



PART TWO

IDEAS FOR WEST MELBOURNE

In this part you will find out:

- The draft vision for West Melbourne
- Three strategies and 12 ideas to help deliver the vision and help guide and manage future change in West Melbourne

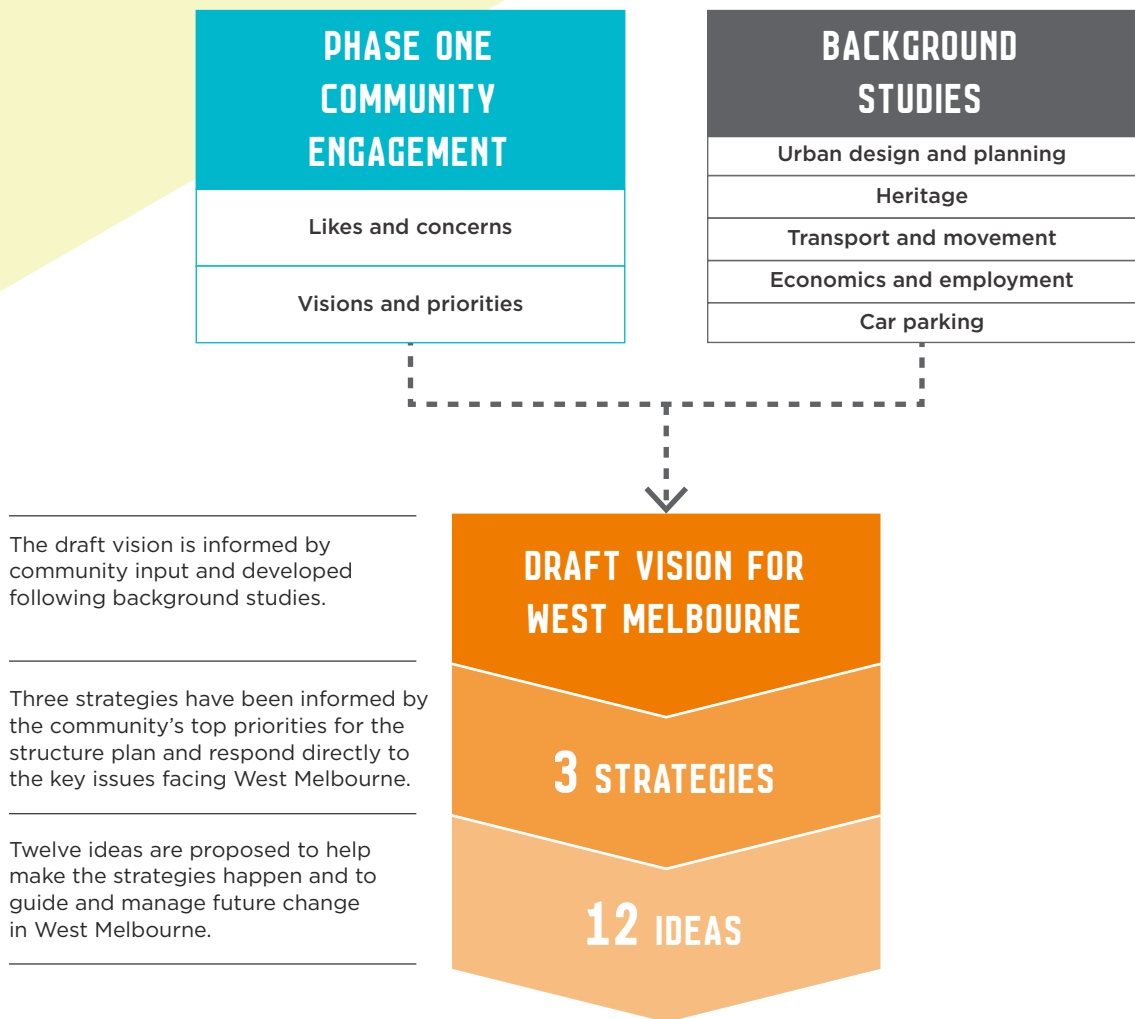


Figure 4.2: Diagram of the inputs and structure of Part Two.

DRAFT VISION FOR WEST MELBOURNE

Visioning is about the future of a place. A vision statement is an expression of what a place could be like in the future - it is the foundation of the structure planning process. The vision should relate to the qualities of what is already there and focus on what everyone wants to see happen.

The draft vision for West Melbourne (opposite) helps to describe how West Melbourne could be in the future. It has been informed from the feedback from the first phase of community engagement, particularly the vision statements written by the community, and by the range of background studies prepared to help us understand the area.

The subsequent strategies help explain the vision in greater detail and the 12 ideas suggest ways of how the vision and the strategies could be implemented over the next 10 to 15 years.

RAILWAY PLACE



West Melbourne will play a complementary role to the more intensive areas of development which will surround it into the future, retaining its identity and diverse areas of character and mix of uses as it evolves.

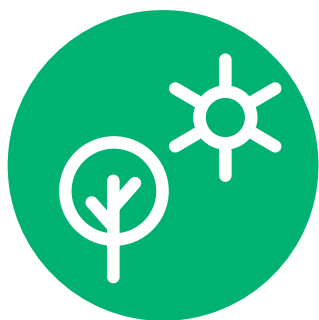
Its heritage buildings and wide green streets will support residential amenity and commercial and retail opportunity in this distinct, inner urban neighbourhood.

SPENCER STREET



Figure 5.1: Illustrative sketch and photomontages of how West Melbourne could look (indicative only).





STRATEGY 1

CREATE GREAT LOCAL PLACES

Make streets places for people with local shops and services, new open spaces, more street trees, water sensitive urban design and better walking and cycling routes.

As a growing neighbourhood, West Melbourne will require additional public places for the community and an increasing population to exercise, play, shop, meet and relax. West Melbourne's streets present a variety of opportunities to provide for a greater diversity of uses and activities.

The City of Melbourne's Open Space Strategy (2012) identified a shortage of open space in West Melbourne and the need for a more diverse range of spaces, including both large and small open spaces (see Figure 6.1).

What did we hear during the first phase of community engagement?

Open space, streets, the public realm and car parking were all highlighted as important priorities by the community during the first phase of engagement.

Thirteen per cent of comments related to open space and ten per cent to car parking, streets and the public realm.

Individual comments from the community included:

'Greening of streets where there are no nature strips'

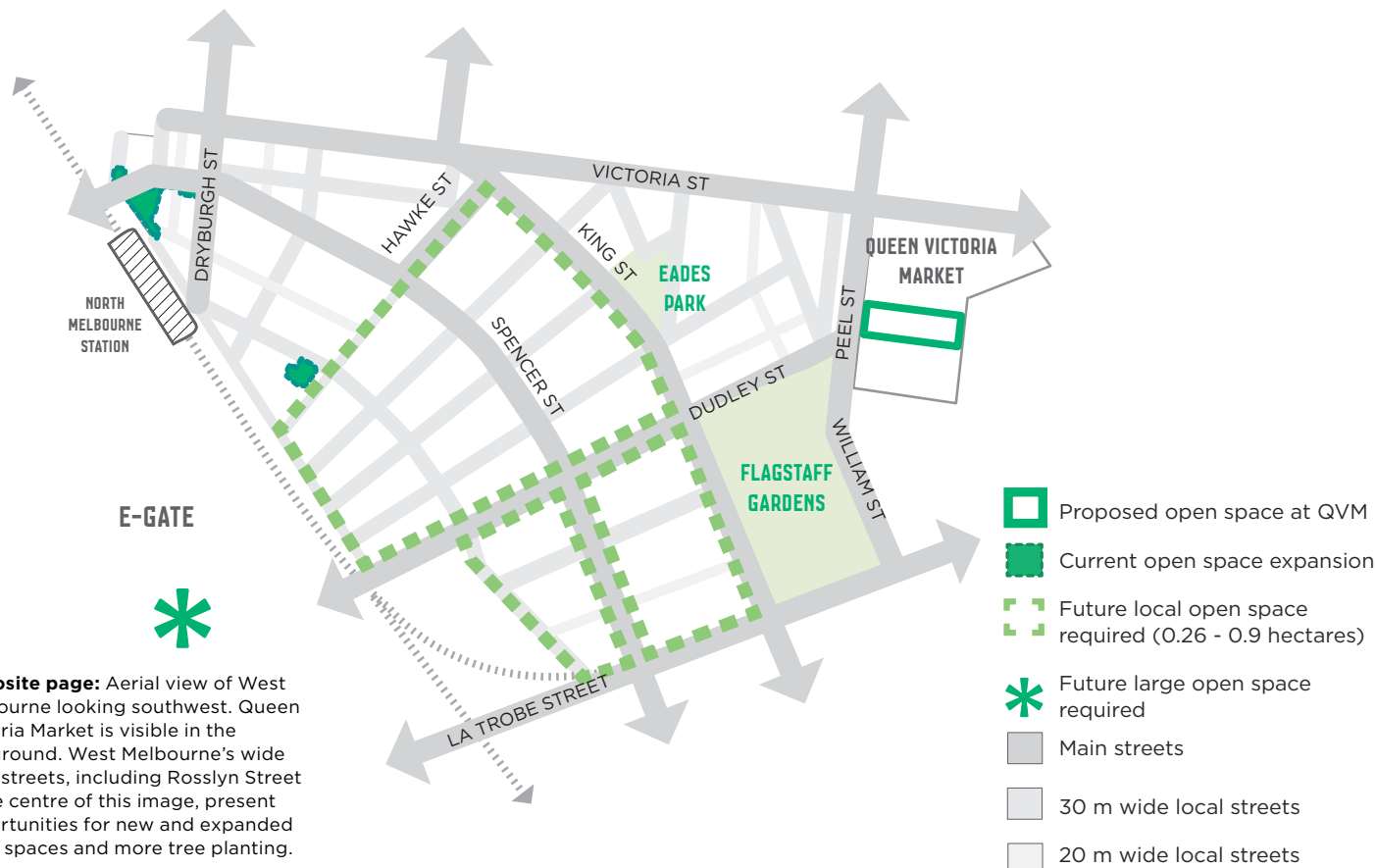
'Better access to green space'

'Greater activity'

'No all-day street parking other than resident permit'

'More vegetation in Railway Place'

'Dog park facilities'



Opposite page: Aerial view of West Melbourne looking southwest. Queen Victoria Market is visible in the foreground. West Melbourne's wide local streets, including Rosslyn Street in the centre of this image, present opportunities for new and expanded open spaces and more tree planting.

Figure 6.1: The Open Space Strategy (2012) identified four areas where local open spaces would be required in the future, including a large open space in E-gate. Several open spaces are currently undergoing expansion in West Melbourne.

What do we know?

Impacts of climate change

The climate change adaptation performance of West Melbourne is low, with a high level of impermeable surfaces when compared to other suburbs in the municipality - 55 per cent of the total study area is dedicated to roadway, parking and footpaths compared to 39 per cent in City North.

Impermeable surfaces prevent water filtration and exacerbate flooding issues to the west of the precinct (see Figure 6.4). They also absorb heat and contribute to Urban Heat Island Effect (see Figure 6.3). West Melbourne has a public realm tree canopy cover of 19 per cent, which is lower than in comparable areas such as Carlton (29 per cent). Many of the streets in West Melbourne are rated as 'hot' or 'very hot'.

Street design

Many of the 30 m wide local streets have central median parking (see Figure 6.5) rather than trees and nature strips as is typical in other neighbourhoods such as North Melbourne, Carlton and East Melbourne (see Figure 6.2). This reflects the area's industrial past. These wide local streets often don't carry significant volumes of traffic. As an example, Railway Place is a one way street primarily dedicated to parking. Limited connections for vehicles to the west means that many of the east-west streets carry local traffic only.

Street life

West Melbourne has less street life than other inner city neighbourhoods as it lacks a local centre or place of community focus. Residents generally go to Errol Street in North Melbourne, Queen Victoria Market, Docklands or the Hoddle Grid to access local retail, supermarkets, dining and entertainment.

Why is this a good strategy for West Melbourne?

The 30 metre width of most of West Melbourne's streets allows for the provision of space for a mix of transport modes. In the past, priority has been given to cars. With increasing density of development in and around West Melbourne, there is a need to give greater priority to more efficient and sustainable transport options, particularly walking and cycling.

While maintaining local vehicle access and resident parking, opportunities could be identified for reallocating asphalt surfaces currently occupied by roadway and some commuter parking to higher value uses such as open space, pedestrian and cycling movement, on-street dining and water sensitive urban design.

West Melbourne's local streets can become a network of accessible, green and thriving public spaces for the community to enjoy.

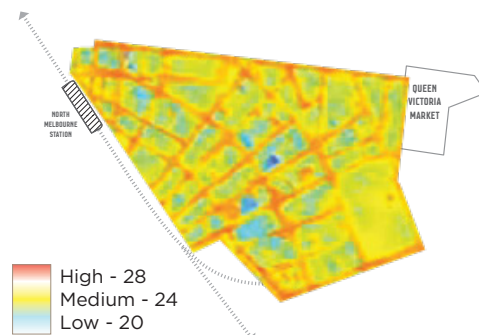


Figure 6.3: Urban Heat Island Effect - surface temperature (°C). West Melbourne has a high percentage of impermeable surfaces (55 per cent roadway, parking, footpaths) and lower than average canopy cover. This prevents water filtration and contributes to Urban Heat Island Effect by increasing heat absorption.

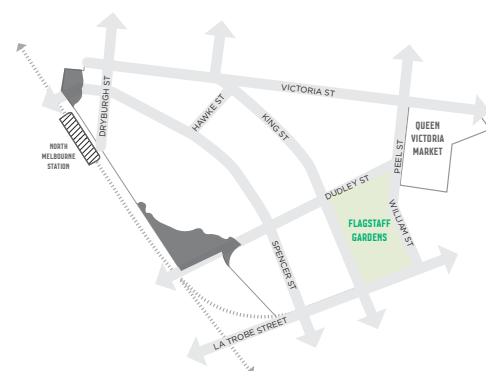


Figure 6.4: 10 metre flood extent. The topography in West Melbourne slopes from the north-east to the south-west. During heavy rainfall, flooding occurs at the Dudley Street underpass and the Dynon Road Bridge.

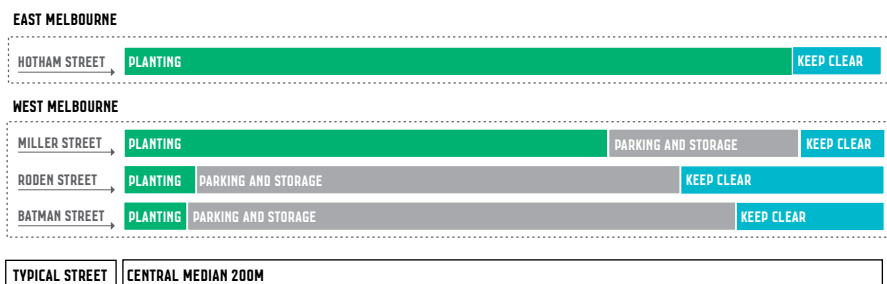


Figure 6.2: The allocation of space in the central medians of several of West Melbourne's local streets favours car parking and storage (long term parking) rather than tree planting when compared with Hotham Street in East Melbourne.

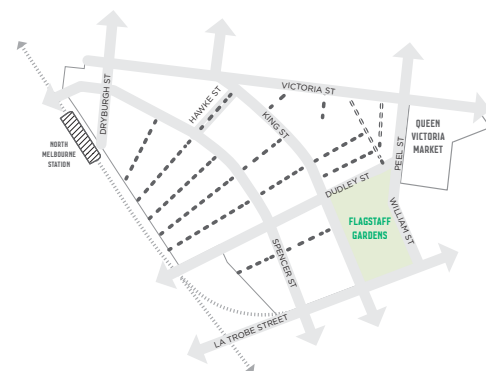


Figure 6.5: Many of West Melbourne's local streets dedicate a large proportion of space to central median car parking.

Increasing open space, tree planting and water sensitive urban design in local streets would have significant environmental benefits for the neighbourhood, including reduced flood risk and mitigating the Urban Heat Island Effect, making West Melbourne a more comfortable and a safer place for the community to enjoy.

Streets could be better designed to reduce the impacts of through traffic and make West Melbourne a safer and more pleasant place for people to get around by walking and cycling. The extension of Hawke Street to the west could significantly improve walking and cycling connections between West Melbourne to E-Gate and Docklands, helping to support local businesses, increase local employment opportunities and provide greater access to shops and community facilities.

Open spaces in West Melbourne's local streets would be supported by a greater mix of activities on main streets, particularly Spencer Street, which could become the 'high street' of West Melbourne, with more local retail and dining and improved public transport, walking and cycling infrastructure.

Ideas 1, 2, 3 and 4 on the following pages suggest how this strategy to create great local places could be achieved and delivered in West Melbourne.



Figure 6.6: West Melbourne's 30 metre wide local streets such as Stanley Street present opportunities for new open spaces, tree planting, water sensitive urban design and improved walking and cycling infrastructure.

