

490-500 Burwood Highway, Vermont South The 'Australian Road and Research Board (ARRB) Site'

Planning Scheme Amendment Report

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Project Management by **INPG**
for **PAN Australia Investment**
on behalf of **PAI Group Pty Ltd**

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Fig. 1 Indicative Architectural Perspective

EXECUTIVE SUMMARY

| | |
|-----------------------------------|---|
| Background | |
| Applicant / Owner | PAN Investment Australia |
| Address | 490-500 Burwood Highway, Vermont South |
| Lot Description | Lot 1 on Plan of Subdivision 518296N. |
| Relevant Planning Controls | |
| State Planning Policy Framework | Clause 11 - Settlement, Clause 12 - Environmental and Landscape Values, Clause 13 - Environmental Risks, Clause 15 - Built Environment and Heritage, Clause 16 - Housing, Clause 17 - Economic Development. |
| Local Planning Policy Framework | Clause 21 - Clause 22.01 - Heritage Buildings and Precincts, Clause 22.04 - Tree Conservation, Clause 22.10 - Environmentally Sustainable Development, Clause 22.15 - Public Open Space Contribution. |
| Zone | Transport Zone (TRZ) - Schedule 4 (Other Transport Use). |
| Overlay | Heritage Overlay 23 (HO23). |
| Particular Provisions | Clause 53.01 - Public Open Space Contribution and Subdivision, Clause 52.06 - Car Parking, Clause 52.17 - Native Vegetation, Clause 52.29 - Land Adjacent to the Principal Road Network, Clause 52.34 - Bicycle Facilities. |
| Planning Scheme Amendment | |
| Description of proposal | <p>Rezone land from the Transport Zone (TRZ) - Schedule 4 (Other Transport Use) to the Residential Growth Zone (RGZ).</p> <p>Introduce a Design and Development Overlay (DDO), Significant Landscape Overlay Schedule (SLO), Environmental Audit Overlay (EAO) and Vegetation Protection Overlay (VPO).</p> |

CONTENTS

| | | | | | |
|----|---|-----------|----|---|-----------|
| 01 | Introduction | 7 | 04 | The Proposal | 30 |
| | 1.1 Background | 7 | | 4.1 Vision | 30 |
| | 1.2 Planning Scheme Amendment Details | 7 | | 4.2 Heritage | 31 |
| | 1.3 Report Structure | 7 | | 4.3 Trees and Vegetation | 32 |
| | 1.4 ARRB History | 7 | | 4.4 Built Form | 33 |
| 02 | Site Analysis | 8 | | 4.5 Key Features | 34 |
| | 2.1 Site Location | 8 | | 4.6 Proposed Planning Controls | 35 |
| | 2.2 Site Features | 9 | 05 | Landscape Architecture | 36 |
| | 2.3 Local Context and Services | 10 | | 5.1 Vision | 36 |
| | 2.4 Regional Context | 11 | | 5.2 Landscape Objectives | 36 |
| | 2.5 Site Interfaces | 12 | | 5.3 Beryl Mann | 36 |
| | 2.6 Surrounding Developments | 14 | 06 | Transport | 40 |
| | 2.7 Site Opportunities and Constraints | 15 | | 6.1 Overview | 40 |
| | 2.8 Constraints | 16 | | 6.2 Vehicle Access Arrangements | 41 |
| | 2.9 Opportunities | 17 | | 6.3 Internal Road Network Assessment | 41 |
| 03 | Planning Provisions | 18 | | 6.4 Car Parking Requirements | 41 |
| | 3.1 Planning Policy Framework (PPF) | 18 | | 6.5 Conclusion | 41 |
| | 3.2 Local Planning Policy Framework (LPPF) | 20 | 07 | Stormwater Management | 42 |
| | 3.3 Zone | 24 | | 7.1 Catchment Analysis | 42 |
| | 3.4 Zone Context | 24 | | 7.2 Authority Requirements | 42 |
| | 3.5 Overlay | 25 | | 7.3 Stormwater Management Strategy | 42 |
| | 3.6 City of Whitehorse Housing & Neighbourhood Character Review 2014 | 26 | | 7.4 Targets | 42 |
| | 3.7 Plan Melbourne 2017-2050 | 27 | | 7.5 Summary | 42 |
| | 3.8 20-Minute Neighbourhoods | 28 | 08 | Community Needs Assessment | 43 |
| | 3.9 Particular Provisions | 29 | | 8.1 Introduction | 43 |
| | 3.10 Other Planning Considerations | 29 | | 8.2 Population Outcomes | 43 |
| | 3.11 Planning Policy Summary | 29 | | 8.3 Community Facilities - Existing Supply | 43 |
| | | | 09 | Conclusion | 45 |

FIGURES

| | | | | | |
|---------|---|----|---------|--|----|
| Fig. 1 | Indicative Architectural Perspective | 2 | Fig. 27 | Context Zone Plan | 24 |
| Fig. 2 | Indicative Architectural Perspective | 6 | Fig. 28 | Zone Plan | 24 |
| Fig. 3 | Land and Survey Spatial Information (LASSI) | 8 | Fig. 29 | Overlay Plan | 25 |
| Fig. 4 | Site Context Plan (OneMap) | 8 | Fig. 30 | Whitehorse Housing Strategy - Substantial Change Areas Plan | 26 |
| Fig. 5 | Slope Map | 9 | Fig. 32 | Plan Melbourne Housing Distribution Table | 27 |
| Fig. 6 | Aerial Plan | 9 | Fig. 31 | Plan Melbourne Jobs and Investment | 27 |
| Fig. 7 | Local Services Plan | 10 | Fig. 33 | Plan Melbourne Eastern Region | 28 |
| Fig. 8 | Regional Context Plan | 11 | Fig. 34 | Hallmarks of the 20-Minute Neighbourhood | 28 |
| Fig. 9 | Northern Interface Images | 12 | Fig. 35 | Project Examples | 30 |
| Fig. 10 | Eastern Interface Images | 12 | Fig. 36 | Existing heritage administration building | 31 |
| Fig. 11 | Southern Interface Images | 13 | Fig. 37 | Existing trees along the Burwood Highway frontage | 32 |
| Fig. 12 | Western Interface Images | 13 | Fig. 38 | Retention Value of Trees | 32 |
| Fig. 13 | Surrounding Development Plan | 14 | Fig. 39 | Tree Retention Site Plan | 32 |
| Fig. 14 | Site Opportunities and Constraints Plan | 15 | Fig. 40 | Built Form Site Section (North-South) | 33 |
| Fig. 15 | Interface Analysis | 16 | Fig. 41 | Indicative Concept Plan | 34 |
| Fig. 16 | Transitional Scale Analysis | 16 | Fig. 42 | Proposed Planning Scheme Amendment zone and overlays | 35 |
| Fig. 17 | Key View Analysis | 16 | Fig. 43 | Image extracts from Beryl Mann Landscape Architecture article November 1984 (ARRB site). | 36 |
| Fig. 18 | Existing Vegetation Analysis | 16 | Fig. 44 | Landscape Site Analysis | 37 |
| Fig. 19 | Pedestrian and Vehicle Movement Analysis | 17 | Fig. 45 | Proposed Pedestrian Movement and Circulation Plan | 38 |
| Fig. 20 | Redevelopment Potential Analysis | 17 | Fig. 46 | Indicative Road Sections | 38 |
| Fig. 21 | Vehicle Access Analysis | 17 | Fig. 47 | Indicative Landscape Masterplan | 39 |
| Fig. 22 | Landscape Courtyard Analysis | 17 | Fig. 48 | Existing Peak Traffic Conditions (8am-9am and 5:15am-6:15pm). | 40 |
| Fig. 23 | Strategic Framework Plan | 21 | Fig. 49 | Public Transport Services | 40 |
| Fig. 24 | Open Space Contribution Area Plan | 23 | Fig. 50 | Best Practice Water Quality Management Targets | 42 |
| Fig. 25 | Housing Framework Plan | 23 | Fig. 51 | Indicative Architectural Perspective | 45 |
| Fig. 26 | Neighbourhood Character Precincts | 23 | | | |



Fig. 2 Indicative Architectural Perspective

01 INTRODUCTION

1.1 Background

Tract Consultants Pty Ltd acts on behalf of PAN Investments Australia, owner of 490-500 Burwood Highway, Vermont South.

This report supports a Planning Scheme Amendment request of the Planning and Environment Act 1987 ('the Act') to rezone the land known as 490-500 Burwood Highway, Vermont South ('the Site') from the Transport Zone - Schedule 4 (TRZ4) to the Residential Growth Zone (RGZ).

Locally, the land is known as the Australian Road and Research Board (ARRB) Site, property of approximately 2.6ha on the southern side of Burwood Highway.

This rezoning request has arisen from the decision of ARRB to relocate to a more contemporary office space in a central location to enable improved collaboration with respective road and research experts.

Accordingly, the Transport Zone that applies to the land is redundant and not appropriate into the future.

1.2 Planning Scheme Amendment Details

This amendment applies to all of the land formally identified as 490-500 Burwood Highway, Vermont South.

The land consists of a single land title, is bounded by Burwood Highway to the north, a residential interface to the west and Victoria Grange Residential Community to the south and east.

This planning scheme amendment request seeks to give effect to the following:

- Rezone the land from Transport Zone - Schedule 4 (TRZ4) to Residential Growth Zone (RGZ).
- Apply a Design and Development Overlay (DDO).
- Apply a Significant Landscape Overlay (SLO).
- Apply an Environmental Audit Overlay (EAO).
- Apply a Vegetation Protection Overlay (VPO).

This amendment will provide net community benefits through:

- The retention, restoration and reuse of heritage building and landscapes including the building presenting to Burwood Highway and the open landscape along the Burwood Highway frontage.
- The retention of significant trees and stands of trees.
- The provision of high quality residential dwellings within walking distance to the Tally Ho Major Activity Centre, Vermont South Shopping Centre, Principal Public Transport Network (PPTN), and numerous schools and open spaces.
- The delivery of a residential scheme that supports and responds to the guidelines and principles of the 20-Minute Neighbourhood.
- A financial contribution to the City of Whitehorse (in accordance with Clause 53.01) to enable Council to provide for new public open space and improved local park facilities within the municipality.
- Implementation of the policies of the Whitehorse Planning Scheme and Plan Melbourne 2017-2050.

1.3 Report Structure

This report describes the Site and its context, analyses its opportunities and constraints, details the proposed Planning Scheme Amendment, identifies relevant planning policy, and lastly assesses the proposal's compliance within the identified planning framework.

This Planning Scheme Amendment report has been informed by specialist inputs and reports including:

- Architecture and Urban Design - Hayball.
- Town Planning - Tract.
- Landscape Architecture - Tract.
- Transport - Traffix.
- Heritage - Bryce Raworth.
- Stormwater - Cardno.
- Arborist - Bluegum.
- Community Needs - Public Place.

1.4 ARRB History

The Australian Road and Research Board (ARRB) was founded in 1960 as a research agency that provides independent, applied research and consulting services on the nation's most important road transport challenges.

The ARRB purchased its well known Vermont South headquarters (the Site) in the early 1970s and it was utilised as an administrative base as well as research, logistics and testing facility.

As a result of changing research and business conditions, ARRB no longer needed the extensive Burwood Highway land for operations and is relocating to a more contemporary office environment.

The Site was sold in 2017. No part of ARRB remains on the Site.

PAN Investments Australia acquired the Site with the specific direction to provide high quality residential dwellings within the City of Whitehorse.

PAN Investments Australia delivers townhouse and apartment housing product with a vision to ensure projects reflect the emerging guidelines and principles of the 20-Minute Neighbourhood. PAN Investments Australia's vision also seeks to retain the character of buildings nestled within a garden landscape setting.

02 SITE ANALYSIS

2.1 Site Location

The subject Site is located within the suburb of Vermont South, in the eastern suburbs of Melbourne (refer to Figure 4 - Site Context Plan). The Site is approximately 20km directly east of Melbourne's CBD, and is positioned within the City of Whitehorse.

Vermont South is a middle ring eastern suburb generally bordered by the Bellbird Dell Reserve to the north, the Dandenong Creek to the east, Highbury Road to the south, and Springvale Road to the west.

Vermont South is largely characterised by residential land uses interspersed with commercial, retail and public open space. The predominant housing stock was built in the 1960s and 1970s and primarily exhibits three and four bedroom, detached, one and two storey dwellings on larger lots of land.

Prior to the European influences, the landscape was thickly timbered bushland, and before it transitioned into a residential suburb, consisted of apple orchards and market gardens.

The Site is within close proximity to the Tally Ho Major Activity Centre as well as the Vermont South Shopping Centre, which is highlighted as a Category 3 Neighbourhood Activity Centre in the Whitehorse Planning Scheme.

This shopping centre comprises a range of retail and other services, including supermarkets, restaurants, a post office and medical services.



Fig. 3 Land and Survey Spatial Information (LASSI)

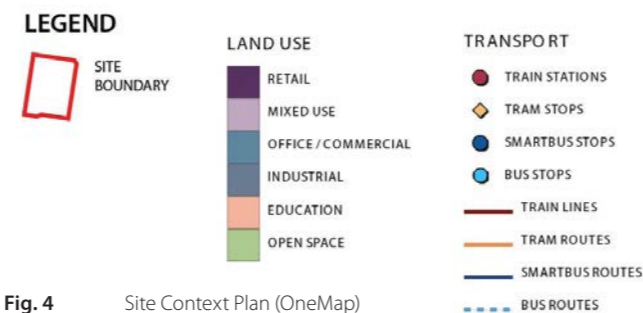
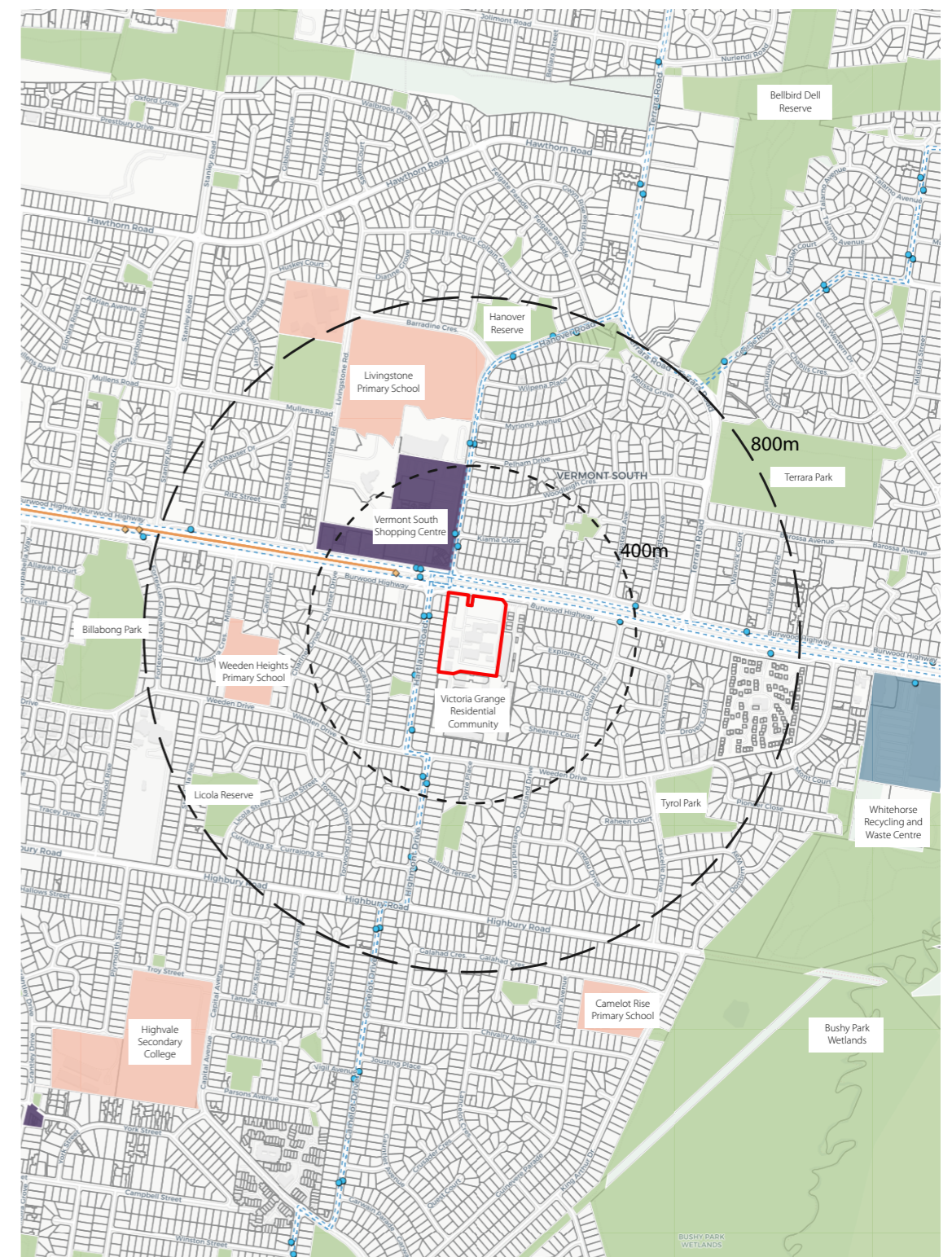


Fig. 4 Site Context Plan (OneMap)



2.2 Site Features

The Site is approximately 2.583ha, is generally rectangular in shape and is located at 490-500 Burwood Highway, Vermont South.

The Site consists of a single property title and is formally known as:

- Lot 1 on Plan of Subdivision 518296N - (Volume 10528, Folio 902).

The Site does not include the parcel of land noted on the Certificate of Title as:

- Reserve No. 1 For Use of the Secretary to the Department of Infrastructure.

This lot was subdivided from Lot 1 on PS518296N to facilitate the location of the substation for the Vermont South tram extension in 2003 and is approximately 258sqm in area.

The Site previously consisted of a single, larger landholding (shown as Lots 1 and Lot 2 on the Certificate of Title).

Lot 2 is approximately 3.9ha in area and is now identified as the Victoria Grange Residential Community (Australian Unity). This project was developed in 2008 and exhibits 111 dwellings purpose built for a retirement demographic.

The Site is bound by Burwood Highway to the north, the Victoria Grange Residential Community to the east and the south, and a residential interface to the west (refer to Figure 6 - Aerial Plan). Burwood Highway is one of several major arterial roads linking the CBD to the eastern suburbs and the southern Dandenongs.

The land exhibits a stepped gradient reflecting heights above sea level of approximately 112m along the northern (Burwood Highway) boundary to approximately 105m along the southern (Victoria Grange Residential Community) boundary (refer Figure 5 - Slope Map).

