



Docklands Waterways Strategic Plan 2009-2018





Contents

| | | | |
|-------------------------------------|----|------------------------------------|----|
| INTRODUCTION | 2 | GENERAL RECOMMENDATIONS | 11 |
| VISION | 3 | Water traffic | 11 |
| Definitions | 3 | Berths | 11 |
| CONTEXT | 4 | Public Activities | 12 |
| Development and Policy Context | 4 | Land Transport | 12 |
| Waterways Management | 4 | Facilities and Services | 13 |
| ISSUES AND OPPORTUNITIES | 5 | Planning and Management | 13 |
| Water Access | 5 | DOCKLANDS DEVELOPMENT PRECINCTS | 13 |
| Water Transport Services | 5 | PRECINCT RECOMMENDATIONS | 14 |
| Berthing | 5 | Victoria Harbour | 14 |
| On-shore Facilities and Access | 6 | NewQuay | 15 |
| Events | 6 | Waterfront City | 15 |
| Amenity and Atmosphere | 6 | Yarras Edge | 15 |
| Planning and Investment | 6 | DOCKLANDS WATERWAYS STRATEGIC PLAN | 17 |
| Operations and Management | 6 | 2009 - 2018 | |
| OPTIONS ASSESSMENT | 7 | | |
| Commuter Ferry and Shuttle Services | 7 | | |
| Berthing | 8 | | |
| On-Shore Facilities | 10 | | |

Introduction



The transformation of Melbourne Docklands has begun to create one of the world's great urban domains. When completed, the development will deliver another seven kilometres of waterfront for our city. Docklands is where Melbourne meets the water.

One of the vital concerns in this immense project is to ensure an outstanding quality in the development and management of Docklands' waterways and waterfront spaces, appropriate facilities to support diverse uses, and equity and ease of access for all Melburnians.

This Docklands Waterways Strategic Plan aims to ensure that those benefits are fully realised.

The Plan has been prepared through a process including:

- Participation in the project by the three key public agencies responsible for managing the Docklands waterways – VicUrban, Parks Victoria and the City of Melbourne – to ensure a coordinated approach in formulating the plan as well as in its implementation
- Community and stakeholder consultation to ensure the views of all parties were considered and a shared understanding of needs has been determined
- Assessment of current demands for facilities, research into design and planning standards, and a review of industry trends to ensure that planning is responsive and forward-looking

This Plan also entails a review of, and supersedes, the 2001 Docklands Water Plan and Melbourne Docklands Active Boating Draft Strategy 2005.

The full Consultant's Report (by Stratcorp Consulting, 2009), which provides detailed documentation of this process and its findings is available on request. This document, the Strategic Plan itself, sets out the vision, aims and recommendations based on that study with a brief summary of major issues and opportunities.

Vision

Docklands is an integrated working harbour that is accessible to Melbourne and its visitors, with commercial and leisure boating opportunities and a vibrant and active events space.

The vision for the Docklands waterways builds on the following four themes:

- Integrated – water and land, tourism, services, environment including adjoining land uses
- Accessible – public ownership and use, destination, community boating hub, affordable
- Active – colour, movement, ebbs and flows, attractive, diverse, events, working harbour
- Position – international standard, remarkable, world class

To support this vision, the priorities are to:

- Support the development of new water transport
- Increase the frequency and diversity of water-based public activity
- Maximise the use and viability of facilities by delivering flexible multi-purpose assets that are designed and operated utilising best practice principles
- Increase awareness of Docklands waterways, and repeat visits by Melburnians and other visitors

Definitions

Types of Vessels and Water Traffic

Commercial Vessel: A vessel used for commercial activities such as restaurant boats, charters, cruises

Commuter Ferry: A passenger vessel operating as a regular service that carries large numbers of people

Water Shuttle: A passenger vessel operating as a regular service that carries small numbers of people

Water Taxi: A passenger vessel conveying small numbers of people on an ad hoc basis

Charter Boat: A passenger vessel available for lease or hire by groups for their exclusive use

Recreational Boating: Use of vessels for sport or recreation

Leisure Boat: A vessel attracted to the location as a cruising destination

Superyacht: A very large privately owned yacht that is professionally crewed

Berth Types

Private Berth: A berth owned or leased on a long term basis and available for use only by the owner / lessee. Where associated with nearby dwellings, these are referred to as residential berths

Commercial Berth: A berth supporting boat operations run as a commercial enterprise, which may be managed as:

- A permanent berth, licensed for the exclusive use of one operator
- A scheduled berth, available for use by more than one operator, generally used for loading and unloading passengers, with access arranged through advance bookings

Public Berth: A berth for leisure or other personal boating use rather than commercial operations. Public berths may be managed as:

- Short stay berths or
- Overnight berths

Context

Development and policy context

The redevelopment of Docklands is managed on behalf of the State Government by VicUrban. Development agreements for major precincts that cover most of Docklands are now set in place, but are only partly implemented. Working within this framework, developers submit detailed plans for staged works to VicUrban, who in turn refer proposals to the Minister for Planning for approval. This process allows some flexibility in the resolution of current plans, but variations require complex negotiations over design standards, finance and many other factors.

The implementation of waterfront improvements is tied to this staged process.

About one third of Docklands is now developed, and the area falling under VicUrban's authority is diminishing as development proceeds. State Government legislation guides the gradual transfer of responsibilities from VicUrban as a development agency to the City of Melbourne as the local government authority.

The land and waterways in Docklands have their own special zoning ('Docklands Zone') under the Melbourne Planning Scheme. A Heritage Overlay (HO 915) also applies to Victoria Harbour, and the whole of its perimeter wharves and central pier including bollards, fittings and railway tracks are given further protection by its listing on the Victorian Heritage Register.

