

Expert Witness Statement to Panel

Amendment C230whse

490-500 Burwood Highway, Vermont South
Flat 1/490-500 Burwood Highway, Vermont South
Flat 2/490-500 Burwood Highway, Vermont South

*Prepared under instruction from Norton Rose Fulbright
January 2023*

Bryce Raworth
Conservation Consultant and Architectural Historian



Contents

1.0 Introduction	2
2.0 Sources of Information	2
3.0 Author Qualifications	3
4.0 Declaration	3
5.0 History	4
6.0 Description	7
7.0 Heritage Listings	17
8.0 Significance	18
9.0 Conservation Management Plan	19
10.0 Heritage Overlay	23
11.0 Amendment C230whse	27
12.0 Discussion	29
13.0 Conclusion	36



1.0 Introduction

1. This statement of evidence has been prepared under instruction from Norton Rose Fulbright on behalf of the owner of the properties at 490-500 Burwood Highway Vermont South and Flats 1 & 2/490-500 Burwood Highway Vermont South (also known as the former Australian Road Research Board site). It concerns Amendment C230whse to the Whitehorse Planning Scheme.
2. Inter alia, Amendment C230whse proposes to facilitate future residential development of the site by rezoning the land from Transport Zone 4 – other (TRZ4) to Residential Growth Zone – Schedule 3 (RGZ3) and by the application of a new suite of planning controls, including a Design Development Overlay and Significant Landscape Overlay. A Heritage Overlay control would be retained over the site, with an updated statement of significance to be made an incorporated document.
3. My instructions in respect to the Amendment are as follows:
 - Review the briefing materials provided to me in this matter;
 - Consider the appropriateness of the proposed Amendment, having regard to relevant heritage considerations, within the limits of my expertise;
 - Prepare an expert witness statement explaining my conclusions, and the reasoning and analysis by which I have reached such conclusions; and
 - Appear before the Panel to give independent expert evidence in this matter.
4. This statement was prepared with assistance from Martin Turnor of my office. The views expressed are my own.
5. I note that there is no private or business relationship between myself and the party(s) for whom this report is prepared other than that associated with the preparation of this statement and advice on heritage issues associated with both Amendment C230whse.

2.0 Sources of Information

6. This statement is informed by external and internal inspections of the buildings on the subject site, along with a review of the documentation associated with Amendment C230whse, including the *Former Australian Road and Research Board, 490-500 Burwood Highway, Vermont South – Statement of Significance* (Whitehorse City Council, June 2021). Other documents referred to include:
 - City of Whitehorse Minutes – Council Meeting, 26 September 2022.
 - City of Whitehorse Minutes – Council Meeting, 13 December 2021.
 - *Former Australia Road Research Board Conservation Management Plan* (Bryce Raworth Pty Ltd, Revised February 2021).
 - Heritage Place Report: Australian Road Research Board (Ian Coleman Heritage Advisor, City of Whitehorse, 17 March 2017).
 - *City of Whitehorse Heritage Review* (Allom Lovell & Associates, 1999).

3.0 Author Qualifications

7. A statement of my qualifications and experience with respect to urban conservation issues is appended to this report. Note that I have provided expert witness evidence on similar matters before Planning Panels Victoria, the VCAT, the Heritage Council and the Building Appeals Board on numerous occasions in the past and have been retained in such matters variously by municipal councils, owners, developers and objectors to planning proposals.

4.0 Declaration

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

A handwritten signature in black ink, appearing to read 'Bryce Raworth', with a period at the end.

BRYCE RAWORTH

5.0 History

9. A detailed history of the former ARRB complex is provided in the Conservation Management Plan (CMP) for the site, prepared by my office in February 2021. The following historical information is drawn from that document.
10. The subject site was an apple orchard of approximately 6.5 hectares when acquired in the late 1960s for use as the headquarters of the Australian Road Research Board (ARRB). The ARRB was established in 1958 with the aim of co-ordinating, publishing and promoting research into the planning, design and construction of roads. Architects Mockridge Stahle & Mitchell were commissioned to design the new ARRB complex. They proposed a building of '*simplicity and dignity*' to attract new staff whilst also providing a '*good background for public relations to visitors and representatives of other interested bodies who in turn attract money to the cost of the functions of the Board*'.



Figure 1 Perspective drawing of the ARRB administration building by Mockridge Stahle & Mitchell architects, c1970. Note the facia detail to the three storey wing is not 'as built'. Source: ARRB.

11. As initially constructed in 1970-1971, the ARRB complex was fronted by an Administration Building, providing executive offices, a board room, a technical library (located in the sub-basement), a lecture room and adjoining dining area with kitchen facilities. To the rear of the Administration Building there was a single-storey publications room along with two research wings connected by covered walkways.

12. The ARRB buildings were specifically designed to allow for future expansion. The administration building was engineered with the capacity to support an additional storey and is shown on a 1970 site plan with the footprint of an anticipated theatre addition to its southwest corner. The floor plan was laid out on a 15 foot (4.57 metre) module with external walls in the form of non-structural brick panels so that new door openings could be created as required. The architect's brief also anticipated that the courtyards could be enclosed if additional space was needed.

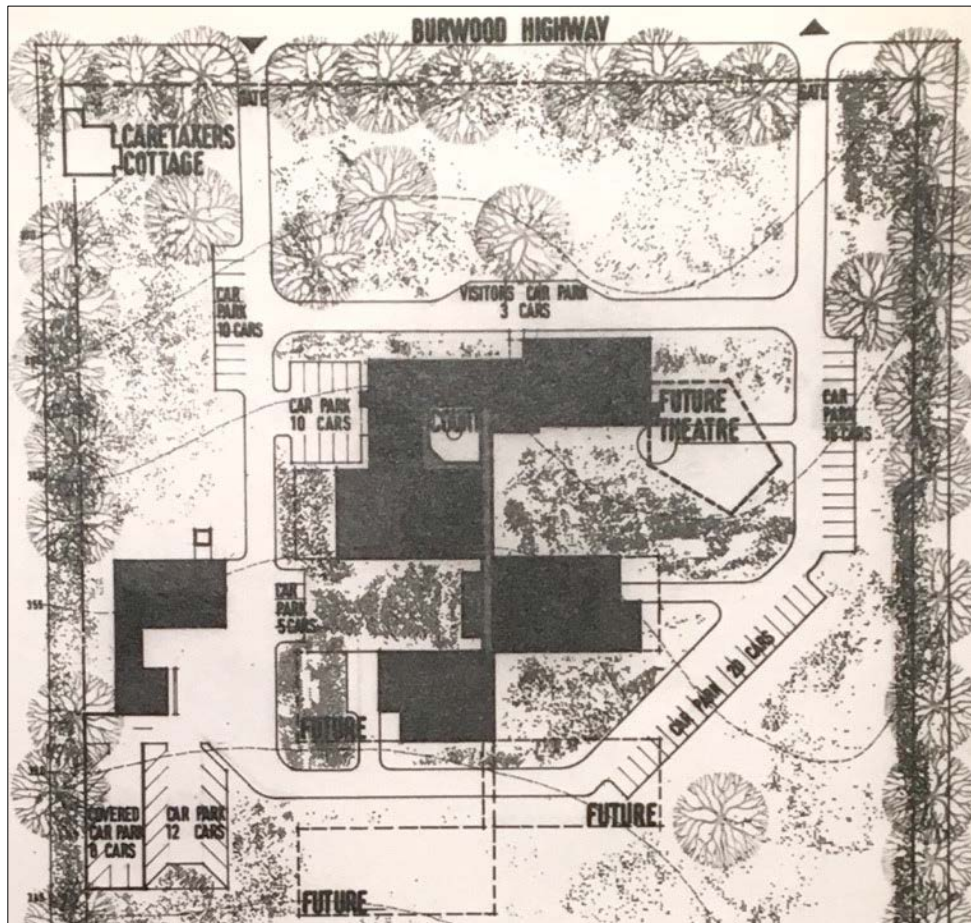


Figure 2 A 1970 site plan for the ARRB complex showing anticipated future stages of development, including a theatre addition abutting the south-west corner of the Administration Building. Source: State Library of Victoria Manuscripts Collection.

