

Report to the Future Melbourne Committee**Agenda item 6.4****Ministerial Planning Referral: TPM-2019-26
50-94 Waterfront Way and 2-16 Little Docklands Drive, Docklands****1 February 2021****Presenter:** Marjorie Kennedy, Head of Statutory Planning**Purpose and background**

1. The purpose of this report is to advise the Future Melbourne Committee of a Ministerial referral seeking approval of an addendum to the Waterfront City Outline Development Plan 2003 ('WFCDP'). The submitted 'Waterfront City East Development Plan – September 2021' ('The DP Addendum') would modify the future land use and built form guidance for the land located at 28-38 Pearl River Road and 3-43 Waterfront Way, Docklands (refer Attachment 2 – Locality plan).
2. The applicant is Ashe Morgan Pty Ltd, the owner is Development Victoria, and the architect is NH Architecture.
3. The land is located within the Docklands Zone Schedule 6 (DZ6) and is affected by the Design and Development Overlay Schedule 12 (DDO12 - Noise Attenuation Area) and Schedule 54 (DDO54 - Business Park Precinct, Area 1) and Parking Overlay Schedule 10 (PO10 - Docklands Business Park).
4. The DP Addendum seeks to amend the overall site layout, recommended building heights, setbacks and land uses contained in the WFCDP. The DP Addendum would realign the internal road, allow for buildings up to 90 metres in height with some built directly to the street frontage; and the use of the land for a mix of retail, commercial / office and residential uses.
5. A previous version of the DP Addendum (dated June 2020), presented at the Future Melbourne Committee Meeting on 15 September 2020 was not supported by Council. Key reasons for this decision included the overall site layout at ground and first levels, overshadowing and wind impacts.
6. Following considerable further engagement with both the Department of Environment, Land, Water and Planning (DELWP) and Council officers, the final revised DP Addendum, includes several positive design changes to address previous concerns. These include the removal of a raised deck across the ground plane and revised building envelopes which would result in significantly reduced overshadowing of Docklands Primary School and acceptable wind conditions within public areas.
7. DELWP, on behalf of the Minister for Planning, has informally referred the application to the Council for comment.

Key issues

1. The key issues relate to the proposed site layout, built form (including height and setbacks), the pedestrian movement network, and public realm impacts (including visual bulk, overshadowing and wind).
2. The redevelopment of Waterfront City East under a new DP Addendum with a greater development intensity than the WFCDP is generally supported, as is the mix of uses proposed including a high proportion of office uses. The revised site layout and building envelopes address the fundamental concerns raised in relation to the original proposal as considered by the Future Melbourne Committee. The gifting of unencumbered land to Development Victoria to establish a community centre in the future is also applauded.
3. Although concerns remain regarding the discretionary nature of controls, excessive car parking, insufficient bicycle facilities and insufficient detail in relation to signage; these are suitably addressed via recommend conditions.
4. The proposal is considered to be consistent with relevant provisions of the Melbourne Planning Scheme and is an acceptable outcome for the site and the broader precinct.

Recommendation from management

5. That the Future Melbourne Committee resolves to advise the Department of Environment, Land, Water and Planning that Melbourne City Council supports the application subject to the conditions listed in the delegate report (refer to Attachment 4 of the report from management).

Attachments:

1. Supporting Attachment (Page 3 of 211)
2. Locality Plan (Page 4 of 211)
3. Original Plans (Page 5 of 211)
4. Delegate Report (Page 166 of 211)

Supporting Attachment

Legal

1. The Minister for Planning is the Responsible Authority for determining this application.
2. The application is exempt from the notice of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3), and the review rights of section 82(1) of the *Planning and Environment Act 1987* (Act). Council therefore has no formal status under the Act in relation to the application.

Finance

3. There are no direct financial issues arising from the recommendations contained within this report.

Conflict of interest

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

Health and Safety

5. Relevant planning considerations such as traffic and waste management, potential amenity impacts and potentially contaminated land that could impact on health and safety have been considered within the planning permit application and assessment process.

Stakeholder consultation

6. The application is exempt from the notice of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3), and the review rights of section 82(1) of the Act.
7. It is the responsibility of DELWP on behalf of the Minister for Planning to refer this application to other referral authorities where required.

Relation to Council policy

8. Relevant Council policies are discussed in the attached delegate report (refer Attachment 4).

Environmental sustainability

9. The development has acceptable ESD targets to satisfy the requirements of Clause 22.19 (Energy, Water and Waste Efficiency) and Clause 22.23 (Stormwater Management).

Locality Plan

50-94 Waterfront Way and 2-16 Little Docklands Drive, Docklands



WATERFRONT CITY EAST

Development Plan

September 2021

AsheMorgan
INTUITIVE CAPITAL

LUODA
PROPERTY

OPEN
WORK

NHArchitecture

URBIS

This report has been developed through a collaborative process involving the full project team, comprised of:



Urbis
Planning

NHArchitecture

NH Architecture
Architecture



Open Work
Public realm and landscape



Cardno
Traffic



Mel Consultants
Wind

DISCLAIMER

This report is dated September 2021 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd's (Urbis) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Ashe Morgan for the purpose of the Development Plan and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievements set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

CONTENTS

01 EXECUTIVE SUMMARY	4	05 DESIGN EXCELLENCE	32	07 THE PUBLIC REALM AND LANDSCAPE	72
1.1. ROLE OF THE DEVELOPMENT PLAN	5	5.1 ARCHITECTURAL DESIGN PRINCIPLES	33	7.1 ENHANCE THE PUBLIC REALM	72
02 SITE INFORMATION AND DESCRIPTION	6	5.2 ARCHITECTURAL VARIETY	34	08 STAGING AND SITE PRESENTATION	90
03 URBAN DESIGN STATEMENT	10	5.3 PRECINCT PLINTH / PODIUM DEFINITION & GROUND PLANE PRINCIPLES	35	INDICATIVE STAGING	90
3.1 DESIGN PHILOSOPHY	10	5.4 VERTICAL TRANSPORT TO PUBLIC ACCESSIBLE SPACES	37	09 CONSULTATION	92
3.2 DEVELOPMENT FRAMEWORK	10	5.5 CENTRAL STREET	39	APPENDIX A	93
3.3 DEVELOPMENT PLAN OBJECTIVES	12	5.6 BUILDING 01	40	PLANNING POLICY IN FEBRUARY 2021	
3.4 PRECINCT PLAN	13	5.7 BUILDING 02	42	APPENDIX B	96
04 CONCEPT PLANS	14	5.8 BUILDING 03	44	INDICATIVE FUNCTIONAL ROAD LAYOUT	
4.1 LAND USE	14	5.9 BUILDING 04	46		
4.2 AFFORDABLE HOUSING	14	5.10 BUILDING 05	48		
4.3 CIVIC USE	14	5.11 BUILDING 06	50		
4.4 COMMUNITY BENEFIT	14	5.12 BUILDING 07	52		
4.5 ACTIVATION	17	5.13 KEY VIEWS	54		
4.6 BUILT FORM	19	06 MOVEMENT AND PARKING PLANS	61		
4.7 WIND	24	6.1 PEDESTRIAN CONNECTIONS	61		
4.8 SHADOWING	27	6.2 BICYCLE AND CAR PARKING.	69		
4.9 WEATHER PROTECTION	31				

01 EXECUTIVE SUMMARY

The Waterfront City East Development Plan (WCEDP) has been prepared on behalf of Ashe Morgan to update the Waterfront City Outline Development Plan from 2003 for the land described in Figure 1. It represents the specialist knowledge and design strengths of NH Architecture, Urbis, Open Work, MEL Consultants and Cardno.

The WCEDP responds to the changes which have occurred since the Outline Development Plan was prepared in 2003, particularly the following changes in strategic policy, physical and economic contexts:

The inclusion of E-Gate, Dynon and Arden-Macaulay as major urban renewal precincts;

A string of major urban renewal precincts has been created around the west and north-west of the CBD. This changes the access and future built form context of the site.

The unprecedented growth of Melbourne;

Melbourne has consistently exceeded growth forecasts. At the time of the preparation of the 2003 Outline Development Plan, Melbourne was expected to reach 4.5 million people by 2031. Melbourne's current population is approximately 5.0 million people, and will grow to 8.0 million in the mid-century.

The scale of development which has occurred in the precinct since 2003;

The Outline Development Plan was prepared in the context of (effectively) a clean slate. The surrounding context now includes buildings of up to 120-130 metres in height.

A shortage of sites capable of accommodating large scale commercial development; and

The growth of the CBD has led to a significant reduction in the number of sites capable of accommodating large scale development, particularly commercial development. If forecast requirements for residential and commercial floorspace are to be achieved, unconstrained sites will need to be fully utilised.

The limited commercial development which has occurred in the area.

Large scale commercial development has particular locational requirements, a fact which has become clearer through the recent growth years. This section of Docklands has seen limited commercial development due, in particular, to its distance from an accessible train station.

The WCEDP assists in facilitating Ashe Morgan's reinvigoration of the Waterfront City precinct; a process which was commenced by upgrades to The District Docklands, the delivery of a state of the art entertainment and dining precinct anchored by an 8 screen cinema and, on this site, the inclusion of a supermarket and a fresh food market through the entire ground floor of the existing car park with active frontages on surrounding streets. The update to the Outline Development Plan for Waterfront City East is the next step, forming a key plank in this regeneration process and has a vision:

To create a new village for Melbourne with all the uses, activities, spaces and places that support a healthy inner-city community — a genuine piece of Melbourne.

To achieve this vision, the updated Development Plan provides a set of use and development guidelines based around:

- Eight overarching objectives;
- Design requirements; and
- A series of concept plans, movement and parking plans and landscape plans.

Development of the site will need to be generally consistent with these objectives, design requirements and plans and in so doing, will be a positive outcome for the site and the precinct more generally.

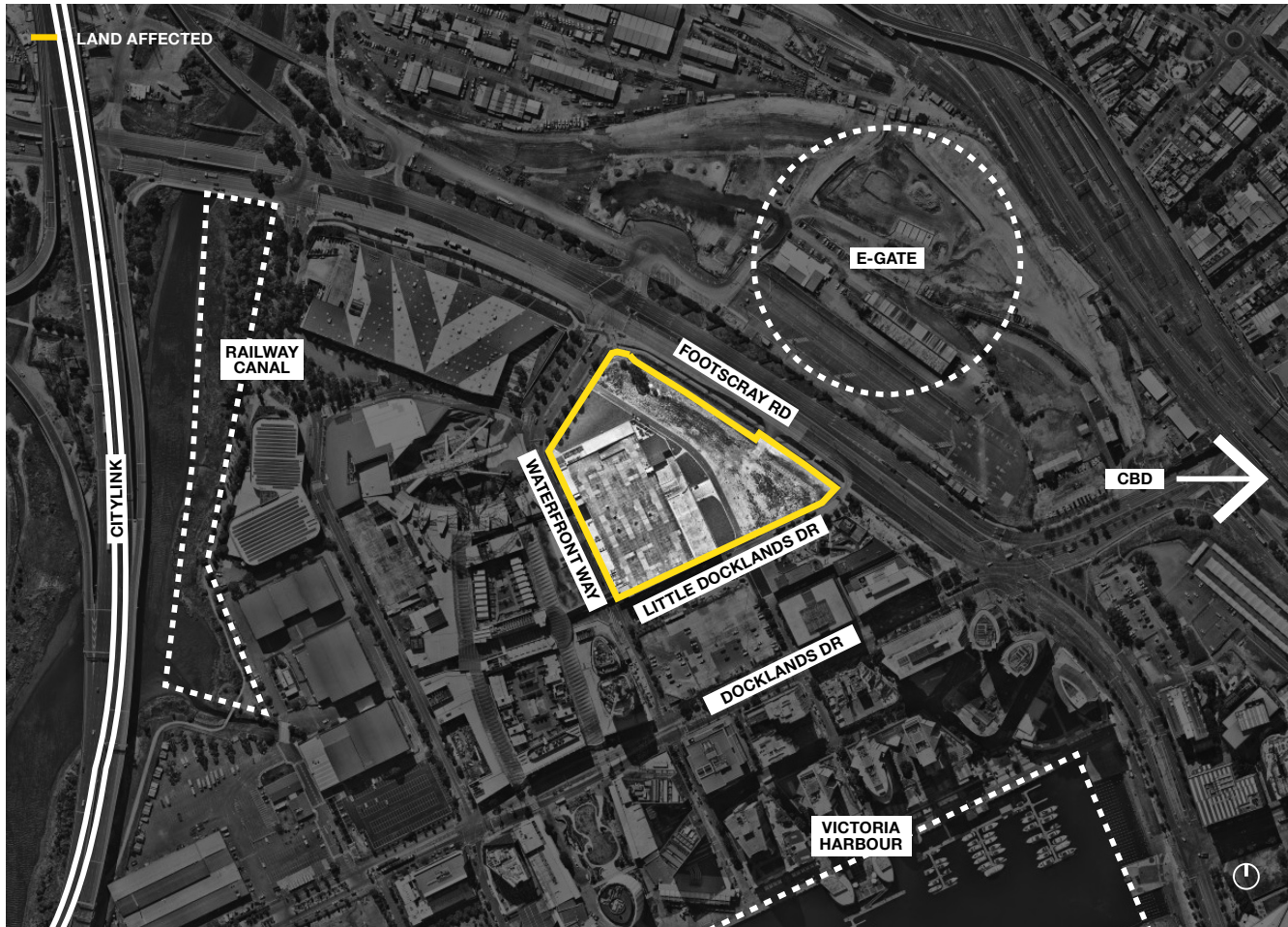


Figure 1 Land affected by the Development Plan

1.1. ROLE OF THE DEVELOPMENT PLAN

The Development Plan Overlay is applied to land which requires “the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop land”. Schedule 7 to the Development Plan Overlay applies to the “Business Park Precinct” of Docklands, which was identified as an area requiring such a control.

The “Business Park Precinct” currently has seven development plans incorporated into it, prepared between 1999 and 2017.

Use and development on the subject site is currently controlled by the Waterfront City Outline Development Plan which was approved on 28 November 2003. Given the age of this document, it is timely to reconsider the outcomes allowed on the site.

To do this, the Waterfront City East Development Plan has been prepared. It provides an updated framework which includes use and development parameters which responds to the current site context. This framework is designed to be flexible to allow the development of this part of Waterfront City to evolve, enabling an appropriate response to the site’s unique location and importance.

The Development Plan incorporates all information required by Section 2.0 of Schedule 7 to the Development Plan Overlay.

02 SITE INFORMATION AND DESCRIPTION

2.1 WATERFRONT CITY

Waterfront City is located to the north-west of the Melbourne Central Business District (CBD), with the remainder of the Docklands to the south, E-Gate and Arden-Macaulay to the north-east, Dynon to the north-west and the Port of Melbourne to the west.

The Waterfront City Outline Development Plan 2003 covers all land shown in Figure 2, stretching from Footscray Road to the north-east, to the Harbour to the south and Pearl River Road to the west.

This section of Docklands is connected to the Melbourne CBD via Dockland's Drive, and to the suburbs via Footscray Road/ City Link, which also positions the site within 20 minutes of the Melbourne Airport. Waterfront City has excellent active circulation which is further complemented by good access to public transport facilities including trams, buses and ferries. Access to trains is not currently as good as other forms of public transport.

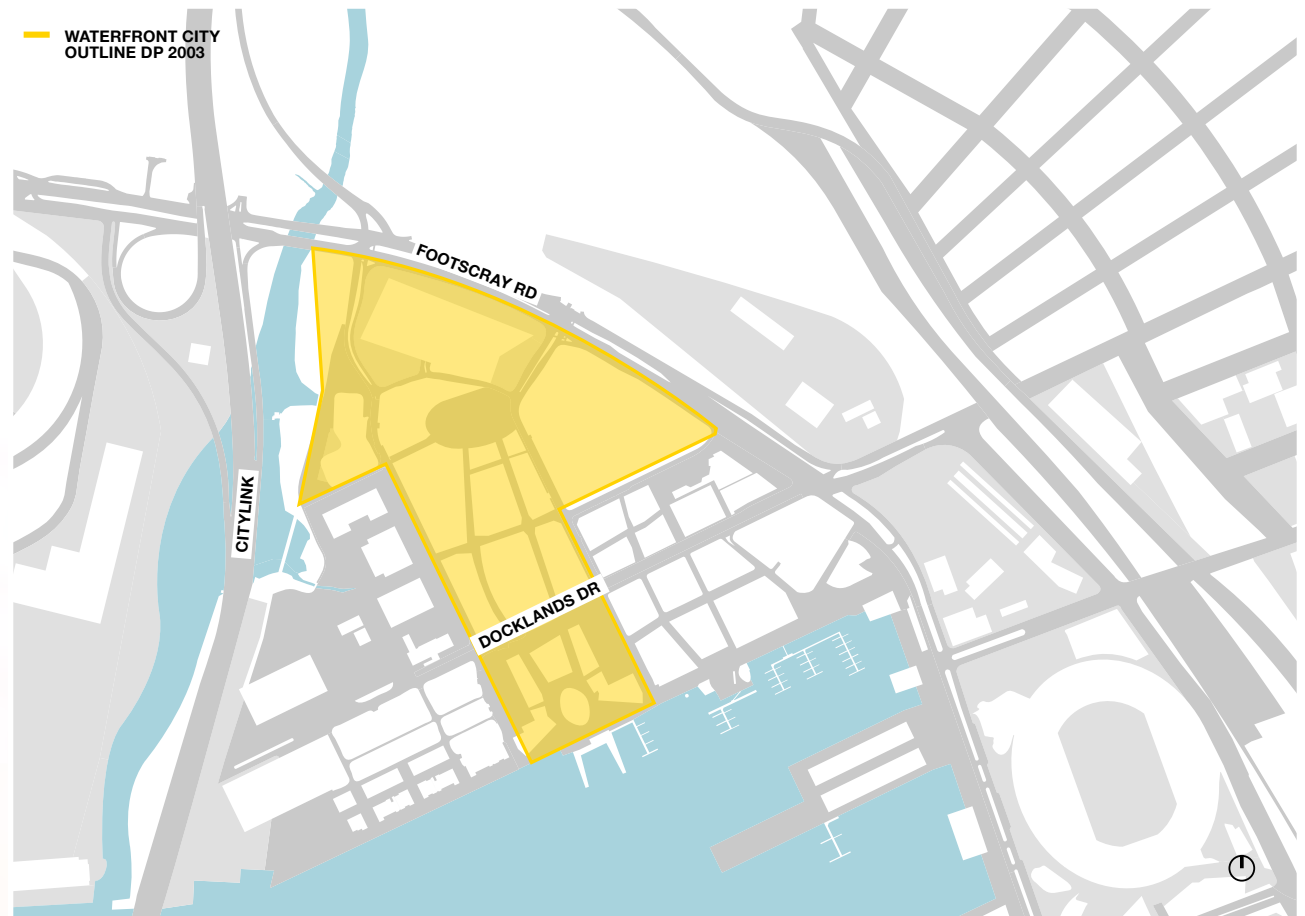


Figure 2 Waterfront City outline Development Plan 2003 Plan

Pedestrian and cycle networks to this section of Docklands are established, with these being further enhanced within the precinct as part of all development schemes.

Incorporation and enhancement of open space and the public realm is a key factor in driving the success of Waterfront City as an environment which encourages successful and usable spaces. Surrounding public open space is shown on Figure 4.

Development Plans within this part of Docklands have been evolving, including through an update to the Development Plan for New Quay Central (the southern part of Waterfront City) in 2012 and New Quay West in 2017. The Development Plans affecting land within Schedule 7 to the Development Overlay are shown in Figure 3.

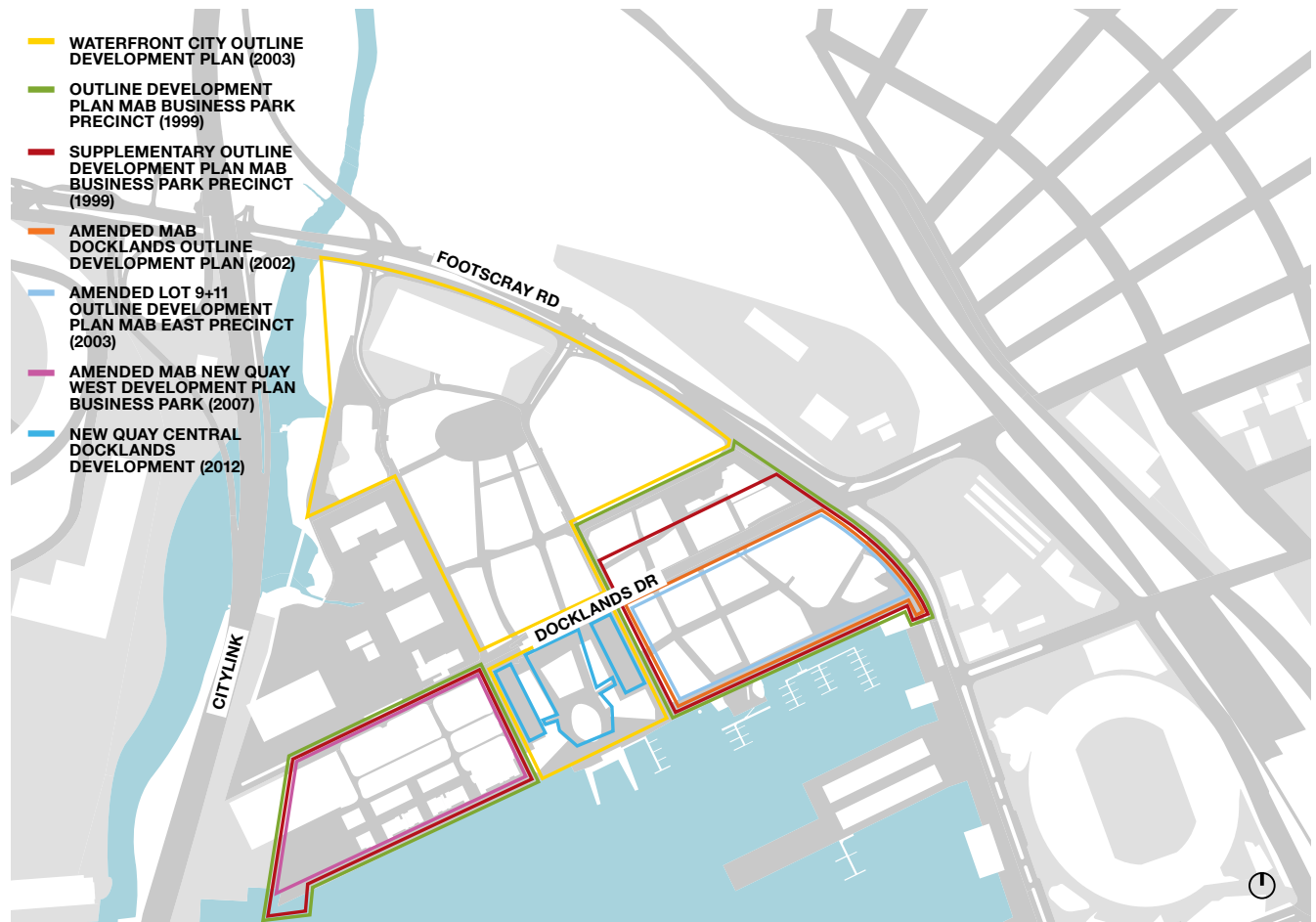


Figure 3 Development Plans within the DP07



Figure 4 Public Space Plan

2.2 WATERFRONT CITY EAST

The land affected by this Development Plan is known as Waterfront City East and is located at the eastern edge of this precinct. It is bound by Footscray Road to the north-east, Little Docklands Drive to the south and Waterfront Way to the west and wrapping around to the north-west. The site has an overall area of 30,211 sq.m with an existing multi-level car park occupying approx. 9,200 sq.m of the site.

The site is developed as follows:

- A 6 storey public car park is located in the western part of the site. It provides for 2,183 car parking spaces. Two raised links are provided across Waterfront Way to The District Docklands.
- The land is otherwise vacant but for fences. There are no buildings of heritage value on site.
- The land is generally flat.
- No significant vegetation exists on site.

A portion of the frontage to Footscray Road was acquired to accommodate a new elevate bike veloway resulting a 'stepped' frontage.

Figure 5 shows the existing conditions of the land.

2.3 APPLICABLE POLICY

The planning policies which apply to the site at the time this Development Plan is written are outlined at Appendix A.

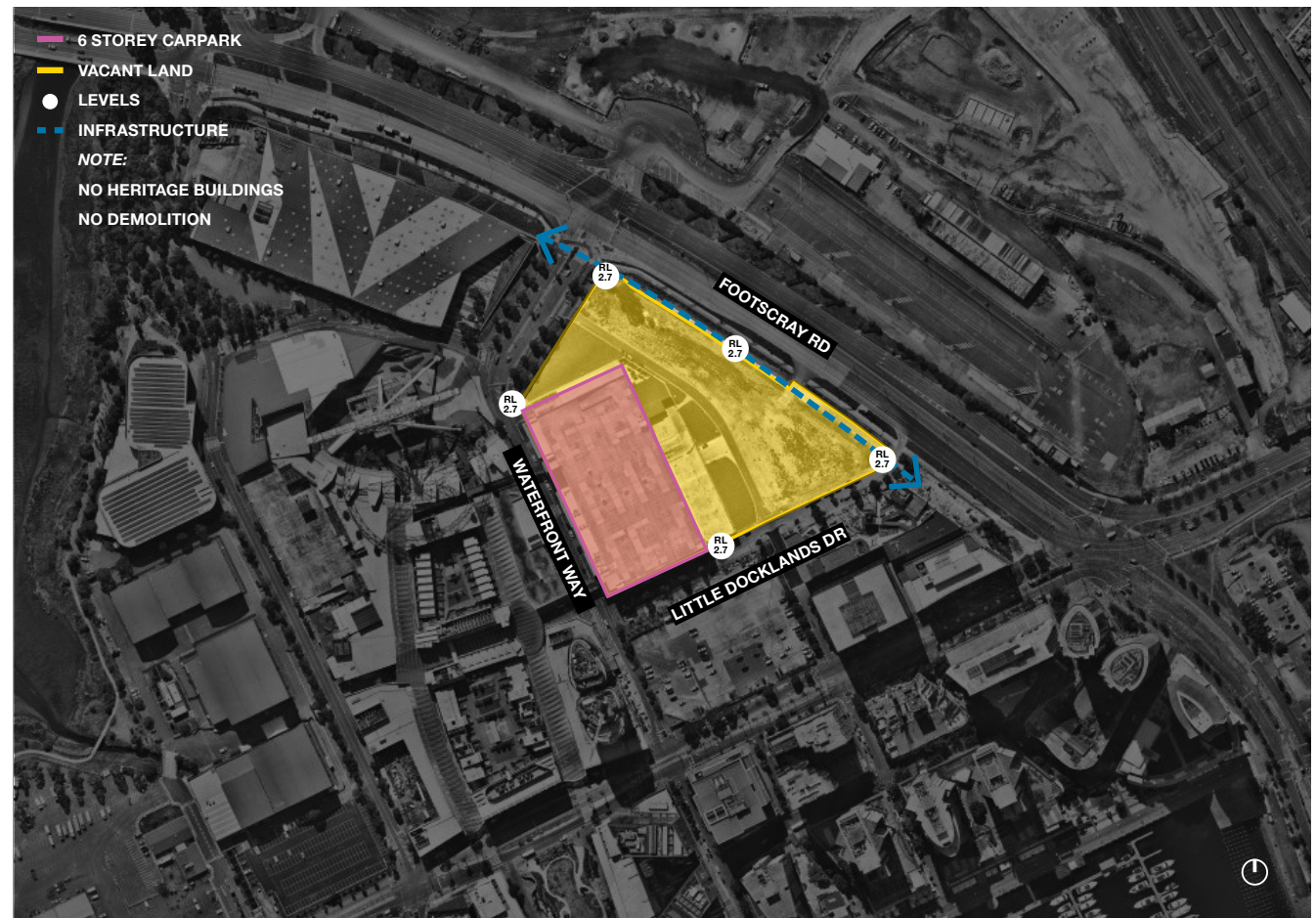


Figure 5 Existing Conditions

03 URBAN DESIGN STATEMENT

3.1 DESIGN PHILOSOPHY

The vision for the WCEDP is:

To create a new village for Melbourne with all the uses, activities, spaces and places that support a healthy inner-city community — a genuine piece of Melbourne.

3.2 DEVELOPMENT FRAMEWORK

The development framework is firstly informed by the site attributes that have been identified through a thorough analysis of the site and its strategic, physical and economic context. The major site attributes and the opportunities that arise from these attributes are as follows:

ATTRIBUTES	OPPORTUNITIES
Poor connectivity to major rail transport hubs	Integrate a destination for the North Melbourne link, that can accommodate a connection to West Melbourne (via E-Gate)
Bolte Bridge: A defining edge condition	Create a distinct western entry and edge to the central city
Existing multi-level car park on site	Repurpose ground floor for supermarket and market hall to activate ground plane and use the underutilised roof deck
Land is located immediately to the north of a proposed new school open space	Activation and shared uses and communal spaces
Large land holding of 3 Ha in single ownership	Develop a site of significant scale
Poor streetscape and little activation on perimeter streets of the site	Improved streetscapes with ground level activation and a rich public network
Context of predominantly single use buildings	Genuine mixed-use development
Significant frontage to Footscray Road	Recognising the introduction of the West Gate veloway. Contribute to a genuine Boulevard streetscape as entry to the City.

