

**Report to the Future Melbourne Committee**

Agenda item 6.4

**'Gateway to GMH' Fishermans Bend Stimulus Project Update****30 November 2021****Presenter:** Sophie Handley, Director City Strategy**Purpose and background**

1. The purpose of this report is to seek endorsement of the Concept Plan for the 'Gateway to GMH' project following community engagement.
2. As part of the \$2.7 billion Building Works package announced by the Victorian Government in May 2020, the Department of Jobs, Precincts and Regions (DJPR) has granted the City of Melbourne \$4.688 million in stimulus funding for early works on Turner Street, called 'Gateway to GMH' (Attachment 2).
3. The funding will be used to deliver new bike and active transport infrastructure along Turner and Graham Streets. The works will improve street safety and amenity in the immediate term, while improving access to the Fishermans Bend Innovation Precinct (former GMH Site) as it develops over coming years, including the new University of Melbourne engineering and design campus.
4. The project also includes elements of creative place making, street greening and digital infrastructure as a showcase of early temporary activation within the precinct. Turner Street was chosen as the preferred alignment as it offered the most direct route to the Fishermans Bend Innovation Precinct site and reflects the proposed Fishermans Bend tram alignment.
5. Community engagement on the Draft Concept Plan (Attachment 3) was conducted throughout September 2021 via Participate Melbourne, virtual meetings with key stakeholders and a workshop to envision the future of Turner Street and inform potential digital 'testbed' projects.

**Key issues**

6. Due to the complexity of the streets' underground and overhead utility services, there was little opportunity for significant variations to the proposed functional layout of the bike and pedestrian infrastructure. The community engagement process was focussed on how to best achieve a safe and efficient cycling and pedestrian experience along Turner Street and throughout the broader precinct.
7. Key findings from the engagement included:
  - 7.1. That the majority of survey respondents (73%) were overall supportive of the proposed Gateway to GMH design and concept. The expectation of increased safety and more active transport options were the main reasons given, with respondents indicating that current perceptions of safety are low when walking, cycling or driving along Turner Street.
  - 7.2. Submissions from key stakeholders indicated support for the removal of the current on-road painted bike lanes on the north side of Turner Street (indicated in light blue in Attachment 3) to encourage use of the new enhanced cycling infrastructure to the south side and reduce potential conflicts between cyclists and vehicles.
  - 7.3. Respondents most commonly wanted new public space introduced along Turner Street to be used for passive recreation, such as a space to rest, relax, eat lunch and enjoy being outdoors.
8. Management has worked with consulting engineers to integrate community feedback into the detailed design, in particular noting the focus on creating a safe experience for cyclists and pedestrians by introducing improved traffic calming measures and creating safe crossings at key intersections.
9. As a result of feedback from key stakeholders, the painted on-road bike lanes on Turner Street will be replaced by chevron markings to preserve line of sight for vehicles exiting adjoining driveways and encourage cyclists to use the new separated shared path. This approach has been endorsed by the joint City of Melbourne and DJPR Project Control Group.
10. Community feedback will be directly integrated into the street furniture plan and ongoing activation at the Placemaking Hub, which will re-commence in late November 2021. Early planting works have already commenced, with 258 trees and shrubs planted to date as part of the project.

**Recommendation from management**

11. That the Future Melbourne Committee:
  - 11.1. Notes the findings of the community engagement and favourable community support for the Gateway to GMH project.
  - 11.2. Endorses the Concept Plan for the Gateway to GMH pedestrian and cycling infrastructure to proceed to tender documentation.
  - 11.3. Authorises the General Manager Strategy, Planning and Climate Change to make further minor changes to the Concept Plan following further internal engagement and review by relevant authorities.

**Attachments:**

1. Supporting Attachment (Page 3 of 13)
2. Gateway to the GMH Site Stimulus Funding (Page 5 of 13)
3. Draft Concept Plan (Page 11 of 13)

## Supporting Attachment

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### Legal

1. There are no direct legal implications arising from the recommendation from management.

### Finance

2. This project is entirely funded via the \$4.688million stimulus grant from the Victorian Government Department of Jobs, Precincts and Regions.

### Conflict of interest

3. No member of Council staff, or other person engaged under a contract, involved in advising on or preparing this report has declared a general or material conflict of interest in relation to the matter of the report.

