



**Malvern Road - Burke Road
Neighbourhood Activity Centre
Urban Design Framework**

City of Stonnington

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1.0 Introduction

Background

This report was commissioned by the City of Stonnington in response to the opportunity presented by the planned grade separation of the Glen Waverley rail line at Burke Road to revitalise the Malvern Road-Burke Road Neighbourhood Activity Centre. In 2013, DLA undertook an urban design analysis for the activity centre to identify issues and explore the potential for them to be addressed as part of the grade separation of Burke Road. The report analysed the relationships between transport infrastructure, land use, public realm and built form. The key analyses are attached as Appendix 1.

The Urban Design Framework (UDF) is intended to provide detailed direction in relation to the future built form and public realm of the centre, the land created by the grade separation, and areas in the immediate vicinity. The UDF has been informed by discussions with Council officers and other key stakeholders including the Department of Transport, Planning and Local Infrastructure, VicRoads, VicTrack, Yarra Trams and Office of the Victorian Government Architect.

In May 2014, the State Government announced \$457 million in funding to remove three level crossings, including Burke Road Glen Iris. VicRoads will deliver this project by lowering the rail line below Burke Road (the 'rail under' option). This design proposes a new train station building at the Burke Road level, maintaining entry to the station at street level. It

also proposes a new forecourt at the station entrance at the intersection of Burke Road and Carroll Crescent. The design provides for a consolidated tram stop on Burke Road. A commuter car park is proposed to be located on the south of the new rail line alignment to the west of the station.



Figure 1: Existing and proposed rail alignment

Consultation

In July 2014, approximately 2000 local residents and traders were invited to attend focus group sessions to help inform the development of the UDF. They were also invited to complete an online survey. The community provided feedback through surveys (25 responses) and focus group sessions (48 attendees) on the key attributes of the area, main modes of travel, the places and spaces that they value and what they would change about the centre.

The consultation undertaken has shown that the centre is utilised, primarily due to its access to public transport (train and tram). However, there are improvements that could be made, such as car parking, public open spaces, pedestrian and cycling links and uses (shops, cafes, businesses) etc.

Built form in the centre was discussed during the focus group sessions with the majority of residents attending anticipating additional height within the existing commercial area of the centre given the recent VCAT approval of seven stories on the corner of Malvern Road and Burke Road. The community understood that the heights within the surrounding residential areas have been set by the recent approval of Council's residential zones by the Minister for Planning and that the UDF does not propose to change these heights.



Study Area

The UDF addresses the land affected by the grade separation project and the Malvern Road – Burke Road Neighbourhood Activity Centre (shown in red in Figure 2) The core study area is generally bounded by Carroll Crescent to the north, Malvern Road to the south, Glenarm Road to the west and Burke Road to the east. The peripheral study area extends along the rail corridor and to the east of Burke Road.

The UDF also takes into account the surrounding movement network, land use and built form pattern, and open space network. This includes key nearby features such as Gardiner Park, Gardiner Creek Trail, St Andrews Gardiner Tennis Club and Peace Park.



Figure 2: Study Area

2.0 Vision and Objectives

The City of Stonnington Activity Areas Study identifies the centre as a small neighbourhood activity centre which is highly accessible and has destination retailing (sporting goods) and a high concentration of commercial uses, particularly general office uses. It identifies that the centre has an opportunity to maintain and promote its role as a sporting hub along with recreational goods retailing.

The Stonnington Municipal Strategic Statement (MSS) promotes a role for small neighbourhood activity centres as a hub of retail uses for everyday needs with a complementary mix of uses in peripheral areas such as specialty retailing, offices, services, residential and small scale entertainment uses. It encourages development appropriate to the character and identity of the centre.

Through community consultation, it is understood that the community's vision for this area includes creating a community-centred hub with a mix of uses, including safe and attractive public places. The community envisages a more accessible place with higher density to make it more vibrant.

The UDF builds on these visions. It is based on the following, integrated vision:

“ The Malvern Road – Burke Road Neighbourhood Activity Centre will become a more vibrant and accessible hub of local shops, services and social activity.”

The overarching objectives of the UDF are:

- To enhance the pedestrian and cycle network to improve access to the centre and station, and encourage more sustainable modes of travel;
- To accommodate growth in retail, commercial and residential space, significantly enhancing the centre's vibrancy, amenity, safety and sense of place;
- To identify potential new public open spaces and improvements to existing streetscapes to enhance the pedestrian environment; and
- To ensure the centre becomes an inviting and memorable place.

3.0 Strategic Context

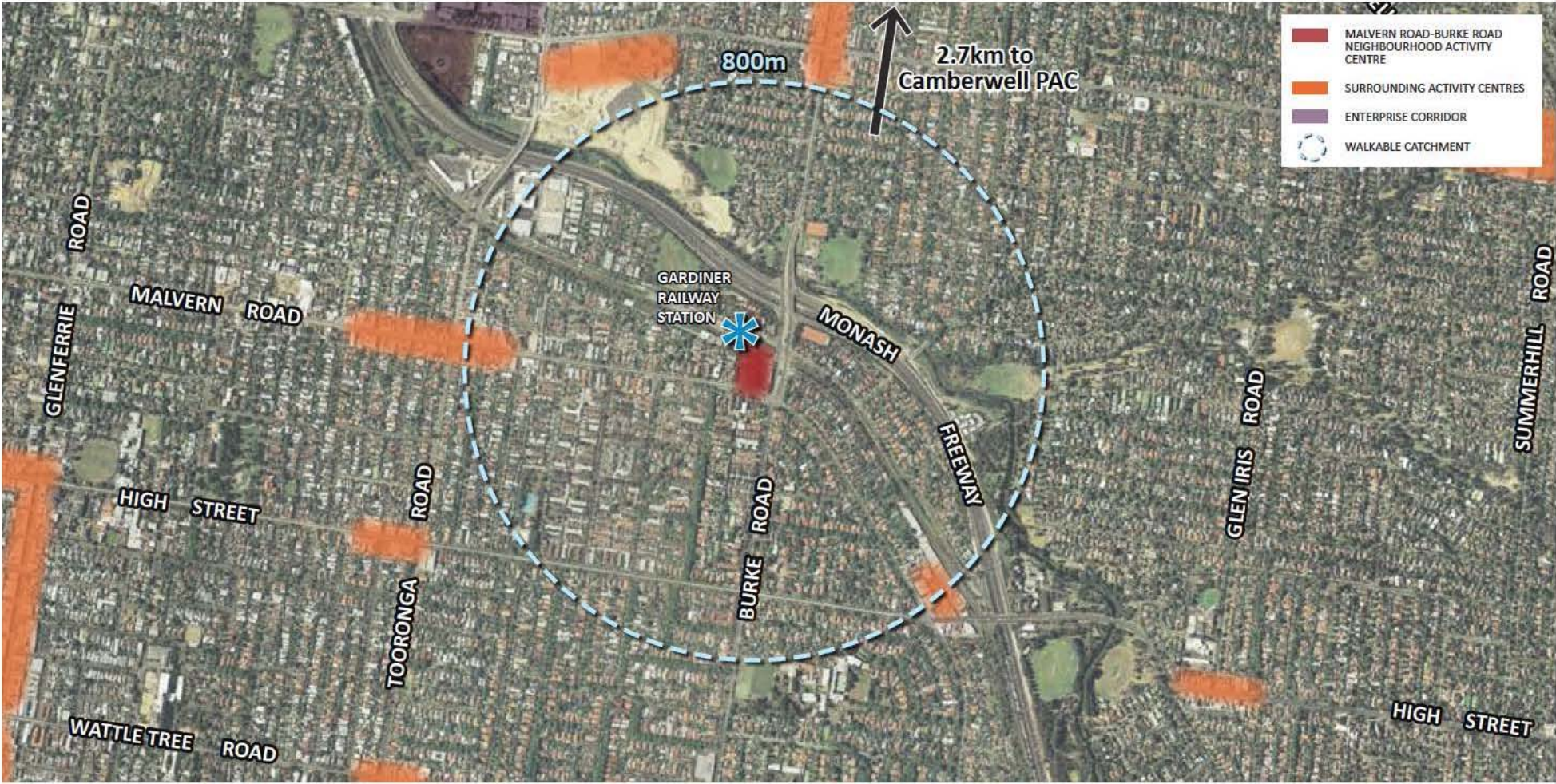
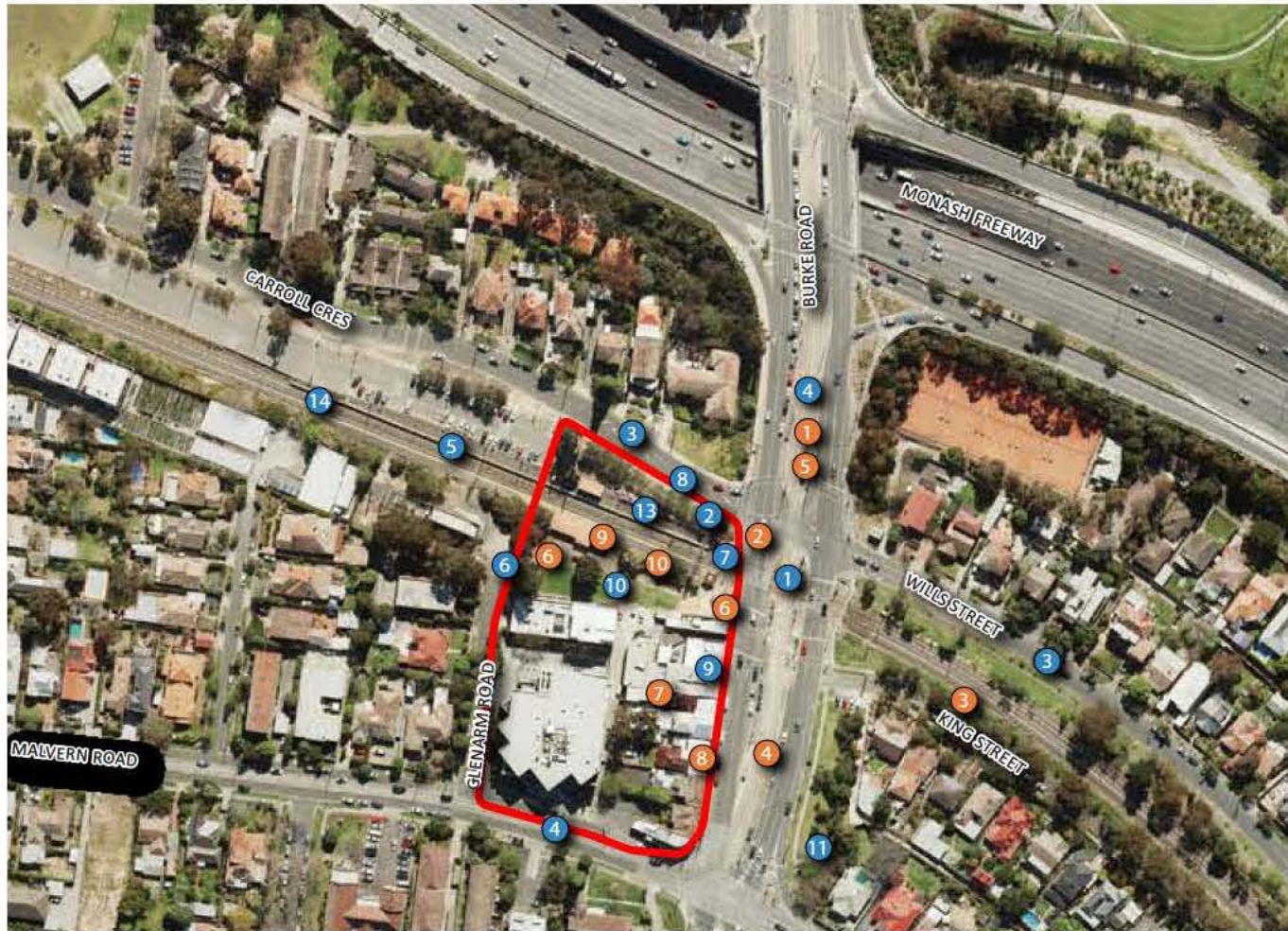


Figure 3: Strategic Context

4.0 Issues and Opportunities



The key issues and opportunities are shown on this plan. For further details please refer to Appendix 1.

