Amendment GC81
Expert Urban Design Evidence
Sandridge + Jane Property, Montague

MARK SHEPPARD
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CONTEXT

- Very limited public transport
- Good access to West Gate Freeway
- Freeway as barrier—only one link to Lorimer
- Large, impermeable blocks
- Large, flexible lots
- North Port Oval
- Wide roads but poor streetscape amenity
- Some heritage
- Sensitive southern interface
Support:
- new public transport
- finer-grain street network (provided flexibility for alignment)
- new links to Lorimer business district
- community facilities

Query:
- Bertie Street closure
OPEN SPACE

• Support Ms Thompson’s proposed consolidation of open space
• Review as part of detailed precinct planning

Thompson evidence, Figure (vii)
DENSITY—CORE

• Support higher density around metro station and to foster employment
• 118 Bertie St cannot achieve the maximum FAR
• 1 Fennell St can only achieve the maximum FAR with a higher commercial component
• FAR should be determined by built form modelling
DENSITY—NON-CORE

- Extent of higher residential density unnecessarily limited given public transport accessibility
DENSITY—NON-CORE

- Alternative built form models could increase density while maintaining a distinctive character and providing high quality living environments.
- Density should follow review of optimum built form.
BUILT FORM—CORE

- Remove height controls in core in favour of shadow and density controls—provides flexibility for lower, broader buildings or taller, well-separated slender forms
BUILT FORM—NON-CORE

- Support predominantly mid-rise forms
- Mismatch between proposed maximum density and height in places
- Also ignores approval for 20-46 storeys at 60-82 Johnston St
- Heights should be adjusted to suit optimised built form
ACTIVE FRONTAGES

- Remove secondary active frontages in non-core land, except along Plummer Street.
INDIVIDUAL SITE ANALYSIS

Key assumptions:

• New streets and parks as per proposed Document 66 CCZ
• New laneways and minor roads as per Framework, adjusted to suit development of site, 6m wide
• Built form in accordance with preferred maximum heights and setbacks, and proposed overshadowing controls, except as proposed to be varied by Ms Hodyl’s evidence in relation to Montague
• Floor-to-floor dimensions as per proposed DDO and 3.1m above podium
• Tower footprints maximum 900m² up to 15 storeys and 1250m² above
• Parking at proposed rates accommodated within podium
• Parking sleeved by non-dwelling floor area, then dwelling floor area if necessary
• Remaining dwelling floor area in tower(s)
469-471 WILLIAMSTOWN ROAD

- Can accommodate maximum FAR with single-storey podium
- Uncertainty whether site coverage requirement applies to whole site or developable area
- Maximum FAR precludes realisation of maximum height in northern part of site (8 storeys)

Original modelling
32-38 FENNEL ST & 50-60 BERTIE ST—ORIGINAL

- Podium contains commercial, parking and residential slewing; tower all residential
- Can accommodate maximum FAR under exhibited FAR controls
- Maximum FAR prevents both towers from reaching maximum height
- Overshadowing requirement limits height of northern tower
- Limited additional built form capacity due to shadow constraints
32-38 FENNELL ST & 50-60 BERTIE ST—REVISED

- Can accommodate maximum FAR under revised FAR controls
- Lower towers under revised FAR provisions
- Additional development potential within proposed built form controls
• Cannot accommodate anywhere near maximum FAR under exhibited or revised controls due to overshadowing requirement and new street along southern boundary
• Potential upper form unlikely to be viable due to narrow width (10m)
118 BERTIE STREET

- Neighbouring properties are much more able to accommodate the new road
- Revised CCZ map converts the road to a laneway. However, its alignment is ambiguous
1 FENNELL STREET—ORIGINAL

- East-west laneway converted to additional north-south laneway
- Cannot accommodate maximum FAR under exhibited FAR controls due to shadow control
• Can only accommodate maximum FAR under revised control with greater commercial component due to deep-plan tower floors
60-82 JOHNSON STREET

- Can accommodate maximum FAR
- Substantial difference between maximum FAR and building envelope (24 storeys)
- Development potential under proposed controls is substantially less than approved development
134-150 BUCKHURST STREET, MONTAGUE

Original modelling

- Podium contains commercial, parking and residential sleeving; tower all residential
- Can accommodate maximum FAR under exhibited and revised FAR controls
- Lower building under revised FAR provisions
- Substantial difference between maximum FAR and building envelope (20 storeys)
- Proposed development potential substantially less than approved development (30 storeys)

Modelling of revised FAR provisions
166-168 BUCKHURST STREET, MONTAGUE

- Can accommodate maximum FAR
- Unclear whether it is possible to reach maximum height (8 storeys) as side setback requirements above 23m for building up to 30m unclear
CONCLUSION & RECOMMENDATIONS

• Amend open space in accordance with Ms Thompson’s recommendations
• Review the merits of closing the southern end of Bertie Street
• Remove maximum building heights in Sandridge core
• Replace the mandatory 4-storey height limit on Williamstown Road with a discretionary maximum 4-storey street wall height and a discretionary minimum 10m setback above
• Replace the non-core site coverage control with requirement for communal open space
• Remove secondary active frontages from non-core land except Plummer Street
• Precinct structure planning, to include:
  • Review of open space network
  • Provision of new streets and laneways
  • Determination of preferred built form character -> density
  • Delivery of employment space
  • Activity centre planning (e.g. retail and community facilities)
DAVID LOCK ASSOCIATES
Contact: Mark Sheppard
Level 2 / 166 Albert Road
South Melbourne
Victoria 3205
t: +61 3 9682 8568
info@dlaaust.com
www.dlaaust.com