



Amendment C205

Hume Planning Scheme

Expert Urban Design Evidence

Julia Bell

February 2018

Instructed by
KING&WOOD MALLESONS

On behalf of
Hume City Council



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1.0 Introduction

- [1] I am an Associate Urban Designer and Planner at David Lock Associates (Australia) Pty Ltd (DLA), a town planning and urban design consultancy. I hold qualifications in urban design and planning. I have over 10 years professional experience in planning and urban design. Further details of my qualifications and experience are outlined in Appendix A in accordance with the PPV Guide to Expert Evidence.
- [2] In January 2018, I was engaged by King&Wood Mallesons on behalf of Hume City Council to: a) review the Lindum Vale Precinct Structure Plan (PSP) to determine the appropriate urban design response in response to the policy and physical context; and b) to assess the Lindum Vale PSP and in particular, Revised Plan 3 – Future Urban Structure dated 16th January 2018, to inform the Planning Panel’s Review.
- [3] Separate to this engagement, within my time at Hume City Council as a Strategic Planner in 2015, I was involved in the initial stages of the preparation of a previous version of the Lindum Vale Future Urban Structure.
- [4] My evidence is organised as follows:

Section 2	A summary of the Physical and Strategic Context of Lindum Vale PSP
Section 3	An Assessment of Lindum Vale PSP under the following themes: <ul style="list-style-type: none">- Strategic green links- Connectivity and accessibility- Rural landscape character- Tree retention in the public realm
Section 4	Conclusion and Recommendations

2.0 Context

- [5] This section summarises the physical and strategic planning context associated with the proposed Lindum Vale Precinct Structure Plan (Lindum Vale PSP).

2.1 Physical Context

- [6] The Lindum Vale PSP is located on the north-east corner of Mount Ridley Road and Mickleham Road and is situated approximately 29 km north-west from Melbourne CBD and 13km north-west from the Broadmeadows Metropolitan Activity Centre (MAC).

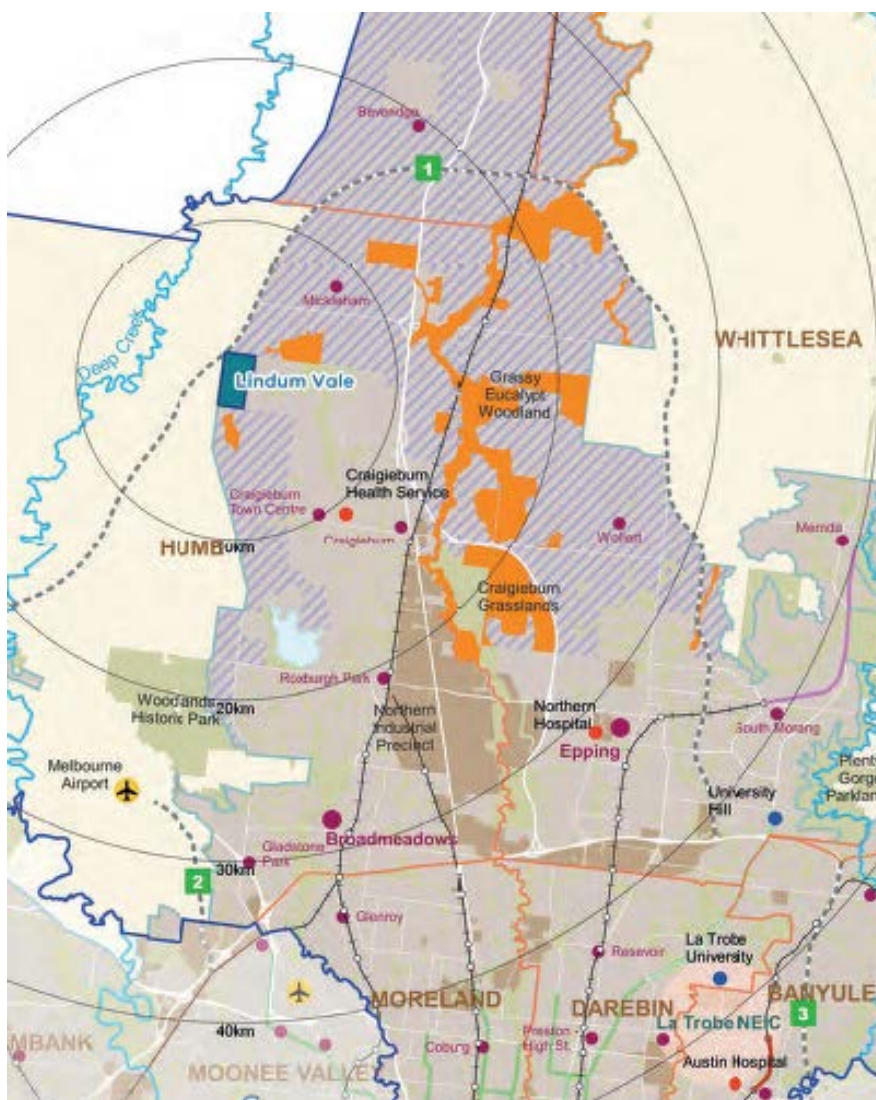


Figure 1 – Regional Context (source: Lindum Vale PSP)

