



North East Link Project, Environmental Effects Statement

Peer Review - Urban Design

Urban Design Evidence prepared by Craig Czarny, Hansen Partnership
July 2019, on behalf of the Cities of Banyule, Boroondara, Manningham & Whitehorse

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Appendices

Appendix A – Craig Czarny, Curriculum Vitae

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1. The relevant proceeding:

The North East Link (NEL) Project – Inquiry and Advisory Committee (IAC)

2. The area of expertise & qualification:

Urban Design - as described in Paragraph 1 and set out in Appendix A

3. The date of the report:

15th July 2019

4. The date of site visits and inspections:

28th May 2019

5. If the report relates to a property, the address of that property:

North East Link Project - Project Area

6. The parties for whom the report has been prepared:

Submitter 316 – Manningham City Council

Submitter 716 - Banyule City Council, Boroondara City Council and Whitehorse City Council.

7. The person from whom you received your instructions:

Harwood Andrews; and Maddocks Lawyers as set out in Appendices

8. Authorship of this report:

Prepared by Mr Craig Czarny (Director) with support from Mr James Kelly (Urban Designer)



Schematic image of proposed NEL Project along the Eastern Freeway.

Urban design evidence – summary

I have undertaken a peer review of the proposed North East Link project (the Project) in relation to urban design matters on the behalf of the Manningham, Banyule, Boroondara and Whitehorse City Councils, who are affected by the proposed works as set out in the exhibited Environment Effects Statement (EES).

I have inspected the relevant EES documentation, including Chapter 7: Urban Design, the attached Urban Design Strategy (UDS) and relevant Environmental Performance Requirements (EPRs) underpinning the proposed Project and undertaken an evaluation of the proposed Reference Design (as set out in EES Map Books).

In summary, I am of the opinion that there are serious shortfalls in the Project's urban design proposition as set out in the Reference Design when measured against the stated suite of EES ambitions. While many (if not all) of the overarching goals set out in the UDS are indisputable, the proposed Reference Design as illustrated in documentation provided does not meet the stated calling for 'outstanding urban design' or 'world-class innovation and design excellence' (UDS Foreword).

My appraisal of the EES has identified the following key issues;

- *The UDS is particularly generic and has not informed (but rather is derived from) the Project's design.*
- *The EPRs relating to urban design are loose fitting and limit capacity for a fulsome Project appraisal.*
- *The EES Mapping (of the Reference Design) is difficult to interpret and understand in 3 dimensions.*
- *The Reference Design does not meet all ambitions (Principles, Objectives and Directions) of the UDS.*
- *The Reference Design will result in poor urban design outcomes in particular locations.*

In my opinion, the Reference Design as represented in the EES should be substantially modified to meet the very ambitions that it has set out to achieve. Given the increasing importance of urban design contributions to major infrastructure initiatives in this City (as demonstrated in other recent major projects), it is in my view imperative that such improvements are incorporated into the EES documentation to ensure appropriate Project delivery.

This report considers 11 Project components along its considerable extent -and identifies locations where non-compliance with the UDS principles and objectives occur. The locations which are in my opinion most severely affected by the proposed Project (where design modification is most pressing) are as follows:

- *Watsonia Neighbourhood Activity Centre (Precinct 3) - community severance and disconnection,*
- *Simpson Barracks (Precinct 4) - visual impact of proposed ventilation tower and vegetation loss,*
- *Manningham Road Interchange (Precinct 6) - reconfiguration/loss of important employment land,*
- *Bulleen Park Precinct (Precinct 7) – loss of open space and visual impact of proposed ventilation tower,*
- *Eastern Freeway Interchange (Precinct 8) – complicated and imposing junction infrastructure, and*
- *Koonung Creek Open Space Corridor (Precinct 9) - significant imposition on the natural values.*

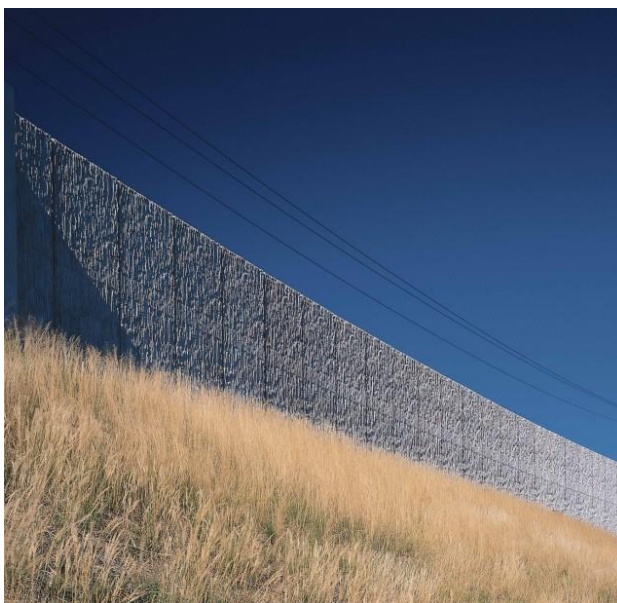
This appraisal has determined that the proposed Project is 'land hungry' and has the capacity to have serious negative impacts on the existing environments, neighbourhoods and activity precincts.

1 Introduction

1. My name is Craig Czarny and I am a director of design at Hansen Partnership. I have over 30 years' experience in urban design Projects in Australia and overseas. I hold a Bachelors degree in Planning and a Masters degree in Landscape Architecture and have provided urban design, streetscape, public domain and landscape advice on a number of development projects of varying scales. Projects that I have managed have received awards from the Planning Institute of Australia (PIA), Australian Institute of Landscape Architects (AILA) and the International Federation of Landscape Architects (IFLA). I am a PIA Fellow and recipient of the 2008 AILA Victoria Medal, the 2010 AILA National Planning Award and the 2016 and 2018 National 'International' Awards. I have served as a sessional lecturer at Melbourne University, a sessional member of Planning Panels Victoria and judge of local and international design projects. Since 2012, I have served as urban design consultant (and project manager) to the World Bank on International Infrastructure Development initiatives in Vietnam, China and Indonesia. Details of my experience are set out in Appendix A.
2. On this occasion, I have been engaged by 4 local municipalities (Submitters 316 and 716 being Manningham, Banyule, Boroondara and Whitehorse Councils) affected by the proposed North East Link Project (the Project) to provide independent evidence on urban design matters set out in the Environment Effects Statement (EES).
3. I have inspected the Project study area and its surrounds on a number of occasions, most recently on 28th May, 2019 and reviewed relevant background, including the Terms of Reference for the IAC and the suite of EES documents (Volumes 1-4 and associated Attachments, Map Books and Technical Reports) and relevant PSA (GC98) documents. I have also had regard to the relevant Urban Design Directions found in State and Local Planning Policy and inspected relevant submissions provided to the IAC during the exhibition period.
4. In summary, I believe the Project does not meet the necessary urban design standards sought for a metropolitan infrastructure initiative of such significance to Melbourne. While I accept a rationale for a project of this kind, its execution as demonstrated in the EES and proposed Reference Design has serious shortfalls with respect to integration within its physical and policy context. In various guises across its vast extent, the Project will significantly influence (and detrimentally affect) the image and integrity of environments, neighbourhoods and activity precincts – to the degree that they will result in irreparable outcomes that cannot be mitigated. I consider the Project to be one that requires substantive adjustment to ameliorate dysfunctional urban design outcomes where they occur. This report sets out my critical concerns (relating to urban design matters) across the extent of the Project – to assist the IAC in its deliberations.
5. This statement has been prepared in accordance with Planning Panels Guideline No. 1 – Expert Evidence and as such I have made all the inquiries that I believe are desirable and appropriate and that no matters of significance which I regard as relevant have to my knowledge been withheld from the Panel.

2 Melbourne – Design Ambitions

6. The image and culture of Metropolitan Melbourne as a global destination for investment, tourism and living has undergone something of a revolution over the last 30 years. In the realm of international 'competitive cities' – Melbourne regularly ranks highly as a place renowned for its liveability, underpinned by a reputation as a City representing great urban design (and urban management). While this focus has principally applied to Melbourne's core – namely the CBD (and its renewal areas), it is a theme that is progressively influencing major infrastructure initiatives in the City's middle ring and outer suburbs (and Regional Centres across Victoria). These are traditions in which we all have pride – indeed my own practice and the conduct of international infrastructure projects for global agencies commonly reference Melbourne case studies as exemplars.
7. The delivery of urban infrastructure – in the form of roads, rail and like trunk transport projects are important ingredients in the make-up of the contemporary Melbourne. The way we design these projects has evolved considerably - when we think of the 1960's/70's Westgate and South-Eastern Freeway projects compared to the more artful makeup of the Eastern Freeway Extension (1998), Hume Craigieburn Bypass (2005), EastLink (2008), Western Freeway Deer Park Bypass (2009) or more recent Peninsula Link (2013) initiatives. What we have learnt over the decades is that careful 'integration' and 'bespoke urban design' considerations assist greatly in reinforcing Melbourne's reputation as a global design leader and also assist in gaining community acceptance for sometimes contentious infrastructure projects. This has been aptly acknowledged in the recent realisation of numerous rail level crossing (LXRA) projects across the Metropolitan area and especially in the recent Melbourne-Metro initiative. They are ambitions clearly reinforced in relevant State and Local Planning Policies affecting all of Metropolitan Melbourne.



Eastern Freeway Extension (1998)



Eastlink (2008)

8. Whatever the methodology for endorsement of the proposed Project – it is not at this juncture evident that the necessary urban design rigour has been applied to the planning and design of an infrastructure initiative which could significantly impose itself across a range of different urban conditions. Building upon the award-winning design outcomes realised for other Metropolitan infrastructure initiatives in Melbourne – it is necessary in my view for there to be greater emphasis on the urban design opportunities that a project of this kind can deliver - compared to the overly engineered documentation as set out in the EES.
9. It is noteworthy that this project is imposed across 2 very different urban typologies. One is the extension and widening of the existing Eastern Freeway corridor – historically acknowledged as a successfully integrated piece of infrastructure (over time) celebrated for its ‘generosity’ and place specific response (1998’s Building of the Year and Victorian Architecture Medal; Wood Marsh for the Eastern Freeway extension). Based on the EES documentation provided, these attributes will be substantially compromised.
10. The second and more delicate typology is the northern freeway trajectory, which passes through a number of quite distinctive and sensitive environmental contexts, intact neighbourhoods, employment areas, activity centres and open spaces (natural, manicured as well as passive and active) of metropolitan importance and often a suburban ethos. It is in my view imperative that the integration of the Project into such areas must be seen (and perceived as) complementary - when compared to the existing conditions.



Deer Park Bypass (2009)



Craigieburn Bypass (2005)



Peninsula Link (2013)



Peninsula Link (2013)

3 Relevant Urban Design Provisions

11. The following planning and design provisions are relevant in my assessment and documented in Appendix B:

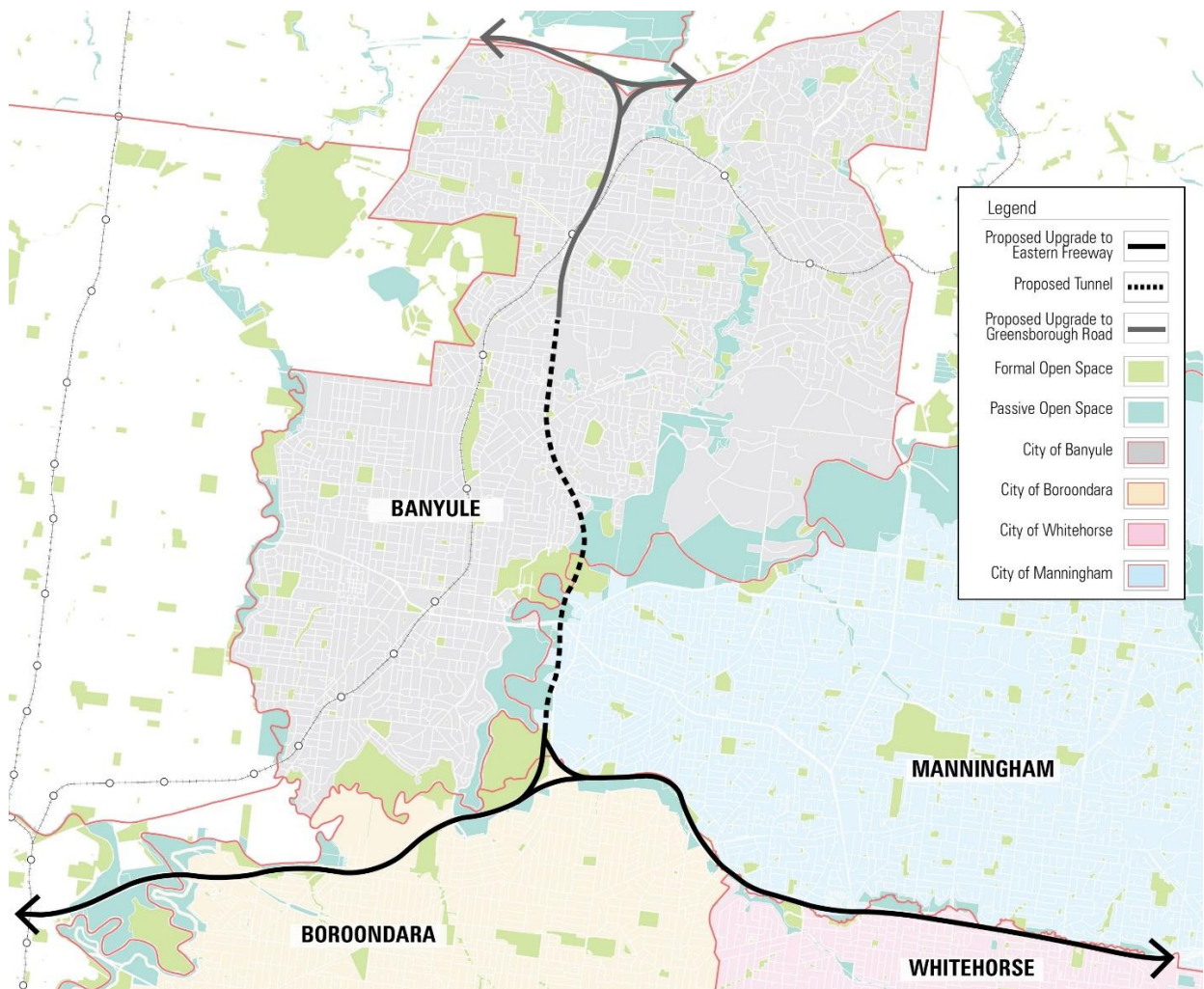
12. **State Planning Policy Provisions:**

Policies:

- Clause 12 – Environmental & Landscape Values
- Clause 15 – Built Environment & Heritage
- Clause 18 – Transport
- Clause 19 – Infrastructure

Strategic Documents:

- Plan Melbourne 2017-2050
- Urban Design Guidelines for Victoria 2017
- Urban Design Charter, Victorian Government 2010



Identification of subject municipalities.

