Whitehorse Amendment C110

Expert Urban Design Evidence

Mark Sheppard

August 2014

Instructed by
Jordan Consulting

On behalf of
Third Street Pty Ltd

Date of site inspection(s)
31st May 2013

DAVID LOCK ASSOCIATES
TOWN PLANNING & URBAN DESIGN

Contents

1.0 Introduction

[1] I am a Principal of town planning and urban design consultants David Lock Associates (Australia) Pty Ltd (DLA). I hold qualifications in architecture and urban design. I have over twenty years' professional experience, and have practised exclusively in the field of urban design since 1993. Further details of my qualifications and experience are outlined in Appendix A.

[2] In May 2013, I was engaged by Third Street Pty Ltd to review the urban design aspects of a proposed development at 315-319 Burwood Highway Burwood East. This assessment and subsequent advice was summarised in an Urban Design Statement dated February 2014.

[3] In May 2014 I was engaged by Jordan Consulting on behalf of Third Street Pty Ltd to provide an urban design assessment of proposed Amendment C110 to the Whitehorse Planning Scheme as it relates to 315-319 Burwood Highway, Burwood East (hereafter referred to as "the subject site").

[4] My evidence is organised as follows:

Section 2	An analysis of the physical and policy **context** relating to the development of the subject site.
Section 3	An assessment of the proposed new planning provisions and reference documents in relation to the proposed preferred maximum **height**.
Section 4	An assessment of the proposed new planning provisions and reference documents in relation to **setbacks**.
Section 5	An assessment of the proposed new planning provisions and reference documents in relation to detailed design.
Section 6	Conclusion

2.0 Context

[5] The subject site is located on the corner of the Burwood Highway and Mahoneys Road, Burwood East, within the Tally Ho Major Activity Centre (MAC). This corner is prominent within the activity centre as it is located at a high point along Burwood Highway (before the land falls away towards the east) and Mahoneys Road is a busy through street, providing access to the north directly to the nearby Forest Hill Chase activity centre.

[6] The site is presently vacant and has been for some time. It was previously the depot for the Crown Coaches bus company.

Photo of the vacant subject site from Burwood Highway

[7] The site is well located in terms of public transport, being on tram route 75 which runs along Burwood Highway.

[8] Burwood Highway is an approximately 60m wide, six lane arterial road. Within the activity centre, the Highway has a mixed built form character primarily comprising commercial and office buildings. The subject site is located towards the edge of the centre, which is surrounded by conventional residential development. Mahoneys Road is a major road with a more residential hinterland character.

[9] The site abuts medium density housing immediately to the north and 2 storey office buildings to the west. The medium density housing is orientated away from the site and presents either blank sideages or largely blank rear walls to the subject site. Across Mahoneys Roads is a rehabilitation centre and aged care centre with a large area of open space fronting the Burwood Highway.

[10] The site is approximately 6000m^2 in size.

[11] There is strong policy support for urban consolidation in areas within and around activity centres with good public transport access (see clauses 11.01, 16.01, 21.06, 21.07, 22.03 and 22.08).

[12] Clause 11.01-2 encourages a diversity of housing types at higher densities in and around activity centres.

[13] Clause 16.01-2 seeks to locate new housing in or close to activity centres and employment corridors and at other strategic redevelopment sites that offer good access to services and transport. It also encourages higher density housing development on sites that are well located in relation to activity centres, employment corridors and public transport.

[14] The subject site meets the criteria for a strategic redevelopment site, given that it is in a MAC, on a tram line and able to provide more than 10 dwelling units.

[15] Clause 21.06 seeks to ensure that higher density housing is directed to specific areas, including activity centres, with excellent public transport and shopping access and is integrated with existing residential areas in a form consistent with the character of neighbourhoods.

[16] Clause 21.07 identifies the Tally Ho activity centre as a MAC and notes that MACs are generally expected to become the preferred locations for further retail, commercial and cultural activities, and accommodate a significant proportion of the new dwellings that may be developed in Whitehorse.