The Burwood Highway setback comprises of an open grassy area with significant vegetation and tree coverage across this interface.

The Site accommodated thirteen purpose-built buildings of various styles, uses and ages. The administration building presenting to Burwood Highway was designed by the notable firm Mockridge Stahle and Mitchell.

Behind this building is a covered walkway which connects it to a number of laboratories and offices as well as a number of acillary structures along the western boundary of the Site, including a store, garages and general workshop facilities.

The Site has a network of internal roads and a large number of internal car parking spaces. Further, there are two dwellings at the north-western corner of the Site.

The residential pattern and scale of buildings in the neighbouring western and northern areas contrast with the larger footprints occupied by the subject site and the Victorian Grange Residential Community.

The Certificate of Title shows an existing easement on the land noted as E-1. This is shown on the Aerial Plan (refer Figure 6 - Aerial Plan).

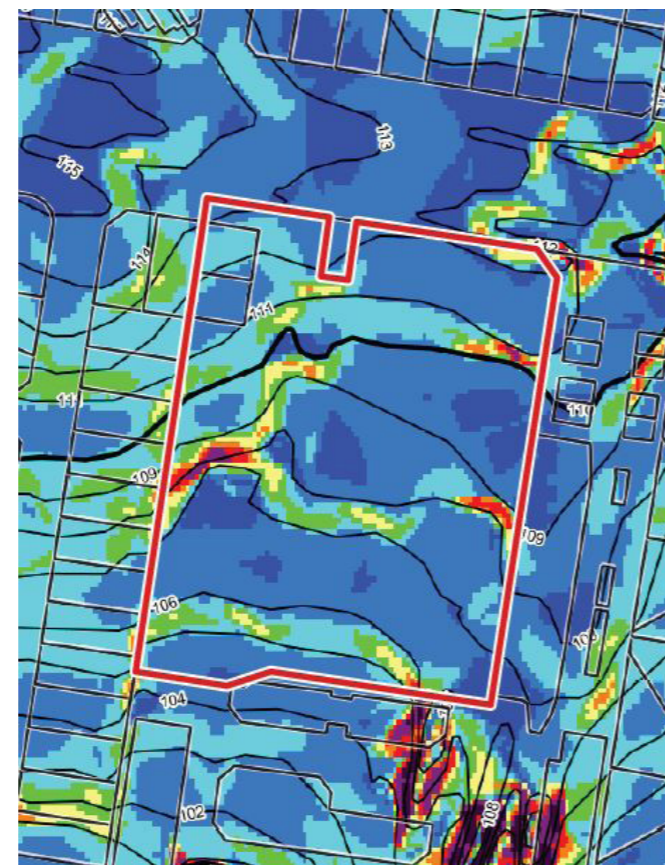


Fig. 5 Slope Map
Fig. 6 Aerial Plan



2.3 Local Context and Services

The Site is advantageously located in close proximity to:

Public Transport:

- Tram No. 75 (Hanover Road/Burwood Highway).
- Bus No. 742 (Hartland Road).
- Bus No. 736 (Hanover Road).
- Bus No. 732 (Burwood Highway).

Schools and Community Facilities:

- Vermont South Library.
- Sportlink Vermont South.
- Livingstone Primary School.
- Weeden Heights Primary School.
- Highvale Secondary College.
- Camelot Rise Primary School.

Parks and Open Spaces:

- Terrara Park.
- Billabong Park.
- Tyrol Park.
- Hanover Reserve.
- Bellbird Dell Reserve.

Beyond the extent of the Local Services Plan:

- Bus No. 902 (Springvale Road).
- Glen Waverley railway station.
- Whitehorse Recycling and Waste Centre .
- Bushy Park Wetlands.
- East Burwood Reserve .

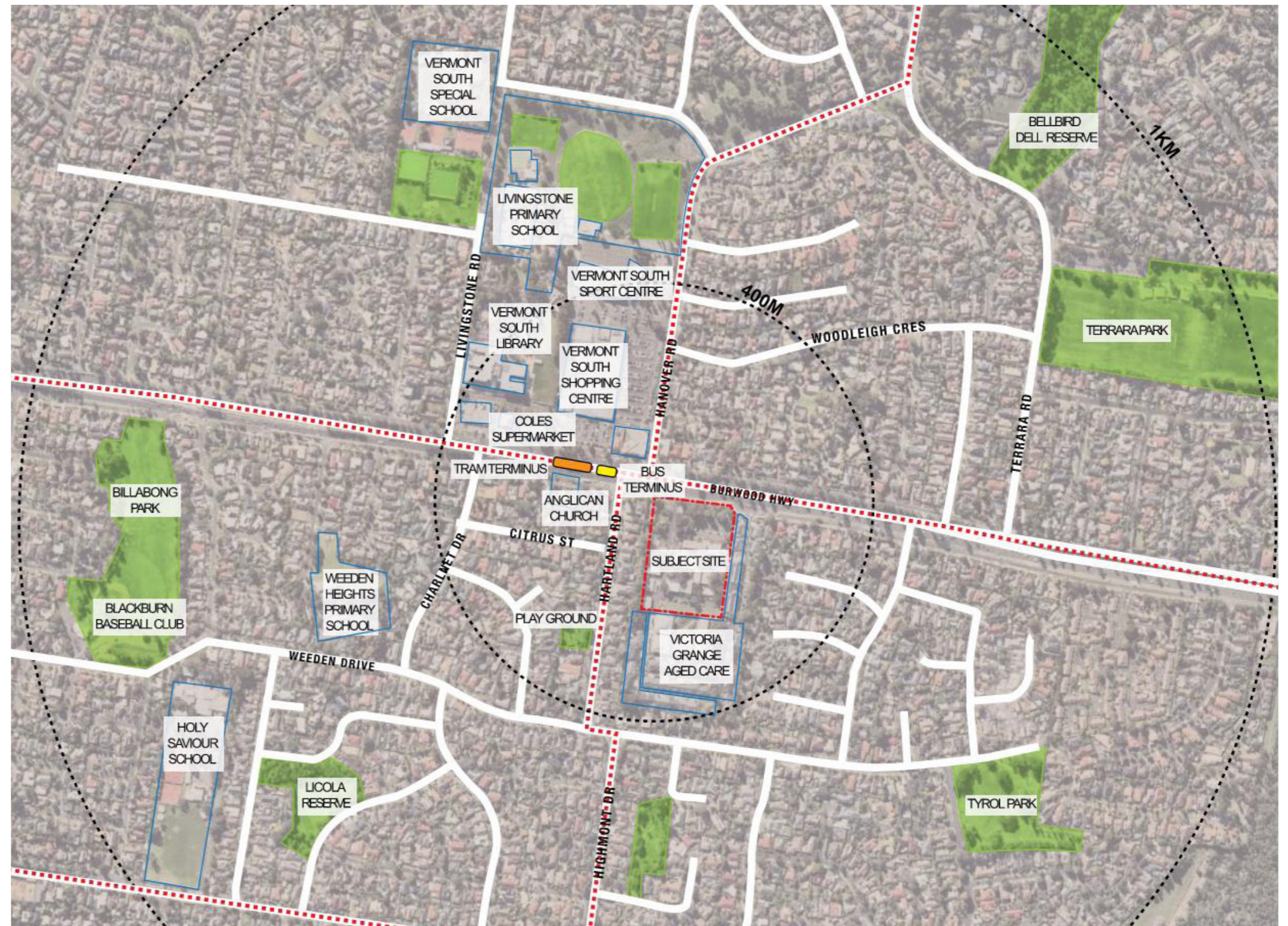
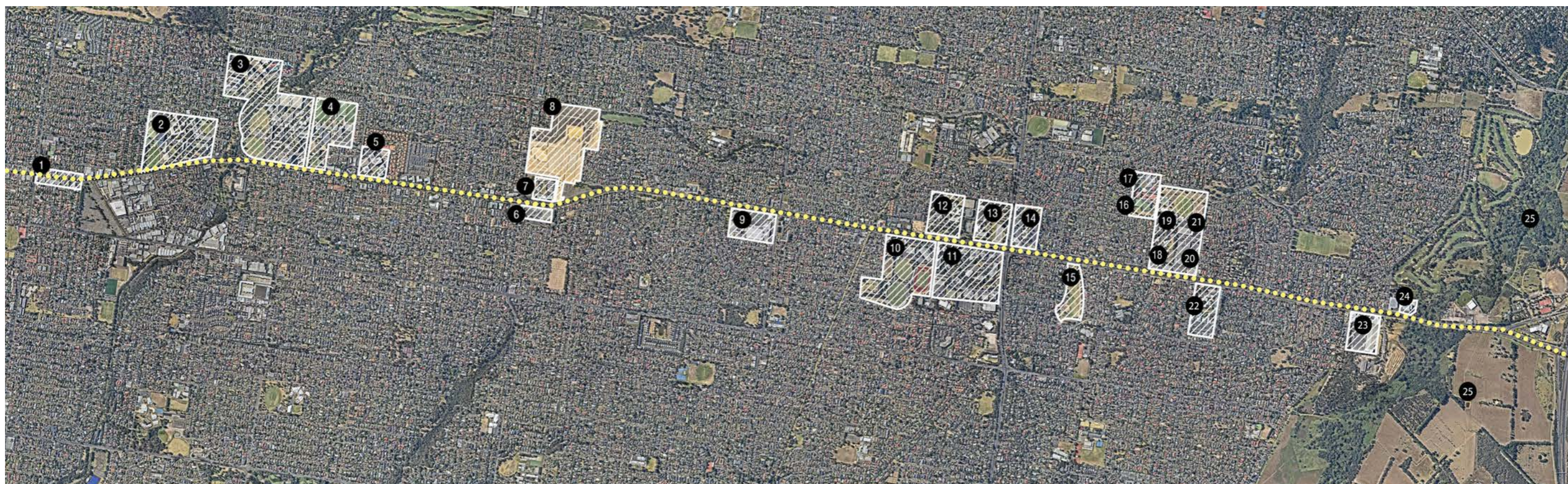


Fig. 7 Local Services Plan



2.4 Regional Context

Fig. 8 Regional Context Plan

The Site is positioned along Burwood Highway.

This major arterial road acts as a 'spine', connecting the inner eastern suburbs to the Dandenong Ranges, and comprises a significant number of Neighbourhood Activity Centres and 'stand alone' land uses, such as schools, university, shopping centres and major developments.

The proposed intensification of the Site is consistent with the precedent of individual sites and clusters of sites resulting in Neighbourhood Activity Centres along Burwood Highway, and reflects a similar relationship in regards to its frontage and access from this 'spine'.

- (1) Burwood Village (Neighbourhood Activity Centre).
- (2) Presbyterian Ladies Centre (PLC).
- (3) Deakin Burwood Campus.
- (4) Mount Scopus Memorial College Campus.
- (5) Greenwood Office Park.
- (6) Burwood Heights Shopping Centre.
- (7) RSPCA.
- (8) The Brickworks Frasers Residential/Mixed Use Retail.
- (9) Burwood One.
- (10) Burwood East Reserve.
- (11) Tally Ho Business Park and Activity Centre.
- (12) The Peter James Centre (Eastern Health).
- (13) The HP Site.
- (14) Burvale Hotel (Strategic Development Site).
- (15) Billabong Park Vermont South.
- (16) Vermont South Bowling Club.
- (17) Vermont South Special School.
- (18) Vermont South Community Facilities.
- (19) Livingstone Primary School.
- (20) Vermont South Shopping Centre (Neighbourhood Activity Centre).
- (21) Sporklink Vermont South.
- **(22) Former ARRB Site (Subject Site) including Victoria Grange Residential Community.**
- (23) Bunnings/Officeworks Vermont South.
- (24) Vermont South Medical Centre/Private Hospital.
- (25) Dandenong Valley Parklands.

2.5 Site Interfaces

The Site currently exhibits a general residential interface along the western, southern and eastern interfaces, and a main arterial road along the northern interface.

The surrounding area more broadly comprises of established residential areas with isolated commercial, open space and educational uses.

The photos included within this section were taken in 2018.

2.5.1 North - Burwood Highway

To the north of the Site is Burwood Highway, a major east-west arterial road measuring approximately 40 metres in width. The road constitutes six lanes of traffic, with a service lane on the northern side and standard pedestrian reserves on both sides.

Tram No. 75 (Vermont South - Docklands) has a dedicated alignment in the medium strip of Burwood Highway, with stop number 75 (Vermont South Shopping Centre) located approximately 150m north-west of the Site. Further, a bus interchange between the tram stop and bus numbers 732 and 967 is located approximately 100m north-west of the Site. There is existing pedestrian access to this tram and bus stop via pedestrian crossings and pedestrian lights.



Fig. 9 Northern Interface Images

2.5.2 East - Victoria Grange Residential Community

Along the Site's eastern boundary sits the Victoria Grange Residential Community.

This interface exhibits buildings that vary from single storey villas with garages on the boundary, to a long two storey retirement accommodation building (including basement).

There are numerous balconies and verandahs that are oriented towards the Site. The boundary is defined by a metal fence on top of a concrete retaining wall.

Single dwellings and a large double storey building are built close to the boundary of the Site and face the internal Moondani Drive, which connects the southern part of the facility to the Burwood Highway.

The neighbouring Site doesn't contain any mature trees (eucalypts), however there are remains some mature trees along this shared interface within the ARRB Site.



Fig. 10 Eastern Interface Images

2.5.3 South - Victoria Grange Residential Community

The property along the southern boundary of the Site is also occupied by the Victoria Grange Residential Community.

The topography between the properties reflects an engineered stepped landform, resulting in Victoria Grange approximately 1.5m below the retained land along the rear of the Site.

A communal private open space, consisting of a bowling green, outdoor entertaining area and gardens, is centrally located and surrounded by a number of three storey buildings overlooking this space.

One building has been built along the shared fence line, approximately 15m in width.

The interface to the south west of the Site aligns with Gaayip Grove and a small, visitor car park comprising six standard spaces.



Fig. 11 Southern Interface Images

2.5.4 West - Existing Residential

The Site has a western interface with (the rear of) ten residential properties, each with a width of approximately 16m along the shared boundary.

The majority of dwellings were built in the 1970s and 1980s and are single storey, detached dwellings, while number 13 Hartland Road exhibits a newly constructed, two storey dwelling.

Importantly, all properties along the western boundary are identified within the Neighbourhood Residential Zone and could be redeveloped to result in two storey dwelling typologies.

Each residential property generally reflects an open, private open space to the rear, with small garden sheds and garage structures within these spaces.

The Site contains a significant number of existing trees along this interface, originally planted to act as a 'wind break' to the Site. Many of these trees remain and act as an established vegetation buffer between the residential properties and existing Site buildings.



Fig. 12 Western Interface Images

2.6 Surrounding Developments

Most development within the vicinity of the Site is typically described as standard density residential development.

However, medium and higher density built form outcomes are emerging within the municipality, specifically along the Burwood Highway 'spine'.

Surrounding properties with granted planning permits, under construction or development complete status include:

- 407 Burwood Highway, Vermont South. 3 storeys. Approved planning permit.
- 363 Burwood Highway, Burwood East. 6 storeys. Approved planning permit.
- 380 Burwood Highway, Burwood East. 8 storeys. Approved planning permit.
- 464 Burwood Highway, Vermont South. 5 storeys. Approved planning permit.
- 467 Burwood Highway, Vermont South. 5 storeys. Approved planning permit.
- 49-51 Hanover Road, Vermont South. 2 storeys. Approved planning permit.
- 315 Burwood Highway, Burwood East. 6 storeys. Constructed.

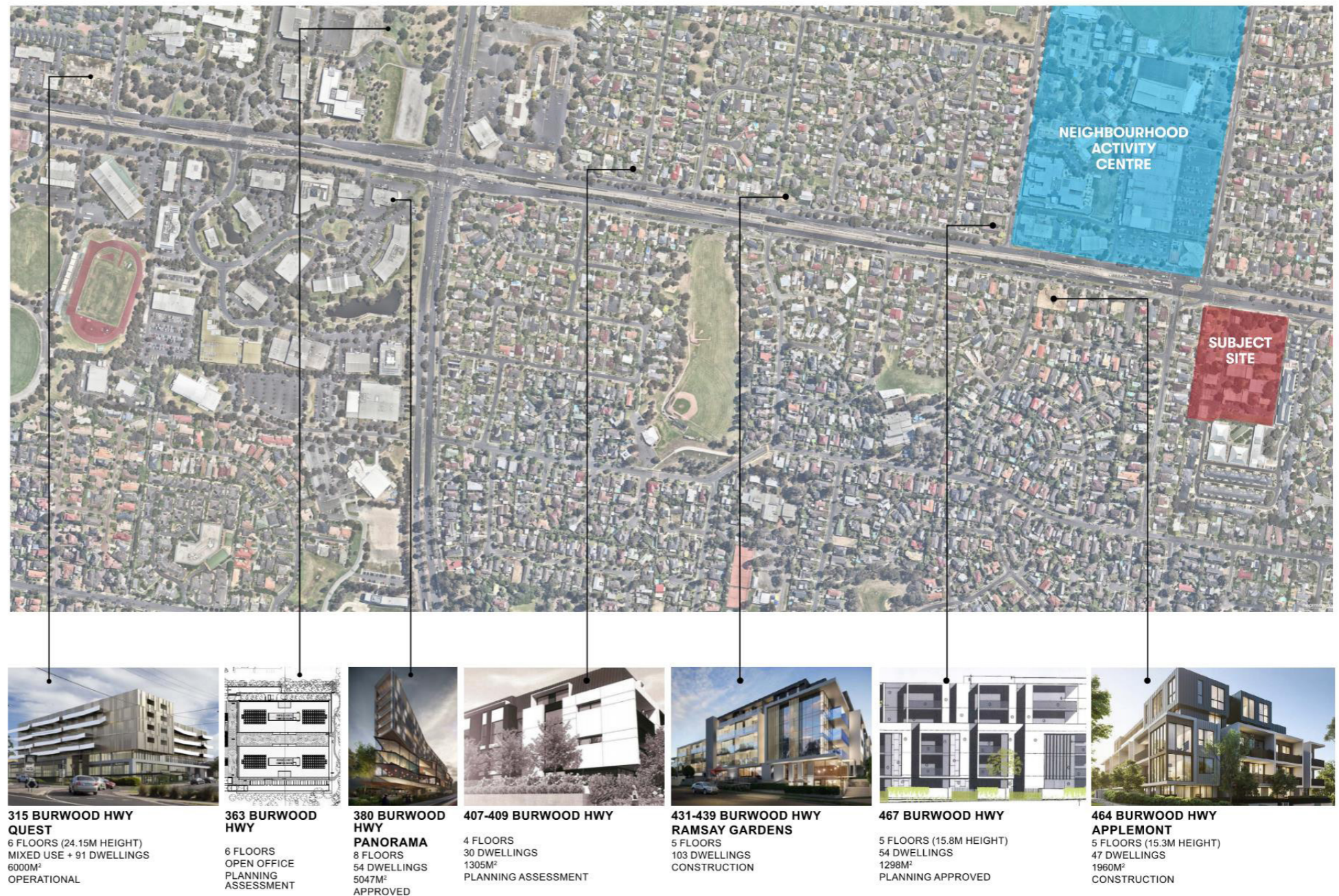


Fig. 13 Surrounding Development Plan

2.7 Site Opportunities and Constraints

The redevelopment of the Site offers an opportunity to create a distinctive medium-density residential community, while maintaining high levels of amenity for the future residents and the existing surrounding residents.

