DESIGN GUIDELINES

1-7 WATERFRONT PLACE

ADOPTED
9TH SEPTEMBER 2014

CITY OF PORT PHILLIP


SPIRIT OF TASMANIA
SPIRIT OF TASMANIA I

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Adopted | September 2014

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01 Introduction

As one of Melbourne's most significant waterfront locations, the Port Melbourne waterfront area 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.

The Design Guidelines for 1-7 Waterfront Place have been prepared to guide any possible redevelopment of the privately-owned site at 1-7 Waterfront Place, Port Melbourne. The site is notable as one of only a few privately owned redevelopment opportunities in the area.

These Design Guidelines build on the ideas for the Waterfront Place precinct which are explored in the revised draft Port Melbourne Waterfront Urban Design Framework (2013) (UDF). They also incorporate community and stakeholder feedback, and recommendations from the Transport & Access Study (prepared by URS Australia), Views & Vistas Study (prepared by David Lock Associates), and Design & Development Study (prepared by SJB Urban, and Glas Urban)

1.1 The need for design guidelines

The planning controls which exist over the site were applied in 1990 to facilitate the development of the Beacon Cove Estate. The planning zone was designed to enable one specific built form outcome on the site- which has been constructed. As such, the controls provide no guideance for new development in the future, meaning there are limited relevant planning controls relating to 1-7 Waterfront Place.

For this reason it is imporant that the Council undertake further strategic work to guide the future of the Port Melbourne waterfront, and ensure that the privately owned sites are shaped by clear and relevant planning controls.

The UDF (2013) puts forward a clear vision for the Port Melbourne waterfront, and therefore 1-7 Waterfront Place, which is centred around the delivery of high quality public realm to create a vibrant waterfront destination for Port Melbourne.

Figure 1 | 1-7 Waterfront Place context

02 Site Context

2.1 Location

1-7 Waterfront Place is located close to the Bay Street Major Activity Centre and is less than 3km from Melbourne's CBD. It enjoys proximity and direct connection to the CBD via the 109 tram means the Port Melbourne Waterfront Precinct is more strongly associated with Melbourne CBD than it is to its sister bayside 'town' of St Kilda.

In recent years there has been substantial growth in the Port Melbourne area and it now has a vibrant residential neighbourhood along the waterfront. Much of this development can be seen along Beach Street in the form of mid to high rise residential buildings which have created a distinctive waterfront skyline.

The Waterfront Place precinct includes the local supermarket (103 Beach Street) the Waterfront Place roadway which extends a short distance west from the Beach Street/Princes Street roundabout towards Station Pier, the historic Port Melbourne Railway Station (101 Beach Street), and 1-7 Waterfront Place – the subject of this document.

The Waterfront Place Precinct is currently used for local traffic accessing restaurants adjacent to Station Pier, passenger pick up and drop-off for the TT Line and cruise ships; private vehicle queuing for TT Line passengers; City of Port Phillip car parking (metered); and pedestrian and cycles using the Bay Trail. The Precinct is bounded by a number of retail tenancies (including cafes, restaurants and a small supermarket), the TT Line freight yard, minimal green space associated with the beach, and the sole access point to Station Pier. Overall Waterfront Place is a low-speed vehicle turnaround and car park area fronted by low-rise built form.

1-7 Waterfront Place is a large privately-owned site bounded by Waterfront Place to the south, 101 Beach Street (historic railway station) to the west and Beach Street to the north. The site is currently occupied by a 1-2 storey building and tennis courts which were constructed by Mirvac in 1996 as a childcare centre and recreation centre.

Figure 2 | Waterfront Place Precinct

Contested space

The public realm surrounding 1-7 Waterfront Place is a highly contested space which is used by private vehicles, freight trucks, cyclists, pedestrians and joggers, as well as vehicles servicing cruise ships, and TT-Line transit passengers. The broad range of functions, destinations and activities make the limited public realm space highly contested and constrained.

Privately-owned property

A number of community/civic functions exist around the site –including the tram stop, Station Pier, local shops, Bay Trail and beach. Despite the community use of 1-7 Waterfront Place site in the past as a childcare centre and gym, the site remains privately-owned land. This is an important consideration when planning for its future.

Condition of buildings and landscape areas

1-7 Waterfront Place has been predominantly vacant for over two years (with the exception of the property manager's office). As a result, the site is clearly underutilised and poorly maintained, the buildings are becoming damaged, and the gardens are overgrown, creating an unsightly backdrop to a busy public realm and transport hub.

Sensitive interfaces

The site has many sensitive interfaces – low-rise residential houses to the north, a heritage station building to the east, Station Pier forecourt and the beach to the south. The interface of any potential redevelopment of the site with the Port Zone (applying to the TT-line freight yard) immediately south of the site is also an important consideration.

The site is potentially a high amenity, very well serviced location, making it attractive for intensification of use, but it is essential that new development does not significantly affect the area's existing amenity and character.

While all sites are different, this is clearly a distinctive site due to its relative 'isolation' as an 'island site', its complex interfaces, waterfront location, and proximity to an active Port function and all the activity that brings.

Nearby Development

Over the past 15 years the Port Melbourne waterfront has undergone substantial change which has primarily been in the form of residential development. Along the Port Melbourne waterfront now exists a number of residential apartment buildings ranging from 6-8 storeys to the east (ie; the Ancorage on Beach Street) to 12-14 storeys to the west (Beacon Cove apartments).

Figure 3 | The subject site 1-7 Waterfront Place

2.2 Site History

As one of Melbourne's most significant waterfront locations, the Port Melbourne waterfront plays a central role in defining the character of Victoria's capital city. The waterfront represents a powerful and compelling part of the foundation story of Melbourne and today exists as complex mix of land uses that include residential, commercial, ferry, freight and cruise ship operations, recreational and domestic activities.

The planning and development of Beacon Cove Estate by the State Government (Major Projects Victoria-MPV) and its joint venture partner, Mirvac commenced in 1990 when it purchased the site following the collapse of "Sandridge City", a commercial canal estate proposal.

Formerly owned by BP, the area was industrial in use and highly contaminated. MPV and Mirvac remediated the area and commenced the development of the residential estate in 1996.

Beacon Cove was developed between 1996 and 2006, under Schedule 1 to the Comprehensive Development Zone of the Port Phillip Planning Scheme. This zone schedule was designed specifically to facilitate the development of Beacon Cove.

In addition to the planning controls, Mirvac also placed covenants on titles which further seek to restrict development of the land. During that time, the Minister for Planning was the responsible authority for planning permit applications.

Restrictive covenants over 1-7 Waterfront Place state that development of the site may only occur "except with the written consent of Mirvac or its nominee... in accordance with the plans and specifications prepared by Henry Pollack and Associates Architects Pty Ltd lodged within the City of Port Phillip".

The Henry Pollack and Associates Architects' plans are the original building plans for the current building on the site.

As such, the existing planning controls provide limited guideance for new development in the future.

For this reason it is important the Council undertake further strategic work to guide the future of the Port Melbourne waterfront, and ensure that 1-7 Waterfront Place is shaped by clear and relevant planning controls.

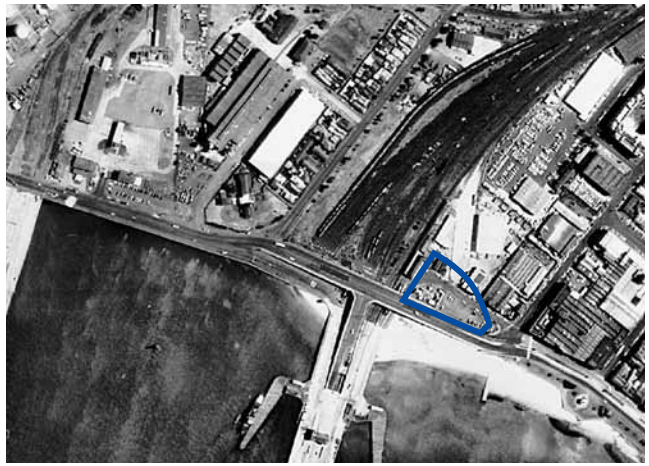


Figure 4 | Station Pier and Waterfront Place (1970)

Figure 5 | Port Melbourne Railway Station (1980s)

2.3 Policy History

Port Melbourne Management Framework (2003)

In 2003, Council began a process to address emerging issues along the foreshore (Port Melbourne Management Framework, October 2003) to help identify and prioritise public realm improvements and provide advice on specific development sites. The Port Melbourne Management Framework recommended the preparation of an Urban Design Framework for the Port Melbourne foreshore.

Urban Design Advice (2009)

In November 2009, Council endorsed urban design advice for the site at 1-7 Waterfront Place prepared by MGS Architects as interim design guidelines while an urban design framework was prepared for the waterfront area.

The MGS study introduced the idea of creating a pedestrian linkage between the historic rail station and the site, and proposed a "modest" building massing from a 2 storey podium which "steps" back to a 6 storey building with a maximum height of 21m.

Request for Interim Controls (2011)

In February 2011, Council requested that the Minister for Planning introduce a mandatory three storey height limit over 1-7 Waterfront Place "on an interim basis for two years while the Port Melbourne Waterfront Urban Design Framework and subsequent planning scheme amendment to introduce permanent controls are completed."

The request to the Minister for Planning stated "The interim controls provide a 'precautionary approach' whilst strategic reviews and permanent planning controls are being progressed. They would ensure that any development proposal/s in the short term are not of a scale that would compromise the strategic vision and outcomes for this location which will be defined by the UDF".

