IDEAS FOR WEST MELBOURNE

A DISCUSSION PAPER TO INFORM A NEW STRUCTURE PLAN

FEBRUARY 2017

CITY OF MELBOURNE

Status of this document

This discussion paper has been prepared for engagement purposes only and has been not been endorsed by Council. It is intended to help continue the conversation with the community and stakeholders about the future of West Melbourne. Feedback on this discussion paper will be used to inform a new structure plan for West Melbourne.

participate.melbourne.vic.gov.au/westmelbourne

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Issue 5 - Final for community engagement

February 2017

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PART ONE
UNDERSTANDING WEST MELBOURNE

In this part you will find out:

- Why we need a new structure plan for West Melbourne
- What we have heard from the community so far
- What we know about West Melbourne
- What is currently happening in West Melbourne

1. WHY DO WE NEED A NEW STRUCTURE PLAN?

This discussion paper has been developed to help engage with the community and stakeholders on the future of West Melbourne. It presents a draft vision for the area, along with three strategies and 12 ideas to help achieve the vision, all underpinned by good urban design and planning principles.

It is important to note that Council has not endorsed this discussion paper and its content. It has been prepared for engagement purposes only.

In 2015, the community were invited to share their likes, concerns and priorities for a new West Melbourne Structure Plan. This input has helped inform this discussion paper called 'Ideas for West Melbourne'.

This discussion paper also draws from a range of background studies into heritage, transport and movement, economics and employment, parking, urban design and planning. It includes a draft vision for West Melbourne and 12 ideas around the strategies of 'Create great local places', 'Support good growth' and 'Improve main streets'.

Feedback on this discussion paper will be used to further inform the new structure plan and identify any further work required. There will be an opportunity for the community and stakeholders to engage on a draft structure plan in mid-2017.

What is a structure plan?

The key aims of structure planning are to plan for and develop a shared vision for an area and to identify the type and scope of change projected within an area over time.

A structure plan helps give effect to state and local planning policy and is a tool to help manage, influence and facilitate change and over the next 10-15 years.

West Melbourne is currently experiencing significant levels of new development and the structure plan will help ensure that West Melbourne continues to grow as a sustainable, diverse and liveable neighbourhood.

There are four key objectives for the new structure plan:

- To establish a shared vision and framework for the long-term future growth, development and character of West Melbourne.
- To ensure that community infrastructure, open space and transport provisions meet the needs of a growing population.
- To help deliver current City of Melbourne strategies and policies related to West Melbourne.
- To identify a set of actions to deliver the vision and framework for the future development of West Melbourne, to include planning scheme amendments and potential capital works proposals.

Figure 1.1: West Melbourne Structure Plan project timeline

HELP US PLAN FOR THE FUTURE OF WEST MELBOURNE

We want to hear your thoughts on the ideas proposed in this discussion paper to help inform a new structure plan for West Melbourne.

Do you support the ideas? How could they be improved? Have we missed anything?

Visit Participate Melbourne for more details and share your insights and views.

PARTICIPATE.MELBOURNE.VIC.GOV.AU/WESTMELBOURNE

Where is West Melbourne?

The study area for the West Melbourne Structure Plan is the area bounded by La Trobe Street to the south; Adderley Street and Railway Place to the west; Victoria Street to the north; and Peel Street and William Street to the east (see Figure 1.2).

The study area outlined for the new West Melbourne Structure Plan covers a different area to the 2005 plan which included parts of North Melbourne and West Melbourne. The area classified as the 'industrial' part of West Melbourne (west of the railway yards all the way to the Maribyrnong River) is not included in the study area.

The area known as West Melbourne today has been the country of the Wurundjeri (Woiwurrung) and Boon wurrung (Bunurong) people of the Kulin nation for tens of thousands of years. The hill now occupied by the Flagstaff Gardens was a meeting place for local clans with views across the salt lakes and flats to the You Yangs in the west.

The hills of West Melbourne were once covered in grasslands and eucalypt woodland leading down to salt marshes, billabongs and floodplains to the west, which teemed with fish and bird life. Much of this area was drained and filled to make way for the North Melbourne railway yards in the late 19th century.

Today West Melbourne is a long established area in inner Melbourne, with a distinctive variety of uses and a rich cultural and architectural heritage.

It has been shaped by the area's underlying topography, its location in relation to the central city, surrounding industrial areas and proximity to the port and good transport access. It has evolved to include a mix of building types and uses, from cottages and factories to office buildings, warehouse conversions and apartments.

While the focus of the structure plan is defined, its strategic context and surrounding neighbourhoods have informed the strategies and ideas in this discussion paper.

