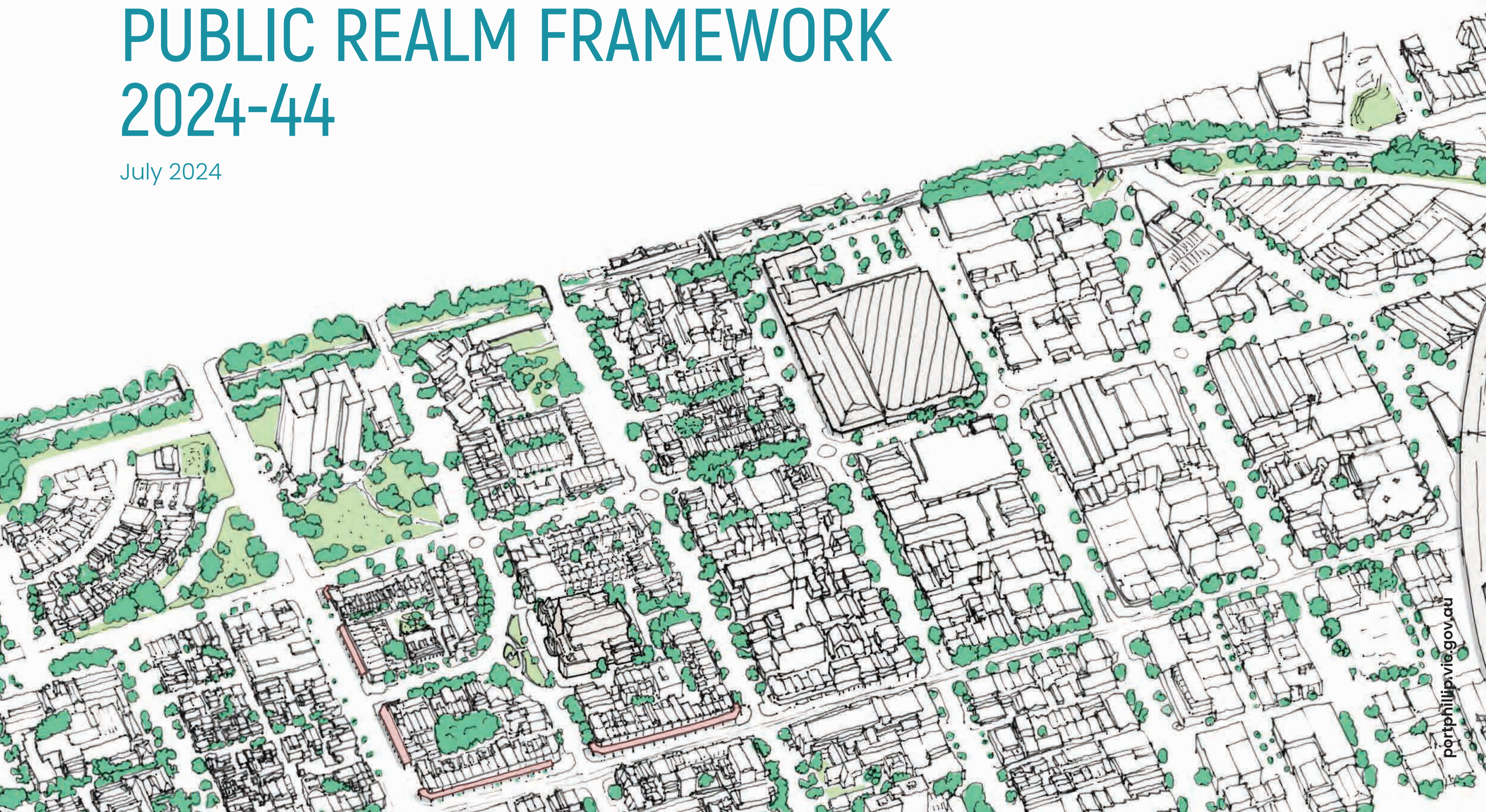
SOUTH MELBOURNE PUBLIC REALM FRAMEWORK 2024-44

July 2024



portphillip.vic.gov.au

Image 1. South Melbourne nght market's crowds during summer months

EXECUTIVE SUMMARY

South Melbourne Public Realm Framework 2024-44 (the framework) outlines the City of Port Phillip's aspirations and commitments to develop and improve public space over the next two decades. We will make South Melbourne greener, with cooler streets and more accessible, vibrant and liveable public spaces - reducing the impact of urban development on the environment.

The framework is built on five objectives for public space:

- greening the streets
- being water-wise
- movement and access
- diverse public space
- sense of place.

It recognises four key precincts - referred to as 'focus sites' - where there are opportunities for significant redevelopment, led either by Council or the Victorian Government:

- Clarendon Street
- South Melbourne Town Hall
- Emerald Hill Health and Housing Precinct
- South Melbourne Market.

The objectives and focus sites provide a structure for 43 actions. Each action is accompanied by landscape and urban design principles that guide its implementation. The actions will direct Council led projects (subject to budget processes and community engagement) or our advocacy to the Victorian Government and other agencies.

Our actions are grouped into short, medium and long-term priorities with projected implementation time frames of 5, 10 and 20 years. Some actions may require ongoing advocacy beyond 20 years.

The framework supports the vision outlined in the South Melbourne Structure Plan and delivers on the strategic directions of Council Plan 2021-31 by contributing to an inclusive, liveable, sustainable, vibrant and healthy community in South Melbourne.



Image 2. South Melbourne Town Hall precinct



Figure 1. Artistic Impression of South Melbourne Town Hall precinct

City of Port Phillip

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GLOSSARY

Term/abbreviation	Definition
Activity centre	areas that provide a focus for services, employment, housing, transport and social interaction. They range in size from smaller neighbourhood centres to major suburban and larger metropolitan centres. Source: Plan Melbourne 2017-2050 (Victorian Government, 2017)
Aerial bundling	overhead power lines using several insulated phase conductors bundled tightly together, usually with a bare neutral conductor.
ANAM	Australian National Academy of Music
Biodiversity	the variety of all plants, animals and micro organisms, their genes, and the ecosystems they live in.
Bioretention systems	See raingardens.
Capital works	a program of works conducted by Council that renews, upgrades, or creates new infrastructure to support the delivery of services to the community.
Catchment	an area of land where all run-off water drains to the same lowest point, such as a waterway.
CBD	Central Business District
Climate change	the long-term change in the Earth's weather patterns because of global warming, resulting in fluctuating temperatures and more frequent extreme weather events.
CoM	City of Melbourne
CoPP (Council)	City of Port Phillip
Crime Prevention Through Environmental Design (CPTED)	a multi-disciplinary approach that uses urban and architectural design and the management of built and natural environments to reduce crime, and to minimise fear of crime. CPTED is pronounced 'sep-ted' and it is also known around the world as Designing Out Crime, defensible space, and other similar terms.
Disability Discrimination Act 1992 (DDA)	a law that protects Australians from discrimination based on disability. The DDA makes it unlawful to discriminate on the ground of the person's disability.
De-paving	removing asphalt, concrete or the like to restore the land to a more natural state.
End of trip facility (EOT)	designated places that support people who cycle, jog or walk to work rather than driving or taking public transport.
Focus sites	four key precincts in South Melbourne where there are opportunities for significant redevelopment, led by Council or Victorian Government. They are: Clarendon Street, South Melbourne Town Hall, Emerald Hill Health and Housing precinct and South Melbourne Market.
Green infrastructure	infrastructure that incorporates environmental features such as trees, nature strip, garden bed, understorey planting and landscaping, rain gardens, infiltration planters, permeable paving and green walls.
Integrated water management (IWM)	a collaborative approach where the collection, treatment and storage of stormwater and wastewater is embedded into the urban landscape to address issues of water supply and quality.

GLOSSARY

Term/abbreviation	Definition
Kerb outstands	a section of kerb that protrudes beyond car parking bays to create good visibility for pedestrians at crossing points.
Micro-mobility device	a range of small, lightweight vehicles operating at speeds typically below 25 km/h (15 mph) including bicycles, e-bikes, electric scooters, electric skateboards, shared bicycle fleets, and electric pedal-assisted bicycles.
Overland flows	water that runs across the land after rainfall, either before it enters a watercourse, after it leaves a watercourse as floodwater, or after it rises to the surface naturally from underground.
Pedestrian-priority or pedestrian-oriented street	areas that make it easier for pedestrians to move around, which can include better crossing points, pavement widening and traffic calming. The sidewalk, building, and street design facilitates pedestrian movement over vehicular movement.
Permeability	the extent to which the urban structure permits or restricts the movement of people or vehicles through an area and the capacity of the area network to carry people or vehicles.
Permeable paving	a type of hard surfacing that allows rainfall to percolate to an underlying reservoir base where rainfall infiltrates to underlying soils or is removed by a subsurface drain. Also known as pervious or porous paving.
Placemaking	a multi-faceted approach to the planning, design, and management of public spaces using genuine, detailed feedback and engagement. Placemaking capitalises on a local community's assets, inspiration, and potential, with the intention of creating public spaces that promote people's health, happiness, and well-being.
Planning scheme	a statutory document controlling land use and development within a municipality. It contains state and local planning policies, zones and overlays and other provisions that affect how land can be used and developed. Each planning scheme consists of maps and an ordinance containing planning provisions.
Planning scheme amendment	a change to the planning scheme to reflect new circumstances or to improve the scheme, which often changes the way land can be used or developed. Amendments are submitted to the Victorian Minister for Planning for consideration and approval.
Public realm	the totality of spaces and places that are open and freely accessible to everyone, regardless of people's economic or social conditions. These spaces can include streets, laneways and roads, parks, public plazas, waterways and foreshores.
Public space	specific areas in the public realm that provide a public use or recreation function, such as parks, plazas and street spaces.
Raingardens	constructed vegetation systems that filter polluted stormwater. Water is treated, purified and released to flow downstream into waterways or into storage for reuse. Raingardens often provide a habitat for flora and fauna. Also referred to as bioretention systems.
Sea level rise	the average increase in the water level of the Earth's oceans. Over the last century sea level has increased, and continues to rise, due to global warming caused by the human activities that have increased greenhouse gases in the atmosphere.
Special Building Overlay (SBO)	an overlay identifying land in urban areas liable to inundation by overland flows from the underground drainage system.
Sense of place	the emotive bonds and attachments people develop or experience in particular locations and environments. Sense of place is also used to describe the distinctiveness or unique character of localities and regions.

GLOSSARY

Term/abbreviation	Definition
SMM	South Melbourne Market
SMSP Study Area	South Melbourne Structure Plan Study Area
Structure plan	a plan defining a council's preferred direction of future growth within an activity centre and articulating how it will be managed. It guides the major changes to land use, built form and public spaces, which can achieve economic, social and environmental objectives.
Thermal comfort	the level of satisfaction with thermal environment in relation to how warm or cold someone feels.
Thermal map or heat map	a representation of data using a warm-to-cold color spectrum in which the warm areas' values are high and the cold areas' values are low.
Urban Heat Island (UHI)	the cumulative effect of modifying the natural environment through urbanisation, including the covering soil in hard surfaces, which causes a rise in temperature in urban areas. This results in a 'warm island' among the 'cool sea' of lower temperatures in the surrounding landscape. Urban surfaces are prone to store and release large quantities of heat.
Urban forest	all the trees and vegetation in an urban or built-up area, including public and private land. It includes parks, reserves, nature strips, medians, and roundabouts, as well as trees, shrubs and groundcovers in home gardens. It also includes green roofs, walls and facades and vegetation in shopping strips, car parks and industrial areas.
Water-wise	a water- and plant-management practice that focuses on improving water management, such as flood mitigation or efficient water use.
Wayfinding	the process of navigating to a destination. It is about knowing where you are, where you want to go and how to get there from where you are.
Water Sensitive Urban Design (WSUD)	a range of measures to avoid or minimise the hydrological effects of urban development on the surrounding environment. WSUD recognises all water streams in the urban water cycle as a resource: rainwater (collected from the roof), stormwater (collected from all impervious surfaces), potable mains water (drinking water), greywater (water from the bathroom taps, shower, and laundry) and blackwater (toilet and kitchen) possess an inherent value.

INTRODUCTION

PURPOSE

This framework provides technical landscape and urban design guidance for public space works and projects in South Melbourne. It supports the vision outlined in the South Melbourne Structure Plan.

The framework guides the initial phase of project visioning and planning, including scoping, developing a project brief, master-plan, concept plan and design development. It can be used by:

- Council officers
- project sponsors – private developers, government organisations and agencies and service and utility providers
- stakeholders – planners, urban designers, architects, landscape architects and engineers
- community members – residents, traders, and community and business groups.

The actions and potential works identified in the framework are subject to funding and budget processes and community consultation. The actions relating to Victorian Government projects and works by other agencies are limited to advocacy and subject to external funding and decision making processes.

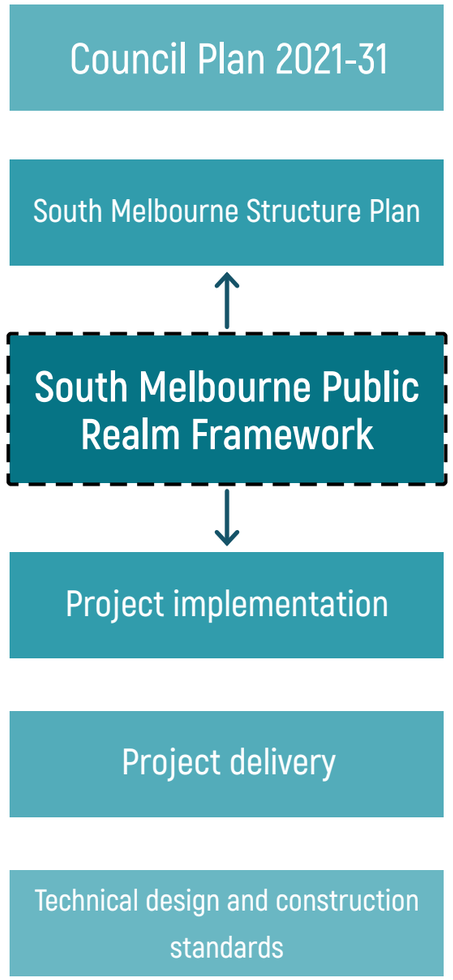


Figure 2. How the framework sits within Council's strategic planning and implementation hierarchy

HOW TO USE THIS DOCUMENT

SECTION 1

INTRODUCTION
Introduces the purpose of the framework and sets the study area and context.

EXISTING PROJECTS
Outlines current and foreseen future projects within and surrounding South Melbourne.

VISION
Provides an overview of the South Melbourne Structure Plan's vision and public space objectives.

SECTION 2

GREENING AND COOLING THE STREETS
Focuses on improving greening and addressing urban heat island effects.

BEING WATER-WISE
Focuses on improving water management and flood mitigation for the future.

MOVEMENT AND ACCESS
Focuses on movement and access to, from and within South Melbourne.

DIVERSE PUBLIC SPACES
Focuses on variety of public spaces, improving existing public open space, and advocacy for new public space.

SENSE OF PLACE
Focuses on enriching the sense of place and strengthening wayfinding within and to South Melbourne.

FOCUS SITES
Focuses on four key precincts - Clarendon Street, South Melbourne Town Hall, Emerald Hill Health and Housing precinct and South Melbourne Market.

SECTION 3

IMPLEMENTATION
Focuses on timelines and the governance of actions in the framework.

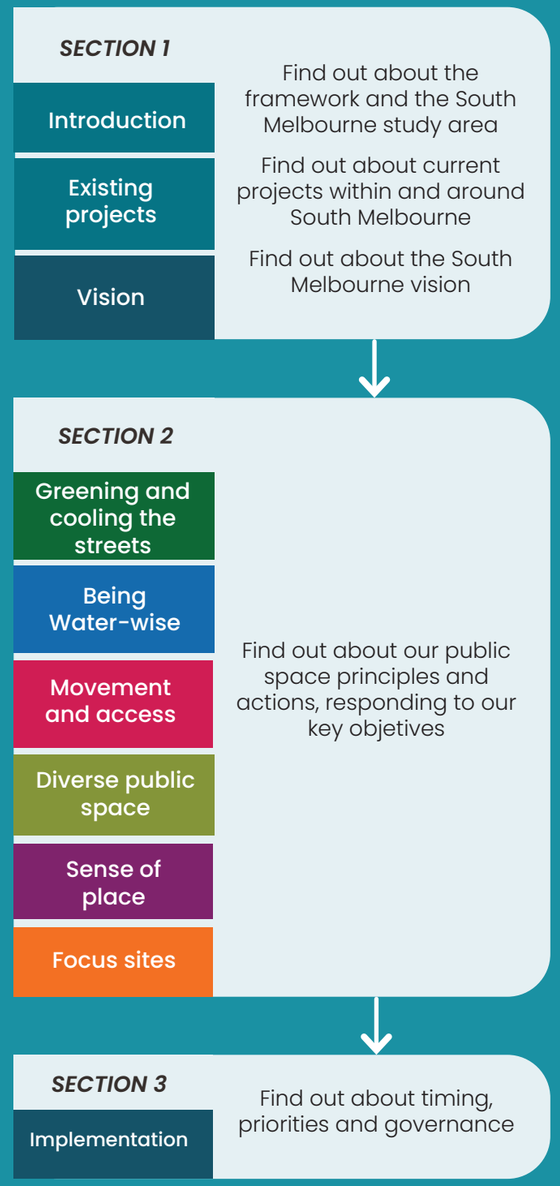


Figure 3. South Melbourne Public Realm Framework document structure

RELATIONSHIP WITH VICTORIAN GOVERNMENT AND COUNCIL STRATEGIES

The framework has been strategically informed by a broad range of Victorian Government (Table 1), Council (Table 2) plans and strategies, and Port Phillip plannning policy frameworks (Table 3 & 4).

The Council Plan 2021-31 provides the blueprint for how City of Port Phillip and the community will work together to create a more sustainable future for our city, ensuring our streets, public spaces and foreshore areas are kept to a high standard. It is the long-term vision for the municipality, setting out what we want to achieve by 2031. It is a single, integrated plan that delivers the municipal public health and wellbeing plan, strategic resource plan, 10-year financial outlook and annual budget.

The Council Plan outlines several investment initiatives for the precinct that are linked to five strategic directions of:

1. Inclusive Port Phillip
2. Liveable Port Phillip
3. Sustainable Port Phillip
4. Vibrant Port Phillip
5. Well-governed Port Phillip

The framework is also informed by other Council's strategies (Table 2), including Places for People: Public Space Strategy 2022-32 and Move, Connect, Live Integrated Transport Strategy 2018-28.

State framework

Melbourne Industrial and Commercial Land Use Plan 2020	Provides a framework to more effectively plan for future employment and industry needs, and better inform future strategic directions. It identifies parts of South Melbourne within the Structure Plan area as both 'Regionally Significant Industrial Land' and as a 'Regionally Significant Commercial Area'. Kings Way and the West Gate Freeway are identified as part of the Principal Freight Network.
Plan Melbourne 2017-2050 – Metropolitan Planning Strategy	Establishes a vision for Melbourne by integrating land use, infrastructure and transport planning to meet the City's future environmental, population, housing and employment needs. Plan Melbourne identifies South Melbourne as a Metropolitan Activity Centre, places which have an important role in accommodating housing, employment and other future needs.
Planning and Environment Act 1987	Sets the legislative framework for Victoria's planning system. Section 4 sets out the objectives of planning in Victoria, which councils must implement.
Unlocking Enterprise in a Changing Economy Strategy 2018	Identifies South Melbourne as an enterprise precinct, one of three key areas outside Melbourne's CBD to attract new businesses and investment.
Urban Design Guidelines (Victorian Government, 2023)	Aims to create neighbourhood that foster community interaction and make it easy for people of all ages and abilities to live healthy lifestyles and engage in regular physical activity.
Victoria's Climate Change Strategy 2021	Sets out a roadmap to net-zero emissions and a climate resilient Victoria by 2050.

Table 1. Victorian Government strategies informing the framework

Local framework

Accessibility Action Plan 2023-25	Sets out the actions we will take to ensure that the City of Port Phillip is a community where people with disability are valued, included and feel a sense of belonging.
Act and Adapt Sustainable Environment Strategy 2023-28	Outlines the City of Port Phillip's commitment to environmental sustainability for the organisation and the wider community. It establishes a pathway that will help transition the City to a greener, cooler more liveable City where everyone is reducing their impact on the environment and are more resilient to the impacts of climate change.
Business Parklet Guidelines Version 6, 15 May 2024	Provides guidance to businesses seeking a business parklet permit in the City of Port Phillip and the criteria used by Authorised Officers in their decision-making.
City of Port Phillip Activity Centre Strategy 2006	Establishes a holistic understanding of the complex role and function of activity centres (areas focused on commercial and retail precincts) and the contribution they make to creating sustainable local communities.
Climate Emergency Action Plan 2023-28	Outlines how the City of Port Phillip will respond to the climate emergency and how the City will collaborate with stakeholders to cut our community's emissions and prepare for the future. It directly responds to Council's declaration of a climate emergency on 18 September 2019.
Council Plan 2023-27 (updated annually)	Sets out what the City of Port Phillip wants to achieve by 2027, and how we will support the current and future health and wellbeing of the City and our people.
Community Engagement Policy February 2021	Demonstrates the City of Port Phillip's commitment and approach to community engagement, and to meet its legislative obligations under the Local Government Act 2020.
Creative and Prosperous City Strategy 2023-2026	Supports the creation of a thriving social, cultural and economic future for the City of Port Phillip and a continued focus on economic development and tourism, festivals, events, live music, our screen industry (including film and gaming) and arts, culture and heritage. It supports the economic recovery of the local economy following the COVID-19 pandemic.
Events Strategy 2023-2026	Sets out Council's vision for events in the municipality, and how they should contribute to the community and daily life in the City of Port Phillip.
Every Child, Our Future Children's Services Policy	Describes Council's role in children's services and what we will do to support the wellbeing and development of children and families in our community.
Footpath Trading Guidelines 2017	Provides a framework for the sustainable use and management of our footpath trading areas.
Heritage Design Guidelines August 2022	Provide Council, property owners and occupiers with clear guidance for decision making in relation to the conservation and the future management and development of heritage places.
In Our Backyard – Growing Affordable Housing in Port Phillip, 2015-2025	Identifies the City's role and actions it will take to grow the supply and diversity of affordable housing in the Port Phillip to address priority local housing needs.

Table 2. Council strategies informing the framework

RELATIONSHIP WITH VICTORIAN GOVERNMENT AND COUNCIL STRATEGIES

Local framework - continued

LGBTIQA+ Action Plan 2023-26	Guides how we embed LGBTIQA+ inclusion into our roles as a service provider, leader, ally, consumer and in our workplace.
Live Music Action Plan 2021-24	Recognises the vital role that live music plays in the everyday life of Port Phillip, being central to its communities, its identity and its past, present and future.
Library Action Plan 2021-2026	Sets out a vision, key actions and key focus areas for library services across Port Phillip to keep library services relevant and responsive to the community.
Move, Connect, Live Integrated Transport Strategy 2018-28	Along-term plan to ensuring that the community can adapt to the increasing number of trips and the challenges associated with increased congestion, while creating travel choices, prioritising effective and equitable access to transport options, and ensuring the liveability and safety of streets.
Nature Strip and Street Gardening Guidelines August 2022	Sets out how to plan, plant and maintain the nature strip or street garden outside homes and businesses.
Outdoor Trading (Dining) Policy 2022	Sets out how City of Port Phillip will manage the provision of outdoor trading opportunities across the municipality under Local Law No. 1.
Placemaking Action Plan 2018-21	The plan for reactivating areas of Port Phillip.
Places for People Public Space Strategy 2022-32	Sets the vision and blueprint for the future of public spaces in Port Phillip.
Port Phillip Heritage Review (Version 36, December 2021)	The main heritage reference document for the City, providing a municipal-wide, post-European contact environmental history, and also includes citations for heritage precincts and individual heritage places.
Port Phillip Local Law No.1 (Community Amenity) 2018	Provide for the peace, order and good governance of the City of Port Phillip in a way that is complementary to the Council Plan.
Positive Ageing Policy 2023-27	Describes Council's role and commitment to creating an age-friendly city.
Property Policy September 2019	Provides a sustainable framework for the management of the property portfolio into the future, taking into account changes occurring within the portfolio and the Port Phillip landscape.
Spatial Economic and Employment Framework (March 2024)	Sets out a series of directions and strategies to support economic growth and vitality over the coming years.