- [7] The Lindum Vale PSP occupies an area of approximately 142 hectares consisting of grazing land that is generally flat with a slight slope running in an east-west direction falling towards the east and presently provides for open views to towards Mount Ridley.
- [8] The PSP has the following interfaces:
- To the north is the approved Merrifield West PSP and the Mount Ridley Woodlands conservation area, beyond which is Donnybrook Railway Station, Donnybrook Road and Mickleham Town Centre;
 - To the east and beyond are dwellings within generous lots, producing a relatively large subdivision pattern zoned within a Rural Living Zone (RLZ);
 - To the west is Mickleham Road, a drainage line and the Urban Growth Boundary (UGB), beyond the UGB is predominantly land within a Green Wedge Zone; and
 - To the south is Mount Ridley Road, followed by land that forms part of the future Craigieburn West PSP.
- [9] The precinct is also proximate to a number of significant conservation areas including:
- The Mount Ridley Woodlands Park (approximately 1.5km north-east) which is a major conservation area and within the approved Merrifield West PSP; and
 - A local conservation area (approximately 1.5km south) within the future Craigieburn West PSP.
- [10] Within the PSP there are a significant amount of established River Red Gum trees scattered throughout, that form an important part of the rural landscape as viewed from both Mickleham and Mount Ridley Roads. The PSP also contains linear sections of dry stone walls, whilst parts of the study area are affected by areas of cultural heritage sensitivity.
- [11] The south-western portion of the study area contains the former Parnell's Inn (affected by a Heritage Overlay 36 [HO36]).



Figure 2 - View looking east along Mount Ridley Road

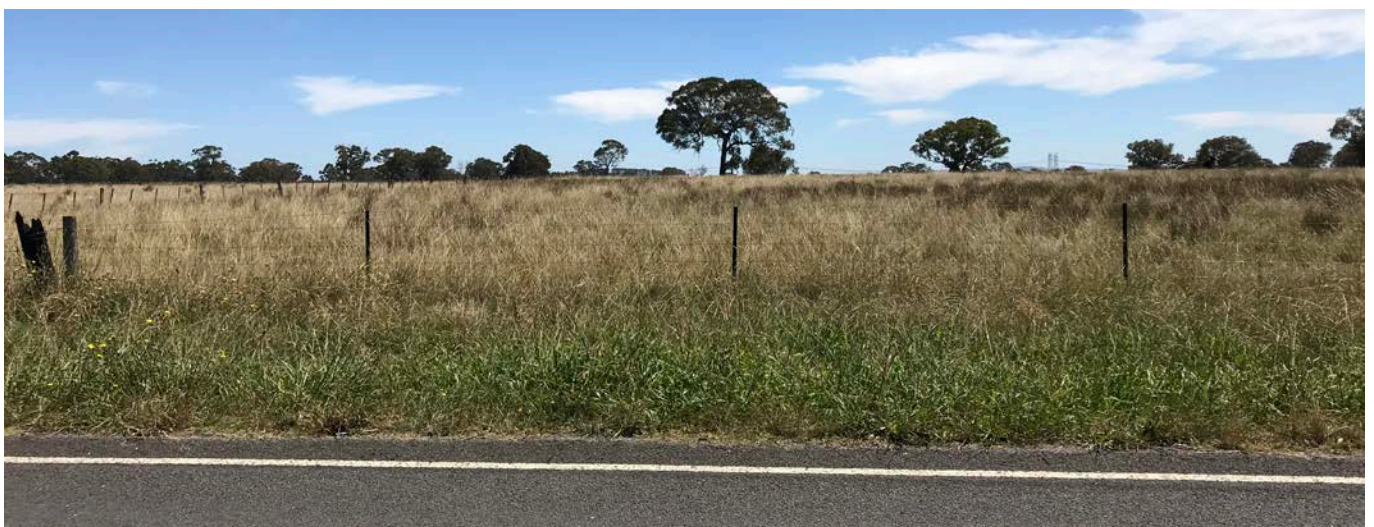


Figure 3- View looking into the study area with the River Red Gums visible from Mt Ridley Road



Figure 4 - View into the Precinct Area from Coinda Avenue with River Red Gums visible, beyond 35 Coinda Avenue

2.2 Strategic Context

- [13] The Lindum Vale PSP is located in Hume's northern growth corridor and is bound by Mickleham Road and green wedge land to the west, the Merrifield West PSP and Out Metropolitan Ring Road (OMR) to the north, the Mount Ridley rural-residential community to the east, Mount Ridley Road and the future Craigieburn West PSP area to the south.
- [14] Lindum Vale PSP is proposed to accommodate approximately 1,500 dwellings on a range of lot sizes. Future residents will have access to large areas of open space and convenient access to education and community facilities adjacent within Merrifield West PSP and the future Craigieburn West PSP areas.
- [15] The strategic policy context for the Amendment includes Plan Melbourne 2017-2050, the Metropolitan Planning Strategy for Melbourne, the VPA Precinct Structure Planning Guidelines (Guidelines) along with State and Local Planning Policies within the Hume Planning Scheme.
- [16] State Planning Policy seeks to balance the strategic objectives to achieve improved land-use and development outcomes at regional, catchment and local level. Clause 11 suggests that networks of high-quality settlements should be delivered by preserving and protecting features of rural land and natural resources and features to enhance their contribution to settlements and landscapes.
- [17] Clause 11.02 refers to supply of urban land and the importance of PSPs developing sustainable and liveable urban areas, along with walkable neighbourhoods. Clause 11.02-1 refers to the need to restrict low-density rural residential development that would compromise future development at higher densities. It also suggests planning for urban growth should consider neighbourhood character and landscape considerations.
- [18] Clause 11.02-2 relates to structure planning and the facilitation of precinct structure plans that:
- *Take into account the strategic and physical context of the location.*
 - *Provide for the development of sustainable and liveable urban areas in an integrated manner.*
 - *Assist the development of walkable neighbourhoods.*
- [19] Clause 11.02-2 also refers to the development structure plans that are consistent with the *Precinct Structure Planning Guidelines* (Growth Areas Authority, 2009) to:

- *Establish a sense of place and community.*
- *Respond to climate change and increase environmental sustainability.*
- *Deliver accessible, integrated and adaptable community infrastructure.*

[20] Under Local Planning policies, the MSS recognises that the municipality is likely to experience significant population growth within the Hume Corridor which is a main growth corridor. Clause 21.02-1 identifies that the Council has prepared the “Hume Corridor Integrated Growth Area Plan Spatial Strategy (2015)” (HIGAP).

[21] The HIGAP is a reference document to Clause 21.02 of the Planning Scheme and has been adopted by Council to provide long term strategies for delivering growth along this corridor.

[22] In particular, Clause 21.02-2 identifies:

- the Hume Corridor *“will support a significant increase in population, primarily located new growth areas of Greenvale, and Craigieburn in the middle of the corridor, and Mickleham (Merrifield) and Donnybrook (Lockerbie) at the northern end”*;
- the importance of the Inter Urban Break (IUB) in which it *“continues to provide a permanent separation between the urban areas of Craigieburn and Mickleham. Supporting low density rural residential development, it provides for the ecological connectivity between the Mt Ridley Conservation Reserve and conservation and open space areas in Craigieburn”*; and
- the role of the IUB as *“a permanent separation and conservation and landscape buffer between conventional density development areas.”*

[23] Clause 21.02-2 further seeks to ensure that the role of IUB by providing a number of strategies including:

- *“Maintain the Inter Urban Break for predominantly larger detached housing and low density rural residential development that supports the conservation of biodiversity and landscape values.”*
- *“Facilitate the connectivity of conservation and open space areas through the Inter Urban Break.”*
- *“Facilitate an additional north-south connector road through the Inter Urban Break between Mickleham Road and the future extension of Aitken Boulevard.”*

- [24] HIGAP places the Lindum Vale study area within the 'Inter Urban Break' precinct. It provides for a number of strategies, relevant to Lindum Vale PSP, including:
- *"protects a high number of river red gum trees and other high quality biodiversity values in conservation reserves, open spaces and widened road reserves;*
 - *establishes continuous north-south and east-west green links which provides walking, cycling and habitat connectivity between Craigieburn and Mickleham precincts, and east and west through the Inter Urban Break;*
 - *retains the visual openness adjoining Mount Ridley and the existing rural development;*
 - *provides a number of larger lots to reflect the character of the existing Inter Urban Break land and delivers opportunities for larger housing product to maintain diversity in the Hume Corridor;*
 - *provides for a more conventional density of development north of the east-west connector road adjoining the future Merrifield West area;*
 - *provides for the duplication and ultimate development of a 6 lane road along Mickleham Road with Avenue of Honour tree planting;*
 - *requires the development of a north-south connector road through the area that connects to Merrifield West and Craigieburn West; and*
 - *delivers good quality pedestrian and cycle routes through the area as part of the wider network of green spaces in the wider Craigieburn area"*
- [25] The PSP guidelines aims to ensure that Precinct Structure Plans offer an integrated planning approach which responds to local conditions and needs. It also identifies the broader objectives for Precinct Structure Plans, which are to, relevantly:
- *"Establish a sense of place and community;*
 - *To provide efficient and better transport choices; and*
 - *To respond to climate change and increase environmental sustainability."*
- [26] In summary, policy supports the use of land of this nature for urban development to accommodate significant population growth whilst contributing to a sense of place through structure planning. However, both state and local policy refer to the importance of responding to the context, which in this scenario has significant environmental and landscape conditions that should be balanced with the provision of

housing. The local policy in particular clearly states the importance of retaining the Inter Urban Break for predominantly larger lots and protecting the high number River Red Gums and conservation reserves. The urban design response therefore needs to be tailored to achieving a sustainable density of development, whilst responding to the objectives of the Inter Urban Break.

- ^[27] The guidance provided within the PSP guidelines, the relevant State Planning Policies and Local Planning Policies, and HIGAP have formed the framework for my assessment.

3.0 Assessment

- [28] The following section provides an assessment of the Lindum Vale PSP, with reference to both the exhibited version and Revised Plan 3 – Future Urban Structure (circulated on the 16 January 2017), as it relates to urban design, followed by a recommended revised urban structure and urban design guidance to be included within the PSP.
- [29] In January 2018, I prepared a series of Urban Design Principles in response to an assessment of the Lindum Vale PSP to determine the appropriate urban design response against policy and the physical context. Based on the work undertaken, my assessment of the PSP is under the following themes:
- Strategic green links
 - Connectivity and accessibility
 - Rural landscape character
 - Tree retention in the public realm
- [30] The following sections review each urban design theme identified and provides an appropriate urban design response along with any recommended changes to the Lindum Vale PSP.