The Site has excellent opportunities in terms of the amenity of the location being diagonally opposite the Vermont South Shopping Centre (Neighbourhood Activity Centre) and direct access to public transport. There are opportunities in the wider context such as the provision of a variety of schools, access to employment, access to open space, recreation facilities and parklands and access to EastLink.

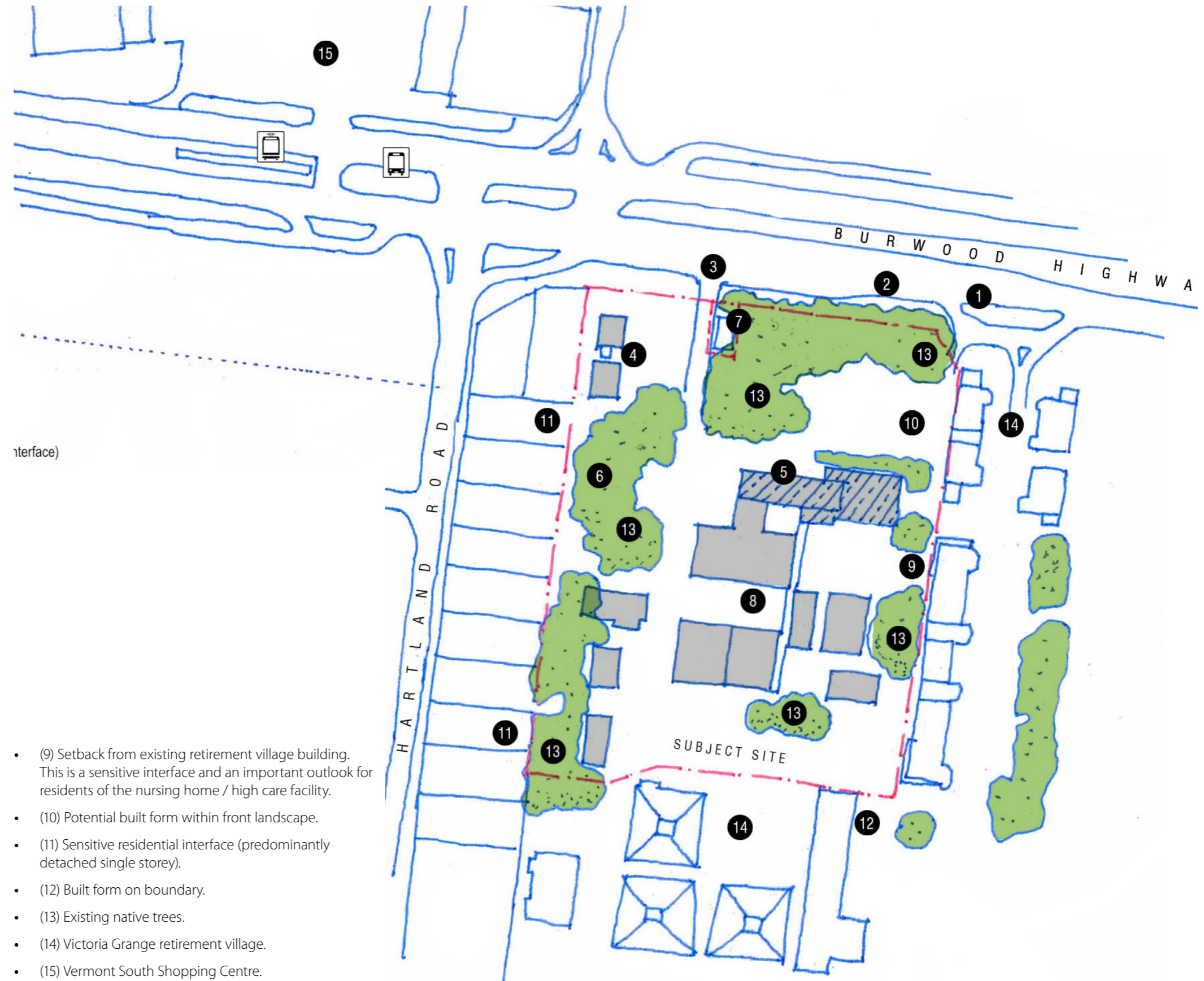
The Site has excellent landscape assets which includes the landscape setting for the existing buildings and the stands of existing trees which provide character and a strong link to the history of the site.

The main administration building fronting the highway is a highly regarded example of mid-century modernist architecture that will inform the built form outcomes for the future of the site. The large open landscape space in front of this building along the Burwood Highway interface also presents great opportunity to retain and enhance the Site's landscape character.

The Heritage overlay provides a level of constraint which will inform the future development.

The existing built form at the edges provides some constraints, particularly the existing dwellings on the west and the proximity of several of the buildings on the east boundary in the Retirement Village site. There will be a need to consider the use of a buffer zone or to transition the height of any proposed built form towards this sensitive interface.

- (1) Review existing access.
- (2) Retain views through to the existing HQ building.
- (3) Retain existing access.
- (4) Demolish existing dwellings.
- (5) Retain existing administration building.
- (6) Existing wind break trees.
- (7) Existing substation.
- (8) Location for increased built form height.



- (9) Setback from existing retirement village building. This is a sensitive interface and an important outlook for residents of the nursing home / high care facility.
- (10) Potential built form within front landscape.
- (11) Sensitive residential interface (predominantly detached single storey).
- (12) Built form on boundary.
- (13) Existing native trees.
- (14) Victoria Grange retirement village.
- (15) Vermont South Shopping Centre.

Fig. 14 Site Opportunities and Constraints Plan

2.8 Constraints

2.8.1 Interface Analysis

The Site exhibits an array of different perimeter interfaces including Burwood Highway to the north and residential dwellings along the western boundary.

2.8.2 Transitional Scale Analysis

Proposed built form and scale along the eastern, western and southern interfaces should be respectful of the existing neighbourhood conditions and uses.

2.8.3 Key View Analysis

Built form within the central area of the front landscaped setback is constrained to ensure existing view lines from Burwood Highway to the heritage administration building are retained.

2.8.4 Existing Vegetation Analysis

The Site exhibits a significant amount of existing vegetation including mature and semi-mature trees. The trees planted along the western boundary (in a north-south arrangement) formed part of an original 'windbreak' and are reflective of the trees planted in similar formation within the retirement village site to the east.

- 1 Highway Edge (Landscape Verge)
- 2 Sensitive Residential interface
- 3 Stop/ Start building interface.
(note- nursing home site is at a lower level to subject site)
(Sensitive Interface)
- 4 Built form on boundary (2L)
- 5 2 Level built form close to boundary. Existing windows overlook subject site (Sensitive Interface)
- 6 Single storey independent living units
(Sensitive Interface)



Fig. 15 Interface Analysis

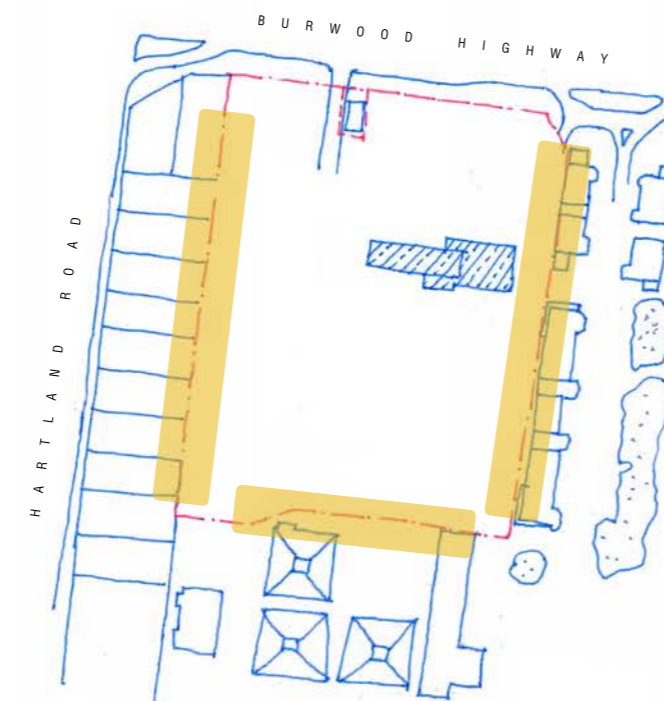


Fig. 16 Transitional Scale Analysis

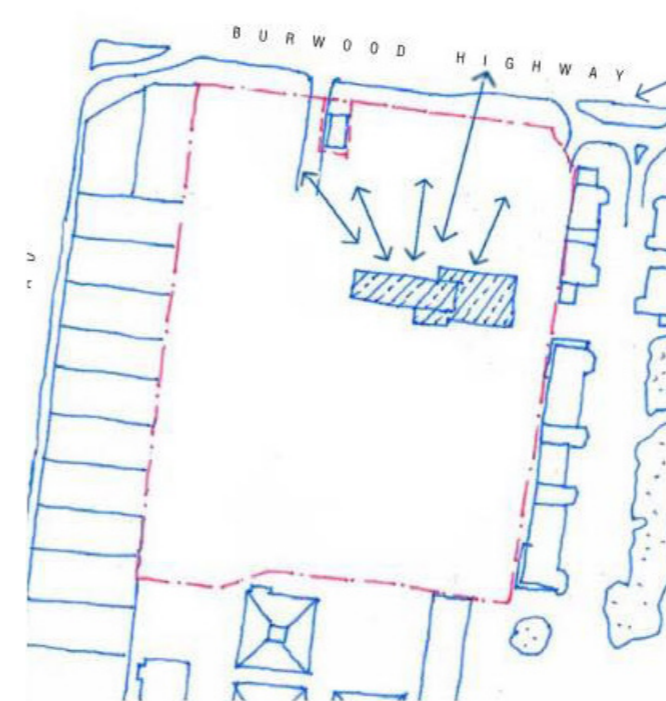


Fig. 17 Key View Analysis



Fig. 18 Existing Vegetation Analysis

2.9 Opportunities

2.9.1 Pedestrian Movement Analysis

The Site has potential to increase the pedestrian accessibility by introducing dedicated pedestrian paths/garden walkways and capitalising on the close proximity to tram and bus stops as well as the Vermont South Shopping Centre (Neighbourhood Activity Centre) to the north.

2.9.2 Redevelopment Potential Analysis

The Site reflects a large, single land holding which can accommodate a range of dwelling types and built form heights.

The centre of the Site and the portion along the north-western frontage to Burwood Highway (the areas identified as b) has the capacity to provide increased heights as it will not result in adverse amenity impacts to neighbouring properties.

Further, there is potential to provide for heights along Burwood Highway (the area also identified as b) that directly abut RGZ land to the west as well as 'hold' the front of the Site along this wide arterial road.

The eastern, southern and western areas (the area identified as a) should respect the neighbouring built form and scale.

2.9.3 Vehicle Access Analysis

The Site exhibits two existing vehicle crossovers along Burwood Highway, the one to the east is from the existing service road and the western access is directly onto Burwood Highway. These access points can be utilised for any future development as they provide and safe vehicle access.

2.9.4 Landscape Courtyard Analysis

The location of existing trees as well as the topography of the Site lends itself to incorporate a series of landscaped courtyards which can provide future residents local green spaces and places to congregate and enjoy. At this high-level 'opportunities analysis' level, the Figure below simply showcases one such potential landscape/ courtyard/communal open space configuration. Further analysis, including consideration of preferred architectural arrangement and orientation of buildings as well as layering of other opportunities and constrains will ultimately result in a preferred landscape courtyard outcome.



Fig. 19 Pedestrian and Vehicle Movement Analysis



Fig. 20 Redevelopment Potential Analysis

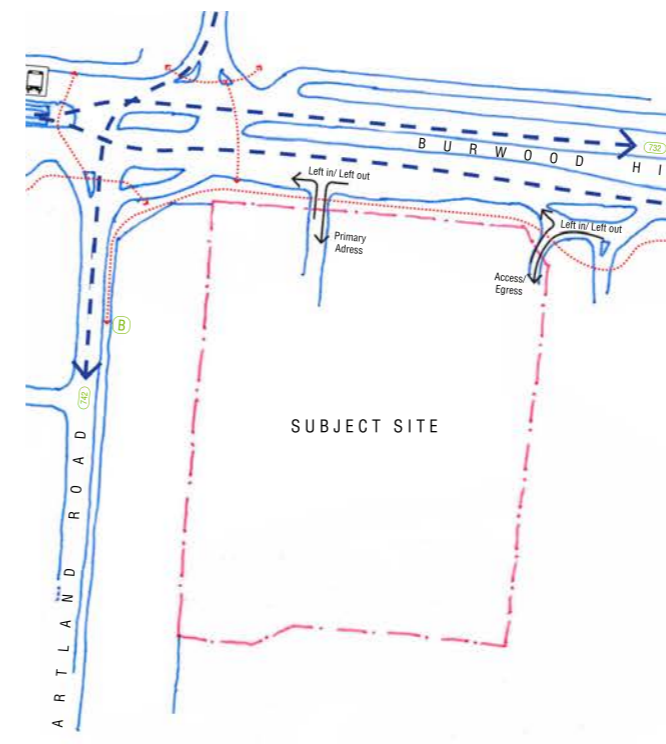


Fig. 21 Vehicle Access Analysis



Fig. 22 Landscape Courtyard Analysis

03 PLANNING PROVISIONS

3.1 Planning Policy Framework (PPF)

To ensure local planning schemes further the objectives of planning in Victoria, planning authorities must take into account and give effect to the general principles and specific policies contained in the Planning Policy Framework (PPF). The PPF clauses that are most relevant to the Site and proposed amendment are detailed below.

Clause 11 Settlement

This clause seeks 'to anticipate and respond to the needs of existing and future communities through the provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure.'

Clause 11.02-1S Supply of Urban Land

The objective of this clause seeks 'to ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.'

Clause 12 Environmental and Landscape Values

'Planning should protect sites and features of nature conservation, biodiversity, geological or landscape value.'

Clause 12.01-2 Native Vegetation Management

This objective seeks to 'ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation.'

Clause 13 Environmental Risks

'Planning should adopt a best practice environmental management and risk management approach which aims to avoid or minimise environmental degradation and hazards. Planning should identify and manage the potential for the environment, and environmental changes, to impact upon the economic, environmental or social well-being of society.'

Clause 13.04-1S Contaminated and Potentially Contaminated Land

The objective of this clause seeks 'to ensure that potentially contaminated land is suitable for its intended future use and development, and that contaminated land is used safely.'

Clause 15 Built Environment and Heritage

'Planning is to recognise the role of urban design, building

design, heritage and energy and resource efficiency in delivering liveable and sustainable cities, towns and neighbourhoods.'

Clause 15.01-1S Urban Design

The objective of this clause is 'to create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity.'

Clause 15.01-1R Urban Design

The objective of this clause is 'to create a distinctive and liveable city with quality design and amenity.'

Clause 15-01-2S Building Design

The objective of this clause is 'to achieve building design outcomes that contribute positively to the local context and enhance the public realm.'

Clause 15.01-4S Healthy Neighbourhoods

The objective of this clause is 'to achieve neighbourhoods that foster healthy and active living and community wellbeing.'

The strategies of this clause include:

Design neighbourhoods that foster community interaction and make it easy for people of all ages and abilities to live healthy lifestyles and engage in regular physical activity by providing:

Connected, safe, pleasant and attractive walking and cycling networks that enable and promote walking and cycling as a part of daily life.

Streets with direct, safe and convenient access to destinations.

Conveniently located public spaces for active recreation and leisure.

Accessibly located public transport stops.

Amenities and protection to support physical activity in all weather conditions.

Clause 15.01-4R Healthy Neighbourhoods

The strategy of this clause is:

Create a city of 20 minute neighbourhoods, that give people the ability to meet most of their everyday needs within a 20 minute walk, cycle or local public transport trip from their home.

Clause 15.01-5S Neighbourhood Character

The objective of this clause is 'to recognise, support and protect neighbourhood character, cultural identity, and sense of place.'

The strategies of this clause include:

Support development that respects the existing neighbourhood character or contributes to a preferred neighbourhood character.

Ensure the preferred neighbourhood character is consistent with medium and higher density housing outcomes in areas identified for increased housing.

Ensure development responds to its context and reinforces a sense of place and the valued features and characteristics of the local environment and place by respecting the:

- Pattern of local urban structure and subdivision.
- Underlying natural landscape character and significant vegetation.
- Neighbourhood character values and built form that reflect community identity.

Clause 15.03-1S Heritage Conservation

The objective of this clause is 'to ensure the conservation of places of heritage significance.'

The strategies of this clause include:

Identify, assess and document places of natural and cultural heritage significance as a basis for their inclusion in the planning scheme.

Provide for the protection of natural heritage sites and man-made resources.

Provide for the conservation and enhancement of those places that are of aesthetic, archaeological, architectural, cultural, scientific or social significance.

Encourage appropriate development that respects places with identified heritage values.

Retain those elements that contribute to the importance of the heritage place.

Encourage the conservation and restoration of contributory elements of a heritage place.

Ensure an appropriate setting and context for heritage places is maintained or enhanced.

Support adaptive reuse of heritage buildings where their use has become redundant.

Consider whether it is appropriate to require the restoration or reconstruction of a heritage building in a Heritage Overlay that has been unlawfully or unintentionally demolished in order to retain or interpret the cultural heritage significance of the building, streetscape or area.

16 Housing

'Planning should provide for housing diversity, and ensure the efficient provision of supporting infrastructure' as well as 'new housing should have access to services and be planned for long term sustainability, including walking to activity centres, public transport, schools and open space'.

Clause 16.01-1S Housing Supply

This clause seeks 'to facilitate well-located, integrated and diverse housing that meets community needs.'

