

Report to the Future Melbourne (Planning) Committee

Agenda item 6.1

West Melbourne Structure Plan – Draft for Consultation

4 July 2017

Presenter: Emma Appleton, Manager Urban Strategy

Purpose and background

1. The purpose of this report is to seek endorsement of the draft West Melbourne Structure Plan (the draft plan, refer Attachment 2) for community and stakeholder consultation in July and August 2017.
2. Annual Plan Action 1.1.2 is to 'Finalise the West Melbourne Structure Plan'. Following consultation on the draft plan, the final Structure Plan will be presented to Council for endorsement in November. Annual Plan Action 5.3.3, to finalise the sustainability plan for West Melbourne, has been integrated within the draft plan through proposals and actions relating to sustainability and climate resilience.
3. Located adjacent to the central city, urban renewal areas including the future Arden precinct and the stable area of North Melbourne, West Melbourne has a rich cultural and architectural heritage and a distinctive variety of uses that help service the city.
4. West Melbourne has been shaped by its underlying topography, its location next to the expanding central city, its proximity to the port and good transport access, with 30m wide local streets and the main arterial routes of Spencer Street, King Street and Dudley Street passing through. It has evolved to include a mix of building types and uses, from low rise heritage cottages to mid-rise factories and warehouses to larger scale high-rise apartment buildings to the south.
5. A gradual shift away from industry and its location close to destinations such as universities, the medical precinct, QVM, retail, entertainment and jobs, has seen a renewed interest in West Melbourne for primarily higher density residential development, with more than 4000 apartments planned for the area. This has reduced employment in the area by a quarter over the last ten years.

Key issues

6. West Melbourne will play a complementary role to the more intensive areas of development which will surround it, retaining its identity and diverse areas of character and mix of uses as it evolves.
7. To help deliver this vision, the draft plan identifies five specific places in West Melbourne to develop contextually responsive built form controls (incorporating floor area ratio controls), rezone some areas to Special Use Zone to help deliver a true mix of uses and help deliver affordable housing.
8. Spencer Street will be transformed from a transport corridor to a high quality street for everyone with improved public transport and serving as the local high street for local residents, workers and visitors.
9. Wide east-west local streets will be redesigned to become green, sustainable places for residents and workers and provide better walking and cycling routes to surrounding areas, including Errol Street, QVM, Arden and Docklands, while providing sufficient parking for local residents and businesses.
10. From our review of the proposed design of the West Gate Tunnel (WGT), management is concerned about impacts on residential streets in North and West Melbourne. Existing and future connections from West Melbourne to Arden, E-Gate and Docklands will be compromised. Proposed capital works projects actively seek to manage impacts on amenity within West Melbourne prior to the WGT implementation.
11. The draft plan has been informed by two phases of engagement and background studies. Recent engagement demonstrated a generally strong level of support for the proposals within the *Ideas for West Melbourne* Discussion Paper. These proposals have been developed, tested and refined in the draft plan into 18 proposals and corresponding actions to be implemented over the next 10-15 years.

Recommendation from management

12. That the Future Melbourne Committee:
 - 12.1. Endorses the draft West Melbourne Structure Plan for community and stakeholder consultation.
 - 12.2. Authorises the Director of City Strategy and Place to make any further minor editorial changes to the draft West Melbourne Structure Plan prior to publication.

Attachments:

1. Supporting Attachment (page 2 of 135)
2. Draft West Melbourne Structure Plan (page 4 of 135)

Supporting Attachment**Legal**

1. There are no direct legal implications arising from the recommendation from management.

Finance

2. The costs for the consultation of the draft Structure Plan are incorporated within the draft 17-18 budget.
3. The costs for finalising the Structure Plan and to progress a planning scheme amendment which implements the West Melbourne Structure Plan into policy (as stated in draft Annual Plan Initiative: 37 *Deliver the West Melbourne structure plan in collaboration with the Victorian Government and the community*) is also incorporated within the draft 17-18 budget.
4. Once the Structure Plan has been finalised, the delivery of the other strategies and actions in the plan will be considered by Council as part of future annual budget and service planning processes.

Conflict of interest

5. No member of Council staff, or other person engaged under a contract, involved in advising on or preparing this report has declared a direct or indirect interest in relation to the matter of the report.

Stakeholder consultation

6. A six week consultation period on the draft Structure Plan is proposed in July and August 2017. This will provide an opportunity for the community and stakeholders to comment on the strategies and actions in the draft Structure Plan. Consultation activities will include online engagement on the Participate Melbourne website, workshops with the community, businesses, landowners and other stakeholders and pop-ups on streets in West Melbourne.
7. 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. There were 168 contributions on the Participate Melbourne page, nearly 600 document downloads and over 130 people attended two workshops.
8. The second phase of engagement was on the *Ideas for West Melbourne* Discussion Paper and involved three workshops as well as opportunities for people to input at Pop-Up Park events and online via the interactive plan on the Participate Melbourne page. Over 150 people attended a launch of the discussion paper and separate workshops were held with businesses and government stakeholders. Over 3000 people engaged via Participate Melbourne.
9. Ongoing discussions and meetings with key stakeholders, residents' groups and others have occurred throughout the development of the plan. This has included meetings with specific landowners, businesses and government stakeholders such as the Department of Environment, Land, Water and Planning (DELWP), Transport for Victoria (TfV) and VicRoads. A letter of support from TfV and VicRoads has been received in support of the consultation on the draft Structure Plan, particularly in support of transforming Spencer Street as a great place to be.

Relation to Council policy

10. The draft Structure Plan is consistent with Council's broader policy objectives to deliver sustainable development in our inner city as outlined in our Municipal Strategic Statement and other supporting strategies such as the Urban Forest Strategy, Nature in the City Strategy and Open Space Strategy. The draft Structure Plan delivers on Council's City for People Goal.
11. The draft Structure Plan encourages multimodal transport options, consistent with the Transport Strategy 2012.
12. The draft Structure Plan helps progress the current Annual Plan Action 1.1.2 to 'Finalise the West Melbourne Structure Plan'.

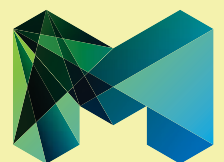
Environmental sustainability

13. The draft Structure Plan incorporates Council Plan Action 5.3.3 to develop the sustainability plan for West Melbourne. Sustainability has been approached as an integral part of the structure plan.
14. New buildings and neighbourhood development in West Melbourne provide opportunities to work together to increase the resilience and sustainability of the area. There is an opportunity for updated built form controls to manage a significant uptake in rooftop solar and other sustainable infrastructure. The draft Structure Plan aims to improve the environmental sustainability of West Melbourne through achieving urban forest and permeability objectives, while helping to respond to flooding issues currently being experienced in West Melbourne (around the western end of Dudley Street) by incorporating water sensitive urban design and permeable paving. The structure plan also aims to improve the amenity of the arterial and local streets in West Melbourne by encouraging more people to walk, cycle and take public transport, consistent with the Transport Strategy 2012. The draft Structure Plan, once implemented, will result in a net gain of trees and public open spaces to improve the amenity for the growing resident and worker populations.

WEST MELBOURNE STRUCTURE PLAN

DRAFT FOR ENGAGEMENT

JULY 2017



CITY OF MELBOURNE



A CITY FOR PEOPLE

We support our community members - whatever their age, sex, physical ability, socio-economic status, sexuality or cultural background - to feel like they can be active, healthy and valued. We plan and design for our growing city, including safe, healthy and high-quality public spaces.

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Disclaimer

This report is provided for information and it does not purport to be complete. While care has been taken to ensure the content in the report is accurate, we cannot guarantee it is without flaw of any kind. There may be errors and omissions or it may not be wholly appropriate for your particular purposes. In addition, the publication is a snapshot in time based on historic information which is liable to change. The City of Melbourne accepts no responsibility and disclaims all liability for any error, loss or other consequence which may arise from you relying on any information contained in this report.

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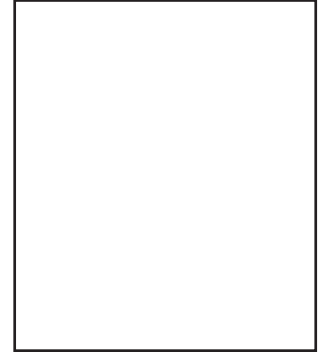
FOREWORD

This is a draft Structure Plan for West Melbourne for community engagement. It will be considered by the Future Melbourne Committee on 4 July 2017 for endorsement for community and stakeholder engagement for 6 weeks in July and August. If the draft structure plan is endorsed by the Future Melbourne Committee, a Foreword will be inserted here. This is the third round of detailed community engagement. Further details on the engagement process can be found on the opposite page.



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Robert Doyle
Lord Mayor



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Cr Nicholas Reece
Chair Planning Portfolio



HELP US PLAN FOR THE FUTURE OF WEST MELBOURNE

The structure plan has been shaped by the community through two phases of engagement. The most recent engagement in February and March 2017 demonstrated a generally strong level of support for the *Ideas for West Melbourne* Discussion Paper. The ideas in the discussion paper with most community support have been developed, tested and refined into 18 proposals and corresponding actions in the structure plan.

We now want to hear your views on the structure plan, which sets the framework for the future growth, development and character of West Melbourne over the next 10 to 15 years.

Do you agree with the vision for West Melbourne? Do you support the proposals and actions? How could they be improved? Have we missed anything?

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



participate.melbourne.vic.gov.au/westmelbourne





PART ONE: INTRODUCTION

In this part you will find:

- 1.1 The vision for West Melbourne
- 1.2 A snapshot of the Structure Plan
- 1.3 Introducing West Melbourne
- 1.4 Drivers of change
- 1.5 How the structure plan has been prepared

1.1 THE VISION FOR WEST MELBOURNE

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

Its heritage buildings and wide green streets will provide high amenity for residents, as well as commercial and retail opportunity in this distinct, inner urban neighbourhood.

A vision statement expresses the aspirations and goals of a place and guides decision making and investment. The vision for West Melbourne has been informed by community input and a range of background studies.

The vision will be delivered through a number of proposals and actions (see Part Two: The Framework). The proposals and actions relate to built form and density, activities, uses and infrastructure, movement and access and streets and spaces.

The structure plan identifies five distinct places in West Melbourne, each with its own character and qualities. The vision for West Melbourne is translated into separate visions for these five places, and outlines how the proposals and actions in the structure plan relate to each place (see Part Three: Places).





1.2 A SNAPSHOT OF THE STRUCTURE PLAN

Preparing the structure plan

Before preparing a new West Melbourne Structure Plan, we asked the local community and stakeholders what they liked about the area and what their concerns and priorities were for the new plan. Background studies were then commissioned on transport, parking, economics and employment, heritage, urban design and character to help build an evidence base.

The feedback from the first phase of community engagement, along with emerging findings from the background studies, informed the draft vision and ideas in the *Ideas for West Melbourne* discussion paper.

In the second phase of engagement, a generally strong level of support was received for the strategies and ideas in the discussion paper. This feedback was used to develop and refine proposals and actions in the structure plan which are detailed in Part Two: The Framework.

Below: An aerial image of West Melbourne looking north-east, with the higher rise central city to the south and south-east of West Melbourne and the lower rise North Melbourne to the north. The sketches on the following pages are based on this viewpoint. Image © Google Earth



Characterised by its diverse surroundings

- West Melbourne has been shaped by its underlying topography and its location next to the central city.
- The significant level of growth anticipated in adjacent urban renewal areas (City North, Arden and E-Gate) will influence the form of development, types of uses and urban context of West Melbourne.
- Some parts of West Melbourne share an architectural heritage and character with adjacent North Melbourne.
- West Melbourne's proximity to universities, the medical precinct, QVM, retail, entertainment and jobs, has seen a renewed interest for residential development in the area.



Celebrating West Melbourne's different places

- West Melbourne has evolved to include a mix of building types and uses, from low rise heritage cottages in the north, mid-rise factories and warehouses in the middle to larger scale high-rise apartment buildings in the south.
- The structure plan takes a character approach to planning for the future of West Melbourne by identifying five distinct 'places' within the area.
- These places have been identified based on their character - the way buildings, landscape and topography, and the way public and private areas relate to each other.
- The five places are Spencer, Flagstaff, Adderley, Station Precinct, Historic Hilltop, as shown opposite.
- The structure plan defines a vision, design objectives, built form controls and priority street improvement projects for each place (see Part Three: Places).



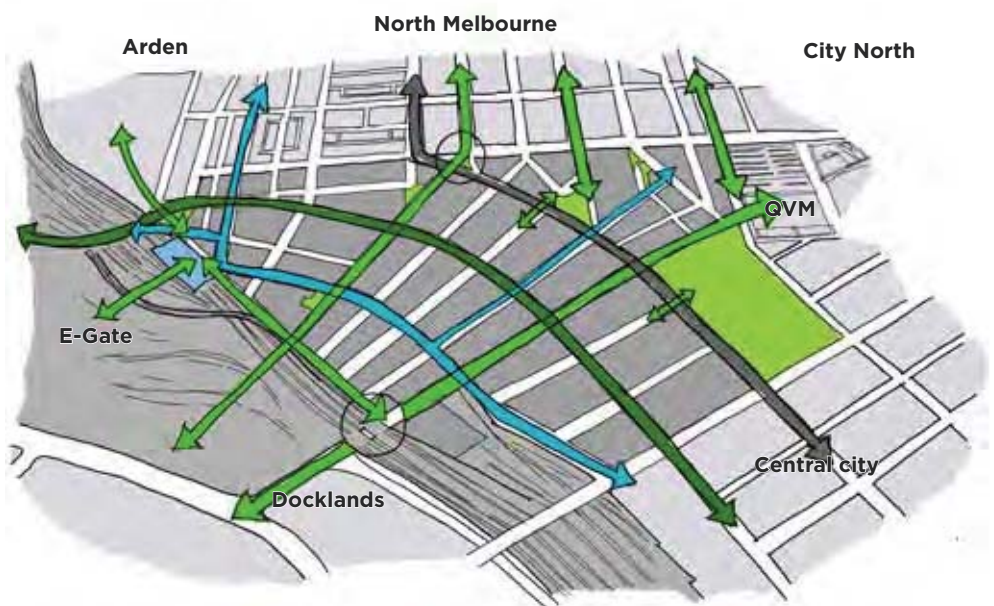
Streets as places for people

- Updated parking controls will improve access to on-street parking for local residents, support local businesses and create more opportunities for street greening.
- Some of the asphalt surfaces in West Melbourne's 30 metre wide local streets will be used for parks, open spaces, trees and recreation space.
- Streets will incorporate sustainability elements including Water Sensitive Urban Design, increased tree canopy and permeable paving to cool the city, reduce flood risk and improve habitat and biodiversity.
- Open space design and street greening will incorporate the Arts Melbourne Public Art Framework principles and practices relating to Caring For Country.



Better walking and cycling routes

- West Melbourne's movement and access network will evolve to meet the changing needs of the area's residents, workers and visitors.
- West Melbourne will leverage off its proximity to high value destinations with improved walking and cycling routes to surrounding areas.
- Streets will be upgraded to support walking and cycling to existing and expanded open spaces in West Melbourne and surrounding areas.



Spencer Street as a local high street

- Spencer Street will become a vibrant and active mixed-use street - the local high street of West Melbourne with shops, cafes and restaurants.
- The high street will accommodate local businesses to provide everyday needs within walking distance for residents, promoting more sustainable and healthier travel.
- Spencer Street will be rezoned to Commercial 1 Zone between Hawke Street and Dudley Street to support the delivery of the high street.
- Spencer Street will be improved as a street for all users with an upgraded public realm and greater pedestrian, cycling and public transport priority.
- Tram and priority buses services will be extended along Spencer Street to connect with Footscray and/or Arden in the medium to long term.



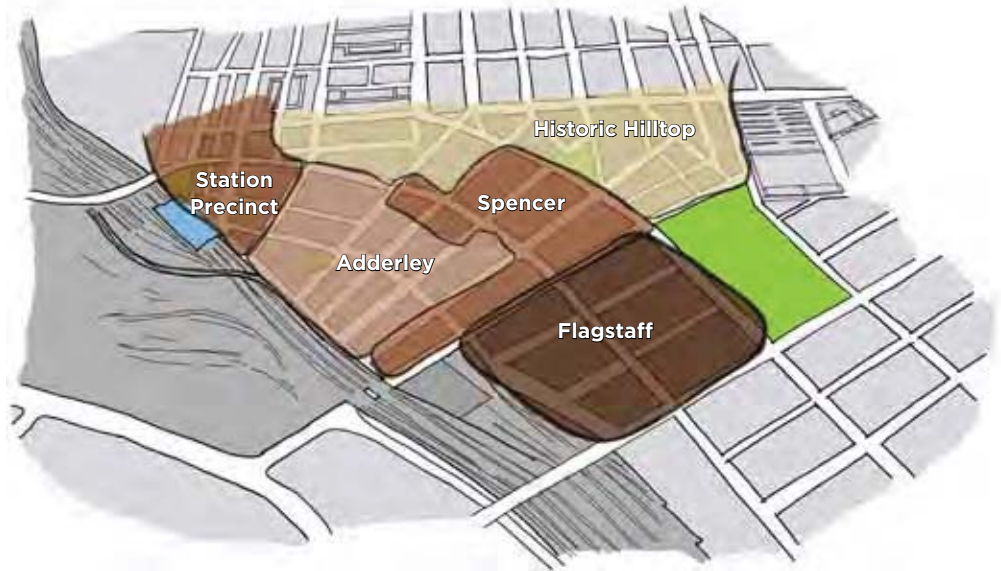
Showcasing climate resilience

- New built form controls will provide greater certainty for the introduction or protection of solar panels and will include specific design objectives.
- The Urban Forest Strategy 40 per cent tree canopy cover target will help mitigate the Urban Heat Island effect.
- Achieving a 20 per cent increase in understorey planting will improve habitat, biodiversity and water management.
- Water management will be integrated in buildings and street design to reduce flood risk and increase opportunities for stormwater harvesting.



Well-designed, sustainable development, supported by community and creative infrastructure

- New built form controls will ensure that development responds to the vision and design objectives for each area.
- Revised built form controls will include maximum Floor Area Ratios (FAR) and prescribed building heights.
- An established development capacity will give greater certainty for future density and population to determine infrastructure requirements.
- The structure plan supports the 11 metre mandatory height limit in the General Residential Zone area in West Melbourne, following a review by the Victorian Government.
- A six per cent affordable housing target will help deliver around 250 affordable dwellings in West Melbourne.



Supporting a mix of uses

- Proposed rezoning of some areas will help support a genuine mix of uses in West Melbourne.
- Minimum employment floorspace requirements are included in the FAR controls in most areas to support a greater mix of commercial uses in West Melbourne.
- Employment floorspace requirements will help to enable the projected 10,000 jobs in West Melbourne by 2036 (see Drivers of change on page 16).



Photographs of the five identified places in West Melbourne showing their different characters and built form (clockwise from right): **Historic Hilltop, Adderley, Flagstaff, Station Precinct and Spencer.**



1.3 DRIVERS OF CHANGE

A number of key drivers of change that are currently impacting West Melbourne, or will impact West Melbourne in the future, have been considered in the development of the structure plan.

Melbourne is projected to be a city of nearly 8 million people by 2051. Many areas of Melbourne, particularly those close to the central city such as West Melbourne, are under pressure to change.

Current planning in West Melbourne

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

Since then, a lot of change has occurred in and around West Melbourne and further change is expected into the future. A gradual shift away from industrial uses has seen a renewed interest in the development of land for a mix of higher value uses, including residential and commercial.

Some areas in West Melbourne, particularly those with 'discretionary' height controls close to the central city and North Melbourne Station, have been developed in a way that significantly exceeds current planning controls and existing growth forecasts.

The ambiguity and flexibility of the current built form controls leads to uncertainty for the community, landowners and developers regarding what is considered an appropriate level of development in West Melbourne. It also means that supporting infrastructure, such as open space, transport and community facilities, are not keeping pace with increasing populations.

One of the key messages from the community during the first phase of engagement was a desire for greater certainty from the planning process. The structure plan aims to give a greater level of certainty with regard to built form outcomes, while helping to ensure that supporting infrastructure meets the needs of the growing population.

Delivering City of Melbourne strategies and plans

A new structure plan also helps to ensure that West Melbourne contributes to reducing green gas emissions and is able to adapt, survive and thrive in the face of the stresses and shocks of a changing climate.

The structure plan provides an opportunity to implement City of Melbourne strategies in West Melbourne, including Zero Net Emissions Strategy, Climate Change Adaptation Strategy Refresh 2017, Urban Forest Strategy, Transport Strategy and Total Watermark Strategy. Relevant strategies are referenced throughout the structure plan.

Caring for Country

The use of Caring for Country principles provides an opportunity to continue to make West Melbourne a sustainable, liveable and prosperous precinct that respects its Aboriginal past while creating a future that respects contemporary Aboriginal culture and values. Caring for Country principles have been embedded throughout the structure plan.

The objectives of the Structure Plan

There are four key objectives that underline the preparation of the 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 and creative infrastructure, open space and transport provision better match the needs of a growing population.
- To 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. These include planning scheme amendments and street and open space improvements (capital works proposals).

Global influences

There are major shifts in environmental, social and economic conditions in the world today that will substantially change the way people live. These external forces will impact on the future of cities and their neighbourhoods and include:

- **Population growth:** The world's growing population will place pressure on scarce natural resources. Australia, with a population of 50 million in 2089, will be very different to the Australia of today.
- **An ageing population:** A shift to an increasingly aged population will have an impact on people's lifestyles, the services they demand and the structure and function of the labour market.
- **Powerhouses of China and India:** Coming decades will see the world economy shift from west to east and north to south. This economic shift will build new export markets, trade relations, business models and cultural ties for Australia.
- **Climate change:** The impact of climate change, including increasing temperatures and more frequent extreme weather events, will place pressure on our water resources and food production systems.
- **Biodiversity:** Population growth will place pressure on natural habitats if not planned and managed well and has the potential to contribute to the decline of our biodiversity.
- **Increased connectivity:** Individuals, communities, governments and businesses will become more immersed into the virtual world than ever before, resulting in changes to business models, the retail sector and existing work patterns and arrangements.



Future Melbourne 2026

Future Melbourne 2026 sets out the community's vision for the city:

In 2026, Melbourne will be a sustainable, inventive and inclusive city that is vibrant and flourishing.

It provides a foundation for individuals and institutions with an interest in the city's future to work towards common goals. The framework of goals and priorities builds on the strengths and attributes that make Melbourne the world's most liveable city now and for future generations.

The wider community goals of *Future Melbourne 2026* have helped shape the vision for West Melbourne. These goals include Melbourne as a city managing change, a connected city, a creative city that encourages innovation and initiative, and a city that cares for its environment.

These community aspirations, along with focused engagement with local residents, businesses and stakeholders, have directly informed the proposals and actions in the West Melbourne Structure Plan.

Plan Melbourne 2017-2050

Plan Melbourne is a 35-year blueprint to ensure Melbourne grows more sustainable, productive and livable as its population approaches 8 million. The vision for Melbourne is:

Melbourne will continue to be a global city of opportunity and choice.

A separate five-year implementation plan of actions has been developed as a companion document to *Plan Melbourne* to help make the ambitions of the plan a reality.

Plan Melbourne helps address the challenges and opportunities around managing population growth, growing the economy, creating affordable and accessible housing, improving transport, responding to climate change and connecting communities.

West Melbourne is not identified as a renewal or growth area in *Plan Melbourne*. However it does form part of an expanded central city planned to become Australia's largest commercial and residential centre by 2050 (see Figure 1.1 on page 19).

The plan identifies that for the central city to remain a desirable destination for business investment and a major destination for tourism, new space must be found for office, retail, education, health, entertainment and cultural activities. The plan also refers to the major urban renewal precincts, some of which border West Melbourne, to deliver high-quality, distinct and diverse neighbourhoods offering a mix of uses.

Plan Melbourne is structured around 9 principles, 7 outcomes, 32 directions and 90 policies, many of which relate to West Melbourne and are referenced in the relevant proposals in the structure plan.

A changing context

As Melbourne's rapid growth continues, the Victorian Government is expanding the central city to meet demand for new housing and create new jobs.

Significant growth is occurring in urban renewal areas adjacent to West Melbourne, dramatically changing the urban context of West Melbourne. Melbourne Metro Rail Project and West Gate Tunnel are major transport infrastructure projects creating further pressure for change in West Melbourne.

Metro Tunnel and Arden Station

The Victorian Government's Metro Tunnel 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 about half a kilometre northwest from North Melbourne Station, further enhancing West Melbourne's public transport access.

Arden-Macaulay and City North urban renewal areas

Arden-Macaulay and City North are urban renewal areas identified for significant change over the next 10-15 years overlap the West Melbourne study area. Arden-Macaulay will become a mixed use, commercial and residential precinct. City North will become an extension of the central city, supporting the Parkville health, medical and education sectors.

Intensive development of the expanded central city

The central city, including the Hoddle Grid, Southbank and Docklands has undergone significant high density residential and commercial growth in the last two decades, increasing development pressure on adjacent areas.

Redevelopment of the Queen Victoria Market

The City of Melbourne's Queen Victoria Market Precinct Renewal is a \$250 million investment over five years to create a world-class market precinct, with better facilities and new public open spaces.

E-Gate urban renewal area

E-gate is a 20 hectare identified urban renewal area led by the Victorian Government between the railway yards and Docklands. The timing of the renewal of E-Gate is uncertain and may be impacted by the West Gate Tunnel.

Dynon urban renewal area

Freight and industrial land to the north of Dynon Road is identified as a potential urban renewal area in the Melbourne Planning Scheme.



Figure 1.1: 'Key features in and around Melbourne's central city' from the Victorian Government's metropolitan planning strategy, *Plan Melbourne*. West Melbourne Structure Plan area (red line).

WEST GATE TUNNEL PROJECT

The West Gate Tunnel Project is a proposed road project led by the Victorian Government in partnership with Transurban.

It will connect into West Melbourne via the Dynon Road Bridge. The project also proposes a fly-over extension of Wurundjeri Way to connect with Dynon Road via an alignment through E-Gate (see Figure 1.2).

The design for the project has recently been released. The Environment Effects Statement (EES) for the West Gate Tunnel Project is open for public submissions from 29 May 2017 to 10 July 2017. Construction is expected to be completed by 2022 (see Figure 1.3).

Council position on the West Gate Tunnel

On 19 July 2016 the Future Melbourne Committee established the following position on the West Gate Tunnel Project (then Western Distributor).

The City of Melbourne reserves the right to oppose the Western Distributor unless the following design elements [relevant to West Melbourne] are changed:

- *Suggested removal of the Dynon Road entry/exit.*
- *Further open and transparent traffic modelling is conducted with real time and projected traffic scenarios for the CBD, Docklands, North and West Melbourne, Carlton and*

Parkville; including implications of Metro Rail and the Grattan Street closure.

- *The fly-over cutting through key urban renewal area E-Gate is removed.*
- *Incorporates opportunities to enhance sustainable transport networks.*

The Minister for Planning has appointed an Inquiry and Advisory Committee (IAC) to consider submissions on the West Gate Tunnel Project. The City of Melbourne will make a formal submission to the IAC. Submissions close on Monday 10 July 2017.

City of Melbourne's submission will be considered at Future Melbourne Committee on 4 July 2017.



Figure 1.2: Map of the West Gate Tunnel Project. West Melbourne is at the eastern end of the proposed elevated road along Footscray Road with on and off ramps at the Dynon Road Bridge, Footscray Road and Wurundjeri Way. Source: www.westgatetunnelproject.vic.gov.au

Potential impacts of the West Gate Tunnel on West Melbourne

While the proposals in the structure plan have been developed with consideration of the potential effects of the West Gate Tunnel Project. It is important that the vision for West Melbourne be achieved regardless of the West Gate Tunnel Project, in line with the City of Melbourne's commitment to making great places for people.

Of particular concern to the City of Melbourne is the Dynon Road connection from the West Gate Tunnel, and its potential to funnel significant volumes of traffic through established residential streets and neighbourhoods.

Traffic: impacts

- The West Gate Tunnel Project Environmental Effects Statement forecasts an increase in traffic volumes on some streets in North Melbourne, residual impacts in West Melbourne and a reduction on Spencer Street as a result of the Dynon Road exit.
- City of Melbourne modelling suggests significant impacts on east west residential streets in North Melbourne and residual impacts in West Melbourne.
- Hawke Street may be impacted by additional traffic moving east west.

Traffic: structure plan response

- Removal of the Dynon Road entry/exit.
- Improvements to Hawke Street and Spencer Street to create great places for people in line with the adopted Transport Strategy.
- Upgrades to cycling and pedestrian connections between Arden and West Melbourne to ensure this movement is not disrupted by additional vehicular traffic.

Connections to E-Gate and Docklands: impact

- The fly-over extension of Wurundjeri Way through the E-Gate urban renewal area will impact the potential for future connections between Docklands and West Melbourne.

Connections to E-Gate and Docklands: structure plan response

- Improved connection between Docklands and West Melbourne should be delivered as part of the project.
- The Dudley Street underpass should be upgraded for walking and cycling between West Melbourne and Docklands as part of the project.

City of Melbourne Transport Strategy

The City of Melbourne Transport Strategy (2012) sets key directions and policy targets for transport in the municipality and focuses on creating sustainable transport solutions to support significant growth to 2030.

The strategy is based on the principle that growth in travel to the central city will be supported through improved public transport, cycling and walking.

The strategy notes that residential and mixed use precincts should be protected from the effects of through traffic and that the role of motor vehicles will decline in importance as the city develops and intensifies.

Timeline

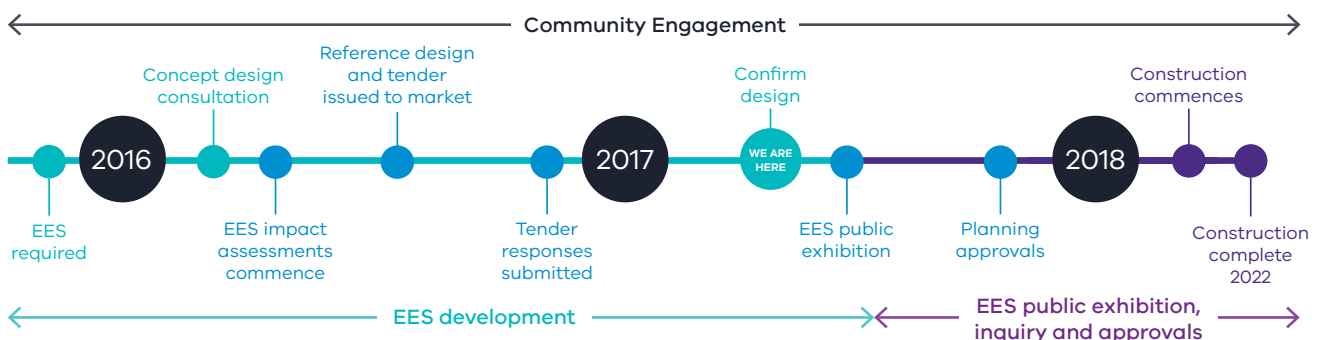


Figure 1.3: Timeline of the West Gate Tunnel Project. Source: www.westgatetunnelproject.vic.gov.au

1.4 INTRODUCING WEST MELBOURNE

The study area

West Melbourne is an inner urban area of Melbourne situated between the central city and North Melbourne, and adjacent to the renewal areas of City North, E-Gate, Dynon Road and Arden-Macaulay.

West Melbourne’s distinctive variety of uses and rich cultural and architectural heritage has long been shaped by its adjacency to the central city, nearby industrial areas, proximity to the port and excellent road and rail connections.

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.

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 structure plan study area includes the area bounded by Victoria Street to the north, Peel and William Streets to the east, La Trobe Street to the south and Adderley Street and Railway Place to the west (see Figure 1.4).

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.

While the focus for the proposals and actions in the structure plan (see Part Two: The Framework) are defined by the study area boundary, West Melbourne’s strategic context and relationships with surrounding areas and proposals have helped inform and shape the structure plan (see page 18 for more information).

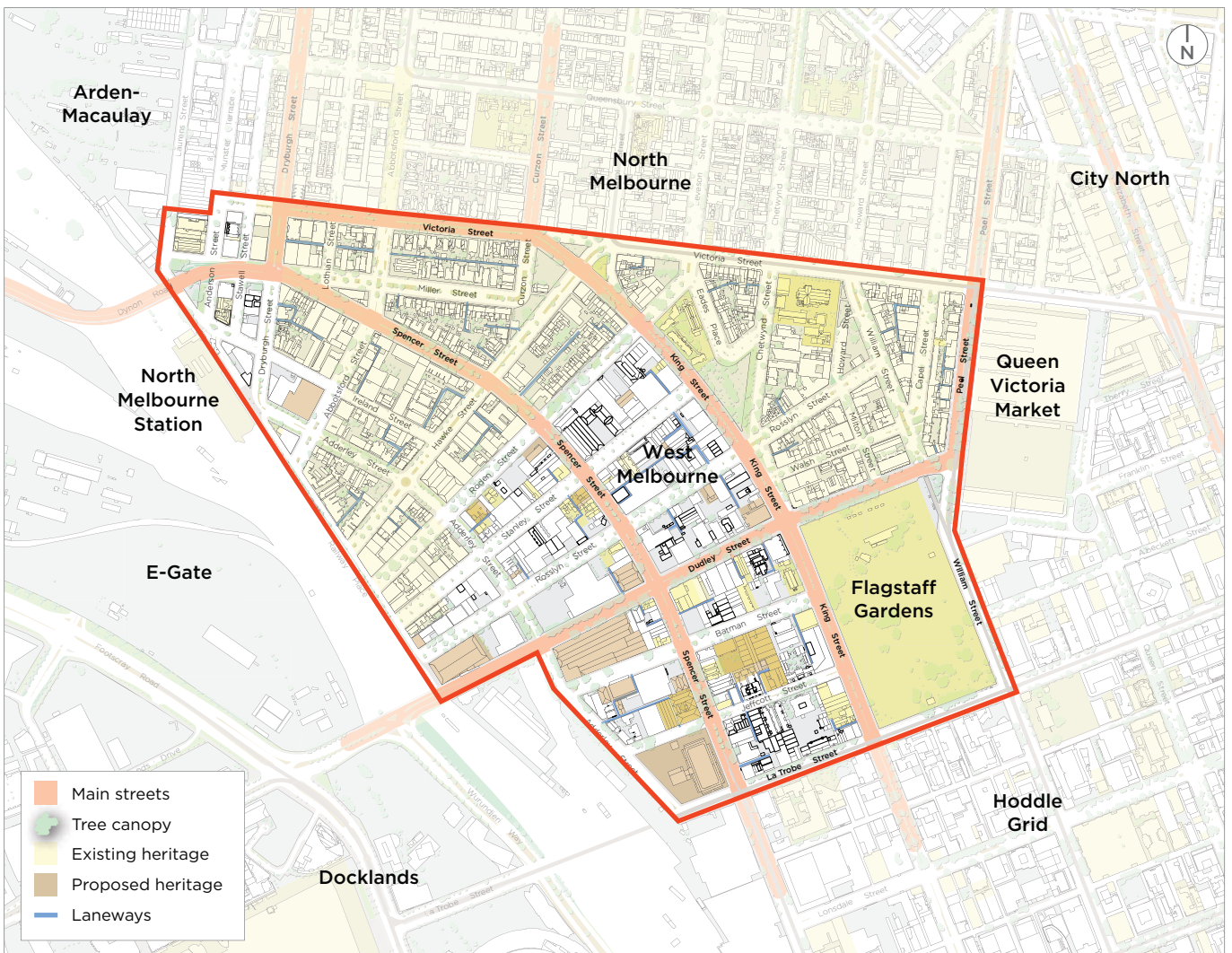


Figure 1.4: West Melbourne Structure Plan area (red line)



Figure 1.5: Aerial image of West Melbourne and its surroundings

The history of West Melbourne

West Melbourne is rich in history. Archival images and plans offer clues about the changing character of the place today and provide an important basis for planning for the future. The topography of the land and the area's proximity to the central city, industrial areas and major transport infrastructure have shaped West Melbourne over time.

