

Site Analysis

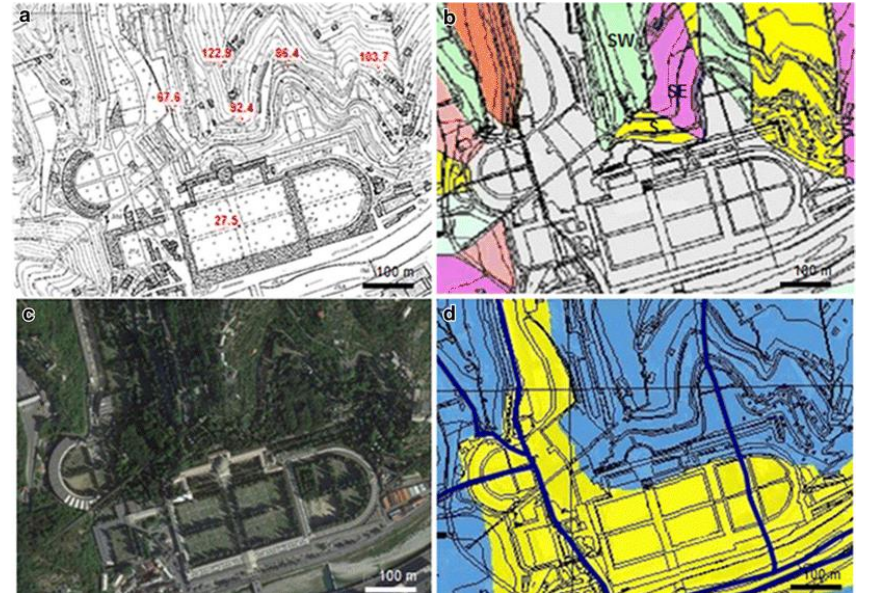
Dr. Shireen Al Qadi

Scales of Analysis

Comprehensive analysis is the launching pad for good urban design.

There are four scales of analysis:

- * **district** – the area within ~1000–2000 m of the site;
- * **neighbourhood** – the area within ~500–1000 m of the site;
- * **streetscape** – both sides of the street(s) abutting the site, for a distance of ~100 m in either direction;
- * **site** – the site and immediately neighbouring conditions.

