SJB Urban

Urban Design Assessment

[redacted]

Fishermans Bend Recast Vision

Revision 01 / July 2016

SJB Urban

[redacted]

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Version: 01
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Urban Analysis

Urban Context

The vision for Fishermans Bend calls for:

“A thriving place that sets an example for environmental sustainability, enhanced liveability, diversity and innovation” The Fishermans Bend Recast Vision document, May 2016, expands and builds on the Draft Vision 2013 including wider economic, social and environmental influences. Key expansion points include;

- The incorporation of a 205 hectare employment precinct;
- Emphasis on transport options encouraging residents and commuters to walk, cycle and catch public transport;
- Building in resilience to climate change;
- Strong emphasis on housing supply, diversity and choice;
- Using tools such as the Green Start Communities tool to guide sustainability, and
- Enhance liveability through built form controls that protect open spaces from overshadowing and contribute to special-character areas.

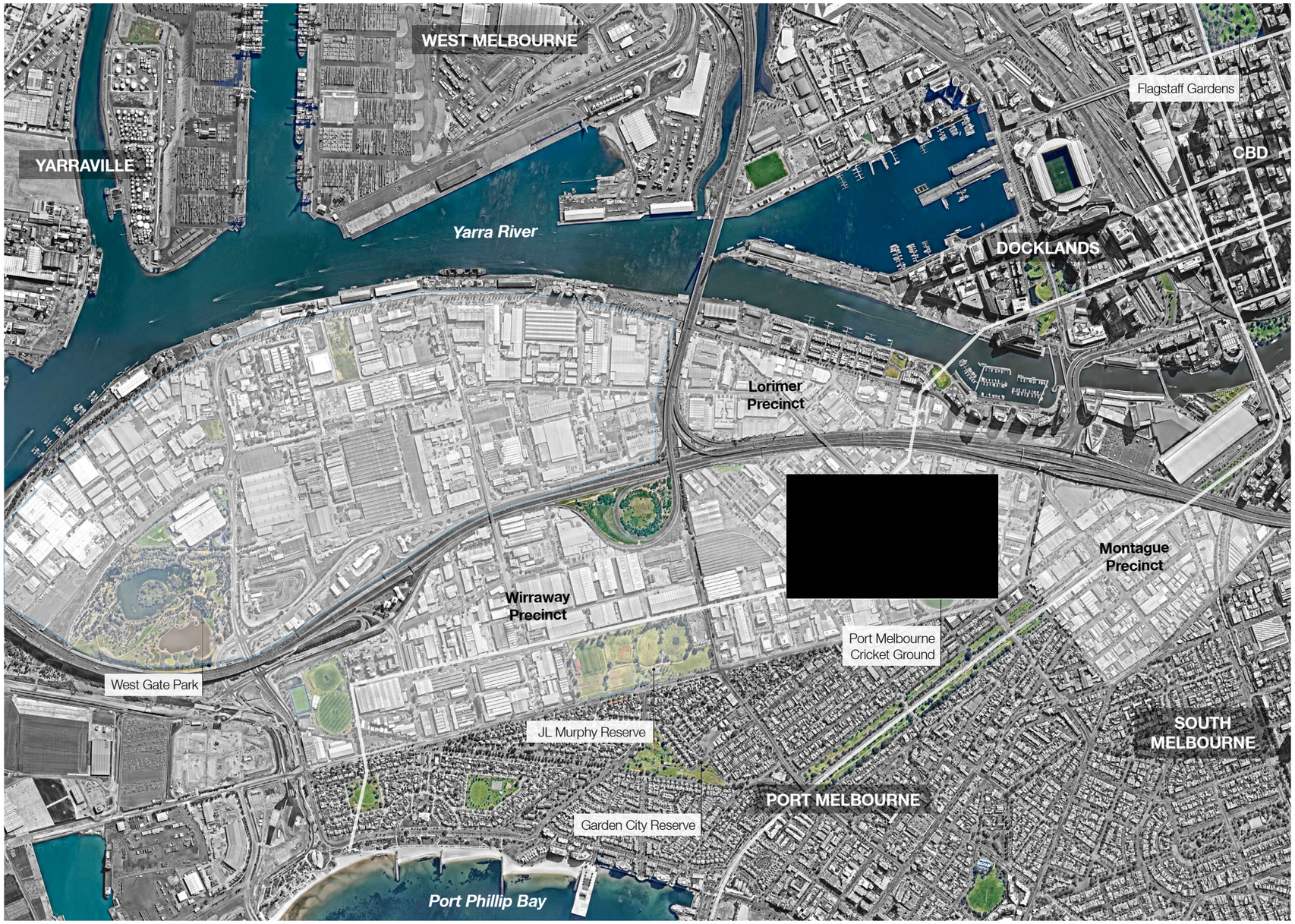
This report considers the future contribution of two significant parcels of land, [redacted], to the implementation of the Vision within the Sandridge Precinct.

The Sandridge Precinct
Described in the Recast Vision as:

One of Melbourne’s premium office and commercial locations, balanced with housing and retail, and
The lynchpin for Fishermans Bend’s identity as a world class urban renewal area.

The vision proposes a range of built form options including commercial floorplates and higher tower forms, attracting creative industries and professional services as well as diverse residential choices. Walking, cycling and public transport links will be vital for the movement of residents, workers and visitors through the precinct and this will be supported by attractive streets, linkages and a range of public spaces.

Through our appreciation of the Vision and analysis of the Sandridge Precinct, we have formulated eight key urban design objectives that we can help guide development outcomes that achieve the overarching vision for the Precinct and the Strategic Directions. When considering built form and internal amenity in these objectives, we have considered the likelihood that Victoria will adopt apartment design guidelines similar to those used in NSW (SEPP65 – State Environmental Planning Policy). These guidelines, along with good architectural and urban practice have informed the design objectives.



1 [redacted]
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Design Objectives

Active Streets

Active Streets are those that provide safe, attractive and diverse places for people where streets are destinations, not just thoroughfares. The built form provides a fine grain interface with opportunities for activation and passive surveillance. Pedestrian footpaths are generous and provide opportunities to meet, as well as shade, shelter and vegetation. Cycle paths allow for easy, safe and direct routes through the precinct. Active streets contribute to the life and sustainability of the neighbourhood and are primarily places for people.

Building Separation

Providing well considered building separation distances has a direct impact on the internal amenity of the buildings, the streetscape, the city skyline and the ability for sunlight to permeate the built environment. In this study we have used the following measurements. Towers are separated by 18 metres where habitable rooms interface,12 metres where non-habitable rooms interface and 9 metres where blank walls interface. Podium separation (up to four storeys) is 10 metres.

Overshadowing

Public spaces, which includes streets and laneways as well as more formal parks, squares and plazas will provide important amenity for Fishermans Bend. Sunlight access to these spaces is a major contributing factor to their success. Ensuring that built form is arranged to allow direct sunlight to the southern side of the footpath, to green open space and to public plazas ensures these places are activated, footpath trading such as cafes are more successful and trees, shrubs and grass are more likely to flourish.

Permeability

Permeability through the Precinct provides greater choice of movement and a finer grain of subdivision, akin to the existing pattern of the Melbourne CBD. Master planning larger sites and making strategic links through sites will provide the community of Fishermans Bend with a network of streets and lanes allowing for a greater diversity of activity and better access to public transport infrastructure.

Scale of Built Form

The Sandridge Precinct will have a variety of built form massing with architecturally diverse, higher towers along the boulevards transitioning to a lower typology towards Garden City and Port Melbourne. The individual building footprints should be scaled to ensure permeability is achieved avoiding single ‘mass’ architecture across entire blocks. Podium treatments with upper level setbacks can also help ensure a ‘human scaled’ streetwall is achieved and varying heights within the Precinct will allow site specific responses to meeting objectives such as overshadowing of public spaces.

Civic Spine and Boulevards

Ingles Street and Plummer/Fennell Street together provide the primary pedestrian and public transport links through Fishermans Bend. Plummer/Fennell Street will be the primary Civic spine through the development linking Fishermans Bend with the existing CBD. The north-east spine of Ingles Street is envisaged as a treed boulevard lined with commercial and retail uses linking the key public open space of Port Melbourne Cricket Ground with the Sandridge Bridge and Lorimer Precinct beyond. Bertie Street is also envisioned as a tree-lined street providing further high quality connections. Diverse built form, active edges and a clearly defined street wall will ensure legible and inviting public thoroughfares.

Major Transport Corridor

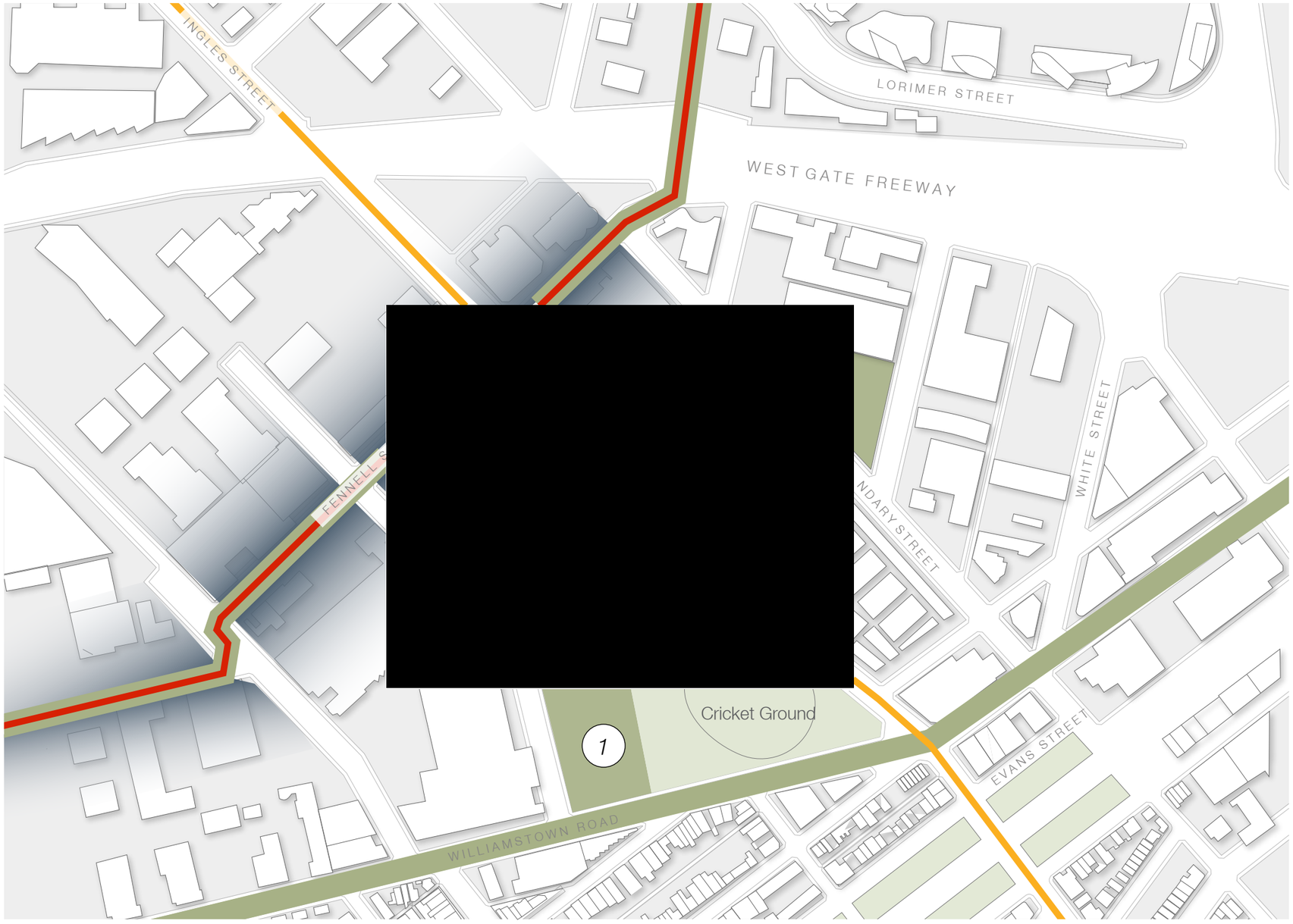
High frequency transport routes along Ingles Street and Plummer/Fennell street will ensure easy access to the major commercial and mixed used Precinct of Sandridge. The potential for an integrated transport interchange within Sandridge will provide a hub of movement that is well supported by civic and commercial uses.

