



NOVEMBER 2013

Port Melbourne Waterfront



URBAN DESIGN FRAMEWORK





Port Melbourne

Waterfront

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This document has been prepared by the City of Port Phillip with assistance from;

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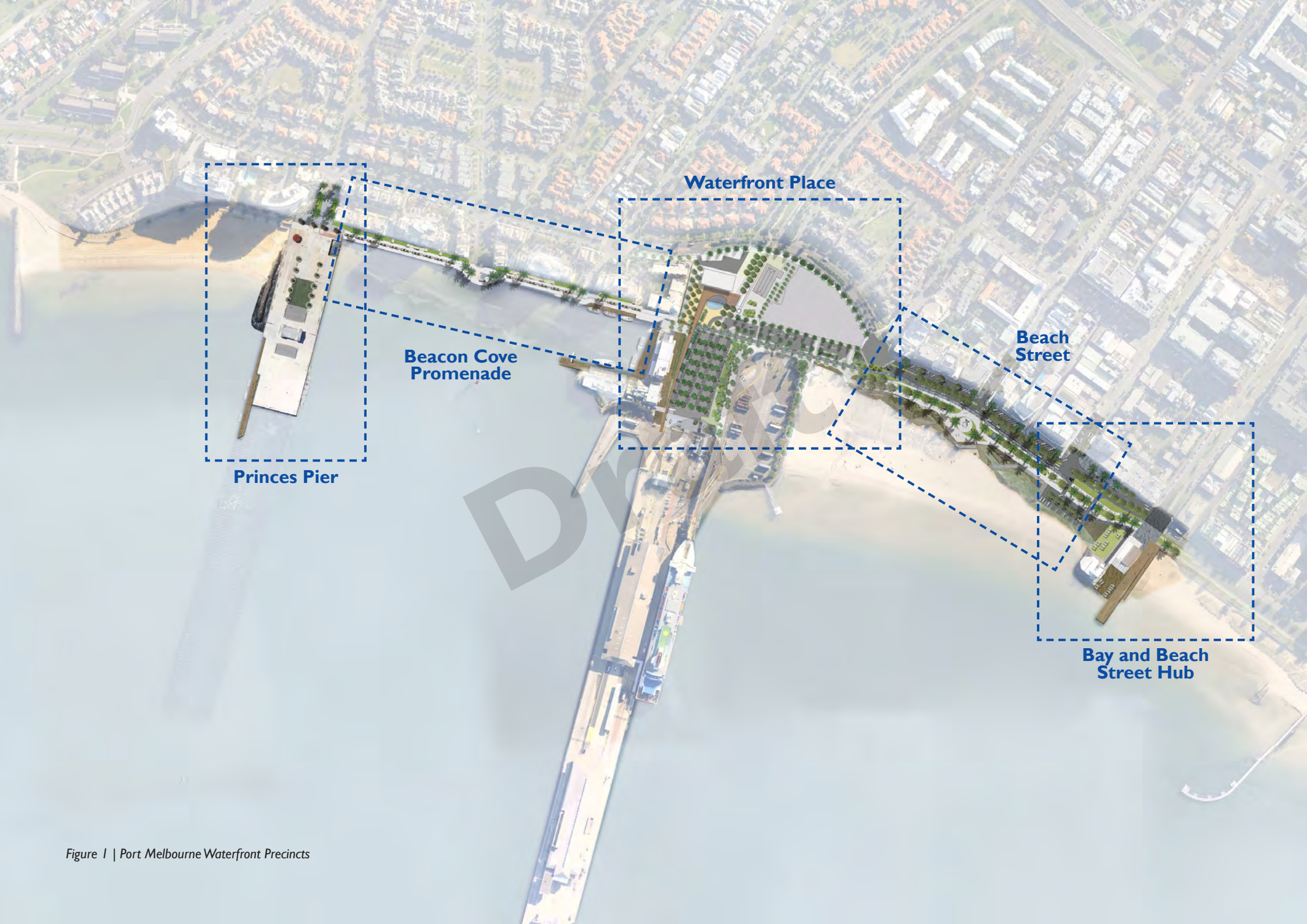


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Contents

Executive Summary	1				
01 Introduction	5				
1.1 Why this UDF is needed	5				
1.2 Methodology	5				
1.3 How this UDF is structured	6				
1.4 Historical context	6				
<i>A History of the Port Melbourne Foreshore</i>	7				
02 Developing a common vision	11				
2.1 Consultation with the community	11				
<i>Community Reference Committee</i>	11				
<i>Engagement events and workshops</i>	11				
<i>Exhibition of Draft UDF</i>	12				
<i>Key stakeholders</i>	12				
2.2 What we heard	12				
<i>Character and identity</i>	12				
<i>Aesthetics and amenity</i>	12				
<i>Activity</i>	12				
<i>Connectivity and accessibility</i>	12				
<i>Natural environment</i>	12				
<i>Safety</i>	13				
2.3 Vision	13				
2.4 Overarching Principles	14				
03 Existing conditions & opportunities	17				
3.1 The Port Melbourne waterfront study area	17				
3.2 Overview of key findings	17				
<i>Land use</i>	17				
<i>Built form</i>	18				
<i>Access and mobility</i>	18				
<i>Open space</i>	18				
<i>Planning context</i>	19				
<i>Heritage</i>	19				
<i>Market analysis</i>	19				
3.4 Key design opportunities	20				
<i>Land use</i>	20				
<i>Built form</i>	21				
			<i>Access and mobility</i>	22	
			<i>Open space</i>	25	
04 Precincts	27				
4.1 Bay and Beach Street Hub – Precinct 1	29				
<i>Future directions statement</i>	29				
<i>Land use</i>	29				
<i>Built form</i>	29				
<i>Access and mobility</i>	31				
<i>Open space</i>	31				
4.2 Beach Street – Precinct 2	33				
<i>Future directions statement</i>	33				
<i>Land use</i>	34				
<i>Built form</i>	34				
<i>Access and mobility</i>	34				
<i>Open space</i>	36				
4.3 Waterfront Place – Precinct 3	39				
<i>Future directions statement</i>	39				
<i>Context analysis</i>	40				
<i>Summary of opportunities</i>	41				
<i>Objectives</i>	42				
<i>Preferred Outcomes</i>	43				
4.4 Beacon Cove Promenade – Precinct 4	55				
<i>Future directions statement</i>	55				
<i>Land use</i>	56				
<i>Built form</i>	56				
<i>Access and mobility</i>	56				
<i>Open space</i>	56				
4.5 Princes Pier – Precinct 5	59				
<i>Future directions statement</i>	59				
<i>Land use</i>	61				
<i>Built form</i>	61				
<i>Access and mobility</i>	61				
<i>Open space</i>	61				
05 Implementation strategy	63				
5.1 Public realm priority projects	63				
5.2 Project implementation	63				
					Appendix A: Existing conditions analysis
					77
					Appendix B: Consultation process
					91
					Appendix C: Terms in this document
					95
					Appendix D: Reference documents
					97
					Appendix E: Changes to Draft UDF
					99



Princes Pier

Beacon Cove Promenade

Waterfront Place

Beach Street

Bay and Beach Street Hub

Figure 1 | Port Melbourne Waterfront Precincts

Executive Summary

As one of Melbourne's most significant waterfront locations, the Port Melbourne waterfront plays a central role in defining Melbourne's character as a capital city. It represents a powerful and compelling part of the early history of Melbourne and thrives as a vibrant residential, retail and tourist destination.

This Urban Design Framework (UDF) is part of the Port Melbourne waterfront's continuing story. It provides a series of options to manage the growth and diversity of the area, and has been developed following extensive consultation with the community and other key stakeholders. The UDF provides a vision for the future of the waterfront that reflects its importance to Melbourne.

A RICH HISTORY

Unknown to many local residents and visitors, the Port Melbourne waterfront has a fascinating and rich history. From humble beginnings as a safe, sandy harbour for a fledgling settlement, the Port Melbourne waterfront quickly grew to become a key port, connecting Melbourne to the rest of the world. For decades it was the first glimpse of Australia for thousands of migrants. It was also where the unemployed masses went to find work and sometimes clashed with police. For many years it was where goods left Victoria bound for Europe and the rest of the world.

THE STUDY AREA

The Port Melbourne Waterfront UDF covers an area that includes Station and Princes piers, New Beach as far as Beacon Road to the west, and Beach Street as far as Bay Street to the east.

The study area borders the Bay Street activity centre and is less than 3 km from Melbourne's CBD. It incorporates a broad range of land uses, from industrial maritime uses through to high rise residential development. The character of the area reflects its varied land uses and history. The finer urban grain to the west, between Bay and Princes streets, is in sharp contrast

to the recent higher rise waterfront development of Beacon Cove. Amid these varied characteristics, Station Pier continues to provide maritime infrastructure that supports Victoria's economic development.

Based on previous studies, the UDF's findings and recommendations have been divided into five precincts:

- Beach and Bay Street Hub
- Beach Street
- Waterfront Place
- Beacon Cove Promenade
- Princes Pier

Key issues and improvements are focused on balancing a variety of land uses in line with community values.

Previous waves of development, from industrial to residential, have resulted in competing and conflicting uses. There is a need to resolve these issues and set a strong direction for integration if the waterfront is to realise its potential as one of Melbourne's premier assets.

COMMUNITY ENGAGEMENT

To deliver an exciting future for the Port Melbourne waterfront, Council worked in consultation with the local community to create a shared vision for the area that caters for all members of the community, preserves the waterfront's rich natural heritage and celebrates its unique character.





KEY CHALLENGES

There are real and immediate challenges for the Port Melbourne waterfront. Some of these include:

- directing new development so that it provides a greater shared benefit for the community and land owners
- finding a better way to manage the TT-Line and cruise shipping traffic in and around Waterfront Place and Station Pier
- improving the overall number and distribution of car parking spaces to accommodate future growth
- improving the quality and sense of place of Waterfront Place and Station Pier
- forging a stronger connection to the Bay Street Major Activity Centre
- providing shade and better access to clean, green open spaces
- treating stormwater discharge points along the beach and creating a more resilient foreshore habitat.

VISION

Our shared vision for the future of the Port Melbourne waterfront is:

THE PORT MELBOURNE WATERFRONT IS A GATEWAY TO MELBOURNE. IT IS A SIGNIFICANT AND CELEBRATED PART OF GREATER MELBOURNE; A PLACE THAT IS VALUED BY LOCALS FOR ITS HISTORY AND ENVIRONMENT, AND AN ACTIVE AND WELCOME DESTINATION FOR VISITORS.

NEXT STEPS

The Port Melbourne Waterfront UDF details a series of outcomes and projects to be achieved within a 30 year timeframe.

Implementation of the UDF's findings requires a multi-faceted approach, led by Council in partnership with the State Government, the Federal Government, the private sector and community stakeholders. The implementation plan for this UDF will be closely linked to Council's Capital Works Program, and its annual service delivery program.

The delivery of future projects will be subject to further community and stakeholder consultation activities and detailed design and feasibility.

COLLABORATION

The Port Melbourne waterfront is a shared responsibility between the City of Port Philip, the Port of Melbourne Corporation, the state government and the federal government.

Their joint responsibilities are to:

- celebrate Waterfront Place as the key entry point to Melbourne for cruise shipping and provide reasons for visitors to stay longer
- ensure the waterfront is easy to access, overcomes the demands of peak Port activity, and allows freedom of movement for local people and visitors
- develop a series of public spaces that can be used flexibly to cater for the demands of high and low visitation while continuing to serve the needs of the local community.

The State Government has recently funded an upgrade to Princes Pier and this kind of investment should continue to ensure a better future for the Port Melbourne waterfront.





01 Introduction

The Port Melbourne waterfront is a highly valued place to live, with good access to a variety of services and facilities. It is a walkable, safe and mostly quiet neighbourhood seen by residents as a village on the doorstep of the city.

For a number of years there has been uncertainty around several key sites in the area and the integration of these sites with the public spaces of the waterfront. The Princes Pier refurbishment is one example that provides a significant opportunity for the community to be more involved in the area's history and its future growth.

1.1 WHY THIS UDF IS NEEDED

The Port Melbourne Waterfront Urban Design Framework (UDF) provides direction about the future of the waterfront at a time of growth and change. The UDF addresses a number of conflicting requirements in the area and proposes appropriate and positive solutions.

These requirements were identified and discussed as part of the community consultation process. Following this, conceptual designs were developed to determine possible solutions to specific challenges and create a shared vision for the area.

This UDF describes the physical form of places that make up the Port Melbourne waterfront, including buildings, important public places and streetscapes. In consultation with the community, a vision for the waterfront and a set of supporting design objectives were agreed. In response, a series of design concepts were developed to create a better understanding of the link between the vision, objectives and the proposed physical forms and their underlying principles.

1.2 METHODOLOGY

In 2010, Council used the Port Melbourne Waterfront Revitalisation Report (2005) and the Waterfront Place Urban Design advice (MGS Architects 2009) as the basis to prepare the current draft UDF to address issues facing the Port Melbourne waterfront area.

The UDF was also informed by a series of community inputs coordinated by AECOM consultants that included information sessions, a visioning workshop, children's workshop and drop in sessions. This input was captured in the July 2011 Vision Report from which the UDF's Vision, Principles and Objectives were later drawn.

From December 2011 to March 2012, Council released the draft Port Melbourne Waterfront Urban Design Framework for public consultation. Following this consultation period Council resolved to do further work on the Draft UDF, particularly relating to the Waterfront Place Precinct.

Following a forum of key stakeholders in late 2012, Council engaged specialist consultants to prepare studies on views and vistas, and transport and access, and design and development relating to Waterfront Place. These studies informed the preparation of a new public realm concept for Waterfront Place.

At this time Council also decided to remove the consideration of private land from the UDF and allow it to focus exclusively on the public realm. To provide strategic direction for the private land contained within the study area, Council will facilitate the preparation of design guidelines for each of the privately held sites as part of the implementation of the UDF. *Design Guidelines 1-7 Waterfront Place* (2013) is the first of these design guidelines documents.



1.3 HOW THIS UDF IS STRUCTURED

The UDF begins with an overview of the rich history of the Port Melbourne waterfront, followed by the vision and principles for the area, developed by the community. The existing conditions and opportunities along the Port Melbourne waterfront are discussed and a number of opportunities are highlighted. This establishes a framework for responding to a range of issues, and forms the basis on which recommendations are made.

Design objectives and preferred outcomes are outlined for five distinct public realm precincts. These outcomes clearly build upon the community-led vision and create opportunities for a series of projects that realise a new future for the waterfront.

The Implementation Strategy outlines the costs, timeframes and possible funding sources.

Note: The Key Site Development Guidelines shown in the Draft UDF (2011) have been removed from the Final UDF document and now form a stand-alone document titled *Design Guidelines 1-7 Waterfront Place*.

Port Melbourne Waterfront UDF (2013)

Executive Summary

01 Introduction

02 Developing a common vision

03 Existing conditions & opportunities

04 Precincts

05 Implementation strategy

Appendices

1.4 HISTORICAL CONTEXT

The Port Melbourne waterfront has a rich history that has helped determine the character and activity of the area today. However, in terms of its built form and urban character, the waterfront has been dramatically transformed in recent decades. This has occurred through the introduction of the substantial Beacon Cove residential development, the construction of large-scale residential buildings/towers along Beach Street and the adaptation of many former industrial buildings to residential and commercial uses.