13. The design concept for the ARRB complex also made provision for generous landscaped open space:

Set 200 yards back from the road, the new centre will be surrounded by attractive trees, shrubs and lawn to harmonise with the environment. Although the building has been designed to allow for future expansion, at no stage will it ever occupy more than two-thirds of the section. This means that at least 5 acres of land will always be landscaped to blend in with the surrounding areas.

14. The landscape design by Beryl Mann involved dense planting of native trees on the site boundaries to act as wind breaks and to screen the ARRB buildings from anticipated future residential development. Mann also recognised that the landscaping provided opportunities for the testing and display of plants suitable for roadside planting. The Burwood Highway frontage was to have a *'more carefully developed main entrance treatment'* while the internal landscaping was generally to maintain an *'open character'* with lawns and tree groups. Several large remnant eucalypts were to be retained along with most of the existing apple trees at the rear of the property. The apple trees were later removed when the ARRB outsourced their gardening services.

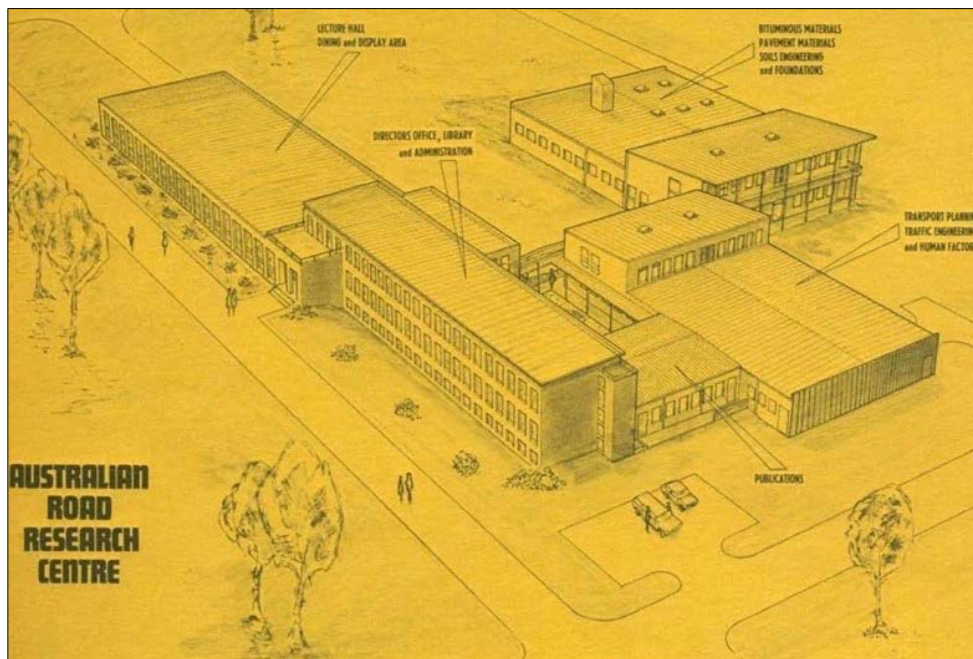


Figure 3 A 1972 illustration of the ARRB complex. Source: *'Next Five Years: Australian Road Research Board'*.

15. Around 1990, the caretaker's cottage in the north west corner of the site was replaced by a pair of double-storey units used to accommodate overseas participants in the ARRB's training programme. By the end of the 1990s, land surplus to the ARRB's requirements was sold to raise badly needed funds. The extant buildings and associated carparking were retained on approximately 2.5 hectares of land with approximately 4 hectares redeveloped as a retirement village in 2000. An electrical substation was built c2004 at the front of the site to service a tram extension along Burwood Highway.
16. The ARRB's Vermont South site was sold in 2017 and the organisation's headquarters was relocated to new offices in Port Melbourne.

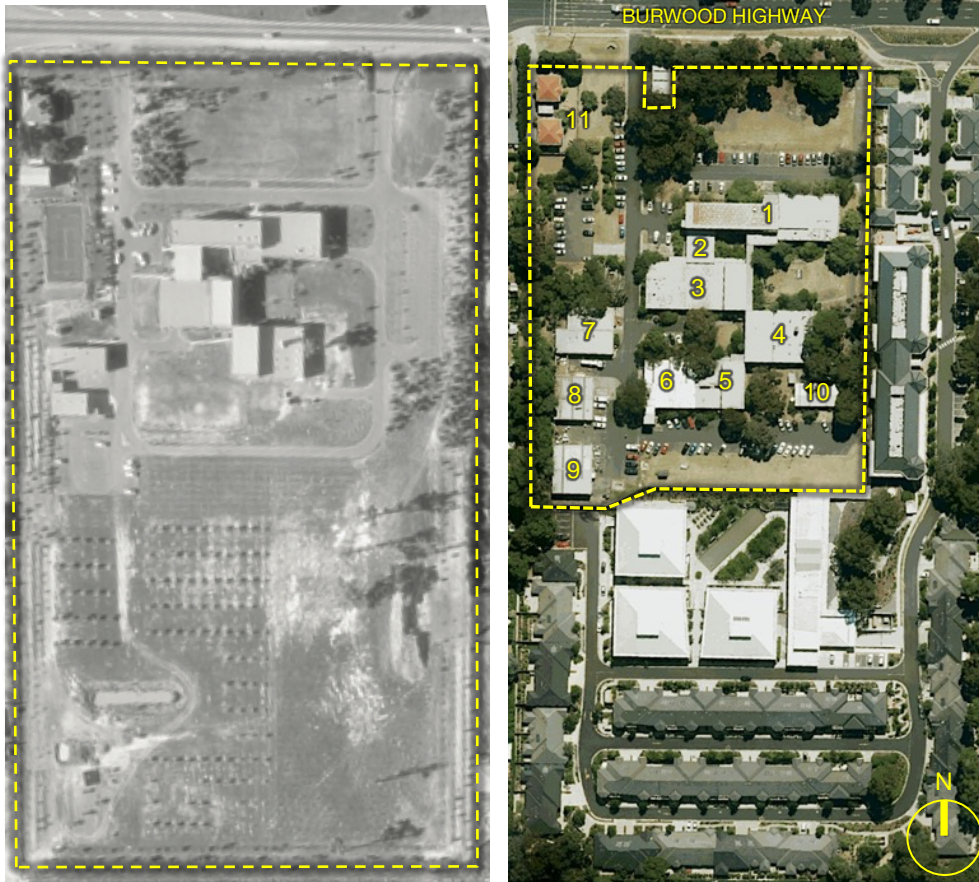


Figure 4 (left) A 1975 aerial photograph of the ARRB site. Source: Landata

Figure 5 (right) Recent aerial photograph of the site. Buildings numbered as follows:
Administration Building (1), West Wing (2), Research Wing 1 (3), Research Wing 2 (4),
Research Wing 3 (5), Truck Bay/Mezzaine (6), Store (7), RMS Lab (8), Concrete Lab/ HV
Workshop (9), Shed (10), former ARRB housing (11).

6.0 Description

17. The former ARRB complex occupies approximately 2.5 hectares of land on the south side of Burwood Highway. The complex is fronted by an administration building with attached staff dining and display rooms, set well back from Burwood Highway. A covered walkway at the rear of the Administration Building provides access to three separate research wings with landscaped courtyards between. Various ancillary structures are sited towards the rear of the complex, including a store, garden maintenance shed, garage, and concrete labs/HV workshop.