Victorian Government policy, in particular Melbourne 2030 and the Boating Coastal Action Plan for the Central Coastal Region, supports the provision of better recreational and commercial boating facilities at Docklands, as well as recognising the desirability of enhancing Docklands' appeal as a cruising destination.

A number of other policies guide development, use and management of Docklands waterways:

- Delivering for Docklands 2007-2010 (City of Melbourne)
- Docklands 2020 Project Review 2007 (VicUrban)
- Maribyrnong and Yarra Rivers Draft Water and Land Access Plan (Parks Victoria)
- Melbourne Docklands Water Plan 2001 (VicUrban)
- Melbourne Docklands Active Boating Draft Strategy 2005 (VicUrban)

Waterways management

Management of Docklands waterways occurs under a three-way agreement between VicUrban, the City of Melbourne and Parks Victoria.

VicUrban is responsible for coordinating the overall development of Docklands including the administration of precinct development agreements with private developers, and the direct provision of some infrastructure through public works projects.

The City is now responsible for place management and municipal services in Docklands. This involves management of the Melbourne Docklands Marine office, allocation and licensing of moorings and berths for commercial vessels, management of the Waterfront City and Yarra's Edge marinas, Committee of Management responsibility for Victoria Harbour and the Yarra River, general maintenance and day to day operations of the waterways.

Parks Victoria is responsible for the management of recreation, leisure, tourism and water transport for all waterways within the metropolitan area, including Victoria Harbour, the Maribyrnong River and Yarra River.

Four additional agencies and organisations also have a role with respect to Docklands waterways: the Department of Planning and Community Development, Environmental Protection Agency, Marine Safety Victoria and Port of Melbourne Corporation.

Docklands location



Issues and Opportunities

This section provides a summary of issues and opportunities highlighted by the stakeholder and community consultation process.

Water access

A trip between Docklands and Hobsons Bay takes thirty minutes due to current speed limits on the Yarra. Large ships turning in the swing basin at Swanson Dock can delay other vessels traversing port waters for up to twenty minutes. It is likely there will be an increasing level of control over port waters in the future as shipping movements increase.

Other factors contribute to congestion and conflict on the water. Rowing sculls traverse port waters between the Yarra and Maribyrnong Rivers. Increased activity on the water will affect existing water activities. Careful coordination of events and maintenance of transit lanes will be increasingly important.

The proposed Webb Dock Rail Link is the subject of a separate impact assessment and approval process. Two options are being considered for the Yarra River crossing: a tunnel and opening bridge. Modelling to predict the effect of a bridge on boating has been undertaken and indicates that, at the most, closure of the bridge would require 84 boats to queue per day by 2030. This equates to delays to about 3% of the expected future boat movements in Docklands. Assessments have not considered impacts of potential ferry operations or increased shipping movements.

Water transport services

The time required to traverse the port area is one of the inhibitors to a ferry service in Docklands.

A seasonal (spring/summer) water shuttle has operated in Docklands but the service was suspended in 2008 because the level of subsidisation required from Parks Victoria, VicUrban, the City of Melbourne and developers was disproportionate to returns. Re-establishing a shuttle service is supported by many stakeholders but requires a review of public and private funding arrangements. While the demand will increase as more residents and workers move to the area, it is expected that tourism will be the major driver of demand and commuter services alone would not be commercially viable.

Provision is made for two water shuttle stops along the north bank of Victoria Harbour: at NewQuay and Waterfront City. A third is proposed on the north bank of the river west end and a fourth at the Marine Precinct on the south bank of the Yarra River.



Berthing

So far 319 marina berths have been built. Subject to market demand at least 170 more are proposed in existing schemes. Developers are committed to provide one public berth for every six private berths as they are built.

Commercial cruise and charter boat operators want permanent berths for their vessels, exclusive-use berths for loading, unloading and provisioning, and access at various points around Docklands. A total of about 600 lineal metres berthing is required to accommodate current operators. Commercial berths are now available at Central Pier and in other locations in Victoria Harbour. A few are available for barges on the north bank of the Yarra and one at Water Plaza. Lend Lease proposes to develop another 350m of commercial berthing along Collins Street Wharf and 60m to the west of Water Plaza, and MAB proposes 110m for dinner cruise ferries at NewQuay west.

Yacht groups indicate that use of Docklands by cruising groups is now limited by an inadequate number of short stay public berths. There are now about 69, and assuming all proposed berths are developed this will increase to at least 96. These are dispersed across Docklands at each of the marinas, and because of this cruising groups may not be able to berth together at the same marina; the most available at one place is at Waterfront City Marina.

The dry stack facility at Pier 35 is fully occupied and demand for additional dry stack facilities is expected to be high.

Victoria Harbour's wharves present challenges, as these high structures built for cargo handling ill-suit current activities and create safety issues in gaining access onto some boats.

There is a lack of boat ramps in the Yarra, and the closest public ramp is opposite Newport power station. There are limited slipping facilities in Victoria suitable for large vessels. Most commercial vessels that use Docklands can be accommodated at Queenscliff Harbour but two of the larger vessels must travel to Portland or Launceston for servicing.

On-shore facilities and access

There is a very high level of demand for on-shore facilities including offices, refuelling, servicing, storage, wash-down, pump-out, bait shops, chandlery etc., which is currently unmet in Docklands.

Existing infrastructure supporting tourism and visitors is limited. There is no sheltered waiting area for passengers of commercial vessels. There is little directional or interpretive signage, and a lack of public toilets.

There are few available areas where buses can pick up and drop off passengers near a berth for passenger vessels, and no bus zones are designated at present. Access to car parks is limited and they are long distances from berths and charter services. Vehicle access to commercial boats would ease provisioning, maintenance and refuelling.

Events

Docklands is convenient to Southern Cross Station and other transport services, Docklands Stadium, the Exhibition and Convention Centre, Crown casino, Southgate and Federation Square. This link with major public activity nodes supports the use of Docklands' waterways as a setting for events, and is one of their strengths in relation to other Victorian waterways.

