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Prepared by MGS Architects
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Tally Ho Major Activity Centre Structure Plan Draft

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Echelon Planning
Urban Enterprise
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WHITEHORSE CITY COUNCIL

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Document
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Whitehorse City Council acknowledges the Wurundjeri Woi-wurrung people of the Kulin Nation as the Traditional Owners of the land. We pay our respects to their Elders past, present and emerging

MGS Architects acknowledges the Traditional Owners of Country throughout Australia and recognises their continuing connection to land, waters and culture. We pay our respects to their Elders past and present and extend this respect to all Aboriginal and Torres Strait Islander people.

Contents

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Executive Summary

The Structure Plan is intended to be used by Council to inform the drafting of a Planning Scheme Amendment with input from the consultant team for the Major Activity Centre of Tally Ho. The document sets the intention for planning Tally Ho's future to transform it from the vehicle oriented, 80s-style business park with aging infrastructure it is today by setting an ambitious Vision for its future:

"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 precinct and the wider knowledge network.

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

This is complemented by a vibrant mix of uses, including retail, hospitality, entertainment, conferencing, allied health, affordable key worker and specialist housing and sporting and 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 precinct. 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 precinct and beyond. Convenient car parking is located above or below ground and provided through centralised parking nodes."

In order to achieve the Vision, the following objectives have been proposed:

Land use, employment and housing

- To develop Tally Ho as a contemporary employment hub and technology and innovation precinct
- To strengthen Tally Ho as a focus for health and allied health services
- To support future retail, services and hospitality growth within the Activity Centre for the local community and workers
- To facilitate the delivery of housing (including affordable housing) in designated locations within the Activity Centre

— To integrate the East Burwood Reserve and support its role as a regional open space

Movement and parking

— To transition Tally Ho from a car-based precinct to a walkable precinct
— To encourage the consolidation of car parking into accessible, central nodes
— To provide legible, connected and high amenity pedestrian friendly streets that promote activity and vitality
— To promote public transport as the priority transport mode to access the Activity Centre regionally
— To increase active transport (walking and cycling) for access to, from and within the Activity Centre for local trips

Built form and design quality

— To revitalise the built form in-line with a Major Activity Centre and establish a new built environment that responds to opportunities and is accessible.
— To build a recognisable identity for Tally Ho that combines landscape, place and culture with high quality built form
— To promote enhanced sustainability of built form across the Activity Centre
— To provide clarity to the community and landowners to encourage renewal of the Centre
— To increase built form density across the Activity Centre to make the precinct more affordable, walkable and diverse

Public realm, open space, sustainability and community infrastructure

— To improve the place experience, inclusivity, and accessibility of Tally Ho's public realm
— To support an increase in the number and diversity of well-connected public and open spaces across the Activity Centre
— To increase community resilience through the provision of community infrastructure to cater to the needs of current and future populations
— To increase biodiversity, tree canopy coverage and sustainability of the centre
— To promote economic and social vitality within the Centre by making it a place to live, work and play across the day and night

Each of these objectives has associated actions to achieve the change desired in the Centre and the Plan concludes with an implementation chapter tabling timelines and responsibilities for each of these.

Introduction & Strategic Context

1

1.1 What is a Structure Plan

DRAFT

A Structure Plan is a planning strategy to provide guidance for the development of an Activity Centre, including its role and function within the hierarchy of Activity Centres across Melbourne.

The key aims of this type of Plan are to develop and work towards implementing a shared vision for the Centre in question and identify the type and scope of change projected over time. It should act as a tool to help manage, influence and facilitate change in accordance with State Planning policy directions.

A Structure Plan should define the Centre boundary as well as:

- Identify precincts, themes and a preferred future character for the centre
- Provide for housing choice and diversity
- Provide opportunities for further retail, entertainment, office and other commercial and business services in
- Provide for well designed and well located public spaces that serve the needs of all the community and visitors to the centre
- Facilitate a pedestrian environment
- Support greater transport mode choice
- Provide a mobility network and traffic and carparking management that encourages and supports sustainable transport mode choices
- Identify the optimal use of government owned land in the centre
- Address and identify public realm and capital improvement opportunities
- Outline appropriate built form outcomes in accordance with the objectives of the design and built form policy of the VPP

1.2 Why do we need a Structure Plan

Structure Plans give effect to State Planning Policy by managing and facilitating major changes to land uses, built form and public spaces located within Activity Centres. They should lead to the development of a detailed implementation program of statutory and strategic initiatives, including the production of a Statutory Framework.

The Tally Ho Activity Centre is designated as a Major Activity Centre (MAC) in Plan Melbourne 2017-2050 and thus Whitehorse City Council engaged MGS Architects in September 2023 to prepare a Structure Plan, in collaboration with a multi-disciplinary team comprising of Echelon Planning (planning), Urban Enterprise (economics), onemilegrid (transport), and ASR Research (community infrastructure planning).

A Structure Plan is needed to provide essential guidance on the future use and development of land within the Centre to ensure that Tally Ho maximises its potential as a dynamic and well-performing Activity Centre, in relation to the network of Centres across Melbourne. The Plan will provide a long term vision and strategy for change and development up until 2041.

1.3 How was the Plan prepared?

The Structure Plan has been developed together with the community and stakeholders in four stages (figure below). This document is the key deliverable culminating Stage 3 of the project.

Figure 1 Project methodology

1.4 How to use this Plan

This document contains five key sections as outlined below, to explain the desired future character and enable implementation of the Structure Plan. When using this Plan one should refer to Section 1 as an introduction, Section 2 to understand the overarching vision, framework, objectives, strategies and actions, Section 3 for guidelines for good development and Section 4 for specific precinct area objectives. Section 5 is predominately to be used by Council to track progress of the Plan and advocate to others.

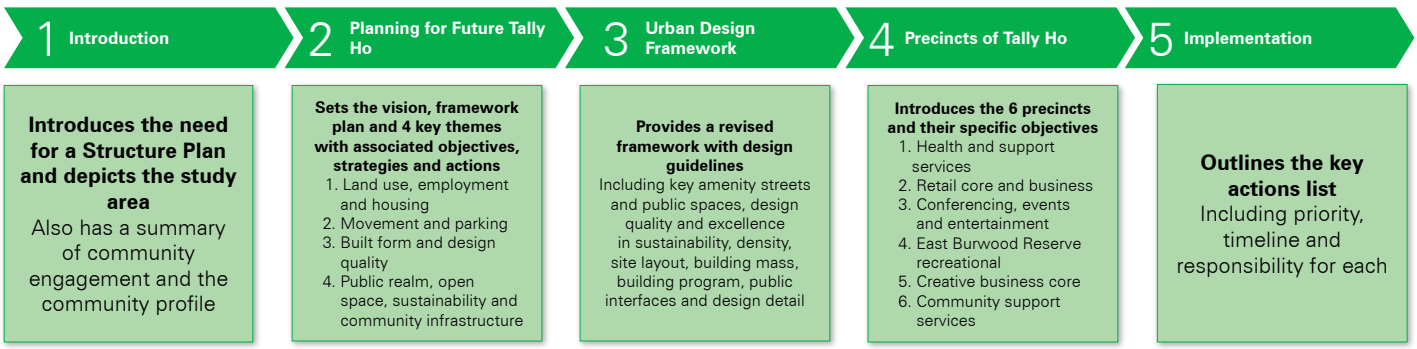

Figure 2 Document structure

1.5 Community Engagement

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Public engagement on the Structure Plan occurred during March 2024, providing the opportunity to submit online feedback as well as attend an in-person drop in session on the 13th with the focus on the vision, issues and opportunities for Tally Ho Major Activity Centre (MAC).

The vision was strongly supported either fully or in part. Of the 10 key moves that were presented, those of highest importance to respondents included:

- Enhancing the urban landscape
- Increasing the wellbeing and resilience of the community
- Building safe and easy connections
- Connecting the neighbourhoods
- Strengthening the place identity

Responses were asked in relation to four key themes:

- Land use, employment and housing
- Movement and parking
- Built form and design quality
- Public realm open space, sustainability and community infrastructure

Ideas that were reiterated included:

- Including a mix of housing within specific areas
- Potential for more retail and hospitality uses
- Improving accessibility to public transport stops and across Burwood Highway and Springvale Road
- Providing parking underground
- Improving cycle infrastructure and connectivity
- Prioritising designing for people rather than cars
- Ensuring structures are sustainable, attractive and modern
- Increasing densities but concentrating taller buildings near main roads and on lower topographical areas
- Ensuring direct sunlight and minimal building shadows on walking paths and parkland areas
- Maintaining adequate building setbacks to create an open feel, enhance streetscapes with more greenery and to retain existing trees
- Need for new plaza spaces and better connecting existing open spaces
- Desire for a library and other community facilities to match the needs of the population as it grows

Some new ideas that emerged in relation to opportunities and challenges included:

- Desire for a zero car access Centre
- Potential for pedestrian overpasses/underpasses or safer alternative means across arterial roads
- Management and cleanliness of spaces is not sufficient
- Potential for spaces that support increased wildlife and rewilding the lake/creeks
- More spaces for families and recreational activities

Figure 3 Interactive boards displayed at the drop in session 13th March 2024

1.6 Study area overview

The Tally Ho MAC is located in Burwood East, approximately 18km east of Melbourne's central business district.

The study area is positioned at the intersection of Springvale Road and Burwood Highway and is comprised of land largely within the Commercial 1 Zone (approximately 34Ha) and other zone areas. The proposed Major Activity Centre (green on map adjacent) includes the Burwood East Reserve, Tally Ho Business Park and the Crossways Baptist Church and the Burvale Hotel.

The Tally Ho MAC serves an integral economic role and function within Whitehorse City Council through attracting business and services that create jobs. Unlike other Activity Centres identified by Plan Melbourne (eg. Forest Hill, Megamile, Burwood Heights), Tally Ho includes a large area of business park/technology hub, which currently provides approximately 3,500 - 3,700 jobs. The MAC boundary proposed includes the East Burwood Reserve - a regionally significant open space as well as several hotels, a health precinct clustered around the Peter James Centre and the Crossways Baptist Church.

Note that the Activity Centre boundary proposed is shown overleaf.

Key components of proposed Tally Ho MAC include:

A Tally Ho Business Park
B Burwood East Reserve
C Crossways Baptist Church
D Burvale Hotel
E Poly Holding / former HP sites
F Peter James Centre (Eastern Health)
G Quest Apartments and adjoining commercial uses
H Asian Supermarket

Other important land use components of the surrounding area:

— Burwood Terrace Retirement Village
— Burwood Heights Primary School
— Forest Hill College
— Forest Ridge Development (former Channel 10)
— Emmaus College

Figure 4 Existing conditions of the Activity Centre

1

Quest Burwood East serviced apartments

2

Route 75 tram stop on Burwood Highway

3

Peter James Centre (Eastern Health)

4

View to the west of ecological corridor at Tally Ho business park

5

View south to APH holding building

6

Vacant site adjacent to APH Holding building facing south to business park

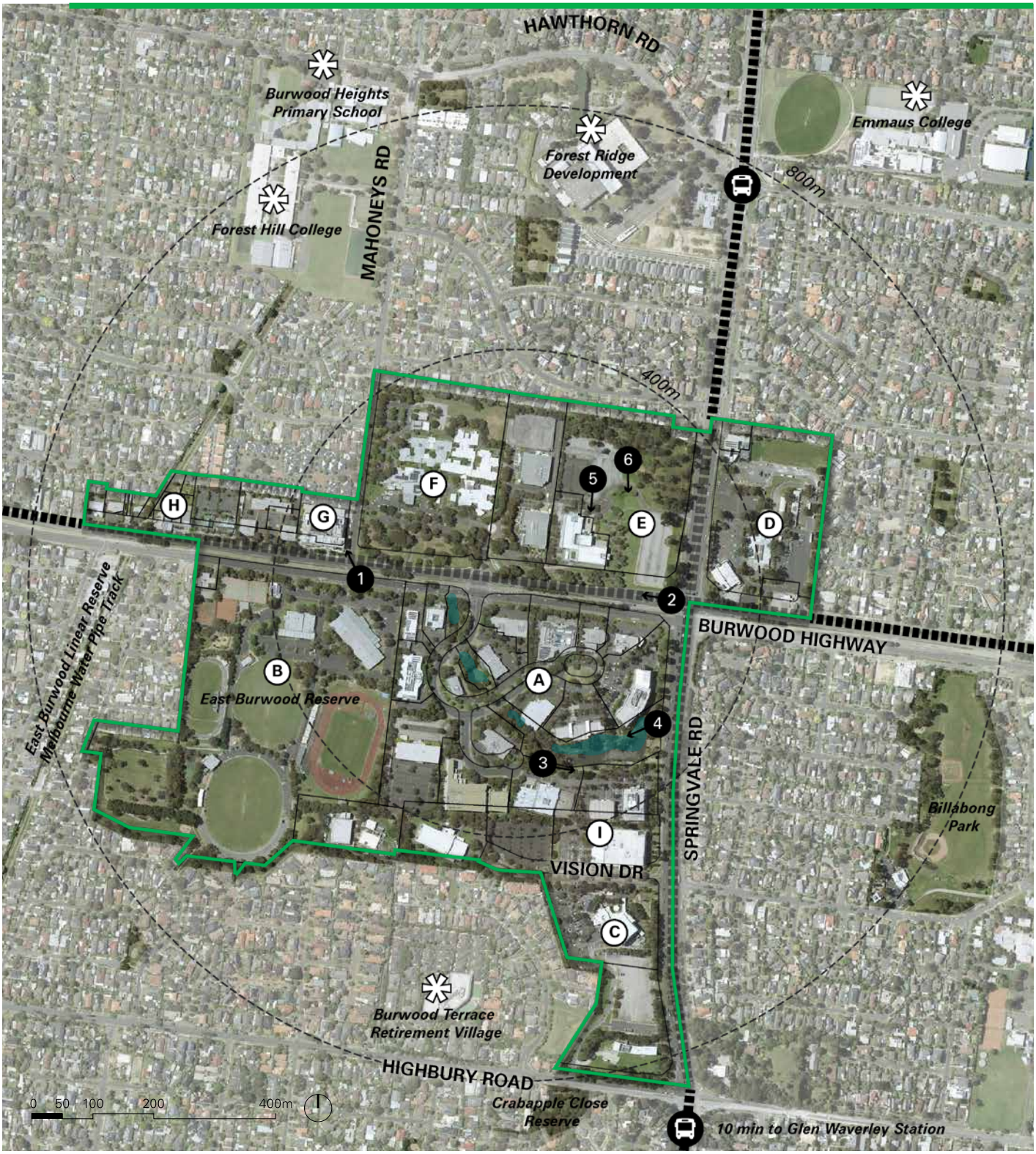


Figure 5 Tally Ho MAC — Aerial and extent of proposed Activity Centre boundary and key land use anchors

- Proposed Activity Centre Boundary
- 5 min. and 10 min. radius from centre of Activity Centre boundary
- 1 Location of view direction of site photograph (see opposite page)

- **A** Tally Ho Business Park
- **B** East Burwood Reserve
- **C** Crossway Baptish Church
- **D** Burvale Hotel
- **E** Poly Holding / former HP sites
- **F** Peter James Centre (Eastern Health)
- **G** Quest Apartments and adjoining commercial uses
- **H** Asian Supermarket
- **I** World Vision Australia

1.7 Community Profile

Population and growth

The broader catchment (areas within approximately a 20min drive of the Activity Centre) had a population of 325,875 residents in 2022, having increased at an average of 0.66% per annum over the period 2012 – 2022. The local catchment (Burwood East, Forest Hill and Vermont South) had a population of 33,987 in 2022 and had increased at a lower rate of 0.28% per annum over the preceding 10 years. Forecast ID projections result in an overall average annual population growth rate of 1.26% in the broader catchment and 1.55% in the local catchment.

Projected population growth in the broader catchment is not evenly distributed. Substantial growth is projected for Glen Waverley and Box Hill due to the construction of the Suburban Rail Loop, Activity Centre size and planning policy surrounding development, while Wantirna South, Mount Waverley and Ringwood are all expected to grow strongly as well. Within the local catchment, Burwood East is projected to accommodate 6,268 additional residents over the period, with considerably lower scales of growth projected for Vermont South (+2451) and Forest Hill (+1500).

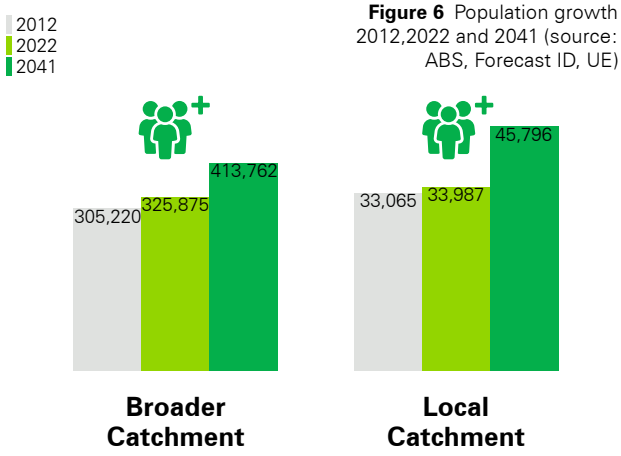


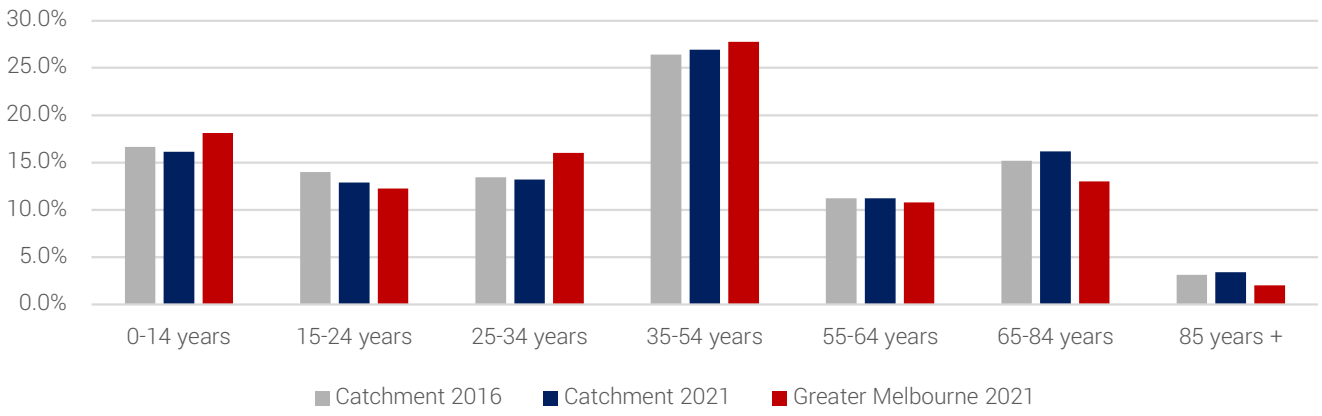
Figure 6 Population growth 2012,2022 and 2041 (source: ABS, Forecast ID, UE)

During the development of this report, the Victorian State Government released draft housing targets for each local Council in order to reach up to 2.24 million new homes across the state by 2051 in response to the housing crisis. Whitehorse City Council was flagged to move from 74,200 existing homes in 2023, to have 79,000 additional homes by 2051, with this target set to inform future planning policies. Thus there is strong reasoning for diversifying the current land use mix within the Activity Centre to incorporate more housing with access to existing jobs, services and public transport and modify planning policy to support this.

Age profile

Residents of the catchment area are slightly older compared to Greater Melbourne. The catchment maintains a high proportion of those in the later working (55-64 years) and retired age cohorts (65-84 years), as well older people (85 years+) who statistically are the group requiring the most assistance. Younger (25-34 years) and middle aged (35-54 years) workers are under-represented against the Greater Melbourne benchmark. The youngest age cohort (0-14 years) are similarly under-represented.

Figure 7 Catchment area age profile (source: Census of population and housing 2016 and 2021)



Ancestory

Across the local catchment, the top three ancestries are Chinese, English and Australian.

Household type

The three suburbs the Activity Centre encapsulates have similar household types with the largest group being couples with children. Forest Hill's second largest group was lone person households at 24.4%, whereas Burwood East and Vermont South's second largest group was couples without children. Lone person households were the third largest group for these suburbs at 22% and 16.4% respectively.

Education level

When reviewing the three suburbs that cover the Activity Centre, the education level obtained is just below the average for Whitehorse. 37.2% of people in Forest Hill have a bachelor degree or higher, 39.1% of people within Burwood East and 38.3% of people within Vermont South (profile.id).

Employment

Unemployment on average for the Centre is approximately 5.5% with 57% of persons aged 15 years and above working full time work and 37% of people working part time. Across the City of Whitehorse, 32.1% of people who needed assistance due to age or disability were employed full time, 55% employed part time and 13.1% unemployed, however participation in the workforce rate was only 9.2% (Forecast ID 2021). During the 2021 census, which was impacted by Covid, the top method of travel to work was in a car as the driver well above any alternative means. Top industries of employment for residents of the local catchment included hospitals, cafes and restaurants, supermarkets and grocery stores, computer system design and related services, higher education, accounting services and banking.

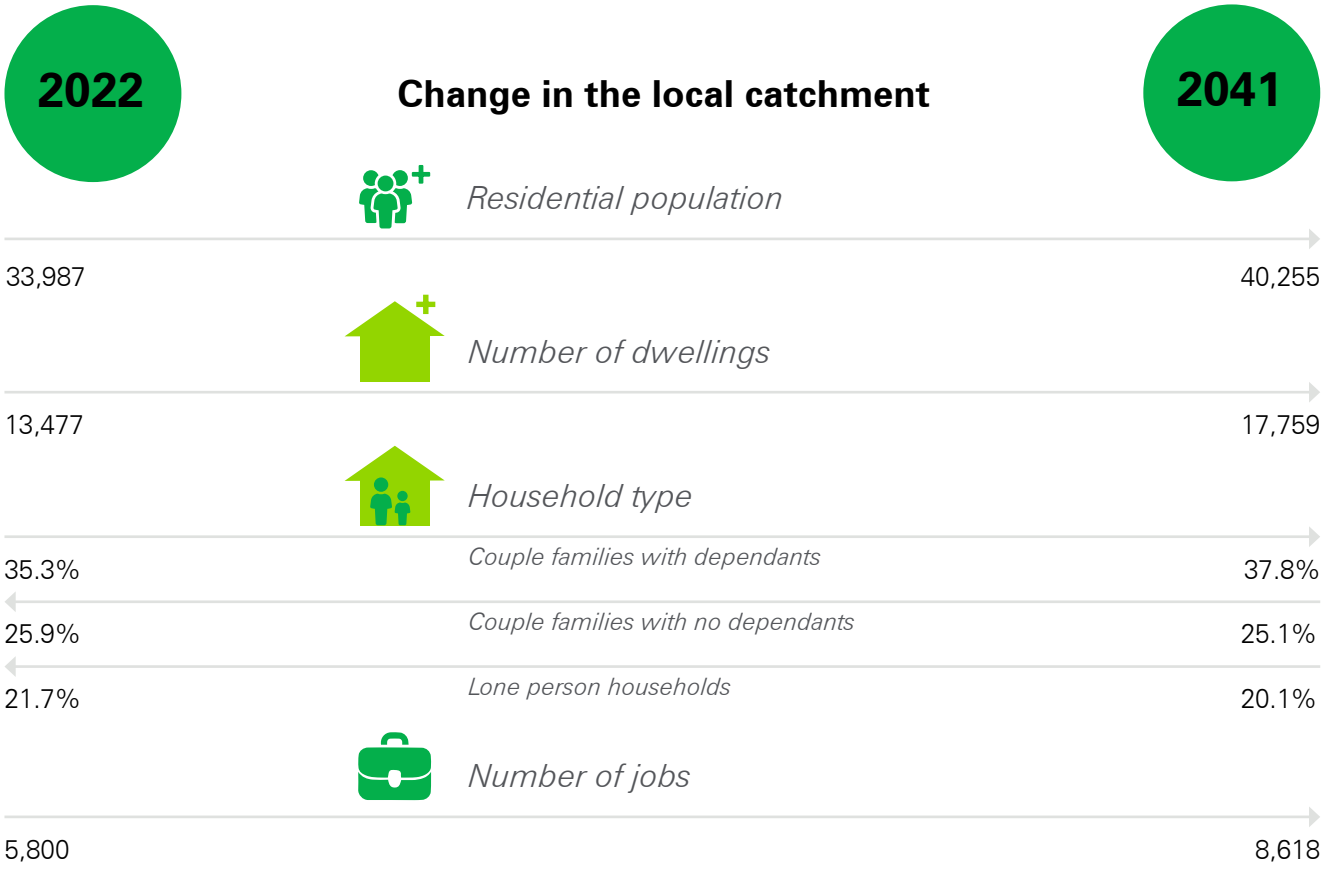


Figure 8 Community profile projected changes (source: ABS, Forecast ID, UE)

Planning for Future Tally Ho

2

2.1 Vision

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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 precinct and the wider knowledge network.

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

This is complemented by a vibrant mix of uses, including retail, hospitality, entertainment, conferencing, allied health, affordable key worker and specialist housing and sporting and 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 precinct. 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 precinct and beyond. Convenient car parking is located above or below ground and provided through centralised parking nodes.

Figure 9 Current Tally Ho business park open space

2.2 Land use, employment and housing
Objectives and strategies

OBJECTIVES

1 To develop Tally Ho as a contemporary employment hub and technology and innovation precinct

2 To strengthen Tally Ho as a focus for health and allied health services

3 To support future retail, services and hospitality growth within the Activity Centre for the local community and workers

4 To facilitate the delivery of housing (including affordable housing) in designated locations within the Activity Centre

5 To integrate the East Burwood Reserve and support its role as a regional open space

FROM
Lack of diversity in uses and built form makes navigation around the precinct difficult and uninviting

TO
Creating distinct neighbourhoods that promote working, living and recreating will extend the life of the precinct
Macquarie Park | John Holland

STRATEGIES

Objective 1:

Strategy 1 Identify sufficient land and development capacity within dedicated employment precincts in the MAC in order to meet forecast regional demand for commercial floorspace.

Strategy 2 Facilitate the creation of more dense and urbanised employment precincts within the MAC by revising the built form controls.

Strategy 3 Diversify the land use mix within the MAC to support its role as a contemporary employment hub by identifying locations for the establishment of a range of retail, hospitality, conferencing, recreational, community and residential uses.

Objective 2:

Strategy 4 Identify sufficient land and development capacity in a dedicated precinct within the MAC to cater for growth in health and allied health services.

Objective 3:

Strategy 5 Facilitate the growth of retail, services and hospitality growth by identifying the new activity 'core' within the MAC and identify areas where a greater mix of uses is suitable.

Objective 4:

Strategy 6 Facilitate the provision of housing (including affordable housing) in designated precincts along the Burwood Highway and on identified Strategic Development Sites.

Strategy 7 Create a centre of distinct and interconnected neighbourhoods.

Objective 5:

Strategy 8 Facilitate the creation of pedestrian, bicycle and open space connections between the East Burwood Reserve and the adjoining employment and residential precincts.

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ACTIONS

DELIVER/LEAD

A1 Prepare a single planning scheme amendment for the Structure Plan that applies the Activity Centre Zone (ACZ) to:

— Introduce precincts, diversify the land use mix including accommodation and support employment uses across the Centre

— Support retail and hospitality uses at the ground level of new developments in key locations, particularly to main pedestrian walks and public spaces within N2 and S2 (see figure 10)

— Support the provision of housing in designated precincts along the Burwood Highway and in strategic locations (see figure 23)

— Require 6% affordable housing on land where housing uses are permitted for developments of 16 or more dwellings in line with the Whitehorse Affordable Housing Policy

— Revise building heights to support intensification of employment in preferred locations.

A2 Introduce FAR controls so that targets for shared use facilities within buildings can be set through uplift schemes.

A3 Monitor the number of dwellings (by type e.g. build to rent, social housing) and non-residential floorspace (by type) against targets.

A4 Monitor the amount of new employment floorspace against projections.

A5 Upgrade East Burwood Reserve in line with the Masterplan and provide a high quality interface (see pg. 40) alongside the business park and incorporate the interface/reserve into the development as achievable.

PARTNER

A6 Engage with Eastern Health to support the renewal of its landholdings for community benefit and the growth of health and allied health services.

A7 Engage with landowners of the Burvale Hotel to deliver mixed-use renewal for conferencing and events supported by short term accommodation and medium/higher-density housing.

A8 Engage with landowners of Crossways Baptist Church to encourage development of its landholdings for community related uses.

A9 Engage with affordable housing providers to deliver opportunities for locations within the Activity Centre.

A10 Engage with other potential landowners to draw interest in locating facilities within the Activity Centre eg. Universities.

FROM
Existing commercial areas are not supported with ancillary uses such as retail

TO
Retail and hospitality within a business park encourages people to stay within the precinct for longer
Chiswick Park | Rogers Stirk Harbour + Partners

2.3 Movement and parking
Objectives and strategies

OBJECTIVES

1 To transition Tally Ho from a car-based precinct to a walkable precinct

2 To encourage the consolidation of car parking into accessible, central nodes

3 To provide legible, connected and high amenity pedestrian friendly streets that promote activity and vitality

4 To promote public transport as the priority transport mode to access the Activity Centre regionally

5 To increase active transport (walking and cycling) for access to, from and within the Activity Centre for local trips

FROM
Limited pedestrian connections from the business park into East Burwood Reserve and across arterial roads

TO
Pedestrian prioritised main street that encourages public activity and people watching. Monash University |TCL

STRATEGIES

Objective 1:

Strategy 9 Minimise vehicle crossings and promote the use of shared vehicle access between sites across the wider Activity Centre.

Strategy 10 Require new developments to locate vehicular access and parking away from the pedestrian priority main walk.

Objective 2:

Strategy 11 Promote the use of shared and well located car parking facilities.

Objective 3:

Strategy 12 Connect neighbourhoods within the Activity Centre to via a new high amenity, pedestrian priority main walk.

Objective 4:

Strategy 13 Improve public transport service connections to the planned Burwood SRL station.

Strategy 14 Improve the quality and accessibility of public transport stops on Burwood and Springvale Roads.

Objective 5:

Strategy 15 Connect neighbourhoods adjoining the Activity Centre to key destinations within it via safe, accessible and legible walking and cycling routes.

FROM
Extensive at grade car parking and inefficient use of space for the majority.

TO
Sleeved multi-deck car parking that frees up the ground plane for other uses whilst contributing to the public realm.
Harrow Street Car Park | MGS

ACTIONS

DELIVER/LEAD

A1 Prepare a single planning scheme amendment for the Structure Plan that applies the Activity Centre Zone (ACZ) to:

— Identify a pedestrian and cycle network including locations where new links should be provided
— Identify preferred locations for consolidated and shared car parking facilities as well as drop of areas
— Require new development to provide end-of-trip facilities (non-residential) and bicycle parking/storage, prioritised at ground level and with separated/prioritised access
— Require new development to locate vehicular access and parking away from main pedestrian walks and within basement levels, or at lower levels and sleeved with active uses, where practicable.

A11 Upgrade pedestrian infrastructure to:

— Complete missing links in the pedestrian network (see plan page 49), provide clear lines of sight and apply universal design principles
— Increase accessibility with material upgrades, tactile indicators and kerb ramps
— Prioritise pedestrian movements along main pedestrian walks through raised crossings when intersecting with roads and a narrowing of road reserves with more space dedicated to pedestrian footpaths
— Maintain separate pedestrian paths to cycling paths, where achievable
— Provide new and upgraded links to Tally Ho Lake and other open spaces
— Provide street furniture (water fountains, seating and lighting) that supports walking along main pedestrian walks
— Widen footpaths, with a minimum with of 2m for all new and upgraded footpaths, 3m for any shared pedestrian and bicycle paths and 4m for main pedestrian walks.

A12 Upgrade cycling infrastructure to:

— Provide dedicated bicycle lanes on Mahoneys Road
— Provide a new bicycle path through East Burwood Reserve and along Vision Drive to connect with Weeden Drive
— Increase the safety of Pipe Track shared path through road layout/arrangement, path treatment and use of buffers (textured coloured surface, physical separators such as parking or garden beds etc.)
— Provide convenient and accessible bicycle parking and bicycle related facilities (such as a public bike pump and repair stations) in each precinct.

A13 Upgrade green travel infrastructure to:

— Provide public charging stations within each precinct for electronic cars, bikes and scooters
— Provide priority parking spaces for car share programs and electric vehicles.

A14 Investigate the introduction of a Parking Overlay and/or a Cash In Lieu of Parking scheme to help fund identified shared parking sites.

A15 Develop and implement a way finding strategy to promote walking, cycling and the use of shared parking facilities.

A16 Introduce FAR controls so that the provision of missing pedestrian and cycling links can be achieved through uplift schemes.

PARTNER

A17 Partner with landowners to facilitate delivery of new and improved pedestrian and cycling connections (particularly through the business park), precinct car parking and the signalisation of Vision Drive / Weeden Drive / Springvale Road.

ADVOCATE

A18 Advocate to DTP to:

— Upgrade tram and bus facilities including shelters, seating, lighting, improved accessibility and powered information displays for public transport
— Increase the frequency of bus and tram services connecting the Activity Centre to the wider region
— Reduce the speed limit on Burwood Highway through the Activity Centre from 80km/hr to 60km/hr and on Springvale Road through the Activity Centre from 80km/hr to 60km/hr as well as synchronisation of pedestrian crossings.
— Signalise Mahoneys Road / Burwood Highway
— Complete missing links in the pedestrian network
— Increase accessibility with material upgrades, tactile indicators (including light changing at traffic lights), and kerb ramps
— Prioritise pedestrian movements along main pedestrian walks through raised crossings when intersecting with roads and a narrowing of road reserves with more space dedicated to pedestrian footpaths.

A19 Advocate to landowners to upgrade green travel infrastructure to:

— Provide public charging stations within each precinct for electronic cars, bikes and scooters
— Provide priority parking spaces for car share programs and electric vehicles.

2.4 Built form and design quality
Objectives and strategies

OBJECTIVES

1 To revitalise the built form in-line with a Major Activity Centre and establish a new built environment that responds to opportunities and is accessible.