Table 2. Council strategies informing the framework - continued

Port Phillip Planning Scheme

Planning Policy Framework – State Policy	The following State Policy in the Planning Policy Framework of most importance to South Melbourne includes: • Clause 11.03-1S Activity centres and 11.03-1R Activity centres – Metropolitan Melbourne, addressing the role, function and direction for land in activity centres. • Clause 13.01-1S Natural hazards and climate change seeks to minimise the impacts of natural hazards and adapt to the impacts of climate change through risk-based planning. • Clause 13.01-2S Coastal inundation and erosion identifies the need to plan for and manage coastal hazard risk and climate change impacts. Importantly, it contains the strategy to plan for sea level rise of not less than 0.8 metres by 2100. • Clause 13.05-1S Noise management identifies the need to assist the management of noise effects on sensitive land uses. • Clause 13.06-1S Air quality management seeks to assist the protection and improvement of air quality. • Clause 13.07-1S Land use compatibility, seeking to protect commercial, industrial and other employment generating uses from encroachment by use or development that would compromise the ability of those uses to function safely and effectively. • Clause 17.01-1R Diversified economy relating to Metropolitan Melbourne, which – Provides support for diverse employment generating uses, including offices, innovation and creative industries in identified areas within regionally significant industrial precincts, where compatible with adjacent uses and well connected to transport networks. – Requires consideration of how land use change proposals can respond to local and regional employment demand or identify how it can be accommodated elsewhere. • Clause 17.01-1R Diversified economy - Metropolitan Melbourne - Inner Metro Region: Contains the strategy to "Retain and encourage the development of areas in and around Collingwood, Cremorne and South Melbourne for creative industries." • Clause 17.03-1S Industrial land supply contains the strategy to preserve locally significant industrial land for industrial or employment generating uses, unless long-term demand for these uses can be demonstrably met elsewhere. • Clause 17.03-2S Sustainable industry, which supports the retention of small-scale industries servicing established urban areas through appropriate zoning.

Table 3. Port Phillip Planning Policy Framework - State Policy informing the framework

RELATIONSHIP WITH VICTORIAN GOVERNMENT AND COUNCIL STRATEGIES

Port Phillip Planning Scheme

Planning Policy Framework – Local Policy	The following Local Policy in the Planning Policy Framework of most importance to South Melbourne includes: • Clause 02.03 – Strategic directions. • Clause 02.04 – Strategic framework plans. • Clause 11.03-1L-05 – South Melbourne Central Major Activity Centre, addressing South Melbourne's role as an activity centre. • Clause 15.01-1L-02 Urban design, addressing landmarks, views and vistas. • Clause 15.01-2L-02 Environmentally sustainable development, seeking to achieve best practice in environmentally sustainable development from the design stage through to construction and operation. • Clause 15.01-5L Neighbourhood character, addressing how development should respond to specific character elements. • Clause 15.03-1L Heritage policy, guiding development in the Heritage Overlay. • Clause 17.02-1L Mixed Use and office areas, addressing uses in the South Melbourne office and mixed-use precincts. • Clause 18.01-3L-01 Sustainable and safe transport in Port Philip, addressing the provision of high-quality walking and bicycle infrastructure and facilities to and between key destinations including South Melbourne. • Clause 18.02-3L Public transport, addressing support for various new route connections and extensions to and through South Melbourne. • Clause 19.02-4L Community facilities, addressing support for new community facilities within South Melbourne Central. • Clause 19.02-6L Public open space and foreshore, addressing strengthening existing or creating new open space in South Melbourne.

Table 4. Port Phillip Planning Policy Framework - Local Policy informing the framework

Planning Practice Notes

Preparation of this Structure Plan has regard to the following Planning Practice Notes (PPN) and guidance material published by the Victorian Government:

- Planning Practice Note 1: Applying the Heritage Overlay, May 2024
- Planning Practice Note 57: Parking Overlay, August 2023
- Planning Practice Note 58: Structure planning for activity centres, September 2018
- Planning Practice Note 59: The role of mandatory provisions in planning schemes, August 2023
- Planning Practice Note 60: Height and Setback Controls for Activity Centres, September 2018
- Planning Practice Note 94: Land Use and Transport Integration, December 2021.
- Practitioner's Guide to Victoria's Planning Schemes, Version 1.5, April 2022
- Urban Design Guidelines for Victoria, 2023.

Port Phillip Planning Scheme

Zones	Land use and development in the City is regulated by planning provisions in the Port Phillip Planning Scheme. Zones are the primary planning tool used to control land and development in Victoria. A combination of commercial, residential, mixed use, industrial and public use zones are applied throughout the Structure Plan area, shown in Figure 5. Most of the land within the Structure Plan area is in the Commercial 1 Zone (applying to 33.7% of the land). The purpose of this zone at Clause 32.01 of the Port Phillip Planning Scheme is to create lively areas with a mix of shops, offices, businesses, entertainment, and homes that fit well with the size and role of the commercial centre. A smaller portion of the Structure Plan area (applying to 26.4% of the land), is within the Commercial 2 Zone, the central commercial and creative hub of South Melbourne. This area is a State identified enterprise precinct supporting South Melbourne's vibrancy, along with providing meaningful local and regional employment opportunities. Additionally, this area is identified in State policy in the Melbourne Industrial and Commercial Land Use Plan 2020 as 'Regionally significant Industrial Land' which are to be planned for and retained as locations for employment opportunities. A key objective of the Commercial 2 Zone, as set out in Clause 34.02 of the Port Phillip Planning Scheme is to encourage commercial activities, without affecting the safety and amenity of adjacent, more sensitive uses. The zone mainly differs from the Commercial 1 Zone in that it prohibits residential uses, as well as allowing industrial and office uses as of right (subject to conditions), and allowing some retail, subject to the granting of a planning permit. The southern part of the Structure Plan area also includes large pockets of land zoned for residential purposes. The purpose of residential zones (including the Residential Growth Zone, General Residential Zone and Neighbourhood Residential Zone) at Clauses 32.07, 32.08 and 32.09 of the Port Phillip Planning Scheme respectively are to provide for residential development to varying scales responding to the specific context. A smaller section of land along the eastern and southern boundary of the Structure Plan area is covered by the Mixed Use Zone (MUZ). The MUZ's purpose is to accommodate various residential, commercial, industrial, and complementary mixed-use activities.
Overlays	Overlays are a complementary planning control to the zones. Unlike zones, that deal primarily with the broader aspects of the use and development of land, an overlay generally seeks to control a specific aspect of the development of land. A significant proportion of South Melbourne is included in the Heritage Overlay (HO) either as part of a heritage precinct (HO440 Emerald Hill Residential, HO30 Emerald Hill Estate or HO4 City Road Industrial), or as an individual heritage place. South Melbourne contains several heritage precincts and places, including Clarendon Street and the Town Hall, some of which are included on the Victorian Heritage Register. The current planning requirements that address the design of development are mostly contained in Design and Development Overlay Schedule 8 (DDO8) South Melbourne Central. Parts of the Structure Plan area are also included in the Special Building Overlay to ensure development in these areas respond to flood risk.

Table 4. Port Phillip Planning Policy Framework - Local Policy informing the framework - continued

WHAT IS PUBLIC SPACE AND WHY IS IT IMPORTANT?

Our public space vision

A well-connected network of public spaces for all people that nurtures and supports the health, wellbeing, social connection, creative expressions, economy and environment of our community.*

Public space contributes to the liveability of our city and defines our unique sense of identity and place. It is essential to our physical and mental wellbeing. It is where we meet our friends, exercise, play sports and relax. It is publicly owned and accessible to everyone and includes footpaths, urban plazas, parks, sports fields, and beaches.

This framework outlines opportunities for the development and improvements of public space in the South Melbourne for the next 20 years. It applies to public open space, streetscapes, laneways, pedestrian priority areas, and contributory and semi-public spaces. The framework provides a holistic and consistent approach to the design and implementation of projects in public space.

**Places for People: Public Space Strategy 2022-32.*



Image 3. Eastern Reserve South

Public open space

Parks, gardens, reserves, the foreshore and urban spaces - referred to as open space in this framework



Image 4. Coventry Street streetscape

Streetscapes

Key streets linking our public spaces and shopping strips



Image 5. Hotham Street looking south

Laneways and little streets

Small streets supporting pedestrian access and service access to businesses



Image 6. Clarendon Street shopfront

Shopping strips - pedestrian priority areas

Public spaces and destinations people visit to shop, dine, socialise and relax



Image 7. South Melbourne Town Hall forecourt

Contributory public space

Waterways, civic plazas, forecourts and Victorian Government-owned and managed land, such as schools



Image 8. Emerald Hill Court - St Luke Street

Semi public space - publicly accessible space on private land

Privately-owned spaces accessible to the public, linked to major commercial and residential buildings

STUDY AREA

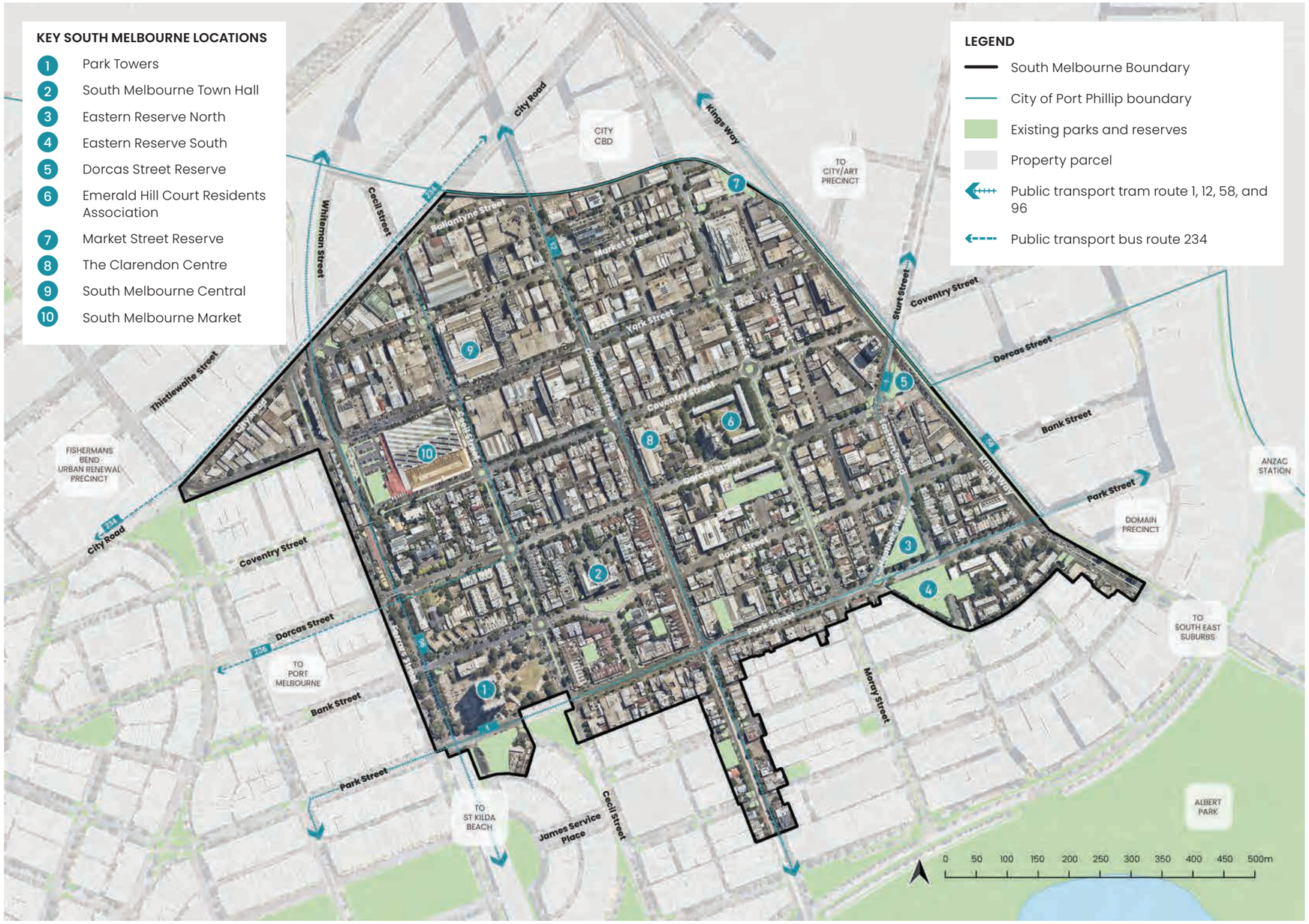
The framework applies to the area commonly called South Melbourne or Emerald Hill. Traditional Owners of the Kulin Nations used the area for ceremonies, conciliation and exchange. It was called Emerald Hill by new settlers remarking on the bright green tree canopy surrounded by lagoons.

South Melbourne has a distinct identity. It has a varied character and a mix of uses that reflect its evolution from a Kulin Nation meeting place and then an early colonial settlement, to a vibrant inner city neighbourhood.

South Melbourne's form has been shaped by its underlying topography and flooding, its location near the central city, and its industrial areas and transport infrastructure. Although surrounded by significant state and regional parks and public open spaces, South Melbourne's open space is all small, local and neighbourhood scale, and totals little more than 1 hectare.

South Melbourne's surrounding areas have evolved significantly over the last 30 years, with the rapidly changing precincts of St Kilda Road, Fishermans Bend Urban Renewal Area and Southbank home to some of the tallest buildings in Australia. Despite its high-rise neighbours, South Melbourne maintains a lower scale by accommodating a mix of residential, retail, commercial and industrial uses.

South Melbourne is identified as an enterprise precinct in Victorian planning policy and is supported by good public transport, proximity to central Melbourne, and the commercial 1 and 2 zoning, which supports employment function. This presents South Melbourne with its own distinct urban character and key attractions.



Map 1. South Melbourne's study area

DEMOGRAPHICS

Given South Melbourne's strategic location near the Melbourne CBD, Docklands, Anzac Station (under construction), St Kilda Road and Fishermans Bend; its strong heritage appeal; and commercially zoned land, we expect there will be strong development demand in the area.

South Melbourne has a diverse community, with a population that is expected to grow by 28.8 per cent from 9,105 in 2021 to 11,730 in 2041. It has more lower-income household than the average across the City of Port Phillip. South Melbourne has the highest proportion of social housing in the municipality, which highlights its important role in meeting the needs of different people and households.

Commercial offices are the predominant development type in South Melbourne, but the number of dwellings is forecast to grow over the next two decades, while the average household size falls. It is estimated that demand for office and retail floor space will also grow, while the number of jobs could increase by between a third and nearly 60 per cent. The COVID-19 pandemic has slowed this growth in the short term, however it is expected the resident and worker population will continue to grow in the longer term.

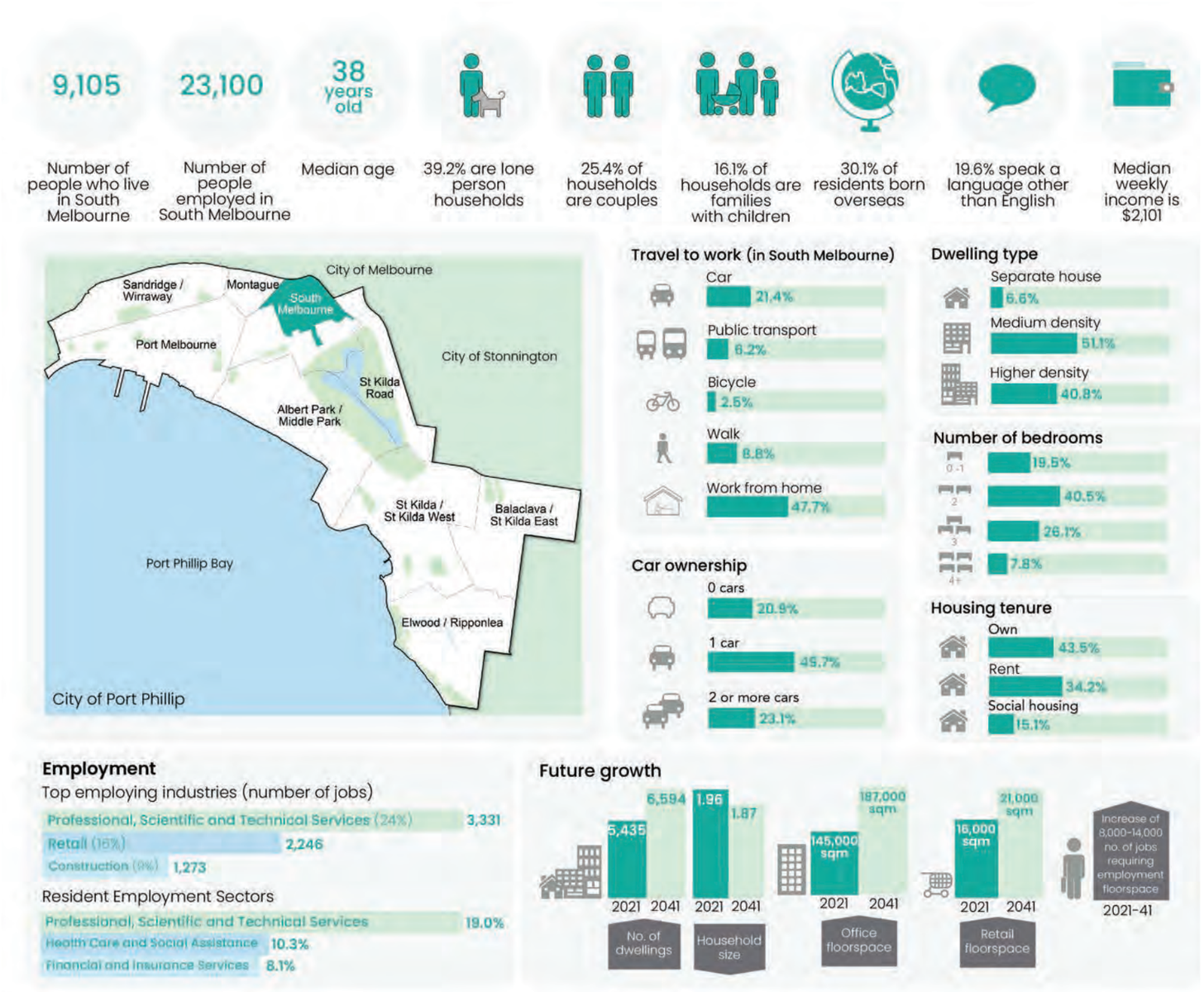


Figure 4. South Melbourne's demographics
Source: Community Profile ID Consulting 2021 Census and South Melbourne Employment, Economic and Land Use Study, Urban Enterprise, October 2023

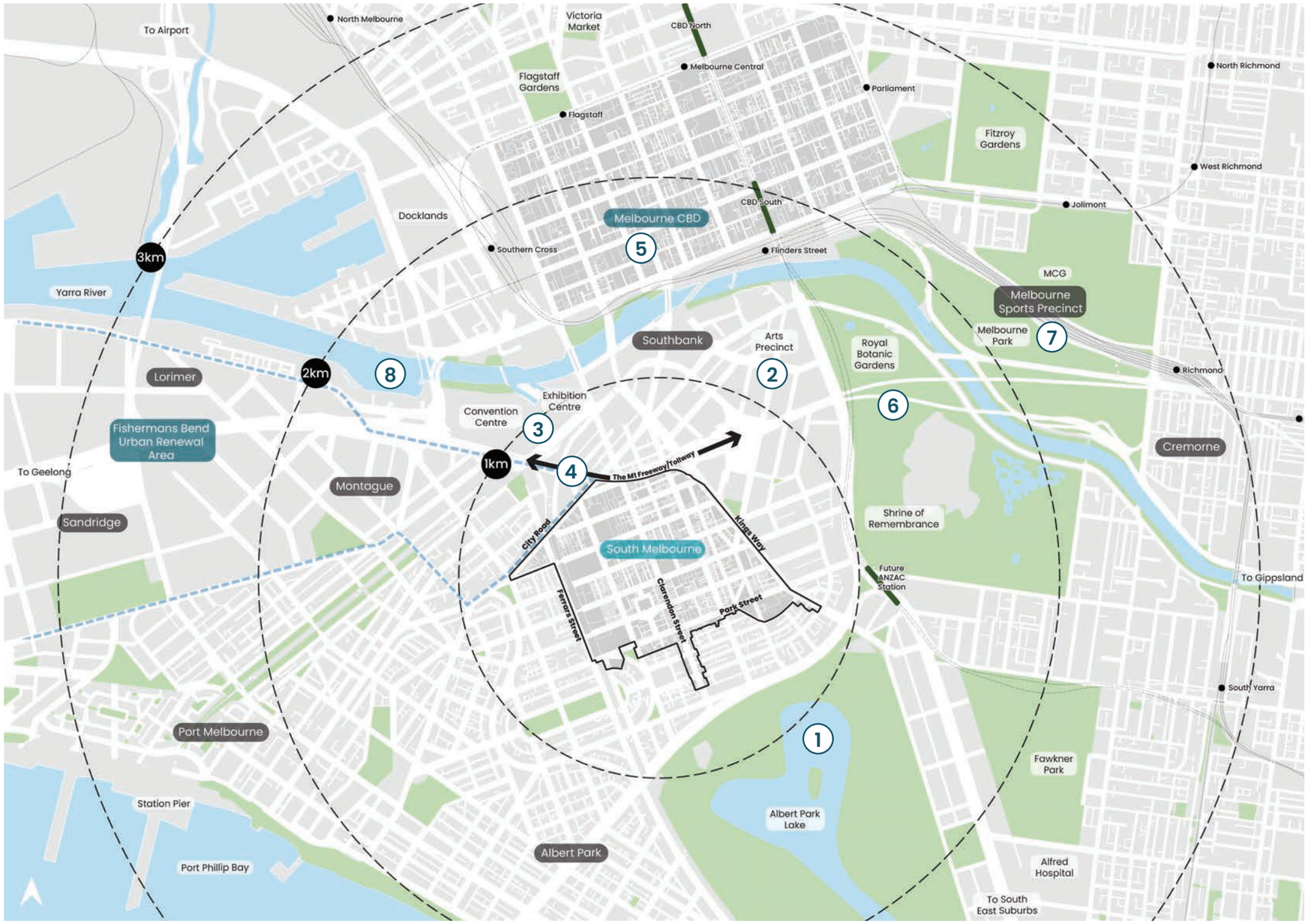
CONTEXT

South Melbourne is within two kilometres of Melbourne's CBD and Docklands. The area is flanked by Southbank, St Kilda Road, the Fishermans Bend Urban Renewal Area, and residential neighbourhoods in Albert Park and Port Melbourne.

South Melbourne's north, west and east boundaries are formed by the strong physical edges of the freeway, Kings Way and the light rail, with established residential areas to the south. At its heart are the Clarendon Street shopping centre and South Melbourne Market. Both are important retail, community and cultural assets that draw many people to the area.

Historic residential areas dating from the 1880s directly adjoin the commercial, civic and employment precincts, reflecting the settlement's mixed use character. Slum reclamation projects from the 1960s such as Park Towers replaced whole blocks of low scale residential houses with consolidated social housing developments. These developments contrast with neighbouring areas, which often contain a mix of single and double-storey 19th century terrace housing.

The area is bounded and crossed by tram and bus services connecting to surrounding neighbourhoods and the broader metropolitan area. Southern Cross Station lies to the north and Anzac Station is under construction close by to the east.



Map 2. South Melbourne's surrounds

KEY SURROUNDING LANDMARKS



Image 9. Albert Park Lake

① Albert Park Lake

To the south, Albert Park Lake provides sporting facilities and recreation reserves in a picturesque setting that brings sports people from across Melbourne year-round. It hosts the annual Australian Grand Prix, bringing tourism and international attention to the area.



Image 10. Melbourne's arts precinct

② Arts precinct

Melbourne's arts precinct comprises galleries, theatres and education facilities for the visual and performing arts. Collectively, they contribute to Melbourne's cultural and creative identity.



Image 11. Melbourne's Convention Centre and Exhibition Centre

③ Melbourne Convention and Exhibition Centre

The Convention and Exhibition Centre hosts corporate events and displays throughout the year, attracting commercial ventures and trades from all over the world to share knowledge, technology and products.



Image 12. M1 Freeway

④ M1 Freeway

The elevated M1 Freeway marks the northern extent of South Melbourne. Accessible from the area's north-east corner, it connects to the West Gate Bridge and Citylink.



Image 13. Melbourne's CBD

⑤ Melbourne's Central Business District

Melbourne's CBD hosts legal, education, commercial, retail, entertainment and banking precincts, situated in an area twice the size of South Melbourne. With a growing population and large-scale developments, the CBD skyline continues to evolve.

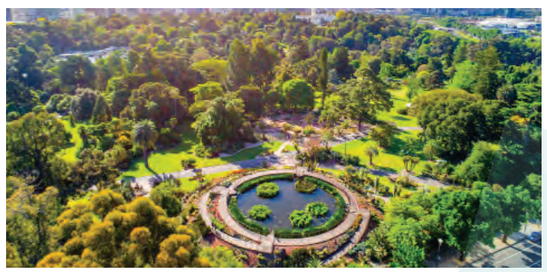


Image 14. Royal Botanic Gardens

⑥ Royal Botanic Gardens

Melbourne's picturesque Royal Botanic Gardens are loved by locals and visitors alike, adding significant public open space close to the city centre. The gardens comprise diverse plants and landscapes and attract bird and animal life.



Image 15. Melbourne's sports precinct

⑦ Sports precinct

Featuring the Melbourne Cricket Ground and Melbourne Park (Tennis Centre) this cluster of sporting facilities is also used for large-scale events and performances. It offers exceptional facilities and connections to the city centre and public transport infrastructure.



