

Expert Witness Report Urban Design Evidence

Hume Planning Scheme
Amendment C207

Sunbury South Precinct Structure
Plan

35 Buckland Way Sunbury

13 August 2017

Prepared by:

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1.0 Statement of Evidence

This report has been prepared on behalf of the Kolceg family, the owners of the property at 35 Buckland Way Sunbury. This report was prepared at the request of Echelon Planning who are representing the Kolceg family.

This report provides Urban Design advice relating to the City of Hume Planning Scheme Amendment C207, which seeks to implement the Sunbury South Precinct Structure Plan (PSP).

This Urban Design advice relates to the proposed Future Urban Structure (FUS) nominated on 35 Buckland Way within the exhibited Sunbury South PSP.

1.1 Qualifications and Expertise

My name is Victoria Cook and I am an Urban Designer who has been working in the development industry for over 10 years as both an Urban Designer and as a Development Manager.

I have both public and private sector experience in Urban Design after working at Lend Lease, the GAA/MPA and Villawood Properties.

I have been involved in the design and delivery of many communities throughout Queensland and Victoria including over 10 master planned communities, 25 town centres and the forward planning and design of communities in the growth areas of Melbourne.

Specific projects I have been involved in from an urban design perspective include:

- Springfield Lakes – Lend Lease (QLD);
- Varsity Lakes – Lend Lease (QLD);
- Woodlands – Lend Lease (QLD);
- Yarrabilba – Lend Lease (QLD);
- Caroline Springs – Lend Lease (VIC);
- Harpley – Lend Lease (VIC);
- The design of a range of town centres in the growth areas of Melbourne – Growth Areas Authority/Metropolitan Planning Authority (VIC);
- Aspire – Villawood (VIC);
- Aquarevo – Villawood (VIC); and
- Mount Atkinson – Catalyst Development Services (VIC)

My expertise is in the following areas:

- Visioning and strategy development of a variety of projects across Melbourne;
- Managing and the delivery of trading residential communities;
- Design and construction management;

- Design in sloping environments (particularly in QLD);
- Urban design – specifically residential development and town centres; and
- Place making and public space design.

I have a Bachelor of Built Environment (Honours) and a Masters of Urban and Regional Planning (Honours) from the Queensland University of Technology. Both degrees focused on Urban Design studies.

I am the recipient of the 2007 UDIA Dr Paula Whitman's Future Leader Award and the 2015 UDIA Outlook and ID_Land Young Professional Awards.

I am a member of the Urban Land Institute (ULI) and currently hold positions on the ULI Young Leaders Group (YLG) committee and the UDIA Outlook committee.

1.2 Instructions to Define Scope of Works

As requested by Echelon Planning in a letter dated 10th August 2017, I have been engaged by the owners of 35 Buckland Way Sunbury to act as an expert witness and prepare a report which addresses the following issues:

1. Whether, from an urban design perspective, the PSP should provide more developable land within the walking catchment of the town centre.
2. Whether the active open space on 35 Buckland Way should be shifted to provide a more regular shape and to provide more developable land within the walking catchment of the Harper Creek town centre.
3. Provide a high level design for an area of medium density housing north of the realigned active open space and south of the waterway. In preparing the following is to be taken into consideration:
 - a. Expert evidence is being sought from Nina Barich (Principal Engineer) regarding the drainage reserve. Ms Barich has confirmed that the drainage reserve could be piped instead.
 - b. The client would like to retain their existing dwelling for some years, so if the open space can avoid the dwelling and the dwelling can be retained on a super lot for later development, the design should also take this into account.
4. Comment on the submission from Oreana Project Management for 45 Buckland Way, Sunbury which seeks to redesign town centre and to shift the north-south waterway further west.
5. Comment on the sections of the Hume City Council submission relating to the Harpers Creek Local Town Centre and the active open space. Page 13 of their

submission provides comment on the Harpers Creek Local Town Centre, and pages 16 to 17 of their submission provide comments on the active open space.

1.3 Documents Reviewed

As part of the preparation for this report I have reviewed the following information/documents provided by Echelon Planning as part of the brief:

1. Exhibited Sunbury South PSP.
2. Selected exhibited Planning Scheme Amendment Documents:
 - a. Explanatory Report
 - b. Zoning maps
 - c. Schedule 9 to the Urban Growth Zone
3. Submission to Amendment C207 by the Kolceg family and the VPA's written response to this.
4. Submission to Amendment C207 by Oreana Project Management for 45 Buckland Way, Sunbury.
5. Submission to Amendments C207 and C208 by Hume City Council.
6. Updated draft Sunbury South DSS issued by the VPA on 29 June 2017 with instructions that it will replace the drainage infrastructure shown in the exhibited PSP.
7. Post-exhibition information issued by the VPA on 31 July 2017 regarding the 'landscape values' land. Note the removal of this category from the subject site.
8. A map prepared by Echelon Planning showing elements of the exhibited PSP in relation to the site.
9. A map prepared by Echelon Planning showing the post-exhibition information changes to the DSS and the removal of the 'landscape values' land from the site.
10. The Victorian Planning Authority's Part A submission.
11. Planning Panels Victoria expert evidence guidelines.
12. Panel Directions and timetable version 2.

