

WATERFRONT PL

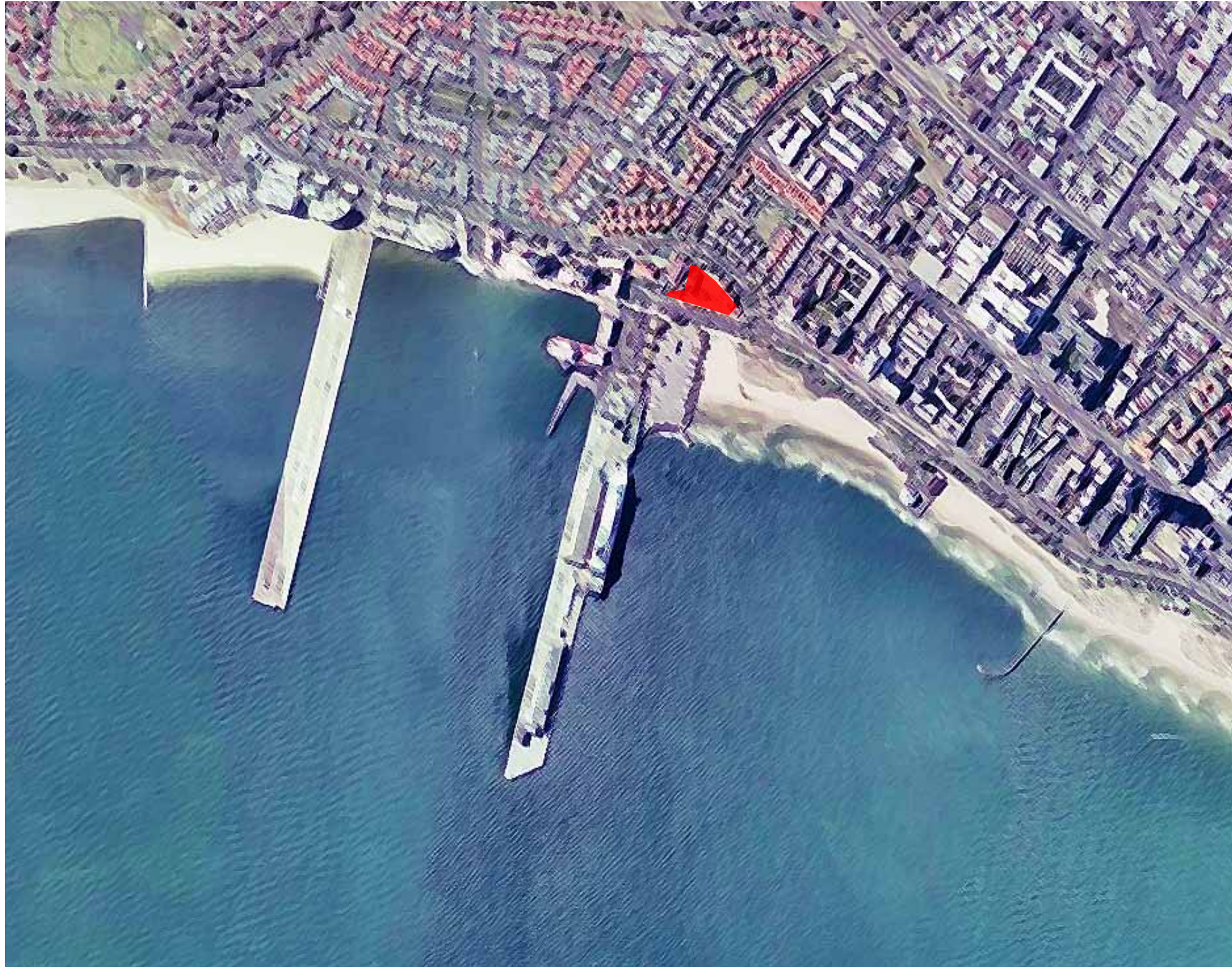
part 1: urban design advice

OCTOBER 2009

1–11 WATERFRONT PLACE, BEACON COVE

CITY OF PORT PHILLIP

WATERFRONT^{PL}



1-11 WATERFRONT PLACE, BEACON COVE

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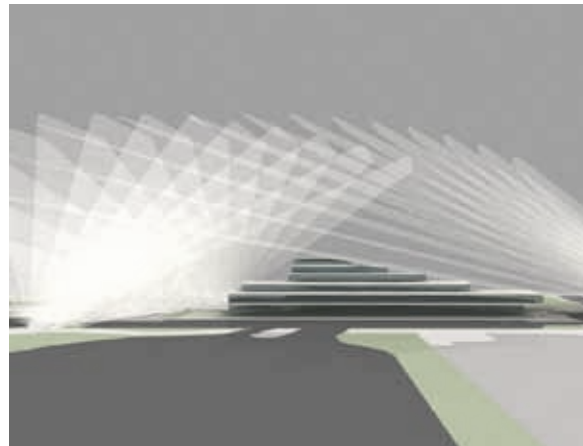
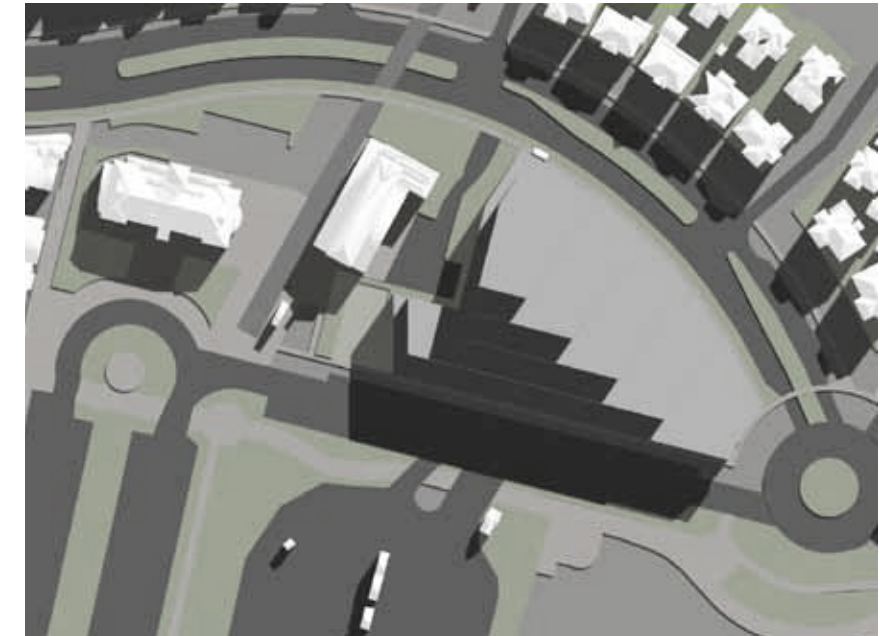
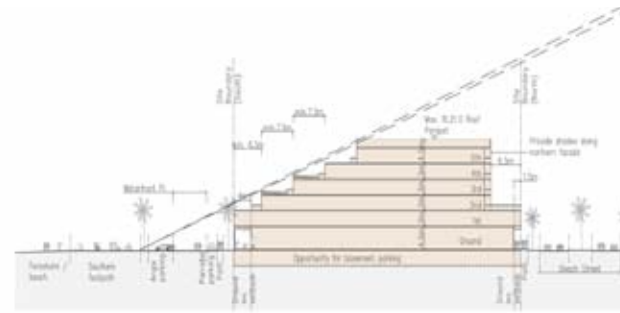
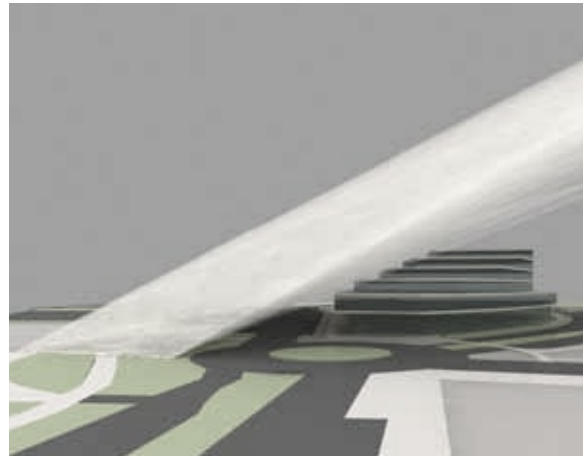
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BIBLIOGRAPHY