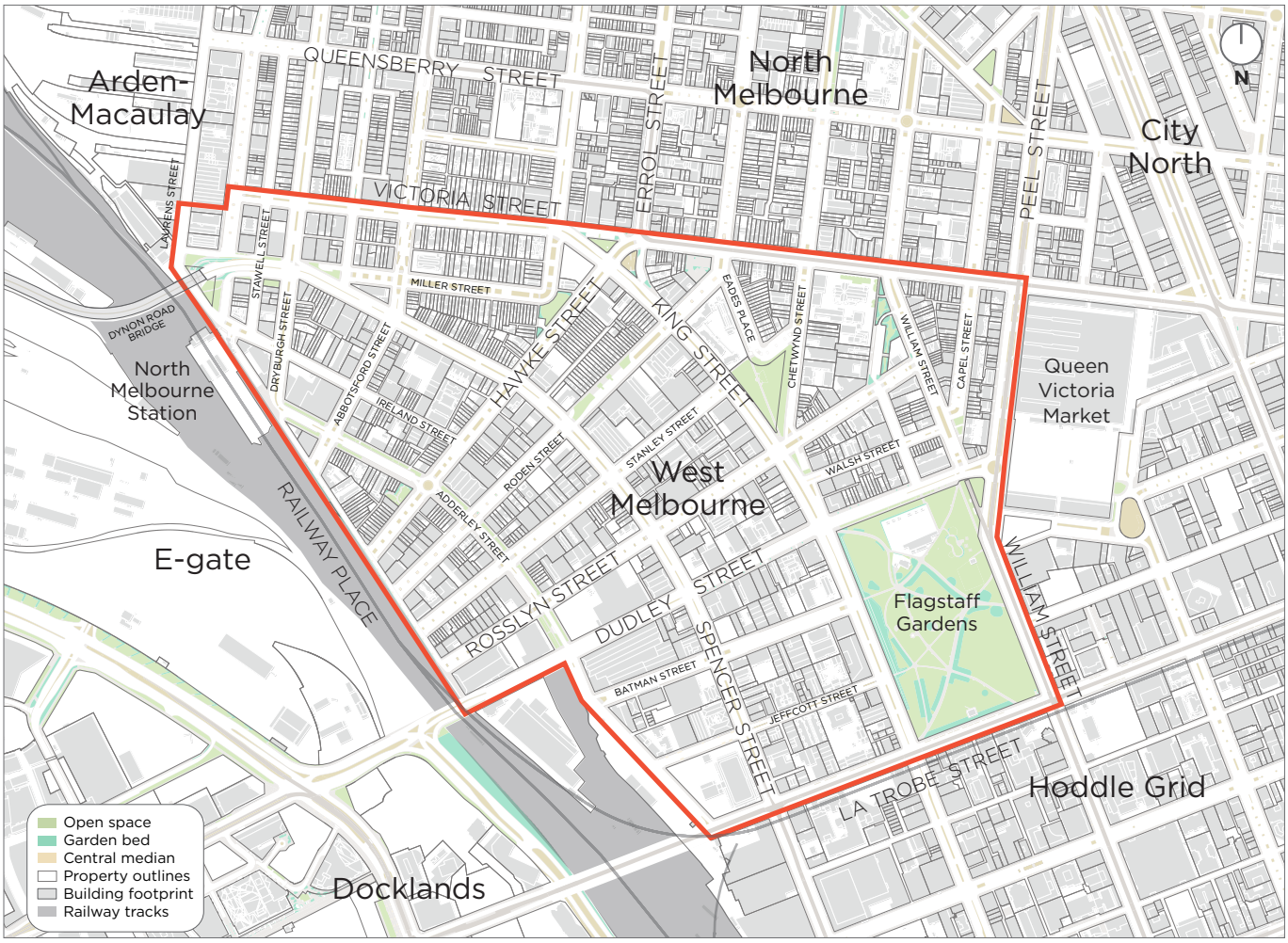


Figure 1.2: West Melbourne Structure Plan study area

Central city
Urban renewal area
Potential urban renewal area
Hoddle Grid
Stable residential area
Commercial and industrial buffer
Freeway
Rail station
Rail network
Metro Rail Station (proposed)
Metro Rail alignment (proposed)
West Melbourne study area

Municipal Strategic Statement

The 2013 Municipal Strategic Statement (MSS) sets out the vision, objectives and strategies for managing land use change and development in the City of Melbourne through the Melbourne Planning Scheme.

In the MSS, West Melbourne is identified as an 'Other Local Area' of incremental growth. It sits alongside the relatively stable area of North Melbourne, but is otherwise surrounded by areas of significant growth in the Hoddle Grid, City North, Arden-Macaulay and E-Gate.

Figure 1.3: Map of the Municipal Strategic Statement (2013) in the Melbourne Planning Scheme. The West Melbourne study area is indicated in red.

