



Melbourne Metro Rail Project

EES Inquiry and Advisory Committee (IAC)

Statement of landscape and open space evidence

prepared by

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on behalf of the City of Stonnington

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Appendix A: Melbourne Metro Rail Project – Public Realm Improvement Concept (prepared by Hansen Partnership for the City of Stonnington)

Appendix B: Curriculum vitae for Stephen Schutt

1 Preamble

1. My name is Stephen Schutt and I am a Registered Landscape Architect and a Director of Hansen Partnership. I have over 20 years professional experience in urban design and landscape architectural projects in Australia and overseas. I hold a Bachelor degree in Planning and Design and a Masters degree in Landscape Architecture.
2. I have been engaged by the City of Stonnington to prepare a statement of landscape evidence in relation to matters of landscape and open space impacts and design, specifically focusing on the area identified in the Melbourne Metro Rail Project Environmental Effects Statement as "Precinct 8 – Eastern Portal (South Yarra)".
3. Prior to the release of the Environmental Effects Statement, I had provided landscape and urban design advice to the City of Stonnington in relation to the Melbourne Metro Rail Project, specifically in relation to its anticipated impact on the public domain of South Yarra. As part of that advice, a Public Realm Improvement Concept was prepared by my office, in consultation with Council officers. It is my understanding that this Public Realm Improvement Concept was included as an attachment to the City of Stonnington's written submission to the Independent Inquiry / Advisory Committee.
4. I have visited the subject site numerous times, most recently on Thursday 18th February 2016.
5. In preparing this statement, I have reviewed:
 - Relevant sections of the Melbourne Metro Rail Project Environmental Effects Statement, notably Chapter 13 – Noise & Vibration and Chapter 16 – Landscape & Visual;
 - Relevant appendices to the Melbourne Metro Rail Project Environmental Effects Statement, notably Technical Appendix A – Planning Scheme Amendment and Associated Document, Technical Appendix L – Landscape & Visual, Technical Appendix M – Urban Design Strategy and the Map Book;
 - Stonnington City Council's Submission to the Melbourne Metro Rail Project Environmental Effects Statement;
 - Relevant sections of the Stonnington Planning Scheme, and
 - Relevant State Government publications, notably the Urban Design Charter for Victoria.

2 Study area

6. The study area – for the purposes of my evidence – is identified as Precinct 8 – Eastern Portal (South Yarra) in the MMRP EES, and comprises land within South Yarra within close proximity (< 500 metres) of South Yarra Siding Reserve and South Yarra Railway Station. The precinct is described in the MMRP EES Summary Report as:

This highly urbanised precinct comprises mixed use development and a diverse range of housing types, from low density detached housing to large residential apartment blocks. The area borders one of Melbourne's busiest retail and entertainment precincts, centred on Toorak Road and Chapel Street. (p. 31, MMRP EES Summary Report).

2.1 South Yarra Siding Reserve

7. South Yarra Siding Reserve is a public park which occupies a triangular-shaped parcel of land immediately south of Toorak Road and South Yarra Railway Station, at the confluence of the Sandringham Railway Line and the Frankston & Dandenong Railway Lines. The Reserve has only a single point of entry, which is from William Street, immediately south of the William Street Bridge over the Frankston/Dandenong Railway Lines. Whilst being in very close proximity to both Toorak Road to the north and Osborne Street to the east, there is presently no direct access to the Reserve from those streets. Figure 1 comprises an aerial photograph of the study area (taken on 20th March 2016, source: maps.au.nearmap.com).



Figure 1: Study area aerial photo.

8. The land upon which the Reserve is located is zoned PPRZ (Public Park and Recreation Zone).

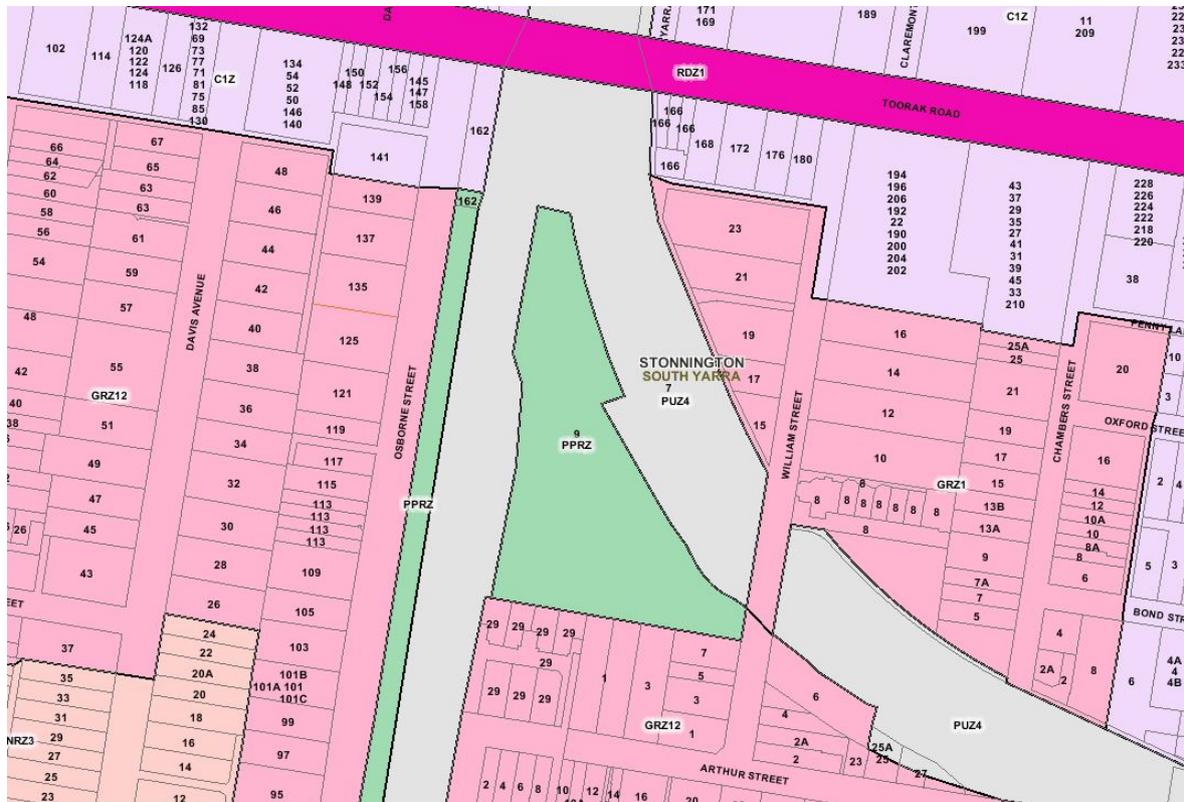


Figure 2: Study area zoning.

9. The reserve comprises a relatively level, open grassed area in its southern section, which is at a similar elevation to residential land immediately to the south, and also at a similar elevation to land on the opposite sides of the rail cuttings to both the east and west. Beyond this level ground in the southern part of the reserve, the land falls away steeply into the rail cuttings associated with both the Sandringham and Frankston/Dandenong Railway Lines. With respect to the Sandringham Line (to the west), the embankment is very steep, densely vegetated and largely inaccessible, whereas with respect to the Frankston/Dandenong Lines, the embankment (whilst still steep) is an open, grassed embankment, which provides some access – albeit via a steep incline – to the lower parts of the Reserve, which are some 7 metres lower than the more elevated central southern area.
10. The northern part of the reserve, closest to Toorak Road and South Yarra Railway Station, is accessed via an informal stairway which connects the elevated central part of the reserve to the northern area, which is some 7 metres lower and at the same elevation as the railway lines. It is my understanding that this part of the reserve is utilised by railway authorities as a point of access to both the Sandringham and Frankston/Dandenong Railway Lines for maintenance purposes. It is also the location for some existing infrastructure associated with both railway line signalling and rail network communications.

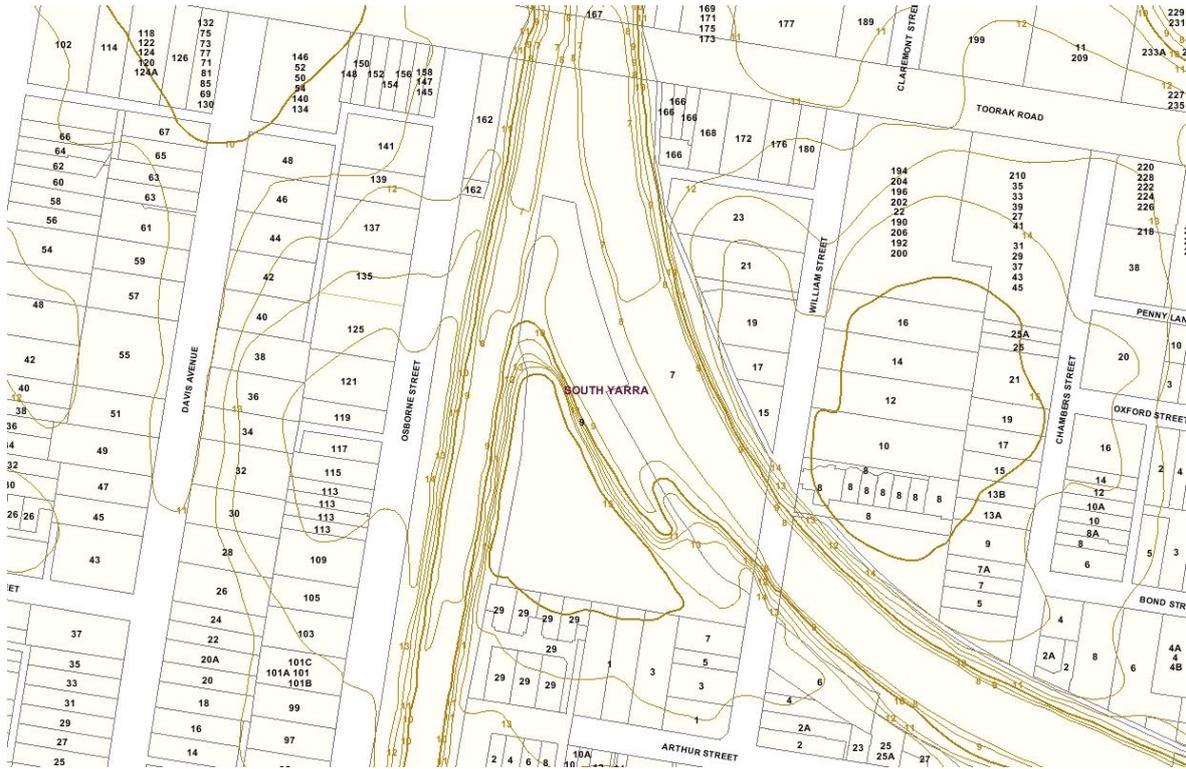


Figure 3: Study area topography.

11. The southern, level part of the Reserve – which I would consider to be the ‘useable recreational space’ is an open, grassed space of approximately 0.6 hectares in area, which is furnished with scattered park bench seating, generally along the alignment of a central unsealed pathway. Recreational facilities within the Reserve comprise these seats, along with a rubbish bin, drinking fountain and dog waste bag dispenser close to the William Street entry to the Reserve. There are a significant number of mature trees within the Reserve, some of which are located centrally, with the majority located around the perimeter of the Reserve. These trees provide a strong contribution to the amenity of the Reserve, through the provision of shade, shelter from wind and a visual backdrop of canopy vegetation.



Figure 4: Open, level, grassed area within the southern part of South Yarra Siding Reserve.



Figure 5: Existing (only) point of entry to South Yarra Siding Reserve, via William Street.



Figure 6: Contrasting topography within South Yarra Siding Reserve, which limits extent of usable open space.