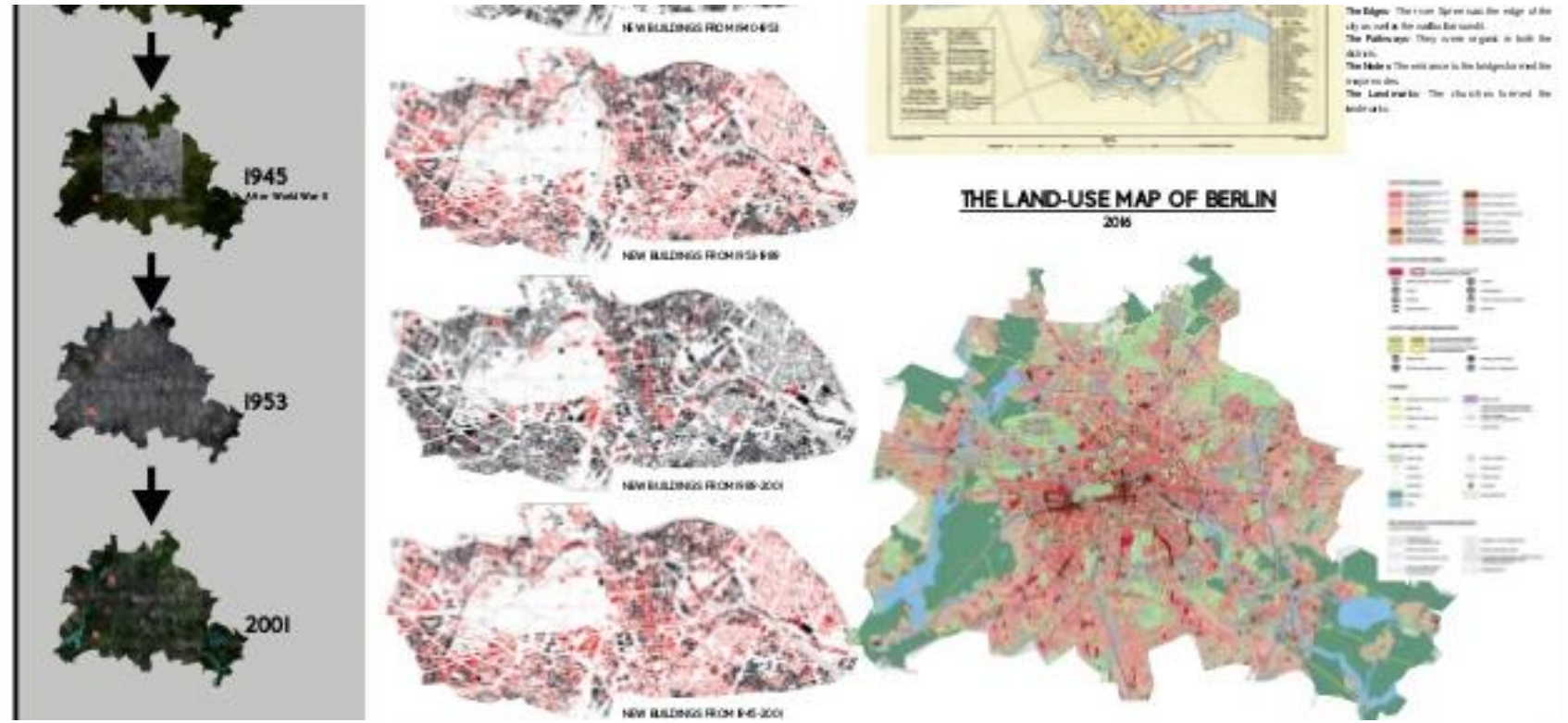


District-scale analysis explores how the site relates to the broader *urban structure*. It encloses the area within ~1000–2000 m of the site.

Analysis at the district scale should identify the relevance of major urban and natural features such as:

- * centres and employment areas;
- * railway lines and stations;
- * freeways and arterial roads;
- * major open spaces, water bodies and waterways.