Why do we need a structure plan for West Melbourne?

Melbourne is projected to be a city of nearly 8 million people by 2051. Many areas of the city are under increased pressure to change and accommodate more development, particularly those areas close to the central city, public transport, jobs and a wide range of services.

The current West Melbourne Structure Plan was completed in 2005 and informed the current planning controls for the area within the Melbourne Planning Scheme.

Since 2005, a lot of change has been occurring in and around West Melbourne and further change is expected into the future. A gradual shift away from industry, particularly manufacturing, has seen a renewed interest in the development of land close to the central city for a mix of higher value uses, including residential and commercial.

Around 5000 people live in West Melbourne with an average age of 30, and more than one third (37 per cent) were born overseas. There are also around 5500 jobs with a high proportion in business services (2015 CLUE), although the levels of employment in the area have been decreasing as the level of residential development increases.

The area accommodates a mix of residential, commercial and industrial uses along with the major regional open space of Flagstaff Gardens and North Melbourne Station - a major interchange station connecting six train lines to the north-west of Melbourne.

The recent growth in West Melbourne is reflected in the most recent Census of Land Use and Employment (CLUE) information for West Melbourne (see Figure 1.4, opposite). CLUE offers information about economic activity, tracks changes in land use, and identifies key trends in employment. In the last ten years in West Melbourne the number of residential dwellings has increased by 87 per cent, while the number of jobs has decreased by 25 per cent.

Some areas in West Melbourne, particularly those with 'discretionary' height controls and close to the central city and North Melbourne Station, have become subject to development pressures that exceed current planning controls and existing growth forecasts.

Given the ambiguity and flexibility of the current built form controls, along with the strategic justification of increased development on inner city sites close to public transport, jobs and services, there has been a significant increase in the level of development in West Melbourne than what was initially envisaged when the current controls were introduced.

Not only does this level of flexibility provide greater uncertainty for the community, landowners and developers, it also means that levels of supporting infrastructure, such as open space and community facilities, are not matching the levels of development.

One of the key messages we heard from the community during the first phase of engagement in 2015 was a desire for greater certainty from the planning process. The new structure plan aims to give greater levels of certainty while helping us ensure that community facilities, open space and transport provisions meet the needs of the growing population. Some of the ideas in this discussion paper suggest ways of increasing certainty for everyone involved.

