69 CARRINGTON ROAD, BOX HILL

ADVERTISED PLAN

URBAN CONTEXT AND DESIGN RESPONSE REPORT

Prepared for
GOLDEN AGE

19 December 2024

URBIS

ACKNOWLEDGMENT OF COUNTRY

Urbis acknowledges the important contribution that Aboriginal and Torres Strait Islander people make in creating a strong and vibrant Australian society.

We acknowledge the Traditional Owners on whose land we stand, the Wurunderi and Boon Wurrung peoples of the Kulin Nation.

We recognise and respect the connection to their land, cultural heritage and community, and we pay respects to their Elders past, present and emerging.

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Project Team:	Danielle Cull
Project Code:	P0048249
Reference:	02_RPT_69 Carrington Rd, Box Hill_UCR-57A
Version:	Rev C
Report Status:	DFP Application
Date:	19 December 2024

Contents

1. INTRODUCTION

Urbis has been engaged on behalf of the Golden Age to prepare an Urban Context and Design Response Report with respect to a proposed development at 69 Carrington Road, Box Hill (the Site). This report sets out the key urban design principles and strategies to be applied to the development of the Site based on its strategic, planning and site context.

The purpose of this report is to:

- Document the key characteristics of the subject site's context that should influence its development from an urban design perspective; and
- Explain how the proposed development responds to this context.

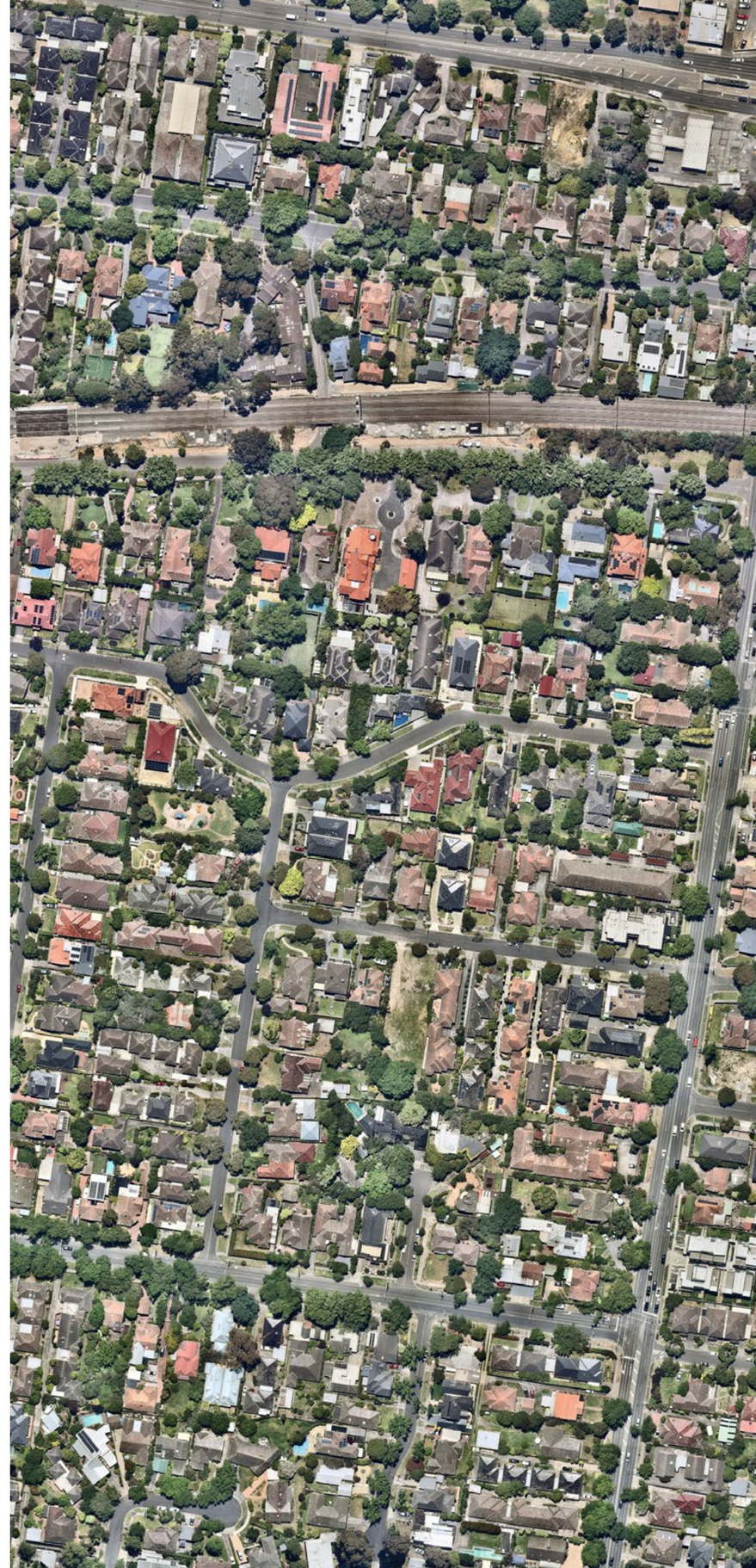
This report is structured in the following manner:

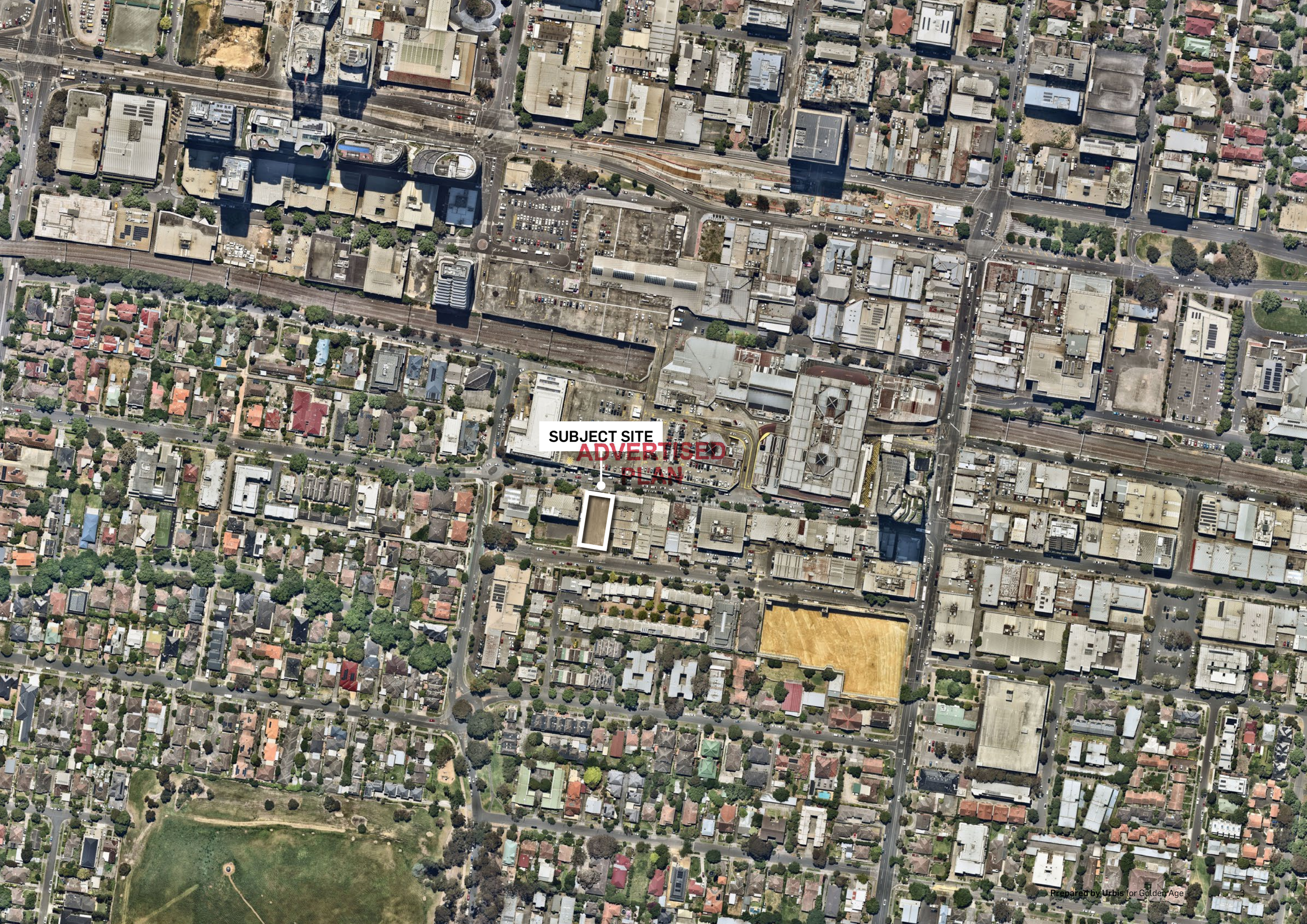
Section 2.0 of the report identifies the strategic and urban context of the subject Site.