District Scale Analysis

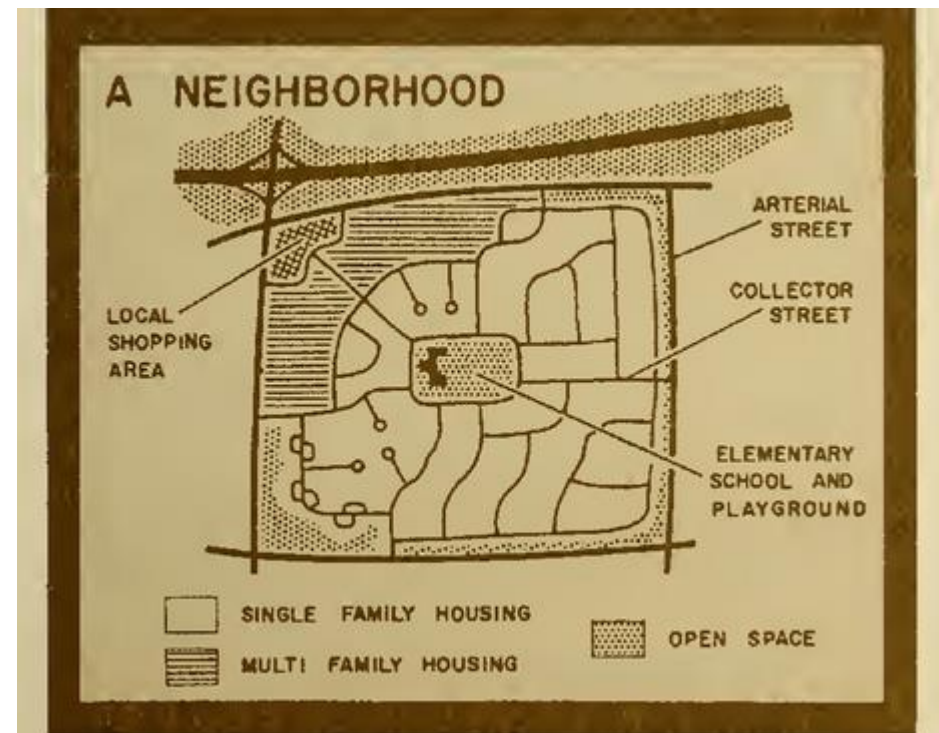


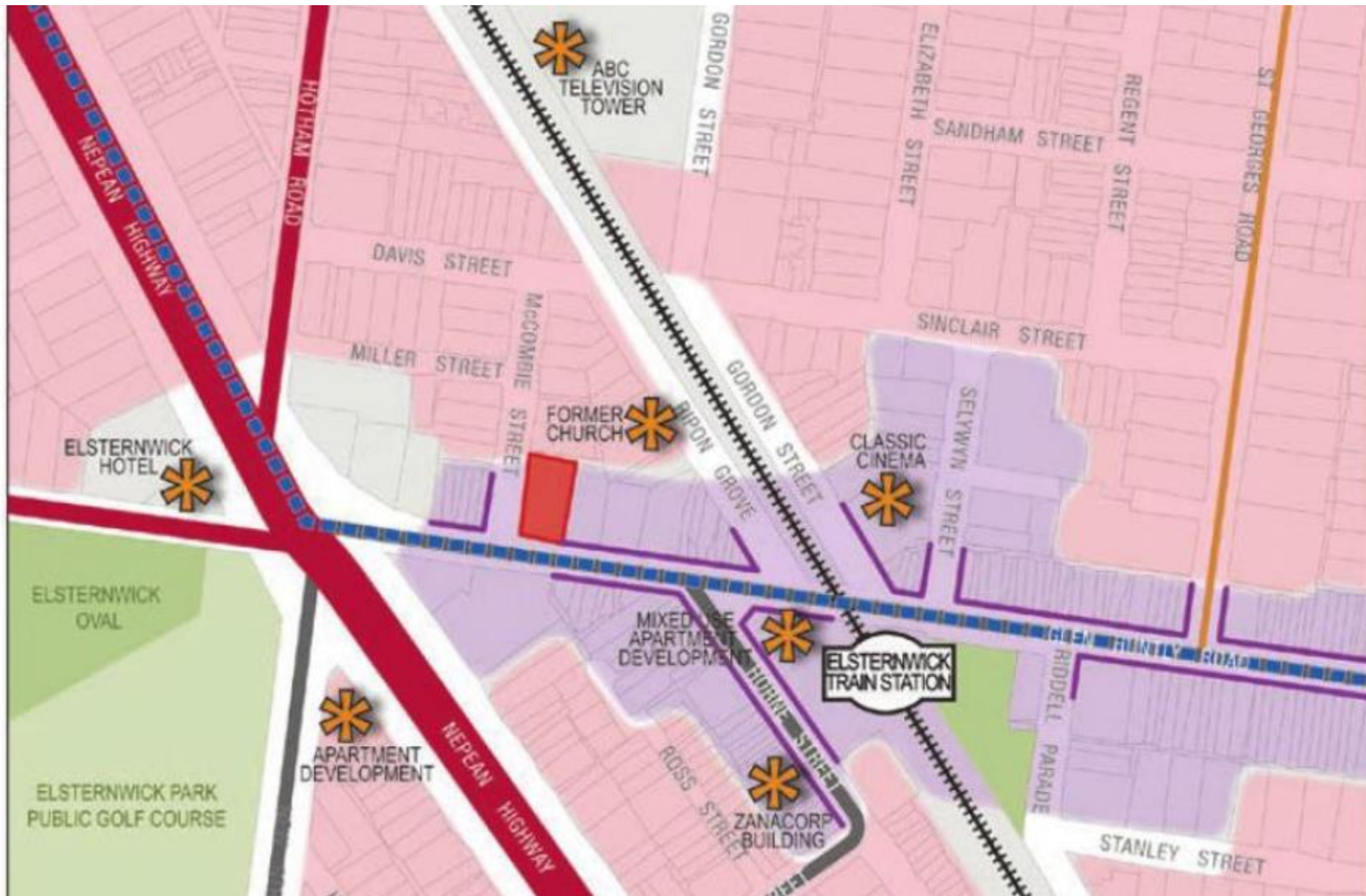
Neighborhood Analysis

- * **urban structure** – the key structuring elements of the surrounding urban area, including main roads and major intersections, railway lines and stations, significant open spaces, the broad pattern of land uses and building types, *landmark* features, major attractions such as key public facilities, key topographic features, water bodies and waterways;
- * **natural environment** – natural features near the site, including topographic features, significant publicly accessible views and vistas, parks and water bodies and waterways, and vegetation;
- * **access** – the surrounding movement network for all travel modes, including the street hierarchy, train stations, light rail and bus stops, pedestrian footpaths and crossings;
- * **subdivision pattern** – the configuration of lots near the site;

Neighborhood Analysis

- * **development potential** – the likelihood of redevelopment in the surrounding area (see section 4.3 *Development potential*);
- * **built form pattern** – the pattern of building types, including predominant front setbacks and heights.





- SUBJECT SITE
- RAIL LINE
- ARTERIAL ROAD
- MAJOR ROAD
- COLLECTOR ROAD
- TRAM ROUTE
- ELSTERNWICK MAC - CORE BUSINESS AREA
- CONVENTIONAL RESIDENTIAL
- PUBLIC OPEN SPACE
- CONTINUOUS STREET WALL
- LOCAL LANDMARK BUILDINGS

Streetscape Analysis

- * **land use** (if there is any variation);
- * **built form** – building height, setbacks, width and separation (including approved but unbuilt developments);
- * **architectural character** – typical features of development in the street(s) abutting the site, such as roof types, window forms, materials and colours, and fences;
- * **heritage** – heritage fabric and historic activities;
- * **landscape character** – common vegetation features in the street(s) abutting the site, such as street trees, the extent and type of planting in front and rear gardens, and side setbacks.

