Building on the long term (3rd Decade & Beyond) transport network, the following proposed SmartRoads Road Use Hierarchy (RUH) has been developed for Fishermans Bend and the surrounding area.

This RUH map is the outcome of stakeholder workshops and is subject to approval by VicRoads and Local Councils.
17 Land requirements for surface transport

- 26-34m road reservation (replacing current traffic route on Plummer St)
- Additional 15m to the north of Fennell St (for light rail)
- Additional 5m to the north of Plummer St (for future light rail)
- Additional 8-10m to the north of Williamstown Rd (for bus priority, whilst maintaining traffic capacity)
- Additional 5m on Ingles St (for second high amenity street)
- Land acquisition for elevated light rail (+ walking & cycling) corridor
- Land acquisition for future metro station portals
- Land acquisition for access improvements to 109 light rail
- Corner site @ Bridge St / Plummer St

TRIM Ref: DOC/13/92958
18 Indicative land requirements for metro rail

Subject to further detailed studies, it is reasonable to assume that the metro extension would be constructed as a twin bore tunnel from a new underground station beneath Southern Cross passing under the Yarra and M1 into Fishermans Bend, then broadly following the Fennell / Plummer Street alignment within Fishermans Bend (see diagram below). This bored tunnel could continue for the length of the line extension. Alternatively, a “cut-and-cover” tunnelling method could be utilised using existing road reserve for construction (apart from the site near the corner of Plummer / Bridge Street). “Cut and cover” or other “near surface” construction methods are unlikely to be feasible for crossing the M1 / Yarra corridor. However, in order to minimise surface disruptions during construction is likely that tunnel boring would be the preferred method of construction for the entire length of the alignment. This would then result in the Plummer/Salmon St being deeper.

In order to protect this alignment for future construction the following measures should be considered:

a) Ensure sufficient road reserve is provided to accommodate a station cavern / box (at a depth of 50-60m) near Ingles / Fennell Streets and near Plummer / Salmon Streets, with approximate dimensions of 30m wide x 260m long x 60m deep.

b) Two 800sqm sites (to accommodate station entrances, ventilation and services) at each station at both ends. The required size of these portals is likely to be the same for both shallow or deep stations, but the relevant station access arrangements would differ. Protecting these sites would require land reservation as shown.

c) One 100sqm site for a tunnel vent and emergency egress at the end of the train turn-around facility beyond the terminus station. Protecting this vent would require land reservation as shown.

d) Acquisition of the site on the corner of Plummer and Bridge St (actual requirements to be confirmed through a more detailed alignment study).

e) Development controls on land over and along the proposed corridor to avoid infringement of the alignment and to mitigate any construction impacts such as ground movement.

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1 It is assumed that this corner location would also need to be acquired for the purposes of constructing a proposed light rail route along Fennell / Plummer Street.
19 Proposed Open Space Network (City of Port Phillip)

FISHERMANS BEND URBAN RENEWAL AREA / CoPP concept Transport and Street Hierarchy Plan (DRAFT)
Open Space Typology

Open Space Network
The open space network is made up of a series of parks that function at different scales across the network.

Destination spaces such as the central place or the wristlet link attract people from across the precinct and beyond. Neighbourhood parks are also destinations, but serve the neighbourhood – being a place for residents and works within the vicinity to visit. Local spaces are spaces that are close to home and or work that you visit more frequently, but probably for shorter periods of time.

Public realm – this space is how you move about the precinct. It connects you to home, work, to destination, recreational facilities and can be a destination within itself.

All of these scales of spaces are critical in a successful public realm as they cater for different purposes. Each space should be designed to be fit for its function. This means that diversity in type and scale is critical for liveability. This document starts the conversation on open space types that should be considered as part of the network.