Section 3.0 establishes urban design principles based on the Site's context.

Section 4.0 assesses the proposal's overall urban design response to the principles.

Section 5.0 provides a conclusion to the report.





2. STRATEGIC AND URBAN CONTEXT

This section summarises the characteristics of the site and its context.

2.1 Strategic context

The Site is located approximately 13.7km east of the Melbourne CBD within the municipality of Whitehorse, and is strategically located within the Box Hill Metropolitan Activity Centre (MeAC). It is the largest Metropolitan Activity Centre (MeAC) in Melbourne's eastern region. Plan Melbourne identifies MeACs as places of state significance where a diverse range of jobs and activities will be provided at greater densities.

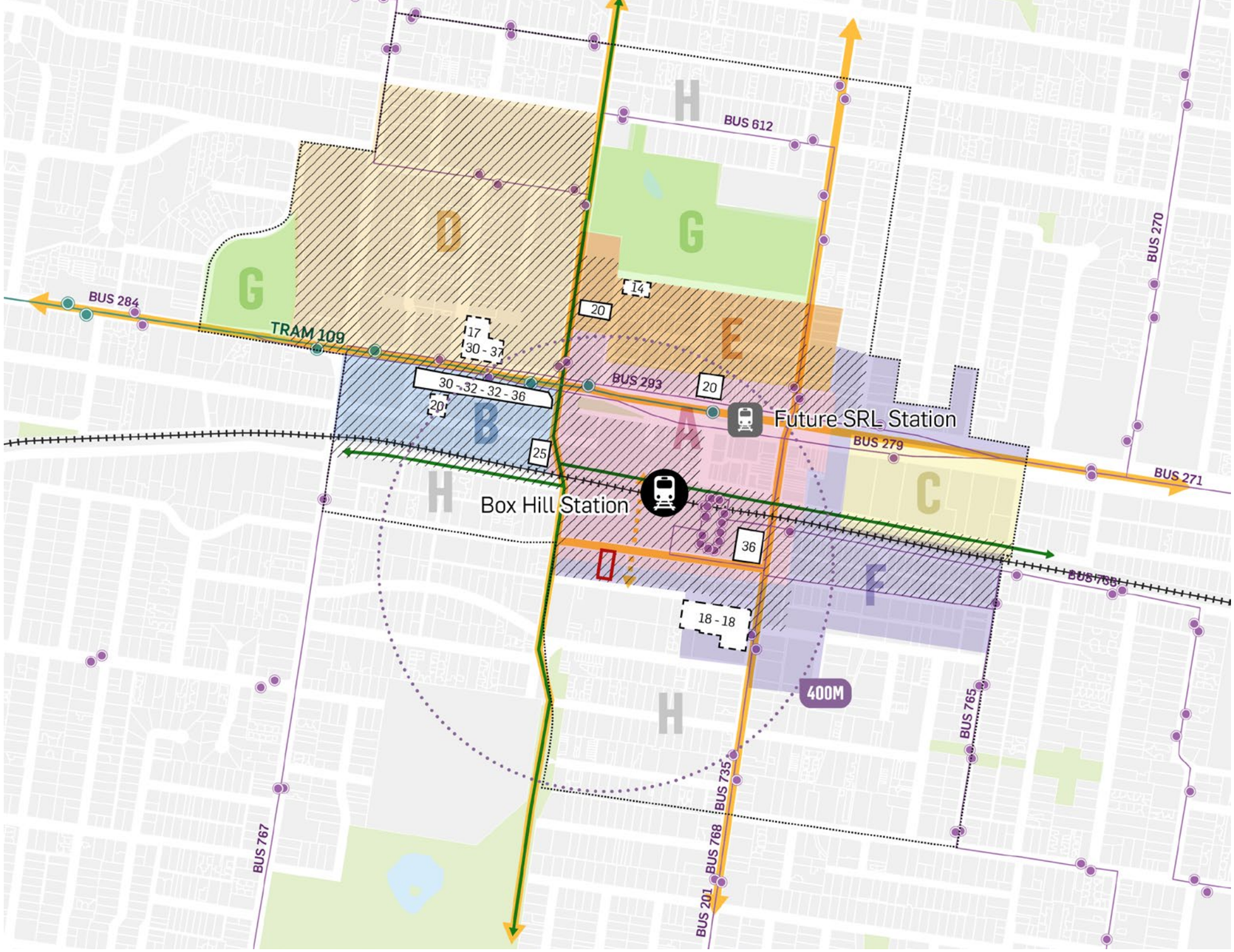
More specifically, the Site sits south of Box Hill Central towards the southern edge of the commercial centre within the Major Development Precinct as identified within Clause 22.07, and proximate to the southern residential hinterlands.

The Site is conveniently located near Box Hill train station (approx. 125m to the northeast). The Site is also proximate to bus routes 732, 735 and 903 along Station Street (approx. 278m east). Station Street to the east is the main north-south road proximate to the Site and provides access to Whitehorse Road to the north.

The character of Box Hill MeAC is diverse and continues to undergo transformative change. While the existing character is predominantly characterised by single and double storey commercial properties (interspersed by older, taller commercial properties in the order of 4-5 storeys), the emerging character is one of higher scale residential and mixed use form. Figure 1 illustrates the emerging development context.

2.2 Planning context

The Site is zoned C1Z and seeks to create vibrant, mixed-use commercial centres. The Site is not subject to any overlays.



LEGEND

0 200m N

- Site boundary
- Train line / Train station
- Bus route / Bus stop
- Tram route / Tram stop
- Open space
- Bicycle route
- Primary pedestrian link (not all shown)
- Local pedestrian link (not all shown)
- Box Hill Activity Centre boundary
- A — Activity Centre precincts
- Built form precinct F
- 18 — Emerging context (constructed)
- 18 — Emerging context (under construction)

Figure 1 Context Plan

Clause 11.02-1S (Supply of urban land) seeks to ensure a sufficient supply of land is available through opportunities for consolidation, redevelopment and intensification of existing urban areas.

Clause 15.01 (Built Environment) seeks to ensure urban environments respond to their context in terms of character and provide public realm and off-site amenity.