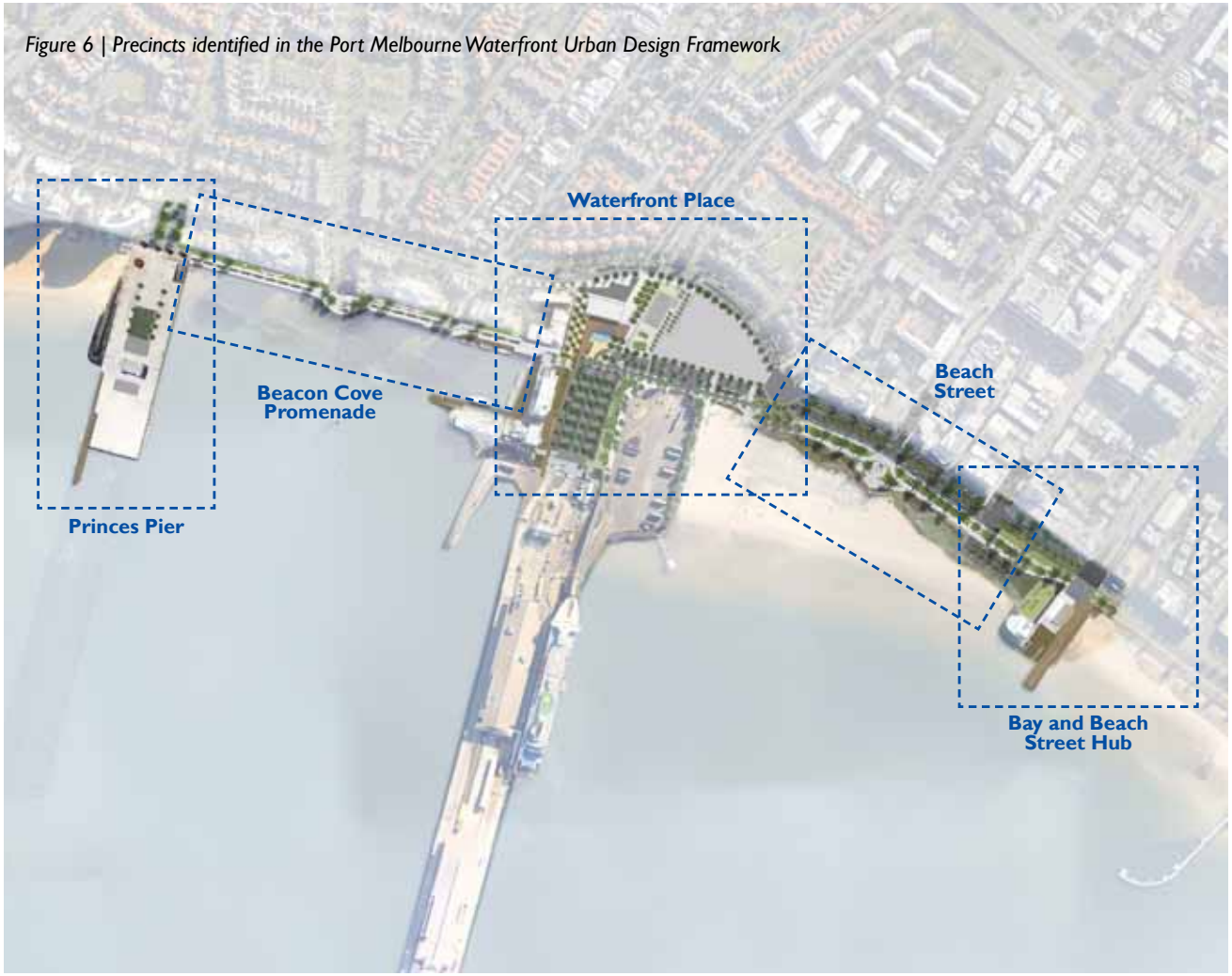


Figure 6 | Precincts identified in the Port Melbourne Waterfront Urban Design Framework

In late 2011 Council received correspondence from the Department of Planning and Community Development indicating that the request for interim controls was not supported.

Port Melbourne Waterfront Urban Design Framework

From 2010, Council began preparation of the draft Port Melbourne Waterfront Urban Design Framework (UDF) to guide the future development and character of the Port Melbourne waterfront from Princes Pier to Bay Street.

In August 2011, the Planning Minister returned Responsible Authority status for the Beacon Cove area to the City of Port Phillip through Amendment C105.

The City of Port Phillip began undertaking the UDF in 2010 to guide future redevelopment and investment in this key waterfront location. The UDF included a comprehensive community consultation program which involved the community and other key stakeholder groups.

The purpose of the UDF is to give direction to future public realm improvements on the Port Melbourne waterfront, reflecting the area's significance to Melbourne and also improving its year-round look, feel and function, for Port Melbourne residents and visitors. As the arrival point for interstate and international visitors, the Waterfront Place precinct was identified as a key location for revitalisation along the waterfront (Refer to Figure 6).

The vision for the Port Melbourne waterfront as set out in the UDF (2013) 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.

This vision, and a set of overarching principles, provide a clear and exciting framework for the future of the Port Melbourne waterfront area and underpin the creation of this document.

2.4 Technical Studies

Three specialist consultants have been commissioned to assist in the development of these guidelines:

- Views and Vistas Study
- Transport and Access Study
- Design and Development Study

The scope and recommendations from the Views and Vistas Study and the Transport and Access Study are summarised on the following pages. Recommendations from these studies were used to inform the preparation of the Design and Development Study and ultimately these design guidelines.

Views and Vistas Study

Understanding the visual context of 1-7 Waterfront Place is important to ensuring any future redevelopment of the site sits well in its context. During consultation on the draft UDF (2011) the Port Melbourne community identified the protection of the CBD views experienced by passengers arriving at Station Pier as one of the key considerations for massing and height on the site.

In October 2012 David Lock Associates (a specialist urban design consultancy) was commissioned to undertake a Views and Vistas Study for Waterfront Place. The purpose of the study was to assess any potential visual impact of future development at 1-7 Waterfront Place on the Station Pier passenger arrival experience, as well as the amenity of the surrounding neighbourhood of Port Melbourne.

Study Scope

The Views and Vistas Study includes the identification of a series of significant viewpoints around Port Melbourne, the development of a number of built form scenarios for possible redevelopment on the site, and finally the "testing" of these development scenarios as viewed from the significant viewpoints.

This was summarised by a series of recommendations for appropriate building height and massing on 1-7 Waterfront Place to protect visual amenity.

Overview & Methodology

1. Determine the most significant views and vistas as they relate to the site.

The following criteria were considered in the selection of the viewpoint locations:

- Places where significant amounts of people congregate and celebrate such as the nearby waterfront promenades and cafes next to the Port Melbourne tram stop or the beach
- Places that are important socially and culturally
- Places where long vistas are maintained for significant periods of time such as along Beach Street, the waterfront bike paths and walking paths
- Elevated places where a view or vista across the site towards the Melbourne CBD skyline is possible
- Places where a stationary person can obtain a view or vista towards and across the site
- Places that have direct and uninterrupted views to and across the site.

Seven "significant" viewpoint locations were determined and can be seen in Figure 7.

2. Assess the visual impact of potential development 1-7 Waterfront Place

To test the visual impact of potential development scenarios on the site, three possible built form response options were prepared. A series of high level urban design objectives were used to inform the preparation of the scenarios. These objectives included;

- To minimise encroachment into views of CBD
- To create a sense of arrival
- To reinforce the boulevard character of Beach Street
- To reinforce the significant movement corridors
- Encourage slender building/s separated such that the built form maintains views towards key city buildings from significant locations
- To accentuate the gateway location of the centre to assist legibility and define the location

Figure 7 | Significant viewpoint locations

Table 1 | Built Form Scenarios

Scenario	Height	Siting and Setback
Maximum	18-25 storeys	- Two towers on podium - Tower one defining prominent corner at roundabout - Tower two location determined by appropriate distances between towers and distance from heritage interface
Medium	8-12 storeys	- Well defined street interface - Well defined and prominent corner at roundabout - Scale transitioning to heritage interface
Minimum	3-5 storeys	- Well defined street interface - Well defined and prominent corner at roundabout - Scale transitioning to heritage interface

- To respect the scale and siting of the buildings in the locality
- To respect the lower scale existing heritage and residential character
- Design ground floor to maximise amenity of users of the street and activity on the street
- Provide pedestrian environment that is protected from the elements and safe
- To maximise the use of the gateway location through architecture that enhances the image of Melbourne

These design objectives were then used to evaluated the "success" of each scenario as viewed from each viewpoint.

These options explored different height and massing scenarios which could be developed on 1-7 Waterfront Place and are summarised in Table 1.

The built form options were modelled in 3D and photomontaged into photos taken from the seven key viewpoint locations.

3. Provide recommendations on the appropriate height and massing of built form at 1-7 Waterfront Place.

After analytically assessing the visual performance of each built form scenario from the seven key viewpoint locations, the study recommended that the "Medium Built Form Scenario" achieved the most Design Objectives (8-12 storeys). This built form scenario is visualised in Figures 9 and 10.

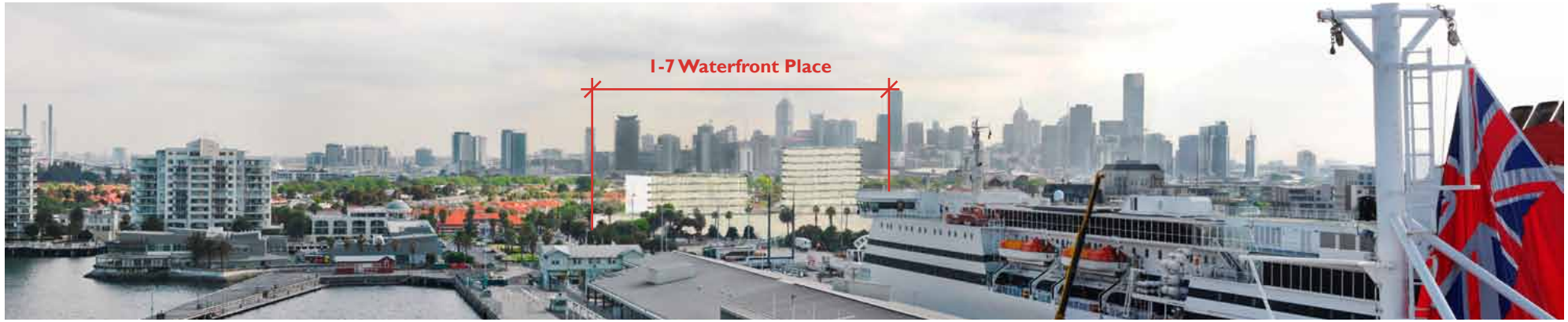


Figure 8 | Photomontage showing 8-12 storey built form option when viewed from cruise ship (Viewpoint 1)

Figure 9 | Photomontage showing 8-12 storey built form option when viewed from Beach Street (Viewpoint 6)

Transport and Access Study

The UDF (2013) identifies that traffic conditions in and around Beacon Cove/Waterfront Place are highly varied due to the large number of factors which influence traffic movement. These include;

- TT-Line passenger vehicle queuing
- Changes to TT-Line queuing arrangements when a cruise ship is docked
- "Turnaround" cruise ships which generate pick up/drop off traffic (increasing frequency)
- Light rail level crossing
- Zebra crossing at roundabout
- Angle parking in close proximity to roundabout
- Freight yard access
- "Dead end" at Waterfront Place
- "Rat run" to Westgate Bridge

These variables compound to make the accurate modelling of traffic flows around Waterfront Place and Beacon Cove highly complicated.

In October 2012 URS Australia (a specialist transport planning consultancy) was commissioned to undertake a Transport and Access Study for Waterfront Place. The purpose of this study was to investigate access, transport and parking in and around the Waterfront Place Precinct. The study examined existing and future traffic conditions based on current and various future redevelopment scenarios at 1-7 Waterfront Place. The study also identified potential impacts and improvements to the surrounding road network.

Findings from the study were used to inform the preparation of detailed Design Guidelines for 1-7 Waterfront Place, as well as the Waterfront Place precinct public realm concept in the Port Melbourne Waterfront Urban Design Framework (2013).

Overview & Methodology

The Transport and Access Study for Waterfront Place included the following scope;

Step 1: Define the existing conditions

To assess the traffic access and parking in the study area, we must first understand what is happening on the site. The following tasks were undertaken:

- review the context and existing strategies;
- visit the site with CoPP officers;
- agree key intersections in the study area with CoPP;
- undertake traffic counts at the key intersections during busy periods:
  - Monday 19th November 2012 and Sunday 25th November 2012 were selected and agreed with CoPP;
  - Monday represented a fine weather weekday during school term when a cruise ship and the Spirit of Tasmania were both docked at Station Pier;
  - Sunday represented a fine weather day when the Spirit of Tasmania was docked at Station pier and the weather attracted lots of visits to the area, both on foot, by bike, public transport and car; and
- undertake a parking occupancy survey of the study area and extending 500 m from the study area boundary on the same days at the traffic counts.