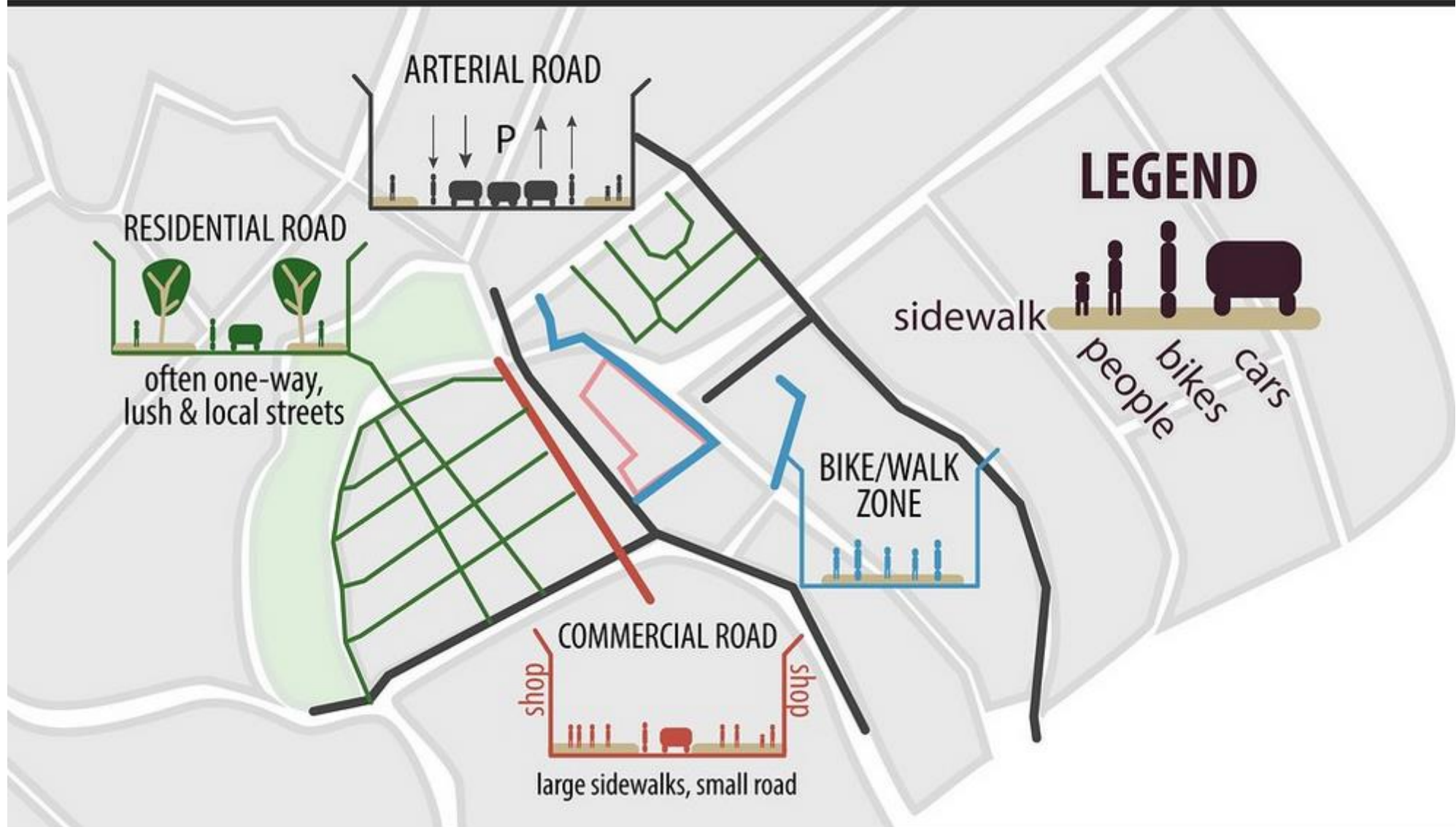


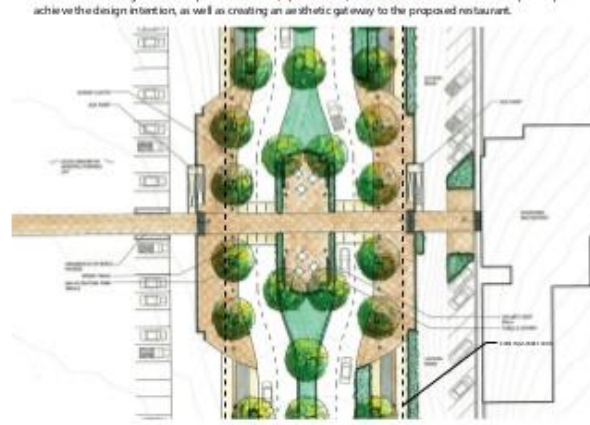
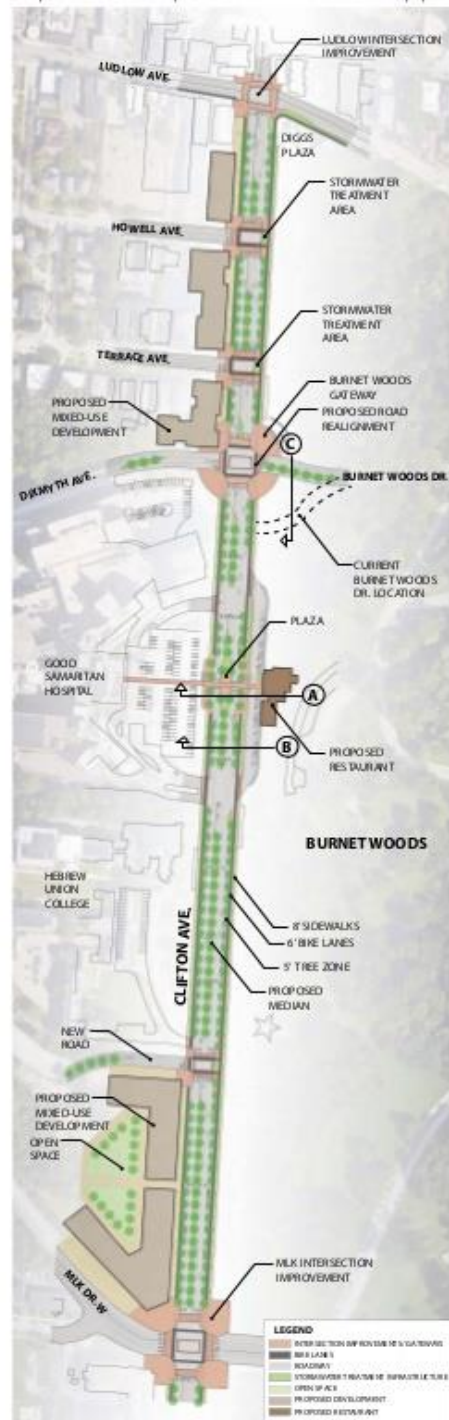


- SUBJECT SITE
- RAIL LINE
- LOW RISE MODERATE GRAIN RESIDENTIAL
- FINE GRAIN TRADITIONAL HIGH STREET (2-4 STOREYS)
- MEDIUM RISE RESIDENTIAL (UP TO 5 STOREYS)
- LARGER LOT COMMERCIAL
- PUBLIC OPEN SPACE
- APPROVED 10-STOREY APARTMENT TOWER



STREETSCAPES





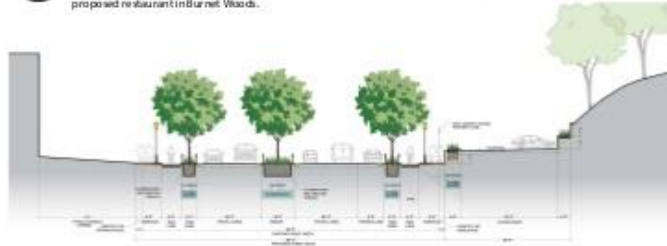
A PLAZA STREET SECTION

Rendered street section of proposed Clifton Plaza



B ACCESS ROAD STREET SECTION

Rendered street section of proposed access road - designed with diagonal off-street parking to accommodate proposed restaurant in Burnet Woods.



C DIXMYTH REALIGNMENT STREET SECTION

Rendered street section of Burnet Woods Dr. - relocated to align with Dixmyth Ave.