13. Banyule Planning Scheme

Local Planning Policies:

- Clause 21.02 – Vision & Strategic Framework
- Clause 21.05 – Natural Environment
- Clause 21.06 – Built Environment
- Clause 21.07 – Transport & Infrastructure
- Clause 22.02 – Residential Neighbourhood Character Policy

Strategic Documents

- Banyule Public Open Space Plan 2016– 2031
- Neighbourhood Character Strategy, 2012
- Picture Watsonia: A Vision for Watsonia Village, 2014

14. Boroondara Planning Scheme

Local Planning Policies:

- Clause 21.02 – Objectives, Strategies & Implementation Themes
- Clause 21.03 – Environment & Open Space
- Clause 21.04 – Built Environment & Heritage
- Clause 21.06 – Transport & Infrastructure
- Clause 22.05 – Neighbourhood Character Policy

Strategic Documents:

- Boroondara Integrated Transport Strategy 2006
- Boroondara Open Space Strategy, 2013
- Lower Yarra River Study - Recommendations Report (DELWP, 2016)

15. Manningham Planning Scheme

Local Planning Policies:

- Clause 21.04 – Vision: Strategic Framework
- Clause 21.07 – Green Wedge & Yarra River Corridor
- Clause 21.10 – Environmentally Sustainable Design
- Clause 21.12 – Infrastructure
- Clause 21.13 – Open Space & Tourism
- Clause 22.01 – Design & Development Policy
- Clause 22.03 – Cultural Heritage Policy
- Clause 22.10 – Bulleen Gateway Policy

Strategic Documents:

- Koonung Creek Linear Park Management Plan, 2011
- Open Space Strategy, 2014
- Streetscape Character Study, 2009
- Middle Yarra River Study - Recommendations Report (DELWP, 2016)
- Yarra River Bulleen Precinct Land Use Framework (draft) 2019

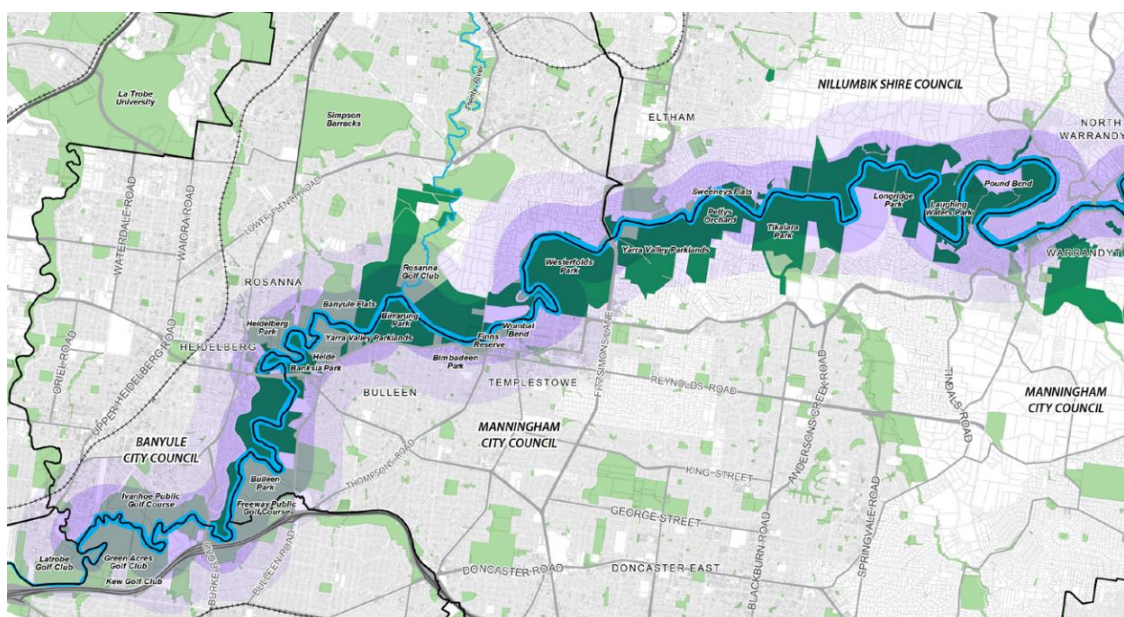
16. Whitehorse Planning Scheme

Local Planning Policies:

- Clause 21.03 – A Vision for the City of Whitehorse
- Clause 21.05 – Environment
- Clause 21.08 – Infrastructure
- Clause 22.04 – Tree Conservation
- Clause 22.10 – Environmentally Sustainable Development

Strategic Documents:

- Elgar Park Masterplan, 2016
- Neighbourhood Character Study, 2014
- Whitehorse Open Space Strategy, 2007

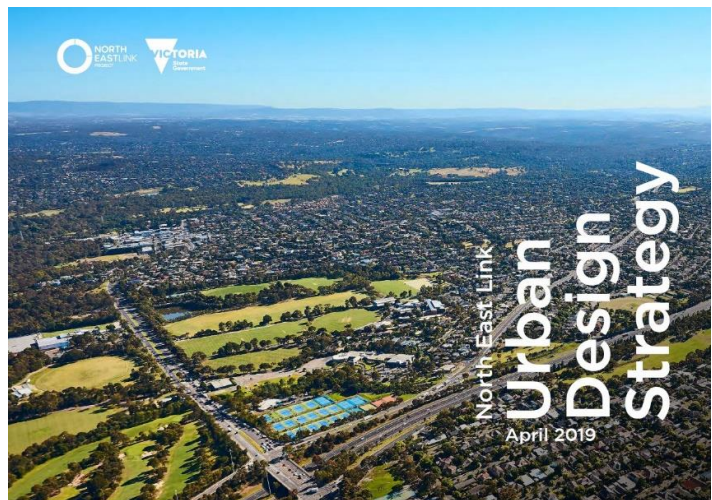


Extract: Middle Yarra River Corridor Study – Study Area

4 Urban Design Strategy

17. The foundation for urban design appraisal of the Project as set out in the EES is the Urban Design Strategy (the UDS), which forms a key part of the EES documentation and referred to in the proposed Incorporated Document (Planning Scheme Amendment GC98). The use of the UDS is in my view appropriate as a basis for a Reference Design (to guide prospective Tenderer's bids to deliver the Project). This model has been successfully applied recently in the design of infrastructure initiatives locally and internationally – including LXRA and Melbourne-Metro projects. In practice, I have reviewed a number of such UDS documents and note that these typically include sound 'place specific' directions to ensure valid relationships between proposed infrastructure and local characteristics and culture – particularly where they are varied across the extent of a project. This is in my view somewhat lacking in the Project's UDS as published.
18. Most relevant to my appraisal is EES Volume 1: Chapter 7 – Urban Design and the related UDS (Attachment 2). These set out an Urban Design Vision for the Project and comprise corridor wide Principles, Objectives and Directions. These inform Place-Specific and Detailed Requirements that are logical in structure and format.

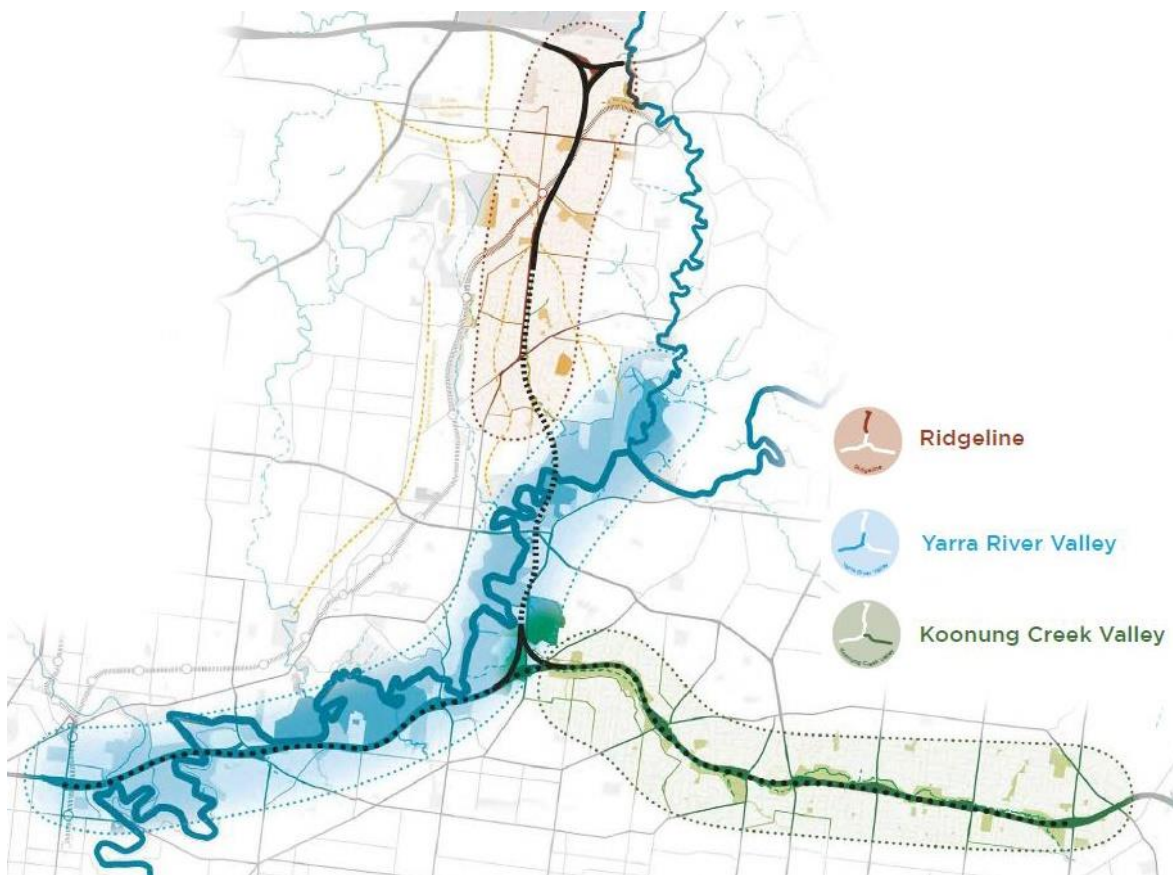
19. While the overarching Principles and Objectives within the UDS are indisputable, more robust and place-specific guidance is in my view required to ensure appropriate responses to the very distinctive and different interface sensitivities that occur along the proposed Project alignment. In this regard, I interpret much of the UDS to be high-level, adaptable and generic – so as to be meaningful to almost any project of metropolitan magnitude.



NEL -UDS

20. A particularly 'loose fitting' component of the UDS is the 3 defined 'character areas' which the document uses to navigate across its extensive footprint. These are Ridgeline, Yarra River Valley and Koonung Creek Valley. While these comprise generally accurate descriptions of large landscapes, their scale does not correspond to the discrete nature of varied urban and natural conditions along the length of the corridor. This approach in itself diminishes the opportunity for the Project to respond well to local contexts. In my opinion, a more thorough and deeper understanding of the range of local contexts and characteristics along the proposed Project alignment is required – that has regard to the entire visual and experiential threshold of the initiative. This would result in more 'granular' place-specific design requirements to be entrenched in the Reference Design.

21. It is appropriate to recognise the defined UDS Principles underpinning the vision relating to Identity, Connectivity & Wayfinding, Urban Integration, Resilience & Sustainability, Amenity, Vibrancy, Safety and Accessibility. While these UDS Principles, Objectives and Key Design Directions are agreeable, they consist of generally broad statements of ambitions that theoretically should apply to all urban design projects.
22. The same generalised approach applies to the suite of Place-Specific and then Detailed Requirements, which in my opinion prescribe generic guidance to duplicatable infrastructure elements, such as viaducts and noise attenuation walls. While the Place-Specific Requirements are logical and precinct specific, there is limited guidance on the design manifestation. Indeed, a number of Place-Specific Requirements are identified as 'opportunities which are outside the scope but may be delivered by others'.



The expansive character areas as set out in the UDS.

23. While the above Principles, Objectives and Directions are undeniably relevant as tests, I have serious concerns that the generic content of the UDS and its parts will have a 'trickle-down effect' on competent evaluation of the total Project. This is particularly notable when considering the weight given to the UDS in the Incorporated Document and/or its role as a default EPR for most Risks (identified in EES Attachment III – Risk Report) which states 'EPR LV1 – Design to be generally in accordance with the UDS'. The use of vague terminology like "generally in accordance with" in my opinion limits the capacity for proper quantitative or qualitative assessment of the Reference Design against the UDS. I would suggest stronger commitment to the UDS in this instance.

5 The Reference Design

24. The Reference Design is a particularly important feature of the proposed 'approval' process. I recognise that the Reference Design is not the final Project outcome, rather a basis for measuring prospective Tenderer's design submissions (in due course and subject to any kind of granted Project consent). With this in mind, it is in my view imperative that this design 'brief' (as it could be interpreted) demands an ambitious and contemporary urban design response as called for in the adopted UDS. At this juncture, I consider there to be a notable gap between the Reference Design and the UDS and its component parts (including its 8 Principles, 27 Objectives, 5 Directions, numerous Place Specific Requirements and 20 Detailed Design Requirements and Benchmarks). While I accept that both documents (the UDS and Reference Design) form part of an overall approval process, I believe that greater weight and regard should be given to the Reference Design as a basis for the proposed Project review and evaluation.
25. To assist the IAC, I believe that it is appropriate to measure the proposed Reference Design against the requirements set out in the UDS (albeit recognising its generic shortfalls) and the related EPR's set out in the EMF. While these 2 documents have a different function – they are the critical basis for measurement of the urban design competence of the Project. In my opinion, there are significant gaps across the extent of the Project with respect to the Reference Design's capacity to deliver many of the generic and (albeit limited) 'place specific' detailed requirements espoused in the UDS and EPRs. These 'issues' will be set out in Chapter 6 in a register of precincts across the extent of the Project to inform necessary adjustments to the Reference Design.
26. I also note that the quality and availability of information to enable fulsome appraisal of the proposed Reference Design is challenging at best. While Map Book documentation serves as a basis for the alignment of proposed roads, there is not in my view comprehensive information to enable a proper appreciation of the 3-dimensional attributes of the Project. It is particularly difficult to discern the extent of works across existing developed land.
27. The Reference Design documentation could well be described as a 'baseline document', without the necessary flair that represents the urban design qualities or insights sought through the UDS. While I understand the role and function of the Reference Design (and have inspected others accordingly) - it is in my view imperative for the document (as a 'brief') to reflect the very important urban design attributes found in many other strategic infrastructure initiatives. Some such features could include (for example);
- Strategic wayfinding and demarcation along the journey of the roadway;
 - Place and location specific junction design and edge effects, corresponding to different settings;
 - Integrated infrastructure, tying together different road, wall, ventilation and screening effects;
 - Public art integration either distributed evenly across the corridor or in separate locations, and
 - Curated mitigation measures through carefully considered noise attenuation walls and landscape effects.

6 Project Components

28. This chapter seeks to evaluate proposed project components at a precinct level against the EPR's (particularly LV1) and UDS Principles and Objectives. These precincts have been identified more specifically as acknowledged in Project collateral as M80 Interchange, Grimshaw Street Interchange, Watsonia Neighbourhood Activity Centre (NAC), Simpson Barracks, Lower Plenty Road Interchange, Manningham Road Interchange, Bulleen Park, Eastern Freeway Interchange, Koonung Creek Reserve Corridor, Koonung Residential Streetscapes, and Hoddle Street to Bulleen Road.
29. EPR's relevant to Urban Design:
- LP1 – Minimise Land Use Impacts;
 - LP2 – Minimise impacts from location of new services and utilities;
 - LP3 – Minimise inconsistency with strategic land use plans;
 - LP4 – Minimise overshadowing from noise walls and elevated structure;
 - LV1 – Design to be generally in accordance with the UDS; and
 - LV2 – Minimise landscape impacts during construction.
30. Urban Design Strategy – Principles
- Principle 1 – Identity;
 - Principle 2 – Connectivity & Wayfinding;
 - Principle 3 – Urban Integration;
 - Principle 4 – Resilience & Sustainability;
 - Principle 5 – Amenity;
 - Principle 6 – Vibrant;
 - Principle 7 – Safety; and
 - Principle 8 – Accessibility.
31. The UDS describes the Principles as *high-level, overarching urban design principles derived from Australian and Victorian government documents such as the National Urban Design Protocol*. Each Principle contains Objectives which clarify what is required for the Project to align with the overarching Principles. As such, these form the basis of my evaluation.

6.1 M80 Interchange

Affected Municipalities:

Banyule City Council

PRIORITY URBAN DESIGN PARAMETERS															
PROJECT PRECINCT		EPR'S					UDS PRINCIPLES								
		LP1	LP2	LP3	LP4	LV1	LV2	1	2	3	4	5	6	7	8
1	M80 Interchange	-	-	-	●	●	-	●	●	●	-	-	-	-	-

- What I consider to be a priority EPR at this location.
- What I consider to be a priority UDS Principle (and their objectives) at this location.
- What I do not consider to be a priority EPR or UDS Principle at this location.

