

Ensure the street and route network is well connected and provides convenient links to surrounding areas.

7.1 Improve pedestrian connections within Docklands and from Docklands to surrounding areas.

- Investigate potential operable footbridges over the Victoria Harbour entry and Yarra River to improve connections between Yarra's Edge, Victoria Harbour and NewQuay West.
- Improve the quality and integration of Docklands Drive and Dudley Street and investigate upgrading the Dudley Street underpass.
- Reduce the severance created by rail infrastructure and connect Docklands to North and West Melbourne.
- Bridge over Wurundjeri Way and improve connections to the city centre.
- Provide a pedestrian connection between the stadium concourse and Lonsdale Street which bridges over the rail infrastructure.
- Create continuous, safe and attractive walking and cycling routes that link to public transport, public spaces, community facilities and neighbouring areas.
- Provide pedestrian links through large sites to increase permeability of the urban fabric and provide choice for pedestrians.

7.2 Improve transport links to the North and South of Docklands.

Access Docklands: A Plan for the Docklands Transport Network (Places Victoria, City of Melbourne with UrbanTrans, 2012) includes recommendations to improve transport links and should be referenced. Some key recommendations in the Access Docklands Plan include:

- improve peak hour public transport service between Southern Cross Station and Victoria Harbour
- open Flagstaff Station on weekends
- introduce an integrated Yarra ferry service
- improve peak hour public transport service between Flagstaff Station and Docklands North
- potential lightrail connection between Footscray and central Melbourne
- lightrail connection between Fishermans Bend and Collins Street to central city
- potential water shuttle service between Yarra River and Victoria Harbour.

7.3 Improve pedestrian connections where there are significant level changes.

The following level changes could be improved in terms of shelter, wayfinding and universal accessibility:

- Bourke Street/Spencer Street stairs
- Collins Street to Village Street and Aurora Lane (in future).

7.4 Provide a permeable and human-scaled network of engaging streets and routes.

- Ensure built form allows for solar access at key times of the day and throughout the year, and ensure adverse wind effects are minimised in the public realm.
- Ensure public-private interfaces and ground-level facades are designed to provide interest and high levels of amenity to the public realm.
- Ensure buildings with large floor plates and/or single ownerships provide treatments to the building edges that enable fine-grained street frontages and a diversity of uses within the public realm.

- Promote pedestrian thoroughfares across large development sites to enhance pedestrian permeability and connectivity.
- Provide contrast and celebrate the varied scales Docklands has to offer. Celebrate the large structures in the precinct such as the Bolte Bridge or the Southern Star Observation Wheel. Provide contrast to this experience through increasing smaller structures and spaces of human scale.

Successful examples of streets with positive interfaces are townhouses at Quay Park, and both Merchant Street and Rakaia Way integrate a fine grain of adjoining land uses, canopies and street trees. The narrower pedestrian streets in Harbour Town also offer a human-scale experience.

