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173 BURKE ROAD & 28 HOPE STREET, GLEN IRIS

URBAN CONTEXT AND DESIGN RESPONSE REPORT
REVISION 1

PREPARED FOR
TIME & PLACE

DATE OF REPORT
MAY 2024



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1.0 INTRODUCTION

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This Urban Context and Design Response Report has been prepared by Urbis on behalf of Time & Place to accompany a planning permit application for at 173 Burke Road and 28 Hope Street, Glen Iris (the Site).

The application proposes to be considered under Clause 53.23 of the Stonnington Planning Scheme as a Significant Residential Development with Affordable Housing.

The purpose of this report is to:

- Document the key characteristics of the Site and its physical and policy context that should influence its development from an urban design perspective.
- Explain how the proposed development responds to this context.

This report is divided into the following sections:

Section 2.0 Context outlines the context of the Site including immediate interfaces.

Section 3.0 Urban Design Principles identifies a suite of urban design principles, drawn from the context analysis, which should guide the design of the proposal.

Section 4.0-9.0 provides an assessment of the proposal thematically against the urban design principles.

Section 10.0 Conclusion summarises the findings of the report.

In May 2022, VCAT affirmed a refusal for a previous application for the Site. This report considers the urban design findings of the previous VCAT decision.



Figure 1. The proposal (source: Cera Stribley)

2.0 CONTEXT

2.1. STRATEGIC CONTEXT

The Site is located within the Glen Iris Neighbourhood Activity Centre (NAC) and zoned C1Z.

The Site is well serviced by public transport and within the PPTN. Tram route 5 is located 120m to the south, route 6 and bus route 624 are within 500m. Glen Iris Station is approximately 1.1km north-east.

The Stonnington Planning Scheme Strategic Framework Map at Clause 2.04 identifies the Site within the Malvern Road - Burke Road, Glen Iris Neighbourhood Activity Centre (Glen Iris NAC) (Figure 2). Burke Road is identified as a Primary Traffic Route, and Wattletree Road as a Tram/Bus Priority Route (west of Burke Road) with pedestrian priority.

The Activity centre hierarchy at Clause 2.03 identifies the centre as a Small NAC to serve a local shopping role offering a mix of uses, including retail and residential uses. New development is sought to be appropriate to the character and identity of the NAC (Clauses 2.03 and 11.03-1L-01).

Municipal housing directions at Clause 02.03-5 encourage "higher density residential development to locations with the highest accessibility to public transport and services; being sites in and beside activity centres, adjacent to main roads with trams and Smart buses and beside railway stations".

State-wide policy directions at Clause 11.03 aim for activity centres to deliver high density and diverse housing options.

The Site qualifies as a Substantial change area under Clause 16.01-1L-01, as confirmed by VCAT in its decision on the previous proposal for the Site.

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Substantial change in the form of medium-high density housing is directed to, "land in, beside or opposite a Small Neighbourhood Activity Centre, as shown on the Strategic Framework Plan (not including land opposite a rear laneway to the Small Neighbourhood Activity Centre)"

The Planning Scheme does not contain any specific built form guidance for this part of Glen Iris. No preferred maximum building height is identified for Substantial change areas. However, Clause 16.01-1L-01 identifies a height of up to 3 storeys for Incremental change areas.

Therefore, it can be inferred that Substantial change areas are intended to accommodate medium and higher density development of 4 storeys and above, provided that it appropriately considers the character of the area, and maintains reasonable amenity in surrounding residential properties and the public realm.

Urban Design Principle
1. Substantial change



Provide for substantial change in response to the Site's strategic location within the Glen Iris NAC and the PPTN.



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2.2. URBAN CONTEXT

BURKE ROAD

The Site is located on the corner of Hope Street and Burke Road. It is the first commercially zoned Site at the northern entry to the NAC.

Burke Road is a 20m wide arterial road running through the NAC and along the Site's eastern frontage, zoned TRZ2. Key features of the Burke Road streetscape to the south include:

- Relatively consistent 2-storey/10m Victorian shop fronts,
- Fine grain rhythm established by a repetition of expressed party walls, and
- Red brick and concrete render.

Key features on the east side of Burke Road opposite the Site include:

- Large 1-2 storey heritage dwellings on large lots, zoned GRZ7 'Residential Boulevards & Corridors', and
- Dwellings within heritage overlay HO351 that applies to the 'Dorrington Estate Precinct'.

Built form strategies contained within Clause 11.03-1L-01 'Activity centres' seek to "design higher built form so that it minimises impacts on the streetscape and does not dominate the heritage values and the human scale of the traditional retail strips".

Policy seeks this to be achieved by incorporating front and side setbacks above the podium (2-3 storeys), unless a higher podium meets the preferred character. A continuous street wall with uniform height is encouraged.

Local directions in relation to building design are found at Clause 15.01-2L. Key strategies relevant to the Burke Road context are listed below.

Building form

Encourage development and subdivision that respects the existing subdivision grain and rhythm of the built form character.

Support development that provides a sensitive transition to adjoining lower density development in terms of built form, scale and setbacks.

Building setbacks

Minimise impacts of larger-scale development on the streetscape and maintain the human scale of development at street level by:

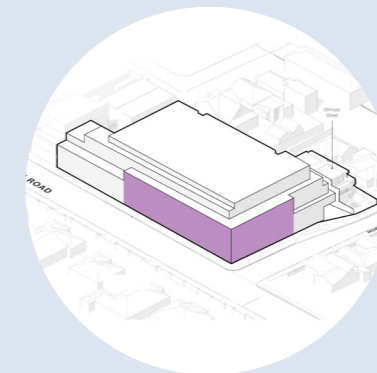
- *Establishing a podium level that reflects the existing street scale (e.g. 2-3 storeys), unless a higher podium meets the preferred character of the area.*
- *Setting back walls above podium level from the front boundary.*
- *Setting back walls from side boundaries above podium level to provide a separation between towers, in context with the area (or otherwise in accordance with an approved Structure Plan or Urban Design Framework).*

Frontages

Encourage development on corner sites to be designed to address both street frontages.

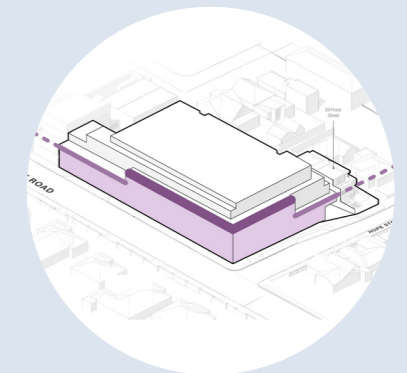
Urban Design Principles:

3. Strong marker



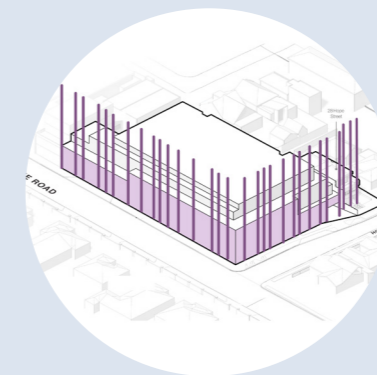
Mark the Site's location at northern entry to the NAC with stronger form than the foreground.

4. Street wall emphasis



Ensure street wall remains dominant built form element and responds to the streetscape context on both streets.

7. Fine grain facade



Ensure façade design responds to the rhythm and grain along Burke Road and Hope Street.

8. High quality architecture



Ensure development incorporates high quality architectural design that takes cues from the strong presence of red-brick in the area.

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HOPE STREET

The Site fronts Hope Street to the north. Hope Street is a 20m wide local tree-lined street, narrowing to 15m in front of the Site.

Opposite the Site to the north are 4 residential properties containing dwellings, and 177 Burke Road containing a medical centre.

177 Burke Road is zoned GRZ7 'Residential Boulevards & Corridors'. Under Schedule 7, a 10.5m maximum building height applies.

All other land within Hope Street (other than the Site) is zoned GRZ10 'Garden River & Garden Suburban Precincts'. Under Schedule 10, a 9m maximum building height applies. Other variations to Clause 54 and 55 include requirements for one tree canopy per site, setbacks of 2m and 1m on side boundaries for a distance of 5m behind front facades, and walls on boundaries to be set back 5m behind the front façade.

