Moreland City Council

Glenroy Structure Plan

Adopted by Council on 13 August 2008

glenroy 2025

A modern village with heart

Moreland City Council acknowledges the traditional owners of the land, the Kulin nation, of which the local indigenous people are the Wurrundjeri. Council is committed to building a trusting, collaborative and supportive relationship with indigenous groups, and to respecting identified Aboriginal sacred sites and special places.

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Mayors Introduction

Glenroy is a place with a strong sense of community and a long record of community contribution in making the suburb a pleasant and attractive place to live, work, run a business, raise a family and enjoy retirement.

It's future is bright with plenty of promise, and it is important the we preserve the things we love about Glenroy as we plan for inevitable change coming from strong housing demand, record fuel prices and the need for urgent action on climate change.

The Glenroy Structure Plan sets out a framework for the next 15–20 years that builds on the existing strengths of the community and activity centre to achieve a centre that meets the hopes and aspirations of its citizens. A centre that has appropriate and adequate services and facilities to meet the needs of a growing and changing community; high quality public spaces suitable for people of all ages and abilities; attractive and safe pedestrian and cycling networks to and through the centre; and shops and services to meet the daily needs of the local community. The structure plan provides a framework to build a future for Glenroy where there is little need for residents to travel elsewhere. A future with efficient public transport, less reliance on the car and where local trips are made by foot or bicycle.

The Glenroy Structure Plan is an opportunity to start the process of renewing and revitalising the centre, with a key objective being to work with the State Government to resolve current issues with the rail line and the Glenroy Road level crossing and the many impacts this has on the centre and community.

Council is committed to this plan and its delivery over the coming years. Council will work with the State Government to transform the Glenroy activity centre in accordance with the interests and aspirations of its citizens. With a concerted and united effort, Glenroy can truly be a modern village with heart.

But the vision is unachievable without you. I take this opportunity to thank those in the community who provided input throughout the preparation and adoption of this plan. I ask now that you maintain that interest and get involved in the design and delivery of the projects born of this long-sighted plan.

Cr Joe Caputo JP
Mayor of Moreland

Executive Summary

The Glenroy Structure Plan outlines an aspirational and exciting vision for the future Glenroy. The document provides a long-term framework for the regeneration of the Glenroy Activity Centre over the next 15 to 20 years.

The activity centre includes the Pascoe Vale Road and Wheatsheaf Road strip shopping centres, the industrial area to the east of the rail line, and land abutting these areas. New development will provide the opportunity to create a vibrant mixed-use centre with more services, facilities, activity and residential opportunities in a high-quality environment.

The structure plan is grouped into four themes. Key features of the plan include:

- **Getting around Glenroy**
  - grade separation – the lowering of the rail line under Glenroy Road is a long-term project that will require a high level of commitment from the State Government but will provide a wide range of opportunities and benefits to the activity centre and the wider suburb of Glenroy
  - development of an 'active movement network' consisting of high-quality pedestrian and cycling networks providing access to and within the centre, and improved links to community facilities and open space within and outside of the centre
  - managing current traffic congestion, particularly around the Glenroy Road rail crossing and the Pascoe Vale Road and Glenroy Road intersection
  - public transport – the centre is relatively well serviced by train and bus, but the location of the zone 1 boundary, and improved routes and timetabling of bus services are issues that need to be resolved.
- **Places to enjoy and do business**
  - improvements to the public realm and private investment to create a visually appealing centre that gives a sense of place and promotes civic pride
  - an improved mix of shops and services to better cater for local convenience needs
  - encouraging businesses to increase night-time activity in the centre, including restaurants, cafés and entertainment activities, bringing more life and improved safety to the centre
  - greater employment opportunities, in terms of both numbers and the type and variety of jobs available.
- **Living in the centre**
  - increasing the residential population to add vitality to the centre, improve perceptions of safety and support local businesses and services
  - increasing the variety of dwelling types, sizes and tenures to provide for the changing needs of the current and future population, including requirements for housing that is affordable and more accessible.
- **Quality spaces for people**
  - improving the public realm to ensure a safe, attractive, walkable and cyclable system of streets and public spaces
  - high-quality design incorporating environmentally sustainable design and safer design principles
  - enhanced landscaping to create a greener and leafier centre
  - public and open spaces that are designed to accommodate the needs of people of all ages and abilities
  - high-quality connections and links to open space within and outside the centre.

Key projects proposed as part of the structure plan include:

- strengthening the key pedestrian spine through the centre
- developing a new park on Council-owned land in Belair Avenue
- developing a landscape strategy and design to green the centre and key streets leading to it
- working with the State Government to resolve a range of transport issues including grade

