

# Issues & Opportunities

# 3

## 3.1 Economic Drivers for change

**The COVID pandemic has accelerated pre-existing trends towards workplace flexibility and the need to establish quality employment environments to remain competitive. As a result, the need to attract and retain talent to employment precincts is of even greater importance.**

The COVID-19 pandemic has had a significant impact on the global and national economy, with restrictions on business and travel affecting local communities and business trading.

Industries that are consumer facing and rely on population movements (i.e. retail, food and hospitality) have been more significantly impacted in terms of revenue reductions and job loss. While other industries, particularly essential services (i.e. health and education), have had to alter their operations. Even as businesses readjust to the 'new-normal' in the wake of the pandemic, the impacts have left lasting changes to the local employment landscape.

COVID-19 has accelerated the rise of remote working, particularly for employees that work in traditional 'office based' industries (including professional and financial services), that now have greater flexibility to work outside the traditional office environment. This trend will impact the Tally Ho Activity Centre, as professional services is one of the largest employing sectors.

As the pandemic has decreased the importance of permanent business spaces and seen business re-locate from the CBD to the inner suburbs, co-working spaces and 'satellite' offices have come to provide critical support infrastructure for businesses. Demand for co-working spaces is growing, driven by a combination of tech and creative start-ups, the decentralisation of business activity, the growth in home-based businesses and rise in remote working arrangements.

**Melbourne's metropolitan office market has performed relatively well despite the disruptions of the pandemic, led by ongoing demand for office space in Melbourne's eastern suburbs.**

Vacancy rates increased strongly in the CBD, however parts of the inner fringe including areas of the east have continued to attract office investment and strong growth. There has been an observed "flight to quality" in recent years, with many tenants preferring higher quality office stock and higher amenity locations (such as South Melbourne, Richmond and Collingwood) to attract staff and, more recently, encourage in-person working.

The suburban market (i.e. excluding the CBD and city fringe) has fared reasonably well since the initial shocks of the pandemic, with vacancy rates and rents remaining steady since late 2021 (see Figure 7), including for secondary grade offices. The outer east of Melbourne continues to perform well in terms of absorption of new office space despite changes to working practices.

Part of this can be explained by tenants seeing advantages of locations outside the CBD which are closer to labour forces. This factor was also referenced by the original developers of the Tally Ho Business Park, albeit during a different era and socio-economic circumstances.

**The Tally Ho Activity Centre has experienced relatively little investment in recent years, with the exception of the development of a new Quest Serviced Apartments. This is potentially due to the lack of certainty surrounding the future plans for the Centre. A recently issued planning permit for a shopping centre within the Activity Centre would significantly alter the land use mix if delivered**

In recent years, the activity centre has been the subject of several major development proposals, including the proposed redevelopment of 353-383 Burwood Highway (mixed use development, including a shopping centre) and 380 Burwood Highway (on the site of the current China Bar restaurant, where an 8 storey mixed-use development, primarily residential, has been issued a planning permit).

Despite this permit activity, few major investments or new developments have been completed in the study area, resulting in a stable and relatively mature economic role and built form that has experienced little change in recent years. Several existing buildings have been internally refurbished.

It is noted that the urban design controls put in place as part of the Urban Design Framework for the Activity Centre seek to maintain the valued green spaces of the Business Park and discourage building footprint expansion except over at grade parking areas. The controls also apply built form and building height policies which may have contributed to the lack of substantial redevelopment or intensification of built space in parts of the Activity Centre.

The Centre is set to undergo a significant transformation, however, with APH Holding securing approval for a substantial mixed-use shopping centre (planning permit WH/2020/1299 issued by VCAT in April 2023) for the land at 353-383 Burwood Highway (the north-west corner of Springvale Road and Burwood Highway) which would form Stage 2 of a proposed multi-stage development of the site.

Stage 1 of the proposal includes two six-storey office buildings with a combined total of 35,000sqm of office space. Architectural plans show that Stage 2 is a multi-level shopping centre covering 13,000sqm of retail floorspace (GLAR), including:

- A 3,800sqm supermarket (Woolworths);
- A 3,900sqm mini-major tenancy;
- 3,860sqm for general retail; and
- 1,486sqm for food and beverage.

Other developments recently completed or proposed in the vicinity of the Activity Centre include:

- Recent completion of the redevelopment of the former Burwood Brickworks (corner of Burwood Highway and Middleborough Road, 2.8km west of Tally Ho) to include: 750 townhouses and apartments; a new full-line Woolworths supermarket and neighbouring Dan Murphy's liquor store; and specialty shops, a cinema, childcare centre and medical centre.
- A Development Plan for Stage 3 of the Forest Ridge site (the former ATV Studios, 104-168 Hawthorn Road, Forest Hill) which envisages 600 – 700 dwellings being accommodated on the site, only 300m north of the northern extent of the current Activity Centre boundary; and
- The Burwood One Shopping Centre (172-210 Burwood Highway, 1.5km west of Tally Ho) has two planning permits for expansion, including a 2,800sqm retail expansion to the west and a separate expansion to the east.

### **Main activities within the Activity Centre**

The following core activities currently occur within the Activity Centre:

- The Peter James Centre provides aged care and rehabilitation services to people following illness or surgery, or who have disabilities or chronic illness (158 beds). The Centre was established in 1985, is operated by Eastern Health and anchors a cluster of allied healthcare providers offering services such as neuro physiotherapy, counselling, and social services. The precinct provides a range of supporting facilities for workers including an outdoor gym, childcare and café. As a dedicated public rehabilitation centre, which typically requires longer stays, it is regionally significant and predominantly services patients within the Eastern Region.
- The Tally Ho Business Park occupies approximately 16 hectares of Commercial 1 Zone land in the centre of the Activity Centre. The Business Park accommodates 18 multi-storey office buildings and in the order of 80,000 sqm of office space. The Business Park was developed in the 1990s and has a campus-style layout that was typical of stand alone commercial business parks developed at the time.
- The Burvale Hotel and adjacent Dan Murphy's liquor store in the north-eastern section of the Activity Centre (north-eastern corner of Springvale Road and Burwood Highway).
- A range of other larger industrial and commercial businesses operating both to the north and south of Burwood Highway, with a notable presence of software and computing enterprises such as Pronto Software, APH Holding, and the HP Elite Lounge.
- A local retail and commercial precinct on Burwood Highway at the western edge of the Activity Centre comprising Quest Serviced Apartments, an Asian grocery store, a restaurant, fitness centre, and range of allied health services and offices. The precinct accommodates a concentration of private tutoring services, health related service providers, and software companies and was observed to have low vacancies.

### **Land use and floor space (existing private)**

There is approximately 137,000sqm of retail, commercial and industrial floorspace in the Activity Centre, 100,000sqm of which is commercial office space (74%). There is approximately 4,000sqm of retail space in the Activity Centre, making up just 3% of floorspace, a very low proportion for an Activity Centre.

The table overleaf also shows non-residential floorspace in the area previously proposed as an extended Activity Centre boundary. When this area is included, the total retail, commercial and industrial floorspace in the area is approximately 148,000sqm.

From a land use perspective, there is relatively little diversity within the Activity Centre, in that retail and hospitality floorspace and uses are minor compared with the core medical and office space. In this sense, the areas does not currently function as a genuine Activity Centre as current Planning Policy would expect. Rather, the Centre could be better described as a concentration of employment uses and supporting ancillary retail and hospitality businesses.



## Employment and land use (cont.)

**Table 2** Floorspace by land use, source: Whitehorse Property Database and UE estimations

Land Use	Activity Centre	Periphery	Total	% of total
<b>Retail</b>				
Food retail	4,090	2,750	6,840	5%
Other retail	0	0	0	0%
<b>Retail sub-total</b>	<b>4,090</b>	<b>2,750</b>	<b>6,840</b>	<b>5%</b>
<b>Commercial</b>				
Office	100,720	0	100,720	68%
Short-term accommodation	7,500	0	7,500	5%
Leisure and recreation	4,000	0	4,000	3%
Medical	12,000	1,940	13,940	9%
Childcare	930	0	930	1%
Other Commercial	1,370	450	1,810	1%
<b>Commercial sub-total</b>	<b>126,510</b>	<b>2,390</b>	<b>128,900</b>	<b>87%</b>
<b>Industrial</b>				
Warehouse	5,250	0	5,250	4%
Other industrial	820	0	820	1%
<b>Industrial sub-total</b>	<b>6,070</b>	<b>0</b>	<b>6,070</b>	<b>4%</b>
<b>Other</b>				
Civic and community	0	6,260	6,260	4%
<b>Other sub-total</b>	<b>0</b>	<b>6,260</b>	<b>6,260</b>	<b>4%</b>
<b>Total</b>	<b>136,670</b>	<b>11,390</b>	<b>148,060</b>	<b>100%</b>

### Employment

At the last Census in August 2021, 5,237 workers were counted using Destination Zones (selected to best match the proposed Activity Centre boundary). Given that the Census typically undercounts employment by at least 10%, it is estimated that the area had in the order of 5,800 jobs in 2021. Employment increased slightly between 2016 and 2021 (+132 workers).

A breakdown of employment by industry and changes over time revealed the following:

- Knowledge based services (commercial) account for approximately half of all employment in the area (48%), followed by health care (24%).
- Significant employment in public administration and safety, IT and telecommunications, professional services, health care and social assistance, wholesale trade and other services is accommodated in the area.
- Since 2016, industrial employment has decreased significantly, outweighed by a substantial increase in health employment and a moderate increase in knowledge-based services employment.

**Table 3** Employment, Activity Centre and surrounds, 2011-2021, source: ABS Census

Sector	Year		
	2011	2016	2021
Employment	5,564	5,105	5,237

**Table 4** Technology related employment and ranking by census destination zone (see appendix for associated plan/smallest area available to align as close as possible with MAC boundary), source: ABS Census

DZN Area	2011	2021	Change
1	634	773	139
2	42	37	-5
3	1,140	606	-534
<b>Sub-total study area</b>	<b>1,816</b>	<b>1,416</b>	<b>-400</b>

Although employment numbers in the centre have remained relatively steady over the 10 years to 2021, the composition of jobs has changed, with growth in the commercial and health sectors, no change in the retail and food industry, and a decline in jobs in industrial sectors.

## Employment and land use (cont.)

### Industry specialisation

Previous studies identified that the Study Area accommodated a cluster of computer and IT related employment that is significant to metropolitan Melbourne.

In response to this, Table 4 above shows that although there is substantial employment in these fields in 2021, the number of jobs decreased significantly between 2016 and 2021.

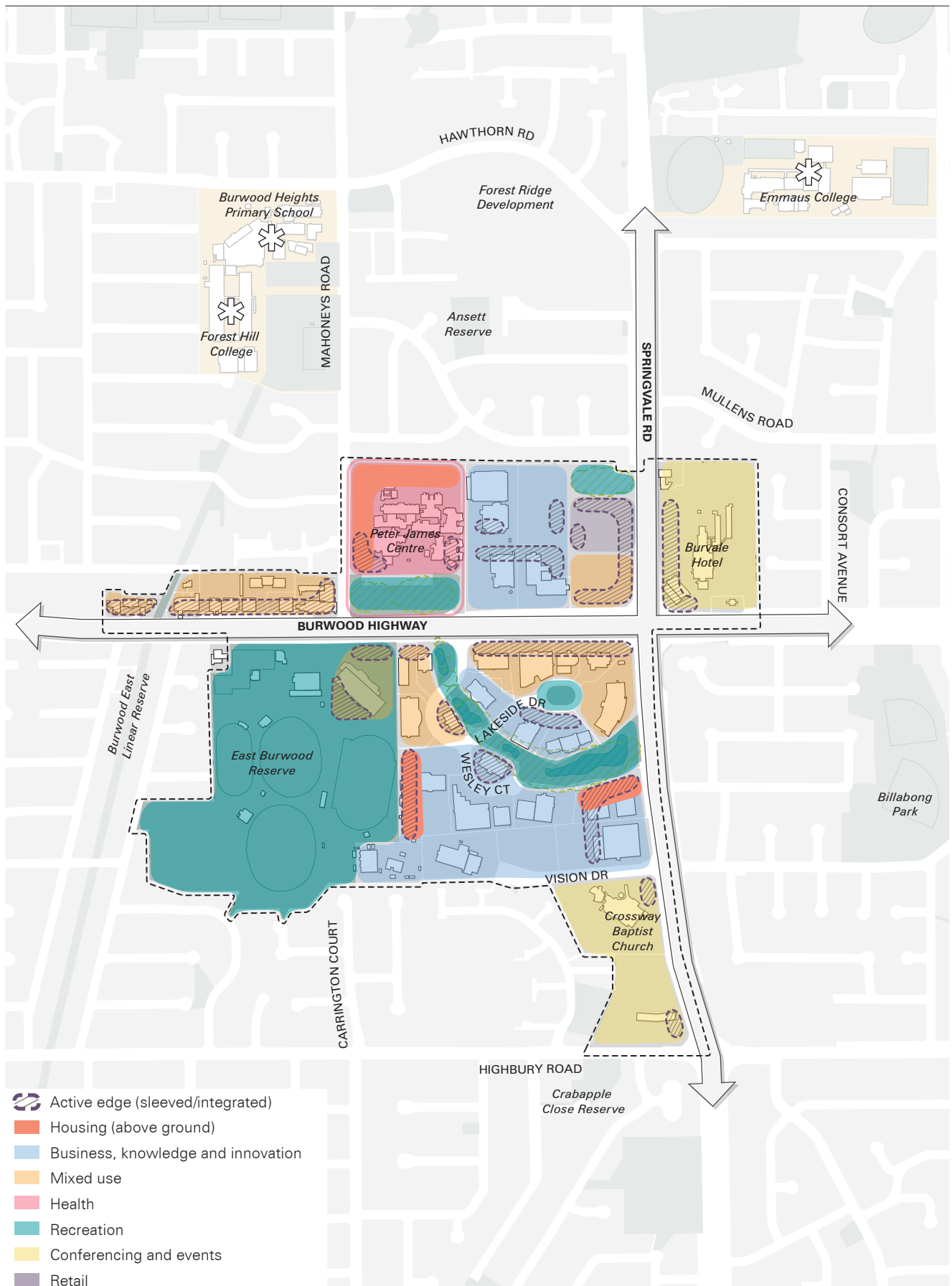
Despite this decrease, the area continues to accommodate a substantial number of technology-related businesses and employment, a specialised cluster of significant value to the regional and metropolitan economy.

In addition to technology, the area clearly accommodates high concentrations of health care, emergency services and public administration jobs.

**Table 5** Number of workers in study area by employment segment, 2011-2021, source: ABS Census

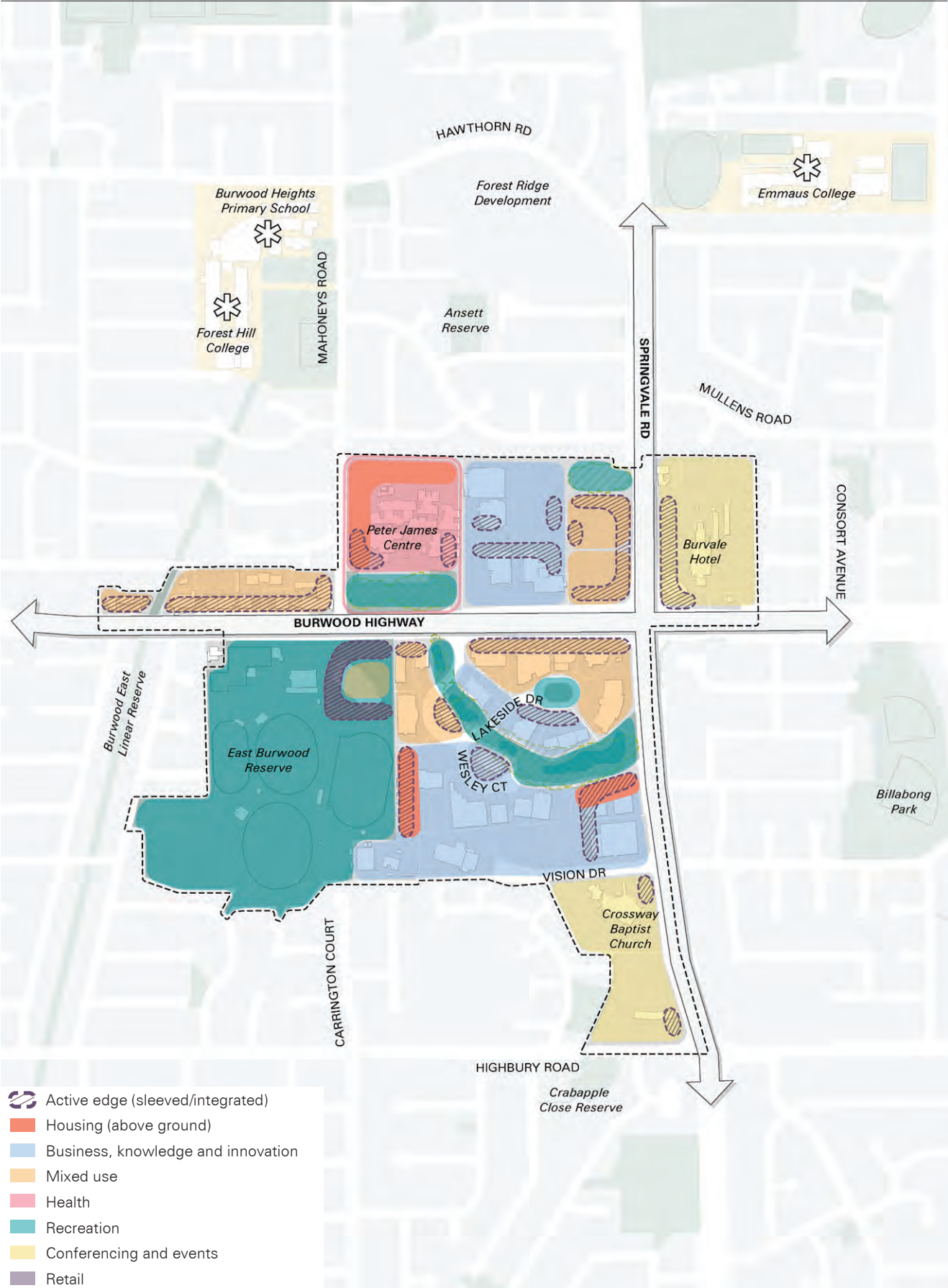
Industry of Employment	2011	2016	2021	Change ('16-'21)
<b>Knowledge-based services (commercial)</b>				
Public Administration and Safety	607	579	769	190
Information Media and Telecommunications	209	628	731	103
Professional, Scientific and Technical Services	483	760	571	-189
Financial and Insurance Services	235	218	210	-8
Administrative and Support Services	222	168	139	-29
Rental, Hiring and Real Estate Services	8	35	89	54
<b>Sub-total</b>	<b>1764</b>	<b>2388</b>	<b>2509</b>	<b>121</b>
<b>Health and Education</b>				
Health Care and Social Assistance	582	744	1,251	507
Education and Training	20	92	179	87
<b>Sub-total</b>	<b>602</b>	<b>836</b>	<b>1430</b>	<b>594</b>
<b>Retail and food</b>				
Accommodation and Food Services	100	99	55	-44
Retail Trade	34	86	39	-47
<b>Sub-total</b>	<b>134</b>	<b>185</b>	<b>94</b>	<b>-91</b>
<b>Industrial</b>				
Wholesale Trade	1,461	802	527	-275
Construction	90	52	75	23
Transport, Postal and Warehousing	297	223	75	-148
Manufacturing	363	22	14	-8
Mining	0	0	0	0
<b>Sub-total</b>	<b>2,211</b>	<b>1,099</b>	<b>691</b>	<b>-408</b>
<b>Other</b>				
Other Services	536	528	473	-55
Arts and Recreation Services	48	69	40	-29
Agriculture, Forestry and Fishing	0	0	0	0
Electricity, Gas, Water and Waste Services	269	0	0	0
<b>Sub-total</b>	<b>853</b>	<b>597</b>	<b>513</b>	<b>-84</b>
<b>Total</b>	<b>5,564</b>	<b>5,105</b>	<b>5,237</b>	<b>132</b>

## Employment and land use (cont.)



**Figure 31** Land use, employment and housing opportunities - Option 1

# Employment and land use (cont.)



**Figure 32** Land use, employment and housing opportunities - Option 2



## Housing needs

The most recent Whitehorse Housing Strategy (2014) was prepared around the time that the majority of the Tally Ho Activity Centre was within the Business 2 Zone, a zone which did not encourage residential land use. The Strategy therefore referred to what is now the Commercial 1 Zone area as a 'non-residential area' and did not take into account the potential housing role of this area.

The Strategy noted that a test was undertaken to ensure that the new zones proposed to implement the strategy would enable supply to meet demand. It is apparent that this test would not have included the Business 2 (now C1Z) land in the Activity Centre given its designation as 'non-residential' land, and therefore that the Commercial 1 Zone area was not needed to perform a housing role to provide sufficient housing supply to meet demand. It is noted that the Strategy was prepared at a point in time when demand was estimated at 500 dwellings per annum, considerably lower than the most recent State government projections of 1,200 dwellings per annum.

## Projected housing needs

The need for housing in the Structure Plan area will be directly influenced by population growth in the local and broader areas. There is projected to be a need for the following scale of dwellings.

Across Whitehorse:

- 19,694 dwellings in Whitehorse over the period 2021 – 2041, equating to 985 per annum (Forecast ID).
- 18,398 dwellings over the period 2021 – 2036, equating to 1,227 per annum (Victoria in Future).

In the local catchment:

- 4,282 dwellings in the local catchment between 2021 and 2041, equating to 214 per annum across the suburbs of Burwood East, Forest Hill and Vermont South (Forecast ID).
- 3,421 dwellings in the local catchment between 2021 and 2036, equating to 228 per annum (Victoria in Future 2023).

Activity Centres in the local catchment (including Tally Ho MAC) will likely need to accommodate at least 550 dwellings which could increase to up to 1,300 dwellings if low levels of development occur in the RGZ and infill areas. Therefore the Structure Plan should seek to accommodate between 500 and 1,000 dwellings.

## Recent and proposed development

The rate of dwelling approvals in Whitehorse and the local catchment (2015 – 2022) and recently completed in the 'pipeline; major developments shows that:

- Whitehorse averaged 1,752 dwelling approvals per annum over the period 2015 – 2021;
- Box Hill accounted for 38% of all approvals, followed by Blackburn (11%). The local catchment accounted for 15% of all approvals over the period (255 per annum);
- UDP data shows 1,462 dwellings completed in major redevelopment sites were completed in Whitehorse in 2021, and that there are a further 7,208 dwellings in the pipeline; and
- Although the majority of new dwellings in the pipeline are in Box Hill (53%), 15% of the pipeline project yield is in the local catchment. This includes 116 apartments in the Forest Ridge development, which is considerably less than the planned 600 – 700 dwellings on the site.

The pipeline of development in the local catchment:

- 483 dwellings were constructed in 2021;
- 179 dwellings were constructed in 2022;
- 413 dwellings were under construction in 2023; and
- 1,273 dwellings are in the 'pipeline' (defined as firm, likely or possible).

Of the pipeline:

- 345 dwellings (28%) are within low rise developments (1-3 storeys);
- 796 dwellings (63%) are in mid-rise proposals (4-8 storeys); and
- 122 dwellings (10%) are in 1 project of 8 storeys (China Bar site within the Tally Ho Activity Centre).



**Figure 33** Existing housing within the wider area

## Housing (cont.)

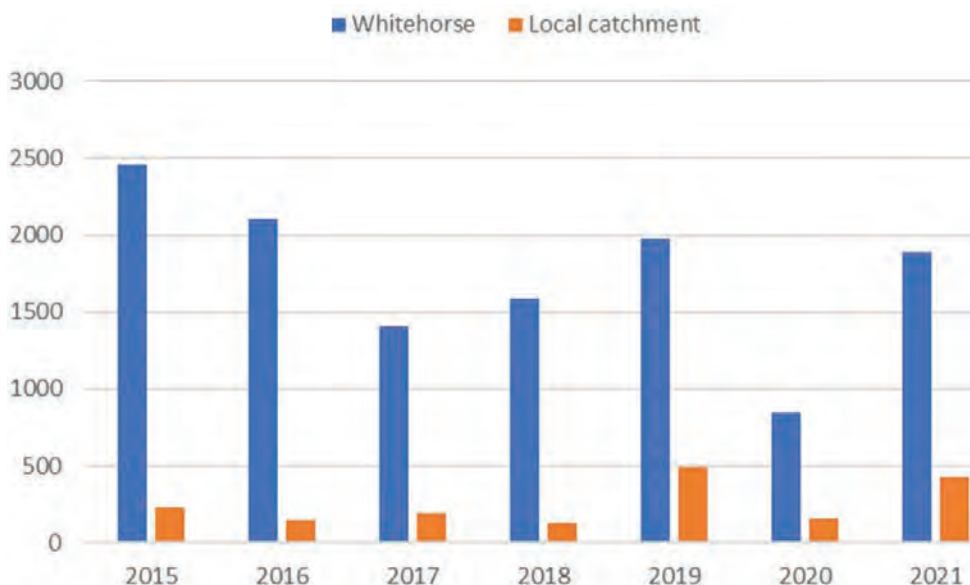
Excluding projects completed in 2021, the local catchment has projects with a total of 1,865 dwellings, compared with a dwelling demand projected by Forecast ID of 4,282 dwellings over a 20 year period to 2041. This means that the current pipeline, if all delivered, would provide 44% of the projected housing needs over the 20 year period to 2041.

The extent to which dwellings that are in the 'pipeline' are actually delivered is a variable that is difficult to predict. At the state level, the volume of dwellings completed (i.e. constructed) has equated to approximately 95% of the volume of dwellings approved for construction. In middle ring suburbs such as Whitehorse, the number of dwellings with building approval generally comprises in the order of 80% of the number of dwellings with planning permission. Other developments that are yet to receive planning permission are less certain, given the need to achieve pre-sales, finance, planning permission and so on.

### Capacity to accommodate ongoing housing development

The local catchment area will need to accommodate ongoing development to meet housing demand. The main opportunities to achieve this are:

- The Residential Growth Zone along the Burwood Highway Corridor between Middleborough Road and Vermont South Shopping Centre, including within the Activity Centre. Several apartment developments are proposed within this corridor at 3-5 storeys with a density of between 200 – 400 dwellings per ha (sites between 500sqm and 2,000sqm). This indicates the likelihood of substantial redevelopment potential in the corridor given the presence of many properties with similar characteristics. Amendment C220 will also introduce a new Design and Development Overlay with a preferred height limit of 6 storeys in the corridor.
- Housing in the Tally Ho Activity Centre, especially on key sites such as The Burvale Hotel, a highly strategic 4.5ha site in the Residential Growth Zone with preferred building heights under the UDF of between 1 and 6 storeys.
- Housing delivered in other Major Activity Centres in the local catchment, including the Burwood Heights MAC and the Forest Hill Chase MAC.
- Infill development in the General Residential Zone, and to a lesser extent, Neighbourhood Residential Zone, in the established residential areas of Burwood East, Forest Hill and Vermont South.