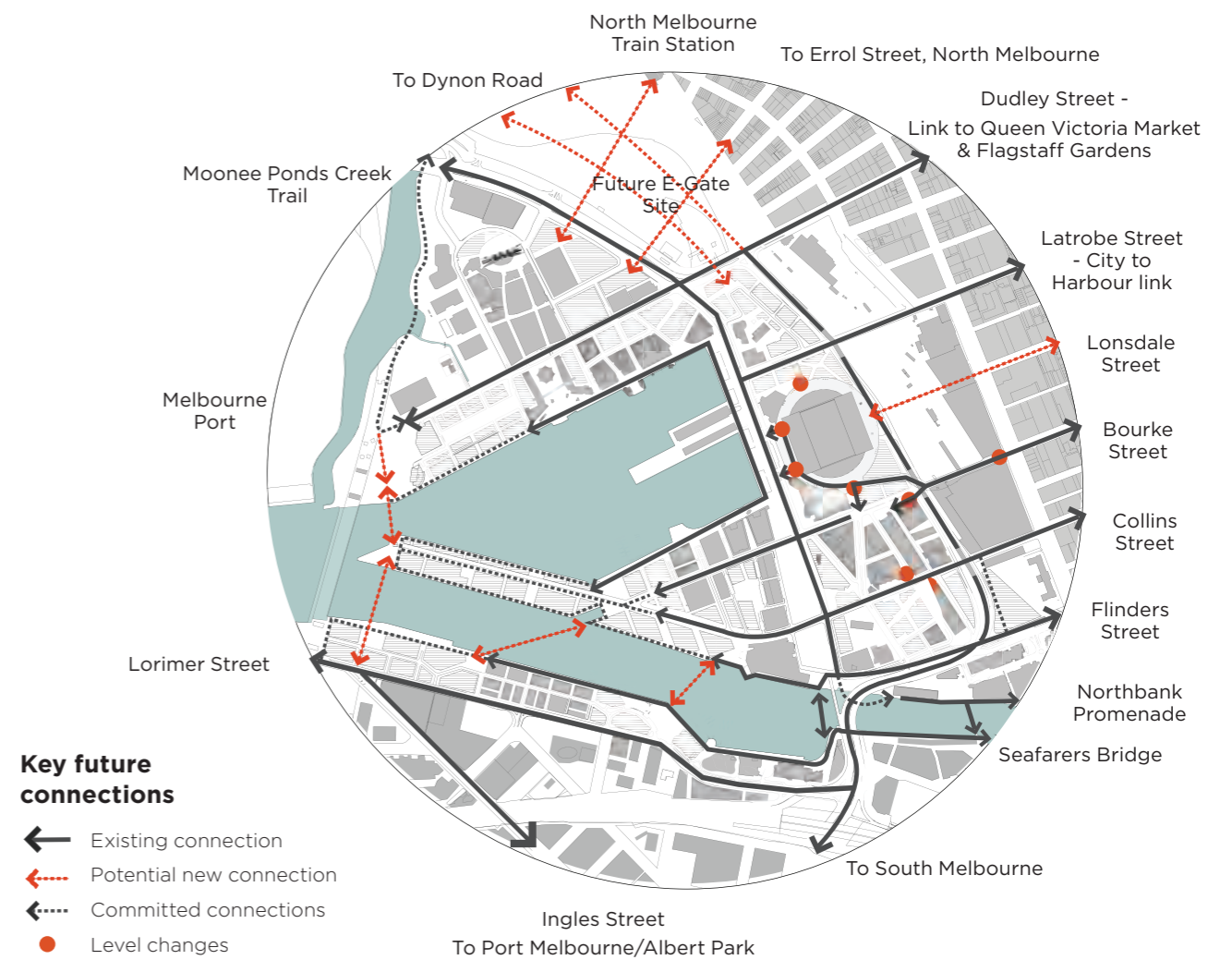


Fig 4.07 Enhance connections to neighbouring areas.

DESIGN CHECKLIST

The diagram opposite illustrates the design principles in a primary street.

- 1 Identity**
Bluestone paving and City of Melbourne street furniture palette reinforces the central city character.
- 2 Amenity**
Canopies along building frontages improve pedestrian amenity.
- 3 Interfaces**
Fine-grain and active frontages at ground level encourage street life.
- 4 Diversity of use**
Adequate space for uses such as outdoor dining contribute to the diversity of use of the street.
- 5 Community**
Street stalls provide for community activity contributing to the life and character of the street.
- 6 Connectivity**
Public transport links connect Docklands to the central city.
- 7 Sustainability**
Conditions for cyclists to encourage and support this mode of transport.



DESIGN CHECKLIST

Docklands public street design - reference documents

This page summarises useful reference documents that apply to the documents listed and described below.

1 **Melbourne Docklands Wind Mitigation Guidelines (VicUrban, 2008)**

These guidelines give advice on how to ameliorate unpleasant wind conditions in the public realm.

2 **Urban Forest Strategy (City of Melbourne, 2012)**

This strategy provides a strategic framework for the evolution and longevity of tree planting in the City of Melbourne.

Urban Forest Diversity Guidelines (City of Melbourne, 2011)

These guidelines are a subsidiary document to the Urban Forest Strategy and provide advice on tree planting and species selection in the City of Melbourne.

Melbourne Docklands Tree Strategy (VicUrban, 2008)

This document provides a strategic overview to tree planting in Docklands.

3 **Docklands Design and Construction Standards for Public Infrastructure Works (City of Melbourne, 2012)**

These standards apply to the design and construction of all civil and public realm works within the Docklands area that will eventually become the assets of, or be vested in, the City of Melbourne.

4 **City of Melbourne Outdoor Cafe Guide (City of Melbourne, 2008)**

This guide gives advice on the design of outdoor cafes in the City of Melbourne.