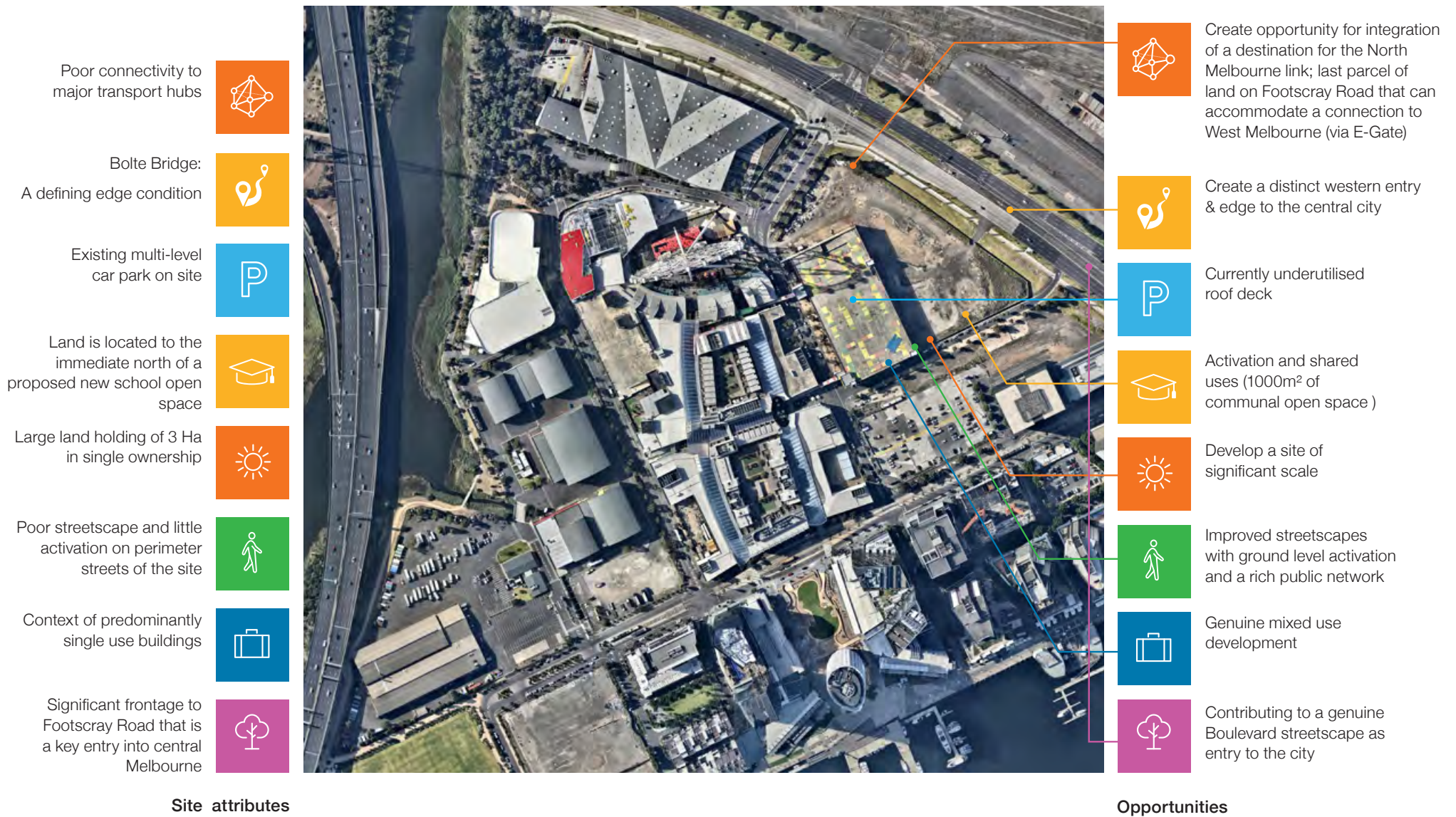


Figure 6 Realising the Precinct Vision

3.3 DEVELOPMENT PLAN OBJECTIVES

These site attributes and opportunities together with specialist input from NH Architecture, Urbis, Open Work, MEL Consultants and Cardno, have informed the WCEDP. The Development Plan is based on eight critical objectives:

Concept Plans

1. Create a significant employment focus that, together with a residential offering, will allow for the development of a true mixed-use precinct which will contribute to the success of the broader Docklands area;
2. Provide active frontages at ground level, including encapsulating and transforming the existing multi-level car park to activate the ground plane and edges of the structure with new uses, as well as providing residential uses in the upper levels contributing to the site activation;
3. Provide a series of buildings of individual design excellence that respond to the opportunities and constraints of the site;
4. Protect significant privately owned communal space and public spaces from unreasonable wind and overshadowing impacts;

Movement and Parking Plans

5. Provide the opportunity to incorporate an integrated “landing point” for a connection from North Melbourne across E-Gate to Docklands;
6. Create a series of connections and linkages through the site to integrate with the wider pedestrian network;
7. Ensure an appropriate provision of car parking and bicycle spaces and a road network which provides for safe and efficient access and egress; and

Public Realm and Landscape Plans

8. Enhance the public and communal realms through the provision of open space and streetscape improvements that link to the broader network of open space.

These eight objectives will be met through compliance with the development requirements and their associated concept plans, movement and parking plans and landscape plans as articulated through Sections 4-6.

3.4 PRECINCT PLAN

The eight objectives include a series of plans and development requirements to guide the future development of the land. The Precinct Plan contained at Figure 7 provides an overarching summary of the key development outcomes of these objectives, and in particular shows:

- A mix of employment and residential floor space;
- Substantial open space provisions;
- A diverse range of building forms and heights;
- A prominent building on the corner of Footscray Road and Waterfront Way;
- Integration of a potential future connection to North Melbourne;
- Protection of the future school to the south from wind and shadow impacts;
- The retention of key views from the Melbourne Star across the site to the CBD; and
- The allocation of a 1,250 sqm site (Building 4) for civic uses to serve the northern Docklands community.

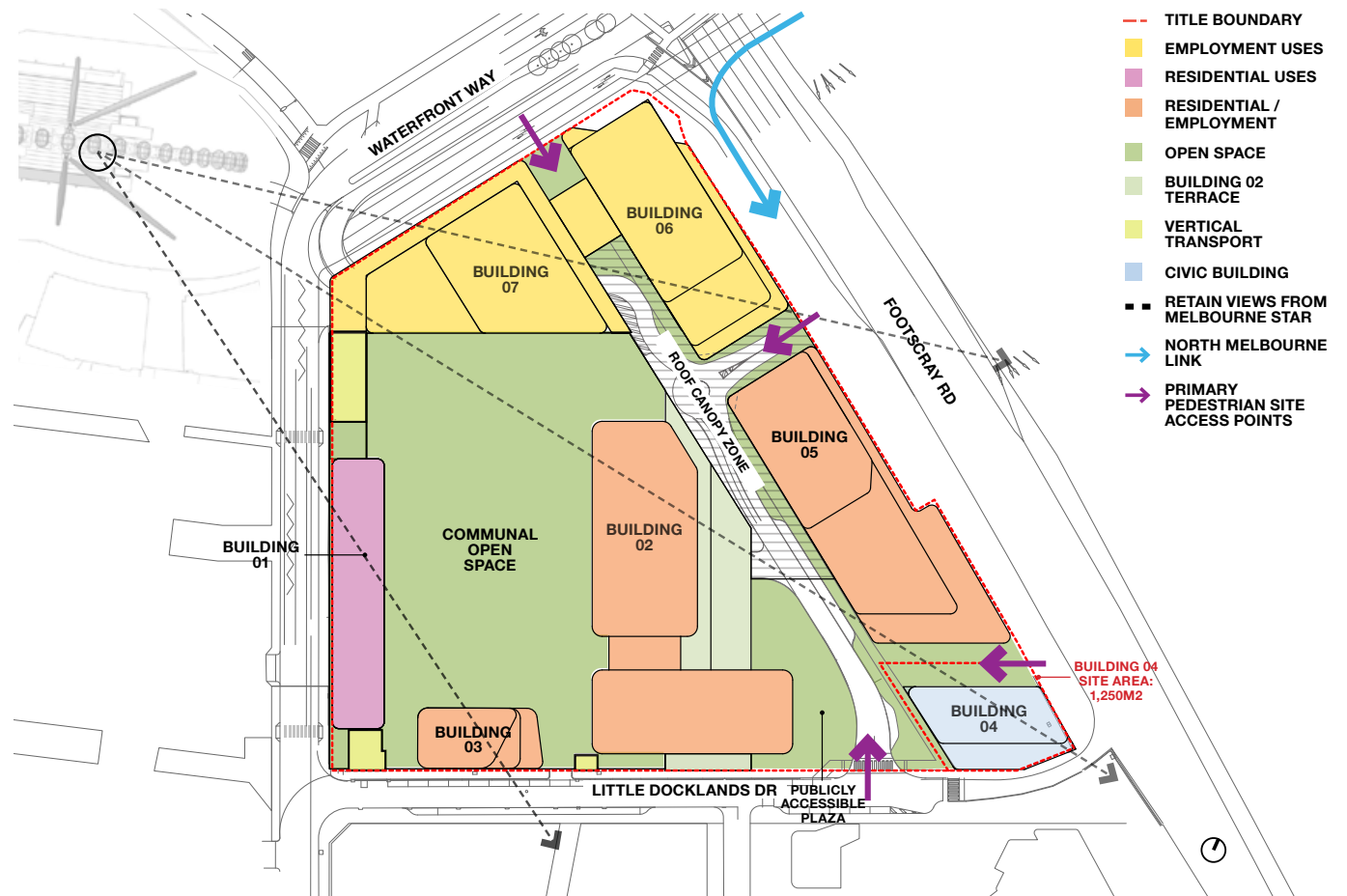


Figure 7 Precinct Plan - Roof Plan

04 CONCEPT PLANS

4.1 LAND USE

Create a significant employment focus that, together with a residential offering, will allow for the development of a true mixed-use precinct which will contribute to the success of Docklands.

Uses within the development should be predominantly employment focussed (being retail, office, education, health, services and residential hotel and associated car parking).

This variety of employment uses will bring greater activity to the street level and provide large scale floor plates at upper levels which draw high quality tenants into the area.

To facilitate a dynamic, 24 hour activity precinct, medium to high density residential uses (comprising dwellings and residential hotels and associated car parking) are included alongside this substantial offering of employment uses.

To ensure this mix of uses is provided, the following development requirement should be met:

- a maximum of 89,500 sqm of residential floorspace.

The location for the employment and residential uses should be generally in accordance with Concept Plans 1 and 2.

4.2 AFFORDABLE HOUSING

Concept Plans 1 and 2 nominate Buildings 2 and 5 to be developed for employment or residential purposes. A provision of affordable housing should be considered for incorporation into Buildings 2 and 5, if developed for residential purposes.

Any component of affordable housing should be provided in accordance with the Ministerial Notice and be generally consistent with State and local planning policy objectives. Any provision of affordable housing would be provided through voluntary agreement and should not exceed 6% of total dwellings of Buildings 2 and 5 if used for residential purposes.

The inclusion and delivery of any affordable housing should be resolved as part of a permit application process for Building 2, if developed for residential purposes.

4.3 CIVIC USE

The land at the south-east corner of the site located adjacent to Footscray Road and Little Docklands Drive as shown on Concept Plans 1 and 2 will be reserved for civic uses to serve the northern Docklands community. The civic use site will have an area of 1,250 sqm.

The site has been selected due to its proximity to the Docklands Primary School and the publicly accessible plaza and offers the opportunity for future activities to integrate with these spaces.

The developer of the Waterfront City East Plaza will make the land available for this purpose with the future use and development of the land to be determined and delivered by Development Victoria and the City of Melbourne. The range of potential uses could include a sports court, a multi-purpose community hub, etc.

The scale of the future development of the site shall be generally in accordance with the building envelope and design principles as set out for Building 4 in Section 5.9.

4.4 COMMUNITY BENEFIT

The proposed development of the precinct to be facilitated by the approved Development Plan will provide several significant community benefits, including:

- The proposed land contribution of 1,250 sqm for civic uses is a greater area than the public open space area of 1,000 sqm as required with the previous development plan for the site.
- The site has the opportunity to be utilised in conjunction with the activities of the Docklands Primary School.
- The opportunity for the site to be developed for a range of community facilities that will serve the residents and workers of the northern part of Docklands beyond the subject site itself.

It is noted that in addition to the increased provision of land available for community use the Waterfront City East precinct will provide further privately owned and managed spaces being:

- The provision of a privately owned but publicly accessible plaza located at ground level adjacent to Building 2 and fronting Little Docklands Drive opposite the civic use site. The area devoted to this plaza will be approximately 1,500 sqm.
- The proposed civic space provides the opportunity for the development of community facilities or the provision of other civic activities that will complement the publicly accessible plaza and nearby Docklands Primary School.
- A larger area of communal open space of approximately 8,000 sqm will be provided above the multi-deck car park.

The provision of the civic uses site and the privately owned but publicly accessible spaces represent a significant improvement in the provision of community land and other spaces when compared to that provided in the 2003 Waterfront City Outline Development Plan for the site.

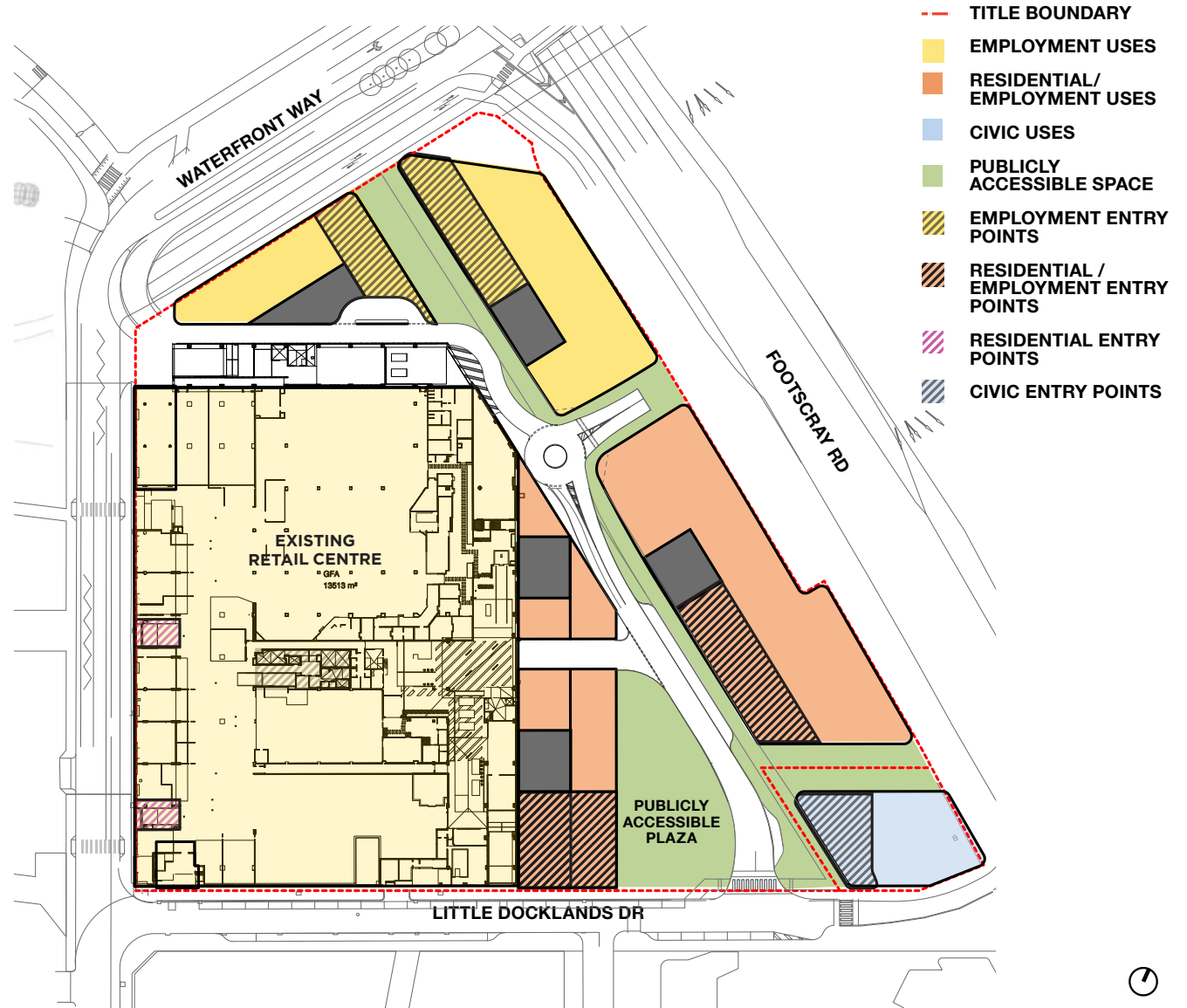


Figure 8 Concept Plan 1 - Ground level uses



Figure 9 Concept Plan 2 - Tower uses, Roof Plan

4.5 ACTIVATION

Provide active frontages at ground level, including encapsulating and transforming the existing multi-level car park to activate the ground plane and edges of the structure with new uses in the upper levels contributing to site activation.

A high level of public interaction and activity will be provided at the ground level to ensure a safe and interesting public environment around the site. This will include repairing the interface between the car park and the surrounding footpaths and providing active uses, including retail tenancies, lobbies, public entries and vertical circulation spaces along Waterfront Way, part of the Footscray Road frontage and Little Docklands Drive.

The proposed veloway will block access and visual connection to Footscray Road. The aim will be to provide active frontages, but will be dependent on the final design of the veloway.

The service road frontages will provide for access and visual connections.

Residential uses at upper levels will also be designed to provide passive surveillance of and interaction with public and communal spaces.

To achieve this, the following design requirement should be met:

- Active uses to a minimum of 50% or 80% of the frontages as identified in Concept Plans 3.
- May include smaller retail tenancies and larger format retail.
- Provide visually connected lobby spaces.
- Upper level residential and commercial uses should be designed to provide surveillance of public and communal spaces in the areas identified in Concept Plan 4 to ensure safety through incorporation of CPTED principles.

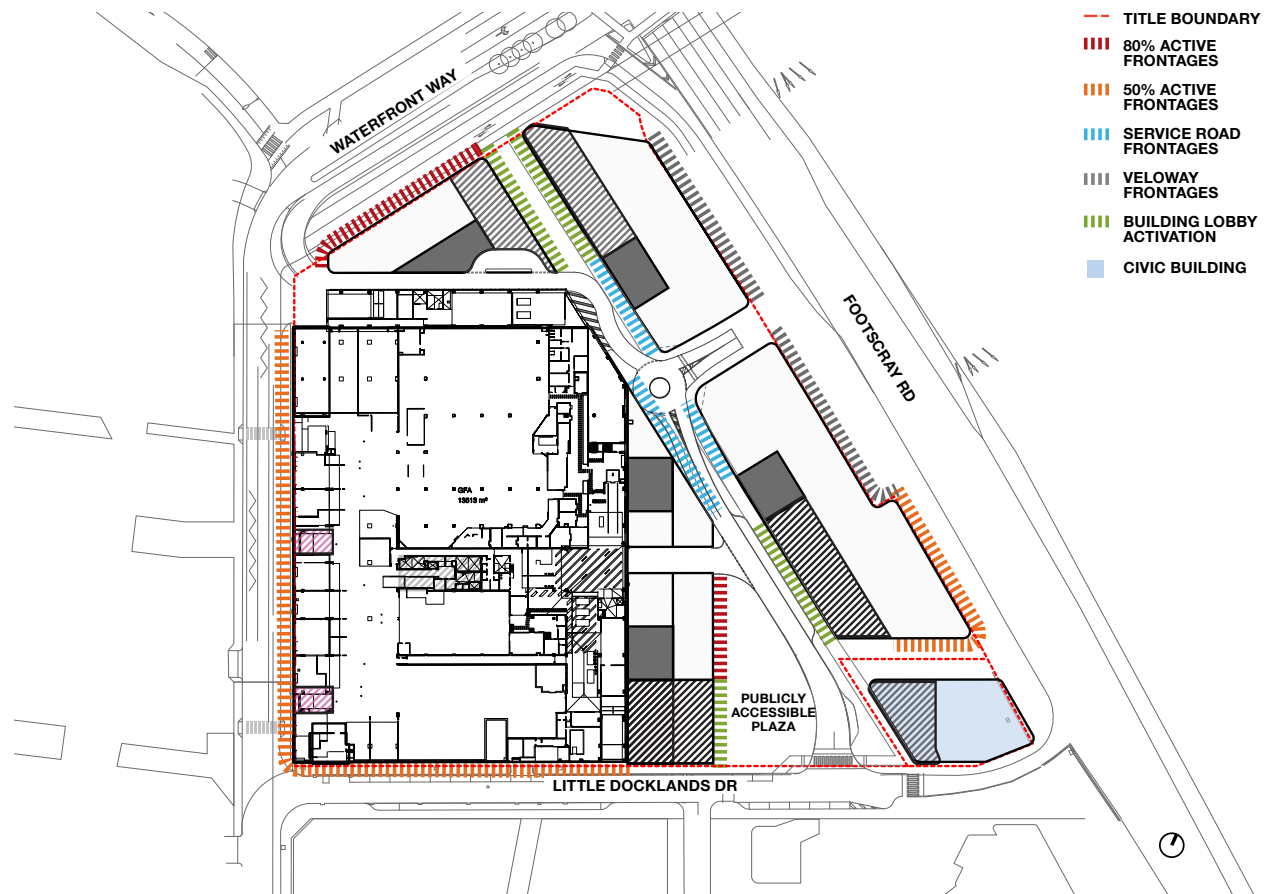


Figure 10 Concept Plan 3 - Ground Floor Public Realm Activation

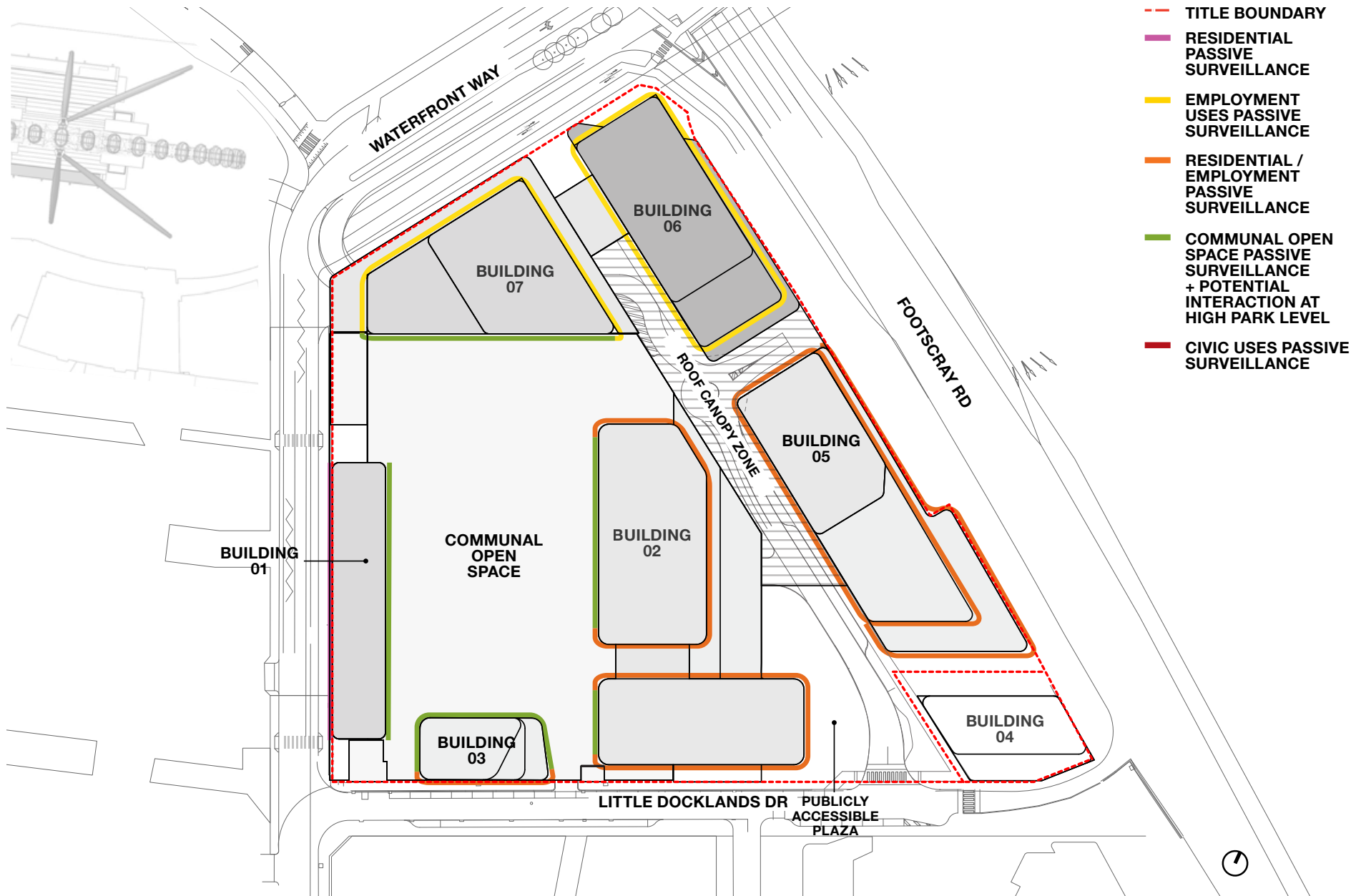


Figure 11 Concept Plan 4 - Upper Level surveillance of public and communal spaces

4.6 BUILT FORM

4.6.1 Maximum Building Heights

Maximum heights are designed to respond to their context, with the greatest height in the northern corner to mark the entry to the CBD and Docklands, and reduced heights to the south to protect important views from the Melbourne Star and minimise wind and shadow impacts. Development should generally achieve the following:

- The maximum height for each of the towers (including plant and service) should be no greater than shown in Concept Plan 5.
- The maximum building heights and locations should generally allow continued views of the CBD from uppermost pods of the Melbourne Star within the primary view cone shown in Concept Plan 7 and Sightlines 1 and 2. Note if the Melbourne Star is removed this requirement will not apply.
- Ensure that there is no new overshadowing of the open areas of the Docklands Primary School between 9:00 am and 2:00 pm.

4.6.2 Podium heights and tower setbacks

Podium heights and tower setbacks should respond to their interface and provide a pedestrian friendly scale. Development should be generally consistent with Concept Plan 6, achieving the following:

- The podium height along the northern and eastern frontages should be no higher than 4-5 storeys (maximum height of 22 metres) with a minimum setback of 3-5 metres to the towers above;

- The building on the corner of Footscray Road and Waterfront Way is to hold the corner and sit above a potential integrated landing point for the link to North Melbourne;
- The podium height along Little Docklands Drive, opposite the school, should be no higher than 2 storeys, with upper levels set back to ensure compliance with the overshadowing design requirement; and
- No podium height or upper level setbacks are to be provided for construction above the existing car park.
- Tower separation within the site to be minimum 10-25m.

4.6.3 Internal Amenity and ESD

The towers should be separated to ensure high quality internal amenity and ESD performance. Development should generally achieve the following:

- The separation between the buildings should generally be no less than shown in Concept Plan 6.
- A minimum 5 Star Green Star/ Nabers rating.

4.6.4 Indicative Floor Areas

Building	Indicative Floor Area (GFA)	Indicative Uses
1	17,250m ²	Residential
2	44,750m ²	Workplace or Residential
3	2,635m ²	Workplace or Residential
4	1,525m ²	Civic Uses
5	27,260m ²	Workplace or Residential
6	42,390m ²	Workplace
7	35,935m ²	Workplace
Total	171,743m²	

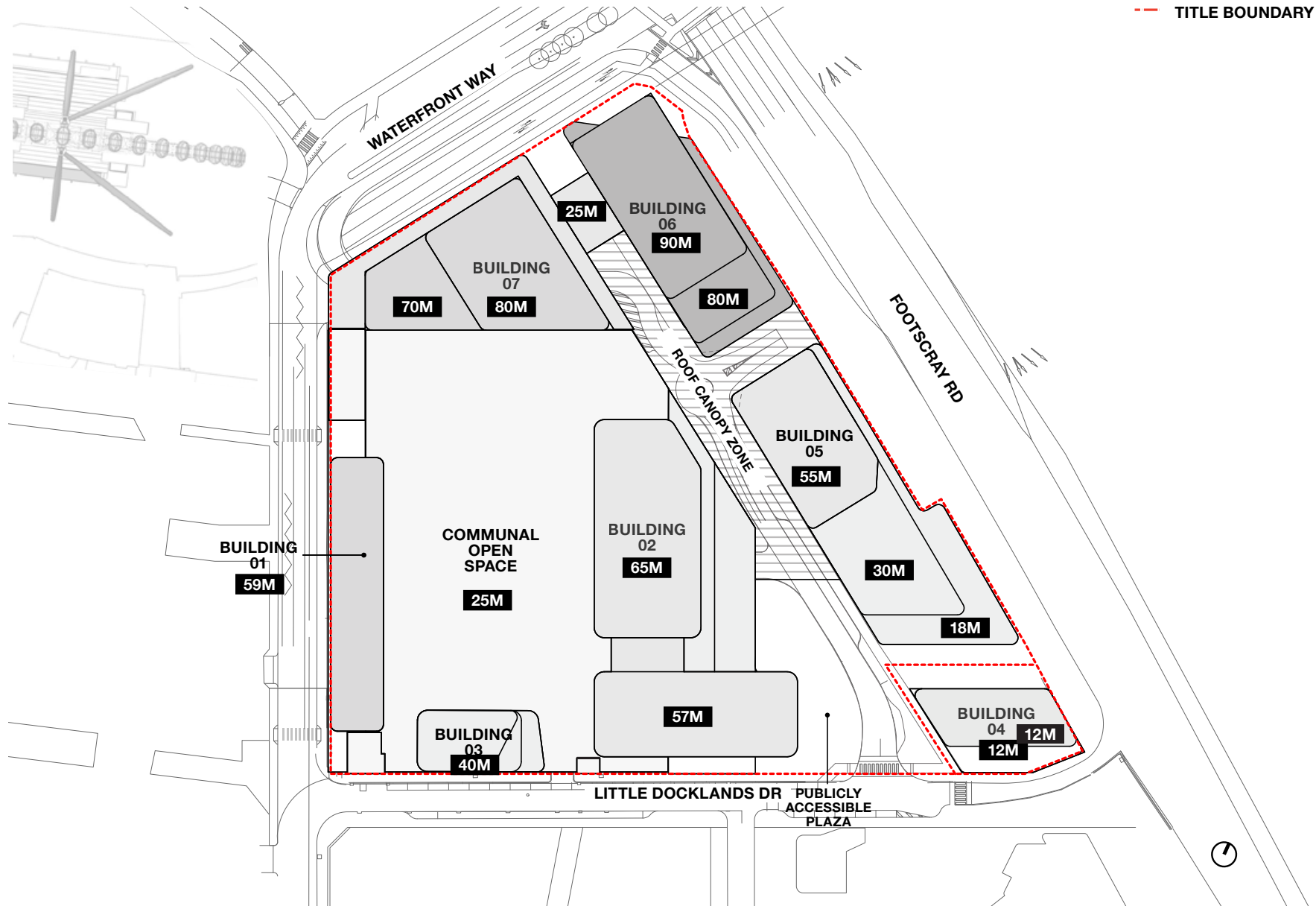


Figure 12 Concept Plan 5 - Maximum heights, Roof plan

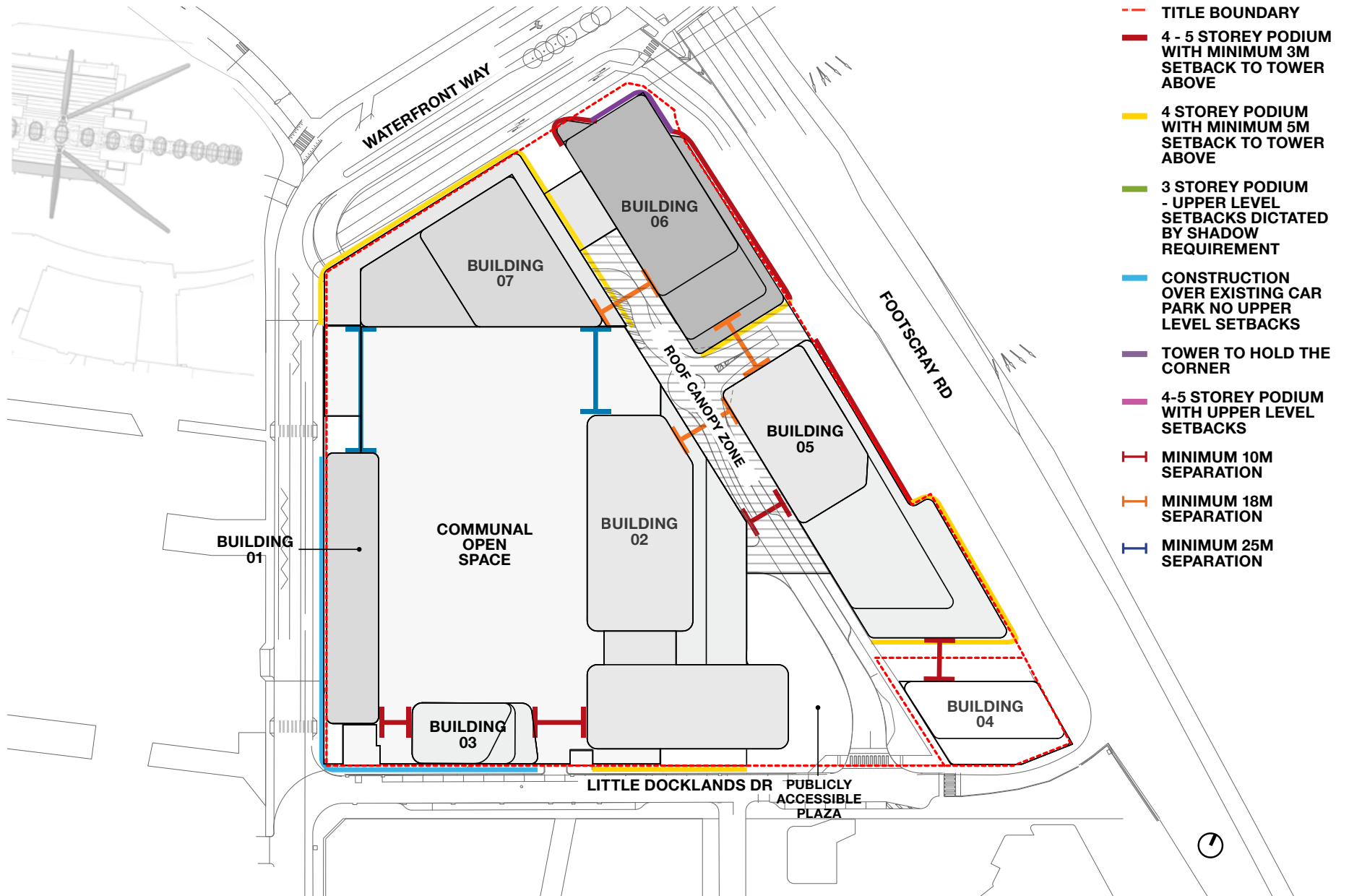


Figure 13 Concept Plan 6 - Podium Heights, Tower Setbacks and Tower Separation - Roof Plan