Step 2: Assess the existing conditions

During this stage of the study, the roads and intersections were assessed using traffic modelling software called SIDRA. This software is endorsed by AustRoads, the national road authority in Australia. The following steps were undertaken:

- define the time and day when the traffic counts were the highest from the data collected, both morning and night;
- input highest traffic volumes into traffic model to determine how well they are currently operating;
- compare existing parking supply and hourly demand in the study area to identify any shortfall; and
- review VicRoads crash statistics for the area to determine whether there are any safety issues.

Step 3: Determine the future growth and development

To determine how well the roads in the study area will operate in the future, the growth in background traffic and the traffic generation of the potential redevelopment of 1-7 Waterfront Place was determined:

- estimate local area population growth in 5 and 10 years time, apply this to the existing traffic volumes and run

Table 2 | Trips generated by development scenarios

Scenario	No. of apartments	Retail Floor Space	# Car Parks	Peak Hour Traffic Generation (AM) vph*	Peak Hour Traffic Generation (PM) vph*
Low Density	61	2,400m^2	43	38	36
Medium Density	181	2,400m^2	127	87	85
High Density	277	2,400m^2	194	128	126

*vph = vehicles per hour

traffic models to determine how the roads will perform in the future;

- estimate additional traffic generated by the redevelopment of 1 – 7 Waterfront Place, based on three density scenarios provided by CoPP;
- run the traffic models with the additional traffic in the future and with the development to determine how the road network will cope with the growth in traffic.

Step 4: Compare existing and future conditions

In order to determine the impact of future growth and development, compare the performance of the road network under the existing conditions in Step 2 to the future performance of the road network in Step 3.

Step 5: Make recommendations

Using the information gathered in the previous stages, determine what improvements can be made:

- identify whether any improvements are required to the intersections in the future based on how they perform in the traffic modelling and road safety observations; and
- determine improvements to the area to improve safety and capacity for cycling and pedestrians.

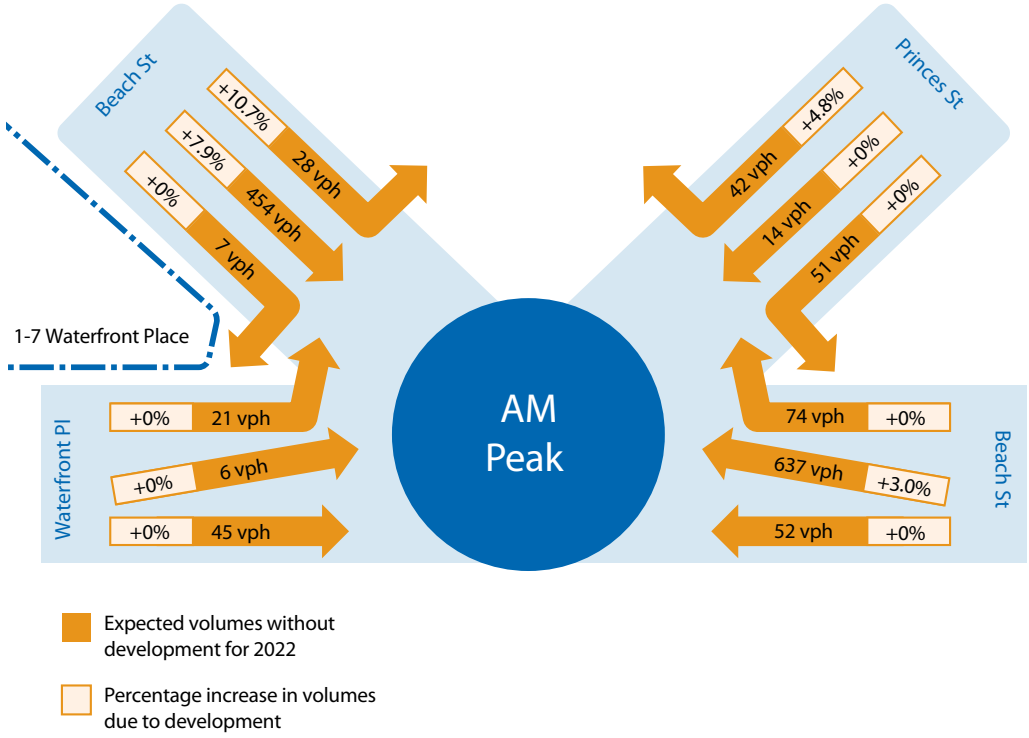


Figure 10 | Waterfront Place roundabout in AM peaks

Summary of findings

The number of "peak hour" trips generated by each of the three development scenarios is outlined in Table 2. The volumes represent only a small proportional increase to the overall traffic in the area. Figure 10 shows the AM peak hour traffic volumes entering the roundabout, both with and without the development in 2022 for the high density scenario. This shows there is an only a minimal increase in traffic entering the roundabout due to the development during a typical AM peak- up to 10.7%. During the PM peak traffic generated by development at 1-7 Waterfront Place represents an increase of up to 12.5% of traffic entering the roundabout.

The roundabout is shown to be operating with a Degree of Saturatio (DoS) under 0.6 in all scenarios. This is well below 0.90 to 0.95 (the maximum acceptable Dos) and indicates that the intersection will be operating within the acceptable threshold. The additional traffic generated by the development only results in an increase of up to 0.02 in the DoS and minimal increase in maximum queue length, up to 0.4 of an equivalent car length.

The site's proximity to excellent public transport, walking and bicycle paths means that the residents already have many alternatives to using a private vehicle. If this were complemented by a travel plan for the development that encouraged sustainable travel through measures such as restricted parking allocation, introducing a car share scheme and providing bicycle storage facilities then impact to the local area road network will be kept to a minimum. As a general rule, most travel plans tend to reduce car trips to/from individual sites by around 10-20%.

Design and Development Study

The Design and Development Study prepared by SJB Urban and Glas Urban provides Council with a new and exciting vision for the future public realm within Waterfront Place, and appropriate and contextually sensitive built form guidance for possible redevelopment of 1-7 Waterfront Place.

Overview & Methodology

To ensure the Study provided advice that was an extension of previous thinking around Waterfront Place, the preparation of the Design and Development Study involved the detailed review and discussion of all relevant background documents, as well as the themes which emerged at stakeholder forums and in community submissions and feedback.

A public realm experience analysis and context analysis enabled the exploration of a series of opportunities for Waterfront Place. These opportunities were then captured in an Objective Statement as well as a number of Principles for 1-7 Waterfront Place, and public realm across the Waterfront Place precinct.

The study then drew on the recommendations from the Views & Vistas Study, and Transport & Access Study to develop a public realm functional layout (Refer Figure 11) for the Waterfront Place precinct, and a built form framework diagram to guide the built form outcome of 1-7 Waterfront Place.

The recommendations from this study are largely captured in the design guidelines as set out in the following chapter of this document.

The primary difference from the recommendations of this study is building height. Where the Design and Development Study recommended an eastern tower building of 12 storeys with a 4 storey podium, the Design Guidelines 1-7 Waterfront Place propose a lower maximum building height. The reason for this reduction is;

- Responding to community feedback on appropriate building height in the area, and
- Striking an appropriate balance between development intensification competing issues such as traffic generation, overshadowing and proximity to the Port environs.

Figure 11 | Waterfront Place Precinct- Public Realm Functional Layout

03 Design Guidelines

This chapter provides comprehensive Design Guidelines for the possible future redevelopment of 1-7 Waterfront Place. These Design Guidelines are informed by the recommendations of the specialist consultant studies into views and vistas and transport and access issues for Waterfront Place, and relate directly to the Design Guidelines for 1-7 Waterfront Place proposed in the Design and Development Study (by SJB Urban and Glas Landscape). These guidelines are designed to form the strategic basis of a Planning Scheme Amendment.

Concepts illustrated in this section are potential design responses only.

Figure 12 | 1-7 Waterfront Place as seen in the UDF (2013) public realm context

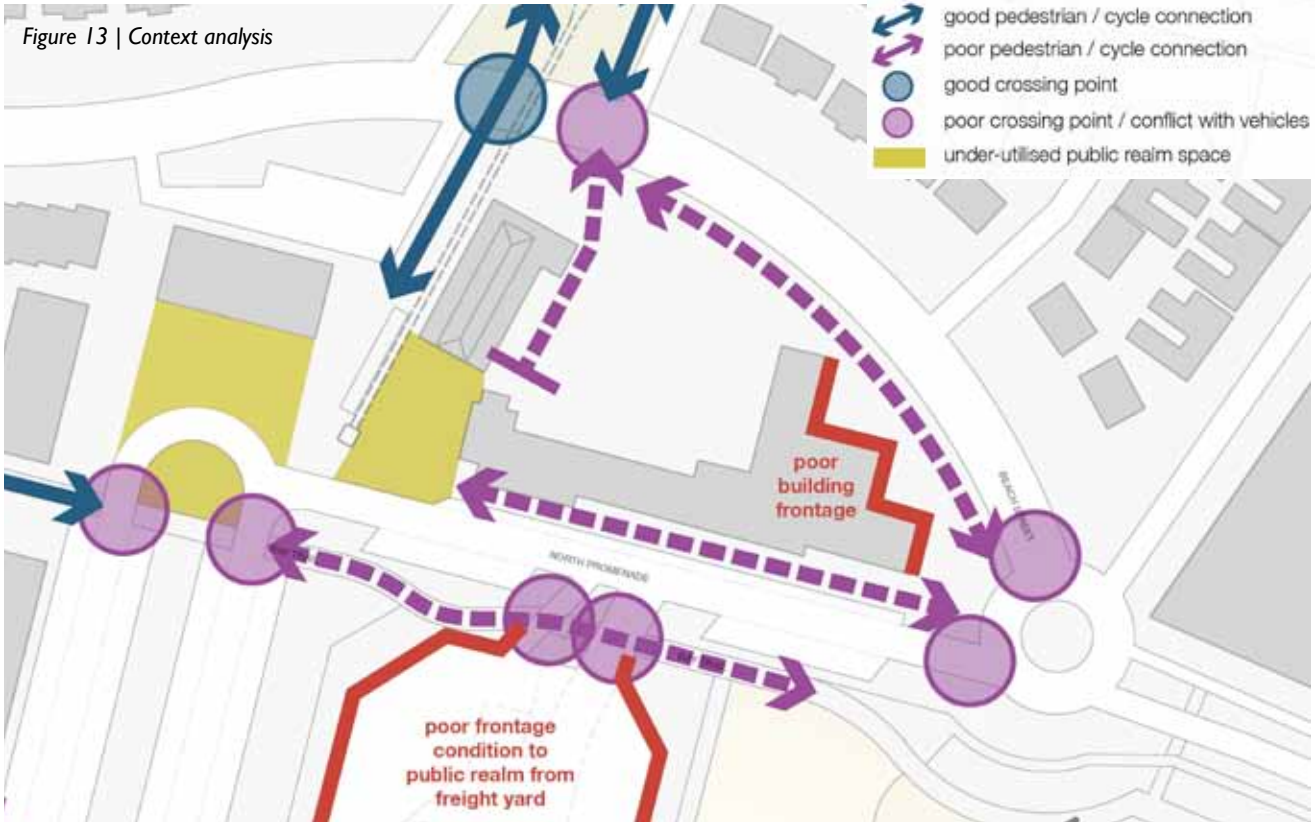
3.1 Context Analysis

UDF Guidance

Analysis undertaken in the UDF (2013) identify the following elements relating to 1-7 Waterfront Place which work well or need improving;

- 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.
- 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).
- 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.
- Any future redevelopment of 1-7 Waterfront Place should allow for public access through the site.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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.

