

ORMOND TRAIN STATION

EVIDENCE FOR PLANNING PANEL HEARING

DEAN LANDY

CLARKEHOPKINSCLARKE ARCHITECTS

1. Date of this report

25th January 2017

2. Address of property

Ormond Train Station

3. Report prepared for Best Hooper

4. Instructions received from

Carol Daicic

Principal, Best Hooper Lawyers

5. Name and address of the expert

Dean Landy

Partner Architect

ClarkeHopkinsClarke Architects

115 Sackville Street Collingwood VIC 3066

6. Expert's qualifications and experience, area of expertise

B. Arch (Hons) Deakin University

Member of the Australian Institute of Architects - ARBV 16210

Dean is a registered architect with 19 years' experience in community development projects within Australia and overseas. Dean's main area of expertise is in the feasibility, planning, design and delivery of retail, town centre and mixed use projects. He has a broad base of experience that encompasses multi-residential developments, community and leisure, community health facilities, commercial facilities and churches, Dean is well regarded for his strong capability in masterplanning and design.

7. All instructions that define the scope of the report

In November 2015, Clarke Hopkins Clarke (CHC) was approached by Deal Corp to review and provide advice on concept proposals that had been developed to that point of time for the site.

Since that original brief, CHC has been retained to develop concept plans for a potential development outcome and the plans attached to this statement are the latest iteration in the design evolution process.

The concept as shown on the attached plans has been developed, having regard primarily to the design principles as they have evolved since CHC was first retained to what is now proposed to be introduced by Amendment GC30 to the Glen Eira Planning Scheme (the Amendment).

This statement explains how I believe that the development as shown on the attached concept plans presents one way, in my opinion, that a development could respond to the design principles proposed to be introduced under the Amendment subject to the following:

The focus of our attention has been on:

- a) Internal workings of the building having regard particularly to the need to integrate the Ormond Station within any development; and
- b) The ground floor plane and podium levels.

We have not considered in the detail required, the architectural expression of the levels above the podium, acknowledging though, that the design principles call for a building benefitting the landmark status ascribed to the site. The detailed architectural expression of any building would obviously be resolved as part of any permit application.

8. Response to proposed North Road, Ormond, Comprehensive Development Plan, August 2016

8.1.1. Height, Massing and Urban Design

8.1.2. *Maintain a coherent overall built form composition by minimising the number of elements with different setbacks.*

8.1.2.1. The built form fits within the building envelope and as shown on the concept plans uses different massing elements to articulate an overall composition addressing setbacks as required.

8.1.2.2. Refer to Section Diagrams attached in Appendix 1 and Appendix 2.

8.1.3. *Adopt an integrated design resolution to accommodate any void or ventilation structures required for the railway operations.*

8.1.3.1. Tunnel venting is located to the north edge of Precinct A & B. This void is completely unobstructed vertically to the extent of the development's finished roof line.

8.1.3.2. All residential dwellings surrounding this void are intentionally orientated away from the void.

8.1.4. *Respond to the relevant Measures and Qualitative Benchmarks, as they relate to built form, contained in the Level Crossing Removal Authority Urban Design Framework August 2016 as updated from time to time.*

8.1.4.1. These measures and qualitative benchmarks cite a number of examples and desirable outcomes. Framework refers to a broad spectrum of project examples which encourage interpretation and design flexibility. The proposed development is considered consistent with the current framework.

8.1.5. *Incorporate vertical articulation to respect the prevailing built form rhythm along Newham Grove and Katandra Road.*

8.1.5.1. The concept plans incorporate residential uses along Newham Grove to compliment adjacent uses. A typically linear façade to the residential form is broken across the vertical plain through Precinct A and Precinct B creating visual articulation and maintaining a fine grain aesthetic.

8.1.5.2. The development's Katandra Road boundary incorporates a number of required services. The inclusion of these elements along Katandra Road are aligned with adjacent crossovers and services to provide consistent visual language and corresponding uses.

8.1.5.3. Although lower floor uses are largely services and parking the upper level provide greater built form variety and activation by introducing apartments.