Figure 7: Existing unsealed pathway and seating within South Yarra Siding Reserve.



Figure 8: Existing view from South Yarra Siding Reserve to Osborne Street (over the Sandringham Railway Line).



Figure 9: Existing view from South Yarra Siding Reserve to Lovers Walk and Forrest Hill Precinct towers beyond.



Figure 10: Existing view towards South Yarra Siding Reserve from Toorak Road.



Figure 11: Existing view of Frankston/Dandenong Railway Lines from Toorak Road.

2.2 South Yarra Railway Station

12. South Yarra Railway Station is located approximately 70 metres to the north of South Yarra Siding Reserve, on the opposite side of Toorak Road. I note the description of the Station in Stonnington City Council's submission to the MMRP EES, which states:

South Yarra Station is the busiest metropolitan station outside the City Loop and the busiest of all in terms of morning peak boardings. South Yarra Station has substandard facilities for its designated Premium Station classification and is severely constrained in terms of space. It also does not have universal access to and from the platforms.

13. On the basis of my own observations of South Yarra Railway Station and the surrounding public domain, I agree with the description above. South Yarra Railway Station is serviced by a solitary entry point which is accessed via the northern footpath of Toorak Road, which has a width of approximately 2.8 metres. The narrowness of this footpath is further constrained by the presence of a pedestrian barrier along the kerb line which is utilised by cycling commuters as an 'informal' bike storage facility, with the result that parts of the already narrow footpath are obstructed by stationary bicycles. Further pressure is placed on the capacity of the public domain adjacent to the Station entry by the close proximity of tram stops associated with Route 8, which runs along Toorak Road. It is my understanding that significant numbers of commuters use the section of Toorak Road in front of South Yarra Railway Station as a 'modal interchange' between train and tram services.



Figure 12: Existing (only) entry to South Yarra Railway Station.



Figure 13: Existing narrow footpath at entry to South Yarra Railway Station.



Figure 14: Commuters interchanging between Toorak Road tram and South Yarra Railway Station.

14. These observations are supported by pedestrian counts undertaken by the City of Stonnington, which are represented graphically by Figures 15 to 17 below.

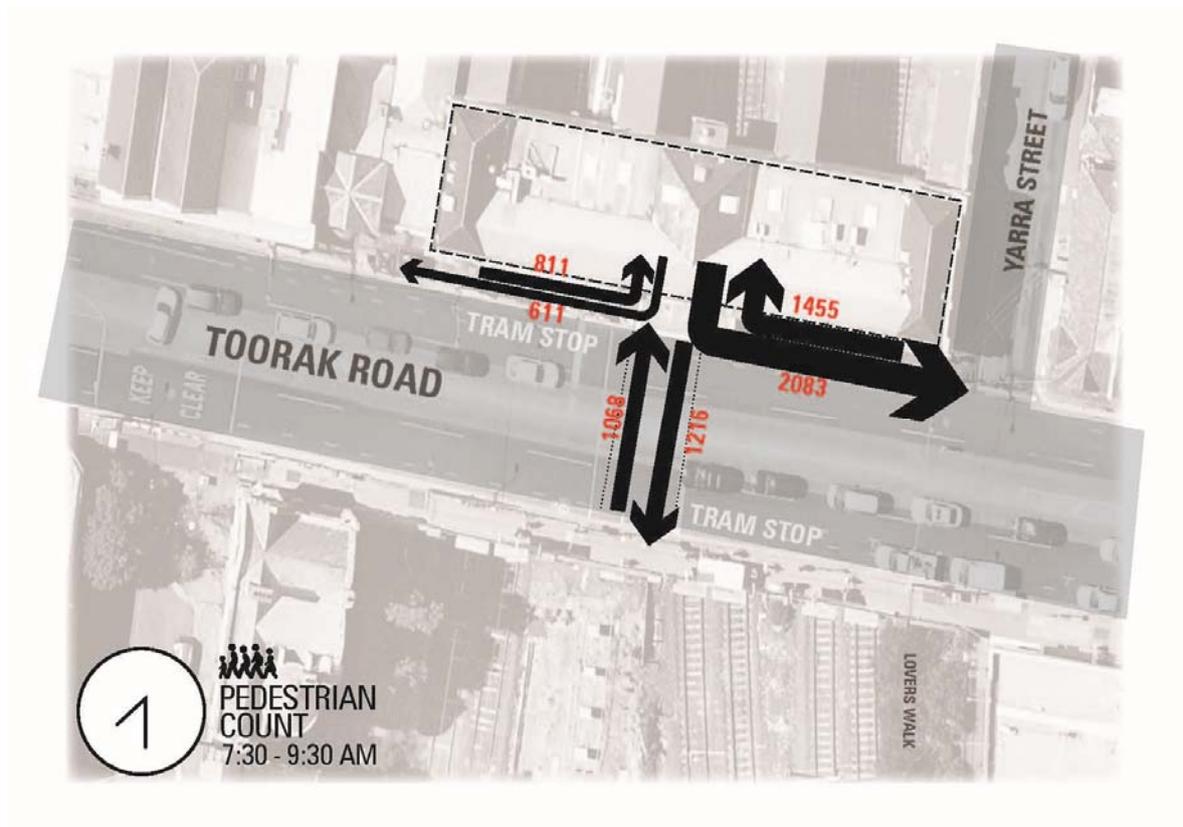


Figure 15: South Yarra Railway Station Entry - Morning peak pedestrian movements.

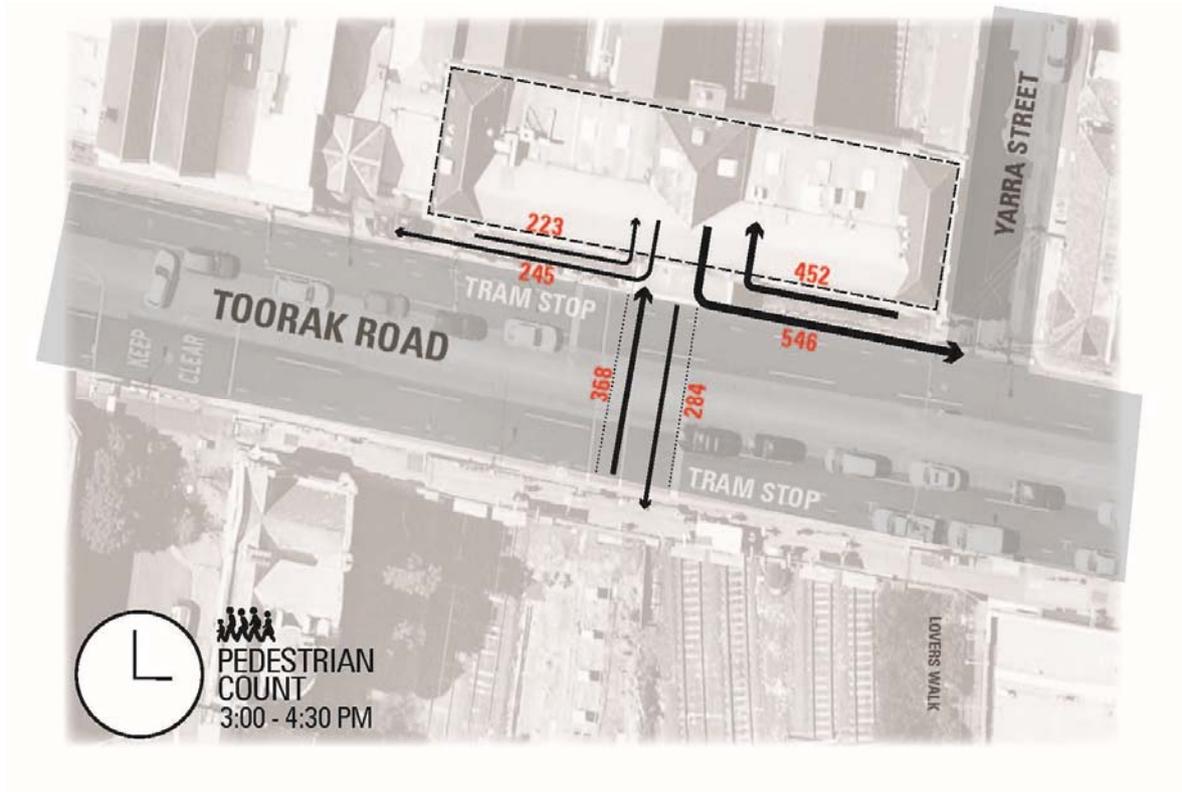


Figure 16: South Yarra Railway Station – Afternoon peak pedestrian movements.

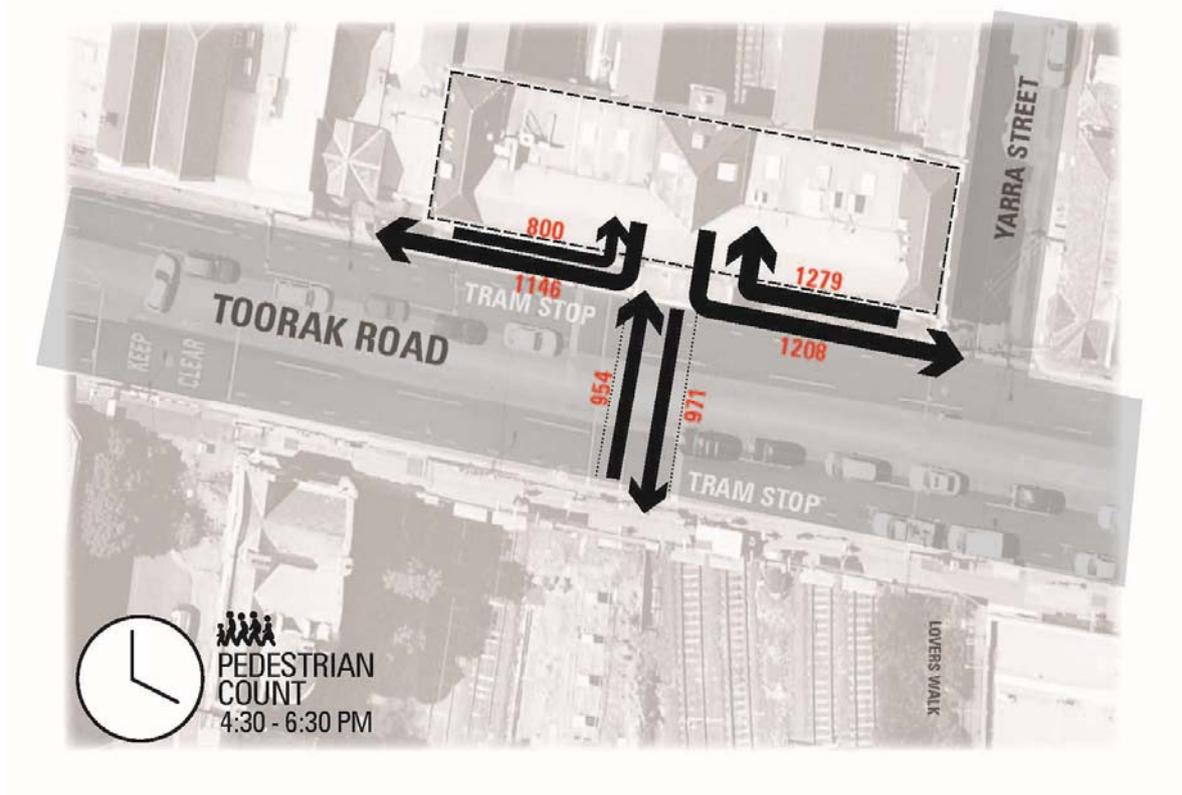


Figure 17: South Yarra Railway Station - Evening peak pedestrian movements.

