

LORIMER

PROPOSED PRECINCT CHARACTER: LORIMER

THE VISION FOR LORIMER

1. The Fishermans Bend Vision articulates a vision for each precinct. These visions describes the unique character and outcomes sought for each precinct by 2050. The vision for Lorimer is as follows:

Lorimer, together with the Yarra's Edge Precinct in Docklands, is a keystone central to Melbourne's identity as a river city.

River crossings for walking, cycling and public transport continue the legacy of connecting Melbourne – linking Fishermans Bend to Docklands, the CBD, and further afield to the renewal areas around North and West Melbourne. Water transport links Lorimer to the CBD, Docklands and the Employment Precinct.

The precinct promotes healthy and diverse lifestyle choices to the full. A green spine extends from the river, through the centre of Lorimer, and beyond to the Employment Precinct. This provides a safe, walkable connection between jobs, homes, community facilities, shopping and entertainment. It links a series of public spaces with different roles and characters, provides a recreational corridor and a significant biodiversity connection to Westgate Park. This ensures that residents and workers have well-designed places to meet and gather.

Lorimer Place is the heart of the precinct, characterised by lower scale development incorporating cafés, retail, small businesses and local start-ups.

The high frequency east-west light rail link makes it easy to access the CBD and the Employment Precinct. Sandridge can be reached by a short walk or bike ride along Ingles Street, which is now an active and landscaped boulevard with public transport access.

Lorimer Street provides increased east-west accessibility, with a focus for walking, cycling and public transport. This aspiration became reality when the dedicated freight route from Webb Dock was completed. It's just like other CBD streets with shops, offices, and great public spaces.

Smaller streets and laneways link to Lorimer Street, inviting people to explore the precinct or wander down to the river edge.

Taller buildings are located closer to the freeway. They are designed to provide a buffer to the freeway and form an attractive backdrop to the precinct.

The community facilities in Lorimer are valued, and often used by residents and workers in Docklands as well as the rest of Fishermans Bend.

Developers partner with government to provide space for community services in their buildings. Facilities such as schools, libraries and medical centres are located within commercial and residential buildings, contributing to the vibrant mixed-use nature of the precinct.

Lorimer enjoys a real sense of community. People of all backgrounds and ages find Lorimer a welcoming and convenient place to live and work.¹

OVERARCHING GUIDANCE IN THE CURRENT AND PROPOSED MUNICIPAL STRATEGIC STATEMENT

2. The proposed MSS contains strategic direction for the future use and development of Lorimer. Preferred character outcomes will be achieved through varied building typology and gradation in building height, enhancement of laneways and connections to the Yarra River, encouragement of mixed use and active frontages in the core of Lorimer and protection of public open space from overshadowing.

¹ Ibid., pp. 20 and 22.

These directions are primarily contained in clause 21.13-3 and are set out in more detail below.

3. The proposed amendments to the MSS complement the existing MSS which contains objectives relevant to Lorimer including:
 - (a) *Provide optimal living and working environments, to be energy, water and waste efficient and adapted to predicted climate change.*²
 - (b) *Ensure the design, height and bulk of development in the Urban Renewal Areas creates a high quality built form.*³
 - (c) *Ensure development in Urban Renewal Areas provides a complementary transitional scale to adjoining low scale buildings in areas where the existing built form character should be maintained.*⁴
 - (d) *Ensure occupancies in new tower buildings are well spaced and offset to provide good access to an outlook, daylight, sunlight and to minimise direct overlooking between habitable room windows.*⁵
 - (e) *Ensure that the scale, bulk and quality of new development supports a high quality public realm.*⁶
 - (f) *Ensure that development maximises solar access in public open spaces, and creates microclimatic conditions for a high level of pedestrian comfort.*⁷
 - (g) *Protect and enhance the character and function of laneways.*⁸
 - (h) *Ensure that in areas where a new built form character is sought, new residential development adds to the vitality, amenity, comfort and safety of the area.*⁹

² Clause 21.04-2 'Growth', *Melbourne Planning Scheme* (current), p.5.