In terms of streetscape character, Hope Street comprises:

- Lots varying between 6m and 20m in width,
- Lots generally 41m deep,
- A mix of detached, semi-detached and multi-dwelling developments,
- Consistent front setbacks of 6-7m,
- Established front gardens and solid, low and high front fences, and
- 1 to 2 storey building heights.

While Hope Street is predominantly residential in character, the Site is zoned C1Z and forms part of the NAC. Policy seeks development on corners that addresses both frontages. Therefore, it is appropriate that the character of the Burke Road retail strip 'turns the corner' into Hope Street before transitioning to respond to the residential character opposite and further west.

Further urban design guidance for Hope Street is found in local policy for building design at Clause 15.01-2L. Key strategies include:

Building setbacks

Site buildings to match the alignment of existing buildings in the street.

Encourage front, side and rear setbacks of buildings to respect the existing character or contribute to the preferred neighbourhood character.

Support consistent front setbacks, sufficient for the planting of canopy trees, in residential streetscapes.

Landscaping

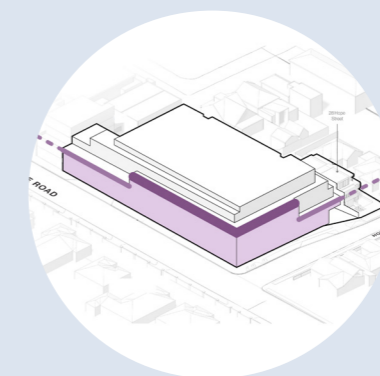
Design development to incorporate a designated landscape setting with substantial canopy tree vegetation, with the exception of land in a commercial zone where a street wall character is preferred.

Front fences, gates and garages

Encourage low, transparent fencing at the public/private interface and private garden landscaping that allow for passive surveillance of the public realm.

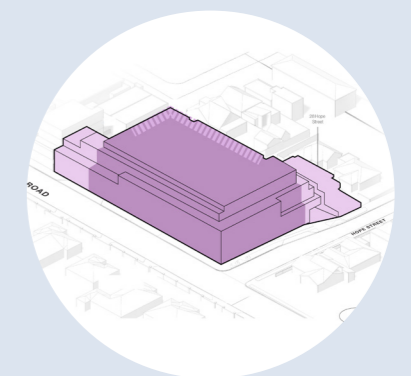
Urban Design Principles:

4. Street wall emphasis



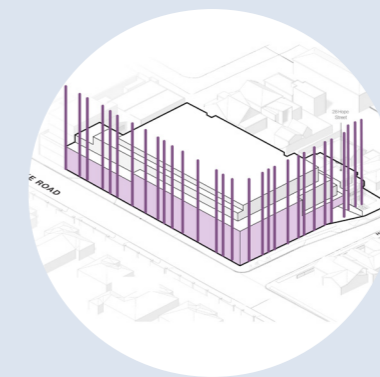
Ensure street wall remains dominant built form element and responds to the streetscape context on both streets.

5. Built form transition



Erode mass to the west and south-west to respond to low-scale residential character on Hope Street and Irymple Avenue.

3. Fine grain facade

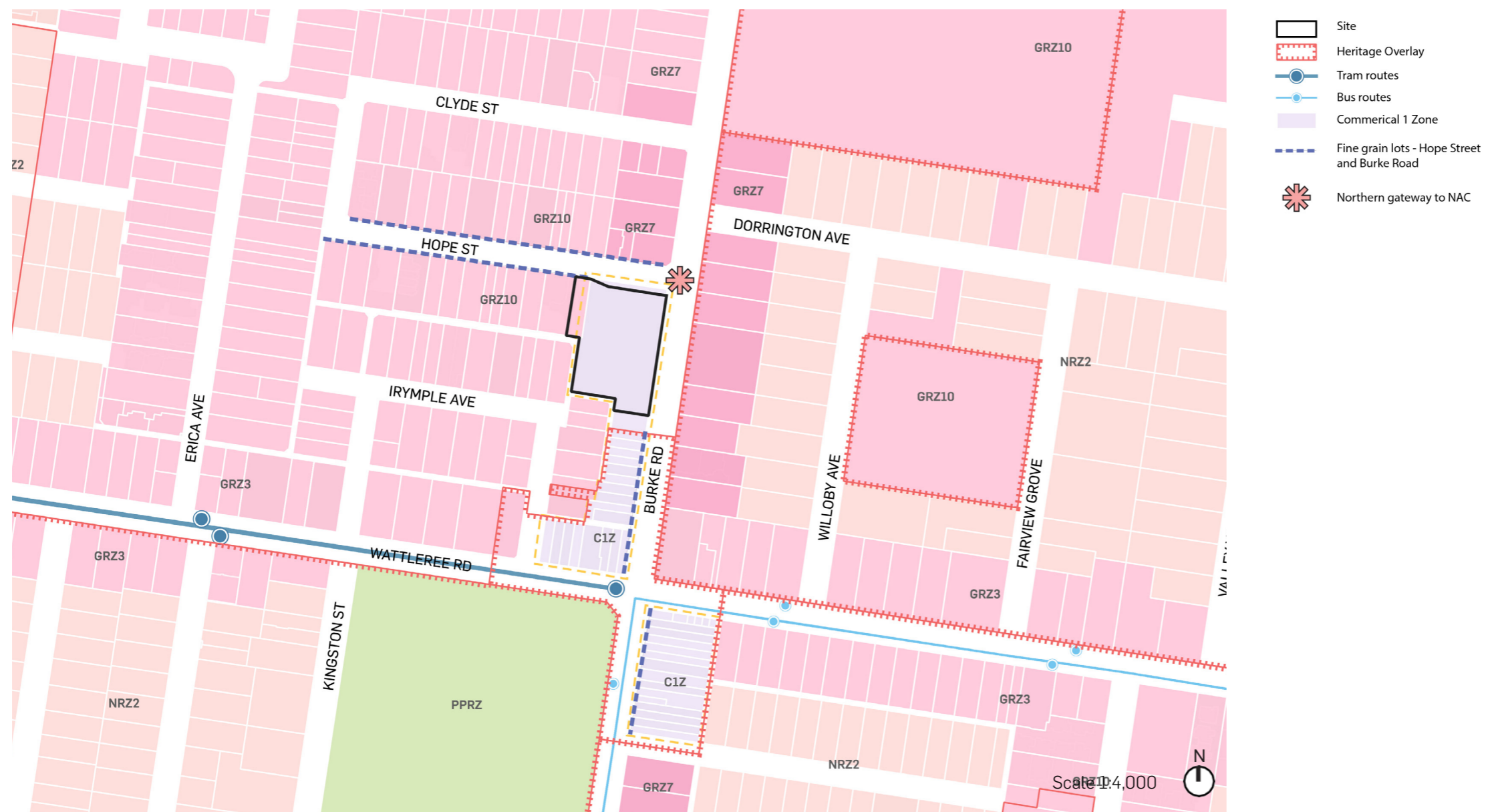


Ensure façade design responds to the rhythm and grain along Burke Road and Hope Street.



Ensure development incorporates high quality architectural design that takes cues from the strong presence of red-brick in the area.

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Figure 3. Urban context

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Figure 4. Urban context (source: Nearmap)



View to Site from Hope Street



View to Hope Street dwellings



View to Site from the south on Burke Road



View to shopping strip along Burke Road to the south



View to the Site from Irymple Avenue



View looking north along western laneway interface

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2.3. SITE AND INTERFACES

The Site is 4,753m² in total area and contains two properties:

- 173 Burke Road, a large C1Z zoned parcel of 4,305m² in area, and
- 28 Hope Street, a smaller GRZ10 zoned parcel of 448m² in area.

It is the largest property in the NAC and one of the largest in all Stonnington NACs. It has a 83.9m frontage to Burke Road and a 76m frontage to Hope Street. Local urban design policy supports the development of large isolated sites provided they respond to the best attributes of the existing neighbourhood, and integrate with the surrounding area (Clause 15.01-2L-01). Large sites present an opportunity for taller buildings because they can manage the resulting impacts through setbacks.

The larger, eastern part of the Site (173 Burke Road) is currently occupied by a 1-2 storey office building set back from all boundaries.

The smaller western parcel (28 Hope Street) contains a dwelling. It is also the subject site for a 'live' planning approval for a double storey dwelling.

