

# 3. Northern Neighbourhood

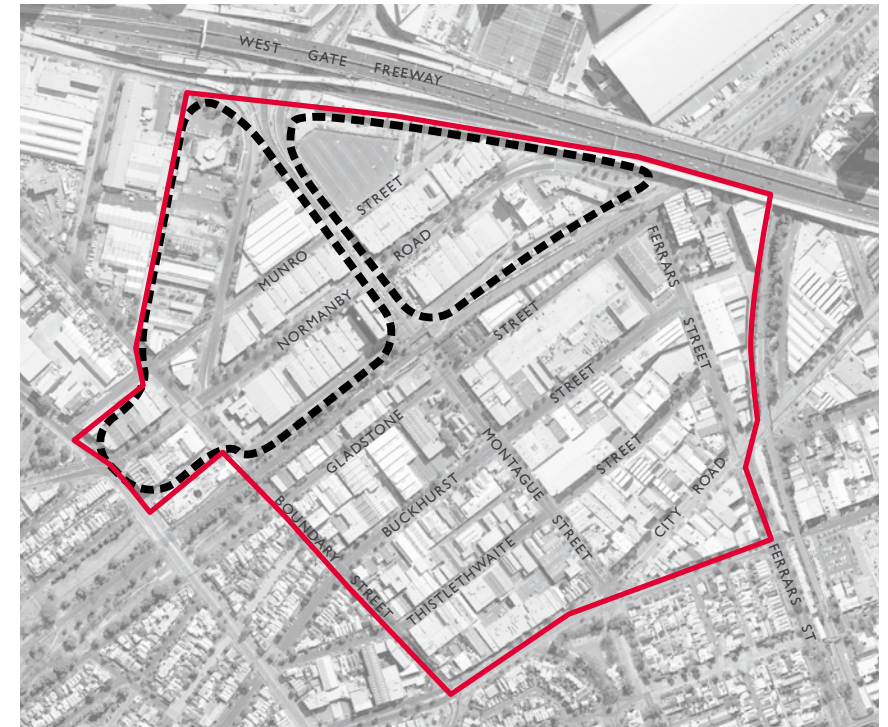


ARTIST'S IMPRESSION OF THE NORTHERN NEIGHBOURHOOD

**Vision** The Northern Neighbourhood will achieve a significant increase in development intensity, responding to its locational context adjoining Docklands and South Wharf. It will feature predominantly residential land uses with some commercial (office) activity encouraged at lower levels. New development will be in the form of towers, with podiums that are designed to achieve a human scale and an attractive and active street level experience. These tower developments will be expected to display architectural and urban design excellence.

## DESCRIPTION

- The Northern Neighbourhood presents the most significant opportunity for substantial scale development within the Precinct. The Neighbourhood has few physical constraints and is adjacent to high-rise development in South Wharf, Southbank and Docklands.
- There are a number of large vacant or under-utilised sites within the Northern Neighbourhood that have significant redevelopment potential.
- The prevailing character is two to three storeys with buildings that range in style, quality and age.
- The neighbourhood features two significant heritage properties - the Dunlop Building at 66 Montague Street and the Former Laycock Son and Co Woollen Mill at 179-185 Normanby Road.
- These substantial landmark buildings provide an important reference for the new built form and the specified podium heights across the Neighbourhood.
- The street network is dominated by Montague Street and Normanby Road, arterial roads that carry significant levels of traffic. Normanby Road presents a relatively attractive treed boulevard character. However, Montague Street experiences high volumes of traffic, particularly at peak times. This currently impacts on the attractiveness and safety of the pedestrian environment within the Northern Neighbourhood.
- The MI / West Gate Freeway forms the northern boundary. While the Freeway provides accessibility for existing industrial uses, issues such as noise and amenity need to be addressed, particularly as more sensitive land uses, such as residential uses, are established.
- The elevated Freeway creates a vast expanse of surface car parking underneath that presents an unattractive and uninviting pedestrian environment.
- Where Munro Street terminates under the Freeway, pedestrian connections are provided to South Wharf and the Convention Centre. The City of Melbourne, Department of Planning and Community Development and the City of Port Phillip propose to utilise the undercroft space for recreational purposes.
- To the west, the Neighbourhood abuts the former Fishermans Bend Industrial Precinct, part of the Fishermans Bend Urban Renewal Area under review by the State Government.