SPACE AT A GLANCE

268,500 m² Residential

92,300 m² Office

84,500 m² Unused

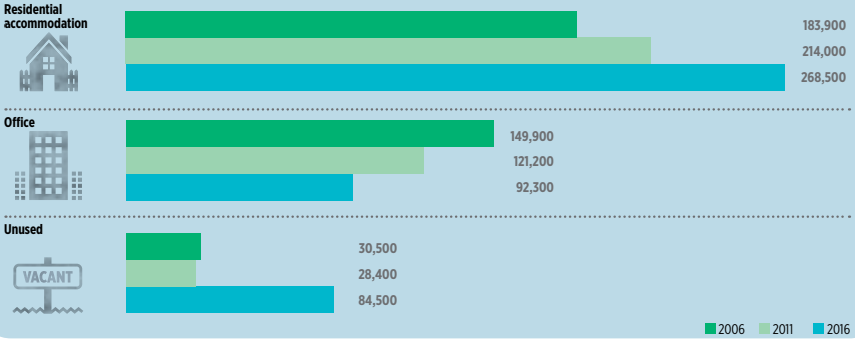
76,900 m² Parks and reserves

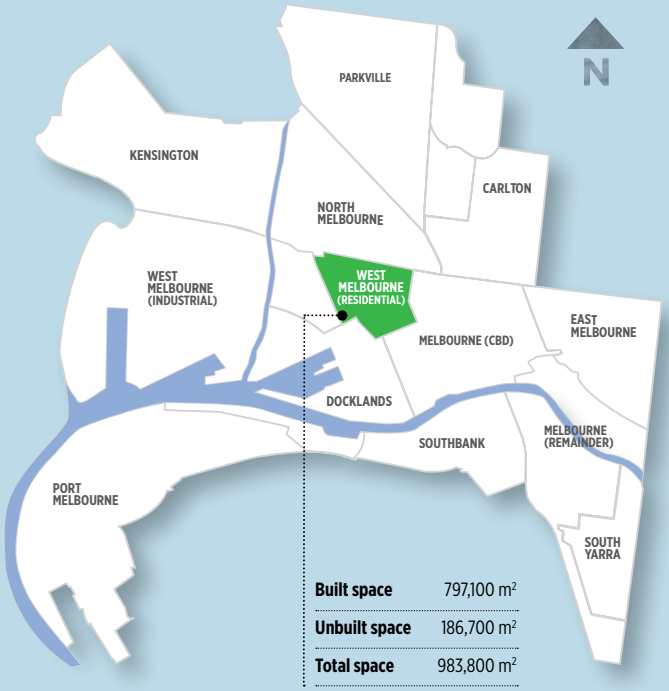
60,400 m² Under construction

25,000 m² Retail

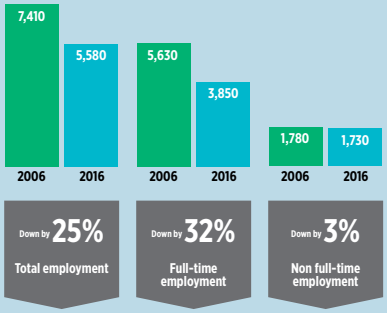
6,000 m² Outdoor sports/ recreation

TOP BUILT SPACE USES (m²)





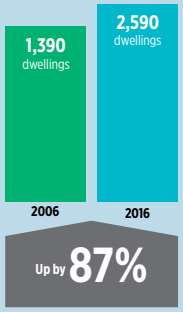
EMPLOYMENT AT A GLANCE (NUMBER OF JOBS)



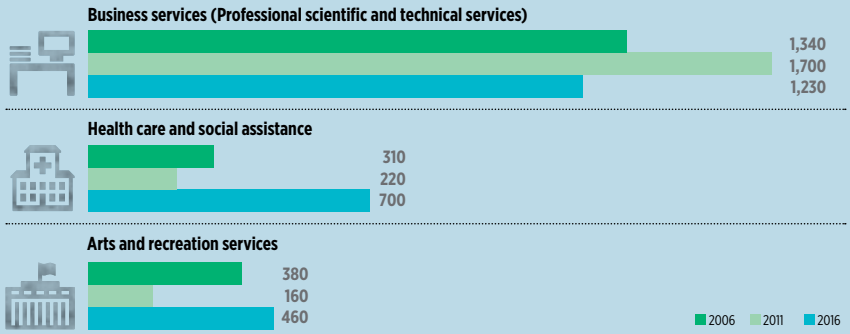
RESIDENTIAL

620 Houses and townhouses

1,970 Residential apartments



TOP EMPLOYING INDUSTRIES (NUMBER OF JOBS)



ABOUT CLUE

The Census of Land Use and Employment (CLUE) provides a portrait of the changing nature of life in our city.

CLUE offers information about economic activity, tracks changes in land use, and identifies key trends in employment.

The small area reports and whole-of-municipality summary report are based on information collected from businesses in the municipality.

Figure 1.4: West Melbourne (Residential) CLUE 2016 Report. West Melbourne's residential area has a mix of old and new housing, office, retail and community facilities, including the iconic Flagstaff Gardens. The statistics from CLUE 2016 reflect the transitionary nature of this small area, with a large amount of floor space currently under construction and an increase in unused space that has been vacated in preparation for development.

What is happening around West Melbourne?

West Melbourne is an established inner urban neighbourhood located between the stable established area of North Melbourne, the dynamic central city and the urban renewal areas of Arden-Macaulay and City North. It is close to destinations of metropolitan, national and global significance including universities, markets, retail, entertainment and employment centres.

West Melbourne is well connected to regional and local road and rail networks, making it a place that people pass through to access the central city and key destinations. The area has historically served as a portal to the city due to its access to local and regional transport networks.

There is a significant amount of change occurring to land use and transport infrastructure in surrounding areas which will significantly impact and influence West Melbourne. These changes will be carefully analysed and considered in the development of the new structure plan for West Melbourne. They can be summarised as follows:

Intensive development of the expanded central city

The central city, consisting of the Hoddle Grid, Southbank and Docklands, is the core of Melbourne and accommodates the highest concentration of economic activity. The central city has experienced significant levels of high density residential growth in recent years, putting increased pressures on adjacent areas such as West Melbourne. New built form controls for the Hoddle Grid and Southbank have recently been introduced to help ensure development enhances Melbourne's long-term liveability.

Arden-Macaulay and City North urban renewal areas

Two existing urban renewal areas identified for significant change and growth over the next 10-15 years overlap the West Melbourne study area: Arden-Macaulay and City North. Arden-Macaulay is expected to transform from an industrial to a mixed use precinct, with the vision for Arden to become a global commercial and residential precinct. City North will become an extension of the central city, as well as supporting growth in the health and education sectors centred around Parkville. Structure plans have been developed for both these areas to help guide and manage this change.

Redevelopment in these areas will create a significantly changed context for West Melbourne, generating land use and development pressures as well as opportunities for synergies and greater connections between these areas.