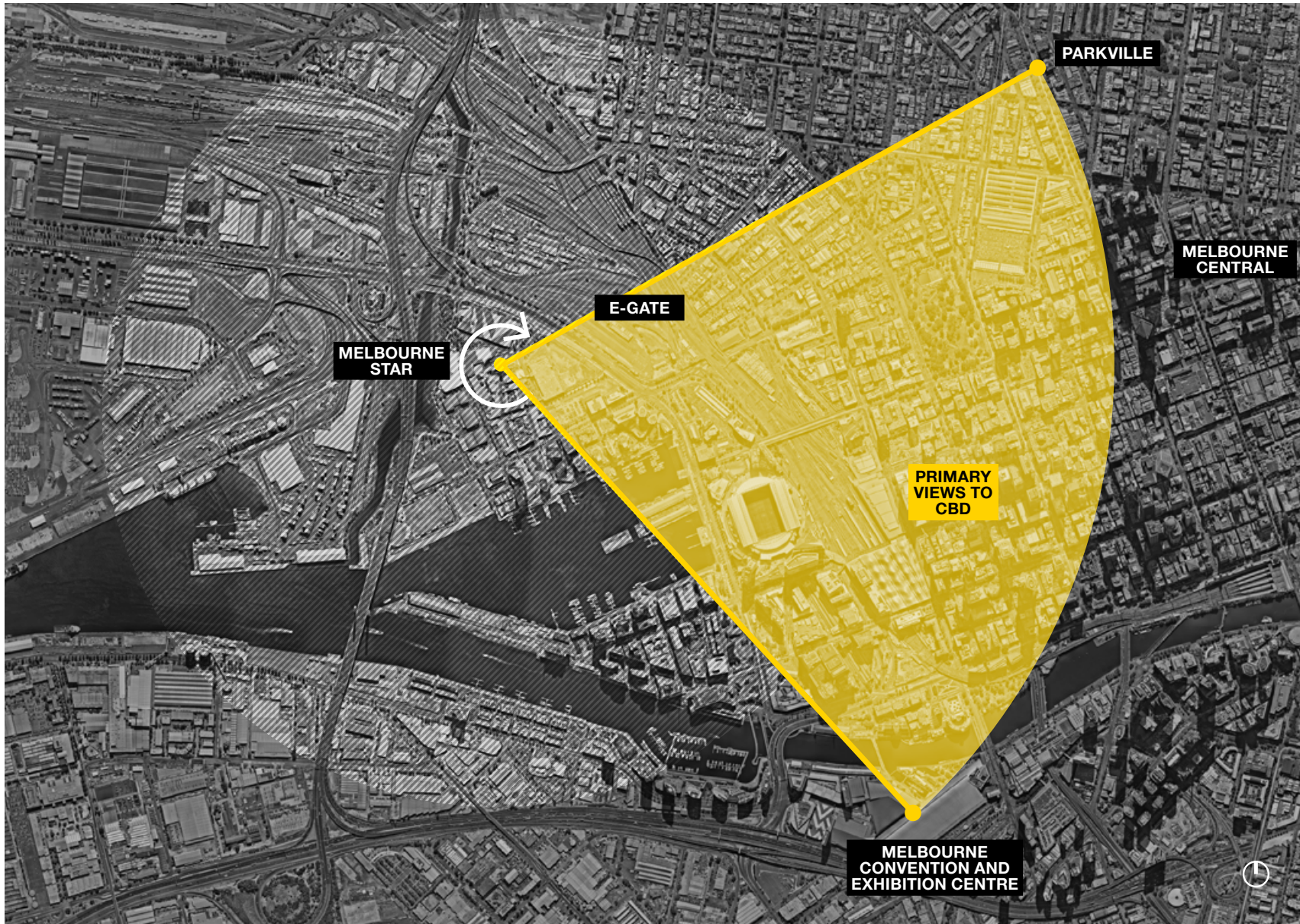
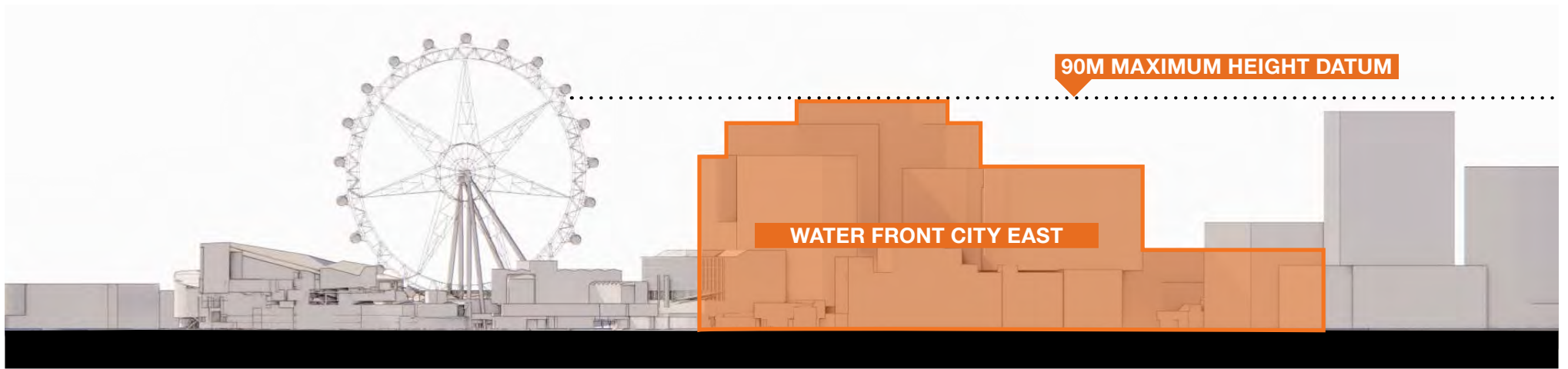


Figure 14 Concept Plan 7 - Melbourne Star view cone



Sightline 1



Sightline 2

4.7 WIND

Protect significant communal and public spaces from unreasonable wind and overshadowing impacts.

4.7.1 Wind Conditions

Development should ensure that all public and communal areas are protected from unreasonable wind impacts so that they are safe, usable and appropriate for their intended purpose. To achieve this, the following design requirements should be met, generally as shown in Concept Plans 8 and 9:

- A minimum of stationary criteria:
 - In sections of the communal space designed for long term stationary use;
 - around entrances and key pedestrian activity areas; and
 - Within the open space courtyard of Docklands Primary School on the southern side of Little Docklands Drive.
- A minimum of walking criteria:
 - On footpaths surrounding the site and within the new road;
 - In the two publicly accessible spaces on Footscray Road and Little Docklands Drive;
 - In sections of the communal space other than identified above;
 - On the future North Melbourne link.

The resolution of the specific location of entrances, key pedestrian activity areas and areas for long term stationary uses, i.e. outdoor dining, will be resolved at the permit application stage for each building and will be done so with specific guidance by project wind consultants.

The ability to achieve stationary criteria within the courtyard of the Docklands Primary School can be achieved through various design measures and will be resolved at the permit applicant stage for the relevant buildings and will be done so with specific guidance by the project wind consultants.

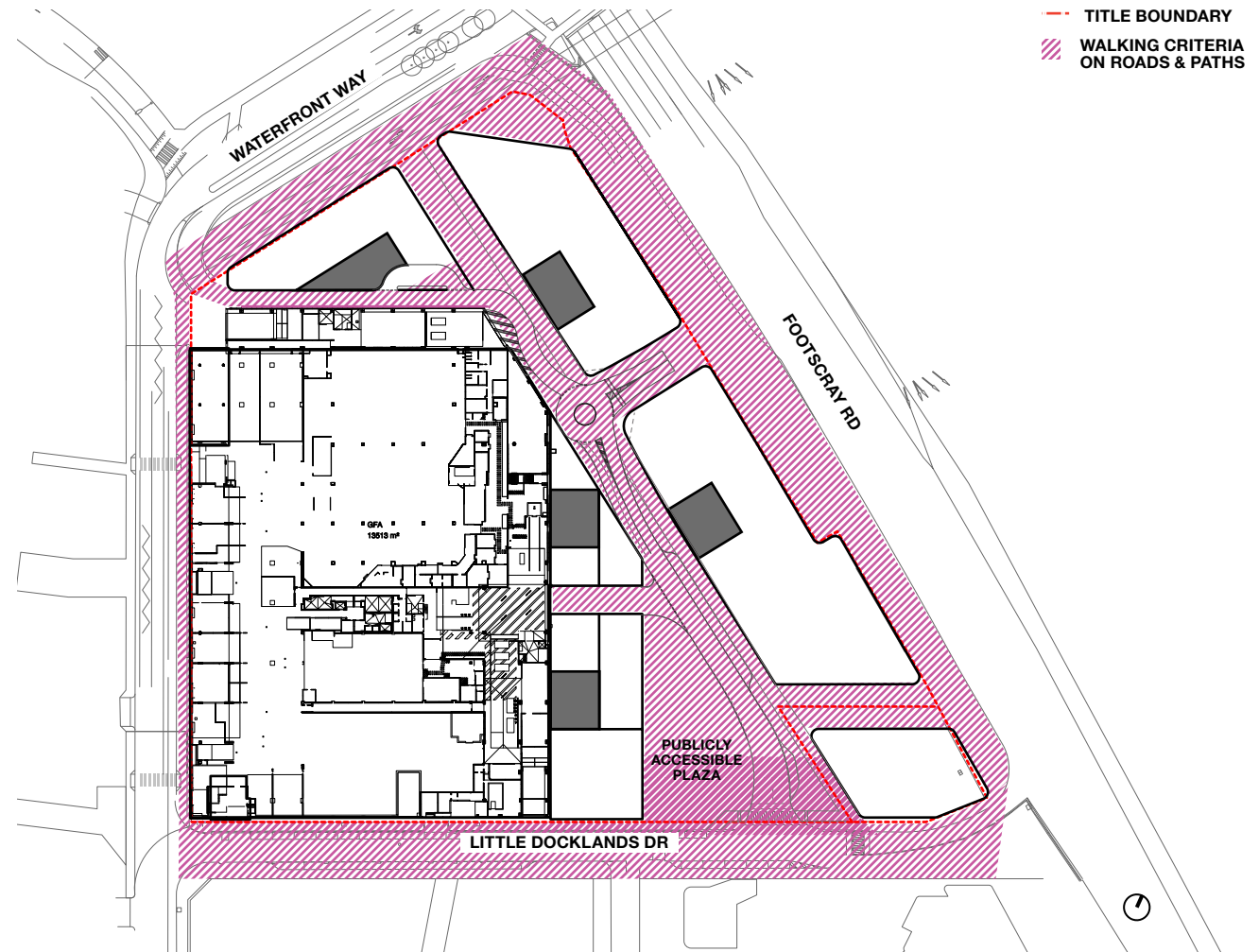


Figure 15 Concept Plan 8 - Wind standards

Wind Mitigation Measures

In order to achieve the appropriate wind conditions wind mitigation measures may include (but are not limited to) the following:

- Venting through the building to alleviate ground level wind impacts;
- High balustrades; and
- Localised porous wind break screens (private and communal spaces only)

Design Principles Roof Canopy Zone

The central service road will be provided with a high-level canopy to create a low wind environment. The canopy design will be similar to those already provided within the Waterfront City precinct. The following design principles will guide the potential development of the canopy:

- The first preference is to ensure that the development of the precinct creates acceptable wind conditions (e.g. stationary and walking) that do not require the provision of the Service Road canopy.
- If a canopy is required to ameliorate wind impacts at street level, it must facilitate natural ventilation and be transparent to allow for daylight and sunlight penetration.

Elevated Communal Space

The design of the elevated communal space must include a detailed wind mitigation strategy to provide for at least Walking Comfort criteria in all areas. Potential mitigation measures may include:

- Glazed screening on the north-east edge of the space
- Localised porous wind break screens (including planting) as part of the overall landscaping scheme.
- Canopies or landscaping to create a protected or non-accessible area adjacent to corners of building.

Corner of Waterfront Way and Footscray Road

The buildings on the corners of the site at Waterfront Way, Little Docklands Drive and Footscray Road must be designed to mitigate wind impacts and achieve a minimum walking criteria condition in the adjacent areas. Potential mitigation measures may include:

- The use of recessed building forms at the corners of building.
- The use of screening devices incorporated into the architecture of the buildings.
- Localised porous wind break screens for communal spaces.

The detailed design of the entry points to the buildings on Waterfront Way and Footscray Road will provide necessary screening or alternatives following a detailed wind impact assessment to achieve walking criteria.

Note: Above principles and mitigation measures are adopted from the wind impact assessments prepared by MEL Consultants

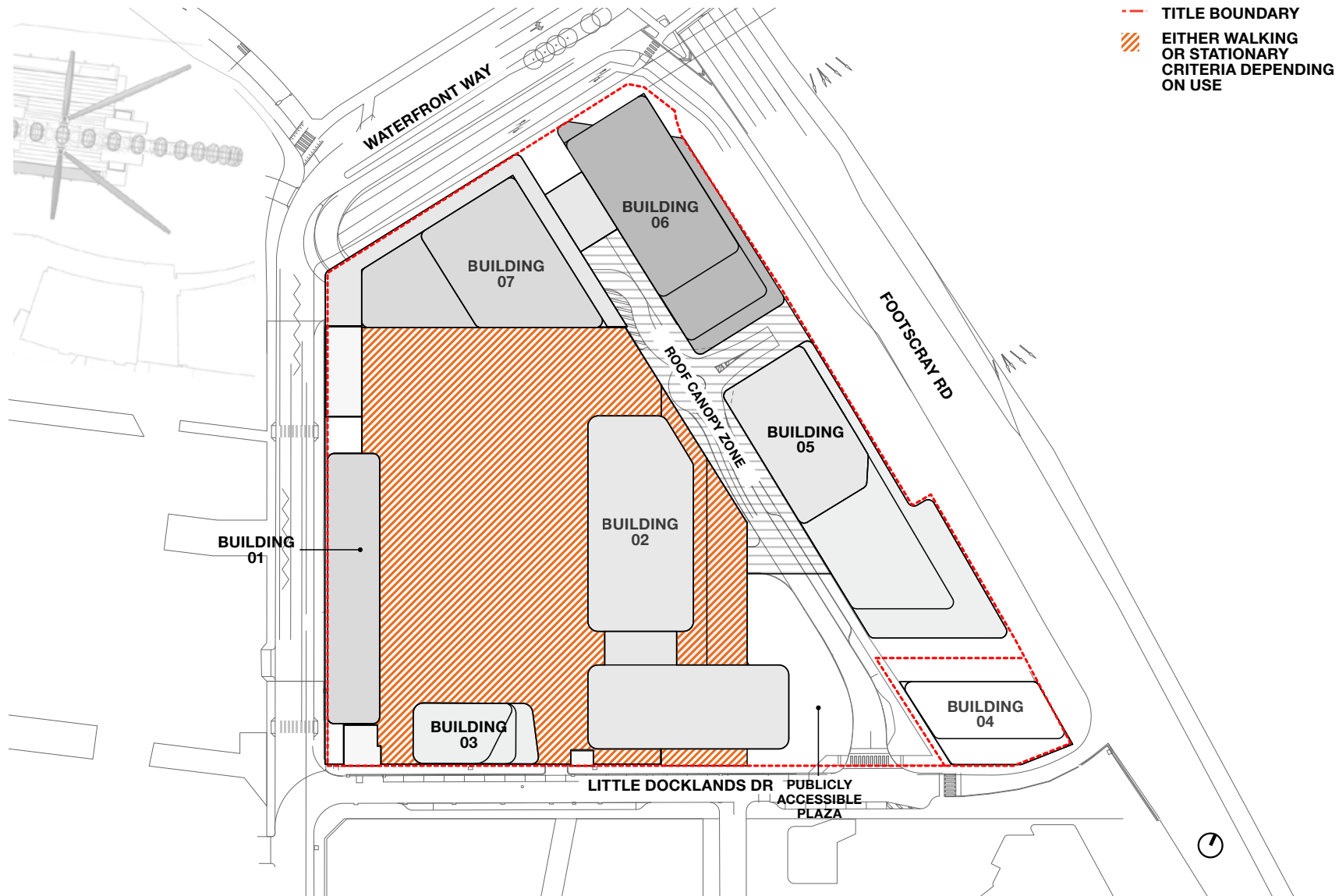


Figure 16 Concept Plan 9 - Wind standards, Elevated Communal Open Space

4.8 SHADOWING

Building heights and setbacks should allow continued sunlight access into key public spaces and privately owned communal spaces at the equinox to ensure their continued use as high quality open space areas. To achieve this, the areas listed below, and as shown in Concept Plan 10, should meet the following design requirements:

The open space for the school on Little Docklands Drive:

- No additional shadowing between 9am and 2pm on the winter solstice.

The Melbourne Star Plaza

- No additional shadowing beyond 10.30am on the equinox.

The Elevated Communal Open Space

- At least 50% with direct sunlight between 11am and 2pm on the equinox.

The publicly accessible plaza on Little Docklands Drive

- At least 50% access to sunlight that moves across the space between 11am and 2pm on the equinox

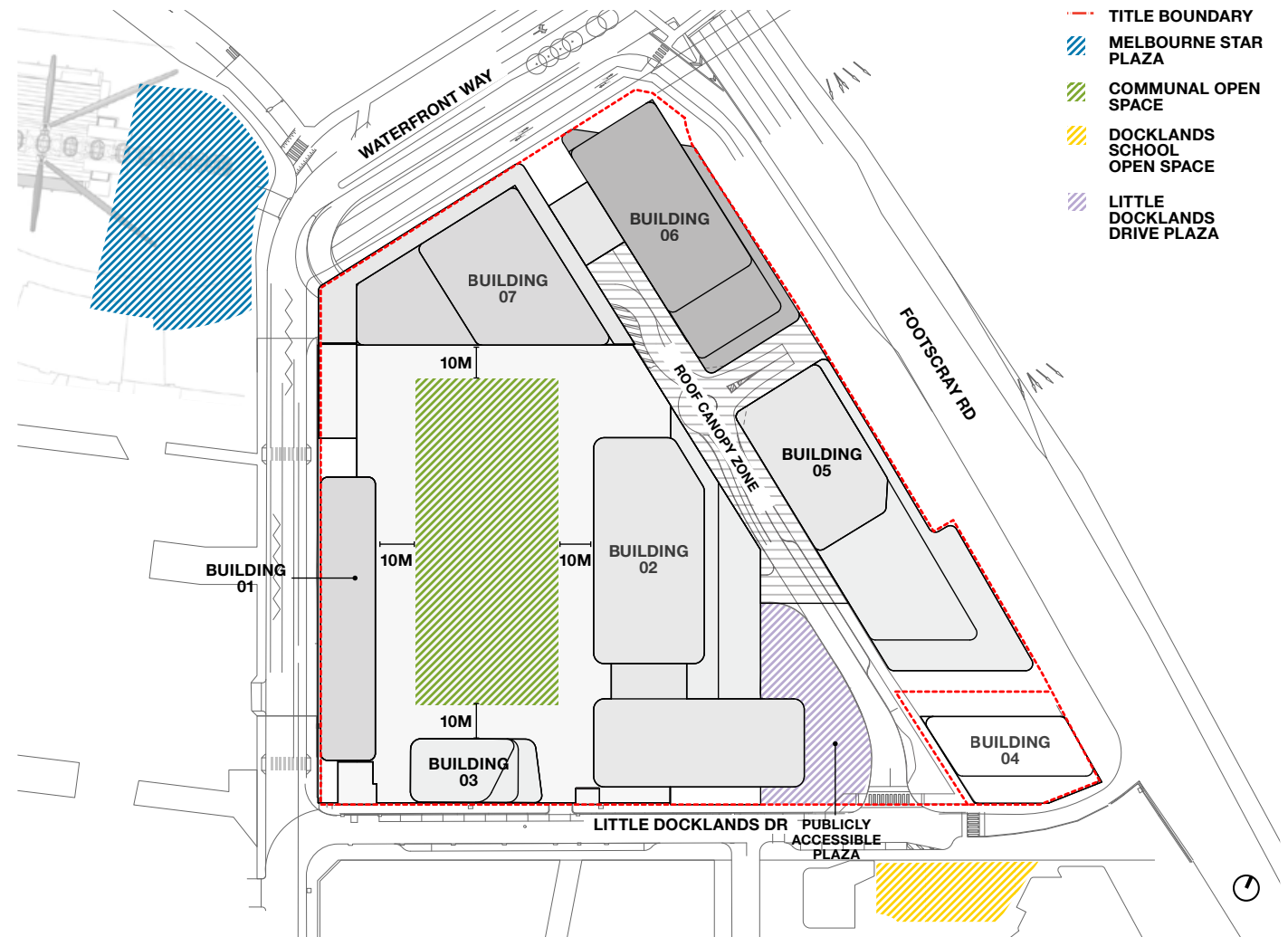
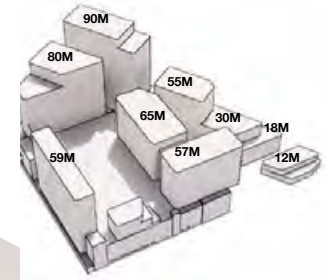
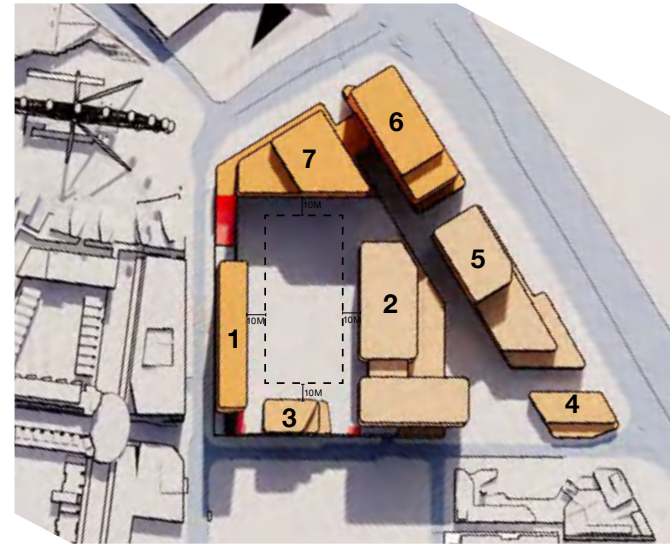


Figure 17 Concept Plan 10 - Shadowing, Elevated Communal Open Space

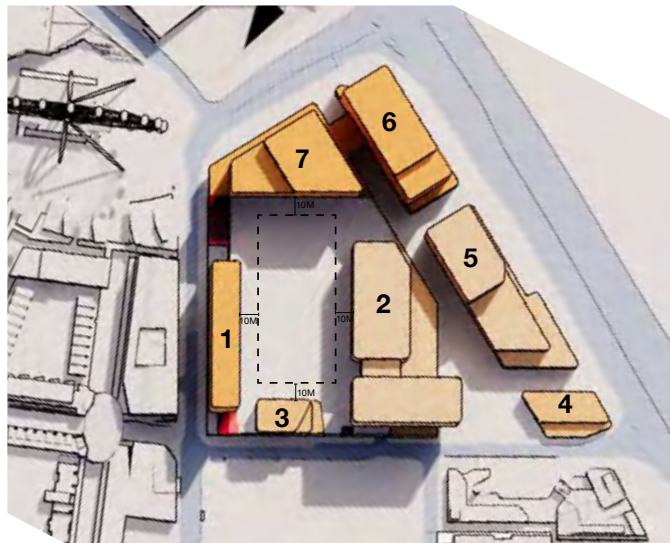
Sun amenity to Elevated Communal Open Space



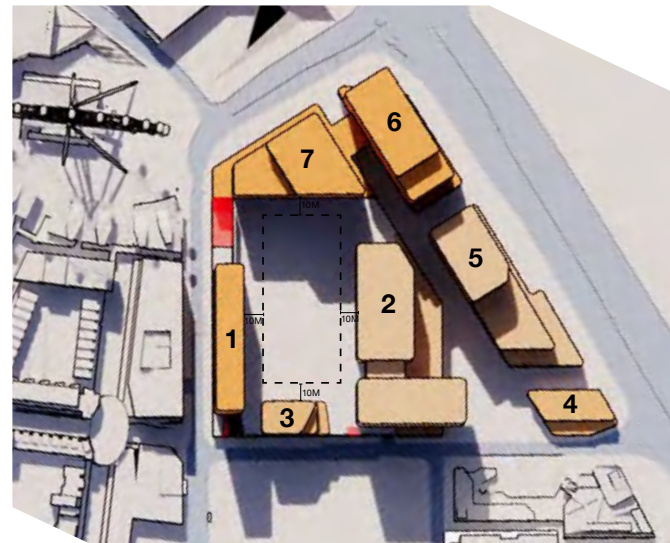
21st September 11:00AM
50% total sun amenity to Elevated Communal Open Space



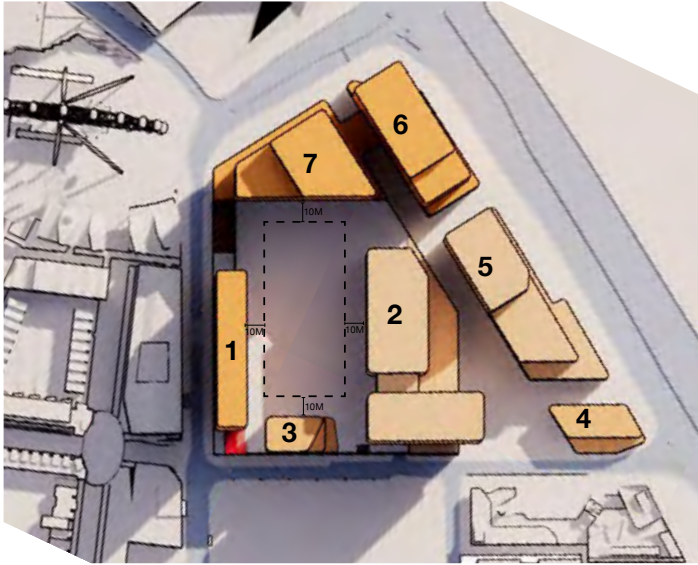
21st September 1:00PM
62% total sun amenity to Elevated Communal Open Space



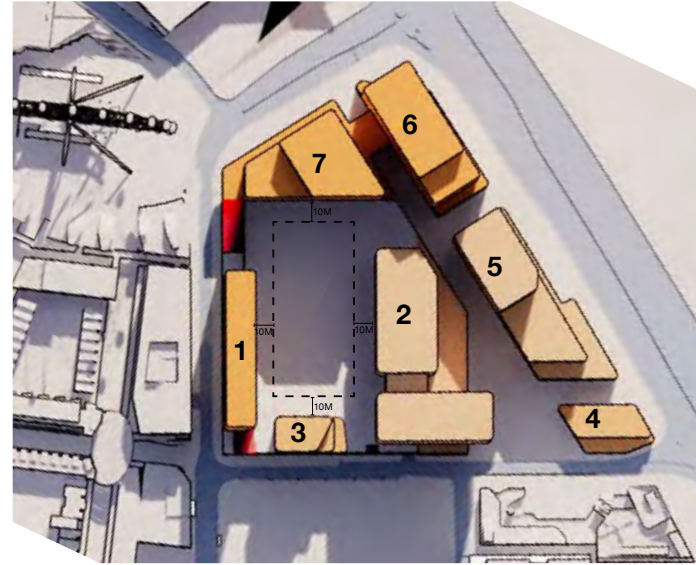
21st September 12:00PM
62% total sun amenity to Elevated Communal Open Space



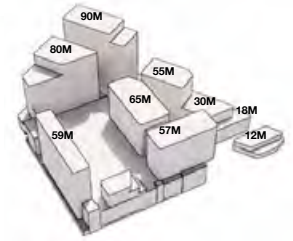
21st September 2:00PM
58% total sun amenity to Elevated Communal Open Space



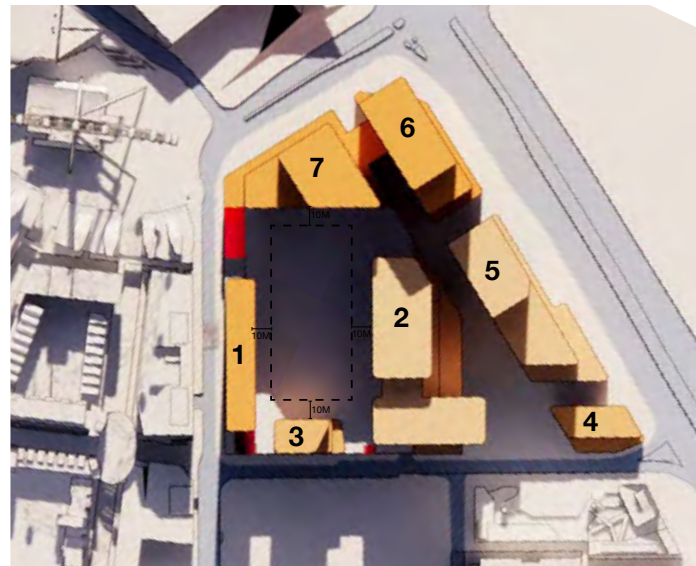
22nd June 11:00AM
0.3% total sun amenity to Elevated Communal Open Space



