



## ARCHITECTURAL TOWN PLANNING SUBMISSION

### DESIGN RESPONSE

103 BEACH STREET, PORT MELBOURNE

OCTOBER 2018



## WOOD MARSH ARCHITECTURE



Randal Marsh and Roger Wood

Roger Wood and Randal Marsh have been in private practice since 1983, and their early philosophical and aesthetic ideals have been sustained to inform their architecture throughout the ensuing decades. Contextual issues of locality and region underpin their diverse body of work, which spans residential, commercial and urban architecture.

The practice is renowned for its clarity of vision and its versatility, with art galleries, wineries and private homes as deftly executed as the extensive urban infrastructure the firm has created in and around Melbourne, where it is based.

In each project, Wood Marsh's founding principles are evident: the sculptural quality of the external forms, the play of solidity and transparency, and the materiality of the limited palettes. Each reminds us that contemporary architecture can have a permanence, and that practical design can be unique and beautiful.

Unmoved by the ebb and flow of design trends, Roger Wood and Randal Marsh cite the arts, generally, rather than architecture specifically, as being of a greater influence on their practice and are proud that their work has been acquired by the National Gallery of Victoria, the National Gallery of Australia, RMIT University and private collectors.

The firm has also been recognised nationally and internationally as the recipient of more than 50 architecture industry awards.

## THE SITE

103 Beach Street is located in the waterfront inner city suburb of Port Melbourne. The subject site is in a significant location, within close proximity to Station Pier, Port Melbourne Beach and the popular commercial strip Bay Street. The adjacent Port is a gateway into Melbourne, offering the key passage for cruise and passenger ships to dock.

The Bay Trail circulating around the subject site offers the opportunity to support passive transport and the outdoor lifestyle synonymous with Bayside suburbs. The site is also within close proximity to the historic railway station building and the tram stop which offers a 15-minute trip into the City Centre.

Currently the subject site is a double storey development, occupied by a supermarket and cafe at ground level and car parking to the north on Crown Land. The subject site is essentially an 'island' site circulated by public land and various easements that facilitate access to the site.

Further North of the site is the Beacon Cove Residential Precinct A, a development consisting primarily of two storey residential homes set back from Beach Street, characterised by pitched roofs and landscaped front gardens.

Immediately adjoining the site's west is a 3-4 storey development built to its boundary, whilst further west is a high rise development of residential apartments reaching 14 storeys.

## DESIGN DIRECTION

Beach Street is a complex site requiring a carefully crafted architectural response. With both a civic and residential presence, the design relates to its site specific setting and looks to establish a new form and identity for the precinct as an obvious marker for Melbourne. The building, within the Beacon Cove precinct, has been designed to address the individual aspects but with a sculptural quality to be read cohesively in the round.

The three core elements to the design are:

1 – Plinth – A robust base set back from the façade above that opens and closes to provide appropriate levels of permeability, engagement and privacy where required. Services and BOH areas are rationalised to maximise the potential area available for commercial use.

2 – The Skin – The primary façade is clad in a shimmering ceramic tile that will subtly play with light across its surface. Openings expand and contract depending on the aspect. The South and East are more closed to address acoustics and site exposure, while the South façade utilises the language of a playful rhythm of deeply revealed openings, to adopt a more civic expression. The North opens up to the city views and sun, referencing pier architecture while the West is more utilitarian and finer in nature.

3 – The Floating Roof – Designed as a light, striking element, that seems to float and hover over the form, lightens the whole building and provides an elegant counterpoint to the weight of the lower storeys.

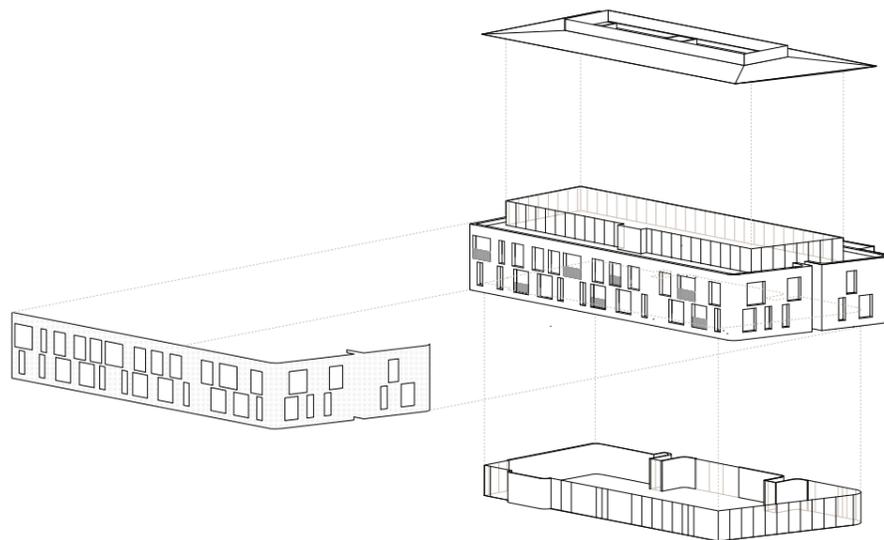
Permeability from the north to south is achieved through the shared pathway on the eastern edge of the building. A visual connection and passive surveillance to the covered areas is realised through a glazed tenancy overlooking the shared path and tram interchange.