Other historical characteristics of the area that have been diminished or removed include (for Beacon Cove) the industrial BP site that originally adjoined Princes Pier (at the north end), the railway infrastructure which serviced piers, the seawall (retaining wall) between Princes and Station piers and the 1930s Centenary Bridge. The current landscaping treatment of the public areas, including the promenade along Beach Street and the publicly accessible northern ends of Princes and Station piers, is of relatively recent origin.



Figure 3 | Historic Postcard of Port Melbourne Pier



Figure 4 | Princes Pier 1920s

A HISTORY OF THE PORT MELBOURNE FORESHORE

(written by the Port Melbourne Historical and Preservation Society)

When settlers arrived illegally from Van Dieman's Land to claim fresh pastures for their sheep, they brought about the founding of Melbourne.

Two miles (3 km) from the new settlement was its nearest beach, where a place of deeper water was quickly recognised as the best landing site for new arrivals too impatient to make the difficult – and expensive – journey upriver to the town. This place – where the Port Melbourne Yacht Club stands today – was soon identified by a barrel raised on a pole. It marked a rough foot track blazed through the scrub to the falls at Melbourne, where in a dry season you could cross the Yarra River on stepping stones.

This is why Port Melbourne's foreshore proved significant to the colony of Victoria from the beginning of settlement. Here we subsequently welcomed generations of immigrants, at first from Britain, but soon from around the world.

In the earliest days the Port Melbourne foreshore was known simply as 'The Beach'. Then adventurer Captain Wilbraham Frederick Evelyn Liardet, his wife Carolyn and their nine children came ashore at the landing place, and stayed on to become our first settlers.

After Wilbraham and his three eldest sons widened the foot track to a road and built a watchtower, a jetty and the Pier Hotel resort, this area became known as 'Liardet's Beach'. From here the family ran a ferry service to William's Town (now Willamstown), a carriage service to Melbourne and a mail service between the town and the ships in port. They also offered a myriad of entertainments to those who visited the Pier Hotel.

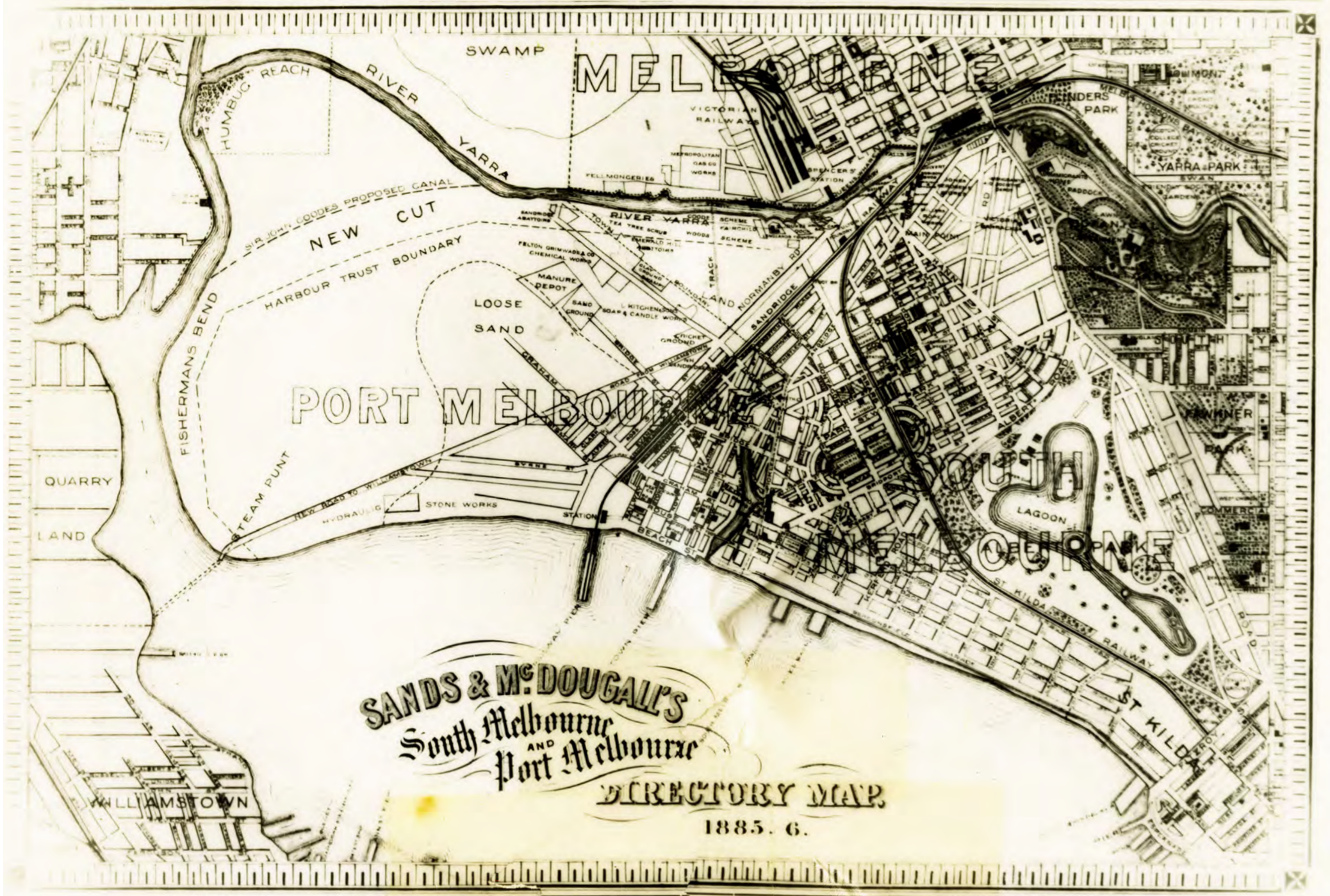


Figure 5 | Historic Map 1885

Officially, Liardet's Beach was designated 'Sandridge'— and very sandy it was too, with enormous dunes toward the river and drifts of sand smothering the track that eventually became Bay Street. Even though for over a decade the tree-rimmed beach held only a straggle of huts and tents plus the Marine and Pier hotels, the government had plans. In 1849 it laid out the first six streets and replaced Liardet's little jetty with the more ambitious Town Pier. Bristling with multi-masted ships, for a time the Town Pier was the centre of maritime activity, and in 1852 welcomed the first direct mail ship from England. But surprises were in store for Sandridge. Just at the time that Victoria won its independence from New South Wales, gold was found in the new colony. It took time for this news to reach the outside world, but by 1853 Sandridge was booming and transformed. Shops, rooming houses and fine brick hotels sprang up near the bay. The forest was gone, leaving only sand littered with possessions that people had left behind in their frenzy to reach the goldfields.

When the frenzy reached the point where thousands were arriving each week to crowd Hobsons Bay with steamers and sailing ships, Australia's first steam passenger railway was completed from Flinders Street to Sandridge — four rail lines running onto a grand Railway Pier and directly to the ships. It was 1854.

However, pride in this achievement soon turned to the grim realisation that arrivals were mostly bypassing Sandridge. Over the years the Borough continued to hope for fame and wealth in a role as premier port of Victoria. It seemed promising at first because it was so difficult — for larger ships, sometimes even impossible — to sail up the nine miles (14 km) of shallow, winding river to the wharf near Spencer Street. Whereas one could come to Sandridge and travel quickly overland to Melbourne.

However, a final blow to local ambition came in 1887, when the Coode Canal was cut through to Melbourne, where the major port then developed. In time 'The Beach' became Beach Street, lined with rowdy pubs, shops, ships' chandlers and sailmakers. Spreading around the original landing place, yet for many years confined between saltwater Sandridge Lagoon and the railway, were cottages for the families of waterside workers, railway men and those employed in major industries that established here to be near shipping and rail transport.

Prosperous in some ways, impoverished in others, 'the Borough' and its people have suffered many hard times, particularly in the major depressions of the 1890s and 1930s, and during waterside strikes related to the appalling working conditions forced upon our stevedores. The 1928 strike, which took Port Melbourne into the Great Depression earlier than other areas, was notorious for police firing on desperate workers whose difficult conditions and meagre earnings had been further slashed. When wharfies gathered at Princes Pier in an attempt to protect their jobs, four were shot, one fatally. Allan Whittaker, a quiet WWI volunteer previously wounded at Gallipoli, died after being shot from behind.

In the 19th and early 20th centuries the railway was sold to the State and the piers came under the direction of the new Melbourne Harbor Trust. Deteriorating Railway Pier was renamed and rebuilt as Station Pier by 1930, once the two 1924 beacons were in place. One by land and one offshore, these contained the Leading Lights that steered ships up Port Phillip to our piers. Meanwhile a New Railway Pier had been built in time for troops to depart for the Great War. (After the Prince of Wales disembarked there in 1920, it was renamed Princes Pier.)

Figure 6 | Historic Photo of Station Pier



Locals continued to enjoy the beaches and swim between the piers. But a growing perception over the 20th century was a perception that Port Melbourne's industrial foreshore was too unsightly to welcome important visitors. Beautification plans were proposed, although not implemented. To avoid embarrassment, Royal visitors who disembarked here were quickly whisked off by launch to St Kilda, where a more seemly official ceremony of welcome would precede a grand procession down St Kilda Road.

Finally, in time for Victoria's Centenary in 1934, a fine, three-way, modern bridge was completed beside Station Pier for the Duke of Gloucester's official visit, for the first time providing direct road access over the railway yards to Princes Pier. This became known as Centenary Bridge and was a source of pride for Port Melbourne and Victoria, but was demolished in 1991 to make way for development of the waterfront area we now know as Beacon Cove. A single pylon is left standing to remind us of what once had been.

In the 1950s, century-old Town Pier was removed. Melburnians continued to flock to Station and Princes piers to visit the ships and throw streamers to increasing numbers of Aussies off to see the world. With post-war immigration also increasing, our piers were places of frenetic activity, and Bay Street swarmed with the crews of visiting ships. From the Town Hall hung the flags of nations whose ships were in port.

Ours was always a busy waterfront, but particularly so when vast crowds came to see special visitors to our piers (today they'd be referred to as blockbusters). There was Teddy Roosevelt's Great White Fleet from America in 1908, when 1,400 U.S. sailors landed at Town Pier to

march to Melbourne; the 1924 visit to Princes Pier of the great battlecruisers HMS Hood and HMS Repulse; in 1925 the 42 ships of the U.S. Pacific fleet, with three battleships and a cruiser on display at Princes Pier for three weeks; the exciting arrival in 1938 of the Empress of Britain, our first sight of the new, gigantic, streamlined liners – all drew visitors in their thousands to our foreshore.

From Liardet's little ti-tree jetty to Australia's largest passenger pier – where today the Spirit of Tasmania and towering cruise ships arrive and depart – a century and a half of maritime activity remained a focus for Port Melbourne, together with the railways and the great factories lining the foreshore of this proudly working class area. The piers at Port Melbourne continued to retain significance as the place of arrival for people. From gold diggers to refugees to post-war migrants, all arrived at Port Melbourne – until the 1970s, when emphasis shifted from ships to aircraft. But we still welcome people by the shipload today; although now they come as tourists, not immigrants.

In the 1980s attention focussed on former industrial land, with the realisation it had more than a few desirable features after all. After the community fought off proposals for highrise office blocks, luxury hotels and a gated community on artificial canals, and after an intensive community workshop to determine what should be there instead, Beacon Cove came into being – the newest of the 20th century's historic housing estates on Fishermans Bend.

Our foreshore today is lined with apartments – some in beautifully recycled factories, some in new high-rise structures. It's a changing Port Melbourne, but one that takes immense pride in its maritime and industrial heritage.



Figure 7 | Historic Railway Station and Centenary Bridge

02 Developing a common vision

2.1 CONSULTATION WITH THE COMMUNITY

The City of Port Phillip and the community have embarked on an exciting future for the Port Melbourne waterfront. Ensuring community and stakeholder input at every stage of the process has been a key objective of Council's consultation plan, and enabled the creation of a shared vision for the waterfront that caters for all members of the community, preserves its rich natural heritage and celebrates its unique character.

COMMUNITY REFERENCE COMMITTEE

To ensure an integrated approach to the planning and future development of the Port Melbourne waterfront, the Port Melbourne Waterfront Revitalisation Report (2005) recommended the need for continued reporting and committee structure with appropriate membership.

In response to this, Council established the Port Melbourne Waterfront Urban Design Framework Community Reference Committee (CRC) in February 2010 as an advisory Committee of the Council. The CRC included six community members, two Councillors, and two Council officers, and met at regular intervals throughout the preparation of the Draft UDF document to provide overall direction to:

- create a shared vision for the future of the Port Melbourne waterfront
- establish clear objectives and concept designs for delivering the vision
- develop strategies, actions and partnerships to make it happen.

Along with the preparation of the Draft UDF, the CRC also had opportunity to input on other significant local projects, including providing advice to Major Projects Victoria on the design of Princes Pier.

ENGAGEMENT EVENTS AND WORKSHOPS

Along with the strategic input of the CRC, a comprehensive consultation plan was prepared to guide community input into the preparation of the Draft UDF. This consultation plan sought to ensure all communications and engagement activities were developed in such a way as to promote active participation from a cross section of the community. To achieve this, events and workshops included;

- Web & Email updates (ongoing)
- Have Your Say (ongoing)
- Project Information Session (Feb 2011)
- Visioning Workshop (Feb 2011)
- Children's Workshop (April 2011)
- Vision Confirmation Workshop (May 2011)
- Meetings with key stakeholders such as Port of Melbourne Corporation and Port Melbourne Yacht Club

These workshops provided an opportunity to discuss key issues and opportunities identified within the study area, and to encourage people to express their own aspirations and vision for the waterfront.

To inform in the conversations with the community and key stakeholders, two "ideas" documents were released during the process. These documents were discussed at subsequent consultation events, and made available on the project website;

- Issues and Opportunities Paper (AECOM, 2010)
- Vision Report (AECOM, 2011)

These discussions led to the formation of shared community values to guide the development of the UDF.



EXHIBITION OF DRAFT UDF

From 12 December 2011 to 9 March 2012 Council exhibited the Draft UDF and accepted formal submissions from the community and stakeholders. In all Council received 163 submissions. In general, the issues raised in the submissions received can be broadly summarised as follows:

- Height of building envelopes for 1-7 Waterfront Place
- Traffic congestion/circulation and the impact of new development
- The impact of the closure of community facilities at 1-7 Waterfront Place
- Council process for determining building envelopes for 1-7 Waterfront Place
- Commercial activity on the eastern side of Waterfront Place
- Perceived loss of green space
- Views to the city from cruise shipping and the impact of 1-7 Waterfront Place
- Overshadowing
- Loss of views by proposed new vegetation on Beach Street
- Impact of cruise shipping and the failure to capture the benefits for the local area.

In response to the submissions received, in March 2012 Council resolved to undertake further strategic work to address the issues raised.

KEY STAKEHOLDERS

To provide vital community input into the finalisation of the UDF, a pool of key community members and stakeholders was established to participate in two Key Stakeholder Forums. These forums were held in August 2012 and February 2013.

Key Stakeholders included representatives of local residents, businesses and professionals, as well as key agencies including the Port of Melbourne Corporation (PoMC), the Office of Major Projects Victoria (MPV), the Department of Planning and Community Development (DPCD), Yarra Trams, Parks Victoria, Tourism Victoria and landowners.