Network of Open Spaces

A diverse range of open spaces is proposed with the key green open space within Sandridge being the Port Melbourne Oval. A series of smaller and diverse public spaces are proposed throughout the Precinct linked by streets, lanes and shared paths. These connecting streets will form a vital part of the open space network and their design, including building interfaces, should ensure they are inviting, safe and attractive places for people to walk and cycle throughout the Precinct.

Vision Strategies

The adjacent plan shows the key strategies for the vision and their application to the Sandridge Precinct. The high frequency public transport routes intersect at Ingles and Fennell Street with building height concentrated around these public transport corridors. Existing and potential public open spaces are shown and these are linked by a network of streets.



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Subject Sites

Subject Sites

Proposed parks and boulevards
As outlined in Draft Vision (2013)

Proposed civic spine
As outlined in Draft Vision (2013)

1 Potential future school
As outlined in Draft Vision (2013)

Proposed tram line

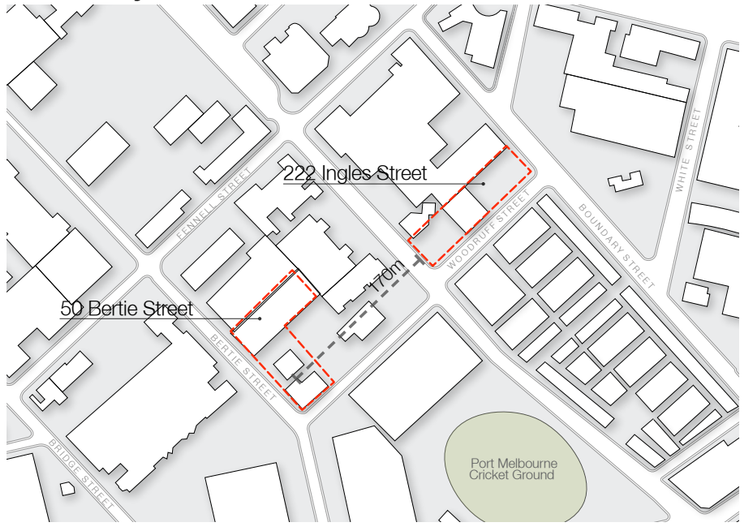
Proposed high-frequency public transport corridor

Part 01

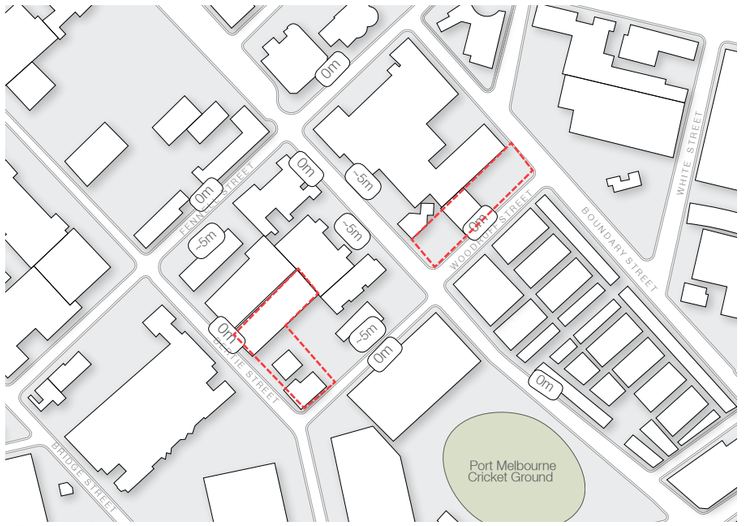
Current Site Conditions

38-50 Bertie Street

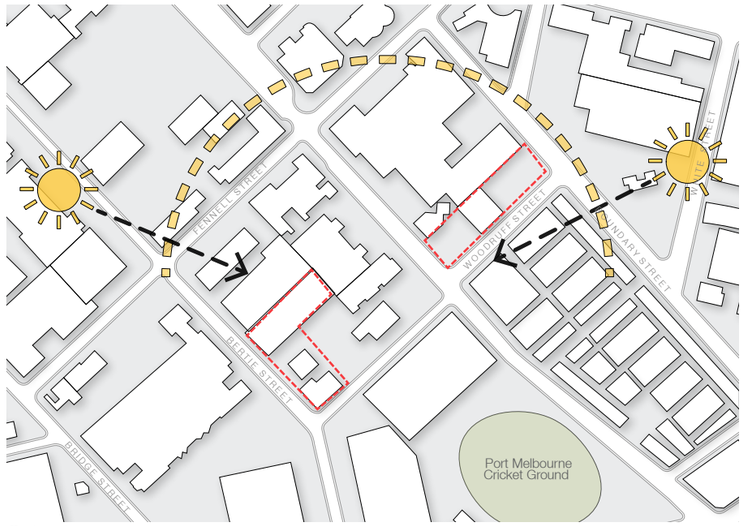
Site Analysis



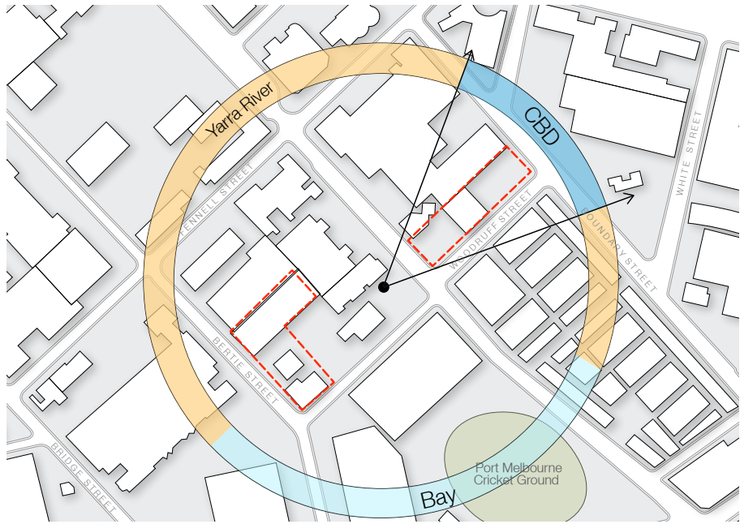
Subject Sites



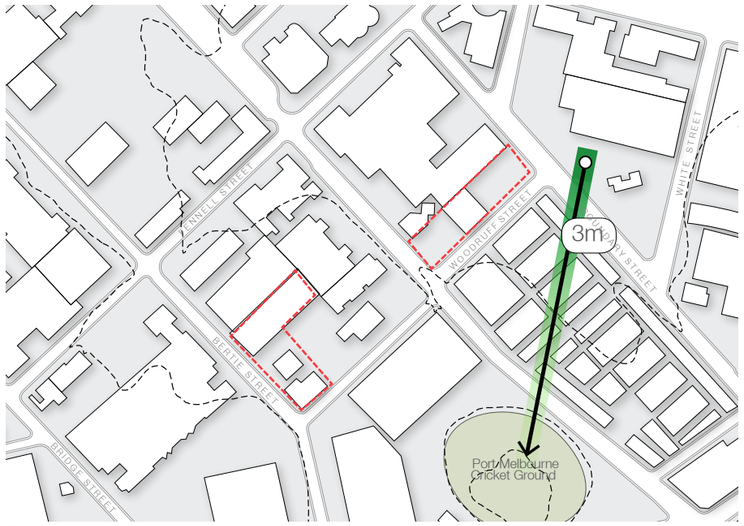
Street Setback



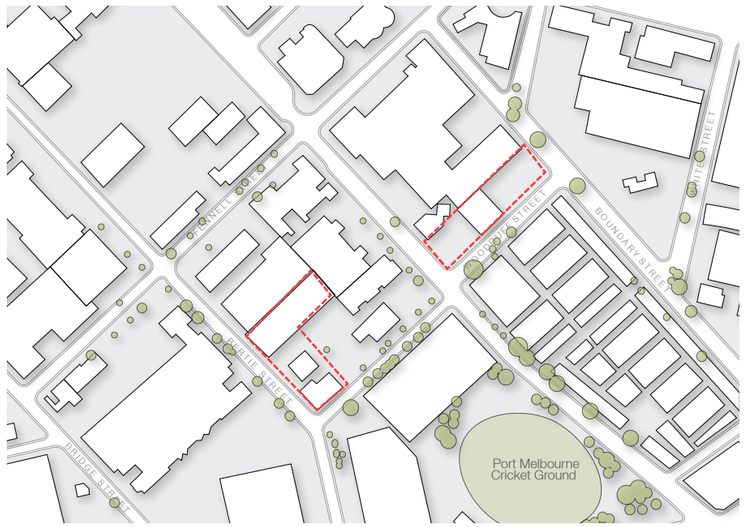
Solar Access



Views and Vistas



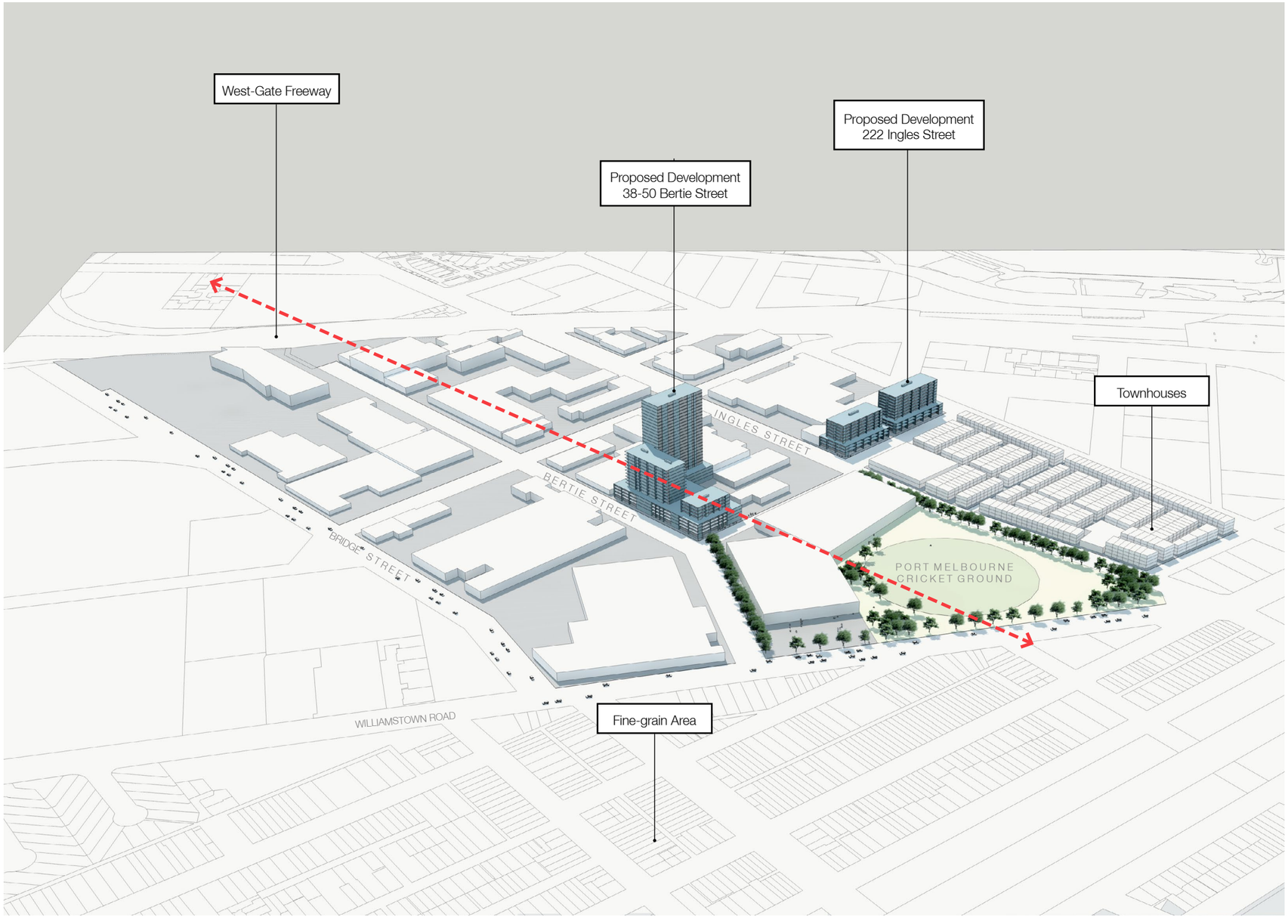
Topography



Open Space and Vegetation

Current Context

The adjacent image shows the two subject sites in the existing low-level, built form context. The plan clearly shows the current industrial/warehouse typology with large building footprints on large blocks.