18. The Administration Building has a three level office wing with a partial basement level and an attached tall single-storey wing encompassing the main entry, display area, staff dining room and kitchen. The building is concrete framed with a flat steel deck roof, non-loadbearing walls of light brown coloured brick and anodised aluminium window frames. The front (north) elevation has narrow, regularly spaced window openings with deep reveals and splayed sills. The verticality of the fenestration is in counterpoise to the strong horizontal emphasis of a timber eaves and fascia that presents as a simplified version of a classical cornice. The Administration Building had remained largely intact until a recent fire damaged large parts of the roof and the first floor. There have also been widespread acts of vandalism that have left most of the glazing broken and brickwork covered in graffiti.
19. The West Wing (labelled as 'publications' on early site plans) is a flat roofed single-storey structure abutting the south side of the Administration Building. It has light brown brick walls matching the Administration Building but is of a much plainer design without the deep window reveal detail.
20. The Research Wings have light brown brick walls (matching the Administration Building) and flat metal deck roofs with no eaves. They are for the most part single-storey but with narrow double-storey office wings which are connected to the covered walkway. Architecturally, the Research Wings are utilitarian in character, lacking the formal 'stripped classical' qualities of the Administration Building's main facade. Research Wings 1 and 2 were constructed 1971-72 as part of the ARRB's initial stage of development. Research Wing 3 is a later addition completed in 1986. The courtyard between Research Wings 1 and 2 is shown in early photographs as being a simply landscaped area of lawn with paved carparking. The courtyards are now heavily overgrown and do not give the impression of having once been a 'designed' landscape.
21. The RMS Garage is a single-storey structure of plain design with face brick walls matching the main ARRB buildings. The northern half of the building is visible in early 1970s aerial photographs of the site and is presumed to have been part of the initial phase of development. The southern half of the building is a later addition. The Store is similar to the RMS Garage, being a very basic single-storey brick building with face brick walls and a shallow pitched gable roof. The southern half of the Store dates to the early 1970s. The northern half is a c1975 addition.
22. The ARRB complex also includes a series of comparatively recent, architecturally generic metal clad sheds, including the Concrete Labs/HV workshop and Truck Bay/Mezzanine.
23. In terms of the landscape, the deep front setback to the Administration Building has a broad sweep of lawn with informal plantings of native trees along the Burwood Highway frontage creating a dense canopy around the driveway entrance at the northwest corner of the site. Consequently, the Administration Building is obscured in views from this part of the Burwood Highway. Tree plantings thin out towards the eastern end of the front boundary, allowing some limited views to the Administration Building.



Figure 6 The front (north) elevation of the Administration Building.



Figure 7 The main entrance to the Administration Building.



Figure 8 *The Administration Building viewed from the west. Note roof partially destroyed by fire.*



Figure 9 *The courtyard on the south side of the Administration Building. Research Wing 1 is partially visible in the centre of the image.*



Figure 10 The east elevation of Research Wing 1.



Figure 11 The south elevation of Research Wing 1.



Figure 12 The west elevation of Research Wing 2.



Figure 13 The south elevation of Research Wing 2.



Figure 14 The south elevation of Research Wing 3.



Figure 15 The Truck Bay/Mezzanine.



Figure 16 Store.



Figure 17 The RMS Lab (foreground) and Concrete Lab/HV workshop.



Figure 18 Modern storage shed, south east of Reseach Wing 2.



Figure 19 Former ARRB housing in the north-west corner of the site (ie Flats 1 & 2/490-500 Burwood Highway).



Figure 20 Lawn and tree plantings in the front setback.



Figure 21 View from the rear of the site looking west.

7.0 Heritage Listings

City of Whitehorse

24. The subject site is listed as on the Whitehorse Heritage Overlay Schedule as 'HO23, Australian Road Research Board 500 Burwood Highway, Vermont South (Heritage place is defined as the ARRB building and surrounds on Lot 1 on PS 518296N)'. There are no external paint controls, internal controls or tree controls under the Overlay. The Heritage Overlay covers all the subject site.
25. Amendment C230whse proposes to retain the subject site on the Heritage Overlay with the same curtilage, but with a new statement of significance (as discussed below).

Heritage Victoria

26. The subject site is not listed on the Victorian Heritage Register.

National Trust

27. The subject site has not been classified by the National Trust of Australia (Victoria).



Figure 22 Aerial photograph showing HO23 applied to the full extent of the subject site. Source: Mapshare.

8.0 Significance

28. The current statement of significance for the site (as found in the City of Whitehorse Heritage Review) reads as follows:

The Australian Road Research Board building is of aesthetic significance. It is a fine example of an office building designed by the important Melbourne firm of Mockridge, Stahle & Mitchell. Through its simple massing and composition, particularly the repetitive fenestration and assured use of face masonry, the building is a confident example of the type of building which typified institutional, and to a lesser extent commercial, architecture in the late 1960s and early 1970s. The building is enhanced by its large landscape site, designed by important landscape architect Beryl Mann.

29. Amendment C230whse proposes to adopt the following updated statement of significance as an incorporated document to the Whitehorse Planning Scheme:

What is significant?

The former Australian Road Research Board (ARRB) complex at 490-500 Burwood Highway, Vermont South, constructed in 1971-72 to the designs of architects Mockridge, Stahle & Mitchell.

Elements of Primary Significance include:

- *The Administration Building,*
- *The landscaped setting around the Administration Building, including the open space and surviving trees to the north and west in the front setback, and the courtyards between the Administration Building and Research Wing 1, and the Administration Building and Research Wing 2.*

Elements of Secondary Significance include:

- *The West Wing*
- *The planning concept using building modules (Research Wings R1 and R2) separated by courtyards and connected by a main pedestrian spine.*
- *The broader landscaped setting, particularly the surviving mature native plantings on the western boundary and the remnant Eucalyptus melliodora east of Research Wing R2.*

Elements that do not contribute to the significance of the place include:

- *Research Wing R3 and the Truck Bay*
- *The former tennis court, now parking area*
- *The Garden Maintenance Shed*
- *The Store*
- *The RMS Garage*
- *The Concrete Laboratory/HV Workshop*
- *The Shed located south of Research Wing R2*
- *The open land to the south of Research Wing R3*

How is it significant?

The former Australian Road Research Board complex is of historical, representative (architectural) and aesthetic significance to the City of Whitehorse.

Why is it significant?

The former Australian Road Research Board represents the move of institutions and organisations from the inner suburbs Melbourne in the post-war period, taking advantage of undeveloped rural land in the outer fringe of Melbourne. [Criterion A]

Constructed in 1971-72 to a design by Mockridge Stahle & Mitchell, the Administration Building of the former Australian Roads Research Board complex is a fine and highly intact representative example of a Post-war Modernist commercial building. Through its simple massing and composition, particularly the repetitive fenestration and assured use of face brickwork, the building is a confident example of the type of building which typified institutional, and to a lesser extent commercial, architecture in the late 1960s and early 1970s. The Administration Building demonstrates typical characteristics of later post-war structures including the rhythmic façade of regularly spaced, deep set windows with distinctive, sloping brick sills, and a strong horizontal emphasis. [Criterion D]

The site planning of the ARRB complex is an accomplished example of modular design allowing for flexibility and expansion that was in keeping with established principles of modernist architecture. The 'finger plan' layout provided the potential to expand the complex to the south and the courtyards separating the research laboratory 'modules' allow for light into the buildings on three sides, and an outlook into the landscaped spaces for the occupants. [Criterion D]

The former Australian Road Research Board complex is enhanced by its large, landscaped front setback and the landscaped courtyards separating the research wings, designed by noted landscape architect Beryl Mann. Although partially compromised by the loss of the eastern part of the site in the 1990s, the combination of open, grassed spaces, the retention of pre-existing eucalypts within the site, and the now-mature native perimeter planting to the northern and western boundaries, demonstrate the movement in the late 1960s and early 1970s to incorporate native trees and plants in landscape design for institutional complexes. [Criterion E]

30. I generally concur with the findings of the updated statement of significance, at least in respect to the assessment of built form elements. Issues pertaining to the relative significance of landscaping elements are addressed in detail in the expert witness statement by John Patrick.