[17] Clause 22.03 places the subject site in an area of 'natural change', which is anticipated to make a contribution to the increase in housing stock. Areas of natural change are expected to undergo a modest level of change to achieve the Desired Future Character of the area. The site is also identified as part of 'garden Suburban' area, where generous front and side setbacks and tree planting are sought.

[18] I note that both the 'natural change' area and 'garden suburban' precincts are very broad areas that do not appear to take account of non-residential

land. Notably, the site was excluded from the Whitehorse Neighbourhood Character Study 2002, presumably because it is zoned MUZ

[19] Clause 22.06 seeks to ensure that land use and development in activity centres reinforce, and are appropriate to, the role of the centre. It identifies Tally Ho as a MAC, however it does not contain any specific policy or reference documents for Tally Ho.

[20] Clause 22.08 seeks higher density mixed-use outcomes on key sites. It also seeks additional built form capacity in conjunction with development of high quality streetscapes, landscaping and amenity. The policy indicates that the MYOB building should act as a reference point for determining the scale of new buildings at the intersections of Springvale Road and Burwood Highway.

Site Context

[21] I note that Council has recently approved an application for a 6 storey mixed use building incorporating a shop or office at ground floor and 98 apartments, along with 45 townhouses, for the site. Previously planning

permission was given for the development of an Aldi store, associated specialty stores and office space on the corner of Burwood Highway and Mahoneys Road, reaching a height of 20-21m.

[22] In summary, the relatively large area of the subject site and its location on a prominent corner within a major activity centre presents a relatively rare opportunity to contribute to urban consolidation in a well-serviced location with relatively insensitive existing character and limited sensitive interfaces. This has been recognised by two separate planning permissions in the last 6 years.

3.0 Height

3.1 Revised Clause 22.08

[23] The revised Clause 22.08 Tally Ho Major Activity Centre contains the following policies which have an implication for height:

- *Facilitate higher density mixed-use outcomes on key sites.*
- *Achieve additional built form capacity in conjunction with development of high quality streetscapes, landscapes and amenity.*

[24] I support these policies.

[25] The revised Clause 22.08 also removes the following height related policy:

- *The MYOB building should act as a reference point for determining the scale of new buildings at the intersection of Springvale Road and Burwood Highway.*

[26] I support the deletion of this policy.

[27] However, the revised Clause 22.08 contains the following height related policy which I do not support:

- Achieve building heights generally consistent with the *Tally Ho Major Activity Centre Urban Design Framework 2007*.

[28] I elaborate on my reasons for this in Section 3.2 below.

3.2 Proposed DD09

[29] The proposed DDO9 contains the following Design objectives relating to height:

- *To ensure sensitive design at the MAC's interfaces with adjoining residential zones.*
- *To ensure that the form and scale of new development is influenced by local topography, native vegetation and key views.*

[30] I support these objectives.

[31] The proposed DDO9 locates the subject site within Sub precinct (iv).

[32] Table 1 – DDO9-A Main Road Interface identifies a Preferred Maximum Building Height of 10 metres for the subject site.

[33] Table 1 – DDO9-B Internal Road Interface also identifies a Preferred Maximum Building Height of 10 metres for the subject site. It also contains the following Preferred Built Form Outcome:

- *Buildings should be of a lower scale that generally fits within the existing canopy of the natural landscape.*
- *Buildings should have a stepped form with a maximum 8 metres parapet height and upper levels set back at least 2.5 metres behind the parapet.*

[34] Table 1 – DD09-C Residential and Public Open Space Interfaces identifies a Preferred Maximum Building Height of 10 metres for the subject site. It also contains the following Preferred Built Form Outcomes:

- *Building heights should reflect a transition down in height to residential and public open space areas.*
- *Buildings should be of a scale that generally fits within the existing canopy of the natural landscape.*
- *Buildings should have a stepped form with a maximum 8 metres parapet height at residential interfaces and 11.5 metres at public open space interfaces (sub precinct (i)). Any upper levels should be set back at least 2.5 metres behind the parapet.*
- *The objectives and standards of Clause 55 relating to amenity impacts should apply where a rear or side boundary abuts land in a residential zone.*

[35] I do not support the Preferred Maximum Building Height of 10 metres for the subject site for the following reasons:

- The subject site is located within a higher-order activity centre, where policy seeks urban consolidation and greater density.
- Burwood Highway is a broad boulevard that warrants taller buildings in order to relate to its broader scale.
- The large size of the site enables it to contain the impacts of height away from sensitive interfaces.
- The location of the site on a prominent corner warrants taller form to act as an urban marker.
- The 2 storey medium density residential dwellings immediately abutting the subject site to the north are outside the activity centre and rise to a height of approximately 8 metres, which is only marginally lower than the proposed 10 metre maximum height within the activity centre.
- The housing immediately abutting the site 'turns its back' on the site, limiting its sensitivity to built form impacts.
- The proposed Preferred Maximum Building Height ignores the recent and previous planning permissions for the site which provide for buildings of approximately 20-22 metres in height.

- The basis for the proposed preferred maximum heights is a 2007 document, which is now 7 years old and predates both Melbourne @ 5 million and Plan Melbourne, both of which emphasise the importance of urban consolidation in higher order activity centres.

[36] I consider that a discretionary maximum height of 30m (which would allow buildings of 8 to 10 storeys in height) would be appropriate in this location. This represents a building height to street width ratio of 1:2. Although this exceeds the prevailing tree canopy height, I consider that the urban consolidation imperatives outweigh this character aspiration.

[37] Whilst I support the need for buildings to step down to respond to residential land at the edge of the MAC, I do not see a need for buildings to step down at the Burwood Highway interface. This is a 60m wide road that can comfortably absorb substantial height without being visually overwhelmed.

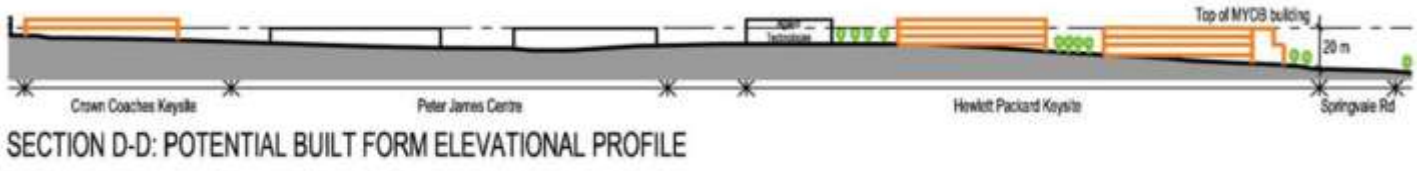
3.3 Tally Ho Major Activity Centre Urban Design Framework

[38] The Tally Ho Major Activity Centre Urban Design Framework, 2007, forms the basis for the proposed height provisions. It is currently a reference document to clause 22.08, and is also proposed to be retained as a reference document to the revised Clause 22.08 and introduced as a reference document to Schedule 9 to the Design and Development Overlay (DDO9).

[39] The Urban Design Framework (UDF) sets out objectives and strategies to guide development over 15 years within the Tally Ho MAC. However, I note that the document is now 7 years old and is therefore halfway through the period of time for which it was intended to guide development.

[40] In Drawing 5: Built Form and Density the UDF identifies the Preferred Future Built Form as being 2-3 storeys in height. I do not support these heights for the subject site for the reasons previously stated.

[41] Drawing 16: Strategies – Crown Coaches, Peter James Centre & Hewlett Packard contains a Section D-D: Potential Built Form Elevational Profile. The section appears to suggest that the rationale for the proposed heights in based on the notion of adopting the existing MYOB building (on the corner of Burwood Highway and Springvale Road) as the maximum height benchmark for the whole centre. However, the section really shows that it is in fact the Hewlett Packard building which is the highest building and it appears to set the benchmark for the subject site.



