Statement of Expert Evidence Urban Design

BellBardia Housing Estate
Amendment C11
Banyule Planning
Scheme

Instructed by
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On behalf of
Department of Health
and Human Services

Prepared by
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1.0 Introduction

1.1 Process and Involvement

1. This Statement has been prepared by Amanda Louise Roberts, Director of SJB Urban Pty Ltd. SJB Urban is an independent, specialist urban design practice, based at Level 5, 18 Oliver Lane, Melbourne.

2. In September 2017, I was engaged by Department of Health and Human Services (DHHS) to prepare a statement of evidence regarding Amendment C118 and proposed Design and Development Overlay (DDO5) with regard to the BellBardia Housing Estate. The BellBardia Housing Estate is located in Heidelberg West, Melbourne.

3. In preparing this Statement I have inspected the subject site and surrounding area, on 7th of September.

4. I have received and reviewed the following documents:
   - 43.04 Development Plan Overlay
   - Schedule 5 to Clause 43.04 Development Plan Overlay (31 July 2017)
   - PO2 Parking Overlay – Schedule 2
   - MUZ2 Mixed Use Zone Overlay – Schedule 2
   - Amended Schedule 5 to Clause 43.04 Development Plan Overlay (18 September 2017)
   - Design Framework – July 2017
   - Amendment C118 Instruction Sheet

1.2 Key Considerations

5. This evidence considers Amendment C118 from an urban design perspective and, particularly, the appropriateness of the controls and built form requirements outlined in the Design and Development Overlay for the BellBardia Estate having regard to emerging development and potential character within this precinct.

6. The introduction of medium and high density housing in close proximity to the Bell Street Mall amenities, Bell Street transport connections, the Darebin Creek recreation trail and Melbourne Polytecnic amongst other commercial, educational and recreational opportunities is intended to provide increased Social Housing (minimum 10% great than current provision). It will also, in my opinion provide opportunities for; increased housing density and diversity; improved streetscape interfaces; and enhanced connectivity.

7. I am generally supportive of this opportunity to re-generate BellBardia Estate and incorporate it into a new, medium density, high quality community.

2.0 Design Framework

8. This section outlines my assessment of the Design Framework under the following Headings:

    - Circulation
    - Land-Uses
    - Open Space
    - Built Form

2.1 Circulation

9. Bardia Street currently provides two vehicle cross-overs and main access points for movement into the Estate. These two separate main paths lead directly to the open carparks surrounded by built form. There is no linking-route for vehicles through the site and the formalised pedestrian paths lead predominately from the car park to building foyers.

10. The surrounding street network provides a finer grain of vehicle and pedestrian circulation with block lengths significantly less than that occupied by the BellBardia Estate and neighbouring commercial centre (150-225 metres in surrounding residential subdivision pattern compared with 430 metres between Liberty Parade and Oriel Road).

Figure 1: Existing Connections

11. Due to the positioning and form of the buildings on site there is minimal visual permeability through the site further exacerbating its appearance as a large, singular and private development.

12. The design framework identifies an east-west vehicle circulation route through the site with entrances from Liberty Parade in the west and Bardia Street in the north east. Three north-south pedestrian connections are proposed linking Bardia Street with Bell Street with the central link aligning with Mulberry Parade also proposed to be a cycle link. A further two north-south paths are proposed at the western end of the site linking the internal spaces with Bell Street.

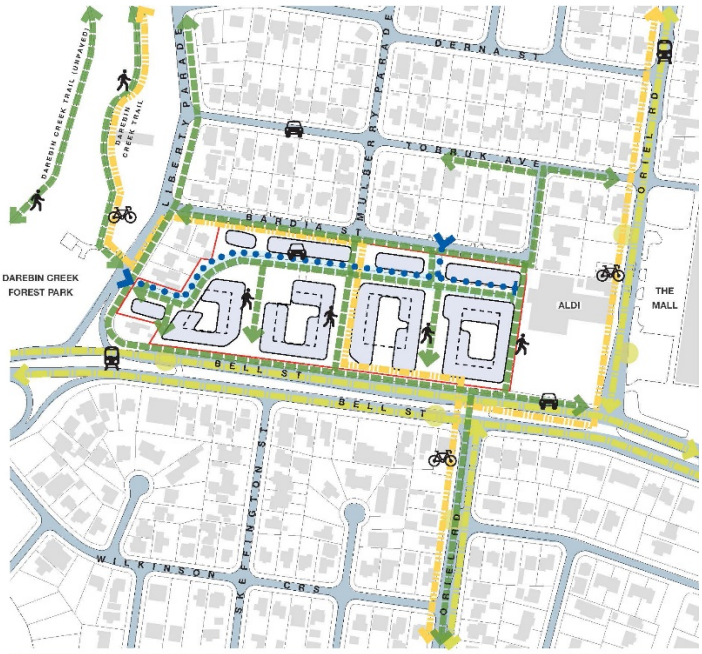


Figure 2: Design Framework- Proposed Internal Connections

13. In my opinion, the indicative grid structure provides a legible movement network and allows for increased connectivity with the surrounding streets and land uses. It is my understanding that a vehicle entry point directly from Bell Street is not preferred, however I strongly support the pedestrian and cycle link shown linking Mulberry Parade in the north with Bell Street in the south. In detail design stages this link should remain open (no gates) and be designed to be read as a publicly accessible and inviting pathway.