1.4 Other Material Referenced

In addition to the above information, Crime Prevention Through Environmental Design (CPTED) principles were reviewed in the Victorian context. This information was sourced from the Victorian Police website for CPTED found at www.police.vic.gov.au

1.5 Summary

1. From an urban design perspective, the PSP should provide more developable land within the walking catchment of the LTC. This can be achieved through adopting the drainage advice provided by Nina Barich (Principal Engineer) and by shifting the Active Open Space further south.
2. The Active Open Space on 35 Buckland Way should be shifted further south to provide a more regular shape and to provide more developable land within the catchment of the Harper Creek LTC. This would also allow a more appropriate interface to the northern boundary of the Active Open Space with a road frontage and medium density development overlooking the space.
3. A high level design has been prepared and included within this report which shows a response to the realigned drainage corridor and to shifting the Active Open Space further south. This design, found in section 2.4 of this report, demonstrates greater connectivity east-west across Buckland Way, greater amount of residential catchment to the LTC, Community Hub and Rail Station; and greater opportunities for passive surveillance and high amenity outcomes to surrounding public spaces.
4. The submission from Oreana Project Management for 45 Buckland Way Sunbury, which seeks to redesign the town centre and shift the north-south waterway further east, should be considered in light of the opportunities presented in this report. While these changes do not directly affect 35 Buckland Way, the realignment of the north-south waterway may affect drainage downstream. The redesign of the town centre may affect the ability to provide an east-west road connection to the south of the town centre.
5. Hume City Council's submission relating to the Harpers Creek Local Town Centre and Active Open Space are generally aligned to this submission. I feel the revised urban design concept plan for 35 Buckland Drive will assist in addressing council's concerns regarding the walkable catchments, density opportunities and Active Open Space design.

This report only covers an Urban Design analysis and recommendations for 35 Buckland Way Sunbury. Changes to the Future Urban Structure on adjacent properties through the submission and panel hearing process have not been considered or included within this report.

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

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13 August 2017

2.0 Urban Design Advice for 35 Buckland Way

2.1 Sunbury South PSP Proposal – 35 Buckland Way

The Sunbury South PSP sets out the following land uses for 35 Buckland Way Sunbury



Figure 1: 35 Buckland Way exhibited PSP elements.

As part of the post exhibition information issued by the VPA on 31 July 2017 regarding the 'landscape values', a further update to this plan was provided by Echelon Planning. I note that the Landscape Values land use has now been removed.

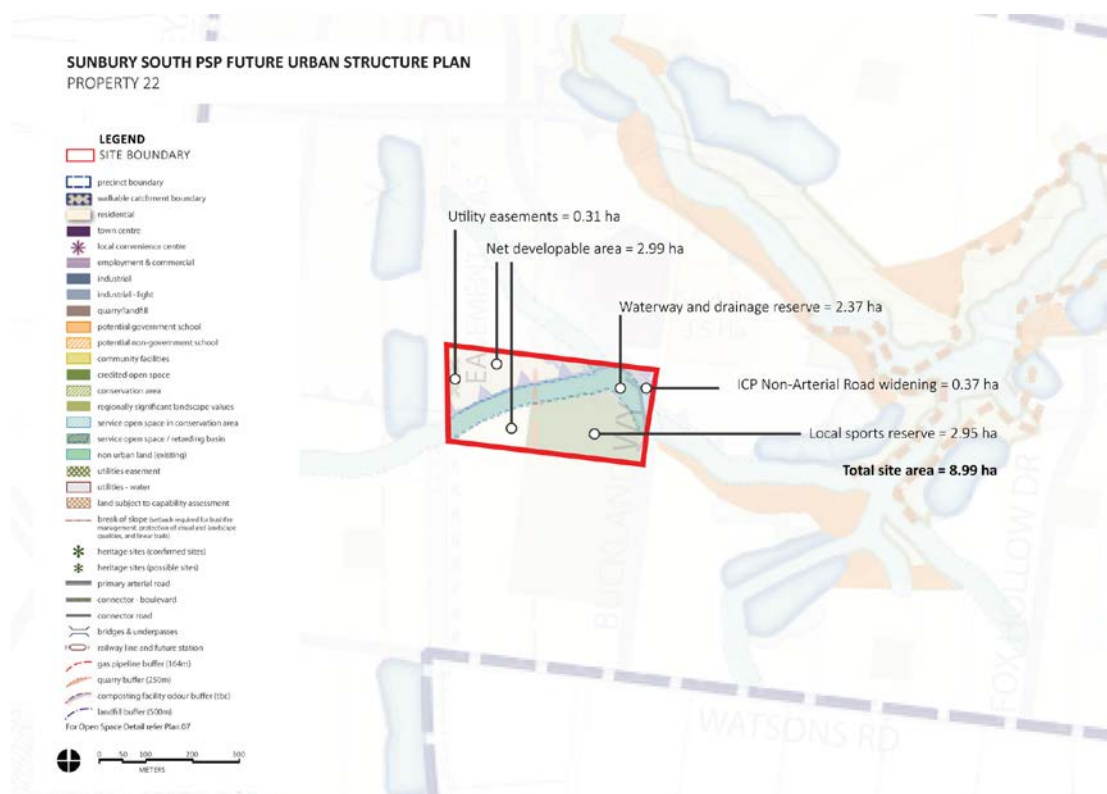


Figure 2: 35 Buckland Way post exhibition PSP elements.

