



# Expert Planning Evidence Brendan Rogers, Urbis

YourLand Developments Pty Ltd  
Riverdale Precinct Structure Plan

18 November 2013

**URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:**

Director                      Brendan Rogers

Report                        YOURLAND PLANNING EVIDENCE\_FINAL 181113

© Urbis Pty Ltd  
ABN 50 105 256 228

All Rights Reserved. No material may be reproduced without prior permission.

You must read the important disclaimer appearing within the body of this report.

**URBIS**  
**Australia Asia Middle East**  
urbis.com.au

## TABLE OF CONTENTS

<b>1</b>	<b>Introduction .....</b>	<b>1</b>
<b>2</b>	<b>Context .....</b>	<b>2</b>
2.1	Broad Policy Context .....	2
2.2	Activity Centre Policy Context .....	4
2.3	The Davis Road North Local Town Centre Context .....	5
<b>3</b>	<b>Assessment.....</b>	<b>6</b>
3.1	Response to Policy Context .....	6
3.1.1	The Precinct Structure Planning Guidelines and the Riverdale PSP Guidelines .....	8
3.2	Strategic Context .....	8
3.2.1	Network of Town Centres .....	8
3.2.2	Accessibility .....	9
3.2.3	Community.....	9
<b>4</b>	<b>City of Wyndham’s Position .....</b>	<b>10</b>
<b>5</b>	<b>Conclusion .....</b>	<b>11</b>
	<b>Disclaimer .....</b>	<b>12</b>

**Appendix A Planning Panels Requirements**

**Appendix B Transport Linkages Map**

**Appendix C Town Centre Hierarchy**

**Appendix D Location of Proposed Town Centres**

**Appendix E Proposed & Existing Town Centre Network**

**Appendix F Wyndham Proposed Activities Centre Map Amendment C192**

**Appendix G Council’s Preferred Local Town Centre Location & Walkable Catchment’s**



# 1 Introduction

I have been engaged by Rigby Cooke Lawyers to prepare and present planning evidence in relation to the location of the Davis Road North Local Town Centre (LTC) within the proposed Riverdale Precinct Structure Plan (PSP) area from a town planning perspective.

The Davis Road North LTC is located within a larger parcel of land owned by YourLand Developments Pty Ltd (YourLand) and is one of three (3) town centres proposed within the Riverdale PSP which comprises two local town centres and one major town centre.

I am aware that the PSP has been prepared by the MPA (formerly the GAA) in consultation with the Wyndham City Council, government agencies, service authorities and major stakeholders. The preparation of the Riverdale PSP has been a considered process where the ultimate goal (outlined by the MPA) is to create diverse, compact and well-connected communities (that are affordable and rich in local jobs, transport access, services and culture).

Having reviewed the background documents, I understand YourLand lodged an application with the Metropolitan Planning Authority (MPA) to subdivide the land and it has been considered concurrently with proposed Amendment C176 which relates to the Riverdale PSP (PSP no. 1091). Council has made a submission that potentially challenges the location of the Davis Road North LTC.

In undertaking my assessment I have inspected the site and surrounds and have considered the various documents including:

- The Riverdale PSP (no. 1091) dated June 2013;
- Amendment C176 documentation;
- YourLand S96A application;
- City of Wyndham Ordinary Council Meeting report dated 22 July 2013;
- Summary of Unresolved Submissions – C176 – Riverdale (the version prepared for Directions Hearing on 28 October 2013) as they relate to the location of town centres;
- The relevant planning policy context, in particular as it relates to activity centres, including Council's Activity Centres Policy at Clause 22.05;
- Review of the Wyndham North Precinct Structure Plan area to consider the network of town centres proposed;
- Precinct Structure Plan Guidelines, in particular as they relate to Employment and Town Centres and the town centre design principles;
- The West Growth Corridor Plan June 2012;
- Amendment C192 which proposes Council's new MSS and LPPF for Wyndham;
- The relevant State Planning Policy Framework;
- Plan Melbourne; and
- Wyndham 96A Application assessments.

I understand that Tony Dimasi has prepared a report regarding the economic considerations for the provision of a town centre of this size and type in this location.

I acknowledge that I have received a copy of the Planning Panels Victoria *Guide to Expert Evidence*. I have prepared this evidence to advise the Panel on the planning merits of the proposed location of the Davis Road North Local Town Centre. I have been assisted by Kathleen Akers, Senior Consultant, of my office in the preparation of this report. Appended to my report (Appendix A) is the information required in accordance with Planning Panels' requirements.

I have made all the enquiries 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 Panels' Guide.



## 2 Context

### 2.1 BROAD POLICY CONTEXT

In considering the location of the Davis Road North LTC I have considered information on the broader context in which the Riverdale PSP area lies. I have been informed by the West Corridor Growth Plan and the Wyndham North PSP area to identify the key elements, within a broader context, that must be considered. I consider it is imperative to take into account the broader context and how this has been strategically planned and then determine how it is intended that the Riverdale PSP integrates with this greater planning framework.

The Riverdale PSP is located within and informed by the West Growth Corridor Plan which provides a framework for this region. There are a number of significant transport projects including the Regional Rail Link and the proposed Outer Metropolitan Ring Road that are key elements in the future development of this region and its connection with the broader metropolitan area.

The Riverdale PSP area is one of four PSP areas that make up the Wyndham North PSP area, including:

- Riverdale – Area 1091
- Oakbank – Area 1088
- Tarneit North – Area 1089
- Truganina – Area 1090

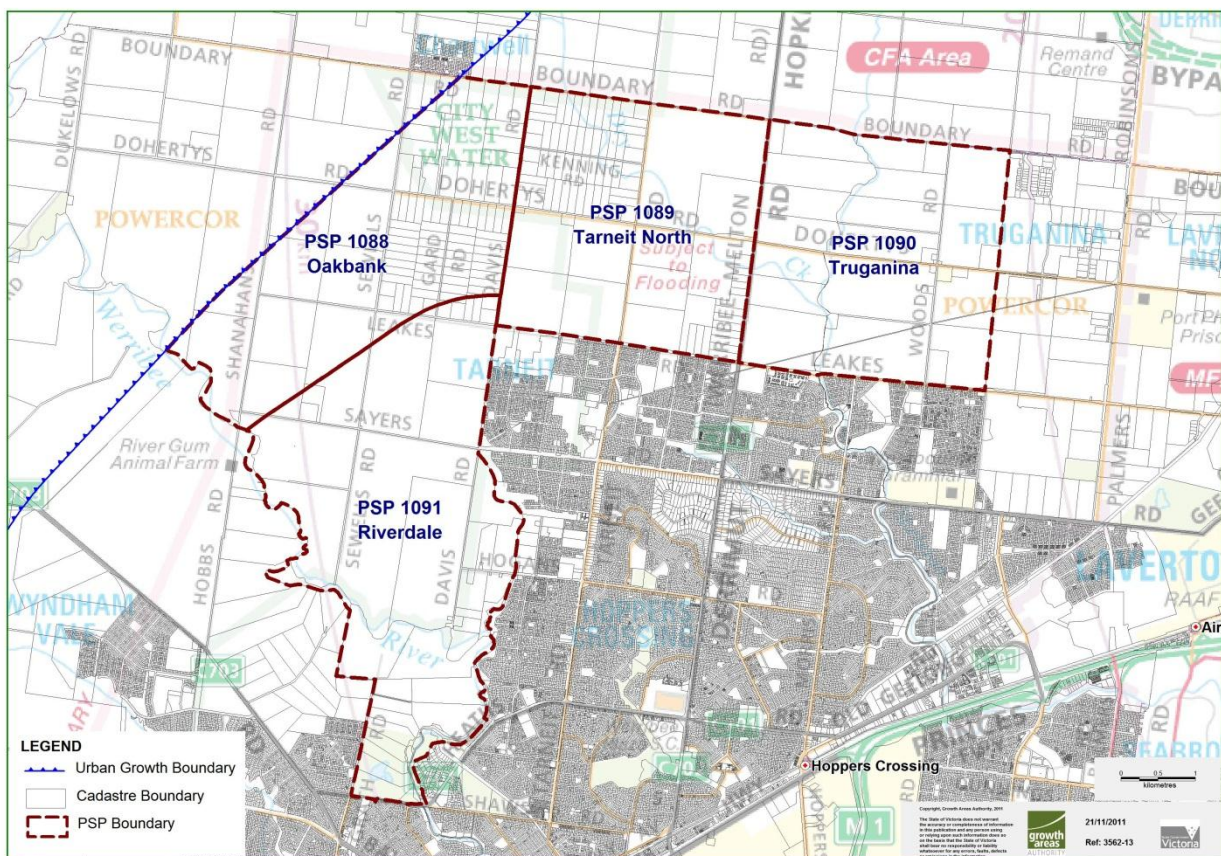


FIGURE 1 – WYNDHAM NORTH PSP AREAS

Of the four PSPs that make up the Wyndham North PSP area Riverdale forms part of Amendment C176 and I understand Truganina forms part of Amendment C175 I understand that the PSPs for Oakbank and Tarneit North are in the pre-planning stage and have not yet been exhibited.

