the dining establishments. After the pop up outdoor dining areas in the street parks along Glenferrie Road have been so successful, perhaps this would be a more permanent location for the concept.</p>	<p>as impacts on surrounding properties, will be considered through a planning permit assessment process This will include public notification of plans.</p>	
16	<p>Submitter is opposed to the proposed rezoning on the following grounds:</p> <ol style="list-style-type: none"> <li>1. Recent parking proposals suggest that more parking is required in the area rather than removing car parks. This car park is the only free car park in the area and most accessible. Replacing this car park with more development is not in the best interests of the community.</li> </ol>	<p>This amendment does not include the sale of the land, nor the development of the site and loss of the car park. Those matters will be addressed through future processes. The draft Glenferrie Place Plan proposes to deliver new short-term car parking facilities at other locations in the centre that are better suited to supporting the shorter-term parking needs of local traders, community facilities and centre visitors.</p>	<p><b>No Change recommended</b> Refer submission to Planning Panel for consideration</p>
17	<p>Submitter is opposed to the proposed rezoning on the following grounds:</p> <ol style="list-style-type: none"> <li>1. The Council should consider various amenities of surrounding buildings.</li> <li>2. The driveway issue in the council diagrams seem incorrect?</li> </ol> <p><b>Attachment missing</b></p>	<p>This amendment does not include the sale of the land, nor the development of the site. Those matters will be addressed through future processes. This amendment does not include any consideration of the future development of the site. Any future development, including matters such as impact on surrounding properties, will be considered through a planning permit assessment process. This will include public notification of plans.</p>	<p><b>No Change recommended</b> Refer submission to Planning Panel for consideration</p>

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		Accessways to adjacent properties are covered by easements and titles. These matters will be considered through the sale of land process.	
18	<p>Submitter is opposed to the proposed rezoning on the following grounds:</p> <ol style="list-style-type: none"> <li>1. Development of the site will result in increased traffic in Serpells Lane.</li> <li>2. Development would have detrimental impact on surrounding properties.</li> <li>3. It is the only public parking next to the train station, many people/visitors using the car park every day.</li> </ol>	<p>This amendment does not include the sale of the land, nor the development of the site and loss of the car park. Those matters will be addressed through future processes. The draft Glenferrie Place Plan proposes to deliver new short-term car parking facilities at other locations in the centre that are better suited to supporting the shorter-term parking needs of local traders, community facilities and centre visitors. This amendment does not include any consideration of the future development of the site. Any future development, including matters such as impact on surrounding properties, will be considered through a planning permit assessment process. This will include public notification of plans.</p>	<p><b>No Change recommended</b> Refer submission to Planning Panel for consideration</p>
19	<p>Submitter is opposed to the proposed rezoning on the following grounds:</p> <ol style="list-style-type: none"> <li>1. The rezoning is not justified. The case that the car park is no longer required has not been sufficiently made.</li> <li>2. The land to be rezoned seems to include part of a laneway that is relied upon to provide vehicle access to neighbouring land. This land should be retained to provide access to these properties.</li> <li>3. The rezoning may prejudice access to properties abutting the Serpells car park.</li> </ol>	<p>This amendment does not include the sale of the land, nor the development of the site and loss of the car park. Those matters will be addressed through future processes. The draft Glenferrie Place Plan proposes to deliver new short-term car parking facilities at other locations in the centre that are better suited to supporting the shorter-term parking needs of local traders, community facilities and centre visitors.</p>	<p><b>No Change recommended</b> Refer submission to Planning Panel for consideration</p>

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	<ol style="list-style-type: none"> <li>4. The rezoning will compromise pedestrian access and pedestrian safety.</li> <li>5. Neighbouring property owners/occupiers may not be given a chance to review/comment on any future planning application that seeks approval to develop the Serpells car park land.</li> <li>6. The existing Schedule 15 should be modified, or a new DDO Schedule prepared, which contains specific design guidance in relation to the future form of development on the Serpells car park land.</li> <li>7. The modified Schedule 15/new DDO schedule should include public notice and review rights for the owners/occupiers of adjoining properties including 377-383 Burwood Road.</li> <li>8. Persons who lodge submissions to the modified DDO/new DDO should be given an opportunity to be heard at a panel hearing.</li> <li>9. The modified DDO/new DDO should be the subject of an amendment process that is concluded before the rezoning of the Serpells car park land is determined.</li> </ol>	<p>Accessways to adjacent properties are covered by easements and titles. These matters will be considered through the sale of land process. Any future development of the site will be subject to a planning permit process and include public notice to surrounding property owners and occupiers. While the proposed C1Z includes exemptions from Notice and Review, these will not apply to the subject site as it is located within 30 metres of land used for an Education Centre (Swinburne University). DDO15 provides height and setback controls across the Glenferrie Activity Centre. These controls were developed through extensive public consultation and planning scheme amendment process. Council is not proposing to change the existing height and setback controls currently in place. It is beyond the scope of consideration of this amendment to consider changes to the DDO following public exhibition. ...</p>	
20	<p>Submitter is opposed to the proposed rezoning on the following grounds:</p> <ol style="list-style-type: none"> <li>1. Car park is required for shoppers and visitors to apartments.</li> <li>2. Vehicle access to apartments is provided through the site - this must be maintained.</li> <li>3. Development will lead to a loss of amenity in adjacent apartments.</li> <li>4. Pedestrian access to Glenferrie train station and arcade will be lost.</li> </ol>	<p>This amendment does not include the sale of the land, nor the development of the site and loss of the car park. Those matters will be addressed through future processes. The draft Glenferrie Place Plan proposes to deliver new short-term car parking facilities at other locations in the centre that are better suited to supporting the shorter-term parking</p>	<p><b>No Change recommended</b> Refer submission to Planning Panel for consideration</p>