14. The pedestrian link shown at the eastern edge of the site, adjacent to the existing commercial/Aldi supermarket and car park should also be designed as a publicly accessible footpath and the design should provide both a defined edge to the new built form and an edge to the existing car park. Where the interface is with the car park, I recommend removing high, impermeable fencing between the properties to enable passive surveillance and a visual and physical relationship between the two properties.

15. The northern portion of this pedestrian connection is directly adjacent to the fence separating the rear service zone of Aldi and the east-west pedestrian link is shown as terminating against this fence. This will result in a single active edge to the footpath (as opposed to activity on both sides) which is not ideal. I appreciate the link provides direct access from Tobruk Avenue in the north to Bell Street in the south, however the design of this path, and in particular the design of the built form overlooking the path should provide for large amounts of passive surveillance and activity to avoid a 'rear lane'/ secluded and unsafe pedestrian link. If this can not be achieved, I recommend removing the link and replacing it with private open spaces associated with the ground floor apartments.

16. This also applies, albeit to a lesser extent, to the pedestrian path indicated it the south-western corner of the development where the path runs between proposed new housing and the rear fence of 152 Liberty Parade.

2.2 Land-uses

17. The housing estate is currently located in the General Residential Zone- Schedule (GRZ1) and is mainly used for residential use. A Commercial 1 Zone abuts the Estate on its eastern boundary and currently consists of an Aldi Supermarket. Further east, are more commercial land uses, including the Bell Street Mall.

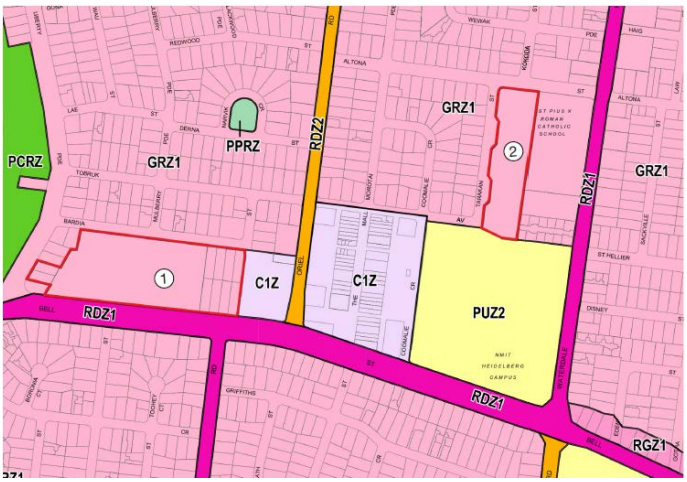


Figure 3: Design Framework- Current Zoning Map

18. The Design Framework proposes only residential uses within the estate.

19. Under Clause 21.06 of the Banyule Planning Scheme, this site is designated as an accessible residential area where medium density development is encouraged.

> *Clause 21.06 - Heidelberg West Heidelberg West is renewing. Public housing sites will provide well-designed redevelopment opportunities. A new desired future neighbourhood character will support development opportunities, with a focus on Olympic Village, Bell Street Mall, public housing sites and larger properties, where there may be higher density opportunities as well.*

20. I support the use of the site as predominately residential to encourage greater foot traffic and patronage of the surrounding local amenities including Bell Street Mall, however future opportunities for small retail should not be excluded, in particular adjacent to the proposed public open spaces and adjacent major circulation routes.

2.3 Open Space

21. The Housing Estate currently has serval public open spaces located around the built form. These spaces mainly consist of green areas with seating, with one area housing a playground.

22. At-grade car parking is located amongst these open spaces, in the centre of the housing estate. Directly west of the Housing Estate, is Darebin Creek Reserve. This large parkland provides a space for the local residents to undertake a variety of recreational activities, within walking distance from their homes as well as providing a key north-south link along the creek.

23. A Vegetation Protection Overlay (VPO5) applies to the entirety of the site. This overlay seeks to achieve the following objectives:

> *- To retain and protect existing trees, and to promote further planting of new trees as a significant component of local identity and neighbourhood.*
> *- To protect vegetation of special significance, natural beauty, interest and importance.*
> *- To retain vegetation that represents the cultural and/or natural history of the City.*
> *- To retain and protect existing trees, and to promote further planting of new trees to enhance streetscapes, ridgelines and backdrops in residential areas.*
> *- To ensure that, here tree removal is permitted, appropriate replacement planting is provided and located appropriately on site.*
> *- To retain, protect and promote further planting of trees in residential areas to provide habitat links and movement corridors for fauna.*

- To retain trees which contain hollows as habitat for local fauna.
- To retain trees that buffer waterways.
- To maintain remnant and/or indigenous overstorey vegetation to provide biodiversity and a source of genetic material for re-establishment of the natural heritage of the City.
- To retain indigenous native vegetation which is rare, threatened or of local, regional or State significance.
- To retain exotic trees and non-indigenous native trees, unless identified as an environmental weed.
- To manage the long term viability of significant avenue plantings and heritage trees.
- To retain, protect and promote further planting of trees for their contribution to stabilising local environmental processes including shading and cooling effects, sequestration of pollutants and management of storm water.