³ Clause 21.06-1, 'Urban Design', *Melbourne Planning Scheme* (current), p. 4.

⁴ Ibid.

⁵ Ibid.

⁶ Ibid.

⁷ Ibid.

⁸ Ibid.

⁹ Clause 21.07-1, 'Residential development', *Melbourne Planning Scheme* (current), p. 2.

- (i) *Maintain the formality and legibility of the Yarra River corridor as a key organising element of the city structure.*¹⁰

LORIMER

4. Clause 21.13-3 contains directions for Lorimer in respect of housing, economic development, built form and heritage, transport and infrastructure. Lorimer is described as:

*The Lorimer precinct will promote a mix of residential, retail, commercial, entertainment and employment opportunities that complements the functions and built form of the Central City and Docklands. The area will provide opportunities for co-location of employment and housing, increasing productivity through decreased travel times for residents.*¹¹

5. Key outcomes for Lorimer are:
- (a) Visual and physical connection to the Yarra River from Lorimer Street through a series of new north-south laneways.
 - (b) A mix of mid and high-rise buildings with taller buildings located along the West Gate Freeway interface
 - (c) A mix of perimeter block apartments and tower developments as well as hybrid developments on larger sites.
 - (d) Building heights which protect existing and proposed open spaces from being overshadowed.
 - (e) Defined frontages with ground floor retail uses at open space interfaces.
 - (f) Commercial uses in podium or lower levels of development.
 - (g) Tower development which are:

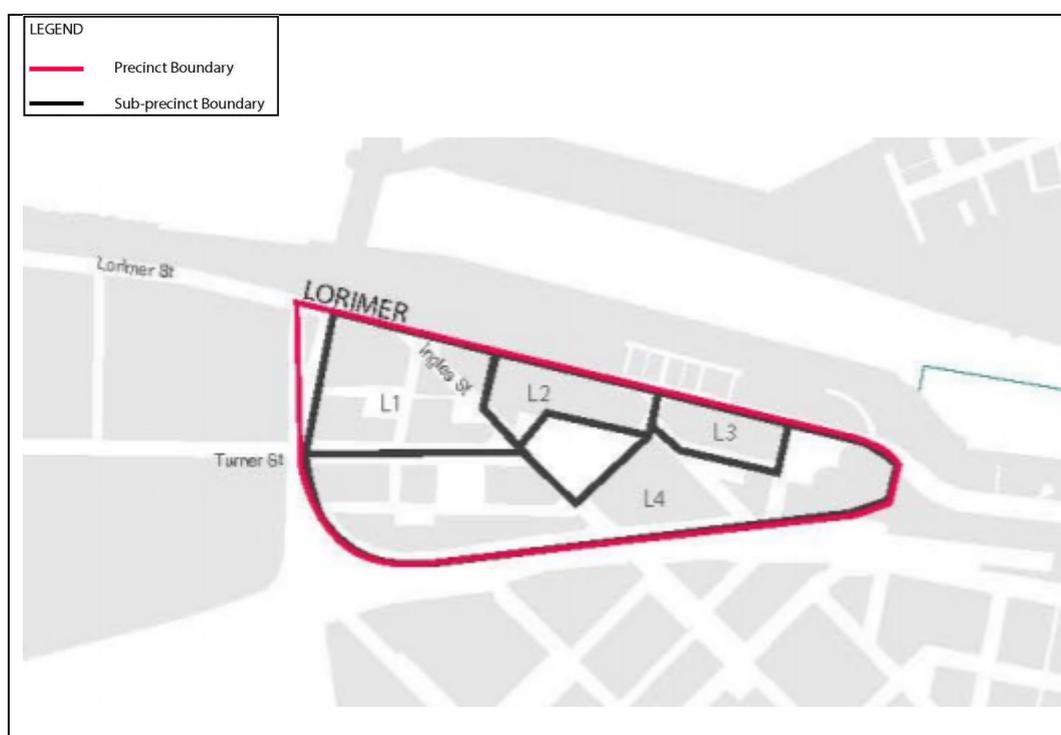
¹⁰ Clause 21.06-1, 'Urban Design', *Melbourne Planning Scheme* (current), p. 3.