- Issues**
- 1 Burke Road congestion
 - 2 Poor pedestrian amenity and safety at train-tram interchange.
 - 3 Lack of usable open space in the vicinity of the centre.
 - 4 Lack of landscaping along Burke Road.
 - 5 Unsafe environment for pedestrians and cyclists along Burke Road.
 - 6 Poor quality pedestrian path to train station from Burke Road and Glenarm Road.
 - 7 Lack of convenience shops and services
 - 8 Poor quality retail offer
 - 9 Lack of secure bicycle storage at station
 - 10 Level change across the activity centre
- Opportunity**
- 1 Improve train-tram interchange through direct, legible and safe pedestrian route.
 - 2 Provide a forecourt and open space as part of station redevelopment.
 - 3 Improve north-south pedestrian and cycle connectivity across rail line.
 - 4 Enhance cycle access to station along Burke Road and Malvern Road.
 - 5 Improve pedestrian connection between train station and station car-park.
 - 6 Improve visual and physical amenity of pedestrian connection to station from Glenarm Road.
 - 7 Retain and re-use signal box and switch house.
 - 8 Provide secure and accessible bicycle storage near the proposed railway station.
 - 9 Encourage mixed use development to increase trade offer and vibrancy of the activity centre.
 - 10 Opportunity for improvement
 - 11 Improve landscaping.
 - 12 Improve pedestrian and bike connection along Great Valley Road.
 - 13 New station with street level access.
 - 14 Relocated commuter parking.

Legend
 CORE STUDY AREA

Figure 4: Issues and Opportunities

5.0 Access and Movement

The Malvern Road-Burke Road Neighbourhood Activity Centre and the surrounding residential area has a high level of accessibility by public transport and the road and bicycle network. However, the rail line and Monash Freeway largely sever the precincts to either side and in between from each other. The access to the freeway via Burke Road concentrates traffic onto Burke Road and Malvern Road and their intersection. In addition to traffic congestion, this discourages access to the centre. It also results in an uninviting environment along Burke Road and an unsafe train-tram interchange.

There is an alternative pedestrian and cycle connection to Gardiners Creek Trail via Wills Street and Great Valley Road, and an alternative pedestrian and cycle connection to the southwest via Glenarm Road. However, the quality of the pedestrian and cycle links in and around the centre and station is generally poor, and some routes have poor surveillance, adversely affecting their safety.

Access for parking and servicing of buildings detracts from the appearance and amenity of the public realm. There is an existing 3 metre wide access road off Burke Road which provides vehicle access to the majority of the Burke Road properties. This is accessed from Burke Road between 283 and 285 Burke Road.

Future redevelopment of properties fronting Burke Road will result in significantly increased traffic movements which will not be able to be accommodated by the existing access road off Burke Road. Widening of this access road would detract from the appearance and amenity of the pedestrian environment.

It is also uncertain whether a widened accessway which services all properties would be able to be designed to meet road safety requirements, retain sufficient on street parking to service the activity centre, and provide adequate loading. The grade separation project presents an opportunity to provide alternative access to the Burke Road properties via a new access from Glenarm Road.

The use of sustainable travel modes for access to and circulation around the precinct, including walking, cycling and public transport, is a key principle of an integrated transport network. The grade separation project presents an opportunity to significantly enhance the connectivity and quality of these travel modes. Therefore, the UDF promotes the creation of a high quality pedestrian and cycle environment in and around the centre.

Planning Context

This section provides a summary of the relevant planning policy context as set out in the Stonnington Planning Scheme.

Clause 11.01-2:

- *Seeks to improve access by walking, cycling and public transport to services and facilities.*

Clause 18.01-1:

- *Seeks to create a safe and sustainable transport system by integrating land-use transport.*

Clause 18.02:

- *To ensure development provides opportunities to create more sustainable transport options such as walking, cycling and public transport.*

Clause 21.03-2:

- *The City is a walkable environment with enhanced connectivity within activity centres and between centres and adjacent residential neighbourhoods.*
- *Stonnington is a place for all with greater accessibility, especially for older people and people with a disability, fostered through good design and maintenance of all access ways.*

Clause 21.06-4:

- *Encourage the use of laneways as shared space for both vehicles and pedestrians through development that provides activity to the laneway such as windows and doorways.*
- *Seek opportunities for pedestrian access to and through new developments (including mid-block' links through key development sites identified in adopted Structure Plans).*

Clause 21.06-5:

- *To improve the quality of the public realm and the pedestrian experience.*
Strategies.

- *Seek opportunities to improve, expand and extend existing, or create new, public spaces, hubs, links, paths and streets, particularly having regard to the recommendations in the City of Stonnington Public Realm Strategy 2010 and in adopted Structure Plans.*

Clause 21.08-2:

- *To facilitate the use of sustainable transport modes in preference to private vehicle use.*
- *To create a walking network that is integrated, safe and accessible and encourages more people to walk more often.*
- *To create a cycling network that is integrated, safe, accessible and encourages more people to cycle more often.*
- *To facilitate an increase in the use of public transport.*
- *To encourage reduced reliance on parking provision in the City and high levels of design and amenity associated with its provision.*

Guidelines

The following objectives and requirements are proposed to guide improvements to access and movement in the Malvern Road - Burke Road Neighbourhood Activity Centre. These have been developed from the urban design analysis of existing conditions, VicRoads proposed design and the policy context.

Objectives

1. To establish direct, inviting and legible pedestrian connections between the train station and the station car park, tram stop, activity centre, surrounding residential area and Gardiners Creek Trail.
2. To contribute to the safety of pedestrian connections.
3. To establish direct, inviting and legible bicycle connections to the train station and activity centre from the wider bicycle network, including Gardiners Creek Trail.
4. To facilitate the use of cycling to access the train station and activity centre.
5. To provide for train station access via taxi and private drop-off.
6. To provide convenient access to the train station and activity centre for people with mobility impairments.
7. To ensure vehicle access to development is located so that it does not detract from the appearance and amenity of the public realm and minimises impacts on residential amenity.
8. To explore opportunities for reduced car parking requirements in areas in close proximity to public transport.

Requirements

1. The main entry to the train station should face Burke Road.
2. The signalised intersection in front of the train station should be upgraded to provide a direct, safe and convenient pedestrian connection to the re-located tram stop, Wills Street and King Street.
3. Direct pedestrian and cycle access should be provided between the train station and Carroll Crescent.
4. Direct, generous and well-lit footpaths should be provided between the train station, Glenarm Road and the station car park (the East-West pedestrian link).
5. The proposed roundabout near the commuter car park should have pedestrian priority.
6. Level differences along pedestrian routes should be managed to maintain access for people with mobility impairments and ensure DDA compliance.
7. The potential should be explored for a pedestrian crossing of Malvern Road at Glenarm Road.
8. The potential should be explored for a pedestrian link between King Street and the station and a new pedestrian crossing at York Street or Great Valley Road.
9. The potential should be explored for on- or off-road bicycle lanes along Carroll Crescent and Wills Street.
10. Bicycle parking facilities should be provided along Burke Road and secure bicycle parking should be provided at the train station.
11. Provision should be made for disabled parking, taxis and drop-off as close to and conveniently accessible from the station entry as possible, with a direct and covered connection to the station.
12. Access to Burke Road properties should be provided via an access from Glenarm Road (through the development site created by the grade separation project) connecting to the existing north- south access road at the rear of the Burke Road properties.
13. Vehicle access to commuter car parking should be from Carroll Crescent.
14. Access must be maintained to all properties along Carroll Crescent and Wills Street.
15. Vehicle access must be maintained to the substation to the west of the train station.
16. Any vegetation in and alongside the public realm should be clean-stemmed to a height of approximately 2m to maintain clear sightlines.
17. Provide high quality, consistent wayfinding information along pedestrian and cycle routes, including important intersections, the station forecourt and public open spaces.

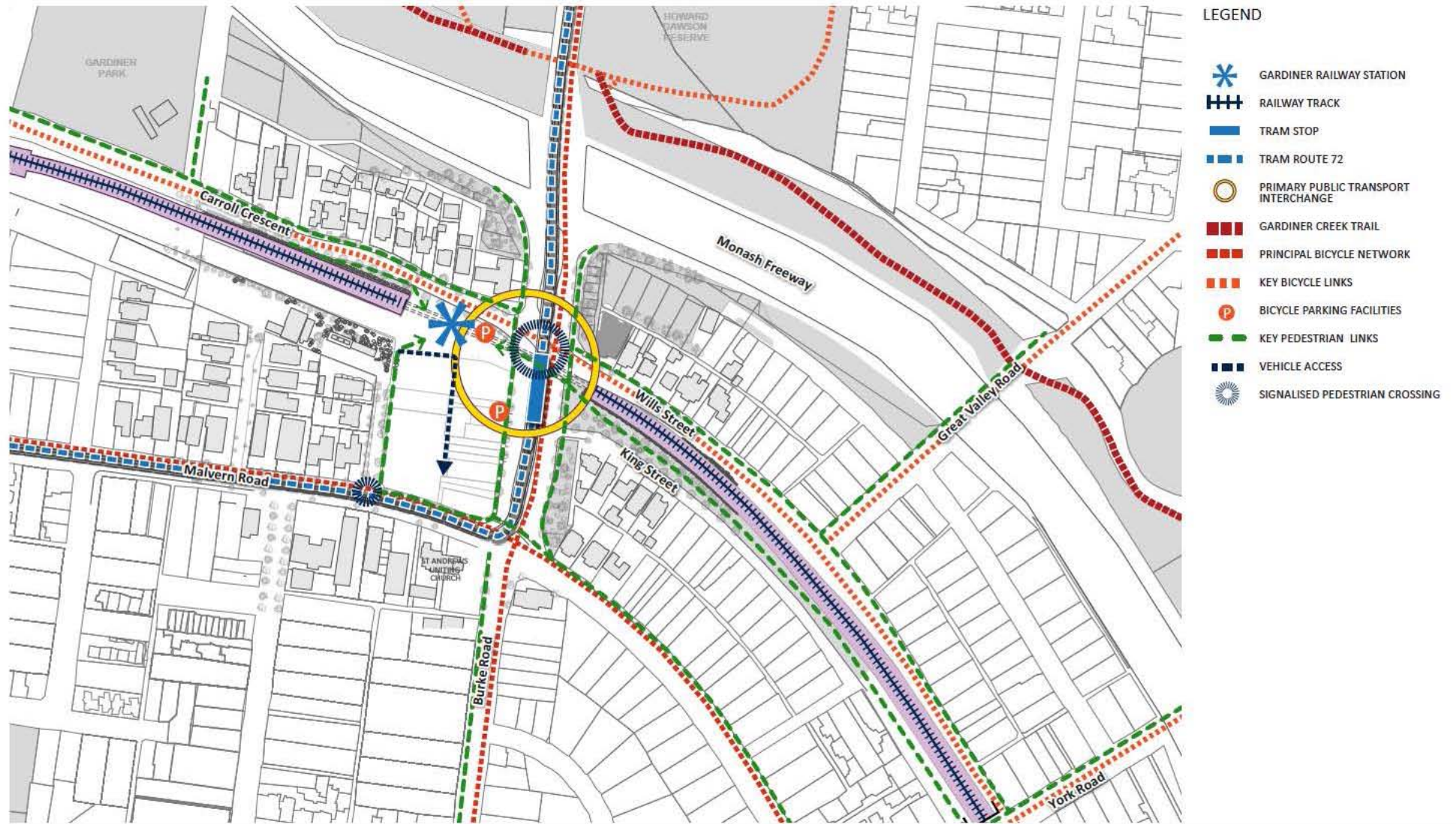


Figure 5: Preferred Access and Movement Outcomes

6.0 Land Use

Existing Land Use

The Malvern Road – Burke Road Activity Centre is currently dominated by specialist retail fronting Burke Road, office buildings on Malvern and Glenarm roads and a selection of community facilities such as a church and tennis club.



	NEIGHBOURHOOD RESIDENTIAL ZONE
	GENERAL RESIDENTIAL ZONE
	RESIDENTIAL GROWTH ZONE
	COMMERCIAL ZONE (C1Z)
	PUBLIC PARK AND RECREATION ZONE
	PUBLIC USE ZONE - TRANSPORT (PUZ4)
	ROAD ZONE - CATEGORY 1

Figure 6: Planning Zones

Currently the centre is predominantly zoned as Commercial Zone (C1Z) and the railway station land is Public Use Zone (PUZ4).