2.3 Lovers Walk

15. East of the Frankston/Dandenong Railway Lines, pedestrian access is provided along Lovers Walk, a pedestrian-only thoroughfare which runs parallel to the rail corridor and provides a pedestrian connection between Toorak Road (in the vicinity of South Yarra Railway Station) and Chapel Street (in the vicinity of The Jam Factory). Located above the adjacent embankment which forms the north-eastern edge of the rail corridor, Lovers Walk benefits from the contribution to its character and amenity provided by existing mature canopy tree vegetation growing on the embankment itself. The elevated nature of the walkway – relative to the sunken rail corridor – affords views through the embankment vegetation to the greenery and open space of South Yarra Siding Reserve on the opposite side of the rail corridor.



Figure 18: Existing condition of Lovers Walk.

2.4 Surrounding streets

16. There are a number of minor residential streets within the study area, which by virtue of their physical or visual connection to South Yarra Siding Reserve and the rail corridors are considered to form part of the public domain network of the area. Osborne Street, to the west of the Sandringham Railway Line, has no physical connection to South Yarra Siding Reserve, however due to the sunken nature of the rail corridor, visual connections are available, albeit these are in many places filtered or screened by existing established vegetation within the rail corridor and within the Osborne Street road reservation. Many of these trees are mature canopy specimens, both native and exotic, with heights in excess of 10 metres. Arthur Street, to the south of the Frankston/Dandenong Railway Line, does not directly abut South Yarra Siding reserve, however it does provide an alternative route to Lovers Walk, in providing a connection between William Street and Chapel Street. William Street provides the only existing point of entry to South Yarra Siding Reserve, immediately

south of the existing road bridge over the rail corridor. William Street also provides access to both the eastern and western sections of Lovers Walk.

17. At either end of the study area, Toorak Road and Chapel Street function as highly active commercial and entertainment streetscapes, and are major generators attractors of pedestrian movement. Both support public transport in the form of tram services, with the Toorak Road end of the study area also being serviced by South Yarra Railway Station.



Figure 19: South Yarra Siding Reserve as seen from high-rise apartment within Forrest Hill Precinct.

18. In summary, the study area is a densely-developed, highly-active urban precinct which supports high levels of commercial land use and high residential population density. South Yarra Siding Reserve is the closest available area of public open space for residents and workers within this part of South Yarra, with the next closest areas of public open space being Rockley Gardens (some 600 metres to the east), Darling Gardens (some 550 metres to the north), Grosvenor Street Reserve (some 300 metres to the south) and Caroline Street Reserve (some 400 metres to the west). It is a highly valued and utilised open space within a densely-developed precinct, albeit one which is severely compromised in terms of access (largely due to the impediment presented by the Sandringham and Frankston/Dandenong rail corridors, and is relatively poorly provided for in terms of recreational facilities. In the context of a municipality with the second-lowest amount of public open space per person of any Victorian municipality, South Yarra Siding Reserve is an extremely important area of green open space.

3 Strategic planning framework

19. With respect to landscape and open space matters, it is my understanding that the primary reference for the planning of future landscape and open space improvements within the study area is the Chapel ReVision Structure Plan, which provides a clear strategic vision for the South Yarra area.
20. I am also of the opinion that planning for future landscape and open space improvements within the study area should have consideration for the Urban Design Charter for Victoria, and specifically for the 12 principles of good urban design contained therein.

3.1 Chapel ReVision Structure Plan

21. The Chapel ReVision Structure Plan has been translated into planning controls, and is currently awaiting Ministerial approval (in the form of Amendment C172 to the Stonnington Planning Scheme).
22. The purpose of the Chapel revision Structure Plan is to provide a plan to guide change and the future planning and development of the Chapel Street Activity Centre until 2031.
23. The Chapel ReVision Structure Plan proposes the following 'vision' for the Chapel Street Activity Centre:

In 2031 the Chapel Street area will be a thriving, creative and unique cultural place where people are proud of their community and have a strong sense of belonging. The people, their communities, the environment and the businesses of the Chapel Street area will be supported and sustained into the future, and its role as a 'destination' will be reinforced.

24. This vision is supported by ten key elements, each of which is articulated through a primary objective. With respect to the public realm (which is one of the key elements) the Structure Plan provides the following primary objective:

To provide quality streets and public spaces to meet the needs of an increasing number of people that will live, work and visit the area in the future, with a focus on providing an adequate, attractive, accessible, greener, safer network of streets and public spaces, and providing opportunities for public art and cultural expression.

25. The Structure Plan identifies and describes ten sub-precincts (or 'neighbourhoods') within the overall Activity Centre area. The study area in respect of this evidence statement (Precinct 8 in the MMRP EES) is located within Sub-Precinct 2 – Toorak Road Central / South Yarra Siding. Relative to landscape and open space matters, the following opportunities are identified within the Structure Plan for this precinct:
 - Investigate opportunities for a regional north/south shared path and bicycle link, particularly though the South Yarra Sidings Reserve.
 - Encourage improvements to South Yarra Station including improved access from Toorak Road and Yarra Street.
 - Provide a new pedestrian link into the South Yarra Sidings Reserve directly from Toorak Road.

- Investigate opportunities to provide an improved pedestrian crossing on Toorak Road at South Yarra Station which is extended to include Osborne Street and Yarra Street.
- Investigate opportunities to provide a pedestrian link into the South Yarra Sidings Reserve from Osborne Street and Portland Place.
- Improve the quality and amount of public open space in the South Yarra Sidings Reserve as a central parkland which caters for the surrounding population and increasing density.
- Undertake a laneway program in Lovers Walk South Yarra.
- Investigate the opportunity for a Village Square on the south side of Toorak Road above the railway line as a new meeting point.
- Improve passive surveillance and sightlines along Lovers Walk by ensuring new development overlooks this space and fencing used along the way considers safety and aims to be graffiti proof.
- Advocate for new entries into the South Yarra Station.

3.2 Amendment C172 to the Stonnington Planning Scheme

26. The Panel Report for Stonnington Planning Scheme Amendment C172 – Chapel Street Activity Centre proposes the introduction of an Activity Centre Zone, to apply to land identified as being within the Chapel Street Activity Centre. The recommended Activity Centre Zone Schedule 1 provided as Appendix D to the C172 Panel Report identifies a number of precincts within the overall Activity Centre area. The South Yarra Siding Reserve is not within the proposed Activity Centre Zone, however land immediately to the north of the Reserve is identified as being within Precinct 2 – South Yarra within the Chapel Street Activity Centre.
27. Clause 5.2-2 of the recommended Activity Centre Zone Schedule 1 comprises the South Yarra Precinct Land Use and Framework Plan, which includes the following objectives which are relevant to landscape and open space matters:
 - To continue the local neighbourhood feel and built form response of Toorak Road, west of the railway line, the heritage significance of streetscapes and access to high quality public transport.
 - To provide better access to South Yarra Station.
 - To enhance the street level of the precinct through improved pedestrian connections and streetscape amenity.
 - To improve the quality of and access to South Yarra Sidings Reserve, including more direct access from the Forrest Hill Precinct.
28. Furthermore, the plan provided within Clause 5.2-2 identifies a number of strategic directions relevant to landscape and open space matters, including:

- A pedestrian link along the eastern side of the Sandringham Railway Line (partly through South Yarra Siding Reserve) which provides a direct connection between Arthur Street in the South and Toorak Road in the north;
- A pedestrian link along the alignment of the existing Lovers Walk;
- A pedestrian link across the Sandringham Railway Line which provides a direct connection between Osborne Street and South Yarra Siding Reserve, and
- A 'future shared path / bike link' running alongside the Sandringham Railway Line.

3.3 Urban Design Charter for Victoria

29. 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: organise 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 behaviour;
- Sensory pleasure: create spaces that engage the senses and delight the mind, and
- Inclusiveness and interaction: create places where all people are free to encounter each other as equals.

4 Description of the proposal

4.1 Concept design

31. The concept design for Precinct 8 – Eastern Portal (South Yarra) is described in the MMRP EES Summary Report as follows:

The eastern portal would connect the Melbourne Metro tunnels to the existing Dandenong rail corridor just west of Chapel Street. The portal includes the approach to the tunnels (the decline structure) and the tunnelling works that connect to the tunnels precinct (Precinct 1). Works would include:

- *Cut and cover structure (under the Sandringham and Frankston Lines and a freight and regional line) and a decline structure to bring the Melbourne Metro tracks to the same vertical level as the existing rail corridor;*
- *Turnouts at the tie-in to the Cranbourne/Pakenham Line to allow freight and regional services to travel along the existing surface city-bound tracks via Richmond Station, while Cranbourne/Pakenham Line services access the Melbourne Metro underground alignment;*
- *A TBM retrieval box located in the Osborne Street Reserve between Osborne Street and the existing Sandringham Line, and*
- *Permanent realignment of the existing Cranbourne/Pakenham and Frankston Line tracks between Toorak Road and Chapel Street.*

32. The main construction activities within Precinct 8 – Eastern Portal (South Yarra) are described in the MMRP EES Summary Report as follows:

- *Private property acquisition;*
- *Early works, including the removal of trees, the relocation and protection of utilities, and land clearing;*
- *Cut and cover excavation of the TBM retrieval box;*
- *Widening of the existing rail corridor and construction of retaining walls;*
- *Construction of a ventilation shaft, emergency access shaft and substation in Osborne Street Reserve;*
- *Construction of a construction vehicle access bridge from Osborne Street to the construction work site in South Yarra Siding Reserve, to be converted to a pedestrian bridge post-construction;*
- *Retrieval of the TBMs from Osborne Street and the adjoining rail reserve;*
- *Track works and installation of rail systems, and*
- *Site remediation, including landscaping and tree re-planting, and the reinstatement and upgrading of William Street Bridge, South Yarra Siding Reserve, Osborne Street Reserve and Lovers Walk.*

33. The MMRP EES Summary Report notes that:

The South Yarra Siding Reserve and Osborne Street Reserve would be occupied temporarily as major construction work sites, housing site offices, staff amenities, materials laydown and equipment storage.

34. It is my understanding that – in the context of the above – the timeframe for ‘temporary occupation’ of South Yarra Siding Reserve and Osborne Street Reserve exceeds 3 years.

4.2 Landscape and visual impacts

35. Chapter 16 of the EES (Landscape and Visual) provides further articulation of the project’s design and construction, and provides an assessment of the landscape and visual impacts associated with the construction and operation of Melbourne Metro.
36. With respect to Precinct 8 – Eastern Portal (South Yarra), Chapter 16 of the EES identifies the key landscape and visual impacts associated with the construction phase of the project as follows:
- Demolition of dwellings in William Street;
 - Demolition and reinstatement of the William Street Bridge;
 - Establishment of works sites in South Yarra Siding Reserve, Osborne Street Reserve and Lovers Walk;
 - Widening of the existing rail corridor and construction of retaining walls and other structures;
 - Construction of an emergency access shaft and the TBM retrieval shaft in the Osborne Street Reserve, and
 - Potential removal of 218 trees;
37. Following construction, operational impacts are described as follows:

Post-construction, both the South Yarra Siding Reserve and Osborne Street Reserve would be returned to a condition that is equal to or better than their existing conditions. Vertical retaining walls would be constructed along the rail corridor at alignments and to heights that allow the South Yarra Siding Reserve and areas along Lovers Walk to be brought to a more level and usable surface grade. Lovers Walk would be widened (where possible) and improved. As a result, the visual modification level for all viewpoints in this precinct would progressively reduce from high to low as the replacement landscape establishes.

The recommended Environmental Performance Requirements would require compliance with the Councils planting strategies.