Each apartment is planned North-South to capitalise on both the bay and city views, sharing a lift core and stair directly accessible from each apartment. Whilst the views to the south are of prime importance, equally the desire to create a protected private open space on the South drove the outcome for the dual aspect apartment planning.



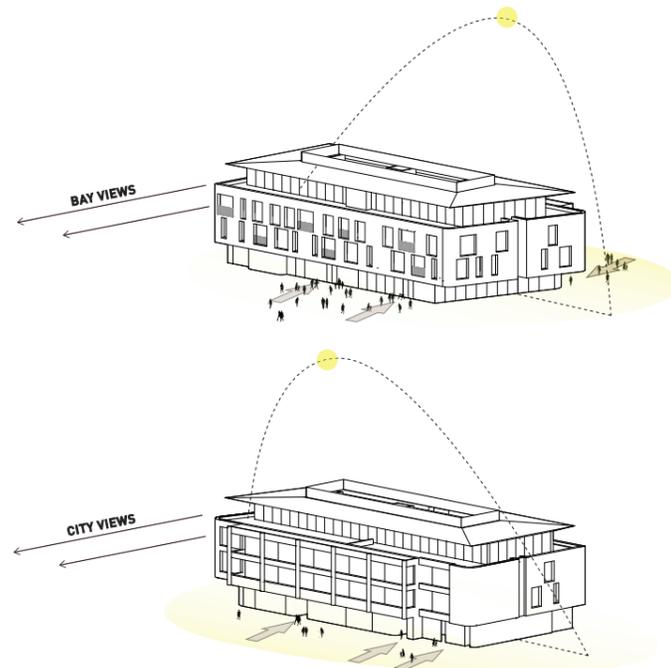
### A FORM BROKEN UP INTO PLINTH, SKIN AND FLOATING ROOF

- Landmark building opportunity
- Three floors with a light, delicate roof form and obscured plant.
- Solid mass and material responding to harsh southern conditions and the desire for a landmark building, civic in nature, to the Station Pier interface
- Wrapping tiled skin with punched openings suggesting a building of permanence



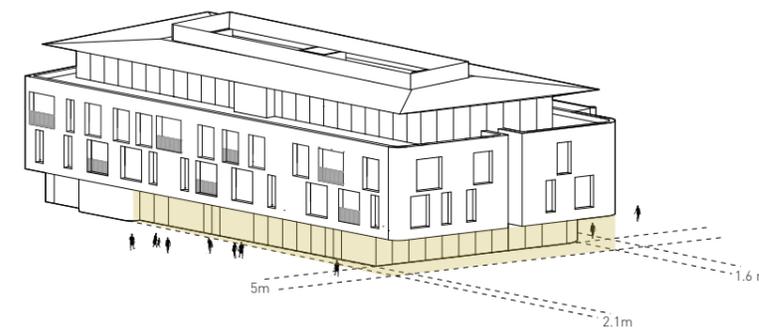
### VIEWS AND ORIENTATION

- Consideration of axial relationship to the Pier
- Sculptural form
- View from Pier to plaza
- Northern city views, Southern Bay views
- Retail activation to the North, South and East accessible via the plaza
- Integration of public art with the façade



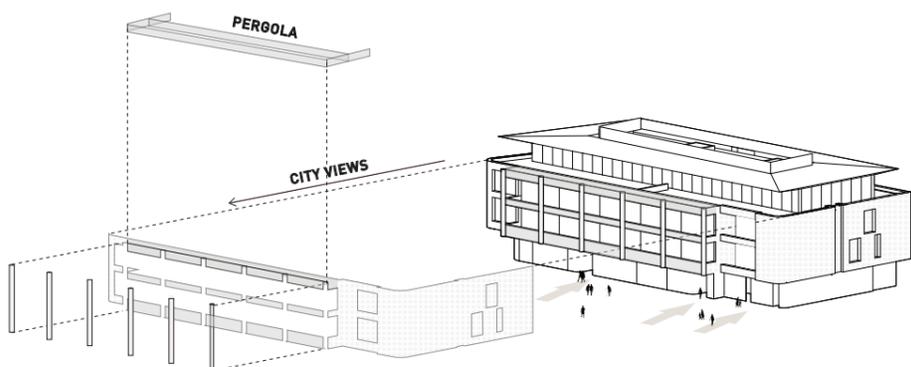
### GROUND PLANE SETBACKS

- 5m Easement setback to tram line for shared bike pathway to the East
- 1.6m minimum setback to North for Residents entry
- 2.1m setback to South for retail and supermarket entry to the South
- Cantilevered form to the East to enhance openness and sight-lines.



### OPENING THE NORTH FACADE

- Princes pier reference
- Views to sky and CBD
- Solar amenity
- Reduced visual bulk to north.