Image 16. Yarra River

⑧ Yarra River

Located a few hundred metres to the north, the Yarra River is a significant landmark for Aboriginal people and Melbourne's colonial history. Today, it is the setting for tourism and entertainment with high-density living and large-scale urban renewal extending the central city across to Southbank over the past 30 years.

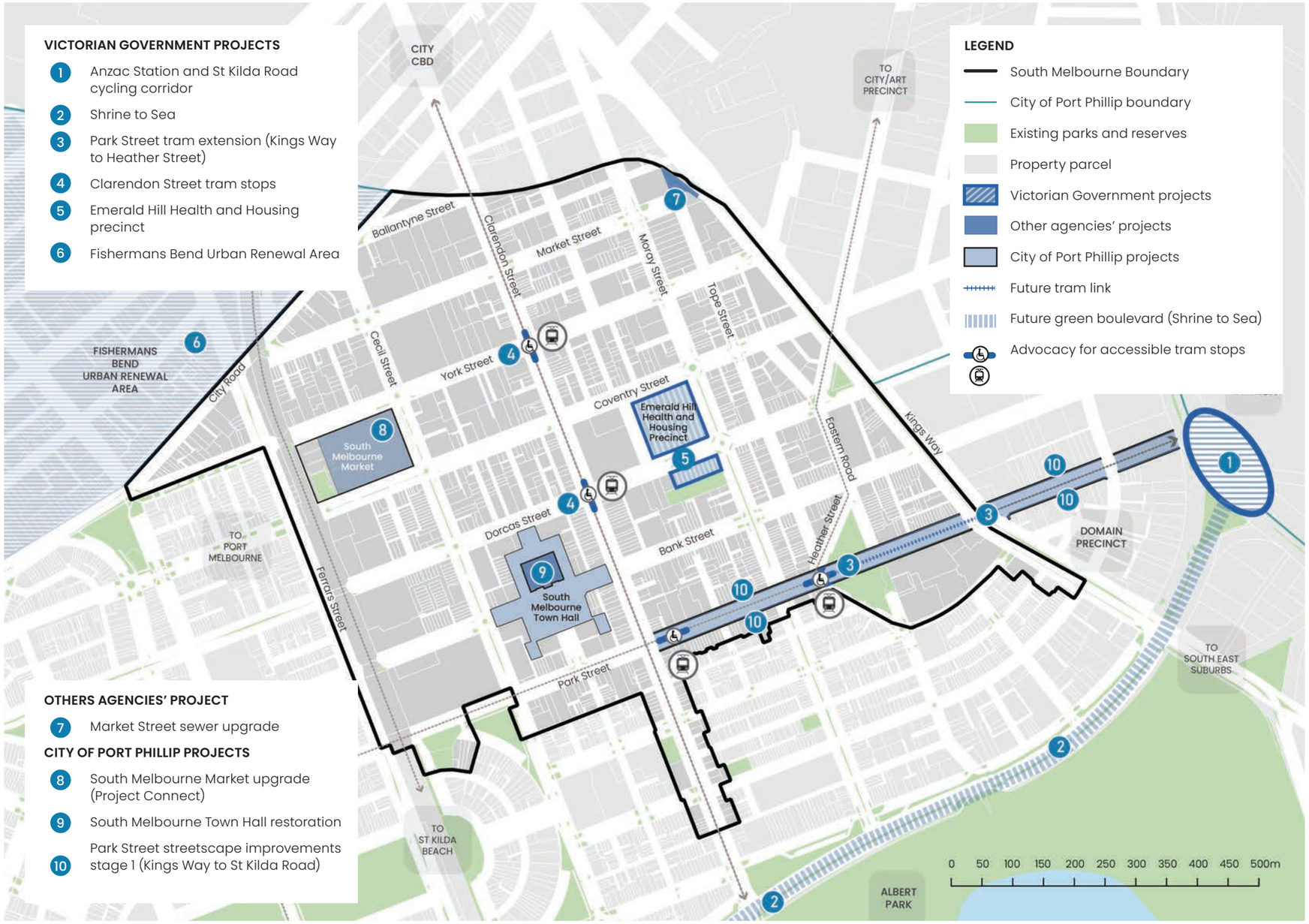
EXISTING PROJECTS

INTRODUCTION

We have identified ten major infrastructure upgrades or urban renewal projects underway or envisaged within, or in the vicinity, of South Melbourne. Led by Victorian Government, City of Port Phillip and agencies such as Southeast Water, these projects will change the area and inform the opportunities and constraints of actions in South Melbourne.

Some current projects are expected to be completed as early as 2025, while others may take significantly longer to implement. Work will continue on Fishermans Bend Urban Renewal Area beyond 20 years of this framework.

This chapter provides a brief overview of each project - its scope, the lead agency and the current status. Some have secured funding and established timelines, while others are still in the early planning stage, subject to Victorian Government funding, approval processes and further announcements.



Map 3. Location of existing projects within and in the vicinity of South Melbourne

VICTORIAN GOVERNMENT PROJECTS



Image 17. Artistic impression of Anzac Station
Source: Metro Tunnel Project/Victorian Government

① Anzac Station and St Kilda Road cycling corridor

Rail Projects Victoria

Anzac Station is strategically placed to ease pressure on the St Kilda Road and Swanston Street tram corridor. The station will support the continuing growth and redevelopment of the South Melbourne activity centre and Domain precinct and make it easier to visit some of the Melbourne's most valued parks and attractions such as the Shrine Remembrance, the Royal Botanic Gardens and Albert Park. The new station will include a new tram interchange, more than 120 new bike parking spaces and a pedestrian underpass linking Albert Road Reserve and the Shrine of Remembrance Reserve. Other upgrades include bus stops with shelters, drop-off and taxi zones, a shared-use path through the new Albert Road Reserve and protected bike lanes. Public space will feature increased tree canopy coverage, water sensitive urban design, and the restoration of South African Soldiers Memorial in the Albert Road Reserve.

Status

Construction underway - opening in 2025



Image 18. Shrine to Sea_Albert Road aerial view
Source: DEECA/Victorian Government

② Shrine to Sea

Department of Energy, Environment and Climate Action

The Shrine to Sea project will create a green boulevard connecting the Domain Gardens to Port Phillip Bay along Albert and Kerferd Roads. The project will enhance the existing greenery and usable open spaces, and make it safer to walk and, in the future, to cycle. Another initiative of the project, called Celebrating Local Stories will explore the area's rich local history, stories, and culture along the boulevard.

Status

Draft masterplan on public exhibition in 2023
Completion by 2025

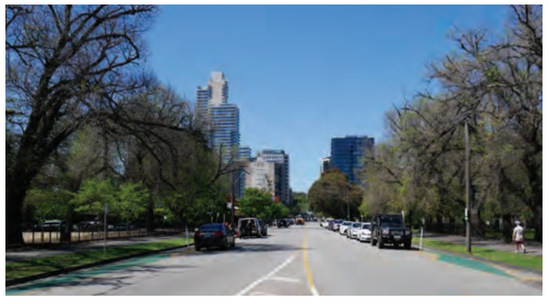


Image 19. Park Street 'missing link' tram line

③ Park Street tram extension (Kings Way to Heather Street)

Department of Transport & Planning and Yarra Trams

The Metro Tunnel Project includes a tram connection along Park Street, South Melbourne, between Kings Way and Heather Street. This tram extension will enable Swanston Street corridor services to be redirected to the Clarendon Street - Spencer Street corridor, to better serve South Melbourne and the western end of the CBD. It will also improve tram connections to the new Anzac Station. The project will include a tram line extension, realignment and potential integration to existing tram services, as well as accessible platforms, shelters, permanent bike lanes and streetscape upgrades.

Status

Detailed design underway in 2023



Image 20. Clarendon Street tram stop

④ Clarendon Street tram stops

Department of Transport & Planning and Yarra Trams

Anzac Station and the new tram extension on Park Street will facilitate additional tram services along Clarendon Street, Southbank, Fishermans Bend, and the western side of the CBD. The Victorian Government has committed to upgrading the accessibility of Clarendon Street's tram stops. The project scopes includes new accessible platforms and shelters, tram-track realignment, and integration to the existing streetscape.

Status

Subject to Victorian Government funding.

VICTORIAN GOVERNMENT PROJECTS



Image 21. Emerald Hill Health and Housing precinct

⑤ Emerald Hill Health and Housing precinct master plan

Homes Victoria and the Victorian Health Building Authority

The Emerald Hill Health and Housing precinct will provide at least 70 well-designed, modern homes, improved open space and a health facility to support residents and surrounding community. The Emerald Hill Community Hospital, operated by Alfred Health in partnership with Star Health, will provide a range of health services tailored to the community. The existing Emerald Hill precinct (Emerald Hill Court Estate) includes two sites – a 1.2 hectare site border by Dorcas, Coventry, and Moray Streets (and includes St Luke's Street) and a 0.4 hectare parcel on the southern side of Dorcas Street. Stage 1 of the master plan comprises the Emerald Hill Community Hospital and social housing on the 1.2 hectare site.

Status

Draft master plan underway in 2023
Completion by 2025



Image 22. Fishermans Bend Urban Renewal Area

⑥ Fishermans Bend Urban Renewal Area (FBURA)

Department of Transport & Planning and Fishermans Bend Taskforce in partnership with City Port Phillip and City of Melbourne

Fishermans Bend is Australian's largest urban renewal project, covering 480 hectares in the heart of Melbourne. The vision for the area is to be "a thriving place that is a leading example for environmental, sustainability, liveability, connectivity, diversity and innovation."* By 2050 it will be home to approximately 80,000 residents and provide employment up to 80,000 people.

Fishemans Bend consists of five precincts across two municipalities – the City of Melbourne and the City of Port Phillip. It is expected to change rapidly, with the construction of medium and high-density housing, as well as significant mixed-use developments. Some precincts' implementation plans are currently underway.

Key Dates:

2012 - Rezoning
2014 - Strategic Framework Plan released
2015 - Strategic Framework Plan amended
2016 - Recast Fishermans Bend Vision
2018 - Fishermans Bend Urban Renewal Area Framework

Status

Ongoing - 2012-2050

* Taken from Fishermans Bend Framework - The Fishermans Bend Vision was released in September 2016, informed by public consultation.

OTHER AGENCIES' PROJECTS



Image 23. Market Street sewer upgrade's scope and stages *Source: South East Water*

⑦ Market Street sewer upgrade

South East Water

South East Water is planning a major upgrade of the sewerage infrastructure in South Melbourne and Southbank to reduce the impact of future extreme weather events from climate change and meet the needs of a growing population.

The stage 1 upgrade includes pipe installation along Stead Street and Palmerson Crescent and a connection to the existing Melbourne Water sewer main. The stage 2 upgrade includes installing new gravity sewer main running from City Road to connect to stage 1 and a new pump station on Market Street.

Status

Stage 1 construction to be completed in 2023.
Stage 2 construction to be completed in 2025.

CITY OF PORT PHILLIP PROJECTS



Image 24. South Melbourne Market – corner of Cecil Street and York Street

⑧ South Melbourne Market upgrade - Project Connect

City of Port Phillip

The market has significant long-term challenges including capacity, compliance with changing building regulations, productivity constraints, ageing assets, traffic and pedestrian congestion and lack of public space. In our 10-year financial plan, we committed to fund Project Connect delivering critical infrastructure upgrades and public space improvements, including:

- redesigning the back of house and storage areas and upgrading the loading bay
- providing secure and welcoming street entrances and better connections to the precinct
- increasing public space for York Street, Cecil Street, and Coventry Street.

Status

Starting in 2023, completion by 2031



Image 25. South Melbourne Town Hall aerial view

⑨ South Melbourne Town Hall restoration

City of Port Phillip and Australian National Academy of Music (ANAM)

The Town Hall required repair following a collapse of part of the ceiling in 2018, which triggered the fire system, causing water damage. It has been temporarily closed since June 2020. During this restoration, we also undertook scheduled routine maintenance and life cycle replacement work to make the building safe and ready for building occupation.

In early 2023, ANAM was awarded a 35-year lease to continue using the Town Hall - with a possible extension to 50-years lease. As part of the agreement, ANAM will bring $50 million to develop the building into a new cultural and community destination.

Status

Starting in 2023, completion by 2026



Image 26. Artistic impression of Park Street streetscape improvement stage 1

⑩ Park Street streetscape improvements, stage 1 (Kings Way to St Kilda Road)

City of Port Phillip and Victorian Government

The Park Street streetscape improvement project links South Melbourne to Anzac Station and St Kilda Road, providing active transport options to connect our community and support the local businesses. The design concept balances greening the street, providing a safe bike and pedestrian connections and managing the availability of on-street parking.

The construction of Stage 1 between St Kilda Road and Kings Way is planned for delivery in 2025. The work will include additional tree planting and landscaping, improved footpaths and protected bicycle link.

Status

Stage 1 detailed design completed in 2023
Stage 1 construction starts in 2025
Stage 2 installation of temporary bike lane (Moray Street to Kings Way) - completed in 2022

VISION

This Vision Chapter provides the South Melbourne Structure Plan's vision, an overview of findings from the phase 1, phase 2 and phase 3 of community engagement, and the five public realm's objectives used to develop the landscape and urban design principles and actions in this framework.

SOUTH MELBOURNE STRUCTURE PLAN

This framework is a reference document to support our new South Melbourne Structure Plan. A structure plan defines a council's plan for an activity centre and articulates how it will be managed. It explains how an area looks, feels and functions. It sets out the long-term strategic vision for an area as well as an action plan on how it will be achieved.

The current South Melbourne Central Structure Plan and South Melbourne Central Urban Design Framework were adopted by Council in 2005. Planning controls based on these documents were implemented in 2008. Since then, demographics and land uses have changed and development pressure has increased. We need to address climate change and respond to economic impacts of the COVID-19 pandemic.

Uniquely South Melbourne – a flourishing, welcoming and creative community.

Recognised as a meeting place on the traditional lands of the Kulin Nation in Naarm / Melbourne, South Melbourne continues to be one of Melbourne's great social hubs and dynamic economies. People from all backgrounds are welcome to live, work and visit this vibrant, liveable and diverse community, located in between Melbourne's CBD and the beaches of Port Phillip.

South Melbourne has a crucial role in providing access to jobs, services and amenities for adjoining higher-growth neighbourhoods such as Montague and Domain. South Melbourne's renowned Enterprise Precinct will continue to be an anchor for business growth, innovation and specialisation, especially in the creative industries.

The network of walkable, green streets and comfortable public spaces, combined with valued heritage places and attractive buildings, which are predominantly of a mid-rise scale, provide a variety of memorable destinations, productive businesses, creative industries and local services.

South Melbourne is a unique blend of the past and present – and is always looking to the future.

The South Melbourne Public Realm Framework underpins the South Melbourne Structure Plan along with several other technical reports:

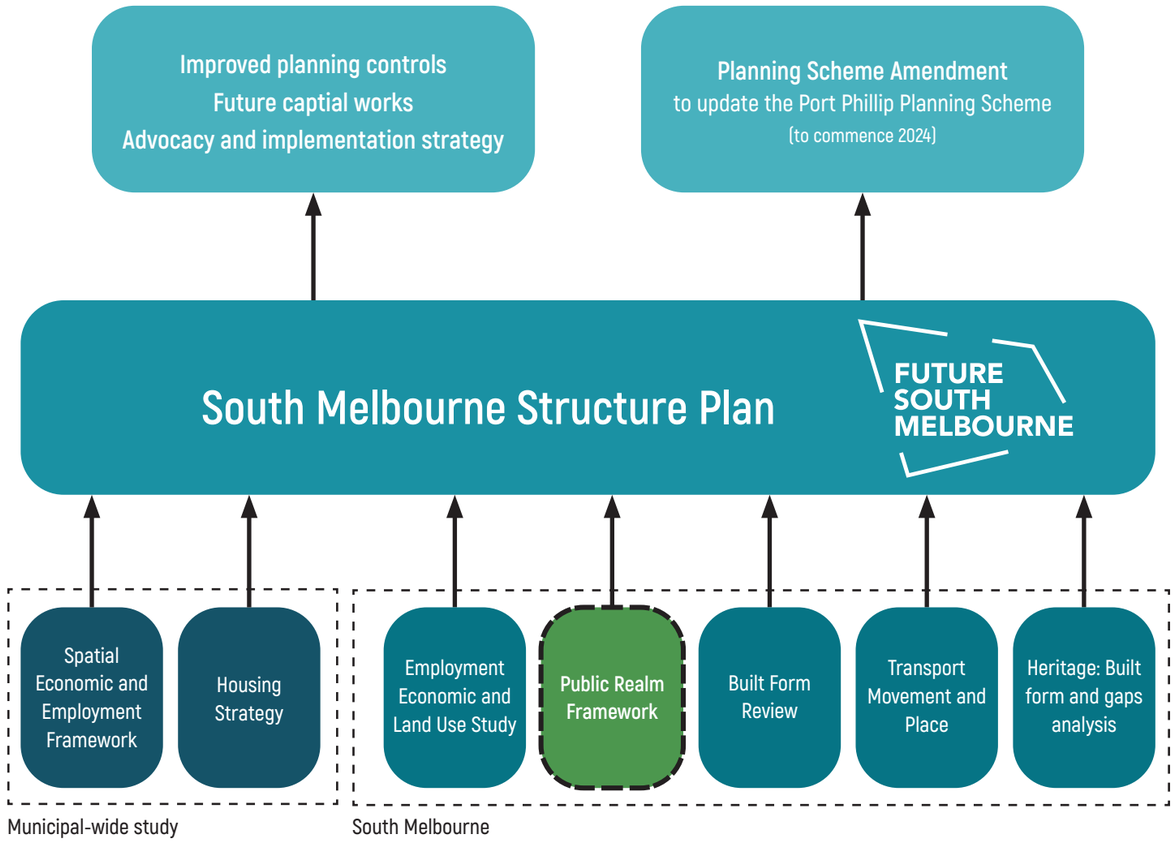


Figure 5. Location of the South Melbourne Public Realm Framework within the South Melbourne Structure Plan project and other technical documents

COMMUNITY INPUT

1 Future South Melbourne phase 1

In March and April 2021, we undertook the first stage of community engagement on a new structure plan, called Future South Melbourne. We wanted to learn what people value about the area and how they would improve it.

Over 500 people participated, via online and hard copy surveys, community conversations, sessions with public housing residents and targeted stakeholder workshops. They told us that they most value:

- closeness to CBD and beach
- easy access to green and open spaces
- strong sense of community
- South Melbourne Market
- character and heritage
- distinctive strip shopping.

When asked what they would improve about South Melbourne, they said:

- increasing greenery and open space to cater for current and future populations
- improving the perceptions of community security and safety, especially feeling safe in public areas
- improving cycling and pedestrian infrastructure, lowering levels of traffic and congestion, and providing easier parking
- managing development so it is of high-quality, caters for a growing population and enhances liveability for current and future residents
- enhancing access to local services, facilities and infrastructure
- responding to climate change and improving the environmental sustainability of development and transport to maintain South Melbourne's liveability.

2 Future South Melbourne phase 2

In September and October 2022, over 400 people participated in our second stage of community engagement, providing feedback on the South Melbourne Structure Plan Discussion Paper, which included a draft vision. Nearly three-quarters of survey respondents were supportive or very supportive of the draft vision. We also noted positive sentiments towards the draft vision in community conversation events and meetings with stakeholder groups.

We received suggestions to include more specific references to First Nations people and South Melbourne's qualities in the draft vision. Other key insights to emerge from the consultation include:

- There is general support for enhancing public space in South Melbourne, including more greenery, sunlight and an improved pedestrian experience, but some people think it should not limit parking and car access.
- People have a range of views about using wide streets for alternative public uses, but feedback agreed on promoting a vibrant streetscape that encourages visitors and is positive for residents.
- Adding vibrancy to the streets through improving walkability would help build a sense of community.
- There is some support for activating the Town Hall Reserve by creating a new outdoor public space.
- Attracting visitors will help the precinct thrive.
- It is challenging to balance heritage protection with increasing density to bring more people to the suburb.
- New development must get active street frontages right, so South Melbourne does not become a ghost town.
- People think providing vegetation on buildings improves amenity, but some have concerns about maintenance and want to make sure the design and placement of vegetation complements heritage buildings.

Following Council endorsement in December 2022, we ran focus groups on the draft Built Form Design Objectives and Character Statements and Public Realm Framework Objectives in early 2023, to understand how the Structure Plan and Public Realm Framework can support the design of new buildings and public spaces. This feedback has directly informed this framework

COMMUNITY INPUT - CONTINUED

3 Future South Melbourne phase 3

In February and March 2024, the City of Port Phillip conducted engagement to seek feedback on the draft South Melbourne Structure Plan (SMSP), promoted publicly as Future South Melbourne. The engagement process provided opportunities for feedback through a range of mechanisms, including surveys, community consultation meetings and submissions. A key focus of the process was to engage the community in their neighbourhoods, and meeting with stakeholder groups, including Council Advisory Committees. When combined with the community consultation and advisory group meetings, over 200 people were engaged with the project.

The draft SMSP recommended actions that sought to reinforce South Melbourne as a place with a welcoming and creative community that celebrates its diversity and shares its stories supported by attractive, vibrant, climate-resilient, and people-friendly public spaces.

The following is a short summary of feedback received during the Phase 3 engagement, in regard to Theme 4: Public Spaces and Places:

- There was support for creating new parks and green spaces for residents and workers, with some respondents suggesting that recommendations to increase biodiversity, plant more trees to reduce urban heat islands and sustainability should have a greater priority in the SMSP.
- Establishing a piazza, square or event space at the South Melbourne Town Hall was supported.
- Recommendations to plant more street trees and incorporate more greening were supported.
- The need to improve street safety and activate Clarendon and Park Street were highlighted as priorities.
- Laneways were perceived by some as underutilised, providing opportunities for activation.
- There was a perceived lack of vision for the South Melbourne Market, although it is noted that this will be primarily addressed by the South Melbourne Market Project Connect, the scope for which was endorsed by Council on 15 May 2024. There was a desire to preserve the original character and purpose of the market and not be too “upmarket”. There was a suggestion that there is too much of a reliance on the South Melbourne Market as an attraction and driver of retail activity in South Melbourne.
- A submission highlighted an idea to advocate for increased open parkland to provide relaxation spaces for high-rise residents and workers. It was suggested that this could be achieved by converting vacant blocks and closing roads to create new parks.

It is also noted that South Melbourne Public Realm Framework 2024-2044 (City Port Phillip, July 2024), is a key technical document under Theme 4: Public Spaces and Places.

PUBLIC REALM OBJECTIVES

Our five objectives lay the foundation for all actions within this framework. They provide guidance on landscape and urban design principles and actions that contribute to an inclusive, liveable, sustainable, vibrant and healthy community.



Objective 1

Create cool, green streets for people - to improve amenity, comfort and public health

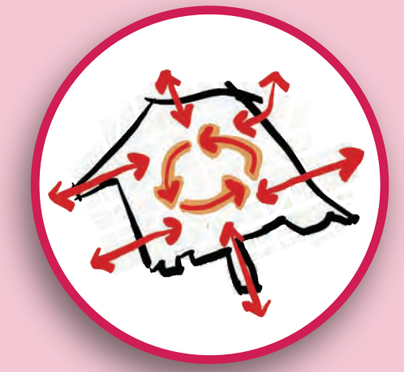
1. Identify opportunities to upgrade streetscapes through:
   - infill planting on priority streets
   - new medians or green verges
   - in-road tree planting
   - kerb outstands and understorey planting
   - increasing tree canopy cover and green walls.
2. Consider cooling mechanisms along key pedestrian routes including building awnings.
3. Explore opportunities to protect, and improve biodiversity.



Objective 2

Be water-wise to respond effectively to climate change

1. Improve stormwater management including WSUD opportunities.
2. Contribute to reducing flooding outside the precinct.
3. Seek opportunities for bioretention tanks in the public space.
4. Consider the use of pavement surface treatments to reduce the heat island effects.
5. Investigate the use of permeable pavement.



Objective 3

Provide safe and equal access

1. Provide safe, seamless and direct pedestrian and bicycle connections within and beyond the precinct.
2. Upgrade pedestrian crossings on key arterial roads with improved pedestrian priority.
3. Provide safe and convenient access for people of all abilities and consider the needs of all road users.
4. Provide kerb outstands and traffic calming opportunities at intersections.
5. Enhance the sense of arrival in South Melbourne.
6. Improve personal security and safety through increased activation and quality lighting.
7. Upgrade tram stops to improve the experience and safety of pedestrian.



Objective 4

Shape public spaces to support a variety of uses and enterprises

1. Support and enhance street trading and other business activity.
2. Identify opportunities for improvements to existing open spaces or key sites.
3. Provide an experiential journey through a variety of spaces and scales.
4. Ensure public spaces are adaptable and creative to attract visitors.
5. Activate laneways and 'little' streets by limiting vehicle access.
6. Explore opportunities for flexible uses of private open spaces.