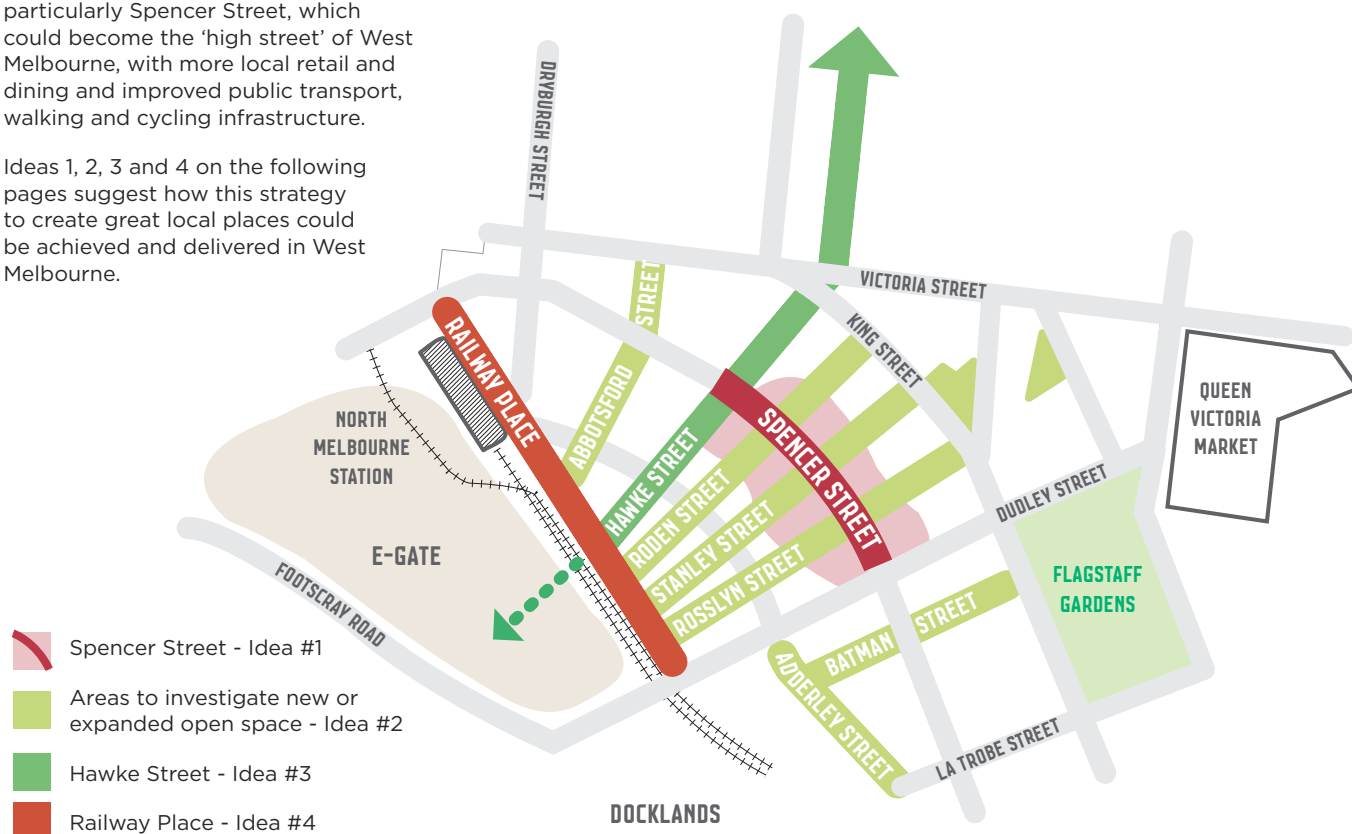


Figure 6.7: There could be a number of opportunities to create great local places in West Melbourne, including transforming Spencer Street into a high street and reallocating space in the neighbourhood's 30 metre wide local streets to new and expanded open space, tree planting and water sensitive urban design.

IDEA #1

SPENCER STREET AS A LOCAL CENTRE

Redesign Spencer Street as the 'high street' and local centre of West Melbourne.

What is the idea?

This idea proposes to redesign Spencer Street as the 'high street' of West Melbourne and be a place to go to, rather than just a through route - similar to Errol Street in North Melbourne, Macaulay Road in Kensington or Brunswick Street in Fitzroy.

Active interfaces on development sites fronting Spencer Street would enhance the existing retail uses already there and help create a vibrant and active mixed use street that supports local businesses to flourish. The street would be redesigned with a greater focus on pedestrians and public transport, with the potential to extend the tram along Spencer Street. The growing population of West Melbourne would be able to access a range of local shops and services within a five minute walk (400 m) of their front door.

This idea is closely related to **Idea #9** to transform Spencer Street into a high mobility street for all users (see page 56).



Figure 6.8: Existing view of shops on Spencer Street at the corner of Stanley Street looking west towards Docklands.



Figure 6.9: Artists' impression of the potential future treatment of Spencer Street (indicative only).

Why is this idea proposed?

Spencer Street is currently a low amenity arterial route running through the centre of West Melbourne. The current traffic volumes significantly reduce the quality of the local environment, making it a noisy and unpleasant place to be.

The level of population growth that is occurring in West Melbourne and its surrounds will drive the emergence of population driven services such as more supermarkets, shops and cafes. Spencer Street, as a street with some of these uses already and located within the centre of West Melbourne, is a desirable location for the concentration of these services to develop a vibrant local centre for the neighbourhood.

This centre will support a walkable neighbourhood by providing access to employment opportunities and local services within West Melbourne.

How could this idea work?

The area of Spencer Street between Dudley Street and Hawke Street has the potential to become the high street of West Melbourne and provide a greatly improved pedestrian environment.

There is an existing fine grain heritage retail strip between Stanley and Rosslyn Streets and several corner hotels that provide a good foundation for an expanded activity centre with local shops, cafes and restaurants and outdoor dining (see Figure 6.10). By increasing amenity and footfall, more businesses could be supported over time.

A number of strategic development sites on Spencer Street, particularly south of Hawke Street, provide opportunities for the expansion of this centre. Several major redevelopments are already underway, including at 420 Spencer Street. This development would be supported by improved pedestrian amenity including high quality street design, more crossings and better access to public transport.

What could this mean for a new structure plan?

- Propose redesigning the street to prioritise walking, cycling and public transport (also see Idea #9).
- Propose improvements to the quality, amenity and sustainability of the street, including new street trees, high quality street furniture, lighting and materials.
- Investigate requirements for new development to provide active frontages and a mix of uses along Spencer Street through policy and design standards.
- Consider the current land use zoning and whether a commercial zone could be more appropriate.



Figure 6.10: Spencer Street and the privately owned land, local streets and laneways that surround it could be enhanced as a local activity centre for West Melbourne.

IDEA #2

GREY TO GREEN STREETS

Better utilise street space to reallocate a proportion of asphalt to open space, more street trees and water management.

What is the idea?

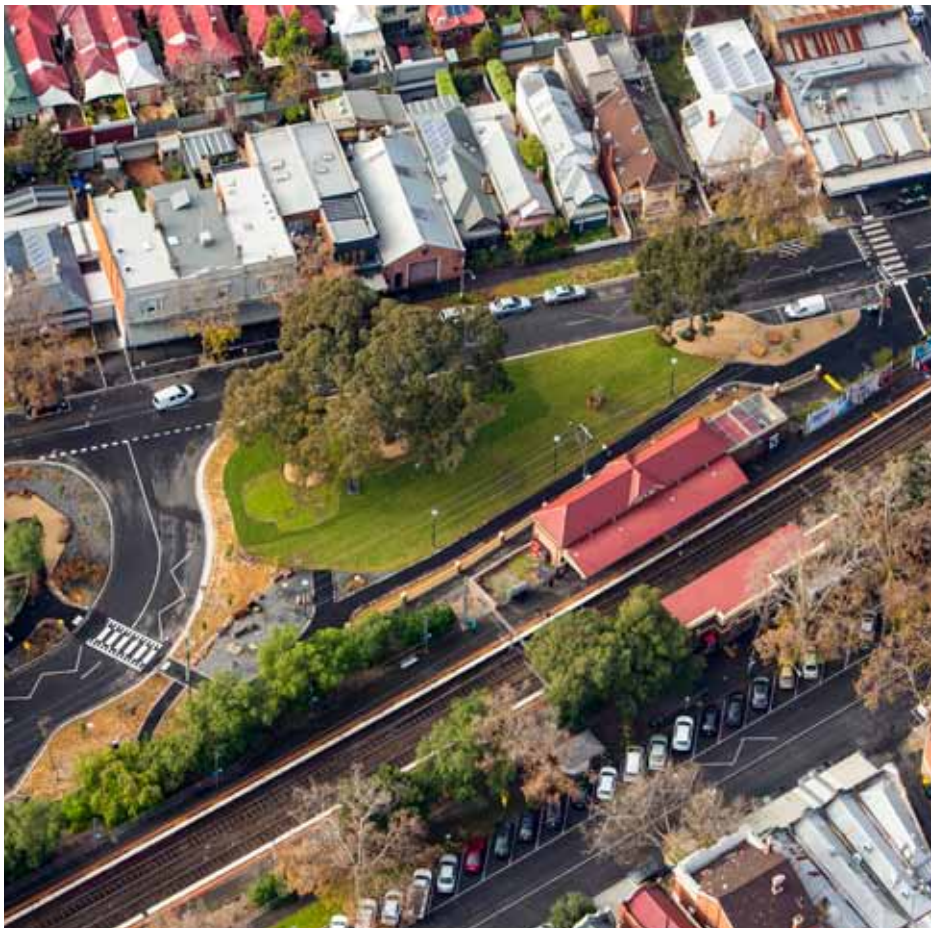
This idea proposes to transform some areas within West Melbourne's wide local streets to beautiful green spaces for the community to enjoy. A proportion of the space currently allocated to on-street parking, traffic and turning areas may be better used to provide new open spaces, trees and water sensitive urban design while retaining local vehicle access and resident parking.

Why is this idea proposed?

The vision for West Melbourne's transport network into the future is to reduce car dependence and create a sustainable, walkable and cycle friendly suburb with high quality public transport.



Figure 6.11: Looking northeast along Stanley Street from Spencer Street, showing the wide vehicle lanes, kerb and median car parking and street trees.



Rankins Road and Eastwood Street Reserve, Kensington

There could be opportunities in West Melbourne to increase open space by undertaking similar park expansion projects to this one in Kensington.

The design of recent park expansion at the intersection of Rankins Road and Eastwood Street (adjacent to Kensington Railway Station) has transformed underutilised roadway into usable open space for the community to enjoy.



There is insufficient open space in West Melbourne and mounting pressure on existing open spaces as the population grows. Currently, 10 per cent of the total area of West Melbourne is open space, while over half of the neighbourhood (approximately 55 per cent) is dedicated to asphalt in 30 m wide streets.

A significant proportion of street space is dedicated to on-street parking. There are around 3300 on-street parking spaces in West Melbourne, many more than in similar sized areas such as Carlton.

About one third of total on-street spaces are allocated to residential parking permits. Residents are exempt from the fees and time restrictions on these spaces. These spaces are also available to other users, such as commuters accessing North Melbourne Station and jobs in the central city and patrons attending events at Etihad Stadium, Festival Hall and Queen Victoria Market. This arrangement can create issues for local residents, visitors and workers at different times of the week.

The remaining two thirds of on-street spaces include a combination of fees and time restrictions at different times of the week.

The high proportion of impermeable asphalt surfaces contributes to the Urban Heat Island Effect and flooding, reducing the sustainability and amenity of the neighbourhood.

How could this idea work?

By proactively managing parking in West Melbourne, some space allocated to parking, wide traffic lanes and wide turning areas in local streets could be used to help increase open space, tree planting, water sensitive urban design and improve pedestrian and cycling routes.

This could be done while retaining local vehicle access and parking for local residents and businesses.

Other inner-city neighbourhoods such as North Melbourne and Carlton demonstrate how wide local streets can incorporate linear parks, small open spaces and water sensitive urban design, while maintaining local vehicle access and parking.

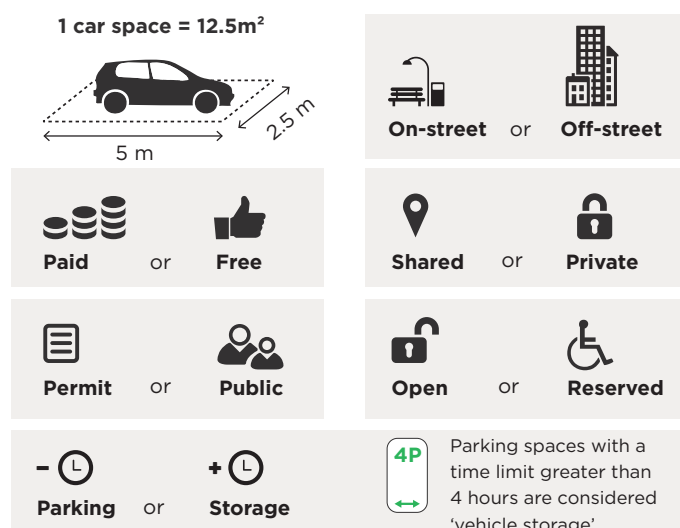
There are several examples in West Melbourne where portions of road space and car parking have been transformed into green space. For example the Howard and William Street Reserve and currently underway Hawke and Adderley Street Park expansion, where the acquisition of a neighbouring property and some road space has enabled the creation of 740 m² of new open space.

By improving access to innovative transport services such as car share, expanding public transport services and upgrading walking and cycling infrastructure, the need for private vehicle ownership and usage can be reduced.

Streets and buildings can be designed to provide an appropriate level of parking for the changing needs of the community and emerging technologies can help us use cars, and the space they occupy, more efficiently.

What could this mean for a new structure plan?

- Use a design process to test options to reallocate hard surface areas to green space.
- Rationalise on-street spaces to accommodate an appropriate amount of local on-street parking and vehicle storage.
- Investigate reallocating some asphalt surfaces in wide local streets to open space, street tree planting and improved walking and cycling routes.
- Use wide local streets as integrated elements of a wider water catchment area and integrate water management with street design.
- Investigate appropriate off-street parking rates for new development.
- Support an increase in access to car share and other emerging transport services.
- Investigate 40 km/h speed limits on local streets.



Car Sharing

Research has shown that every car share vehicle takes nine private cars off the road (Car Share Services Review, Phillip Boyle & Associates for the City of Melbourne, 2015). Car share helps to reduce car ownership and overall car usage and frees up space used for on-street parking for higher value uses such as open space, tree planting, walking, cycling and public transport.

There are currently 23 car share vehicles in West Melbourne. Car share vehicles can be stored on or off street and can provide people moving into the area another alternative to the private car.

Figure 6.12: The many different ways of prioritising and managing parking spaces.

IDEA #3

HAWKE STREET

Create a linear park between Errol Street and Railway Place using part of the road reserve with the potential for a future link to E-Gate and Docklands.

What is the idea?

This idea proposes to make Hawke Street a key people and active transport street, linking the West Melbourne community to Errol Street and North Melbourne as well as E-Gate and Docklands into the future. Part of Hawke Street could form a linear park linking a series of green spaces, while still retaining local vehicle access. Hawke Street could also be extended to the west via a pedestrian and cycling bridge to form a future active transport connection into E-Gate and Docklands.

Why is this idea proposed?

Hawke Street is a local West Melbourne street but is used as a through traffic route between Spencer Street and King Street. It has a distinctly West Melbourne character with a mix of Victorian terraces and cottages intermingled with warehouses, corner pubs, small parks and contemporary developments.

The heavy traffic on Hawke Street to the northeast of Spencer Street has a detrimental effect on the heritage character of the street and its sense of a coherent identity. Safety issues have been identified at the intersection with King Street as well as conflict between fast moving vehicles and access to central median parking.

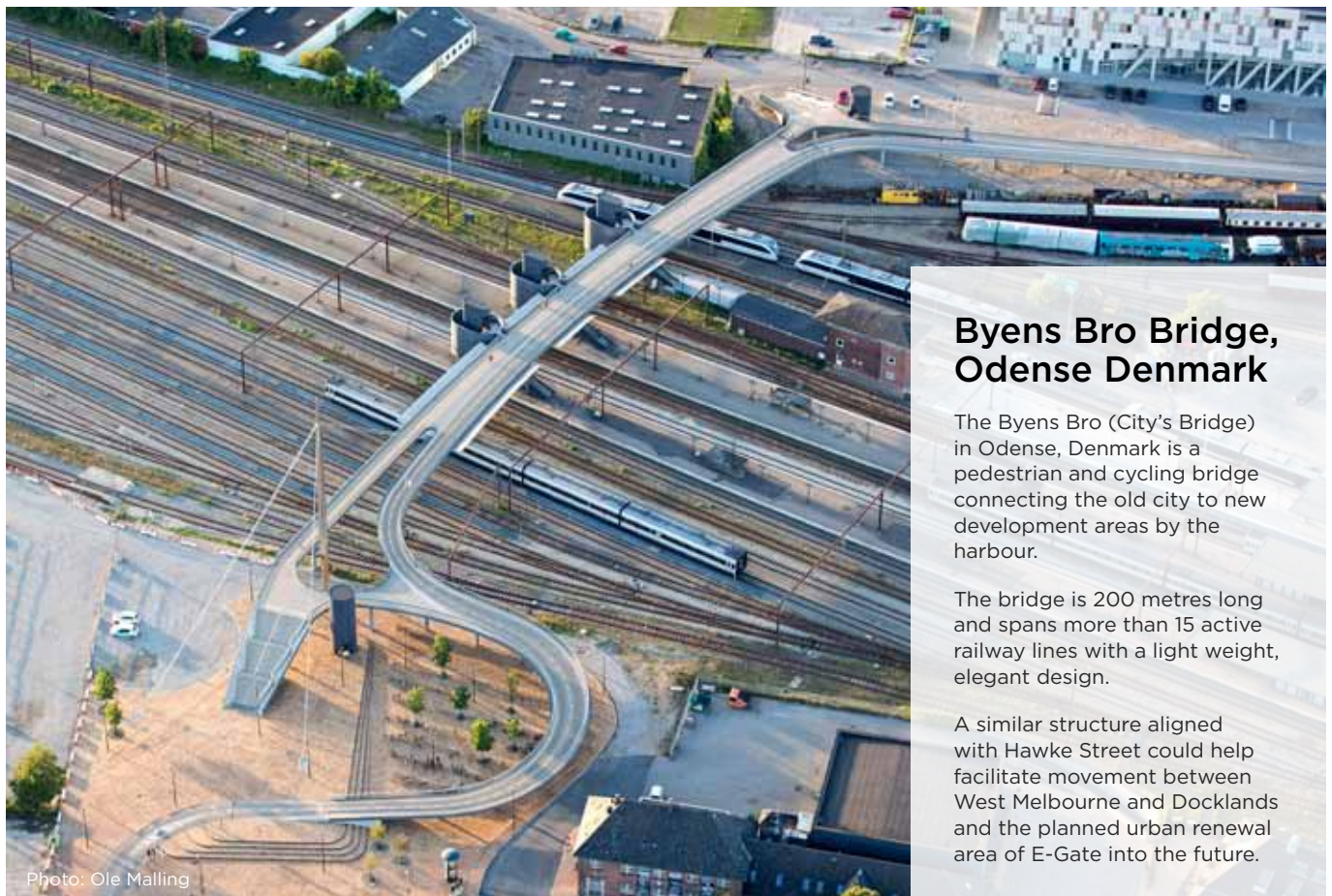
The low scale heritage buildings along the northern side of Hawke Street would help to provide an attractive, characterful backdrop to a new linear park, while also helping ensure the new park receives plenty of sunlight.