24. The design framework identifies two (2) possible playgrounds, open spaces along the movement corridors and tree planting around the perimeter of the site and along the internal road. The framework seeks to use a new landscape strategy in order to reinforce the internal streetscapes and public areas. It proposes the retention of some of the existing high and medium retention value trees and aims to provide amenity in an equitable manner to all the residents.

Figure 4: Design Framework- Proposed Open Space

25. The Design Framework also identifies the remove of several high medium and low retention trees. It appears that the majority of these trees were located as a result of the 'random', angular placement of the current built form. As the design framework proposes a more rational and linear built form response, these trees will need to be removed which I can support if the number of new replacement trees is at least equal to or greater than the value and number of trees removed.

26. The Design Framework suggests a double row of trees on the southern side of the internal street with indented visitor car parking. I support this approach to maximising canopy trees within the site and recommend that the design of the internal street and associated landscaping ensures sufficient tree protection.

27. While I have not accurately calculated the existing open space area and compared it with the proposed open space area, my initial assessment is that there will be a loss of open space in the proposed Design Framework. I am not opposed to this loss for the following reasons.

    a. The existing open space is underutilised due to poor design, lack of safety and lack of diversity of activities and uses.

b. The proposed open spaces are intended to have good levels of passive surveillance through the design of the adjacent built form; in most cases good access to natural light and are located adjacent to or as part of movement networks ensuring good accessibility.

28. The Design Framework does not propose basement car parking, however if this were to occur in the future, I recommend that the basements do not encroach outside of the building footprints to allow for the maximum amount of deep root zone planting.

2.4 Built Form

29. The existing built form of the Housing Estate consists of 2 storey 'walk-up' blocks of flat and single storey detached dwellings fronting Bell Street and Liberty Parade.

30. The surrounding built form of the area consists largely of single storey detached dwellings, brick with tiled pitched roofs. Its future development is based on the current planning provisions in the Banyule Planning Scheme:

	Existing Character	Future Character
Immediately surrounding the estate	1-2 Storey single detached dwellings	The Current planning provision allows for a maximum three (3) Storeys and 11 metres height of a building.
South of the Estate (south side of Bell Street)	1-2 Storeys single detached dwellings	

31. The key site and context factors that influence future built form from an urban design, and place making perspective include:

- The bus routes that's service Bell Street and Oriel Road (east), these include the 513, 250, 350 and 549.
- The close proximity to local shops and services such as Aldi supermarket, Melbourne Polytecnic and the Bell Street Mall to the east of the site.
- Providing transition from the medium to higher density built form to the lower scale and less dense residential surrounds.
- Emerging Character along Bell Street and the appropriate scale of built form along this wide and busy movement corridor.
- The existing public open space associated with the Creek corridor.
- Landscape character.

2.4.1 Built Form Proposal

32. The Design Frameowk identifies four (4) potential areas for higher residential development along Bell Street serviced by the new internal street; four (4) townhouse sections along the perimeter interfacing with Bardia Street serviced by both Bardia Street and the new internal street; and a single section interfacing with Liberty Parade in the west.

33. The Bardia Street and Liberty Parades interfaces are proposed to be 3 storey townhouses. The Design Framework suggests varying street setbacks along Bardia Street at ground level and at the upper two levels also with 'varying built form alignment'. This is stated to be in response to the existing context and to allow for private entries and gardens off Bardia Street and a mixture of front and rear loaded typologies.

34. I support a varied setback along this street frontage potentially avoiding a perception of a 'wall' of development along the existing residential street. These variations should occur at two levels; a variation between the three blocks of townhouses and a variation between the individual townhouses within each block.

35. The taller built form will consist of units along Bell Street with the Design Framework identifying each block with a possible variation of heights including three and four storey car park podia wrapped and

topped by three, four, five, six, eight and/or ten storey apartments. The built form is proposed to transition between the Bell Street interface and the three storey Bardia Street townhouses.

36. There are no podium or streetwall setbacks proposed for the apartment built form with the articulation proposed to be achieved through the varying heights and through the introduction of a 2 metre 'articulation' zone on the entirety of the façade.

37. As mentioned above, resident car parking is shown as being incorporated in the podia and all parking is to be above ground. These areas will vary in dimensions and no basements are depicted.

Figure 5: Design Framework- Indicative Built Form Response

38. I support the variety of built form heights wrapping and surrounding the podia car parking. The taller forms are generally interfacing with the wider and busier Bell Street which is an appropriate urban response with the lower four, five and six storey forms providing transition to the internal street and the Bardia townhouses.

39. It is my preference that all of the podia car parking is wrapped with apartments however I note in some instances, the built form has been moulded around the retention of groupings of significant trees. This is, in my opinion, a reasonable outcome on balance.

40. I have some concern with the exposed podia at the western edge of the site. The Development Plan shows the major pedestrian and vehicle entry from Liberty Avenue is aligned directly with the exposed car park face, effectively creating a clear 'welcome' view to car parking. As one of two primary entries to the site and an ideal opportunity for placemaking, I consider this to be undesirable.

41. I recommend the treatment of this interface incorporate active frontages, or, if an exposed car park interface is proposed, that a high quality, visually engaging architectural treatment which may include public art is proposed.