Docklands Retail Statement (VicUrban, City of Melbourne, Melbourne Docklands, State Government, 2008)

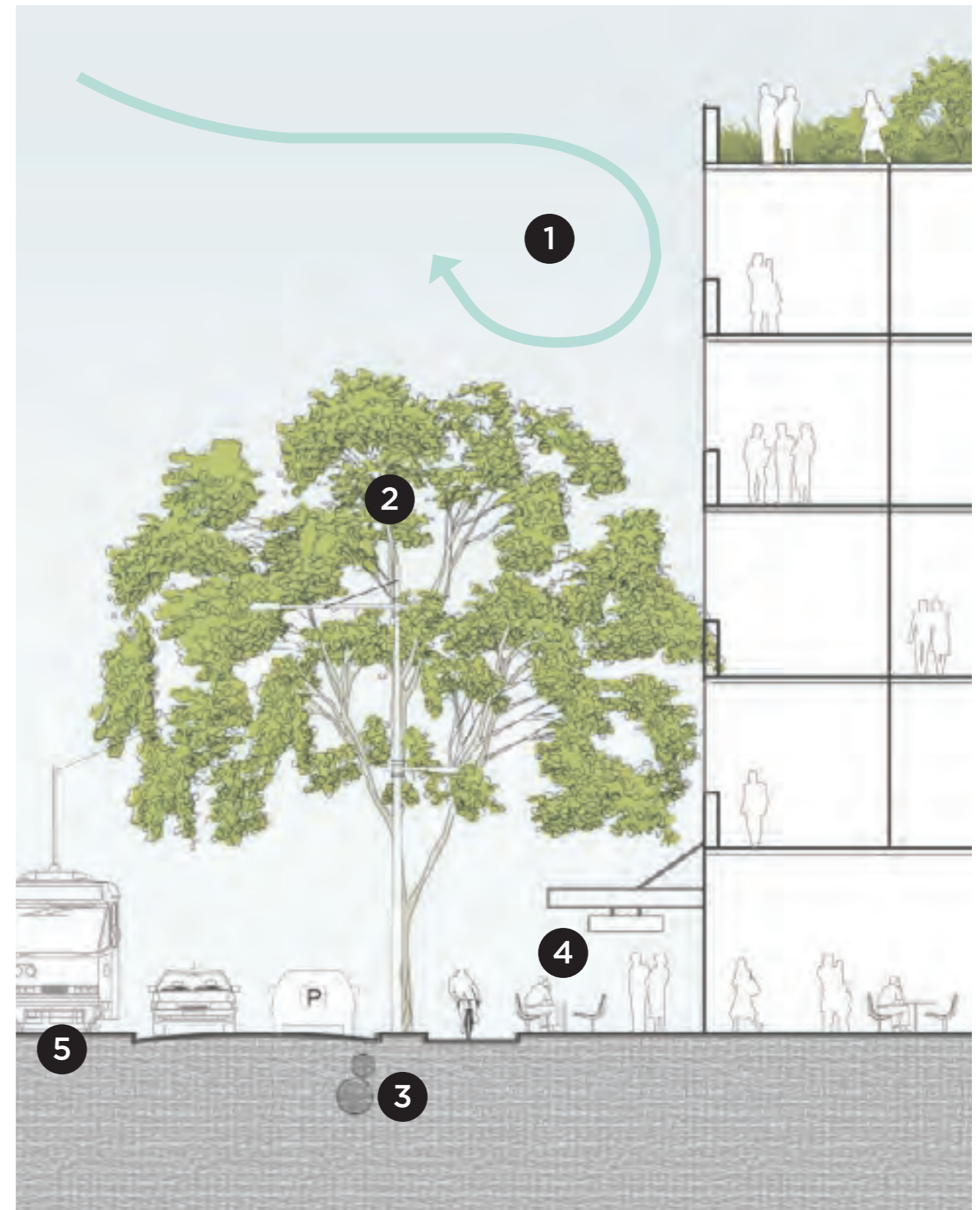
This statement explores the current challenges and opportunities for developing a viable and vibrant retail sector in the Docklands.

City of Melbourne Road Encroachment Operational Guidelines (City of Melbourne, 2003)

These guidelines explain the process Council uses to permit and regulate encroachments and projections into the road space.