Objective 5

Reinforce civic pride and sense of place

1. Provide a cohesive public space that responds to the character of our evolving built form.
2. Remove and consolidate redundant fixtures and infrastructure.
3. Ensure building frontages are activated, attractive and visually engaging.
4. Advocate for works by other agencies that reinforce and integrate with the sense of place.
5. Create a streetscape management plan and tree planting palette and plan for the precinct.
6. Explore opportunities for an arts and cultural precinct around Emerald Hill.
7. Explore opportunities to activate undercroft spaces.

Figure 6. Five objectives of this framework

GREENING THE STREETS

This chapter identifies principles and actions to increase tree canopy cover and understorey planting to improve biodiversity, promote urban greening and create streets that are comfortable, inclusive, liveable, sustainable, vibrant and climate-resilient.



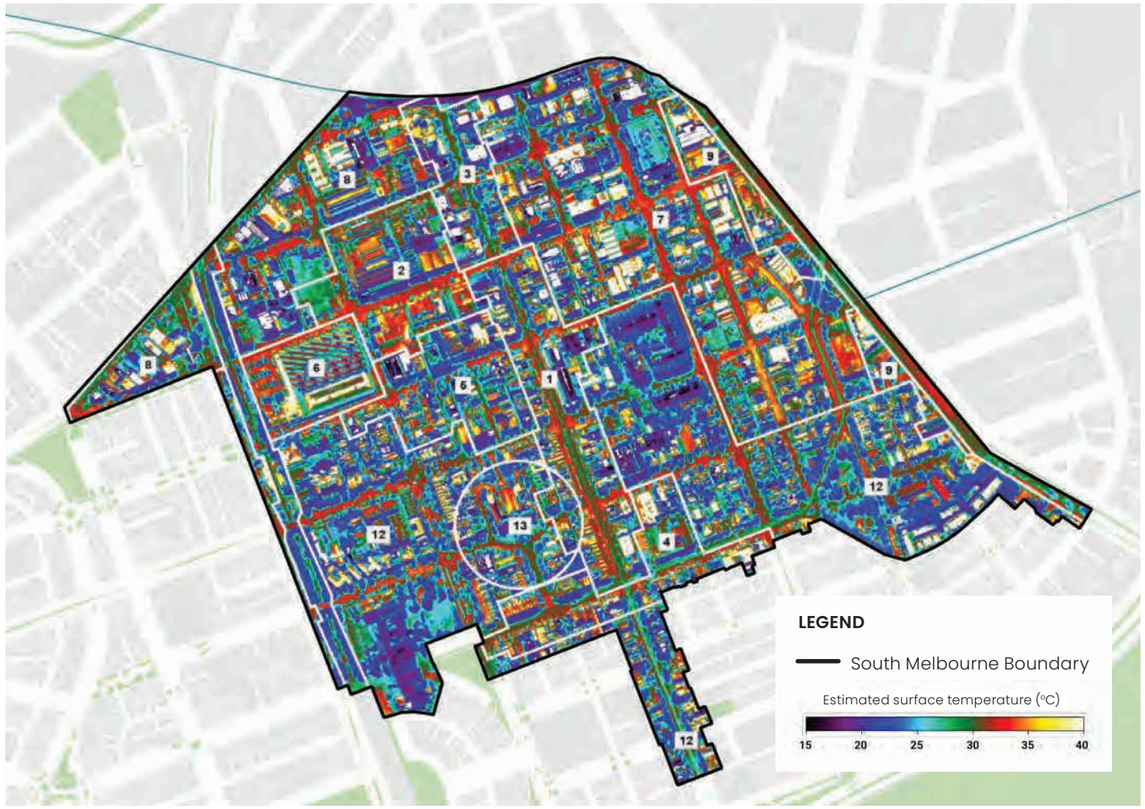
INTRODUCTION

Public space and built-form both impact the surface temperature – wide, unshaded streets are the hottest areas. As the population grows, the temperature rises and extreme heat becomes more frequent, the urban heat island (UHI) becomes more intense. While this is a global challenge, many of the impacts are experienced at a local level.

In the study, 'Cooling South Melbourne: Impact analysis of cooling interventions', researchers from UNSW analysed the existing UHI effect in South Melbourne, in partnership with City of Port Phillip. They produced a thermal map (Map 4) showing the surface temperature distribution in April 2020, highlighting that South Melbourne is a heat vulnerability hot spot. The study concludes that increasing urban greening in public space and exploring cool materials for streets and footpaths would be highly effective at reducing UHI effects, especially in business and retail precincts that have wider, unshaded streets.

Our strategy, 'Greening Port Phillip: An urban forest approach 2010', identified that South Melbourne needs to achieve a minimum canopy cover of 40 per cent by 2040, with an increase in the diversity of species that are appropriate to Melbourne's climate and needs. Currently, many trees are young and we lack an established canopy. In combination with excessive hard pavement and a high percentage of building coverage, the lack of canopy creates a heat island effect and diminishes pedestrian comfort. Street trees provide weather protection, thermal comfort, attractiveness, ecological habitat and surface water uptake.

South Melbourne's wide streets with broad pedestrian footpaths provide a great opportunity to increase canopy cover and understorey planting. We can convert hardscapes and unused carriageways into more sustainable environments. Our Public Space Strategy identifies several streets for additional planting and tree canopy cover. This framework builds on actions established in that strategy. Increasing urban greening and tree canopy cover along streetscapes is crucial for creating cooler streets as part of Council's climate response for South Melbourne.



Map 4. Airborne thermal imagery taken at approximately 13:00 on 14 April 2020
Source: *Cooling South Melbourne: Impact analysis of cooling interventions 2020.*



Image 27. Existing Dorcas Street wide and extensive asphalt pavement



Image 28. Existing Clarendon Street awning and powerline limiting tree canopy size



Image 29. Existing Park Street wide and extensive asphalt pavement

ISSUES

Climate change - limited canopy cover

Most of South Melbourne is susceptible to high surface temperatures due to its wide, unshaded streets and the large coverage of roof surfaces. This makes the area more vulnerable to the ongoing effects of climate change.

Through our latest tree canopy surveys for South Melbourne, we learned:

- South Melbourne has over 2,500 trees in road reserves and on Council-owned land, providing canopy coverage of approximately 17 per cent in 2022. The Victorian Government is aiming for 28 per cent canopy coverage by 2050 for inner city areas of Melbourne.
- South Melbourne's canopy coverage is lower than other areas of the municipality, because of excessive hardscapes and buildings that cover more of the property boundary.
- The age of the tree canopy in South Melbourne is mixed, with some mature trees and many younger, smaller specimens.
- About 68 per cent of trees are in good health.
- Between 2014 and 2018, City of Port Phillip's tree canopy cover increased by 0.6 per cent. However, during that time, canopy cover in South Melbourne's parks and gardens fell by 2.22 per cent.
- Services and awnings including the heritage awnings restrict opportunities for tree growth, particularly on footpaths.

WHAT ARE WE TRYING TO ACHIEVE?

Our community engagement process revealed that the community values South Melbourne's trees highly. We need to increase canopy cover where it's needed most and improve the amenity of public spaces in South Melbourne.

Objective 1: Greening the Street aims to identify public space initiatives that create greener, cooler and more comfortable streets that reduce the impacts of climate change. It provides design principles to guide actions that will increase understorey planting and tree canopy cover through infill street tree planting, and establish a streetscape management plan.

Actions 1 to 3 relate to greening the streets.

INCREASE GREEN INFRASTRUCTURE

MITIGATE URBAN HEAT ISLAND EFFECT

IMPROVE PEDESTRIAN STREET EXPERIENCE

EXPLORE OTHER COOLING MECHANISMS

IMPROVE BIODIVERSITY



Image 30. Existing canopy cover along Dorcas Street (Emerald Hill Court Estate)

Map 5. GREENING THE STREETS

LEGEND

- South Melbourne Boundary
- City of Port Phillip Boundary
- Existing Parks and Reserves
- Property Parcel
- 1 Action 1 - Urban greening and cooler streets
- 2 Action 2 - Infill Tree Planting

ACTION 1 LOCATIONS

- 1a Tope Street
- 1b Coventry Street - between Clarendon Street and Moray Street
- 1c Market Street - between Cecil Street and Clarendon Street
- 1d Cecil Street - South of Market Street and Cecil Street intersection
- 1e Dorcas Street - between Cecil Street and Moray Street
- 1f Marshall Street
- 1g Perrins Street
- 1h Park Street - between Cecil Street and Clarendon Street

ACTION 2 LOCATIONS

- 2a Tope Street - north of Bank Street
- 2b Dorcas Street - east of Moray Street
- 2c Coventry Street - east of Moray Street
- 2d York Street - east of Moray Street
- 2e Market Street - east of Moray Street
- 2f Market Street - between City Road Street and Clarendon Street
- 2g Cecil Street - between York Street and Market Street
- 2h York Street - west of Ferrars Street
- 2i Clarendon Street - between Coventry Street and Park Street
- 2j Park Street - between Howe Crescent and Ferrars Street
- 2k Park Street - between Cecil Street and Eastern Road
- 2l Heather Street - North-west side of Heather Street

Other actions related to Greening the streets (Refer to Diverse Public Space)

- 21 Action 21 – Market Street Linear Park
- 22 Action 22 – Clarke Street reconfiguration

0 50 100 150 200 250 300 350 400 450 500m

1 URBAN GREENING AND COOLER STREETS

Create green streets to mitigate the impact of UHI and climate change and improve pedestrian amenity

South Melbourne features wide streets with broad pedestrian footpaths. Many buildings do not provide front setbacks for landscaping. To relieve the UHI effect, it is crucial to increase understorey planting by depaving hard surfaces on the hottest streets. It will improve the streets' thermal comfort and make it cooler and more enjoyable for workers, visitors and residents to walk and cycle.

Principles

Streetscaoe landscaping should:

- minimise the loss of existing, healthy, mature canopy trees
- use permeable paving or other means to increase water infiltration to the ground and mitigate the UHI effect
- use plantings that promote pollination and biodiversity connection for flora and fauna
- maintain access and legibility of the footpaths and desire lines
- maintain easy access from on-street parking to the footpath and integrate with adjoining streetscape, laneways and built-form
- integrate with the overall streetscape design and character
- integrate with WSUD infrastructure.

Actions

1.1 Explore opportunities for urban greening in the following locations:

- **a.** Tope Street
- **b.** Coventry Street between Clarendon and Moray Streets
- **c.** Market Street between Cecil and Clarendon Streets
- **d.** Cecil Street, south of Market and Cecil Streets intersection
- **e.** Dorcas Street between Cecil and Moray Streets
- **f.** Marshall Street
- **g.** Perrins Street
- **h.** Park Street between Cecil and Clarendon Streets.



Map 6. Locations for Action 1 – Urban greening and cooler streets



Image 31. Existing depaving initiative on Perrins Street and Park Street intersection

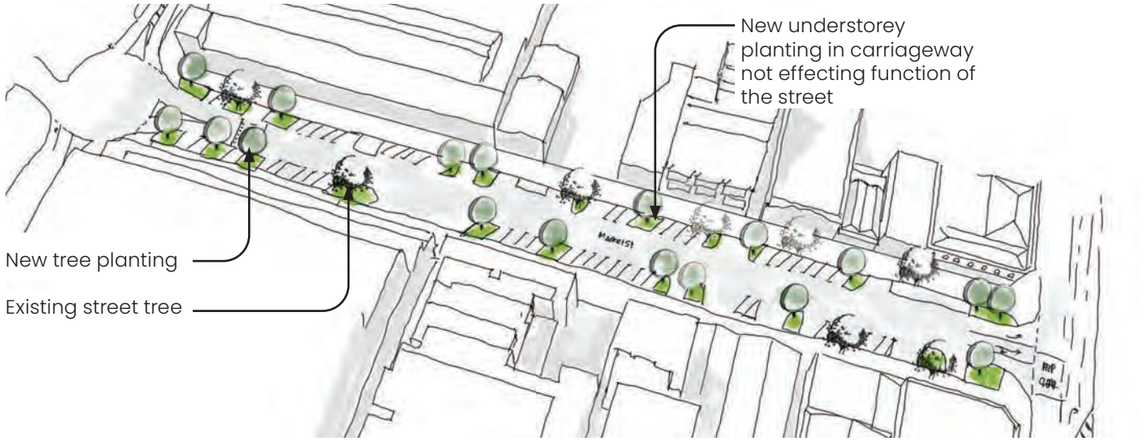


Figure 7. Conceptual additional greening of Market Street between Cecil Street and Clarendon Street

2 INFILL TREE PLANTING

Increase tree canopy cover to mitigate UHI impacts and improve pedestrian amenity and biodiversity

South Melbourne features wide streets, some with moderate and low tree canopy cover. We will create cooler streets by increasing tree canopy cover along streetscapes with low tree canopy cover.

Principles

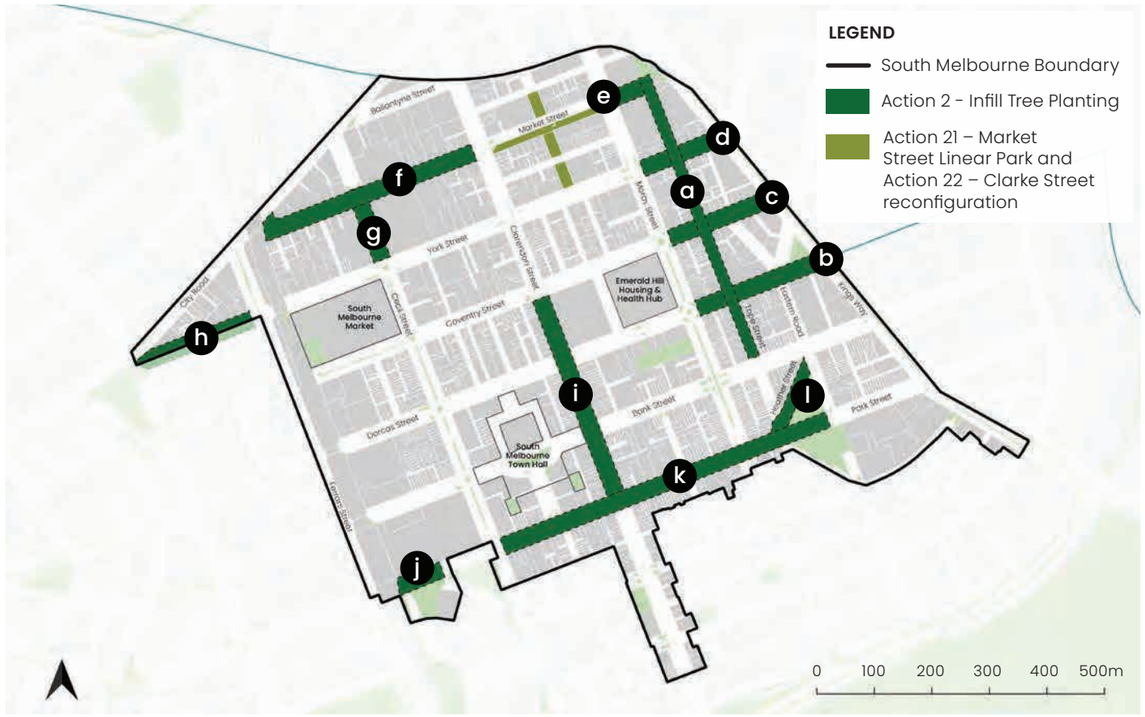
Infill tree planting should:

- locate large canopy trees in areas that are not constrained by current above or below-ground services and overhead power line cables, or where the constraint can be mitigated (for example, aerial bundling of overhead cables)
- allow for in-road tree planting, or within kerb outstands, in appropriate locations
- minimise the loss of existing healthy mature canopy trees in the design and construction of streetscape upgrades and new public spaces
- ensure appropriate soil volumes and adequately size tree pits to allow the best opportunity for tree growth
- align with the street tree planting program in 'Greening Port Phillip: An urban forest approach 2010'.

Actions

2.1 Explore opportunities for infill tree planting in the following locations:

- **a.** Tope Street, north of Bank Street
- **b.** Dorcas Street, east of Moray Street
- **c.** Coventry Street, east of Moray Street
- **d.** York Street, east of Moray Street
- **e.** Market Street, east of Moray Street
- **f.** Market Street between City Road and Clarendon Street
- **g.** Cecil Street between York and Market Streets
- **h.** York Street, west of Ferrars Street
- **i.** Clarendon Street, between Coventry and Park Streets
- **j.** Park Street between Howe Crescent and Ferrars Street
- **k.** Park Street between Cecil Street and Eastern Road
- **l.** Heather Street, north-west side



Map 7. Locations for Action 2 – Infill tree planting



Image 32. Existing missing tree canopy cover on the west side of Cecil Street



Image 33. Existing pedestrian amenity shaded by tree canopy in York Street



Image 34. Existing canopy cover on Coventry Street (Emerald Hill Court Estate)

3 TREE PLANTING PALETTE

Ensure a unified and cohesive approach to tree planting

As part of greening and cooling South Melbourne, street tree species should be suitable, responsive, and adaptable to the changing climate and the urban context. We need to review and future-proof the existing tree planting selection.

Principles

The tree planting palette should:

- enhance the streetscape character and provide consistency
- improve resilience to the effects of climate change and disease by including a suitable range of trees
- identify suitable replacements for current trees that may no longer be suitable due to climate change or disease
- support the projected tree canopy coverage in alignment with the targets in 'Greening Port Phillip'
- provide for large canopy trees in appropriate locations.

Actions

3.1 Create a tree planting palette for South Melbourne.



Image 35. Existing canopy cover on Coventry Street (Emerald Hill Court Estate)

BEING WATER-WISE

This chapter identifies principles and actions for water-wise intervention, including WSUD treatments in public spaces that contribute to a safe, inclusive, liveable, sustainable, vibrant, healthy and climate-resilient city.



INTRODUCTION

Climate change is impacting how existing and future public spaces can be sustainably adapted, designed, and constructed to manage key challenges associated with flooding and sea level rise.

For South Melbourne, these risks are high. It includes low-lying areas prone to flooding: Kings Way was built over a former creek that drained towards the Yarra River and the areas surrounding City Road and Ferrars Street flood regularly. Parts of South Melbourne are within the Special Building Overlay. Map 8 shows the extent of overland flows from the underground drainage system, which can be impacted by sea level rise and stormwater.

We can mitigate flooding in low-lying areas by retaining stormwater on site and slowing down stormwater discharge through de-paving, permeable paving or other WSUD treatments.

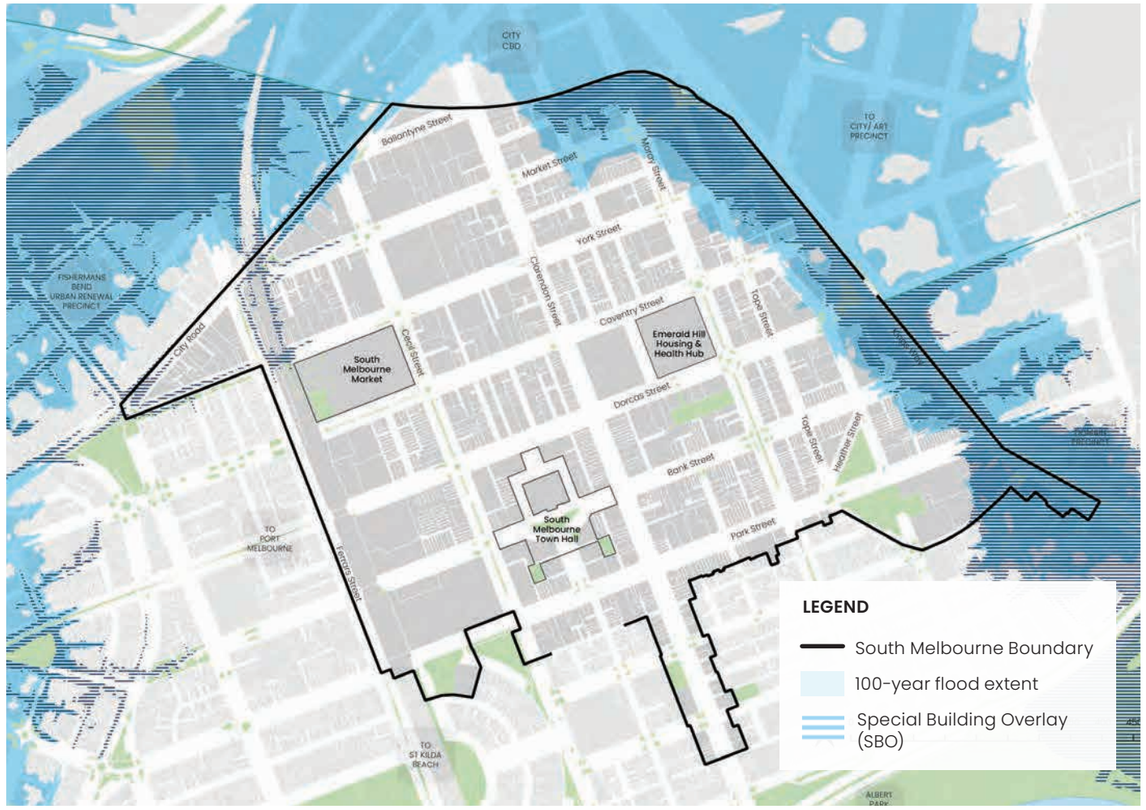
Our 'Act and Adapt: Sustainable Environment Strategy 2018-28' acknowledges that we can drive WSUD initiatives in public spaces and Council-owned land, while developers and property owners need to reduce concrete and impermeable surfaces on private land to ensure that stormwater infiltrates the ground.

City of Port Phillip has been using an Integrated Water Management (IWM) approach, which considers the interactions of all parts of the water cycle, including potable (drinking) water, rainwater, stormwater, recycled water and groundwater to ensure they support social, ecological and economic outcomes.

We are continuously improving water management by:

- maintaining, monitoring and upgrading our drainage network
- upgrading irrigation infrastructure and buildings to maximise water efficiency
- constructing raingardens – more than 200 to date – in streets and parks to clean water before it enters Port Phillip Bay
- increasing permeable surfaces that allow water to drain more easily in streets and public spaces
- investigating new stormwater harvesting projects to clean water and reduce potable water use.

Working with agencies to manage the impacts of climate change is a collective effort, relying on sustained investment in infrastructure upgrades, as well as policy that contributes to effectively managing flood risk. We will continue to work with Melbourne Water and Southeast Water to deliver infrastructure projects, such as the South Melbourne Sewerage Capacity Upgrade. We will update the Special Building Overlay as new modelling becomes available from Melbourne Water.



Map 8. Special Building Overlay within and around South Melbourne's study area



Image36. Existing City Road presenting wide and impermeable pavement



Image 37. Existing York Street underpass showing its flooding issue



Image 38. Existing Market Street's WSUD initiative with kerb outstands

ISSUES

Climate change - flood risks

Climate change, including sea level rise, changing rainfall patterns and extreme weather events, could translate to more properties and public spaces being flooded more often or more severely. Flooding damages private properties and public assets, including buildings, roads and open space. It also disrupts transport, businesses and services and increases insurance costs.

Increased development in the Yarra River's catchment creates additional hard surfaces such as roads, car parks and roofs, which add to the volume of stormwater entering the drainage network. The sea level is projected to rise by 200 mm by 2040.

Parts of South Melbourne are vulnerable to flooding because Kings Way was built over a former creek that drained towards the Yarra River. The Market Street Reserve and Dorcas Street Reserve are public open spaces located in low-lying areas identified as flood-prone under the Special Building Overlay. Parts of City Road, Ferrars Street and surrounding areas are also prone to flooding. The York Street underpass, located underneath the 96 tram railway bridge near Ferrars Street, floods during heavy rainfall events and can restrict access and connection to South Melbourne.

The combination of flood vulnerability, extreme weather and sea level rise due to climate change and increasing development means there is a pressing need for Council to implement water-wise initiatives in the design and construction of public space.

WHAT ARE WE TRYING TO ACHIEVE?

As the population continues to grow, we need to ensure that the provision of public open space and facilities continues to meet the needs of the community. We must find ways to manage and mitigate the flood risk for public open space in low-lying areas.

Objective 2: Being water-wise aims to manage and mitigate the flooding risks for low-lying areas and South Melbourne as a whole, identifying opportunities for WSUD treatments in public spaces including streetscapes and reserves. It specifies design principles to guide decision-making and actions to achieve more resilient public spaces in South Melbourne that are responsive to the challenges of climate change and sea level rise.

Actions 4 to 6 relate to being water-wise.