2 To build a recognisable identity for Tally Ho that combines landscape, place and culture with high quality built form

3 To promote enhanced sustainability of built form across the Activity Centre

4 To provide clarity to the community and landowners to encourage renewal of the Centre

5 To increase built form density across the Activity Centre to make the precinct more affordable, walkable and diverse

FROM
Built form is predominately 1-3 storeys, with large setbacks, resulting in a sprawling precinct.

TO
Higher density along main streets helps to activate the ground plane, RMIT New Academic Street | Lyons

STRATEGIES

Objective 1:

Strategy 16 Promote the delivery of a variety of high quality built form outcomes via the application of Floor Area Ratio controls combined with building form design standards.

Strategy 17 Provide active uses at street level of all buildings on designated main pedestrian walks and open spaces ie. Tally Ho Lake.

Strategy 18 Promote building design which allows flexibility in use on the lower 2 levels of all development.

Objective 2:

Strategy 19 Promote built form that incorporates and celebrates Aboriginal cultural heritage values.

Strategy 20 Ensure that new development is sited and design to sensitively respond to its topography.

Strategy 21 Establish generous building setbacks and landscaping along the Burwood Highway and Springvale Road in order to contribute to the establishment of distinctive urban boulevards along these routes.

Strategy 22 Establish generous building setbacks and landscaping along the northern edge of the Tally Ho lake.

Strategy 23 Establish generous building setbacks and landscape buffers along the perimeter of the Activity Centre where sensitive residential uses occur.

Strategy 24 Establish landscaping between building via the use of side and rear setbacks.

Objective 3:

Strategy 25 Ensure that buildings are sited and designed to achieved high ESD outcomes.

Strategy 26 Ensure that buildings are sited and designed to incorporate areas for deep soil planting and greening/landscaping of building facades, terraces and rooftops.

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Objective 4:

Strategy 27 Create human-scaled buildings by recessing upper levels of buildings above podiums.

Strategy 28 Provide a vision for the Centre that is implemented through policy.

Strategy 29 Support renewal of the Centre through Council investment to spur regeneration of privately owned land.

Objective 5:

Strategy 30 Promote a mid-rise built form character within a distinctive landscape setting across the Activity Centre, with taller, denser buildings along the Burwood Highway, transitioning to lower rise buildings at residential interfaces.

Strategy 31 Design controls that increase the available floorspace within the Centre.

FROM
Aging building stock is unfit for purpose and not achieving contemporary sustainability goals.

TO
Higher quality built form is energy efficient and provides working spaces that contribute to the wellbeing of occupants.
Encore Cremorne | Fieldwork

ACTIONS

DELIVER/LEAD

A1 Prepare a single planning scheme amendment for the Structure Plan that applies the Activity Centre Zone (ACZ) to:

- Revise building heights to allow for an increase in development whilst not overshadowing key public spaces
- Revise front, rear and side setbacks to increase and retain landscape buffers between built form
- Introduce articulation zones in key locations (see page 62)
- Identify interfaces of the Centre where active frontages and passive surveillance need to be located (eg. balconies, windows, entries, hospitality/retail tenancies etc.)
- Introduce minimum controls for deep soil planting tied to lot size
- Encourage built form to be designed as a whole in relation to neighbouring context/topography and to minimise overshadowing
- Require minimum floor to floor heights of 4m for the first 2 storeys of all buildings to allow flexibility in use
- Require a minimum of 15% of the building envelope (building façades/terraces) to have softscape greening
- Require landowners to consider wind and solar impacts of proposals on occupier/pedestrian comfort and safety
- Require compliance with specific minimum ESD and IWM requirements.

A20 Introduce FAR controls so that density targets can be realised and development is equitable.

A21 Introduce built form guidelines for the Activity Centre.

A22 Require landowners provide consolidated, commercial communal open space in precinct N2 and S2 (see figure 10).

2.5 Public realm, open space, sustainability and community infrastructure
Objectives and strategies

OBJECTIVES

1 To improve the place experience, inclusivity, and accessibility of Tally Ho's public realm

2 To support an increase in the number and diversity of well-connected public and open spaces across the Activity Centre

3 To increase community resilience through the provision of community infrastructure to cater to the needs of current and future populations

4 To increase biodiversity, tree canopy coverage and sustainability of the centre

5 To promote economic and social vitality within the Centre by making it a place to live, work and play across the day and night

FROM
The asset of the Tally Ho Lake environs is not well known and connected to the wider AC

TO
Introducing blue-green streets within neighbourhoods contributes to a unique local identity stemming from existing landscape
Malop Street Green Spine | Outlines Landscape Architecture

STRATEGIES

Objective 1:

Strategy 32 Ensure that new development adjacent the East Burwood Reserve addresses and provides passive surveillance to it.

Strategy 33 Ensure that development does not overshadow the Tally Ho Lake and East Burwood Reserve between 10 am and 2pm at the Winter Solstice.

Strategy 34 Ensure that development does not overshadow key pedestrian streets, new open spaces and plazas between 10am and 2pm at the Spring Equinox.

Strategy 35 Ensure that new development minimises adverse wind impacts on the public realm.

Strategy 36 Upgrade the public realm to be accessible and inclusive in design and through enhanced wayfinding.

Objective 2:

Strategy 37 Encourage development to provide land for new public open space and pedestrian links on land identified as candidate for Floor Area Uplift (FAU).

Strategy 38 Promote the creation of urban plazas on larger development sites.

Objective 3:

Strategy 39 Encourage minimum community infrastructure provisions within development parcels through the application of Floor Area Ratio controls and FAU schemes.

Strategy 40 Design an accessible public realm with a series of spaces to gather to increase the wellbeing and resilience of the community.

Objective 4:

Strategy 41 Create cool, green streets and public spaces to improve amenity, comfort, public health and biodiversity by substantially increasing tree cover, using cooler materials and water sensitive urban design features.

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ACTIONS

Objective 5:

Strategy 42 Transform Tally Ho into a thriving Centre where people can live, work, play and access regional services to drive resilience, impact and economic vitality by enhancing its competitiveness, affordability, liveability and diversity.

FROM
Pedestrians are exposed to harsh road environment with high speed traffic and low amenity for walking

TO
Planting along primary pedestrian walks encourages walking and buffers sensitive uses, Constitution Ave, Canberra | Jane Irwin Landscape Architecture

DELIVER/LEAD

A1 Prepare a single planning scheme amendment for the Structure Plan that applies the Activity Centre Zone (ACZ) to:

- Revise building heights whilst maintaining solar access to plazas, open spaces and main pedestrian walks
- Require the retention and enhancement of landscape buffers between the Activity Centre and existing residential areas
- Introduce blue / green streets along main pedestrian walks and in areas that experience flooding
- Require an increase in tree canopy planting within private land to reach a minimum 30% coverage (as per Whitehorse Urban Forest Strategy)
- Identify interfaces of the Centre that abut key public realm spaces such as Tally Ho Lake and East Burwood Reserve and define their contributing elements.

A23 Introduce FAR controls so that the provision of open spaces, plazas and public realm upgrades can be achieved through uplift schemes on private land.

A24 Fill gaps in tree canopy planting within Council land (including streets) to reach a more evenly distributed 30% coverage (as per Whitehorse Urban Forest Strategy).

A25 Consider floodways in the design of new pedestrian and bike paths, plazas and open spaces and incorporate WSUD.

A26 Require landowners within S2 and S3 (see figure 10) undertake flood studies to consider flood path impacts on proposals (eg. basement entry location).

A27 Develop the streetscape of Lakeside Drive to set the standard of the desired public realm outcomes of the Activity Centre.

A28 Develop the East Burwood Reserve in line with the East Burwood Reserve Final Masterplan 2023, with a new multi-purpose community facility and new pedestrian/bike connections into S2 and S3 (see figure 10).

A29 Design spaces for informal play within streetscape upgrades.

A30 Develop a landscape strategy that specifies discerning palettes for each precinct of the Centre.

A31 Include budgeting for Tally Ho public realm upgrades in future DCP review.

PARTNER

A32 Partner with landowners to facilitate delivery of new plazas and open spaces that consider informal play in gap areas and increased planting within/adjacent to the public realm.

A33 Engage with landowners, business, tenants, residents, sporting groups, service providers, State Government and neighbouring Councils in the Melbourne East Region to develop a Place Management Strategy for the Activity Centre.

A34 Partner with landowners to develop a Waste Strategy for the Centre that looks at the consolidation of services in easy to access, discrete locations within each precinct.

A35 Partner with landowners to develop a Drainage Strategy for the Centre that looks at WSUD, water retention and management to meet flooding impacts.

Precincts of Tally Ho

3

3.1 Introducing the precincts

DRAFT

For the purposes of the Structure Plan, six precincts have been defined to respond to the key themes in more detail. These are outlined in the plan below:

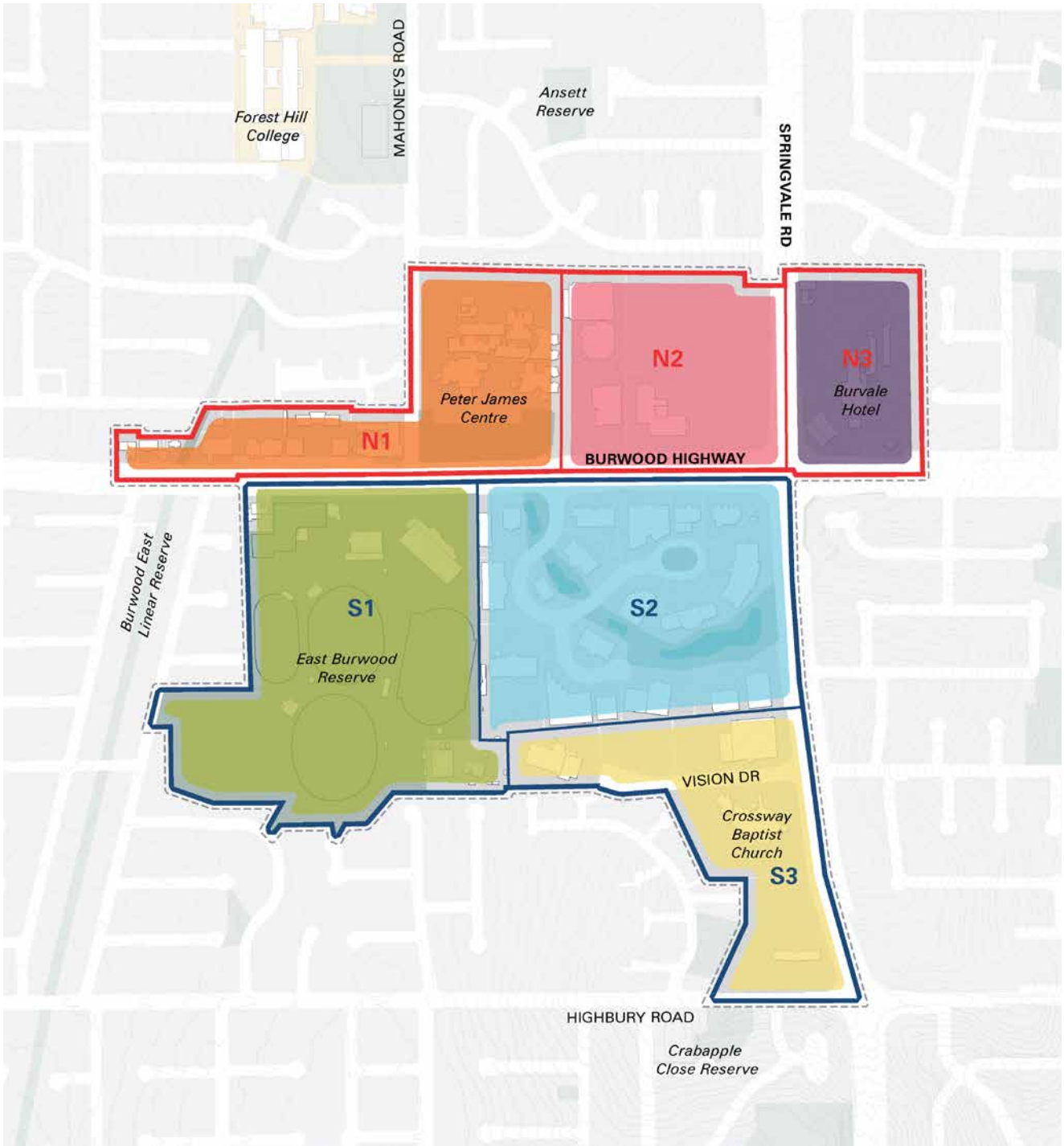


Figure 10 Precinct plan

North precincts

N1. Health and support services precinct

N2. Retail core and business precinct

N3. Conferencing, events and entertainment precinct

South precincts

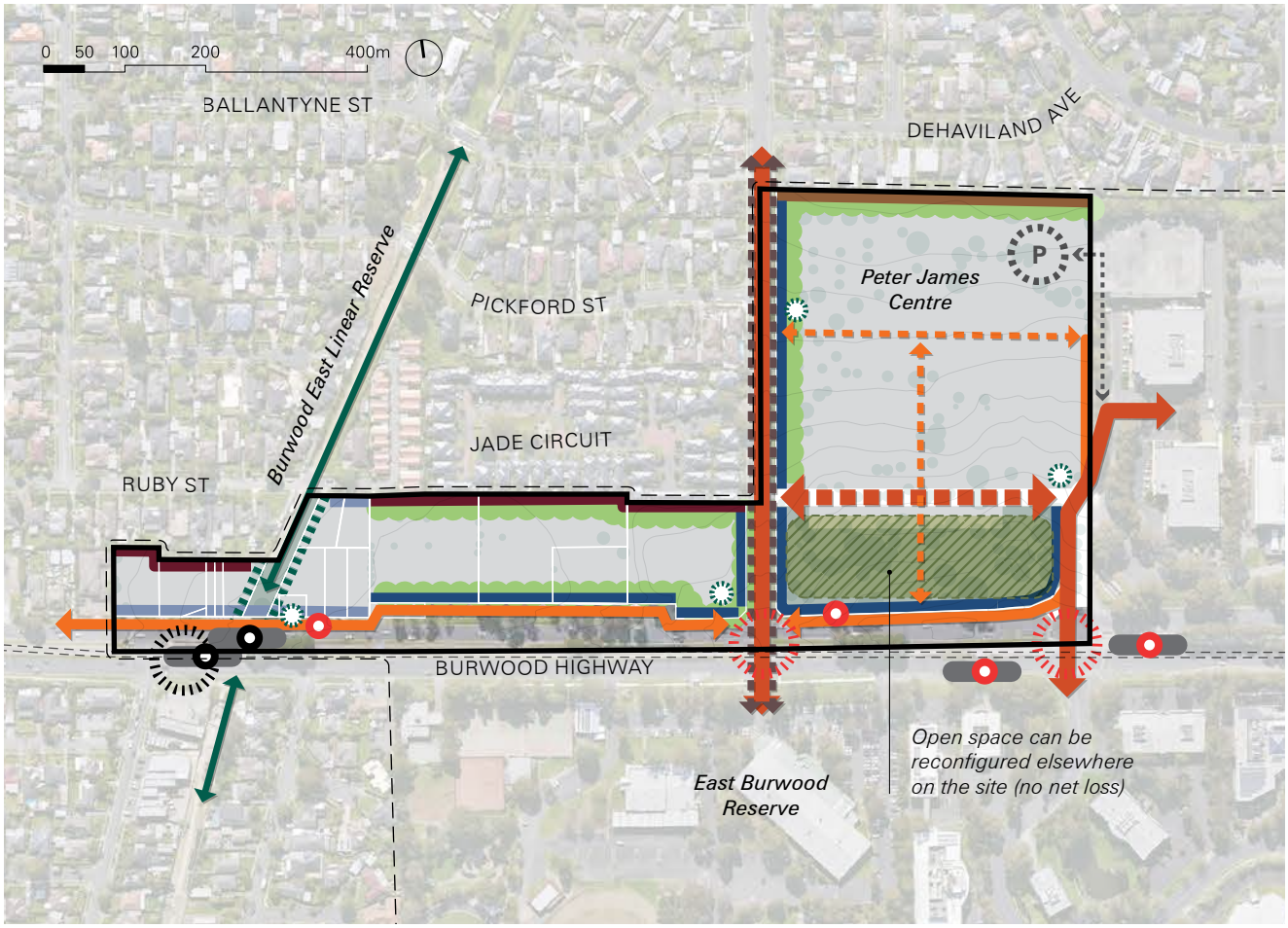
S1. East Burwood Reserve recreational precinct

S2. Creative business core precinct

S3. Community support services precinct

3.2 Health and support services precinct
N1

Figure 11 N1 precinct plan



- Activity Centre Boundary
- Precinct boundary

Built form
- Gateway

Interfaces
- Boulevard A
- Boulevard B
- Open Space
- Urban Residential
- Residential

Public realm and open space
- Future open space
- Retain/increase landscape

Movement
- Main pedestrian walk
- Future main pedestrian walk
- Pedestrian connection
- Future pedestrian connection
- Shared pathway
- Future bike path
- Bicycle facilities
- Existing intersection
- Upgrade intersection
- Existing tram stop
- Upgrade tram stop
- Upgrade bus stop
- Precinct parking
- Vehicular access

DRAFT

Preferred precinct uses and scale

Specialist housing. Ardency Kennedy Place, Retirement Living, Richmond | Bates Smart

Sleeved precinct parking. Dawson Street Carpark | MGS Architects

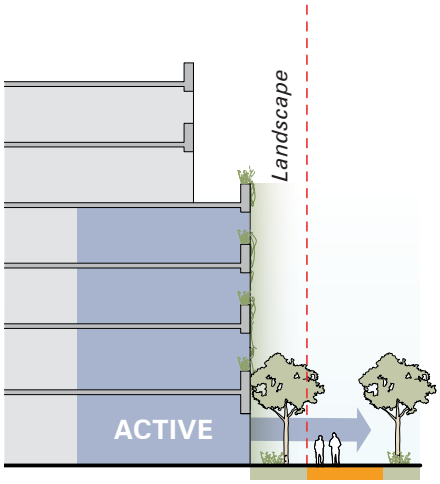
Townhouses fronting the shared path. The City Houses, Copenhagen | Vandkunsten Architects

Shoptop housing on smaller lots. 209-211 Sydney Road | Austin Maynard & Six Degrees Architects

Housing (key worker) fronting open space | Nightingale Village, Brunswick | Austin Maynard & Clare Cousins Architects

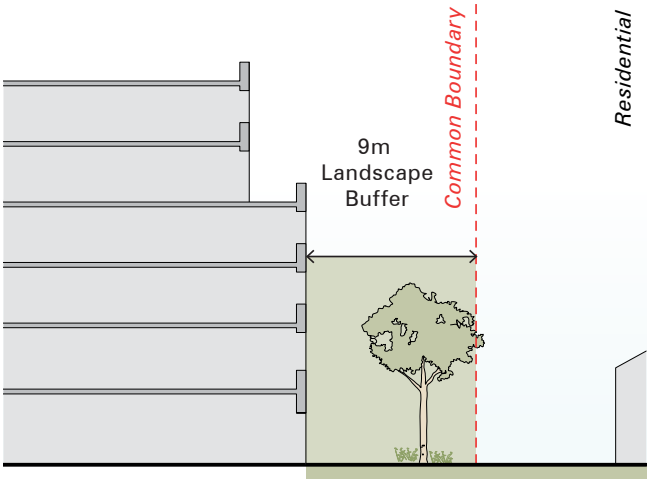
Precinct interfaces

Boulevard B



— Retain existing trees and provide Type A Tree(s) (see pg. 53) where there are gaps in the existing canopy to reinforce the existing generous landscape character and buffer effect.
— Integrate green walls, vertical gardens, and landscaping into the facade and ground-level podium of the building.

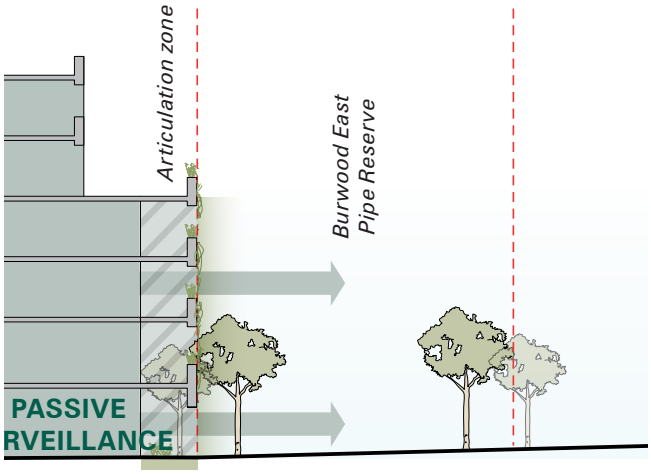
Urban Residential



— Retain existing trees and provide a diverse species range of Type C Tree(s) (see pg. 53) where there are gaps in the existing canopy and reach two rows of trees where possible to reinforce the existing generous landscape character and buffer effect.

DRAFT

Open space (Burwood East Pipe Reserve)



— Orient habitable windows or rooms and/or active uses towards open spaces and future pedestrian links to maximise interaction and passive surveillance opportunities.
— Direct entries from open spaces or future pedestrian links should be provided where practicable.
— Integrate green walls, vertical gardens, and landscaping into the facade of the building.
— Retain existing trees and provide Type A, B and C Tree(s) (see pg. 53) where there are gaps in the existing canopy to reinforce the existing generous landscape character and buffer effect.
— 3 metre articulation zone (50% floor space encroachment permitted).

3.3 Retail core and business precinct
N2

Figure 12 N2 precinct plan

Activity Centre Boundary
Precinct boundary

Built form
Gateway
Easement

Interfaces
Boulevard A
Boulevard C
Main Street A
Main Street B
Residential

Public realm and open space
Future plaza
Future open space
Retain/increase landscape

Movement
Main pedestrian walk
Future main pedestrian walk
Pedestrian connection
Future pedestrian connection

Bicycle facilities
Upgrade intersection
Upgrade tram stop
Upgrade bus stop
Precinct parking
Vehicular access

DRAFT

Preferred precinct uses and scale

Office/education fronting public plazas. Marie Reay Teaching Centre, ANU | BVN & Lahznimmo Architects

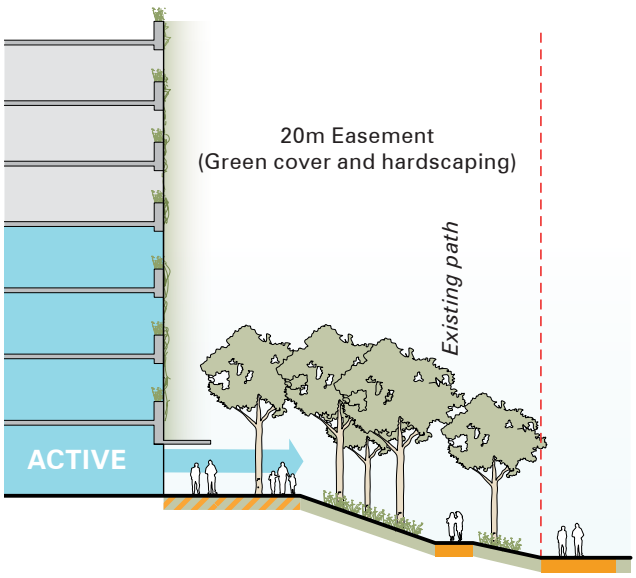
Sleeved precinct parking. Harrow Street Carpark | MGS Architects

Public urban plazas. UTS Alumni Green | Aspect Studios

Commercial with hospitality fronting key walks | Hardman Square Pavilion, UK | Sheppard Robson

Precinct interface

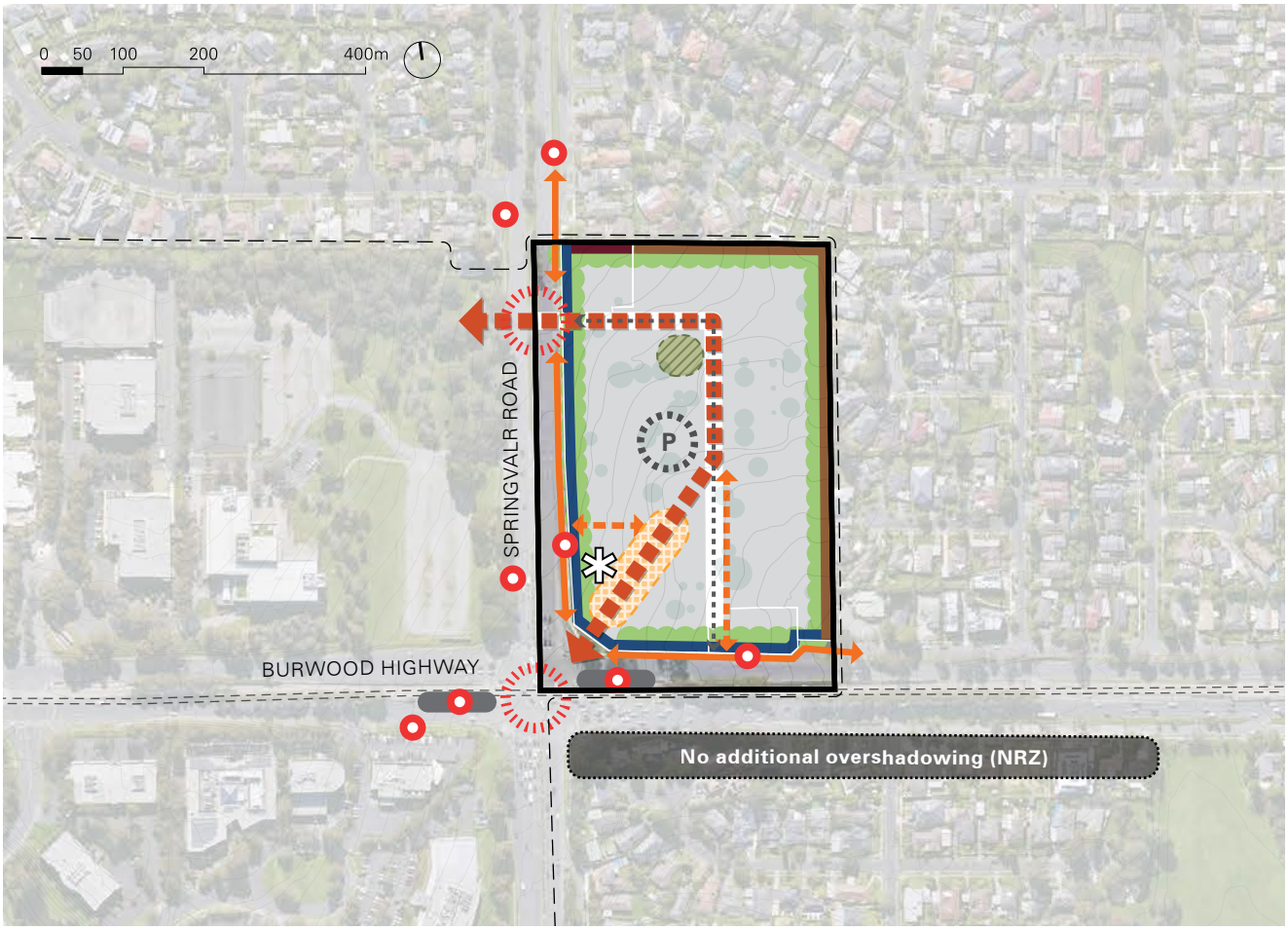
Boulevard C



- Retain existing trees and provide a variety of Type A, B and C Tree(s) (see pg. 53) where there are gaps in the existing canopy and reach a forest feel to reinforce the existing generous landscape character and buffer effect.
- Integrate green walls, vertical gardens, and landscaping into the facade of the building.
- Provide a mixture softscaping and hardscaping adjacent the building to provide opportunities for activities such as outdoor dining.

3.4 Conferencing, events and entertainment precinct
N3

Figure 13 N3 precinct plan



Activity Centre Boundary
Precinct boundary

Built form
Gateway

Interfaces
Boulevard A
Urban Residential
Residential

Public realm and open space
Future plaza
Future open space
Retain/increase landscape

Movement
Future main pedestrian walk
Pedestrian connection
Future pedestrian connection
Upgrade intersection

Upgrade tram stop
Upgrade bus stop
Precinct parking
Vehicular access

DRAFT

Preferred precinct uses and scale

Hotel overlooking key walk. The Standard Hotel, Fitzroy | Woods Bagot

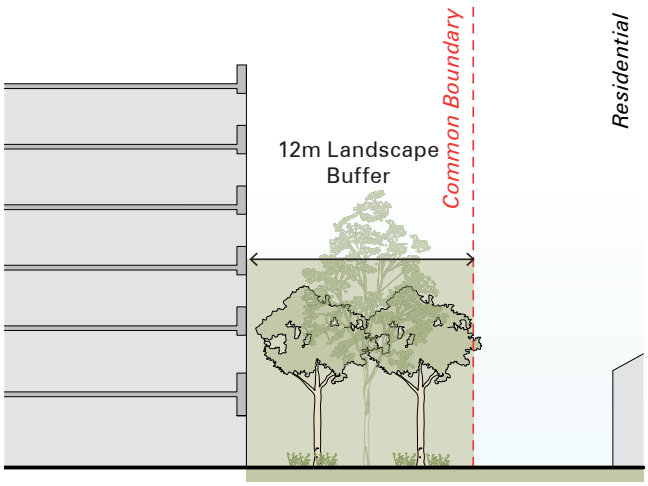
Apartments (serviced) fronting open space. Oxford and Peel | Jackson Clement Burrows

Public urban plaza on key corner. ANU Kambri Precinct | Lahznimmo Architects

Conferencing gateway building. Te Pae Christchurch Convention Centre | Woods Bagot & Warren/Mahoney

Precinct interface

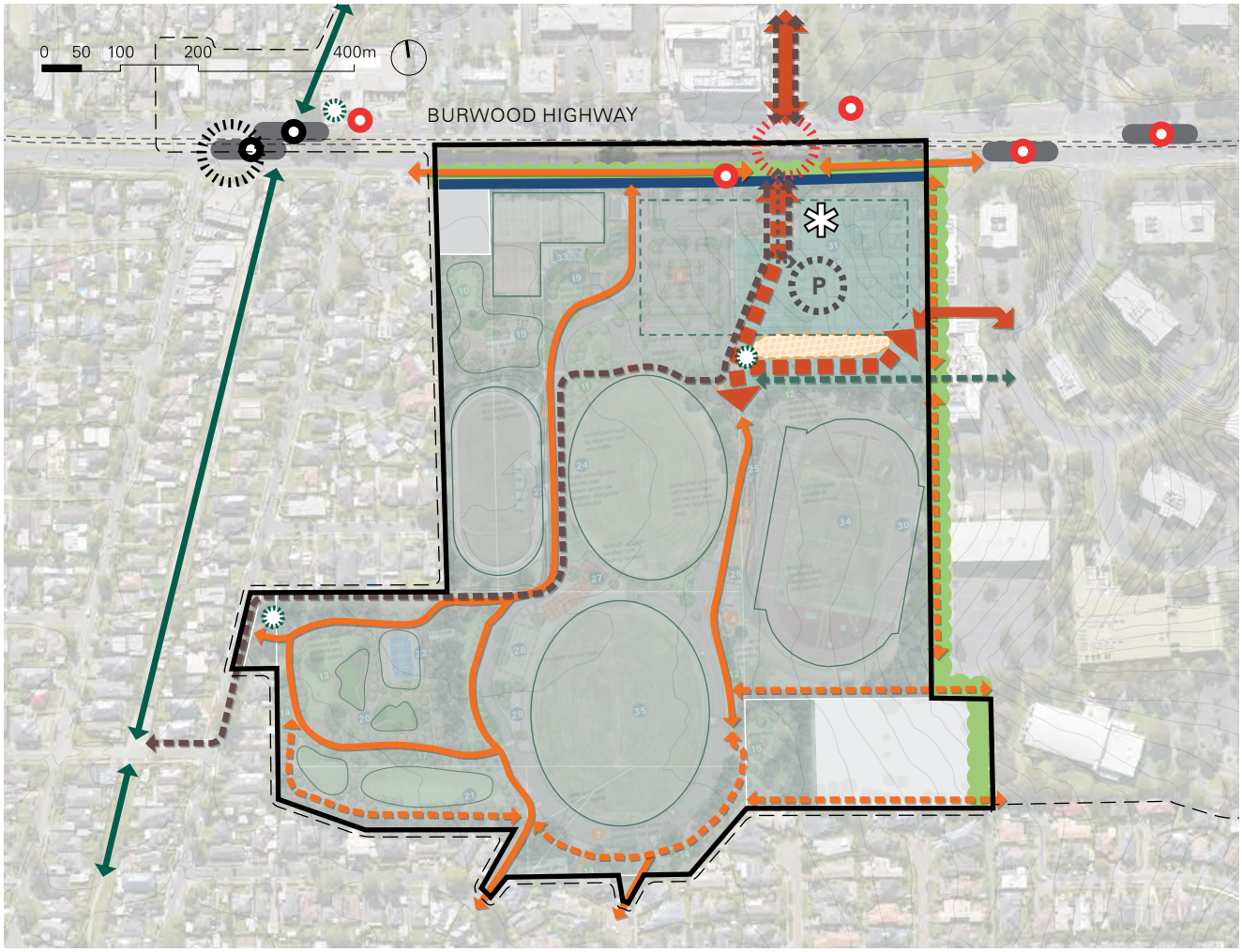
Residential



— Retain existing trees and provide a diverse species range of Type C Tree(s) (see pg. 53) where there are gaps in the existing canopy and reach two rows of trees where possible to reinforce the existing generous landscape character and buffer

3.5 East Burwood Reserve recreational precinct
S1

Figure 14 S1 precinct plan



Activity Centre Boundary
Precinct boundary
Built form
Gateway
Interfaces
Boulevard A

Public realm and open space
Future plaza
Retain/increase landscape
Movement
Main pedestrian walk
Future main pedestrian walk
Pedestrian connection
Future pedestrian connection
Shared pathway

Future shared pathway
Future bike path
Bicycle facilities
Existing intersection
Upgrade intersection
Existing tram stop
Upgrade tram stop
Upgrade bus stop
Precinct parking
Vehicular access

DRAFT

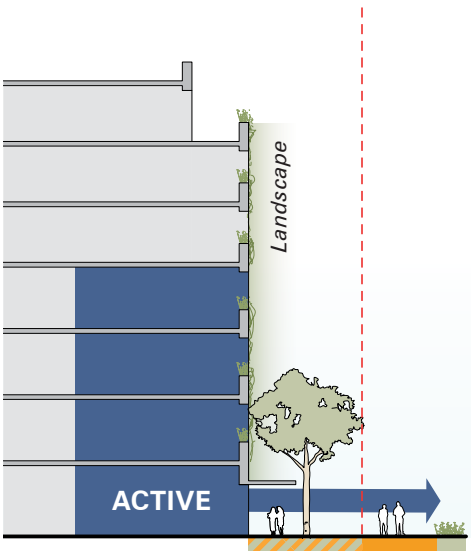
Preferred precinct uses and scale

East Burwood Reserve Masterplan

Precinct interface

Multi-purpose centre fronting key walk, Pimpama Sports Hub | Liquid Blu and Place Design Group

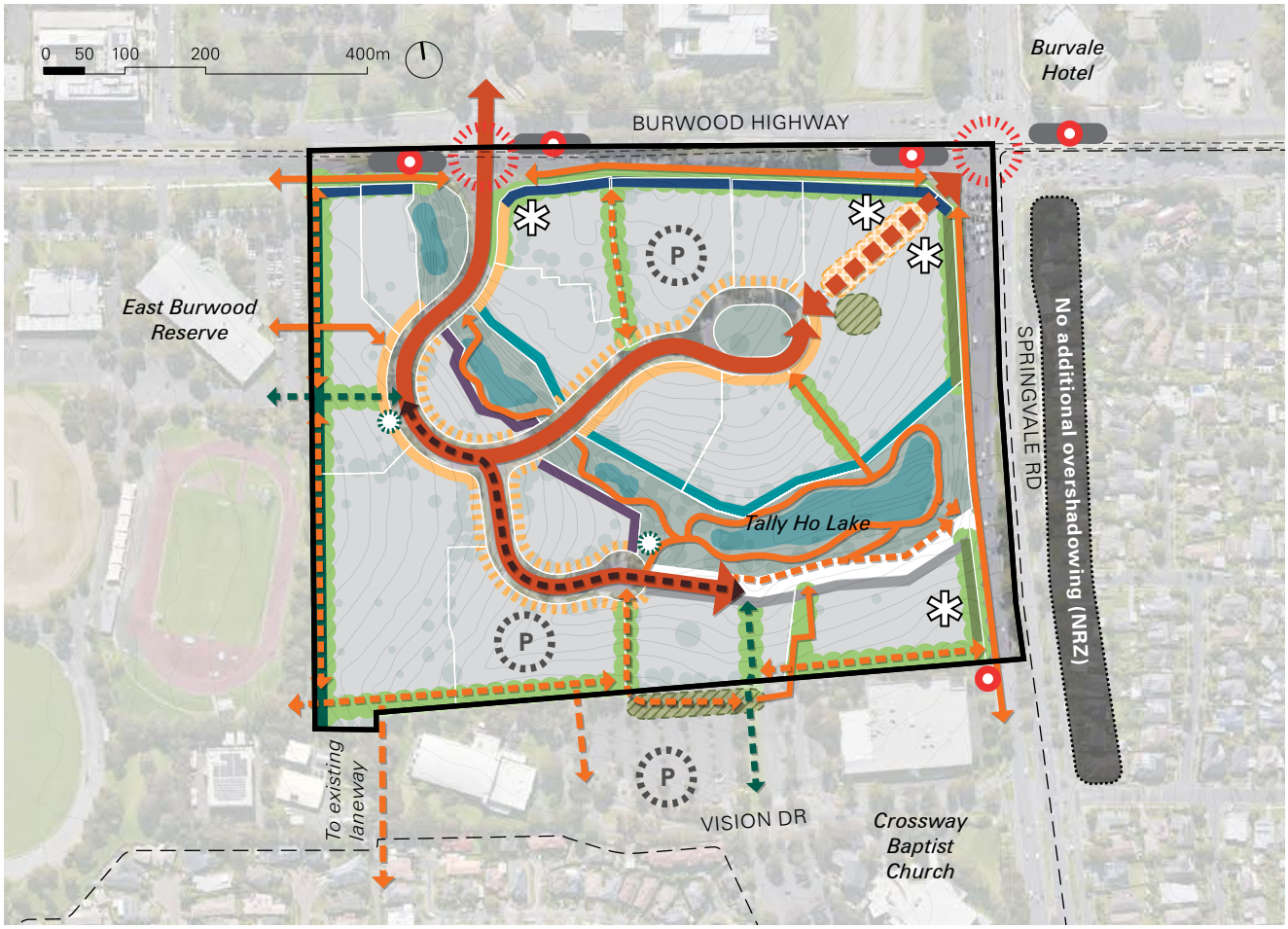
Boulevard A



- Retain existing trees and provide Type C Tree(s) (see pg. 53) where there are gaps in the existing canopy to reinforce the existing generous landscape character and buffer effect.
- Integrate green walls, vertical gardens, and landscaping into the facade and ground-level podium of the building.
- Provide a mixture softscaping and hardscaping.

