Amendment GC81
Expert Urban Design Evidence
Lorimer

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CONTEXT

- Close to Yarra River
- Close to Docklands and CBD west end
- Adjacent to Yarra’s Edge established residential precinct
- Very limited public transport
- Southern barrier
- Good access to West Gate Freeway
- 2 road links to Employment Precinct
- Relatively large, impermeable blocks
- Moderate-large, flexible lots
- Wide roads but poor streetscape amenity
- No public open space
Support introduction of:

- Tram routes
- finer-grain street network
- pedestrian & cycle links

Encourage north-south laneways in local policy
URBAN STRUCTURE

Review street closures in precinct structure plans taking into account vehicular access to properties and exposure for primary active frontage uses.
OPEN SPACE

- Consider reconfiguring central open space to have a northerly aspect and enable direct connection with river
- Support Ms Thompson’s proposed consolidations

Thompson evidence, Figure (ix)
BUILT FORM

- Support podium-tower as reflects emerging character
- Query maximum heights
BUILT FORM

Maximum heights north of open space are unnecessary as they duplicate shadow controls, which provide flexibility for alternative design responses.

Northbank development, Flinders Street (Google Maps)
Recommend removing maximum heights as overshadowing and density controls sufficient and will allow greater flexibility for diverse built form outcomes.

Figure 6 Lorimer perspective view: In this illustration all sites are also modelled to the proposed FAR of 5.4 and in compliance with the built envelope controls (including overshadowing requirements). This demonstrates a variety of potential design responses that are possible within the proposed controls.
DENSITY

Uniform FAR means height aspirations will not be realized e.g. 1 Rogers Street & 223 Boundary St

Figure 6 Lorimer perspective view: In this illustration all sites are also modelled to the proposed FAR of 5.4 and in compliance with the built envelope controls (including overshadowing requirements). This demonstrates a variety of potential design responses that are possible within the proposed controls.

- Public open space
- Winter overshadowing controls
- Spring overshadowing controls
- No overshadowing controls
- Building GFA delivered through FAR [Core]
- Building GFA delivered through FAR [Non-core]

Hodyl evidence, Addenda 2, Figure 6
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)
111 LORIMER STREET

Original modelling

- Podium all commercial and parking; tower all residential
- Can accommodate maximum GFA
- Additional development potential within proposed built form controls
- No 11am-2pm winter shadowing of Lorimer Central Open Space, irrespective of tower height

Modelling of revised FAR provisions
870, 880 & 884 LORIMER STREET, AND LORIMER PLACE—ORIGINAL MODELLING

- Podium contains commercial, parking and ~1000m² residential; tower all residential
- Based on aim to minimise shadowing of the park
870, 880 & 884 LORIMER STREET, AND LORIMER PLACE—REVISED MODELLING

- Podium contains commercial, parking and residential facing park; tower all residential
- Can accommodate maximum GFA

Winter solstice 11:30am shadow
162-188 TURNER STREET

Original modelling
- Podium all commercial and parking; tower all residential
- Lower towers under revised FAR provisions
- Can accommodate maximum FAR under exhibited and revised FAR controls
- Additional development potential within proposed built form controls

Modelling of revised FAR provisions

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351-387 INGLES STREET

Original modelling
- Podium all commercial and parking; tower all residential
- Lower towers under revised FAR provisions
- Can accommodate maximum GFA

Modelling of revised FAR provisions
CONCLUSION & RECOMMENDATIONS

• Precinct structure planning, to include:
  • Review of proposed street closures
  • Review of open space network
  • Provision of new north-south laneways
  • Determination of preferred built form character -> density
  • Delivery of employment space
  • Activity centre planning (e.g. retail and community facilities)

• Remove maximum building heights