9.0 Conservation Management Plan

31. In response to the initial amendment request in 2018, Council's heritage advisor (Ian Coleman) recommended that a Conservation Management Plan (CMP) be prepared for the former ARRB site to better understand the significance of the place in general and the relative significance of its component parts. A CMP was prepared by my office in 2019 and issued to Council for comment. The CMP was revised to include additional comparative analysis requested by Mr Coleman and re-issued in February 2021.
32. The purpose of the CMP was to identify the nature, extent and level of cultural significance of the ARRB site and the consequential conservation constraints that might apply in regard to any future development of the site.

33. The CMP provided a suite of polices for the management of built form on the site that varied according to the level of significance attributed individual elements, as below:

Elements of Primary Significance

Elements and spaces of primary significance are those that contribute in a fundamental way to an understanding of the significance of the site and are predominantly intact in form and fabric to the significant phase of the site's development. These elements should be retained and restored.

Elements deemed to be of primary significance include:

- *The Administration Building to the extent of its original external form and fabric.*

Secondary Significance

Elements and spaces of secondary significance are of a contributory nature in understanding the overall significance of the site. While they contribute to understanding the history and significance of the place, they are not of individual distinction with regard to the original plan form, fabric or function. They may not be completely intact to their original construction and form. Their key role may be in contributing to the setting of the place. Elements of secondary significance should preferably be retained but might be removed or altered as part of an otherwise supportable redevelopment of the site that provides a sustainable future for the place.

Elements of secondary significance are listed in the previous chapter, and include:

- *The West Wing and Research Wings 1 and 2 (and associated covered walkways) to the extent of their 1970s external form and fabric.*
- *The open lawn, flagpoles and mature native trees in the front setback of the Administration Building.*
- *The main stair in the Administration Building.*
- *The planning concept using repetitive building modules separated by courtyards and connected by a main pedestrian spine (but not the fabric of the courtyards).*

Little/No Significance

These are elements and spaces that contribute little or nothing to an overall understanding of the significance of the site, and which may be so heavily altered as to have lost whatever significance they originally had. These elements may be retained or demolished as required.

Elements of little or no significance are listed in the previous chapter, and include:

- *Research Wing 3, the Truck Bay/Mezzanine, Store, Shed, RMS Garage, Concrete Labs/HV Workshop, Garden Maintenance Shed and electrical substation.*
- *All interiors other than the main stair in the Administration Building.*
- *Internal roads and paths, the former tennis courts, signage, lighting and all fencing.*

34. It is noted that the hierarchy of significance identified in the CMP has generally been adopted by Council's proposed statement of significance, albeit with some differences of opinion in respect to landscape elements.



Figure 23 Levels of significance plan extracted from the February 2021 CMP.

35. The CMP includes the following policy for future development:

The current proposal also includes a landscape strategy that references Beryl Mann's approach to native garden design whilst also retaining stands of mature native trees and the area of lawn to the front of the Administration Building. This is an appropriate design response having regard for the identified levels of significance. In respect to the potential loss of other original landscape elements, it is noted that there are presently no tree controls under the heritage overlay.

Furthermore, the integrity of the original landscape design has already been compromised to a degree due to large portions of the site having been sold off and redeveloped with a retirement village/aged care facility.

The site can accommodate development at its northeast and north west corners without adverse impacts on the significance of place. Development in the north-west corner of the site would not unreasonably interfere with views to the Administration Building from Burwood Highway - noting that there are already buildings in this location, and also because of the concealment afforded by the dense tree plantings. To the extent that development in the north-east corner of the site would conceal views to the Administration Building, it is noted that the ARRB complex presently does not have a strong streetscape presence on account of the boundary tree plantings, its deep front setback and its siting on lower ground. Historically, maintaining high level of public exposure was more a concern for commercial places and industrial complexes where the front office buildings were often designed as a 'billboard' for the company.

The potential for new development to interfere with views to the Administration Building façade would need to be tested through sightline diagrams and 3D modelling of any new proposal. To this end, the proposed Design and Development Overlay for the former ARRB site includes a requirement that the visual impact of new development be tested through view line analysis and 3D modelling from vantages along Burwood Highway and surrounding areas. It is appropriate that the impacts of development in the front setback be tested at the application stage, noting that the suitability of such development would best be determined with an understanding of the massing, setbacks, architectural character and materiality of new built form.

With respect to the potential loss of the existing courtyards, it is recognized that they form part of the original design concept, but they do not have an attractive landscape character, per se. The principal role of the courtyards is to provide open space between the buildings, rather than being inherently significant because of their precise configuration and plantings. Furthermore, the architect's original narrative brief does not suggest that the courtyards were so essential to the design concept as to prevent their enclosure, to quote the brief: 'immediate expansion is readily achieved by roofing the 3 enclosed courtyards'. As such, retention of the existing footprint of the courtyards between the Administration Building and Research Wings is not seen as essential provided that the general courtyard schema is interpreted in any future development. The current proposal achieves this objective, noting that amendments to the scheme have been made to provide larger open space to the south of the Administration Building.

36. The evidence of John Patrick has identified that the aerial photographs at figures 7 and 8 of the CMP (dated c1973 and 1975 respectively therein) are each likely to have been taken a few years later than the dates provided in the CMP. Accepting that this is likely to be correct, this updated information is not consequential to the heritage assessment of built form and policies for future development provided by the CMP.

10.0 Heritage Overlay

37. As noted above, a Heritage Overlay control applies to the entirety of the subject site. These parts of the site are therefore subject to the provisions of Clause 43.01 of the Whitehorse Planning Scheme, the Heritage Overlay. The purpose of the Heritage Overlay is as follows:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To conserve and enhance heritage places of natural or cultural significance.*
- *To conserve and enhance those elements which contribute to the significance of heritage places.*
- *To ensure that development does not adversely affect the significance of heritage places.*
- *To conserve specified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.*

38. Clause 43.01 includes decision guidelines that the responsible authority will need to consider before deciding on an application, inter alia:

- *The Municipal Planning Strategy and the Planning Policy Framework.*
- *The significance of the heritage place and whether the proposal will adversely affect the natural or cultural significance of the place.*
- *Any applicable statement of significance (whether or not specified in the schedule to this overlay), heritage study and any applicable conservation policy.*
- *Any applicable heritage design guideline specified in the schedule to this overlay.*
- *Whether the location, bulk, form or appearance of the proposed building will adversely affect the significance of the heritage place.*
- *Whether the location, bulk, form and appearance of the proposed building is in keeping with the character and appearance of adjacent buildings and the heritage place.*
- *Whether the demolition, removal or external alteration will adversely affect the significance of the heritage place.*
- *Whether the proposed works will adversely affect the significance, character or appearance of the heritage place.*
- *Whether the proposed subdivision will adversely affect the significance of the heritage place.*
- *Whether the proposed subdivision may result in development which will adversely affect the significance, character or appearance of the heritage place.*
- *Whether the proposed sign will adversely affect the significance, character or appearance of the heritage place.*

39. Proposals for redevelopment of heritage overlay sites must also be assessed in terms of the Heritage Buildings and Precinct policy at Clause 22.01, the relevant sections of which are reproduced below:

Clause 22.01-1 Policy Basis

- *Clause 21.05 Environment requires buildings, areas, structures and natural features of heritage significance to be protected, conserved and enhanced. This is because these places of cultural significance are important in providing a snapshot into the City of Whitehorse's past. They are, therefore, an integral part of the City's social and cultural identity.*

- *There are over two hundred individual heritage properties scattered throughout the municipality. These buildings add interest, character and a sense of identity to the neighbourhoods in which they are located.*
- *The buildings and areas subject to a Heritage Overlay are considered to be the best examples of their type within Whitehorse. These buildings may have historical, architectural, social, technological, cultural or scientific significance or any combination of these.*
- *The conservation and enhancement of these buildings is critical if the heritage of this municipality is to be preserved.*
- *To achieve this the MSS requires that the use and development of heritage places is sensitive to their importance, retaining their integrity, character and appearance. All use, buildings and works carried out on a heritage property should protect its historic and aesthetic value, whilst reinforcing its original character. This ensures that its cultural significance is retained. For some heritage places the retention and conservation of features such as trees, hedges, fences and outbuildings is essential as they add to the historical importance and setting of the building or structure ...*