IMPROVE STORM WATER MANAGEMENT

REDUCE FLOODING IN AND OUTSIDE THE AREA

EXPLORE BIORETENTION OPPORTUNITIES

INTRODUCE PERMEABLE PAVING

REDUCE URBAN HEAT ISLAND EFFECTS

Image 39. Southbank Boulevard



Map 9. BEING WATER-WISE

ACTION 4 LOCATIONS

- 4a Tope Street - north of Bank Street
- 4b Coventry Street - between Clarendon Street and Moray Street
- 4c Market Street - between Cecil Street and Clarendon Street
- 4d Cecil Street - South of Market Street and Cecil Street intersection
- 4e Dorcas Street - between Cecil Street and Moray Street
- 4f Marshall Street
- 4g Perrins Street
- 4h Park Street - between Cecil Street and Clarendon Street

LEGEND

- South Melbourne boundary
- City of Port Phillip boundary
- Existing parks and peserves
- Property parcel
- 100-year flood extent 100yr
- Special Building Overlay
  (Note: The Special Building Overlay represented on this map is current at the time of publication and may be subject to change at a later date.)
- 4 Action 4 - Water senstive urban design (WSUD)
- 5 Action 5 - Upgrade Dorcas Street Reserve
- 6 Action 6 - Upgrade Market Street Reserve

CITY CBD
TO CITY/ART PRECINCT
FISHERMANS BEND URBAN RENEWAL PRECINCT
TO PORT MELBOURNE
TO ST KILDA BEACH
ALBERT PARK
DOMAIN PRECINCT
ANZAC STATION
TO SOUTH EAST SUBURBS
Ballantyne Street
Market Street
Moray Street
York Street
Clarendon Street
Cecil Street
Coventry Street
City Road
Kings Way
Tope Street
Heather Street
Bank Street
Dorcas Street
Park Street
Ferrars Street
South Melbourne Market
Emerald Hill Housing & Health Hub
South Melbourne Town Hall
0 50 100 150 200 250 300 350 400 450 500m

4 WATER SENSITIVE URBAN DESIGN (WSUD)

Mitigate flood risk by improving stormwater management using WSUD principles.

South Melbourne has wide streets and excessive hard surfaces. As we make the suburb greener, we have an opportunity to integrate WSUD and permeable pavement treatments to mitigate flood risk in low-lying areas and beyond.

Principles

WSUD infrastructure should:

- integrate with other landscape and streetscape improvements
- reduce flooding inside and outside South Melbourne
- use permeable pavement surface treatments to mitigate flooding
- provide a source of irrigation for trees in streets and reserves
- improve stormwater quality.

Action

4.1 Explore opportunities for WSUD or permeable pavement treatments in the following locations:

a. Tope Street, north of Bank Street

b. Coventry Street, between Clarendon and Moray Streets

c. Market Street, between Cecil and Clarendon Streets

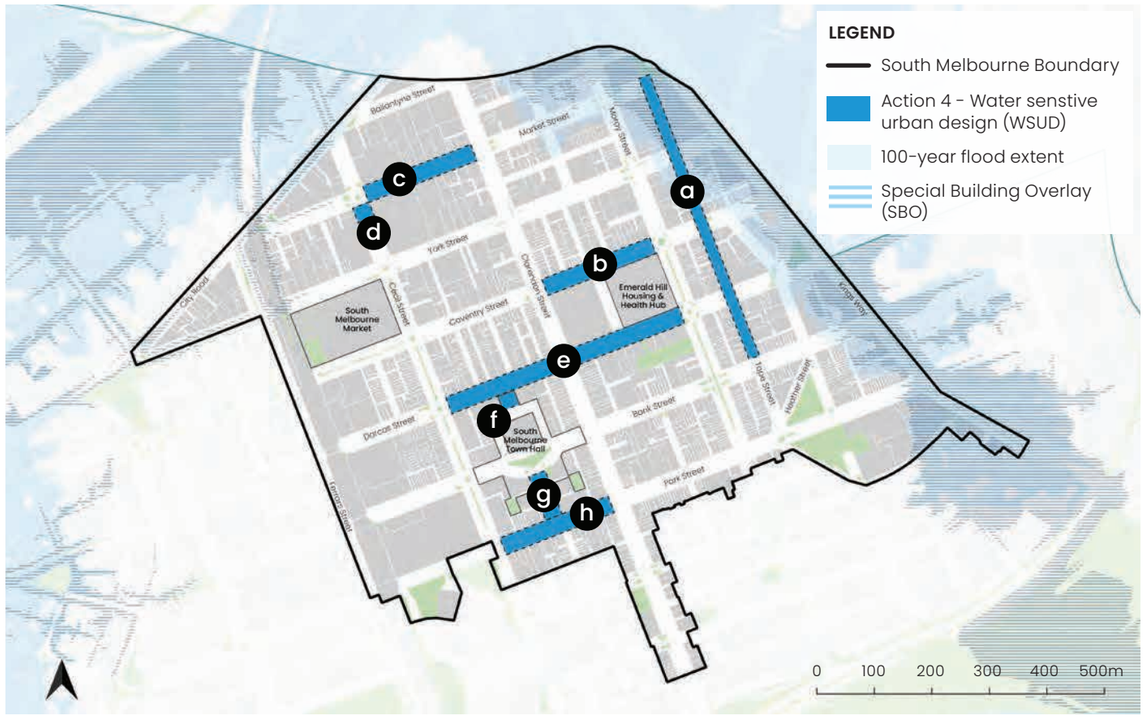
d. Cecil Street, south of Market Street and Cecil Street intersection

e. Dorcas Street between Cecil and Moray Streets

f. Marshall Street

g. Perrins Street

h. Park Street, between Cecil and Clarendon Streets.



Map 10. Locations for Action 4 - WSUD



Image 40. Existing WSUD initiative on Coventry Street near Clarendon Centre



Image 41 WSUD initiative on Tennyson Street and Dickens Street pedestrian crossing

5 UPGRADE DORCAS STREET RESERVE

Improve water management, increase tree canopy cover to reduce UHI impacts and improve amenity and biodiversity

Dorcas Street Reserve is a 685 m2 local park located at the south-eastern corner of South Melbourne. It is triangular, bounded by Kings Way, Dorcas Street and Sturt Street. Its safety, amenity and attractiveness are compromised by the busy roads that surround the site – particularly Kings Way and Eastern Road. The reserve is also located at the base of a catchment and is prone to flooding.

We can improve biodiversity and stormwater management for the precinct to reduce flood risk and adapt to the impacts of climate change. The reserve marks the eastern green gateway for visitors and commuters travelling from the CBD's arts precinct via Sturt Street.

Principles

The upgrade of Dorcas Street Reserve should:

- facilitate stormwater detention and management of water
- increase the diversity of the tree canopy and understorey species
- reduce the impact of traffic and soften the built-form interface along Kings Way
- create a gateway experience when entering South Melbourne from the east.

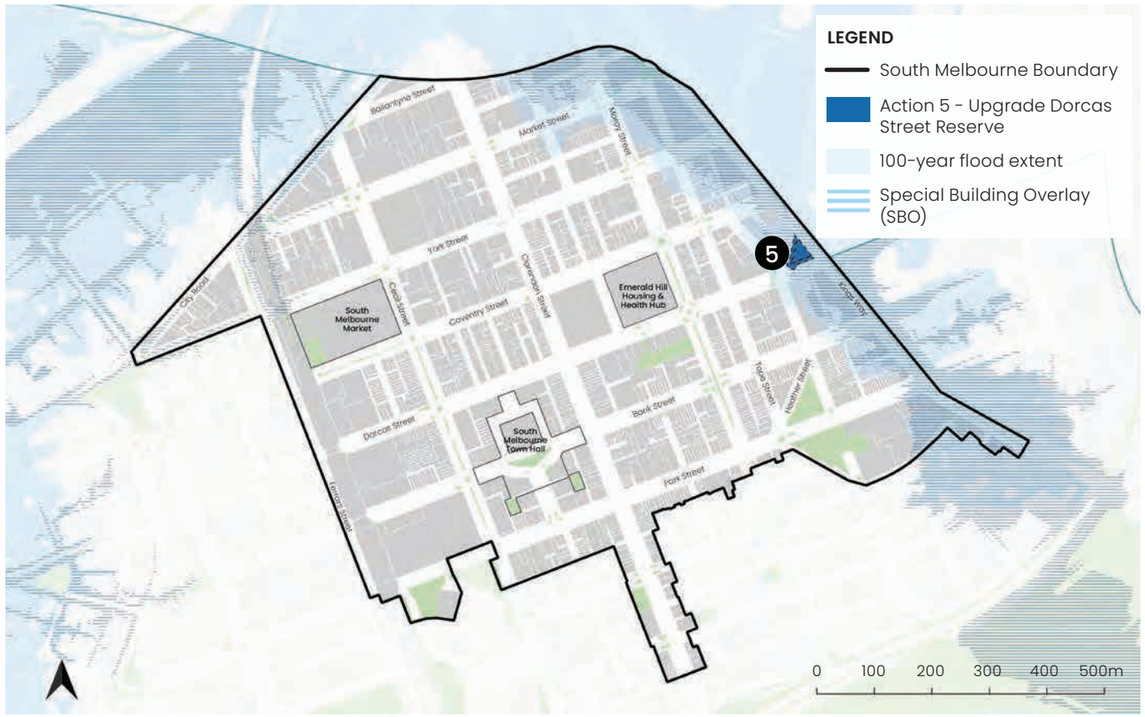
Actions

5.1 Explore the feasibility of incorporating WSUD infrastructure for Dorcas Street Reserve.

5.2 Explore the use of public art or landscaping to create a gateway feature for Dorcas Street Reserve.



Image 42. Existing Dorcas Street Reserve aerial view
Source: Nearmap



Map 11. Location for Action 5 - Upgrade Dorcas Street Reserve



Image 43. Existing Dorcas Street Reserve viewed from Kings Way and Dorcas Street junction



Image 44. Southbank Boulevard

6 UPGRADE MARKET STREET RESERVE

Improve water management, increase tree canopy cover to reduce UHI impacts, improve amenity and biodiversity

Market Street Reserve is a 565 m2 local park located at the north-eastern edge of South Melbourne, next to Kings Way and the West Gate Freeway on-ramp. The reserve has poor pedestrian amenity and lacks a sense of safety due to its location, which limits its potential for recreational use and community activation. Market Street Reserve has great potential to support climate change adaptation.

Principles

The upgrade of Market Street Reserve should:

- create a landscaped green buffer that softens the interface along Kings Way and reduces the impact of traffic on the adjoining land
- facilitate stormwater detention and management of water
- explore environmental and biodiversity enhancements to attract and promote more flora and fauna
- reduce the visual impact of above-ground services
- expand green space or permeable surfaces where possible
- retain functional vehicular movement at the end of Market Street
- maintain and improve the legibility and safety of the pedestrian connection from Market Street to Chessell Street
- ensure adjoining development positively contributes to the casual surveillance of the pedestrian connection.

Actions

6.1 Explore opportunities to increase tree canopy planting and install public art to manage the visual impacts of above-ground services at Market Street Reserve.

6.2 Explore the feasibility of stormwater detention and management at Market Street Reserve.

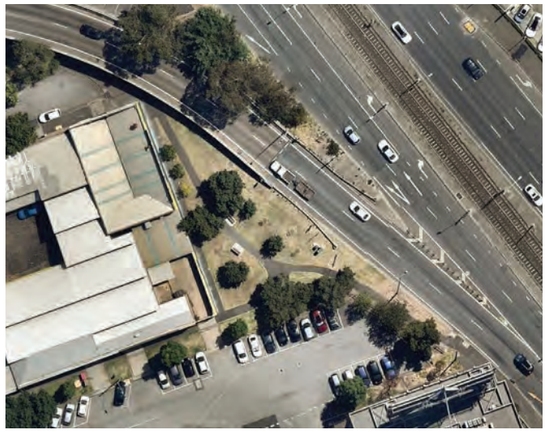
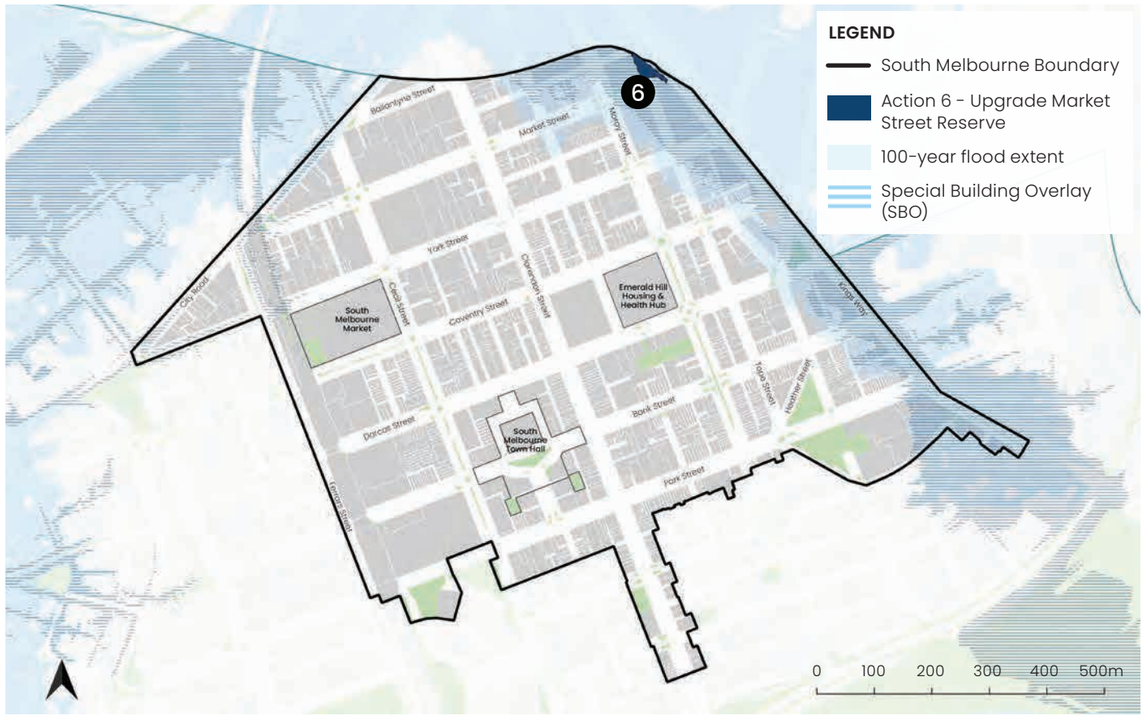


Image 45. Existing Market Street Reserve aerial view
Source: Nearmap



Map 12. Location for Action 6 - Upgrade Market Street Reserve



Image 46. Existing Market Street Reserve next to West Gate Freeway ramp



Image 47. Southbank Boulevard

MOVEMENT AND ACCESS

This chapter provides principles and actions for a high-quality walking and cycling environment that supports economic and population growth. It promotes sustainable and active transport modes as outlined in Move, Connect, Live: Integrated Transport Strategy 2018-28.



INTRODUCTION

South Melbourne will continue to attract people and businesses. Its population, dwellings, office floorspace and jobs are all expected to grow significantly in the coming two decades. This projected growth will increase movement and visitors, as will the growing population in surrounding residential areas including Fishermans Bend, Domain and Southbank.

We need to re-assess our streets and public spaces, taking existing and future land uses into account. We must balance the needs of different users, potential social and economic activities and desired environmental outcomes. We need to prioritise access and connection to public transport and active transport modes over private vehicle use.

Our Integrated Transport Strategy outlines Council's plan to respond to the increased congestion associated with the population and employment growth in the City of Port Phillip. The strategy highlights opportunities to broaden travel choices, prioritising effective and equitable access to transport options to ensure the long-term liveability, amenity and safety of the streets.

The strategy sets the following targets by 2028 for daily internal movement in the municipality:

- 36 per cent increase in walking
- 151 per cent increase in bike riding
- 35 per cent increase in public transport use
- No increase in private car use.

To achieve these targets by 2028, streets will have to carry many more walking, bicycle, and public transport trips. We will need to improve safety, accessibility and amenities to make walking and cycling more convenient alternatives to driving a car.



Image 48. Existing street activation corner of Coventry Street and Cecil Street



Image 49. Existing little street activation on Wynyard Street



Image 50. Existing City Road viewed towards the CBD



Image 51. Existing undercroft car park on Morray Street



Image 52. Existing Tram 58 stop on Kings Way



Image 53. Existing York Street underpass viewed towards the South Melbourne Market

ISSUES

Growth - increased movements

As we try to create a more pedestrian and cycle-friendly South Melbourne, we face the following challenges:

- Wide carriageways and high traffic speeds compromise pedestrian safety.
- Kings Way and City Road create barriers for pedestrians and cyclists.
- The area lacks safe mid-block pedestrian crossing points.
- Laneways and little streets have the potential to contribute to activation and connection, but many have poor amenity and accessibility – uneven surface treatments.
- Many tram stops do not comply with the Disability Discrimination Act 1992 (DDA).
- The Ferrars Street footbridge and the stairs to the 96-tram platform are not DDA compliant.
- York Street underpass is not accessible during heavy rainfall events.
- Inconsistent street lighting along key pedestrian routes creates the perception of unsafe night walking.
- There is currently no dedicated east-west cycling corridor in South Melbourne, limiting easy and safe cyclist movement.
- Unsafe cycling roundabouts and intersections require cyclists to merge into car lanes.
- Bike infrastructure is scattered and does not support the key activity nodes or cater for the needs of the growing population.
- There are no designated parking facilities provided for users of micro-mobility devices such as e-scooters.

WHAT ARE WE TRYING TO ACHIEVE?

As South Melbourne's population continues to grow, existing public space and services need to keep up. This chapter builds on Objective 3: Provide safe and equal access. It identifies opportunities to:

- provide safe, seamless direct pedestrian and bicycle connections within and beyond the precinct
- provide safe and convenient access for people of all abilities and that consider the need of all road users
- provide equal access, pedestrian amenity and safety with tram stop upgrades
- upgrade and improve pedestrian priority at crossings on key arterial roads
- provide kerb outstands and traffic calming opportunities on intersections, along main corridors and at safety hotspots
- enhance the sense of personal security and safety through increased activation and quality lighting
- provide adequate cycle and micro-mobility infrastructure to serve increasing use.

Actions 7 to 20 relate to movement and access.

IMPROVE CONNECTION TO AND WITHIN SOUTH MELBOURNE

PROVIDE SAFE AND CONVENIENT ACCESS FOR ALL ROAD USERS

INTEGRATE ACCESSIBLE TRAM STOPS WITH THE CONTEXT

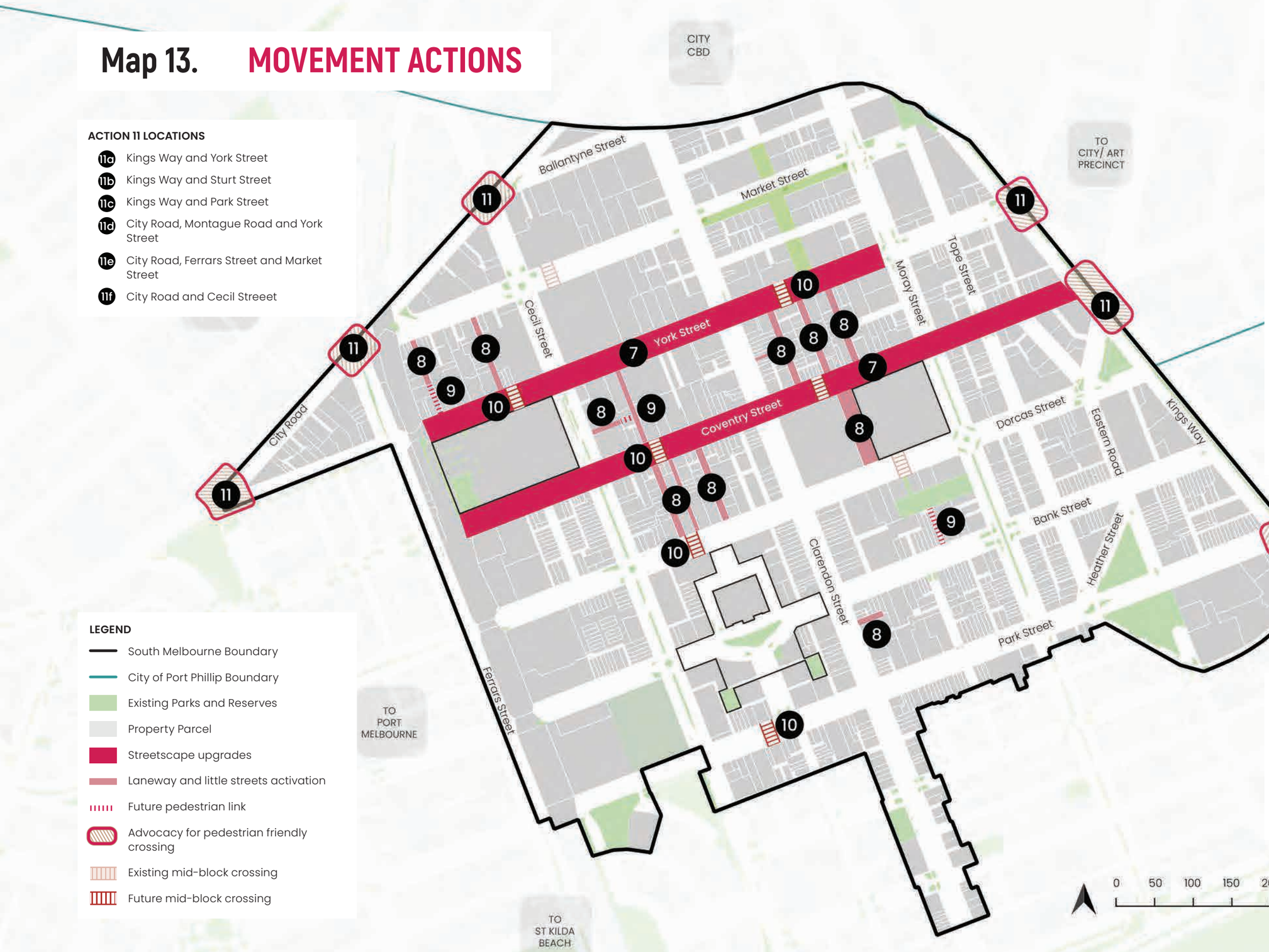
INTRODUCE TRAFFIC CALMING OPPORTUNITIES

IMPROVE SAFE MOVEMENT THROUGH STREETS AND LANEWAYS



Image 54. Existing DDA-compliant Tram 1 (Stop #25) at the Park Street and Cecil Street intersection

Map 13. MOVEMENT ACTIONS



ACTION 11 LOCATIONS

- 11a Kings Way and York Street
- 11b Kings Way and Sturt Street
- 11c Kings Way and Park Street
- 11d City Road, Montague Road and York Street
- 11e City Road, Ferrars Street and Market Street
- 11f City Road and Cecil Streeet

ACTION 7 LOCATIONS

- 7a York Street
- 7b Coventry Street

ACTION 8 LOCATIONS

- 8a Alfred Place (east of Clarendon Street)
- 8b Yarra Place
- 8c Albert Place
- 8d St Lukes Street
- 8e Wynyard Street
- 8f Waterloo Place
- 8g York Place
- 8h Yarra Street
- 8i Francis Street
- 8j Union Street
- 8k Hotham Street
- 8l Northumberland Street
- 8m Craine Street

ACTION 9 LOCATIONS

- 9a Extension of Albert Place to York Street
- 9b Extension of Waterloo Place to York Place
- 9c Laneway south of Skinners Adventure Playground to Bank Street

ACTION 10 LOCATIONS

- 10a Coventry Street - near Francis Street
- 10b Coventry Street - near St Luke Street
- 10c York Street - near Clarke Street
- 10d York Street - near Cecil Street
- 10e Dorcas Street - near Marshall Street
- 10f Park Street - near Perrins Street

LEGEND

- South Melbourne Boundary
- City of Port Phillip Boundary
- Existing Parks and Reserves
- Property Parcel
- Streetscape upgrades
- Laneway and little streets activation
- Future pedestrian link
- Advocacy for pedestrian friendly crossing
- Existing mid-block crossing
- Future mid-block crossing

7 STREETSCAPE IMPROVEMENTS TO KEY PEDESTRIAN STREETS

Improve pedestrian amenity to promote shopping, dining and social interaction

As walking routes between key attractions, York and Coventry Streets are important pedestrian-priority streets. Improving pedestrians' experience will facilitate social activities and economic growth.

Principles

Streetscape improvements in key pedestrian streets should:

- improve pedestrian safety and connections between key activity nodes and across key intersections
- improve pedestrian amenity through additional greening, adequate footpath space and street furniture
- retain and integrate existing healthy mature trees
- provide and maximise opportunities for tree canopy growth
- promote and support footpath trading opportunities, social gatherings and street performances without impacting safe pedestrian movement and amenity
- accommodate street activation along pedestrian connections to public transport stops and elsewhere along pedestrian-priority streets
- integrate public space with adjoining streets and key activity nodes
- improve safety by using Crime Prevention Through Environmental Design (CPTED) principles
- provide accessibility for all users.

