

11 May 2018

Amendment GC81—Fishermans Bend

RESPONSE TO PANEL REQUEST

[1] On 9 May 2018, I received the following request from the Panel: “(From Mr Sheppard) What revisions are required to the controls to facilitate his alternative models (the Barcelona model, the Vancouver model and the Hybrid model)?” This statement sets out my response.

Barcelona model

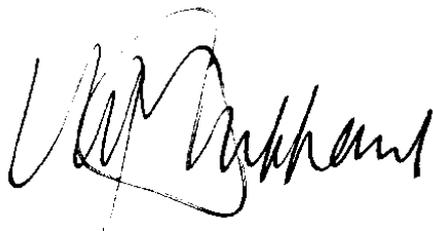
- [2] The Barcelona model is a 6-7 storey perimeter block comprising a series of buildings that join up to form continuous built form at the edge of the block and a large communal open space at the centre. As outlined in my overarching evidence, this model delivers a density of approximately 3.6-4.0:1. In Barcelona, these blocks are typically approximately 125m square, and front streets 26m wide. However, the model is flexible enough to be applied to different block dimensions and street widths.
- [3] The proposed controls provide for this outcome on streets wider than 22m. In streets narrower than this, only a 6-storey form is possible without setback. However, a seventh level is possible with a 3m setback.
- [4] Therefore, the proposed built form controls generally allow for this outcome. However, the density controls would need to be increased in places.
- [5] This model could be encouraged in policy. However, if the desire is to require rather than simply facilitate or encourage this outcome, it would also be necessary to introduce additional provisions to ensure the central open space is created. These could be a building envelope, a maximum building depth from the street or a minimum rear setback (where there are multiple lots that only extend to the middle of the block), along with a provision to ensure that the central open space becomes a single space shared by all properties in the block (and potentially accessible by members of the public via lanes).

Vancouver model

- [6] The Vancouver model is a combination of 2-3 storey townhouses along the long sides of each block with towers approximately 30-storeys high at the corners of the block, and a lane dissecting the block longitudinally. As outlined in my overarching evidence, this model delivers a density of approximately 2.5-4.3:1. In Vancouver, these blocks are typically approximately 140m x 80m, and are bounded by 28m wide streets along the long sides and 18m wide streets along the short sides. However, there is some flexibility to apply it to different block dimensions and street widths.
- [7] The proposed controls would facilitate the townhouses. However, the towers would be prevented by the proposed setbacks above the street wall. Therefore, for this model to be facilitated, there would need to be an exception made to the setbacks required above the street wall in the corners of the block. The maximum building heights and density controls would also need to be increased in places.
- [8] This model could be encouraged in policy. However, if the desire is to require rather than simply facilitate or encourage this outcome, it would also be necessary to lower the maximum building heights away from the block corners, to ‘force’ the floor area into towers at the corners and maintain a generally low-rise environment elsewhere. In blocks comprising multiple lots in separate ownership, there would need to be a mechanism for consolidating them or equitably sharing the development benefits between the lots where a tower is possible and those where only townhouses are possible.

Hybrid model

- [9] The Hybrid model is a perimeter block formed by separated buildings with a range of building heights, arranged around a central communal open space. The taller buildings are typically higher than 10 storeys and positioned in a corner of the block, with the lower buildings typically around 6-7 storeys high. As outlined in my overarching evidence, this model delivers a density of approximately 3.4-5.4:1. In Sydney, these blocks are typically relatively square, with dimensions of approximately 95-115m, and bounded by 18-22m wide streets. However, there is some flexibility to apply it to different block dimensions and street widths.
- [10] The proposed controls would facilitate the 6-storey buildings on most streets. However, the taller buildings would be prevented by the proposed setbacks above the street wall. Therefore, for this model to be facilitated, there would need to be an exception made to the setbacks required above the street wall in the corners of the block. The maximum building heights and density controls would also need to be increased in places.
- [11] This model could be encouraged in policy. However, if the desire is to require rather than simply facilitate or encourage this outcome, it would also be necessary to introduce additional provisions to ensure the central open space is created. These could be a building envelope, a maximum building depth from the street or a minimum rear setback (where there are multiple lots that only extend to the middle of the block), along with a provision to ensure that the central open space becomes a single space shared by all properties in the block (and potentially accessible by members of the public via lanes).
- [12] There would also need to be a mechanism to ensure varied building heights. This would be best achieved by expressing the performance outcome sought in a control (including the range of heights), and allowing the applicant to determine the optimum configuration of buildings that maximises solar amenity, visual amenity, and so on.
- [13] In blocks comprising multiple lots in separate ownership, there would need to be a mechanism for consolidating them, or coordinating the development of different building heights and equitably sharing the development benefits between the lots where taller and lower buildings are to be built.



Mark Sheppard
Principal