Existing Condition:

32. The M80 Interchange marks the northern-most entrance/exit into the Project area from the north-eastern regions of Metropolitan Melbourne via the Greensborough Road Bypass and Metropolitan Ring Road. This intersection of major roads is already an infrastructure-heavy setting, with generous landscaped embankments and medians separating roadways within the road reserve, as well as at its edges where it adjoins established residential precincts on undulating land. The low-density residential settings of Greensborough and Watsonia North comprise detached 1-2 storey dwellings, some of which immediately abut the road corridor with noise attenuation walls to the rear of properties and visible within local streetscapes.



M80 Interchange Precinct ID

Proposed Reference Design Outcome:

33. The proposed design of the M80 Interchange incorporates a complex arrangement of ground and elevated viaduct roadways within the established road reserve allowing for free-flowing movement across the 3-way junction. The nature of the Interchange is such that noise attenuation walls and associated landscape buffers are required to the southern reaches of the precinct as it transitions into the north-south Greensborough Bypass alignment.

Urban Design Review - Discussion:

34. The urban design attributes of the M80 Greensborough Interchange are derived principally from the layout of road and viaduct infrastructure. The configuration of the junction roadways at ground and elevated position are entirely derived from an engineered 'movement' rationale with a rather compact arrangement (required due to duplication of public and private roadways). When compared to other nearby Freeway Interchanges, (namely the Hume Freeway Craigieburn Bypass and the M80 -Tullamarine Freeway Interchange further west) – this proposed design (as reflected in the Reference Design) is particularly convoluted and forceful in terms of its relationship with abutting residential areas in Greensborough and Watsonia North. In my view, the design of this Interchange is 'land hungry' and imposing on adjoining housing, given its relative scale and carriageway configuration when measured against other comparative examples identified (with predominantly less residential interfaces).
35. This M80 Interchange also provides the opportunity for notable wayfinding elements that are complementary to the setting and which can demarcate this point in Melbourne's movement network (as alluded to in the UDS). In contrast, the proposed design siphons no less than 8 separate movement lanes (at ground and viaduct level) into the narrow profile of the Greensborough Bypass corridor to the south. I believe that the design of this junction, and in particular the proximity of the elevated viaduct roads and the layered noise attenuation walls abutting residential land to the south-east in particular is dominating and unsympathetic. Recognising the important functional obligations of the Interchange in realising fluid movement to the precinct, this design response would be one which could be substantially improved if more land to the north was utilised to absorb movement paths with greater 'spaciousness' in its southern profile abutting residential land.



Proposed elevated roadways at the M80 Interchange.

Findings:

36. Based on the above Urban Design Review, it is my view that the Reference Design at the M80 Interchange demonstrates numerous shortcomings when assessed against relevant EPR's, particularly LV1 – *design to be generally in accordance with the Urban Design Strategy*. The failure of UDS Principles and Objectives that I consider to be critical to this precinct are outlined as follows:

Non-Compliance with UDS Principles & Objectives		
Objective	Principle 1 – Identity	
1.1	<i>Sense of place</i>	<i>There is a missed opportunity to signpost this important gateway through responsive architectural elements as seen at similar interchanges in Melbourne.</i>
1.3	<i>Landscape & Visual Amenity</i>	<i>Proposed works are not considered to be 'sensitively enhanced' to reduce physical and visual impacts.</i>
1.4	<i>Existing Landscape Character</i>	<i>It is unclear how the 'land hungry' Project and proposed viaducts are sensitive to the landscape character of the surrounds particularly at its residential edges.</i>
1.5	<i>Architectural Contribution</i>	<i>Proposed elevated roadways and noise walls are not considered to make a 'positive architectural contribution' to the surrounds.</i>
Objective	Principle 2 – Connectivity & Wayfinding	
2.3	<i>Legibility & Wayfinding</i>	<i>The Project does not offer any wayfinding elements at this important Interchange for road users or other.</i>
Objective	Principle 3 – Urban Integration	
3.1	<i>Integration with context</i>	<i>The Project is forceful to its residential edges and it is unclear how the siting of proposed elevated infrastructure proximate to residences is a successful integration with context.</i>
3.2	<i>Integration of design</i>	<i>As above (3.1).</i>
3.4	<i>Minimise footprint</i>	<i>The Project is 'land hungry,' consuming large portions of existing landscaped medians and is forceful to its residential edges.</i>

6.2 Grimshaw Street Interchange

Affected Municipalities:

Banyule City Council

PRIORITY URBAN DESIGN PARAMETERS															
PROJECT PRECINCT		EPR'S					UDS PRINCIPLES								
		LP1	LP2	LP3	LP4	LV1	LV2	1	2	3	4	5	6	7	8
2	Grimshaw Street Interchange	●	-	-	●	●	●	-	●	●	-	●	-	-	-

- What I consider to be a priority EPR at this location.
- What I consider to be a priority UDS Principle (and their objectives) at this location.
- What I do not consider to be a priority EPR or UDS Principle at this location.

Existing Condition:

37. The intersection of Greensborough Road and Grimshaw Street comprises a vehicle dominant setting with typically 3-4 traffic lanes moving in all directions. The junction is bordered by existing public open spaces ranging in roles; including the sporting AK Lines Reserve and the passive Trist Street Reserve to the west. The eastern edge is formed by a landscape corridor between the Hurstbridge rail line and Greensborough Road, surrounded by suburban Watsonia and Greensborough and local schools (St. Mary's Parish to the north-east, Watsonia Primary and Concord to the south-west and Greensborough College to the south-east).



Grimshaw Street Interchange Precinct ID

Proposed Reference Design Outcome:

38. The proposed Reference Design outcome at Grimshaw Interchange comprises the orthogonal intersection between the Bypass, public roads and Grimshaw Street – now in an elevated bridge condition. The intersection design includes separate elevated lanes connecting with Grimshaw Street across the 4-way junction, with associated buffers and noise attenuation walls to open spaces to the west, the Hurstbridge Railway Line and residential land to the east.

Urban Design Review & Discussion:

39. The urban design attributes of the Grimshaw Street Interchange are affected by the duplication of road functions caused by the overlay of both public and private carriageways within the road reserve. While the intersection design is logical in its 4-way movement regime, the interface arrangement (in particular of elevated slip lanes on approach to the junction from the south) to the west will in my opinion have a negative impact on the condition and amenity of AK Lines Reserve and the Watsonia Primary and Concord School grounds. The undulating nature of these carriageways on approach to the junction (from the south) forces the alignment of the pedestrian footbridge away from its current alignment and is inconsistent with prevailing desire lines. These constrained walking conditions are further accentuated at the elevated junction where perpendicular (east-west) pedestrian access is affected by a complex arrangement of the carriageway crossings and signalized junctions. The overall intersection design is in my view representative of a 'forceful' outcome, where carriageways and associated noise attenuation walls are positioned at the edge of the Project in close proximity to existing public and private assets. Consistent with other metropolitan road projects, greater spatial separation to sensitive land uses is preferred.

Findings:

40. Based on the above Urban Design Review, it is my view that the Reference Design at Grimshaw Street Interchange demonstrates numerous shortcomings when assessed against relevant EPR's, particularly LV1 – *design to be generally in accordance with the Urban Design Strategy*. The failure of UDS Principles and Objectives that I consider to be critical to this precinct are outlined as follows:

Non-Compliance with UDS Principles & Objectives		
Objective	Principle 2 – Connectivity & Wayfinding	
2.1	Connectivity	The project prioritises vehicle movement over pedestrians.
2.2	Transport Integration	Pedestrian movement is not 'integrated' or 'seamless' with public open spaces or schools at this location.
2.3	Legibility & Wayfinding	Pedestrian movement is constrained across junction and overwhelmed by proposed road infrastructure.
Objective	Principle 3 – Urban Integration	
3.4	Minimise footprint	The Project is forceful to its edges and does not 'minimise' its footprint resulting in negative impacts on adjoining assets.
Objective	Principle 5 - Amenity	
5.1	Improved amenity	The 'land hungry' project is not considered to be a 'site specific' response to adjoining assets.
5.2	Landscape values	The proposed elevated structures and high noise walls is not considered to be a 'positive outcome' particularly for AK Lines Reserve.
5.3	High quality	As above (5.2). This is not considered to be a 'high quality' design outcome.

6.3 Watsonia Neighbourhood Activity Centre

Affected Municipalities:

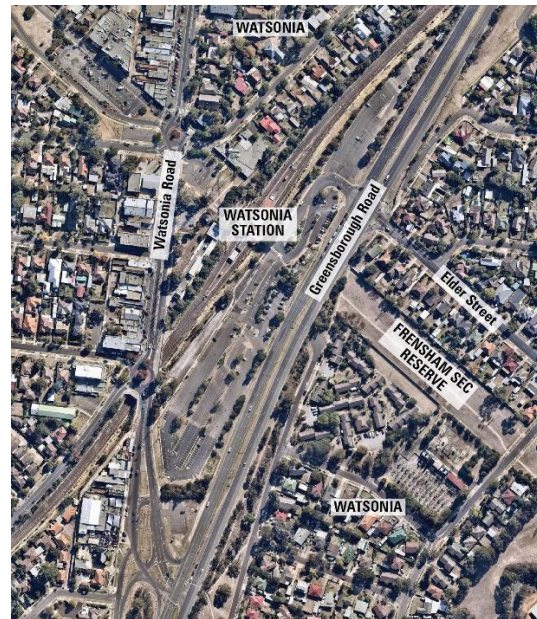
Banyule City Council

PRIORITY URBAN DESIGN PARAMETERS															
PROJECT PRECINCT		EPR'S					UDS PRINCIPLES								
		LP1	LP2	LP3	LP4	LV1	LV2	1	2	3	4	5	6	7	8
3	Watsonia NAC	●	●	●	●	●	-	●	●	●	-	●	●	-	●

- What I consider to be a priority EPR at this location.
- What I consider to be a priority UDS Principle (and their objectives) at this location.
- What I do not consider to be a priority EPR or UDS Principle at this location.

Existing Condition:

41. The Watsonia Neighbourhood Activity Centre (NAC) is an important local commercial and community node anchored by Watsonia Road retail core, Watsonia Railway Station and the alignment of Greensborough Road. Greensborough Road in this locality presents as a wide vehicular dominant space, accentuated by the expansive at-grade commuter car park serving the Station and somewhat alienated residential land to the east. This area is largely disconnected from the Watsonia Road – ‘Main Street’ to the west. The breadth of linear infrastructure in the precinct severs the Centre into a series of disparate parts.



Watsonia NAC Precinct ID

Proposed Reference Design Outcome:

42. The proposed Reference Design outcome at Watsonia seeks to establish a recessed roadway within an open trench, with a parallel public road crossing connecting to the south with Watsonia Road. The focus of the precinct design is achievement of local (public) road access to the Activity Centre and free-flowing passage of vehicles through an open trench. A shared-use overpass across both the rail and road alignment is also recommended. An Alternative Design (not formally part of the EES or Reference Design) has been tabled which incorporates a land bridge on the alignment of Elder Street. This precinct also includes the alignment of the Project further to the south parallel with Greensborough Road, and the inclusion of 4 separate land bridges (of approximately 70m in width) providing physical connectivity at ground level across the trench.

Urban Design Review - Discussion:

43. The urban design implications of the Project in this location are serious. Watsonia NAC is a small but important node in the neighbourhood network supported by the Principal Public Transport Network (PPTN - rail and bus) servicing a radial catchment that will continue to be important. The Reference Design exacerbates existing barriers within the Watsonia neighbourhood and duplicates the barrier of the Hurstbridge Railway Line with a wide parallel open cutting (approximately 30m in width) that further alienates communities to the east from the Station and NAC services and facilities. The proposed outcome will in my view significantly influence the local movement patterns of users to and from the NAC and exacerbate an already problematic relationship between retail and community activities along the length of Watsonia Road. The Project (as set out in UDS Principles 2, 3 and 8) has the potential to substantially improve relationships between different land-uses and connectivity within the neighbourhood more broadly. It has not in my opinion achieved any such goal.
44. While I accept that the proposed Alternative Design (land bridge at Elder Street) assists to some degree, the 'open cut' condition of the Project is in my view flawed when considering the model of integration sought through the UDS. The proposed trench also imposes (as reflected in 3-dimensional material) bland exposed vertical panel walling which is not designed with particular regard to the NAC or Watsonia neighbourhood condition.
45. The precinct design also incorporates a large multi-decked car park parcel within the 'island' site between the proposed Project and the Railway Line. This is an ideal location for an apt Land Value Capture (LVC) proposition and is in my view underutilised when contemplated as a decked car park. Recognising the need for car parking to service the Station – and the inability for Project users to easily access it - this parcel would in my opinion be better contemplated as a contributor to the activity focus of the Watsonia commercial node.
46. The transition further to the south towards the Simpson Barracks as an open trench in tandem with a suite of land bridges is an improved condition, however there is limited logic in the location and orientation of the 4 connected elements. One would expect a land bridge adjacent to the existing Winsor Reserve open space, or bridges on alignment with perpendicular roads to invite pedestrian connection across the corridor. These are key urban design tenets that should a basis for an adjusted proposal.
47. Many (if not all) of the above concerns could be addressed if the Project was designed within a tunnel (in a number of different formats) through this district (as tabled in EES Chapter 6: Project Development – Part 6.4.1 Option A) thereby providing the opportunity for seamless connectivity between neighbourhoods to either side of Greensborough Road and 'stitching together' the Watsonia NAC. As is widely acknowledged, tunnel initiatives of this kind (including cut and cover) also provide the opportunity for Land Value Capture development initiatives, which are entirely apt within the Watsonia NAC in association with the Railway Station precinct - and assist in supporting 'non-farebox' revenue if required.

Findings:

48. Based on the above Urban Design Review, it is my view that the Reference Design at Watsonia NAC demonstrates numerous shortcomings when assessed against relevant EPR's, particularly LV1 – design to be generally in accordance with the Urban Design Strategy. The failure of UDS Principles and Objectives that I consider to be critical to this precinct are outlined as follows:

Non-Compliance with UDS Principles & Objectives		
Objective	Principle 1 – Identity	
1.1	<i>Sense of place</i>	<i>The Project does not “enhance the identity of local places” through increasing the degree of severance through Watsonia.</i>
1.5	<i>Architectural contribution</i>	<i>The open-cut trench does not “make a positive architectural contribution” to the setting of Watsonia.</i>
Objective	Principle 2 – Connectivity & Wayfinding	
2.1	<i>Connectivity</i>	<i>The Project worsens “people’s ability to move through the immediate and wider area” due to the increased severance of Watsonia.</i>
2.2	<i>Transport Integration</i>	<i>The Project at Watsonia does not offer “seamless access to a variety of public transport, walking and cycling choices” due to the extent of open-cut trench.</i>
Objective	Principle 3 – Urban Integration	
3.1	<i>Integration with context</i>	<i>The Project at Watsonia does not “avoid, minimise and mitigate any severance of communities,” instead doing the opposite via the extent of open-cutting trench through the neighbourhood.</i>
3.4	<i>Minimise footprint</i>	<i>The extent of open-cut trench is not considered to be a minimal footprint, creating a “negative impact on the community.”</i>
Objective	Principle 5 - Amenity	
5.1	<i>Improved amenity</i>	<i>The Project offers no amenity improvements to the already vehicular dominant setting.</i>
5.3	<i>High quality</i>	<i>The extent of open-cut trench is not considered to be a high quality outcome that “makes a positive contribution to the local built and natural environment.”</i>
Objective	Principle 6 - Vibrant	
6.2	<i>Places for people</i>	<i>The increased severance of Watsonia is not an “improvement to local neighbourhoods.”</i>
Objective	Principle 8 – Accessibility	
8.2	<i>20-minute neighbourhoods</i>	<i>The increased severance to Watsonia is not supporting or enhancing ‘20-minute neighbourhoods.’</i>

6.4 Simpson Barracks

Affected Municipalities:

Banyule City Council

PRIORITY URBAN DESIGN PARAMETERS															
PROJECT PRECINCT		EPR'S					UDS PRINCIPLES								
		LP1	LP2	LP3	LP4	LV1	LV2	1	2	3	4	5	6	7	8
4	Simpson Barracks	●	●	-	-	●	●	●	-	●	●	●	-	-	-

- What I consider to be a priority EPR at this location.
- What I consider to be a priority UDS Principle (and their objectives) at this location.
- What I do not consider to be a priority EPR or UDS Principle at this location.