Victoria Harbour provides a fine venue for water-based events (e.g. boat shows, fireworks) because of its relatively calm water and the amphitheatre-like space created by the surrounding promenades. An area within the harbour is now reserved for events, and Waterfront City Marina disallows permanent berthing so as to maintain flexibility in use.

Use of Docklands for events is likely to grow as residents and office workers move into the area and as more people become aware of its potential. A diverse events program will attract more people which in turn will make Docklands a more vibrant precinct. Careful planning and management is crucial to avoid conflicts between events and other water uses.

Amenity and atmosphere

Although most people understand it is still a developing area, Docklands is criticised as being soulless. Greater activation and enhancement is wanted, and it is particularly desirable to maintain an authentic sense of a working waterfront. Successful waterfront developments in cities like Vancouver, Toronto and Cape Town are on working harbours animated by ferries and commercial shipping. Many also have tourism programs linked to their maritime heritage, while large areas of some harbours are available for sport and recreation.

However, there is a risk that expectations for access and activity on the water could be stymied if increased private boat ownership leads to Docklands becoming little more than a boat storage facility for residents.

There is also potential for conflict between increased use and residential amenity. Buffer zones will be required between housing and busy commercial boating areas as well as other working port facilities.

There is no single focal point for water arrivals at Victoria Harbour. Central Pier offers an obvious site for an iconic facility but there is no agreed concept of what that should be.

Water quality is poor. Better management of stormwater, bilge and waste discharge is desirable and education programs may be of value.

Planning and investment

Existing commercial development agreements set the parameters for what can be achieved, and when, for most new infrastructure development in Docklands, although there is some flexibility within these. Very few sites are available for public development initiatives outside of these agreements.

The service quality from some charter operators is poor and there has been a lack of investment in their boats. However, berth leases are costly and the charter season is short, so the industry generates limited returns. Operators will not invest in improvements with current short term leases. If berths were let on a long term basis it would provide some security of tenure for operators to grow and enhance their business.

Centralising the charter vessel industry in one location in Docklands could also help leverage improved services and infrastructure.

The staged implementation of development for the major precincts allows for some interim uses, but these need to be managed carefully. The lack of certainty in implementation timeframes (which are affected by variable market pressures) and the need to shift uses around as development occurs are among the major reasons why short term leases are now common for Docklands berths.

Operations and management

There is no central point for coordinating waterways traffic management. Operators deal with seven different authorities. The Water Police are located at Williamstown, Parks Victoria vessels at Burnley, a Fisheries vessel at Mornington and Customs vessels at Docklands. The Metropolitan Fire Brigade plans to purchase a 12m vessel and will also require secure parking for a fire truck.

Regulatory vessels need to be located near the demand for their services. Docklands provides a central location from which to administer programmes, although the time it takes to traverse port waters to reach the Bay from Docklands is a disadvantage for some services.

Options Assessment

This section summarises the key options recommended for future development of boating facilities at Docklands, as identified through demand assessment, consultation, and a review of industry trends.



Commuter ferry and shuttle services

Support the provision of ferry and water shuttle services within Docklands and linking Docklands to the CBD and other points around Port Phillip Bay.

| Financial Outcomes | Social/Leisure Outcomes | Environmental Outcomes | Need/Justification/Issue | Recommendation |
|--|---|---|---|--|
| <p>Ferry service likely to require significant initial Government subsidies.</p> <p>Creation of jobs through operating services and maintaining the fleet.</p> <p>Previous water shuttle service was heavily subsidised by Parks Victoria, City of Melbourne, VicUrban and developers.</p> <p>Would draw visitors to Docklands which in turn would provide increased exposure for existing businesses.</p> | <p>Would assist in activating Victoria Harbour.</p> <p>Services may have the potential to be linked into existing public transport fees and time tables.</p> <p>Could be developed as a park and ride initiative for patrons attending Docklands Stadium.</p> | <p>Comparatively minimal built form and likely to require minimal dredging.</p> <p>Would reduce the impact of private use of cars which in turn may lead to a reduction in emissions.</p> | <p>There are currently a number of proponents for ferry services on Port Phillip Bay (i.e. Wyndham Harbour, Portarlinton).</p> <p>The peak demand for a water shuttle service is, and is likely to remain, limited to the summer. An all year service may over-cater for current demand.</p> <p>Increasing fuel costs will have a significant impact on operating costs.</p> <p>Provision of increased public transport services is consistent with broader planning principles (i.e. Melbourne 2030).</p> <p>Aligned with City of Melbourne's Delivering for Docklands aim to support new water transport.</p> | <p>A detailed feasibility study should assess the viability of ferry and water shuttle services.</p> <p>Continue to make provision for future ferry services by ensuring transit lanes and fairways are reserved and an adequate development footprint is allowed for on-shore facilities. Benchmarking against other ferry services indicates that a land area of about 800m² is required.</p> |



Berthing

Short Stay Public Berths

Continue to provide short stay public berths at various locations to support recreational and leisure boating in Docklands.

| Financial Outcomes | Social/Leisure Outcomes | Environmental Outcomes | Need/Justification/Issue | Recommendation |
|--|--|---|---|---|
| <p>Would draw visitors to Docklands which in turn would provide increased exposure for local businesses.</p> <p>Nil public capital cost as facilities are provided by the developers.</p> <p>Comparatively small ongoing management and maintenance costs.</p> | <p>Enhances the activation of the Docklands waterways by catering for boating enthusiasts.</p> <p>Increased public benefit through the provision of more public infrastructure.</p> <p>Provides opportunities for boating enthusiasts to cruise to a destination and stay.</p> | <p>Small increase in built form on water however this is offset by the active use of the waterways.</p> | <p>Consistent with Parks Victoria and Central Coastal Board aims to provide destinations around Port Phillip Bay.</p> <p>Consistent with City of Melbourne and Tourism Victoria initiatives.</p> <p>Based on existing and planned facilities, when Docklands is built out there will be 96+ public berths available.</p> <p>Fit with City of Melbourne Delivering for Docklands aim to increase tourism and repeat visits to Docklands.</p> | <p>Continue the existing rate of providing at least one public berth for every six private berths. VicUrban to ensure compliance with this standard through management of development agreements.</p> <p>City of Melbourne to ensure public short stay berths and drop off and pick up space is provided at all marinas.</p> <p>A review of future demand for berths should be undertaken following a final decision on a preferred option for the Webb Dock rail link.</p> |