## POPULATION, DWELLINGS AND JOBS

	Numbers	Population densities
Residents	11,461	520/ha
Dwellings	6,032	274/ha
Jobs	3,258	148/ha

### KEY ASSUMPTIONS:

- Residential development north of Munro Street and a 90 per cent residential and 10 per cent business mix in the remainder of the neighbourhood.
- 1.9 people per dwelling.
- Five jobs per 100 square metres of floor area.

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## LAND USE

### ACTIONS

- On Normanby Road:
  - At street level, encourage business spaces with a focus on offices.
  - Encourage business services (such as plan printing services) and restaurants and cafes, which provide services for residents and workers.
  - Encourage residential uses above street level.
- Encourage the development of a small convenience supermarket on Normanby Road (near Montague Street.)
- Along Montague Street between the Light Rail and the M11 / West Gate Freeway, encourage restricted retail premises / display based retailing and office uses that benefit from main road exposure at street level.
- North of Munro Street, encourage the development of residential towers with the potential for some commercial uses at street level.
- Prohibit the establishment of brothels recognising the future extent of residential uses envisaged within the neighbourhood.

### RATIONALE

The aim for the Northern Neighbourhood is provide for residential and office uses within a mixed use environment.

The locational context of the Northern Neighbourhood means there is a significant capacity for growth, in particular for higher density residential development.

Residential development is anticipated in the form of apartment buildings similar in density to those in Yarra's Edge, Docklands and Southbank.

Some limited convenience retailing and food and drink premises will be encouraged at the ground floor of buildings to activate the street.

Business spaces such as offices will front Normanby Road – activating this key street in the neighbourhood.

## BUILT FORM

### ESTABLISH A FUTURE CHARACTER THAT REFLECTS:

*A high density, mixed-use neighbourhood that presents a comfortable pedestrian scale and active and attractive built edges at street level.*

### ACTIONS

- Establish a new character for the Neighbourhood based on a tower / podium form.
- Buildings must achieve excellence in architecture and urban design.
- Buildings must be built to the street edge (zero setback to the street frontage) and are to extend across the full width of the property at street level (built to side boundaries).
- The street-wall of buildings must not exceed 19 metres in height (a maximum of five storeys).
- The preferred maximum overall building height should not exceed:
  - 60 metres (or not more than 17 storeys) north of Woodgate Street but south of Munro Street.
  - 100 metres (or not more than 28 storeys) north of Munro Street.

NB – Street-wall and building heights are based on floor to floor heights of 4.5 metres for commercial uses / 3.5 metres for residential uses at street level and 3.5 metres for upper levels.