Redevelopment of the Queen Victoria Market

The Queen Victoria Market is located immediately to the east of the West Melbourne study area. The Queen Victoria Precinct Renewal Master Plan was approved by Council in 2015. Over the next five years, up to $250 million will be spent to create a world-class market precinct, with better facilities and new public open spaces at its heart.

Development of the Melbourne Metro Rail Project and a new station at Arden

The Victorian Government's Melbourne Metro Rail Project is a high capacity rail project, which delivers a tunnelled connection between the existing Sunbury and Cranbourne-Pakenham lines with five new stations at Arden, Parkville, CBD North, CBD South and Domain. Arden Station will be to the northwest of the West Melbourne study area, about half a kilometre from North Melbourne Station, further enhancing West Melbourne's connections to public transport and the rest of Melbourne.

The Western Distributor

The Western Distributor is a proposed road project led by the Victorian Government in partnership with Transurban.

The Western Distributor will connect into West Melbourne via the Dynon Road Bridge and Dynon Road extension, and at Dudley Street via the Footscray Road connection. The project also proposes an extension of Wurundjeri Way to connect with Dynon Road via an alignment through E-Gate (see Figure 1.5).

The City of Melbourne is seeking to understand the potential impacts to the network, if the Dynon Road extension is part of the final design. While it is expected the Western Distributor will change traffic patterns in areas of the inner city including West Melbourne, the extent of this change is not yet clear.

E-Gate urban renewal area

The 20 hectare site to the west of the study area, between the railway yards and Docklands, is known as E-gate. The timing of the urban renewal project led by the Victorian Government is uncertain and may be impacted by the Western Distributor project.

Dynon Road future urban renewal area

The Dynon Road corridor has been identified as a future mixed use redevelopment opportunity in the Municipal Strategic Statement of the Melbourne Planning Scheme. The transformation of this area will enhance the connection between the city and western suburbs. The City of Melbourne's Transport Strategy (2012) promotes extension of the Spencer Street tram route through this area, potentially via Spencer Street and Dynon Road.

Figure 1.5: West Melbourne (red) in the context of inner Melbourne

2. WHAT HAVE WE HEARD FROM THE COMMUNITY SO FAR?

The City of Melbourne is committed to working with the community and stakeholders to help shape a shared vision for West Melbourne to help guide and manage future growth in the area.

The community engagement approach has been designed to ensure there are several opportunities for the community and stakeholders to help inform and shape the new structure plan for West Melbourne. It includes three main phases of engagement as set out below, as well as ongoing discussions with key stakeholders, residents' groups and others throughout the development of the plan:

- **Phase 1:** Understanding the community's likes, concerns and priorities for the area to help shape the new structure plan (April/May 2015).
- **Phase 2:** Engagement on the draft vision and ideas in this discussion paper.
- **Phase 3:** Engagement on the draft structure plan (mid-2017).

There will also be opportunities for the community and stakeholders to engage through subsequent Planning Scheme Amendments for the area.

Phase 1 engagement summary

The first phase of community engagement took place in mid-2015 and was a chance for the community and stakeholders to express their likes, concerns, priorities and visions for West Melbourne prior to any plans for the area being established.

The information captured from this engagement was one of the key inputs that helped to inform the draft vision and ideas in this discussion paper. The engagement included a combination of online tools and face to face events held in West Melbourne. The overall participation included:

- 130 people attended two Saturday afternoon workshops and information sessions.
- There were 168 contributions through the City of Melbourne's online engagement forum, Participate Melbourne.
- There were 594 document and information downloads from the Participate Melbourne website.

A report on this first phase of community engagement can be accessed online at **participate.melbourne.vic.gov.au/westmelbourne**

130
People attended two afternoon workshops

168
Overall contributions on Participate Melbourne

594
Document and information downloads

Key messages

We asked the community the following questions at the workshops and on Participate Melbourne:

- What does it mean to live in West Melbourne?
- How could future change impact your local community?
- How could future change strengthen your local community?
- What are your priorities for the West Melbourne Structure Plan?

A series of key messages emerged from the participants' responses to the questions (see Figure 2.1).

Participants were also asked to complete the sentence **'I would like West Melbourne to be...'** in order to start imagining a future vision for West Melbourne.

In total, 95 vision statements were produced at the community workshop and online. While the visions varied, some of the key themes that emerged included community strengthening and a desire for the future of the area to be vibrant, diverse, safe and integrated with its surroundings. These vision statements helped inform the draft vision proposed for West Melbourne in Part Two of this paper.

A sense of community is important to the people of West Melbourne.

People are concerned about increased building heights but supported appropriate redevelopment in certain areas.

People are concerned about car parking and increased traffic.

People would like to see more certainty from the planning process.

People would like more public transport, walking and cycling infrastructure.

People would like more parks, open spaces, trees and street greening.