3.1 Strategic Green Links

- [31] Lindum Vale PSP was previously utilised for agricultural purposes, of which grazing activities over the years have removed a significant amount of the site's native understorey vegetation. However, the land supports a significant patch of the Grassy Eucalypt Woodland ecological community in the south-east corner of the site. It also supports Plains Grass Woodland as well as several Grey Box Gums.
- [32] An important feature of the PSP is a significant number of mature River Red Gums, which form part of a broader population of River Red Gums that extend across the Mount Ridley Woodlands Conservation Area in the Merrifield West PSP to the north and the Biodiversity Conservation Strategy (BCS) conservation area in the future Craigieburn West PSP to the south. It is also a policy imperative in Hume's MSS to facilitate the connectivity of conservation and open space areas through the Inter Urban Break.
- [33] The River Red Gums are not only important from a biological perspective, they also hold significant landscape values tied to the history of the area and its role as the inter-urban break, maintaining the rural character along the north side of Mount Ridley Road, between Mickleham Road and the Hume Highway.

- [34] The exhibited PSP proposed a series of open spaces to be utilised for conservation, local parks, landscape values or waterway and drainage reserves. In particular, the local parks and landscape value pockets have been designed to link, creating north-south and east-west passive networks, whilst also retaining approximately 70% of the River Red Gums. I note that the north-south green link does not extend to the northern edge of the PSP. I further note a key objective under “Open Space and Natural Systems” within the PSP states the following:

Create a passive recreation network via the high voltage electricity transmission easement and a series of local parks linking the Mount Ridley Woodland Nature Conservation Reserve to the north and the BCS conservation areas to the south of the PSP area.

- [35] Plan 5 below taken from the exhibited PSP displays the green links through the site and the proposed tree retention it enables.

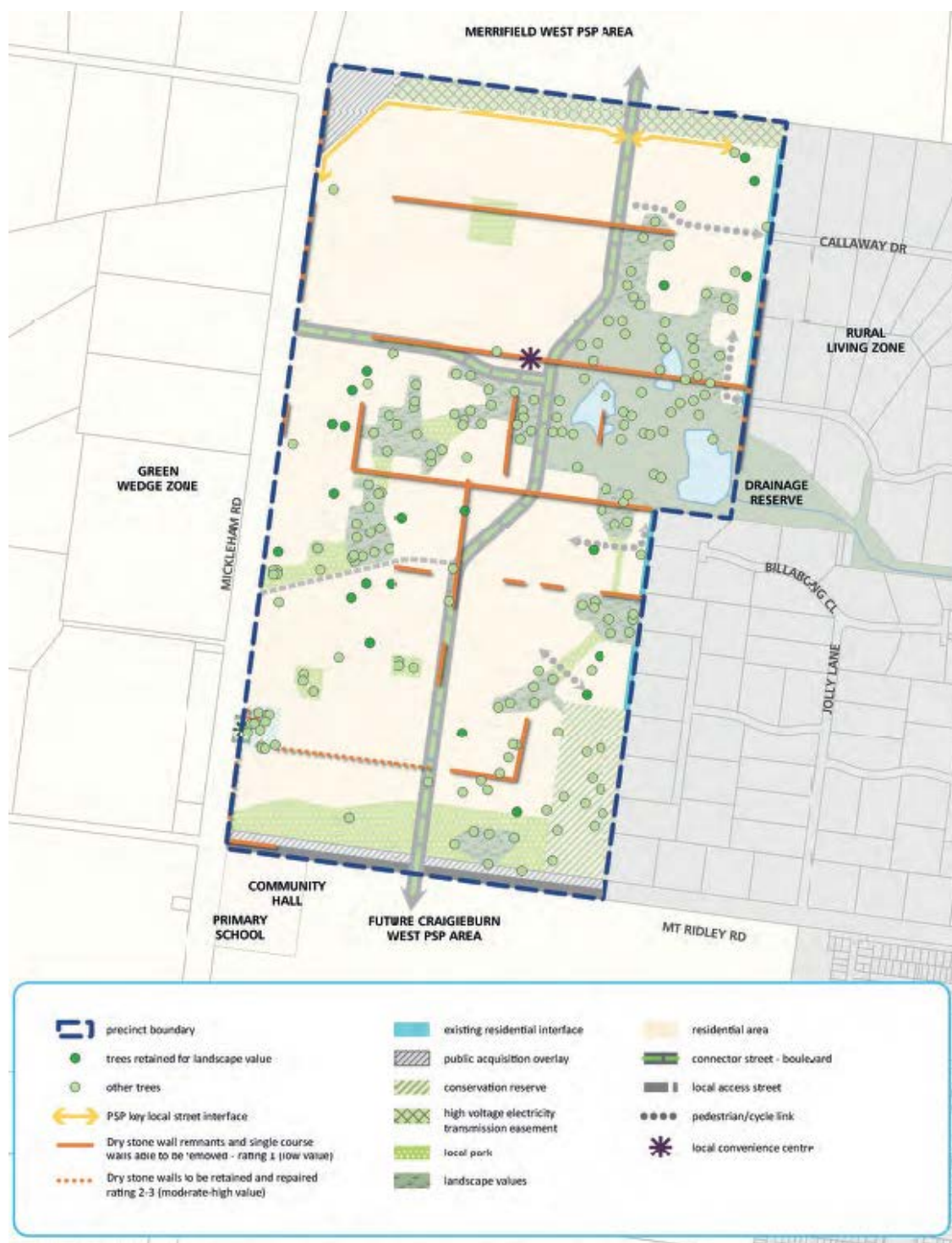


Figure 5: Plan 5 taken from Lindum Vale PSP (Exhibited Version)