Excerpt from Drawing 16 – Section D-D illustrating the proposed Burwood Highway built form profile.

[42] In any event, I do not support this rationale for building height on the subject site for the following reasons:

- There is significant topographic variation between the subject site and the MYOB building. The MYOB building is located on land which is significantly lower than the subject site. Therefore, maintaining a consistent building height is unreasonably limiting for future buildings on properties which are higher.
- Further the subject site and MYOB building are approximately 550m apart. Therefore, it will not be possible to 'read' this consistent building height.

3.4 Tally Ho Major Activity Centre Urban Design and Landscape Guidelines

[43] The Tally Ho Major Activity Centre Urban Design and Landscape Guidelines is proposed to be introduced as a Reference Document to both the revised Clause 22.08 and proposed DDO9. I note that this document is still titled as a "draft report". Further, I note that it states in its introduction that:

- *These Urban Design and Landscape Guidelines have been prepared to assist in realisation of the Tally Ho UDF. The intention of these guidelines is not to replace or supersede the framework, rather to provide detail as to ultimate built form and landscape outcomes.*

[44] Figure 02 – Preferred Future Built Form (UDF) and Figure 03 – Proposed Design Development Overlay (DDO) – Preferred Maximum Building Heights identifies a preferred maximum building height on the subject site of 2-3 storeys (7-10m) and also shows indicative building footprints, which directly reflect the 2007 UDF.

[45] I do not support this preferred maximum height for the subject site for the reasons previously stated.

4.0 Setbacks

4.1 Revised Clause 22.08

[46] The revised Clause 22.08 Tally Ho Major Activity Centre is silent in relation to setbacks.

4.2 Proposed DDO9

[47] Proposed DDO9 contains the following design objectives with implications for setbacks:

- *To ensure sensitive design at the MAC's interfaces with adjoining residential zones.*
- *To improve and encourage active street frontages that create street address and interest at the pedestrian level.*

[48] I support these objectives.

[49] Proposed DDO9 contains the following general requirement:

- *Development with an interface with a residential zone should be designed to limit unreasonable amenity impacts such as overlooking, overshadowing and visual bulk.*

[50] I support this general requirement.

[51] Proposed DDO9 identifies the subject site as being affected by all three interface setback conditions.

[52] Table 2 – DDO9-A Main Road Interface identifies a preferred setback of 5m from front boundaries and 10m from rear boundaries, 5m from side boundaries (although it appears that for side boundaries there is also a 10m setback for land abutting housing). It also contains the following Preferred Built Form Outcomes:

- *Front setback areas should provide a generous public realm, incorporating pedestrian pathways, canopy planting and opportunities for street activity, including outdoor dining.*
- *Side setback areas should provide for vehicular and pedestrian access, and landscaping with good light penetration, ventilation and visibility.*
- *Rear setback areas should provide for access between properties and canopy plantings.*

[53] Table 2 – DDO9-B Internal Road Interface identifies preferred setbacks of 10m from front, side and rear boundaries. It contains the following Preferred Built Form Outcomes:

- *Front setback areas should provide an open aspect and include pedestrian pathways, softening landscape effects and access areas.*
- *Side setback areas should provide for the siting of any service areas, car parking and canopy planting.*
- *Where development abuts a residential zone or public open space more substantial side setbacks will apply.*
- *Rear setback areas should provide for access to car parking areas and canopy plantings.*

[54] Table 2 – DD09-C Residential and Public Open Space Interfaces identifies a preferred setback of 10m from all boundaries for building walls up to 8 metres in height. It contains the following Preferred Built Form Outcomes:

- *Where a building abuts a residential property, side setback areas should provide for a minimum 5 metre wide landscape buffer.*
- *Side and rear building setbacks, which abut a residential zone or public open space, should apply the objectives and standards of Clause 55 relating to amenity impacts.*

[55] In summary, the DDO proposes a:

- 5m setback from Burwood Highway (to form part of the public realm);
- 10m setback from Mahoneys Road (to provide pedestrian access and landscaping);
- 10m setback from the northern boundary incorporating a 5m landscape buffer; and
- 5m setback from the western boundary (for access and landscaping).