As part of the broader context, the Wyndham North PSP is cognisant of and supported by:

- Existing developed (and part-developed) land to the south and east;
- The OMR/E6 which extends along the north west boundary of the Oakbank PSP;
- The Regional Rail Link which runs through the Wyndham North PSP area with new stations proposed at Wyndham Vale and Tarneit with further opportunities for future rail stations nominated along the RRL alignment, including one just east of Davis Road;
- The future Principal Public Transport Network (PPTN) route has been identified through the PSP area, including along Sayers Road and Davis Road; and
- Existing bus routes forming part of the PPTN network, operate to the east of the site.

Please refer to Figure 2 below identifying the key transport linkages. An A4 version of this map is also provided at in Appendix B.

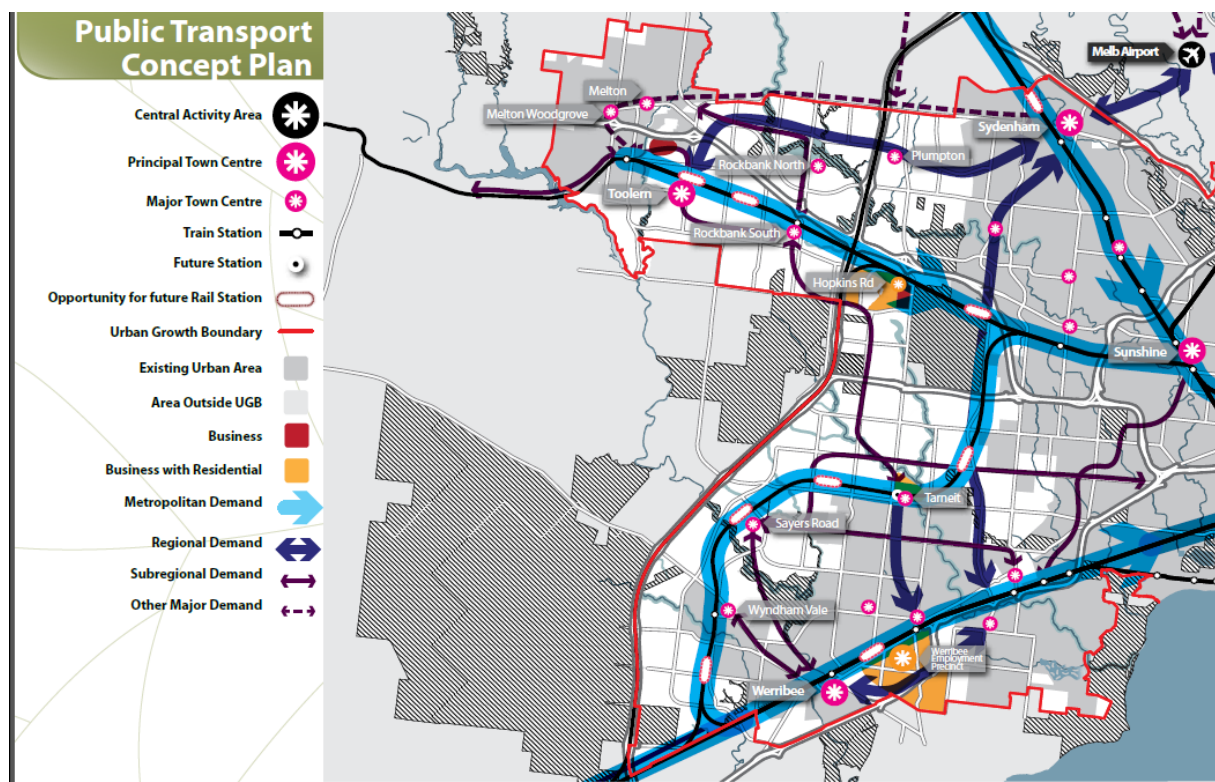


FIGURE 2 – PUBLIC TRANSPORT CONCEPT PLAN – SOURCE: THE WEST CORRIDOR GROWTH PLAN

The Wyndham North PSP contemplates a network of town centres which are identified in the map below and more specifically the Riverdale PSP identifies 3 town centres and one local convenience centre including:

- The Riverdale Major Town Centre
- The Davis Road South Local Town Centre;
- The Davis Road North Local Town Centre;



- The Werribee Bend Local Convenience Centre.

The town centre hierarchy as identified in the Riverdale PSP is included at Appendix C and the map below (Figure 3) identifies the location of proposed and existing town centres within the Wyndham North PSP area. Refer to Appendix D for an A4 version of this map.