Functions of open space for people
- Play
- Walking
- Dogs
- Exercise
- Sports
- Recreation
- Gathering
- Incidental social contact
- Sitting
- Contact with nature
- Habitat
- Ecology
- Solar access

Functions of open space for the city
- Biodiversity
- Ecology
- Cultural heritage
- Character
- Identity
- Events
- Art
- Protection
- Community
- Diversity
- Rain to hard
- Water Sensitive Urban Design
- Urban heat island

Guidelines
Precinct destinations
Physical connection to an activity center is essential
Excellent connectivity, being visually accessible to pedestrian and bikes and have near proximity to community facilities is necessary
Cater for multiple groups of people
Diverse user groups is desirable
Unique qualities, character or special features is essential
Accommodate changing use

Neighbourhood
Located in a prominent location within the neighbourhood
Excellent connectivity, being visually accessible to pedestrian and bikes and have near proximity to community facilities is necessary
Cater for multiple groups of people
Enable diverse activities
Unique qualities, character of special feature is essential
Accommodate changing use

Local
Develop community engagement with the space and the immediate surroundings
Space must be visually and physically accessible
Develop place based character sympathetic to the neighbourhood and the site
Accommodate changing use

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20 Draft Street Guidelines (City of Port Phillip)

Fishermans Bend Urban Renewal Area (FBURA) will thrive as one of Melbourne’s newest inner city suburbs through balancing the needs of users and ensuring that FBURA is a liveable neighbourhood. This in turn will attract continued private sector investment.

The street network around and within FBURA will have to cater for the needs of the existing and new community alongside those of people who use the area to travel through to other destinations (such as the West Gate Freeway).

The street hierarchy sets out a different hierarchy to the standard Melways classification. The hierarchy creates a clearer priority for the movement types along these streets. By providing different priorities along the streets FBURA will be able to balance the needs of users more effectively and create an environment which supports the diverse mix of families and business which the Minister’s vision set out.

The street network is a critical part of the liveability of Fishermans Bend. The streets connect people to variety of places and are in themselves destinations. The street network is envisioned as high quality public realm enhancing the character and legibility of neighbourhoods.

The streets also act as conduits for living elements including trees, vegetation and animals. They will provide critical places to collect and treat storm water, will be highly pervious and runoff will be utilised for the benefit of adjacent landscapes.

Plummer St/Fennell St and Ingles Street (Plummer St Spine)

This central spine of Plummer Street and Fennell Street is the key to unlocking the potential of FBURA and creating neighbourhoods which are liveable and comfortable. The design incorporates a mix of walking, bike riding, public transport and local traffic which helps in making this a key destination for FBURA.

The spine has a wide public realm space on the south side taking advantage of solar access. This space is conceived as a series of places that change as it link Ports Phillip Bay along key nodes and activity centres, along Murphy reserve to the urban recreation hub at the freeway interface then to onto Yarra’s Edge and to the CBD beyond.

This space will provide ample space for trees and vegetation, café, small retail, squares, integrate with tram stops and a dedicated bike path, water sensitive urban design meeting and gathering points.

Provision for bike riders making connecting trips rather than commuter cyclists is provided for along this street through the provision of a eastbound 2m segregated bike lane and a westbound raised bike lane which interacts with tram stops, similar to that experienced along Swanston Street (City of Melbourne).

This street sets out to provide for easy internal movement within FBURA. The public transport corridor located slightly on the southern side of the street provides for high capacity people movement both into/out of the CBD as well as within the FBURA. It will be greened similar to

Victoria Parade, East Melbourne and Whitehorse Road box Hill tram routes. Tramways will be constructed from highly permeable materials.

General traffic is accommodated by one traffic lane in each direction. This is sufficient to function as a collector road (carrying circa 10,000 vehicles per day) such as Alma Road St Kilda.

No parking is provided along this central corridor in order to reduce conflict with movement vehicles and bike riders. Parking for visitors will be provided in adjacent streets creating a short walk from parking to active uses and retail premises. The location and frequency of these cross streets is crucial in achieving a permeable and active edge at a scale that is walkable and breaks down the spine into a series of distinct and connected places.

Both sides of the street will have wide pavement areas to allow for alfresco activities many pedestrians, substantial tree planting and water sensitive urban design.

Williamstown Road

The need to move people and goods will continue to be the primary focus for Williamstown Road. [An individualised design response is required for this route to accommodate the needs of the existing residential community and those of the future community including its intensification of land use.]

