• Amend Core and Non-Core Areas in DDO30 to (see Figure 37):
  - Change the block bound by Bertie Street, Bridge Street the West Gate Freeway and the new east-west street (the northern street block within 155 Bertie Street) to Non-Core Area.
  - Change the block bound by Bertie Street, Bridge Street, Woolboard Road extension and the new east-west street (the southern street block within 155 Bertie Street) to Core Area.

Figure 37. Core / Non-Core Areas proposed for 155 Bertie Street by Council
• Amend building heights in DDO30 to align with the proposed overshadowing controls by (see Figure 38):
  - reducing maximum building heights for 155 Bertie Street from 24 storeys to 12 storeys within the northern street block and increasing maximum building height from 12/24 storeys to 40 storeys within the southern street block.
  - reducing maximum building heights for 140 Bertie Street from an unlimited height to 12 storeys
  - reducing maximum building heights for 120 Bertie Street from an unlimited height to 12 storeys along Bertie Street, 20 storeys in the centre of the site and 30 storeys to the rear (towards the West Gate Freeway / Ingles Street)
  - reducing maximum building heights for 118 Bertie Street from an unlimited height to 20 storeys
  - reducing maximum building heights for 297 Ingles Street from an unlimited height to 30 storeys.
• Amend the draft Framework to reflect these changes.

Figure 38. Building Heights and overshadowing controls proposed by Council
Sandridge Health and Wellbeing Hub, Education and Community Hub and Sport and Recreation Hub

Issues and background

A Health and Wellbeing Hub is proposed for Wirraway. This hub would provide a cluster of health services. No Health and Wellbeing Hub is proposed for Sandridge.

The Framework shows the investigation area for the Education and Community Hub (primary school) in Sandridge as covering the current Bunnings site on Williamstown Road and the northern side of Woodruff Street opposite North Port Oval. The Sport and Recreation Hub is shown on the Bunnings site at 501 Williamstown Road (see Figure 39).

Preferred outcome

The Wirraway Health and Wellbeing Hub should be relocated to Sandridge to serve a broader catchment than Wirraway.

A preferred site has been identified on land owned by Goodman in the Sandridge Core Area between Bertie and Bridge Streets (153 Bertie Street), opposite Council’s proposed large open space on Bertie Street (see Figure 40). This site is large enough to accommodate the hub and is within easy walking distance of public transport. Given the hub will largely function like office space, it could be delivered within a mixed use development.

The proposed site for the Sandridge Sport and Recreation hub on the current Bunnings site adjacent to JL Murphy Reserve is supported (as per the draft Framework). However it should be delivered as a stand-alone building (i.e. not within a mixed use development).

Figure 39. Community Hub investigation areas proposed in Amendment GC81

*Health and Wellbeing Hub not shown on plan (proposed in Wirraway)
It is proposed that it is co-located with an Education and Community Hub (Primary and Secondary School). This would ensure efficiencies in the delivery of indoor sports courts (required by both hubs) and proximity to the active recreation in the adjacent North Port Oval (see Figure 40).

The proposed Education and Community Hub (Primary School) should be amended to be a P-12 combined primary and secondary school to cater for the demand for an additional government Secondary School from both current and future population.

The site can accommodate both hubs. It has good street access and is close to public transport as well as public open space.

**RECOMMENDATION 6:**

- Include a plan in the CCZ1 showing the Sandridge Urban Structure identifying the preferred location for (see Figure 40):
  - The Wirraway Health and Wellbeing Hub on the Goodman Site at 153 Bertie Street (relocated from Wirraway).
  - The Sandridge Education and Community Hub (P-12 - Primary and Secondary) co-located with the Sport and Recreation Hub on the Bunnings site at 501 Williamstown Road.

- Amend the Education and Community Hub (Primary School) to be a P-12 combined primary and secondary school.

- Amend the draft Framework to reflect these changes.
Defining active frontages and a Core Retail Area

Issues and background

Core Retail Area

A Core Retail Area is not clearly defined in the planning controls. Defining a Core Retail Area is crucial to ensure large anchor tenants are attracted and accommodated, and retail uses are sufficiently clustered to create a thriving place.

Identification of Primary Active Frontages in the right location and protection of opportunities for large floorplate uses (full-line supermarkets and other retail anchors) is critical as the proposed land use controls in Schedule 1 to the CCZ link anchor uses to Primary Active Frontages.

Primary Active Frontages

The Fishermans Bend Taskforce engaged Essential Economics to undertake a Retail Assessment for Fishermans Bend.

Essential Economics consider that Sandridge will operate as a Regional Centre serving the entire Fishermans Bend and beyond. This centre is expected to provide:

• multiple full line supermarkets, mini-majors, convenience goods and services.
• extensive dining opportunities (to become a key “foodie destination” and include an entertainment, events and cultural focus (such as cinemas, cafes, bars, nightclubs, galleries, concerts and the like) to ensure a strong night time and weekend economy
• A large fashion offering, which could be in the form of an Emporium style retail development, associated with the future Metro station.

The projected retail floorspace identified in the Retail Assessment is less than the extent of Primary Active Frontages shown in the draft Framework and planning controls. An overprovision of Primary Active Frontages could undermine the role of the Core Retail Area.