Clause 17.02-1S (Commercial) encourages commercial development that responds to the communities needs and to allow for the supply of commercial land in appropriate locations.

Clause 22.07 (Box Hill MeAC) contains built form guidance for the activity centre, based on the 2007 *Box Hill Transit City Activity Centre Structure Plan*. The Site is covered by two precincts;

- *Precinct A: Box Hill Transport and Retail Precinct*
  - Where retail, complemented by entertainment, hospitality, commercial and other uses with extended hours of activity are encouraged to create a central focus for Box Hill.
- *Precinct F: Southern and Eastern Precincts*
  - Where a mix of office and retail uses are encouraged.

Carrington Road to the north is identified as 'Key Open Space'.

Built form guidance is directed through the precinct plan. The Site is within *Precinct F: Major Development Precinct*, which nominates:

- Taller buildings permitted, enabling increased density (no maximum building height).
- Heights must not cause overshadowing of Key Open Spaces, Residential Precincts A or B or residential areas beyond the study area (not applicable given the Sites location).
- Transitional heights to be provided at the edges of the precinct to respect the scale of the neighbouring precincts. This is not applicable given the Sites location.

In October 2021 a revised *Box Hill Metropolitan Activity Centre to 2036 Draft Structure Plan* was prepared for the Box Hill MeAC by MGS. The plan was supported by the *Box Hill Metropolitan Activity Centre to 2036 Urban Design Framework* which contains recommendations for a new built form framework. While it is noted the work remains in draft form and has not progressed to a planning scheme amendment, it's objectives and built form guidance are considered relevant.

The Site is identified within the 'diversified transition' area with a preferred maximum height of 28m. North of Carrington Road is classified as 'intensified urban core' while south of Cambridge Street is classified as 'residential transition'.

The role and character directed for Carrington Road is quite different to Cambridge Street. Carrington Road is identified as a primary pedestrian link where increased public realm upgrades and tree canopy cover increases are directed. The southern footpath is also protected from overshadowing. The Draft UDF distinguishes it as an 'urban core street' where vehicle crossovers should be avoided. A preferred street wall height of 20m is directed.

Cambridge Street is not identified within the primary pedestrian network nor are crossovers discouraged. A preferred street wall height of 13.5m is directed. Of note, a preferred future link is identified in the Plan between Carrington Road and Cambridge Street east of the Site.

The recently released Suburban Rail Loop East (SRL) Draft Precinct Vision for Box Hill sets the vision for the SRL East corridor that includes a new station in Box Hill. While the report is only a draft and cannot be considered in making an assessment, the vision for Box Hill is further defined as a high density mixed use centre. The precinct plan identifies the site and neighbouring properties on Carrington Road as a 'significant change area', while the properties on the southern side of Cambridge Street are within a 'higher change area' precinct. The Significant Change areas will continue to deliver urban density in line with the emerging character already developed in Box Hill, with mixed-use neighbourhoods providing space for jobs growth and local services.

In summary, policy supports growth within the Box Hill MeAC. The local policy does not seek to limit height on the Site. Rather, it promotes taller buildings and increased density, while ensuring transitional heights are provided at the edges of the precinct to respect the scale of neighbouring properties.

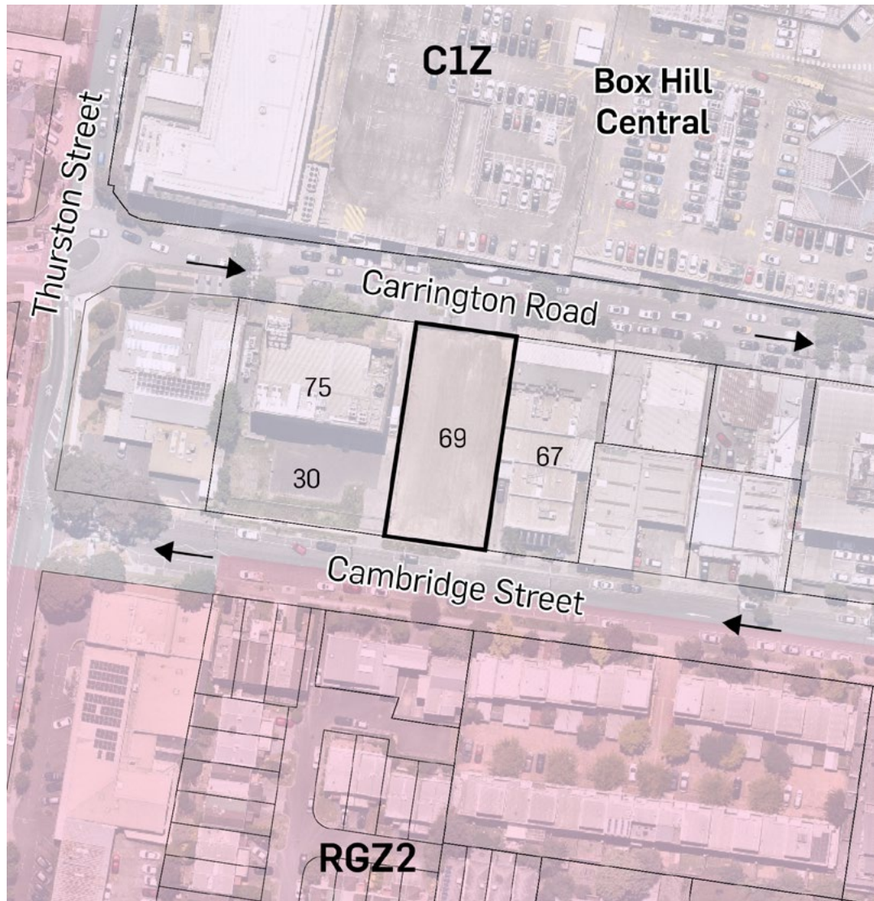
2.3 Immediate context

The Site is a large (approx. 1,121m^2) property with two street frontages. To the north is Carrington Road which consists of a commercial shopping strip with one way vehicle traffic (eastern direction), parking on each side of the street and consistent tree planting in the public realm. The built form is generally low scale with the northern side largely blank and inactive. The southern side contains fine grain retail frontages with buildings generally providing weather protection with awnings.

To the south of the Site is Cambridge Street which consists of mix of rear commercial interfaces along the northern edge and residential frontages along the southern edge. The dwellings are divided into a series of attached sets and generally a mix of 2 and 3 storeys with varied setbacks and varied levels of vegetation and landscaping.

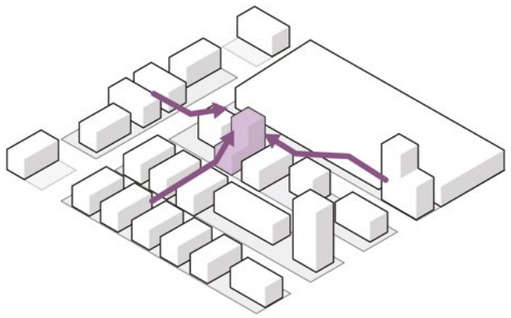
Properties to the east and west have future development capacity with the same built form expectations as the Site. 30 Cambridge Street, to the west has a current planning permit application (WH/2023/553) for an 11-storey office building (discussed in more detail in section 4.3).

The Site area, combined with the location within the commercial area of the MeAC presents an opportunity to contribute to the commercial floor space offering, while also responding sensitively to the surrounding context.



