

A nighttime photograph of the Melbourne Docklands skyline, featuring illuminated skyscrapers and the MCG stadium. The scene is reflected in the water in the foreground. A large, stylized pattern of yellow arrows, all pointing to the right, is overlaid on the left side of the image, creating a sense of movement and progress.

## Integration & Design Excellence

July 2008



**MELBOURNE Docklands**  
VictoriasNewWaterfront.com



**MELBOURNE Docklands**  
[VictoriasNewWaterfront.com](http://VictoriasNewWaterfront.com)

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This document is up-to-date at the time of printing. Comments or suggestions from interested parties are welcome. Further information about Melbourne Docklands can be seen on the Website [www.VictoriasNewWaterfront.com.au](http://www.VictoriasNewWaterfront.com.au)

Modifications and refinements to update the information will be published as detailed planning, design and development proceeds.

This document is part of a suite of documents prepared by Docklands Authority for developers, and other interested parties, to assist achievement of integration and design excellence in Melbourne Docklands.

July 2000

#### DISCLAIMER

The information contained in this document is based on material collated by Docklands Authority, its employees and consultants from publicly available information. Any interested party (including developers, their advisors, prospective tenants and users) must make its own independent investigations and assessments, and should not rely on the significance, adequacy or accuracy of the information. The information does not purport to contain all the information a party may require. Docklands Authority, its employees and consultants shall have no liability to any person under the law of contract, tort, the principles of restitution or unjust enrichment or otherwise for any loss, expense or damage which may arise from or be incurred or suffered as a result of anything contained in this document or otherwise arising in any way from the development of Melbourne Docklands.



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## INTRODUCTION

Docklands Authority and the State Government of Victoria are committed to development at Melbourne Docklands which is both commercially successful and which sets national and international standards in design.

Docklands Authority has a strong commitment to integration and design excellence - through its corporate objectives, in the criteria used to assess competing bids, and in devising and managing development agreements.

Docklands Authority has the responsibility of achieving economically viable and sustainable development and design excellence, primarily through the involvement of the private sector. Key goals in this challenge are to facilitate the integration of all developments within Docklands, and with adjacent areas, and to sustain excellent design and public amenity.

Development in Melbourne Docklands is market demand-driven, rather than being based on a traditional 'master plan' approach. Similarly, the design principles and frameworks presented in Integration and Design Excellence are dynamic. They provide a high degree of certainty and a useful tool that will evolve and be refined as precinct design and development evolves.

The primary purpose of Integration and Design Excellence is to underpin the commitment to design excellence, and stimulate and guide the work of private sector and public sector developers and service agencies.

This document sets out a dynamic framework for the various parties who have responsibility for achieving integration and design excellence at Melbourne Docklands. It consolidates the Authority's planning, integration and urban design work over recent years, embraces signed agreements between the Authority and Developers, and sets out integration and urban design requirements and expectations for future development. The document complements the earlier Conceptual Planning and Design Framework and Visions (1996) and Urban Design Guidelines in the Melbourne Docklands Area Planning Provisions.





It comprises three sections:

- **Integration and Urban Design Principles** – the ten Key Design Principles are a concise definition of the development planning and design intent for the whole of Docklands. The Principles were developed and refined by Docklands Authority in conjunction with Developers and other stakeholders.

- **Integration and Urban Design Goals** – the seven goals consolidate and update documentation of integration policies and the design of major elements in Melbourne Docklands, and include decisions embodied in Development Agreements between Docklands Authority and Developers.

- **Precinct Urban Design** – Developers' proposals are illustrated for precincts where specific appointments have been made. Illustrative visions are shown for precincts yet to be decided. A schedule indicating the matters that need to be addressed by Developers, both in the Bid Process and in the preparation of detailed development proposals, is provided as an introduction to this section. The proforma provides a 'checklist' for the urban design guidelines to be prepared by each Developer in partnership with the Authority.



DOCKLANDS AUTHORITY  
STATUTORY AREA

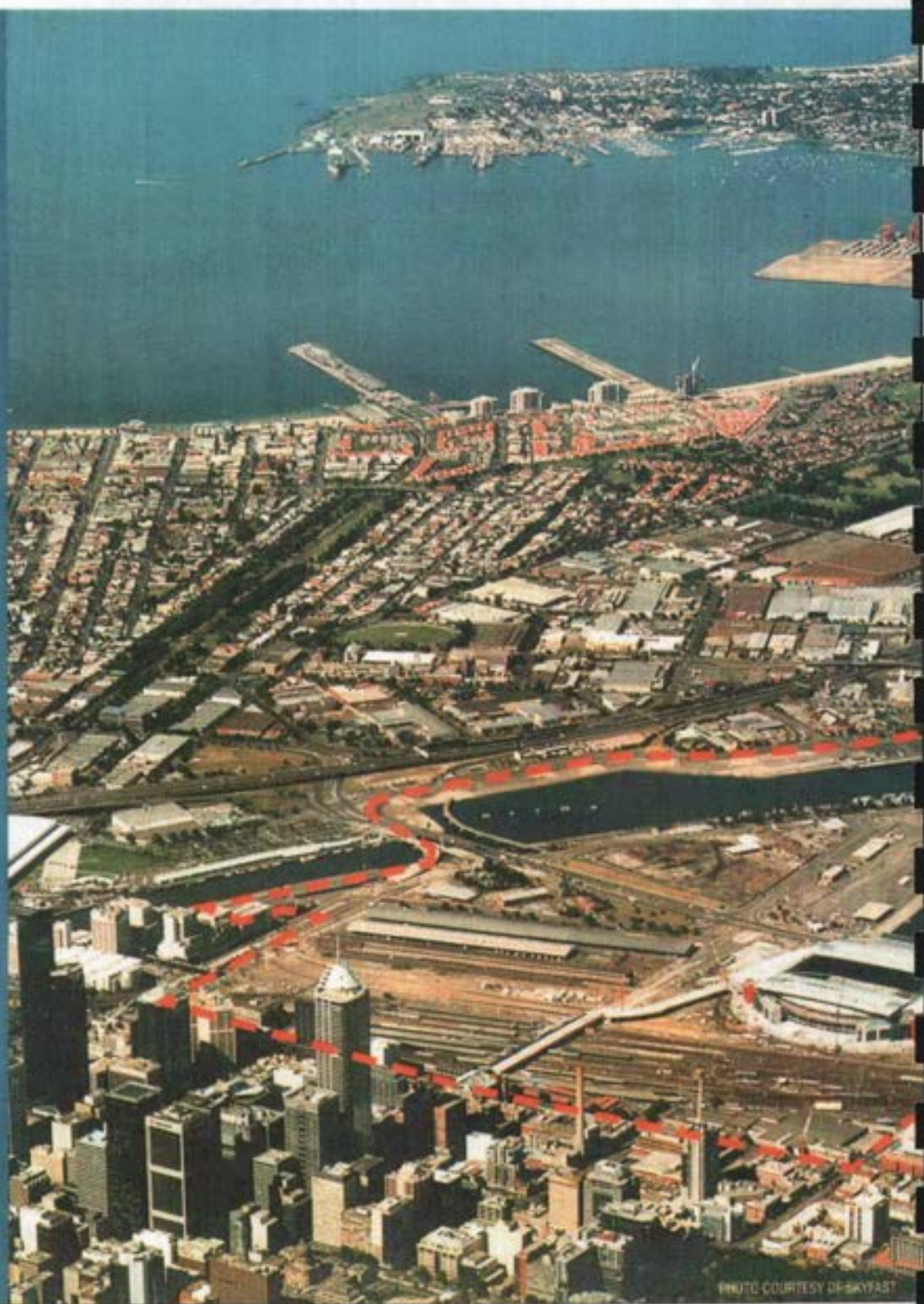
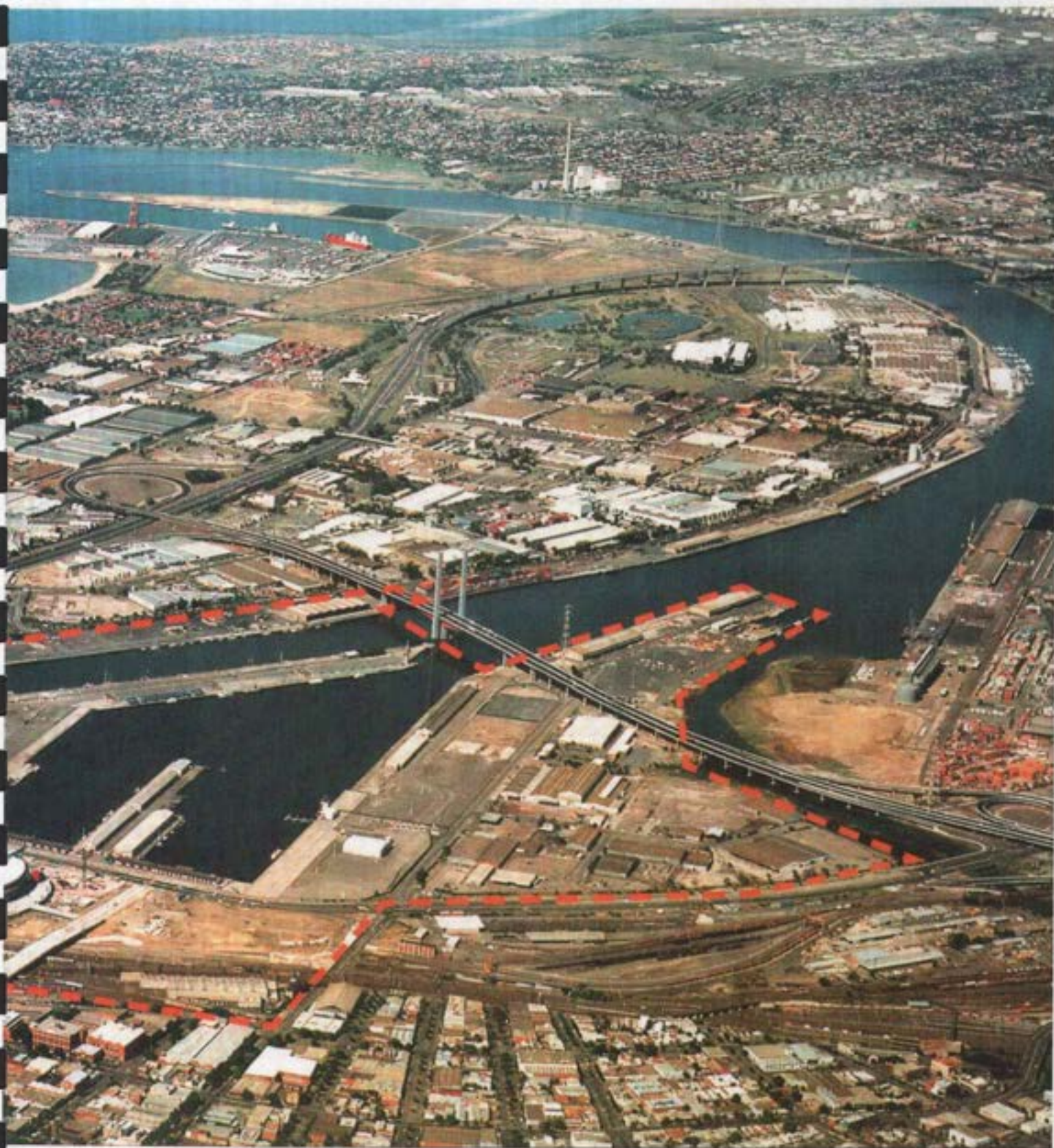


PHOTO COURTESY OF SKYFAST





MELBOURNE DOCKLANDS  
IS AT THE HUB OF THE  
SUB-REGION, WHICH  
INCLUDES THE LINKED  
WATER SYSTEMS OF THE  
YARRA RIVER, MARIBYRNONG  
RIVER AND PORT PHILLIP /  
HOBSONS BAYS





## CONCEPTUAL PLANNING & DESIGN FRAMEWORK

Docklands presents the unique opportunity of building a new waterfront for Victoria for the new millennium.



The conceptual framework provides a skeleton for the whole Docklands area, on which the diverse parts of the development proposals can be built and integrated.

The conceptual framework is not intended to be prescriptive, but to provide a stimulus for Developers irrespective of the scale of development proposed. The aim is to encourage exciting, viable developments built to the highest standards.