DDO30 identifies Primary Active Frontages along the Fennell / Plummer Street Civic Boulevard (see Figure 41). Council considers that the proposed extent of Primary Active Frontages along Fennell/Plummer Street (approximately 600m in length) has the potential to create a linear strip with no heart.

Secondary Active Frontages

DDO30 identifies Secondary Active Frontages to Boundary Street, Johnson Street and the new east west street (see Figure 41).

This area is envisaged as a mixed use area with a range of commercial, retail and residential uses. The majority of the area is in a Non-Core Area.

It is also noted that the western side of Boundary Street been built out with residential ground floor uses. The result of a secondary active frontage (retail / commercial) on the would be a one sided street.
Figure 41. Active frontages proposed in Amendment GC81

- Large length of Primary Active Frontage along Fennell Street.
- A Core Retail Area has not been defined.
- Secondary Active Frontages along Johnson Street, Boundary Street and new east-west street do not recognise that residential uses are also appropriate in this area to activate streets.
**Preferred outcome**

*Primary Active Frontages and Core Retail Area*

Council’s aim is to create well-defined activity centre locations that support a clustering of retail / services amenity, activation and provide spaces for retail anchors within each precinct.

Council considers that a Core Retail Area should be defined within the Core Area, which includes the primary retail frontages, and blocks where retail anchor stores are encouraged to locate.

Council has sought to nominate the Core Retail Area in Sandridge as the blocks bound by Bridge Street, Woolboard Road extension, Ingles Street and Woodruff Street (and extension), and to limit the Primary Active Frontages to Fennell Street and Bertie Street within this area (see Figure 42).

This will:

- focus retail activity on two key streets in Sandridge
  - Fennell Street (the primary east-west street) and Bertie Street (the key north-south street linking public open spaces and community hubs) and more effectively direct key anchor land uses in Sandridge.
- allow the Core Retail Area to be serviced by the three Metro station entries and tram stops at key intersections.
- reduce the extent of Primary Active Frontages along Fennell Street from between Boundary Street and a new north-south street (between Bridge and Graham Streets) to between Ingles Street and Bridge Street.
- provide for a larger format/anchor retail development potentially over multiple levels (e.g. QV) with smaller retail tenancies addressing the street.

The above changes would not preclude retail in other locations along the Fennell Street Civic Boulevard but instead will focus activity and anchor stores in a concentrated Core Area.

Council also recommends that master planning of the Core Retail Area is undertaken through the application of a DPO, pending development of the Precinct Plans (see Urban Structure below).

*Secondary Active Frontages*

It is proposed to remove Secondary Active Frontages from Boundary Street, Johnson Street and the new east west street streets to allow for retail, commercial or residential uses at ground floor rather than limiting ground floors to commercial / retail uses (see Figure 42).

Council also considers that Secondary Active Frontages should apply to key north-south lanes off Fennell Street. This will ensure that key lanes are activated with retail and commercial uses, provide a continuity of activity through the centre of large blocks and provide the opportunity for a different retail offer. It is proposed that one lane per block in the Core Area is shown as a secondary active frontage.

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**RECOMMENDATION 7:**

- Amend Core and Non-Core Areas and active street frontages in DDO30 and CCZ1 to (see Figure 42):
  - Reduce the extent of Primary Active Frontages along Fennell Street to between Ingles Street and Bridge Street and extend the Primary Active Frontage (retail) on Bertie Street between North Port Oval and Woolboard Road extension.
  - Nominate the Core Retail Area in Sandridge as the blocks bounded by Bridge Street, Woolboard Road extension, Ingles Street and Woodruff Street (and extension).
  - Identify one north-south lane per block as a secondary active frontage.
  - Remove Secondary Active Frontages from the area bound by Johnson Street, Boundary Street and new east-west street.

- Amend the draft Framework to reflect these changes.
A Core Retail Area has been defined within the Core Area, as the blocks bound by Bridge Street, Woolboard Road extension, Ingles Street and Woodruff Street (and extension).

Secondary Active Frontages have been added to one laneway per block for the four blocks in the Core Retail Area fronting Fennell Street.

Focus Primary Active Frontages (Retail) along Fennell Street and Bertie Street.

Remove Secondary Active Frontages (retail and commercial) from the area bounded by Johnson Street, Boundary Street and new east-west street to allow for active residential uses.

Figure 42. Active frontages and Core Retail Area proposed by Council
**Urban Structure**

**Issues and background**
Council’s Stage 1 and Stage 2 Overarching submissions identify the lack of an integrated plan in the proposed planning controls showing key structural and land use elements for Sandridge, including:
- Primary boulevards, transport spines and bridge connections
- The Core Area where employment is focussed
- Activity centres including defining a ‘Core Retail Area’ and primary/secondary retail frontages
- Public open spaces and Community Hubs.

As identified above, Amendment GC81 does not protect opportunities for anchor land uses within a defined ‘Core Retail Area’, such as supermarkets, mini-majors, as well as a large range of specialty retail (such as an Emporium-style retail development).

**Preferred outcome**
The planning controls should include a plan showing the urban structure for Sandridge (see Figure 43).

The DPO should be used to protect long term large floorplate anchor retail land use opportunities for the Core Retail Area in Sandridge as well as ensuring the delivery of the major transport interchanges proposed for this location. This includes the integration of the Metro Stations into the new centre.