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Existing built form condition

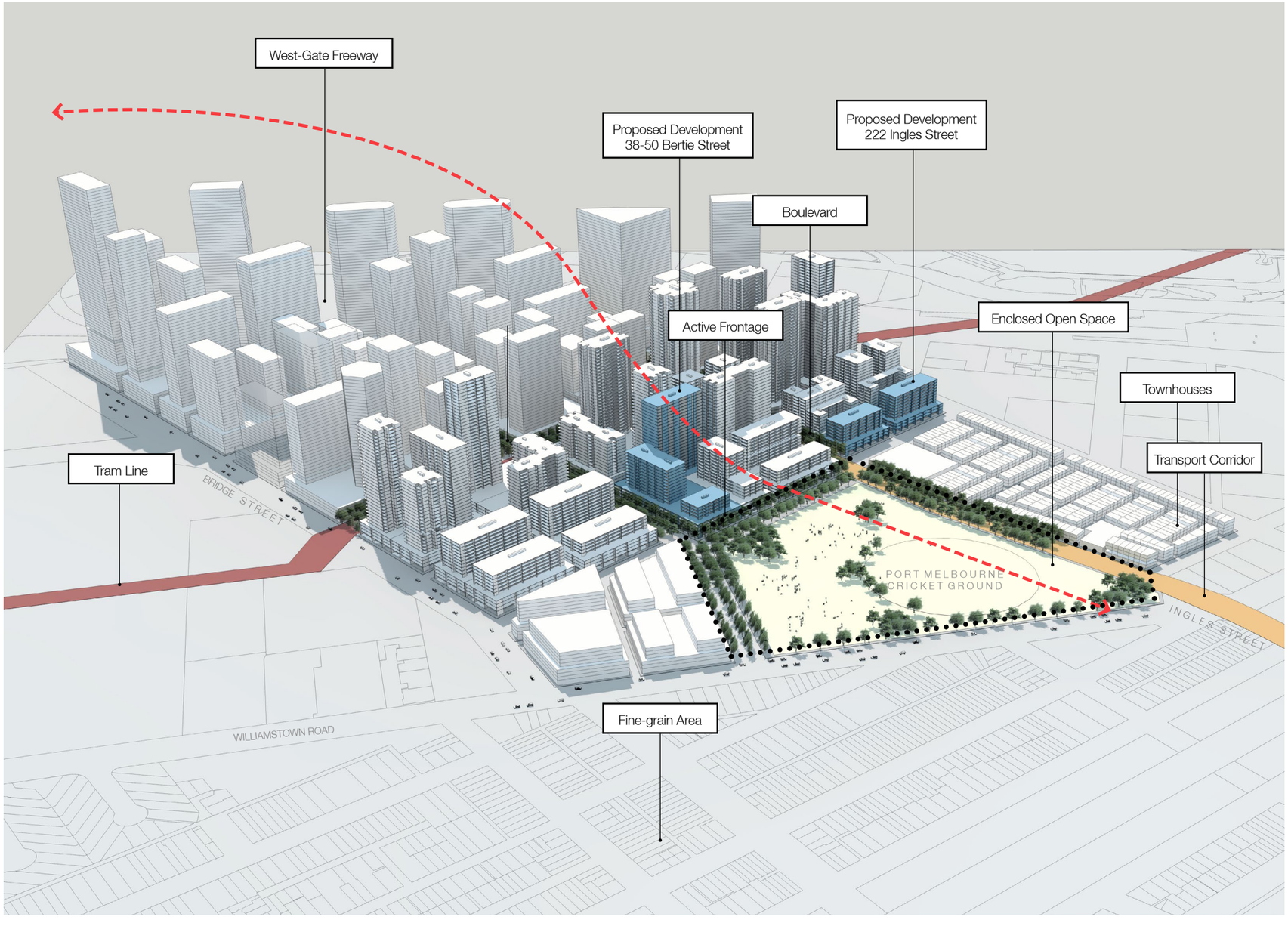
Current context buildings

Subject sites - Proposed Development

Port Melbourne Cricket Ground

Potential Future Context

The adjacent image shows the two subject sites in the context of the potential built form once Fishermans Bend is developed according to the overarching Vision. A clear transition in height is evident down towards the exiting fine grain, low scale residential areas of Port Melbourne with greater height accommodated along major transport corridors. The fine grain is introduced into Fishermans Bend by encouraging larger lots to provide permeable street networks through sites helping to create a diverse and intricate architectural response to streetscapes.



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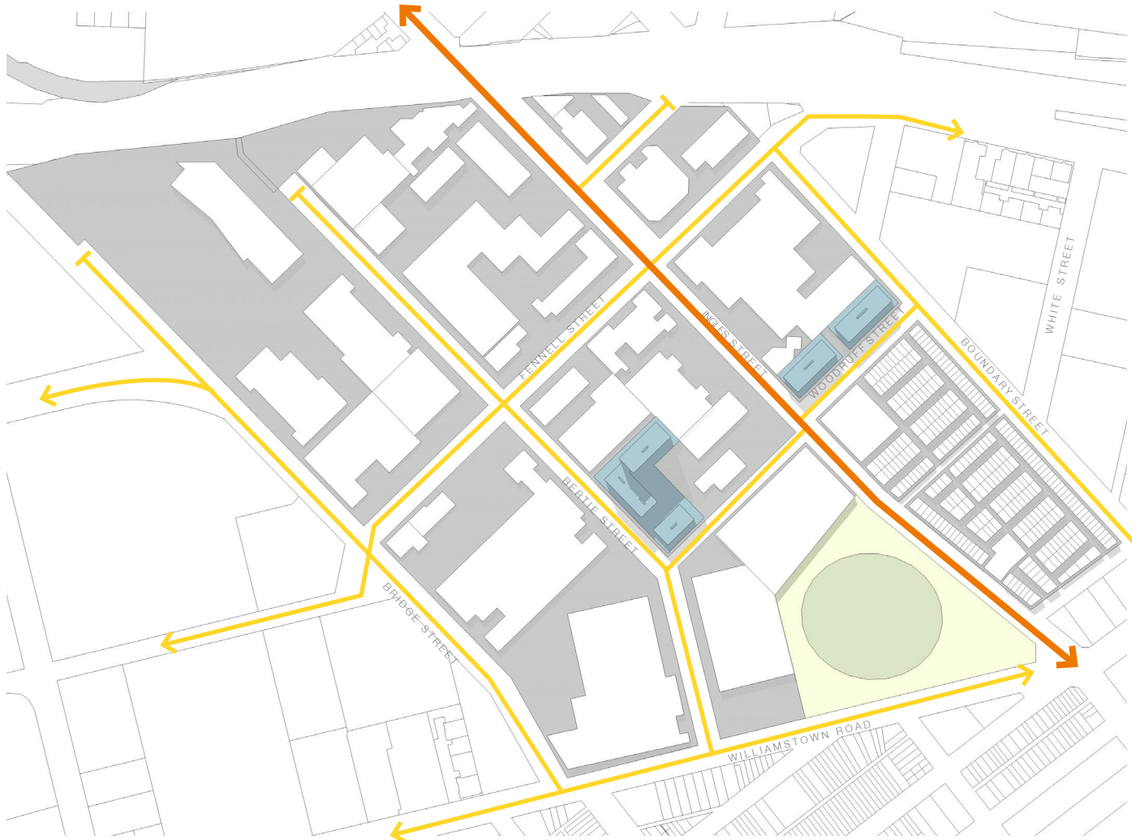
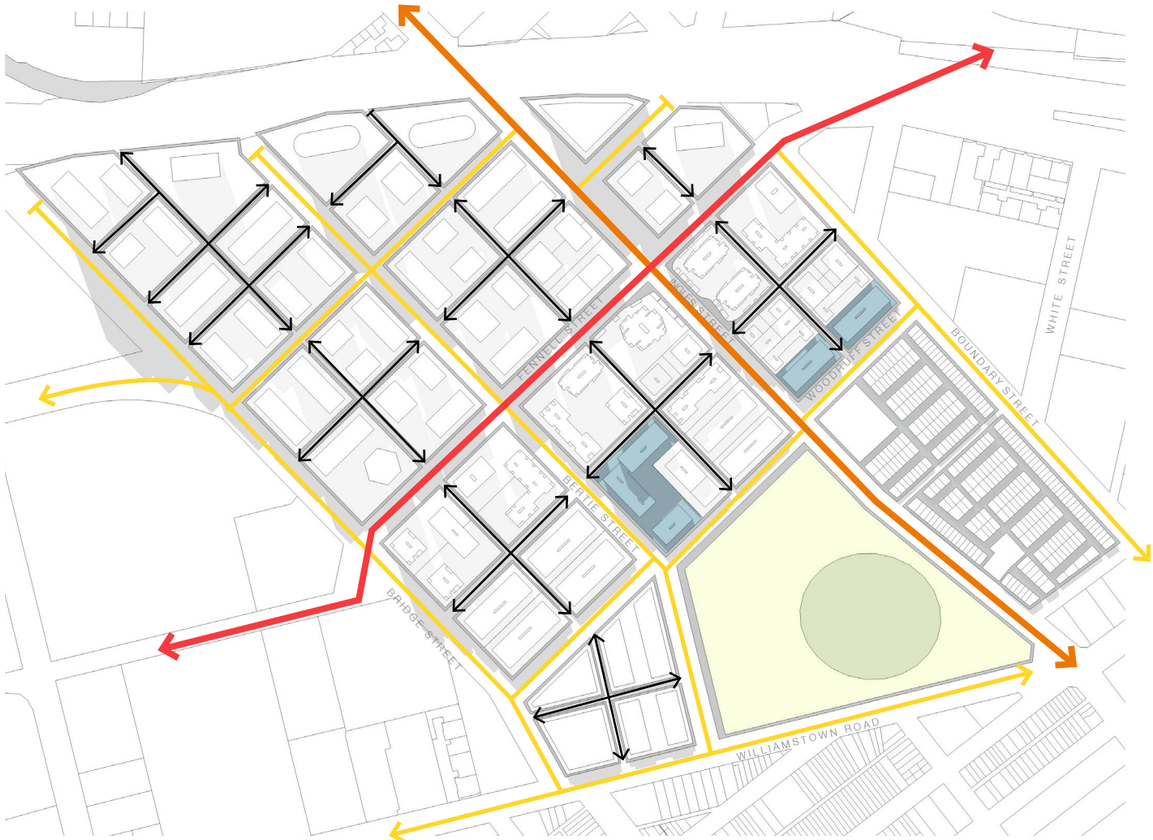
- Built form gradient
- Tram corridor
- High-frequency transport corridor
- Subject sites - Proposed Development
- Precinct wide potential development
- Port Melbourne Cricket Ground