To the west, the Site directly abuts 26 Hope Street at the northern half of the interface, which is occupied by two single storey dwellings, and 23 Irymple Avenue at the southern half, which contains a 2-storey dwelling. Both properties are zoned GRZ10.

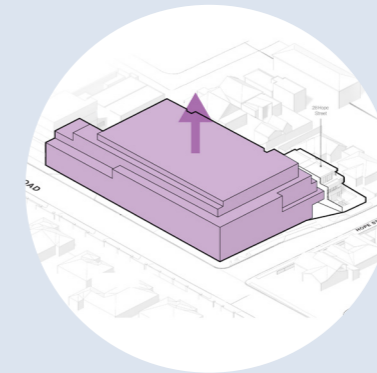
To the south, the western half of the Site abuts a 3m laneway with 25 Irymple Avenue located opposite, containing two 2-storey townhouses.

The eastern half of the Site's southern boundary directly abuts 163A Burke Road. This property currently contains a single storey gabled building set behind a front garden. It is the subject of a planning approval for a 4-storey development rising 2-storeys at the Burke Road frontage with upper floors set back by 4m. The approved form rises sheer to 4 storeys on the shared boundary with the Site.

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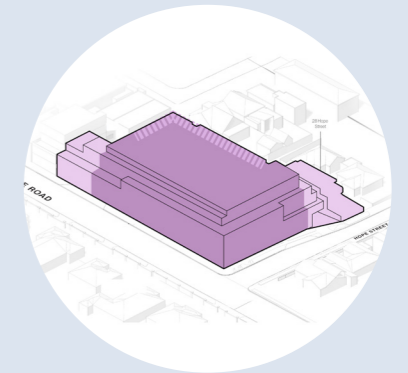
Urban Design Principles:

2. Taller form



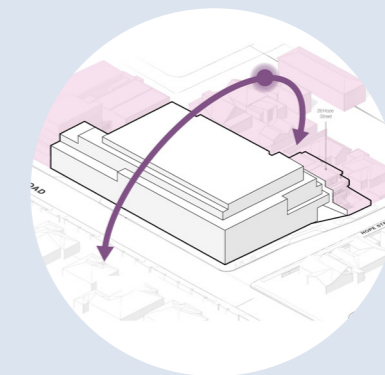
Capitalise on the Site's large size and mainly C1Z zoning.

5. Built form transition



Erode mass to the west and south-west to respond to low-scale residential character on Hope Street and Irymple Avenue.

9. Sensitive residential interfaces



Ensure development is designed to avoid unreasonable off-site amenity impacts (solar access, visual bulk and overlooking) to neighbouring residential properties.

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- Site
- Residential Interface
- Commercial Interface
- Laneway Interface
- Active Frontages

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Figure 5. The Site and surrounds (source: Nearmap with annotations)

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3.0 URBAN DESIGN PRINCIPLES

In response to the physical and policy context, the following urban design principles have been developed, which have guided the design of the proposal.

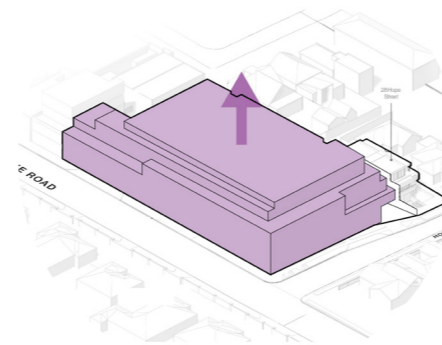
1. Substantial change

Provide for substantial change in response to the Site's strategic location within the Glen Iris NAC and the PPTN.



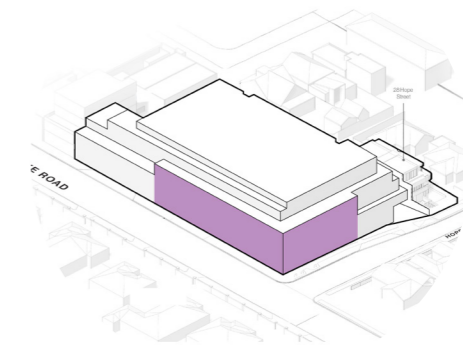
2. Taller form

Capitalise on the Site's large size and mainly C1Z zoning.



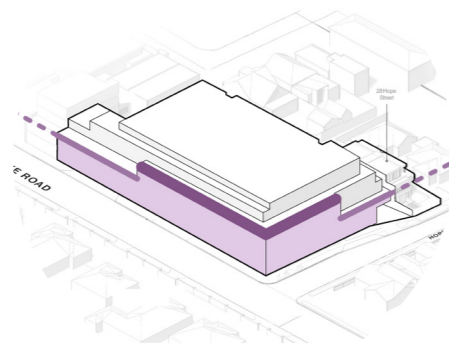
3. Strong marker

Mark the Site's location at northern entry to the NAC with stronger form than the foreground.



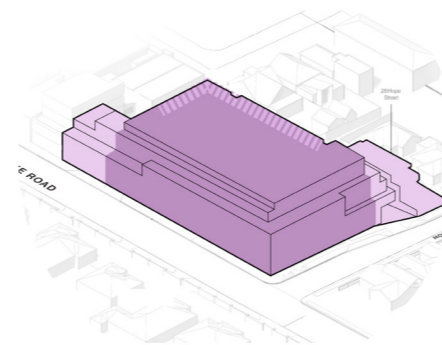
4. Street wall emphasis

Ensure street wall remains dominant built form element and responds to the streetscape context on both streets.



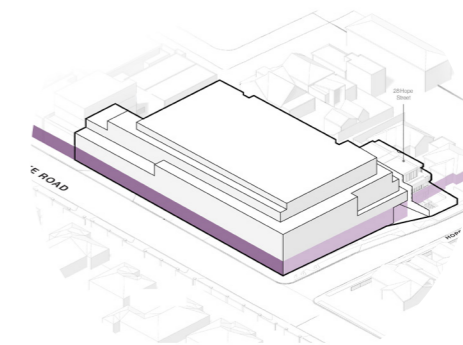
5. Built form transition

Erode mass to the west and south-west to respond to low-scale residential character on Hope Street and Irymple Avenue.



6. Activation

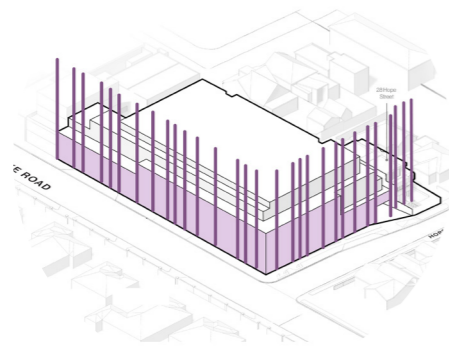
Activate both street frontages through uses, clear-glazing and visual interest that responds to the different characteristics of Burke Road and Hope Street.



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7. Fine grain facade

Ensure façade design responds to the rhythm and grain along Burke Road and Hope Street.



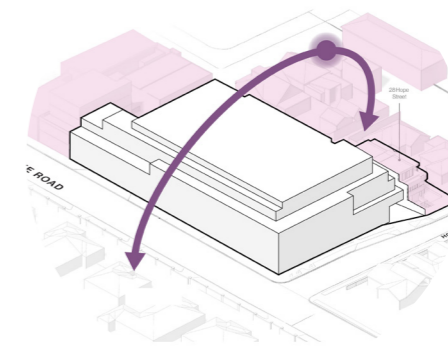
8. High quality architecture

Ensure development incorporates high quality architectural design that takes cues from the strong presence of red-brick in the area.



8. Sensitive residential interfaces

Ensure development is designed to avoid unreasonable off-site amenity impacts (solar access, visual bulk and overlooking) to neighbouring residential properties.



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4.0 GROUND FLOOR CONFIGURATION

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The Site has frontage to Burke Road and Hope Street. Land along Burke Road to the south contains retail tenancies fronting the Street.

Hope Street is a local street with a different context. Apart from properties at the intersection with Burke Road, the street is residential (including 28 Hope Street). Hope Street is characterised by single and double storey detached dwellings set back behind front gardens, many of which are behind a front fence.