[56] The verge in front of the site (including the footpath) is approximately 3m wide. I support the notion of widening this to provide a more generous pedestrian realm and large canopy trees commensurate with a major activity centre and taller buildings. However, I consider that a total width of 6m is sufficient. Therefore, I consider that the front setback requirement should be reduced to 3m. I note that this is consistent with the recent planning approval for the site (which provides for a setback of approximately 3.2m).

[57] The existing setbacks from Mahoneys Road immediately to the north of the subject site and outside of the activity centre are approximately 5.2m. There is already a footpath and street trees within the existing verge. Future development on the subject site should not be required to have a

greater setback than the abutting existing residential dwellings outside of the activity centre.

[58] Further, as the subject site is a prominent corner site located within the main spine of an activity centre on the main arterial road, it is appropriate for built form to transition forward along the side street (Mahoneys Road) towards the Highway to 'mark' the corner.

[59] I note that the recent and previous Council approvals for the site provide for setbacks from Mahoneys Road of 0 to 0.7m respectively.

[60] The subject site abuts the side of a 2 storey townhouse (at 224 Mahoneys Road), which presents a 2 storey high blank wall to the common boundary (refer image below). It is unclear why a 10m setback with a minimum 5m landscape buffer is necessary in this instance.

Photo of the 2 storey blank wall built on the common boundary at 224 Mahoneys Road

[61] The recent approval for the site demonstrates the acceptability of a zero setback to the rear property boundary (northern boundary) of this site.

[62] In any event, the same table proposes the application of ResCode objectives and standards for the side and rear setbacks. This would be a more appropriate provision than a 10m setback given the emphasis on urban consolidation in higher order activity centres, provided it is discretionary to allow for alternative design responses where warranted, such as on the subject site.

[63] The recent approval for the subject site demonstrates that it is possible to configure development in a way that does not require access along the western boundary. The site abuts a surface car park associated with an office development. Therefore, there is no need for a setback from the western boundary. This is reflected in the approval of zero setbacks.

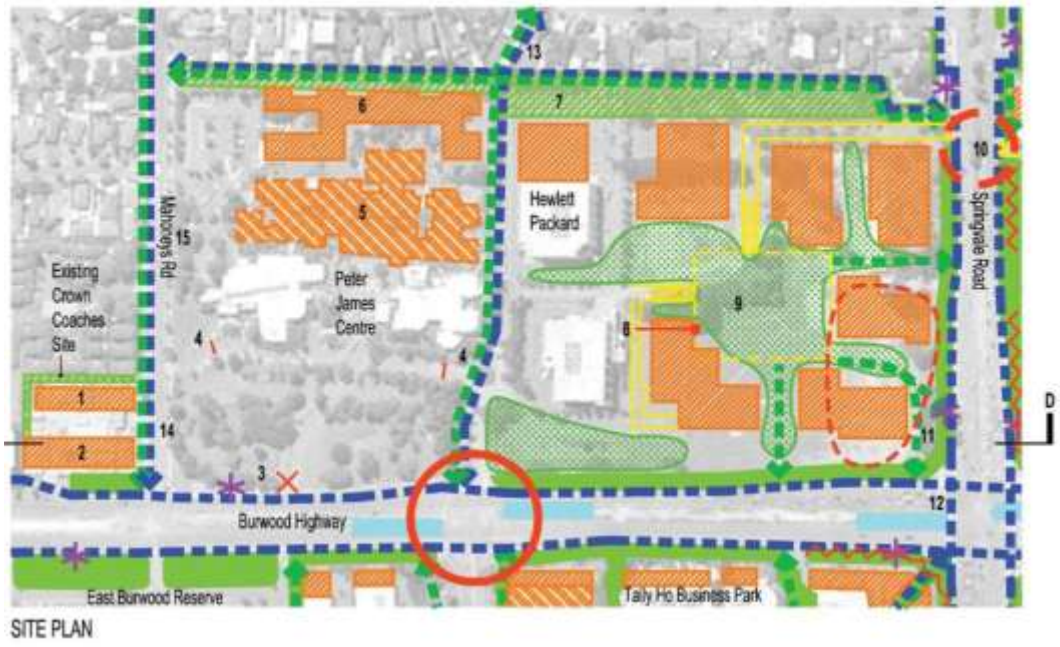
[64] Therefore, I consider that the requirement for a setback from the western boundary should be deleted.