Refer to Part 2 : Urban Design Advise - Background Report

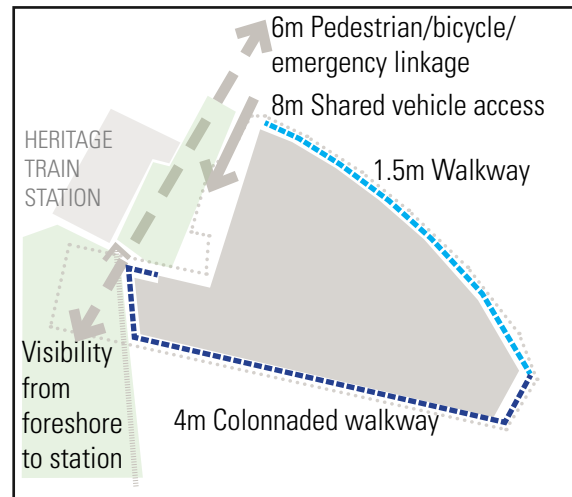


WATERFRONT^{PL}

WATERFRONT PL

EXECUTIVE SUMMARY URBAN DESIGN ADVICE

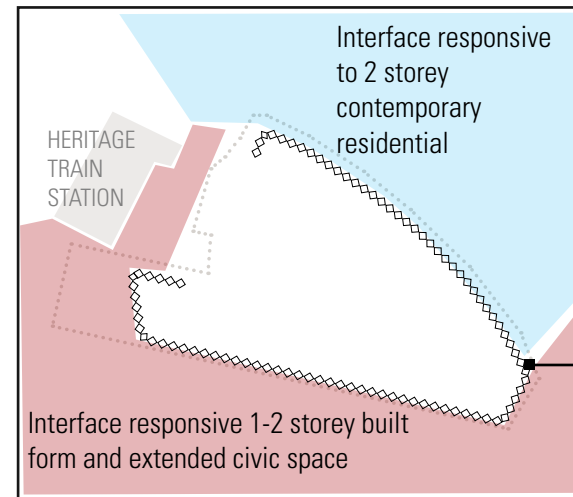
CONCEPTUAL URBAN DESIGN PARAMETERS



GROUND FLOOR SETBACKS

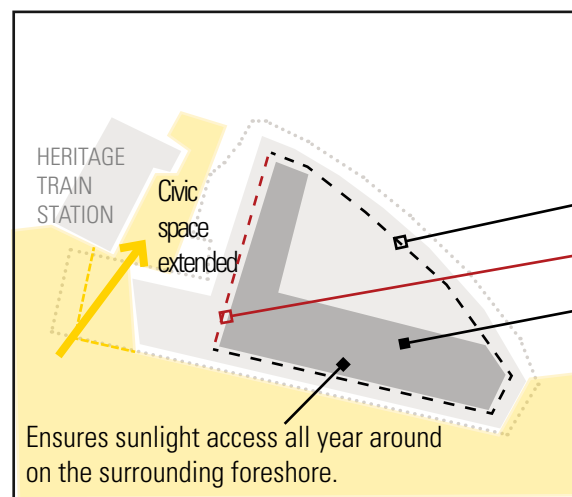
Building envelope

Widen footpaths at ground level



PODIUM MAXIMUM HEIGHT RL 8M - 2 LEVELS AND ACTIVATION

Create human scale frontages and interfaces

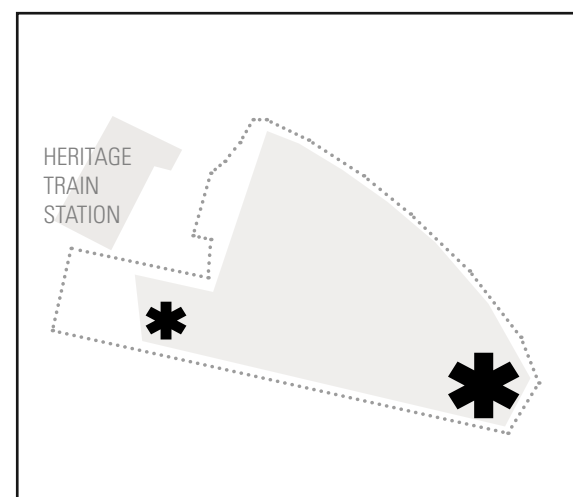


UPPER LEVEL SETBACKS

Maximum height RL 21m

Minimum setback for upper levels:

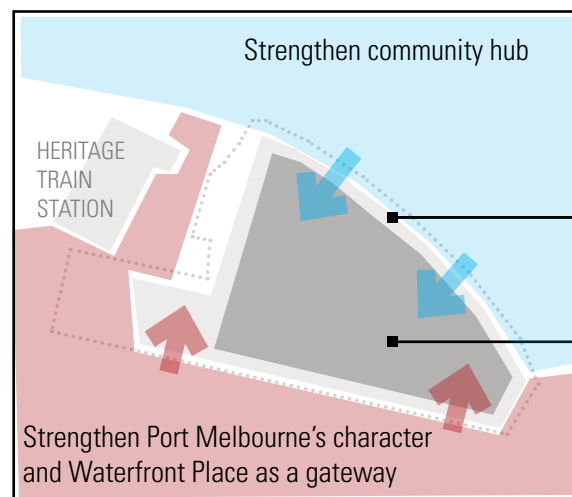
Determined through 3D modelling to negate overshadowing on the shortest day of the year



SYMBOLIC URBAN WATERFRONT ENTRY

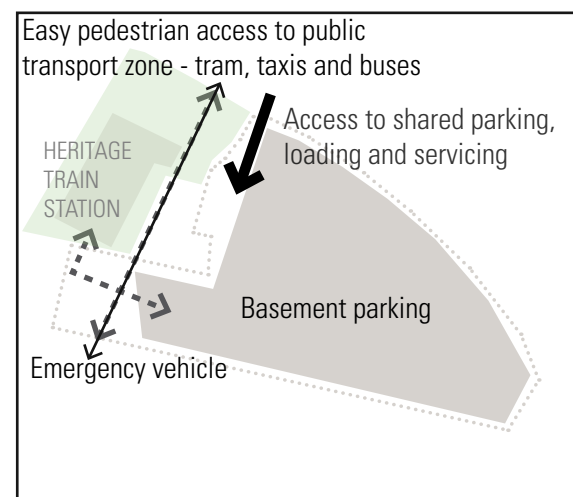
Create marker at highly visible corner near roundabout

Encourage integrated art features



PREFERRED ACTIVITIES

Co-located mixed uses



PREFERRED ACCESS, MOVEMENT AND PARKING

Encourage basement parking and embed service and loading to minimise visual intrusion

Introduction The synthesis, essence and findings of the contextual information including the 3D modeling (sunlight access and shadows) prepared for 1-11 Waterfront Place (refer to Part 2: Background Report) constitutes the platform for the urban design principles and guidelines. The guidelines are broadly consistent with the principles and objectives of state and local planning policy and exemplary ESD principles, which should determine appropriate form for future development by indicating massing, scale, height, layout, permeability, amenity, interfaces, access, parking, street interfaces, connectivity and architectural character.

Compliance The analysis has indicated that new built form, generally in compliance with the Beacon Cove Commercial Development Zone (CDZ) controls, will meet many of the necessary amenity and land use needs of the area; However, the analysis also demonstrates that broader land uses and some modest additional development capacity are achievable. Any variation must be approved by the Minister and is to support and enhance its dual roles as a national/city significant gateway and local meeting point, as well as a working port and place of leisure and it is intended to maximise the scope of activities and amenity provision.

Functions and activities New development is to continue to contribute and support the viability of the working port facility and the foreshore as a valued recreational resource, commercial, leisure and tourism hub for the local and city wide community. A Mixed Use Zone (MUZ) is recommended to encourage a rich mix of co-located activities commercial, tourism, hospitality, recreational, leisure, community and including a residential component on upper levels. Residential is a variation to the CDZ is considered as appropriate.

Maximum height A building taller than the stipulated 3 levels, with a 2 level of street frontage or podium and appropriate ground floor and upper level setbacks, is only to be contemplated where proven net community benefit is to be derived alongside design excellence. Appropriate community and economic benefits include upgrade of the surrounding suburban street and heritage station interfaces, interblock permeability for pedestrians and bicycle linkages, contribution to public transport and community infrastructure improvements, extended and enhanced public realm, promenade and foreshore area, improved working port support and general amenity for residents and visitors. MGS has determined a maximum built form height of 21m RL or 5 levels with setback for 1-11 Waterfront Place, determined through a rigorous policy, strategic, and site analysis which includes a 3D modeling exercise. Any increment in height is to be based and evaluated on the principles, guidelines and preferred built form as detailed within this report. The maximum height achievable is based on:

- Amenity of existing and future communities** MGS's method for determining appropriate heights for new development is to extrude the potential footprint for development and 'sculpture' built form (setbacks) to a height that does not unduly impact on the amenity of neighbouring sites and ensures maximum sunlight access to surrounding footpaths and promenade. Increased intensity would impact on the already constricted vehicular access to the port services/amenities and hospitality activities. The indicative building envelopes and height are consistent with the future character of this precinct ensuring visual integration. The 3D shadow and sunlight access studies clearly demonstrate that any further increment in height and lack of ground floor and upper levels setback will overshadow much of the Station Pier area and promenade there by indicating significant and unacceptable borrowed amenity from the surrounds.
- Benchmarking to appropriate local higher built form** MGS's view is that the project needs to 'fit into' a coherent higher density in response to heritage and immediate local context. Development benchmarked to nearby higher built form of 12,14 and 18 levels (more than 5 levels as stated above) are not acceptable due to unacceptable overshadowing of the foreshore, promenade and beach areas.
- Benchmarking to ranking as a significant city gateway** The site sits in the environs of a specialist port, tourism, hospitality and commercial context. The environs do have some characteristics of civic space which require to be enhanced and extended. However, constrained street space cannot sustain a tall built form. A signature landmark element at this prominent gateway site is considered appropriate to capture and enhance its shared iconic status with Station Pier. In MGS's opinion, an iconic statement is achievable for a modestly scaled built form.

