

3

Urban structure and built form

46 Urban structure and built form

Strategy 4

Create streets which are filled with activity and vitality

'Great streets' are those where the buildings have a positive relationship with people. People in City North will be happy to wander around the streets, shopping, playing and participating in an active neighbourhood.

The fronts of buildings will be pleasing and will provide interesting rooflines. The backs of buildings can provide parking and service areas, while allowing private spaces for residents. Corners are landmarks and need to be interesting and memorable.

Development should interact with, and contribute positively to, the surroundings at street level.

To address the current predominance of inactive street frontages and create a liveable, vibrant and social City North all buildings on primary streets should deliver an active frontage of 80 per cent consistent with Central City planning controls (see figure 2.1 and chapter 2, Activities and land uses, Strategy 4). This includes Elizabeth Street, Peel Street, Queensbury Street, Flemington Road, Grattan Street, Victoria Street and Swanston. This will reinforce the important local shopping, entertaining, socialising and 'getting around' role of these streets.

Other streets within the area will feature a mix of uses. It is important that buildings within these streets are designed to activate, overlook and engage with the street to promote pedestrian safety and attractive, interesting and inviting streets. These streets should include multiple doorways, entranceways and windows that front the street. Entrances to car parks, services (for example, ventilation, air conditioning) should be avoided on these street frontages.

In line with Crime Prevention Through Environmental Design (CPTED) principles, all buildings at upper levels must provide passive surveillance over the street by locating active and inhabited uses to the street frontage. This will restrict the development of car parks at the street façade. Car parking will be internalised away from street frontages or preferably underground.

Car parking at a rate of a maximum of one car per dwelling will provide the opportunity to reduce the impact of car parking on the public realm. With City North's proximity to the Central City and extensive public transport services, it may be possible to further reduce this ratio in City North to 0.5 car spaces per dwelling.

Actions

This strategy will be implemented through the following action.



Policy

U4.P1

Prepare a planning scheme amendment to implement the proposed built form controls.

1 year

1 - 5 years

5 + years



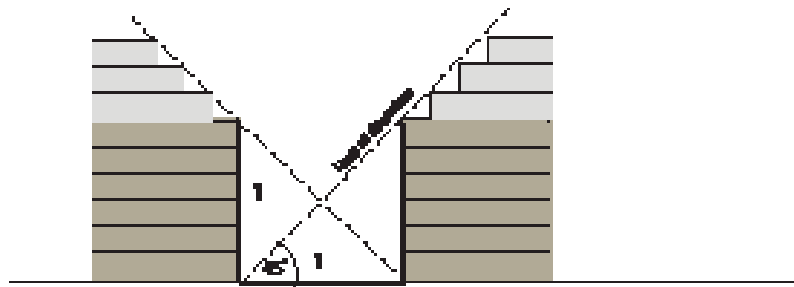
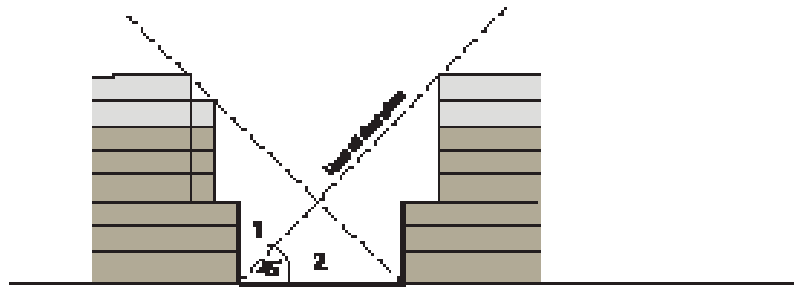
To create 'great streets' the following design performance criteria have been established:

1. A minimum of five hours of sunlight is provided at the equinox to ground floors within streets that have residential uses at ground floor.
2. Streets receive adequate levels of daylight and sunlight to establish a high-quality public realm.
3. A comfortable wind speed is created at ground floor.
4. A minimum building height at the street edge, that is half the street width and a maximum height equal to the street width, is established on all streets to create well-defined streets.
5. Zero metre setbacks at ground floor level to provide a clearly delineated and fronted public realm.
6. All visible sides of a building should be fully designed.
7. Blank building walls that are visible from streets and public spaces should be avoided.
8. Buildings should address both street frontages on corner sites.
9. Visible service areas (and other utility requirements) should be treated as an integral part of the overall design and fully screened from public areas.
10. Façades should make provision for the location of external lighting for public safety purposes and to give interest to streetscapes at night.
11. The façade of buildings with wide street frontages should be broken into smaller vertical sections of 4m to 10m in width.
12. Active ground floors are designated within local activity hubs and within City North.
13. At least five lower floors to have habitable uses (commercial or residential) to street frontages (including laneways).
14. No car parking at the street edge.
15. Balconies and private open spaces above ground floor should face the street.
16. Street façades to be highly articulated and visually interesting.
17. A complementary height limit is applied on both sides of the street.
18. Pedestrian weather protection is provided to all primary streets.
19. Maximum of one car space per dwelling.

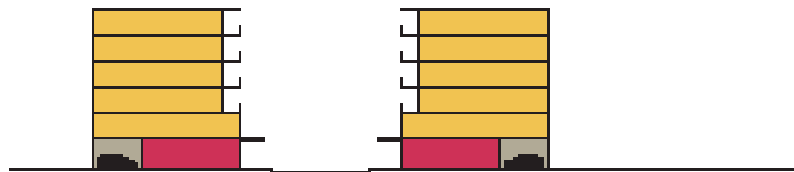
With the exception of residential car parking rates, car parking provision to be in accordance with Schedule to Clause 52.06-6 in the Melbourne Planning Scheme.

Figure 3.9 illustrates some key principles of 'great streets'.

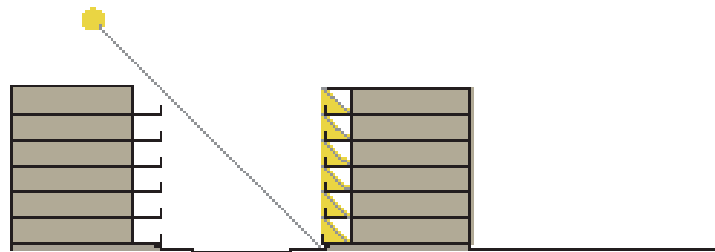
3 Urban structure and built form



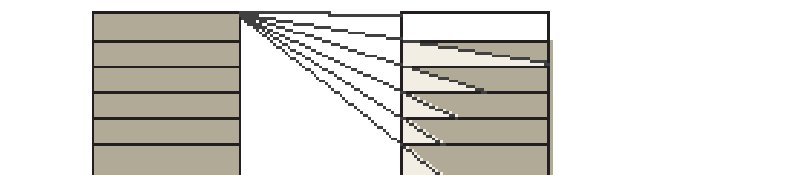
Street Enclosure and definition achieved through a building height to street edge ratio between 1:2 (above) and 1:1 (below)



Activated Streets with services/car parking from rear



Solar access provided to ground levels of buildings and into streets



Natural light penetrating to ground floor levels and into street

Figure 3.9: principles of good street design



Figure 3.10: Elizabeth Street (existing, view from Queensberry Street).



Figure 3.11: artists perspective of proposed Elizabeth Street built form outcomes (Note, potential redesign of street reserve not shown).

Strategy 6

Create high quality, liveable dwellings that include housing choice

Housing development should enhance the existing character of the area while contributing positively to streets and public spaces. Buildings should achieve higher densities through a mix of housing sizes, types and tenures at appropriate scales, without compromising space standards and access to natural daylight and ventilation.

Actions

This strategy will be implemented through the following actions.