How could this idea work?

Hawke Street should be considered as one continuous street from Errol Street to Railway Place in order to improve its function as an important walking and cycling link through the neighbourhood, while acknowledging the different characteristics along its length.

At the wider strategic scale, Hawke Street presents an opportunity to provide a key link with surrounding areas. The success of the Waterfront City precinct in Docklands along with Arden and E-Gate will, to a large degree, depend on greater integration within the expanded central city. Overcoming the separation of these areas by the railway lines will be important in addressing this issue.

Improved bicycle access on Hawke Street would provide an important link in the wider cycling network. Existing routes on Victoria and Adderley Streets, and a potential route on Spencer Street, would be strengthened by safe, dedicated bicycle lanes on Hawke Street. There is the potential for extending this route to E-Gate and Docklands in the future.



Byens Bro Bridge, Odense Denmark

The Byens Bro (City's Bridge) in Odense, Denmark is a pedestrian and cycling bridge connecting the old city to new development areas by the harbour.

The bridge is 200 metres long and spans more than 15 active railway lines with a light weight, elegant design.

A similar structure aligned with Hawke Street could help facilitate movement between West Melbourne and Docklands and the planned urban renewal area of E-Gate into the future.

An extension of Hawke Street via a pedestrian and cycling bridge across the railway lines would create a direct link between the Errol Street shops and Little Docklands Drive. Along with other street enhancements, Hawke Street could become a key walking and cycling route through the centre of West Melbourne to these adjacent activity centres.

Street enhancements could be complemented by reconfiguring the Hawke, Errol, King and Victoria Streets junction. Expansion of the existing open spaces – King and Victoria Street Reserve and Hawke and King Street Reserve – would deliver upgraded open spaces while improving pedestrian and cycling access between West Melbourne and the Errol Street activity centre.

What could this mean for a new structure plan?

- Propose upgrading and expanding existing open spaces along Hawke Street.
- Propose reallocating some roadway and parking to create a linear park.
- Further investigate extending Hawke Street to the west to provide a green pedestrian and cycling link to E-Gate and Docklands.
- Consider options to reconfigure the Hawke, Errol, King and Victoria Street junction.



Figure 6.13: Existing mixed character on Hawke Street southwest of Spencer Street.

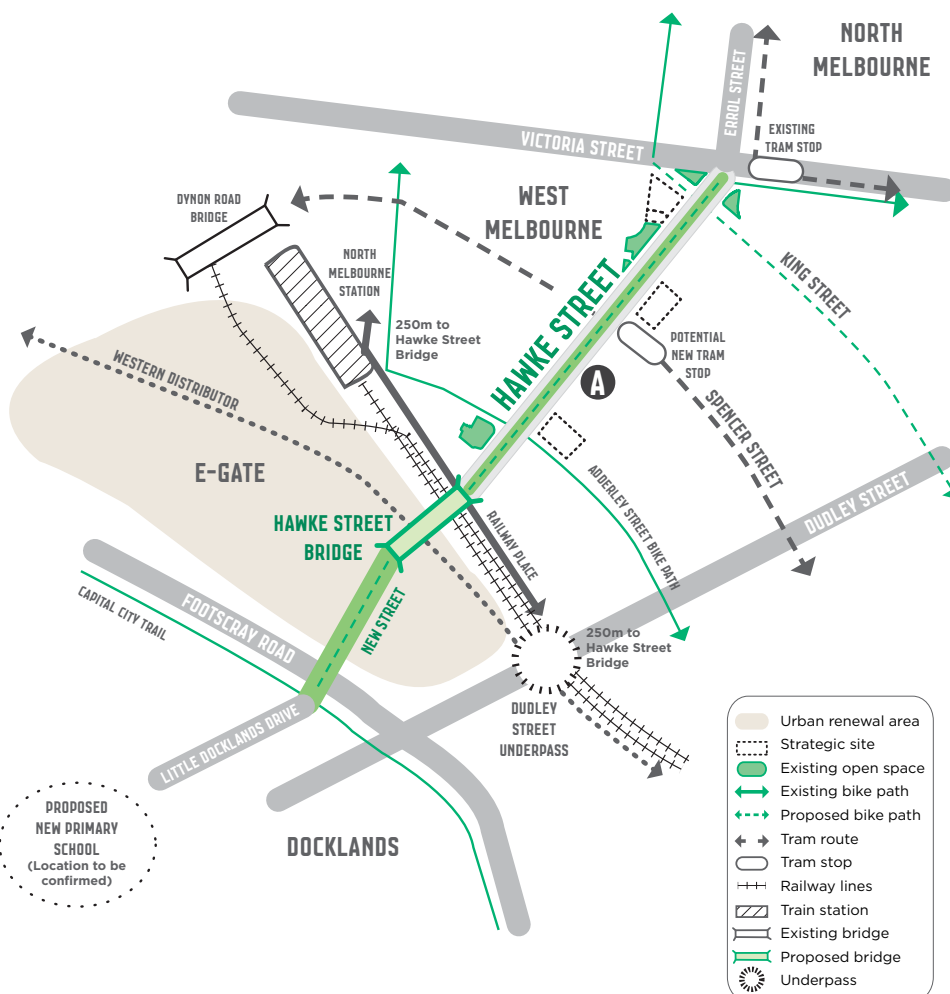


Figure 6.14: There is the potential for extending Hawke Street across the railway lines to connect into E-Gate and Docklands.

Indicative street sections of Hawke Street

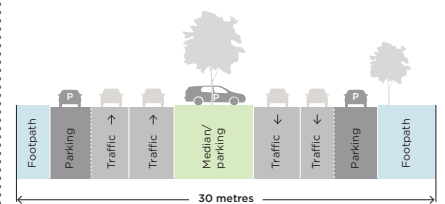


Figure 6.15: Existing street section

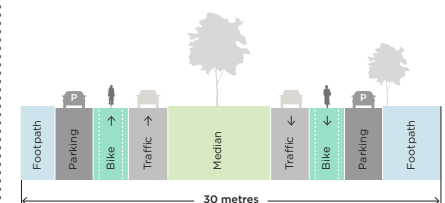


Figure 6.16: Potential street section with central linear park

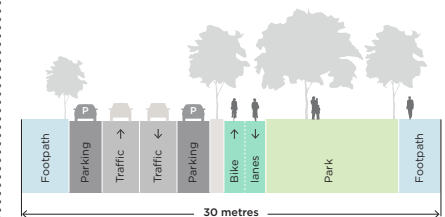


Figure 6.17: Potential street section with linear park on one side

IDEA #4

RAILWAY PLACE

Design a high amenity shared street to improve pedestrian connections to North Melbourne Station and the future Arden precinct.

What is the idea?

This idea proposes to enhance Railway Place as a shared space for walking, cycling and local access and to enable a key pedestrian link to North Melbourne Station and Arden. The design would celebrate views over the railway yards and Docklands and create a place to stop and enjoy the views and a place to play. Water sensitive urban design, planting and street furniture could transform the street into an attractive route to pass through and serve as a great place in its own right.

Why is this idea proposed?

Railway Place is a one way street running from Rosslyn Street (Festival Hall) at its southern end to the soon to be established Railway Place and Miller Street Reserve (under Dynon Road Bridge) at its northern end. It forms the western edge of the residential area of West Melbourne.



Figure 6.18: Railway Place looking south east with views over the rail lines to Docklands



Figure 6.19: Artists' impression of the potential future treatment of Railway Place (indicative only).

North Melbourne Station is a major public transport interchange located at the intersection of Railway Place and Dryburgh Street.

Railway Place is lined with a mix of residential cottages, new and converted apartment buildings and warehouses on its eastern side. Although not a through traffic route, parking is permitted on both sides of the street, attracting commuters and visitors to nearby cultural facilities.

North of Hawke Street, there is a significant level change from the street to the railway lines affording views from Railway Place over the railway yards and Docklands.

Low to medium scale native vegetation lines the escarpment and adds to its distinct character. Some water infrastructure and new planting has recently been established on the western side of the road with plans to expand this further on the eastern side (in accordance with the North and West Melbourne Urban Forest Precinct Plan).

Railway Place is constrained by overhead power lines and a high pressure gas pipeline that runs underneath the road, meaning deep soil planting of significant trees is not possible in some parts. A sound wall was constructed along part of Railway Place to mitigate the impact of the Regional Rail Link Project, with the new railway alignment located immediately adjacent to the road, forming a visual barrier at the southern end.

How could this idea work?

Railway Place has a number of attributes that make it suitable to becoming a shared space, including good access to sunlight, views over the railway yards to Docklands, low traffic volumes, direct pedestrian connections between Dudley Street, local streets, North Melbourne Station and Arden.

There are opportunities to enhance it as a great place through seating, planting and places for informal play along the street itself and at the intersections of local streets. Design treatments could be continued to improve the area around North Melbourne Station.

Potential future pedestrian and bicycle connections from E-Gate and Docklands could potentially connect into West Melbourne via Railway Place, making it an important place from which to enter the neighbourhood.

What could this mean for a new structure plan?

- Propose shared surface to increase safety for pedestrians and bicycles and incorporate areas for play and seating.
- Propose increase planting and water sensitive urban design to reduce water runoff and flooding.
- Maintain vehicle access and local resident car parking, rather than longer term commuter parking.
- Investigate improving pedestrian access around North Melbourne Station.

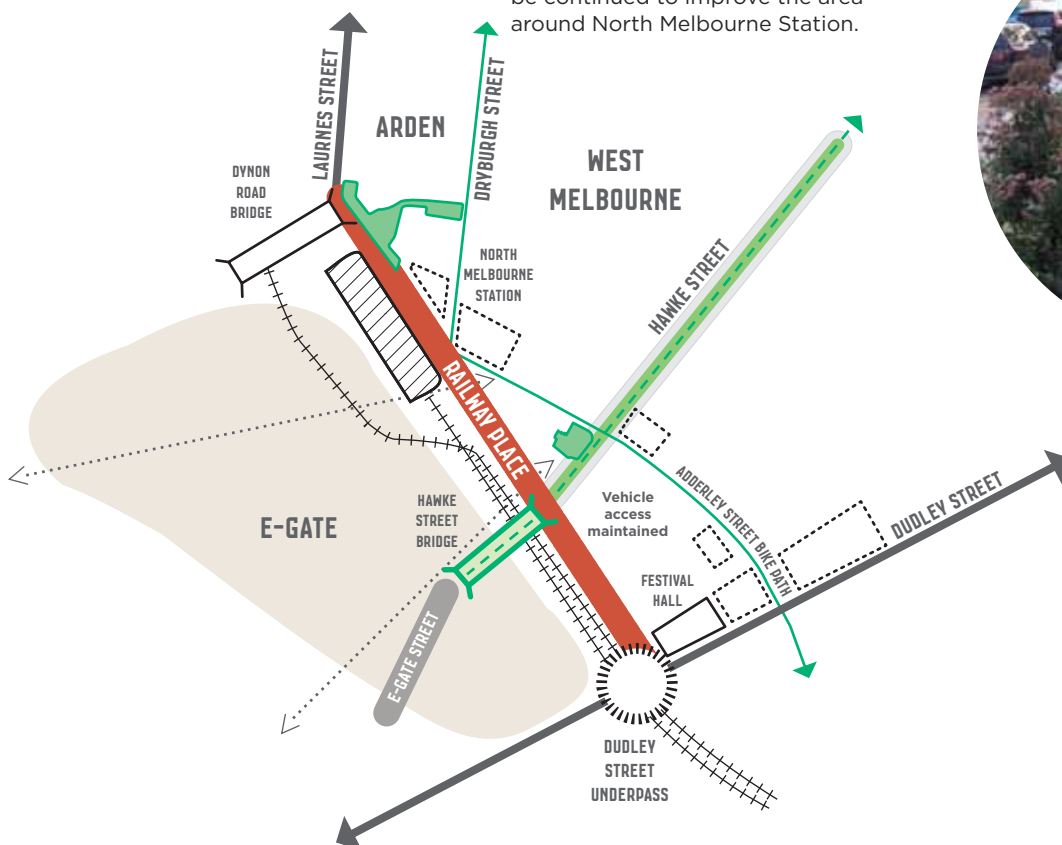
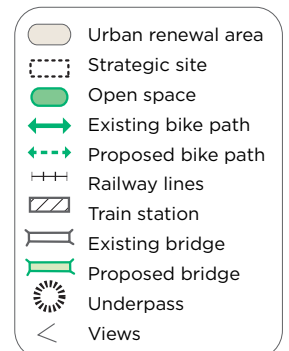


Figure 6.20: Railway Place could be redesigned as a shared street with improved pedestrian access to North Melbourne Station and Arden.



Figure 6.21: There could be opportunities for water sensitive urban design in Railway Place, such as this example in Royal Seaport, Stockholm, Sweden.







STRATEGY 2 SUPPORT GOOD GROWTH

Ensure growth relates better to its context, includes complementary forms of development and incorporates a range of uses to support a growing population.

West Melbourne is currently experiencing significant levels of growth, well beyond that which was previously planned for the area. The majority of this new growth is residential development - there are currently more than 4000 dwellings in the development pipeline for West Melbourne (this includes proposals under construction, approved or awaiting planning approval), the majority of which are one and two bedroom apartments. This would more than double the existing population of West Melbourne.

West Melbourne is identified as an 'other local area' of incremental growth within the current Municipal Strategic Statement (part of the Melbourne Planning Scheme), located between the intense growth currently occurring in the central city and the more stable area of North Melbourne.

However, current state planning policies, as identified in Plan Melbourne (the current Metropolitan Planning Strategy for Melbourne), also encourage and support higher density development in areas like West Melbourne, that are well located in relation to Melbourne's inner city (referred to as the Central Subregion) and near existing services and transport.

Recent planning decisions by the Victorian Civil and Administrative Tribunal (VCAT) have referred to sites within West Melbourne being ideal for increased density due to being part of an expanding central city and an established urban area with access to public transport and within walking distance of the city and North Melbourne activity centre.

Opposite page: Aerial view of West Melbourne looking east towards the Hoddle Grid, showing the varying character and scale of the built form.

What did we hear during the first phase of community engagement?

During the first phase of engagement, the community's top priorities for the structure plan related to issues around built form, land use and the quality of new development.

About a quarter of comments related to built form and eight per cent to the planning process and greater certainty about built form. Heritage protection and provision of appropriate community infrastructure were also important priorities for the structure plan.

Individual comments from the community included:

'Certainty of building heights for both developers and residents'

'To have a variety of heights and types of buildings'

'Mixed use within development or block'

'Additional commercial space to provide more shops'

'Ensure the scale of new buildings is respectful to existing buildings'

'Protection of heritage buildings'

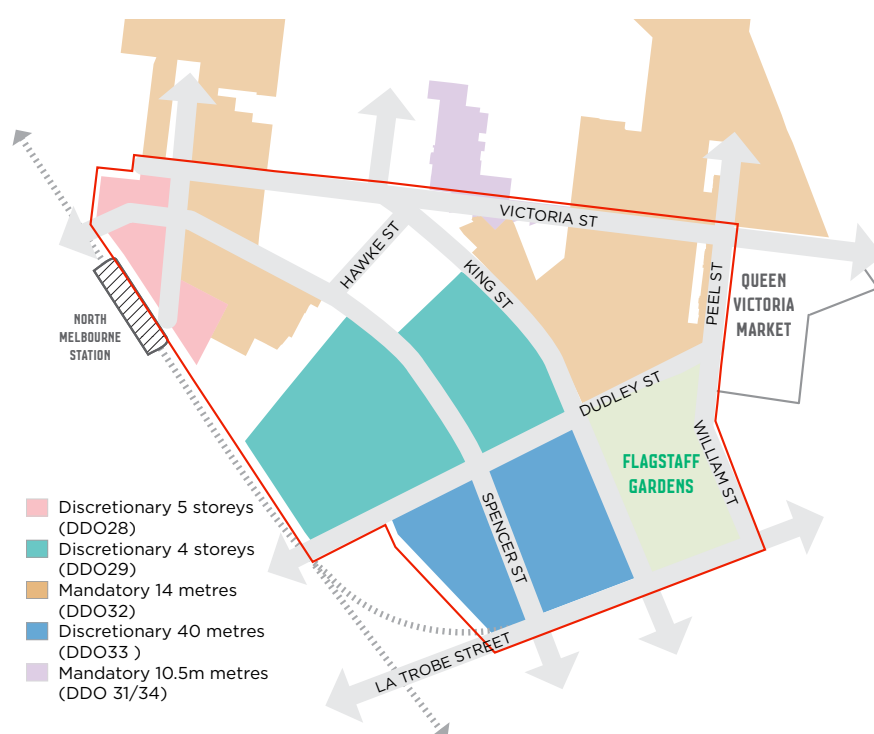


Figure 7.1: The Design and Development Overlays that apply to West Melbourne includes height limits ranging from 10.5 m to 40 m. This reflects the diverse built form character across the neighbourhood.

In recent years, there has been significant development in areas of West Melbourne that specify 'discretionary' maximum height controls in the Melbourne Planning Scheme - Design and Development Overlays 28, 29 and 33 (see Figure 7.1 on page 41). In these areas, development can currently exceed the 'discretionary' maximum building height requirement where a proposed development achieves design objectives and built form outcomes specified in the schedule to the Design and Development Overlay (DDO).

The current strategic approach to development in West Melbourne (as referenced in the Melbourne Planning Scheme) refers to a clear distinction in scale from the central city, with higher scales of development located at the fringe of the central city and around North Melbourne Station. Design and Development Overlay 33 CBD Fringe includes a design objective 'to provide a transition between the taller built form of the central city and the lower scale built form of West Melbourne'.

Since these controls were introduced, the scale of development in the central city has increased considerably, having a significant impact on the interpretation of 'clear distinction' when considering development in West Melbourne and how it 'transitions' from the central city.

The current Design and Development Overlays for West Melbourne, derived from the 2005 West Melbourne Structure Plan, provide somewhat broad brush, blanket controls over relatively large areas. They do not respond to the characteristics of specific areas or sites within West Melbourne, particularly its heritage areas and buildings.