What does the urban design advice intend to deliver?

1. A well considered approach to determining appropriate height, profile and character for any redevelopment.
2. Redevelopment is to support its dual roles as a national/city significant gateway and local meeting point, as well as a working port and place of leisure-all integrated with commercial and hospitality components.

1.0 INTRODUCTION



1.1 Urban Design Advice

These guidelines are intended to:

- Provide Local and State Government agencies and developers with an holistic vision for the site's potential redevelopment within the context of Port Melbourne's waterfront
- Inform decision-makers and developers about land use and built form expectations
- Assist in determining the capacity of development whilst respecting the valued characteristics of the area.



1.2 Aim and Further Work

It is important to note that the urban design advice detailed as principles and guidelines are not prescriptive, but have been prepared to guide the conceptual and detailed design phases and decision-making process. Proposals that provide an alternative response or solution to a site, which is underpinned by the principles and performance measures outlined in this document, should be encouraged.

Furthermore, it is envisaged that additional and more detailed work will be undertaken to determine the nature of government and community infrastructure and services to be included in the Port Melbourne foreshore area.



1.3 Future Roles, Functions, Activities and Outcomes

The identified roles, key activities and desired outcomes for new built form, determined in contextual work (refer to Report 1: Background) are to be enhanced by future development and embedded in the urban design guidelines:

- Roles and activities: This site is suited to providing opportunities for modestly scaled facilities and services that reinforce Port Melbourne Waterfront's sense of place and identity' as a nationally significant heritage port: a city urban waterfront providing for the security requirements of both passenger ferries and international cruise ships. This gateway role is further enhanced as the site is flanked by a public transport tram terminus and heritage listed station building. The site fronts onto and overlooks a public promenade which is used all year round to give access to a city significant beach and regional bike route. Additionally, the site is to strengthen its role as a valued and much used local community hub.
- Functions and activities: New development is encouraged to contribute and support the continued viability and access to the working port facility and the foreshore as a valued recreational resource for the local and broader community. Therefore guidelines are to protect both the beach and promenade from overshadowing; a persuasive strategic basis for protecting sunlight. New built form should also complement the valued attractiveness of the local environs as a foreshore, commercial, leisure and tourism hub.
- Desired outcomes: Enhanced connectivity and synergy of commercial/retail activity, provide visitor accommodation and indoor/outdoor spaces, improved interfaces between public and private space, enhanced quality and extent of shared civic space and wayfinding. It should retain views towards waterfront, improve access and movement of public transport whilst maintaining the heritage integrity as this area marks the extent of Port Melbourne being located at the nexus of heritage and recent built form.

2.0 DEVELOPMENT GUIDELINES

Development Principles, Strategies and Performance Measures

The development guidelines are a refinement of the findings set out in the background research (Part 1 Background Report), namely:

1. The urban design directives within the strategic and planning context
2. The section and elevation outcomes of the sun carver and shadow studies (3D modelling exercise)

The development guidelines detail preferred built form, which are illustrated by schematic plans, diagrams, perspective views, aerial photographic montages and photographs.

The strategies and performance measures for preferred built form have been set out under four overriding development principles for the site. Namely:

1. Urban character
2. Public space amenity
3. Movement
4. Sustainability

The performance measures detailed in this report are unique to the redevelopment of this site and are supported by the general provisions of State and Local policies.

How is the preferred building layout, profile and streetscape character best conveyed?

Through conceptual plans, diagrams, perspective views and photographs showing:

1. Building envelope
2. Setbacks at ground level and above
3. Articulation, streetscape and street interfaces
4. Shadow diagrams confirming sunlight exposure
5. Visual impact from distant and nearby locations
6. Activities at ground level and above
7. Public places
8. Vehicular access and parking

2.1 Urban character

To ensure that new development integrates well with the valued heritage and tourism location and addresses local urban waterfront character.

Refer below to building siting, section and elevation, shadow study diagrams and visual impact analysis

Sense of Place

- Respond to the low scale urban and heritage character and pedestrian by providing a 2 level street frontage and podium edge.
- Encourage varied design, heights, materials and colours of facades to break up horizontal mass enabling the building to read as series of buildings rather than one long continuous expanse of building.
- Retain the vistas to the heritage station building.
- Recognise the central local landmark value of the Waterfront Place and secure its prominent place among the landmark buildings along Port Melbourne waterfront

Integration with Existing Elements

- Reinforce the qualities of the Station Pier and Port Melbourne waterfront as a major gateway to Melbourne and facilitate the integration of the civic space and community, commercial, hospitality and recreation.
- Enhance the streetscapes relationship with built form e.g. between Waterfront Place, Beach Promenade and Station Pier.

Built form

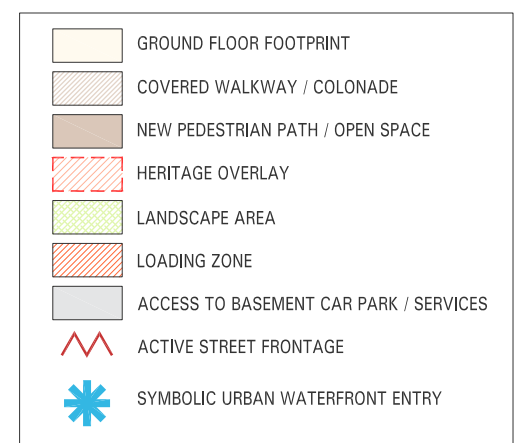
- Create a notable entry at the roundabout.
- Ensure air conditioning and other roof mounted services are housed in well designed enclosures that blend with the roof form.
- Support built form that responds to the site's development potential to provide some higher density residential accommodation.
- Ensure that new development will positively contribute to the diversity of the built form at Port Melbourne waterfront.

Building siting

- Ensure development is modest in scale and visually well integrated into its context given the site sits between a number of valued heritage assets and a key port gateway and recreational asset.
- Ensure minimal visual intrusion of required on site car parking and service areas onto foreshore and perimeter pedestrian and civic space through the inclusion of basement parking.
- Ensure visual intrusion of elements such as servicing of buildings, waste and deliveries are minimised.
- Ensure no overshadowing of any part of foreshore area, south, east and west side footpath occurs from the new development between 10am to 4pm on 22 June (shortest day/longest night or winter solstice).
- Provide soft and hard landscape areas to visually integrate development at both upper and lower levels into surrounding streetscapes.

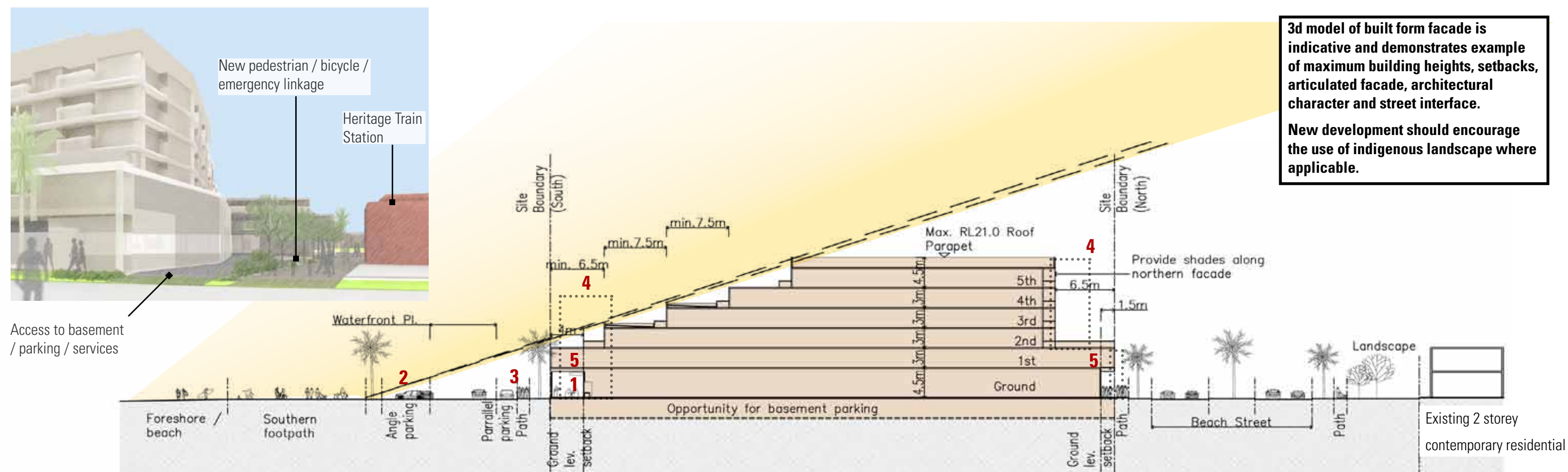


- Encourage the use of high quality and durable materials and palettes that visually blend and appropriate with Port Melbourne's foreshore character.
- Enhance safety and security through informal surveillance of lane, streets and foreshore zones through frontage activation including perimeter pathways, outdoor terraces, balconies, regular entries to the built form and organisation of habitable rooms to the street interfaces.