22nd June 1:00PM
7% total sun amenity to Elevated Communal Open Space

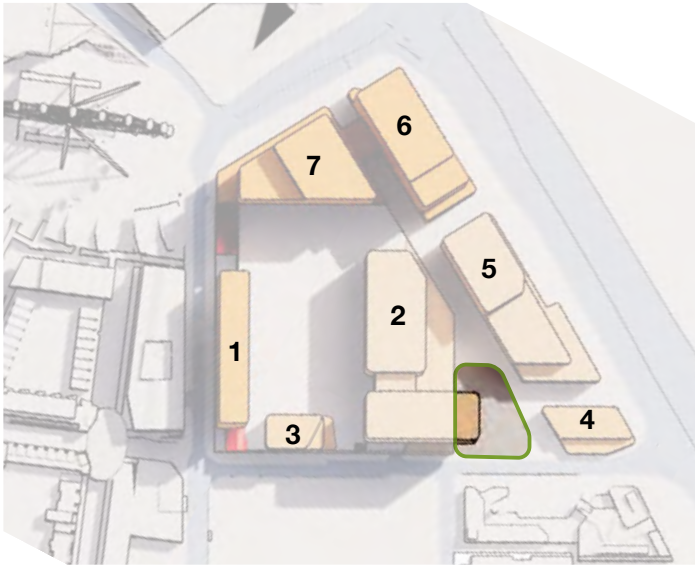


22nd June 12:00PM
10% total sun amenity to Elevated Communal Open Space

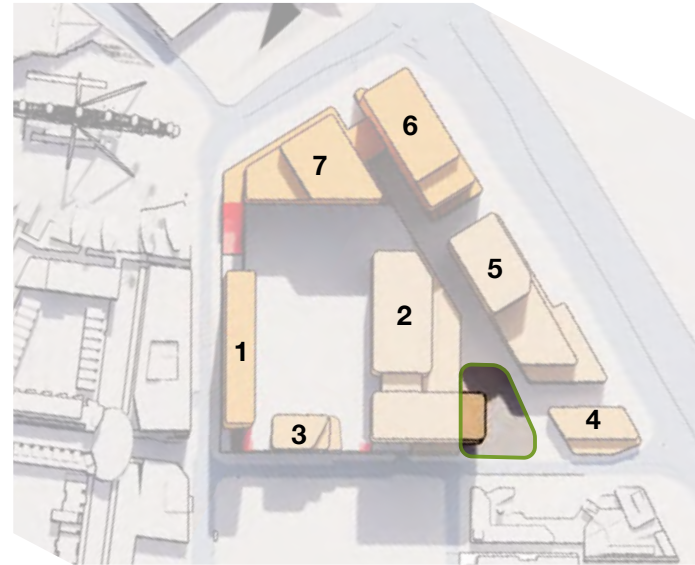


22nd June 2:00PM
3% total sun amenity to Elevated Communal Open Space

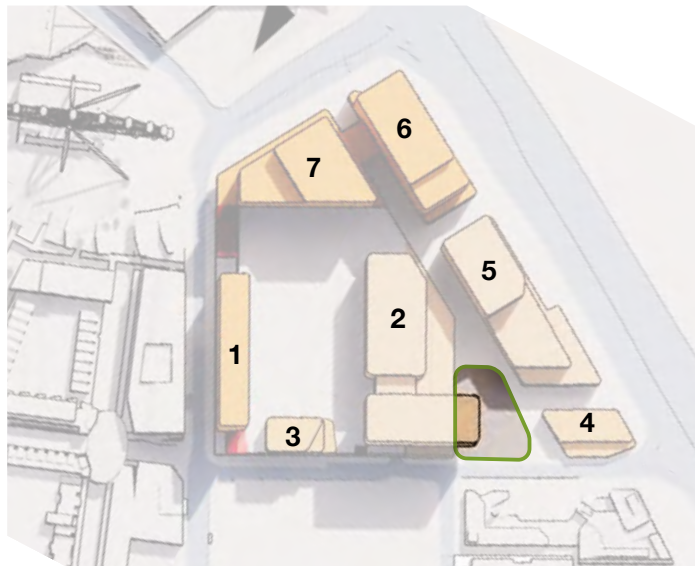
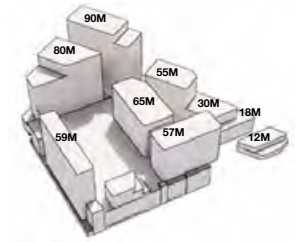
Sun amenity to Plaza



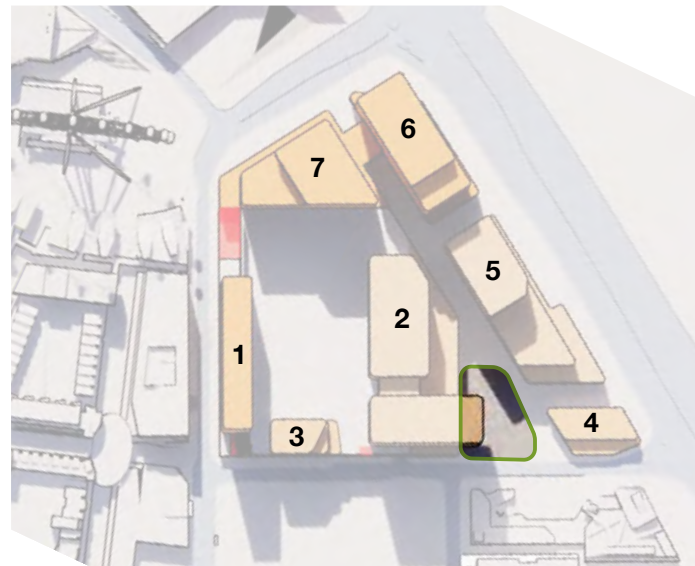
21st September 11:00AM
73% total sun amenity to Plaza



21st September 11:00PM
67% total sun amenity to Plaza



21st September 12:00PM
74% total sun amenity to Plaza



21st September 2:00PM
60% total sun amenity to Plaza

4.9 WEATHER PROTECTION

Weather Protection should be provided through the integration of canopies to buildings and areas of open space generally consistent with Concept Plan 11. Detail will be resolved at the planning permit stage for each building.

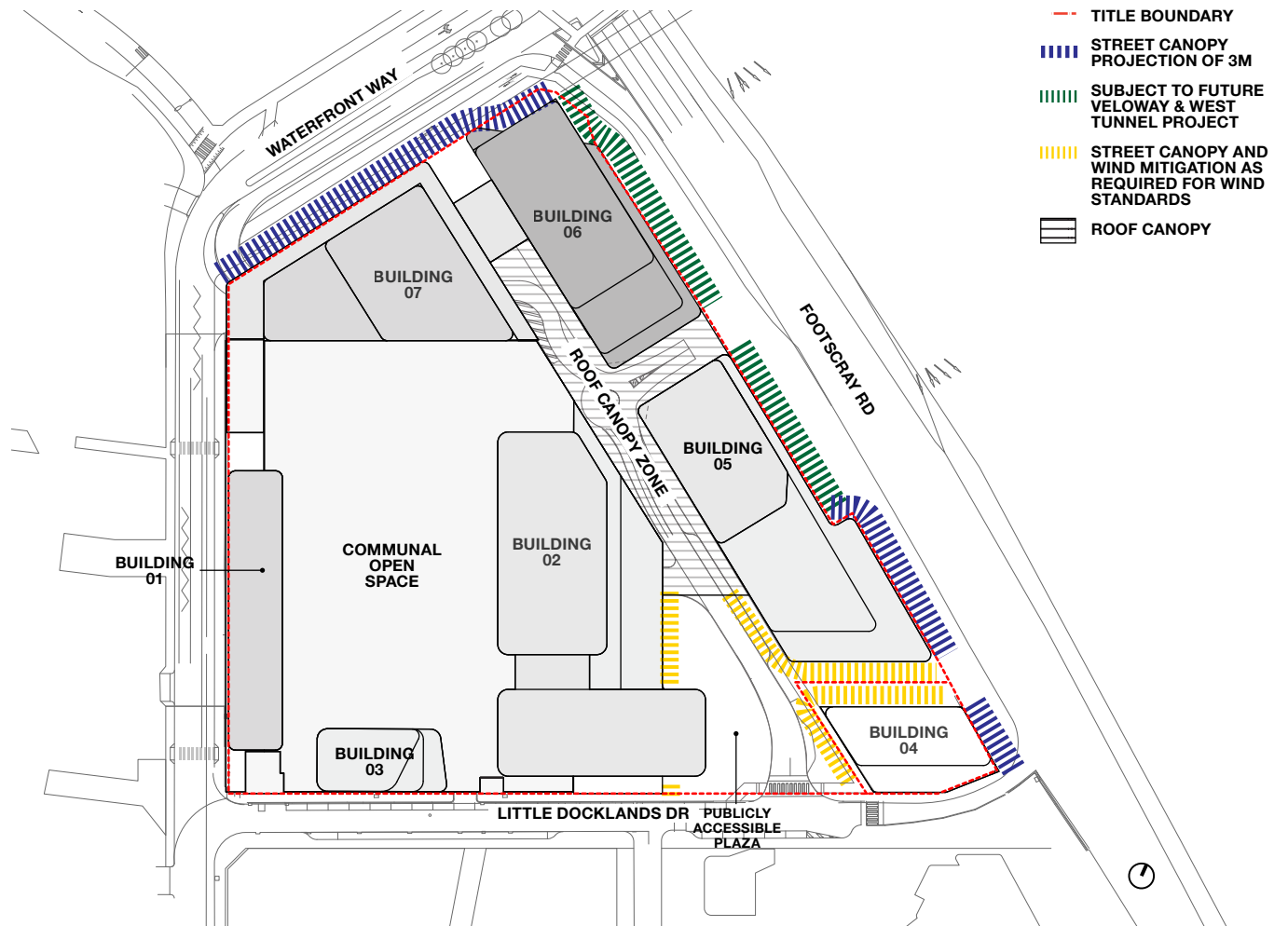


Figure 18 Concept Plan 11 - Canopy Plan

05 DESIGN EXCELLENCE

Provide buildings of design excellence which respond to the opportunities and constraints of the site.

Development on the land will be high quality and respond to the opportunities and constraints of the site. To achieve this, the development should be provided as a series of buildings above a podium where appropriate. The podium and overall heights, setbacks and architecture should meet the following design requirements:

- Architectural design which demonstrates innovation, variety, creativity, and a considered response to time and place to create identity for Waterfront City.
- Create a functional, attractive, liveable and sustainable contribution to Docklands' built form and urban spaces and its ongoing prosperity.
- Generously contribute to the public realm.
- Podium heights and tower setbacks should respond to their interface and provide a pedestrian friendly scale and an attractive public realm.
- Maximum heights designed to respond to their context, with the greatest height in the northern corner to mark the entry to the CBD and Docklands, and reduced heights to the south to protect important views from the Melbourne Star and minimise wind and shadow impacts.

- Towers should be separated to ensure high quality internal amenity and ESD performance.
- The design of the overall precinct and each individual building should be exemplary and utilise high quality materials and finishes.
- The development will provide architectural themes and material and finishes
- Create a legible movement network, linking the public realm

Each of these principles are detailed further in the following sections.

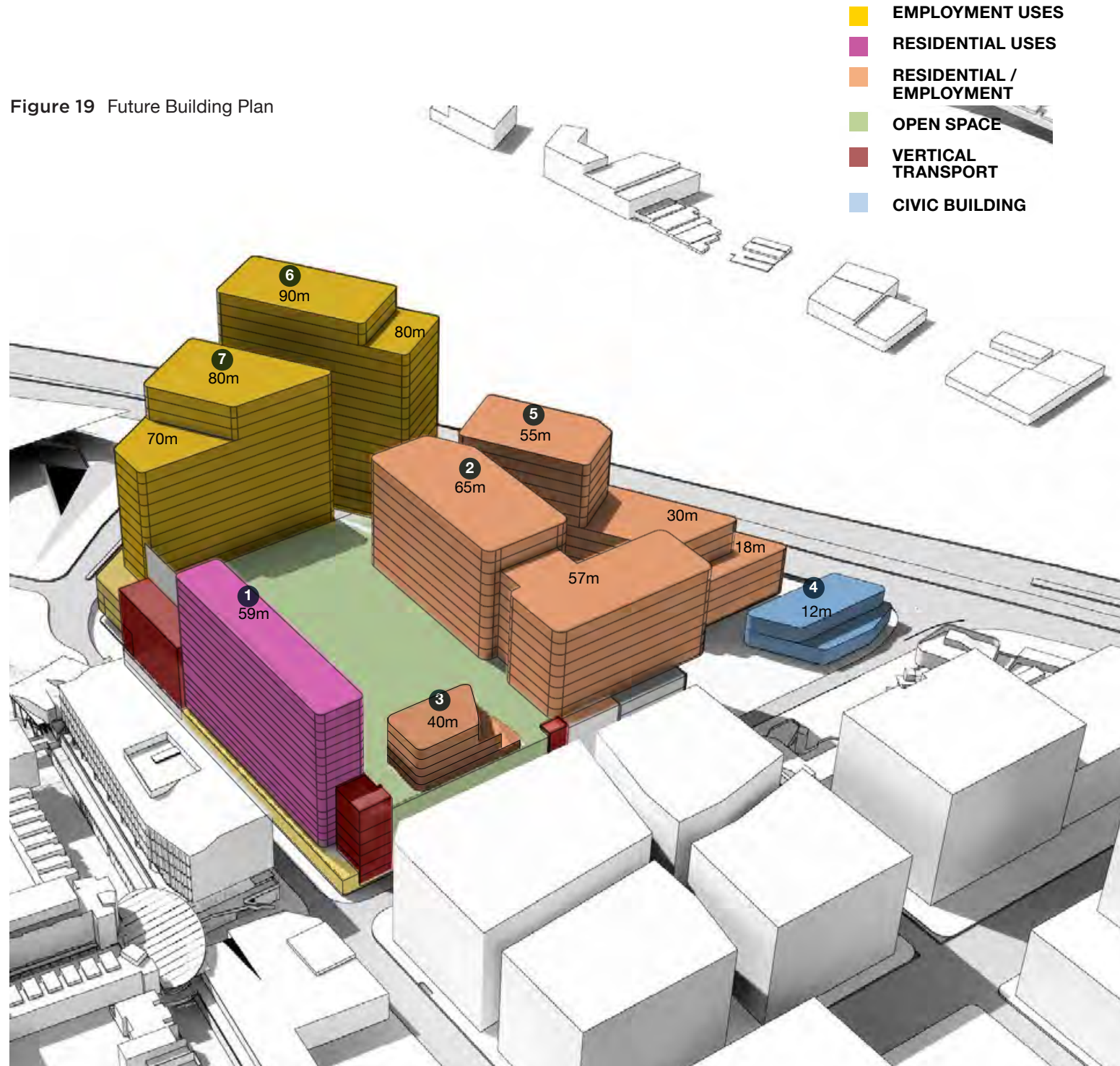
5.1 ARCHITECTURAL DESIGN PRINCIPLES

The design of the overall precinct and each individual building should be exemplary and utilise high quality materials and finishes.

Development should provide architectural themes and material and finishes generally consistent with the design requirements indicated within the following sections.

This addresses overall architectural variety, podium design, integration of vertical transport and design principles for each of the six buildings within the precinct as shown in Figure 19, Future Building Plan.

Figure 19 Future Building Plan



5.2 ARCHITECTURAL VARIETY

Create an identifiable precinct responding to the unique characteristic and history of the area

- Ensure the diversity of buildings within the precinct in order to ensure the successful appearance of a precinct built organically over time, which also responds to the unique characteristics and history of the area
- The legibility of an overall precinct response should be demonstrated through a coherent and well designed public realm, including canopies, awnings, and street furniture
- Encourage that multiple architects work on the precinct buildings, to ensure diversity of thinking and approach between the buildings
- Variety of Materiality, Colour, Facade type and Orientation, building form & typology
- Limit singular application of glass curtain wall and provide a high degree of facade depth and texture to distinguish from CBD and other neighbouring precincts
- Coherent ground scape stitching the buildings
- Create proportional building relationships and references in form and facade expression
- Moments of formal and facade independence to create independent buildings registration within precinct.



Figure 1 QV Melbourne



Figure 2 St Pancras Square, London



Figure 3 Barcode, Oslo

5.3 PRECINCT PLINTH / PODIUM DEFINITION & GROUND PLANE PRINCIPLES

Create a differentiated podium that works in partnership with the architecture to establish a street wall at human scale to surrounding streets

- Create distinct expressions of podium and tower through façade treatment, setback or break in mass
- Where possible, create visual links from above ground terraces, balconies and other outdoor areas to street level.
- Where weather protection elements are required at ground floor (i.e. canopies) those should be incorporated into the building design.

Ground uses to invite activity and create a pedestrian friendly, human scaled environment



Figure 1 Chicago Riverfront



Figure 2 QVii, Melbourne



Figure 3 Paris Courthouse

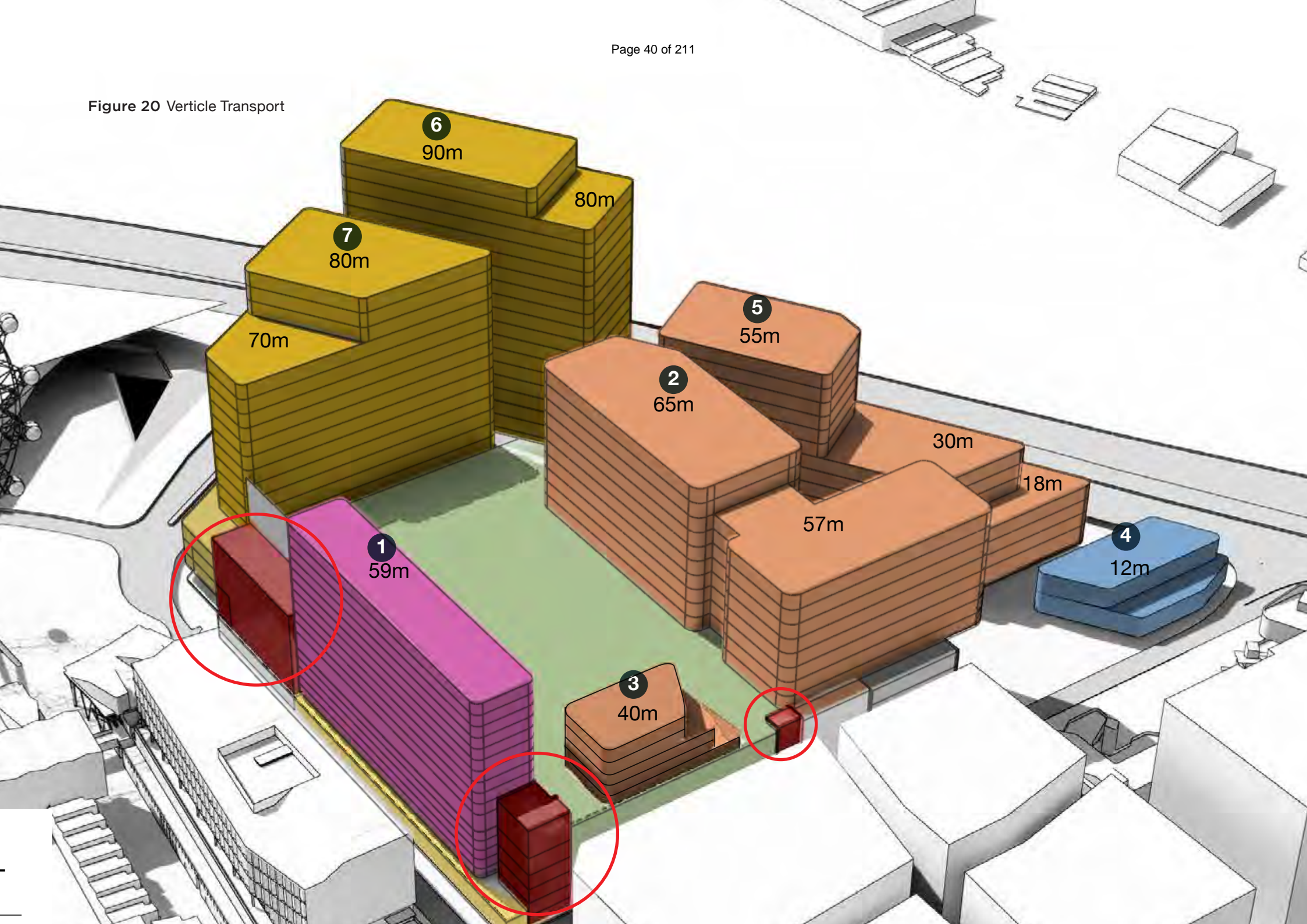


Figure 4 International Towers,



Figure 5 South Bank, Melbourne

Figure 20 Verticle Transport



5.4 VERTICAL TRANSPORT TO PUBLIC ACCESSIBLE SPACES

Create a legible movement network, linking the public realm to the elevated publicly accessible open spaces

- Design of vertical transportation elements will distinguish them from the surrounding built form as distinct elements.
- Entrances to vertical transport areas designed to be clearly legible from the surrounding public realm.
- Encourage expression of the vertical transport elements on building façade.
- Encourage façade treatment that allows transparency and visual links to street level.
- Where possible, create opportunities for visual links between the elevated open spaces and street level.



Figure 1 R7 Barangaroo, Sydney



Figure 2 Park 'N' Play, Copenhagen

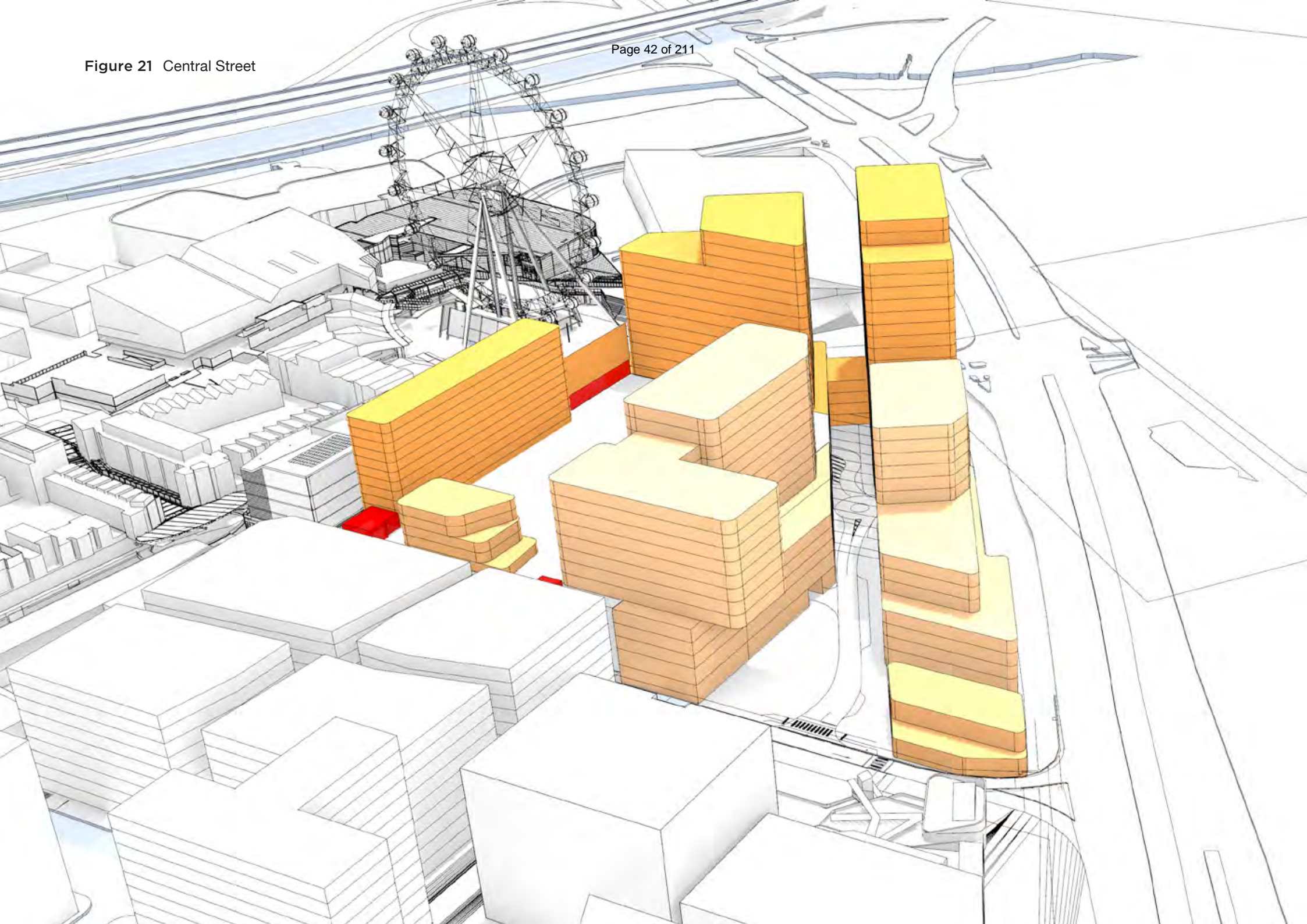


Figure 3 Raised Gardens of Sants, Barcelona



Figure 4 Raised Gardens of Sants, Barcelona

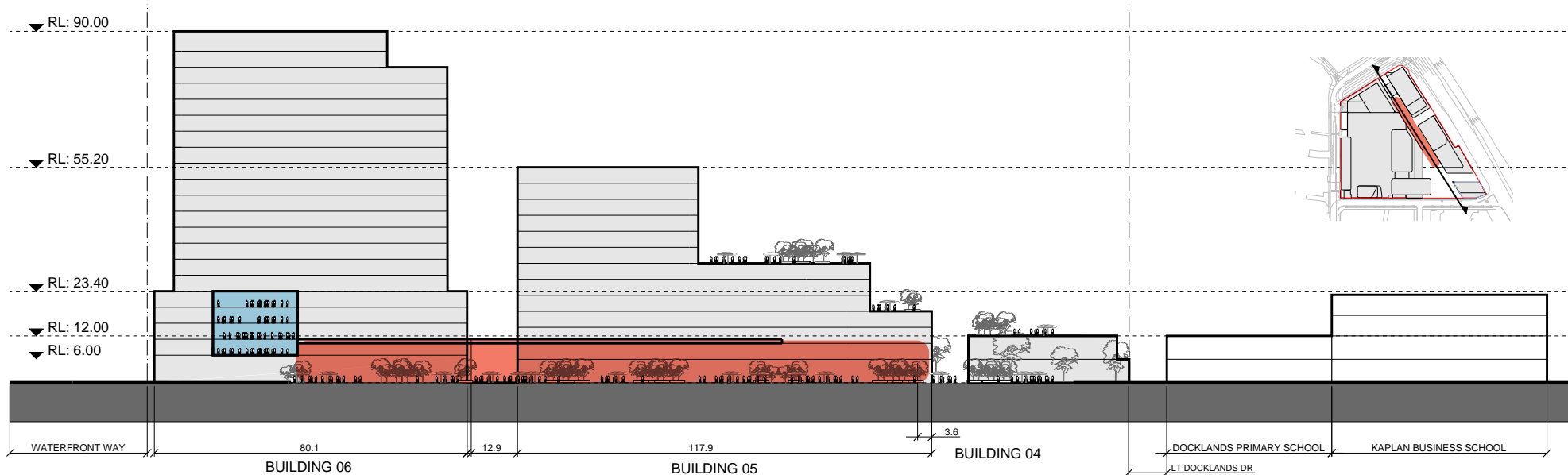
Figure 21 Central Street



5.5 CENTRAL STREET

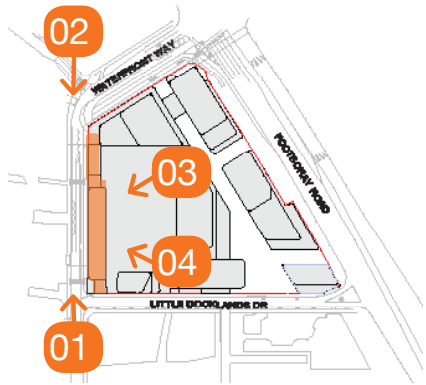
A vehicle zone providing site access and servicing, allowing for vehicle drop-off and pick-up for buildings and future carpark access.

- Provide a safe road for vehicles with provision for pedestrian pathways and building address
- Road to meet wind standards setout within the Waterfront City East Development plan
- Any canopy of roof structure required over the road to facilitate natural ventilation and daylight and sunlight penetration
- Incorporation of Planting zones
- Delineation of building entrances, footpaths and roadways through paving and floor treatments
- Out of hours surveillance and safety through lighting and architectural treatment of edges and blind areas.
- Incorporate glazing from internal spaces for passive surveillance

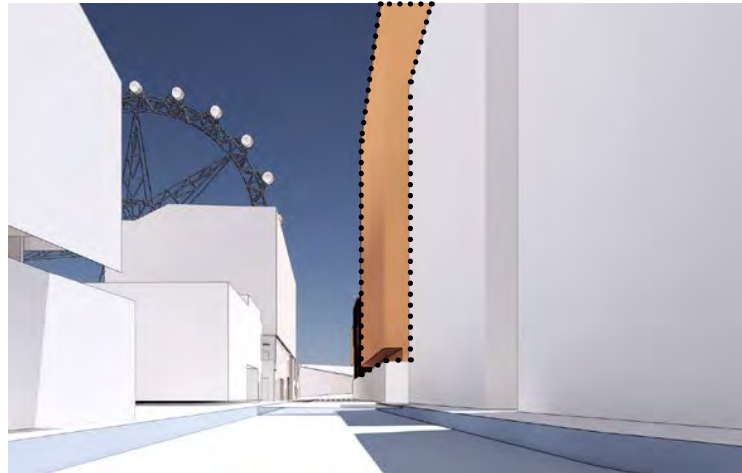


5.6 BUILDING 01

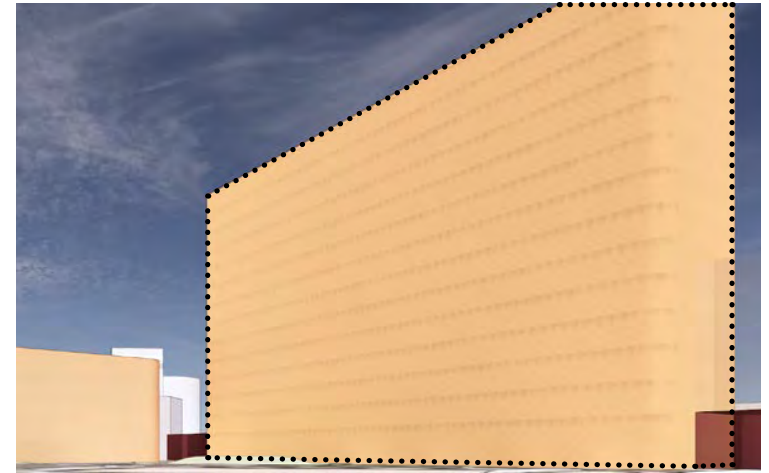
Building Mass Conditions



key plan



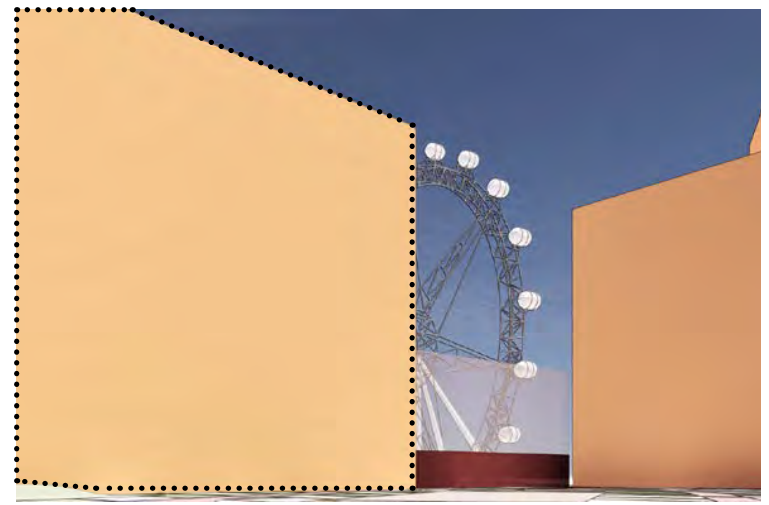
View 1 Gateway entrance Waterfront Way looking north west



View 3 Elevated communal open space view looking south



View 2 Gateway entrance Waterfront Way looking south west



View 4 Elevated communal open space view looking north west

Building 01

Design Principles

Respond to contextual conditions and building function

Establish a design expression appropriate to the street character and contextual conditions of Waterfront Way, as well as the elevated open space to the east.

1. Provide a high level of facade depth and articulation through integrated horizontal and vertical elements relating to building function, internal layouts, floor plates and environmental conditions such as wind / solar / daylight
2. Provide a distinct vertical separation of mass above the podium to reduce perception of bulk, maintain views to sky, and reduce overshadowing over the public realm
3. Break down building form to provide scale and visual relief to precinct, through design elements such as facade treatment, setbacks, breaks in mass, rebates
4. Break-down the podium frontage through design elements such as changes in facade treatment, setbacks, breaks in mass, rebates to respond to the change in streetscape character, context and scale.