West Melbourne has evolved to include a mix of building types and uses, from cottages and factories to office buildings, warehouses and apartments.

Several local landmarks tell important stories from the past, including St James' Old Cathedral (Melbourne's oldest cathedral), Festival Hall, Flagstaff Gardens and North Melbourne Station.

All images are from the State Library of Victoria archive.

Aboriginal Country

The area now known as West Melbourne 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 Flagstaff Gardens was a meeting place for local clans with expansive 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.



Underlying geology of the West Melbourne area - 1860

Streets and transport

When Robert Hoddle laid out the town grid in 1837, Spencer Street and La Trobe Street formed the western and northern edges of the city. With population growth fuelled by the gold rush, the 30 metre wide streets of the grid were extended into West Melbourne in 1852.

The development of the railways and North Melbourne Station soon led to flour and wool mills popping up throughout the area, as well as cottages to house workers and their families.



Looking across the King and La Trobe Street corner of the Flagstaff Gardens towards West Melbourne - 1869

Pre-1835 to today

West Melbourne is the country of the Wurundjeri and Boon wurrung people of the Kulin Nations

Europeans arrive in Melbourne

Robert Hoddle lays out the town grid

The Benevolent Asylum in Victoria Street opens

The Hoddle Grid is extended northwards into West Melbourne

North Melbourne Train Station opens

The Flagstaff Gardens are reserved

Melbourne's suburban railway network is expanded

Yarra River is realigned and Victoria Dock created

St James Old Cathedral is moved to King Street

1835

1837

1851

1852

1859

1873

1880s

1892

1914

Industry

In the lead up to World War II, West Melbourne became a centre of industry with a number machine works and manufacturers fabricating parts for military ships, jeeps and aircraft.

Victoria Dock (now Docklands) was the main port for military vessels making West Melbourne a prime location to establish such industries.



Workers in the Ruskin Motor Bodies factory in Dudley Street manufacture parts for jeeps, boats and aircraft - 1943

Cars and traffic

Automobiles were introduced to West Melbourne's streets during the 1950s and related business such as panel beaters, petrol stations and mechanics' workshops became a common sight. By the 1960s, King, Spencer and Dudley Streets had become busy arterial roads.

Construction of CityLink and Wurundjeri Way in the 1990s influenced traffic through the area. Growth in the northern and western Melbourne has also increased West Melbourne's role as a through-route to the central city.



Crowds and traffic outside the Sands and McDougall Building in Spencer Street - 1964. Photographer: Maggie Diaz

Urban renewal

A number of former industrial, infrastructure and port areas around the central city were identified as urban renewal areas in the 1990s and 2000s.

Redevelopment of the Docklands urban renewal area to the southwest of West Melbourne began in 1996 with construction of the Docklands Stadium. Docklands is now a mixed use commercial and residential suburb. Other surrounding urban renewal areas at Arden, E-Gate and City North will influence change in West Melbourne into the future.



Looking south east showing the excavation of Docklands - 2000
Photographer: Ian Harrison Hill

1915

Festival Hall is built

1940s

Industry to support the war effort increases

1950s

Automobile related industries proliferate in the area

1981

The City Loop rail tunnel opens

1989

Melbourne Assessment Prison is built

1990s

Development of Docklands begins including Docklands Stadium

1999

CityLink is completed

2009

North Melbourne Station is upgraded

2012

The Australian Red Cross retrofits the Austin Motor Company building

2015

Haileybury College opens in a refurbished office building

Current and future projections

West Melbourne is undergoing a period of significant change, which is projected to continue into the future.

Change in West Melbourne is part of a broader trend in Australian cities as former industrial and manufacturing uses make way for residential and commercial development. This change is reflected in the shifting profile of West Melbourne's population, household size and structure, and allocation of floorspace.

The forecast figures presented on this page provide an estimate of possible change into the future based on a number of factors including past trends, existing built form controls and the City of Melbourne's Development Activity Monitor.

Resident Population

Around 5000 people currently live in West Melbourne. The population has increased by around 2000 people in the past 10 years and is forecast to reach around 8000 people by 2036.

West Melbourne has a higher proportion of young people when compared to Greater Melbourne, with around a third of residents aged 25 to 34. This age profile is likely to remain relatively stable into the future, despite a broader ageing of the population.

Employment

There are around 6000 jobs located in West Melbourne, a high proportion of which are in the business services sector. The number of jobs in West Melbourne has decreased by 25 per cent over the past 10 years as warehousing, manufacturing and logistics industries have moved out of the area in favour of residential development.

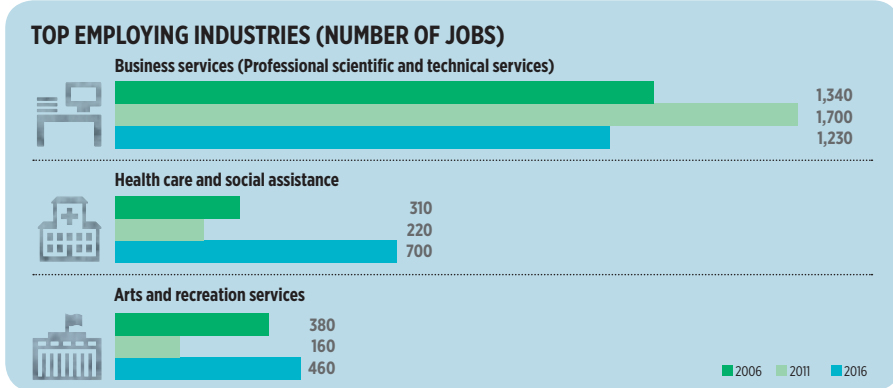
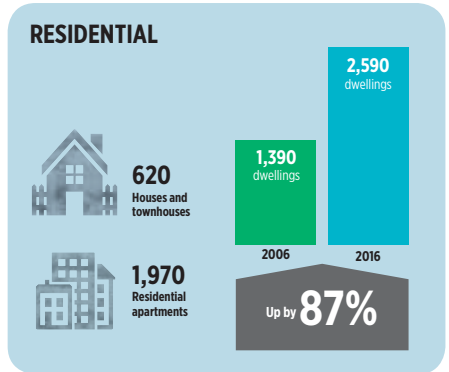
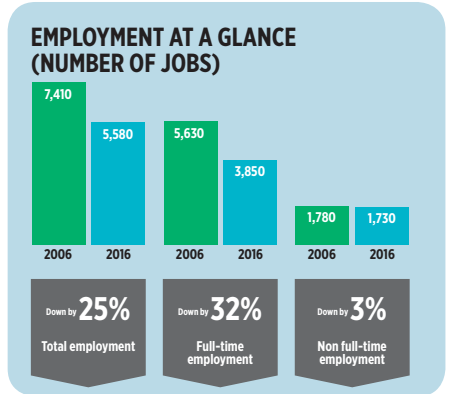
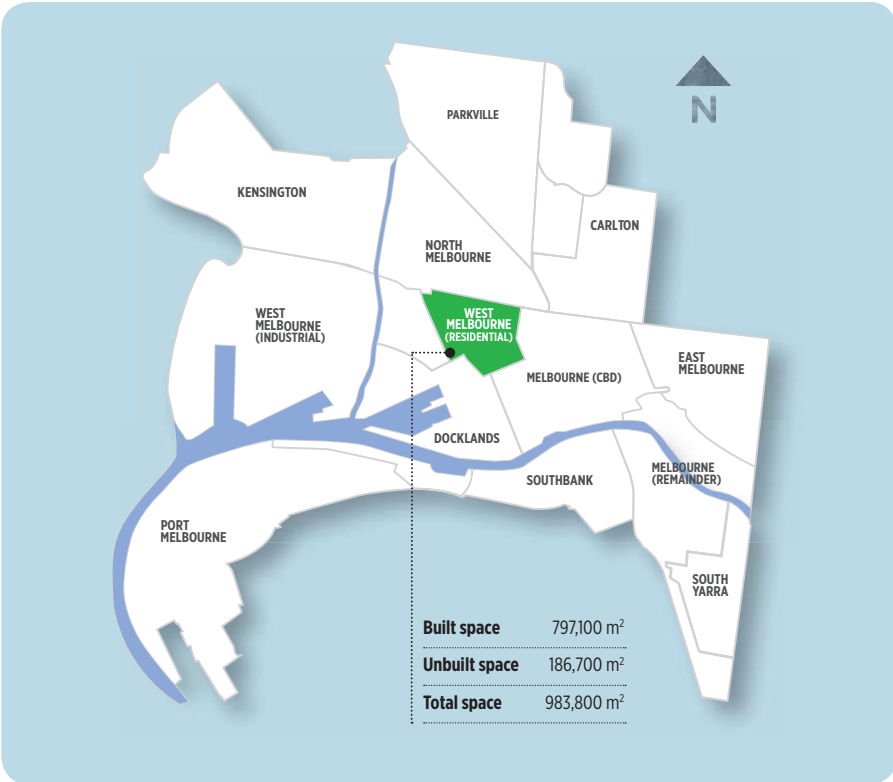
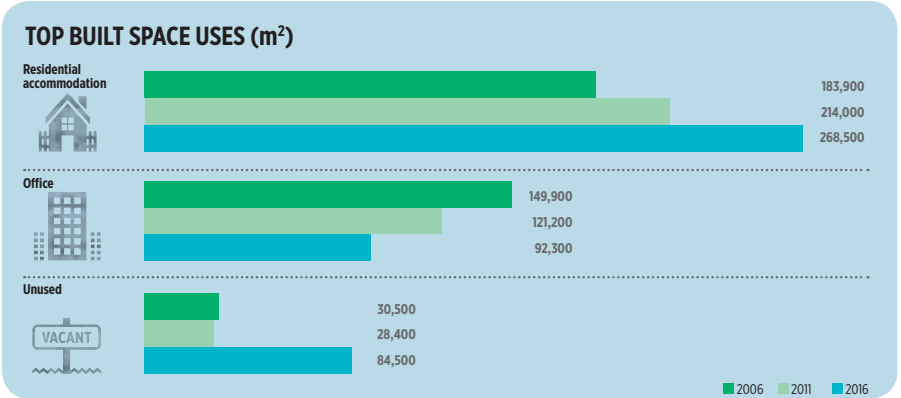
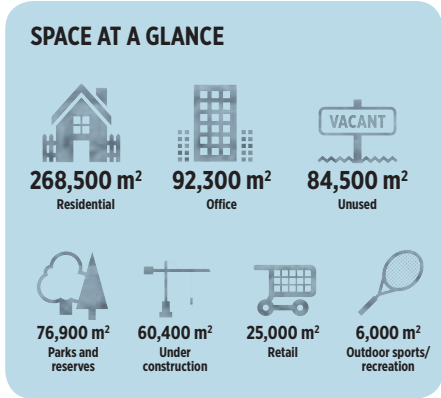
This trend has reversed somewhat over the past few years with the number of jobs in West Melbourne forecast to increase to about 10,000 by 2036.

Household Size

The average household size in West Melbourne has decreased as the number of single person households and couples without children increases. This decrease in household size is expected to continue as apartments make up a greater proportion of the housing stock.

West Melbourne (Residential) CLUE 2016 Report

West Melbourne's residential area has a mix of old and new housing, office, retail and community facilities and open spaces, including the iconic Flagstaff Gardens. The statistics from CLUE (Census of Land Use and Employment) 2016 reflect the transitional nature of the 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.



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 1.6: 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 transitional 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.



Sustainability in West Melbourne

Sustainability is a strong focus for the City of Melbourne and underpins all the Future Melbourne 2026 goals, including 'a city that cares for its environment'.

West Melbourne has the opportunity to make a contribution towards local, national and global goals of reducing greenhouse gas emissions, and being able to adapt, survive and thrive in the face of the stresses and shocks of a changing climate.

There are a range of policies at national, state and local level for both climate change mitigation and adaptation which set the context and drive forward the sustainability proposals and actions outlined in the structure plan.

Limiting climate change

In order to keep global temperature increases within 2°C and if possible below 1.5°C, Victoria has committed to reduce its greenhouse gas emissions to net zero by 2050 via the Climate Change Act 2017, as well as set renewable energy targets of 25 per cent by 2020 and 40 per cent by 2025.

Zero Net Emissions is a strategy for Melbourne to become a carbon neutral city and create a sustainable future. The City of Melbourne recognises that this goal cannot be achieved alone. Council operations cause less than one per cent of greenhouse gas emissions in the municipality, so we have developed a plan for stakeholders to work together towards this goal.

Some actions can be taken by the City of Melbourne and some by the community. These include setting higher standards for energy efficiency in new buildings and encouraging a shift from private car use to public and active transport. Other actions will be longer term and require action by federal and state government or infrastructure providers. These include transitioning to electricity generation from zero emission sources and eliminating dependence on fossil fuels.

Adapting to climate change

Our climate has already altered with further changes likely to occur. In the future, Melbourne will experience more frequent extreme weather events such as heatwaves, storm surges, drought and flooding. These weather trends and patterns have an impact on human health, water supply, property and infrastructure and natural environments.

The City of Melbourne's *Climate Change Adaptation Strategy Refresh 2017* acknowledges the need to work together with all stakeholders so planning and development in urban renewal areas considers sea level rise, flood management, increased canopy cover, heat refuges, green roofs and walls, and enhanced permeability, while creating economic and social benefits for our growing population of residents and workers. Strategies such as the *Total Watermark: City as a Catchment*, *Urban Forest Strategy* and *Open Space Strategy* support the implementation of such work.

The importance of preparing for the impacts of climate change is recognised at the international scale through the Paris Agreement. The agreement identifies cities as having a role to build resilience and decrease vulnerability to the adverse effects of climate change.

The Australian Government's *National Climate Resilience and Adaptation Strategy* identifies cities and the built environment as policy areas or sectors that require planning for the impacts of climate change. The Victorian Government also acknowledges the importance of addressing risks in the planning stage as it is much more cost effective than repairing damage, retrofitting or losing buildings and towns in extreme weather events.

While general temperature rise and the predicted increase in average annual days over 35 degrees cannot be controlled, reducing the urban heat island effect is important for minimising health impacts to vulnerable members of the community. As identified by *Resilient Melbourne*, community resilience is a key component of climate adaptation, as well as response to and recovery from other shocks and stresses.

Sustainability objectives are embedded in all the proposals and actions in Part Two: The Framework. For more specific proposals related to sustainability see:

Proposal 2: Improve the climate change adaptation and mitigation performance of new and existing buildings

Proposal 17: Create high quality green streets

Proposal 18: Ensure Integrated Water Management (IWM) is incorporated into West Melbourne to support a resilient and liveable neighbourhood

Opposite page: Water sensitive urban design treatment at the corner of Rosslyn and Howard Streets, West Melbourne.

1.5 HOW THE STRUCTURE PLAN HAS BEEN PREPARED

Engaging with the community and stakeholders

The City of Melbourne has worked with the community and stakeholders to propose a shared vision for West Melbourne to help guide and manage future growth in the area.

The community engagement approach included three phases as set out below, as well as ongoing discussions with key stakeholders, residents' groups and others throughout the development of the structure 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 the Ideas for West Melbourne discussion paper (February-March 2017)
- **Phase 3:** Engagement on the draft West Melbourne Structure Plan (this document)

There will also be further opportunities for the community and stakeholders to engage through subsequent Planning Scheme Amendments for the area as the Structure Plan is implemented through the Melbourne Planning Scheme. More information on this process can be found in Part 4 - Making it Happen.



Phase 1 engagement

The first phase of community engagement asked the community and stakeholders to express their likes, concerns, priorities and visions for West Melbourne prior to any plans for the area being proposed

The key messages from this were:

- 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

These key messages helped inform the next stage of the project, a discussion paper called 'Ideas for West Melbourne' to test emerging ideas and proposals for the area.



Figure 1.7: West Melbourne Structure Plan project timeline

Phase 2 engagement

The second phase of engagement was on the *Ideas for West Melbourne* Discussion Paper and involved three workshops as well as opportunities for people to input at Pop-Up Park events and online via the interactive plan on the Participate Melbourne page.

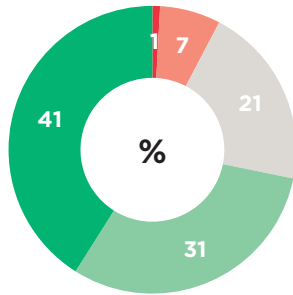
A summary of the feedback on the three strategies and ideas in the discussion paper is shown opposite.

More detailed reports on both phases of the community engagement process can be accessed online at participate.melbourne.vic.gov.au/westmelbourne



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.

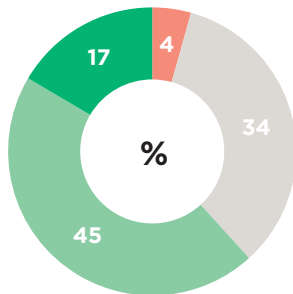


- Strong support for Spencer Street as a local centre.
- Strong support for greening streets and creating linear parks.
- Concern about the potential loss of on-street parking spaces.



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.

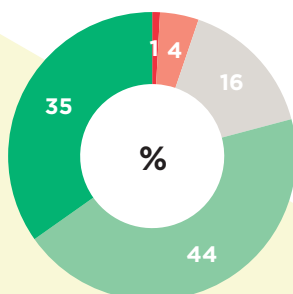


- General support for built form strategy, but more detail required to properly respond - strong desire for mandatory building heights.
- Strong support for mixed use and sustainable development.
- Some confusion about proposed ways to deliver community benefit.



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.



- Support for walking, cycling and public transport improvements on Spencer Street.
- Support for improved pedestrian access to Errol Street, North Melbourne Station and Docklands via Dudley Street.
- Concern about potential impacts of the West Gate Tunnel.

- Strongly support it all
- Support most parts of it
- Support some parts of it but not others
- Do not support most parts of it
- Do not support it at all

Background studies

Alongside the community and stakeholder 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 the structure plan are:

- **West Melbourne Heritage Review**
Graeme Butler & Associates
- **Baseline Report: Understanding West Melbourne**
City of Melbourne
- **West Melbourne Transport and Access Study**
Phillip Boyle & Associates
- **West Melbourne Parking Study**
Phillip Boyle & Associates
- **West Melbourne Economic and Employment Study - Part 1 & 2**
SGS Economics and Planning
- **West Melbourne Urban Character Analysis**
Claire Scott Planning
- **West Melbourne Built Form Control Testing**
Breathe Architecture

All of these documents can be accessed online at participate.melbourne.vic.gov.au/westmelbourne

The analysis and findings from each of these documents has helped shape the structure plan and are explained in the relevant sections of Part Two: The Framework and Part Three: Places.

Photographs sourced from West Melbourne Urban Character Analysis - © Claire Scott Planning.



PART TWO: THE FRAMEWORK

In this part you will find all the *Proposals* in the structure plan, with corresponding *Actions*, to help deliver the vision for West Melbourne.

The proposals have been shaped by engagement with the community and stakeholders, background research and analysis (see How the structure plan has been prepared on page 30) as well as good planning and urban design principles (see Ensuring Good design on page 118).

This part of the structure plan helps set a framework for decision making and investment in West Melbourne for both the public and private sectors. Some proposals and actions are short term 'quick-wins' which can be achieved in the next few years. Others are medium or longer term and require more detailed design work or investigation, working with key stakeholders and partners (see Part Four: Making it happen, for more details).

The proposals are summarised below and have been split into four main sections.

2.1 Density and built form

These proposals focus on ensuring new development in West Melbourne is appropriate to the scale, character and heritage of the area and achieves a high level of amenity and sustainable design.

- **Proposal 1:** Introduce Floor Area Ratio controls and accompanying built form controls that better address West Melbourne's diverse character
Page 38
- **Proposal 2:** Improve the climate change adaptation and mitigation performance of new and existing buildings
Page 44
- **Proposal 3:** Recognise the valued heritage of West Melbourne
Page 45

2.2 Activities, uses and infrastructure

These proposals support West Melbourne to grow as a mixed use neighbourhood with local shops and services, community and creative infrastructure and affordable housing.

- **Proposal 4:** Support mixed use development to facilitate a range of business and employment opportunities
Page 48
- **Proposal 5:** Establish a new local activity centre along Spencer Street and enhance North Melbourne Station
Page 50
- **Proposal 6:** Ensure good access to community and creative infrastructure within and around West Melbourne
Page 51
- **Proposal 7:** Help deliver affordable housing in West Melbourne
Page 52

2.3 Movement and access

These proposals aim to increase mobility and improve access for West Melbourne's residents, workers and visitors as the population grows.

- **Proposal 8:** Transform Spencer Street to become a local centre and high mobility street at the heart of the West Melbourne neighbourhood
Page 56
- **Proposal 9:** Improve walking safety, access and amenity
Page 57
- **Proposal 10:** Expand and upgrade the cycling network
Page 58
- **Proposal 11:** Advocate for, and help deliver, public transport that meets the needs of the West Melbourne population
Page 59

- **Proposal 12:** Update the supply and management of on-street parking spaces to meet the changing needs of residents, workers and visitors
Page 60
- **Proposal 13:** Update off-street private car parking requirements to support a less car dependent transport system
Page 61
- **Proposal 14:** Facilitate options for shared mobility and last kilometre freight
Page 62

2.4 Streets and spaces

These proposals outline the approach to create new and expanded open spaces in West Melbourne and embed sustainability principles in streetscape and public realm design.

- **Proposal 15:** Create linear open spaces through West Melbourne to enhance connectivity with surrounding areas
Page 66
- **Proposal 16:** Deliver new open spaces in Flagstaff, Spencer and Adderley to meet the different needs of the growing community
Page 67
- **Proposal 17:** Create high quality green streets
Page 68
- **Proposal 18:** Ensure Integrated Water Management (IWM) is incorporated into West Melbourne to support a resilient and liveable neighbourhood
Page 69

2.1 DENSITY AND BUILT FORM

Introduction

West Melbourne is currently experiencing significant levels of growth, well beyond what was previously planned for the area.

As development pressure continues to increase, planning controls need to be updated to deliver high quality built form outcomes that align with the vision for West Melbourne and provide greater certainty to the community and the development industry.

What do we know?

- West Melbourne has a varied local character informed by its historic mix of industrial, commercial and residential land uses - as such the density and built form in West Melbourne varies significantly throughout the area.
- 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 occurring in the central city and the more stable area of North Melbourne.
- Current Victorian planning policies, as identified in Plan Melbourne (the current Metropolitan Planning Strategy for Melbourne) encourage and support higher density development in areas like West Melbourne that are well located in relation to Melbourne's central city.
- Some areas in West Melbourne, particularly those with 'discretionary' height controls close to the central city or North Melbourne Station have become subject to development pressures that significantly exceed the preferred building heights.
- There has been a significant increase in the level of development in West Melbourne than was initially envisaged when the current planning controls were introduced in 2006. This is a result of the ambiguity and lack of certainty with the current height controls, along with the strategic justification for increased development on inner city sites close to public transport, jobs and services.
- There is a wide assortment of different sized sites, building typologies and heritage assets across West Melbourne which adds significantly to the character of the area. However some of the existing uniform (or 'blanket') height controls fail to respond to this diversity and character.
- Levels of supporting infrastructure such as open space and community facilities are not matching levels of development in West Melbourne.
- One of the key messages from the community during previous rounds of engagement is for greater certainty from the planning process, particularly related to built form controls.
- There are currently more than 4000 dwellings in the development pipeline for West Melbourne, the majority of which are one and two bedroom apartments. This includes proposals under construction, approved or awaiting planning approval. If all these dwellings are built, this would more than double West Melbourne's dwelling stock.
- The current built form controls in West Melbourne often result in the repetition of the podium tower typology (see Figure 2.1).
- Some smaller sites are being consolidated into single ownership, creating larger sites and altering the urban grain and local character of the area.
- There are not many examples of independently assessed high quality sustainable developments in West Melbourne (for example, using Green Star or NABERS), particularly across residential developments.
- Servicing requirements sometimes dominate street frontages which has a detrimental impact on the quality of streets in West Melbourne.
- The primary outlook from inside some buildings is to neighbouring properties - this reduces the quality of internal amenity and the ability for neighbouring sites to be developed equitably.
- Developments with 100 per cent site coverage are resulting in poor environmental performance of the area due to reduced site permeability (storm water cannot drain naturally) or the ability to plant trees on private land.

What are we proposing?

The proposals and corresponding actions in this section aim to support growth that makes the best use of inner city land for new development while responding positively to West Melbourne’s valued characteristics, diversity, heritage and mix of uses.

This growth will help deliver the vision for West Melbourne by providing alternative, highly sustainable forms of development that will continue to support a diverse community.

This will be achieved by introducing new built form controls that offer greater certainty to the community through *Floor Area Ratios* (Proposal 1), improving the climate change adaptation and mitigation performance of new and existing buildings (Proposal 2) and recognising the valued heritage of West Melbourne (Proposal 3).

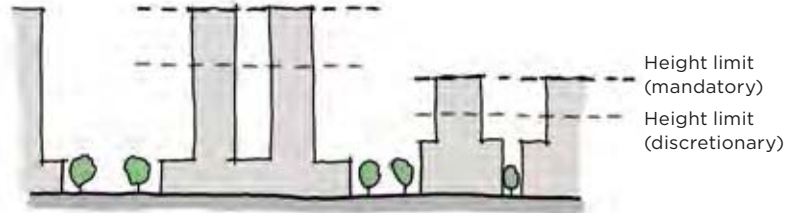


Figure 2.1: By only using height limits (mandatory or discretionary) and setbacks to guide built form, there is less control over the density, or intensity, of a development - the development will often be built to the maximum height limit allowed, irrespective of the size of a site. This sometimes results in less diverse buildings and is less responsive to the surrounding context and character of an area.

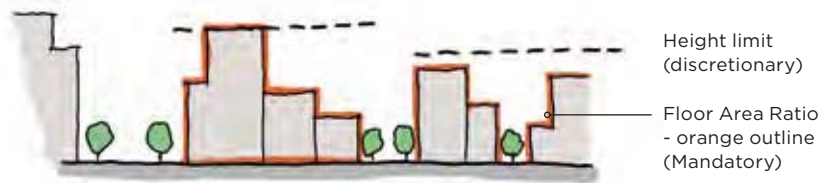


Figure 2.2: Floor Area Ratios help to control the density, or intensity, of the development in relation to the size of a site. The orange outline above highlights a potential allowed density of a site according to an FAR control. When used in combination with built form controls, such as height limits and setbacks, floor area ratios can enable a better response to the surrounding context and character of a site, allowing for a greater diversity of buildings.

Proposal 1: Introduce Floor Area Ratio controls and accompanying built form controls that better address West Melbourne's diverse character

New density controls and updated built form controls will ensure that new development is responsive to the local context and characteristics of West Melbourne.

The urban character of West Melbourne is diverse, architecturally interesting and full of potential. Layers of history are evident in the mix of housing throughout, including rows of old workers' cottages, Victorian terraces and contemporary apartments in re-purposed buildings.

A variety of uses, including industrial uses, offices and large institutions, provide a mix of styles and eras that creates visually interesting and contrasting streetscapes.

Former industrial buildings, particularly large warehouses, along with a mix of plot sizes and laneways contribute to the character of West Melbourne.

The proposed built form controls allow developments to respond to, reinforce and strengthen this character, while providing opportunities for innovation and great design on a site-by-site basis.

What is proposed?

The proposed changes will introduce:

- Floor Area Ratio controls**
 New Floor Area Ratio controls (FARs) will determine the density of development in the four areas of Spencer, Flagstaff, Adderley and Station Precinct (see Figures 2.6 and 2.8).
- Updated design objectives**
 The design objectives in the planning scheme will be updated for West Melbourne as a whole and for each of the five identified places in the area (see page 40).
- Updated built form controls**
 To achieve the design objectives, updated built form controls will be introduced in each Design and Development Overlay (see Figure 2.6 on page 43).

Why is this proposed?

Floor Area Ratio controls, along with accompanying built form controls, respond better to the characteristics of West Melbourne, where the subdivision pattern is not uniform and site attributes vary significantly throughout the neighbourhood and from site to site.

This pattern reflects the history of land uses in West Melbourne, with larger industrial sites interspersed with smaller residential and commercial sites and forms a fundamental element of the area's character.

The benefits of floor area ratio controls in West Melbourne are that they:

- Respond better to the varying characteristics of specific sites in West Melbourne compared to the blanket height controls which have no relationship to the size of a site.
- Provide a clear and consistent measure to support efficient decision making.

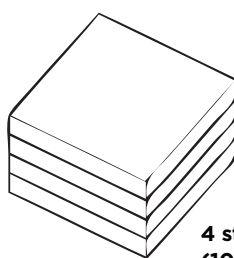
Floor Area Ratio (FAR) controls

A Floor Area Ratio (FAR) sets a limit on the amount of development that can occur on a site. The FAR is the ratio of a new building's total floor area in relation to the size of site it is being built on.

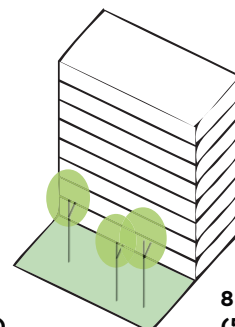
Figure 2.3 explains the concept of floor area ratio and how it can result in different building types. For example, a floor area ratio of 4:1 allows for total floorspace up to four times the size of the site itself. This could be up to four storeys if 100 per cent of the site is developed (left) or eight storeys if only half the site is developed (right).

FARs will allow for a variety of building types in certain areas. When combined with height and setback

controls, FAR controls will create a flexible framework in which multiple successful building forms can be achieved. More information on the benefits of using Floor Area Ratios is discussed on the opposite page.



4 storeys
(100% site coverage)



8 storeys
(50% site coverage)

Figure 2.3: An example of a Floor Area Ratio (FAR) of 4:1. The total floorspace is equivalent to four storeys with 100 per cent site coverage (left) or eight storeys with 50 per cent site coverage (right).

- Ensure that the future development of a site is proportionate to its size.
- Deliver a range of different building typologies, rather than just developing each site to its maximum allowed height.
- Enable flexibility for an architect to design developments within the built form envelope of the floor area ratio control (and the accompanying built form controls) to better respond to the varied characteristics of each site (see Figure 2.2 on page 37).
- Provide greater certainty about the level of population growth to occur in West Melbourne to determine the need for supporting infrastructure such as open space, public transport, services and community facilities.
- Can support additional benefits to an area, such as new laneways, retention of heritage buildings and additional open space, by allowing flexibility for how the floor area ratio is achieved on each site, without reducing the total amount of development on a site.
- Ensure a coherent built form outcome is achieved within each of the five places of West Melbourne.
- Improve the amenity of streets and spaces in West Melbourne and help ensure they are comfortable, attractive and welcoming places.
- Set realistic and clear expectations about the potential development yield on each site.
- Can be used to set minimum floor areas for non-residential uses to help deliver commercial and retail development and support West Melbourne retaining its mix of uses (see Proposal 4 on page 48).

Floor Area Ratios are used in many cities across the world, including in Melbourne's central city, Sydney, Hong Kong, New York and Vancouver. The floor area ratio figure is a balance between promoting a suitable scale of development and adding positively to the amenity and character of an area.

The floor area ratios for Flagstaff, Spencer, Adderley and Station Precinct have been set through an iterative process of commercial and architectural testing (see background studies on page 33) and through a review and understanding of density controls in other cities. The proposed floor area ratios for Flagstaff, Spencer, Adderley and Station Precinct are shown in figure 2.8 on page 43.

Comparing the floor area ratio controls

The floor area ratios proposed in West Melbourne respond to the vision for the area and help support a range of building typologies, including mid-rise perimeter and courtyard developments. These typologies are supported by floor area ratio controls of between 2:1 to 5:1, as identified in the NSW Apartment Design Guide (NSW Government, 2015). Depending on the size of a site, tower typologies are sometimes in excess of a 5:1 floor area ratio.

The floor area ratio range of 3:1 to 6:1 proposed within West Melbourne is consistent with the range in the NSW Apartment design guide to ensure that a range of building typologies are delivered in West Melbourne, including mid-rise, perimeter, courtyard and some well-designed towers in appropriate locations.

The proposed floor area ratios are comparable to those in other cities, including Barcelona (an FAR of 2.65:1), New York (a standard FAR of 4:1 in a zoning district comparable to West Melbourne), Vancouver (a base FAR of 3:1 in Downtown South which can increase to 5:1 if greater than 60 per cent of a development is social housing) and Sydney (Green Square, with a FAR range of 2.16-6.55:1).

The floor area ratio's proposed in West Melbourne give a density range of around 150-350 dwellings per hectare, or around 250-500 persons per hectare. This is comparable with Barcelona at around 360 persons per hectare, Manhattan Island in New York at 300-600 persons per hectare and the *Transforming Australian Cities* report which recommended a density range of 180-400 persons per hectare (Victorian Department of Transport and City of Melbourne, 2009).

Testing the floor area ratio controls

Independent feasibility testing by SGS Economics and Planning has identified that, based on average land values, development is likely to be feasible using the proposed floor area ratios for each area. Various sensitivity tests were also applied, which involved lowering land values, increasing sale prices and requirements for affordable housing (see Proposal 7 on page 52) and development contributions (See Part Four: Making it happen). The modest changes to the findings as a result of the various sensitivity tests suggest the findings of the base feasibility analysis are robust.

Independent built form control testing by Breathe Architecture has identified that the proposed floor area ratio controls, accompanied by the built form controls relating to heights and setbacks, help to achieve commercially deliverable, well-designed buildings that help achieve the proposed design objectives.

Design objectives

The following design objectives are proposed for the whole neighbourhood of West Melbourne in order to help achieve the vision for the area.

Additional design objectives specific to each of the five identified places in West Melbourne are included in Part Three: Places.