Williamstown Road will act as the main route for through traffic accessing the West Gate Freeway from the South East (routes from Beaconsfield Parade and Graham Street) it will also be supported in its greater people movement focus with the introduction of a dedicate busway through the centre of the road. This will help in moving the large numbers of people generated by the redevelopment of FBURA.

The existing residential community on the southern side of Williamstown Road will need to be protected from the adverse impacts of major development on the northern side and this can be accommodated with careful landscaping and planting to reduce the impacts of traffic. Stormwater treatment will be incorporated into landscaped areas.

All properties on the southern side of Williamstown Road have access to off-street parking which reduces the need for parking along this road. The space of on-street parking can be converted to better outcomes in the final street design through increasing the space available for walking, bike-riding and public transport. This landscape buffer can act as a shared path route that provides boulevard tree planting matching the north side of Williamstown Road, and potentially a centre median planting a pedestrian refuge – depending on the final design. All edges can accommodate WSUD.

The north side of the road will continue to have generous pedestrian environment, creating a welcoming area for residents and being part of the Williamstown Road boulevard.

Williamstown Road will perform an important bus network role in creating a high capacity bus corridor capable of connecting the residents to FBURA to destinations in South Melbourne, Domain, South Yarra and the CBD. In order to protect bus services from traffic congestion
priority lanes will be provide in the centre of the carriageway. Bus stops will be design similar to tram super stops in order to provide level accessible boarding and to enable any future conversion to tram services with minimal changes to infrastructure.

Two general traffic lanes in each direction provide for a high capacity road network capable of moving a large volume of vehicles.

The removal of the connection of Williamstown Road to Webb Dock through the creation of a dedicated Webb Dock/West Gate Freeway link will reduce the volume of heavy vehicles using this route and thereby improve residential amenity.

The design speed of this road will continue to be 60km/h. Depending on adjacent land uses such as the potential for school sites it may be appropriate to lower the speed limit to 40km/h for some periods of the day.

**Todd Road – north of Williamstown Road**

There will be a large green buffer/link park on the west side of Todd Road as part of the Port capacity project. This open space will link the beach, recreation paths into the precinct and to West Gate Park. It will also provide a buzzer zone for residents to the Port area.

Todd Road north of Williamstown Road will provide a key link from the precinct and for through traffic onto the West Gate Freeway. The principle function of the road will be movement of people and goods.

The need to move vehicles will however need to be better balanced in the streetscape with the need for more local movements connecting the local community to the green space provided by the West Gate Park.

Segregated bike lanes will be provided to create a strong commuter connection into Williamstown Road for eastbound and westbound commuting.

Todd Road south of Williamstown Road will function as a Link Street in the hierarchy with a greater focus on pedestrian and walking and a reduced space for vehicular traffic.

The design speed of the road will be 60km/h.

**Arterial Roads**

The arterial roads indicated will be the key through traffic routes for Fishermans Bend. This will involve the evolution of the current through traffic using these roads and be added to by the traffic generated by the redevelopment of Fishermans Bend.

It is important that the arterial roads do not create a barrier for community movement as is the case with Kings Way and Queens Road. Urban design should improve the interaction with the street and try to minimise the amount of asphalt. Frequent cross roads and pedestrian crossing zones are key in enabling movement across arterial roads and in breaking down large block sizes to create a permeable network. Adequate footpath and nature strips, together with central medians will create boulevards that provide shade, scale to adjacent buildings and areas that are pleasant to be in. All edges can accommodate WSUD.

**Link Streets**

Link streets balance the needs for local movement (non-through traffic) and creating places where residents/employees and visitors which to spend time. These streets will form the backbone of the development and provide for on-street car parking for visitors.

Links streets provide the diversity, character, permeability and legibility for streets, neighbourhoods and the wider area. They are places where families live and walk and places where local shops and cafes are part of the streetscape. Adequate pavement, space for trees and WSUD infrastructure will provide the framework for these streets.

There are a number of design options for these streets and the choice of final design option will depend on the adjacent land uses.

Design speed for this road is 40km/h.

**Small Streets – Living streets**

The small streets create the fine grain network which makes our established inner urban suburbs so liveable and attractive to the people that reside there. Small streets can come in a multitude of designs and purposes and these will be defined by the surrounding land uses and thorough community participation and involvement.