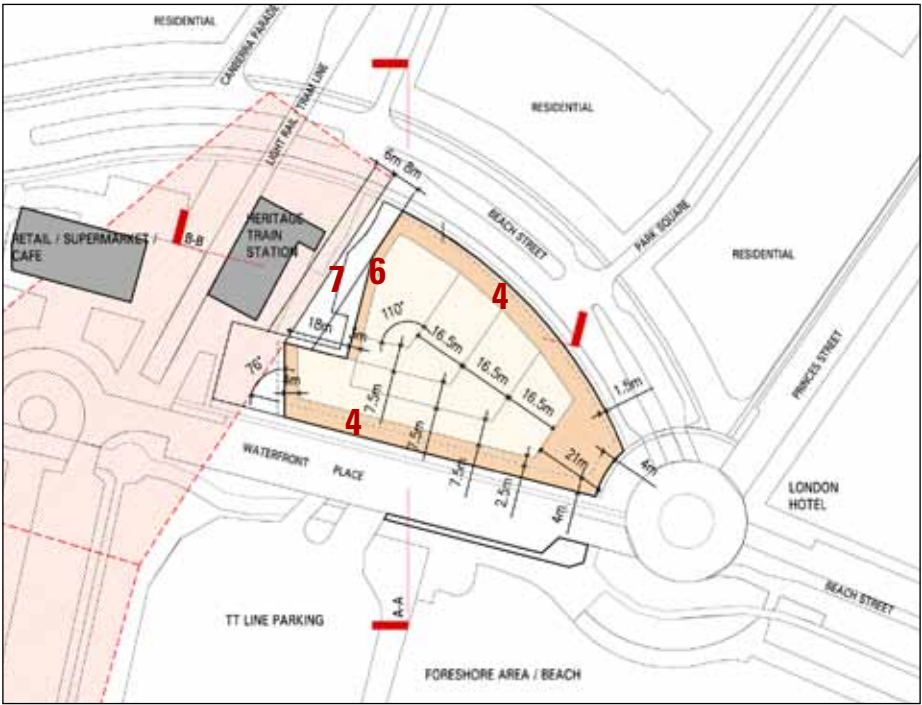
2.1 Urban character continued

Sections : The two sections detailed below give the required setbacks for ground and upper levels with a maximum height of RL21.0 or 5 levels above ground with 1 level basement parking.

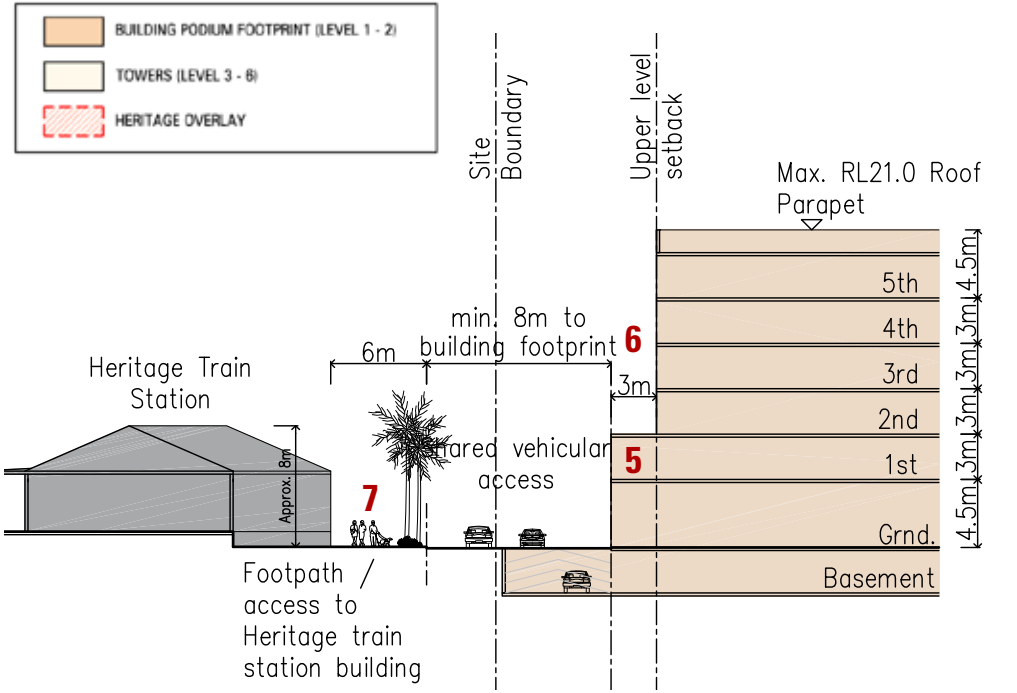


1. Maximum of 4m setback from site boundary at ground level to activate street frontages along Waterfront place with activities.
2. Southern footpath and foreshore area receive sunlight all year round.
3. Area under shadow by new development during winter solstice.
4. 3rd level to be setback from street frontage, minimum of 6.5m from site boundary along north and south.
5. New built form to be maximum of 2 storeys along street frontages in response to surrounding existing building, i.e. residential, London Hotel and Heritage Train Station. Refer to 2.1 Urban Character : Street Interface.
6. 3rd level to be setback minimum of 3m.
7. New pedestrian, bicycle and emergency linkage with landscape buffer to ensure that the reasonable access, operational and service needs of the Waterfront Place are appropriately addresses such as the to responds to significant Heritage Train Station Building.
8. Height limit of RL 21.0 or 5 level above ground with 1 level of basement parking.
9. Ensure that new development is highly articulated and modulated within the height and setback controls (as per DDO12).
10. A permit may be granted for minor buildings works, to vary the setback distance from the boundary specified in the plan, where it can be demonstrated to the satisfaction of the responsible authority that the variation will achieve the design objectives. Balconies may be permitted within the setback provided they comprise minor building elements, contribute to the overall design of the building and do not contribute to the overall bulk of the building (as per DDO12).

Section A-A : Sunlight access diagram on 22 June (winter solstice)



Key Plan - Built form massing on site



Section B-B : Building setback response to Heritage Train Station

2.1 Urban character continued

Revised Shadow Study Diagrams

10am



1pm



4pm



KEY Footpaths are:

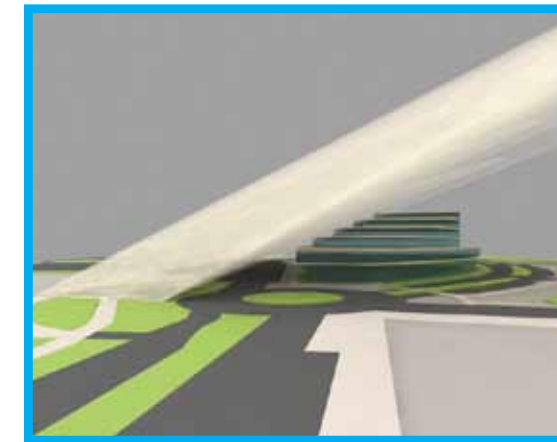
- Fully exposed to sunlight - no overshadowing
- Partially exposed to sunlight - minimal overshadowing
- Not exposed to sunlight - significant overshadowing

Overshadowing

Shadow study diagrams of the new development shows the following:

- No overshadowing beyond the kerbline on the southern side of Waterfront Place footpath adjoining the Port Phillip Bay foreshore between the hours of 10 am and 4pm on 22 June (winter solstice)
- No overshadowing beyond the eastern kerbline beyond Princess Street (London Hotel) between the hours of 10am and 4pm on 22 June (winter solstice).
- No overshadowing to public open space (civic square), western footpath and area between new development and Heritage Train Station building from 10am to 4pm on 22 June (winter solstice).

Revised Suncarver Study Diagrams



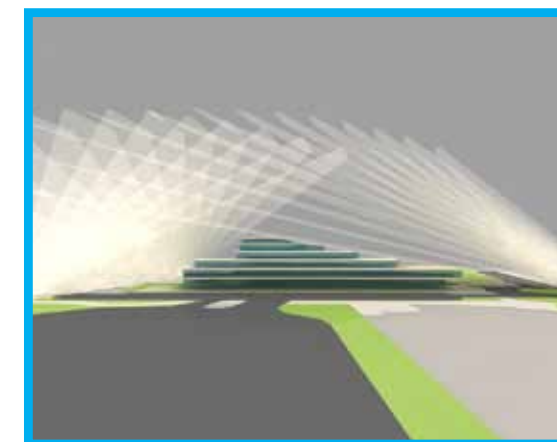
North



10am - 4pm

22 June (winter solstice)

Foreshore and southern footpath receive maximum sunlight all year round



North



10am - 4pm

22 June (winter solstice)

Eastern and western footpath receive maximum sunlight all year round

Street views



22 June (winter solstice)

View toward site from south east (approaching from Beach Street) at 3pm



22 June (winter solstice)

View toward site from Northwest at 10am

New development is not overshadowing the train station and western footpath

2.1 Urban character continued

Visual Impact Analysis

Any redevelopment on the subject site needs to demonstrate that new built form considers surrounding buildings and environment, which is enabled by undertaking a visual impact assessment. Four identified key views are evaluated by photographs of the existing views in addition to a montage showing preferred built form. This is in fulfilment of the requirement below:

‘To minimise the visual and physical impact of new built form on valued attributes of the foreshore reserve and views’ Clause 21.05 City of Port Phillip MSS.