**Figure 34** Dwelling approvals by location 2015-2022, source: ABS Census

## Housing (cont.)

**Table 6** Dwelling approvals, Whitehorse and local catchment 2015-2022, source: ABS Census

SA2	2015	2016	2017	2018	2019	2020	2021	Average
Blackburn	168	255	189	149	203	282	120	195
Blackburn South	138	93	54	50	74	30	42	69
Box Hill	1095	926	407	459	813	114	869	669
Box Hill North	157	176	159	149	96	58	123	131
Burwood	306	189	146	212	80	75	89	157
Burwood East	61	46	46	45	292	121	349	137
Forest Hill	134	60	69	52	48	20	53	62
Mitcham	95	112	80	87	85	42	62	80
Nunawading	170	100	67	192	56	38	49	96
Surrey Hills (East) - Mont Albert	62	45	75	136	46	22	66	65
Vermont	34	59	37	29	31	24	37	36
Vermont South	38	41	77	32	151	16	31	55
<b>WHITEHORSE LGA</b>	<b>2458</b>	<b>2102</b>	<b>1406</b>	<b>1592</b>	<b>1975</b>	<b>842</b>	<b>1890</b>	<b>1752</b>
<b>Local catchment</b>	<b>233</b>	<b>147</b>	<b>192</b>	<b>129</b>	<b>491</b>	<b>157</b>	<b>433</b>	<b>255</b>

Suburb	Completed 2021	Under Construction 2022	Firm	Likely	Possible	Total
BLACKBURN	136	263	264	87	73	823
BLACKBURN SOUTH	65		195			260
BOX HILL	555	1348	1709	379	386	4377
BOX HILL NORTH		10				10
BOX HILL SOUTH			74	153	10	237
BURWOOD	63	75	163	82		383
BURWOOD EAST	397	585	83	36	122	1223
FOREST HILL	14		115			129
MITCHAM	17	46	18	30		111
MONT ALBERT	60	33	183		15	291
NUNAWADING	54		274	180		508
VERMONT			48			48
VERMONT SOUTH	101		114	12	43	270
<b>Total</b>	<b>1462</b>	<b>2360</b>	<b>3240</b>	<b>959</b>	<b>649</b>	<b>8670</b>
<b>Local catchment total</b>	<b>512</b>	<b>585</b>	<b>312</b>	<b>48</b>	<b>165</b>	<b>1622</b>

**Table 7** Major redevelopment site pipeline, Whitehorse and local catchment 2022, source: Urban Development Program 2022

## Projected floorspace demand

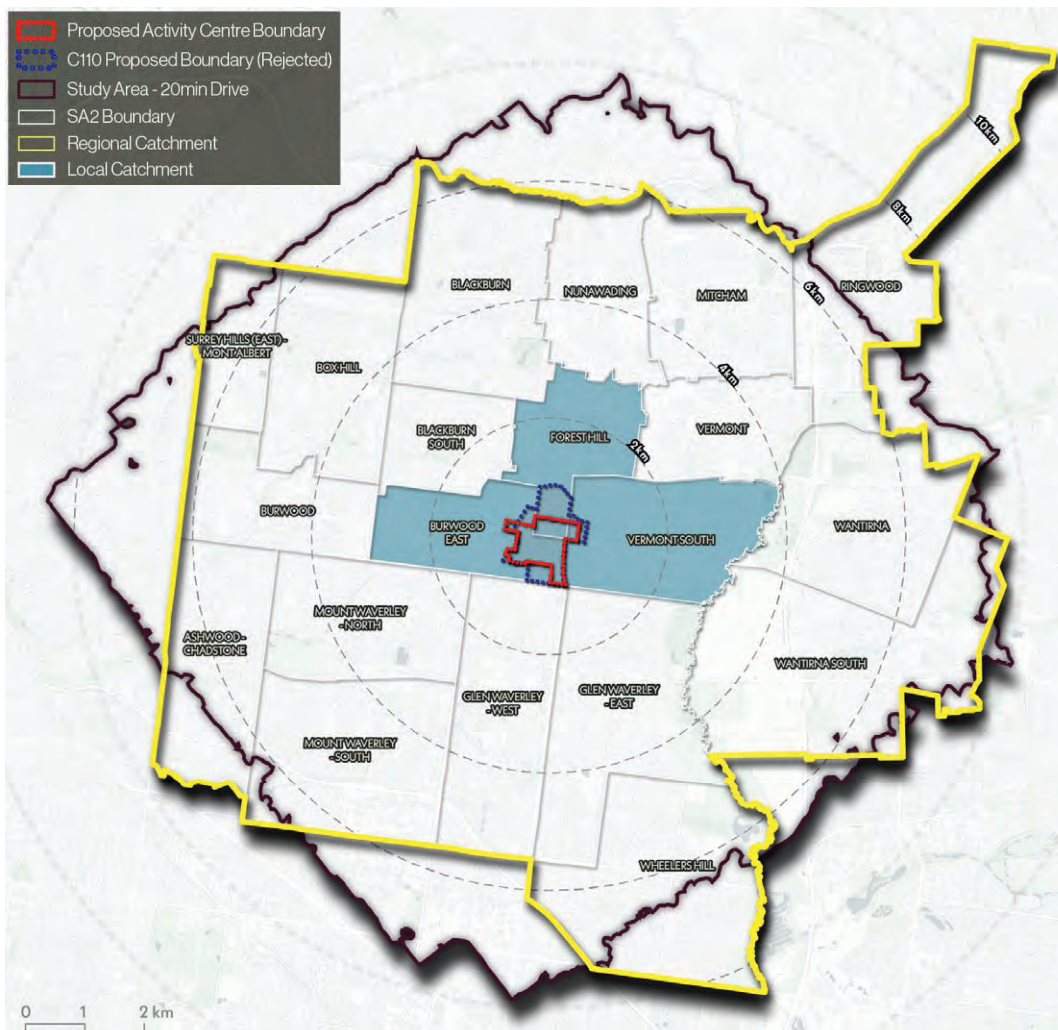
**Activity Centre Structure Plans need to plan to accommodate demand for a range of land uses, including residential, retail, commercial and related uses. An analysis of the catchment that the Activity Centre serves in terms of retail and employment, and projections of the potential scale that the Centre will need to accommodate over the period to 2041 has been undertaken.**

### Activity Centre catchment

Due to the nature of the uses in Tally Ho – primarily health and employment uses – the Activity Centre serves a relatively broad catchment. A 20 minute drive time catchment to the middle of the Activity Centre and SA2 areas within that catchment has been applied. This area includes all of the City of

Whitehorse, as well as the northern part of the City of Monash (Glen Waverley, Mount Waverley and Wheelers Hill), and the westernmost parts of the Cities of Knox (Wantirna) and Maroondah (Ringwood). This area – referred to in the assessment as the regional catchment - has been profiled in order to understand the existing and future characteristics and scale of the population that will require goods, services and employment in the area.

A smaller catchment has also been considered which takes in the three suburbs that immediately surround the Activity Centre of Burwood East, Vermont South and Forest Hill. Residents of these suburbs will be the primary driver of the need for retail and other convenience goods and services in the Activity Centre.



**Figure 35** Catchment areas used for projected floorspace demand, source: UE



## Projected floorspace demand (cont.)

### Retail

The future retail role of the Activity Centre will be strongly influenced by the competition posed by nearby Activity Centres and shopping centres, especially:

- Higher order centres at The Glen, Chadstone, Eastland and Knox Central; and
- Nearby neighbourhood centres at Forest Hill Chase, Burwood Heights, Burwood One and Vermont South.

If the current planning permit is acted on, the proposed shopping centre at 383 Burwood Highway would, for the first time, establish a retail anchor within the Activity Centre. This would increase the attractiveness of the Centre to residents and workers alike and create a considerably greater diversity of land uses and activities.

### Catchment

Demand for retail floorspace in Centre will primarily be driven by existing and future residents of the catchment area that can conveniently access the Centre, having regard to convenient alternatives. Demand will also be driven by the local workforce with more than 5,000 employees working in the Centre and immediate surrounds, substantial demand for retail and hospitality goods and services from workers can be captured.

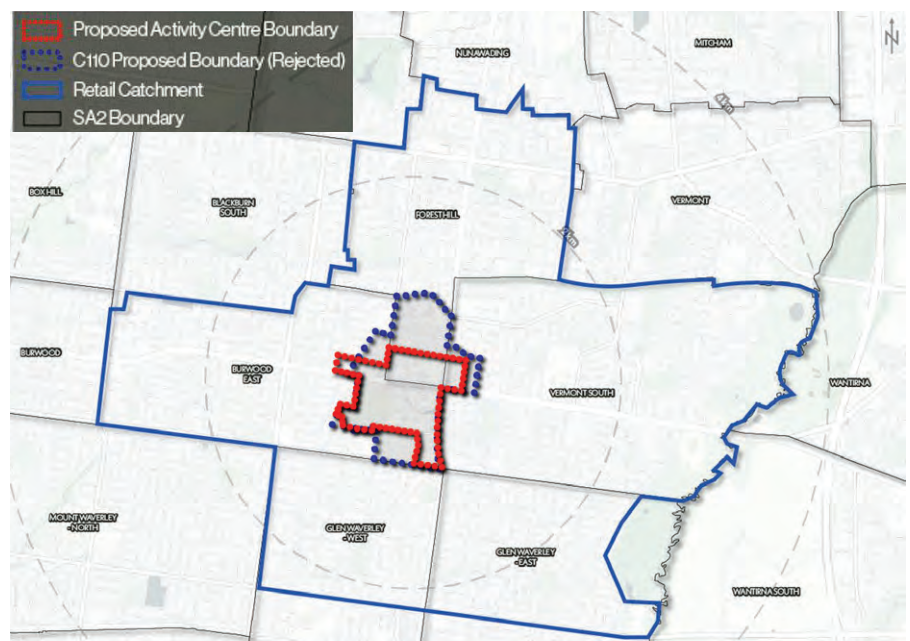
The retail catchment adopted for this assessment is shown below and includes the suburbs of Burwood East, Forest Hill, Vermont South and the northern section of the suburb of Glen Waverley. Existing supply in the catchment

Forest Hill Chase is clearly the largest retail centre in the catchment with more than 50,000sqm of retail space, while Burwood One (located less than 1.5km from Tally Ho) also accommodating substantial floorspace of more than 22,000sqm.

The competing network of centres represents strong competition to any future retail role of Tally Ho, especially given the range of food and non-food retailers and the close spatial proximity of the centres to Tally Ho and the residents living in its surrounding catchment.

These conditions will, to an extent, limit the market share that can be achieved by new retailers operating in Tally Ho over the planning period for the Structure Plan.

**Figure 36** Retail catchment area, source: UE



## Projected floorspace demand (cont.)

### Resident spending

The existing and projected future retail expenditure of residents within the retail catchment area which comprises the suburbs of Burwood East, Vermont South, Forest Hill and Glen Waverley North. Residents of the retail catchment have an estimated annual retail spending of \$804m – this is projected to increase to \$997m by 2041, an increase of \$193m or 24%.

Assuming an average turnover density of \$7,000/sqm, this additional spending would support in the order of an additional 26,000sqm of retail floorspace across the network of major shopping centres, bulky goods retailers, neighbourhood centres and local retailers.

As a comparison, the Whitehorse DCP includes projections of retail floorspace for each suburb in the municipality based on projected population growth and the existing distribution of floorspace. This assessment projects the need for an additional 32,000sqm of retail floorspace in the suburbs of Burwood East, Forest Hill and Vermont South over the period 2022 – 2042.

### Tally Ho market share

Existing spending of catchment residents is currently distributed to neighbourhood and major retail centres in the area, especially The Glen, Forest Hill Chase, Burwood One and Vermont South Shopping Centres, as well as the recently established Burwood Brickworks centre.

Centre	Supermarkets	Other Major Tenants	Specialty Retail	Total Retail
Forest Hill Chase	9,600	14,500	25,700	55,200
Burwood One	7,100	8,000	7,200	22,300
Vermont South	6,700	0	4,000	10,700
Burwood Brickworks	4,200	2,400	3,900	10,500
Brentford Square	3,600	1,000	4,100	8,700
Burwood East	2,700	0	3,000	5,700
<b>Total Catchment</b>	<b>33,900</b>	<b>25,900</b>	<b>48,000</b>	<b>113,200</b>

**Table 8** Existing retail centres, source: UE based on PCA Shopping Centre Directory/ desktop research

	2023	2031	2041	Change 23-41
<b>Retail catchment population</b>	48,832	55,155	60,562	11,730
<b>Retail Spending per capita</b>				
Food, Liquor, Groceries	\$7,440	\$7,440	\$7,440	0
Food Catering	\$2,180	\$2,180	\$2,180	0
Apparel, Homewares and Leisure	\$4,390	\$4,390	\$4,390	0
Bulky Goods	\$1,830	\$1,830	\$1,830	0
Retail Services	\$620	\$620	\$620	0
Total Retail	\$16,460	\$16,460	\$16,460	0
<b>Total Retail Spending</b>				
Food, Liquor, Groceries	\$363.3m	\$410.4m	\$450.6m	\$87.3m
Food Catering	\$106.5m	\$120.3m	\$132.1m	\$25.6m
Apparel, Homewares and Leisure	\$214.4m	\$242.2m	\$265.9m	\$51.5m
Bulky Goods	\$89.1m	\$100.7m	\$110.5m	\$21.4m
Retail Services	\$30.2m	\$34.1m	\$37.5m	\$7.3m
Total Retail	\$803.6m	\$907.6m	\$996.6m	\$193.0m

**Table 9** Retail spending and projected growth, source: Forecast ID, Marketinfo, UE

## Projected floorspace demand (cont.)

A small proportion of current spending is directed to existing retailers in the Tally Ho Activity Centre and immediate surrounds. This is estimated at approximately 5%, made up primarily of spending at the restaurants, Dan Murphy's Liquor Store and 289 Asian Supermarket. Given the relatively specialised nature of the current retailers, it is expected that a relatively substantial proportion of the current retail trade is generated from outside the local resident catchment (i.e. residents of other areas, and workers based in the Activity Centre). For the purposes of this assessment, this proportion is indicatively estimated at 30%.

If current market shares were to continue into the future, then the amount of additional supportable floorspace over the period 2023 to 2041 would be approximately 1,600sqm. This scenario would be a continuation of a very low market share and limited retail offer in the centre.

### Opportunity for a Neighbourhood retail role

The Activity Centre is uncommon in that it does not perform a substantial retail role despite its' categorisation as a Major Activity Centre. A question for the Structure Plan, therefore, is what future retail role the Centre should perform within the existing network. There are seven established shopping centres within 3km of the Activity Centre, including two regional centres and 5 supermarket-based centres. Any new retail centre will need to operate within this existing competitive context.

Burwood One is located approximately 1.5km to the west of the centre of the Activity Centre, and Vermont South is approximately 1.3km to the east. The distances of centres to the north (Forest Hill Chase, 2.1km) and south (The Glen, 2.3km) are greater. This means that, from an accessibility and walkability perspective, retail and related services

in Tally Ho should be planned to meet the local and convenience needs of local residents and workers that cannot access nearby centres within a comfortable walk (800m). This is particularly important for professional workers seeking access to hospitality and convenience retail during workdays and before or after work.

The provision of shops and hospitality within a 20 minute walk of residents is a cornerstone of the 20-minute neighbourhood concept which is a key policy objective within Plan Melbourne and current State planning policy.

As an indication of the potential scale of neighbourhood retail that could be accommodated within the Activity Centre over the planning horizon of the Structure Plan, the below table shows the floorspace that would be supportable within the Centre if a market share of 15% of catchment resident food spending and 5% of non-food spending was achieved. These market shares are considered reasonable for the context of Tally Ho where there are already several neighbourhood level centres readily available to catchment residents.

The table overleaf shows that these market shares would result in the total supportable floorspace of approximately 16,000sqm of retail space by 2041, an increase of approximately 9,500sqm on existing levels.

It is noted that the permitted development proposal at 353 – 383 Burwood Highway could include 13,000sqm of retail floorspace, greater than the supportable floorspace estimate shown in Table 16. The proposal includes a relatively substantial scale of non-food floorspace, including a mini-major tenancy of 3,900sqm, which would compete with existing non-food floorspace in the catchment, especially comparison and specialty retailers at Burwood One, The Glen and Forest Hill Chase.

**Table 10** Tally Ho current retail market share 2023, source: Whitehorse Rates Database, Marketinfo, UE

Existing Retail Turnover	Floorspace	Approximate Turnover	Turnover from outside local resident catchment @ 30%	Turnover from catchment residents	Catchment resident spending	Market share
Food retail	6,837	\$54.6m	\$16.4m	\$38.2m	\$469.8m	8%
Non-food retail	0	\$0	0	0	\$333.8m	0%
<b>Total retail</b>	<b>6,837</b>	<b>\$54.6m</b>	<b>\$16.4m</b>	<b>\$38.2m</b>	<b>\$803.6m</b>	<b>5%</b>

## Projected floorspace demand (cont.)

	2023	2041	Change
<b>Catchment Resident expenditure</b>			
<b>Food retail</b>	\$469.8m	\$582.7m	\$112.9m
Non-food retail	\$333.8m	\$413.9m	\$80.2m
Total retail	\$803.6m	\$996.6m	\$193.0m
<b>Tally Ho Market Share</b>			
Food retail	8%	8%	
Non-food retail	0%	0%	
Total Retail	5%	5%	
<b>Tally Ho Turnover from catchment residents</b>			
Food retail	\$38.2m	\$47.4m	\$9.2m
Non-food retail	\$0	\$0	\$0
Total Retail	\$38.2m	\$47.4m	\$9.2m
Non-resident turnover @ 30%	\$16.4m	\$20.3m	\$3.9m
<b>Total turnover</b>	\$54.6m	\$67.7m	\$13.1m
<b>Supportable floorspace</b>	6,800	8,500	1,600

**Table 11** Supportable floorspace based on current market share, source: Marketinfo, UE

Indicator	Amount
<b>Retail spending of retail catchment residents (2041)</b>	
Food retail	\$582.7m
Non-food retail	\$413.9m
Total retail	\$996.6m
<b>Indicative Tally Ho Market Share as Neighbourhood Centre</b>	
Food retail	15%
Non-food retail	5%
<b>Resident turnover at Tally Ho (2041)</b>	
Food retail	\$87.4m
Non-food retail	\$20.7m
Total Retail	\$108.1m
<b>Turnover including non-residents @ 20%</b>	
Food retail	\$112.4m
Non-food retail	\$26.6m
Total	\$139.0m
<b>Total Supportable Floorspace (2041)</b>	
Food retail	12,500
Non-food retail	3,800
Total	16,300
<b>Existing floorspace</b>	
Food retail	6,800
Non-food retail	0
Total	6,800
<b>Additional supportable floorspace 2023 - 2041</b>	
Food retail	5,700
Non-food retail	3,800
Total	9,500

**Table 12** Supportable floorspace for a neighbourhood centre, source: UE

## Projected floorspace demand (cont.)

### Commercial

The need for additional commercial (office) space will be driven by population and employment growth in the vicinity of the centre and will be supported by the existing critical mass of office-based businesses and organisations in the Centre.

The Centre is currently highly accessible to the broader catchment by road, with tram and bus connections also providing public transport accessibility. Over the Structure Plan period, the proposed completion of the Suburban Rail Loop will generate substantial improvements to public transport accessibility to the Activity Centre. Due for completion in 2035, new SRL stations at Glen Waverley and Burwood will significantly increase the number of residents who can efficiently access the area for work (and other services) which will underpin demand for both housing and employment land uses in the area.

#### Regional catchment worker profile

In 2021, there were 176,292 people living in the catchment in the labour force. A greater proportion of workers in the catchment area employed in professional services, finance, health and education sectors than the Melbourne average, as well as accommodation and food services and wholesale trade.

#### Regional demand for office space

The extent to which demand for office space in Tally Ho materialises will be influenced by a wide range of factors and variables. A key factor is the extent to which demand for physical office space in Melbourne's east responds post-pandemic to the increased opportunities for home and remote work and the high vacancies in CBD and some inner urban markets.

Early indications are the demand in the eastern region has rebounded strongly, with estimates (prepared by Knight Frank) showing that the outer east region has continued to achieve positive net absorption throughout the pandemic and post pandemic periods at considerably higher rates than other metropolitan regions, many of which have experienced negative absorption over the past 18 months.

Across the period 2012 – 2022, the average annual net absorption in Melbourne's outer east is estimated at approximately 25,000sqm. Net absorption refers to the amount of office floorspace that was occupied compared with previous, taking into account vacancy rates and the construction of new space.

Industry of Employment	% of employed residents	
	Catchment	Greater Melbourne
Agriculture, Forestry and Fishing	0%	1%
Mining	0%	0%
Manufacturing	6%	7%
Electricity, Gas, Water and Waste Services	1%	1%
Construction	7%	10%
Wholesale Trade	4%	3%
Retail Trade	10%	10%
Accommodation and Food Services	7%	6%
Transport, Postal and Warehousing	3%	5%
Information Media and Telecommunications	2%	2%
Financial and Insurance Services	6%	5%
Rental, Hiring and Real Estate Services	2%	2%
Professional, Scientific and Technical Services	12%	10%
Administrative and Support Services	3%	3%
Public Administration and Safety	5%	6%
Education and Training	10%	9%
Health Care and Social Assistance	15%	14%
Arts and Recreation Services	2%	2%
Other Services	3%	4%
<b>Total</b>	<b>100%</b>	<b>100%</b>

**Table 13** Catchment area labour force profile 2021, source: ABS Census



## Projected floorspace demand (cont.)

### Future needs

The need for additional commercial space in the broader area has been projected through other studies and Plans as follows:

- The Eastern Region Metropolitan Framework Plan projects that in the region, employment is projected to increase from 396,000 in 2016 to 483,000 jobs in 2031, an average increase of 1.3% per annum. For Whitehorse, the Plan assumes an average rate of employment growth of 2% over the period.
- The Whitehorse Development Contributions Plan projects the need for an additional 61,000sqm of commercial space in the local catchment (Burwood East, Vermont South, Forest Hill) from 2022 – 2042, a 22% increase on current levels.

The below table shows a projection of the workforce living within the regional catchment of the Activity Centre, using Forecast ID projections as a base. The table then shows the potential implications for office space demand in the area, assuming that:

- The current level of labour force participation (55%) continues; and
- The current proportion of residents employed in sectors typically occupying office space continues.

The projection shows that the number of office workers in the regional catchment is expected to increase by 28% over the planning period for the structure plan, requiring an additional 301,000sqm (assuming an average of 20sqm per worker and no increase in utilisation / employment density of existing space).

The locations where this workforce growth actually work will be influenced by a range of factors, including available land supply for office developments, the relative attractiveness of

employment precincts and Activity Centres to talent and businesses, improvements to transport accessibility and the extent to which clusters of knowledge based activity (and associated economic benefits of agglomeration) grow, among other factors.

The Structure Plan should seek to maximise opportunities for employment growth to be attracted to and accommodated in Tally Ho to promote further economic agglomeration and to ensure that employment opportunities are available locally for the growing professional labour force.

Allowing for an indicative share of 5% - 10% of the projected office-based employment growth in the region to be attracted to Tally Ho, the resulting need for office space would be between 15,000 – 30,000sqm over the period to 2041.

The following alternative indicators of the potential demand for office space have also been considered:

- Applying the projected rate of employment growth adopted in the Eastern Metro Land Use Framework Plan for Whitehorse (2%) or the Eastern Region (1.3%) to the current office employment in Tally Ho over the projection period. The results of this method provide an indication of the scale of office employment growth which would occur in Tally Ho if the centre achieves employment growth consistent with the projected growth across the municipality or region.
- The Whitehorse DCP projects the increase in commercial floorspace required over the period 2022 – 2042 in the local catchment of Burwood East, Forest Hill and Vermont South. The Activity Centre currently accommodates approximately 41% of commercial space in this catchment – this method assumes this share remains constant over the projection period.

Item	2021	2041	Change
<b>Regional Catchment Population</b>	322,036	413,762	+91,726
Regional Catchment Population in the Labour Force	176,293	226,507	+50,214
Labour force % of population	55%	55%	0
Workers in sectors using office space (30%)	52,888	67,952	+15,064 (+28%)
<b>Office floorspace required</b>			<b>+ 301,000sqm</b>

**Table 14** Office demand indicators Tally Ho, source: Forecast ID, ABS Census 2021, UE

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## Assessment of projected demand implications

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### Issues and constraints

- The building stock in Tally Ho is ageing and less appealing to tenants than newer spaces, requiring reinvestment to retain and attract tenants, and/or redevelopment.
- Tally Ho will compete for investment with other Activity Centres in the region with better public transport accessibility (Ringwood, Box Hill and Mount Waverley) so there is a risk that without reinvestment, redevelopment and improvements to local worker and visitor amenity, the Centres competitive position as an employment hub will erode. (Eg. the recent relocation of the VicRoads office to a new building in Ringwood).
- The proposed office development at 353 – 383 Burwood Highway could supply 35,000sqm of office space which would meet the approximate level of demand over the planning period of between 15,000sqm and 38,000sqm. However, realisation of this supply would be contingent on a single permit holder and other parts of the Activity Centre should be planned to accommodate additional space and reinvestment.
- Monash National Employment Cluster is approximately 6km to the south of Tally Ho and provides further opportunities for office space development, which could also emerge within precincts being planned around the Suburban Rail Loop stations (Monash, Glen Waverley, Burwood), Box Hill and the Wantirna Health Precinct (if rezoned as proposed by Amendment C185Knox) which could present new competition to Tally Ho for investment.
- The Centre is uncommon in that it does not perform a substantial retail role currently, yet is categorised as a Major Activity Centre (where retail development is encouraged). There are several competing centres currently providing a retail role in close proximity.

### Opportunities

- Tally Ho has a unique and competitive position in the region as a major professional employment hub, relative to other Centres and their offering. Underlying demand for commercial space in the vicinity is relatively strong.
- Much of the recently occupied office space in the eastern region has been in higher quality and new buildings (i.e. prime space), such as in Caribbean Gardens (Scoresby), Nexus Business Park (Mulgrave) and Ringwood Activity Centre, indicating the importance of quality to tenants which should be encouraged to attract new businesses.
- The successful delivery of stand alone business parks in the wider region demonstrates there is strong demand for larger contemporary corporate office floorplates.
- Economic opportunities associated with the Suburban Rail Loop, proximity to Deakin University and established specialisations (especially technology and health) should be capitalised upon.
- Accommodating a broader range of ancillary uses including retail, short-term accommodation and hospitality uses to create a contemporary precinct environment will appeal to the post-pandemic professional workforce.
- Accommodating a greater scale and mix of retail uses to meet local and neighbourhood scale resident needs and improve the availability/diversity of retail available to workers.
- Population growth in the catchment will increase demand for local retail floorspace.
- There is relatively strong demand for housing in the general vicinity of the Activity Centre, as evidenced by the rate of development and diversity of townhouses and low rise apartments being delivered in the local area and high rise apartments being delivered in the broader sub-region.
- The presence of strategic sites within and adjacent to the Centre and increased building heights along the Burwood Highway corridor provides substantial potential to accommodate housing within and near the Tally Ho Activity Centre.
- The proximity to major health, education and employment precincts is an advantage for locating housing for students and workers of the regional catchment with the Centre as well as accommodating an aging population wanting to down size with good access to health facilities.

## 3.2 Transport and parking

### Pedestrians and walkability

**Pedestrian connectivity within the Tally Ho MAC is generally facilitated through footpaths provided on both sides of roads, as well as some separate off-street pedestrian paths such as those around Tally Ho Lake.**

However, there are some locations within the study area where footpaths are not provided, such as a small section on the northern side of Lakeside Drive. The provision of pedestrian facilities at such locations should be considered, especially when pedestrians appear to walk along these routes.

Additionally, there are areas such as near the northbound bus stop on Springvale Road just north of Burwood Highway, where the pedestrian pathway is too narrow and would be an obstruction to users with prams or wheelchairs.

Furthermore, there are some locations where pedestrian connections are lacking, or require pedestrians to walk through private land for a convenient connection.

One such example of this is along the eastern side of the Tally Ho Business Park, with footpath access only provided from Springvale Road at Vision Drive. There appears to be the opportunity to provide an external connection at the Tally Ho Lake, to the north of Wesley Court, which would help to provide safe and convenient access to a number of the uses within the Tally Ho Business Park.

Another such example is at the western side of the Tally Ho business park, where the pedestrian connection from Lakeside Drive to the East Burwood Reserve is provided through private land. This connection is not particularly apparent when walking through the area, and is the only connection apart from the footpath along the Burwood Highway.