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	5. If additional funds are required Council should install ticket parking.	needs of local traders, community facilities and centre visitors. This amendment does not include any consideration of the future development of the site. Any future development, including matters such as impact on surrounding properties, and pedestrian access through the site will be considered through a planning permit assessment process. This will include public exhibition of plans.	
21	Submitter is opposed to the proposed rezoning on the following grounds: 1. Carparking near train stations cannot be rezoned.	The rezoning of this site is not prohibited by being near a train station.	<b>No Change recommended</b> Refer submission to Planning Panel for consideration
22	Submitter is opposed to the proposed rezoning on the following grounds: 1. Adjacent apartment buildings were designed on the assumption that the car park would remain as a car park in the long term. The building contains numerous north and east facing apartments, some of which contain balconies that are located directly adjoining the car park (at the first residential level). The east and north facing apartments on the upper levels of the building contain numerous windows and balconies that are sited very close to the car park boundary. These will be adversely impacted by development. 2. The car park is ideally located to meet the short term needs of patrons attending the Glenferrie Road commercial centre and short-term railway users. 3. Vehicle access to adjoining buildings is provided from Serpells Lane via a laneway that extends along the southern boundary of the car park. This should be retained and maintain existing two-vehicle width. 4. Pedestrian access through the site should be retained. 5. Commercial 1 Zone and DDO15 exempt developments from notice and review, so adjoining	This amendment does not include the sale of the land, nor the development of the site and loss of the car park. Those matters will be addressed through future processes. The draft Glenferrie Place Plan proposes to deliver new short-term car parking facilities at other locations in the centre that are better suited to supporting the shorter-term parking needs of local traders, community facilities and centre visitors. Any future development of the site will be exhibited to surrounding property owners and occupiers. While the proposed C1Z includes exemptions from Notice and Review, these will not apply to the subject site as it is located within 30 metres of land used for an Education Centre (Swinburne University).	<b>No Change recommended</b> Refer submission to Planning Panel for consideration

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	<p>sites will not be notified of proposed developments. DDO15 should be amended so that adjacent properties will be notified of applications.</p>	<p>This amendment does not include any consideration of the future development of the site. Any future development, including matters such as impact on surrounding properties, and pedestrian access through the site will be considered through a planning permit assessment process. This will include public notification of plans. Accessways to adjacent properties are covered by easements and titles. These matters will be considered through the sale of land process.</p>	
23	<p>Submitter is opposed to the proposed rezoning on the following grounds:</p> <ol style="list-style-type: none"> <li>1. The Car park and proposed rezoning area was purchased by the City of Hawthorn in 1966 and paid by the retailers of Glenferrie Road and Burwood Road via a Special Rate for a period of 16 years or more. With no alternative car parking for the Area of Glenferrie/Burwood Rd I do not support the rezoning with intention to sell.</li> </ol>	<p>A detailed investigation of the history of various land titles making up the subject site identified that Council may have purchased only a small part of the car park (<u>approximately 200m<sup>2</sup> or 5% of the site</u>) in the 1960s, potentially through a special rate levied on traders in Glenferrie Road, Hawthorn. While if this is the case it would confirm that the traders may have a proprietary interest in part of the car park, it will be possible to provide adequate replacement parking for those spaces in the general vicinity of the subject site (should Council decide to sell that land). Those matters are more appropriately considered as part of the sale of land process and are outside the scope of the amendment. Council has committed to providing replacement car parking spaces through the draft Glenferrie Place Plan. Alternative sites are better suited to supporting the shorter-term parking</p>	<p><b>No Change recommended</b> Refer submission to Planning Panel for consideration</p>

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		needs of local traders, community facilities and centre visitors	
24	<p>Submitter is opposed to the proposed rezoning on the following grounds:</p> <ol style="list-style-type: none"> <li>1. Adjacent apartment buildings were designed on the assumption that the car park would remain as a car park in the long term. The building contains numerous north and east facing apartments, some of which contain balconies that are located directly adjoining the car park (at the first residential level). The east and north facing apartments on the upper levels of the building contain numerous windows and balconies that are sited very close to the car park boundary. These will be adversely impacted by development.</li> <li>2. The car park is ideally located to meet the short term needs of patrons attending the Glenferrie Road commercial centre and short-term railway users.</li> <li>3. Vehicle access to adjoining buildings is provided from Serpells Lane via a laneway that extends along the southern boundary of the car park. This should be retained and maintain existing two-vehicle width.</li> <li>4. Pedestrian access through the site should be retained.</li> <li>5. Commercial 1 Zone and DDO15 exempt developments from notice and review, so adjoining sites will not be notified of proposed developments. DDO15 should be amended so that adjacent properties will be notified of applications.</li> </ol>	<p>This amendment does not include the sale of the land, nor the development of the site and loss of the car park. Those matters will be addressed through future processes.</p> <p>The draft Glenferrie Place Plan proposes to deliver new short-term car parking facilities at other locations in the centre that are better suited to supporting the shorter-term parking needs of local traders, community facilities and centre visitors.</p> <p>Any future development of the site will be subject to a planning permit process and include public notice to surrounding property owners and occupiers. While the proposed C1Z includes exemptions from Notice and Review, these will not apply to the subject site as it is located within 30 metres of land used for an Education Centre (Swinburne University).</p>	<p><b>No Change recommended</b> Refer submission to Planning Panel for consideration</p>
25	<p>Submitter supports the proposed rezoning on the following grounds:</p> <ol style="list-style-type: none"> <li>1. The amendment is supported as the rezoning of the carpark site from PUZ6 to C1Z will allow for a better utilisation of the site, supporting more appropriate and active land uses as opposed to the existing car park.</li> </ol>	Statement of support is noted.	<p><b>No Change recommended</b> Refer submission to Planning Panel for consideration</p>