Given that Precinct Plans are still some way from being completed and that their proposed statutory weight is unknown, Council recommends that the DPO should be applied to Council’s proposed Core Retail Area to enable master planning to occur around these matters prior to the issue of any further planning permits.

**RECOMMENDATION 8:**
- Include a plan in the CCZ1 showing the Sandridge Urban Structure as per Figure 43.
- The DPO should be used to protect long term large floorplate anchor land use opportunities for the Core Retail Area in Sandridge and ensure the integration of transport interchanges / nodes. This should be applied to the area shown as “Core Retail Area” in Figure 43.
Figure 43. Sandridge Urban Structure proposed by Council
4.0 Building heights, typologies and street walls

Reinforcing the primacy of Fennell/Plummer Street and Bertie Street through a strong street edge

Issues and Background

For the majority of Sandridge, a maximum mandatory 6 storey street wall with an upper level setback varying from 3m to 10m depending on the height of the upper levels is proposed by Amendment GC81.

On streets of 23m or wider, an 8 storey street wall would be permitted where the building does not exceed 10 storeys in overall height. However take up of this option would be limited in the Core Area given a high rise built form is anticipated in this location.

As outlined in Section 2, in its vision for Sandridge, Council has identified the Fennell Civic Boulevard and Bertie Streets as the key retail streets.

Fennell Street is 36m wide whereas Bertie Street is a 30m wide road with a 12m wide linear park proposed on the eastern side.

Development along Fennell Street ranges in height from 20, 24, 30 storeys and unlimited heights.

Bertie Street accommodates a range of different scale buildings along its length with 4 storeys close to JL Murphy Reserve, increasing to 12 and 20 storeys to unlimited heights at the Woolboard Road extension.

Six and eight storey street wall heights (23m and 31m respectively) were tested on the Fennell Civic Boulevard and Bertie Street.

The key findings were:

- An 8 storey (31m) street wall will help to create a sense of enclosure given the proposed 36m width of the Fennell Street boulevard. An 8 storey street wall would reinforce the primacy of the Fennell / Plummer boulevard (see Figure 45).
- A 6 storey street wall appears too low given the proposed widening of Fennell Street and the taller building heights which are proposed. Additionally it does not reinforce the role of the civic boulevard (see Figure 44).
- An 8 storey street wall (rather than 6 storeys) is also appropriate on Bertie Street given its 30m width (see Figures 46 and 47). This scale will reinforce Bertie Street as the key north-south retail street in Sandridge, different in scale from other streets.

Preferred outcome

An 8 storey (31m) maximum street wall height is recommended along both Fennell Street (between Ingles Street and Graham Street) and Bertie Street (excepting where lower overall building heights apply). 6 storeys (and 4 storeys on lanes) would apply elsewhere as proposed in the planning controls.

Noting an exemption to the street wall is proposed on the north-east corner of Fennell and Bridge Streets where retention of the Globe building, a key character building is sought.

RECOMMENDATION 9:

- Amend DDO30 to increase the maximum street wall height along Fennell / Plummer Street (between Ingles and Graham Streets) and Bertie Street from 6 storeys (23m) to 8 storeys (31m), except where lower overall building heights apply and on the north-east corner of Fennell and Bridge Streets where retention of the Globe building, a key character building is sought.
Figure 44. Fennell Street 6-storey street wall proposed in Amendment GC81

Figure 45. Fennell Street 8-storey street wall proposed by Council

Figure 46. Bertie Street 6-storey street wall proposed in Amendment GC81

Figure 47. Bertie Street 8-storey street wall proposed by Council
Ensuring building heights and typologies reinforce the Sandridge Core Area

Issues and Background

As outlined in Council’s Stage 2 Overarching submission and supporting Fishermans Bend Planning Review Panel Urban Design Report (April 2018), a key principle for Council is creating a skyline that reinforces the Sandridge Core Area as the commercial and retail centre of Fishermans Bend.

Council’s built form modelling for Sandridge demonstrates that the building envelopes created by DDO30 and the lane configuration outlined in the draft Framework result in (see Figure 48):

- Podium towers forms ranging from 11 to 92 storeys within both the Core and Non-Core Areas.
- The tallest potential development in Sandridge (up to 92 storeys) is in the triangle block created by Ingles and Plummer Streets and the West Gate Freeway and the south-west corner of Fennell and Boundary Street. This is outside the area where Council is seeking a concentration of retail and commercial activities.
- In some areas, such as the west and north of Sandridge, there is little differentiation between the building heights and built form outcomes in Core and Non-Core Areas.
- The street and laneway layout results in built form outcomes where the potential for taller buildings is away from Fennell Street and to the north and east. This issue is addressed in Section 3.0 Proposed Structural Changes - Changes to laneways.

Figure 48. Sandridge Core and Non-Core Areas looking from the south – DDO model
**Ingles Street Triangle (Core Area)**

Unlimited heights apply to the triangle of land bound by Ingles and Fennell Streets and the West Gate Freeway. This area includes 284A, 284B and 276-278 Ingles Street, 51-55, 65, 67 and 69 Fennell Street, 6 Anderson Street and 81 Brady Street (see Figure 49).

Two sites in this area have the potential to reach heights that would cap out at 92 storeys as a result of the PANS-OPS flight path to Essendon Airport rather than anything proposed in DDO30 (see Figure 48).