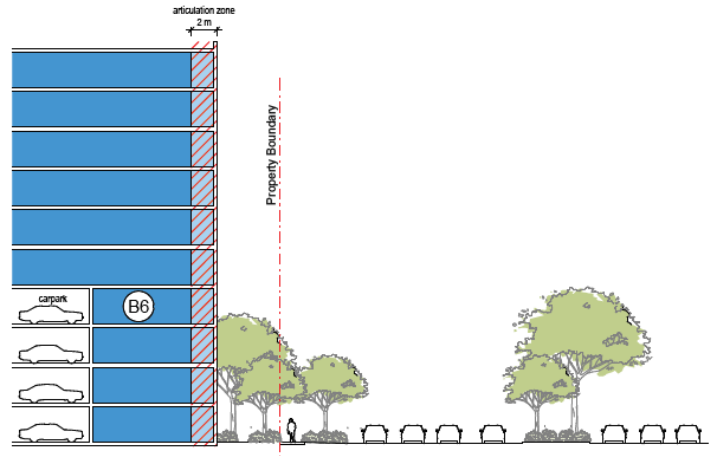
Figure 6: Photomontage of Design Framework showing indicative shadow diagrams during the September Equinox

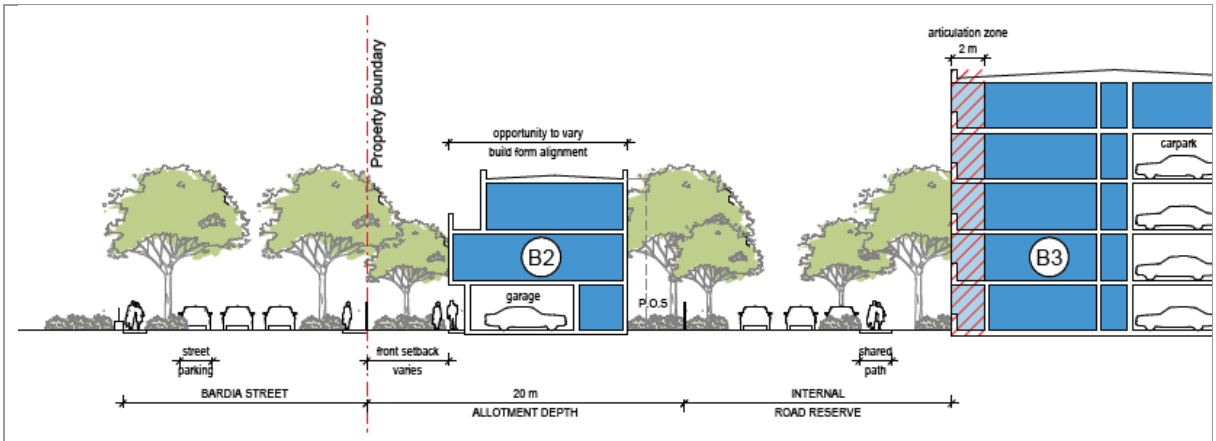
42. The shadow diagrams illustrate that between 9am and 3pm during the September equinox, the proposed built form will allow solar access to the proposed open spaces and circulation routes for a reasonable part of each day. The open space proposed in the north west, just to the south of the internal street, receives sunlight for the entire day which I strongly support.

43. The tallest structures as identified in the Design Framework, are four (4) 10 storey towers, one to each parcel, that front Bell Street. It is proposed to have a 5 metre setback from the street. These buildings are identified as having a 10-level street wall with no setbacks to any of the levels, with a 2 metre 'articulation zone' proposed for the façade of the building.

44. The table below summarises the proposed building heights and setbacks and my assessment of them:

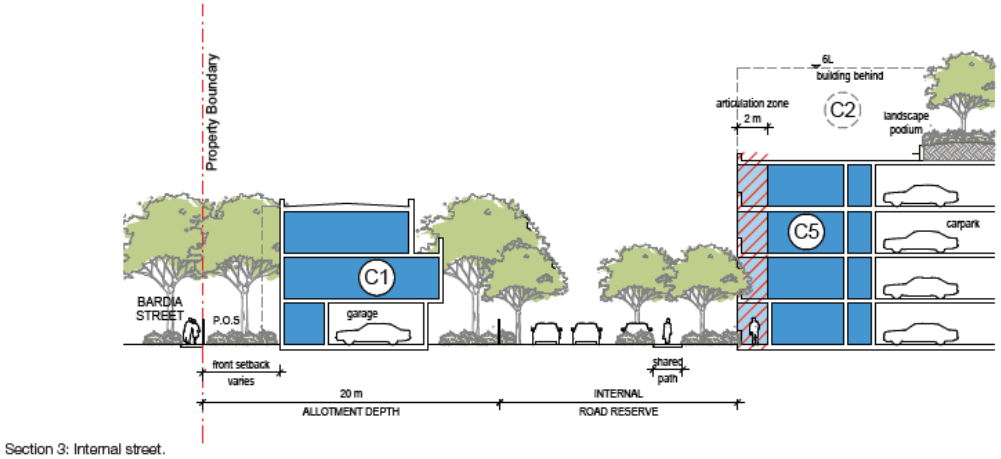
Location	Proposed Built Form	Discussion
Section 1- Southern interface with Bell Street	• 10 Storey with 5 metre street setback • 2 metre 'articulation zone'	The proposed 5 metre setback to Bell Street is supported, however it is unclear if this zone is to be occupied by private open space associated with the ground