¹¹ Clause 21.13-3, 'Urban Design', *Melbourne Planning Scheme* (Document 66b), p. 7.

- (i) well-spaced towers to provide for outlook and view through to the river; and
 - (ii) setback to protect amenity of streets and laneways.
- (h) Higher street walls along the freeway interface, providing a buffer from freeway traffic.¹²
- (i) The Lorimer Central Open Space located in the heart of the precinct, between Ingles and Boundary Streets.¹³

LORIMER SUB-PRECINCTS

6. Clause 21.13-3 includes a map of sub-precincts within Lorimer as follows:



7. The following outlines the preferred character elements which each sub-precinct of Lorimer. They are sourced from Table 1 in clause 21.13-3¹⁴ and the DDO.

¹² Clause 21.13-3, 'Fishermans Bend Urban Renewal Area – Lorimer: Built form and Heritage', *Melbourne Planning Scheme* (Document 66b), p. 8.

¹³ *Ibid.*, p. 9.

¹⁴ Clause 21.13-3, 'Fishermans Bend Urban Renewal Area – Lorimer', *Melbourne Planning Scheme* (Document 66b), pp. 8 and 9.

8. The precedent images illustrate elements of the preferred character, including:
 - (a) Street character – examples that demonstrate the preferred character from within the street
 - (b) Building typology – examples that demonstrate the range of building types preferred
 - (c) Adaptive reuse – examples that illustrate the adaptive reuse of existing heritage buildings
9. Where possible, examples have been used that demonstrate all criteria. This is not always possible and the demonstrated criteria is noted under each precedent image.
10. The precedent examples have been included to demonstrate character only. They are not intended to illustrate buildings that would comply with all of the proposed planning controls for the Sandridge precinct. The FARs of the precedents have not been assessed.
11. All images from Google unless otherwise noted.

Area L1

12. The preferred character elements of L1 are:
 - (a) Hybrid developments of mid-rise perimeter blocks and tower developments.
 - (b) Slender towers located to minimise overshadowing impacts on the Lorimer Parkway.
 - (c) Provision of private and communal open space with good access to sunlight to provide high levels of amenity for residents and workers.
 - (d) Activation of the Lorimer Parkway, Ingles Street and the new north-south street through a diversity of fine-grain frontages, nominally 4-8 metres wide.
 - (e) Lower street wall heights along Lorimer Parkway to maximise the amount of sunlight penetrating between tower elements to reach the southern side of the parkway.

- (f) Discretionary building heights of 42.2m (12 storeys) and 80.6m (24 storeys).

Area L1: precedent examples



Image 1: Quay Quarter Project, Sydney – Multiple Architects (building typology - hybrid development, active interfaces)¹⁵



¹⁵ <https://www.carterwilliamson.com/2015/11/darch-horse-awards/>

Image 2: Quay Quarter Project, Sydney – Multiple Architects (building typology - hybrid development, active interfaces)¹⁶



Image 3: Lachlan's Line, Macquarie Park – Bates Smart (building typology – hybrid development with well-spaced towers, communal open space)¹⁷

Area L2

13. The preferred character elements of L2 are:
- (a) Mid-rise developments with activated laneways leading to Lorimer Street and the Yarra River.
 - (b) A mixture of discretionary building heights of:
 - (i) 29.4m (8 storeys) adjacent to Lorimer Central open space;
 - (ii) 35.8m (10 storeys); and
 - (iii) 80.6m (24 storeys).

¹⁶ <https://www.carterwilliamson.com/2015/11/darch-horse-awards/>

¹⁷ <https://www.batesmart.com/bates-smart/projects/sectors/urban-renewal/lachlans-line/>

Area L2: precedent examples



Image 4: Hafencity, Hamburg – Multiple Architects (building typology, street character)¹⁸

¹⁸ <http://artelounge.net/take-hafencity-hamburg/>



Image 5 Elizabeth Street, New York – Tadao Ando (building typology, street wall diversity)¹⁹

Area L3

14. The preferred character elements of L3 are:
 - (a) Slender towers located to minimise overshadowing of the Lorimer parkway.
 - (b) Lower street wall heights along Lorimer parkway to maximise the amount of sunlight penetrating between tower elements to reach the southern side of the parkway.
 - (c) Discretionary building height of 61.4m (18 storeys).