Current Street Network



Proposed Street Hierarchy with Increased Permeability



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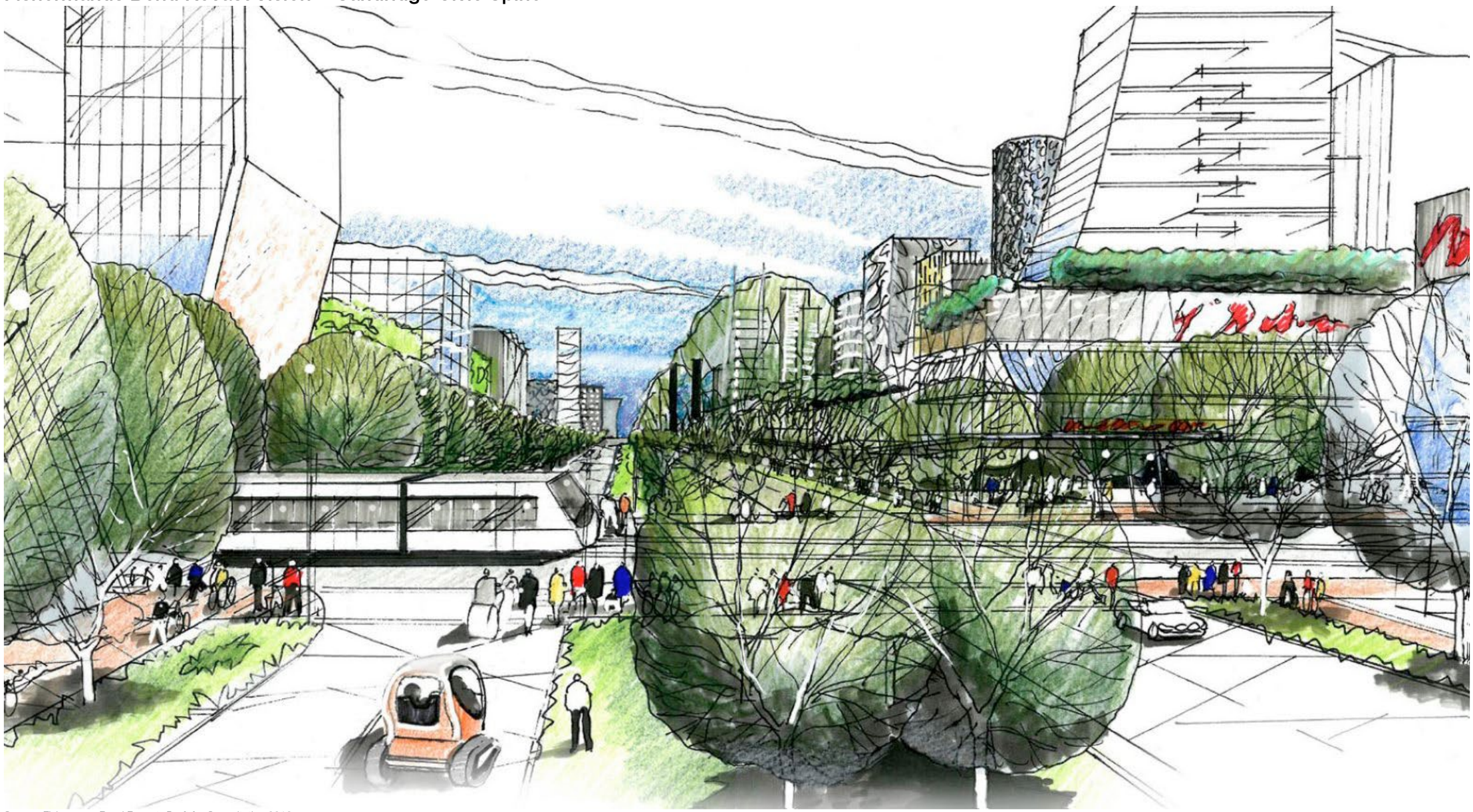
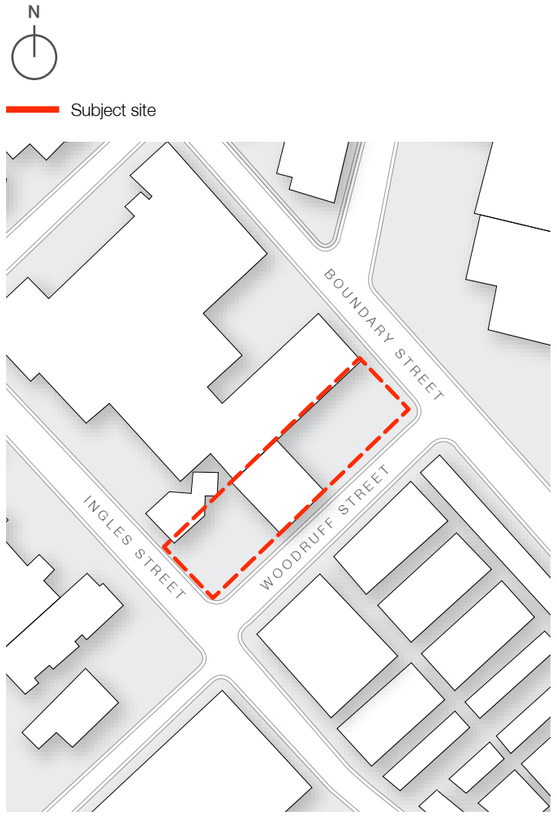
- Potential tram corridor
- High-frequency transport corridor
- Local streets
- Laneways (through-block connection)
- Subject sites - Future Development
- Major Open Space

Fishermands Bend Recast Vision - Sandridge Civic Spine

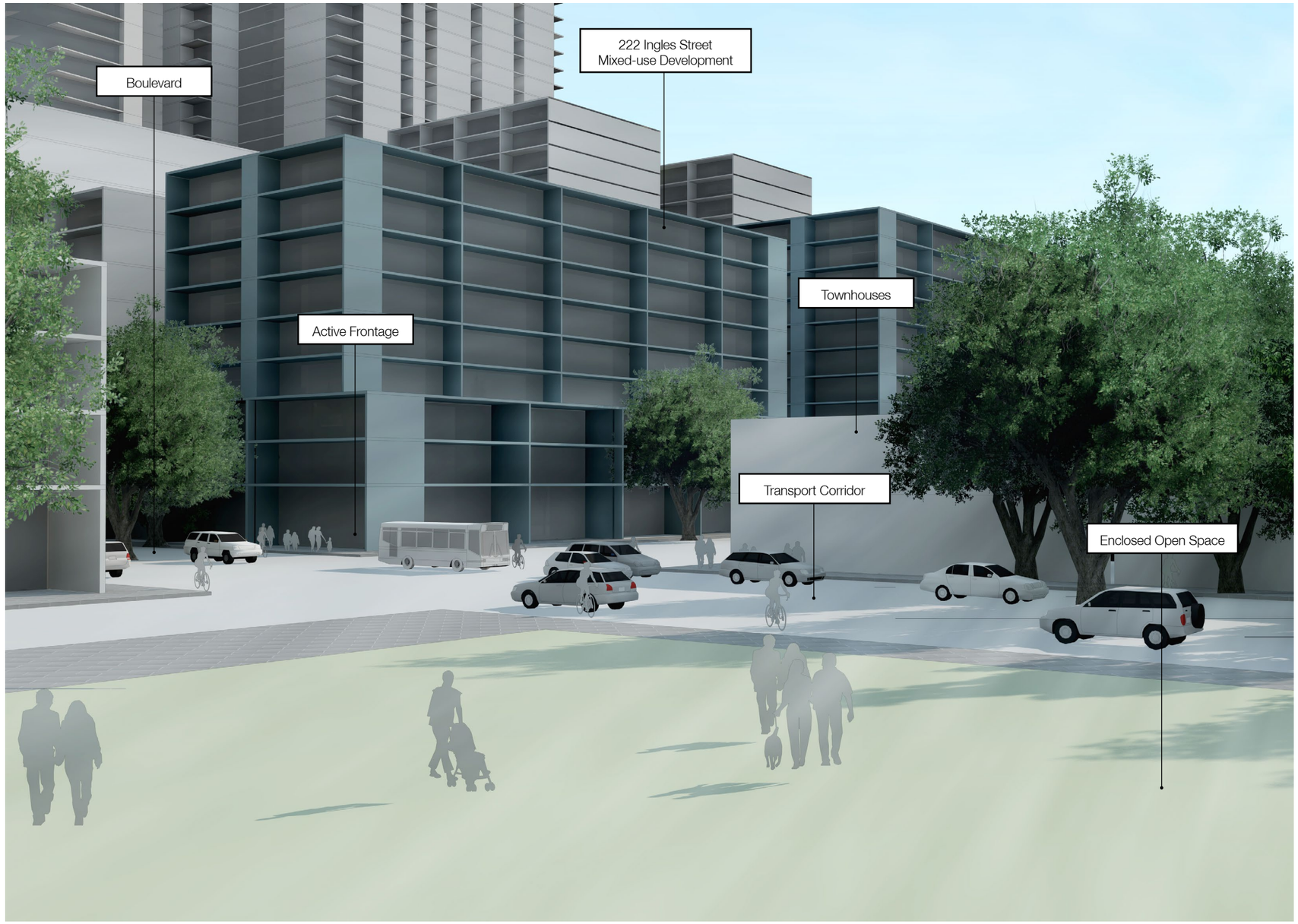


Source: Fishermans Bend Recast, *Draft for Consultation 2016*

The Ingles Street site is a long, narrow site stretching from Ingles Street, along Woodruff Street to Boundary Street. This provides three street frontages with the longest, Woodruff Street approximately 145 metres in length. The future for this site includes the potential corner position opposite one of the major public open spaces within Fishermans Bend and an address on Ingles Street, a major boulevard and mixed use precinct.