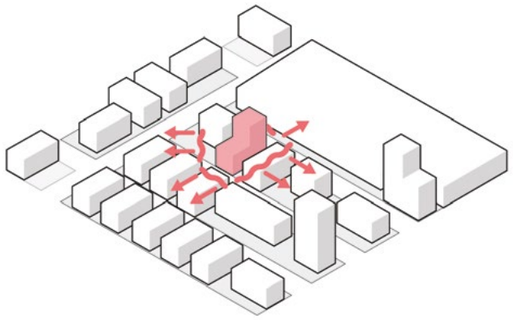
3. URBAN DESIGN PRINCIPLES

This section outlines the urban design principles derived from the context analysis. The proposal is assessed against these in section 4.



01 STRATEGIC LOCATION

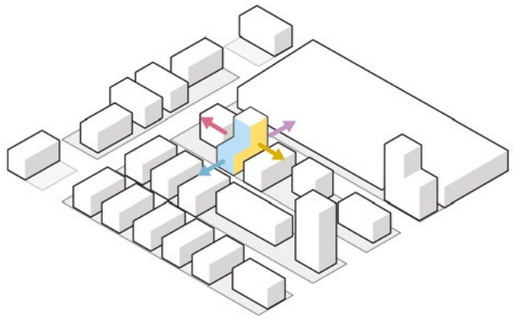
Development should capitalise on its location within the MeAC and public transport accessibility by providing additional office floorspace to the centre with a building scale and form that responds to the existing context and emerging scale.



02 BUILDING MASSING AND COMPOSITION

Ensure the proposal responds to the context and creates a pattern of development that positively defines each streetscape as follows:

- To Carrington Road, the street wall should respond to emerging built form character to north, while providing a comfortable street width to street wall height ratio and an inviting, human scaled public realm.
- To Cambridge Street, the street wall should be designed to complement the low-rise character on the opposite side of the street, with levels above designed to transition in scale to the south and avoid overwhelming the public realm.

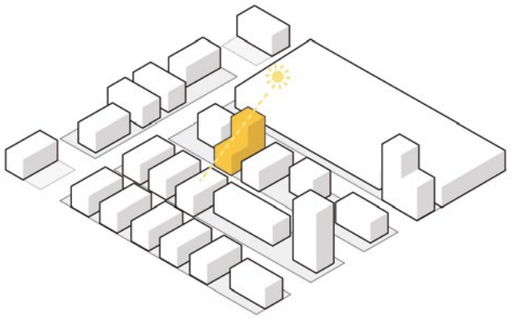


03 DESIGN QUALITY

Ensure development incorporates a high quality architectural design that responds to the Site context.

The proposal should be designed to consist of:

- articulated and interesting boundary walls
- a design and finishes that complement the street interfaces and ensure the building is read in the round
- a variety of building materials and finishes that provide visual interest in the streetscape

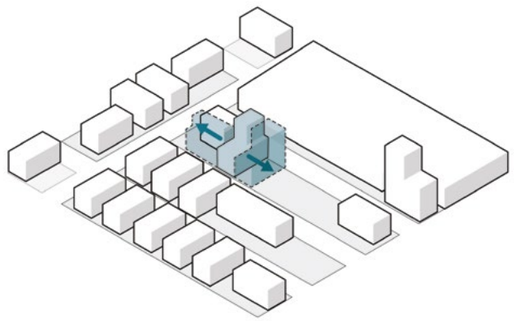


04 OFF-SITE AMENITY

Development should avoid unreasonable off-site amenity impacts on existing residential properties proximate to the Site.

The proposal should be designed to:

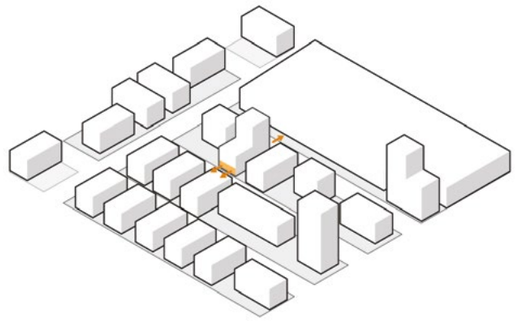
- ensure unreasonable visual bulk is avoided in views from the residential properties on Cambridge Street and the streetscape through setbacks and articulated building façades
- ensure unreasonable overshadowing of residential secluded private open space is avoided



05 EQUITABLE DEVELOPMENT

Development should be designed to allow for efficient, viable floorplates and the equitable development of adjoining sites.

The proposal should be designed to facilitate the efficient development of the abutting properties to the east and west of the site.

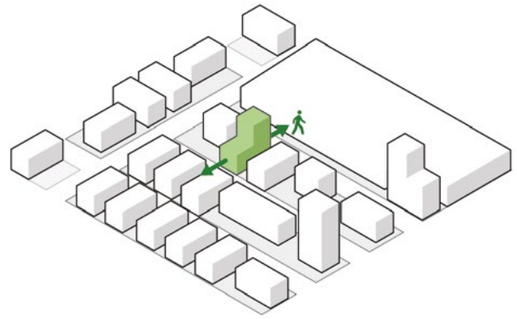


06 ACTIVE STREET FRONTAGES

Ensure buildings contribute to a comfortable public realm and enhance street activation.

The proposal should be designed to include:

- upper level setbacks above the podium to create a pedestrian scale at street level
- continuous weather protection along the primary frontage
- provide building entries and transparent windows to the street frontage
- provide a compatible mix of activities that attract people across various hours through the day and night



07 THROUGH BLOCK PERMEABILITY

A pedestrian link should be provided through the site from Carrington Road to Cambridge Street, improving permeability.

Ensure the pedestrian link is well survielled, activated where possible and universally accessible.

4. ASSESSMENT OF THE PROPOSAL

4.1 Building height and massing

The proposal is for a 15-storey (56.6m including parapet) mixed use building comprising retail and office floorspace, with a 4-storey street wall to both Carrington Road and Cambridge Street, with levels above setback from the street edges and eastern boundary of the Site.

Street wall heights are not specifically directed in the Whitehorse Planning Scheme. However, the *Box Hill Transit City Activity Centre Structure Plan* (2007) directs 4 storey street walls for both Carrington Road and Cambridge Street. The *DRAFT Urban Design Framework* (2021) seeks a preferred street wall height of 20m to Carrington Road and 13.5m to Cambridge Street.

In response to the physical and policy context, and to create a comfortable public realm, the proposal presents a 4-storey street wall to Carrington Road, rising to 16.2m (approx.) including parapet. The proposed streetwall will be a comparable height to the neighbouring Telstra exchange building's overall height, which measures to 15.4m (approx.). Above the street wall, to create a visual distinction between the upper and lower form, a consistent 4.5m setback is proposed.

To Cambridge Street, to ensure the proposal transitions in scale to the low-rise development (both existing and proposed) to the south, a 4-storey street wall, rising to 18m including parapet (approx.) is proposed. Above the street wall, levels 4 to 8 are setback a minimum of 3.8m, with levels above raked further back incrementally.

In summary, the proposed built form massing and height is supported from an urban design perspective as it optimises the sites strategic location (Principle 1) while transitioning in scale to the low-rise development context to the south (Principle 4).