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	2. The C1Z is an appropriate zone for the site. Any new development proposed on site will have to go through the regular statutory planning process		
26	<p>Submitter is opposed to the proposed rezoning on the following grounds:</p> <ol style="list-style-type: none"> <li>1. The existing Schedule 15 to the DDO be revised/amended, or a new DDO Schedule be prepared (with public input being sought regarding its form/content). This should include specific design guidance in relation to the future form of development and provide for public notice and review rights for the owners/occupiers of buildings that abut the car park.</li> <li>2. Apartments on adjacent buildings contain windows and balconies that are sited very close to the car park boundary. Schedule 15 to the DDO does not include any specific guidance in relation to considering impacts on the amenity of neighbouring apartment buildings. This lack of guidance will possibly enable a building to be constructed in future on the car park land that will significantly compromise the amenity and liveability of the apartments (e.g. through loss of daylight, overshadowing, visual impact).</li> <li>3. The rezoning does not retain the existing vehicle access way to adjacent private parking areas. If Council proceeds with the amendment, it is requested that the two-way laneway be retained at its current width and that it be excised from the land to be rezoned/sold.</li> </ol>	<p>This amendment does not include the sale of the land, nor the development of the site and loss of the car park. Those matters will be addressed through future processes. Any future development of the site will be subject to a planning permit process and include public notice to surrounding property owners and occupiers. While the proposed C1Z includes exemptions from Notice and Review, these will not apply to the subject site as it is located within 30 metres of land used for an Education Centre (Swinburne University). DDO15 provides height and setback controls across the Glenferrie Activity Centre. These controls were developed through extensive public consultation and planning scheme amendment process. Council is not proposing to change the existing height and setback controls currently in place.</p>	<p><b>No Change recommended</b> Refer submission to Planning Panel for consideration</p>
27	<p>Submitter is opposed to the proposed rezoning on the following grounds:</p> <ol style="list-style-type: none"> <li>1. Adjacent apartment buildings were designed on the assumption that the car park would remain as a car park in the long term. The building contains numerous north and east facing apartments, some of which contain balconies that are located directly adjoining the car park (at the first residential level). The east and</li> </ol>	<p>This amendment does not include the sale of the land, nor the development of the site and loss of the car park. Those matters will be addressed through future processes. The draft Glenferrie Place Plan proposes to deliver new short-term car parking facilities at other locations in</p>	<p><b>No Change recommended</b> Refer submission to Planning Panel for consideration</p>

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	<p>north facing apartments on the upper levels of the building contain numerous windows and balconies that are sited very close to the car park boundary. These will be adversely impacted by development.</p> <ol style="list-style-type: none"> <li>The car park is ideally located to meet the short term needs of patrons attending the Glenferrie Road commercial centre and short-term railway users.</li> <li>Vehicle access to adjoining buildings is provided from Serpells Lane via a laneway that extends along the southern boundary of the car park. This should be retained and maintain existing two-vehicle width.</li> <li>Pedestrian access through the site should be retained.</li> <li>Commercial 1 Zone and DDO15 exempt developments from notice and review, so adjoining sites will not be notified of proposed developments. DDO15 should be amended so that adjacent properties will be notified of applications.</li> </ol>	<p>the centre that are better suited to supporting the shorter-term parking needs of local traders, community facilities and centre visitors.</p> <p>Any future development of the site will be subject to a planning permit process and include public notice to surrounding property owners and occupiers. While the proposed C1Z includes exemptions from Notice and Review, these will not apply to the subject site as it is located within 30 metres of land used for an Education Centre (Swinburne University). DDO15 provides height and setback controls across the Glenferrie Activity Centre. These controls were developed through extensive public consultation and planning scheme amendment process. Council is not proposing to change the existing height and setback controls currently in place.</p>	
28	<p>Submitter is opposed to the proposed rezoning on the following grounds:</p> <ol style="list-style-type: none"> <li>The council land that is Serpells Lane Carpark should be retained by council and remain Public Use Zone 6. If the council deems that the land is underutilised by the community, the council should investigate how the council itself can better utilise the land to provide more amenity for the general community. If the land is rezoned to Commercial 1 Zone and then sold, despite planning guidelines that may be in place, council cannot ultimately ensure that the land will provide amenity to all the community in a way that land zoned Public Use Zone 6 would do.</li> </ol>	<p>This amendment does not include the sale of the land, nor the development of the site and loss of the car park. Those matters will be addressed through future processes.</p> <p>The draft Glenferrie Place Plan proposes to deliver new short-term car parking facilities at other locations in the centre that are better suited to supporting the shorter-term parking needs of local traders, community facilities and centre visitors.</p> <p>The priority for Council is to provide parking for short-term visitors to the</p>	<p><b>No Change recommended</b> Refer submission to Planning Panel for consideration</p>