Figure 2.1: Key messages from the first phase of community engagement

3. WHAT DO WE KNOW ABOUT WEST MELBOURNE?

Following the first phase of community engagement, a number of background studies were undertaken into heritage, transport and access, economics and employment, parking, urban design and planning to help further analyse and understand West Melbourne.

The key documents that have informed this discussion paper include:

- **Transport and Access Study** (Phillip Boyle & Associates)
- **Economic and Employment Study** (SGS Economics and Planning)
- **Baseline Report: Understanding West Melbourne** (City of Melbourne)
- **West Melbourne Heritage Review** (Graeme Butler & Associates)
- **Parking Study** (Phillip Boyle & Associates)

These documents can be accessed online at **participate.melbourne.vic.gov.au/westmelbourne**

The following is a summary of the high level key findings from each of these documents. Further information and analysis from these findings are discussed in Part Two of this paper.

Transport and Access Study (Phillip Boyle & Associates)

- The streets in West Melbourne are currently designed to prioritise the movement of vehicles ahead of other modes. Both of the main north south arterial streets – Spencer Street and King Street – support high levels of through movements by motor vehicles. There is no clear hierarchy of routes through West Melbourne.
- Most of the street space in West Melbourne is allocated to vehicles. Prioritising motor vehicles also acts to suppress the use of other modes, as it requires large areas of road and kerb space to be allocated to cars.
- West Melbourne is a generally accessible place for walking, though it needs to be prioritised over other modes. It is currently compromised by high vehicle speeds and low priority for pedestrians, particularly on the main streets.
- There are bicycle routes on some streets, but usage is generally low. Bicycle riding has great potential to be improved due to the number of high value destinations within a few minutes ride of West Melbourne.
- Public transport is strong around the perimeter of West Melbourne, with tram services along La Trobe, Victoria and Peel Streets and multiple train lines stopping at North Melbourne and Flagstaff Stations.
- Public transport travelling through West Melbourne consists of bus services on Spencer Street and Dudley Street which have a low priority in terms of road space allocation, signal priority and poor amenity for passengers.
- Public transport with permanent and visible infrastructure such as a tram line, tram stops or train station can send a signal to people considering living, investing or working in an area that a car may not be necessary to meet their daily transport needs.
- Other transport services such as car share are emerging in West Melbourne. Enabling and supporting these services can help shape people's transport choices when they move into the area.

Economic and Employment Study (SGS Economics and Planning)

- West Melbourne has historically provided a 'back of house' function of smaller businesses that support the operation of the central city.
- In the past 10 years, there has been an approximately 90 per cent increase in residential dwellings and a 25 per cent decrease in jobs in West Melbourne.
- Given the decrease in jobs, there is the potential to lose the area's mixed use character and local employment opportunities.
- There is no retail or activity core within West Melbourne. Residents rely on surrounding destinations like Errol Street, Queen Victoria Market and the central city for shopping.
- There are currently no supermarkets in West Melbourne, however two are in the development pipeline (one has a planning permit, the other is subject to a current planning application). An increase in the provision of these services reflects the level of population growth that is occurring in West Melbourne.
- The strategic location of West Melbourne makes it an appropriate location for the expansion of tourism and culture, health and research, and administrative support sectors.
- The diversity of built form in West Melbourne offers opportunities for a range of land uses, in particular those that require smaller building floor plates than those available in the central city and Docklands.
- West Melbourne provides opportunities for businesses that benefit from access to public transport and proximity to the central city and major education and health institutions.

Opposite page: Looking north-west along Spencer Street between Rosslyn and Stanley Streets. Spencer Street is a poor amenity street for pedestrians and cyclists. It is a difficult street to cross due to high traffic.

OFFIC

Baseline Report: Understanding West Melbourne (City of Melbourne)