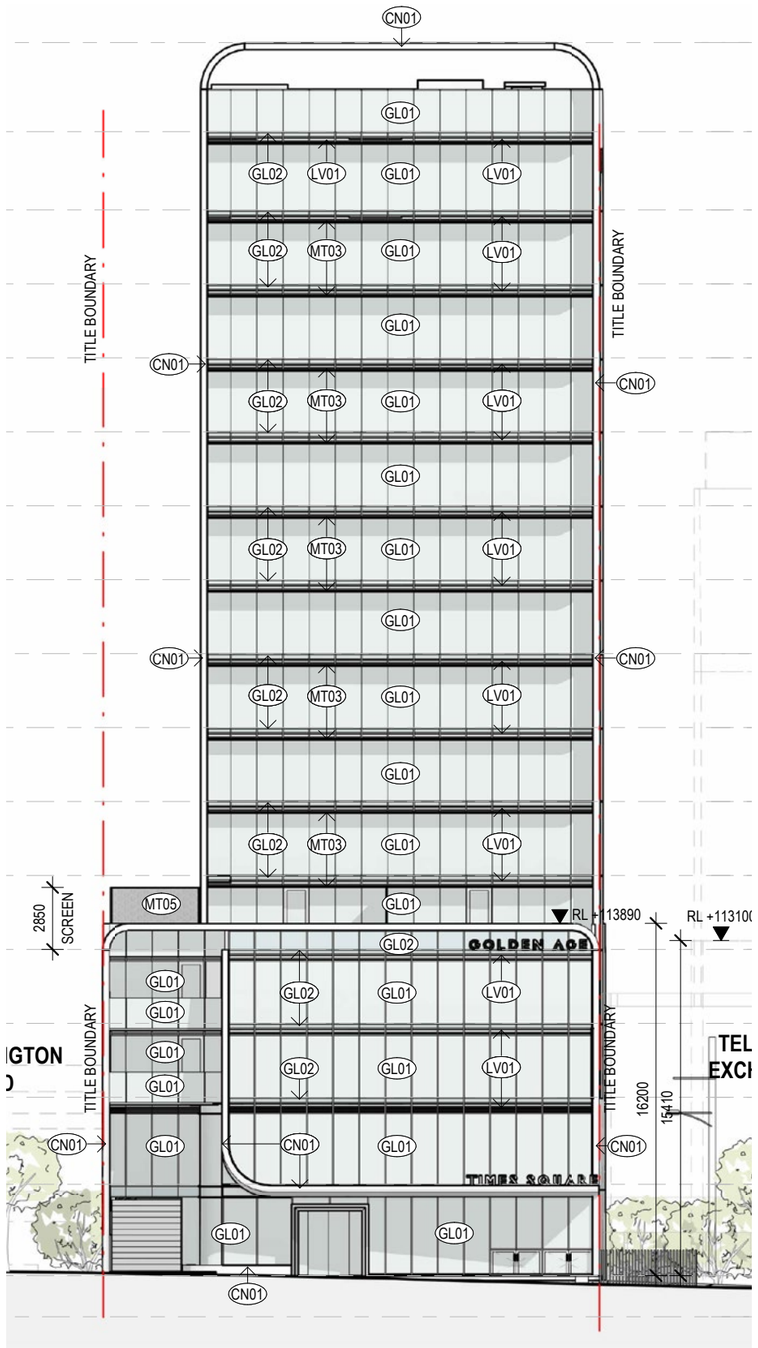


Figure 2 Carrington Rd elevation (source: Gray Puksand)

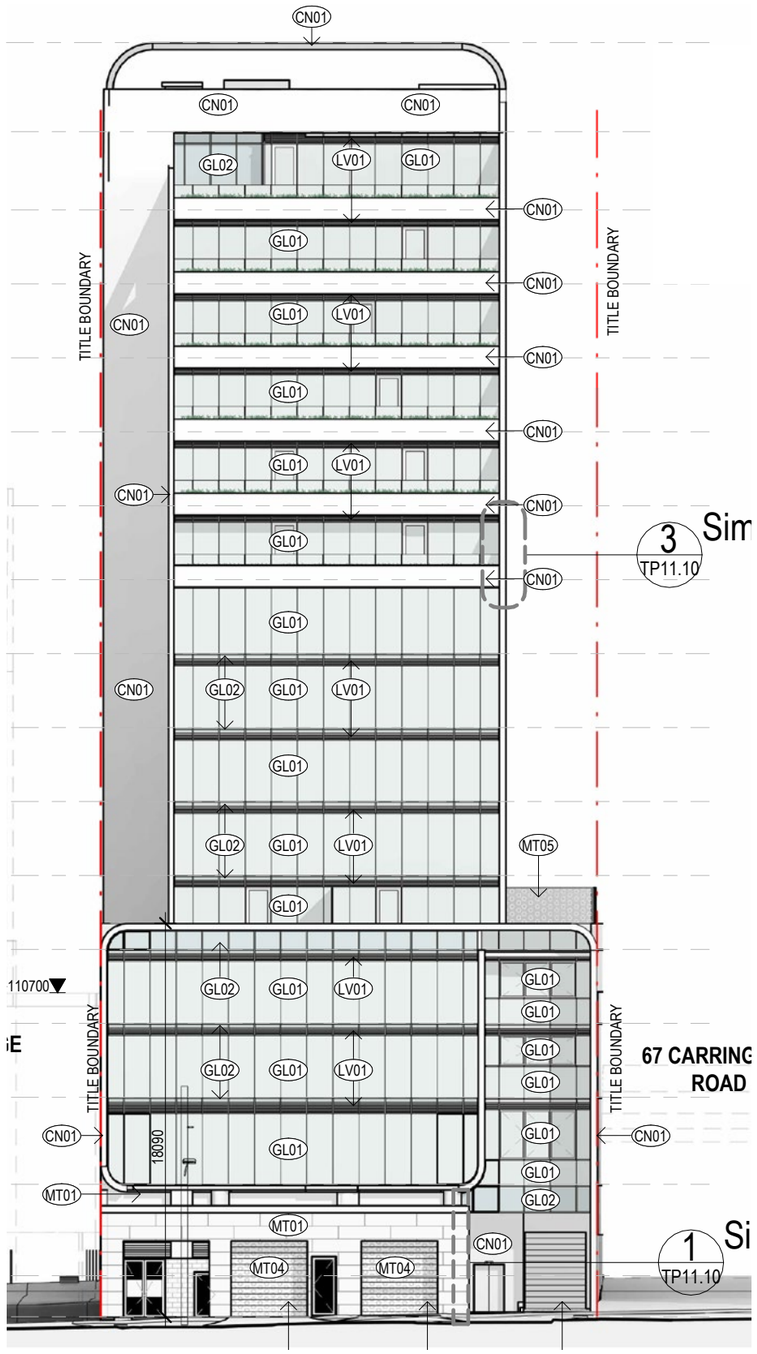


Figure 3 Cambridge St elevation (source: Gray Puksand)

4.2 Street interfaces

Carrington Road

A 4-storey podium is proposed on Carrington Road. The podium height reflects the height of the Telstra exchange building to the west, contributing to a uniform streetwall height along Carrington Road.

Policy identifies Carrington Road as a priority pedestrian corridor where public realm upgrades are directed.

The streetwall features glazing broken up horizontally by grey spandrel panels and framed by light coloured concrete curved elements. At the street level the canopy has been designed to form a sculptural element that sweeps upwards to frame the edge of the main entrance. A curved, crown element also wraps around the top of the podium to form a parapet.

At the Ground Floor retail floorspace and a pedestrian link with lobby access provide maximum street front activation to Carrington Road, which is identified as a primary pedestrian link. This is further discussed later in the report.

The upper podium levels provide office floor space with glazing to the street edge and terraces providing outdoor space for occupants. These floors will also provide passive surveillance to the street.

The tower levels are expressed as a single vertical element for the full height of the building framed with light coloured concrete. An overall crown feature is incorporated at the roof, reflecting the podium design. Expressed horizontal slabs further contribute to the proposal's architectural composition.