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	<p>2. The council cites that the Serpells Lane Carpark is heavily utilised by students. The entire Glenferrie precinct is heavily utilised by students, students form a part of the Glenferrie precinct.</p> <p>3. The Serpells Lane Carpark is also heavily utilised as a general thoroughfare, a connection between Burwood Road area and Glenferrie Road area. As a significant thoroughfare, this is a great opportunity for council to capture the interests of and provide amenity to the community. As a Commercial 1 Zone land sold to developers, the opportunity for council to provide improved community amenity in Serpells Lane Carpark will be lost.</p> <p>4. The council refers to the Glenferrie Structure Plan (2011), explaining that the Serpells Lane site is an “underutilisation of the land”. The council must also note that in relation to off-street surface car parking the decade old plan notes that “These spaces present opportunities for new activities or public spaces within the centre, whereby replacement parking is provided underground or as deck car parking” (page 34, Glenferrie Structure Plan (2011)). In recognition of the essentially expired decade old Glenferrie Structure Plan (2011) the Boroondara Council began work to supersede the plan by introducing the draft Glenferrie Place Plan. The Council Report (25 July 2022) refers to the Draft Glenferrie Place Plan which it says “proposes to provide alternative car parking facilities at sites that better align with the needs of local traders”. The draft Glenferrie Place Plan was released over 12 months ago and has not been finalised due to significant opposition to the multi-deck car parking proposal within the Glenferrie precinct. Therefore, in the event that Serpells Lane Car Park is sold the council cannot rely on the draft Glenferrie Place Plan providing alternative parking as it suggests in its</p>	<p>centre. The university has its own parking facility in Wakefield Street which provides a more suitable parking solution for students and staff.</p> <p>The draft Glenferrie Place Plan details the improvements that are proposed for the Glenferrie area, including revised parking and public areas. The sale of the Serpells Lane site will provide funding to allow Council to reinvest in to community outcomes including the potential to achieve the aims of the Place Plan.</p> <p>The Glenferrie Structure Plan is not expired. It provides guidance for the use and development of private land within the Glenferrie Activity Centre and provides the basis for DDO15. DDO15 provides height and setback controls across the Glenferrie Activity Centre. These controls were developed through extensive public consultation and planning scheme amendment process. Council is not proposing to change the existing height and setback controls currently in place. The Glenferrie Structure Plan does not specify that every individual car park should be developed as underground parking and community space. By rezoning and selling this land, Council would be able to secure additional funding that will facilitate improvements in the wider community including the rest of the centre at Glenferrie.</p>	
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	<p>argument for rezoning and sale of Serpells Lane Car Park.</p> <p>5. The draft Glenferrie Place Plan shows Serpells Lane Car Park providing community amenity and is featured in the “Initiative 03 – Innovation Spine” component of the plan (page 48, Glenferrie Place Plan). The draft Glenferrie Place Plan did not suggest casting away the opportunity the land offers (through rezoning and sale), instead it identified the area as forming part of a network connecting and providing technological amenity to the community.</p> <p>6. In the plan to rezone and sell Serpells Lane Carpark the intended developer would appear to be Swinburne University. While Swinburne University is a wonderful educational facility in the Glenferrie precinct the University continues to grow and, in some ways, feels like it engulfs Glenferrie. The local community also needs to be considered and Boroondara Council needs to stand up and maintain, preserve and best utilised its spaces for the entire community.</p>	<p>The Glenferrie Place Plan provides guidance for improving streets, spaces and community infrastructure. It is not intended to replace the Glenferrie Structure Plan.</p> <p>The Glenferrie Place Plan indicates that this area will include “<i>new developments and infrastructure along the Innovation Spine to integrate smart city systems and sustainable technology.</i>” It also specifies that “<i>Car parking would be consolidated into multi-level public car parks that offer improved security and weather protection.</i>” The sale of this land is intended to provide funding for reinvestment in the community including potentially other improvements throughout the centre. No specific purchaser has been identified for the land. The sale of the land will be in accordance with relevant legislative requirements. Swinburne University may choose to express interest in purchasing the land, as can any other interested party.</p>	
29	<p>Submitter is opposed to the proposed rezoning on the following grounds:</p> <ol style="list-style-type: none"> <li>1. The proposed rezoning is particularly aggressive with a height of 42.5m and little opportunity for community (or council) input to subsequent planning decisions.</li> <li>2. The car park is the major access point for pedestrians accessing Glenferrie station from Burwood Road. Most people arrive at the station on foot. The proposed rezoning class reduces council’s ability to exercise influence over this access, at a time when progressive cities are rapidly moving away from car congestion by</li> </ol>	<p>This amendment does not include the sale of the land, nor the development of the site and loss of the car park. Those matters will be addressed through future processes. There will be future opportunities to provide feedback to Council on the sale and use of the land.</p> <p>The height controls for the site were introduced through DDO15 in 2017. The maximum height for the site is the</p>	<p><b>No Change recommended</b> Refer submission to Planning Panel for consideration</p>

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	<p>prioritising active and public transport and public space where residents and shoppers can linger.</p> <p>3. Council and the whole community will lose the opportunity to leverage the site as a transport hub if it adopts a lax zoning with few controls that the developer will challenge successfully.</p> <p>4. Public consultation has been inadequate and could yet throw up much better uses of irreplaceable public space than another ugly tower.</p>	<p>same as that for surrounding properties in this area. Council is not proposing to make any changes to DDO15 through this amendment. Matters including pedestrian access through the site will be addressed through the sale of land and any future planning permit application process. The rezoning of the land does not have any impact on pedestrian access through the site.</p> <p>The rezoning and sale of this site would provide funding to Council to facilitate the development of greater community facilities in the municipality. Council has written to owners and occupiers of properties within the area to inform them of the proposed rezoning of the site and to invite feedback on the proposed rezoning. Future processes will include consultation on the sale of the land, and any future development proposal for the site will undergo public exhibition with the ability for submissions or objections.</p>	
30	<p>Submitter is opposed to the proposed rezoning on the following grounds:</p> <p>1. Rezoning this carpark is intended to lead immediately to the sale to a developer. A developer would be able to fill that space with an extremely large building without needing any community consultation.</p> <p>2. The council is supposed to be improving the quality of the area but allowing a developer to build on this spot without community consultation will likely reduce the amenity of the area and make the surrounding buildings squalid and unpleasant to live in.</p>	<p>This amendment does not include the sale of the land, nor the development of the site and loss of the car park. Those matters will be addressed through future processes. Any future development of the site will be subject to a planning permit process and include public notice to surrounding property owners and occupiers. While the proposed C1Z includes exemptions from Notice and</p>	<p><b>No Change recommended</b> Refer submission to Planning Panel for consideration</p>

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	<p>3. Developers have no care for the surrounding residents. The current surrounding buildings all open out over the carpark. Without community consultation developers will push the building to every permissible limit.</p> <p>4. There are plans to reduce the 2-way lane currently providing entrance to Barrett Apartments on the South to a single lane. This is a 6+ level carpark. It cannot have a single-lane entrance. Periodically waste disposal trucks also park in this road, and the new apartment tower under construction also intends to use the road for cars to access its carpark.</p>	<p>Review, these will not apply to the subject site as it is located within 30 metres of land used for an Education Centre (Swinburne University).</p>	
31	<p>Submitter is opposed to the proposed rezoning on the following grounds:</p> <ol style="list-style-type: none"> <li>1. Adjacent apartment buildings were designed on the assumption that the car park would remain as a car park in the long term. The building contains numerous north and east facing apartments, some of which contain balconies that are located directly adjoining the car park (at the first residential level). The east and north facing apartments on the upper levels of the building contain numerous windows and balconies that are sited very close to the car park boundary. These will be adversely impacted by development.</li> <li>2. The car park is ideally located to meet the short term needs of patrons attending the Glenferrie Road commercial centre and short-term railway users.</li> <li>3. Vehicle access to adjoining buildings is provided from Serpells Lane via a laneway that extends along the southern boundary of the car park. This should be retained and maintain existing two-vehicle width.</li> <li>4. Pedestrian access through the site should be retained.</li> <li>5. Commercial 1 Zone and DDO15 exempt developments from notice and review, so adjoining sites will not be notified of proposed developments.</li> </ol>	<p>This amendment does not include the sale of the land, nor the development of the site and loss of the car park. Those matters will be addressed through future processes.</p> <p>The draft Glenferrie Place Plan proposes to deliver new short-term car parking facilities at other locations in the centre that are better suited to supporting the shorter-term parking needs of local traders, community facilities and centre visitors.</p> <p>Any future development of the site will be subject to a planning permit process and include public notice to surrounding property owners and occupiers. While the proposed C1Z includes exemptions from Notice and Review, these will not apply to the subject site as it is located within 30 metres of land used for an Education Centre (Swinburne University).</p> <p>DDO15 provides height and setback controls across the Glenferrie Activity</p>	