### Health and Safety

4. The Project will result in significant improvement in pedestrian and cycling amenity along Turner, Graham and Lorimer Streets. Creating a shared path for cyclists and pedestrians will increase safety by reducing potential conflicts between pedestrians, cyclists and vehicles.

### Stakeholder consultation

5. Early consultation on this project occurred prior to there being a Registered Aboriginal Party for the study area. Therefore the project team approached the three Traditional Custodian groups with a known interest in the area to consult on the broader Gateway to GMH project. The project team, including representatives from DJPR, met separately with Bunurong and Wurundjeri representatives at the end of March 2021 and these discussions indicated an interest in opportunities to inform greening and vegetation elements, place making hub activations and opportunities for cultural heritage and knowledge to be recognised as part of the broader project. Since this time Bunurong Land Council has been confirmed as the Registered Aboriginal Party for the area, and the Bunurong as the Traditional Owners. The project team will continue to consult with Bunurong Land Council as the Traditional Owner representative organisation on identified issues and opportunities.
6. Community engagement on the Draft Concept Plan was conducted via a survey on Participate Melbourne throughout September 2021. The survey gathered 75 responses, of which 73% were overall supportive of the project.
7. Two letters were sent to owners and occupiers within the Fishermans Bend Employment Precinct to introduce the project and inform them of the engagement via Participate Melbourne.
8. The Fishermans Bend Employment Precinct Interface Committee (EPIC), run by the Fishermans Bend Taskforce and including key stakeholders such as the University of Melbourne, the Fishermans Bend Business Forum and other major employers in the precinct, were engaged via email and encouraged to provide feedback via Participate Melbourne or directly to the project team. The consultation was also promoted through the Fishermans Bend Taskforce social media channels.
9. Offices met with the Concrete and Cement Aggregates Association (the CCAA) to provide a briefing on the project and discuss key feedback. The CCAA then provided a formal submission via email indicating their support for the replacement of the existing on-road cycle lane with a shared path on Turner Street.
10. Officers also met with the Melbourne Bicycle Users Group to discuss feedback and broader active transport issues and opportunities within the Fishermans Bend precinct. They were overall supportive of increasing active transport links and noted that while they consider protected kerb-side bike lanes preferable to a shared path, there may be opportunities to consider this in future evolutions of Turner Street and as part of the broader precinct network.

**Relation to Council policy**

11. The current proposal is consistent with the City of Melbourne's Transport Strategy 2030, Urban Forest Strategy 2032 and Bicycle Plan 2016-2020.

**Environmental sustainability**

12. Environmental sustainability will be supported through the delivery of the Project by providing improved cycling infrastructure and anticipating a reduction in the carbon footprint due to an increased use of cycling as a transport choice.
13. The use of innovative recycled and permeable materials will be trialled where possible in the construction of the pedestrian and cycling infrastructure, notably a material using recycled tyres that is highly permeable and can itself be recycled at the end of its lifecycle.
14. The planting of trees and understorey will improve human thermal comfort and support Council's Urban Forest Strategy by increasing urban canopy along Turner Street.

# Gateway to the GMH Site Stimulus Funding

Advancing Manufacturing - the  
Fishermans Bend opportunity

Prepared by DJPR September 2020



# Vision:

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Stimulus funding is provided for the Gateway to the GMH Site project to embody the vision for the Employment Precinct, with the project leading by example to showcase innovation and set the tone for future private and public projects to follow.

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**The Fishermans Bend Employment Precinct will be internationally renowned as a centre of innovation in advanced manufacturing, engineering and design.**

**A critical mass of world-leading industries and research institutions that give Fishermans Bend global prominence and unparalleled capabilities.**

## Objectives

- Encourage a critical mass of advanced manufacturing and engineering industries including in the key sectors of aerospace, transport, defence, clean tech and creative technologies.
- Support the critical mass of industry with world-leading education and design institutions.
- Enable innovation through access to unparalleled advanced technology capabilities.
- Support the precinct growing to over 40,000 jobs to complement the economic and jobs growth of the greater Fishermans Bend urban renewal area.
- Encourage the greatest intensity of activity around proposed high capacity public transport services and universities.