- West Melbourne has a varied local character informed by its historic mix of industrial, commercial and residential land uses. As a result, there are a number of different character areas within the study area.
- The major infrastructure corridor to the west of West Melbourne includes multiple metropolitan and regional train lines and rail yards. The corridor creates a physical barrier between Docklands, the Moonee Ponds Creek and West Melbourne (see below image).
- There is an assortment of different sized sites, building typologies and heritage assets across the area. Currently, the blanket built form controls that apply to the area fail to response to the diversity of site contexts.
- Recent developments have diverged significantly from the 'discretionary' height and setback controls in the Melbourne Planning Scheme, particularly in Design and Development Overlay (DDO) areas DDO29 (4 storeys) and DDO33 (40 metres).
- The community has expressed a desire for mandatory controls. While the Victorian Planning System is performance based, meaning there is often a high degree of flexibility on how to achieve specified objectives, mandatory controls can be justified in particular circumstances with a strong evidence base and reasoning. The recent approval of some mandatory controls in Arden-Macaulay indicates that they can be supported in certain areas.
- There are no mechanisms in place to capture community benefit from development that negotiates an increased yield greater than that proposed in the current built form controls.
- Currently there are limited examples of affordable housing in West Melbourne.
- Some smaller sites are being consolidated into single ownership, creating larger sites and consequently the grain and local character of the area is being altered.
- There are few examples of high quality sustainable Green Star or NABERS rated developments in West Melbourne, particularly residential developments.
- The 30m wide local streets in West Melbourne create the opportunity to provide water sensitive urban design in the public realm and help manage flooding issues.
- The Open Space Strategy (2012) identified West Melbourne as having insufficient open space and suggested that three new local open spaces were required, as well as a large open space as part of the E-Gate development. The population growth that has occurred since 2012 has increased the use of existing open spaces.
- Fifty five per cent of space in the study area is impermeable including roadway, parking and footpaths, compared to 33 per cent in the Hoddle Grid. This increases flood risk particularly in low lying areas such as the Dudley Street underpass (see Figure 3.2) and contributes to the Urban Heat Island Effect.
- There is lower average canopy cover in West Melbourne (19 per cent) than the city as a whole (24 per cent). This cover is inconsistent in West Melbourne, where some streets have significantly greater tree planting than others.

- Increased tree planting has the potential to mitigate the Urban Heat Island Effect and improve the comfort and amenity of streets in West Melbourne.
- The majority of community facilities, such as libraries and community spaces, are accessed in surrounding neighbourhoods such as North Melbourne, Carlton, Docklands and the Hoddle Grid.
- There are three non-government schools in West Melbourne. There are public schools in neighbouring North Melbourne, though North Melbourne Primary is at capacity. New primary schools have recently been announced for Docklands and North Melbourne. Ensuring well-designed, direct and safe pedestrian and cycle routes to these new schools from West Melbourne will be important to help support the growing community and families living in the area.
- There are few arts and cultural facilities in West Melbourne. A cluster of arts infrastructure is located in neighbouring North Melbourne. The Melbourne Arts Infrastructure Framework refers to the opportunities of providing arts infrastructure in West Melbourne as part of the structure planning process.
- The built form in West Melbourne can provide suitable spaces for the expansion of arts infrastructure, such as in warehouse buildings.

Figure 3.1: Looking north east along Stanley Street from Spencer Street. The 30 metre wide streets in West Melbourne make up 55 per cent of the total study area.

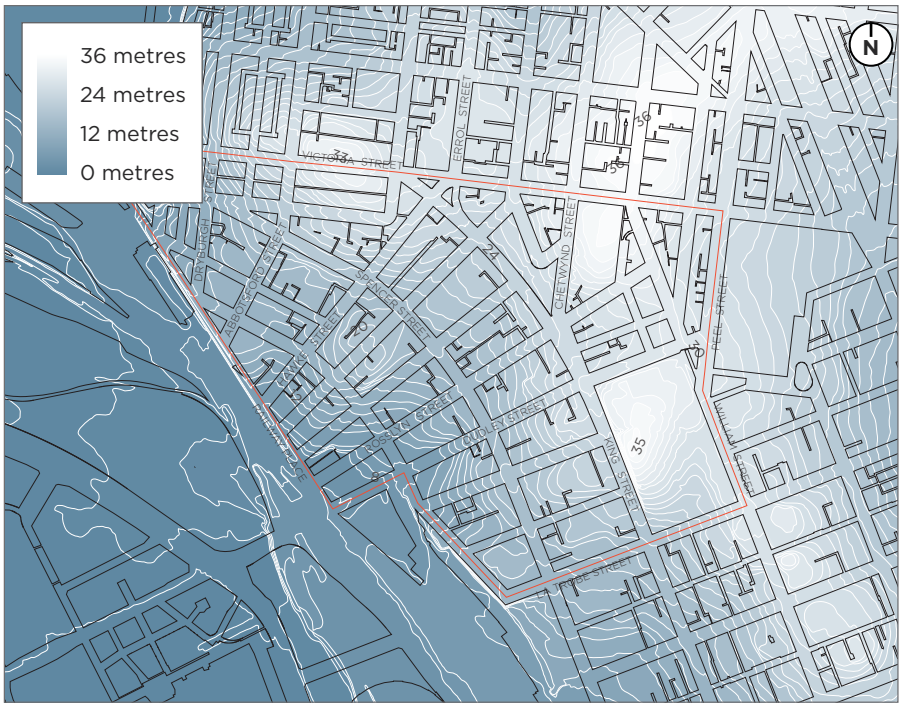


Figure 3.2: Topographical map of West Melbourne showing greater elevation in the north and east and lower areas to the south west.