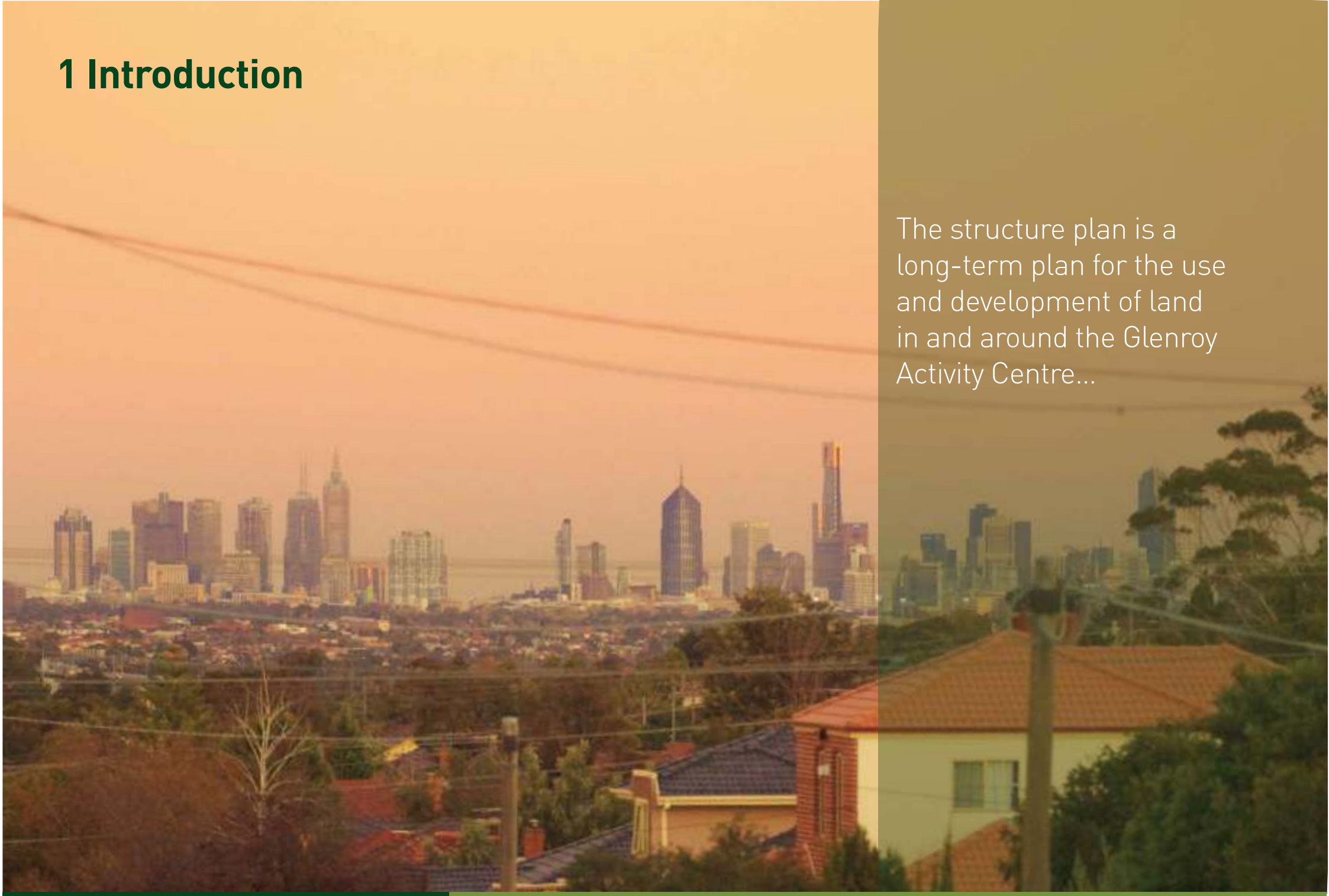
separation of the rail line under Glenroy Road, and traffic congestion in and around the Pascoe Vale Road and Glenroy Road intersection
- a feasibility study for the development of a new library and community hub with meeting rooms, community spaces and other compatible services either on its existing site or at a new location on the key pedestrian spine
- investigate needs for a youth facility in Glenroy, including identifying gaps in current service provision and facilities, consulting with local youth about what they want and need, and investigating possible partnerships and funding opportunities.

The structure plan also proposes built form controls for the centre, including preferred maximum heights.

To support the Glenroy and Moreland communities (particularly those in the northern part of the municipality), community facilities and services will be concentrated and encouraged to locate in the activity centre.

The Glenroy Structure Plan is a long-term plan. Its delivery will require the input of a range of partners including residents, landowners, traders, community groups, the State Government and private industry. Council will play a key role in facilitating this plan for the Moreland community.

1 Introduction



The structure plan is a long-term plan for the use and development of land in and around the Glenroy Activity Centre...

1.1 Glenroy Structure Plan

The Glenroy Structure Plan responds to the State Government's policy *Melbourne 2030: Planning for sustainable growth.* The structure plan is a long-term plan for the use and development of land in and around the Glenroy Activity Centre. It sets out a vision and strategic framework for shaping Glenroy over the next 20 years. The structure plan will guide decisions made by Council about the major changes to land use, built form and public spaces in both the private and public realm. It will be used to guide decision-making in relation to planning development applications in the centre and amendments to the Moreland Planning Scheme.

The structure plan is developed within a triple bottom line framework where achievement of sustainability goals is key. This means that Council has considered the social, economic and environmental factors in all decisions that affect the activity centre.

