

22.1825/05/2017
VC133**URBAN DESIGN WITHIN THE DOCKLANDS ZONE**

This policy applies to land within the Docklands Zone.

Policy Basis

The primary purpose of this policy is to stimulate and guide the work of the private and public sector developers to achieve design excellence.

Melbourne Docklands has become a new and vital urban redevelopment and activity hub. It is located at the western end of the Melbourne Central Business District and is the hub of the Yarra River / Maribyrnong River / Port Phillip Bay water system.

The policy encourages diversity and complementary design between buildings and public spaces with the aim of creating a destination with a unique character and sense of place.

The policy sets out a dynamic framework to assist in achieving design excellence and integration.

Objectives

- To provide a waterfront place of character and quality in which to live and work, creating both a tourism asset and a boost to Victoria's prosperity.
- To encourage exciting, viable developments built to the highest design and environmental standards.
- To respond to the changing urban context of Docklands whilst strengthening its relationship with the Hoddle Grid and the Yarra River Corridor.

Policy**Policy Implementation**

A comprehensive site analysis and urban context report is the starting point of the design process for any development proposal. The urban context report should document the key influences on the proposed development, how it responds to the strategies, policies and requirements of the planning scheme, and how it relates to the social, built and historic character of Docklands and the surrounding area. The report will form the basis for the consideration of height, scale, massing and detail.

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VC133**Street Frontages, Pedestrian Access and Vehicle Networks****Objective**

To ensure development is attractive and accessible to all people.

Design Principles

- Create "active" streets throughout Docklands with new development incorporating active ground level frontages which enliven and energise public streets and spaces.
- Ensure ground level uses are occupied wherever possible by shops, cafes, offices and similar functions of high activity.
- The facades of buildings should be attractive to passing pedestrians, with blank walls strongly discouraged. Interest should be provided by window and door openings into activities, displays, and by rich architectural detailing. Pedestrian entries should be clearly visible from the public domain.
- Safe, comfortable and direct pedestrian routes, which are fully accessible by day and night, should be provided throughout Docklands.
- Access for cars should be facilitated by providing on street parking and integrating parking within developments.

- Integrated parking structures must maintain active and attractive frontages to the streets; vehicles should not be visible from street level and the standard of architectural design must meet that for any other use within the Docklands.
- Connections between transport modes should avoid conflicts between pedestrians and vehicles and provide weather protection for interchanging passengers.
- Attractive pedestrian and cycle networks should be provided to encourage walking, cycling and the use of public transport as the primary means of moving around Docklands.
- Strong pedestrian links to tourism focal points such as the Docklands Stadium, Victoria Harbour and the Yarra River should be provided.
- Vehicular access to parking and service areas should be designed to minimise disruption to pedestrian movements and minimise their visual impact on architectural and streetscape qualities.

Performance Guidelines

- Ground level frontages should provide active uses for a minimum of 50% of the street frontage. In key areas of public activity there is to be a minimum of 80% active uses.

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Responsive to Melbourne's Central Activities District

Objective

To ensure that development responds to the various characteristics of Melbourne and provides an attractive and distinctive experience for people – day and night, season by season.

Design Principles

- Development should not mimic other waterfront locations but draw on Melbourne's distinct character to create a unique "Melbourne Docklands". These elements include:
 - Street patterns that extend the geometry and vistas of inner Melbourne
 - A hierarchy of boulevards, avenues, streets, lanes and arcades
 - Planting in public spaces which presents elegance and formality
- Provide a hierarchy of roads and streets that establishes a clear pattern of movement throughout Docklands.
- Develop Docklands Park, Grand Plaza, Harbour Esplanade, Central Pier and Victoria Harbour to collectively form the major open space focus at Docklands.

Performance Guidelines

- Planting should be designed to draw inspiration from both the exotic landscape of the city, with its traditional parklands, avenues and boulevards and the native riverside plantings associated with surrounding waterways – Moonee Ponds Creek, the Yarra River and Maribyrnong River.

22.18-3

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Responsive to Site

Objective

To ensure development is site-responsive, taking maximum advantage of varying characteristics and features of each site, complementing adjoining development – both existing and proposed – and addressing physical, cultural and environmental features.

Design Principles

- Development should generally be constructed to the street boundary to define and enclose streets and other public spaces, creating continuous street frontage whilst allowing variations in individual buildings and uses.

- Environmental conditions should be addressed with appropriate site layouts, building forms, materials and finishes which respond to issues of solar access, salt air and wind patterns.
- Where possible, public open space should be co-located with community services and civic facilities.

Performance Guidelines

- Foster a character that draws on cultural influences, such as the maritime and transport related uses of the site, to form a thematic basis for architecture, streetscape elements, planting schemes and the layout and function of urban spaces.

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Focused on the water

Objective

To ensure development in each precinct and across the whole of Docklands is focused on the waters of Victoria Harbour, the Yarra River and Moonee Ponds Creek, with high quality waterfronts and water-based activities.

Design Principles

- Full public access to all waterfront areas and public areas should be provided.
- Waterfront promenades may accommodate low structures within the waterfront area which contribute to the activity and interest of public spaces.
- Sufficient space should be provided for maritime waterfront uses and activities, including active waterfront facilities.
- Control the extent of marina encroachment into navigable waterways to limit the impact on public access to the waterfront. Also coordinate water transportation, including water taxis and ferries with land-based services.
- The waterfront location should be celebrated, adopting the water as a thematic element of artworks, landscape design and community events.
- Design should promote 24-hour usage and an attractive night “waterscape”.
- Cross-movement between precincts and adjacent areas that are accessible by water should be provided.
- Development should provide an attractive setting and the appropriate infrastructure to host major water or land-based events.
- Extensive public access to the water throughout Docklands via waterfront promenades and public places should be provided.
- Establish a diverse water-based public transport network through the provision of necessary shore-based infrastructure.
- Accommodate functional requirements in the arrangement of water-based facilities.
- Facilities and activities should form a continuation of the historic working uses of the Docklands, incorporating activities which service existing maritime uses within the Yarra River and Port of Melbourne.