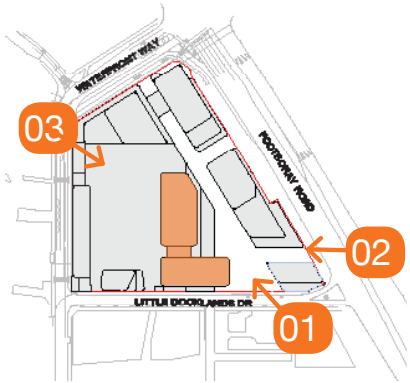
Provide human scaled public interfaces that respond to their character and context.

5. Ensure materials to all visible interfaces are high quality, robust and durable to support attractive and usable space that is responsive to character and context.
6. Incorporate detailed elements such as canopies, awnings, expressed building entries, raised plinths, integrated seating, lighting, planting and fenestration to support pedestrian spaces.

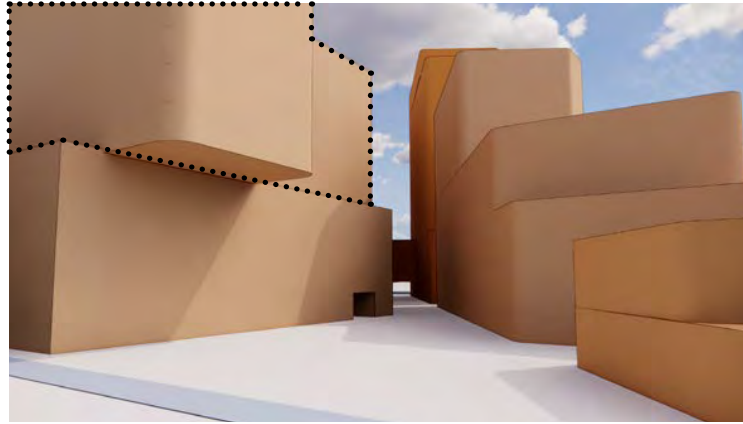


5.7 BUILDING 02

Building Mass Conditions



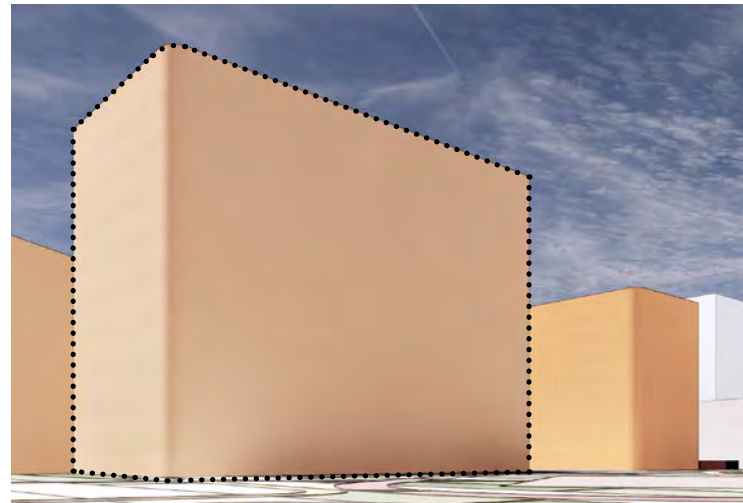
key plan



View 1 View north from little Docklands Drive



View 2 View along Footscray Road



View 3 View elevated communal open space

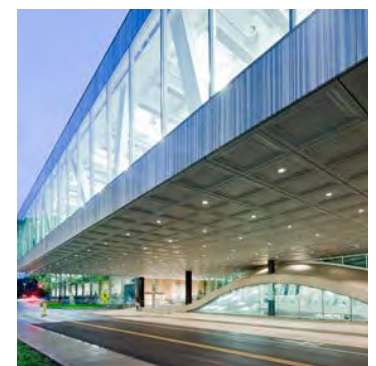
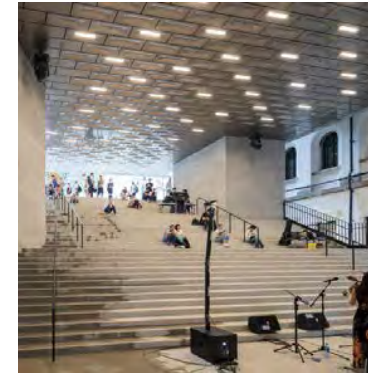
Building O2

Design Principles

Respond to contextual conditions and building function

Establish a design expression which responds to the scale of Little Docklands Drive and the public plaza, as well as the adjacent school interface.

1. Provide a high level of facade expression and articulation through integrated horizontal and vertical elements relating to building function, internal layouts, floor plates and environmental conditions such as wind / solar / daylight
2. Create a distinction between podium and tower forms to support scale of public space through design elements such as facade treatment, setback or break in mass
3. Create distinction of building forms to provide scale and visual relief to precinct, through design elements such as facade treatment, setback, break in mass, rebates
4. Create distinction of building forms to provide scale and visual relief to precinct, through design elements such as facade treatment, setback, break in mass, rebates
5. Exceptional level of architectural quality addressing the design of the cantilever to distinguish the built forms of the podium and tower, to support character and scale of Little Docklands Drive and to ensure a welcoming and inviting public plaza, through design elements such as such as facade treatment, setback, break in mass, rebates.



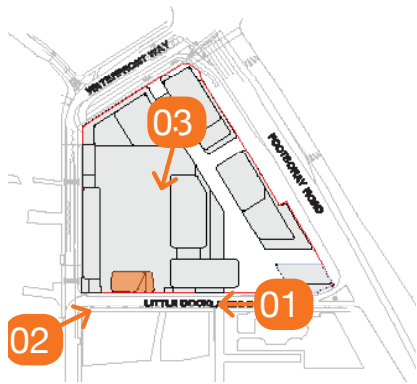
Create high quality public interfaces

Establish a design expression which responds to the scale of Little Docklands Drive and the public plaza, as well as the adjacent school interface.

6. Ensure materials to all visible interfaces are high quality, robust and durable to support attractive and usable space that is responsive to character and context.
7. Incorporate detailed elements such as canopies, awnings, expressed building entries, raised plinths, integrated seating, lighting, planting and fenestration to support pedestrian spaces and respond to character and context
8. Provide high quality detailing of the soffit, incorporating robust and textured materials with integrated lighting, to support the useability and attractiveness of the adjoining publicly accessible space.



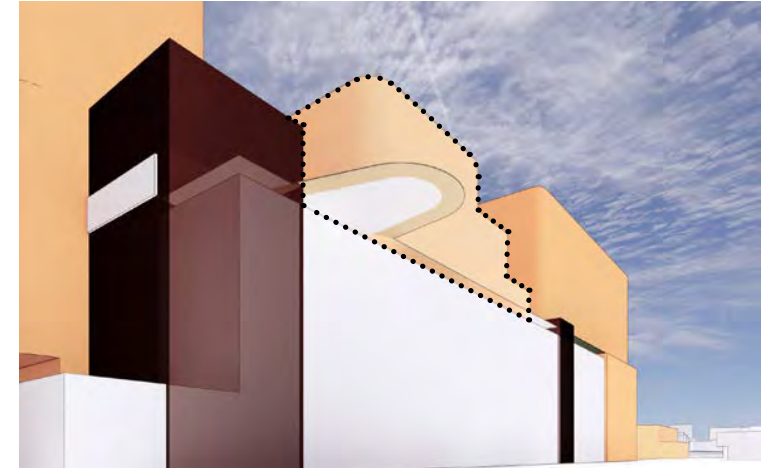
5.8 BUILDING 03



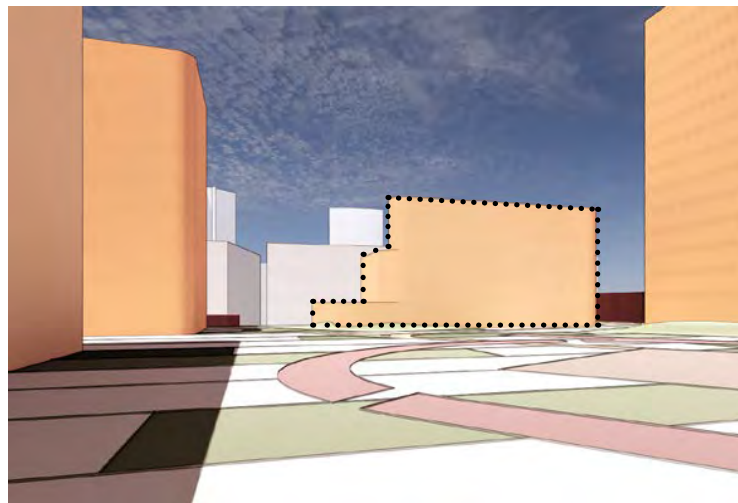
key plan



View 1 View west along Little Docklands Drive



View 2 View along Waterfront Way looking north east



View 3 Elevated communal open space

Building 03

Design Principles

Respond to contextual conditions and building function

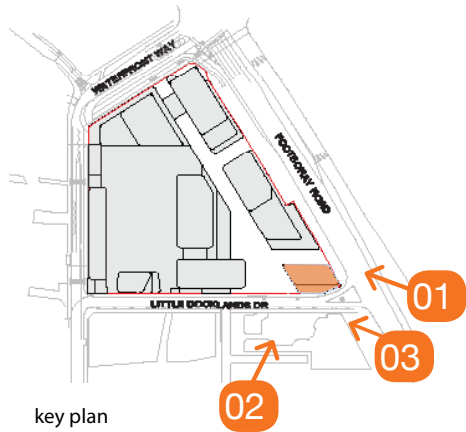
Create a design expression which clearly expresses internal function, while responding to the unique scale of the building, as well as elevated position on top of the car park.

1. Express the building as a pavilion with visual interest and design quality to attract public activity from an elevated location through design elements such as transparency, form, facade expression
2. Clearly express internal function and vertical connections from the street level through facade articulation.

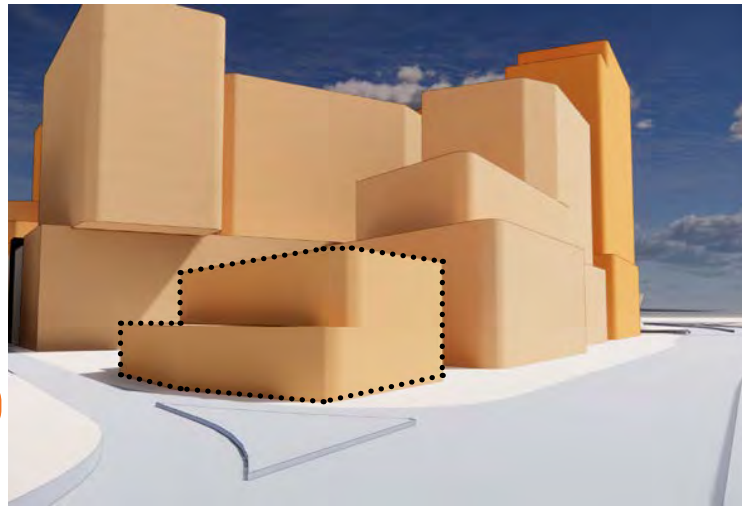


5.9 BUILDING 04

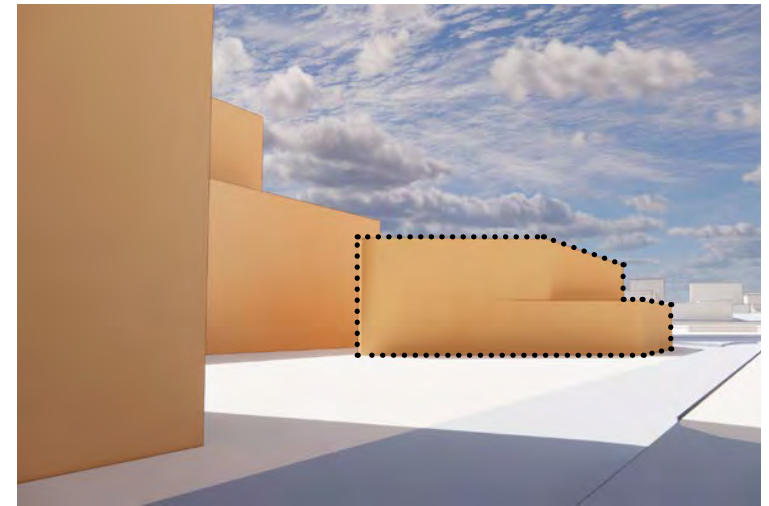
Building Mass Conditions



key plan



View 1 Oblique view Footscray Road



View 2 View North East along Little Docklands Drive



View 3 View West down Little Docklands Drive

Building 04

Design Principles

Respond to contextual conditions and building function

Establish a design expression which responds to the unique building scale as well as the direct interface with the public plaza and adjacent school building.

1. Express the building as a pavilion with visual interest and design quality to attract public activity through design elements such as transparency, form, facade expression
2. Clearly express internal function and vertical connections from the street level through a high level of facade articulation
3. Create clear invitation of address to the public realm, forming a relationship with the school and public plaza



Create high quality public interfaces

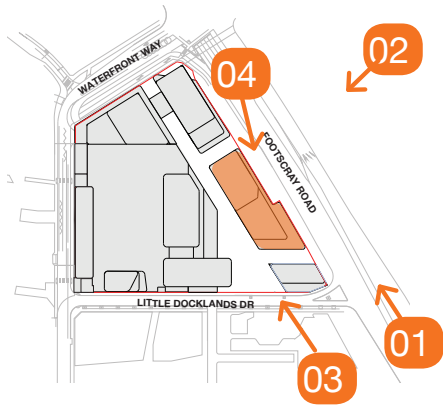
Provide a fine grained and human scaled design response at all public realm interfaces, including the new public plaza and adjacent school site.

4. Ensure materials to all visible interfaces are high quality, robust and durable to support attractive and usable space that is responsive to character and context
5. Incorporate detailed elements such as canopies, awnings, expressed building entries, raised plinths, integrated seating, lighting, planting and fenestration to support the adjoining pedestrian spaces and respond to character and context.



5.10 BUILDING 05

Building Mass Conditions



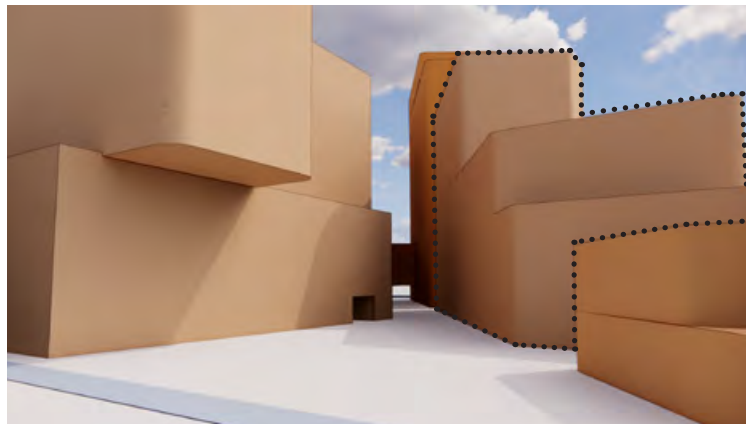
key plan



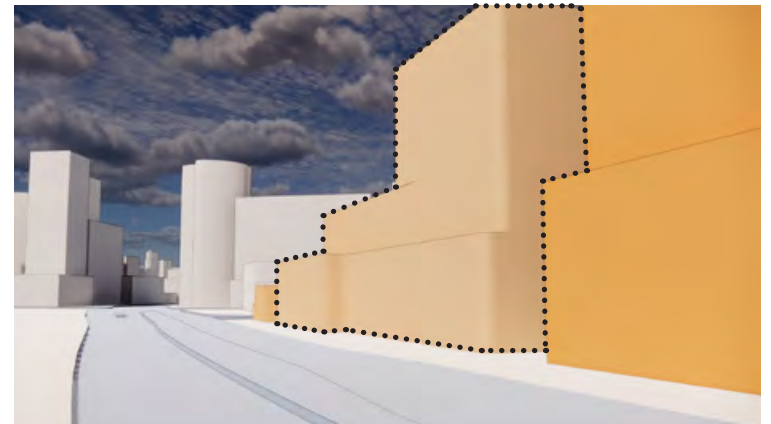
View 1 Gateway entrance Footscray Road



View 2 View from North Melbourne Station



View 3 Oblique View along Footscray Road south



View 4 View from Little Docklands Drive north

Building 05

Design Principles

Facades and form to respond to gateway and oblique views along Footscray Road and distant views from east

1. Building silhouette and form to create independence in street wall
2. Facade depth and articulation to create texture
3. The building form to incorporate a distinct, vertical registration in the mass, so that the form above the podium level appears as separate pieces
4. Identity in street wall through Colour and Texture

Articulation to respond to floor plate and massing proportions

5. Combination of vertical and horizontal facade to reinforce proportions of envelope
6. Utilise elements of the internal layouts in expression of facade and form
7. Facade and Form respond to environmental conditions - e.g. Wind/solar/daylight factor.
8. Facade orientation, depth, colour and Building Form
9. Variegated building datums

Create distinction of plinth and tower form to emphasize and decouple street wall:

10. Differentiation through facade treatment, setback or break in mass.
11. Where possible, create visual links from terraces, balconies and other outdoor areas and street level.
12. The building form to incorporate a distinct, horizontal separation of the mass, so that the envelope is broken into a podium and tower.



1 2 4 6 7 8 9



2 4 7 8 10



1 2 3 4 5 8 9 10 11 12



1 2 3 5 6 8 9



1 2 4 5 6 8



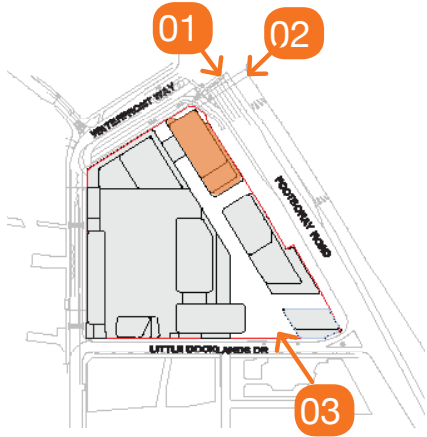
1 2 3 4 5 6 7 8 10



1 2 3 4 5 6 7 8 10 11 12

5.11 BUILDING 06

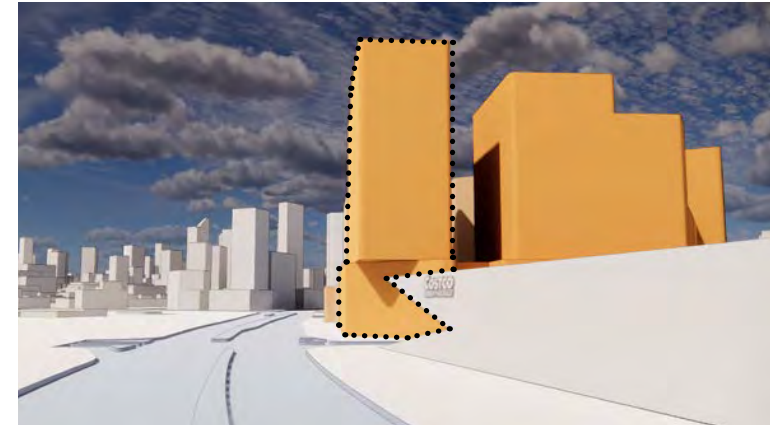
Building Mass Conditions



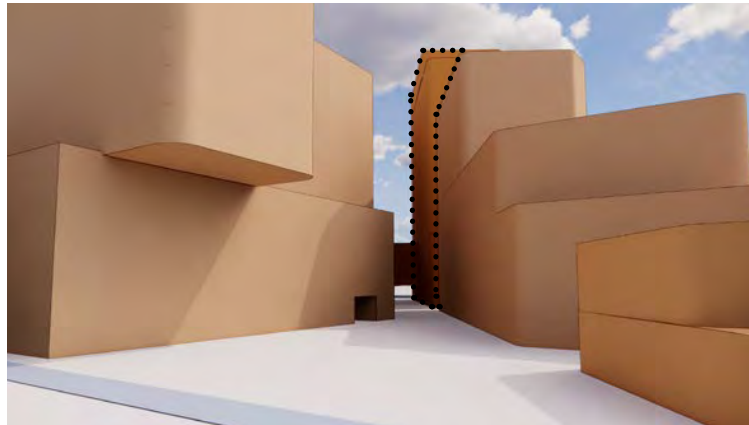
key plan



View 1 Gateway entrance Footscray Road



View 2 View from North Melbourne Station



View 3 Gateway entrance Footscray Road

Building 06

Design Principles

Respond to contextual conditions and building function

Establish a design expression which addresses views from a distance along Footscray Road, as well as the direct interface to laneway to the west.

1. Create an architectural language which defines the building as the gateway into the site when viewed from Footscray Road and Waterfront Way
2. Emphasise verticality through a high level of facade expression and articulation through integrated elements relating to building function, internal layouts, floor plates and environmental conditions such as wind / solar / daylight
3. Create a distinction between podium and tower facades through facade treatment, setback or break in mass
4. Articulate podium frontages that respond to the character and context of interface utilising design elements such as facade treatment, setback, breaks in mass, rebates
5. Ensure the bridging element between Building 6 and Building 7 is of a lesser height than Buildings 6 and 7, highly

transparent and is sufficiently elevated from the ground plane to maintain a sense of openness to the through-site laneway.

Create high quality public interfaces

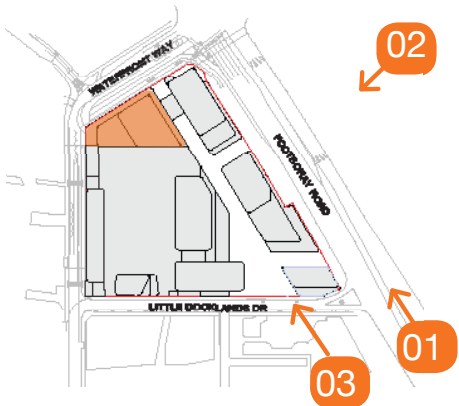
Provide human scaled public interfaces that respond to their character and context.

6. Ensure materials to all visible interfaces are high quality, robust and durable to support attractive and usable space that is responsive to character and context
7. Incorporate detailed elements such as canopies, awnings, expressed building entries, raised plinths, integrated seating, lighting, planting and fenestration to support pedestrian spaces and respond to character and context
8. Public realm interfaces are designed to ensure publicly accessible movement network across site is clearly legible and inviting
9. Allow for the possible integration of the veloway from E-Gate as part of the building design and public movement network.

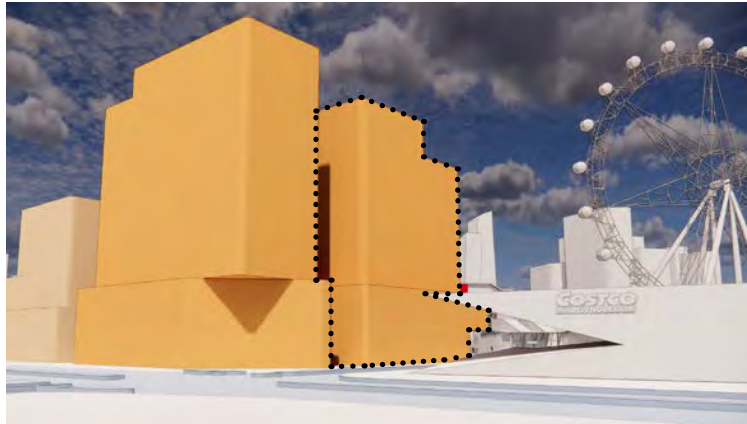


5.12 BUILDING 07

Building Mass Conditions



key plan



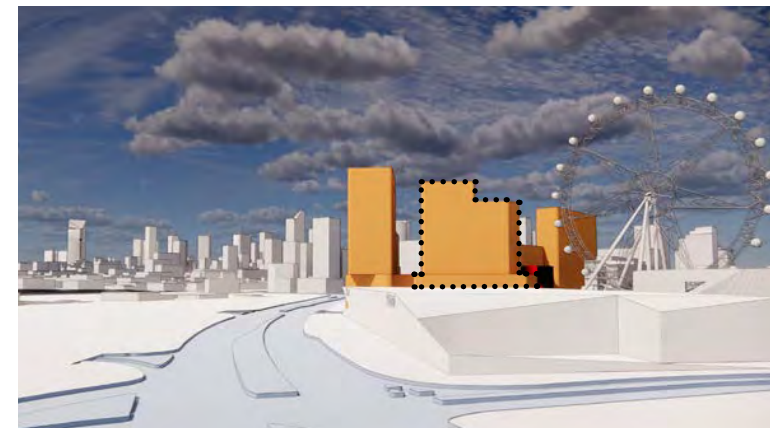
View 1 View west along Waterfront Way



View 2 Elevated communal open space



View 3 View east from Star Circus



View 4 View south along Footscray Road

Building 07

Design Principles

Respond to contextual conditions and building function

Create a design expression which responds to the buildings role as a gateway building to the Waterfront Way retail precinct, as well as its interface with elevated open space to the east.

1. Create an architectural language which defines the building as the gateway to the retail precinct, while expressing the commercial function.
2. Provide a high level of facade expression and articulation through integrated horizontal and vertical elements relating to building function, internal layouts, floor plates and environmental conditions such as wind / solar / daylight.
3. The building form to incorporate a distinct, vertical registration in the mass
4. Articulate podium frontages that respond to the character and context of interface utilising design elements such as facade treatment, setback, breaks in mass, rebates.
5. Ensure the bridging element between Building 6 and Building 7 is of a lesser height than the adjoining buildings, highly transparent and is sufficiently elevated from the ground plane to maintain a sense of openness to the through-site laneway.
6. Break-down the podium frontage into separate street-wall through design elements such as changes in façade treatment, setbacks, break in mass, rebates to respond to change in streetscape character around the Waterfront Way corner.
7. Provide a distinct vertical separation of mass between Building 6 and Building 7, by ensuring a bridging element that is lesser height than the Buildings 6 and 7, highly transparent and is sufficiently elevated from the ground plane to maintain a sense of openness to the through-site laneway

Create high quality public interfaces

Provide human scaled public interfaces that respond to their character and context.

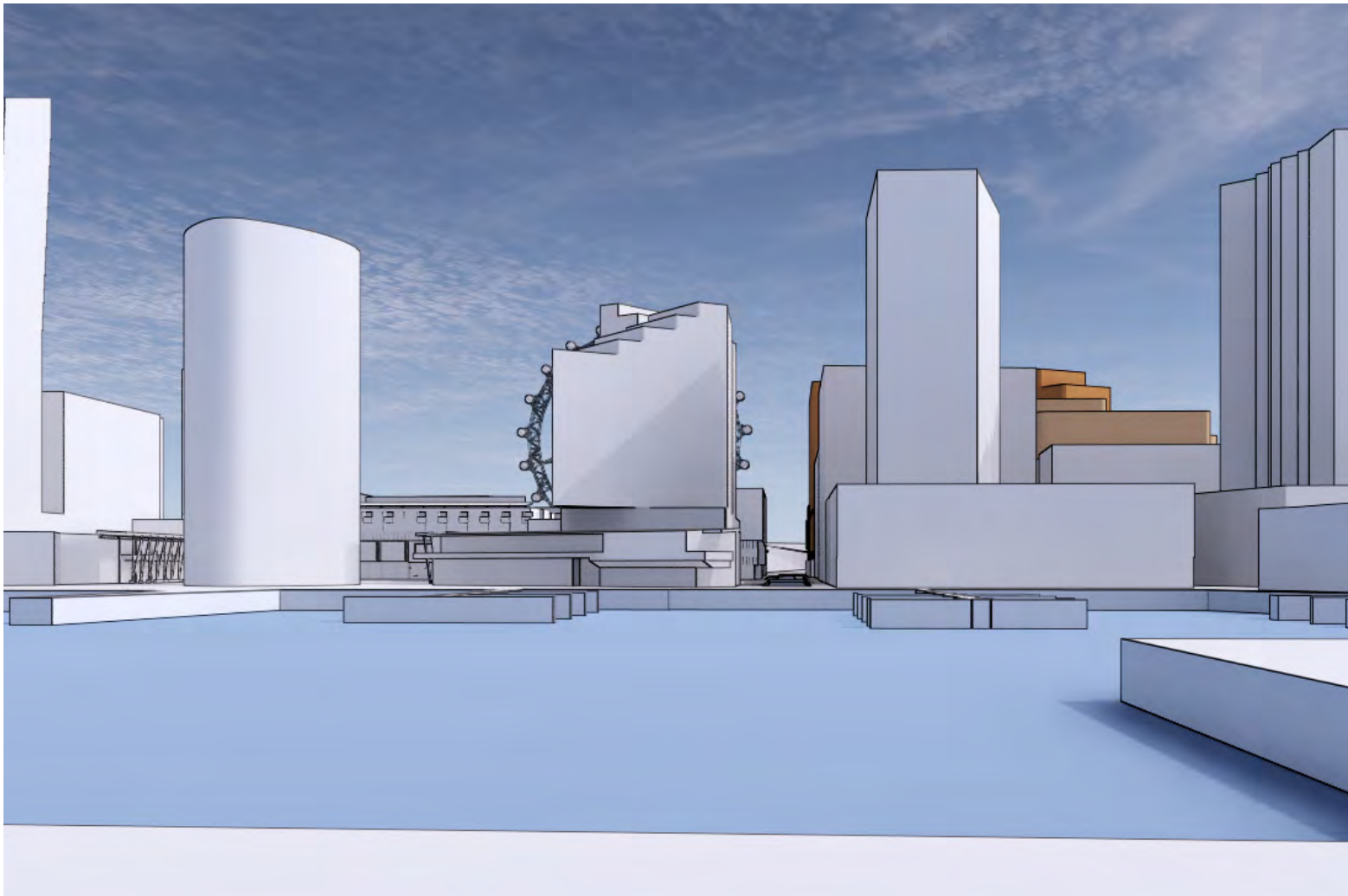
8. Ensure materials to all visible interfaces are high quality, robust and durable to support attractive and usable space that is responsive to character and context.
9. Incorporate detailed elements such as canopies, awnings, expressed building entries, raised plinths, integrated seating, lighting, planting and fenestration to support pedestrian spaces and respond to character and context.
10. Public realm interfaces are designed to ensure publicly accessible movement network across site is clearly legible and inviting.