Berths for Regulatory Agencies

Create a Waterways Regulatory Centre that consolidates all relevant government services at a single location, with berths for use by the concerned agencies. This should assist in the sharing of resources as well as helping to coordinate dealings with the public.

| Financial Outcomes | Social/Leisure Outcomes | Environmental Outcomes | Need/Justification/Issue | Recommendation |
|---|--|---|--|---|
| <p>Nil public cost as facilities are provided by the developers.</p> <p>It is unlikely that regulatory agencies will pay berthing fees as the services they provide are for public benefit.</p> | <p>Increased public benefit through the provision of more public infrastructure.</p> <p>Increased capacity to respond to emergency management situations.</p> <p>Potential for these vessels to attract visitors to Docklands.</p> | <p>Potential for reduced fuel consumption with vessels located closer to call out location.</p> | <p>Parks Victoria and Metropolitan Fire Brigade (MFB) are seeking to berth some of their vessels at Docklands.</p> | <p>Make provision of 54m for berths for Parks Victoria and MFB along the Yarra's north bank.</p> <p>The payment of berthing fees will need to be negotiated with the appropriate developer.</p> |



Berths for Restaurant, Charter and Cruise Boats

Provide secure long term berthing for commercial charter, cruise and restaurant boats, ideally with most berths consolidated very few locations where they can be supported efficiently by on-shore facilities.

| Financial Outcomes | Social/Leisure Outcomes | Environmental Outcomes | Need/Justification/Issue | Recommendation |
|---|---|---|---|--|
| <p>Increased revenue from berth lessees.</p> <p>Nil public cost as facilities are provided by the developers.</p> <p>Opportunity for the industry to have certainty for the future.</p> | <p>Enhances the activation of Docklands waterways and is consistent with a working harbour policy.</p> <p>Draw visitors wishing to use commercial services.</p> <p>Opportunity to use longer term berths to encourage operators to improve their service offer.</p> | <p>Consolidation of berths for commercial operators will improve the aesthetics of the Yarra River.</p> | <p>Addresses commercial operators concerns that they do not have enough berth spaces.</p> <p>Opportunity to provide longer term berths for commercial operators which in turn will provide them an opportunity to invest in their business.</p> | <p>Provide a total of 600m of commercial berth space on the north bank of the Yarra and within Victoria Harbour.</p> |



On-shore facilities

Marine Precinct

Develop a small marine precinct that includes dry boat storage, straddle lift, refuelling and service facilities. This should also allow for limited car spaces to enable loading of provisions onto boats, but with most parking off-site.

| Financial Outcomes | Social/Leisure Outcomes | Environmental Outcomes | Need/Justification/Issue | Recommendation |
|--|---|---|---|---|
| <p>Development of a small marine precinct is consistent with State Government aims of attracting investment in maritime industry.</p> <p>Potential to create jobs and training services through developing a maintenance industry.</p> | <p>Enhances the activation of Docklands waterways and is consistent with a working harbour policy.</p> <p>Potential this precinct will attract boating enthusiasts (to have their vessels serviced and refuelled) and draw visitors to Docklands.</p> | <p>Opportunity to incorporate Ecological Sustainable Development initiatives in new development.</p> <p>Consolidation of built form.</p> <p>New facility can be designed to meet EPA standards for waste management and hazards and spills.</p> | <p>When Docklands is built out there will be approximately 420+ berths for boat owners. In 2005 it was estimated direct expenditure on boating equated to \$8,600 per boat per annum in Victoria. Therefore expenditure on boats in Docklands would approximate \$3.6M per annum.</p> | <p>Negotiate with MIRVAC for the development of a marine precinct on the south side of the Yarra River adjacent to or under the Bolte Bridge.</p> |

Back of House Facilities for Commercial Operators

Provide back of house (stores, pump out facilities, storage, etc.) and front of house facilities (customer service, ticketing, etc.) at key locations to service commercial charter and cruise boat operators.

| Financial Outcomes | Social/Leisure Outcomes | Environmental Outcomes | Need/Justification/Issue | Recommendation |
|---|---|--|--|---|
| <p>Increased revenue from berth lessees.</p> <p>Nil public cost as facilities are provided by the developers.</p> <p>Opportunity for the industry to have certainty for the future.</p> | <p>Enhances the activation of Docklands waterways and is consistent with a working harbour policy.</p> <p>Opportunity to use back of house facilities as a mechanism to encourage operators to improve their service offer.</p> | <p>Consolidation of back of house facilities will reduce built form.</p> <p>Implementation of best practice facilities to ensure compliance with environmental objectives.</p> | <p>Addresses commercial operators concerns regarding the lack of back of house facilities.</p> | <p>Provide back of house facilities for commercial operators on the north bank of the Yarra and in the proposed Marine Precinct.</p> <p>Based on an estimated allowance of 60m² per commercial operator (approx. 17) an area of 1,020m² will be required for storage, administration and ticketing.</p> |

General Recommendations

This section sets out recommendations relating to water and land-based activities that apply throughout Docklands. Recommendations pertaining to particular locations are set out on a precinct-by-precinct basis in the subsequent section.