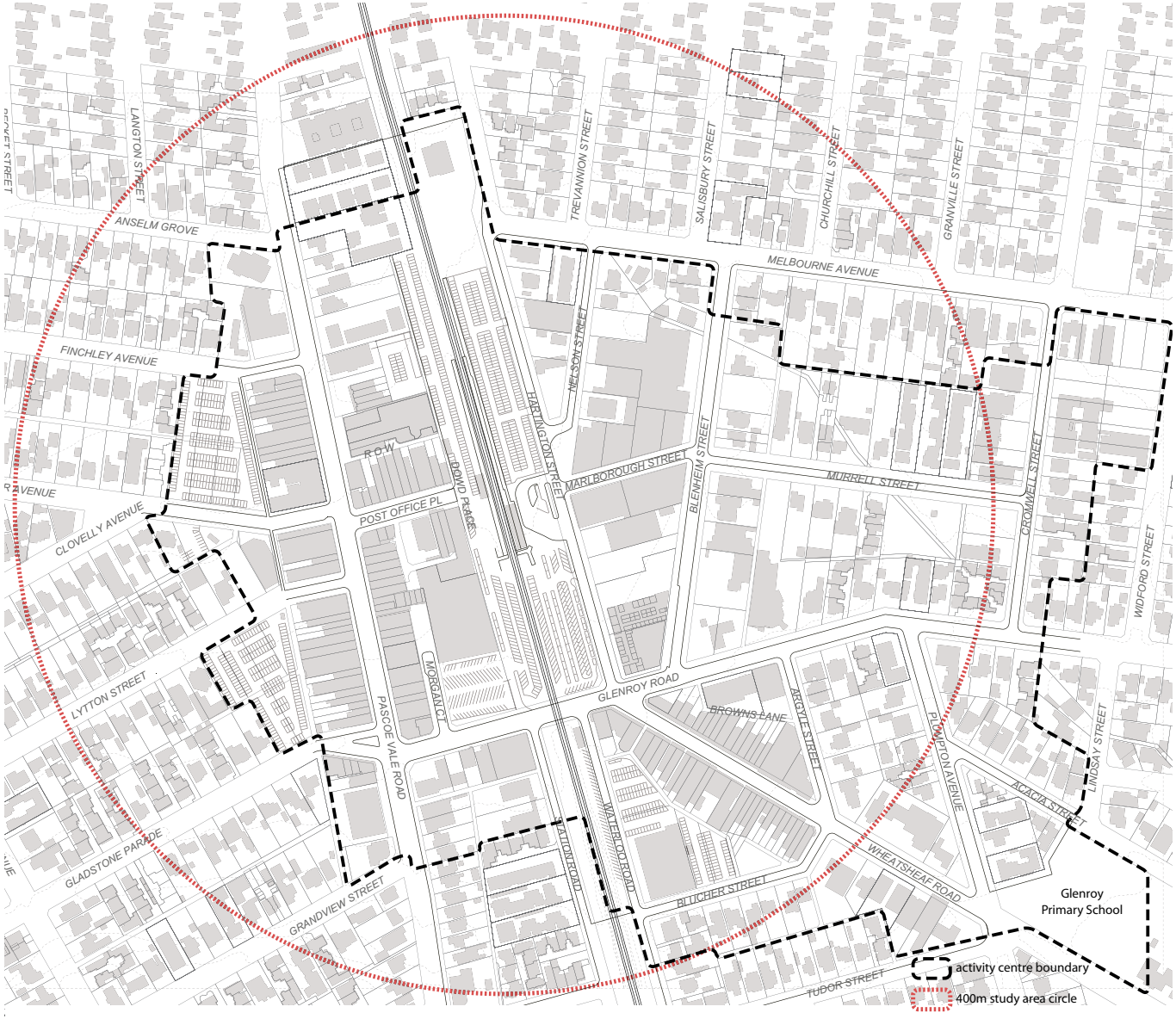
The implementation of the plan will require the input of a range of partners including residents, traders, community groups, the State Government and private industry. Council will play a key role in facilitating the implementation of this plan for the Moreland community.

1.2 How is the structure plan organised?

The Glenroy Structure Plan is organised into five parts:

- Part 1 – Introduction – explains the purpose of the structure plan and defines the Glenroy activity centre
- Part 2 – Background – sets the context in terms of key policy documents, a description of the activity centre as it is now and the key issues affecting the activity centre
- Part 3 – Vision – sets out the future vision for Glenroy in 2025 and objectives and strategies to achieve the vision
- Part 4 – Urban design principles and strategic directions – contains strategies to guide development in terms of land use, urban design and public realm
- Part 5 – Implementation – includes details of the actions needed to move the activity centre towards the vision

Figure 1: Glenroy Activity Centre boundary



1.3 Glenroy Activity Centre

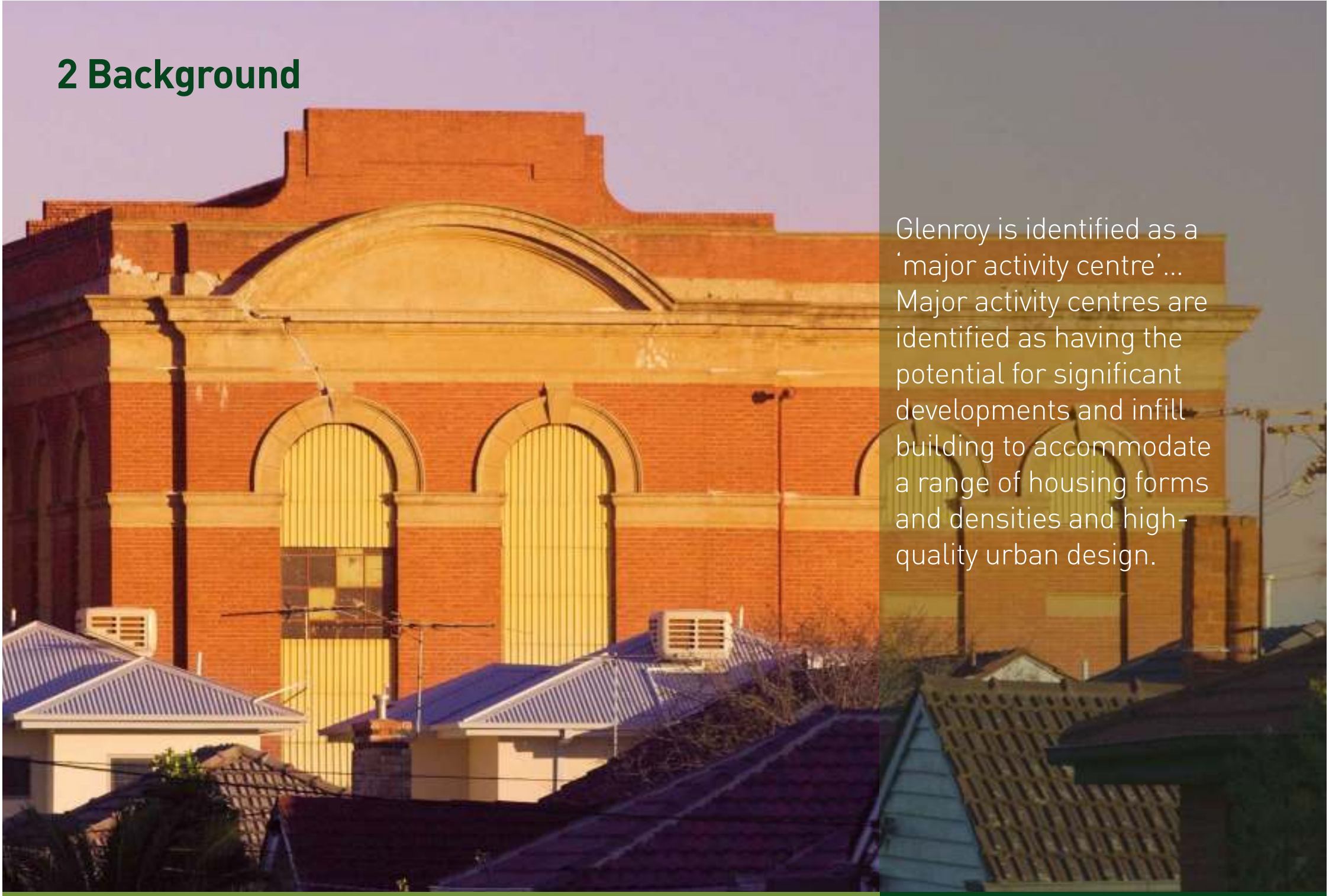
The Glenroy Activity Centre is located in the northern part of the City of Moreland, approximately 12 kilometres north of Melbourne's central activity district, and one kilometre south of the Western Ring Road. It covers an area of approximately 35 hectares and includes the strip shopping areas in Pascoe Vale Road and Wheatsheaf Road, and the industrial area to the east of the rail line. It is a major focus for business, shopping and community services in the northern part of the municipality.