- [36] Following exhibition of the PSP, a revised Urban Structure Plan was prepared and circulated on the 16th of January (Revised Plan 3 – Future Urban Structure). Significant changes were made to the areas set aside for the waterway and drainage reserve to allow for a decentralised drainage system. This has had a flow on affect to the location of local parks and landscape value areas.
- [37] In my view, the changes required to decentralise the drainage system have allowed the areas set aside for waterways and drainage to be more definitive and responsive to natural features. Furthermore, the areas set aside for landscape values have also been redefined, focusing on the trees to be retained but also ensuring green links, particularly the north-south link, extends right through the PSP unbroken.
- [38] The proposed north-south green link is of particular importance strategically. As it provides the opportunity for an unbroken urban forest connection between Mt Ridley Conservation Reserve and conservation and open space areas in Craigieburn. The below plan highlights the strategic importance of the green link to the Hume Corridor.



Figure 6: Strategic Green Link

[39] In summary, I support the revised Revised Plan 3 - Future Urban Structure in relation to the shape and spread of local parks and landscape values, as it creates a continuous link through the PSP in a north-south direction. To capitalise on the strategic importance of this link, I recommend the implementation of linear trails connecting pedestrians and cyclists to the Mount Ridley Woodland Nature Conservation Reserve to the north and the BCS conservation area to the south. The indicative passive recreation network should be shown on the Urban Structure Plan as shown in the plan prepared below.



Figure 7: Revised Future Urban Structure showing indicative passive recreation network

[40] It is also recommended that additional guidance is added to the PSP to a minimum width is applied to the green link to ensure it creates a meaningful urban forest from the north to the south. The green link should be a minimum of 30 metres, excluding a shared path for cyclists.

[41] In summary I support the proposed network of local parks, conversation area, landscape values and water & drainage reserves with the additional of shared pedestrian/ cycle path and a minimum width of 30 metres.

3.2 Connectivity and Accessibility

[42] The Draft Structure Plan proposes to interconnect with the adjoining low density residential subdivision via two existing rural-residential roads, Cooinda Avenue and Callaway Drive, which both terminate at the eastern edge of the PSP.

[43] The Exhibited Future Urban Structure proposed pedestrian/ cycle links extending from these roads into the site. The pedestrian/ cycle link from Callaway Drive is proposed to extend to the north-south connector boulevard. The pedestrian/ cycle link from Cooinda Avenue extends to the edge of the drainage reserve and then terminates. I recommend any pedestrian/cycle links shown on the PSP connect to a green link or road, rather than terminating.

[44] However, Revised Plan 3 – Future Urban Structure removes the proposed pedestrian/cycle links and proposes local access street connections. From an urban design perspective, the PSP should establish a permeable and legible movement network that it is integrated with surrounding movement routes. Providing vehicular, cyclist and pedestrian movements linking the surrounding residential communities with the PSP will support a more coherent and connected community, whilst further activating the proposed local convenience centre.

[45] I therefore support Revised Plan 3 – Future Urban Structure, as it proposes both Callaway Drive and Cooinda Avenue will be connected to local access streets within the PSP. However, I note Revised Plan 3 doesn't identify pedestrian/ cycle links. I therefore recommend these links are added on as per the passive recreation network shown at Figure 7. Providing a through route for pedestrians and cyclist connecting them to the passive recreation network will greatly assist in the integration of the PSP with its surroundings.

3.3 Rural Landscape Character

[46] The PSP area and surrounds falls within what is described within Hume City Council's policy as the Inter Urban Break which comprises land

between Mount Ridley Road, the Hume Highway, Mickleham Road and the overhead power lines to the north. The area is characterised by Mount Ridley, and an existing rural living subdivision with a large amount of native vegetation including river red gums, and open views. The recently updated MSS states the following regarding the Inter Urban Break:

Objective 8

To reinforce the role of the Inter Urban Break as a permanent separation and conservation and landscape buffer between conventional density development areas.

Strategies

8.1 Maintain the Inter Urban Break for predominantly larger detached housing and low density rural residential development that supports the conservation of biodiversity and landscape values.

[47] As stated within HIGAP, a reference document to the Planning Scheme:

The low density rural living qualities of this area reflect a long-standing planning policy of Hume City Council to retain the natural qualities of the area and provide a visual break in urban development between the built areas of Craigieburn and future development further north.

[48] As the subject site has been identified for urban development as part of the Lindum Vale PSP, a balance must be struck between the policy imperative of achieving a conservation and landscape buffer between standard residential development, and delivering a viable structure plan located within the Urban Growth Boundary (UGB).

[49] Of particular importance is how the development is perceived from Mt Ridley Road, Mickleham Road, the north-south connector boulevard and existing properties within the low density residential subdivision to the east. Treating these interfaces will help to maintain the perception of the inter urban break, whilst retaining a sustainable residential density.