Water traffic

Commuter Ferry Services

Undertake a detailed feasibility study to assess the viability of a passenger commuter ferry service.

Pending the outcome of the feasibility study, work with Government to attract a commuter ferry service that links Docklands to key locations around Port Phillip Bay.

Maintain priority fairway, berthing and on-shore access to facilitate future large scale commuter ferry services.

Shuttle Services

Determine the ongoing viability of a shuttle that links Docklands to the central business district.

Maintain and enforce priority fairway and berthing access to facilitate shuttle services.

Ensure on-shore facilities cater for the needs of shuttle patrons.

Commercial Vessels

Develop long term tenure arrangements for a sustainable number of commercial vessels at allocated locations.

Examine opportunities to streamline interactions of commercially registered vessels with waterways authorities.

Facilitate expansion of the commercial tourism passenger market by creating a best practice commercial vessel precinct.

Locate the commercial tourism site in a non-residential precinct to minimise detrimental impacts on residents.

Ensure the appropriate mix of commercial tourism product to cater for future demand.

Provide permanent berthing for commercial vessels at Waterfront City until such time as demand by commercial vessels for scheduled berthing outweighs supply.

Berths

Public Berths

Retain the marina at Waterfront City as a public marina to support diversity of uses and maximise visits to this tourist precinct.

Maintain the provision of at least one public berth for every six private berths.

Ensure public berth allocations are able to satisfy future latent demand and are co-located at key visitor locations with appropriate on-shore facilities for boat owners.

Explore the opportunity to establish a single management body for public berths in Docklands to ensure consistency of service and to promote Docklands as a destination for boating enthusiasts.

Private Berths

Ensure that best practice principles are applied in the design and management of private berth facilities and services.

Superyachts

Undertake a feasibility study to determine the viability and appropriate management model for superyacht berthing including a permanent location for infrastructure.



Public activities

Events

Maintain the Waterfront City Marina as a public berthing marina to maximise flexibility in accommodating water based events.

Work with the organisers of signature boating and yachting events (BIA Melbourne International Boating and Lifestyle Show and Skandia Docklands Invitational) to facilitate growth for the events across Docklands, particularly in relation to providing infrastructure for water based events.

Increase the number of events based or focused on the water to activate the waterways and add vitality to the precinct.

Use a fairway system to ensure vessel access and egress at all times, particularly during events.

Ensure that any new marine infrastructure installed at locations specified is designed to allow for temporary floating infrastructure to be affixed to it.

Ensure that events comply with Parks Victoria's Two Rivers Event Management Framework.

Recreational Boating

Work with developers to ensure that a community boating hub or hubs are built in Docklands with appropriate infrastructure for launching small recreational vessels and for events activity.

Review the community boating hub location(s) following Lend Lease's review of its master plan for the Victoria Harbour Precinct and completion of the facilities and infrastructure plan, which will help to resolve the hub's location and components to be included in it.

Conduct a risk assessment and traffic study if community boating facilities are to be provided at the entrance to Victoria Harbour.

Conduct a risk assessment prior to the continuance of regular sailing programs in Victoria Harbour.

Ensure that activities of water based clubs using Docklands are safe and programmed to allow for the use of the waterways by shuttle services, events and leisure boating enthusiast.

Land transport

Land Access

Continue to promote the use of public transport for visitors travelling to Docklands.

Ensure that the locations of the proposed commercial vessel precinct, marine precinct, community boating hub and any ferry landings or other activity nodes are supported by public transport.

Ensure adequate provision for short term bus parking and pick up and drop off areas near the proposed Commercial Berthing, Waterways Regulatory Centre, and Commuter Ferry Terminal.

Design on-shore facilities for a commercial / tourist berth area to enable flexible usage (i.e. for large group bus pick up and drop off, mini-tanker access, and emergency vehicle access).

Car Parking

Assess management options to address concerns regarding access to car parking.

Provide nearby car parking for at least sixty cars to support the proposed Marine Precinct.

Facilities and services

Wayfinding and Visitor Services

Improve wayfinding for boating visitors to highlight locations of public berths.

Educate visitors about traffic management systems that apply to Docklands waterways through a comprehensive communication strategy.

Devise and implement a marketing strategy that showcases Docklands as Melbourne's most attractive boating destination and water events space.

Ensure service standards are developed, operators are trained and standards are maintained.

Provide interpretive services (i.e. environmental, heritage) that engage residents and visitors.

Public Toilets

Provide public toilets in accordance with the City of Melbourne's strategy for public toilets.

Marine Precinct

Develop a small marine precinct on the Yarra River south bank.

Encourage the establishment of a maritime boating education centre within the marine precinct.

Waterways Regulatory Centre

Provide berths for some Parks Victoria vessels now located at Burnley, and the Metropolitan Fire Brigade's proposed vessel.

Water Quality

Continue to work with the EPA and Melbourne Water to improve the water quality in Victoria Harbour and the Yarra River.