**A healthy and inclusive innovation ecosystem that drives competitive advantage and supports a diverse range of people to turn ideas into new products.**

## Objectives

- Promote innovation through collaboration that fuels the adoption and commercialisation of ideas at scale.
- Support the attraction and retention of start-ups, scale-ups, entrepreneurs and small to medium enterprises that complement large industrial and institutional anchors.
- Provide employment and education pathways for people from diverse backgrounds and skill levels, from apprenticeships to PhDs.
- Encourage the sharing of facilities, infrastructure and capabilities wherever possible.
- Provide a highly accessible, vibrant and inspiring physical home for precinct partners to collaborate and work with new industries, organisations and innovators.



**A high-quality place that attracts and inspires talent, promotes collaboration and integrates with the natural environment.**

**A highly accessible precinct that draws people, products and ideas from across the world, across the city and across Fishermans Bend.**

**Leadership and governance that advocates for the precinct and gives it a strong sense of purpose and prominent public face.**

#### Objectives

- Recognise and celebrate industrial, architectural, cultural and Aboriginal heritage to strengthen a sense of place and identity.
- Create an open space network that supports a diversity of recreation uses, enhances connectivity, supports biodiversity and mitigates flood risk.
- Promote a high amenity, creative and vibrant urban environment, with a range of day and night time uses.
- Develop a people focused street network of active boulevards and finer grain supporting streets.
- Encourage a diversity of land parcel sizes and built-form outcomes that meet the requirements of an advanced manufacturing and engineering innovation precinct, now and into the future.

#### Objectives

- Ensure the precinct embraces diversity and opportunities are inclusive and accessible to people of all backgrounds and abilities.
- Deliver public transport services that are accessible from all workplaces and connect to the broader transport network.
- Establish a high quality and safe pedestrian and cycling network that promotes connections to the Melbourne CBD, Yarra River and neighbourhoods south of the Westgate Freeway.
- Support the ongoing operations of the Port of Melbourne and the construction industry.
- Integrate digital technology across Fishermans Bend via fast, reliable and high capacity infrastructure that enables living lab opportunities.

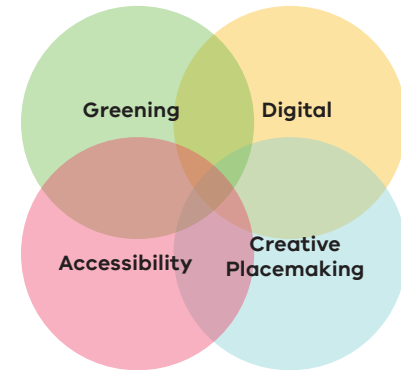
#### Objectives

- Showcase the precinct's proud industrial legacy and celebrate the successes of existing precinct partners.
- Develop a distinct global profile for the precinct to guide talent and investment attraction.
- Demonstrate excellence and innovation in all aspects of precinct planning, delivery, management and financing.
- Provide a forum for precinct partners to connect, test ideas and form collaborations.
- Develop a robust governance model to support the realisation and evolution of the precinct vision over time.

# Project scope and Governance

**PROJECT CONTROL GROUP:  
DJPR / DoT / CoM / DV**

**PROJECT MANAGER:  
CoM**



## Accessibility

Provide a safe, direct and attractive cycling and pedestrian experience that seeds positive transport mode change in advance of the delivery of the proposed tram. Showcase innovative building materials and practices, and embrace transport pilots.

## Creative Placemaking

Engage creative practitioners to deliver a variety of engaging and inspiring creative experiences, from large scale public art to curated placemaking activities. Opportunity for an 'art trail' and showcasing of innovation and innovative approaches to rejuvenation.