Existing Condition:

49. The Simpson Barracks are positioned to the east of Greensborough Road, set well in from the road behind an expansive woodland of dense established native canopy vegetation cover. The Barracks are bound by residential land in Yallambie and Macleod, which is afforded long views towards the woodland from elevated ground to the east.



Simpson Barracks Precinct ID

Proposed Reference Design Outcome:

50. The proposed Reference Design around the Simpson Barracks introduces the Project in a tunnel condition at its northern portal with a single entry and exit ramp providing access to Greensborough Road. The most notable feature in this precinct is the proposed ventilation structure on the east side of Greensborough Road within the Simpson Barracks grounds, approximately 75m from Macleod to the west and 400m from Yallambie to the north.



Proposed roadways and location of ventilation structure (not illustrated) at Simpson Barracks.

Urban Design Review - Discussion:

51. The urban design attributes of the proposed Project at the Simpson Barracks precinct are moderated as a function of the proposed tunnelled condition. Nonetheless, the design of the entry and exit ramp with Greensborough Road and the vertical ventilation structure (upwards of 40m in height), with proposed vegetation removal within the Barracks grounds are an important consideration. I note that topography in this district is such that perpendicular residential streetscape to the west of Greensborough Road are elevated and allow truncated linear views towards the open and heavily vegetated profile of the Simpson Barracks as a 'borrowed landscape'. This favourable aspect will be compromised by the proposed Project even when new vegetation is established in due course.
52. I accept that the tunnelled profile of the road will permit longer views across the Project and the Barracks grounds from elevated land – however these views will be affected by the profile and presence of the proposed ventilation structure. Given its proposed location, there is little that can mitigate the visible height and form of the proposed structure (approximately 40m in height) located approximately 70m from existing residential land. Without further details as to the design and presentation of the proposed structure, I would recommend it be sited as far away from residential properties as possible and aligned such that it assists in the demarcation of the tunnel entry for road users (as opposed to its prominence to local residents). I believe that a ventilation structure located further to the north and east of Blamey Road (away from residential land) would be more appropriate. This reinforces a broader opinion that the tunnelled profile of the Project should extend further to the north, with a portal positioned in a less sensitive character context of the Activity Centre and Watsonia Station precinct. A comparative review of other Melbourne ventilation structures suggests that such a 'suburban' siting is not appropriate.



Proposed Ventilation Structure at Simpson Barracks viewed along Greensborough Road (Viewpoint 17, Year 0) from the LVIA report.

Findings:

53. Based on the above Urban Design Review, it is my view that the Reference Design at Simpson Barracks demonstrates numerous shortcomings when assessed against relevant EPR's, particularly LV1 – design to be generally in accordance with the Urban Design Strategy. The failure of UDS Principles and Objectives that I consider to be critical to this precinct are outlined as follows:

Non-Compliance with UDS Principles & Objectives		
Objective	Principle 1 – Identity	
1.4	<i>Existing Landscape Character</i>	<i>The removal of vegetation and construction of a 40m ventilation stack opposite residents is not "high quality response that responds sensitively to this part of Melbourne" (or at this location in Macleod)</i>
1.5	<i>Architectural Contribution</i>	<i>The 40m high ventilation structure in the context of 1-2 storey residences is not in my view a "positive architectural contribution."</i>
Objective	Principle 3 – Urban Integration	
3.4	<i>Minimise footprint</i>	<i>The 40m high ventilation structure and significant impacts to vegetation for new roadways is not in my view not "minimising the design footprint and visual bulk" in this context.</i>
Objective	Principle 4 – Resilience & Sustainability	
4.3	<i>Environmental sustainability</i>	<i>Impacts to natural assets in and around Simpson Barracks is in my view not an environmentally sustainable outcome.</i>
Objective	Principle 5 - Amenity	
5.1	<i>Improved amenity</i>	<i>Impacts to the woodland setting of the Simpson Barracks and siting of the 40m high ventilation structure is not in my view an improvement to the amenity of the setting.</i>
5.2	<i>Landscape values</i>	<i>Impacts to the woodland setting of the Simpson Barracks and siting of the 40m high ventilation structure is not in my view a positive outcome to landscape values.</i>

6.5 Lower Plenty Road Interchange

Affected Municipalities:

Banyule City Council

PRIORITY URBAN DESIGN PARAMETERS															
PROJECT PRECINCT		EPR'S					UDS PRINCIPLES								
		LP1	LP2	LP3	LP4	LV1	LV2	1	2	3	4	5	6	7	8
5	Lower Plenty Road Interchange	●	●	-	●	●	●	●	●	●	●	●	-	-	-

- What I consider to be a priority EPR at this location.
- What I consider to be a priority UDS Principle (and their objectives) at this location.
- What I do not consider to be a priority EPR or UDS Principle at this location.

Existing Condition:

54. The precinct is defined by the existing high-volume intersection between Greensborough Road and Lower Plenty Road. While established residential areas of Rosanna and Yallambie bound the precinct, a sense of openness is defined by the Borlase Reserve, which abuts the intersection to the north-east. The Reserve comprises passive open space with vegetation lining the open Banyule Creek, and is partially zoned PPRZ.

Proposed Reference Design Outcome:

55. The proposed Reference Design at Lower Plenty Road continues its profile as a tunnelled road beneath the Plenty Road – Greensborough Road intersection. Greensborough Road maintains its current alignment to the west with an Interchange design to the east to facilitate improved movement around the greater junction with slip lanes and entry-exit ramps leading into the tunnel within the grounds of the Borlase Reserve.



Lower Plenty Road Interchange Precinct ID

Urban Design Review - Discussion:

56. The urban design attributes of this junction design in this setting are again limited. While I accept that the functional arrangements of the Lower Plenty Road Interchange appear competent, and without impacts on the alignment of either Greensborough Road or Lower Plenty Road, the proposed slip lanes and entry – exit ramps into the proposed tunnel are absorbed within existing public open space and are in my opinion too forceful in their orientation towards properties addressing Borlase Street to the east - which will be fringed by a 4m high noise attenuation walls. I consider the outlook from those properties fronting Borlase Street to be substantially compromised with regard to their existing aspect across public open space and the drainage Reserve. The proposed 4m noise attenuation walls are aligned within approximately 10m of elevated property frontages and do not (based on information provided) present a positive urban design or amenity outcome. The locality is one which in my view can be less forceful at its edges, due to the generous proportions of the road reservation and the Borlase Reserve.

Findings:

57. Based on the above Urban Design Review, it is my view that the Reference Design at Lower Plenty Road Interchange demonstrates numerous shortcomings when assessed against relevant EPR's, particularly LV1 – design to be generally in accordance with the Urban Design Strategy. The failure of UDS Principles and Objectives that I consider to be critical to this precinct are outlined as follows:

Non-Compliance with UDS Principles & Objectives		
Objective	Principle 1 – Identity	
1.3	Landscape & Visual Amenity	The Project in my view is detrimental to the landscape and visual amenity of Borlase Reserve and adjoining residential areas.
1.4	Existing Landscape Character	The Project does not seek to “protect landscape and vegetation” and is in my view detrimental to the existing landscape character due to its siting in a landscaped setting.
Objective	Principle 3 – Urban Integration	
3.1	Integration with context	The Project in my view is not well integrated with its context, consuming open space and forcefully sited to its residential edges.
3.4	Minimise footprint	The Project in my view is not “minimising impacts on the community and environment” through siting road infrastructure in open space.
Objective	Principle 5 - Amenity	
5.1	Improved amenity	Impacts to the setting of the Borlase Reserve through the siting of road infrastructure is not in my view an improvement to amenity.
5.2	Landscape values	As above (5.1).

6.6 Manningham Road Interchange

Affected Municipalities:

Manningham City Council

PRIORITY URBAN DESIGN PARAMETERS															
PROJECT PRECINCT		EPR'S					UDS PRINCIPLES								
		LP1	LP2	LP3	LP4	LV1	LV2	1	2	3	4	5	6	7	8
6	Manningham Road Interchange	●	●	-	-	●	●	●	-	●	●	●	●	-	-

- What I consider to be a priority EPR at this location.
- What I consider to be a priority UDS Principle (and their objectives) at this location.
- What I do not consider to be a priority EPR or UDS Principle at this location.

Existing Condition:

58. The precinct surrounding the Manningham Road intersection with Bulleen Road is primarily industrial in use and in close proximity to the Yarra River. While the industrial precinct’s landscape attributes are not a feature of note, it has a sensitive edge to the riparian environs of the river and vast adjacent open space including Banksia Park and Heide Park to the north. Its most distinct landscape feature is the historic Red Gum tree - a local landmark demarcating the Bridge Street intersection.

Proposed Reference Design Outcome:

59. The proposed Reference Design at the Manningham Road Interchange is transformative in urban design terms. The proposed roadway continues in a tunnelled format, with connectivity into and out of the tunnel from Manningham Road to the north or Bulleen Road from the south. All existing industrial land is to be removed (as indicated in Indicative Cross Sections forming part of the EES) with land set aside for ‘future consideration’. An alternative functional configuration is provided (as tabled in EES Chapter 6: Project Development – Part 6.4.2 Option C).



Lower Plenty Road Interchange Precinct ID

Urban Design Review - Discussion:

60. The urban design attributes of the proposed Project in this setting are somewhat limited, as almost all infrastructure is positioned underground at this location. However, there are in my view serious 'land use and development' implications in the reorganisation of the land (settlement patterns and function) – which currently serves an important employment and economic development function for the City. While I understand separate planning process will determine an appropriate response for the land in question, it is in my view imperative that the designation of the land in terms of its use, format and scale (for a highest and best use) is resolved as part of any evaluation process (not for example like the Westgate Bridge - Power Street Interchange in Southbank).
61. In my opinion, an appropriate urban land initiative in this precinct should not be hampered by subterranean infrastructure, allowing comprehensive redevelopment across much of the land to be guided by a clear Urban Design Framework (UDF) with land use, urban design and landscape controls addressing the interface with the Yarra River and associated parkland, an address to Bulleen Road and related parameters. The proposed Reference Design also includes an emergency Smoke Exhaust Facility to its north – however there is limited information as to its configuration or form (ie around 15m vertical height) and is therefore unable to be properly assessed.
62. Finally, I note that a large and historic native tree is located on the corner of Bridge Street and Manningham Road which is claimed to be 300 years old and as such is included on the National Trust Register of Significant Trees. This tree is a stately and significant local (if not regional) feature and it would in my view be highly regrettable if it were to be compromised or removed due to the proposed Project alignment. More comprehensive planning and urban design studies of this precinct are in my opinion necessary (beyond the realm of an alternative functional interchange design), having regard to existing vegetation and land use considerations.



Artists Impression (September 2018) of proposed works at Manningham Road Interchange.

Findings:

63. Based on the above Urban Design Review, it is my view that the Reference Design at Manningham Road Interchange demonstrates numerous shortcomings when assessed against relevant EPR's, particularly LV1 – design to be generally in accordance with the Urban Design Strategy. The failure of UDS Principles and Objectives that I consider to be critical to this precinct are outlined as follows:

Non-Compliance with UDS Principles & Objectives		
Objective	Principle 1 – Identity	
1.1	<i>Sense of place</i>	<i>The removal of the historic red gum tree in my view is not “protecting, maintaining or enhancing the identity of local places.”</i>
1.2	<i>Recognise the Yarra River</i>	<i>In the absence of an UDF for the future of this precinct, it is unclear how it respects the proximate Yarra River corridor.</i>
1.3	<i>Landscape & Visual Amenity</i>	<i>The removal of the historic red gum tree in my view is not reducing physical and visual impacts to the setting.</i>
1.4	<i>Existing Landscape Character</i>	<i>The significant degree of road infrastructure at this location does not respond sensitively to the proximate Yarra River corridor.</i>
Objective	Principle 3 – Urban Integration	
3.1	<i>Integration with context</i>	<i>The loss of the only industrial precinct in the municipality does not in my view “avoid, mitigate and minimise any severance of communities.”</i>
3.4	<i>Minimise footprint</i>	<i>The loss of the industrial precinct and valued landscape attributes is not in my view a demonstration of a minimised design footprint and fails to “minimise negative impacts on the community and environment.”</i>
Objective	Principle 4 – Resilience & Sustainability	
4.3	<i>Environmental sustainability</i>	<i>The loss of valued landscape attributes and siting of significant infrastructure proximate to the Yarra River corridor is in my view not an environmentally sustainable outcome.</i>
Objective	Principle 5 - Amenity	
5.1	<i>Improved amenity</i>	<i>In the absence of an UDF for the future of this precinct, it is unclear how amenity is improved at this location.</i>
5.2	<i>Landscape values</i>	<i>The Project does not in my view “embrace natural qualities and values” through the removal of the historic red gum tree.</i>
Objective	Principle 6 - Vibrancy	
6.2	<i>Places for people</i>	<i>The loss of this business precinct i does not in my view contribute to vibrant “places for people.”</i>

6.7 Bulleen Park Precinct

Affected Municipalities:

Manningham City Council

Boroondara City Council

PRIORITY URBAN DESIGN PARAMETERS															
PROJECT PRECINCT		EPR'S						UDS PRINCIPLES							
		LP1	LP2	LP3	LP4	LV1	LV2	1	2	3	4	5	6	7	8
7	Bulleen Park	●	●	●	●	●	●	●	-	●	●	●	●	-	-

- What I consider to be a priority EPR at this location.
- What I consider to be a priority UDS Principle (and their objectives) at this location.
- What I do not consider to be a priority EPR or UDS Principle at this location.

Existing Condition:

64. The Bulleen Park Precinct comprises a network of public and private open spaces, including active sporting fields and a golf course with considerable canopy cover. The extent of parkland is complemented by school grounds and sporting fields to either side of Bulleen Road. The precinct is also defined to the north and west by the Yarra River corridor with a thick riparian belt. Bulleen Park and surrounds represents as notable 'green cell' in the predominantly domestic surroundings of Bulleen (north and east) and Ivanhoe (west).



Bulleen Park Precinct ID

Proposed Reference Design Outcome:

65. The proposed Reference Design in the Bulleen Park Precinct includes the southern portal of the tunnel aligned parallel to Bulleen Road with the proposed ventilation structure (to 40m) within Bulleen Park. The portal itself includes substantive podium and a combination of ramped roads leading outwards to the Bulleen interchange to the south, thereby requiring a reprofiling of Bulleen Road into a bridge. The proposed Project alignment through this area impacts notably the arrangement and function of the public open space within the extensive grounds comprising Bulleen Parklands and the loss of considerable canopy vegetation within the existing parklands.