Overall, it is considered that the Carrington Road interface has been well resolved architecturally (Principles 2 & 3), notably responding to the public realm amenity objectives of Clause 22.08 an 15.01 (Principles 6 & 7).

Figure 4 Carrington Rd render (source: Gray Puksand)

Cambridge Street

A 4-storey podium is proposed on Cambridge Street.

Both policy and existing conditions establish that Cambridge Street functions as a secondary street to Carrington Road. Given the policy aspirations for Carrington Road to be a priority pedestrian corridor, logically the proposal's services and back of house functions are located on Cambridge Street, enabling maximum street frontage and activation on Carrington Road.

At the Ground Floor, the balance of the frontage is taken up by services and the vehicle entry to the car lift and loading bay. However, these elements have been designed to include transparent elements to provide modest passive surveillance to the frontage where possible.

The pedestrian link from Carrington Road will provide movement and activity at the Ground Floor. Ramping of the link along its north-south axis will ensure the pedestrian link is universally accessible across the Site levels and allows for sight lines between Carrington Road and Cambridge Street.

A recess between the Ground Floor and Level 1 with cascading landscaping is proposed which will help to soften the services and vehicle entry. The upper levels of the podium will contain office floor space which will provide passive surveillance to the street below.

Above the podium the mid-section rises to another 5 levels before the built form progressively sets back. Similarly, to the Carrington Road facade, the Cambridge Street interface is expressed with both vertical and horizontal elements with curved designed features that complement the overall architectural composition.

In summary, the Cambridge Street interface is supported from an urban design perspective. It has been well resolved architecturally (Principles 2 & 3) and will contribute to the streetscape and broader Box Hill context.

Figure 5 Cambridge St render (source: Gray Puksand)

4.3 Equitable development and design detail

The planning scheme does not provide specific requirements in relation to equitable development of adjoining properties. However, the current Structure Plan seeks to provide ample spacing between the upper levels of high-rise buildings to ensure private amenity access to sunlight and outlook. The Draft UDF also seeks to ensure building separation is provided to provide clear views to the sky from the street and to improve the amenity and outlook from within the buildings, while ensuring equitable development of adjacent sites.

For side setbacks above the street wall (if the building is built to the boundary) the Draft UDF seeks a 4.5m setback below 28m. A 6m setback is sought for building height greater than 28m.

In response to the Site's size and interfaces, the proposal will be constructed on boundary for the full height of the building on its western boundary, where the Site is adjacent to the Telstra exchange building. A 3m setback has been introduced in the southwestern corner of the western boundary to respond to a proposed development at 30 Cambridge Street. A 4.5m setback above the podium is proposed along the eastern boundary.

The following section explains the different boundary responses in the context of the equitable development of the adjacent sites and overall composition of the building.

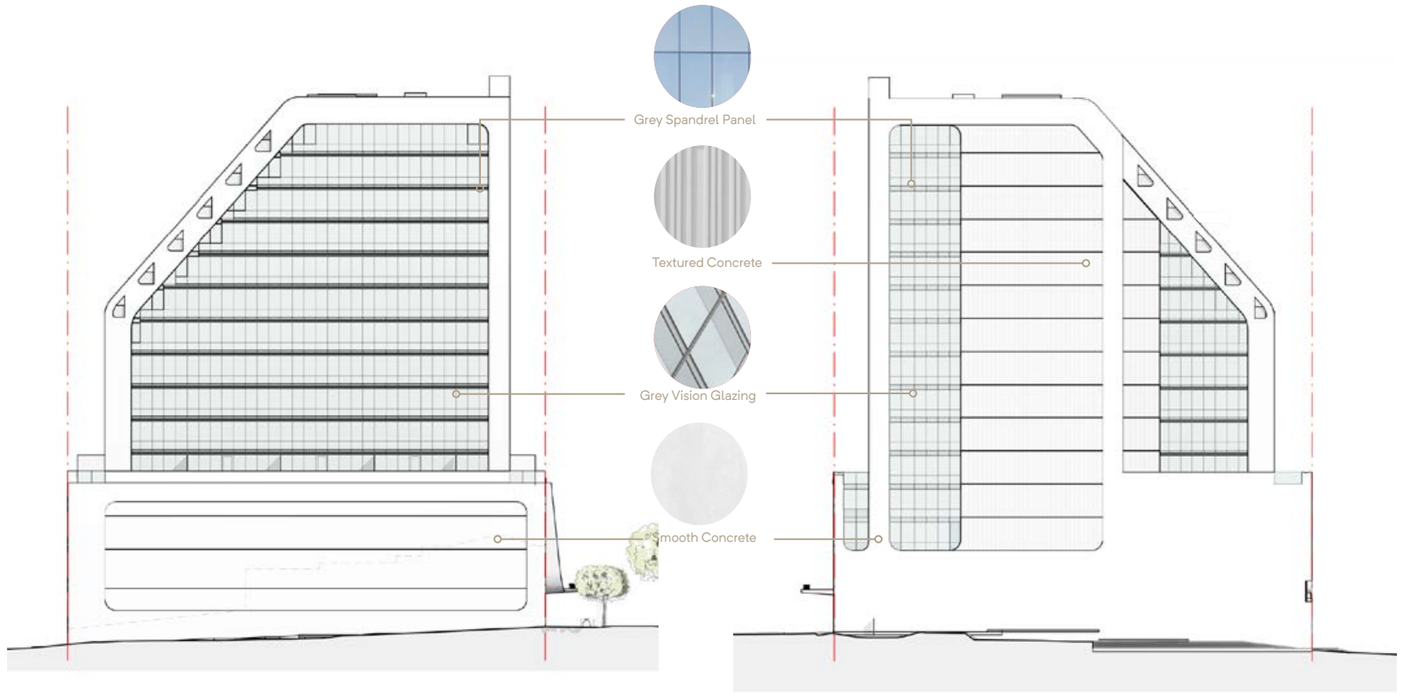


Figure 6 Eastern and western elevations and materials (source: Gray Puksand)

Western interface

To its western boundary, the proposal has 2 varied site conditions to respond to:

- Along the northern portion of the western boundary, the proposal proposes to construct on boundary for the full height of the building where the site is adjacent to the existing Telstra Exchange building. This is considered acceptable due to the fact that the Telstra Exchange building (located at 77 Carrington Road) is a critical piece of infrastructure servicing the area and unlikely to change in the future. The exchange building provides an existing 3m separation between its 3-4 storey equivalent form and the proposed development.
- Along the southern portion of the western boundary the Site interfaces with the carpark to the south of the Telstra Exchange building at 30 Cambridge Street. The planning permit application currently being assessed on the property which proposes an 11-storey (42.3m approx.) office building with a 4-storey podium built to the property boundaries and 7 levels in the tower above. Above the podium, to Cambridge Street, a 3.8m setback is proposed, which is consistent with the upper level setback on the Subject Site. A 4.5m setback above the podium is proposed along the common boundary with the Site.

Given that the Telstra Exchange building is unlikely to change in the future, the northern portion of the western wall is likely to remain exposed in views. In response, grey vision glazing has been incorporated into the facade where the side of the building will be visible in views from the public realm, which will provide greater internal amenity to the office floors, but to also ensure the building reads in the round more generally from oblique views. The lift core is proposed along the western boundary which results in a sheer blank wall for a portion of the western edge. To ensure the sheer wall presents as part of the overall composition, a high quality patterned ribbed concrete is proposed, which is framed by crisp light coloured concrete providing further architectural detailing. Overall, the treatment of the sheer western facade contributes to a consistent language of curved, sculptural elements and glazing interspersed with solid elements, creating a coherent whole and a well articulated building composition (Principle 3).