## Greening

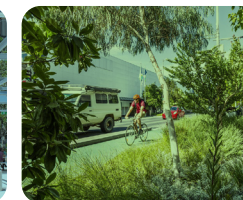
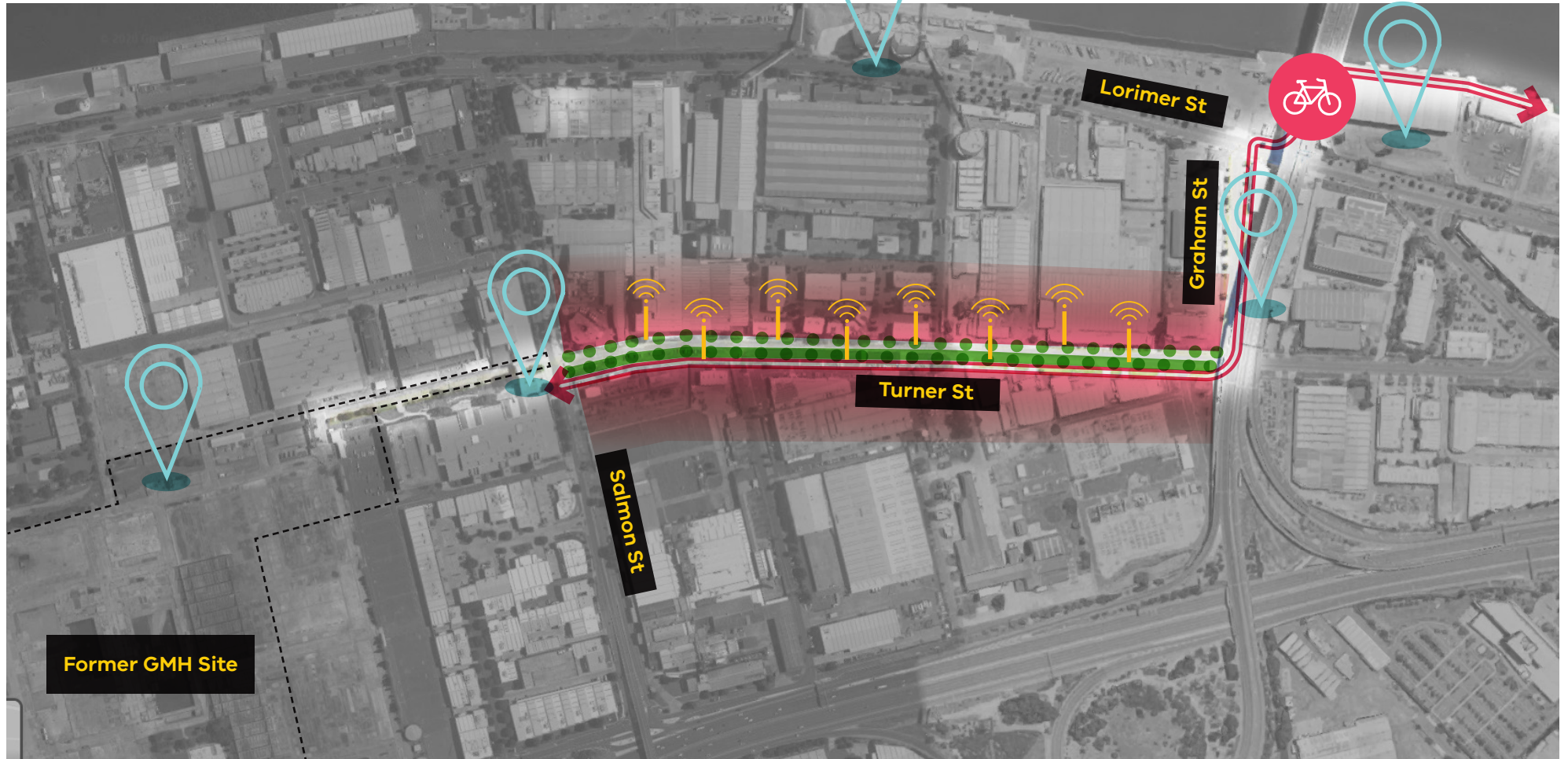
Deliver early corridor planting to signal green network transition of precinct and enable a more mature tree canopy cover with the opening of the University of Melbourne / GMH Site by 2024. This will cool and shade the corridor thereby reducing heat island effect, improving human comfort and contribute to improved biodiversity.

## Digital

Embed digital technology and digital technology governance and strategy into the one precinct from the beginning of renewal efforts to allow for living lab opportunities and the monitoring of renewal efforts to promote continuous learning.



# Opportunities



# Cycling Corridor



Cycle and pedestrian connection from southern bank of Yarra River and Yarra's Edge development, providing a safe crossing of Lorimer Street and protected path on Graham Street. Opportunity for public art, utilising Bolte Bridge undercroft. Consideration given to River Esplanade shared space with potential to delineate cyclists and pedestrians. Intersection may require modification which may impact timelines depending on approvals pathway. Yarra's Edge treatment will require coordination with Development Victoria and consider temporary opportunities.

Safe crossing of Turner Street and smooth transition from on-road to off-road cycle path in wide road reserve of Turner Street, including incorporating innovative and low-carbon materials wherever possible to showcase vision. Supported by early planting works and greening as well as public art opportunities.