More information about all these consultation activities is outlined in Appendix B

2.2 WHAT WE HEARD

The following is a summary of the shared values identified by the community, and the objectives developed from these themes.

CHARACTER AND IDENTITY

It is acknowledged that distinct elements within the Port Melbourne waterfront create a much-loved character and identity for the area.

Objectives include:

- celebrating and respecting the past – freight, immigration and military history
- celebrating cruise ship and freight activity
- creating a diverse range of areas that provide quiet and peaceful places right through to active and lively areas
- creating a welcoming ‘front door’ that achieves its integrity through thoughtful connections to the past and a respect for local identity
- creating a gateway to the port at the Beach Street, Bay Street hub and at Waterfront Place
- any development should be at a ‘human scale’
- maintaining openness and views to the water.

AESTHETICS AND AMENITY

The community shares aspirations for a clean, green, beautiful pedestrian-friendly environment. Objectives include:

- creating a cleaner environment
- creating a greener and shadier environment
- providing peaceful places of respite and relaxation
- reducing the dominance of traffic on the waterfront.

ACTIVITY

The community highly values the shipping activity of Port Melbourne. They feel a diverse, flexible range of activities enhances the appeal of the waterfront to a greater audience while providing for the local community. Objectives include:

- maintaining shipping activity
- enhancing the availability of ‘resident-friendly’ water-based activities – swimming, boating, sailing and water sports
- providing opportunities for quiet recreational activities such as fishing, walking and promenading
- enhancing exercise opportunities to improve health and wellbeing
- celebrating maritime and immigration history
- providing affordable community activities that provide for children and families
- providing flexible, versatile spaces that cater for temporary uses – markets, open air activities
- providing educational opportunities around water safety/ play, marine life and history.

CONNECTIVITY AND ACCESSIBILITY

Being connected to each other and to the Bay and beaches is a key value to the local community. Objectives include:

- maintaining and enhancing accessibility to the precinct
- maintaining and celebrating direct access to the Bay and beaches
- improving public access to Station Pier
- providing public access to Princes Pier
- managing shipping/trucking activity to reduce the impact on local amenity
- enhancing access to St Kilda and the CBD
- providing for safe pedestrian and cycling activities.

NATURAL ENVIRONMENT

The natural environment is a highly valued aspect of the Port Melbourne waterfront area. Objectives include:

- protecting the natural environment and natural ecosystems
- protecting and enhancing the quality of the landscape including the dune areas
- providing a habitat for local wildlife – birds and marine life
- improving water quality (stormwater outlets)
- providing sustainable building and technology solutions
- enhancing the level of vegetation in the area.

SAFETY

Safety at the waterfront is an important community value. Objectives include:

- creating a safe family environment
- providing safe off-road walking and cycling environments
- creating a safe road environment for cyclists and pedestrians
- providing a safe environment around shipping/trucking activity at Station Pier for pedestrians and cyclists.

These objectives directly informed the Vision and Overarching Principles in the following section.

2.3 VISION

Our shared vision for the future of the Port Melbourne Waterfront is:

The Port Melbourne waterfront is a gateway to Melbourne. It is a significant and celebrated part of greater Melbourne; a place that is valued by locals for its history and environment, and an active and welcome destination for visitors.



WATERFRONT SPACES

2.4 OVERARCHING PRINCIPLES

The vision statement is supported by eight overarching principles which underpin design strategies set out later in this document.

PRINCIPLE 1:

Encourage Melburnians, local residents, and visitors to Port Melbourne with a mix of activities along the waterfront

PRINCIPLE 2:

Create new high quality public places that inspire people to spend more time, to interact and to exchange

PRINCIPLE 3:

Enhance the valued natural environment and reinforce the Port Melbourne Waterfront as a special place to live and visit

PRINCIPLE 4:

Create a distinctive foreshore and new public places that encourage public access to, and celebrate the history of the Port Melbourne waterfront

PRINCIPLE 5:

Improve the year round look, feel and function of the waterfront through public and private development

PRINCIPLE 6:

Actively partner with the Port of Melbourne Corporation and the community to enhance the quality and experience of the waterfront for residents, visitors, commercial and port operators

PRINCIPLE 7:

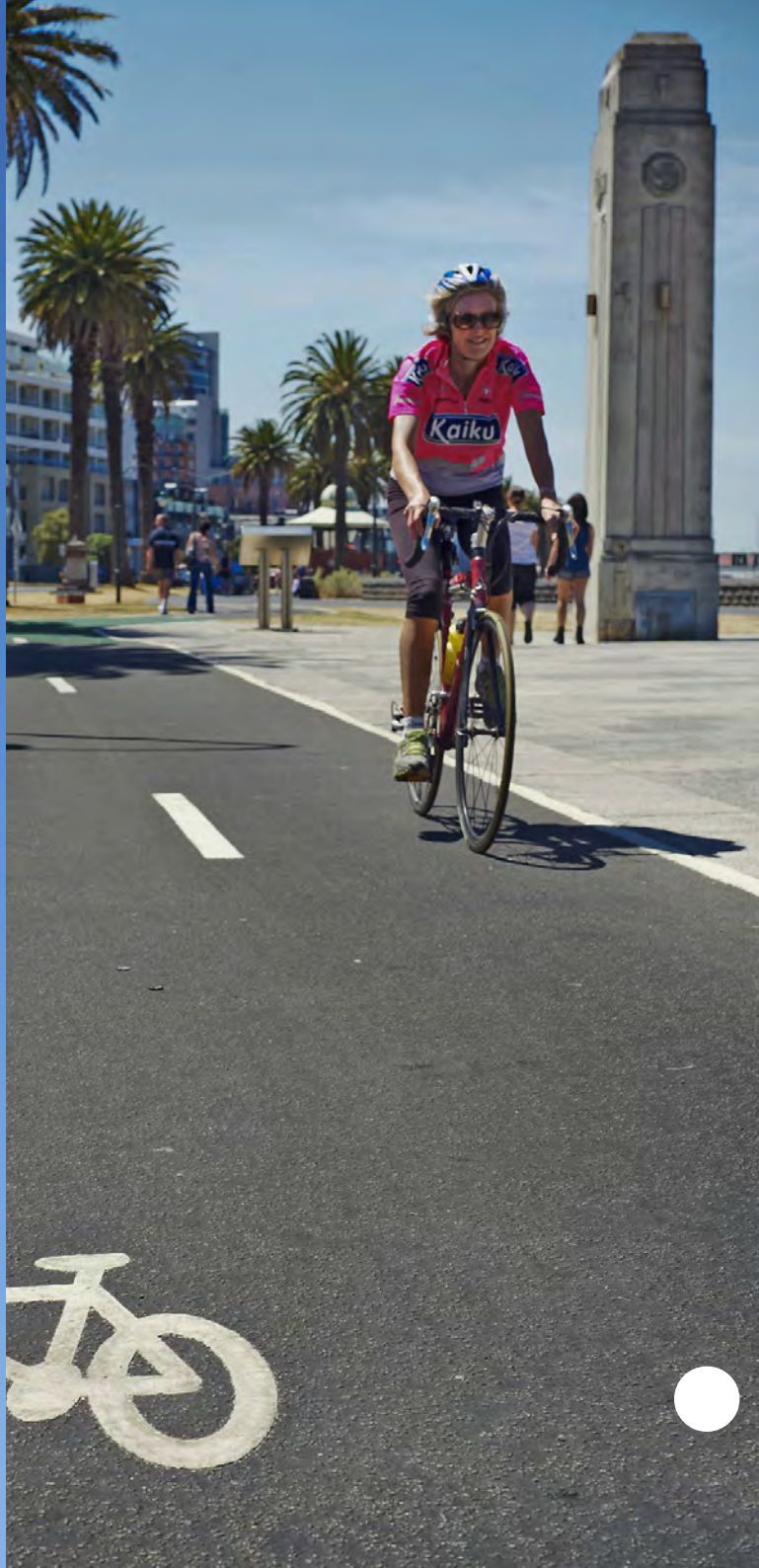
Support the continued operations of ferry, freight and cruise ships alongside popular public open space and a nearby local community

PRINCIPLE 8:

Encourage Environmentally Sustainable Design (ESD) in the architecture and design of buildings and public places.



ARTIST IMPRESSIONS





WILLIAMSTOWN

Hobson's Bay

PORT MELBOURNE WATERFRONT

Bay St.

109 Tram Route

Bay Street Activity Centre

3 km

2 km

4 km

Albert Park

Southbank

Fishermans Bend Urban Renewal Area

Fishermans Bend

Yarra's Edge

Yarra River

DOCKLANDS

CBD

Figure 8 | Context and Setting

03 Existing conditions & opportunities

3.1 THE PORT MELBOURNE WATERFRONT STUDY AREA

The Port Melbourne waterfront stretches along Beach Street from Bay Street in the east, to Beacon Road to the west. The study area includes a significant tract of port use land, mid and high-rise residential apartments, beach areas, Princes and Station piers, restaurants, the 109 light rail terminus, and an historic rail station.

The study area boundary has been generated to capture the blocks along the waterfront of Port Melbourne, and include the entirety of the Comprehensive Development Zone 1 covering Princes and Station piers.

While the study area includes multiple privately owned sites, the focus of this document is to provide guidance for the future of the public realm areas only.

3.2 OVERVIEW OF KEY FINDINGS

The following describes the key elements of the existing conditions analysis and their implications to the Port Melbourne waterfront area. For detailed analysis refer to Appendix A: Existing Conditions and Analysis.

LAND USE

WHAT IS WORKING WELL

- The Bay Street activity centre is and should remain the focus of retail and community activity in the broader locality.
- The waterfront area has an emerging service commercial hub centred on the Waterfront Place and Station Pier precinct, meeting local needs.
- The public open space corridor along the foreshore is a significant land use feature that facilitates a range of recreational activities and is a regionally significant destination.



Figure 9 | Study Area

WHAT NEEDS IMPROVEMENT OR MONITORING

- There is competition between various land uses for access to supporting infrastructure and public space.
- Tourism opportunities in and around Station Pier and Waterfront Place are not maximised to their fullest potential.
- Port of Melbourne Corporation activities dominate the use of Station Pier and the associated TT-Line freight area. Ongoing management of amenity impacts on residential areas is required.
- The car park at Station Pier and Waterfront Place is poorly configured and, although experiences times of heavy use, is often under-utilised.

BUILT FORM

WHAT IS WORKING WELL

- Existing street facades along the waterfront generally provide an appropriate pedestrian scale of six to eight levels along Beach Street. Future development should continue this street scale and allow for upper levels to be set back to mitigate any increase of building scale as perceived from the street.
- The streets and lanes in the area give a sense of the 'finer grain', and include public spaces of various scales. Such relationships should be developed within new development.
- Important views toward Port Phillip Bay should be protected by building setbacks and restrictions on street wall heights. This includes views across the foreshore and along key streetscapes (Beach, Bay, Nott, Stokes and Princes streets, Waterfront Place and Beacon Vista).

WHAT NEEDS IMPROVEMENT OR MONITORING

- Along Beach Street building entry floors are often not level with the street. Although suitable for residential use, if future development includes commercial uses at ground floor, new buildings should be set at street level to encourage street activation.
- Future contemporary development should respect the heritage fabric of buildings such as the Station Pier Gatehouse, and Historic Rail Station.

- Scale and siting of new development should consider the potential pedestrian impacts such as overshadowing of the public realm.

ACCESS AND MOBILITY

WHAT IS WORKING WELL

- Current public transport options and frequency compare well to other inner city areas of Melbourne.
- Observation and community consultation indicate car parking capacities in the area are adequate. Any reconfiguration of the overall net car parking supply should aim to retain current capacity and, where possible, allow for sustainable growth to serve commercial and residential use.
- The Bay Trail is a highly popular east-west pedestrian and cycle connection along the waterfront.

WHAT NEEDS IMPROVEMENT OR MONITORING

- The community has called for the calming of cycle traffic along some sections of the Bay Trail. Any public realm development should start with a reduction in conflict between cyclists (and other active transport modes) and pedestrians.
- Any future redevelopment of 1-7 Waterfront Place should allow for public access through the site.
- Promote sustainable transport options and encourage local residents and visitors to use these transport modes. The City of Port Phillip municipality does not currently have a waterfront public transport connection.
- The need to separate the TT-Line's passenger vehicle queuing area from broader traffic circulation has been identified through the traffic analysis and community consultation. Although the queuing capacity varies throughout the year, the guiding principle should be to provide as much capacity as practicable without detracting from the overall quality of the public open space, reducing car parking capacity or interrupting local traffic movements.
- The function of the roundabout at Princes/Beach streets and Waterfront Place needs ongoing monitoring and evaluation to ensure the present levels traffic and

congestion do not become worse as the Station Pier operations continue to grow.

OPEN SPACE

WHAT IS WORKING WELL

- The waterfront areas and beaches are highly valued by the local communities and are often the focus for neighbourhood activities
- Even across the short length of the Port Melbourne waterfront area there is a great variety of open space options for users to enjoy.
- The length of the Port Melbourne waterfront is connected by the Bay Trail. This allows users to move easily between the distinct spaces while also connecting them to open spaces to the east and west

WHAT NEEDS IMPROVEMENT OR MONITORING

- There is a perceived lack of high quality and well-coordinated public open space. Much of the existing open space is in isolated pockets which limits its community value. Public space needs to be created to provide a variety of uses, scales and characters.
- Although recent interventions have significantly improved the condition of beach areas, further attention is needed to revegetate the area and maintain ecology.
- While some organised activities take place on the beaches (eg. beach tennis) more could be supported and encouraged.
- The visual amenity of the TT-Line freight area must be improved if Waterfront Place is to become a quality public place and the centre of a thriving tourist and local community precinct.
- The waterfront is dominated by *Washingtonia Palms* (*Washingtonia robusta*) and the Date Palms (*Phoenix dactylifera*), which although providing a strong visual character do not provide shade, shelter and sense of local character. Planting should be reviewed.
- There are currently no significant water quality treatments to the urban stormwater. Future public works should seek to include these kinds of initiatives.



Figure 10 | Webb Dock and Beacon Cove

PLANNING CONTEXT

WHAT IS WORKING WELL

- Planning policy generally reflects the current issues impacting on the area, however in addition to any implementation actions arising, the planning scheme should provide greater clarity specifically in the following areas:
 - Parameters for the future use and redevelopment of I-7 Waterfront Place and 103 Beach Street sites
 - With regard to the INZ3 zoning of the land used by the PoMC, consider a zone more reflective of port uses and abutting interface management issues following the State Government's decision on the work of the Port Environs Advisory Committee.

WHAT NEEDS IMPROVEMENT OR MONITORING

- As the Beacon Cove Estate is now complete the existing planning controls that affect the Beacon Cove area (described under the current Comprehensive Development Zone) no longer serve any real purpose, nor do they provide guidance for any development that differs from the plan.
- The PoMC land currently zoned as INZ3 needs to be revised to better reflect the current use of this land and the boundary of this zone revisited to reflect actual Port activities.
- Any new planning framework must provide clarity and certainty regarding Port operations, the management of amenity impacts, the development of locally serving retail and community uses, and tourism related uses.