The strategies of this clause include:

Ensure that an appropriate quantity, quality and type of housing is provided, including aged care facilities and other housing suitable for older people, supported accommodation for people with disability, rooming houses, student accommodation and social housing.

Increase the proportion of housing in designated locations in established urban areas (including under-utilised urban land) and reduce the share of new dwellings in greenfield, fringe and dispersed development areas.

Encourage higher density housing development on sites that are well located in relation to jobs, services and public transport.

Identify opportunities for increased residential densities to help consolidate urban areas.

Facilitate diverse housing that offers choice and meets changing household needs by widening housing diversity through a mix of housing types.

Encourage the development of well-designed housing that:

- Provides a high level of internal and external amenity.
- Incorporates universal design and adaptable internal dwelling design.

Support opportunities for a range of income groups to choose housing in well-serviced locations.

Plan for growth areas to provide for a mix of housing types through a variety of lot sizes, including higher housing densities in and around activity centres.

Clause 16.01-1R Housing Supply - Metropolitan Melbourne

The strategies of this clause are to:

Manage the supply of new housing to meet population growth and create a sustainable city by developing housing and mixed use development opportunities in locations that are:

- In and around the Central City.
- Urban-renewal precincts and sites.
- Areas for residential growth.
- Areas for greyfield renewal, particularly through opportunities for land consolidation.
- Areas designated as National Employment and Innovation Clusters.
- Metropolitan activity centres and major activity centres.
- Neighbourhood activity centres - especially those with good public transport connections.
- Areas near existing and proposed railway stations that can support transit-oriented development.

Identify areas that offer opportunities for more medium and high density housing near employment and transport in Metropolitan Melbourne.

Facilitate increased housing in established areas to create a city of 20 minute neighbourhoods close to existing services, jobs and public transport.

Provide certainty about the scale of growth by prescribing appropriate height and site coverage provisions for different areas.

Allow for a range of minimal, incremental and high change residential areas that balance the need to protect valued areas with the need to ensure choice and growth in housing.

Create mixed-use neighbourhoods at varying densities that offer more choice in housing.

16.01-2S Housing Affordability

The objective of this clause is 'to deliver more affordable housing closer to jobs, transport and services.'

The strategies of this clause are to:

Improve housing affordability by:

- Ensuring land supply continues to be sufficient to meet demand.
- Increasing choice in housing type, tenure and cost to meet the needs of households as they move through life cycle changes and to support diverse communities.
- Promoting good housing and urban design to minimise negative environmental impacts and keep costs down for residents and the wider community.
- Encouraging a significant proportion of new development to be affordable for households on very low to moderate incomes.

Increase the supply of well-located affordable housing by:

- Facilitating a mix of private, affordable and social housing in suburbs, activity centres and urban renewal precincts.
- Ensuring the redevelopment and renewal of public housing stock better meets community needs.

Facilitate the delivery of social housing by identifying surplus government land suitable for housing.

Clause 17 Economic Development

'Planning is to contribute to the economic well-being of communities and the State as a whole by supporting and fostering economic growth and development by providing land, facilitating revisions, and resolving land use conflicts, so that each district may build on its strengths and achieve its economic potential'.

3.2 Local Planning Policy Framework (LPPF)

The Local Planning Policy Framework (LPPF) that are most relevant to the proposed amendment are detailed below.

Clause 21.01 Municipal Profile

This clause outlines the overarching trends within the City of Whitehorse, including an ageing population and an increase in the demand for smaller dwelling types.

Clause 21.03 A Vision for the City of Whitehorse

This clause states that the overarching vision, set out in the 2013-2017 Council Plan is to 'be a healthy, vibrant, prosperous and sustainable community supported by strong leadership and community partnerships.'

Clause 21.04 Strategic Directions

This clause sets out a series of objectives, strategies and implementation mechanisms that reinforce the City of Whitehorse's vision statement, including; environment, housing, economic development and infrastructure (refer to Figure 23 - Strategic Framework Plan).

Clause 21.06 Housing

This clause states that the City of Whitehorse is under increased pressure to accommodate a rising population. It identifies areas of substantial, natural and limited change. These categories are defined as followed;

- 'Substantial Change areas provide for housing growth with increased densities, including inside designated structure plan boundaries and opportunity areas, in accordance with the relevant plans as well as around most train stations, adjoining tram routes and around larger activity centres.'
- 'Natural Change areas allow for modest housing growth and a variety of housing types provided they achieve the preferred future neighbourhood character as identified in Clause 22.03 – Residential Development.'
- 'Limited Change areas enable specific characteristics of the neighbourhood, environment or landscape to be protected through greater control over new housing development. These areas represent the lowest degree of intended residential growth in Whitehorse.'

The subject Site is not given a category, however land to the west of the Site (along Burwood Highway) is characterised as an area for substantial change and the areas north, east and south are characterised as areas for limited change.

This clause also categorises the area including the Vermont South Shopping Centre as a Category 3 Neighbourhood Activity Centre (refer to Figure 25 - Housing Framework Plan).

Clause 21.06-2 Vision

This clause sets out the vision for housing, which is 'to ensure that housing in the City of Whitehorse meets residents needs in terms of location, diversity, sustainability, accessibility, affordability and good design'. The key housing principles include;

- 'Promote housing growth and diversity in locations within walking distance of public transport and local services such as shops, parks and education.'
- 'Provide a mix of housing that meets the life stage and cultural needs of residents.'
- 'Support environmentally sustainable building, design and innovation in new housing development.'

Clause 21.06-3 Housing Location

This clause highlights the key issues surrounding housing location in the municipality, including encouraging appropriate residential development in locations with good access to public transport and services. It sets out the objectives for areas of limited, natural and substantial change.

Clause 21.06-4 Housing Diversity

This clause sets out the key issues, objectives and strategies associated with housing diversity within the City of Whitehorse. The objectives include;

- 'Diversify the variety of housing types in the City of Whitehorse.'
- 'Provide housing that meets the specialised requirements of particular residents.'
- 'Monitor housing development trends and engage with relevant stakeholders.'

The strategies include;

- 'Promote activity centres with high accessibility that offer a range of services and provide a high level of amenity to residents as key locations for housing diversity.'

Clause 21.06-5 Housing Affordability

This clause states that a key issue for the City of Whitehorse is 'meeting an increasing demand for more affordable housing across the municipality'. The objectives of this clause are;

- 'To increase the supply and distribution of affordable housing in the City of Whitehorse.'
- 'To reduce housing stress in the City of Whitehorse.'

Clause 21.06-6 Housing Design

This clause highlights key issues on housing design in the City of Whitehorse and sets out the following objectives;

- 'To enhance the design quality and character of residential development.'
- 'To build resilience in the City's housing stock to the impacts of climate change.'
- 'To improve the environmental performance of new and existing housing.'
- 'To protect environmentally sensitive areas from inappropriate development.'
- 'To encourage the provision of well designed, adaptable and accessible housing.'

Clause 21.07 Economic Development

This clause outlines Council's commitment to 'playing a key role in facilitating a thriving and sustainable local economy'. The objectives include:

- 'To facilitate the redevelopment of key sites in association with the community.'
- 'Developing appropriate zoning, overlay and design guidelines for strategic redevelopment sites, responding to issues such as appropriate treatments to existing residential areas.'
- 'Applying the Environmental Audit Overlay to the key redevelopment sites to ensure that any contamination is identified and treated before use and development occurs.'
- 'Applying a Development Plan or Design and Development Overlay to all major redevelopment sites and private schools to ensure all necessary plans are in place prior to redevelopment.'



Fig. 23 Strategic Framework Plan
Strategic Framework Plan as per Clause 21.04 - Strategic Directions.

Date: 1

Clause 22.01 Heritage Buildings and Precincts

This clause highlights the importance of the conservation and enhancement of the heritage properties within the City of Whitehorse, as they 'add interest, character and a sense of identity to the neighbourhoods in which they are located.'

'These precincts are to be treated with care to ensure that any redevelopment or change in land use reflects their special qualities. Within some precincts there are opportunities to improve their cohesiveness and aesthetic quality through refurbishment and limited redevelopment, provided that a consistent set of design and decision making principles are applied.'

Clause 22.01-2 Objectives

This clause sets out the objectives for heritage buildings and precincts within the City of Whitehorse and include;

- '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

This clause sets out the City of Whitehorse's policies pertaining to heritage buildings and precincts, and includes;

- '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 featured 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

This clause sets out the performance measures that are considered to satisfy the policy objectives, and include;

- 'Planning permit applications should be accompanied by an assessment from a suitably qualified and experienced heritage architect outlining how the application conserves, enhances, and is sympathetic to, the significance of the heritage building and/or precinct.'

Demolition or Removal of a Building

- 'Demolition or removal of buildings located in heritage precincts that are not consistent with the historical and architectural significance of the precinct (regarded as non-contributory buildings) will generally be permitted, provided that all of the following are met:

- The applicant can demonstrate that the replacement buildings will make a more positive contribution to the value and cohesiveness of the heritage precinct in terms of building design, scale, materials and layout than the existing building; and
- The report prepared by the heritage architect outlines why the demolition and proposed replacement buildings would make a more positive contribution to the precinct; and
- If a partial demolition is proposed, that the demolition will not adversely affect the precinct's heritage significance; and
- The replacement building complies with all other parts of this policy.'

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.'

Clause 22.04 Tree Conservation

This policy applies to all land within the City of Whitehorse and seeks to retain existing trees, as they are considered to be 'an integral aspect of the character of Whitehorse'. A key objective is;

- 'To assist in the management of the City's tree canopy by ensuring that new development minimises the loss of significant trees.'
- 'To ensure that new development does not detract from the natural environment and ecological systems.'

Clause 22.10 Environmentally Sustainable Development

This policy applies throughout the City of Whitehorse to residential and nonresidential development that requires a planning permit. The overarching objective is that development should achieve best practice in environmentally sustainable development from the design stage through to the construction and must be accompanied by a Sustainability Management Plan (SMP) as part of any future planning application.

Clause 22.15 Public Open Space Contribution

This policy applies to all development proposals in the City of Whitehorse and identifies the need for new development to contribute to the provision of public open space.

This applies to the subdivision of land, and involves making either a land or cash contribution to the Council for open space (refer to Figure 24 - Whitehorse Open Space Strategy 2007 Sub-Precincts).

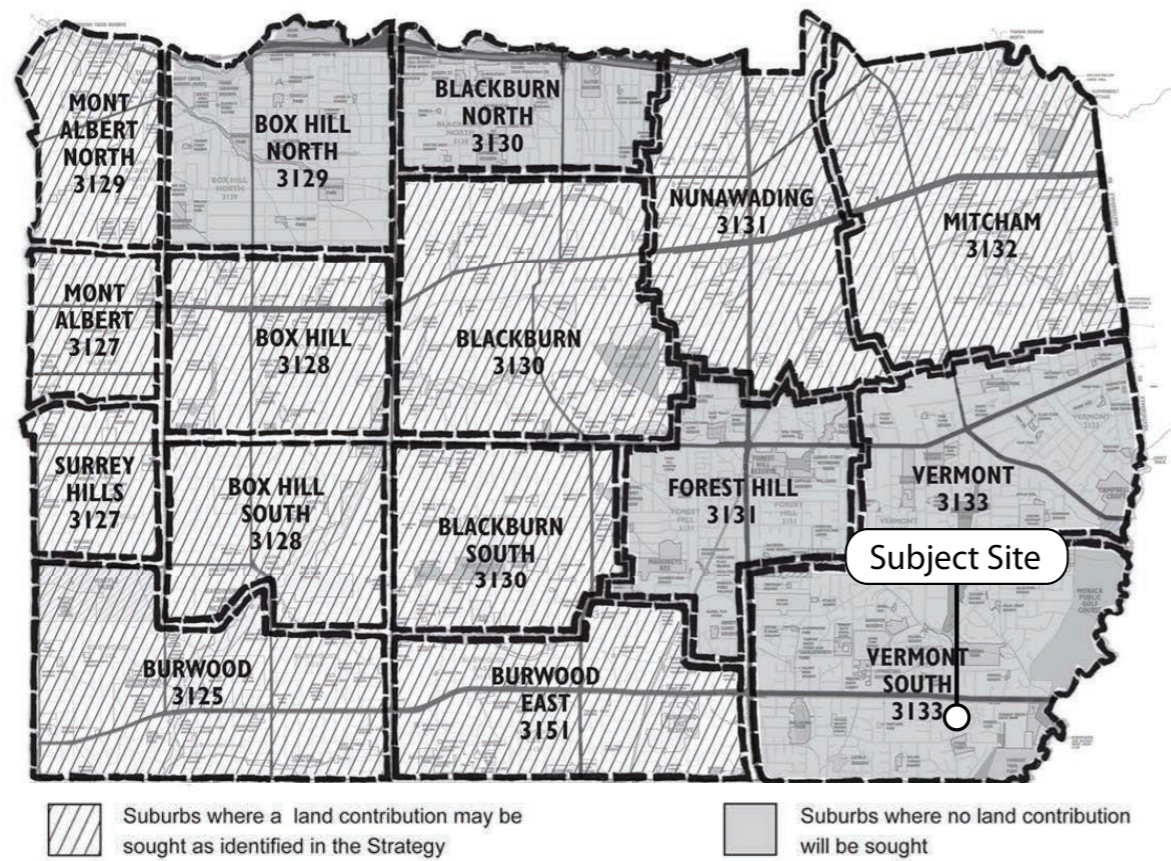


Fig. 24 Open Space Contribution Area Plan
Open Space Contributions Area Plan as per Clause 22.15 - Public Open Space Contributions.



Fig. 25 Housing Framework Plan
Housing Framework Plan as per Clause 21.06 - Housing.

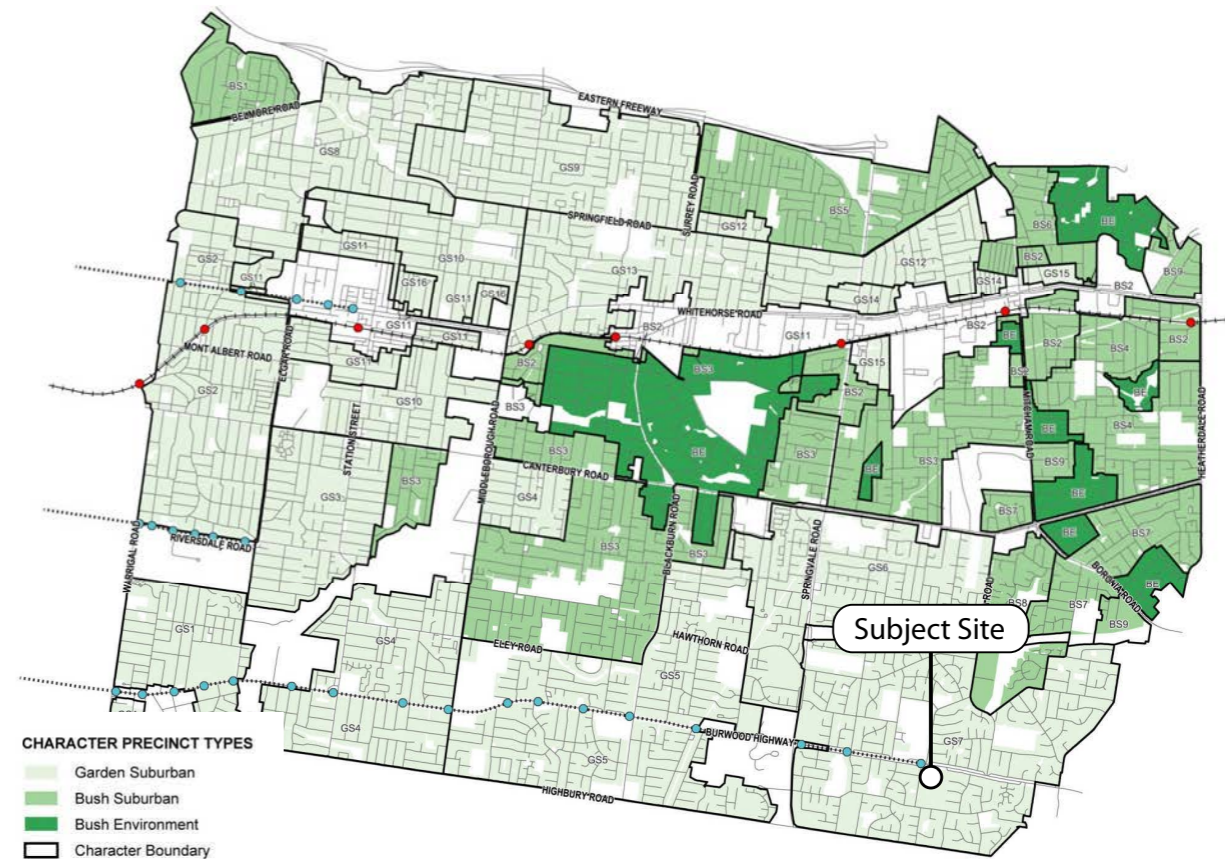


Fig. 26 Neighbourhood Character Precincts
Neighbourhood Character Precincts as per Clause 22.03 - Residential Development.

3.3 Zone

Clause 36.04 - Transport Zone (TRZ4)

The purpose of clause 36.04 is;

- 'To implement the Municipal Planning Strategy and the Planning Policy Framework.'
- 'To provide for an integrated and sustainable transport system.'
- 'To identify transport land use and land required for transport services and facilities.'
- 'To provide for the use and development of land that complements, or is consistent with, the transport system or public land reservation.'
- 'To ensure the efficient and safe use of transport infrastructure and land comprising the transport system.'

Clause 36.04-4 (Table of transport use) shows that TRZ4 signifies the purpose of the zone as 'other transport uses.'

3.4 Zone Context

The Whitehorse Housing Strategy was adopted by Council on 28 April 2014, which provided the strategic framework for Amendment C160 to the Whitehorse Planning Scheme. This Amendment was gazetted on 14 October 2014. Amendment C160 implemented the reformed residential zones across the municipality and updated the planning scheme maps to reflect the reformed commercial zones.

Amongst other changes, Amendment C160 delivered the strategic rethinking of residential zones along some arterial roads with good access to public transport (such as tram routes). This resulted in the existing residential properties along the northern and southern edges of Burwood Highway (between Springvale Road and Hanover Road) to be rezoned to Residential Growth Zone (RGZ) (refer to Figure 27 - Context Zone Plan).

The purpose of the RGZ is (inter alia):

- 'To encourage a diversity of housing types in locations offering good access to services and transport including activity centres and town centres.'
- 'To encourage a scale of development that provides a transition between areas of more intensive use and development and other residential areas.'