Not only does this level of flexibility provide greater uncertainty for both the community and applicants, it also means that levels of supporting infrastructure, such as open space and community facilities, are not matching the levels of development. There is currently no agreed mechanism in place to ensure that additional infrastructure is provided when greater levels of development are proposed than that envisaged in the current planning controls.

The redevelopment of many sites in West Melbourne from industry to predominantly residential development is also having a significant impact on the mixed use character of West Melbourne and on employment levels, which have reduced by around 25 per cent over the last decade. This reduces the opportunities for businesses to find more affordable locations than the central city and Docklands but still within close proximity of these areas to provide support services or help grow new businesses.

What do we mean by 'good growth'?

This strategy is to support 'good growth' and ensure the type and use of development in West Melbourne plays a complementary role to the more intensive areas which surround it while retaining its intrinsic character.

The proposed strategic approach for good growth in West Melbourne is to support appropriate levels of high quality development in the right locations within West Melbourne.

This means greater recognition of West Melbourne as a place of value in its own right, rather than treating it as a transitional zone between the central city and other areas. It means supporting growth that responds positively to West Melbourne's valued characteristics, diversity, heritage and mix of uses.

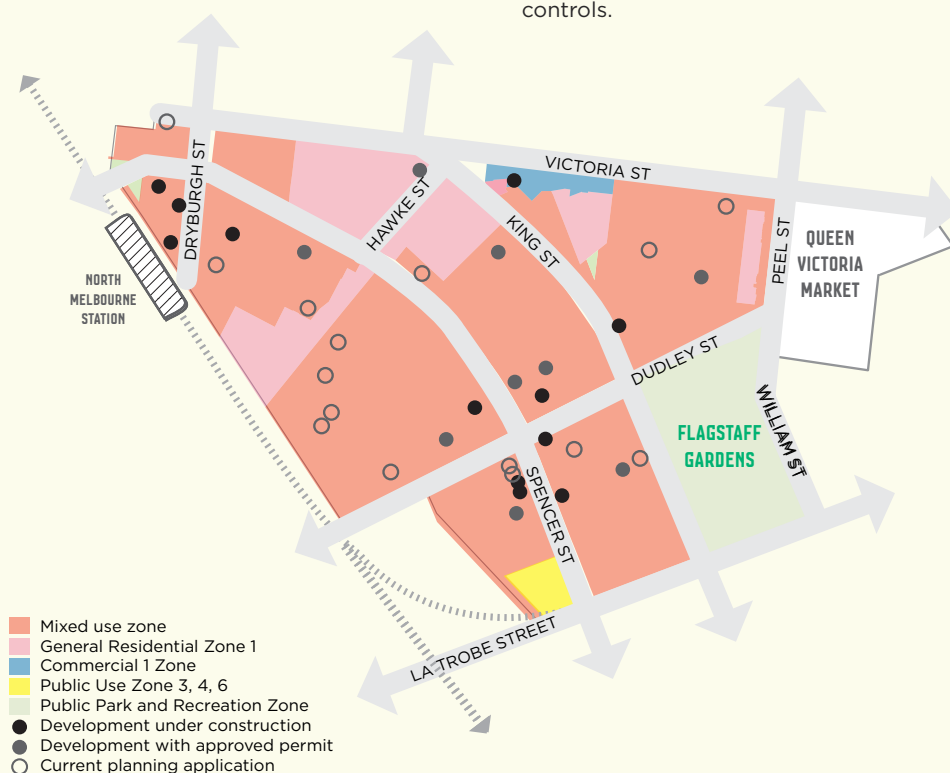


Figure 7.2: Land use zoning and Development Activity Monitor (2016). The majority of West Melbourne is designated as Mixed Use Zone. There are also areas designated as General Residential Zone, Commercial 1 Zone, Public Use Zone 3 Public Park and Recreation Zone. There is significant development pressure in West Melbourne. Approximately 4000 dwellings are in the pipeline (applied, approved, under construction).

Good growth in West Melbourne will complement surrounding areas by providing alternative, highly sustainable, forms of development, and a range of building types that will continue to support a diverse community. It will be largely mid-rise development, but with some lower built form in the predominantly residential and heritage areas, and scope for some taller built form around North Melbourne Station and closer to the city. It will ensure good levels of sunlight and daylight to streets and spaces and human scale streets.

Heritage buildings will be better protected, reused and celebrated, enhancing West Melbourne's character. Existing buildings that are no longer required for their original use can present good opportunities for adaptation and maintaining a diversity of activities and uses in the area. Often these buildings are valued by the local community and are highly adaptable.

Like the rest of Melbourne, West Melbourne should help mitigate the impacts of climate change by reducing greenhouse gas emissions and taking adaptive measures to reduce the impacts of predicted climate change on people and the environment.

Good growth in West Melbourne should be of the highest design and environmental standards and be adaptable to change, providing a range of housing and employment opportunities over time. There are considerable opportunities for new development in West Melbourne to respond to the challenges of climate change at a precinct-wide scale.

This includes responding to localised issues of flooding through more water sensitive urban design and promoting green roofs. There is also significant potential for West Melbourne to become a solar neighbourhood by utilising existing and new rooftops to generate zero-carbon energy through solar panels.

Good growth will provide greater certainty to the community and applicants, while continuing to make the best use of inner city land that provides a balanced mix of different housing types and jobs, providing future generations with housing and work opportunities. It will support a range of uses that complement its location adjacent to the central city and proximity to the medical precinct, as well as being a place where people can easily and safely walk to local services and everyday needs such as shops and cafes, open space, childcare and doctors.

Good growth provides an integrated approach to planning for the future and providing the right infrastructure and services to support the level of development planned for the area.

The ideas for this strategy do not propose changing substantially the current land use zoning within West Melbourne. It is considered that the predominant Mixed Use Zone is the most appropriate zoning to help achieve the vision for West Melbourne, although consideration could be given to providing specific schedules for this zone in West Melbourne to help deliver the vision. The ideas do not propose significant changes to the areas zoned as 'General Residential Zone 1' within West Melbourne, given the high contribution to the heritage and character of West Melbourne, nor to the area along Victoria Street currently zoned as 'Commercial 1 zone'.

Ideas 5, 6, 7 and 8 on the following pages suggest how this strategy for 'good growth' could be achieved and delivered in West Melbourne.

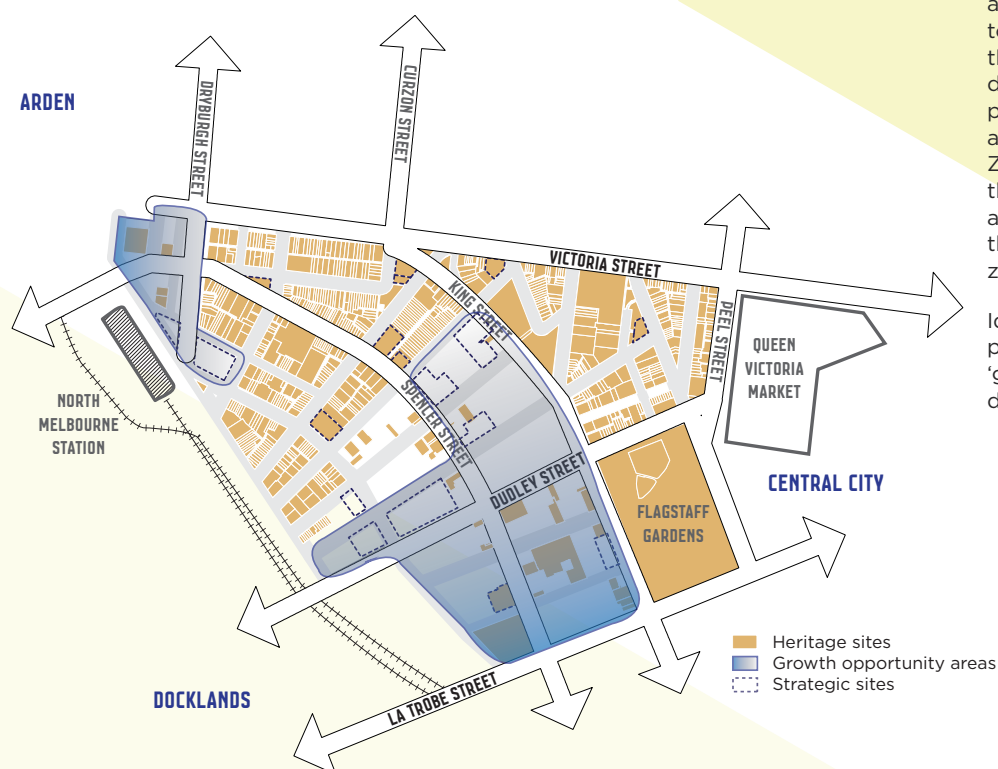


Figure 7.3: West Melbourne has a range of site sizes and areas of varying heritage significance creating very different conditions for potential development throughout the area.

IDEA #5

BUILT FORM

Create more responsive controls that directly address the attributes of a site and its context.

What is the idea?

This idea proposes to review the current built form controls (as defined in the Design and Development Overlays) and move to a more refined set of controls related to the characteristics of a particular site or smaller area within West Melbourne. This will help ensure that new growth responds better to the local context and characteristics of West Melbourne, helping to retain and enhance the area's distinctiveness.

Why is this idea proposed?

Some of the current built form controls in West Melbourne, particularly Design and Development Overlays 29 and 33 (see Figure 7.1 on page 41), are relatively 'broad brush' and apply over a large area of varied character. As such, the controls can sometimes fail to provide adequate guidance for the development of sites in a way that is appropriate to the local context and characteristics of a particular site.

The ability of the current controls to respond to particular attributes is important in West Melbourne where the subdivision pattern is not uniform and the site attributes vary significantly throughout the neighbourhood. This pattern reflects the history of land use in the neighbourhood with larger industrial sites interspersed with smaller residential and commercial sites and is part of the character of the place.



Figure 7.6: There are several large warehouse sites in West Melbourne with distinct characteristics such as this wholesale retailer located on the corner of Spencer Street and Hawke Street. The redevelopment of sites such as this require more refined built form controls to help retain and enhance the area's local character.

Such characteristics could include the size of a site, the impact of heritage buildings, whether it fronts a main street or local street, the topography of West Melbourne, the height and form of nearby buildings, the impact on public spaces and proximity to public transport (see Figure 7.5). More specific built form controls can also support a better urban design outcome and provide a variety of heights in the right locations to define main streets and corners.

When the current Design and Development Overlay controls were considered by an independent Planning Panel in 2006, it was thought that the introduction of discretion in the control of building heights should not lead to any substantial divergence overall from the preferred height limit of 40 metres within the CBD Fringe area (Design and Development Overlay 33).

To ensure the future liveability of West Melbourne, the growing population will need to be supported by associated infrastructure such as open space, better walking and cycling routes and community infrastructure. The significant deviation from current controls makes it harder to plan for this supporting infrastructure.

The revision of built form controls in the new structure plan will allow for an update of population forecasts to ensure that infrastructure meets the needs of residents, workers and visitors.

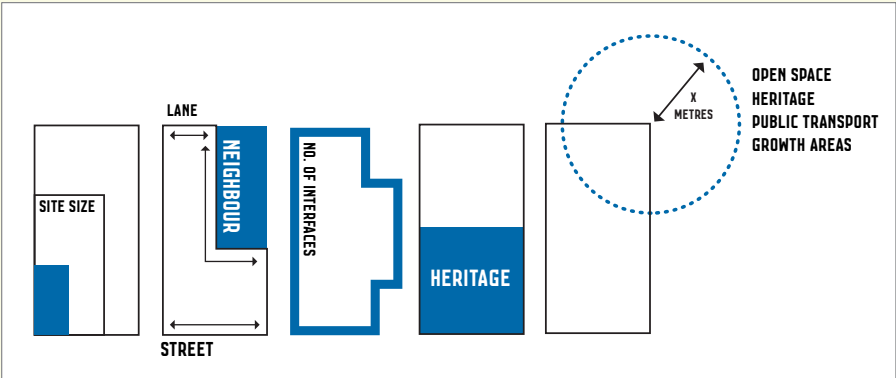


Figure 7.5: The different attributes of a site, including its size, shared boundaries, number of street interfaces, heritage value and distance from transport and local services can influence the scale, form and use of the design response.

How could this idea work?

When considering more refined and specific built form controls, consideration could be given in the draft structure plan to mandatory built form controls for particular areas given the mixed and varied character of West Melbourne.

While planning controls in Victoria are predominantly performance based, meaning they specify the objectives that need to be achieved and provide a degree of flexibility on how it is achieved, there are circumstances where mandatory controls would provide certainty and could deliver a preferable outcome.

Given the infill and incremental type of growth in West Melbourne, as opposed to large scale urban renewal in areas such as Arden-Macaulay and Fishermans Bend, the contextual issues are more constraining and, as such, mandatory controls may be appropriate in particular locations as long as they are not aimed at unreasonably restricting built form but at facilitating a good design outcome. Planning Practice Note 59 sets out the grounds for when mandatory controls are appropriate and refers to the potential for mandatory controls in areas of high heritage value and strong and consistent character themes.

Mandatory controls can also have the significant benefits of helping create a more realistic land value, which can help support more appropriate forms of development that optimise, rather than maximise sites. They can be further justified if they flow from a comprehensive structure planning process which responds to submissions and engagement with the community and key stakeholders. Furthermore, they can help to resolve divergent opinions and ensure a coherent built form outcome is achieved over time that may not be achieved with a site by site approach. They can also help reduce administrative costs on council, applicants and the community and provide greater certainty and acceptance from all stakeholders.

For other areas which have greater opportunity for good growth and are closer to the central city and North Melbourne Station, consideration could

be given to introducing preferred maximum and absolute maximum controls. Such a control would set a discretionary limit, with its inherent flexibility, but with a higher mandatory control. This could provide the right balance by allowing for growth, while creating a well-designed, sustainable outcome that would integrate well with the existing built form of West Melbourne and ensure appropriate public benefits were provided back to the community (see Idea #6).

The preferred maximum and absolute maximum controls could be expressed as a plot ratio (the amount of development relative to the size of the site - see Figure 7.8 on page 47), and/or building storey heights.

Development above a preferred maximum control would need to ensure character and amenity objectives are still achieved and criteria would need to be clearly articulated to this effect. Community benefit would need to be provided if development was proposed above the preferred maximum height, and could still not exceed the absolute maximum controls.

Built form controls could also consider how to support complementary forms and types of development to those in surrounding areas. To do this, consideration could be given to other widely used controls, such as building height to street width ratios and site coverage controls. As well as utilising planning controls to help deliver high quality, well-designed proposals, it is also important that applicants employ good design teams, develop a clear design rationale and partake in a design review process. This will help to deliver 'good growth' in West Melbourne that responds positively to its varied and diverse character.

Where has this been done before?

Mandatory controls for overall height and street wall height were supported in Arden-Macaulay by the Planning Panel and mandatory height controls and have also been introduced in Fishermans Bend. In the central city, new permanent planning controls following the Central City Built Form Review have been introduced to guide development and support the long-term liveability. The new controls will help

ensure that there is adequate separation between buildings and the street, public space is protected from wind and overshadowing, and development opportunities provide public benefits. A base floor area ratio of 18:1 has been introduced in the central city, with discretion to agree to a floor area uplift bonus if all relevant built form parameters are met and a public benefit is provided back to the community.

What could this mean for a new structure plan?

- Develop new built form controls for West Melbourne that better respond to local context, individual site characteristics and the 2016 Heritage Review findings (as endorsed by the Future Melbourne Committee in May 2016).
- Consider the introduction of mandatory built form controls outside of the growth opportunity areas (see Figure 7.3 on page 43).
- Consider the introduction of preferred maximum and absolute maximum controls (plot ratio controls and/or height controls) for the growth opportunity areas (see Figure 7.3 on page 43).
- Further investigate other controls, such as street wall heights and site coverage controls (the total amount of the site which can be developed) to help promote a range of building types, models and forms.
- Understand the application of the above controls at the detailed level on a site by site basis, focusing on identified strategic sites.
- Following the revision of the built form controls, update population forecasts to ensure future growth is met with an associated increase in community infrastructure.



COMMUNITY BENEFIT

Develop ways to help deliver community benefits.

What is the idea?

This idea proposes to develop ways to help provide and fund community benefits in West Melbourne that match the levels of growth planned for the area. Community benefits could include additional open space (beyond that already required in the Melbourne Planning Scheme), affordable housing, street improvements or community spaces. The two mechanisms currently being considered include Floor Area Uplifts and a Development Contributions Plan for West Melbourne.

Floor Area Uplifts

This mechanism proposes to implement a threshold level of development, which can be increased within a specified limit in return for demonstrable and commensurate community benefit provided on the site of the development. This idea would work alongside the proposed reform of built form controls in Idea #5.

The floor area uplift allowed beyond a threshold control would need to ensure that character and amenity objectives were still achieved and criteria would need to be clearly articulated to this effect. It will be important to ensure the vision for the area is not lost and that West Melbourne remains distinct from the central city, even with floor area uplifts.

Development Contributions Plan

This mechanism proposes to develop a Development Contributions Plan to collect funds that will contribute to the delivery of essential public infrastructure necessary to help support the growing community of West Melbourne. This could include streetscape works (such as those proposed in this discussion paper), community facilities and sustainability improvements, such as permeable paving and water sensitive urban design to help reduce flooding. Development Contributions would be amalgamated from each development towards specified, costed and prioritised infrastructure for the area.

Why is this idea proposed?

West Melbourne will need a range of new services and infrastructure to help support the growing community. While the City of Melbourne continues to invest significantly in infrastructure, the two mechanisms of floor area uplift and development contributions are two recognised and accepted ways to also help deliver required infrastructure, often as a result of the scale of development proposed, and ensure that the area can successfully accommodate such growth. Both mechanisms can help ensure that the cost of providing new infrastructure is shared between developers and the wider community on a fair and reasonable basis.

As recognised in the introduction of the recent built form controls in the central city, the combination of an allowable floor area ratio control with a planning framework that incentivises 'the delivery of public benefit through the permitting of increased development yield is accepted practice in Australia and internationally and has delivered demonstrable benefits' (Central City Built Form Review Synthesis Report (Hodyl+Co, 2016, p7).

How could this idea work?