Clause 22.01-2 Objectives

- *To preserve and maintain a range of buildings, features and precincts of historical and cultural significance in order to provide a snapshot of the City's origins and how it has developed over time.*
- *To retain the architectural diversity of buildings within the municipality with a focus on conserving and enhancing the integrity, cohesiveness and aesthetic value of individual heritage buildings and precincts.*
- *To ensure that new land use, development, buildings and works in and around properties and precincts subject to a Heritage Overlay is sympathetic to their significance, character, scale, design, setbacks, form and colour scheme.*
- *To ensure that all possible avenues are pursued to ensure the conservation of heritage sites and that demolition is allowed only where there are extenuating circumstances.*
- *To encourage conservation and other works including maintenance, restoration, reconstruction and adaptation that assist in the restoration of original features and colour schemes of heritage buildings and precincts to enhance their character and contribution to neighbourhood character and the overall streetscape.*

Clause 22.01-3 Policy

Subdivision

- *Subdivision of a property supporting a heritage place should not adversely affect the significance of the heritage place or other features protected by the Heritage Overlay.*
- *The subdivision layout should maintain the original setting of the heritage place, including the retention of original garden areas and or other such features that create a setting for the heritage building.*
- *Where located in a heritage precinct, the proposed pattern of subdivision should be consistent with that of the precinct in terms of its layout and lot size and be able to support buildings that are similar in scale, bulk and setbacks to that which is consistent with the statement of significance for the precinct.*
- *Subdivision of land supporting heritage places should conserve and enhance the heritage place.*

Demolition

Subject to the provisions of this Policy any heritage places, building, structure or feature identified in the heritage studies listed as a reference document to this clause and subject to a Heritage Overlay, should be retained.

- *The demolition or removal of buildings within heritage precincts that are consistent with the character and statement of significance of the precinct will be strongly resisted in order to maintain the integrity of, and cohesion within, the precinct. The loss of these buildings would undermine the quality and intactness of the precinct and the reasons why the precinct was originally designated.*
- *Heritage places identified in heritage studies and subject to a heritage overlay should be conserved where possible as they contribute to the aesthetic quality of the municipality and provide for a range in the quality and type of heritage places.*
- *Council will only consider the removal of heritage buildings if the applicant can prove that there are extenuating circumstances regarding the building/land*

New buildings and works

- *Additional buildings or works on land affected by this policy should conserve, and be sympathetic to, the heritage place identified in the Heritage Overlay schedule.*
- *The design and location of new buildings and works should not adversely impact on the heritage value and significance of the building(s) and/or precinct, or other features protected pursuant to the Heritage Overlay schedule.*
- *Development on sites adjacent to heritage buildings and precincts should be sympathetic to the heritage place in terms of its bulk, setbacks, materials, colour scheme and form. Care should be taken not to 'mock' the heritage building style.*
- *Development, buildings and works on heritage places affected by this policy should where possible, conserve and enhance the heritage place.*

[...]

Clause 22.01-4 Performance measures

Subdivision

- *The assessment prepared by the heritage architect should outline how the subdivision conserves and enhances the significance of the heritage building and/or precinct.*
- *Where the subdivision pattern is not consistent with that of the original heritage place and/or precinct the applicant should submit reasons as to why this cannot be achieved and how the alternative subdivision pattern makes a positive contribution to the heritage place or precinct.*
- *The pattern of subdivision should conserve the setting of the heritage building, providing sufficient space to retain garden areas, buildings and other features essential to the character, importance and integrity of the building.*

Demolition or removal of a building

- *Demolition or removal of a heritage building (either significant or contributory) within a heritage precinct or individually listed in the Schedule to the Heritage Overlay, will only be permitted where all of the following circumstances apply:*
- *The building has been significantly damaged since the Heritage Overlay was applied to the property or the building is structurally unsound and is unable to be made safe to Council's satisfaction without significant alteration to the original fabric of the building, thereby reducing the significance of the building to an extent which a Heritage Overlay should no longer be applied; and*
- *The application is accompanied by an assessment from a suitably qualified and experienced heritage architect outlining why the building cannot be retained. This report should also investigate options to retain some part of the building to commemorate the historical associations and importance of the site, if appropriate.*

- *Removal of heritage buildings will be considered only if there is written evidence justifying the special circumstances relating to the building. The Applicant should make a written submission outlining the reasons why Council should allow the removal to proceed. Details and evidence of how and where the building will be moved it must also accompany the application.*

New buildings and works

- *The report prepared by the heritage architect should outline what techniques have been used to ensure new development is consistent with the bulk, form, setbacks and style of the heritage building and/or precinct.*
- *Where features such as gardens, trees, outbuildings and fences that provide a setting for the heritage building/precinct cannot be preserved, the heritage architect should outline why these features cannot be retained, assess what impact their loss would have on the integrity and significance of the heritage place and what measures can be taken to minimise any negative impact.*
- *The design of new buildings and works should not ‘mock’ the historic building but rather complement the original fabric and design characteristics of the heritage building in terms of its bulk, style, materials, setbacks, colour scheme and form.*
- *New buildings and works should be designed and located in a way that does not dominate the heritage building or detract from its aesthetic or architectural significance.*
- *Existing views of the heritage building from the street should be preserved to acknowledge the contribution heritage places make to neighbourhood character and the overall streetscape.*
- *Buildings and works should conserve the setting of the heritage building through the retention and conservation of original garden areas, driveways and other features around the building that are integral to its character and historical significance.*
- *Where possible, works that improve the visibility of the heritage place from the streetscape are encouraged where they do not remove features or buildings that contribute to a building or precinct’s historical significance.*

External alterations

- *The report prepared by the heritage architect should outline how the proposed alteration(s) conserves and enhances the heritage significance of the building and enhances its heritage value.*
- *Alterations to the front façade of heritage buildings should be treated with particular care in recognition of their potential negative impact on the architectural and aesthetic contribution of the building to the streetscape.*
- *Alterations to the rear of buildings are encouraged as they are less detrimental to the aesthetic and architectural contribution of the building to the streetscape and/or the heritage precinct.*
- *The materials used for the external alterations should be sympathetic to the nature and colour of the original fabric of the building to Council’s satisfaction. Where the colours and materials of the original fabric have been substantially changed, and cannot be reasonably reinstated, the external alterations should be compatible with that of the existing building.*

11.0 Amendment C230whse

40. It is proposed that the Whitehorse Planning Scheme be amended to facilitate residential redevelopment of the former ARRB site. Inter alia, the Amendment seeks to rezone the site from Transport Zone 4 to Residential Growth Zone and apply a Design and Development Overlay, Environmental Audit Overlay, Vegetation Protection Overlay and Significant Landscape Overlay to the land. As noted, the existing Heritage Overlay control is to be retained over the subject site with no change to the curtilage.
41. The Schedule to Clause 72.04 of the Whitehorse Planning Scheme is to be amended to incorporate two documents: *Former Australian Road and Research Board, 490–500 Burwood Highway, Vermont South – Statement of Significance (Whitehorse City Council, June 2021)* and *Statement of Tree Significance, 490–500 Burwood Highway, Vermont South (September 2021)*.
42. The proposed DDO outlines specific requirements to guide the design and built form of new development.
43. The DDO Concept Plan anticipates a range of development on the site, including:
 - Demolition of all existing built form on the site apart from the former ARRB Administration Building.
 - The potential to accommodate a mandatory maximum one additional storey above the eastern section of the former Administration building.
 - Retention of the open space to the north of the former Administration building and preservation of key viewlines to this significant heritage building.
 - An area of communal open space to the rear of the former Administration building in the same location as the existing courtyard.
 - Two building envelopes for apartment buildings in the central region of the site, to the south of the former Administration building with a preferred maximum building height of 19 metres (approximately 6 storeys).
 - Building envelopes for townhouse type dwellings along the majority of the western and southern interfaces, with a preferred maximum building height of 9 metres and mandatory maximum building height of 11 metres (3 storeys).
 - A building envelope for an apartment building in the northwest corner of the site that is angled at the northeast corner to retain views to the former Administration building from the northwest view into the site. This building envelope is proposed to have a preferred maximum building height of 13 metres (4 storeys) and a mandatory maximum building height of 19 metres (6 storeys), in accordance with the Residential Corridors Built Form Study.
 - A 5 metres setback (mandatory) from the west and south boundaries and majority of the east boundary.
 - A 12 metres setback (mandatory) from the north boundary in the western part of the frontage (to the west of the western crossover), and between the eastern boundary and the 19 metres high apartment building envelope.
 - Indicative building breaks throughout the site that are intended to provide physical breaks in the built form, accommodate vegetation and provide viewlines between buildings.
 - Opportunities for pedestrian links between buildings.