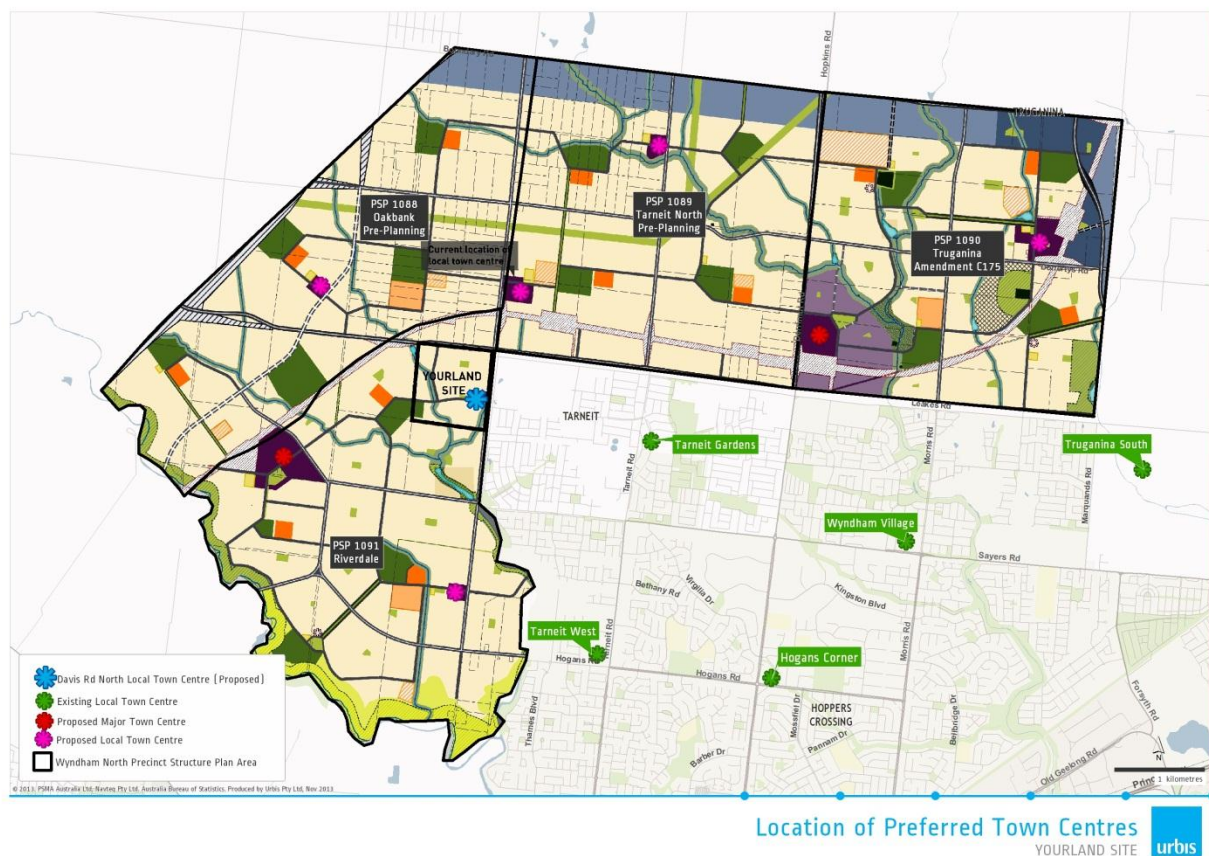


FIGURE 3 – LOCATION OF TOWN CENTRES

## 2.2 ACTIVITY CENTRE POLICY CONTEXT

I have considered the following planning policy context as it relates to activity centres:

- SPPF – Clause 11.01 Activity Centres. This Clause outlines the objectives in relation to activity centre networks and activity centre planning.
- LPPF – Clause 21.05-5 Accessible and Attractive Activity Centres. The overarching objective is to establish a *network of current and future activity centres which satisfy a range of retail, commercial and community needs and which create a sense of place within the community*. Council has identified that it will:
  - Identify and support a hierarchy of activity centres;
  - Provide for activity centres to be accessible to the community through the inclusion of civic and social activity areas; and
  - Improve pedestrian access within and adjacent to activity centres.
- Councils Activity Centre Policy at Clause 22.05 seeks to ensure that the development of commercial centres provides for a range of retail and supporting activities and functions within a defined hierarchy of centres.



- Plan Melbourne identifies the vision to achieve a 20 minute city where the community has access to local shops, schools, parks, jobs and a range of community services. It identifies the Major Town Centres proposed for the Wyndham North PSP areas.
- Council's new MSS was exhibited on 7 November 2013. I have reviewed it and there is no reference to either the Davis Road North LTC or the Davis Road South LTC and this would result in a considerable gap between the existing and proposed activity centres.
- The West Growth Corridor Plan provides high level visions in relation to the location of activity centres, public transport and open space and employment corridors.
- The Precinct Structure Planning (PSP) Guidelines provide standards and design criteria for town centres. The PSP Guidelines identify that a town centre should be located on a connector street with direct access to the arterial road network.

## 2.3 THE DAVIS ROAD NORTH LOCAL TOWN CENTRE CONTEXT

The proposed Davis Road North LTC site is located on the west side of Davis Road at the intersection with a new east west oriented street that would form the main street to this centre. Key characteristics of this location in the context of the Riverdale PSP are as follows:

- Davis Road is identified as forming part of the PPTN offering good accessibility and exposure both within the Riverdale PSP and for the adjoining land to the east of Davis Road.
- The PSP identifies that 85% of the minimum catchment will be within a comfortable 1km walking distance of the LTC.
- The new east-west oriented main street is identified as a connector road linking the LTC directly to Leakes Road to the north and the proposed Riverdale Major Town Centre (MTC) to the south west.
- The Davis Road LTC will have a designated Transit plaza on the corner of Davis Road and the main street to act as a major stop on the PPTN network.
- The site is approximately 1.2 Km south west of the possible future train station directly east of Davis Road and approximately 3.5 Km north east of the possible future station adjoining the proposed Riverdale MTC.
- The PSP identifies that Davis Road will accommodate an on-road bike lane and shared path and the new east-west connector road will accommodate an on-road bike lane connecting it directly to the Riverdale MTC and the shared path network (off-road).
- The LTC is proposed to incorporate a mix of retail, commercial and high density housing with opportunities also identified for office, commercial, service industry and showrooms and a 3000m<sup>2</sup> village green.
- The Davis Road LTC is located to capitalise on the existing environmental features with its proximity to a tributary of Davis Creek and by identifying the provision for entertainment uses interfacing with the tributary of Davis Creek.

## 3 Assessment

I consider that the physical and strategic context of the Davis Road North LTC displays the appropriate attributes to support its location within the Riverdale PSP area. The location of the LTC has given appropriate consideration to its population catchment and maximising the accessible transport linkages for this catchment, as well as the broader network of centres serving the region. I consider that in assessing the planning merits of the location as proposed the following questions are relevant:

- Is the location of the Davis Road North LTC supported by the Policy context which will guide future development in the region?
- Taking into consideration the broader strategic context, is the location of the Davis Road North LTC appropriate to fulfil the role of a Local Town Centre in the context of this portion of the West Growth Corridor?

### 3.1 RESPONSE TO POLICY CONTEXT

I have assessed the location of the Davis Road North LTC against the relevant planning framework and consider that the location is appropriate from a policy context as follows:

#### STATE AND METROPOLITAN POLICY

- The proposed location of the Davis Road North LTC is clearly influenced by the broader network and is in my view consistent with the objectives and strategies of Clause 11.01-1 Activity Centres in that it will form part of a well-considered network of centres and provides the functions and services of a LTC that is appropriately accessible to its surrounding community.
- I have reviewed the accessibility of the existing and proposed network of activity centres to their surrounding community and had my office prepare a plan reflecting a 1 Km radius from the centre of each of the centres (see Figure 4 and refer to Appendix E for an A4 version of this map). This plan reflects that the network of centres would provide very good accessibility to their surrounding community by a range of transport modes, which is important for the local role proposed for the Davis Road North LTC and for the supporting network of centres.
- The location of the LTC within the broader network of town centres proposed is consistent with the initiatives outlined in Plan Melbourne ensuring residents can have access to local shops, schools, parks, jobs and a range of community services within a 20-minute trip from their front door. The proposed network would contribute to the achievement of this.
- Plan Melbourne also seeks to increase housing types within walkable distances of railway stations in the growth areas. The location of a range of housing types around the LTC within approximately 1.2 Km from the potential new rail station would assist in achieving this.
- One of Plan Melbourne's objectives is to create "A more connected Melbourne" whereby it seeks to promote a greater integration between land use planning and transport planning, with emphasis on improving transport infrastructure and services in Melbourne's newer suburbs. The location of the Davis Road North LTC along the PPTN and with good connections to the MTC will help deliver this objective.
- Plan Melbourne is looking to deliver and support growth area plans and is supportive of the work undertaken by the MPA to plan for a network of town centres within growth areas that include vibrant neighbourhood centres that are well connected to their community.

## THE PROPOSED NETWORK OF EXISTING AND PROPOSED TOWN CENTRES IN THE WYNDHAM NORTH PSP AREA AND THE EXISTING SURROUNDING CONTEXT.