In determining the boundaries of the activity centre a study area consisting of a radius of approximately 400 metres from Glenroy Railway Station was initially examined. The definition of exact boundaries was influenced by a number of factors:

- consideration of the function of the various activities within the centre
- current land uses and activities that attract large numbers of people
- the locations where there is potential for change.

The boundary of the activity centre is shown in Figure 1.

2 Background



Glenroy is identified as a 'major activity centre'... Major activity centres are identified as having the potential for significant developments and infill building to accommodate a range of housing forms and densities and high-quality urban design.

2.1 Policy context

A range of State Government and Moreland City Council policies have informed the development of the Glenroy Structure Plan. The structure plan will also act as a tool to implement some of the elements of these plans and strategies.

Two key strategies are the State Government's *Melbourne 2030: Planning for sustainable growth (Melbourne 2030)* and Council's Municipal Strategic Statement (MSS). Further details about these and other State Government and Council policy documents can be found in the individual background and issues papers on Council's website (www.moreland.vic.gov.au) or contact Council.

2.1.1 MELBOURNE 2030: PLANNING FOR SUSTAINABLE GROWTH

Melbourne 2030 is the Victorian State Government's strategy for the future development of metropolitan Melbourne to the year 2030. The central elements of *Melbourne 2030* seek to achieve:

- a more compact city through urban consolidation and intensification and the revitalisation of activity centres
- better management of metropolitan growth through strategic planning, including an urban growth boundary that sets clear limits to Melbourne's outward development
- a more prosperous city through coordinated land provision, buffer zones for certain uses, freight and logistics nodes and infrastructure provision
- improved urban design, heritage conservation and protection and enhancement of the natural environment
- better social equity through provision of services, housing and infrastructure
- improved planning administration and decision-making.

A key focus of the *Melbourne 2030* strategy is the development of activity centres as the focus for high-quality development, activity and living across Melbourne. Activity centres are places where people can shop, work, meet, relax and live. Well served by public transport, they provide a focus for services, employment and social interaction. They range in size and intensity of use and include strip shopping centres, major education and employment centres and centres focused on regional malls.

Glenroy is identified as a 'major activity centre' in the hierarchy of Melbourne's activity centres. Major activity centres are identified as having the potential for significant developments and infill building to accommodate a range of housing forms and densities and high-quality urban design.

The centre and its future role must be considered in the context of other activity centres in the region.