**Figure 37** Springvale Road narrow footpath due to erosion and effecting DDA accessibility



**Figure 38** Missing Lakeside Drive northern footpath



**Figure 39** Evidence of pedestrian use where a footpath is currently lacking, northern footpath Lakeside Drive



**Figure 40** Potential Tally Ho Lake – Springvale Road pedestrian connection

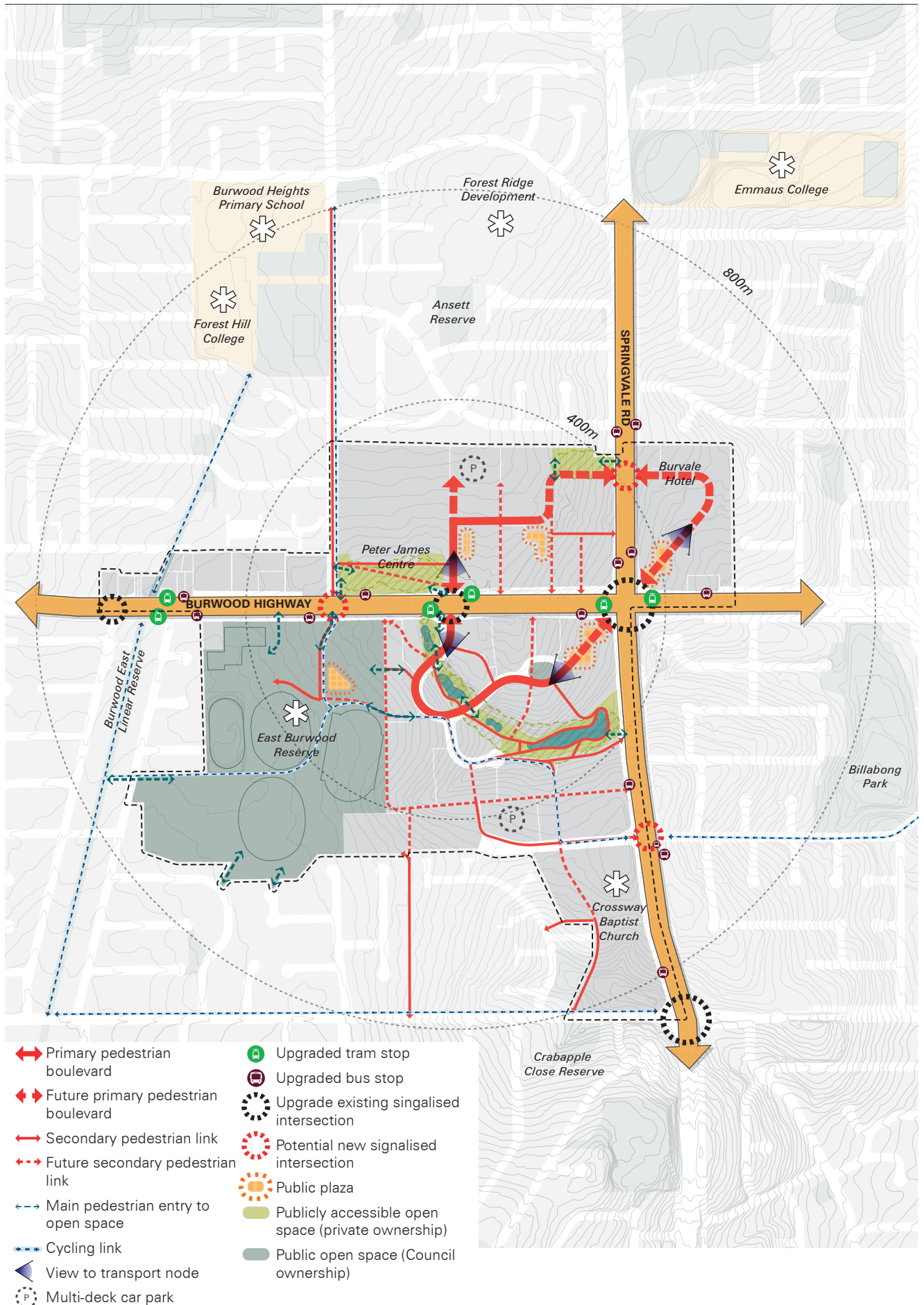


**Figure 41** Lakeside Drive – Existing East Burwood Reserve pedestrian connection



# Transport and parking (cont.)

**Figure 42** Movement and parking opportunities



## Pedestrians and walkability (cont.)

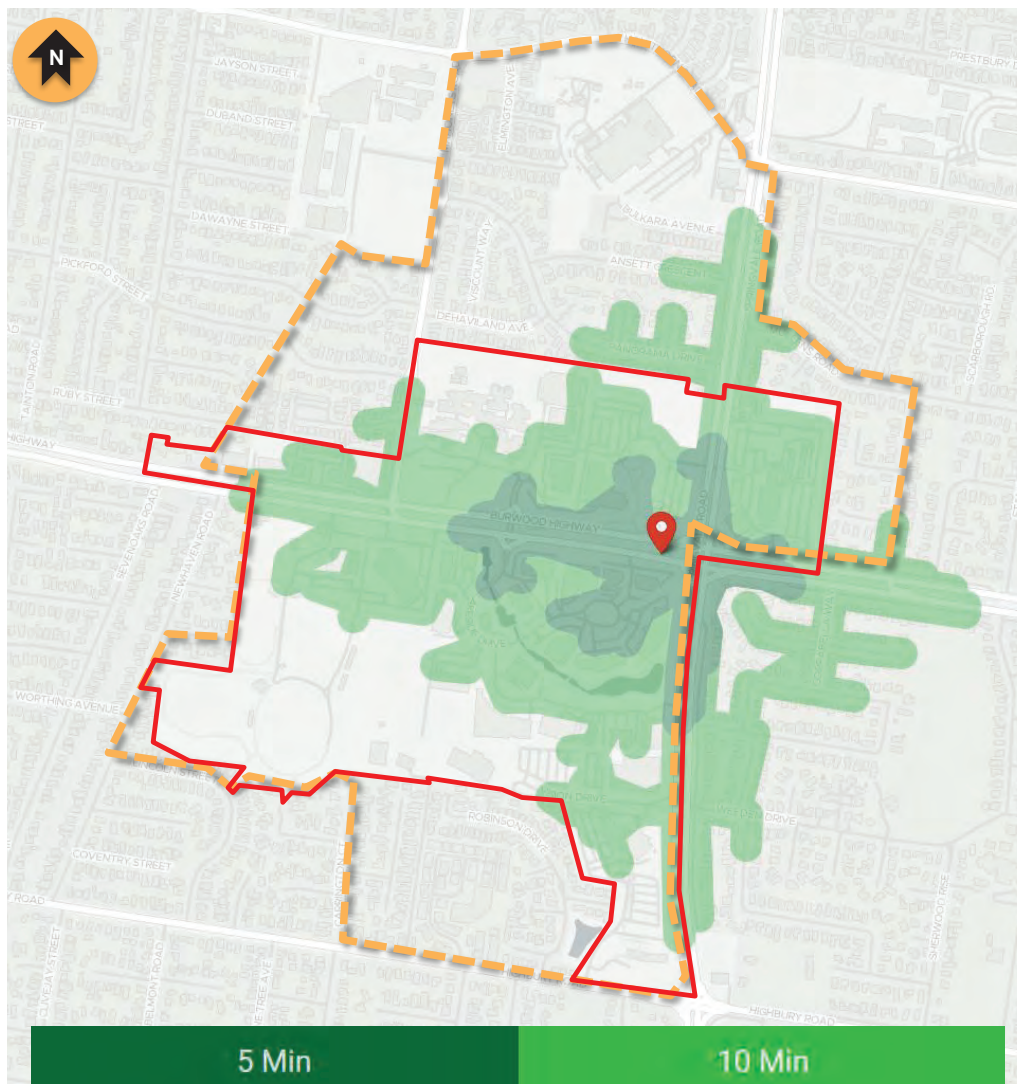
### Walking catchment analysis

The following figures demonstrate the walkability (5-10 minute walk) from a number of the public transport stops within or proximate to the Tally Ho Major Activity Centre. Walkable catchments are measured in minutes as opposed to 400m and 800m to account for significant physical barriers found in Tally Ho, such as:

- Topography
- Major arterial roads
- Disconnected pedestrian network
- Prevalence of cul-de-sac subdivisions in residential hinterland areas

As shown, walkability within the Centre currently is constrained by the Burwood Highway and Springvale Road, which are barriers to pedestrian connectivity, in addition to the existing large sites located to the north and south of the Burwood Highway, which limit the ability for both vehicle and pedestrian connectivity.

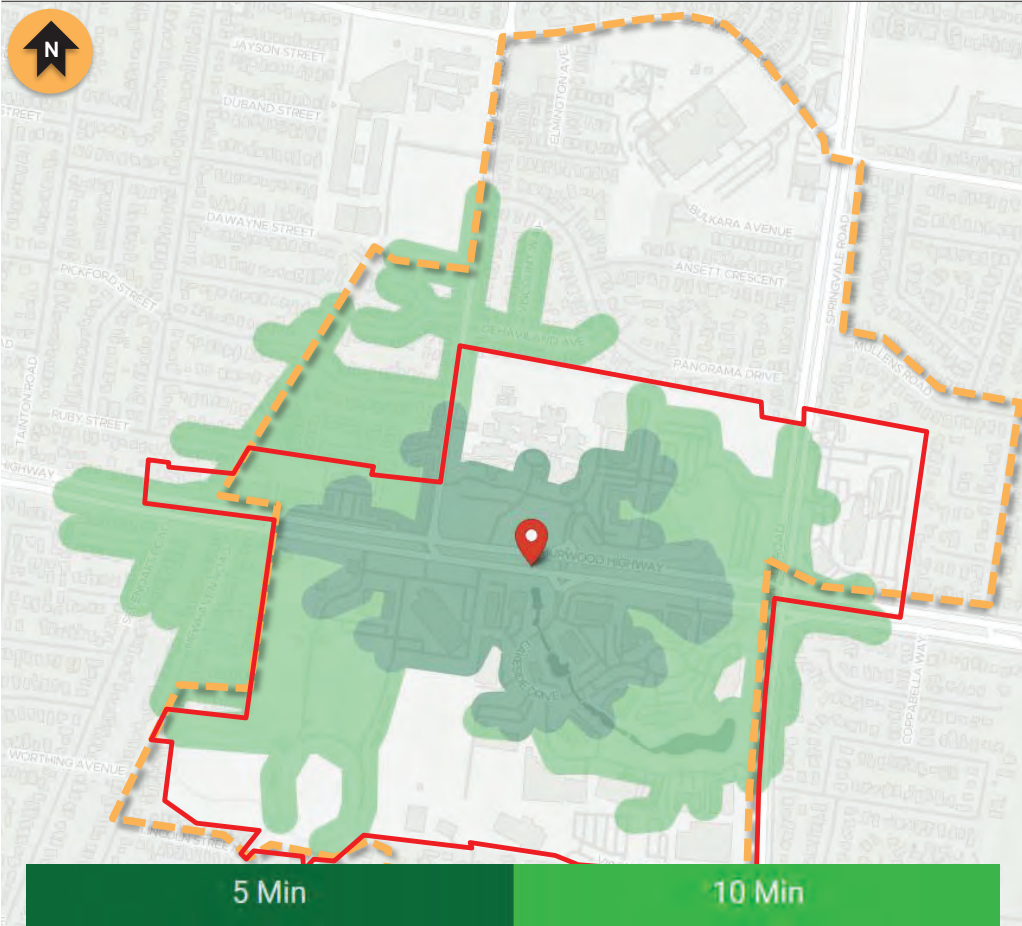
It is also noted that the topography of the study area also acts a constraint given there are significant level difference across the study area, in both the north-south and east-west direction.



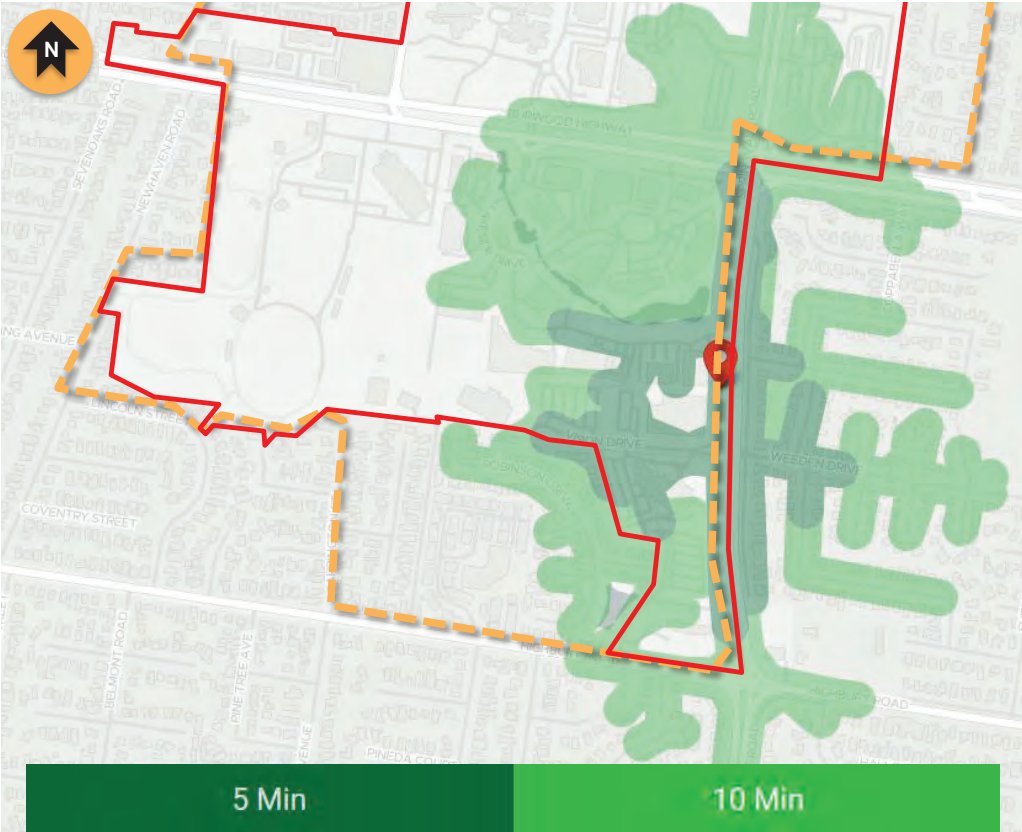
**Figure 43** Springvale Road/ Burwood Highway Tram Station, onemilegrid using Targomo



Pedestrians and walkability (cont.)



**Figure 44** Lakeside Drive/ Burwood Highway Tram Station, onemilegrid using Targomo



**Figure 45** Vision Drive/ Springvale Road Bus Stop, onemilegrid using Targomo

## Pedestrians and walkability (cont.)

An opportunity that was considered to help improve pedestrian connectivity across the Burwood Highway, involved the removal of the slip lanes at the intersection with Woodvale Court / Lakeside Drive, to reduce the crossing distance for pedestrians.

Due the function and existing operation of the Burwood Highway, it is recommended that any modifications / improvements to the existing intersections along the Burwood Highway (and Springvale Road) consider the implications on vehicle traffic too.

To assess the impact that this would have on vehicle traffic, the proposed layout was assessed using SIDRA and compared against the existing layout of the intersection, with a summary of the comparison detailed in the table below.

As indicated, the removal of the slip lanes would have a detrimental impact on the operation of the

intersection from vehicle perspective, although the intersection would still operate within capacity under current traffic volumes. This impact to vehicle capacity is greatest during the PM peak periods, when the majority of movements from the side streets are typically outbound (i.e. accessing the Burwood Highway), and the slip lanes provide additional opportunity for left turning movements.

There is however still opportunity for improvement at this intersection, as it is noted that each of the slip lanes currently provide pedestrian priority in the form of zebra crossings, apart from the slip lane in the northeast from Woodvale Court. It is noted that zebra crossings are currently utilised within all signalised intersections with slip lanes that are located within and proximate to the study area. To assist with connectivity in both the north/south and east/west direction, provision of a zebra crossing in this location should be considered.

**Table 15** Woodvale Court/Lakeside Drive/Burwood Highway comparison assessment, onemilegrid using SIDRA

<i>Intersection</i>	<i>DoS</i>	<i>Queue (m)</i>	<i>Avg. Delay (sec)</i>
AM Peak Hour			
Existing (Slip Lanes)	0.717	233.6	22.9
Proposed (No Slip Lanes)	0.721	235.6	25.2
Change	+0.004	+2.0	+2.3
PM Peak Hour			
Existing (Slip Lanes)	0.559	157.0	16.4
Proposed (No Slip Lanes)	0.712	211.2	33.8
Change	+0.153	+54.0	+17.4



**Figure 46** Woodvale Court slip lane opportunity



### Issues and constraints

The following matters are issues or constraints in relation to pedestrian provisions within or around the Tally Ho MAC:

- There are currently some locations within the study area where additional pedestrian facilities are lacking. These include a small section along the north side of Lakeside Drive, along the eastern side of the Tally Ho Business Park, and between Lakeside Drive and the sports complex to the west. Additionally, pedestrian facilities on the western side of Springvale Road north of Burwood Highway are in a state of disrepair with a pinch point that would be difficult for users with prams or wheelchairs.
- Springvale Road and Burwood Highway pose barriers to pedestrian connectivity east-west and north-south through the MAC respectively with restrictions to improvements due to ownership.
- Any provision of new or modification of existing pedestrian paths along Springvale Road or Burwood Highway will require consideration by the Department of Transport and Planning (DTP).

### Opportunities

The following opportunities exist for pedestrian facilities within and around the Tally Ho MAC:

- Improvements to existing pedestrian network, including provision of additional footpaths within the MAC and additional external connections, will help to promote active transport and provide connectivity between the existing and future uses. These include the aforementioned connections on Lakeside Drive, a connection from Springvale Road to Tally Ho Lake, and fixes to issues along the Springvale Road footpath.
- Providing zebra crossings for the slip lane Woodvale Court to Burwood Highway, will reinforce the pedestrian priority and assist with pedestrian connectivity across and along Burwood Highway.
- Utilise proposed traffic signals on Springvale Road to improve pedestrian crossing opportunities over what is currently a significant barrier for east-west pedestrian travel through the Centre.
- Signalising the Burwood Highway / Mahoneys Road / East Burwood Reserve intersection could be explored to provide a more direct pedestrian connection into the sports precinct, whilst also opening up the intersection to fully directional movements and help with capacity constraints.



**Figure 47** High traffic volumes at speed create a barrier to pedestrians on Burwood Highway



**Figure 48** Existing private pedestrian connections provide opportunity be formalised publicly and retained

**The primary cycling route in and out of the Tally Ho Major Activity Centre appears to be along Highbury Road, at the south of the study area.**

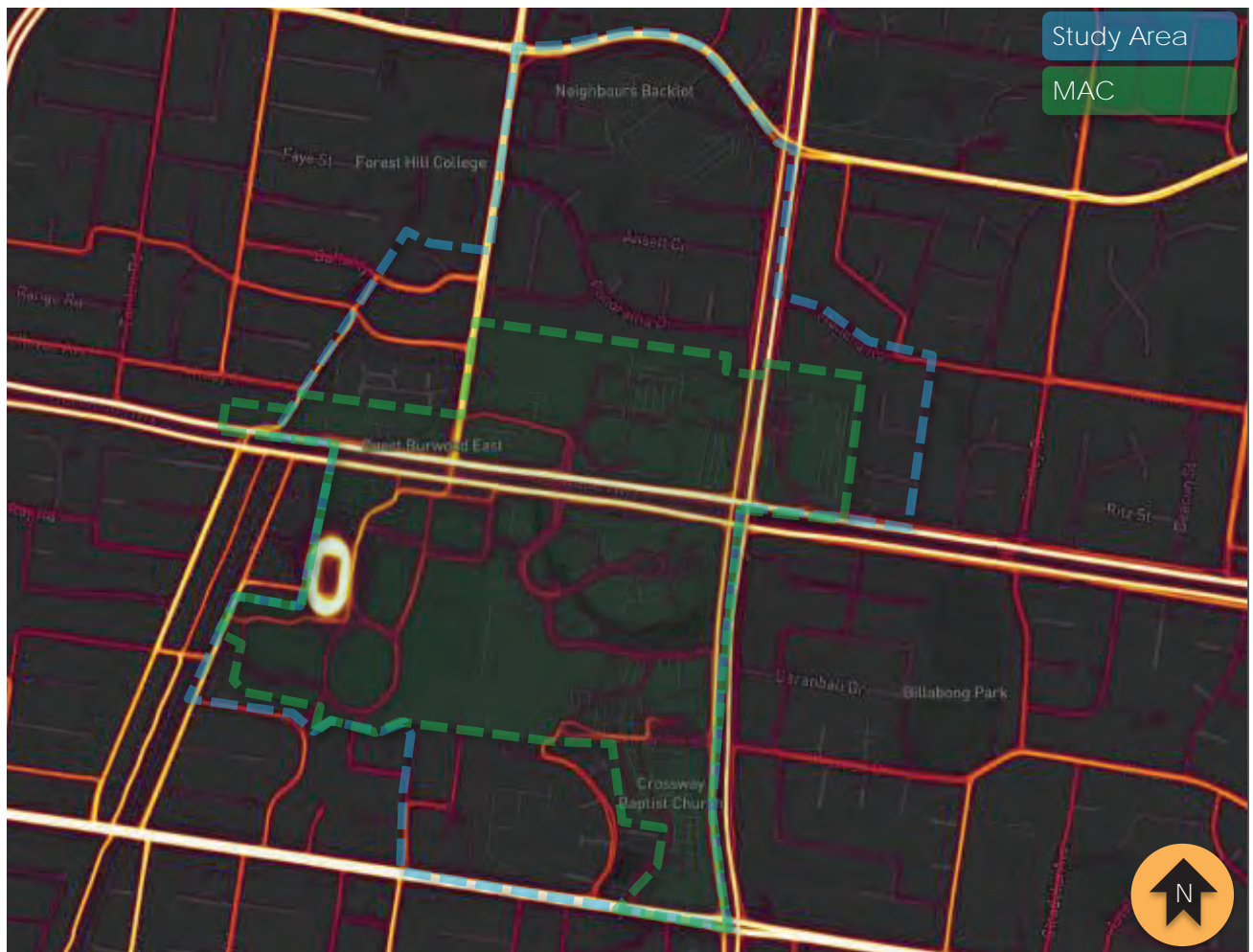
Other routes in close proximity to the study area which are heavily utilised by cyclists, albeit to a slightly lesser extent are Burwood Highway, Mahoneys Road and Hawthorn Road. Some cycling activity is present internally within the MAC, however, fewer movements were recorded than on the aforementioned routes. The below heatmap map provides an overview, noting that routes of higher usage are brighter in colour.

Bicycle routes are often judged in their entirety by the most stressful portion of the journey and to encourage cycling, every effort should be made to ensure a safe, continuous, low stress and comfortable bicycle routes, suitable for use by cyclists of all ages and abilities.

A low-stress and comfortable route will ensure cycling is an attractive prospect and encourage growth in cycling street usage by facilitating:

- Maintenance of speed when cycling;
- Safe passing distances by drivers;
- Space to ride two abreast;
- Space to ride clear of hazards (e.g. car doors opening, gutters); and
- Smooth riding surfaces.

Shared use of the carriageway by a bicycle is typically acceptable for 85th percentile traffic speeds up to 30km/h and volumes generally up to 1,500-3,000 vehicles per day. Higher speeds or traffic volumes warrant provision of separated or off-road facilities to manage risks of collisions and rider comfort as per the Austroads guide.



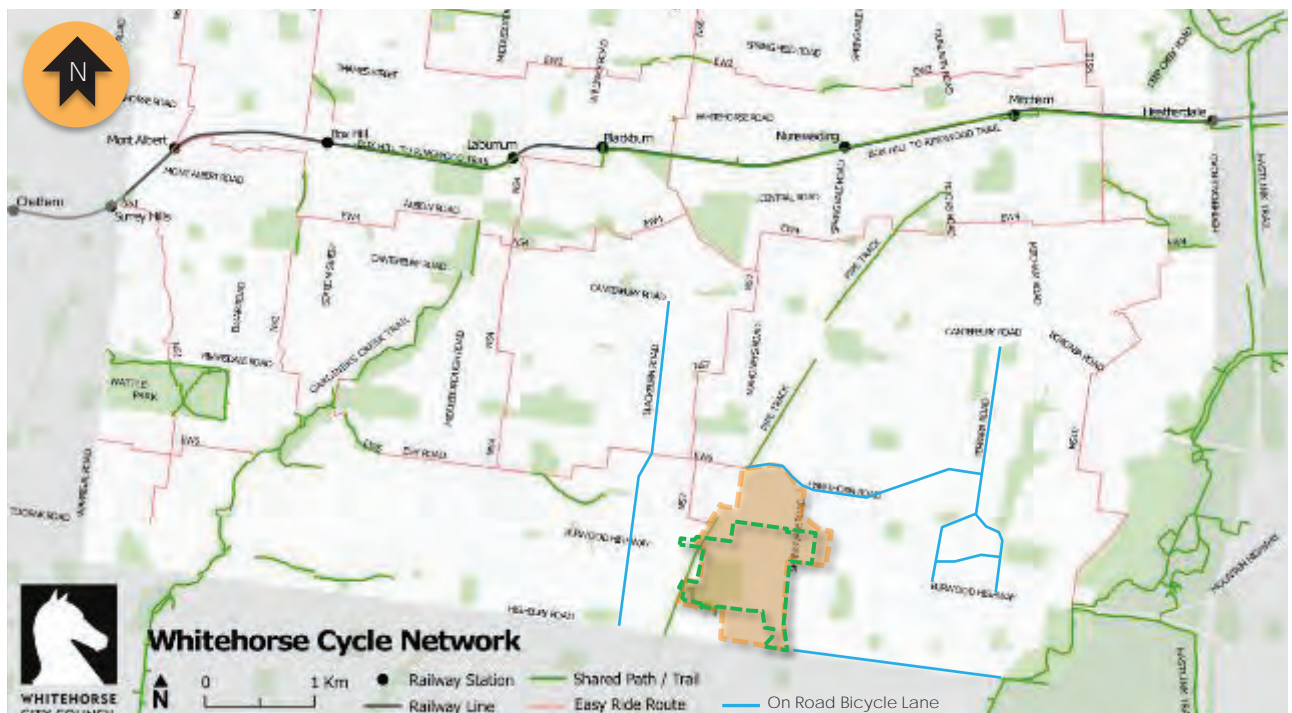
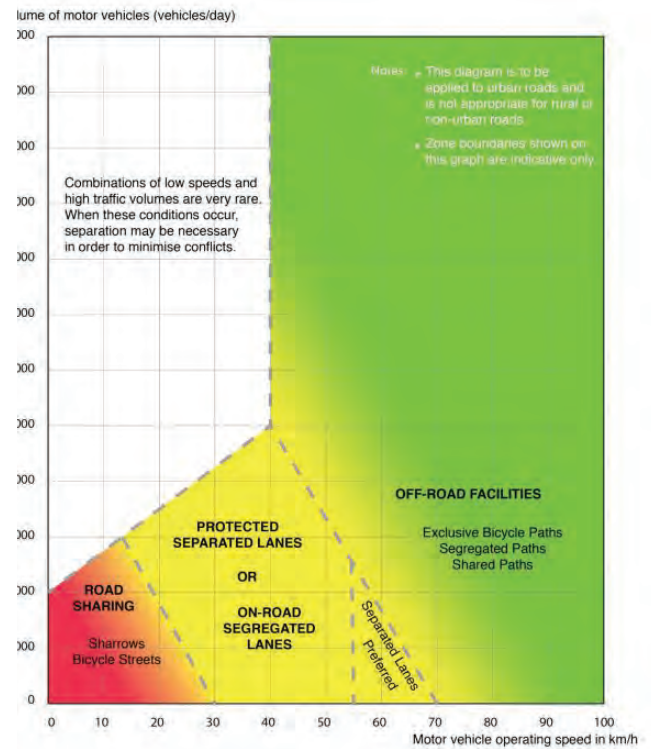
**Figure 49** Cycling heatmap  
(Strava "Global Heatmap" tool)



It is noted that all of the roads mentioned previously, that accommodate the majority of cyclist to and from the MAC would warrant separated cycling facilities. Both the Burwood Highway and Springvale Road have limited opportunity for providing on-road or off-road bicycle lanes/shared paths, considering the volume and speed of traffic and the existing verge widths.

Furthermore, the Cycle Network within Whitehorse indicates the off-road paths/trails and 'Easy Ride Routes' in the vicinity of the study area. The linear Pipe Track runs along the western boundary of the MAC and provides disconnected access to the north and south and there are a couple 'Easy Ride Routes' which terminate here. The below map highlights existing roads with dedicated bicycle lanes that are not considered part of Whitehorse City Council's 'Easy Ride Routes'. Hawthorn Road to the north of the study area, Highbury Road to the east of Springvale Road and Blackburn Road to the west of the study area are each provided with shared on-road bicycle/kerbside parking lanes. The on-street bicycle lanes on Highbury Road provides connection through to the Dandenong Creek Trail in the east, whilst Hawthorn Road and the 'Easy Ride Route' EW6 (along Eley Road) provides connection to the Gardiners Creek Trail in the west.