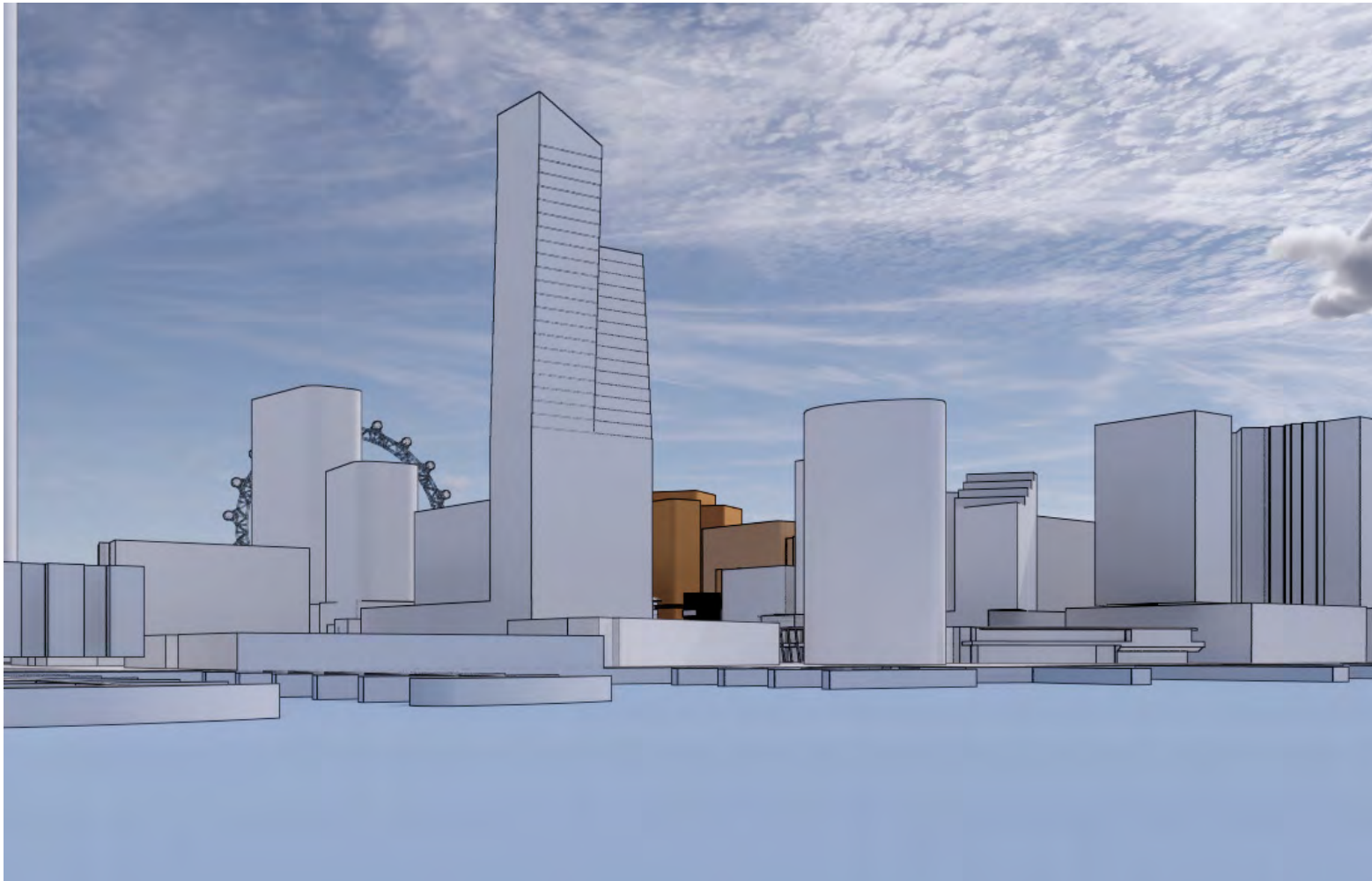
5.13 KEY VIEWS



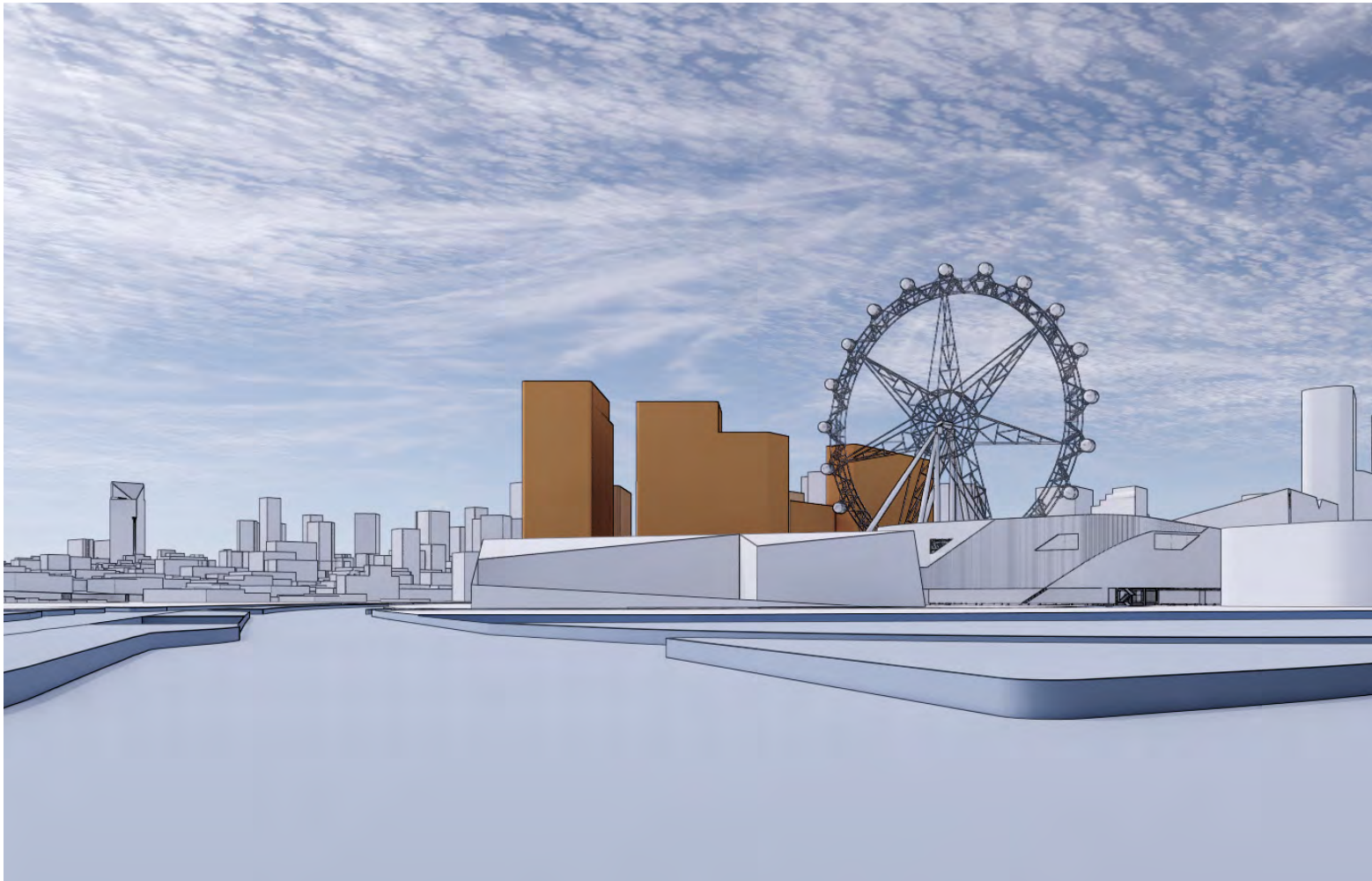
WFC MASSING VIEW 01 CENTRAL PIER



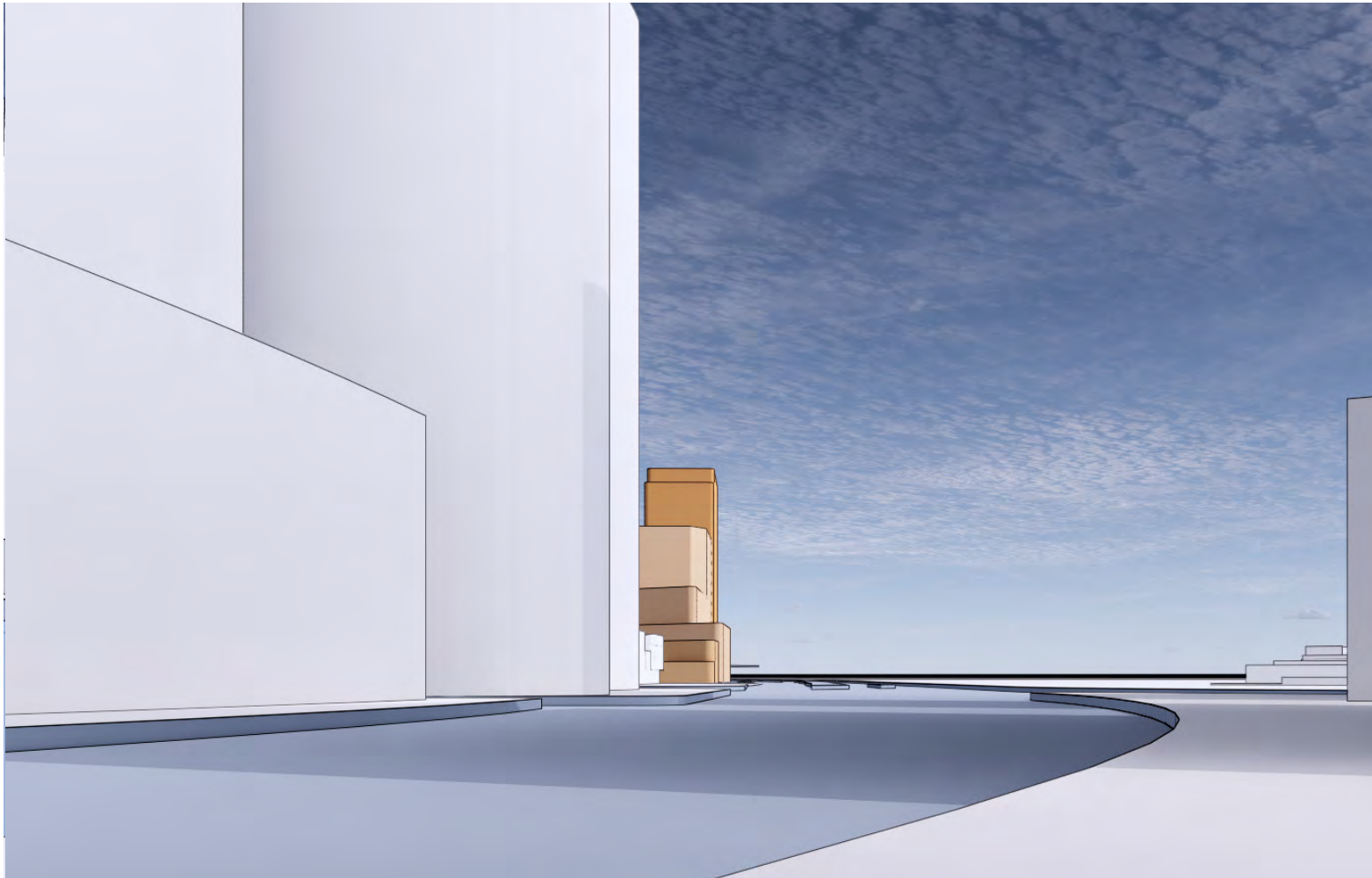
WFC MASSING VIEW 02 VICTORIA HARBOUR PROMENADE



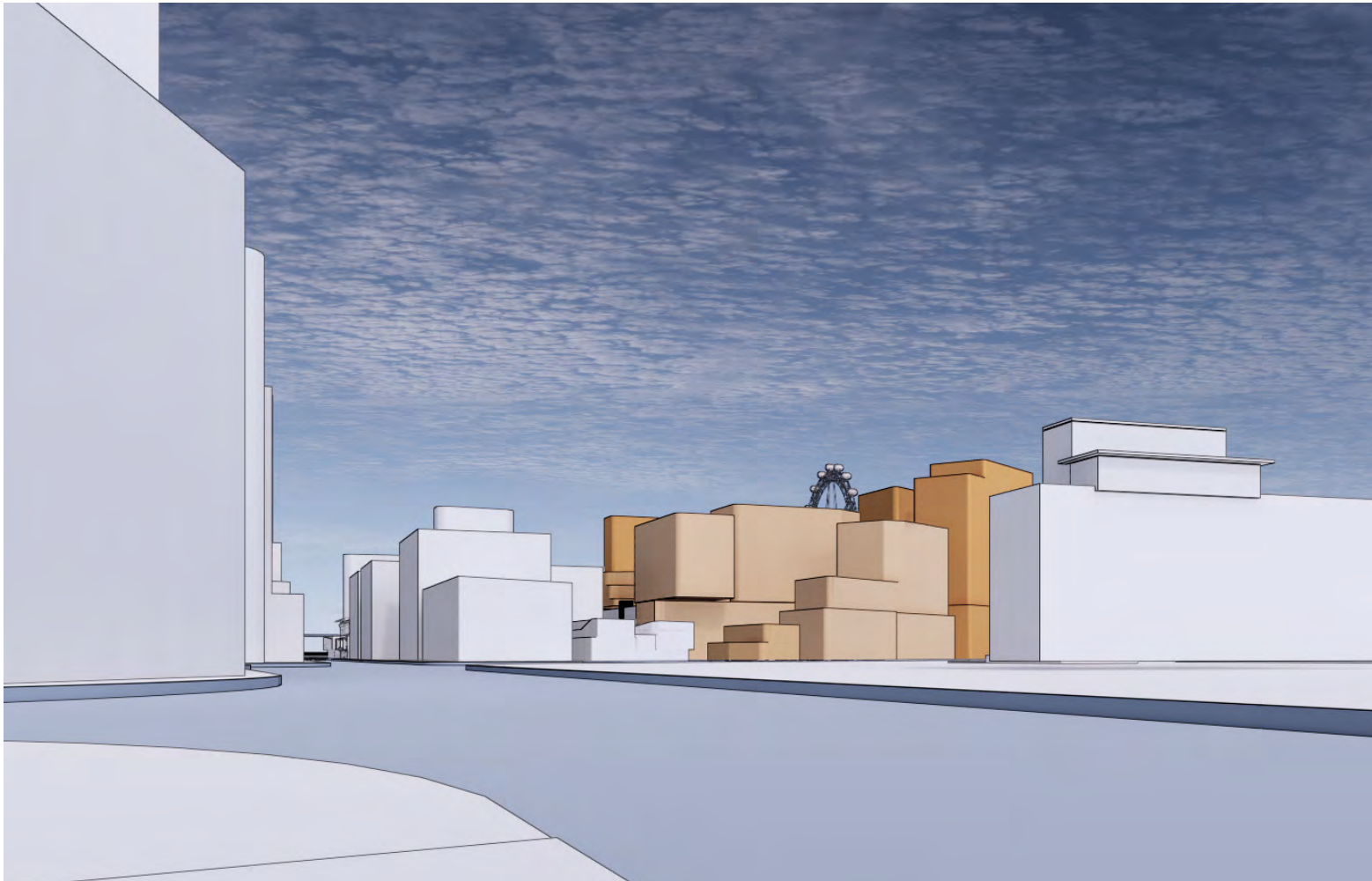
WFC MASSING VIEW 03 FOOTSCRAY ROAD NORTH INTERSECTION



WFC MASSING VIEW 04 FOOTSCRAY ROAD SOUTH INTERSECTION



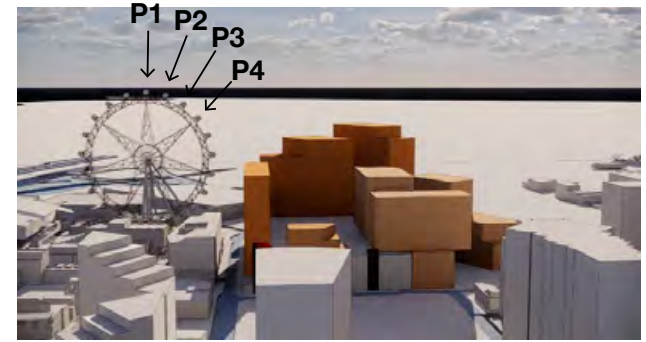
WFC MASSING VIEW 05 DUDLEY STREET



VIEWS FROM MELBOURNE STAR OBSERVATION



POD 1



POD 2



POD 3



POD 4



06 MOVEMENT AND PARKING PLANS

6.1 PEDESTRIAN CONNECTIONS

Create a series of connections and linkages through the site to integrate with the wider pedestrian network and provide for fluid pedestrian movements across levels.

A high level of pedestrian permeability will be provided through the site, within a pedestrian network that will guide visitors through the varying levels of the site in a fluid manner as demonstrated on **Movement and Parking: Precinct Movement Network Diagram and Sections A, B and C**. Access points will be located and designed to:




- be obvious, attractive and efficient;
- avoid conflict with vehicles; and
- Provide seamless integration between the ground plane and upper levels.

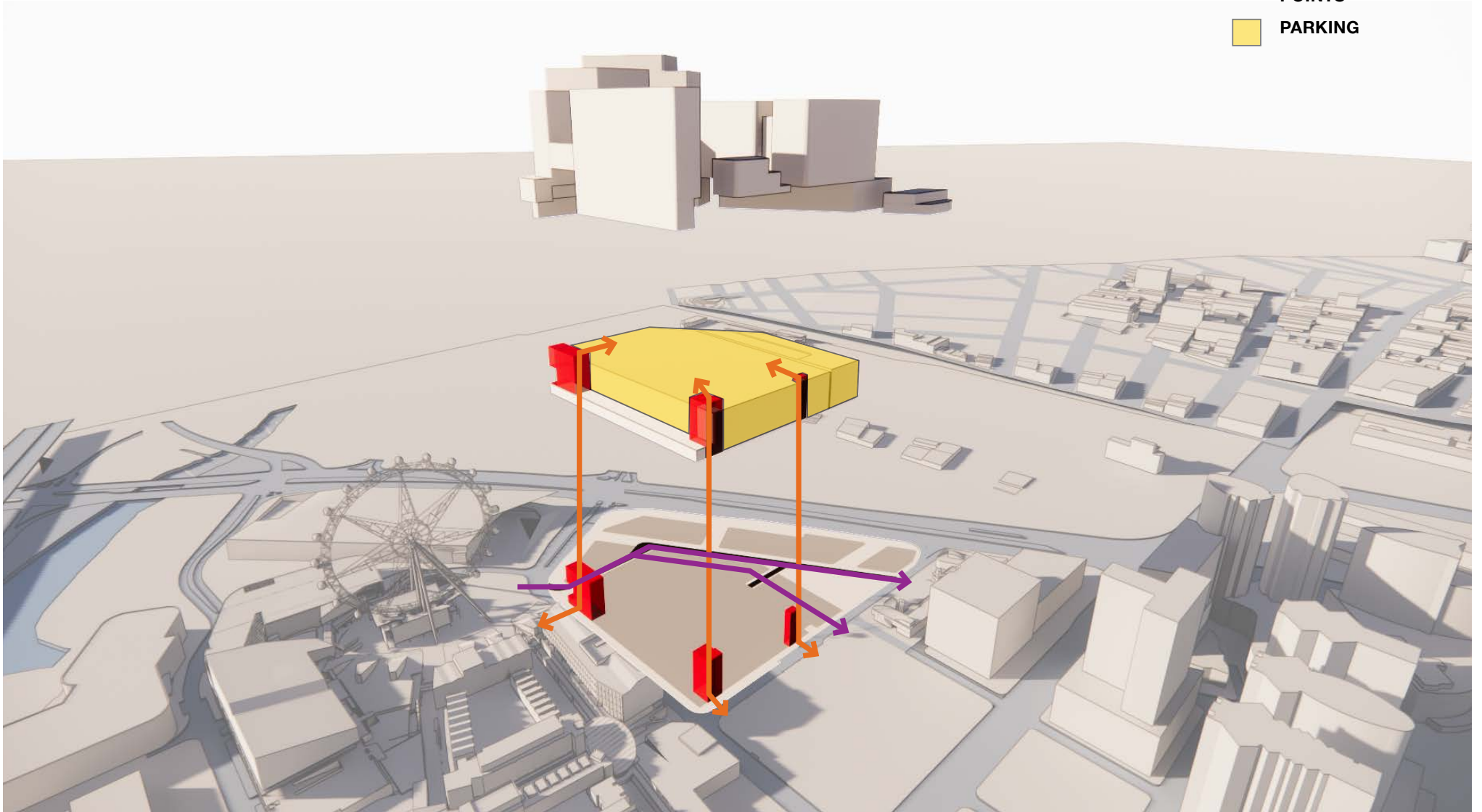
To achieve this, the following design requirements should be met:

- Provide pedestrian access points at ground level, located generally in accordance with **Movement and Parking Plan 1**;
- Provide capacity for the inclusion of a potential integrated 'landing point' from North Melbourne across E-Gate to Docklands;
- Provide for access to the Elevated Communal Open Space, generally in accordance with **Movement and Parking Plan 2**.

A functional layout of the proposed service road is attached at Appendix B. This provides further detail on the road alignment, pedestrian accessways and crossings.

Figure 22 Movement and Parking
- Precinct Movement
Network Diagram

-  PEDESTRIAN MOVEMENT
-  VEHICLE ACCESS/ MOVEMENT
-  PEDESTRIAN ACCESS POINTS
-  PARKING



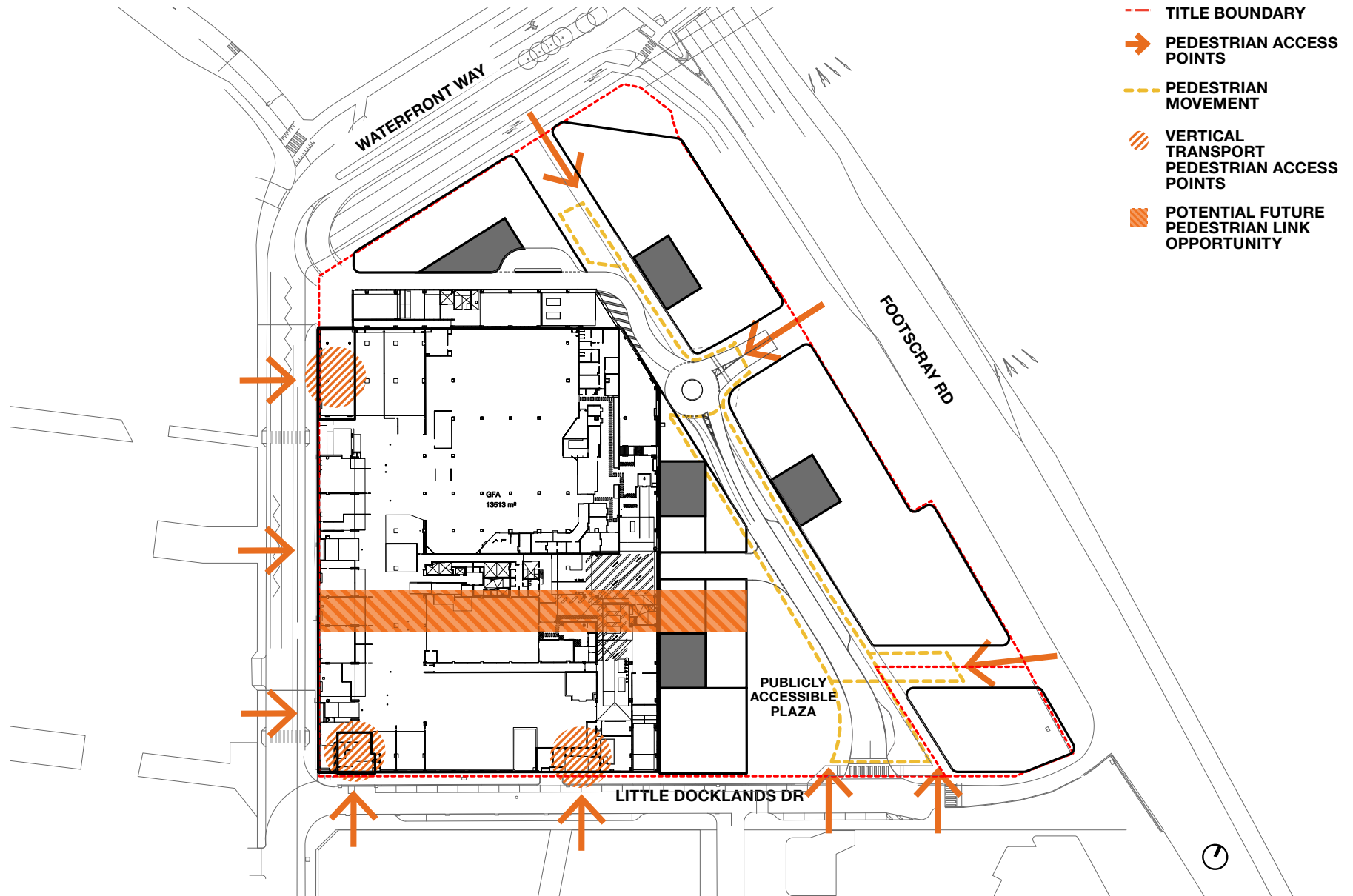


Figure 23 Movement and Parking Plan 1 - Ground Floor pedestrian paths and access points

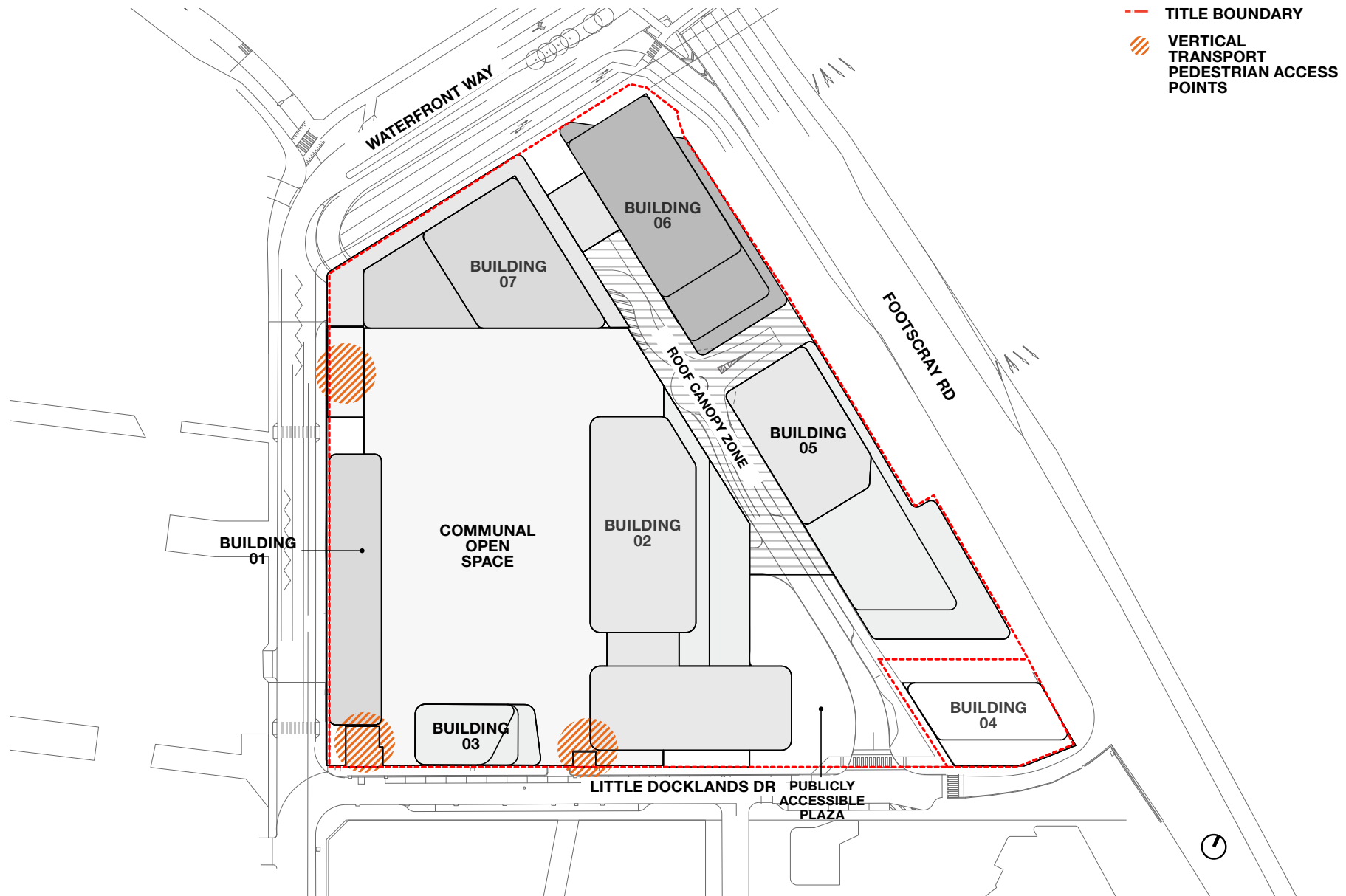
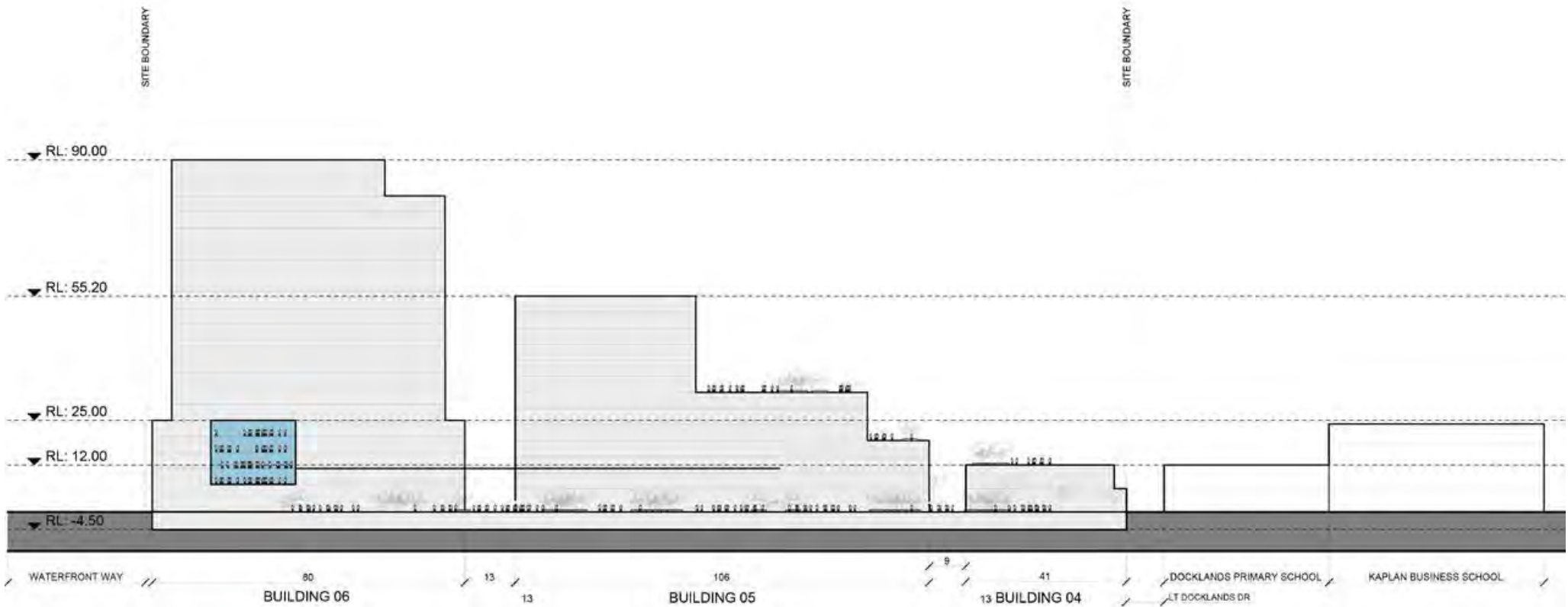
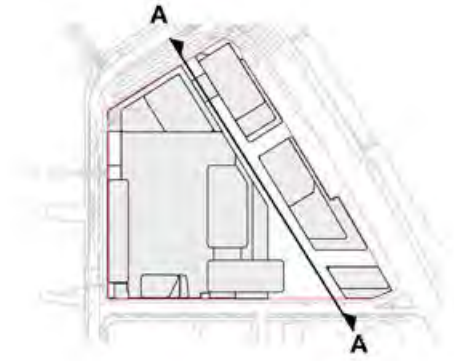


Figure 24 Movement and Parking Plan 2 - Elevated open space and pedestrian access points

