

APPENDIX 2 BACKGROUND FACTS

Parking

Multi-storey public car parking is concentrated in the stadium and Harbour Town areas. Short-term, on-street public car and motorcycle parking is located throughout Docklands. Motorcycle parking is integrated into the kerbside of wide footpaths, as it is in the central city.

Private car parking is provided in most residential and office buildings. *Access Docklands: A Plan for the Docklands Transport Network* (Places Victoria, City of Melbourne with UrbanTrans, 2012) recommends that car parking provision rates are revised for Docklands in the future.

Currently several undeveloped sites in Docklands are used for temporary surface parking and building sites.







-  On-street parking
-  Temporary surface parking
-  Private car park
-  Public / private car parking
-  Public car park
-  Proposed public car park



Fig 6.17 Car parking types and locations, 2010.

Building heights

As shown, Docklands is characterised by high rise buildings (9 storeys or above). Building typologies include campus style offices, residential and office towers (with podium) and terrace houses. The impact of built form (scale, height and massing) on the public realm requires design consideration, particularly with regard to over shadowing and human scaled interface.

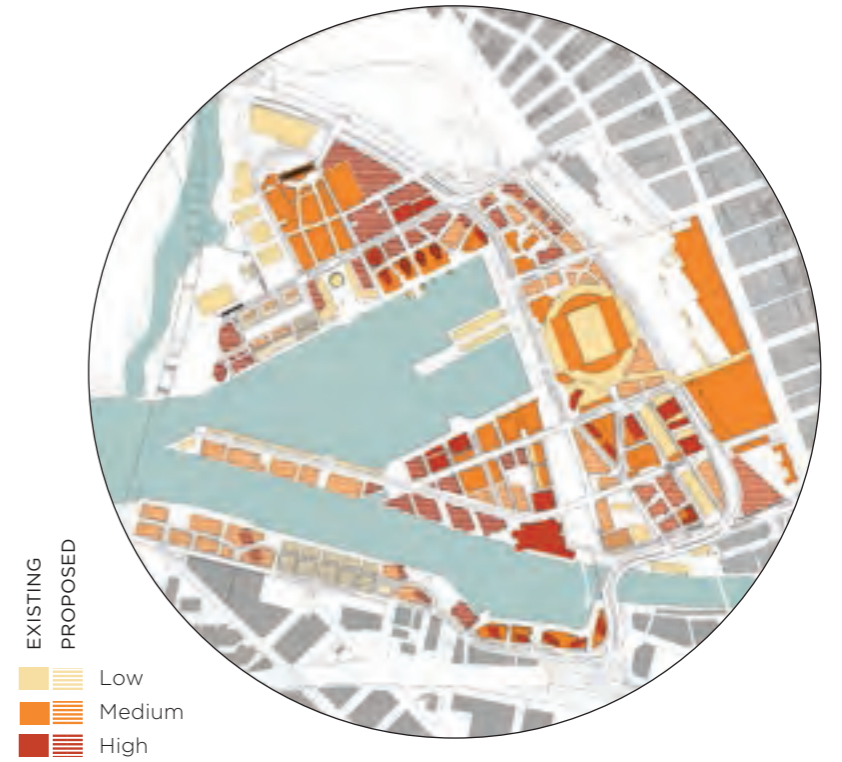


Fig 6.18 Building heights, 2010.

Canopies

Street canopies and awnings are a successful wind mitigation and weather protection device throughout Melbourne. Canopies improve pedestrian amenity.



Fig 6.19 Street canopy and awning locations, 2010.

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Public toilets

As shown, there are public toilets located in Docklands Park and Point Park and within buildings along public routes. Some of the existing available public toilets have limited opening hours.

Reference should be made to the *Public Toilet Plan 2008-2013* and the *Docklands Design and Construction Standards for Public Infrastructure Works* (City of Melbourne, 2012).

The aims of the Public Toilet Plan are:

- to maintain a network of safe, accessible, clean and environmentally sustainable public toilets
- to continuously improve the quality of the public toilet stock ensuring toilets are placed at locations that best meet community needs.