The proposal's Ground Floor has been configured to respond to these varying interfaces. The Burke Road interface will be highly activated by the proposed café, residential lobby and the full-line supermarket. Each of these frontage elements will incorporate a combination of clear glazing and solid vertical elements for visual interest. An awning over the footpath is proposed along the full length of the Burke Road frontage for weather protection. However, the awning is too high to provide effective weather protection and should be lowered.

In relation to the previous scheme, VCAT raised concerns with traffic volumes in Hope Street resulting from the carpark and loading access. To help mitigate traffic impacts in Hope Street, this proposal has employed a dual access arrangement. A vehicle entry has been introduced on Burke Road, providing car park (entry only) and loading dock access, reducing vehicle movements along Hope Street.

It is preferable to avoid vehicle crossovers in retail streets from a pedestrian amenity perspective. However, the proposed vehicle access only represents 11% of the frontage. Therefore, given the need to lessen vehicle movements in Hope Street, this is considered to be an appropriate design response in principle.

The Burke Road driveway will be flanked by the food and beverage tenancy and residential lobby, with the side walls incorporating glazing to activate the space (see Figure 7). This, combined with high quality pavement treatments, will contribute to an inviting pedestrian experience and the Urban Design Principal for Activation.

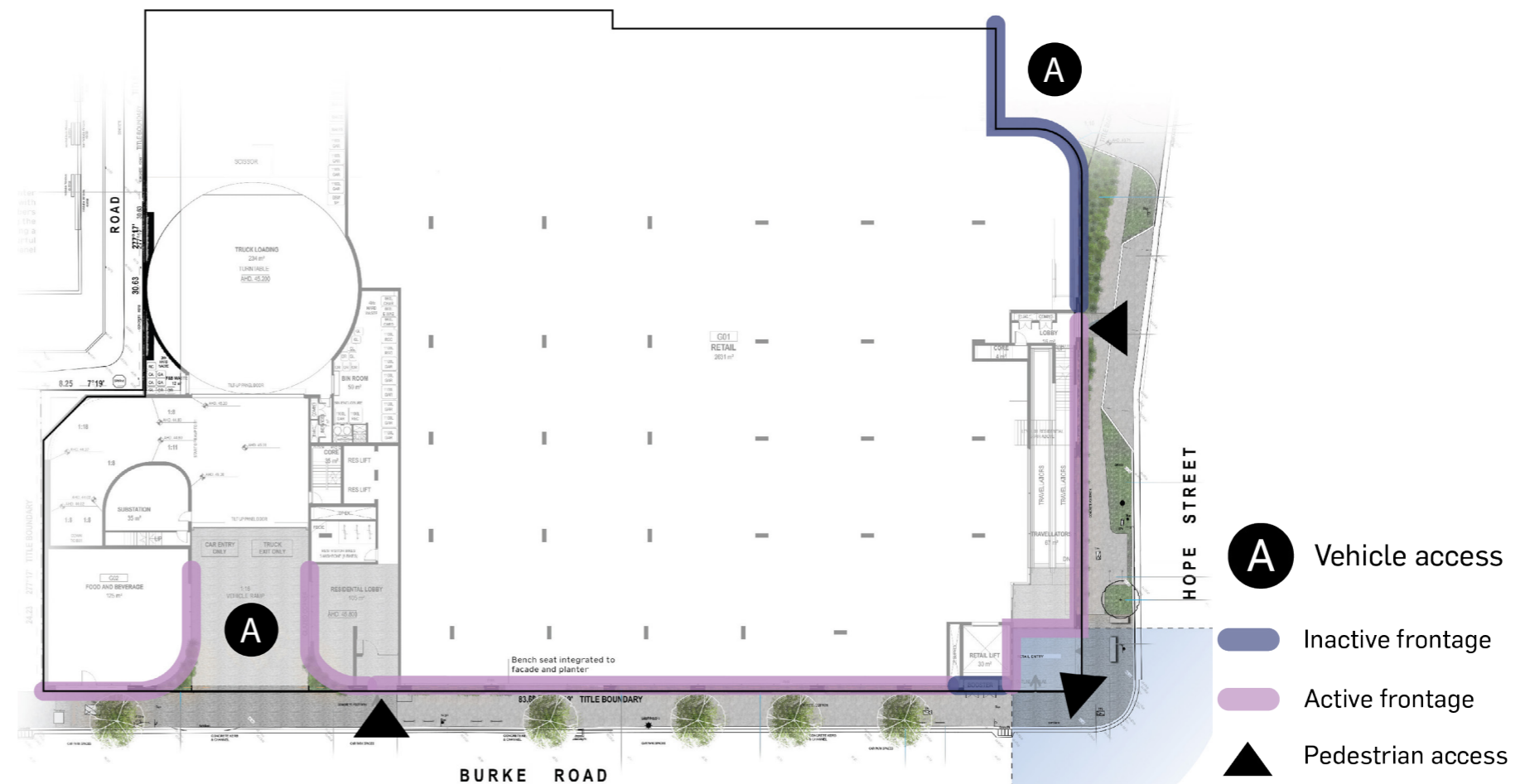


Figure 6. Ground floor layout (source: Cera Stribley)

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The Hope Street interface is proposed to have a different level of activation in response to its residential character. A carpark travelator is positioned along the Hope Street interface at its eastern end and clear glazed, which will contribute to Urban Design Principles for Activation and visual interest. This part of the Hope Street facade is designed to have a commercial character, by continuing design features of the Burke Road interface such as the arches and awning around the corner into Hope Street.

The balance of the Hope Street frontage of 173 Burke Road responds to the Urban Design Principle for Built form transition, being designed to transition in scale and character in response to the existing residential scale to the west. The greater proportion of solid to void, fine-grain brick detailing and planter will complement the residential character of Hope Street (see Figure 8).

The carpark and its driveway has been designed to be visually recessive. It will sit behind the façade line of 28 Hope Street to be largely concealed from views to the west.

The proposed building for 28 Hope Street has been designed to extend the design language of the 173 Burke Road building, which will contribute to a gradual transition into the residential context. It has a 1.3 to 1.6m high front fence, with landscaping behind. This is consistent with the height of front fences found within Hope Street. The material for the front fence is timber to match the streetscape and adjoining boundary fence.

The front setback of 28 Hope Street steps from 7m to 8.7m to respond to its western neighbour.

Overall, the extent of activation on Hope Street and Burke Road is considered to respond to the Urban Design Principles for Activation, Built form transition and Fine grain facade.



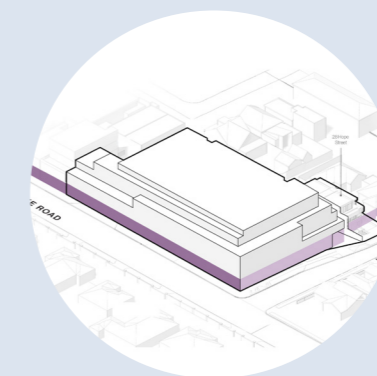
Figure 7. 3D view towards Burke Road vehicle access with activated returns (December 2023 Scheme) (source: Cera Stribley)



Figure 8. 3D view towards Hope Street commercial-residential frontage (source: Cera Stribley)

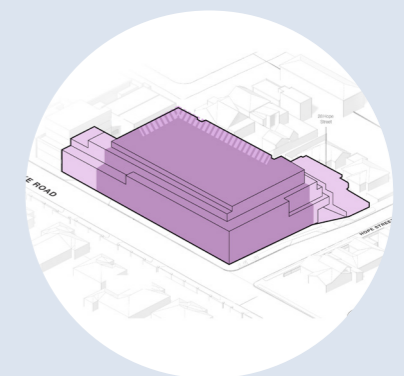
Urban Design Principles:

6. Activation



Activate both street frontages through uses, clear-glazing and visual interest that responds to the different characteristics of Burke Road and Hope Street.

5. Built form transition



Erode mass to the west and south-west to respond to low-scale residential character on Hope Street and Irymple Avenue.

7. Fine grain facade



Ensure façade design responds to the rhythm and grain along Burke Road and Hope Street.

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5.0 HEIGHT AND MASSING

The proposal is for a mixed-use development rising 5 storeys/19.1m (to the Level 04 parapet, excluding lift overrun). It is one storey less than the previous scheme which rose 6 storeys/22.3m (to the Level 05 parapet, excluding plant screen and lift overrun).

The planning scheme does not prescribe a maximum overall height for the Site. Therefore, appropriate height must be based on an analysis of the planning and physical context.