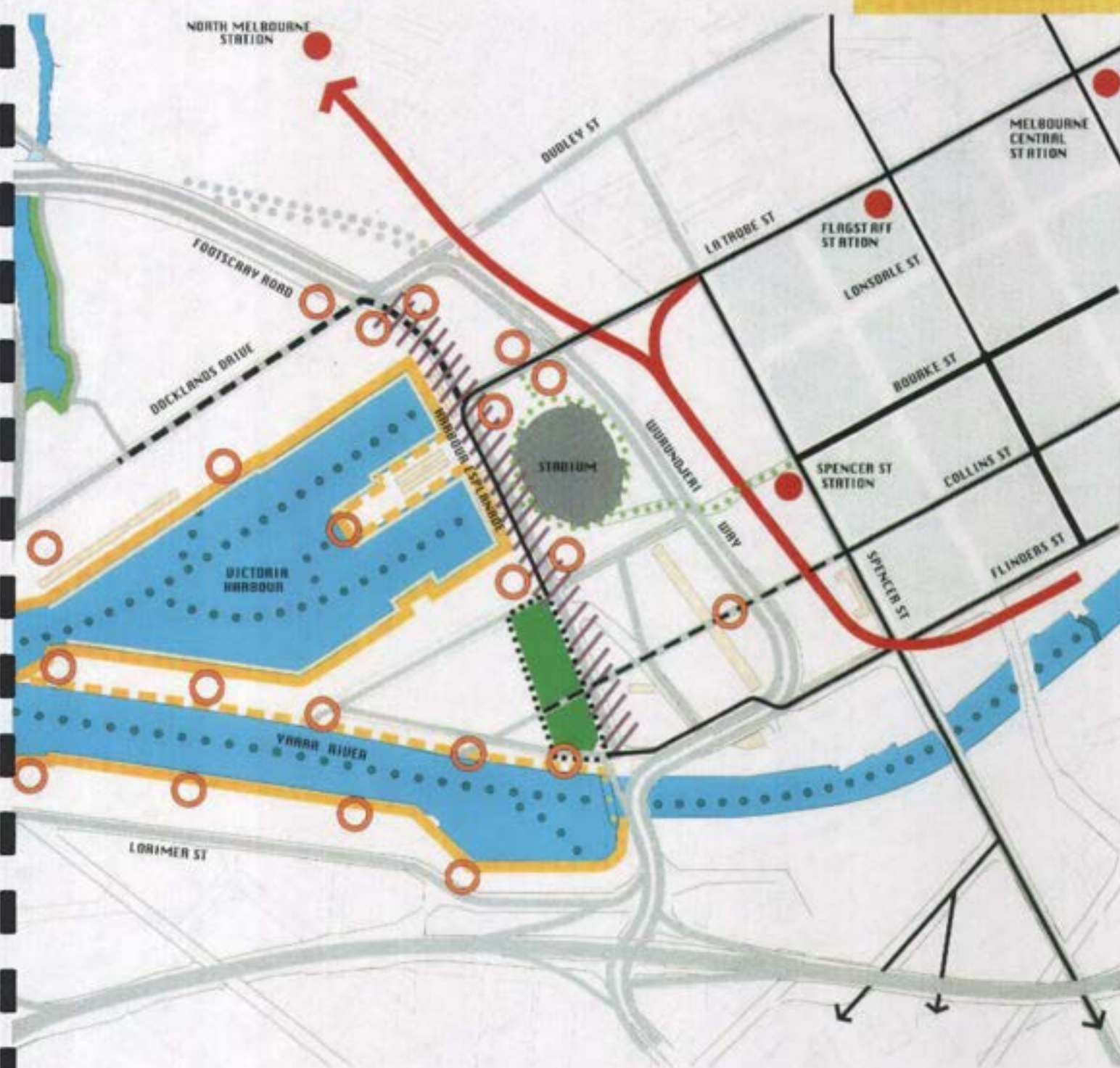
The framework, which embodies the Key Design Principles set out on pages 12-22, includes :

- The relationship of Docklands to the Yarra River corridor, the CBD grid, surrounding areas, and the road and public transport networks
- Emphasis on major open spaces, comprising:
  - the waters of Victoria Harbour, the Yarra River and Moonee Ponds Creek for active uses and marina developments
  - wide promenades with continuous public access to the entire seven kilometres of waterfront
  - a pedestrian spine (Harbour Esplanade), which includes Docklands Park, as a key integrating element for the whole area
- Extensive access provisions for private and public transport
- Enhancement of the amenity of Harbour Esplanade, and Docklands in general, by diverting through-traffic to Wurundjeri Way.



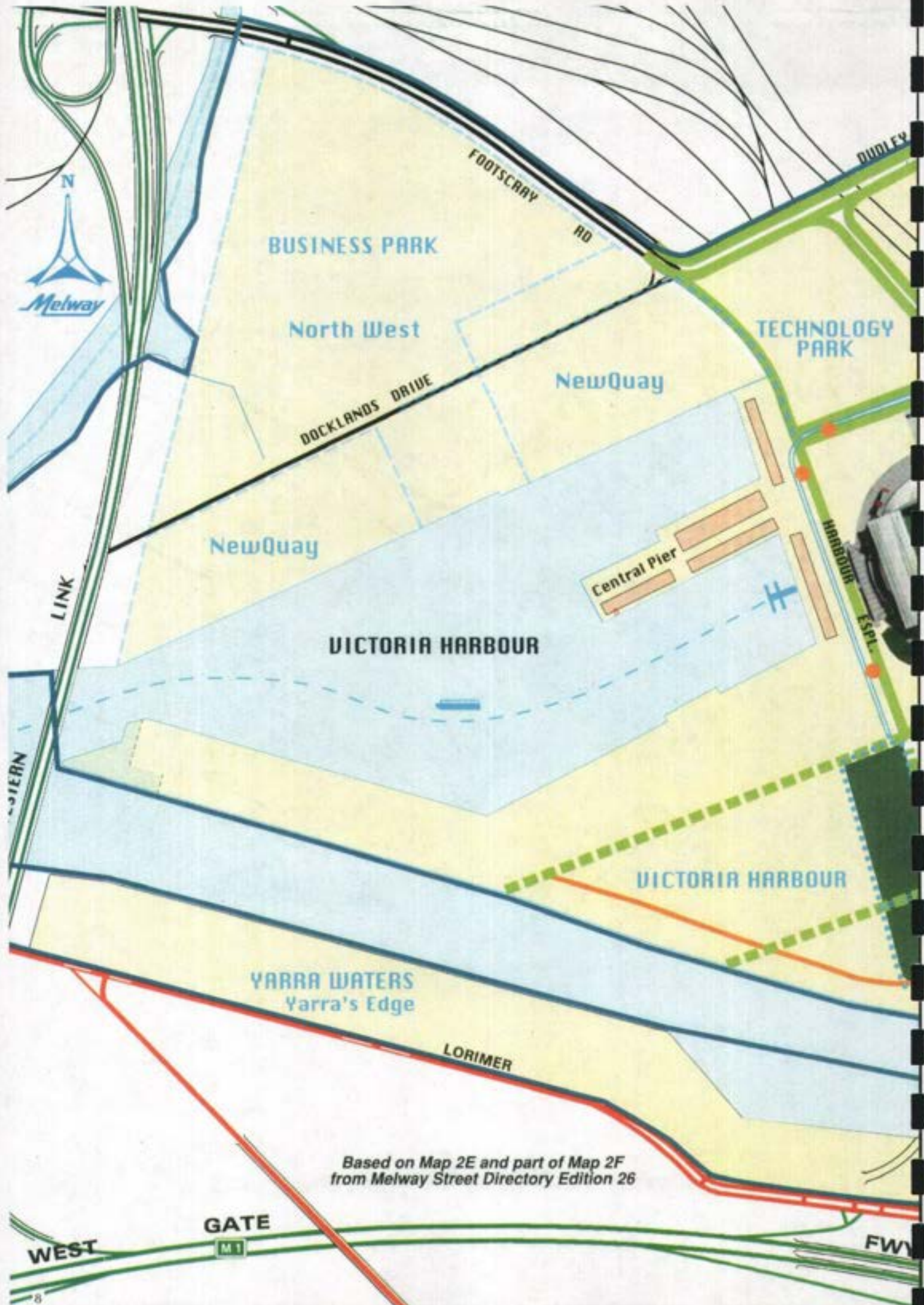


DOCKLANDS CONCEPTUAL  
PLANNING & DESIGN  
FRAMEWORK



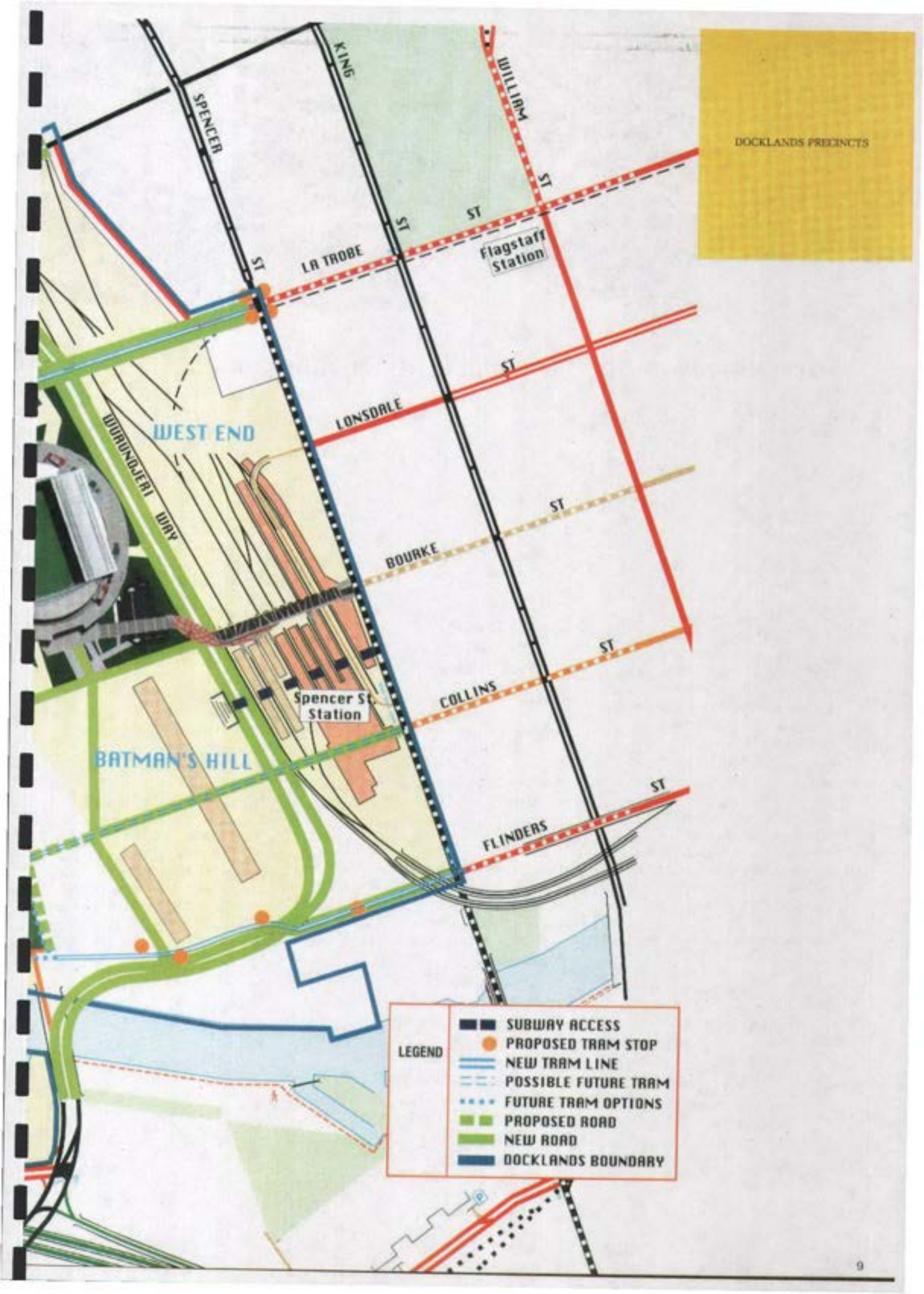
- |                 |  |                                 |                                 |
|-----------------|--|---------------------------------|---------------------------------|
| CBD             | Railway                                  | Tram                            | 15M Public Waterfront Promenade |
| Heritage Places | Wurundjeri Way/Footscray Rd              | Possible Future Tram            | Pedestrian Connections          |
| Key Site        | Local Arterial                           | Future Tram Options             | Harbour Esplanade               |
| Ferry           | Possible Future Wurundjeri Way Extension | 30M Public Waterfront Promenade | Docklands Park                  |





Based on Map 2E and part of Map 2F  
from Melway Street Directory Edition 26









## INTEGRATION & DESIGN EXCELLENCE AT DOCKLANDS

Integration and design are an integral part of all stages of Docklands Authority's decision-making processes.

### The Docklands Authority's mission is:

**to promote, encourage and co-ordinate the successful development of Melbourne Docklands as a waterfront place of character and quality in which to live, work and visit, creating a tourism asset and a boost to Victoria.**

All Docklands developers and stakeholders will benefit from urban design excellence, a clear understanding of adjacent development and effective integration. Developers have committed to achieving these outcomes within their Development Agreements.

### What does integration mean?

Docklands is well on the way to becoming a new and vital urban redevelopment and activity hub. It is located at the western end of Melbourne's CBD and is a hub of the Yarra River/Maribyrnong River/Port Phillip Bay water system.

The total project, to be designed and built by a number of developers, will result in a diversity of built form and landscape character across the site. While diversity is encouraged, a high level of complementary quality of the buildings and public spaces is required. The aim is to ensure that, at the broad scale, Docklands is perceived as a destination with a unique character and sense of place. The following types of integration are required:

- functional planning - providing a legible access framework and enhancing functional operation
- visual and aesthetic - creating a real sense of belonging to inner Melbourne while realising the unique qualities of the site
- services and facilities - providing them when and where they are needed, avoiding duplication between, within and beyond the individual precincts and adjacent areas.