Buildings of 80-90 storeys would detract from the Core Retail Area.

This location will be affected by the development of a new tram bridge over the West Gate Freeway, landing at the intersection of Ingles and Fennell Streets. It will also be affected by the landing of the widened Ingles Street bridge. This may limit access to existing properties in Anderson Street.

To facilitate the complex engineering works that will be required and to address the fragmented land ownership that will result from the bridge bisecting sites, the entire site will need to be acquired and a master plan developed simultaneously for the tram bridge landing and the development of the surplus land.

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1 To test heights on these sites some amalgamation has been assumed.

4 The PANS-OPS protection surfaces are imaginary surfaces in space that guarantee an aircraft a certain minimum obstacle clearance. These surfaces are used as a tool in assessing building development. Where buildings may (under certain circumstances) be permitted to penetrate the OLS, they cannot be permitted to penetrate any PANS-OPS surface, because the purpose of these surfaces is to guarantee pilots an obstacle free descent path for a given approach.

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**Figure 49. Building height controls proposed in Amendment GC81**

- Large areas of proposed maximum 24 storey height in the Non-Core Area of Sandridge North and Sandridge West may result in a lack of built form transition between Core and Non-Core Areas of Sandridge.
- The ‘Ingles Street Triangle’ - land bounded by Ingles Street, Fennell Street and West Gate Freeway
- The south-west corner of Fennell and Boundary Street (part of 250 Ingles Street).
- Proposed unlimited height area may result in the highest development occurring away from the centre of Sandridge.
South-west corner of Fennell and Boundary Streets (Core Area)

Unlimited heights also apply to the south-west corner of Fennell and Boundary Streets, part of 250 Ingles Street (see Figure 49).

The site on the south-west corner of Fennell/Boundary Streets is constrained to 20 storeys due to the proposed laneway locations (see Figure 48). However, if the location of proposed laneways were amended, the site would have the potential to reach heights between 70-80 storeys, before overshadowing the public open space on the south-west corner of Fennell and Bertie Streets.

Buildings of 70 or 80 storeys would detract from the Core Retail Area, and would not provide a transition between the 30 storey limit on the adjacent site to the west, or the 20 and 8 storey Non-Core Area to the south.

Sandridge West (Non-Core Area)

Sandridge West includes large areas where the maximum building height is 24 storeys (part of 520-533 Bridge Street and 574 Plummer Street) (see Figure 49).

A minimum 70 percent site coverage and 30 percent communal open space controls also apply.

Table 3: Preferred future character in the MSS envisages ‘Hybrid developments of mid-rise perimeter blocks and tower developments’ (Area S5).

Built form testing indicates that podium tower forms are likely to be the dominant form of development on these sites, with mid-rise on the sites fronting Plummer Street due to the 12 storey height (see Figure 49). Noting that towers are likely to be more sparsely located given the application of the site coverage and communal open space requirement.

Development up to 24 storeys in the Sandridge Non-Core Area creates the potential for Sandridge West to blur into Wirraway due to a lack of a clear differentiation in heights and transition between Core and Non-Core Areas (see Figure 48).

Campus area in Sandridge North (Non-Core Area)

A 24 storey height applies to most of the two northern-most blocks of Sandridge North west of Bertie Street (part of 155 Bertie Street and part of 153 Bertie Street), with the exception of a small 12 storey area (see Figure 49). A 6 storey mandatory maximum street wall applies in this location. (Noting the 8 storey option for 10 storey buildings also applies.)

The proposed Preferred Character of the Non-Core Area of Sandridge North (Area S1) in the MSS envisages ‘Hybrid developments of mid-rise perimeter blocks and tower developments with potential for larger commercial uses, including campus style developments.’

Built form modelling demonstrates (see Figure 50):

- The 24 storey height will likely result in predominately tower-podium forms if the large potential for FAU is taken up, with some mid-rise resulting from overshadowing controls on the linear park south of the Woolboard Road extension.
- While towers in these locations will be less dense than in the Core Area, if the 30 percent communal open space and maximum site coverage of 70 percent is applied, the built form typologies would be predominately towers and podiums.
- Building heights (coupled with other controls such as mandatory requirements for maximum street walls) in this area do not promote campus style developments like those in Docklands.
A height of 24 storeys detracts from the Sandridge Core Area and does not differentiate between the heights and building typologies in the Core and Non-Core Areas (see Figure 48).

As well as to reinforce the Sandridge Core Area, the differentiation is need to help create a different place character for each neighbourhood.

Council strongly considers that campus style development should be sought in this location to:

- Provide an alternative to the tower podium format by providing for large commercial footprints. (Benchmarking demonstrates that the floorplates of campus developments range from 6,000 to 9,000 sqm in size.)
- Provide buildings which can deliver more flexible floorplates and layouts for occupants e.g. through the inclusion of internal atriums and shared space.
- Support office headquarters, tertiary education and health care uses in this location.

Campus style office developments vary in layout and heights. In Melbourne, one of the most intensive examples is in Docklands where heights range from:

- Medibank Headquarters at 720 Bourke Street – 24 storeys (109m)
- NAB at 700 Bourke Street – 16 storeys (70m)
- ANZ Centre at 830 Collins Street – 13 storeys (55m).