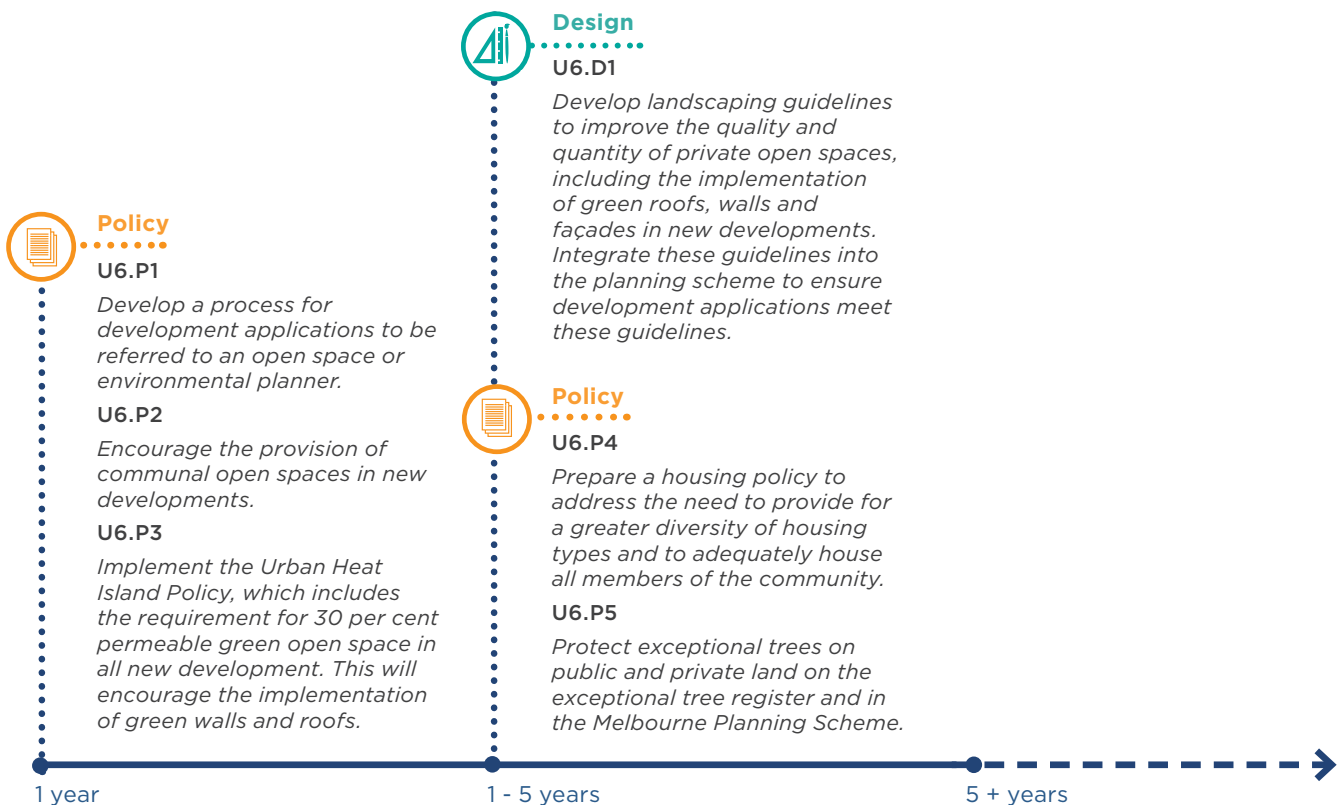
The quality of housing provision across all tenures will ensure lower energy consumption, adequate private open space and communal areas and will ensure that all households are accessible, easily adaptable and age friendly.

Private open space should be provided for all dwellings. This should be green permeable open space. This can be on structure or on ground but should include a minimum of 30 per cent of the site. Encourage green roofs and infrastructure to achieve this aim.

Vegetation in urban landscapes delivers multiple benefits including improved air quality, enhanced wildlife habitat, mitigation against the effects of urban heat island, the reduction of stormwater run-off and opportunities for local food cultivation.