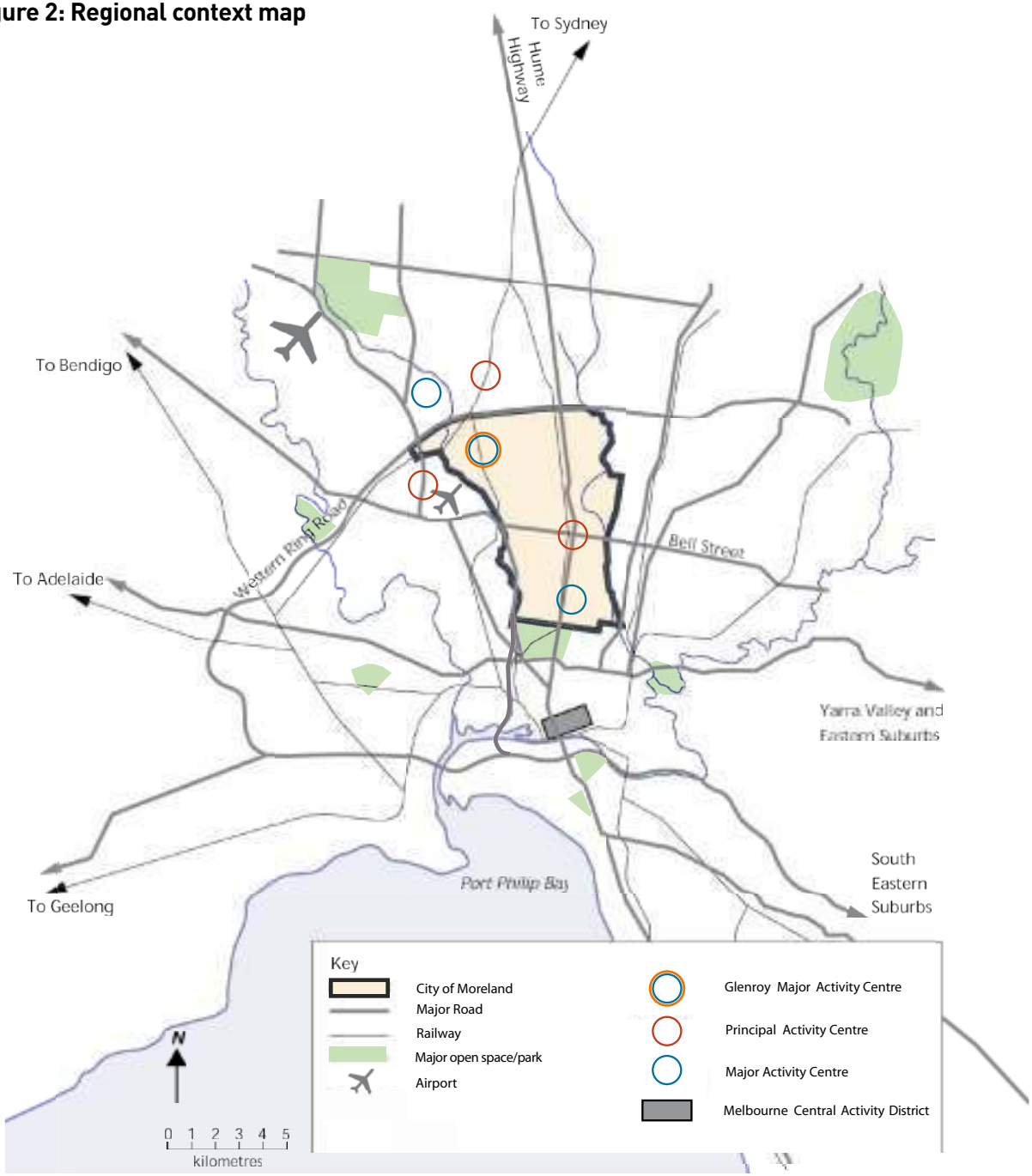
2.1.2 MUNICIPAL STRATEGIC STATEMENT

The Moreland Municipal Strategic Statement (MSS) forms part of the Moreland Planning Scheme and is a statement of the key strategic planning, land use and development objectives for the municipality.

The MSS outlines the key influences and critical issues that are affecting Moreland, such as: changing population profiles and decreasing household sizes (which affects the demand for housing and community services); changing employment patterns due to the loss of traditional manufacturing (which affects the availability of local jobs and travel patterns); and the impact of current lifestyles and design standards on greenhouse gas emissions and environmental resources. The MSS seeks to tackle these challenges and has identified a number of key focus areas. The following are relevant to Glenroy in terms of its role as a major activity centre:

- identify urban villages/activity centres as one of the primary opportunities to implement Council's vision to create an environmentally sustainable and liveable city, where people can shop, work and socialise locally
- consolidate retailing, commercial and community activities in Moreland's principal retail centres including Glenroy
- carefully manage industrial land supply to ensure continued operation and protection from competing residential activities

Figure 2: Regional context map



- move a significant proportion of travel away from cars and trucks to trams, trains, buses, bicycles and footpaths
- shift through traffic to the freeway system with no significant increase in traffic on the arterial roads system
- view and manage waterways in ways that recognise their broader ecological functions.

2.2 Glenroy today

The Glenroy Activity Centre is a local shopping and service centre at the northern edge of the City of Moreland, centred on the Glenroy Railway Station and comprising a number of precincts that are physically dissected by the Craigieburn (formerly Broadmeadows) rail line and arterial roads (Pascoe Vale and Glenroy Roads).

The centre is well serviced by public transport. It is located on the Craigieburn rail line, with Glenroy station being the last station in Zone 1. Large commuter car parks are located on both sides of the rail line. Four bus routes also serve the centre, linking the area with Eltham, Merlynston, Gowrie and Roxburgh Park.

Key land uses in the centre include two strip shopping centres along Pascoe Vale Road and Wheatsheaf Road, and a small industrial precinct between Hartington Street and Blenheim Street. The activity centre is a local hub for a number of community service providers and community facilities including the Glenroy Library, the Glenroy Community Centre, St Vincent de Paul Society, one of the State Government regional offices of the Department of Human Services, and the Victorian Business Centre Network. Council's Citizen's Service Centre, located in the Pascoe Vale Road shopping strip, is a key source of information for Council and other local agency services.

The activity centre is relatively low-rise, with both commercial and residential areas comprising a mix of predominantly one- and two-storey buildings. One notable exception is the grain store located on the corner of Hartington and Marlborough Streets, which is six storeys high (approximately 26 metres in height and equivalent to around seven 'standard' storeys).

The area surrounding the activity centre comprises predominantly low-density residential development of single-storey dwellings on relatively large blocks of land. However, there are increasing levels of one- and two-storey medium-density infill residential development.

The primary catchment for the services and functions of the activity centre comprises the suburbs of Glenroy, Oak Park and Hadfield.

2.2.1 DEMOGRAPHIC PROFILE

The following statistical data relates generally to the Glenroy suburb. Where data at the suburb level is not available, the data relates to Moreland North, a statistical local area (SLA; used by the Australian Bureau of Statistics for census purposes), which includes Glenroy, Fawkner, Gowanbrae, Hadfield and Oak Park.

About 18,890 people were living in the suburb of Glenroy in 2006. A decline in population of approximately 13% was experienced between 1981 and 2001, but between 2001 and 2006 the population grew slightly. Population estimates, prepared by i.d.

consulting, suggest that the population in the Glenroy suburb will continue to increase, to 20,770 by 2021.