**Figure 51** Cycling aspects of Austroads Guide (Austroads, 2017)



**Figure 50** Whitehorse Cycle Network

## Cyclists (cont.)

**Figure 53** Highbury Road layout (looking east)

As such, it is recommended that provision for new and improved cycling connections be considered for the Tally MAC and surrounding areas. This could include the extension of the bicycle lanes on Highbury Road along the southern boundary of the study area, and provision of dedicated bicycle lanes along Mahoneys Road, in addition to internal connections throughout the Tally Ho MAC, utilising the local roads and new/existing shared paths.



### Issues and constraints

The following matters are issues or constraints in relation to cyclist provisions within or around the Tally Ho MAC:

- There are currently limited bicycle facilities (i.e. on-street or off-street lanes/paths) within the MAC and surrounding area.
- The bicycle network beyond the subject site is disjointed, meaning continuous connections to major cycling routes are lacking. This makes it difficult for cyclists on the more casual end of the spectrum to use cycling as a viable travel mode to/from the MAC.

### Opportunities

The following are opportunities for improvements to cyclist access and connectivity:

- Extension of the bicycle lanes on Highbury Road along the southern side of the study area will provide better connectivity to the east.
- Provision of dedicated bicycle lanes along Mahoneys Road, along the western side of the study area will provide better connectivity to the broader bicycle network to the north and west.
- A connection through the East Burwood Reserve between Lakeside Drive and the linear park Pipe Track Reserve to the west would be beneficial.



**Figure 52** Existing and potential cycling connections



# Public transport network

**The Tally Ho Major Activity Centre provides public transport connections through both tram and bus routes which connect to Nunawading railway station in the north, Burwood railway station in the west and Glen Waverley railway station to the south.**

### Smart bus

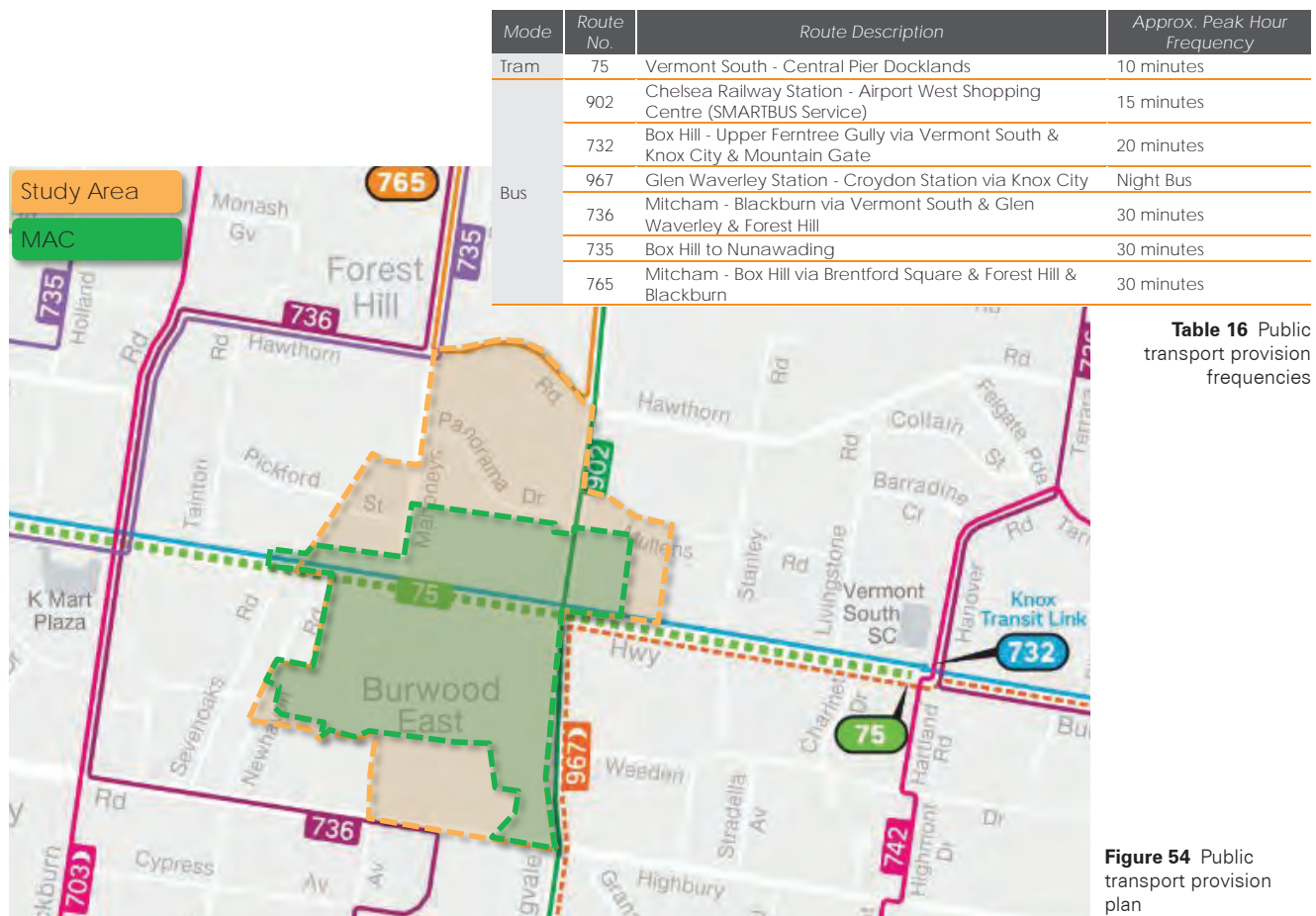
Smart Bus route 902 services operate along Springvale Road and provide connections to/from Glen Waverley railway station approximately 2.8km to the south of the Tally Ho MAC and to/from Nunawading railway station, which is located around 3.8km to the north.

Route 902 (Chelsea Railway Station – Airport West Shopping Centre) travels through the subject site, with five stops currently provided within or proximate to the Tally Ho MAC study area, noting stops are currently provided on both sides of the road at each of these locations.

It is noted that convenient pedestrian connectivity to the Tally Ho MAC is provided for the stops located proximate to signalised intersections. For stops located midway between the intersections however, such as the Panorama Dr / Mullen Rd / Springvale Rd (Stop 2) stops and Vision Dr / Weeden Dr / Springvale Rd (Stop 4) stops, there is limited pedestrian connectivity across Springvale Road.

Pedestrians are forced to cross a minimum 6 lanes of traffic unassisted or walk to the nearest signalised intersection, which are between 300m and 450m away from mid-block bus stops, in order to cross Springvale Road.

Construction of the proposed signalised intersection on Springvale Road at the Burvale Hotel would provide opportunity for pedestrians to cross Springvale Road for improved access to bus stops.

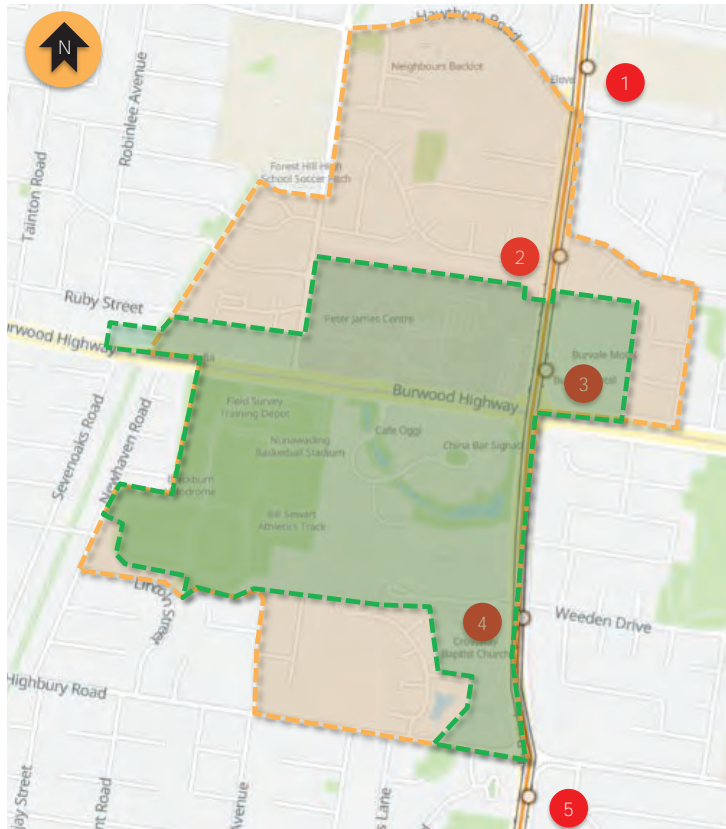


**Table 16** Public transport provision frequencies

**Figure 54** Public transport provision plan

# Public transport network (cont.)

**Figure 55** Smart bus stops within or in close proximity to Tally Ho



**Table 17** Smart bus stops within or in close proximity to Tally Ho

No.	Stops
1	Hawthorn Rd / Springvale Rd
2	Panorama Dr / Mullens Rd / Springvale Rd
3	Burwood Hwy / Springvale Rd
4	Vision Dr / Weeden Dr / Springvale Rd
5	Highbury Rd / Springvale Rd



**Figure 56** Burwood Retirement Village/ Highbury Road bus stops with mixed infrastructure

**Figure 57** Weeden Dr/ Vision Dr/Springvale Rd possible signalised intersection



Smart Bus stops within the Tally Ho MAC are generally provided with a shelter and seating. This is not true, however, of the northbound stop at the Highbury Road / Springvale Road intersection.

Powered passenger information displays (PIDs) are currently only provided at the Springvale Road/ Hawthorn Road stops. These displays provide real time information about bus arrival times.

### Other bus services

Bus stop infrastructure for other bus services in or adjacent to the broader area vary from shelters and seating to simple flags to indicate the stop location. In the above pictured example, whilst there is limited scope to provide a shelter and seating on the southern side due to the limited verge width, small upgrades such as a hardstand and tactile ground surface indicators (TGSIs) would improve accessibility for people with disabilities.

## Public transport network (cont.)

### Tram Services

Tram route 75 operates along Burwood Highway in a designated central tramway and provides connections to/from the Burwood railway station (8 km to the west of the Tally Ho MAC). The tram (Vermont South – Central Pier Docklands) travels through the MAC with three stops currently provided within or proximate to the MAC area.

Appropriate infrastructure is provided at each of the stops, with seating, shelters, lighting, and signage/ information provided. Furthermore, pedestrian accessibility to the tram stops is assisted by the proximity to signalised intersections.

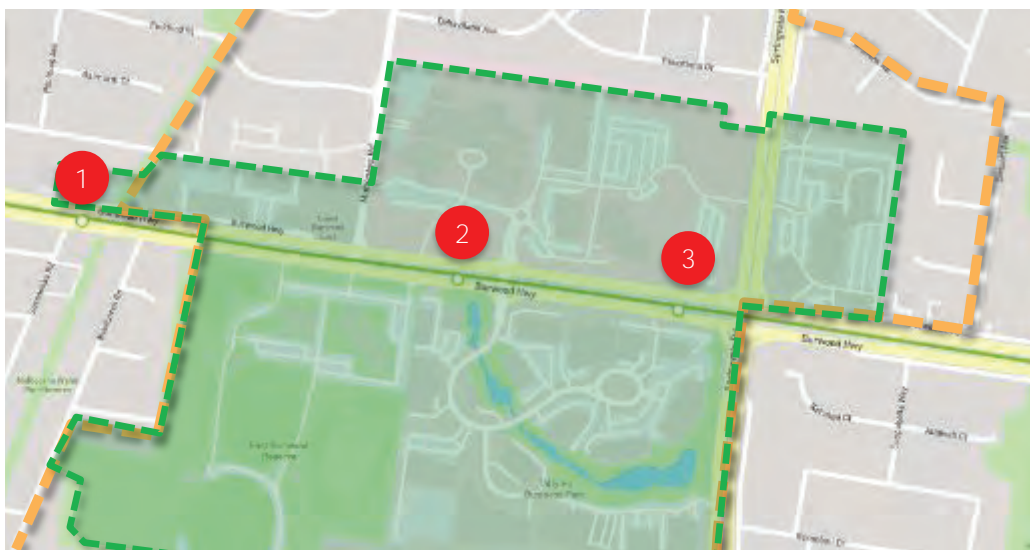
Further to the west, it is noted that the existing tram stop at Deakin University is currently provided with pedestrian access via an underpass which connects to both the northern and southern sides of the Burwood Highway. The underpass can be accessed via both stairs and ramps, however access to the tram stop is only possible via a single narrow flight of stairs. As such, the tram stop is not considered accessible. It is noted that this tram stop is not located within the Tally Ho MAC, however, given the connection to the University and the future SRL stop, it is considered important from connectivity perspective for the MAC.



**Figure 58** Deakin University / Burwood Highway tram stop underpass

**Table 18** Route 75 tram stops within and in close proximity to Tally Ho

No.	Stops
1	Sevenoaks Rd / Burwood Hwy
2	Lakeside Dr / Burwood Hwy
3	Springvale Rd / Burwood Hwy



**Figure 59** Route 75 tram stops within and in close proximity to Tally Ho



### Issues and constraints

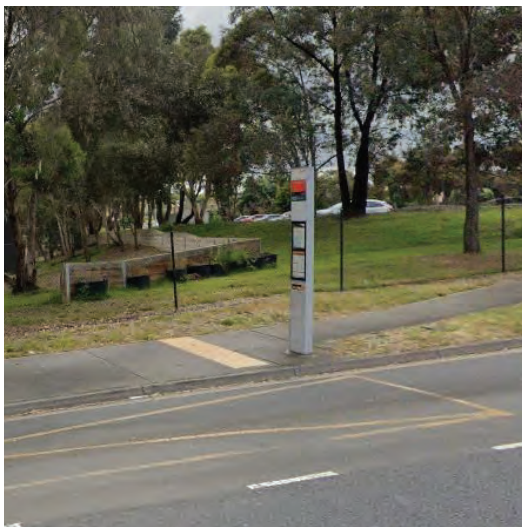
The following matters are issues or constraints in relation to public transport provisions within or around the Tally Ho MAC:

- No bus shelter is currently provided for the northbound bus stop at Highbury Road / Springvale Road.
- Midblock bus stops along Springvale Road have poor pedestrian connectivity to the MAC, requiring pedestrians to cross up to 6 lanes of traffic unassisted.
- Some more minor bus stops on the periphery of the study area feature only a flag to denote the stop location. A hard stand with tactile ground surface indicators would improve access for people with disabilities.
- Some bus services operate at low frequencies, even during peak periods, making them a less attractive option than if frequencies were increased.
- Significant investment DTP would be required to upgrade existing public transport infrastructure along Springvale Road and the Burwood Highway.

### Opportunities

The following are opportunities should be considered with regard to public transport connections to and around the Tally Ho MAC:

- The proposed City Park development includes a new signalised intersection on Springvale Road. This intersection will provide opportunity for pedestrian connectivity to the southbound bus stop at Mullens Road/Springvale Road.
- The potential mitigation options for the intersection of Springvale Road and Vision Drive could also assist with providing pedestrian connectivity to the southbound bus stop at Weeden Drive / Springvale Road.
- Improvements to existing facilities at tram/bus stops, including shelters, seating, lighting, and potentially powered information displays can be made, to further encourage use of public transport and make public transport infrastructure more accessible for people with disabilities.
- The new suburban rail loop stations at Burwood and Glen Waverley would improve rail access to the Centre, via connecting tram and bus services. Although not necessarily part of the Suburban Rail Loop project, there could be an opportunity to increase the frequency of these connecting services to make travel to/from the site by public transport a more attractive option and to encourage uptake.
- Council could provide an advocacy role to the DTP for improvements to public transport, given the size, nature, and importance of the MAC.



**Figure 60** Lack of facilities at bus stop Highbury Road/Springvale Road (north bound)



**Figure 61** Proposed SRL Stations in relation to the Tally Ho MAC

**Figure 62** Tally Ho crash history

### Road network hierarchy

Burwood Highway and Springvale Road are declared arterial roads that run east-west and north-south (respectively) through the Tally Ho MAC.

Burwood Highway comprises a divided carriageway with three traffic lanes in either direction, separated by a designated central tram way. Additional lanes are provided at signalised intersections. An 80km/h speed limit applies to Burwood Highway within the study area.

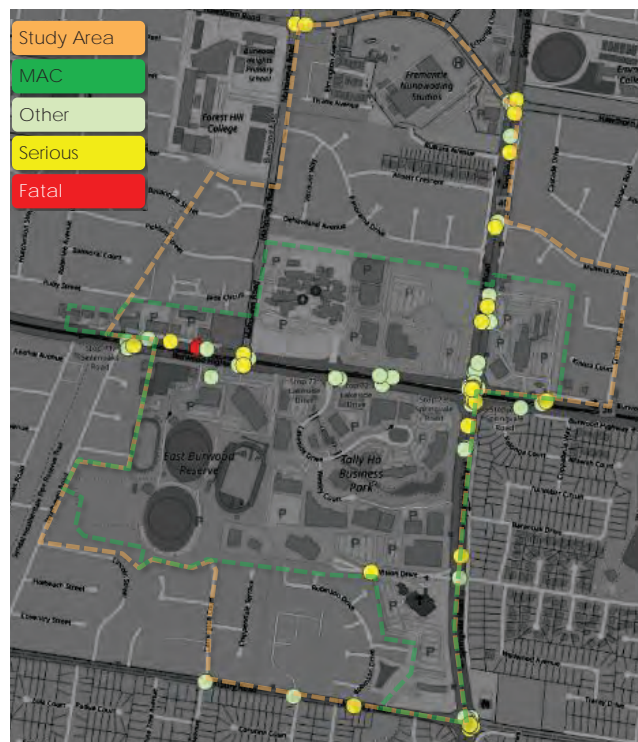
Springvale Road comprises a divided carriageway with three traffic lanes in either direction, with additional lanes provided at key intersections. An 80 km/h speed limit applies to Springvale Road within the study area.

Mahoneys Road is a Council controlled connector road that extends north from Burwood Highway near the western boundary of the MAC. Mahoneys Road provides a single wide traffic lane in both directions, with kerbside parallel parking permitted on both sides of the road, subject to restrictions. A 50 km/h speed limit applies to Mahoneys Road.

The remaining roads within the study area are local access roads managed by Council. These roads generally facilitate two-way traffic movements and bear 50km/h speed limits. Kerbside parking is permitted on the majority of these local access roads, with roads in the more commercial areas bearing parking restrictions to manage turnover rates.

### Crash statistics

Crash history information for the study area was obtained through VicRoads CrashStats (the Victorian accident statistics and mapping program) for the period of 2015 – 2020 inclusive. The data indicates the majority of accidents occurring in the area happen along Burwood Highway or Springvale Road. It is noted that of the 82 accidents that occurred, 1 involved a cyclist, 4 involved pedestrians, 1 resulted in a fatality and 30 involved a vehicle rear ending another.



### Traffic volumes

Trans Traffic Surveys conducted traffic movement counts for the key intersections. The counts were undertaken and recorded in 15-minute blocks on Thursday 13th October 2023 from 6:30 am – 9:30 am and 2:30 pm – 7:00 pm.

Signalised intersections:

- Hawthorn Road/Springvale Road;
- Highbury Road/Springvale Road;
- Woodvale Court/Lakeside Drive/Burwood Highway; and
- Springvale Road/Burwood Highway.

Unsignalised intersections:

- Mahoneys Road/Burwood Highway; and
- Weeden Drive/Vision Drive/Springvale Road.

## Vehicular movement and streets (cont.)

### Intersection Operations

To assess the operation of the existing intersections, the traffic volumes were input into SIDRA Intersection, a traffic modelling software package, which has been developed to provide information on the capacity of an intersection with regard to a number of parameters. Those parameters considered relevant are the Degree of Saturation (DoS), 95th Percentile Queue, and Average Delay.

The results of the SIDRA analysis indicate that a number of the major intersections within the MAC are operating near capacity, with long queues experienced during both the AM and PM peak periods. The results also indicated that both of the unsignalised intersections are currently operating with a Degree of Saturation greater than 1.00 in some movements, which suggests that drivers may be undertaking riskier movements and taking smaller gaps when using these intersections. It should be recognised that queuing and delays cannot be accurately assessed for scenarios where the degree of saturation is greater than 1.0.

### Future Intersection Works

The proposed City Park Development is located within the north-eastern corner of the site with frontages of approximately 200m to both Burwood Highway and Springvale Road. Currently, Planning Permits have been approved for Stage 1 and Stage 2 of the development, which involves the construction of two six (6) storey buildings, alterations of access to a Road Zone 1 and the construction of a mixed use shopping centre in a multi storey building constructed above three levels of car parking partly in basement form.

The alterations of the access to a Road Zone 1 involve the provision of a signalised intersection to Springvale Road in the north east corner of the site, opposite the existing northern access to the Burvale Hotel.

**Table 19** SIDRA results AM peak hour and PM peak hour

Intersection	DoS	Queue (m)	Avg. Delay (sec)
Signalised Intersections			
Hawthorn Rd / Springvale Rd	0.921	311.9	62.3
Highbury Rd / Springvale Rd	0.971	274.3	59.5
Woodvale Crt / Lakeside Dr / Burwood Hwy	0.717	233.6	22.9
Springvale Rd / Burwood Hwy	0.878	223.7	47.6
Unsignalised Intersections			
Mahoneys Rd / Burwood Hwy	>1.00*	57.3*	5.2*
Weeden Dr / Vision Dr / Springvale Rd	>1.00*	348.5*	102.9*

\*Queueing and delay analysis for intersections with a DoS greater than 1.00 becomes inaccurate.

Intersection	DoS	Queue (m)	Avg. Delay (sec)
Signalised Intersections			
Hawthorn Rd / Springvale Rd	0.896	342.8	48.9
Highbury Rd / Springvale Rd	0.957	403.3	56.1
Woodvale Crt / Lakeside Dr / Burwood Hwy	0.559	157.0	16.4
Springvale Rd / Burwood Hwy	0.980	286.5	58.3
Unsignalised Intersections			
Mahoneys Rd / Burwood Hwy	>1.00*	197.2*	24.2*
Weeden Dr / Vision Dr / Springvale Rd	>1.00*	456.4*	431.6*

\*Queueing and delay analysis for intersections with a DoS greater than 1.00 becomes inaccurate.







## Vehicular movement and streets (cont.)

### Issues and constraints

The following matters are issues or constraints in relation to traffic provisions within or around the Tally Ho MAC:

- The SIDRA assessment identified that key intersections are at or near capacity, particularly the unsignalised intersections where turning movements are uncontrolled.
- The lack of spare capacity at intersections, particularly at the unsignalised intersections, will be a limiting factor in how much additional development can be accommodated within the Tally Ho MAC, unless mitigating works are undertaken.
- The unsignalised right turn movements across three lanes of 80km/h traffic at intersections such as Burwood Highway/Mahoneys Road and Springvale Road/Vision Drive/Weeden Drive present a safety risk.
- The majority of traffic volumes on Burwood Highway and Springvale Road are through moving vehicles, not originating in or destined for the Tally Ho MAC. This is in keeping with the classification and purpose of these roads.

### Opportunities

The following are opportunities should be considered with regard to traffic matters within and around the Tally Ho MAC:

- The proposed City Park development includes a new signalised intersection on Springvale Road. This intersection will remove potentially unsafe unsignalised right turns and replace them with safer controlled right turn movements.
- The Burwood Highway/Lakeside Drive/Woodvale Court intersection was found to operate with spare capacity, which would allow for some increases in future traffic volumes, and therefore future development on Lakeside Drive and Woodvale Court (note: additional traffic volumes from the future City Park Development have not been considered at this stage).
- Improvements in alternative transport mode use and associated infrastructure (i.e. public transport, walking, cycling etc.) to the area, will help to reduce the impact that current and future developments will have on the operation of these roads.



**Figure 65** Springvale Road/  
Vision Drive/Weeden Drive  
intersection presents safety risk



**Figure 66** Burwood Highway/  
Lakeside Drive/Woodvale Court  
intersection has capacity



**Car parking within the Tally Ho MAC generally takes the form of on-street public car parking, off-street private car parking (albeit much of it publicly accessible) which is associated with land uses within the Centre and a public off-street carpark within the East Burwood Reserve.**

Much of the private parking is provided in at-grade open-air car parks, which are quite expansive. There are currently two private multi-deck car parks.

Public on-street parking is depicted in yellow in the map below. The remaining public parking within the Tally Ho MAC is provided in the form of at-grade off-street car parks, concentrated within the East Burwood Reserve. Car parking surveys undertaken in 2004 identified that many car parking areas reached capacity.

The Tally Ho MAC is located within the Principal Public Transport Network Area and as such car parking requirements for new developments are the 'Column B' rates of Clause 52.06 of the Whitehorse Planning Scheme.



**Figure 67** Existing car parking provisions



**Figure 68** Existing car parking provisions at the East Burwood Reserve

### Issues and constraints

The following matters are issues or constraints in relation to car parking provisions within the Tally Ho MAC:

- Much of the existing car parking supply within the MAC is provided in the form of open air at grade car parking. Parking of this nature is generally not an efficient use of space.
- Most public car parking opportunities within the MAC park are limited to a few on-street locations, albeit that many of the land uses include privately managed but publicly accessible visitor parking. Public car parking throughout the East Burwood Reserve is extensive and appears to be used heavily only during peak times tied to sporting events.

### Opportunities

The following are opportunities should be considered with regard to car parking could be further explored for the Tally Ho MAC:

- Private staff car parking could be better integrated into built forms to improve efficiency of land use, and to provide better and more active interfaces with public streetscapes.
- Opportunities for shared parking facilities could be considered to consolidate parking locations, which could further open up development opportunities if it is not necessary to provide as much private car parking on each site.
- A Parking Overlay and/or a Cash In Lieu of Parking scheme could be considered to help fund shared parking provisions or other transport projects across the MAC, although it should be acknowledged that such a scheme could discourage development if priced too high.
- Lower car parking provisions/requirements could be considered as a means to make private car travel to the centre less attractive, and encourage update of alternative transport modes.

## 3.3 Planning

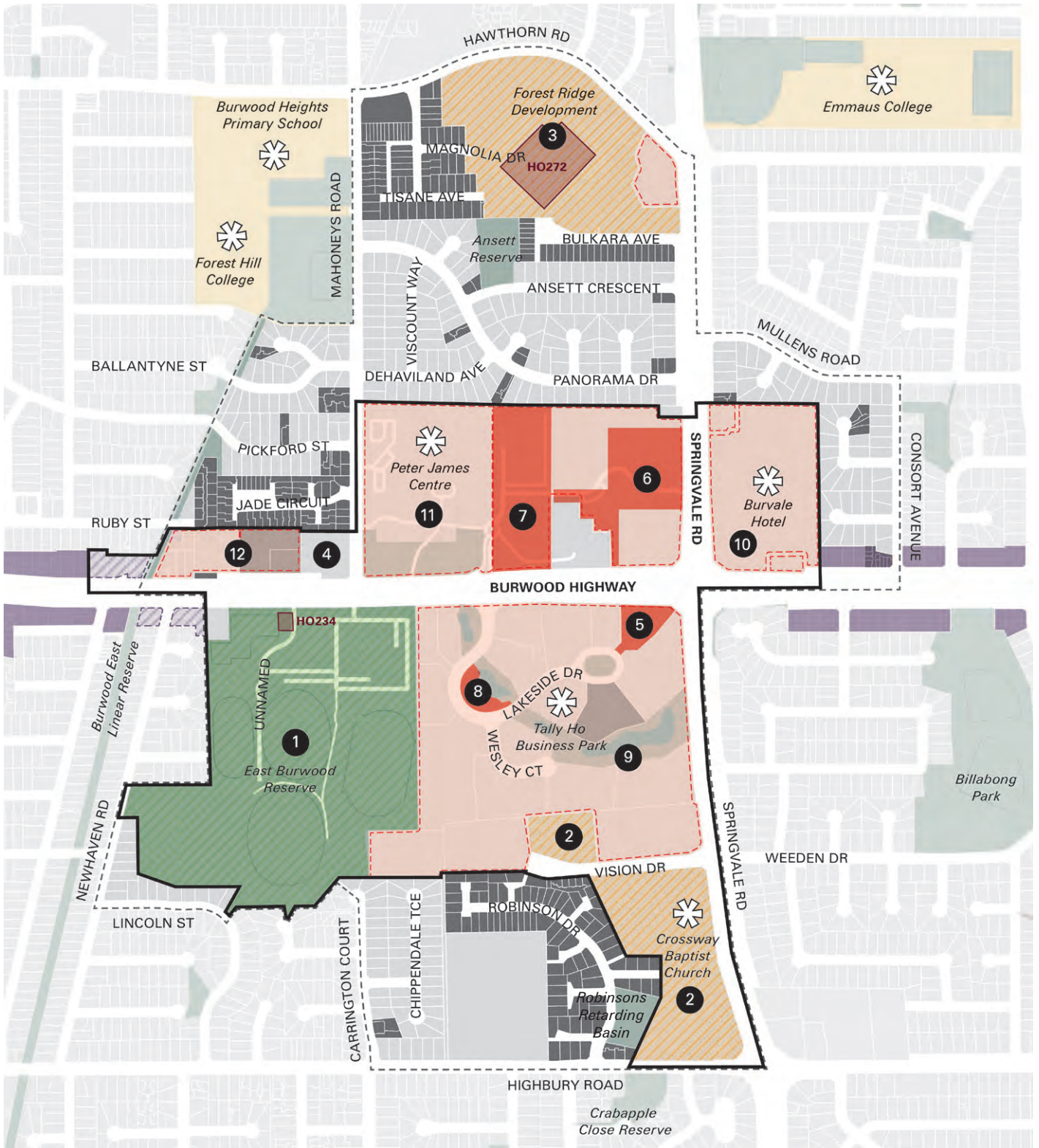
### Development and planning permit summary

#### There are numerous sites and areas in and around Tally Ho under development or with the potential for future renewal.