When developed in accordance with the directions of the Urban Design Strategy, visual elements in this precinct would make a positive contribution to the urban landscape, particularly the pedestrian bridge over the Sandringham railway line and the return of parkland to a better condition than presently exists. Over time, as the canopy trees re-establish, the residual landscape impacts of the project would reduce progressively from moderate to low.

4.3 Urban design strategy

38. The Melbourne Metro Rail Urban Strategy (Technical Appendix M to the MMRP EES) is described as having the following purpose and scope:

This strategy provides urban design guidance relating to the design, procurement and implementation of Melbourne Metro. It is intended to:

- *State the broad urban design expectations for Melbourne Metro.*
- *Ensure that the project's landscape and visual impacts are addressed in a way that maximises the project's positive contribution to Melbourne.*
- *Set out design guidelines that, along with further detailed content, will inform the technical specifications for the project's procurement phase.*
- *Identify areas of concern to be assessed through an expert peer review process during the development and finalisation of designs for the project.*

The Urban Design Strategy is not a set of designs for public spaces affected by the project. It is, instead, a part of a design brief or specification, setting out what the ultimate design should achieve.

Except for section 3.5, the primary focus of this Strategy is on the finished built form and use of the project and associated spaces, rather than temporary works undertaken as part of the project construction process.

The focus is also on the design of public streets and spaces at ground level and the relationships of Melbourne Metro infrastructure and other development with those spaces, rather than on underground station design, or on potential commercial redevelopment of properties above or adjoining the metro infrastructure.

39. The Urban Design Strategy outlines urban design principles and key directions for MMRP holistically, along with 'precinct-specific design issues', including for Precinct 8 – Eastern Portal (South Yarra). The Urban Design Strategy provides the following observations of the existing context of this area:

The Eastern Portal is near one of Melbourne's busiest retail, residential and entertainment precincts, the Chapel Street Activity Centre, encompassing Toorak Road and Chapel Street. Areas to the west, south and east have long been among the densest of Melbourne's residential neighbourhoods, despite the relatively low building heights. The recent construction of large apartment towers and mixed use development in the Forrest Hill Precinct north of Toorak Road has added significantly to this density.

The City of Stonnington now has the second lowest amount of public open space per person of any Victorian municipality, and the local population growth is forecast to be substantial. South Yarra has about eleven square metres of open space per person, which will be under increased usage pressure due to substantial local population growth. The South Yarra Siding and Osborne Street Reserves are important community assets to protect and enhance, despite their small size and modest amenity at present.

Public access to the South Yarra Siding Reserve is poor, with only a single entry from William Street. Lovers Walk provides an important pedestrian and cycling link along the north side of the rail corridor, connecting Toorak Road at South Yarra station to Chapel Street. The route's convenient alignment means it is heavily used despite its modest amenity, and a lack of passive surveillance that makes it a relatively threatening environment at night. Pedestrian and cycle connectivity along the south side of the Dandenong / Frankston rail line and along the Sandringham line is poor.

The location of Lovers Walk and South Yarra Siding Reserve at the rear of properties that have their main address to other streets creates problematic interfaces between public and private spaces. Key challenges include maintaining residential privacy and security while providing passive surveillance to deter vandalism and increase personal safety.

The City of Stonnington's structure and framework plans for the locality identify the need for upgraded and new connections to improve access, safety and passive surveillance in this precinct. The framework plan recommends upgrading Lovers Walk with improved activation and integration with neighbouring properties. It also proposes new connections including a link between South Yarra Siding Reserve and Toorak Road (opposite South Yarra Station), and a link south to Portland Place to contribute to a continuous walking route along the Sandringham line.

These plans also aim to increase local open space available to the community. Although dense development and high land costs generally make this difficult, the Eastern Portal precinct offers opportunities for additional open space including a future public plaza on decking above the railway on the south side of Toorak Road (as envisioned in City of Stonnington's Chapel ReVision Structure Plan), and an increased area of useable open space at South Yarra Siding Reserve and a shared path to the south of the Caulfield line level with the surrounding streets.

A creative approach to acoustic treatments that abate noise while retaining the amenity and safety of public and private spaces along the rail corridor is also needed.

The South Yarra Siding currently provides railway service access.

40. The Urban Design Strategy has the following stated aim for the precinct:

The area of the Eastern Portal will be an integrated open space and transport corridor in a high quality landscaped setting that maximises and enhances public open space and improves rail, pedestrian and cycle linkages while complementing neighbouring built form and the public realm.

41. The Urban Design Strategy outlines the following objectives for the precinct:

Retain and improve walking and cycling links connecting to activity centres, local streets, South Yarra station, and the open space network.

Maximise the amount of accessible, usable and relatively level public open space in the precinct.

Improve the quality, amenity and safety of existing public open space and walking and cycling links.

Design all aboveground structures as part of an integrated high quality design that respects the public realm and local built form.

Design to help manage sensitive interfaces between neighbouring properties, project infrastructure and public spaces.

Contribute to a continuous corridor of vegetation along the rail lines.

Minimise impacts on the amount and quality of open space arising from service access to the rail lines.

42. The Urban Design Strategy proposes the following design guidelines for the precinct, which would form part of the design brief for the project, setting out what the ultimate design for the MMRP should achieve:

Provide and improve shared use paths along the rail corridors with generous path widths to support local recreational and commuter use:

- *Widen (where possible) and improve Lovers Walk.*
- *Create a shared use path to the south of the rail corridor between Chapel Street, South Yarra Siding Reserve and Osborne Street.*
- *Maintain the eastern Osborne Street footpath.*

Improve walking and cycling access across the rail lines:

- *Adopt a high quality integrated architectural and structural engineering design for the new William Street bridge including supporting structure(s), balustrades and lighting, with provision for safety, universal access and high levels of visibility.*
- *Locate and design the new bridge over the Sandringham line to visually and physically connect to the South Yarra Siding Reserve and to maximise its long-term contribution to pedestrian and cycle accessibility. Adopt a high quality integrated architectural and structural engineering design including supporting structure(s), balustrades and lighting, with provision for safety, universal access and high levels of visibility.*

Maximise permanent usable public open space in the precinct, including:

- *Construct vertical retaining walls along the rail corridor at alignments and to heights that allow the South Yarra Siding Reserve and areas along Lovers Walk to be brought to a more level and usable surface grade.*
- *Design retaining walls and backfill to provide generous soil depths to support the growth of trees.*
- *Consider future structural demands in the design of retaining walls and any other project infrastructure to support future decking across the railways for a future public plaza adjoining Toorak Road.*

Provide a design response that facilitates a connection from the South Yarra Siding Reserve to a future public plaza on Toorak Road.

Provide high quality contemporary public open spaces that are accessible, safe and responsive to the needs of current and future local communities:

- *Provide a balance of hardscaped and green spaces that facilitate a range of passive and active recreation, and are adaptable to varied uses over time.*
- *Maximise the area of green, landscaped open space including canopy trees.*

Design all structures required for and in association with the project as part of an integrated site design:

- *Consider the cumulative impact of all structures including emergency access and ventilation structures, retaining walls, bridges, balustrades, vehicular crash barriers, acoustic screens, security fences and privacy screens, and integrate all into a coordinated high quality site design.*
- *Provide a high quality design response to all sensitive interfaces.*
- *Consider the forms, locations, materials and detailing of noise abatement screens, fences and other structures to maximise views into, through and between pedestrian routes and open spaces, and to minimise graffiti and vandalism.*

5 Assessment of the proposal

43. My assessment of the merits of the proposal with respect to landscape and open space matters is based upon a review of the proposal against the aims, objectives and guidelines of the existing strategic planning framework which applies to the area within which Precinct 8 – Eastern Portal (South Yarra) is located, and an assessment of the extent to which the proposal is consistent with that framework. Intrinsic to this will be an assessment of the net community benefit of the proposal, with the ‘community’ in this context referring to the people who live, work, visit and commute within this part of South Yarra.
44. My assessment is limited to consideration of Precinct 8 – Eastern Portal (South Yarra) and does not consider the broader MMRP proposal as a whole, other than in providing context for consideration of Precinct 8.

5.1 Consistency with Chapel ReVision Structure Plan

45. It is my assessment that the proposal is consistent with the aspirations and intentions of the Chapel ReVision Structure Plan in the following areas:
 - The proposal (through the Urban Design Strategy) does include a design guideline aimed at improving walking and cycling access across the rail lines via a new bridge over the Sandringham Line;
 - The proposal (through the Urban Design Strategy) does advocate for improvements to the quality and amount of public open space in the South Yarra Siding Reserve in recommending the construction of vertical retaining walls along the rail corridor at alignments and heights which would allow South Yarra Siding Reserve and Lovers Walk to be brought to a more level and usable surface grade, and in advocating for the provision of high quality, contemporary public open spaces that are accessible, safe and responsive to the needs of current and future local communities, and
 - The proposal (through the Urban Design Strategy) does include a design guideline advocating for improvements to Lovers Walk as a means of supporting local recreational and commuter use.
46. It is my assessment that the proposal will fail to deliver outcomes aspired to or intended by the Chapel ReVision Structure Plan in the following areas:
 - The proposal does not acknowledge nor advocate for the establishment of a regional north/south shared path and bicycle link;
 - Whilst the proposal (through the Urban Design Strategy) does have an objective to improve walking and cycling links to South Yarra Station, there is no design guideline (which would form part of the design brief for the project) articulating how any improved links to South Yarra Station might be achieved;
 - Whilst the proposal (through the Urban Design Strategy) does make reference in the design guidelines to the provision of a design response which facilitates a connection from the South Yarra Siding Reserve to a

future public plaza on Toorak Road, it falls short of actually proposing that such an outcome should be delivered as part of the MMRP;

- The proposal does not acknowledge nor advocate for the provision of an improved pedestrian crossing on Toorak Road at South Yarra Station;
- The proposal does not advocate for the establishment of a Village Square on the south side of Toorak Road;
- The proposal fails to clearly articulate the location, alignment, form, height and material of proposed noise attenuation walls in the vicinity of Lovers Walk, and in doing so does not provide any certainty with respect to the improvement of passive surveillance and sight lines along Lovers Walk, and
- The proposal does not acknowledge nor advocate for the provision of new entries into South Yarra Railway Station.

5.2 Consistency with Amendment C172 to the Stonnington Planning Scheme

47. It is my assessment that the proposal is consistent with the aspirations and intentions of Amendment C172 to the Stonnington Planning Scheme in the following areas:

- The proposal (through the Urban Design Strategy) does include design guidelines which advocate for improved shared use paths along rail corridors and improved walking and cycling access across the rail lines;
- The proposal (through the Urban Design Strategy) does make provision for improved access to South Yarra Siding Reserve from Osborne Street through the proposed provision of a new bridge over the Sandringham Line, and
- The proposal does make provision for a pedestrian link along the alignment of the existing Lovers Walk.

48. It is my assessment that the proposal will fail to deliver outcomes aspired to or intended by Amendment C172 to the Stonnington Planning Scheme in the following areas:

- The proposal does not articulate how the objective of improving access to South Yarra Station will be achieved;
- The proposal does not make any clear provision for more direct access to South Yarra Siding Reserve from the Forrest Hill Precinct, which would be facilitated via the provision of a direct connection between the Reserve and Toorak Road;
- The proposal does not make clear provision for a continuous pedestrian link along the eastern side of the Sandringham Railway Line which would provide a direct connection between Arthur Street in the south and Toorak Road in the north, and

- The proposal does not clearly advocate for the provision of a 'future shared path / bike link' running alongside the Sandringham Railway Line.

5.3 Consistency with the Urban Design Charter for Victoria

49. It is my assessment that the proposal is generally consistent with the principles of the Urban Design Charter for Victoria.