HERITAGE

WHAT IS WORKING WELL

- The waterfront has a wealth of historically valuable buildings and structures. Their physical condition, settings and surrounds are to be protected. View lines and new development adjacent to these elements are to be carefully considered.
- The historic rail building sits between two potential development sites. The Port Phillip Planning Scheme includes the building in a heritage overlay (VHR 983 - HO46).

WHAT NEEDS IMPROVEMENT OR MONITORING

- Planning scheme policy and provisions should be designed to protect the views to and from the historic rail building and used to manage the heights and setbacks of development.

MARKET ANALYSIS

WHAT NEEDS IMPROVEMENT OR MONITORING

- The Waterfront Place precinct should be encouraged to develop as a tourist/events precinct that provides for seasonal commercial offerings, complements the visitor experience and builds on the unique location of the foreshore.
- The commercial offering at Waterfront Place should include a mix of service retail and 'destination' offerings that cater to both the high seasonal demands of tourists and the consistent demands of local residents.
- The 'destination' offerings should cater to the existing tourism type, namely cruise shipping and Tasmanian touring passengers, prevalent in the precinct. Retail spaces that showcase produce from other Victorian destinations, travel-related agencies and active water-based sports offerings could form part of the Waterfront Place commercial offering.
- A moderate increase in the need for service retail for the local residents is expected and could be provided.
- Community facilities such as libraries and community centres should be located in the Bay Street Major Activity Centre.
- Additional sport and recreational public facilities, such as a swimming pool or gym, could be supported in the area.
- The waterfront has no significant hotel-type commercial accommodation. Any accommodation would need to be of a 'boutique' size and should only be considered in conjunction with complementary uses.

3.4 KEY DESIGN OPPORTUNITIES

After analysing the existing conditions of the Port Melbourne waterfront, the following design opportunities have emerged to help achieve the vision and principles of the UDF. These design opportunities can be categorised into four key areas.

LAND USE

Privately owned sites at 101 and 103 Beach Street, and 1-7 Waterfront Place have been identified as likely to experience possible future changes to land use. The *Design Guidelines 1-7 Waterfront Place* aim to provide clear direction for the future of this site.

Any changes to the Port Melbourne waterfront should achieve the following:

- Enhance the existing and proposed pedestrian environment and public spaces by encouraging active land edges at street level
- Improve links between uses, the foreshore and public open space
- Introduce active uses which frame public spaces
- Introduce uses that enhance the tourist gateway and support the waterfront as a social and cultural destination



Figure 11 | 103 Beach Street



Figure 12 | 1-7 Waterfront Place



Figure 13 | 101 Beach Street

BUILT FORM

- Activate surrounding public spaces and provide welcoming, comfortable and safe areas for pedestrian activity
- Enhance safety and security through passive surveillance
- Improve the quality of the pedestrian experience by retaining solar access to the public realm and by mitigating environmental conditions such as wind
- Retain views to enhance the strong connection between the land and the bay

VIEWS

Any new built form should consider and enhance the key vistas along the promenade (refer Figure 14). This may include:

- Creating or providing a greater significance for the historic rail station
- Helping pedestrians orient themselves and move through the space
- Protecting views to the CBD skyline for passengers arriving at Station Pier

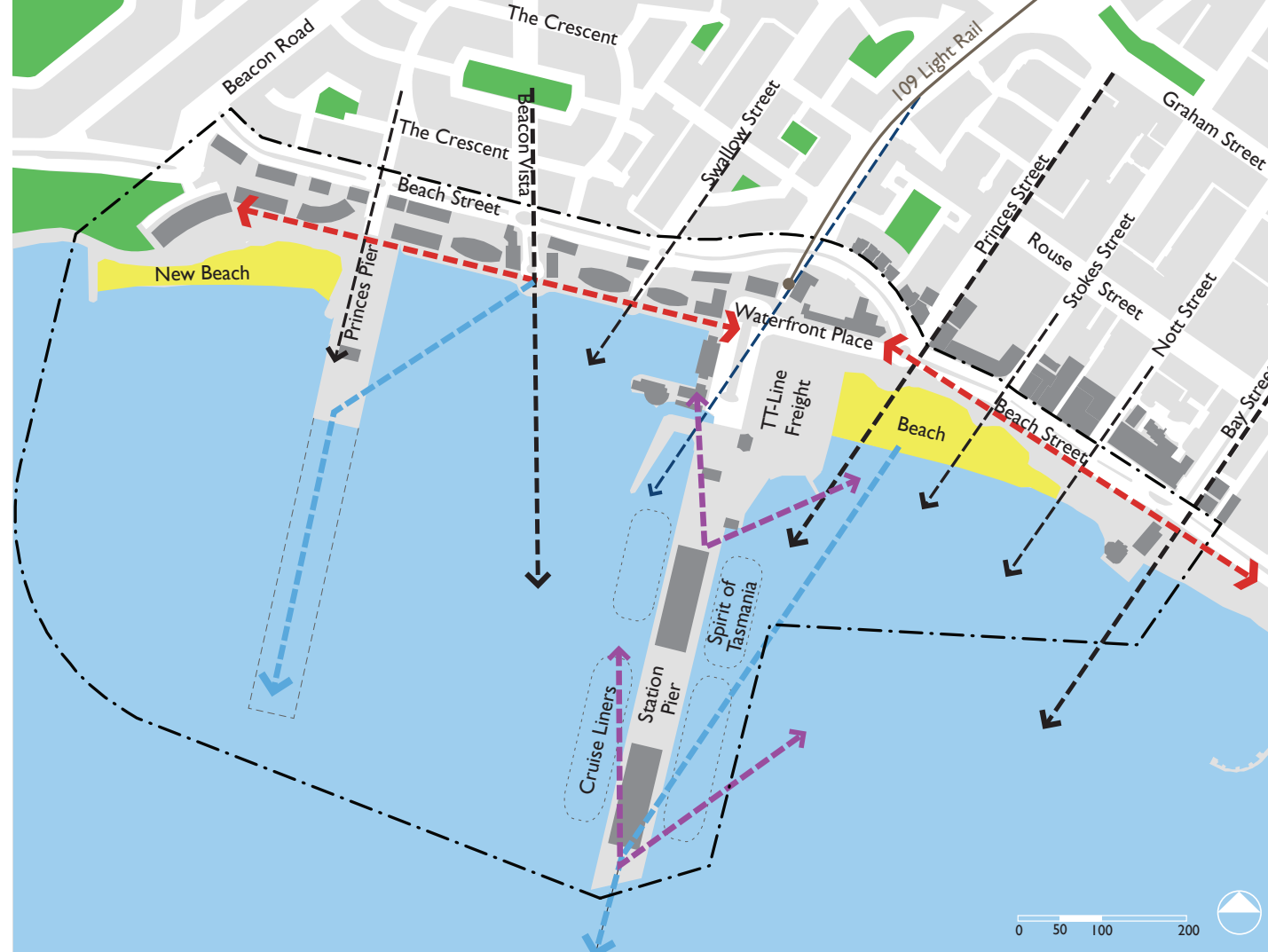
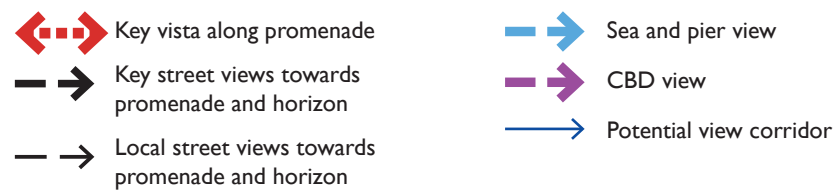


Figure 14 | Visual Axes



ACCESS AND MOBILITY

There is a large body of work referencing access and mobility issues in and around Port Melbourne waterfront which has been considered in this chapter. These include, but are not limited to;

1. The City of Port Phillip's Sustainable Transport Strategy outlines a number of aspirations;

- An aspirational 50% reduction in community greenhouse gas emissions per person by 2020 (based on 2006 levels)
- Reduced private vehicle travel by residents from 78% to 53% of total distance travelled
- Increased travel by residents using walking and bike riding from 9% to 20% of total distance travelled
- Increased travel by residents catching public transport from 13% to 28% of total distance travelled.

The Sustainable Transport Strategy outlines a clear Road User Hierarchy which underpins all new transport related planning across the municipality (Refer to Figure 15)

2. The Transport and Access Study (URS, 2013) was undertaken for the area surrounding Waterfront Place. This study investigated traffic movement volumes along Beach Street from Bay Street to Beacon Road, undertook car parking utilisation rates within 500m of Waterfront Place, and provided recommendations on possible improvements to pedestrian and cycle amenity and function.

3. Port of Melbourne Corporation (PoMC) works with City of Port Phillip to undertake investigations into the traffic and access situation in and around Station Pier. These investigations seek to ensure the future function of the pier is protected and enhanced.

Council's road user hierarchy, in order of priority is:

Walking Bike Riding Public Transport Freight Multiple-Occupancy Vehicles Single-Occupancy Vehicles

Figure 15 | Road User Hierarchy



Figure 16 | The City of Port Phillip's Sustainable Transport publications

PEDESTRIANS AND CYCLISTS

- Implement enhanced walking routes identified as part of the City of Port Phillip's Principal Pedestrian Network with priority given to pedestrian over other travel modes.
- Build on the existing Promenade and Bay Trail as the central spine of movement along the waterfront
- Prioritise the implementation of the on-road bike routes and linkages to the Bay Trail and 109 Light rail path to realise Port Phillip's Bike Network.
- Providing improved shelter and general amenity along the Bay Trail
- Reduce conflict between pedestrians and cyclists on the Bay Trail. This may include consideration of on-road commuter cyclist provision
- Prioritise pedestrian and bike rider movements over others at potential conflict points.

TRAFFIC NETWORK & CAR PARKING

Traffic movements in and around the Port Melbourne waterfront can be highly variable and as such are complex to model. Factors impacting traffic movements include;

- TT-Line queuing at Station Pier
- Changes to TT-Line queuing when a cruise ship is docked
- "Turnaround" cruise ships which generate pick up/drop off traffic (increasing frequency)
- Tram crossing at Beach Street (planned increased frequency)
- Zebra crossing at Beach Street (adjacent to Princes Street roundabout)
- Angle car parking interrupting traffic flow
- Freight yard access
- "Dead end" at Waterfront Place
- "Rat run" to Westgate Bridge



Figure 17 | Pedestrian and Cycle Opportunities



Opportunities for improving the traffic network and car parking arrangements could include;

- Undertake further analysis and assessment work on the neighbourhood traffic network operations which recognised the complex traffic flow around Waterfront Place. This may result in the development of a comprehensive traffic management strategy for Port Melbourne.
- Discourage the use of Beach Street as a thoroughfare for commuting traffic. Promote Bay and Graham streets (arterial roads) as the preferred commuter route towards the Westgate Bridge.
- Work with Port of Melbourne Corporation to implement traffic management measures to and mitigate seasonal traffic impacts including the TT-Line queuing lane.
- Rationalise car parking areas where possible to maximise pedestrian and green space- particularly on waterfront locations.
- Investigate alternative opportunities for campervan and caravan waiting area near Station Pier which does not impact on the neighbourhood immediately surrounding Waterfront Place. Visitors may be directed to this facility by signage, and also information distributed by TT-Line at time of booking.
- Promote initiatives from the City of Port Phillip's Sustainable Transport Strategy including;
 - Promote car share schemes
 - Enforce reduced car parking ratios in new developments

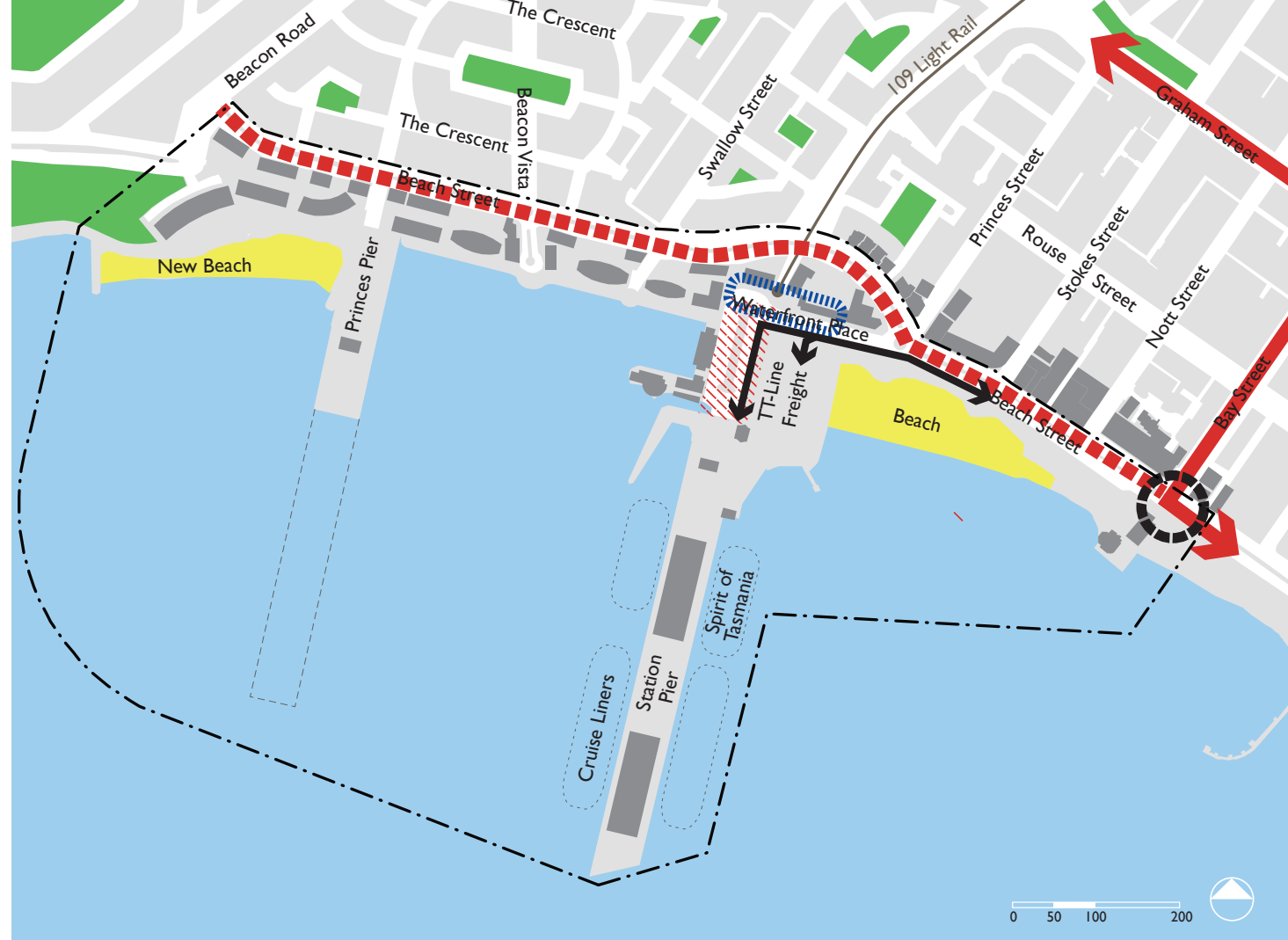


Figure 18 | Traffic network improvement opportunities



OPEN SPACE

- Strengthen the place-defining role of public realm and open space
- Minimise pedestrian conflicts with other modes of transport abutting residential interfaces
- Improve cross-connectivity by providing safe links
- Improve access to foreshore open spaces