44. The proposed schedule to DDO6 includes the following design objectives and built form requirements relevant to heritage considerations:

Design Objectives

To support the appropriate adaptive reuse of the existing heritage buildings and a sympathetic design response that maintains key viewlines, particularly from Burwood Highway and the existing western entry road, to the former Administration building.

To retain the spacious and landscaped setting of the Burwood Highway frontage and enhance the existing landscape character of the site by retaining significant trees and stands of trees, and providing new landscaping that reflects the original landscaping themes.

[...]

Built Form

The following buildings and works requirements apply to an application to construct a building or construct or carry out works.

[...]

- *Buildings should be sited and designed to maintain the prominence and significance of the heritage building and other key heritage characteristics of the site such as the courtyard structure.*

[...]

Former Administration Building

- *The former Administration building should read as a standalone building from Burwood Highway.*
- *No buildings are to be constructed between Burwood Highway and the north façade of the former Administration building. A planning permit cannot be granted to vary this requirement.*
- *Any additional car parking between Burwood Highway and the former Administration building should be subservient to the dominant landscape setting.*
- *Additions to, or new structures to the rear of the former Administration building should be respectful of the mass, form and detail of the heritage building.*
- *Any proposed works to extend above the former administration building should be:*
 - *limited to one additional level above the eastern end of the building*
 - *setback at least 2 metres from the north façade*
 - *designed with a simple form and complementary materials to appear visually recessive relative to the existing building*
- *Any proposed works to extend the footprint of the former administration building should:*
 - *be located to the rear (south) of the former administration building*
 - *not exceed the height of the former administration building*
 - *be designed to avoid any impact on the east courtyard at the rear of the former administration building*

45. Additionally, the following permit requirements would apply under the proposed DDO, inter alia:

- *A Heritage Impact Statement that analyses the relationship between proposed development and the existing heritage buildings and other elements of heritage significance.*
- *A management plan for future conservation and adaptive reuse of the former administration building that includes a prioritised Schedule of Conservation and Maintenance Works.*
- *A View Line Analysis and 3D modelling of the proposed development from vantages along Burwood Highway and surrounding areas to enable an assessment of the visual impact on the development on the existing heritage buildings and on the surrounding residential area.*

46. It is noted that Council received 43 submissions in respect to the Amendment. None of the submissions raised concerns in relevant to heritage considerations.

12.0 Discussion

47. Heritage considerations arise in relation to the extent of demolition contemplated by the proposed Concept Plan and the associated parameters for new development vis-à-vis impacts on the retained Administration Building. These issues are discussed in further detail below.

Demolition

48. The potential for demolition of parts of the former ARRB complex was discussed in heritage place report prepared by Mr Coleman in March 2017 in order to provide guidance for Council planners when responding to queries from potential purchasers of the site with respect to the implications of its heritage overlay control. That report identified the following elements as being of primary significance:

- The landscaped area between the administration building and Burwood Highway in that it contributes to the setting and provides the sightlines to the building as originally designed.
- The administration building.
- The first two laboratory/workshop wings, the circulation spine and the landscaped spaces between them and the administration building.

49. The following elements were identified as being of secondary or contributory significance and recommended for further investigation:

- The perimeter planting of native trees to the site generally
- The original access roads to the east and west of the site frontage.

50. The following elements were identified non-contributory:

- The roads and parking to the west of the main buildings and south of the administration building
- The third workshop south of the administration building.
- The workshops and stores along the western side of the site.

51. Having regard for the above, the following guidelines were recommended in the 2017 report to provide an appropriate level of protection for the significant elements:

1. *The open space between the administration building and Burwood Highway should be retained as open space or carparking to retain viewlines to the building so that its full length and design can be appreciated.*
2. *The exterior of the administration building, particularly the north, east and west elevations, should remain intact*
3. *The landscaped area to the south of the administration building, east of the circulation spine should be retained*
4. *Separation between the administration building and the first laboratory/workshop wing should be retained.*
5. *The general footprint of the first and second laboratory/workshop wings should be retained.*
6. *The open space between the first and third laboratory/workshop wings should preferably be retained, although it could be reduced in its north-south dimension.*
7. *The area to the west of the main access road may be redeveloped, with the area to the north of a line drawn from the north elevation of the administration building limited to 2-3 stories.*

52. Mr Coleman further recommended that any application for future development of the site be supported by a heritage impact statement (HIS) that:
- *Identifies the former uses of the various components of the facility*
 - *Identifies the significant areas of the facility*
 - *Assesses the impact of the development on the significance of the heritage place overall and of individual components*
 - *Justifies why any significant components should be removed, altered or otherwise modified (i.e. by screening with new structures, for example)*
53. These issues were addressed in the HIS prepared by my office in May 2018. In respect to the extent of demolition, the HIS concluded that the significance of the place primarily resides in the Administration Building. The demolition of other original built form, including Research Wings 1 & 2 and the West Wing, was found to be an appropriate and reasonable heritage outcome on the basis that they were largely devoid of the aesthetic/architectural qualities displayed by the Administration Building. The HIS identified the plan form and fabric of the rear wings and courtyards as elements that could reasonably be referenced by means of an archival record and on-site interpretation rather than through retention of specific footprints or fabric. The HIS also referred to the original landscape design having been compromised due to large portions of the site having been sold off and redeveloped.
54. Accepting that a heritage assessment of landscape elements remains outside my area of expertise (being addressed in the expert witness statement by John Patrick) I am not aware of any new information that would give me cause to reconsider the findings of the HIS in respect to the appropriateness of the extent of demolition envisaged by the proposed Concept Plan.
55. Subsequent to the HIS having been lodged with Council, and as already noted, Mr Coleman recommended that the proponent provide a Conservation Management Plan (CMP) so as to further clarify the levels of significance of the constituent elements of the former ARRB complex. As discussed in section 9.0 of this statement, a CMP was initially prepared by my office in 2019 and then updated in February 2021 at the request of Mr Coleman to include additional comparative analysis on the relative importance of the ARRB's modular planning, such that would justify demolition of the rear wings and courtyards.
56. On the basis of this additional analysis, the updated CMP concluded that the West Wing, Research Wings 1 and 2 (and associated covered walkways) and, more generally, the use of repetitive building modules separated by courtyards were all of secondary significance. It is a policy of the CMP that elements of secondary significance should *preferably* be retained but might be removed or altered as part of an otherwise supportable redevelopment of the site that provides a sustainable future for the place.