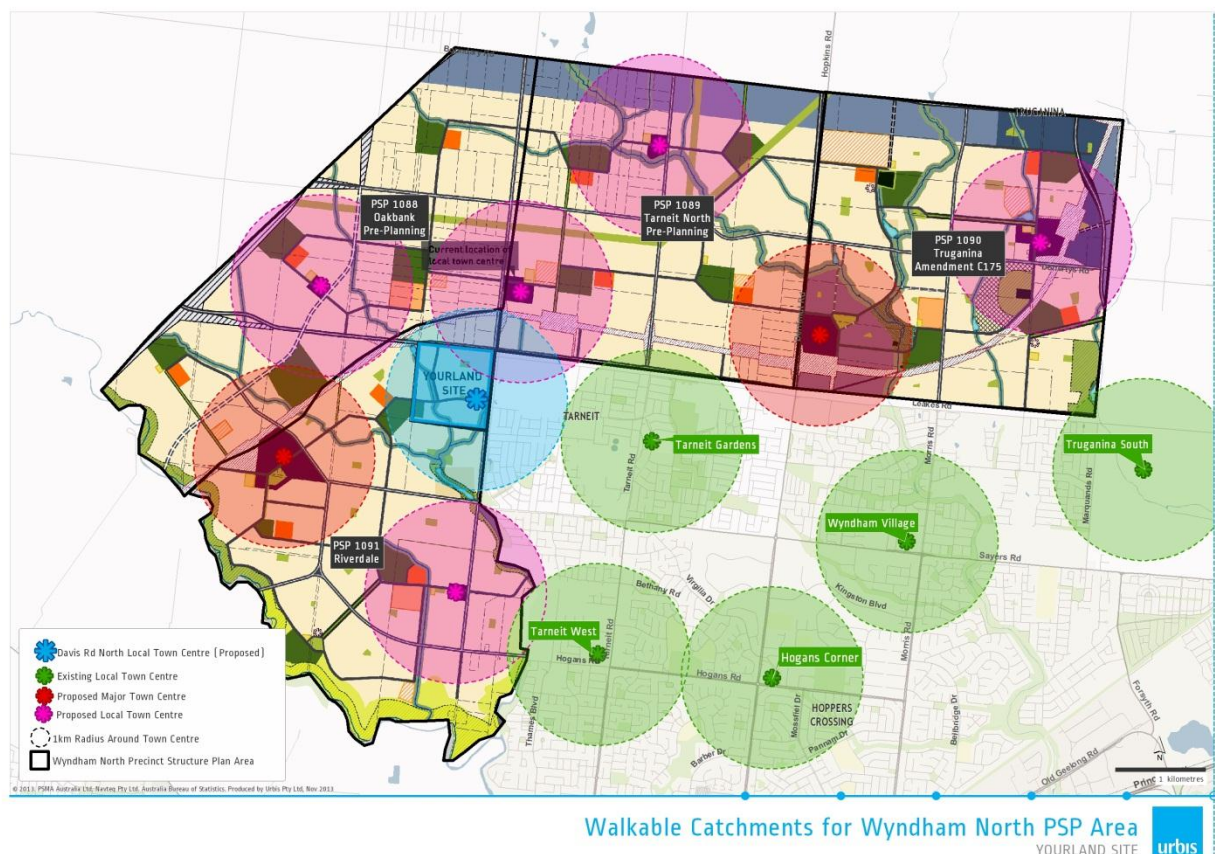


FIGURE 4 – WALKABLE CATCHMENTS PROPOSED AND EXISTING TOWN CENTRES

- The location of the Davis Road North LTC is consistent with Clause 56.03-2 Activity Centre objectives as follows:
  - It is accessible by proposed neighbourhood and regional walking and cycling networks, providing direct links to both off-road and on-road shared paths.
  - The LTC will be served by public transport that is connected to the regional public transport network and includes a public transport interchange point, with the provision of the proposed Transit Plaza which will serve as a major stop along the PPTN network.
  - The LTC will be located at the junction of Davis Road, an arterial road, and a proposed new east-west connector road linking to the established area to the east and providing easy access to Leakes Road to the north. To the south, the connector road will provide direct links to the future Riverdale Major Town Centre.

### LOCAL PLANNING POLICY FRAMEWORK

- Consistent with Council's Clause 22.05-2, the location of the LTC will support the principle of a hierarchy of activity centres within the municipality planned to meet the requirements of future growth. The LTC is intended to serve a local catchment largely within the Riverdale PSP. As can be seen from Figure 4, the location of this LTC forms part of a network that provides for consistent accessibility across the PSP area.

- I have considered the fact that Council's current Activity Centres Policy is somewhat out of date but recognises the need for ongoing review to contemplate the demand generated by catchments within this growth area. I have also reviewed the recently exhibited Amendment C192 which is proposing a new LPPF and note that Map 6 within Clause 21.08 does not include either the Davis Road North LTC or the Davis Road South LTC as planned Activity Centre locations. Based on my review of walkable catchments around the town centres proposed by the Riverdale PSP, Council's network of planned and existing town centres shown on Map 6 (Appendix F) would leave a substantial area between Tarneit Road, the Regional Rail Link alignment and the Werribee River well beyond a walkable catchment for any local centre. I have included a plan in Appendix G showing a 1km radius for all centres proposed by the PSP as well as Council's nominated location for an LTC as the potential future station east of Davis Road.

### 3.1.1 THE PRECINCT STRUCTURE PLANNING GUIDELINES AND THE RIVERDALE PSP GUIDELINES

Collectively, the PSP Guidelines and the Riverdale PSP set out standards and design principles which outline the preferred and best practice principles for both the location and design of town centres. Following my assessment, I believe the location of the Davis Road North LTC appropriately meets these guidelines as follows:

- The LTC will serve the population within this section of the Riverdale PSP within the recommended 1km walkable distance and will provide not only the retail component but will be a focus for the community with the town park and integrated waterway, as well as other services.
- The LTC is located on a connector street intersection with access to an arterial road and transit stop as recommended by Principle 2 in the Local Town Centre Design Principles. The connector street in this instance is a main street that has an intersection with Davis Road to the east.
- The LTC will be located in an attractive setting with a walkable catchment. The southern section of the LTC will have a direct interface with a tributary of Davis Creek.
- The location of the LTC will capitalise on promoting a pedestrian friendly and accessible centre by providing safe access to all forms of transport, including cycling and walking.
- Principle 10 of the Local Town Centre Design Principles seeks to promote localisation, sustainability and adaptability. I believe that the LTC's location will contribute to a reduction of travel distance to access local services and less dependence on the car will be achieved.
- The proposed location of the LTC forms part of a clear network of centres that collectively will provide excellent accessibility for future residents of the Riverdale PSP area, with excellent connections to the broader activity centre network and the PPTN.

## 3.2 STRATEGIC CONTEXT

### 3.2.1 NETWORK OF TOWN CENTRES

The location of the Davis Road North LTC must also be looked at in a wider context, taking into consideration the proposed network of town centres within the Wyndham North PSP area. I am of the opinion, that looking at the broader picture and the spatial context, that the proposed location of the Davis Road North LTC is strategically logical as illustrated in Figure 4 of my report, with very good access by all modes of transport.

The location of the proposed Davis Road North LTC will appropriately serve the northern section of the Riverdale PSP area as well as a portion of the established urban area east of Davis Road. If this LTC were not to proceed it would require a review of the broader network of centres and consideration of how this would meet the needs of the community in regard to the objectives discussed earlier in my report.



### 3.2.2 ACCESSIBILITY

The proposed location of the Davis Road North LTC will be a highly accessible and visible location. I am of the opinion, that apart from the planning framework perspective, the site's accessibility to the community has been designed to serve local convenience needs, and strongly supports this location as follows:

- It is located centrally to its proposed residential catchment.
- The site is well connected to the local catchment and the broader region with easy access by all transport modes and easy connectivity to a potential future rail station on the RRL only 1.2 Km to the north east via car, bus, bicycle or walking.
- The connector road provides direct access to the Riverdale MTC located around 3.5kms to the south west which is also accessible via the PPTN along Davis Road.
- The LTC is located at the intersection with Davis Road, an arterial road, providing direct connections to Leakes Road to the north and Sayers and Hogans Road to the south and is part of the PPTN.
- The location of the transit plaza is clearly linked to the LTC, but is a positive in this location enhancing the public transport services for the local community, with excellent connections via bus to both the RRL and higher order activity centre network.
- The LTC is located approximately 1.2kms south west of the potential rail station which forms part of the regional rail link.
- The LTC has excellent links to the proposed bicycle and shared path network identified in the Riverdale PSP.

### 3.2.3 COMMUNITY

After reviewing the Riverdale PSP vision it is clear that the proposed location of the Davis Road North LTC is appropriate in regard to characteristics that would support the creation of a strong community. The proposed location allows for a combination of factors to be leveraged to create a positive environment for a strong community base, including:

- Excellent accessibility for its community;
- Proximity to a quality natural environment within its location on the edge of a natural waterway system;
- The ability to incorporate quality open space;
- A scale that promotes local connections; and
- Good linkages to the broader network of centres, services and employment areas as required, both within and beyond the region.