Green roofs and walls are an opportunity to increase the provision of vegetated spaces in City North. In addition to the above benefits, green roofs improve visual amenity through considered design of the 'fifth façade' (the roof) and the creation of additional recreational space.

Green roofs can also improve the performance of rooftop photovoltaic systems (see Chapter 7, Sustainable infrastructure).



4 Transport and access

30-year vision

Residents, workers, students and visitors will access City North with high speed, high capacity train, tram and bus services and will walk and cycle with safety, convenience and enjoyment.



4.1 Introduction

54 Overview

City North will enjoy an integrated and affordable network of public transport, with well-planned, well-maintained streets and pathways for pedestrians, cyclists and drivers.

City North is well-served by existing public transport, with two train stations on the periphery, and major tram spines running north-south. Melbourne Central, to the south of City North is also a major metropolitan bus portal. The existing services will be bolstered by the development of Melbourne Metro, a proposal to link South Kensington to South Yarra providing two underground Metro stations within the City North precinct (at Parkville and CBD North).

A new street priority for high-mobility pedestrian and public transport streets is set out in the City of Melbourne's *Transport Strategy Planning for Future Growth (draft 2011)*. It proposes a shift in transport priorities on the road network, through a long term program of upgrading the municipality's streets to create high-mobility streets. These streets will provide excellent conditions for higher numbers of pedestrians (of all ages and abilities), faster and more frequent trams and buses, safe and attractive cycling, and easy use of taxis and car share. Access for service and delivery vehicles and private cars will be maintained in ways which are compatible with the priority modes.

The *Transport Strategy (draft 2011)* also outlines improved connections to and from City North and the surrounding area, including the Central City.

This Plan prioritises the attractiveness and effectiveness of the public transport system to ensure residents, workers and visitors can move easily within and

to City North. It also encourages walking and cycling as key travel modes, through a range of measures including the introduction of a street hierarchy that promotes active frontages, cycle lanes and a high level of pedestrian activity in primary streets. (See also Chapter 2, Activities and land use, and Chapter 3, Urban structure and built form).

4.2 Objectives

Principle 8

Create a connected and accessible place

1. An integrated transport network prioritises and encourages walking, cycling, and public transport use.
2. A safe and highly accessible transport network is developed, with high quality new and improved infrastructure, commensurate with projected growth.
3. An increased number and frequency of public transport services support the community, visitors and workers.
4. Vibrant activity occurs around existing and planned public transport infrastructure.
5. People who are walking, cycling and using public transport are given priority.
6. Efficient management of freight and deliveries support key activities and local businesses, without compromising amenity and liveability.
7. Car dependency is minimised by provision of sustainable alternatives.
8. A permeable street and laneway network reflects the historic subdivision pattern of the area and is attractive, well-designed and legible, with a high level of amenity.
9. The local street network provides safe, continuous, direct, inviting and attractive pedestrian, cycle and local vehicular links to key activity centres, public transport nodes and open spaces.
10. Sustainable transport modes grow, and parking provision is contained within that context.
11. Pedestrian and cycling paths and public transport provide safe and direct access to community facilities, activity centres and open space.
12. High quality streets support incidental meetings and provide spaces to connect.
13. Pedestrian and cycling paths provide safe and attractive connections to surrounding areas.
14. Connections with local and regional destinations are strengthened by improved public transport.
15. Emergency service access is prioritised.
16. Connections to public transport interchanges are enhanced.
17. Connections with the Central City are reinforced.

4.3 Issues

56

Transport and access

1. Public transport

Although City North is well serviced by trams, buses and Flagstaff and Melbourne Central stations to the south, growth in the number of residents, workers, students in, and visitors to City North will put pressure on the public transport system. At present, the reliability of tram and bus services is impacted by delays caused by traffic congestion and insufficient priority at intersections.