The proposal's height exceeds the scale of existing buildings and approvals in the activity centre, the tallest of which is a 4-storey approval to the immediate south of the Site. However, it is considered to be appropriate from an urban design perspective for a number of reasons outlined below.

First, the Site is by far the largest in the centre, which is a designated Substantial change area. Therefore, its development should be at a scale that takes advantage of its interfaces. One storey more than the approval for a much smaller property to the south is an appropriate response to this opportunity. This aligns with the Tribunal's summary of the existing context which determined that a greater height is appropriate.

Secondly, the proposal has been massed to focus the upper form towards the north-east corner. This will mark the northern entry to the Glen Iris NAC, and lessen its impact on the residential neighbours to the south and west edges. The proposed massing will ensure no additional overshadowing to neighbouring properties along with appropriate visual bulk and overlooking impacts, as discussed in Section 9 below.

Thirdly, the proposed street wall is 3 storeys high. In addition to providing a strong marker to the corner. This will help to conceal the levels above, as demonstrated in Figure 9. This massing approach better responds to the existing character than the previous scheme, which had an open frame element that exposed the upper levels. It also responds to the Tribunal's comments seeking a built form outcome more consistent with emerging built form change along the corridor, and a more typical response experienced in the backdrop to an activity centre.

Overall, the proposed height and massing is considered appropriate for the Site and context, and is considered to respond to the Urban Design Principle for Intensification, Taller form and Strong marker.

In response to the previous proposal, the Tribunal identified the opportunity for a multi-level form on the Site, due to its large size. However, it stated that development should also be responsive to both its large size, and its interface to the lower scale residential hinterland.

The Tribunal acknowledged that the Site's open corner position and size means that development is likely to serve as a strong marker at the northern end of the NAC. However, the Tribunal did not support the level of upper level exposure presented by the previous scheme.

The revised scheme responds to the Tribunal's commentary by better concealing the upper form. Further, mass previously located within the western and south-western parts of the Site has been substantially reduced as discussed further below, responding to the low-scale residential character at this interface.

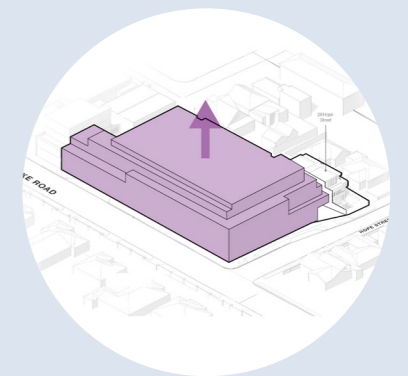
Urban Design Principles:

1. Substantial change



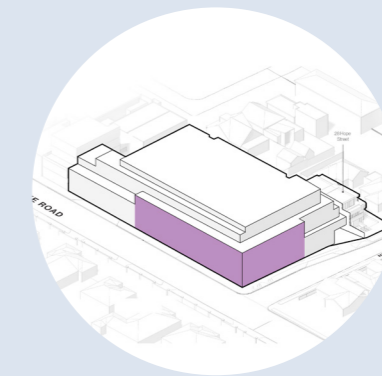
Provide for substantial change in response to the Site's strategic location within the Glen Iris NAC and the PPTN.

2. Taller form



Capitalise on the Site's large size and mainly C1Z zoning.

3. Strong marker



Mark the Site's location at northern entry to the NAC with stronger form than the foreground.

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Figure 9. Height and massing distribution in views from the north along Burke Road (source: Cera Stribley)

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6.0 BURKE ROAD INTERFACE

MASSING

As outlined in Section 2, the Site forms part of the shopping strip on the west side of the Burke Road. The strip is characterised by 1-2 storey heritage shopfronts. The Site has an anomalously long 80m frontage, compared to typical 6m wide lots. 163A Burke Road, which abuts the Site to the south, has an approval for a 4-storey mixed use development.

The proposed development has been designed to respond to the low-scale streetscape context to its south, while also responding to its own unique context.

The street wall is proposed to rise 2-storeys along the southern part of the Burke Road streetscape, to align with the broader 1-2 storey streetscape and the approved 163A Burke Road street wall. Moving north, the street wall steps up to 3 storeys. This greater height maintains a comfortable relationship with the width of Burke Road, while helping to conceal the upper form.

The upper form along Burke Road has been designed to step up in line with the street wall. Above the two-storey street wall level in southern part, one additional level (Level 02) is proposed set back 4m, in line with the 163A Burke Road upper form. The eave and parapet above will help to conceal upper floors.

Levels 03 and 04 are substantially set back from the south. Figure 10 demonstrates a view towards the proposal from the south, which shows the resulting recessive, stepped nature of the upper levels. This is a significant change from the massing of the previous scheme that went to VCAT, whose upper form was more exposed in views from the south.

Overall, the massing responds to the Urban Design Principles for Street wall emphasis and Transition.

FACADE DESIGN

In response to the previous scheme, the Tribunal concluded that the main concerns with the Burke Road interface were twofold, stating, "...the high degree of repetition in façade detailing, and the height and breadth of the upper three levels, offer limited variations in materials and detailing.

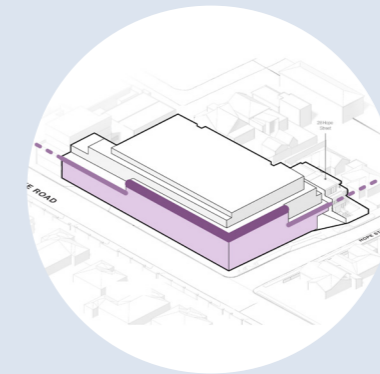
We find the relatively uniform façade contributes to a perception of excessive visual dominance. The aim to break up and articulate the façade is understood, but we also find the upper form is not sufficiently recessed above the street wall, given its height and breadth."

The proposal addresses both these concerns as follows:

- the stepped street wall and U-shaped recesses will break up its length,
- the facade design has a more irregular pattern of openings, which reflects the streetscape to the south,
- the taller/more solid street wall and reduction in overall height will ensure a more recessive upper form.

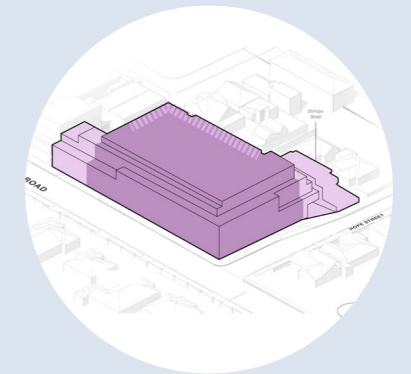
Urban Design Principles:

4. Street wall emphasis



Ensure street wall remains dominant built form element and responds to the streetscape context on both streets.

5. Built form transition



Erode mass to the west and south-west to respond to low-scale residential character on Hope Street and Irymple Avenue.

7. Fine grain facade



Ensure façade design responds to the rhythm and grain along Burke Road and Hope Street.



Ensure development incorporates high quality architectural design that takes cues from the strong presence of red-brick in the area.

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Figure 10 illustrates the proposal's revised architectural expression, which aims to balance the Site's breadth with the fine grain in the streetscape context.

The proposed building is designed with a legible composition of distinct parts, comprising a clear base and upper form. Both have a similar colour palette but include distinct details, which delivers a coherent overall composition.

The street wall is designed to have a high degree of solidity to complement the existing streetscape, rather than the open frame design of the previous scheme.

Along Burke Road, the street wall has been broken into three modules. This modulation combined with the height variation helps to break up the long 80m frontage. Two 'U-shape' voids in the street wall provide large, meaningful visual breaks.

Punched openings in the otherwise solid façade helps to further articulate the street wall modules. The varied widths of these openings resemble the irregularity of grain found along the street, and will provide further visual interest along the frontage.

Solid plinths along the supermarket frontage help to frame the openings and activate the street by providing seating.

The street wall is finished in a light-coloured brick treatment which draws on the surrounding character which has a strong presence of brick.

Levels 03 and 04 are defined by expressed floor slabs and curved parapet elements with glass facades setback behind. This will help to create a light-weight appearance. Level 04 is set back from Level 03 to further reduce visual bulk and allow for additional planting.

Overall, the façade design responds to the Urban Design Principle for Fine grain and High quality architecture.