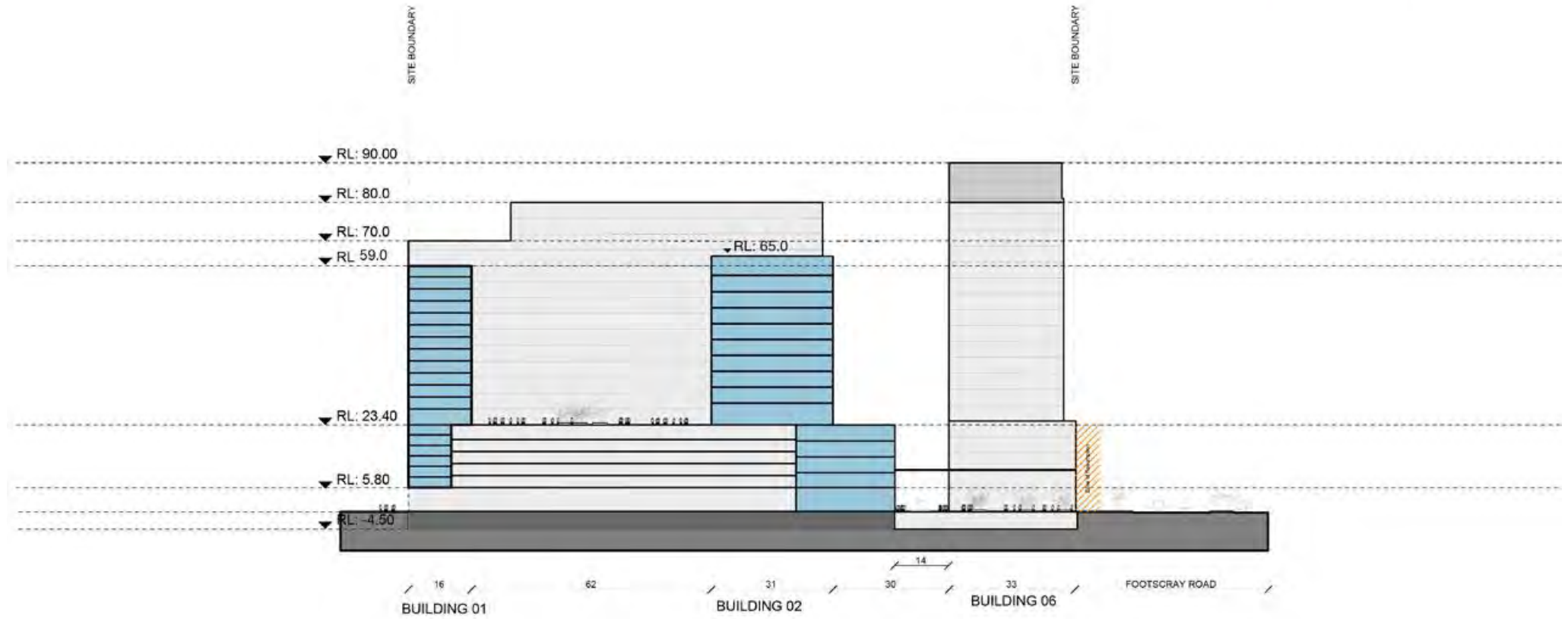
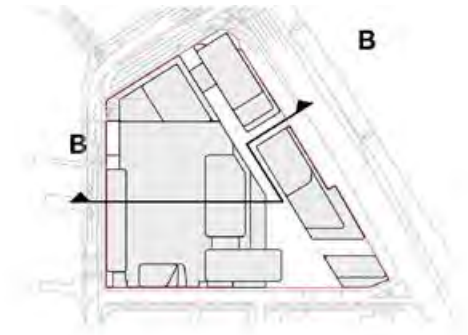


**circulation
daily life
invitation
publicness
spectacle
transitional form
urban stitching**

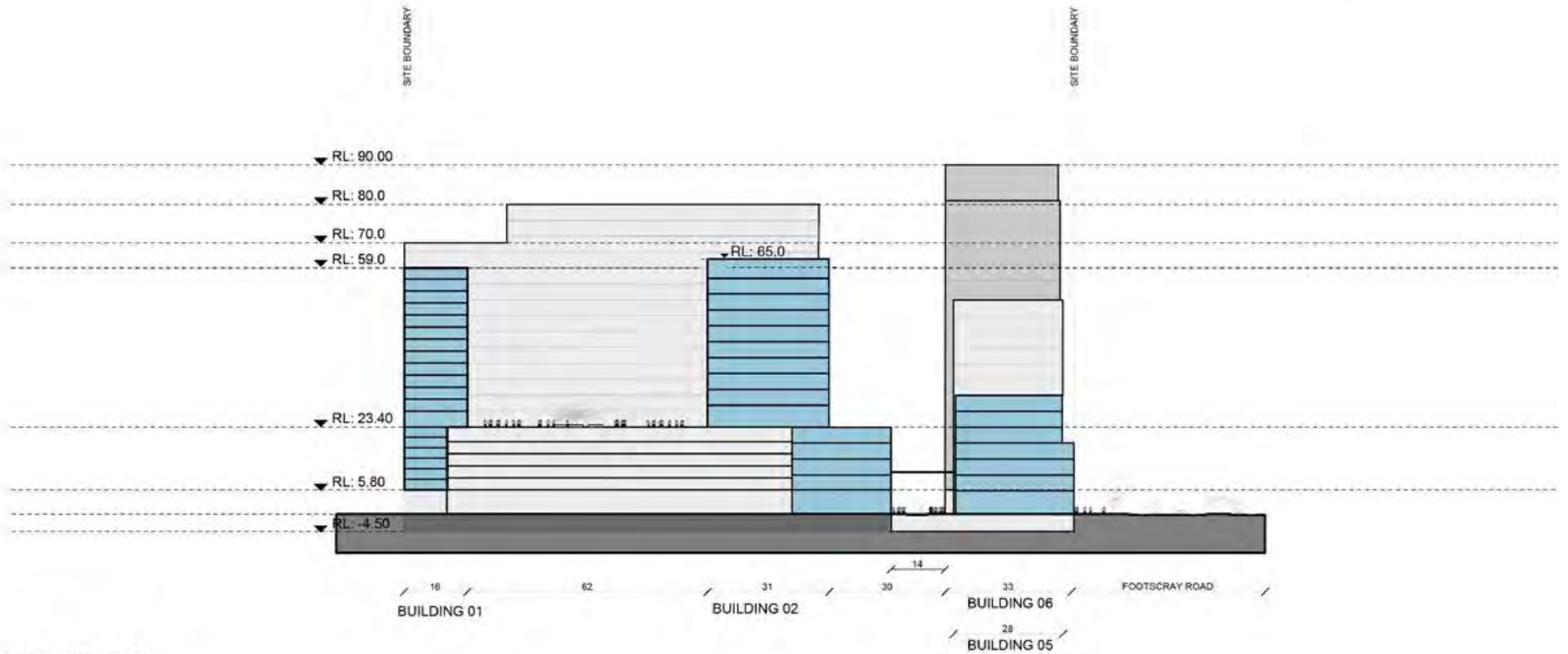
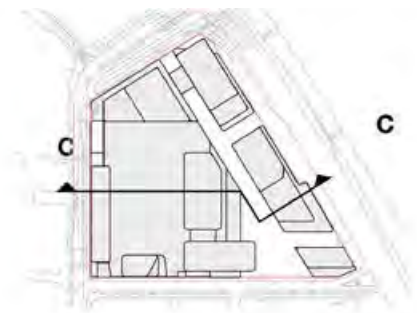




SECTION AA



SECTION BB



SECTION CC

6.2 BICYCLE AND CAR PARKING.

Ensures an appropriate provision of car parking and bicycle spaces and a road network which provides for safe and efficient access and egress. Car parking will be provided within sleeved podiums and potential basements.

6.2.1 Road Network

The road network will be improved by the construction of a road connecting Waterfront Way to Little Docklands Drive and works to surrounding intersections. The road network should be arranged to manage the expected traffic impacts safely and efficiently.

To achieve this, the following design requirement should be met:

- The road alignment and intersection improvements should be generally as shown in **Movement and Parking Plan 3**.

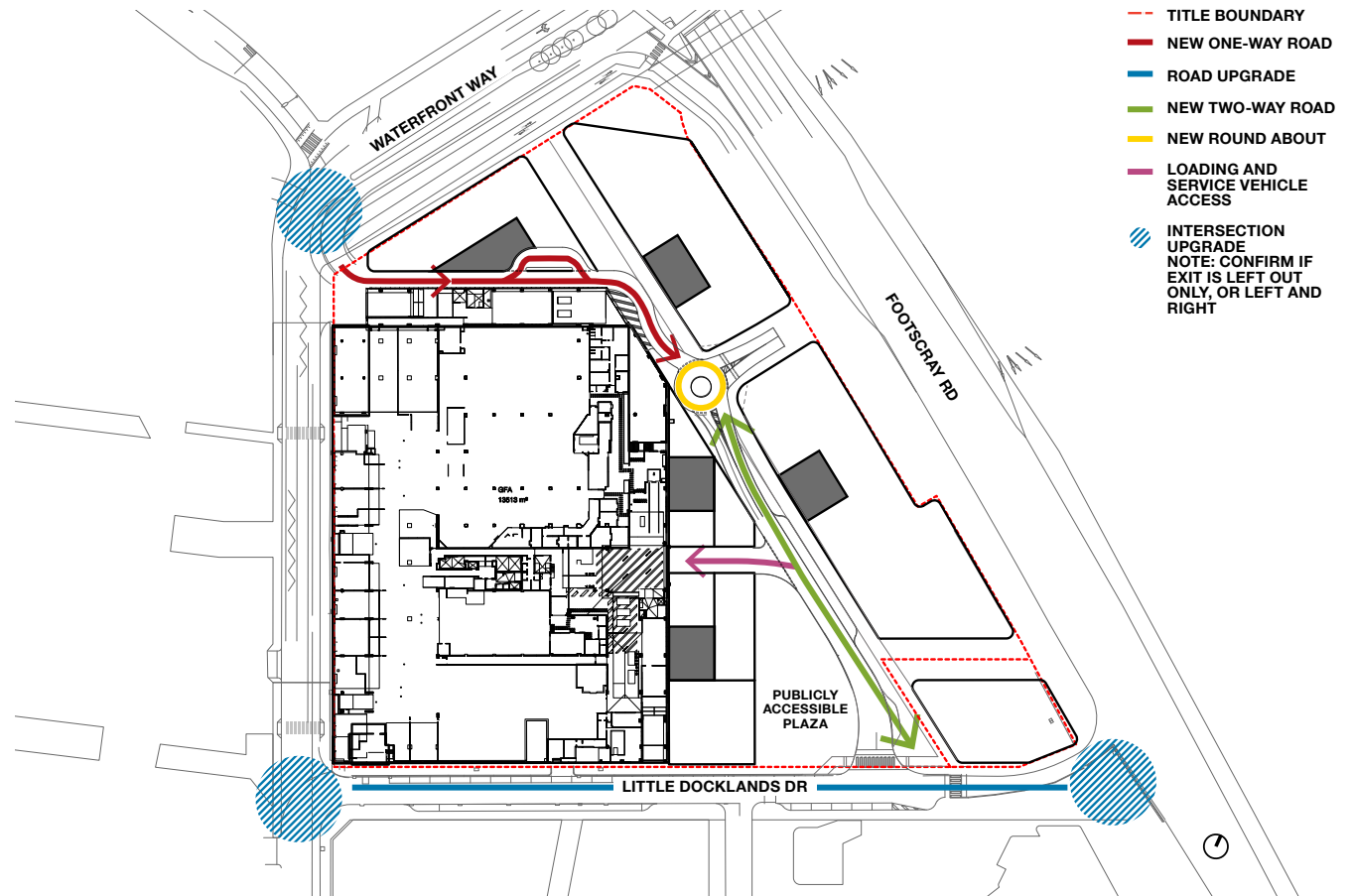


Figure 25 Movement and Parking Plan 3 - Road provision and upgrades

6.2.2 Site Access

The vehicle access points within the site should be designed to efficiently connect to the surrounding road network, as well as minimising conflict points with pedestrian and bicycle movement spaces. To achieve this, the following design requirements should be met:

- access points to car parking, loading and unloading and pick-up/ drop-off areas should be generally as shown in **Movement and Parking Plan 4**.
- Allow for car parking within sleeved podiums
- Car parking spaces and accessways should comply with the relevant Australian Standards.
- Extent of possible basement as shown in **Movement and Parking Plan 5**.

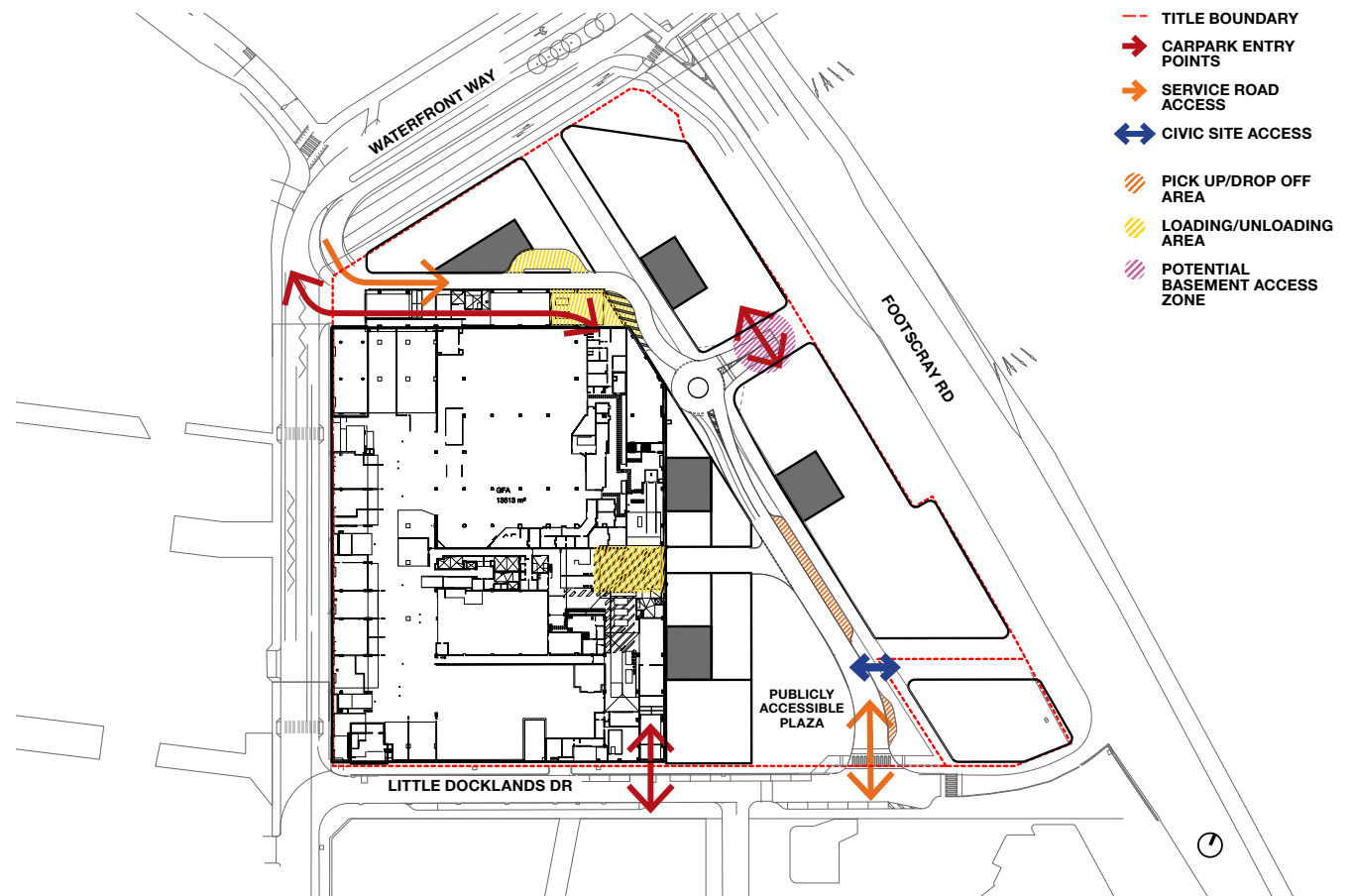


Figure 26 Movement and Parking Plan 4 - Access to car parking spaces, loading areas and pick up/drop off points

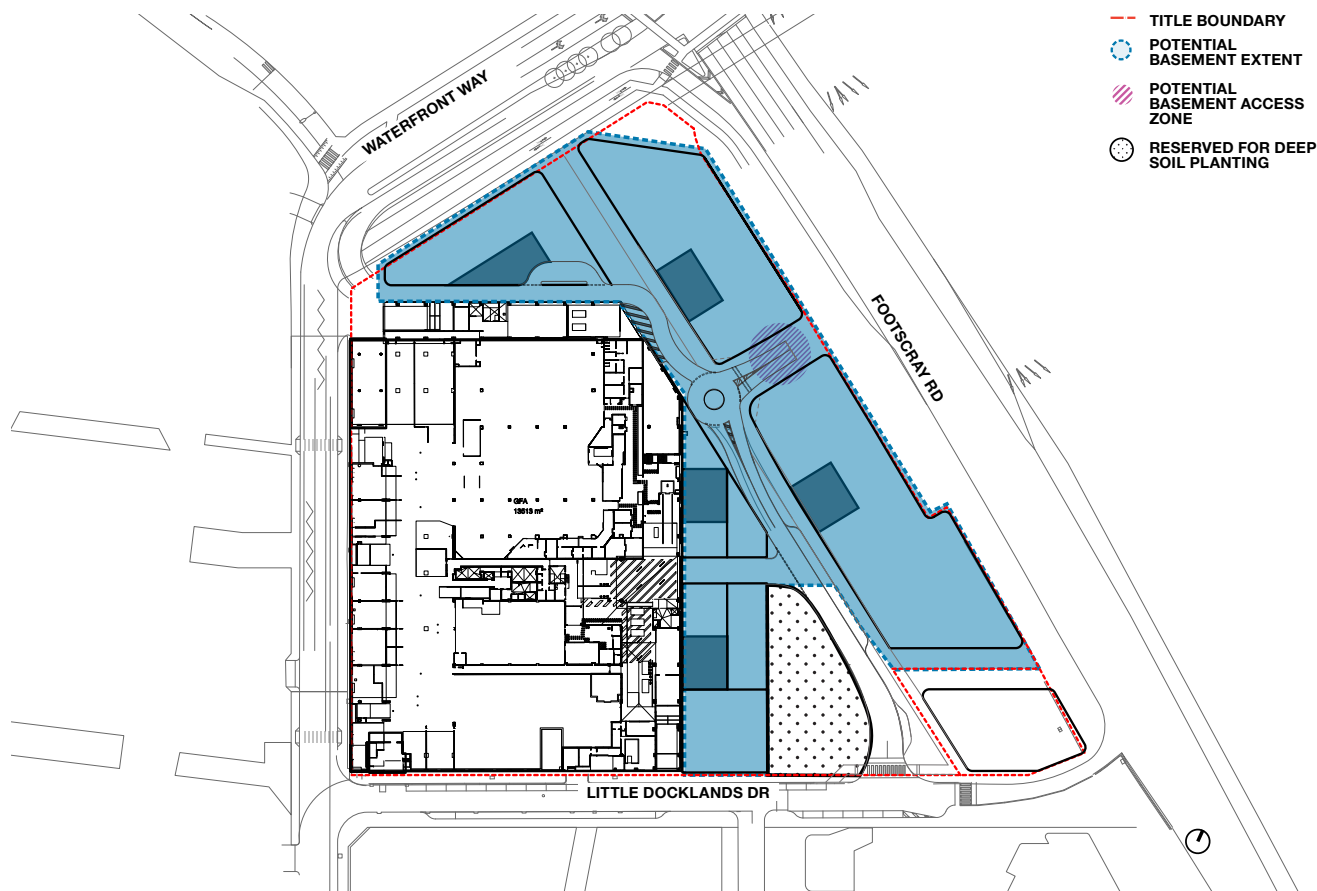


Figure 27 Movement and Parking Plan 5 - Possible basement extent

6.2.3 Car Parking, Motorcycle and Bicycle Provision

The development will provide car, motorbike and bicycle parking at rates that reflect the range of transport options available to residents, workers and visitors to the site.

To achieve this, the development should meet the following design requirements:

- A maximum car parking provisions of:
 - 1,333 car parking spaces for residents and workers of the site, including a maximum of:
 - 1 space to each dwelling; and
 - 1 space to each 100 sq m of gross floor area for employment uses.
 - 2,846 publicly available car parking spaces.
- The opportunity for car share spaces within car parks must be considered. The inclusion of car share spaces should be determined at the planning permit stage, once the details regarding the exact composition of the buildings have been refined
- A minimum motorcycle parking provision of:
 - 1 space per 100 car parking spaces.
- A minimum bicycle space provision of:
 - 1 space per dwelling. The use of apartment storage lockers to provide the resident bicycle parking requirement should be permitted provided that the size of the storage locker is sufficient to meet the bicycle storage envelope outlined in the Australian Standard;
 - Provision consistent with the requirements of Clause 52.34 for employment uses;
 - Bicycle parking will be provided in communal areas in convenient locations for users.

07 THE PUBLIC REALM AND LANDSCAPE

7.1 ENHANCE THE PUBLIC REALM

Enhance the public and communal realms through the provision of privately owned open space and streetscape improvements that link to the broader network of open space;

A Place for People
Human Scaled Open Space



Connected
Legible and Permeable



Diversity
Landscape Responding to Setting



Uses
Complimentary Ground Plane Uses



Authenticity
Places for WFC



7.1.1 The Public Realm

The public realm will be designed in a way that is 'familiar' and assists with way finding and creating a sense of place.

The shape of Waterfront City's public realm cannot be superimposed onto the site, but will need instead to opportunistically annex inherited site conditions and work with them to give communal space a scale, connectivity and character that can hold its own within the city. To achieve this, design of the public realm and open spaces should:

- Create a new public realm framework that is responsive, complementary and well connected to Waterfront City and the wider Docklands precinct;
- Build upon the character and structure of the existing street network as a robust and legible armature within which to collect other spatial types such as urban plazas and open space on structure;
- Develop an urban place of distinctive characters that provides safe and equitable access to a diverse range of residents, workers and visitors;
- Extend the public realm and urban waterfront experience of New Quay into Waterfront City with clear accessible and activated connections to the wheel, waterfront, Ron Barassi Snr Park etc; and
- Invest in the infrastructure of connection - the bridge, the inclined ground plane, the street etc with a city making scale and singularity.

To achieve these objectives, the following design requirements should be met:

- The design of the public realm around and through the site should be generally in accordance with **Public Realm Plans 1-9**;
- Materials and finishes of the privately owned communal open space should take reference from the Docklands Design and Construction Standards

for Public Infrastructure Works and be considerate of sustainability, durability, fitness for use and resistance to vandalism.

- Planting should be generally in accordance with **Planting Schedule 1**.
- Provide active interfaces between buildings and the public realm at the site's four street interfaces generally in accordance with **Street Sections A, B, C and D** and with the Docklands Design and Construction Standards.
- Landscaping concepts beyond the site boundaries are illustrative only and require future agreement with the City of Melbourne.
- The retention or removal of trees in the public realm will be subject to the agreement of the City of Melbourne.

7.1.2 Publicly Accessible Plaza

The development will provide for two privately owned publicly accessible open spaces that are high quality, accessible and usable. These should be consistent with the following design requirements:

- Provide a publicly accessible plaza fronting Little Docklands Drive located generally as shown in **Public Realm Plan 3**; and
- Provide a publicly accessible space along Footscray Road located generally as shown in **Public Realm Plan 4**.

These two areas of open space should:

- Provide open spaces suitable for their intended purpose;
- Provide planting for shading and wind protection; and

- Provide a number of different types of open space experiences ranging from passive/ informal, to highly active urban destinations.

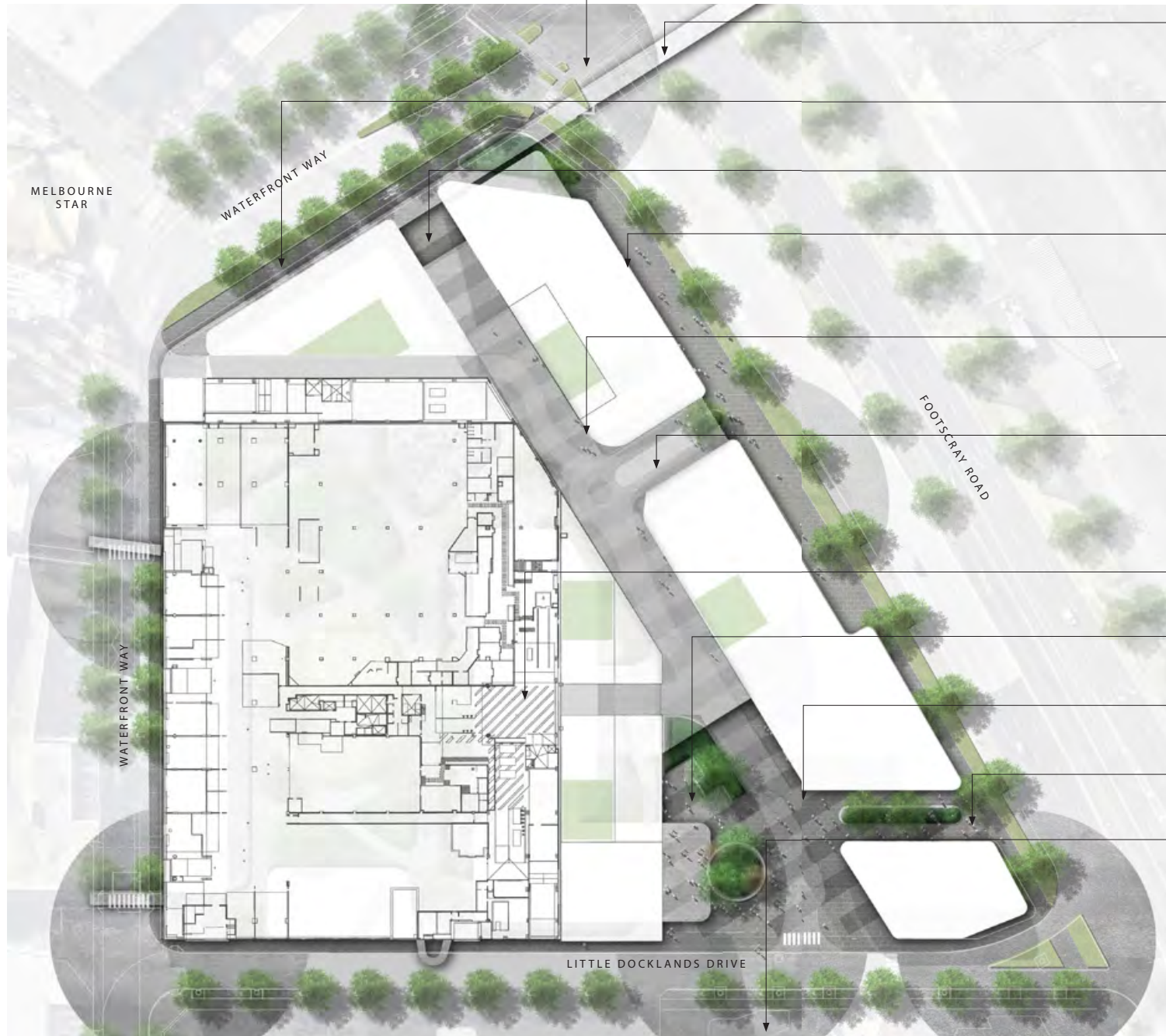
7.1.3 The Elevated Communal Open Space

The development will provide for a substantial privately owned communal space above the existing car parking. It will be an emphatically green space, comprised of a mix of passive and active spaces for the use of its immediate residential and worker community.

The communal area should be consistent with the following design requirements:

- Provide for vertical integration between the public realm and communal spaces generally as shown in **Public Realm Plan 9**.
- Provide several different types of communal facilities ranging from passive/ informal, to highly active urban destinations, generally as shown in **Public Realm Plan 2**.
- Provide opportunities for activities within the communal space, including adequate space to support entertainment and recreational uses including, but not limited to the following:
 - Activity programming linked to other local parks;
 - Creation of/ integration with a Docklands fitness/ health circuit;
 - A future partnership with the Docklands School;
 - Provision of core fitness facilities accessible to the public;
 - Regular night-time activation.
- Provide planting for shading and wind protection.

THE GROUNDPLANE



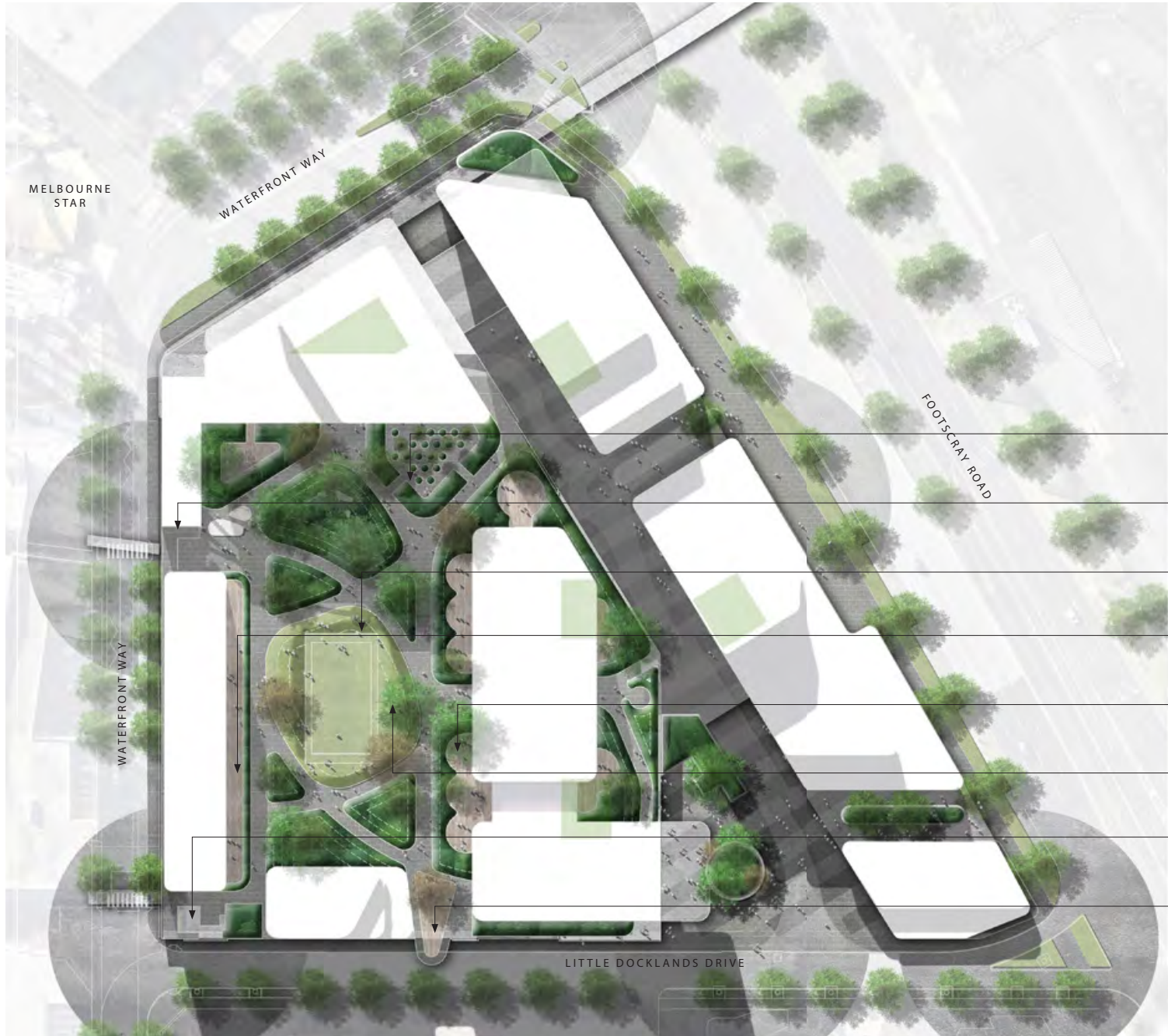
- * Pedestrian and shared-path crossing at the ground level intersection of Footscray Road and Waterfront Way.
- Possible future elevated North Melbourne Station pedestrian connection shown with on-grade pedestrian connection to Footscray Road beneath.
- Generous footpath connection and street tree planting to Waterfront Way.
- Foyer connection and entry from Waterfront Way.
- Setback for future veloway.
- One way lane with activation from adjacent employment uses provides a pedestrian connection and sight-lines.
- Potential basement access zone with pedestrian access from Footscray Road. Planting on structure toward the interface with Footscray Road.
- Ground level loading dock.
- Plaza with copes of high canopy trees
- Retail activation to both sides of the plaza space
- The Way creates a public room with sight-lines into the project from Footscray Road.
- Docklands School and open space.