### Partnership for design excellence

Docklands Authority works in partnership with Developers and their designers. Design consultants engaged in any development in Docklands are expected to have a track record of commitment to excellence, demonstrated through the quality of completed projects, professional awards, success in competitions, and other significant achievements.

Only design teams of acknowledged excellence will be considered for key sites. Interstate or overseas consultants will need to demonstrate an understanding of the urban character of Melbourne and the Docklands, probably achieved through association with local designers.





CONTEMPORARY DESIGN FOR  
THE URBAN POPULATION

INTEGRATED ARCHITECTURE,  
URBAN DESIGN & PUBLIC ART

## Planning and design approvals

With a market demand-driven development program over 15-20 years, the approvals process requires Developers to achieve design excellence and quality urban design at all stages. Design approvals are not a one-off event. They occur as a continuous process covering the duration of development.

Land and water within the Docklands is subject to two integrated approvals: the Precinct Development Agreement, and the statutory Planning Scheme. (The Melbourne Docklands Area Planning Provisions (June 1999), an incorporated document in the Melbourne Planning Scheme, is intended to be replaced by a new format Docklands Planning Scheme in 2001.) Proposals can proceed without planning permits if they comply with published 'as of right' land uses and development controls in the Planning Scheme and are consistent with an approved Development Plan.

## Development Agreements

Development Agreements set out a process to ensure quality design outcomes for both the built environment and the public realm. Developers are required to take account of the Conceptual Frameworks and the Key Design Principles, both in bid proposals and during design development. Developers must submit design documentation as part of the bid. Development Agreements require developers to submit an Outline Master Plan for the precinct, consistent with their bid proposal, and they are required to submit specific urban design guidelines for their precinct development, based on the standard proforma.

### Statutory planning process

A Development Plan is a requirement of the Melbourne Planning Scheme, and may be amended and approved in stages. The Plan and any amendments must be to the satisfaction of Docklands Authority, and requires approval from the Minister for Planning, who is the Responsible Authority under the Melbourne Planning Scheme.

### Review process

A Design, Amenity and Integration Assessment Review Panel, which includes international, national and local design expertise, plays an important advisory role for the Authority in the ongoing approval process. The role of the Panel is to provide:

- expert external views on design and related issues as part of the bid selection process;
- guidance to short-listed bidders in developing and submitting their best and final precinct bid;
- assistance in resolving key design and integration issues in Docklands;
- advice to the Authority (and through the Authority, guidance to the selected developers) on design and related issues during the design development phase.





## KEY DESIGN PRINCIPLES

The conceptual framework embodies the Key Design Principles - which have been developed for the project as part of the collaborative process by the Authority and Developers - and the signed Development Agreements.

To achieve "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", all design at Docklands should satisfy the following ten Key Design Principles.

### **Principle 1 - For all people & their needs**

The development should be attractive and accessible for a full range of people from Melbourne, Victoria and visitors from other places.

### **Principle 2 - Responsive to Melbourne**

Development should be designed to respond to the various characteristics of Melbourne and provide an attractive and distinctive experience for people - day and night, season by season.

### **Principle 3 - Responsive to the site**

Design proposals should be site-responsive, taking maximum advantage of varying characteristics and features of each site, complementing adjoining development - both existing and proposed - and addressing physical and environmental features.

### **Principle 4 - Focused on the water**

Design in each precinct and across the whole of Docklands should focus on the waters of Victoria Harbour, the Yarra River and Moonee Ponds Creek, with high quality waterfronts and water-based activities.

### **Principle 5 - Focused on the public realm**

Public spaces in Docklands should be comfortable, interesting and functional and should form a linked sequence of enlivening experiences.

### **Principle 6 - Economically viable & vital**

High quality design solutions should be employed as a means of achieving an attractive and sustainable return on investment.

### **Principle 7 - Diverse & integrated**

Development should include a high level of access to a diversity of uses and activities, have cohesion and diversity in design character and detail, and be able to respond to changes over time.

### **Principle 8 - Creative & innovative**

The design should evolve from a search for innovative solutions in order to achieve the best possible development for the 21st century.

### **Principle 9 - Ecologically sustainable**

Planning and design at both the macro and micro scale, in the short term and long term, should be ecologically sustainable, satisfying today's needs and opportunities without compromising the needs and opportunities of future generations.

### **Principle 10 - Dynamic**

The street network, building form and facilities should be inherently flexible to accommodate changing uses and demands across the site and within buildings over time.





LINKING FACADES WITH  
THE STREETSCAPE

URBAN DESIGN WITH YOUNG  
PEOPLE IN MIND CAN BE  
ATTRACTIVE FOR PEOPLE  
OF ALL AGES

COMFORTABLE AND SAFE  
PEDESTRIAN ROUTES ARE  
PLEASURABLE IN THEIR  
OWN RIGHT

## PRINCIPLE 1 - For all people and their needs

The development should be attractive and accessible for a full range of people from Melbourne, Victoria and visitors from other places.



- 'Active' streets should be a priority throughout Docklands, with new development incorporating active ground level frontages which enliven and energise public streets and spaces.
- Ground level frontages are to present an attractive pedestrian-oriented frontage providing 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 (Active uses include retail outlets; cafes and restaurants; showrooms and display centres; entrances to residences, offices and other uses; institutional uses with public interaction, such as education and health centres; home offices, small offices and studios).
- Safe, comfortable and direct pedestrian routes should be provided throughout Docklands which are fully accessible both day and night.
- The facades of buildings should be attractive to passing pedestrians, with blank walls strongly discouraged. Interest may 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.
- 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.



CAFE CULTURE WILL BE  
PART OF THE DOCKLANDS  
ATMOSPHERE

ARCADES FORM AN INTEGRAL  
PART OF INNER  
MELBOURNE'S IDENTITY

DOCKLANDS WILL PRESENT  
A NEW CONCEPT OF URBAN  
WATERFRONT

MELBOURNE HAS A RICH  
HERITAGE OF EXOTIC  
LANDSCAPES



## PRINCIPLE 2 - Responsive to Melbourne

Development should be designed to respond to the various characteristics of Melbourne and provide an attractive and distinctive experience for people - day and night, season by season.

- 
- 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 which offer the geometry and vistas of inner Melbourne
    - A hierarchy of streets, little streets, lanes and arcades
    - Planting in public spaces which presents elegance and formality.
  - Development should acknowledge Melbourne's distinct seasons and include design elements which respond positively to environmental changes of rain, sun and wind.







ACTIVE WATER EDGES BRING LIFE TO THE CITY

ACTIVITY GENERATORS AT A STREET LEVEL ARE IMPORTANT

## PRINCIPLE 3 - Responsive to the site

Design proposals should be site-responsive, taking maximum advantage of varying characteristics and features of each site, complementing adjoining development - both existing and proposed - and addressing physical and environmental features.

# 3

- Development should generally be constructed to the street boundary to define and enclose streets and other public spaces, creating continuous street frontage despite variations in individual buildings and uses.
- Environmental conditions should be addressed with appropriate site layouts, building forms and materials and finishes which respond to issues of solar access, salt air and wind patterns.





HIGH QUALITY, INTERACTIVE  
WATER FEATURES AS A KEY  
DESIGN ELEMENT

SIMPLE AND ELEGANT  
WATERFRONT SPACES

PUBLIC ACTIVITIES FOCUSED  
ON THE WATER'S EDGE



## PRINCIPLE 4 - Focused on the water

Design in each precinct and across the whole of Docklands should focus on the waters of Victoria Harbour, the Yarra River and Moonee Ponds Creek, with high quality waterfronts and water-based activities.

- Full public access should be available to all waterfront areas. The Victoria Dock waterfront should provide full accessibility (pedestrian, cycle and mobility impaired) via a 30 metre wide zone, with opportunities to access water taxis, ferries, ships and a range of other marine vessels and small craft.
- The final design of waterfront promenades may accommodate single storey structures within the waterfront zone which contribute to the activity and interest of public spaces. Sufficient space should be provided for maritime waterfront uses and activities, including active waterfront equipment.
- Development proposals for Victoria Dock and the Yarra River dry-dock area should include extensive boating and authentic working waterfront content with necessary landing, mooring, parking and land back-up facilities.
- Views to the water from the CBD should be maximised, particularly from buildings along the Bourke and LaTrobe Street corridors.

# 4







GREAT STREETS FOR PEOPLE  
SOMETHING FOR EVERYBODY  
ATTRACTIVE SOCIAL SPACES  
PEDESTRIAN PROTECTION IN  
HARMONY WITH THE BUILT  
ENVIRONMENT: ACTIVITY  
GENERATORS AT A STREET  
LEVEL ARE IMPORTANT

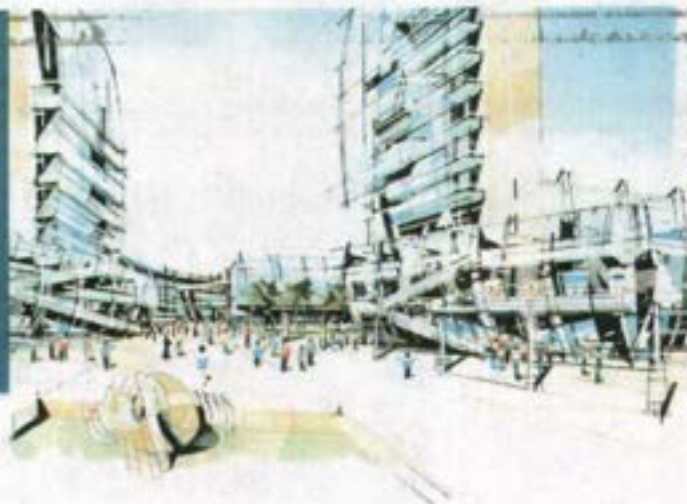
## PRINCIPLE 5 - Focused on the public realm

Public spaces in Docklands should be comfortable, interesting and functional and should form a linked sequence of enlivening experiences.





- Streetscapes offer a particular opportunity as urban spaces and sites of public activity
- Development should provide sunlight access to important areas of the public domain and protect key public recreational spaces from adverse overshadowing. Shadow diagrams should be prepared which illustrate the shading effects of development on public and private spaces. Public spaces should generally be free of significant overshadowing between 11am and 3pm at the equinox (22 September/20 March).
- Development should simultaneously provide protection from adverse wind conditions and create safe and comfortable human conditions without compromising architectural character, views or sight lines.
- Open lot car parks are discouraged on all principal frontages.





## PRINCIPLE 6 - Economically viable and vital

High quality design solutions should be employed as a means of achieving an attractive and sustainable return on investment

- 
- Development should be co-ordinated and integrated to acknowledge Victoria Dock and the Yarra River as the centrepieces, and evolve progressively, avoiding sporadic, separated islands of development.
  - A staging plan should be prepared which indicates how development within precincts is intended to evolve over time.
  - Incremental development should be staged to create a cohesive, strong and consistently strengthening urban form.
- 

6





ATTENTION TO DESIGN  
CHARACTER AND DETAILING

## PRINCIPLE 7 - Diverse and integrated

Development should include a high level of access to a diversity of uses and activities, have cohesion and diversity in design character and detail, and be able to respond to changes over time.

- Architectural character should develop 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 views and vistas from both land and water. Views to the water and 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.



INNOVATIVE DESIGN IN  
BUILDING FABRIC AND FORM

USE OF PROMINENT SITES  
FOR WORLD CLASS DESIGN  
EXPRESSION

SIMPLICITY AND ELEGANCE  
IN FORM AND DETAIL

CREATIVE DESIGN FOR  
CHILDHOOD DEVELOPMENT



## PRINCIPLE 8 - Creative and innovative

The design should evolve from a search for innovative solutions in order to achieve the best possible development for the 21st century.

- 
- Innovative, high quality buildings which respond to the urban character of Melbourne and Docklands are required 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.








LANDSCAPE DESIGN FOR  
WATER CYCLE MANAGEMENT

## PRINCIPLE 9 - Ecologically sustainable

Planning and design at both the macro- and micro-scale, in the short-term and long-term, should be ecologically sustainable, satisfying today's needs

and opportunities without compromising the needs and opportunities of future generations.

- 
- Development should set high environmental and energy conservation standards in line with best practice. Factors to be taken into account include mass, floor areas, solar access and orientation of buildings, together with land uses and densities which support high accessibility and efficient public transport.
  - Consideration should be given to interim planting and landscape features which present an attractive physical environment during construction, and to utilise existing activities, infrastructure and features, even if these are replaced in the future.

# 9



HIGHLY SUCCESSFUL  
ADAPTIVE RE-USE FOR  
HISTORIC STRUCTURES

CIVIC SPACES WHICH ADAPT  
EQUALLY TO CASUAL USES  
AND ORGANISED EVENTS



## PRINCIPLE 10 – Dynamic

The street network, building form and facilities should be inherently flexible to accommodate changing uses and demands across the site and within buildings over time.

- Sensitive adaptation for re-use is encouraged for existing waterfront structures, warehouses and industrial ‘relics’.
- Where buildings or structures are removed, replacements should make an equal or greater contribution to the urban fabric of the area.
- Existing buildings should not be demolished unless Development Plan approval has been given for new development to proceed.

# 10







## INTEGRATION & URBAN DESIGN GOALS

Integration and Urban Design goals have been developed to facilitate integration, both within Docklands and with adjacent areas, and to encourage design excellence.