	• Parking is integrated within the building structure	floor apartments, useable communal garden space, or publicly accessible space. This relationship is important to establish the preferred streetscape interaction. The 2 metre 'articulation zone' is also supported however I am unconvinced that this requirement will serve to produce an outcome any different/better than would normally be expected as a result of applying the Better Apartment Design Guidelines and their associated requirement for private open space provision (balconies). The maximum height of 10 storeys is, in my opinion, acceptable at this interface if it is interspersed along the street with lower built form.
 Section 1: Southern interface with Bell Street. P.O.S = Private open space		
Section 2- Northern interface with Bardia Street and internal road reserve.	• 3 storey town houses with varying street setbacks and site layouts. • Internal road reserve with shared paths • 4-6 storey towers that are a part of the parcel areas and adjoin the 10 level towers. • These larger structures do not have any level setbacks and include the '2 metre articulation zone'. • Parking is integrated within the building structure	I support this interface. The relationship between three storey townhouses and four-six storey apartments will provide a good level of definition to the internal street and opportunities for passive surveillance. See above comment regarding the 'articulation zone'.



Section 2: Northern interface with Bardia Street & internal road reserve.
P.O.S = Private open space

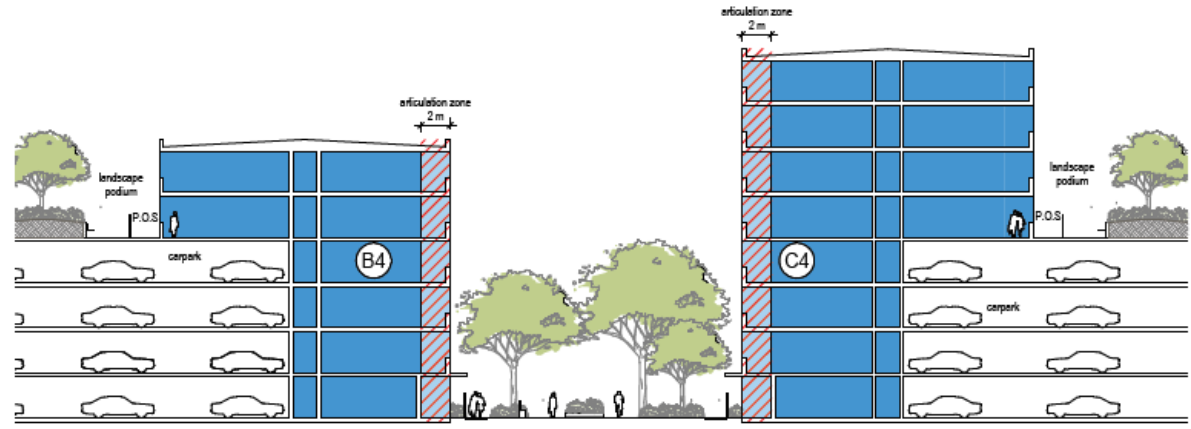
Section 3- Internal Street	• 3 storey town houses with varying street setbacks and site layouts. • Internal road reserve with shard paths • 4-6 storey towers that are a part of the parcel areas and adjoin the 10 level towers. • These larger structures do not have any level setbacks just a 2 metre articulation zone. • The blocks with podia car parking will have communal open spaces located on top of the parking areas.	This section is supported, however there is no indication on the section of private opens space at the ground level associated with the apartment buildings (shown are inset balconies) therefore the edge condition along this internal street is unclear.



Section 3: Internal street.
P.O.S = Private open space

Section 4- Central Green Space	• 4-6 storey apartments. • These larger structures do not have any façade setbacks and include the articulation zone. • The blocks with podia car parking will have open spaces located on top of the parking areas.	The Central Green spaces provide valuable recreation and circulation spaces. The sections provided do not show any private open spaces at ground level therefore the relationship of the building and apartments at this interface is unclear. While I am supportive of the heights of the built form surrounding these spaces I recommend setting some minimum building separation distances to ensure they do not become too narrow for

		adaptable open space and/or too narrow to receive a reasonable amount of direct sunlight



Section 4: Central green space.
P.O.S = Private open space

2.5 Summary

45. I largely support the proposed Development Framework for the provision of medium to high density housing in Heidelberg West close to the Bell Street Mall amenities.

46. In my opinion, the building forms transition well from the wide and busier Bell Street to the lower order residential streets.

47. I am supportive of the grid structure of streets and movement network increasing permeability through the site and connectivity with the surrounding neighbourhood.

48. I am unconvinced by the need to include a 2 metre articulation zone in its current form, however support the intent that "The built form is articulated through the manipulation of the forms and materials in the first 2m depth of the façade which will include balcony space".

49. I consider the loss of significant trees to be acceptable given the extent of replacement landscape opportunities sand enhanced public and communal open spaces.

2.6 Recommendations

50. I recommend that the 'articulation zone' makes specific reference to the materiality of the built form to ensure a human scale and an interesting and engaging interface. In my opinion this should include reference to durability, easy of maintenance, material variety, fine grain and textural materials. It should also be clear that the 'articulation zone' applies to the totality of the façade as in its current diagrammatical form it is only shown on the section which could open it to interpretation.