The planning scheme provides for medium density housing to be developed at the edges of the centre along Malvern Road, Carroll Crescent, Wills Street and King Street (see zoning provisions and Clause 21.03). Additional public open space will be provided in and around the centre, as shown in the Public Realm section.

Preferred Land Use

The UDF seeks to enhance the range of local shops and services, and to take advantage of the centre’s excellent public transport accessibility to provide for ‘transit oriented development’ that promotes public transport use, increases patronage for local businesses and enhances the public realm around the station. It envisages that the existing shops along Burke Road will be redeveloped for mixed use developments predominantly consisting of retail uses at ground floor with either office or residential accommodation at upper levels. It is anticipated that some rezoning of land will occur following completion of the planned grade separation project.

Planning Context

This section provides a summary of the relevant planning policy context as set out in the Stonnington Planning Scheme.

Clause 11.01-2:

- *Encourages a diversity of housing types at higher densities in and around activity centres.*

Clause 16.01-1:

- *Seeks to increase the supply of housing in existing urban areas by facilitating increased housing yield in appropriate locations, including under-utilised urban land.*

Clause 16.01-2:

- *To locate new housing in or close to activity centres and employment corridors and at other strategic redevelopment sites that offer good access to services and transport.*

Clause 16.03-1:

- *Identifies strategic redevelopment sites for large residential development in Metropolitan Melbourne that are in or beside Neighbourhood Activity Centres which are served by public transport.*

Clause 21.04:

- To maintain and enhance a network of sustainable and viable activity centres.
 - Consolidate the activity centres hierarchy by promoting development and expansion as appropriate to the role and position of each centre as shown in the table below
 - Support land uses which contribute to the self-sufficiency of activity centres in the provision of daily and weekly retail goods and personal services, having regard to the role of the centre.
 - Encourage businesses, goods and services which will enhance the viability of Stonnington’s activity centres, especially small businesses and uses that are high value and low impact.
 - Encourage a broader range of uses in small neighbourhood centres to improve their viability and community focus.
- To provide clear direction on the preferred location, level and mix of uses for each activity centre in the City.
 - Ensure a mix of uses (retail, office, services, entertainment and residential uses) in all activity centres, to ensure safe and viable use of activity centres (as appropriate to the role and function of the activity centre).
 - To make provision for increased local employment in a broader range of commercial activities.
 - To ensure new residential development in activity centres does not compromise the primary commercial and cultural role of activity centres.

The below table shows development in activity centres as per its role and hierarchy.

Activity centre hierarchy / role	Centre	Strategic directions
<p>GROUP 4 – NEIGHBOURHOOD (SMALL) Small local centres catering for local and everyday retail, office and service activities and needs of the surrounding area.</p>	<p>Other small Activity Centres</p>	<p>A hub of retail uses for everyday needs with a complementary mix of uses in the peripheral areas such as specialty retailing, offices, services, residential and small scale entertainment uses, appropriate to the character and identity of the centre.</p>

Table to Clause 21.04-1

Guidelines

The following objectives and requirements are proposed to guide improvements to land use in the Malvern Road - Burke Road Neighbourhood Activity Centre. These have been developed from the urban design analysis of existing conditions, VicRoads proposed design and the policy context.

Objectives

1. To encourage commercial uses consistent with the strategic role of the activity centre.
2. To encourage uses that will benefit from public transport accessibility.
3. To broaden the mix of retail and hospitality uses.
4. To provide for a mix of uses active at different times of the day and week.
5. To provide an appropriate interface to the adjacent residential uses.

Requirements

1. Development on the west side of Burke Road should incorporate retail uses at ground floor level and offices or apartments at upper levels.
2. Development facing north alongside the station forecourt should incorporate active uses including cafés or retail at ground floor level.
3. Development facing Malvern Road should incorporate office uses at ground floor level.
4. Development facing Glenarm Road should incorporate office or residential uses at ground floor level.



Figure 7: Land Use Pattern

7.0 Built Form

Existing Built Form

The area in and around the activity centre currently contains low rise buildings. The west side of Burke Road is defined by 2 storey commercial buildings (equivalent to 3 contemporary storeys) built to the street edge and side boundaries. However, a 7 storey mixed-use development has been approved at the northwest corner of Malvern Road and Burke Road.

The residential area along Carroll Crescent has a mix of 1-2 storey townhouses and 3-4 storey blocks of flats. Glenarm Road is characterised by commercial buildings on the east side and low-rise residential buildings on the west.

Preferred Built Form

The west side of Burke Road, including station land freed up by the grade separation project, provides an opportunity for greater building height due to its lack of sensitive interfaces. This will encourage redevelopment, needed to enhance the shops and services available to the local community. It will also provide offices and/or apartments that are highly accessible by public transport.

The 7 storey development approved on the corner of Burke Road and Malvern Road provides a cue for the future built form character of this part of Burke Road, a 3 storey podium that reflects the existing building heights and a setback upper form. Given the width of Burke Road, the height will not overwhelm the public realm or unreasonably overshadow residential properties. The fall to the north will ensure that the approved corner building will retain prominence. In

contrast, new development along Glenarm Road is expected to step down in height to respond sensitively to the residential interface.

The new station building should have a distinctive, civic quality that identifies its function. The existing heritage buildings forming part of the station should be re-used and incorporated within the new station design to contribute to its unique character.

The built form outcomes depicted in Figure 8 indicate how redevelopment is likely to occur in line with the desired outcomes outlined above.

Planning Context

This section provides a summary of the relevant planning policy context as set out in the Stonnington Planning Scheme.

The Heritage Overlay (Schedule 409) affects the St Andrews Uniting Church on the south-west corner of Malvern Road and Burke Road. The signal box and switch house are proposed to be included in the Heritage Overlay as part of a current planning scheme amendment.

Plan Melbourne identifies urban renewal opportunities around the existing rail network as part of level crossing removals. Gardiner Station is identified as a medium term initiative which is anticipated to be delivered between 2017-2025.

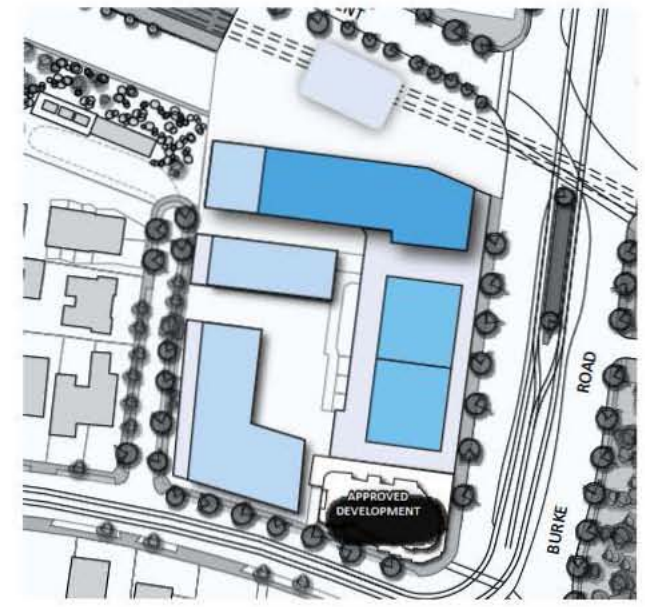


Figure 8: Possible Built Form Outcome

Initiative 1.6.1

- *Identify urban-renewal opportunities associated with upgrades to interchanges, starting with St Albans and Gardiner stations (as part of level crossing removals)...*

Clause 15.01-1:

- *Seeks to ensure transport corridors integrate land use planning, urban design and transport planning and are developed and managed with particular attention to urban design aspects.*

Clause 21.03-2:

- *Higher density development is directed to locations with the highest accessibility to public transport and services; being sites in and beside activity centres, beside main roads with trams and Smart buses and beside railway stations.*
- *New development in activity centres contributes to the vibrancy, activity and passive surveillance of streets and public spaces, while respecting the heritage values, human scale and the unique character of different centres.*

Clause 21.05-2:

- *To direct the majority of new housing development to locations with the highest level of accessibility to both an Activity Centre and the Principal Public Transport Network, and away from the residential hinterland.*

- *Direct medium density housing and higher density housing to sites in the following locations as shown on the Strategic Framework Plan which forms part of Clause 21.03; being:*

- *land with immediate abuttal to a main road which is a tram or priority bus route; land beside or opposite a railway station which is also part of or in close proximity to an activity centre;*
- *and in, beside or opposite a Small Neighbourhood Activity Centre, as shown on the Strategic Framework Plan.*

Clause 21.05-4:

- *In substantial change areas, encourage a range of dwelling types (apartments, units, town houses and shop tops).*

Clause 21.06:

- *To direct higher density development (residential and non-residential) to locations in and beside activity centres, beside the Principal Public Transport Network, and away from the residential hinterland.*
- *To protect and enhance the individual character, identity and amenity of the different activity centres in the City.*
- *Ensure new development in neighbourhood and local activity centres is consistent with the existing scale and character of the centre (unless otherwise specified in another provision in this planning scheme).*

Amendment 175

Amendment C175 to the Planning Scheme seeks to implement the Stonnington Neighbourhood Character Study (Planisphere 2006). It proposes to introduce a new local policy at 22.02 and 22.06. This amendment is currently in progress. Key provisions include:

Proposed Clause 22.02

- *Directs higher scale development to particular land designated on the Strategic Framework Plan, generally land:*
- *With a frontage to a Road Zone (category 1).*
- *Within commercial centres in the group 1 category of the centres hierarchy.*

Proposed Clause 22.06

- *Encourage new development that reflects the scale, character and appearance of surrounding residential areas.*

Guidelines

The following objectives and requirements are proposed to guide improvements to land use in the Malvern Road - Burke Road Neighbourhood Activity Centre. These have been developed from the urban design analysis of existing conditions, grade separation design concept and the policy context.

Objectives

1. To maximise the opportunity for urban consolidation in the activity centre, whilst responding appropriately to the character and amenity of the area.
2. To contribute to a legible and memorable urban environment.
3. To ensure development clearly defines and frames the public realm.
4. To ensure development complements the existing and emerging built form character.
5. To ensure development does not visually overwhelm the public realm.
6. To ensure development does not unreasonably overshadow the public realm.
7. To ensure that development steps down in height at the interface between the activity centre and surrounding residential areas and development steps down consistent with the slope of the land.

8. To ensure development does not have unreasonable visual or overshadowing impacts on residentially-zoned land.
9. To ensure the retention of valued heritage fabric.
10. To manage the visual and amenity impacts of higher density development along Glenarm Road on existing and future residential development.

Requirements

1. Amalgamation of small lots is encouraged to facilitate redevelopment.
2. The station building should adopt a prominent, distinctive and attractive architectural form, preferably incorporating a broad, sculptural roof form.
3. Any future development above the new station should maintain the prominence of the station entry/ies and provide an active frontage to the station forecourt.
4. Development within the Central Precinct (Precinct B) should have no ground level setback from the north and east to ensure built form frames and activates the future station forecourt.
5. Development along Glenarm Road (Precinct C) should be designed to provide a sensitive transition to the lower-rise neighbourhood on the west side through upper level setbacks.
6. Development facing Malvern Road, Glenarm Road (including its northward extension) and Carroll Crescent

should have modest, landscaped front and side setbacks.

7. Development along Burke Road, Malvern Road, Glenarm Road should incorporate a 2-3 storey (11m) streetwall on the street boundary, except for the Burke Road frontage of Precinct B.
8. Development above the streetwall should be set back at least 5m from the property property for the Burke Road frontage (except for the Burke Road frontage of Precinct B) and 8m from the front property boundary for the Glenarm Road frontage (including its northward extension).
9. Development over 6 storeys adjacent to Glenarm Road should be set back an additional 7m to partially conceal the upper levels when viewed from the street.
10. Development should not exceed the heights shown in figure 9, excluding rooftop plant and lift overruns provided they are well set back from the edge of the roof.
11. Development should be shaped to avoid unreasonable amenity impacts on adjoining properties or unreasonably prejudicing their future development.
12. Development should be designed and located to avoid unreasonable overshadowing on existing and proposed public open spaces.
13. The historic signal box and switch house should be re-used and incorporated within the station forecourt design.



Figure 9: Height and Setback

8.0 Building Design

Existing Building Design

The centre has a relatively consistent fine-grain two-storey traditional shopfront buildings, that step down with the natural fall in the land, are built to the front and side boundaries, and have active frontages at ground floor. There is a continuous awning over the footpath that steps down with the slope along the Burke Road frontage. There are two office buildings along Glenarm Road, including a 3 storey larger building at the intersection of Glenarm Road and Malvern Road.