Opposite 30 Cambridge Street, a 3m setback is proposed above the podium to facilitate a building separation and allow for glazing to both upper forms of the Site and adjacent future development to provide greater internal amenity (Principle 5).

Due to the fact that both buildings are proposed to be office developments, a 7.5m upper level separation between the towers is considered acceptable, as overlooking measures are not required between office uses.

In summary, the future development context directly west of the Site requires the proposal to provide a setback above the podium to allow for the equitable development of the adjoining property (Principle 5).

Figure 7 View from west (render) (source: Gray Puksand)

Eastern interface

To its eastern boundary, the proposal provides a party wall on boundary to the height of the podium. Above the podium the building is setback 4.5m with a podium roof top terrace provided at Level 4. The eastern wall contains glazing for the full height of the tower above the podium, which is framed by crisp light coloured concrete with a triangular punctures in a similar manner to the western interface. The glazing will provide additional amenity to the office levels and contribute to the building being read in the round from long distance views.

The tower setback will facilitate clear views to the sky above the podium from both Carrington Road and Cambridge street, and provide daylight and outlook to future building occupants.

Directly east, 67 Carrington Road has similar lot dimensions to the Site. By providing a 4.5m setback above the podium this allows a built form to mirror the outcome, providing separation between the tower elements. This would facilitate an efficient mixed use or commercial development floorplate that also utilises its dual street frontages for primary orientation.

In consideration of the Site's width and lot sizes more broadly along Carrington Road, it is likely that properties beyond 67 Carrington Road to the east will also seek to develop in a similar way. The properties to the east have similar proportions to the Site. The properties at 51-53 and 57 Carrington Road do not extend to Cambridge Street and would likely require amalgamation to develop with the Cambridge Street lots. However, as all the properties along Carrington Road are in the same precinct with the same policy intent for denser built form providing commercial and retail spaces, consolidation is considered likely.

In summary, it is assessed that the proposal's setback above the podium to the eastern boundary is an equitable outcome that facilitates efficient development floorplates and affords both office and/or residential development outcomes to the eastern neighbouring property with amenity improvements along the shared boundary (Principle 5). Similarly, until such time as further development occurs to the east, the proposal has been designed with a well articulated boundary interface that contributes to a consistent and elegant design language applied across the building (Principle 3).

Figure 8 View from east (render) (source: Gray Puksand)

4.4 Public realm and activation

The proposal consists of a well resolved ground floor plane that aligns with the public realm policy aspirations for the Site and the MeAC more broadly. This includes the provision of a public pedestrian link running north-south through the Site, which will improve through block permeability and walkability more broadly within the MeAC.

Carrington Road

In response to Carrington Road's designation as a primary pedestrian link, the proposal incorporates maximum street front activation at the Ground Floor. This includes a glazed retail space that extends for the balance of the frontage. A half height fire booster cabinet is also located within the frontage which is also proposed to be glazed, therefore contributing to an activated facade.

The eastern end of the frontage consists of the primary building entry which also forms a public through link to Cambridge Street as an extension of the public realm.

The building entrance and pedestrian link are visually emphasised by introduction of a double floor height opening above the entrance. This combined with the light concrete framing element at the eastern and western edges ensure the entrance has a sense of address, clear sight lines and a sense of publicness.

An awning is proposed along the balance of the frontage to Carrington Road, which forms part of the architectural expression to the facade as well as providing weather protection to the footpath.

In summary, the proposal presents a highly activated Ground Floor plane to Carrington Road as sought by policy (Principle 6), along with a public pedestrian link through the site from Carrington Road to Cambridge Street, improving permeability (Principle 7).

Figure 9 Render showing Carrington Road Ground Floor (source: Gray Puksand)

Cambridge Street

Though two thirds of the Cambridge Street frontage are taken up by building services and the vehicle/loading bay entries to the Site, the balance of the Ground Floor edge contains a pedestrian link which facilitates through block pedestrian movement along with activation. Where possible, the services and vehicle entries have been treated with materiality and landscaping to soften their appearance and provide activation to the facade. The upper podium levels will also provide activation to the public realm.

In summary, the proposed design responses to both Carrington Road and Cambridge Street are supported from an urban design perspective as they optimise the use of well serviced land (Principle 1) and provide a high level of public realm amenity to both frontages (Principles 6 & 7).

Figure 10 Render showing Cambridge Street Ground Floor (source: Gray Puksand)

4.5 Visual bulk

Along Carrington Road the combination of a 4-storey street wall and 4.5m upper level setback will provide a comfortable street width to streetwall height ratio and an inviting, human-scale public realm within the Carrington Road streetscape and help to reduce the visual bulk of the tower element in views from the street.

To Cambridge Street the 4-storey street wall combined with 3.8m upper-level setbacks, ensure the proposal will transition in scale to the south and will avoid overwhelming the public realm. The upper-level setbacks above Level 8 will also ensure these levels are hidden from view from the opposite side of the footpath and dwellings on the southern side of Cambridge Street.

In summary, it is assessed that the proposal's visual bulk impacts have been mitigated through setbacks and massing (Principle 4) and is acceptable from an urban design perspective.