5.4 Proposed modifications to the proposal

50. In consideration of the above assessment, it is my opinion that the proposal – as articulated in the MMRP EES and supporting technical appendices – fails to deliver a number of outcomes aspired to or intended by the relevant parts of the Stonnington Strategic Planning Framework. On that basis, the following proposed modifications to the proposal are in my view required to provide greater consistency with the strategic planning framework. Incorporation of the following proposed modifications into the design of the MMRP will in my opinion provide for significant improvement to the net community benefit offered by the project, specifically as this relates to the immediately affected community around Precinct 8 – Eastern Portal (South Yarra).

Railway corridor retaining walls

51. The MMRP EES Urban Design Strategy proposes the construction of vertical retaining walls along the rail corridor at alignments and heights to allow the South Yarra Siding Reserve and areas along Lovers Walk to be brought to a more level and usable surface grade. It is my opinion that whilst the guideline as written in the Urban Design Strategy is broadly consistent with the City of Stonnington's anticipated strategic planning outcomes for the precinct, further detail is required to ensure the delivery of an appropriate outcome.
52. It is my opinion that this further detail should articulate the requirement for vertical retaining walls to be provided along the entire length of interface between South Yarra Siding Reserve, Lovers Walk and the Sandringham and Frankston/Dandenong Railway Lines, such that all land between the rail corridors which is presently within the Public Park and Recreation Zone (PPRZ) can be utilised as public open space. The proposed process by which such an outcome could be achieved would involve the backfilling of land within the South Yarra Siding Reserve area – behind these proposed retaining walls – utilising spoil from the tunnel excavations to provide the required backfill. Doing so would potentially increase the area of usable open space within South Yarra Siding Reserve from 0.6 hectares to 1.1 hectares, ie an increase in usable open space within South Yarra Siding Reserve of over 80% in a location which is acknowledged in the MMRP EES Urban Design Strategy as having "*the second lowest amount of public open space per person of any Victorian municipality*" and being "*under increased pressure due to substantial local population growth*".
53. The figure below, which has been prepared in my office, provides a graphic representation of my proposed modifications to the current proposal. It is my opinion that this graphic – or a similar representation – could readily be incorporated into the design brief for the MMRP.



Figure 20: Proposed retaining walls and backfilling to increase usable open space within South Yarra Siding Reserve, Osborne Street Reserve and Lovers Walk.

Noise attenuation treatments along Lovers Walk

54. Chapter 13 of the MMRP EES (Noise and Vibration) describes the installation of permanent noise attenuation barriers along Lovers Walk as follows:

Compliance with the PRINP is predicted with the installation of noise barriers along the northern side of tracks (2 barriers 50 m and 70 m in length) and southern side of tracks (2 barriers 100 m and 170 m in length). Barrier heights range from 2.5 m to 3 m above the ground height of the adjacent houses and are located at the top of cut.

Noise barriers are to have a minimum mass per unit area of 15 kg/m² and be contiguous without any gaps or holes. (p.251).

55. It is my opinion that the proposed installation of solid barrier walls of heights up to 3 metres for a length of 120 metres along the alignment of Lovers Walk, located at the top of the cut, will result in a significant detrimental impact on the amenity and perceived safety of Lovers Walk as an important and valued pedestrian thoroughfare. In its present configuration, the amenity and character of Lovers Walk benefits significantly from its open visual aspect on its southern side, adjoining the rail corridor, which is in direct contrast to its northern edge, which comprises an almost continuous built edge of blank fencing and inactive building walls. It is my

opinion that the installation of noise attenuation walls to the southern edge of Lovers Walk would result in an outcome akin to a tunnel, which would result in significantly lower levels of perceived safety for users.

56. It is my opinion that significantly improved detail is required with respect to the design of these noise attenuation walls to ensure that they are able to contribute to amenity improvements within Lovers Walk, rather than an outcome which will likely reduce the existing amenity of this important public space and pedestrian thoroughfare.

Connecting South Yarra Siding Reserve to Toorak Road

57. The MMRP EES Urban Design Strategy does include a design guideline requiring the provision of “a design response that facilitates a connection from the South Yarra Siding Reserve to a future public plaza adjoining Toorak Road”. It is my opinion that the EES should include a more explicit requirement to construct such a connection as part of the MMRP works, on the basis that providing such a connection will provide considerable benefit to the local community with respect to their ability to access public open space and public transport.
58. Through the utilisation of GIS data provided by the City of Stonnington and the application of Urban Network Analysis (UNA) software within my office, analysis has been undertaken which graphically and numerically demonstrate the benefit of providing additional points of access to South Yarra Siding Reserve. UNA software (developed by City Form Lab, a division of Massachusetts Institute of Technology) incorporates features making it particularly suited for spatial analysis on urban street networks. It can account for both geometry and topology in the input networks, using either metric distance (e.g. Meters) or topological distance (e.g. Turns) as impedance factors in the analysis. Second, unlike previous software tools that operate with two network elements (nodes and edges), the UNA tools include a third network element - buildings - which are used as the spatial units of analysis for all measures. Two neighbouring buildings on the same street segments can therefore obtain different accessibility results. And third, the UNA tools optionally allow buildings to be weighted according to their particular characteristics - more voluminous, more populated, or otherwise more important buildings can be specified to have a proportionately stronger effect on the analysis outcomes, yielding more accurate and reliable results to any of the specified measures. Further information on UNA software is available at <http://cityform.mit.edu/projects/urban-network-analysis>.
59. Essentially, the benefit of using UNA software over traditional methods of determining pedestrian catchments is that the software measures actual walking distance along available public routes, as opposed to more traditional (and basic) methods which typically use a radial dimension, resulting in an “as the crow flies” distance as opposed to actual walking distances. This greater level of accuracy is of particular relevance in circumstances such as those which presently exist at South Yarra Siding Reserve, where the existing rail corridors and the lack of a direct connection to Toorak Road are major influences on the extent of the pedestrian catchment of the reserve, yet would not be identified as such using a traditional “400 metre radius” approach.

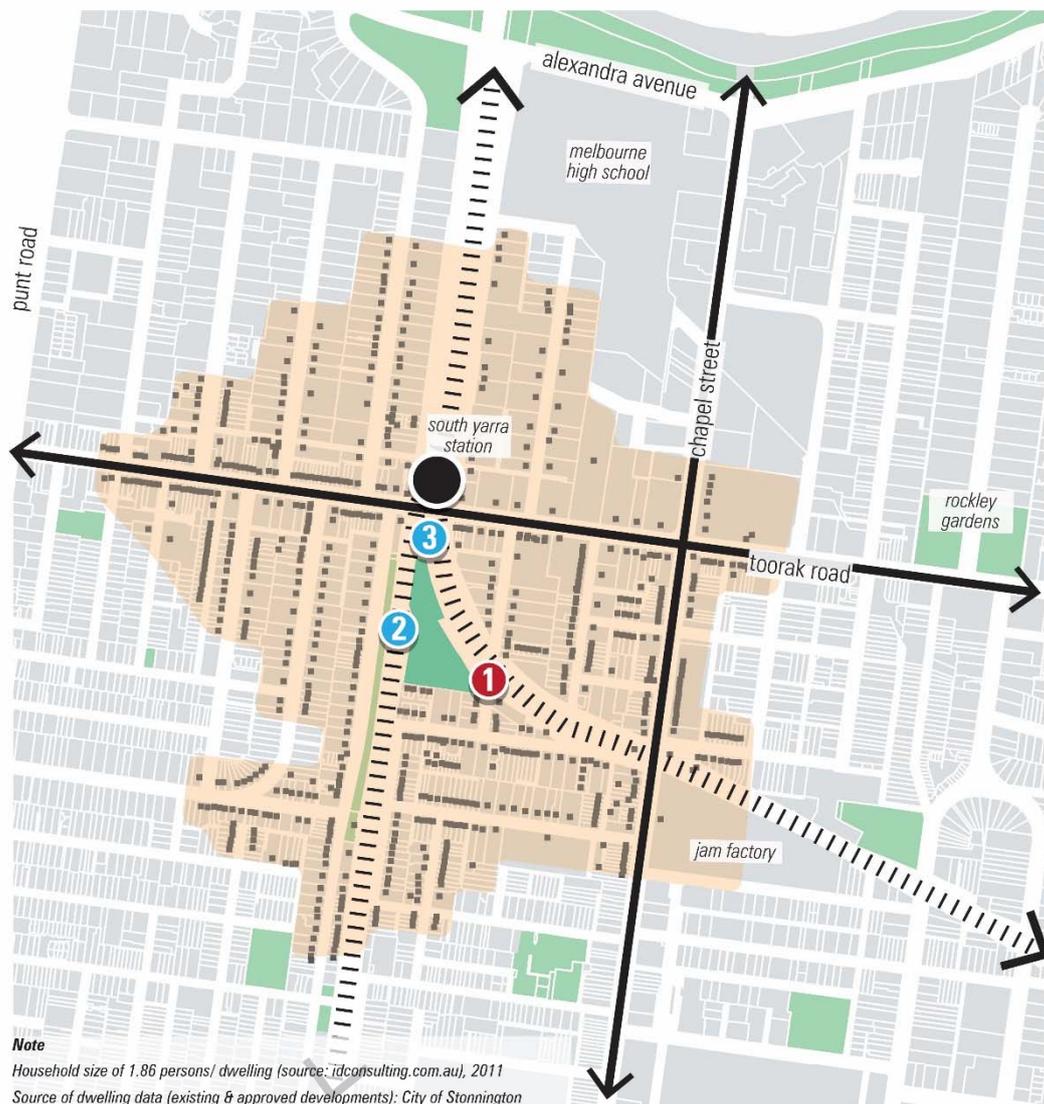
60. The following diagrams illustrate the benefits of providing additional points of access to South Yarra Siding Reserve.



Figure 21: South Yarra Siding Reserve residential walking catchment - existing.



Figure 22: South Yarra Siding Reserve residential walking catchment (with additional access from Osborne Street).



Note
 Household size of 1.86 persons/ dwelling (source: idconsulting.com.au), 2011
 Source of dwelling data (existing & approved developments): City of Stonnington

**SOUTH YARRA SIDINGS
 URBAN NETWORK ANALYSIS**

400M CATCHMENT
 3 ACCESS POINTS

- legend**
- existing south yarra train station
 - existing access to south yarra sidings
 - possible new access to south yarra sidings
 - lots within 400m
 - catchment 400m
 - train line
 - main road
 - public park and recreation zone

possible future catchment

- 1 existing access
258 dwellings
479 people
- 2 possible new access
102 dwellings
189 people
- 3 possible new access
3,481 dwellings
6,474 people

total

- 3,841 dwellings
- 7,144 people

Figure 23: South Yarra Siding Reserve residential walking catchment (with additional access from Osborne Street and Toorak Road).

61. In summary, the analysis undertaken using the UNA software has determined that the existing resident population who are able to access South Yarra Siding Reserve within a 400 metre walking distance is in the order of 4,356 people. The provision of a single additional point of access to the Reserve, providing a connection to Osborne Street over the Sandringham Railway Line, increases the resident population within a 400 metre walking distance of the Reserve to 5,176 people (an increase of approximately 20%). The provision of a further additional point of access to the Reserve, providing a connection to Toorak Road, further increases the resident population within a 400 metre walking distance of the reserve to 7,144 people (a further increase of 40%). Importantly, the analysis demonstrates that the majority of the resident population who would directly benefit from the provision of a connection between South Yarra Siding Reserve and Toorak Road reside within the Forrest Hill Precinct. As the population in this part of South Yarra continues to grow (as anticipated) then so too does the value (with respect to net community benefit) of a pedestrian connection to Toorak Road, as a means of providing the residents of the Forrest Hill Precinct (and others) with access to local public open space within a 400 metre walking distance.