Currently there are safety and visual amenity issues in and around the centre. Safety can be enhanced in number of ways like lighting and clear sightlines. But it can also be enhanced by having buildings occupied throughout the day and night which overlook the public realm.

Preferred Building Design

The UDF seeks to enhance the safety and visual appeal of the proposed station environment and the activity centre that will enhance the sense of place of the centre. Given the accessibility to public transport services it is appropriate for the centre to accommodate denser development. However, new development should incorporate certain elements of the existing character like continuous weather protection and active frontages.

Planning Context

This section provides a summary of the relevant planning policy context as set out in the Stonnington Planning Scheme.

Clause 15.01-2:

- *To achieve architectural and urban design outcomes that contribute positively to local urban character and enhance the public realm while minimising detrimental impact on neighbouring properties.*

Clause 21.03-2:

- *New built form is well-designed and respects the valued, traditional built form character elements of its host precinct.*
- *Ensure that higher built form directed to principal and major activity centres respects and does not dominate the heritage values and the human scale of the traditional retail strips.*

Clause 21.06-4:

- *Encourage a continuous street wall of a uniform height at street level.*
- *Ensure new development addresses the street frontage and incorporates design elements that contribute to the provision of a continuous active frontage at ground level and passive surveillance at first floor level, including locating entrances, doorways and fenestration at regular intervals.*

- *Encourage the construction of verandas / horizontal awnings for weather protection which are consistent with the character of individual centres, are an appropriate height and, where practicable, align with others in the street.*

- *Support partial and full length transparent, drop-down awnings in association with uses that contribute to the viability and vibrancy of commercial areas, provided they are in character with the streetscape and maintain adequate levels of visibility and accessibility.*

Clause 22.21-2:

- *Seeks to ensure that horizontal awnings/verandah maintain an appropriate height and align with others within the streetscape.*
- *Seeks to ensure the location, design and materials of awnings are in character with the building and the streetscape.*

Guidelines

The following objectives and requirements are proposed to guide improvements to land use in the Malvern Road - Burke Road Neighbourhood Activity Centre. These have been developed from the urban design analysis of existing conditions, VicRoads proposed design of the grade separation project and the policy context.

Objectives:

1. To ensure that new buildings contribute to the safety and visual interest of the public realm.
2. To ensure that development complements the existing and desired future character of the area.
3. To ensure that development contributes to the amenity of the public realm for pedestrians.
4. To ensure that development contributes to an attractive urban environment.

Requirements:

1. Development (including station building) should provide active frontages including generous clear glazing to all public realm interfaces including streets, public spaces and pedestrian links (but not service lanes), appropriate for the proposed use.
2. Building facades should present a coherent and attractive composition through the pattern of windows and balconies, articulation and variation in textures, materials and colours.

3. Any blank walls or barriers to the rail cutting visible from the public domain should present an attractive appearance through patterning texture or artwork.
4. The number of pedestrian entries direct from the street should be maximised to enhance the social experience of the public realm.
5. Development along Burke Road, Malvern Road and the station forecourt should provide deep weather protection over the footpath. Weather protection should extend to approximately 750mm from the kerb and with its underside no higher than 3.6 metres above footpath level and should step down with the slope of Burke Road.
6. Pedestrian entries should be clearly visible and easily identifiable from the street.
7. Vehicle access should be from the rear access lane or Glenarm Road where possible.
8. Car parking associated with development should be located below ground or, if above ground, sleeved by commercial or residential accommodation.
9. Loading bays and service cabinets should be on service lanes where possible.
10. Future development should incorporate vertical articulation and rhythm to respect the prevailing fine-grain character.
11. Residential accommodation should address all streets, pedestrian links and any other public open spaces with balconies and windows.
12. Minimise visual cluttering of the station forecourt by integrating facilities and services such as bicycle storage, light poles and CCTV systems within the station building.
13. The station design should include a roof structure to provide weather protection over the entrance and bicycle storage entrance.

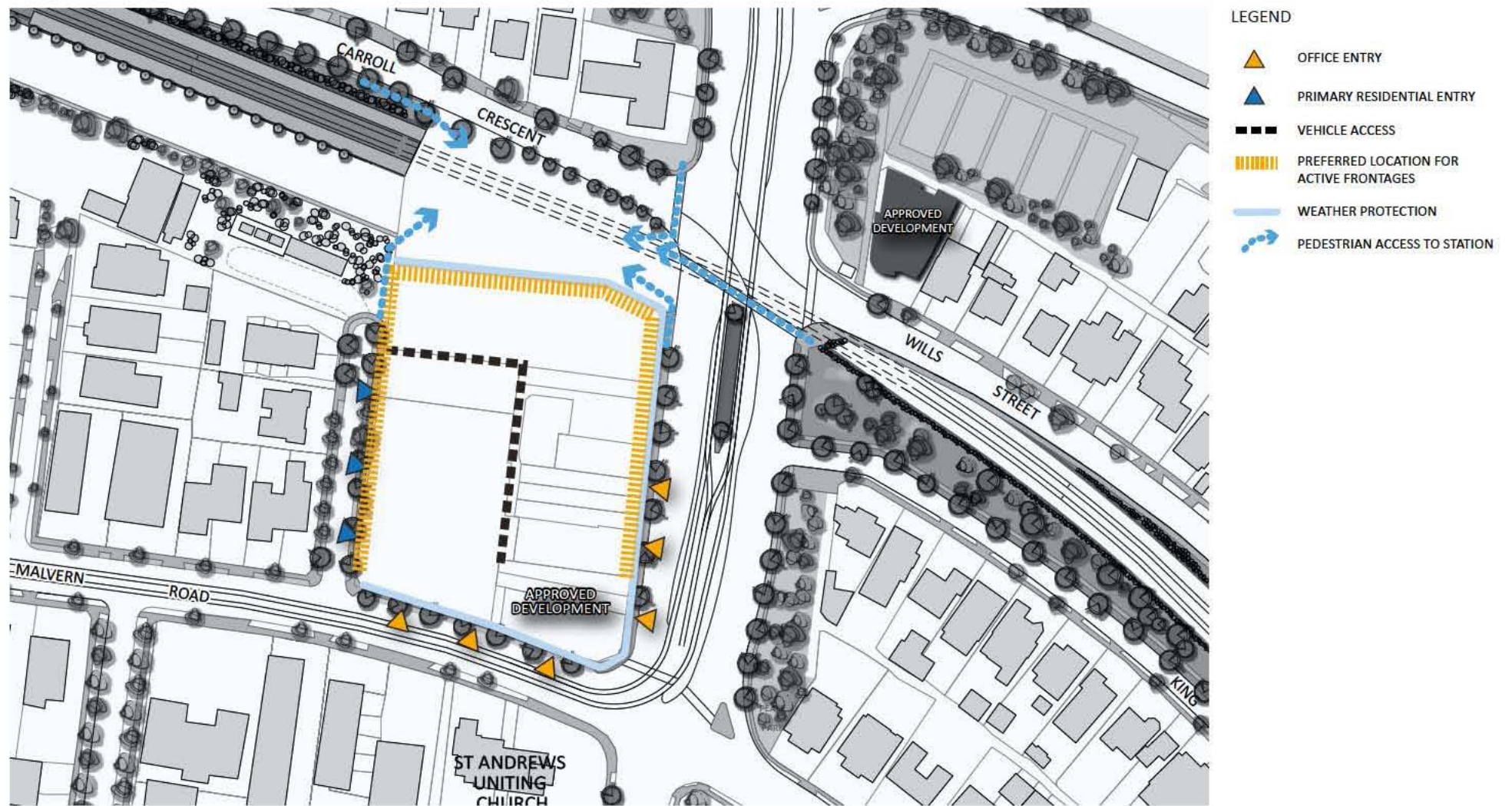


Figure 10: Access Arrangements

9.0 Public Realm

Existing Public Realm

The Malvern Road / Burke Road Activity Centre currently has limited good quality open space. It contains public open space at Peace Park and the adjacent VicRoads land to the north, and south of the existing station. However, these spaces are not inviting, of good quality or particularly usable. Although not located within the activity centre, active open space is currently provided by Gardiner Park, St Andrews Tennis Club, Howard Dawson Reserve and Burke Road South Reserve. The pedestrian environment along the streets and inks within the centre are tired and offer little in the way of pedestrian amenity or comfort.

Preferred Public Realm

As the resident and worker communities grow and built form densities increase, there will be an increasing need for quality open spaces within or easily accessible from the centre. The realignment of the rail line will enable the creation of new physical and visual connections, and provides an exciting opportunity to dramatically improve the quality of the public realm in and around the centre. Therefore the UDF aims to establish a range of different types of open space to serve existing and future residents, workers and visitors within and around the centre.

A forecourt is proposed at the entrance to the train station from Burke Road. This will provide a vibrant 'urban' space that will be the focal point for social and recreational activity within the centre, including outdoor dining. The realignment of the train line creates an opportunity for a linear open space on

the north side of King Street and additional open space near the station. Each of these open spaces are proposed to have a distinct character.

New public spaces will be linked to the surrounding open space network including Gardiner Park and Gardiner Creek Trail.

The UDF also identifies improvements needed to enhance the character of Burke Road and Carroll Crescent, and pedestrian and cycling connections both through and around the centre.

Planning Context

This section provides a summary of the relevant planning policy context as set out in the Stonnington Planning Scheme.

The Heritage Overlay (Schedule 409) affects the St Andrews Uniting Church on the south-west corner of Malvern Road and Burke Road.

Plan Melbourne identifies urban renewal opportunities around the existing rail network as part of level crossing removals. Gardiner station is identified as a medium term initiative which is anticipated to be delivered between 2017-2025.

Initiative 1.6.1

- *Identify urban-renewal opportunities associated with upgrades to interchanges, starting with St Albans and Gardiner stations (as part of level crossing removals)...*

Clause 15

- *The public realm, which includes main pedestrian spaces, streets, squares, parks and walkways, should be protected and enhanced.*
- *New development should create urban environments that enhance personal safety and property security and where people feel safe to live, work and move in at any time.*
- *Design of interfaces between buildings and public spaces, including the arrangement of adjoining activities, entrances, windows, and architectural detailing, should enhance the visual and social experience of the user.*
- *Site consolidation should not result in street frontages that are out of keeping with the complexity and rhythm of existing streetscapes.*
- *Enjoyment of the public realm should be enhanced by a desirable balance of sunlight and shade.*
- *This balance should not be compromised by undesirable overshadowing or exposure to the sun.*

Clause 21.03-2:

- *The City's valued open space is protected and enhanced through no net loss in public open space and increases in areas of identified shortage; it is safe and accessible for public use and meets the diverse and changing needs of the community.*

Clause 21.07-1:

- *To provide an equality of public open space quality and quantity across the municipality, sufficient to meet future needs and which improves the accessibility, safety and environmental sustainability of the open space system.*
- *Seek opportunities to provide local links between public and private open space and through large private developments.*
- *Seek maximum contributions (of up to 5% site value and/or land area for larger developments) towards open space improvements in the locality and the region.*

Objectives

1. To improve the legibility and amenity of the pedestrian environment.
2. To create a station forecourt which provides an attractive and distinct community focal point.
3. To provide a variety of high quality and high amenity open spaces in and around the station and activity centre.
4. To ensure the open spaces in and around the station are usable and provide a safe, inviting and stimulating environment.
5. To select materials and finishes which align with councils maintenance regimes.
6. To provide direct and legible pedestrian desire lines in and around the activity centre.
7. To enhance the appearance of Burke Road and the commuter car park.
8. To enable adjacent land uses to activate the public realm.