The principle purpose of the small streets is to enable access to through the neighbourhood by quiet walking and bike riding routes. These streets will look and feel different, creating a legible network of places that help provide character and identity to neighbourhoods. Some of the small streets will enable access to parking complexes and internal building loading zones.

These streets will be designed to have low traffic speeds below 40km/h, it may be appropriate on some routes to lower the speed to 20km/h in order to create a safe shared space environment.

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21 Urban Structure – Lorimer and Docklands (City of Melbourne)
Proposed Street Types and Open Spaces
Lorimer Precinct, Fishermans Bend

- 30m Street
- 30m Parkway (minimum)
- 15m Green Link (minimum)
- 20m Street
- 20m Elevated Bridge (tram, cycle, pedestrian)
- 9 - 15m Little Street
- 9 - 15m Little Street (indicative location)
- 6 - 9m Lane Way (indicative location)
- Open Space
Key Proposed Public Realm Projects
Lorimer Precinct, Fishermans Bend

1. Draw Bridge to Docklands
2. Cycle Route Suspended from Blue Bridge
3. Docklands Sea Port
4. Lorimer/Fingles Local Square
5. Below-Foote Bridge Recreation Area
6. Little Street Bridge Approach
7. Lorimer Parkway
8. Rogers Street Extension Parkway
9. Cycle and Pedestrian Trail Land Bridge over Freeway
10. Civic Square
11. Local Square and Ingle Street Underpass
12. Ingle Street Bridge and Removed Little Street
13. Ped/Cycle Yanta Crossing
14. Civic Square
15. Train/Ped/Cycle Yanta Crossing
16. Lorimer Streetcape Redesign
17. Montague Gateway Redesign
18. Green Link
19. Civic Square and Below Freeway Recreation Area
20. Freeway Bridge and Square (Sandridge)
21. Metro Square (Sandridge)

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22 Lorimer Precinct proposed public realm projects (City of Melbourne)

1. Bridge to Docklands
   The draw bridge will allow a convenient link for pedestrians and cyclists (and potentially vehicles) across the opening of Victoria Harbour. This will not only link Fishermans Bend to Western Park via Sir John Coode Park, but also connect the walking loop around the Harbour. The design of the bridge will allow for easy entry and exit of watercraft into and out of the harbour.

2. Cycle Route Suspended from Bolte Bridge
   The suspended cycle route will be hung from the superstructure of the Bolte Bridge. It will link the north-south biodiversity corridor and trail that connects to the Bay beaches to the south, and to the Capital City Trail and Royal Park to the North. Its southern approach will ramp up above Lorimer Street to limit cycle and vehicle conflicts, and it will ramp down into Western Park. At its midpoint, a third ramp will land in Sir John Coode Park. Precedent: Gardiner suspended cycle route, Melbourne

3. ‘Docklands Sea Port’
   The concept of the Docklands Sea Port is founded on creating a new berth for large and tall ships to moor at a point just west of Bolte Bridge. This not only limits height issues for visiting ships requiring clearance under the Bolte Bridge, but it creates a focal point at the entrance of the Harbour, helping to bring activity and interest at this new Harbour Point, just across the river from Fishermans Bend.

4. Lorimer/ Ingles Local Square
   This square is created by the set-back of future development along Lorimer Street, just west of Ingles Street. The square helps to define a public space where Lorimer’s only two through traffic routes meet at an irregular angle. In addition, it helps with way-finding, where two little streets connect into this space prior to connecting to a new Yarra River crossing further north, while creating a local community square. Precedent: Malmö neighbourhood squares, Sweden

5. Below-Bolte Bridge Recreation Area
   This recreation area forms part of the north-south biodiversity link and cycle trail between Royal Park to the North, and the Bay to the south. While located under the bridge approach, the space is quite open and provides views of the monumental sub-structure. A variety of formal and informal activities could be planned for this space, and, where possible, substantial planting should be encouraged, which should continue south to the Freeway.