Figure 10. Proposed massing and facade detail in views from the south along Burke Road (source: Cera Stribley)

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7.0 HOPE STREET INTERFACE

A key difference between the previous scheme and the current proposal is that the latter encompasses 28 Hope Street, zoned GRZ1.

28 Hope Street is proposed to be developed with a 3-storey apartment building, designed to integrate with the 173 Burke Road building. Its apartments are proposed to have their primary orientation to the north and west.

The opposite side of Hope Street contains 177 Burke Road, which contains a medical centre, and 23, 25 and 27 Hope Street each containing dwellings. To the west of the Site is 26 Hope Street which contains two dwellings in a battle axe arrangement with a shared driveway along the interface with the Site. Both dwellings contain windows facing the Site.

Figure 11 demonstrates the massing and design of the proposal in views from Hope Street.

The 173 Burke Road building incorporates a street wall that steps down from 3 storeys at the corner opposite the medical centre, to one storey further west. The façade design helps to transition to the residential context by emphasizing the single storey element. Levels O1 and O2 are setback 2.6m behind the one storey street wall, and a total of 6m from the street boundary.

The built form also steps back substantially from the western side boundary as it rises to assist in transitioning between the activity centre and residential characters. Curved walls on upper levels will further soften the transition to the west. Figure 11 demonstrates how the proposed 28 Hope Street building will act as an intervening form in the foreground to the taller building element, reducing its visibility from the west.

In response to the previous scheme, the Tribunal found the visual impact of the development to be "significant from the public realm" in Hope Street.

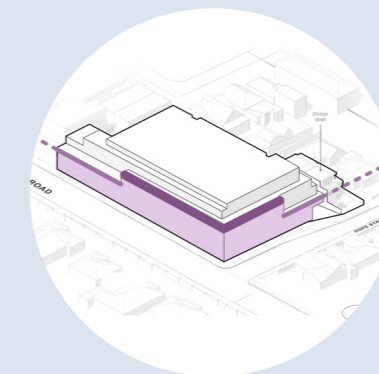
Figure 11 illustrates how the horizontal expression, stepped built form and lighter materials of the revised proposal results in a lesser visual impact.

Therefore, the proposal addresses the Tribunal's concerns through changes to massing and the inclusion of the 28 Hope Street form, which will achieve a better transition between the C1Z and GRZ properties within Hope Street.

The revised scheme responds to the Site and low-scale residential hinterland.

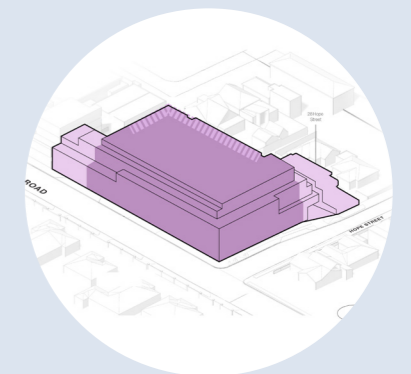
Urban Design Principles:

4. Street wall emphasis



Ensure street wall remains dominant built form element and responds to the streetscape context on both streets.

4. Built form transition



Erode mass to the west and south-west to respond to low-scale residential character on Hope Street and Irymple Avenue.

8. High quality architecture



Ensure development incorporates high quality architectural design that takes cues from the strong presence of red-brick in the area.

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The proposal will upgrade the Burke Road/Hope Street intersection to be fully signalised. The vehicle access onto Hope Street is set well back from the street to contribute to the commercial-residential character transition. Ground level landscaping and a creeper on the curved Ground Floor wall will help to soften the built form and respond to the landscape character of Hope Street.

The Burke Road podium treatment wraps the corner into the eastern end of the Hope Street frontage, then transitioning to a more residential look and feel. More solidity in the Ground Floor facade, the tapering away of the setbacks at 28 Hope Street respond to the residential character found within Hope Street. The architectural language of the podium carries through to 28 Hope Street, resulting in a holistic, integrated design. Towards the west, balcony balustrades adopt a metal picket treatment to respond to the lightweight materiality found within the neighbouring residential context.

For these reasons, the proposal is considered to respond appropriately to Hope Street in line with Urban Design Principles for Street wall emphasis, Built form transition and High quality architecture.



Figure 11. Proposed massing and facade detail in views from the west along Hope Street (source: Cera Stribley)

8.0 IRYMPLE AVENUE INTERFACE

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A 3m wide rear laneway wraps the south-west corner of the Site. Residential properties at 23 and 25 Irymple Avenue lie either side of the laneway. Between these two properties, the south-west corner of the development will be visible from the public realm in Irymple Avenue. Notably, the existing building on the Site contains an approx. 1.8-1.9m high fence on the laneway boundaries and an approx. 8.3m high building setback 1.3m from the southern and 6m from the western boundaries

Figure 12 illustrates the proposed building massing at the south-west corner of the Site. The proposal will include a boundary wall rising 3m high along the boundary, with a 3.2-3.5m high element on the corner to accommodate a lift core.

In views from Irymple Avenue, the 3-3.5m wall will be visible. However, its height is considered appropriate due to the Site's commercial zoning, the rear lane context and its comparability to the existing high fence on the Site. Notably, the boundary wall is low in height than the previous proposal.

Above the boundary wall, Level 01 and 02 incrementally step back. The Level 01 balcony balustrade will be visible, treated in a high quality textured concrete.

Levels 02, 03, 04 and 05 are setback substantially from this interface. These levels have slender, undulating eaves. Recesses and curved cut-outs allow for gaps to the sky between units. Glass and muted metal soffit elements give the appearance of a lightweight form. These design strategies will limit the visual presence of the proposal in Irymple Avenue to an appropriate level, while continuing to deliver a level of intensification appropriate for a large site within the Glen Iris NAC.



Figure 12. Proposal in views from Irymple Avenue (right) and previous scheme (left) (source: Cera Stribley)

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Figure 12 demonstrate a comparison of the previous scheme versus the proposed. It demonstrates the combination of setbacks and lightweight architectural expression help to reduce the visual bulk of the proposal in views from Irymple Avenue.

Therefore, the proposal responds to the Urban Design Principle for Transition and High quality architecture in views from Irymple Avenue.

In response to the previous scheme, the Tribunal found, "The substantial presence in Irymple Avenue is [also] evident, including multiple levels over the top of the recently developed two storey townhouses in the foreground of the photomontage. Notwithstanding that the building would appear as a background form in these locations, we find the outcome is unacceptable."

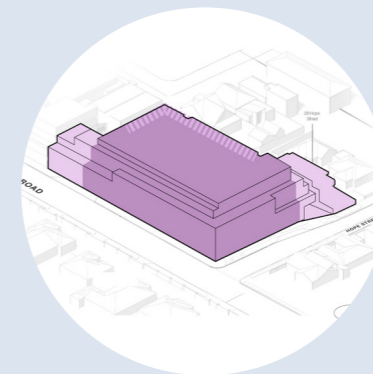
Figure 8 demonstrates the difference in massing and design of the proposal compared to the previous scheme. As demonstrated in the comparison, the changes in the layout and detailed design of the building significantly reduce visual bulk impacts to the south-west corner. The high wall on the boundary has also been reduced to be generally lower than the previous proposal.

Therefore, the proposal addresses the Tribunal's concerns in this view.

Urban Design Principles:

4. Built form transition

8. High quality architecture



Erode mass to the west and south-west to respond to low-scale residential character on Hope Street and Irymple Avenue.



Ensure development incorporates high quality architectural design that takes cues from the strong presence of red-brick in the area.

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9.0 RESIDENTIAL INTERFACES

26 HOPE STREET

The Site directly abuts 26 Hope Street, occupied by two single storey dwellings. 26 Hope Street has a shared driveway along the majority of the shared boundary with the Site at 28 Hope Street. Unit 2/26 Hope Street has SPOS and a window facing the Site. Unit 1/26 does not contain a window facing the Site.

The proposed building for 28 Hope Street is set back 11.8m from the rear boundary to provide carparking. Therefore, its 3-storey form will not directly interface the SPOS of Unit 2/26 Hope Street.

The top edge of the Level 02 balustrade and roofline will have a minor encroachment into the Standard B17 envelope. However, as the area of encroachment is not opposite any primary habitable room windows or SPOS, and it is not considered to have a material visual impact, it is considered to be acceptable.