## 4 City of Wyndham's Position

I am aware of the City of Wyndham's position in regard to this LTC, as per its decision at the Council Meeting of 22 July 2013 when it resolved to oppose the amendment and concurrent 96A applications until a number of outstanding issues are resolved to Council's satisfaction. I have limited my consideration to Council's recommendations with particular reference to the location of the Davis Road North LTC, where Council stated:

1. *(C) Withdrawal of support for a 8000m2 northerly activity centre on Davis Road unless professional assessments demonstrate that the proposal is compatible with a strong neighbourhood activity centre at the proposed station east of Davis Road or that a proposed smaller centre on Davis Road is warranted and therefore allowed.*

I make the following points in response to Council's resolution:

- After reviewing Council's documentation I do not consider there to be a clear policy basis to support the removal of the Davis Road North LTC from its proposed location.
- Council appear to consider the co-location of an LTC with the potential future rail station as a significant criteria in determining the suitable location of a LTC.
- The Council's position in regard to the Davis Road North LTC makes no mention of the other LTC proposed just to the north west of the potential future railway station, on the east side of Davis Road, which would also be impacted by an activity centre located directly adjacent to the proposed potential future train station location.
- The Davis Road North LTC will service local convenience needs and its public transport needs would be better served by the bus network than the RRL designed primarily to meet regional transport needs.
- The location for the LTC proposed by Council next to the train station has the disadvantage of the physical barrier created by the Regional Rail line, making its accessibility for the local community more circuitous for approximately half its catchment.
- Whilst the LTC is not located next to the potential future rail station, it is located only a 15 minute walk (approximately) away from the potential rail station north of Leakes Road and has strong transport connections to it, including its location on the PPTN network with the proposed transit plaza, the connector road and the proposed bicycle / shared path network.
- Council has, in my opinion, not given adequate weight to the broader strategic context of the Wyndham North PSP and the proposed network of town centres. If the town centre was moved to north of Leakes Road it would result in an uneven distribution of town centres across the area and more significantly the population within the northern area of the Riverdale PSP area would not be serviced as well by a local town centre to meet their daily needs.

## 5 Conclusion

In summary I am of the view that the location of the Davis Road North LTC is appropriate for the following reasons:

- It forms part of the wider town centre (activity centre) network as proposed in the Riverdale PSP and broader PSP and Growth Corridor Plan and its location has been based on sound strategic planning principles.
- The proposed location of the LTC, as part of a network of Activity Centre to service the Wyndham North area, is generally consistent with the planning policy context for the area.
- The site is strategically located to maximise the local population catchment and accessibility within the Riverdale PSP area and the wider area.
- The LTC is located along the PPTN and proposes a transit plaza that will have the ability to connect people to other destinations and transport modes; e.g. the railway station and the Riverdale MTC.
- The role of the LTC is to provide daily needs to the surrounding catchment and its location and accessibility is supportive of this role.
- The proposed network of town centres is in my view a sensible and balanced distribution.
- The LTC capitalises on the natural environment of the Davis Creek Tributary that will provide for a pleasant and attractive town centre location.

I consider the proposed location of the Davis Road North LTC to be a good strategic planning outcome for the area.

## Disclaimer

This report is dated November 2013 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd's (Urbis) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of sf (Instructing Party) for the purpose of w (Purpose) and not for any other purpose or use. Urbis expressly disclaims any liability to the Instructing Party who relies or purports to rely on this report for any purpose other than the Purpose and to any party other than the Instructing Party who relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events including wars, civil unrest, economic disruption, financial market disruption, business cycles, industrial disputes, labour difficulties, political action and changes of government or law, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or made in relation to or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

Urbis has made all reasonable inquiries that it believes is necessary in preparing this report but it cannot be certain that all information material to the preparation of this report has been provided to it as there may be information that is not publicly available at the time of its inquiry.

In preparing this report, Urbis may rely on or refer to documents in a language other than English which Urbis will procure the translation of into English. Urbis is not responsible for the accuracy or completeness of such translations and to the extent that the inaccurate or incomplete translation of any document results in any statement or opinion made in this report being inaccurate or incomplete, Urbis expressly disclaims any liability for that inaccuracy or incompleteness.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the belief on reasonable grounds that such statements and opinions are correct and not misleading bearing in mind the necessary limitations noted in the previous paragraphs. Further, no responsibility is accepted by Urbis or any of its officers or employees for any errors, including errors in data which is either supplied by the Instructing Party, supplied by a third party to Urbis, or which Urbis is required to estimate, or omissions howsoever arising in the preparation of this report, provided that this will not absolve Urbis from liability arising from an opinion expressed recklessly or in bad faith.



## Appendix A

## Planning Panels Requirements



1) THE NAME AND ADDRESS OF THE EXPERT,	<p><b>BRENDAN ROGERS</b>  <b>DIRECTOR</b>  <b>URBIS PTY LTD</b>  <b>LEVEL 12, 120 COLLINS STREET, MELBOURNE</b></p>
2) The expert's qualifications and experience,	<ul style="list-style-type: none"> <li>▪ Bachelor of Town and Regional Planning, (The University of Melbourne) (First Class Honours) 1982.</li> <li>▪ Graduate Diploma in Property (RMIT)</li> <li>▪ Member Planning Institute of Australia</li> <li>▪ Member Victorian Planning &amp; Environmental Law Association</li> <li>▪ City of Melbourne, Ministry for Planning and Environment, and Cheltenham Borough Council, England 1983 - 1988</li> <li>▪ Wilson Sayer Core Pty Ltd, Senior Planner/Associate 1989 - 1994</li> <li>▪ Urbis (formerly A T Cocks Consulting/Urbis Pty Ltd)</li> <li>▪ Senior Planner 1994 – 1997</li> <li>▪ Associate Director 1997 – 1998</li> <li>▪ Director 1998 – present</li> </ul>
3) A statement identifying the expert's area of expertise to make the report,	<ul style="list-style-type: none"> <li>▪ Areas of expertise include:</li> <li>▪ Present Expert Planning Evidence in relation to the City of Whitehorse Retail Strategy (Amendment C142).</li> <li>▪ Retail developments; local to sub-regional to super-regional centres.</li> <li>▪ Roxburgh Park Activity Centre – Planning Scheme Amendment and subsequent permit application to expand centre on basis of Main Street design.</li> <li>▪ Caroline Springs Town Centre – Planning Scheme Amendment and Permit Application.</li> <li>▪ Chadstone Shopping Centre expansion – in relation to integration of development and interrelationship with adjoining land uses.</li> <li>▪ Chirnside Park Shopping Centre – development approval process for restricted retail and shop uses within the Chirnside Park Activity Centre.</li> <li>▪ Broadmeadows Activity Centre – Planning permit application for expansion of main shopping centre complex in the context of the overall Activity Centre.</li> <li>▪ Residential developments; small unit developments through to high-rise apartments.</li> <li>▪ Entertainment facilities; urban entertainment centres; cinema-based entertainment centres; cinemas; hotels and gaming.</li> <li>▪ Large-scale commercial developments; central city office developments; large-scale suburban developments.</li> <li>▪ Preparation of development strategies and structure plans.</li> <li>▪ Presentation of evidence at various forums including Supreme Court of Victoria, VCAT and Independent</li> </ul>