[50] The Exhibited PSP includes a set of key development objectives to guide development. Development within Lindum Vale will seek to:

03 – Ensure subdivision and development sensitively integrates into the broader urban context. Important interface objectives include:

- *Protect the privacy and minimise visual impact on the existing rural-residential lots along the eastern boundary of the precinct;*

- *Creation of an appropriate landscape character along Mount Ridley Road that softens the visual prominence of development from Mount Ridley Road; and*
- *Enhancement of the existing native vegetation landscape along Mickleham Road that defines the extend of the urban grown boundary.*

- [51] The exhibited Future Urban Structure proposed local parks along the interface to Mt Ridley Road, increasing in depth from approximately 40 metres to 100 metres along the frontage. The purpose of the local park was to soften the visual prominence of future standard residential density by setting it back behind landscaping. The shape of the proposed open space was staggered so when viewed obliquely from Mt Ridley Road, development would be less visually intrusive and more responsive to the adjoining low density residential subdivision character.
- [52] However, from an assessment of the landscape character of the existing adjacent low density residential lots to the east, I find the application of open space along the frontage, rather than larger lots, not in keeping with the landscape character to the east.
- [53] Revised Plan 3 – Future Urban Structure proposes to remove the local park from the frontage to Mt Ridley Road to the west of the proposed north-south connector, except for a small park which will retain a River Red Gum in public space. To the east of the north-south connector the conversation reserve is proposed to be extended across the frontage.
- [54] To determine the right development response along Mt Ridley Road, I undertook scenario testing of different development densities. The aim of testing the different development scenarios was to understand the perceived difference in landscape character as you would see it travelling along Mt Ridley Road.
- [55] Scenario 1 shown below tested a standard residential density lot design applying following dimensions:
- Lot area of approximately 400m²;
 - Side setback of 5 metres to one side;
 - 5 metre front and rear setbacks;
 - Local frontage road (as per VPA Part A Submission – Figure 6); and
 - Landscape zone to Mt Ridley Road (as per VPA Part A Submission – Figure 6).
- [56] Scenario 1 was then plotted on a plan which shows the standard residential density lots in the context of the existing low density residential subdivision to the east and the difference in oblique views

along Mt Ridley Road. As you will note below, the existing low-density subdivision and its large lots allow for oblique long-range, open views. The reduced density allows you to perceive the spaces and landscape between the built form and therefore the rural landscape character.

[57] Applying a standard residential density to the frontage of Mt Ridley Road does not respond to the rural character existing in other parts of the Inter Urban Break. As identified below, the oblique views from Mt Ridley Road of standard residential density are short and contained. The addition of the road and the landscape buffer, which equates to approximately a 30-metre setback from Mt Ridley Road, only improves the range of the oblique views slightly. The main inhibitor to achieving a more open landscape is the size of the lots and the spacing between the buildings.

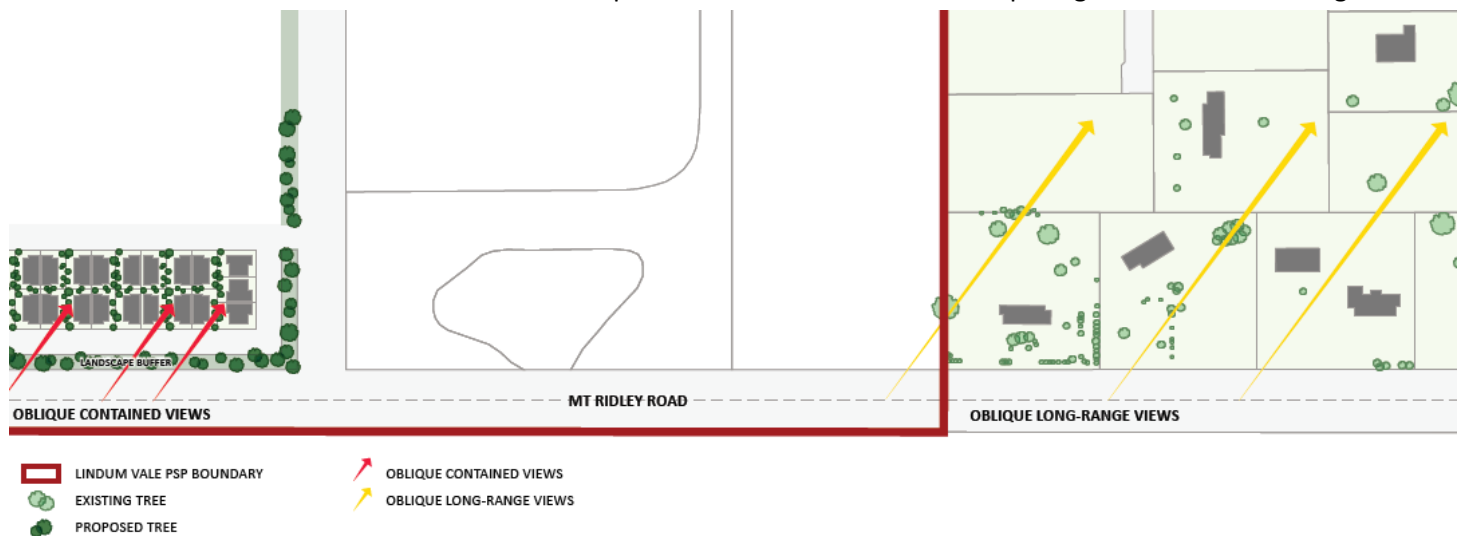


Figure 8: Scenario 1 – Standard density residential lots

[58] A second scenario was also tested. Scenario 2 shown below tested larger residential lots with the following dimensions:

- Lot area of approximately 2,000m²;
- Side setback of 10 metres;
- Front setback of 20 metres;
- Local frontage road (as per VPA Part A Submission – Figure 6); and
- Landscape zone to Mt Ridley Road (as per VPA Part A Submission – Figure 6).