- To ensure development responds to the valued attributes of West Melbourne and contributes positively to the existing and future urban character of each of the five identified places within West Melbourne - Spencer, Flagstaff, Adderley, Station Precinct and Historic Hilltop.
- To provide for a largely mid-rise, human-scaled neighbourhood with a diverse range of building types.
- To maintain and enhance the valued heritage characteristics of West Melbourne.
- To ensure development responds appropriately to the hierarchy of main streets (Spencer Street, King Street, Dudley Street and La Trobe Street), local streets and laneways in its address, activation and management of services.
- To achieve variable building heights, including street wall heights, that contribute positively to the specific character of each site.
- To encourage built form diversity within larger sites to ensure larger developments are expressed as a series of smaller building forms that relate and contribute positively to their context.
- To ensure development appropriately considers the amenity impacts on neighbouring development and achieves a high standard of internal amenity within the development.
- To ensure that new development respects the scale of adjoining residential and heritage buildings and does not overwhelm the existing building.
- To encourage the consideration to minimise the impact of development on solar access to adjacent solar panels.
- To ensure heritage buildings retain their three dimensional form as viewed from the public realm to avoid 'facadism'.
- To encourage the retention of existing buildings of character (including non-heritage) and the reuse of existing materials in new developments.
- To require developments to be setback from side and rear boundaries to ensure internal spaces receive adequate levels of daylight and privacy.
- To support equitable development by ensuring primary outlook is secured to the street or within development sites.
- To ensure that building interfaces are improved at ground level by providing vehicle access and services off existing or proposed laneways
- To provide for fine grain, small or adaptable tenancies within the lower levels of buildings.
- To provide a highly walkable neighbourhood with increased permeability and laneways through blocks.
- To ensure development is adaptable to changes in future land use by requiring adequate floor to ceiling heights (above and below ground).
- To encourage deep soil planting that increases permeability and supports tree planting in the private realm.

	EXISTING CONTROL	PROPOSED CONTROL*
DDO28 (Station Precinct)	Maximum building height 5 storeys (discretionary)	Maximum FAR 5:1 (mandatory) Maximum building height 8 storeys (discretionary)
DDO29-1 (Spencer)	Maximum building height 4 storeys (discretionary)	Maximum FAR 4:1 (mandatory) Maximum building height of 8 storeys fronting Spencer, King and Dudley Streets (discretionary) Maximum building height of 6 storeys elsewhere (discretionary)
DDO29-2 (Adderley)	Maximum building height 4 storeys (discretionary)	Maximum FAR 3:1 (mandatory) Maximum building height of 4 storeys (discretionary)
DDO32	Maximum building height 14 metres (mandatory)	No change from existing
DDO33 (Flagstaff)	Maximum building height 40 m (around 12 storeys) (discretionary)	Maximum FAR 6:1 (mandatory) Maximum building height 16 storeys (discretionary) Minimum side and rear setbacks of 6 metres (mandatory)
DDO31/34	Maximum building height 10.5 m (mandatory)	No change from existing
General Residential Zone	Maximum building Height 11 m (mandatory)**	No change from existing

* The Floor Area Ratio control (FAR) is calculated by measuring the gross floor area to the outside face of all external walls for all enclosed areas, as per the Victorian Planning Scheme definition. Below ground level basements are to be included in the FAR calculation of a site given the scale of FAR control proposed and the outcomes of the built form testing (see West Melbourne Built Form Testing, Breathe Architecture). Areas for bicycle parking are exempt from the FAR calculation to help support and promote more sustainable travel in West Melbourne. The FAR control in Spencer, Flagstaff, Adderley and Station Precinct includes a specific requirement for a proportion of development for retail/commercial uses (see Proposal 4 on page 48).

** The maximum building height in the General Residential Zone was introduced by the Victorian Government when the reformed residential zones were introduced to the Victoria Planning Provisions and all planning schemes by Amendment VC110 on 27 March 2017.

Figure 2.4: Proposed changes to the Design and Development Overlays that apply to West Melbourne.

Population capacities and forecasts

At the floor area ratios proposed, there is residential capacity for more than 15,000 residents in over 11,000 dwellings in West Melbourne, which is sufficient capacity to meet the projected population of 8000 residents by 2036. The floor area ratio requirement for commercial development will help to enable the projected 10,000 jobs in West Melbourne by 2036.

Capacities are often higher than population projections as they look at the total built floor space that could theoretically be built in a given area, based on proposed built form controls.

Population projections follow a well-established method which take the latest known population and project forward based on historic growth trends, birth, death and net migration rates. This is combined with other analysis including household size and dwelling construction rates and adjusted accordingly to forecast the population.

The capacity analysis prepared as part of the structure plan can provide a useful input into the future population forecast process and could be used to amend the longer term dwelling construction rates.

ACTIONS
DELIVER
<p>Action 1.1: Prepare a planning scheme amendment to implement the built form outcomes.</p>
<p>Action 1.2: Improve the quality of urban design in West Melbourne through the planned review of Clause 22.17 Urban Design Outside the Capital City Zone in the Melbourne Planning Scheme.</p>

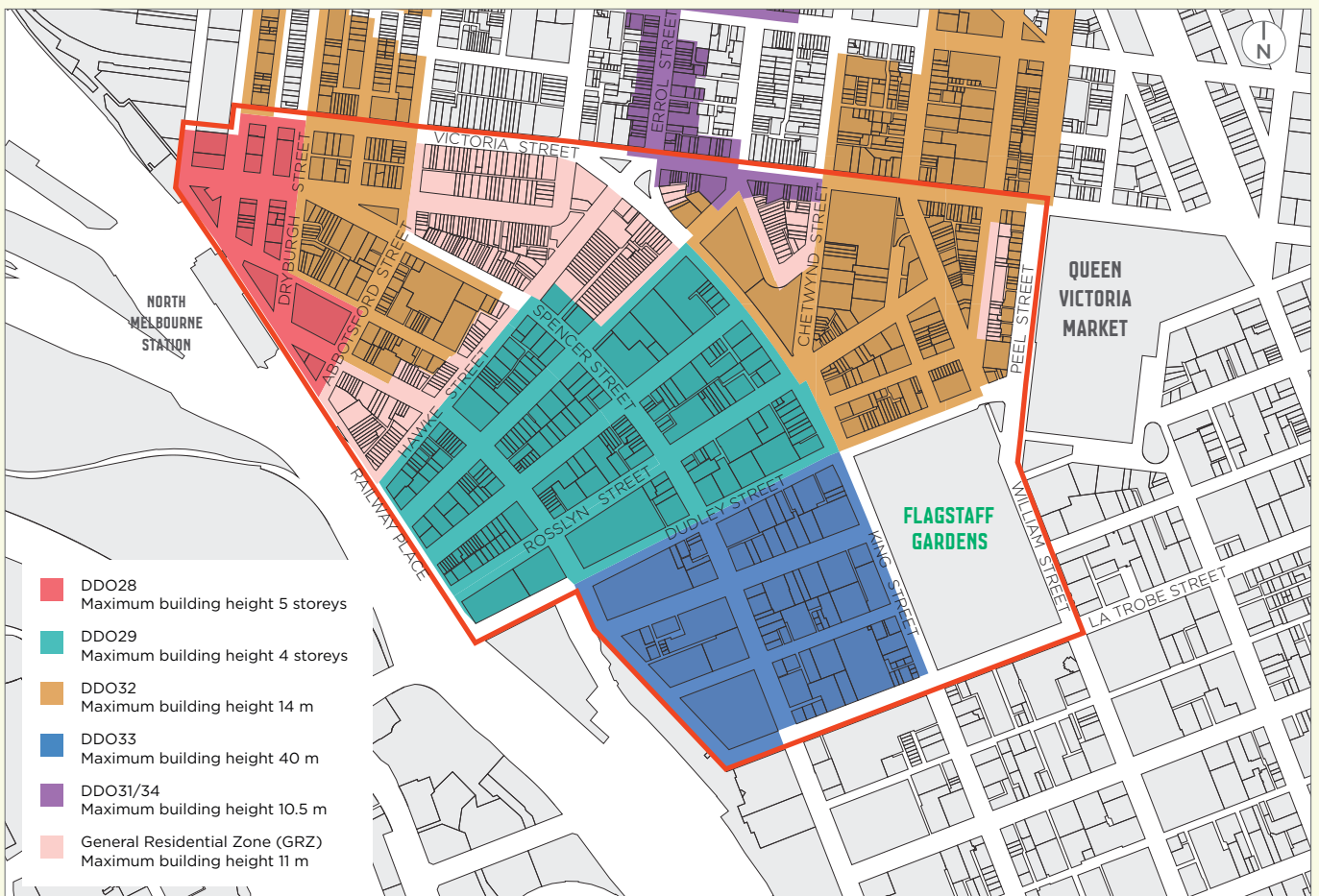


Figure 2.5: Existing Design and Development Overlays in West Melbourne along with the area covered by the General Residential Zone.

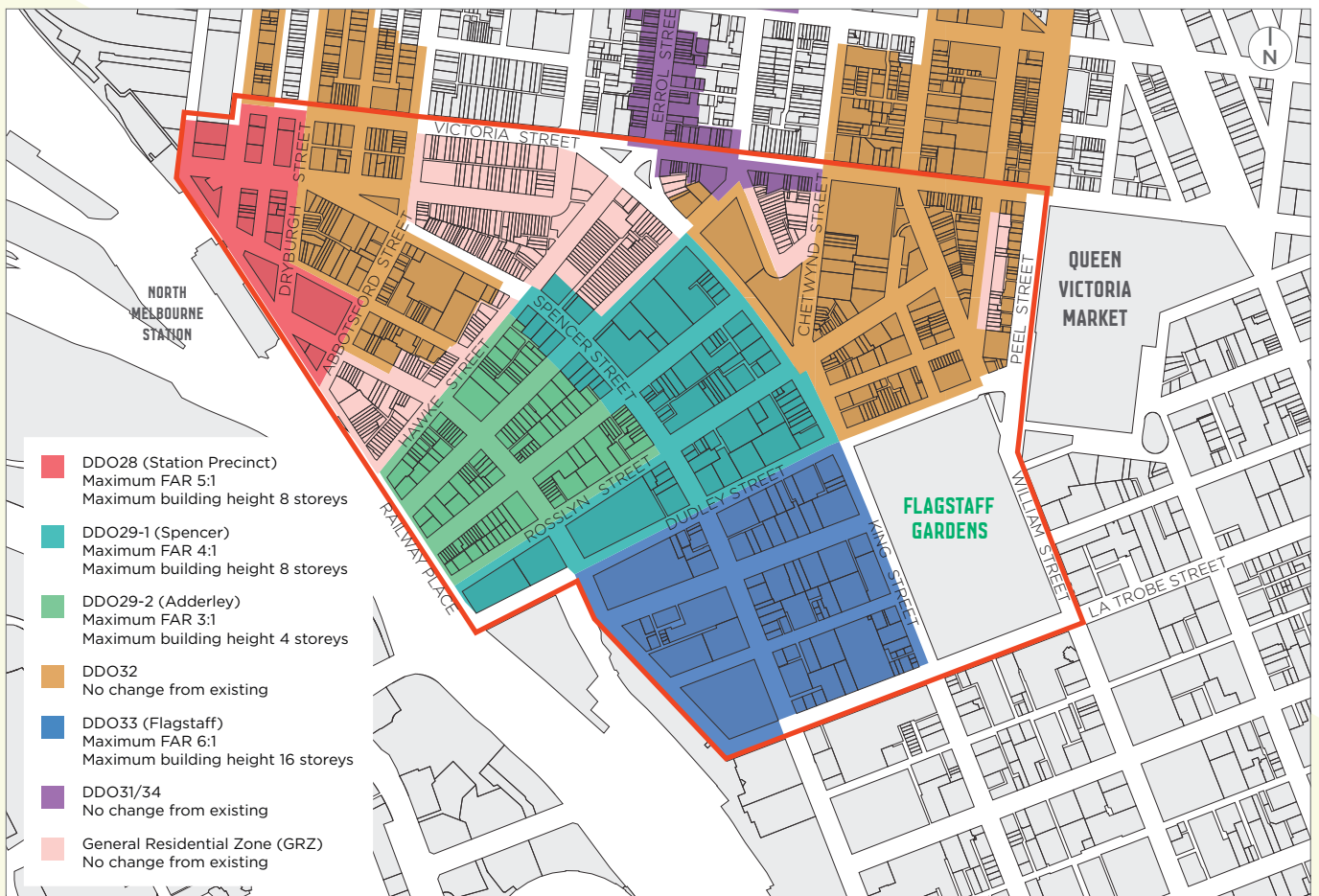


Figure 2.6: Proposed changes to the Design and Development Overlay's in West Melbourne.

Proposal 2: Improve the climate change adaptation and mitigation performance of new and existing buildings

New and existing buildings will be designed or retrofitted to the highest sustainability standards to ensure a sustainable and resilient West Melbourne. The ability of the existing buildings to contribute towards meeting City of Melbourne climate goals should be considered when new development is proposed.

There are few formally rated or certified green buildings in West Melbourne. Most buildings with such ratings in Australia are large commercial buildings, which is not a typical building type in this area. In the same way that West Melbourne’s existing buildings are now being adaptively reused, it is desirable for new buildings to be designed in a way that enables adaptation for different uses in the future.

One of few examples of sustainable buildings and refurbishments within the study area which are not formally rated or accredited is the Australian Red Cross Blood Service Melbourne Processing Centre. An exemplar sustainable building demonstration project like the Processing Centre should be identified in West Melbourne to showcase the opportunities and benefits of sustainable development to other developers.

As part of the State Government’s target to achieve zero net emissions, Plan Melbourne identifies the need to facilitate the uptake of renewable energy technologies. This sentiment is echoed by our Zero Net Emissions Strategy. In Future Melbourne 2026, the community sets the goal of achieving this target by ‘sourcing all of its energy from renewable sources’.

City of Melbourne’s Green our City Strategic Action Plan details how green roofs and vertical greening provide many benefits and can contribute to mitigating and adapting to urban heat island effect, enhancing health and wellbeing and reduced energy use for heating and cooling buildings.

New developments can be encouraged to integrate solar, green roofs and cool roofs by City of Melbourne planning policy 22.19 Energy Water & Waste.

City of Melbourne has completed substantial research to establish the current use of Melbourne’s rooftops for climate change mitigation and adaptation. Rooftops in central Melbourne make up 880 hectares of space with most of these rooftops being used for storing air conditioners and heating equipment. There is a large potential for rooftops to be used to benefit building owners, the community and the environment by adapting these spaces for:

- Solar energy creation - photovoltaic or solar thermal panels
- Cool roofs to reflect heat
- Green (vegetated) roofs.

There is an opportunity for updated built form controls to manage a significant uptake in rooftop solar and other sustainable infrastructure across the area. This could include integrating solar panels and battery storage on council owned buildings and structures and investigating opportunities to locate solar roofs strategically throughout West Melbourne to maximise generation, and enable future sharing.

Existing buildings adjacent to potential new development sites may be overshadowed by new buildings. However solar access may be partially protected through the use of planning controls such as setbacks and separation distances, as well as building heights. These tools can also help to ensure daylight and amenity to neighbouring buildings.

By partnering with the local electricity distribution provider (CitiPower), the grid could be significantly improved and there could also be opportunities to better support locally generated renewable energy.

Through the Stormwater Management planning clause, stormwater runoff can be reduced by using on-site rainwater tanks to harvest stormwater and reuse on site.

ACTIONS
DELIVER
Action 2.1: Use built form controls to help protect and encourage the use of solar in appropriate areas of West Melbourne.
Action 2.2: Develop programs to support residential and community solar, battery storage and smart grids on new and existing building.
Action 2.3: Renew the Energy, Water and Waste Efficiency policy to implement precinct approaches to waste management, in particular to enable collection of organic and food waste.
Action 2.4: Integrate sustainability expectations and objectives for energy, water, waste, solar, water sensitive urban design and green infrastructure through the Municipal Strategic Statement refresh and an amendment to the planning scheme.
ADVOCATE
Action 2.5: Identify opportunities for new and existing buildings to increase greening, including green roofs and vertical greening, in West Melbourne in line with the ‘Green our City Action Plan’.
Action 2.6: Explore ways to incentivise and increase canopy cover and support nature in the private realm.
Action 2.7: Investigate community solar initiatives to increase rooftop solar.

Proposal 3: Recognise the valued heritage of West Melbourne

Heritage is integral to community identity. This includes both physical heritage and intangible aspects of heritage such as memories and rituals. The rich heritage of West Melbourne is recognised, celebrated and integrated in the structure plan.

Aboriginal and Torres Strait Islander people are the First Nation people of this land and have strived to retain their culture and identity through the period of colonial and post-colonial settlement.

Currently, no Aboriginal Heritage places in West Melbourne are listed on the Victorian Aboriginal Historical Place Register. The Indigenous Heritage Study (2010) identified Flagstaff Gardens as a potential significant place.

A social history of West Melbourne that includes proper recognition of its Aboriginal Heritage will help to build on the findings of this heritage review. This document can identify shared values between Aboriginal and non-Aboriginal people and inform future capital works projects in West Melbourne.

In the context of post-European contact, a number of heritage buildings and places have been identified and protected through the planning scheme. Planning Scheme Amendment C273 was gazetted in May 2017 and provides immediate protection on an interim basis for properties indicated in Figure 2.7 below. Planning Scheme Amendment C258 is underway to provide permanent heritage protection for these properties.

ACTIONS
DELIVER
Action 3.1: Develop Caring for Country guidelines to ensure the implementation of Caring for Country principles over time.
Action 3.2: Finalise Planning Scheme Amendment C258 West Melbourne Heritage Review.

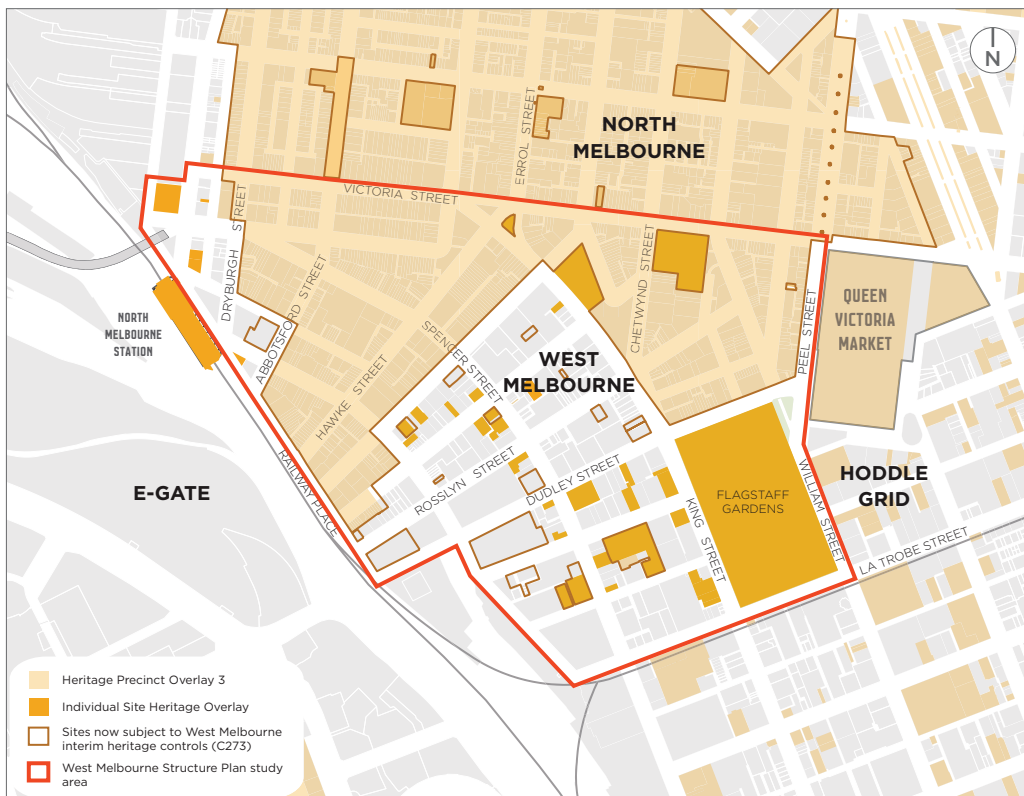


Figure 2.7: Heritage controls for West Melbourne including sites subject to the West Melbourne interim heritage controls (C273).

2.2 ACTIVITIES, USES AND INFRASTRUCTURE

Introduction

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.

What do we know?

- West Melbourne has historically provided an important 'back of house' function of smaller businesses that support the operation of the central city. This function should continue to occur into the future.
- 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.
- There is the potential to lose the area's mixed use character and local employment opportunities given the recent decrease in the number of jobs.
- 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.
- 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.

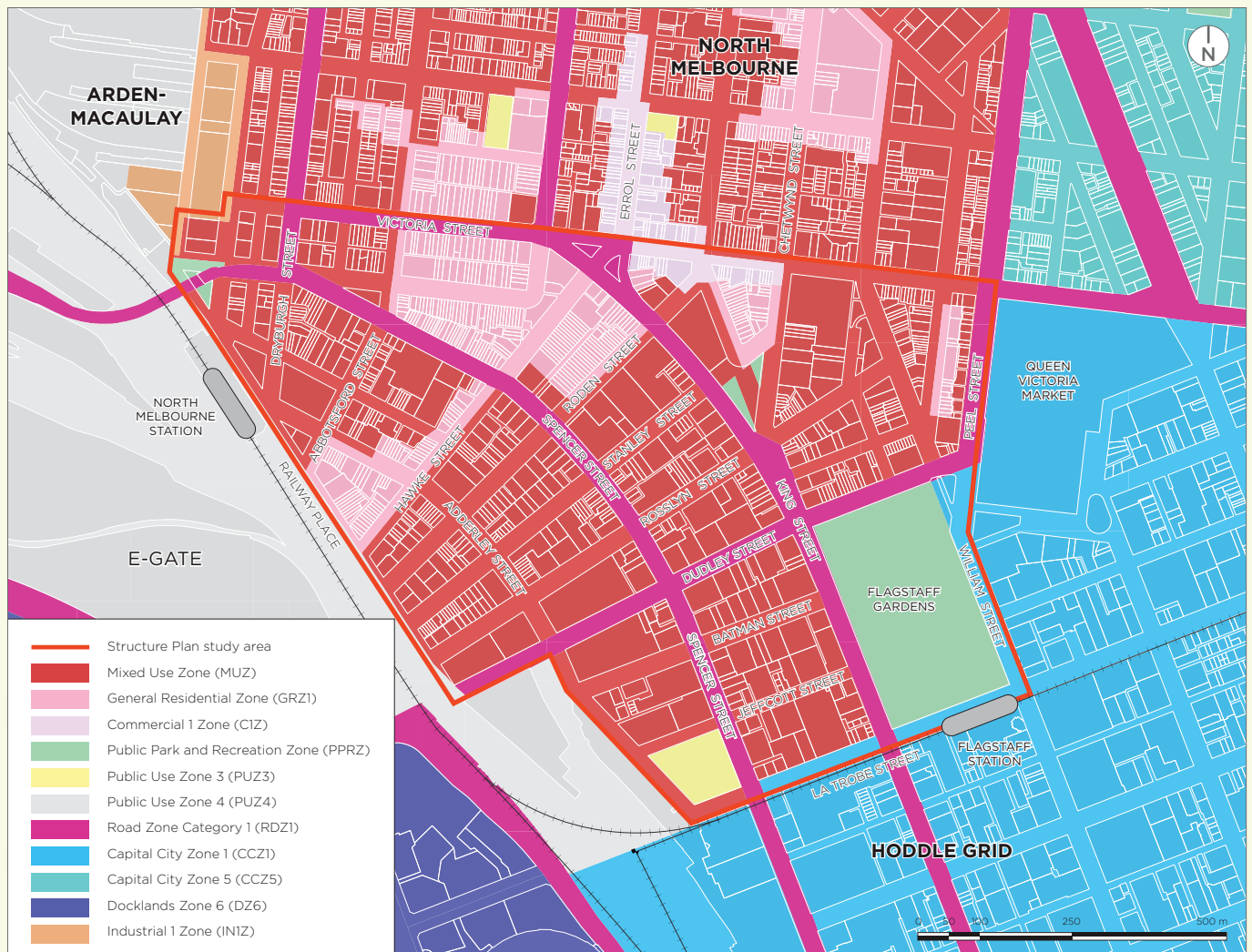


Figure 2.8: Existing Land Use Zoning in West Melbourne

- 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.
- Currently there are limited examples of affordable housing in West Melbourne.
- The majority of community facilities and creative 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 between two and four new schools are expected as part of the Arden urban renewal area.
- There are few arts and cultural facilities in West Melbourne. A cluster of arts infrastructure is located in neighbouring North Melbourne.

What are we proposing?

Proposals and actions within this chapter will help ensure that West Melbourne retains a true mix of uses, with a broad range of spaces that enable community and creative uses, and support services for the neighbouring areas of Docklands, Parkville and the central city.

Spencer Street will be the vibrant high street for West Melbourne, servicing the day-to-day shopping needs of local residents and workers.

A diverse range of housing types will support a community who are well serviced with local facilities within West Melbourne, and within a safe and enjoyable walk or cycle to adjacent neighbourhoods.

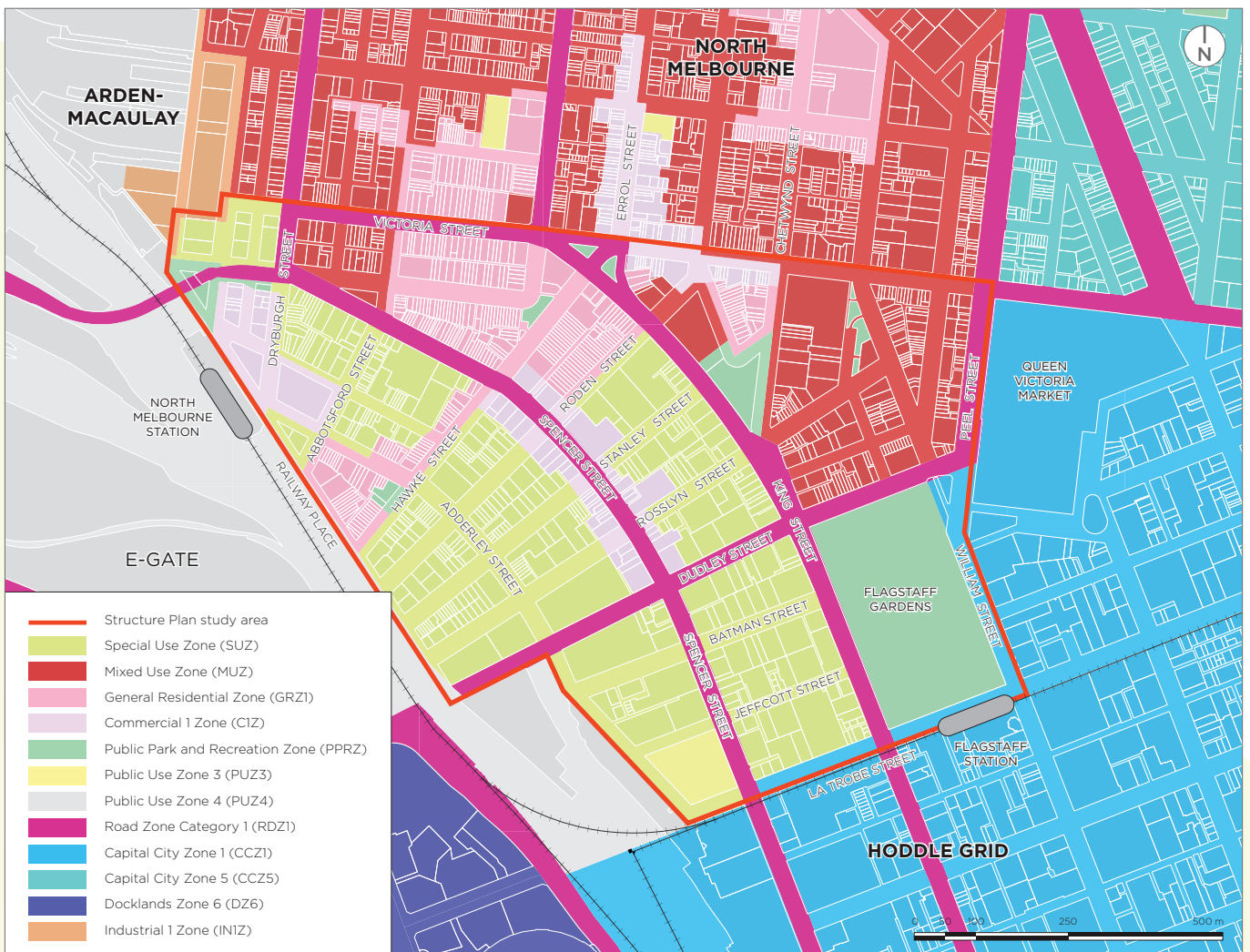


Figure 2.9: Proposed Land Use Zoning in West Melbourne

Proposal 4: Support mixed use development to facilitate a range of business and employment opportunities

West Melbourne's built form and walkable streets offer opportunities to provide an important 'back of house' function with smaller businesses that support the operation of Arden and the central city.

Proactive measures will help retain and attract a mix of different business and employment opportunities in West Melbourne to complement residential development and create a vibrant and resilient neighbourhood.

Benefits of mixed use

A mix of different uses help make a place more interesting and lively at different times of day and days of the week. Having a range of shops, services and jobs available within a short distance of homes encourages more sustainable transport choices and improves people's quality of life.

Different types of employment

An important part of a resilient economy is providing opportunities for a range of different types and sizes of businesses. Small start-ups and multinationals have very different requirements for locating their businesses, including rents, floor space, access to clients and suppliers and clustering with similar firms. These different businesses also offer very different employment opportunities to the local and wider labour pool.

Three specific opportunities for the development of employment activity in West Melbourne have been identified:

1. Developing a business-oriented precinct that accommodates 'back of house' functions for the central city while supporting the growth of small and new businesses, including start-ups, creative enterprises and small scale manufacturing.

2. Building capacity to support and leverage the health and research functions that operate in Parkville.
3. Supporting tourism, arts and cultural activities located in West Melbourne and nearby.

West Melbourne building stock

The existing building stock in West Melbourne provides a diversity of spaces for businesses to locate including a range of different sized floor plates, forms and price points. This is somewhat unusual in the inner city and provides appropriate conditions for employment uses that might not otherwise locate in the inner Melbourne region. The loss of activities to alternative locations (or their loss entirely) could damage Melbourne's competitiveness and productivity and impact West Melbourne's local vitality.



Figure 2.10: The proposed use of a Special Use Zone will aim to deliver a greater mix of uses.

What is proposed?

Land use zoning will be changed in order to retain and attract the types of businesses appropriate to West Melbourne.

Additions to local policy and advocacy programs to encourage the retention of existing building stock will support small creative, innovative and entrepreneurial businesses through the retention of lower rent spaces and a diversity of floor spaces.

The appropriate zone would allow flexibility for some residential uses, while allowing a variety of employment uses. Such a zone does not currently exist in Victoria. The application of a Special Use Zone is proposed.

This would work in conjunction with a requirement for a minimum proportion of the mandatory maximum Floor Area Ratio (FAR) to be dedicated to a non-residential use.

See Proposal 1 on page 38 for more details on the proposed revisions to the Design and Development Overlay.

Why is this proposed?

Businesses and jobs are being pushed out of West Melbourne in favour of residential development. The number of jobs has decreased by 25 per cent over the past 10 years as warehousing, manufacturing and logistics industries have moved out of the area. A high proportion of the 6000 existing jobs in West Melbourne are in the business services sector.

The Mixed Use Zone (MUZ), which applies to the majority of West Melbourne, is failing to deliver a genuine mix of uses. The ability to provide residential uses without a permit in the MUZ is impacting the feasibility of other permitted uses such as food and drink premises, offices (over 250 m²) industrial, warehouse, leisure and other retail uses.

The application of the MUZ did not sufficiently anticipate the current market conditions that significantly favour residential development over other uses. The MUZ was intended to support a genuine mix of uses. However, there is now a significant risk of losing employment activity from the precinct.

Other commercial zones available in the Victorian planning system are considered inadequate to develop a truly mixed use precinct that supports the type of employment activity described.

Commercial 1 Zone (C1Z) allows a variety of employment uses, however does not allow for manufacturing unless it can be proven to be an ancillary use.

The Commercial 2 Zone (C2Z) encourages a variety of entertainment, industrial and retail uses but prohibits all forms of residential uses (other than caretaker's house, motel and residential hotel).

It is for these reasons that a Special Use Zone is proposed. The Special Use Zone may also be relevant to other neighbourhoods.

ACTIONS
DELIVER
<p>Action 4.1: Rezone some Mixed Use Zone areas to a Special Use Zone to deliver not only residential, but a true mix of uses.</p> <p>Action 4.2: Require a proportion of the proposed floor area ratio to be allocated to a non-residential use:</p> <ul style="list-style-type: none"> • 1:1 in Spencer, Station Precinct and Flagstaff • 0.5:1 in Adderley.
PARTNER
<p>Action 4.3: Actively seek to match small cultural and creative organisations to potential development sites.</p>
ADVOCATE
<p>Action 4.4: Encourage the adaptive reuse of existing buildings that offer a range of floorspace types and rent through local advocacy.</p>

Proposal 5: Establish a new local activity centre along Spencer Street and enhance North Melbourne Station

A new local activity centre will be established along Spencer Street and around North Melbourne Station to encourage retail and services.

A broad range of community, creative and commercial uses will be encouraged to build on West Melbourne’s existing mixed use character and support local access to goods, services and jobs.

Zoning changes will help achieve this proposal in conjunction with capital works improvements outlined in Proposal 8 on page 56.

Why is this proposed?

The metropolitan planning strategy ‘Plan Melbourne’ proposes to create a city of 20-minute neighbourhoods, where people can meet most of their everyday needs within a 20-minute walk, cycle or local public transport trip of their home.

West Melbourne does not have a retail or activity core within the neighbourhood. Residents rely on surrounding destinations such as North Melbourne, Docklands and the central city for shopping, community facilities and creative spaces.

Spencer Street is well located to serve the local daily needs of the residential and working community. Through appropriate zoning and capital works improvements Spencer Street could become the central activity area within West Melbourne.

Rezoning coupled with improvements to the public realm around North Melbourne Station would help to reinforce this area as a hub of activity and key gateway into West Melbourne.

ACTIONS
DELIVER
Action 5.1: Rezone Spencer Street to Commercial 1 Zone between Hawke Street and Dudley Street to encourage the provision of local shops and services and the development of a consolidated high street.
Action 5.2: Require active interfaces on Spencer, Rosslyn and Stanley Streets that contribute to an attractive and safe public realm.
Action 5.3: Rezone sites around North Melbourne Station to Commercial 1 Zone to support local convenience retail.