Urban Design Review - Discussion:

66. The urban design attributes of the proposed Project in this setting are significant as the southern extent of the proposed tunnel and the substantive podium portal structure are imposing upon substantive active and passive recreation assets and a highly valued natural environmental context. This is not in my view consistent with UDS Principles 1, 3, 5 and 6 or Detailed Requirements and Benchmarks 5, 6, 7 and 17. The precinct is one that is defined by its natural openness (I accept contributed to by both public and private assets), but noticeably 'green' in terms of its aspect and outlook. The projection of the proposed Project tunnel portal, principally through the ventilation stack to 40m in height, above an elevated podium (comprising flood walls) will be particularly prominent in the 'open' setting and in my view damaging within the visual context. This location is within 150m of the Yarra River and a highly valued riparian corridor regularly populated/frequented by open space users from a local, regional and metropolitan catchment. In my view, infrastructure interventions such as the proposed ventilation structure should not be located here (I refer to other such structures in Metropolitan Melbourne) to the degree that it compromises the function and image of Bulleen Park Oval and the broader open space network.
67. Further, there is limited information (other than 3-dimensional overviews) of the detailed design of the ventilation tower and its related flood walls/podium at the interface with proposed open space. Recognising the function of this important entry and its proximate relationship to the major Bulleen Road Interchange further south, it would be in my view logical for a more holistic coordinated urban design response considering the demarcation of the interchange and southern portal 'together' as part of a journey. I refer to both the Craigieburn Bypass 'gateway' with the Western Ring Road or the Melbourne City-Link Tullamarine Freeway junction at Flemington Road as relevant case studies to be contemplated in the Reference Design. This somewhat 'fragmented' approach to the design of the proposed Project infrastructure in a prominent and aboveground format requires redress.
68. The character of the proposed Project in this location – with duplication of public and private roads (including Bulleen Road elevated to the east with tunnel portal and entry-exit to the west) exacerbate the existing sense of separation to either side of Bulleen Road. While I accept that these represent public or private spaces – the real and perceived opportunity for (physical and visual) connectivity across Bulleen Road will be compromised. Further, pedestrians (who should be prioritised here) are not given satisfactory licence to move freely through the precinct, given the sizeable nature and form of proposed infrastructure. In my opinion, the tunnel portal would be best positioned further to the south towards (or ideally integrated with) the existing Bulleen Road Interchange with the Eastern Freeway so that its impact on existing public open space at Bulleen Park, the Yarra River corridor and associated active recreation open spaces are not compromised. In this regard, I prefer 'Option B - Tunnel to Eastern Freeway' (EES Chapter 6: Project Development pgs 24- 25) as a superior urban design outcome when compared to the Reference Design. As a space well recognised both locally and more broadly across Melbourne, the design and configuration of the proposed Project in this parkland should be substantially moderated.

Findings:

69. Based on the above Urban Design Review, it is my view that the Reference Design at Bulleen Park demonstrates numerous shortcomings when assessed against relevant EPR's, particularly LV1 – design to be generally in accordance with the Urban Design Strategy. The failure of UDS Principles and Objectives that I consider to be critical to this precinct are outlined as follows:

Non-Compliance with UDS Principles & Objectives		
Objective	Principle 1 – Identity	
1.1	<i>Sense of place</i>	<i>The siting and scale of proposed infrastructure within public open space does not in my view “protect, maintain and enhance the local identity” of the parklands.</i>
1.2	<i>Recognise the Yarra River</i>	<i>The siting and scale of proposed infrastructure elements does not in view respect the Yarra River corridor given its immediate proximity.</i>
1.3	<i>Landscape & Visual Amenity</i>	<i>The Project does not in my view “sensitively enhance landscape and visual outcomes” at this location due to the siting and scale of proposed infrastructure.</i>
1.4	<i>Existing Landscape Character</i>	<i>The Project does not in my view “protects landscape and vegetation” through the siting of significant infrastructure in public open space.</i>
Objective	Principle 3 – Urban Integration	
3.1	<i>Integration with context</i>	<i>The Proposal does not in my view successfully integrate with the open space functions and environment at this location, but rather consumes it due to the ‘land hungry’ design footprint.</i>
3.4	<i>Minimise footprint</i>	<i>The Proposal does not in my view “minimise negative impacts on the community and environment” through the siting of major infrastructure in public open space.</i>
Objective	Principle 4 – Resilience & Sustainability	
4.3	<i>Environmental sustainability</i>	<i>The loss of valued landscape attributes of Bulleen Park and siting of significant infrastructure proximate to the Yarra River corridor is in my view not an environmentally sustainable outcome.</i>
Objective	Principle 5 - Amenity	
5.1	<i>Improved amenity</i>	<i>The consumption of an active recreation facility is not in my view an enhanced urban amenity, nor a successful “site specific response.”</i>
5.2	<i>Landscape values</i>	<i>The siting of major infrastructure in Bulleen Park is not in my view a “positive outcome for the community with a coherent landscape response that embraces natural qualities and values.”</i>
5.3	<i>High quality</i>	<i>The siting of major infrastructure in Bulleen Park is not in my view a “positive contribution to the local built and natural environment.”</i>
Objective	Principle 6 - Vibrant	
6.1	<i>Putting people first</i>	<i>The consumption of an active recreation facility is not in my view supportive of “active and healthy lifestyles” and prioritises vehicles over people.</i>

6.8 Eastern Freeway Interchange

Affected Municipalities:

Manningham City Council

Boroondara City Council

PRIORITY URBAN DESIGN PARAMETERS															
PROJECT PRECINCT		EPR'S					UDS PRINCIPLES								
		LP1	LP2	LP3	LP4	LV1	LV2	1	2	3	4	5	6	7	8
8	Eastern Freeway Interchange	●	●	●	●	●	●	●	●	●	-	●	●	●	●

- What I consider to be a priority EPR at this location.
- What I consider to be a priority UDS Principle (and their objectives) at this location.
- What I do not consider to be a priority EPR or UDS Principle at this location.

Existing Condition:

70. The existing intersection between the Eastern Freeway and Bulleen Road comprises significant road infrastructure, including the elevated Bulleen Road as it crosses the Eastern Freeway traversing beneath. Entry and exit ramps form 4-way intersections north and south of the existing bridge. Grassed medians and embankments form the spaces between the carriageways. Active recreation facilities in the Freeway Golf Course and Boroondara Tennis Centre abut the north edge of the junction, with residential land in Balwyn North, the Belle Vue Primary School and passive open space forms the southern edge.



Eastern Freeway Interchange Precinct ID

Proposed Reference Design Outcome:

71. The proposed Reference Design at the Eastern Freeway Interchange seeks to substantially expand the network of ground level and elevated roadways to the north side of the Freeway. This comprises new ramped roads leading to and from the southern tunnel portal, extending into land occupied by the Freeway Public Golf Course and the Boroondara Tennis Centre. The proposed infrastructure extends over and across the existing Eastern Freeway alignment and the Thompsons Road connection and includes the proposed busway and nearby Park and Ride facilities.

Urban Design Review - Discussion:

72. The urban design attributes of the proposed Project in this setting are significant and represent the most intense and complicated infrastructure imposition in the region (when compared with other interchanges within the Metropolitan network). The primary urban design interventions as proposed are the rising viaducts which extend across the Eastern Freeway in elevated position leading northward under Bulleen Road (as reconstructed) and into the Bulleen Park tunnel. The orientation and alignment of the proposed elevated viaducts are in my opinion high, perilously close and imposing relative to residential land and public open spaces in Balwyn North to the south side of the Eastern Freeway. Furthermore, they are visually dominating when viewed from public open spaces and community assets to the north.
73. In the most general terms, the proposed ramp and road alignment is 'land hungry' and particularly complicated given the ambition to merge both private and public roads within the same cross-section. The proposed imposition on the existing Boroondara Tennis Club (in effect neutralisation of the land in transition to a Park and Ride facility) is not sympathetic to the recreation and open space character of this part of the City and has negative impacts on the particularly 'natural aesthetic' to the northern Freeway edge. The more confined impact on the Freeway Public Golf Course to the north-west is also notable in terms of its effect on existing vegetation and the functional configuration of the public asset. The perpetual loss of public open space in this precinct is not in my view appropriate when considering the clearly stated UDS ambitions. The suite of options for relocation of recreational assets are in my view convoluted and have serious implications on existing natural and environmental qualities on the north side of the Eastern Freeway.



Artists Impression (September 2018) of proposed works at Eastern Freeway Interchange.

74. The profile of the elevated roads leading in and out of the southern portal to the north east side of the junction will be considerable when viewed from public vantage points including along Thompsons Road, itself rising with topography to the north-east. While there are no visualisations provided from this important linear spine, corridor views towards elevated viaducts will be available at a distance and substantially influence long views towards the landscape panorama across Balwyn North to the south west. The design and appearance of any such overpasses is a serious matter for consideration (I refer to the design of the Eastlink flyovers along the Dandenong Creek – across numerous perpendicular main roads). The height, profile and presentation of these flyovers has the potential to be damaging to the visual integrity and image of the public realm in this important junction location.
75. The proposed alignment of elevated roads to the south of the Freeway extend particularly close to the Koonung Creek Reserve in elevated profile and substantially influence the character of the residential precinct fronting Viewpoint Road and Mountain View Road in Balwyn North. The proximity of the rising ramps and associated noise attenuation walls (located both at the residential interface and atop the viaduct ramps to approximately 10m) will be visually imposing. Based on photomontages provided, the loss of vegetation along the northern edge of the Koonung Creek Reserve and its replacement with sheer profile rising walls of considerable height is imposing to the degree that it will be unable to be mitigated. These do not represent the Benchmarks set out in the UDS.
76. I also note that the design of this proposed Interchange does not include the kind of integrated wayfinding elements that would aid legibility and ‘place specific’ design demarcation, as alluded to in the UDS. I note that equivalent 3-way junctions at Craigieburn (Hume Freeway), Peninsula Link (at Eastlink) or the Tullamarine Freeway (Flemington Road) include design elements that deal (in an integrated fashion) with noise attenuation, wayfinding and demarcation in a legible way. This is not demonstrated in the Reference Design as presented.
77. Given commentary in relation to the southern portal within Bulleen Park to the north (with the proposed ventilation structure) and the allied viaduct infrastructure at this proposed Interchange, it is in my view obvious that this extensive, ‘land- hungry’ engineer derived outcome has had only limited regard for the sensitivities of the physical context given the planning and design policies in place. While the Reference Design may represent an efficient movement regime, it does not in my view meet the necessary Principles, Objectives or Benchmarks set out in the UDS. I believe that ‘Option B - Tunnel to Eastern Freeway’ (EES Chapter 6: Project Development pgs 24- 25) offers a superior urban design outcome for this precinct compared to the Reference Design.
78. It would in my view be more appropriate for this junction to be amalgamated with the southern portal design (as represented in Bulleen Park) as a single and centralized infrastructure ‘hub’ – including ground level and submerged (subterranean) roadways and ramps with a centrally aligned ventilation structure (distant from proximate viewing). Such an integrated response at the Eastern Freeway Interchange could incorporate both the southern portal and associated connected roadways in a way that limits the extent of aboveground exposed infrastructure, with significantly reduced harm.

Findings:

79. Based on the above Urban Design Review, it is my view that the Reference Design at Eastern Freeway Interchange demonstrates numerous shortcomings when assessed against relevant EPR's, particularly LV1 – design to be generally in accordance with the Urban Design Strategy. The failure of UDS Principles and Objectives that I consider to be critical to this precinct are outlined as follows:

Non-Compliance with UDS Principles & Objectives		
Objective	Principle 1 – Identity	
1.1	Sense of place	<i>The siting and scale of proposed infrastructure within public open space does not in my view “protect, maintain and enhance the local identity” of the parklands.</i>
1.3	Landscape & Visual Amenity	<i>Proposed works are not considered to be ‘sensitively enhanced’ to reduce physical and visual impacts.</i>
1.4	Existing Landscape Character	<i>It is unclear how the ‘land hungry’ Project and proposed viaducts are sensitive to the landscape character of its residential edges and surrounding parklands.</i>
1.5	Architectural Contribution	<i>Proposed elevated roadways and noise walls are not considered to make a ‘positive architectural contribution’ to the surrounds.</i>
Objective	Principle 2 – Connectivity & Wayfinding	
2.1	Connectivity	<i>People’s ability to move across the Interchange in my view is seriously constrained by the Project due to its scale and complexity.</i>
2.3	Legibility & Wayfinding	<i>As above (2.1).</i>
Objective	Principle 3 – Urban Integration	
3.1	Integration with context	<i>The Project in my view is not well integrated with its context, consuming public open space and forcefully sited to its residential edges.</i>
3.4	Minimise footprint	<i>The Project in my view is not “minimising impacts on the community and environment” through the siting of road infrastructure in public open space.</i>
Objective	Principle 5 - Amenity	
5.1	Improved amenity	<i>The consumption of an active recreation facility is not in my view an enhanced urban amenity, nor a successful “site specific response.”</i>
5.2	Landscape values	<i>The siting of major infrastructure in public open space is not in my view a “positive outcome for the community with a coherent landscape response that embraces natural qualities and values.”</i>
5.3	High quality	<i>The siting of major infrastructure in public open space is not in my view a “positive contribution to the local built and natural environment.”</i>
5.4	Experiential	<i>The Project in my view represents an opportunity to signpost this important gateway through context responsive architectural elements.</i>
Objective	Principle 6 - Vibrant	
6.1	Putting people first	<i>The consumption of an active open space is not in my view supportive of “active and healthy lifestyles.” The Interchange prioritises vehicles over people.</i>
Objective	Principle 7 - Safety	
7.2	Road safety	<i>Due to the scale and complexity of the Project at this interchange, pedestrian and cyclist safety is in my view compromised.</i>
Objective	Principle 8 – Accessibility	
8.2	20-min neighbourhood	<i>As above (2.1).</i>
8.3	Active transport	<i>As above (2.1).</i>

6.9 Koonung Creek Reserve Corridor

Affected Municipalities:

- Manningham City Council
- Boroondara City Council
- Whitehorse City Council

PRIORITY URBAN DESIGN PARAMETERS															
PROJECT PRECINCT		EPR'S					UDS PRINCIPLES								
		LP1	LP2	LP3	LP4	LV1	LV2	1	2	3	4	5	6	7	8
9	Koonung Creek Open Space Corridor	●	-	-	●	●	●	●	●	●	●	●	●	-	-

- What I consider to be a priority EPR at this location.
- What I consider to be a priority UDS Principle (and their objectives) at this location.
- What I do not consider to be a priority EPR or UDS Principle at this location.

Existing Condition:

80. This precinct represents the elongated profile of the Eastern Freeway at its interface with the Koonung Creek Reserve – which typically is aligned to the southern edge of the Freeway alignment. Between Bulleen Road and Tram Road, the condition typically comprises the linear open spaces between residential streetscapes or rear property boundaries. The linear corridor accommodates a shared-user path of the Koonung Creek Trail, meandering through expansive open spaces and narrower segments of the trail between the Freeway and residences, (e.g. to the rear of Jocelyn Avenue properties in Balwyn North). Located within wider segments of the corridor are the highly resolved/designed Koonung Creek Wetlands at 2 separate locations within Balwyn North and Month Albert respectively.



Koonung Creek Wetlands, Mont Albert Precinct ID



Koonung Creek Wetlands, Mont Albert

Proposed Reference Design Outcome:

81. The proposed Reference Design in the Koonung Creek setting includes widening of the Eastern Freeway along its length, especially to the south of its present alignment with new lanes and noise attenuation walls extending into the Koonung Creek Reservation. Impacts are anticipated to 2 established wetlands at Balwyn North and further to the south-east in Mont Albert within the Cities of Boroondara and Whitehorse respectively. The profile of the proposed Project dissipates somewhat to the east of Tram Road at Box Hill, as the duplication of lanes and demands of a wider cross section is reduced although it continues to interface with housing and parkland.



Artists Impression (September 2018) of proposed works at Koonung Creek Wetlands, Mont Albert

Urban Design Review - Discussion:

82. The urban design attributes of the Project in this setting are confined to the imposition of proposed infrastructure, including roadway widening and associated noise attenuation walls to the Koonung Creek corridor and related public open space to the south side of the Freeway cross section. While I accept that the open space assets along the southern profile of the Eastern Freeway are generous in proportion (generally between 50m and 250m in setback depth), the imposition of the proposed roadway (and associated infrastructure) will in my view substantially diminish the open space character values - particularly due to the removal of substantive established canopy native and exotic vegetation within parkland. The combined effect of vegetation removal and its replacement with proximate road and noise attenuation wall structures (of varying heights) will in my opinion erode important natural parkland characteristics, particularly noticeable at designated wetlands located near Wilburton Parade, Balwyn North, and further south-east adjacent to Valda Avenue, Mont Albert.