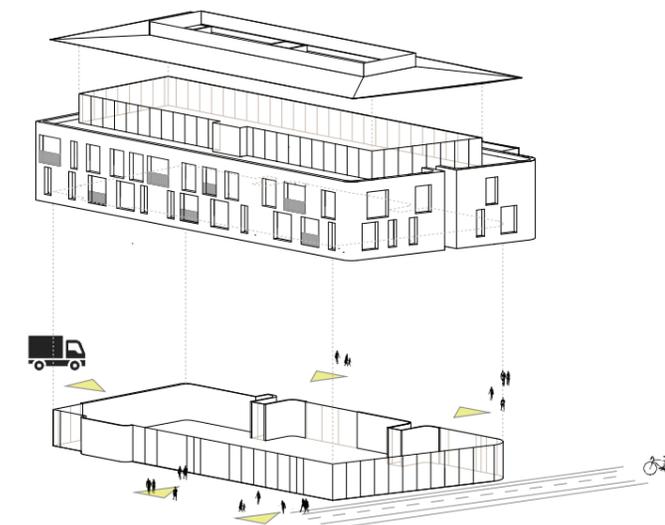
### FACADE ARTICULATION AND VENTILATION

- Dual aspect apartments planning North-South
- Smaller punched openings to South
- Recessed penthouse with surrounding balconies with views to the bay.



### GROUND PLANE INTERFACES

- Glazed to South for supermarket entrance through plaza
- Picture window to the North for visual connection to the supermarket.
- Shared bike and pathway to Eastern tram interface.
- Activated with landscape and views out to proposed tram line.
- Western elevation for BOH and loading – Rationalised to increase corner activation.
- North glazed activation with retail.
- Dedicated residents' pedestrian entry consolidated to two locations





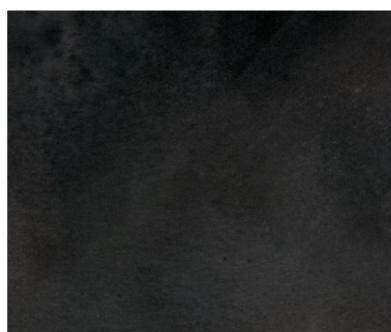
**FT**  
**FACADE TILE**  
LIGHT COLOURED CERAMIC TILE  
EXT. WALLS



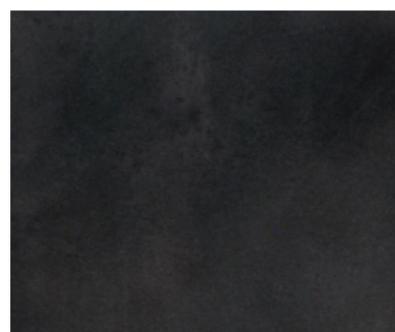
**CO-1**  
**CONCRETE**  
OFF-FORM CONCRETE  
EXT. WALLS GROUND FLOOR



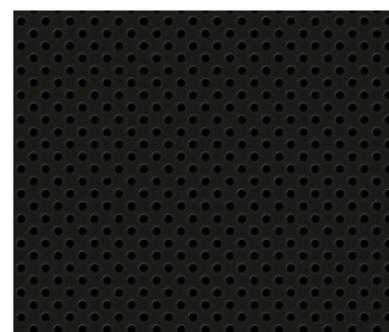
**TM**  
**TIMBER BATTENS**  
GREY TIMBER BATTENS  
LEVEL 3 SOFFIT



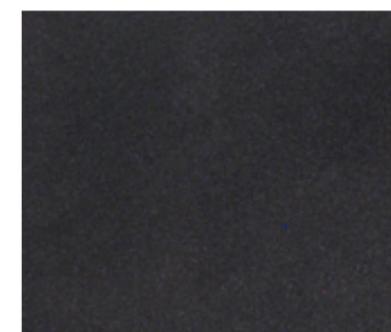
**MT-1**  
**METAL FINIS**  
CHARCOAL POWDERCOAT FINISH  
BALUSTRADES



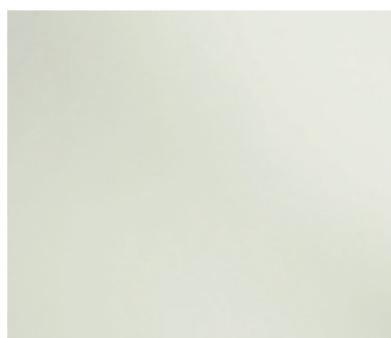
**MT-2**  
**METAL BATTENS**  
CHARCOAL POWDERCOAT FINISH  
GROUND FLOOR SCREENING



**MT-3**  
**PERFORATED METAL SCREEN**  
CHARCOAL POWDERCOAT FINISH  
PLANTSCREEN



**MT-4**  
**METAL DECK ROOF**  
CHARCOAL FINISH  
ROOF



**GL-1**  
**GLAZING**  
CLEAR GLASS  
WINDOWS/BALUSTRADES



**GL-2**  
**GLAZING**  
LIGHT TURQUOISE GLASS  
NORTH FACADE WINDOWS