Notes to Public Realm Plans

Landscaping concepts beyond the site boundaries are illustrative only and require future agreement with the City of Melbourne. See page

The retention or removal of trees in the public realm will be subject to the agreement of the City of Melbourne.

THE HIGH PARK



Small rooms and furniture embedded in planting.

Lift core connection and stair up to the skypark / down to ground and market.

Multi-use courts with planted edge.

Private open space and planting at the interface of proposed building and the high park.

Vegetated edge to common area below.

Mounded central area of turf with deciduous trees on structure.

Lift core connection and stair up to the high park / down to ground and market.

High park belvedere.

Public Realm Plan 3

THE PLAZA

Located at the eastern end of Little Docklands Drive and opposite the Docklands Primary School, The Plaza is a space that makes a transition between the street and block. The Plaza is an extension of the urban character of the street, but at a generous scale with areas for free movement and circulation.

The space will feature high canopy trees in terra firma that offer a intermediate scale between pedestrians and the adjacent built form.

Ingredients / elements

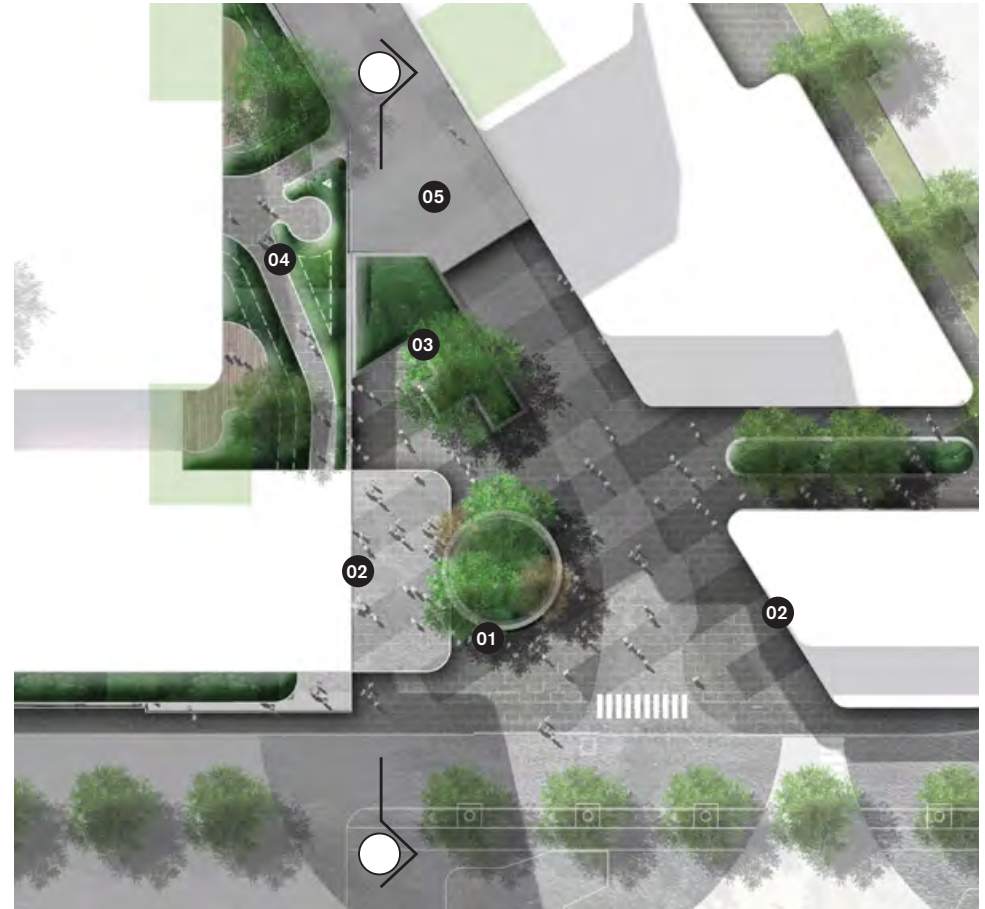
- Seating
- Trees
- Drinking fountain
- Bins
- Bicycle parking racks
- Standard lighting
- Bluestone paving



Location



Exemplar



Illustrative Plan



- 01 Cope of trees with seating
- 02 Adjacent ground level retail activation
- 03 Cope of trees at carpark entry
- 04 Setback to high park above
- 05 Covered canopy

Public Realm Plan 4

THE WAY

The Way is a publicly accessible space that provides a green break in the massing facing Footscray Road and which holds the definition of the street wall via a visually porous structure.

The room is seen as an entry and anteroom from Footscray Road as well as a sheltered space for passive use, food and beverage activation, gathering and the hosting of events. The space will also serve as a link to the Plaza.

Occasional access for loading and deliveries to the civic use building will be permitted.

Ingredients / elements

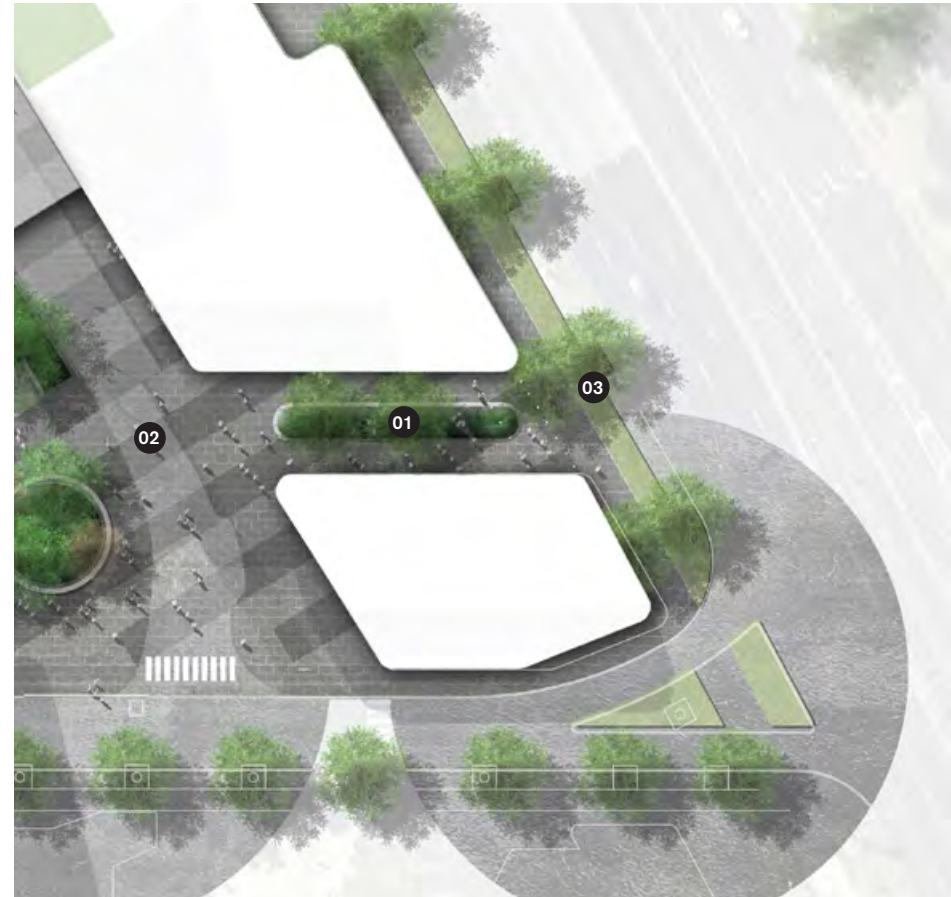
- Seating walls, steps, standard benches
- Drinking fountain
- Bins
- Bicycle parking racks
- Standard lighting
- Trees
- Garden planting
- Self supporting climbing plants on structure
- Edges activated by retail / employment / civic activity
- Bluestone paving
- Multi-purpose lawn area



Location



Exemplar



Illustrative Plan



Exemplar

- 01 Planted terrace with tree planting
- 02 The lane
- 03 The Boulevard

Public Realm Plan 5

THE LANE

The Lane is ground level street connecting pedestrians arriving from Waterfront Way to the north and cars arriving from Waterfront Way to the west. The Lane is an important connector space in the design of the super-block, facilitating clear and visual links between the North Melbourne connection bridge, Waterfront Way, Little Docklands Drive and the Plaza and enabling the servicing of the precinct. The Lane creates a common ground for the users of the adjacent podium and towers and becomes a kind of external anteroom to a series of foyers, lobbies and tenancies on either side of it, enabling an active and porous edge between landscape and built form.

Ingredients / elements

- Seating walls, steps, standard benches
- Drinking fountain
- Bins
- Bicycle parking racks
- Standard lighting
- Edges activated by retail / employment activity
- Bluestone paving



Location



Exemplar



Illustrative Plan



Exemplar

- 01 2 lanes of 1-way traffic w/ parking bays
- 02 Access to lobbies and core
- 03 Paved Pedestrian plaza
- 04 Potential basement access zone

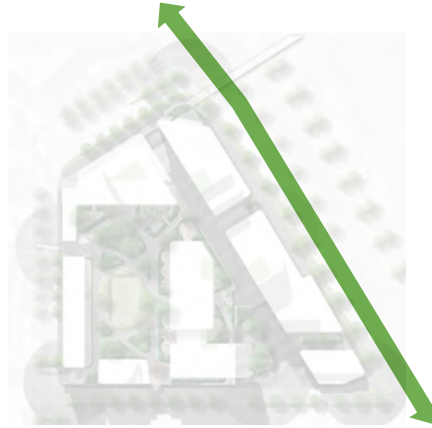
Public Realm Plan 6

THE BOULEVARD

The Boulevard is a vision for the extension of the civic scale planting, paths and streetscape of Harbour Esplanade north to Waterfront Way to engage with Waterfront City. Others will need to determine whether this treatment literally extends the language of the existing Esplanade or chooses instead to shift the language as an acknowledgement of not having an adjacent water's edge. Nevertheless, the development plan anticipates the importance of this civic scale by providing an appropriate scale and setback of built form, by breaking that form at regular intervals along the street, by providing porosity and activation and by connecting it into the proposed North Melbourne elevated link.

Ingredients / elements

- Seating walls, steps, standard benches
- Drinking fountain
- Bins
- Bicycle parking racks
- Standard lighting
- Planted median
- Trees
- Edges activated by retail / employment activity
- Concrete paving



Location



Exemplar



Illustrative Plan

- 01** Footpath and setback for future veloway
- 02** Planted nature-strip and trees



Exemplar

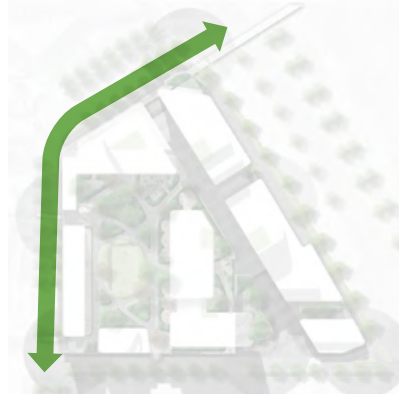
Public Realm Plan 7

WATERFRONT WAY

In the hierarchy of the proposed street network, Waterfront Way will become something akin to a Main Street or High Street for the precinct: a two-way road with on street parking, activated by retail and employment uses on both sides with direct connection to daily services and destinations such as the market. The language of the street will be an extension of the City of Melbourne Standards for Docklands and feature bluestone kerbs and paving with CoM standard furnishings. A number of raised pedestrian crossings will slow traffic and provide on-grade access between District Docklands / Costco and the market / carpark. The opportunity exists to bring the activation and life of the market onto the street through the design of parklets occupying on street car parking bays.

Ingredients / elements

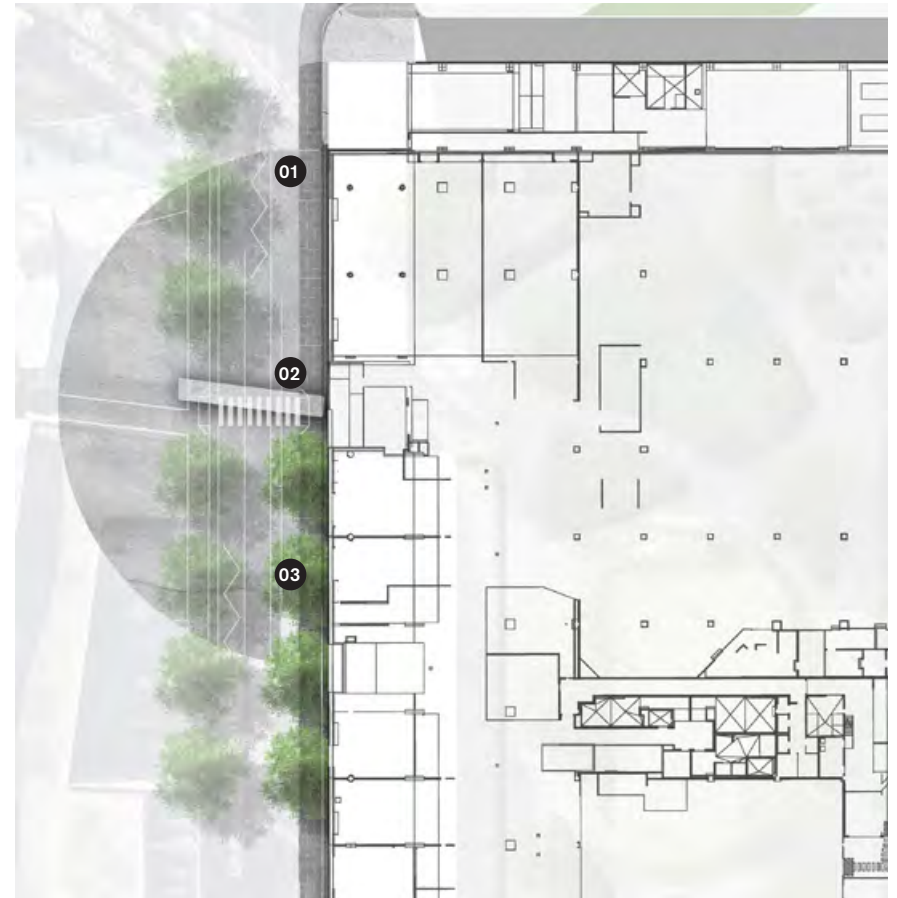
- Seating, standard benches
- Drinking fountain
- Bins
- Bicycle parking racks
- Standard lighting
- Edges activated by retail / commercial activity
- Bluestone paving
- Street tree planting
- On-street parklets for dining and occupation
- Raised pedestrian crossings



Location



Exemplar



Illustrative Plan



Exemplar

- 01 Footpath with active edge to market
- 02 Bridge over with connection to lift
- 03 New street tree planting

Public Realm Plan 8

LITTLE DOCKLANDS DRIVE

Within the Development Plan, Little Docklands Drive is seen as an extension of the City of Melbourne Standards for Docklands and features bluestone kerbs and paving with CoM standard furnishings. The opportunity exists to include additional streetscape planting as a way of connecting and amplifying the green gestures of Footscray Road, the School and the Park.

Ingredients / elements

- Seating, standard benches
- Bins
- Bicycle parking racks
- Standard lighting
- Edges activated by retail / commercial activity
- Bluestone paving
- Street tree planting
- Median planting
- Raised pedestrian crossings



Location



Exemplar



Illustrative Plan

- 01** Footpath with active edge to market
- 02** The Park
- 03** New street tree planting



Exemplar

Public Realm Plan 9

THE HIGH PARK

The High Park is the occupiable roof space of the existing car park structure, which is proposed to be amended, allowing space within new levels for tree planting, smaller parks and path networks. Soil depths will be provided on the structure as required to provide for large tree canopies. The High Park will become a common internal address and asset to the newly proposed built form and its associated uses.

Ingredients / elements

- Seating
- Integrated and custom lighting
- Edges activated by retail / commercial activity
- Edges animated by residential activity
- Bins
- Standard lighting
- Trees
- Garden planting
- Self supporting climbing plants on structure
- Multi-purpose lawn area
- Exercise station or temporary half court basketball
- Communal Gardens



Location



Exemplar



Illustrative Plan

- 01 Vertical connection
- 02 Sky Park / communal open space



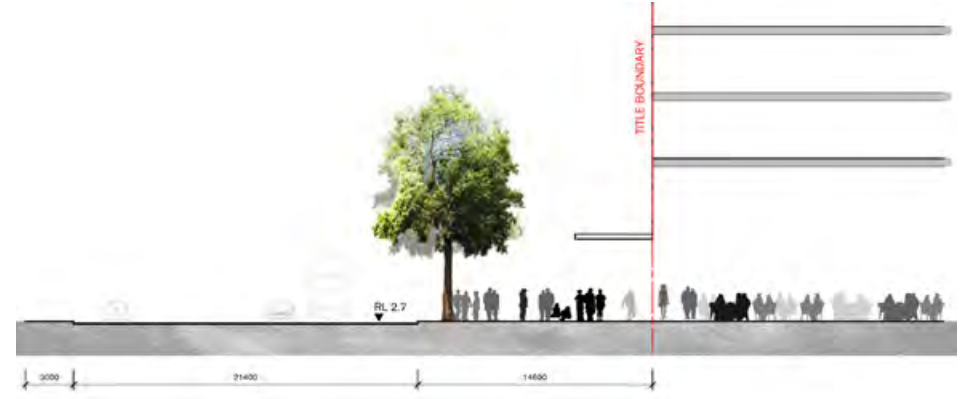
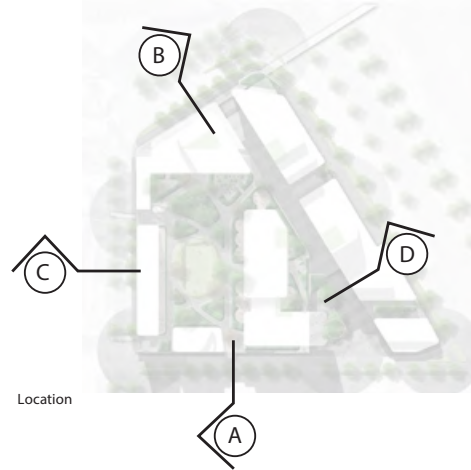
Exemplar

STREET SECTIONS

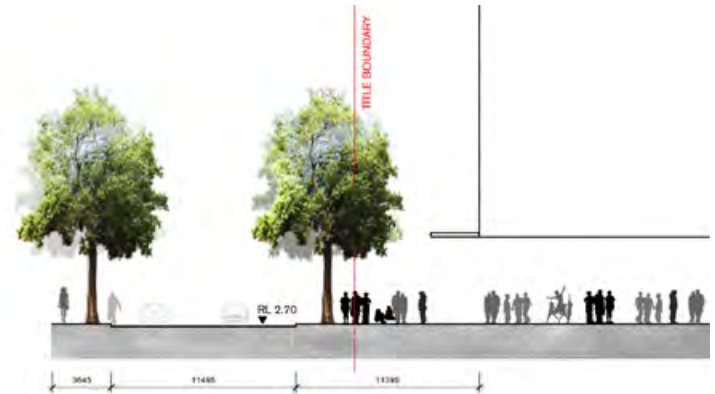
Notes to Public Realm Plans

Landscaping concepts beyond the site boundaries are illustrative only and require future agreement with the City of Melbourne.

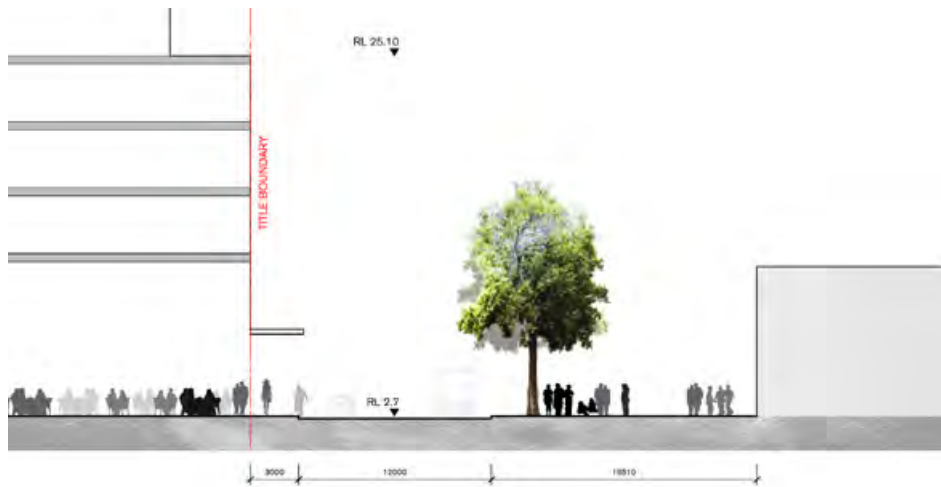
The retention or removal of trees in the public realm will be subject to the agreement of the City of Melbourne.



STREET SECTION B



STREET SECTION C



STREET SECTION A



STREET SECTION D

PLANTING

The following section outlines the location and a typical planting schedule for all public landscaped areas described within the Development Plan. Locations are coded as follows:

F: Facade / Wall

P: Parks

R: Rooftops

S: Streets

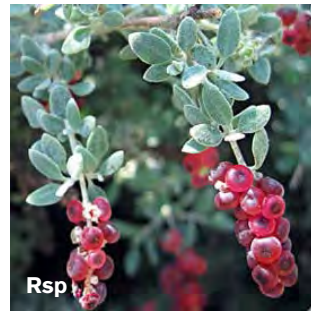
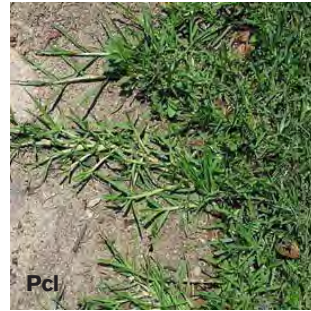
Ground-covers and Cascaders

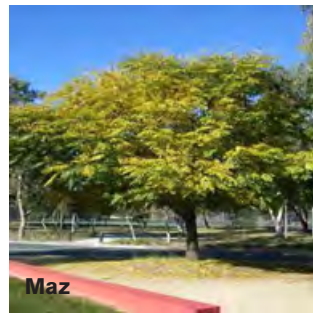
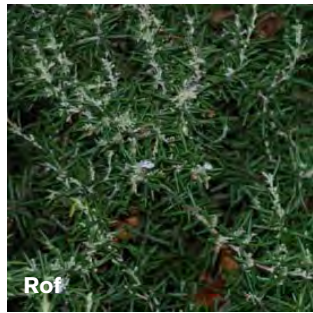
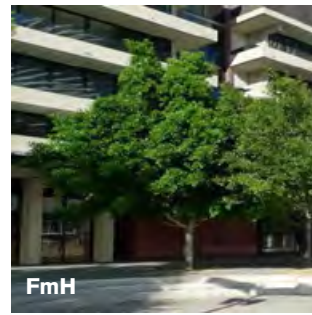
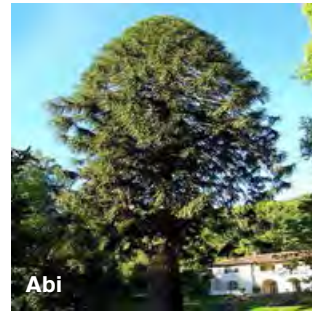
Sym.	Botanical Name	Common Name	Density	Location
Aco	Acacia cognata	Acacia Green Mist / Limelight	0.25	F / P / R / S
Ano	Aceana novae-zealandiae	Bidgee-Widgee	0.25	F / P / R / S
ApS	Aeonium purpurea 'Schwarzkoft'	Black Tree Aeonium	4	F / P / R / S
Aat	Agave attenuata	Lions Tail Agave	1	F / P / R / S
Aca	Aloe castanea	Cat's Tail Aloe	0.5	F / P / R / S
AcM	Arthropodium cirratum 'Matapouri Bay'	New Zealand Rock Lily	1	F / P / R / S
Ase	Atriplex semibaccata	Creeping Salt Bush	1	F / P / R / S
Byu	Beschorneria yuccoides	False Red Agave	1	F / P / R / S
BmS	Buxus microphylla 'Sinica'	Chinese Boxwood	1	F / P / R / S
Cro	Carpobrotus rossii	Karkalla (Pig Face)	1	F / P / R / S
Cmi	Clivia miniata	Kaffir Lily	4	F / P / R / S
Cal	Correa alba	White Correa	0.5	F / P / R / S
Cre	Correa reflexa	Common Correa	1	F / P / R / S
Cor	Cotyledon orbiculata	Pigs Ear	4	F / P / R / S
Cat	Crassula atropurpurea	Purple Crassula	4	F / P / R / S
Dex	Doryanthes excelsa	Gynea Lily	1	F / P / R / S
Eca	Echium candicans	Pride of Madeira	0.5	F / P / R / S
Eto	Enchylaena tomentosa	Ruby Saltbush	1	F / P / R / S
Ecw	Euphorbia characias ssp wulfenii	Wood Spurge	1	F / P / R / S
Emy	Euphorbia myrsinites	Myrtle Spurge	6	F / P / R / S
Ffo	Furcraea foetida	Mauritius Hemp	0.75	F / P / R / S
Gsi	Gahnia sieberiana	Red fruited Saw Sedge	0.25	F / P / R / S
Hvi	Hardenbergia violacea	native Wisteria	1	F / P / R / S
Hhe	Hedera helix	English Ivy	1	F / P / R / S
Jco	Juniperus conferta	Shore Juniper	1	F / P / R / S
LmJ	Liriope muscari 'Just Right'	Lily Turf 'Just Right'	4	F / P / R / S
Mpa	Myoporum parvifolium	Creeping Boobialla	1	F / P / R / S
Oec	Osteospermum ecklonis	Cape Daisy	1	F / P / R / S
Pcl	Pennisetum clandestinum	Male sterile Kikuyu	-	F / P / R / S
Ptr	Parthenocissus tricuspidata	Boston Ivy	1	F / P / R / S
Rin	Raphiolepis indica	Indian Princess Hawthorn	1	F / P / R / S
Rsp	Rhagodia spinescens	Saltbush	1	F / P / R / S
Rof	Rosmarinus officinalis" Blue Lagoon"	Prostrate Rosemary	1	F / P / R / S
Sci	Senecio cineraria	Dusty Miller	4	F / P / R / S
Sse	Senecio serpens	Blue Chalk Sticks	4	F / P / R / S
Yde	Yucca desmetiana	Yucca	4	F / P / R / S
Yel	Yucca elephantipes	Soft Tipped Yucca	1	F / P / R / S

Trees

Sym.	Botanical Name	Common Name	Leaf	Location
Aro	Agathis robusta	Queensland Kauri Pine	Evergreen	P / R / S
Abi	Araucaria bidwillii	Bunya Pine	Evergreen	P / R / S
Cma	Corymbia maculata	Spotted Gum	Evergreen	P / R / S
Fma	Ficus macrophylla	Moreton Bay Fig	Evergreen	P / R / S
FmH	Ficus microcarpa var.Hillii	Hills Weeping Fig	Evergreen	P / R / S
Maz	Melia azedarach	White cedar	Deciduous	P / R / S
Pca	Phoenix canariensis	Canary Island Date palm	Evergreen	P / R / S
Phi	Platanus X acerifolia	London Plane Tree	Deciduous	P / R / S
Wfi	Washingtonia filifera	Desert Fan Palm	Evergreen	P / R / S







7.1.4 Urban Art

Urban art will play an important role in the public realm of Waterfront City, will be important and incorporated into the ultimate delivery of the precinct, and forms an obligation for the site development. Art has a positive impact on the prosperity of a community through creating vibrant and viable places.

Unless otherwise agreed, 1% of Total Development Cost should be attributed to urban art.

Public art in the development should be consistent with the following design requirements:

- Provide a variety of art opportunities which may include large-scale iconic and landmark works, interactive works, smaller artwork with more intimate details, digital artwork (curated), art as lighting, murals, kinetic sculptures, environmental engagement, sculptural wall treatment, street installations, green installations, ephemeral works and performance activities.
- Include cultural or community infrastructure projects in the broader Docklands area, as agreed with the responsible authority.
- Promote community engagement, place activation, attract visitors and provide a point of difference.

A strategy for obtaining approval and implementing the urban art strategy should be a requirement of any planning permit.

Payments for the provision of public art will be made to Development Victoria (or its successors) in accordance with the Development Agreement.

7.1.5 Lighting

Lighting of public and communal spaces should be consistent with the following design requirements:

- Provide architectural / landscaping lighting to highlight pedestrian paths for night time security while creating various moods for different modes and helping to emphasise public feature facades.
- Provide lighting to beacon private or public car parking entry points.
- Provide lighting to the Urban Plaza, The Arbour, and the Elevated Communal Open Space to ensure security and usability for users.

7.1.6 Signage

An integrated signage strategy should be developed to provide guidance for the development of signage at each development stage and create a consistent and integrated theme across the entire site. This could include wayfinding principles, sign design, typical construction details, graphic standards and guidelines for messaging in addition to specific content.

Guiding principles for signage and wayfinding in the precinct include:

- Use of wayfinding, signage, statutory signage, interpretive signage and place making signage to communicate a range of messages to the user.
- Use wayfinding signage to provide a sense of confidence for efficient movement through the site.
- Provide wayfinding which creates an engaging environment that adds value to the fabric of Docklands and Waterfront City.
- Consider flexibility to accommodate change.
- Consider clear links between the surrounding community and how they connect with precinct.
- Provide messaging that integrates the immediate precinct into the Docklands community and beyond including destinations such as Victoria Harbour, Marvel Stadium, Melbourne Star Observation Wheel and Southern Cross Station.
- Define gateways and their use/types to assist in defining site boundaries.
- Enable business identification signs that will appropriately identify businesses within the precinct and are commensurate to their scale.
- Provide signage that will enhance the amenity of the public realm areas and add vitality and colour to a public business area.

- Deliver business identification signage which integrate with the architectural form and detailing of their host buildings and which do not detract from the views along the Footscray Road corridor.
- Do not generate visual clutter in the precinct.
- Ensure lighting is appropriately integrated into the design of the signage and will not impact the amenity of buildings.

The signage types may include:

- Major external signage.
- Building and business identification signage.
- Pedestrian pathway identification.
- Bicycle pathway identification.
- Vehicle pathway identification.
- Wayfinding signage.

Areas where signage is anticipated include:

- External.
- External public pedestrian pathways.
- External public bicycle pathways and parking .
- External public roads and parking areas within the site.
- Building entrances.
- Building identification.
- Loading docks.
- Internal.
- All public areas within the WFC East Development Plan (land bound by Little Docklands Drive, Footscray Road and Waterfront Way).
- Public roads within the WFC East Development Plan.
- Car park structures.
- Internal public pedestrian pathways and points of vertical transport.
- Bicycle parking.