3.6 Creative business core precinct
S2

Figure 15 S2 precinct plan



Activity Centre Boundary
Precinct boundary
Built form
Gateway
Interfaces
Boulevard A
Green Boulevard
Main Street A
Main Street B
East Burwood Reserve
Wesley Court
Hospitality
Tally Ho Lake
Public realm and open space
Future plaza
Future open space
Retain/increase landscape
Movement
Main pedestrian walk
Future main pedestrian walk
Pedestrian connection
Future pedestrian connection
Future shared path
Future bike path
Bicycle facilities
Upgrade intersection
Upgrade tram stop
Upgrade bus stop
Precinct parking

DRAFT

Preferred precinct uses and scale

Housing fronting East Burwood Reserve. Balfe Park Lane, Nicholson Street | KTA

Student housing above commercial. Ferner Hall student accommodation, ANU | BVN

Commercial contributing to the public realm. Wurriki Nyal civic precinct, Geelong | Cox Architecture

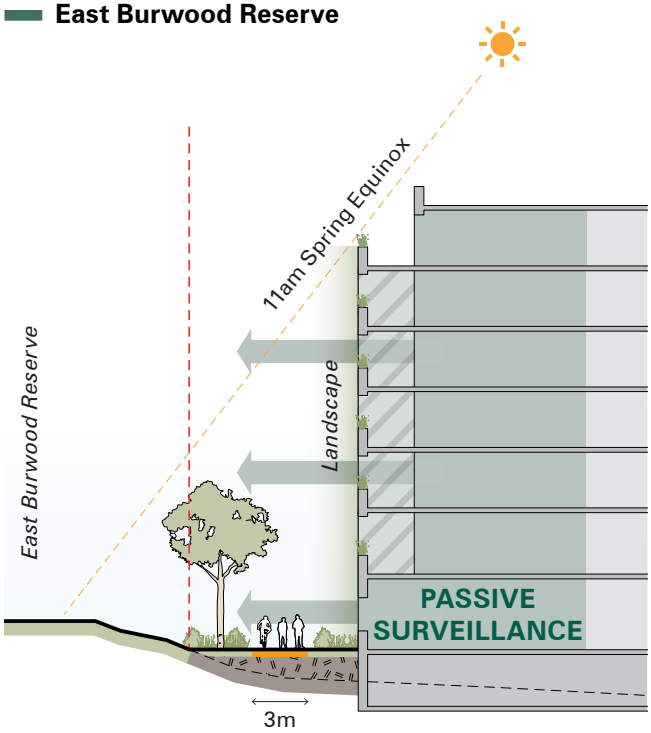
Office/education within landscape. Centre for Advanced Imaging, University of Queensland | Wardle Studio

Housing fronting open space, Garden Apartments, Burwood Brickworks| Hayball

Office/education fronting open space. Turner Building Monash University | Jackson Clement Burrows

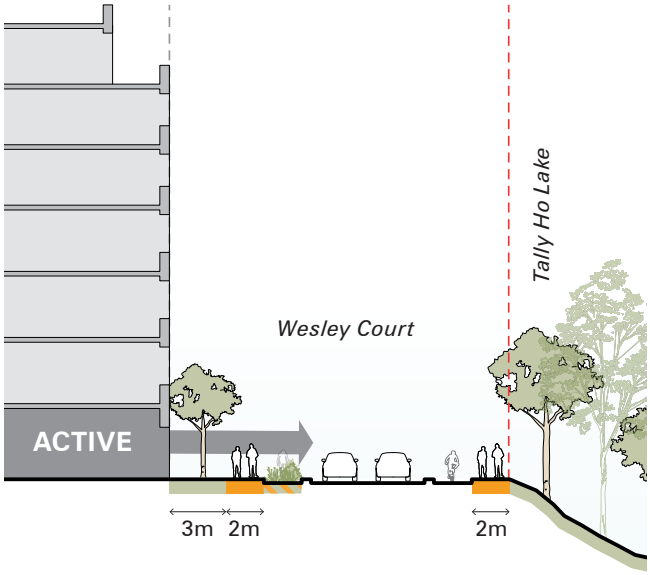
Precinct interfaces

East Burwood Reserve



— Orient habitable windows or rooms and/or active uses towards open spaces and future pedestrian links to maximise interaction and passive surveillance opportunities.
— Direct entries from open spaces or future pedestrian links should be provided where practicable.
— Integrate green walls, vertical gardens, and landscaping into the facade of the building.
— Retain existing trees and provide Type A, B and C Tree(s) (see pg. 53) where there are gaps in the existing canopy to reinforce the existing generous landscape character and buffer effect.
— 3 metre articulation zone (50% floor space encroachment permitted).

Wesley Court



— Front setback areas should provide pedestrian and cycle pathways, canopy planting, softscaping and bioswales whilst maintaining an access road.

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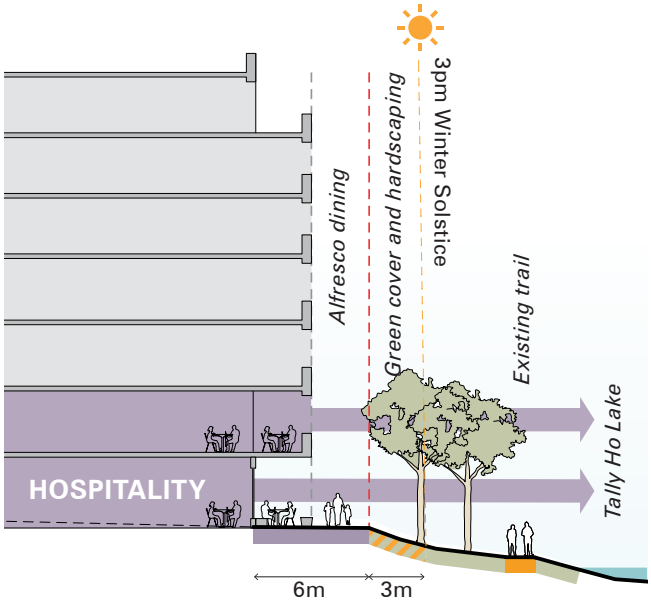
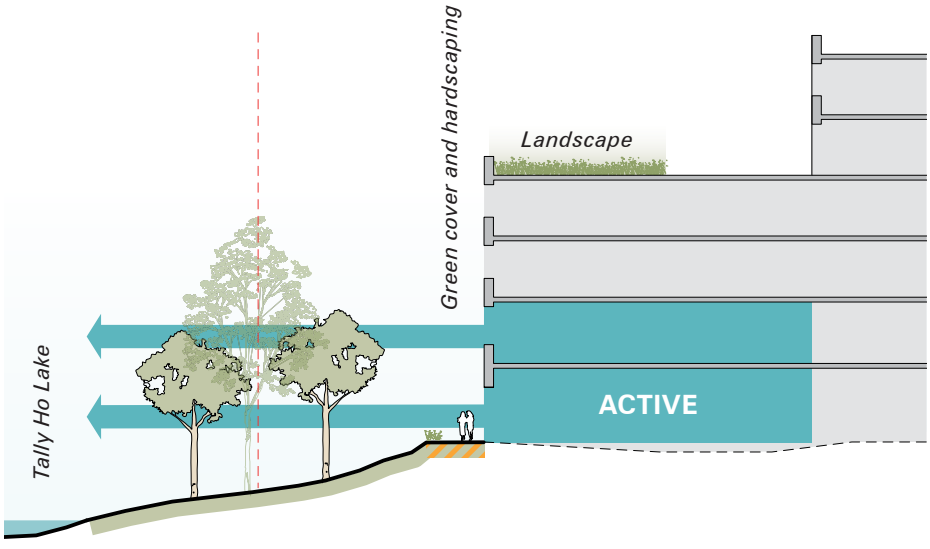
Hospitality (Tally Ho Lake)



— Front setback areas should provide a generous public realm, incorporating pedestrian pathways, canopy planting and opportunities for street activity, including outdoor dining.

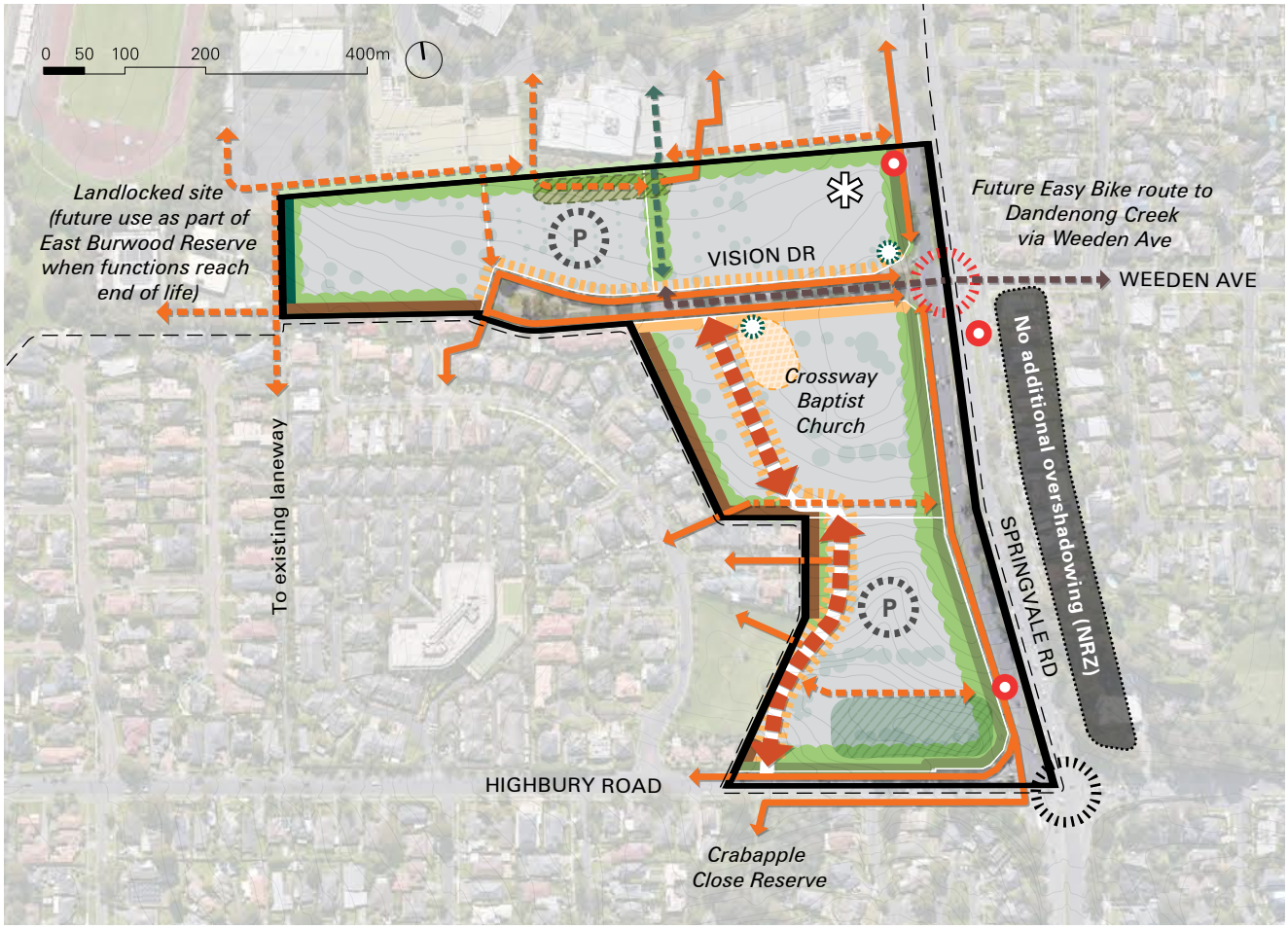
Tally Ho Lake



— Retain existing trees and provide Type C Tree(s) (see pg. 53) where there are gaps in the existing canopy to reinforce the existing generous landscape character.
— Provide a mixture softscaping and hardscaping adjacent the building to provide pedestrian pathways.
— Direct entries from open spaces should be provided where practicable.
— Integrate rooftop gardens and landscaping into the generous upper level setbacks, oriented toward the lake.

3.7 Community support services precinct
S3

Figure 16 S3 precinct plan



Activity Centre boundary
Precinct boundary

Built form
Gateway

Interfaces
Green Boulevard
Main Street A
Main Street B
East Burwood Reserve
Residential

Public realm and open space
Future open space
Retarding basin
Future plaza
Retain/increase landscape

Movement
Future main pedestrian walk
Pedestrian connection
Future pedestrian connection
Future shared pathway
Future bike route
Bicycle facilities
Existing intersection
Upgrade intersection
Upgrade bus stop
Precinct parking

DRAFT

Preferred precinct uses and scale

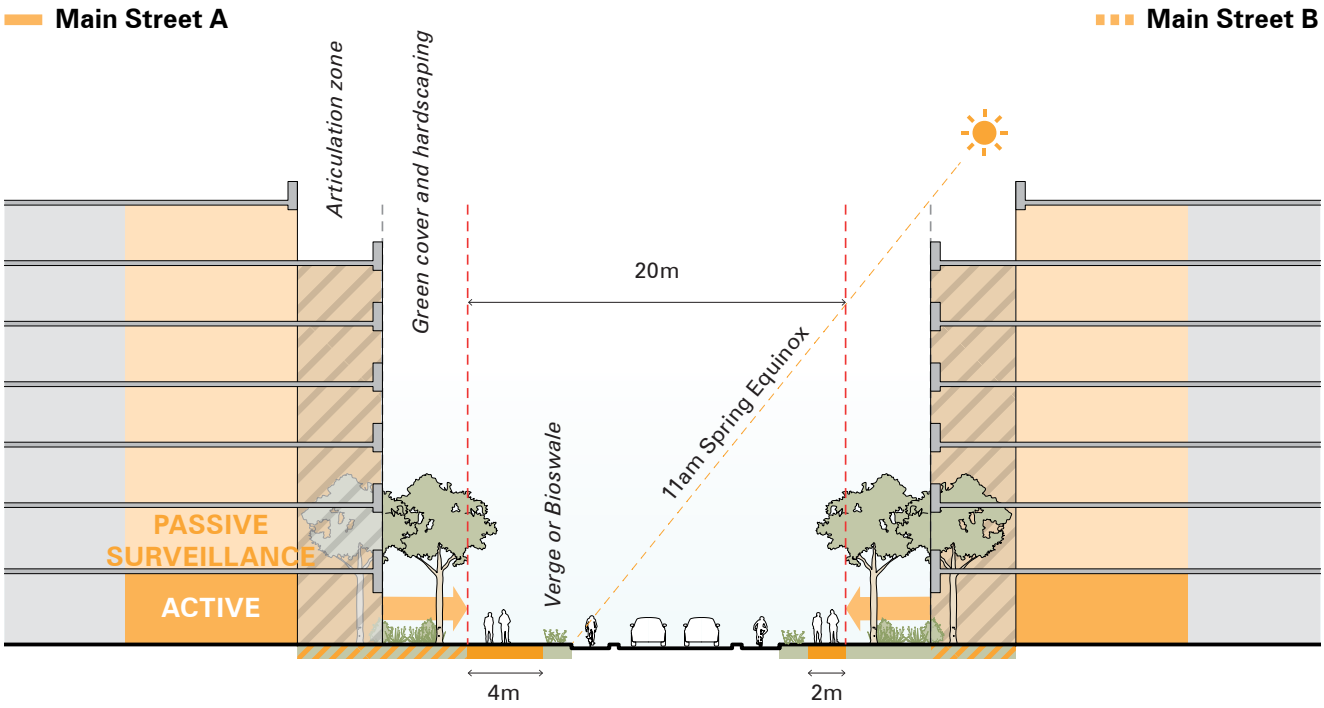
Retirement housing within landscape | Old Colonists' Association of Victoria, Leith Park | MGS Architects

Townhouses fronting open space retention basin | Heller Street, Brunswick | Six Degrees Architects

Church and community services | CityLife Community Care, Knox | DKO

Aged Care. St Vincent's Hospital 'Berengarra' Aged Care, Kew | Lyons

Precinct interfaces



— 4.5 metre articulation zone (50% floor space encroachment permitted) complemented by generous planting of Type C Tree(s) (see pg. 53) to create an urban landscape character.
— Provide a mixture softscaping and hardscaping adjacent the building to complement main pedestrian walks.
— Provide verge planting and/or bioswales to separate main pedestrian walks from traffic.
— Orient entries, habitable windows and/or active uses toward main streets to maximise interaction and passive surveillance opportunities.

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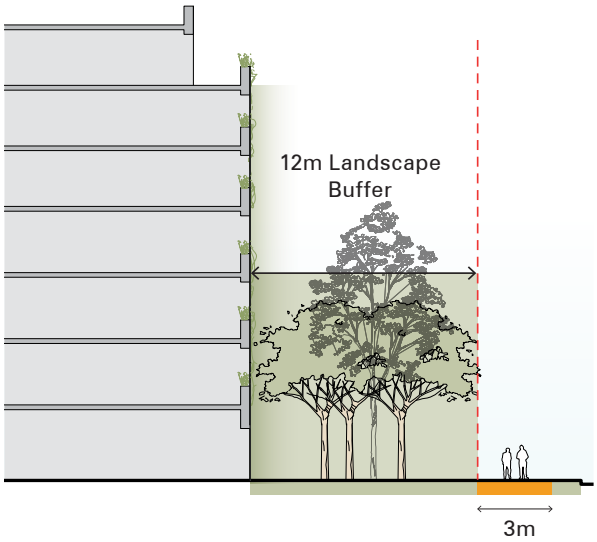
Green Boulevard



— Retain existing trees and provide a diverse species range of Type C Tree(s) (see pg. 53) where there are gaps in the existing canopy and reach a minimum of two rows of trees to reinforce the existing generous landscape character and achieve both a Boulevard and buffer effect.

— Integrate green walls, vertical gardens, and landscaping into the facade of the building.

Urban Design Framework

4

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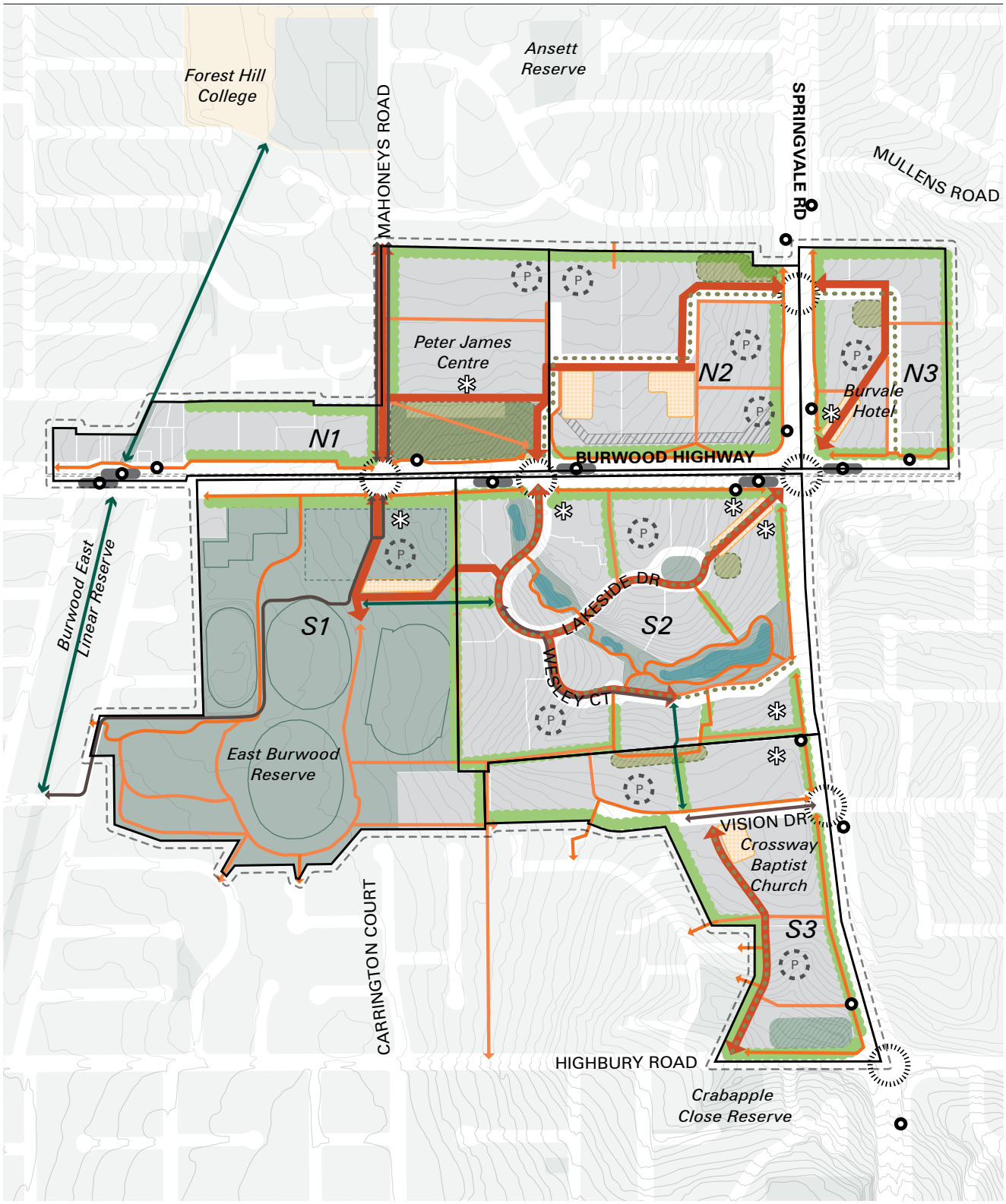
Figure 17 Framework plan



Activity Centre boundary
Precinct boundary

Built form
Gateway
Easement

Public realm and open space
Plaza
Open space
Retarding basin
Retain/increase landscape
Blue/green street

Movement
Main pedestrian walk
Pedestrian connection
Bike path
Shared path
Tram stop
Bus stop
Intersection
Precinct parking

Precincts

N1. Health and support services precinct

N2. Retail core and business precinct

N3. Conferencing, events and entertainment precinct

S1. East Burwood Reserve recreational precinct

S2. Creative business core precinct

S3. Community support services precinct

4.2 Capacity
Scenario testing

In order to test the overall planning outcomes for the Activity Centre that align with the proposed Structure Plan, we have prepared an estimate of future floorspace growth over the next twenty years. This has been prepared to align with the vision and land use framework for the Centre. This is not a floorspace target or a prediction of future change, it is a possible growth scenario amongst many potential outcomes. The result demonstrates flexibility in the Structure Plan to allow for future changes to strategic direction over the life of the plan and beyond.

It should be noted that private development, which is a majority of the Centre is greatly influenced by the market and economic cycles, and by the parallel timely investment by State and Local Government agencies in public transport, affordable housing, health, pedestrian and cycling networks, and landscaping, recreational and community amenities, which may accelerate or slow down development outcomes. The Centre overall may grow much faster or slower than projected, particularly in the context of future major transport investment such as the Suburban Rail Loop and State Policy changes to fast track the development of housing in order to reach the proposed Metropolitan targets. The Structure Plan identifies quick wins that are in the control of Council to help stimulate and complement development.

The methodology used to test a possible growth scenario and whether the proposed controls provide the capacity to accommodate this, utilised the forecasting undertaken by Urban Enterprise. This formed the baseline minimum additional floor space requirements of specific land uses key to the Centre - business/office, residential and retail/hospitality. These are as follows:

Business/office (leasable areas only) sqm	Residential sqm (excluding specialist housing & based on the assumption of 85sqm avg size)	Retail/hospitality (leasable areas only & excluding entertainment uses) sqm
38,000	85,000	9,500

Table 1 - baseline minimum additional floor space requirements

MGS modelled the existing conditions of the Centre to understand the existing capacity. The results were as follows:

Business/office sqm	Residential (including hotel) sqm	Retail/Hospitality (including entertainment uses) sqm
133,500	10,000	21,500

Table 2 - existing footprint capacity for the Centre

Combining these, resulted in the minimum desired floor area requirements for the Centre for its three core land uses. The totals of which are:

Business/office sqm	Residential sqm	Retail/hospitality sqm
171,500	95,000	31,000

Table 3 - minimum desired floor area requirements for the Centre

As a next step, MGS used architectural testing to measure the GFA of buildable envelopes within the proposed controls of the Structure Plan and applied land uses in line with the proposed plan. The following assumptions were used:

Recent developments and existing permits
The testing uses the sqm associated with the approved retail permit for 353-383 Burwood Highway. Recent developments have been tested as they currently exist, anticipating that they would not be developed to a higher density, during the life of the Plan and include the Quest Hotel, Pronto Software office building and Crossway LifeCare.

Uptake
Most sites across the Centre are already occupied by existing buildings and uses. Thus it was estimated on top of the above exclusions, that a 65% uptake rate (or two out of every three development site opportunities) be applied as not all sites will be developed over the life of the Plan.

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Buildability
Drawing buildable floorplates within the maximum controls was done to ensure development was achievable and suitable for the anticipated, preferred land use eg. reductions occurred to consider articulation, viable apartment or office depths, natural light/ESD performance etc.

Land use split
The scenario is based on the land use plan presented on pg, 66 and assumes a split for mixed use of 15% hospitality/retail, 45% office space, 30% residential use and 10% community use (in line with the Structure Plan). Where residential above ground is shown it assumes a 50% split between the underlying use and residential uses.

Car parking
It should be noted that the testing does not factor in car parking and therefore total sqm will be reduced depending on land use and associated requirements. Where located above ground in sleeved arrangement's as tested for the earlier Box Hill Structure Plan, carparking can utilise up to 1/3 of floor space in multi-level arrangements.

This exercise resulted in a projected indicative footprint capacity for the Centre as illustrated below in Table 4. This can comfortably contain the minimum floor area requirements of the core land uses of business/office and retail/hospitality. Underlying residential demand is anticipated to exceed 60,000 sqm excluding specialist accommodation such as affordable and social housing, specialist and aged care related housing. Optimising these additional opportunities could see a land use outcome where nearly 100,000 sqm is occupied in 20 years by these related accommodation types or over 1/6th of total floor space area.

The growing role of the precinct as an employment and services hub also extends to its role as a Centre for conferencing, entertainment and short stay accommodation exceeding 1/5 of the total building envelope capacity envisaged.

The total combined areas available as we would hope, exceed the minimum floor area required to achieve the forecasted demand. The testing demonstrates that the Structure Plan provides flexibility for a more diverse mix of uses in line with the Centre's designation and role as a Major Activity Centre.

The Plan and modelling demonstrate that alongside this diversification of land use aligned with its MAC role, the Centre will continue and grow its impact as a major employment hub for the eastern region with capacity in the precincts where employment is a focus, accommodating 250,000 sqm of space. The Plan can comfortably accommodate the critical employment demands of the region and its role therein whilst also accommodating a business and office space and thus can support an alternative scenario where more housing is provided - meaning it has the potential to play an important role in reaching the proposed housing targets for the area.

Business/office sqm	Residential (excluding specialist housing) sqm	Retail/ hospitality sqm	Conferencing and events (education/ entertainment/ short stay accommodation) sqm	Health (specialist accommodation) sqm	Other (recreation/ community) sqm	Total Activity Centre sqm
250,000	60,000	40,000	130,000	60,000	30,000	**570,000**

Table 4 - indicative footprint capacity for the Centre

4.3 Density
Floor Area Ratio (FAR)

Alongside built form controls and controls to retain and strengthen landscape within Tally Ho, Floor Area Ratio (FAR) controls have been suggested as an additional layer of the Structure Plan so that densities can increase whilst maintaining the leafy suburban character. Further to this, uplift in exchange for the delivery of key public realm infrastructure, where there is a lack of public land can be used as a mechanism. The suitability of this tool requires investigation as a method through which enhanced strategic, design and community benefit might be enabled whilst maintaining development viability.

Introducing a base floor area ratio would regulate densities in gross floor area (GFA) terms to prevent over-development of sites that have the potential to compromise Tally Ho's valued landscape character. This would be supposed by bonusing provisions — floor area uplift (FAU), where landowners can access additional floorspace above the base FAR in exchange for delivering identified community benefits like civic plazas, affordable housing, shared use facilities within buildings (eg. 10% of total floor area) or new pedestrian connections.

Figure 18 depicts open spaces, plazas and new pedestrian and/or cycle links that are essential in connecting the central S2 precinct to the rest of the Activity Centre. In order to ensure the delivery of these, we suggest FAR controls are implemented, with the option for lots that contain these links, allowed to exceed this by a maximum threshold of 25%.

FAR directly ties increased development rights and land value uplift to the provision of amenities aligned with the Activity Centres' vision for revitalisation. By deploying both FAR controls and density bonusing mechanisms in tandem, Council and landowners can collaborate together towards a balanced intensification in Tally Ho, allowing growth to occur in parallel with an enriched public realm and increased landscape.