Subject Site - 222 Ingles Street, Port Melbourne

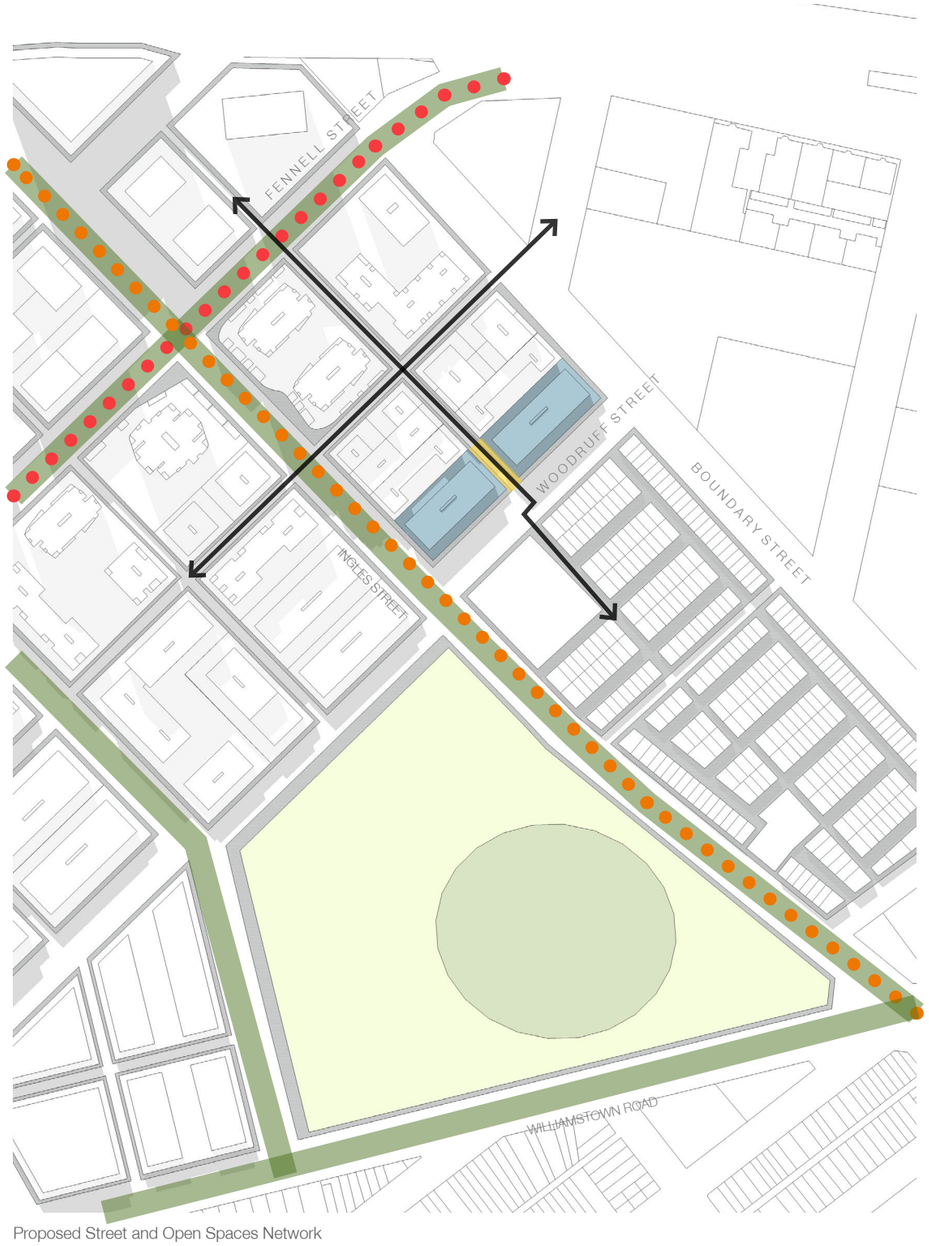


Pedestrian view - 222 Ingles Street, Port Melbourne

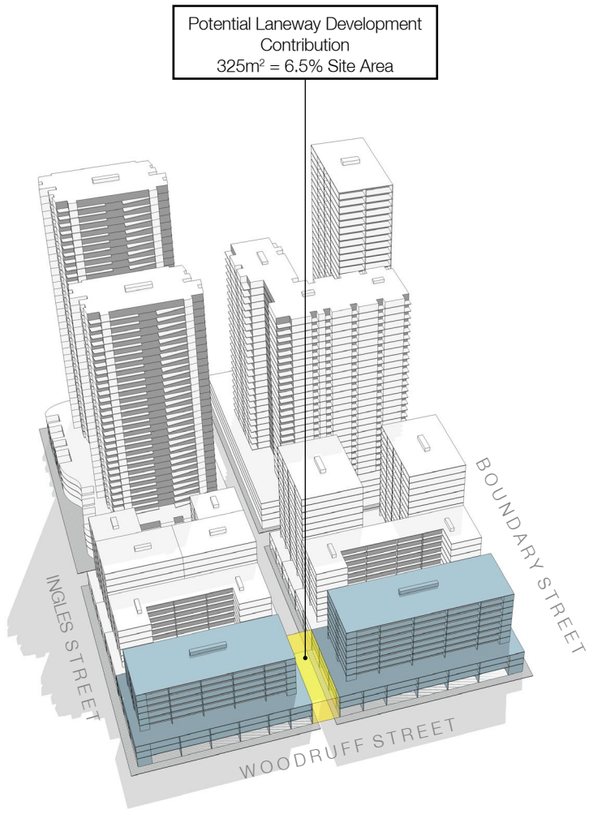
Permeability and Network of Open Spaces

As with many existing blocks within Fishermans Bend, this block lacks permeability. The design exploration envisages a central laneway through the site, continuing the existing street network of the townhouses under construction to the south. This access way provides alternative vehicle entry points to buildings as well and an important pedestrian / cycle route through to the civic spine of Plummer/Fennell Street.

The built form suggests a fine grain podium and mixed-use outcome that provides opportunities for passive surveillance of streets and other public space through balconies, multiple doorways, and fine grain tenancies and a variety of uses to activate the street throughout the day and night.



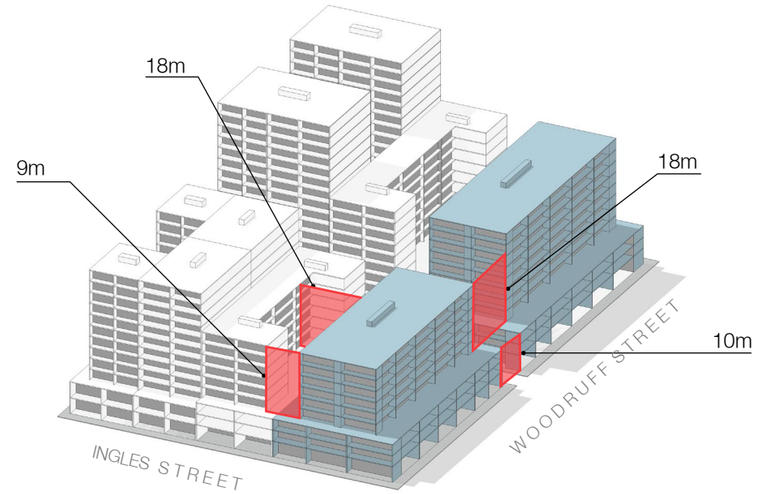
Proposed Street and Open Spaces Network



Potential Laneway Development Contribution

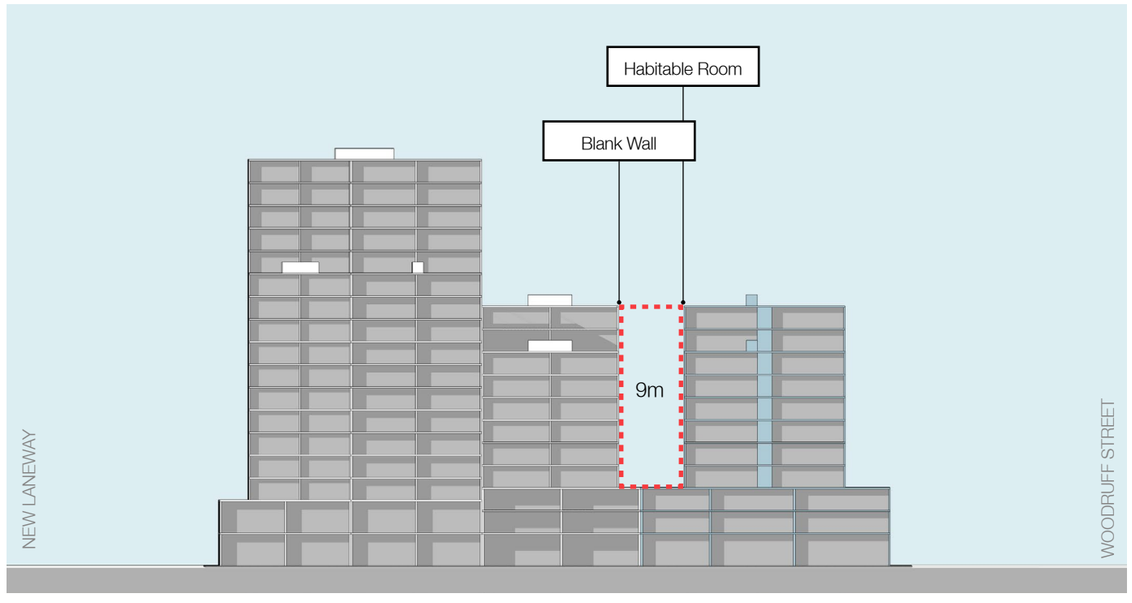
Building Separation

The design exploration provides a good level of building separation both within the site and to adjacent sites. The podiums have a 10 metres separation across the potential laneway and the built form above is separated by 18 metres. We have investigated the potential for equitable development on the adjacent site taking into account its very narrow width (approx. 20 metres). The configuration shown provides 9 metres between the blank wall of the adjacent site and 18 metres between habitable rooms.

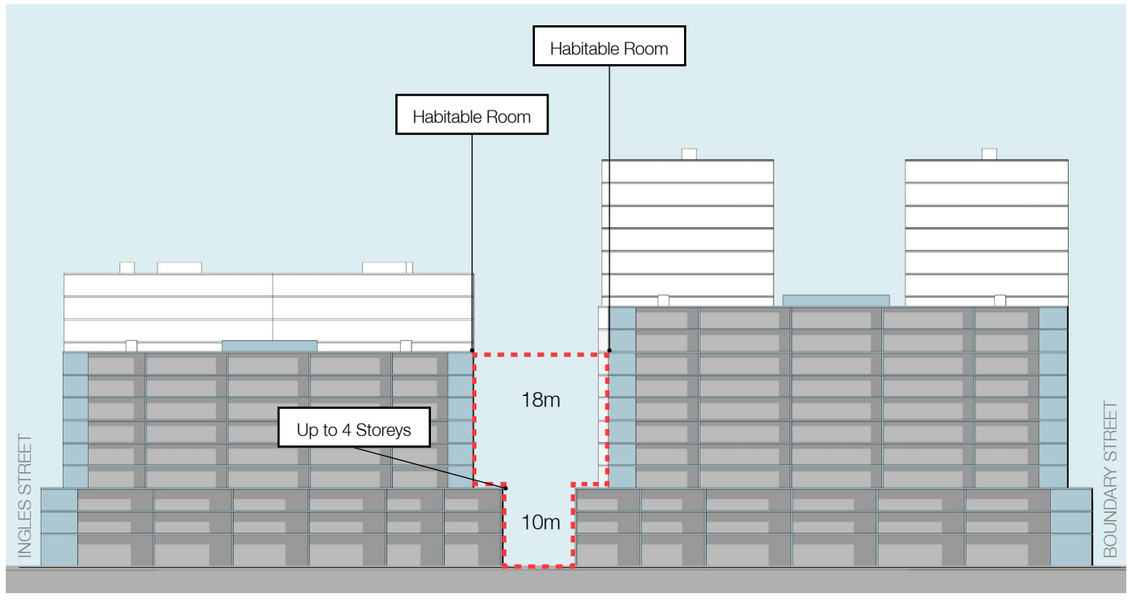


Building Separation Allowing for Equitable Development

Building separation



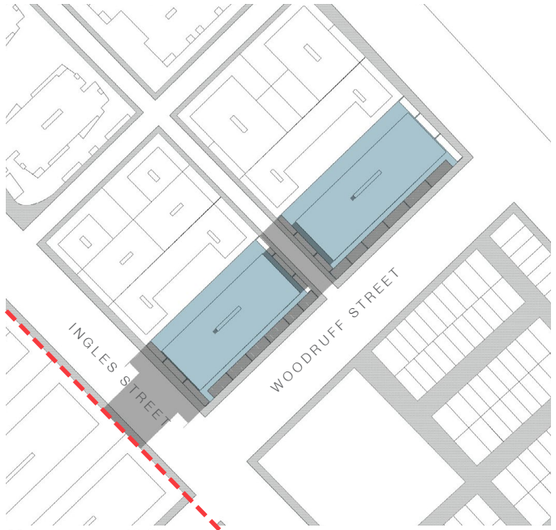
Fennell Street - Woodruf Street Section



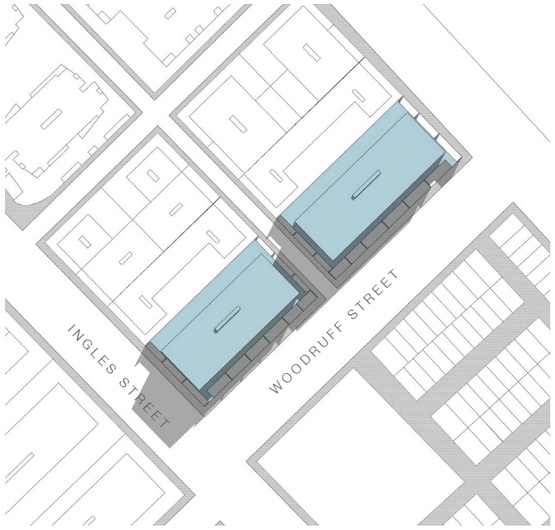
Ingles Street - Boundary Street Section

Overshadowing

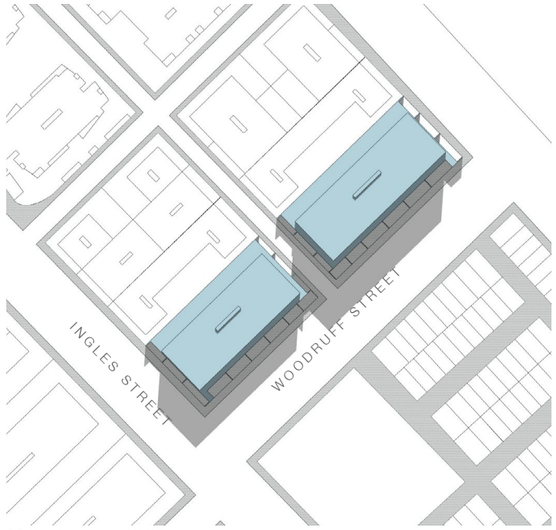
The shadow studies have been conducted on September 22. They show that the design exploration does not overshadow the footpath to the south-east between 10am-2 pm nor does it overshadow the proposed major public open space at any time of the day. This will help contribute to attractive, active streetscapes with direct access to sunlight.