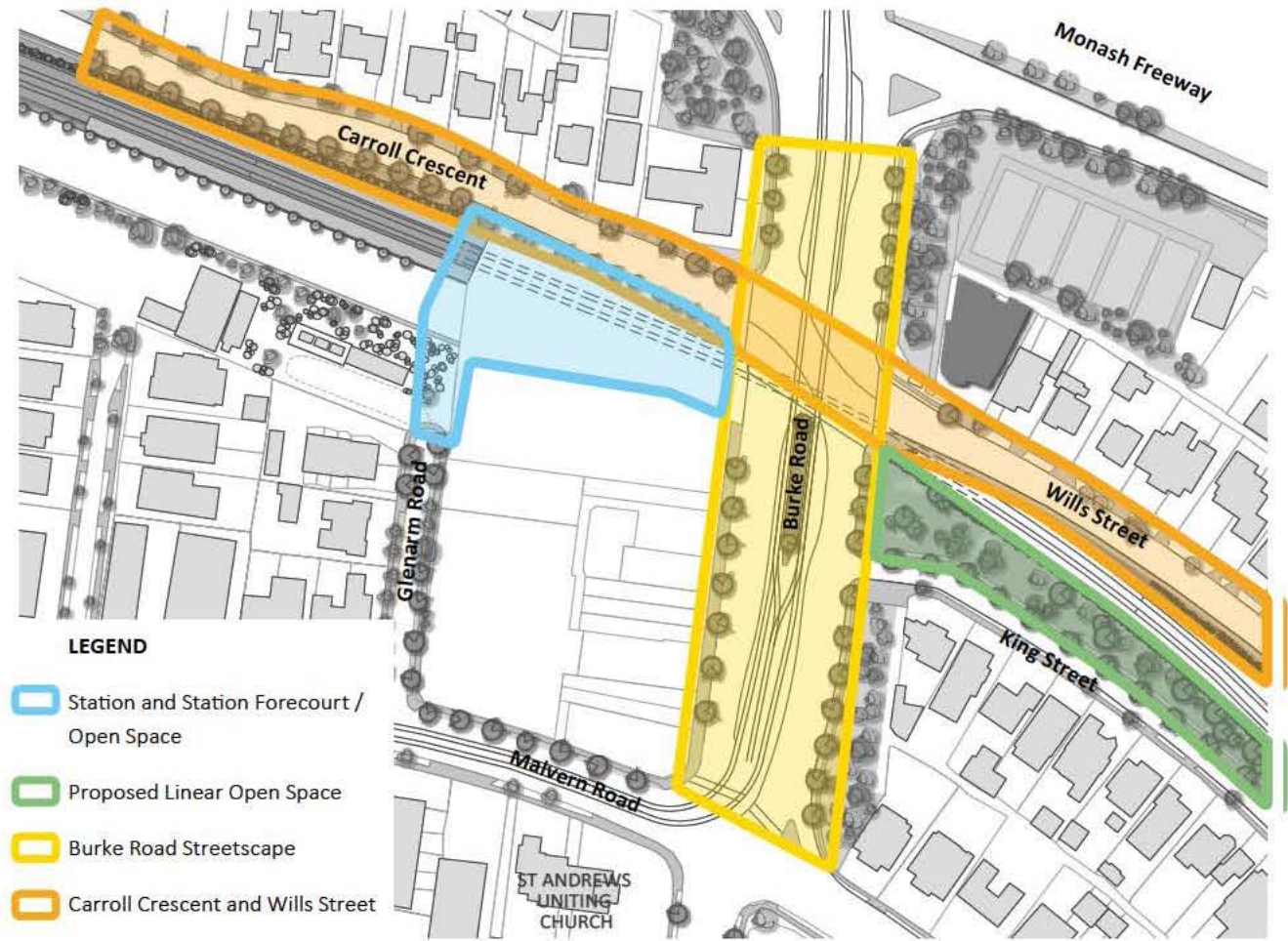


Figure 11: Key Public Realm Elements

Requirements

1. Create a station forecourt space on the Burke Road frontage.

Framed and activated by the station buildings and new commercial development, the station forecourt will become a hive of activity. This space has the opportunity to become the 'community heart': a focal point for residents, workers and visitors. To achieve this the forecourt design should consider:

- Direct, safe and legible pedestrian desire lines connecting Burke Road, Carroll Crescent and the station car park to the station entrance.
- Built form oriented to frame the forecourt, creating a well defined public space of a scale suitable for the likely level of activity.
- Clear sight lines to the station entrance from Burke Road.
- High quality lighting and paving suitable for a highly trafficked area.
- Ornamental trees to provide shade, beauty and colour.
- The provision of a comprehensive and coordinated suite of furniture including signage, lighting, seating and bins.
- Re-use of the signal box and switch house as small retail concessions.
- Reflecting the railway function in the detailed design of the forecourt space.
- Public art



Figure 12: Possible character of station forecourt

2. Improve pedestrian access to the station from Glenarm Road

The majority of pedestrians access the station via Glenarm Road which is not currently DDA compliant. Glenarm Road will be used for vehicle access to future redevelopment within the core study area. A key challenge is balancing pedestrian and vehicular needs and achieving DDA compliance.

Pedestrian access to the station should consider:

- Universal access from Glenarm Road, including integrated ramp and stair design if necessary.
- High quality lighting and pedestrian signage to direct visitors to the station entrance and local destinations.
- Street tree planting to line the access spine.
- Decorative paving to denote a shared – zone across vehicle routes.
- Locating active uses like shops and cafes at ground floor adjacent to the station forecourt to active the public realm.
- Tree planting opportunities within the commuter car park.
- Tree planting opportunities near the substation to provide visual screening.



Figure 13: Possible future character of improved pedestrian access

3. Create a linear open space along King Street

The realignment of the railway line widens the land available adjacent to King Street, providing the opportunity to create a linear green space. This space would provide green amenity for the surrounding residential neighbourhood which, while accessible from Burke Road, is largely located away from the busy road. To maximise the community benefit of this space, the linear open space design should consider:

- Retaining existing trees where possible, and planting new trees.
- A signage element on Bourke Road to maximise visibility and direct users to the station and local destinations.
- Incorporating facilities such as seating, bins, and a water fountain (if feasible).
- Utilising artistic elements to ensure the safety barrier along the rail line is visually interesting.

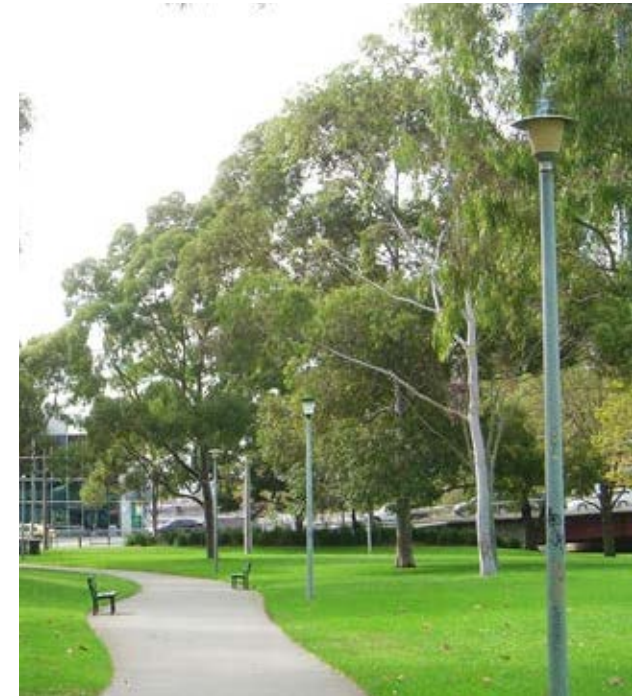


Figure 14: Possible future character of Linear Open Space

4. Improve the streetscape character and quality of Burke Road

Burke Road is currently dominated by cars, as well as train and tram infrastructure. The grade-separation project will in itself go a long way towards improving Burke Road's pedestrian environment, but there are still opportunities to improve the streetscape character south to Malvern Road and beyond. These improvements will not only improve the setting for existing and future uses, but will also encourage pedestrians and cyclists. The Burke Road streetscape design should consider:

- Creation of a safe, direct and legible signalled train-tram interchange.
- Regular tree planting within the footpath.
- Tree species which will provide a sense of greenery, without conflicting with awnings.
- High quality lighting and ample pedestrian signage to direct users to the station and local destinations.
- Weather protection along the west side of Burke Road that does not obstruct tree planting.
- Upgrade pavements on Burke Road footpath.
- Introduction of seating, bins and bicycle parking facilities along Burke Road.



Figure 15: Possible future character of Burke Road streetscape

5. Improve the pedestrian and cyclist amenity of Carroll Crescent.

The realignment of the railway line and provide relocation of the commuter car park will change the streetscape environment of Carroll Crescent. It is important that future streetscape works are undertaken to preserve the residential amenity of these streets, and reinforce the leafy green character of the precinct. Streetscape design of this Carroll Crescent should consider:

- Footpaths on both sides of the street.
- Provision of on-road cycle lane on the southern side of the street.
- Street trees on both sides of the street to provide ample green amenity and a positive pedestrian experience.
- Dense planting to screen the edge of the railway cutting and adjacent commuter car park.



Figure 16: Possible future character of Carroll Crescent

10.0 Implementation

This section outlines the key initiatives needed to realise the vision and implement the UDF (in addition to the grade separation).

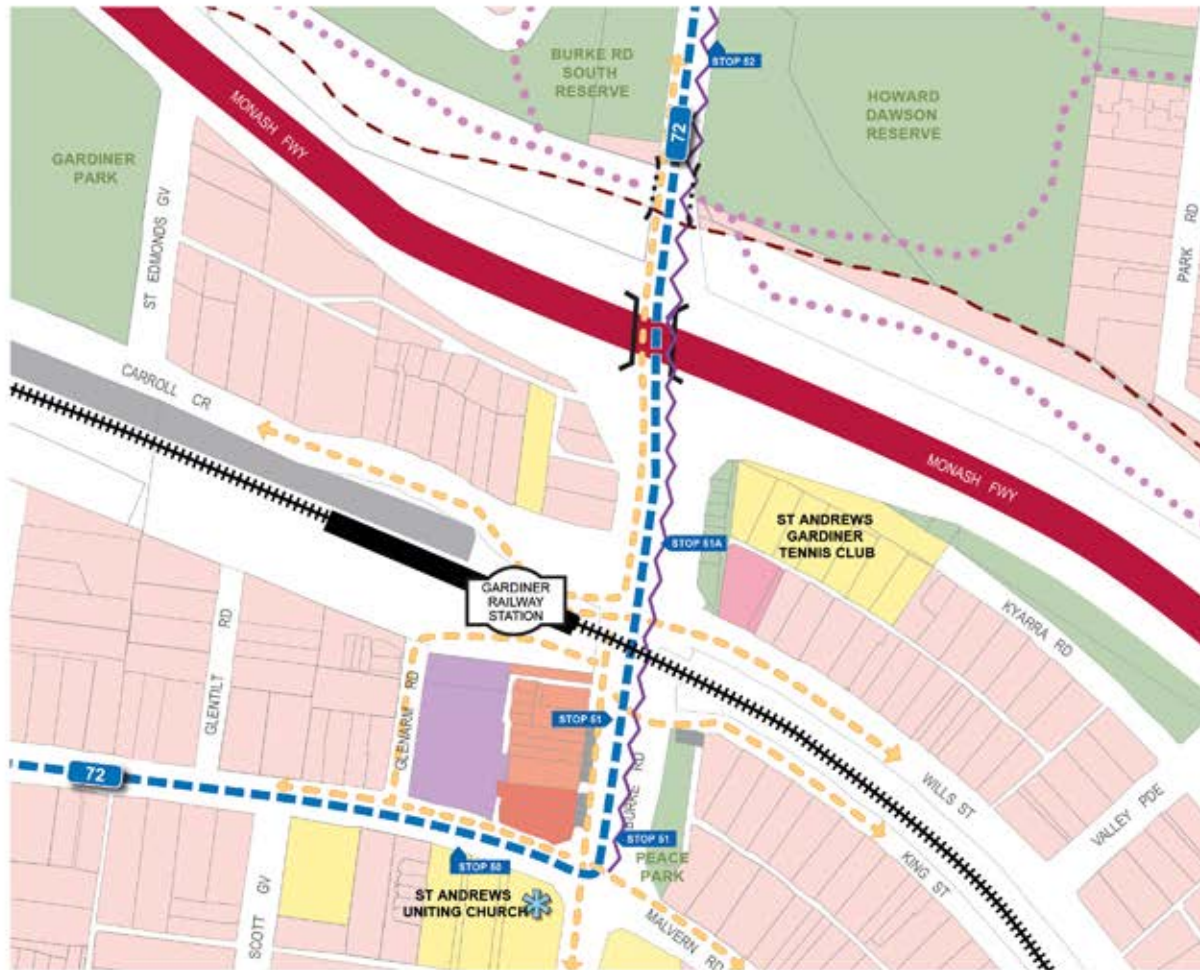
Initiatives	Actions	Priority	Public Benefit	Responsible Relevant Agency
Streetscape Enhancements	<ul style="list-style-type: none"> Undertake general streetscape improvements throughout the centre to improve the amenity and quality of the public realm. 	Med	++	City of Stonnington and VicRoads
Improved pedestrian and cycle connections	<ul style="list-style-type: none"> Provide direct, generous and well-lit footpaths to the station. Provide cycle lanes along Carroll Crescent and Wills Street. Provide bicycle parking facilities along Burke Road and at the station. Provide adequate wayfinding signage to guide pedestrians and cyclist. 	Med	+++	City of Stonnington and VicRoads
Pedestrian Crossings	<ul style="list-style-type: none"> Provide signalised pedestrian crossing of Burke Road linking the station with tram stop and King Street. Provide signalised crossing of Carroll Crescent at Burke Road. 	High	+++	VicRoads