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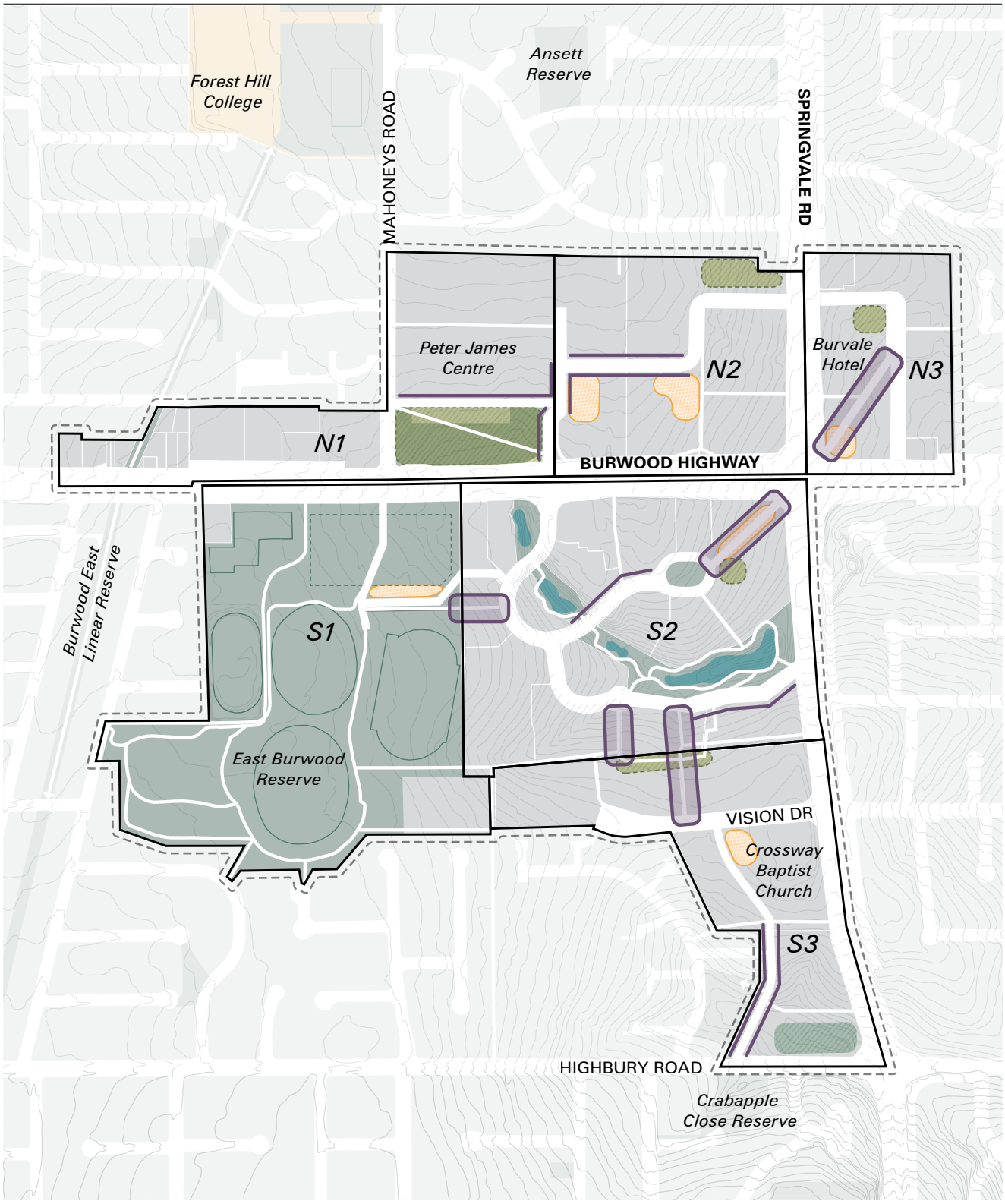

Figure 18 Key links, plazas and open spaces

4.4 Site layout
Setbacks

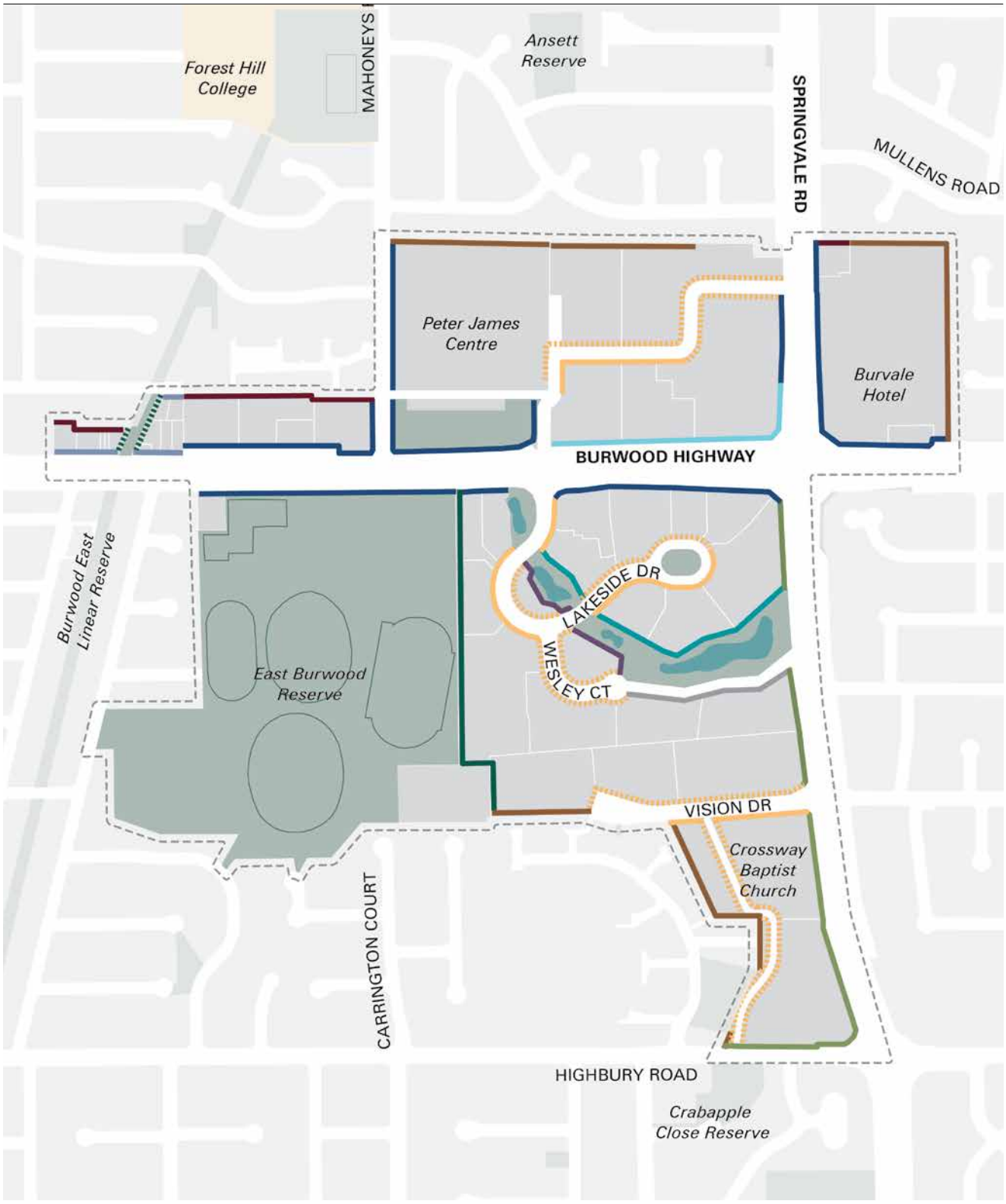

Figure 19 Key setbacks plan

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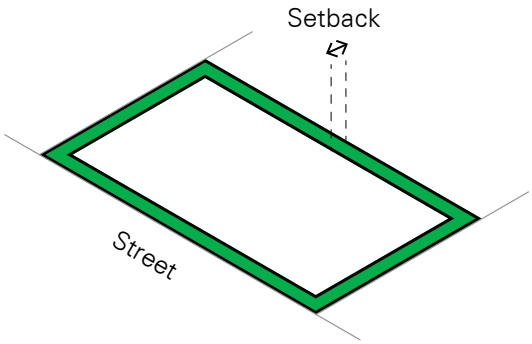
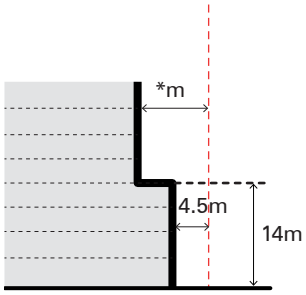
Setbacks



- 6-metre rear/side setbacks in all precincts except N1 retain landscape buffers and allow new buffers/pedestrian connections.
- N1 has 4.5-metre rear/side setbacks to accommodate constrained lots with adequate building separation.
- Street setbacks vary based on landscape context, future land use and transport roles to facilitate desired public interfaces.
- Above a certain height, further setbacks create a recessed building form over a human-scaled podium base.
- Specific rear setbacks also respond to abutting residential properties near the Activity Centre periphery.
- Figure 19 depicts where the following setback/ interfaces apply.

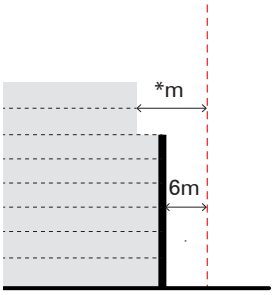
Side and rear setback (N1)

*Refer to building separation requirements



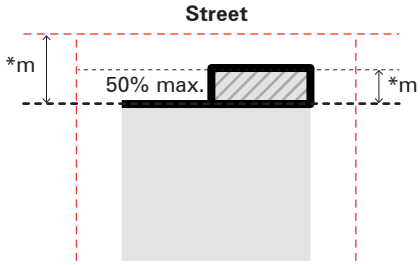
Rear setback (All other precincts)

*Refer to building separation requirements

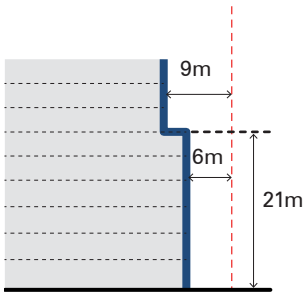


Articulation zone

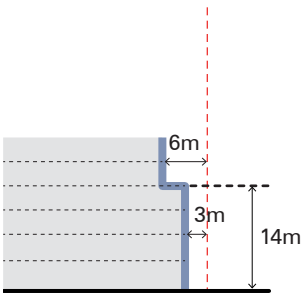
*Refer to specific interface requirements



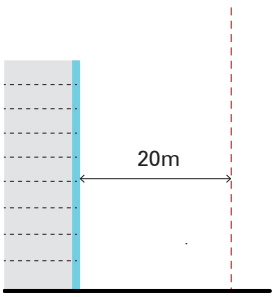
Boulevard A



Boulevard B

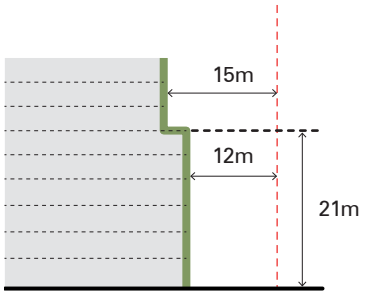


Boulevard C

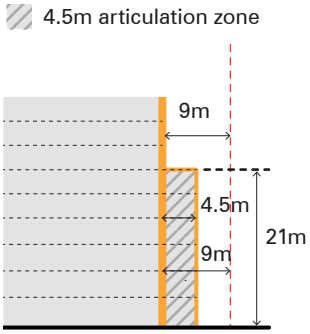


Site layout
Setbacks

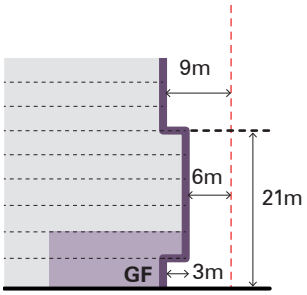
Green Boulevard



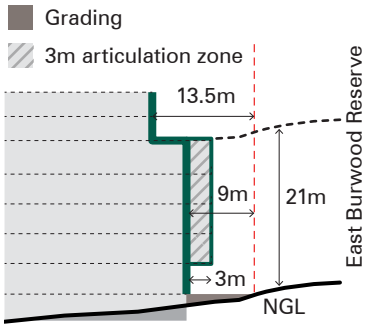
/ Main Street A/B



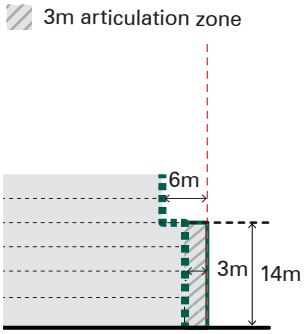
Hospitality



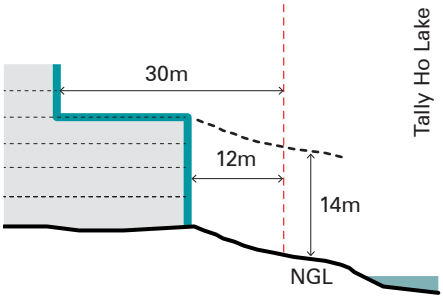
East Burwood Reserve



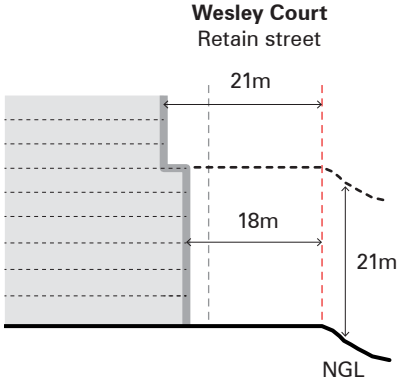
Open Space



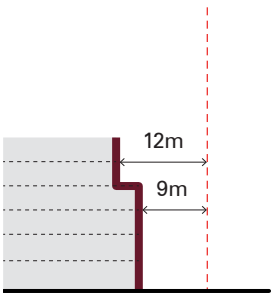
Tally Ho Lake



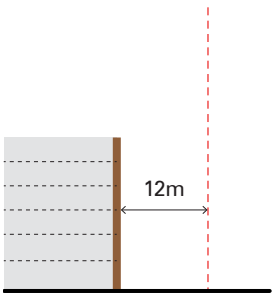
Wesley Court



Urban Residential



Residential



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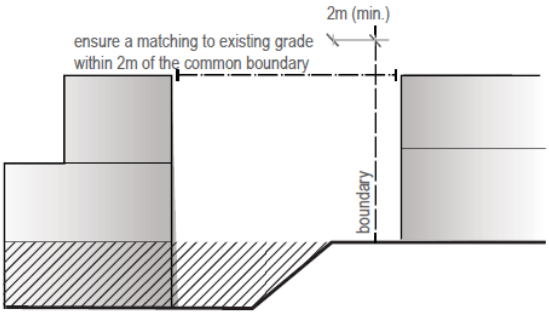
Topography



Future development within Tally Ho should respond sensitively to local topography by minimising extensive regrading, cut and fill operations, and obtrusive retaining walls. Building forms and siting should harmonise with the existing landform character. However, strategic grading should be implemented between sites, within side and rear setbacks, and at key interface areas. This allows moderating abrupt level changes between properties while improving overall pedestrian connectivity throughout the centre.

Development should:

— Site buildings to respond to local topography while maximizing retention of existing vegetation and accessibility.

— On sloping sites, incorporate split-level designs that step along the natural grade to minimise cut and fill.

— Match finished grades within rear setbacks to existing elevations on adjoining properties within two metres of boundaries, where practicable.

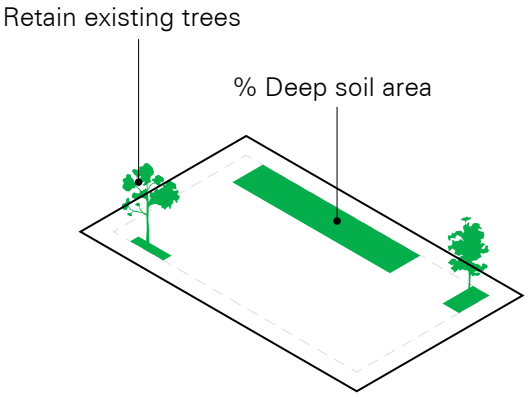
— Avoid or minimise use of high retaining walls.

— Align vehicular access and pedestrian paths to follow contours, avoiding significant excavation or high retaining walls where possible.

— Ensure basements are not exposed above ground at the street frontage and primary pedestrian entries.

— Consider natural drainage patterns and incorporate Water Sensitive Urban Design (WSUD) principles on sloping sites.

Landscaping and deep soil areas



Future development, including non-residential buildings, are required to meet the same landscape objectives outlined in **Clause 58.03-5 (Landscaping) of the Victorian Planning Provisions** (VPP). This includes requirements for canopy tree cover, deep soil areas, and overall landscaping design, construction, and long-term management. This will help preserve and enhance Tally Ho's celebrated landscape character, defined by a generous tree canopy, significant existing vegetation, and a sense of openness.

For the purposes of this Plan, canopy cover trees are defined as:

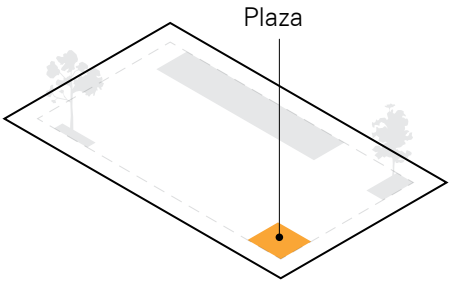
Tree Type	Size	Height
A	Small	6-8m
B	Medium	8-12m
C	Large	12m+

All development (including non-residential buildings) should:

— Meet the objectives and Standard D10 outlined in **Clause 58.03-5 "Landscaping objectives"** for all development, including canopy cover and deep soil requirements.

Site layout
Plazas and pedestrian connections

Plazas

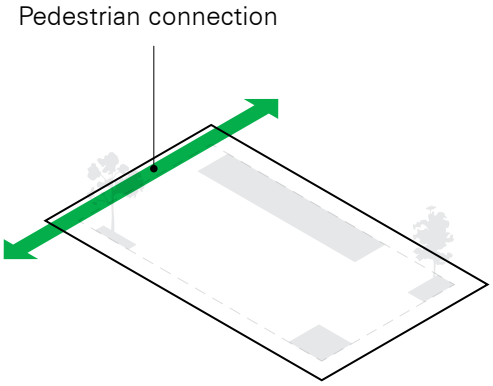


For large development sites in Tally Ho, there is an opportunity to incorporate public plazas aligned with the new pedestrian 'main street'. Providing these activated outdoor gathering spaces at preferred locations identified in the precinct plans enables access to additional floor area ratio (FAR) through density bonusing provisions. By delivering these community benefits integrated with the pedestrian network, future development can achieve a higher-density development yield appropriate for a major activity centre.

Plazas should:

— Be predominantly open to the sky to maximise access sunlight access.
— Be fully accessible.
— Incorporate active frontages along the perimeter.
— Incorporate a mix of soft and hard landscaping elements.
— Provide seating and features that encourage stationary activity.

Pedestrian connections



Future development should retain and enhance existing pedestrian connections while also delivering new links as shown in the precinct plans. There is an opportunity to provide a new publicly-accessible pedestrian connection through to East Burwood Reserve, enabling access to additional floor area ratio (FAR) through density bonusing provisions.

— Development should retain and enhance existing pedestrian connections.
— Development should provide new pedestrian connections as shown in precinct plans.

New pedestrian connections should:

— Be predominantly open to the sky to maximise access to sunlight.
— Be publicly accessible at ground level, secured by an appropriate legal agreement.
— Be designed as accessible, universally inclusive paths (compliant with AS1428).
— Incorporate elements that promote passive surveillance, such as windows and entries oriented towards the connection.
— Provide a direct, attractive, and well-lit route, incorporating landscaping elements such as canopy trees that contribute to a safe, welcoming and comfortable pedestrian experience.
— Be designed in accordance with Tally Ho Landscape (action) Strategy to establish a consistent and coherent public realm character.

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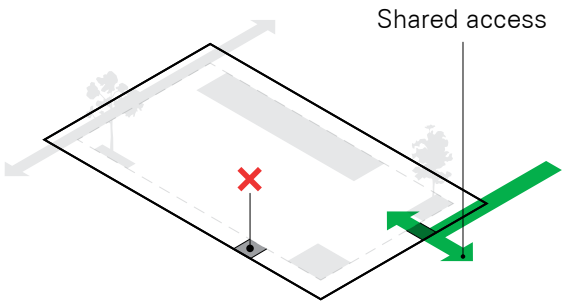
Vehicular access



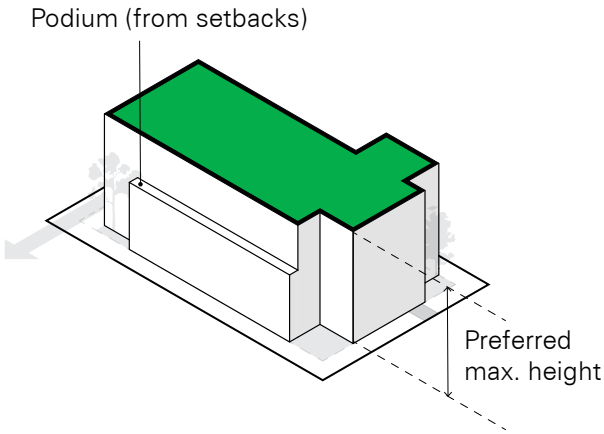
Vehicular access points should be minimised in number and consolidated between adjacent properties where feasible to limit driveway crossovers along Tally Ho's streets. Crossovers are restricted to one per property frontage, while any existing redundant access points must be removed. This approach enhances pedestrian safety and mobility by reducing potential vehicle-pedestrian conflict zones. It also promotes a more continuous, seamless streetscape experience across the activity centre by avoiding frequent interruptions to the public realm from excessive driveway crossovers.

Vehicular access points (cross overs) should:

— Be minimised in number.
— Be consolidated and shared between adjacent properties where possible.
— Be limited to one per property frontage.
— Remove any existing redundant access points.

4.5 Building mass
Building height

Building height



Preferred maximum building heights across the Activity Centre are depicted in figure 20 opposite. These have been tested according to shadow analysis while ensuring the distinct topography of the Centre is respected. The heights safeguard the amenity of main pedestrian walks and open spaces and align with the preferred land use typologies envisioned for each precinct. At the peripheries of the Centre, building heights transition down to 14 metres adjacent residential areas to ensure an appropriate scale.

For the purposes of this Plan, the below minimum floor to floor heights apply:

Floor to floor height	Application
4m	ground level and level 1
3.5m	non-residential uses above level 1
3.2m	residential uses above level 1
3.2m	car parking structures above ground level

Building mass
Preferred maximum building heights

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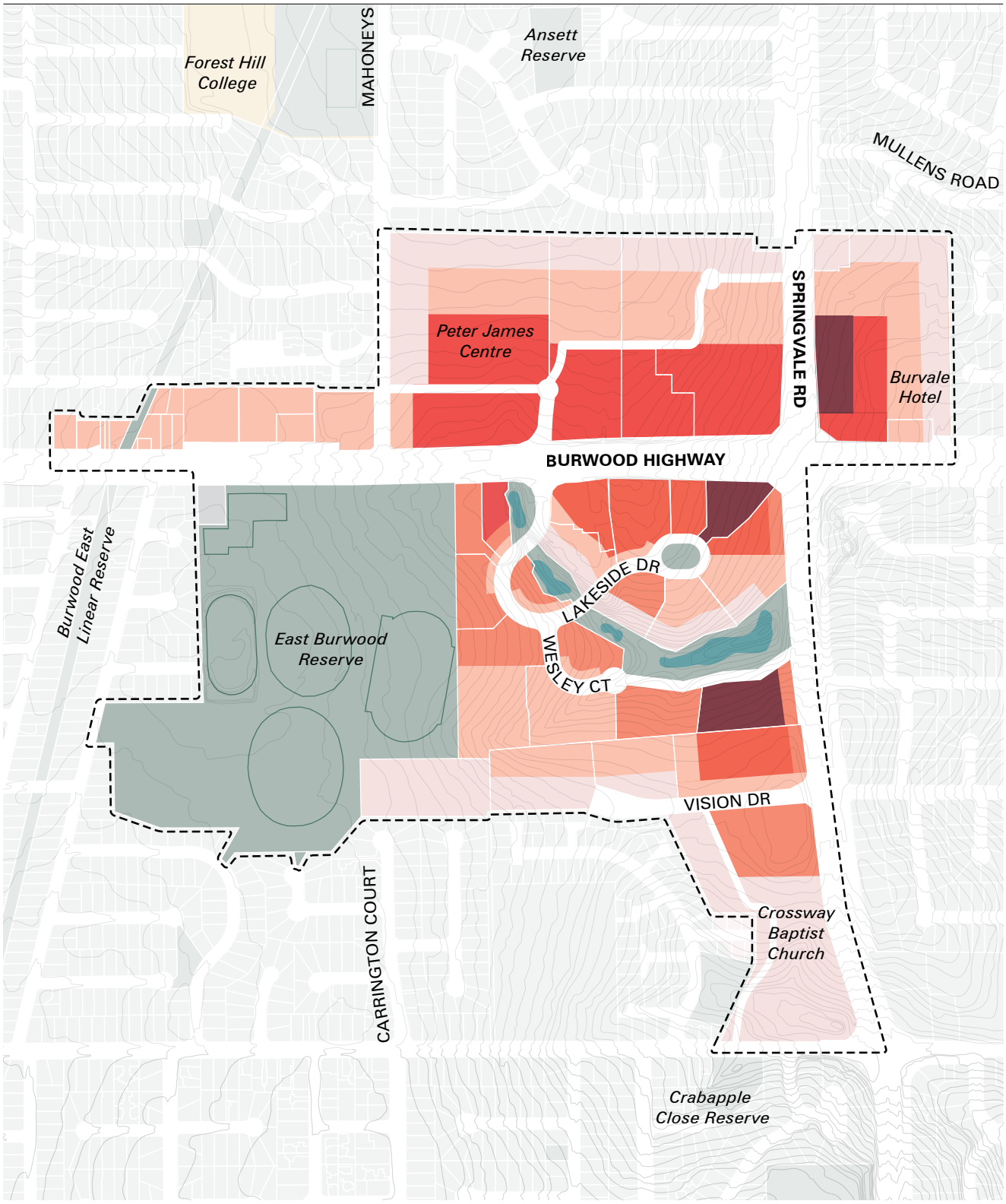

14m (up to 4 storeys)
21m (up to 6 storeys)
28m (up to 8 storeys)
35m (up to 10 storeys)
40m (up to 12 storeys)

Figure 20 Proposed maximum building heights

Building mass
Building height and landform

Building heights step down from the area's prevailing high point at 10-12 Wesley Court (former MYOB) site. Heights taper towards Highbury Road in the south and moderate near the elevated terrain to the north, responding to the rolling landform. Moreover, height limits have been set to align with defined overshadowing protection areas, including Tally Ho Lake, maintaining solar access to these areas. Heights are kept low around the lake's edges to prevent overshadowing this ecologically valuable open space.

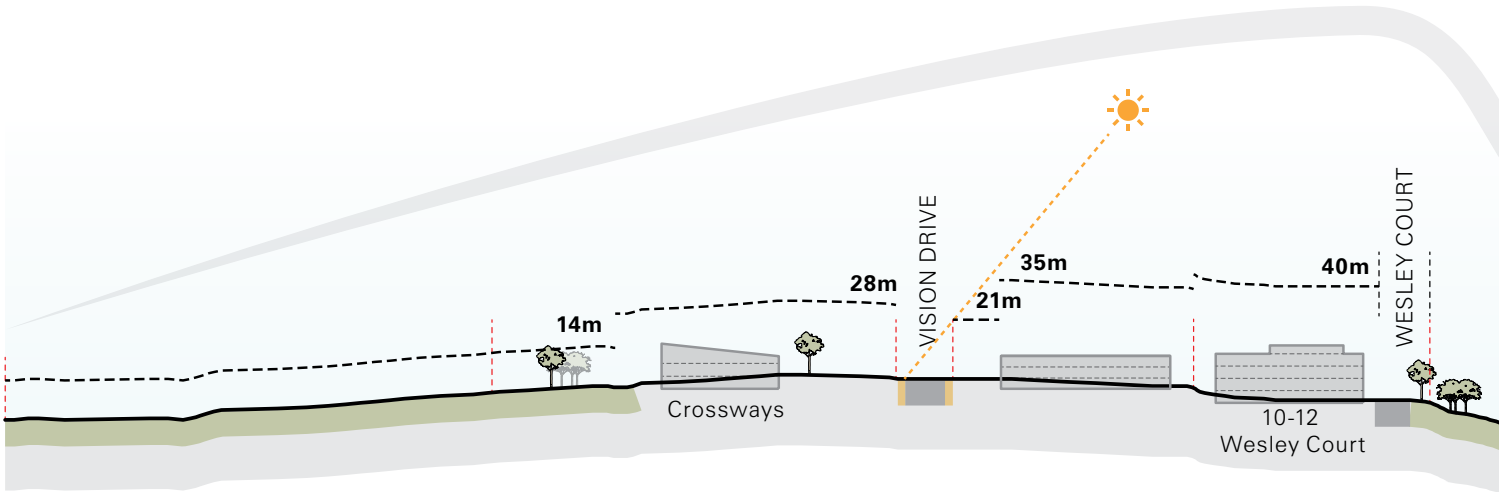

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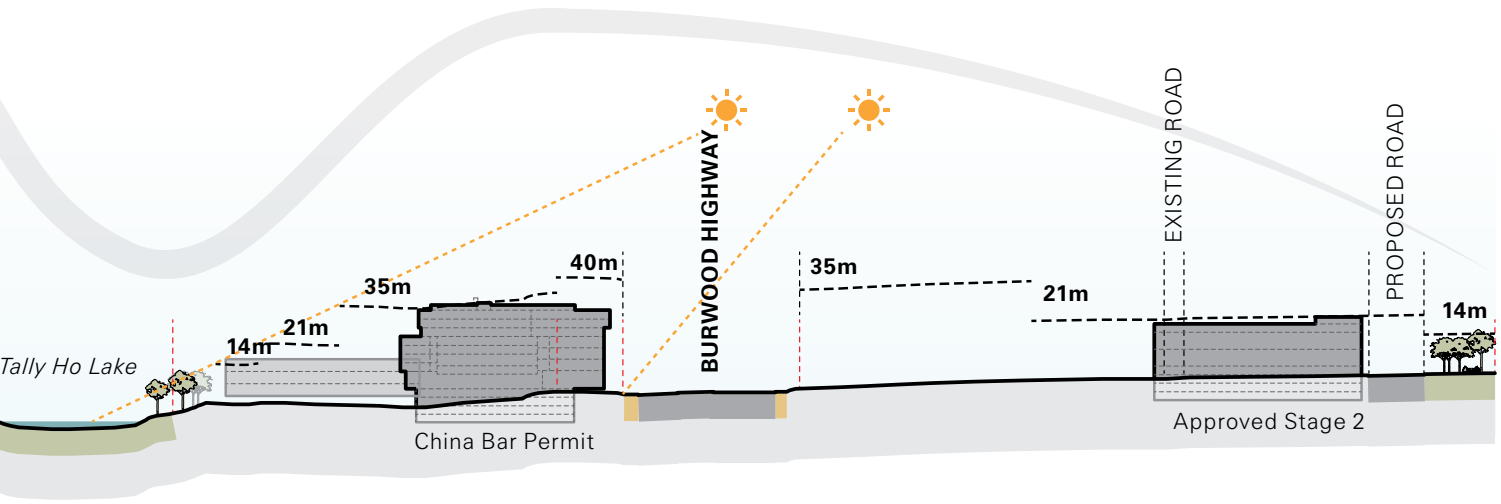
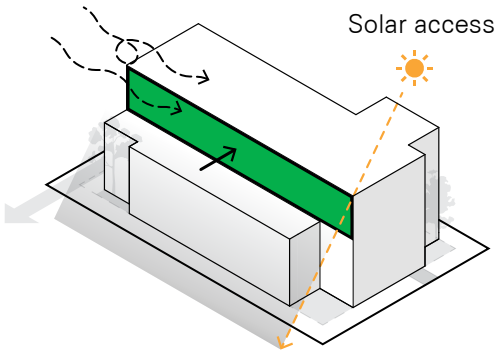
Figure 21 North south section demonstrating existing and proposed building heights



Overshadowing and wind impacts



The amenity of Tally Ho's pedestrian streets, existing and future plazas, open spaces and adjoining properties in the Neighbourhood Residential Zone and General Residential Zone will be safeguarded through defined overshadowing protection areas (see Table below) in addition to wind impacts requirements. These controls ensure regulated sunlight access is provided to these sensitive areas during specified hours and times of the year.

Space (see figure 22)	Hours	Date(s)
Pedestrian streets (footpaths of existing/ planning approved main pedestrian walks)	Between 11.00am and 2.00pm	22 April to 22 September
Plazas (future)	50 per cent of the space between 11.00am and 3.00pm	22 April to 22 September
Open space (Tally Ho lake and East Burwood Reserve)	Between 11.00am and 3.00pm	22 June
Neighbourhood Residential Zone properties	Between 11.00am and 3.00pm	22 June
General Residential Zone properties	5 hours between 9.00am and 3.00pm	22 September

All development projects, including non-residential buildings of 5 or more storeys, must conduct a wind impact assessment and demonstrate acceptable wind conditions in surrounding areas similarly to requirements outlined in **Clause 58.04-4 'Wind impacts'** of the Victorian Planning Provisions (VPP).