Osborne Street interface

62. The design proposes a linear park between Osborne St and the railway line, which incorporates a ventilation shaft. As there is very little detail provided about the scale and design of the ventilation shaft, it is difficult to assess the design. This notwithstanding, the design of that structure should be of a scale and form that is respectful of and sympathetic to the established character Osborne St. These works may also require removal of existing mature trees. In my opinion, the structure should be sited to minimise the impact upon the preservation of these trees.

Provision of a village square on Toorak Road

63. The Chapel ReVision Structure Plan identifies a key opportunity to establish a new 'village square' on the south side of Toorak Road, as a new civic meeting point in close proximity to major civic facilities such as South Yarra Station. It is my opinion that the establishment of such a space would result in significant improvements to pedestrian amenity and functionality within the vicinity of South Yarra Railway Station, through an expanded and enhanced civic space which would directly lead to reduced levels of congestion within the existing physically constrained public domain of Toorak Road. In conjunction with improvements to the existing tram stops, the opportunity exists for the establishment of a high-quality, well-designed civic space and public transport interchange, with direct pedestrian connections between South Yarra Railway Station, Toorak Road tram stops, South Yarra Siding Reserve, Lovers Walk and the residential and commercial areas surrounding this precinct.

64. It is my opinion that the delivery of such a space as an integrated component of the MMRP would constitute a 'legacy' project and would ensure the provision of a net community benefit to the people of South Yarra,

following a prolonged period of disruption, inconvenience and loss of public open space during the construction phase of the project.

65. All of the proposed modifications described above are reflected in the Public Realm Improvements Concept prepared in my office (under my direction) for the City of Stonnington. In summary, it is my opinion that the provision of an urban design outcome consistent with that document – which is provided in Appendix A – should be made a requirement of the MMRP, and the design brief for Precinct 8 – Eastern Portal (South Yarra) should incorporate that document or a comparable design scheme.

6 Summary of opinion

66. In summary, I am of the opinion that – in respect of landscape and open space matters – the recommendations and provisions made within the MMRP EES and relevant supporting technical appendices in relation to Precinct 8 – Eastern Portal (South Yarra) are inconsistent with the existing strategic planning framework for the area and fail to take full advantage of opportunities to deliver outcomes which are supported by the Stonnington Planning Scheme.
67. As described in my evidence, it is my recommendation that the design for Precinct 8 – Eastern Portal (South Yarra) requires modification to address identified deficiencies with respect to:
- The opportunity to modify the design of proposed railway corridor retaining walls and utilise spoil from tunnel excavation to significantly increase the area of usable public open space within South Yarra Siding reserve;
 - Design modifications to proposed noise attenuation structures along Lovers Walk to ensure no detrimental impact on the amenity of this valued pedestrian thoroughfare;
 - The opportunity to provide a direct pedestrian connection between South Yarra Siding Reserve and Toorak Road as a means of significantly increasing the convenient accessibility of this open space to the surrounding resident population, and
 - The opportunity to provide a new civic plaza space on the south side of Toorak Road as a legacy project.

7 Conclusion

68. I declare that I have made all the enquiries 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.



Stephen Schutt BPD (Hons) M L Arch Grad Dip Proj Mgt RLA

Director

Hansen Partnership Pty Ltd.

12th August 2016

appendix a

Melbourne Metro Rail Project – Public Realm Improvement Concept (prepared by Hansen Partnership for the City of Stonnington)



Melbourne Metro Rail Project - Public Realm Improvement Concept

July 2016



City of
STONNINGTON

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introduction

The \$10.9 billion Melbourne Metro Rail Project (MMRP) will be one of the largest public transport projects ever undertaken in Australia. It is set to be the first major investment in the CBD metropolitan rail infrastructure capacity since the City Loop was completed 30 years ago.

The City of Stonnington acknowledges the MMRP as a critical, city-shaping project that will enable the future growth and improvement of Melbourne's public transport system. In principle Council supports investment in major infrastructure improvements to increase the capacity of the rail network but has concerns about the impacts of the MMRP.

In response to the proposed Reference Design for the MMRP and the Environment Effects Statement, the City of Stonnington has been advocating for:

- 1 An interchange station at South Yarra to provide immediate and long term benefits to South Yarra and the wider south-east region.
- 2 An upgrade of the existing South Yarra Station to address capacity, access, safety, congestion and urban design issues.
- 3 Significant improvements to the South Yarra Siding Reserve and surrounding public realm.

This document presents the City of Stonnington's vision for the South Yarra Precinct and the key opportunities and priorities for improving the public realm through the MMRP.

Implementation of the MMRP will result in significant disruptions and wide ranging social, economic and environmental impacts on the South Yarra Precinct over many years. In addition to the disruption and impacts associated with the prolonged construction phase, the public realm surrounding the Eastern Portal is set to permanently change on a substantial scale. Key changes will include extensive vegetation removal, installation of permanent noise attenuation walls, new above ground buildings and tunnel infrastructure, construction of a new bridge, removal and reconstruction of another bridge and the removal and reinstatement of Lovers Walk.

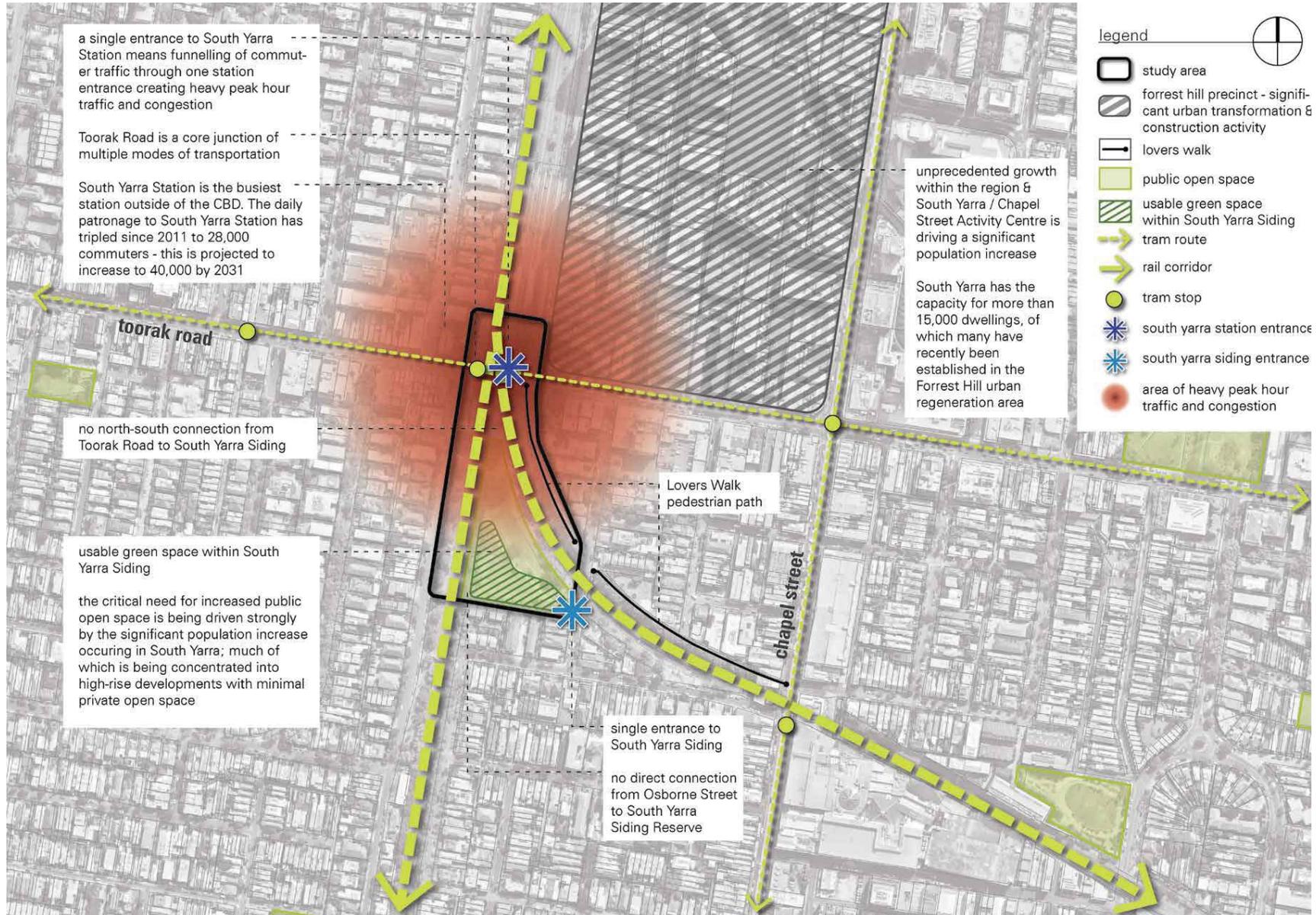
Given the extent and duration of the disruptions and impacts on the South Yarra Precinct, the MMRP presents a once in a generation opportunity to deliver significant legacy benefits to the area. Key opportunities include the creation of improved open spaces and enhancements to connectivity, safety and public amenity.

The City of Stonnington has a clear vision for public realm improvements that the MMRP should deliver in the South Yarra Precinct to improve outcomes for the community. These priorities are consistent with Council's long-term strategic vision for the South Yarra area identified in the existing Chapel reVision Structure Plan and associated framework plans.

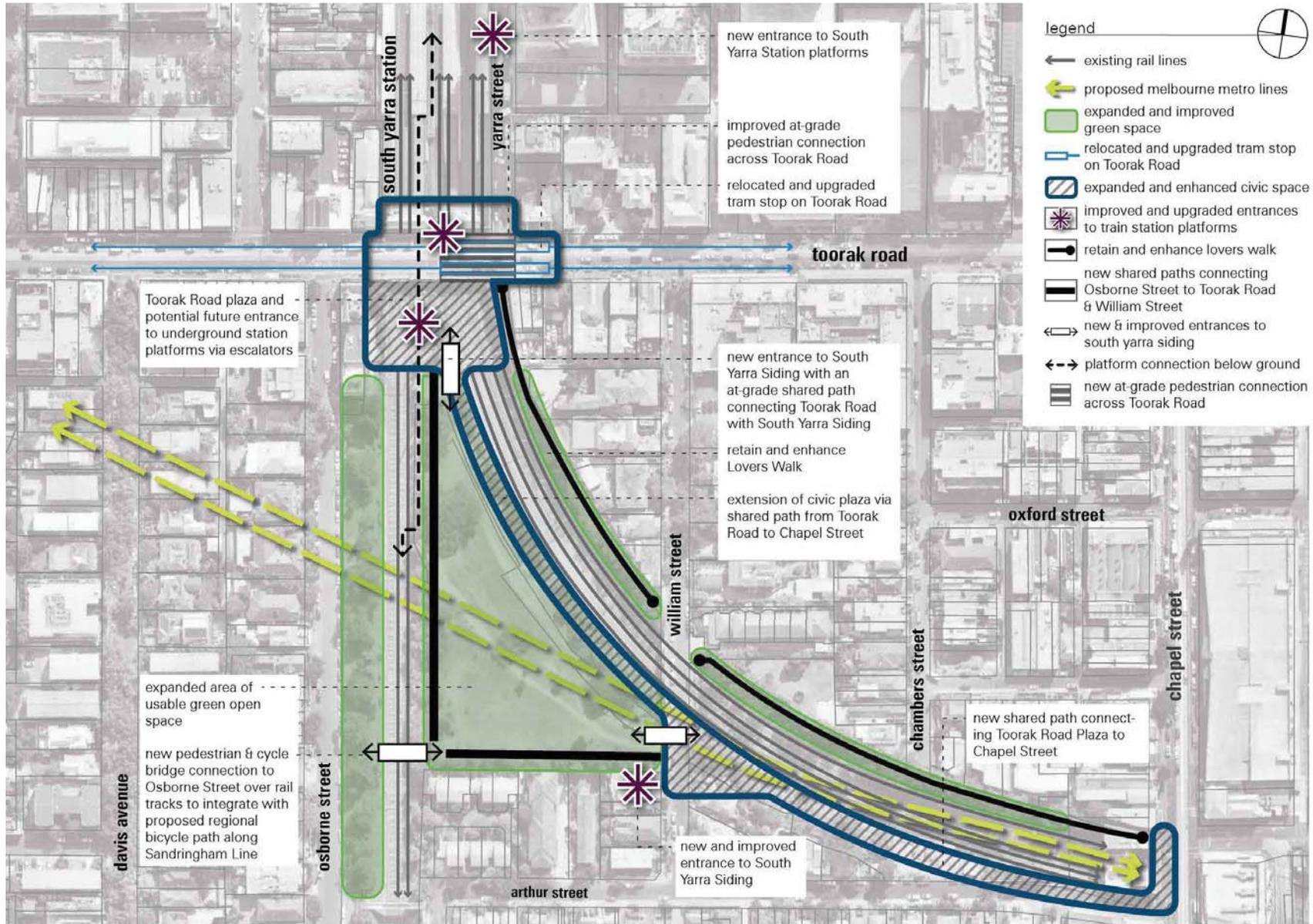
While the Environment Effects Statement, Urban Design Strategy and Reference Design include some positive proposed treatments and improvements, the MMRP needs to deliver much more for an adequate legacy in the South Yarra Precinct consistent with Council's vision.