Diagram of recently Council approved development on the subject site, illustrating the discrepancy between the approval and the proposed setbacks

4.3 Tally Ho Major Activity Centre Urban Design Framework

[65] In Drawing 7: Open Space, Pedestrian Linkages & Landscapes, the UDF identifies Potential for future development and illustrates two indicative building envelopes on the subject site. The larger building envelope extends across the Burwood Highway frontage of the site, while the second building envelope is located parallel to the first and towards the rear (northern) edge of the site, with a Landscape buffer to its west and north. A green rectangle is shown across the eastern half of the site's Burwood Highway frontage which represents *Strengthen existing landscaped areas to improve pedestrian and visual amenity.*

[66] Drawing 16: Strategies – Crown Coaches, Peter James Centre & Hewlett Packard repeats the indicative building envelopes and contains additional information in relation to the envelopes in terms of potential use and height. It identifies the "*Potential for commercial development at ground level with residential development above (3 storeys in total)*" for the envelope along the northern site boundary, and "*Potential for commercial development (3 storeys)*" along the southern Burwood Highway frontage.



ACTIONS

1. Potential for commercial development at ground level with residential development above (3 storeys in total).
2. Potential for commercial development (3 storeys).
3. Southern entrance to Peter James Centre to be closed.
4. Boom gates to be installed to control public vehicular movement across Peter James Centre.
5. Capacity for additional level to existing buildings.
6. Potential for expansion of facilities (up to 2 storeys).
7. Widen buffer to residential area by relocating existing at-grade parking to new underground carpark.
8. Potential for privately-operated underground parking.
9. Potential for a central landscaped area above carpark.
10. Possible signalisation of intersection.
11. Articulate corner and reinforce intersection of Springvale Rd and Burwood Hwy with new built form. A maximum building height of 20 metres above ground level (measured from 113 metres AHD) is possible.
12. Improve pedestrian access to tram Superstop.
13. Potential to create link to residential street in the event that sites become available for purchase or redevelopment.
14. Consider extension of proposed bicycle lane southwards.
15. Future developments must produce Traffic Impact Assessments to allow assessment of traffic volume increases and patterns.

Excerpt from Drawing 16 of the UDF depicting indicative building envelopes on the subject site.

[67] These indicative building envelopes are only one way of developing the subject site. There are numerous alternative acceptable ways to develop the site. The two planning applications and Council approvals since the UDF was drafted provide proof of this. However, these envelopes could be interpreted as the preferred or only way in which the site could developed.

[68] Therefore, if the UDF is to be introduced as a Reference Document, in addition to amending the heights as discussed above, I consider that a note should be added making it clear that these diagrams only represent one way in which the site could be developed and many other configurations exist that may be acceptable.

4.4 Tally Ho Major Activity Centre Urban Design and Landscape Guidelines

[69] Figure 04 – Proposed Design Development Overlay (DDO) – Site and Interface Typologies identifies that the subject site contains all three of the proposed DDO interface treatments: the Main Road Interface along the site's Burwood Highway frontage, the Internal Road Interface along the site's Mahoneys Road frontage, and the Residential/Public Open Space Interface is proposed along the site's northern boundary.