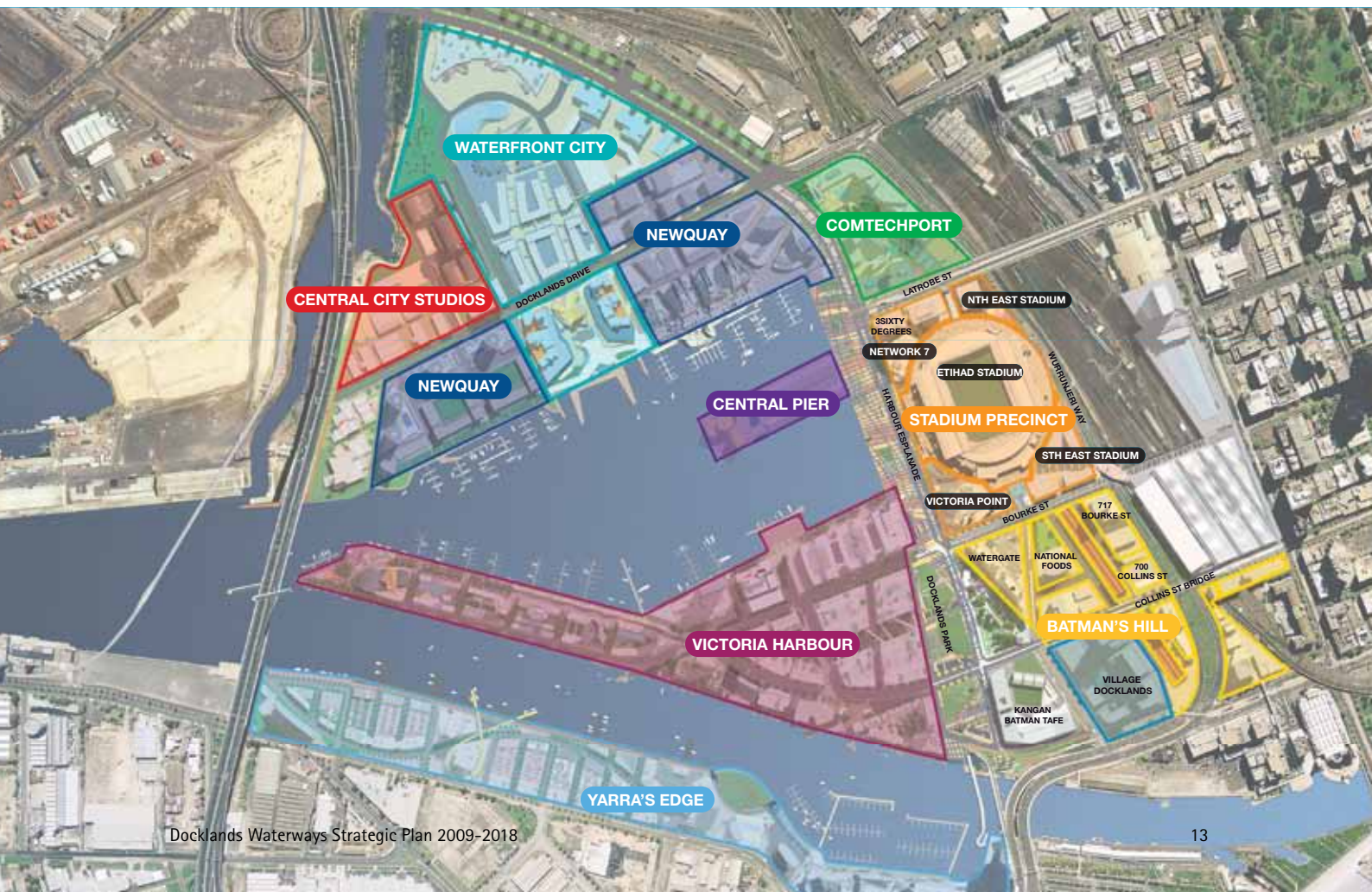
Planning and management

Undertake river traffic modelling and a risk assessment consistent with the Two Rivers Traffic Management Plan for any proposed marine developments deemed to have the potential to increase river traffic or have an effect on navigation.

Prepare interim management plans to guide the short term use of areas awaiting future redevelopment.

The Charter Boat Association seek support to approach Tourism Victoria for funding to undertake a business case and assessment of the charter boat industry in Docklands and the Yarra River. The outcomes of the study can then be used by the Association to lobby support for the industry.

Docklands Development Precincts



Precinct Recommendations

| | Recommended On-Water Uses | Recommended On-shore Uses |
|--|---|---|
| Victoria Harbour | | |
| VH1 Central Pier | <p>Developer/Agency: VicUrban</p> <p>Activity Type: Public Attractor</p> | <p>Interim location for Super Yacht berths</p> <p>Flexibility for events</p> |
| VH2 Harbour Esplanade – Victoria Harbour South Basin | <p>Developer/Agency: Lend Lease</p> <p>Activity Type: Entertainment / Event Amphitheatre</p> | <p>Light show</p> <p>Floating stage</p> <p>Display events</p> <p>Flexibility to add temporary marina infrastructure for annual boat shows and other promotions</p> |
| VH3 Water Plaza | <p>Developer/Agency: Lend Lease</p> <p>Activity Type: Transport Hub</p> | <p>Water shuttle stop</p> <p>Scheduled berths for commercial vessels</p> <p>Boat charters and cruises</p> |
| VH4 Victoria Harbour Promenade | <p>Developer/Agency: Lend Lease</p> <p>Activity Type: Residential and Public Marina</p> | <p>Commercial and residential short and long term berths</p> <p>Public berths (passenger pick-up/drop-off, short stay)</p> |
| VH5 North Wharf – West of Knuckle | <p>Developer/Agency: Lend Lease</p> <p>Activity Type: Community Boating Hub, Residential and Public Marina</p> | <p>Residential short and long term berths</p> <p>Public berths (passenger pick-up/drop-off and short stay)</p> <p>Low level pontoon to launch vessels</p> |
| VH6 Yarra North Bank – Collins Street Wharf and Collins Landing | <p>Developer/Agency: Lend Lease</p> <p>Activity Type: Commuter Ferry Terminal, Commercial Vessels and Waterways Regulatory Centre</p> | <p>Scheduled berths for commercial vessels</p> <p>Permanent berths for larger commercial / passenger / charter / vessels. Will require loading and unloading of passengers</p> <p>Authority boats (Parks Victoria, MFB)</p> <p>Water shuttle interchange stop</p> |
| | | <p>On-shore support facilities (to include back of house facilities for commercial vessel operators and regulatory vessels)</p> <p>Pump out for commercial vessels</p> <p>Passenger pick-up/drop-off, ticketing for Port Phillip commuter and tourism ferry services</p> <p>Loading and unloading of passengers</p> |