Figure 2.11: The proposed Commercial 1 Zone will aim to deliver a commercial hub around the station and a consolidated high street.

Proposal 6: Ensure good access to community and creative infrastructure within and around West Melbourne

Good access to community and creative infrastructure will be provided to meet the needs of the growing population within West Melbourne or in surrounding areas nearby.

Community and creative infrastructure includes facilities and services that help people meet their social needs, maximise their potential and enhance community wellbeing. It includes facilities for residents as well as those that work, study or live in the area.

The evolution of the area from industrial, logistics and warehousing, to more higher density residential and mixed use development with a range of commercial activities has meant that the provision of services and infrastructure has not always occurred.

In particular, the lack of retail and community infrastructure has been identified as an issue given the recent population growth in West Melbourne and level of development currently planned for the area. Innovative delivery approaches, including shared facilities, are required particularly for inner city environments given the relatively high land values and the need for mixed use developments.

Why is this proposed?

A high level analysis established average benchmarks for a range of community infrastructure, such as a community centre, local library, childcare, outside school care, playgroups and primary schools (*Economic and Employment Study Part 2*, SGS Economics and Planning).

The analysis identified that, while some infrastructure such as a primary school and a childcare centre could be required in West Melbourne in the long term (by 2036) depending on the population growth of the area and other nearby local services, there is unlikely to be the demand for a community centre or local library given the current population forecasts. Following feedback on the draft structure plan, further analysis could be undertaken to reflect the potential local demographic profile of the projected population.

There is also a need for a dedicated Aboriginal Economic Hub within the City of Melbourne and consideration could be given to providing this within West Melbourne.

The services and facilities planned for immediate surrounding areas of West Melbourne, such as in Arden and the Queen Victoria Market, will also have a significant impact on the delivery of infrastructure in West Melbourne.

A new primary school is being built at 259-269 Footscray Road which will help serve West Melbourne. Furthermore, between two to four new schools are being proposed for Arden. The location, type and size of these schools will be better understood once the planning for Arden has been completed.

Given the close proximity of this infrastructure to West Melbourne, it will be crucial to ensure that walking and cycling routes to these facilities are direct, safe and well-designed.

ACTIONS
DELIVER
Action 6.1: Create excellent walking and cycling connections to the new community hubs in Arden and QVM.
Action 6.2: Explore locations to provide the identified floor space requirements for community and creative infrastructure.
Action 6.3: Develop a Development Contribution Plan (DCP) to help fund the improvements to streets and local connections.
Action 6.4: Consider the Aboriginal naming of public buildings and community infrastructure to be informed by a social history of West Melbourne.
Action 6.5: Seek a location for a dedicated Aboriginal Economic Development Hub that can provide opportunities for small business, event space, Aboriginal services, drop-in space and meeting place.
PARTNER
Action 6.6: Support an annual Caring for Country festival and smaller local festivals and street parties.
ADVOCATE
Action 6.7: Continue to work with the Department of Education and Training to ensure that new schools in Arden and the Docklands are well connected to West Melbourne and consider the need/potential of a primary school in West Melbourne in the longer term.

Proposal 7: Help deliver affordable housing in West Melbourne

Affordable housing will be delivered in West Melbourne to help provide housing for low and moderate income households within close proximity to transport and wide range of jobs.

The Victorian Government seeks to strengthen the role of planning in delivering affordable housing with its release of *Plan Melbourne 2017-2050* and *Homes for Victorians*.

Plan Melbourne strives to strengthen the role of planning to facilitate and deliver the supply of social and affordable housing (Policy 2.3.3) and to facilitate an increased percentage of new housing in established areas to create a city of 20 minute neighbourhoods close to existing services, jobs and public transport (Policy 2.1.2).

The *Homes for Victorians* strategy strengthens the Victorian Government's position by stipulating various initiatives and budget commitments to address affordable housing.

According to the 2011 Census, 10 per cent of all Victorian households are in one of the following categories:

- Various forms of homelessness
- On low incomes and in serious rental stress
- Living in social housing.

There is a need to facilitate the provision of affordable housing in order to respond, which in turn ensures a good social mix in a neighbourhood.

Affordable housing is that which is outside the main housing market, subsidised below the market rate and provided to specified eligible low and moderate income households whose needs are not met by the market (*Homes for People 2014-18*, City of Melbourne Housing Strategy). Affordable housing should be owned by a registered housing association.

In the City of Melbourne, supply alone is not delivering the desired housing mix and social diversity in our communities. To increase the number of affordable housing units in the municipality, our housing strategy sets a goal to 'help provide at least 1721 affordable homes (subsidised) for low and moderate income earners by 2021'.

Why is this proposed?

West Melbourne's proximity to universities, the medical precinct, markets, retail and entertainment centres, tourism, and arts and cultural activities make it an ideal location for people who work in these industries on low to moderate incomes to live.

Jobs in these industries are typically within the low to moderate income bracket, making affordable housing an important component to support these industries. As well as its location, West Melbourne's established community services, access to transport and existing job opportunities make it an ideal location for affordable housing.

Feasibility analysis has determined that 6 per cent of the residential component of new developments can be delivered for affordable housing in Flagstaff, Spencer and Station Precinct (*Economics and Employment Study Part 2*, SGS Economics and Planning, 2017).

The analysis assumed that the ownership of the affordable housing is transferred to a third party (for example, a Community Housing Provider) at no cost to them, as currently occurs in other cities across the world, including in Sydney and London. The inclusion of affordable housing will help deliver diverse, interesting and inclusive communities which will add value and ensure West Melbourne remains a desirable place for investment.

The feasibility of providing affordable housing increases further when tested with a 10 per cent increase in sales revenues when compared to today's figures. This is considered likely over the lifetime of the structure plan given that proposals will improve the quality of streets and spaces in West Melbourne, and therefore add value to developments. This is acknowledged in the report which states:

'Should potential revenues from new development increase over the next 10-15 years, development feasibility across the precinct will improve'.

Economics and Employment Study Part 2, SGS Economics and Planning, p29.

This proposal to consider providing at least 6 per cent affordable housing dwellings could help provide around 250 affordable homes and help contribute to Goal 1 in the Housing Strategy to 'help provide at least 1721 affordable homes (subsidised) for low and moderate income earners by 2024'. It will also contribute to housing diversity, increased supply and achieve the City of Melbourne's aspiration for an inner and central city where housing is affordable, well designed and meets the diverse needs of our residents.



The affordable housing in West Melbourne should be transferred to, and managed by, a registered housing provider or association and secured by a Section 173 Agreement or a similar mechanism at no cost to the provider.

Typically, subsidised rents for eligible households (as defined by each housing provider) are calculated to not exceed 30 per cent of gross income or 75 per cent of market rent (Housing Registrar, Information Sheet, May 2017).

The City of Melbourne can also play a role in facilitating partnerships between developers and housing providers to help support the delivery of appropriate, well-designed affordable housing.

ACTIONS

DELIVER

Action 7.1: Amend the planning scheme for West Melbourne (through the local policy or other similar control) to require applicants to consider providing 6 per cent affordable housing on development sites in Flagstaff, Spencer and Station Precinct. All figures should be rounded up to the nearest dwelling.

PARTNER

Action 7.2: Understand the needs of community housing providers' models to strengthen the partnership between community housing providers and the development industry.



2.3 MOVEMENT AND ACCESS

Introduction

West Melbourne’s movement and access network will evolve to meet the changing needs of the area’s residents, workers and visitors. As the mix and intensity of uses in the area changes, different demands will be placed on the transport network with more people moving between their homes, jobs, shops and other destinations.

The transport network will need to move more people in less space in the future. Facilitating walking, cycling and public transport will help free up space for other uses such as open space, tree planting and on-street dining.

For more details see Streets and spaces on page 64.

What do we know?

- Streets are currently designed, and space is allocated, to prioritise motor vehicles ahead of other modes.
- The major infrastructure corridor to the west includes multiple metropolitan and regional train lines and rail yards. The corridor creates a physical barrier between West Melbourne, Docklands, the Moonee Ponds Creek and E-Gate.
- The only two connections to the west are the Dynon Road Bridge and Dudley Street underpass. These are 800 m apart and provide poor amenity for walking and cycling.
- The West Gate Tunnel and Metro Rail Tunnel will impact on traffic movement.
- Spencer Street and King Street support high levels of through movements by motor vehicles.
- Spencer Street and King Street are the main north-south arterials, however there is no clear road hierarchy.
- Walking access though West Melbourne is generally good, though is compromised by high vehicle speeds and low pedestrian priority, particularly on the main streets.
- There are some bicycle routes, but usage is generally low. Cycling has great potential to be improved particularly given West Melbourne’s close proximity to the central city and areas of activity.

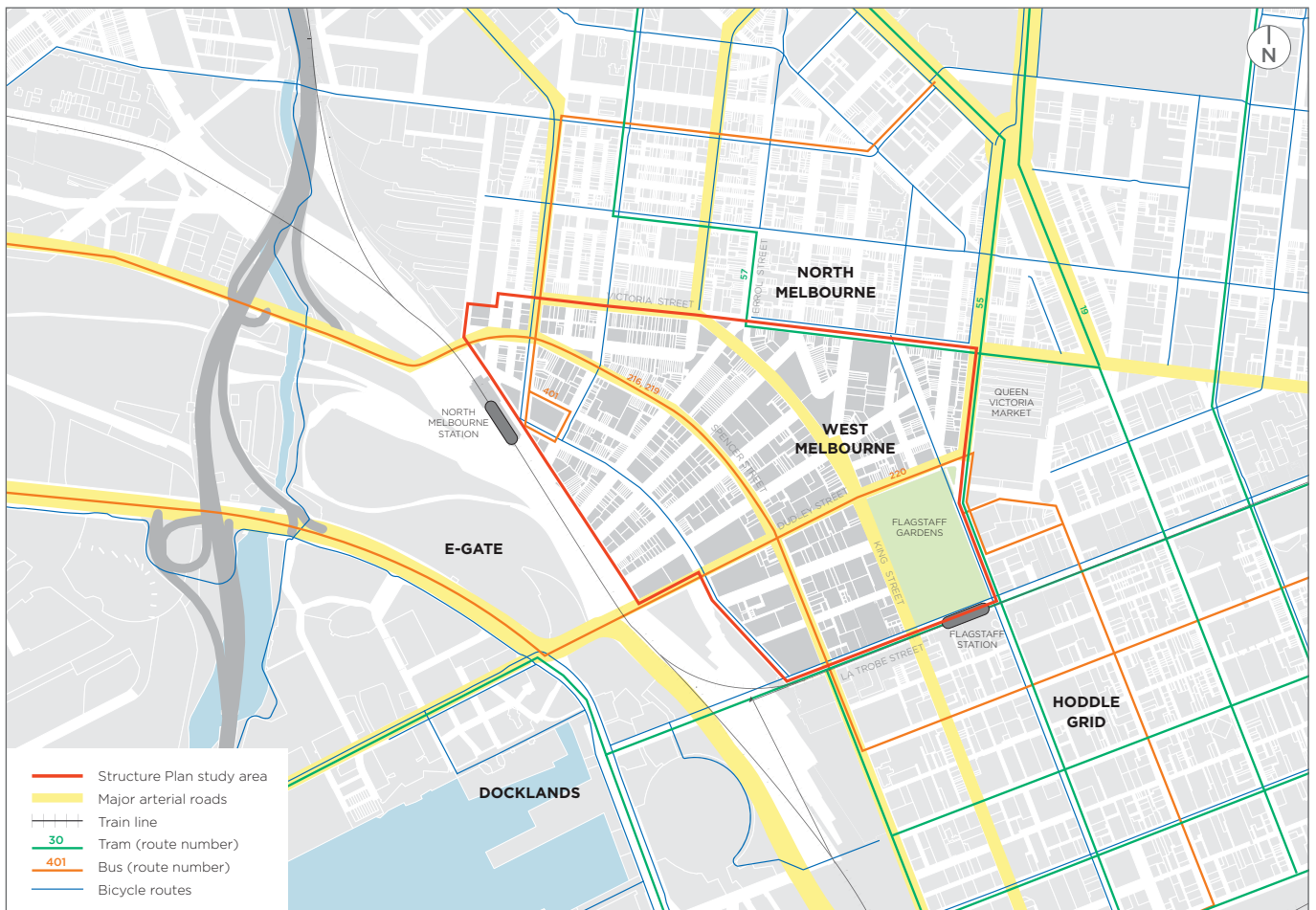


Figure 2.12: Existing transport network in West Melbourne.

- Public transport is strong around the perimeter of West Melbourne but weaker through the area.
- Other transport services such as car share are emerging. There are two bike share locations, 20 car share vehicles and one taxi rank.
- There are around 6700 car parking spaces in the area, half on-street street and half off-street.
- Many car parking spaces are used for long term parking for people working in the central city.

What are we proposing?

Proposals and actions within the structure plan will change the way traffic moves through West Melbourne and make walking and cycling a preferred choice for residents and workers. The transport network will support West Melbourne as a destination, as well as a place to travel through.

Through redesign and zoning changes, Spencer Street will become the commercial heart of West Melbourne, providing a true high street to service the daily needs of residents and workers. Public transport, walking and cycling will be prioritised with through-traffic focused along King Street.

West Melbourne will leverage off its proximity to many high value destinations with improved walking and cycling routes to North Melbourne Station, Docklands, Errol Street shops and the Queen Victoria Market.

Car parking has been reconsidered to better prioritise residents and local businesses while creating much needed green space in West Melbourne’s wide local streets.

The West Gate Tunnel road project and Metro Tunnel rail project are major infrastructure proposals that will significantly influence movement and access in West Melbourne and surrounding areas.

See page 32 for more details on the West Gate Tunnel.

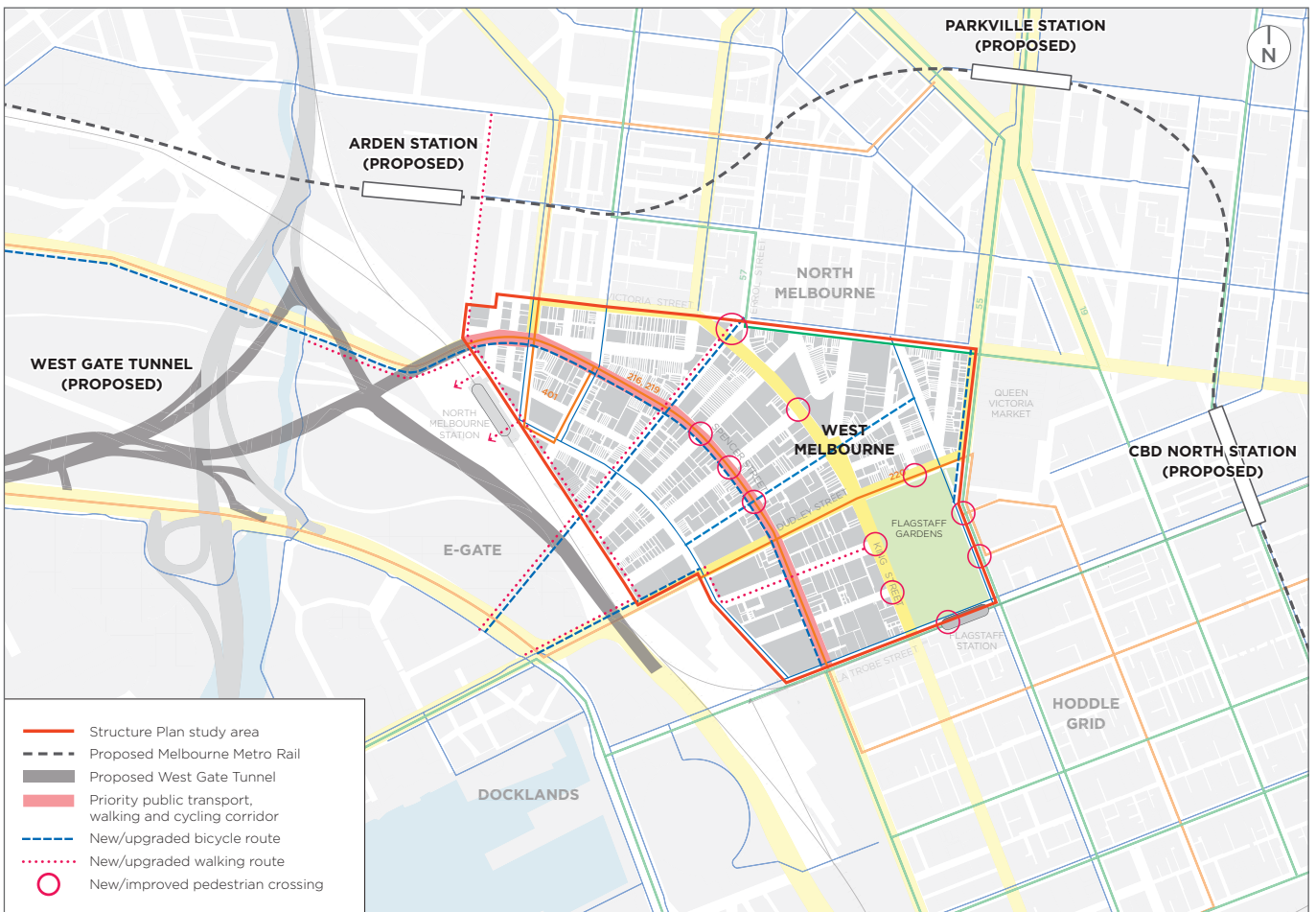


Figure 2.13: Proposed changes to the transport network in West Melbourne including proposed Metro Tunnel project and the West Gate Tunnel.

Proposal 8: Transform Spencer Street to become a local centre and high mobility street at the heart of the West Melbourne neighbourhood

Spencer Street will become a vibrant, active mixed-use street that supports local businesses and provides for local needs, and is supported by a transport system that emphasises walking, cycling and public transport.

Spencer Street will be converted into a 'high mobility' street, which is defined in the Transport Strategy (2012) as having:

- High frequency tram and priority bus services
- Level access platforms providing seamless movement from footpath to public transport stops supported by infrastructure and signalling
- Excellent pedestrian access to and around stops
- Separated cycle lanes, early signal starts
- Low speed motor vehicle traffic.

For more details see Spencer Street Master Plan in Part Three: Places.

Spencer Street is an arterial road managed by VicRoads.

Why is this proposed?

Spencer Street's transport role must change in order for it to become an active high street that supports local shops and services.

Spencer Street is currently a busy traffic and heavy vehicle route with two travel lanes in each direction and frequent opportunities to cross the road and make U-turns. Motor vehicle priority and dangerous turning movements make it an unsafe environment for pedestrians and cyclists.

Public transport priority is low, with two bus services currently running along Spencer Street that do not have any signal priority. There are a few poor quality bus shelters that are distributed unevenly along the street.

Some people cycle along Spencer Street despite poor facilities and no separation from vehicles. The design of the street does not reflect its designation as a priority bicycle route

in VicRoads' SmartRoads Network Operating Plan and a 'high mobility street' in the City of Melbourne in the Transport Strategy (2012).

Pedestrian amenity and priority along Spencer Street is poor. Crossing the four lanes of the street is difficult, particularly at wide local street intersections.

ACTIONS
<p>DELIVER</p> <p>Action 8.1: Deliver short term works to improve pedestrian priority and safety.</p> <p>Action 8.2: Prepare and implement a Spencer Street Master Plan that achieves a high quality street design to support the heart of the West Melbourne neighbourhood.</p> <p>See Spencer Street Master Plan in Part Three: Places, for more details.</p>
<p>PARTNER</p> <p>Action 8.3: Install bicycle parking along Spencer Street, at North Melbourne Station and other suitable locations.</p> <p>Action 8.4: Work with VicRoads and Transport for Victoria to change the status of the street from arterial to local collector.</p> <p>Action 8.5: Work with key stakeholders to prepare and implement a detailed concept plan for a raised, high priority public transport corridor along the centre of Spencer Street between La Trobe and Abbotsford Streets that can be used by buses and trams.</p>



Figure 2.14: Spencer Street will be transformed into high mobility street running through the heart of West Melbourne.

Proposal 9: Improve walking safety, access and amenity

Walking routes will be designed and prioritised to ensure good access to destinations in West Melbourne and surrounding areas.

The City of Melbourne's Walking Plan (2014) endorses wider footpaths, improved road crossings, lower motor vehicle speeds and increased amenity including high quality paving, trees and active uses on the street. Proposed improvements include:

- Redesign of Spencer Street (see Proposal 8 on page 56)
- Upgrades around North Melbourne Station and Railway Place
- New links to better connect West Melbourne with E-Gate, Docklands and Moonee Ponds Creek, including:
 - Reopening the existing footbridge at the north end of North Melbourne Station
 - Establishing a new pedestrian and cycling bridge at Hawke Street (over the rail lines)
 - Widening the shared path at the Dudley Street underpass.

Why is this proposed?

A growing population and increased local economic activity will generate significantly more walking trips in West Melbourne into the future. The current design of streets and traffic movements do not support the City of Melbourne's strategies to put walking at the top of the transport hierarchy.

Spencer, King and Dudley Streets are the most direct pedestrian routes through West Melbourne but are currently low amenity arterial streets dominated by traffic. 60km/h speed limits and wide vehicle lanes encourage fast turning movements. Minimal priority at the few signalised intersections in the area does not support a good environment for pedestrians.

Dudley Street and Dynon Road bridge are the only two pedestrian connections to the west. These are 800 metres apart and are both unsafe and unpleasant. As new services become available in surrounding areas such as the Docklands Primary School, improving these connections, and creating new ones, will be increasingly important.



Figure 2.15: Spencer Street will be upgraded as a priority bicycle route.

ACTIONS
DELIVER
<p>Action 9.1: Produce a detailed design proposal for the upgrade of the area around North Melbourne Station including Railway Place.</p> <p>See North Melbourne Station Upgrades in Part Three: Places, for more details.</p>
<p>Action 9.2: Reduce the number of private vehicle crossovers to increase footpath space and opportunities for street greening.</p>
PARTNER
<p>Action 9.3: Work with Transport for Victoria and VicRoads to:</p> <ul style="list-style-type: none"> • Review pedestrian signals • Reduce speeds on local streets • Investigate 10km/h shared zones • Introduce new crossings, including at all entrances to Flagstaff Gardens • Enhance the Dudley Street underpass.
<p>Action 9.4: Work with PTV and Metro Trains to reopen the existing pedestrian footbridge between North Melbourne Station and the Moonee Ponds Creek.</p>
<p>Action 9.5: Work with stakeholders to develop feasible options to connect West Melbourne with Docklands via a pedestrian and cycling bridge.</p>

Proposal 10: Expand and upgrade the cycling network

The cycling network will be expanded and enhanced to facilitate safe and enjoyable cycling to, from and around West Melbourne.

New separated lanes and bicycle parking will be provided to encourage cycling as a preferred mode of transport by making it safer and easier for broader range of people.

Where separated facilities cannot be provided, cycling will be supported by lower motor vehicle speeds. The City of Melbourne Bicycle Plan 2016–2020 notes that 'lower speeds, especially those below 30km/h, drastically lessen the risk of fatalities'.

Requirements for bicycle parking provision in new developments will be increased in line with the City of Melbourne's 'Off-street Bicycle & Motorcycle Parking Review'. On-street bicycle parking will be expanded, particularly outside local retailers to support local trips.

Why is this proposed?

West Melbourne's location supports quick, easy cycling trips. From North Melbourne Station is less than a 10 minute bicycle ride to Queen Victoria Market or around a 15 minute cycle to Federation Square.

Spencer and Dudley Streets are both defined as a high mobility streets in the City of Melbourne Transport Strategy (2012) and are already part of VicRoads' Principle Bicycle Network, though both streets currently have no bicycle facilities. People cycle on all arterial streets in West Melbourne, and all serious bicycle injuries between 2010 and 2015 occurred on these streets.

Existing bicycle lanes on Adderley Street provide a good route for people cycling through West Melbourne, however cycling infrastructure needs to be improved to support trips to and from local destinations, such as the Spencer Street high street.

Bicycle facilities (including share bikes and secure bicycle parking) help make destinations in Docklands accessible from North Melbourne Station. West Melbourne has a low level of formal bicycle parking 'hoops' relative to most of the City of Melbourne.

ACTIONS

DELIVER

Action 10.1: Include the following upgrades in the next City of Melbourne Bicycle Plan:

- Spencer Street as a priority bicycle route
- Hawke Street (between Adderley and Errol Streets)
- Extend Hawke Street cycling route to the north
- Peel Street (between A'Beckett and Queensberry Streets)
- 'New Franklin Street' (between Dudley and Swanston Streets)
- Rosslyn Street (between Adderley and William Streets).

Action 10.2: Ensure that all new developments provide suitable levels of bicycle parking and storage facilities with appropriate design controls in line with the 'Off-street Bicycle & Motorcycle Parking Review' (April 2016).

ADVOCATE

Action 10.3: Advocate to the Western Distributor Authority to improve cycling amenity on Dudley Street between Footscray Road and Adderley Street.



Figure 2.16: Proposed changes to the cycling network in West Melbourne.

Proposal 11: Advocate for, and help deliver, public transport that meets the needs of the West Melbourne population

High quality, frequent and reliable public transport will be supported in West Melbourne to provide a convenient service for residents, workers and visitors to get around.

In the short term, Lonsdale Street SmartBus routes should be extended along a Spencer Street centre-of-road public transport priority corridor to North Melbourne Station. This would provide a high-frequency public transport service through the centre of West Melbourne. It would also shape expectations and impact on mode share by signalling that public transport will become the priority mode in West Melbourne – as it is in the central city.

In the longer term, this central corridor can be adapted in order to extend tram services north along Spencer Street. This supports the vision for Spencer Street as a vibrant and active mixed-use street (see Proposal 8 on page 56).

Buses and trams can share the centre-of-road corridor as is seen in Queensbridge Street, Southbank, replacing the existing low quality bus stops with high quality DDA accessible platforms. See Spencer Street Master Plan in Part Three: Places, for more details on this proposal.

Why is this proposed?

As West Melbourne’s population grows, the public transport system will need to move an increasing number of people efficiently, reliably, comfortably and conveniently.

West Melbourne’s public transport services must be improved early in the development cycle in order to influence the travel behaviours of future residents.

West Melbourne has good existing tram and train services around the perimeter of the precinct, but bus services through the area along Spencer and Dudley Streets have no priority on-street or at intersections.

Higher density development, particularly in the area between Spencer and King Streets and to the north west in Arden, will generate trips at a similar rate to some parts of the central city. These trips need to be supported with high frequency public transport services including bus and tram routes that penetrate the area and link across the central city.

ACTIONS
ADVOCATE
<p>Action 11.1: Advocate to Transport for Victoria for:</p> <ul style="list-style-type: none"> The extension of SmartBus Routes 905, 906, 907 & 908 to North Melbourne Station via a Spencer Street central corridor with temporary platform stops and signal priority An agreed a timeline for the extension of tram services along Spencer Street to Arden An agreed timeline for the construction of platform tram stops along La Trobe, Victoria and William Streets Increased tram frequencies on La Trobe Street by rerouting Route 12 (Victoria Gardens to St Kilda) from Collins Street.
<p>Action 11.2: Advocate to the Western Distributor Authority for the removal of the proposed West Gate Tunnel entry/exit at Dynon Road bridge, to ensure the amenity of the streets in North and West Melbourne is maintained and enhanced.</p>



Figure 2.17: Potential changes to the public transport network in West Melbourne.

Proposal 12: Update the supply and management of on-street parking spaces to meet the changing needs of residents, workers and visitors

On-street parking controls will be updated to provide an adequate number of resident car parks, support local businesses and create opportunities for more open space.

Figure 2.18 below summarises the existing and potential allocation of the 2900 on-street parking spaces in West Melbourne.

Existing:

- Over 300 free long term parking spaces - often used by commuters.
- All resident permit exempt spaces are free for anyone to use - see below for more on resident permits.

Potential:

- Most resident permit exempt spaces are fee paying for other users.
- 300 additional resident permit exempt spaces.
- No free long term spaces - 300 spaces converted to open space, tree planting and water sensitive urban design.

Why is this proposed?

All public space in West Melbourne, including the space set aside for car parking, will be under increased pressure as the population grows. On-street parking space needs to be managed to provide the highest value use to residents and visitors.

Most parking issues in West Melbourne arise from residents competing with visitors for free and/or unrestricted spaces at peak times. The vast majority of 'resident permit exempt' spaces are free for all users (see Figure 2.18). This makes it difficult for residents to find a parking space at peak times, for example when there are events at Etihad Stadium or Festival Hall.

Short term parking spaces (with time restrictions of up to 4 hours) support multiple visits to the precinct, often to local businesses. The number of these spaces will be increased.

Long term car parking spaces when used by visitors to West Melbourne are often accessing destinations outside the area, such as Etihad Stadium and jobs in the central city. The number of these spaces will be decreased.

ACTIONS
DELIVER
Action 12.1: Convert around 300 car parking spaces to public open space, tree planting and water sensitive urban design.
Action 12.2: Designate around 300 additional car parking spaces as 'resident permit exempt', increasing the total supply to around 1500.
Action 12.3: Undertake a review of the supply and management of on-street car parking and report on where and how controls can be adjusted to achieve the highest value use of the space.

See Part Three: Places for more details on how reallocated parking spaces could be used.

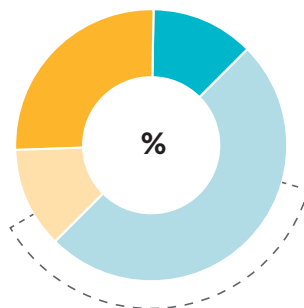
Existing resident permits

On-street parking permits are currently available only to residents with a certificate of occupancy issued before 1 July 2008. A permit holder is exempt from all time limits and fees on a designated space.

There are currently around 1200 permit exempt spaces 800 resident permits in West Melbourne and 80 permit holders.

As other users are still able to access permit exempt spaces, it is proposed that the number of exempt spaces is increased by 300 to around 1500 spaces.

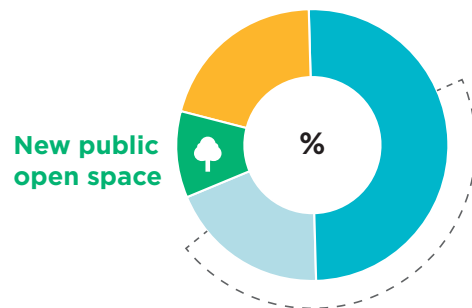
Existing



1200
Resident permit exempt spaces

- Long term (over 4 hours) - fee
- Long term (over 4 hours) - no fee

Potential



1500
Resident permit exempt spaces

- Short term (under 4 hours) - fee
- Short term (under 4 hours) - no fee

Figure 2.18: Existing and potential allocation of 2900 on-street parking spaces in West Melbourne. 400 further spaces are allocated to uses such as loading zones and bus stops and are unlikely to change.

Proposal 13: Update off-street private car parking requirements to support a less car dependent transport system

The off-street car parking requirements in the planning scheme will be reviewed and updated to support West Melbourne as a place for people to live or work without owning a car.

By amending the parking requirements in the planning scheme and enabling more efficient use of existing off-street spaces, West Melbourne’s parking needs can be met while achieving a lower rate of private vehicle ownership and fewer vehicle kilometres travelled.

Why is this proposed?

Private car parking spaces are those in purpose-built commercial parking structures, off-street surface car parks and inside commercial and residential buildings. There are no purpose-built commercial parking structures in West Melbourne, although there are several nearby in the central city and Docklands. There are few off-street surface car parks West Melbourne. Surface car parking is a low value use of inner city land. These sites are likely to be redeveloped in the near future.

There are 3468 off-street car parking spaces in West Melbourne and 3290 on-street. The vast majority of off-street spaces are located within commercial and residential buildings.

The off-street car parking supply is increasing significantly as a result of minimum parking requirements in the planning scheme. Development in parts of West Melbourne must provide a minimum number of parking spaces, whether they are needed or not. However, in neighbouring areas, a maximum parking requirement is set to limit the number of spaces that can be provided.

Off-street parking spaces in private residential and commercial buildings can have multiple impacts on an area, including:

- Increased private car ownership and local traffic congestion due to very high supply (and likely future oversupply)
- Poor building design outcomes
- Larger and/or taller buildings (than a building of equivalent floor area without car parking)
- Increased housing costs of up to 10 per cent
- Inefficient allocation of floor space - a privately owned parking space in a commercial building is typically vacant 75 per cent of the week

ACTIONS

DELIVER

Action 13.1: Investigate amending the parking requirements in the planning scheme to:

- Minimise the unnecessary construction of car spaces in buildings by introducing a maximum parking rate
- Maximise opportunities for the spaces that are built to be used by the wider community
- Support cycling
- Encourage other ways to reduce private motor vehicle ownership and use, such as car share
- Encourage developments within 400 metres of a public parking facility to minimise car parking.

Proposal 14: Facilitate options for shared mobility and last kilometre freight

Shared mobility services will be supported and encouraged across West Melbourne to help reduce congestion, vehicle kilometres travelled and private vehicle ownership.

Shared cars and bikes should be conveniently located close to all homes and businesses, with multiple vehicles at each location to improve the reliability of the service.

Other transport services such as taxis, and ride share will be supported with suitable pick-up and drop-off locations. These should include signage, night-time lighting and shelter and be located at predictable locations in busy areas, such as local intersections along Spencer Street, North Melbourne Station and Festival Hall.

'Last kilometre freight' is the last leg of the freight journey in the inner city where delivery vehicles need to access shops and businesses to distribute goods. These services will be supported to operate and innovate as the pressure for space in West Melbourne's streets increases.