STREET TREES

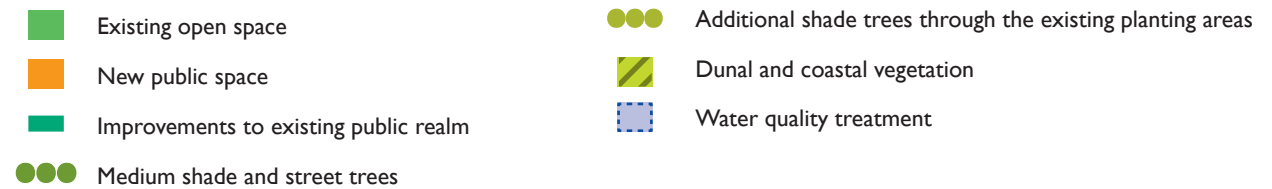
- Propose street tree designs that are integrated with water treatment planting areas
- Complement significant Washingtonia and Date Palms with additional large trees to provide shade

WATER QUALITY TREATMENT

- Investigate Water Sensitive Urban Design WSUD within the design of streetscapes to maximise the capacity of existing stormwater infrastructure
- Reconfigure and design new planting areas along the foreshore and Beach Street to allow passive irrigation, better use of water runoff and street tree planting to retain water and treat pollutants (Refer Figure 19)
- Investigate the relocation of the stormwater outfall at Princes Street and develop aesthetic and functional designs that incorporate stormwater outflows into the foreshore (Refer Figure 19)
- Work closely with Melbourne Water on water quality initiatives



Figure 19 | Open Space Opportunities





04 Precincts

The following section outlines overarching design guidance for each of the five precincts of the Port Melbourne waterfront study area:

- Bay and Beach Street Hub
- Beach Street
- Waterfront Place
- Beacon Cove Promenade
- Princes Pier



Figure 20 | Port Melbourne Waterfront Precincts

BAY AND BEACH STREET HUB

– PRECINCT 1




PORT
MELBOURNE
YACHT CLUB Inc.
FOUNDED 1899

PMYC

4.1 BAY AND BEACH STREET HUB – PRECINCT 1

FUTURE DIRECTIONS STATEMENT

The Bay and Beach Street Hub is the entry point to the waterfront and foreshore for local residents and visitors. It acts as an inviting and contemporary gateway for pedestrians, cyclists and motorists.

Future development in the precincts should:

- enhance pedestrian mobility through the intersection of Bay and Beach streets, and across Beach Street
- house minor shelters for the Bay Trail
- protect the former Post Office, Naval Drill Hall and the former Morley's Coal Depot
- reinforce the existing built form, heights and character along the northern side of Beach Street.

Limited development opportunities remain in this precinct. DDOI covers the north side of Beach Street, which has design objectives controlling built form.



Figure 21 | Bay and Beach Street Hub

LAND USE

OBJECTIVES

- Encourage uses that enhance the tourist gateway and recreation role of the area
- Encourage land uses that support links between the foreshore and the Bay Street activity centre
- Encourage active land uses on the corners of Bay and Beach streets
- Support public space activation around the Port Melbourne Yacht Club

PREFERRED OUTCOMES

- Promote active uses to create an “Active Land Use Connection” as envisioned in the Bay Street Structure Plan

BUILT FORM

OBJECTIVES

- Ensure new development emphasises the importance of the Bay and Beach Street intersection as a key point of entry into Bay Street from the south and to the waterfront area from the east
- Protect key views to heritage buildings and the waterfront area
- Ensure future development along this section of Beach Street maintains a predominantly mid-rise character and considers solar access of the footpath on the eastern side of Bay Street

PREFERRED OUTCOMES

- Complementary tourism and leisure activities at ground floor levels
- The northern facade of the Port Melbourne Yacht Club storage shed provides a more welcome interface
- New public amenity development (such as shelters) is minor and maintains the existing footpath width, footpath dining and pedestrian links along Bay Street.



- ① Strengthen the streetscape character of Beach Street through substantial tree planting program
- ② Reconfigure Beach Street including returning redundant road pavement to usable open space
- ③ Install better pedestrian connections at Nott Street
- ④ Maintain clear beach access for pedestrians and beach maintenance and safety vehicles
- ⑤ Reconfigure the car park to improve storm water run off treatment and planting opportunities
- ⑥ Improve the forecourt to the Port Melbourne Yacht Club by providing new pavements and improving pedestrian connectivity
- ⑦ Provision of a new signalised pedestrian crossing
- ⑧ Proposed timber pier with seating and lighting
- ⑨ Inclusion of a timber ramp and explore opportunities to provide for all abilities access to the water
- ⑩ Investigate improvements to the Port Melbourne Yacht Club to reinforce its role and provide a more welcoming atmosphere, e.g. by enhancing the boat shed facade to create a more welcoming interface (note: PMYC boundary approx. only).
- ⑪ Improve the surrounds of the War Memorial, integrating into the wider public realm design
- ⑫ Widening of the public open space adjacent to the Bay Trail with the width gained from the narrowing of the centre road median
- ⑬ Investigate opportunities to extend PMYC boat storage area to increase membership.
- ⑭ Explore opportunities to provide access for all abilities and PMYC rescue boats.



Figure 22 | Bay and Beach Street Hub Sketch Design

ACCESS AND MOBILITY

OBJECTIVES

- Strengthen the pedestrian connection between Bay and Beach streets
- Broaden pedestrian footpaths where possible
- Reduce the number of through traffic movements

PREFERRED OUTCOMES

- Pedestrian and cycle ways and lawn areas promote shared use that is differentiated by a change in pavement type.
- The existing car park reconfigured by removing the current eastern access road and replacing it with a smaller access road similar to that currently to the west. This redesign included introducing water sensitive urban design for water quality treatment and passive irrigation of landscapes.
- Public safety improved through well-considered integration of cyclist and pedestrian movements, including introduction of cycle 'slow zones' and supporting signage.
- All ages and abilities can access the beach and water.

OPEN SPACE

OBJECTIVES

- Provide a continuous series of high quality public places as part of the Port Melbourne open space network.

PREFERRED OUTCOMES

- A public space adjacent to the Port Melbourne Yacht Club that encourages social interaction and contributes to an improved connection from Beach to Bay streets.
- Port Melbourne Yacht Club boat shed provides a welcoming interface to encourage community connection of the activities of the club.
- A truncated version of the Town Pier exists that serves both the general public and the Port Melbourne Yacht Club.
- Establish an indigenous dune ecology between the car park edge and the western boundary of the Port Melbourne Yacht Club.
- A plantation zone that includes shade trees is established along the western boundary, and part way along the northern boundary, of the Port Melbourne Yacht Club.
- Night lighting exists in the area to promote public use after dusk and into the evening.



Figure 23 | Artist Impression of view along Beach Street (View 1)



BEACH STREET

- PRECINCT 2

4.2 BEACH STREET – PRECINCT 2

FUTURE DIRECTIONS STATEMENT

Beach Street is a popular beachside pedestrian and cyclist destination. It is a comfortable and safe environment for pedestrians and cyclists and contributes to the public space amenity of the community.

Future development should focus on:

- an improved beach experience with increased foreshore planting areas and beach access
- sheltered and secluded places and open active areas
- an easily identifiable pedestrian connection across Beach Street at Bay, Stokes, Nott and Princes streets
- mixed-use, mid-rise built form character along the northern side of Beach Street between Bay and Princes streets
- a calmer traffic environment with more extensive shade trees.



Figure 24 | Beach Street

- ① Improve beach connectivity and pedestrian comfort by providing a timber deck with seating, lighting and drink fountains / beach showers
- ② Reconfigure Beach Street including returning redundant road pavement to usable open space
- ③ Improved pedestrian connections at Stokes and Nott Streets and streetscapes in accordance with Port Melbourne Masterplan
- ④ Investigate revegetation programs to better manage coastal processes and stormwater treatment
- ⑤ Provide a new entry to Beach Street car park
- ⑥ Improve the interface between the rotunda and Beach Street landscape
- ⑦ Increase the provision of open space for Beach Street tree planting. Investigate opportunities for artwork commissions
- ⑧ Temporary TT-Line vehicle queuing lane

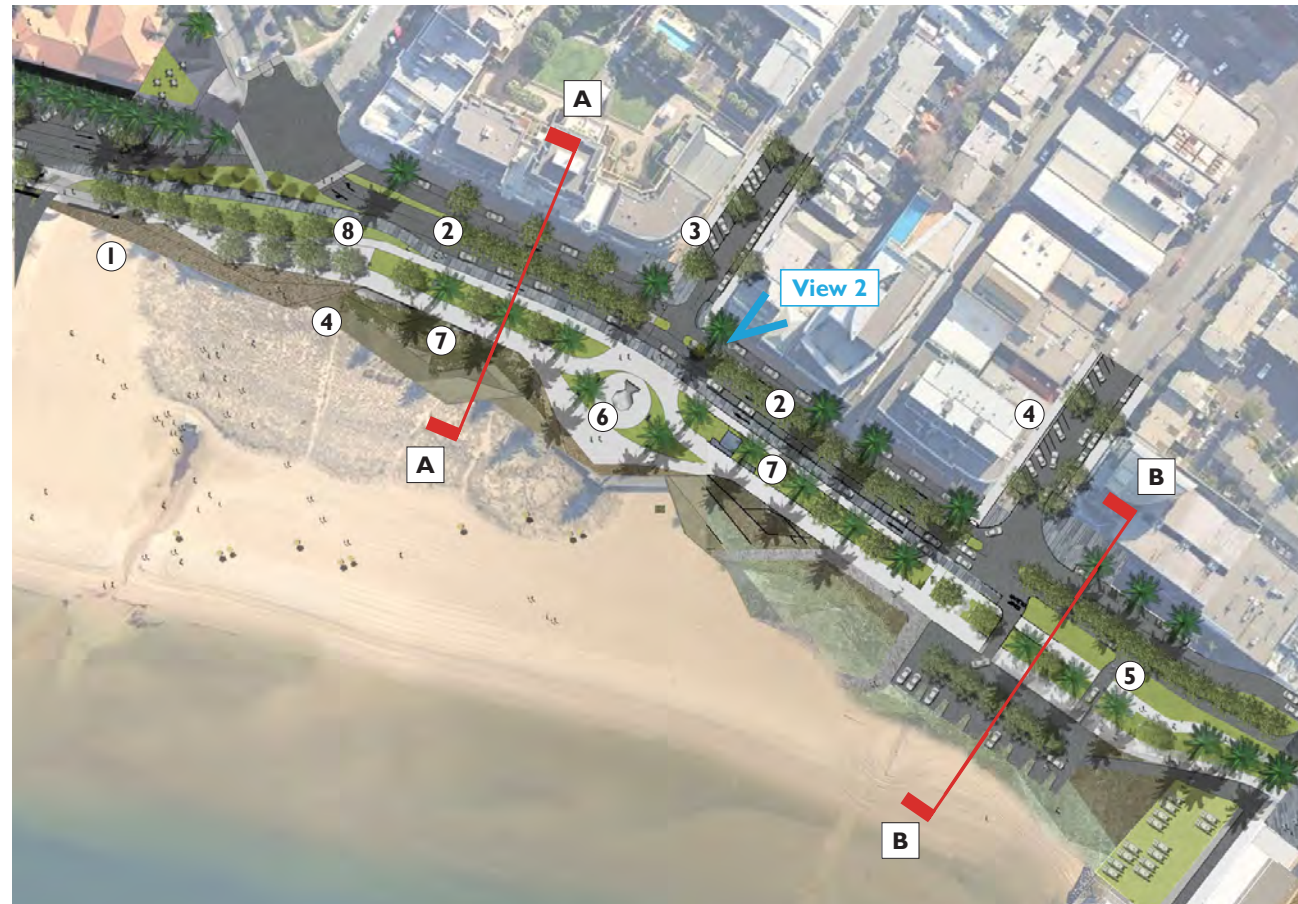


Figure 25 | Beach Street Sketch Design



LAND USE

OBJECTIVES

- Encourage uses that enhance the visitor gateway and recreational role of the area.
- Encourage land uses that support links between the foreshore area and Bay Street Activity Centre.
- Encourage active land edges at street level, and dwellings located above ground level.
- Support activity through improved pedestrian environments and public spaces.
- Encourage foreshore events and cater for meeting/market places.

BUILT FORM

OBJECTIVES

- Promote zero setbacks, hard edges to the street with active uses.
- Maintain the current building heights and variations of setback at the upper level along the northern side of Beach Street.
- Ensure any alteration to existing buildings addresses Beach, Nott and Stokes streets with doors and windows at street level.
- Design the built form, public realm and connections to the waterfront to amplify the sense of place and identity of the precinct while preserving current views and vistas.
- Promote the importance of historic buildings through high-quality and architecturally inspiring restorations or alterations consistent with the Interpretation Plan of the area.

ACCESS AND MOBILITY

OBJECTIVES

- Provide for improved pedestrian crossing points to the foreshore.
- Allow for all abilities to have access throughout the Beach Street precinct.
- Reduce the amount of traffic entering Princes Street from Beach Street.
- Provide improved pedestrian crossings throughout this intersection.
- Maintain service vehicle access to the beach.

PREFERRED OUTCOMES

- Car parking reconfigured along Beach Street to provide angled parking to the northern side and parallel parking to the southern side.
- Second left-hand turning lane removed from Beach Street into Bay Street providing one exclusive through lane and one left turn/through lane.
- The width of the single traffic lane west-bound reduced to 3.5 metres along Beach Street providing additional space for pedestrians, water sensitive urban design for water quality improvements and irrigation of new vegetated zones.
- Construction of footpath out stands and pram crossings to enable shorter pedestrian crossing distances and better mid-block access over Beach Street at Stokes and Nott street and incorporate water sensitive urban design features away from pedestrian desire lines
- The Bay Trail reconfigured at each activity point to signal change and to slow cyclists down, including traffic calming devices and the conjoining of the pedestrian plaza and the Bay Trail.
- Relocation of the beach vehicle access pathway to provide access from the beach to the public car park and from the Port Melbourne Yacht Club to the eastern beach.
- Rest areas coincide with major crossings of Beach Street without obstructing views to the Bay. The rest areas are easily seen along the Bay Trail and from Nott and Stokes streets.

Figure 26 | Artist Impression of view showing improved pedestrian connections - Beach Street towards the Bay (View 2)



OPEN SPACE

OBJECTIVES

- Provide a continuous series of high quality public places to contribute to the Port Melbourne, Beacon Cove and Fishermans Bend open space network.
- Provide regular and distinguishable points of attraction along the promenade including activity, rest and shelter along the entire length of the promenade.
- Reconfigure and design new planting areas to allow passive irrigation and better use of water runoff in vegetated areas.
- Further investigate designs that combine stormwater outflows currently falling across the beach.