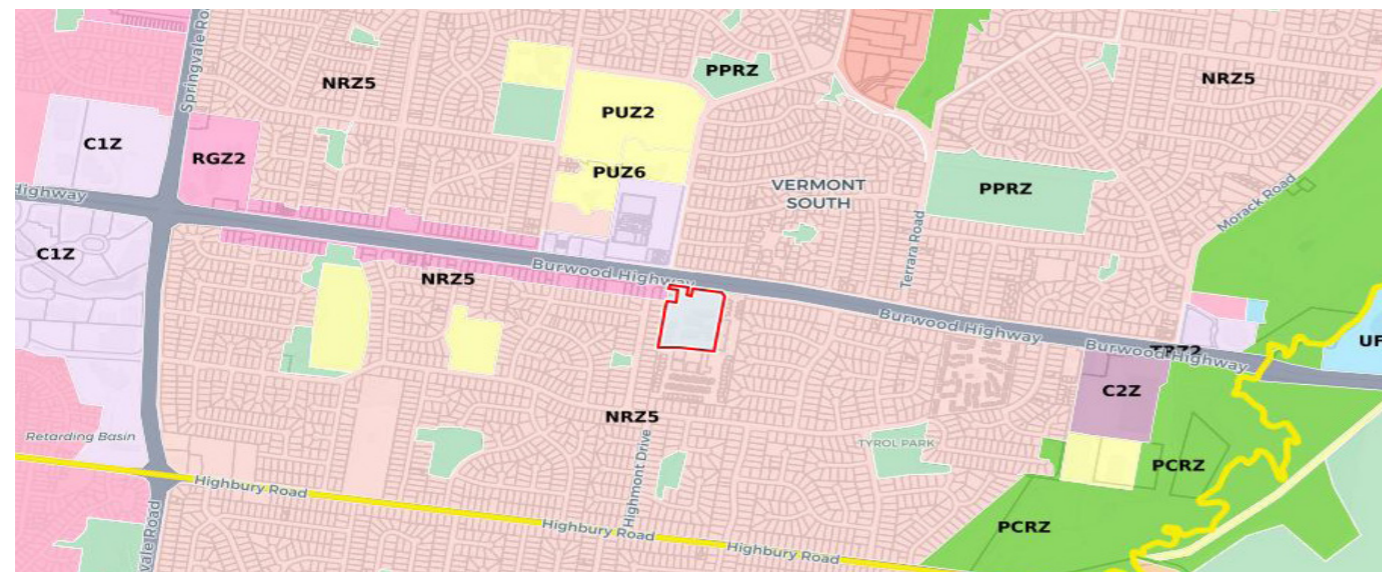
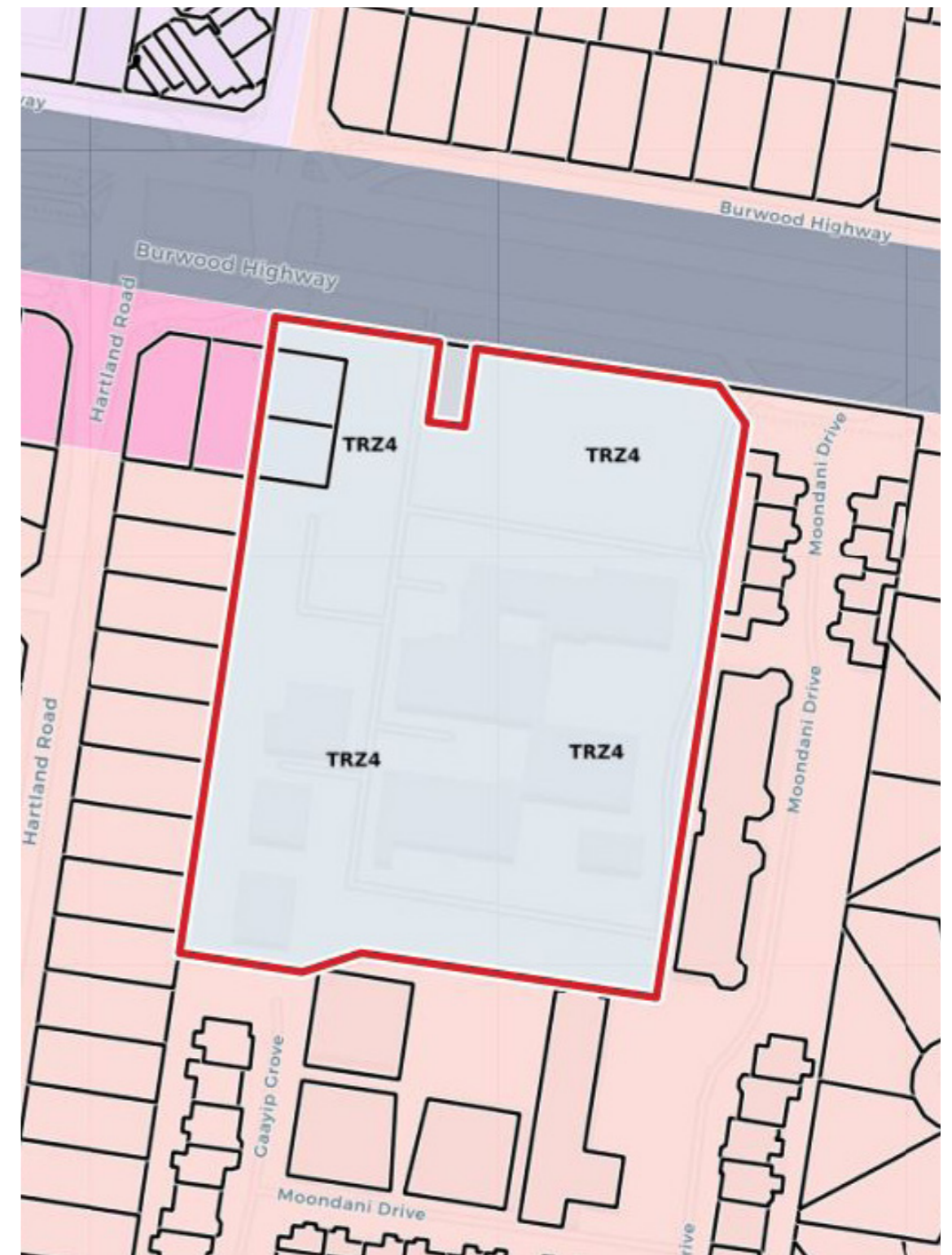


Fig. 27 Context Zone Plan

Fig. 28 Zone Plan





3.5 Overlay

Clause 43.01 Heritage Overlay

The purpose of Clause 43.01 is;

- 'To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.'
- '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 specifically identified 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.'

All land on the Site is affected by HO23.

Further discussion regarding heritage is found within the proposal chapter.

Fig. 29 Overlay Plan

3.6 City of Whitehorse Housing & Neighbourhood Character Review 2014

The subject site was not identified in this character review, as the land is not within a residential zone, nevertheless presents excellent characteristics to be considered a 'substantial change area' (proposed RGZ).

3.6.1 Substantial Change

Substantial Change areas have been delineated in locations that are:

- Already within substantial change areas identified in the 2003 Whitehorse Housing Study and implemented through the Whitehorse Planning Scheme, and assessed as being worthy of retention.
- Close to public transport, activity centres, together with public open space, community facilities and services, employment opportunities and gateway areas along key transport corridors.
- Residential areas inside centre boundaries, where this is consistent with the directions of any adopted structure plan or urban design framework.
- Relatively free of major development constraints including environmental values or physical limitations, and no significant heritage values and/or neighbourhood character constraints.

The Housing Framework Plan identifies Substantial Change Areas as follows:

Substantial Change Areas provide for housing growth with increased densities, including Council identified strategic opportunity sites, and in Activity Centres in accordance with an adopted Structure Plan.

Apartments, mixed use and town house developments may be appropriate on these sites; however a concerted effort needs to be made to avoid underdevelopment of sites. Analysis of potential site consolidation opportunities may be required in order to optimise development opportunities.

3.6.2 Strategies

The recommended strategies for residential development in Substantial Change Areas are (inter alia):

- Residential development in Substantial Change Areas should predominantly comprise medium and higher density housing in the form of townhouses, units and apartments.
- A range of dwelling types, sizes and tenures, including affordable housing, should be provided in larger developments.
- Buildings interfacing sensitive areas and uses should have a scale and massing appropriate to the character and scale of their context.
- Buildings located away from sensitive interfaces can create a new, higher density urban character.
- Works to improve the appearance, function and safety of the public realm will be priorities in locations subject to the greatest increase in residential density.
- Street layout should add to and extend the pattern of surrounding streets, and provide convenient, safe and frequent pedestrian connections into surrounding areas.
- New development should provide space for planting, communal spaces and rooftop gardens to improve the amenity and livability of dwellings.

3.6.3 Appendix C - Methodology for Identifying Housing Change Areas

A four step process was used to establish the proposed boundaries for change within residential areas.

Although the review did not include design and development direction for non residential land, the opportunities for development within commercial and other land were considered in analysing the opportunities within the residential areas.

Substantial change areas (proposed Residential Growth Zone RGZ) exhibited the following 'revised' criteria:

- Land abutting tram routes on main roads.
- Land within 400m walking distance of commercial zones in activity centres where no other restrictions apply.
- Land within 400m walking distance of train stations where no other restrictions apply.
- Land within activity centres with an adopted Structure Plan or Urban Design Framework and identified for higher densities.



Fig. 30 Whitehorse Housing Strategy - Substantial Change Areas Plan

3.7 Plan Melbourne 2017-2050

Plan Melbourne 2017-2050, the State Government’s metropolitan strategy for Melbourne, was ‘refreshed’ in March 2017 and outlines the vision for Melbourne’s growth to the year 2050.

It seeks to define the kind of city Melbourne will be and identifies the infrastructure, services and major projects which need to be in place to underpin the city’s growth.

The Site is located within the eastern region of Melbourne which is intended to accommodate a significant share of Melbourne’s growth. The Site is centrally positioned between the Box Hill and Ringwood Metropolitan Activity Centres and Monash National Employment and Innovation Cluster, as well as within walking distance to the Burwood East Tally Ho Activity Centre (refer to Figure 32 - Plan Melbourne Eastern Region and Figure 31- Plan Melbourne Jobs and Investment).

Housing distribution between established areas and growth area greenfields

Scenario 1 VIF 2016

| Region | Net dwelling additions 2015–51 | | |
|------------------------|--------------------------------|------------------|----------------|
| | Total | Established | Greenfields |
| Inner Metro | 215,000 | 215,000 | 0 |
| Western | 385,000 | 150,000 | 235,000 |
| Northern | 355,000 | 175,000 | 180,000 |
| Inner South East | 110,000 | 110,000 | 0 |
| Eastern | 175,000 | 175,000 | 0 |
| Southern | 310,000 | 185,000 | 125,000 |
| Total Melbourne | 1,550,000 | 1,010,000 | 540,000 |
| | 100% | 65% | 35% |

Scenario 2 Aspirational scenario

| Region | Net dwelling additions 2015–51 | | |
|------------------------|--------------------------------|------------------|----------------|
| | Total | Established | Greenfields |
| Inner Metro | 230,000 | 230,000 | 0 |
| Western | 365,000 | 160,000 | 205,000 |
| Northern | 340,000 | 180,000 | 160,000 |
| Inner South East | 125,000 | 125,000 | 0 |
| Eastern | 190,000 | 190,000 | 0 |
| Southern | 300,000 | 195,000 | 105,000 |
| Total Melbourne | 1,550,000 | 1,080,000 | 470,000 |
| | 100% | 70% | 30% |

Fig. 32 Plan Melbourne Housing Distribution Table

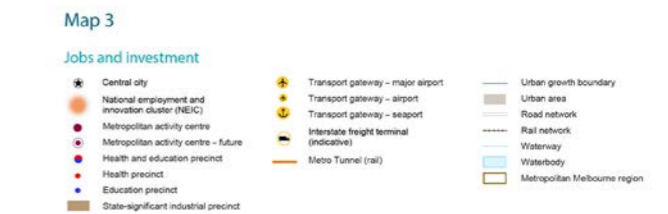


Fig. 31 Plan Melbourne Jobs and Investment

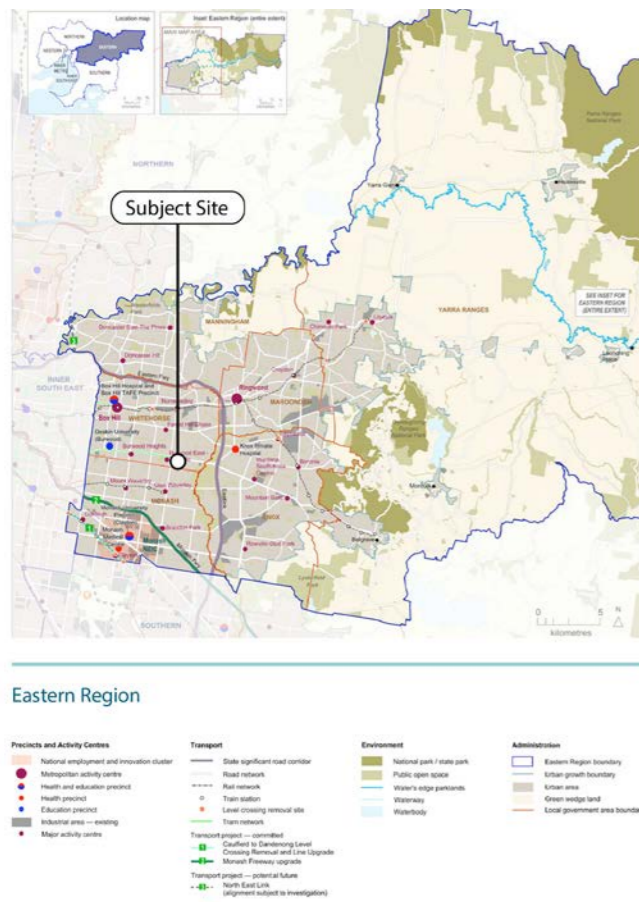


Fig. 33 Plan Melbourne Eastern Region

3.8 20-Minute Neighbourhoods

The 20-Minute Neighbourhood strategy is guided by the principles of 'living locally' – giving people the ability to meet most of their daily needs within a 20-minute walk from home, with safe cycling and local transport options.

The Neighbourhood Activity Centre is the planning and design unit identified within Plan Melbourne 2017-2050 which seeks to accommodate growth through dedicated outcomes, directions and policies.

The key features of the 20-minute neighbourhood are expressed as 'hallmarks' (see Figure 1) and include:

- Local shopping centres, health facilities and services.
- Local schools and lifelong learning opportunities.
- Local playgrounds, parks, green streets, community gardens and sports and recreational facilities.
- Housing diversity, ability to age in place, affordable housing options and safe streets and spaces.
- Local public transport, safe cycling networks and walkability.
- Local employment opportunities that are well connected to public transport, jobs and services within the region.

More specifically, the 20-minute Neighbourhood seeks for planning controls to facilitate diverse housing and supporting mixed-use neighbourhoods around these centres.

The 20-Minute Neighbourhood is encouraged in the following Planning Policy Framework Clauses:

- Clause 11.03-1S Activity Centres.
- Clause 11.03-1R Activity Centres - Metropolitan Melbourne.
- Clause 15.01-4S Healthy Neighbourhoods.
- Clause 15.01-4S Healthy Neighbourhoods - Metropolitan Melbourne.
- 16.01-2S Location of residential development
- Clause 16.01-2R Housing Opportunity Areas - Metropolitan Melbourne.



Fig. 34 Hallmarks of the 20-Minute Neighbourhood

3.9 Particular Provisions

Clause 53.01 Public Open Space Contribution and Subdivision

A person who proposes to subdivide land must make a contribution to the council for public open space in an amount specified in the schedule to this clause (being a percentage of the land intended to be used for residential, industrial or commercial purposes, or a percentage of the site value of such land, or a combination of both.

The schedule to the provision states the amount of contribution for public open space is a minimum of 4% (the subdivision of land on a strategic site).

Local Planning Policy clause 22.15 (Public Open Space Contribution) identifies a cash contribution is preferred over a land contribution.

Clause 52.06 Car Parking

The purpose of this clause is to promote the efficient use of car parking spaces through the consolidation of car parking facilities and to ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.

Clause 52.17 Native Vegetation

The purpose of this clause is to 'ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation'.

Clause 52.29 Land Adjacent to the Principal Road Network

The purpose of this clause is to ensure appropriate access to the Principal Road Network or land planned to form part of the Principal Road Network.

Clause 52.34 Bicycle Facilities

This clause seeks to 'encourage cycling as a mode of transport' as well as 'provide secure, accessible and convenient bicycle parking spaces and associated short and change facilities'.

3.10 Other Planning Considerations

Ministerial Direction No. 1 - Potentially Contaminated Land

This Ministerial Direction sets out the process of rezoning land that may be contaminated as a result of past uses. Its purpose is to ensure that potentially contaminated land is suitable for a use which is proposed to be allowed under an amendment to a planning scheme and which could be significantly adversely affected by any contamination. It requires the planning authority to satisfy itself that environmental conditions of potentially contaminated land are or will be suitable for any such uses.

There are two potential methods in satisfying this direction. This direction requires a certificate of environmental audit to be issued for the land prior to the amendment or prior to a sensitive use taking place.

Ministerial Direction No. 11 - Strategic Assessment of Amendments

The purpose of this Direction is to ensure a comprehensive strategic evaluation of a planning scheme amendment and the outcomes it produces.

Ministerial Direction No. 11 is discussed within the associated Explanatory Report.

Ministerial Direction No. 15 - The Planning Scheme Amendment Process

The purpose of this Direction is to set times for completing steps in the planning scheme amendment process, and outlines the public submission, panel hearing and decision making processes.

3.11 Planning Policy Summary

The Whitehorse Planning Scheme and associated documents provide strong support for the proposed planning scheme amendment and development.

It can be reasonably deduced from policy that the Site:

- **Is suitable for rezoning to a Residential Growth Zone (RGZ).**
- **Is suitable for a future residential development outcome.**
- **Is encouraged to respond to the guidelines and principles of the 20-Minute Neighbourhood.**
- **Could be considered a strategic redevelopment site.**
- **Is in an area which does not have existing neighbourhood character policy.**
- **Is one which can build on the existing richness of architectural and landscape heritage.**

04 THE PROPOSAL

4.1 Vision

The vision and design philosophy behind this planning scheme amendment has been informed by State and local planning policy, site opportunities and constraints and the desire to reflect the principles and characteristics of the 20-Minute Neighbourhood.