Support safe crossing of Salmon Street and public realm improvements for the eastern entrance to the former GMH site, including opportunities for public art and temporary activation and amenity projects. Consider integration with existing on-road cycling paths on Salmon Street (C2 Strategic Cycling Corridor). This intersection may require modification which may impact timelines depending on approvals pathway.

Former GMH Site

Salmon St

Lorimer St

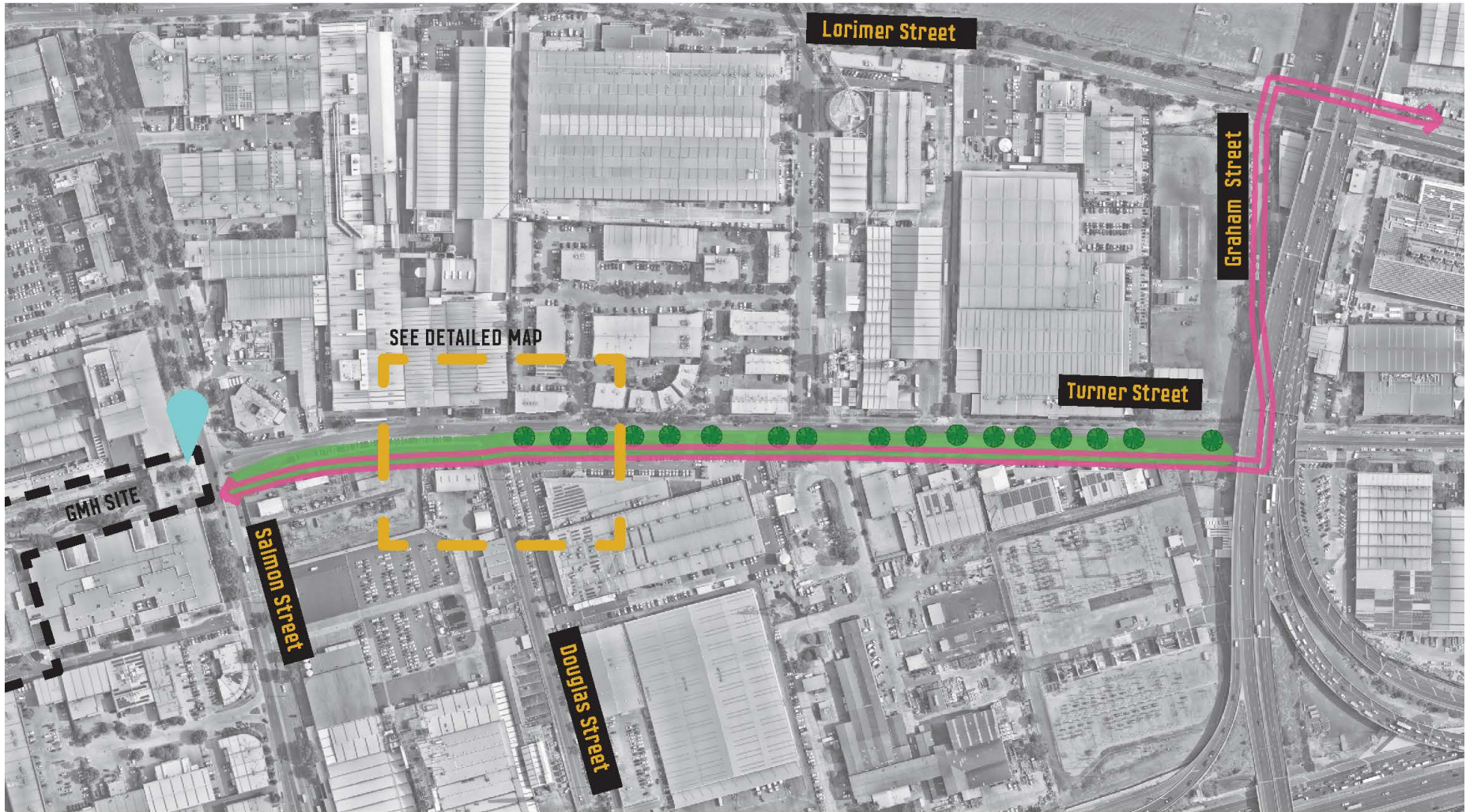
Graham St

Turner St

to CBD



# GATEWAY TO GMH SITE MAP



## LEGEND

 PLACEMAKING + ACTIVATION OPPORTUNITY

 GREENING

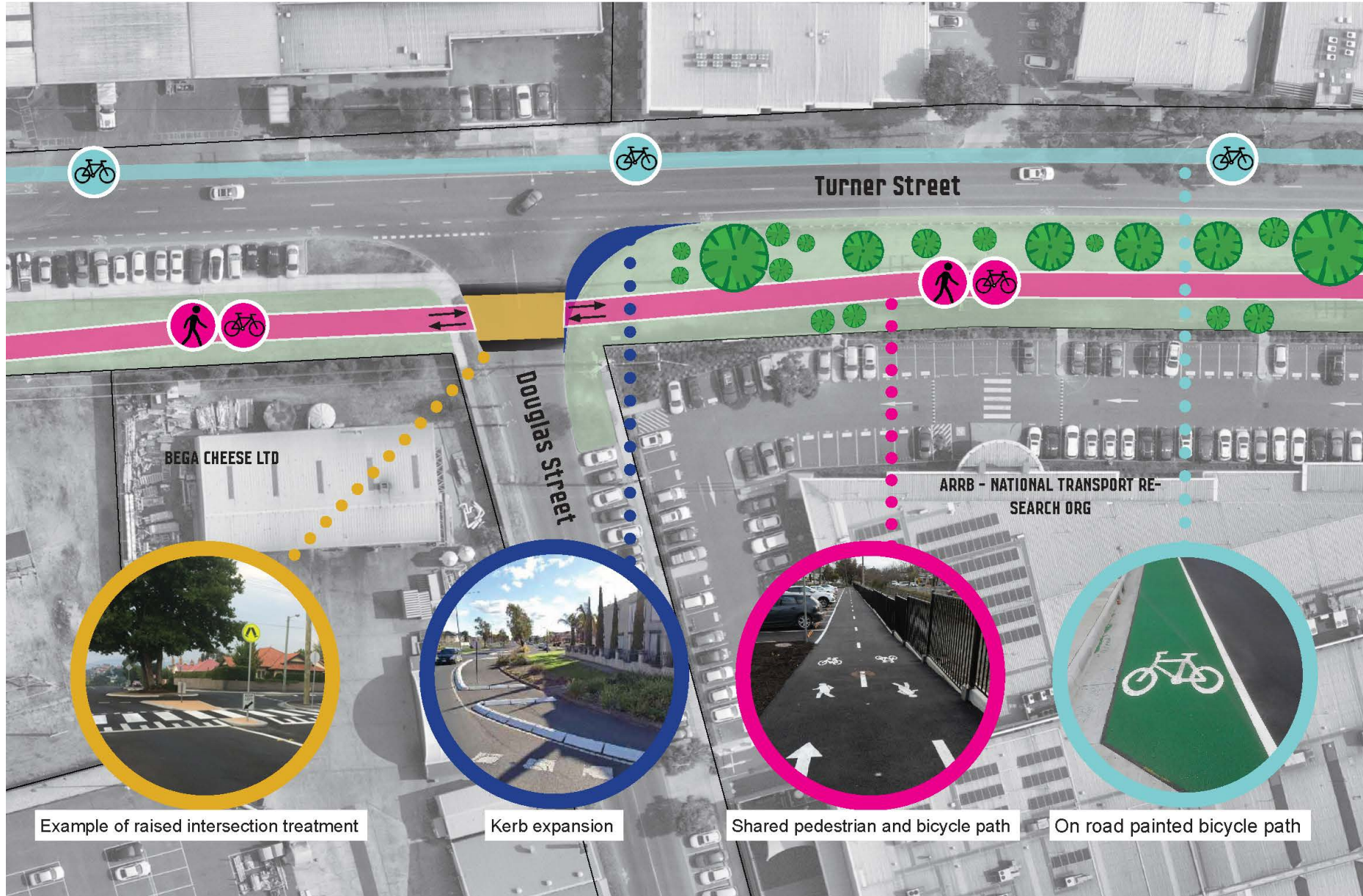
 SHARED PATH

Scale 1:2,00



# DETAILED MAP

Scale 1:500



Example of raised intersection treatment



Kerb expansion



Shared pedestrian and bicycle path



On road painted bicycle path

# DETAILED MAP

Scale 1:500