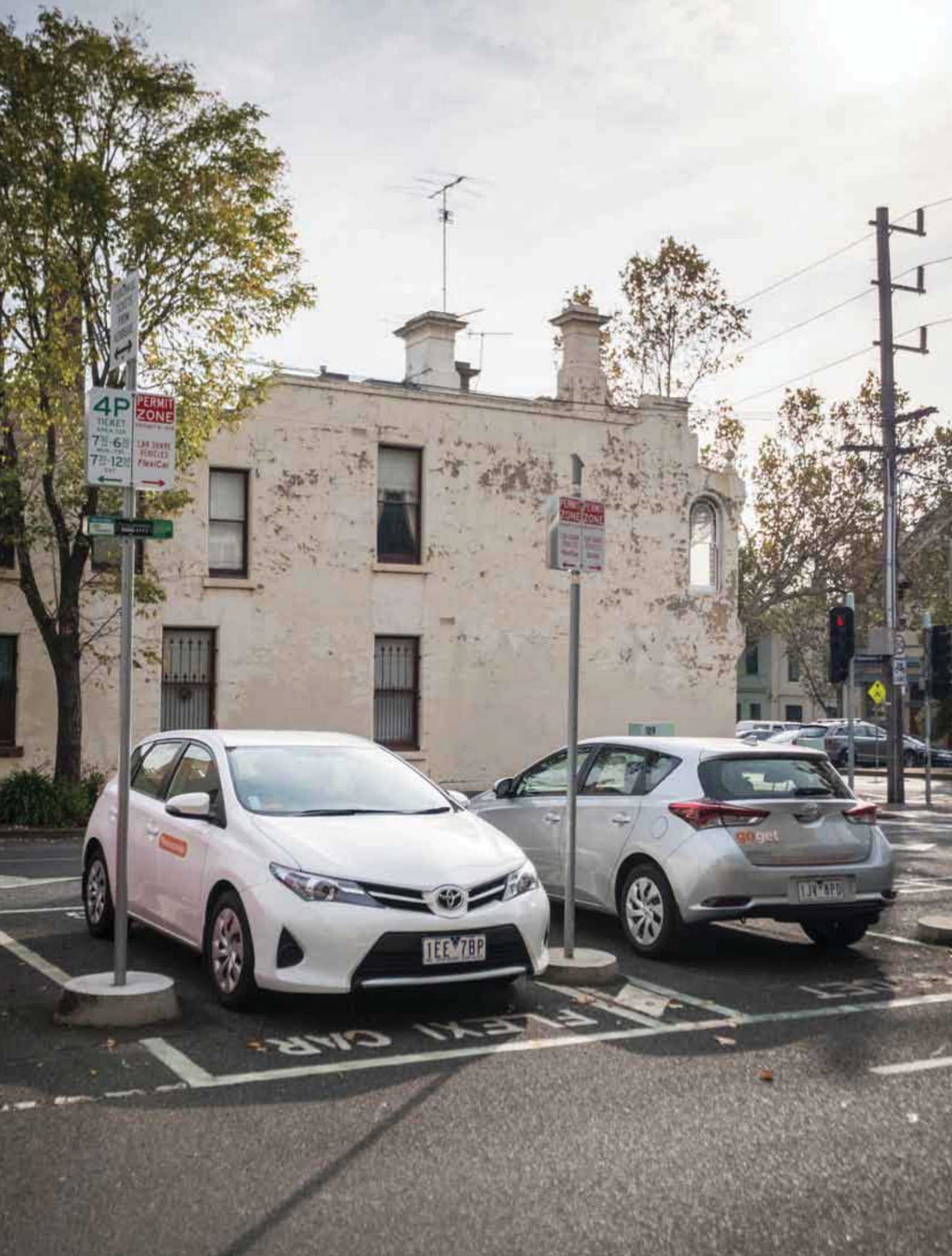
Why is this proposed?

Vehicle ownership rates in the City of Melbourne of 31 vehicles per hundred people are already a significantly lower than neighbouring municipalities. There are more zero car households than single car households.

As the transport system in West Melbourne evolves and active and public transport options become more attractive, people will increasingly choose to reduce their use and ownership of private motor vehicles.

There is a significant opportunity to positively influence people's individual transport choices as they move into West Melbourne. Established residents are more likely to maintain established transport habits.

ACTIONS
DELIVER
Action 14.1: Investigate ways of requiring car share spaces within developments through the planning scheme.
Action 14.2: Consider delivery access and loading space when redesigning streets and implementing upgrades.
PARTNER
Action 14.3: Work with car share operators to ensure that new vehicles are located to best meet the needs of the community.
ADVOCATE
Action 14.4: Advocate for new bike share locations at Spencer Street, Errol Street and Flagstaff Station.



2.4 STREETS AND SPACES

Introduction

West Melbourne’s streets and public spaces will be enhanced as green, vibrant and diverse places for the community. Its wide local streets present the greatest opportunity for increasing open space and achieving other sustainability goals in the area.

By prioritising more space efficient transport modes and updating parking management (see Movement and access on page 54), the proportion of the public realm available for green open space, tree planting, water sensitive urban design, public art, active recreation and other public space can be increased.

What do we know?

- There are 8.4 hectares of existing open space in the area, of which Flagstaff Gardens contributes 88 per cent.
- 30 metre wide local streets create opportunities for open space, tree planting and water sensitive urban design.
- Fifty five per cent of West Melbourne is dedicated to roadway, parking and footpaths compared to 33 per cent in the Hoddle Grid.
- The high proportion of impermeable surfaces increases flood risk, particularly in low lying areas such as the Dudley Street underpass.
- There is lower average canopy cover in West Melbourne (19 per cent) than the city as a whole (24 per cent). Tree 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.
- 3300 on-street car parking spaces that occupy a significant proportion of the space in local streets. 400 are allocated to uses such as loading zones, taxi ranks and bus stops.
- The Open Space Strategy (2012) identified three areas in need of new local open spaces.



Figure 2.19: Existing open spaces, tree canopy and areas identified for new open space (Open Space Strategy) in West Melbourne.

What are we proposing?

Proposals and actions within the structure plan will turn some streets from grey to green providing much needed open space and urban cooling.

A number of interventions in the public realm have been identified that could provide around one hectare of new and expanded open space. Each of West Melbourne's places has different open space needs. In Part Three: Places several open space projects are discussed in more detail with particular reference to the types of open space best suited to that place.

The design and management of public spaces will reflect and interpret the cultural heritage of local Aboriginal people as well as the general practices relating to Caring for Country.

Opportunities for the Aboriginal naming of streets and parks will be considered. Flagstaff Gardens will be celebrated as an important pre-contact viewing point.

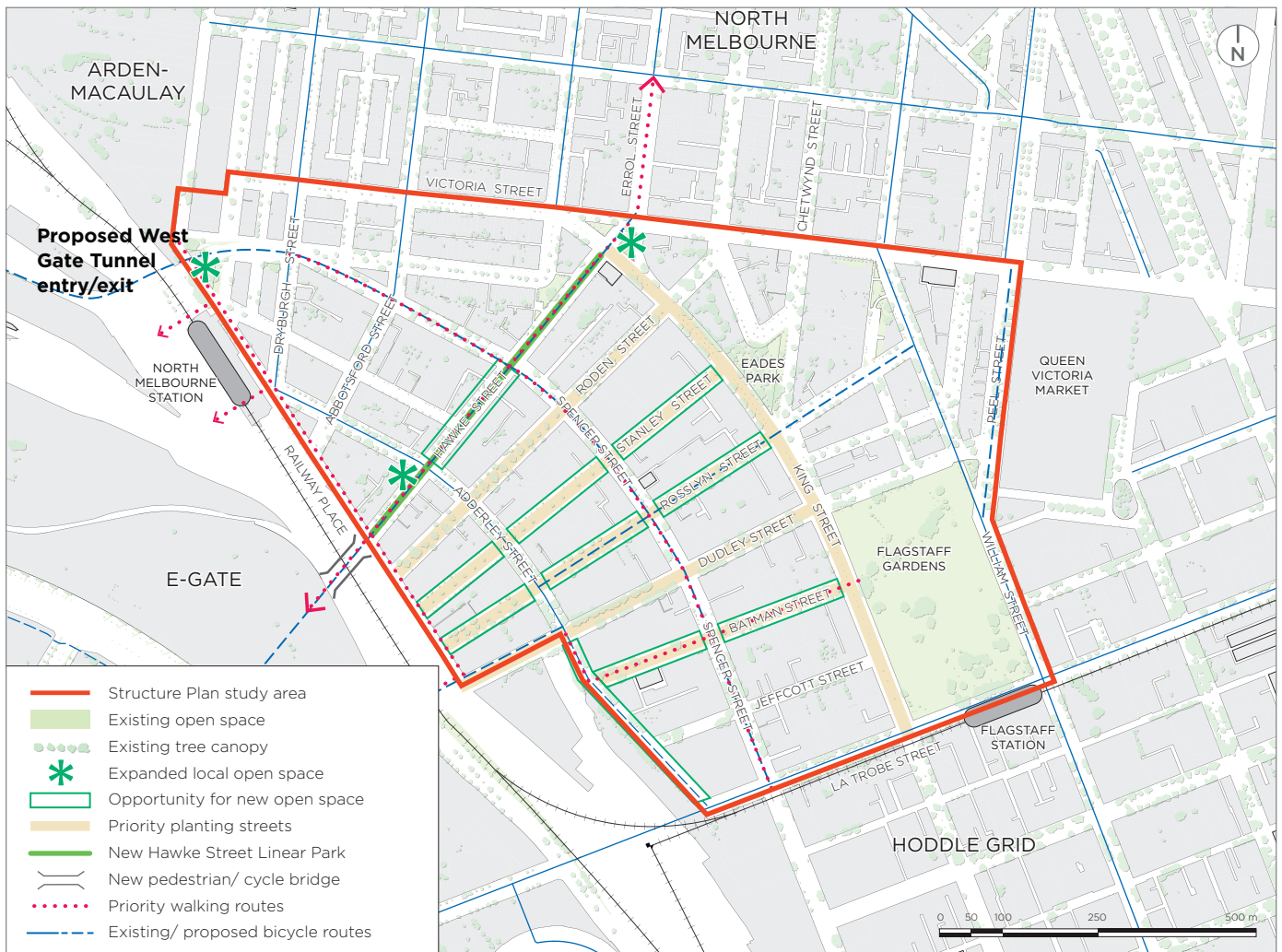


Figure 2.20: New and expanded open space opportunities, priority tree planting streets and proposed walking and cycling routes in West Melbourne.

Proposal 15: Create linear open spaces through West Melbourne to enhance connectivity with surrounding areas

Identify opportunities for linear open spaces through West Melbourne, starting with the redesign of Hawke Street as an active transport link from Docklands to North Melbourne with open space within the street reserve.

A linear open space will be provided along the south side of Hawke Street between Spencer and Adderley Streets. This section of the street has good access to sunlight that will be protected through proposed planning controls in the structure plan. Hawke Street has relatively few car parking spaces when compared with other local streets. Some of these spaces can be removed or relocated, while still retaining access for residents and businesses.

Investigations for extending pedestrian access to E-Gate and Docklands via a proposed bridge will consider the creation of a plaza at the intersection of Hawke Street and Railway Place.

As more streets in West Melbourne are greened and the renewal of Arden and E-Gate progresses, the potential for a continuous recreational loop through West Melbourne and surrounding areas will be investigated. This will increase active recreation opportunities and better integrate neighbourhoods.

Hawke Street Linear Park design will incorporate principles outlined in Arts Melbourne's Public Art Framework (2014-17).

Why is this proposed?

Hawke Street runs through West Melbourne between Railway Place and the intersection of Errol and Victoria Streets. This alignment creates the opportunity to establish an important pedestrian and cycling route to key destinations with an extension of the street via a bridge to E-Gate and Docklands. This link will improve access between the proposed Docklands Primary School (recently announced by the Victorian Government) and the existing Errol Street local shops.

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.

ACTIONS

DELIVER

Action 15.1: Produce a detailed design proposal for the Hawke Street linear park.

See Hawke Street Linear Park in Part Three: Places, for more details.

Action 15.2: Investigate the creation of a 3-5 km recreational loop, connecting walking and cycling paths through North and West Melbourne and Arden, E-Gate and Docklands as renewal of these areas occurs.

Action 15.3: Investigate options to improve the function and usability of existing open spaces and improve pedestrian and cycling access and safety at the junction of Hawke, King, Victoria and Errol Streets.

ADVOCATE

Action 15.4: Advocate to the Western Distributor Authority to build a pedestrian and cycling bridge between Docklands and West Melbourne over E-Gate.

Action 15.5: Advocate to the Western Distributor Authority for the design of the Wurundjeri Way extension to not preclude future connections between West Melbourne, E-Gate and Docklands.

Proposal 16: Deliver new open spaces in Flagstaff, Spencer and Adderley to meet the different needs of the growing community

New open spaces will be delivered in Flagstaff, Spencer and Adderley by reallocating some roadway and parking to create additional public open space.

The City of Melbourne's Open Space Strategy (2012) suggests that provision of new open space in these areas could 'utilise one of the larger road reserves.' Batman, Adderley, Stanley and Rosslyn Streets have been identified as appropriate locations for new open space. They are wide local streets with minor roles in the wider transport network and a large amount of commuter car parking.

Opportunities will be investigated along these streets with the potential for a green open space at the eastern end of Batman Street to be integrated with the St James Old Cathedral forecourt.

Adderley Street can be closed to traffic south of Batman Street to create active recreation space equivalent to the size of at least five basketball courts.

Why is this proposed?

The Open Space Strategy identified three areas in West Melbourne as locations in need of new local open spaces of 0.26 - 0.9 hectares in size:

- The area bounded by Roden, Spencer and Dudley Streets and Railway Place
- South of Dudley Street west of Spencer Street
- South of Dudley Street east of Spencer Street.

Development activity in these areas since the Open Space Strategy in 2012 has been significantly greater than forecast, further emphasising the need to deliver new open spaces for the growing community.

The particular requirements for different types of open space in these areas has also changed. A range of new open spaces are required to meet community needs, including green, active recreation and urban spaces.

ACTIONS
DELIVER
Action 16.1: Undertake a detailed design proposal to reconfigure Batman Street west of Spencer Street to deliver green open space.
Action 16.2: Investigate open space opportunities on the southern side of Batman Street near the intersection of Spencer Street, while ensuring access requirements for the Metropolitan Fire Brigade are met.
Action 16.3: Investigate the potential for creating 5000 m ² of active recreation space by closing Adderley Street to cars between Batman Street and La Trobe Street, while maintaining access for buses to Southern Cross Station.
Action 16.4: Investigate opportunities to provide new local open spaces in Stanley and Rosslyn Streets.
Action 16.5: Rezone recently expanded and proposed new public open spaces to Public Park and Recreation Zone (PPRZ).
PARTNER
Action 16.6: Work with St James Old Cathedral to develop a detailed open space design for the eastern end of Batman Street that integrates with the church forecourt and improved access to Flagstaff Gardens.
See Batman and Adderley Street Open Spaces in Part Three: Places, for more details.
Action 16.7: Work with Transport for Victoria and VicRoads to deliver a new pedestrian crossing on King Street to improve access to Eades Park.



Figure 2.21: Open space opportunities Flagstaff, Spencer and Adderley.

Proposal 17: Create high quality green streets

The established design principles in the Urban Forest Strategy and Nature in the City Strategy will be implemented in West Melbourne to create high quality green streets.

The North and West Melbourne Urban Forest Precinct Plan (2014) guides the tree planting and greening program in West Melbourne's streets until 2024 and contributes to the Urban Forest Strategy target of 40 per cent canopy cover by 2040.

Planting priorities for the next three years include Dudley, Batman and King Streets. Batman Street planting will be coordinated with proposed open space projects. Dudley Street has significant potential for increased tree planting in the existing painted central median. As Dudley Street is categorised as an arterial route, central planting is not currently possible without VicRoads' approval.

Roden (south of Spencer), Stanley and Rosslyn Street are not identified as priority planting streets. As a result of an expected increase in development activity in these areas, these streets will be included in an updated priority planting program.

Why is this proposed?

When compared with other neighbourhoods in the City of Melbourne, West Melbourne has relatively few parks, gardens and green streetscapes. This contributes to poor biodiversity, which in turn impacts on critical ecosystem services such as climate regulation and the provision of clean air and water.

The impacts of climate change through the urban heat island effect are also a significant concern for West Melbourne. The Urban Forest Strategy grades the majority of streets in West Melbourne as either hot or very hot, with much of the area below 20 per cent canopy cover.

West Melbourne's lack of green spaces also limits opportunities for people to connect with nature. A connection with nature is not only vital for community health and wellbeing, but is at the heart of many cultural values.

The Nature in the City Strategy outlines the need to create a more diverse, connected, and resilient natural environment and connect people to nature.



Figure 2.22: Street tree planting priorities.

ACTIONS
DELIVER
Action 17.1: Deliver street planting priorities in the North and West Melbourne Urban Forest Precinct Plan to increase tree canopy cover and urban forest diversity.
Action 17.2: Deliver a 20 per cent increase in understorey habitat on land managed by the City of Melbourne, including local street greening.
Action 17.3: Align street greening projects with other capital works.
Action 17.4: Update the planting priorities in the North and West Melbourne Urban Forest Precinct Plan to include Roden, Stanley, Rosslyn and Spencer Streets (Years 8-10).
PARTNER
Action 17.5: Continue to engage, involve and collaborate with the West Melbourne community in the process of growing the urban forest.
Action 17.6: Work with VicRoads and Transport for Victoria to establish central median tree planting in Dudley Street.

Proposal 18: Ensure Integrated Water Management (IWM) is incorporated into West Melbourne to support a resilient and liveable neighbourhood

West Melbourne’s streets, buildings and open spaces will be designed to manage water in an integrated way throughout the neighbourhood.

City of Melbourne is at the forefront of Integrated Water Management (IWM) under the direction of its Total Watermark strategy. The strategy addresses climate change adaptation, flood management, water for liveability and for the environment, and efficient water use.

In West Melbourne, the Total Watermark strategy sets out actions to enhance:

- the urban planning process
- infrastructure and buildings
- people’s health and amenity
- stormwater quality.

The Municipal Integrated Water Management Plan 2017 (IWMP) takes stock of changes and achievements since Total Watermark 2014 and provides guidance for the development of place-based implementation plans including providing direction for West Melbourne.

The IWMP keeps the current Total Watermark 2030 targets of ‘20 per cent of all Municipal water use sourced from alternative sources’ and ‘30 per cent reduction in Total Nitrogen contributed to the waterways from the municipality’ and proposes a new target of a ‘minimum 20 per cent of each catchment’s surface is considered permeable by 2030’. West Melbourne has the opportunity to contribute to achieving these municipal wide targets.

Why is this proposed?

West Melbourne is serviced by City West Water, who provides water and sewerage services. To meet the needs of a rapidly increasing population, City West Water is investigating strategies for planning infrastructure to achieve multiple benefits as part of their Integrated Water Cycle Management Strategy. These include water supply, sewerage, drainage, flood management and stormwater quality.

City West Water already provides residents in Melbourne’s urban fringe growth areas with a reliable fit-for purpose (non-potable) water supply based on stormwater capture and re-use. In partnership with Melbourne Water, City West Water is investigating options to provide alternative fit-for-purpose water sources for central Melbourne. This could be an extension to a solution for major urban renewal areas such as Fishermans Bend or Arden-Macaulay. While provision of a fit-for-purpose water supply to West Melbourne may be over 20 years away, it is important that the building stock is ready to use this once it is available, for example by providing dual plumbing to all non-potable water uses.

West Melbourne’s wide local streets, with central median parking and a low percentage of green open space have led to low permeability in the area. Further to this, underperforming drainage can lead to flash flooding risk, particularly near the intersection of Dudley Street and Railway Place.

ACTIONS
DELIVER
Action 18.1: Proactively identify opportunities to implement streetscape WSUD interventions in line with Total Watermark and the IWMP.
Action 18.2: Use wide local streets as part of a wider water catchment area and integrate water management with street design.
Action 18.3: Develop a permeability target including opportunities for increasing permeable paving as part of streetscape works.
Action 18.4: Investigate opportunities for WSUD, stormwater harvesting and reuse, and drainage upgrades to reduce flood risk on Dudley Street.
PARTNER
Action 18.5: Work with City West Water to investigate opportunities to supply recycled water.



PART THREE: PLACES

There are five distinct places within West Melbourne, each with its own individual characteristics and economic functions.

This chapter details how the vision for each place will be achieved through the application of the proposals and actions outlined in Part Two: The Framework, including built form controls and street and public realm improvements.

- 3.1 Spencer**
- 3.2 Flagstaff**
- 3.3 Adderley**
- 3.4 Station Precinct**
- 3.5 Historic Hilltop**



King Street

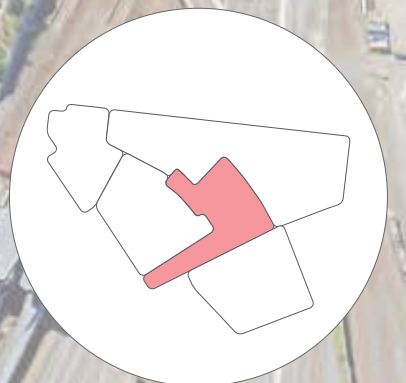
Spencer Street

Dudley Street

Rosslyn Street

Roden Street

Hawke Street



3.1 SPENCER

Where is Spencer?

Spencer is located in the centre of West Melbourne bounded by Roden, King, Dudley, Rosslyn and Spencer Streets. It includes properties on both sides of Spencer Street between Hawke and Stanley Streets but is generally defined by major streets (see Figure 3.1).

An urban design analysis and character study identified Spencer as a distinct area based on its industrial character, generally large allotment sizes, relatively limited heritage and likelihood of significant change into the future.

What is the area like now?

Spencer has a mixed commercial character with some fine-grain residential located throughout. Spencer Street forms the central spine of the precinct with several shops, offices and corner pubs.

Festival Hall is a large events venue located in Spencer. There are two large open spaces directly to the east, Flagstaff Gardens and Eades Park.

Site sizes vary, but the majority are greater than 1500 m² and several sites are greater than 3000 m². Substantial light industrial or commercial buildings occupy many of these larger sites. Many of these buildings are currently vacant.

The built form is varied and includes former industrial brick buildings, smaller warehouses and Victorian terraces. Some blocks have bluestone laneways with small businesses and residential warehouse conversions.

Buildings in Spencer are predominantly two to four storeys. Some buildings of up to 14 storeys have been approved along Dudley Street. Heritage controls apply to several sites including industrial buildings that have been identified as having heritage significance.

Wide local streets have generally poor tree canopy cover and are characterised by a large number of on-street car parking spaces.

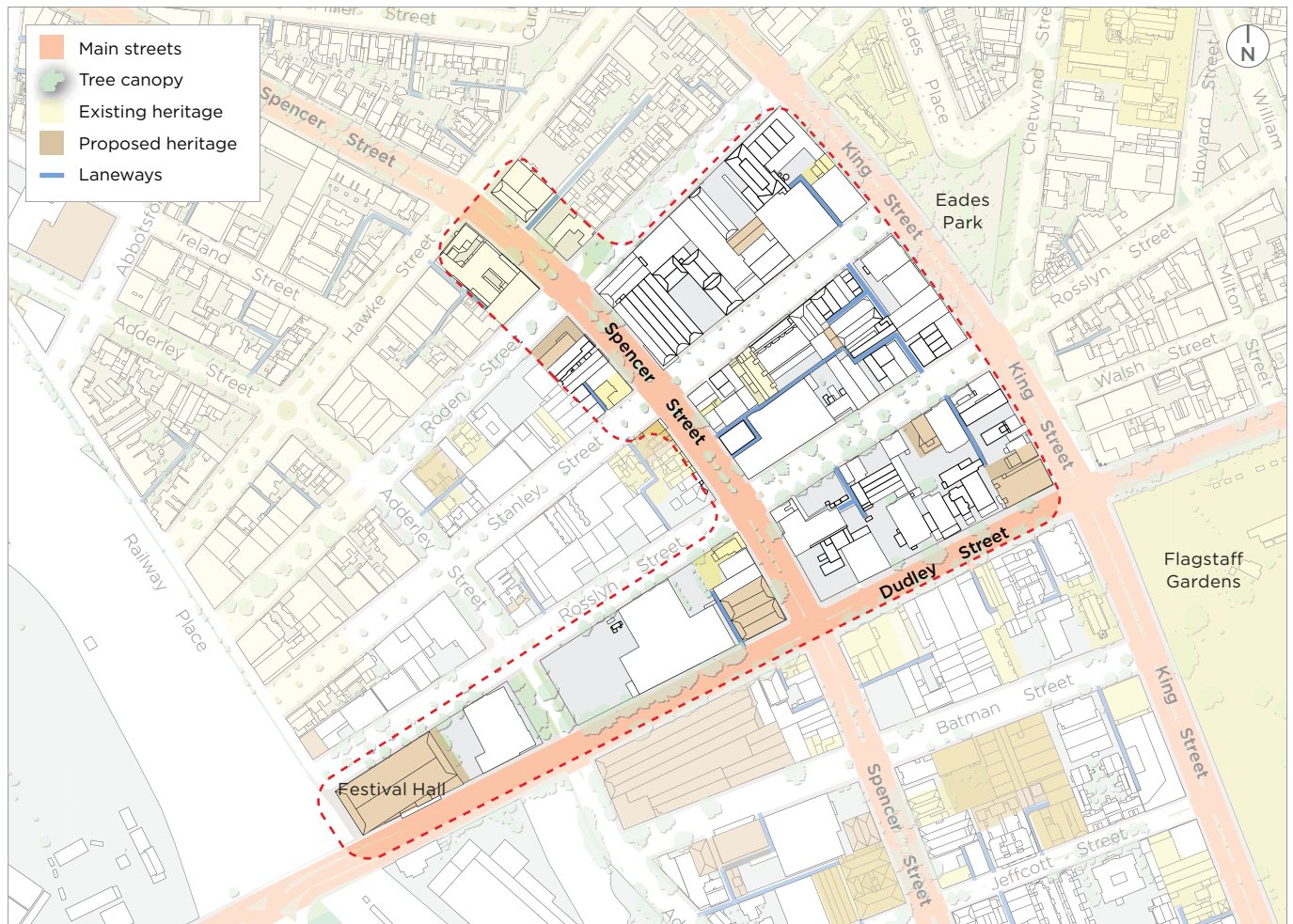


Figure 3.1: Location and characteristics of Spencer.

What is the vision for Spencer?

Spencer will be a vibrant inner-city area with a mix of retail, commercial, residential, community and creative uses spilling out onto its streets. Spencer will be distinct from the central city and North Melbourne with its mix of converted warehouses, contemporary developments, heritage corner pubs and Victorian shop fronts.

Density and built form

High quality design will be at the forefront of new developments in Spencer. In contrast to the central city, tower and podium developments will not be supported. Instead, alternative typologies that respond to the characteristics of individual sites will be expected. The large sites in Spencer will enable courtyard and perimeter block developments.

Former warehouses will be reused or sensitively redeveloped to retain integrity and a sense of history. There will be an expectation of exceptional architectural quality for any contemporary addition to the heritage fabric.

Spencer will be a mid-rise area with new buildings a maximum of eight storeys in height. Higher built form will be focused on Spencer, Dudley and King Streets. The height and bulk of buildings will reduce below eight storeys in the side streets in order to respond to the different character of these streets.

Activities, uses and infrastructure

Spencer will be a mixed use area focused around the busy local high street on Spencer Street, lined with shops, cafes, restaurants and bars south of Hawke Street. Some of these uses will turn the corner into the quieter, greener side streets. Mixed use will be achieved through rezoning Spencer to a special use zone with a commercial zone along Spencer Street (see Part Two: The Framework for more information).

King, Dudley, Rosslyn and Stanley Streets will have more of a residential character with some commercial office space and retail. Residential buildings will offer some affordable housing and a mix of dwelling types including housing suitable for families.

Movement and access

Destinations on Spencer Street will be supported by high quality public transport, walking and cycling facilities. Regular bus and tram stops will provide safe access to reliable public transport services. Spencer Street will be safer and more pleasant for all users due to reduced vehicle speeds and lower volumes of traffic.

Dudley and King Streets will continue to be busy arterial streets carrying the bulk of vehicle traffic through West Melbourne. The character of these streets will be emphasised as important boulevards leading into the city with tree planting in central medians.



Photographs of Spencer: looking west along Rosslyn Street at brick buildings that reflect the area's history (left) and looking north-east along Stanley Street (right).

Streets and space

Open space in Spencer will be located in Rosslyn and Stanley Streets including tree planting, water sensitive urban design (WSUD), small plazas, seating areas and on-street dining. Pedestrian safety and access will be improved across King Street to Eades Park.

Spencer Street will be the commercial heart of the neighbourhood. All new off-street car park entrances will be accessed from side streets or rear laneways to improve Spencer Street for pedestrians. Adequate on-street parking will be retained to support access to local businesses, some on Spencer Street and some on side streets. Fees and restrictions will encourage a high turn over of use.



Figure 3.2: Artist's impression of Spencer, looking north-west along Spencer Street (indicative only). Existing view above.

Proposed built form controls - Spencer

Proposed built form controls for Spencer seek to achieve high quality development outcomes that respond to site characteristics and support the local context.

The application of a maximum floor area ratio of 4:1 in combination with height controls will support an attractive mid-rise precinct. The tower and podium typology is not considered appropriate in this neighbourhood.

This flexible framework seeks to deliver a range of built form typologies that are able to respond to the varied site characteristics that exist across Spencer.

A minimum employment floor area ratio will ensure that this precinct continues to offer employment opportunities, taking advantage of its proximity to the central city and improvements to public transport on Spencer Street.

The following built form controls are proposed in Spencer DDO29-1 (see Figure 3.3):

- Maximum floor area ratio (FAR) 4:1
- Maximum building height 8 storeys fronting Spencer, King and Dudley Streets (discretionary)
- Maximum building height of 6 on other streets (discretionary)
- Minimum employment floor area ratio (FAR) 1:1
- Street wall height range between 3 to 8 storeys
- Ground floor setback of 3 m from the laneway centre line
- Minimum floor-to-floor height of 4 m for non-residential uses
- Minimum floor-to-floor height of 3.5 m for residential use.

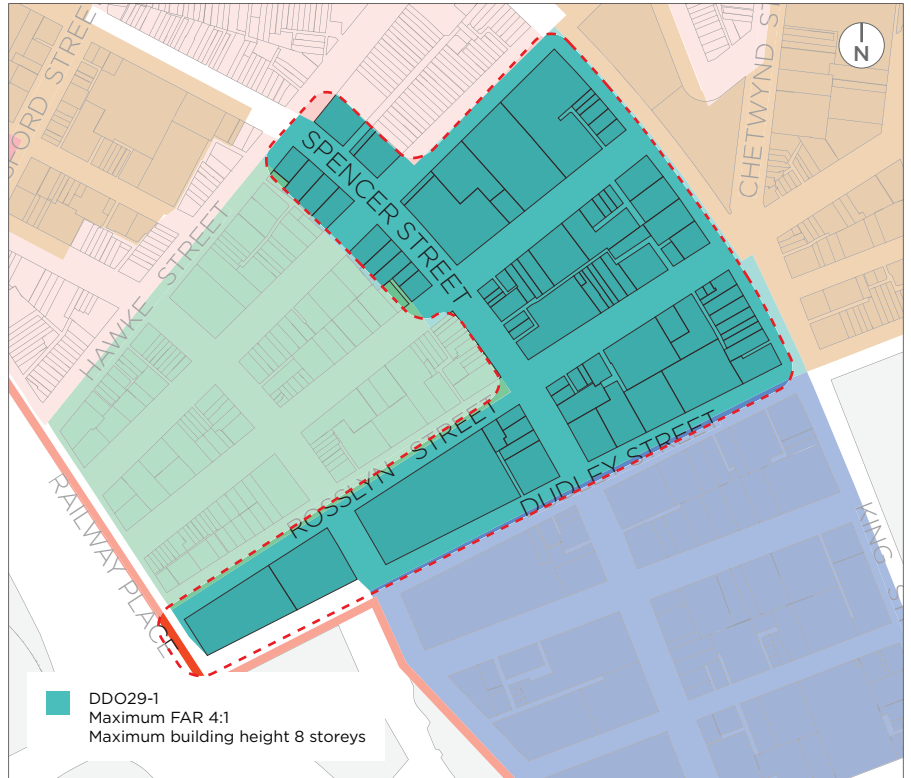


Figure 3.3: Spencer including DDO29-1.

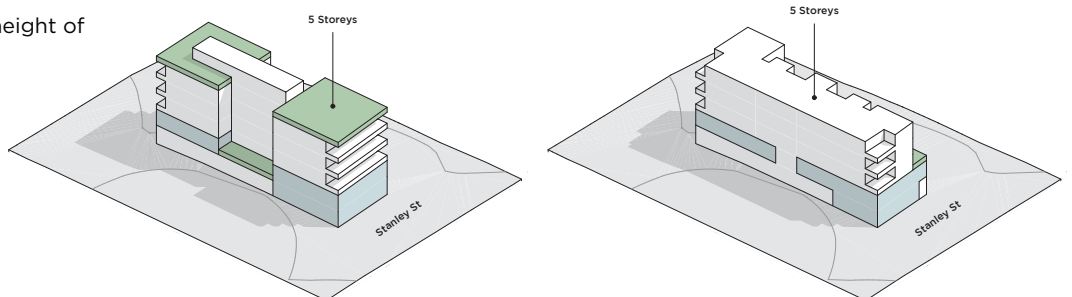


Figure 3.4: Built form testing to show the proposed floor area ratio and built form controls on a mid-block site in Spencer (DDO29-1). Images are indicative only to test the proposed controls and are not representative of actual building proposals (*West Melbourne Built Form Testing*, Breathe Architecture).

Design objectives - Spencer

New developments in Spencer must respond to the following specific design objectives:

To create a mid-rise precinct (between four and eight storeys) of the highest design quality.

To reinforce the role of Spencer Street as the high street of West Melbourne and the role of Railway Place as an important pedestrian link between North Melbourne Station and Docklands.

To reference the industrial history of this precinct through the contemporary use of common materials such as red brick.

To expand the laneway network and ensure development supports the laneways to be positive additions to the public realm network.

To ensure developments are adaptable to different uses by providing adequate floor to ceiling heights.

To create an active interface along Dudley Street and improve its amenity.

Figure 3.4 and Figure 3.5

A number of likely development outcomes have been tested on a range of different types and sizes of sites in Spencer using the proposed FAR controls, building heights and place specific design objectives.

A discretionary maximum building height of eight storeys on Spencer, King and Dudley Streets and six storeys elsewhere is included to ensure that the development of larger sites is consistent with the desired future character for Spencer.

The proposed mandatory maximum FAR of 4:1 sets clear expectations around the density of development and required supporting infrastructure in Spencer. Development of most sites is unlikely to be able to exceed eight storeys while meeting the FAR requirement and design objectives.

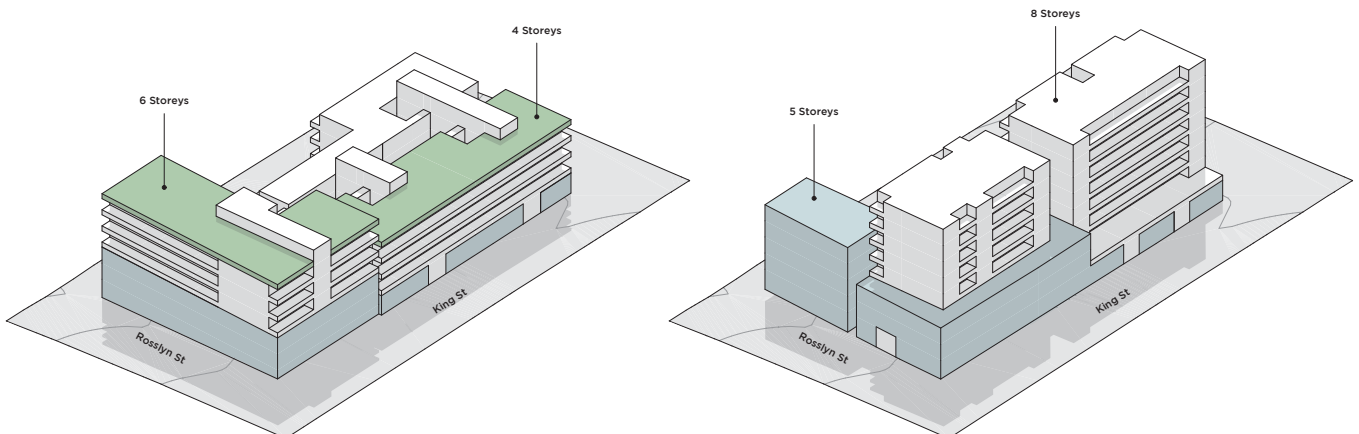


Figure 3.5: Built form testing to show the proposed floor area ratio and built form controls on a corner site in Spencer (DDO29-1). Images are indicative only to test the proposed controls and are not representative of actual building proposals (*West Melbourne Built Form Testing*, Breathe Architecture).