Figure 13 | Context analysis



Site based challenges and assets

When considering the site at 1-7 Waterfront Place, the following challenges and assests have been identified and considered in the preparation of these Design Guidelines (Refer Figure 13);

Challenges

The current form and function of 1-7 Waterfront Place presents many challenges. The most significant include:

- Conflict between different uses around the site perimeter
- Lack of permeability across the site
- Low level of street activation
- Proximity to adjacent freight yard (operated by TT-Line) and associated traffic
- Underutilised public realm to the west
- Subject to prevailing southerly winds

Assets

The key assets of the site include:

- Proximity to the beach to the east and Promenade to the west
- Adjacent to the Bay Trail and off-road cycle link to CBD
- Adjacent to to the 109 light rail terminus
- Unique maritime and port activities
- The location of the Spirit of Tasmania and cruise ship arrival at Station Pier
- The historic rail station immediately to the west of the site is under-utilised
- The site's past role within the Beacon Cove community as a neighbourhood hub.

3.2 Future Directions Statement

Any redevelopment of 1-7 Waterfront Place should be engaging, accessible and responsive to its context. It will be a mixed use development that positively enhances the surrounding public realm and provides the potential for a broad range of activities.

Future redevelopment must be:

Responsive

The shape, profile, siting and form of new building(s) will demonstrate responsiveness to a range of site and context considerations, and will make appropriate concessions to existing and future built form and activities in the locality.

Site and context considerations will include:

- Siting and location
- Nearby development and housing
- Public realm and streetscape influences
- Heritage
- Views and vistas in the public realm
- Solar orientation and shading

Engaging and accessible

New development will provide an engaging interface to streets and allow public access into and through the site to respond to pedestrian desire lines. The built form and activities accommodated within built form will invite public usage and interaction, and enhance the public realm, heritage and character experience of the locality.

Mixed Uses

Development will accommodate a broad mix of uses, to support daytime and evening activation, community access and enjoyment, while being responsive to the history and character of the location, and its proximity to working port operations.

Contributory

New development on the site will directly contribute to an enhanced public realm adjoining and nearby to the site.

Quality

The strategic and highly prominent position of this locality demands a development outcome of the highest, best practice design quality. Design excellence will be vigorously pursued and tested.

Adaptable

Ground floor spaces and commercial and community areas will be flexible and adaptable, to accommodate a range of uses and users over time.

3.3 Guiding Principles

The guiding principles are intended to respond directly to the context and circumstances of the subject site and underpin the design guidelines.

Responsive

- **Siting and location** – built form should respond to the important location and key terminus point for trams, ferries and cruise liners. This may incorporate 'marker' forms or other devices to identify the location. Any new retail or hospitality activities should face Waterfront Place. Beach Street should maintain a residential interface in response to properties opposite.
- **Nearby development and housing** – visual bulk and perceived mass should be managed with regard to existing dwellings on Beach Street. Built form fronting Waterfront Place may respond to the more 'urban' forms along the waterfront to the east and west.
- **Public realm and streetscape influences** – new built form is to incorporate a 'street wall' of appropriate height, with upper levels generally set back above this. Car parking should be located and configured to minimise public realm visibility or impacts, such as in full basement levels.
- **Heritage** – the integrity of the Station building should be maintained and enhanced as a standalone building, and new built form should be configured in response to this and other heritage influences.
  - New built form should respond appropriately to the heritage value of this building and of Station Pier.
  - New built form design and land uses should avoid making this place a 'generic' tourist location, but should retain the essence of the maritime heritage and character.
- **Views and vistas in the public realm** – long-range views from key viewing positions and arrival points should inform and guide the form of new buildings. Visual access and interaction between the public realm and internal spaces of new buildings, including upper levels, should be maximised.
  - New built form should make a positive addition and not obstruct key existing view corridors, such as the CBD skyline, from key public realm locations or arrival points.
- **Solar orientation and shading** – built form should be configured to mitigate excessive shadow impacts on the public realm, in particular the foreshore beach area.

Engaging and accessible

- The ground floor and lower levels of built form should be seen as part of the public realm and civic environment, and should positively contribute to this outdoor environment.
- Public pedestrian access through the precinct should be considered, particularly between new development and the heritage Station building. Pedestrian access ways should be publicly accessible and direct, allowing visibility through from each end.
- Civic and community use(s) in new development are strongly encouraged, such as community meeting space or commemorative/informative functions related to the maritime and historic context.

Mixed

- New development should incorporate horizontal and vertical mixing of uses, including retail, food and beverage, civic/community uses at ground and lower levels, with commercial and residential activities at upper levels above ground.
- Incorporation of community uses which invite wider participation will be important in building on the site's position within the location and its history.
- As much as possible, internal spaces within new buildings (such as tenancies and service areas) should be configured to be flexible and adaptable to other uses over time.
- Residential development should include a diverse range of dwelling sizes, and potentially types, including housing suitable for families.

Contributory

- Opportunities to improve the public realm around the subject site should be explored and leveraged as part of any new development, such as new pavement, lighting, planting and configuration of paths and spaces.
- The floor level of ground floor spaces should be close to the outside ground level, for ease of access and visual interaction.
- Ground floor activities are encouraged to 'open up' and fully engage with the public realm, effectively 'blurring' the boundary between inside and outside.

Quality

- Architectural and urban design excellence is to be encouraged and pursued through a rigorous assessment and design review process.
- The design should be responsive to its context, including the history and character of the place. This may be reflected in the building forms, materials, activities and other aspects.

Adaptable

- Spaces should be configured to be adaptable for a range of activities over time, throughout the year, and as tenancies and uses change. This includes any aboveground car parking space (although this is discouraged).

3.4 Built Form Design Framework

The Built Form Design Framework (the Framework) shown in Figure 14 provides an outline of the form of buildings and open space envisioned to be developed on the subject site, with supporting explanation or rationale for these outcomes.

For design guidelines to be rigorous and comprehensive, and to provide a level of certainty to the community and landowners regarding the outcomes, it is necessary to develop a Framework for built form for the site.

This Framework builds on the Future Directions Statement and Guiding Principles for the site and forms the basis for the development of design guidelines. The Framework is not intended as a final 'design' for the site - but sets out clear parameters for built form and open spaces that meet the redevelopment objectives. It encourages innovative and creative design responses to the objectives, principles for the site with a set of clear built form guidelines for the site's redevelopment.

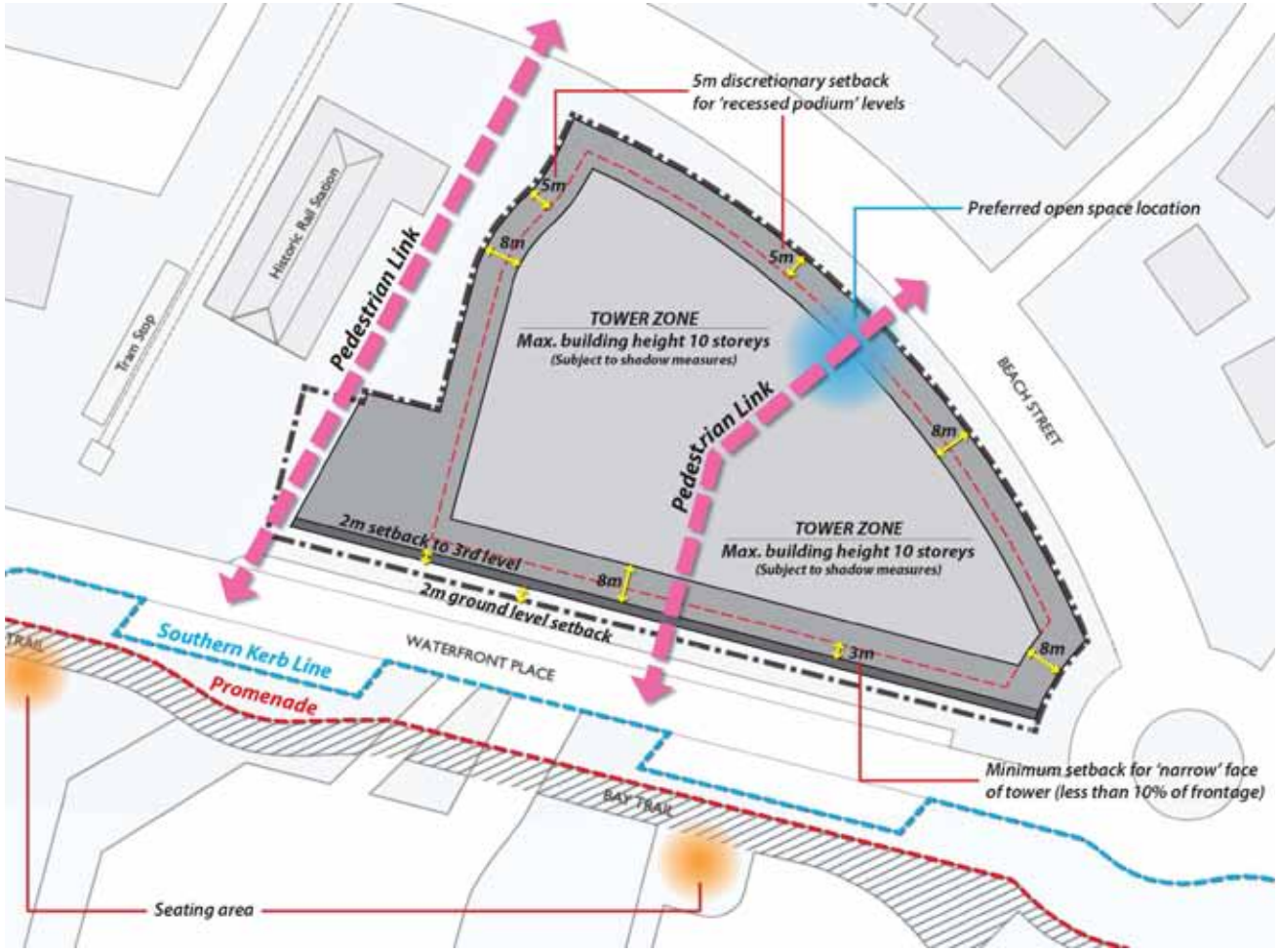


Figure 14 | Built Form Design Framework

3.5 Design Guidelines

Theme A | 'engaging and accessible'

Rationale:

The site should play a strong public/civic role, and encourage pedestrian movement and activity between residential areas to the north, and Waterfront Place, Station Pier and the beach to the south. The site is considered large enough to warrant through-links, and it is important that it is not redeveloped as an impermeable form occupying the full site area.

It is important that new development contributes to the provision of accessible public space, and it is envisioned that the site can provide space which is more intimate, enclosed and sheltered than the beachfront areas, and activated by community and commercial uses.

DESIGN OBJECTIVE A1:

To increase pedestrian permeability and encourage movement through the site at ground level.

Design requirements:

Note: Refer to Public Realm Concept Plans (Port Melbourne Waterfront Urban Design Framework, 2013) for further guidance for public open spaces on and around the site.