Shadow plans demonstrate that the proposed 28 Hope Street building will cast an acceptable amount of shadow onto 26 Hope street at 10am on the 22nd of September, predominately hitting the driveway.

Therefore, the response to this interface is considered appropriate in relation to the Urban Design Principle for Sensitive residential interfaces.

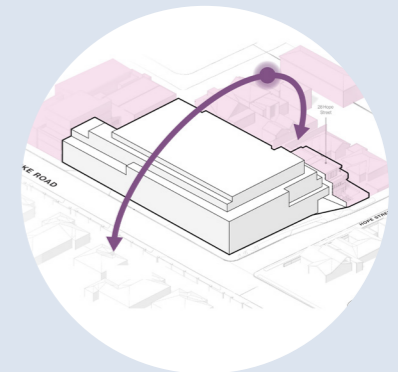


Figure 13. North Elevation of 28 Hope Street (source: Cera Stribley)



Figure 14. 3D view of 28 Hope Street (source: Cera Stribley)

Urban Design Principle 9. Sensitive residential interfaces



Ensure development is designed to avoid unreasonable off-site amenity impacts (solar access, visual bulk and overlooking) to neighbouring residential properties.

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23 IRYMPLE AVENUE

23 Irymple Avenue lies adjacent to the southern part of the western boundary of 173 Burke Road, across a 3m laneway. It contains a 2-storey dwelling. The property is zoned GRZ10. The rear SPOS of 23 Irymple Avenue faces north towards 28 Hope Street, rather than east towards the 173 Burke Road development.

The proposed apartment building at 28 Hope Street rises to a maximum height of 9m and is setback substantially from the rear boundary. It sits well within the Standard B17 requirement applicable under GRZ10.

To the east of 23 Irymple Avenue, the proposal will have a boundary wall rising 3m high along the opposite side of the laneway. The building has been designed to step back above. Figure 15 is an E-W section through the rear SPOS of 23 Irymple Avenue. It demonstrates that the boundary wall will be substantially lower and the upper form setback more than the previous scheme, and well within the Standard B17 visual bulk envelope.

Viewed from the SPOS of 23 Irymple Avenue, the upper levels will be visible but substantially set back. This is considered to be an acceptable response for a C1Z development within an activity centre particularly as 23 Irymple Avenue's primary outlook is to the north.

No overlooking will occur to 23 Irymple Avenue within 9m.

The proposal will not result in any additional overshadowing of 23 Irymple Street from 10am at the September equinox onwards.

Therefore, the response to this interface is considered appropriate in relation to the Urban Design Principle for Sensitive residential interfaces.

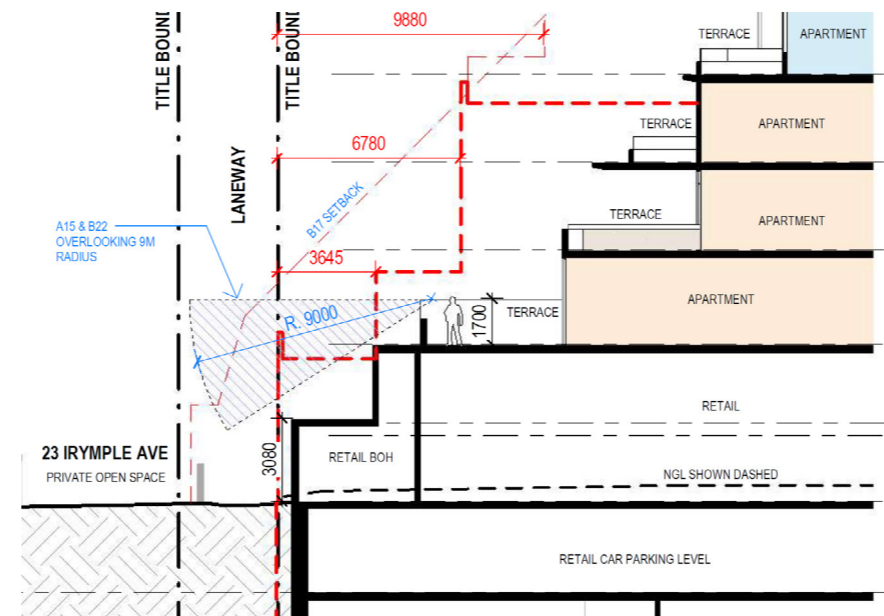


Figure 15. East-west section through the rear SPOS of 23 Irymple Ave (source: Cera Stribley)

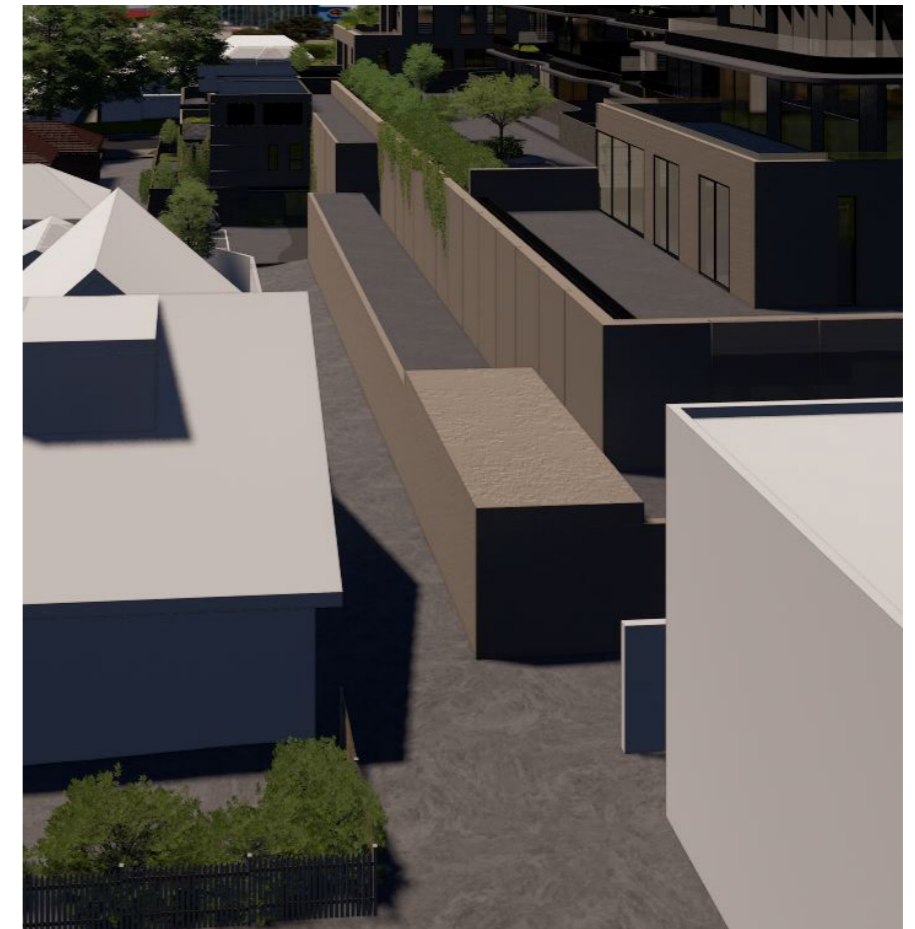


Figure 16. 3D oblique view of the proposal's interface the laneway and 23 Irymple Street from the south (December 2023 scheme)(source: Cera Stribley)

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25 IRYMPLE AVENUE

In the western part of the southern boundary, the Site interfaces a laneway, then 25 Irymple Avenue beyond. The Site wraps the northern and part of the eastern side of the laneway interface to this property. 25 Irymple Avenue contains two attached townhouses with rear SPOS. The rear SPOS is 8m x 4.7m for each townhouse and enclosed by a high wall of approximately 1.9m. Habitable room windows face the Site (Figure 18).

Figures 17, 19 and 20 illustrate the built form response to the SPOS of 25 Irymple Avenue. The section illustrates that the proposal will have a wall rising 5.8m on the laneway boundary. However, oblique views demonstrate that the upper part of the wall is set in from the boundary, as it follows the curvature of the internal truck turntable. This will reduce the visual impact of the proposal.

Taking into consideration its existing rear SPOS side wall, only a small portion of the proposed Ground Floor wall will be visible from the rear SPOS of 25 Irymple Avenue. Further, proposed landscaping along the Ground Floor wall will help soften its visual impact.

