Fishermans Bend mixed uses

If a truly mixed use areas is to be developed then the mechanisms in the Planning Scheme will need to be strengthened. The use of FAU is insufficient to produce true mixed use and these need to be embedded in the planning scheme and delivered under the FAR.
Essential ingredients for good Cities

1 Density
2 Mixed use
3 High quality public realm
4 Local Character
5 Connectivity
6 Adaptability

= Economic vitality, social cohesion and Sustainability.

Bib. Value of Urban Design – Ministry for the Environment New Zealand
public melbourne

the design and management of a city’s public realm
streets = 80%
‘If you design good streets you will design a good city’
investing in public spaces

- waterways
- built form
- street patterns
- public transport
- parks

- clear structure
- distinct character
- accessibility
- good fit with people’s intentions
- sustainability
- continuity and change
- variety versus consistency
- animation senses
- equity
FIG. 2.22
Changes in the City’s Built Form

The combined effects of lifting height controls and changes in the development procedures, from land sub-divisions to land consolidation, have led to fundamental changes in the City’s built form and activity patterns.

Small scale vertical facades and spaces have been replaced by large scale monolithic facades and large open spaces. Little streets have changed from important activity areas to simple service streets.
Height Controls Within the CAD

The height controls in the CAD originate from practical requirements of health and safety, but have more recently, through the introduction of the City of Melbourne (Central City) Interim Development Order 1982, been used to protect the amenity of various precincts within the CAD. The result is that development in the CAD is primarily controlled by two major built form controls: height controls ranging from 9-40 metres and streetscape envelope controls. The height controls vary from very specific controls designed to protect special areas, to 40 metre controls designed to protect selected local areas and whole precincts. The envelope controls are primarily used to protect historic buildings and streetscapes and are related to the heights of adjacent historic buildings.

The Council's intention is that these same controls be used to manage the built form within the new parameters of the Development Framework and its objectives. This will involve the designation of new areas to be covered by a blanket 40 metre height control and the use of new envelope and setback controls. The principle used to establish the new envelope controls will be 1:1 width to height relationship in the 30 metre streets. This will give a 30 metre envelope for a depth of 10 metres from the property boundary. This proportion has been selected in preference to the traditional 40 metre height limit so as to allow greater sun penetration into the major streets of the CAD grid. In order to retain the continuity of the street frontages within the CAD, it is also proposed that all...
Telstra case study

1985

height controls are shown in metres
yellow shading indicates tower zone
Telstra case study

1985

height controls are shown in metres
yellow shading indicates tower zone
40m height limit

streetscape envelope controls

specific height limit as marked

registered and notable buildings not within a designated streetscape envelope

govt. historic buildings not within a designated streetscape envelope
Bluestone and asphalt are traditional materials in central Melbourne. As well as historic precedent, bluestone and asphalt harmonise with each other to provide a neutral background consistent with the formality of the city's streets. Bluestone is extremely durable and gives excellent grip. Asphalt will remain as the most common footpath surface but will gradually be replaced with sawn bluestone slabs similar to those used outside the Town Hall and in the City Square. Although paving the footpaths in bluestone has a high initial cost the Council considers it is a worthwhile long-term investment.

Use this Note in conjunction with the Bluestone Paving Units Specification (see page 4 of this Technical Note).

Note prepared by: CITY PROJECTS DIVISION

Date Published: September 1995
extent of bluestone paving in 1985
extent of bluestone paving in Jan 2014
variety versus consistency
street trees since 1993
Bourke Street, view east to Parliament House in 1970 and 2017
senses
1980s
2 Sidewalk Cafes
2004
389 Sidewalk Cafes
good fit with people’s intentions
public space in 1983 accessible all hours
public space in 2004
accessible all hours
accessible business hours
pedestrian zone - lunchtimes
public space in 2011
pedestrian zone - lunchtimes
Fishermans Bend Public realm

Cities that are memorable are those where our experience of walking, stopping, resting and exploring has been a good experience. This requires:

- Generous footpaths
- Good tree canopy cover
- Active frontages delivered in a fine grain
- Intimate spaces such as lanes/ through block links
- Street cafes and trading
- Integrated art works
Essential ingredients for good Cities

1 Density
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6 Adaptability

= Economic vitality, social cohesion and Sustainability.

Bib. Value of Urban Design – Ministry for the Environment New Zealand
Likely inundation of central Melbourne with 2m and 4m sea level rises
1836
City block plan

19th century subdivision

20th century consolidation of land
PEDESTRIAN LINKS + LOCAL PLACES

Total Lanes, Arcades and Alleys
434

Average per Block
6

Total Through-block Links
179

Total with a Cluster of Street Art
17
Fishermans Bend local character

Each city or area needs to preserve its own identity to become and remain distinctive.