1. Establish a direct pedestrian laneway linking Beach Street and Waterfront Place, between the heritage Station building and new built form on the site.
2. Establish a direct north-south pedestrian laneway linking Beach Street and Waterfront Place through the site, aligning with the entrance to the existing pier/boardwalk at the eastern edge of the freight terminal.
3. Pedestrian linkages through the site are to be unambiguously public, providing for 24-hour access. They should be straight and direct, to allow for clear visibility through, and are to be 5m or greater in width.
4. Building frontages on Waterfront Place must be set back 2m from the southern property boundary, to allow for widening of the footpath on the north side of Waterfront

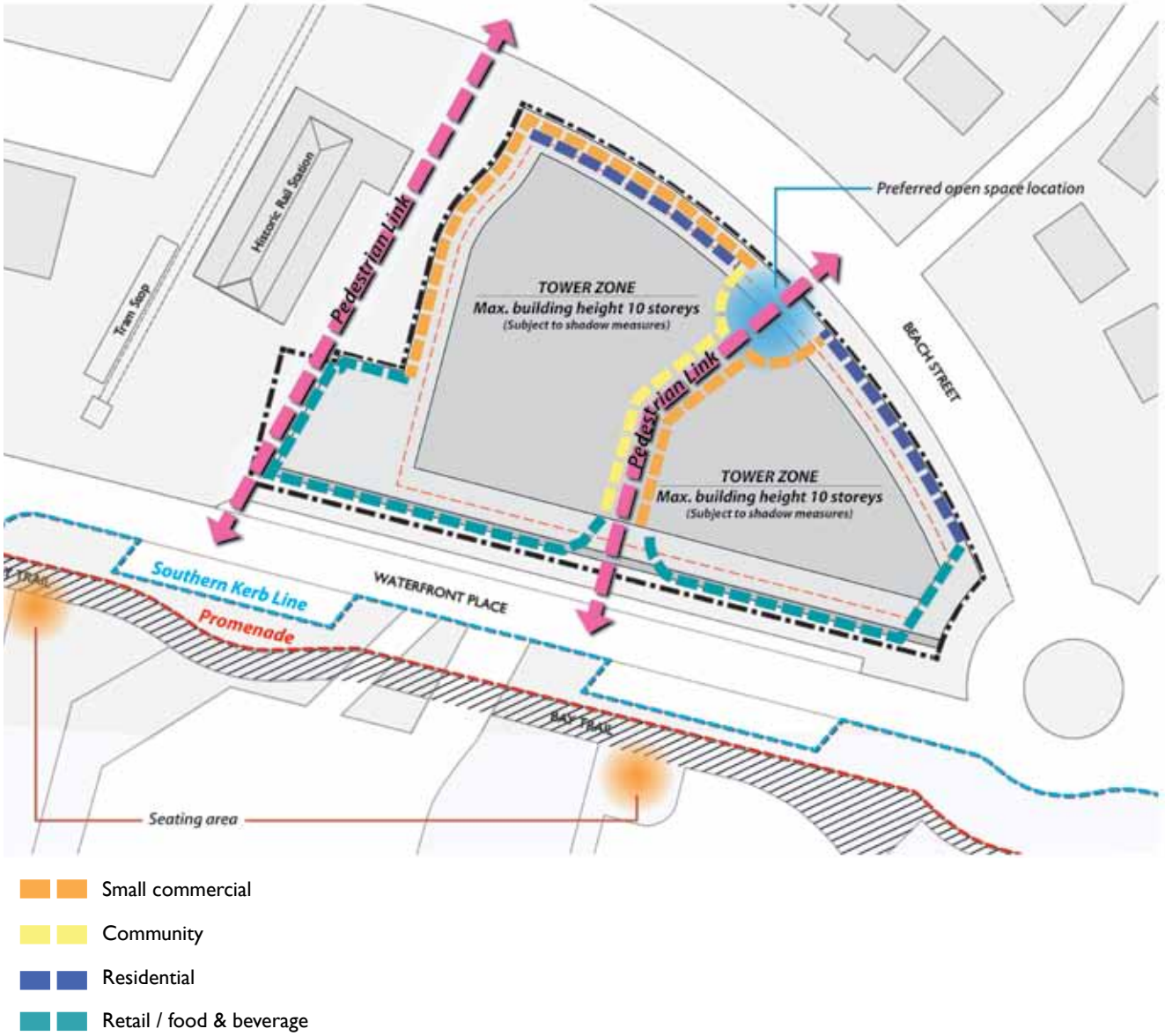


Figure 15 | Preferred location for ground floor uses

Place roadway. The specific outcomes along this public realm interface should be subject to appropriate detailed design.

5. Provide for an east-west pedestrian access and visual connection between the tram stop and the north/south pedestrian laneway. This link may take the form of an enclosed lobby space or dual-fronted tenancy space(s).

DESIGN OBJECTIVE A2:

To activate ground floor frontages through a range of land uses, appropriate to site interfaces.

Design requirements:

1. Provide multiple entries to all street frontages, to support activation and movement.
2. Ground floor level of new built form should be at the same level as the outside ground level, or no more than 300mm higher, to allow easy transition between inside and outside.
3. The preferred ground floor land uses are illustrated in Figure 15. These uses have been selected for their compatibility with surrounding streets, spaces, activities and outlook.
   - Retail/food and beverage use – is to be a highly active outcome, with multiple entrances and architectural interest.
   - Commercial use – may be less 'active' than other uses. All tenancies must have a visual connection to the street through glazing and entrances. A foyer/lobby configuration may be appropriate in this location.
   - Community use – describes any use which may be considered for community benefit, including a gym, childcare centre, library etc. This use should be configured to maximise use of adjacent courtyard space.
   - Residential use – such as townhouse "walk up" style built form to interface appropriately with the surrounding residential neighbourhood.
4. Minimise the vehicle entrances, loading/deliveries area and utilities/infrastructure along the building frontage. It is preferred that these elements should be subtly integrated into the façade design.
5. Locate vehicle access to on-site car parking and deliveries off Beach Street.
6. Maximise the number of tenancies and provide narrow frontages at ground floor level, to maximise activation.
7. Residential frontages are to be set back between 1m and 3m from the street frontage, to allow for a small courtyard / entry space between the dwelling entrance and the street.
8. New pedestrian laneways or linkages through the site are to be activated by continuous, visually permeable ground floor frontages, for commercial, retail and community uses, which directly engage with the pedestrian space.

DESIGN OBJECTIVE A3:

To create publicly accessible space on the site to facilitate integration and connection with the adjoining residential area and public realm.

Design requirements:

1. The layout of buildings on the site must provide for the creation of a ground level courtyard / public space.
2. Where possible community uses in surrounding buildings should be configured to 'break out' into this space and activate its edges.
3. New public space must be open to the sky and visible from the surrounding streets, while being mindful of wind and other microclimate considerations. Spaces should be located and oriented to receive reasonable direct sunlight access.
4. Public space should be provided:
   - Along the northern Beach Street frontage adjoining the pedestrian north-south link.
   - At the eastern 'point' of the site, close to the roundabout, which relates to the beach and is activated by public art or a small kiosk/pavilion building to define the site's 'point' or edge to the roundabout.
5. Development should provide for active land use edges to public space areas
6. New publicly accessible open space is to be within 0.5m of natural ground level. Opportunities for significant 'in-ground' tree planting should be incorporated in the courtyard with consideration given to maximise tree growth and health. Raised planters are not preferred.
7. The podium level of the building should be designed to provide communal open space for building occupants.

DESIGN OBJECTIVE A4:

To create buildings and frontages which invite public access and use, and support activity through land use and design.

Design requirements:

1. Ground floor building frontages should be designed to maximise interaction between the buildings and the public realm/community. This may be achieved through architectural design or land use mix.
2. Built form which becomes an 'island' or disengages with the surroundings is not appropriate in this location.

DESIGN OBJECTIVE A5:

To reduce the dependance on cars as the primary mode of transport for residents and visitors.

Design requirements:

1. Enforce a low car park ratio on site. No greater than 0.7 spaces per dwelling is appropriate in a location such as this.
2. Encourage car share schemes to operate on site. Consideration should be given for the car share allocation to be provided at street level to ensure the scheme has a visual presence and is easily accessed by all users.
3. Secure bicycle storage and trip facilitites (shower, change rooms) is to be included with the building at a rate greater than the planning scheme requirement.

Theme B | 'responsive'

Rationale:

Waterfront Place is an important location in the urban structure – it is the terminus of ships and trams, a key linkage to Melbourne's CBD, a local activity node and a place of heritage and cultural significance.

The ultimate intensity of development on the site needs to respond directly to its local context, including views, vistas, traffic, foreshore setting and proximity to the Port, as well as being responsive to the community's values.

The site interfaces with a range of urban conditions, including Station Pier, the beach and low-rise residential development. This requires a complex response to allow new development to effectively respond to these diverse interfaces.

The location and form of new buildings must be informed by projected shadow effects, to minimised the impacts of overshadowing in the public realm. Shadow impacts from new development on the site must be specifically minimised on the beach, pathways and Station Pier forecourt.

This open waterfront location is exposed to significant wind effects which must be considered and mitigated to ensure usable public realm.

DESIGN OBJECTIVE B1:

To distribute building mass in a configuration appropriate to the northern site interface and adjoining lower scale built form along Beach Street.

Design requirements:

1. Development should be setback at ground level 1 to 3 metres from Beach Street to accommodate courtyards/ entry space to dwellings.
2. Development fronting Beach Street must not exceed a height of 3 storeys (and 11 metres).
3. Development above 3 storeys (and 11 metres) must be setback a minimum of 8 metres in addition to any ground level setback. This cannot be varied with the exception of a reduction in setback to allow up to two recessed podium levels to come within 5 metres of the level below. A reduced setback is subject to demonstration that the additional 4th and 5th recessed podium levels achieve design outcomes relating to visual appearance and recession, articulation and design, and are proposed in conjunction with a ground level setback.

* *Refer to Diagram 17 (overleaf).*

DESIGN OBJECTIVE B2:

To respond positively to the low scale and heritage significance of the Railway Station building.

Design requirements:

1. The scale and massing of any new development is to be sensitive to the heritage rail station and must demonstrate minimal visual impact when viewed from the 109 tram terminus.
2. The location and form of new buildings must reinforce the heritage rail station as a 'stand-alone' building and provide a clear separation in building mass
3. Development within 8 metres of the western site edge (rail station interface) must not exceed a maximum height of 3 storeys (and 11 metres). This cannot be varied with the exception of a reduction in setback to allow up to two recessed podium levels to come within 5 metres of the level below. A reduced setback is subject to demonstration that the additional 4th and 5th recessed podium levels achieve design outcomes relating to visual appearance and recession, articulation and design.
4. The design response to heritage considerations should be subject to guidance and assessment by an experienced and reputable heritage architecture specialist.