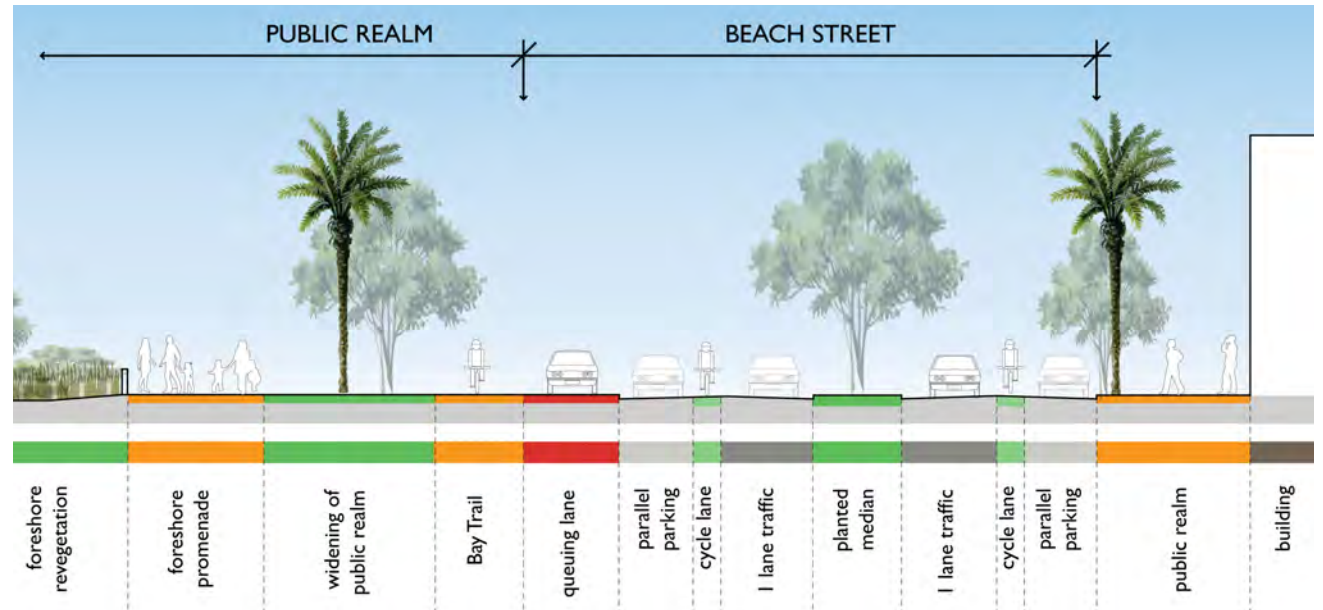


Figure 27 | Beach Street Section AA

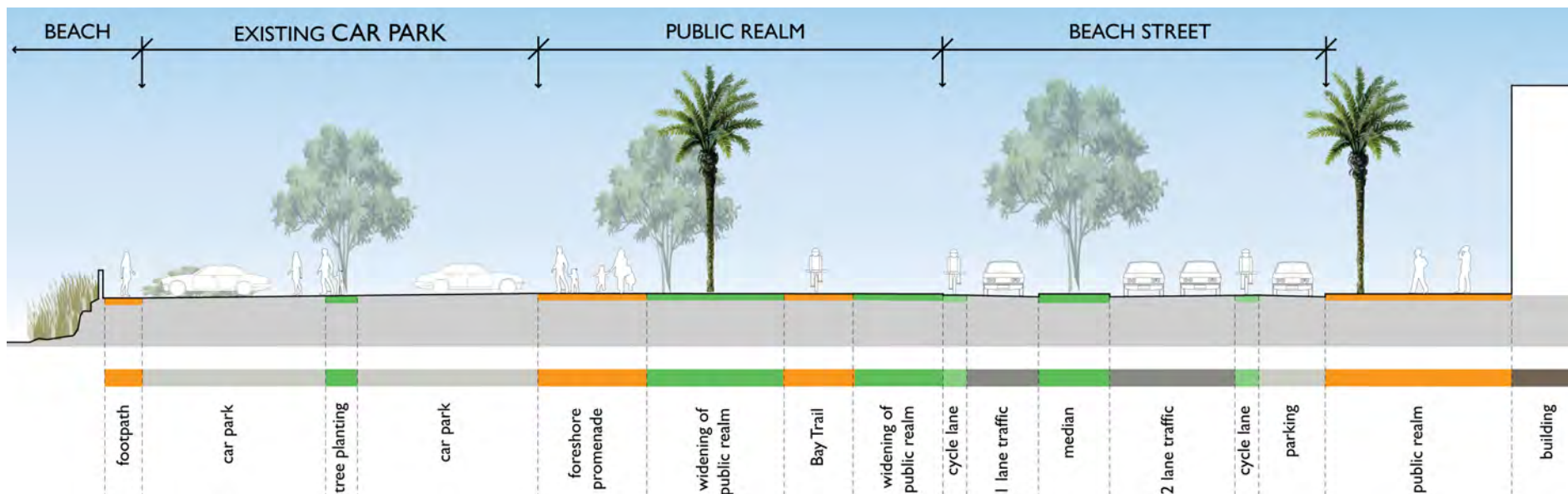


Figure 28 | Beach Street Section BB

PREFERRED OUTCOMES

- A lower storey canopy of shade trees along Beach Street to complement existing palms.
- Reduction of the overall width of the planting median along Beach Street and installation of appropriate street trees and lower level planting.
- Water sensitive urban design elements and restoration ecology integrated with defined beach access points to improve coastal ecology and enhance the beach environment.
- An Interpretation Plan developed to deliver prominent, well-considered public art features that are educational and engaging.
- A suite of interpretative and informative signage installed to promote wayfinding through the precinct and celebrate its unique character.





WATERFRONT PLACE

– PRECINCT 3

4.3 WATERFRONT PLACE – PRECINCT 3

FUTURE DIRECTIONS STATEMENT

The Station Pier and Waterfront Place public realm will become an engaging, enticing and dynamic public place that people seek to spend time within and which accommodates a range of formal and informal activities through the day and evening, and throughout the year. It will be: legible, comfortable, safe, user-friendly, enticing, flexible, shared and contextual.

LEGIBLE

Locals, visitors, tram passengers, cruise ship and ferry passengers, pedestrians and cyclists, will be able to navigate the locality with ease and clarity, to identify key routes, destinations and places to spend time.

COMFORTABLE

Walking, waiting, meeting, and viewing as well as performances and formal activities, will be comfortable and amenable activities in this location, through effective weather protection, built form design, lighting, shading and public realm furniture.



Figure 29 | Waterfront Place

SAFE

Activation of the space will enhance safety outcomes, through increased activity and passive surveillance. The range of uses and transport modes will be effectively managed to avoid conflicts and reduce safety risks.

USER-FRIENDLY

The place will be designed to effectively accommodate the range of expected uses and activities, and will directly address movement and enjoyment for visitors not familiar with the place.

ENTICING

The public space will be visually and spatially interesting, dynamic and contemporary yet responsive to local character and heritage, to entice people to use the place for a variety of purposes, and providing varied opportunities for people to enjoy the waterfront location.

FLEXIBLE

The varying usage levels and types of activities will be supported by flexible public space(s) where individuals, small and larger groups of people feel comfortable and where a diverse range of activities can be effectively accommodated.

SHARED

The range of interacting local activities and adjoining uses, and the limited, contested nature of the space, will derive a 'shared' approach to the public realm, where a mix of functions and activities take place in the same space, through mutual caution and cooperation.

CONTEXTUAL AND PLACE-BASED

The waterfront location, adjoining beach, formal pier and functioning Port facilities will be key primary design influences. The public environment will be embedded in the history and maritime character of the locality, through its design, configuration, materiality and other aspects such as public art, signage, lighting and installations.



Figure 30 | Existing Waterfront Place restaurants

CONTEXT ANALYSIS

Due to the complexity of the Waterfront Place Precinct, a number of precinct based challenges and assets are outlined below and shown in Figure 31. This analysis forms the basis of the public realm concept shown on the following pages.

PRECINCT CHALLENGES

The current form and function of the Waterfront Place Precinct presents many challenges. The most significant include;

- conflict between the different users across the precinct
- inactive site at 1-7 Waterfront Place
- proximity to TT-Line freight yard and associated traffic
- dominance of car parking space adjacent to Station Pier
- vulnerability to southerly winds
- the poor interface with the TT-Line freight yard

PRECINCT ASSETS

The key assets of the precinct include;

- proximity to the beach to the east and the urban dock to the west
- highly utilised Bay Trail running east-west through the precinct
- 109 light rail terminus providing a short commute to/from CBD
- proximity to a working dock with an important role in Melbourne's history
- location of the Spirit of Tasmania and the Cruise arrival at Station Pier
- historic rail station immediately to the north of the 109 light-rail terminus
- precinct's past role within the Beacon Cove community as a neighbourhood hub

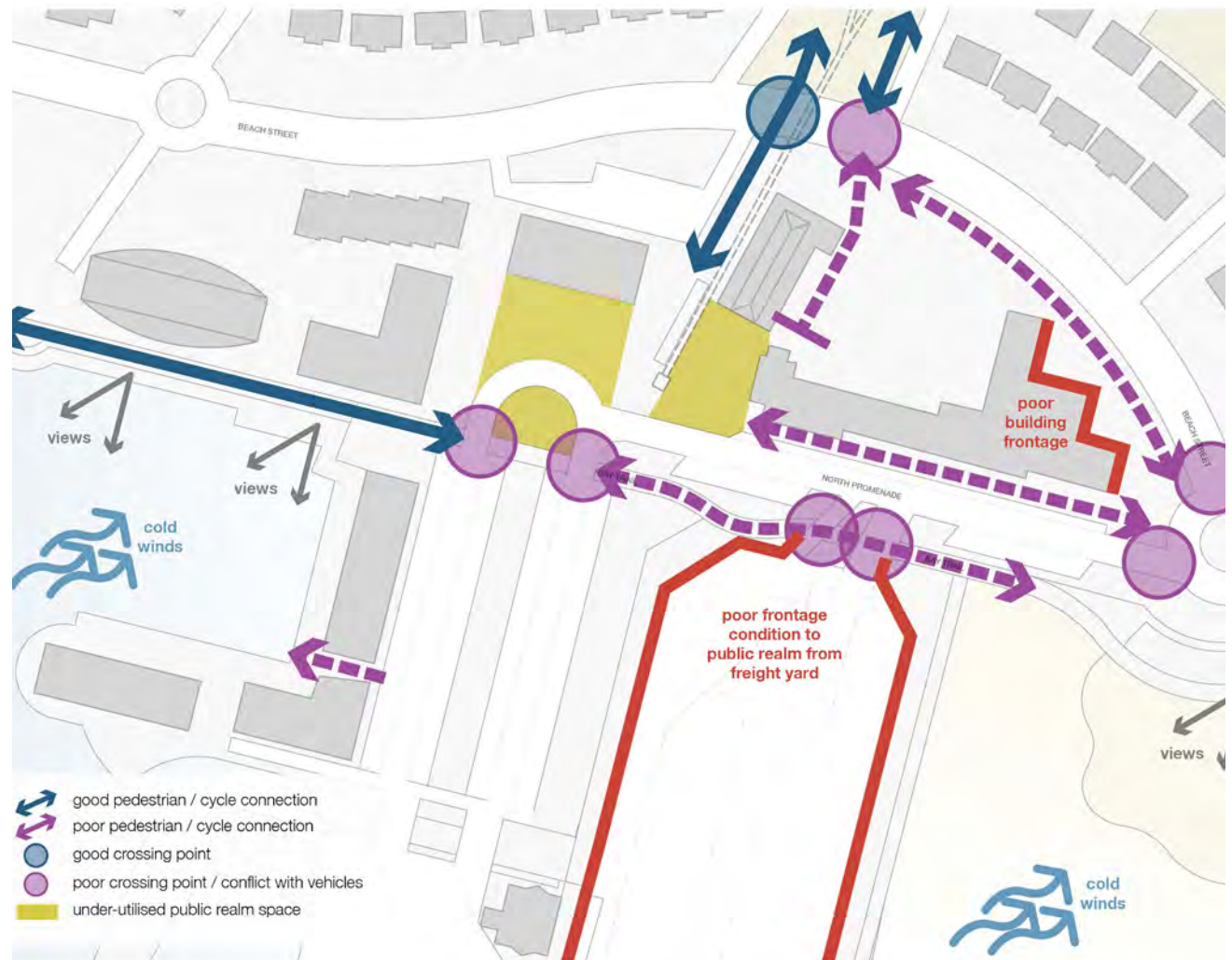


Figure 31 | Analysis Plan

SUMMARY OF OPPORTUNITIES

The unique vibrant mix of portside industry, bay side recreation and relaxed residential areas provides the opportunity to create a distinct experience that becomes a celebrated place in the mental map of Melbourne as well as a celebrated international cruise destination.

There is ongoing opportunity to reorganise the spaces to minimise conflict and maximise the enjoyment of the diverse mix of activities:

1. To establish a new civic heart for Waterfront Place
2. To enhance the cruise ship passengers arrival experience
3. To reinforce the Bay trail
4. To reduce congestion
5. To create a flexible space that can respond to the changing programme needs of the site and provide opportunities for new activities
6. To provide enhanced links to the adjacent neighbourhoods
7. To create a strong sense of place and sense of arrival for light rail passengers
8. To celebrate the diversity of the area
9. To enhance the natural environment



Figure 32 | Existing Waterfront Place car park area

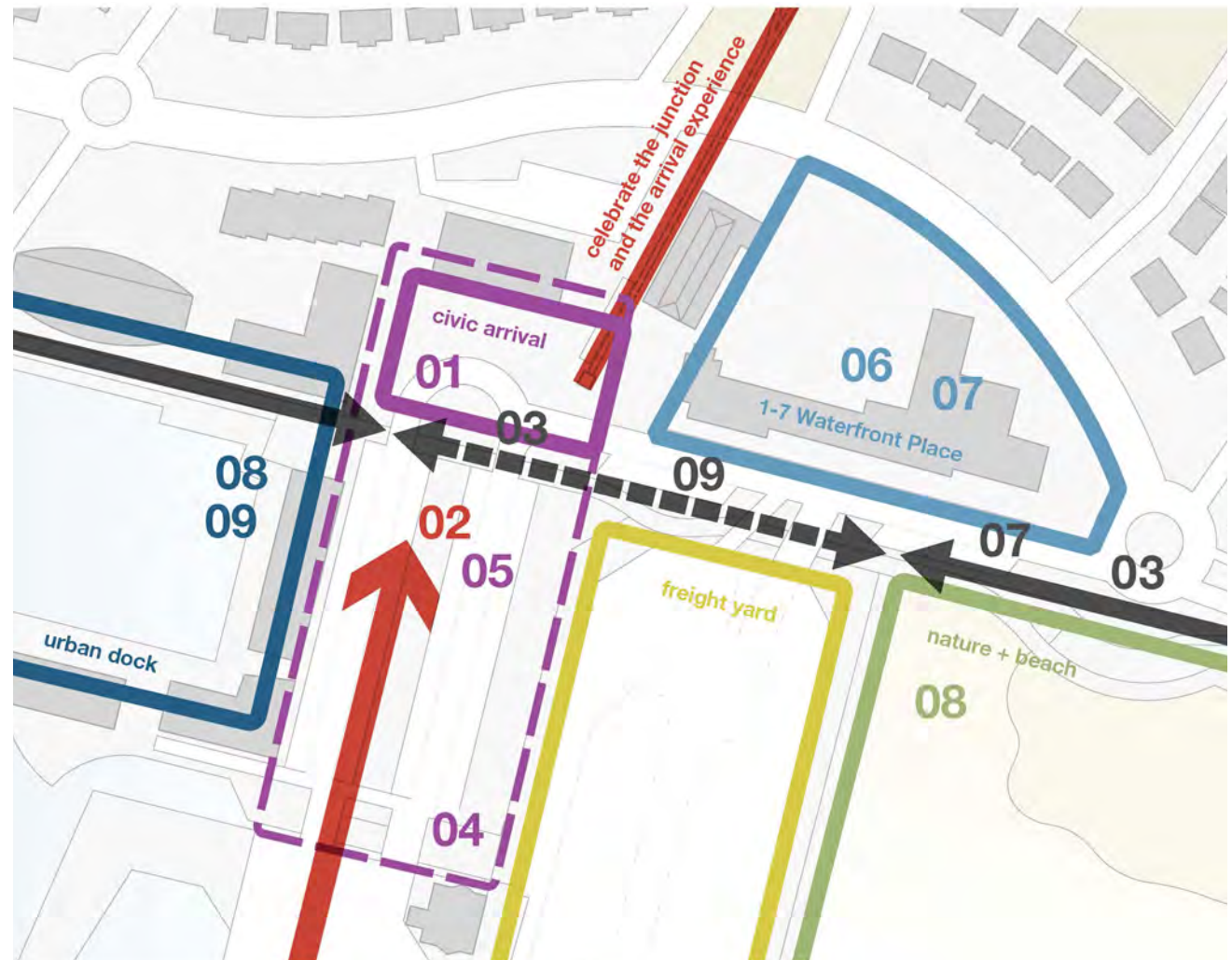


Figure 33 | Opportunities Plan

OBJECTIVES

LEGIBLE

- Minimise the space occupied by or dedicated to traffic and vehicles.
- Manage and minimise visual impacts from freight and traffic movements where practicable.
- Ensure public routes to major destinations are clearly visible from key arrival points (ferry and cruise ship terminus, tram terminus, bay trail path).
- Implement an appropriate wayfinding system of signage and other devices.