Glenroy's current population is characterised by a significantly older age structure than Moreland and Melbourne as a whole. Notably, Glenroy has a relatively high proportion of people aged 70 years and over, and relatively low proportions of people aged 18–24 years and 35–59 years. Population projections indicate that the numbers of people over 80 years will increase substantially over the next decade. There will also be gains in the 15–29 years and 50–69 years age groups. It is noted that while overall the number of children in the 0–4 years age group has been declining, the number of children under 1 year of age has increased by 14.3% between 2001 and 2006. This suggests that a change in the trend is occurring which will be reflected through the younger age group(s) at the next census.

At the 2006 census Glenroy had an Indigenous population of 118 people or 0.6% (up from 0.5% in 2001) of the population, which is higher than in Moreland (0.5%) and the Melbourne metropolitan region (0.4%).

Traditionally the area has had a high proportion of Australian-born residents, however current trends indicate an increasing proportion of overseas-born residents, with the main countries of birth being Italy, the United Kingdom, Malta, Lebanon and Turkey. This is reflected by the increase in the proportion of residents who speak a language other than English at home, particularly the proportion of residents who speak Arabic, Turkish, Chinese languages and Vietnamese.

The average household size in Glenroy is declining but remains higher than the metropolitan average.

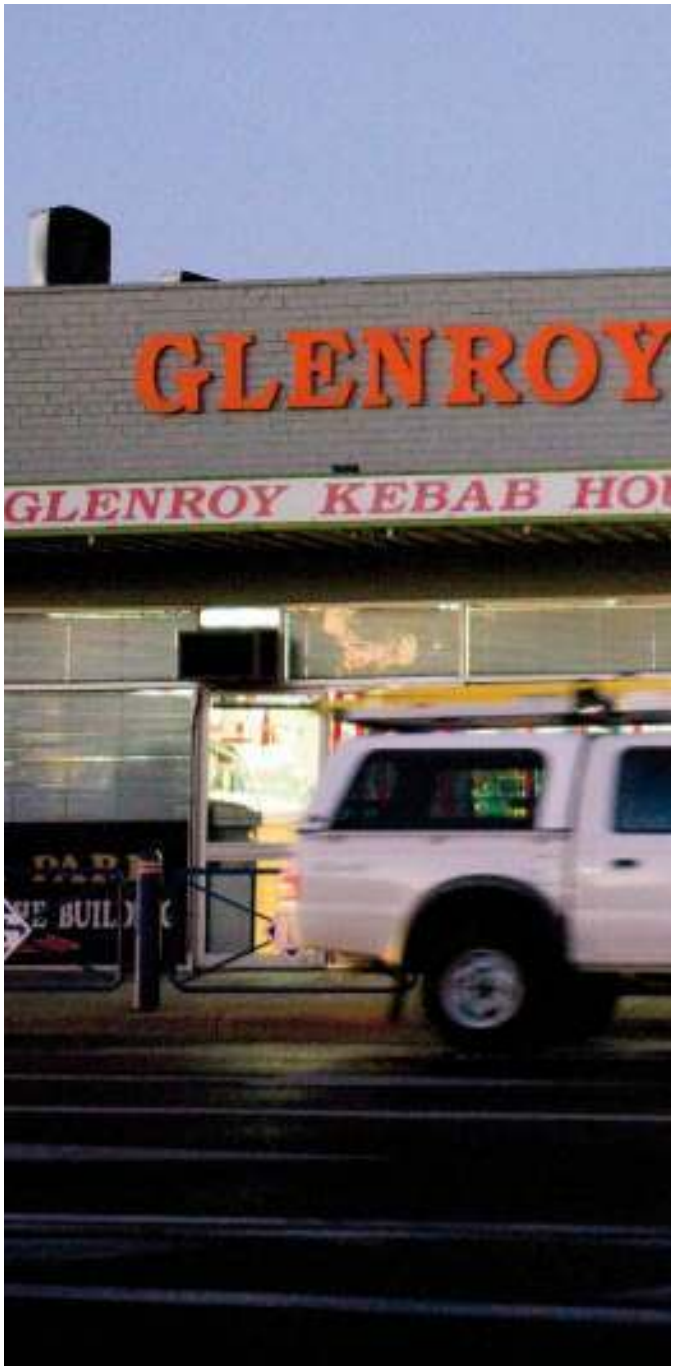
The majority of households in the area are couple families with children (43%) however this proportion is declining (down from 45% in 2001). Between 2001 and 2006 there has been an increase in lone person households, single parent households and group households in the Glenroy area.

The population of Glenroy is less affluent than the Melbourne average, with the median weekly individual income for residents of Glenroy considerably lower than the Moreland and metropolitan averages. This is partly a reflection of a relatively high unemployment rate in Glenroy compared with other Moreland suburbs, and the proportion of people working in low-skilled industries or receiving Centrelink payments, particularly the age pension.

2.2.2. ECONOMIC PROFILE

Glenroy's shopping centre is described as 'a simple and effective centre dominated by infrastructure issues which will slowly erode its competitive position vis-à-vis Broadmeadows' (Moreland Retail and Commercial Study, NIEIR April 2005).

Retailing is the principal function of the Glenroy Activity Centre, employing the largest number of people (around 650) and occupying 46% of the activity space within the centre (around 26,000 square metres). Traders are predominantly small, independent retailers offering discount goods and food. Large outflows of spending occur with regard to department stores, clothing, footwear, specialised food, and house and garden products. The centre also has a significant role as an office location, particularly for health, welfare, legal and property services. The shopping centre and activity centre generally have a 'down-at-heel' appearance, partly due to a low level of private investment in the maintenance and refurbishment of existing commercial premises.



From an economic perspective, the centre's key retail competitors are Broadmeadows Shopping Centre, 4 kilometres to the north; Coburg, 6 kilometres to the southeast; Moonee Ponds 8 kilometres to the south and Westfield Shoppingtown at Airport West, 6 kilometres to the west (by road). West Street shopping centre in Hadfield also competes with Glenroy in terms of local convenience shopping.