* *Refer to Diagram 18 (overleaf).*

Figure 16 | View towards Melbourne CBD and Waterfront Place from the Spirit of Tasmania ferry

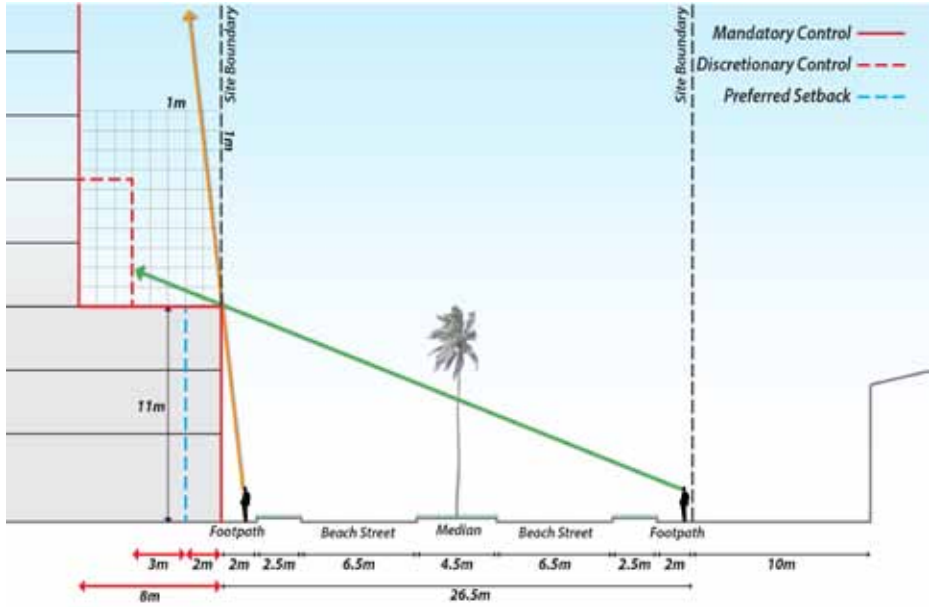


Figure 17 | Beach Street setback diagram (above).

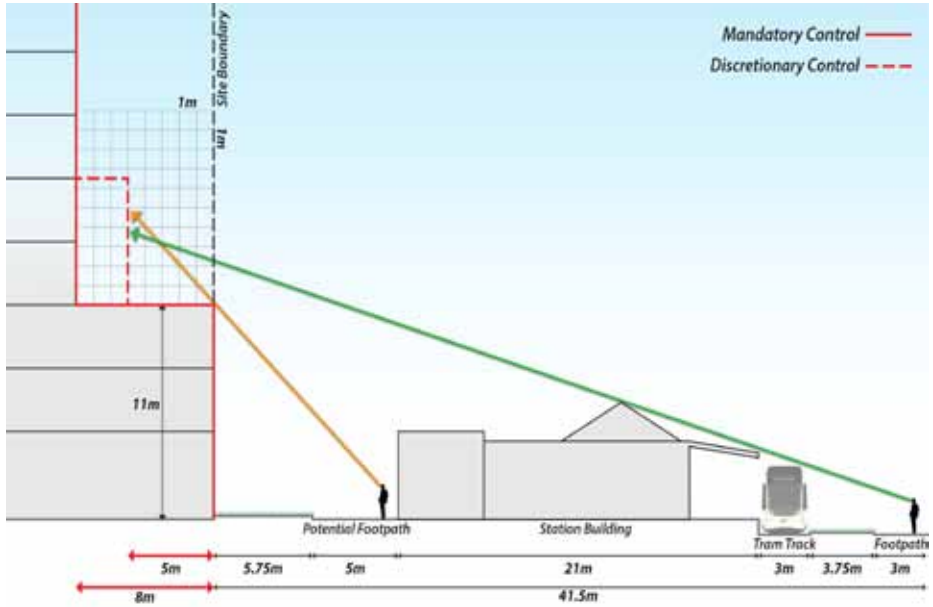


Figure 18 | The Railway Station interface setback diagram (above).

DESIGN OBJECTIVE B3:

To distribute building mass in a configuration appropriate to the southern site interface and public realm along Waterfront Place.

Design requirements:

1. Development must be setback a minimum of 2 metres from Waterfront Place.
2. Development within 10 metres of Waterfront Place must not exceed a maximum height of 2 storeys (and 8.5 metres). Balustrading may be incorporated into the street-wall up to this height.
3. Development within 12 metres of Waterfront Place must not exceed a maximum height of 3 storeys (and 11 metres). This additional 2 metre setback within the podium can accommodate terraces/balconies. This cannot be varied with the exception of a reduction in upper level setbacks to allow the narrow edge of a tower form to come within 3 metres of the recessed 3rd level of the podium for up to 10% of the site frontage. A reduced setback is subject to demonstration that design outcomes relating to visual appearance, articulation and design, wind effects, and sunlight and shadowing are met.

** Refer to Diagram 19 (overleaf).*

DESIGN OBJECTIVE B4:

To ensure that the height, siting, form and design of any taller built form minimises visual bulk, shadowing effects and amenity impacts, and is responsive to significant public views.

Design requirements:

1. Any tower form must not exceed 10 storeys in total height (including podium).
2. Adequate separation between towers must be provided to achieve visual privacy and sufficient daylight to habitable room windows, reduce visual dominance and building bulk, and ensure wind impacts are minimised.
3. Any tower form should use design techniques to avoid a monolithic or bulky appearance. These may include

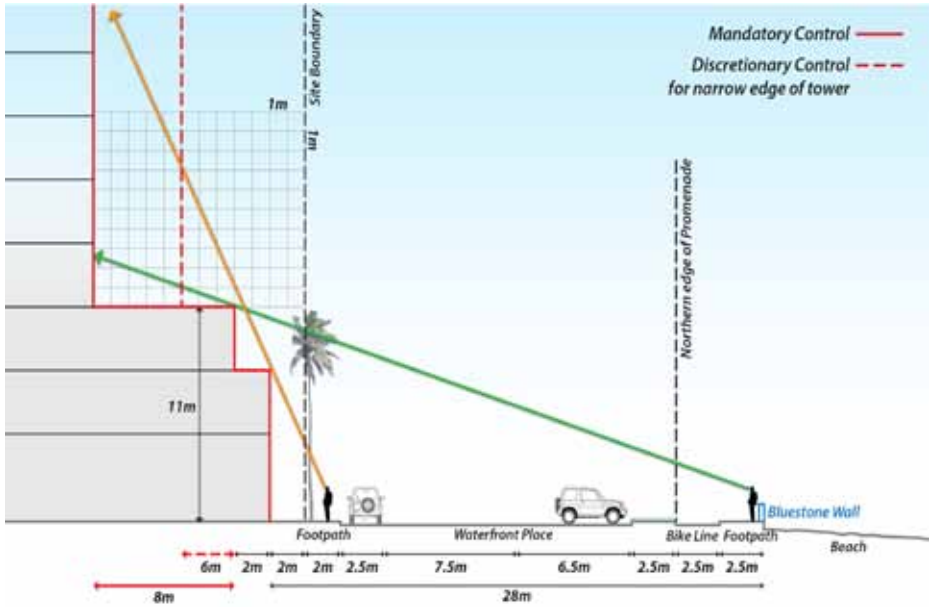


Figure 19 | Waterfront Place setbacks diagram. (above)

vertical recesses, 'breaks' in the form, lightweight materials, transparency and other techniques.

4. Any tower form is to be elongated or linear in plan, oriented generally north-west to south-east, to appear most slender as viewed from the beach to the east of Waterfront Place.
5. Detail design and materials of the tower form are to reinforce its visual lightness and reduce the sense of bulk or mass.
6. The siting of any tower form should maximise the views to the CBD from the Station Pier passenger terminal.
7. The width and shape of any tower form should be designed to respond to a range of views and vistas, with varied views from different locations.

DESIGN OBJECTIVE B5:

To respond positively to the wider maritime context and heritage of the locality.

Design requirements:

1. Initiatives to reflect and respond to the maritime heritage and character of this location should be embedded in a refined and authentic way, to avoid 'themed' or pastiche techniques.
2. Public art must be integrated with new built form and public spaces on the site, to reflect and respond to the

DESIGN OBJECTIVE B6:

To positively address the adjoining streets and public realm spaces through new development.

Design requirements:

1. Ground level perimeter frontages should be at least 80% activated at ground floor level (i.e. visually permeable frontages with active uses – at least for daytime) and occupy 80% of the façade perimeter, including frontages to through-site links.
2. Upper level building perimeter frontages should be at least 90% activated.
3. On-site car parking should be located in full basement levels (i.e. not half-basement) in order to minimise detrimental impacts on building frontages.
4. Where car parking is contained within the podium levels, it must be sleeved with activated spaces to Waterfront Place and any pedestrian connection or public space area. Elsewhere the facade must be sleeved with activated spaces or designed with high quality architectural screening and/or artwork to completely disguise the car park use of these areas.
5. Building design is to provide weather protection for pedestrians on Waterfront Place roadway.
6. Any podium frontages must be articulated and visually 'broken up', creating opportunities for diverse expression and multiple functions.
7. New buildings must demonstrate innovation, visual diversity and complexity in their design and expression.

DESIGN OBJECTIVE B7:

To respond appropriately to significant views across Port Melbourne waterfront including:

- **View-lines to the site from Beach Street and the heritage railway Station**
- **Views of the CBD from the Station Pier Passenger Terminal**
- **Views through the site to Station Pier.**

Design requirements:

1. Built form massing should be configured to provide differing visual experience when viewed from various locations. Any development must demonstrate complexity, variation and layering of forms, rather than simplistic, bold or bulky forms. This may include building stepping, recesses, and bends or folds in facades.

2. Buildings are to be located with consideration as to how they will be viewed in relation to one another, and to existing surrounding buildings.
3. The design of taller building form(s) must demonstrate regard to building proportions – height and width, in all dimensions, building elements or components, profile, setbacks, materials and features, such as solar shading devices and external balconies.

DESIGN OBJECTIVE B8:

To ensure built form intended for residential uses (and other noise sensitive uses) in the vicinity of Port infrastructure include appropriate acoustic measures to attenuate noise levels entering the building.

Design requirements:

1. New buildings within proximity of the freight yard and Station Pier must include noise attenuation measures designed to achieve a lower noise level within the development's bedrooms and living rooms than would result if State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1 (SEPP N-1) was met by adjacent industrial users.
2. It is preferred that non-compatible uses (ie; residential) are situated to the north of the site and do not overlook the existing TT-Line freight yard.

DESIGN OBJECTIVE B9:

To ensure that the siting, massing and orientation of tower forms minimises the extent and duration of shadowing beyond the southern kerb line of Waterfront Place opposite the site.

Design requirements:

1. Development must not cast a shadow beyond the southern kerb line of Waterfront Place between the hours of 9.00am and 3.00pm at the September equinox.
2. Development should be designed to minimise overshadowing beyond the southern kerb line of Waterfront Place between the hours of 9:00am and 3:00pm at the June solstice.