Actions

On York and Coventry Streets:

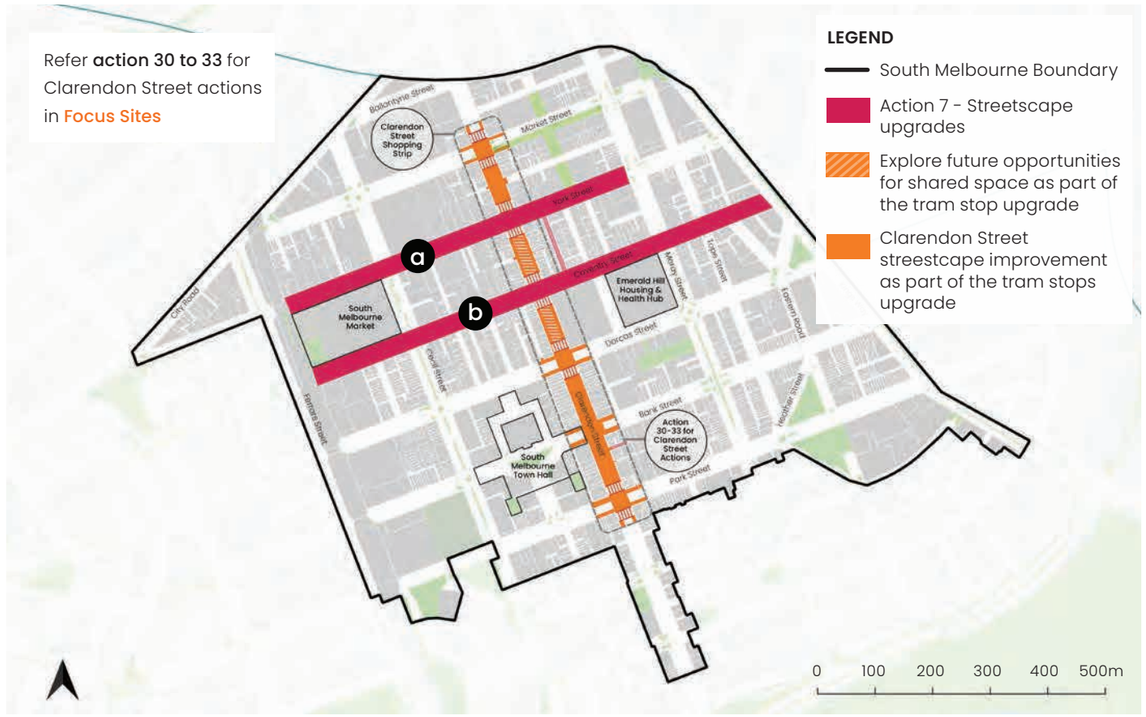
7.1 Explore opportunities for additional greening in locations that are compatible with the heritage awnings.

7.2 Explore opportunities to support outdoor dining, social gatherings and street performances with kerb outstands.

7.3 Explore opportunities to integrate public space with the South Melbourne Market redevelopment.

7.4 Improve pedestrian amenity and connections on Coventry Street between Emerald Hill Health and Housing precinct and Clarendon Street through pedestrian priority and landscaping.

7.5 Consider aerial bundling to reduce visual clutter and to maximise tree canopy growth.



Map 14. Locations for Action 7 – Streetscape improvements to key pedestrian streets



Image 55. Existing footpath on Coventry Street



Image 56. Caloundra Main Street, Sunshine Coast Council - Photographer: Andrew Maccoll



Image 57. Caloundra Main Street - Source: Sunshine Coast Council

8 LANEWAYS AND LITTLE STREET ACTIVATION

Activate laneways and little streets by improving safety, accessibility and amenity

Beyond South Melbourne's wide streets, the study area has laneways and little streets that house businesses and commercial uses. Due to their location, some of these laneways and little streets have the potential to become pedestrian destinations that complement the key attractions.

Principles

Activation of laneway and little streets should:

- encourage businesses to provide active frontages.
- ensure shared spaces deliver a high-amenity pedestrian environment with functional vehicular and service access
- ensure safe movement and access for pedestrians and cyclists throughout the day
- manage vehicular service access outside peak times or business hours to ensure safe pedestrian access
- encourage temporary activation spaces for local events
- celebrate and create a memorable, distinct identity through placemaking initiatives
- minimise adverse impacts upon heritage bluestone paving and kerbs
- remove or minimise visual clutter such as above-ground services and signage
- improve safety by using CPTED principles
- provide accessibility for all users.

Actions

8.1 Explore opportunities in laneways and little streets for:

- active frontages for existing and new businesses
- temporary activation spaces
- street art
- aerial bundling or under-grounding power lines.

Apply this action to the following locations:

a. Alfred Place, east of Clarendon Street **
b. Yarra Place
c. Yarra Street
d. St Lukes Street
e. Craine Street
f. Waterloo Place
g. York Place *
h. Albert Place
i. Northumberland Street
j. Union Street **
k. Francis Street *
l. Hotham Street **
m. Wynyard Street.

* Heritage bluestone laneways
** Heritage bluestone kerbs



Map 15. Locations for Action 8 - Laneway/ small street activation



Image 58. Existing Francis Street active frontage



Image 59. Verity Lane Market by Mather Architecture - Photographer: Lean Timms

9 NEW PEDESTRIAN CONNECTIONS

Improve access to and from key destinations in South Melbourne

To improve access and movement to key attractions, we can investigate possibility to secure a new public pedestrian connection or to upgrade an existing poorly accessible laneway.

Principles

New pedestrian connections should:

- increase permeability and improve mid-block connections
- improve pedestrian access to key activity nodes from surrounding streets and precincts
- improve pedestrian access to public open spaces, reserves and playgrounds
- improve safety by using CPTED principles
- provide accessibility for all users.

Actions

9.1 Explore the opportunity to extend these laneways:

a. Albert Place to York Street, to provide a direct connection to the South Melbourne Market from City Road and Fishermans Bend

b. Waterloo Place to York Place, to increase permeability and mid-block connection.

9.2 Upgrade the existing bluestone laneway south of Skinners adventure playground, to create an accessible pedestrian connection to Bank Street.



Map 16. Locations for Action 9 - New pedestrian connections



Image 60. Existing Albert Place – a potential connection to the South Melbourne Market



Image 61. Existing Waterloo Place – a potential connection to the South Melbourne Market



Image 62. Existing bluestone laneway leading to the Skinners adventure playground site

10 MID-BLOCK PEDESTRIAN CROSSINGS

Provide safe and convenient mid-block pedestrian crossings to facilitate movement

We can introduce mid-block pedestrian crossings to improve safety and activate laneways and little streets. They will allow more permeable and safer pedestrian movement along better routes between key attractions.

Principles

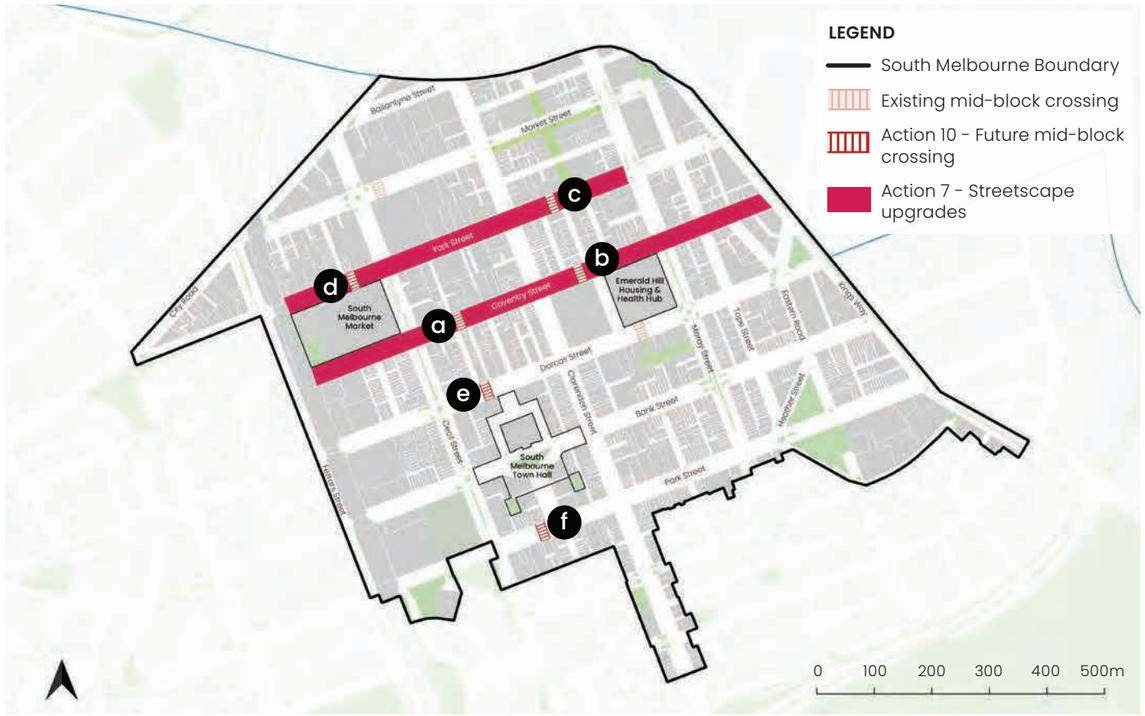
New mid-block pedestrian crossings should:

- facilitate safe north-south pedestrian movement
- support laneway and little street activation initiatives
- improve pedestrian access and connections to key activity nodes
- integrate with other public space improvements
- improve safety by using CPTED principles
- provide accessibility for all users.

Actions

10.1 Explore providing raised mid-block pedestrian crossings in the following locations:

a. Coventry Street, near Francis Street
b. Coventry Street, near St Luke Street
c. York Street, near Clarke Street
d. York Street, near Cecil Street
e. Dorcas Street, near Marshall Street
f. Park Street, near Perrins Street.



Map 17. Locations for Action 10 - Mid-block pedestrian crossings



Image 63. Existing mid-block pedestrian crossing on Dorcas Street



Image 64. Mid-block crossing, Henson Park, Inner West Council - by Complete Urban

11 KINGS WAY AND CITY ROAD PEDESTRIAN CROSSING IMPROVEMENTS

Facilitate pedestrian movement to, across and within South Melbourne

Kings Way and City Road are both state-managed roads. They facilitate a high volume of car traffic, which creates a barrier for pedestrians. Improving the pedestrian crossings along these busy road corridors will make it safer and more comfortable for pedestrians to walk to South Melbourne from the surrounding high-density residential and employment precincts, including the CBD, Southbank, Domain and Fishermans Bend.

Principles

Improvements to pedestrian crossings should:

- prioritise safe, DDA-compliant and convenient access
- integrate with surrounding streetscapes
- provide the shortest practical road crossing distance
- reduce the perceived road barrier through pedestrian-friendly pavement treatments
- reduce pedestrian waiting time at the traffic lights and ensure adequate crossing time
- provide adequate and safe waiting areas near crossings
- provide landscape buffers between pedestrians and moving vehicular traffic
- use distinct road surface materials for traffic calming and creating legible crossing for people who are visually impaired
- improve safety by using CPTED principles.

Actions

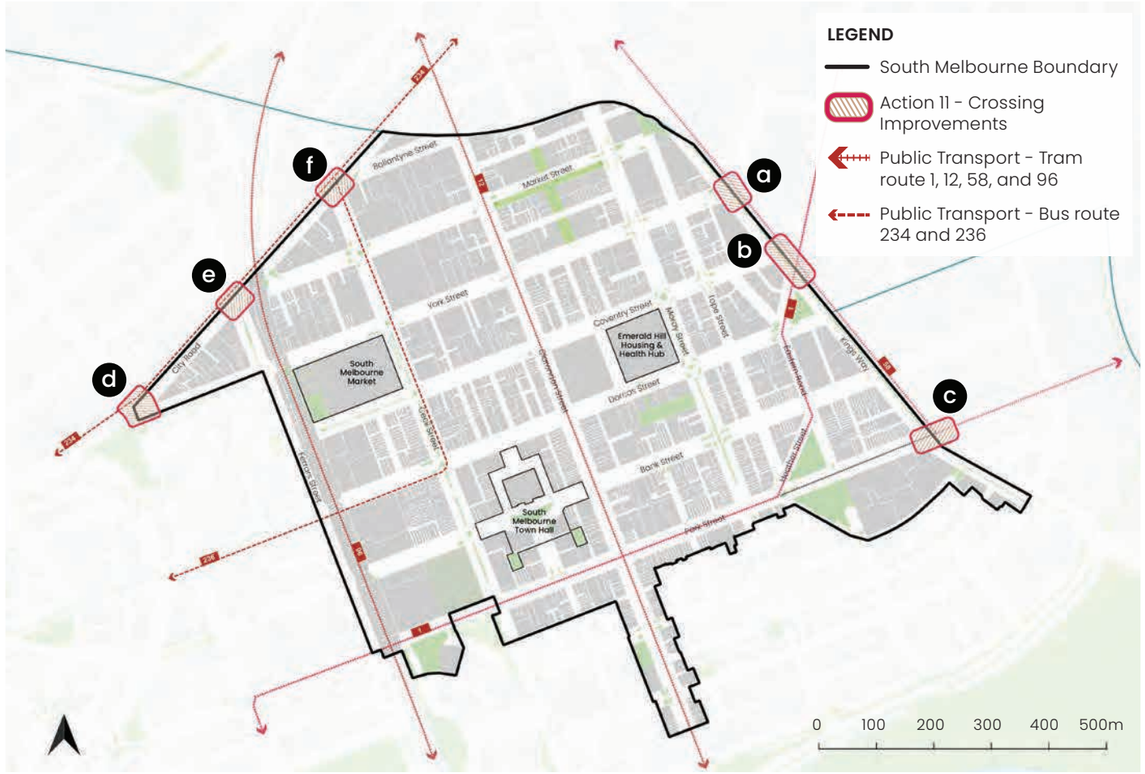
11.1 Advocate to the Victorian Government for improvements to the following pedestrian crossing locations:

Kings Way

- **a.** Kings Way and York Street
- **b.** Kings Way and Sturt Street
- **c.** Kings Way and Park Street

City Road

- **d.** City Road, Montague Street and York Street
- **e.** City Road, Ferrars Street and Market Street
- **f.** City Road and Cecil Street.



Map 18. Locations for Action 11 - Kings Way and City Road pedestrian crossing improvements



Image 65. Existing Kings Way and Dorcas Street junction aerial view



Image 66. Existing pedestrian crossing at the York Street and Kings Way looking towards east



Image 67. Pedestrian and cycling crossing at Queens Bridge Street - City of Melbourne

12 STREETSCAPE MANAGEMENT PLAN

Create a streetscape management plan to unify public space character through the consistent use of materials, planting, lighting and street furniture

This framework brings together staged streetscape improvements and the incremental redevelopment of key sites to build a strong collective identity in South Melbourne.

Principles

The streetscape management plan should:

- unify public space appearance through the consistent use of materials, planting, lighting and street furniture
- encourage the use of materials and street furniture that are high quality, durable, practical to maintain and consistent with municipal standards
- locate street furniture within the appropriate footpath zone to avoid obstructing pedestrian access and movement, retain car drivers' view lines and support their functional use
- encourage decluttering by consolidating and removing redundant poles, furniture, signs and other disused structures on the streets
- improve safety by using CPTED principles
- provide accessibility for all users
- avoid removing mature street trees.

Actions

12.1 Create a streetscape management plan for all streets in South Melbourne.



Image 68. Existing timber seating at Coventry Street and Cecil Street junction

Map 19. ACCESS ACTIONS



LEGEND

- South Melbourne Boundary
- City of Port Phillip Boundary
- Existing Parks and Reserves
- Property Parcel
- Advocacy for upgrade of undercroft east spaces for worker's carparks
- Advocacy for upgrade of undercroft west spaces for street interface improvements
- Advocacy for accessible York Street underpass
- Advocacy for accessible tram stops
- Advocacy for accessible footbridge/ connection
- Consistent illumination of street lighting
- Ambience lighting
- Future potential tram link - Tram route 1
- Public Transport - Tram route 1, 12, 58, and 96
- Public Transport - Bus route 234 and 236

ACTION 13 LOCATIONS

- 13a Undercroft East
- 13b Undercroft West

ACTION 14 LOCATIONS

Kings Way – Tram 58

- 14c Stop#117 at York Street
- 14b Stop#118 at Sturt Street

Park Street – Tram 1

- 14c Stop #23 at Moray Street
- 14d Stop #24 at Clarendon Street

Coventry Street – Tram 96

- 14e Stop #127 at South Melbourne Market

Clarendon Street – Tram 12

- 14f Stop #127 at York Street
- 14g Stop #128 at Dorcas Street

ACTION 15 LOCATIONS

- 15 Coventry Street/Ferrars Street Pedestrian Footbridge

ACTION 16 LOCATIONS

- 16 York Street Underpass

ACTION 17 LOCATIONS

- 17a Clarendon Street - between Market Street and Park Street
- 17b Coventry Street - between Ferrars Street and Moray Street
- 17c York Street - between Clarendon Street and Cecil Street
- 17d Cecil Street - between Market and Coventry Street
- 17e Dorcas Street - between Clarendon and Marshall Street
- 17f Park Street - between Cecil Street and Clarendon Street
- 17g Clarendon Street - between York Street and Bank Street
- 17h

13 UNDERCROFT SPACE

Improve the accessibility, safety, activation and amenity of the undercroft space

The undercroft carparks and the drive-through food outlet under the West Gate Freeway are eyesores. The carpark is under the jurisdiction of City of Melbourne and marks the northern gateway to South Melbourne when travelling from the CBD. We can advocate to the Victorian Government, City of Melbourne and other stakeholders to improve the use and interface of these undercroft spaces to activate safe walking and cycling into South Melbourne.

Principles

Upgrades to the undercroft space under West Gate Freeway, east of Clarendon Street, should:

- review the capacity and best use of the carpark to cater for population growth and needs
- improve safety and accessibility to the East Enterprise Precinct
- improve safety by using CPTED principles.

Upgrades to the undercroft space under West Gate Freeway, west of Clarendon Street, should:

- encourage and support the activation
- improve the visual amenity with landscaping, feature lighting, public art or other means
- improve safety by using CPTED principles
- provide accessibility for all users.

Actions

13.1 For the location below West Gate Freeway, west of Clarendon Street, advocate to the Victorian Government, City of Melbourne and other stakeholders to explore:

- opportunities for development or open space activations
- understorey and tree plantings
- lighting improvements.

13.2 For the location below West Gate Freeway, east of Clarendon Street, advocate to the Victorian Government, City of Melbourne and other stakeholders to:

- undertake a feasibility study on the capacity and best use of the undercroft carpark
- explore the existing undercroft spaces east of Clarendon Street to contribute to integrated active sustainable transport solutions
- upgrade the amenity of the undercroft carpark northeast of Clarendon Street to improve safe walking and cycling to the East Enterprise Precinct.



Map 20. Locations for Action 13 - Undercroft space



Image 69. Existing undercroft car park under West Gate freeway, East Clarendon Street



Image 70. Terry Spinks Place, Linkcity, London by Turkington Martin and Light Follows Behaviour

14 TRAM STOP IMPROVEMENTS

Provide safe and accessible tram stops that facilitate convenient movement

Most tram stops in South Melbourne do not allow for universal access. They create a barrier for people in wheelchairs and those with reduced mobility. Improving accessibility at these tram stops will facilitate inclusive access to sustainable transport.

Design-Led Process

The framework reinforces the importance of a design-led process with supporting design principles for all tram infrastructure in the municipality.

The design-led process should:

- be a whole-of-Government approach
- be design-led and context specific
- locate structures and consider minimising impact to public realm
- incorporates surrounding projects and future-proofs opportunities for other projects
- provides a public realm or community benefit
- secure funding and any required approvals early
- includes a clear communication and engagement strategy that involves stakeholders and engages the community.

Principles

Design principles for tram stop improvements should:

- cause no net loss of public space or healthy trees
- provide design excellence and an innovative design response
- minimise building footprint and construction impact
- be co-located or have a multifunctional use
- consider visual impact and scale from all aspects
- considers CPTED principles
- use high-quality materials that are durable and readily maintained.

Actions

14.1 Advocate to and engage with the Victorian Government for all tram stop upgrades, which consider Council's principles.

Locations:

Kings Way – Tram 58

- **a.** Stop#117 at York Street
- **b.** Stop#118 at Sturt Street

Park Street – Tram 1

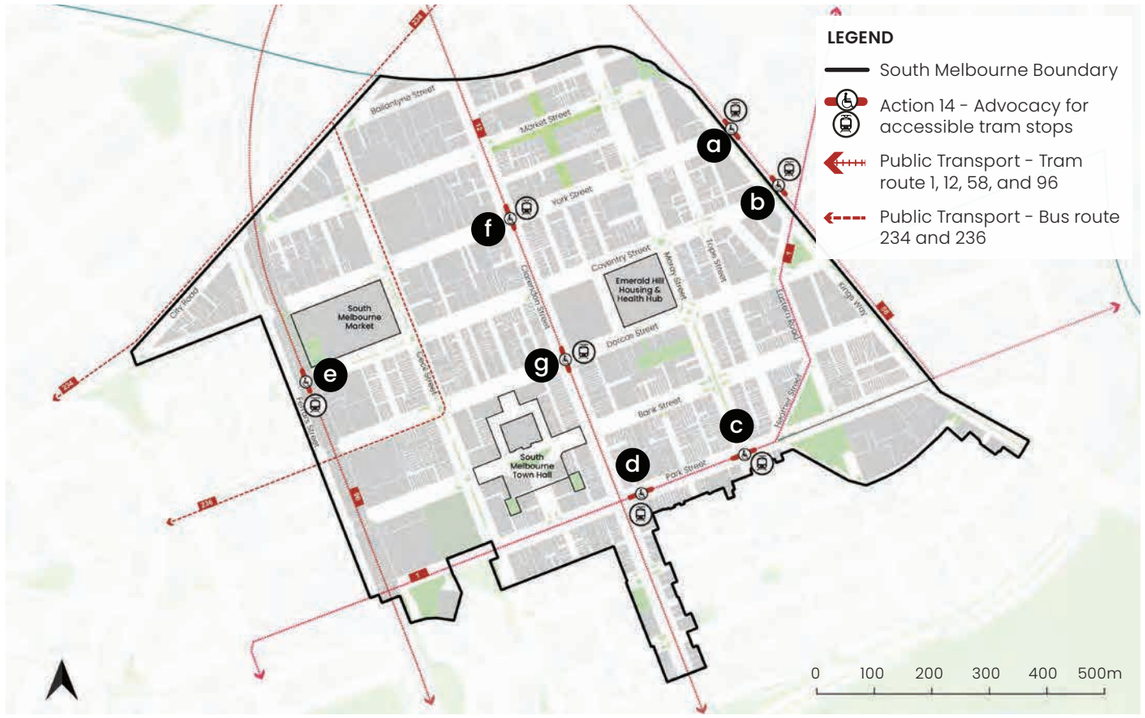
- **c.** Stop #23 at Moray Street
- **d.** Stop #24 at Clarendon Street

Coventry Street – Tram 96

- **e.** Stop #127 at South Melbourne Market

Clarendon Street – Tram 12

- **f.** Stop #127 at York Street
- **g.** Stop #128 at Dorcas Street.



Map 21. Locations for Action 14 - Tram stop improvements



Image 71. Existing Tram 12 (Stop #128), Dorcas Street and Clarendon Street intersection



Image 72. Tram platform – Tram 58 (Stop #115) at City Road

15 FERRARS STREET FOOTBRIDGE

Improve the safety and accessibility of the Ferrars Street footbridge

The light rail corridor for Tram 96 runs parallel to Ferrars Street. Currently, the light rail cutting presents as a significant barrier for pedestrians to cross from Ferrars Street to the South Melbourne Market. There is an overhead footbridge connecting Ferrars Street to Coventry Street, but the bridge is not DDA compliant.

Principles

Upgrades to the Ferrars Street footbridge should:

- improve universal access across the light rail platforms and to the tram stop
- comply with any permit conditions required by Heritage Victoria – the bridge forms part of the South Melbourne Railway Station Victorian Heritage Register H1395
- improve safety by using CPTED principles
- provide accessibility for all users.

Actions

15.1 Advocate to the Victorian Government to upgrade the Ferrars Street pedestrian footbridge to be DDA compliant.

16 YORK STREET UNDERPASS IMPROVEMENTS

Improve the safety, amenity and accessibility of the York Street underpass

The light rail track for Tram 96 ramps to form an overhead bridge at the York Street intersection. The overhead bridge also marks the western gateway to South Melbourne when approaching from Fishermans Bend. The York Street underpass allows vehicular and pedestrian access to the South Melbourne Market. However, in its current condition, this underpass is prone to flooding and does not meet DDA access.