Precinct A

8.1.6. *Development should form a landmark at the station entrance that is clearly distinct from other development on the site and in the surrounding area. A landmark built form may be developed above Ormond Station, on North Road, provided it achieves excellence in architecture.*

8.1.6.1. The development's proposed residential tower intensifies the built form and vertical massing above Ormond Station. This defines Precinct A as the primary public, retail and station entrance.

8.1.6.2. The proposed residential tower forms the highest vertical point of the overall development, proposed as 12 stories from the street level.

8.1.6.3. The tower sits within the proposed building envelope.

8.1.7. *Development may have a zero setback to the street wall from Newham Grove and Katandra Road. Setbacks may be provided where they are an extension of the public realm.*

8.1.7.1. The proposed development outcome adopts the setback requirements.

Precinct B

8.1.8. *Development should provide a built form transition between Precinct A and Precinct C.*

8.1.8.1. A vertical step down uses a reduced building height in Precinct B (9 storeys from street level) to transition from 12 stories in Precinct A to a reduced 6 story height limit maintained through Precinct C.

8.1.8.2. Horizontal separation between each tower addresses the visual aesthetic and the built form transition with a view to reducing the overall bulk and massing of the proposed development outcome.

8.1.9. *Development may have a zero setback to the street wall from Newham Grove and Katandra Road. Setbacks may be provided where they are an extension of the public realm.*

8.1.9.1. The concept plans adopt these setback requirements.

Precinct C

8.1.10. *Development may have zero street setback, or if there is to be a street setback it can be up to 2m.*

8.1.10.1. The concept plans adopt these setback requirements.

8.1.11. **Public Realm**

8.1.12. *Maintain solar access to the southern footpath of North Road between 11am and 2pm at the September equinox.*

8.1.12.1. The concept plans maintain solar access as required at the equinox.

8.1.12.2. Refer to Shadow Diagrams attached in Appendix 3.

8.1.13. *Incorporate weather protection for pedestrians along the northern side of North Road.*

8.1.13.1. A composition of roofs canopies and extruded balconies provide continuous pedestrian coverage along the northern side of North Road from weather elements.

8.1.13.2. The setback facades and recessed entry along this interface create deeper pedestrian environments with further protection.

- 8.1.14. *Provide active ground floor frontages to all streets and any publicly accessible space, where feasible.*
- 8.1.14.1. Ground floor frontages along North Road are activated by a mix of retail uses and pedestrian traffic specifically accessing Ormond Station.
 - 8.1.14.2. Ground floor frontages along Newham Grove are activated by a mix of retail use and residential occupancy.
 - 8.1.14.3. Katandra Road has a differentiated type of activation due the nature of uses accessing the site along this interface. The ground level of Katandra Road will preserve high visibility and attract different uses including general vehicle traffic, pedestrians accessing the station, services and deliveries.
 - 8.1.14.4. The concept plans show articulation at ground level with activated upper levels.
- 8.1.15. *Avoid unarticulated, blank walls visible from the public realm.*
- 8.1.15.1. All blank walls are articulated to address this guideline.
- 8.1.16. *Contribute to the appearance and activation of the public realm through measures such as articulation, artwork, landscaping and public realm initiatives where inactive frontages are unavoidable.*
- 8.1.16.1. The proposed development's appearance uses a variety of materials, curved shapes, transparent sight lines, and landscaping treatments both vertically and horizontally to enhance the aesthetic appearance.
 - 8.1.16.2. Public realm infrastructure will be incorporated as design elements into the proposed development outcome. This includes accessible seating for all ages, lighting, bicycle infrastructure and landscaping.
- 8.1.17. *Maintain clear sight lines to the station entrance from North Road and the southern ends of Newham Grove and Katandra Road.*
- 8.1.17.1. The proposed development outcome addresses this by using design elements to identify clear and obvious entry points. These design features include elevated roof forms and extruded façade recesses to demarcate station entrances.
 - 8.1.17.2. The variety in roof canopy lines above these entrances act as a visual wayfinding and orientation aid when approaching the station from all directions.