They are performance-based and intended to achieve diversity of development, within a clear public realm framework. The aim is to ensure that Melbourne Docklands becomes a successful and vital waterfront redevelopment for Victoria and fulfils the Key Design Principles.



The goals have been refined and updated to reflect current development proposals. They provide a common basis for evaluation of detailed staged development plans for Docklands, as the work within each precinct proceeds.

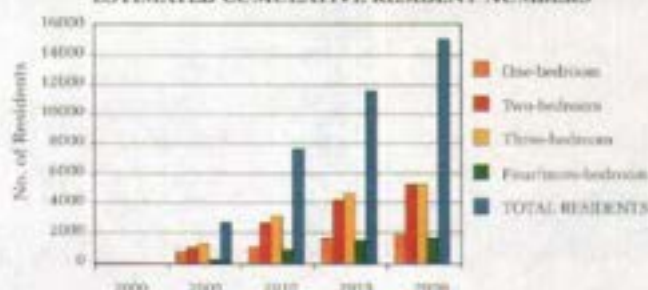
They encourage:

- high level integration between and within the precincts;
- co-ordinated development of Harbour Esplanade as a central integrating element;
- high level integration between the Docklands development and adjacent areas, particularly the CBD;
- timely provision of human services and community facilities for residents, workers and visitors;
- a wide variety of public and private uses with access to the waterfront;
- consideration of the rich history of the area, maximising the potential of the waterfront setting; and
- complementary design and quality finishes throughout Docklands.





ESTIMATED CUMULATIVE RESIDENT NUMBERS



## PLANNING & DESIGN FOR A NEW COMMUNITY

The development of Melbourne Docklands is based on market demand. To ensure that community services and facilities are available for people at the

time they are needed, it is necessary to make planning assumptions about the likely timing of development and population numbers.

The Docklands Authority has updated its community planning to reflect the development now taking place, or projected. This has involved collaboration with precinct developers, adjacent municipalities and service providers. Community planning takes a holistic view of the factors which impact on the overall well-being of people in a particular local area – the relationships between physical, economic, environmental, social and cultural aspects.

Developers are required to provide for community facilities and services for the residents, workforce, and visitors to Docklands. The social infrastructure which supports and sustains community life includes both the physical community facilities, transportation, open space and urban environments, and the services, programmes, community supports, processes and information which support lifestyle opportunities and helps achieve a sense of belonging to the Docklands community.

The Community Development Plan includes provision for: emergency services (eg police), public amenities (eg public toilets, community safety); community development (eg information services); family and children's services (eg maternal and child health, family counselling, youth services); health (eg access to doctors and hospitals); public open space, leisure and recreation (eg sports facilities, community classes); cultural and spiritual activities (eg libraries, arts and crafts, places of worship); services for older adults (eg home and community care); and services for people with disabilities.

### Population characteristics

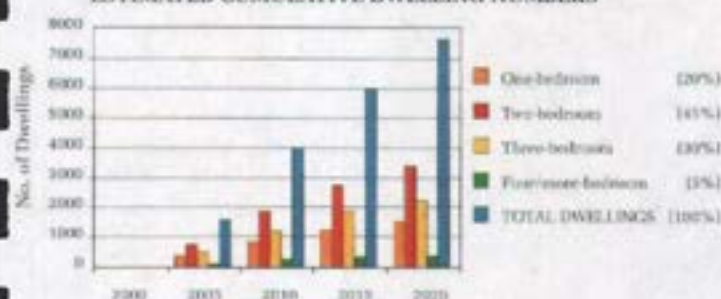
The population characteristics of inner city areas vary considerably, and the following estimates reflect the specific proposals for Docklands, rather than an inner city average. The purpose of the population data is to provide a 'base case' estimate of the scale and timing of the three key populations in Docklands - residents, work force, and visitors - as a basis for providing and integrating services.

The characteristics of the Docklands populations are expected to be dynamic. In the early years, they will strongly reflect the specific types of buildings and activities made available. As the development matures, the building range is likely to be wider, the activities more diverse, and the population types broader. It is important to recognise the impact of technology and changing living and work practices in relation to the provision of community services and community infrastructure.

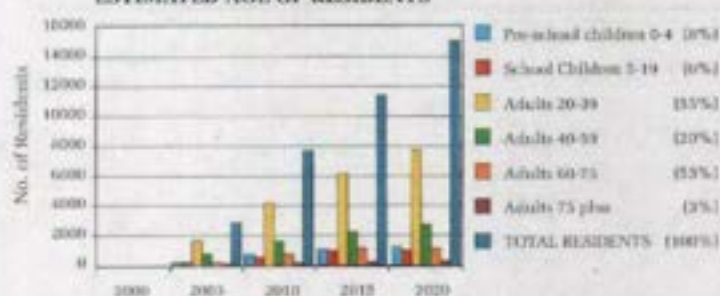
The following estimates are provided for the next two decades, beginning with the Year 2000. The figures are derived from various sources, and are indicative only. They do not represent a detailed demographic analysis.



ESTIMATED CUMULATIVE DWELLING NUMBERS



ESTIMATED AGE OF RESIDENTS



### Resident population

The estimated number of dwellings is based on signed Development Agreements and Authority estimates where agreements have not yet been finalised. For estimating purposes, it has been assumed that the average dwelling size, household size and resident type is as shown in the table below.

The age and socio-economic structure of the Docklands residential population is likely to vary considerably over its development period. The provision of services and infrastructure will need to be responsive to this dynamic demography.

The mixed-use nature of development proposed throughout Docklands will offer accommodation to varying socio-economic groups. Characteristics may also vary between those owning and occupying property, and those renting or leasing.

### Work force

A significant number of part time/casual workers will be employed at leisure/entertainment activities, and for regular and irregular events at various venues. For estimating purposes, it has been assumed that, by the middle/late phase of the development, the employment numbers will total 15,000-20,000.

### Visitor population

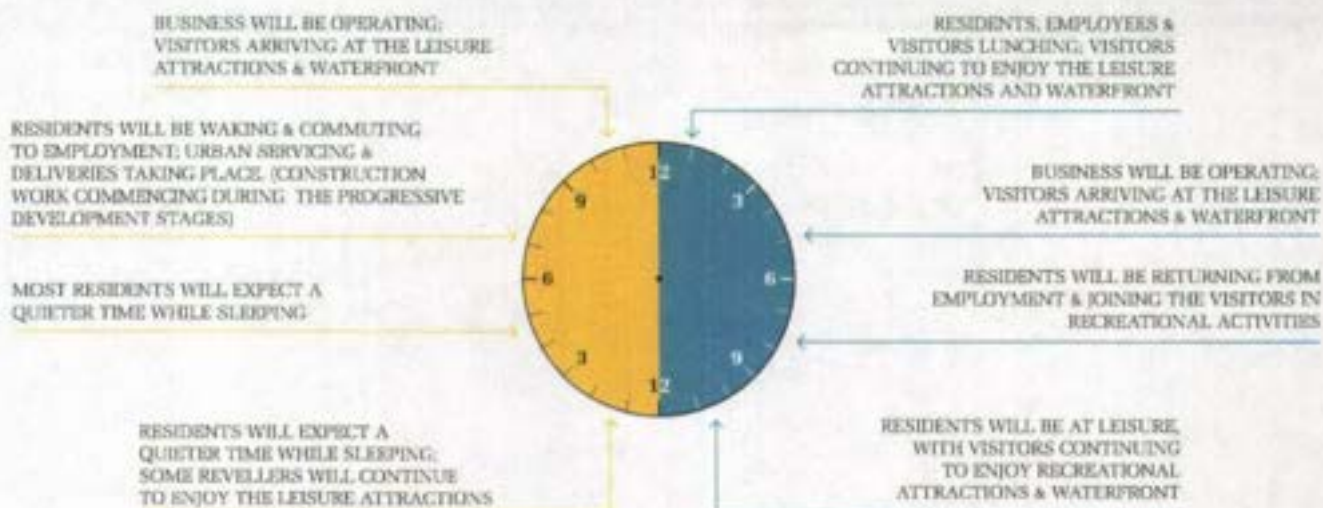
Visitor populations will increase substantially as the facilities and activities increase. For the purposes of estimating, it has been assumed that, by the middle/late phase of the development, the annual visitor numbers will total 20,000,000 (average 55,000 per day).

Household Structure	Size	Resident Type
1.2 persons average	One bedroom	Younger adult Tertiary student Retired adults
1.5 persons average	Two bedroom	Younger adults Tertiary student Empty nesters Retired adults
2.5 persons average	Three bedroom	Couples with children Single adult with children Tertiary students
4 persons average	Four bedroom	Couples with children Retired couples



## AM ACTIVITIES

## PM ACTIVITIES



## PLANNING & DESIGN FOR A NEW COMMUNITY

### A 24-hour community

Docklands is intended as a dynamic 24-hour community. The characteristics of the area and the diverse needs of its permanent and transient populations will vary with the day and time of day. The 24-hour community intent provides for diverse activity patterns, recognising that the attractiveness of complex inner city areas relies on the satisfactory resolution of conflicting needs. As well as the weekly patterns, consideration is also given to weekends, holidays, and special events.

#### Activity patterns

On weekdays, the dominant activity patterns will vary with time, as illustrated above.

On weekends (including Friday nights) and public holidays, the activity will focus more on recreation and leisure than commercial employment, but the residential activity and requirements during the daytime will also change in nature.

There are expected to be a number of special event days each year. These may have similar activity patterns to weekends and public holidays, but with emphasis on specific venues or locations and larger numbers of people.

#### Nightscape

The 24-hour Docklands community will support a vibrant night life. Docklands by night should be perceived as a safe and exciting venue and should provide a spectacle that attracts people. Central Melbourne's identity derives much from its night time activities and it is vital the new development at Docklands reinforces this appeal.

A strong precedent has been established along the Yarra waterfront (eg. Southgate, Crown Casino precinct) using water and light to create a memorable experience. Development at Docklands should extend this approach - with emphasis on the quality of lighting for pedestrians - and include creative and theatrical light and water displays.





## ECOLOGICALLY SUSTAINABLE DESIGN

Ecologically Sustainable Design (ESD) has been defined as: "using, conserving and enhancing the community's resources, so that ecological processes, on which life depends, are maintained, and the total quality of life, now and in the future, can be increased."

The key objective for ESD is maintaining the quality of life of the population, while guaranteeing continuing access to natural resources and circumventing environmental damage, and thereby increasing the options available to future generations.

Development at Docklands will demonstrate 'best practice' ESD in a practical manner. As an inner urban redevelopment site, it already meets some of the broader sustainability objectives relating to the reuse of existing urban infrastructure. An integrated approach to sustainability is required, with primary consideration given to access and mobility, built form and infrastructure resources, water and water management, climate and energy, and community planning.

### Access & mobility

Sustainable access and mobility relates to the range of options that reduce motor vehicle dependence. Development densities and the mix of activities should seek to achieve a balance between living, working and recreational opportunities. There should also be extensive infrastructure for pedestrians, cyclists and public transport which is fully accessible to all members of the Docklands community.

#### Design intentions

- An integrated public transport system with a high degree of connectivity between tram, rail and bus services;
- Attractive pedestrian and cycle networks to encourage walking and use of public transport as the primary means of moving around Docklands.

### Built form & infrastructure resources

The management of renewable, and in particular non-renewable resources, is a cornerstone of sustainability. Successful resource management involves reduced energy consumption (both in the establishment of development as well as a whole of life context), the sourcing and use of building materials, and developing advanced building techniques and technologies. The vision for Docklands intends building densities, massing and form to achieve economic viability and socially and environmental sustainability. All construction should be designed to reduce loads on services infrastructure, especially power, sewerage and water.

#### Design intentions

- Building siting, orientation and passive solar design for power generation and thermal efficiency;
- Provision of high-tech communications networks, fibre optics, etc;
- Multiple-use and adaptable facilities;
- Establishment of parameters for 'healthy' architecture, including construction materials which reduce adverse bi-products or emissions;

- Extensive use of renewable resource products to both build and rehabilitate the growing urban form;
- Water-sensitive design at macro- and micro-scales (eg. road and paved surface design to maximise runoff into landscaped areas, biological wastewater systems, dual sewerage systems to separate brown and grey water, rainwater catchment and appropriate landscape design);
- All other advanced methods of construction which will reduce environmental impact and degradation.

Developer and local community education from the outset forms an integral part of the process of environmentally sustainable design. As development takes place, participation must be maintained because the latest ecologies and techniques are only as good as the social commitment to maintaining them.



CREATE ATTRACTIVE AND WELL-DESIGNED PLAYGROUNDS AND COMMUNITY FACILITIES

DEVELOP A WATER MANAGEMENT APPROACH THAT ALLOWS THE CREATION OF ATTRACTIVE WATER FEATURES



## ECOLOGICALLY SUSTAINABLE DESIGN

### Water and water management

Water is an integral part of the attraction of Melbourne Docklands, and its quality, accessibility and visibility should be regarded as a major priority. Opportunities for capturing rain and storm water run-off into integrated water features and filtration devices, and creating attractive and ecologically sensitive solutions to water management, should be maximised. Elimination of contaminated water run-off from developments is mandatory under the statutory Environmental Management Plan, both during construction and over the life of the project.