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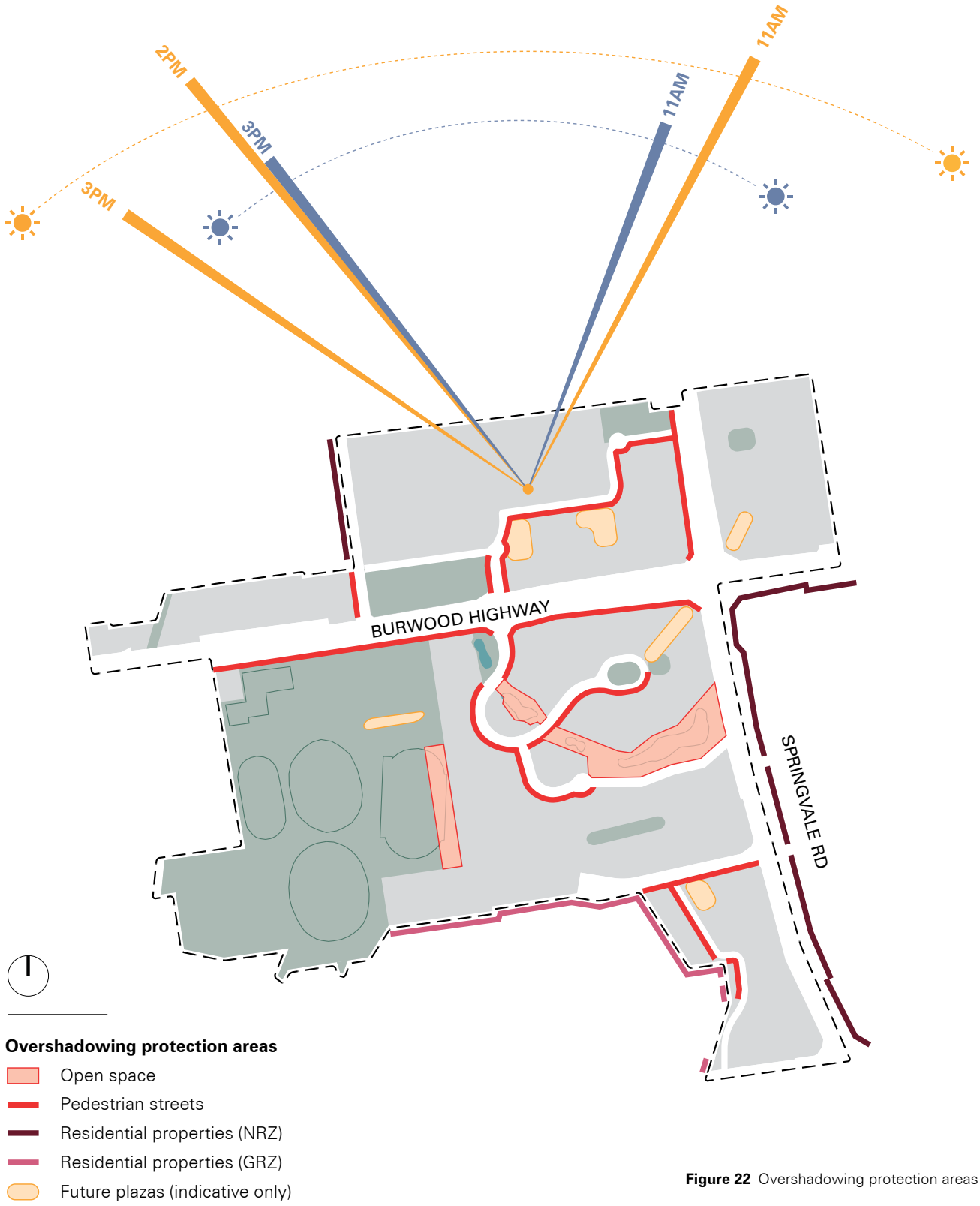
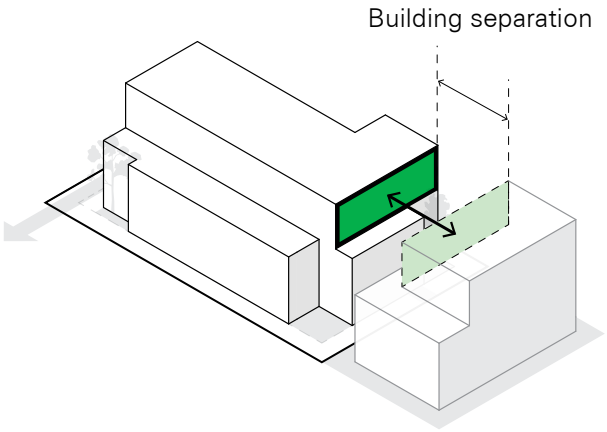


Figure 22 Overshadowing protection areas

Building mass

Building separation, articulation and vertical rhythm

Building separation

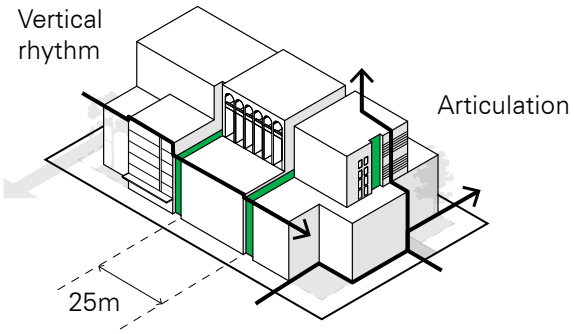


Buildings should be separated by set distances depending on their use (residential, commercial etc.)

Interface type	Between habitable rooms/ balconies	Between habitable and non-habitable rooms	Between non-habitable rooms
Up to 21m	12m	9m	6m
Over 21m	18m	12m	9m

No building separation is required where building types incorporate party walls.

Articulation and vertical rhythm



Buildings should:

— Be designed to be expressed as a whole to provide visual interest from all publicly visible elevations.

— Avoid long expanses of blank walls and be detailed to provide visual interest.

Buildings with street frontages exceeding 25 metres should:

— Incorporate vertical articulation through varied parapet heights and deep rebates to provide modulation in the street façade.

— Align vertical breaks between each building section with key building elements, such as light wells, building entrances and urban greening.

— Appear as several smaller buildings rather than one large building.

— Integrate urban greening elements such as green walls, vertical gardens, and planting within vertical breaks.

— Ensure each section is visually distinct to the adjacent section of the building.

4.6 Building program

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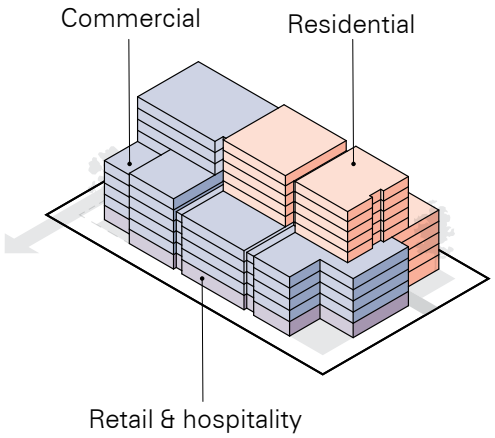
Program



Future development in Tally Ho should be carefully designed and programmed for positive engagement with the public realm, and to maximise building adaptability and flexibility over time. Building program relates to the strategic positioning and internal configuration of spaces, services and car parking areas to shape the public realm interface. This is critical as the layout and uses within a building shape activation, safety, and quality of experience along streets and open spaces for pedestrians.

Land uses play an important role in the amenity of the Activity Centre as a whole and how people use and experience it. It is important to co-locate compatible uses (office and hospitality uses for example) and that those that are sensitive are in the appropriate location within the Centre. Providing a mix of uses vertically within buildings allows for a greater diversity of users which adds to the vibrancy of an area. Within Tally Ho, certain precincts and locations, such as those on the boundary with residential interfaces are more suited to specific uses, which have been reflected in the preferred land use plan overleaf. Though these land uses need to fit within certain zones in the planning scheme, the plan demonstrates the preferred mix of uses within each zone at a deeper level of detail.

Activation and entries

Development should:

— Position active uses to address the public realm.
— Maximise the number of pedestrian building entries.
— Break up long expanses of frontage with building entries.
— Sleeve large floor plate tenancies with smaller tenancies at ground level fronting onto streets or pedestrian connections.

Commercial activity and building adaptability

Floor to floor heights should be a minimum of:

— 4 metres at ground level and level 1.
— 3.5 metres for non-residential uses.
— 3.2 metres for residential uses.
— 3.2 metres for car parking structures above ground level.

Building services

Development should:

— Minimise building services, including waste, loading, and parking access points along ground floor frontages.
— Integrate rooftop plant and services into the overall building, ensuring they are concealed from view at the street level.
— Be located away from streets and public spaces.
— Locate service cabinets internally with loading, waste, or parking areas where possible.

Car parking

Car parking should:

— Be located in a basement as a priority or secondarily;
— Be located above ground and sleeved to streets with active uses.
— Be designed to facilitate future adaptation to support alternate uses in the short and long term.
— Include design features, such as electric vehicle charging points, which support more sustainable forms of private car usage (from c376melb).

Building program
Preferred land uses

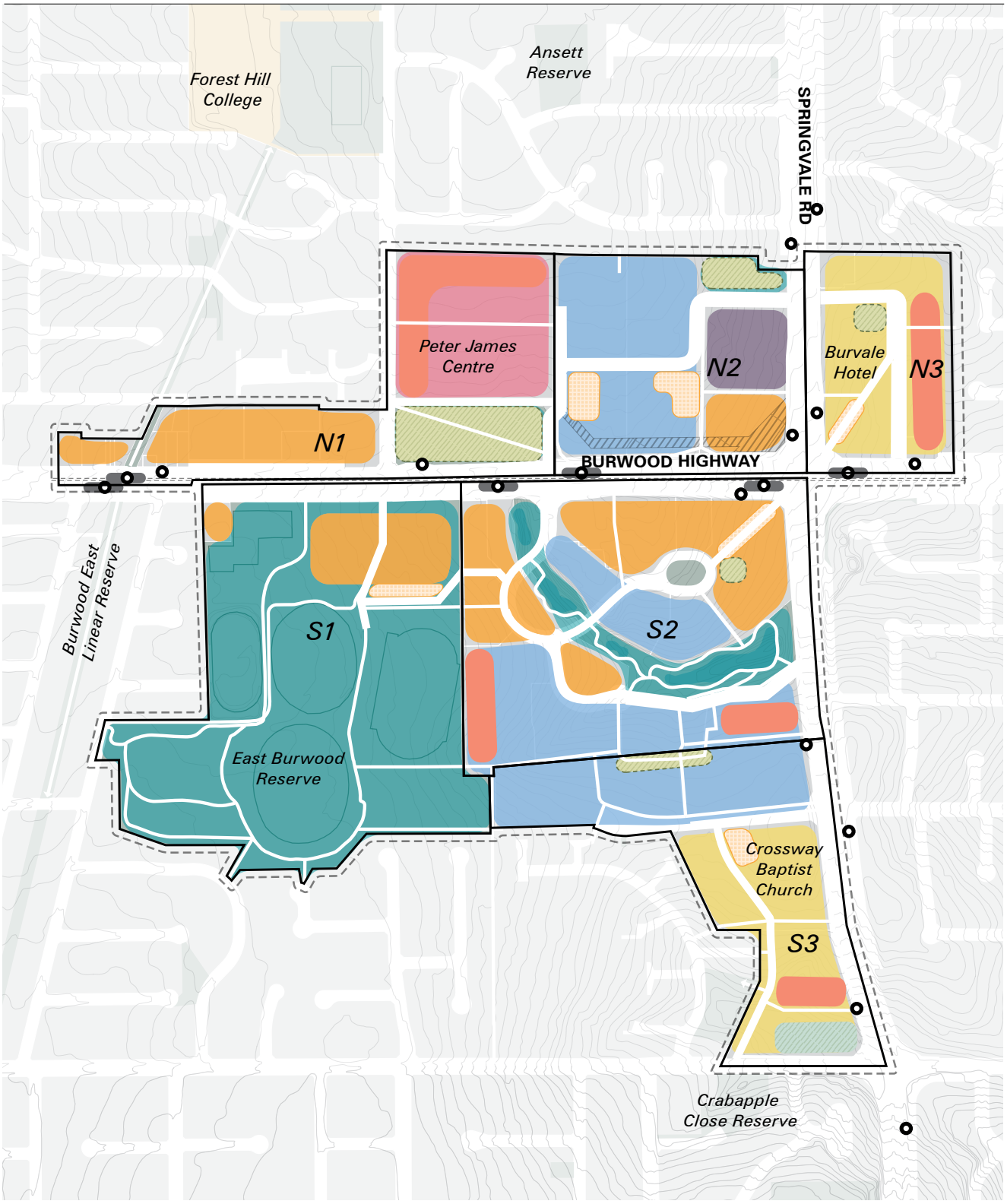


Figure 23 Proposed land uses

- Residential (above ground)
- Business, knowledge and innovation (office/education uses)
- Mixed use (office/community/retail/ hospitality/residential uses)
- Health
- Recreation
- Conferencing and events (community/education/hospitality uses)
- Retail
- Plaza
- Open space
- Retarding basin
- Easement

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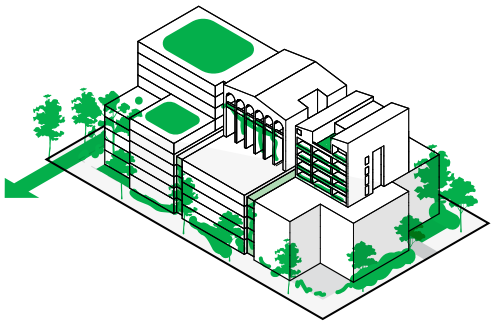
Urban greening and cooling



Buildings should:

— Achieve a Green Factor score of 0.55.
— Provide canopy trees and landscaping within setbacks.
— Integrate green infrastructure elements such as green walls, vertical gardens, and planters within the building design (façades to still be designed to a high standard in case of failure/poor maintenance of these elements)
— Maximise opportunities for urban greening on rooftops and terraces.
— Select Indigenous and native species which provides habitat for native fauna.

Implementation

5

5.1 Implementation

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The proposed list of actions outlines the steps necessary to implement the Tally Ho Major Activity Centre Structure Plan. It emphasises Council's role in executing each action and provides expected timeframes for completion.

Deliver:

— Council's direct responsibility is to lead the project's delivery.

Partner:

— As a partner, Council collaborates with others to co-deliver these actions.

— Potential partners include agencies, community groups, private landowners and the development industry.

— Funding sources may vary, including government grants and partnerships.

Advocate:

— Council's role is to advocate for projects and outcomes crucial to the success of the Tally Ho Major Activity Centre Structure Plan, its vision and objectives.

— This involves engaging with State Government departments, private landowners, the development industry and the broader community.

Timing:

Timeframes align with organisational schedules, such as the Capital Works Program:

— Short term: 0 – 5 years

— Medium term: 6 – 10 years

— Long term: >10 years

These timeframes serve as guidance and should be further defined during the development of an implementation program for each action.

Mechanisms:

Several complementary mechanisms facilitate the Tally Ho Structure Plan implementation:

— Future Planning scheme amendments

— Council's Capital Works Program

— Investments and partnerships acting as catalysts

5.2 List of Actions

Strategy	*Action*	*Description*	*Timeframe*	*Method*
Objective 1: To develop Tally Ho as a contemporary employment hub and technology and innovation precinct				
Land use, employment and housing	A1	Prepare a single planning scheme amendment for the Structure Plan that applies the Activity Centre Zone (ACZ) to: — Introduce precincts, diversify the land use mix including accommodation and support employment uses across the Centre — Support retail and hospitality uses at the ground level of new developments in key locations, particularly to main pedestrian walks and public spaces within N2 and S2 — Support the provision of housing in designated precincts along the Burwood Highway and in strategic locations — Require 6% affordable housing on land where housing uses are permitted for developments of 16 or more dwellings in line with the Whitehorse Affordable Housing Policy — Revise building heights to support intensification of employment in preferred locations.	Short	Deliver
	A4	Monitor the amount of new employment floorspace against projections.	Medium	Deliver
	A10	Engage with other potential landowners to draw interest in locating facilities within the Activity Centre eg. Universities.	Short	Partner
Objective 2: To strengthen Tally Ho as a focus for health and allied health services				
Land use, employment and housing	A6	Engage with Eastern Health to support the renewal of its landholdings for community benefit and the growth of health and allied health services.	Short	Partner
Objective 3: To support future retail, services and hospitality growth within the Activity Centre for the local community and workers				
Land use, employment and housing	A1	See detail under Objective 1	Short	Deliver
	A1	See detail under Objective 1	Short	Deliver
	A8	Engage with landowners of Crossways Baptist Church to encourage development of its landholdings for related uses.	Medium	Partner
Objective 4: To facilitate the delivery of housing (including affordable housing) in designated locations within the Activity Centre				
Land use, employment and housing	A1	See detail under Objective 1	Short	Deliver
	A1	See detail under Objective 1	Short	Deliver
	A2	Introduce FAR controls so that targets for shared use facilities within buildings can be set through uplift schemes.	Short	Deliver
	A3	Monitor the number of dwellings (by type e.g. build to rent, social housing) and non-residential floorspace (by type) against targets.	Medium	Deliver
	A7	Engage with landowners of the Burvale Hotel to deliver mixed-use renewal for conferencing and events supported by short term accommodation and medium/higher-density housing.	Long	Partner
	A9	Engage with affordable housing providers to deliver opportunities for locations within the Activity Centre.	Short	Partner
Objective 5: To integrate the East Burwood Reserve and support its role as a regional open space				
Land use, employment and housing	A5	Upgrade East Burwood Reserve in line with the Masterplan and provide a high quality interface alongside the business park and incorporate the interface/reserve into the development as achievable.	Medium	Deliver

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Strategy	*Action*	*Description*	*Timeframe*	*Method*
Objective 1: To transition Tally Ho from a car-based precinct to a walkable precinct				
Movement and parking	A11	Upgrade pedestrian infrastructure to increase accessibility with material upgrades, tactile indicators and kerb ramps.	Short	Deliver
	A11	Upgrade pedestrian infrastructure to maintain separate pedestrian paths to cycling paths, where achievable.	Medium	Deliver
	A11	Upgrade pedestrian infrastructure to provide street furniture (water fountains, seating and lighting) that supports walking along main pedestrian walks.	Short	Deliver
	A18	Advocate to DTP to signalise Mahoneys Road / Burwood Highway.	Short	Advocate
	A18	Advocate to DTP to increase accessibility with material upgrades, tactile indicators (including light changing at traffic lights) and kerb ramps.	Short	Advocate
Objective 2: To encourage the consolidation of car parking into accessible, central nodes				
Movement and parking	A1	Prepare a single planning scheme amendment for the Structure Plan that applies the Activity Centre Zone (ACZ) to: — Identify a pedestrian and cycle network including locations where new links should be provided — Identify preferred locations for consolidated and shared car parking facilities as well as drop of areas — Require new development to provide end-of-trip facilities (non-residential) and bicycle parking/storage, prioritised at ground level and with separated/prioritised access — Require new development to locate vehicular access and parking away from main pedestrian walks and within basement levels, or at lower levels and sleeved with active uses, where practicable.	Short	Deliver
	A13	Upgrade green travel infrastructure to provide priority parking spaces for car share programs and electric vehicles.	Medium	Deliver
	A14	Investigate the introduction of a Parking Overlay and/or a Cash In Lieu of Parking scheme to help fund identified shared parking sites.	Medium	Deliver
	A19	Advocate to landowners to upgrade green travel infrastructure to provide priority parking spaces for car share programs and electric vehicles.	Short	Advocate
Objective 3: To provide legible and connected and high amenity pedestrian friendly streets that promote activity and vitality				
Movement and parking	A1	See detail under Objective 2	Short	Deliver
	A11	Upgrade pedestrian infrastructure to complete missing links in the pedestrian network, provide clear lines of sight and apply universal design principles.	Short	Deliver
	A11	Upgrade pedestrian infrastructure to widen footpaths, with a minimum with of 2m for all new and upgraded footpaths, 3m for any shared pedestrian and bicycle paths and 4m for main pedestrian walks.	Medium	Deliver
	A11	Upgrade pedestrian infrastructure to prioritise pedestrian movements along main pedestrian walks through raised crossings when intersecting with roads and a narrowing of road reserves with more space dedicated to pedestrian footpaths.	Medium	Deliver
	A15	Develop and implement a way finding strategy to promote walking, cycling and the use of shared parking facilities.	Medium	Deliver
	A16	Introduce FAR controls so that the provision of missing pedestrian and cycling links can be achieved through uplift schemes.	Short	Deliver

Strategy	*Action*	*Description*	*Timeframe*	*Method*
	A17	Partner with landowners to facilitate delivery of new and improved pedestrian and cycling connections (particularly through the business park), precinct car parking and the signalisation of Vision Drive / Weeden Drive / Springvale Road.	Medium	Partner
	A18	Advocate to DTP to reduce the speed limit on Burwood Highway through the Activity Centre from 80km/hr to 60km/hr and on Springvale Road through the Activity Centre from 80km/hr to 60km/hr as well as synchronisation of pedestrian crossings.	Medium	Advocate
	A18	Advocate to DTP to complete missing links in the pedestrian network.	Medium	Advocate
	A18	Advocate to DTP to prioritise pedestrian movements along main pedestrian walks through raised crossings when intersecting with roads and a narrowing of road reserves with more space dedicated to pedestrian footpaths.	Short	Advocate
Objective 4: To promote public transport as the priority transport mode to access the Activity Centre regionally				
Movement and parking	A18	Advocate to DTP to upgrade tram and bus facilities including shelters, seating, lighting, improved accessibility and powered information displays for public transport.	Short	Advocate
	A18	Advocate to DTP to increase the frequency of bus and tram services connecting the Activity Centre to the wider region.	Medium	Advocate
Objective 5: To increase active transport (walking and cycling) for access to, from and within the Activity Centre for local trips				
Movement and parking	A1	See detail under Objective 2	Short	Deliver
	A11	Upgrade pedestrian infrastructure to provide new and upgraded links to Tally Ho Lake and other open spaces.	Medium	Deliver
	A12	Upgrade cycling infrastructure to provide dedicated bicycle lanes on Mahoneys Road.	Medium	Deliver
	A12	Upgrade cycling infrastructure to provide a new bicycle path through East Burwood Reserve and along Vision Drive to connect with Weeden Drive.	Medium	Deliver
	A12	Upgrade cycling infrastructure to increase the safety of Pipe Track shared path through road layout/arrangement, path treatment and use of buffers (textured coloured surface, physical separators such as parking or garden beds etc.).	Short	Deliver
	A12	Upgrade cycling infrastructure to provide convenient and accessible bicycle parking and bicycle related facilities (such as a public bike pump and repair stations) in each precinct.	Short	Deliver
	A13	Upgrade green travel infrastructure to provide public charging stations within each precinct for electronic cars, bikes and scooters.	Medium	Deliver
	A19	Advocate to landowners to upgrade green travel infrastructure to provide public charging stations within each precinct for electronic cars, bikes and scooters.	Short	Advocate

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Strategy	*Action*	*Description*	*Timeframe*	*Method*
Objective 1: To revitalise the built form in-line with a Major Activity Centre and establish a new built environment that responds to opportunities and is accessible				
Built form and design quality	A1	Prepare a single planning scheme amendment for the Structure Plan that applies the Activity Centre Zone (ACZ) to: — Revise building heights to allow for an increase in development whilst not overshadowing key public spaces — Revise front, rear and side setbacks to increase and retain landscape buffers between built form — Introduce articulation zones in key locations (see page 62) — Identify interfaces of the Centre where active frontages and passive surveillance need to be located (eg. balconies, windows, entries, hospitality/retail tenancies etc.) — Introduce minimum controls for deep soil planting tied to lot size — Encourage built form to be designed as a whole in relation to neighbouring context/topography and to minimise overshadowing — Require minimum floor to floor heights of 4m for the first 2 storeys of all buildings to allow flexibility in use — Require a minimum of 15% of the building envelope (building façades/ terraces) to have softscape greening — Require landowners to consider wind and solar impacts of proposals on occupier/pedestrian comfort and safety — Require compliance with specific minimum ESD and IWM requirements.	Short	Deliver
Objective 2: To build a recognisable identity for Tally Ho that combines landscape, place and culture with high quality built form				
Built form and design quality	A1	See detail under Objective 1	Short	Deliver
	A21	Introduce built form guidelines for the Activity Centre.	Medium	Deliver
	A22	Require landowners to provide consolidated, commercial communal open space in precinct N2 and S2.	Long	Deliver
Objective 3: To promote enhanced sustainability of built form across the Activity Centre				
Built form and design quality	A1	See detail under Objective 2	Short	Deliver
Objective 4: To provide clarity to the community and landowners to encourage renewal of the Centre				
Built form and design quality	A1	See detail under Objective 2	Short	Deliver
Objective 5: To increase built form density across the Activity Centre to make the precinct more affordable, walkable and diverse				
Built form and design quality	A20	Introduce FAR controls so that density targets can be realised and development is equitable.	Medium	Deliver

Strategy	*Action*	*Description*	*Timeframe*	*Method*
Objective 1: To improve the place experience, inclusivity, and accessibility of Tally Ho's public realm				
Public realm, open space, sustainability and community infrastructure	A1	Prepare a single planning scheme amendment for the Structure Plan that applies the Activity Centre Zone (ACZ) to: — Revise building heights whilst maintaining solar access to plazas, open spaces and main pedestrian walks — Require the retention and enhancement of landscape buffers between the Activity Centre and existing residential areas — Introduce blue / green streets along main pedestrian walks and in areas that experience flooding — Require an increase in tree canopy planting within private land to reach a minimum 30% coverage (as per Whitehorse Urban Forest Strategy) — Identify interfaces of the Centre that abut key public realm spaces such as Tally Ho Lake and East Burwood Reserve and define their contributing elements.	Short	Deliver
	A27	Develop the streetscape of Lakeside Drive to set the standard of the desired public realm outcomes of the Activity Centre	Short	Deliver
	A31	Include budgeting for Tally Ho public realm upgrades in the next DCP review.	Short	Deliver
Objective 2: To support an increase in the number and diversity of well-connected public and open spaces across the Activity Centre				
Public realm, open space, sustainability and community infrastructure	A25	Consider floodways in the design of new pedestrian and bike paths, plazas and open spaces and incorporate WSUD.	Short	Deliver
	A23	Introduce FAR controls so that the provision of open spaces, plazas and public realm upgrades can be achieved through uplift schemes on private land.	Short	Deliver
	A32	Partner with landowners to facilitate delivery of new plazas and open spaces that consider informal play in gap areas and increased planting within/adjacent to the public realm.	Medium	Partner
Objective 3: To increase community resilience through the provision of community infrastructure to cater to the needs of current and future populations				
Public realm, open space, sustainability and community infrastructure	A28	Develop the East Burwood Reserve in line with the East Burwood Reserve Masterplan 2023, with a new multi-purpose community facility and new pedestrian/bike connections into S2 and S3.	Medium	Deliver
	A29	Design spaces for informal play within streetscape upgrades.	Short	Deliver
Objective 4: To increase biodiversity, tree canopy coverage and sustainability of the Centre				
Public realm, open space, sustainability and community infrastructure	A1	See detail under Objective 1	Short	Deliver
	A26	Require landowners within S2 and S3 undertake flood studies to consider flood path impacts on proposals (eg. basement entry location)	Short	Deliver
	A25	Fill gaps in tree canopy planting within Council land (including streets) to reach a more evenly distributed 30% coverage (as per Whitehorse Urban Forest Strategy).	Long	Deliver
	A30	Develop a landscape strategy that specifies discerning palettes for each precinct of the Centre.	Medium	Deliver
	A34	Partner with landowners to develop a Waste Strategy for the Centre that looks at the consolidation of services in easy to access, discrete locations within each precinct.	Medium	Deliver

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Strategy	*Action*	*Description*	*Timeframe*	*Method*
	A35	Partner with landowners to develop a Drainage Strategy for the Centre that looks at WSUD, water retention and management to meet flooding impacts.	Medium	Partner
Objective 5: To promote economic and social vitality within the Centre by making it a place to live, work and play across the day and night				
Public realm, open space, sustainability and community infrastructure	A33	Engage with landowners, business, tenants, residents, sporting groups, service providers, State Government and neighbouring Councils in the Melbourne East Region to develop a Place Management Strategy for the Activity Centre.	Medium	Partner

Quick win projects for Council:

- Introduction of dedicated bicycle lanes on Mahoneys Road along with footpath widening/accessibility upgrades
- Footpath widening/accessibility upgrades in Vision Drive
- Introduction of bicycle parking and repair/pump stations within each precinct
- Introduction of an electric car/bike/scooter charging station with priority parking within the S2 creative business core precinct
- Increasing planting that contributes to canopy coverage within Council land
- Introduction of way finding signage along key movement corridors that provides direction/distance to open spaces

Catalyst projects for Council:

- Upgrades to Wesley Court/Lakeside Drive to incorporate WSUD, increase canopy coverage, increase the size and quality of the public realm/footpaths alongside narrowing of road carriageways/parking consolidation and provision of seating, lighting, water fountains etc.
- Development of community use facility to a high quality with precinct parking within the East Burwood Reserve along with provision of plaza space and interface upgrades to S2 creative business core precinct and Burwood Highway
- Determine method of providing significant connections into East Burwood Reserve, core public plaza spaces and precinct parking (through either FAR controls, land purchase or partnerships)
- Introduction of a separated bicycle lane on Vision Drive

5.3 Monitoring and review

All actions outlined in this plan will be monitored continually by Whitehorse City Council against timeframes and desired outcomes of strategies. It should be noted that many of these actions are also supported and monitored through multiple Council strategies and processes.

Whitehorse City Council will provide a progress report on the implementation of the Tally Ho MAC Structure Plan through required annual reporting. This will provide Council with an annual progress report to ensure an appropriate application and allocation of resources required to achieve the vision, objectives and actions put forward in this Plan. As a direct outcome of this process, the implementation plan will be reviewed and updated to ensure up-to-date planning and reporting to ensure the Plan is achieving its vision.

A review of this Structure Plan will be undertaken every five years to ensure that the plan remains relevant and consistent with state and local planning policy and to identify any changes required to respond to changes.

Glossary of terms

Active transport	Transport requiring physical activity, typically walking and cycling.
Active interfaces	Building edges/frontages which contain uses that promote activity and interaction with the street and are designed in a way to support this interaction.
Activity Centre	In this context of Plan Melbourne 2017-2050, activity centres are areas of focus for housing, commercial, retailing, community, employment, transport, leisure, open space and entertainment. They are places where people shop, work, meet, relax and live. They are typically well-connected by public transport, ranging in scale and intensity from local neighbourhood shopping strips to large regional malls and traditional university campuses.
Amenity	The desirable or useful elements of a building or neighbourhood, which contribute to liveability and wellbeing. May include access to services and well-designed public spaces.
Articulation zone	Articulation zones help to break up the mass of a building, create visual interest, and enhance the overall aesthetic and functional integration of the structure within its context.
Building program	The functional layout within a building, including the intended specific uses for each space.
Built form	The function, shape and configuration of buildings, such as their height and site coverage, relating to their three dimensional form.
Blue/Green Street	Infrastructure within a street that contributes to nature positive urban settings, focused on restoring and regenerating rather than declining natural capital. They can help to mitigate the impacts of flooding and stormwater runoff by using natural systems such as wetlands and permeable pavements.
Circular design	Circular design is a practice of design based on the three principles of the circular economy (eliminate waste and pollution, circulate products and materials, and regenerate nature) coupled with a systems thinking approach.
Environmentally Sustainable Development (ESD)	An approach to minimise the environmental impact of buildings and infrastructure through sustainable practices, such as energy efficiency, use of renewable resources and reducing waste.
Floor Area Ratio (FAR)	The ratio of a building's total floor area to the size of the land parcel. FARs provide certainty in the density of development that can be achieved in a site, but provide flexibility in terms of where this density can be located with the lot.
Fine grain	An urban environment with relatively narrow street frontages, a mix of uses and closely spaced streets, to foster diverse activities and walkability.
Green cover	Areas covered by living vegetation such as trees, shrubs, lawns, gardens, green roofs, living walls, bioswales and rain gardens, rather than hard, impervious surfaces like concrete or asphalt.
Green infrastructure	Infrastructure that incorporates natural and built features that enhances environmental quality and resilience, this includes green cover, stormwater and rainwater management systems, permeable surfaces, waterways, and wetlands.
Hardscaping	Landscape elements other than green cover, this includes paved areas such as footpaths, plazas and roads.
Integrated Waste Management (IWM)	A comprehensive approach to managing waste in an environmentally responsible manner.
Landscape buffer	Low planting in combination with tall plants and trees located to mitigate negative impacts, filter and enhance views. Often used in combination with topography or mounding to maximise effectiveness.
Mixed use	A mixture of different land uses such as retail, commercial and residential in the same location or building.
National Employment and Innovation Cluster	Designated concentrations of employment distinguished by a strong core of nationally significant knowledge sector businesses and institutions that make a major contribution to the national economy and Melbourne's positioning in the global economy.
Permeable surfaces	Permeable surfaces are soils, paving or other ground surfaces that allow rainwater and oxygen to penetrate into the soil below.
Principal Pedestrian Network	A designated mapped network of routes which support walking trips into and around key destinations such as Activity Centres, schools and transport nodes.
Setback	The minimum distance from any allotment boundary to a building.
Shared paths	These are paths/trails are designed specifically for shared use by pedestrians, wheelchairs, cyclists, scooters, skate boarders and prams. They are typically a minimum of 3m wide and meet accepted current standards regarding gradients, widths, clearances, lines of sight, etc.
Shared use	Describes the sharing of infrastructure or facilities between different user groups, often suggested for groups with alternative peak usage times in an attempt to minimise space requirements and under utilised facilities.
Sleeving	Comprises the positioning of active building uses between inactive buildings (such as those housing infrastructure or services) and the public realm to achieve good public realm presentation, interaction, amenity and perceptions of safety.
Softscape	Softscape refers to the elements of a landscape such as plants, trees, shrubs, grass, and other vegetation. Softscape contrasts with hardscape, which includes non-living elements such as paving.
Strategic Cycling Corridor	A network of bicycle paths that links up important destinations including employment and Activity Centres and other destinations of metropolitan and regional significance. It supports the needs of commuter trips (to work or education) and other important transport trips such as to stations, shops or schools.
Structure Plan	A planning tool that sets out an integrated vision for the desired future development of an area. They establish a planning and management framework to achieve stated environmental, social and economic objectives.
Transit Oriented Development	Compact, walkable, mixed-use communities centred on high-quality public transport systems. Transit-oriented development assists in addressing the growing problems of climate change and global energy security by creating dense, walkable communities that greatly reduce the need for driving and energy consumption.

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Urban renewal	Refers to the large-scale regeneration and/or redevelopment of under-utilised urban areas.
Walkability	The degree to which an environment supports walking as a transport mode, for instance by providing frequent, safe and attractive paths that connect common trip origins and destinations.
Water Sensitive Urban Design	Integrating the urban water cycle into urban design to minimise environmental damage and improve recreational and aesthetic outcomes. It includes the use of passive irrigation techniques, and the incorporation of infrastructure such as swales, bio-filtration systems (rain gardens), permeable paving, and wetlands into the design.
Way finding	The process of navigating to a destination. It is about knowing where you are, where you want to go and how to get there from where you are.