8.1.18. *Provide a publicly accessible space that is on a relatively direct route from North Road to a station entrance, is clearly visible from North Road and has good solar access. The public accessible space should incorporate high quality seating, lighting, landscaping and part weather protection.*

8.1.18.1. The concept plans show direct routes and visible station entrances.

8.1.18.2. Northern access to the train station along North Road provides multiple pedestrians entrance points. A raised and outward projecting roof allows ambient natural light to access the public open spaces.

8.1.18.3. Given the South West orientation of the key public plaza direct northern sunlight will be encumbered through this space.

8.1.18.4. Southern pedestrian access along North Road has direct access defined using a dedicated public space as the prominent arrival and retail entry.

8.1.18.5. The inclusion of a double height ceiling and transparent materials along Newham Grove, emphasised on the corner of North Road improves solar access and penetration along the western façade.

8.1.18.6. Public realm infrastructure will be incorporated as design elements into the proposed development outcome. This includes accessible seating for all ages, lighting, bicycle infrastructure and landscaping.

8.1.19. *Provide a new pedestrian connection between Newham Grove and Katandra Road at the northern edge of the site.*

8.1.19.1. The concept plans provide for a direct connection. Detailed design will resolve this connection and form part of any future planning application.

8.1.19.2. This will require a modification to the footpath levels situated on the North East junction to Katandra Road as a result of the elevated value capture deck on the immediate boundary line of 800mm.

8.1.20. *Ensure all car parking is located and designed to minimise its visibility from the public realm.*

8.1.20.1. The concept plans respond to this principle by restricting all public vehicle access points to 2 crossovers in separate locations. These are situated away from pedestrian paths and prescribe entrances for commuters, residents and retail customers.

8.1.20.2. Residential carpark entry is located to the Northern end of Newham Grove away from North Road, as per the Development Plan.

8.1.20.3. The entry along Katandra Road is adjacent and complimentary to existing vehicle crossovers along Katandra Road. This vehicle entrance will service retail, commuter and residents.

8.1.21. *Respond to the relevant Measures and Qualitative Benchmarks, as they relate to the public realm, contained in the Level Crossing Removal Authority Urban Design Framework August 2016 as updated from time to time.*

8.1.21.1. These measures and qualitative benchmarks cite a number of examples and desirable outcomes. Framework refers to a broad spectrum of project examples which encourage interpretation and design flexibility. The proposed development is considered consistent with the current framework.

8.1.22. **Design Principles**

Built Form Impacts

8.1.23. *Maintain solar access to the secluded private open space of nearby residential properties in accordance with ResCode Standard B21.*

8.1.23.1. The concept plans have adopted the requirements of ResCode Standard B21. The adherence to ResCode Standard B21 will be documented and detailed through any future planning application.

8.1.24. *Avoid unreasonable overlooking of 3 Newham Grove in accordance with ResCode Standard B22.*

8.1.24.1. Any future proposed planning application would be required to address these detailed design requirements. There are a number of measures that can be used to address this.

8.1.25. *Avoid unreasonable impacts to 3 Newham Grove in the event of any walls on or within 200mm of the shared boundary, in accordance with ResCode Standard B18.*

8.1.25.1. The concept plans have adopted the requirements of ResCode Standard B18. The adherence to ResCode Standard B18 will be documented and detailed through any future planning application.

8.1.26. **Neighbourhood Interfaces**

Noise, Vibration and Air Quality

8.1.27. *Mitigate noise impacts associated with railway operations in accordance with the Victorian Government Passenger Rail Infrastructure Noise Policy (April 2013).*

8.1.27.1. Any future proposed planning application would be required to address these detailed design requirements. Evidence to this point is not addressed in this expert statement.

8.1.28. *Mitigate vibration impacts associated with railway operations in accordance with Australian Standard AS2670.2-1990.*

8.1.28.1. Any future proposed planning application would be required to address these detailed design requirements. Evidence to this point is not addressed in this expert statement.