In the case of Sandridge, 24 storeys is considered too high for this form of development. A 24 storey campus style building like the Medibank Centre is bulky and very imposing from the street.

Figure 50. Built form outcomes proposed in Amendment GC81
Preferred outcome

Council’s preferred outcome is a skyline that reinforces the Sandridge Core Area as the commercial and retail centre of Fishermans Bend (see Figure 52), through:

- Ensuring the primacy and legibility of the Sandridge Core Area by locating the tallest buildings at the heart of the Core Area.
- Ensuring a clear differentiation between the Core and Non-Core Areas in Sandridge, with higher heights in the Core Area and lower heights in the Non-Core Area, to create a distinct character between different parts of Sandridge.
- Encourage different typologies (other than tower podiums) such as hybrid developments and other mid-rise typologies.

Ingles Street Triangle (Core Area)

This location provides an opportunity to create an iconic building like the Pontsteiger building (an arch shaped building) in Amsterdam or the China Central Television Headquarters in Beijing (see Figure 52) to mark the landing of the tram in Sandridge.

Owing to its prominent location, this building does not need to be tall to create a landmark (see Figure 51).

A maximum height of 40 storeys is recommended for the site (see Figure 55). This height provides substantial development opportunities and floor area. It also reinforces the primacy of the Core Retail Area, west of Ingles Street by ensuring that taller towers are focused in this area.

Buildings of lower heights on either side should frame the building (see Figure 51), however the proposed 40 storey height applies across to sites to provide flexibility.
To address the complex environment of the Ingles Street Triangle (where the new tram bridge meets a reconstructed Ingles Street Bridge), the application of a DPO to this site is recommended to enable detailed master planning, and ensure a positive interface between new buildings and the bridge.

South-west corner of Fennell & Boundary Streets (Core Area)

It is also recommended that the height of the Ingles Street / Boundary Street corner is reduced from unlimited to 30 storeys to reinforce the Core Area, west of Ingles Street and provide a transition to the 20 storey and 8 storey areas to the south (see Figures 53 and 55).

Sandridge West (Non-Core Area)

A reduction in heights from 24 storeys to 12 storeys is recommended for two blocks west of Graham Street and east of the new north-south street, north of Plummer Street (see Figure 55).

This transition in height is sought to reinforce the Sandridge Core Area as the commercial and retail centre of Fishermans Bend and transition in heights to Wirraway.

This change will also help to ensure that a wider range of building typologies are delivered. 12 storeys provides significant scope to deliver hybrid developments with mid-rise towers and other forms of developments such as block / row developments.

Figures 53 and 55 show the proposed changes in height.

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Reduce maximum building height in Non-Core Areas from 24 storeys to 12 storeys to create a clear differentiation between Core and Non-Core Areas in heights and building typologies.

Amend laneway layout to facilitate higher buildings along Fennell Street.

Reduce unlimited building height to 40 storeys to create a landmark building, and to 30 storeys to create a transition between Core and Non-Core Areas.
Campus area in Sandridge North (Non-Core Area)

As outlined in Section 2, Council wishes to promote campus style development in this location.

Campus style developments feature large floorplates with space around them or internal courtyards and atriums to create a high amenity workplace.

To facilitate a campus form of development, reducing the building heights to 12 storeys and removing the street wall requirement to allow sheer street walls is recommended (see Figure 54).

A key element of this typology is that buildings are sheer from the street and do not have a podium with upper levels set back.

A 12 storey height will allow development to reach the FAR of 3.1:1 (for Non-Core Areas) and also achieve substantial FAU (see Figure 54).

12 storey height will emphasise the primacy of the Sandridge Core Retail Area by ensuring the tallest buildings are located there to ensure a transition in building heights in Non-Core Areas.

Figure 54. Built form outcomes proposed by Council
RECOMMENDATION 10:

- Amend building heights in DDO30 to reinforce the Sandridge Core Area as the commercial/retail centre of Fishermans Bend (see Figure 55):
  - reducing maximum building heights in Sandridge North Non-Core Area (part of 155 Bertie Street and part of 153 Bertie Street) and Sandridge West Non-Core Area (part of 520-533 Bridge Street and 574 Plummer Street) from 24 storeys to 12 storeys.
  - reducing maximum building heights on the properties bound by Ingles Street, Fennell Street and the West Gate Freeway (284A, 284B and 276-278 Ingles Street, 51-55, 65, 67 and 69 Fennell Street, 6 Anderson Street and 81 Brady Street) from unlimited to 40 storeys.
  - reducing maximum building heights on the south-west corner of Fennell and Boundary Street (part of 250 Ingles Street) from unlimited to 30 storeys.

- Amend street wall requirements in DDO30 to exempt the northern-most Non-Core Area blocks in Sandridge North and allow a 12 storey sheer street wall.

- Include policy in Clause 21.06-8 which emphasises the primacy of the Sandridge Retail and Commercial Core Area by ensuring the tallest buildings are located there and ensure a transition in building heights in Non-Core Areas.

- Amend the draft Framework to reflect these changes.

Figure 55. Building height controls proposed by Council
5.0 Summary of recommendations for Sandridge

RECOMMENDATION 1:
• Amend sub-precincts and preferred character statements as per Figure 2 and Table 1 and move from Clause 21.06-8 to DDO30.