5 **Access Docklands A Plan for the Docklands Transport Network (Places Victoria, City of Melbourne with UrbanTrans, 2012)**

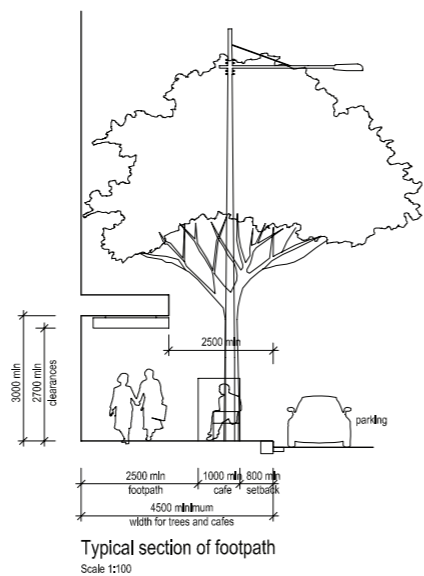
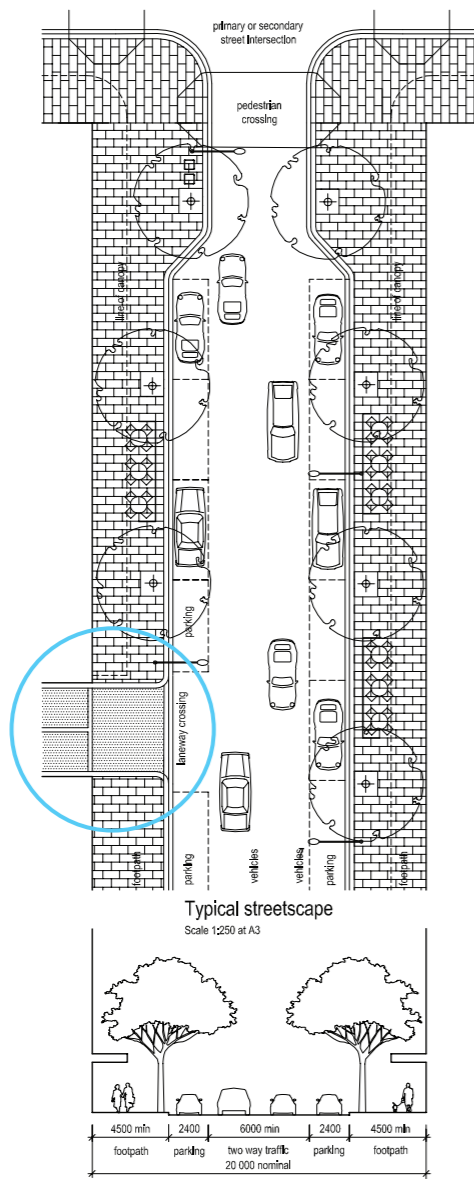
Includes comprehensive baseline data and a range of important future strategic directions and actions for streets and routes.



DESIGN CHECKLIST

Typical street standard

A sample of a typical illustrated street standard from *Docklands Design and Construction Standards for Public Infrastructure Works* (City of Melbourne, 2012).



Secondary Street A

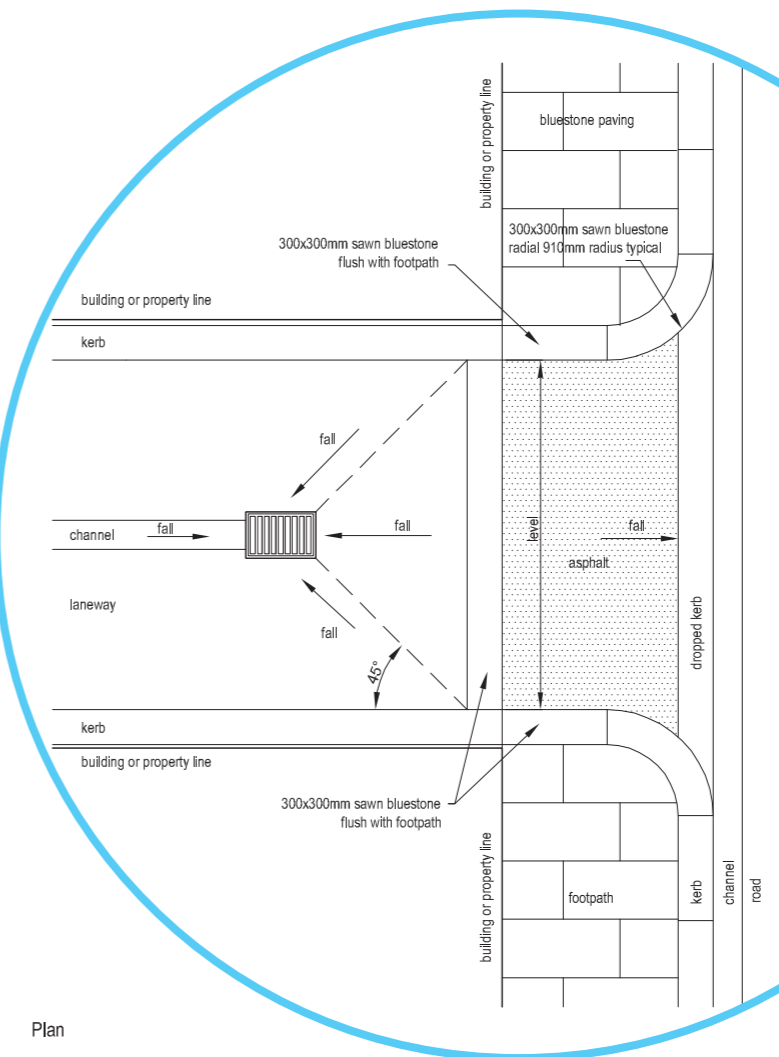
A typical Secondary Street A is generally 20 metres wide providing access to retail, office and residential areas and includes:

- two way vehicle traffic
- kerbside parking
- footpaths totalling up to a half of the road reservation with a high quality of street furniture, lighting and amenity suitable for local and visitor pedestrian usage
- outdoor cafes
- medium size trees

- Design standards**
- 1 Bluestone paving - refer TN 201.01
bluestone paving is mandatory in all secondary streets A paving to 995x495x40mm thick sawn bluestone laid in stretcher bond pattern in 1000x500mm module perpendicular to kerb starting at back of kerb
 - 2 Bluestone kerb - refer TN 301.01
300x300mm sawn bluestone
 - 3 Bluestone gutterstone - refer TN 301.01
250x150mm sawn bluestone
 - 4 Primary and secondary street intersection provide kerb extensions where possible to improve access radials at corners to suit vehicle turning circles
 - 5 Pram ramp - refer TN 401.05
1500mm wide min standard ramp
 - 6 Laneway crossing - refer TN 403.01
crossing width varies to suit laneway asphalt paving to crossing bluestone kerb and gutterstone edging radials to be 910mm standard
 - 7 King Street lights at 25m centres alternating - refer TN 601.01
 - 8 Medium sized trees - refer Docklands Tree Strategy 2008
10 - 12m average spacings along street
1500mm long x 1400mm wide tree pit opening and Docklands grate tree pit located to fit paving pattern
tree set back 10m from kerb line of intersecting main street provide water sensitive tree pit detail
 - 9 Bins to be located in pairs at all major street corners, adjacent busy take-away cafes
80 litre bin - refer TN 702.04
recycling bin - refer TN 702.05
 - 10 Outdoor cafe - refer to City of Melbourne Outdoor Cafe Guide 2008 for siting and setback requirements
footpath needs to be 3m wide minimum to accommodate cafes setback to be 800mm min from street kerb only if cafe is adjacent to normal parking conditions
 - 11 Canopies - refer City of Melbourne Road Encroachment Operational Guidelines 2003

Crossing asphalt paving at laneway with central pit

402.03



This crossing is for use within the Central City where there is a laneway that slopes away from the intersection. The laneway contains one central drainage pit. This detail is designed to create a safe crossing for pedestrians across laneways.

Footpaths, kerbs and channels remain at a constant level, parallel to general slope of streets, with crossing flush across the laneway.

Crossing surface is typically asphalt. Kerbstones are often used to delineate the junction of the crossing and laneway. Kerbs and channels should match those adjoining.

For typical construction details, refer to City of Melbourne, Engineering Services Standard Drawings: Asphalt crossing in CBD, Urban Conservation areas and arterial roads Dwg No. 1P 50104.



City of Melbourne Design Standards

Date issued 03.08.2012
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Fig 4.08 Typical illustrated street standard.

Fig 4.08 Typical illustrated street standard (detail).



05 KEY PROJECTS & INFRASTRUCTURE

KEY PUBLIC REALM PROJECTS INCLUDE BOTH NEW STREETS AND SPACES AND UPGRADING THE EXISTING PUBLIC REALM. IMPLEMENTING THESE PROJECTS WILL RELY ON PRIVATE OR PUBLIC INVESTMENT AND OFTEN A COMBINATION OF BOTH.