Performance guidelines

- The Victoria Harbour and Yarra River waterfront will provide full accessibility (pedestrian, cycle and mobility impaired) via a series of continuous promenades of varying width consistent with the approved Development Plan for the precinct with opportunities to access water taxis, ferries, ships and a range of marine vessels and small craft.

- Development should provide full public access along the waterfront promenade that accommodates a mix of uses, diverse structures, gathering spaces, activities and points of interest.
- Development should accommodate the functional requirements for marina development, including servicing, security and public access.

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Focused on the public realm

Objective

To ensure that public spaces in Docklands should be comfortable, interesting and functional and should form a linked sequence of enlivening experiences.

Design Principles

- Streetscapes should maximise opportunities as social spaces and places for public activity.
- Provide a range of spaces, including water places, urban places, urban squares, promenades and precinct open spaces, both public and private, to cater for diverse activities and uses.
- Ensure that the network of spaces is linked via public promenades, streets and pedestrian pathways or linear parklands.
- Open lot car parks are discouraged on all principal frontages.
- Require unifying elements and materials within the public domain throughout Docklands as a whole.
- Integrate landscape architecture with the visual arts and industrial design to develop a creative urban art program, including events, a visually dynamic night time image, and innovative public uses.
- Continuous building edge should be provided where retail and service uses (such as cafes and restaurants) abut the footpath to enable continuous awnings, with arcades and/or colonnades where deeper setbacks occur.
- Development should provide sunlight access to important areas of the public domain and protect key public recreational spaces from overshadowing.
- Development should provide protection from adverse wind conditions and create safe and comfortable conditions without compromising architectural character, views or sight lines.
- Protect access to sun and daylight, incorporating adequate climate protection for shade, shelter and wind protection.
- Maximise the use of favourable breezes in site planning by providing carefully orientated breezeways and cross-ventilation of residential and work spaces.
- All streetscapes should be well-lit and provide maximum security and safety for day and night time use.
- Enhance public amenity through seating and associated street furniture items within streets, plazas and parks.

Performance guidelines

- Public spaces should generally be free of significant overshadowing between 11am and 3pm at the equinox (22 September / 20 March). Shadow diagrams should be prepared which illustrate the shading effects of development on public and private spaces.
- Require a minimum width of 14 metres of hard surface for pedestrian movement in areas of more intense activity such as shops, restaurants and higher levels of interaction with the water's edge.

- Encourage level changes or spatial differentiation to achieve diverse spatial differentiation to be incorporated into waterfront promenades, allowing 10 metres clear for pedestrian flow on any single level.
- Promenade activities should be supported by appropriate furnishings, such as seating, sculpture, children's play areas, kiosks, picnic shelters, coffee stands, landscaped areas and even small restaurants for public use.

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Diverse and integrated

Objective

To ensure that development provides a high level of access to a diversity of uses and activities, provides cohesion and diversity in design character and detail, and is able to respond to changes over time.

Design Principles

- Architectural character should adopt a contemporary palette of styles and materials, reflecting the varied land uses and providing activity and interest, particularly at street level.
- Development should create new and interesting vistas from both land and water.
- Vistas to the water and to the city skyline should be maximised, particularly from key pedestrian spaces. Particular attention should be paid to building form and roof profiles in areas of high visibility.
- Built form and profile should encourage vistas into and out of the site, from the city edge and the water, to strengthen the image of "Victoria's New Waterfront".
- Landmark buildings and spaces should be encouraged at significant sites, junctions, gateways and key destinations. Maximise opportunities within the site to reinforce view corridors or terminate axes via buildings, structures or landscape treatments. The applicable Design and Development Overlays identify the location of landmark buildings in Docklands.
- Development should create integration between the Docklands development and adjacent areas, particularly the Central City.

Performance guidelines

- Development should maintain and reinforce view corridors through consistent road alignments and profiles, building design and alignment, and open space location and design.
- Development should provide a high level of integration between and within the precincts.

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Creative, Innovation and Dynamic

Objective

To encourage innovative design solutions in order to achieve the best possible development.

Design Principles

- Innovative, high quality buildings should respond to the urban character of Melbourne and Docklands on key sites to form landmarks.
- Parking structures should be carefully designed with articulated facades containing active edges to principal streets and public spaces.
- Public art should be included as an integral component of development proposals and environmental design.

Performance Guidelines

- Promote use of significant elements such as sculptures, pavilions, bridges or lighting effects to create focal areas or to signal the entrance points of individual precincts.
- Provide a flexible street network, building form and facilities to accommodate changing uses and demands across the site and within buildings over time.
- Encourage the sensitive adaptation and re-use of existing waterfront structures, warehouses and industrial “relics”.

Definition

Waterfront promenade:

The minimum distance from the wharf edge of a proposed building fronting onto the waterfront.

Policy References

Melbourne Docklands ESD Guide (October 2002)

The Docklands Authority Environmental Management Plan (EMP)(1995, revised 2000)

Melbourne Docklands and City of Melbourne Open Space Strategy (2001)

Melbourne Docklands Community Development Plan 2001-2016 (2001)

Melbourne Docklands Bicycle Strategy (2000)

Integration and Design Excellence (2000)

Places for Everyone – A Strategy for creating and linking public open spaces at Melbourne Docklands.

Melbourne Docklands Water Plan – June 2001

Urban Art Strategy (check details)

Victoria Harbour Development Plan 2010