There are limited east-west public transport options in City North. Twenty-four hour activity in City North, particularly at the hospitals, requires reliable and safe inter-peak transport options particularly for workers and visitors. There is currently a gap in the hours of operation of the tram, bus and train services. There are also limited public transport routes linking the City North knowledge precinct with other knowledge clusters across the metropolitan region. To meet future demand in City North, the capacity of the public transport system and streets in City North will need significant upgrades. The State Government is primarily responsible for running much of the public transport system. The Melbourne Metro rail tunnel proposes a new passenger route between South Kensington and South Yarra. The proposed integration of two new stations in City North will relieve pressure on existing public transport services, create additional capacity for new services and link Melbourne's knowledge precinct.

2. Barriers to walking and cycling

There is a high level of pedestrian and cyclist activity in City North given the location of major educational institutions and visitor destinations. Some streets in City North currently provide an uninviting environment for pedestrians and cyclists, due to the width and level of traffic along the wide arterial roads which dissect the area. Peel Street, Elizabeth Street, Royal Parade and Flemington Road, are all major roads, providing access between the Central City, City North and the north and west of Melbourne. The significant traffic volumes and carriageway widths impede movement. The Haymarket roundabout is located at the convergence of all these roads and creates a significant obstacle in the broader road network. VicRoads has put signals on the Haymarket roundabout, providing a short term solution to this significant network barrier. There is potential to develop a longer term solution. Franklin Street does not provide a direct pedestrian link to the Flagstaff Gardens. The poor quality of the public realm in City North undermines the pedestrian and cycling network. The historic subdivision pattern includes several large blocks which limits permeability. Cycling is an extremely space efficient mode of transport, however, there are gaps in the provision of safe cycling paths in City North.

3. Dominance of traffic and parking

The main streets within City North are currently dominated by private motor vehicles. The majority of vehicles in City North are traversing through into the Central City, and up to 20 per cent of vehicles use City North's streets to bypass the CBD. City North contains several roundabouts which are not efficient in their use of land, and struggle to prioritise flows in this part of the city. The Haymarket roundabout is dominated by high traffic volumes and wide carriageways. The large open space in the centre of the roundabout is unusable at the centre of a busy intersection. The design of the Haymarket roundabout, and the low height of surrounding buildings, does not capitalise on its role as a gateway to the Central City and its proximity to Melbourne's internationally recognised research precinct.

4.4 Strategies

Strategy 1

Enhance the public transport network

Improving the efficiency of the existing public transport system will ensure people can easily move within and access City North. The transition of City North's streets into high-mobility streets will ensure a shift in transport priorities.

High-mobility streets are designed to provide high frequency tram and priority bus services, in addition to excellent pedestrian access to and around stops. The design of these streets and signalling will enable pedestrians to move safely and seamlessly from footpaths to public transport stops. These will be high quality streetscapes which include shade trees, good pedestrian lighting, street furniture and materials and are fully Disability and Discrimination Act compliant.

Flemington Road, Elizabeth Street, Grattan Street, Peel Street, Swanston Street and Victoria Street will be designed as high-mobility streets. These streets will be designed to facilitate faster and more frequent tram and bus movements and accommodate safe and accessible stops and interchanges, which will be upgraded to be Disability and Discrimination Act compliant. Generous pedestrian and cycling paths and regular crossing points will create an inviting environment for people of all ages to access stops safely by walking or cycling. Streets will also provide for the use of taxis and car share to support safe inter-peak access to and from City North for workers and visitors. Access for service and delivery vehicles and private cars will be maintained, however it will be achieved in a manner which prioritises public transport, walking and cycling.

An expansion to the public transport network will ensure City North continues to be serviced by an effective, efficient and integrated public transport system. The following key initiatives will support the renewal of City North.