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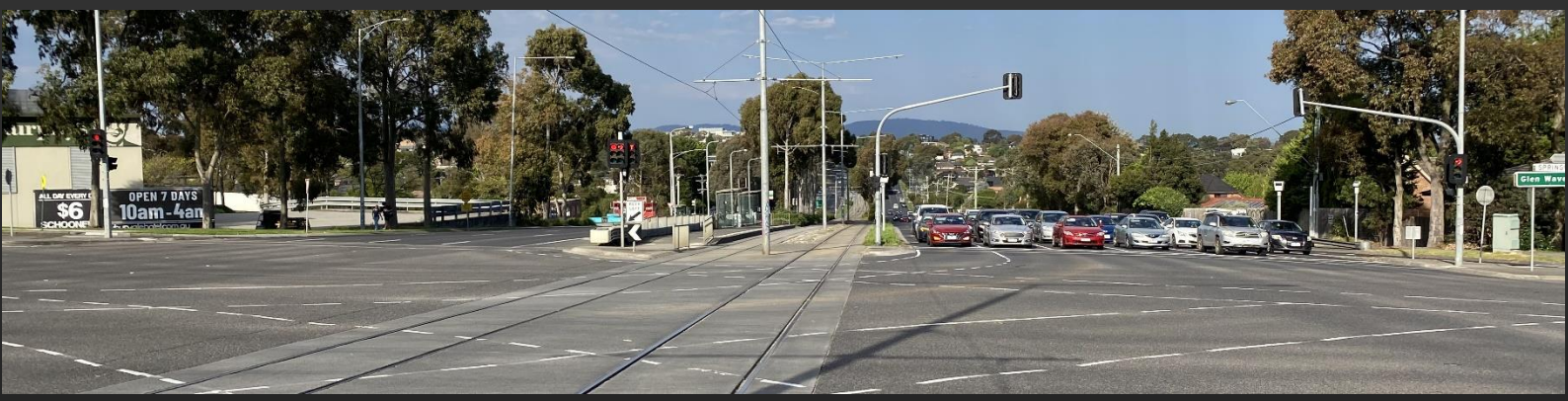
Appendix 1 - Transport Impact Assessment

Tally Ho MAC Structure Plan

Transport Impact Assessment



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one*mile****grid*** *operates from Wurundjeri Woiworung Country of the Kulin nation. We acknowledge and extend our appreciation to the Wurundjeri People, the Traditional Owners of the land. We pay our respects to leaders and Elders past, present and emerging for they hold the memories, the traditions, the culture, and the hopes of all Wurundjeri Peoples.*

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CONTENTS

TABLES

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FIGURES

APPENDICES

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1 INTRODUCTION

onemile**grid** has been requested by MGS Architects to undertake a Network Impact Assessment of the of the Tally Ho MAC with consideration of the proposed Tally Ho MAC Structure Plan.

As part of this assessment the subject site has been inspected with due consideration of the development proposal, traffic data has been sourced, and relevant background information has been reviewed.

2 TALLY HO MAC STRUCTURE PLAN

The Tally Ho MAC is generally located along the northern and southern sides of Burwood Road near Springvale Road, as shown in Figure 1

Figure 1 Tally Ho MAC

3 EXISTING CONDITIONS

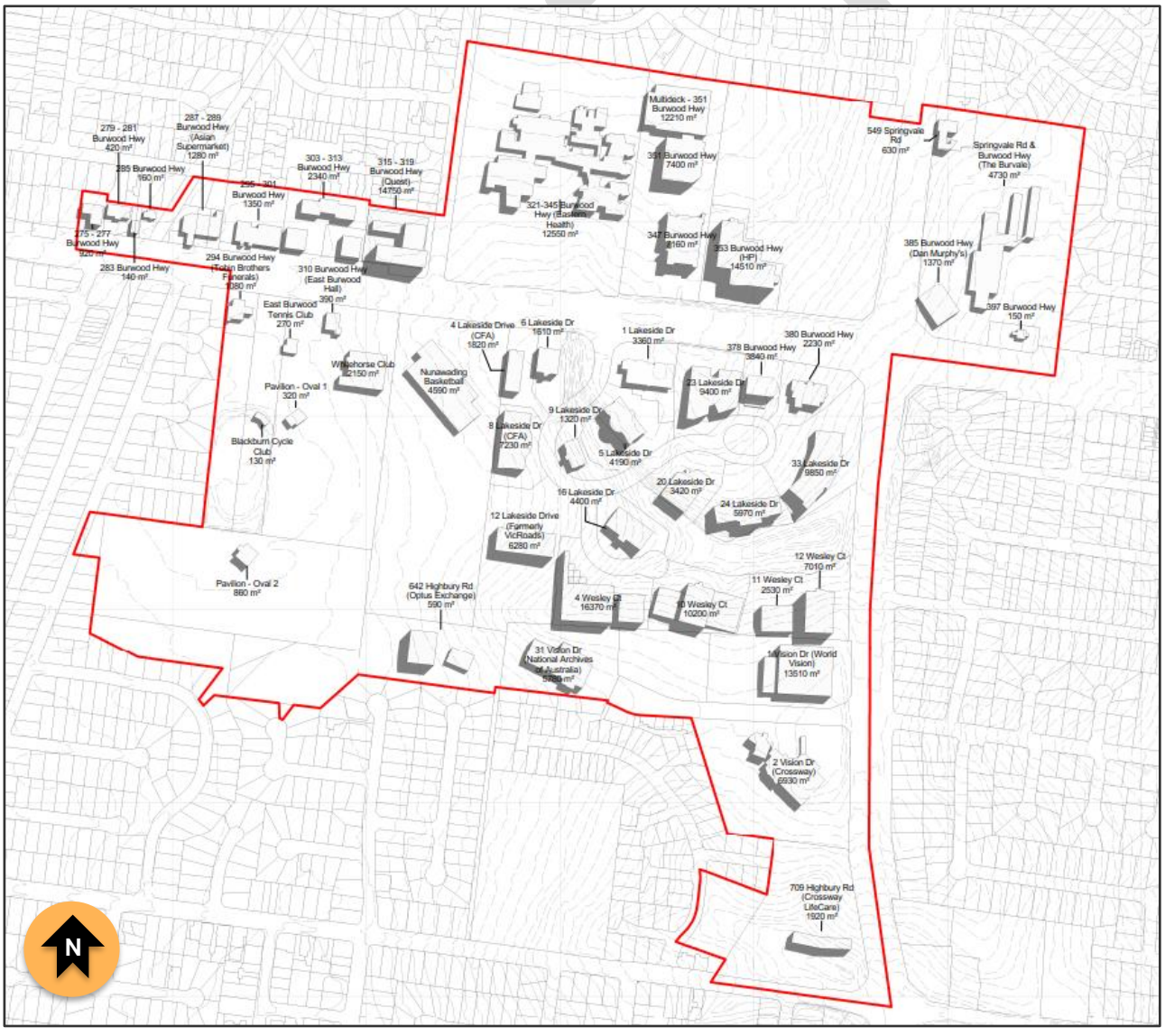
3.1 Land Uses

The Tally Ho MAC currently comprises of the following land uses, as indicated in Table 1 and Figure 2 below.

Table 1 Existing Land Uses

Land Use	*Area*
Business/Office	133,540 m²
Residential	10,230 m²
Retail/Hospitality	21,750 m²
Other (incl. Health, Event, Recreation)	33,550 m²
Car Parking (Stacked)	22,510 m²
Total	**221,580 m²**

Figure 2 Existing Land Uses



3.2 Existing Traffic Conditions

3.2.1 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 80 km/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 50 km/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.

3.2.2 Existing Traffic Volumes

In order to ascertain recent and accurate data, **one**mile**grid** commissioned Trans Traffic Surveys to conduct traffic movement counts for the following intersections, as detailed below and shown in Figure 3:

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.

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, with the results of the surveys during the AM and PM peak hours summarised below and also provided in Figure 4 and Figure 5 respectively.

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Figure 3 Traffic Survey Locations

Copyright Nearmap

Figure 4 AM Peak Hour Traffic Volumes

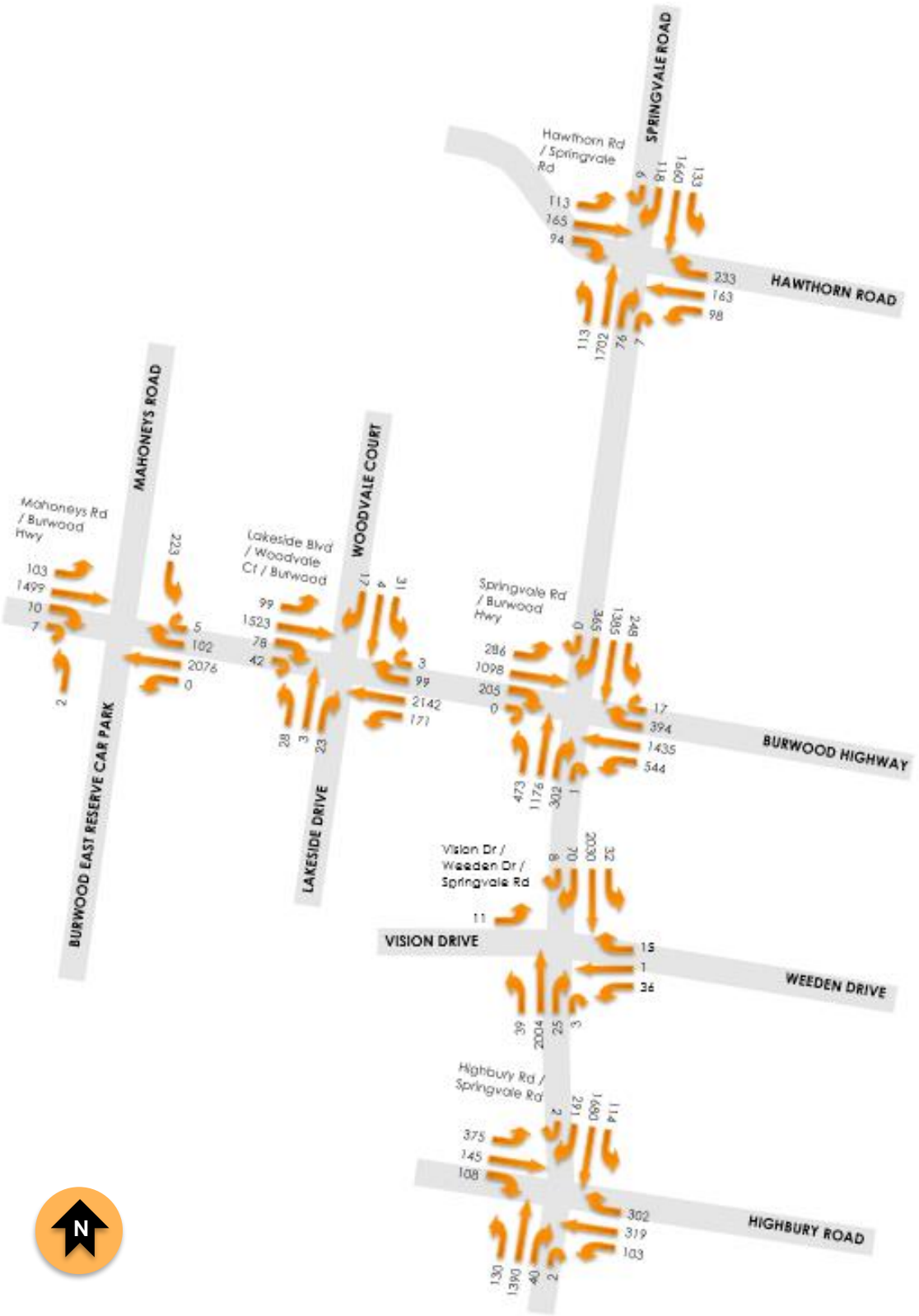
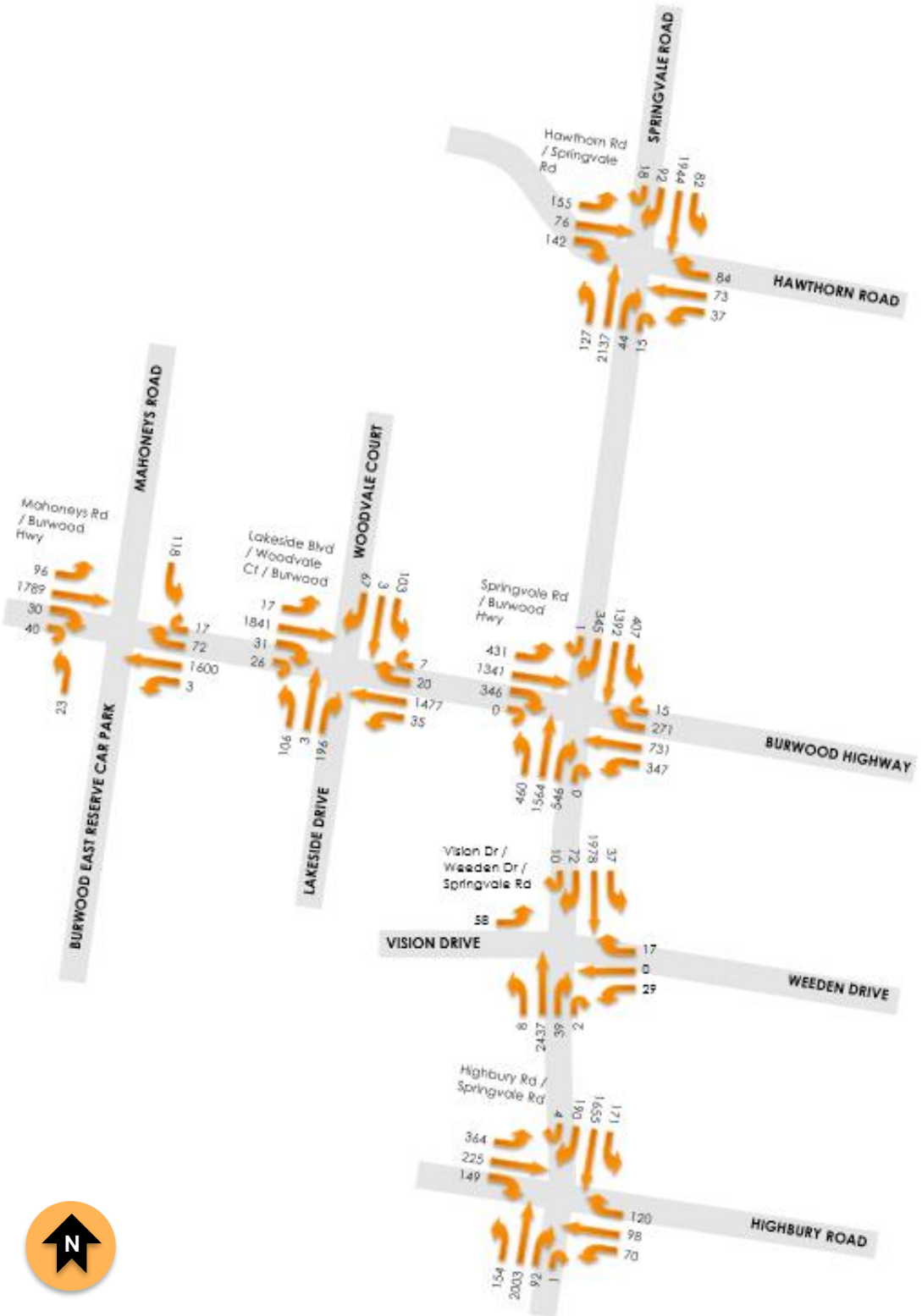


Figure 5 PM Peak Hour Traffic Volumes



3.2.3 Intersection Operations

To assess the operation of the existing intersections, the traffic volumes have been 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 as described below.

Table 2 SIDRA Intersection Parameters

Parameter	Description
Degree of Saturation (DoS)	The DoS represents the ratio of the traffic volume making a particular movement compared to the maximum capacity for that particular movement. The value of the DoS has a corresponding rating depending on the ratio as shown below. **Degree of Saturation** / **Rating** Up to 0.60 – Excellent 0.61 – 0.70 – Very Good 0.71 – 0.80 – Good 0.81 – 0.90 – Fair 0.91 – 1.00 – Poor Above 1.00 – Very Poor It is noted that whilst the range of 0.91 – 1.00 is rated as 'poor', it is acceptable for critical movements at an intersection to be operating within this range during high peak periods, reflecting actual conditions in a significant number of suburban signalised intersections.
Average Delay (seconds)	Average delay is the time delay that can be expected for all vehicles undertaking a particular movement in seconds.
95th Percentile (95%ile) Queue	95%ile queue represents the maximum queue length in metres that can be expected in 95% of observed queue lengths in the peak hour

The results of the analysis are provided in Table 3 and Table 4 as well as in Appendix B.

Table 3 SIDRA Results – AM Peak Hour

Intersection	DoS	Queue (m)	Avg. Delay (sec)
Signalised Intersections			
Hawthorn Rd / Springvale Rd	0.932	308.1	64.9
Highbury Rd / Springvale Rd	0.950	274.3	60.7
Woodvale Crt / Lakeside Dr / Burwood Hwy	0.711	113.6	13.1
Springvale Rd / Burwood Hwy	0.924	245.5	51.8
Unsignalised Intersections			
Mahoneys Rd / Burwood Hwy	>1.00*	208.9*	24.3*
Weeden Dr / Vision Dr / Springvale Rd	>1.00*	249.5*	43.5*

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

Table 4 SIDRA Results – PM Peak Hour

Intersection	*DoS*	*Queue (m)*	*Avg. Delay (sec)*
Signalised Intersections			
Hawthorn Rd / Springvale Rd	0.907	352.0	55.9
Highbury Rd / Springvale Rd	0.936	361.2	49.6
Woodvale Crt / Lakeside Dr / Burwood Hwy	0.555	155.3	12.3
Springvale Rd / Burwood Hwy	>1.00*	382.9*	81.9*
Unsignalised Intersections			
Mahoneys Rd / Burwood Hwy	>1.00*	338.8*	109.1*
Weeden Dr / Vision Dr / Springvale Rd	>1.00*	389.4*	137.9*

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

The results of the SIDRA analysis above indicate that a number of the major intersections within the MAC are operating near, and in some cases above capacity, with long queues experienced during both the AM and PM peak periods.

As this is an assessment of existing conditions, the intersections should not be operating with degrees of saturation greater than 1.0, and the fact that the models suggest this is the case could indicate that drivers are following each other more closely than they ideally should be, or taking smaller gaps in traffic when entering or crossing a traffic stream.

It should be recognised that queuing and delays cannot be accurately assessed for scenarios where the degree of saturation is greater than 1.0.

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4 POTENTIAL FUTURE DEVELOPMENT

4.1 General

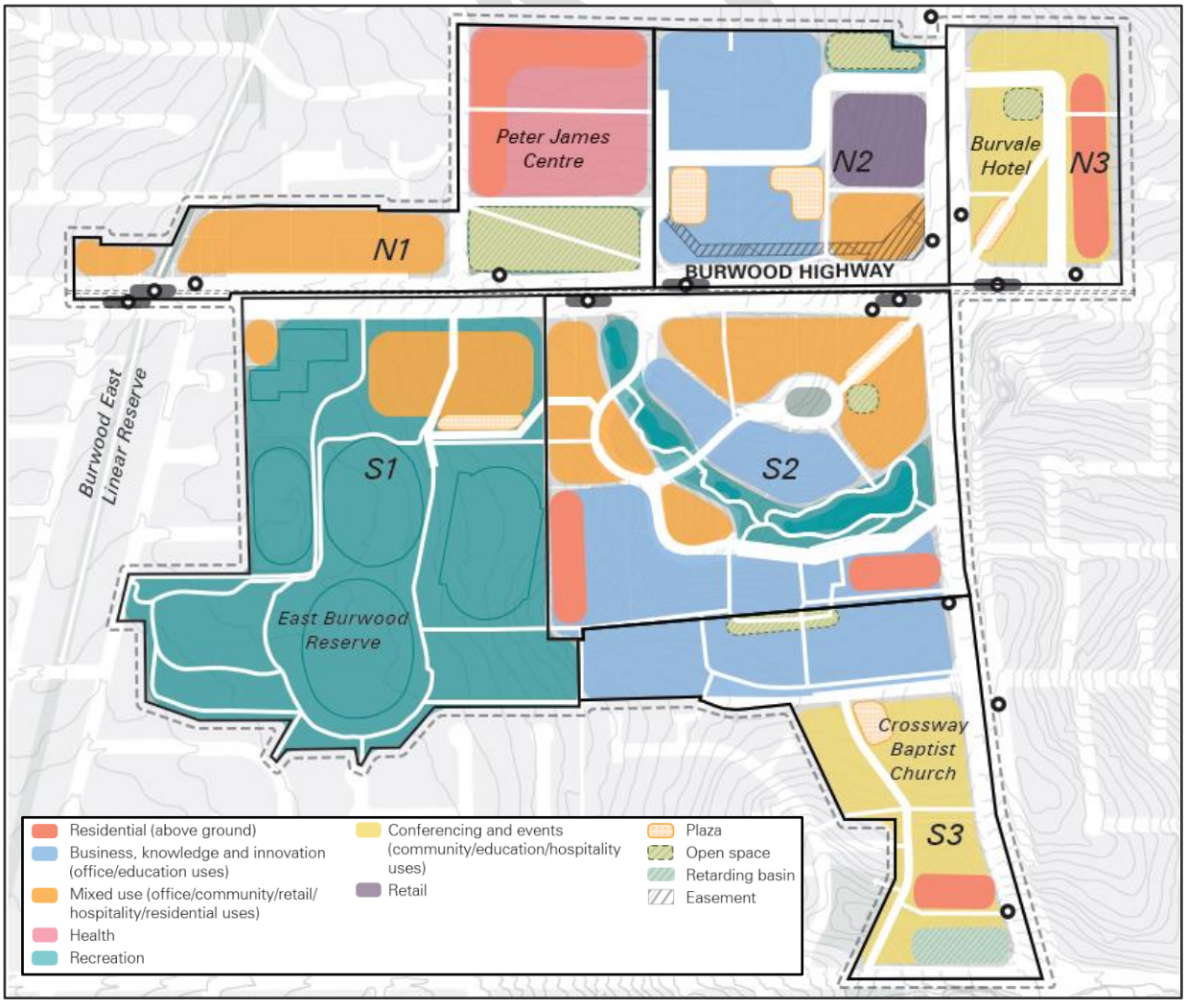
The Tally Ho MAC Structure Plan proposes development of the following land uses, as indicated in Table 5, which is based on a 65% uptake expected to be completed within the next 20 years.

Table 5 Potential Land Use Breakdown – 20 Year Horizon

Land Use	*Area (65% Uptake)*
Business / Office	250,000 m²
Residential (excluding specialist housing)	60,000 m²
Retail / Hospitality	40,000 m²
Conferencing and Events (incl. education, entertainment, short-stay accommodation)	130,000 m²
Health (incl. specialist accommodation)	60,000 m²
Other (incl. recreation and community)	30,000 m²
Total	**570,000 m²**

The MAC is split into 6 precincts, with the general layout of the proposed land uses above, is shown in Figure 6.

Figure 6 Proposed Land Uses

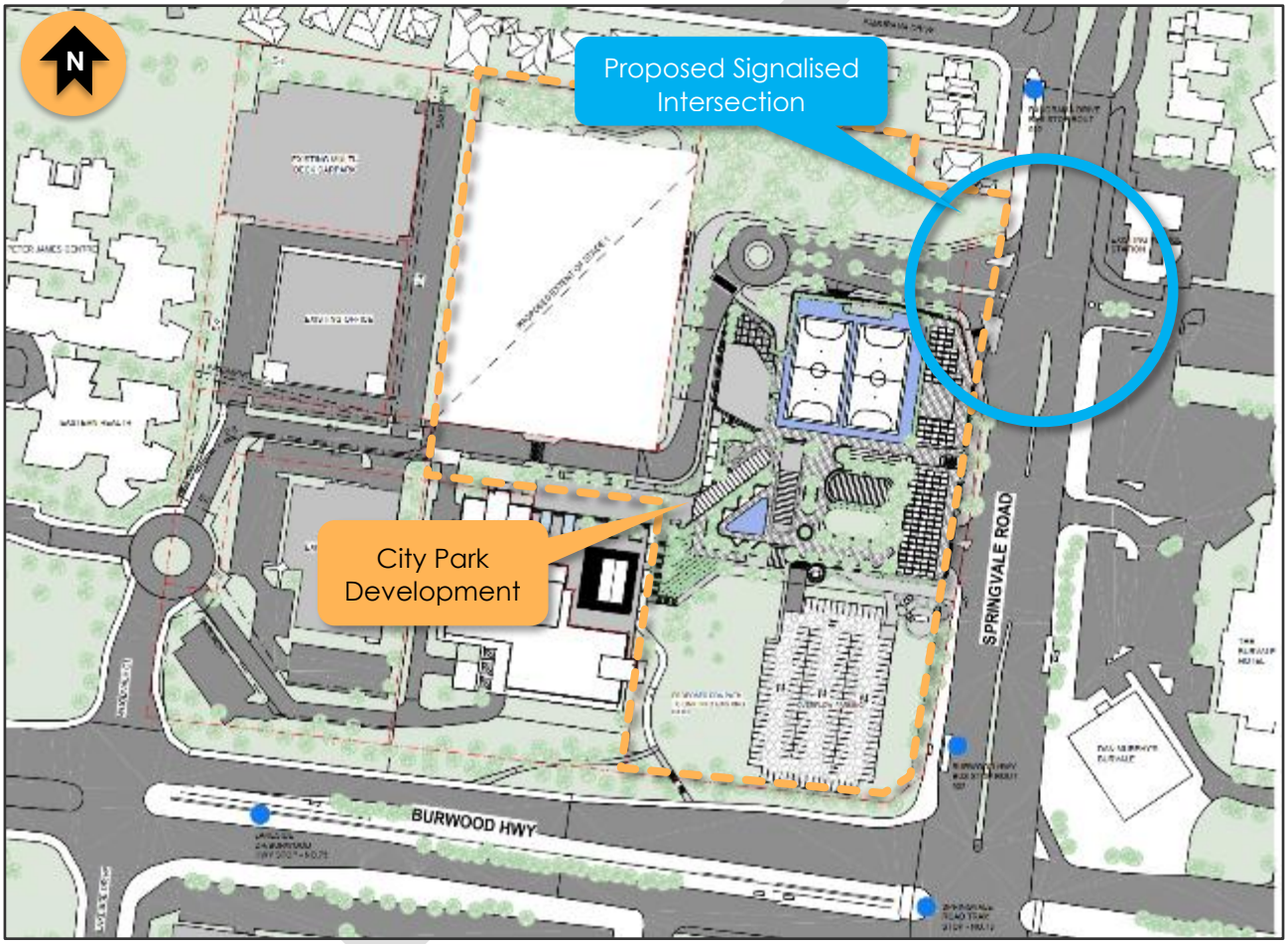


4.2 Future Intersection Works

The proposed City Park Development is located the north-western corner of the Burwood Highway and Springvale Road, with frontages of approximately 200 m to both roads. 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 and 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 northeast corner of the site, opposite the existing northern access to the Burvale Hotel, as shown in Figure 7.

Figure 7 Proposed Signalised Intersection



The above signals will provide additional opportunities for pedestrian and cyclists to cross Springvale Road, in addition to facilitating entry and exit vehicle movements for the proposed development.

Furthermore, the endorsed Traffic Engineering Assessment prepared by Traffix Group for the proposed development plan at 2-18 & 27-29 Vision Drive and 709 Highbury Road, Burwood East (Ref: 14854R#4, dated 17/06/2019) suggested potential mitigation works to improve the performance of right turn movements into Vision Drive from Springvale Road.

The potential mitigation works included a set of pedestrian operated signals at Vision Drive, and/or a metred signal for the right turn lane into Vision Drive from Springvale Road. The potential layout of the pedestrian and metered signals is shown below in Figure 8.

Provision of the pedestrian operated signals would increase the safety for pedestrians crossing Springvale Road between the SmartBus bus stops in this location and would also provide additional gaps in the northbound traffic on Springvale Road.

Figure 8 Possible Vision Drive Works

5 FUTURE TRAFFIC CONDITIONS

5.1 General Traffic Growth (No Development)

To assess the impact of the proposed Tally Ho MAC Structure Plan on the surrounding road network, the future traffic conditions have been assessed, to determine a base for how the intersections are expected to operate in 20 years' time. A growth factor of 1% (compounding) per year has been applied to the existing traffic volumes indicated in Section 3.2, over a 20 year period, with the resultant volumes indicated in Figure 9 and Figure 10 below.

Figure 9 AM Peak Hour Traffic Volumes + 20 Year Growth

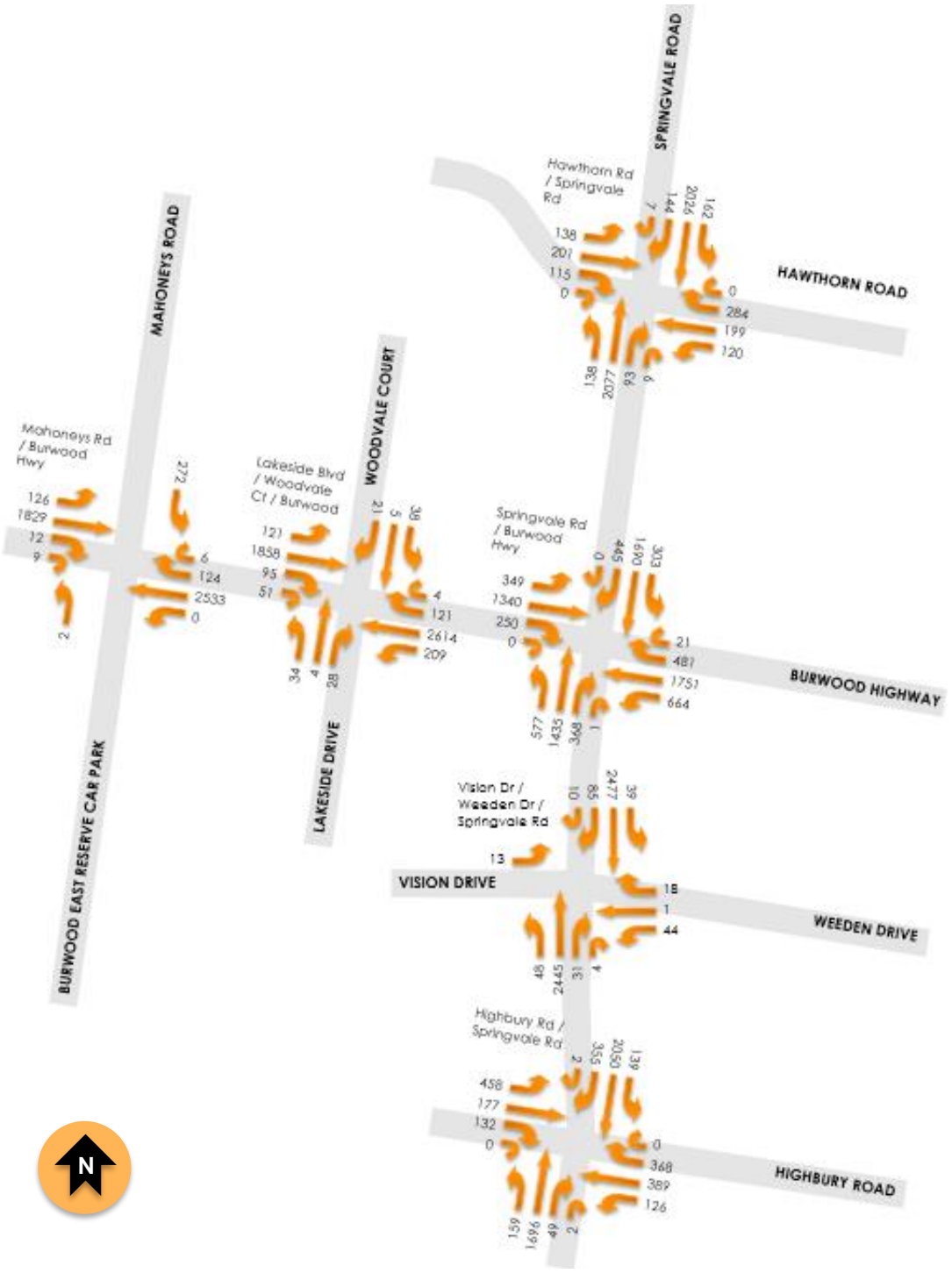
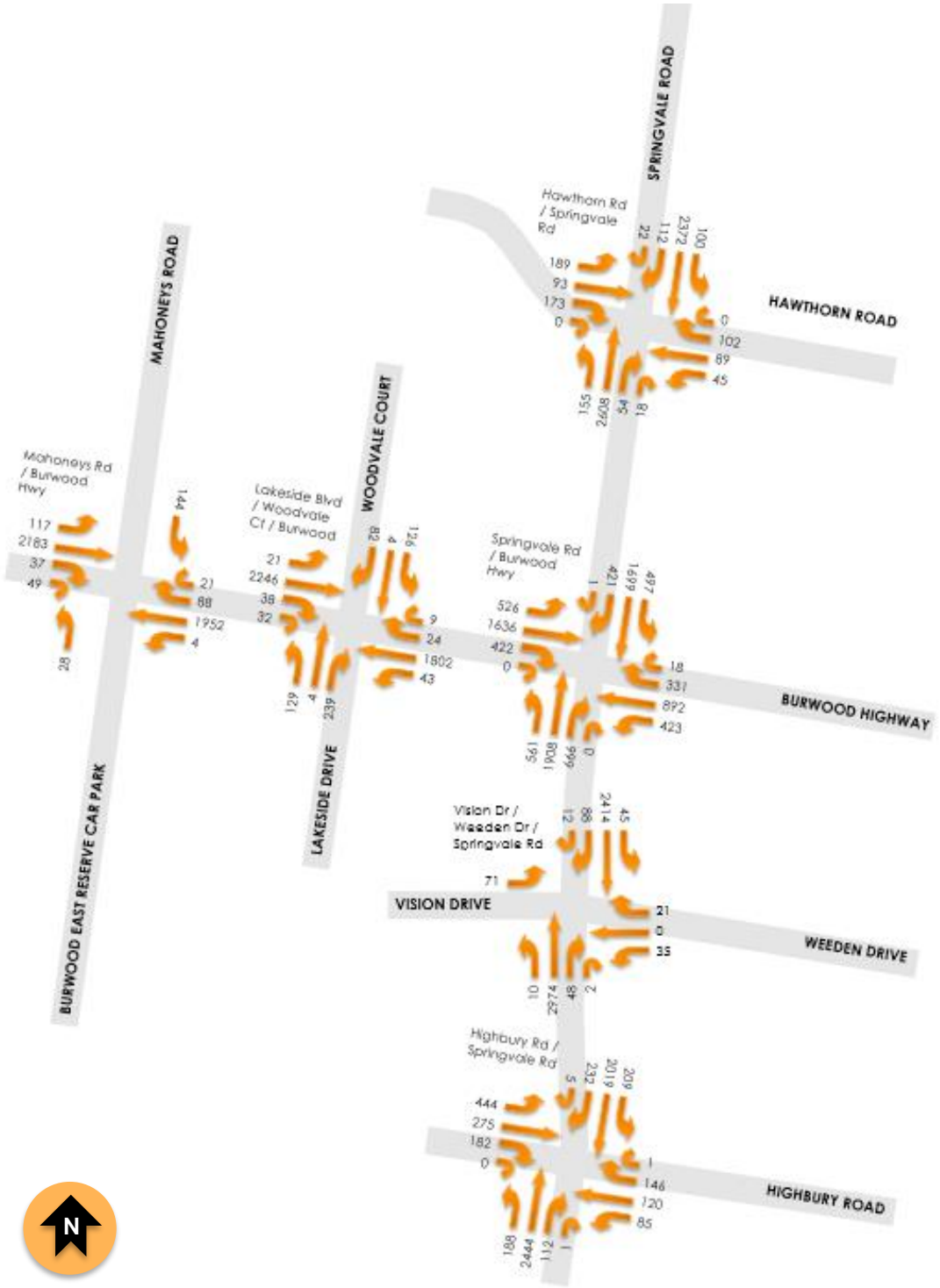


Figure 10 PM Peak Hour Traffic Volumes + 20 Year Growth



The operation of the existing intersections under future conditions were input into SIDRA Intersection, and the results of the analysis for the AM and PM peak hour periods are provided in Table 6 and Table 7 below, respectively.