#### Design intentions

- Innovative and holistic solutions which transform potential problems into attractions (eg. water features and landscapes) or a marketing benefit (eg. environmental leading-edge development);
- Accessibility, proximity and visual benefits of water to the immediate users and the general public.

### Climate and energy

Consideration of the microclimatic conditions in the planning and design of buildings is an important element in achieving sustainability. Building orientation and design to achieve sunlight penetration in the winter months and shade in the summer play an important role in reducing heating and cooling costs.

The Docklands area shares the generally mild Melbourne climate, but is sometimes exposed to cold westerly and southerly winds in winter and spring, hot northerlies in summer and occasional cold northerlies in winter. The favourable winds are light south winds, south-easterlies and the strong south-westerly cool change in summer.

Climate is an important element in creating attractive public spaces. The attractiveness and usability of pedestrian spaces are determined by microclimatic factors - cool summer breezes are welcome, but cold, blustery winds render many spaces unusable. Urban spaces should ideally be oriented to the north, maximising winter sun capture, but offering protection from harsh summer sun.

Macro-scale solutions for wind amelioration include orientation of major streets and open spaces, building orientation and landscaping. At a micro-scale, climate amelioration measures include screening of outdoor eating areas and use of urban design elements, landscape features or sculpture.

#### Design intentions

- Design innovation to maximise the areas of development which can enjoy sun and daylight, and wherever possible, capitalising on the sun as an energy source;
- Design for the built environment which addresses prevailing winds and the amenity of public areas;
- Site planning which maximises the use of favourable breezes by providing carefully oriented breezeways and cross-ventilation of residential and work spaces.

### Community planning

A vital component of sustainability is the timely provision of community services and facilities to support the developing Docklands communities. The Authority has prepared a Community Development Plan which documents the community facilities and services required by residents, the work force and visitors.

Flexibility of use is another important factor involved in sustainability. Designing to enable flexibility of spaces within the public realm, infrastructure and buildings will enable change to occur to meet future changes in need.

#### Design intentions

Ensuring that each precinct has sites for community facilities that are:

- adequate in size
- appropriately located or co-located
- easily accessed
- properly serviced
- suitable for adaptive re-use, if required.





THE HISTORIC RAILWAY  
GOODS SHED NO. 2

THE DOCKLANDS IMAGE  
IN THE MIND OF MOST  
MELBURNIANS RELATES  
TO ITS MARITIME AND  
RAILWAY HISTORY, AND  
THE NEW STADIUM

## CHARACTER AND SENSE OF PLACE

Melbourne's self-image embraces creativity, knowledge, popular culture, and gardens. Sporting events and achievements form a highly significant component of this sense of identity, and parks,

boulevards and promenades have become symbols of the city's lifestyle. Docklands can maximise the benefits of contemporary urban life, bringing depth to its sense of place through awareness of its history.

To the Wurundjeri-Willam clan of Kooris, who were native to the Yarra mouth, the Docklands area was marshland teeming with water plants and bird life. This was the marshland that Batman and Fawkner observed when they settled north of falls in the Yarra River in 1835. It was left void by surveyors Russell and Hoddle when they drew the grids of Melbourne in 1837.

Slaughter yards, rendering plants and tanneries, wool washing, bone grinding, and soap and candle-making kept residential development well away. In 1880 Coode Canal was cut south of the course of the Yarra River, straightening the lower reaches to improve river traffic flow. In 1893 Victoria Dock was opened. A combination of these two engineering feats, with the expansion of the Spencer Street railway terminus, made the Docklands area one of Australia's most prominent industrial and transport hubs.

As industrial technology and management changed, the major transport functions in the area moved to other locations, creating the opportunity for the Docklands area to evolve from a place of industry to the location of a new urban community for the 21st century.

### Creating a distinctive identity

With 220 hectares of land and water, and seven kilometres of waterfront, Docklands will evolve its own inherent character, and significantly alter the character of central Melbourne. It is expected that the various parts of Docklands will have different characters, not necessarily reflecting precinct boundaries.

#### Design intentions

- Development which is site-responsive and makes maximum advantage of the varying characteristics and features of each precinct;
- Fostering a character which 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;
- Innovative adaption for re-use of the heritage structures - Queen's Warehouse, Missions to Seamen, Railway Goods Shed No 2 and Victoria Dock. (Approval for alterations or additions to these registered structures must be obtained from Heritage Victoria.)



AT A MORE INTIMATE SCALE, DESIGN DETAILING ALLOWS FOR EXPRESSION OF THE UNIQUE CHARACTER OF THE DIFFERENT PRECINCTS.

PLANTING CREATING FORMAL STRUCTURE FOR PEDESTRIANS

QUALITY URBAN DESIGN AT THE WATER'S EDGE WILL CREATE BOTH DISTINGUISHING AND UNIFYING ELEMENTS



## CHARACTER AND SENSE OF PLACE

### Creating a distinctive public realm

The public realm in Docklands is extensive. It comprises roads, streets and laneways, pedestrian pathways, bridges and the water-front promenades; open spaces (including parks, plazas, squares and public gardens); and wharves, jetties and public marina areas. The key public areas should become an overall integrating element within Docklands.

#### Design intentions

- Diversity - to enable precinct developments to reflect the particular character of their setting and intended uses;
- Unifying elements and materials - developed within the public domain throughout Docklands as a whole;
- A hierarchy - of scale and style for open space which provides a clear sense of structure combined with local identity.

(The Public Realm is addressed in more detail on pages 37-39)





INVENTIVENESS AND A SENSE OF THEATRE CAN BE ACHIEVED IN COMMUNITY ART PROJECTS

SCULPTURE INTEGRATED WITH PLAYGROUND DESIGN

PUBLIC ART INTEGRATED WITH WATER FEATURES AND LANDSCAPE DESIGN

## CHARACTER AND SENSE OF PLACE

### Integrated urban art & events Signage

Melbourne has a long tradition of integrating artwork into the public realm and civic spaces. It is important for the image of the city as a whole that urban arts and events are incorporated into the redevelopment of Docklands.

Urban squares, open spaces and streetscapes can derive distinctive character and sense of address through the incorporation of artworks, either as temporary or permanent installations or integrated within street furniture and other built elements.

#### Design intentions

- Full integration of urban art and events with property development;
- Positioning Docklands as an internationally renowned arts and events destination;
- Encouraging excellence in the creative design and development of urban art initiatives;
- Celebrating the waterfront location, adopting the water as a thematic element for artworks, landscape design and community events.

Signage is an important tool for reinforcing local identity. When applied to directional, informational, interpretative, safety and commercial needs, signage at Docklands will play a major role in the urban environment. Particular opportunities exist for developing a colourful and creative approach to signage which reflects the vibrant qualities of the urban waterfront.

#### Design intentions

- Clear identification of buildings and services which integrates with architectural form and function;
- A high level of integration between advertising and signage, which contributes towards the dynamic image of Docklands;
- Opportunities for animated signs to create focal points when viewed from across public spaces or the water.



WATER-BASED TRANSPORT  
COORDINATED WITH  
LAND-BASED SYSTEMS

FULLY INTEGRATED  
SYSTEMS FOR ALL MODES  
OF TRANSPORT



## ACCESS AND CIRCULATION

Melbourne Docklands is intended as an integrated part of the inner city, allowing easy access for local traffic and visitors within an environment that specifically encourages pedestrian and public transport use.

The access hierarchy developed for Docklands will create a strong sense of arrival to the area and its precincts, provide a legible framework throughout, and offer important site experiences when arriving by road, foot, public transport and the water.

### Integrated public & private transport

A combination of private and public transport is required to achieve the development densities, environment and activities proposed for Docklands. Public transport including trams, trains, buses and ferries will link the waterfront environment to the internal circulation system and to the central city and other adjacent areas.

Elsewhere throughout Docklands, stops for all modes of public transport will be connected to bicycle routes, car parks and pedestrian paths.

Collins Street will be extended to strengthen public transport, pedestrian, cyclist and vehicle connectivity to the CBD.

Spencer Street Station is intended to be developed as an inter-modal hub which combines its transport functions with commercial uses.

### Design intentions

- Accessibility for cars, with parking available on major streets and integrated within developments;
- Integrated links with the proposed tram and bus routes, allowing for efficient inter-modal transfer;
- Water transportation, including water taxis and ferries, co-ordinated with land-based services;
- Connections between transport modes which avoid conflicts between pedestrians and vehicles and offer weather protection for interchanging passengers.

### Pedestrian & cycle circulation

Integrated development of designated pedestrian and cycle routes are intended to fulfil the needs of a pedestrian friendly urban community. As part of the pedestrian program for Docklands, Footscray Road will be transformed into Harbour Esplanade - a major pedestrian waterfront plaza incorporating segregated pedestrian, cycle and vehicular/tram circulation. The Bourke Street footbridge extends pedestrian, cycle and disabled access from the city centre to the Colonial Stadium precinct and Docklands generally. Continuous pedestrian and cycle paths will be provided along the north bank of the Yarra River, connecting Batman Park to North Wharf and Victoria Harbour

### Design intentions

- A hierarchy of pedestrian routes ranging from boulevards and 'main streets' to laneways and arcades;
- Ground level uses occupied wherever possible by shops, cafes, offices and similar functions of high activity, and having direct building address and outlook onto footpaths;
- Extensive public access to the water throughout the Docklands via waterfront promenades and public places;
- Strong pedestrian links to tourism focal points such as the Queen's Warehouse, Colonial Stadium, Victoria Harbour and the Yarra River;
- Climate protection to areas in which retailing and service-based developments form the predominant ground level use at the street.





SUNNY HAVENS AT STREET LEVEL

BUSTLING ACTIVITY IN PEDESTRIAN ZONES

DUAL-USE PATHWAYS FOR PEDESTRIAN AND CYCLE CIRCULATION

## ACCESS AND CIRCULATION

### Streetscape design

Streetscapes present the greatest opportunity for generating diversity of character and establishing a hierarchy of movement within Docklands. Streets will be treated as urban places in their own right, offering sites for public activity rather than acting merely as transport routes. They will be reinforced by a pattern of built edges.

A hierarchy of roads, streets, lanes and arcades will create a 'fine grain' to the urban form of Docklands.

Street tree planting should reflect the access and circulation hierarchy, with signature trees introduced at 'gateways', along key roads and boulevards and within urban spaces. Footpath areas should be wide enough to cater for pedestrians and specific land use requirements, and allow for seating areas, outdoor cafes, planting and urban art.

### Design intentions

- A hierarchy of roads and streets that establishes a clear pattern of movement throughout Docklands;
- Public amenity enhanced through seating and associated street furniture items within streets, plazas and parks;
- Streetscapes which are well-lit and provide maximum security and safety for both day and night time use;
- Building heights and setbacks that create sunlight-filled spaces at street level along the southern side.



PANORAMA OVER THE  
SOUTHERN EDGE OF THE  
FUTURE DOCKLANDS

BLENDING THE MODERN  
WITH THE TRADITIONAL  
VIEW LINES



## BUILT FORM

Building forms will be central to realising the vision for Docklands. Physical planning which provides for a strong mix of building functions and architectural forms will cater for diverse population interests, and present opportunities for developing a rich visual

texture and 24-hour activity. Developers and designers are expected to explore innovation in architectural form, and create development which is fully integrated with the natural attributes of the site.

### Central Melbourne's layout

The structure of central Melbourne is based on two intersecting road grids - the angled CBD Grid and the north/south/east/west Hoddle Grid - and patterns related to river crossings. This structure creates a distinctive city character and sense of place. The Docklands framework reflects these grids and the configuration of its waterways.

Melbourne also has well recognised significant axes with an attached sense of identity, including:

- Bourke Street - "the people's street"
- Collins Street - "the heart of commerce and excellence"

The extension of key east-west linkage streets - Flinders, Collins, Bourke and LaTrobe Streets - will physically reinforce the structure of the CBD at its western edge.

The extension of both Bourke and Collins Streets towards the Yarra River at their westernmost extent is proposed as a primary formal element of Docklands. The proposed extended street axes will provide view corridors which reinforce the urban structure and, at the local scale, offer assistance in orientation and 'navigation'. Development of the western sector of the city will also create a geographic shift in the centre of activity, and it is anticipated that Spencer Street will take on a significantly increased civic profile.

Victoria Harbour forms the hub for water access and water activity, linking the Yarra River, the Maribyrnong River and Port Phillip Bay/Hobsons Bay.





DESIGNERS SHOULD AIM TO EXTEND MELBOURNE'S TRADITION OF INNOVATIVE ARCHITECTURE BY CREATING EXCITING LANDMARK STRUCTURES

PEDESTRIAN SCALE AT STREET LEVEL WITH TALLER STRUCTURES BEHIND

## BUILT FORM

### Grain and profile

Docklands, viewed from Bolte Bridge and the west, will become a foreground for the building mass of the CBD. Within Docklands, city skyline and water vistas are critical to the definition of character and its inner city interface. From outside Docklands, the panorama can be viewed from points such as Rialto Towers and adjacent tall buildings.

In general, block sizes and development footprints should support walkability and a range of pedestrian access options, with street spacing at not more than 100 metres. The blocks should be further subdivided by a network of arcades, laneways, pedestrian streets and through-building access that produces a highly accessible urban system.