All existing photos were taken on 16 August 2009, between 4pm to 4.30pm using a Canon Powershot G9 digital camera at eye level in horizontal angle from various viewing point shown in the key plan.

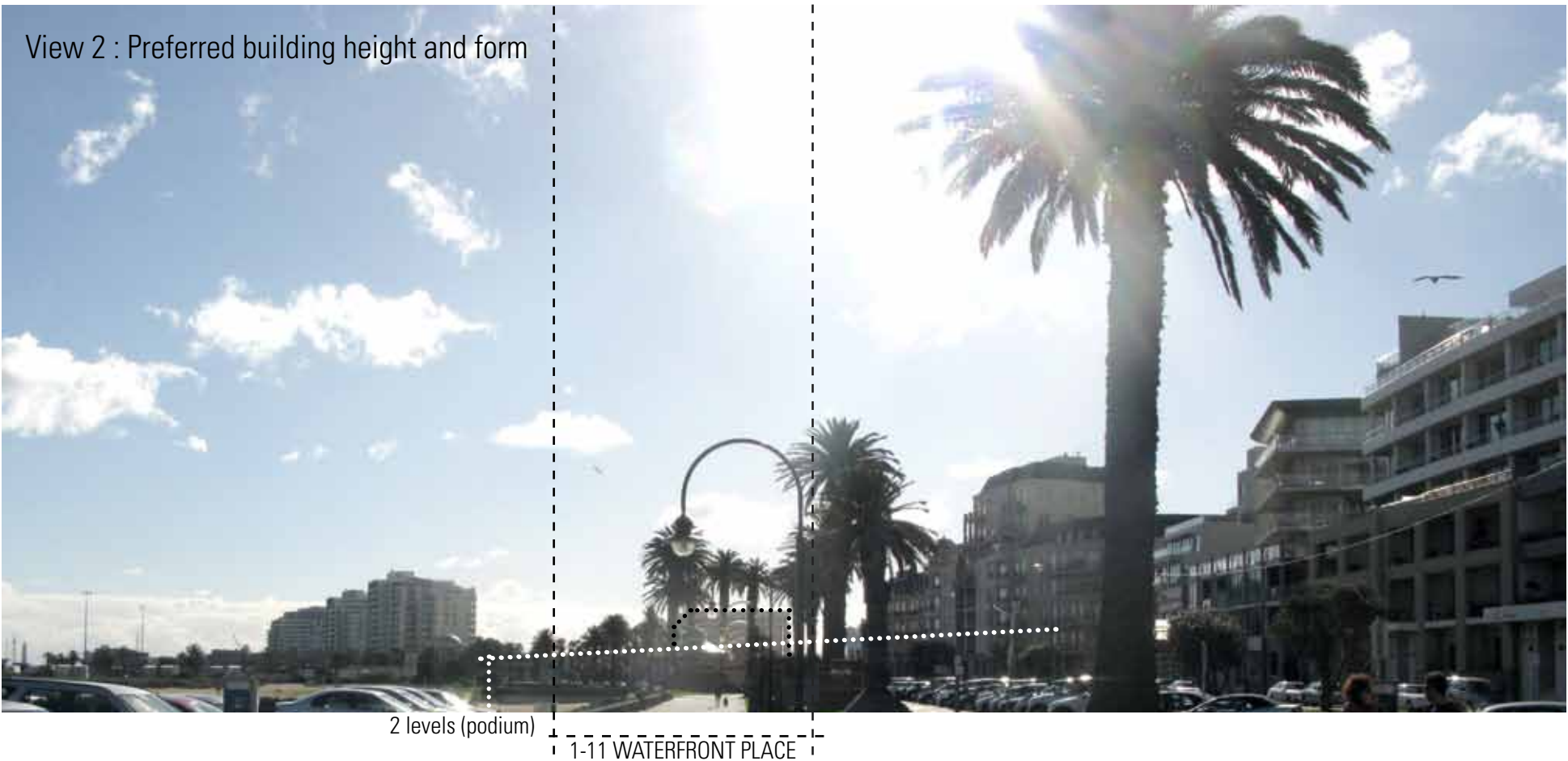
Key view 1- from the intersection of Beach Street and Nott Street

Building heights along the foreshore area are up to 3 levels of podium and a maximum of 8 levels.

Waterfront Place is only partially visible from this view with the existing 2-3 level building having a negligible impact on the foreshore character and views.

New built form should preserve the visual prominence of key landmarks along the beach front, towards foreshore and furthermore enhance the views by improving the building facade and activate the interfaces with the public realm.

New development should not dominate other built form elements along the waterfront (as per DD012).



View 1 : Existing



3d of built form facade is indicative and demonstrates maximum building heights, setbacks, articulated facade, architectural character and street interface.

View 2 : Preferred building height and form



1-11 WATERFRONT PLACE

2 levels (podium) = surrounding residential roof height

Key view 2 - from south east corner of subject site (roundabout Beach Street and Princess Street)

Existing key views need to be maintained and strengthened by framing the on ground Waterfront Place facade and public activities.

New development should have active southern facade frontages to integrate with civic space, connecting Waterfront Place and Station Pier.

Opportunity for new development to enhance this prominent south east corner of the site by encouraging a highly articulated and transparent facade. New development should improve and enhance the building's corner facing southeast as this is a gateway for pedestrians, cyclists and vehicles arriving from Melbourne's CAA and the Foreshore Esplanade.

Opportunity to minimise visual impact of vehicles along Waterfront Place, e.g. provide basement parking is considered preferable.



2.1 Urban character continued

Visual Impact Analysis

3d of built form facade is indicative and demonstrates maximum building heights, setbacks, articulated facade, architectural character and street interface.

Key View 3 – from residential area the the north west on Beach Street

The view from the residential area to the North of the site is presently oriented towards the tennis court and existing building.

Views towards the waterfront promenade are obstructed by the existing built form whereas the heritage train station (tram stop) is visible.

Ensure the spaces between new development and Heritage Train Station building are accessible by the public, provide a view and vista between the land and the bay.

New development to strengthen the key view towards the civic space at the end of Canberra Parade, Waterfront Promenade and the Heritage Station Pier building fostering connectivity and synergy between activities.

Western facade of the new built form should be highly articulated and have setbacks above podium (Level 3 and above) from site boundary that response to Heritage Train Station building height.



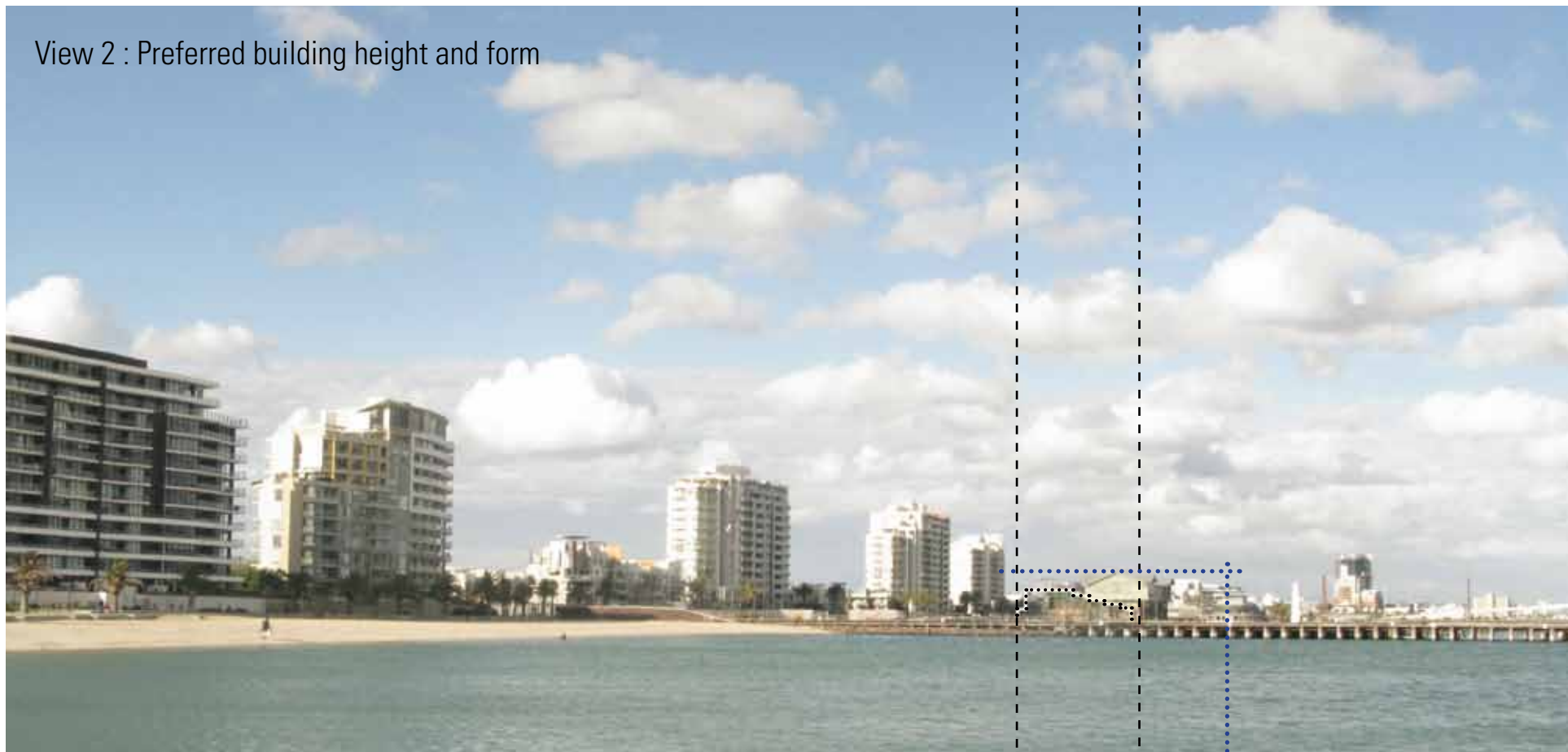
2 levels (podium) = heritage Station Pier building eave height