West Melbourne Heritage Review (Graeme Butler & Associates)

- The West Melbourne Heritage Review (Amendment C258) assessed the heritage significance of land within the West Melbourne Structure Plan area and recommends changes to the heritage planning provisions that apply to identified heritage properties/places in West Melbourne.
- The review identified 25 new heritage properties/places that warranted heritage protection. This process forms part of the wider Heritage Policies review which proposes a new approach to heritage practice in the City of Melbourne to streamline and improve the policy and guidance around protecting and redeveloping heritage places.
- The Heritage Polices Review applies across the whole municipality and proposes to amend the Melbourne Planning Scheme by revising the two local heritage planning policies (Clauses 22.04 and 22.05), incorporating new heritage statements of significance and replacing the A to D grading system with the significant/contributory/non-contributory grading system.
- Amendment C258 will be open for comment during public exhibition in March and April 2017. The City of Melbourne will contact property owners, residents, businesses and other affected parties shortly. In the meantime, you can find out more at melbourne.vic.gov.au. The West Melbourne Heritage Review and community input received during the public exhibition period will help inform the draft West Melbourne Structure Plan.
- Amendment C273 proposes interim controls for the protection of buildings and places identified in the Heritage Review. C273 is being considered by the Minister for Planning.

Figure 3.3: Looking south-east along Batman Street - the conversion of previously industrial buildings to residential apartments.

Figure 3.4: Flagstaff Place, circa 1951.
Source: State Library of Victoria.

Parking Study (Phillip Boyle & Associates)

- There are around 3300 on-street parking spaces in West Melbourne.
- There are also around 3400 off-street parking spaces on private land. These include a combination of private spaces in non-residential building such as offices, managed commercial car parks often in temporary surface lots and residential spaces in apartment buildings and surface lots.
- There have been around 1600 off-street car parking spaces provided in new dwellings in West Melbourne since 2002.
- There are many more on-street parking spaces in West Melbourne than in similar sized areas of Carlton or the central city.
- There are around 1200 spaces currently allocated to the long-term storage of vehicles with a resident permit. Most of these spaces have a dual use, supporting short-term visitation to the precinct during weekdays.
- To cope with growing activity in the precinct, there will be a need to consider a broader range of parking management practices and tools.
- As land uses change, there will be less demand for parking during weekdays and increased demand for some of this space to be converted to grass (like local road medians in Carlton).
- There are two broad parking management 'settings' that typically apply to on-street parking in West Melbourne (noting that on-street is only 49% of the supply).
- On weekdays and Saturdays, most of the bays (70 – 80%) are managed to support short-term visitation to the precinct. Around 30% of these bays are metered (fees apply). The balance of around 500 bays are set aside for all day vehicle parking (sometimes referred to as 'storage'). Around 85% of these are metered.
- On Sundays, the broad setting is the opposite: most of the bays are set aside for storage. Around 500 bays are designated for short-term visits (under 4 hours). Both the storage and parking bays are typically provided at no charge.
- Changes to the weekday management settings would enable more visitors to use the same number of spaces.
- The Sunday management settings reflect historical character of the precinct attracting few visitors on Sundays. These settings could be reviewed considering impacts from Docklands Stadium and evolving land use changes.

4. WHAT IS HAPPENING IN WEST MELBOURNE?

While the structure plan is being developed, there are a number of projects and developments already underway in and around West Melbourne.

The City of Melbourne is leading the expansion and improvement of two open spaces in West Melbourne; the Hawke and Adderley Street Park where the planning process is underway, and the Railway and Miller Street Reserve where construction works will commence in February 2017.

The proposed increase in open space is supported by City of Melbourne strategies including the North West Local Plan (1999), Open Space Opportunities in North and West Melbourne (2002) and the Open Space Strategy (2012).

New street tree planting has been completed recently in Jeffcott Street, Dryburgh Street and Abbotsford Street.

The Queen Victoria Market Precinct Renewal to the east of the study area will create a world-class market precinct, with better facilities and new public open spaces. The market will continue to be a major asset for the West Melbourne community and will be enhanced and improved over the coming years.

Privately-led projects include the recently opened Haileybury School on King Street. This has triggered the installation of a new pedestrian crossing at the corner of King Street and Jeffcott Street and a reduction in the speed limit from 60 km/h to 40 km/h between La Trobe Street and Dudley Street.

Several other private developments have been recently completed or are in the development pipeline, as shown on Figure 4.1.

Two of these developments include supermarkets on the Australia Post site at 185 Rosslyn Street (approved) and the Rose Street Furniture site at 512-542 Spencer Street (current planning application).

Opposite page: Hawke and Adderley Street Park will be expanded by acquiring a neighbouring property and reallocating some adjacent street space.

Figure 4.1: Current activity in West Melbourne.