Principles

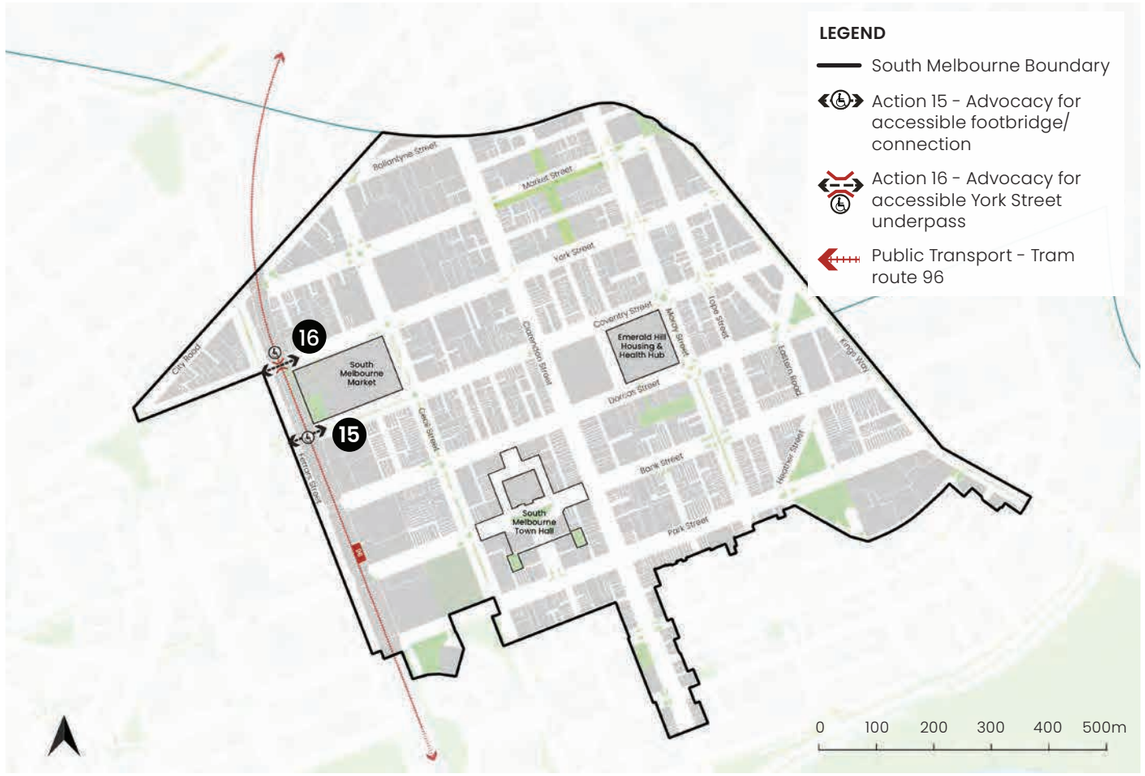
Upgrades to the York Street underpass should:

- improve accessibility and functionality for all users
- avoid or mitigate flooding impacts at the underpass
- provide opportunities for integrated public art, feature lighting, landscaping or similar treatment to improve the amenity of the space
- improve safety by using CPTED principles.

Actions

16.1 Advocate for the Victorian Government to undertake feasibility studies to improve the accessibility and functionality of the York Street underpass.

16.2 Advocate for the Victorian Government to explore the inclusion of integrated public art, lighting or similar treatment at the York Street underpass.



Map 22. Locations for Action 15 and 16 - Ferrars Street footbridge and York Street underpass improvements



Image 73. Existing non-DDA-compliant footbridge viewed from Ferrars Street



Image 74. Existing York Street underpass viewed towards City Road

17 LIGHTING IMPROVEMENTS

Improve pedestrian safety and amenity during the day and night

To improve the safety of walking at night and boost the night-time economy, we can improve the streetlight illumination linking key attractions and the public transport nodes. We can also explore feature lighting along Clarendon Street between Park and Coventry Streets, integrated within the heritage awning. Feature lighting would add a festive character and create a more welcoming experience.

Principles

Street lighting improvements should:

- provide safe and accessible connections to public transport and key destinations
- provide adequate street lighting along key pedestrian priority routes
- support and elevate the heritage character of the streets
- minimise visual clutter
- avoid impacting trees – for example, by requiring cutting back of tree canopies or removing mature trees
- improve safety by using CPTED principles.

Pedestrian lighting improvements should support flexible illumination options to reflect seasonal events and to create a festive atmosphere within the Clarendon Street precinct.

Actions

17.1 Improve consistent street and pedestrian lighting at the following locations:

- **a.** Clarendon Street, between Market and Park Streets
- **b.** Coventry Street, between Ferrars and Moray Streets
- **c.** York Street, between Clarendon and Cecil Streets
- **d.** Cecil Street, between Market and Coventry Streets
- **e.** Dorcas Street, between Clarendon and Marshall Streets
- **f.** Park Street, between Cecil and Clarendon Streets.

17.2 Explore opportunities for creating festive, vibrant and warm pedestrian lighting ambience at Clarendon Street, between Park and Coventry Streets **(g)**.



Map 23. Locations for Action 17 - Lighting improvements

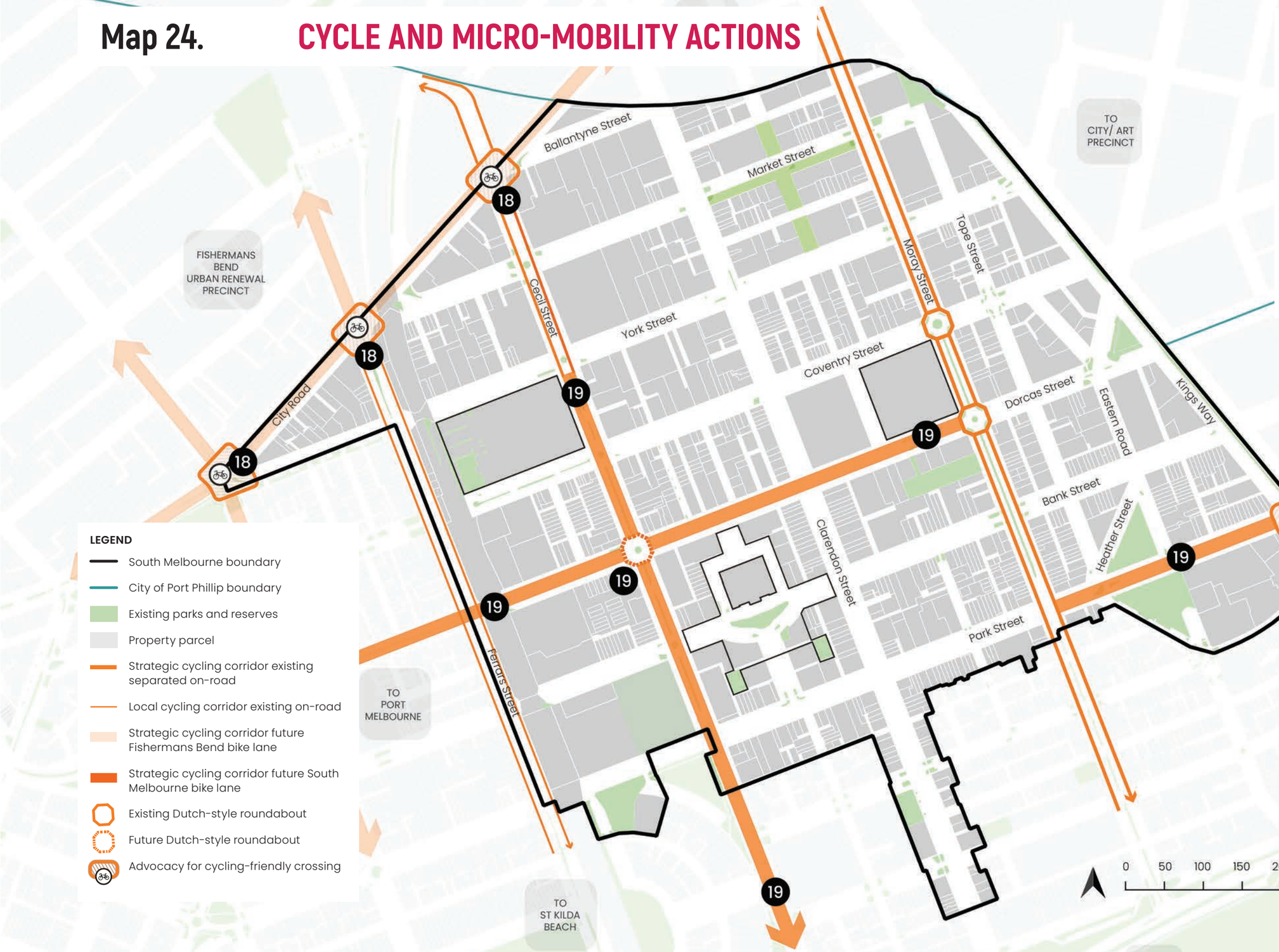


Figure 8. Illustration of Clarendon Street pedestrian lighting *Source: South Melbourne Place Plan 2019-20*



Image 75. North Melbourne Town Hall's pedestrian lighting - Photographer: Pete Dillon

Map 24. CYCLE AND MICRO-MOBILITY ACTIONS



ACTION 18 LOCATIONS

- 18 City Road/Montague Street/York Street
- 18 City Road/Ferrars Street/Market Street
- 18 City Road/Cecil Street
- 18 Park Street/Kings Way

ACTION 19 LOCATIONS

- 19 Park Street - between Moray and Kings Way.
- 19 Dorcas Street - between Moray Street and Ferrars Street
- 19 Upgrade Dorcas Street/Cecil Street intersection
- 19 Upgrade parts of Cecil Street bike route - between Albert Road to Whiteman Street.

LEGEND

- South Melbourne boundary
- City of Port Phillip boundary
- Existing parks and reserves
- Property parcel
- Strategic cycling corridor existing separated on-road
- Local cycling corridor existing on-road
- Strategic cycling corridor future Fishermans Bend bike lane
- Strategic cycling corridor future South Melbourne bike lane
- Existing Dutch-style roundabout
- Future Dutch-style roundabout
- Advocacy for cycling-friendly crossing

18 CYCLE AND MICRO-MOBILITY CROSSING IMPROVEMENTS

Facilitate cycle and micro-mobility movement to and within South Melbourne

Kings Way and City Road are both state-managed roads. They facilitate a high volume of car traffic, which creates a barrier for riders. Improving riders' crossings along these busy road corridors will facilitate safer and more comfortable movement to South Melbourne from surrounding areas, including the CBD, Southbank, Domain and Fishermans Bend.

Principles

Cycling and micro-mobility crossing improvements should:

- improve safety and accessibility at intersections
- give priority to cyclists and micro-mobility riders over motorists to cross City Road and Kings Way
- provide the shortest practical road crossing distance
- integrate with other streetscape improvements
- avoid removing mature street trees.

Actions

18.1 Advocate and collaborate with the Victorian Government to improve crossings for bike and micro-mobility riders.

18.2 Advocate to the Victorian Government for improvements to riders' crossings along City Road.

- **a.** City Road, Montague Street and York Street
- **b.** City Road, Ferrars Street and Market Street
- **c.** City Road and Cecil Street.

18.3 Advocate to the Victorian Government for a safe and legible riders' crossing at Kings Way and Park Street.



Map 25. Locations for Action 18 - Cycle and micro-mobility crossing improvements



Image 76. Existing Cecil Street bike path at the City Road intersection



Image 77. Cycle crossing at Queens Bridge Street - City of Melbourne

19 CYCLE AND MICRO-MOBILITY LANE IMPROVEMENTS

Facilitate cycle and micro-mobility movement to and within South Melbourne

The Moray and Cecil Street bike lanes provide a north-south bike route and connection to the CBD. However, we lack an east-west designated cycling route to connect South Melbourne to Anzac Station and Fishermans Bend.

Principles

Cycling and micro-mobility lane improvements should:

- implement key directions from our Integrated Transport Strategy
- ensure lane infrastructure accommodates all options for micro-mobility devices
- ensure the standard of infrastructure aligns with user needs
- integrate with other streetscape improvements
- avoid removing mature street trees.

Actions

19.1 Advocate to the Victorian Government for a permanent Park Street bike lane between Moray and Kings Way.

19.2 Implement the Dorcas Street/Nelson Road/Foote Street – Kings Way to Beach bike route as outlined in our Integrated Transport Strategy.

19.3 Upgrade the Dorcas and Cecil Street intersection with a cycling-priority roundabout to improve cyclists' safety and visibility.

19.4 Explore opportunities to upgrade parts of the Cecil Street bike route to provide a continuous protected bike lane from Albert Road to Whiteman Street.

19.5 Ensure the ongoing maintenance of bike paths and road surfaces on shared cycling and micro-mobility routes to provide safety for all users.



Map 26. Locations for Action 19 - Cycle and micro-mobility lane improvements



Image 78. Existing Clarendon Street where bikers must share lane with vehicular traffic



Image 79. Existing protected bike lane on Moray Street

20 CYCLE AND MICRO-MOBILITY PARKING AND END-OF-TRIP IMPROVEMENTS

Facilitate cycle and micro-mobility movement to and within South Melbourne

The Integrated Transport Strategy aims for a 151 per cent increase in bike riding trips by 2028, for daily internal movement to and from places across the municipality. E-scooters and other micro-mobility devices now share pedestrian, cycling and road space. To accommodate these growing modes of transport, Council should advocate for, or provide, high-quality, secure and adequate parking and rider facilities at appropriate locations.

Principles

Cycling and micro-mobility parking and rider facilities should:

- be conveniently located and easily accessible, for example, near building or site entries and other visible locations
- be close to popular origins, destinations and the most used travel routes
- integrate with other streetscape improvements.

Actions

20.1 Advocate for cycle and micro-mobility parking and rider facilities in Victorian Government projects in South Melbourne.

20.2 Identify and provide opportunities for cycle and micro-mobility parking and rider facilities in Council projects in South Melbourne.



Image 80. Existing E-scooters parking on footpath often presents a physical clutter to streetscape



Image 81. E-scooters parking on City Road near the Melbourne Covention and Exhibition Centre



Image 82. Micro-mobility device is a growing mode of transport in the South Melbourne activity centre and surrounding areas

DIVERSE PUBLIC SPACE

This chapter provides strategies, principles and actions for increasing, upgrading, diversifying, re-purposing, multi-purposing and activating public space. We want public space that contributes to an inclusive, liveable, sustainable, vibrant and healthy community.



INTRODUCTION

Public space is essential for residents and workers, while new spaces are needed to ensure future growth is sustainable and balanced. South Melbourne benefits from being closely located to parks, gardens and sports facilities, including the Royal Botanic Gardens, the Tan running track and the Albert Park sporting precinct.

There are nine public spaces in South Melbourne. They are all small, local and neighbourhood in scale. The total area is a little over 11,500 m2 with only 1300 m² north of Dorcas Street.

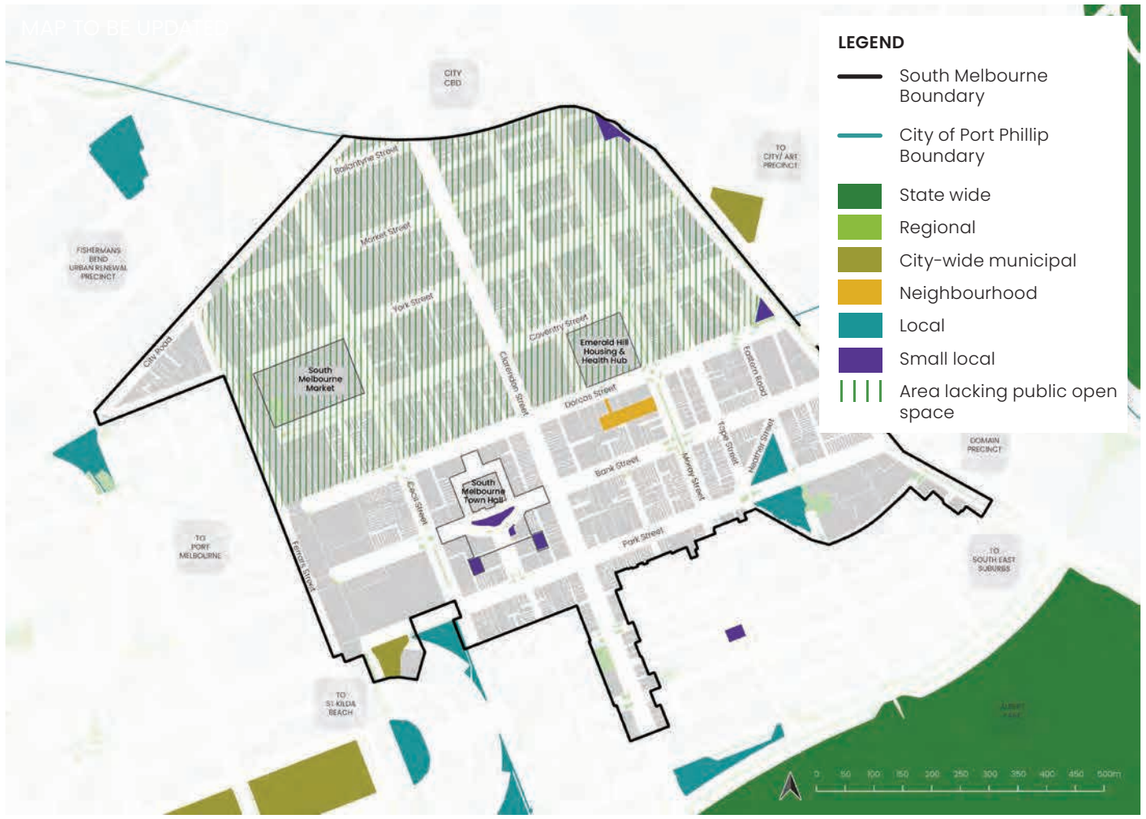
Other public spaces include the retail streetscape of Clarendon Street and contributory spaces such as the market, South Melbourne Town Hall forecourt and the communal (semi-private) open space at Park Towers.

Changing how we use our public space

South Melbourne will continue to attract higher-density developments, bringing more people to live, work and shop in the area. While this growth is positive for the local economy, the limited public spaces need to work harder to keep up with increasing demand and the community's expectations. Council and the community need to be more creative, resourceful and sustainable in expanding, diversifying and improving existing public spaces to maintain liveability.

South Melbourne features very wide streets with broad pedestrian footpaths. Many buildings have no front setbacks or landscaped areas. The streetscape and public space must deliver the social, environmental and economic benefits that public open space generally provides.

The wide streets in the study area provide an opportunity to address public space needs to deliver actions outlined in our Public Space Strategy. These opportunities could be found in consolidated locations, within the road reserve or in amenity pockets scattered throughout South Melbourne.



Map 27. Existing location of public open space and its classification. Hatched areas show limited public space.
Source: *Public Space Strategy*



Image 83. Existing Eastern Reserve North aerial view



Image 84 Existing Eastern Reserve North with granitic sand dog off-leash areas



Image 85. Existing Skinners Reserve adventure playground

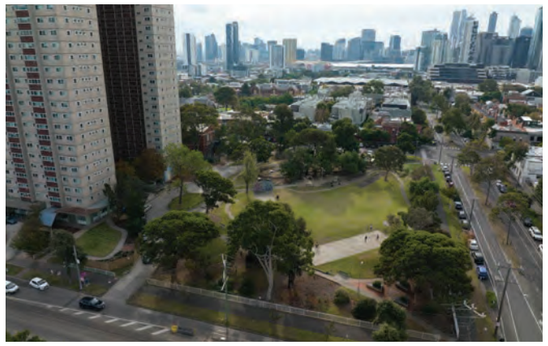


Image 86. Existing aerial view of Park Towers Reserve looking towards the city

ISSUES

Growth - limited public space

South Melbourne's population will continue grow in the coming two decades. Several large developments between Southbank and Dorcas Street, including the East Enterprise Precinct, have brought more residents, jobs and vitality to the area. We expect this trend to continue. We also expect that more people will use public space in South Melbourne as Fishermans Bend grows.

New and improved public space in South Melbourne is a high priority for City of Port Phillip. We will explore the following opportunities to add new public space:

- purchasing land
- introducing development incentives
- closing roads
- utilising underused Victorian Government land.

WHAT ARE WE TRYING TO ACHIEVE?

This chapter builds on Objective 4: Shape public spaces to support a variety of uses and enterprises. It identifies opportunities for:

- adapting and re-purposing carriageways, nature strips and underutilised sites for public space
- improving existing public space
- flexible uses of private spaces.

Actions 21 to 26 relate to diverse public space.

IMPROVE EXISTING PUBLIC OPEN SPACE

DIVERSIFY AND CREATE NEW PUBLIC SPACES

SUPPORT TRADING AND OTHER BUSINESS ACTIVITY

CREATE FLEXIBLE, PURPOSEFUL AND ADAPTABLE PUBLIC SPACE

IMPROVE THE PUBLIC REALM AT KEY ATTRACTIONS



Image 87. Existing heritage water fountain feature on Eastern Reserve North

MAP 28. DIVERSE PUBLIC SPACE

LEGEND

- South Melbourne boundary
- City of Port Phillip boundary
- Existing parks and reserves
- Property parcel
- New public space opportunities
- Existing public space upgrades

ACTION LOCATIONS

21 Market Street linear park
22 Clarke Street reconfiguration
23 Urban and green public space
24 Upgrade Skinners adventure playground
25 Upgrade Eastern Reserve North
26 Park Street Reserve

Other actions related to Diverse Open Space

Refer to Being Water-wise

- 5 Action 5 - Upgrade Dorcas Street Reserve
- 6 Action 6 - Upgrade Market Street Reserve

Refer to Focus Sites

- 34 Action 34 - South Melbourne Town Hall Public Realm Master Plan
- 37 Action 37 - New public open space
- 40 Action 40 - Market Street Linear Park
- 41 Action 41 - Clarke Street Reconfiguration

21 MARKET STREET LINEAR PARK

Explore the feasibility of a linear park on the southern side of Market Street between Clarendon and Moray Streets

Market Street East, between Clarendon and Moray Streets, is located in the heart of the East Enterprise Precinct. It is 30 metres wide, with a one-way traffic lane, 90-degree parking and limited crossovers. By reducing the oversized carriageway, while retaining the functional one-way traffic lane, we create a sunny linear park on the southern side of the street.

Principles

The Market Street linear park should:

- retain and enhance existing tree canopy cover and understorey planting to assist with urban cooling and improving pedestrian comfort
- ensure the design enhances and supports the East Enterprise Precinct and serves the needs of workers
- ensure essential vehicle access to private properties is maintained to support their business activity
- use a consistent material palette, street furniture and lighting to create a coherent street character
- provide adequate facilities suitable for cyclists and micro-mobility users
- improve safety by using CPTED principles
- provide accessibility for all users.

Actions

21.1 Explore the feasibility of a pedestrian-priority linear park along Market Street between Clarendon and Moray Streets to create a green link to the East Enterprise Precinct.



Map 29. Location for Action 21 – Market Street linear park



Image 88. Existing kerb outstands on Market Street near Clarke Street intersection



Image 89. Southbank Boulevard

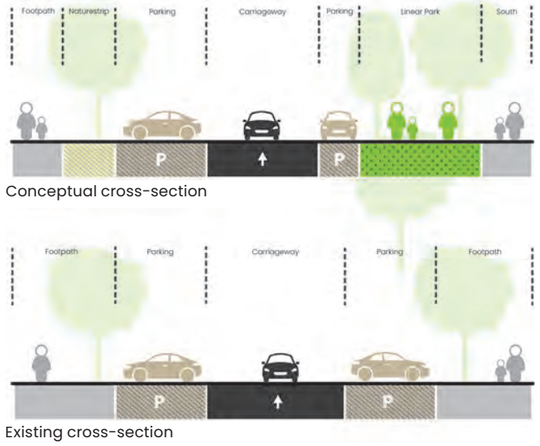


Figure 9. Existing and conceptual cross section of Market Street showing the addition of the linear park

22 CLARKE STREET RECONFIGURATION

Explore the reconfiguration of Clarke Street to a pedestrian-priority environment

Clarke Street is a 20-metre-wide, north-south street with two traffic lanes. It is located in the East Enterprise Precinct, to the north of Dorcas Street. It is in the part of South Melbourne that lacks public open space, as identified in our Public Space Strategy.

The majority of private lots along Clarke Street between Chessell and York Streets are corner lots with alternative vehicular access. The street has limited number of mid-block crossovers. This provides a rare opportunity to convert some parts, or the entire carriageway, to a shared space with one-way traffic for mid-block residences.

Reconfiguring Clarke Street can help activate the proposed Market Street linear park, by providing a multi-purpose public space with complementary features.

Principles

The reconfiguration of Clarke Street should:

- create an improved pedestrian environment, with increased tree canopy, understorey planting, street furniture, bike parking, lighting and urban art
- ensure street spaces are designed for multiple activities suitable for diverse users
- prioritise a pedestrian-priority design, maximising safety and amenity for walkers and cyclists
- ensure an active building interface to allow for casual surveillance and a sense of safety
- improve safety by using CPTED principles
- provide accessibility for all users.

Actions

22.1 Explore the feasibility of converting Clarke Street, between York and Chessell Streets, in whole or part, to a pedestrian-priority space.

22.2 Advocate and collaborate with the City of Melbourne to explore the feasibility of continuing this pedestrian-priority space north to connect with Southbank.



Map 30. Location for Action 22 – Clarke Street reconfiguration



Image 90. Existing Clarke Street viewed south towards York Street



Image 91. Holland Street, Thebarton by JPE Design Studio - Photographer: Sam Noonan



Image 92. Holland Street, Thebarton by JPE Design Studio - Photographer: Sam Noonan

23 URBAN AND GREEN PUBLIC SPACE

Explore increasing public pedestrian space to support safe pedestrian movement and to response to the local community needs

We have an opportunity to create a new green public space at the western end of Market Street near City Road. It would reduce the excessive pavement and create a green node along the pedestrian link between South Melbourne Market and the West Enterprise Precinct. It will also improve the walking experience for bus commuters and visitors from Fishermans Bend.