#### Endorsed/approved development plans, masterplans and permits

- 1 East Burwood Reserve – Masterplan endorsed will substantially increase quantity and quality of facilities and amenities at the reserve. There is both a need and opportunity to coordinate future detailed design work associated with the masterplan with aspirations for Tally Ho.
- 2 Crossway Baptist Church - 5.5ha (2-18/27-29 Vision Drive and 209 Highbury Road) Amendment C123 to the Whitehorse Planning Scheme introduced a Development Plan Overlay (DPO) Schedule 4 to facilitate the redevelopment of the Crossway Baptist Church. Approved by Council in June 2013 subject to conditions but is yet to be endorsed. Opportunities exist to improve integration between the church and the business park. Similarly, there are opportunities for existing/future community infrastructure such as childcare, meeting and events spaces provided by the church to meet the needs of residents, visitors and workers.
- 3 Forest Ridge (VCAT No. P1899/2017 – 104-168 Hawthorn Road) A range of building heights of up to 6 storeys have been approved including townhouses and apartments. In February 2018 the development plan for 104-168 Hawthorn Road was endorsed. The site is to be developed in three stages and is underway.
- 4 Quest (WH/2016/489 – 315-319 Burwood Highway) Council granted a permit for the development of a six storey building on land with a 10-metre preferred height limit. The permit allows for the use of the land for medical centre, serviced apartments, restricted recreation facility (gymnasium), display of non-illuminated and illuminated signage and reduction in car parking. Construction has been completed.
- 5 China Bar (WH/2017/646 – 380 Burwood Highway, Burwood East) Permit issued for a mixed-use development to replace the existing restaurant, yet to commence construction. The building would include retail, office, education centre and residential apartment uses. None of the proposed uses required a planning permit.
- 6 APH City Park (WH/2020/1299 & WH/2006/441/A – 353-383 Burwood Highway) Permit granted by VCAT to the construction of a mixed-use shopping centre in a multi-storey building constructed over three levels of basement car parking. The open public space has been located internally within the site as Springvale Road and Burwood Highway have been regarded as hostile environments for pedestrians. The proposal responds to the C1Z zoning, which allows for mixed-use development. Currently, the site predominantly hosts office uses, this proposal seeks to expand the retail, entertainment, and residential uses through development. This development is proposed to be constructed on the northeastern portion of the site occupying about 24,757m<sup>2</sup>. The delegate provided a reduction in car parking February 2023 under a revised application. APH City Park (WH2019/806 - 353-383 Burwood Highway) Permit issued on 9 March 2021 for construction of two, 6 storey commercial (office and retail) buildings, removal of native vegetation (under Clause 52.17) and alteration of access to a Road Zone Category 1, generally in accordance with the endorsed plans and subject to conditions.
- 7 Bolton Clarke Centre (347 Burwood Highway) Construction of a three level carpark at the rear of the existing building and removal of native vegetation, generally in accordance with the endorsed plans. Buildings and works to the existing building including an ancillary food and drink premises, generally in accordance with the endorsed plans. Construction completed.
- 8 Cora Group (20 Lakeside Drive, Burwood East – WH/2020/575) Development of the land for an office building and the removal of native vegetation. Not yet constructed.





**Figure 69** Development context of Tally Ho MAC showing recent development, valid permits and strategic sites.





## Development and planning permit summary (cont.)

### Potential strategic development sites

- 9** Lots within Tally Ho Business Park – Numerous opportunities to renew/redevelop aging office stock and develop underutilised land on lots over time to achieve desired design objectives (i.e. active street frontages, improving walkability etc.) while responding to established landscape character.
- 10** Burvale Hotel and adjoining lots - 4.5ha with majority of land occupied by at grade parking associated with low-rise (single story) hotel and separate bottle shop building. Redevelopment of the site as envisaged in the 2007 UDF have not occurred.
- 11** Peter James Centre 6ha (Eastern Health) – Aging health rehabilitation facility, opportunities remain for redevelopment and/or expansion on underutilised land on site, as indicated in the 2007 UDF.
- 12** Mixed Use zoned land along Burwood Highway (Commercial uses adjoining recently constructed Quest). Opportunities to redevelop on land zoned MUZ along corridor at heights commensurate with lot characteristics, residential interface considerations and to integrate with forthcoming DDO for residential growth corridors (including heights).

### Further areas of change

- Residential Growth Corridors (DDO11)

### Locations outside of the Centre boundary

- Burwood One shopping centre (WH/2021/1114 and WH/2006/304/E, 172-210 Burwood Highway, Burwood East - VCAT issued permit for buildings and works was issued for a mixed-use building - retail premises, accommodation (dwellings and residential hotel), office, a medical centre, gym, signage in Section 2, and alteration access. The second permit was amended to issue a building and works permit to extend the shopping centre, use of the land for an indoor recreation facility and allow a reduction in car parking.
- 404-406 Burwood Highway, Vermont South (WH/2018/80) permit for construction of 10, 3 storey residential terraces with a central driveway and undercroft parking.
- 408-410 Burwood Highway, Vermont South permit for construction of a 5 storey, multi-residential development (34 apartments) with basement and ground floor parking.
- 412-414 Burwood Highway, Vermont South (VCAT NO. P2530/2017) VCAT determined to direct the grant of a permit for the development of a five storey apartment building on land outside but within proximity the Activity Centre.
- 431-439 Burwood Highway (WH/2016/30) permit for the construction of a mixed-use development with cafe, conference, 124 apartments, communal garden and basement parking.



**Figure 70** Peter James Centre building is beyond its reasonable life

## **DDO9 building heights do not reflect that development that is being approved**

The DDO9 does not align with the Tally Ho Urban Design Framework (UDF). As mentioned above, the UDF has identified a preferred 20m maximum building height. Alternatively, the DDO9 has a preferred building height that ranges from 7m to 20m across various sub-precincts but also focuses on built form outcomes.

However, there have been instances of development that have exceeded 20m in height and disregard these maximum height limits. For instance, at 380 Burwood Highway (China Bar site) an 8-storey development has been approved that has a proposed height that exceeds 20m. Additionally, at 315-319 Burwood Highway a six-storey building has been approved on land with a 10-metre preferred height limit. The Structure Plan will need to provide clear guidance not only on heights but on desired form as there is clear developer interest within the MAC.

## **There is an increase in residential development within the Commercial 1 Zone (C1Z)**

Clause 34.01 in the Whitehorse Planning Scheme outlines that the purpose of the Commercial 1 Zone is to establish a diverse mix of land uses. In contrast, the existing Urban Design Framework (2007) has established Tally Ho's primary role as a key office and technology hub for Melbourne's eastern suburbs. Therefore, the C1Z broadens the extent of as-of-right uses, including residential, which has consequently allowed for the unintended increase in residential development which threatens the business focus of Tally Ho.

This pattern of development has been further discussed within the C1Z Review prepared by Urban Enterprise (2021). There is an evident incompatibility between the Urban Design Framework and the Commercial 1 Zone, therefore there is a need to realign these planning controls to establish a shared vision and objective for Tally Ho. This has been discussed further below as a key issue for Tally Ho's future use and development.

## **General Residential Zone within the MAC**

A significant portion of the MAC is zoned GRZ (Peter James Centre) and is designated for 'natural change' growth where detached houses, semi detached dwellings, townhouses, row and terrace houses

are supported. This type of residential development does not align with the Tally Ho Activity Centre Clause (22.08) of the Whitehorse Planning Scheme and contributes toward the lack of clarity regarding the role of the MAC, and the residential component of the MAC. Consequently, it is possible for permit applications to be sought for residential development in this portion of the MAC that does not align with the role of the MAC and potentially undermines the role of the MAC as a suburban office and technology hub.

## **Strategic direction and vision for redevelopment sites**

There are a number of large sites within the Tally Ho MAC that offer the potential to deliver 'strategic redevelopment' (i.e. redevelopment which helps give shape to a preferred future urban structure and built form for the MAC).

The directions provided for these sites in the current UDF are over 15 years old and in most instances, they do not align with current planning, design and development outcomes anticipated in a MAC envisaged under State planning policy. An opportunity of the Plan is to instead provide up to date guidance that goes beyond height to increase quality design, functionality, public realm and mix of uses, especially on catylist sites.

## **Tally Ho MAC Urban Design Framework and associated Guidelines**

Whilst the UDF identified locations suitable for residential development within the wider UDF study area boundary, it does not identify land within the business park area (ie the study area of the current review) as being suitable for residential purposes.

It noted that there is a need to expand the range of services, infrastructure, and facilities to meet the needs of the workforce based at Tally Ho. It encourages the introduction of a greater mix of complementary uses that fill current areas of high need, notably retail, business services, short term accommodation and high-quality conference facilities. However, the sub-precinct plans included within the UDF do not identify specific locations for the delivery of such complementary uses on and within the current study area. The UDF also provided broad guidance on preferred building scale, design, and development patterns across the entire Activity Centre area.

## Key planning issues

### **Tally Ho currently does not have a land use mix that reflects its policy designation as a Major Activity Centre.**

State Policy envisages Major Activity Centres as being a focus for business, shopping, working, leisure, and community facilities, as well as providing for housing diversity and density.

The current local policy for Tally Ho seeks to maintain and enhance its primary role as a key eastern suburbs office and technology hub, while broadening its mix of uses to better meet the needs of the local resident and worker community. It envisages that the Tally Ho would support neighbourhood convenience retail, housing, hospitality, and associated infrastructure, as well as business services, short term accommodation and high-quality conferencing facilities.

Whilst Tally Ho has succeeded at remaining one of the largest commercial office concentrations in the eastern metropolitan region, the centre will need to offer a much wider diversity of land uses, services, and amenities for it to fulfil its potential and meet the contemporary need of businesses, workers and nearby communities.

Tally Ho currently does not have an urban structure or built form which supports its evolution as a true employment-anchored Major Activity Centre.

Whilst there has been some new development within the MAC over the past 15 years, this has not substantially contributed towards the creation of a genuinely 'urban' place.

Tally Ho continues to function as a series of co-located land uses rather than it being a place with a coherent 'town centre' structure. There is no 'main street' or obvious focal point within the MAC, and development across the centre has largely persisted as a relatively spread-out low-density suburban business park typology.

A new structure plan for the centre could address these shortcomings by promoting:

- A higher density mixed-use corridor connecting the MAC to the SRL Burwood Station.
- Creation of a new focal point or main street within the MAC, where retail, hospitality, conferencing, and other services could be established.

- Higher density commercial development within the Tally Ho Business Park precinct (the Commercial 1 Zone).
- Higher density residential development along the Burwood Highway and on designated key development sites.

### **The vision and strategic direction for strategic redevelopment sites within the Tally Ho MAC needs refreshing.**

There are a number of large sites within the Tally Ho MAC that offer the potential to deliver 'strategic redevelopment' (i.e. redevelopment which helps give shape to a preferred future urban structure and built form for the MAC), see 'potential strategic development sites' in Figure 66.

The directions provided for these sites in the current UDF are over 15 years old and in most instances, they do not align with current planning, design and development outcomes anticipated in a MAC envisaged under State planning policy. They also contribute to the creation of the type of 'urban' centre that is characteristic of successful activity centres and employment precincts across Australia and internationally.

New land use policy policies, zoning and built-form controls should be established for strategic redevelopment sites within the Tally Ho MAC.



**Figure 71** Mixed Use Zone north of Burwood Highway has the potential for redevelopment



**The Commercial 1 Zone that applies to the main commercial precinct within the MAC does not support the local policy objective to maintain Tally Ho as a key commercial hub for the eastern metropolitan region.**

The current local policy for Tally Ho seeks to maintain and enhance its primary role as a commercial hub for the eastern metropolitan region. The C1Z review (Urban Enterprise, 2021) concluded that this remains an import policy objective, and that planning policy should prioritise the following land use outcomes within the Commercial 1 Zone:

- Primary use: employment, primarily office based.
- Secondary uses: retail and commercial uses supporting the employment role, including convenience retail, hospitality, visitor accommodation, recreation (public and commercial), health, childcare, banking and professional services.
- Tertiary uses: residential dwellings, located peripheral to the C1Z land.

The C1Z allows all of the above uses to occur on an 'as of right' basis, and there is therefore no scope for the Council to exercise discretion to preferentially treat the above mentioned primary or secondary uses over residential uses on land within this precinct.

Consideration needs to be given to rezoning the primary commercial precinct within the MAC to an alternative zone which allows the above mentioned primary and secondary uses to be prioritised.

The aforementioned C1Z Review recommended that land within the C1Z be rezoned to the Commercial 3 zone. However, there are other zones that could be considered. For example, the Activity Centre Zone (ACZ) could be applied, to customise the land use policies and controls to different precincts across the Activity Centre.

**The range of community health, education, recreational, entertainment and business support uses within the MAC could be enhanced.**

The best examples of contemporary town centres and employment precincts across the globe all contain a vibrant mix of community, health, education, recreational, entertainment and business support uses. The Tally Ho MAC currently offers a relatively limited range of such uses.

The Centre benefits from having the regionally significant East Burwood Reserve at its doorstep, and a new masterplan has been prepared to further enhance this reserve. This is a major asset for the Tally Ho MAC.

However, businesses, workers and residents would greatly benefit from there being a much wider range of community, recreational and entertainment uses available within the Tally Ho MAC. Such uses would substantially improve the attractiveness of the MAC as a place for businesses, but it would contribute towards the achievement of government policy for Activity Centres and 20-minute neighbourhoods. Leveraging its location on both tram and smart bus routes, people accessing these facilities within the Centre is logical for a broader catchment.

Opportunities should therefore be explored to expand the range of both public and private sector community, health, education, recreational and entertainment uses within the MAC. This might include activities such as:

- A wider range of public and private hospital and health care services (leveraging the presence of the Peter James Centre).
- Tertiary education facilities (potentially associated with the Deakin University campus and potential partnerships with businesses within the Tally Ho Business Park).
- Public and private leisure and recreation facilities including gyms, yoga studios, community centres, etc.
- Hospitality services including restaurants, cafes and bars.
- Business services such as conference and meeting facilities, co-work spaces, banks, IT support, post office, etc.

**The current boundary for the Tally Ho MAC does not include residential zones within the walking catchment of the tram line or C1Z boundary. There may be a need to review the Activity Centre boundary as well as the policies and controls that apply to residential areas surrounding the Tally Ho MAC in response to Victoria's Housing Statement.**

There are some substantial areas of land located within the 800m walking catchment of the existing tram line and C1Z boundary that are currently zoned NRZ and GRZ. Victoria's Housing Statement proposes to introduce a number of new residential development provisions into Victorian Planning Schemes. New 'Future Homes' provisions have already been introduced to all Victorian planning schemes to facilitate 3 storey apartment developments on land within a General Residential Zone located within 800 metres of an Activity Centre. The Victorian government has also foreshadowed that these provisions will be expanded to create exemplary designs of four storey apartment developments in the near future. In light of these reforms, there may be a need to review the policies and controls that apply to residential areas surrounding the Tally Ho MAC.

**The Burwood Residential Corridor could potentially be re-cast as a more mixed-use activity corridor.**

Land along the Burwood Highway corridor between the Tally Ho MAC and the Burwood SRL station is predominately located within a Residential Growth Zone.

Land along this corridor could potentially be re-cast as a mixed-use activity corridor, to capitalise on its access to the tram network, the planned SLR station, Deakin University, employment within the Tally Ho MAC, and access to Activity Centres along this corridor.



**Figure 72** Potential for development along the Burwood Highway to become more mixed use

Recent planning reforms introduced alongside Victoria's Housing Statement provide for a wider range of non-residential uses (such as certain office and retail uses in residential zones, subject to the satisfaction of conditions) within the RGZ and GRZ. These changes may be sufficient to enable a wider range of land uses to be established within new residential buildings along this corridor over time.

Local planning policies could be developed to provide positive policy support for these changes in key locations along this corridor.

**The built form controls that apply to both residential and non-residential development within the MAC may not facilitate a level of urban density that supports the achievement of activity centre policy or the economic renewal of existing commercial buildings.**

The C1Z Review previously identified some risks to the ongoing attractiveness of land within the C1Z to the office market, primarily due to the age of existing buildings, the need to adapt and update space to meet changing business needs, and the need to facilitate opportunities for ongoing reinvestment and redevelopment.

The current commercial buildings within the MAC present significant opportunities for redevelopment. COVID-19 has redefined how suburban office spaces are used, and it is increasingly necessary for 'office parks' to become higher density mixed use urban centres to remain attractive to investors and commercial occupants.

Stakeholder submissions on the Review contended that the building heights under the DDO9 are too restrictive and are stifling growth and investment in the activity centre.

The design provisions contained within DDO9 were drafted over 16 years ago, and they do not align with current planning, design and development outcomes anticipated in a MAC envisaged under State planning policy.

The UDF identifies a preferred maximum building height of 20m (6 storeys) and DDO9 applies lower building heights in many locations across the MAC. Permits have been sought (and in some cases granted) for development within the MAC which exceed this height and permits have. For instance, two 6-storey commercial buildings have been proposed for the area north of the HP building site.

## Key planning issues (cont.)

The existing built form controls also do not support the creation of the type of 'urban' centre that is characteristic of successful activity centres and employment precincts across Australia and internationally.

Additionally, there is not a consistent approach to setting building heights along Burwood Highway.

The design provisions of DDO9 may not align with the planning controls proposed via the Whitehorse Residential Corridors Built Form Study (Amendment C220). These latter controls are proposed to apply to land within the RGS along the Burwood Highway on either side of the Tally Ho MAC, and they include a discretionary 19m (6 storey) height limit for this corridor. However, DDO9 sets building heights ranging from 7m to 17m along the Burwood Highway, in locations which have limited or no sensitive residential interfaces.

### Connection between MAC Sub-precincts

There is an obvious physical division between the northern and southern areas within the Tally Ho Major Activity Centre, caused by the alignment of Burwood Highway. This major thoroughfare punctures through the major activity centre and prioritises the needs of motor vehicles.

Burwood Highway presents a hostile interface towards pedestrians and cyclists. The 8-lane road does not consider needs at a human scale.

For instance, there are two pedestrian signal crossings provided at the intersection between Burwood Highway and Springvale Road and between Lakeside Drive and Burwood Highway. However, these crossings are not holistic and involve multiple steps which contribute to their complexity.

When crossing Burwood Highway from Lakeside Drive, pedestrians encounter a pedestrian crossing, a signal crossing, the requirement to give way to trams, two additional signal crossings and another pedestrian crossing. The ability to walk through the various areas within the site has not been clearly identified or addressed.

**Figure 73** Burwood Highway is a hostile environment for pedestrians moving north south through the Centre





## Key planning opportunities

### Coordination of land uses “Beating Heart of Tally Ho”

The increased coordination between planning, subdivision and development provides an opportunity to establish a core within the wider Tally Ho Activity Centre. One or several focal points within the Centre are necessary to establish a strong sense of place and identity. This could be achieved through the introduction of sub-precincts within the Tally Ho MAC and the introduction of a ‘town centre core’ sub-precinct.

A multi-storey supermarket and car park has been approved under planning application WH/2020/1299. Located on the corner of Springvale Road and Burwood Highway (City Park site), this development will deliver commercial, retail, and health services within Tally Ho. The significant scale of the development has set a precedent where future retail, hospitality and other services can be co-located. The development will include a piazza, all-purpose sports courts, and a rooftop garden which collectively help establish a focal point within the Tally Ho MAC.

A key opportunity of the Plan is to build strong and easy pedestrian connections between this development and the rest of the MAC, appropriately planning land uses to capture and encourage foot traffic between precincts and designing the public realm to a high quality to further encourage a walkable Centre for residents and workers beyond the ‘beating heart’. A pedestrianised primary loop connecting this development to the Peter James Centre and across Burwood Highway to the current Business Park has been suggested in an attempt to bridge the barrier of Burwood highway (alongside crossing upgrades). The loop has the opportunity to connect a secondary community focal point (co-located with other uses) in the south.



**Figure 75** Burwood Brickworks hospitality precinct

### Enhance north south connection

Further to the previous point, the introduction of a potential new northern retail anchor on Springvale Road has increased the necessity to knit together the two areas within the Tally Ho MAC, to support equitable access to goods and services throughout the northern and southern areas of the site.

The introduction of traffic calming measures could support employees within the precinct to access food and drink facilities and other services within walking distance.

Furthermore, strengthening this connection will create a less hostile interface between the two areas of the Centre and clearly define the boundaries of the MAC and its significance as an innovation and employment precinct.

### Increase density and vibrancy

The redevelopment of the existing commercial buildings within Tally Ho is a mechanism to support the renewal of the ageing built environment. This approach would ensure that the Centre maintains its attraction towards investors and commercial occupants.

COVID-19 has influenced the perception of our working environments and consequently heightened expectations towards the quality and standard of office environments. Working from home has changed people’s behaviour and attitude towards office spaces and the level of amenities provided.



**Figure 74** Improve north south connectivity across Burwood Highway

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## Key planning opportunities (cont.)

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Additionally, a significant increase in density is required to ensure the Centre achieves the relevant policy objectives relevant to Activity Centres. There is relatively strong demand for housing in the general vicinity of the Activity Centre, as evidenced by the rate of development and diversity of townhouses and low rise apartments being delivered in the local area, and high rise apartments being delivered in the broader sub-region.

A vibrant and attractive Major Activity Centre is expected to provide a dense and diverse mix of community, health, education, recreational, entertainment and business support uses. The existing arrangement of low-density campus-style buildings does not reflect an effective use of the land. Therefore, the existing built-form controls need to be revised to increase density throughout the boundary of the Major Activity Centre and in proximity to the surrounding transport corridors.

The increase in density within Tally Ho is necessary to achieve a broader selection of land uses and concentration of office uses. The intensification of density and activity will further ensure the Tally Ho is achieving its full potential as one of Melbourne's Major Activity Centres.

### **Amend the land use zoning and controls across the Precinct**

The current policy and zoning that applies to the Tally Ho Activity Centre requires review. For example:

- Local policy seeks to maintain and enhance the primary role of land use within much of Centre as a commercial hub for the eastern metropolitan region, but the Commercial 1 zone that applies to a large proportion of the Centre allows for a much wider range of uses to occur on an 'as of right' basis.
- State policy supports the provision of housing within Major Activity Centres, but the current policies and controls that apply to the Tally Ho MAC do not provide direction about the preferred location and form of housing within the centre boundary.

The unique land use mix across the Tally Ho MAC is such that there is no current Activity Centre 'core' and neither local policy nor zoning provide direction about where retail and related uses are preferred within the precinct. As a result, land use and development decisions have been ad-hoc, and approvals have been granted for large residential uses within the commercial precinct, as well as a large retail use in a location that is not central to the precinct and is not designed to integrate well with adjoining sites.

The opportunity exists to provide clearer guidance on preferred land use and development forms within different sub-precincts across the wider MAC boundary. The Structure Plan can establish preferred land use and development outcomes for each sub-precinct, and the local policy and zoning within the Whitehorse Planning Scheme can be updated to give effect to this.

The option exists to either apply different 'standard' zones within sub-precincts (for example, C1Z, C2Z, C3Z, MUZ, etc) or to apply the Activity Centre Zone (ACZ) to all land within the MAC, and customise the land use and built form controls for each sub-precinct via schedules to this zone. Standard zones will provide less control over land uses that are secondary to the core desired use if they are permitted as a section 1 use - as is the current case with residential development in the C1Z.

The unique commercially-oriented nature of the Tally Ho MAC and the challenges to diversify land uses within a bespoke urban structure means that there is the need to promote different land use types in different locations within the Centre (e.g. commercial within the core of the Business Park, health and wellbeing to the north etc.) For this reason, the ACZ provides the greatest flexibility to customize the land use and built form controls to give effect to bespoke land use and development outcomes.

### **Open green space provision and access**

The East Burwood Reserve is a collection of open recreation spaces, sporting facilities, and green spaces that are located directly to the west of the Tally Ho MAC. Although this precinct is currently located outside of the activity centre boundary, establishing multiple clear, visible, and direct active transport connections between these precincts will provide a multitude of benefits for residents, visitors, and workers. Enhancing access to open green spaces further supports the daytime amenity experienced by users of Tally Ho.

The various sporting clubs may experience the co-benefit of an uptake in new memberships, spectators, and visitors to the site. Some of the sporting facilities and clubs include the East Burwood Tennis Club, Blacklords Fencing Club, Nunawading Basketball, Bill Stewart Athletics Track, Blackburn Cycling Club, East Burwood Reserve Oval, East Burwood Sporting Club, East Burwood Football Club, East Burwood Reserve Cricket Nets, and the East Burwood Reserve Playground.

### **Alternative distribution of retail uses**

If the existing approval for a large multi-storey retail development along Springvale Road is constructed, it will be necessary for the Structure Plan to integrate and connect this development to the wider precinct as best it can (given the constraints that the location and design of this approved development presents).

If this development is constructed, then it is likely to absorb the future demands for retail uses within the MAC, and other uses within the Centre will rely on improved connections. Thus far in the process, the movement networks have been drafted assuming it will be constructed. Opportunities exist to create alternative connections for workers and visitors to access these facilities via internal routes, so as to avoid the need to walk or drive along the Burwood Highway to get to these uses.

If the existing approval is not constructed (for example if the permit lapses) then there is the opportunity to identify an alternative location for the retail core within the Structure plan (see Figure 32 Land use, employment and housing opportunities plan for suggested alternative). A more centrally located core which includes a mix of supermarket, specialty shops, food and beverage,

services, recreation and other uses would ultimately strengthen the role, character and attractiveness of the centre for visitors, workers and businesses alike. There is some flexibility about where this mix of uses could be located but it should generally be more central to workers within the precinct, and be located close to the intersection of Lakeside Drive/Mahoneys Rd and the Burwood Highway.

### **Built form controls review**

The UDF and heights established under DDO9 identifies a preferred maximum building height of 20m and DDO9 applies lower building heights in many locations across the MAC. Permits have been sought (and in some cases granted) for development within the MAC which exceed this height. These controls do not facilitate a level of urban density that supports the achievement of Activity Centre policy or the economic renewal of existing commercial buildings.

It should also be noted that the design provisions of DDO9 do not align with the planning controls proposed via the Whitehorse Residential Corridors Built Form Study (Amendment C220). These latter controls are proposed to apply to land within the RGZ along the Burwood Highway on either side of the Tally Ho MAC, and they include a discretionary 19m (6 storey) height limit for this corridor. However, DDO9 sets building heights ranging from 7m to 17m along the Burwood Highway, in locations which have limited or no sensitive residential interfaces.

There is an opportunity to review built form controls to coordinate building heights across the MAC that facilitate increased densities in appropriate locations with the MAC and incentivise landowners to develop.