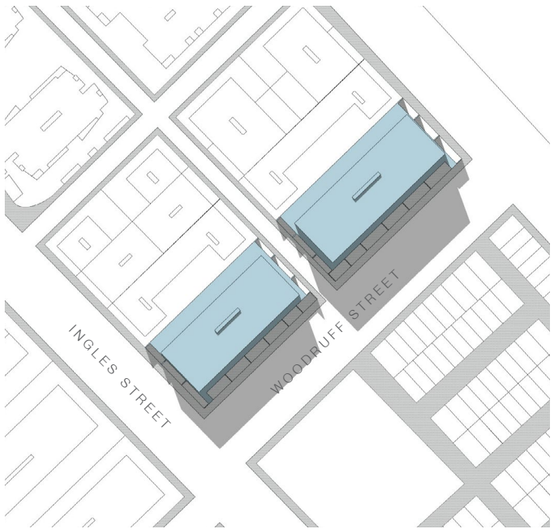
22 September – **10:00**



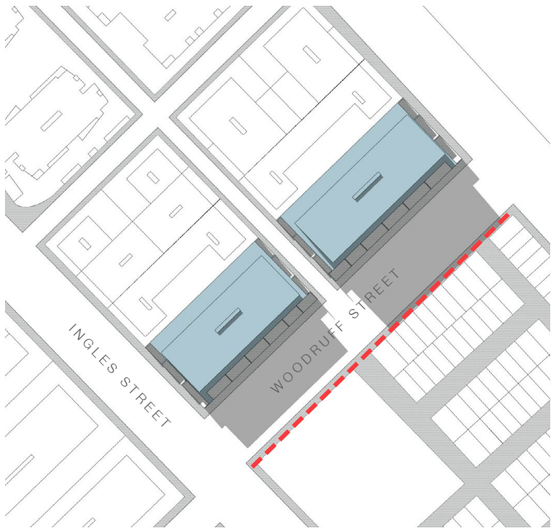
22 September – **11:00**



22 September – **12:00**



22 September – **13:00**



22 September – **14:00**

22 September – **15:00**

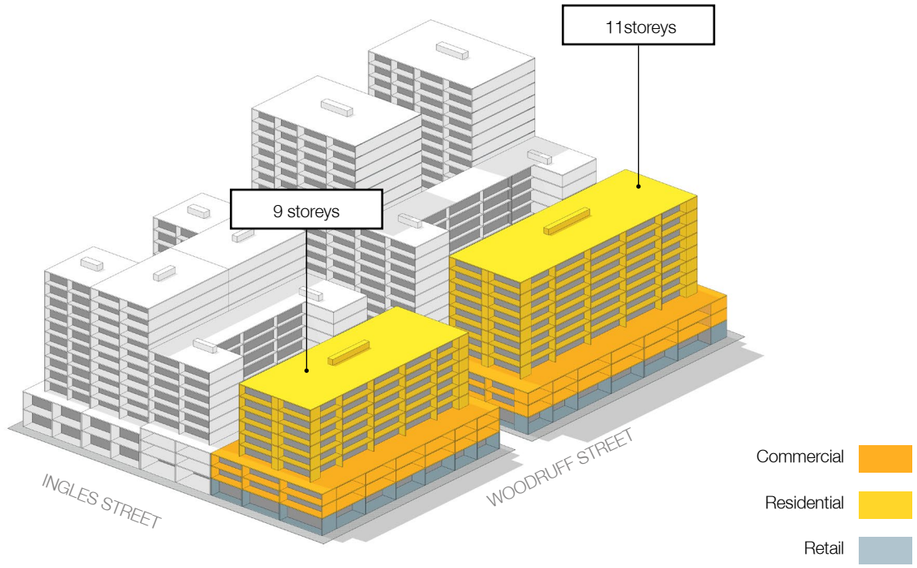
Subject site

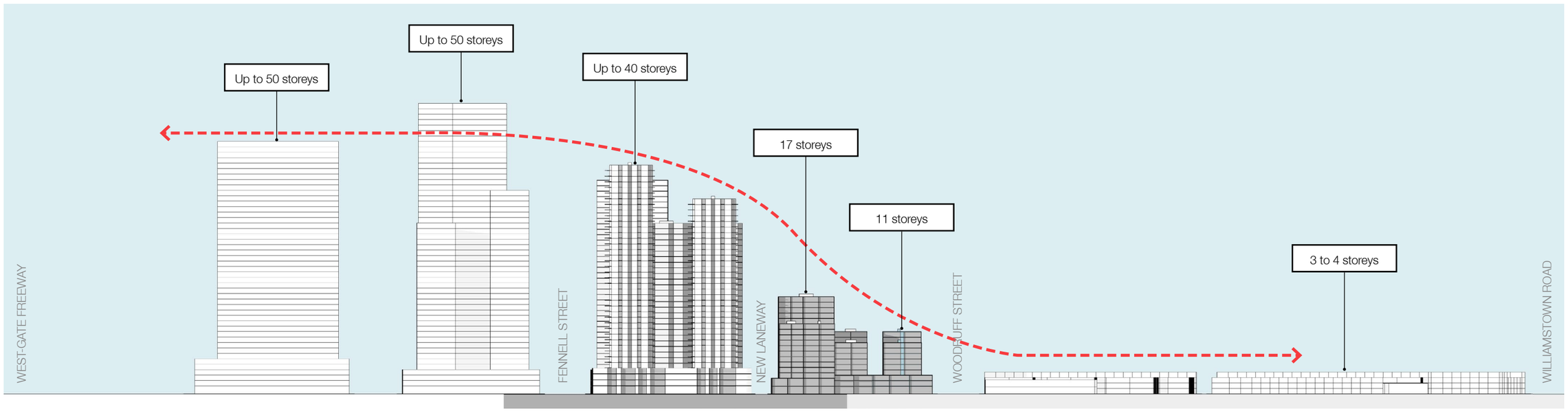
Edge of sites across the road

Built Form Scale and Land Use

The built form of the design exploration provides a transition in height to the 3-4 storey townhouses under constriction to the south-east along Woodruff street as well as to the increasing height proposed to the north-west towards the Plummer/Fennell Street Civic Spine. The design exploration proposes a three storey podium to provide a human-scale streetscape with a tower set back from this street wall.

The land use can vary in this mixed-use precinct, however this option shows commercial in the podium with residential above in response to the existing residential context and the close proximity to major public open space.





West-Gate Freeway - Williamstown Road Section

The Bertie Street site encompasses [redacted], resulting in a L-shaped development parcel with a street front to Woodruff of around 53 metres and to Bertie Street of around 113 metres. The future potential of this site includes its address to the major public open space and its location on the edge of the transition block between the major civic corridor of Plummer/Fennell Street and the public open space / Williamstown Road.

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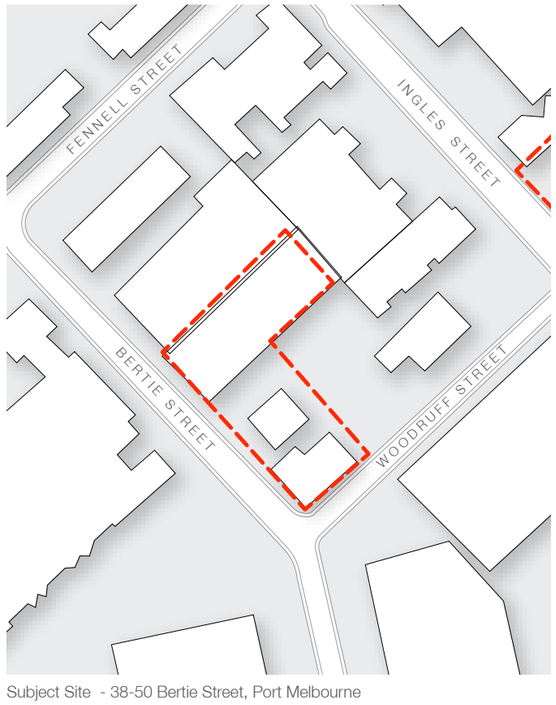
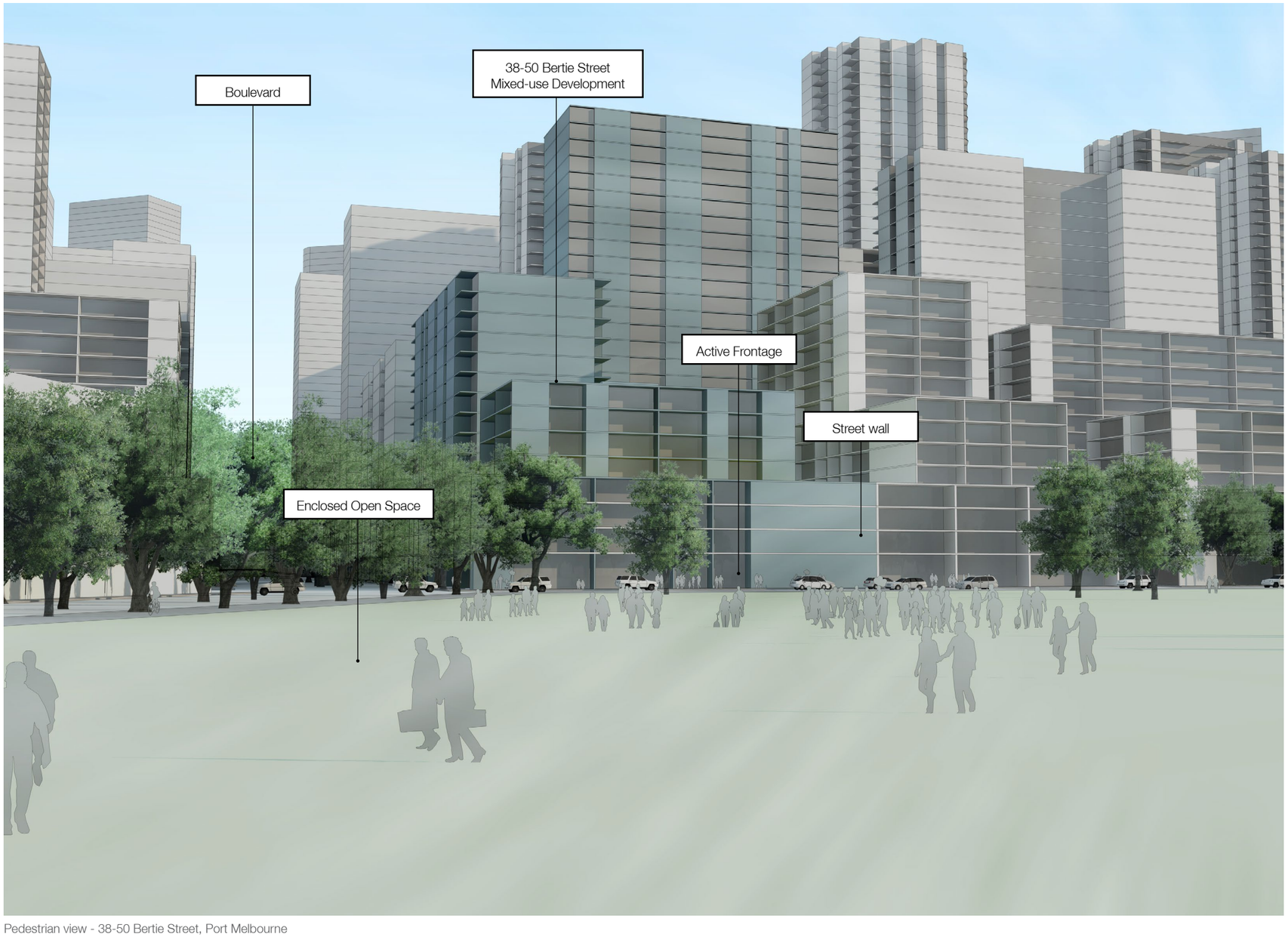
Subject site