¹⁹ <https://www.dezeen.com/2015/03/27/tadao-ando-first-new-york-building-new-images-exterior-152-elizabeth-street/>

Area L3: precedent examples



Image 6: Omnia Tower – Sydney (building typology – lower street wall height)²⁰

Area L4

15. The preferred character elements of L4 are:
 - (a) Hybrid developments of mid-rise perimeter blocks and tower developments.
 - (b) Well-spaced towers that avoid a wall-of-towers effect when viewed from the Yarra River, Lorimer Parkway, internal streets and the West Gate Freeway.

²⁰ <https://www.dezeen.com/2015/03/27/tadao-ando-first-new-york-building-new-images-exterior-152-elizabeth-street/>

- (c) Towers that create a visual landmark to the West Gate Freeway recognising that this is an important arrival point into the central city.
- (d) Location and design of towers to minimise overshadowing of parks and streets in the Sandridge precinct.
- (e) Activation of new north-south laneways and streets.
- (f) Lower street wall heights on the east and west of the new large park on Turner Street.
- (g) Elsewhere, higher street wall heights that assist in mitigating noise pollution from the West Gate Freeway into the Lorimer Precinct.
- (h) Unlimited building height.

Area L4: precedent examples



Image 6: Norwest City, Sydney – Multiple Architects (building typology – hybrid development, communal open space, mixed use)²¹

²¹ <https://theurbandevolver.com/articles/mulpha-norwest-proposes-new-mini-city-baulkham-hills>



Image 7: Norwest City, Sydney – Multiple Architects (building typology – hybrid development, communal open space, mixed use)²²



Image 8: N.01 Brisbane – Blight Raynor (building typology – slender tower, street wall height)²³

²² <https://theurbandevloper.com/articles/mulpha-norwest-proposes-new-mini-city-baulkham-hills>

²³ http://blightrayner.com.au/portfolio_page/no-1-brisbane/



Image 9: N.01 Brisbane – Blight Raynor (building typology – slender tower, street wall height)²⁴

LORIMER – DEMOGRAPHIC PROFILE

16. The *Population and Demographic Paper* ('the Paper') prepared by the Department provides data on the expected demography over each of the four CCZ precincts in 2031 and 2051.
17. In addition to raw data, the Paper provides a narrative account of the expected evolution of the population over time. In respect of Lorimer, the Study states:

The Lorimer Precinct reaches an indicative population of approximately 9,030 by 2031. Growth begins in Lorimer in the early 2020s and by mid-decade development rates lead to an additional 500 households per annum. Capacity begins to be exhausted in the early 2030s and both dwelling construction and population growth taper off (see growth chart below). By 2051, there are 5,882 households and a total of 12,000 people in the precinct. Initial development in Lorimer is expected to serve a population similar in age structure to inner city precincts such as Southbank and Docklands, i.e. small households,

²⁴ http://blightrayner.com.au/portfolio_page/no-1-brisbane/

predominantly couples without children and lone persons in smaller dwellings. Over time, a combination of factors will see the population age (the median increasing from 35 years to 40 - see summary table) and more families with children in the precinct. As the apartment market matures in future years construction of more large, family-friendly dwellings are expected. These will cater to both new residents to the area and existing residents looking to remain in the area at family formation ages and beyond. Without further construction of new dwellings in the 2040s, the influx of new (younger) population is expected to be restricted and more of the population to age in place. The indicative population chart below shows a 2031 population with relatively few children. By 2051 the processes described above have taken effect and there are increased numbers of children, plus many residents are ageing in place in Lorimer. The precinct's proximity to employment rich Melbourne CBD and Docklands ensures a greater proportion of walking, cycling and public transport than seen in areas such as Docklands currently. This greater percentage is reflected in the primary journey to work mode, and the low number of motor vehicle ownership in the precinct.²⁵