The majority of the site is made up of uses other than residential with a total of 2.99ha identified for residential development. Other uses on the site include:

- Utility easement (0.31ha);
- Waterway and drainage reserve (2.37ha);
- ICP Non-Arterial Road widening (0.37ha); and
- Local sports reserve (2.95ha)

In order to assess the questions posed by Echelon Planning a broader analysis of the principles of the PSP and the surrounding land uses is required. In particular, consideration will be given to:

- The location of the Local Town Centre (LTC) and its surrounding catchment;
- Opportunities for medium density housing closer to the rail station, town centre and proposed active open space;
- Design opportunities for the interface with the proposed Active Open Space; and
- Advice from Echelon Planning regarding expert evidence from Nina Barich (Principal Engineer) regarding the drainage reserve. Ms Barich has confirmed that the drainage reserve can be piped resulting in a reduced area required for drainage and opportunities for additional developable land.

2.2 Urban Design Assessment of Sunbury South PSP Proposal

2.1.1 Overall

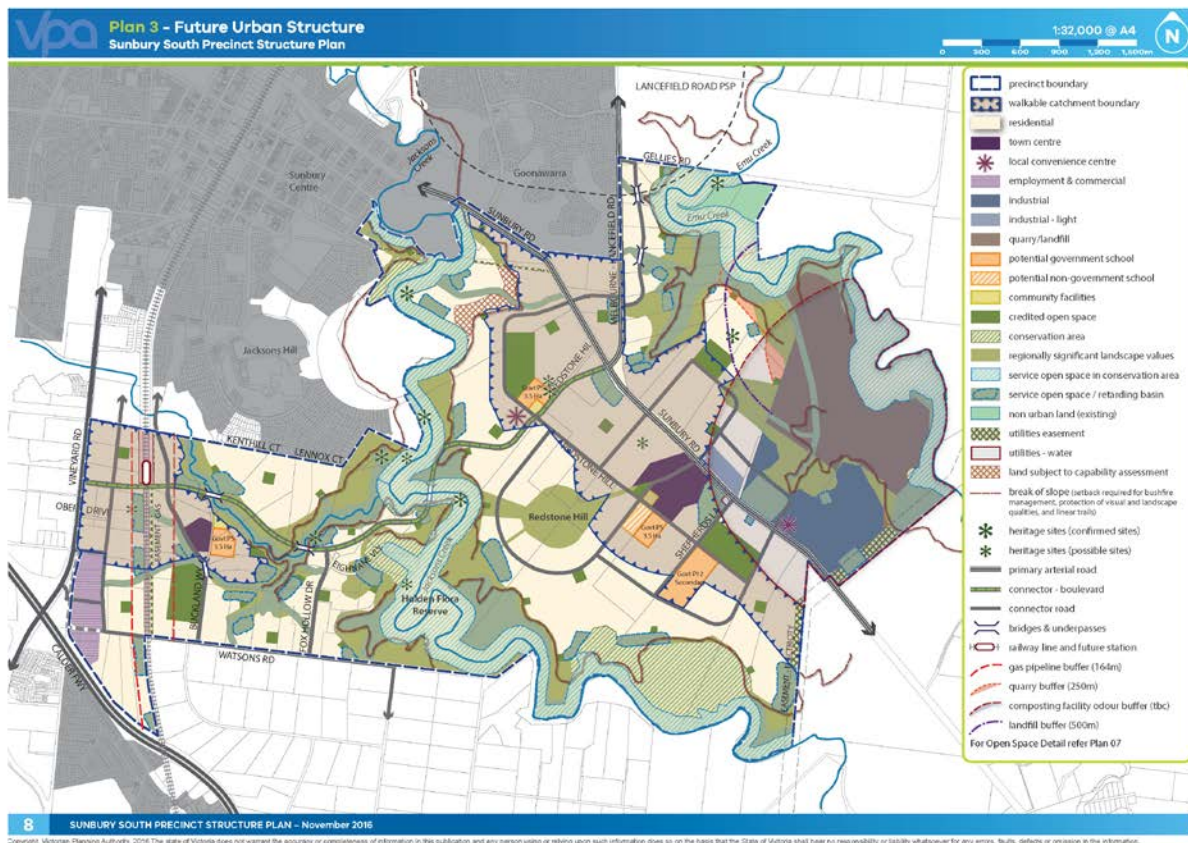


Figure 3: Exhibited FUS Sunbury South PSP

The Role of the PSP is as “... a long-term plan for urban development. It describes how the land is expected to be developed, and how and where services are planned to support development.” (Sunbury South PSP, 2016, p. 5).