The threshold limit to increase (within a specified maximum control) to allow floor area uplifts would be considered as the built form controls are revised and refined (see Idea #5). As recognised in the Central City Built form Review Synthesis Report (Hodyl+Co, 2016), setting an allowable floor area ratio is not an exact science that will determine the most ideal ratio. It is about setting a reasonable threshold where the floor area ratio is considered commensurate with the scale of development that can be accommodated on a particular site within the context of West Melbourne and the proposed vision of being distinct and complementary to surrounding areas.

The areas proposed to further consider floor area uplifts are the 'Growth opportunity areas' (see Figure 7.3 on page 43). These areas are those currently zoned for mixed use development, are close to public transport and the central city and still have some significant redevelopment potential due to the size of sites. There are also potentially some select strategic development sites outside of these areas which could also be considered further for a floor area uplift.

While the controls for this threshold will be considered through a designed process and iterative testing as the draft structure plan is developed, consideration could be given to the current 40m 'discretionary' height control within DDO33 area and the 4 storey 'discretionary' height control within DDO29 as the threshold density control in those two areas.

This will ensure that development in the neighbourhood is matched by a proportionate increase in infrastructure for the community. The specific characteristics of individual sites, such as its size, location, access to public transport and neighbouring uses will influence the appropriateness of providing particular benefits.

Development contributions could be required from all development in the West Melbourne area above a particular threshold. A Development Contributions Plan would list infrastructure items to be delivered over a particular time frame (such as over 15 years), their associated cost and the development contributions required for different development types. This is often a set cost per dwelling or particular floor space for other development. The plan would be implemented by applying a Development Contributions Plan Overlay over West Melbourne in the Melbourne Planning Scheme. All proposed development in that overlay area would be required to provide development contributions, irrespective of whether they were to also include a floor area uplift.

Where has this been done before?

Proposed controls in Arden Macaulay allow additional development in particular areas for community benefit.

The concept of providing floor area uplifts has recently been introduced in the central city, where a floor area ratio (FAR) of 18:1 has been introduced as a threshold density control. This control is then paired with the option for developers to pursue a floor area uplift for those who may be able to develop at densities higher than 18:1. The floor area uplift triggers a value sharing mechanism in the form of benefits back to the city.

Development Contributions are a common requirement throughout Melbourne, including in Fishermans Bend and other areas of growth within the City of Melbourne.

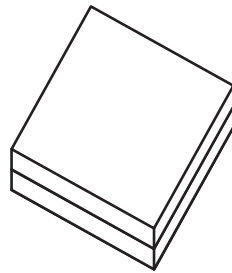
Figure 7.8: The diagram on the right explains the concept of floor area ratio or plot ratio. The ratio is determined by the amount of development relative to the size of the site.

The first box highlights the different forms a floor area ratio of 2:1 can take. A floor area ratio of 2:1 allows twice the amount of development on a site as the size of the site itself. This can cover the whole site if two storeys (top), 4 storeys if half the site (middle) or 8 storeys if only a quarter of the site is developed (bottom).

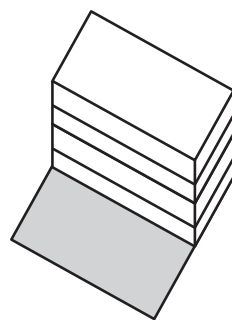
The second box shows an increased floor area ratio of 2.5:1 in return for delivering an agreed community benefit. This means that the development can accommodate two and half times the site area, which in the example shown would equal 5 storeys, if half the site was developed.

Floor Area Ratio (FAR)

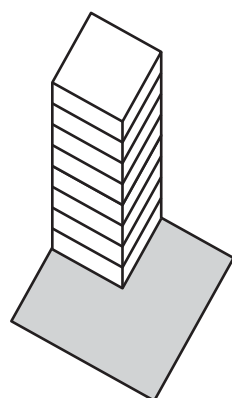
2:1 Ratio



2 storeys
(100% site coverage)



4 storeys
(50% site coverage)



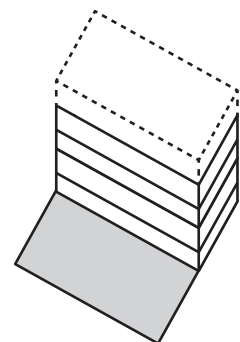
8 storeys
(25% site coverage)

What could this mean for a new structure plan?

- Following the built form review and revised population forecast, identify community needs for services and infrastructure to be delivered through floor area uplifts and development contributions. This will provide a clear connection between increased population and community infrastructure.
- Further investigate how a floor area uplift could work in appropriate areas in West Melbourne.
- Develop a draft Development Contributions Plan, with costings and priorities for projects proposed within the structure plan.

Floor Area Uplift (FAU)

2.5:1 Ratio



5 storeys
(50% site coverage)

*+25% development
bonus with public benefit*

IDEA #7

MIXED USE

Encourage a diverse range of building types and a mix of uses through policy.

What is the idea?

This idea proposes that West Melbourne will continue to grow as a vibrant, mixed use inner city neighbourhood. Buildings of diverse type, scale and age will provide a range of different spaces that support a mix of uses. The area will continue to accommodate uses that benefit from West Melbourne's proximity to the central city, principle transport networks and major health and educational facilities.

Why is this idea proposed?

Walkable, diverse, mixed use neighbourhoods share certain attributes. They are compact, with many smaller sites accommodating buildings of different types and ages. Frontages of buildings contribute to a safe and attractive public realm.



Figure 7.9: The historic fabric of West Melbourne has supported a mix of land uses within its diverse range of building types, such as here in Hawke Street.



Figure 7.10: Stanley Street has a mix of industrial, commercial and residential uses.

Mixed use can refer to a range of different uses throughout an area or where an individual building includes a variety of uses, often on different levels.

West Melbourne has historically supported a mix of uses including warehousing and manufacturing. As a result there is a wide range of site sizes, from small residential sites under 200 m² to large warehouses and factories up to 9000 m². This level of building diversity has come from the many uses that have been in the area. These are conducive to a mix of uses as they provide a range of opportunities for businesses that require different types of spaces close to the central city.

Flagstaff Gardens, Queen Victoria Market and the valuable heritage of West Melbourne provide the foundation for the expansion of arts, tourism and culture in the neighbourhood. With an existing cluster of arts and culture in North Melbourne, the transition away from industrial uses in West Melbourne offers the opportunity for new land uses that complement the emerging increase in residential and other uses.

The strategic location of West Melbourne in relation to the health and education clusters presents opportunities for the location of medical and research facilities and affordable housing for students and staff of nearby employment hubs.

Traditionally serving as the location for supporting uses close to the central city, West Melbourne could continue to provide an alternative offering to the central city, enabling smaller start-up businesses, co-working spaces and housing that supports working from home.

How could this idea work?

West Melbourne can achieve a greater mix of uses into the future by preserving existing fine grain areas and requiring a more varied built form on larger sites. The development of fine grain areas with many smaller sites is more conducive to mixed use due to the inherent diversity of building age, type and architectural design, more active interfaces and close proximity. Development of larger sites can be managed by requiring active interfaces, through-block pedestrian links and a diversity of different building types on a site.

The protection of heritage buildings and the preservation of existing buildings regardless of heritage protection will ensure that a range of different spaces are offered in West Melbourne that can support a greater variety of uses.

Consideration could be given to introducing a schedule to the mixed use zone for West Melbourne to help ensure that the area continues to support a mix of uses.

What could this mean for a new structure plan?

- Investigate how best to preserve the historic subdivision pattern in fine grain areas.
- Consider requiring minimum active interface requirements on particular streets, particularly Spencer Street as the new high street of West Melbourne.
- Identify larger sites that can provide a varied building typology and mix of uses.
- Review the mixed use zone to identify opportunities for delivering genuine mixed use or considering revising parts of Spencer Street as commercial zone to support the idea of a new high street.
- Actively seek to match small cultural and creative organisations to potential development sites.

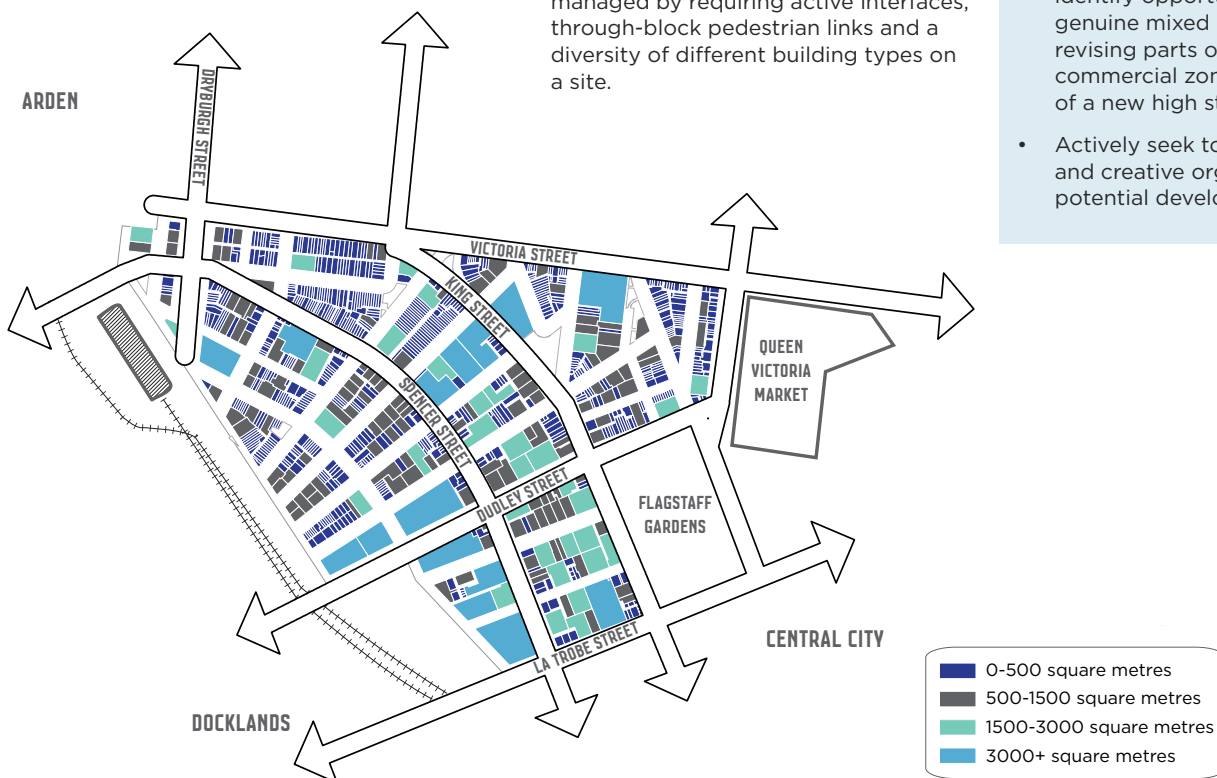


Figure 7.11: West Melbourne has a range of site sizes that reflect patterns of use and development. These present opportunities for a range of different uses

IDEA #8

SUSTAINABLE NEIGHBOURHOOD WITH ADAPTABLE BUILDINGS

Help enable a sustainable neighbourhood with adaptable buildings to accommodate a range of uses over time.

What is the idea?

This idea proposes precinct solutions and high standards of sustainable design and retrofit in new and existing buildings. These measures would enable greater flexibility and adaptability to support changing needs and help West Melbourne to be resilient to the challenges of a changing climate, economy and society.

Why is this idea proposed?

West Melbourne is being affected by a broad trend in Australia's inner cities, as the economy transitions away from manufacturing to more diverse sectors focused on knowledge and services.

Some industrial, warehousing and logistics uses in West Melbourne have remained due to their proximity to the Port of Melbourne and central city, however as land values increase, there will be continued pressure to redevelop these sites for higher value uses.



Figure 7.12: Many of West Melbourne's buildings are no longer required for their original use and have the potential to be adapted for new uses.



Photo: Andrew Wuttke

River Studios, West Melbourne

River Studios is an initiative of Creative Spaces, a City Of Melbourne arts and culture program.

River Studios provides 62 studios, housing 80 artists, in a large warehouse on the edge of the Maribyrnong River in the industrial area of West Melbourne. The concrete shell of the warehouse is untouched, with inexpensive, temporary divisions inserted in a manner that allows them to be easily removed at the end of the 10-year lease.

This relatively low-cost conversion offers an affordable space for artists to work in close proximity to the city. The older building stock in West Melbourne offers opportunities for the adaptation of existing buildings to new uses that maintain the mix of uses in the neighbourhood.

While many of these buildings do not have heritage value, retaining and adaptively reusing a mix of building types will support a continuing mix of relevant land uses. The varied type and age of existing buildings can support a greater mix of new uses by providing a diverse range of spaces. To effectively support diverse uses, the entire building envelope needs to be retained rather than just a façade which fails to relate to the interior envelope and use. A common example of adaptive reuse is the conversion of warehouses to artist studios or open plan office spaces.

The practice of adapting existing buildings is an inherently sustainable process that reduces the embodied energy involved in construction and contributes to the social resilience of the neighbourhood through the retention of local character.

How could this idea work?

On a precinct scale, the City of Melbourne will seek opportunities to work with utility and infrastructure providers to enable potential future neighbourhood and precinct infrastructure for climate change adaptation, mitigation and building community capacity through shared neighbourhood approaches.

Solutions might include:

- Utilising in-street works to enable connections to future non-potable water supply between neighbouring urban renewal areas. Better availability of water is critical for climate change adaptation measures such as urban greening.
- Locating solar roofs strategically throughout West Melbourne to maximise generation, and enable future sharing.
- Investigating opportunities for precinct approaches to waste management, especially diverting organic waste from landfill.

New and existing buildings make a critical contribution to the sustainability performance of West Melbourne:

- Transitioning to zero carbon buildings, including improved passive design, energy efficiency as well as renewable energy generation.
- Cool roofs and green roofs improve building comfort and reduce Urban Heat Island Effect while rainwater tanks assist in the management of stormwater discharge and flooding while reducing potable water consumption.
- Incorporating new technologies such as battery storage and smart grids to distribute locally generated renewable energy.

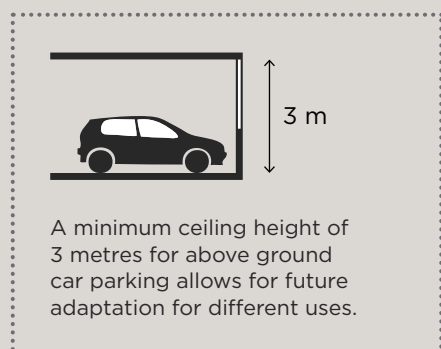
These efforts to improve the sustainability of buildings will contribute to the ongoing resilience and success of developments in West Melbourne.

In the same way that West Melbourne's existing buildings are now being adaptively reused, new buildings need to be designed in a way that enables adaptation for different uses in the future. An example of this is above ground car parking, which should be designed with sufficient floor to ceiling heights and flat floors to allow for future adaptation (see the case study below).

New buildings in West Melbourne need to be designed, and existing buildings retrofitted, to the highest sustainability standards. There is an opportunity for updated built form controls to manage a significant uptake in rooftop solar and other sustainable infrastructure across the area.

What could this mean for a new structure plan?

- Investigate mechanisms to ensure building design is flexible to the changing needs of the community.
- Promote exemplar design features in new buildings.
- Identify opportunities to use built form controls to manage rooftop solar access.
- Encourage the adaptive reuse of existing buildings.



QV8, Melbourne

The QV8 apartment development involved the adaptive reuse of an under used car park at the base of a thirty-seven storey tower within QV Melbourne. The apartments are open at both ends to allow for cross-ventilation.

Ceiling heights of 2.55 metres in the original structure allowed for the adaptation, however there are some internal amenity issues with a number of bedrooms relying on borrowed light and distinctly low ceiling heights. Car parks with a minimum ceiling height of 3 metres would allow greater flexibility for future adaptations.





STRATEGY 3

IMPROVE MAIN STREETS

Transform Spencer Street into a high mobility street, increase the amenity of King and Dudley Streets while maintaining their role as key traffic routes and improve walking, cycling and public transport.

King Street, Spencer Street and Dudley Street are classified as the 'main streets' in West Melbourne. Dryburgh Street, Victoria Street, La Trobe Street, Curzon Street, Peel Street and Hawke Street also form important parts of the West Melbourne transport network.

King Street, Spencer Street and Dudley Street currently all play equal roles in the street hierarchy. They are high volume arterial streets that are designed to prioritise the movement of motor vehicles ahead of other modes.

Opposite page: Aerial view of West Melbourne looking south towards the Hoddle Grid. The curve of King Street and Spencer Street are visible in the foreground.

What did we hear during the first phase of community engagement?

The community indicated during the first phase of engagement that movement, transport and integrating West Melbourne with surrounding areas were high priorities for the structure plan.

Twenty per cent of comments shared were related to this topic.