51. I recommend further consideration is given to the interface of the proposal with the Aldi supermarket and car park. I am concerned with the 'one-sided' pedestrian link as it lacks opportunities for passive surveillance and the east-west link that terminates at the fence of the Aldi service zone.

3.0 Proposed DPO5

52. This section outlines my assessment of proposed DPO5, including whether it is an effective translation of the Design Framework.

53. Generally, I consider the DPO an effective translation of the Design Framework. However some of the nuances of the Framework, including the variation in heights within each apartment block are not, in my opinion, adequately addressed. These are discussed in further detail below.

3.1 Overall Layout

54. The schedule contains a proposed development plan, which illustrates:

- The area of land effected by the schedule;
- The proposed land-use and built form for the area of land;
- The preferred locations of the open space and vehicle, bicycle and pedestrian circulations;
- The location for the different built form outcomes, including maximum heights; and
- The interfaces treatment including setbacks.

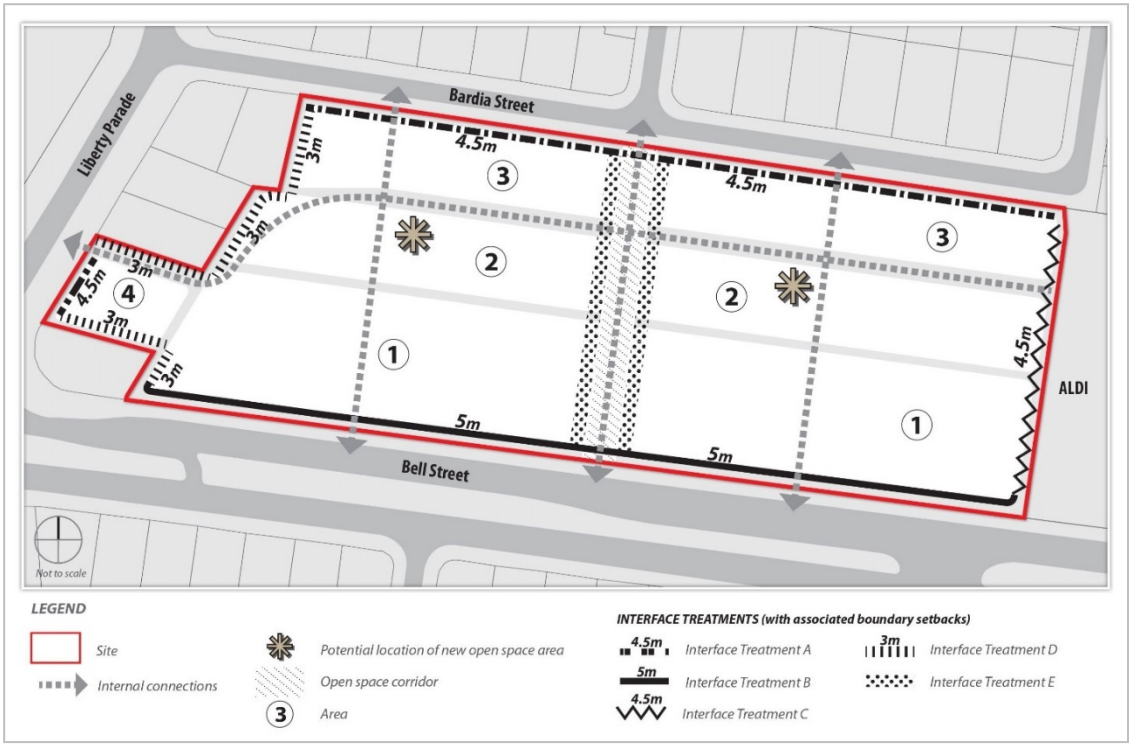


Figure 7: Proposed DPO5 Development Concept Plan

3.2 Land Use

55. *The development plan should make provision for small scale retail, commercial or community uses to meet the needs of the local community provided these uses achieve the following criteria:*
    - *Located at ground floor level;*
    - *Fronting Bell Street, Bardia Street, the new publicly accessible open space corridor or other appropriate locations; and*
    - *Adequately manage potential amenity impacts on nearby residential properties.*

56. I support this land use and suggest that the ground floor levels, in appropriate areas, should be designed for future flexibility and include a floor to ceiling height that allows for a change in use over time.

3.3 Open Space

57. The Development Concept Plan shows the potential for two (2) new open space locations and an 'open space corridor' which runs from north to south down the centre of the site.

58. *The development plan should show or make provision for:*
    - *A new publicly accessible open space corridor through the site between Bell and Bardia Streets as an extension of Mulberry Parade as shown on the Development Concept Plan. The corridor is to be a minimum 20m wide;*
    - *New centrally located open space areas accessible to all residents, generally located as shown on the Development Concept Plan and containing existing trees to be retained. These areas may form part of the communal open space required under Clause 55.07-2 or Clause 58.03-2.*
    - *Retention of trees assessed in an Arboricultural Assessment Report prepared in accordance with this Schedule as having moderate or high retention value, unless it is demonstrated that their retention significantly affects the feasibility of development of the relevant precinct.*
    - *Replacement of trees assessed in the required Arboricultural Assessment Report as having moderate or high retention value with trees that provide equivalent amenity value to residents and the public realm.*
    - *Landscaped buffers at residential interfaces, consisting of exiting trees to be retained and/or replacement canopy trees.*
    - *Additional street trees along the Bell Street, Bardia Street and Liberty Parade frontages, subject to agreement from Banyule City Council.*
    - *New canopy trees along the new open space corridor and internal connections and within new open space areas.*

59. I approve of the Development Concept Plans stipulation of a minimum 20 metre width for the central circulation corridor/open space. I would also recommend that there is a sunlight provision applied to public open spaces to ensure they receive a good level of direct sunlight throughout the year.