83. These notable natural wetland assets (which have been carefully curated) tend to be low in profile (due to the topographical condition of the Creek) and are seriously imposed upon by the elevated and rising profile of the proposed Freeway extension. There are opportunities in these circumstances for 'bespoke' infrastructure design to respond to the natural setting through the shaping and finish of materials – as demonstrated by the existing designed conditions. This is most possible when there is 'breadth' of space for generosity of design. There is no apparent response of this kind in this instance.
84. The National award-winning design and image of the Eastern Freeway to the east of Doncaster Road (as established in 1998 as an extension to Springvale Road) is notable for its openness, and its particularly sensitive architectural and landscape design response by Wood Marsh Architects. The coexistence of setback 'place specific' noise attenuation walls design, landform integrated with landscape treatments, and integrated bridge details represents a benchmark for local design of road infrastructure. What is most notable at the time of its establishment and since (in an enduring manner) is the 'generosity' of the configuration and respect for integration within local environments. The proposed Reference Design will in my view diminish (and indeed to a large degree remove) this important urban design contribution and replace it with what I contemplate to be a more basic engineered outcome, based on the EES/Reference Design provided.
85. The impacts of the proposed southern extension of the roadway in the Mont Albert (Elgar Park) precinct is most notable. The Project will result in the removal of the existing National Award-Winning designed foot bridge and ramp system (albeit replaced with an alternative footbridge to be designed in the future) and require removal of the arched glazed noise attenuation wall – itself a recognizable local feature. The proposed roadway widening will impose itself upon the existing wetlands with high boundary walling and 'barrelling' of the Koonung Creek as it passes in an open format to the north through a deep stone ravine. The tight configuration of the existing Freeway alignment with the Koonung Creek and shared trail abutting the rear of properties along Jocelyn Avenue (with a local topographical rise) will in my view be substantially compromised.



Open segments of Koonung Creek to be impacted by the proposed Freeway widening.

Findings:

86. Based on the above Urban Design Review, it is my view that the Reference Design along the Koonung Creek Open Space Corridor demonstrates numerous shortcomings when assessed against relevant EPR's, particularly LV1 – design to be generally in accordance with the Urban Design Strategy. The failure of UDS Principles and Objectives that I consider to be critical to this precinct are outlined as follows:

Non-Compliance with UDS Principles & Objectives		
Objective	Principle 1 – Identity	
1.1	<i>Sense of place</i>	<i>The widening of the Freeway into Koonung Wetlands and the linear corridor does not in my view “protect, maintain and enhance the local identity” of the parklands.</i>
1.3	<i>Landscape & Visual Amenity</i>	<i>Proposed works are not considered to be ‘sensitively enhanced’ to reduce physical and visual impacts.</i>
1.4	<i>Existing Landscape Character</i>	<i>It is unclear how the widened Freeway is sensitive to the landscape character through encroaching into the valued Koonung Wetlands and linear corridor.</i>
1.5	<i>Architectural Contribution</i>	<i>The Project in my view does not a positive architectural contribution as demonstrated in the design of the award-winning existing condition.</i>
Objective	Principle 2 – Connectivity & Wayfinding	
2.1	<i>Connectivity</i>	<i>The Project in my view does not improve people’s ability to cross the corridor through the like-for-like replacement of foot bridges.</i>
Objective	Principle 3 – Urban Integration	
3.1	<i>Integration with context</i>	<i>The Project in my view does not integrate with public space functions as demonstrated in the design of the award-winning existing condition.</i>
3.4	<i>Minimise footprint</i>	<i>The ‘land hungry’ Project in my view is not “minimising impacts on the community and environment” through the siting of road infrastructure in public open space.</i>
Objective	Principle 4 – Resilience & Sustainability	
4.3	<i>Environmental sustainability</i>	<i>The Project in my view does not integrate with the valued landscape attributes of Koonung Wetlands and linear corridor.</i>
Objective	Principle 5 - Amenity	
5.1	<i>Improved amenity</i>	<i>The ‘land hungry’ Project consuming segments of the linear corridor does not in my view an enhanced urban amenity, nor a successful “site specific response.”</i>
5.2	<i>Landscape values</i>	<i>The ‘land hungry’ Project consuming segments of the linear corridor does not in my view “embrace natural qualities and values.”</i>
5.3	<i>High quality</i>	<i>The Project in my view does not make a “positive contribution to the local built and natural environment” as demonstrated in the award-winning existing condition.</i>
5.4	<i>Experiential</i>	<i>The loss of award-winning architectural components is in my view detrimental to the roadway experience.</i>
Objective	Principle 6 - Vibrant	
6.1	<i>Putting people first</i>	<i>The segmented consumption of the linear recreation corridor is not in my view supportive of “active and healthy lifestyles” and prioritises vehicles over people.</i>

6.10 Koonung Residential Streetscapes

Affected Municipalities:

Manningham City Council

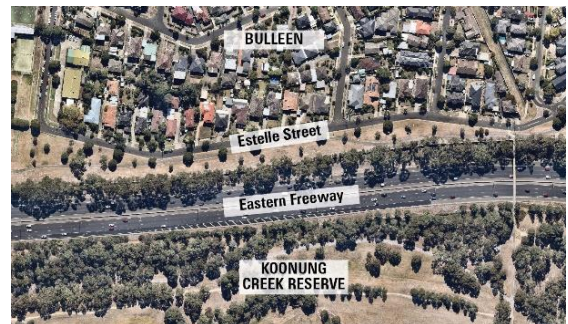
Whitehorse City Council

PRIORITY URBAN DESIGN PARAMETERS															
PROJECT PRECINCT		EPR'S					UDS PRINCIPLES								
		LP1	LP2	LP3	LP4	LV1	LV2	1	2	3	4	5	6	7	8
10	Koonung Residential Streetscapes	●	-	-	●	●	●	●	-	●	-	●	●	-	-

- What I consider to be a priority EPR at this location.
- What I consider to be a priority UDS Principle (and their objectives) at this location.
- What I do not consider to be a priority EPR or UDS Principle at this location.

Existing Condition:

87. While the Creek corridor to the south of the Freeway is sometimes wide, the north interface is 'tighter' and abuts residential streetscapes, particularly between Bulleen Road and Tram Road. The residential interface condition varies from direct abutments (e.g. Stanton Street, Doncaster) to streetscapes that generally contains 'borrowed landscape amenity' from the Koonung Creek Linear Reservation at the north edge of the Freeway (e.g. Estelle Street, Bulleen).



Estelle Street, Bulleen – ID



Estelle Street, Bulleen - ID

Proposed Reference Design Outcome:

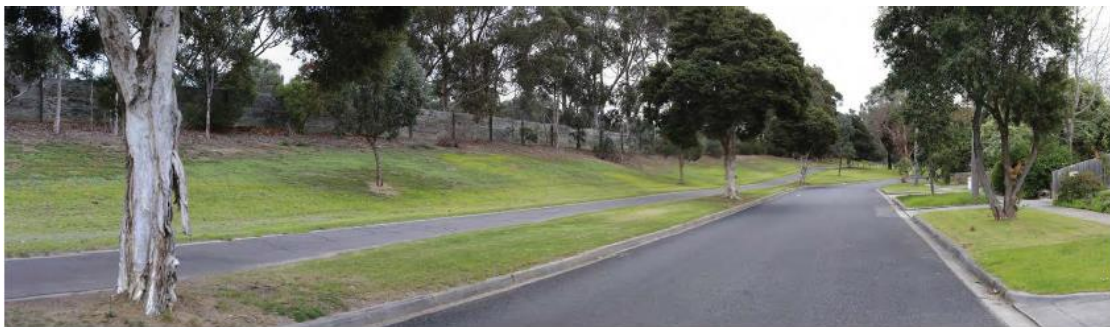
88. The proposed Reference Design in the setting seeks to widen the road (including a dedicated busway) to the north on alignment with the existing road reservation. This marginal expansion (varying in depth between 10m and 15m) extends into abutting public open spaces, road reservations and residential streetscapes (including dwelling abutments). The profile of the Project dissipates somewhat to the east of Middleborough Road in Doncaster East, where there is no busway and the lane extensions are limited.



Sargent Street, Doncaster – ID

Urban Design Review - Discussion:

89. The urban design attributes of the proposed Project in this setting are confined to the imposition of proposed infrastructure, including road widening and associated noise attenuation walls to the north of the existing Eastern Freeway alignment as it interfaces with existing public open spaces and nearby residential streetscapes. The profile of the proposed extension is somewhat confined to this edge, however there are at least 2 'hot spots' where immediately interfacing residential streetscapes are significantly imposed upon by the proposed extension. Furthermore, linear open spaces (which are less intact when compared to the profile of the Koonung Creek to the south) are impacted upon with the loss of established vegetation to be replaced by noise attenuation walls in particular instances.
90. Estelle Street in Bulleen is a particular case study of interest, where residential properties address the street and front the Koonung Creek Linear Reservation (and existing noise attenuation walls adjoining the freeway). The proposed Project as set out in the Map Book (refer Photomontages Reference Viewpoint 51) shows absorption of the linear parkland on the south side of the street within the proposed Project and the establishment of high noise attenuation walls (to 10m in height). Estelle Street is not by any means a small or narrow local access street, rather a primary address of more than 600m in length accommodating the primary address and outlook of more than 30 individual dwellings. The proposed outcome is not in my opinion appropriate and is to be imposing in the supplied 3-dimensional representation. The proposed noise attenuation walls are aligned a minimum of 20m from the residential frontages and substantially diminishes the outlook and amenity from these dwellings as well as the public profile of Estelle Street and its open space reservation. It represents a poor urban design outcome.



The open landscaped setting existing in the residential Estelle Street, Bulleen. Ref -Technical Report H



The proposed expansion of the Freeway corridor and new 10m high noise attenuation walls. Ref -Technical Report H

91. Sargent Street in Doncaster is a further case study of interest, where residential properties fronting streetscape have outlook to proximate noise attenuation walls to 9m in height. In this instance, a rather small streetscape (of around 200m on variable topography) is to be realigned solely due to the imposition of the proposed extension. Whilst this applies to only a small number of dwellings fronting Sargent Street (No's. 9-15), this represents the relative dominance of the proposed roadway expansion in local conditions of this kind. This is in my opinion not a 'site sensitive' or amenable design when compared to the existing condition and is contrary to UDS Principles and Objectives.



92. Finally, I note a suite of open spaces on the north side of the existing Freeway Reservation including the Tram Road Reserve, and other separated public open spaces that form part of the Koonung Creek Linear Reserve. Some of these open spaces hold important natural values which will be imposed upon by given the varying degrees of the Freeway extension and new noise attenuation configurations. I consider these open spaces to be spacious enough to absorb a minor Freeway extension, however the detailed layout and design of noise attenuation walls and related infrastructure should be articulated in the Reference Design to the degree that it demonstrates sensitivity to the image and character of this important open space and its natural attributes (as the 1998 extension has achieved). Given the profile of the Eastern Freeway extension and its award-winning image and profile – it would seem appropriate for a similar degree of design rigour to be applied to the contemporary extension should it be approved and realised in any such form.



Sargent Street, Doncaster – ID



Koonung Creek Linear Reserve

Findings:

93. Based on the above Urban Design Review, it is my view that the Reference Design at Koonung Residential Streetscapes demonstrates numerous shortcomings when assessed against relevant EPR's, particularly LV1 – design to be generally in accordance with the Urban Design Strategy. The failure of UDS Principles and Objectives that I consider to be critical to this precinct are outlined as follows:

Non-Compliance with UDS Principles & Objectives		
Objective	Principle 1 – Identity	
1.1	Sense of place	<i>The Project where it significantly encroaches into residential streetscapes in my view compromises the 'sense of place' and residential character of these locations.</i>
1.3	Landscape & Visual Amenity	<i>Proposed widening into residential streetscapes are not in my view "sensitively enhanced" to reduce physical and visual impacts.</i>
1.4	Existing Landscape Character	<i>Proposed widening into residential streetscapes in my view does not "respond sensitively" to landscape reserves in residential streetscapes, in some cases consuming them entirely.</i>
1.5	Architectural Contribution	<i>Proposed noise attenuation walls at residential interfaces do not in my view make a positive architectural contribution due to their scale, materiality and design language.</i>
Objective	Principle 3 – Urban Integration	
3.1	Integration with context	<i>Proposed noise attenuation walls in my view do not sensitively integrate with residential streetscapes, as demonstrated in the design of the award-winning existing condition.</i>
3.4	Minimise footprint	<i>The 'land hungry' Project in my view is not "minimising impacts on the community and environment" by overwhelming residential streetscapes spatially and visually.</i>
Objective	Principle 5 - Amenity	
5.1	Improved amenity	<i>The 'land hungry' Project consuming segments of linear reserves in streetscapes does not in my view an enhanced urban amenity, nor a successful "site specific response."</i>
5.2	Landscape values	<i>The 'land hungry' Project consuming segments of the linear reserves in streetscapes does not in my view "embrace natural qualities and values."</i>
5.3	High quality	<i>The Project in my view does not make a "positive contribution to the local built and natural environment" as demonstrated in the design of the award-winning existing condition.</i>
5.4	Experiential	<i>The loss of award-winning architectural components is in my view detrimental to residential streetscape settings.</i>
Objective	Principle 6 - Vibrant	
6.2	Places for people	<i>The Project in residential streetscapes do not in my view "improve local neighbourhoods" or "create people-friendly streets" due to the scale and visual dominance of proposed noise attenuation walls.</i>

6.11 Hoddle Street to Eastern Freeway

Affected Municipalities:

Boroondara City Council

PRIORITY URBAN DESIGN PARAMETERS															
PROJECT PRECINCT		EPR'S						UDS PRINCIPLES							
		LP1	LP2	LP3	LP4	LV1	LV2	1	2	3	4	5	6	7	8
11	Hoddle Street to Bulleen Road	●	-	-	●	●	●	●	●	●	-	●	●	-	-

- What I consider to be a priority EPR at this location.
- What I consider to be a priority UDS Principle (and their objectives) at this location.
- What I do not consider to be a priority EPR or UDS Principle at this location.

Existing Condition:

94. The urban condition between along the Eastern Freeway between Hoddle Street and Bulleen Road predominantly comprises residential suburbs of the City of Boroondara hugging the Eastern Freeway’s southern edge, and an expansive open space network to its north. The vastness of the northern open spaces is owed to a number of private and public golf courses belonging to the Cities of Boroondara and Yarra. The urban condition of the residential areas south of the alignment ranges from direct abuttals to rear boundaries (e.g. Fairway Drive, Kew East) to streetscape conditions (e.g. Kilby Road, Kew East). A



Western reservation of Eastern Freeway

number of public open spaces (passive and active) line the southern edges of the corridor such as Musca Street Reserve, Balwyn North and Hays Paddock, Kew East, providing separation between the Eastern Freeway and adjoining residential areas.

Proposed Reference Design Outcome:

95. The proposed Reference Design in the setting seeks to work largely within the cross section of the existing Eastern Freeway alignment, with minor widening required in support of the proposed busway to either side of the carriageway. The Project within this corridor is far less imposing than that proposed to the east of Bulleen Road and only limited parts affect land within the City of Boroondara.

Urban Design Review - Discussion:

96. The urban design attributes of the Project in this setting are limited to the profile and presentation of noise attenuation walls abutting proposed Freeway extension, and relatively narrow but elevated slip lanes allowing for interaction of the busway and associated slip lanes at key junctions with Burke Road and the Chandler Highway. Each of these interventions is relatively modest in the context of the total Project design. I note that the interaction to the west of Burke Road occurs substantially within public open spaces within the Kew Golf Club, Hays Paddock, the Latrobe Golf Club and the crossing of the Yarra River around Fairfield. In my opinion, these impositions are relatively modest and do not result in serious or damaging urban design on public amenity impacts.
97. As recognised previously, the profile of the Eastern Freeway as it passes from Burke Road west towards Hoddle Street (within the City of Yarra) is well recognised for its sympathetic design and profile (and its openness in particular). The more compact use of the existing reservation cross section is in my view acceptable, however it would in my view be appropriate for a new regime of wayfinding, signage lighting and public art to be integrated into the existing corridor in its 'renewal' as part of a contemporary refresh. The important transition of the Freeway as it leads towards the Hoddle Street and the City requires careful strategic design thinking which should be embodied in the Reference Design as part of the road users 'experience.' These opportunities are lacking in the Reference Design (but flagged in the UDS) and are matters that would in my view be strongly supportable in any urban design proposition of this kind.