8.1.29. *Meet the requirements of State Environment Protection Policy (Ambient Air Quality), and State Environment Protection Policy (Air Quality Management) as they relate to future uses on the site, as well as railway operations.*

8.1.29.1. Any future proposed planning application would be required to address these detailed design requirements. Evidence to this point is not addressed in this expert statement.

8.1.30. *Respond to the relevant Measures and Qualitative Benchmarks, as they relate to the amenity issues, contained in the Level Crossing Removal Authority Urban Design Framework August 2016 as updated from time to time.*

8.1.30.1. These measures and qualitative benchmarks cite a number of examples and desirable outcomes. Framework refers to a broad spectrum of project examples which encourage interpretation and design flexibility. The proposed development is considered consistent with the current framework.

8.1.31. Land Use Mix and Layout

8.1.32. *On the east side of Newham Grove, in Precinct C, incorporate residential uses at the street level to reflect the prevailing character of the street.*

8.1.32.1. The concept plans incorporate Townhouses as the predominate use with a zero setback at ground level.

8.1.33. *Ensure that the retail function of North Road and the active frontage of the centre is retained on the ground floor, where possible.*

8.1.33.1. The concept plans integrate retail shops and commuter access as the predominate use and function fronting North Road.

8.1.34. *Ensure that a recognisable and accessible pedestrian access point is established from the principal street frontage to the residential component of the building.*

8.1.34.1. Consistent architectural elements drawing on primary visible sight lines distinguish residential access points as differentiated from retail or commuter access points.

8.1.34.2. The collocation of individual residential access points to the townhouse along Newham Grove provides an identifiable entry point to each residence.

8.1.34.3. All residential access points are accessible at all times from public areas differentiated from retail and commuter entrances which will have separate access requirements.

8.1.35. *Respond to the relevant Measures and Qualitative Benchmarks, as they relate to the land uses, contained in the Level Crossing Removal Authority Urban Design Framework August 2016 as updated from time to time.*

8.1.35.1. These measures and qualitative benchmarks cite a number of examples and desirable outcomes. Framework refers to a broad spectrum of project examples which encourage interpretation and design flexibility. The proposed development is considered consistent with the current framework.

8.1.36. Transport Integration

8.1.37. *Encourage multi-purpose use of car parking areas wherever possible.*

8.1.37.1. The concept plans incorporate Retail, Commuter and Residential parking areas accessible from one shared access point along Katandra Road.

8.1.38. *Ensure that commuter car parking is provided for as required.*

8.1.38.1. The concept plans provide for 120 dedicated commuter car spaces.

8.1.39. *Achieve heights throughout all car parking areas of a minimum of 3 metres floor to floor in order to enable adaptability of the building into the future.*

8.1.39.1. The concept plans provide for this.

8.1.40. *Make adequate provision on the subject land for loading and unloading to the satisfaction of the responsible authority.*

8.1.40.1. The concept plans provide for this.

8.1.41. *Ensure that areas set aside for loading and unloading vehicles are appropriately designed and are located so as to not obstruct access to the car park areas, and to minimise impacts on adjacent uses.*

8.1.41.1. The concept plans show a separate loading and access via Katandra Road.

8.1.41.2. Commercial vehicle, servicing and loading/unloading requirements have been kept separated from residential parking.

8.1.42. *Respond to the relevant Measures and Qualitative Benchmarks, as they relate to transport integration, contained in the Level Crossing Removal Authority Urban Design Framework August 2016 as updated from time to time.*

8.1.42.1. These measures and qualitative benchmarks cite a number of examples and desirable outcomes. Framework refers to a broad spectrum of project examples which encourage interpretation and design flexibility. The proposed development is considered consistent with the current framework.