The area immediately east of the rail line is predominantly used for industrial and commercial purposes. It includes the Glenroy Bakery and the large grain store and warehouses of Peter Gibbs Stockfeeds, both of which have a long history in Glenroy. The area also includes a mix of service and light industrial activities including construction businesses (e.g. plumbers, bricklayers, electricians) and automotive servicing and repairs.

On a range of economic indicators, Moreland North consistently rates as an area with deficits in relation to job readiness, labour force skills, labour utilisation, capacity, and employment generation. In terms of the overall strength of the local economy, Moreland North is considered by analysts to be the weakest local economy in the northern region.

2.2.3 HOUSING TRENDS

Glenroy has historically been a suburb with large family households but this is changing as the average household size in Glenroy suburb is declining.

A higher than average proportion of housing in the area is owned outright, with a smaller proportion of mortgage holders. This is indicative of an ageing household population, many of whom are asset rich and income poor. The private rental sector is also smaller than the Melbourne average, although there is a higher proportion of public rental housing.

Property in Glenroy remains more affordable compared with property prices in Moreland and the metropolitan area, with a median house price in Glenroy of $382,000 in December 2007, compared with $485,000 in metropolitan Melbourne. However, the increase in annual median house prices in Glenroy (32%) was higher in percentage terms than metropolitan Melbourne as a whole (23%).

There is currently little existing housing within the retail and commercial areas of the activity centre.

2.3 Background work and key issues

A range of background work has been undertaken to inform the development of the structure plan. Ten background and issues papers were prepared covering a wide range of topics. The background work outlines the current situation in Glenroy, and identifies a wide range of interrelated issues affecting the centre that need to be managed to ensure the orderly and sustainable long-term growth and vitality of the activity centre. A summary of this work and copies of the individual papers are available on Council's website (www.moreland.vic.gov.au).

A range of consultation with local residents, businesses and other key stakeholders has been undertaken to inform the development of the structure plan. Many issues and ideas about the future of Glenroy have been raised and discussed at the various consultation activities, including surveys of residents and businesses, focus groups of service providers and community groups and organisations, and at SpeakOut Glenroy. A detailed overview of consultation activities can be found on Council's website (www.moreland.vic.gov.au). From the consultation work undertaken it is clear that there is currently a relatively high level of community

engagement within the Glenroy community. There are opportunities to build on the achievements of the various community capacity-building projects that have been undertaken in the area, such as Linking Glenroy (2004–2007) and
Talking and Thinking about Glenroy (2006).

The key issues and opportunities identified through the background work and community consultation have been grouped into four themes which are elaborated further in Part 3 – Vision, and include:

2.3.1 GETTING AROUND GLENROY

- The implications of climate change are both global and local. We need to adapt some of our ways of life to respond to the changes already occurring: drought, higher temperatures, more erratic weather patterns and events. Limiting future greenhouse gas emissions will assist in the climate change challenge. One of the key contributors is vehicle emissions. Introducing improvements to the pedestrian and cycling networks and to public transport will assist in reducing use of private vehicles
- Traffic congestion and barriers to movement within the centre have significant negative impacts on the function and viability of the centre, and pedestrian and cyclist amenity. The activity centre is dominated by cars as a result of both traffic moving through the centre and the large expanses of commuter car parking within the centre
- The centre is dissected by the Craigieburn rail line and Pascoe Vale Road, which is an arterial road route carrying high volumes of traffic, including freight. This transport infrastructure impacts on the economic function and viability of the centre, and impedes access to and within the centre
- East–west movement through the centre is limited to two pedestrian crossings and one vehicular crossing. The Craigieburn rail line is a physical and psychological barrier for pedestrians, cyclists and motorists
- Pascoe Vale Road, Glenroy Road and Wheatsheaf Road are all managed by VicRoads. The current priority for these roads is the movement of traffic, which conflicts with their function as shopping streets. Pascoe Vale Road is a main north–south route and is a primary arterial road that carries a high volume of through traffic and is an essential link in the road network
- Glenroy is the last station in Zone 1 on the Craigieburn rail line heading north. Large numbers of commuters travel to Glenroy to 'park and ride', adding to traffic congestion during peak times and the domination of the centre by car parking. It is less clear whether the commuters contribute to the economy of the centre
- The Pascoe Vale Road and Glenroy Road intersection is currently at capacity, resulting in traffic congestion and queuing. As volumes of traffic increase, the delays and queuing at the intersection will also increase
- Poor pedestrian amenity makes it difficult to get around the centre. Principal impediments include the poor condition of some footpaths, the condition and physical character of the rail crossings (Glenroy Road and station underpass), the expanses of car parking and the main/arterial road functions of the shopping streets and resultant high volumes of traffic. There is a need for improvements to pedestrian and cycling amenity within and to the centre, including ensuring suitable access is available for people with limited mobility
- The existing obstacles to easy movement and connectivity through and within the centre outlined above are impacting on the prosperity, viability and liveability of the centre's various precincts and how it functions as a whole
- The rail crossing in Glenroy Road is a main focus of community concern and is seen as the main contributor to traffic problems. However, the rail crossing is not the only factor; other significant contributors to the traffic congestion and queuing include the Pascoe Vale Road and Glenroy Road intersection, and the access to Coles and commuter car parks from Glenroy Road. In dealing with traffic issues in the centre, other objectives also need to be considered such as reducing car dependency, the volume of traffic in and around the centre, the dominance of cars and car parking on the centre, and a need to improve amenity and access for and by other modes of transport.