COMFORTABLE

- Provide shelter from prevailing weather conditions in all small spaces and walking routes.
- Locate new built form and planting to provide appropriate microclimate management where practicable, such as shade and shelter from sun and wind.
- Provide seating areas at appropriate locations and 'rest points' along key routes such as the Bay Trail path.
- Provide visually sensitive public realm lighting that supports wayfinding and legibility to facilitate ease of access.

SAFE

- Encourage pedestrian priority through slow-speed vehicle and cycling movements.
- Maximise visual interaction between building occupants and public spaces.

USER-FRIENDLY

- Support diverse activities and user groups by delivering a range of spatial types and sizes.

ENTICING

- Utilise contemporary, exciting and visually interesting public realm design, while maintaining relevance to the waterfront/working Port character of the area.
- Consider the visual appearance of public spaces at night.
- Ensure all users (local community, children, tourists, visitors, cyclists etc.) feel welcome and comfortable in the precinct.
- Focus buildings, open spaces and activities around the needs of local residents and invite local patronage

FLEXIBLE

- Deliver spaces which can accommodate different uses and movements dependant on user needs. This may include a flexible traffic arrangement or "shared" pedestrian and car spaces.
- Accommodate and encourage a variety of temporary uses throughout the public realm.
- Incorporate infrastructure which supports temporary uses throughout the open spaces. This may include power supply, drainage/waste management and shelter for performances, market stalls and other installations.

SHARED

- Equitable, informal sharing of public space and street space should be encouraged.
- Clear 'pedestrian only' zones should be demarcated, such as through bollards.

CONTEXTUAL

- Maintain visual access to the water.
- Enhance and increase the sense of "waterfront".
- Deliver spaces which respond the local spatial 'types' of natural beach, streetscape and urban pier.
- Building and pavement materials and landscaping/ planting should be appropriate to the coastal location.



PREFERRED OUTCOMES

Waterfront Place will be a compelling, exciting place to be. It integrates recreation and a working port, celebrating the immense scale and constant activity of the port to build an enriched layered place for people. The natural landscape and successive layers of industrial use across the precinct have inspired the shaping of new forms and places, creating a series of linear functional landscapes.

Traversed and linked by the Bay Trail, the new public spaces present a series of diverse experiences, which change as the ferries and ships come and go. The patterns of movement of people, cars, trams, buses and freight heavily influence the spatial program of the public spaces. At the heart of the new public realm, Port Plaza provides a transport hub and a place to pause and enjoy the bustling water's edge.

The public realm of Waterfront Place will be upgraded and enhanced to create a distinctive, compelling 'port-side' place. A series of distinct urban spaces will celebrate the industry and recreation uses and offer a rich, and real water's edge experience that is unique to Waterfront Place.

The key urban spaces include:

1. Port Plaza
2. Cruise Arrival Walk
3. Bay Trail
4. North Promenade
5. Waterfront Place Lanes
6. Pier Park
7. East Edge

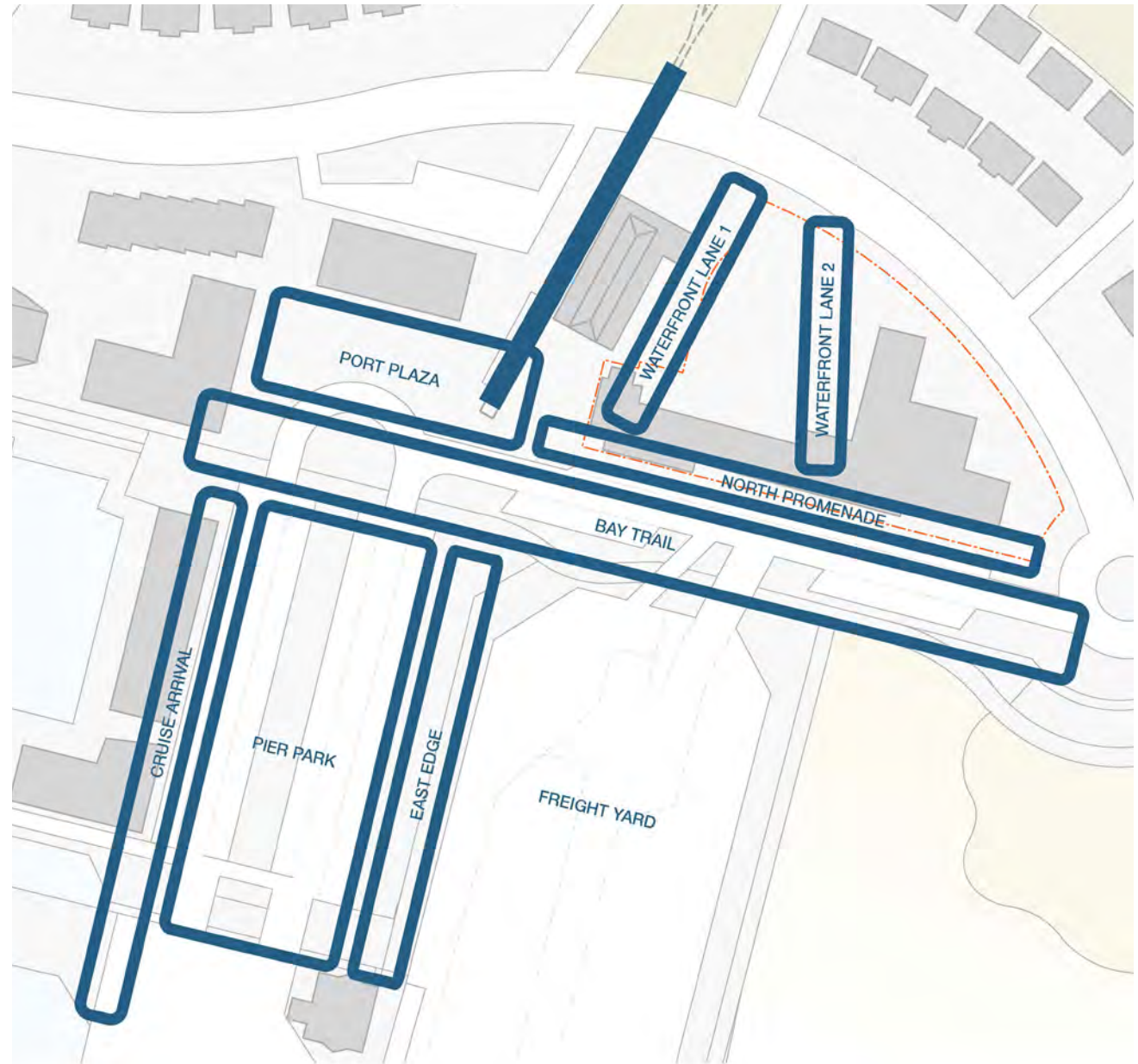


Figure 34 | Public Realm Zones

The Waterfront Place Sketch Design (Figure 36) presents a series of ideas for the precinct for future consideration.

The public realm improvement ideas outlined in the following pages are aimed at developing a long term aspiration for the site and may form part of future capital works programs. The concepts are intended as ideas only and will be reviewed by key agencies and undergo continued consultation with the community.



Figure 35 | Spirit of Tasmania at Station Pier

Figure 36 | Waterfront Place Sketch Design

Space 1 - Port Plaza

IA Shade canopy over café terraces and informal seating

IB Realigned Sandridge rail trail provides additional space around tram stop

IC Bus stop

ID Interactive water feature

IE Mounded viewing lawns

IF Existing café seating retained

IG Existing café seating relocated to the north side of the plaza

IH Realigned parking provides additional space for Sandridge Rail trail

II Rail trail connected to the Bay trail

Space 2 - Cruise Arrival

2A Widened / upgraded path materials and shelter canopy

2B Widened café terrace area

2C Swale edge collects and filters rain run off from car park

Space 3 - Bay Trail

3A Upgraded path materials and new palm tree planting

3B New queuing lane (As per PoMC planned upgrade works)

3C Clearly marked crossing points

Space 4 - North Promenade

4A Upgraded, widened footpath, new paving and palm trees

4B Active facades

4C New crossing

Space 5 - Waterfront Place Lanes

5A New connection to the east of the heritage station

5B New laneway connection

5C Public use pavilion

5D Publicly accessible garden courtyard

Space 6 - Pier Park

6A Flexible “hardstand” open space to allow for changing uses. Space will cater for car parking, ferry queuing/loading, cruise ship arrival plaza or special events (ie; markets).

6B Tree planting integrated to the functional layout provides structure and shade.




6C Additional queuing lane

Space 7 - East Edge: Coastal Play Forest

7A Themed play park with native coastal forest

7B Vegetative screening and mounding to the TT-Line freight yard



-  Opportunity for ground floor use to activate public realm
-  Possible location of new laneway space
-  Opportunity for small courtyard space

SPACE I: PORT PLAZA

Melbourne's beach + city square

Port Plaza will offer a uniquely Melbourne sea-side experience. Only 15 minutes tram ride from Southern Cross, it will be a destination in its own right and would become a significant part of the Melbourne cityscape.

Port Plaza is where the beach meets the port, providing the visitor to this place with a vantage point to observe the compelling activity of the port function. The design of Port Plaza will be inspired by the history of the place both the natural landscape and the past industries of the site. Port Plaza will redefine the heart of the Waterfront Place urban experience and may include:

- palm trees planted closely together to provide shelter and shade
- café terrace seating around the north and west edges to provide a relaxed setting for people-watching

- a series of mounds and valleys recall the dune-scape of the original natural environment
- a water play'"" feature located centrally in the square providing a fun, energetic space for children and adults
- a long covered walkway from the cruise ship dock which will terminate along the west edge of the square
- provision for bus parking along the southern edge to provide an easy link for cruise ship arrivals and or connections to the city
- widening and realignment of the city trail bike path to the east to provide more space around the tram stop and reduce conflict with pedestrians
- relocation of the road to the south to provide a higher quality of space around the tram stop
- upgraded paving to provide a high quality and robust urban space
- additional planting to ameliorate wind impacts around the light rail stop

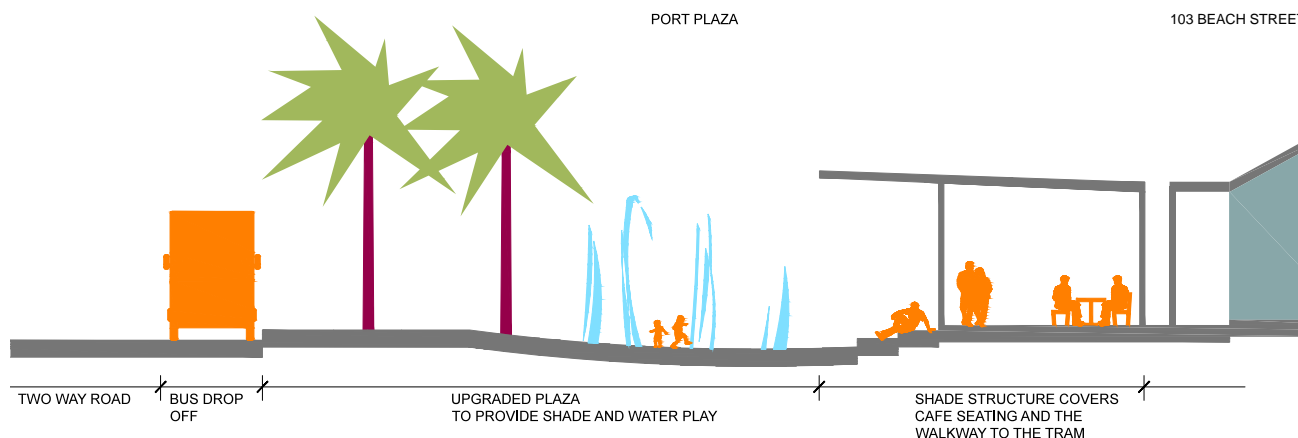


Figure 38 | Indicative cross section through Port Plaza



Figure 39 | Example of grass mounding through a plaza



Figure 40 | Example of waterplay elements in public space

SPACE 2: CRUISE ARRIVAL

A point of welcome to Melbourne'

The western edge of the Station Pier car park area will be upgraded to provide a memorable walkway for pedestrians arriving from the cruise ships.

The main enhancements will include:

- a widened path to provide a generous walking area for pedestrians
- a covered shade structure running the length of the walkway creating a strong definition of the route and providing shelter from the elements
- high quality paving
- possible reconfiguring of existing buildings to activate walkway
- a swale running along the east edge of the walkway capturing and filtering runoff from the car park for use in the Port Plaza water feature

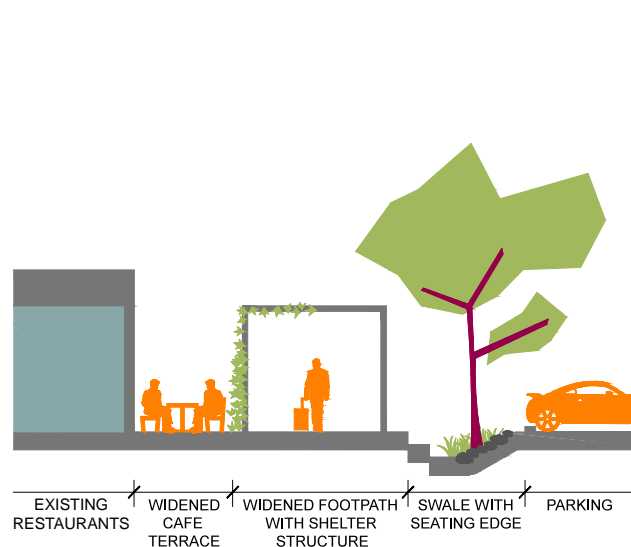


Figure 41 | Indicative cross section through Cruise Arrival space

SPACE 3: BAY TRAIL

East-west recreation spine

The Bay Trail provides a scenic off-road recreational route along the Port Phillip Foreshore between Todd Road in Port Melbourne and Head Street, Elwood. The UDF reinforces this function and character along the Port Melbourne waterfront, with the Waterfront Place Precinct delivering an important “destination” node along this active transport route.