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	DDO15 should be amended so that adjacent properties will be notified of applications.	Centre. These controls were developed through extensive public consultation and planning scheme amendment process. Council is not proposing to change the existing height and setback controls currently in place.	
32	<p>Submitter is opposed to the proposed rezoning on the following grounds:</p> <ol style="list-style-type: none"> <li>1. Adjacent apartment buildings were designed on the assumption that the car park would remain as a car park in the long term. The building contains numerous north and east facing apartments, some of which contain balconies that are located directly adjoining the car park (at the first residential level). The east and north facing apartments on the upper levels of the building contain numerous windows and balconies that are sited very close to the car park boundary. These will be adversely impacted by development.</li> <li>2. The car park is ideally located to meet the short term needs of patrons attending the Glenferrie Road commercial centre and short-term railway users.</li> <li>3. Vehicle access to adjoining buildings is provided from Serpells Lane via a laneway that extends along the southern boundary of the car park. This should be retained and maintain existing two-vehicle width.</li> <li>4. Pedestrian access through the site should be retained.</li> <li>5. Commercial 1 Zone and DDO15 exempt developments from notice and review, so adjoining sites will not be notified of proposed developments. DDO15 should be amended so that adjacent properties will be notified of applications.</li> </ol>	<p>This amendment does not include the sale of the land, nor the development of the site and loss of the car park. Those matters will be addressed through future processes.</p> <p>The draft Glenferrie Place Plan proposes to deliver new short-term car parking facilities at other locations in the centre that are better suited to supporting the shorter-term parking needs of local traders, community facilities and centre visitors.</p> <p>Any future development of the site will be subject to a planning permit process and include public notice to surrounding property owners and occupiers. While the proposed C1Z includes exemptions from Notice and Review, these will not apply to the subject site as it is located within 30 metres of land used for an Education Centre (Swinburne University). DDO15 provides height and setback controls across the Glenferrie Activity Centre. These controls were developed through extensive public consultation and planning scheme amendment process. Council is not proposing to change the existing</p>	<p><b>No Change recommended</b> Refer submission to Planning Panel for consideration</p>

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		height and setback controls currently in place.	
33	<p>Submitter is opposed to the proposed rezoning on the following grounds:</p> <ol style="list-style-type: none"> <li>1. This car park is used by many people, including students, shoppers, and people catching a train in the city, and selling it for the development of another high-rise apartment building is terrible and disappointing.</li> <li>2. This directly contradicts the Revitalising Glenferrie Draft Place Plan 5. Station Laneways - creating a compelling arrival experience, enhancing pedestrian links to Swinburne University.</li> <li>3. It also goes against the Boroondara Open Space Strategy. Losing this open space would be terrible.</li> </ol>	<p>This amendment does not include the sale of the land, nor the development of the site and loss of the car park. Those matters will be addressed through future processes.</p> <p>The draft Glenferrie Place Plan proposes to deliver new short-term car parking facilities at other locations in the centre that are better suited to supporting the shorter-term parking needs of local traders, community facilities and centre visitors.</p> <p>The car park is not considered to be open space under the Boroondara Open Space Strategy. While the site is located within an area identified as a Gap Area within the BOSS, it is not considered that converting the car park into open space is the optimal use of the land.</p>	<p><b>No Change recommended</b> Refer submission to Planning Panel for consideration</p>
34	<p>Submitter is opposed to the proposed rezoning on the following grounds:</p> <ol style="list-style-type: none"> <li>1. Adjacent apartment buildings were designed on the assumption that the car park would remain as a car park in the long term. The building contains numerous north and east facing apartments, some of which contain balconies that are located directly adjoining the car park (at the first residential level). The east and north facing apartments on the upper levels of the building contain numerous windows and balconies that are sited very close to the car park boundary. These will be adversely impacted by development.</li> </ol>	<p>This amendment does not include the sale of the land, nor the development of the site and loss of the car park. Those matters will be addressed through future processes.</p> <p>The draft Glenferrie Place Plan proposes to deliver new short-term car parking facilities at other locations in the centre that are better suited to supporting the shorter-term parking needs of local traders, community facilities and centre visitors.</p>	<p><b>No Change recommended</b> Refer submission to Planning Panel for consideration</p>

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35	<p>Submitter is opposed to the proposed rezoning on the following grounds:</p> <ol style="list-style-type: none"> <li>1. To protect residential amenity of the surrounding Boroondara residents it is important for Council to ensure appropriate setbacks to existing properties and to minimise overshadowing.</li> <li>2. Vehicle access to adjoining buildings is provided from Serpells Lane via a laneway that extends along the southern boundary of the car park. This should be retained and maintain existing two-vehicle width.</li> <li>3. It is important to keep the height to the 42.5 meters as per the maximum height noted to ensure light and character of adjacent properties.</li> <li>4. Redevelopment presents an opportunity to improve the laneways and activate the space at more hours of the day.</li> </ol>	This amendment does not include the sale of the land, nor the development of the site and loss of the car park. Those matters will be addressed through future processes. DDO15 provides height and setback controls across the Glenferrie Activity Centre. These controls were developed through extensive public consultation and planning scheme amendment process. Council is not proposing to change the existing height and setback controls currently in place.	<b>No Change recommended</b> Refer submission to Planning Panel for consideration