## 3.4 Built form and design

### Overview

#### **Analysis of existing built form and design quality at Tally Ho reveal issues that are rooted in the outdated drive-and-work “business park” typology that occupies large areas of the centre.**

These areas comprise of bulky commercial buildings surrounded by extensive car parking areas lacking in visual interest or engagement with the landscape and the street at the ground. This lack of built form diversity reflects the historical monofunctional land use mix of Tally Ho, stemming from its past as a master planned business park.

Tally Ho has suffered from an arrangement of largely disconnected and introverted quadrants, intersected by Burwood Highway and Springvale Road, that hinder its potential as a more broadly integrated activity centre. Despite close proximity to major regional sports and recreation space East Burwood Reserve and a public transport interchange with a Smart Bus and tram offering exceptional catchment, existing and proposed buildings (as analysed in permits) are typically arranged to ignore, or at best, provide a rudimentary interconnection to these exceptional assets.

The aging building stock at Tally Ho falls short of meeting contemporary needs. The public realm is relatively poor with inward-facing and car-centric buildings with extensive at-grade car parking and poorly resolved entries that detract from overall integration with the public realm.

Furthermore, the impact of these arrangements on the urban heat island effect, exacerbated by increasing global temperatures, is a concern. Increasing global temperatures will only further amplify the urban heat island impacts of these arrangements and further diminish the amenity for the visitors, residents, and workforce of the precinct. Crossings of the existing arterial roads are typically arranged to accommodate vehicle movement needs rather than facilitating the interconnection of these quarters and adjacency to retail, education, and residential areas. Increasing global temperatures will only further amplify the urban heat island impacts of these arrangements and further diminish the amenity for the visitors, residents, and workforce of the precinct.

Stakeholder engagement have revealed that heightened market competition offering higher workplace amenity and ESD performance have resulted in higher vacancy rates and longer leasing periods to secure tenants at Tally Ho. This underscores the challenge for Tally Ho to effectively adapt to the evolving needs of enterprises and workers.

To address these challenges, the Structure Plan presents an opportunity to promote diverse and well-designed buildings that work together over time to collectively stitch together the centre’s quadrants into a coherent and interconnected activity centre that showcases design excellence, environmental progression, and inclusiveness.



**Figure 76** Complementary medium density residential housing plays a key role in revitalising the centre — Nightingale Village, Hayball

## Overview (cont.)

There is an opportunity for future built form to leverage and retain Tally Ho's valued leafy landscape and landform, including features such as views, leafy tree canopies and Tally Ho Lake. This would require careful consideration of the potential impacts of building height on these assets including perceived scale and overshadowing (see below figure). The balancing of the 'open landscape' and 'built' character in terms of site coverage is critical in retaining and enhancing this valued character. Future built form controls should be informed by robust testing to ensure the amenity of the public realm.

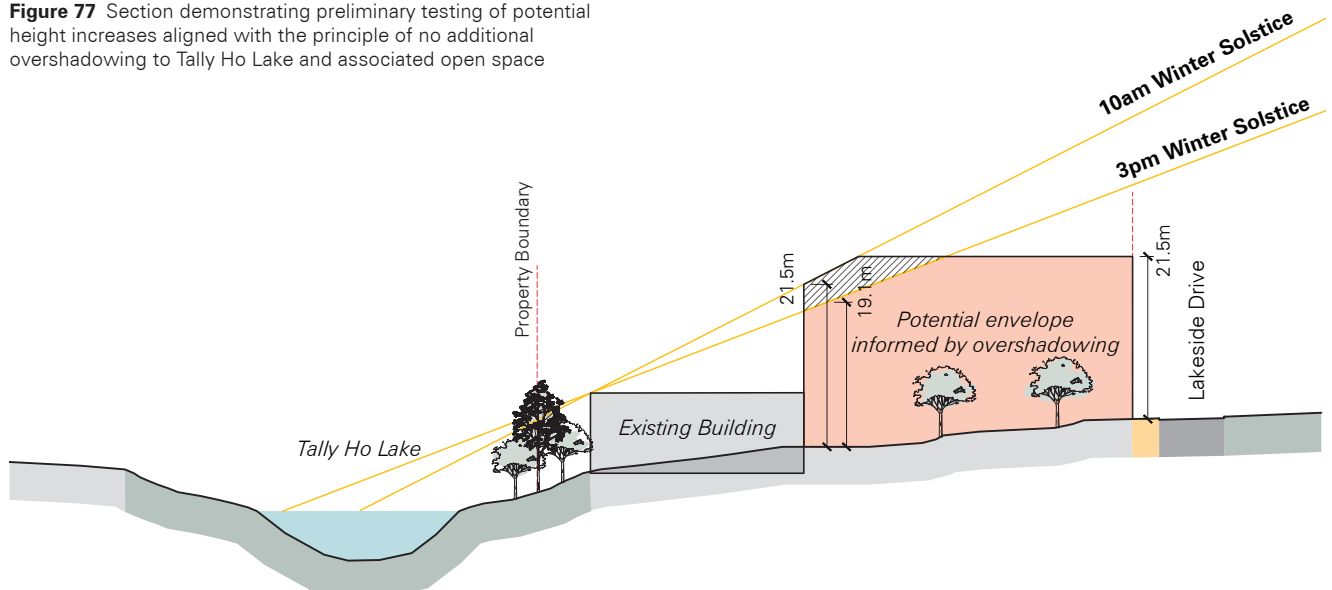
There is a need to provide updated built form guidance in conjunction with supporting a greater mix of uses.

The current controls, specifically for Tally Ho Business Park (DDO9), do not provide adequate integration between preferred land use, transport, and built form outcomes, with a notable absence of preferred locations for future links or the delivery of open space. This is a critically important issue given the substantial size of sites and the reliance on these sites to be coordinated to deliver these links or public benefits. There is a need to review what planning tools or controls are appropriate to provide a cohesive approach to realising the vision for Tally Ho.



**Figure 78** Activation of the ground plane — Australian National University Kambri Precinct | Aspect Studios

**Figure 77** Section demonstrating preliminary testing of potential height increases aligned with the principle of no additional overshadowing to Tally Ho Lake and associated open space





# Overview (cont.)

**Figure 79** Overview of built form and design issues and constraints

**1 "Office park" building** with inward interfaces and extensive car parking



Test overshadowing impacts on designated primary walks

Risk of overshadowing of Tally Ho Lake if sites are redeveloped at greater heights

Approved permit for 6 storey office buildings (23-25m)

Approved permit for inverted supermarket/retail building (18m)

Lack of corner definition or welcoming presence due to absence of gateway built form

Approved permit for 8 storey mixed use building (28m) greatly increases site coverage.

**2 Medical and rehabilitation facility** clustering of largely single storey buildings nearing end-of-life and fitness for purpose





### Existing character

In assessing the centre in the context of its designation as a Major Activity Centre, the overall form, density, and scale of the built form is comparatively low, largely consisting of low-rise commercial buildings up to 3 storeys surrounded by extensive at-grade car parking.

There has been limited change in the overall built form since the 2007 Urban Design Framework and the subsequent 2013 Urban Design and Landscape Guidelines. New buildings include:

- 2 Vision Drive – 2 storey office building (Crossway Administration and Lifecare Centre)
- 353-383 Burwood Highway – 5 storey office building (APH Holding)
- 315 Burwood Highway – 7 storey serviced apartment building
- 351 Burwood Highway – 3 storey multi-deck car park
- Dan Murphy's – 1 storey big box retail building

The majority of built form comprise of 1980s/1990s commercial building typology associated with extensive at-grade car parking. The Burvale Hotel was built in 1968.

In addition, there are numerous buildings and sports and recreation structures at the East Burwood Reserve, including the Nunawading Basketball Stadium, the Whitehorse Club and many others.

There is a notable absence of residential or genuine mixed-use buildings within the centre, except for a recently constructed 7 storey serviced apartment building (Quest Apartments).

### Design quality and typologies

There is a notable homogeneity in the overall built form character, primarily driven by a typology of low-rise commercial office buildings, "office park" buildings with uniform bulk and massing. These buildings tend to exhibit a monotonous architectural expression, featuring continuous or repetitive façades, and in some cases, the use of low-quality materials such as tiled slab walls and opaque glazing. The deep floorplates of many buildings result in excessively long horizontal expressions that repeat the same form without variation. This contributes to a lack of visual interest and limits integration with the surrounding landscape and street.

### Integration with the public realm

Overall, the relationships of built form to the street are typically poor, with very little activation, vitality, and shared amenity on offer. The built form is also poorly engaged with the place and the landscape, most notably the relationship with Tally Ho lake and the biodiversity corridor.

The majority of buildings predominantly turn inward at their edges, exhibiting limited activation or passive surveillance. This is characterised by frequent use of opaque or semi-opaque glazing, extended expanses of blank walls or back-of-house areas, and few active uses at ground level. The situation is compounded by extensive at-grade car parking, poorly resolved street addresses, building entries, and footpaths within each site, reflecting a built form typology reminiscent of a 'park and work' office park.

In comparison with other precincts of innovation, this absence of places for engagement—both informal and formal networking and collaboration, and socialising—underscores Tally Ho's shortcomings. There is a need for an emphasis on clear wayfinding and linkages between the quarters, high-quality architecture with ESD credentials and end-of-travel facilities and a greater mix of uses including hospitality and complementary housing.



**Figure 80** Community benefit delivered through redevelopment of a community asset — Springvale Community Hub | Lyons

## Design quality (cont.)

### Fitness-for-purpose

In addition, there is the matter of whether a building is fit-for-purpose for the future needs of enterprises and additionally health with regard to the Peter James Centre. There are risks to the ongoing attractiveness of Tally Ho to attract enterprise due to outdated and aging buildings, there is an opportunity for the structure plan to promote well-designed contemporary building typologies that align with contemporary practices and needs.



**Figure 81** Green roofs and terraces can offer spaces for socialisation, collaboration and shared views — Encore, Cremorne | Fieldwork



**Figure 82** Building well integrated with the existing landscape and public realm with accessible pathways and integrated seating — Centre for Advanced Imaging | JWA

### Issues and constraints

The following matters are issues or constraints in relation to design quality within or around the Tally Ho MAC:

- Relatively poor overall design quality driven by predominance of “office park” buildings without well-resolved massing or articulation in addition to use of lower quality materials and construction methods.
- Very limited built form diversity reflective of a monofunctional land use mix.
- Due to its history of the site as a business zone, diverse, high quality architectural outcomes have not been prioritised.
- Buildings turn inward with opaque or semi-opaque glazing, extensive blank walls, and back-of-house areas contribute to a lack of activity at ground level.
- Parking-centric, at-grade car parking dominate building interfaces with poorly resolved building entries and pedestrian access arrangements.
- Aging building stock that are increasingly unfit for current and future needs including health and enterprises.

### Opportunities

The following are opportunities should be considered with regard to design quality within and around the Tally Ho MAC:

- Encourage diverse and high quality built form outcomes that demonstrate design excellence and best practice in ESD and supports a greater mix of uses.
- Provide updated guidance on street activation and interfaces, including active frontages.



**Figure 83** Green roofs and terraces can offer spaces for socialisation, collaboration and shared views — Encore, Cremorne | Fieldwork

## Heights, setbacks and site coverage

### Heights and landform

Landform has a significant impact on perceived scale of buildings. For instance, the approved permit for a commercial office tower building at 353-383 Burwood Highway (Stage 1) is at RL 150.550 at the roof with the ground at approximately 126.00 RL (23-25 metres approx.). This compares with 21m approx. at parapet for the approved supermarket building on the same site at the interface of Burwood Highway. However, the proposed office building would appear significantly taller (over 3 storeys) due to the 12m difference at ground floor between the two buildings. There is an opportunity to test the impact of heights on perceived bulk and to ensure that visibly taller built form is located at major intersections to create a sense of enclosure. The built form opportunities plan (previous page) already begins to set heights based on landform testing at a high level and will continue to be refined at the next phase of the Plan.

### Heights and overshadowing

Future development at increased building heights could potentially impact the amenity of Tally Ho's valued landscape and Tally Ho Lake and the future quality of its walking network. There is an opportunity for the Structure Plan to test the overshadowing impacts of a range of heights to determine the appropriate balance between development potential and safeguarding the amenity of key elements of the public realm. This would require the stepping down of building forms towards these areas and has been explored at a high level within the built form opportunities plan.



**Figure 84** Overshadowing of Tally Ho Lake and open space is a key consideration in reviewing heights.

### Heights and 'gateway' buildings

In a built form context, Tally Ho does not effectively announce itself as a Major Activity Centre, particularly given its significance as an employment hub. Notably, there is a distinct lack of 'gateway' buildings, both at the major intersection of Burwood Highway and Springvale Road and additionally at Lakeside Drive. There is a clear need to encourage taller built forms at these corners and at strategic locations (see built form opportunities plan on previous page) to create a welcoming sense of enclosure and establish a distinct place identity for Tally Ho. The large scale nature of the road reserve suggests significant scale to the interface can be accommodated with little impact to the opposite footpath. An upgrade of footpaths from residential footpath scale to town centre promenades with the associated signage wayfinding and furniture also needs to form part of a compelling integrated public realm strategy.

### Initial heights testing

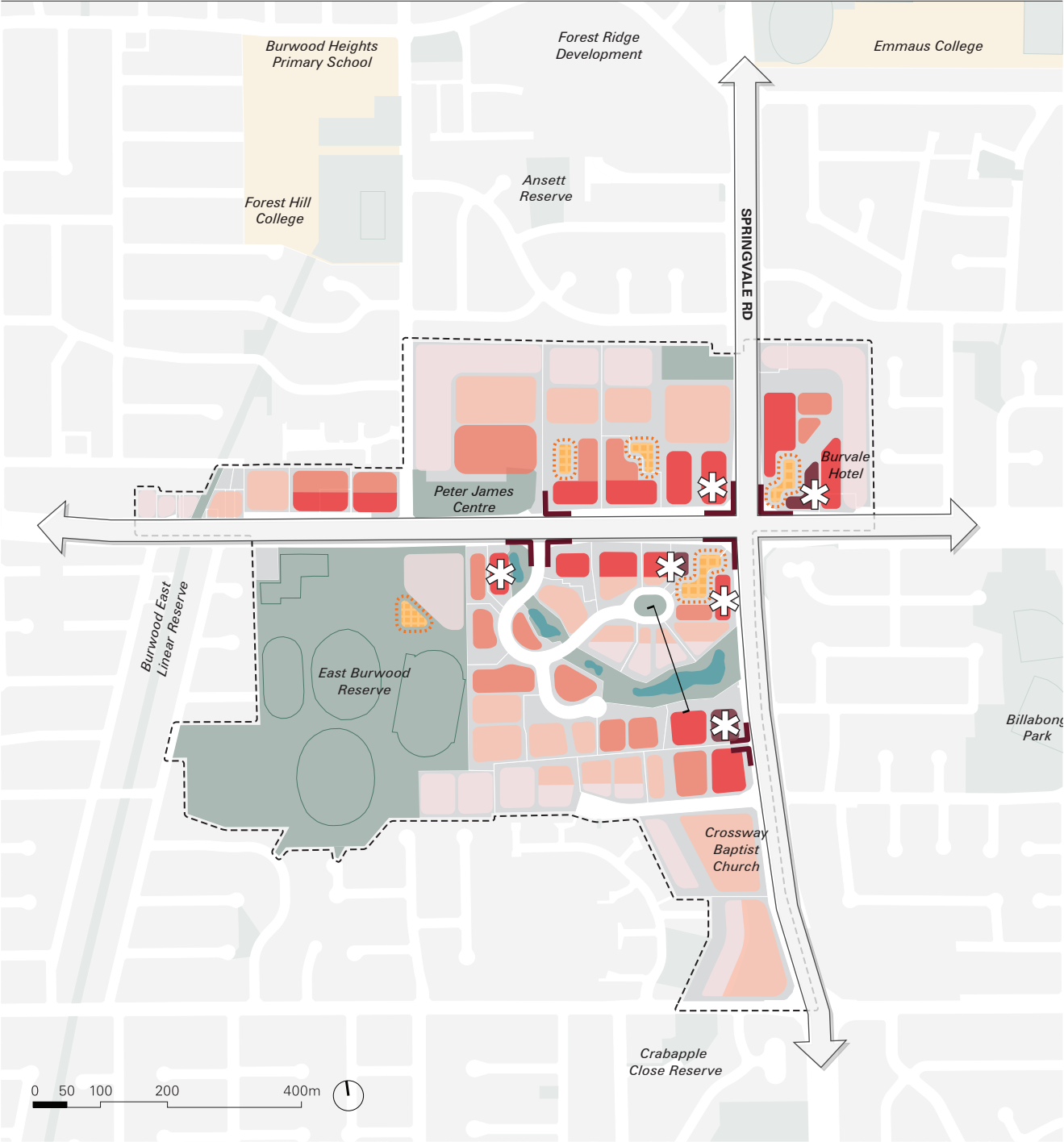
The plan overleaf starts to explore possible heights for the precinct based on a range of factors and principles including:

- Existing planning approvals and recent developments
- Minimising overshadowing of the Tally Ho Lake and major pedestrian paths through the precinct
- Minimising visual bulk when considering the topography of the land and spreading height to make it more uniform on approach
- Stepping up height from surrounding sensitive/low scale residential areas
- Providing gateway buildings on key arterial intersections

These heights will be further developed in line with required land use floor area projections in the Draft Structure Plan.



# Heights, setbacks and site coverage (cont.)



- 13.5m\*
  - 21m\*
  - 28m\*
  - 35m\*
  - 40m\*
- Gateway building
  - Public realm
  - Gateway presence

\*Suggested heights indicative only subject to further testing

**Figure 85** Overview of built form and design opportunities

## Heights, setbacks and site coverage (cont.)

### Site coverage

Site coverage, the extent of the site area occupied by a building, is generally very low throughout the centre (see below figure). The Tally Ho Business Park has an average site coverage of 29.5%. However, this does not include impervious surfaces such as at-grade carparking, access or loading areas which typically occupy a large proportion of land on each site. As a result, low site coverage does not necessarily reflect the balance between the built form and the landscape, with an “open” character that is dominated by hardstand areas.

There is a risk that if site coverage controls are not put in place, future development may seek to maximise coverage. This would result in the over development of sites, and would have a greater cumulative impact as multiple sites are redeveloped. Likely this would occur at the expense of preserving or enhancing the valued landscape character of the Centre and therefore exploring opportunities for the retention and expansion of green buffers between development needs to occur. Analysis of the approved permit on the “China Bar” demonstrates a site coverage ratio of approximately 58-60%, over 2.5 times the current coverage of approximately 22%.

There is an opportunity to review what level of site is appropriate with regard to balancing the desire to retain a sense of openness within the landscape and encouraging renewal including increased street activation. Mandated site coverage ratios or Floor Area Ratio (FAR) could be used to inform the preferred built form character.



**Figure 87** 3D modelling and shadow analysis of preliminary revised building heights, subject to further testing for preferred site coverage



**Figure 86** Analysis of existing site coverage at Tally Ho

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## Heights, setbacks and site coverage (cont.)

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### Setbacks

Ground floor setbacks vary significantly throughout Tally Ho due to the prevalence of very large sites, at-grade car parking, and the strategic siting of buildings in response to the natural topography of the area. Typically, structures are generously set back from Burwood Highway and Springvale Road, as well as residential areas, providing a landscaped buffer at these interfaces. However, buildings generally lack upper-level setbacks, presenting as sheer walls and the Structure Plan will need to address this. Given the substantial size of sites, coupled with the irregular shapes, it is necessary to test if setbacks either at ground or above could be applied at the sub-precinct scale or whether alternative planning controls that seek to provide articulation in mass need to be explored (overshadowing controls, balcony controls, articulation controls etc.)

### Issues and constraints

The following matters are issues or constraints in relation to heights, setbacks and site coverage within or around the Tally Ho MAC:

- Need to consider the impact of landform on built form outcomes in the centre.
- Risk of overshadowing from increased height affecting open space and key public realm elements.
- Risk of over development if site coverage maximizes based on setback requirements.

### Opportunities

The following are opportunities should be considered with regard to heights, setbacks and site coverage within and around the Tally Ho MAC:

- Review and test the relationship between building height and land form, directing taller structures to major intersections ('gateway buildings') and areas with lower landforms to create enclosure and a gradual step-down effect toward open spaces and primary walks.
- Assess overshadowing impacts on open spaces and primary walks, introducing protection controls.
- Review and test an optimal site coverage, landscape, built form balance that maximises existing landscape features and encourages the delivery of public realm/placemaking.
- Develop landscape and built form strategies in conjunction to avoid over development as the cost of landscape.



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## Built form guidance

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### **Built form guidance**

Schedule 9 to the Design and Development Overlay (DDO9) forms the current guidance on built form controls for the majority of land within the proposed Activity Centre Boundary. The current DDO9 corresponds with the application of the Commercial 1 Zone. The DDO sets out general requirements relating to building height, built form, site design and configuration, landscape and streetscape design. In addition to these requirements, the schedule outlines precinct specific requirements relating to:

- Preferred maximum building height.
- Preferred built form outcomes.
- Setbacks.
- Preferred landscape, streetscape and fencing treatments.

Three precincts are defined in the schedule according to their interface character:

- Precinct A: Main Road Interface
- Precinct B: Internal Road Interface
- Precinct C: Residential and Open Space Interface

Sub-precincts are defined in the schedule relating to the preferred maximum building height.

There is a need to review the guidance following the before mentioned analysis, however there is a need to better integrate land use and transport outcomes with built form.

For instance, preferred built form outcomes need to be considered in the context of differing land uses. For instance, the varying floor to floor heights of health and retail (4-5m), office (4m) and residential uses (3.2m) and their respective interfaces and needs.

In addition, there are specific requirements for preferred access arrangements (e.g. side setback areas for vehicular and pedestrian access) for each precinct.

This is primarily concerned with the provision of access on a site basis for its own servicing needs. This does not provide a framework for the centre as a whole for the coordinated delivery of new links or access improvements required to support the intensification of uses and built form in the future.

This is a clear shortcoming considering the large size of existing and the reliance on future development to provide new links. Similarly, there is no guidance on the delivery of other public benefits as part of future development, such as:

- Publicly accessible open space (e.g. plazas, forecourts)
- Spaces for community uses
- Public art
- Affordable housing

### **Issues and constraints**

The following matters are issues or constraints in relation to built form guidance within or around the Tally Ho MAC:

- Lack of land use, transport and built form integration in the current controls.
- Lack of specificity on where future links should be provided.
- Lack of guidance on how built form outcomes could be linked with delivery of community benefits, which is critically important given large size of sites and reliance on private development to deliver coordinated public realm outcomes.

### **Opportunities**

The following are opportunities that should be considered with regard to built form guidance within and around the Tally Ho MAC:

- Review what planning tools are appropriate in delivering the land use and built form vision for the centre as a mixed use live work precinct.

## 3.5 Public realm and open space

### Landscape

Tally Ho currently has a diverse landscape that is both constructed and natural. The Structure Plan should build off the existing baseline character to reach a more cohesive landscape narrative across the precinct. Landscape provides a great opportunity to be used as a tool to highlight certain elements of the Centre and give it a distinctive character, separating it from neighbouring Activity Centres. Beyond visual enhancement, landscape performs an important sustainability, liveability and health/wellbeing role for the area and its population.

Small areas within the Centre and the surrounding residential areas are classified as having a 'Garden Suburban' character and have a mix of both native and exotic species within private gardens in the form of shrubs, garden beds, lawns and trees. Front setbacks provide sizeable gardens that contribute to the greening of the area with many properties not having front fencing or fencing being either low or highly permeable. Small bushy pockets are dispersed throughout the precinct in both the public and private realm, further contributing to the existing character.

Most street trees of the area are mixed native species that are sporadically planted. Burwood Highway has a central median of tall eucalyptus contributing to a boulevard style road and Springvale Road south of Burwood Highway has a median that alternates

between smaller scale native species and grasses. These assist in visually breaking up the wide expanse of road. Both public and privately owned local streets have well established tree planting with grassed nature strips. Open spaces within Tally Ho have a high number of large established trees that are mostly native and/or evergreens.

The overarching canopy coverage of the area is relatively even due to the location of open spaces throughout the precinct and use of landscape buffers within both the commercial areas and East Burwood Reserve. The canopy coverage of the Activity Centre sits at between 10-20% which is below Council's committed target of 30% and so the Structure Plan should take care that no coverage is lost through development without equal replacement or above.

The Centre on average is sitting at a Heat Vulnerability rating of 3, which is mid range. Canopy coverage along with the provision of permeable surfaces greatly contributes to the reduction of the urban heat island effect. Less than 10% of the Centre is grassed with the Eastern Burwood Reserve contributing the most grassed areas - sitting at between 20-30%. One of the biggest contributors to the urban heat island effect is bitumen and as a lot of at grade carparks exist across the site, a reduction of these and conversion into more porous materials should be considered. The inclusion of WSUD throughout the precinct will also help mitigate surface temperatures and build off the water story present in the Centre.

The East Burwood Reserve, being a Municipal open space, has the opportunity to assist in nature conservation and improving the biodiversity values of the Activity Centre due to its' size. It provides ample opportunity for an increase in canopy coverage as well as a diversification of plant species, especially if car parking is consolidated to free up land. Whilst this is Council owned land that can have a large impact, private lots must also be leveraged to contribute to increased biodiversity and canopy coverage so that comfort is maintained for people as they move through the precinct but also so that biodiversity corridors can be created.

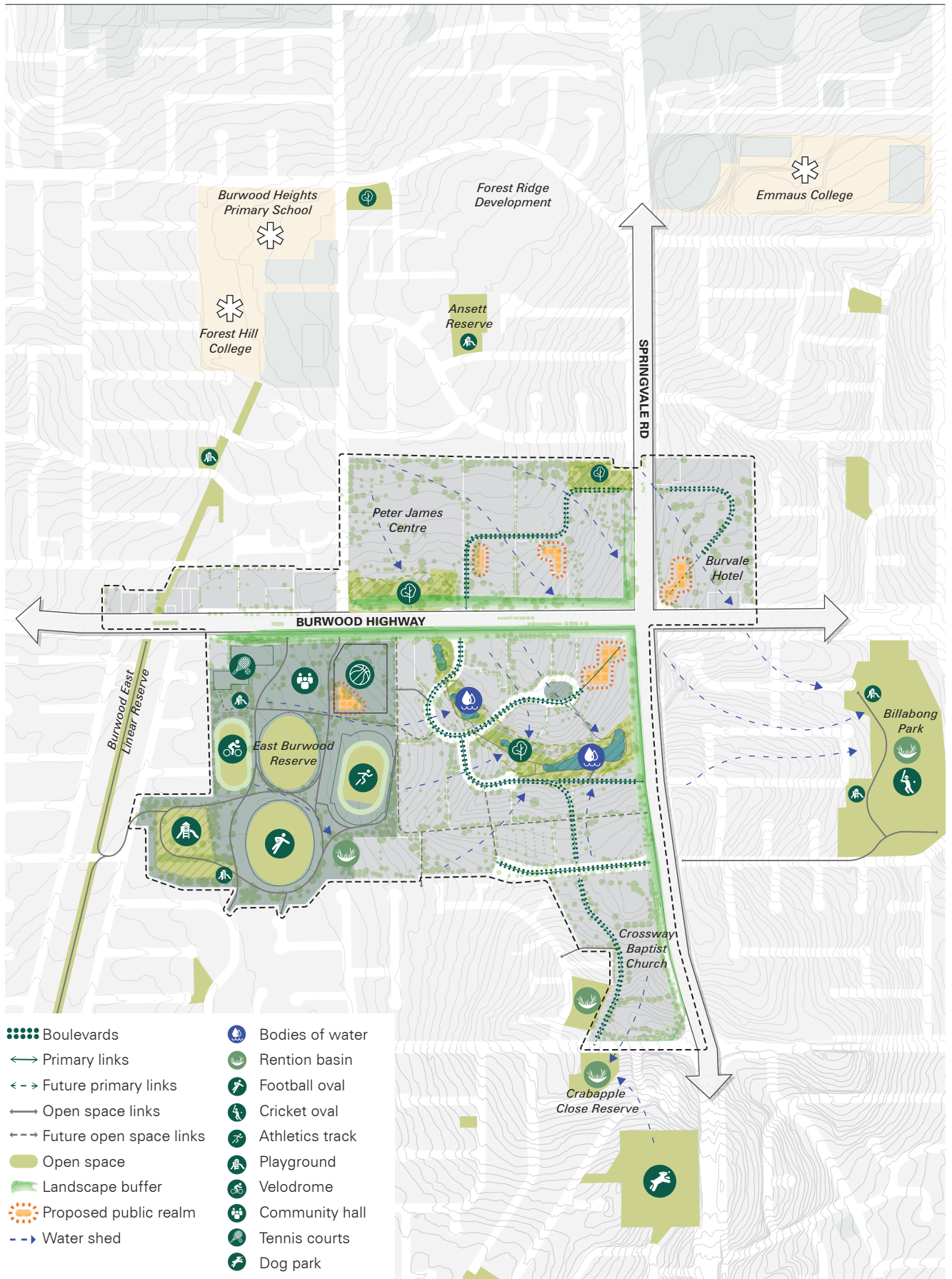
The significant fall across the Centre from north east to south west adds to the rolling nature of the area, providing glimpses of distant views to the Dandenong ranges. These elements should be embraced and framed by the Structure Plan and any future landscape work.