57. It is not uncommon for partial demolition to occur within a heritage overlay site, even where the fabric might have been identified as having some heritage interest. This is particularly the case for industrial complexes and larger institutional sites where a hierarchy of significance has been established and where the principal objective is the retention of the built form of primary significance eg an architecturally designed office building fronting a utilitarian factory building. This approach is not uncommon for sites where the potential for adaptive reuse of the built form is limited and also, as in the present instance, where heritage outcomes need to be balanced against broader strategic planning objectives encouraging redevelopment and the provision of new housing.
58. The heritage policy at Clause 22.01 seeks retention of Heritage Overlay places, unless the applicant can demonstrate that there are extenuating circumstances regarding the building/land. Extenuating circumstances exist in terms of the demolition of much of the existing built form on the subject site, being the strategic objectives for the site in the Concept Plan (as adopted by Council).
59. To conclude discussion on matters pertaining to demolition, the significance of the place primarily resides in the Administration Building and its architectural/aesthetic interest. This building is to be retained to its full extent, encompassing the three storey wing and double height canteen wing and with emphasis upon the north, east and west elevations.

New Built Form

60. As already noted, the Concept Plan in the proposed DDO provides opportunities for the land to the rear of the retained Administration Building to be redeveloped with apartment buildings with a preferred maximum height of 19 metres (6 storeys). The north-west corner is earmarked for development with an apartment building with a preferred maximum height of 13 metres (4 storeys) and mandatory maximum height of 19 metres (6 storeys). Townhouses arrayed along the west and south boundaries have a preferred maximum height of 9 metres and mandatory maximum height of 11 metres (3 storeys). The Concept Plan also shows the apartment building in the north west corner with a chamfered plan form with the objective of maintaining viewlines to the Administration Building.
61. Council and the proponent are understood to be in general agreement regarding most aspects of the proposed built form controls, albeit with some comparatively minor differences concerning particular aspects of the DDO schedule. The draft DDO schedule prepared by Tract for the proponent nominated a 20 metre preferred maximum height for apartment buildings in the centre of the site. As noted, Council is seeking to apply a preferred 19 metre maximum height for these buildings to align with the *Residential Corridors Built Form Study* – that is to say, the change in height does not seem to have been prompted by heritage considerations. Regardless of this, I do not believe that the slight reduction in preferred maximum height of the proposed apartment buildings would have any appreciable heritage benefits.

62. It is my view that the height is a matter to be assessed in relation to urban design considerations rather than against heritage considerations, as height additional to that presently contemplated by the Amendment will not result in additional heritage impacts.
63. The potential urban design implications of the Amendment are to be addressed in the expert witness statement of Julia Bell of Kinetica Studio Pty Ltd. Ms Bell is understood to be generally supportive of the Amendment but has put forward a preferred version of the Concept Plan, notionally providing a less prescriptive area where the proposed apartment development might occur and also suggesting a smaller setback to the rear of the Administration Building. The preferred Concept Plan also labels the main vehicular access route through the site as 'indicative' with the aim of providing some flexibility as to the final layout.

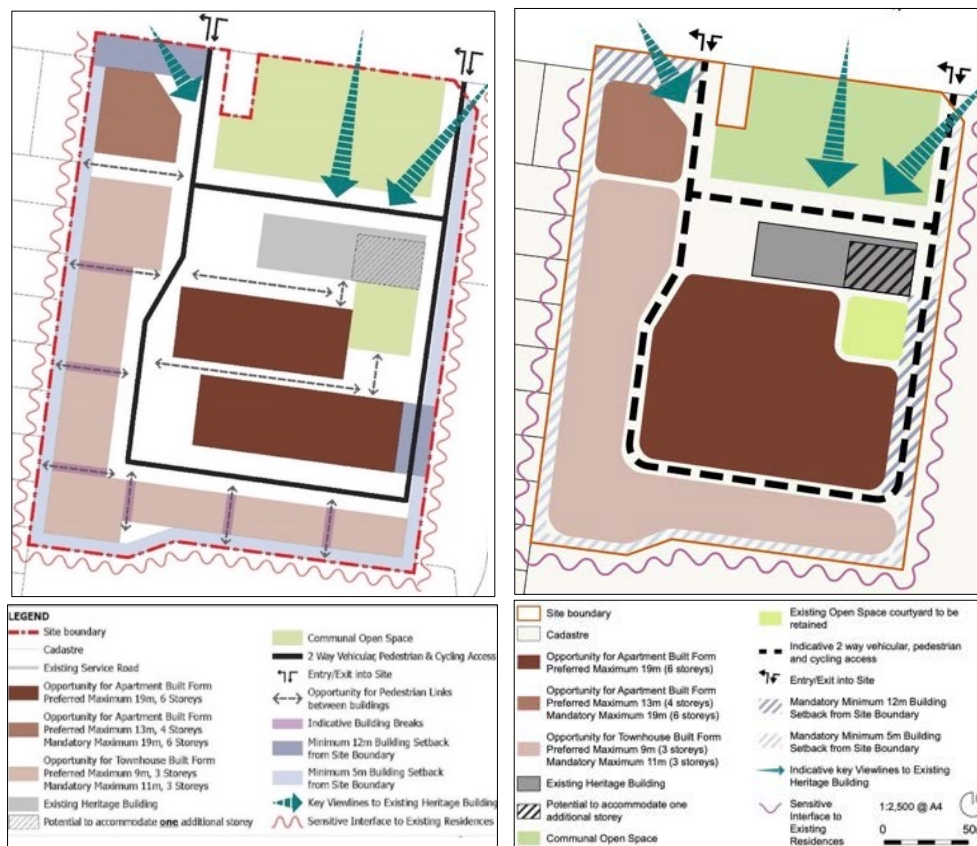


Figure 24 The exhibited Concept Plan (left) and the version recommended by Julia Bell of Kinetica Studio Pty Ltd.

64. The proposed apartment built form could conceivably be sited close to the rear of the Administration Building. The impacts of such an outcome would be mitigated by the built form requirements of the proposed DDO, whereby apartment development above four storeys in height should have a setback at the upper two levels - the stated objective being to make the upper levels visually recessive and distinguishable from a podium element.

65. The proposed DDO also states that development should avoid creating a continuous built form by providing physical breaks to accommodate vegetation and provide viewlines between apartment buildings. These measures would help to ensure that any future apartment development behind the Administration Building does not become a monolithic and visually dominant entity.
66. I am also supportive of Ms Bell's suggestion that the main internal circulation route be recognised as 'indicative'. Whilst the extant main driveway is largely unchanged from its original/early layout, the east driveway has been lost through subdivision of the property. Retention of the driveway to its existing format is not integral to the significance of the place and there could reasonably be some flexibility as to changes to its configuration as the site is redeveloped. It is noted that the exhibited statement of significance does not specifically reference the internal road network as a significant element. I otherwise defer to the expert opinion of John Patrick as to whether the existing east courtyard needs to be retained as open space, per the exhibited Concept Plan.
67. From a heritage perspective the appropriateness of new built form, and of upper storey additions to the Administration Building, would in depend on quality of the architectural design and elements such as facade articulation and materiality. These are aspects of future development that would be addressed at a planning application stage, albeit that the proposed DDO recognises that they are important matters for consideration.
68. The proposals for townhouse development at a comparatively modest height of 3 storeys and in locations remote from the Administration Building raises no heritage concerns whatsoever. The taller multi-storey development proposed for the northwest corner of the site and to the rear Administration Building would not be an unreasonable outcome for terms of heritage considerations.
69. Many other approved and constructed developments of recent years provide precedent for the juxtaposition of retained heritage fabric against larger, modern forms. It is generally accepted that the redevelopment of office/industrial sites in this manner can result in a very substantial and evident degree of change, without a commensurate or insupportable degree of impact upon cultural significance.
70. In respect to the potential for the redevelopment of the Burwood Highway frontage, the proposed DDO seeks to maintain key view lines to the former Administration Building. Accordingly the Concept Plan has the new development confined to the northwest corner, notionally with a splayed footprint to keep the viewlines open. I am broadly supportive of this approach but note that the Administration Building is at present almost entirely concealed in views from the north-west. The Administration Building is partially visible from the central and eastern parts of the Burwood Highway frontage, albeit that the views are filtered by plantings along the boundary line. The generous setback provided to the Administration Building also contributes to its visually recessive quality (refer figures 25 and 26 below).