RECOMMENDATION 2:
• Amend the CCZ1 and DDO30 to include an additional 22m road in the Sandridge Core, as shown in Figure 8.
• Amend the draft Framework to reflect this change.

RECOMMENDATION 3:
• Amend the CCZ1 and DDO30 to show laneways as per Figure 14, until further work is undertaken through detailed precinct planning.
• Undertake further work through Precinct Planning to finalise key laneway locations (including the role of laneways, whether they cater for vehicle, vehicles and pedestrians or pedestrians only, are open to the air or are through buildings.)
• Amend DDO30 to specify a minimum width of 9m for lanes in Sandridge.
• Amend policy in Clause 22.15 for Sandridge Core to allow one through block link through buildings per street block in place of an open to the air laneway, where commercial/office development is proposed.

RECOMMENDATION 4:
• Amend the CCZ1 and DDO30 to re-locate the area of public open space from 299 Bridge Street to 577 Plummer Street to deliver the larger public open space (approximately 3,000 sqm) on the north side of the street and a smaller space on the south side (within the existing road reserve) (see Figure 23).
• Amend overshadowing requirements in DDO30 to move the equinox overshadowing control from the proposed public open space on the southern corner of Plummer/Bridge Streets to the proposed larger open space (Civic Space) on the northern corner of Plummer/Bridge Streets (see Figure 23).
• Include a plan in the CCZ1 showing the Sandridge Urban Structure identifying the preferred location for the Arts and Culture Hub as 577 Plummer Street (see Recommendation 6).
• Acquire the entire site at 577 Plummer Street to enable the early delivery of the tram in Sandridge and civic square and Sandridge Art and Cultural Hub.
• Amend building heights in DDO30 to align with the proposed overshadowing controls (see Figure 24) through:
  - reducing maximum building heights for part of the site directly north of the Civic Square and west of Bridge Street (520-533 Plummer Street) from an unlimited height to 24 storeys.
  - reducing maximum building heights for 577 Plummer Street from 24 storeys to 12 storeys.
  - reducing maximum building heights for part of the site on the north-east corner of Fennell / Bridge Streets (1-3 Fennell Street) from 24 storeys to 15 storeys and from unlimited height to 30 storeys, retaining a depth of at 10m of the Globe building with a 15m setback to any higher tower element between Bridge and Bertie Street.
  - increasing the maximum building height on the south-east corner of Fennell / Bridge Streets (part of 61 Bertie Street) from 24 storeys to 30 storeys.
  - reducing maximum building heights for part of the site to the north of Bridge Street (153 Bertie Street) from unlimited height to 30 storeys.
• Amend the draft Framework to reflect these changes.

RECOMMENDATION 5:
• Amend public open space in the CCZ1 and DDO30 to re-locate 6,700 sqm of proposed public open space from the south side of the Woolboard Road extension (leaving a 12m wide linear park) to deliver the larger public open space (approx. 10,000 sqm) on the north side of the street at 155 Bertie Street (see Figure 36).
• Amend overshadowing requirements in DDO30 to (see Figure 36):
  - include a equinox overshadowing control for the proposed Sandridge North Park
  - delete an overshadowing control for the linear park to the south of the Woolboard Road extension.
• Amend overshadowing requirements in DDO67 in the City of Melbourne Planning Scheme include an Equinox overshadowing control for proposed public open space in Sandridge.
• Amend Core and Non-Core Areas in DDO30 to (see Figure 37):
  - Change the block bound by Bertie Street, Bridge Street the West Gate Freeway and the new east-west street (the northern street block within 155 Bertie Street) to Non-Core Area.
  - Change the block bound by Bertie Street, Bridge Street, Woolboard Road extension and the new east-west street (the southern street block within 155 Bertie Street) to Core Area.
• Amend building heights in DDO30 to align with the proposed overshadowing controls by (see Figure 38):
  - reducing maximum building heights for 155 Bertie Street from 24 storeys to 12 storeys within the northern street block and increasing maximum building height from 12/24 storeys to 40 storeys within the southern street block.
  - reducing maximum building heights for 140 Bertie Street from an unlimited height to 12 storeys
  - reducing maximum building heights for 120 Bertie Street from an unlimited height to 12 storeys along Bertie Street, 20 storeys in the centre of the site and 30 storeys to the rear (towards the West Gate Freeway / Ingles Street)
  - reducing maximum building heights for 118 Bertie Street from an unlimited height to 20 storeys
  - reducing maximum building heights for 297 Ingles Street from an unlimited height to 30 storeys.
• Amend the draft Framework to reflect these changes.

RECOMMENDATION 6:
• Include a plan in the CCZ1 showing the Sandridge Urban Structure identifying the preferred location for (see Figure 40):
  - The Wirraway Health and Wellbeing Hub on the Goodman Site at 153 Bertie Street (relocated from Wirraway).
  - The Sandridge Education and Community Hub (P-12 - Primary and Secondary) co-located with the Sport and Recreation Hub on the Bunnings site at 501 Williamstown Road.
• Amend the Education and Community Hub (Primary School) to be a P-12 combined primary and secondary school.
• Amend the draft Framework to reflect these changes.