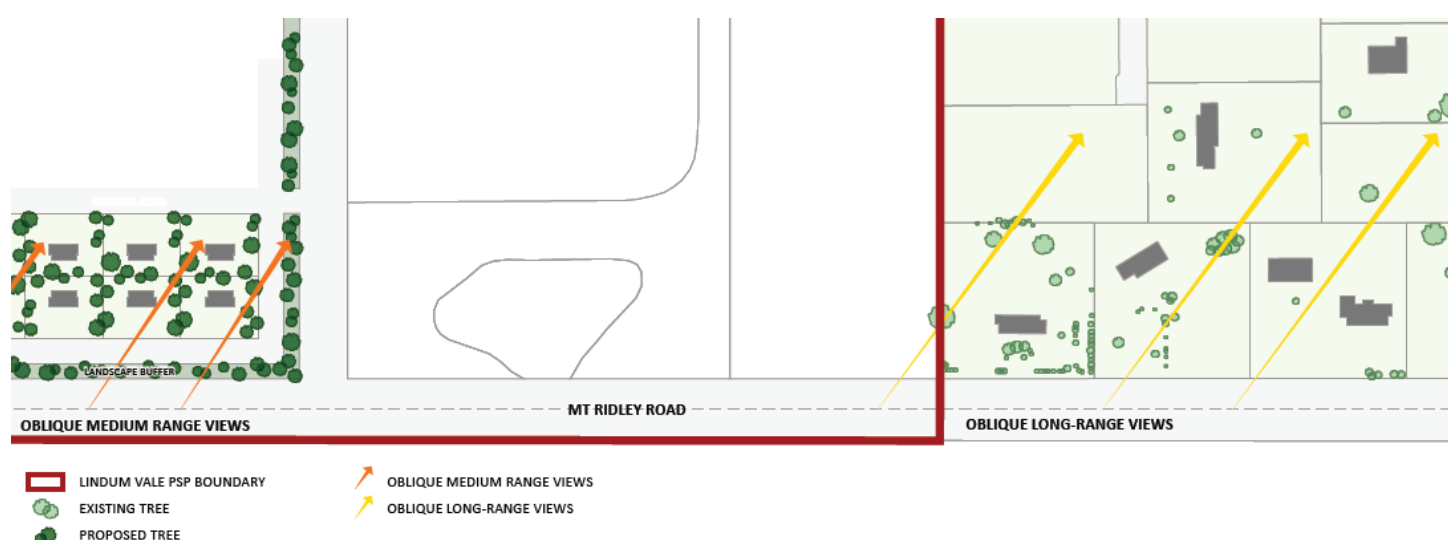


Figure 9: Scenario 2 – Larger residential lots

- [59] As you will note from Scenario 2, the oblique views are much longer and more responsive to the rural landscape character of the adjoining inter-urban break.
- [60] In summary, intrinsic to the landscape value associated with the inter-urban break is visual openness. To achieve openness and longer-range views, the lots fronting Mt Ridley Road need to be larger, creating greater spacing between buildings for landscape and environmental values.
- [61] To provide an appropriate transition to the existing low-density subdivision to the east of the subject site to the north of Hume City Council's drainage reserve, a single row of larger lots with well-spaced dwellings should also be applied, replicating the landscape character of the inter-urban break further east.
- [62] Based on Scenario 2 above it is recommended that guidelines are introduced to the PSP requiring the following along parts of Mt Ridley Road and Mickleham Road, and along the eastern boundary of the PSP to the north of the Hume City Council drainage reserve:
- A lot width minimum of 50 metres;
 - A lot depth minimum of 40 metres;
 - Local frontage road (as per VPA Part A Submission – Figure 6); and
 - Landscape zone to Mt Ridley Road (as per VPA Part A Submission – Figure 6).
- [63] Figure 10 below specifies the location of the larger lots along Mickleham Road, of which their application is contained to the southern half, ending

at the proposed local access street. Applying the same lot size in this part of Mickleham Road as Mt Ridley Road ensures a sensitive development transition and visual openness is achieved when viewing the PSP from the south east and the edge of the UGB.

[64] The north-south boulevard connector, which connects the future Craigieburn West PSP to the Merrifield West PSP, also requires a larger lot treatment to its southern extents, to deliver a more appropriate response to the inter urban break. It is therefore recommended that guidelines are introduced into the PSP requiring the following:

- A lot width minimum of 30 metres;
- A lot depth of 30 metres;
- A side setback minimum of 5 metres; and
- A front setback minimum of 10 metres.