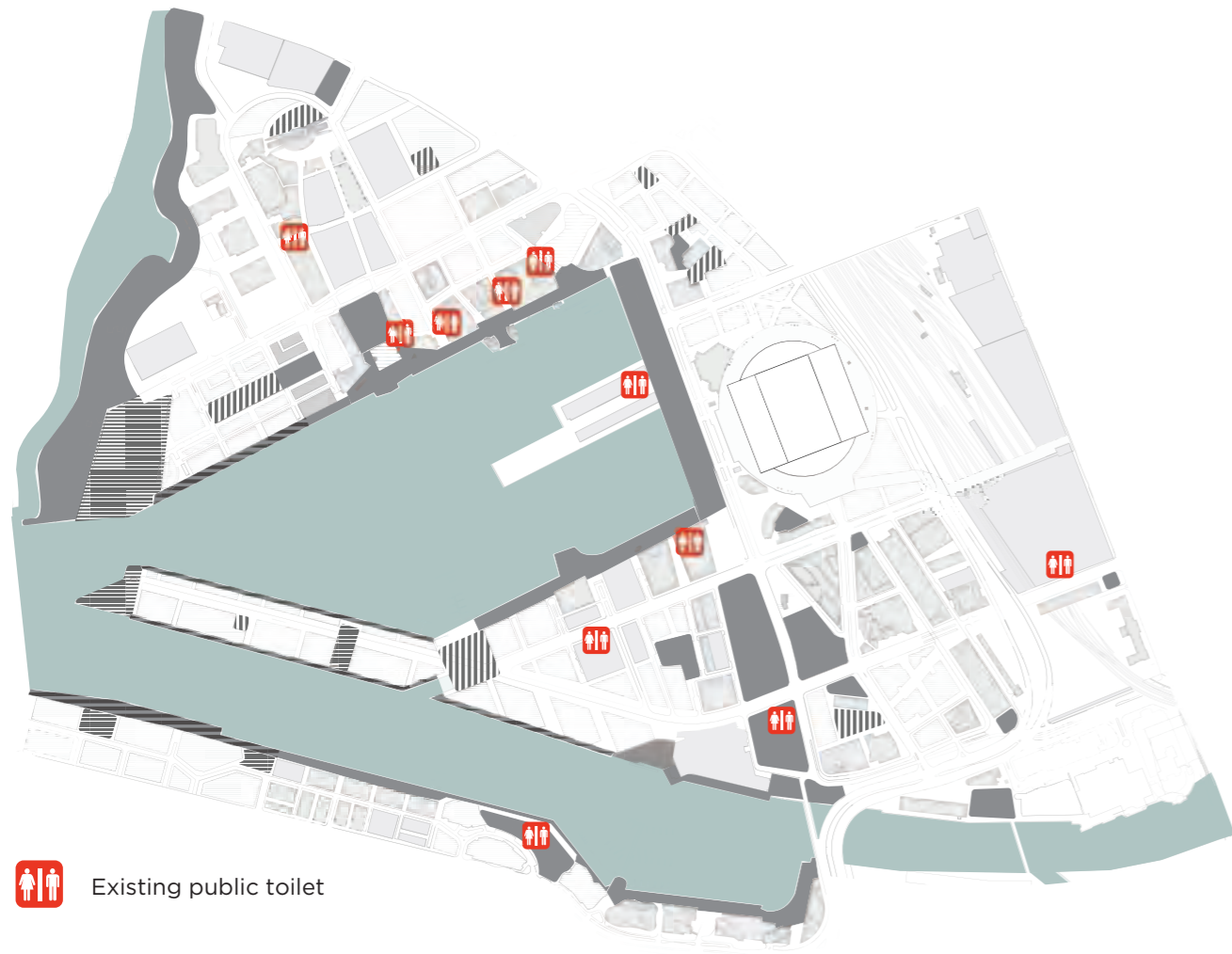


Fig 6.20 Existing public toilet locations, 2012.

Distances

Walking speeds can vary greatly depending on factors such as height, weight, age, terrain, surface, load, culture, effort, and fitness. The average human walking speed is considered to be about 5 km/h.

The diagram shows the following distances and average walking times.