Initiatives	Actions	Priority	Public Benefit	Responsible Relevant Agency
Redevelopment along Burke Road	<ul style="list-style-type: none"> Encourage and facilitate the redevelopment of properties along Burke Road. Introduce provisions into the Stonnington Planning Scheme to encourage and control development in line with UDF requirements. 	Medium	++	City of Stonnington and property owners
Development on station land	<ul style="list-style-type: none"> Develop surplus station land 	High	+++	VicTrack
Open Space and Public Realm	<ul style="list-style-type: none"> Provide linear open space on surplus land on the north side of King Street. Provide a forecourt between the station entry and Burke Road. 	High	+++	VicTrack
Planning Scheme Provisions	<ul style="list-style-type: none"> Prepare planning scheme provisions to implement the UDF. Rezone VicTrack land south of the station to a more appropriate zone. 	High	+++	City of Stonnington VicTrack



Appendix 1

1.0 LAND USE ANALYSIS



This map illustrates the existing land use pattern in the study area in relation to the movement networks.

EXISTING CONDITIONS:

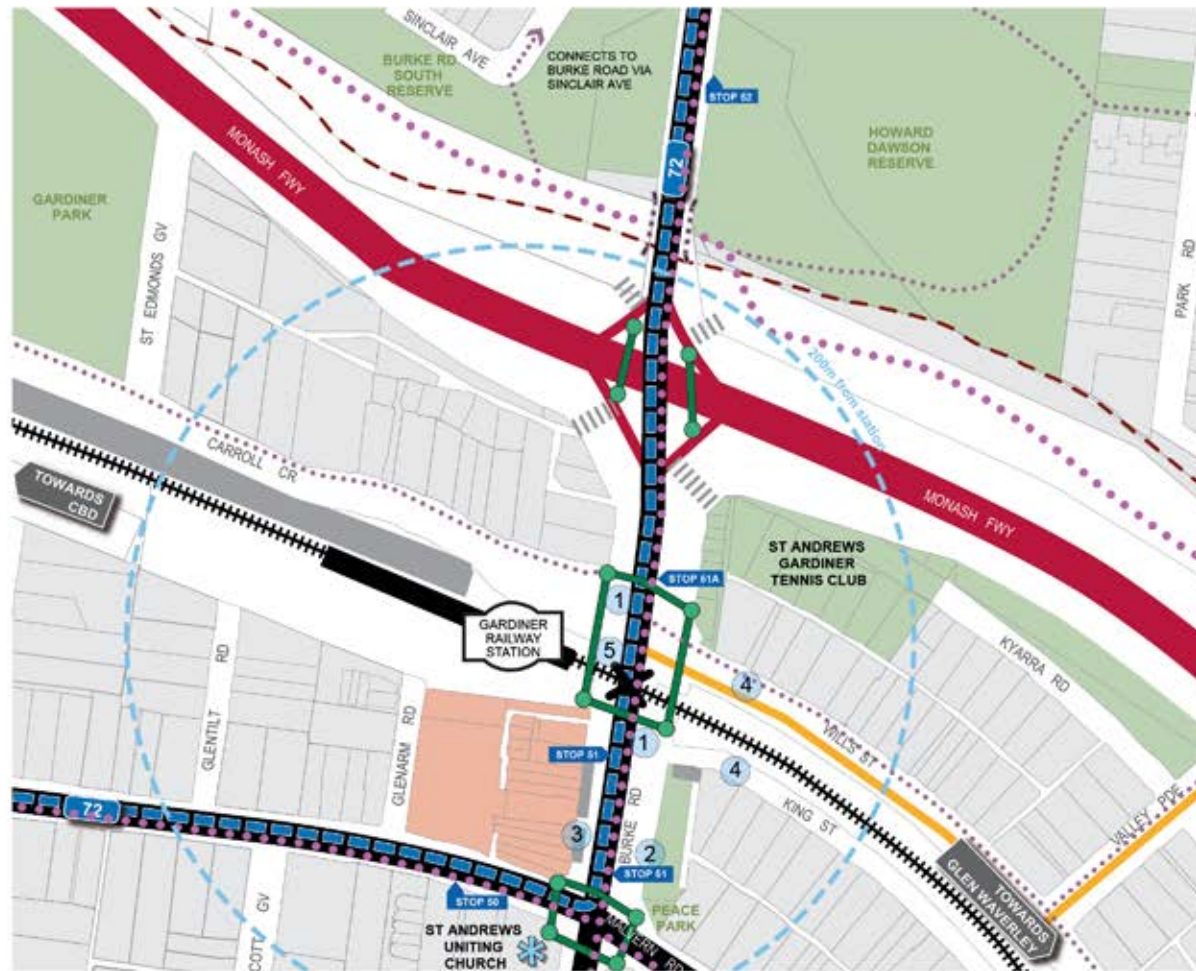
- The function of the centre is largely confined to specialist retail fronting Burke Road, office buildings on Glenarm Road and a selection of community facilities such as a church and tennis club
- The shops address Burke Road and benefit from exposure to its traffic and parallel on-street car parking immediately in front of them. Currently there are 2 sports shops, a window supplier, gift shop, restaurant and three vacant shops. Some upper floors of these shops are in residential use
- The offices benefit from good rail, tram and road accessibility
- Peace Park lies alongside Burke Road opposite the shops.
- Commuter car parking is accessed from Carroll Cres
- Currently there is heavy congestion on Burke Road which may discourage local retail patronage by car.

ISSUES AND OPPORTUNITIES OF GRADE SEPARATION:

- Retail uses rely on exposure to 'passing trade' on Burke Road. Grade separation will reduce congestion, providing enhanced accessibility. However, the road-over option will require redevelopment of shops to maintain accessibility
- Redevelopment offers potential for active frontages facing Gardiner Station, better integration of centre with station and denser, transit-oriented development
- There is an opportunity for air rights development over a sunken rail line (noting its relatively narrow width) and mixed use development on VicTrack land next to or above the station.
- Rail-under option would allow for enhanced local connectivity, increasing attractiveness of centre for local convenience shops and business, strengthening local retail role of centre
- Recent approvals for mixed use development and multi-level apartment indicates demand for higher density housing in the area.



2.0 MOVEMENT ANALYSIS



This map illustrates the existing transport networks within and immediately around the centre.

EXISTING CONDITIONS:

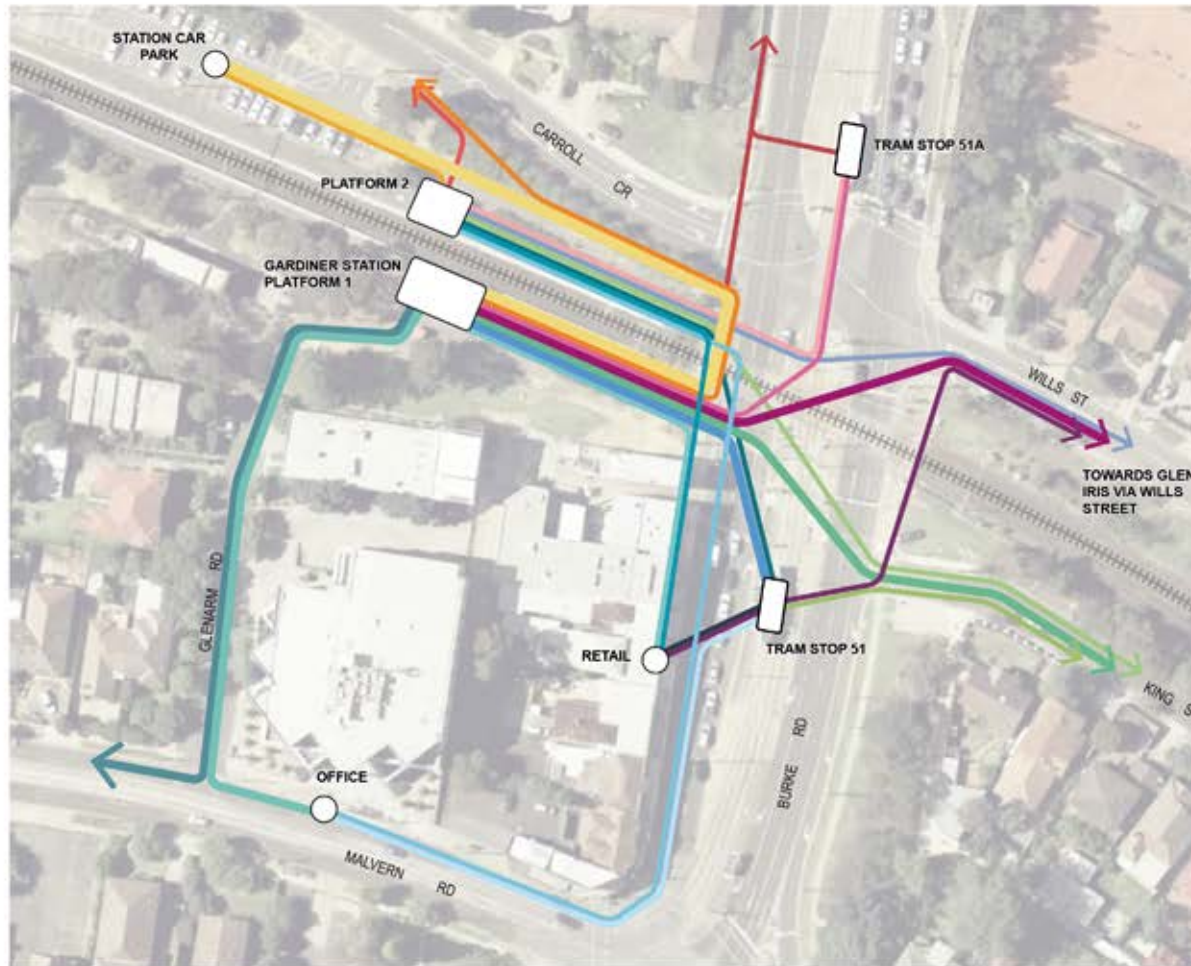
- The activity centre and the surrounding residential area has a high level of accessibility by train, tram, road and foot, including excellent 'passing trade'. But the road network near Gardiner Station is beyond capacity in peak time due its connection to Monash Freeway and signalised level crossing. This is evident by the long queue of traffic along Burke Road.
- Train-tram interchange is facilitated by a close and at grade relationship and signalised pedestrian crossing. Separation of tram stops encourages unsafe pedestrian movement.
- Station parking is immediately adjacent to the station to the west, accessed from Carroll Crescent.
- Bicycle access is poor due to the heavily - trafficked road network and unwelcoming nature of Burke Road.
- Pedestrian and cycle connection between the centre and land north of the freeway, including the Gardiners Creek Trail, is poor due to the barrier effect of the freeway and rail line.
- There is limited visitor parking associated with the centre.
- The residential properties along Wills St, Carroll Crescent and King St have direct access to Burke Road, Gardiner Station and tram stops.

ISSUES AND OPPORTUNITIES OF GRADE SEPARATION:

- 1 Potential to improve tram-tram interchange through direct, legible and safe pedestrian routes. However, road-over option will reduce train-tram connectivity if existing station remains.
- 2 Potential to consolidate tram stops to enhance convenience, legibility and safety.
- 3 Road over option requires redevelopment of Burke Road shops to retail frontages to Burke Road. This will maintain convenient access and 'passing trade', critical to the success of the activity centre.
- 4 'Road over' option is likely to reduce east-west connectivity. Care needed to ensure good pedestrian and cycle access to centre and station from Wills Street and King Street, and access to trams from both east and west.
- 5 'Rail Under' option provides opportunity to improve north-south pedestrian and cycle connectivity. Potential to enhance cycle access to station through cycle lanes and priority measures, and safer station environment.