| | Recommended On-Water Uses | Recommended On-shore Uses |
|--|---|--|
| NewQuay | | |
| NQ1 Victoria Harbour North Bank – East End | | |
| Developer/Agency: MAB | Commercial and residential short and long term berths | On-shore support facilities |
| Activity Type: Residential and Public Marina | Public berths (passenger pick-up/drop-off, short stay) | Events (e.g. boat show) Boating retail and sales |
| NQ2 Victoria Harbour North Bank – West end | | |
| Developer/Agency: MAB | Commercial and residential short and long term berths | On-shore support facilities |
| Activity Type: Residential and Public Marina | Public berths (passenger pick-up/drop-off, short stay) | Events (e.g. boat show) Boating retail and sales Potential component of Community Boating Hub |
| Waterfront City | | |
| WFC Victoria Harbour North Bank – Central | | |
| Developer/Agency: ING Real Estate | Scheduled berths for commercial vessels | Events Management |
| Activity Type: Events, Tourism, Public Berthing, Public Attraction and Transport Hub | Public berths (passenger pick-up/drop-off, short stay) | Events arena |
| Retain maximum flexibility for events and scheduled berthing for commercial vessels | Water shuttle stop | Waterways Office |
| | Boat rental (crewed / bare boat) pick up / drop off | On-shore support facilities |
| | Off the boat sales | Localised amphitheatre public seating |
| | Flexibility to add temporary marina infrastructure annual boat shows and other promotions | Tourist Information |
| | | Boat charters and cruises |
| | | Boating retail and sales |
| Yarras Edge | | |
| YE1 Promenade – East End | | |
| Developer/Agency: Mirvac | Commercial and residential short and long term berths | Boating retail and sales |
| Activity Type: Residential and Public Marina | Public berths (passenger pick-up/drop-off and short stay) | On-shore support facilities |
| YE2 Promenade – West End | | |
| Developer/Agency: Mirvac | Commercial and residential short and long term berths | On-shore support facilities |
| Activity Type: Residential and Public Marina | Public berths (passenger pick-up/drop-off and short stay) | |
| YE3 Marine Precinct | | |
| Developer/Agency: Mirvac | Vessel refuelling and servicing. | Dry stack facility for boats |
| | Wet maintenance berths | Boating Education Centre |
| | Repair facility | Potential for travel lift |
| | Water shuttle stop | Offices for service providers (i.e. brokerage, upholsterer, mechanic) |
| | | On-shore support facility |
| | | Small heritage boats under restoration |



NewQuay Precinct developed by MAB

Victoria Harbour North Bank, West end
Activity Type – Residential and Public Marina

Master Plan Uses:

On water

- Commercial and residential short and long term berthing.
- Public berthing (pick up and drop off, short term).

On shore

- On shore support facilities.
- Events (e.g. boat show).
- Boating retail and sales.
- Potential component/s of Community Boating Hub.

(NQ2)

Waterfront City Precinct developed by ING Real Estate

Victoria Harbour North Bank, Central
Activity Type – Events, Tourism, Public berthing, Public Attraction and Transport Hub
 Retain maximum flexibility for events and scheduled commercial berthing.

Master Plan Uses:

On water

- Scheduled berthing for commercial vessels.
- Public berths (pick up, drop off, short term).
- Water shuttle stop.
- Boat rental (crewed / bare boat) pick up / drop off.
- Off the boat sales.
- Flexibility to add temporary marina infrastructure annual boat shows and other promotions.

On shore

- Events Management.
- Events arena.
- Waterways Office
- On shore support facilities.
- Localised amphitheatre public seating.
- Tourist Information.
- Boat charters and cruises.
- Boating retail and sales.

(WFC)

Victoria Harbour Precinct developed by Lend Lease

North Wharf, West of Knuckle
Activity Type – Community Boating Hub, Residential and Public Marina

Master Plan Uses:

On water

- Residential short and long term berthing.
- Public berthing (pick up, drop off and short term).
- Low level pontoon to launch vessels.

On shore

- On shore support facilities.
- Community Boating hub in this precinct.

(VH5)

Yarra Edge Precinct developed by Mirvac

Activity Type – Marine Precinct

Master Plan Uses:

On water

- Vessel refuelling and servicing.
- Wet maintenance berths.
- Repair facility.
- Water shuttle stop

On shore

- Dry stack facility for boats.
- Boating Education Centre.
- Potential for travel lift.
- Offices for service providers (i.e. brokerage, upholsterer, mechanic).
- On shore support facility.
- Small heritage boats under restoration.

(YE3)

Yarra Edge Precinct developed by Mirvac

Promenade, West End
Activity Type – Residential and Public Marina

Master Plan Uses:

On water

- Public berthing (pick up, drop off and short term).
- Commercial and residential short and long term berthing.

On shore

- On shore support facilities.

(YE2)

Victoria Harbour Precinct developed by Lend Lease

Victoria Harbour Promenade
Activity Type – Residential and Public Marina

Master Plan Uses:

On water

- Commercial and residential short and long term berthing.
- Public berthing (pick up, drop off, short term).

On shore

- Events arena.
- On shore support facilities.
- Boating retail and sales

(VH4)



NewQuay Precinct developed by MAB
 Victoria Harbour North Bank, East End
Activity Type – Residential and Public Marina

Master Plan Uses:
On water
 • Commercial and residential short and long term berthing.
 • Public berths (pick up, drop off, short term).

On shore
 • On shore support facilities.
 • Events (e.g. boat show).
 • Boating retail and sales.

(NQ1)

Victoria Harbour Precinct developed by VicUrban
 Central Pier
Activity Type – Public Attractor

Master Plan Uses:
On water
 • Interim location for Super Yacht berths.
 • Flexibility for events.

On shore
 • Tourist Information.