Spencer Street Master Plan

The transformation of Spencer Street from a low amenity arterial traffic route into a lively, attractive and welcoming street will be delivered in stages.

An implementation plan will be developed through engagement with local residents and businesses and key transport stakeholders including VicRoads, Transport for Victoria, Public Transport Victoria, the Western Distributor Authority, Transdev and Yarra Trams.

Stage 1 - short term

Capital works will be delivered in the short term to improve pedestrian priority and safety at local street intersections, increase tree canopy and introduce basic cycling infrastructure.

The following upgrades are proposed in the short term (see Figure 3.8):

- Install kerb outstands and raised pedestrian crossings at local street intersections with Spencer Street to shorten crossing distances, including Roden, Stanley and Rosslyn Streets (see Figure 3.9)
- Narrow wide vehicle lanes to allow space for cycling infrastructure while maintaining two vehicle lanes in each direction

- Install green painted cycling lanes
- Change the pedestrian signal settings to 'auto-on' to provide a green crossing signal in every cycle
- Investigate the closure of some side streets at Spencer Street, particularly those that have easy car access alternatives
- Plant trees within parking lanes to ensure trees are established prior to central median tree removal required in Stage 2
- Changes to the planning scheme restricting new vehicle crossovers or driveways and the removal of existing driveway access onto Spencer Street.

Existing

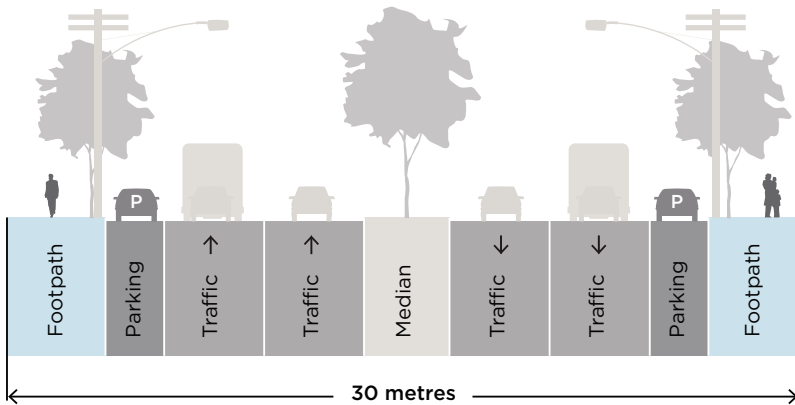


Figure 3.6: Existing typical street section of Spencer Street.

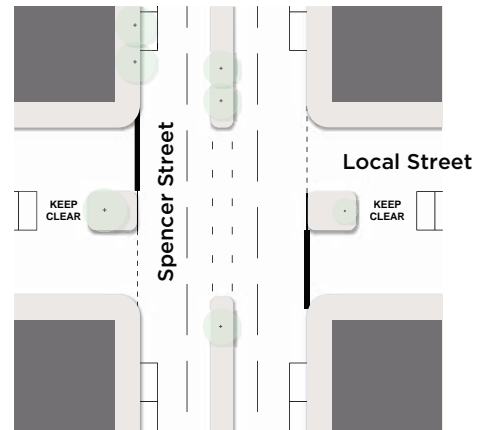


Figure 3.7: Existing local street intersection.

Stage 1 - Short term (potential)

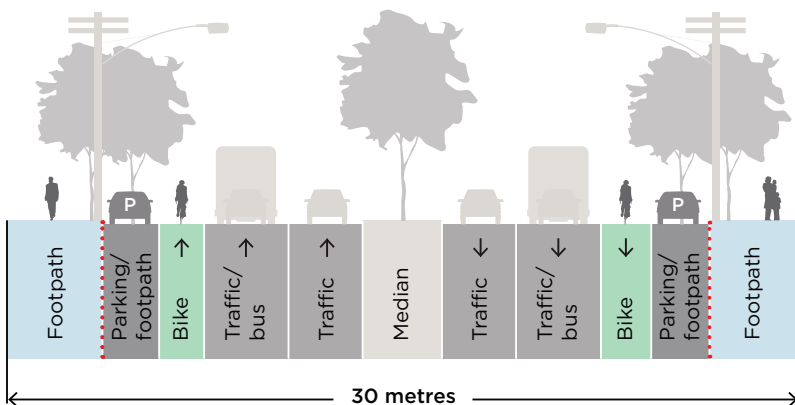


Figure 3.8: Potential typical street section for Spencer Street in the short term.



Figure 3.9: Proposed local street intersection.

Stage 2 - medium term

Medium term changes involve the reservation of space in the centre of the street for both bus and tram services, as is seen in Queensbridge Street, Southbank (see Figure 3.11).

This change will require the removal of the existing central median and eucalyptus trees. These trees are replanted regularly due to the harsh environment conditions on Spencer Street. These trees will be replaced with tree planting on the sides of the street to achieve a net increase in the number of trees and an expanded tree canopy. Trees will be planted in the existing parking lane to allow for maximum canopy cover and footpath width.

A detailed concept plan will be prepared for a raised, high priority public transport corridor along the centre of Spencer Street to be used:

- Immediately by the current bus services - Routes 216, 219 and 952 (NightRider)
- In the short term by bus services currently terminating in Lonsdale Street such as the Doncaster Area Rapid Transit services (Routes 905, 906, 907 & 908)
- In the medium term by tram services linked to the south along La Trobe and Spencer Streets
- In the longer term by tram and/or bus services extending to the north to Arden and the west to Dynon.

Stage 3 - long term

Long term changes between Hawke Street and Dudley Street will include footpath widening and separated cycling lanes on the back of the kerb. These changes will complement the increase in active retail and commercial interfaces on Spencer Street, allowing space for on-street dining and upgraded street furniture, materials and lighting (see Figure 3.12).

A detailed design for Spencer Street in the long term will include:

- A final design for the central corridor
- Attractive, high-quality, transport infrastructure for pedestrians and cyclists along and across the street

- Measures to reduce to motor vehicle trips along and across the street, including the closure of minor intersections and the implementation of 40 km/h or 30 km/h speed limits
- Measures to support local freight and waste access, as well as the removal of the street's status as an approved heavy vehicle route
- Other integrated streetscape improvements including planting, water management, lighting, materials and street furniture.

Stage 2 - Medium term (potential)

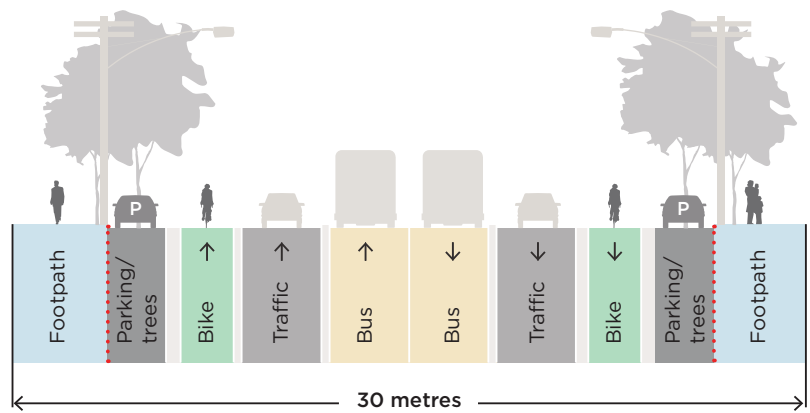


Figure 3.10: Potential typical street section for Spencer Street in the medium term.

Stage 3 - Long term (potential)

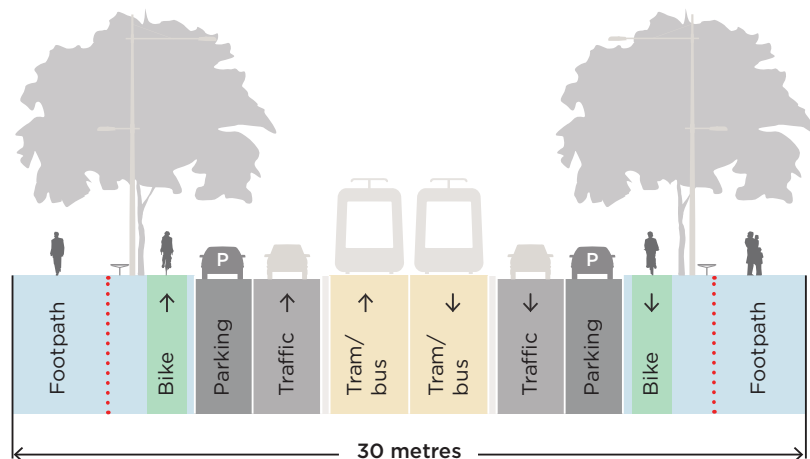


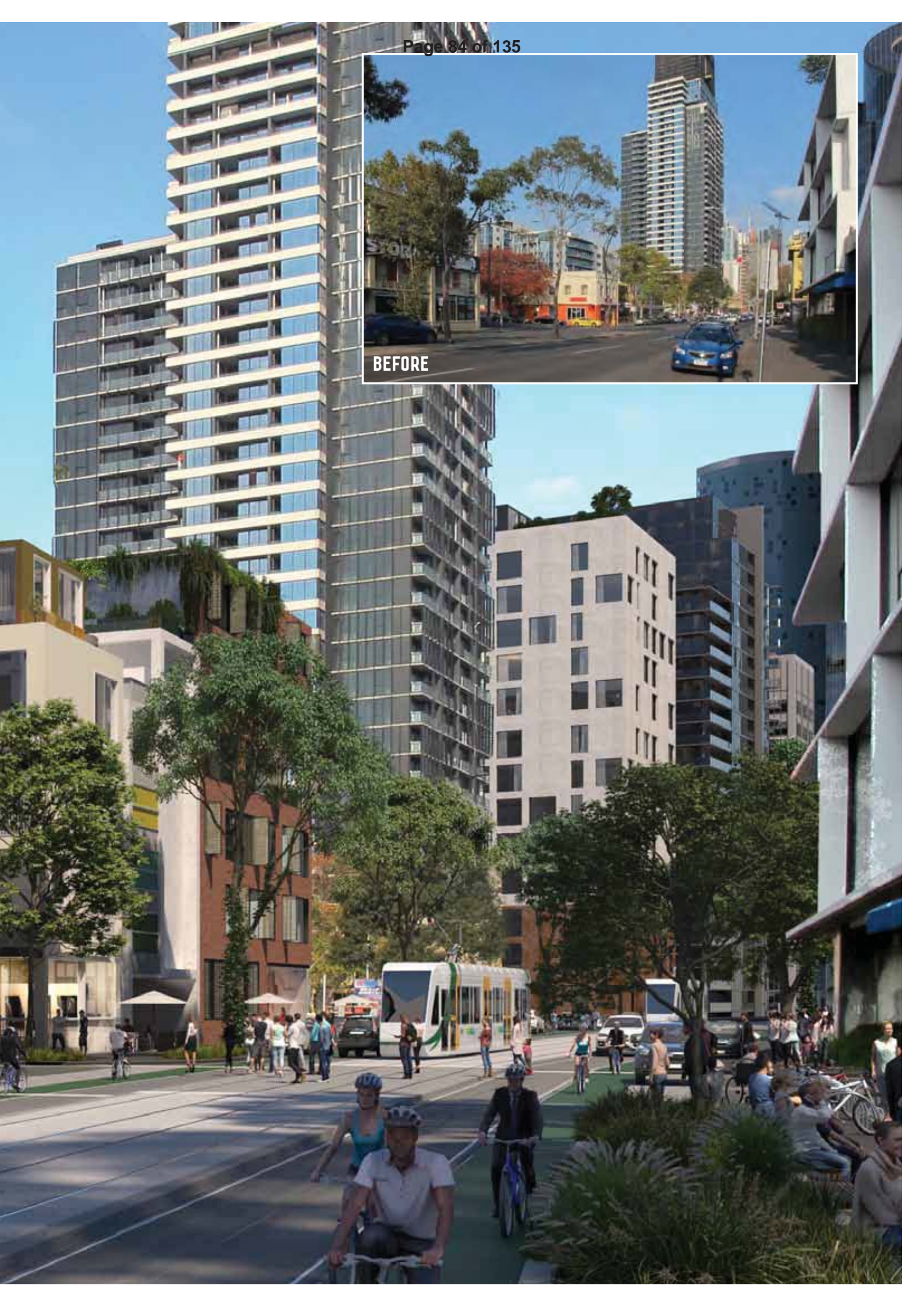
Figure 3.12: Potential typical street section for Spencer Street in the long term.



Figure 3.11: Queensbridge Street Southbank - buses and trams share the same central corridor and passenger platforms.



Artist's impression of potential changes on Spencer Street looking south-east towards Dudley Street (indicative only).





3.2 FLAGSTAFF

Where is Flagstaff?

Flagstaff is located to the west of Flagstaff Gardens bounded by King, La Trobe, Adderley and Dudley Streets (see Figure 3.13).

An urban design analysis and character study identified Flagstaff as a distinct area within West Melbourne based on its built form character and proximity to Flagstaff Gardens and the central city.

What is the area like now?

Flagstaff has a more intensive built form than other parts of West Melbourne with an urban character that includes a mix of large institutional buildings, industrial warehouses, residential towers and office buildings.

The majority of sites are between 1500 and 3000 m². To the west of Spencer Street, the built form is characterised by a number of large red brick buildings, including the Sands and McDougall building, Australian Red Cross building and Melbourne Assessment Prison.

Building heights vary significantly across the precinct with two storey warehouses and townhouses alongside 16 storey residential towers. A 130 m tall tower is currently under construction at the corner of Spencer and Dudley Streets. This building has significantly changed the West Melbourne skyline, and at over three times the preferred height limit for Flagstaff is considered an anomaly.

Main streets carry heavy traffic and local streets are used predominantly for car parking. On-street parking in Flagstaff is generally long term parking and presents opportunities for streetscape and open space improvements by reallocating some spaces to other uses.

Flagstaff Gardens is difficult to access due to the heavy traffic on King Street. This major open space is an important destination for locals and workers. Views towards Flagstaff Gardens contribute to a sense of openness, particularly in the blocks east of Spencer Street. St James Old Cathedral is an important landmark located at the corner of King and Batman Streets.

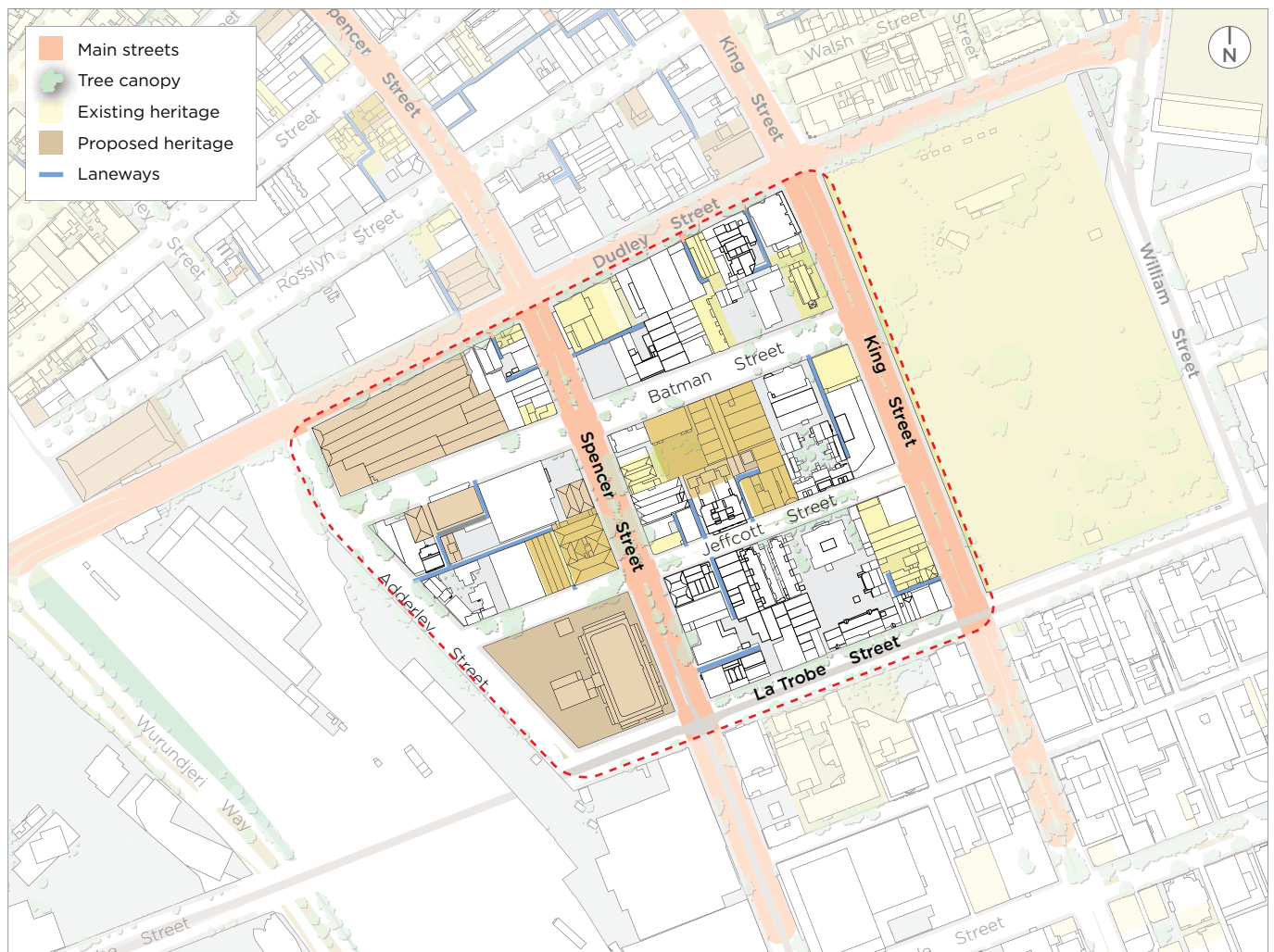


Figure 3.13: Location and characteristics of Flagstaff.



Photographs of Flagstaff (clockwise from top right): Sands and McDougall Building from Jeffcott Street; King Street opposite Flagstaff Gardens; Middleton Place; Spencer Street looking south towards the central city; looking south-west along Batman Street towards St James Old Cathedral.

What is the vision for the Flagstaff area?

Flagstaff will be a busy, diverse area of mostly residential and commercial buildings on the fringe of the central city that is well connected to the iconic Flagstaff Gardens. The area will be distinct from the central city, characterised by large historic brick buildings, contemporary developments and warehouse restorations. Local streets will be home to small parks, recreation spaces and broad canopy trees, while a variety of shops and services will be found on Spencer, King and La Trobe Streets.

Density and built form

Flagstaff will continue to evolve as a central city fringe precinct with a mix of tower and podium development with a range of other building typologies. Opportunities will be maximised to provide new laneways through large sites. The tallest buildings will be around 16 storeys with smaller sites and mid-block sites accommodating a lower built form. Development on the north side of Batman Street will allow for solar access to new open spaces.

Activities, uses and infrastructure

Flagstaff will have a mix of uses including residential, businesses, institutions, schools and higher education colleges as well as community facilities. Rezoning the area from mixed use zone to special use zone will ensure the area continues to create local employment opportunities (see Part Two: The Framework for more information). Affordable housing and a mix of dwelling types will be available. Community facilities will help create a greater variety of spaces and activities to bring the growing Flagstaff population together.

Movement and access

Flagstaff's excellent access to public transport services will be enhanced with improved passenger facilities on Spencer Street and La Trobe Street. Pedestrian access to Flagstaff Gardens and local destinations will be improved with safer crossings on King and Spencer Streets. Road closures to create larger open spaces may be possible without impacting local vehicle access or through-traffic movements.

Streets and spaces

Batman and Adderley Streets will be enhanced to provide distinct local open spaces to meet the needs of Flagstaff's growing number of residents and workers including small urban plazas, parks and active recreation spaces.

King and Dudley Streets will continue to function as important arterial streets, though there will be more opportunities for pedestrians and cyclists to cross these streets safely via new and improved crossings at Jeffcott and Batman Streets.

Proposed built form controls - Flagstaff

Proposed built form controls for Flagstaff seek to achieve high quality development outcomes that respond to site characteristics and support the local context. It is expected that qualitative design objectives will be met within these development envelopes.

A maximum floor area ratio of 6:1 will provide certainty for the development community and will create a flexible framework to deliver high quality built form outcomes.

A street wall height range will allow for appropriate sites to be developed at a higher intensity while retaining a lower overall height. Proposed controls will allow for different built form typologies rather than the typical podium tower common in Flagstaff.

A minimum employment floor area ratio will ensure that this precinct continues to offer employment opportunities, taking advantage of its proximity to the central city and improvements to public transport on Spencer Street.

The following built form controls are proposed in Flagstaff (see Figure 3.14):

- Maximum floor area ratio (FAR) 6:1
- Maximum building height 16 storeys (discretionary)
- Minimum employment floor area ratio (FAR) 1:1
- Street wall height range between 3 and 10 storeys
- Ground floor setback of 3 m from the laneway centre line
- Minimum 6 m setback above the podium from laneways and all side and rear boundaries
- Minimum 3 m setback above the podium from front boundary
- Minimum floor-to-floor height of 4 m for non-residential uses
- Minimum floor-to-floor height of 3.5 m for residential use.

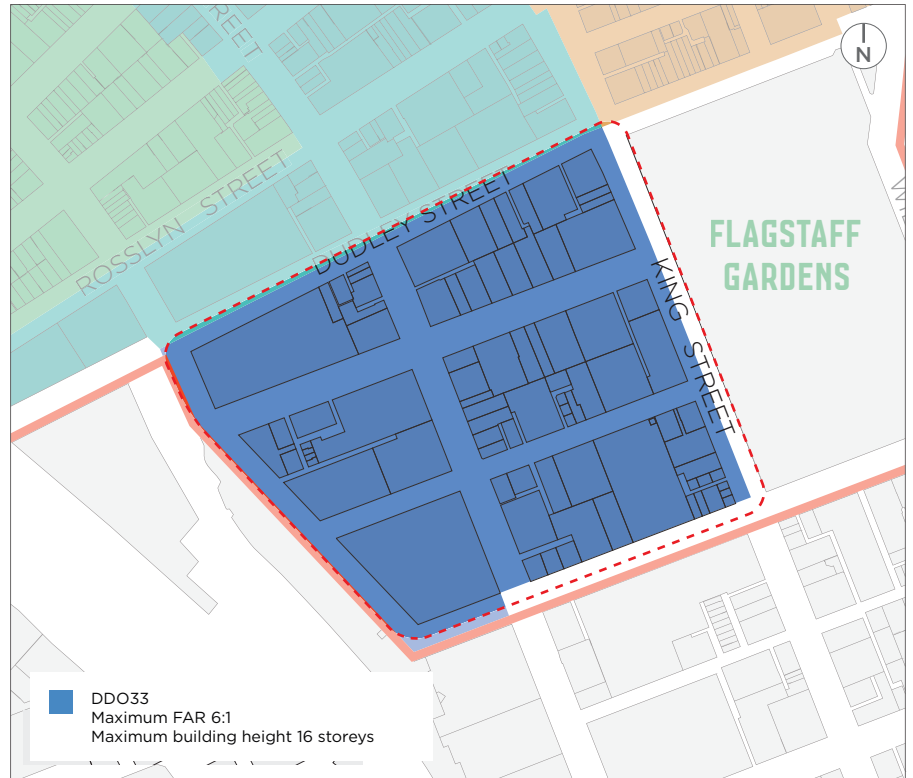


Figure 3.14: Flagstaff including DDO33.

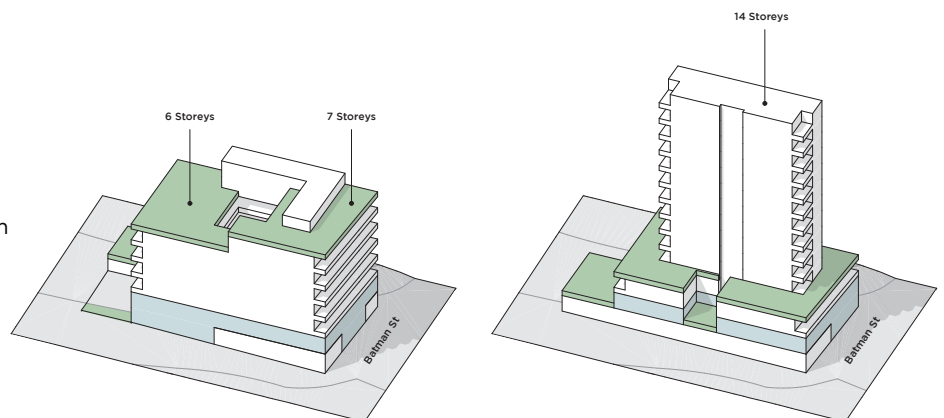


Figure 3.15: Built form testing to show the proposed floor area ratio and built form controls on a mid-block site in Flagstaff (DDO33). Images are indicative only to test the proposed controls and are not representative of actual building proposals (West Melbourne Built Form Testing, Breathe Architecture).

Design objectives - Flagstaff

New developments in Flagstaff must respond to the following specific design objectives:

To create a precinct with variable building heights between six and 16 storeys.

To ensure new development adequately responds to heritage buildings through materiality, scale and form.

To ensure development does not impact on the amenity of, and outlook from, Flagstaff Gardens and St James Old Cathedral.

To enforce a lower scale of development to the laneways and the activation of the laneway interface.

To ensure developments are adaptable to different uses by providing adequate floor to ceiling heights.

Figure 3.15 and Figure 3.16

A number of likely development outcomes have been tested on a range of different types and sizes of sites in Flagstaff using the proposed maximum FAR controls, maximum building heights and place specific design objectives.

The proposed mandatory maximum FAR of 6:1 sets clear expectations around the density of development and required supporting infrastructure in Flagstaff. Development of most sites is unlikely to be able to exceed 16 storeys while meeting the FAR requirement and design objectives.

A discretionary maximum building height of 16 storeys is included to ensure that the development of larger sites is consistent with the desired future character for Flagstaff.

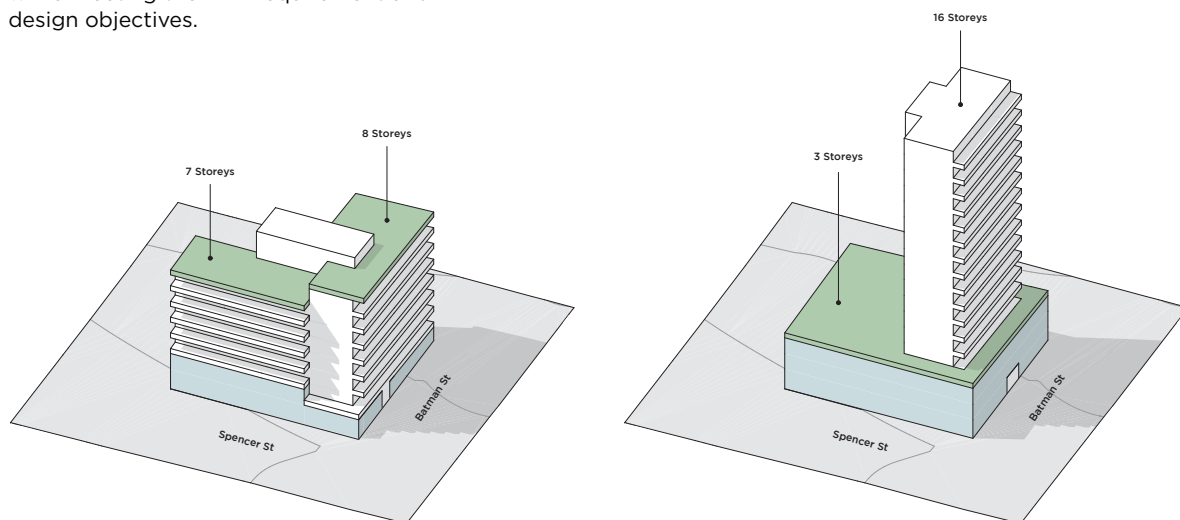


Figure 3.16: Built form testing to show the proposed floor area ratio and built form controls on a corner site in Flagstaff (DDO33). Images are indicative only to test the proposed controls and are not representative of actual building proposals (West Melbourne Built Form Testing, Breathe Architecture).

Batman and Adderley Street Open Spaces

Batman and Adderley Streets will accommodate local open spaces for Flagstaff's growing number of residents and visitors. Parts of these streets will be redesigned to address the different open space needs of the community.

New and expanded open spaces will be provided at:

1. St James Park
2. Batman and Spencer Plaza
3. Batman Street Park
4. Adderley Street Recreation Space.

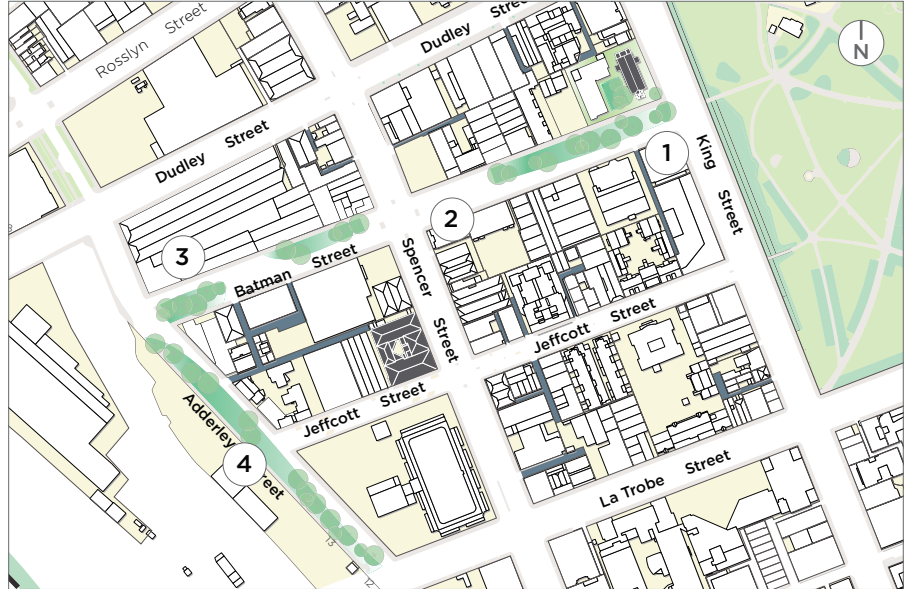


Figure 3.17: Potential open spaces in the Flagstaff Precinct.



Figure 3.18: Indicative landscape concept for potential Adderley Street Open Space including active recreation spaces (indicative only).

1 St James Park

At the eastern end near King Street, the street space at the front of St James Old Cathedral will be redesigned to create a more welcoming community space as the forecourt to the church. The City of Melbourne will work with St James Old Cathedral to explore options to master plan the area in order to achieve a good quality public space outcome, with the potential for a pedestrian link to the north connecting with Flagstaff Lane and Dudley Street.

2 Batman and Spencer Plaza

At the intersection with Spencer Street, a small urban plaza will complement the redesign of Spencer Street as the high street of West Melbourne. This plaza will include seating, improved lighting, tree planting and WSUD and be integrated with adjacent public transport improvements on Spencer Street.

3 Batman Street Park

At the western end near the intersection with Adderley Street, a small park of approximately 800 m² will be integrated into the south side of the street. (For reference, this is the size of the existing Hawke and Adderley Street Park). The park will have good access to sunlight from the north due to the low height of the Australian Red Cross Blood Service building and good shade in summer from established Elm trees.

4 Adderley Street Recreation Space

Opportunities will be further investigated for Adderley Street to provide active recreation spaces such as multi-purpose sports courts.

The northern end of Adderley Street provides an important access point for bus services to Southern Cross Station. However, between Batman Street and La Trobe Street Adderley Street is essentially a central city car park with a minor role in the street network. Adderley Street could be closed to traffic between Batman and La Trobe Streets creating more than 5000 m² of public open space.



Figure 3.19: Indicative landscape concept for potential St James Park near the intersection of Batman Street and King Street (indicative only).



Artist's impression of the potential St James Park in Batman Street looking east towards King Street (indicative only).





E-Gate

Railway Place

Rosslyn Street

Abbotsford Street

Spencer Street



3.3 ADDERLEY

Where is Adderley?

Adderley is located in the western part of West Melbourne bounded by Spencer Street, Railway Place, Abbotsford and Rosslyn Streets (see Figure 3.20). The fine grain heritage shop fronts on Spencer Street are included in Adderley. Remaining sites on Spencer Street between Hawke and Dudley Street are included in Spencer.

An urban design analysis and character study identified Adderley as a distinct area based on its high heritage value, quiet streets, mixed built form character and allotment sizes, and topography.

What is the area like now?

Adderley has a mixed and diverse urban character. It is currently undergoing change with former industrial buildings being adapted for residential use.

This pocket of West Melbourne has limited connections to other areas due to the railway cutting that forms its south-west boundary. As a result, the wide east-west streets carry limited through traffic. The topography slopes down to the south-west providing excellent views over the railway lines.

Lot sizes vary, but the majority are less than 1500 m². Historic brick warehouses, workers cottages and Victorian terraces are often found side by side, reflecting the mixed history of the area.

The combination of wide footpaths, native planting and mid-rise buildings creates a place that feels distinctly separate from the central city, despite its proximity.

Buildings are predominantly one to five storeys. Developments of up to eight storeys have been approved in Adderley.



Figure 3.20: Location and characteristics of Adderley.



Photographs of Adderley (clockwise from top): heritage terraces, warehouses and apartment buildings on Hawke Street, looking north east; looking south-east along Railway Place; cottages along the west side of Hawke Street; George Lodi Lane; cafe on Adderley Street.

What is the vision for Adderley?

Adderley will have an eclectic mix of uses, tucked away from the busy thoroughfares of West Melbourne. It will be recognisable by its mix of heritage cottages and terraces, contemporary buildings and restored warehouses and factories. Its quiet leafy streets will connect to the Hawke Street green spine, providing excellent walking and cycling access to surrounding areas.