2.1A PEDESTRIAN AND CYCLIST MOVEMENT ANALYSIS 6AM – 10AM



This diagram shows the volume of pedestrian and cyclist movement around the station in the morning peak. It indicates the linkages that should be prioritised for improvement to provide a safe and more efficient pedestrian network near the station and surrounds. This data is collected from the Pedestrian Cyclist Origin-Destination Survey undertaken by Traffix Group.

EXISTING CONDITIONS:

- Highest volume between station car park and station platform 1 (approximately 110 movements)
- Second highest volume between station platform 1 and tram stop 51 (approximately 60 movements).
- Third highest volume between Wills Street and King Street and station platform 1 (approximately 30 movements).

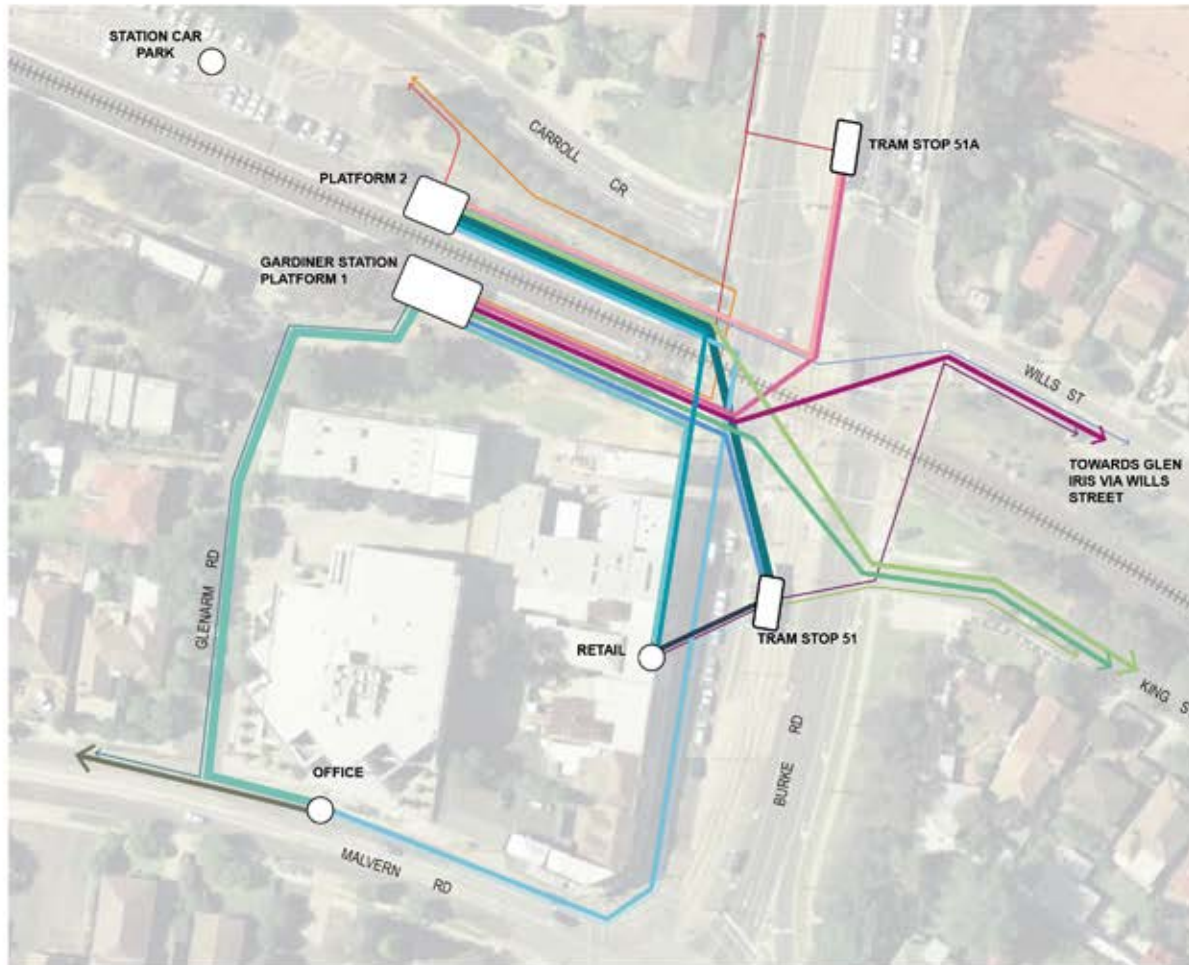
ISSUES AND OPPORTUNITIES OF GRADE SEPARATION:

- Need to prioritise tram-tram interchange.
- Direct, legible and safe pedestrian links should be provided. Road-over option will reduce connectivity if existing station remains.
- Need to prioritise good pedestrian connection between station and station car park.
- Need to prioritise convenient and safe pedestrian connection from Wills Street and King Street to the train station. This will be particularly challenging in road-over option.
- Potential to improve visual and physical amenity of pedestrian connection to station from Glenarm Road, through more active frontages and lighting.

In road over option, if existing station remains, explore potential to retain pedestrian level-crossing to facilitate convenient pedestrian and cycle movements across rail line.

2.1B PEDESTRIAN AND CYCLIST MOVEMENT ANALYSIS

12PM – 2PM



This diagram shows the volume of pedestrian and cyclist movement around the station in the afternoon. It indicates the linkages that should be prioritised for improvement to provide a safe and more efficient pedestrian network near the station and surrounds. This data is collected from the Pedestrian Cyclist Origin-Destination Survey undertaken by Traffic Group.

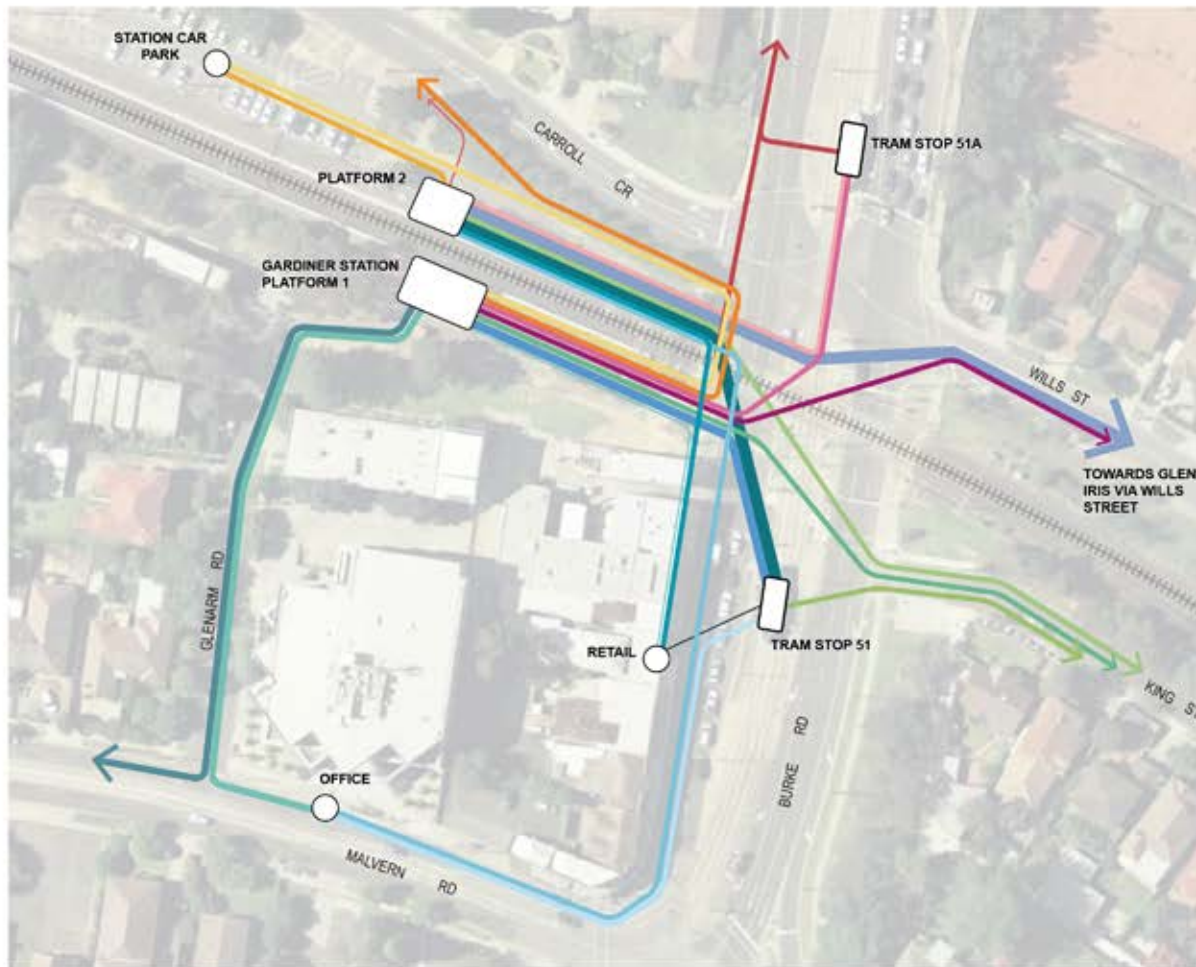
EXISTING CONDITIONS:

- Highest volume between station platform 1 and office (approximately 45 movement)
- Second highest volume between station platform 2 and tram stop 51 (approximately 40 movement)
- Third highest volume between offices and western side of Malvern Road (approximately 35 movement)

ISSUES AND OPPORTUNITIES OF GRADE SEPARATION:

- Need to prioritise train-tram interchange.
- Direct, legible and safe pedestrian links should be provided. Road-over option will reduce connectivity if existing station remains.
- Need to prioritise improvements to pedestrian pathways to the station building from Burke Road. Retaining the existing station in the road-over option will worsen connectivity with Burke Road.
- Need to prioritise improvements to pedestrian connections to station from Glenarm Road. This will enhance accessibility of offices along Glenarm Road, community services along Malvern Road and other residential properties. Building a new station on Burke Road in the road-over option will require a new link from Glenarm Road.
- Explore potential for zebra crossing on junction of Glenarm Road and Malvern Road for safer pedestrian movement.
- Road-over option likely to worsen pedestrian and cycle connectivity to station and/or tram interchange from Carroll Crescent and Wills Street. Need to explore new links.

2.1C PEDESTRIAN AND CYCLIST MOVEMENT ANALYSIS 3PM – 7PM



This diagram shows the volume of pedestrian and cyclist movement around the station in the evening peak. It indicates the linkages that should be prioritised for improvement to provide a safe and more efficient pedestrian network near the station and surrounds. This data is collected from the Pedestrian Cyclist Origin-Destination Survey undertaken by Traffix Group.

EXISTING CONDITIONS:

- Highest volume between station platform 2 and tram stop 51 (approximately 130 movement)
- Second highest volume between station platform 2 and Wills Street (approximately 110 movement)
- Third highest volume between station platform 1 and tram stop 51 (approximately 65 movement)

ISSUES AND OPPORTUNITIES OF GRADE SEPARATION:

- Need to prioritise train-tram interchange.
- Direct, legible and safe pedestrian links should be provided. Road-over option will reduce connectivity if existing station remains.
- Need to prioritise improvements to pedestrian pathways to the station building from Burke Road. Retaining the existing station in the road-over option will worsen connectivity with Burke Road.
- Need to prioritise improvements to pedestrian connections to station from Glenarm Road. This will enhance accessibility of offices along Glenarm Road, community services along Malvern Road and other residential properties. Building a new station on Burke Road in the road-over option will require a new link from Glenarm Road.
- In road-over option, if existing station remains, explore potential to retain pedestrian level crossing to facilitate convenient pedestrian and cycle movements across rail line.
- Road-over option likely to worsen pedestrian and cycle connectivity to station and/or tram interchange from Carroll Crescent and Wills Street. Need to explore new links.

3.0 STATION ANALYSIS

EXISTING CONDITIONS

The following photos illustrate the existing condition of the station and immediate environs. The numbers indicated on the photos **(No x)** relate to the 2.4 Station Analysis map found on page 11.