Given its cultural and commercial prominence within the central city, the Collins Street axis presents a particular opportunity for taller developments that are appropriately integrated with ground level activity.

### Design intentions

- A built form profile that encourages views into and out of the site, from the city edge and the water, to strengthen the image of "Victoria's New Waterfront";
- Development providing a range of building heights which, in general terms, progressively represents a 'rising profile' from Victoria Harbour to the CBD, with scope for taller buildings at special locations;
- A continuous building edge 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;
- Where tower buildings are contemplated, a lower level podium to the street edge stepping back to a taller structure behind;
- View corridors maintained and reinforced through consistent road alignments and profiles, building design and alignment, and open space location and design;
- Landmark opportunities maximised within the site, to reinforce view corridors or terminate axes via buildings, structures or landscape treatments.



VISUAL SIGNALS EMPHASISE  
POINTS OF ENTRY TO  
INDIVIDUAL PRECINCTS

PAIRED BUILDINGS HAVE  
LONG BEEN UTILISED TO  
CREATE GATEWAYS WITHIN  
THE URBAN ENVIRONMENT



## BUILT FORM

### Development Controls

Buildings will define the scale and character of Docklands. They need to be carefully composed and integrated in relation to streetscape and urban spaces. Design guidelines for the built environment are intended to encourage visual continuity and complementary quality. They are intended to be qualitative and enabling, rather than prescriptive and limiting, offering creative opportunities for developers and designers.

#### Design intentions

- Intensity - floor space ratios are not employed as a development control.
- Heights - general 'as-of-right' heights are proposed for each precinct, however landmark buildings may exceed these in special locations, subject to development approval.
- Setbacks - as a general principle, built form should reinforce street edges, individual setbacks should accent street presentation of prominent open spaces and buildings, and zero setbacks should be adopted in key areas.
- Car Parking - car parking areas should be located away from street or open space view, and provision is needed for short- and long-term parking, day and night.

### Key sites

The principal city streets in Melbourne have traditionally enjoyed the presence of focal buildings at their terminus, such as the axial relationship between the (now demolished) Carlton and United Brewery and the Shrine of Remembrance along Swanston Street, and the Parliament and Treasury Buildings at the eastern end of Bourke and Collins Streets. Similarly, there is opportunity to frame and/or terminate westerly vistas from the major city streets with prominent urban design elements such as 'pinnacle' buildings, paired structures or gateways. Focal intersections also generate sites of higher profile and therefore assume greater urban design importance.

#### Design intentions

- Landmark buildings and spaces developed at significant sites, junctions, gateways and key destinations;
- Use of significant elements such as sculptures, pavilions, bridges or lighting effects to create focal areas or to signal the entrance point to distinct precincts.





AIM TO CAPTURE SOME  
OF THE CHARACTERISTICS  
OF TRADITIONAL  
GATHERING PLACES

PUBLIC FORECOURTS  
TO MAJOR BUILDINGS

## THE PUBLIC REALM

Central Melbourne derives much of its cultural identity through landscape and open space. The landscape and open space framework in Docklands provides vital visual and social amenity which acknowledges the importance of the public domain in quality urban developments.

The open space plan has been designed to complement the existing physical and cultural system in inner Melbourne to provide an integrated environmental design.

Public spaces at Docklands are intended to be used and enjoyed. The open space framework provides for pedestrian circulation, active and passive recreation, and storm water management. While much of the open space potential of Docklands is focused around the water, there is a requirement to provide an integrated network of parks and open spaces that cater for the recreational needs of the new community and enhance the cultural environment. It is expected that the character of the landscape will vary from precinct to precinct.

### A new generation of parks

#### Waterfront promenade

As a waterfront location, promenades will represent integral elements of the open space network of Docklands. Their scale and character will vary with location, however as a general requirement, design is to be of the highest quality. Throughout the development, promenades should be strongly linked to the broader network of central city urban parks and squares.

#### Urban parks, squares and plazas

Well-designed parks, plazas, promenades and open space add significant value to adjacent building parcels, while meeting the recreational needs of the new community and providing a social focus within the urban environment.

Urban spaces are diverse, ranging from small off-street courtyards to large squares and plazas, and larger open space systems and networks. Urban space should be designed for maximum use and should incorporate inviting spaces in which to sit, with ample shade in summer, shelter from the rain and wind, and be well lit at night.



STRONG GEOMETRICS USED TO DEFINE AND ORGANISE LARGER SPACES

WATER FEATURES DEVELOPED AS INTERACTIVE URBAN ELEMENTS

SCULPTURAL ELEMENTS AS FOCAL POINTS OR SETTING A THEME FOR LOCAL PARKS



## THE PUBLIC REALM

### Precinct open spaces and local parks

Docklands Planning Scheme requires a minimum 5% of the precinct site area be developed as local open space. This can be provided in the form of waterfront promenades, urban squares, plazas and local pocket parks. Open space areas need to be clearly available to the public, with 24-hour access, and linked as part of the broader network within Docklands and adjacent areas of the inner city.

#### Design intentions

- A network of spaces that are linked via public promenades, streets, pedestrian pathways or linear parklands;
- A range of spaces - including water places, urban squares, promenades and precinct open spaces, both public and private - which provide flexibility to cater for diverse activities and uses;
- Access to sun and daylight, incorporating adequate climate protection for shade, shelter and wind protection;
- Natural waterfront areas (particularly the frontage to Moonee Ponds Creek) incorporating water management measures to improve the quality of urban run-off from adjacent areas into the storm water system;
- Development of special opportunities for integrated urban art and sculpture;
- Open space provision co-located with community services and civic facilities.

### Harbour Esplanade & Docklands Park

Harbour Esplanade, incorporating Docklands Park, forms an integral part of the civic heart of the development and is intended as the land-based recreational focus for Docklands. The park should be designed to enable maximum flexibility of use, allowing for both short-term needs and for events and activities as the community evolves over the longer term.

#### Design intention

- Landscape architecture integrated 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.





CUSTOM-DESIGNED STREET FURNITURE TO CREATE AND REINFORCE A SENSE OF PLACE

LIGHTING OF PEDESTRIAN SPACES AND SPECIAL FEATURES FORMS PART OF THE NIGHT TIME IMAGE

STRIKING STREET FURNITURE

USE OF LEVEL CHANGES TO CREATE SEATING

## THE PUBLIC REALM

### Landscape design elements

#### Finishes and materials

There is considerable potential to develop landscape variations within an overall theme, using materials, colours or particular design details for lighting, bollards, seating and other elements. Hard landscape materials, such as paving, kerbs, retaining walls, fences and barriers, steps, fountains, grates and tree guards should be robust and durable. Finishes and materials should complement and enhance the overall character of the public realm, while enhancing and distinguishing individual localities.

#### Planting design

Urban squares and plazas provide the focus for civic events and people gathering within Docklands. Tree planting should be used to define space, provide character and provide shade and shelter. At a detailed level, much of the landscape design for Docklands will be determined by micro-climatic and environmental conditions. Soil quality, together with a relatively high water table and the exposed nature of the site, will require selection of plant species suitable for use in the area.

#### Street furniture and integrated urban art

Street furniture and materials provide an important contribution to the character of the public realm. While street furniture offers one of the key elements for providing urban design continuity, the scale of Docklands and diverse functions of its precincts also allows room to develop variations in materials, colours or specific design details. Visual artists and sculptors should be involved in developing themes and details for street furniture.

#### Lighting

Docklands at night must be a safe and secure environment which provides a spectacle that attracts people. A well-designed lighting scheme will play a key role in enhancing visual experience, and meet the functional objectives of site safety and security, with low maintenance and low operating costs. Lighting can be used to create moods and endow buildings and urban settings with a particular ambience. While light fixtures should be attractive in their own right and complement the urban design, the emphasis should be on the quality and experience of lighting effects.

#### Design intentions

- Planting design drawing 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 the Maribyrnong River;
- Street furniture of high quality design and finishes;
- Design and placement of street furniture promoting connectivity between Docklands and adjacent areas, particularly the key connecting streets within the CBD;
- Development of the night time image, capitalising on the combination of water and light unique to the Docklands setting.





## WATER SPACE AND ACTIVITIES

Docklands presents a unique opportunity for Melbourne to rediscover its urban waterfront. In a similar way as revitalisation of the Yarra River was brought about by the development initiatives at

Southbank, the development adjacent to and within the Docklands waterway system will ensure a high quality urban design outcome for the Victorian community and visitors.

### Water plan

The waterways are a focal element of Docklands, offering frontages to the north and south banks of the Yarra River, all sides of Victoria Harbour and the mouth of Moonee Ponds Creek. The seven kilometre water frontage and 40 hectares of water is a unique asset, enabling a high level of water-based activity for smaller craft, access to major vessels, and provision of a wide public promenade to cater for large crowds and enable continuous circulation along the water's edge.

#### Design intentions

- Promotion of the regional function of Docklands as a waterways 'hub' which links activities within the Yarra and Maribyrnong Rivers and Port Phillip Bay;
- Provision of full public access along a waterfront promenade which accommodates a mix of uses, diverse structures, gathering spaces, activities and points of interest;
- Establishment of a diverse water-based public transport network through the provision of necessary shore-based infrastructure, and accommodation of functional requirements in the arrangement of water-based facilities;

- Cross-movement between precincts and adjacent areas which are accessible by water;
- An attractive setting and the appropriate infrastructure to host major water or land-based events;
- Controlled extent of marina encroachment into navigable waterways to limit the impact on public access to the waterfront;
- 24-hour usage and an attractive night 'waterscape'.

### The working waterfront

Docklands is strategically located to become a boating interchange, providing water-based access upstream to the Yarra River, to the Maribyrnong River and to destinations within Port Phillip Bay, including Williamstown, St Kilda and beyond. This role is enhanced by its proximity to the central city and inner urban areas, with strong connections with the regional public transport network.

The development of Docklands waterways should complement existing boating infrastructure and services. Opportunities for various 'working waterfront' uses, such as fishing and recreation boating marinas, ship chandlers and fish markets, can add vitality and authenticity to waterfront areas.

#### Design intentions

- Development of facilities and activities which form a continuation (literal or thematic) of the historic working uses of the Docklands, incorporating activities which service existing maritime uses within the River and Port;
- Accommodation of functional requirements for marina development, including servicing, security and public access;
- Provision for functional requirements of public transport, including water navigation and dimensional requirements as well as berthing and wharf requirements, and an appropriate distribution of ferry and water taxi stopping points;
- Development of the modal interface with land-based public transport services;
- Provision of shore-based service requirements and support facilities, such as boat repairs and servicing, amenities and accommodation and shelter structures.
- Provision for temporary docking facilities (hourly/daily/weekly) for visitors.





DISTINCTIVE WATER  
FEATURE DESIGN

UNIQUE PLACES EXPRESSING  
THE MARINE ENVIRONMENT

POPULAR PUBLIC PROMENADES  
WITH NORTHERN OR WESTERLY  
ORIENTATION

## WATER SPACE AND ACTIVITIES

### Water park design

Victoria Harbour is the "Blue Park" of Docklands, and offers the greatest potential to host major events, diverse recreational uses and working waterfront activities. Victoria Harbour will be over-viewed in its entirety from elevated locations. Properties fronting Victoria Harbour will be developed by a number of different parties, and will therefore present a variety of distinct building forms, massing and scale. It is important that a strong degree of consistency is brought to the public promenade which fronts the harbour and defines its edge.

The waterfront development should be publicly-oriented and make adequate provision for spectators viewing water-based events and congregating for land-based activities. This is particularly important at the Stadium western plaza, within areas fronting Victoria Harbour south basin, and at the western end of Central Pier.

Water should also be used as the major thematic element within Docklands, not only in waterfront locations, but to provide an attractive and evocative landscape design element throughout urban squares, parks and open spaces. Water features within public open space should aim to contribute to the water conservation strategy, incorporating managed storm water flows, filtration and storage for re-use.

### Water edge treatments

The seven kilometres of waterfront at Docklands will allow a range of edge conditions and treatments. The three primary objectives for planning and designing the water edges are diversity, pedestrian scale and activity.

Two distinct water edge conditions will occur at Docklands:

- Areas in which a 30m setback has been established (the prevailing condition throughout Docklands) and
- Areas having a 15m setback (such as the north bank of the Yarra River and Central Pier on Victoria Harbour).

### Design intentions

- Building heights and setbacks allowing for optimum climatic conditions at the water's edge, and of a scale that creates a pleasant and well-proportioned pedestrian environment;
- In areas of more intense activity, such as shops, restaurants and higher levels of interaction with the water's edge, a minimum 14 metres of hard surface allowed for pedestrian movement;
- Level changes within the setback area to achieve diverse spatial differentiation, allowing 10m clear for pedestrian flow on any single level, with some levels close to existing water levels;
- Promenade activities 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.





## PRECINCT URBAN DESIGN

Each developer is required to prepare an Urban Design Report for their precinct which responds to the Key Design Principles and the Integration and Urban Design Goals. The following checklist is provided by the Authority to assist this process.

Whilst the details for integration and urban design will vary from precinct to precinct, each of the following items and issues must be addressed in the Bid Proposals, and further developed as the design concepts proceed into the more detailed development submissions.