Density and built form

Adderley will retain its mix of lot sizes that support a range of different land uses. Where older buildings have been re-used and incorporated into new developments, their three dimensional form will be maintained, and any innovative and contemporary architectural responses will be clearly distinguishable.

New development in Adderley will be respectful of the existing built form and the heritage overlay that applies to a large part of the area. Building heights of between two and four storeys will create a mid-rise precinct that responds to adjacent low-scale heritage buildings.

Activities, uses and infrastructure

Adderley will have a mix of uses including cafes, restaurants with small art spaces and offices scattered throughout. This will be achieved through the rezoning of land from mixed use zone to special use zone (see Part Two: The Framework for more information). A mix of uses will be included older buildings and new buildings. Former warehouses with large floor plates will be converted into start-up offices and creative spaces.

Movement and access

Local trips will be served mostly by walking and cycling, and trips to and from the area will be supported by tram services on Spencer Street and easier access to North Melbourne Station. Local vehicle access will be retained, but through-traffic will be minimal.

Destinations in Errol Street, Docklands and E-Gate will be easy to walk and cycle to along the Hawke Street green spine. The new Docklands Primary School, fresh food market and cinema in Harbour Town will be about a 10 minute walk from the Hawke and Adderley Park via a new pedestrian and cycling bridge over the rail lines.

Streets and spaces

Adderley's streets will be lined with wide canopy trees. Some parking will be provided near Spencer Street for shoppers, along with adequate spaces for existing resident permit vehicle parking.

As sites are redeveloped, parking will be increasingly provided off-street and some street space will be turned over to tree planting and water sensitive urban design.

Hawke and Adderley Park will be complemented by a linear park along Hawke Street connecting Errol Street to the new bridge to Docklands and E-Gate.

Proposed built form controls - Adderley

Proposed built form controls for Adderley seek to achieve high quality development outcomes that respond to site characteristics and context. It is expected that qualitative design objectives will be met within these development envelopes.

It is proposed that the existing four storey discretionary height control in this area will be made mandatory to stabilise development and create certainty for the community. This height control will ensure that new development does not overwhelm the high heritage value of the area.

The following built form controls are proposed in Adderley DDO29-2 (see Figure 3.21):

- Maximum floor area ratio (FAR) 3:1
- Maximum building height 4 storeys (discretionary)
- Minimum employment floor area ratio (FAR) 0.5:1
- Minimum floor-to-floor height of 4 m for non-residential uses
- Minimum floor-to-floor height of 3.5 m for residential use.

There are no proposed changes to the built form controls that apply to DDO32. The area in Adderley covered by the General Residential Zone is subject to a mandatory maximum height control of 11 m.

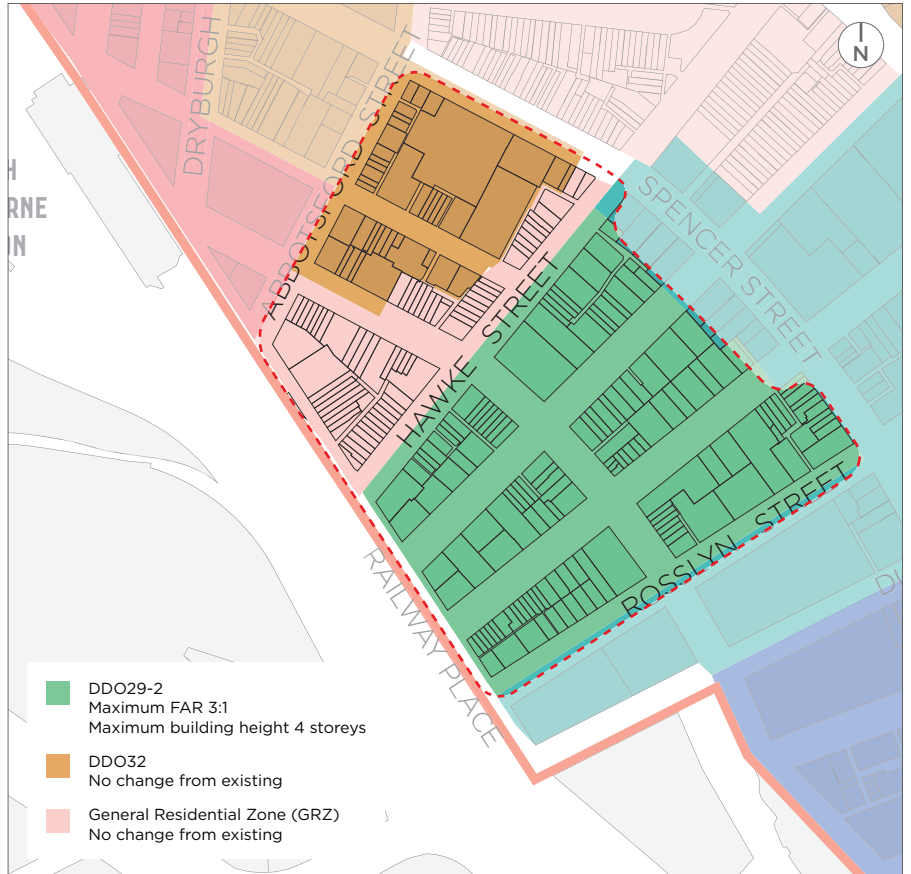


Figure 3.21: Adderley including DDO29-2, DDO32 and General Residential Zone.

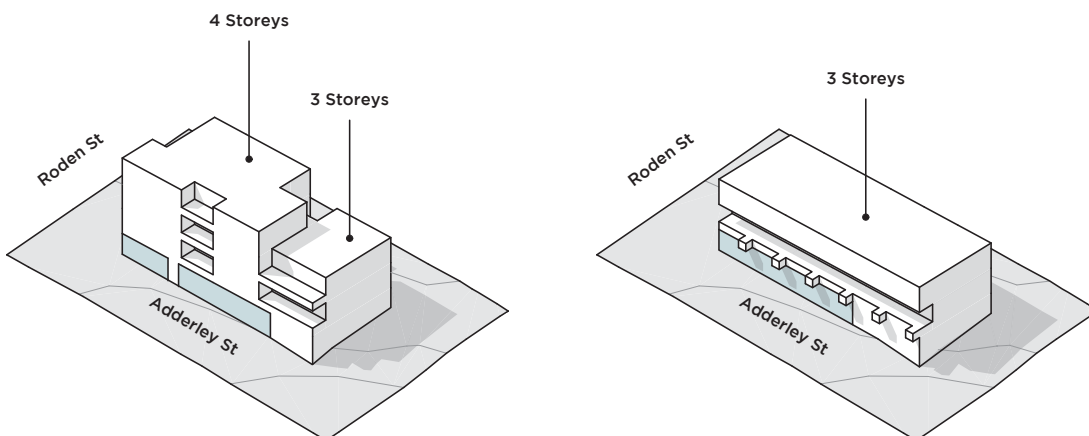


Figure 3.22: Built form testing to show the proposed floor area ratio and built form controls on a corner site in Adderley (DDO29-2). Images are indicative only to test the proposed controls and are not representative of actual building proposals (West Melbourne Built Form Testing, Breathe Architecture).

Design objectives - Adderley

New developments in Adderley must respond to the following specific design objectives:

To create a low-scale precinct (between two and four storeys) of the highest design quality.

To ensure new development adequately responds to heritage through materiality, scale and form.

To enforce a lower scale of development to the laneways and the activation of the laneway interface.

To reinforce the role of Railway Place as an important pedestrian link between North Melbourne Station and Docklands.

To ensure developments are adaptable to different uses by providing adequate floor to ceiling heights.

Figure 3.22 and Figure 3.23

A number of likely development outcomes have been tested on a range of different types and sizes of sites in the DDO29-2 area of Adderley using the proposed maximum FAR controls, maximum building heights and place specific design objectives.

A discretionary maximum building height of four storeys is included to ensure that the development of larger sites is consistent with the desired future character for Adderley.

The proposed mandatory maximum FAR of 3:1 sets clear expectations around the density of development and required supporting infrastructure in Adderley. Development of most sites is unlikely to be able to exceed four storeys while meeting the FAR requirement and design objectives.

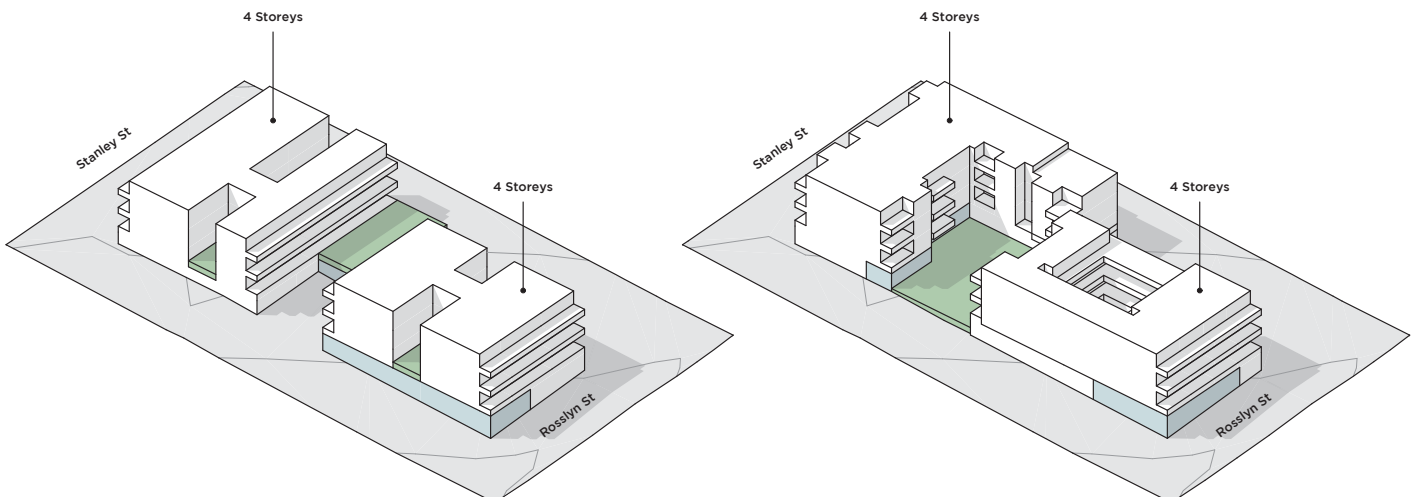


Figure 3.23: Built form testing to show the proposed floor area ratio and built form controls on a mid-block site in Adderley (DDO29-2). Images are indicative only to test the proposed controls and are not representative of actual building proposals (West Melbourne Built Form Testing, Breathe Architecture).

Hawke Street Master Plan

Hawke Street will provide high quality local open spaces and become an important strategic walking and cycling route. Hawke Street will link the West Melbourne community to Errol Street and North Melbourne as well as E-Gate and Docklands into the future. Open space will be designed to retain vehicle access to properties.

1 Hawke Street linear park

Hawke Street between King and Adderley Streets will be redesigned to create a large linear park. Reconfiguring the street by converting the southern carriageway and median from 'grey to green' would create up to 5000 m² of public open space.

This section of Hawke Street has access to good levels of sunlight due to the lower built form to the north and west. It is also located nearby a number of recent residential apartment developments on Roden, Hawke and Ireland Streets and is a short walk from North Melbourne Station.

Between Spencer and Adderley Streets over two thirds of the central median is currently grass or keep clear zones. The median accommodates 17 car parking spaces and two car share vehicles. The southern kerb accommodates approximately 20 car parking spaces and loading zones.

Options for redesigning this space will be investigated further, including local requirements for on-street parking and vehicle to access private properties, Ireland Street and Mighty Apollo Lane.



Figure 3.24: Hawke Street Master Plan.

Existing

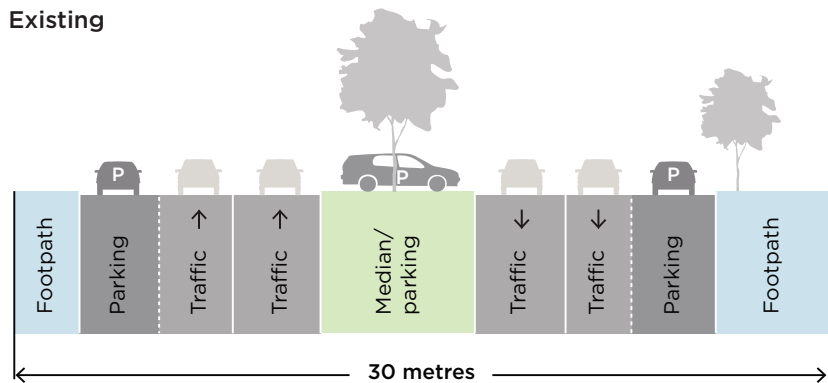


Figure 3.25: Existing street section of Hawke Street.

Proposed

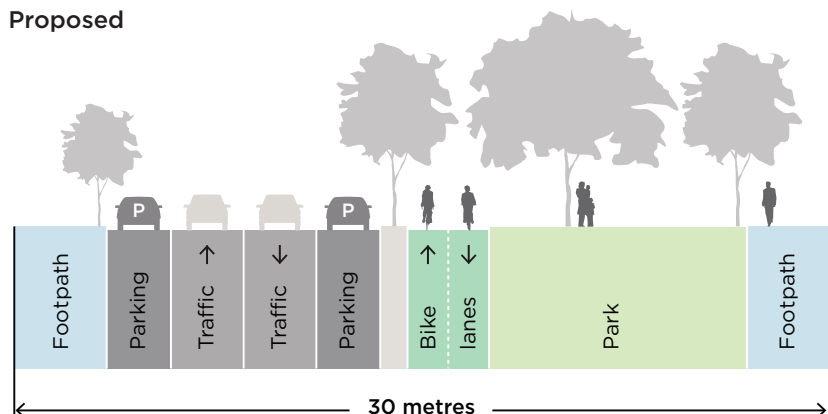


Figure 3.26: Proposed street section of Hawke Street linear park.

2 Hawke and Adderley Park

The expansion of the Hawke and Adderley Park is currently underway to create approximately 740 m² of new open space - outlined with a green dashed line in Figure 3.27 below. Following community consultation on a concept plan for the park in 2016, the planning process to progress the park is continuing and is expected to take approximately 11 months in total.

The park expansion demonstrates the potential for converting underutilised road space into a community asset. The new park will include an open lawn for informal use, a large children's play space, a social space for informal gatherings and a plaza.

3 Hawke and Railway Park

The proposed Hawke and Railway Park will be located at the intersection of Hawke Street and Railway Place at the proposed gateway between West Melbourne, E-Gate and Docklands. A pedestrian and cycling link from Little Docklands Drive will land at this point creating a distinct urban space incorporating seating, viewing areas and WSUD that is sensitive to the low-rise heritage character of the area.



Figure 3.27: Indicative landscape concept for Hawke Street including expanded Hawke and Adderley Park and proposed linear park (indicative only).





Artist's impression of the proposed Hawke Street linear park looking south-west towards Adderley Street (indicative only).



E-Gate

North Melbourne Station

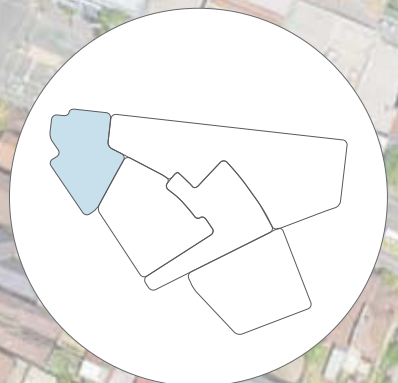
Proposed West Gate Tunnel entry/exit

Abbotsford Street

Victoria Street

Lothian Street

Spencer Street



3.4 STATION PRECINCT

Where is Station Precinct?

Station Precinct is located around North Melbourne Station bounded by Abbotsford, Spencer, Lothian, Victoria and Laurens Streets and Railway Place (see Figure 3.28).

An urban design analysis and character study identified the Station Precinct as a distinct area based on its irregular street pattern, allotment sizes, relationship to the station and to the Arden-Macaulay urban renewal area. A number of buildings in this area are subject to heritage controls. The area to the north-east of Dryburgh and Ireland Streets is within the North and West Melbourne heritage precinct overlay.

What is the area like now?

Station Precinct is an area currently undergoing significant change, with a number of developments currently underway or recently completed. To the north-west of the precinct is the Arden-Macaulay urban renewal area.

The irregular street grid includes a mix of 20 and 30 metre wide streets with many sites having frontages onto multiple streets. Small blocks mean that much of the precinct is dedicated to road reserve.

Lot sizes vary throughout Station Precinct and range in size from 500 m² to over 3000 m². There is a mix of industrial, commercial and residential uses. Recent development has been predominantly residential.

Buildings are typically up to six or seven storeys tall. A 10 storey building is currently under construction adjacent to North Melbourne Station.

In the west of Station Precinct a small open space, Railway and Miller Reserve, is currently being expanded into the road reserve to provide more green space for the community.

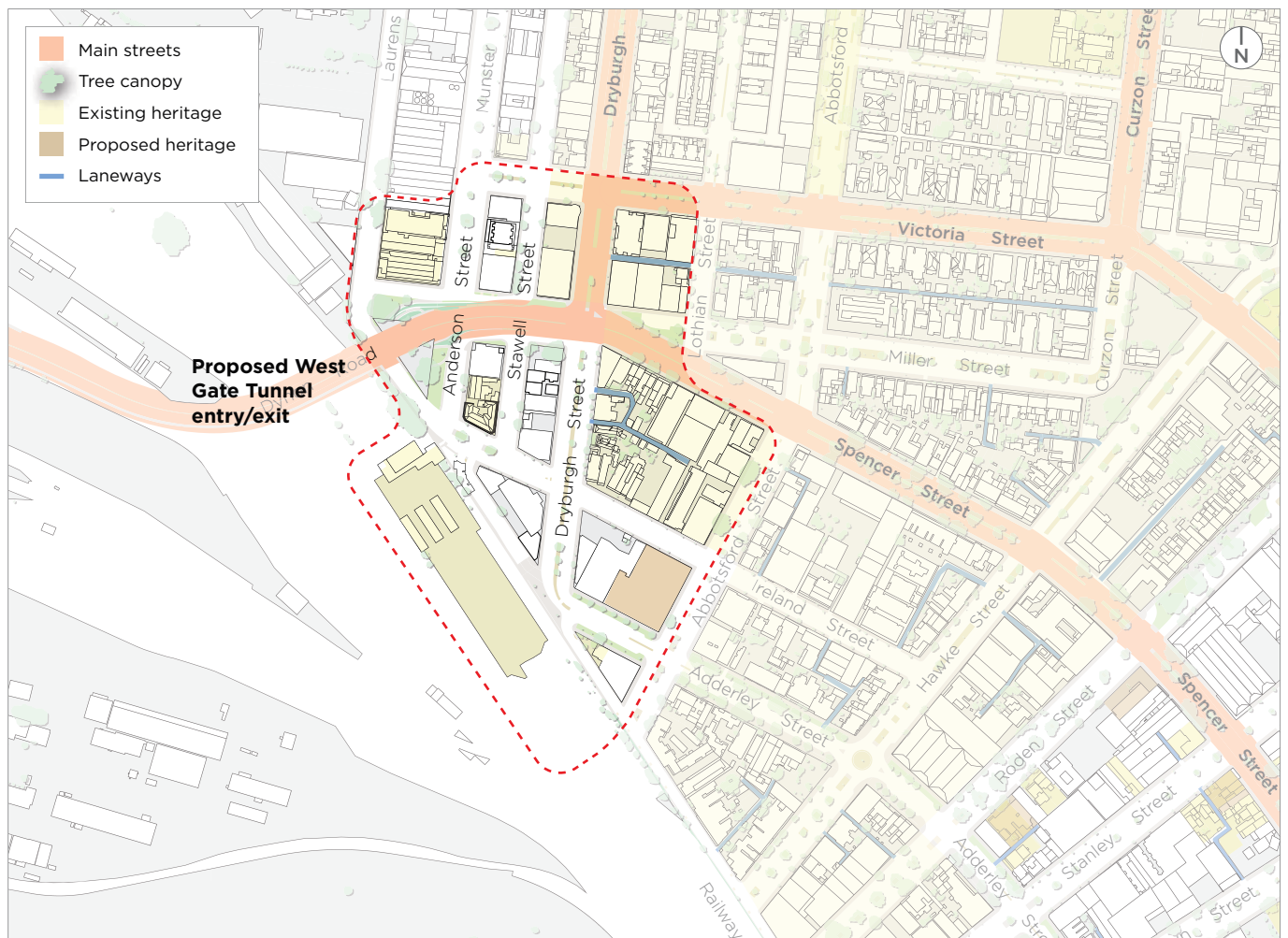


Figure 3.28: Location and characteristics of Station Precinct.



Photographs of Station Precinct (clockwise from top left): North Melbourne Station; looking south-west across the railway yards; TB Guest Biscuit Factory from Laurens Street; new apartment buildings in Dryburgh Street; looking south from Dynon Road Bridge; Ireland Street.

What is the vision for Station Precinct?

Station Precinct will be a thriving area of converted warehouse apartments and new residential buildings defined by the edge of the railway escarpment and busy transport node at station entrances. North Melbourne Station will be emphasised as the focal point of the precinct by green avenues that extend to the north and east and new pedestrian and cycling bridges linking south and west to E-Gate and Docklands. A mix of retail, commercial and residential buildings will encourage people to linger in the precinct rather than just pass through.

Density and built form

The built form of Station Precinct will be a mix of warehouse conversions, contemporary developments, heritage cottages and terraces of a discretionary maximum height limit of eight storeys. The significant variation in site sizes and eras of development will provide an interesting and varied pedestrian environment, and will require sensitive development responses on larger sites.

Activities, uses and infrastructure

A cluster of shops, cafes, restaurants and bars around the station will be supported by the increasing number of local residents and passing commuters walking to Arden, Docklands and E-Gate. This will be delivered through the rezoning of land from mixed use zone to a special use zone (see Part Two - The Framework for more information). Former industrial buildings will be repurposed to house small offices, creative industries and galleries. Affordable housing and a mix of dwelling types will be available.

Movement and access

Station Precinct will be well connected by all transport modes. New pedestrian and cycling links will provide convenient access to jobs, shops and other destinations in Arden, North Melbourne, Docklands and E-Gate.

Public transport access is very high with North Melbourne and Arden Stations within walking distance, supplemented by enhanced on-street services. Driving to the precinct is discouraged for visitors due to limited parking and more convenient and efficient alternatives.

Streets and spaces

Street space in Station Precinct will be prioritised for the safety, convenience and amenity of movement to and from North Melbourne Station. High quality spaces for people to walk and meet around the station entrances will allow for efficient movement of different travel modes and support the local amenity of businesses and services.

The expanded Railway Place and Miller Street Reserve will provide local open space in Station Precinct and improve the amenity of walking and cycling connections to Arden.

Proposed built form controls - Station Precinct

Proposed built form controls for Station Precinct seek to achieve high quality development outcomes that respond to site characteristics and context. It is expected that qualitative design objectives will be met within these development envelopes.

Developments will be required to adequately transition in height to neighbouring 14 m DDO32 area (see Figure 3.29).

A maximum floor area ratio of 5:1 will create a mid-rise precinct around the station. The FAR control will create certainty for the community and reduce speculative development in the precinct.

A minimum employment floor area ratio will ensure that this precinct continues to offer employment opportunities, taking advantage of its excellent connections to public transport and relationship to the Arden-Macaulay employment precinct.

The following built form controls are proposed in Station Precinct DDO28 (see Figure 3.29):

- Maximum floor area ratio (FAR) 5:1
- Minimum employment floor area ratio (FAR) 1:1
- Maximum building height 8 storeys (discretionary)
- Street wall height range between 4 and 8 storeys
- Ground floor setback of 3 m from the laneway centre line
- Minimum floor-to-floor height of 4 m for non-residential uses
- Minimum floor-to-floor height of 3.5 m for residential use.

There are no proposed changes to the built form controls that apply to DDO32.

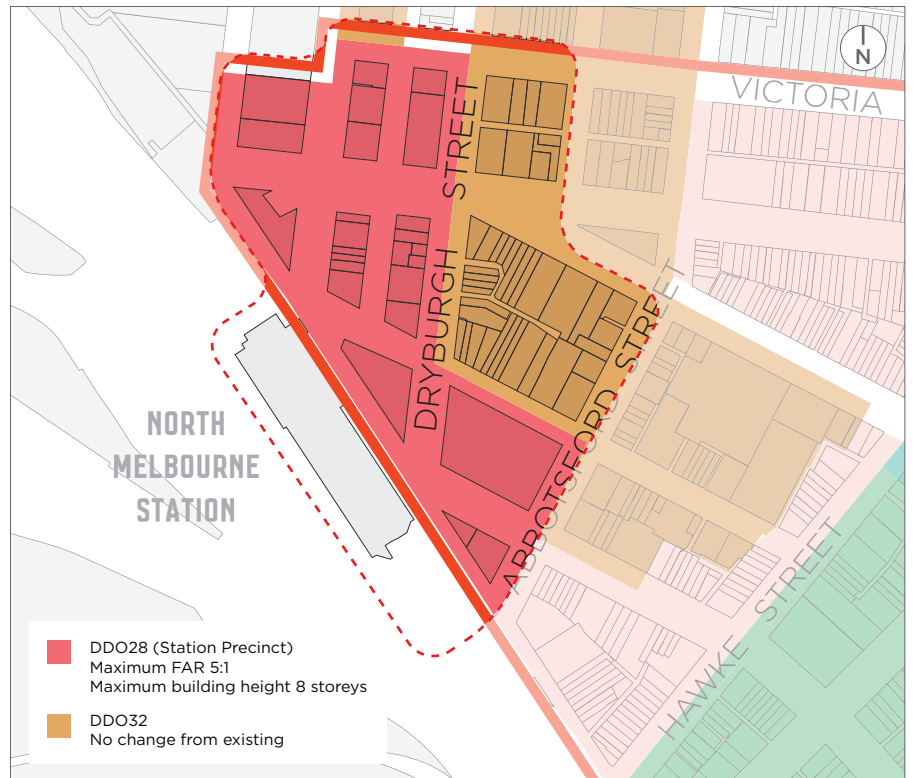


Figure 3.29: Station Precinct including DDO28 and DDO32.

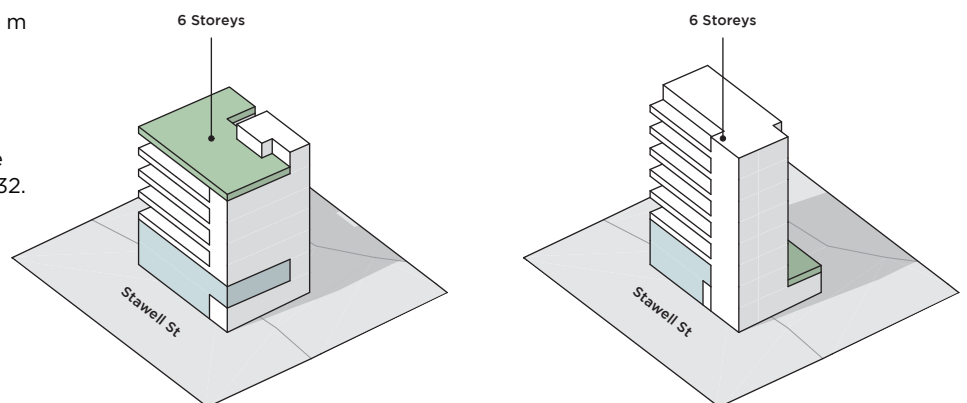


Figure 3.30: Built form testing to show the proposed floor area ratio and built form controls on a mid-block site in Station Precinct (DDO28). Images are indicative only to test the proposed controls and are not representative of actual building proposals (West Melbourne Built Form Testing, Breathe Architecture).

Design objectives - Station Precinct

New developments in Station Precinct must respond to the following specific design objectives:

To create a medium density precinct (between four and eight storeys) of the highest design quality.

To generate activity around North Melbourne Station by including non-residential uses.

To encourage the adaptation of former industrial buildings.

To provide adequate floor-to-floor heights to ensure developments can be adapted to different uses.

To maximise passive surveillance around North Melbourne Station and Railway and Miller Reserve.

Figure 3.30 and Figure 3.31

A number of likely development outcomes have been tested on a range of different types and sizes of sites in the DDO28 area of Station Precinct using the proposed maximum FAR controls, maximum building heights and place specific design objectives.

A discretionary maximum building height of eight storeys is included to ensure that the development of larger sites is consistent with the desired future character for Station Precinct.

The proposed mandatory maximum FAR of 5:1 sets clear expectations around the density of development and required supporting infrastructure in Station Precinct. Development of most sites is unlikely to be able to exceed eight storeys while meeting the FAR requirement and design objectives.

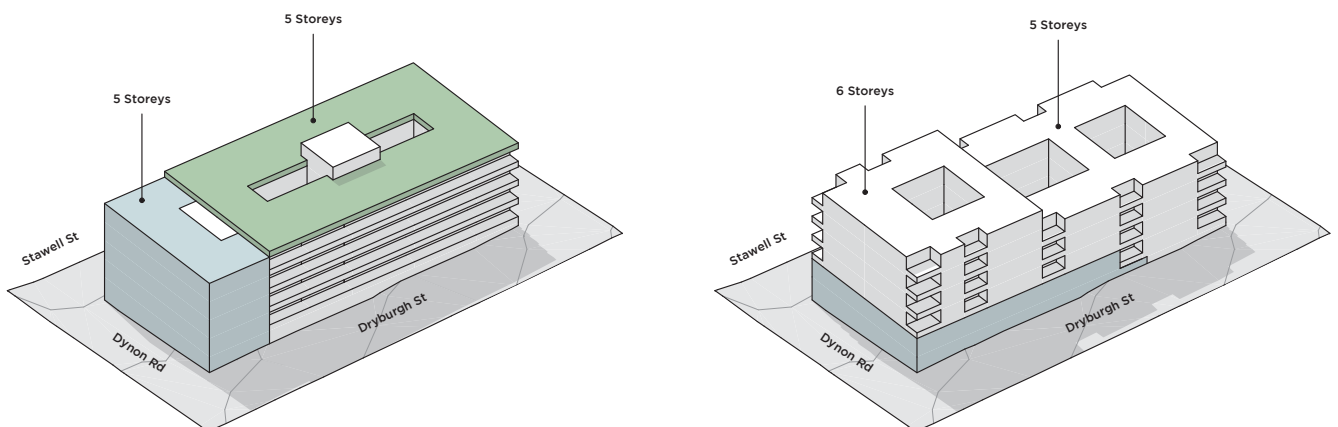


Figure 3.31: Built form testing to show the proposed floor area ratio and built form controls on a large corner site in Station Precinct (DDO28). Images are indicative only to test the proposed controls and are not representative of actual building proposals (West Melbourne Built Form Testing, Breathe Architecture).

North Melbourne Station Upgrades

As Melbourne's western suburbs continue to grow, the strategic significance of North Melbourne Station will increase. The station is an important interchange for northern and western train lines and is becoming more important as an entry point into the expanding Arden, West Melbourne and E-Gate area.

North Melbourne Station is an intermodal transport hub, with connecting services including the 401 bus to the Parkville medical and university precinct. Buses connect with the station via Adderley and Dryburgh Streets at high frequencies, creating an uncomfortable pedestrian environment.

The area around the station is currently a 'through-place' with a low amenity public realm. There are expansive views to the west across the rail lines to E-Gate and Docklands. The area is exposed to strong westerly winds and immature trees provide inadequate shelter.

There are currently few active interfaces, however the recent development around the station will help create a small local centre of shops and cafes. To the north of the station, Railway and Miller Reserve has been expanded to include passive and active recreation spaces, WSUD, improved pedestrian and cycling access and an off-leash dog park.

As Arden and West Melbourne continue to develop, pedestrian movements from the station will increasingly permeate through the precinct.



Figure 3.32: Artist's impression of the potential future treatment of Railway Place (indicative only).

What is proposed?

The streets and spaces around North Melbourne Station will be redesigned to create a high quality place that allows for a significant volume of pedestrians going to and from the station.

South of the station, Railway Place will be converted to a shared street that retains local vehicle access but reduces long term commuter parking spaces. This shared treatment will be continued through to Railway and Miller Reserve to the north.

Opportunities for extending the pedestrian plaza at the entrance of the station out into Dryburgh and Adderley Street will be investigated. This will involve consideration of potential alternate routes for the 401 bus.

The potential for reopening the old northern entrance to the station will be explored, with opportunities for extending pedestrian access across the existing footbridge to Moonee Ponds Creek.

A detailed design proposal for the area will include:

- Direct, wide, high-quality pedestrian access along Railway Place from Dudley Street to Arden
- A one-way, centre of road separated bus route from Abbotsford Street along Adderley Street and Dryburgh Street to Ireland Street with a high quality centre road bus platform
- High quality public space or 'town square' in front of the station.



Figure 3.33: Indicative landscape concept for upgrades around North Melbourne Station (indicative only).





Artist's impression of upgrades around North Melbourne Station looking south-east down Adderley Street (indicative only).



Peel Street

King Street

Roden Street

Victoria Street

Spencer Street

Lothian Street



3.5 HISTORIC HILLTOP

Where is Historic Hilltop?

Historic Hilltop is located in the northern part of West Melbourne adjacent to North Melbourne and is bounded by Peel, Dudley, King, Roden, Spencer, Lothian and Victoria Streets (see Figure 3.34).

An urban design analysis and character study identified the Historic Hilltop as a distinct area based on its high value heritage, small allotment sizes, predominantly residential character, topography and relationship to North Melbourne.

What is the area like now?

Historic Hilltop is a low-scale residential area with high heritage value and wide, open local streets. The area is served by the Errol and Victoria Street shops located to the north of the precinct.

The majority of sites are smaller than 500 m² and have rear access via the extensive bluestone laneway network.

The topography slopes down to the south and west from higher areas along Victoria Street.

Buildings are predominantly between 2 storeys and 4 storeys. Wide 30 metre streets, grassy medians, broad canopy trees and front gardens contribute to a feeling of openness in the streets. Arterial streets impact the amenity of pedestrian and cycling connections to the local shops.