Gardner station from Burke Rd - level crossing creates road congestion



Railway lines with associated platforms from Burke Road - barrier to north-south movement



Railway crossing and signal box - potential heritage value requiring retention **(No 3A)**



Railway crossing - uninviting pedestrian movement



Station building platform 1 - poor public transport image **(No 5)**



Station building platform 2 - poor public transport image **(No 5)**



Entrance to platform 1 from Burke Rd - poor quality pedestrian environment **(No 1)**



Path connecting station to Glenam Rd - poor quality pedestrian environment **(No 6)**



Interface with office building on south side of station - poor visual quality **(No 8)**

3.0 STATION ANALYSIS

The numbers indicated on the photos (**No x**) relate to the 2.4 Station Analysis map found on page 11.



Existing trees along the path leading to platform 2 - obscured sightlines detract from safety (**No 4**)



Informal track across unpaved ground near Burke Road - poor quality pedestrian environment (**No 1**)



Kiosk to the south of station building (platform 1) - detracts from visual quality (**No 7**)



Lighting along station platform

As shown in these photos, Gardiner Station has relatively poor accessibility, amenity, safety, legibility and image. The grade separation project offers a critical opportunity to enhance the appeal of the station and public transport generally. This will, in turn, improve the amenity and appeal of the broader centre.

3.0 STATION ANALYSIS

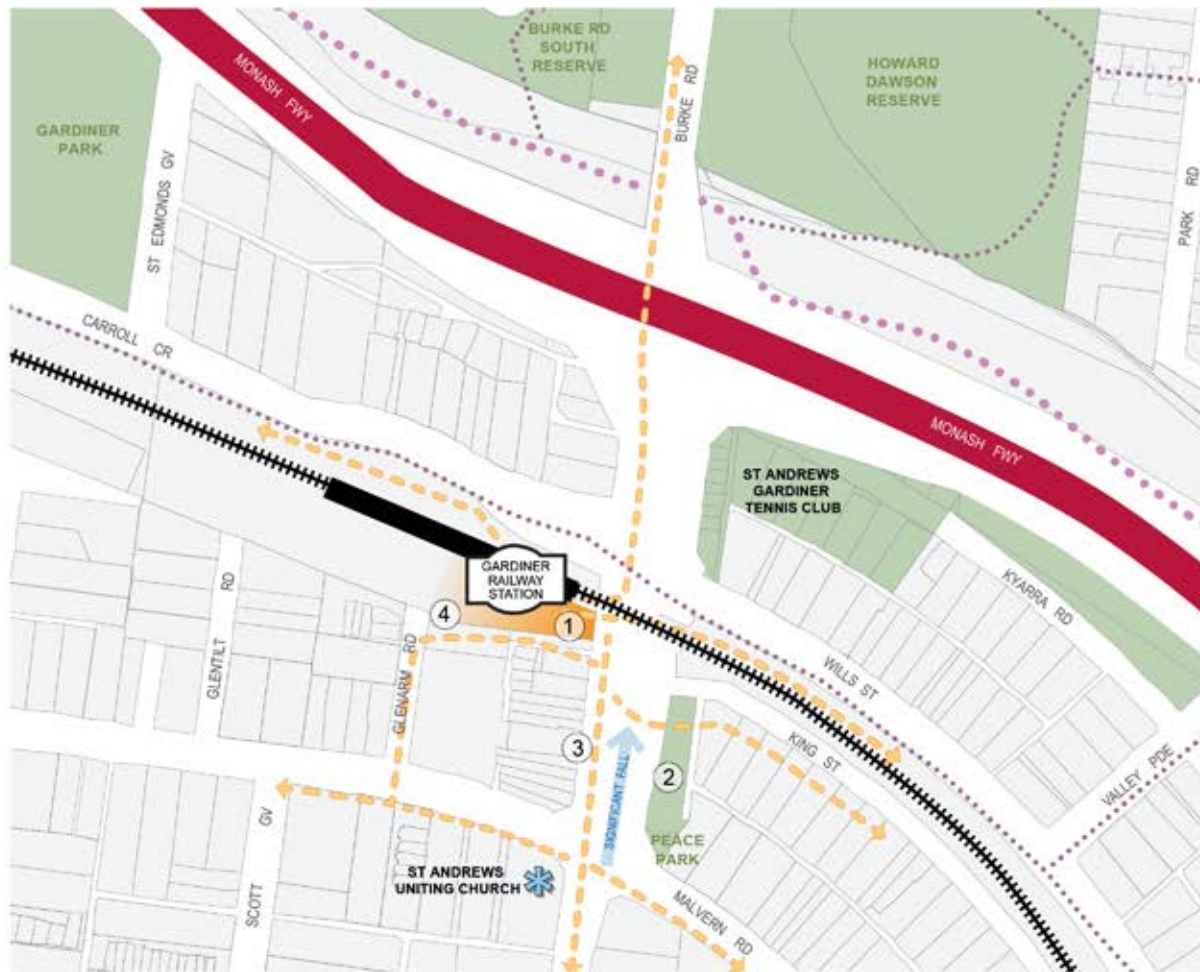


This analysis identifies issues and opportunities raised by the grade separation project in relation to the station and its immediate environs. It assumes the existing station is retained.

ISSUES AND OPPORTUNITIES OF GRADE SEPARATION:

- 1 Opportunity to improve activation and provide a forecourt at entrance from Burke Road. This will improve pedestrian safety and provide an attractive waiting space and focal point for the centre. It will also provide a higher quality pedestrian path from Burke Road to the station building.
- 2 Existing trees/shrubs create a dense screen along the southern pedestrian pathway, creating an unsafe environment by limiting sightlines.
- 3a Signal box potential heritage value requiring retention.
- 3b Switch house potential heritage value requiring retention.
- 4 Opportunity to enhance pedestrian amenity by improving quality of landscaping and pathway. Better way finding information and lighting along all pedestrian paths to the train station and tram stops will improve pedestrian legibility and safety.
- 5 Existing station building in poor condition.
- 6 Opportunity to improve pedestrian amenity of connection from Glenarm Road by upgrading the pathway quality.
- 7 Potential to relocate existing kiosk (known as Lot 17 Gardiner) to improve pedestrian and cycle sight lines and connection.
- 8 Potential to improve interface with office building by providing landscaped edge.
- 9 Opportunity to provide bicycle storage near the railway station. Gardiners Creek Trail, Burke Road and Malvern Road are part of the Principal Bicycle Network (PBN). Providing a secure and accessible bike storage near existing and proposed cycle routes will enhance the attractiveness of cycling to the station.
- 10 Victrack owned land proximate to the station has potential for small scale retail development (CKC report).

4.0 OPEN PACE AND LANDSCAPING ANALYSIS



This map illustrates the public open space in and near the centre, and opportunities for new and improved open space.

EXISTING CONDITIONS:

- Limited good quality open space associated with centre or Station.

OPPORTUNITIES OF GRADE SEPARATION:

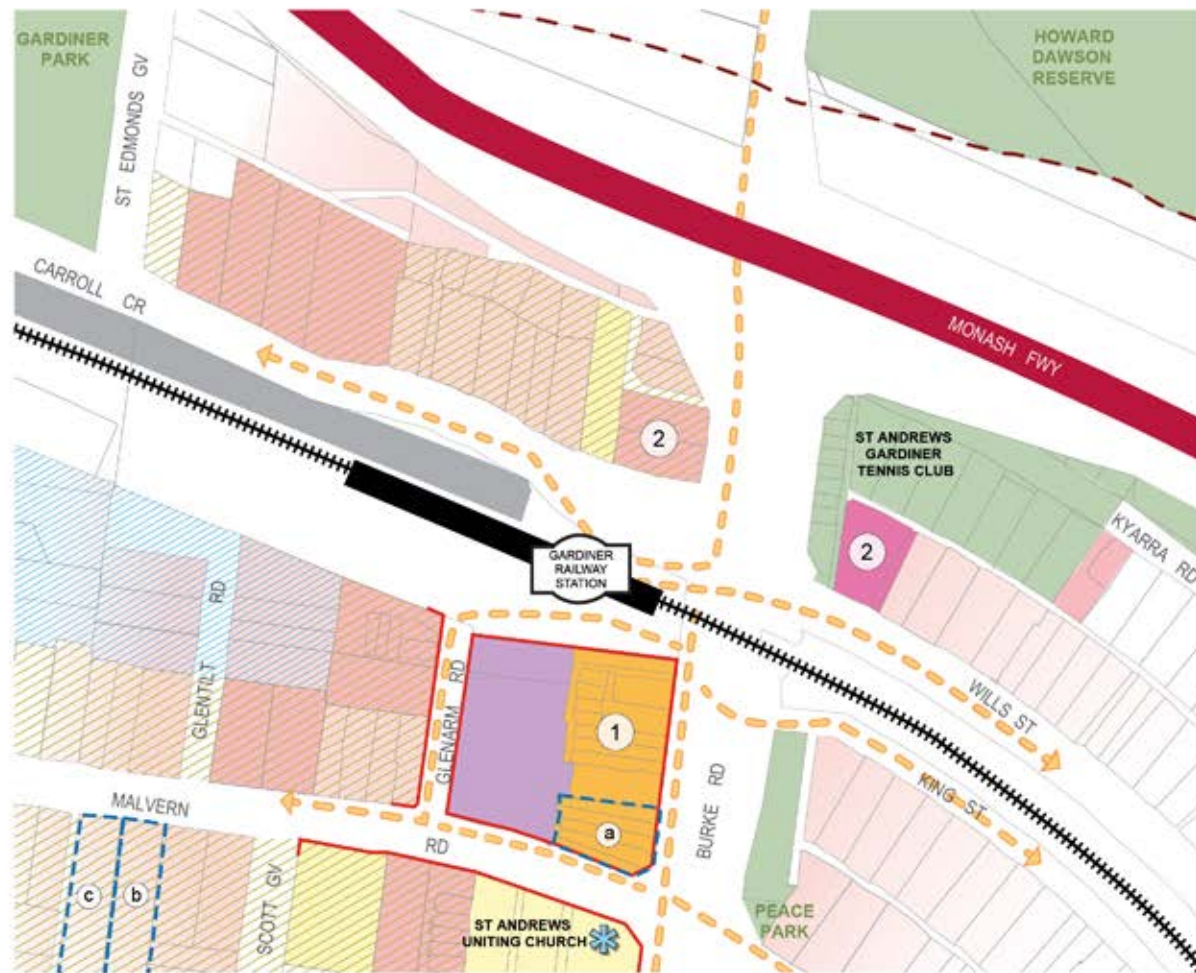
- 1 Provide plaza at entrance to train station from Burke Road. This will enhance the amenity and identity of the station, and provide a focal point for the centre.
- 2 Upgrade the open space north of Peace Park into a useable park. Ensure landscaping mitigates the visual impact of road-over option.
- 3 Improve the quality of public realm along Burke Road through paving, furniture and landscape improvements. Retail demand would benefit from a streetscape / amenity improvement, to complement the grade separation grade (CKC report).
- 4 Improve the quality of open space south of the station to provide a more inviting pedestrian experience.

Ensure landscaping around the station, ensuring clear sightlines for pedestrian safety.

Explore opportunity for improved pedestrian and cycle connections to Gardiner's Creek Trail.



5.0 BUILT FORM ANALYSIS



This map illustrates the existing and approved development types in and around the centre.

DEVELOPMENT POTENTIAL:

- The narrow retail properties fronting Burke Road are unlikely to be individually redeveloped to a height of greater than 3 storeys given their width. Opportunity to consolidate to enable urban consolidation. Use and scale should be consistent with Planning Scheme and role of small neighbourhood activity centre.
- The existing office buildings are less likely to be redeveloped since one is already 4 storeys and the other is on a relatively narrow property.
- The existing community buildings are less likely to be redeveloped because of their ownership and use.
- The detached dwellings near the centre and station offer opportunities for medium-density residential redevelopments consistent with the Planning Scheme, except potentially where NCD is proposed.
- Need to ensure development along key pedestrian routes addresses the public realm.

ISSUES AND OPPORTUNITIES OF GRADE SEPARATION:

- ① Potential need to redevelop retail properties fronting Burke Road in road-over option due to loss of road frontage. Opportunity for amalgamation to facilitate transit-oriented development consistent with Planning Scheme and role of small neighbourhood activity centre. Development should address station at ground level to enhance safety and visual appeal of station environs.
- ② Explore the impact of road over option on the approved development at 4 Wills St and the residential property on 298 Carroll Crescent and 7 King Street.





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