Southern Cross Station to Observation Wheel	1,900 m	23 mins
Victoria Harbour waterfront	2,560 m	31 mins
Etihad Stadium circuit	900 m	11 mins
Yarra's Edge to Merchant Street	880 m	10 mins

- Spencer Street to Observation Wheel - 1900m
- Victoria Harbour Circuit - 2560m
- Etihad Stadium Circuit - 900m
- Yarra's Edge to Merchant Street - 880m

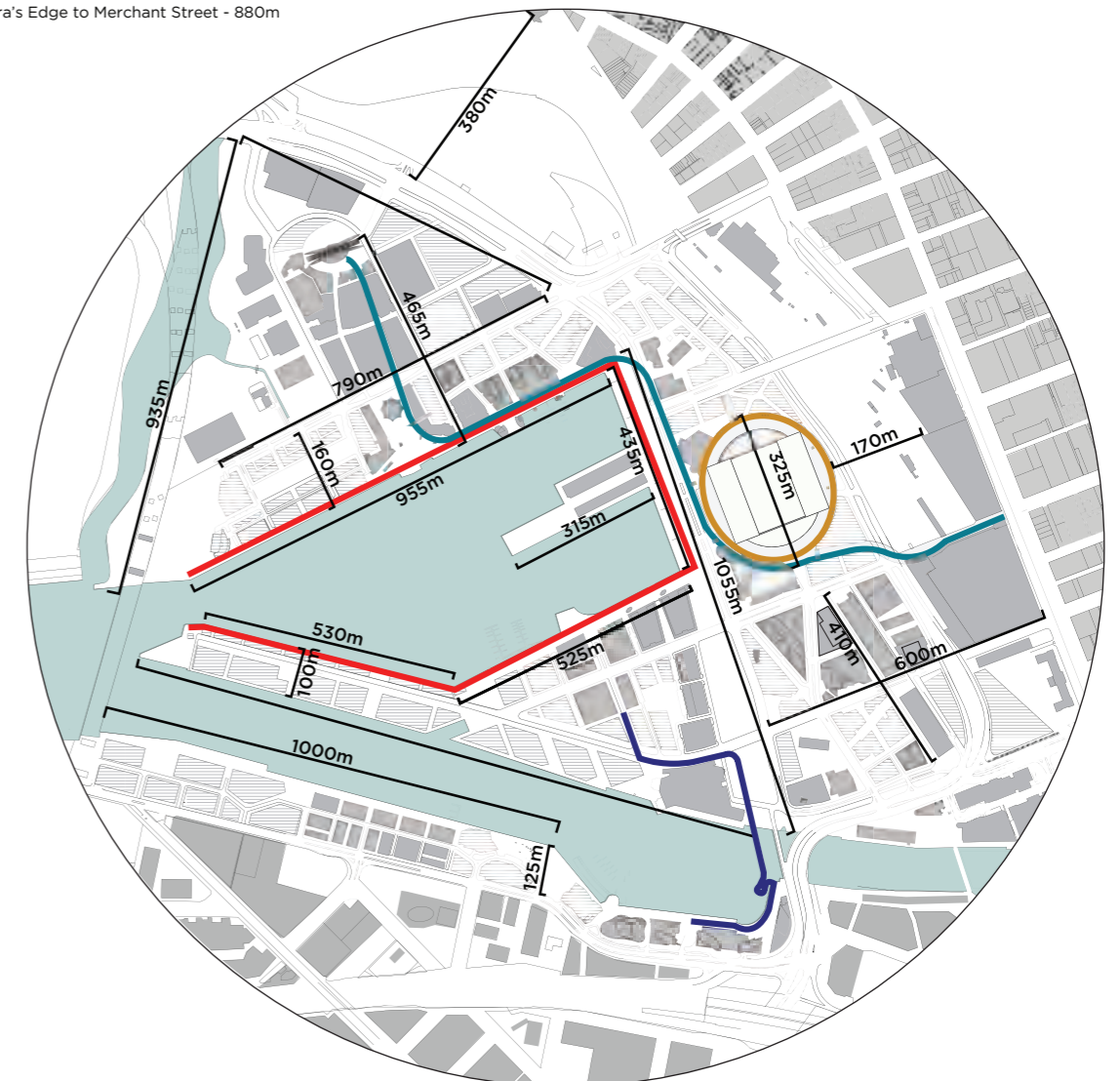


Fig 6.21 Distances in Docklands.

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Scale

Comparing public spaces of similar size in Melbourne can increase understanding of scale in relation to edge conditions (built form and land uses), uses and activity patterns, population catchments (residents and workers) and amenity requirements.