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36	<p>Submitter is opposed to the proposed rezoning on the following grounds:</p> <ol style="list-style-type: none"> <li>1. Opposed to taller towers or apartment blocks, overshadowing nearby roads, houses, parks and other apartments.</li> <li>2. Taller buildings and more density lead to a loss of amenity, increased traffic, difficulties parking with more pressure on neighbouring streets</li> </ol>	<p>This amendment does not include the sale of the land, nor the development of the site. Any future development of the site will be subject to a planning permit process and include public notice to surrounding property owners and occupiers.</p> <p>DDO15 provides height and setback controls across the Glenferrie Activity Centre. These controls were developed through extensive public consultation and planning scheme amendment process. Council is not proposing to change the existing height and setback controls currently in place.</p>	<p><b>No Change recommended</b> Refer submission to Planning Panel for consideration</p>
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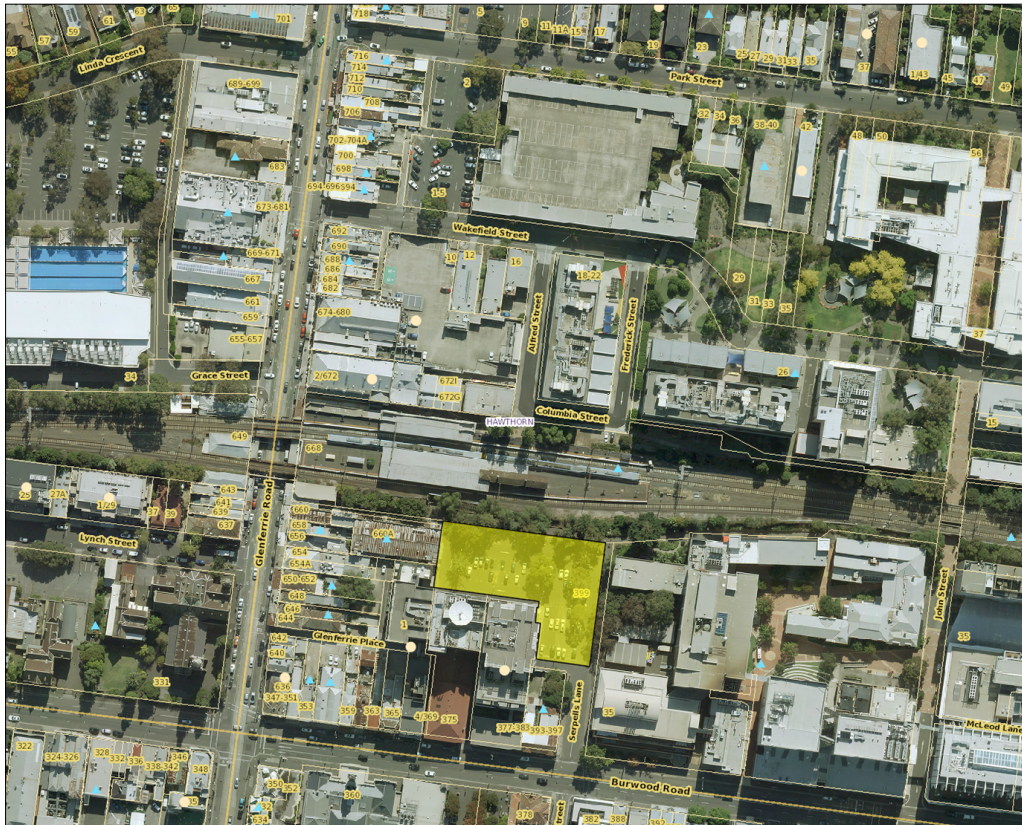
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38	<p>Submitter is opposed to the proposed rezoning on the following grounds:</p> <ol style="list-style-type: none"> <li>1. Rezoning for sale and then the subsequent sale to developers will be for another multi-story apartment block. This will add to already existing issues as a result of the over-development within 1km of Glenferrie Station (poor NBN performance, water &amp; sewage issues, traffic issues, density issues on trains/trams during peak hour, etc). Nor would a development reduce the existing car parking issue for shoppers and traders as it shifts cars from Serpells Lane to elsewhere and given developments so far, a reduction of car parking spaces on site again shifts car parking to other locations. Net affect is an exacerbated car parking problem for Glenferrie Rd shoppers and traders and impacts to already impacted amenity in the area.</li> <li>2. Council suggests that current planning controls will ensure appropriate development. To date, VCAT's track record typically has been to overturn advice from Council and support developers in the main nullifying current planning controls muting this supporting argument.</li> <li>3. Given the cancellation of the Liddiard Street Car Park redevelopment, why not redevelop the Serpells Lane</li> </ol>	<p>This amendment does not include the sale of the land, nor the development of the site and loss of the car park. Those matters will be addressed through future processes. The draft Glenferrie Place Plan proposes to deliver new short-term car parking facilities at other locations in the centre that are better suited to supporting the shorter-term parking needs of local traders, community facilities and centre visitors. While Council's planning decisions are potentially subject to review at VCAT, all planning decision are required to be assessed against the relevant planning legislation. It is considered that the DDO15 that is currently in place on the site provides sufficient guidance for heights and setbacks to ensure that an appropriate development outcome can be achieved for the site.</p>	<p><b>No Change recommended</b> Refer submission to Planning Panel for consideration</p>

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	<p>site into a multi-storey car park. This would increase the net number of car parks in the area, accommodate students diverting them from other car parks freeing these spaces up for shoppers and addressing the overall car parking issues in the area? A joint development with Swinburne University or a Private firm would reduce the cost of the build to Boroondara and be a win/win for the area.</p> <p>4. Rezoning is paving the way for a sale to a developer leading ultimately to a poor outcome for the area as a whole aggravating the many issues that the precinct currently experiences rather than addressing the issues.</p>		
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The Serpells Lane off-street car park is located immediately south of Glenferrie Station, with a single entry and exit point via Burwood Road to the south. Swinburne University campus buildings and facilities are located next to the car park and also spread across both sides (north and south) of the rail line.