Table 6 SIDRA Results – AM Peak Hour + 20 Year Growth

Intersection	*DoS*	*Queue (m)*	*Avg. Delay (sec)*
Signalised Intersections			
Hawthorn Rd / Springvale Rd	>1.00*	605.7*	121.3*
Highbury Rd / Springvale Rd	>1.00*	507.1*	131.0*
Woodvale Crt / Lakeside Dr / Burwood Hwy	0.838	232.6	18.4
Springvale Rd / Burwood Hwy	>1.00*	310.6*	94.3*
Unsignalised Intersections			
Mahoneys Rd / Burwood Hwy	>1.00*	458.9*	93.2*
Weeden Dr / Vision Dr / Springvale Rd	>1.00*	354.6*	72.6*

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

Table 7 SIDRA Results – PM Peak Hour + 20 Year Growth

Intersection	*DoS*	*Queue (m)*	*Avg. Delay (sec)*
Signalised Intersections			
Hawthorn Rd / Springvale Rd	>1.00*	547.7*	85.0*
Highbury Rd / Springvale Rd	>1.00*	739.2*	105.8*
Woodvale Crt / Lakeside Dr / Burwood Hwy	0.892	349.7	22.8
Springvale Rd / Burwood Hwy	>1.00*	542.9*	130.6*
Unsignalised Intersections			
Mahoneys Rd / Burwood Hwy	>1.00*	477.6*	507.0*
Weeden Dr / Vision Dr / Springvale Rd	>1.00*	473.9*	247.3*

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

The results of the SIDRA analysis above indicate that the majority of the major intersections within the MAC will be operating above capacity in 20 years, based on the current infrastructure, with long queues and delays experienced during both the AM and PM peak periods.

The intersection of Burwood Highway, Lakeside Drive, and Woodvale Court will be the only intersection operating within capacity, however, note the analysis indicates the intersection will be nearing capacity.

The results also indicated that both unsignalised intersections will continue to operate with a Degree of Saturation greater than 1.00 in some movements, with excessive queueing and delays likely, further increasing the likelihood of drivers undertaking riskier movements and taking smaller gaps when using these intersections.

Given the above, it is assumed that either upgrade works to the intersections along the Burwood Highway and Springvale Road proximate to the Tally Ho MAC will be required to provide additional capacity, or upgrades to the road network elsewhere, to reduce traffic volume growth on these specific roads.

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5.2 Development Traffic

5.2.1 Overview

As noted above, key intersections within the precinct are expected to meet or breach capacity under growth alone.

It is difficult to accurately project growth rates over a 20 year design horizon, as growth could be dependent on factors such as:

- Whether the road network within and around the precinct can accommodate the additional traffic volumes; and
- Whether other transport projects (for example, public transport upgrades) minimise increases in or even reduce demand on the road network within the precinct.

As such two scenarios have been considered for the purposes of this report:

- Scenario 1: General growth of 1% per annum (compounding), plus development traffic from the precinct; and
- Scenario 2: Existing traffic volumes (no growth), plus development traffic from the precinct.

5.2.2 Traffic Generation

The volume of additional traffic generated has been based on the expected 65 percent uptake of development, proposed by the Tally Ho MAC Structure Plan, with the following traffic generation rates adopted for the proposed land uses, as indicated in Table 8 below.

Table 8 Land Use Generation Rates

Land Use	*Daily*	*AM Peak*	*PM Peak*
Business/Office	15 trips per 100 m²	1.5 trips per 100 m²	1.5 trips per 100 m²
Residential	5 trips per 65 m²	0.5 trips per 65 m²	0.5 trips per 65 m²
Retail / Hospitality	60 trips per 100 m²	0.3 trips per 100 m²	3.6 trips per 100 m²
Conferencing and Events	5 trips per 100 m²	0.5 trips per 100 m²	0.5 trips per 100 m²
Health	16.5 trips per 100 m²	1.65 trips per 100 m²	1.65 trips per 100 m²
Other	2.5 trips per 100 m²	0.25 trips per 100 m²	0.25 trips per 100 m²

Given the location of the site with relation to the surrounding road network, it has been assumed that traffic will be even distributed in each direction along Springvale Road and Burwood Highway.

Furthermore, as indicated in Section 4.2, a new signalised intersection is to be constructed on Springvale Road, to the north of the intersection with Burwood Highway, as part of the proposed City Park development.

Given no detailed design or traffic signal plans has been provided for this intersection during this assessment, the layout and phasing of the proposed signalised intersection has been assumed.

Based on the above, the volume of additional traffic generated by 65 per cent development of the Tally Ho MAC during the AM and PM peak hour periods, is indicated in Figure 11 and Figure 12 respectively.

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Figure 11 Development Generated Traffic – AM Peak Hour

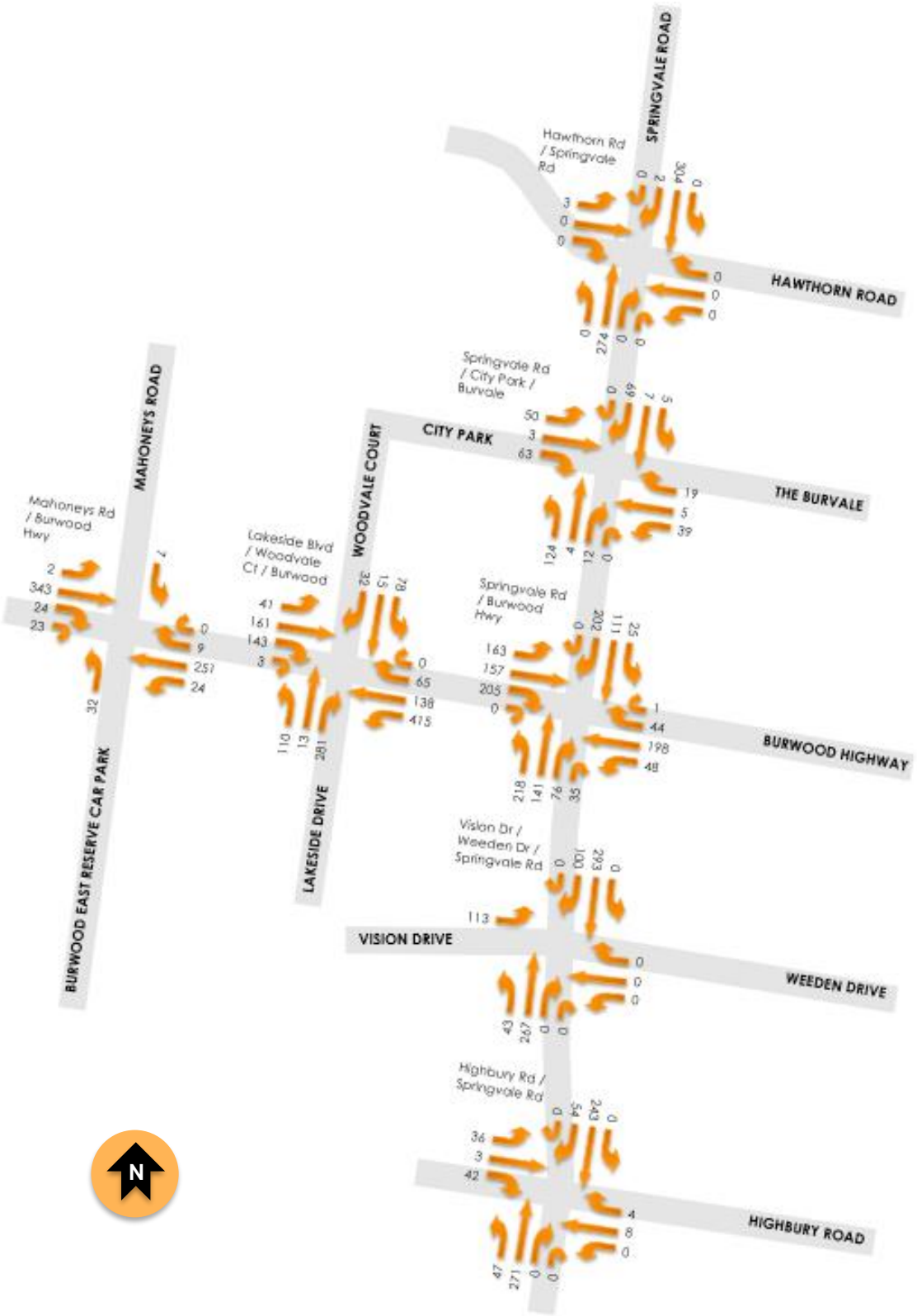
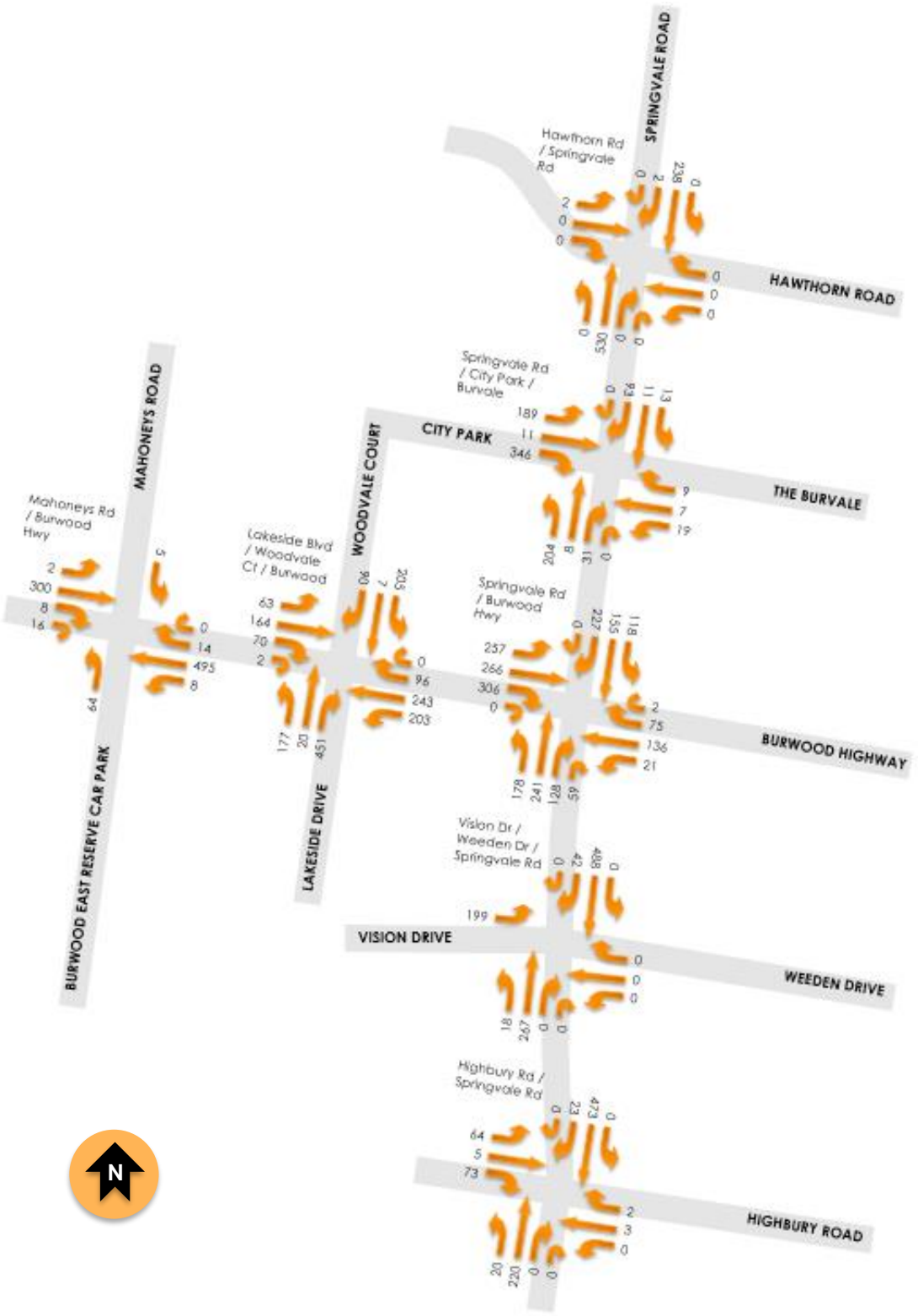


Figure 12 Development Generated Traffic – PM Peak Hour



5.2.3 Scenario 1 – Growth + Development

As previously indicated, Scenario 1 considers the existing traffic volumes, with a growth of 1 per cent (compounding) per year for 20 years. With the addition of the traffic generated by 65 per cent development of the MAC, the expected volumes during the AM and PM peak periods are indicated in Figure 13 and Figure 14, respectively.

Figure 13 AM Peak Hour Traffic Volumes + 20 Year Growth + Development

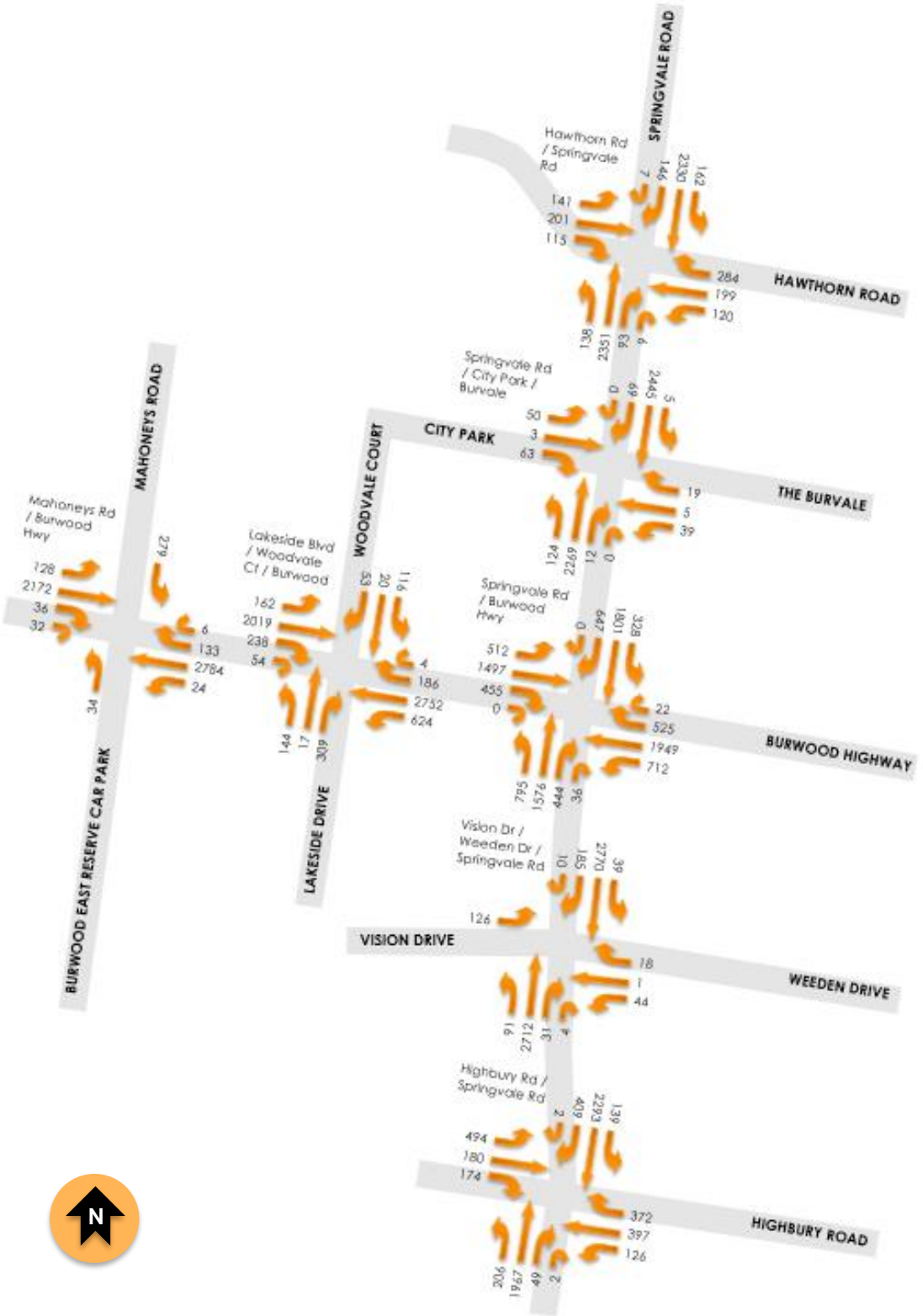
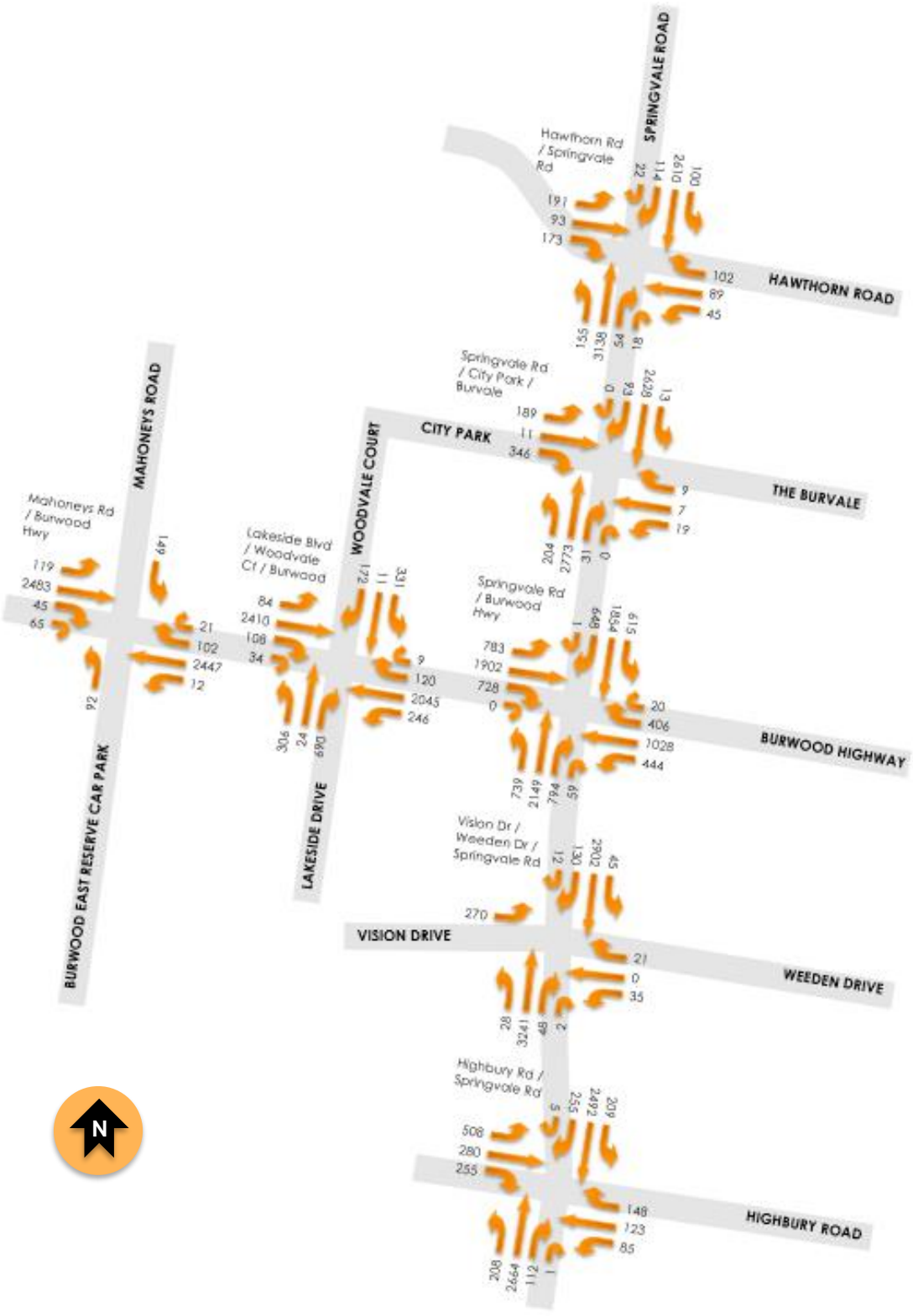


Figure 14 PM Peak Hour Traffic Volumes + 20 Year Growth + Development



The operation of the existing and proposed intersections under the Scenario 1 future conditions, with the inclusion of development traffic, were input into SIDRA Intersection, with the results of the analysis are provided in Table 9 and Table 10.

Table 9 SIDRA Results – AM Peak Hour + 20 Year Growth + Development

Intersection	*DoS*	*Queue (m)*	*Avg. Delay (sec)*
Signalised Intersections			
Hawthorn Rd / Springvale Rd	>1.00*	828.9*	181.2*
Highbury Rd / Springvale Rd	>1.00*	735.6*	194.0*
Woodvale Crt / Lakeside Dr / Burwood Hwy	0.928	361.7	32.8
Springvale Rd / Burwood Hwy	>1.00*	494.7*	154.0*
Springvale Rd / City Park / The Burvale	0.682	224.5	18.6
Unsignalised Intersections			
Mahoneys Rd / Burwood Hwy	>1.00*	532.5*	526.8*
Weeden Dr / Vision Dr / Springvale Rd	>1.00*	702.2*	248.9*

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

Table 10 SIDRA Results – PM Peak Hour + 20 Year Growth + Development

Intersection	*DoS*	*Queue (m)*	*Avg. Delay (sec)*
Signalised Intersections			
Hawthorn Rd / Springvale Rd	>1.00*	726.2*	134.7*
Highbury Rd / Springvale Rd	>1.00*	1,058.8*	197.9*
Woodvale Crt / Lakeside Dr / Burwood Hwy	>1.00*	823.1*	94.4*
Springvale Rd / Burwood Hwy	>1.00*	573.9*	168.6*
Springvale Rd / City Park / The Burvale	>1.00*	525.5*	132.4*
Unsignalised Intersections			
Mahoneys Rd / Burwood Hwy	>1.00*	491.0*	690.9*
Weeden Dr / Vision Dr / Springvale Rd	>1.00*	68.3*	232.2*

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

As expected, the results of the SIDRA analysis above indicate that all the existing and proposed major intersections will be operating near or above capacity in 20 years, as is the case with the results in Section 5.1, with long queues experienced during both the AM and PM peak periods.

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5.2.4 Scenario 2 – Development (No Growth)

Scenario 2 considers the existing traffic volumes remaining reasonably consistent over the next 20 years. With the addition of the traffic generated by 65 per cent development of the MAC, the expected volumes during the AM and PM peak periods are indicated in Figure 13 and Figure 14, respectively.

Figure 15 AM Peak Hour Traffic Volumes (No Growth) + Development

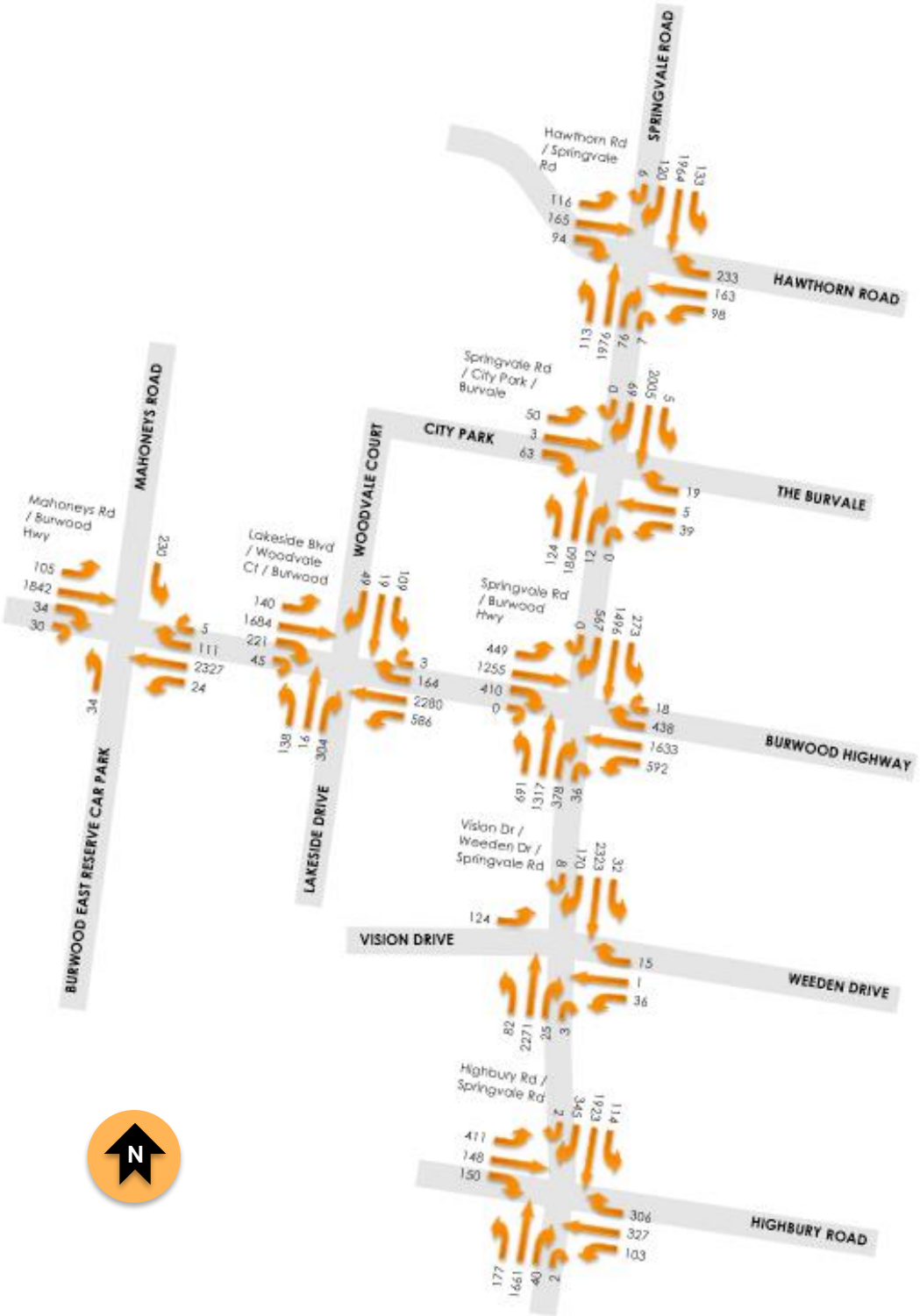
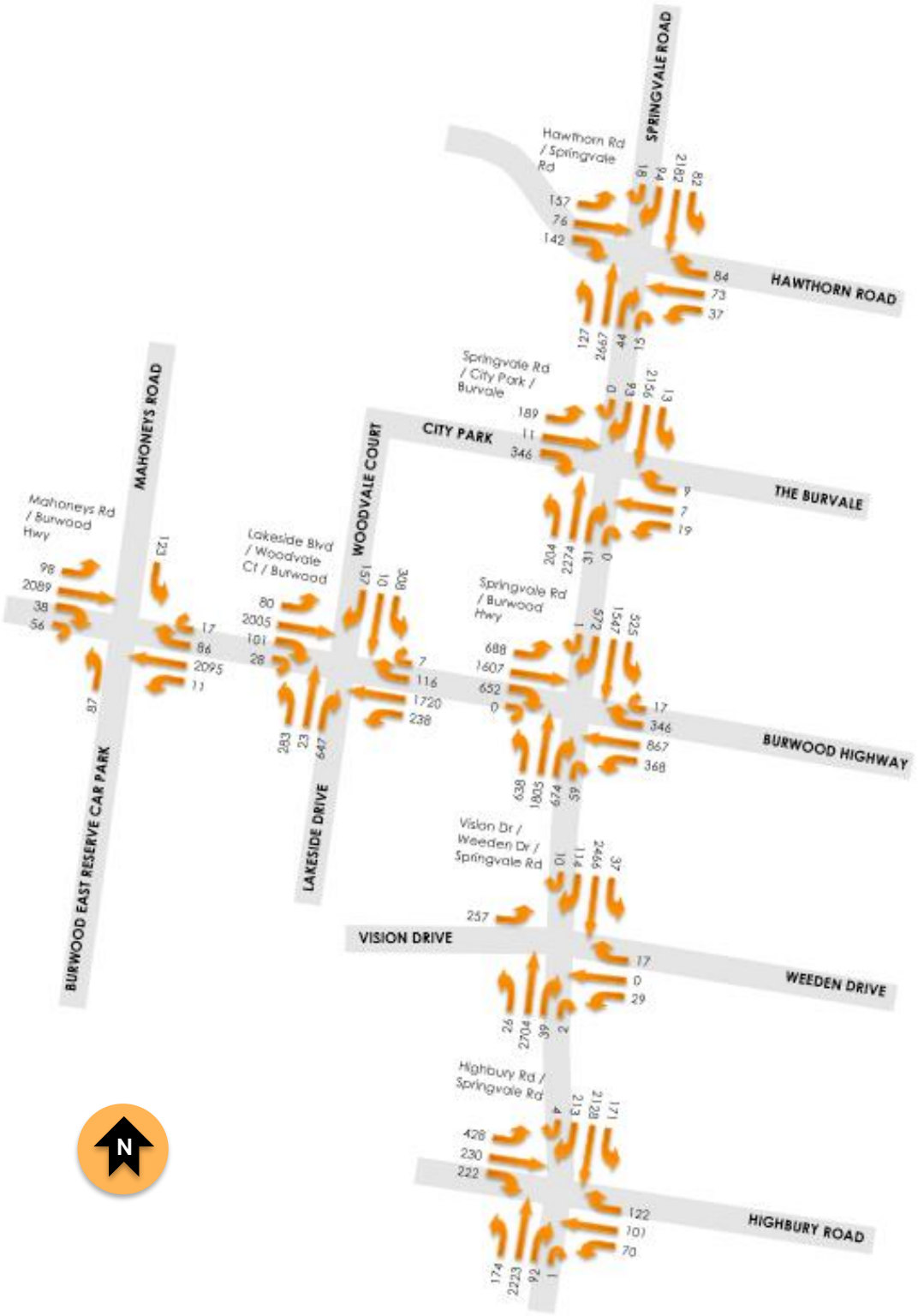


Figure 16 PM Peak Hour Traffic Volumes (No Growth) + Development



The operation of the existing and proposed intersections under the Scenario 2 future conditions, with the inclusion of development traffic, were input into SIDRA Intersection, with the results of the analysis are provided in Table 9 and Table 10.

Table 11 SIDRA Results – AM Peak Hour (No Growth) + Development

Intersection	*DoS*	*Queue (m)*	*Avg. Delay (sec)*
Signalised Intersections			
Hawthorn Rd / Springvale Rd	>1.00*	443.0*	75.3*
Highbury Rd / Springvale Rd	>1.00*	450.7*	94.6*
Woodvale Crt / Lakeside Dr / Burwood Hwy	0.868	234.2	21.8
Springvale Rd / Burwood Hwy	>1.00*	391.9*	96.0*
Springvale Rd / City Park / The Burvale	0.598	212.0	19.2
Unsignalised Intersections			
Mahoneys Rd / Burwood Hwy	>1.00*	459.0*	230.4*
Weeden Dr / Vision Dr / Springvale Rd	>1.00*	734.6*	255.9*

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

Table 12 SIDRA Results – PM Peak Hour (No Growth) + Development

Intersection	*DoS*	*Queue (m)*	*Avg. Delay (sec)*
Signalised Intersections			
Hawthorn Rd / Springvale Rd	>1.00*	540.3*	64.7*
Highbury Rd / Springvale Rd	>1.00*	608.3*	88.2*
Woodvale Crt / Lakeside Dr / Burwood Hwy	0.894	337.4	28.6
Springvale Rd / Burwood Hwy	>1.00*	497.5*	146.9*
Springvale Rd / City Park / The Burvale	0.917	352.5	49.0
Unsignalised Intersections			
Mahoneys Rd / Burwood Hwy	>1.00*	446.9*	446.3*
Weeden Dr / Vision Dr / Springvale Rd	>1.00*	538.0*	233.2*

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

The results of the SIDRA analysis above indicates that with the inclusion of the additional traffic generated by MAC development, minimal increases to the queueing and delays are expected to be experienced during both the AM and PM peak periods, when compared to the existing conditions.

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6 POTENTIAL TREATMENTS

6.1 General

Given the existing and potential future operation of the major intersections that surround and provide access to the Tally Ho MAC, it is expected that upgrade works to the following intersections will be required, in order to not only deal with the increase in traffic volumes generated by development within the MAC, but also deal with existing issues currently faced:

Unsignalised Intersections

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

Signalised Intersections

- Springvale Road / Highbury Road; and
- Springvale Road / Hawthorn Road.