Subject Site - 38-50 Bertie Street, Port Melbourne

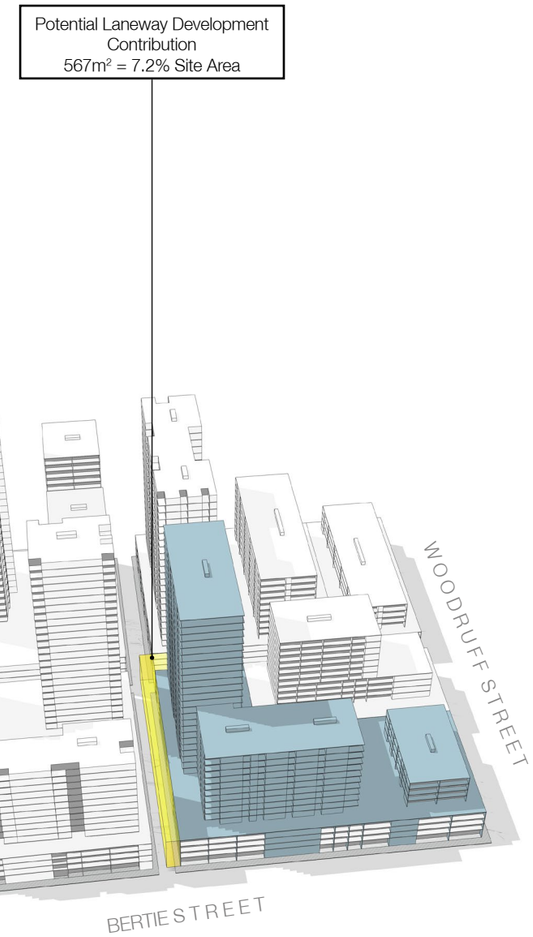


Pedestrian view - 38-50 Bertie Street, Port Melbourne

Permeability

The design exploration proposes two new potential laneways through the maxi-block providing new movement corridors and increased permeability through the Precinct. These laneways are a combined spatial contribution from the subject site and the neighbouring sites, to the benefit of all. The detailed design of these laneways/streets should consider adaptable uses, pedestrian and cycle priority and slowed traffic speeds to contribute to the diversity of inviting and safe public spaces in the Precinct.

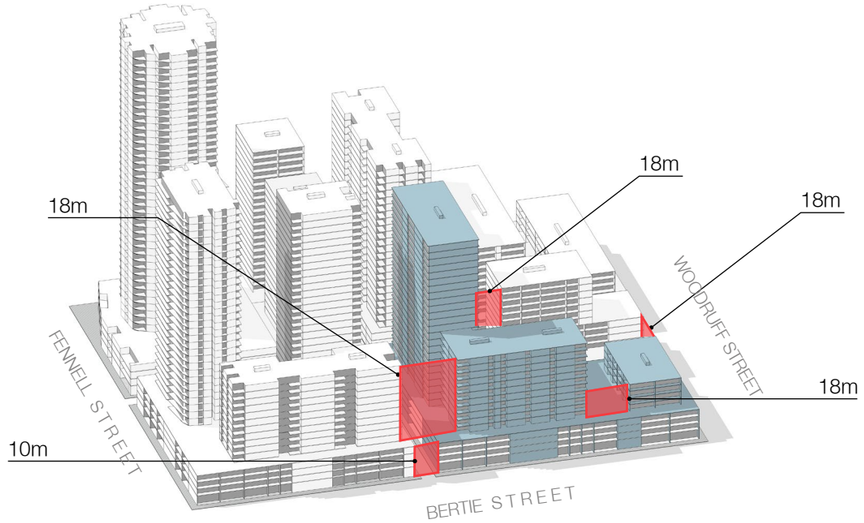
Proposed Street and Open Spaces Network



Potential Laneway Development Contribution

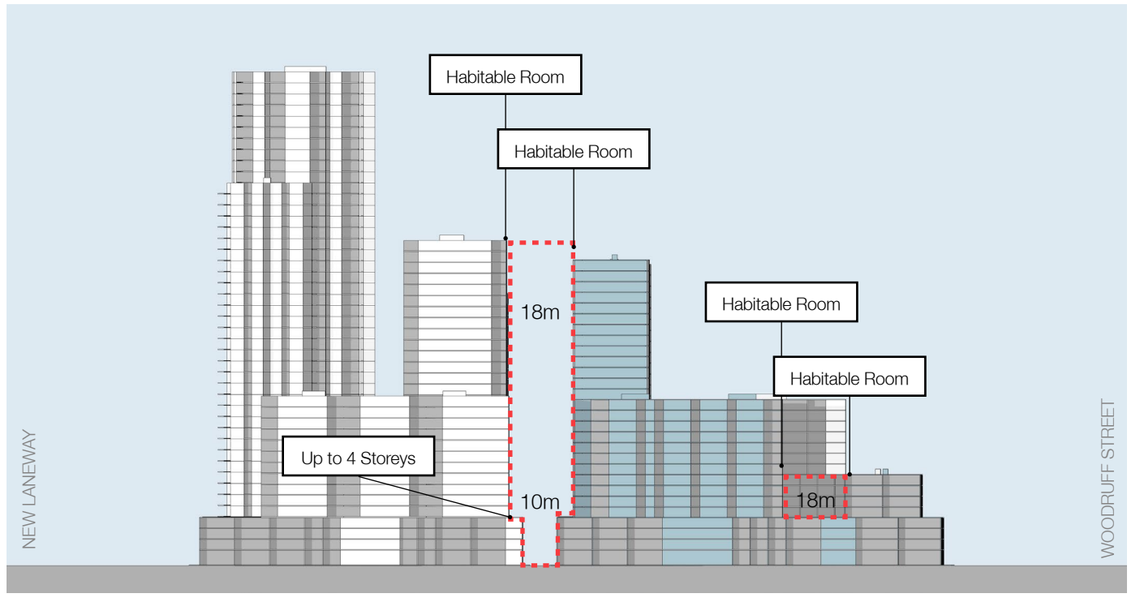
Building Separation

The design exploration provides building separation both on the site and to adjacent sites. The podiums are separated by 10 metres by the potential laneways and the built form above by 18 metres. We have investigated potential equitable development on the adjacent site, as can be seen in the plans allowing for a variety of built form outcomes on the neighbouring sites.

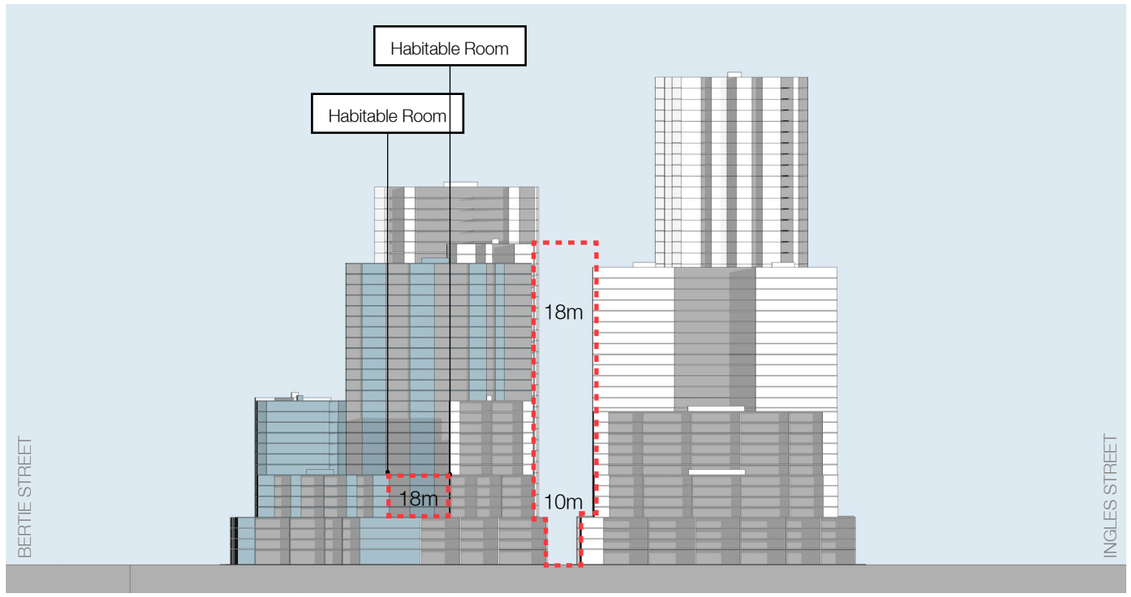


Building Separation Allowing for Equitable Development

Building separation



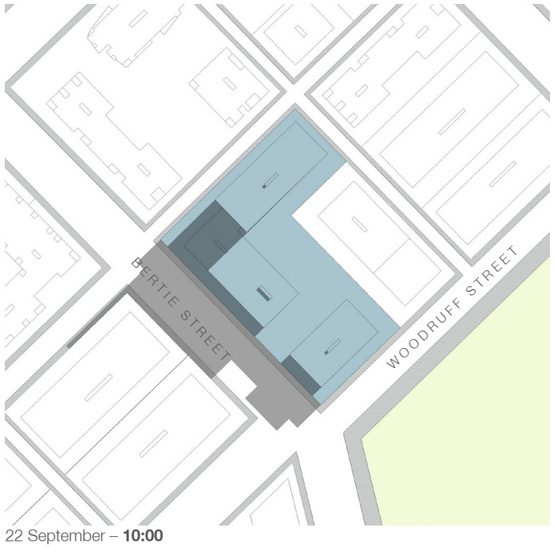
Fennell Street - Woodruf Street Section



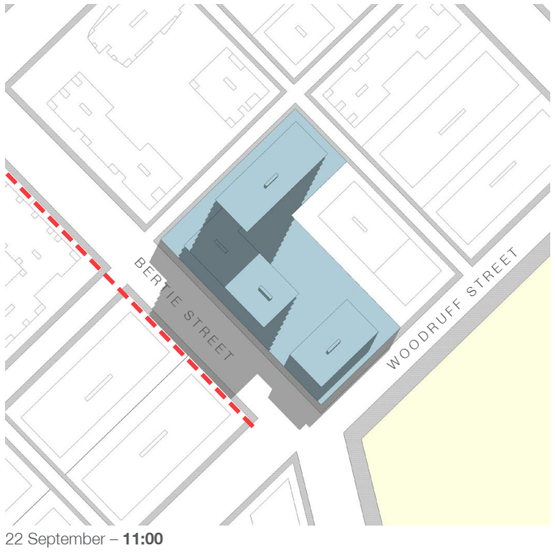
Bertie Street - Ingles Street Section

Overshadowing

The shadow studies have been conducted on September 22. They show that the design exploration does not overshadow the main footpath to the south-east between 10-2 pm and overshadows the very edge of the public open space at 3pm. This will help contribute to attractive, active streetscapes and public open spaces with direct access to sunlight.