(VH1)

Victoria Harbour Precinct developed by Lend Lease
 Harbour Esplanade, Victoria Harbour, South Basin
Activity Type – Entertainment / Event Amphitheatre

Master Plan Uses:
On water
 • Light show.
 • Floating stage.
 • Display events.
 • Flexibility to add temporary marina infrastructure for annual boat shows and other promotions.

On shore
 • Amphitheatre public seating.
 • On shore support facilities.

(VH2)

Victoria Harbour Precinct developed by Lend Lease
 Water Plaza
Activity Type – Transport Hub

Master Plan Uses:
On water
 • Water shuttle stop.
 • Scheduled berthing for commercial vessels.
 • Boat charters and cruises.

On shore
 • On shore support facilities.
 • Event area.

(VH3)

Victoria Harbour Precinct developed by Lend Lease
 Yarra North Bank, Collins Street Wharf and Collins Landing
Activity Type – Commuter Ferry Terminal, Commercial Vessels and Waterways Regulatory Centre

Master Plan Uses:
On water
 • Scheduled berthing for commercial vessels.
 • Permanent berthing for larger commercial / passenger / charter / vessels. Will require loading and unloading of passengers.
 • Authority boats (Parks Victoria, MFB).
 • Water shuttle interchange stop.

On shore
 • On shore support facilities (to include back of house facilities for commercial vessel operators and regulatory vessels).
 • Pump out for commercial vessels.
 • Pick up, drop off, ticketing for Port Phillip commuter and tourism ferry services.
 • Loading and unloading of passengers.

(VH6)



Yarra Edge Precinct developed by Mirvac
 Promenade, East End
Activity Type – Residential and Public Marina

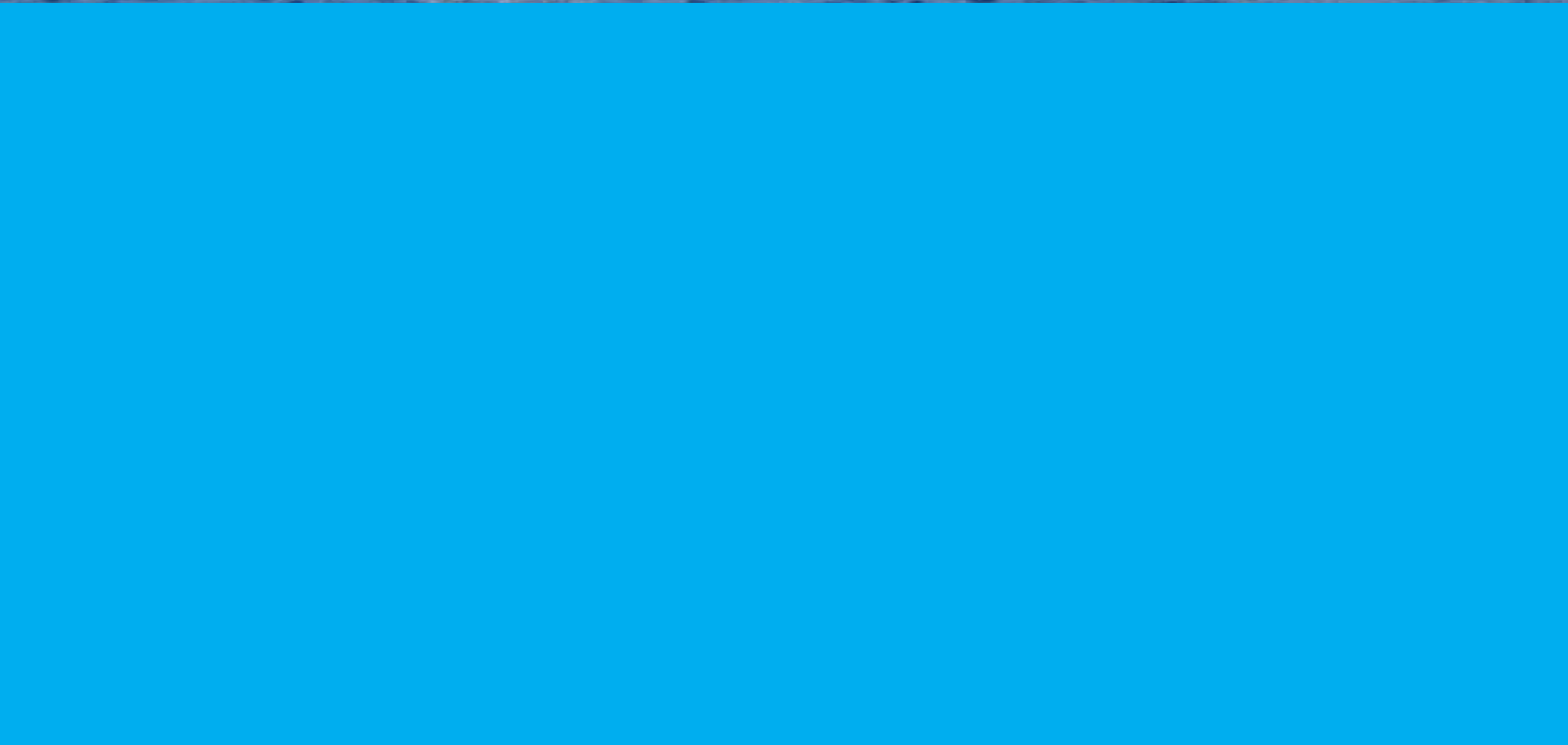
Master Plan Uses:
On water
 • Public berthing (pick up, drop off and short term).
 • Commercial and residential short and long term berthing.

On shore
 • Boating retail and sales.
 • On shore support facilities.

(YE1)

- Commuter Ferry Terminal
- Water Shuttle Stop

Plan not to scale - concept only.





Do you have a question for the
City of Melbourne? Call and speak
to us.

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