The PSP sets out a number of objectives to guide the future development within the precinct. Key objectives which are key to note with regards to the issues I am providing evidence on are:

Image and Character

- O1 Create an attractive urban environment through the provision of well-designed and integrated housing, local services and businesses, well-designed roads, attractive open spaces and park networks.
- O6 Ensure medium and high density development is prioritised within a walkable catchment of high amenity features and public transport.

- O9 Achieve a diversity of streetscape and open space outcomes to enhance local distinctiveness and amenity.

Employment and Town Centres

- O14 Provide for local retail and convenience employment opportunities to meet the needs of existing and future residents, ensuring that all new neighbourhoods have strong access to local services.

Open Space, Natural Systems and Community Facilities

- O19 Support the development of a local park network to provide local amenity to each part of the precinct to complement the unique open space opportunities presented by the twin creek corridors and other conservation areas.
- O21 Ensure strong connections are provided to community facilities and open space networks within the surrounding neighbourhoods.

Transport and Movement

- O26 Establish an integrated and permeable transport network to encourage walking and cycling, reduced car dependency and maximise safety and connectivity for all road users.

These objectives apply to the whole PSP area. Over the next sections of this report, I will explore their application to the 35 Buckland Way Sunbury land parcel within the PSP and the surrounding land parcels.

2.1.2 Local Town Centre

PSP Requirements and Guidelines

The Sunbury South PSP nominates a Local Town Centre to the north of the subject site.

The PSP states:

“The Harpers Creek Local Town Centre is planned for the western part of the precinct, south of the existing Jacksons Hill neighbourhood and proximate to the potential future Sunbury South Railway Station. This centre has been planned to provide for up to 5,000sqm of retail, and will be co-located with future community uses, including a multi-purpose community centre, and a government primary school.

Given the challenging topography of the area, as well as the presence of an adjacent high-pressure gas pipeline, the centre is offset from the future train station, but is planned to have strong pedestrian and road connections to the station. It abuts a highly defined creek corridor that will provide strong landscape and pedestrian/cycling connectivity to the core catchment for the centre. District Sporting fields are located further south, creating a neighbourhood civic spine running north-south along Buckland Way.”

(Sunbury South PSP, 2016, p. 23).

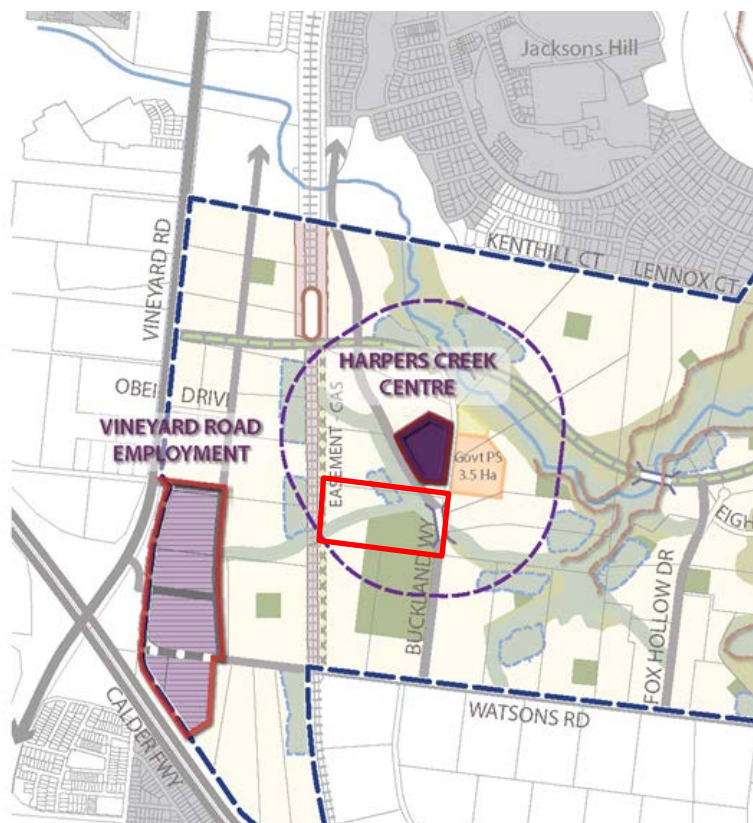


Figure 4: Exhibited FUS Sunbury South PSP – Employment and Town Centres

Appendix A within the PSP also includes a number of principles relating to Local Town Centres including:

- Include a range of medium and high density housing and other forms of residential uses within and surrounding the Village Centre;
- Medium and high density housing in and around the Village Centre is required to provide passive surveillance, contribute to the life of the centre and to maximise the amenity of the centre;
- Medium and high density housing should establish in locations of high amenity around the Village Centre and be connected to the activity of the Village Centre through strong pedestrian and cycle links;
- Design the Village Centre to be pedestrian friendly and accessible by all modes including public transport, while enabling private vehicle access; and
- The Village Centre should be easily, directly and safely accessible for pedestrians, cyclists, public transport modes, private vehicles, service and delivery vehicles with priority given to pedestrian movement, amenity, convenience and safety.