8.1.43. *Ensure that vehicle access to development should not be from North Road and access to commercial uses should be from Katandra Road, where feasible.*

8.1.43.1. The concept plans provide for this.

8.1.44. **Landscaping**

8.1.45. *New development on the subject land should respond to the relevant Measures and Qualitative Benchmarks, as they relate to landscape and the natural environment, contained in the Level Crossing Removal Authority Urban Design Framework August 2016 as updated from time to time.*

8.1.45.1. These measures and qualitative benchmarks cite a number of examples and desirable outcomes. Framework refers to a broad spectrum of project examples which encourage interpretation and design flexibility. The proposed development is considered consistent with the current framework.

8.1.46. **Environmentally Sustainable Design**

8.1.47. *Ensure water resources are managed in a sustainable way.*

8.1.47.1. Any future proposed planning application would be required to address these detailed design requirements. Evidence to this point is not addressed in this expert statement.

8.1.48. *Be consistent with general principles of stormwater management as detailed in the Urban Stormwater Best Practice Environmental Management Guidelines (Melbourne Water).*

8.1.48.1. Any future proposed planning application would be required to address these detailed design requirements. Evidence to this point is not addressed in this expert statement.

8.1.49. *Provide for all waste to be stored and handled within the site.*

8.1.49.1. The concept plans show shared internal collection points.

8.1.50. *Prevent bins being placed outside of the property boundary for collection.*

8.1.50.1. The concept plans show shared internal collection points.

8.1.51. *Ensure that no garbage bin or surplus materials generated by the permitted uses and development are deposited or stored outside of the*

site and that bins must be returned to the garbage storage areas as soon as practicable after garbage collection.

8.1.51.1. The concept plans show shared internal collection points.

8.1.52. *Implement options to reduce the amount of waste generated and encourage increased value recovery and/or recycling of waste materials.*

8.1.52.1. Any future proposed planning application would be required to address these detailed design requirements. Evidence to this point is not addressed in this expert statement.

8.1.53. *Achieve best practice in addressing the principles of environmentally sustainable development utilising a relevant assessment tool.*

8.1.53.1. Any future proposed planning application would be required to address these detailed design requirements. Evidence to this point is not addressed in this expert statement.

8.1.54. *Respond to the relevant Measures and Qualitative Benchmarks, as they relate to environmental sustainable design, contained in the Level Crossing Removal Authority Urban Design Framework August 2016 as updated from time to time.*

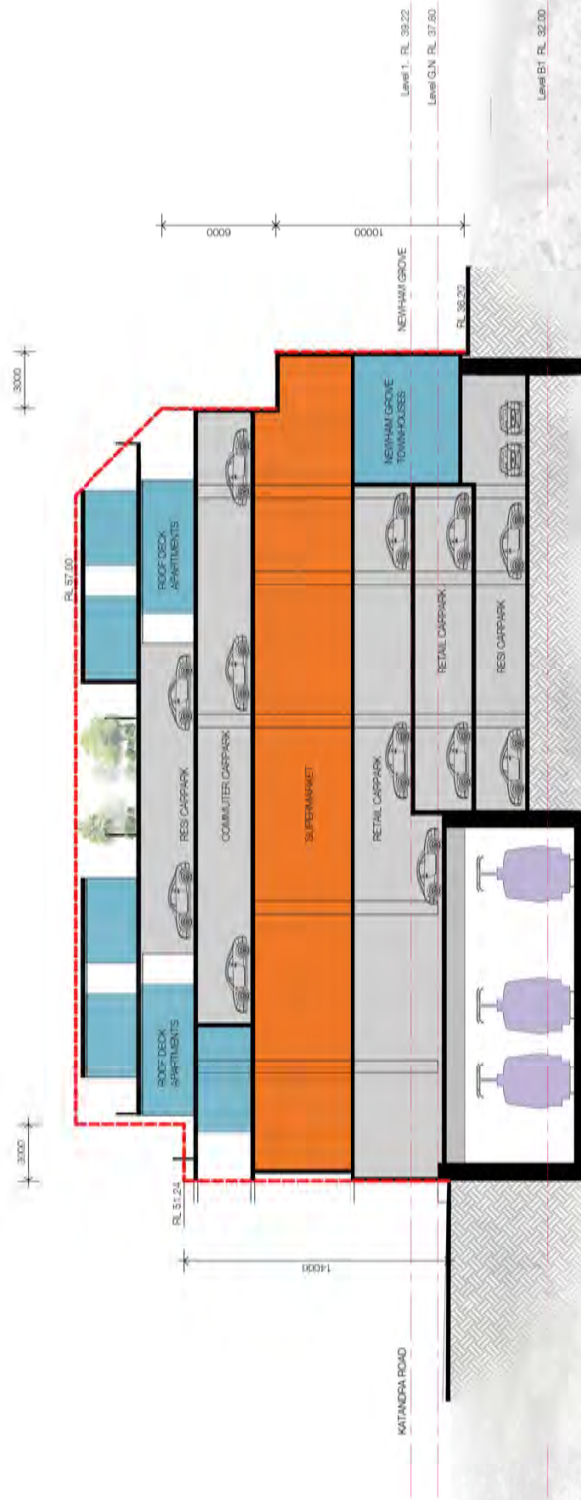
8.1.54.1. These measures and qualitative benchmarks cite a number of examples and desirable outcomes. Framework refers to a broad spectrum of project examples which encourages interpretation and design flexibility. The proposed development is consistent with the current framework.