As described, the 20-Minute Neighbourhood is a strategy within Plan Melbourne 2017-2050 which is guided by the principles of 'living locally' and giving people the ability to meet most of their daily needs within a 20-minute walk from home, with safe cycling and local transport options.

The vision also seeks to retain the overarching desire for buildings to be nestled within a garden landscape setting as well as providing for quality residential housing opportunities for future residents within the City of Whitehorse.



Fig. 35 Project Examples

4.2 Heritage

A full report titled 'Conservation Management Plan (January 2020)' prepared by Bryce Raworth is available and should be referred in addition to these summaries.

The Site is identified as *HO23 Australian Road and Research Board 500 Burwood Highway, Vermont South*. There are no external paint controls, internal controls or tree controls under the overlay.

The heritage overlay covers all of the property and there are no other heritage listings applying to the Site in relation to the *National Trust of Australia (Victoria)*, the *Victorian Heritage Register* or the *Australian Institute of Architects (Victorian Chapter) Twentieth Century Building Register*. Nor is the Site included in the *Survey of Post War Built Heritage in Victoria (Stage One)* which was commissioned by Heritage Victoria in April 2008 to identify built places across Victoria from the post-Second World War period that were considered to be of potential heritage significance at a State level.

The Whitehorse Heritage Review (1999) provides the following statement of significance for the Site.

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 landscaped site, designed by important landscape architect Beryl Mann.

Having regard to the citation for the place and the fabric, the significance of the place primarily resides in the administration building and its architectural interest.

Most notably, the heritage study citation for the Site and the associated statement of significance focus their attention on the administration building. This building should preferably be retained to a substantial or full extent, encompassing the three storey wing and double height canteen wing and with emphasis upon the north, east and west elevations, but preferably with retention of aspect of this south elevation also.

Retention of key internal elements within the administrative building, such as elliptical staircase is proposed.

Given that the complex is identified as being of aesthetic significance in the heritage citation, the demolition of buildings lacking in aesthetic merit can reasonably be contemplated. It is also the case that these buildings would have limited potential for adaptive reuse.

The retention of the key aspects of the administration building would represent an appropriate and reasonable response to the identified architectural interests of the Site. While there are no tree controls under the heritage overlay, there nonetheless seems to be an expectation that some early plantings would need to be retained. Further to this, the statement of significance describes how the building is enhanced by its 'large landscaped site'.

It is a generally agreed proposition that the front administration building is the obvious, principal and premier heritage asset and other buildings, on the basis on either being subservient or unremarkable, do not warrant retention.

We would note the Design and Development Overlay Schedule clearly identifies the importance of heritage on the site, and specifically includes Design Objectives, Application Requirements and Decisions Guidelines requiring a sensitive planning and design response to all heritage matters.



Fig. 36 Existing heritage administration building

4.3 Trees and Vegetation

An Arborist Report has been prepared by Bluegum (August 2021) which has assessed all trees at the Site.

4.3.1 Key Findings

The properties have a large number of mature trees, these are a mixture of Australian native and introduced species. The health and condition of trees vary but they are mostly in good health and condition. The property has been unused and vacant for the last 2 years and as a result has received only minimal maintenance in this time.

There are 236 trees located on the subject site and most of these trees in good health and condition.

There are 7 trees that are either dead or are in very poor health and/or condition and have no retention value and should be removed.

There are 99 trees with low retention value, these trees have low retention due to their small size, poor health and/or trunk and branch structure, low landscape value or that they are an environmental weed species. These trees could be removed.

There are 81 trees with moderate retention value, these trees could be retained as part of the proposed development.

There are 49 trees with high retention value, these trees should be retained as far as possible and incorporated into the proposed development.

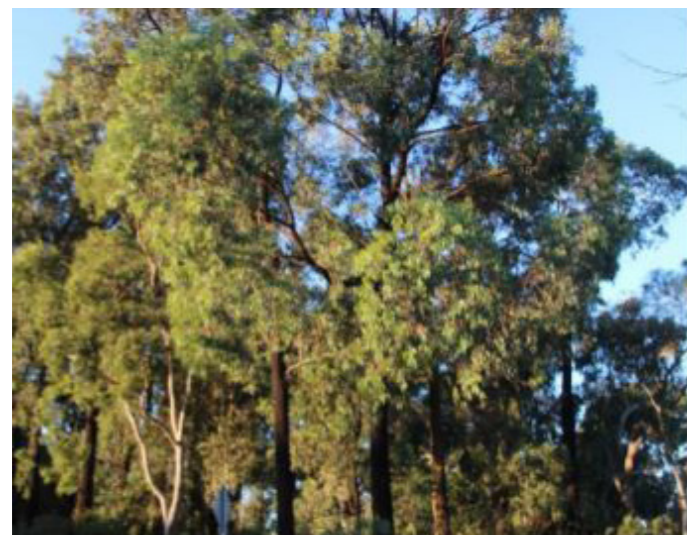


Fig. 37 Existing trees along the Burwood Highway frontage

4.3.2 Retention Value

The trees on site have all been individually surveyed and assessed on site. Trees have been assessed with an arboricultural retention rating. The retention value of a tree is intended to provide guidance of which trees are better suited to be retained or should be retained. The relevant attributes that contribute towards a tree's retention value consist of the tree's origin (species type and suitability), health, condition, age, ULE, size and amenity value of the trees. The retention value of the trees on the subject site is as follows:

| Retention Value | Total number of trees |
|------------------------------|-----------------------|
| Remove | 7 |
| Low | 99 |
| Moderate | 81 |
| High | 49 |
| Third party trees | 4 |
| Total number of trees | 240 |

Fig. 38 Retention Value of Trees

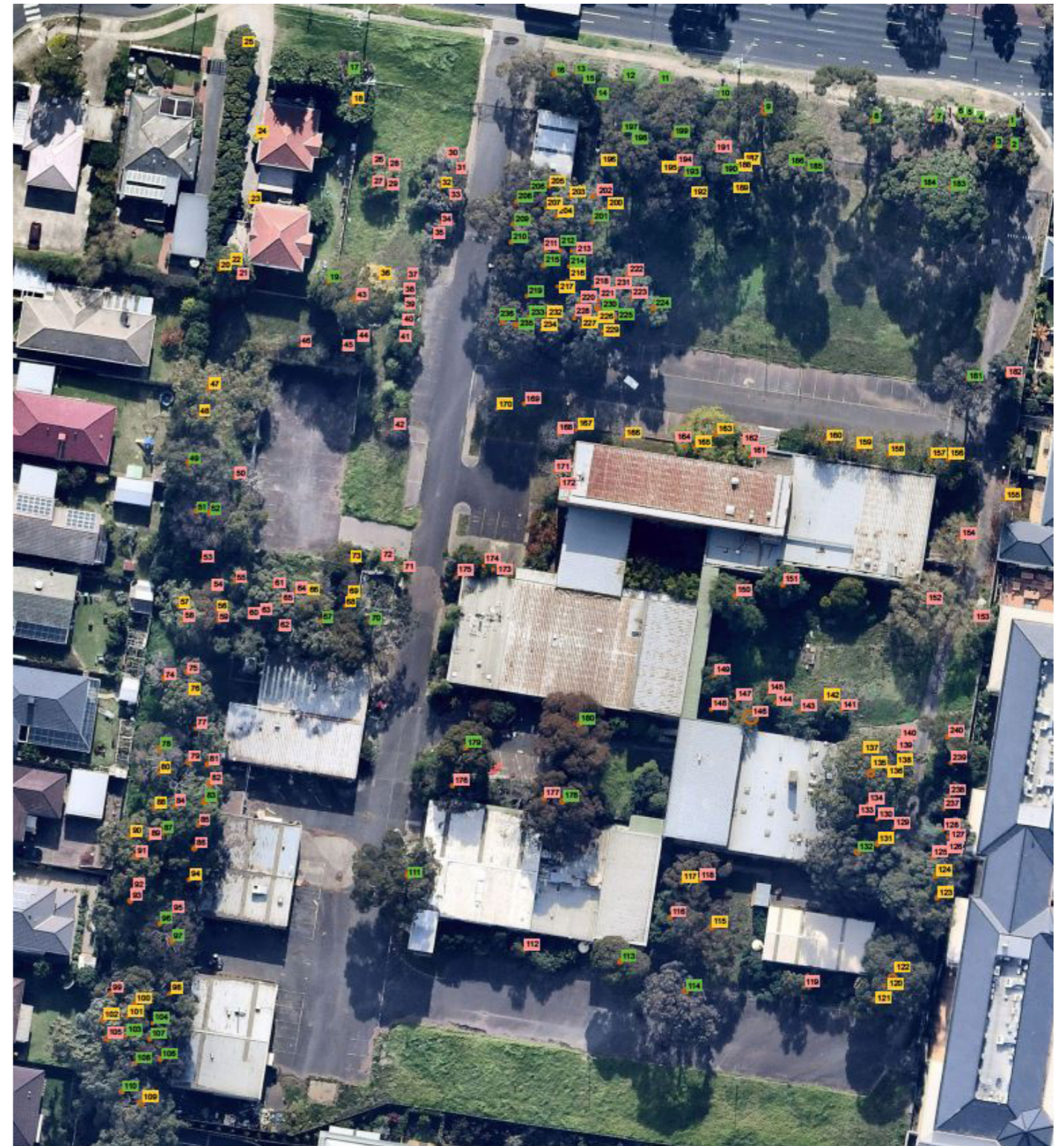
4.3.3 Recommendations

The majority of trees have moderate to high retention value and where possible should be retained. Many trees are located within existing large groups of trees that have high amenity value for the site (e.g. The large planting of Eucalyptus sideroxylon at the front of the site), this was part of the original landscape design for the site and where possible these groups of trees should be retained.

Of the original landscape design there are only three groups located along the front (northern), eastern and western boundaries. The 'Retention Value' section of the Arborist Report details each of these groups of trees, and notes the norther stand (at the front of the property) as providing significant amenity and environmental benefits.

There is a significant number of trees that have low retention value, these trees could be readily removed. Where there is an opportunity to reasonable and practicably retain any of these, that option will be explored. It is noted that several of these trees are classified as environmental weed species that should be removed.

Further detailed recommendations are included within the Arborist Report prepared by Bluegum (August 2021).



Legend

- Remove & Low retention value trees
- Medium retention value trees
- High retention value trees

Fig. 39 Tree Retention Site Plan

4.4 Built Form

The planning scheme amendment will ultimately serve to facilitate a built form outcome which can be described by the following concept.

New buildings are proposed around a series of courtyards that reflect the character of the Site planning for the ARRB facility. This approach complements the objective of retaining existing trees and results in a significant overall quantum of communal open space.

Taller built form is proposed for the centre of the Site and is separated from the administration building by courtyard gardens. There is significant opportunity for height within the centre of the Site as this location has limited potential amenity impacts to surrounding residential and retirement land uses. These taller elements are proposed as a calm architectural backdrop to the heritage administration building so as not to visually compete and also to provide visual separation of forms. A podium form will be defined to respect the height and form of the existing retained building with recessive forms at the upper levels.

Townhouses are proposed along the western edge and setback from the boundary to retain the high quality existing trees, provide visual separation, and with suitable setbacks, provide a built form transition with dwellings that front Hartland Road.

Similar townhouse typology will be located along the southern boundary formed to transition to the Retirement Village Apartment buildings on the adjacent site.

An apartment building is proposed in the north west corner of the Site to replace the existing double storey townhouses. This building will be set back to mediate between the sub-station and the residence on the corner and include an enhanced landscape setting to extend the character of the existing frontage.

Within the overall building forms will be the opportunity to provide a diversity of dwellings that suit a wide range of product options on the market and to create consistency in the built form using carefully selected design themes to define the whole development.

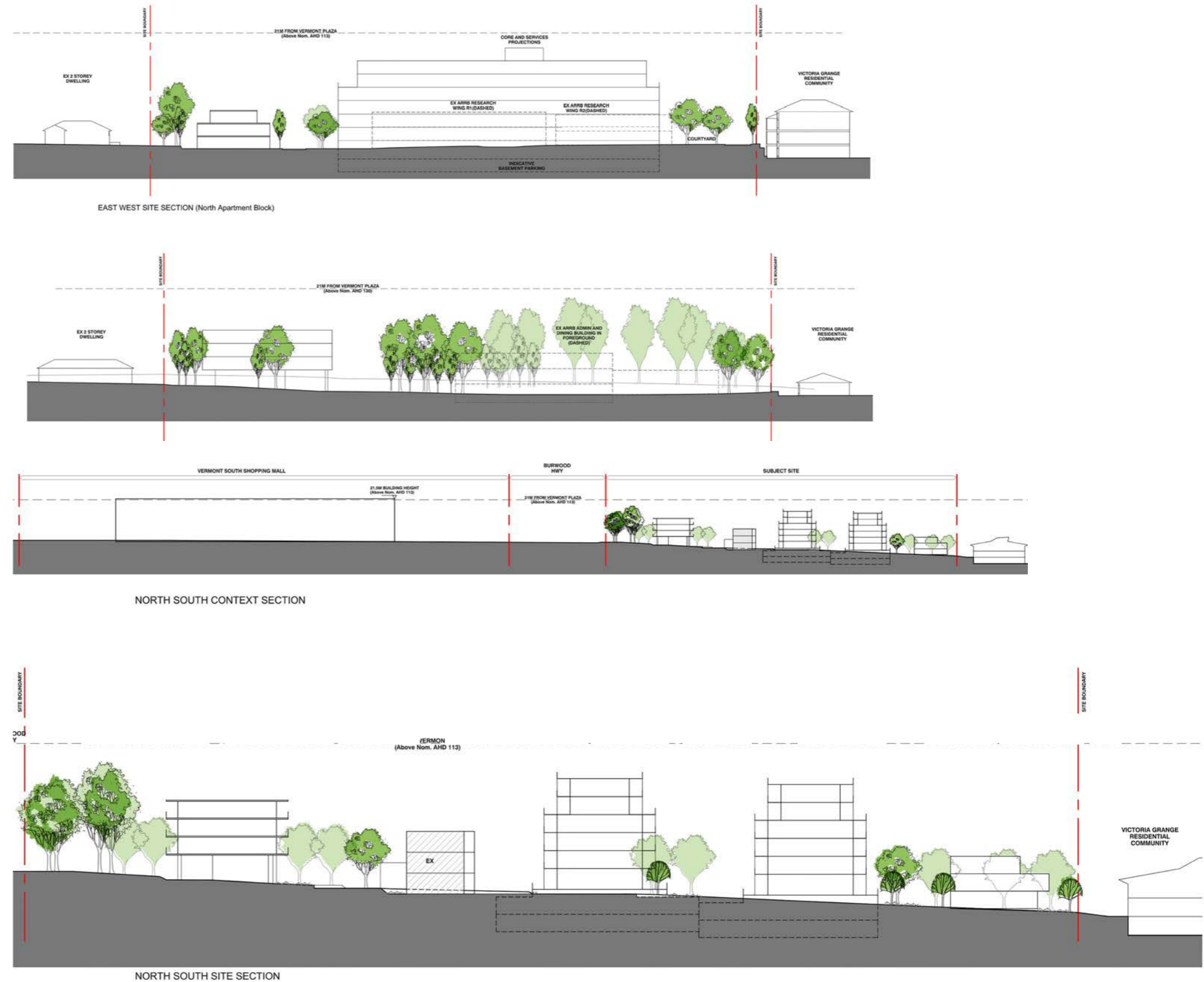


Fig. 40 Built Form Site Section (North-South)

4.5 Key Features

The Concept Plan (refer to Figure 41 - Indicative Concept Plan) illustrates the potential landscape and built form response.

The Indicative Concept Plan illustrates:

- The retention of the large, grassed front setback (communal open space) along the Burwood Highway interface including the retention of all existing trees/vegetation within this area, as well as retention of significant trees and strands of trees across other areas of the Site.
- The retention and restoration of the existing 'administrative building' fronting Burwood Highway.
- The provision of one apartment building (four storeys) along the Burwood Highway interface (north-west corner) to assist in defining the existing view lines from along Burwood Highway across the front landscape towards the existing 'administrative building'. This building will assist in visually 'linking' the existing RGZ along the southern length of Burwood Highway and act as a visual point of entry into the development for both vehicles and pedestrians alike.
- Three storey townhouses along the western interface which will address the existing residential character and propose an appropriate scale between the existing one-two storey suburban dwelling context and proposed three storey townhouse product.
- Three storey townhouses along the southern interface which will address the existing retirement village built form as well as the topographical change between the two properties.
- Six storey apartment buildings within the centre of the Site which provides for a diversity of housing choice, as well as strategically positioned to mitigate potential amenity impacts to neighbouring properties. These buildings also respectfully respond to the retirement village interface and existing vehicle access way conditions along the eastern boundary.
- A legible internal road configuration utilising two existing crossovers along Burwood Highway.

At this planning scheme amendment stage, detailed design of the Site has not yet occurred. Further design refinement will occur at the planning permit stage, as such, plans should be considered conceptual only.

The current easement on title will be removed. There are no planning or design implications as to the appropriate location for any potential future substations and this can be adequately addressed at the planning permit application stage.

For further information regarding the Indicative Concept Plan please see enclosed DDO Schedule.

The design proposition is responsive to existing character (Garden Suburban Precinct 7) by:

- Retaining significant trees and stands of trees.
- Requiring a Landscape Plan and Arborist Report at planning permit stage to nominate significant trees and stands of trees to be retained.
- Including excellent site permeability.
- Utilising existing crossovers (no new crossovers).
- Appropriately setting back buildings from surrounding property boundaries (and surrounding dwellings).
- Considering site topography in the location of buildings.
- Minimising site coverage and hard surfaces.
- Resulting in no front fence along Burwood Highway that will enhance the open space in front of the existing administration building.