### Introduction

Describing the key aims and objectives of the precinct proposal, providing property description and information (including the site context in relation to other parts of Docklands and central Melbourne), outlining the development principles, and providing a summary of the rationale for the precinct master plan concept and main features.

### Access plan

Demonstrating that the internal systems for access and circulation within the precinct are compatible with the Docklands infrastructure and regional systems.

#### General principles

Describing the circulation and access principles for all movement modes.

#### Public transport

Describing the provision and integration for public transport (including trams, trains, buses, taxis, ferries and water taxis) through the extension of existing services and more effective inter-modal transfer points.

#### Traffic systems and access

Including a description of

- road hierarchy
- pedestrian network
- cycle network and shared-use facilities
- designated provision for roller blades, skateboards, etc
- parking - on- and off-street
- water-based movement - public and private marinas, water taxi and ferry stops, and links to land-based movement systems
- accessibility - provision for prams, and for people who are mobility or vision impaired
- emergency and service vehicle access and facilities

### Land uses & activities plan

Demonstrating that uses and activities in the precinct are compatible with surrounding developments and accord with the requirements of the Melbourne Docklands Area Planning Provisions.

#### General principles

Describing the land use principles and distribution of activities within the precinct and sub-precinct areas.

#### Uses and use patterns

Describing land uses and activities at ground floor and upper floor levels, including:

- residential units - housing mix, market rate and affordable housing
- business uses - retail, office, commercial and mixed-use
- leisure uses - entertainment venues and sports facilities
- civic and public uses - education facilities and libraries, day and aged care, police and security, emergency services, recreation areas and facilities, and health care facilities.
- interim uses - during construction and between staging.





NEW BOURKE STREET BRIDGE -  
CITY & SPENCER STREET  
STATION ACCESS TO COLONIAL  
STADIUM & DOCKLANDS  
WATERFRONT

STADIUM URBAN ART -  
"THREADED FIELD"  
BY SIMON PERRY

## PRECINCT URBAN DESIGN

### Built Form

Demonstrating that buildings and built form contained within the precinct development will integrate with the surrounding developments and with the urban form of the inner city.

#### General principles

Describing principles for urban form and the built environment, including demonstrating that ecologically sustainable design will be incorporated into the planning and design process at macro- and micro-scales.

#### Urban form

- overall neighbourhood character – describing the character of the built form, open spaces and public domain, and relationship with the waterfront.
- development footprints – describing proposals in terms of staged site development, and identifying landmark sites which will influence the local and regional plan.

- built form edges – describing how the edges of the precinct and sub-precincts will integrate with the inner city and Docklands at ground level and at first floor and above.
- street alignments and setbacks – describing the relationship to public areas.
- building access and address – describing the orientation of building facades at the ground floor, and the principal public domain level for the building mass generally.

#### Building form

- heights and massing – illustrating how the building mass integrates with the city, the waterfronts and surrounding areas, and the impact on views from and toward the public domain.
- densities and coverage – describing proposed overall site coverage and densities of individual buildings or sub-precincts.

- orientation and spatial quality – describing place definition, privacy issues, sun access, night lighting, shadows and wind patterns.
- architectural quality – describing form and detailing for facades, proportions, materials, colours and roofscape design, with exemplary design required for prominent sites.
- privacy and security – describing access to parking, public and private spaces, and addressing issues such as landscaping, fenestration, overlooking and lighting.

#### Ecologically Sustainable Design

Describing energy conserving systems such as solar design, water sensitive design and thermal design, integrated transportation systems, and the application of sustainable building techniques.

#### Heritage issues

Describing how the heritage buildings and places will be treated and used.



WATERFRONT CROWDS  
AT DOCKLANDS

HIGH QUALITY PAVING  
TREATMENTS

PAVING & PLANTING  
MATERIALS USED TO  
CREATE STRONG PATTERNS



## PRECINCT URBAN DESIGN

### Public Realm

Demonstrating that the public domain and open space will provide a vital visual and social amenity and build on the existing physical attributes and cultural values of the site.

#### General principles

Describing the public domain and open space principles.

#### Open space network

- use requirements and activity patterns – describing the spatial requirements of public open space for recreational and other purposes, including activity nodes, gateways, events destinations and interim uses, and providing the anticipated activity patterns for each use on a daily, nightly, weekly, weekend and holiday basis.
- landscape and open space links – describing streetscapes, waterfront promenade, linear open space connections and private open spaces, and the manner in which these achieve local, district and regional connectivity.
- views and visual quality – describing view catchments ranging from intimate to panoramic views, and identifying the key features and forms that will occupy, define or frame principle views, both day and night.

#### Streetscapes and squares

Describing the spatial relationships of building form, landscape and open space within various street profiles and typologies, including proposed range of urban design elements for circulation management, integration into existing streetscape infrastructure, and climatic protection.

#### Urban design and landscape character

- hardscape elements – describing the characteristics and features of elements of the public domain including paving treatments, walls and barriers, lighting, and the wide range of street furniture items for amenity and reinforcing sense of place.
- planting character – establishing planting themes for streetscapes, public open space, building settings and the waterfront, including tree species, size at installation and staging of works.
- urban art – describing the proposed program for integrating urban art into the public domain via installations and special features, involvement of visual artists in urban design, and involvement of the community in public art projects.

- lighting – describing the proposed night landscape, including issues of securing, illumination of key site features, and using lighting as urban art.
- signage – including regulatory, directional, informational and advertising signage, together with potential programs for education and interpretation.

#### Private open space

Describing the principles for development of private open spaces, the relationship of public to private open spaces, and the opportunities and constraints of overlooking from adjacent uses.





STRIKINGLY DESIGNED  
PEDESTRIAN BRIDGE  
EXTENDING BOURKE STREET  
INTO DOCKLANDS  
SUMMER BOAT SHOW

## PRECINCT URBAN DESIGN

### Water Plan

Demonstrating that the waterfront at Docklands will enable maximum public access and act as a major unifying element between the different precincts which front Victoria Harbour and the Yarra River.

#### General principles

Describing principles for waterfront design and development and how the waterways will act as a focal element of the Docklands and for the western edge of the central city.

#### Marina development

Describing the functional requirements for marinas including servicing, security, public access and permeability, facilities for temporary docking and shore-based support, the potential mix of boating types, and establishing criteria for controlling the extent of marina development along waterfront promenades and encroachment into waterways.

#### Working waterfront concepts

Describing the provision for everyday and recreational boating, and for festivals and major events.

#### Water transport

Describing the functional requirements for river and bay ferries and tour boats, water taxis and function boats, and the interface with land-based public transport services.

### Water edge treatments

Illustrating the high quality public waterfront promenade, identifying points of public access to the water, and allocating areas for berthing of public vessels and public transport, and describing the design of water edge conditions (including provision of shade and shelter, landscape amenity and urban elements).

### Staging

Describing the mix of compatible land uses and the public domain at different stages: 2000, 2005, 2010, 2015, 2020.

### Technical matters

Addressing Docklands Authority requirements for statutory and public policy framework; infrastructure plans; power, water, gas, telephone/communications, sewer and storm water; traffic and transport; noise; environmental remediation and management; and market demand reports and strategy.

### Current design status of the Docklands precincts

The following pages illustrate the current design status of each of the Docklands precincts. Where developers have been appointed, the designs are those currently approved by Docklands Authority. Where developers have yet to be appointed, the illustrative visions are indicative of likely uses based on the Conceptual Frameworks and Key Design Principles.



MELBOURNE'S CBD BACKDROP  
TO COLONIAL STADIUM AND  
VICTORIA HARBOUR

VIEW FROM CBD OVER STADIUM  
AND VICTORIA HARBOUR



## STADIUM PRECINCT

The 53,000 seat state-of-the-art Colonial Stadium is the centrepiece of this 13.2 hectare precinct. It has excellent accessibility by public transport, road and pedestrian systems, and overlooks Victoria Harbour.

The Seven Network's digital broadcast centre is the first of several mixed-use developments surrounding the Stadium which will give the precinct a dynamic inner-city atmosphere seven days a week.

### Land uses and activities

The key concept for this precinct is to achieve an integrated series of developments which complement the Stadium so that, during events and at other times, there is a diversity of activities linking the central city and Victoria Harbour.

The vision is to create an urban Stadium, a Stadium-in-the-city, defined and surrounded by an intensely urban environment used in a variety of ways at all times.

The Stadium functions as a powerful generator and attraction for the whole of Docklands.

The Stadium has extensive dining facilities, restaurants, bistros and bars, including 'Livewire', a 24-hour club and cabaret.

The Stadium has been constructed as a single-stage project. In the short-term, surrounding areas will be landscaped and used for coach and car parking. These areas will be developed over time.

The AFL is developing a two level office on the western side of the Stadium facing Victoria Harbour.

The north-west sector of the precinct was selected for the development of the Seven Network digital broadcast centre and office because of the commercial and functional synergies between Channel 7 and the Stadium.

It represents the first of the mixed-use activities, which could include café facilities, car parking and office developments in addition to the broadcasting studios and related support facilities.

Plans for the development of complementary activities, including a range of community facilities, are under consideration for the southern side of the Stadium.

The western edge of the precinct along Harbour Esplanade has excellent views over, and provides a backdrop for, the waterways of Victoria Harbour. The southern portion of the Harbour is planned to be the major events focus for Docklands, and the arrival point for water traffic.





STADIUM URBAN ART  
"THREADED FIELD"  
BY SIMON PERRY  
EVENT AT COLONIAL STADIUM

## STADIUM PRECINCT

### Access and circulation

Full accessibility for all modes of travel to the precinct is vital and has been achieved through the proximity to major road and public transport infrastructure. The new pedestrian bridge on the Bourke Street alignment links the Central Business District with Spencer Street Station, the Stadium, and on to Victoria Harbour. Spencer Street Station directly serves most suburban train lines, as well as being the terminus for regional and interstate rail and bus services. The LaTrobe Street tram route is being extended to Harbour Esplanade and Victoria Harbour precinct, to return along Flinders Street to the CBD and beyond.

Surrounding roads provide vehicle and parking access, with the major entry to the Stadium parking being from Bourke Street West. Approximately 2500 parking spaces are provided under the Stadium, with additional spaces in adjacent precincts.

### Public realm

The public areas in the Stadium precinct are planned to be safe and attractive for the large numbers of people attending specific events at the Stadium, and at all other times when numbers are likely to be similar to CBD streets. A major feature of the area will be integrated urban art and night lighting around the Stadium.

### Timing

The Stadium opened in March 2000, and the office development fronting Harbour Esplanade is planned to open in 2001. Construction of the Seven Network Melbourne Headquarters and Digital Broadcast Centre is due for completion in 2001 to coincide with the commencement of digital broadcasting in Australia. The southern portion of the precinct is expected to be progressively developed during 2001-2003.



ARTIST'S IMPRESSION OF  
THE HIGH-RISE TOWER  
DEVELOPMENT AND MARINA  
- YARRA'S EDGE EAST AREA



## YARRA'S EDGE

Mirvac is developing Yarra's Edge in the 14.5 hectare Yarra Waters precinct predominantly as a residential community, with substantial public promenades and parks along its 1.5 kilometre north-facing waterfront to the Yarra River.

### Land uses and activities

Approximately 2000 apartments are planned for this precinct, incorporated within both high-rise towers and in 3-5 storey developments. It is intended that the eastern end of the precinct will also include some showrooms and commercial offices, with retail, restaurant and leisure activities fronting a 30m wide public promenade.

A major plaza to the easternmost building, and a series of public parks along the river's edge, will provide a high level of public amenity.

A 300-berth marina is also planned for the eastern end of the precinct, with public boat mooring opportunities available at various locations.

Compatible temporary uses are envisaged for the undeveloped portions of the site, which will be landscaped and appropriately managed until each stage of new development takes place.





VISION OF WATERFRONT  
& PUBLIC PARK

ARTIST'S IMPRESSION OF  
THE WATERFRONT & THE  
PUBLIC PROMENADE

## YARRA'S EDGE

### Access and circulation

Lorimer Street provides the primary road access to Yarra Waters precinct. Streets within the precinct provide frontage to the apartments and access to car parking located in the lower level of the individual buildings. The local streets run perpendicular to the waterfront, and are connected by a sweeping curved street which extends the length of the low-rise development.

Waterfront pedestrian and cycle routes link this precinct to the east (to the Melbourne Exhibition Centre, the Casino and Southbank and beyond) and to the west (under Bolte Bridge to West Gate Park). The old Webb Dock Rail bridge will be redesigned to provide pedestrian and cycle access across the Yarra River to link to tram and train services, and with the other Docklands precincts. Bus services are available in Lorimer Street.

### Built form

Mirvac proposes to build high-rise (18-30 storey) apartment towers along the eastern sector of the precinct, with complementary uses in the podium levels. Further west, toward Bolte Bridge, is intended as predominantly low-rise (3-5 storey) apartment development.

### Public realm

The waterfront promenade and incorporated parks will offer landscaped public street linkages to the boulevard character of Lorimer Street. They will also provide special views across the Yarra River toward the profile of the central city.

### Timing

Site remediation and waterfront reconstruction has already commenced, and it is expected that the first people will be in residence in 2002. The entire precinct is expected to be developed by 2012.