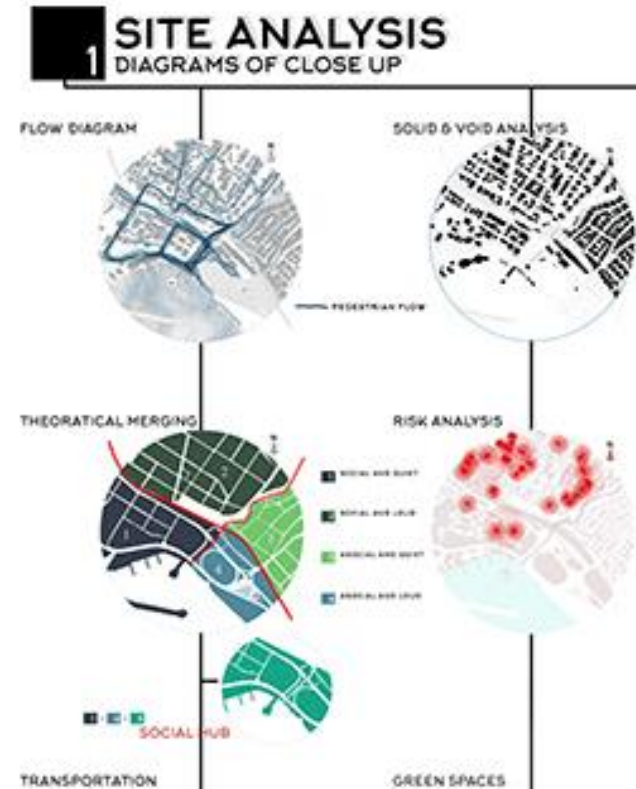


Site

- * the size and shape of the site;
- * solar orientation;
- * levels within and immediately adjoining the site;
- * views to and from the site;
- * existing structures and vegetation within the site;
- * historic use of the site;
- * existing vehicle access points;
- * overhead and underground services within and in front of the site;
- * existing boundary fences;

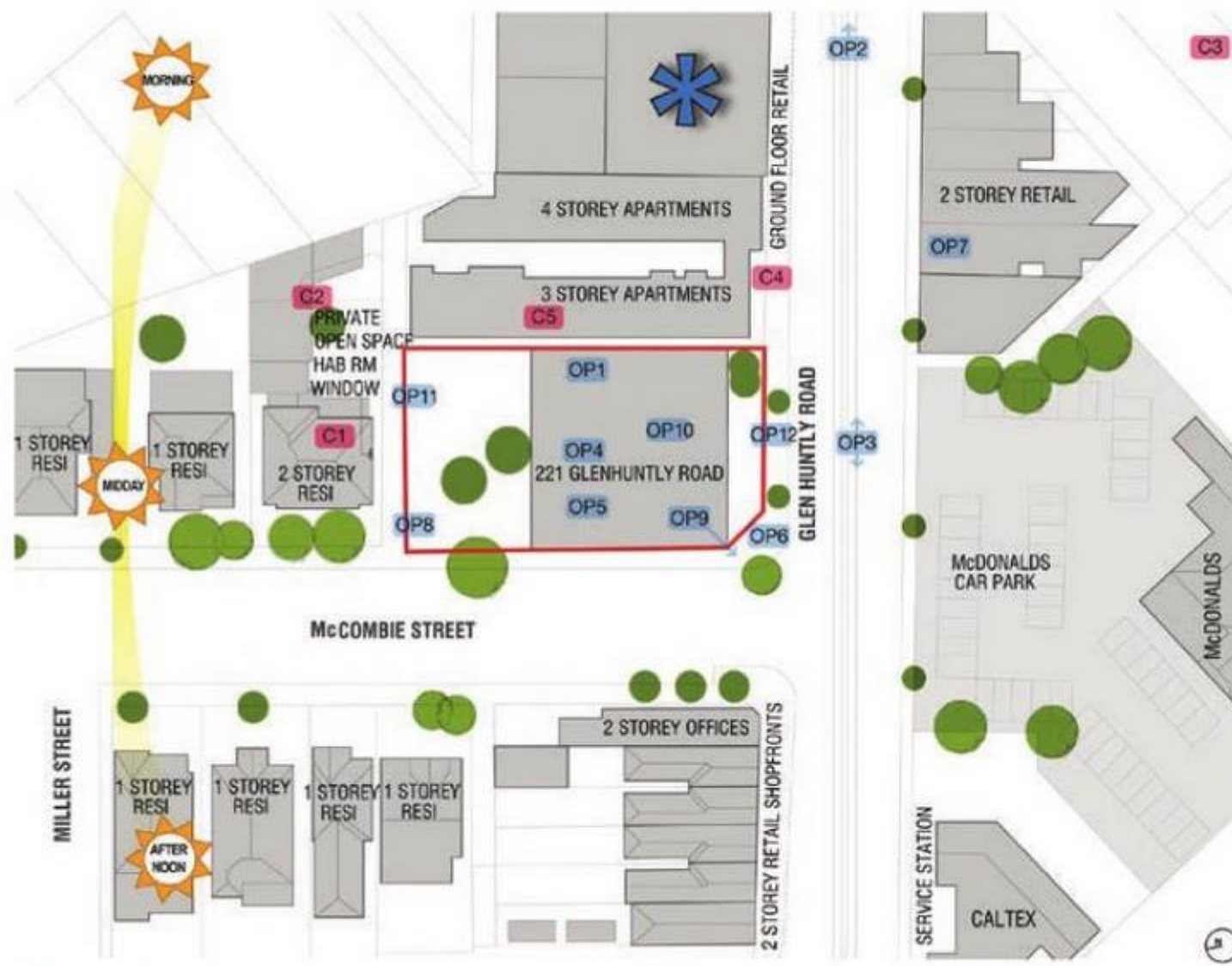
Site Analysis

- * trees close to the site within the street and neighbouring properties;
- * existing and approved neighbouring buildings' siting, height and use;
- * existing and approved neighbouring developments' windows and private open spaces;
- * existing level of shadowing of site and surrounding land;
- * drainage, services and carriageway easements.