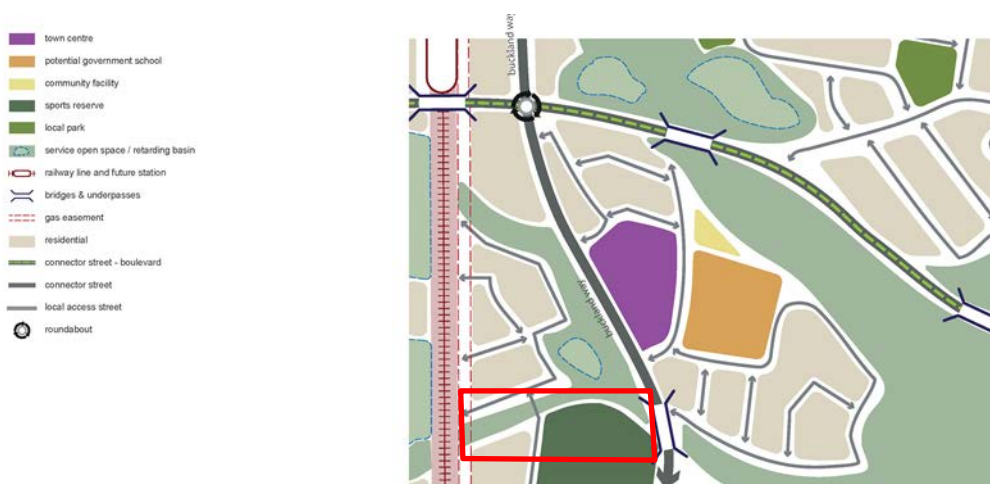


Figure 5: Exhibited FUS Sunbury South PSP – Harpers Creek Local Town Centre Concept Plan.

In addition, I note that Oreana Pty Ltd provided a submission to the VPA on behalf of 45 Buckland Way Suburb. In this report, an alternative LTC layout and drainage solutions was suggested. Both of these suggested changes do not seem to have a direct impact on 35 Buckland Way, however consideration should be given to the impact of these changes on adjacent land parcels.

Analysis

After reviewing the supplied material, I provide the following comments relating to the location of the Harpers Creek LTC and its impact on 35 Buckland Way:

- LTC's should be located central to the residential catchment that they serve. This Local Town Centre is heavily constrained with regards to servicing the residential catchment due to natural topography and creek lines.
- On average, for a full line supermarket to establish, a catchment of 8,000 to 10,000 people to make a supermarket commercially viable. The challenge for LTC is the physical constraints which exist between it and the catchment that it serves.
- In an ideal situation, the LTC would be located closer to the proposed rail line but I understand the challenges associated with the LTC in this location.
- The LTC will be well connected via key road and open space connections. However, the immediate surrounding residential catchment is limited.
- Due to the limited catchment of the LTC, physical access to the centre is critical. The location of signalised intersections and dedicated crossing points to allow movement east-west across Buckland Way is crucial.

Recommendations

The following recommendations are based on the location of the Harpers Creek LTC and are specific to 35 Buckland Way Sunbury:

1. The location of the LTC is central to the residential catchment, despite the physical access challenges. If consideration was to be given to moving the LTC, it should be closer to the proposed rail line.
2. Due to the physical constraints around the LTC, opportunities to increase residential development within a walkable catchment of the LTC should be explored. This will assist in activating the LTC and providing an immediate catchment for a LTC to be viable.
3. Look at ways to improve the physical permeability of the LTC particularly across Buckland Way. This should be for vehicle, cycle and pedestrian movements.
4. 35 Buckland Way can assist in addressing these items in the following ways:
 - a. The review of drainage on the site (refer section 2.1.4 for further information) allows the majority of the east-west linear waterway to be piped. This frees up land within walking distance to the LTC for residential development;
 - b. A road needs to exist in the previous location of the east-west linear waterway to cater for overland flow. This allows an opportunity for an intersection at the southern end of the LTC which would provide east-west connection across Buckland Way.
 - c. There is an opportunity to shift the Active Open Space further (refer section 2.1.3 for further information) which would further increase developable land within a walking catchment of the LTC.

2.1.3 Active Open Space

PSP Requirements and Guidelines

The PSP nominates an Active Open Space to the south of the Harpers Creek LTC. A portion of the Active Open Space is located on 35 Buckland Way Sunbury.



Figure 6: Exhibited FUS Sunbury South PSP – Open Space.

The PSP nominates this Active Open Space as SR-01, a 10.75ha sporting reserve named Harpers Creek Hub Sports Fields. The PSP notes that this reserve will accommodate one pavilion, two senior ovals, three lawn bowls courts, play space and onsite parking.

The PSP includes a number of requirements and guidelines relating to the Active Open Space including:

- R46 Lots directly fronting open space must provide for a primary point of access from a footpath or shared path proximate to the lot boundary
- G48 Open spaces should have a road frontage to all edges except where housing fronts open space with a paper road to the satisfaction of the Responsible Authority.
- G50 Principles of Universal Design and Crime Prevention Through Environmental Design should be applied to encourage best practice thinking in the design and functionality of these open spaces and associated infrastructure.