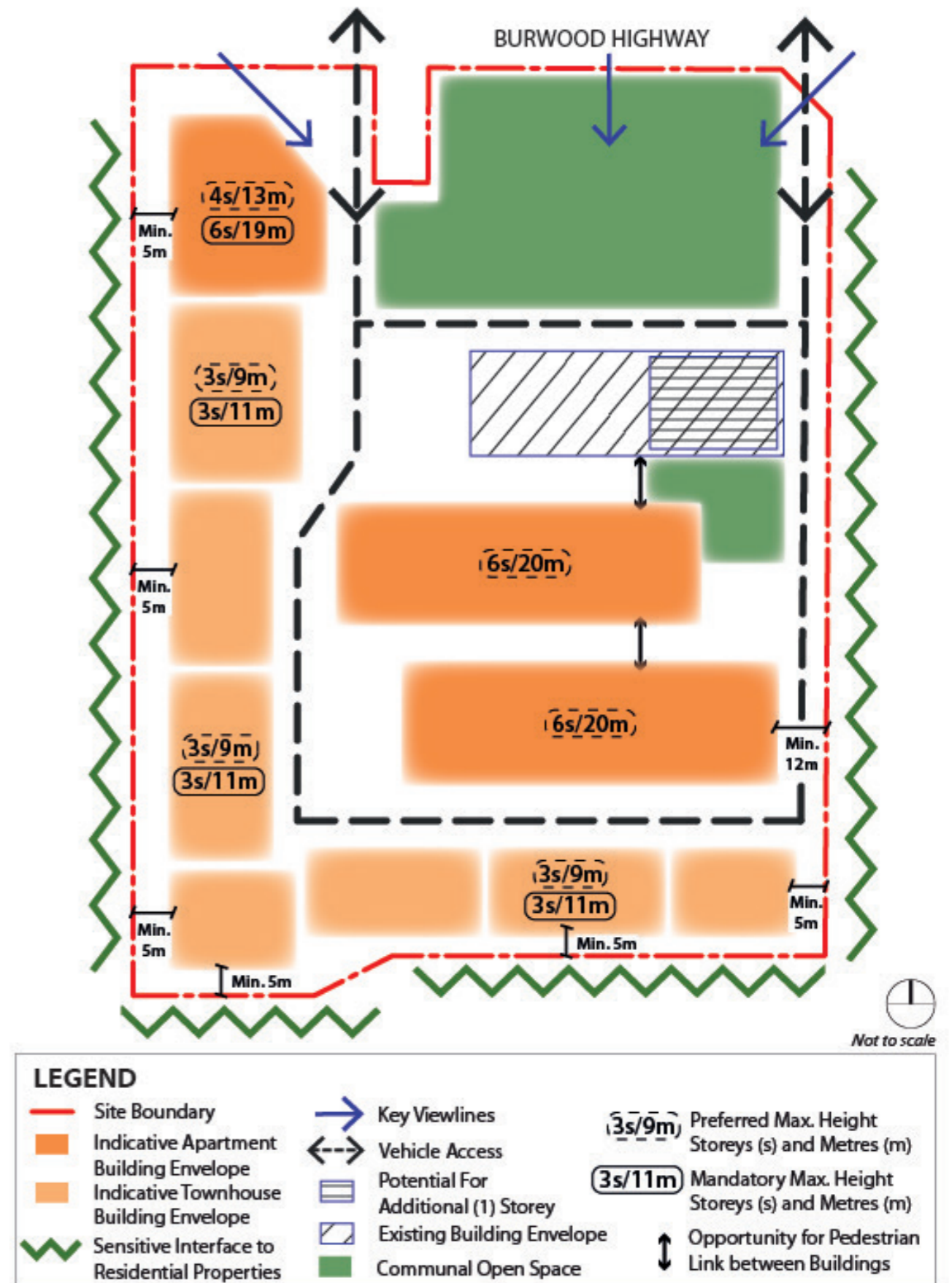


Fig. 41 Indicative Concept Plan

4.6 Proposed Planning Controls



4.6.1 Residential Growth Zone (RGZ)

The purpose of the RGZ:

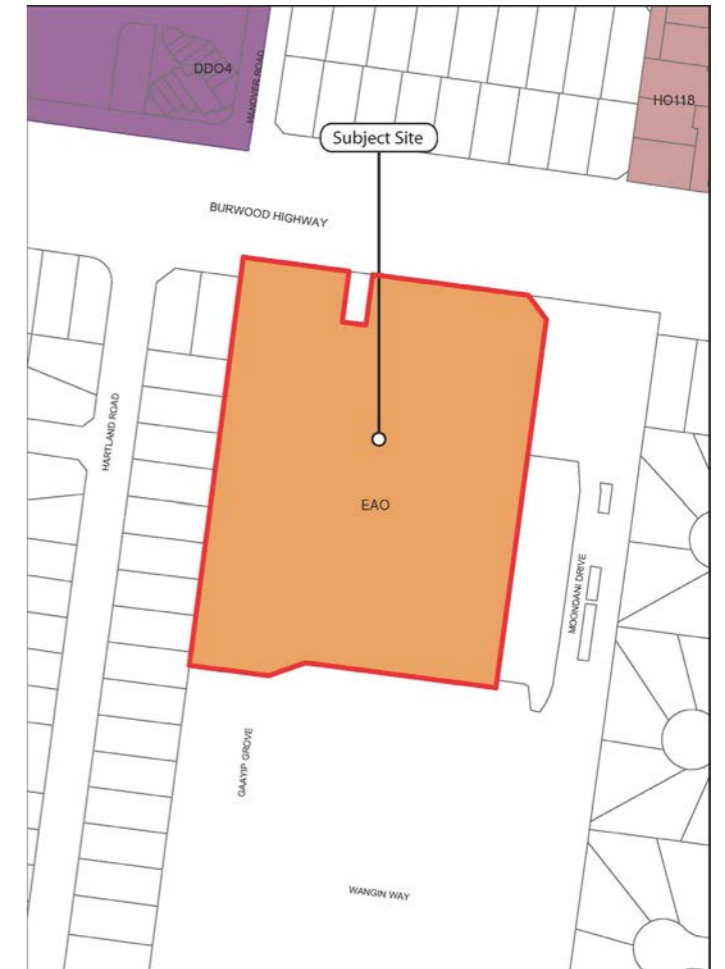
- *'To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.'*
- *To provide housing at increased densities in buildings up to and including four storey buildings.*
- *To encourage a diversity of housing types in locations offering good access to services and transport including activity centres and town centres.*
- *To encourage a scale of development that provides a transition between areas of more intensive use and development and other residential areas.*
- *To ensure residential development achieves design objectives specified in a schedule to this zone.*
- *To allow educational, recreational, religious, community and a limited range of other nonresidential uses to serve local community needs in appropriate locations.'*



4.6.2 Significant Landscape Overlay (SLO)

The purpose of the SLO:

- *'To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.'*
- *To identify significant landscapes.*
- *To conserve and enhance the character of significant landscapes.'*



4.6.3 Environmental Audit Overlay (EAO)

The purpose of the EAO is:

- *'To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.'*
- *To ensure that potentially contaminated land is suitable for a use which could be significantly adversely affected by any contamination.'*

Fig. 42 Proposed Planning Scheme Amendment zone and overlays

05 LANDSCAPE ARCHITECTURE

This chapter summarises the key elements and considerations of the proposal in relation to Landscape Architecture.

Further Landscape Architecture response will be undertaken at planning permit stage when detailed plans are available.

5.1 Vision

The landscape masterplan for the site focuses on encouraging the interaction of people and generous communal landscaped areas.

Integral to the design are spaces that encourage social interaction and give residents the opportunity to meet their neighbours.

Encouraged by Beryl Mann's landscape philosophy, the newly developed community of 500 Burwood Highway will be positioned within a 'chain of courtyards' with beautiful connecting walkways and garden features.

The landscaped orchard circuit reflects on past land uses and will provide a safe, clear and legible pedestrian network within the development. Pedestrian access to the surrounding neighbourhood via the Burwood Highway frontage, the shopping centre to the north and public transport are vital for greater neighbourhood connectivity.

5.2 Landscape Objectives

The landscape objectives are as follows:

- To provide a landscape that is a sensitive reinterpretation of the existing concept in context of new residential use and development as well as the establishment of new landscape and trees that applaud Beryl Mann's pragmatic approach to the existing site landscape.
- Landscape treatments should respect the local context of the site and draw on it where appropriate.
- Use soft landscaping, furniture and paving treatments to provide the development with a unique character that is easily recognisable in the context of Vermont South.
- Develop a hard and soft landscape that reflects the quality, form and detail of the local architecture.
- Provide for a range of activities and user types within the landscape to ensure it will be embraced by the existing and future community.
- Existing semi-mature and mature trees and stands of trees (where specifically identified) should be retained where possible to maintain a sense of enclosure, privacy, scale and shade.
- Provide a robust, low maintenance, dry-tolerant and aesthetically pleasing landscape which is lush and inviting.
- Provide for safe, clear and legible pedestrian network throughout the site from relevant entry points with strong connections to the surrounding street networks.
- Encourage passive surveillance throughout the site by locating buildings, services and active recreation facilities within higher use areas.
- Consider the contribution of front yards to the quality of the streetscape and incorporate landscape accordingly.
- Consider a landscape solution that is sustainable and utilises stormwater management opportunities where possible.
- Use plants and material that are sourced locally where possible.

5.3 Beryl Mann

The original landscape architect for the ARRB Site was Beryl Mann, a founding member of the Australian Institute of Landscape Architects and staff member of the architecture firm Mochridge, Stahle and Mitchell.

Beryl was known for her pragmatic approach to designing landscapes and was responsible for many well-known projects including Lake Ginninderra Parklands (Canberra), Janet Clarke Hall (University of Melbourne), Dower Primary School and the surrounds of the H.C.Coombs building at the Australian National University.

An extract from a 1984 Landscape Institute article states:

One occasion on which George Mitchell remembers her ability to cope with the rough aspects of landscape work was at the Australian Road Research centre on Burwood Road in Vermont, where the fall of the land was in sharp contrast with the developed road works in Burwood Road. It was her recommendation to the Board that the first task was an earthworks contract to regrade the site - an operation conducted under her personal supervision to the surprise and admiration of the observing engineers.

The site is densely planted with Australian natives and the internal system of road drainage achieved without kerbs and channels, a concept proposed by the client and developed by Beryl Mann.

More specific to the site, the article describes:

The successful planting scheme, giving year round interest, is mainly of exotic species. The area between Burwood Road and the front of the building [consists of] a simple sweep of grass with grouping of Eucalypts and, in the background, a bush-like area of native species.

The proposed landscape seeks to retain the 'simple sweep of grass with grouping of Eucalypts' within the front setback to Burwood Road, as well as approach the landscape principles in the same pragmatic way Beryl would have pursued.



Fig. 43 Image extracts from Beryl Mann Landscape Architecture article November 1984 (ARRB site).



| LEGEND | |
|--------|---|
| | SITE BOUNDARY |
| | ROAD NETWORK |
| | Highway |
| | Major Road |
| | Internal Road |
| | Existing Carparks |
| | TRANSPORT INFRASTRUCTURE |
| | Bus Stop |
| | Bus Route |
| | Tram Stop |
| | Key Pedestrian Connection |
| | ENTRY & ACCESS POINTS |
| | Existing Site Access Point |
| | VIEWS & VISTA'S |
| | Key viewpoint (to site/feature) |
| | Key viewpoints (from site/feature) |
| | Visually unappealing |
| | SERVICES & INFRASTRUCTURE |
| | Powerlines |
| | BUILDING FORM |
| | Existing building |
| | Existing significant building |
| | LANDSCAPE |
| | Existing trees (High Retention Value) |
| | Existing trees (Medium & Low Retention Value) |
| | Significant Landscape associated with Heritage Building |
| | Existing buffer planting |
| | Existing Open Lawn |
| | GEOGRAPHIC FEATURES |
| | Site High/Low Point |
| | Contours @ 0.2m Intervals |
| | PHOTO LOCATIONS |

Site Photos



Fig. 44 Landscape Site Analysis



Fig. 45 Proposed Pedestrian Movement and Circulation Plan

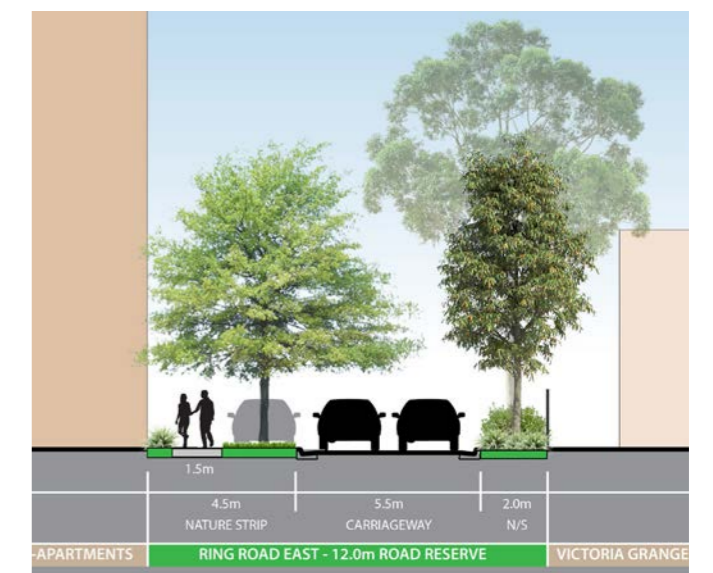
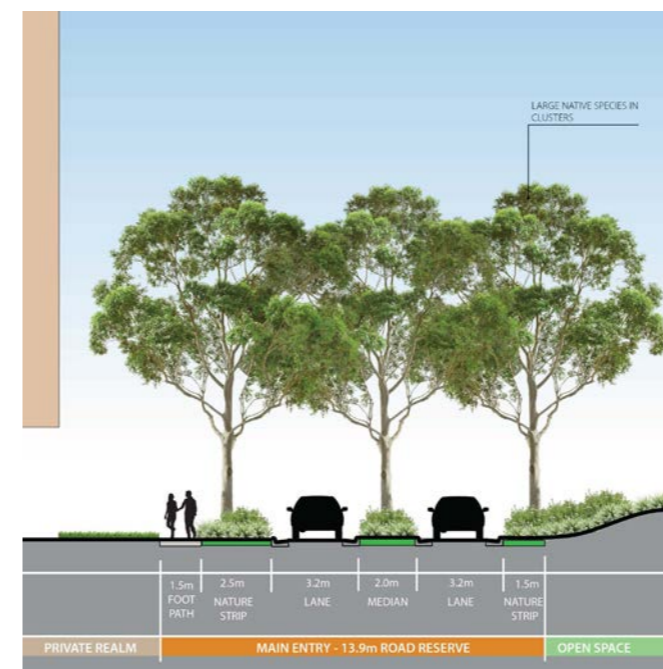








Fig. 46 Indicative Road Sections



Legend

-  **BURWOOD HWY TREES**
E.g. *Corymbia citriodora*, *Corymbia maculata*
-  **CIRCUIT TREES - DECIDUOUS**
E.g. *Ulmus parvifolia* 'Toda' & *Platanus x acerifolia*
-  **SPECIMEN TREE**
E.g. *Ficus macrophylla*, *Grevillea robusta*
-  **EVERGREEN SCREEN TREE**
E.g. *Syzygium australe* 'Hinterland Gold', *Waterhousea floribunda*. To development edge
-  **COURTYARD TREES**
E.g. *Platanus orientalis*, *Eucalyptus leucocylon* 'Euky Dwarf'
-  **PAVING TYPE 1**
Feature paving signifying shared space and crossing
-  **PAVING TYPE 2**
Circuit feature paving
-  **PAVING TYPE 3**
Private courtyard paving
-  **PAVING TYPE 4**
Feature nadal paving
-  **ON-STREET CARPARKING**
To civil engineer's detail
-  **LAWN**
Instant turf
-  **GARDEN BED**
With drought tolerant species, e.g. *Banksia spinulosa* 'Birthday Candles', *Linopse muscari* 'Royal Purple', *Mycoporum parvifolium*
-  **SCREENING PLANTS ON FENCES**
E.g. *trachelospermum jasminoides*
-  **PLAY DOME**
Australian supply and manufactured play piece
-  **FEATURE TIMBER ARBOUR**
Australian hardwood
-  **SEATING**
Australian hardwood timber bench seat
-  **BIORETENTION BASIN**
Including WSUD species

Indicative Imagery



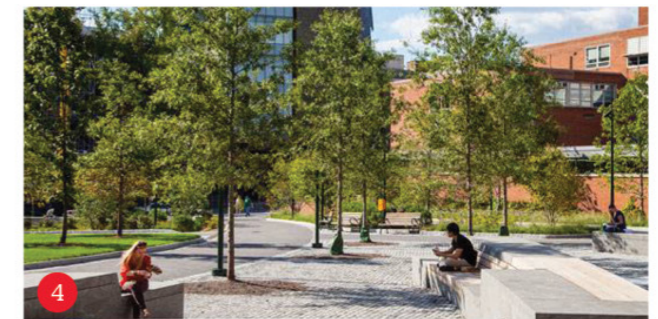
GARDEN LINK



WSUD OPPORTUNITIES



THE CIRCUIT - SHARED USE



COMMUNAL SPACES - LARGE



Fig. 47 Indicative Landscape Masterplan

06 TRANSPORT

This chapter summarises the key elements and considerations of the proposal in relation to Traffic and Transport.

A full report titled 'Traffic Engineering Assessment - Proposed Rezoning Application (October 2021)' prepared by Traffix Group is available and should be referred in addition to these summaries.

Further traffic and transport analysis will be undertaken at planning permit stage when detailed plans are available.

6.1 Overview

This planning scheme amendment is proposed to facilitate the development of residential buildings over the subject site in the form of various apartment buildings, townhouses and a private internal road network. The final design and development yield is yet to be finalised and would be based on building massing and mix of dwelling types. However, for the purpose of our assessment of traffic impacts a development yield of 290 dwellings has been adopted.

Car parking for the development will be provided on-site at rates that accord with the minimum requirements of the Whitehorse Planning Scheme (Clause 52.06-5). Visitor car parking is proposed to be located along the internal road network and private car parking for the apartments will be provided within a basement car parking area.

6.1.1

- Burwood Highway is a declared arterial road and a Transport Zone under the Planning Scheme and is aligned in an east-west direction. In the vicinity of the site, Burwood Highway provides 3 lanes of traffic in each direction, which are separated by a central median strip. A service lane is generally provided on each side of the road which accommodates on-street parking. A bus lane is provided at the traffic signals (Burwood Hwy/Hanover Rd intersection) for access to the Vermont South bus terminal, located approximately 250m west of the site. A posted speed limit of 80km/h applies to Burwood Highway.

- Moondani Drive is a private road that extends in a north-south direction from Burwood Highway until it bends around in an east-west direction. In the vicinity of the site, Moondani Drive provides access to the Victoria Grange Residential Community and has a gate which restricts access to the public. A service road provides access to Moondani Drive from Burwood Highway. This service road also provides vehicle access to the subject site.
- Hartland Road is a 'Collector Road' under the City of Whitehorse Register of Roads and is aligned in a north-south direction. In the vicinity of the site, Hartland Road provides a single through traffic lane and a shared parking/bicycle lane in each direction. The default urban speed limit of 50km/h applies to Hartland Road.

6.1.2

Traffix Group has undertaken traffic surveys in combination with collected SCATS data to determine the existing traffic conditions of the surrounding road network.