Individual comments from the community included:

'Extend tram along Spencer Street'

'More bike paths'

'Pedestrian friendly - traffic reduction - easy access - noise reduction - safe'

'To provide more connection between Docklands/E-gate and West Melbourne'

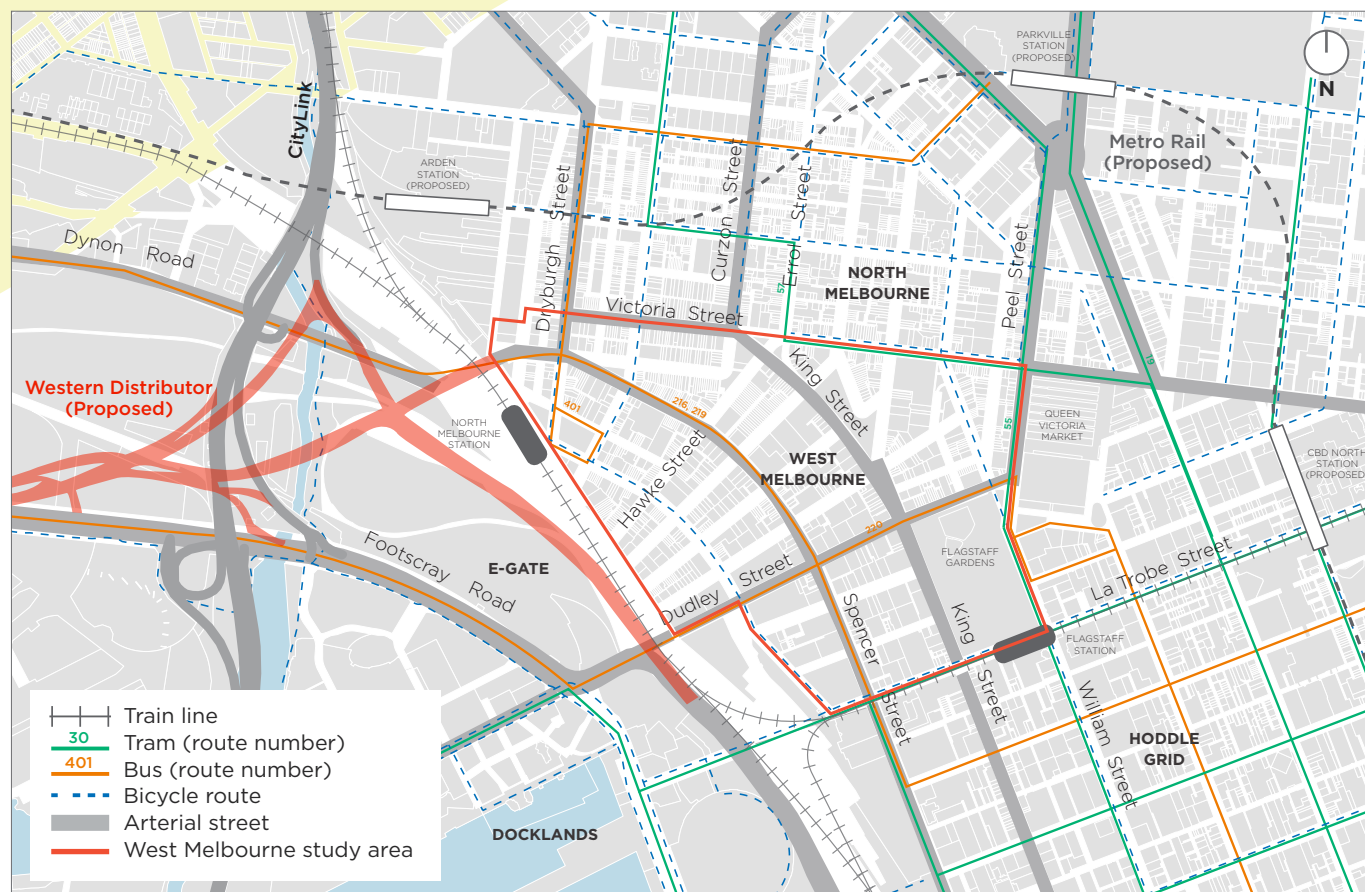


Figure 8.1: Existing transport network in West Melbourne including proposed Melbourne Metro Rail and Western Distributor projects.

What do we know?

Through traffic

More than 90 per cent of motor vehicle traffic in West Melbourne is through traffic. Main streets are congested at peak times and do not have capacity to carry more private vehicles. Inconsistent speed limits in the area contribute to the high number of traffic incidents involving people walking and cycling. Speed limits increase to 60 km/h upon exiting the central city 40 km/h zone (see Figure 8.5).

Street design

Most of the space in West Melbourne's main streets is allocated to cars, and the operation of traffic signals at intersections favours the flow of traffic on the main streets. There is generally low pedestrian, bicycle and public transport priority and amenity, with long distances between pedestrian crossings of up to 400 metres (see Figure 8.3).

Connections to the west

There are few routes to the west of the study area to access destinations including Docklands, Moonee Ponds Creek and E-Gate into the future. The two access points at Dynon Road Bridge and Dudley Street underpass are unsafe and unpleasant for walking and cycling and are located 800 metres apart. While there are several priority cycling routes, the network is generally disconnected, especially in the centre of the area (see Figure 8.2).

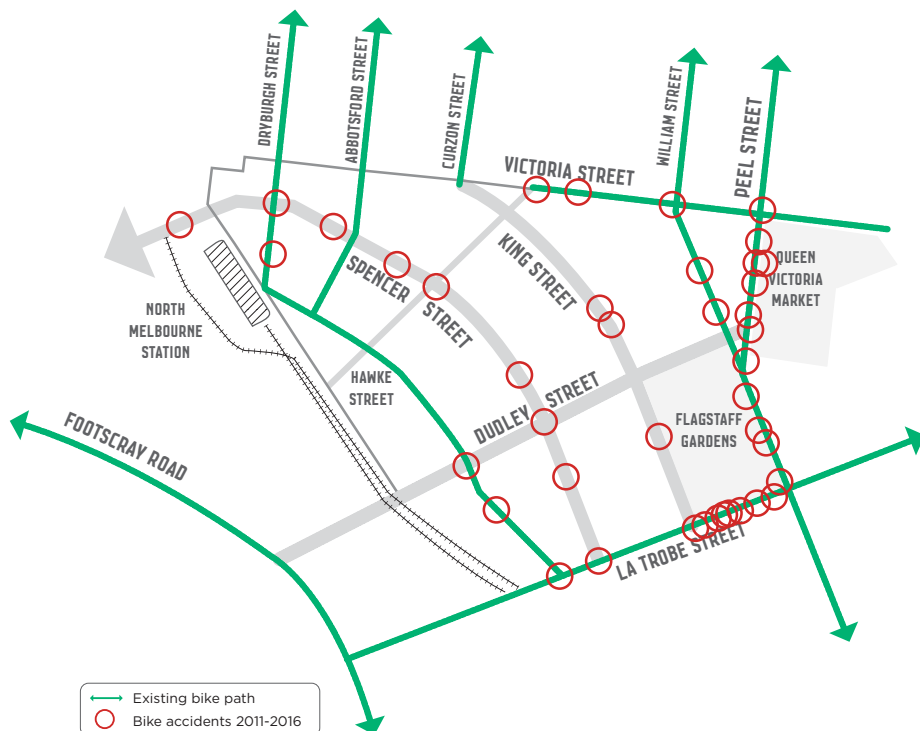


Figure 8.2: Existing bike routes and bike accidents (2011-2016) in West Melbourne. Most bike accidents over the past five years occurred on La Trobe and Peel Streets. Separated bicycle lane were introduced in La Trobe Street in 2013. Peel Street is included as a Priority Corridor in the Bicycle Plan 2016-2020. There were also several accidents on Spencer and King Streets suggesting that these routes could be made safer for cyclists.

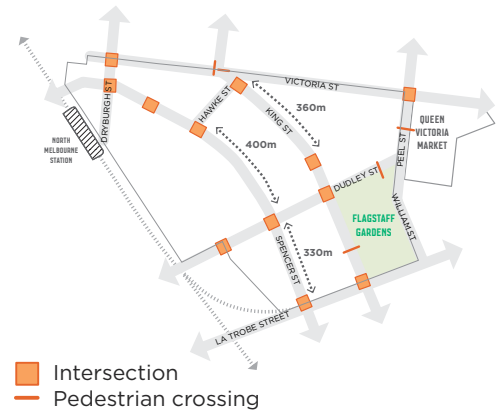


Figure 8.3: Pedestrian crossings and distances between them. Distances between crossings on main streets can be up to 400 m. The Walking Plan (2014) recommends 100 m as a maximum between crossings to create a good walking environment.

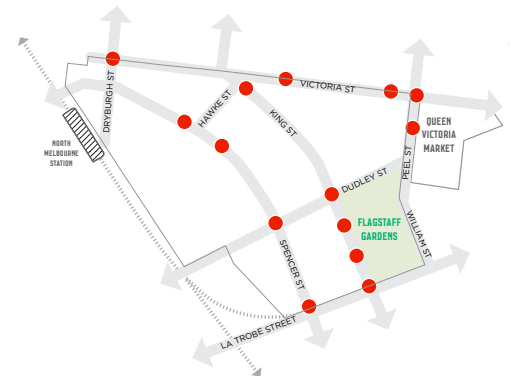


Figure 8.4: Location of most common pedestrian collisions (2010-2015). Pedestrian collisions have occurred on main streets with a concentration on King Street near Flagstaff Gardens.

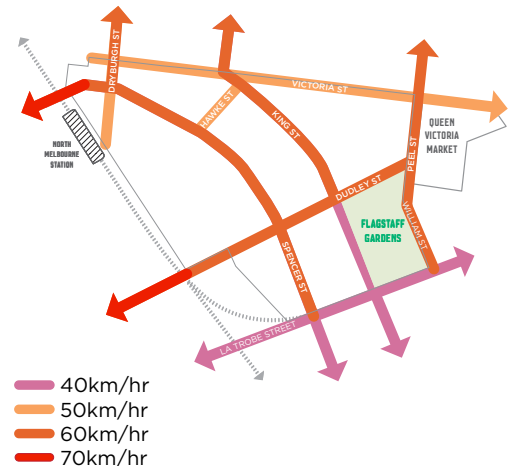


Figure 8.5: 60 km/h speed limits on main streets make it more difficult for pedestrians and cyclists to move between different areas and reduce safety.

Why is this a good strategy for West Melbourne?

West Melbourne's main streets provide important connections to the wider transport network but have a significant impact on the local environment due to high volumes of traffic passing through the area. The main streets act as the key entry points into the neighbourhood when arriving or passing through West Melbourne. They are poor amenity streets and act as barriers to movement for pedestrians, cyclists and local traffic.

As surrounding areas develop, it will be critical to enhance connections between Arden, Docklands and E-Gate and improve access to existing public transport services at North Melbourne and Flagstaff Stations.

In order to meet the transport needs of West Melbourne into the future, these main streets need to provide a higher level of service for all modes of transport. The City of Melbourne's Transport Strategy (2012) identifies Spencer Street and Dudley Street as high mobility streets, with high frequency tram and priority bus services and excellent pedestrian access to and around stops.

There is an opportunity to redefine and strengthen the individual roles of West Melbourne's main streets in the wider transport network. A clear hierarchy of main streets in West Melbourne could attribute particular roles to individual streets, rather than all streets performing the same function as traffic routes. Public transport, for example, could be prioritised on one of these streets.

This could create opportunities for Spencer Street to develop as a local centre (see Idea #1) and would help mitigate the impacts of through traffic on the neighbourhood, foster local street life and improve pedestrian, cycling and public transport connections to the surrounding areas.

Ideas 9, 10, 11 and 12 on the following pages suggest how this strategy to improve main streets could be achieved in West Melbourne. These ideas will be dependent on more detailed analysis and understanding of the key issues and ongoing involvement and partnerships with key project stakeholders, including VicRoads (as the road authority for the main streets in West Melbourne), Transport for Victoria (TfV), Public Transport Victoria (PTV) and Yarra Trams.

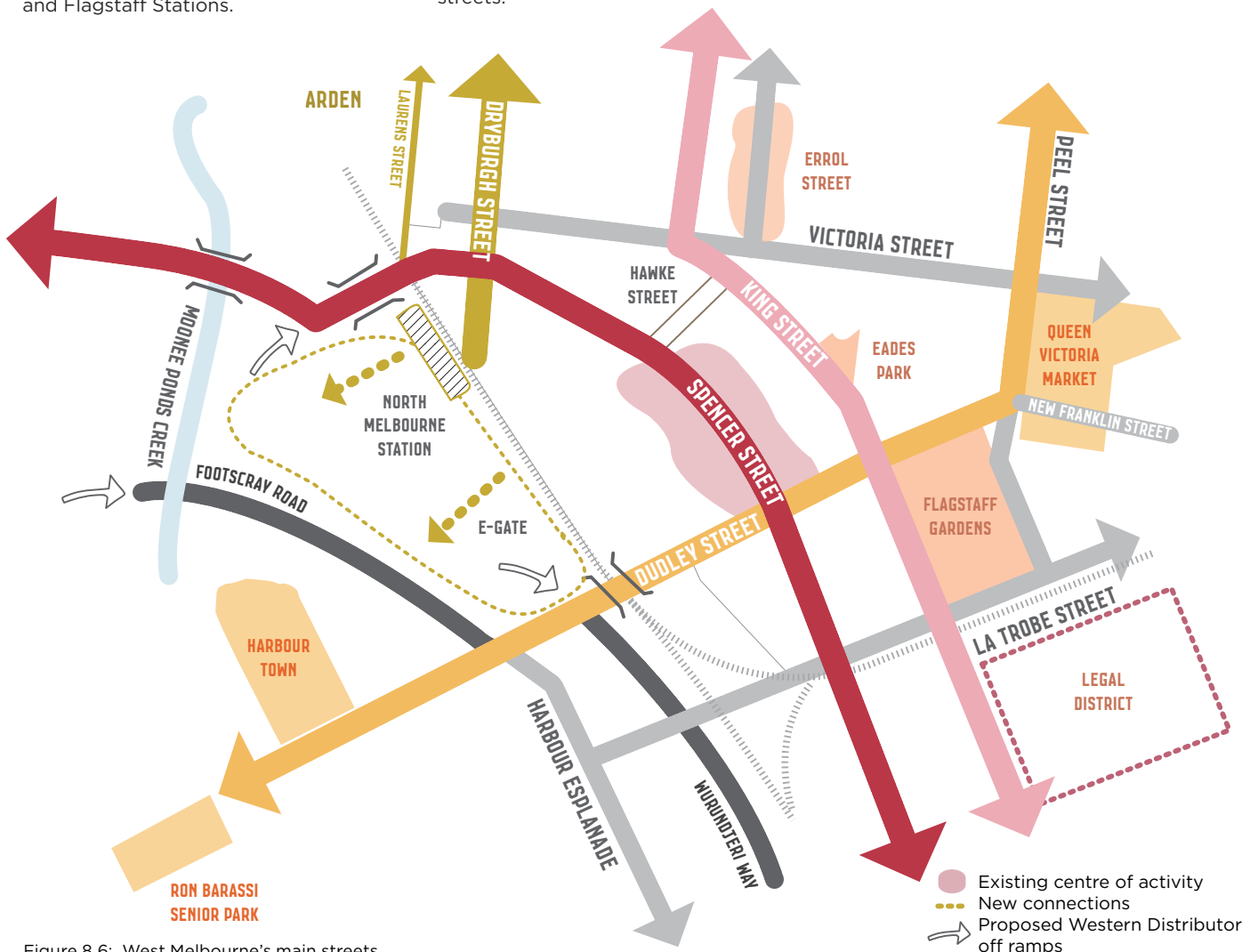


Figure 8.6: West Melbourne's main streets

IDEA #9

SPENCER STREET AS A HIGH MOBILITY STREET

Transform Spencer Street into a high mobility public transport, walking and cycling street.

What is the idea?

This idea proposes to transform Spencer Street into a high mobility street. Prioritising the street for walking, cycling and public transport will help create a safer and attractive place that is easier to get around and supports a mix of uses. Extending the tram line along Spencer Street would help unlock the potential for Spencer Street to become the 'high street' of West Melbourne.

This idea is closely related to **Idea #1** to redesign Spencer Street as the new 'high street' of West Melbourne (see page 32).

Why is this idea proposed?

Spencer Street is currently an arterial traffic route running through the centre of West Melbourne that has negative amenity impacts on the local environment. Spencer Street carries between around 22,000 and 37,000 vehicles day through West Melbourne, connecting the areas to the north and west of West Melbourne with the Hoddle Grid and South Melbourne.

Spencer Street currently plays a similar role in the road network to parallel King Street. Both streets are arterial traffic routes with poor cycling and public transport access. The role of these two streets could be differentiated to better complement one another, with public and active transport given greater priority on Spencer Street while King Street retains its important arterial traffic function.

How could this idea work?

There is a strategic basis for strengthening Spencer Street's role as a public transport corridor. A better public transport service on Spencer Street could improve connections to Dynon Road, Arden, the proposed Dynon renewal precinct and Footscray to the west. A proposed future tram corridor was identified in the City of Melbourne's Transport Strategy (2012).

There are two existing bus routes that run along Spencer Street that could be improved in the short term by reserving space in the centre of the street for priority bus access. Reserving this space this would allow for the roll out of a tram line to Footscray in the future.

Spencer Street can provide an important link in the expanded central city bicycle network. Bike access on Spencer Street would connect existing routes on Dynon Road and Abbotsford Street to La Trobe Street. This could also become an increasingly important bicycle route for the future Arden precinct. Convenient walking and cycling access to local shops and services is also important to support the high street as it develops.

The indicative street sections on the opposite page demonstrate potential treatments that could help transform Spencer Street into a high mobility street.

What could this mean for a new structure plan?

- Investigate potential street design configurations to better prioritise walking, cycling and public transport.
- Investigate opportunities to improve bus priority in the short term.
- Propose improvements to bicycle access and amenity.
- Propose and plan for extending the tram line along Spencer Street.
- Consider ways of improving amenity for walking by providing more street trees and high quality materials and furniture.

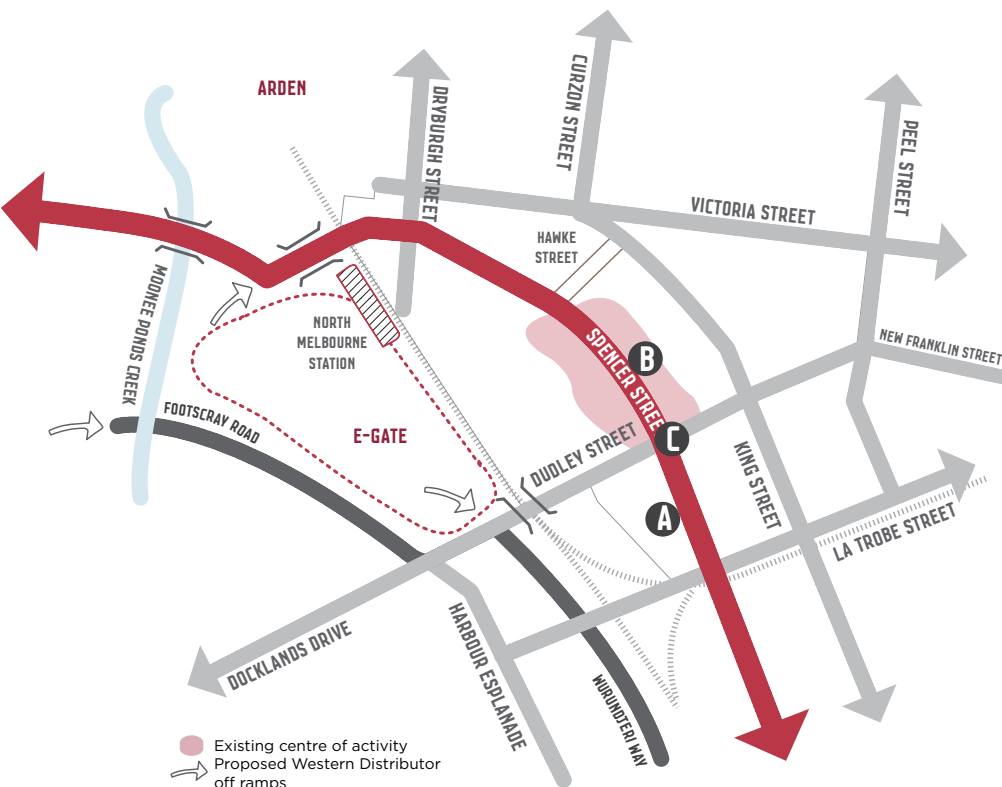


Figure 8.7: Spencer Street has the potential to become a high quality public transport, walking and cycling street through West Melbourne connecting the Hoddle Grid to the west.