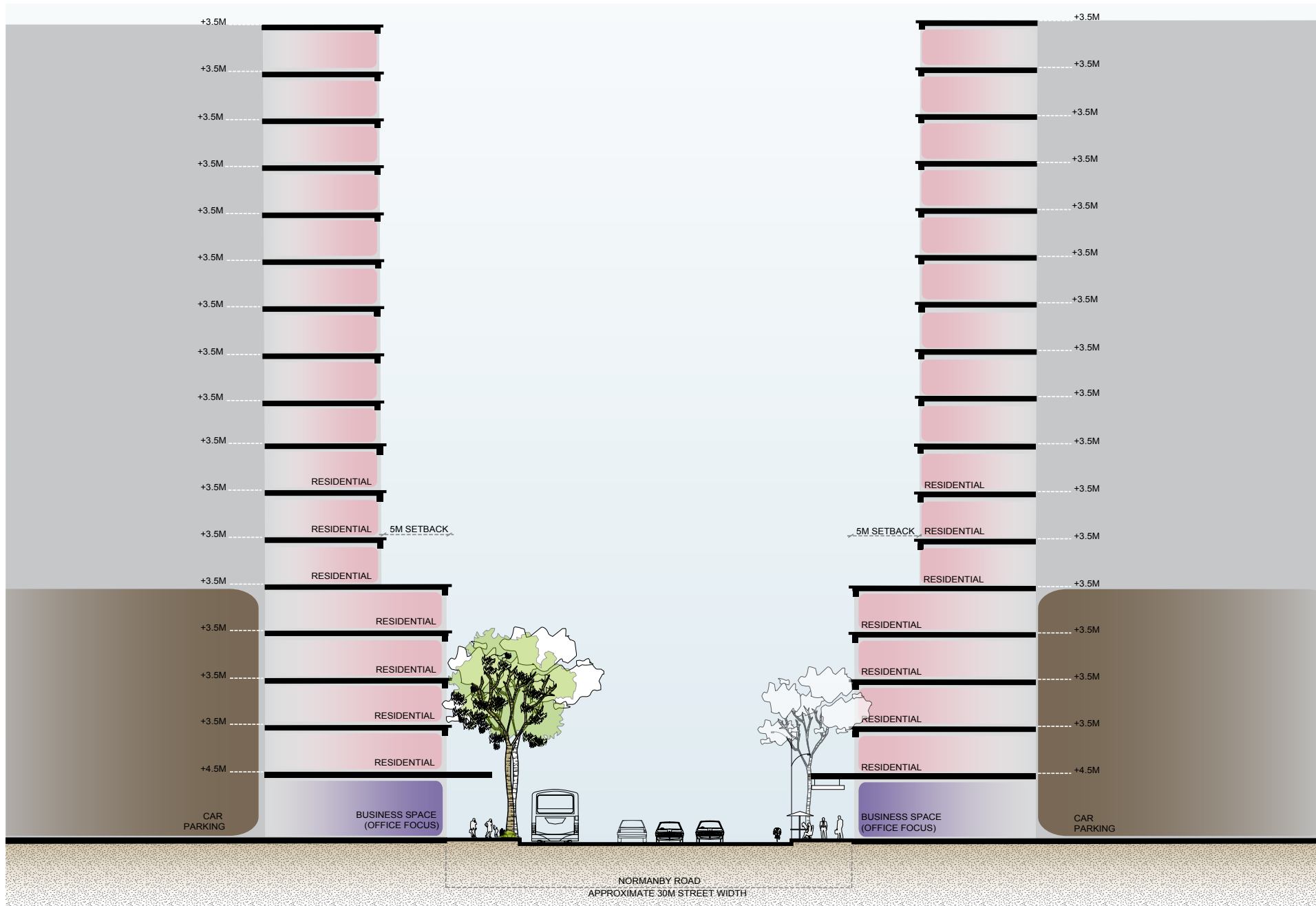


FIGURE 21 - PROPOSED TOWER HEIGHTS AND SETBACKS - NORTHERN NEIGHBOURHOOD (BETWEEN MONTAGUE STREET AND BOUNDARY STREET)

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- Above the street-wall, buildings should be set back a minimum of five metres from the street frontage to create a well-defined and consistent podium.
- Clear delineation is required between the podium and upper level towers via setbacks, articulation, materials and colour.
- Towers must be no greater than a maximum of 35 metres in width and depth to ensure the development of tall and slender buildings, and to achieve spacing between the upper floors of buildings to minimise building bulk and maintain sky views between buildings.
- The orientation of towers is to be varied to provide visual interest at the upper storeys, minimise overlooking and alleviate wind impacts.
- Tower forms are to achieve a minimum separation distance of 12 metres (from an adjoining tower on the same site or an adjoining site) to ensure equitable access to sunlight and outlook.
- Ensure the design of new development minimises the wind effects of tower forms.
- Require a wind effects report indicating how the development avoids adverse wind effects from tall buildings on public and private open space and streets.