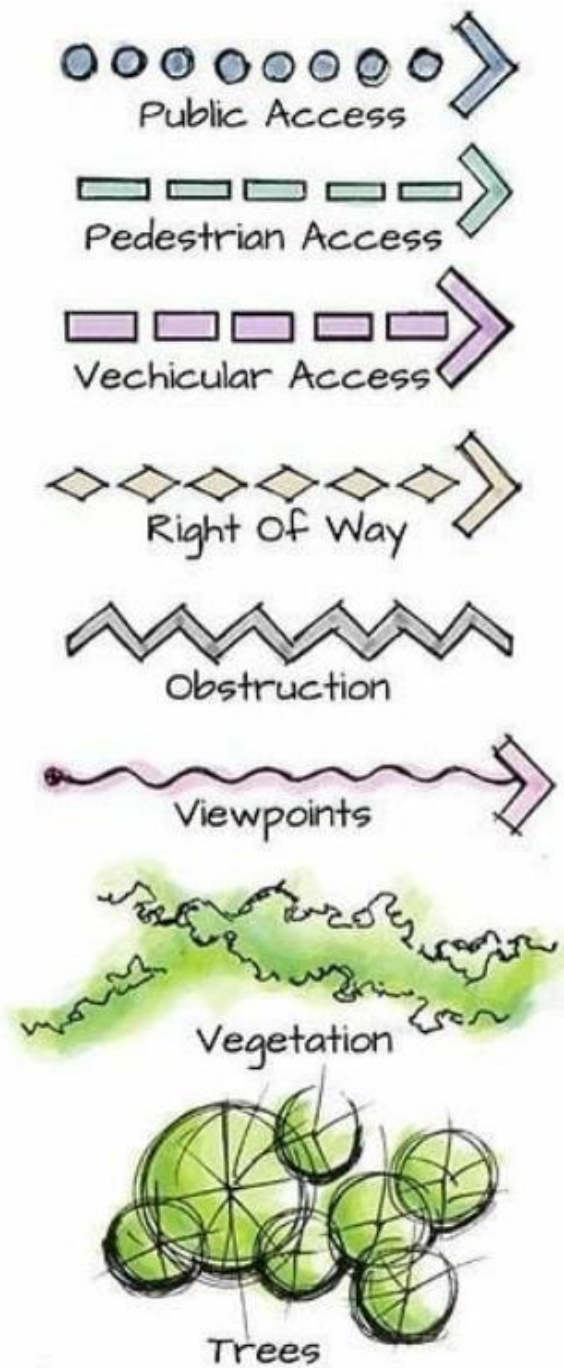
SKETCHES



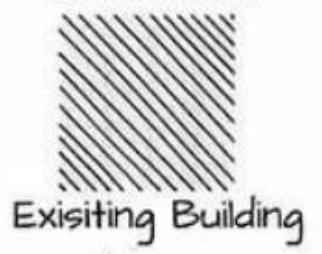
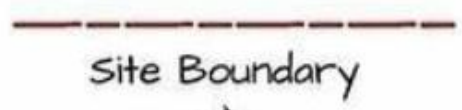
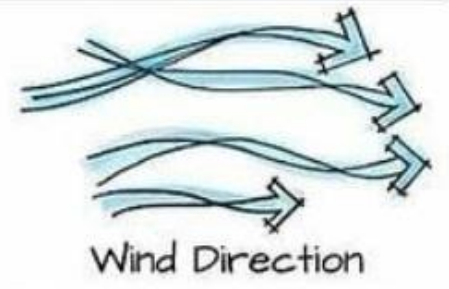