[65] The resultant lot size (900m²) is larger than a standard residential lot but reduced from the lot size proposed along Mt Ridley Road, Mickleham Road and the eastern interface to the low density residential lots. This is due to the views from the external roads (Mickleham and Mt Ridley Road) being the predominant viewpoints when experiencing the character of the inter-urban break and the north-south connector being a secondary view point.

[66] As shown in the below revised Future Urban Structure illustrates, the larger lots along the north-south boulevard connector only extend to the southern end of the drainage reserve. The larger lots are proposed to end at this point as the drainage reserve and the trees to be retained within it that straddle the proposed north-south connector will help to carry similar visual qualities to the larger lots further north into the PSP. It is noted that as the land in the north west corner of the PSP is almost redundant of trees and highly visible, it is a suitable location to allow the open transition to standard residential density.

[67] The below revised Future Urban Structure illustrates the proposed recommendations.



Figure 10: Revised Future Urban Structure

3.4 Trees in the public realm

- [68] Revised Plan 3 – Future Urban Structure has been designed to allow for approximately 70% tree retention rate in local parks, conservation reserves and landscape value areas. I note however, that a significant portion of significant trees will not be captured in these public spaces.
- [69] The River Red Gums within the PSP are significant contributors to the character of the Inter Urban Break, with long range views to them helping to signify the separation between the urban areas of Craigieburn and Mickleham. Therefore, it is recommended where possible, that trees outside the local parks, conservation reserves and landscape value areas, are retained in the public realm within road reserves and other spaces. This will help to not only screen the public realm from views to the proposed standard residential density lots, it will also support the rural character of the Inter Urban Break.

4.0 Conclusion

^[70] In conclusion, I generally support Revised Plan 3 – Future Urban Structure, but recommend the following changes to allow for a more appropriate response to the landscape character of the Inter Urban Break:

- The introduction of a passive recreation network (cyclists/pedestrians) into both the north-south and east-west green links as outlined at paragraph 39 and Figure 7;
- The implementation of larger residential lots along parts of Mickleham Road, Mt Ridley Road and the eastern boundary of the PSP as specified at paragraph 63 and shown at Figure 10; and
- The implementation of medium-larger residential lots along part of the proposed north-south boulevard connector as specified at paragraph 65 and shown at Figure 10.

Appendix A: Summary of Experience & Personal Details

Name and Address

Julia Chloe Bell
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Qualifications

- Member of the Planning Institute of Australia, 2008
- MA Urban Design, Oxford Brookes University, UK, 2013
- Diploma Urban Design, Oxford Brookes University, UK, 2013
- Bachelor of Urban Planning and Development, University of Melbourne, 2007

Professional experience

- Associate Urban Designer and Planner, David Lock Associates (Australia), March 2015 to present
- Senior Strategic Planner, Hume City Council (Australia), 2014 to 2015
- Strategic Planner, Hume City Council (Australia), 2010 to 2014
- Development Planner, GHD (Australia), 2005 to 2010

Area of Expertise

I have over ten years' experience in private and public practice with various planning and urban design consultancies in Victoria, Queensland and Tasmania.

Expertise to prepare this report

I have been involved in the design and assessment of numerous greenfield and urban infill projects and planning scheme amendments in Victoria. These have included:

- Evidence for Amendment C175 (Whitehorse City Council) for the implementation of Built Form Controls on the Box Hill Major Activity Centre.
- Urban design advice for Amendments C207 and C208 (Hume City Council) for Yellow Gum, Emu Creek and Harpers Creek Town Centres for Precinct Structure Plans 74 and 75.
- Evidence for Amendment C123 (Port Phillip City Council) for the implementation of the residential zones.
- Structure Plans for Hawksburn Activity Centre (Stonnington City Council) and Greensborough Activity Centre (Banyule City Council).
- Policy writing in relation to Activity Centres (Clause 21.07 – Hume Planning Scheme).
- Prepared Hume City Council's submission to the Reformed Zones.
- Involved in the independent review of numerous inner urban development projects from an urban design perspective.

Other significant contributors

I was assisted by Vincent Pham (Planner) in preparing this report.

Instructions which define the scope of this report

I am engaged by Hume City Council to undertake an assessment of the Lindum Vale Precinct Structure Plan (PSP) prepare an urban design expert witness report.

Facts, matters and assumptions relied upon

- Inspection of the Subject Land and surrounding area.
- Review of relevant existing and proposed planning provisions and guidelines.

Documents taken into account

- In forming my opinion, I have relied on:
 - *The Hume Planning Scheme and Reference Documents (including Plan Melbourne);*
 - *Hume Planning Scheme Amendment C205 documentation;*
 - *Lindum Vale Precinct Structure Plan;*
 - *Urban Design Guidelines for Victoria (DELWP, 2017); and*
 - *PSP Guidelines (Growth Areas Authority, 2009).*

Summary of opinions

Refer to the conclusion of this statement (section 4).

Provisional Opinions

There are no provisional opinions in this report.

*Questions outside my
area of expertise,
incomplete or inaccurate
aspects of the report*

This report is complete and accurate to the best of my knowledge, and does not contain any provisional opinions except where noted.

I have made all the inquiries that I believe are desirable and appropriate and confirm that no matters of significance which I regard as relevant have to my knowledge been withheld from the Panel.



Julia Bell