## RATIONALE

A significant level of change is anticipated within the Northern Neighbourhood to maximise opportunities for urban consolidation and renewal.

New development within the Northern Neighbourhood will primarily consist of high-rise residential towers with some office uses.

The urban design rationale for a podium approach to tall building design is to create human scale street proportions, with the tower recessive behind the podium. Given the relative lack of development constraints and the opportunities presented by larger lots, this building typology is the most appropriate.

## Street-wall and upper storey setbacks

The podium / street-wall heights ensure that high rise developments contribute positively to an inviting and attractive public realm. A 19 metre maximum podium height built to the street frontage, combined with a five metre minimum upper level setback, will allow for the development of tall building forms in the neighbourhood whilst maintaining a human scale environment along street frontages.

Additional height above the street-wall must be set back to clearly delineate the street-wall and retain a reasonable level of solar access to the street and open sky views.

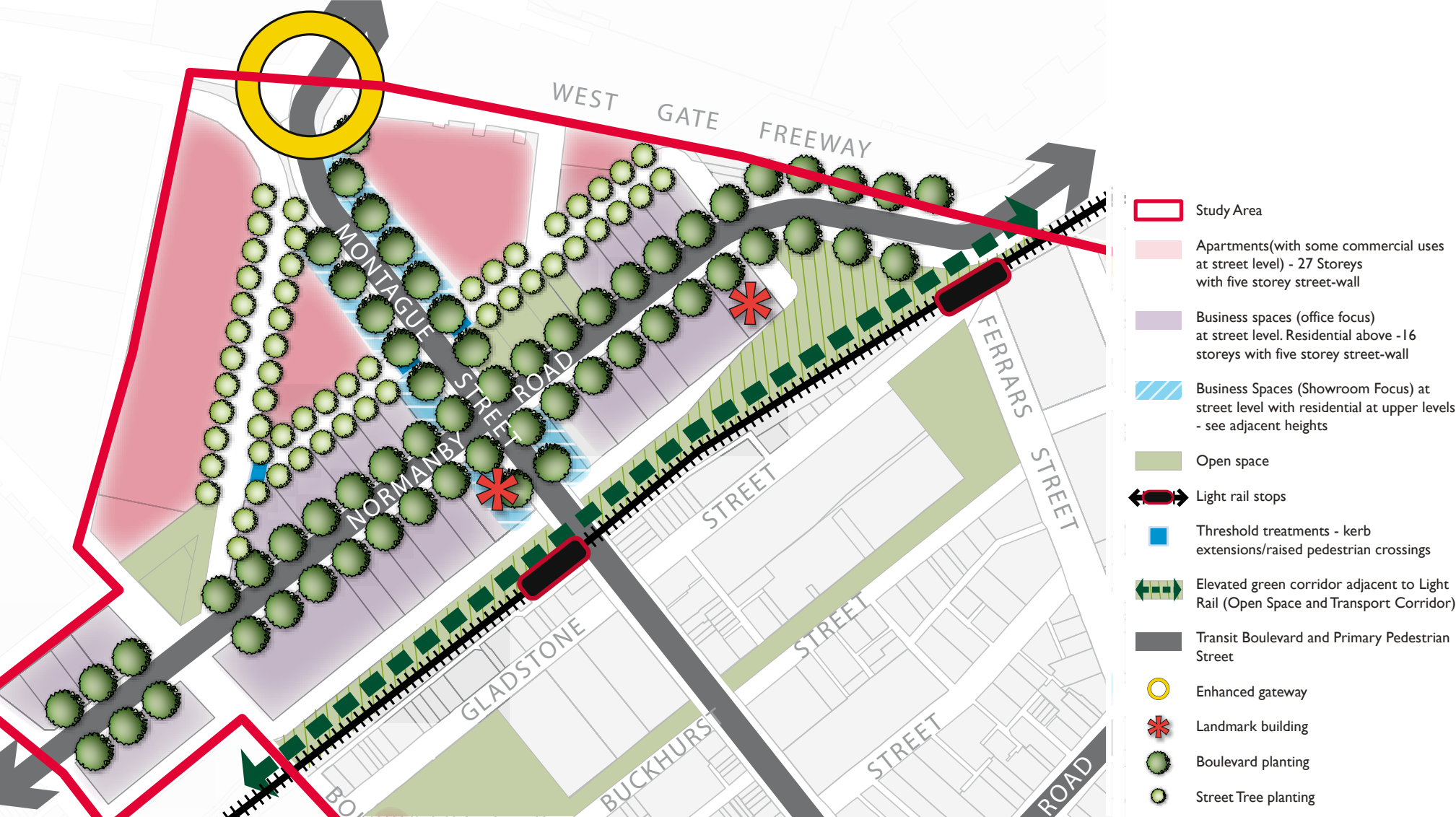
The street-wall height references the scale of landmark heritage buildings in the neighbourhood.