The materials and finishes through Waterfront Place will delineate a slow-speed and shared-user environment. This may be achieved by rumble strips or textured paving, standard signage, or on-ground super graphics.

The main enhancements may include:

- widened path to provide a consistent minimum width for a shared pedestrian cycle path
- more palm trees, introducing a line of trees on the southern side to create an avenue, increasing the frequency

of trees to a maximum of 10 metres apart. Trees should be planted in tree pits within tree grates or permeable paving to maximise the trafficable area

- paving will be upgraded along the central path with bold patterns to increase the importance of the path and reduce the speed of cyclists
- upgraded fence to the south boundary with the TT-Line freight yard
- raised crossings and continued path material to reinforce the pedestrian and cycle priority at crossings
- queuing lane for trucks and TT-Line passenger traffic introduced to reduce congestion on days cruise ships are docked at Station Pier. This would be delivered in partnership with the Port of Melbourne Corporation.

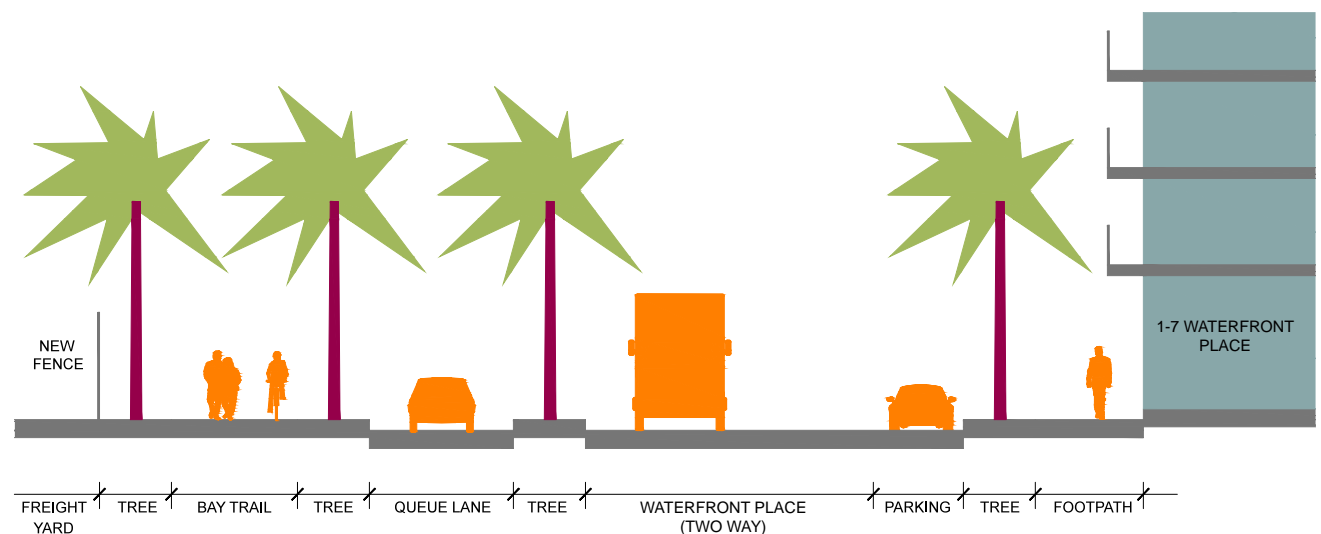


Figure 42 | Indicative cross section through Bay Trail space



Figure 43 | Example of upgraded footpath with palms and paving



Figure 44 | Example of providing essential urban linkages and an enticing public realm

SPACE 4: NORTH PROMENADE

Shaded, high quality, active walkway

The north promenade will be widened to provide a comfortable, elegant promenade. Adjacent new built form will be activated at ground level providing additional activity along the path. A single line of Canary Island palm trees will provide strong definition along the route and direct views along the road to the industrial and recreational areas of activity, reducing the presence of the “blank” edge of the TT-Line freight yard.

The main enhancements will include:

- a widened footpath to enable footpath dining and ample thoroughfare
- upgraded surfacing in high quality paving from kerb to building edge
- new Canary Island Palm trees planted at 10 metres intervals to replace the existing ‘leggy’ palms. This will provide increased definition of the path and improved shade and shelter

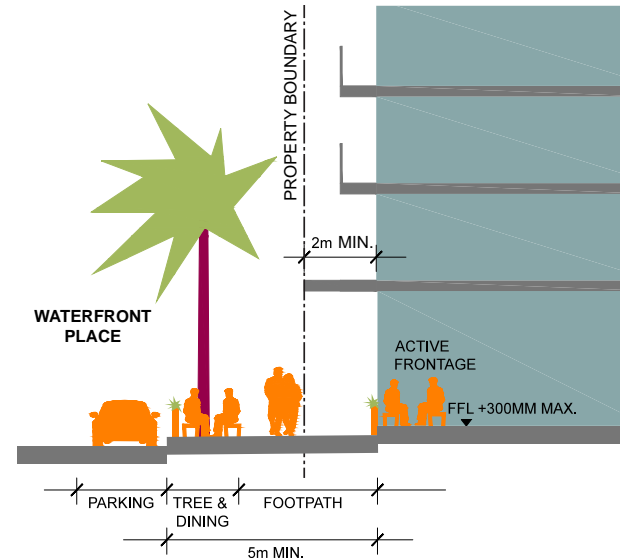


Figure 45 | Indicative cross section through North Promenade

SPACE 5A: WATERFRONT PLACE LANEWAY A

Historic, shaded, active

A new laneway will be created to the “rear” (east) of the historic rail station. This space will provide a buffer between the old building and the potential redevelopment at 1-7 Waterfront Place, as well as enabling a connection from Waterfront Place to the residential neighbourhood to the north. Varying in width along its length, the laneway will be an urban connection and may be activated by a future new building to the east.

The main enhancements will include:

- new urban connection providing increased permeability
- improved public realm around the historic rail station
- active urban link
- high quality paving
- tree planting in wider sections of the laneway

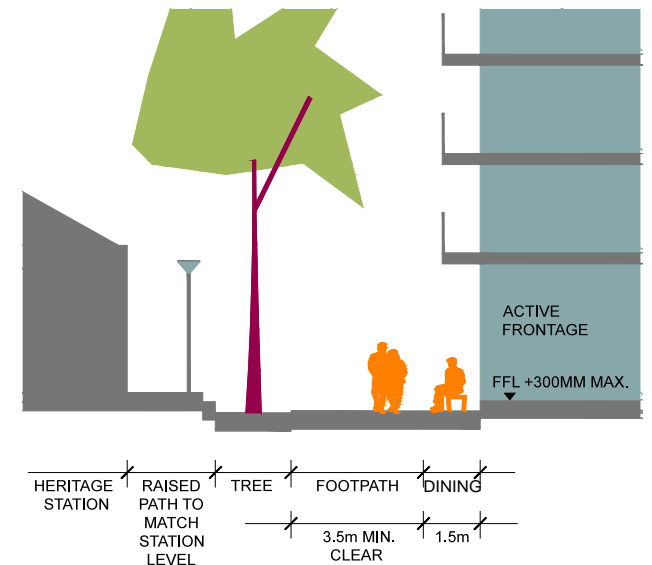


Figure 46 | Indicative cross section through Laneway A

SPACE 5B: WATERFRONT PLACE LANEWAY B

Elegant, shaded, active

A new public laneway will be created through the centre of the private site at 1-7 Waterfront Place connecting Beach street to the west end of the beach.

This project will be delivered through the possible future redevelopment of 1-7 Waterfront Place, but enhancements may include;

- new urban connection providing increased permeability
- linear urban connection activated with shops and offices at ground floor uses
- new private publicly accessed garden square along the west edge of the laneway
- high quality paving and finishes

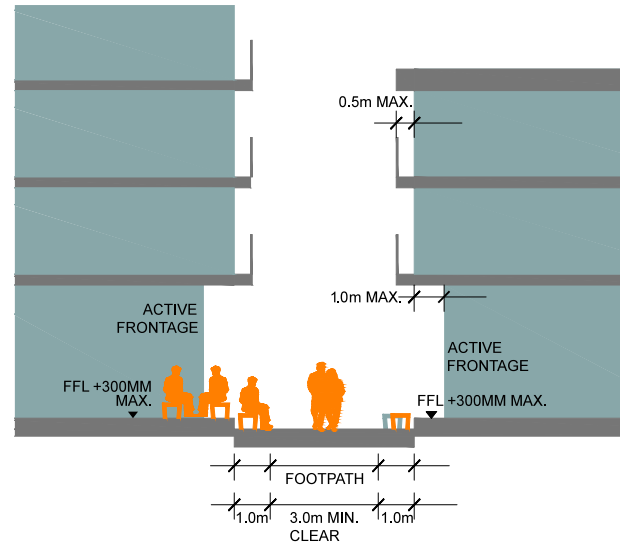


Figure 48 | Indicative cross section through Laneway B



Figure 49 | Example of space for children's play

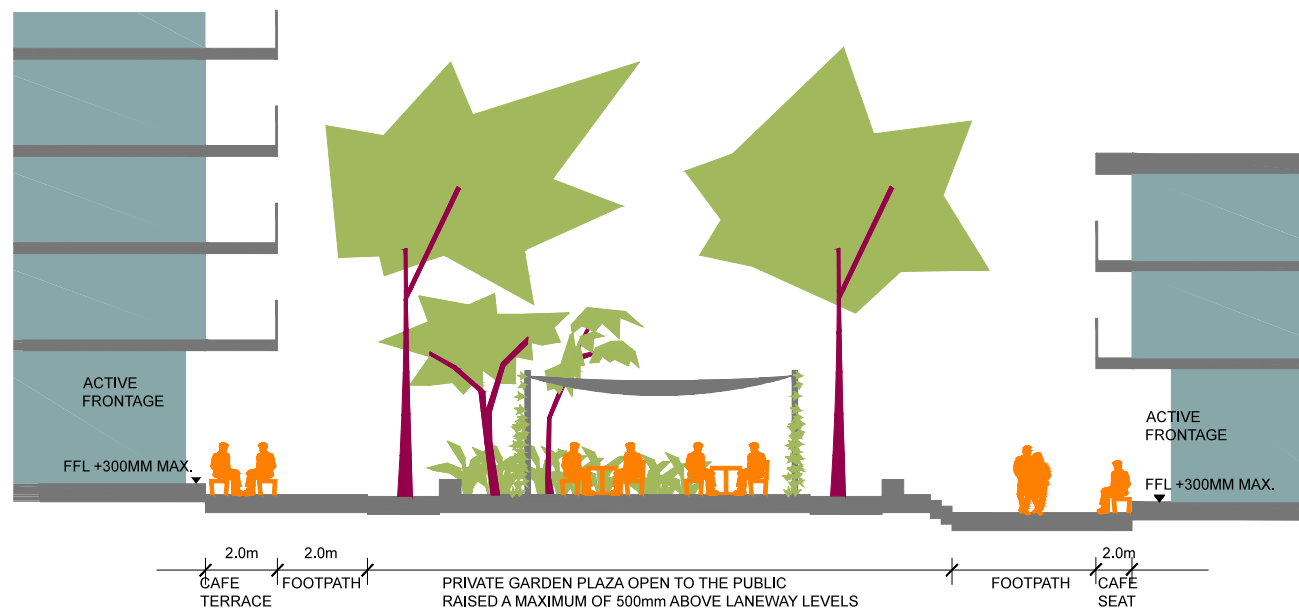


Figure 47 | Indicative cross section through Laneway B showing courtyard space



Figure 50 | Example of relaxed public open space amidst planting



Figure 51 | Example of trees delineating space



Figure 52 | Example of pop up markets

SPACE 6: PIER PARK

Multifunctional pier parking / circulation / market space

The car park will be reconceived as a multifunctional public space – a hard stand area beneath a grid of shade trees. During normal operation, the space will be used as access and car parking for the pier. During the ferry loading times car parking may be converted to queuing lanes. On weekends, or for special events, the car parking areas is able to be used to create a large market space. On cruise ship days, the space can be converted to provide additional taxi and bus transfer spaces. The main enhancements will include:

- resurfaced asphalt hard space, re lined with different colour paint representing the lanes/parking/market plots depending on the use
- swales along the east and west edges capture and filter the run off from the car park to supply irrigation and the Port square water feature.
- a grid of trees planted within tree pits flush with the asphalt which provide a canopy of shade and reduce the urban heat island effect of the asphalt

- Creating a shared space in Pier Park where all users are equal in the space and must navigate carefully is appropriate due to this location being a slow speed environment and being a dead-end resulting in little through traffic use. Shared spaces have been proven to work safely in many international locations.

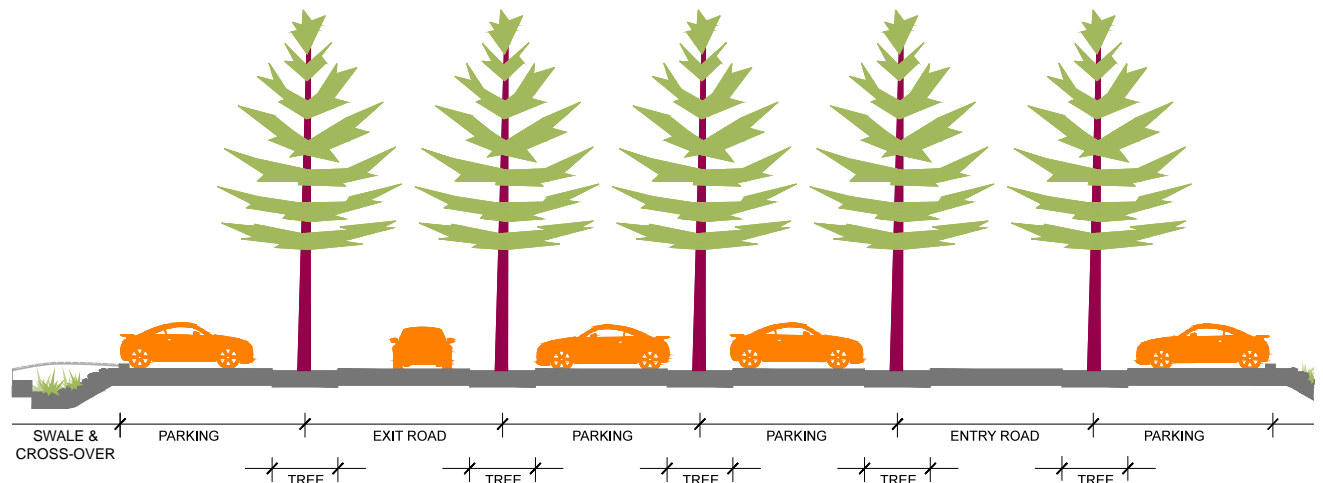


Figure 53 | Indicative cross section through Pier Park space showing car parking arrangement