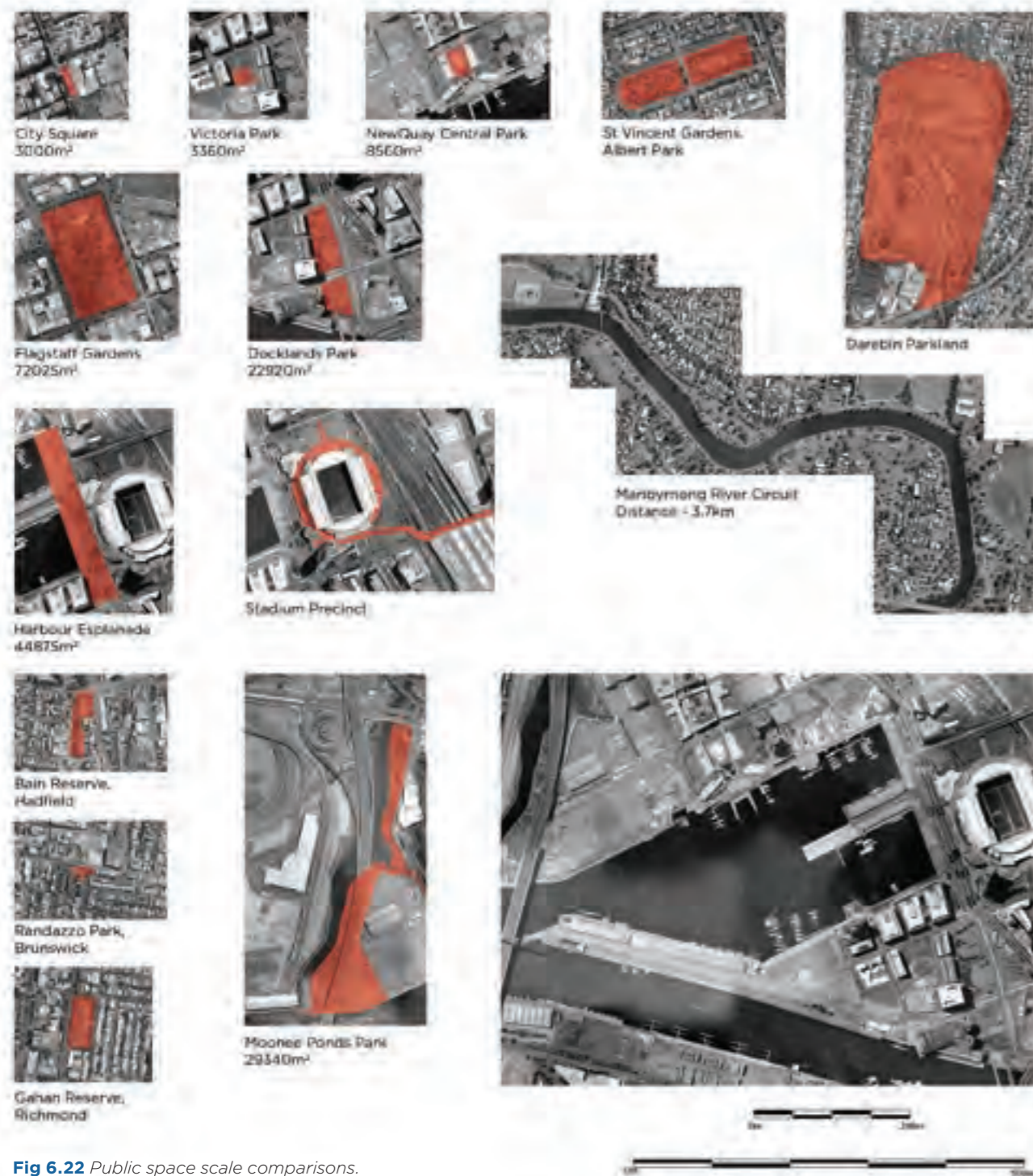


Fig 6.22 Public space scale comparisons.

Views

Docklands offers many unique views, including water, city and port views. Some of these are enabled by the expansive open water bodies in the foreground.

Docklands provides multiple vantage points to experience panoramic views to the central city, the Port of Melbourne, Victoria Harbour, the Bolte Bridge and more. The views from Docklands provide an important understanding of the evolving urban landscape. These views can be powerful navigation markers and contribute to our sense of place.

The Melbourne Planning Scheme encourages maximising vistas to the water and the city skyline, particularly from key pedestrian spaces.