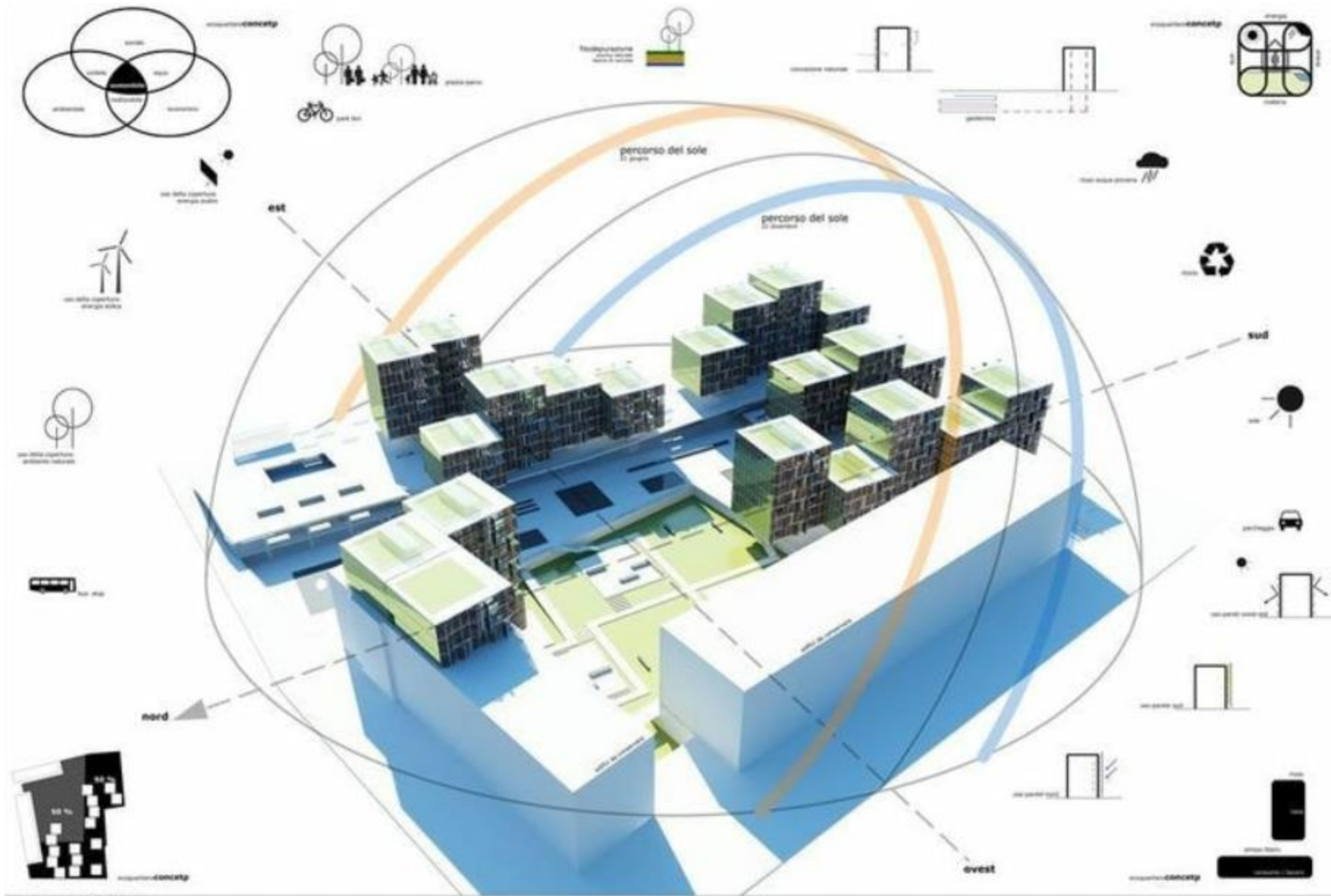
- SUBJECT SITE**
- OPPORTUNITIES**
- OP1 The site is within the Elsternwick Major Activity Centre
 - OP2 The site is only 120m from Elsternwick Train Station
 - OP3 The site fronts Glen Huntly Rd, which carries a tram route
 - OP4 The site is relatively large
 - OP5 The site is within a business zone, which encourages active commercial uses at ground level and residential uses at upper levels
 - OP6 The site is on a corner
 - OP7 There is an opportunity to reinforce the prevailing building scale along Glen Huntly Rd near the site which reaches the equivalent of 3 storeys
 - OP8 Vehicle access is currently provided to the site from the rear lane
 - OP9 There is an opportunity to capitalise on views of the surrounding area and longer views of Port Phillip Bay
 - OP10 The lack of heritage places close to the site
 - OP11 The existing lane immediately north of the site represents a 'buffer' between the business-zoned land and the lower scale, more sensitive residential land to the north
 - OP12 Potential to incorporate an active retail frontage to Glen Huntly Rd to reinforce the prevailing pattern of development
- CONSTRAINTS**
- C1 The need to avoid unreasonable overshadowing, overlooking and visual bulk along the northern interface
 - C2 The need to respect development opportunities associated with surrounding properties, and not unreasonably compromise them
 - C3 The need to avoid unreasonable overshadowing, overlooking and visual bulk impacts on the residential land to the south
 - C4 The need to complement the prevailing built form character of Glen Huntly Rd
 - C5 The need to consider amenity impacts on the adjoining mixed use development at 231 Glen Huntly Rd

Site analysis.



COMMON SITE ANALYSIS SYMBOLS IN ARCHITECTURE





echelle : 1/200e

progetto architettonico 2008

diagramma