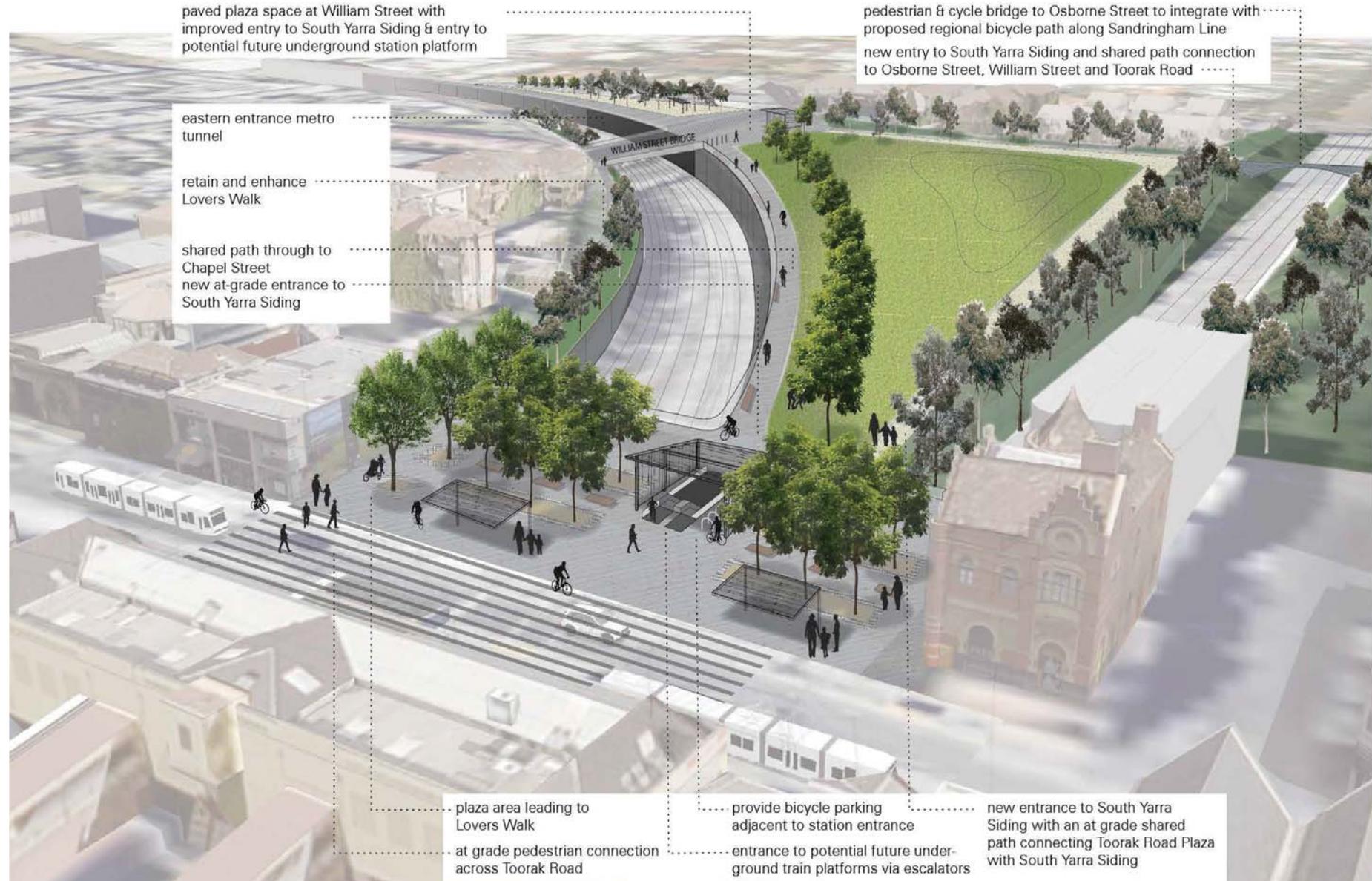
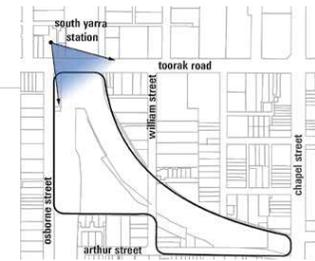
existing conditions context diagram - south yarra siding



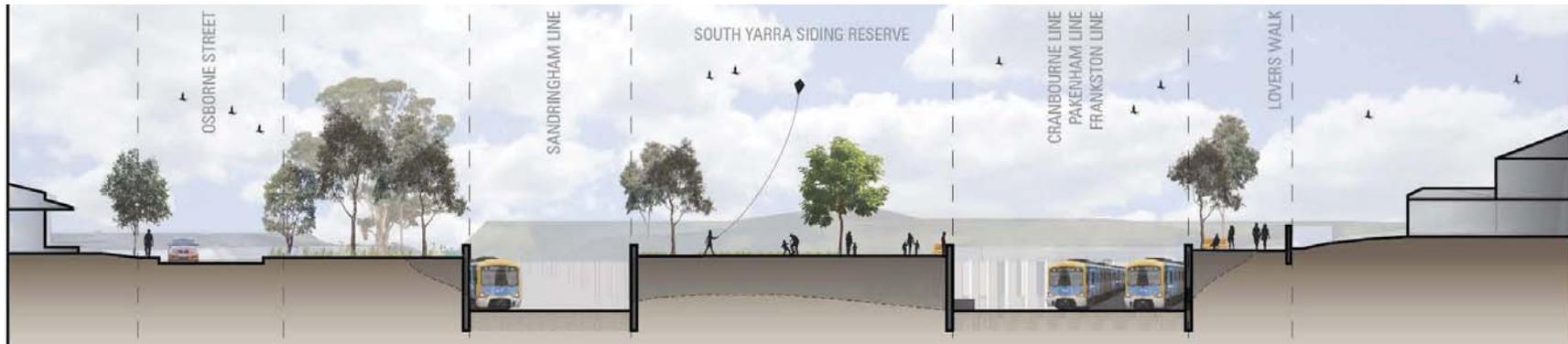
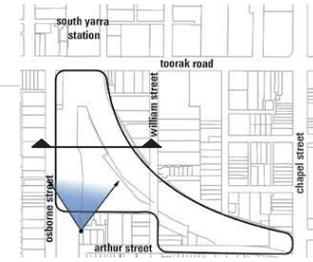
schematic diagram - south yarra siding improvements



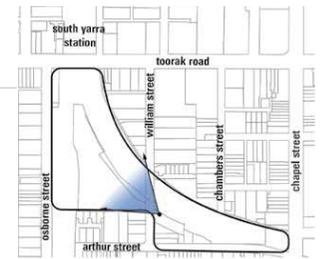
toorak road civic plaza



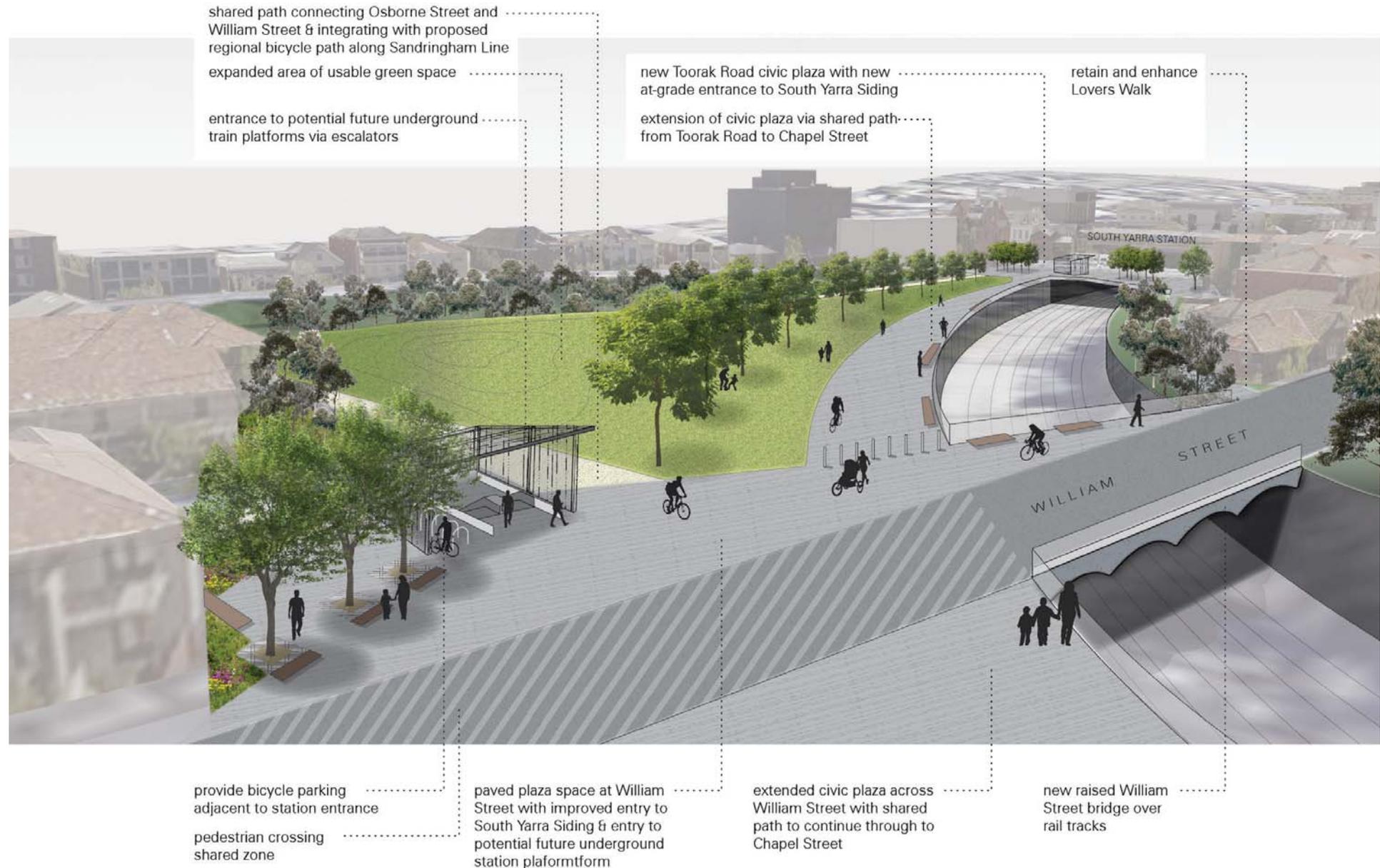
south yarra siding



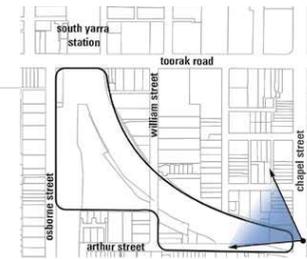
east-west cross section of south yarra siding