1-11 WATERFRONT PLACE

View 1 : Existing



View 2 : Preferred building height and form



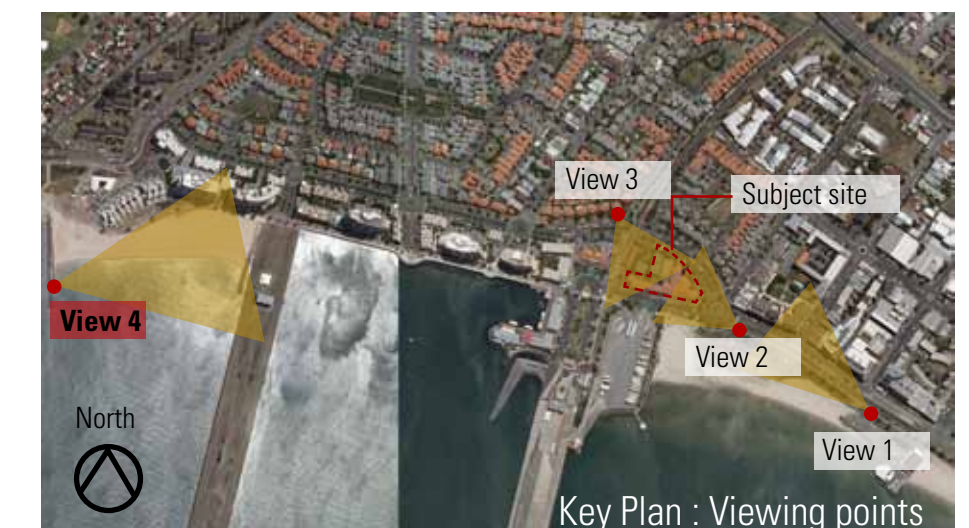
1-11 WATERFRONT PLACE

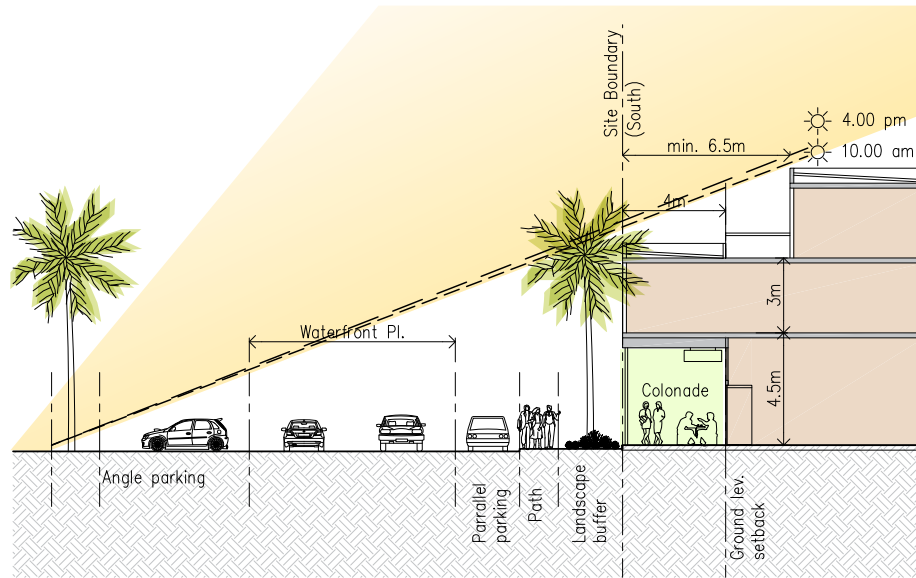
Overall height appears lower than Station Pier buildings

Key View 4 – from south west of Port Melbourne (rock groyne) towards Beacon Cove waterfront.

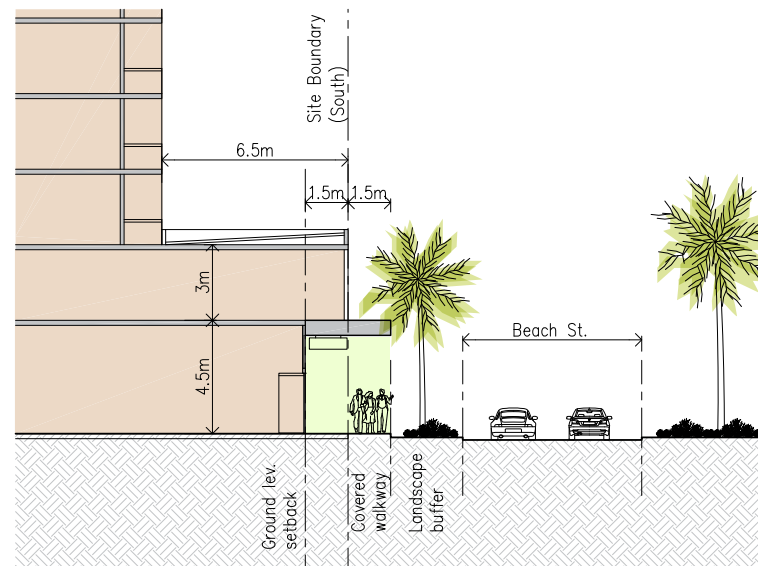
Existing views are dominated by residential towers (12-14 levels) along Beacon Cove waterfront. The existing building is not visible from this key view and therefore thus does not have any negative impact on this foreshore view.

New built form should not be visually dominant and should blend into existing Port Melbourne waterfront and Melbourne Central Activities District Skyline if viewed from piers and the bay.





Section - Waterfront Place street interface



Section - Beach Street interface



Waterfront Place - Highly articulated facade within the height and setback controls



Beach Street - built form height should have setback above podium and respond to existing 2 storey residential area at north



Articulated facade and use of high quality materials



Provide canopy or shades along building frontage - avoid solid facade surface along street frontage



Prominent building corner and use of high transparency material to maximise view

2.1 Urban character continued

Street Interface

- Encourage engaging vibrant interfaces that provide visual interest and human scale with highly articulated and activated frontages to encourage the enjoyment and usability of the general public.
- Establish a coherent and unified built form edge with canopy protection for pedestrians along all frontages to enhance the civic space and promenade.
- Ensure any built form over 8m high is setback 6.5m from the front street front facade.
- Ensure multiple built form entries are directly accessible from the pedestrian footpath alongside the building and linking into the promenade.
- Provide visual permeability and ensure continuous visual connection between indoor and outdoor space of the new development, thus providing natural street surveillance to the public realm area.
- Encourage use of materials with high levels of transparency to improve surveillance and security. Ensure that transparent elements comprise a minimum of 50% for each boundary interface at the ground level.
- Create street level activities and visual connection between inside and outside areas.
- Ensure building corners address each street frontage.
- Provide vegetation, or use high quality material cladding and design as buffer should a sub-basement wall be constructed along street boundaries.
- Encourage a canopy or veranda along building perimeter or pedestrian path and linkage between buildings. The canopy design should generally be cantilevered except where support is possible within site boundaries.
- Ensure the canopy design is attractive, using high quality materials and integrated with the overall facade's design. It should be positioned to provide both pedestrian protection to entry and outdoor seating areas and reduce environmental wind effects on pedestrian zones.
- Ensure interface with abutting residential to the north have appropriate setbacks, graduated step-down in height, screening of balconies/windows and appropriate location of windows to minimise overshadowing, overlooking and visual impact and maximise visual privacy.
- Enhance experience of the Waterfront Place foreshore area as a pedestrian friendly precinct (as per DD012).
- Ensure that scale and massing at street interfaces acknowledges and mediates the surrounding built form (as per DD012).

3d of built form facade is indicative and demonstrates maximum building heights, setbacks, articulated facade, architectural character and street interface.