- Water view
- City view
- Port view

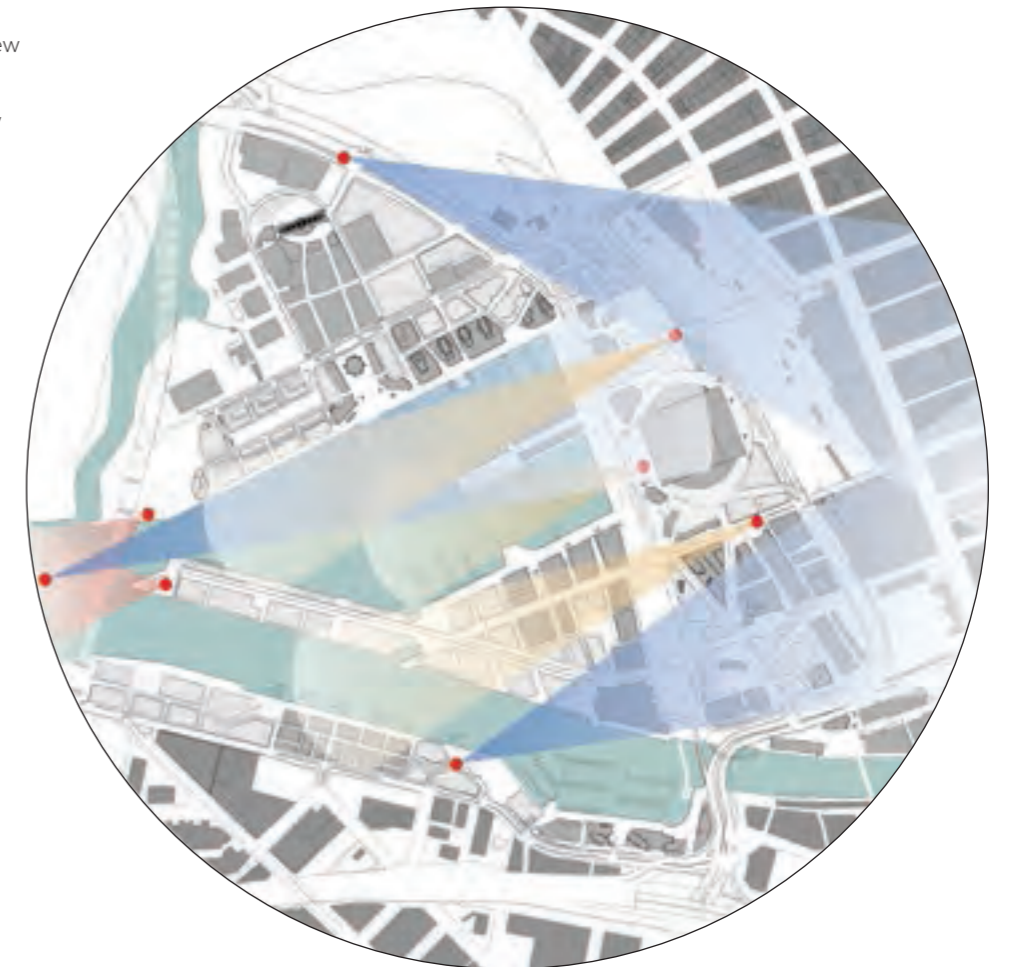


Fig 6.23 City, water and port views, 2012.

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Landmarks

Landmarks, such as the control tower in Victoria Harbour and Queen's Warehouse contribute to the sense of place in Docklands. Dominant structures such as the Bolte Bridge, Stadium and Observation Wheel act as visual markers assisting wayfinding. Landmarks also create visual interest and assist in creating strong urban compositions. They define space by framing, terminating or highlighting views.

The Melbourne Planning Scheme encourages the placement of landmark buildings and spaces at significant sites, junctions, gateways and key destinations as identified in Map 1 in the 'Urban Design within Docklands' section of the scheme.







-  Large structure
-  Potential landmark
-  Landmark
-  Towers as landmark
-  Key viewlines
-  Vantage point



Fig 6.24 Landmarks, large structures, towers and vantage points, 2011.

Wayfinding and signage

The new Docklands public realm signage system is designed to integrate with the central city signage system.

The system includes signs for circulation, mapping, identification, public facility information street names and boat navigation. Reference should be made to the *Docklands Design and Construction Standards for Public Infrastructure Works* (City of Melbourne, 2012).