18. The Paper also observes, in respect of household composition in Lorimer, that:

Montague and Lorimer, closest to the Melbourne CBD, are expected to provide a significant proportion of dwellings suitable for families – be they two-bedroom, three-bedroom or more. As Montague is a larger precinct it accommodates more households.²⁶

19. These expectations regarding the composition of households in Lorimer and the role of Lorimer are reflected in the proposed clause 22.xx which:
- (a) Establishes a dwelling density of 255 dwellings per hectare, which strikes a midpoint between the higher densities of the core areas of

²⁵ Department of Environment, Land, Water and Planning, *Fishermans Bend: Population and Demographics*, pp. 11 - 12.

²⁶ *Ibid.*, p. 3.

Montague and Sandridge and the lower densities of their non-core areas.²⁷

- (b) Establishes a comparatively low target for the provision of three bedroom apartments at 20%. This is lower than the targets for Montague and Wirraway and equal to that for Sandridge.²⁸

EMPLOYMENT IN LORIMER

20. In terms of employment, Lorimer is not expected to support a large amount of commercial development:

The vision for Lorimer as a high density mixed use precinct with a low-rise civic centre means that an employment ratio of 0.7 jobs per household is more likely. Not unlike Docklands it is expected that large floor-plate commercial uses would be supported along transport spines, however the bulk of development is anticipated to have a residential focus and as such will have a lower than 1:1 employment ratio.²⁹

21. The 0.7 ratio projected in the Paper was based on Lorimer providing 4,000 jobs in 2051. That figure has been adjusted upwards to 6,000 in the Draft Framework, leading to a household:job ratio of approximately 1:1.³⁰
22. The target of 6,000 jobs in Lorimer is considered reasonable – in that it is achievable but not over optimistic:
- (a) According to 2016 Census data, Lorimer currently provides 2,099 jobs. This is slightly in excess of one third of all jobs expected in the precinct by 2051.
- (b) Lorimer is not expected to support a large retail offer. The Retail Report observes that one of Montague, Lorimer and Wirraway will

²⁷ Clause 22.xx, *Melbourne Planning Scheme* (Document 66d), LPP-3 p14 and Table 2.

²⁸ Ibid., LPP-3 p18 and p19.

²⁹ Department of Environment, Land, Water and Planning, *Fishermans Bend: Population and Demographics*, p. 23.

³⁰ The precise ratio is 1.02:1. see Expert Evidence of Ian Shimmin (Document 165c), p. 47, Table B.4.

provide a Sub-Regional Centre, but that it is most likely to be Montague.³¹ In this context, Lorimer is not expected to support a supermarket until approximately 2035.³²

COMMUNITY INFRASTRUCTURE IN LORIMER

23. In terms of open space,
 - (a) The principal area of green space proposed in Lorimer is Lorimer Central. The Community Infrastructure Plan describes Lorimer Central as ‘the heart of the precinct, characterized by lower scale development incorporating cafe, retail, and small businesses and local start-ups.’³³
 - (b) A network of smaller parks will be provided throughout the precinct.
2. In contrast the other precincts, Lorimer has no existing community infrastructure.³⁴ The combination of this and Lorimer’s status as one of the earlier developing precincts means that community infrastructure is delivered relatively early:
 - (a) An Education and Community Hub and a Health and Wellbeing Hubs are expected to be provided in 2022 – 2026;³⁵ and
 - (b) An Art and Cultural Hub and a Sport and Recreation Hub are expected to be delivered in 2027 – 2031.³⁶

³¹ Essential Economics, *Fishermans Bend Urban Renewal Area: Retail Assessment*, p. 38.

³² *Ibid.*, p. 45.

³³ *Id.*

³⁴ State of Victoria, *Fishermans Bend Community Infrastructure Plan*, p. 50.

³⁵ *Ibid.*, p. 52.

³⁶ *Id.*