2.1 Urban character continued

Architectural character

- If higher density development is to be achieved, the quality of design should be exemplary and must reflect its prominent location and visibility from all sides.
- Ensure provision for locations for significant landscaping on site and along street frontages.
- Ensure built form is highly articulated and reduce the visual impact of solid or bulky built form towards foreshore to south and residential area to north.
- New development should reflect the local bayside and maritime nature of their setting.
- Ensure the foreshore interfaces are characterised by high levels of transparency.
- Encourage facade's projections or recessions, veranda, canopy, balcony, high quality details, roof forms, vertical or horizontal elements to built form and using colours that blend with the surrounding foreshore or waterfront character and response to heritage buildings within site.
- Encourage integrated art as part of building's facade.
- Ensure new development respects rather than replicates historic precedents.
- Ensure new development responds to the character and amenity of the local context (as per DDO12).

Strengthen Existing Activities

- Accommodate multi level mixed uses such as commercial, tourism, hospitality and support services for ferry and cruise shipping to strengthen the role of the site.
- Encourage well-designed contemporary mixed use development
- Encourage hospitality and community uses on the south east corner of the site supportive of adjacent historic complimentary uses including the London Hotel. This will be a prominent zone and need to have uses that represent to Beacon Cove.
- Encourage alfresco or outdoor eating areas in conjunction with weather protected zones to promote street level activities and enhance natural surveillance.
- Accommodate commercial uses such as tourism, office, gymnasiums, child-care and restaurants in the southern area of the site facing Waterfront Place and adjacent to Civic Square precinct.
- Ensure that sensitive uses, which include residential, child care centre, pre-school centre or primary school are sited away from the adjacent Environmental Audit Overlay.
- Locate facilities servicing the Beacon Cove Community and commuters close to the residential precinct that have easy access from the north and adjacent tram terminus (Beach Street).
- Encourage public and private facilities for recreational activity such as gymnasiums, tennis courts and spa areas.
- Increase the suitability and the diversity of housing for the needs of less car dependant people e.g. the aging community, affordable and smaller households without or with reduced car numbers.

- Redevelopment is to address any 'gaps' in community infrastructure with on-site accommodation.
- Encourage new planning controls to designate a Mixed Use Zone (MUZ) [commercial designation within current Comprehensive Development Zone (CDZ) to best reflect preferred future built form and allow for appropriate residential on upper levels.

Activities: Space Distribution

The perspective views (conceptual massing) demonstrate the capacity to accommodate multilevel co-located mixed uses as follows:

Ground Floor: Commercial space - retail, hospitality, recreational and leisure

Upper levels: Recreational and leisure, office, residential, serviced apartment or hotel

3d of built form facade is indicative and demonstrates maximum building heights, setbacks, articulated facade, architectural character and street interface.



Waterfront Place - View of south west corner street interface from Civic Square



Conceptual massing - view from north east



Conceptual massing - view from south east

2.2 Public space amenity

To ensure new development makes a positive contribution to the quality of the civic space and minimises off-site amenity impacts

The manner in which the built form ‘touches the ground’ is essential to the creation of a civic space ‘edge’ as a pedestrian friendly public interface along the foreshore and promenade catering for the enjoyment of all as well, as the preservation of areas of cultural and heritage significance.

Overshadowing

- Ensure sunlight access is maintained to the foreshore and promenade.
- Ensure streetscape treatment, podium and upper level recesses negate overshadowing.

Street protection, activation and security

- Provide a wider generous footpaths to enhance activated frontages at ground level with overhead shelter where appropriate.
- Ensure ground floor activities and upper level offices and residential units living spaces to orientate onto (surveillance) the public realm – civic spaces and open spaces.
- Ensure good access for the elderly/disabled and easy access for prams and small children.

Traffic and access

- Minimise the amenity impact arising from increased density.
- Reduce visual impact of required parking.

Mid-block access between tram and site

- Encourage detachment of new built form from station to allow for free access for pedestrians and improved sense of place with improved visibility to the heritage train station.

Wayfinding

- Ensure visibility of station from the foreshore and promenade.
- Ensure wayfinding elements are provided.

Landscape treatment

- Continuity of landscape treatment will assist in the integration of Beacon Cove with its surrounds.
- As a site embedded into an existing place, new landscape should responds to the landscaping attribute of the place.
- Encourage use of water sensitive landscape treatment and indigenous landscaping where appropriate.

Existing photographs



View of existing building along Waterfront Place facing south towards foreshore area. Existing parallel parking may be converted as a pedestrian path by widening the footpath and opportunity to relocate existing parking. Landscape treatment to be extended to Bay Street



Existing recreational space adjacent to residential area to north



Shared cycle and pedestrian path along Beacon Cove waterfront with vegetation as buffer

Best practice



Vegetation as buffer between public seating area and road or pedestrian path



Activation of lane or internal corridor with ground level activities and the use of colours and transparent materials to enhance indoor and outdoor visual and physical connection



Feature wall or integrated art along footpath



Outdoor dining or seating area at street level facing waterfront or foreshore area to improve street surveillance



Integrated art or sculpture as outdoor urban furniture or elements



Gathering space



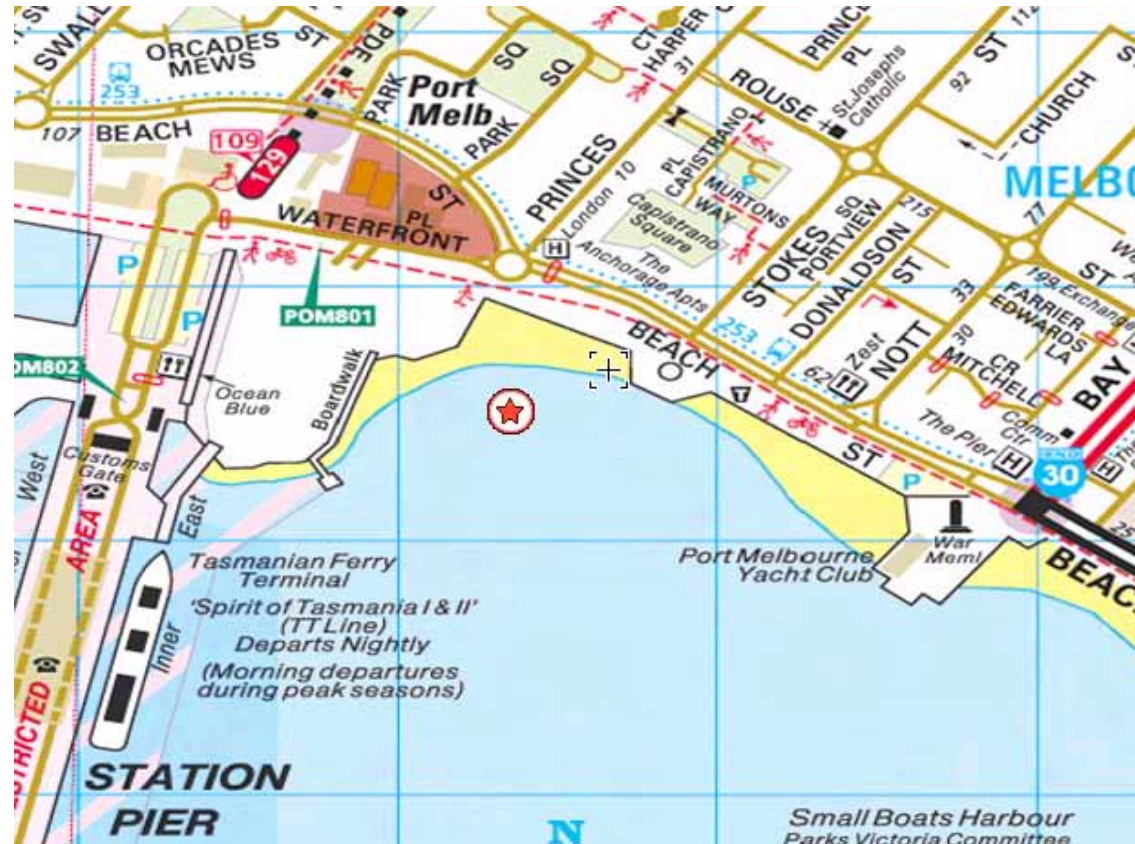
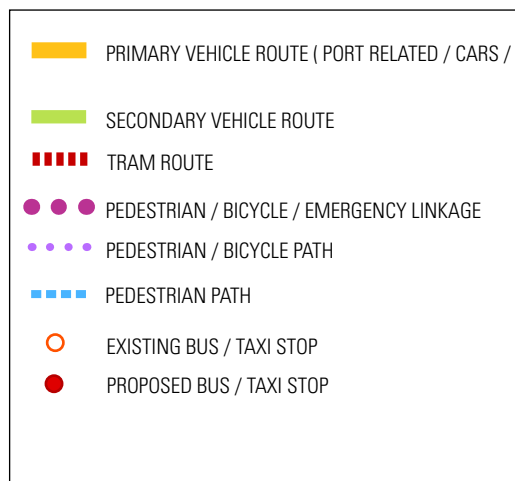
View along tram line and shared bicycle / pedestrian path