RECOMMENDATION 7:
• Amend Core and Non-Core Areas and active street frontages in DDO30 and CCZ1 to (see Figure 42):
  - Reduce the extent of Primary Active Frontages along Fennell Street to between Ingles Street and Bridge Street and extend the Primary Active Frontage (retail) on Bertie Street between North Port Oval and Woolboard Road extension.
  - Nominate the Core Retail Area in Sandridge as the blocks bounded by Bridge Street, Woolboard Road extension, Ingles Street and Woodruff Street (and extension).
  - Identify one north-south lane per block as a secondary active frontage.
• Remove Secondary Active Frontages from the area bound by Johnson Street, Boundary Street and new east-west street.
• Amend the draft Framework to reflect these changes.

RECOMMENDATION 8:
• Include a plan in the CCZ1 showing the Sandridge Urban Structure as per Figure 43.
  - The DPO should be used to protect long term large floorplate anchor land use opportunities for the Core Retail Areas in Sandridge and ensure the integration of transport interchanges / nodes. This should be applied to the area shown as “Core Retail Area” in Figure 43.

RECOMMENDATION 9:
• Amend DDO30 to increase the maximum street wall height along Fennell / Plummer Street (between Ingles and Graham Streets) and Bertie Street from 6 storeys (23m) to 8 storeys (31m), excepting where lower overall building heights apply and on the north-east corner of Fennell and Bridge Streets where retention of the Globe building, a key character building is sought.
RECOMMENDATION 10:

- Amend building heights in DDO30 to reinforce the Sandridge Core as the commercial and retail centre of Fishermans Bend by (see Figure 54):
  - reducing maximum building heights in Sandridge North Non-Core (part of 155 Bertie Street and part of 153 Bertie Street) and Sandridge West Non-Core (part of 520-533 Bridge Street and 574 Plummer Street) from unlimited height to 12 storeys.
  - reducing maximum building heights on the properties bound by Ingles Street, Fennell Street and the West Gate Freeway (284A, 284B and 276-278 Ingles Street, 51-55, 65, 67 and 69 Fennell Street, 6 Anderson Street and 81 Brady Street) from unlimited to 40 storeys.
  - reducing maximum building heights on the south-west corner of Fennell and Boundary Street (part of 250 Ingles Street) from unlimited to 30 storeys.

- Amend street wall requirements in DDO30 to exempt the northern-most Non-Core blocks in Sandridge North and allow a 12 storey sheer street wall.

- Include policy in Clause 21.06-8 which emphasises the primacy of the Sandridge Retail and Commercial Core by ensuring the tallest buildings are located there and ensure a transition in building heights in Non-Core Areas.

- Amend the draft Framework to reflect these changes.

Refer Figures 56-62 for a full set of changes to plans proposed by Council for Sandridge:

- Urban Structure
- Street and laneway network
- Public open space and overshadowing controls
- Building height controls
- Core and Non-Core area controls
- Active frontages and Core Retail Area controls
- Community Hub sites
Figure 56. Sandridge Urban Structure proposed by Council
Figure 57. Sandridge street and laneway network proposed by Council
Figure 58. Sandridge public open space controls proposed by Council
Figure 59. Sandridge building height controls proposed by Council
Figure 60. Sandridge Core and Non-Core controls proposed by Council
Figure 61. Sandridge active frontages and Core Retail Area controls proposed by Council
Figure 62. Sandridge Community Hub sites proposed by Council
## 6.0 Appendices