[70] I do not support the implied setback requirements for the subject site for the reasons previously stated.

5.0 Detailed Design

5.1 Proposed DDO

[71] The proposed DDO contains the following general requirement in relation to detailed design:

- *The design of buildings should contribute to interaction with pedestrians at ground level by:*
  - *Providing a human scale at the street front and building entry.*

[72] I support the requirement for buildings to be designed to contribute to interaction with pedestrians. However, the phrase 'human scale' is an ill-defined concept. I note that the City of Melbourne describes 30-40m podium heights in Southbank as having a 'human scale' and yet here Council is only proposing 7-10m maximum building heights. Given that 'human scale' is an imprecise term, I do not consider that it will be helpful in governing development and recommend that it be deleted.

[73] Table 1 under Main Road Interface contains the following detailed design Preferred Built Form Outcome:

- *Buildings should present a street address and highly visible entry to the 'main road' frontage.*

[74] Both the current and previous approvals for the subject site have their pedestrian entries from Mahoneys Road, not the Burwood Highway (main road) frontage. This demonstrates that there are circumstances where an alternative entry location is appropriate. I recommend that this outcome be amended to only refer to entries to commercial uses.

[75] Table 1, under Internal Road Interface, contains the following detailed design Preferred Built Form Outcome:

- *Upper levels should be clearly distinguishable with lightweight form and materials.*

[76] I consider that the Burwood Highway is wide and 'robust' enough to accommodate strong architectural forms without needing to have recessive upper levels. Further, I note that this outcome is inconsistent with the recent approval for the subject site.

[77] I do, however, support the notion of introducing some lightweight forms and materials where upper levels are proposed along the Mahoneys Road frontage towards the residential interface, in order to contribute to a built form transition. Therefore, I consider that this Outcome should be amended to only refer to buildings alongside residential interfaces.

6.0 Conclusion and Recommendations

[78] In conclusion, I consider that the maximum heights and setbacks proposed for 315-317 Burwood Highway are inappropriately conservative for a major activity centre along a tram route.

[79] My recommendations are summarised below:

Tally Ho Major Activity centre Urban Design Framework

[80] If the UDF is introduced as a Reference Document, I consider that a note should be added making it clear that Drawings 7 and 16 only represent one way in which the site could be developed and that

- building heights up to 30m are appropriate for the subject site; and
- many other configurations may be acceptable.

Tally Ho Major Activity Centre Urban Design and Landscape Guidelines:

[81] If the Urban Design and Landscape Guidelines is introduced as a Reference Document, I consider that it should be amended to reflect the above changes to the UDF.

Design and Development Overlay (DDO 9)

- Amend the Built Form General requirement to remove reference to 'human scale'.

- Amend the Preferred Maximum Building Height in Table 1 – sub precinct (iv) to a discretionary maximum height of 30m.

- Amend the Preferred Built Form Outcome in Table 1 under Main Road interface relating to buildings presenting a street address and highly visible entry to the 'main road' frontage, to refer only to entries to commercial uses.

- Amend the Preferred Built Form Outcome in Table 1 under Internal Road Interface relating to upper levels being distinguishable with lightweight form and materials so that it only refers to buildings alongside residential interfaces.

- Amend the Preferred Setbacks in Table 2 in relation to Main Road Interface to change the 5m setback requirement from the front (south/Burwood Highway) boundary to 3m for the subject site.

- Amend the Preferred Setbacks in Table 2 in relation to Main Road Interface to delete the 5m setback requirement from the side (western) boundary of the subject site.

- Amend the Preferred Setbacks in Table 2 in relation to Main Road Interface to delete the 10m setback requirement from rear (northern) boundary of the subject site and replace it with a reference to standard ResCode provisions.

- Amend the Preferred Setbacks in Table 2 in relation to Internal Road Interface to delete the 10m setback requirement from the side (eastern/Mahoneys Road) boundary.