Figure 8.8: Spencer Street between Batman Street and Jeffcott Street and the heritage Sands & McDougall Building.



Figure 8.9: Existing commercial buildings between Rosslyn Street and Stanley Street.



Figure 8.10: Intersection of Spencer Street and Dudley Street looking north up Spencer Street.

Indicative sections of Spencer Street (North of La Trobe Street)

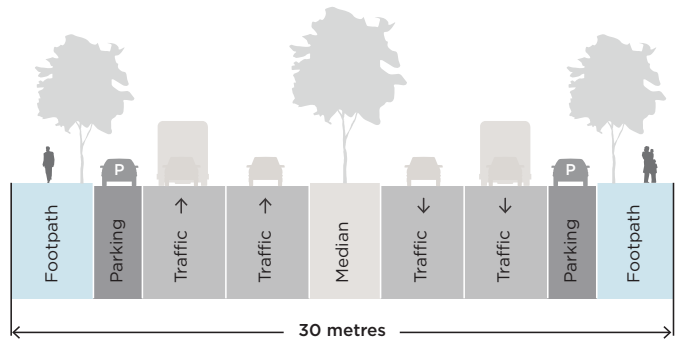


Figure 8.11: Existing street section

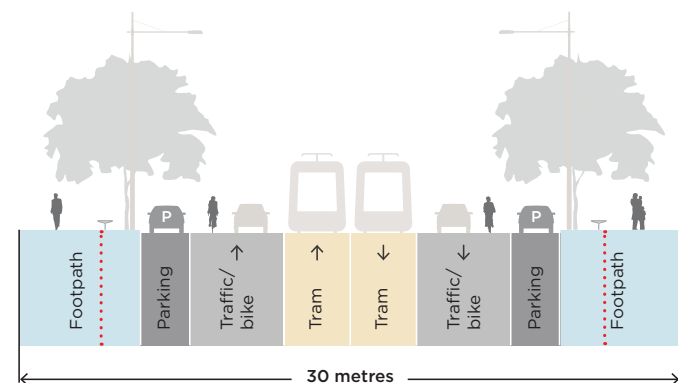


Figure 8.12: Potential street section with tram

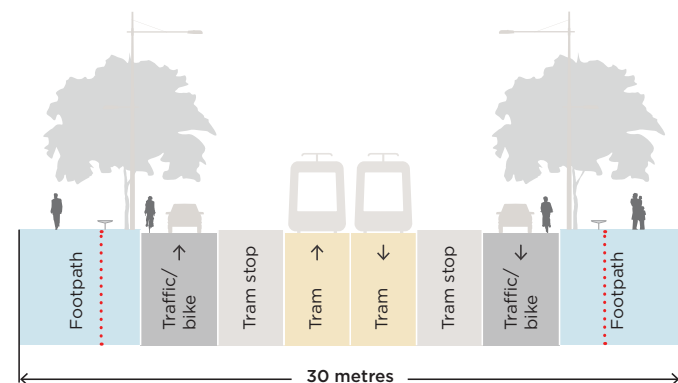


Figure 8.13: Potential street section at tram stop

IDEA #10

DUDLEY STREET

Improve walking, cycling and street trees along Dudley Street, including upgrading the Dudley Street underpass.

What is the idea?

This idea proposes to improve Dudley Street as a tree-lined street connecting Docklands and the Queen Victoria Market. Dudley Street will continue to play an important role in the arterial road network while pedestrian access for residents and visitors will be improved. Upgrading the railway underpass would provide a safer link for pedestrians and cyclists and incorporate improved stormwater management.

Why is this idea proposed?

Dudley Street is the major arterial east-west link through West Melbourne carrying between approximately 22,000 and 32,000 daily between the west and the central city. It is a difficult street for pedestrians to cross and is an unpleasant place to walk in some sections.

Dudley Street is the main street between Docklands and the Queen Victoria Market, two increasingly significant tourism and leisure destinations. As these destinations become more popular into the future, Dudley Street will need to better accommodate a growing number of pedestrians.

Dudley Street poses several challenges, including the topography of the street that drops over 20 metres from Peel Street to the railway underpass causing considerable flooding issues.

The underpass is an unsafe and unpleasant environment for people walking and cycling due to poor lighting, vehicle noise and exhaust and very narrow shared paths. The impacts of the Western Distributor around this area need to be considered further.

How could this idea work?

Opportunities for upgrading the underpass could include introducing 'lane reversibility', where traffic lanes cater to morning and afternoon peak traffic flows. This would allow for the overall road space allocated to cars to be reduced without affecting capacity significantly, while creating space for pedestrian and bicycle paths to be widened and enhanced.

Over the past few years there has been an intensification of residential development along Dudley Street. As a result, the street will need to serve a greater variety of users other than just through traffic.

Bowen Place Crossing, Canberra

Bowen Place Crossing provides a safe, accessible and attractive walking and cycling link under existing road infrastructure. It includes high quality materials, lighting design and landscaping.

These types of treatments could be applied to the Dudley Street underpass to make it a pleasant environment for pedestrians, cyclists and drivers.

Photography by Brett Boardman

Design by lahznimmo architects
with Spackman Mossop Michaels
Landscape Architects

Client - National Capital Authority



As the residential population grows, Dudley Street will be an important connection to new and existing services and facilities in surrounding areas including Ron Barassi Senior Park, Harbour Town, Library at The Dock, the proposed Docklands primary school and new public spaces, community services and fresh food market at Queen Victoria Market.

As referenced by the City of Melbourne's Urban Forest Strategy, there is an opportunity to increase planting and urban forest along Dudley Street, improving the pedestrian environment and helping to mitigate the urban heat island effect.

What could this mean for a new structure plan?

- Propose upgrading the Dudley Street underpass to improve pedestrian and cycling safety.
- Test suitability of 'lane reversibility' to cater to peak traffic flows.
- Propose safer pedestrian crossings and wider footpaths in some sections.
- Propose improved cycling access west of Adderley Street.
- Investigate ways to improve safety for crowds at Festival Hall.
- Expand the urban forest and tree canopy along Dudley Street.
- Integrated engineering and landscape solution to better deal with water and make safer, higher quality pedestrian environment.

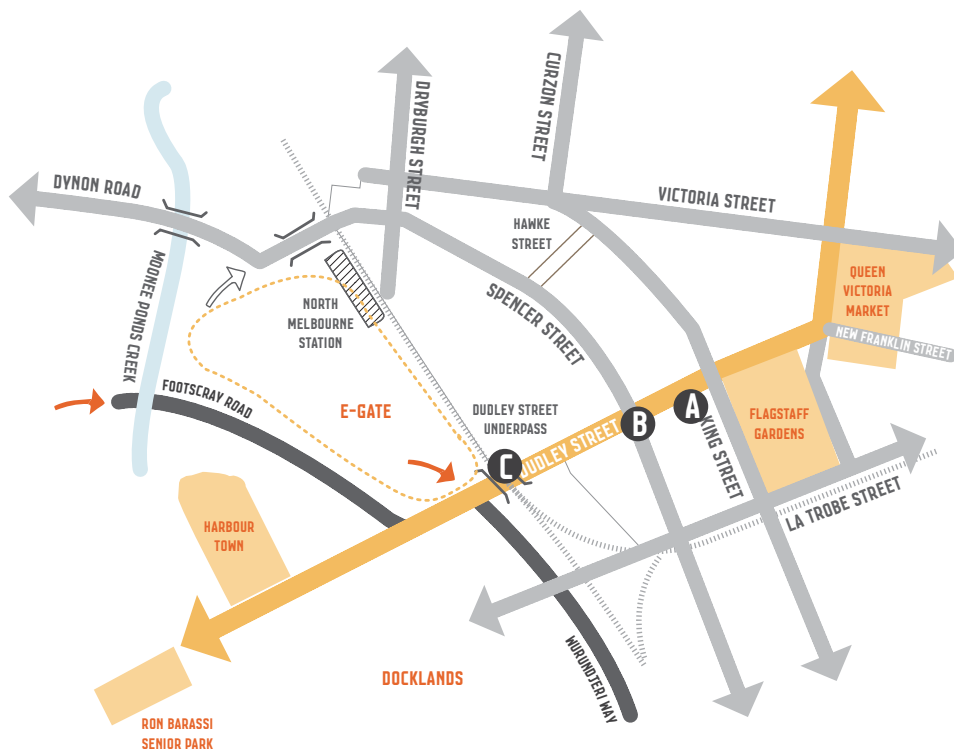


Figure 8.14: Dudley Street provides an important connection between Docklands and Queen Victoria Market. Different sections of the street present different opportunities for improvement.



Figure 8.15: Dudley Street between Spencer Street and King Street has good tree canopy cover and some heritage buildings.



Figure 8.16: Looking south from the corner of Dudley Street and Spencer Street where several developments are under construction or recently completed.



Figure 8.17: Looking west towards the Dudley Street underpass from the Dudley Street northern footpath outside Festival Hall.

IDEA #11

KING STREET

Make King Street safer, easier and more pleasant for people to access and cross, while maintaining its important traffic function.

What is the idea?

This idea proposes to maintain King Street's important traffic function, while making it safer for people. South of Dudley Street, the street could reflect its changing role in the expanding central city and better integrate with Flagstaff Gardens. North of Dudley Street, King Street could be made safer and easier to cross and more pleasant to walk and cycle along.

Why is this idea proposed?

King Street is an important arterial route that carries between approximately 25,000 to 40,000 vehicles daily through West Melbourne between the Hoddle Grid and the north and west. Traffic volumes vary significantly along the length of the street with the greatest volume of around 50,000 vehicles near Flinders Street diminishing to around 25,000 near Hawke Street (see Figure 8.20).

While this traffic function will be maintained, the design of the street currently creates an unsafe environment particularly for pedestrians. Each section of King Street has different issues and presents different opportunities for improving the safety of the street for all road users.

Between La Trobe and Dudley Streets, King Street is characterised by its

interface with the Flagstaff Gardens and a number of active uses including cafes, Haileybury College and St James Old Cathedral. A pedestrian crossing has recently been installed at Jeffcott Street and the Hoddle Grid 40km/h speed limit has been extended to Dudley Street. The Flagstaff Gardens interface also presents opportunities for improvement by introducing more welcoming and accessible entrances, sitting ledges and an increased tree canopy.

North of Dudley Street, access across King Street to the Errol Street shops, the Queen Victoria Market and Eades Park can be difficult and dangerous for pedestrians. Wide traffic carriageways, inconsistent tree canopy and long distances between signalised pedestrian crossings of up to 350 metres (between Hawke Street and Rosslyn Street) make King Street a difficult barrier to pedestrian movement.

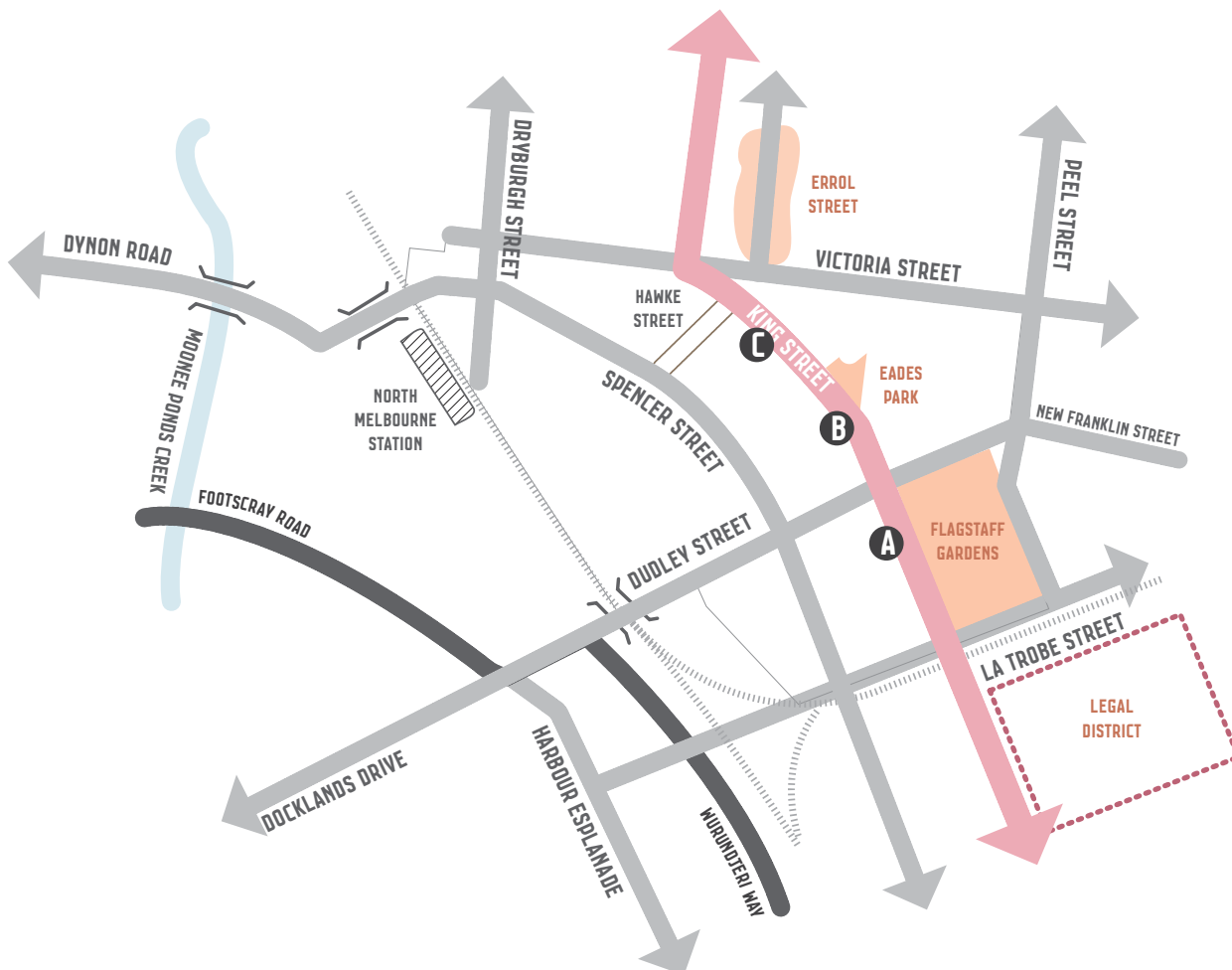


Figure 8.18: King Street is an important traffic route in the transport network but can form a barrier to local movement.

How could this idea work?

The introduction of a new pedestrian crossing between Rosslyn Street and Hawke Street and the removal of central median breaks to minimise vehicle turning movements would improve safety for pedestrians crossing King Street with minimal impact on the flow of through traffic.

While it is acknowledged that King Street does not currently support active transport due to its traffic function, there could be opportunities to improve bicycle safety and access north of Dudley Street where traffic volumes are significantly lower than within the Hoddle Grid.

Between Dudley Street and La Trobe Street, peak time clearways currently allow for three vehicle lanes in each direction. One option could be to reallocate some of this space to bicycle lanes at peak times, as is done in Exhibition Street, to provide safer access for cyclists from North Melbourne and Kensington to the existing La Trobe Street bicycle route.

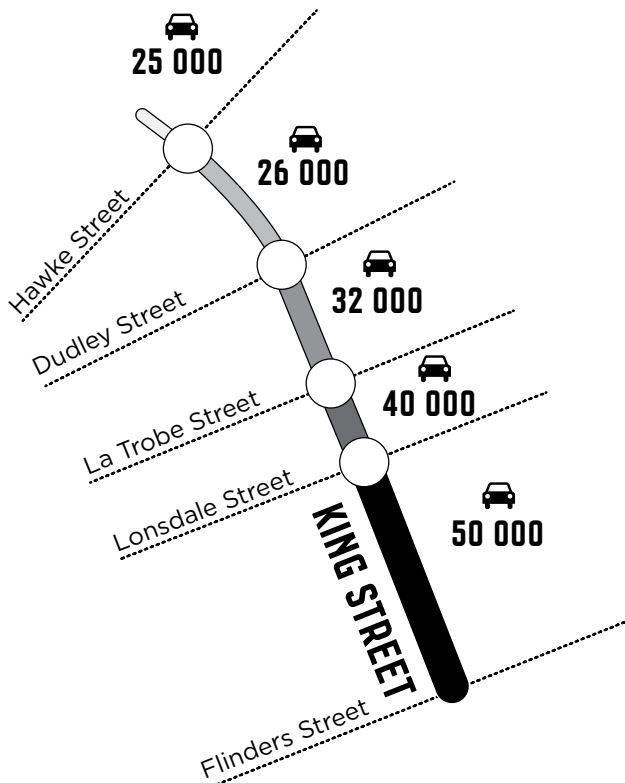


Figure 8.19: 24 hour median midweek two-way traffic volumes by block in King Street.
Source: VicRoads 2016 Traffic Volume Data

What could this mean for a new structure plan?

- Investigate locations for new pedestrian crossings.
- Investigate the feasibility of providing safer bicycle access (north of La Trobe Street).
- Consider options for making pedestrian access to Flagstaff Gardens more welcoming and easier for everyone.
- Consider changes to the central median to minimise vehicle turning movements, such as removing keep clear zones.