3.4 Circulation

60. The *development plan should show or make provision for:*
    - *A legible vehicle circulation system within the site.*
    - *Accessible car parking for residents, workers (if applicable) and visitors.*
    - *Accessible bicycle parking for residents and visitors, and bicycle servicing facilities.*
    - *A pedestrian path along the new open space corridor between Bell and Bardia Streets as shown on the Development Concept Plan.*

61. I support the Development Concept Plan's response to circulation however recommend that an objective be included int eh DPO5 for an appropriate number of publicly accessible access routes through the site. The Development Concept Plan shows three routes and I believe this should be expressed as a minimum requirement.

62. I also recommend that the wording associated with the fourth bullet point under **Circulation** be amended to include shared pedestrian and cycle path, refer below, my additions underlines

    - *A shared pedestrian and cycle path along the new open space corridor between Bell and Bardia Streets as shown on the Development Concept Plan.*

3.5 Built form

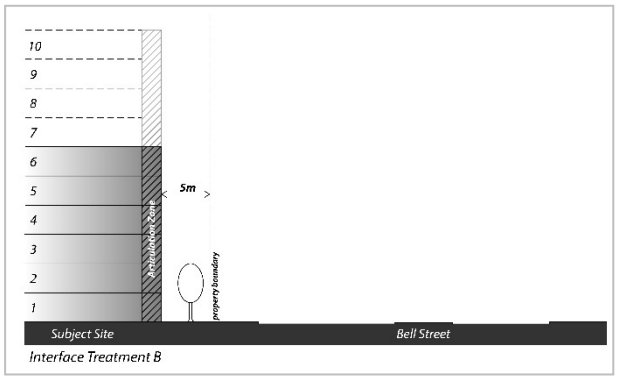
63. The DPO5 requires the built form to respond in the following manner.

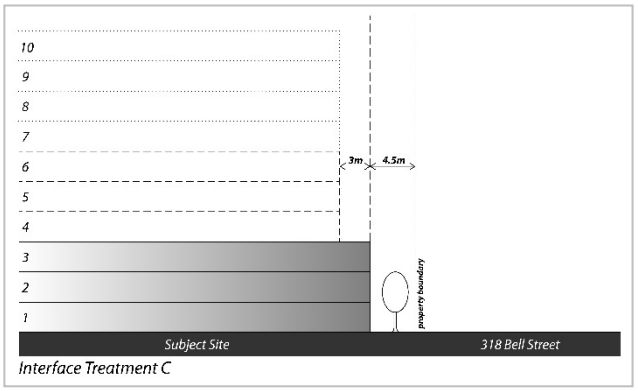
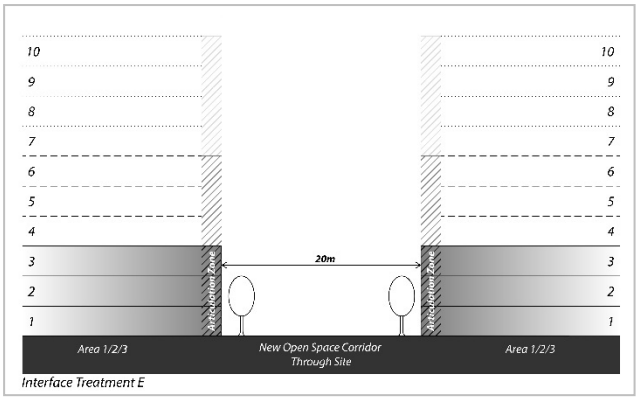
64. The development plan should show or make provision for:

- *Highest built form fronting Bell Street with a transition down to lower built forms at residential interfaces.*
- *Buildings that do not exceed the building heights and that do not encroach within the following interface treatments provided in the table below.*

Area *(refer to Development Concept Plan)*	*Building Height*	*Interface Treatment*
1	*10 storeys*	*Interface Treatments B, C, D and E*
2	*6 storeys*	*Interface Treatments C, D and E*
3	*3 storeys*	*Interface Treatments A, C, D and E*
4	*3 storeys*	*Interface Treatments A and D*

- *Buildings that do not encroach within the following building setbacks:*

Interface Treatment	*Setback*	*Diagram*
A (Bardia Street and Liberty Parade)	*4.5m street setback*	
B (Bell Street)	*5m street setback with articulation zone*	

*C **(Retail use at 318 Bell Street)***	*4.5m setback up to 3 storeys and an additional 3m setback above 3 storeys*	 *Interface Treatment C*
*D **(Direct Residential Interfaces)***	*3m boundary setback and increased as required to protect existing trees to be retained or accommodate replacement canopy trees and to comply with Clause 32.04-9*	
*E **(New Open Space Corridor Through Site)***	*20m wide corridor excluding articulation zone*	 *Interface Treatment E*