KEY PROJECTS AND IMPLEMENTATION PUBLIC SPACES

	Description	Proposed timing	Proposed responsibility
Moonee Ponds Creek	Upgrade existing creekfront including a new cycle path, increased planting and improved interface with neighbouring buildings	2012 - 2020	public
Western Park	A new park with a range of active recreation facilities	2015 - 2020	public
Quay Park (west)	A new local park including a play space, picnic and BBQ facilities, fitness station and informal ball sports	2015 - 2020	private
NewQuay Central Park	Upgrade existing Waterfront Piazza as a new civic space for events with some play elements	2012 - 2015	private
NewQuay Promenade	Extend the promenade to the west fronting the NewQuay West development and upgrade the plaza space adjacent to Conder and Quays apartments including new public art	2015 - 2020	private
Harbour Esplanade	Upgrade Harbour Esplanade as a series of public spaces and community-focused buildings for events, water-based activity, outdoor dining and play	2015 - 2020	public/private
Docklands Park	Future works include improving play opportunities and general landscape works to improve interfaces and access into and through the park	2012 - 2015	public/private
Victoria Harbour Promenade	Extend the promenade to the west fronting the new developments along the wharf. Upgrade the Water Plaza and areas fronting Convesso and Concavo apartments.	2012 - 2020	private
Victoria Green	Future works include a play space and fitness stations	2012 - 2014	public/private
Dock Square & Bourke Dock	A new civic place at the junction of Collins and Bourke streets for events and recreation	2012 - 2015	private
Wharf Park	A new local park including picnic and BBQ facilities, children's playspace, amphitheatre and cafe kiosk	2015 - 2020	private
Sir John Coode Park	A new local park including areas for fishing, picnic and BBQ facilities, play elements and fitness station	2015 - 2020	private
Seafarers Rest	A new civic place for cultural events and recreation	2012 - 2015	private
Point Park	Upgrade the existing local park to include a playspace and improved amenity	2012 - 2015	private
Yarra's Edge Promenade	Extend the promenade to the west fronting the Yarra's Edge West development	2015 - 2020	private

PUBLIC STREETS AND CONNECTIONS

	Description	Proposed timing	Proposed responsibility
Yarra's Edge West Park	A new local park	2015 - 2020	private
Docklands Drive	Upgrade existing and new areas of street to improve amenity and public realm quality. Improve connection to Dudley Street including rail underpass.	2012 - 2020	public/private
La Trobe Street	Upgrade existing to include bluestone footpaths, cycle lanes and large canopy trees	2012 - 2015	public/private
Bourke Street	Upgrade existing and new areas of street to improve amenity and public realm quality including large canopy trees in the central median and City of Melbourne bluestone palette.	2012 - 2015	public/private
Collins Street	Upgrade existing and new areas of street to include the City of Melbourne bluestone palette	2012 - 2020	public/private
Harbour Esplanade	Upgrade to improve pedestrian amenity including the City of Melbourne bluestone palette	2012 - 2020	public
Merchant Street	Upgrade existing and new areas of street to include the City of Melbourne bluestone palette	2012 - 2015	public/private
Flinders Street /Wurundjeri Way /McCrae Street	Upgrade existing and new areas to include City of Melbourne bluestone palette and large canopy trees. Improve pedestrian/cyclist crossing at Wurundjeri Way intersection. Improve pedestrian and cycle paths along McCrae Street.	2012 - 2015	public
Footscray Road	Upgrade the existing landscape to improve pedestrian amenity	2012 - 2015	public
Charles Grimes Bridge Underpass	A new pedestrian/cycle underpass connecting North Wharf to Docklands Park	2012 - 2015	public
Footscray Road Underpass	A new pedestrian/cycle underpass connecting the Moonee Ponds Creek trail (Capital City Trail) to the bike path on Footscray Road	2015 - 2020	public
Victoria Harbour Bridge	A bridge providing pedestrian/cycle access across the Western end of Victoria Harbour	2020	public/private
Yarra River Bridge	A bridge providing pedestrian/cycle access from Sir John Coode Park across the Yarra River to Yarra's Edge	2020	public
Lonsdale Street Bridge	Extend Lonsdale Street as a pedestrian bridge over the rail yards and Wurundjeri Way to the stadium	2020	public