william street plaza and south yarra siding



shared path from south yarra siding to chapel street



toorak road central precinct movement framework plan

chapel revision neighbourhood framework plans, 2015

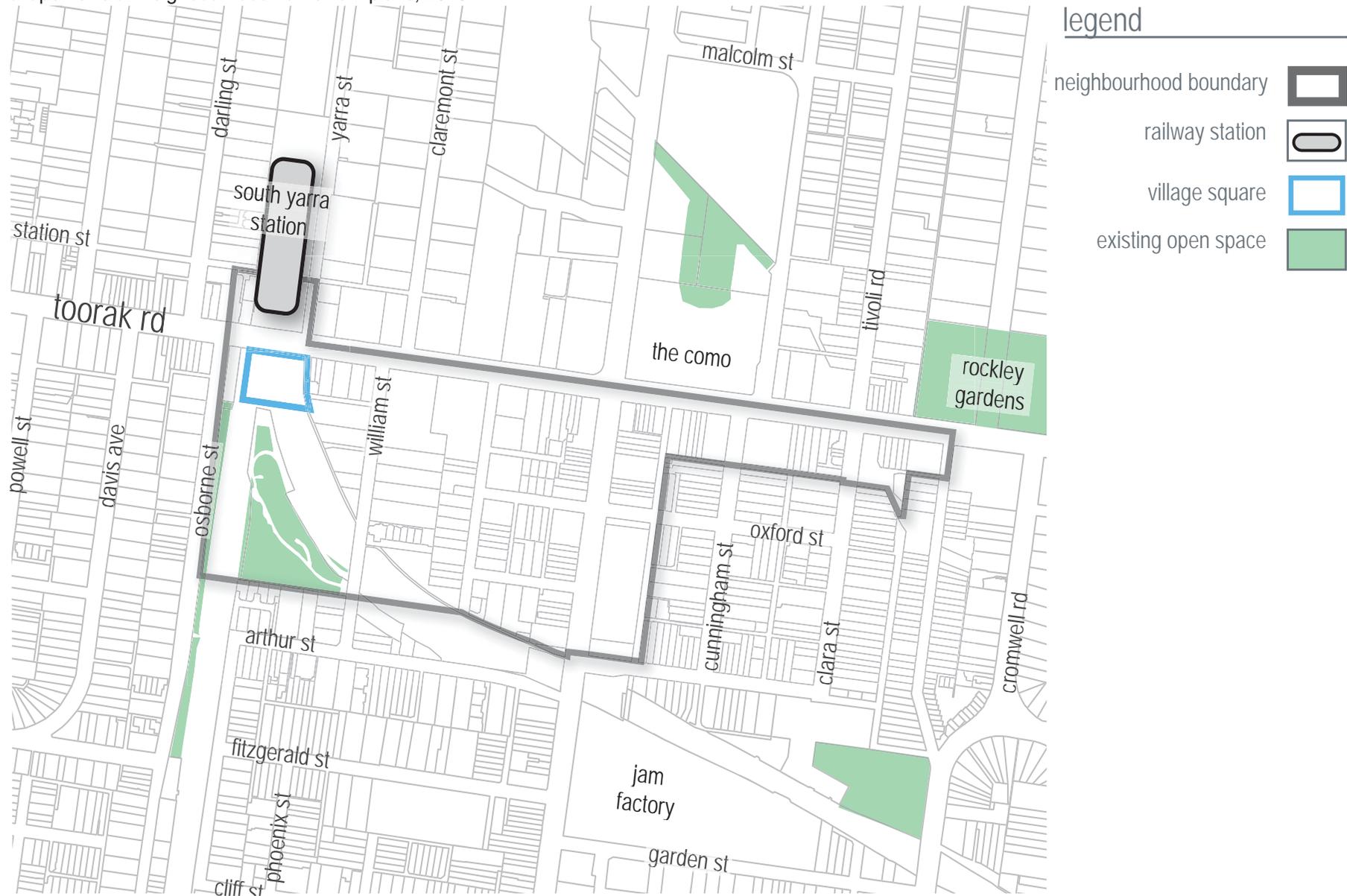


legend

neighbourhood boundary	
railway station	
tram line/ tram stop	
existing open space	
bicycle parking at station	
replace car parking with bike parking	
gateway	
future shared path/ bike link (short - medium term)	
future shared path/ bike link (medium- long term)	
pedestrian link	
improved pedestrian crossing	
investigate opportunity for right hand vehicle turn ban	
tram priority intersection with proposed barnes dance crossing	
potential future through traffic restrictions	
opportunity to reduce through traffic	

toorak road central precinct public realm framework plan

chapel revision neighbourhood framework plans, 2015



appendix b
curriculum vitae for Stephen Schutt



steve schutt

director

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summary of experience

Steve is a Registered Landscape Architect with extensive experience in Australia and internationally in the delivery of projects across the fields of public domain design, residential landscapes, educational institutions, recreational facilities, natural and rehabilitated landscapes, commercial developments and large-scale infrastructure projects. His skills and experience embrace the full spectrum of landscape architecture, from conceptual design to design development, documentation, contract administration, master planning, visual assessment, community consultation and the provision of expert evidence to planning tribunals.

As a director of **hansen partnership**, Steve is able to apply his skills and experience across a broad range of projects, from landscape master planning to urban design studies and the detailed implementation of landscape designs in both urban and non-urban environments. In this regard, Steve is able to operate effectively as a multi-disciplinary professional, offering skills in urban planning, urban design and landscape architecture.

current

Director
hansen partnership
July 2006 – present

experience

hansen partnership
Associate (july 2002 - july 2006)

Context Landscape Design
Associate (january 1997 – june 2002)

GBLA
Landscape architect (june 1995 – november 1996)

Melbourne Parks & Waterways
Landscape architect (june 1994 – november 1995)

qualifications

- Graduate Diploma in Project Management, RMIT University (2004)
- Master of Landscape Architecture, The University of Melbourne (1994)
- Bachelor of Planning & Design (hons), The University of Melbourne (1992)

affiliations

- Australian Institute of Landscape Architects (AILA) - Member
- Victorian Planning & Environmental Law Association (VPELA) - Member

specialisations

- Public domain design
- Master planning
- Landscape design
- Strategic planning & design
- Visual assessment
- VCAT expert witness



key project experience

public domain design

- Alfred Street, Hastings, Mornington Peninsula Shire Council (2013)
- Vernon Street, South Kingsville, Hobsons Bay City Council (2013)
- Empire Mall, Mornington, Mornington Peninsula Shire Council (2013)
- Richmond Terrace Park, City of Yarra (2012)
- Sherbrook Park, Ringwood, Maroondah City Council (2012)
- Langtree Mall Redevelopment, Mildura, Mildura Rural City Council (2011)
- Port of Echuca Visitor Experience, Shire of Campaspe (2011)
- Devonport Foreshore Plaza, Devonport City Council (2011)
- Nunawading Village Urban Realm Vision, Whitehorse City Council (2009)
- Alfredia Street Improvements, St Albans, Brimbank City Council (2009)
- Lakes Reserve, Taylors Lakes, Brimbank City Council (2008)
- Montrose Linear Garden, Shire of Yarra Ranges (2007)
- Frankston CAD Urban Renewal, Frankston City Council (2004)
- Frankston Waterfront Entry, Frankston City Council (2004)
- Hastings Anzac Plaza, Mornington Peninsula Shire (2001)
- University of New South Wales Mall, UNSW (2001)
- St Mary's Cathedral, Sydney, Catholic Archdiocese (2000)
- Sydney Olympic Velodrome, Bankstown, Sydney Olympic Coordination Authority (1999)
- Wollongong Entertainment Centre Foreshore Plaza, Wollongong City Council (1998)
- Toukley Village Green, Wyong Shire Council (1997)

master planning

- Portland to Cape Bridgewater Shared Pathway, Portland Pathways Group (2014)
- Windsor Siding Master Plan, Stonnington City Council (2014)
- Mount Alexander Master Plan, Mount Alexander College (2014)
- Alfred Street Landscape Master Plan, Hastings, Mornington Peninsula Shire Council (2013)
- Mount Baw Baw Development Concept Plan, Mount Baw Baw Management Board (2013)
- 'Re-Discover' Chapel Street Public Domain Master Plan, City of Stonnington (2013)
- Yarra Junction Community Precinct Master Plan, Yarra Ranges Shire Council (2012)
- Bridport Central Foreshore Precinct Plan, Dorset Council (2012)
- Traralgon Railway Station Precinct Master Plan, Latrobe City Council (2011)
- Warragul Town Centre Master Plan, Baw Baw Shire (2011)
- Gaskin Park Master Plan, Churchill, Latrobe City Council (2010)

- Eastern Park and Geelong Botanic Gardens Strategic Plan, City of Greater Geelong (2008)
- Ted Summerton Reserve Master Plan, Moe, Latrobe City Council (2008)
- Cathedral Range Golf Resort Master Plan, Golf Club Properties (2004)
- Sandridge Beach Foreshore Reserve Master Plan, City of Port Phillip (2002)

landscape design

- Coles, Lara, Coles Property Group (2013)
- Coles, Hallam, Coles Property Group (2013)
- Scenic Estate Master Plan, Bass Coast Shire Council (2013)
- Zumsteins and MacKenzie Falls Precinct Plan, Grampians National Park, Parks Victoria (2012)
- Devonport Maritime Museum, Devonport City Council (2011)
- Riverside Park Concept Plan, Mildura, Mildura Rural City Council (2011)
- Morningside Estate, Gisborne, Dennis Family Corporation (2010)
- Whitehorse Civic Centre Forecourt, Whitehorse City Council (2008)
- Mildura Council Offices Forecourt, Mildura Rural City Council (2011)
- Walsh Bay Redevelopment, Sydney, Mirvac (2000)

strategic planning and design

- Wyndham RDF Landscape Plans, City of Wyndham (2014)
- Hastings Laneways Strategy, Mornington Peninsula Shire Council (2014)
- Phillip Island Integrated Transport Study, Bass Coast Shire Council (2013)
- Werribee River Shared Trail Strategy, Melton Shire Council (2012)
- New Gisborne Development Plan, Macedon Ranges Shire (2011)
- Ballarat Avenue of Honour Urban Design Guidelines, Ballarat City Council (2010)
- Warragul Town Centre Urban Design Framework and Railway Station Master Plan, Baw Baw Shire Council (2009)
- Mersey Bluff Precinct Urban Design Framework, Devonport City Council (2008)
- Spring Creek Growth Framework Plan, Torquay, Surf Coast Shire (2009)
- Jackass Flat New Development Area Structure Plan, City of Greater Bendigo (2005)
- San Remo, Newhaven and Cape Woolamai Structure Plan, Bass Coast Shire (2005)
- Geelong Western Wedge Urban Design Framework, City of Greater Geelong (2002)
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