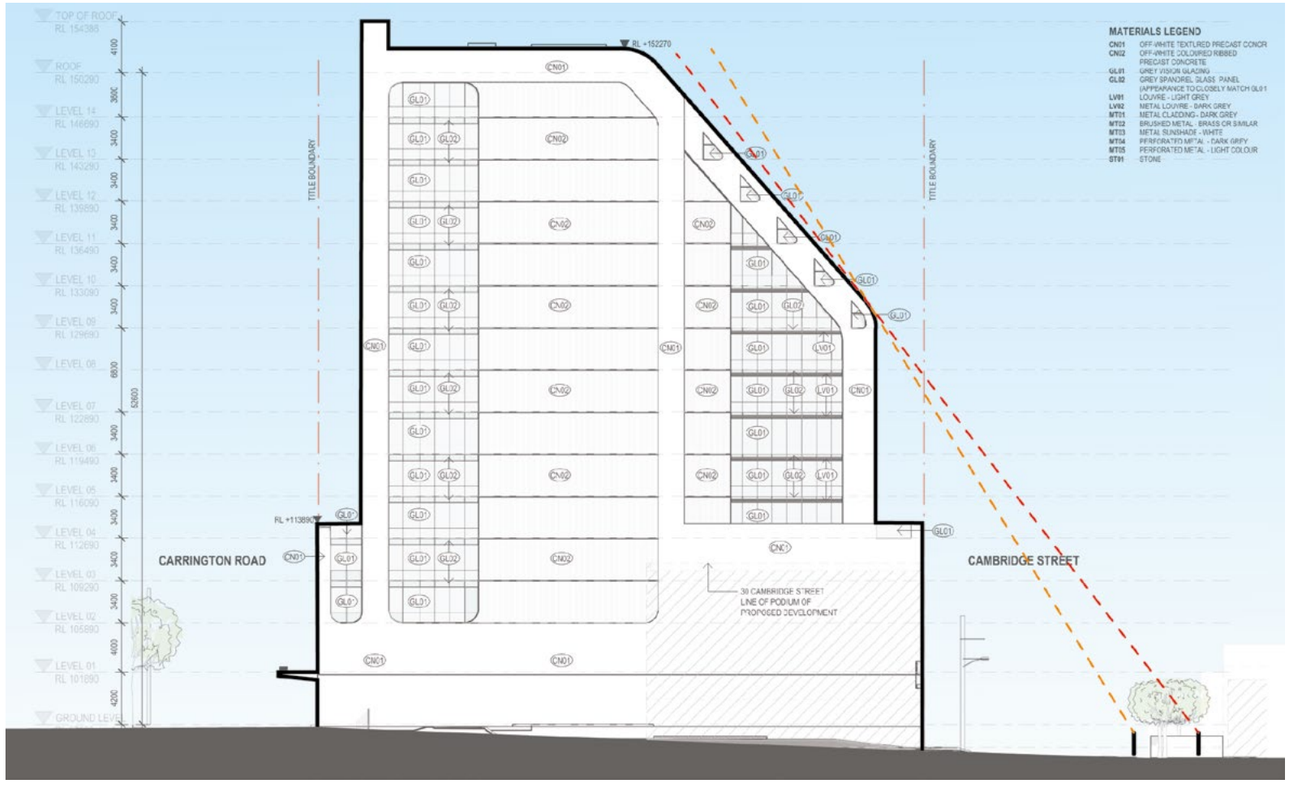


Figure 11 Sightlines from Cambridge Street (orange from public realm, red from SPOS of Cambridge dwellings)

Figure 12 Render showing raked upper form from Cambridge Street

4.6 Overshadowing

The southern side of Cambridge Street consists of 2 storey town houses zoned RGZ2. Clause 22.07 and the current Structure Plan espouse a 4-storey preferred height limit for the precinct, where increased density is supported.

Analysis of the current properties on the southern side of Cambridge Street determined that a number of dwellings utilise their north facing front yards as secluded private open space (SPOS). Based on this, off-site amenity impacts in relation to overshadowing need to be considered.

A specific overshadowing control does not apply to the Subject Site. However, the Structure Plan seeks to "*Avoid overshadowing of Key Public Spaces, Peripheral Residential Precincts or residential areas outside the Activity Centre between 11am and 2pm on 22 June, beyond what would result from an 11m building over the full extent of the site.*"

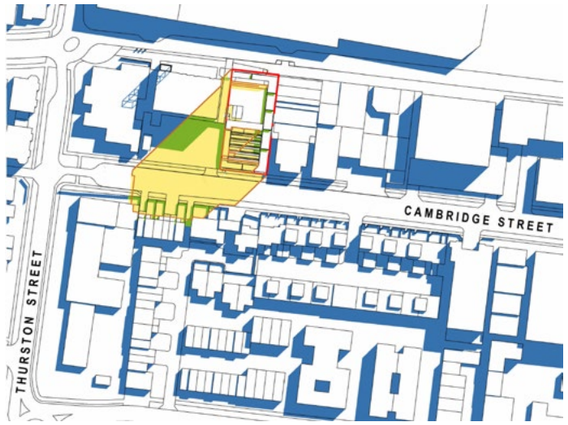
Contextually to the Subject Site, the closest Peripheral Residential Precinct is west of Thurston Street. The shadow studies demonstrate no overshadowing impact at the winter solstice west of Thurston Street.

In relation to the residential precinct south of Cambridge Street and the sensitivities of the front setbacks south of the subject site, Standard B21 has been applied as a more acceptable test.

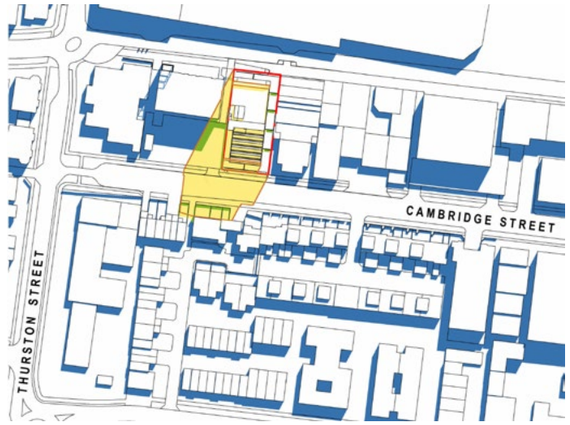
The dwellings at 37-41 Cambridge Street have their SPOS to the south of the dwelling, with additional POS to the north. As shown in Figure 13, the proposal will cast additional shadows to the POS beyond the existing fence of 37-41 Cambridge Street until 10am.

The SPOS of the 5/35 Cambridge Street will be overshadowed at 10am and 11am. The SPOS of 3/35 Cambridge Street will be overshadowed at 11am and 12pm, with minimal impact beyond the shadows cast by the existing fences at 12.15pm. The SPOS of the dwellings at 35 Cambridge Street will retain 5 hours of sunlight as sought by Standard B21.

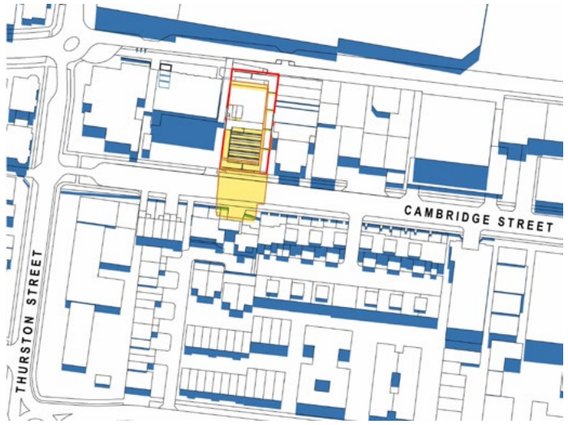
Overall, it is considered that the proposal avoids unreasonable and sustained overshadowing to the north facing SPOS of properties on the southern side of Cambridge Street (Principle 4).



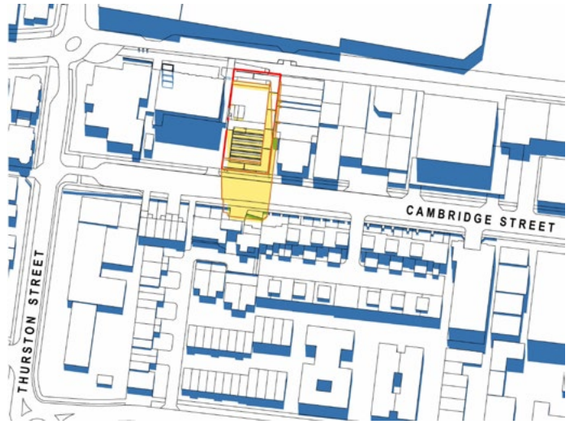
22ND SEPTEMBER - 10AM



22ND SEPTEMBER - 11AM



22ND SEPTEMBER - 12PM



22ND SEPTEMBER - 12.15PM

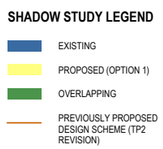


Figure 13 Hourly shadow diagrams (source: Gray Puksand)

5. CONCLUSION

The purpose of this report is to document the key characteristics of both the Site and the broader context that should influence its development from an urban design perspective, and to assess the proposed design response. This report identifies a number of urban design principles based on the Site's physical and policy context.

In summary, the proposal is supported from an urban design perspective.

We assess the proposed street wall heights and upper level setbacks to be responsive to the physical and policy context. The raked upper level setbacks to Cambridge Street ensure unreasonable overshadowing and visual bulk impacts are avoided.

We support the setback above the podium to the east to provide separation between tower elements and provide an equitable development opportunity for the property to the east. We also support the partial sheer presentation to the western boundary at the northern edge and a setback above the podium along the southern edge, as it creates an equitable outcome that facilitates a building separation above the podium.

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