The street-wall height also seeks to achieve a sense of enclosure while maintaining openness to the sky. It will achieve a street-wall to road width ratio of 1:2 along wide roads such as Normanby Road and 1:1 on narrower roads such as Munro Street.

A consistent street-wall height will be applied across the Neighbourhoods to unify the Northern and Southern Neighbourhoods which will have different maximum buildings heights, and will also unify individual buildings across the Northern Neighbourhood.

The upper level setback requirement will assist in minimising the detrimental effects that tall buildings built 'sheer' to the street edge can have on the pedestrian environment at street level, including extreme wind effects and visual bulk.

Figure 22 – Northern Neighbourhood framework



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## Building height

A maximum building height of 60 metres (or 16 storeys) is proposed for both sides of Normanby Road with 100 metres (or 27 storeys) applying to the area further north.

60 metres along Normanby Road provides a transition from eight storeys (29 metres) in the Southern Neighbourhood to 100 metres in the remainder of the Northern Neighbourhood and the taller buildings beyond in Docklands and Southbank.

A maximum height of 60 metres along Normanby Road will also reduce overshadowing impacts on the Light Rail Corridor, open space and established residential areas.

A maximum building height of 100 metres was determined for the remainder of the area as it allows substantial development opportunities in a high rise form whilst still delivering a liveable environment through:

- podium design
- active street frontages
- wide streets
- well designed public realm.

The height of towers in this neighbourhood is also limited by the amount of car parking that can be provided in the podium. The height of the podium is a significant design element. There is a limited capacity within the podium to accommodate cars once sleeving and other requirements are taken into account.

100 metres is compatible with the height of adjoining developments to the north of the Precinct:

- Southbank Design and Development Overlay 39 – (Southbank Central Interface which applies to City Road to Clarke Street and south of City Road, from Clarke Street, east) allows for 100 metre tall buildings. (A podium height of between 16 metres and 28 metres applies.)
- In Yarra's Edge (Docklands), towers are approximately 100 metres in height (i.e. between 30-32 storeys). (No podium height is stated in the planning controls but podiums of five storeys have been constructed.)

## Car parking

Car parking rates are specified in Strategic Direction 5 – Access and Movement, Strategy 5.4).

The geology of the Precinct (i.e. presence of Coode Island Silt) means that basement development, whilst achievable, may be commercially unviable. Therefore, the majority of car parking is anticipated to be built largely above ground level.

Given multiple levels of car parking will be provided, car parking must be sleeved to reduce blank walls facing the street. Car parks should be sleeved by active frontages and habitable rooms to reduce dominance of parking and promote active frontages.

## Tower spacing and orientation

Towers must be adequately separated to ensure equitable access to outlook and sunlight between towers.

Tower spacing and orientation is a particularly important in managing the impacts on the public realm and internal amenity.

Specifying a minimum tower separation and maximum tower width/depth will avoid amenity impacts, such as overlooking, overshadowing and extreme wind effects at ground level.

Variations in tower orientation can help to significantly alleviate extreme wind effects at the ground level therefore encouraging towers to align to the street pattern will not be the preferred outcome in some cases.