ARTIST'S IMPRESSION OF  
THE MARINA AND PUBLIC  
WATERFRONT -  
MAB DOCKLANDS EAST



## NewQuay

MAB Corporation proposes a vibrant residential, leisure and commercial development (24-hour City) in this 13.7 hectare precinct.

The development will be strongly oriented towards Victoria Harbour.

### Land uses and activities

The MAB Docklands proposal blends approximately 1800 waterfront apartments and 105,000 square metres of commercial office space, with 300 marina berths and a working waterfront focus.

Initially, the eastern portion of the site will be developed. This area includes, a Museum of Contemporary Art, waterfront entertainment pavilions and integrated urban art along the public promenade, with a 250-room hotel, and restaurants, cafes and shops.

The western portion will be landscaped prior to being developed predominantly as residential apartments and a waterfront promenade.

### Access and circulation

The primary road access will be via Docklands Drive (Dudley Street), with direct access to multi-level car parks located in the lower levels of the towers behind the waterfront uses.

Trams will be available at LaTrobe Street and Harbour Esplanade, with the possibility of tram services being extended along Docklands Drive. Significant provision will be made for public water transport, including ferries, water taxis and chartered vessels.

Local streets and other pedestrian routes will be developed through the site in a pattern which integrates views of Victoria Harbour.

The waterfront promenade, with links to Harbour Esplanade, will provide the major circulation routes for pedestrians and cyclists.

### Built Form

The residential buildings are proposed to be approximately 25 storeys in height and commercial office towers approximately 20 storeys, with the lower 3-4 levels being a landscaped podium. Two 'signature' buildings of approximately 30-35 storeys are also proposed.





VISION FOR THE PUBLIC  
REALM AND WATERFRONT  
PROMENADE - EASTERN SECTION

## NEW QUAY

### Public realm

The 30-metre wide waterfront promenade links the pedestrian areas within the development, which are woven around an internal water and open space feature. It is intended that a diversity in urban design character will be progressively developed along the extended length of the waterfront.

### Timing

Site preparation has commenced, the marketing suite has been constructed and the apartments in the first three buildings have been sold. It is expected that the first residents will be accommodated in the precinct in 2001. The whole precinct is expected to be progressively developed over a 10-15 year program.





## BATMAN'S HILL PRECINCT

Short-listed bidders are now preparing detailed development proposals for this 10 hectare precinct. The precinct will offer a mixed-use development which links the commercial, leisure and residential activities of the central city and adjacent precincts with Victoria Harbour and the Yarra River. The character of Batman's Hill is expected to be distinctive and modern, but well related to key heritage buildings in the area.

It is expected that this precinct will be characterised by a diverse range of activities which could include retail, residential, leisure and recreation, cafes and restaurants, multi-media, commercial offices, exhibitions and sporting activities.

The development opportunities include air rights over Wurundjeri Way and rail lines, adjacent to the Collins Street extension.

### Access and circulation

Being highly accessible by both public and private transport, Batman's Hill precinct is expected to become a key component of the central city, with a fine grain of streets and other pathways that provides an attractive pedestrian environment.

A key feature is the proposed extension of Collins Street through the precinct to Harbour Esplanade and to the edge of the Yarra River beyond. This will offer a highly attractive new address. There is direct access to Spencer Street Station via the subway and the new Bourke Street pedestrian bridge, and tram services along Flinders Street.

Vehicular access and circulation, and car parking will need to form an integral part of the proposed development patterns. The primary access will be via the proposed Collins Street extension, the new Stadium Access Road, Old Footscray Road, Bourke Street West and Wurundjeri Way.





NEW INNOVATIVE USES FOR  
HERITAGE STRUCTURES

VIBRANT LINEAR OPEN  
SPACES FILLED WITH  
PEDESTRIAN ACTIVITY

## BATMAN'S HILL PRECINCT

### Built form

It is intended that a mix of building forms will cater for the mixed-use activities in the precinct. Developers will be encouraged to explore innovative techniques, building forms and materials, in smaller and larger structures, particularly on prominent sites.

The Bourke Street and Collins Street axes provide a special opportunity to complement the existing cultural and commercial importance of these streets east of Spencer Street by development of taller buildings which are well integrated at street level with a podium form.

It is intended that the transport heritage of the area is respected and preserved where possible. Any alterations to or demolition of parts of Railway Goods Shed No 2 will require approval from Heritage Victoria.

### Public realm

It is intended that streets have active frontage uses, and provide shaded public spaces, typical of many parts of central Melbourne. The streets should be linked to a variety of attractive spaces including sunny havens on the south side of streets, open space adjacent to heritage buildings, and links to the waterfront along the Yarra River and Victoria Harbour.

### Timing

It is expected that development at Batman's Hill precinct will begin in 2001, and be progressively developed over 5-10 years. Any temporary ground level areas available for car parking and open space or other complementary uses will be landscaped.





## VICTORIA HARBOUR PRECINCT

Bidders have been short-listed to submit proposals to develop this 30.2 hectare precinct. It is expected that the completion of the bidding process will

coincide with the completion of the remediation of the former West Melbourne Gas Works site.

### Land uses and activities

The waterways of Victoria Harbour and the Yarra River are a key feature of the precinct. The southern portion of the Harbour is planned to be the major events focus for Docklands, and the arrival point for water traffic. The concept is to achieve an integrated series of developments which best addresses and utilises the extensive waterfront.

Anticipated land uses include residential, retail, leisure and recreation, and commercial/office. Central Pier and Harbour Esplanade forming the western frontage of the Stadium are special features of the precinct requiring selection of uses and design of the highest calibre. In the short-term, areas will be landscaped and used for car parking and other temporary uses.

### Access and circulation

Primary vehicle access to the precinct will be via Bourke Street West and Harbour Esplanade. The waterfront promenade and streets will form the major routes for pedestrian and cycle access.

### Built form

The waterfront and the Bourke Street and Collins Street axes are key elements in the built form for Victoria Harbour. It is expected that buildings along the waterfront will be lower, with higher buildings in the centre of the precinct, and feature buildings on prominent sites.

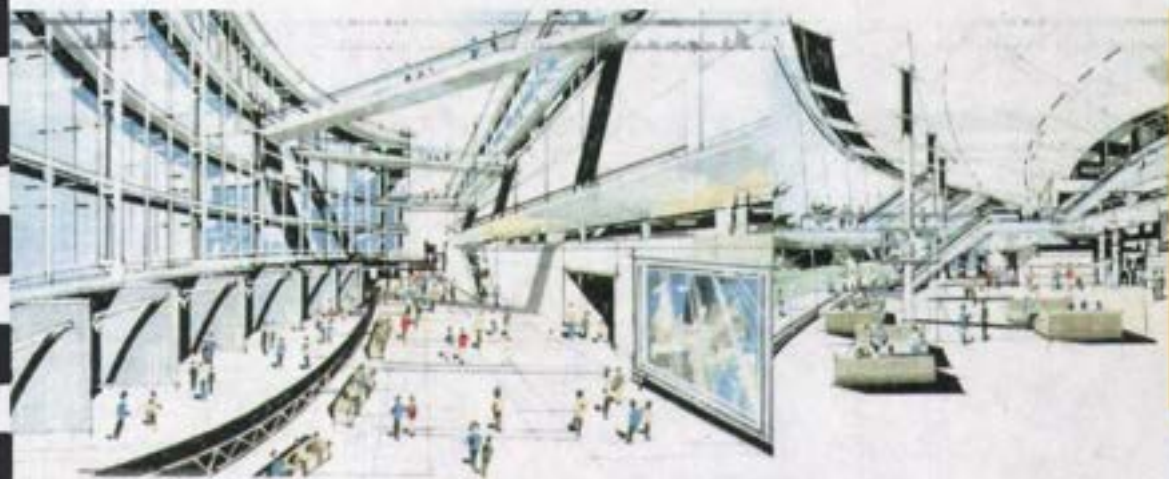
### Public realm

It is intended that streets have active public frontage uses and are linked to a variety of attractive spaces and the waterfront. A key feature of the public domain will be the frontage to Docklands Park and Harbour Esplanade at the eastern end of the precinct.

### Timing

It is expected that development will begin in 2001, with progressive development over a 10-15 year program.





## COMTECHPORT

This 4.2 hectare precinct is intended to be the location of a unique joint venture between universities, researchers, technology corporations,

entrepreneurs and small businesses focused on the commercialisation of emerging technologies.

### Land uses and activities

Comtechport will be a purpose-built environment comprising offices, research laboratories and exhibition areas, with telecommunications and multi-media services providing support to tourism, science and industry. Start-up businesses will form a key component of the tenancy base, offering diverse businesses with a technology focus, innovative research and a ready market for larger enterprises and corporates delivering support services. The precinct will play a key role in gaining recognition for Victoria and Melbourne as a 'high-tech State'.

### Access and circulation

LaTrobe Street and Harbour Esplanade will provide the primary vehicle, pedestrian and cycle access, with tram services operating along LaTrobe Street.

### Built form

Comtechport depends upon a physical layout and management culture which maximises networking, active cooperation and synergies. It is intended to form an intensive campus atmosphere, with buildings of architectural distinction to generate high levels of interest and visitation by the public. Buildings will be located alongside landscaped public areas, with a strong focus on integration between internal and external spaces.

### Public realm

The development will be focused on a publicly-accessible spine of community activities, such as cafes, IT and multi-media facilities, offering multiple social points for formal and informal meeting.

### Timing

It is expected that the first stage of development will commence in 2001, with progressive development over a 5-8 year program.





## WEST END PRECINCT

The statutory body, Victorian Rail Track Corporation, currently owns the land. However, the Spencer Street Station Authority (SSSA) will become the owner of the Station area, in addition to the land and the air rights that form the West End Precinct. The SSSA will come into existence on 1 July 2000.

The precinct is strategically positioned, forming the primary interface and transition zone between Docklands and the Central Business District.

The redevelopment will focus on enhancing the station's role as an inter-modal transport hub and will provide a high quality metropolitan station for Docklands. It will include a gateway to Docklands which will complement, both functionally and architecturally, the development of Docklands and the western CBD.

### Land uses and activities

The land uses will be predominantly transport-related uses, integrated with mixed-use development which may include hotel/convention facilities, tourism and cultural activities, a residential component catering to both short-term and permanent markets, retail and commercial activities, and public venues and open space.





STATION FACADE

## WEST END PRECINCT

### Access and Circulation

West End Precinct will enable easy access for local traffic and visitors within an environment that actively promotes pedestrian and public transport use. Spencer Street is anticipated to take on a more important profile as a major north-south city street, with active street frontages to either side.

### Built form

The opportunity exists for a strong mix of building functions and architectural forms. Buildings could eventually range from medium to high-rise towers both on natural ground and on the podium.

### Public realm

The redevelopment is expected to follow international trends in collocated commercial/transport facilities which encourage streets with active frontages, central gathering places and covered walkways with high public amenity, and including night time public uses throughout.

### Timing

A project team has been established to commence the planning phase of the development.

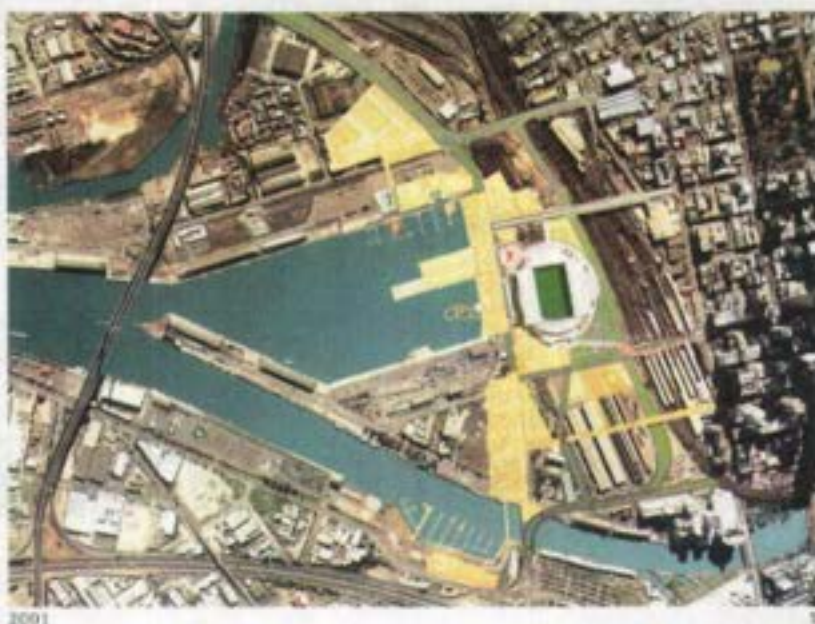


- 1. POSSIBLE STAGING 2001
- 2. POSSIBLE STAGING 2005
- 3. POSSIBLE STAGING 2010

## DEVELOPMENT PHASES

Docklands is planned to be developed progressively by the successful developers in response to market demand. Staging and integration of the development will provide a critical mass, continuously growing from the first stages of each precinct.

The primary infrastructure is now completed. Further infrastructure will be constructed in conjunction with the staged precinct development.



2001

1.



2005

2.



2010

3.



4. POSSIBLE STAGING 2015

5. A VISION FOR 2020



2015

4.



2020

5.



CONCEPTUAL OVERVIEW  
OF MELBOURNE DOCKLANDS  
INTEGRATED WITH ITS INNER  
CITY CONTEXT











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