The potential treatments for each of the existing intersections are provided in the following sections, of which generally involves the signalisation of the existing unsignalised intersections, and upgrades to the existing layout or phasing of the signalised intersections.

It is anticipated that the above will result in changes to the distribution of traffic generated by the MAC, with the expected volumes during the AM and PM peak periods, during both scenario 1 and 2, indicated in Figure 17, Figure 18, Figure 19, and Figure 20 respectively.

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Figure 17 AM Peak Hour Traffic Volumes Scenario 1 – With Treatments

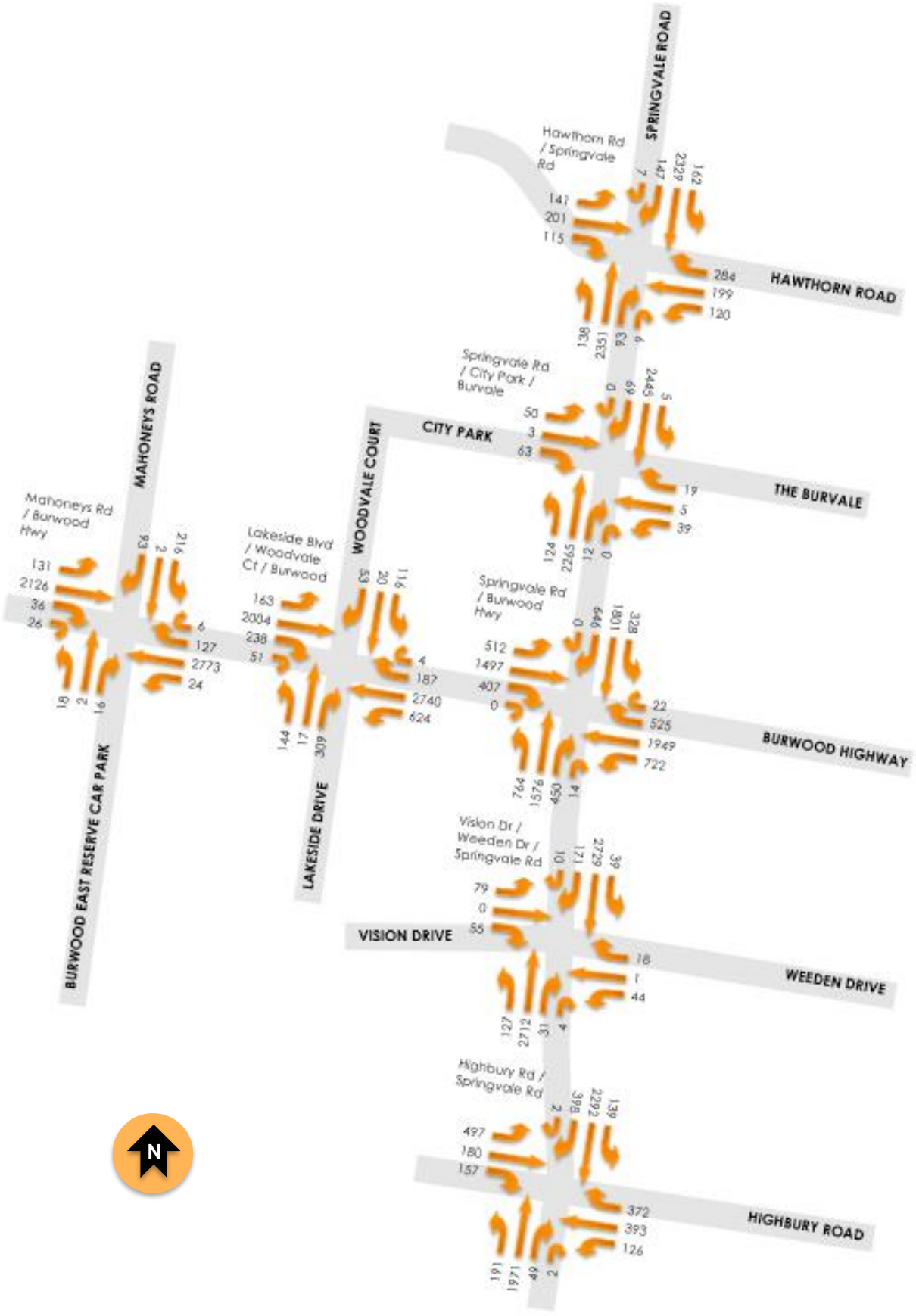


Figure 18 PM Peak Hour Traffic Volumes Scenario 1 – With Treatments

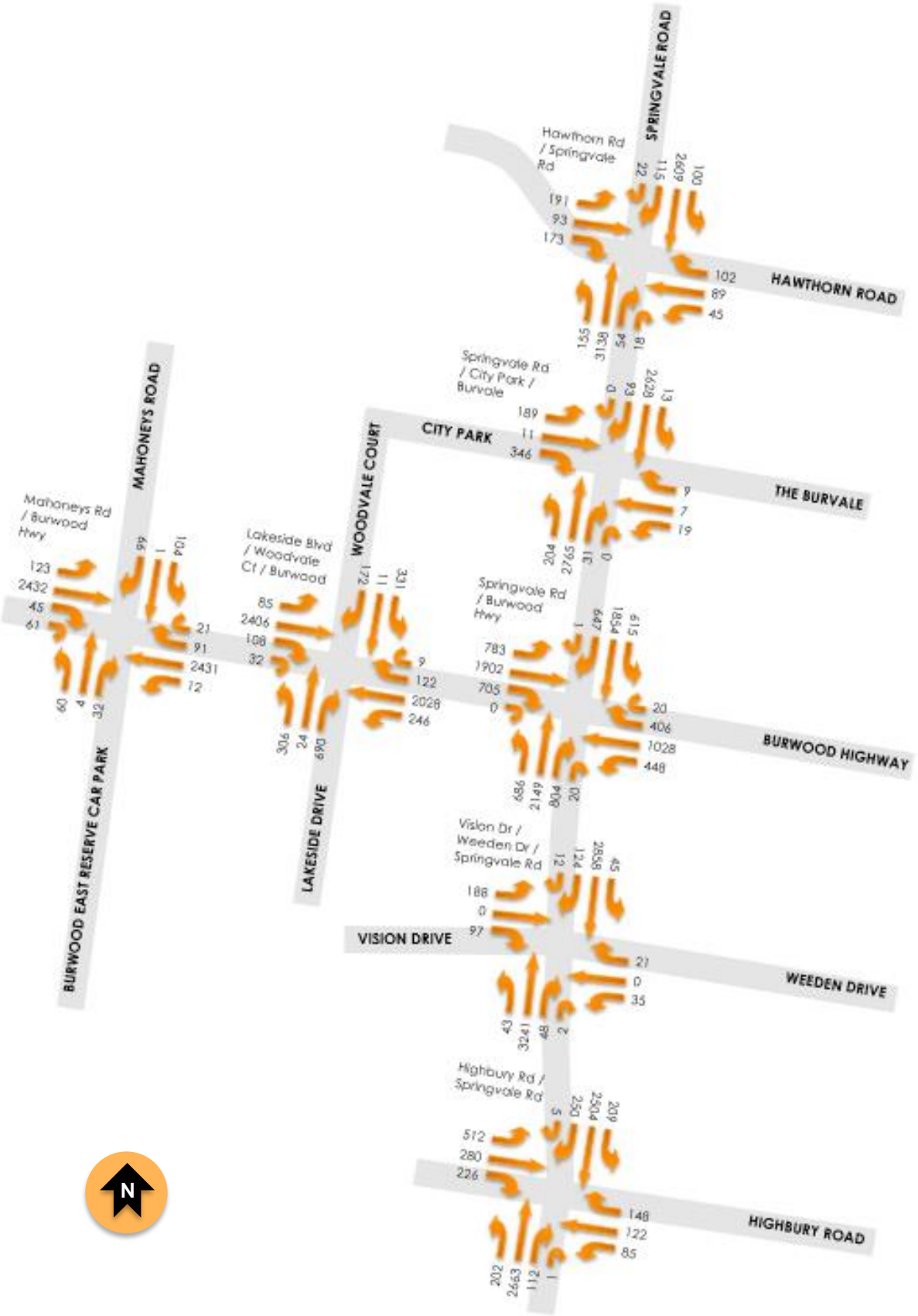


Figure 19 AM Peak Hour Traffic Volumes Scenario 2 – With Treatments

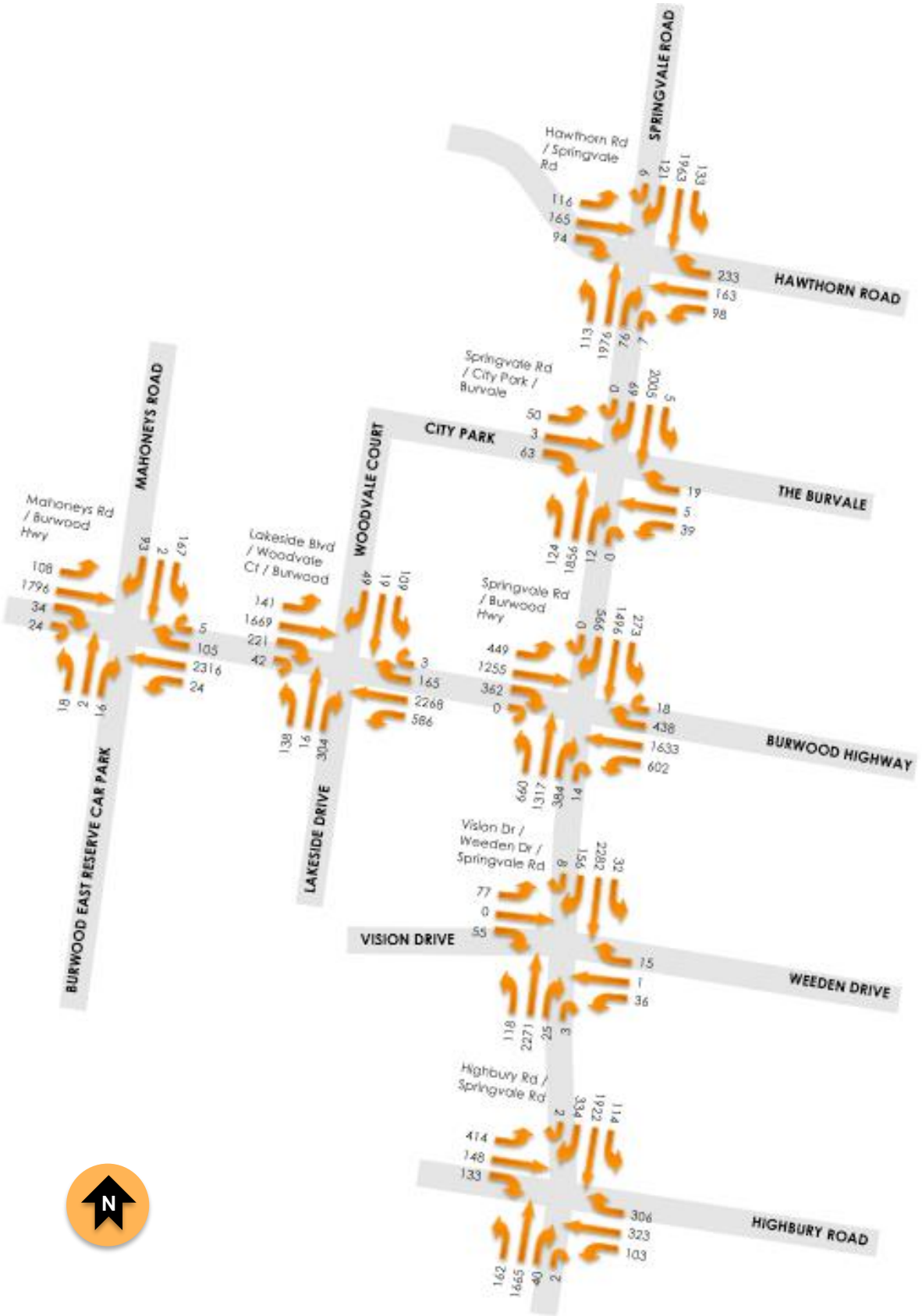
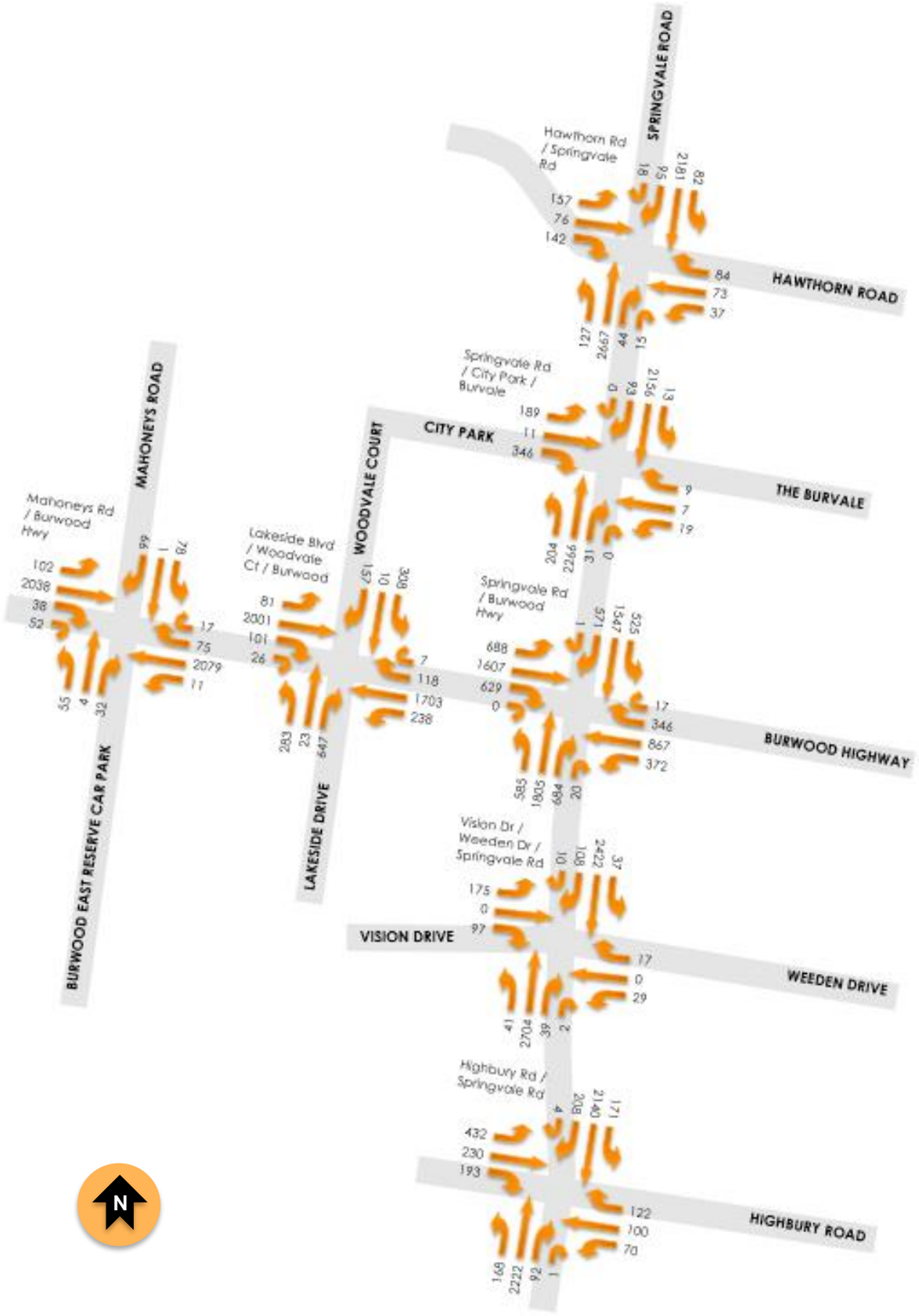


Figure 20 PM Peak Hour Traffic Volumes Scenario 2 – With Treatments



6.2 Burwood Highway / Mahoneys Road

The existing unsignalised intersection of Burwood Highway, Mahoneys Road and the access to the Burwood East Reserve, currently experiences excessive queueing and delays during both the AM and PM peak hour periods, specifically with relation to right-turn and U-turn movements from Burwood Highway in both directions.

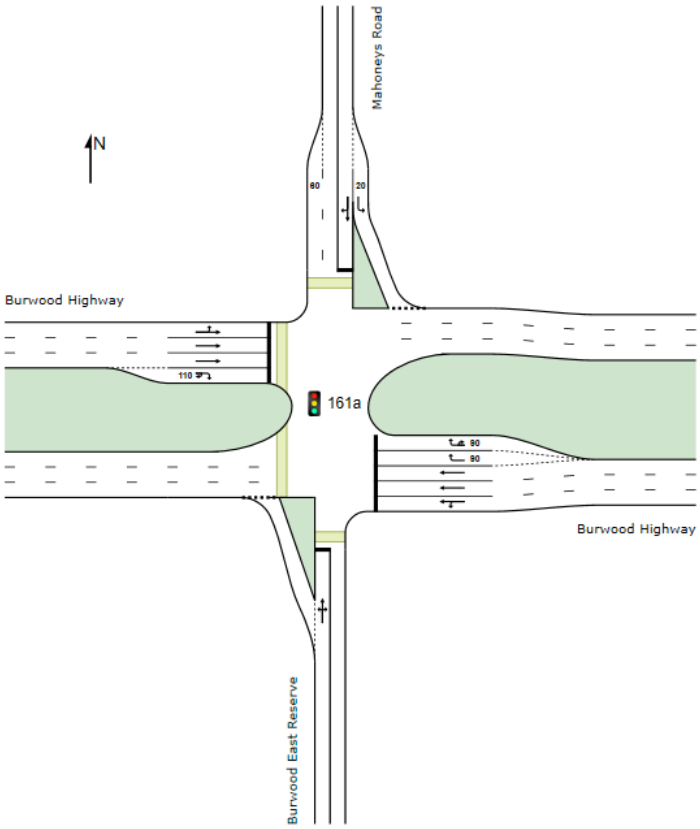
This is likely caused by insufficient gaps in traffic from the opposing directions, with vehicles required to cross three lanes of traffic, travelling at speeds of up to 80 km/h, in order to perform to turn-right into Mahoneys Road or the Burwood East Reserve. This is further exacerbated by the tram operating along the Burwood Highway, which require vehicles to keep clear of the tram lines, whilst waiting to perform a right-turn/U-turn.

With traffic volumes expected to increase along Burwood Highway and onto Mahoneys Road and the Burwood East Reserve as a result of development within the Tally Ho MAC, operation of the existing intersection is anticipated to worsen. Signalisation of this intersection would help to alleviate the queueing and delays experienced by right-turn and U-turn movements, in addition to reducing the volume of U-turn movements needing to be performed to the east and west, as the intersection would become fully directional.

Furthermore, the signalisation of the intersection would also provide an additional pedestrian crossing opportunity, allow improved connection between the land uses on the northern and southern sides of the Burwood Highway, for both pedestrian and cyclist.

A conceptual layout has been prepared based on a similar layout and phasing of the existing intersection of Burwood Highway, Lakewood Drive and Woodvale Court to the east. The layout continues to provide a filtered left-turn lane for Mahoneys Road and includes an additional right turn lane for westbound traffic on Springvale Road, to accommodate the anticipated increase in the utilisation of the intersection by traffic generated by existing and proposed land uses. The conceptual layout of the signalised intersection is shown below in Figure 21.

Figure 21 Proposed Signalised Intersection Layout – Burwood Hwy / Mahoneys Rd



The operation of the above signalised intersection has been analysed using SIDRA Intersection, based on the two future traffic volume scenarios indicated in Section 5.2, with the results of the analysis provided in Table 9.

Table 13 SIDRA Results – Burwood Hwy / Mahoneys Rd - Signalised

Intersection	*Scenario*	*Period*	*DoS*	*Queue (m)*	*Avg. Delay (sec)*
Burwood Hwy / Mahoneys Rd / Burwood East Reserve	Scenario 1	AM Peak	0.852	238.3	20.5
		PM Peak	0.953	495.1	36.9
	Scenario 2	AM Peak	0.903	171.2	14.7
		PM Peak	0.718	226.8	23.1

As indicated, with signalisation, the operation of the intersection improves for both future condition scenarios, with the queueing and delays currently experienced for the right-turn lanes on Burwood Highway significantly reduced.

An alternate layout, which did not include the additional right turn lane for westbound traffic on Springvale Road, was also assessed based on the above scenarios, with the results indicating that the intersection was be capable of operating within capacity, with the exception of during the PM Peak in Scenario 1.

As such, the provision of the additional right-turn lane will be dependent on the growth in traffic volumes experienced on the Burwood Highway, in the next 20 years.

6.3 Springvale Road / Vision Drive

As indicated in Section 4.2, potential mitigation works to improve the performance of right turn movements into Vision Drive from Springvale Road included a set of pedestrian operated signals (POS) to the south of Vision Drive, and/or a metred signal for the right turn lane into Vision Drive from Springvale Road, which could help to provide additional gaps in traffic.

However, it is noted that gaps provided by the POS would be highly reliant on the frequency of pedestrians crossing Springvale Road to the south of intersection. Additionally, though the metred right turn would assist right-turn movements into Vision Drive, it would do little to assist with right-turn and through movements from Weeded Drive and would likely require Weeden Drive to become left out only.

As such, signalisation of the intersection should be considered, which similar to the Burwood Highway/Mahoneys Road intersection, would assist with right-turn and U-turn movements and allows the intersection to become fully directional, reducing the need for vehicles to perform U-turn on Springvale Road to the north or south. The signalised intersection would also provide a pedestrian crossing point on Springvale Road, which will be situated at a more convenient location for pedestrian and cyclist access the MAC.

Furthermore, with the provision of a fully directional signalised intersection, it is anticipated that a higher proportion of the traffic generated by the MAC will utilise this intersection, taking pressure off the existing unsignalised intersection on Highbury Road.

Based on a similar layout and phasing of existing signalised intersection on Springvale Road and continuing to provide a filtered left-turn lane for Vision Drive, the proposed layout of the signalised intersection is shown below in Figure 21.

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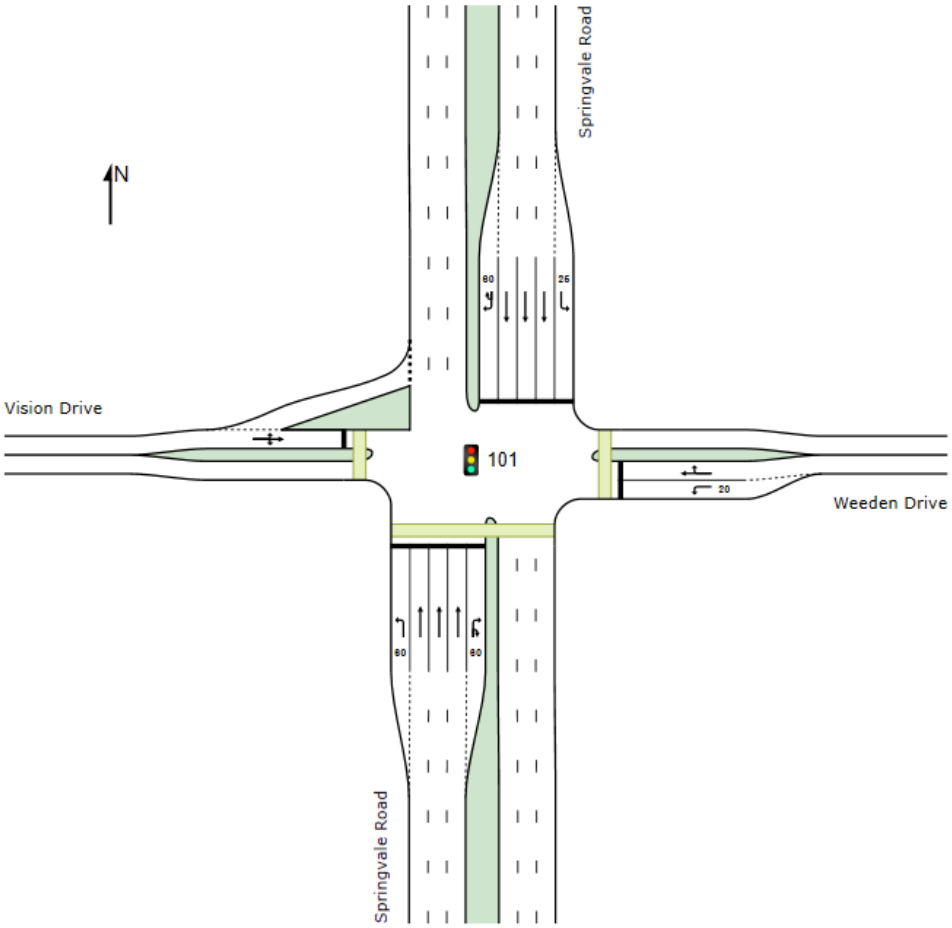
Figure 22 Proposed Signalised Intersection Layout – Springvale Rd / Vision Dr / Weeden Dr



This treatment has been assessed, based on both future volume scenarios, as indicated Section 6.1, using SIDRA Intersection, with the results of the analysis provided in Table 9.

Table 14 SIDRA Results – Springvale Rd / Vision Dr / Weeden Dr - Signalised

Intersection	*Scenario*	*Period*	*DoS*	*Queue (m)*	*Avg. Delay (sec)*
Springvale Rd / Vision Dr / Weedn Dr	Scenario 1	AM Peak	0.763	242.9	25.8
		PM Peak	0.987	355.2	41.0
	Scenario 2	AM Peak	0.788	241.0	26.0
		PM Peak	0.915	364.2	42.2

As indicated above, with the signalisation of the Springvale Road, Vision Drive and Weeden Drive intersection, the operation improves for both future condition scenarios, even with a higher utilisation. Queueing and delays experienced for the right-turn lane on Springvale Road into Vision Drive, and right-turn movements from Weeden Drive onto Springvale Road, are significantly reduced, whilst appropriate through movements along Springvale Road are maintained.

6.4 Springvale Road / Highbury Road

As indicated Section 3.2.3, the existing intersection of Springvale Road and Highbury Road is currently operating close to capacity during the AM and PM peak periods, with long queues and delays experienced, especially with regard to right-turn movements from all approaches, and through movements on Springvale Road.

As mentioned, with the upgrade of the Springvale Road, Vision Drive and Weeden Drive intersection to a fully directional signalised intersection, increases in traffic volumes associated with the development of the MAC are expected to be reduced at the intersection of Springvale Road and Highbury Road.

Nonetheless, it is anticipated that upgrades to the existing phasing and/or layout of the intersection may still be required. This could involve increases to the right-turn phasing on all approach or inclusion of additional through lanes on Springvale Road.

6.5 Springvale Road / Highbury Road

As indicated Section 3.2.3, the existing intersection of Springvale Road and Hawthorn Road is currently operating close to capacity during the AM and PM peak periods, with long queues and delays experienced, especially with regard through movements on Springvale Road.

The proposed development within the Tally Ho MAC is not anticipated to generate any significant increases in left or right turn volumes at the intersection, however, it is expected to generate through movements in both directions along Springvale Road.

As such, it is anticipated that upgrades to the existing phasing and/or layout of the intersection may be required, which could involve increases to the though phasing or inclusion of additional through lanes on Springvale Road.

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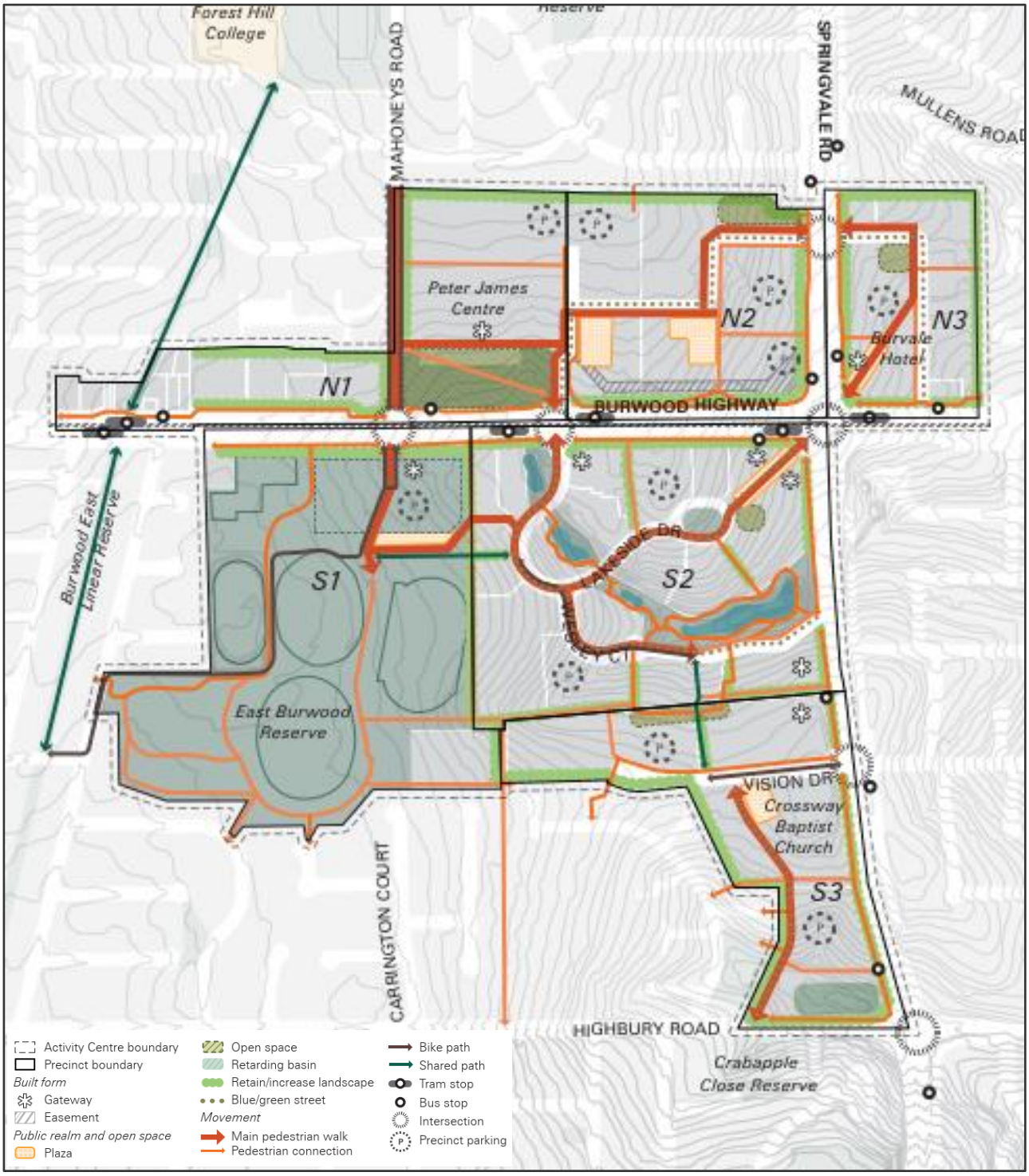
7 PEDESTRIAN CONNECTIVITY

The Tally Ho MAC Structure Plan indicates provision of new and upgraded pedestrian connections throughout each of the precinct within the MAC, as indicated below in Figure 23.

Figure 23 MAC Connectivity



As indicated above, the pedestrian connections include upgrades to existing footpaths within the MAC, and provision of new main pedestrian walkways, which run centrally through each of the precincts, providing safe and convenient access to the existing and proposed land uses, reducing the dependence on motor vehicles for accessing the MAC. Upgrades to the existing and provision of new pedestrian links between the precincts are also proposed, allowing for internal trips within the MAC to be easily performed by foot.

In addition, with the inclusion of the signalised intersection of Springvale Road, the City Park development and the Burvale Hotel, and the proposed treatments for the intersections specified in Section 6, pedestrian connectivity between the precincts located on either side of the Burwood Highway and Springvale Road is also expected to improve, in addition to the surround areas, with more frequent and safer crossing opportunities provided.

8 PUBLIC TRANSPORT

No new public transport infrastructure is proposed as part of the Tally Ho MAC Structure Plan, however, the improvement in the pedestrian connectivity within the MAC and to the existing public transport routes, should help to reduce dependency on private motor vehicle use.

It is also noted, that with the development of the Suburban Rail Loop to the west and south of the MAC, it is anticipated that the accessibility of the Tally Ho MAC by public transport will also be improved, with the existing tram and bus network providing connections.

9 BICYCLE NETWORK

As indicated in Figure 23, in addition to the new and upgraded pedestrian connections within the MAC, several shared paths, dedicated bicycle paths, and on-road bicycle lanes are also proposed to be provided.

These not only provide safe and convenient connectivity between the existing and proposed land uses by bicycle, but also connect with the existing bicycle network surrounding the MAC, such and Burwood East Linear Reserve to the west, via a dedicated bicycle path that runs through the East Burwood Reserve, to the existing bicycle network to the north of the MAC, via on-road bicycle lanes provided along both sides of Mahoneys Road.

The inclusion of the additional signalised intersections along the Burwood Highway and Springvale Road are also expected to increase the safety and convenience of cyclists riding to or through the MAC.

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10 CONCLUSIONS

Considering the analysis presented above, it is concluded that:

- The existing intersection within and surrounding the Tally Ho MAC are currently operation close to or above capacity;
- With the inclusion of the additional traffic generated by future development in the MAC, it is anticipated that upgrade works to the existing intersection, or surrounding road network will be required.
- Potential treatment options for the intersections currently operating above capacity include:
  - Signalisation of the existing unsignalised intersection of Burwood Highway, Mahoneys Road and the East Burwood Reserve; and
  - Signalisation of the existing unsignalised intersection of Springvale Road, Vision Drive and Weeden Drive.
- Signalisation of the two existing unsignalised intersections is expected to reduce the impact of the development on other existing intersections, such as the intersection of Springvale Road and Highbury Road.
- The proposed/upgrade pedestrian connections within the MAC will reduce the dependency of private vehicle use, when accessing or performing internal trips within the MAC.
- Signalisation of the two existing unsignalised intersections will also provide better pedestrian connectivity between the precincts and the surrounding area.
- Additionally, the proposed bicycle connections will provide safer and more convenient access to and though the MAC.

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