The revised approach to signage system will bring greater integration and a unified visual language across Melbourne, including Docklands.

Priority should be given to improve signage in areas identified as difficult for pedestrian orientation. For example, the Bourke Street and Spencer Street intersection and journey to Harbour Esplanade is difficult to navigate for first-time visitors.

Public art, heritage elements and special architecture also assist wayfinding by providing landmarks in the public domain.

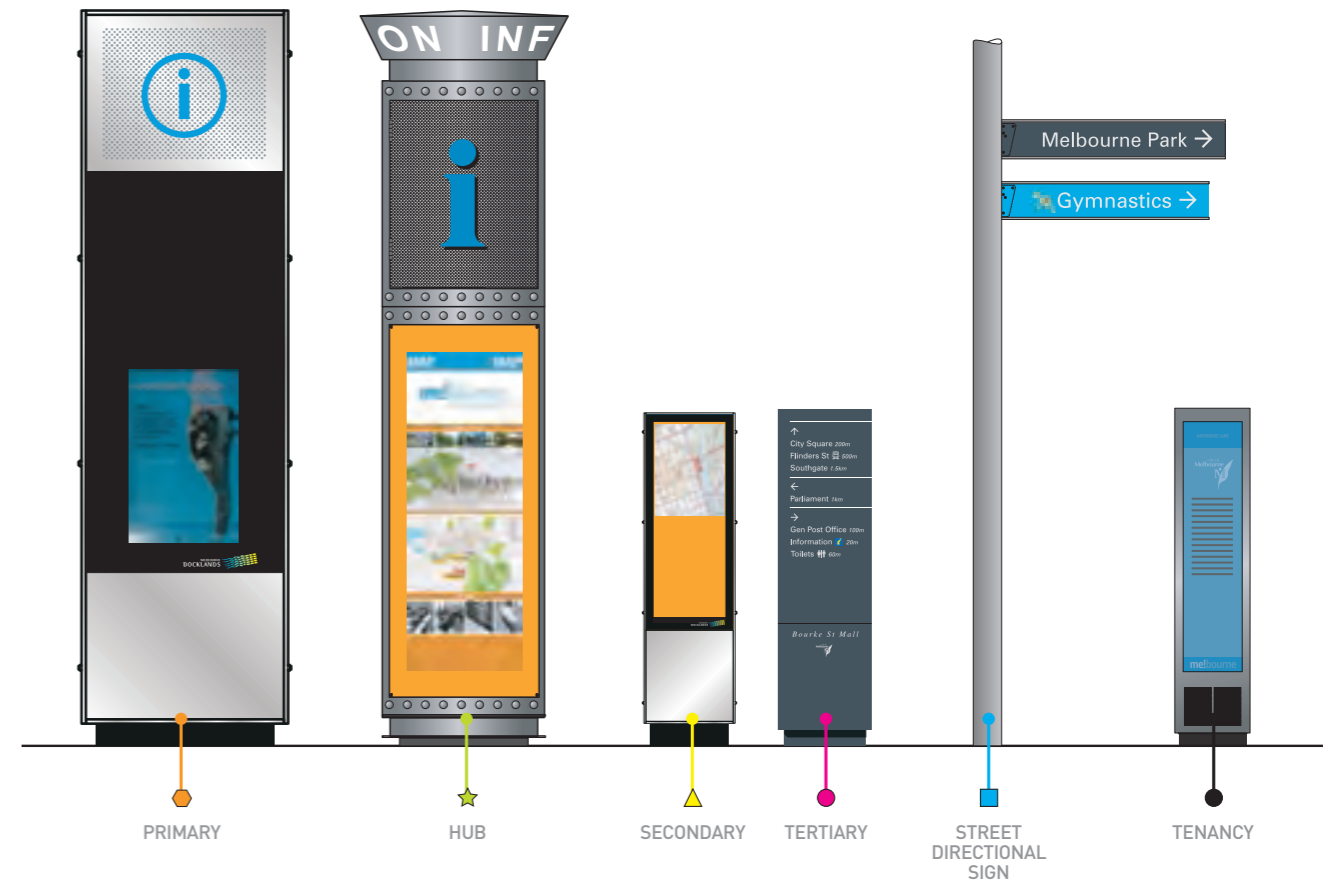


Fig 6.25 Proposed unified signage palette for Melbourne, including Docklands, 2012.