- Preserve as much of the past as possible
- Deliver diversity and quality
- Remain a place of production.
- A place close to the port
Essential ingredients for good Cities

1 Density
2 Mixed use
3 High quality public realm
4 Local Character
5 Connectivity
6 Adaptability

= Economic vitality, social cohesion and Sustainability.

Bib. Value of Urban Design – Ministry for the Environment New Zealand
Space syntax
Limited public transport on an isolated peninsular
Marylebone High Street in London appears at 1250 metres
Lambs Conduit Street at 250 metres
Distribution of pedestrian activity across the city centre
Total no. of pedestrians per day - middle of Stwanston Street

Source: City of Melbourne data
Growth in no. of cyclists commuting to work in municipality has increased.

In 2017 bicycles now represent close to 17% of total vehicles on roads, footpaths and parks, in the central city up from 1% in 2002 and 4% in 2006.
Fishermans Bend connectivity

Fishermans bend has poor connectivity which would need to be provided up front if the area is to succeed.

- Early delivery of public transport
- Bus network
- Adaptable parking on a precinct scale
- Requires excellent connectivity to support the very high density proposed.
Essential ingredients for good Cities

1 Density
2 Mixed use
3 High quality public realm
4 Local Character
5 Connectivity
6 Adaptability

= Economic vitality, social cohesion and Sustainability.

Bib. Value of Urban Design – Ministry for the Environment New Zealand
investing in public spaces
waterways
built form
street patterns
Queensbridge Square

BEFORE

AFTER
Southbank Boulevard

BEFORE

AFTER
‘Green street’ construction
Eades Place
Permeable Asphalt
Before – 529m²

After – 4900m² = $14m
Southbank Boulevard could be turned into the city’s largest linear park, as strips of “under performing” roads are ripped up to create more open space in the inner city.

Melbourne City Council expects to spend $25 million over three years building new gardens on land occupied by surplus roads, roundabouts and car parks.

Lord mayor Robert Doyle said this policy of turning “grey into green” could save the council millions as it would have cost more than $225 million to purchase land for the new parks.

This year, the council will begin work on a new park near North Melbourne Station, where a section of Railway Place is to be dug up. Similar changes will be carried out at Kensington Station, with plans to block off a stretch of Eastwood Street and plant it with grass and trees.

But council’s environment chair Arron Wood said the most exciting plan was for an enormous stretch of Southbank Boulevard.

“The opportunity there is going to be incredible, potentially Melbourne’s largest linear park,” he said.

It is understood the council is considering closing half of the road from St Kilda Road to Crown casino car park, resulting in a kilometre of green space.

The move is being considered because the number of vehicles using the four-lane road has fallen significantly below the road’s capacity.

Mr Wood said replacing under-used stretches of road made sense, because these recreational spaces provided the added benefit of cooling the city, capturing storm water and helping reduce flooding.

There’s no overarching move to essentially grab and shut down roads,” he said. “But smart cities are understanding that we can’t continue to have more cars.”

The council has already made it clear it wants fewer cars in the city, with policies explicitly prioritising pedestrians, cyclists and motorised riders.

Closures of sections of Flinders Lane and Dodds Street in Southbank were foreshadowed in a three-year walking plan released last year.

The council is also embarking on partial closures of sections of Flinders and Adderley streets in West Melbourne to expand an existing corner park and expansions and improvements of Lincoln, Angyle and University squares in Carlton.

Meanwhile, in its draft budget announced on Friday, the council unveiled the largest capital investment spend in the municipality’s history. The majority of the $850 million will be spent on funding the $500 million Queen Victoria Market revamp, which will include a large park to replace the outdoor car park.

There is no change to on-street parking fees this year. However, the council is set to raise in another $3 million due to a 3.6 per cent rate rise and an estimated influx of $500 new city residents.

Rate rises for the following three financial years have been forecast at 2.7 per cent, as the state government’s policy of rate capping kicks in.
Areas with increased permeability to rainwater infiltration, and stormwater collection and storage projects, completed since 1983 or currently underway.

- water storage tank

Tree planting pit captures rainwater as 'passive irrigation'

Stormwater collection and filtration system, irrigating the adjoining green space in East Melbourne
Fishermans Bend adaptability

While Fishermans bend will need to go through some process of adaptation this should not be forced on it through lack of funding for essential infrastructure.

- Plan for enough open space
- Create streets as places
- Build in sustainability
Conclusion;

1. The proposed amendment, while a step in the right direction, still gives no certainty on the final form, mixture of uses and density of Fishermans Bend.

2. If affordable housing and infrastructure is to be delivered it needs to be locked into the upfront development ie. the FAR.

3. The quality of the public realm is likely to be compromised by the MMBW’s requirement for non habitable areas at ground level and the need for these to be 3m above ground level

4. Public Transport needs to go in upfront.

5. The large blocks at Fishermans Bend lend themselves to alternative built form models such as perimeter and courtyard developments which would assist with open space requirements.