2.3.2 PLACES TO ENJOY AND DO BUSINESS

- Glenroy faces competition from a number of nearby centres. Its main rival is the Broadmeadows Town Centre, which is located about 4 kilometres to the north. Broadmeadows is designated in Melbourne 2030 as a 'principal activity centre' and 'transit city' and is therefore attracting considerable State Government and private investment. Given its size, the Glenroy Activity Centre is unable to compete directly with Broadmeadows. Glenroy should consolidate its role as a local convenience centre and look for opportunities to develop niche markets and activities (such as dining) currently lacking in the region
- The area has a negative image, with poor perceptions surrounding the low socioeconomic profile, poor visual amenity and public safety of the centre. The negative image surrounding

the appearance or physical environment of the centre is more than an aesthetic issue – it also limits economic activity in terms of attracting commercial trade and property investment

- The vitality of the shopping centre is critical to a successful mixed-use activity centre. Currently a number of factors contribute to the centre having a 'down-at-heel' feel:
  - the condition and appearance of the built environment and public realm
  - the limited mix of retail offer and night-time activity such as restaurants, cafés and entertainment
  - the prevalence of certain types of shops
  - the high level of traffic travelling through the shopping centre.
- There has been a relatively low level of investment in the area over the last decade or more. This adds to the low visual amenity of the centre, and negatively impacts on the ability to attract new investment, businesses and customers to the centre
- The local community has expressed a desire for a centre with a strong identity of which they can be proud, but a centre that also retains a 'village' feel
- The commuters attracted by the 'park and ride' provide the opportunity for extra custom for shops and businesses if they can be persuaded to use the centre's shops and services
- The centre currently has two shopping strips, physically separated by the rail line and Glenroy Road. Pascoe Vale Road has a primarily retail function, with Wheatsheaf Road having a greater mix of office and retail uses. There is a need to define and develop the roles of each of these shopping precincts, as well as the adjoining commercial and industrial precincts
- Glenroy is well located in terms of its proximity to the city (12 kilometres), CityLink and the wider metropolitan freeway system, something that should be promoted to prospective investors, potential business operators and future residents of the area
- The centre has limited employment opportunities, both in terms of actual numbers of jobs but also the variety of jobs available. Currently large numbers of residents commute out of Glenroy to work and therefore opportunities to increase local employment should be explored
- There are a number of under-utilised and vacant sites in the activity centre, providing opportunities for redevelopment with a mix of uses to act as catalyst projects and raise the profile of the centre. These include the former Glenroy Market site and the former petrol station site on the corner of Glenroy and Pascoe Vale Roads
- A key concern highlighted by the community consultation is safety issues around the central area and train station, especially at night. Currently the majority of the centre operates only during standard business hours, with little activity during the evening. Increasing activity in the evening and late night will assist in improving perceptions of safety in the centre
- The centre also has a lower level of street lighting than many other areas. This contributes to safety concerns.

2.3.3 LIVING IN THE CENTRE

- Currently there is very little housing in the retail and commercial part of the activity centre, and little diversity in housing stock on the periphery of the centre and in the surrounding Glenroy suburb. Existing housing is predominantly traditional single-storey family housing, with an increasing proportion of medium-density unit and townhouse developments
- Projected population growth and the changing demographic profile of the area will create an increasing demand for additional housing – not only in terms of the number of dwellings but also, more critically, the need for a variety of housing types and sizes to cater for a rapidly ageing population, an increase in lone-person and smaller household sizes, and a more culturally diverse population
- The current level of multi-unit development in the wider area of Glenroy is a major concern raised by the community. Factors such as the relatively large lot sizes, the ageing housing stock and the area's relative proximity to Melbourne's central activity district, public transport and the freeway/ring road network make Glenroy attractive for medium-density development
- Housing affordability for both homeowners and the rental market is a national issue. Recent rental and house price increases in the Glenroy/Moreland North area mean that it is also a significant local issue
- In addition to providing opportunities for a wider range of housing choice in the area, there are a range of other benefits from increasing housing density in the centre, including:
  - increased population to support local businesses
  - increased activity beyond day-time business hours and surveillance of public spaces will discourage antisocial behaviour and improve perceptions of safety
  - take advantage of existing infrastructure, (including public transport) to assist in reducing reliance on private vehicle use

- contribute to the ability to protect the existing character of surrounding residential areas outside the activity centre.

2.3.4 QUALITY SPACES FOR PEOPLE

- There is little open space within and in close proximity to the centre. Opportunities to create new open space areas, particularly traditional 'green parkland' space, within the centre are also limited due to the availability and cost of land
- The public realm (the space between and within buildings that are publicly accessible, including streets, squares, forecourts, parks and open spaces) gives a poor image and weakens the vitality and liveability of Glenroy. A number of factors are relevant, including:
  - civic spaces, such as Post Office Place and Morgan Court, are in need of an upgrade
  - a range of public spaces, including the walkway between Pascoe Vale Road and Morgan Court; Dowd Place; the Coles supermarket car park; and the station forecourt, are considered to be unsafe
  - Pascoe Vale Road and Glenroy Road carry high volumes of traffic and there are limited signalised crossing points
  - the rail crossing on Glenroy Road is a physical and psychological obstacle for all users
  - landscape and planting is limited within the centre.
- The changing demographic profile of the community, and an increasing population, will result in increased and changing demands for open space in the area. Facilities and meeting places for young people, older people and general meeting and gathering spaces – where people can rest, chat and interact informally – are needed within the centre
- Opportunities to improve the quality of the public realm need to be investigated and acted on. This should include better use of streets and existing spaces, providing a better identity for these spaces, making a greener centre and spaces more suitable to the needs of the current and future community
- Incremental development over time has contributed to indiscriminate styles, competing signage and blank frontages impacting on the appearance of the centre. Most of the buildings are of one and two storeys and this represents an inefficient use of land in a location where public transport is good
- The implications of climate change are both global and local. We need to adapt some of our ways of life to respond to the changes already occurring: drought, higher temperatures, more erratic weather patterns and events. Limiting future greenhouse gas emissions will assist in the climate change challenge. Redevelopment of the Glenroy Activity Centre gives the opportunity to introduce good-quality design and to encourage development to incorporate environmentally sustainable design and safer principles.