- *Building envelopes that are adapted to:*
  - *Protect existing trees to be retained; and*
  - *Provide reasonable levels of sunlight to internal open space areas on 21 June.*
- *Active frontages to Bell Street, Bardia Street and Liberty Parade, internal connections and open space areas, through the following:*
  - *Avoiding large expanses of blank wall, large service areas, garbage storage areas, car parking and co-located or continuous garage doors along ground floor frontages; and*
  - *Provision of individual entry doors to ground floor dwellings that have frontages to a road or internal connection.*
- *Where non-residential uses are proposed, provision of the following:*
  - *A minimum 4m floor to floor height;*
  - *An entrance and/or clear glazed window at the street frontages of each individual non-residential use; and*
  - *Weather protection at the street frontages of the non-residential uses.*
- *Visual bulk of buildings reduced through the placement of balconies and use of discontinuous forms, articulated facades and varied materials.*
- *Articulation zones are to be used for the placement of balconies, open space, architectural features, sunshades and artworks to demonstrate a positive contribution to the overall façade composition.*

- *The location of car parking spaces within basement levels or suitably concealed within buildings or behind features such as active podium frontages.*
- *Cohesive architectural design throughout the site, with the use of high quality, durable and low maintenance materials.*
- *Appropriate mitigation measures to minimise the adverse impacts on existing sensitive uses in proximity of the site.*
- *Appropriate noise attenuation measures to minimise noise impacts on proposed dwellings from Bell Street and any non-residential uses on or adjoining the site.*

65. I generally support the Built Form conditions proposed by the DPO5 and the Development Concept Plan in providing built form that supports good public and communal spaces and circulation routes.

66. I recommend the following amendments (where inserted in existing text, my additions are underlined):

- I suggest amending Interface D to include a 3 metre setback above level 3. This will provide a stepped transition to the existing residential properties and help reduce the visual impact of taller built forms. In particular as the Development Concept Plan allows for 6 storey built form in Area 2 and 10 storey form in Area 1, both of which have direct interfaces with existing residential properties in the west.
- *The location of <u>Apartment Building</u> car parking spaces within basement levels or suitably concealed within buildings or behind features such as active podium frontages.*
- I recommend the requirement for transitioning forms in apartment blocks is strengthened to also include height variation. The Design Framework shows each of the four apartment blocks as being made up of a minimum of four different heights with the majority showing six different heights. I support this varied and nuanced approach, however the Development Plan DPO5 refers only to 'transition'.

3.6 Summary

67. I generally support the requirements of the DPO5 and the Development Concept Plan's translation of the Design Framework in creating a medium to high density new residential development. My recommendations for changes are noted below and are made to ensure the built form outcomes provide a varied, considered and articulated response to the public streets and spaces.

3.7 Recommendations

68. Provide for three pedestrian routes north-south through the site.

69. Include provision for a shared pedestrian and cycle path linking Mulberry Parade with Bell Street through the site.

70. Amend Interface C to include a 3 metre setback above level 3 to provide a transitional response to existing residential properties.

71. Include a requirement for a variation in height, over and above the requirement for 'transition' in Area 1 (Apartment Blocks) to avoid large expanses of 10 storey built form along Bell Street and to provide a good level of massing articulation.

4.0 Appendix A: Qualifications and Experience

Name and Address

Amanda Roberts (MUrban Planning, BLandArch, BArchStud, AILA)
Urban Designer and Landscape Architect
Director, SJB Urban Pty Ltd
Level 5, 18 Oliver Lane
Melbourne VIC 3000

Qualifications and Experience

- Master of Urban Planning (MUrban Planning): The University of Melbourne
- Bachelor of Landscape Architecture (BLandArch) (First Class Honours), The University of Adelaide
- Bachelor of Architectural Studies (BArchSTud), The University of Adelaide

2013-present: Director (since 2016), SJB Urban
2012-2013: Team Leader Subdivisions & Urban Design, City of Wyndham
2007-2012: Urban Designer, Places Victoria (VicUrban)
2006-2007: Urban Designer, Department of Planning & Community Development
2002-2003: Landscape Architect, Hames Sharley, Perth
2001-2002: Technical Officer, City of Stirling, Perth
1999-2000: Urban Design/Landscape Architect, Heaton Associates, UK
2010-present: Tutor, occasional Lecturer, The University of Melbourne
2015 –present: Member ODASA review panel

Areas of Expertise and Experience

My area of expertise is Urban Design, derived from my professional experience in urban design practice, landscape architecture practice, and state and local government urban design, as well as my tertiary qualifications in Landscape Architecture and Urban Design.

Within this field, my specific expertise and experience includes the following:

- Design Review:
  - Representative for State Government on review panels for Melbourne Docklands
  - Lead Urban Design review member for Places Victoria on Melbourne Docklands and Dandenong
  - Lead Urban Design review member for local government projects, City of Wyndham;
- Project manager of the Gehl Places for People study on Melbourne Docklands;
- Independent Urban Design Reviews for Councils, including Yarra;
- Urban Design Advice on a range of development proposals and locations;
- Urban Design Analysis and Assessment and preparation of Urban Context Reports;
- Preparation of Development Plans, Master Plans and Urban Design Frameworks for public and private sector clients;
- Urban development research, investigation, modelling; and
- Landscape Architectural practice - design, documentation, administration on a range of residential, commercial and master planning projects.