6. Little Street Bridge Approaches
   Little streets, similar in scale and function of little streets in the City Centre, will provide general north-south links providing easy and legible connections (especially for pedestrians) from across Lorimer Precinct to the river’s edge. Where these alignments link to river crossings, their location will be relatively fixed, however, in other areas they should be generally aligned to connect to the established block structure of the Yarra’s Edge development and filter southwards through the precinct. (See Little Street typical street section) Precedent: Little streets in city centre, Melbourne; New Road, Brighton UK

7. Lorimer Parkway
   The Linear Forest concept will provide a tree-focused green corridor that contributes to the larger north-south and east-west biodiversity corridors and trails linking city parks to one another and the bay. The forest will be established within the portion of Turner Street within Lorimer Precinct and will continue eastwards along a range of mostly public and private open spaces, including private streets, public streets, surface car parking and residual open spaces. The forest will provide a canopy for predominately people-focused activities below, but will also allow for local vehicles to service area shops and businesses. The design of the paving will help filter storm water as it travels north towards the river. (See Linear Forest typical street section) Precedent: Las Ramblas, Barcelona, Spain; Accordia, Cambridge UK; Poynton Streetscape UK

8. Rogers Street Extension Parkway
   This east west street will be designed predominately as a space for people, and to filter storm water travelling north to the Yarra River, similar to the linear forest. However, this street will be more local in character and fulfil important cycle link between the north-south cycle route and Collins Street in the City. The street will also have a wider central section that will contain the primary public space, which links to little streets that connect to the riverfront. In other areas, the street narrows to define its role in connecting to surrounding areas and spaces.

9. Cycle and Pedestrian Trail Land Bridge over Freeway
   This land bridge will be an important link to connect the northern and southern portions of Fishermans Bend, which are separated by the Freeway, and help create the north-south biodiversity corridor and trail. At this point, the Freeway is at grade, and is at one of its narrowest widths. With earth ramping on either side, a simple land bridge can be created to bridge the Freeway and create the link to the bay to the south. Precedent: Mile End Green Bridge, London UK

10. Civic Square
    Precedent: Mile End Green Bridge, London UK
11. Local Square and Ingles Street Underpass
A local square is created where the new east-west street meets the extension of Rogers Street, and aligned to existing property boundaries. This small square sits adjacent to a space under Ingles Street, which provides a direct link to the river without providing ramped streets up to Ingles Street, and by limiting cycle and vehicle conflict points. This underpass would be designed as a human-scaled space, with access to Ingles Street by adjacent staircases, functioning like a local version of Holborn Viaduct.
Precedent: Holborn Viaduct, London UK

12. Ingles Bridge and Ramped Little Street
The current Ingles Street bridge is narrow, accommodating one lane of traffic in each direction, and one pedestrian path. Its width needs to be increased to provide a safe street for people, cyclists, public transport and cars. In addition, its widening should allow for future development to occur along its frontages, to mimic Collins Street between Docklands and the traditional CBD. Just south of this bridge is a proposed street connecting Sandridge and Wirraway to West Gate Park. A little street on the northern portion of this bridge will continue this link down to the River. Along this route, pedestrians will experience a local square and adjacent civic square, prior to reaching the river promenade and river crossing linking to Bourke Street.
Precedent: Collins Street, Melbourne

13. Ped/Cycle Yarra Crossings
Two additional river crossings will provide greater accessibility between Docklands and Fishermans Bend, replicating the general spacing of bridges between the city centre and Southbank. Both of these bridges will allow access for pedestrians and cyclists.

14. Civic Square
This green civic square, along with the adjacent square at Ingles Street and Turner Street, will form the heart of the precinct, for those in Lorimer and in adjacent communities, including Docklands.
Precedent: Bercy Park, Paris, France

15. Tram/Ped/Cycle Yarra Crossing
This river crossing provides the key link that extends the city centre, via Collins Street, into Lorimer, Sandridge and Wirraway precincts. This bridge needs to cross both the Yarra River and then the Freeway. Its design needs to consider how it best integrates into Lorimer to ensure the ground and elevates levels create successful places, that are integrated and accessible. Consideration is required on how access is provided at the ground conditions along both banks of the Yarra.
Precedents: High Line, New York City, USA; Promenade Plantée, Paris, France