Guideline 50 above refers to Universal Design and Crime Prevention Through Environmental Design Principles. The primary focus of these Principles is around:

1. Natural Access Control
 - a. A concept that aims at decreasing criminal accessibility
 - b. Limiting physical access and increasing passive surveillance
2. Natural Surveillance
 - a. A concept that aims to keep potential offenders and intruders under observation through creating environments where natural surveillance occurs.
 - b. Design and placement of physical features to maximise visibility
 - c. Placement of persons or activities to maximise surveillance possibilities.
3. Territorial Reinforcement
 - a. A concept which delineates private space from semi-public and public spaces and creates a sense of ownership

(Victoria Police; 2017)

As part of Hume City Council's response to the Sunbury South PSP exhibition, reference was made to the Active Open Space layout plan created by MEMLA providing advice to Hume City Council about the form and function of active open space in this area. This layout provides guidance on the layout of the Active Open Space but also creates a more regular shape for the oval area. This concept allows for a road interface on the northern boundary for greater passive surveillance and access to the Active Open Space.



Figure 7: Landscape Concept Plan – MEMLA.

Analysis

After reviewing the supplied material, I provide the following comments relating to the location of the Active Open Space and impact on 35 Buckland Way:

- The Active Open Space is located central to the residential catchment that it will serve despite the topographical challenges the precinct presents.
- The Active Open Space is surrounded on its northern boundary by the east-west linear waterway. This presents challenges with regards to built form interface, road access and complying with the CPTED principles as outlined above.
- The LTC is surrounded by encumbered open space so will have a significant connection with open space and a green environment
- The Active Open Space exists in a pocket of land which otherwise is suitable for medium density residential development due to the proximity to the LTC.
- The MEMLA plan above provides a suitable alternative outcome with regards to the location and design of the Active Open Space.

Recommendations

The following recommendations are based on the location of the Active Open Space the and are specific to 35 Buckland Way Sunbury:

1. Recommend investigating moving the Active Open Space reserve further south to free up more development land within the walking catchment of the LTC.
 - a. This would assist in providing an east-west vehicle, cycle and pedestrian connections across Buckland Way linking the western precinct with the LTC;
 - b. This would allow for a more regular shape and be in line with the concept plan prepared by MEMLA; and
 - c. This would also assist in providing an appropriate built form outcome to the northern edge of the Active Open Space Reserve.

2.1.4 Drainage

PSP Requirements and Guidelines

The PSP nominates a drainage reserve through the east-west portion of 35 Buckland Way.

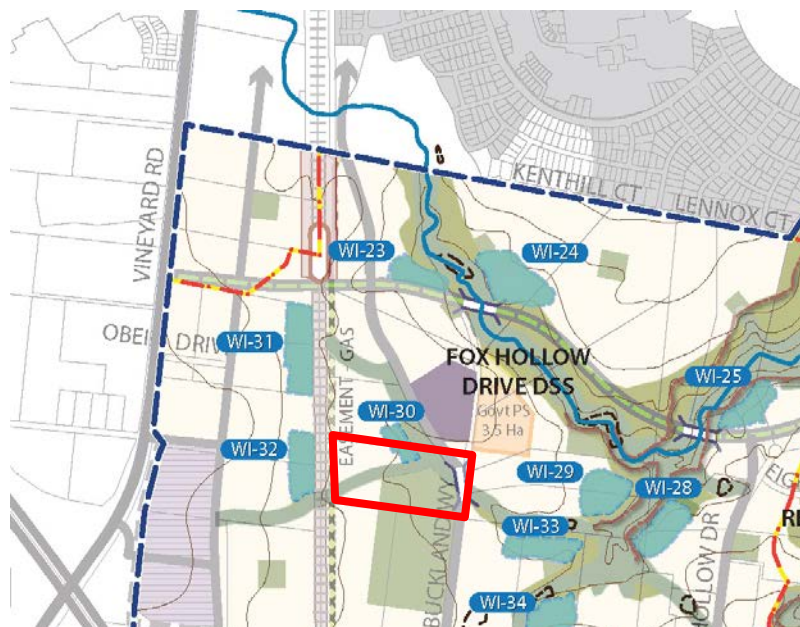


Figure 8: Exhibited Sunbury PSP – Integrated Water Management

Analysis

Based on the information received from Echelon Planning and the expert advice received from Nina Barich (Principal Engineer) regarding the drainage reserve. Ms Barich has confirmed that the drainage reserve could be piped. In its place, a road would need to be established to cater for the overland flows in the area.

Recommendations

The following recommendations are based on the drainage and are specific to 35 Buckland Way Sunbury:

1. Recommend adopting Nina Barich's advice regarding piping flows rather than a drainage reserve.
 - a. This results in freeing up developable land within the walking catchment of the LTC
 - b. This also allows for an east-west road to connect the LTC to the west of Buckland Way which can also function as the overland flow path to replace the drainage reserve
 - c. The ability to provide an appropriate interface to the north of the Active Open Space can be achieved through a road interface, medium density residential now that more developable land is available.