Melbourne Metro

The Melbourne Metro rail tunnel, initially proposed by the Victorian Government's East West Link Needs Assessment, would provide a high-capacity underground train running from South Kensington to South Yarra, via new stations at Arden, Parkville, CBD North, CBD South and Domain in St Kilda Road. This initiative would enhance Melbourne's strengths as a knowledge city by creating an important strategic link between the knowledge precinct in City North, the Alfred Hospital precinct and Victoria University in Footscray to support synergies between these complementary research clusters. This will also improve connectivity to and from Melbourne's inner west. The Metro would act as a catalyst for significant investment in City North's specialised activity centre by attracting a greater mix of uses and activities of a Central City nature and scale.

Tram

An extension to the tram lines along Victoria Street, linking Elizabeth and Spring Streets, will enable a new east-west tram route to be created. This will strengthen public transport connections with medical, research and education facilities which are clustered along Victoria Street in East Melbourne, including St Vincent's Hospital, the Eye and Ear Hospital, Peter MacCallum Cancer Institute, St Vincent's and Mercy Private Hospital, Epworth Freemasons and the Australian Catholic University. This has potential to strengthen synergies with institutions in City North, as well as enhance the catchment of the proposed Parkville Metro station. This will also improve connectivity to numerous tram lines which run along the Victoria Street tram route, connecting to Melbourne's northern and eastern suburbs.

A north-south tram route through the Haymarket roundabout will link the Royal Parade corridor with the Peel-William Street tram lines. This will enhance connections between the knowledge precinct and the southern end of the Central City and the Queen Victoria Market.

Bus

The efficiency of existing bus services in City North will be improved by establishing priority along high-mobility streets. Grattan Street will be upgraded as a high-mobility street to support the reliability and frequency of east-west bus connections. This will improve connectivity between the knowledge precinct and North Melbourne station in the west, the proposed Parkville Metro and improved tram interchange at the Haymarket, and the Clifton Hill rail group in the east.

(See Figure 4.1 Integrated transport)

Actions

This strategy will be implemented through the following actions.



Design

T1.D1

Prepare master plans for high-mobility streets including Flemington Road, Elizabeth Street, Grattan Street, Peel Street, Swanston Street and Victoria Street, which improve efficiency and frequency of trams and buses and provide for safe pedestrian access.



Advocacy

T1.A1

Continue to advocate for the Melbourne Metro rail project linking South Kensington to South Yarra with proposed stations at Arden, Parkville, CBD North, CBD South and Domain. Work with the State Government in the detailed design of new stations in City North.

T1.A2

Advocate for the state government to investigate an extension of the east-west tram route along Victoria Street between Elizabeth and Spring Streets.

T1.A3

Advocate for the state government to investigate the development of a new north-south tram link between Royal Parade and Peel Street.

T1.A4

Advocate for all tram stops in City North to be Disability and Discrimination Act compliant.

T1.A5

Advocate for better inter-peak public transport services for shift workers, hospital visitors



Research

T1.R1

Investigate ways to optimise the role of taxis and car share in City North.



Research

T1.R2

Review the proposals to extend rail, tram and bus services and infrastructure in City North regularly to align with state and federal government funding outcomes.

1 year

1 - 5 years

5 + years

Strategy 2

Expand and upgrade cycling networks

City North's street network will be safe and attractive for cyclists of all ages and abilities. The large student population living and accessing City North on a daily basis provides a strong foundation for investment in cycling in this precinct. New cycling lanes will enhance the east-west connectivity of City North with adjoining areas. City North will provide safe and connected on- and off-street facilities for cycling.

Safe cycling paths will be integrated into high-mobility streets, with a combination of separated lanes, early starts at signals and low speed mixed traffic zones. On-street bike parking, which is easy to find and use, needs to be provided in City North. Secure bike parking should be provided in residential developments, workplaces and educational institutions.

Bicycle network improvements in the City North area will be undertaken in conjunction with a review of the City of Melbourne's *Bicycle Plan 2007-2011*, which details projects, cost and timeframe.

(See Figure 4.1 Integrated transport and Appendix A, Indicative Street Sections)

Actions

This strategy will be implemented through the following actions.