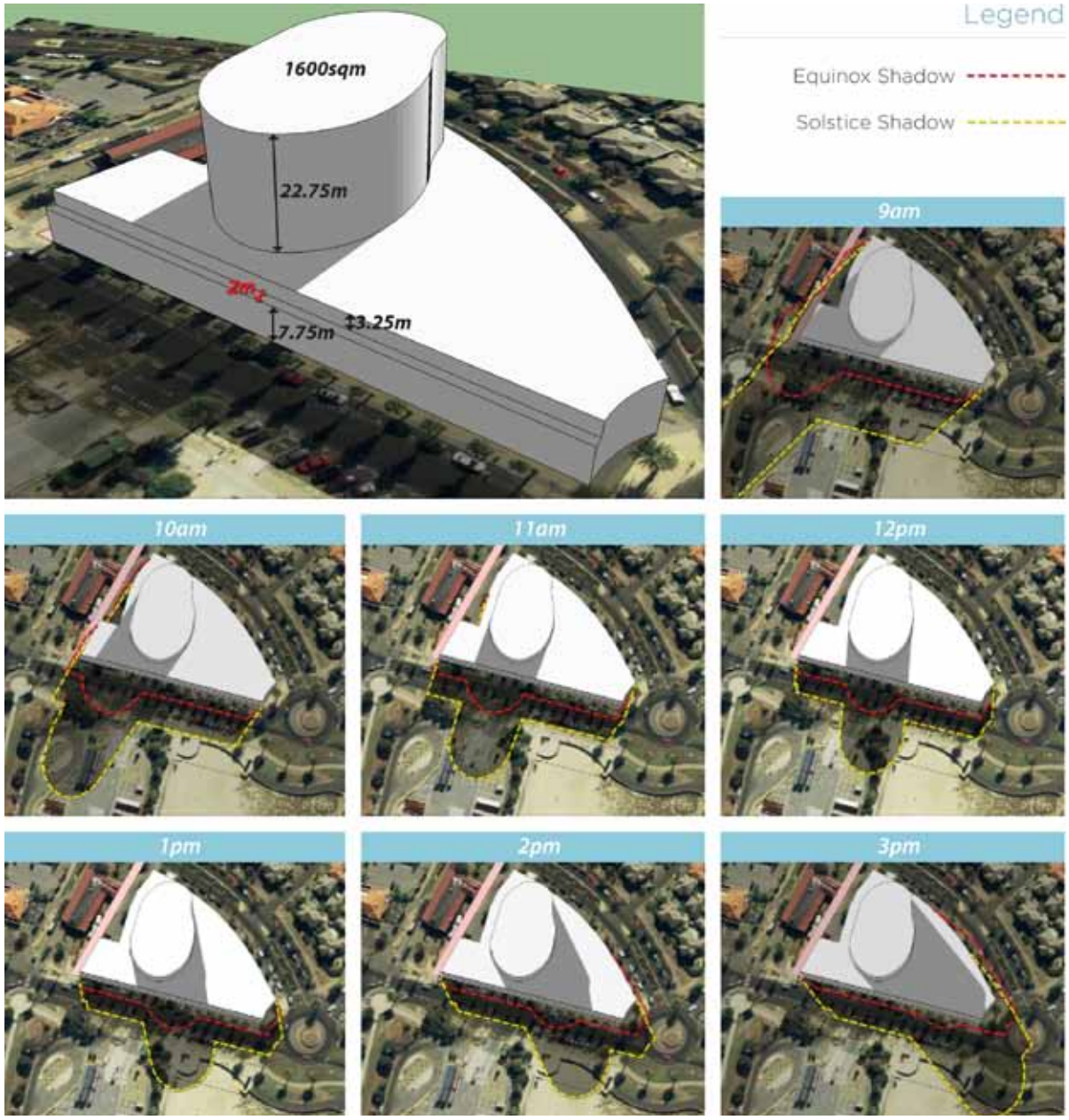


Figure 20 | Shadow diagram showing a possible development scenario on 22nd June (winter solstice shadow shown as yellow hatched line).

3. Development above a 3 storey podium must not cast a shadow beyond the southern kerb line for a distance equivalent to more than 40% of the site frontage to Waterfront Place, between the hours of 10:00am and 2:00pm at the June solstice.
4. Development should not cast a shadow on the seating areas along the Waterfront Place promenade (as defined in Figure 14) for more than two hours between 10:00am and 2:00pm at the June solstice.
5. Development must not cast a shadow beyond the beach wall for a distance greater than 25 metres at any time of the year. The beach wall is defined as the stone wall separating the paved promenade and the sandy beach.
6. Public open spaces on the site should be located to maximise opportunities for optimal solar access.
7. Buildings should be configured and designed to minimise shadow effects on the public realm to avoid unreasonably detrimental impacts.
8. Solar access to key building frontages should be maximised to areas identified for outdoor dining, community uses and residential outdoor spaces.
9. Direct solar access to all residential dwellings should be maximised.

DESIGN OBJECTIVE B10:

To respond effectively to wind and other microclimate considerations.

Design requirements:

1. Building forms should be shaped to minimise wind impacts on the public realm and other outdoor spaces.
2. Wind effects from proposed building forms should be thoroughly tested, and modifications made to avoid any significant impacts.
3. Wind effects on open spaces and laneways must be considered. Enclosing publicly accessible spaces is not considered an appropriate design solution to wind mitigation.

Theme C | 'mixed use'

Rationale:

Redevelopment on the site should contribute to a vibrant, diverse, safe and enjoyable place, which activates the surrounding public realm during daytime and evening hours, while mitigating potential negative impacts.

DESIGN OBJECTIVE C1:

To accommodate a broad range of land uses within the development, especially at the lower floor levels.

Design requirements:

1. Significant redevelopment on the site should accommodate a broad range of land uses, including:
   - Retail and food and beverage spaces
   - Community uses, such as meeting rooms, gymnasium, childcare or other facilities
   - Small commercial office/studio spaces
   - Townhouses or home/office units
   - Residential apartments or serviced accommodation
   - Shared amenities
   - Accessible green roof spaces.
2. Where appropriate, internal spaces should be designed to accommodate different uses over time, such as retail, commercial, food and beverage or community activities.

DESIGN OBJECTIVE C2:

To configure ground floor frontages to respond to the varied site interfaces, through appropriate land uses.

Design requirements:

1. Ground floor areas should accommodate a mix of land uses, generally configured as follows:
   - Retail and food and beverage spaces, at ground floor level fronting Waterfront Place, and potentially part of the new laneways
   - Community uses, such as meeting rooms, gymnasium, childcare or other facilities, at ground floor level facing the courtyard / open space
   - Small commercial office/studio spaces, at ground and podium levels fronting Beach Street and new laneways
   - Townhouses or home/office units, at ground and podium levels fronting Beach Street.

Refer to Design Objective A2 for more guidance on activation at ground floor level.

DESIGN OBJECTIVE C3:

To provide for residential diversity within the development.

Design requirements:

1. Deliver a mix of dwelling sizes, including 1, 2 and 3-4 bedroom dwellings, within the development to encourage a diversity of household types, including families. (This approach is also in keeping with the adjoining Beacon Cove estate.)
2. Incorporate flexible units, studios and home-office units to facilitate a range of living/working configurations.
3. Home-office or 'SOHO' units may be located along the Beach Street frontage at ground floor and levels above.

DESIGN OBJECTIVE C4:

To support diverse commercial activities through varied, flexible tenancy spaces and potential for affordable rents.

Design requirements:

1. Ground floor tenancies are to be diverse in size and configuration, including opportunities for very small operations such as coffee kiosks.
2. The configuration of tenancies, building structure and access provisions should maximise flexibility and adaptability.

Theme D | 'contributory'

Rationale:

Waterfront Place is a key waterfront location in Port Melbourne, as well as a destination for visitors to Melbourne. Any new development must actively contribute the the sense of activity, celebration and community within the area.

DESIGN OBJECTIVE D1:

To increase pedestrian connectivity and access across the site.

Design requirements:

1. Incorporate a pedestrian laneway (min 5m) which provides a straight and direct connection from Beach Street (in the north) towards the beach at Waterfront Place.
2. The laneway alignment is to avoid the freight yard and terminate adjacent to the beach and boardwalk (Refer Figure 21)
3. Active ground floor frontages onto the laneway are preferred, and ground floor setback (up to 1m) may be used to accommodate this activity (Refer Figure 22)
4. Built form framing laneway entrances should be setback to ensure clear and inviting view lines into laneway space.
5. Allow for a publicly accessible courtyard space accessed by this laneway. Refer to Figure 23 for indicative cross section, and Design Objective A3 for design requirements.

Figure 21 | Preferred alignment of laneway" Waterfront Place

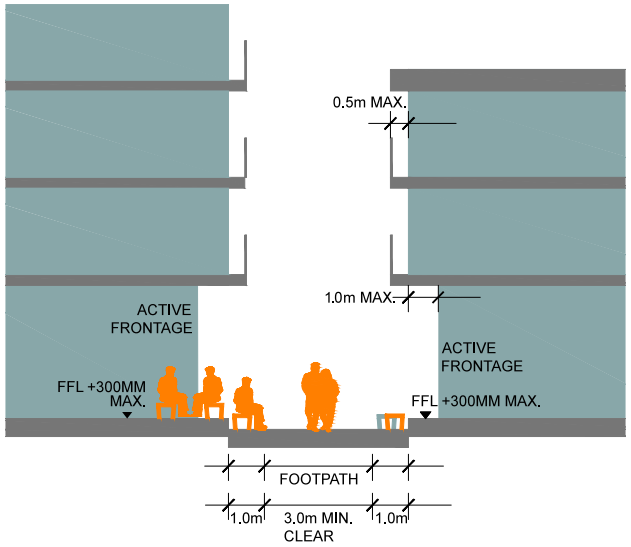


Figure 22 | Indicative cross section through laneway

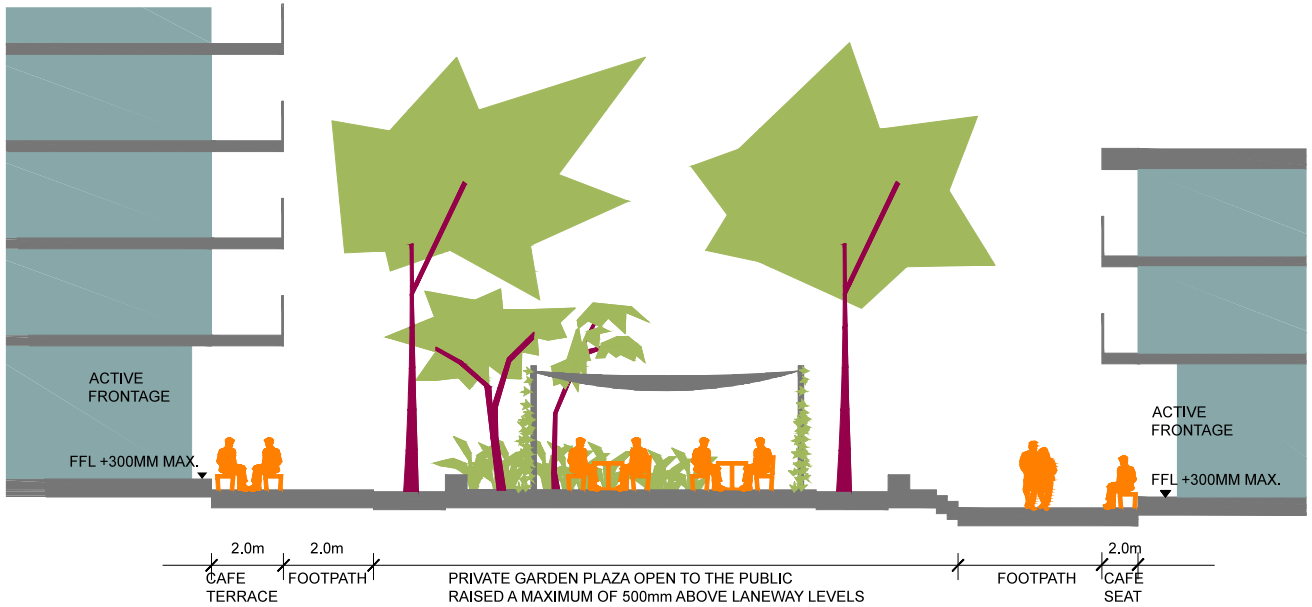


Figure 23 | Indicative cross section through Laneway B showing courtyard space

DESIGN OBJECTIVE D2:

To contribute to enhanced streetscape and public realm amenity at the site edges.