2.1.5 Residential

PSP Requirements and Guidelines

The PSP nominates two catchments on the Image and Character Plan which relate to 35 Buckland Way. These are the Community Hub Catchment (400m) and Town Centre Catchment (400m).

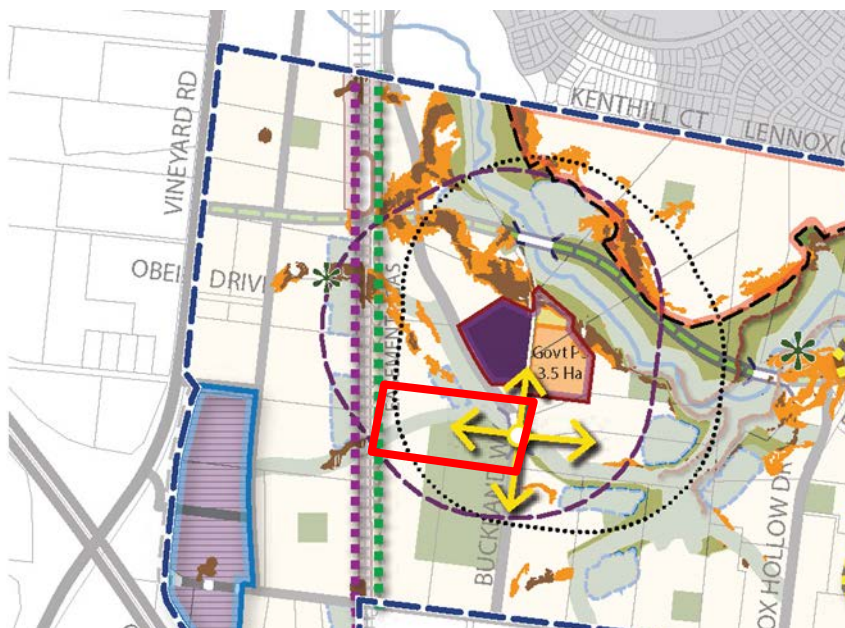


Figure 9: Exhibited Sunbury PSP – Image and Character

The PSP includes a number of requirements and guidelines relating to residential density and development including:

- R9 Subdivision of land within walkable catchments shown on Plan 3, which typically comprise residential land within:
- 800m of major town centres
 - 400m of local town centres
 - 200m of community hubs
 - 100m of local convenience centre
 - 800m of train stations
 - 600m of the Principal Public Transport Network

Must create lots suitable for delivery of medium or high density housing as outlined in Table 2, and achieve a minimum average density of 17 dwellings per net developable hectare.

Applications for subdivision that can demonstrate how target densities can be achieved over time, to the satisfaction of the Responsible Authority, shall be considered.

In addition, as part of the Hume City Council submission, the following was noted with regards to residential development:

“It is noted that the PSP specifies a minimum development density of 17d/ndha with the walkable catchments. The requirement for a higher density within walkable catchments which are impacted by slope, in particular the catchment of Harpers Creek, is of concern. This appears to directly contradict the objectives and requirements of the PSP relating to the development of larger lots on sloping land.”

Page 8-9

Analysis

After reviewing the supplied material, I provide the following comments relating to residential development, density and impact on 35 Buckland Way:

- Within the 400m radius of the LTC location, there are limited opportunities to establish densities at 17 dwellings per net developable hectare, due to existing topographic and open space constraints;
- Within the 200m radius of the Community Hub location there are limited opportunities to establish densities at 17 dwellings per net developable hectare, due to existing topographic and open space constraints;
- Within the 800m of train stations, there are limited opportunities to establish densities at 17 dwellings per net developable hectare, due to existing topographic and open space constraints.
- In addition to the above, the ability to establish medium density housing in locations with good access to these locations as well as opportunities for high amenity should be investigated.

Recommendations

The following recommendations are based on the residential development and density opportunities are specific to 35 Buckland Way Sunbury:

1. Recommend adopting the previous recommendations within this report which are:
 - a. The advice to pipe overland flow rather than retain a drainage corridor; and
 - b. Moving the Active Open Space further south.
2. Based on these two recommendations, a significant amount of developable land will be made available which will:
 - a. Assist in creating a local walkable catchment for the LTC and rail station;
 - b. Deliver an east-west connection for vehicles, cyclists and pedestrians across Buckland Way to the LTC;

- c. Provide appropriate interface to the northern boundary of the Active Open Space through road frontage and appropriate built form outcomes;
- d. Increase the densities within the catchments of the rail station, LTC and Community Hub by freeing up more developable land; and
- e. Medium density development delivered in close proximity to amenity, transport, Active Open Space and local services and amenities.

2.4 Alternative Urban Design Response

Based on the analysis and recommendations above, a concept plan has been created which demonstrates the alternative urban design response for 35 Buckland Way Sunbury.