22 September – **10:00**



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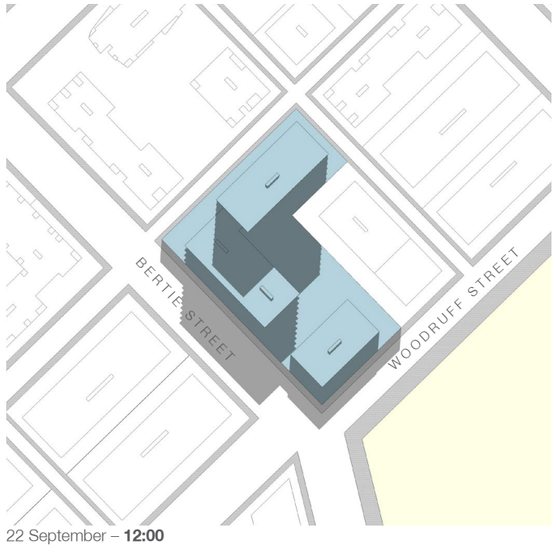

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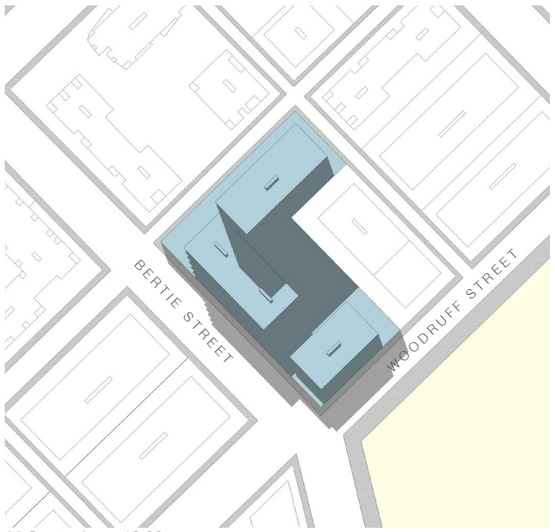

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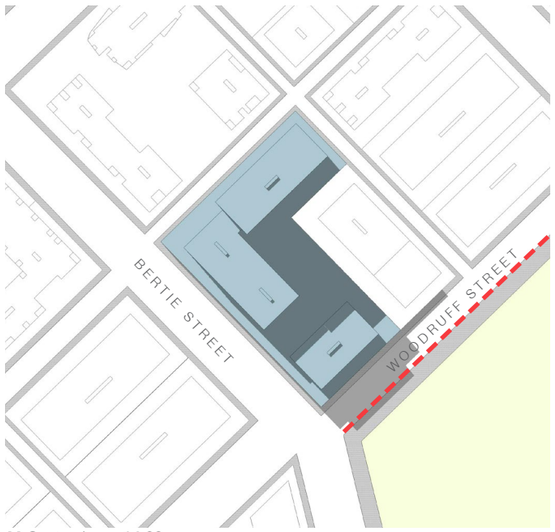
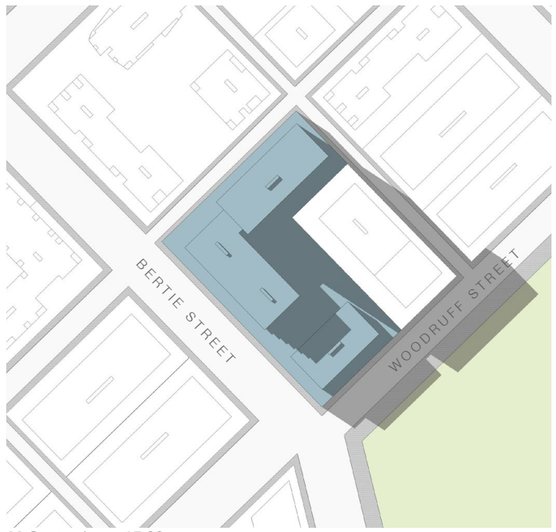


22 September – **14:00**

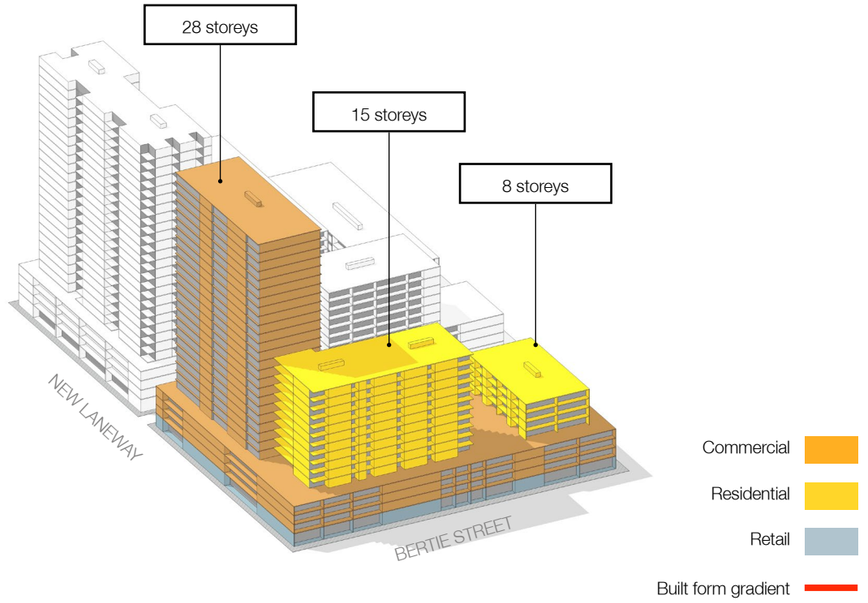


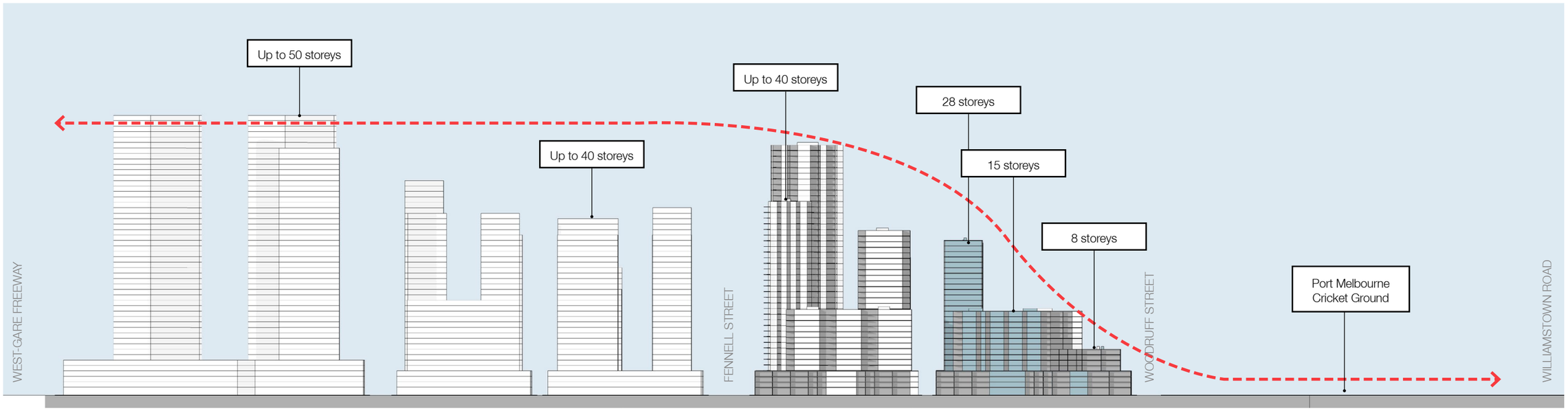
22 September – **15:00**

Built Form Scale and Land Use

The built form provides a transition in height to the proposed public open space to the south-east as well as a sensitive and appropriate built form response to the existing residential typology on Williamstown Road. The sites size allows some of this transition to happen within its own boundary by locating lower buildings to the south-east with increasing height to the north-west.

The design exploration contemplates a mixed-use development with residential addressing the open space, providing increased passive surveillance opportunities via balconies and ‘after hours’ activation. Commercial activity is proposed to the north of the site in keeping with the overarching Vision for Sandridge as a premium office and commercial Precinct.





West-Gate Freeway - Williamstown Road Section

4

Yield Study

[redacted]

Site Area (sqm)				*7,837*
Floor Area Ratio - FAR				*9.48*
Podium	*Building 1*	*Building 2*	*Building 3*	*Max Hight*
4 storeys	4 storeys	11 storeys	24 storeys	28 storeys

Gross Floor Area - GFA					
Retail (sqm)	*Commercial (sqm)*	*Residenital (sqm)*	*Parking (sqm)*	*Public Open Space (sqm)*	*%*
2,277	20,251	39,267	20,755	567	7.2

Public Open Space represents one potential outcome only

Net Floor Area - NFA				
Retail (sqm)	*Commercial (sqm)*	*Residenital (sqm)*	*Parking (sqm)*	*(no.)*
2,049	18,226	35,340	18,679	534

Apartment Mix Assumptions				
Net Seleable Area - NSA (sqm)				***26,505***
Unit	***Avg. Size (NSA)***	***Mix Option A*** *%*	*Area*	*No.*
1-bed	50 sqm	40%	10,602	**212**
2-bed	70 sqm	40%	10,602	**151**
3-bed	90 sqm	20%	5,301	**59**
	Total	100%	26,505	**422**

Calculation Assumptions

All calculations are conservative and based on minimum areas.

Parking: *floor area / 35 sq.m per vehicle*

[redacted]

Site Area (sqm)				*4,936*
Floor Area Ratio - FAR				*5.95*
Podium 1	*Building 1*	*Podium 2*	*Building 2*	*Max Hight*
3 storeys	6 storeys	3 storeys	8 storeys	11 storeys

Gross Floor Area - GFA					
Retail (sqm)	*Commercial (sqm)*	*Residenital (sqm)*	*Parking (sqm)*	*Public Open Space (sqm)*	*%*
2,650	5,301	18,858	5,824	325	6.5

Public Open Space represents one potential outcome only

Net Floor Area - NFA				
Retail (sqm)	*Commercial (sqm)*	*Residenital (sqm)*	*Parking (sqm)*	*(no.)*
2,385	4,771	16,972	5,242	150

Apartment Mix Assumptions				
Net Seleable Area - NSA (sqm)				***12,729***
Unit	***Avg. Size (NSA)***	***Mix Option A*** *%*	*Area*	*No.*
1-bed	50 sqm	40%	5,092	**102**
2-bed	70 sqm	40%	5,092	**73**
3-bed	90 sqm	20%	2,546	**28**
	Total	100%	12,729	**203**

Calculation Assumptions

All calculations are conservative and based on minimum areas.

Parking: *floor area / 35 sq.m per vehicle*

5

Conclusion

Conclusion

The vision for Fishermans Bend as a thriving, liveable, diverse, sustainable and innovative place sets a high standard for the future of this major development area. We consider this high standard to be not only achievable, but necessary, to ensure the well-being of our future communities.

Our design explorations of the possible development outcomes for two significant parcels within Fishermans Bend show that this vision can be achieved in a number of ways currently not contemplated by the height limits on the sites. By considering the objectives within the Vision, the objectives within the Strategic Framework plan (2015) and applying best practice urban and architectural design, we can deliver built form massing outcomes that provide a great foundation for further detailed design.

We believe that key strategic moves such as required site permeability and reducing overshadowing of public spaces help set the ‘big picture’ while the introduction of built-form guidelines such as architectural quality, environmental standards and landscape quality will deliver the ‘fine-grain’ outcomes desired for the Precinct.

We look forward to the possibility of engaging with the task force in exploring the detailed neighbourhood plans to deliver on the Fishermans Bend Vision.