	<p>Panels.</p> <ul style="list-style-type: none"> <li>General advice on planning issues affecting property redevelopment.</li> </ul>
4) A statement identifying any other significant contributors to the report and where necessary outlining their expertise,	<ul style="list-style-type: none"> <li>Kathleen Akers, Senior Consultant Planning and Design, Urbis Pty Ltd</li> </ul>
5) All instructions that define the scope of the report (original and supplementary and whether in writing or oral), and	<ul style="list-style-type: none"> <li>Written instructions from Rigby Cooke Lawyers to prepare planning expert evidence report.</li> </ul>
6) The identity of the person who carried out any tests or experiments upon which the expert relied in making the report and the qualifications of that person.	n/a
7) The facts, matters and all assumptions upon which the report proceeds,	The Riverdale PSP, Amendment C176 documentation, Council's submission to the amendment and supporting documentation.
8) Reference to those documents and other materials the expert has been instructed to consider or take into account in preparing his or her report and the literature or other material used in making the report,	
9) a summary of the opinion or opinions of the expert,	<p>I am of the opinion that:</p> <ul style="list-style-type: none"> <li>The Davis Road North LTC forms an integral part of a wider town centre (activity centre) network.</li> <li>The location, type and size of the LTC are strategically located and appropriate to service the population catchment.</li> <li>The LTC is located on the PPTN with a proposed a transit plaza and its location provides for excellent accessibility to it by multiple transport modes.</li> <li>The LTC capitalises on the natural environment of the Davis Creek Tributary.</li> </ul>
10) a statement identifying any provisional opinions that are not fully researched for any reason (identifying the reason why such opinions have not been or cannot be fully researched), and	<ul style="list-style-type: none"> <li>No provisional opinions</li> </ul>
11) a statement setting out <ul style="list-style-type: none"> <li>any questions falling outside the expert's expertise, and</li> <li>whether the report is incomplete or inaccurate in any respect.</li> </ul>	<ul style="list-style-type: none"> <li>The report is complete.</li> </ul>



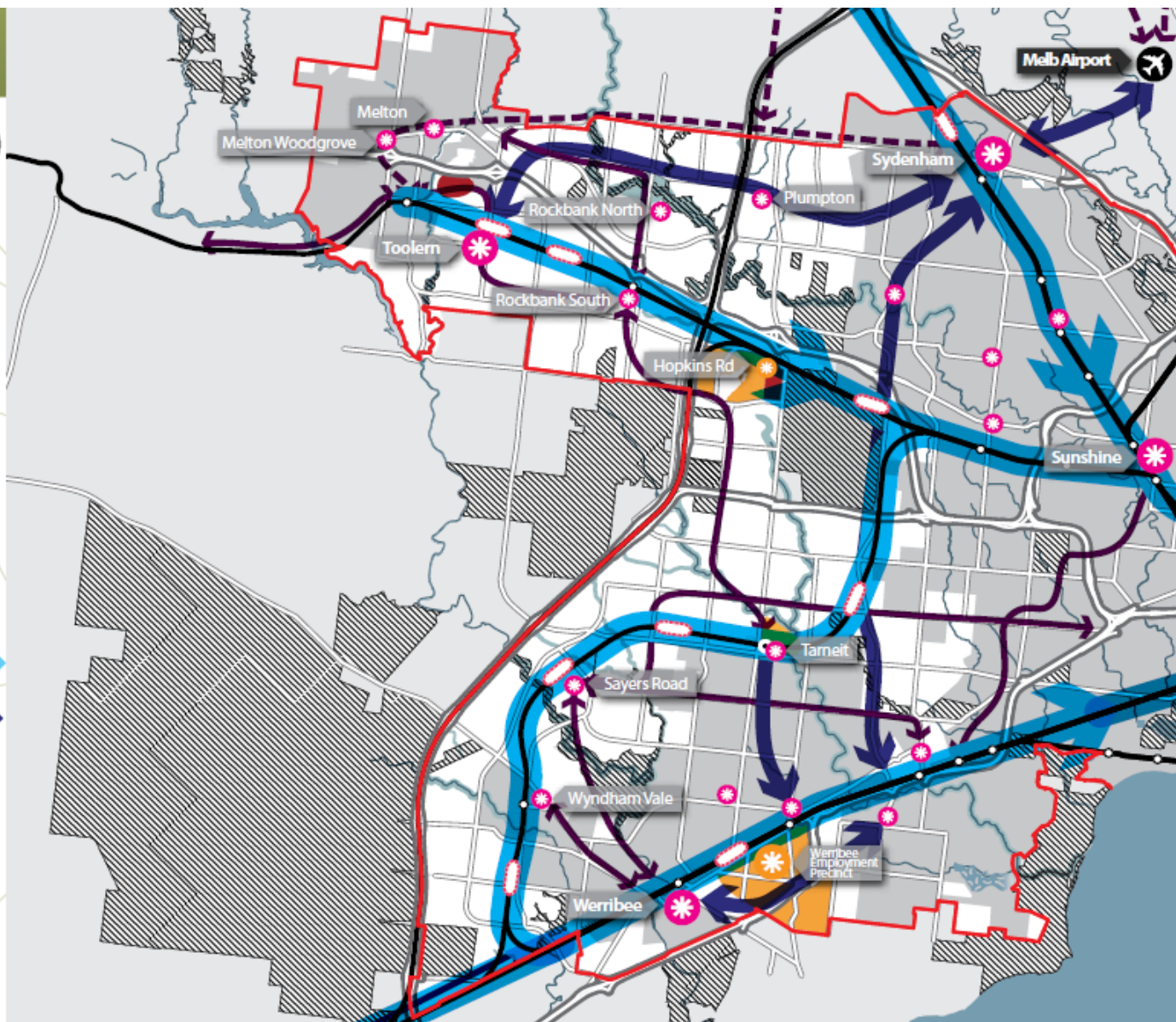
## Appendix B

## Transport Linkages Map



# Public Transport Concept Plan

- Central Activity Area 
- Principal Town Centre 
- Major Town Centre 
- Train Station 
- Future Station 
- Opportunity for future Rail Station 
- Urban Growth Boundary 
- Existing Urban Area 
- Area Outside UGB 
- Business 
- Business with Residential 
- Metropolitan Demand 
- Regional Demand 
- Subregional Demand 
- Other Major Demand 







## Appendix C

## Town Centre Hierarchy



The Riverdale PSP identifies the town centre hierarchy as follows:

TOWN CENTRE	RETAIL FLOOR SPACE	CATCHMENT	LOCATION & ANCILLARY USES
Riverdale major town centre	25,000m <sup>2</sup>	35,000 people 12,500 dwellings	On southern side of Sayers Road extension, adjacent the potential future Riverdale station. Includes L3 community centre and indoor recreation centre with scope for additional community facilities to be incorporated. Commercial & showroom uses to front Sayers Road. Centre design should also create opportunities for development of high density housing.
Davis Road North local town centre	8,000m <sup>2</sup>	9,800 people 3,500 dwellings	On western side of Davis Road, north of the Davis Creek tributary. Forms node on PPTN network.
Davis Road South local town centre	10,000m <sup>2</sup>	11,600 people 4,400 dwellings	Between Davis Road and waterway. Includes L2 community centre and primary school.
Werribee Bend local convenience centre	1,500m <sup>2</sup>	2,000 people 700 dwellings	Proximate the end of the connector boulevard. Hub incorporates active recreation reserve, L1 community centre and facilities node within regional park.

