Amendment GC81
Expert Urban Design Evidence
Wirraway

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CONTEXT

- Close to Port Phillip Bay
- Very limited public transport
- Good access to West Gate Freeway
- Freeway as barrier—only two links to Employment Precinct
- Large, impermeable blocks
- Large, flexible lots
- JL Murphy Reserve
- 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 Employment Precinct
- community facilities

Query:
- number of jobs if no metro station
- nature and alignment of elevated freight route
OPEN SPACE

- Support Ms Thompson’s proposed changes to open space, though query weight given to existing trees
- Review as part of detailed precinct planning

Thompson evidence, Figure (viii)
DENSITY

- Proposed density well below comparable inner city precincts and does not reflect metro station
- Proposed density does not optimise contribution to accommodating growth
DENSITY

- 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 identification of optimum built form.

3.6:1
3.4:1
3.2:1
BUILT FORM

- Support predominantly mid-rise forms
- Support principle of limiting podium-tower buildings to Plummer St
- However, proposed maximum heights do not reflect existing or emerging character, and ignore 12-18 storey approvals in 10-storey area and 12 storey approval in 6-storey area
- Maximum heights appear to be set by population targets rather than amenity outcomes
BUILT FORM—NON-CORE

- Family-friendly housing can be delivered at the lower levels of taller buildings.
- 6-storey buildings unviable—recommend increasing to at least 8 storeys.
- Heights should be adjusted to enable optimised built form.
BUILT FORM—CORE

- Balance protection of solar access to southern Plummer footpath with taller forms at key locations to reinforce the urban structure.
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
• 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)
Can accommodate maximum FAR under exhibited and revised FAR controls

Maximum FAR limits realisation of maximum heights (24 storeys in northern part of site and 6 storeys in southern part)—substantial discrepancy between built form and density controls
541 GRAHAM ST, PORT MELBOURNE

- Potential development severely constrained by 60% of site being required for new public realm and maximum 70% site coverage
- Cannot accommodate maximum FAR/GFA
320 PLUMMER ST, PORT MELBOURNE

- Can accommodate maximum FAR under exhibited and revised FAR controls
- Lower towers under revised FAR provisions
- Additional development potential within proposed built form controls (10/6 or 12/8 storeys)
365-391 PLUMMER ST, PORT MELBOURNE

- Non-core area entirely occupied by new road so development potential lost
- Can accommodate maximum FAR under exhibited and revised FAR controls
- Substantial discrepancy between proposed built form (24/12 storeys) and density controls

Original modelling

Revised modelling
17 ROCKLEA DRIVE

- Can accommodate maximum FAR
- Substantial discrepancy between built form 6 or 8 storeys) and density controls
- Elevated freight corridor could severely compromise development potential—need certainty
CONCLUSION & RECOMMENDATIONS

• Review the number of jobs based on a firmer position re metro
• Confirm nature and alignment of elevated freight route
• Review maximum heights and densities to enable optimised built form, but increase 6-storey height to at least 8 storeys
• 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
• 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)
• Include the whole of 359-391 Plummer Street within the core area