71. The proposed DDO otherwise seeks to prohibit development in the balance of the front setback through the following provision:

- *No buildings are to be constructed between Burwood Highway and the north façade of the former Administration building. A planning permit cannot be granted to vary this requirement*

72. As referenced in section 9.0 of this statement, the CMP included a policy for future development that did not rule out development from occurring in the north-east corner of the site:

The site can accommodate development at its north east and north west corners without adverse impacts on the significance of place. Development in the north-west corner of the site would not unreasonably interfere with views to the Administration Building from Burwood Highway - noting that there are already buildings in this location, and also because of the concealment afforded by the dense tree plantings. To the extent that development in the north-east corner of the site would conceal views to the Administration Building, it is noted that the ARRB complex presently does not have a strong streetscape presence on account of the boundary tree plantings, its deep front setback and its siting on lower ground. Historically, maintaining a high level of public exposure was more a concern for commercial places and industrial complexes where the front office buildings were often designed as a 'billboard' for the company ...

...It is appropriate that the impacts of development in the front setback be tested at the application stage, noting that the suitability of such development would best be determined with an understanding of the massing, setbacks, architectural character and materiality of new built form.

73. It is my opinion that above policies remain an appropriate response to the heritage values of the subject site. Notwithstanding that the proponent is not presently seeking to redevelop the Burwood Highway frontage, I do not believe that it is necessary for the proposed DDO to rule out entirely any form of development in the front setback.

74. Leaving the matter of the setback aside, the proposed DDO is generally aligned with local heritage policy Clause 22.01 in encouraging new development that is sympathetic to the heritage place in terms of its bulk and siting and which respects the mass, form and detail of the Administration Building.



Figure 25 *The north-west corner of the subject site viewed from Burwood Highway. Note that the Administration Building is concealed by the tram substation and dense tree plantings.*



Figure 26 *View from the eastern end of the Burwood Highway frontage. The Administration Building is at its most visible in this view corridor but nonetheless does not have a strong streetscape presence.*

13.0 Conclusion

75. In conclusion, Amendment C230whse, which anticipates substantial demolition of fabric of limited heritage interest and adaptive reuse of the principal ARRB heritage building, along with residential development of the balance of the subject site, is a generally appropriate master planning response to the constraints arising from the heritage significance of the place. The Amendment is supported with regard to heritage built-form considerations albeit with some reservations with respect to the proposed constraints on development in the front setback of the subject site. Furthermore, the amended Concept Plan as put forward in the urban design expert statement is accepted as appropriate from a heritage point of view, as is the exhibited Concept Plan.

Bryce Raworth

CONSERVATION | HERITAGE

BRYCE RAWORTH

M. ARCH., B. A. (HONS), ICCROM (ARCH), FRAIA

Bryce Raworth has worked with issues relating to heritage and conservation since the mid-1980s and has specialised in this area since establishing his own consultant practice in 1991. **Bryce Raworth Pty Ltd, Conservation • Heritage**, provides a range of heritage services, including the assessment of the significance of particular sites, preparation of conservation analyses and management plans, design and/or restoration advice for interventions into significant buildings, and detailed advice regarding the resolution of technical problems relating to deteriorating or damaged building fabric.

From 2004-2011 Raworth was a member of the Official Establishments Trust, which advises on the conservation and improvement of Admiralty House and Kirribilli House in Sydney and Government House and The Lodge in Canberra. As a member of the former Historic Buildings Council in Victoria, sitting on the Council's permit, planning and community relations committees, Raworth has been involved with the registration and permit processes for many registered historic buildings. In 1996 he was appointed an alternate member of the new Heritage Council, the successor the Historic Buildings Council, and in 1998 was made a full member.

At present he provides regular advice to architects and private owners on technical, architectural and planning issues relative to the conservation and adaptation of historic buildings and is occasionally called upon to provide expert advice before the VCAT. He is currently the conservation consultant for the cities of Frankston, Kingston and Stonnington, and is a member of the Advisory Board to the Australian Centre for Architectural History, Urban and Cultural Heritage, University of Melbourne (ACAHUCH).

With respect to historic precincts, the company has provided detailed advice towards the resolution of heritage issues along the Upfield railway line. The company also contributed to redevelopment plans for the former Coburg Prisons Complex (comprising Pentridge Prison and the Metropolitan Prison) and the former Albion Explosives Factory, Maribymong. In 1993 Bryce Raworth led a consultant team which reviewed the City of Melbourne's conservation data and controls for the CBD, and in 1997 **Bryce Raworth Pty Ltd** revised the former City of South Melbourne Conservation Study with respect to the area within the present City of Melbourne. The firm has also completed numerous heritage citations for significant heritage places and areas in the City of Stonnington.

In recent years **Bryce Raworth Pty Ltd** has also provided documentation and advice during construction on the restoration of a number of key registered and heritage overlay buildings, including the Ebenezer Mission church and outbuildings, Antwerp; the former Martin & Pleasance Building, 178 Collins Street, Melbourne; the former Uniting Church, Howe Crescent, South Melbourne; Heide I & II, Heide Museum of Modern Art, Bulleen; Melbourne Grammar School, South Yarra; various guard towers and other buildings, Pentridge Prison, Coburg; and Coriyule Homestead, Curlewis.

BRYCE RAWORTH

M. ARCH., B. A. (HONS), ICCROM (ARCH), FRAIA

Professional Status:	Conservation Consultant and Architectural Historian
Current Positions:	Conservation Consultant to the cities of Kingston, Frankston and Stonnington
Organisation Membership:	Australian Institute of Architects VPELA (Victorian Planning and Environmental Law Association)
Professional Experience:	independent practice as conservation consultant and architectural historian from January 1991 (ongoing). Services include: identification and assessment of the significance of sites and complexes; preparation of guidelines regarding the safeguarding of significant sites; provision of technical, design and planning advice to architects, owners and government on issues relating to the conservation of sites of cultural significance; expert witness advice on conservation issues before the VCAT member, Historic Buildings Council (architectural historian's chair) 1993-1996; member, Heritage Council (architect's chair) 1998-2002 conservation consultant to the cities of Brighton, Northcote and Sandringham (1989 only), Essendon, Hawthorn and Kew (1989-1994), Melbourne (1992-2009) and Prahran (1992-1994) established the Metropolitan Heritage Advisory Service on behalf of the Ministry for Planning & Environment - this service was offered to the cities of Brighton, Essendon, Hawthorn, Kew, Northcote and Sandringham in 1989-90
Studies:	Certificate of Architectural Conservation, ICCROM (International Centre for the Study of the Preservation and the Restoration of Cultural Property at Rome), 1994 Master of Architecture by thesis, University of Melbourne, 1993 (thesis: A Question of Style: Domestic Architecture in Melbourne, 1919-1942) B. Architecture (First Class Honours), University of Melbourne, 1986 B. Arts (Second Class Honours, Division A), University of Melbourne, 1986
Committee Membership:	Member of Advisory Board, ACAHUCH (Australian Centre for Architectural History, Urban and Cultural Heritage, University of Melbourne) Twentieth Century Buildings Committee, National Trust of Australia (Victoria), 1990-1994 (Chairman 1992-1993) RAIA Jury, Conservation Category, 1995, 1996, 1998 and 2001 Awards (Chairman 1996 & 1998)
Awarded:	Henry and Rachel Ackman Travelling Scholarship in Architecture, 1987-88 JG Knight Award, conservation of Heide 1, Royal Australian Institute of Architects, Victorian Chapter, 2003 Lachlan Macquarie Award for heritage (commendation), conservation of Heide 1, Royal Australian Institute of Architects National Award program, 2003 Award for Heritage Architecture, conservation of Coriyule Homestead, Australian Institute of Architects, Victorian Chapter, 2015 Award for Heritage Architecture, conservation of Coriyule Homestead, Australian Institute of Architects, National Awards, 2015 Award for Heritage Architecture, conservation of Coriyule Homestead, Australian Institute of Architects, National Awards, 2015.