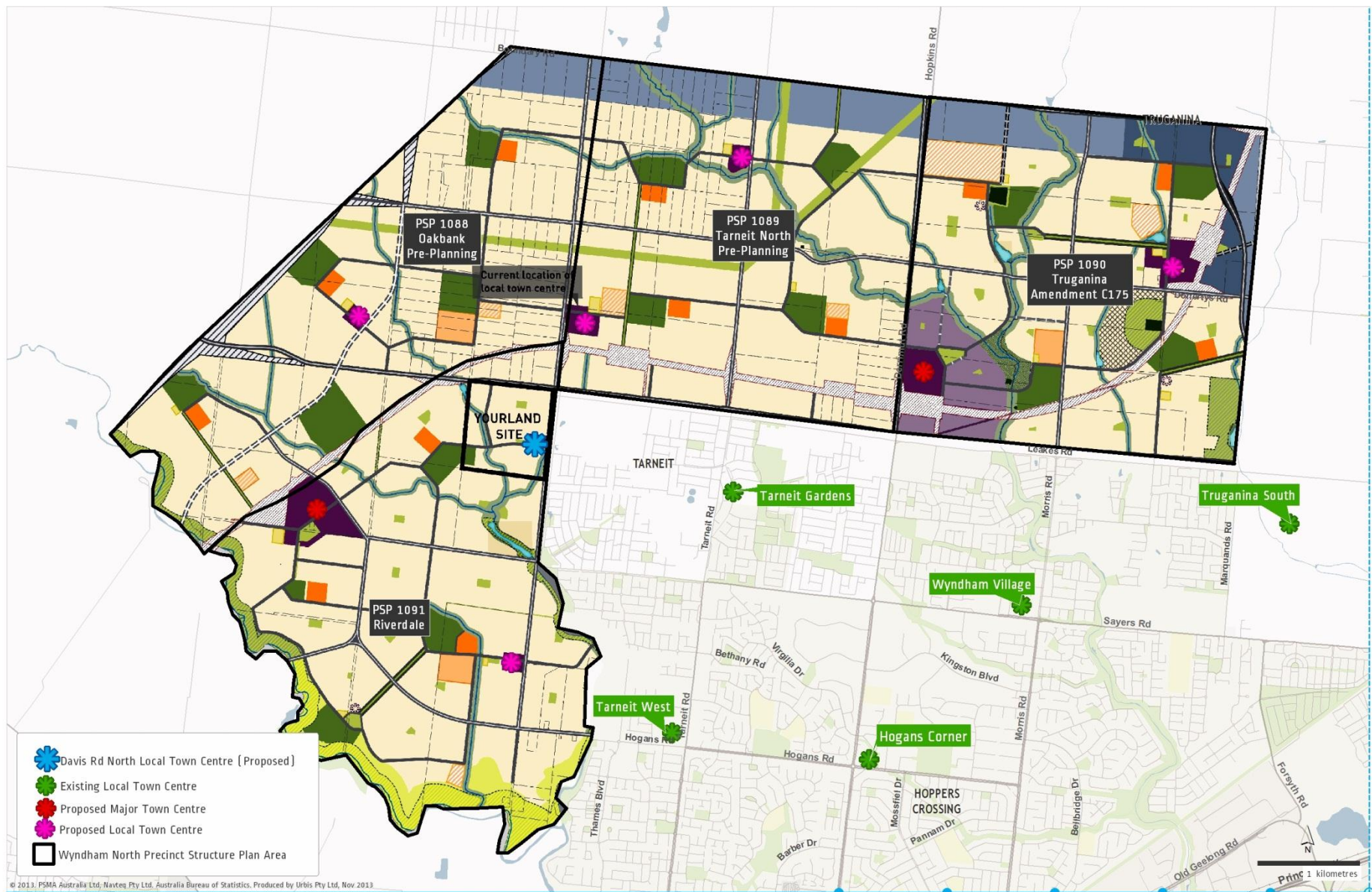


## Appendix D

## Location of Proposed Town Centres







Location of Preferred Town Centres  
YOURLAND SITE



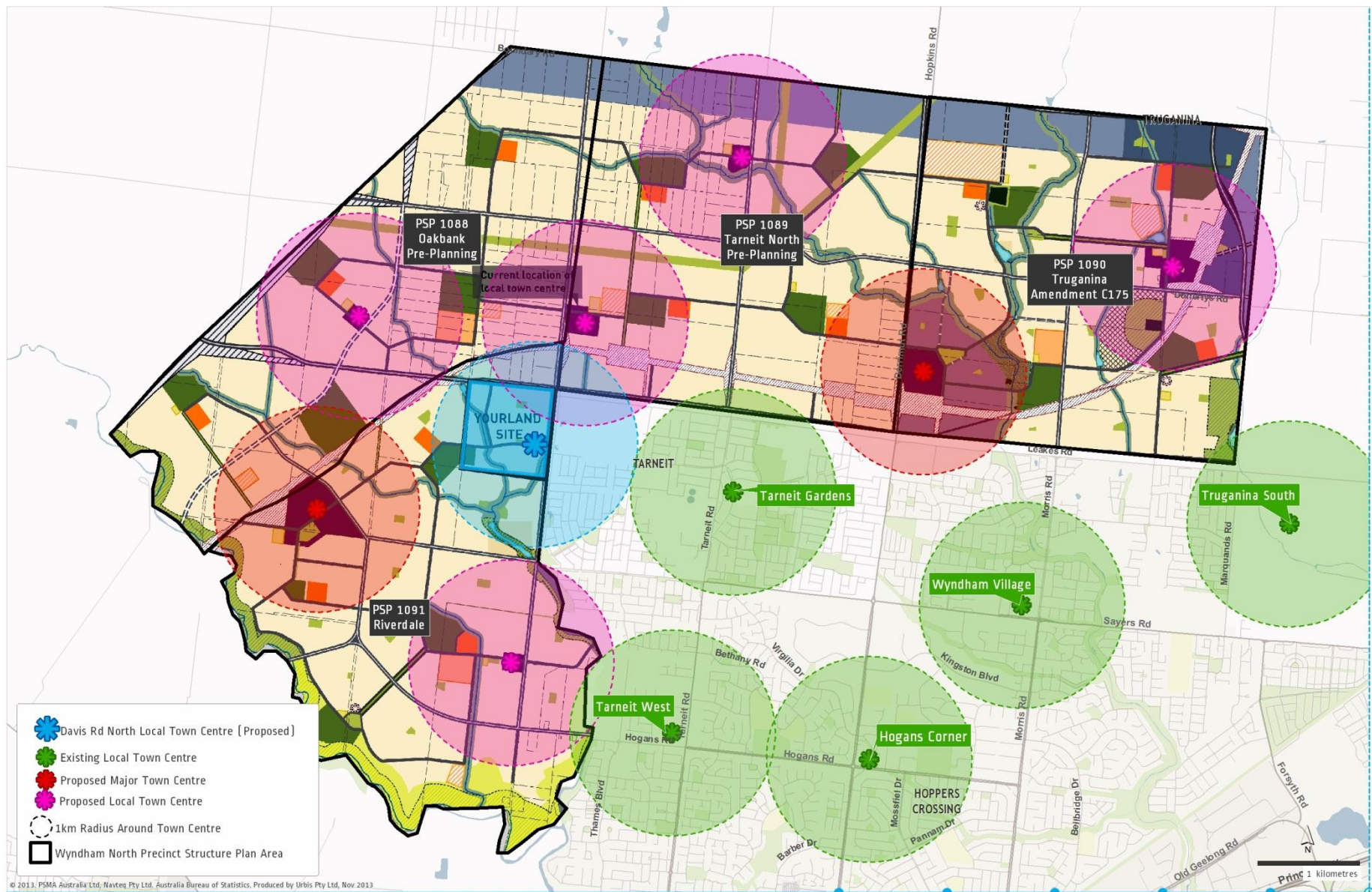


## Appendix E

## Proposed & Existing Town Centre Network







## Walkable Catchments for Wyndham North PSP Area

YOURLAND SITE







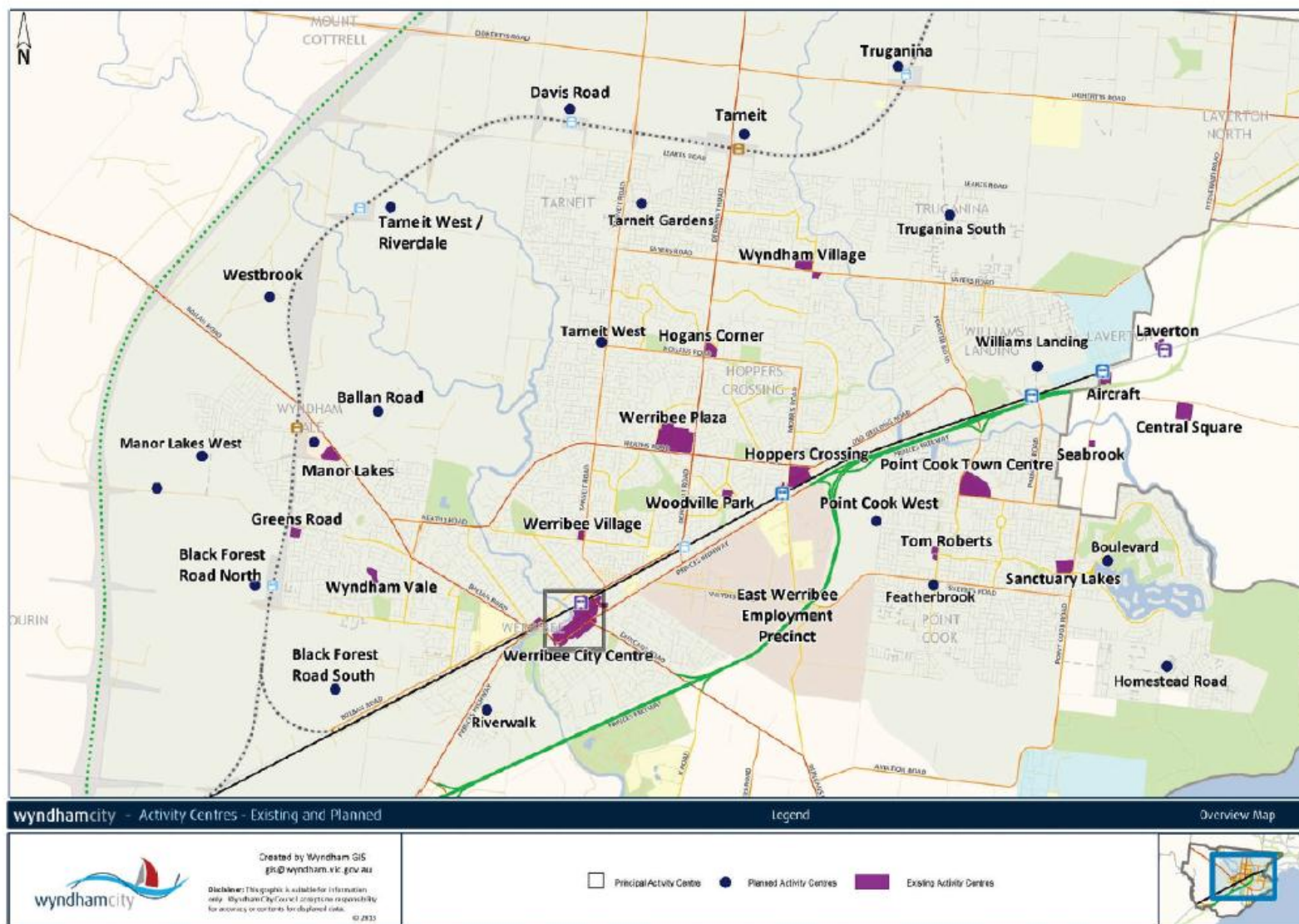


## Appendix F

## Wyndham Proposed Activities Centre Map Amendment C192



Map 6 – Activity Centres Maps



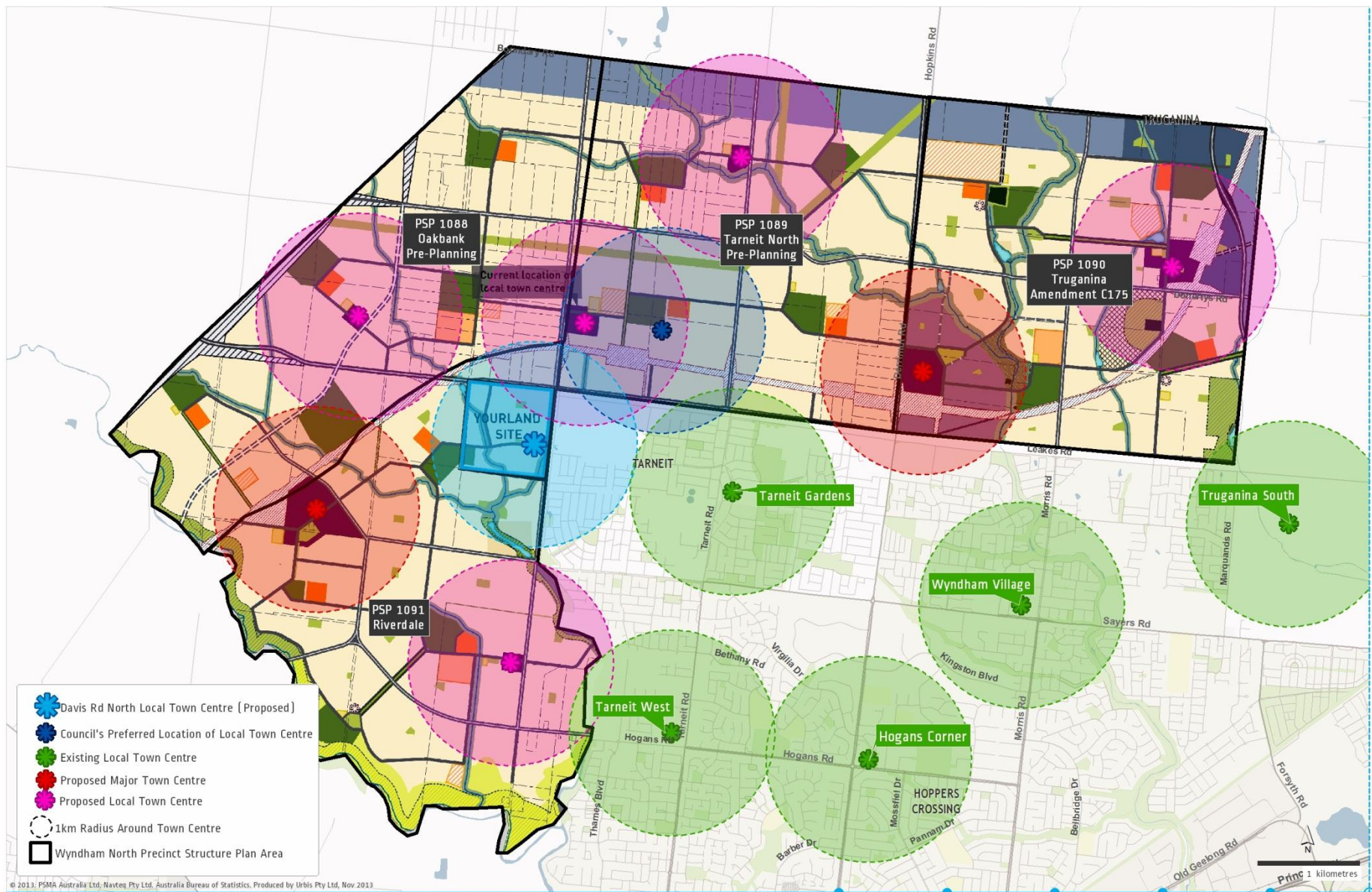




## Appendix G

### Council's Preferred Local Town Centre Location & Walkable Catchment's





## Council's Preferred Location of Town Centre with Walkable Catchments

YOURLAND SITE







**Sydney**

Tower 2, Level 23, Darling Park  
201 Sussex Street Sydney, NSW 2000  
**t** +02 8233 9900  
**f** +02 8233 9966

**Melbourne**

Level 12, 120 Collins Street  
Melbourne, VIC 3000  
**t** +03 8663 4888  
**f** +03 8663 4999

**Brisbane**

Level 7, 123 Albert Street  
Brisbane, QLD 4000  
**t** +07 3007 3800  
**f** +07 3007 3811

**Perth**

Level 1, 55 St Georges Terrace  
Perth, WA 6000  
**t** +08 9346 0500  
**f** +08 9221 1779

Australia • Asia • Middle East  
**w** [urbis.com.au](http://urbis.com.au) **e** [info@urbis.com.au](mailto:info@urbis.com.au)