Design requirements:

1. Building design and interface with Waterfront Place (southern site boundary) is to contribute to the public realm by creating a shaded, high quality, and activated streetscape.
2. Built form is to be set back from the property boundary at Waterfront Place by a minimum of 2m to achieve a widened footpath space. Footpath dining in this area is encouraged, and must comply with the *City of Port Phillip Footpath Trading Guidelines* (2010). (Refer to Figure 25)
3. Built form to the western site boundary (adjacent to the historic rail station) must be configured to enable the creation of a pedestrian laneway space connecting north-south. This laneway space is to be activated at ground floor and may enable intermittent vehicle access to service the rear of the historic rail station building (Refer to Figure 26). The laneway is to create a direct line of site from Beach Street (north) to the Waterfront Place and the landscaped buffer to the south (Refer to Figure 27).
4. Ground floor facades and shopfronts are to be designed to facilitate and encourage passive surveillance and visual interaction between the buildings and the public realm, while also providing appropriate privacy to residential spaces.

DESIGN OBJECTIVE D3:

To incorporate locally-appropriate landscaping and planting within built form and open spaces on the site.

Design requirements:

1. Investigate the potential for facade planting or 'green walls' to enhance the appearance and thermal/water conservation performance of new buildings.
2. Significant rooftop and/or podium spaces should incorporate appropriate landscaping/planting, to be visible from the streetscape where possible.

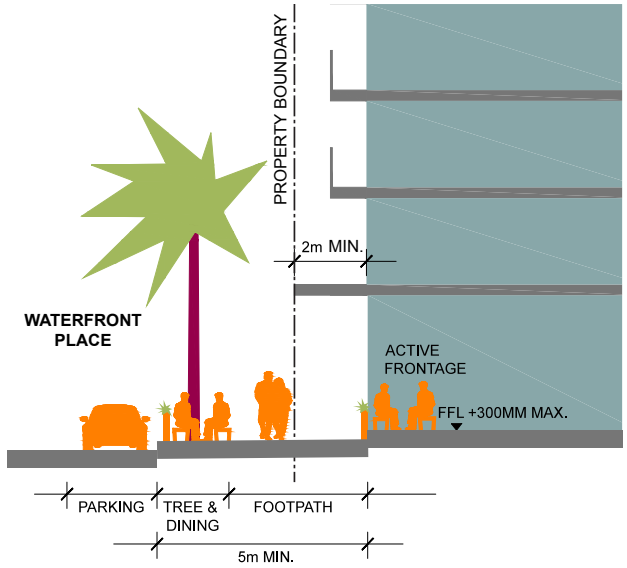


Figure 25 | "North Promenade"- public realm improvements to Waterfront Place

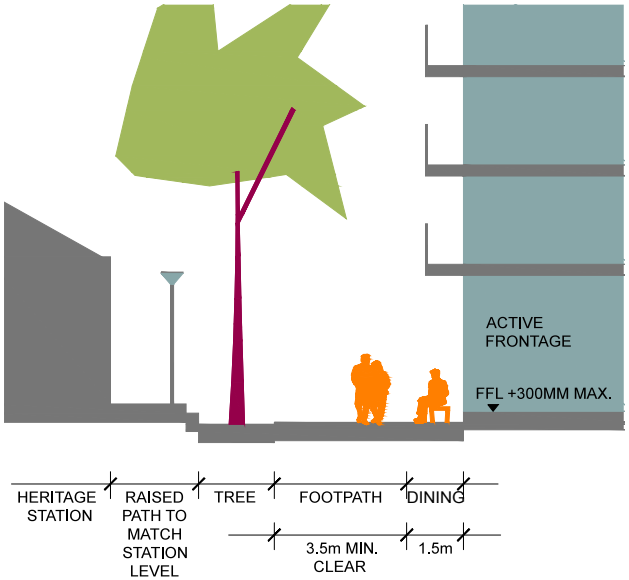


Figure 26 | "Laneway"- public realm improvements to rear of historic rail station

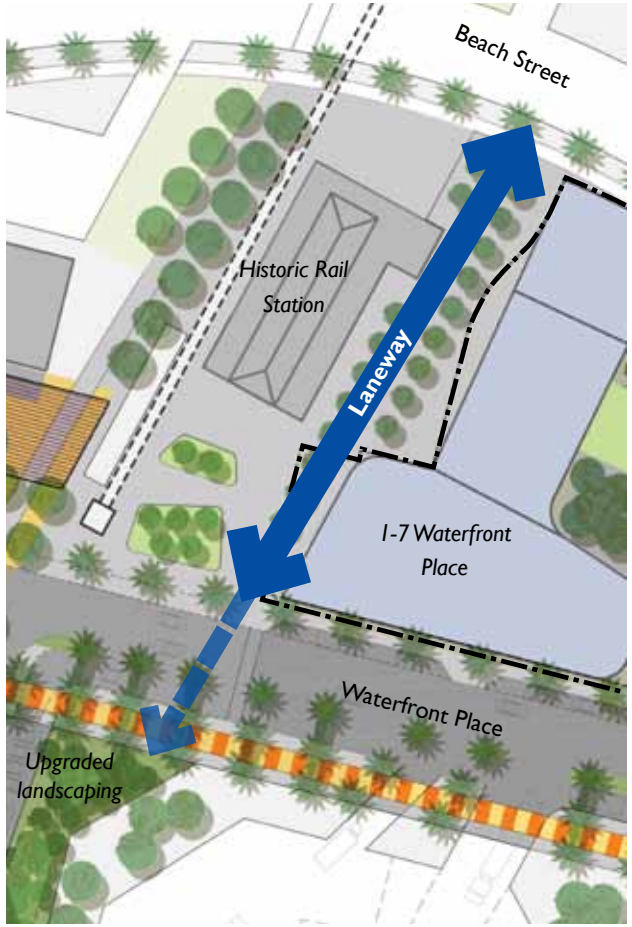


Figure 27 | Alignment of "Laneway" to western boundary of 1-7 Waterfront Place

DESIGN OBJECTIVE D4:

To balance passive surveillance and activation with residential privacy and views, through façade and balcony design.

Design requirements:

1. Balconies may extend beyond the building line along the Waterfront Place frontage, given that this frontage will be set back 2m from the site boundary.
2. At the Beach Street frontage, balconies must be incorporated with the site boundaries.
3. Upper level balconies must not overhang or protrude more the 0.5m into new pedestrian laneways through the site.
4. Balcony designs and profiles must help to animate the facades.
5. Balcony balustrades must provide for views out from internal spaces, as well as appropriate privacy for residents. Balconies and terraces on the lower 3-5 floor levels should contribute to opportunities for passive surveillance and visual interaction opportunities with the public realm.

Theme E | 'quality'

Rationale:

The prominent location and high level of visual exposure of this site, as well as its value to the community historic role, demands a high quality architectural design response.

DESIGN OBJECTIVE E1:

To respect and respond to the valued maritime heritage and character of the precinct, in the design of buildings and open spaces on the site.

Design requirements:

1. The design process must identify ways to ensure any development is 'of' the locality and relates to its heritage, function and complex nature.
2. Design responses to the maritime heritage and character of the area should be subtle, refined and authentic, and should not reproduce symbols or references. Public art, integrated with the building or open space design, is a suitable vehicle for achieving these references, as well as building materials, building proportions and detailing.

DESIGN OBJECTIVE E2:

To deliver buildings which are highly responsive to localised climatic conditions (e.g. wind, sea breezes, salty air, precipitation, solar orientation etc.)

Design requirements:

1. New buildings should incorporate sun-shading devices as an integral part of the design, especially for north- and west-facing frontages. An integrated approach to façade design, internal planning, balcony design and passive ESD is encouraged and supported.
2. Materials should be contextually appropriate with consideration to weather effects, ageing and maintenance.
3. Building forms, window openings and outdoor spaces are to be located and oriented to optimise benefit from climatic conditions, maximise comfort and ESD performance, and minimise impacts from unfavourable conditions.

DESIGN OBJECTIVE E3:

To achieve architectural design excellence, through site-responsive, considered and refined design.

Design requirements:

1. Significant variation in design and materials should be achieved, within an integrated, cohesive framework, with the various buildings, podium forms and tower elements being visually distinct, and with further fine-grain articulation and variation.
2. The composition of building forms and elements, open spaces and planting should be carefully refined and resolved.

Theme F | 'adaptable'

Rationale:

Flexible spaces allow for a variety of uses and users, and accomodates the changing demographics into the future.

DESIGN OBJECTIVE F1:

To provide for flexible residential spaces, which can accommodate a broad range of household types and sizes, as well as home-working activities and other modes of occupation.

Design requirements:

1. Alongside housing diversity, as discussed above, dwelling units which are flexible and adaptable are encouraged to accommodate changing needs and demographics over time.
2. Residential types which can accommodate a range of household types (e.g. singles, families, children, students, group share houses etc.) are encouraged.
3. Residential types and sizes which encourage a significant proportion of owner-occupied dwellings in the development are encouraged, to support community development.

DESIGN OBJECTIVE F2:

To ensure that commercial, retail and community spaces and car park areas at ground floor or upper levels are adaptable for changing of uses over time.

Design requirements:

1. Ground floor tenancy spaces should be configured for adaptability, in terms of size, area and shape, structural elements, access and deliveries arrangements, and building services.
2. Floor-to-floor heights, floor levels and threshold details should be designed to allow for changing uses over time.
3. Any above ground car parking areas should be adaptable to other uses in the future, through appropriate ceiling heights, access and structural configurations.

Figure 28 | View towards Waterfront Place and Melbourne CBD as seen from Spirit of Tasmania (staff access only)

Appendix A: Terms in this document

95% queue length

A term used in traffic modelling, the "95% queue length" value is used as an indication of the length whereby the probability of exceeding it is only 5% — often referred to as the design queue length. Note that the 95th percentile queue length means that queues are only longer than this 5% of the time — ie a total of 3 minutes out of a full hour capacity.

Active transport

Any method of moving around that relies on the travellers own energy, walking, cycling, running, etc.

Built form

The physical form created when an object, such a building, is constructed.

Conceptual Design

The visual representation of how a physical space may look when built or revitalised.

Degree of Saturation (DoS)

A term used in traffic modelling to indicate the level of congestion at an intersection. The DoS refers to the ratio of an intersection between the traffic demand at the intersection compared to its total capacity. An intersection with a DoS approaching 0.90 to 0.95 is considered to be at capacity.

Ecology

Describes the integrated system of animals, plants, their habitat and the climate.

Environment

A network of places in which events take place that includes both natural and human made environments.

Implementation

The enacting of a policy or design, relating to both the physical construction and the activation of a policy in the Planning Scheme.

Objectives

The concise account of the Community's Voice on what needs to be done

Opportunities

These represent options for physical works identified in the report.

Planning Scheme

A series of documents that govern what type of land use is permitted to happen by mapping of specific land use zones and overlays and the policies that guide the uses in each zone.

Public Realm

Any part of the city that can be used and traversed by the general public. A strong relationship often exists between retail spaces and genuine public realm - they rely on each other for mutual success.

Streetscape

The visual and physical environment created along a street or road by the adjacent built forms and vegetation.

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