View of bus stop area on Beach Street

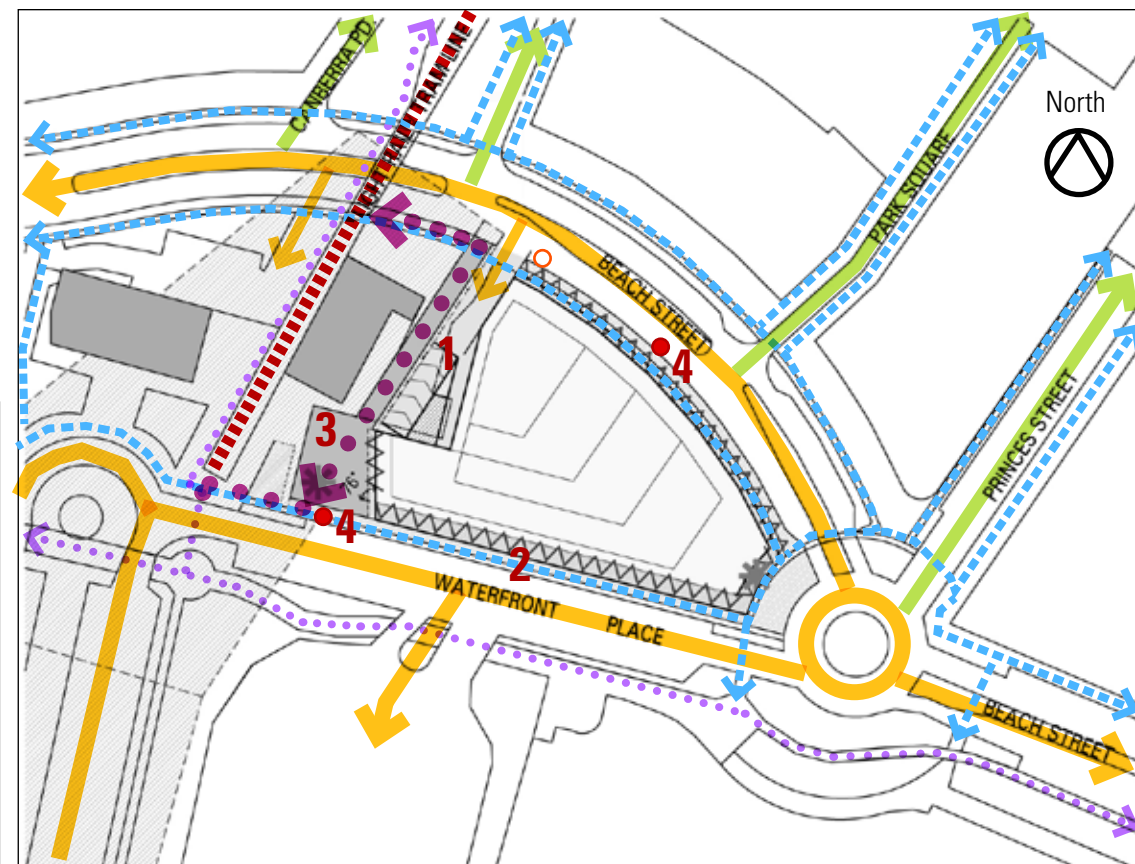


View of bus stop area and vehicular access on site



Site location within Port Melbourne context

Source : www.street-directory.com.au



Proposed access, movement and parking on site and surrounding area

2.3 Movement and access

To ensure that the expanding role of Station Pier as a gateway to Melbourne and interstate travel remains a priority for vehicular movement along Waterfront Place.

- Provide wider pathways for safer cycling and walking alternatives linking Beach Road, Waterfront Place and the promenade.
- Provide safe pedestrian and integrate bicycle networks between new development and the foreshore area to improve public safety and security.
- Provide, where possible for the disabled and elderly with footpaths and graded ramps to code requirements
- Encourage shared vehicle access into the site away from the roundabout to reduce visual impact.
- Prioritise tourism and gateway traffic to Waterfront Parade.
- Ensure traffic is aligned with the access security required by the Port.
- Cater for emergency access to Station Pier from site along pedestrian route through the use of removable bollards.
- Enhance existing connections between the site and surrounding area by providing canopy, integrated signage and art as wayfinding elements.
- Create key arrival and shared nodes on site that will improve the sense of people place.
- Reduce car impact on new development by relocating parking away from foreshore area, redesign of street parking to south of site and preferably relocate existing parking/new parking provision to basement parking.
- Develop a strategy with key stakeholders to address the operations/security/access requirements and potential shared parking with the Port Authorities.
- Provide bicycle storage and changing room facilities for future building occupants and the visiting public.
- Provide easy access with an entrance close to public transport zone (tram, taxis or buses).

The diagram shows the proposed access, movement and parking area for new development on site.

1. Access to basement parking/services

- Existing shared parking space to be reconfigured to allow access to new basement and loading zone.
- New basement parking will need further investigation and will depend on parking requirement of future development on site.

2. Existing parallel parking space

- Potential relocation of existing parking to the basement in new development.
- Existing parking may be converted to pavers area.
- Existing pedestrian footpath could be widened to increase public open space and reduce car parking impact along the south side of the waterfront place area.

3. New pedestrian/bicycle/emergency linkage

- Ensure connection between site and surrounding area.

4. New bus/taxi stop location

- Opportunity to relocate existing bus or taxi stop adjacent to new pedestrian and bicycle linkage.

2.4 Sustainability

To ensure new development achieves best practice standards for ESD.

An ecologically sustainable strategy is to play an integral role for redevelopment. MGS Architects outline initiatives in terms of a triple bottom line that encompass environmental, ecological, social and economic aspects.



a. ENVIRONMENTAL INITIATIVES

Building Materials

- Encourage the use of materials and palettes that visually blend with the existing waterfront environment.
- Select durable high quality materials with enduring finishes that are appropriate to a highly corrosive and exposed waterfront marine environment.
- Utilise where possible ecologically friendly materials and low embodied energy materials, recycled/recyclable materials and earth construction.
- Encourage development that integrates well through the use of a high level of transparency material to maximise visual permeability and interaction between inside and outside activities.
- Ensure suitable acoustic performance so that noise from general shipping activity at Station Pier would be inaudible inside with windows closed. Noise from ship sirens would be audible inside, but not excessive, given the transient nature.
- Avoid highly reflective materials on external facade.

Waste Minimisation

- Minimise construction waste by means of a construction management plan for each stage of the development.
- Provide for on-going recycling of waste management and sorting areas.

b. ECOLOGICAL INITIATIVES

Climate Change / Sea Level Rise

The issue of climate change is an important consideration for waterfront development and coastal communities. It is difficult to predict the precise nature of impacts associated with climate change, any development in waterfront areas should have regard to rising sea levels and anticipated extreme weather events, such as storms. The Victorian Coastal Strategy states that planning for sea level rise of not less than 0.8m by year 2100 should be adopted. The combined effects of tides, storm surges, coastal processes and local conditions, such as topography and geology, are also to be considered when assessing risks and impacts associated with climate change. Port Melbourne topography is relatively flat, with the water table close to the ground surface. This increases the potential of ground water being contaminated by pollution and stormwater runoff. Measures were taken and step were built around 1930 to protect the foreshore and adjacent Garden City properties from erosion. Elements that are to be located close to the beach should be designed to keep all buildings and landscaped areas above any likely sea level rise design.

- Ensure that the building ground level be elevated to a minimum of 2.0m above sea level according to the 100 year Average Recurrence Interval (ARI) Design Water Level model outlined in Water Technology's assessment in 2008.

Water Sensitive Design Measures

- Provide for storm water harvesting and re-use from all major roof scapes (new and existing built form) to ensure the stainability of soft landscapes and reduction of water use within the development including the greater use of indigenous plant species.
- Employ grey water treatment and recycling for re-use on-site.

Reduce Carbon Footprint

- Encourage exemplary of energy efficiency in new development.
- Encourage retention and re-use of buildings of heritage and community value, thereby reducing the embodied energy and waste in redeveloping the site.





- Adopt best practice energy reduction for commercial and residential developments in lieu of no mandate minimum requirements.
- Adopt best practice passive solar energy principles to minimise energy demand of new or extended buildings.
- Incorporate, where practicable, on-site renewable energy sources e.g. photovoltaic panels and thermal solar water heating.
- Provide for a Green Travel Plan to support and improve alternative sustainable transport initiatives, including shared car use and cycling storage and facilities.
- Enhance the integration of public transport infrastructure and sustainable transport.
- Encourage the development of a green travel plan given the pedestrian and public transport priority ascribed to the area and the limited road capacity available.
- Ensure vehicle access and private car activity relating to the development does not detrimentally impact on car access to Station Pier.
- Provide high quality and secure short term bicycle storage facilities in all commercial areas such as lockers and showers. The number of bicycle parking provided must, as a minimum, comply with 52.34 City of Port Phillip Planning Scheme.

c. SOCIAL INITIATIVES - CULTURAL AND AESTHETICS

- Respect the setting and visually complement the surrounding mixed urban structure and waterfront environment.
- Ensure that building design complements the unique attributes and community role.
- To provide a rich mix of private and public facilities and spaces (community, commercial, tourism, hospitality, recreation and leisure).
- Promotes active ground floor uses for built form.

d. ECONOMIC SUSTAINABILITY

- Ensure on-going viability of port operations and visitors facilities.
- Develop synergies with local community, tourism, hospitality and recreation facilities and continue to provide facilities that facilitate social interaction and inclusion.
- Maintain and enhance opportunities for international trade, tourism, cultural and leisure events.