25th January 2017

A handwritten signature in black ink, appearing to read 'D. Landy', with a stylized flourish at the end.

Dean Landy

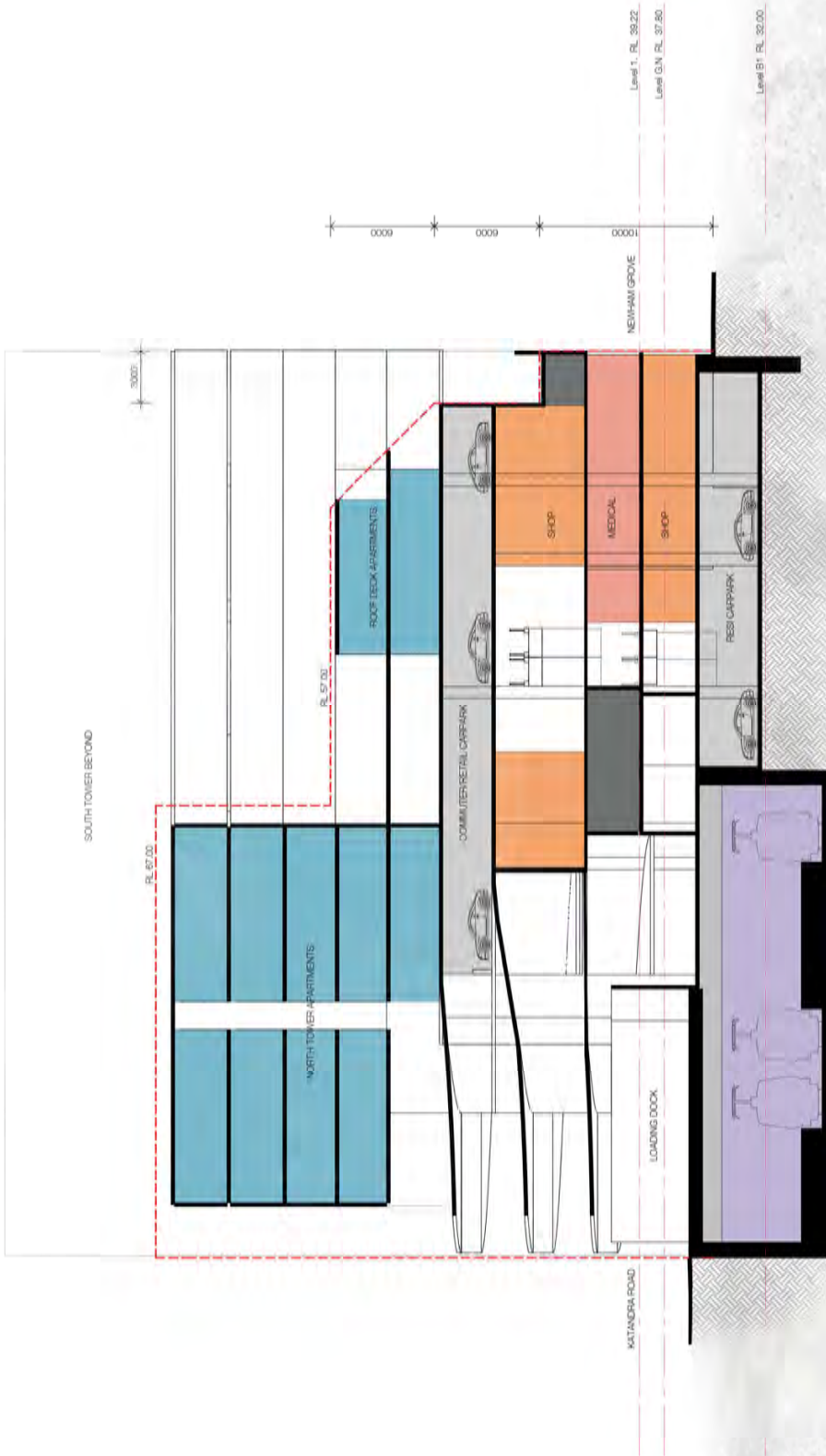
Appendix 1.