16. Lorimer Streetscape Redesign
Lorimer Street is currently designed for through traffic. While the street will need to maintain this role, it will also have to fulfil place and crossing roles as Lorimer grows and develops. Designing the street with a central reservation will allow safer informal crossings, in addition to dedicated pedestrian crossings that align with future pedestrian bridges. (See Lorimer Street Section).
Precedent: Kensington High Street, London UK (same precedents for Ingles Street)

17. Montague Gateway Redesign
The current configuration of Montague Street at the Freeway is highly engineered, provided little sense of place, and is unsafe for pedestrians and cyclists. A redesign of this space to become a gateway space will help provide a greener space that helps to link the linear forest along the east/west axis, and allow greater north/south links between Docklands Park and the River in Docklands, and the future business address to the south in Montague Precinct.
Precedent: Marble Arch junction, London UK

18. Green Link
A green link to the east of Lorimer will continue the biodiversity corridor and trail along the Freeway alignment to the river link to the east.

19. Civic Square and Below-Freeway Recreation Area
A new square at the side of the Exhibition Centre will provide a gateway space that provides clear and direct links to the river, Montague Precinct, Lorimer Precinct, Docklands and South Melbourne link to Domain Parklands (through under-the-Freeway and adjacent-to-the-Freeway links).

20. Freeway Bridge and Square (Sandridge Precinct)
This bridge will be an extension to the Yarra River crossing, extending Collins Street into Fishermans Bend. Due to property boundaries, and desire to minimise the length of bridge crossing over the Freeway, a straight, linear bridge is not possible. Therefore, it will be important to provide clear sight lines and ensure the bridge will be a safe, enticing and accessible link between the Metro Square to Docklands. Ensuring seamless connections to the bridge will help ensure it is well-used. Terminating the bridge at the junction of Boundary Street and Fennell Street will provide two direct links, with both streets ramping up to the level of the bridge.
21. Metro Square (Sandridge Precinct)

The Metro Square will be a major civic space within Fishermans Bend, which will provide Metro service within the greater Melbourne metropolitan region. It will be important to create multiple pedestrian links to this square in Sandridge Precinct to and from Lorimer Precinct, and to ensure routes have minimal barriers. Design can facilitate this through shallow slopes, pedestrian crossings at desire lines, and high quality public realm. The area should also be future-proofed, allowing for future connections, such as future links over the Freeway, to occur in time.

Precedent Images

Metro neighborhood squares, Sweden:

Under Bridges, Mexico City, Underpass Park, Toronto: Colombo Mount Bike Park, Seattle:

Little streets in city centres, Melbourne: New Road, Brighton UK:

La Rambla, Barcelona, Spain; Accoring, Cambridge UK; Poyner Streetcube UK:

Metro Exit Green Bridge, London UK:

Holborn Viaduct, London UK:

Collins Street, Melbourne:

Bercy Park, Paris, France:
23 Potential access improvement options to Route 96 & 109 Light Rail stops (Montague)

Refer diagram and explanatory text below.

Route 109 stop near Southbank Depot
(A) existing route - circuitous and uninviting
(0) improve the existing stop by changing the use of the M1 undercroft car park - this is adjacent to the 109 stop and restricts access to it
(1) explore opportunity for laneway / arcade through the site to the existing stop
(2) adding a pathway from Ferrars St to the existing stop by narrowing spacing of the light rail tracks slightly (track spacing is currently wider than light rail standard from old heavy rail days)
(3) new protected pedestrian crossing (incl. barriers / lights) to the Port Melbourne shared path for access to the existing stop
(4) acquire a strip of land, skewing one of the tracks and constructing a new island platform stop to replace the current stop under the freeway

Route 96 stop near City Road
(B) existing route - circuitous and uninviting
(5) new ramp(s) / stairs to the western platform
(6) development builds up to (and integrates with) the light rail stop
24 Parking requirements

The following principles relating to parking have been developed in order to support the transport Strategic Direction, Aims and Objectives for FBURA and should be further developed or adopted as part of next steps for the area.

The level of provision of parking for residents provides an opportunity to advocate for a shift towards more sustainable transport modes.