**Figure 88** Existing landscape within the area is a mix of both native and exotic species

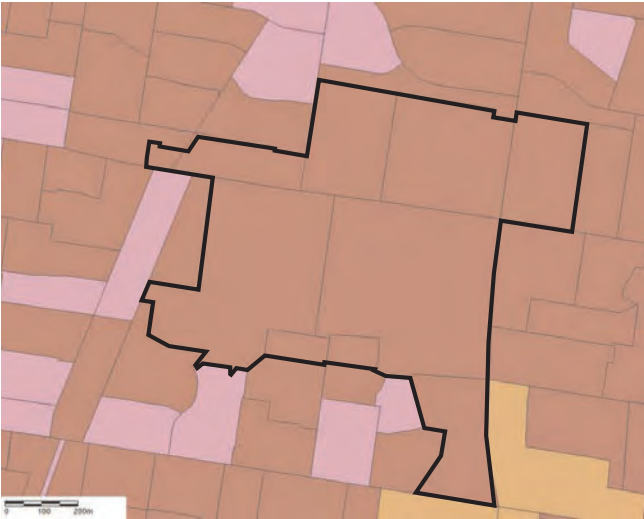
# Public realm and open space (cont.)

**Figure 89** Public realm and open space opportunities

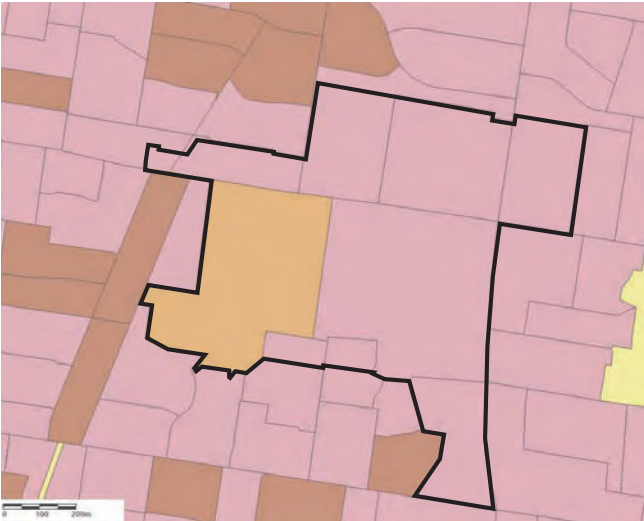




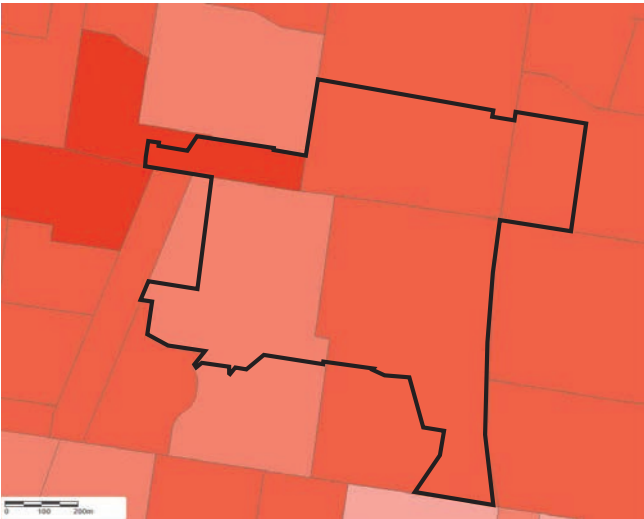
Landscape (cont.)



**Figure 90** Tree canopy coverage 2018 (Plan Melbourne Cooling & Greening)



**Figure 91** Grass coverage 2018 (Plan Melbourne Cooling & Greening)



**Figure 92** Heat Vulnerability Index per SA1 2018 (Plan Melbourne Cooling & Greening)



### Issues and constraints

The following are issues or constraints in relation to landscape within and surrounding the Tally Ho MAC:

- A lot of landscape present within the business park is privately owned and thus design and upkeep is unable to be controlled.
- Whilst the treed nature of the precinct should be retained, development will increase to meet the needs of a changing population/Major Activity Centre and has the potential to negatively impact the look and feel of the Centre if not appropriately managed/designed.
- The control of water in the landscape is essential to prevent flooding and keep people safe and thus several steep retention bays need to be retained and have planting restrictions.
- Several large canopy trees exist on vacant private property and will likely be lost in part when development occurs.

### Opportunities

The following are landscape opportunities within and surrounding the Tally Ho MAC:

- Create and utilise a cohesive landscape palette across the Activity Centre to help unify the different precincts and build a stronger neighbourhood character in the public realm.
- Boulevard key streets of the Activity Centre with unique or feature planting to create a point of difference within the Centre.
- Use street tree planting in both the public and private realm along arterial roads to help provide a sense of enclosure to the street and minimise impacts of sound on buildings.
- Retain green buffers between the Centre and the neighbouring low density residential areas to help soften the changes in built form.
- Retain significant trees and build on existing buffers between commercial lots to maintain the treed nature of the precinct and contribute to neighbourhood character in the private realm.
- Create a central pedestrianised green spine to provide a comfortable link between key spaces of the precinct.
- Increase the biodiversity within the precinct through more diverse planting species.
- Increase the canopy coverage of the Centre to reach Council committed minimum of 30%.
- Include WSUD along key streets of the pedestrian network/known flow routes to strengthen the water story in the streetscape, create interest and help reduce the urban heat island effect.
- Use landscape as a tool within the East Burwood Reserve to meld together the different sporting precincts and increase the attractiveness of the public realm for general public use.
- Introduce landscaping within at grade car parks across the Centre in the form of garden beds, tree outstands, swales and rain gardens and investigate alternative permeable paving options to help reduce the urban heat island effect.
- Celebrate the undulating topography across to Centre through walks that frame distant views.



**Figure 93** Existing central treed boulevard along Burwood Highway helps provide a visual break

## Open space infrastructure

The Tally Ho Activity Centre is well serviced by open space infrastructure in a range of forms and sizes, performing different roles across the Centre. This infrastructure is provided on both public and private land yet is almost all publicly accessible for the wider community.

Central to the business park is the Tally Ho Lake and associated network of green spaces (private land). These spaces are connected with paths for recreational use, which have bench style seating, picnic tables, short lighting pillars and rubbish bins along them. The paths wind up and down topography, through the business precinct with small points of interest including constructed waterfalls with bridges. They appear to be well used by workers of the precinct during lunch and are publicly accessible at all hours, though not well connected to the wider area and thus appear underutilised.

To the north of the Activity Centre is the Peter James Centre, which has a large landscaped open space within the front setback abutting Burwood Highway (private land). This space is relatively unprogrammed with a few benches along a shaded path through the space. It appears to be mostly utilised by patients, visitors and staff of the Peter James Centre for short breaks.



**Figure 94** Peter James Centre open space setback with bench and meandering path

A section of vacant land within the north east corner of 353-383 Burwood Highway currently performs as passive open space as it is an open grassed area with mature trees providing shade throughout.

Within the East Burwood Reserve are several sporting clubs which include:

- Tennis
- Cycling
- Cricket
- AFL
- Netball
- Basketball
- Fencing
- Bocce
- Athletics
- Soccer



**Figure 95** South oval, clubhouse and parking within East Burwood Reserve



## Open space infrastructure (cont.)

These are facilitated through the following infrastructure provision:

- Tennis courts and associated clubhouse (5 synthetic, 4 clay)
- East Burwood Hall
- The Whitehorse Club and Convention Centre (2 large function rooms with bar and commercial kitchen, theatre/billiard room with bar, 3 bocce courts, toilets)
- Nunawading Basketball Centre (5 indoor courts, 2 function rooms with bar and commercial kitchen, cafe, toilets)
- North playground and handball wall (Neighbourhood)
- Velodrome and associated clubhouse
- North cricket/AFL oval and associated clubhouse (dog off leash area)
- Athletics track with infield soccer pitch, amphitheatre seating, clubhouse and associated facilities (throwing cages, jump pits, pole vault runway and high jump area)
- East Burwood Reserve park
- Cricket practice nets x3
- South cricket/AFL oval, amphitheatre seating and associated clubhouse (Bill Bowie Oval)
- South playground (Local)

Outdoor facilities that are not publicly accessible are the tennis courts and athletics track, which are fenced. Both ovals and the velodrome have low fences but are available for public use when games/training are not occurring. All the indoor facilities are privately managed and require hiring for use.

The quality of the infrastructure within the reserve varies with some spaces such as the athletics track and northern playground of a high standard and other spaces such as the temporary public toilets and two dilapidated tennis courts of a low quality, hence why a masterplan is underway to propose infrastructure and improvement opportunities to create a range of recreation opportunities now and into the future.

On top of these facilities there is public seating, toilets, lighting, water fountains, bicycle and car parking dispersed throughout the reserve. This supports usage by the local residential and worker community for recreational walking, running, cycling, dog walking and informal sports, play and relaxation.

The overall layout of the reserve is disjointed with areas sectioned off for specific sporting uses and

the public realm between mostly dedicated to road reserves and expansive at grade car parking.

Despite its importance within the wider open space network, vehicle access is limited to three entries off the Burwood Highway interface. Pedestrians can access the reserve here or through entries at Maidstone Avenue, Newhaven Road, Lincoln Street, Sheraton Close or Lakeside Drive (private land).

On the periphery of the Activity Centre to the west is the Pipe Track Reserve (State owned land), a linear corridor that has a shared path and provides north south connectivity to other open space infrastructure such as the Pickford Paddock north and south parks and playspace (Neighbourhood).

To the south of the Centre off Robinsons Drive is the Robinson Retarding Basin which is steeply inclined for this purpose and thus heavily impacted for most other uses besides walking, dog walking, recreational play and passive uses. South of this space across Highbury Road is Crabapple Close Reserve, providing further passive recreation opportunities.



**Figure 96** Robinsons Retarding Basin heavily impacted by steep topography

## Open space infrastructure (cont.)

### Issues and constraints

The following are issues or constraints in relation to open space infrastructure within the Tally Ho MAC:

- Privately owned open spaces currently act as part of the open space network and contribute large amounts of land that will be missed if they are developed in the future for other uses.
- The Tally Ho Lake and associated green spaces are publicly accessible but not well known in the wider Centre with poor wayfinding.
- The road network surrounding the East Burwood Reserve is constrained due to the presence of cul-de-sacs making new access entries for vehicles difficult to achieve.
- Currently, pedestrian access points to the East Burwood Reserve are limited due to most interfaces being privately owned residences or businesses that either back or side on to the reserve.
- The current quality of some infrastructure within the East Burwood Reserve is incredibly low and poses a safety risk through people using or by attracting unwanted activity.
- Steep topography effects some open spaces significantly limiting their use for activities.



**Figure 97** Current condition of two tennis courts awaiting upgrades/removal

### Opportunities

The following are open space infrastructure opportunities within the Tally Ho MAC:

- Better physical and visual connections to the recreational spaces surrounding the Tally Ho Lake from both Burwood Highway and Springvale Road would help draw people in from outside the business park and contribute to the vibrancy of the place.
- Though the open space fronting the Peter James Centre is private, it provides a sizable and valued green space in the northern section of the Activity Centre and should be maintained to provide workers, visitors and the local community recreational space.
- Lots of open spaces within the Activity Centre are passive in nature and can perform harder with more structured programming and/or facilities/amenities so that they meet the diverse recreational needs of people as the population grows.
- Though the Masterplan process is already underway for the East Burwood Reserve its integration with the wider Activity Centre precinct is paramount and should be influenced by the Structure Plan in future revisions. Both pedestrian and vehicle connections should be explored from within the business park to better connect these precincts as there are limited other opportunities for access.
- Shared parking facilities between the business park and East Burwood Reserve should be explored to maximise space and work with alternating usage times.
- Future indoor and outdoor facilities with the East Burwood Reserve should be planned to be multi-functional to meet the changing needs and popularity of sports and clubs. Spaces suited to meetings, events and storage should be explored within the business park.
- The presence and visibility of the East Burwood Reserve can be maximised through the only public interface along Burwood Highway, drawing people into the reserve and better connecting with the wider Activity Centre.
- Connecting the pipe track reserve shared path with the Activity Centre through the East Burwood Reserve would help provide a east west cycling and pedestrian path that connects to other open space infrastructure further to the east such as Billabong Park, Tyrol Park and the Dandenong Creek Trail and associated green space.



## Amenity analysis

When reviewing the current amenity of Tally Ho, it appears there is a lack of diversity in both land use and facilities, which does not support a thriving place nor connected community. Though there are a range of businesses in the area, a majority are office spaces and do not contribute to the wider vibrancy of the area in their provisions. There are a few hospitality venues operating during regular work hours but a lack of choice for workers is evident, which encourages people to either leave the Centre or stay within their office. Outside of work hours there are even fewer hospitality choices, resulting in people seeking these uses elsewhere.

Though the Centre has a large health and wellness focus, many of these facilities are housed within inward facing buildings due to their requirements and operate during regular work hours. Gyms are the exception to this, attracting users to the Centre for longer periods of time and often within tenancies with clear glazing, contributing to eyes on the street. Sporting activities within East Burwood Reserve often conclude late in the evening but this activity is concentrated in this location.

Retail options are limited to a supermarket and alcohol store on the edges of the Centre off Burwood Highway, designed primarily for access by car. Planning for more retail and entertainment uses that are open beyond daylight hours would help bring people to the precinct, create a more lively environment and support a night-time economy.

Though the Centre is in close proximity to a range of public transport stops, users of the site predominately drive and the design of the public realm supports this with lots of land in key locations dedicated to vehicle access, movements and parking. There are a lack of public spaces for people to enjoy beyond large unprogrammed green spaces and connections between areas of the precinct are indirect, long and unstimulating for both pedestrians and vehicles. Pedestrian movements need to be prioritised in the Structure Plan so that enjoyable, direct links are provided to help encourage higher usage of the public realm.

Though the visual attractiveness of the MAC is of a relatively high quality in the landscape, the outdated nature of the built form detracts from this and the public realm between buildings feels disjointed and secondary. With the exception of the mixed-use zoned land west of Mahoneys Road, buildings generally turn inward and do not address the street. The interaction of buildings with the street is minimal due to parking located in front of buildings and entries located on secondary interfaces. Tinted glazing, blinds and a lack of balconies minimise the opportunity for passive surveillance. This could be in part due to the sensitive nature of uses but a diversification of uses leading to more contemporary built form typologies will help alleviate this.

Further beautification of the public realm can be achieved through landscape design. The integration of WSUD can be used as a tool beyond environmental purposes to develop the water story of the precinct and even enhance wayfinding.



**Figure 98** Inward facing buildings with tinted glazing



## Amenity analysis (cont.)

### Issues and constraints

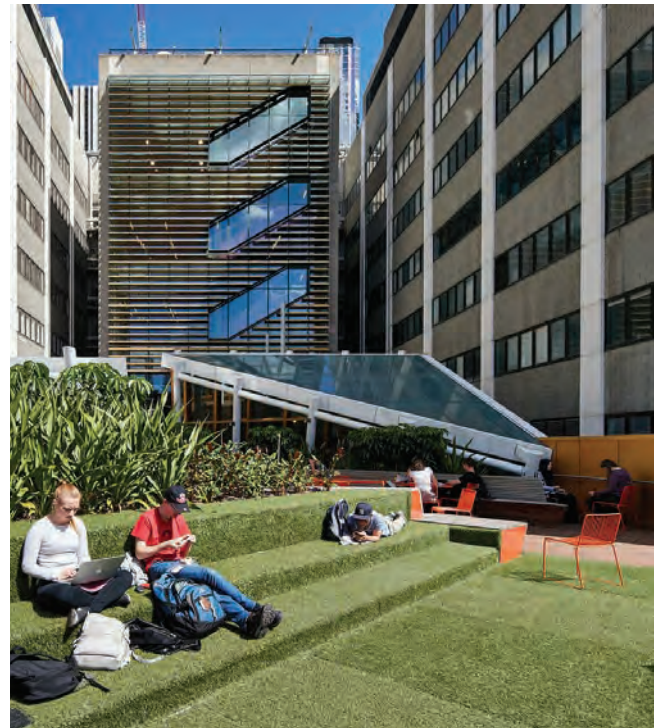
The following matters are issues or constraints in relation to the amenity of the Tally Ho MAC:

- The design of the Centre supports car dependency, limiting the number of people on the street.
- The perception of safety is low beyond daylight hours within the public realm of the business park.
- Some tenancies have been left vacant for many years and detract from the vibrancy of the place.
- Inward facing buildings are disconnected from the street and the broader landscape.
- Buildings of the Centre currently detract from the public realm through inactive interfaces with excessive use of opaque glazing and blank walls.

### Opportunities

The following matters are opportunities relating to the amenity of the Tally Ho MAC:

- Diversifying the land uses to include residential and entertainment will help support more activity in the area beyond work hours and casual surveillance.
- Design spaces to be flexible for a range of uses as the population grows.
- Provide new plaza spaces for people to gather and socialise in that differ in size and form.
- Provide more pedestrian focussed streets with active interfaces.
- Include public activity nodes along key walking routes like the central pedestrian spine and link between the business park and Eastern Burwood Reserve eg. table tennis.
- Include of facilities on key entries that support the local community and encourage visitation to the Centre eg. social enterprise cafe on Burwood Highway interface.



**Figure 99** Design spaces to be flexible for a range of uses — RMIT Academic Street | Lyons



**Figure 100** Include public activity nodes along key walking routes — Australian National University Kambri Precinct | Aspect Studios

## 3.6 Community infrastructure

### Existing community infrastructure

#### Existing community infrastructure provision within and near to the Tally Ho Major Activity Centre

The location of various forms of existing and planned community infrastructure within and surrounding the Tally Ho Major Activity Centre has been reviewed, proving useful in understanding the distances between these facilities and the Centre. Depending on the type of infrastructure, catchment radii of 800 metres (approximately a 20-minute walkable catchment area - return walking trip), 1.6 kilometres and 5 kilometres have been assessed. The MAC

is considered a local catchment which means at a minimum it should have access to a government primary school, active open spaces, a community centre, early years facilities and passive open space within walking distance. It may also have access to higher order facilities which typically have much larger catchment areas such as hospitals.

The table below provides a summary of the existing community infrastructure located within the Tally Ho Major Activity Centre and within 800 metres of the Centre.

Existing Community Infrastructure	Located within the Proposed Structure Plan Area	Located outside Structure Plan Area but within 20 minute neighbourhood 800 metre catchment (radius only)
<b>Open Space and Recreation</b>		
<i>Passive Open Space</i>		
East Burwood Reserve (Passive Open Space Component)	✓	Not included
Tally Ho Business Park	✓	
<i>Active Open Space (Public Sportsgrounds / Facilities)</i>		
Burwood East Reserve (Active Open Space Component)	✓	✓
Billabong Park		
Charlesworth Park (including Vermont South Bowling Club)		
Davey Lane		
Mahoney's Reserve		
Livingston Reserve		
Holy Saviour Tennis Club (located on independent school)		
<i>Indoor Recreation Facilities</i>		
Nunawading Basketball Centre (proposed expansion from 5 to 11 courts)	✓	✓
Sportlink (4 indoor courts and 4 outdoor all-weather courts with a roof)		
<b>Education</b>		
<i>Primary Schools – Government</i>		
Burwood Heights Primary School		✓
Parkmore Primary School		✓
Livingston Primary School		✓
Weeden Heights Primary School		✓
Highvale Primary School		✓
Glendal Primary School		✓
Burwood East Primary School		✓
<i>Secondary Schools</i>		
Forest Hill College		✓
Highvale Secondary College		✓
<i>Catholic &amp; Other Independent Schools</i>		
Holy Saviour Parish School		✓
Emmanuel College		✓

**Table 20** Existing Community Infrastructure

## Existing community infrastructure (cont.)

<b>Early Years Services</b>		
<i>Sessional Kindergarten</i>		
Burwood Heights Primary School Kindergarten		✓
Parkmore Preschool		✓
Birralee Preschool		✓
Beacon Street Children's Centre Kindergarten		✓
Glendal Kindergarten		✓
<i>Long Day Child Care</i>		
Petit Early Learning Journey Forest Hill	✓	
Greenwood Burwood East	✓	
Beacon Street Children's Centre Kindergarten		✓
Vermont South Children's Services Centre		✓
Kendall Glen Waverley Early Education Centre		✓
Snuggles Early Learning Centre		✓
Boulevard Early Learning Centre		✓
<i>Maternal &amp; Child Health</i>		
No services		
<i>Community Centre and Meeting Spaces</i>		
East Burwood Hall	✓	
<i>Neighbourhood Houses</i>		
Vermont South Neighbourhood House		✓
<i>Libraries</i>		
Vermont South Library		✓
<i>Arts &amp; Cultural Facilities</i>		
Strathdon House & Orchard Precinct		✓
<b>Health</b>		
<i>Community &amp; Mental Health Services</i>		
The Peter James Centre	✓	
<i>Acute Health</i>		
The Peter James Centre	✓	
<b>Aged Care Facilities</b>		
Northside Aged Psychiatry Residential Care Facility (located within The Peter James centre)	✓	
Uniting AgeWell Strathdon Community		✓
BlueCross Livingston Gardens		✓
Burwood Lodge Supported Residential Service (SRS)		✓
<b>Justice &amp; Emergency Services</b>		
Forest Hill Police Station		✓
Vermont South Fire Station		✓



### Planned community infrastructure

In 2021 Whitehorse City Council endorsed the Whitehorse Infrastructure and Development Contributions Framework.

The Plan outlines a number of community infrastructure projects (mostly sporting infrastructure and playspace projects) relevant to any future development which may occur in the Tally Ho MAC Structure Plan boundary and surrounds (charge areas 14, 15 and 17). These include:

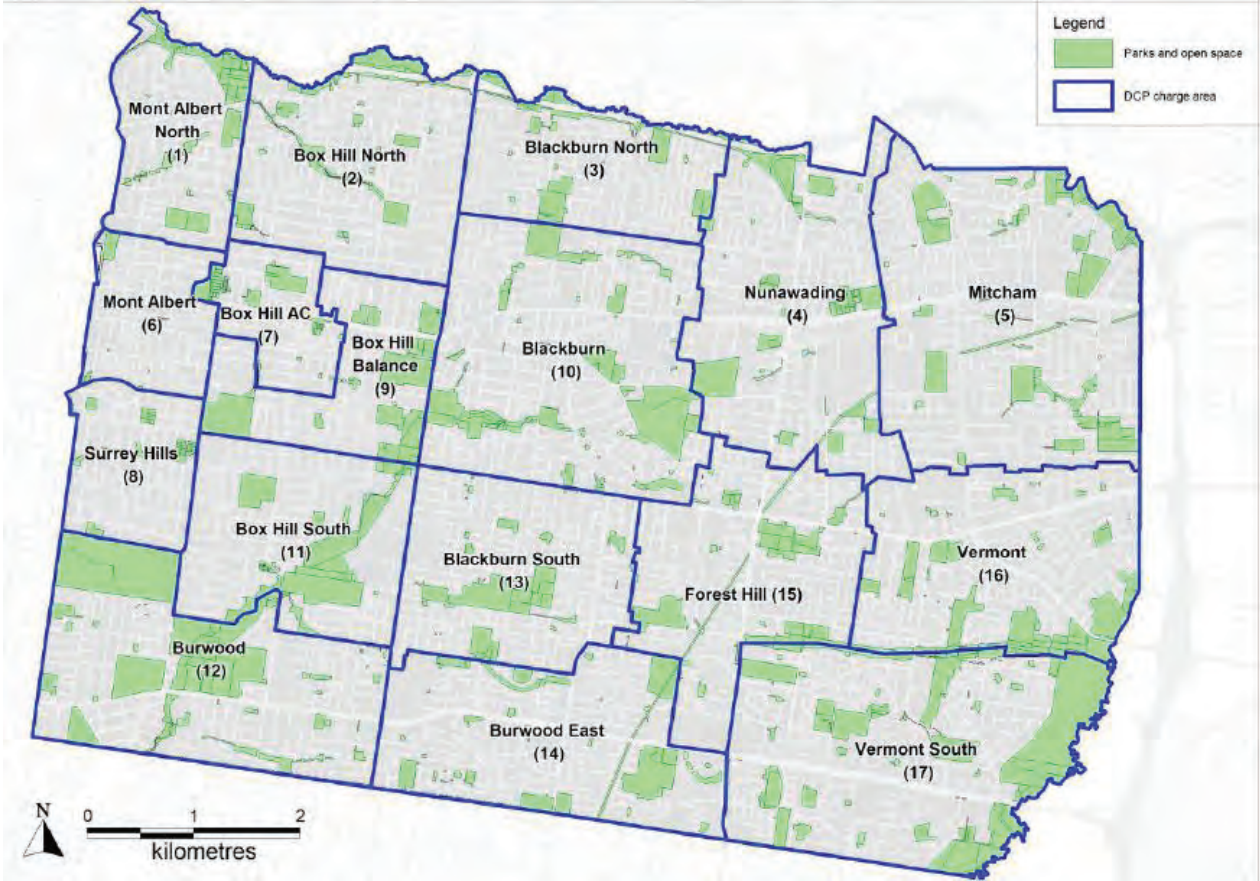
- Whitehorse Performing Arts Centre WPAC – (Area 01 Area 02 Area 03 Area 04 Area 05 Area 06 Area 07 Area 08 Area 09 Area 10 Area 11 Area 12 Area 13 Area 14 Area 15 Area 16 Area 17)
- Morack Golf Course Pavilion, Driving Range and Mini Golf Facility Construction (Area 14 Area 15 Area 16 Area 17)
- Mahoneys North Pavilion Refurbishment (Area 13 Area 14 Area 15 Area 17)
- Sportlink Multi Purpose Facility Redevelopment (Area 13 Area 14 Area 15 Area 16 Area 17)
- Vermont Reserve Pavilion (Area 14 Area 15 Area 16 Area 17)
- Forest Hill Reserve Pavilion Upgrade (Area 03 Area 04 Area 05 Area 10 Area 13 Area 14 Area 15 Area 16 Area 17)
- East Burwood Reserve South Pavilion (Area 13 Area 14 Area 15 Area 17)
- Ballyshannassy Park Pavilion (Area 11 Area 12 Area 13 Area 14)
- Eley Park Pavilion Refurbishment (Area 11 Area 12 Area 13 Area 14)
- Morack Golf Course Improvements (Area 14 Area 15 Area 16 Area 17)
- Vermont South Club Rooms (Area 15 Area 16 Area 17)
- Nunawading Gymnastics Building (Area 03 Area 04 Area 05 Area 10 Area 13 Area 15 Area 16)
- Aqualink Box Hill Tile Rectification Works - Stage 2 (Area 01 Area 02 Area 03 Area 04 Area 05 Area 06 Area 07 Area 08 Area 09 Area 10 Area 11 Area 12 Area 13 Area 14 Area 15 Area 16 Area 17)
- Nunawading Community Hub (Area 03 Area 04 Area 05 Area 10 Area 13 Area 15 Area 16)
- Ballyshannassy sports field lighting (Area 11 Area 12 Area 13 Area 14)
- Eley Park court (Area 11 Area 12 Area 13 Area 14)
- Forest Hill Reserve car park (Area 03 Area 04 Area 05 Area 10 Area 13 Area 14 Area 15 Area 16 Area 17)

The DCP identifies a large number of playspace renewal projects relevant to the Centre including:

- East Burwood Reserve (South) - Playspace renewal – Local (Area 14 Area 15)
- Pickford Paddock (North) - Playspace renewal – Neighbourhood (Area 13 Area 14 Area 15 Area 17)
- Ansett Crescent Reserve- Playspace renewal – Local (Area 14 Area 15 Area 17)

Projected community infrastructure (cont.)