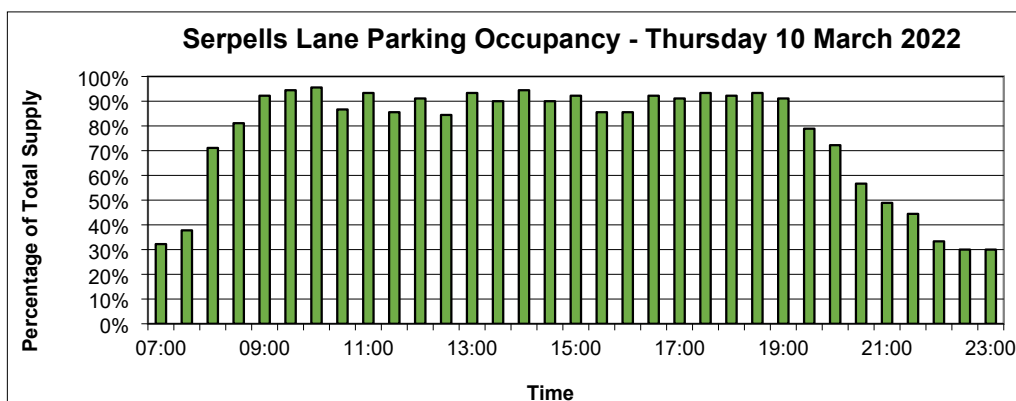


Parking occupancy and duration of stay surveys were carried out in the car park on Thursday 10 March 2022 between 7am and 11pm (representative of a typical weekday). On this survey date the weather was fine, and the nearby Swinburne University campus was open for on-site classes.

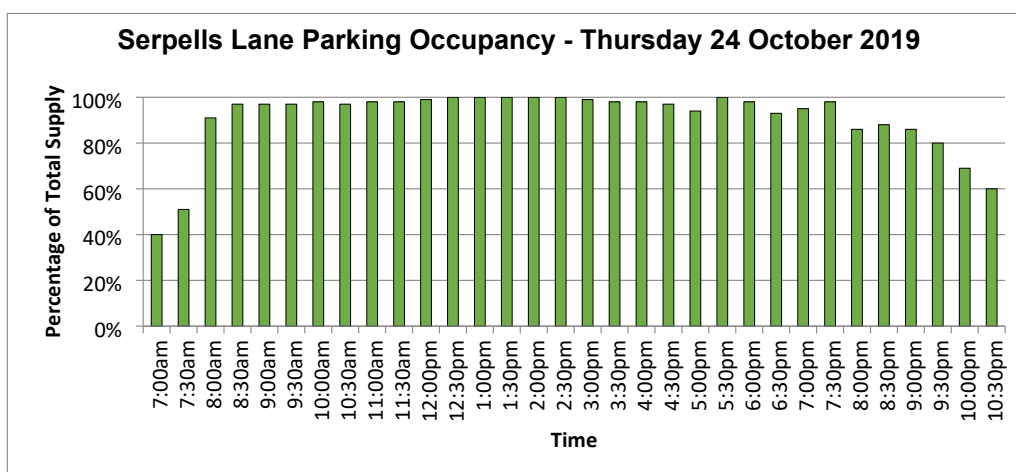
A total of 91 spaces are provided in the car park, with 85 of these allocated for general use. Approximately three quarters of these general use spaces (62) are signposted three-hour parking (3P), while the remaining 23 spaces are 2P. The supply of free parking with a restriction greater than 2 hours could be considered an anomaly in the Glenferrie area, with the majority of general use spaces across the precinct either subject to a monetary fee or restricted to shorter duration stays.

Restriction	Supply
3P 9am-5:30pm Mon-Fri; 9am-12:30pm Sat	62
2P 9am-5:30pm Mon-Fri; 9am-12:30pm Sat	23
Loading Zone	3
4P Disabled Only	2
Permit Zone Flexicar Carshare Vehicles Only	1

The car park was found to be operating near capacity between 9am and 7pm, with occupancy rates fluctuating between 85% and 95%. During this time higher demand was also observed for the 3P bays (97% average occupancy) when compared to the 2P bays (85% average occupancy).



Similarly, previous surveys carried out in 2015 and 2019 (pre-pandemic) found parking occupancy rates to be consistently above 95% between 9am and 7pm. The slight drop in demand from historical levels is likely due to the 2022 survey being undertaken at the very start of the Swinburne University study period, as well as impacts of the pandemic including a trend toward online learning.



A high demand for longer term parking was observed despite the 2-3 hour parking restrictions. Almost one-third (30%) of vehicles parking in the 3P spaces stayed longer than three hours, while almost half (46%) of those parked in 2P spaces stayed for longer than two hours.

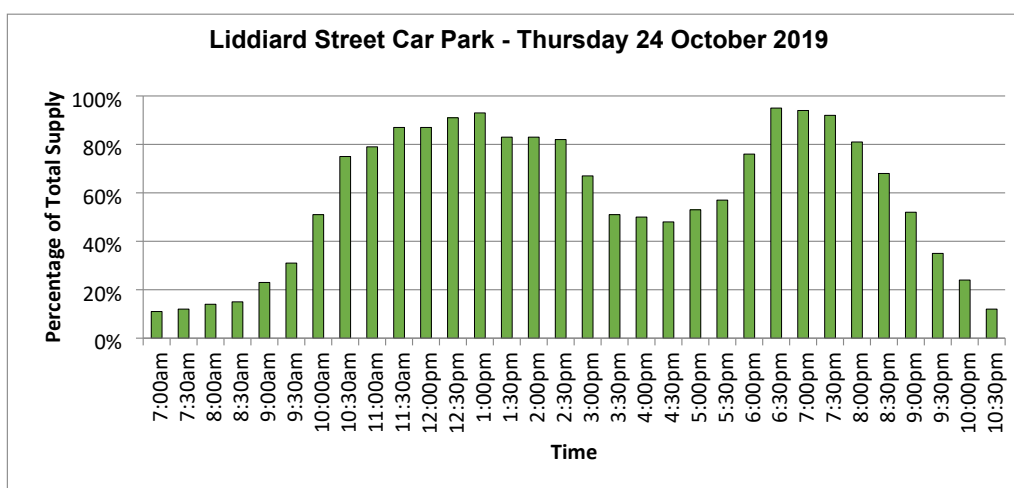
Given that the time restrictions end at 5:30pm on weekdays, this data would be representative of some overstaying during the morning and afternoon hours as well as extended demand for parking into the evening hours. Based on the high demand for longer term parking it is also likely that some drivers are relocating their vehicles periodically either within the car park or to surrounding areas, however the degree to which this occurs is not easily quantifiable.