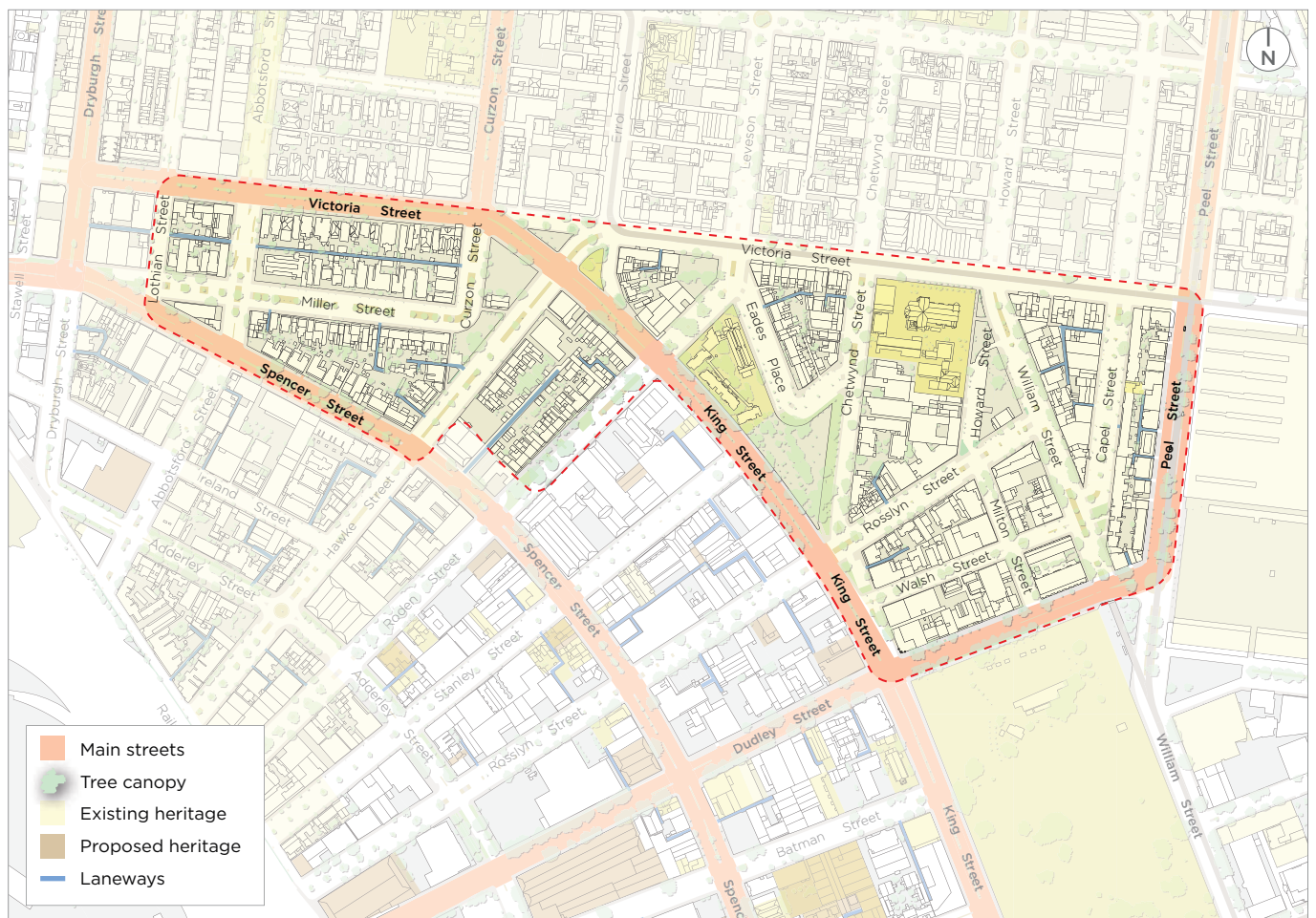


Figure 3.34: Location and characteristics of Historic Hilltop.

What is the vision for Historic Hilltop?

Historic Hilltop is a heritage neighbourhood clustered around the shopping strips on Errol, Victoria and Peel Streets. The fine grained, low scale heritage buildings, retrofitted warehouses and larger institutional buildings represent the diversity of architectural eras that have shaped this precinct. Wide green streets, open spaces, views to the central city and access to Flagstaff Gardens and Queen Victoria Market accentuate the area's proximity to the central city.

Density and built form

Rows of workers' cottages, Victorian terraces and Federation homes provide uniformity to the residential streets, and intact historic shopfronts and awnings line the shopping strips. Landmark buildings such as St Mary's Cathedral occasionally punctuate the skyline. The current built form controls that apply to the area will remain the same with new buildings a maximum height of 14 m.

Activities, uses and infrastructure

This is a mostly residential area with retail along Victoria and Peel Streets and mix of commercial and community uses east of Chetwynd Street.

Movement and access

This area has good access to walking, cycling and public transport routes. Access to the road network for local residents and visitors is provided along the multiple arterial routes - King Street, Spencer Street, Victoria Street and Peel Street.

Streets and spaces

Eades Park and Flagstaff Gardens are existing excellent open spaces. Local streets provide a significant amount of on-street parking to support local businesses. Additional on-street parking is provided on King Street in off-peak times.



Junction Upgrade

The junction of Hawke, Errol, King and Victoria Streets will be redesigned to improve pedestrian and cycling safety and to enhance the functionality of open space.

The intersection of these wide streets create a complex and expansive junction, and despite grassed medians and small parks with significant trees, the area has an open and exposed character, which is dominated by cars.

Opportunities exist to upgrade the junction to improve pedestrian and cycling safety. The existing green spaces will be reconfigured to consolidate existing open space and better celebrate the heritage attributes of the place. This can be achieved whilst retaining all existing car parking spaces that are important for customers accessing adjacent businesses.



Figure 3.35: Aerial photo of the Hawke, Errol, King and Victoria Streets junction. © Google Earth



Figure 3.36: Potential concept for the reconfiguration of the Hawke, Errol, King and Victoria Streets intersection.



PART FOUR: MAKING IT HAPPEN

- 4.1 Ensuring good design
- 4.2 Statutory framework
- 4.3 Implementing the actions
- 4.4 Monitoring and review

4.1 ENSURING GOOD DESIGN

Urban Design and Planning Principles

The West Melbourne Structure Plan 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 in this table are based on an extensive global literature review establishing the economic, environmental and social benefits of urban design.

These principles are further explained in Appendix 1 of the *Ideas for West Melbourne* Discussion Paper.

Achieving high quality design

To support high quality design in West Melbourne, we recommend proponents:

- Adopt quality based selection processes to appoint highly skilled, multidisciplinary teams (including architects, landscape architects, urban designers and planners) to develop integrated proposals in line with the vision, design objectives and controls established in the structure plan
- Engage early and proactively in pre-application discussions which will involve a structured, expert design review process
- Seek expert heritage advice early if their site has, or is adjacent to, heritage buildings.
- Depending on the complexity and significance of the proposal, City of Melbourne may request an independent peer review by the Victorian Design Review Panel (VDRP) run by the Office of the Victorian Government Architect.

PRINCIPLES	ACHIEVING THE PRINCIPLES
Local character	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. The proposed design and development overlay, design objectives and capital works projects have been created to respond to the distinctive identity of the particular places in West Melbourne to celebrate its special character.
Connectivity	Strategies and actions propose to improve pedestrian, cycle and public transport connections through and to West Melbourne. New bridge connections are proposed to link West Melbourne with Docklands to further improve connectivity over the longer term.
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. Floor area ratio controls have been developed to allow greater density on appropriate locations, for example south of Dudley Street in the Flagstaff neighbourhood. Capacity modelling shows that there is an adequate supply of floor area to meet the residential projections across West Melbourne.
Mixed use	Other investigations are required regarding the most appropriate zone to facilitate a mix of uses that does not favour residential uses above all others. It is important that a genuine mix of uses is supported in West Melbourne, to prevent a loss of employment activities including manufacturing. Options may include vertical zoning, a new 'Innovation Zone' of the application of the Special Use Zone with a specifically tailored schedule.
Adaptability	Adaptability considerations are included in the structure plan to ensure that new and existing buildings are able to evolve over time. Specific actions regarding mitigating the heat island effect, promoting the uptake of solar and incorporating Integrated Water Management will give West Melbourne the ability to adapt to the impacts of climate change.
High quality public realm	West Melbourne's wide sunny streets, narrow bluestone laneways, diverse open spaces, varied topography, architecture and public art provide the foundations for a high quality public realm. Capital works projects will make the most of these assets by creating new areas of open space, improving amenity along Spencer Street and reallocating parking space to green space.
Integrated decision making	The draft West Melbourne Structure Plan has been developed with input from the community, businesses, landowners, government stakeholders and built environment professionals.
User participation	The draft West Melbourne Structure Plan has been developed in close collaboration with the community. This process is detailed in the West Melbourne Structure Plan - Phase Two Community Engagement Report - February-March 2017 available at: participate.melbourne.vic.gov.au/westmelbourne

4.2 STATUTORY FRAMEWORK

The statutory planning framework, provided by the Melbourne Planning Scheme, is an integral part of implementing the Structure Plan.

State Planning Policy

The existing State Planning Policy Framework (SPPF), contains a number of clauses and principles that are directly relevant to the planning and development of West Melbourne. These include, but are not limited to:

Clause 11 Settlement, particularly 11.02-2 requiring the preparation of Structure Plans to facilitate the orderly development of urban areas.

Clause 11.06 Metropolitan Melbourne, which requires the consideration of *Plan Melbourne 2017-2050: Metropolitan Planning Strategy*, and also includes directives on jobs and investment, housing choice, integrated transport, place and identity, neighbourhoods, sustainability and resilience, and open space.

Clause 15 Built Environment and Heritage, which requires high quality urban design and architecture that contributes positively to the local urban character of a place. This clause also gives effect to a number of key design guidelines which will influence built form outcomes within West Melbourne:

1. *Design Guidelines for Higher Density Residential Development (2004)*
2. *Safer Design Guidelines for Victoria (2005)*
3. *Urban Design Charter for Victoria (2009)*

Also of direct relevance to West Melbourne are Clause 16 Housing, Clause 17 Economic Development, Clause 18 Transport, and Clause 19 Infrastructure.

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.

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.

It is proposed to include new policy directions and changes to the MSS in order to achieve the strategies and outcomes sought for land use and development within West Melbourne.

Reference Documents provide context to decision making under the planning scheme. The *West Melbourne Structure Plan (2017)* should also be included in Clause 21.17 of the MSS as a Reference Document. The MSS is due to be refreshed in 2017-18.

Local Policy

When urban character has been defined and objectives are clear, a local policy is an excellent tool for guiding decision making as it can provide greater clarity regarding how discretion will be exercised.

A local policy can be used to outline preferred urban character, set local character objectives, and include additional decision guidelines. However, a local policy is only applied when a planning permit is required.

It should be noted that this local policy cannot be used to replace a numerical value in a standard in Clause 54, 55 or 56. Where a numerical standard is required to be changed to give effect to an objective, either an overlay (e.g. DDO) or schedule to the zone should be used.

4.3 IMPLEMENTING THE ACTIONS

The following implementation program articulates the proposals and actions necessary to implement the structure plan, including timelines i.e. short term (0 - 3 years), medium term (4 - 7 years) and long term (8+ years).

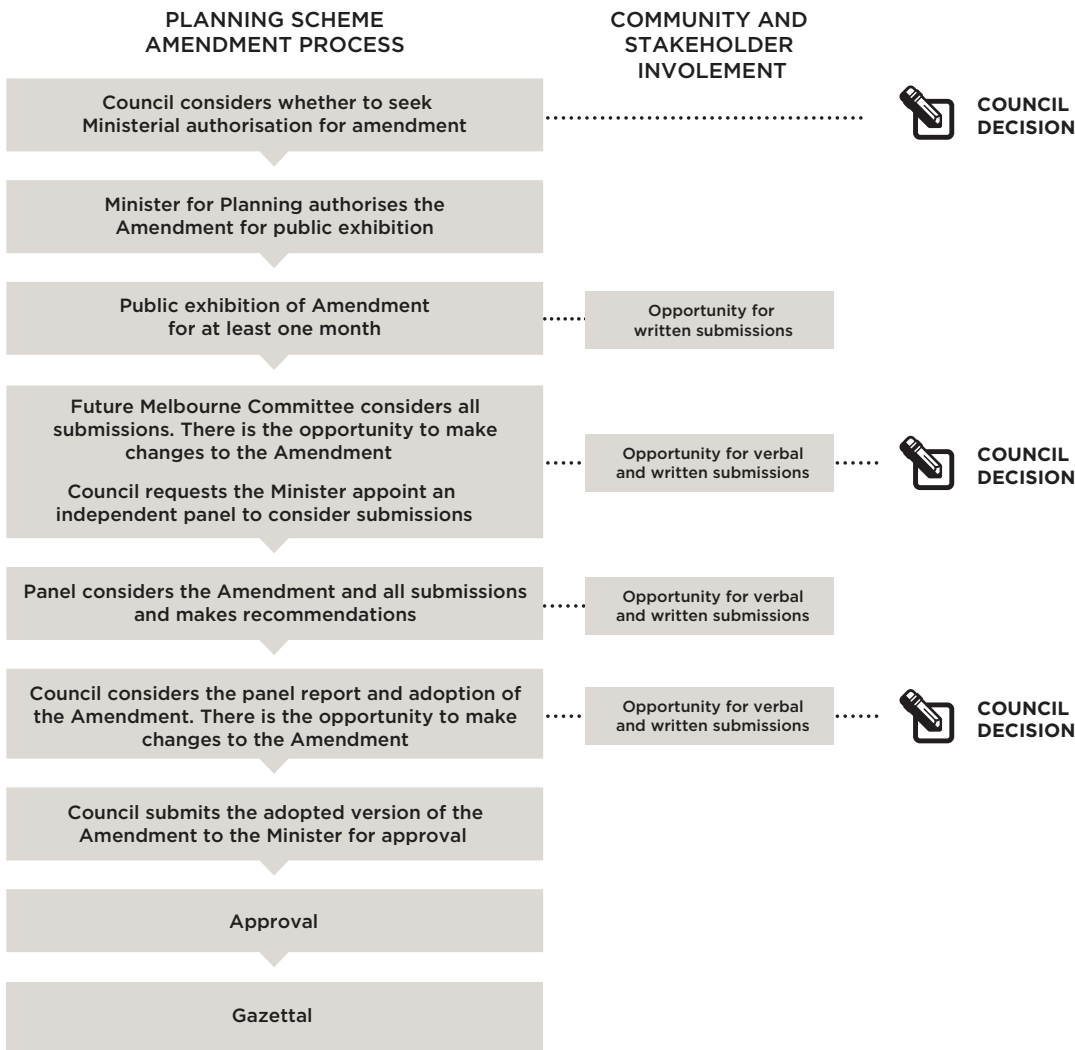
When adopted by Council, the implementation program will be linked to the Council Plan, Annual Plans and budget process to ensure a whole of Council approach.

The implementation program identifies the stakeholders who need to support and agree to the implementation mechanisms outlined in the structure plan, and defines responsibilities for each project and process.

Planning Scheme Amendment

One of the most important elements of implementing the structure plan once it is finalised will be the subsequent Planning Scheme Amendment. This is a statutory process to introduce many of proposals in the Density and Built Form and Activities, Uses and Infrastructure chapters into the planning scheme.

Council will seek authorisation from the Minister for Planning to commence the Amendment process concurrently with the endorsement of the final Structure Plan. This process typically takes 18 months and includes multiple opportunities for written and verbal submissions. Final approval for the Amendment is required from the Minister for Planning.



Proposal 1: Introduce Floor Area Ratio controls and accompanying built form controls that better address West Melbourne's diverse character		
DELIVER	TIMING	STAKEHOLDERS
Action 1.1: Prepare a planning scheme amendment to implement the built form outcomes.	Short Term	CoM, Victorian Government, Community
Action 1.2: Improve the quality of urban design in West Melbourne through the planned review of Clause 22.17 Urban Design Outside the Capital City Zone in the Melbourne Planning Scheme.	Short Term	CoM, Victorian Government, Community

Proposal 2: Improve the climate change adaptation and mitigation performance of new and existing buildings		
DELIVER	TIMING	STAKEHOLDERS
Action 2.1: Use built form controls to help protect and encourage the use of solar in appropriate areas of West Melbourne.	Short Term	CoM, Victorian Government
Action 2.2: Develop programs to support residential and community solar, battery storage and smart grids on new and existing building.	Short Term	CoM, Victorian Government, Development Industry, Community Agencies
Action 2.3: Renew the Energy, Water and Waste Efficiency policy to implement precinct approaches to waste management, in particular to enable collection of organic and food waste.	Medium Term	CoM, Victorian Government, Community
Action 2.4: Integrate sustainability expectations and objectives for energy, water, waste, solar, water sensitive urban design and green infrastructure through the Municipal Strategic Statement refresh and an amendment to the planning scheme.	Medium Term	CoM, Victorian Government, Community
ADVOCATE	TIMING	STAKEHOLDERS
Action 2.5: Identify opportunities for new and existing buildings to increase greening, including green roofs and vertical greening, in West Melbourne in line with the 'Green our City Action Plan'.	Short Term	CoM, Development Industry
Action 2.6: Explore ways to incentivise and increase canopy cover and support nature in the private realm.	Short Term	CoM, Development Industry
Action 2.7: Investigate community solar initiatives to increase rooftop solar.	Short Term	CoM, Development Industry, Community Agencies, Community

Proposal 3: Recognise the valued heritage of West Melbourne		
DELIVER	TIMING	STAKEHOLDERS
Action 3.1: Develop Caring for Country guidelines to ensure the implementation of Caring for Country principles over time.	Short Term	CoM, Aboriginal Affairs Victoria, The Aboriginal community
Action 3.2: Finalise Planning Scheme Amendment C258 West Melbourne Heritage Review.	Short Term	CoM, Victorian Government, Community

Proposal 4: Support mixed use development to facilitate a range of business and employment opportunities		
DELIVER	TIMING	STAKEHOLDERS
Action 4.1: Rezone some Mixed Use Zone areas to a Special Use Zone to deliver not only residential, but a true mix of uses.	Short Term	CoM, Victorian Government, Community
Action 4.2: Require a proportion of the proposed floor area ratio to be allocated to a non-residential use: <ul style="list-style-type: none"> • 1:1 in Spencer, Station Precinct and Flagstaff • 0.5:1 in Adderley. 	Short Term	CoM, Victorian Government, Community
PARTNER	TIMING	STAKEHOLDERS
Action 4.3: Actively seek to match small cultural and creative organisations to potential development sites.	Short Term	CoM, Creative Victoria, Arts Melbourne
ADVOCATE	TIMING	STAKEHOLDERS
Action 4.4: Encourage the adaptive reuse of existing buildings that offer a range of floorspace types and rent through local advocacy.	Short Term	CoM, Creative Victoria, Arts Melbourne

Proposal 5: Establish a new local activity centre along Spencer Street and enhance North Melbourne Station		
DELIVER	TIMING	STAKEHOLDERS
Action 5.1: Rezone Spencer Street to Commercial 1 Zone between Hawke Street and Dudley Street to encourage the provision of local shops and services and the development of a consolidated high street.	Short Term	CoM, Victorian Government, Community
Action 5.2: Require active interfaces on Spencer, Rosslyn and Stanley Streets that contribute to an attractive and safe public realm.	Short Term	CoM, Victorian Government, Community
Action 5.3: Rezone sites around North Melbourne Station to Commercial 1 Zone to support local convenience retail.	Short Term	CoM, Victorian Government, Community

Proposal 6: Ensure good access to community and creative infrastructure within and around West Melbourne		
DELIVER	TIMING	STAKEHOLDERS
Action 6.1: Create excellent walking and cycling connections to the new community hubs in Arden and QVM.	Medium Term	CoM, Vic Roads, Community
Action 6.2: Explore locations to provide the identified floor space requirements for community and creative infrastructure.	Short Term	CoM, Creative Victoria, Arts Melbourne
Action 6.3: Develop a Development Contribution Plan (DCP) to help fund the improvements to streets and local connections.	Short Term	CoM, Victorian Government, Community
Action 6.4: Consider the Aboriginal naming of public buildings and community infrastructure to be informed by a social history of West Melbourne.	Short Term	CoM, Aboriginal Affairs Victoria, The Aboriginal community
Action 6.5: Seek a location for a dedicated Aboriginal Economic Development Hub that can provide opportunities for small business, event space, Aboriginal services, drop-in space and meeting place.	Short Term	CoM, Aboriginal Affairs Victoria, The Aboriginal community, Community
PARTNER	TIMING	STAKEHOLDERS
Action 6.6: Support an annual Caring for Country festival and smaller local festivals and street parties.	Short Term	CoM, Aboriginal Affairs Victoria, The Aboriginal community, Community
ADVOCATE	TIMING	STAKEHOLDERS
Action 6.7: Continue to work with the Department of Education and Training to ensure that new schools in Arden and the Docklands are well connected to West Melbourne and consider the need/potential of a primary school in West Melbourne in the longer term.	Short to Long Term	CoM, Department of Education and Training

Proposal 7: Help deliver affordable housing in West Melbourne		
DELIVER	TIMING	STAKEHOLDERS
Action 7.1: Amend the planning scheme for West Melbourne (through the local policy or other similar control) to require applicants to consider providing 6 per cent affordable housing on development sites in Flagstaff, Spencer and Station Precinct. All figures should be rounded up to the nearest dwelling.	Short Term	CoM, Affordable housing providers, Victorian Government
Action 7.2: Understand the needs of community housing providers' models to strengthen the partnership between community housing providers and the development industry.	Short Term	CoM, Affordable housing providers, Victorian Government

Proposal 8: Transform Spencer Street to become a local centre and high mobility street at the heart of the West Melbourne neighbourhood		
DELIVER	TIMING	STAKEHOLDERS
Action 8.1: Deliver short term works to improve pedestrian priority and safety.	Short Term	CoM, VicRoads, Transport for Victoria, Community
Action 8.2: Prepare and implement a Spencer Street Master Plan that achieves a high quality street design outcome to support the heart of the West Melbourne neighbourhood.	Short to Medium Term	CoM, VicRoads, Transport for Victoria, Public Transport Victoria, Community
Action 8.3: Introduce cycling lanes on Spencer Street between La Trobe and Dryburgh Streets with the highest possible degree of separation from traffic	Short Term	CoM, VicRoads, Transport for Victoria, Public Transport Victoria, Community
PARTNER	TIMING	STAKEHOLDERS
Action 8.4: Work with VicRoads and Transport for Victoria to change the status of the street from arterial to local collector.	Short Term	CoM, VicRoads, Transport for Victoria
Action 8.5: Work with key stakeholders to prepare and implement a detailed concept plan for a raised, high priority public transport corridor along the centre of Spencer Street between La Trobe and Abbotsford Streets that can be used by buses and trams.	Short Term	CoM, VicRoads, Transport for Victoria, Public Transport Victoria, Community

Proposal 9: Improve walking safety, access and amenity		
DELIVER	TIMING	STAKEHOLDERS
Action 9.1: Produce a detailed design proposal for the upgrade of the area around North Melbourne Station including Railway Place.	Medium Term	CoM, Transport for Victoria, Public Transport Victoria, Metro Trains, Community
Action 9.2: Reduce the number of private vehicle crossovers to increase footpath space and opportunities for street greening.	Medium Term	CoM, Victorian Government, Community
PARTNER	TIMING	STAKEHOLDERS
Action 9.3: Work with VicRoads and Transport for Victoria to: <ul style="list-style-type: none"> Review pedestrian signals Reduce speeds on local streets Investigate 10 km/h shared zones Introduce new crossings, including at all entrances to Flagstaff Gardens Enhance the Dudley Street underpass. 	Medium Term	CoM, VicRoads, Transport for Victoria, Community
Action 9.4: Work with PTV and Metro Trains to reopen the existing pedestrian footbridge between North Melbourne Station and the Moonee Ponds Creek.	Long Term	CoM, Public Transport Victoria, Metro Trains, Community
Action 9.5: Work with stakeholders to develop feasible options to connect West Melbourne with Docklands via a pedestrian and cycling bridge.	Short Term	CoM, Western Distributor Authority, Development Victoria, Major Projects Victoria, Community

Proposal 10: Expand and upgrade the cycling network		
DELIVER	TIMING	STAKEHOLDERS
<p>Action 10.1: Include the following upgrades in the next City of Melbourne Bicycle Plan:</p> <ul style="list-style-type: none"> • Spencer Street as a priority bicycle route. • Hawke Street (between Adderley and Errol Streets) • Extend Hawke Street cycling route to the north • Peel Street (between A'Beckett and Queensberry Streets) • 'New Franklin Street' (between Dudley and Swanston Streets). 	Medium Term	CoM, VicRoads, Transport for Victoria, Community
<p>Action 10.2: Ensure that all new developments provide suitable levels of bicycle parking and storage facilities with appropriate design controls in line with the 'Off-street Bicycle & Motorcycle Parking Review' (April 2016).</p>	Short Term	CoM, Victorian Government
ADVOCATE	TIMING	STAKEHOLDERS
<p>Action 10.3: Advocate to the Western Distributor Authority to improve cycling amenity on Dudley Street between Footscray Road and Adderley Street.</p>	Short Term	CoM, Western Distributor Authority, VicRoads, Transport for Victoria, Community

Proposal 11: Advocate for, and help to deliver, public transport that meets the needs of the West Melbourne population		
ADVOCATE	TIMING	STAKEHOLDERS
<p>Action 11.1: Advocate to Transport for Victoria for:</p> <ul style="list-style-type: none"> • The extension of SmartBus Routes 905, 906, 907 & 908 to North Melbourne Station via a Spencer Street central corridor with temporary platform stops and signal priority. • An agreed a timeline for the extension of tram services along Spencer Street to Arden. • An agreed timeline for the construction of platform tram stops along La Trobe, Victoria and William Streets. • Increased tram frequencies on La Trobe Street by rerouting Route 12 (Victoria Gardens to St Kilda) from Collins Street. 	Short to Medium Term	CoM, Transport for Victoria, Public Transport Victoria, Community
<p>Action 11.2: Advocate to the Western Distributor Authority for the removal of the proposed West Gate Tunnel entry/exit at Dynon Road bridge, to ensure the amenity of the streets in North and West Melbourne is maintained and enhanced.</p>	Short Term	CoM, Western Distributor Authority, Community

Proposal 12: Update the supply and management of on-street parking spaces to meet the changing needs of residents, workers and visitors		
DELIVER	TIMING	STAKEHOLDERS
Action 12.1: Convert around 300 car parking spaces to public open space, tree planting and water sensitive urban design.	Short to Medium Term	CoM, Community
Action 12.2: Designate around 300 additional car parking spaces as 'resident permit exempt', increasing the total supply to around 1500.	Short Term	CoM, Community
Action 12.3: Undertake a review of the supply and management of on-street car parking and report on where and how controls can be adjusted to achieve the highest value use of the space.	Short Term	CoM, Community

Proposal 13: Update off-street private car parking requirements to support a less car dependent transport system		
DELIVER	TIMING	STAKEHOLDERS
<p>Action 13.1: Investigate amending the parking requirements in the planning scheme to:</p> <ul style="list-style-type: none"> Minimise the unnecessary construction of car spaces in buildings by introducing a maximum parking rate. Maximise opportunities for the spaces that are built to be used by the wider community. Ensure that buildings support of walking, cycling and public transport. Encourage other ways to reduce private motor vehicle ownership and use, such as car share. Encourage developments within 400 metres of a public parking facility to minimise car parking. 	Short to Medium Term	CoM, Victorian Government

Proposal 14: Facilitate options for shared mobility and last kilometre freight		
DELIVER	TIMING	STAKEHOLDERS
Action 14.1: Investigate ways of requiring car share spaces within developments through the planning scheme.	Short Term	CoM, Victorian Government
Action 14.2: Consider delivery access and loading space when redesigning streets and implementing upgrades.	Short Term	CoM, local businesses, community
PARTNER	TIMING	STAKEHOLDERS
Action 14.3: Work with car share operators to ensure that new vehicles are located to best meet the needs of the community.	Short Term	CoM, Car Share Operators, Community
ADVOCATE	TIMING	STAKEHOLDERS
Action 14.4: Advocate for new bike share locations at Spencer Street, Errol Street and Flagstaff Station.	Short Term	CoM, RACV

Proposal 15: Create linear open spaces through West Melbourne to enhance connectivity with surrounding areas		
DELIVER	TIMING	STAKEHOLDERS
Action 15.1: Produce a detailed design proposal for the Hawke Street linear park.	Short Term	CoM, Community
Action 15.2: Investigate the creation of a 3-5 km recreational loop, connecting walking and cycling paths through North and West Melbourne and Arden, E-Gate and Docklands as renewal of these areas occurs.	Medium Term	CoM, Community
Action 15.3: Investigate options to improve the function and usability of existing open spaces and improve pedestrian and cycling access and safety at the junction of Hawke, King, Victoria and Errol Streets.	Short Term	CoM, VicRoads, Community
ADVOCATE	TIMING	STAKEHOLDERS
Action 15.4: Advocate to the Western Distributor Authority to build a pedestrian and cycling bridge between Docklands and West Melbourne over E-Gate.	Short Term	CoM, Western Distributor Authority, Development Victoria, Community
Action 15.5: Advocate to the Western Distributor Authority for the design of the Wurundjeri Way extension to not preclude future connections between West Melbourne, E-Gate and Docklands.	Short Term	CoM, Western Distributor Authority, Development Victoria, Community

Proposal 16: Deliver new open spaces in Flagstaff and Spencer Neighbourhood to meet the different needs of the growing community		
DELIVER	TIMING	STAKEHOLDERS
Action 16.1: Undertake a detailed design proposal to reconfigure Batman Street west of Spencer Street to deliver green open space.	Short Term	CoM, Community
Action 16.2: Investigate open space opportunities on the southern side of Batman Street near the intersection of Spencer Street, while ensuring access requirements for the Metropolitan Fire Brigade are met.	Short Term	CoM, Community
Action 16.3: Investigate the potential for creating 5000 m ² of active recreation space by closing Adderley Street to cars between Batman Street and La Trobe Street, while maintaining access for buses to Southern Cross Station.	Short Term	CoM, Community
Action 16.4: Investigate opportunities to provide new local open spaces in Stanley and Rosslyn Streets.	Medium Term	CoM, Community
Action 16.5: Rezone recently expanded and proposed new public open spaces to Public Park and Recreation Zone (PPRZ).	Short to Medium Term	CoM, Victorian Government
PARTNER	TIMING	STAKEHOLDERS
Action 16.6: Work with St James Old Cathedral to develop a detailed open space design for the eastern end of Batman Street that integrates with the church forecourt and improved access to Flagstaff Gardens.	Short Term	CoM, St James Old Cathedral, Community
Action 16.7: Work with VicRoads and Transport for Victoria to deliver a new pedestrian crossing on King Street to improve access to Eades Park.	Short Term	CoM, VicRoads, Transport for Victoria, Community

Proposal 17: Create high quality green streets		
DELIVER	TIMING	STAKEHOLDERS
Action 17.1: Deliver street planting priorities in the North and West Melbourne Urban Forest Precinct Plan to increase urban forest diversity and achieve 40 per cent tree canopy cover.	Short to Medium Term	CoM, VicRoads, Community
Action 17.2: Deliver a 20 per cent increase in understorey habitat on land managed by the City of Melbourne, including local street greening.	Short to Medium Term	CoM, Community
Action 17.3: Align street greening projects with other capital works.	Short Term	CoM, Community
Action 17.4: Update the planting priorities in the North and West Melbourne Urban Forest Precinct Plan to include Roden, Stanley, Rosslyn and Spencer Streets (Years 8-10).	Short to Medium Term	CoM, Community
PARTNER	TIMING	STAKEHOLDERS
Action 17.5: Continue to engage, involve and collaborate with the West Melbourne community in the process of growing the urban forest.	Short to Long Term	CoM, Community
Action 17.6: Work with VicRoads and Transport for Victoria to establish central median tree planting in Dudley Street.	Short Term	CoM, VicRoads, Transport for Victoria, Community

Proposal 18: Ensure Integrated Water Management (IWM) is incorporated into West Melbourne to support a resilient and liveable neighbourhood		
DELIVER	TIMING	STAKEHOLDERS
Action 18.1: Proactively identify opportunities to implement streetscape WSUD interventions in line with Total Watermark and the IWMP.	Short to Long Term	CoM, Community
Action 18.2: Use wide local streets as part of a wider water catchment area and integrate water management with street design.	Short to Long Term	CoM, Community
Action 18.3: Develop a permeability target including opportunities for increasing permeable paving as part of streetscape works.	Short Term	CoM, Community
Action 18.4: Investigate opportunities for WSUD, stormwater harvesting and reuse, and drainage upgrades to reduce flood risk on Dudley Street.	Short Term	CoM, Community
PARTNER	TIMING	STAKEHOLDERS
Action 18.5: Work with City West Water to investigate opportunities to supply recycled water.	Medium Term	CoM, City West Water, Community

4.4 MONITORING AND REVIEW

Monitoring of the proposals and actions outlined in the Structure Plan is an essential part of its implementation. This will include:

- Monitoring the increase in residential dwellings within West Melbourne.
- Monitoring the diversity of uses and employment base in West Melbourne.
- On-going assessment and monitoring of community needs and services, including affordable housing.
- Reviewing the effectiveness of local planning policy and other planning scheme provisions in achieving the vision of the Structure Plan.

It is envisaged that the Structure Plan will be updated within 5 to 10 years, to ensure that its fundamental strategic directions remain relevant, and new opportunities can be identified and included.



APPENDIX

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	Docklands Design and Construction Standards 2013	Public Art Framework 2014-17
Access Docklands 2013	Docklands Waterways Strategic Plan 2009-2018	Public Lighting Strategy 2013
Active Melbourne Strategy 2016-2021	Food City - City of Melbourne Food Policy 2012	Queen Victoria Market Precinct Renewal Master Plan 2015
Arden-Macaulay Structure Plan 2012	Heritage Strategy 2013	Reconciliation Action Plan
Arts Strategy 2014-17	Homes for People Housing Strategy 2014-18	Resilient Melbourne 2016
Beyond the Safe City Strategy 2014-17	Inner Melbourne Action Plan 2016	Road Safety Plan 2013-17
Bicycle Plan 2016-2020	International Student Strategy 2013-17	Southbank Structure Plan 2010
City North Structure Plan 2012	Knowledge City Strategy 2014-2018	Total Watermark- City as a Catchment (update 2014)
Climate Change Adaptation Strategy 2009	Melbourne for All People 2014-17	Transport Strategy 2012
Community Infrastructure Development Framework 2014	Melbourne Library Service Strategic Plan 2008-2018	Urban Ecology and Biodiversity Strategy (Draft)
Docklands Community and Place Plan 2012	Melbourne Planning Scheme	Urban Forest Strategy 2012-2032
Docklands Public Realm Plan 2012	Melbourne Retail and Hospitality Strategy 2013-17	Urban Forest Precinct Plan - North and West Melbourne 2014
	Music Strategy 2014-17	Walking Plan 2014-17
	Open Space Strategy 2012	Waste and Resource Recovery Plan 2015-18
	Pathways - City of Melbourne Homelessness Strategy 2014-17	Zero Net Emissions by 2020 and 2014 update
	Places for People 2015	

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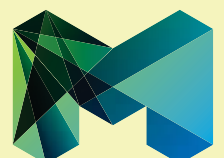
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