The proposal has been designed to ensure south facing balconies are well set back and to incorporate planters to avoid any downward views of 25 Irymple Avenue. The upper form has been massed to ensure no additional overshadowing to the rear SPOS of 25 Irymple Avenue at the September equinox.

Therefore, the response to this interface is considered appropriate in relation to the Urban Design Principle for Sensitive residential interfaces.

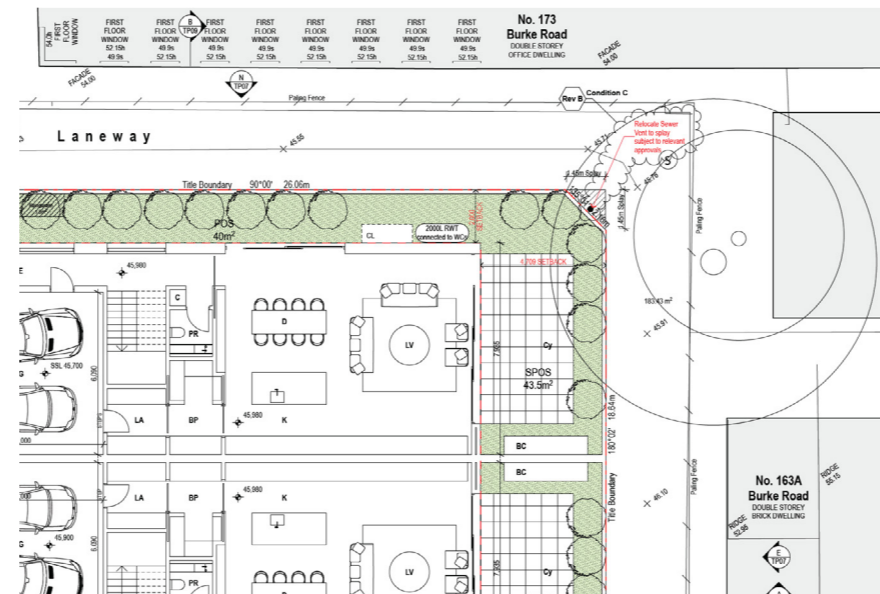


Figure 18. Ground Floor Plan of townhouses at 25 Irymple Street

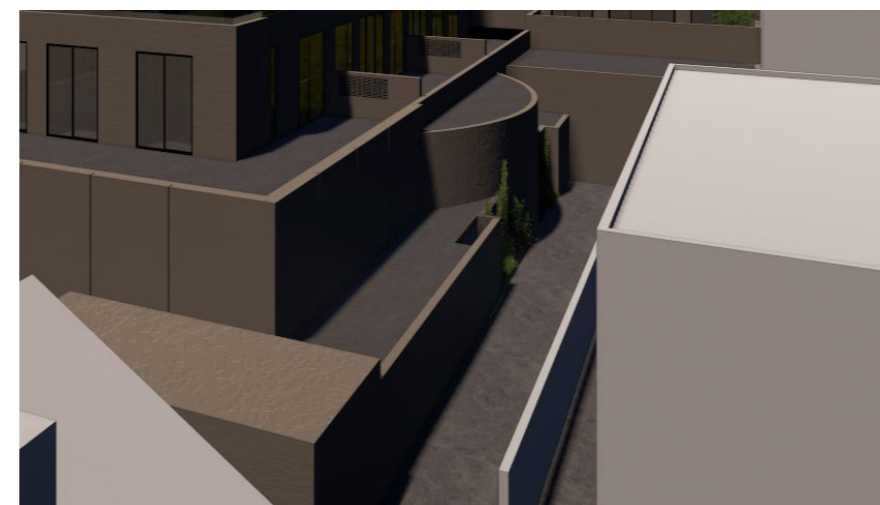


Figure 19. 3D oblique view of the proposal's interface to the southern laneway and 25 Irymple Street from the west (December 2023 scheme) (source: Cera Stribley)

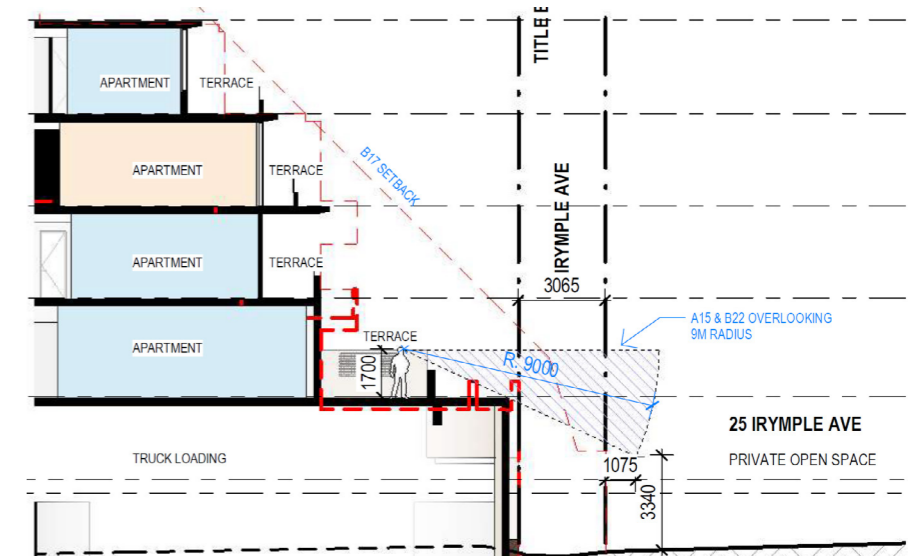


Figure 17. North-south section of the proposal cut through the rear SPOS of 25 Irymple Ave (source: Cera Stribley)

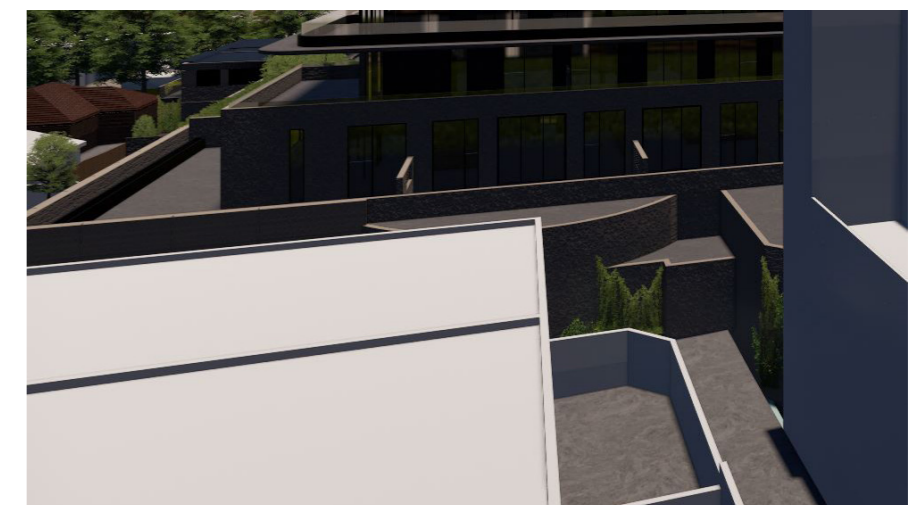


Figure 20. 3D oblique view of the proposal's interface to the southern laneway and 25 Irymple Street from the south (December 2023 scheme) (source: Cera Stribley)

10.0 CONCLUSION

In summary, the proposed development successfully responds to its physical and policy context and the Urban Design Principles.

The height and massing of the development responds to the Site's size and its location at the northern entry to the NAC, while transitioning down to the residential hinterland to the south and south-west.

Along Burke Road, the proposed massing and facade design responds to the streetscape context, and the long facade is broken down into a number of sub-volumes that lessen its visual presence.

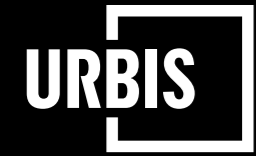
Along Hope Street, the building steps down and transitions from a commercial architectural language to a residential language while remaining a coherent and cohesive design.

The development has been designed to ensure Burke Road is well activated and provides weather protection for passing pedestrians. However, it is considered that the awning is too high and should be lowered.

The building has been carefully considered in response to each of its residential and laneway interfaces to ensure no adverse visual bulk, shadowing or overlooking impacts.

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