PRELIMINARY

ClarkeHopkinsClarke

Appendix 2.



PRELIMINARY

20.01.2017

15138/SK111

1:200 @ A3



ORMOND STATION REDEVELOPMENT

SECTION C

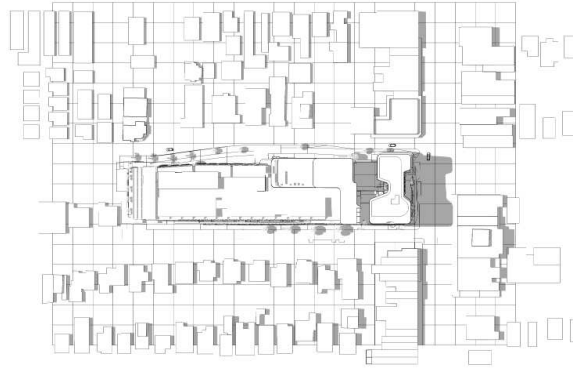


Appendix 3.

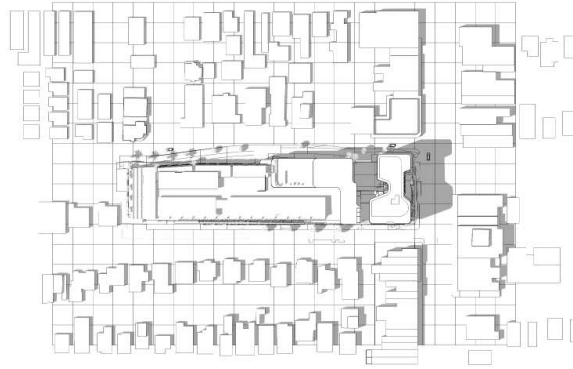
Concept Design
Shadow Diagrams



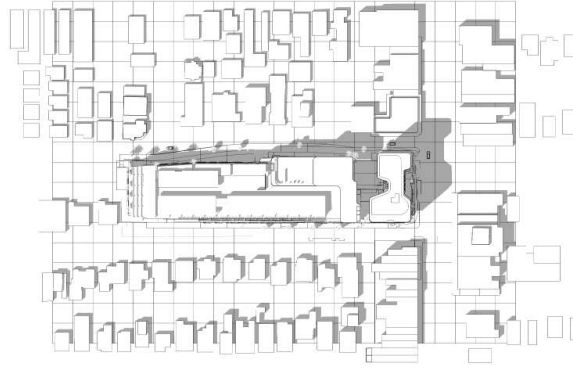
SEPTEMBER 22nd
11am



SEPTEMBER 22nd
12pm



SEPTEMBER 22nd
1pm



SEPTEMBER 22nd
2pm