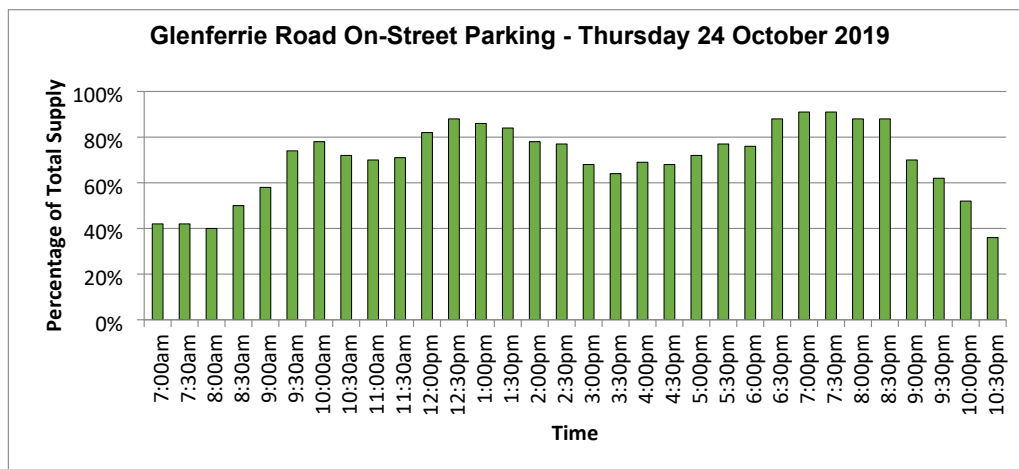
Restriction	Vehicles	<1 hour	1-2 hours	2-3 hours	3-4 hours	>4 hours
3P 9am-5:30pm Mon-Fri; 9am-12:30pm Sat	300	55 (18%)	74 (25%)	80 (27%)	39 (13%)	52 (17%)
2P 9am-5:30pm Mon-Fri; 9am-12:30pm Sat	103	25 (24%)	31 (30%)	22 (21%)	11 (11%)	14 (14%)

*Parking duration of stay - Thursday 10 March 2022, 7am to 11pm*

Reviewing the data against car parks across the Glenferrie Precinct and other activity centres in Boroondara, it is evident that the Serpells Lane car park exhibits very different parking characteristics to those primarily utilised by local shoppers.

Parking occupancy data for the Liddiard Street car park and on-street car parking areas along Glenferrie Road show distinct peaks around 1pm and 7pm, coinciding with expected peaks in shopping and dining behaviour during these times. Lower demand is observed in the early morning (before 10am) and mid-afternoon (3pm-5pm). These patterns are not evident in the Serpells Lane car park.





Additionally, data obtained in 2002 for the main car parks catering to local shoppers (Linda Crescent, Liddiard Street and Park Street) found that around two-thirds of shoppers stayed for less than 45 minutes, and three-quarters for only up to one hour (based on surveys prior to the introduction of the existing ticket parking scheme which involves an element of free parking at one hour with a fee of \$3.20 applying for the second hour).

Similar trends were observed in a 2018 survey of the Station Street car park in Camberwell with around 62% of visitors parking for less than 45 minutes, and 73% staying up to one hour. This car park consists of mostly two-hour general use spaces (2P).

In contrast, despite offering similar short-medium term parking restrictions (2P/3P) only 20% of visitors utilising the Serpells Lane car park stay for less than one hour, and 35% park for less than 90 minutes.

Based on this data it is evident that the Serpells Lane car park does not predominantly cater for local shoppers and is instead overwhelmingly utilised by Swinburne University staff and students, as well as local traders (to a lesser degree).

Officer observations over the years including views of Council's Local Laws officers also confirm high use by Swinburne University students and staff, demonstrated by shuffling of cars, significant waiting in aisles until a space becomes free, and drivers exiting a parking space before circulating the car park and then re-entering the same space. Pedestrian movements between cars parked in the car park and to and from the University located immediately next to the car park are also clearly evident.

A summary list of factors supporting this conclusion are provided below:

- Serpells Lane car park is located directly adjacent to and provides easy access to Swinburne campus buildings and facilities.
- The car park has a single access point off Burwood Road and is generally not as clearly visible or conveniently located to shops and restaurants as other car parks in the precinct i.e. many shoppers would not be aware that the car park actually exists.

- Parking occupancy profile and vehicle duration of stay data for the Serpells Lane car park is distinctly different to other car parks known to cater for local shoppers both in the Glenferrie Precinct and at other activity centres, with lower parking turnover rates and higher average duration of stay.
- The Serpells Lane car park operates at or near capacity making it a less desirable option for shoppers arriving during the day (i.e. after 9am).
- Historically, demand for parking in the Serpells Lane car park is known to extend into the evening hours. This is evident in the 10 March 2022 data however less prominent when compared to previous data from May 2015, potentially due to the 2022 survey being undertaken at the very start of the study period where student workloads are likely to be significantly lower. The recent trend toward online learning since the pandemic is also likely to be relevant, with potentially lower rates of on-campus attendance at evening lectures and classes.
- There is a very limited supply of free medium/longer term (>2 hour) parking in the area. Price sensitivity of students is also generally higher, correlating with less ability or willingness to pay for car parking in the privately-owned facility on Wakefield Street (\$10 per day fee current as of April 2022) i.e. the lack of a fee is a clear incentive for students to use this car park.
- Officer observations which show the high use by Swinburne University staff and students.