Turning movement counts were undertaken on Tuesday 1 August, 2017 between 7:30am-9:30am and 4:30pm-6:30pm to establish the commuter peak hours.

The following locations were surveyed:

- Intersection between Burwood Highway & Hartland Road.
- Intersection between Burwood Highway & Hanover Road.
- Primary Site Access and Burwood Highway.

Refer to Figure 44 - Existing Peak Traffic Conditions (8am-9am and 5:15pm-6:15pm).

6.1.3

The Site is serviced by a number of public transport services including tram and bus routes (refer Figure 45 - Public Transport Services).



Fig. 48 Existing Peak Traffic Conditions (8am-9am and 5:15am-6:15pm).

| Service | Between | Via |
|---|---|--|
| Vermont South Terminus – approx. 150m west of the site | | |
| Bus Route 732 | Box Hill Station & Upper Ferntree Gully Station | Vermont South, Knox City & Mountain Gate |
| Bus Route 967 (Night Bus) | Glen Waverley & Ferntree Gully Loop | Burwood Highway & Bayswater |
| Tram Route 75 | Etihad Station Docklands & Vermont South | Burwood, Hawthorn, Richmond & City |
| Hanover Street – approx. 100m north of the site | | |
| Bus Route 736 | Mitcham & Blackburn | Vermont South, Glen Waverley & Forest Hill |
| Bus Route 742 | Eastland & Chadstone | Vermont South, Glen Waverley & Oakleigh |

Fig. 49 Public Transport Services

6.2 Vehicle Access Arrangements

At this stage plans which identify the detailed configuration of internal vehicle access, layout of car parking and loading and waste collection arrangements are yet to be developed. These plans would be prepared as part of a town planning application.

The concept plans provided within the Draft DDO identify the proposed vehicle access arrangements to the site. At this stage, two separate access points to Burwood Highway have been identified, including:

- Left-in/Left-out connection from the existing service road, located towards the site's northeastern corner via an existing service road connection, and
- Left-in/Left-out connection located midway along the site's frontage to Burwood Highway, similar location to existing primary vehicle access to the development

The above connections take advantage of the existing infrastructure and lane configurations along Burwood Highway. Further discussions regarding these arrangements is provided at Section 3.2 of this report.

It is expected that each access location would be upgraded to provide a connection not dissimilar from a typical local road standard. Any works within these locations would be subject to review and approval from Department of Transport (DoT).

The internal road network would be subject to a detailed review at the formal application stages and would be expected to satisfy the requirements/objectives of Clause 52.06 and Clause 56 as required. As a minimum all internal accessways would be expected to provide for two-way traffic and accommodate the relevant service and emergency vehicles.

6.3 Internal Road Network Assessment

The internal local roads will accommodate traffic volumes less than 2,000 vehicle per day consistent with the function of Access Street – Level 1, Access Place and Access Lane roads.

This is evident as the overall traffic generation associated with the site is expected to be no more than 1,740 vehicles per day.

The hierarchy and design of the internal road network would be addressed in detail as part of the DDO and formal town planning application plans.

The internal road network would be designed in order to accommodate:

- Two-way traffic.
- Local Traffic Management devices as necessary.
- Service vehicles, including private waste collection vehicles and loading vehicles associated with the dwellings.
- Suitable emergency vehicles including MFB vehicles and ambulances.
- On-street car parking (where appropriate and where appropriately designed).

The above matters would be typically addressed at the detailed design stage.

In regards to the general layout of the internal road network, the alignment identified ensures that no dead-end roads are provided which represents the preferred outcome and ensures comfortable circulation as required.

6.4 Car Parking Requirements

Each residential dwelling and allotment will provide off-street parking to accommodate resident demands in accordance with the requirements of Clause 52.06 of the Planning Scheme to the satisfaction of the Responsible Authority.

Visitor parking can be accommodated on-street within the carriageway of the internal roads or within basement car parking areas (to be detailed as part of any formal planning application).

Clause 56.06 typically requires that on-street parking is available at '1 hard standing verge parking space per 2 lots'. Further guidance regarding the visitor car parking demands is available via Clause 52.06 of the Planning Scheme, which sets out a car parking requirement of 1 space to each 5 dwellings where more than 1 dwelling is provided per lot, however, as the site is located within the Principal Public Transport Network (PPTN) there is no statutory requirement to provide visitor car parking spaces.

We are of the opinion that the actual visitor car parking demands will be somewhere between the Clause 52.06 and Clause 56.06 rates, notwithstanding, the provision of car parking will be subject to the relevant planning requirements and Council requirements, which are to be determined at the detailed design stage.

6.5 Conclusion

Having undertaken a traffic engineering assessment associated with the rezoning application for the site 500 Burwood Highway, Vermont South, it is concluded that:

Traffic impacts associated with the rezoning application can be accommodated by the nearby road network based on the impacts associated with 290 dwellings.

Vehicle access to the site via the service road (left-in/left-out) and existing vehicle crossover (left-in only) are acceptable, with detailed design of the vehicle access interfaces to be undertaken to the satisfaction of Department of Transport as part of the DDO and detailed design stages.

All relevant vehicles will be able to adequately access the site including service and emergency vehicles.

The detailed traffic engineering requirements in relation to the design of the internal road network and car parking can be suitably addressed at the town planning application stage.

The likely volume on the proposed internal road network will be consistent with the traffic volumes detailed in Clause 56 of the Planning Scheme.

Each future dwelling will be able to provide adequate parking for residents in accordance with the requirements of Clause 52.06 of the Planning Scheme.

Adequate car parking for visitors will be available within the property boundaries in accordance with the relevant Planning Scheme requirements.

There are no traffic engineering reasons why the proposed rezoning to Residential Growth Zone of the site at 500 Burwood Highway, Vermont South, should not be approved.

07 STORMWATER MANAGEMENT

This chapter summarises the key elements and considerations of the proposal in relation to Stormwater Management.

A full report titled ‘Stormwater Management Plan - 500 Burwood Highway, Vermont South (October 2021)’ prepared by Cardno is available and should be referred in addition to these summaries.

Further stormwater management analysis will be undertaken at planning permit stage when detailed plans are available.

7.1 Catchment Analysis

The Site falls from north to south. Overland flows currently drain through to Gaayip Grove to the south-west. Run-off from Burwood Highway to the north is currently catered for by existing swales/drainage within the road reserve, and does not flow through the site.

The Site is not identified as being subject to flooding.

7.2 Authority Requirements

The City of Whitehorse is the responsible drainage authority for this site. The site is not located within a Melbourne Water drainage scheme, and therefore stormwater management is to Council’s satisfaction.

The general requirements for management and treatment of stormwater flows in new development are contained in Clause 56.07-04 (Urban run-off management objectives) of the Whitehorse Planning Scheme.

With respect to stormwater quality, new development must meet Best Practice performance objectives as contained in the Urban Stormwater – Best Practice Environmental Management Guidelines (Victorian Stormwater Committee 1999) and should incorporate Water Sensitive Urban Design (WSUD) features.

With respect to stormwater quantity (i.e. drainage), as the site is within an existing developed area it is anticipated that Council will require stormwater flows generated by the development to be restricted back to the capacity of the surrounding drainage infrastructure prior to discharge from the site. Based on the age of surrounding development, it is expected that this will equate to the 10% AEP flow (10YR flow), however this will need to be confirmed with Council as part of the future planning process. In the absence of confirmation, for the purposes of this assessment we have adopted the 1% AEP flow (100YR flow) for detention sizing.

Based on the site contours and location of existing drainage infrastructure, it is expected that the legal point of discharge for the site is at the south-west corner.

7.3 Stormwater Management Strategy

A concept stormwater management strategy has been prepared demonstrating how the requirements could be met as part of the future development of the site.

The key elements of this strategy are:

- Rainwater tanks to capture roof runoff from all future residential development, broken down as follows:
 - Twenty-five 2,000L tanks to service the 3 bedroom townhouses, totalling approx 0.2ha of roof area.
 - Ten 2,000L tanks to service the 4 bedroom townhouses, totalling approx 0.05 ha of roof area.
 - Eight 10,000L tanks to service the apartment building/s, totalling approx 0.17 ha of roof area.
- Four 2.25m² tree pits, to be located within the internal road reserves, to treat runoff from 0.37 ha of open space and roads and overflow from the eight apartment building tanks.
- A bioretention basin (raingarden), to be located within the internal road reserve or landscape area, to treat runoff from the 1.54ha open space and roads as well as the thirty five townhouse tanks.
- Approx 150m³ of detention storage volume, to be provided via an underground onsite detention basin (OSD).

7.4 Targets

The site must comply with the ‘Whitehorse Planning Scheme Clause 56.07’ and ‘Best Practice Environmental Management Guidelines’ (CSIRO 1999). Refer to Figure 46 - Best Practice Water Quality Management Targets.

| Pollutant | Total Reduction |
|-------------------------------|-----------------|
| Total Suspended Solids | 80% |
| Total Nitrogen | 45% |
| Total Phosphorus | 45% |
| Total Litter/Gross Pollutants | 70% |

Fig. 50 Best Practice Water Quality Management Targets

7.5 Summary

The key findings of this Stormwater Management assessment are as follows:

- Council is the responsible drainage authority for the Site. There is no (or negligible) external catchment draining through the site.
- The Site is not identified as being subject to flooding, based on current planning scheme mapping.
- Future development will need to meet Best Practice performance objectives for stormwater quality, as outlined in Clause 56.07-04 (Urban run-off management objectives) of the Whitehorse Planning Scheme.
- Stormwater flows will need to be restricted back to the capacity of the existing drainage network prior to discharge from the Site.

08 COMMUNITY NEEDS ASSESSMENT

This chapter summarises the key elements and considerations of the proposal in relation to Community Needs Assessment.

A full report titled 'Community Facilities and Open Space Technical Advice Note - Public Place (December 2020)' is available and should be referred in addition to these summaries - including the tables mentioned in the following overview.

8.1 Introduction

The report presents information regarding demand for Community Facilities and Open Space associated with a proposal to redevelop the Australian Road and Research Board (ARRB) site for residential purposes.

8.2 Population Outcomes

The population of the ARRB site would be approximately 575 once fully occupied. Due to the proposed dwelling mix, when compared with the City of Whitehorse age profile, the development would be home to:

- A smaller proportion of youths aged 12 to 17.
- A larger proportion of younger adults aged 25 to 34.
- A lower proportion of older adults age 50+.

Notwithstanding the above, the population of the ARRB site would likely consist of a broad range of households, including working singles and couples, families with children and empty nesters.

8.3 Community Facilities - Existing Supply

There are numerous community facilities located in close proximity to the ARRB Site, which would be highly accessible to future residents. These include the Vermont South Library, Sports Link Indoor Sports Centre, three primary schools, and several early years facilities.

Further commentary is provided below regarding the capacity of these facilities to accommodate increased demand associated with the development of the ARRB site.

Early Years

Within Vermont South there is currently one MCH facility, four preschools and two long day care (LDC) services, which would be highly accessible to future residents of the ARRB Site.

Table 4 (within the report) compares the capacity of existing facilities within the (approximate) service catchment of the ARRB site for MCH, Sessional Kindergarten and LDC.

As the Table shows:

- MCH and Sessional Kindergarten – Capacity currently exceeds locally generated demand. Locally generated demand is projected to grow incrementally to 2020, but would not exceed the capacity of existing facilities.
- LDC – Supply exceeds the metropolitan and Whitehorse average, and many existing centres report vacancies. Incremental growth in demand is projected, which may stimulate further supply, overtime.

Given the above, in the context of existing supply, the potential uplift in demand for early years facilities and services associated with development of the ARRB site is minimal and could be absorbed.

Community Centre

In the City of Whitehorse, there are 12 Council operated community centre/hall venues which make available function rooms and meetings spaces for hire, some of which incorporate several spaces (for example, the Box Hill Town Hall and Community Hub provides 11 separate spaces, with capacity ranging from 600 people to 6 people).

There are also 10 neighbourhood houses in Whitehorse, which make available hall spaces and meeting rooms for public hire. These assets are complemented by a network of scout halls and sporting pavilions, which can also be hired by the public. That is, supply currently exceeds the commonly used planning standard of one community centre for every 10,000 residents.

The nearest community meeting space to the ARRB site is located within the Vermont South Learning Centre, which includes a function room with capacity for 80 people.

Given the above, in the context of existing supply, the potential uplift in demand for community meetings spaces associated with development of the ARRB site is minimal and could be absorbed.

Libraries

Libraries in Whitehorse are operated by the Whitehorse Manningham Regional Library Corporation. Across the Whitehorse and Manningham local government areas, the corporation provides eight branch libraries, or one branch per 38,645. Collectively the eight branches deliver 19.9 square metres of public access floor space per 1,000 residents.

The level of supply in the Whitehorse Manningham Regional Library Corporation's service area compares well with supply levels observed throughout the metropolitan area, and the additional demand associated with development of the ARRB site would not change this picture.

In addition, the nearest library to the ARRB site is the Vermont South Library, which is located 400 metres from the site. As a result, future residents of the ARRB site would enjoy convenient access to library services in their local area.

Schools

The ARRB site is located partially within the school zone of Weeden Heights Primary and Livingstone Primary. The Site is also located with the school zone of Highvale Secondary College. All three schools have recently operated with a higher enrolment level than observed for 2019, suggestive of an ability to absorb the additional demand associated with development of the ARRB site. However, data on school capacity are no longer released by DET. In this context, DET should be informed of the additional demand (which is minimal) to enable the department to conduct its capacity planning in light of all relevant information.

Open Space

Figure 1 (within the report) shows the distribution of open space near the ARRB Site. The closest public open spaces to the Site are: Hartland Park (immediately to the West), a 'small local' open space, which comprises a grassed area, seating and children playground; Ballina Terrace Reserve (150m to the south), a 'local' open space comprising a grassed area, walking path and children's playground; and Tyrol Park (350m to the east), a 'neighbourhood' open space comprising a grassed oval with goal posts, walking path and children's playground. There are also 'municipal' open spaces such as Terara Park and Bell Bird Dell Reserve within 800 metres of the site, and 'regional' open space forming part of the Dandenong Valley Parklands is located to the east within 800 metres.

The above considered, there are several existing public open spaces in close proximity to the ARRB Site which can support a variety of passive and active open space uses. In addition, the ARRB Site would be generously landscaped and include a number of communal outdoor areas comprising 9,300 sq.m in total and including a courtyard area which would facilitate social interaction among residents.

Active Recreation

Future residents of the ARRB Site may participate in organised sport and generate demand for infrastructure such as sporting fields and pavilions. Estimates of participation levels for a selection of activities are provided in Table 4, based on data from the ABS.

As Table 4 (within the report) shows, the number of future residents of the ARRB Site likely to participate in formal sporting activities is relatively small, and in the case of sports such as cricket and AFL football, increases in participation would be set against a trend of declining participation in the broader community.

Notable numbers of future residents of the ARRB site are likely to participate in activities such as jogging, fitness classes and gyms. However, in the context of the catchment size of a Council indoor aquatic centre/gym (approx. 60,000 people), the projected population of the ARRB site is minimal, and there is ample open space in the local area to support activities such as jogging and walking.

Housing Diversity and Affordability

Planning Policy in Victoria emphasises the need for increased housing diversity and affordability. For example, Plan Melbourne (2017-2050) states that, for Melbourne to remain liveable for all its citizens, the supply of affordable housing needs to be increased. A range of housing types need to be developed ... to improve local affordability for homeowners and renters.

Housing stock in Vermont South is currently dominated by larger detached homes. To illustrate, at the time of the last Census detached houses comprised almost 91% of all dwellings, whereas apartments comprised only 1.1%. Moreover, 60% of all dwellings in Vermont South provided four or more bedrooms and only 6.7% included two bedroom or less. In contrast, 84.5% of dwellings proposed for the ARRB site are apartments, and 78.3% provide two or less bedrooms.

One consequence of the current lack of housing diversity in Vermont South is that many smaller households live in larger dwellings. For example, 75% of lone persons live in dwellings which provide three or more bedrooms and 53% of two person households live in dwellings with four or more bedrooms (see Table 6). That is, there is a mismatch between existing housing stock and the accommodation needs of the community, leading to an inefficient use of housing resources. Moreover, without measures to diversify housing, the observed mismatch will grow overtime as demographic trends such as population ageing and reducing fertility drive growth in smaller households and an overall reduction in household size.

The proposed housing would improve housing diversity in Vermont South and would be well suited to the needs of a growing number of smaller households, some of whom may prefer to live in a smaller dwelling in order to minimise their housing costs and improve the affordability of their housing.

Moreover, housing products delivered in a medium to high density form (that is, apartments and townhouses) are typically more affordable for a given level of accommodation than housing delivered in lower density forms, such as detached dwellings. Overall, the proposed housing would make a significant contribution to housing diversity and affordability and assist in maintaining socio-economic diversity in Vermont South.

Conclusion

The ARRB site is located within a well-established urban area and therefore would deliver housing in close proximity to established facilities, services and open spaces, many of which are located within walking distance of the site.

Demand generated by the future population of the ARRB site would be minimal, and unlikely to place unmanageable demands on existing community facilities, services and open space.

The proposed mix of housing would make a significant contribution to housing diversity and affordability in the local area.

09 CONCLUSION

This report has detailed a request to rezone the land known as 490-500 Burwood Highway, Vermont South from the Transport Zone (TRZ4) to a Residential Growth Zone (RGZ).

In conjunction with the rezoning, it is intended to apply a Design and Development Overlay (DDO), Significant Landscape Overlay Schedule 9 (SLO9), Environmental Audit Overlay (EAO) and Vegetation Plan Overlay (VPO).

This planning scheme amendment will provide net community benefits through:

- The retention, restoration and reuse of heritage buildings and landscapes including the building presenting to Burwood Highway and the open landscape along the Burwood Highway frontage.
- The retention of significant trees and stands of trees.
- The provision of high quality residential dwellings within walking distance to the Tally Ho Major Activity Centre, Vermont South Shopping Centre, Principal Public Transport Network (PPTN), and numerous schools and open spaces.
- The delivery of a residential scheme that supports and responds to the guidelines and principles of the 20-Minute Neighbourhood.
- A financial contribution to the City of Whitehorse to enable Council to provide for new public open space and improved local park facilities within the municipality.
- Implementation of the policies of the Whitehorse Planning Scheme and Plan Melbourne 2017-2050.

We respectfully request that this rezoning request to amend the Whitehorse Planning Scheme be forwarded to the Minister for Planning pursuant to section 9(2) of the Planning and Environment Act (1987) for authorisation to formally prepare the amendment.



Fig. 51 Indicative Architectural Perspective