### Appendix 1. Built form modelling assumptions

<table>
<thead>
<tr>
<th>Issue</th>
<th>Assumptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Screens and lanes</td>
<td>• The DDO model used the location of streets and lanes based on the draft Framework.</td>
</tr>
<tr>
<td></td>
<td>• The Preferred Outcome model includes some changes to this layer e.g. new north-south lanes and the deletion of some east-west lanes.</td>
</tr>
<tr>
<td>Floor to floor heights</td>
<td>• 4m at the ground level and 3.8m for remaining floors in the podium.</td>
</tr>
<tr>
<td></td>
<td>• Floor to floor heights above the street wall allow for 3.8m in commercial buildings (within Sandridge Core areas).</td>
</tr>
<tr>
<td></td>
<td>• Overshadowing controls are tested using 3.8m floor to floor heights within the proposed heights.</td>
</tr>
<tr>
<td>Side and rear setbacks</td>
<td>• Habitable interfaces are assumed in Wirraway (above the base building/podium).</td>
</tr>
<tr>
<td></td>
<td>• A mix of non-habitable and habitable interfaces are generally used in other areas.</td>
</tr>
<tr>
<td></td>
<td>• The Better Apartment Design Standards definition of what constitutes a habitable space is adopted. Non-habitable is assumed to include commercial uses.</td>
</tr>
<tr>
<td></td>
<td>• Non-habitable interfaces are assumed for the base building (except in Wirraway).</td>
</tr>
<tr>
<td>Site coverage</td>
<td>• 100% site coverage for lower levels of the building/podium except for Non-Core Areas of Sandridge and Wirraway.</td>
</tr>
<tr>
<td></td>
<td>• 100% site coverage for properties less than 1,200m² gross developable area.</td>
</tr>
<tr>
<td>Tower floorplates</td>
<td>• All tower floorplates outside of the Core in Sandridge are residential.</td>
</tr>
<tr>
<td></td>
<td>• In the DDO model, residential floor plate sizes of 30x75m (2,250m²) and commercial floorplates of 3,000m².</td>
</tr>
<tr>
<td></td>
<td>• In the Council Preferred Outcome model, residential floorplates of 25x50m (1,250m²) and commercial floorplates of 2,500m² were modelled.</td>
</tr>
<tr>
<td></td>
<td>• Minimum building widths, depths and floorplate sizes were derived from a combination of assumptions taken from the Urban Design Strategy, Better Apartments Design Standards and Guidelines, Hayball’s built form testing of Amendment C270 and benchmarking of residential applications in Fishermans Bend and commercial projects within the City of Melbourne.</td>
</tr>
<tr>
<td>Car parking</td>
<td>• Car parking is assumed to be located above ground (due to soil conditions).</td>
</tr>
<tr>
<td>Issue</td>
<td>Assumptions</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Public Open Space</td>
<td>• In the DDO model open space was modelled based on the draft Framework.</td>
</tr>
<tr>
<td></td>
<td>• In the Council Preferred Outcome model, open space was modelled on a combination of the draft Framework and additional open spaces proposed by Council.</td>
</tr>
<tr>
<td>Street walls and upper level setbacks</td>
<td>• As per DDO30, 4 storey street walls on laneways &lt; 12m, 6 storey street walls on streets &gt; 12m and 8 storey street walls on identified sites on streets &gt; 23m were modelled in the DDO.</td>
</tr>
<tr>
<td></td>
<td>• In the Council Preferred Outcome model, a variety of street walls were modelled.</td>
</tr>
<tr>
<td></td>
<td>• Where two different street walls intersect, the higher street wall height was applied to the corner.</td>
</tr>
<tr>
<td></td>
<td>• Building depths were assumed to be either 10m deep for single loaded or 20m deep for double loaded corridors.</td>
</tr>
<tr>
<td></td>
<td>• Upper level setbacks were applied from the property boundary.</td>
</tr>
<tr>
<td>Location and width of laneways</td>
<td>• DDO model uses laneways as per the draft Framework (1st model)</td>
</tr>
<tr>
<td></td>
<td>• Council Preferred Outcome model applies laneways every 50m in Core Areas and every 100m in Non-Core Areas as outlined in policy at Clause 22.15.</td>
</tr>
<tr>
<td></td>
<td>• 9m wide laneways were assumed for Sandridge, 9 and 12m lanes for Wirraway and Montague.</td>
</tr>
<tr>
<td></td>
<td>• Laneways were generally located on larger sites.</td>
</tr>
<tr>
<td>Land ownership</td>
<td>• Adjoining sites with the same owner were treated as one development site.</td>
</tr>
<tr>
<td>Approved planning permits</td>
<td>• Approved planning permits are included in DDO model but not in the Council Preferred Outcome model.</td>
</tr>
</tbody>
</table>
Appendix 2. Overshadowing diagrams - Civic Square

Figure 63. Overshadowing - DDO model at the Equinox (22 September)
Figure 64. Overshadowing - Council’s Preferred Outcome model at the Equinox (22 September)
Appendix 3. Overshadowing diagrams - Sandridge North Park

Figure 65. Overshadowing - DDO model at the Equinox (22 September)
Figure 66. Overshadowing - Council’s Preferred Outcome model at the Equinox (22 September)
### Appendix 4. FAR/FAU Testing

**Sandridge Block C - DDO Model**

<table>
<thead>
<tr>
<th>Building heights</th>
<th>Site area (sqm)</th>
<th>GFA through FAR (sqm)</th>
<th>GFA through FAU (sqm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Core Area</td>
<td>12 storeys*</td>
<td>15,042</td>
<td>121,840 (8.1:1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>8,294 (0.5:1)</td>
</tr>
<tr>
<td>Non-Core Area</td>
<td>24 storeys</td>
<td>24,608</td>
<td>81,206 (3.3:1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>131,694 (5.4:1)</td>
</tr>
</tbody>
</table>

*Overshadowing controls apply

**Sandridge Block C - Council Preferred Model**

<table>
<thead>
<tr>
<th>Building heights</th>
<th>Site area (sqm)</th>
<th>GFA through FAR (sqm)</th>
<th>GFA through FAU (sqm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Core Area</td>
<td>40 storeys</td>
<td>17,218</td>
<td>139,741 (8.1:1)</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>12,544 (0.7:1)</td>
</tr>
<tr>
<td>Non-Core Area</td>
<td>12 storeys</td>
<td>22,570</td>
<td>74,481 (3.3:1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>84,203 (3.7:1)</td>
</tr>
</tbody>
</table>

*Overshadowing controls apply
### Sandridge Block F - DDO Model

<table>
<thead>
<tr>
<th>Building heights</th>
<th>Site area (sqm)</th>
<th>GFA through FAR (sqm)</th>
<th>GFA through FAU (sqm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Core Area</td>
<td>20, 24 and unlimited storeys</td>
<td>40,539</td>
<td>328,365 (8.1:1)</td>
</tr>
</tbody>
</table>

### Sandridge Block F - Council Preferred Model

<table>
<thead>
<tr>
<th>Building heights</th>
<th>Site area (sqm)</th>
<th>GFA through FAR (sqm)</th>
<th>GFA through FAU (sqm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Core Area</td>
<td>20, 24 and unlimited storeys</td>
<td>40,539</td>
<td>328,365 (8.1:1)</td>
</tr>
</tbody>
</table>