Findings:

98. Based on the above Urban Design Review, it is my view that the Reference Design between Hoddle Street to Eastern Freeway is generally in accordance with the Urban Design Strategy due to the more confined scope of works proposed for this area, relative to the broader Project. However, there remains in the Reference Design some UDS Principles and Objectives of which are not clearly demonstrated, as set out below:

Non-Compliance with UDS Principles & Objectives		
Objective	Principle 1 – Identity	
1.1	<i>Sense of place</i>	<i>The Project in my view does not enhance the identity of the local place within the Freeway corridor or its edges through its architecture or context responsive design.</i>
1.4	<i>Existing Landscape Character</i>	<i>While maintaining the central grassed median, it is unclear how the Project "provides a high-quality design outcome that responds sensitively" to its location.</i>
1.5	<i>Architectural Contribution</i>	<i>It is unclear how proposed viaducts and new noise attenuation walls make a 'positive architectural contribution' to the surrounds and within the Freeway corridor.</i>
Objective	Principle 5 - Amenity	
5.4	<i>Experiential</i>	<i>Proposed works within the Freeway corridor do not in my view clearly demonstrate attributes that "provide a great journey" for its users.</i>

7 Detailed Requirements & Benchmarks

99. The UDS outlines corridor wide element-based detailed requirements and qualitative benchmarks that aim to ensure a consistent and high-quality approach. There is a total of 20 overarching requirements with 117 sub-requirements. The requirements are described as performance requirements that communicate outcomes required to achieve the urban design Principles and Objectives. The UDS also states that they provide the basis for which “proposals will be informed, evaluated and delivered.”

100. In the absence of prescribing a quantity of the 117 sub-requirements the Project must meet in order to satisfy an overarching Requirement, the UDS broadly states that the Project “must adequately meet the relevant Detailed Requirements to achieve a high-quality outcome.” In this case, it is my view that based on material provided in the Map Book, photomontage views, videos and other collateral, the Project does not meet any of these 20 Detailed Requirements in full, as there are numerous sub-requirements that the Reference Design fails to achieve. The below table outlines an assessment of the relevant Detailed Requirements (found in Chapter 7 of the UDS) based on the discussions and findings per Precinct discussed in the previous chapter of this report.

DETAILED REQUIREMENTS ASSESSMENT																				
PROJECT PRECINCT	APPLICABLE REQUIREMENT																			
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
1 M80 Interchange	●	-	-	-	-	-	-	●	●	-	-	●	●	-	●	●	-	-	●	●
2 Grimshaw Street Interchange	-	●	-	-	-	-	●	●	●	-	-	●	●	-	●	-	●	-	●	●
3 Watsonia NAC	-	●	●	●	-	-	●	●	●	●	●	●	●	-	-	-	●	-	●	●
4 Simpson Barracks	-	-	●	●	●	●	-	●	●	-	-	●	-	-	-	-	●	-	●	●
5 Lower Plenty Road Interchange	-	●	-	●	-	-	●	●	●	-	-	●	●	-	●	-	●	-	●	●
6 Manningham Road Interchange	-	●	-	●	●	●	-	-	-	-	-	●	●	-	-	-	●	●	●	●
7 Bulleen Park	-	-	-	-	●	●	●	-	-	-	-	●	-	-	-	-	●	●	●	●
8 Eastern Freeway Interchange	●	●	-	-	-	-	●	●	●	●	●	●	●	●	●	●	●	●	●	●
9 Koonung Creek Open Space Corridor	-	-	-	-	-	-	●	-	●	●	-	●	●	●	-	-	●	●	●	●
10 Koonung Residential Streetscapes	-	-	-	-	-	-	●	●	●	●	-	●	●	●	-	-	●	-	●	●
11 Hoddle Street to Bulleen Road	●	●	-	-	-	-	●	●	●	●	-	●	●	●	●	●	●	●	●	●

Detailed Requirements:

- 1. Multi-span bridges
- 2. Road Bridges
- 3. Land Bridges
- 4. Open Cuttings
- 5. Ventilation structures, portals & tunnels
- 6. Project buildings & ancillary structures
- 7. Public Open Spaces
- 8. Local streets & neighbourhoods
- 9. Walls, fencing, barriers & screens
- 10. Bus park & ride, & bus lanes
- 11. Car parking
- 12. Lighting
- 13. Walking & cycling infrastructure
- 14. Walking & cycling bridges
- 15. Walking & cycling underpasses
- 16. Navigational nodes & thresholds
- 17. Landscape
- 18. Water
- 19. Road signage
- 20. Materials & finishes

Legend:

- Project satisfies all sub-requirements.
- Unclear how Project satisfies all sub-requirements based on information provided.
- Project does not satisfy all sub-requirements.
- Not relevant to Precinct.

8 Findings & Conclusions

101. This summary appraisal has sought to investigate the implications of the proposed NEL Project on land within the Cities of Banyule, Boroondara and Whitehorse (Submitter 716) and Manningham (Submitter 316) with specific regard to urban design qualities – and the distinction between existing character values of various settings and the likely outcome as set out in the EES (and Reference Design).

102. My assessment has determined that the Reference Design as a standalone document does not meet the necessary standards and ambitions set out in the associated UDS. Whilst this assessment has sought to identify particular locations where shortfalls are obvious or evident – (and does not appraise the Project in its totality), it is apparent that significant improvements to the urban design of the Project are required. My investigations have determined that the proposed Project is 'land hungry' - and subsequently too 'forceful' where infrastructure interfaces with abutting land – some of which is highly sensitive as natural landscapes, public open spaces, activity nodes and residential streetscapes. The 'cumulative' effect of the Project across a vast area (as set out in this appraisal of 11 precincts) is significant and in many instances its impacts cannot be mitigated – and consequently the proposed Project should be modified.

103. The information provided in the EES, including the Reference Design is particularly difficult to interpret. While 3-dimensional representations provided (including videos, early design schematics and artists impressions and other public relations collateral) are useful – it does not formally apply to the Reference Design Documentation or the EES as the basis for future Tenderer's proposals for realisation of the Project.

104. There can be little doubt that a Project of this kind is needed to complete the overall urban transit strategy for linked and coordinated private and public movement across Metropolitan Melbourne. This evidence does not seek to contest the 'rationale' for the Project. However, it does assert that its delivery must be assured to be of the highest contemporary standards as set out in the NEL Project's own UDS and related State and Local Planning Policies – so that it can be a Project with which the City can have pride as an urban design project representative of its time and place.

105. To aid the IAC – a summary table overleaf represents my appraisal of the Project's (Reference Design) particular non-compliance with its stated UDS Principles and Objectives.



Craig Czarny
MLArch BTRP AAILA RLA FPIA
Director
Hansen partnership Pty Ltd:
15th July, 2019

Non-Compliance with UDS Principles & Objectives		
Objective	Principle 1 – Identity	Non-Compliance - Location
1.1	Sense of place	Precincts 1, 3, 6, 7, 8, 9, 10, 11
1.2	Recognise the Yarra River	Precincts 6, 7
1.3	Landscape & Visual Amenity	Precincts 1, 5, 6, 7, 8, 9, 10
1.4	Existing Landscape Character	Precincts 1, 4, 5, 6, 7, 9, 10, 11
1.5	Architectural Contribution	Precincts 1, 3, 4, 8, 9, 10, 11
Objective	Principle 2 – Connectivity & Wayfinding	
2.1	Connectivity	Precincts 2, 3, 5, 8, 9
2.2	Transport Integration	Precincts 2, 3
2.3	Legibility & Wayfinding	Precincts 1, 2, 8,
Objective	Principle 3 – Urban Integration	
3.1	Integration with context	Precincts 1, 3, 5, 6, 7, 8, 9, 10
3.2	Integration of design	Precinct 1
3.4	Minimise footprint	Precincts 1, 2, 3, 4, 5, 6, 7, 8, 9, 10
Objective	Principle 4 – Resilience & Sustainability	
4.3	Environmental sustainability	Precincts 4, 5, 6, 7, 9
Objective	Principle 5 - Amenity	
5.1	Improved amenity	Precincts 2, 3, 4, 5, 6, 7, 8, 9, 10
5.2	Landscape values	Precincts 2, 4, 5, 6, 7, 8, 9, 10
5.3	High quality	Precincts 2, 3, 7, 8, 9, 10
5.4	Experiential	Precincts 8, 9, 10, 11
Objective	Principle 6 - Vibrant	
6.1	Putting people first	Precincts 7, 8, 9
6.2	Places for people	Precincts 3, 10, 6
Objective	Principle 7 - Safety	
7.2	Road safety	Precinct 8
Objective	Principle 8 – Accessibility	
8.2	20-minute neighbourhoods	Precincts 3, 8
8.3	Active transport	Precinct 8

Appendix A

Curriculum Vitae: Craig Czarny

Craig Czarny: BTRP MLArch AILA RLA

qualifications

Master of Landscape Architecture,
University of Melbourne 1991.
Bachelor of Town & Regional Planning,
University of Melbourne 1986.

position:

Director, Urban Designer & Landscape Architect
Hansen Pty Ltd, Melbourne

professional affiliations:

Associate, Institute of Landscape Architects, AAILA
Fellow, Planning Institute of Australian, FPIA
Registered Landscape Architect, RLA

awards:

Melbourne University, Postgraduate Scholarship 1990
RAPI Award for Planning Excellence (NSW) 1996
PIThe Project Awards & Commendations (VIC) 03/4/5/6
Victoria Medal for Landscape Architecture 2008
AILA National Awards 2010, 2016, 2018

special competence:

Master planning, Design Development & Documentation of
Public Domain Projects.
Townscape and Streetscape Design Assessment.
Urban Design & Landscape Project Management.
Urban Design Education and Training.

Craig Czarny is a Director of Hansen and an Urban Designer
and Landscape Architect with over 30 years' experience in
local and international practice. He has worked on a variety
of urban planning and design Projects, from broad urban
character analysis to local area site planning, design and
documentation. He has also served as a sessional lecturer in
urban design and landscape planning at the University of
Melbourne.

professional experience

2002- present:
Hansen Partnership Pty Ltd
Sydney & Melbourne, Australia.
Director: Urban Designer/ Landscape Architect

1995-2002:
Context Conybeare Morrison Pty Ltd
Sydney & Melbourne, Australia.
Ass Director: Urban Designer/ Landscape Architect

1993-1995:
James Cunning Young & Partners,
Glasgow & Edinburgh, Scotland.
Senior Urban Designer/ Landscape Architect

1988-1993:
Wilson Sayer Core,
Melbourne, Australia
Urban Designer & Planner.

1989:
Design Workshop,
Colorado, USA
Urban Design/ Landscape Intern

PROJECT EXPERIENCE:

CRAIG CZARNY:

International Projects

Jakarta Transit Oriented Development Review, Indonesia
Hoa Binh Tourism Management Masterplan, Vietnam
DaNang City Rail Corridor Improvement and Urban
Redevelopment Project, Vietnam
Surabaya Corridor Land Use & Zoning Plan, Indonesia
Con Dao Tourism Masterplan, Vietnam
Surabaya Urban Development Programme, Indonesia
Con Dao Ben Dam Masterplan: Vietnam
Xining TOD/POD Urban Design Study, China
Hai Phong Transit Oriented Design Study, Vietnam
Long Than International Aerotropolis Masterplan, Vietnam
Hoa Lac High Tech Park Town Centre, Vietnam
Phan Thiet Urban Leisure & Entertainment City, Vietnam
Vietnam Ho Chi Minh City Centre Competition, Vietnam
Viengxay Town Master Plan, Lao PDR
Orchard Road Streetscape Upgrade, Singapore
Lok Kawi Seaside Resort, Kota Kinabalu, Borneo
Kota Kinabalu Parliamentary Masterplan, Borneo
Malacca Waterfront Masterplan, Malaysia

site redevelopment Projects

Mordialloc Built Form Review
Queenscliff High School Site Development Study
Knox Strategic Sites: Urban Design Review
Essendon Airport Redevelopment Study
Dandenong Treatment Plant Site development
Horsham Tech Park: Urban Design Guidelines
Victoria Park Housing Urban Design Masterplan

retail & commercial town centre design

Rosebud Activity Centre Structure Plan
Moonee Valley Activity Centres Structure Plans
Geelong western Wedge: Design Framework
Knox Central Urban Design Framework
Forest Hill Retail Centre Planning & Design.
Sydenham Town Centre Urban Design Plan.
Ringwood Town Centre Design Masterplan
Melton Regional Centre.
Oakleigh Urban Design Framework.
Carrum Urban Design Framework.

townscape & streetscape Projects

Saigon Riverfront Masterplan, Vietnam
Hastings Urban Design Framework
Victoria St, Richmond Framework Plan
Punt Road Hoddle Street Urban Design Vision
CBD Lanes Built Form Review.
Manly Corso Streetscape Masterplan.
St Kilda Foreshore Urban Design Study.
Ballarat Streetscape Study.
Paddington Townscape Study.
Queenscliffe Urban Character Study.
Point Lonsdale Urban Design Framework

community planning & design

Viengxay Town Masterplan, Viengxay, Laos
Riverwood Housing Improvement Masterplan.
MacQuarie Fields Improvement Masterplan.
Ferguslie Park Common.
Sydney Olympics 'Look of the Games'.
Niddrie Mains Urban Design & Housing Project.

Appendix B

Relevant State and Local Policies

State Planning Policies:

Clause 12 – Environmental & Landscape Values

- *To protect and enhance river corridors, waterways, lakes and wetlands.*
- *To maintain and enhance the natural landscape character of the Yarra River corridor.*
- *To protect and enhance significant landscapes and open spaces that contribute to character, identity and sustainable environments.*
- *To protect and conserve environmentally sensitive areas.*

Clause 15 – Built Environment & Heritage

- *To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.*
- *To create a distinctive and liveable city with quality design and amenity.*
- *To achieve building design outcomes that contribute positively to the local context and enhance the public realm.*
- *To achieve neighbourhoods that foster healthy and active living and community wellbeing.*
- *To recognise, support and protect neighbourhood character, cultural identity, and sense of place.*
- *To ensure the conservation of places of heritage significance.*
- *To ensure the protection and conservation of places of Aboriginal cultural heritage significance.*

Clause 18 – Transport

- *To promote the use of sustainable personal transport*

Clause 19 – Infrastructure

- *To establish, manage and improve a diverse and integrated network of public open space that meets the needs of the community.*
- *To strengthen the integrated metropolitan open space network.*
- *To provide timely, efficient and cost-effective development infrastructure that meets the needs of the community.*

Urban Design Guidelines for Victoria (2017)

The Urban Design Guidelines for Victoria are policy guidelines within the State Planning Policy Framework of the Victoria Planning Provisions. The guidelines must be considered when assessing the design and built form of new development.

Section 2: Movement Network

- *To ensure effective pedestrian and bicycle path connections to destinations*
- *To ensure pedestrian and bicycle paths maximise pedestrian and cyclist safety, amenity and security*
- *To maximise pedestrian and cyclist safety and security at crossings*
- *To manage pedestrian and bicycle crossings to respond to local conditions.*
- *To ensure the safety and amenity of pedestrians and cyclists along major roads*

Section 3: Open Spaces

- *To achieve attractive and vibrant public spaces*
- *To ensure comfortable and enjoyable public spaces*
- *To support a strong sense of place and local character.*
- *To ensure convenient and safe access to and through local parks*

Section 6: Objects in the Public Realm

- *To ensure barriers and fences support amenity and safety*
- *To ensure that barriers and fences contribute to the character of the area*

Victorian Government, Urban Design Charter (2010)

The Urban Design Charter is a commitment by the Victorian government to make cities and towns in Victoria more liveable through good urban design. The Charter identifies the following Principles as essential qualities for the functioning of good public environments, in making places that are valued and significant for those who use them.