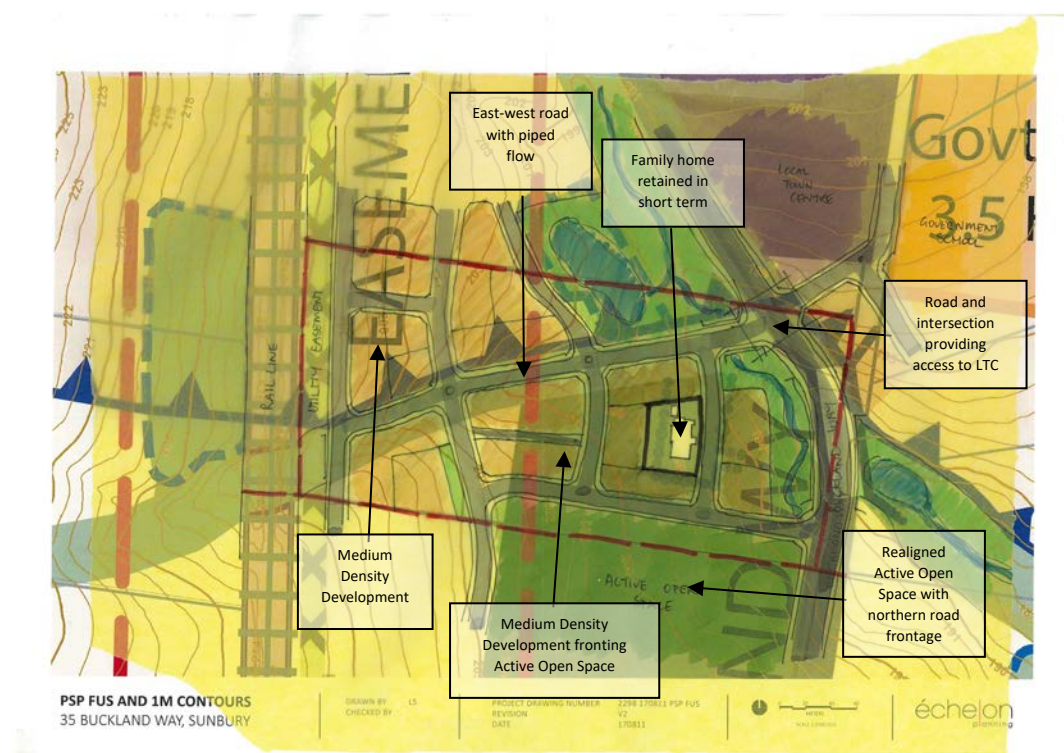


Figure 10: Design Options – 35 Buckland Way

The key changes are:

- Adopting the drainage changes as per Echelon Planning and from Nina Barich (Principal Engineer). A Connector Road now runs in place of the drainage reserve providing the opportunity to pipe the flow with overland flow also accommodated within the road reserve.
- Shifting the Active Open Space south. This allows the Connector Road to intersect with the southern portion of the LTC and provide crucial east-west connection across Buckland Way. Appropriate frontage to the Active Open Space has also been

achieved through road frontage and medium density development facing the Active Open Space. This concept also reflects the outcomes demonstrated in the MEMLa Active Open Space concept plan.

Through adopting these two changes, the ability for residential development has increased. A greater amount of medium density development can now be accommodated, particularly in high amenity areas which will provide greater opportunities for passive surveillance and quality built form outcomes.

In addition, the population within the catchments of the LTC, Community Hub and train station have now been increased due to the increased residential density in these areas.

3.0 Conclusion

In response to the brief provided by Echelon Planning and after reviewing all the appropriate materials, my conclusions are as follows:

1. From an urban design perspective, the PSP should provide more developable land within the walking catchment of the LTC. This can be achieved through adopting the drainage advice provided by Nina Barich (Principal Engineer) and by shifting the Active Open Space further south.
2. The Active Open Space on 35 Buckland Way should be shifted further south to provide a more regular shape and to provide more developable land within the catchment of the Harper Creek LTC.
3. A high level design showing an urban design response to the realigned drainage corridor and Active Open Space has been prepared and included within this report. This design demonstrates greater connectivity east-west across Buckland Way, greater amount of residential catchment to the LTC, Community Hub and Rail Station; and greater opportunities for passive surveillance and high amenity outcomes.
4. The submission from Oreana Project Management for 45 Buckland Way, Sunbury which seeks to redesign the town centre and shift the north-south waterway further east should be considered in light of the opportunities presented in this report. While these changes do not directly affect 35 Buckland Way, the realignment of the north-south waterway may affect drainage downstream. While these changes do not directly affect 35 Buckland Way, the realignment of the north-south waterway may affect drainage downstream. The redesign of the town centre may affect the ability to provide an east-west road connection to the south of the town centre.

5. Hume City Council's submission relating to the Harpers Creek Local Town Centre and Active Open Space are generally aligned to this submission. I feel our revised Urban Design concept for 35 Buckland Drive will assist in addressing council's concerns regarding the walkable catchments, density opportunities and Active Open Space design.

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