Revised Clause 22.08 Tally Ho Major Activity Centre

I support the removal of the Built form and density policy which references the MYOB building as a means of determining the scale of new buildings.

Appendix A: Summary of Experience & Personal Details

Name and Address

Mark Peter Sheppard
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Qualifications and Experience

- Recognised Practitioner in Urban Design (Urban Design Group, UK 2014)
- Corporate Member of the Planning Institute of Australia, 2008
- MA Urban Design, Oxford Brookes University, UK, 1992
- Diploma Urban Design, Oxford Brookes University, UK, 1992
- Bachelor of Architecture, University of Auckland, NZ, 1990

Professional experience

- Director, David Lock Associates (Australia), 1997 to present
- Urban Designer - Associate, David Lock Associates, UK, 1993 – 1997
- Architectural Assistant, Sipson Gray Associates, London, UK, 1990 – 1993
- Architectural Assistant, Kirkcaldy Associates, Auckland, NZ, 1988 – 1990

Area of Expertise

I have over twenty years experience in private practice with various architecture and urban design consultancies in New Zealand, England and Australia, and have practised exclusively in the field of urban design since 1993.

Expertise to prepare this report

I have been involved in the planning, design and assessment of numerous activity centre and urban infill projects in Victoria. These have included:

- Structure Plans for Preston Central (2007 National PIA Urban Planning Award), Highpoint, Forrest Hill, Wheelers Hill and three urban villages in Moreland;
- Urban Design Frameworks for Darebin High Street (2004 National PIA Urban Design Award), Sunshine North, Highpoint, Central

Dandenong, South Melbourne, Carlisle Street Balaclava, St Albans and Footscray;
- Built Form Guidelines for the Brunswick Major Activity Centre, Port Melbourne, Ormond Road, Elwood and Buildings over Three Storeys in Moreland; and
- Numerous independent urban design assessments of planning scheme amendments and development proposals to inform Planning Panel and VCAT hearings.

Other significant contributors

I was assisted in the preparation of this report by Alastair Campbell of David Lock Associates.

Instructions which defined the scope of this report

I am engaged by Jordan Consulting on behalf of Third Street Pty Ltd.

I have received verbal and written instructions from Jordan Consulting, and various documents relating to the proposal.

I have been requested to give expert evidence in relation to urban design aspects of the proposed planning provisions for 315-319 Burwood Highway, Burwood East.

Facts, matters and assumptions relied upon

- Inspection of the Site and surrounding area.
- Review of relevant existing and proposed planning provisions and guidelines.

Documents taken into account

In forming my opinion, I have relied on:

- Whitehorse Planning Scheme Amendment C110 documentation;
- Whitehorse Planning Scheme and Reference Documents;
- Tally Ho Major Activity Centre Urban Design Framework, version 8, prepared by MGS Architects;
- Tally Ho Major Activity Centre Urban Design and Landscape Guidelines, draft report, prepared by Hansen Partnership Pty Ltd, dated March 2013 and
- The (2 sets of) Approved plans for 315-319 Burwood Highway.

- Various correspondences.

Summary of opinions

Refer to the conclusion of this statement (section 6).

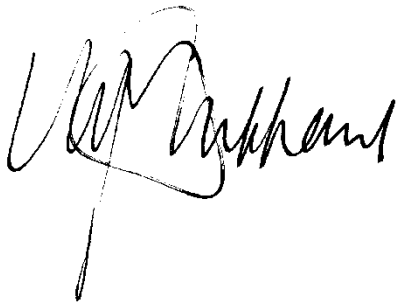
Provisional opinions

There are no provisional opinions in this report.

Questions outside my area of expertise, incomplete or inaccurate aspects of this report

The report does not address any questions outside my area of expertise, nor does it contain any incomplete or inaccurate statements.

I have made all the inquiries that I believe are desirable and appropriate and confirm that no matters of significance which I regard as relevant have to my knowledge been withheld from the Panel.



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