- *Structure: organize places so their parts relate well to each other*
- *Accessibility: provide ease, safety and choice of access for all people*
- *Legibility: help people to understand how places work and to find their way around*
- *Animation: stimulate activity and a sense of vitality in public places*
- *Fit and function: support the intended uses of spaces while also allowing for their adaptability*
- *Complementary mixed uses: integrate complementary activities to promote synergies between them*
- *Sense of place: recognise and enhance the qualities that give places a valued identity*
- *Consistency and variety: balance order and diversity in the interests of appreciating both*
- *Continuity and change: maintain a sense of place and time by embracing change yet respecting heritage values*
- *Safety: design spaces that minimise risks of personal harm and support safe behavior*
- *Sensory pleasure: create spaces that engage the senses and delight the mind*
- *Inclusiveness and interaction: create places where all people are free to encounter each other as equal*

City of Banyule Planning Policies:**Clause 21.02 – Vision & Strategic Framework**

Banyule's City Plan (Corporate Plan) sets the aims and actions, and key strategic directions for the relevant three year period. The vision included in that plan guides the Municipal Strategic Statement:

- *Banyule will be regarded as a city offering a range of quality lifestyles in an urban setting enhanced by the natural environment, and served by an efficient and committed Council.*

Clause 21.05 – Natural Environment

- *To protect, conserve and enhance areas of floral, faunal and habitat significance.*
- *To protect and enhance the natural values of waterways and wetlands.*

Clause 21.06 – Built Environment

- *To provide a safe, attractive and high-quality built environment.*
- *To ensure that development respects and contributes to the desired future character of residential neighbourhoods and the identity of Activity Centres and Neighbourhood Centres, in a manner that supports varying degrees of housing change.*
- *To encourage a built form that delivers more environmentally sustainable construction.*

Clause 21.07 – Transport & Infrastructure

- *To promote a safe, efficient and effective integrated transport network for all abilities that reduces our reliance on private cars.*
- *To facilitate land use and development in Banyule that will support sustainable transport and reduce the distance travelled.*
- *To reduce the detrimental effects of transport on amenity*

Clause 22.02 – Residential Neighbourhood Character Policy

- *To ensure that development complements and respects the preferred future character of the area.*
- *To integrate this policy with the Residential Areas Framework contained in clause 21.06 of this Scheme.*
- *To retain and enhance the identified elements that contribute to the preferred future character of the area.*
- *To recognise the need for new or additional Design Objectives and Design Responses for areas within and around activity centres that are or will be subject to structure planning or design frameworks.*

City of Boroondara Planning Policies:

Clause 21.03 – Environment & Open Space

- *To provide an equitable distribution of open space, with an emphasis on filling gaps in the provision of open space.*
- *To diversify and improve the settings, services and facilities provided by the open space network to meet the needs of residents.*
- *To protect and enhance biodiversity on public and private land.*
- *To reduce the impacts that land use and development have on biodiversity.*
- *To protect and enhance the landscape character within the Yarra River Corridor environs.*
- *To minimise the impacts of flooding and overland flows on development.*
- *To protect the ecological and functional capacity of floodprone land.*

Clause 21.04 – Built Environment & Heritage

- *To achieve high quality urban design and built form outcomes.*
- *To ensure that the City retains its distinct neighbourhood character identity.*
- *To encourage environmentally sustainable design and development.*
- *To identify and protect all individual places, objects and precincts of cultural, aboriginal, urban and landscape significance.*

Clause 21.06 – Transport & Infrastructure

- *To create more pedestrian friendly street environments and high quality urban centres that are not dominated by the car.*
- *To improve the bicycle network and the provision of end of trip facilities for cyclists*
- *To introduce measures to better manage the road system in Boroondara.*
- *To provide physical infrastructure to meet the needs of development while minimising detrimental impacts on local amenity.*

Clause 22.05 – Neighborhood Character Policy

- *To enhance the consistency and character of streetscapes.*
- *To ensure development respects and enhances the preferred character for the precinct.*

City of Manningham Planning Policies:

Clause 21.04 – Vision: Strategic Framework

The Council Plan and the MSS share a common vision. The vision is for:

- *A vibrant, safe and culturally diverse community that fosters participation, connectedness, harmony, social inclusion, health and wellbeing.*
- *A community with access to high quality, responsive services, facilities and infrastructure, to meet changing needs.*
- *A Council underpinned by sound financial management, customer service, continuous improvement, strong governance and leadership, transparency, consultation, communication and advocacy.*
- *A municipality that supports sustainable development and achieves a balance between lively activity areas supporting a healthy local economy, and preserving our rural areas and abundance of open space.*
- *A community that protects and enhances our natural environment and wildlife, and is concerned about reducing our carbon footprint in all that we do.*

Clause 21.07 – Green Wedge & Yarra River Corridor

- *To encourage building form that responds appropriately to the landscape and minimises risk.*
- *To encourage retention of native vegetation.*
- *To minimise the extent of earthworks and to preserve and enhance natural drainage lines.*
- *To encourage the planting of indigenous vegetation.*
- *To protect and enhance landscape quality, view lines and vistas.*

Clause 21.10 – Environmentally Sustainable Development

- *To achieve appropriate siting and design, to minimise non-renewable energy consumption and greenhouse gas emissions.*
- *To encourage development which incorporates sustainable building materials.*
- *To ensure that private and public spaces are safe and accessible*
- *To promote solar access to private and public spaces.*
- *To encourage appropriate landscaping within private and public spaces.*
- *To encourage safe, and useable areas of open space in development, including best practice that demonstrates low environmental impact.*
- *To encourage the design of the built environment to promote the use of public transport, walking and cycling.*
- *To encourage new development to incorporate sustainable transport principles and adopt best practice in environmentally sustainable development, including best practice that demonstrates low environmental impact.*
- *To protect and enhance environmental values and significant landscapes*

Clause 21.12 – Infrastructure

- *To ensure that road construction standards and new vehicle crossings achieve a balance between the role of providing safe and efficient passage of vehicles, bicycles and pedestrians while taking into account the natural and cultural heritage values of roadsides and the area's character.*
- *To maximize opportunities along Doncaster Road and other main roads to facilitate pedestrian and cyclist activity and provide higher levels of user amenity.*
- *To ensure that a comprehensive network of paths is available which facilitates safe and accessible bicycle and pedestrian movement.*

Clause 21.13 – Open Space & Tourism

- *To minimise the impact of adjoining land use and development on public open space and its users.*
- *To protect, enhance and increase biodiversity values of public open space.*
- *To minimise the impact of the use and development of public open space on the surrounding area.*
- *To protect, enhance and increase landscape values of public open space.*

Clause 22.01 – Design & Development Policy

- *To ensure that the design, location and appearance of development respects the height and massing of surrounding development where this is a recognised and valued feature.*
- *To encourage contemporary architecture combined with innovative urban design and building techniques, where appropriate.*
- *To retain existing vegetation where possible and ensure that a high standard of landscaping is achieved.*
- *To achieve design, which is functional, safe, convenient, attractive, accessible and responsive to the site and surrounds.*
- *To facilitate the creation of functional and high quality built form and urban spaces.*

Clause 22.03 – Cultural Heritage Policy

- *To recognise, protect, conserve, manage and enhance identified cultural heritage places.*
- *To ensure that the significance of cultural heritage places involving the aesthetic, historic, scientific, architectural or social value of a heritage asset to past, present and future generations, is assessed and used to guide planning decisions.*
- *To encourage the retention of cultural heritage places and ensure that these places are recognised and afforded appropriate protection to enrich the character, identity and heritage of the municipality.*
- *To promote the identification, protection and management of sites and areas of archaeological significance including aboriginal cultural heritage.*

Clause 22.10 – Bulleen Gateway Policy

- *To retain the commercial area as a 'neighbourhood' level centre.*
- *To encourage high standards of development and promote compatibility between the various forms of land use.*
- *To encourage appropriate built form to enhance this gateway to the municipality.*

City of Whitehorse Planning Policies:

Clause 21.03 – A Vision for the City of Whitehorse

The 2013-2017 Council Plan has set the scene for the adoption of an integrated approach to planning. The “vision” in the Council Plan is:

- We aspire to be a healthy, vibrant, prosperous and sustainable community supported by strong leadership and community partnerships.

Clause 21.05 – Environment

- To protect and enhance areas with special natural, environmental, cultural or historic significance for the future enjoyment of the community.
- To facilitate environmental protection and improvements to known assets including water, flora, fauna and biodiversity assets.
- To develop main thoroughfares as attractive boulevards with improved advertising signage, landscaping and building design. To protect and enhance air and water quality.
- To reduce automobile dependency and encourage sustainable transport use.
- To achieve best practice in addressing the principles of environmentally sustainable development.

Clause 21.08 – Infrastructure

- To ensure that adequate road capacity is provided to meet the future needs of the City.
- To obtain appropriate and sustainable developer contributions for infrastructure.
- To ensure that the community is provided with safe, efficient and accessible walking, cycling and public transport options.

Clause 22.04 – Tree Conservation

- 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.
- To identify techniques to assist in the successful co-existence of trees and new buildings or works.
- To promote the regeneration of tall trees through the provision of adequate open space and landscaping areas in new development.

Clause 22.10 – Environmentally Sustainable Development

- To ensure that the built environment is designed to promote the use of walking, cycling and public transport, in that order.
- To minimise car dependency.
- To protect and enhance biodiversity within the municipality.
- To provide environmentally sustainable landscapes and natural habitats, and minimise the urban heat island effect.
- To encourage the retention of significant trees.
- To encourage the planting of indigenous vegetation.

Appendix C

Instructions – from Harwood Andrews & Maddocks

HARWOOD ANDREWS

Our ref: 3TED 21900952
Contact: Tessa D'Abbs
Direct Line: 03 9611 0117
Direct Email: tdabbs@ha.legal
Principal Lawyer: Kate Morris

MADDOCKS

Our ref: TGM:7849160
Contact: Sophie Jacobs
Direct Line: 03 9258 3546
Direct Email: sophie.jacobs@maddocks.com.au
Partner: Terry Montebello

26 June 2019

Craig Czarny
Hansen Partnership
Email: cczarny@hansenpartnership.com.au

Subject to legal professional privilege

Dear Craig,

North East Link Environment Effects Statement process

Harwood Andrews act for Manningham City Council and Maddocks act for Banyule City Council, Boroondara City Council and Whitehorse City Council (collectively, the **Councils**) in relation to the North East Link Environment Effects Statement (**EES**) process, the draft planning scheme amendment and the works approval application prepared to facilitate the North East Link Project (**Project**).

We are instructed to engage you to provide expert evidence in the area of urban design.

An Inquiry and Advisory Committee (**IAC**) has been appointed by the Minister for Planning under section 9(1) of the *Environmental Effects Act* to hold an enquiry into the environmental effects of the Project. The role of the IAC in this regard is set out in paragraph 1 of the [Terms of Reference \(TOR\)](#).

The IAC has also been appointed as an advisory committee under section 151 of the *Planning and Environment Act 1987* to review the draft planning scheme amendment prepared to facilitate the Project. The role of the IAC in this regard is set out in paragraph 2 of the TOR.

The IAC is a multi-disciplinary committee. The biography for each committee member of the IAC is available [here](#).

The IAC will hold a public hearing from **25 July 2019** to approximately 6 September 2019.

A summary of key dates is set out below.

Instructions

We request that you provide a fee proposal to:

1. Review the exhibited documents relevant to your area of expertise and each of the Councils' municipal areas, in particular:
 - a) The EES:
 - Volume 1 (Chapters 1 to 8);
 - Volume 2 (Chapters 9 and 13);
 - Volume 3 (Chapter 16);
 - Volume 4 (Chapters 28 and 28);
 - b) Technical Report E Land Use Planning;
 - c) Technical Report H: Landscape and visual;
 - d) Technical Report K: Historical heritage;
 - e) EES Map Book;
 - f) Attachment II: Urban Design Strategy;
 - g) Attachment III: Risk Report;
 - h) Attachment V: Draft Planning Scheme Amendment.

2. Review:
 - a) The [Ministerial Guidelines for assessment of environmental effects under the *Environmental Effects Act 1978*](#) (2006);
 - b) [Manningham City Council's public submission on the EES dated 5 June 2019](#));
 - c) [Banyule City Council, Boroondara City Council and Whitehorse City Council's joint public submission on the EES dated 7 June 2019](#);
 - d) IAC document titled [Preliminary Matters and Further Information Request](#), dated 20 June 2019 ;
 - e) the [draft Yarra River Bulleen Precinct Land Use Framework Plan 2019](#) and [Manningham City Council's public submission on this dated 6 June 2019](#);
 - f) the alternate design for the Manningham Road interchange;
 - g) the alternate design around Watsonia Station and shops; and
 - h) any other submission or document we subsequently refer to you.

3. Prepare a single expert witness report on behalf of the Councils for circulation that contains your opinion on the following matters, as relevant to your area of expertise:
 - a) Does the EES adequately document and assess the nature and extent of the environmental effects of the Project? In addressing this question please explain where you are satisfied with the content of the EES and why, and if not, what if any deficiencies exist in the documentation and/or assessment of the nature and extent of environmental impacts contained in the EES;
 - b) Can the Project (including the Urban Design Strategy) as described in the EES achieve a level of environmental performance which is consistent with relevant legislation, documented and endorsed policy or acknowledged best practice;
 - c) If the Project, as described in the EES cannot achieve a level of environmental performance which is consistent with relevant legislation, documented and endorsed policy or acknowledged best practice, are there any recommendations that you would make as to specific measures which you consider necessary and/or appropriate to prevent, mitigate and/or offset adverse environmental effects? If so, please explain your reasoning in detail. To the extent that it is within your expertise to comment upon the feasibility of any of your recommendations, please state whether or not any recommendations are feasible, explaining your reasoning;
 - d) How does the Project as described in the EES respond to the principles and objectives of "ecologically sustainable development" as defined in the [Ministerial Guidelines for assessment of environmental effects under the *Environmental Effects Act 1978*](#) (2006);¹
 - e) Are there any recommendations that you would make as to specific measures which you consider necessary and/or appropriate to improve the response of the Project to the principles and objectives of "ecologically sustainable development"? If so, please explain your reasoning in detail. To the extent that it is within your expertise to comment upon the feasibility of any of your recommendations, please state whether or not any recommendations are feasible, explaining your reasoning; and
 - f) To the extent that the content of the draft planning scheme amendment, works approval and environmental protection requirements lies within your expertise, do you have any recommendations for changes that should be made to the draft planning scheme amendment, works approval or planning approval and/or draft environmental performance requirements in order to improve the environmental outcome of the Project?

4. In due course, review and comment on other parties' expert evidence (urban design);
5. Attend any conclave of urban design experts requested by the IAC;
6. Present your expert evidence at the hearing. You should anticipate preparing a short (no more than 30 minutes) presentation to facilitate this. The presentation is to be drawn from your expert witness report and may respond to other expert reports (as relevant).

¹ At page 5.

Please ensure you carefully read [Planning Panels Guide to expert evidence \(DOCX, 81.8 KB\), April 2019](#) and ensure your evidence responds appropriately to the Guide.

Key Dates

We are currently waiting on written directions from the IAC to confirm the key dates for the hearing. We will provide these to you when they come to hand. In the meantime, please note the following anticipated key dates:

- Your expert witness statement will need to be circulated by 10.00 am on Monday 15 July. We kindly ask that you provide us with a copy of the report by 10.00am on 11 July.
- A conclave of specified fields of experts is likely to be scheduled to occur on the week of 15 July. We will confirm this as soon as possible;
- Presentation of the proponent's case is scheduled to commence on Thursday 25 July; and
- Presentation of the Councils' case is likely to be scheduled to commence in mid-August. We will confirm this as soon as possible.

Documents

The exhibited EES documents may be accessed at: <https://northeastlink.vic.gov.au/environment/environment-effects-statement-ees/environment-effects-statement-documentation>.

Information regarding alternate design around Watsonia Station and shops may be accessed at: <http://northeastlink.vic.gov.au/about/northern-section/watsonia-station-and-shops>

Confidentiality

Please keep our engagement of you and the preparation of your expert witness statement confidential until we have notified you that we have circulated your evidence externally or made it publicly available.

If you have any queries, please contact Tessa D'Abbs on 9611 0117 or at tdabbs@ha.legal (acting for Manningham) or Sophie Jacobs on 9258 3546 or at sophie.jacobs@maddocks.com.au (acting for Banyule, Boroondara and Whitehorse).

Yours sincerely,



HARWOOD ANDREWS



MADDOCKS