Figure 8.20: Entrance to Flagstaff Gardens from the intersection of King Street and Jeffcott Street.



Figure 8.21: Looking north from the corner of Rosslyn Street across King Street to Eades Park.



Figure 8.22: Wide traffic lanes and street trees on King Street at Roden Street.

IDEA #12

SURROUNDING CONNECTIONS

Enable new and enhanced connections between Arden, West Melbourne, E-Gate and Docklands around North Melbourne Station.

What is the idea?

This idea proposes to enable new connections between Arden, West Melbourne, E-Gate and Docklands by providing new and upgraded footbridges to the west of North Melbourne Station. Improvements to infrastructure for pedestrians and cyclists would ensure there are safe, attractive and sustainable opportunities to access the west.

Why is this idea proposed?

West Melbourne's western boundary is defined by an extensive infrastructure corridor including railway lines, a cutting and E-Gate railyards. This barrier disconnects West Melbourne from Docklands for 800 metres between Dynon Road Bridge and Dudley Street underpass. These two existing connections provide very poor pedestrian and cycling access and amenity.



Figure 8.23: Looking south from North Melbourne Station across the railway yards.



Photo: Ossip van Duivenbode

Luchtsingel 'Air Canal', Rotterdam

The Luchtsingel 'Air Canal' is a pedestrian footbridge in Rotterdam, The Netherlands that reconnects the Hofplein area with the northern districts by allowing pedestrians to bypass railway lines and heavily trafficked roads.

The Luchtsingel emerged out of the City of Rotterdam's Central District Masterplan and was scheduled to be built in 30 years time. However, the crowdfunding scheme 'I Make Rotterdam' allowed the project to be brought forward with construction commencing as the first funds were received.

A similar lightweight footbridge could be used to connect create a high amenity connection from North Melbourne Station to the west.

This disconnection is an issue that will become increasingly significant with the development of Arden and E-Gate into the future. Compact inner city areas function better with a high level of connectivity. The success of West Melbourne, Arden, Docklands and E-Gate to function as compact walkable neighbourhoods will be compromised while this barrier remains. The structure plan could propose potential connections across the railway lines.

Overcoming this physical barrier will be difficult due to the topography of Railway Place, particularly south of Abbotsford Street, and the high clearance requirements of the Regional Rail Link overpass.

The impact of the Western Distributor is not yet clear, although the City of Melbourne has reinforced the importance of maintaining the potential for future connections to E-Gate and Docklands.

How could this idea work?

North Melbourne Station presents the most viable opportunity to realise an active transport connection due to its high elevation, making it the most suitable point for a cycling and walking alignment across to E-Gate. New connections will be integrated with plans for Arden and align with proposed pedestrian and cycling routes via Railway Place/Laurens Street and Dryburgh Street.

More than one connection is highly desirable between Dynon Road Bridge and Dudley Street to fully realise the potential for these inner west neighbourhoods to be walkable places.

Improved access to North Melbourne Station from the west will be a priority and connections will support pedestrians, cycling and public transport. Creating new private vehicle connections is not considered appropriate due to increased structural requirements, local amenity impacts and incompatibility with the vision for the area as a sustainable place for people.

Idea #3 proposes another potential future connection at Hawke Street.

What could this mean for a new structure plan?

- Recommend upgraded public transport and cycling access on Dynon Road Bridge.
- Propose a new pedestrian bridge to south end of North Melbourne Station to be staged with E-Gate development.
- Propose upgrading the pedestrian bridge at north end of North Melbourne Station.
- Investigate a new pedestrian and cycling bridge at Hawke Street.

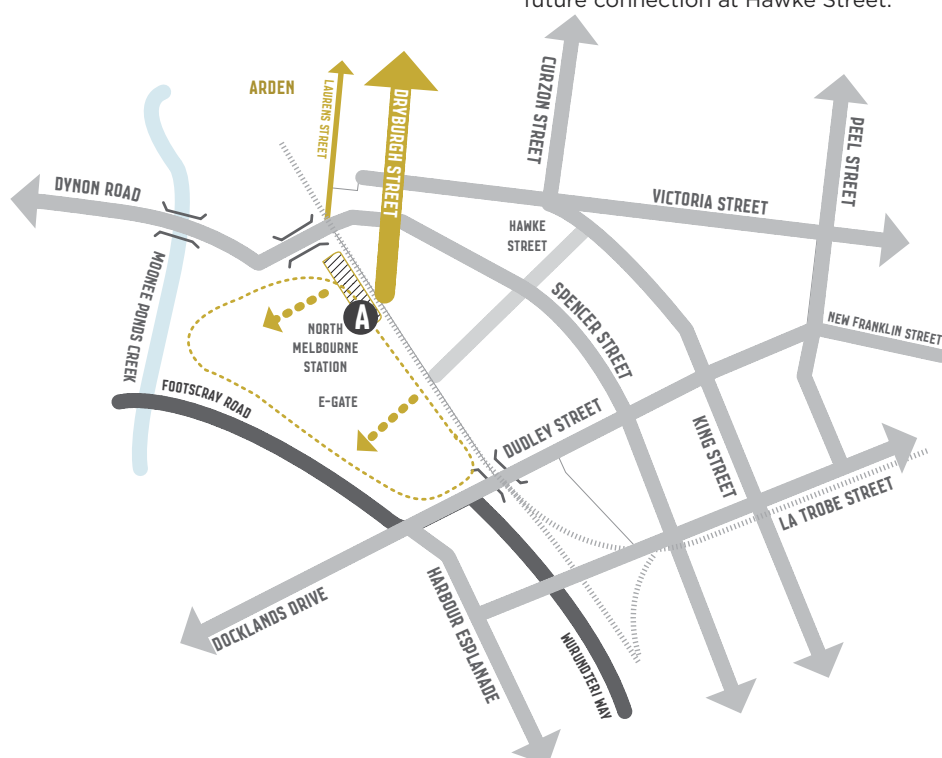


Figure 8.24: Improved pedestrian connections to and through North Melbourne Station will help integrate West Melbourne, Arden, E-Gate and Docklands.



Figure 8.25: Looking south west across from North Melbourne Station towards Docklands.

APPENDIX 1

Urban Design and Planning Principles

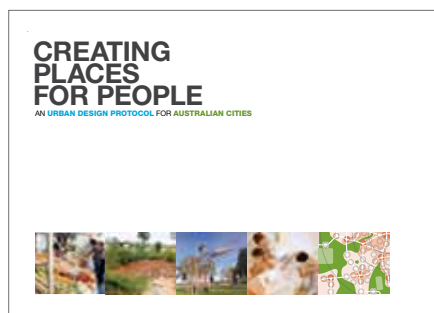
The structure plan for West Melbourne should be guided by and enable good urban design and planning principles to help achieve the vision and create great places.

The eight urban design principles listed are based on an extensive global literature review establishing the economic, environmental and social benefits of urban design.

The principles are:

1. Local character
2. Connectivity
3. Density
4. Mixed use
5. Adaptability
6. High quality public realm
7. Integrated decision making
8. User participation

These principles are further explained on the following pages, including how they relate to West Melbourne.



Key reference documents that explain urban design principles in more detail include:

- By Design - Urban design in the planning system: towards better practice, CABE (Commission for Architecture and the Built Environment), UK
- The Value of Urban Design (The economic, environmental and social benefits of urban design), Ministry for the Environment, New Zealand
- Creating Places for People, An Urban Design Protocol for Australian Cities, Australia



Local character

Local character is the distinctive identity of a particular place that results from the interaction of many

factors, including built form, people, activity and history. West Melbourne has a number of distinct character areas influenced by factors such as its outlook over the railway yards, heritage fabric, wide radial streets and diverse architecture. Ideas for the future of the area will enhance these existing qualities and ensure change occurs in a way that is respectful of the place and its history.

Urban design that supports and respects local character can reinforce a sense of identity among residents, offer people meaningful choices between different neighbourhoods and attract highly skilled workers and high-tech business.



Connectivity

Connectivity is the physical conditions facilitating access and movement within a region, city, town

or neighbourhood. West Melbourne's location to the east of the old port (Docklands) and the railway yards has limited its connections to the west. Several main roads run through the study area reflecting its industrial past and the continued prioritisation of cars over other forms of transport.

Well-connected neighbourhoods can encourage more walking and cycling, make local shops and facilities more viable and enhance people's safety and security by encouraging surveillance.

West Melbourne's location enables it to provide great opportunities for businesses to provide alternative services to economic activity in the central city.



Density

Density is the concentration of population and activity in an urban area. West

Melbourne's high level of accessibility makes it a sustainable location for the concentration of population and activity. There are currently approximately 5000 people living in the neighbourhood and 2800 dwellings in the pipeline indicating that population density will increase in the near future. There are limited local services in the area but this is starting to change as the neighbourhood grows.

Higher density development can (in conjunction with other conditions, such as mixed use, good building design and adequate open space) promote social connectedness and vitality, encourage greater physical activity, reduce the economic costs associated with time spent travelling and help conserve open space.



Adaptability

Adaptability is the capacity of urban buildings, neighbourhoods and spaces to adapt to

changing needs. West Melbourne is scattered with repurposed warehouses, terraces, corner stores and garages that have been given a new life. The adaption of buildings enables a sustainable approach to enhancing local character and heritage.

Urban design that addresses adaptability can extend the life of buildings and public spaces, increase the diversity of uses and users in a public space, encourage the conservation of non-renewable resources and contribute to the long term economic success of a neighbourhood.

Adaptability is also important in the context of adapting to the impacts of climate change.



Integrated decision making

Integrated decision making must occur between and within

organisations involved in urban policy planning and implementation, leading to the integration of different elements in the urban environment. West Melbourne is affected by different decisions made in the private sector and across all levels of government. At almost every border of the neighbourhood there is major change occurring that will influence the neighbourhood – unprecedented central city growth, the urban renewal of Arden-Macaulay and City North, the Western Distributor project, Melbourne Metro and the renewal of the Queen Victoria Market.

An integrated approach to decision-making can allow urban design to produce the greatest possible benefits for the community.



Mixed use

Mixed use is where a variety of different living and working activities are in close proximity within a

neighbourhood. West Melbourne has a long history of many different land uses, this is reflected in the auto repair shops, large furniture retailers and small workers cottages. More recently, knowledge intensive industries, private education providers and commercial accommodation services have started to locate in the neighbourhood indicating a shift in the local economy.

Urban design that supports mixed use neighbourhoods can (in conjunction with connectivity and a relatively high intensity of different uses) provide opportunities for people to establish and run businesses in their local area, reduce household spending on transport, increases the viability of local shops and facilities, offer people greater choices and opportunities and allow parking and transport infrastructure to be used more efficiently.



High quality public realm

The public realm is all the parts of the physical environment of neighbourhoods

that the public has access to, and that forms the setting for public life. West Melbourne's wide sunny streets, narrow bluestone laneways, diverse open spaces, varied topography and architecture provide the foundations for a high quality public realm. Currently, the majority of the public realm remains dedicated to cars and there are significant opportunities for the improvement of the public realm for people.

A high quality public realm can increase the use of public space and associated businesses, enhance personal safety, attract more people and activities and improve the sustainability of a neighbourhood. A good walking environment supports local businesses and helps people stay better connected with each other.



User participation

User participation is the public consultation process, and other forms of public involvement

in projects such as surveys or design workshops. The participation of community members in the planning for West Melbourne is crucial to its success. Local knowledge is fundamental in understanding the history and experiences of a neighbourhood.

User participation can enhance the sense of community, develop a greater sense of ownership over changes, ensure changes to the neighbourhoods meets the needs of the community and encourage increased user support for positive change.

The below table is taken from the Summary of The Value of Urban Design (The economic, environmental and social benefits of urban design), Ministry for the Environment, New Zealand.

This table summarises the principal findings from the extensive survey of writings and empirical studies of urban design discussed in this report. It focuses specifically on the elements of urban design about which there are 'useful' findings.

Asterisks are used to indicate the quality of the evidence surveyed: *** conclusive, ** strong, * suggestive. Anecdotal findings have been excluded.

	ECONOMIC VALUE FINDINGS	SOCIAL/CULTURAL VALUE FINDINGS	ENVIRONMENTAL VALUE FINDINGS
LOCAL CHARACTER	<ul style="list-style-type: none"> Attracts highly skilled workers and new economy enterprises.* Assists the promotion and 'branding' of cities and regions.* Contributes a competitive edge by providing a 'point of difference'.* Potentially adds a premium to the value of housing.* 	<ul style="list-style-type: none"> Reinforces a sense of identity among the residents of a neighbourhood.* Encourages people to become actively involved in managing their neighbourhood.* Offers choice among a wide range of distinct places and experiences.* 	<ul style="list-style-type: none"> Supports conservation of non-renewable resources.*
CONNECTIVITY	<ul style="list-style-type: none"> Increases viability of local service shops and facilities.** Increases a site or area's accessibility, thereby enhancing land value.** 	<ul style="list-style-type: none"> Enhances natural surveillance and security.*** Encourages walking and cycling, mainly for non-work trips, leading to health benefits.** Shortens walking distances, encouraging people to walk.** 	<ul style="list-style-type: none"> Reduces vehicle emissions through fewer non-work trips.**
DENSITY	<ul style="list-style-type: none"> Provides land savings.*** Provides infrastructure and energy savings.** Reduces the economic cost of time allocated to mobility.** Is associated with concentration of knowledge and innovative activity in urban cores.* 	<ul style="list-style-type: none"> Is difficult to disentangle from the benefits of mixed use and other factors.** Can contribute to social cohesion.** Tends to promote health through encouraging greater physical activity.** Can be associated with lower crime and greater safety.* Enhances vitality.* 	<ul style="list-style-type: none"> Reinforces green space preservation if linked into clustered form.*** Reduces run-off from vehicles to water.*** Reduces emissions to air and atmosphere.** May conflict with micro/local green space needs.**

	ECONOMIC VALUE FINDINGS	SOCIAL/CULTURAL VALUE FINDINGS	ENVIRONMENTAL VALUE FINDINGS
MIXED USE	<ul style="list-style-type: none"> Enhances value for those preferring a mixed use neighbourhood.*** Utilises parking and transport infrastructure more efficiently.*** Increases viability of local service shops and facilities.** Significantly lowers household expenditure on transportation.** 	<ul style="list-style-type: none"> Improves access to essential facilities and activities.*** Provides convenience.** Encourages walking and cycling, leading to health benefits.** Reduces the need to own a car.** Increases personal safety.** Can enhance social equity.* 	<ul style="list-style-type: none"> Reduces car use for local trips (but minor impact on commuting) and hence emissions.***
ADAPTABILITY	<ul style="list-style-type: none"> Contributes to economic success over time.** Extends useful economic life by delaying the loss of vitality and functionality.* 	<ul style="list-style-type: none"> Increases diversity and duration of use for public space.*** Gives ability to resist functional obsolescence.** 	<ul style="list-style-type: none"> Supports conservation of non-renewable resources.*
HIGH QUALITY PUBLIC REALM	<ul style="list-style-type: none"> Attracts people and activity, leading to enhanced economic performance.*** Public art contributes to enhanced economic activity.** 	<ul style="list-style-type: none"> Higher participation in community and cultural activities.*** Increased use of public space.*** Gives greater sense of personal safety.** Attracts social engagement, pride and commitment to further achievements.** Public art contributes to greater community engagement with public space.** 	
INTEGRATED DECISION-MAKING	<ul style="list-style-type: none"> Co-ordinates physical design and policy in related areas to ensure benefits of good urban design are realised or enhanced.** 	<ul style="list-style-type: none"> Encourages people to take advantage of opportunities presented by good urban design.** Provides equity of opportunity for a range of people to benefit from good urban design.* 	
USER PARTICIPATION	<ul style="list-style-type: none"> Makes more effective use of resources.*** Offers process cost savings by encouraging user support for positive change.** 	<ul style="list-style-type: none"> Improves fit between design and user needs.*** Develops user ownership of positive change.** Enhances sense of community.** Enhances sense of well-being.* Legitimises user interests.* Enhances democracy.* 	

APPENDIX 2

It is an objective of the West Melbourne Structure Plan to translate City of Melbourne strategies, plans and policies into the West Melbourne context where possible.

The following strategies, plans and policies can be accessed on the City of Melbourne's website at:

www.melbourne.vic.gov.au

Aboriginal Heritage Action Plan 2015-18

Access Docklands 2013

Active Melbourne Strategy 2016-2021

Arden-Macaulay Structure Plan 2012

Arts Strategy 2014-17

Beyond the Safe City Strategy 2014-17

Bicycle Plan 2016-2020

City North Structure Plan 2012

Climate Change Adaptation Strategy 2009

Community Infrastructure Development Framework 2014

Docklands Community and Place Plan 2012

Docklands Public Realm Plan 2012

Docklands Design and Construction Standards 2013

Docklands Waterways Strategic Plan 2009-2018

Food City – City of Melbourne Food Policy 2012

Heritage Strategy 2013

Homes for People Housing Strategy 2014-18

Inner Melbourne Action Plan 2016

International Student Strategy 2013-17

Knowledge City Strategy 2014-2018

Melbourne for All People 2014-17

Melbourne Library Service Strategic Plan 2008-2018

Melbourne Planning Scheme

Melbourne Retail and Hospitality Strategy 2013-17

Music Strategy 2014-17

Open Space Strategy 2012

Pathways - City of Melbourne Homelessness Strategy 2014-17

Places for People 2015

Public Art Framework 2014-17

Public Lighting Strategy 2013

Queen Victoria Market Precinct Renewal Master Plan 2015

Reconciliation Action Plan

Resilient Melbourne 2016

Road Safety Plan 2013-17

Southbank Structure Plan 2010

Total Watermark- City as a Catchment (update 2014)

Transport Strategy 2012

Urban Ecology and Biodiversity Strategy (Draft)

Urban Forest Strategy 2012-2032

Urban Forest Precinct Plan - North and West Melbourne 2014

Walking Plan 2014-17

Waste and Resource Recovery Plan 2015-18

Zero Net Emissions by 2020 and 2014 update

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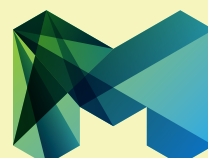
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