**On-Street Parking**

- On-street parking should be biased towards short-stay, paid parking.
- Centralised car parking facilities at appropriate sites should be considered so that parking provision can be consolidated off-street.
- Parking bays should contribute to a safe, comfortable and accessible street environment for all road users including parallel parking bays along bicycle routes.
- Parking systems should be enforced in order to create a suitable turnover of car spaces.
- On roads zoned as RDZ1, car parking should be limited to service vehicles to limit impediments to the free flow of all modes of traffic in the precinct.
- On-street car share schemes should be encouraged.
- A range of alternate uses for parking spaces should be considered across the time of day in appropriate places.

**Off-street parking**

- Private car parking numbers should be limited, particularly within 800 metres of existing or proposed high-frequency public transport stops.
- Whilst the maximum residential parking ratio specified in the planning scheme is currently 1 space/dwelling, residential development with 0 - 0.5. spaces/dwelling should be encouraged.
- Parking areas should be located ‘at the back’ or ‘below’ proposed developments. Large areas of car parking should not be located on the street frontage. Where parking is provided within a development, there should be allocations for car-share schemes and trucks.
- Employment parking will depend on the particular nature of the use, but for offices should not exceed one space per 100 sqm of net floor area.
- Occupiers of development should not be entitled to on-street parking permits.
- Centralised car parking facilities at appropriate sites should be considered so that parking provision can be separated from ownership / rental of commercial or residential development.
- A green travel plan should be prepared and might include a public transport pass as an incentive to new occupiers.
- Car share schemes should be encouraged as an effective alternative to owner car parking provision.
- Cycling should be encouraged by the provision of easily accessible and secure on-site occupier and visitor bicycle parking. Clause 52.34 of the planning scheme specifies at least one space/dwelling, one visitor space/10 dwellings, one space/300 sqm net office floor area.
- Access to bicycle parking should be integrated within developments and well-located for easy access (so not on the third basement level but the first basement level). Bicycle parking for visitors should also be located within 50m of an entrance so that it is attractive to use and in the line of sight for passive surveillance.
- Car parking areas should be designed to facilitate adaptation to other uses in the future. To this end, level floors and higher ceiling heights are encouraged.
- Parking should not be visible from the street and preferably not from laneways - all parking not located in basements must be wrapped in a ‘sleeve’ of active uses (such as a skin of shallow dwellings or offices), especially when facing the street. When facing secondary laneways and adjoining sites, appropriately designed screening may be sufficient.
- Entries / exits to car parking facilities should generally be closed by a well-integrated door.
25 Indicative Cross-section Design Drawings

The drawings on the following pages have been developed by the FBURA Transport Working Group and provide indicative preferred cross-sections for:

1. Plummer Street
2. Ingles Street
3. Williamstown Road
4. Montague Street
5. Options relating to smaller link streets within FBURA

These drawings informed:

- High level cost estimates
- Transport land requirement calculations

The drawings should be used as a basis for future detailed street design work and in assessing development applications.
25.1 Plummer / Fennell Street preferred cross-section (City of Port Phillip)
25.2 Ingles Street preferred cross-section (City of Port Phillip)

Ingles Street - Preferred cross-section including busway (potential future light rail)
25.3 Williamstown Road preferred cross-section (City of Port Phillip)

Williamstown Road - Preferred cross-section including four traffic lanes and central busway widened at stops
25.4 Montague Street preferred cross-section (City of Port Phillip)

Montague Street - Preferred cross-section including separated bicycle lanes

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25.5 Link street cross-section options (City of Port Phillip)
LINK STREETS
TYPE 2 - LINK TO OPEN SPACE
LINK STREETS
TYPE 3 - LINEAR PARK CONNECTION
LINK STREETS
TYPE 4 - ON STREET PARKING & PUBLIC REALM

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25.6 Lorimer Parkway preferred cross-section (City of Melbourne)

LORIMER PARKWAY (incorporating little street)
25.7 Rogers Street Extension preferred cross-section (City of Melbourne)

ROGERS STREET EXTENSION
25.8 Rogers Street Extension & Parkway preferred cross-section (City of Melbourne)
25.9 Lorimer / Ingles Street preferred cross-section (City of Melbourne)

LORIMER/INGLES STREET