Figure 101 Whitehorse DCP area and charge areas



# Projected community infrastructure demand and supply

## Projected community infrastructure demands generated by the Tally Ho Major Activity Centre study area

### Community infrastructure standards and demand and supply estimates

The below outlines indicative estimates of community infrastructure demand and supply requirements across the Centre from 2023 to 2041. These estimates apply to various forms of community infrastructure that lend themselves to some form of quantifiable demand and/or supply measure. It should be emphasised that the numbers indicated should not be interpreted as final provision recommendations for the various development scenarios proposed for the Tally Ho Major Activity Centre. Community infrastructure assessments require existing strategic priorities be taken into consideration, as well as the capacity of existing services and facility to meet current and future needs.



**Figure 102** Several playgrounds throughout the Centre provide recreational facilities for a range of ages

### Key quantitative demand and supply estimates 2023 to 2041



#### Health facilities

- + 36 public/private hospital beds
- + 11 allied health service sites
- + 3 general practice clinics
- + 4 dental service sites
- + 2 pharmacies



#### Community facilities

- + 2-3 sessional kindergarten rooms
- + 1 maternal and child health consulting unit
- + 1 level 1 community centre
- + 1 neighbourhood house



#### Education facilities

- + 1 government primary school



#### Sporting facilities

- + 1 indoor recreation centre/court



## Projected community infrastructure demand and supply (cont.)

### Key age cohort population projections for the Tally Ho Major Activity Centre

The use of population forecasts data (Forecast ID for Whitehorse City Council) provides an indication of the likely changes to community infrastructure demand that can be anticipated for the Centre from 2023 to 2041.

The table overleaf reveals the current projected change to key age cohort populations between 2023 and 2041 that underpin the demand for a wide variety of community infrastructure forms. The age cohorts shown reflect a requirement for (but not necessarily restricted to) the following types of services and/or facilities:

- 0 - 3 Years – maternal and child health services, playgroups;
- 3 - 4 Years – kindergarten programs;
- 0-4 Years - long day child care, occasional child care;
- 5-11 Years - primary school, after hours school care, school holiday programs, family day care;
- 5-14 Years – participation by children in organised sport and leisure activities;
- 15+ Years – participation by older youth and adults in organised sport and leisure activities;
- 12-17 Years - secondary school, school holiday programs;
- 55+ Years- senior citizens groups and centres;
- 70+ Years – aged care services and facilities for older persons; and
- All population age cohorts – libraries, neighbourhood houses etc.



**Figure 103** Forest Hill College is located on the periphery of the Major Activity Centre boundary on Mahoneys Road providing sporting and secondary education facilities

## Projected community infrastructure demand and supply (cont.)

**Table 21** Key age cohort projections for Tally Ho Major Activity Centre, ASR Research using Forecast ID

Age Cohort	Community infrastructure types the age cohort is relevant to	Year					Change from 2023 to 2041
		2023	2026	2031	2036	2041	
0-3	MCH, Playgroups	1,150	1,241	1,330	1,379	1,433	283
4	4 Year Old Kindergarten	321	340	372	388	401	80
3	3 Year Old Kindergarten	317	331	356	370	383	66
0-4	Long Day Child Care & Occasional Child Care	1,471	1,581	1,702	1,767	1,834	363
5-11	Primary School enrolments, out of school hours care	2,675	2,766	2,816	2,931	3,038	363
5-14	Participation in organised children's sport	3,841	4,119	4,173	4,313	4,481	640
15+	Participation in organised youth & adult sport	30,263	32,816	35,340	37,447	39,479	9,216
15-24	Participation in higher education (youth & young adult)	4,486	5,032	5,498	5,728	5,899	1,413
25+	Participation in higher education (older adults)	25,777	27,784	29,842	31,719	33,580	7,803
12-17	Secondary School enrolments	2,382	2,696	2,811	2,877	2,984	602
70+	Residential & home based aged care services	5,965	5,854	5,874	6,057	6,398	433
<b>Total Population</b>	<b>Total Population</b>	<b>35,575</b>	<b>38,516</b>	<b>41,215</b>	<b>43,527</b>	<b>45,794</b>	<b>10,219</b>
<b>Dwellings</b>	<b>Total Dwellings</b>	<b>13,903</b>	<b>14,640</b>	<b>15,726</b>	<b>16,726</b>	<b>17,726</b>	<b>3,823</b>

### Assessment of projected demand and supply implications

#### Current community infrastructure profile of the Tally Ho Major Activity Centre and surrounds

The existing community infrastructure profile is limited to the East Burwood Reserve (a large municipal open space which contains both outdoor active and passive open space functions, an indoor recreation stadium and a community meeting space), The Peter James Centre (owned and operated by Eastern Health), two long day child care centres and a number of smaller passive open space reserves (including a number that include playspaces).

However, the surrounding area (consisting of Burwood East, Forest Hill and Vermont South), specifically within an 800 metre catchment, has a very extensive and diverse array of community infrastructure.

#### Current and projected population of the Centre and Surrounds

According to the 2021 ABS Census, the Tally Ho population is relatively small population for a Major Activity Centre when considering the land area. This is expected to increase by 29% by 2041.

#### Main community infrastructure findings

Tally Ho's status as a Major Activity Centre requires consideration be given to both higher order community infrastructure and local community infrastructure needs.

Tally Ho MAC has some large community infrastructure items such as the East Burwood Reserve and the Peter James Centre and other higher order infrastructure needs are very well catered for in the surrounding catchment area within 5 kilometres of the Centre.

Tally Ho's role accommodating higher order community infrastructure such as hospitals and higher education facilities is potentially limited due to the proximity of Deakin University's Burwood Campus and Eastern Health's Wantirna Health Precinct to the east and the Box Hill Health Precinct to the north west. Future investment from these two key players will most likely be directed to those existing sites with the Peter James Centre to continue to perform a role for rehabilitation within Tally Ho.

Outside of these major higher order community infrastructure considerations, the Tally Ho MAC 800 metre catchment area and beyond has a very strong and impressive community infrastructure profile.

Some of the main features of this community infrastructure profile are summarised below:

- There are 7 government primary schools, 2 government secondary schools, 1 special school, 1 catholic primary and 1 catholic secondary all within 800 metres of the proposed Centre boundary.
- Indoor recreation facility provision is very satisfactory with the Burwood East Masterplan including a proposal to convert the current 54 year-old 5 court venue into a new 11 court stadium. Nearby Sportlink to the east (another Council facility) has an indoor stadium with 4 courts and 4 outdoor acrylic all weather courts with a roof available for hire.
- The nearest Council aquatic leisure centre is Aqualink Nunawading is located only 2 kilometres north of the Springvale Road/Burwood Highway intersection. Therefore, there is little likelihood that another aquatic leisure centre within the Tally Ho MAC would be supported by Council.
- Council has recently spent \$78m redeveloping the Whitehorse Centre (now called The Round) which is the municipality's main arts and cultural facility located at 377-399 Whitehorse Road, Nunawading. The facility is located about 5 kilometres north of the Springvale Road / Burwood Highway intersection.
- Given the proximity of existing Council higher order community facilities, there appears little prospect that one of these facilities will be included in the Tally Ho MAC.
- The nearest library is the Vermont South (built in 1990 and considered dated and relatively small – approximately 850m<sup>2</sup>) is located only 1 kilometre east of the of the Springvale Road/Burwood Highway intersection. It is located within the Vermont South Shopping Centre and is co-located with a range of other community infrastructure (kindergarten, aged care facilities, community house and learning centre, and sports facilities). Council's Infrastructure Investment Plan indicates that the facility is in need of a major upgrade.
- Police stations are well catered for in the form of the nearby Forest Hill Police Station – which is a large high quality complex located only 1 kilometre north of the Springvale Road/Burwood Highway intersection.



## Assessment of projected demand and supply implications (cont.)

### Key recommendations

Given the impressive existing community infrastructure profile in the surrounding catchment area, there is strong justification for facilitating a much higher quantity of housing in the Tally Ho Major Activity Centre (subject to all the other planning considerations).

In the event that the forthcoming Tally Ho MAC Structure Plan actively facilitates a much higher quantity of residential development (e.g. 2,000 to 3,000 additional dwellings) the following recommendations are made:

- That Council support the inclusion of a local multipurpose community centre to cater for the demands generated by the new population.
- That Council assess the potential feasibility of relocating some of the existing nearby community infrastructure as part of a new Tally Ho Community Hub.
- Improve links from the Tally Ho MAC to as many of the surrounding community infrastructure facilities/hubs as feasible.

**Figure 104** Existing basketball centre within Tally Ho, planned for redevelopment as part of the East Burwood Reserve Masterplan



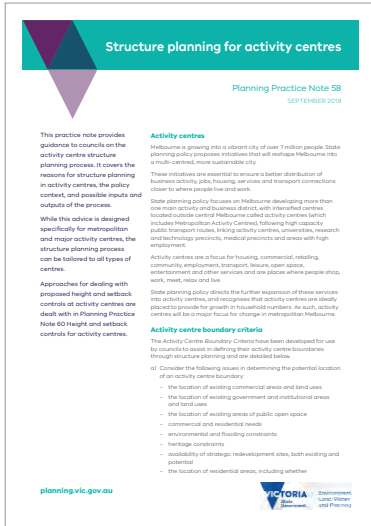
**Figure 105** Existing Vermont South Library in neighbouring Local Activity Centre to the east



# Activity Centre Boundary Review

# 4

# 4.1 Reviewing the boundary

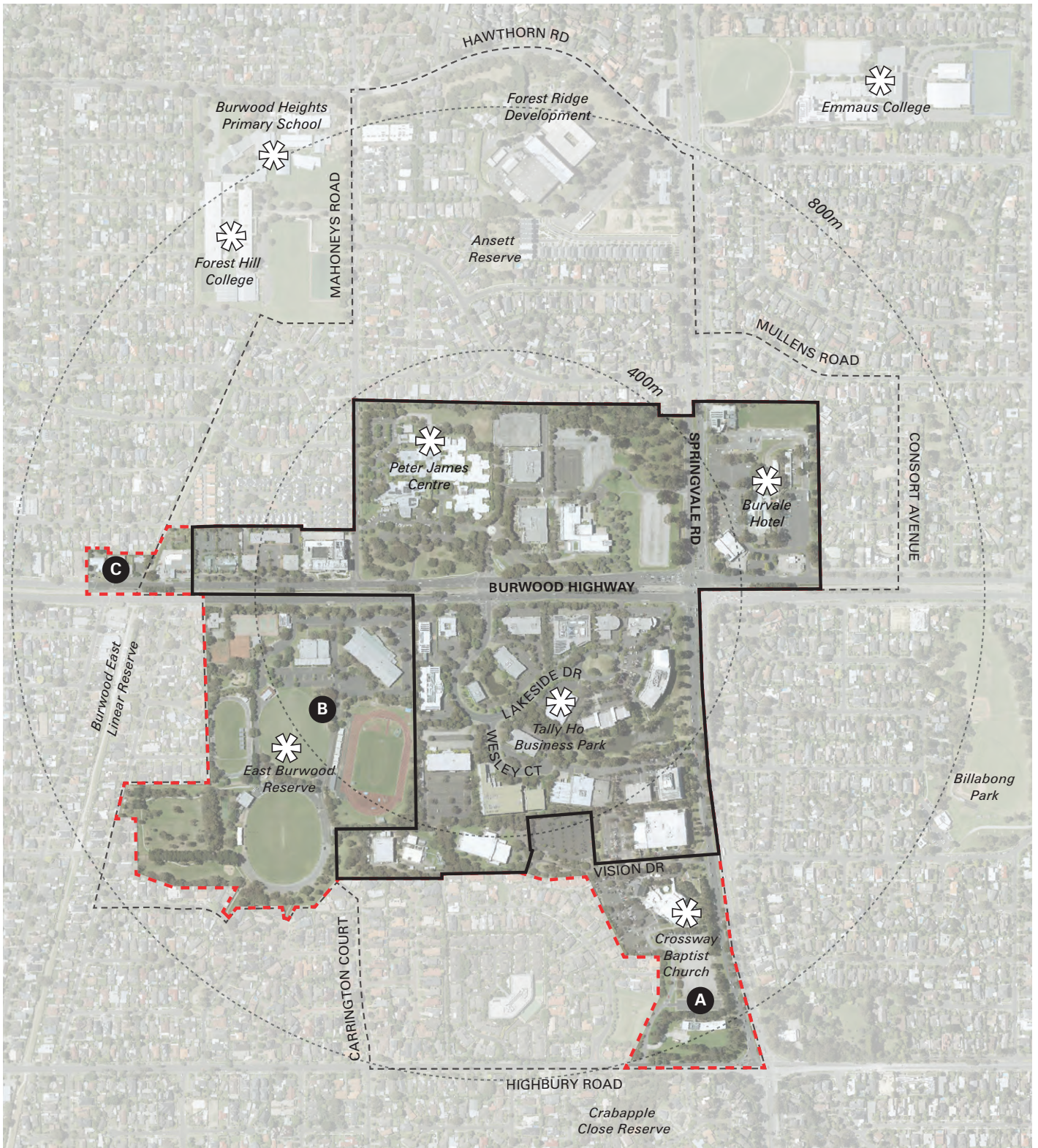


**The Activity Centre Boundary Criteria in the PPN58 (Structure Planning for Activity Centres) have been developed to assist in defining Activity Centre boundaries through structure planning. An assessment of the criteria have been undertaken which summarises the potential boundary amendments.**

**Table 23** Summary table of revisions to the existing Activity Centre boundary and justifications

Description	Key criteria assessment (PPN58) and further discussion points
A Inclusion of Crossway Baptist Church	— The Crossway Baptist Church site should be included in the MAC given its potential as a strategic development site adjacent to Springvale Road, and its potential to improve connectivity from the site.
B Inclusion of East Burwood Reserve	<p>— The East Burwood Reserve is located outside of the current Activity Centre boundary to the west. This Reserve is a Municipal open space which is significant as it “caters primarily to residents of Whitehorse but also provides facilities which are used by residents from other municipalities,” consistent with the role of a Major Activity Centre. It provides major sporting facilities for a catchment areas of up to 2km and beyond. The size of this reserve means that it has many public facilities for a wide range of both active and passive recreational activities.</p> <p>— Whitehorse City Council has adopted a Masterplan for the Reserve. The Masterplan aims to improve connections, enhance the visual appearance of entry points, and review existing fencing to improve connectivity.</p> <p>— Expanding the Activity Centre boundary to include the Reserve will allow any future development to better connect the reserve and the wider area, as well as better utilise the surrounding land.</p>
C Inclusion of MUZ land adjacent to the MAC and Pipe Track Reserve	<p>— The MUZ land adjacent to the MAC and the Burwood East Linear Reserve should be included in the revised boundary to provide consistent guidance on future land use and development for this site.</p> <p>— Current land for sale could be utilised to attract redevelopment of the area and set the tone of the future Activity Centre through new planning controls where high quality development is the outcome.</p>





**Figure 106** Proposed boundary revisions to the Tally Ho MAC boundary

- Proposed Revised Boundary
- Existing Activity Centre Boundary
- C110 Boundary (rejected)
- Education
- ✱ Key anchor/destination

## 4.2 Assessment against Planning Practice Note 58 criteria

### Planning Practice Note 58: Structure Planning for Activity Centres details criteria for boundary setting across three points.

#### a) Consider the following issues in determining the potential location of an Activity Centre boundary:

Issues to consider:	Assessment:
Location of existing commercial areas and land uses	The land zoned Mixed Use Zone along Burwood Highway should be included in the revised boundary to provide consistent guidance on future land use and development across all sites.
Location of existing government and institutional areas and land uses	While there are numerous education institutions (Forest Hill College, Burwood Heights Primary and Emmaus College), they are buffered by low-rise residential areas that have been identified as 'natural change' areas by Council. They are not proposed for inclusion. There are a high number of government uses within the business park currently within the boundary.
Location of existing areas of public open space	East Burwood Reserve shares a common boundary with lots in the Tally Ho Business Park and should be included as there are numerous opportunities for improved connectivity and land use synergies between the two areas. For instance, the 2007 UDF notes the opportunity for shared use such as reserve users using consolidated car parking facilities at Tally Ho Business Park, and similarly, workers could use the reserve for recreation during breaks. This has the potential to maximise utilisation of facilities across the centre across different times of the day.
Commercial and residential needs	Based on projected future needs, between 500-1000 new dwellings and 301,000 extra sqm of commercial floor space is what the Activity Centre should seek to provide within the proposed boundary.
Environmental and flooding constraints	Flooding constraints within the MAC boundary are relatively limited with retention bays located just beyond the proposed boundary. New development must not worsen flood risk for other properties and need consideration beyond the boundary. Streets should be designed to capture, channel and utilise water as needed. Green buffers have been recommended to provide additional canopy coverage but also to contain water. The East Burwood Reserve is recommended for inclusion in the boundary due to its size and therefore ability to retain water and provide increased canopy on Council owned land.
Heritage constraints	Few constraints with only one site within the current boundary - East Burwood Hall. Council considers the Burvale Hotel as a potential heritage place but unlikely to get recognition during the life of the Structure Plan.
Availability of strategic redevelopment sites, both existing and potential	There are several sites that should be considered for inclusion in the revised boundary. The Crossways Baptist Church sites should be included as renewal of both sites has the potential to substantially improve connectivity and integration to Tally Ho and to its neighbours to the south-west.
Location of residential areas, including whether they provide significant redevelopment opportunities or constraints for the centre	Residential areas are located at the peripheries of the current boundary. The redevelopment potential of these areas is expected to be modest in alignment with the Council's housing framework. Higher growth is supported along the corridor of Burwood Highway through Amendment C220. It should be noted that the Forest Ridge development on the channel 10 site is currently under construction and this area as well as the residential area between, has previously been rejected for inclusion in the MAC.
Consideration of physical barriers and opportunities for their improvement	Both Springvale Road and Burwood Highway pose large physical barriers to the existing MAC and thus the East Burwood Reserve has been suggested for inclusion to help balance the Centre of the Activity Centre away from this major intersection and instead create a crossing node towards the west linked to access of the reserve.



## Assessment against Planning Practice Note 58 criteria (cont.)

Proximity to public transport, especially fixed rail (train or tram)	Tram route 75 operates along Burwood Highway which will provide a connection to the future SRL station at Burwood. A frequent orbital smart bus route (902) operates along Springvale Road and connects to the Glen Waverley train station.
Location of existing and potential transport infrastructure including fixed rail, buses, bicycle paths, car parking areas and modal interchanges	As above with consideration given to car parking, loading zones, vehicle access points, access onto and from both major arterial roads.
Walkability – opportunities to provide for and improve walkability within 400 to 800 metres from the core of the centre (depending on topography and connectivity)	Walkability is significantly constrained by Burwood Highway and large sites to the north and south of the highway that provide very limited connectivity to its neighbours. Topography is also a key constraint with significant grade changes occurring across and between sites. Initial analysis show constrained catchments for a 5 and 10 minute walk that do not correspond closely with a 400 and 800 metre radius. Springvale Road is also a constraint due to its width and minimal formalised crossings for pedestrians.
Consistency with State policy	In order to align with Plan Melbourne the Centre needs to be able to house a range of different uses that provide choice in services, employment, housing and social interaction. In line with the MICLUP, it will need to accommodate substantial commercial growth of the region.
Consistency with local policy and Municipal Strategic Statement (MSS) or Municipal Planning Strategy where relevant.	In order to retain consistency with local policy and the MSS, Tally Ho needs to retain its role as a major office centre of the municipality whilst providing an increase in housing (especially for aging in place) and protecting areas that contribute to its environmental character.
Impacts of the boundary on other Activity Centre boundaries	None.

### b) In setting a boundary for an Activity Centre, include:

Issues to consider:	Assessment:
Sufficient land to provide for the commercial (retailing, office, fringe retailing and support activities such as entertainment) activities needed over a 15 to 20 year time frame and then into the 30-year horizon	The proposed land area for the MAC is approximately 74 Ha and as a lot of this is currently under-developed in line with existing planning policy, it is believed that this will be sufficient to contain the projected increase required in residential, commercial and retail uses. Capacity analysis will be tested as part of the Draft Structure Plan.
Residential areas that are integrated into the Activity Centre or surrounded by other uses that have a strong functional inter-relationship with the Activity Centre even where limited development opportunities exist	Impacts of the growth/change along the Burwood Highway corridor outside the boundary should be considered in conjunction.
Key public land uses that have or are intended to have a strong functional inter-relationship with the Activity Centre even where there are no or limited redevelopment opportunities	Eastern Health / Peter James Centre.
Public open space areas that have or are intended to have a strong functional inter-relationship with the Activity Centre	East Burwood Reserve.

### c) In setting a boundary for an Activity Centre, generally exclude:

Issues to consider:	Assessment:
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# Draft Vision for Tally Ho

5

## 5.1 Draft vision

The proposed Vision has been workshopped with the subconsultant team, key stakeholders and the Council project working group, to be finalised in the next phase of the project.

**Tally Ho Major Activity Centre on Melbourne's Burwood Corridor is a regional hub and destination for business and employment in Melbourne's east. It's a connector for innovation – a vibrant and prosperous place for collaboration, creativity, and wellbeing for a community that is engaged with each other, the physical context and the wider knowledge network.**

**The Centre offers a variety of affordable, attractive, flexible and competitive spaces for contemporary enterprise, health, research/development and education.**

**This is complemented by a vibrant mix of uses, including retail, hospitality, entertainment, conferencing, allied health, affordable key worker/specialist housing and sporting/recreational facilities.**

**Well-designed and sustainable buildings reflect a dense urban character within a distinctive landscape. Built form interacts at the human scale with active uses at the ground and forming gateways at entry points.**

**Safe streets connect a high quality public realm with a generous pedestrian spine provoking interaction and encouraging movement through the MAC. This acts as a linear park that permeates from the Tally Ho Lake and wetlands.**

**A network of walks landscaped with natural irrigation and canopy traverses the Centre, linking the East Burwood Reserve with plazas and other green spaces to offer abundant opportunities for gathering, socialising, leisure, recreation and wellbeing for workers, visitors and residents.**

**Tally Ho is easily reached by public transport and prioritised walk and ride routes make it safe and enjoyable to move about the Centre and beyond. Convenient car parking is provided through centralised parking nodes.**



**Figure 107** Current Tally Ho business park open space

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## 5.2 Key moves at the Activity Centre scale

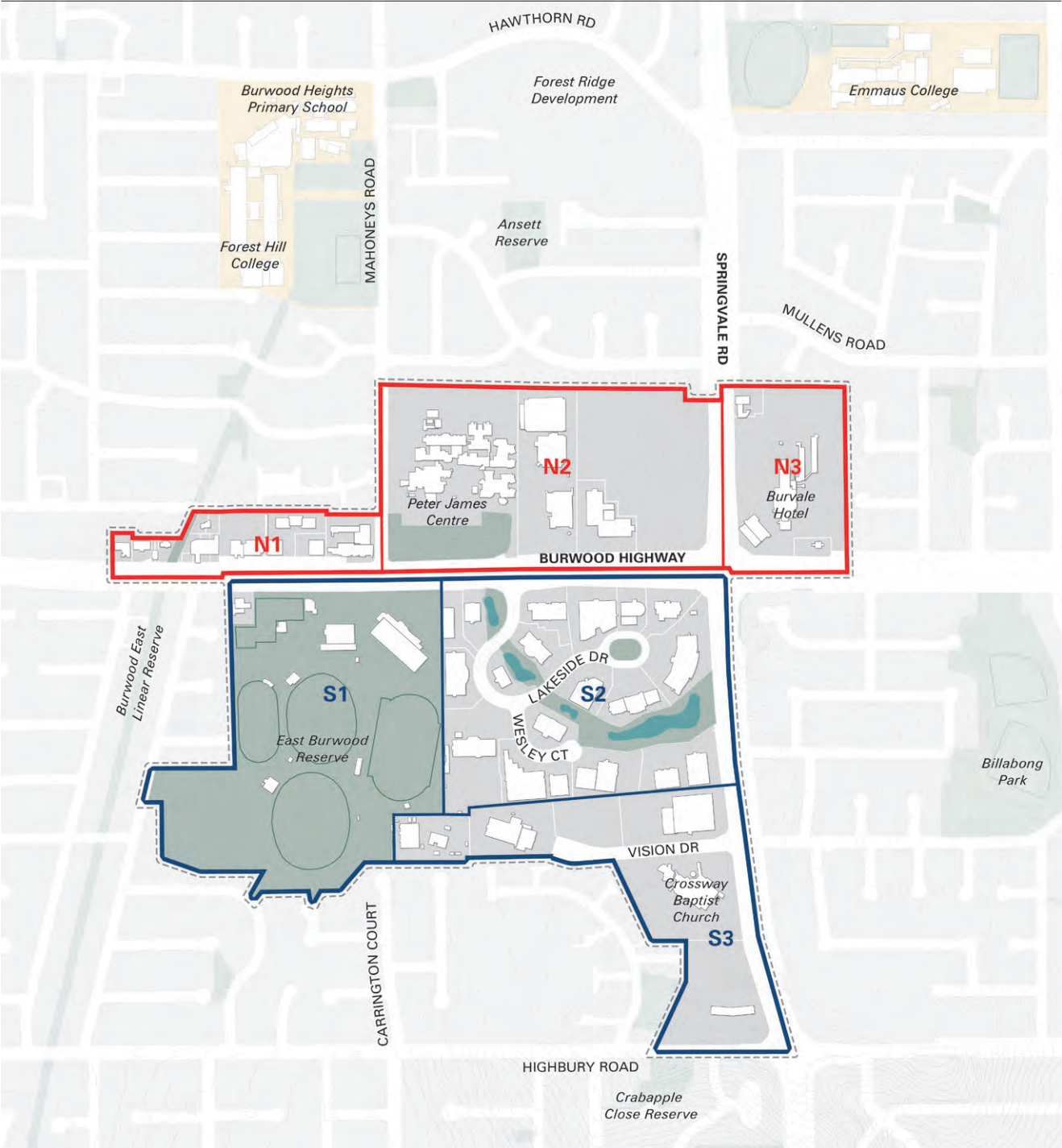
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The below are the emerging key moves of the Structure Plan at the overarching Activity Centre scale. As part of the Draft Structure Plan, precincts will be proposed (draft depicted overleaf) with each also having a set of key moves.

- 1.** Creating a Centre of distinct neighbourhoods.
- 2.** Connecting the neighbourhoods through a pedestrian prioritised 'main' street.
- 3.** Diversifying the mix of land uses to better suit a Major Activity Centre - including commercial, retail, hospitality, health and wellbeing, conferencing, events, residential and recreational uses.
- 4.** Intensifying the scale and density of built form for increased floor space, enhanced main road and public realm engagement within the Activity Centre.
- 5.** Strengthening the place identity through permeating blue-green streets from the Tally Ho lake and associated wetlands to the adjoining parks, boulevards and neighbourhoods.
- 6.** Enhancing the urban landscape and biodiversity setting through new and enhanced streets, street interfaces and walks and landscape buffers to residential neighbours.
- 7.** Building safe and easy connections to community assets through an improved walking and cycling network and upgrades to the public transport experience.
- 8.** Prioritising the shared use of car parking located off the ground plane to maximise valued space for a majority of users.
- 9.** Increasing the wellbeing and resilience of the community by designing an inclusive public realm with a series of spaces to gather.
- 10.** Improving the Centres resilience, impact and economic vitality by enhancing its competitiveness, affordability, liveability and diversity by making it a place to live, work, play and access regional services.



Figure 108 Precinct plan



**North precincts**

- N1.** Support services precinct
- N2.** Health and retail core precinct
- N3.** Conferencing and events precinct

**South precincts**

- S1.** East Burwood Reserve recreational precinct
- S2.** Creative business core precinct
- S3.** Community services precinct



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