Principles

Any new public space should:

- allow for a variety of uses
- retain and enhance existing tree canopy cover and understorey planting
- assist with urban cooling and improving pedestrian experiences
- use consistent materials, street furniture, bike parking, lighting and public art to create a sense of place and identity
- improve safety by using CPTED principles.

Actions

23.1 Explore the feasibility of increasing public space at the western end of Market Street near City Road to address the lack of public open space to the north of Dorcas Street, as described in our Public Space Strategy.



Map 31. Location for Action 23 – Urban and green public space



Image 93. Existing excessive hard surface area for one-way traffic on Market Street west near City Road



Image 94. Ashfield Town Centre Upgrade, NSW by Complete Urban

24 UPGRADE SKINNERS ADVENTURE PLAYGROUND

Improve Skinners adventure playground while enhancing its existing function

Skinners adventure playground is a Council-owned, 2480 m2 neighbourhood playground. It is one of five adventure playgrounds in Melbourne and one of two in the City of Port Phillip. It is highly valued by residents and the broader community for its unique and quirky character, inspired by communal backyard or hidden junkyard creative play. It promotes safe risk-taking and provides various play programs for children.

Principles

The upgrade of Skinners adventure playground should:

- provide a variety of play equipment that suits children of various ages, abilities and needs
- retain the existing adventure playground element and ensure new opportunities to promote new play experiences
- retain existing mature trees
- explore opportunities for WSUD infrastructure to manage stormwater
- maintain the existing character of the adventure playground and ensure the value of the public space is maximised for the benefit of the broader community
- improve safety by using CPTED principles
- provide accessibility for all users.

Actions

24.1 Improve the experiential journey of the Skinners adventure playground, while maintaining its existing function, retaining the canopy cover and exploring opportunities to increase public access as detailed in our Public Space Strategy.



Map 32. Location for Action 24 - Upgrade Skinners adventure playground



Image 95. Existing activity shelter, Skinners Reserve adventure playground



Image 96. Leichard Pocket Park, Sydney by Mike Hewson



Image 97. St Peters Fences, Simpson Park, Sydney by Mike Hewson

25 UPGRADE EASTERN RESERVE NORTH

Improve the amenity and functionality of Eastern Reserve North

Eastern Reserve North is a 2580 m2 local park in Residential Precinct East. The reserve currently functions as an off-leash dog park. Despite the dog park's popularity, it is difficult to expand because of the small size of the reserve. Our Public Space Strategy identifies Eastern Reserve North for upgrading. We will endeavour to diversify park uses to deliver a greater benefit for more of the community.

Principles

The upgrade of Eastern Reserve North should:

- explore opportunities to increase the size of the dog park to allow spaces for new equipment and improved park amenities
- explore opportunities for WSUD and biodiversity including understorey planting
- explore opportunities for additional recreational uses to broaden the park's user groups
- provide a safe, legible and intuitive pedestrian-priority crossing at Park Street
- consider heritage features
- improve safety by using CPTED principles
- provide accessibility for all users.

Actions

25.1 Upgrade Eastern Reserve North as identified in our Public Space Strategy and explore opportunities for expansion and integration with the surrounding streetscapes.



Map 33. Location for Action 25 - Upgrade Eastern Reserve North



Image 98 Existing Eastern Reserve North viewed from the corner of Park Street and Heather Street



Image 99. Existing Eastern Reserve North dog off-leash signage and fencing



Image 100. Sydney Park - fitness station by Jane Irwin Landscape Architecture

26 PARK TOWERS RESERVE

Enhance open space for Park Towers residents and explore opportunities for public access and compatible shared use

Park Towers Reserve is currently used by the residents of the towers – although the public can still informally access the reserve. The projected population increase in South Melbourne and the scarcity of land suitable for public open space require Council and the Victorian Government to be more strategic and creative to make sure existing public and semi-public open spaces work harder for more people. Although the Park Towers Reserve serves the highest-density housing in the study area, it is underused at various times.

Principles

Ensure that changes to Park Towers Reserve should:

- maintain significant areas of open space for use by residents of Park Towers
- retain established mature trees
- increase the biodiversity of plant species
- increase the diversity of active and passive recreational uses for broader groups of users
- encourage lighting to extend use and activation
- provide adequate bike parking and facilities for riders as appropriate
- align with the direction outlined in our Public Space Strategy.

Actions

26.1 Advocate for the Victorian Government to upgrade Park Towers Reserve to accommodate a variety of uses for residents of Park Towers and explore opportunities for public access as recommended in our Public Space Strategy.



Map 34. Locations for Action 26 - Park Towers Reserve



Image 101. Existing full-basket ball court in Park Towers Reserve



Image 102. Half-basketball court and parkour, Sill Park by Ecoscape

SENSE OF PLACE

This chapter provides strategies, principles and actions to make South Melbourne a more welcoming, thriving community hub with legible, connected, fine-grained and memorable places. This includes realising the area's potential to become a vibrant creative arts and cultural hub with a distinct identity.



INTRODUCTION

The principles and actions in this chapter were informed by our Creative and Prosperous City Strategy 2023-26 and the South Melbourne Place Plan 2019-2020.

The Creative and Prosperous City Strategy outlines Council's commitment to create a thriving social, cultural and economic future that aligns with the Vibrant Port Phillip direction of the Council Plan. The strategy outlines our continued focus on economic development and tourism, festivals, events, live music, screen industries and arts, culture and heritage. It sets out six actions that apply to public space in South Melbourne:

- trial night-time evening economy projects
- advance a creative industries cluster
- explore alternate uses in Emerald Hill Heritage Centre
- explore opportunities to create a 'Collingwood Yards Art Precinct' model for the South Melbourne Town Hall precinct
- activate public space around the South Melbourne Market
- identify creative promotional opportunities along the 96 tram line.

Broader actions that are indirectly applicable to strengthening South Melbourne's sense of place include:

- developing wayfinding plans
- communicating cultural heritage
- encouraging creative opportunities alongside infrastructure upgrades and new developments
- supporting live music
- establishing event spaces for creative industries.

The South Melbourne Place Plan 2019-2020 provides a roadmap for the community and Council to co-create a thriving environment and shape the area's unique character. The plan was developed in consultation with residents, community groups, social services, creative industries organisations, business owners, workers, property owners and visitors.

It contains a shared place vision, with a clear understanding of the qualities we value about South Melbourne. It articulates outcomes and actions for shaping the future of the place. It recognises the strength of three key anchors:

- South Melbourne Market
- South Melbourne Town Hall Precinct (Emerald Hill Cultural Precinct)
- Clarendon Street.

It also aspires to improve the appearance of the gateways to the city and Albert Park.



Image 105. Existing mural artwork on Clarendon Centre's blank wall



Image 106. Temporary public art for play in the city



Image 103. Existing parklet on Dorcas Street



Image 104. Uptown Brown



Image 107. Existing parklet on Yarra Place

ISSUES

Growth - curating South Melbourne's evolving identity and character

South Melbourne benefits from strong heritage attributes, established architectural landmarks and key activity anchors. However, we have some challenges in curating memorable, meaningful, cohesive and diverse public spaces. Key issues include:

- Gateways into South Melbourne are shaped by vehicle-dominated environments via Kings Way (from the east), City Road (west), West Gate Freeway underpass (north) and Albert Road (south).
- There is limited wayfinding to direct visitors from Clarendon Street to other key attractions such as the South Melbourne Market, the South Melbourne Town Hall precinct and the future Emerald Hill Health and Housing precinct.
- The growing Enterprise Precinct and the future Emerald Hill Health and Housing precinct will bring new growth to South Melbourne, presenting an opportunity to expand the pedestrian-priority zone and improve east-west navigation.
- South Melbourne Town Hall is currently not fulfilling its potential as a creative art and community hub. The surrounding public space is underutilised and not fit for creative art events and activation.
- The high number of creative industries and businesses in the study area do not necessarily translate into high visibility or thriving creative, art and live music activities along Clarendon Street.
- There are ongoing shop vacancies, which are magnified in the evening when most shops close, creating the perception of a lack of safety at night.

WHAT ARE WE TRYING TO ACHIEVE?

South Melbourne has a strong sense of place, built on its established cultural heritage and growing creative enterprise precinct. To strengthen its identity, we need to retain and elevate its heritage attributes and leverage its creative industries. We also need to strengthen public space connections across established and emerging places.

This chapter builds on Objective 5: Reinforce civic pride and sense of place. It identifies opportunities for:

- gateway and wayfinding initiatives
- placemaking initiatives
- strengthening the area's identity as a place for creative art and cultural and community hubs.

Actions 27 to 29 relate to sense of place.

SHAPE GATEWAYS TO CONVEY A WELCOMING SENSE OF ARRIVAL

PROVIDE PUBLIC SPACES SUITABLE FOR OUTDOOR EVENTS

BUILD DISTINCTIVE PLACE IDENTITY AND CHARACTER

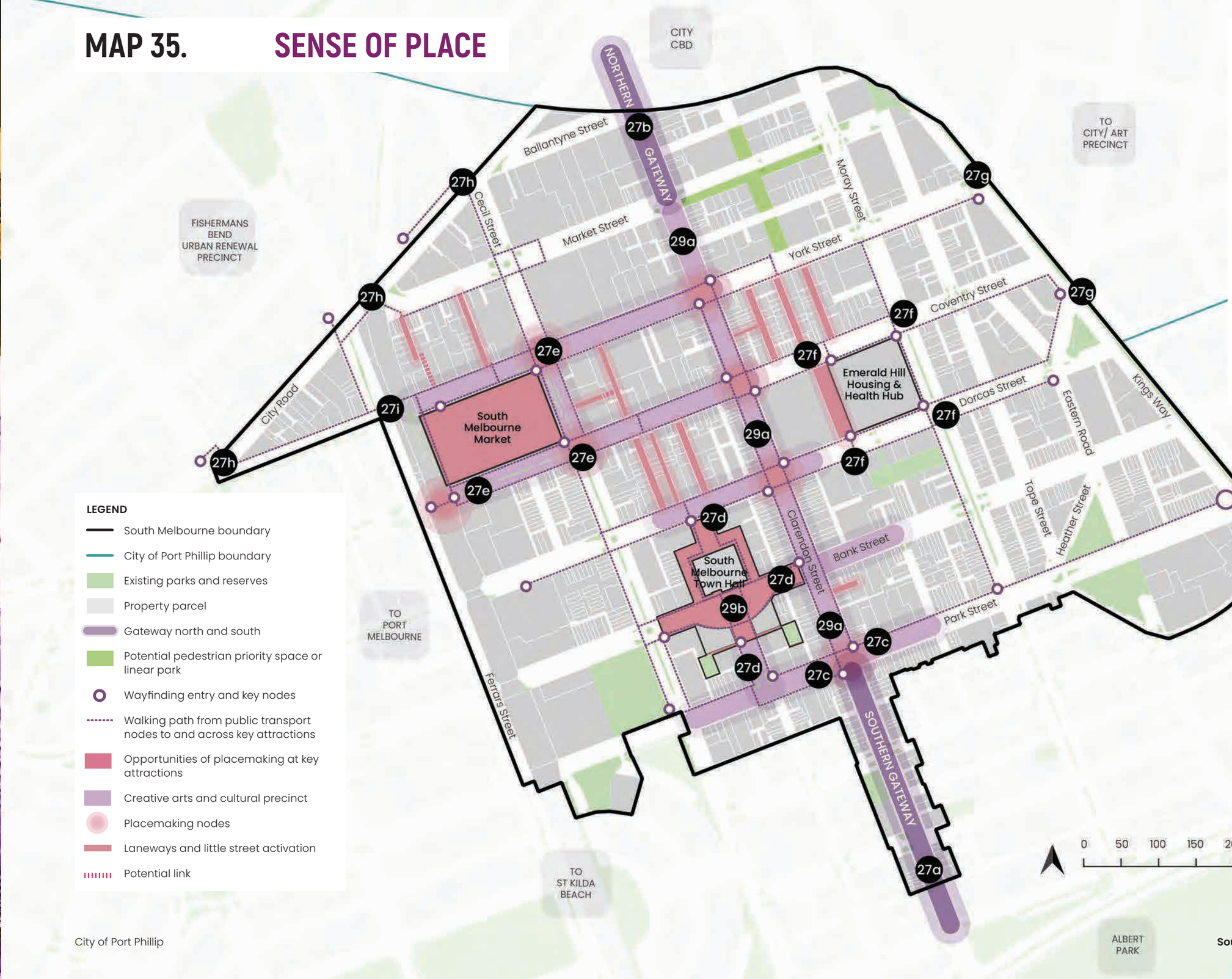
IMPLEMENT INTUITIVE AND LEGIBLE WAYFINDING

CREATE MEMORABLE PLACEMAKING



Image 108. South Melbourne Market Mussel and Jazz Festival

MAP 35. SENSE OF PLACE



ACTION 27 LOCATIONS

- 27a South entrance to Clarendon Street
- 27b North entrance to Clarendon Street
- 27c Park Street entrance - via King's Way
- 27d Town Hall Site - Clarendon Street, Park Street and Dorcas Street entry
- 27e Market Site - four site corners and three entry points
- 27f Emerald Hill Site - four site corners and entry points
- 27g Kings Way - tram commuter - near pedestrian crossing
- 27h City Road - bus Commuter - near Pedestrian Crossing
- 27i York Street underpass

ACTION 29 LOCATIONS

- 29a Clarendon Street retail strip - between Park Street and Market Street
- 29b South Melbourne Town Hall

LEGEND

- South Melbourne boundary
- City of Port Phillip boundary
- Existing parks and reserves
- Property parcel
- Gateway north and south
- Potential pedestrian priority space or linear park
- Wayfinding entry and key nodes
- Walking path from public transport nodes to and across key attractions
- Opportunities of placemaking at key attractions
- Creative arts and cultural precinct
- Placemaking nodes
- Laneways and little street activation
- Potential link

27 ENHANCED LEGIBILITY THROUGH WAYFINDING

Introduce wayfinding initiatives to enrich civic pride and a sense of place

Kings Way, City Road, Clarendon Street and Park Street are the gateways into the area. For commuters and visitors, they represent a first impression of South Melbourne. Wayfinding initiatives aim to deliver a welcoming sense of arrival and a cohesive, intuitive and legible navigation tool when walking to key attractions.

Principles

The development of wayfinding initiative should:

- use Wayfound Victoria: Wayfinding guidelines V2.0
- be located at key entrance locations to create a sense of arrival for visitors
- provide all users with legible navigation tools in and around South Melbourne
- assist commuters in navigating to key attractions and events
- assist in locating sustainable transport infrastructure
- use public art and lighting to enliven rail bridges and undercroft spaces
- reduce visual clutter and consolidate signs and structure.

Actions

27.1 Prepare a wayfinding strategy that assists pedestrians and cyclists in navigating to the following key entrances, arrival points and intersections:

- **a.** south entrance to Clarendon Street
- **b.** north entrance to Clarendon Street
- **c.** Park Street entrance via Kings Way
- **d.** Town Hall Site, Clarendon, Park and Dorcas Street entry
- **e.** South Melbourne Market - four site corners and entry points
- **f.** Emerald Hill Site - four site corners and entry points
- **g.** Kings Way, for tram commuter, near the pedestrian crossing
- **h.** City Road, for bus commuter, near the pedestrian crossing
- **i.** York Street underpass.



Map 36. Locations for Action 27 - Enhanced legibility through wayfinding



Image 109. Existing Emerald Hill wayfinding panel in South Melbourne Town Hall precinct



Image 110. The Goods Line by LAS (Lighting, Art + Science), ASPECT Studios, CHROFI and Deuce Design - Photographer: Kathrine Millard

28 PLACEMAKING ALONG PEDESTRIAN-PRIORITY PATHS

Enrich the sense of place with placemaking in key areas along pedestrian routes strengthen the connection between key attractions

South Melbourne's key attractions contribute to its thriving economy. This framework aims to strengthen and broaden those attractions with temporary or permanent placemaking initiatives and programs along pedestrian-priority routes. These initiatives will beautify and diversify the attractions, encouraging visitors to stop, linger, play and increase social and economic activity.

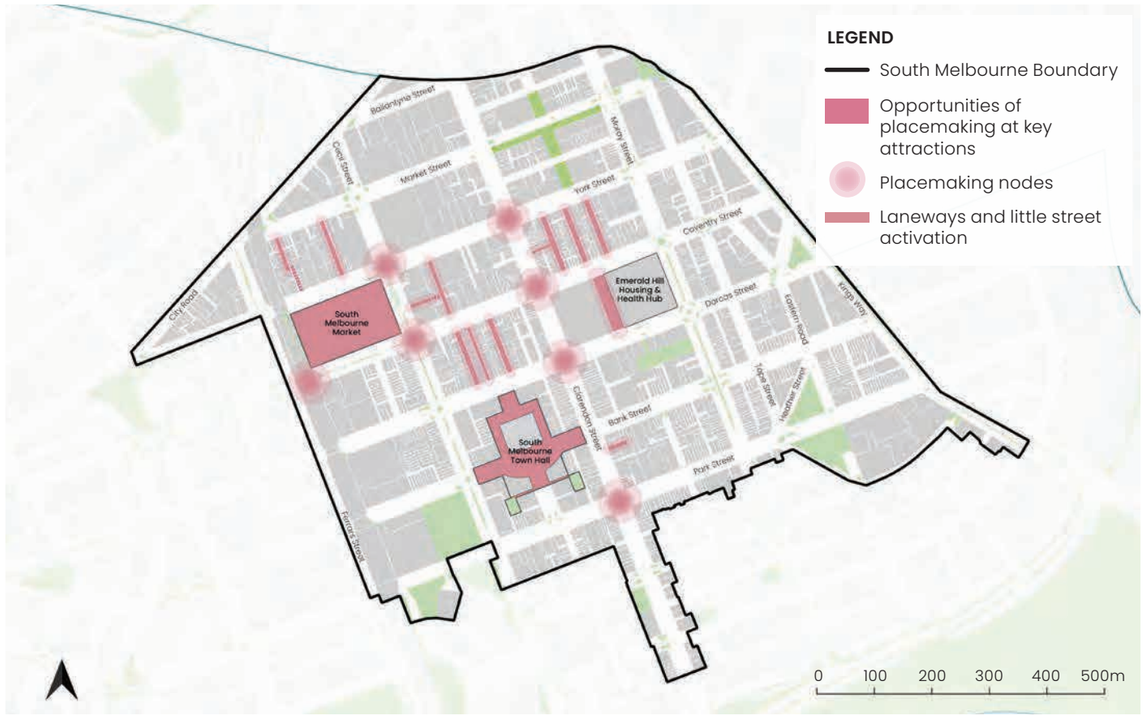
Principles

Placemaking initiatives should:

- create a more pleasant environment and sense of safety for pedestrians and cyclists
- create intuitive, legible wayfinding and memorable walking experiences along pedestrian routes between key activity areas
- facilitate sustainable activation and support safe pedestrian movement to key attractions
- not impede on pedestrian routes, including for temporary activities and events
- mitigate visual clutter and remove or consolidate redundant infrastructure where appropriate.

Actions

28.1 Prepare a placemaking, retail and activation strategy and program of events for South Melbourne.



Map 37. Possible locations for Action 28 - Placemaking along pedestrian-priority paths including key focus sites, laneways and little streets and major intersections



Image 111. Existing mural artwork on Clarendon Centre's blank side wall



Image 112. Bank Street Parklet by Taylor Cullity Lethlean (T.C.L) Jensen Planning and Design, SPUD, Sam Songailo - Photographer: Ben Wrigley



Image 113. The Rocks Laneway, Geraldton by UDLA and Trevor Richards - Image: Josh Mongan

29 CREATIVE ART, CULTURAL AND COMMUNITY HUB IDENTITY

Strengthen creative art, cultural and community identity around Clarendon Street and South Melbourne Town Hall

South Melbourne Town Hall is part of an area along Bank Street known as Emerald Hill (not to be confused with the Emerald Hill Health and Housing precinct). Council adopted the Emerald Hill Master Plan in 2012, which envisions the creation of a vibrant arts and community hub to reinvigorate the precinct and re-establish it as the cultural and civic heart of South Melbourne. This vision – together with the presence of Emerald Hill Library and Heritage Centre and the growing Enterprise Precinct – provides a strong rationale for strengthening the creative arts and cultural identity of South Melbourne.

Principles

The development of public spaces within the cultural, art and music precinct in South Melbourne should:

- support and enhance the hospitality businesses that cater live music or other art programs.
- explore opportunities for creating flexible spaces for placemaking, activation, street performance, festivals and live events.
- explore opportunities for celebrating cultural heritage and strengthening artistic and creative identity through landscaping, lighting and public art
- ensure public spaces are safe for ongoing day and night street activation activities.

Actions

29.1 Identify areas and venues that could contribute to the creation of an art and live music precinct in South Melbourne.

29.2 Explore public space opportunities suitable for street performers, artists and buskers.

29.3 Continue to create opportunities for new public art as part of the laneways and little streets upgrade, shopfront activation and placemaking at:

a. Clarendon Street retail strip between Park and Market Streets

b. South Melbourne Town Hall

This action relates to the following actions:

- **Action 30**: Streetscape Improvements, Clarendon Street
- **Action 34**: South Melbourne Town Hall public realm master plan
- **Action 42**: Improve streetscape and integration of uses at South Melbourne Market



Map 38. Locations for Action 29 - Creative arts, cultural and community hubs' identity



Image 114. South Melbourne Market Mussel and Jazz Festival



Image 115. Flowstate by LatStudios and ENESS- Photographer: Gregg Minns

FOCUS SITES

This chapter provides landscape and urban design guidance for public space improvements for four key precincts in South Melbourne. Our strategies, principles and actions will ensure the focus sites remain competitive and support a growing population. The redevelopment of public spaces at each site must be coordinated to maximise economic benefits for local businesses, creative industries and the broader community.



INTRODUCTION

This framework identifies four focus sites in South Melbourne:

Clarendon Street precinct

Clarendon Street is the defining street of South Melbourne. It is characterised by its largely intact heritage streetscape, featuring two-storey commercial buildings with wide awnings, traditional corner pubs and larger developments set back from the street edge.

We have an opportunity to leverage the Victorian Government's proposed tram stop upgrades to encompass improvements to the broader streetscape.

The South Melbourne Place Plan 2019-20 envisions strengthening Clarendon Street's creative expression, as well as expanding its night-time economy through pedestrian lighting and laneway activation.

South Melbourne Town Hall precinct

The area where South Melbourne Town Hall is located was traditionally a meeting place for First Nations people. The Town Hall is a local landmark and one of Victoria's most impressive municipal buildings. Its surrounding precinct is included on the Victorian Heritage Register. Now, it houses the Australian National Academy of Music. We are undertaking a major restoration and renewal of the Town Hall.

The Emerald Hill Master Plan 2012 envisions redeveloping the underutilised public space as a creative, cultural and community hub. The South Melbourne Place Plan proposes using public spaces for housing cultural and community events and creating an inviting, inclusive and family-friendly open space. Our Creative and Prosperous City Strategy proposes exploring the alternate use of Emerald Hill Heritage Centre and Library to increase value and visitations and creating a 'Collingwood Yards Art Precinct' model for the area.

Emerald Hill Health and Housing precinct

The redevelopment of Emerald Hill housing and health precinct by Homes Victoria and the Victorian Health Building Authority will rejuvenate the existing Emerald Hill Court precinct to the east of Clarendon Street.

The project will deliver new and upgraded affordable homes with an integrated community health facility. We are advocating for the project to retain the established tree canopy and deliver additional meaningful public space that will benefit the broader community.

Our Public Space Strategy highlights the gap of open space provision in this area.

South Melbourne Market precinct

South Melbourne Market has been a treasured landmark for Melbourne and the community since 1867. It is open four days a week and draws over 5.5 million visitors every year. It is a favourite destination for local, interstate and international visitors.

We plan to revitalise the market under South Melbourne Market Project Connect 2023-31. Its staged redevelopment will deliver critical infrastructure and public space improvements.

The South Melbourne Place Plan highlights the challenge of street activation during non-market days. One idea the plan explores is to establish more appealing connections between the market and surrounding streets and laneways. The Creative and Prosperous City Strategy outlines the activation of public spaces around the market as an opportunity for artists, creators and businesses.



Image 116. Existing Clarendon Street heritage shopfront and awning



Image 117. Existing South Melbourne Town Hall viewed from Perrins Street



Image 118. Existing Emerald Hill Health and Housing precinct viewed towards St Luke Street



Image 119. Existing South Melbourne Market viewed from Cecil Street

ISSUES

The redevelopment of each of the four focus sites has its own challenges:

Clarendon Street precinct

The existing tram stops along Clarendon Street are not DDA-complaint. They limit the participation of vulnerable members of the community in social and economic activities.

Clarendon Street shopping strip provides an inactive and discontinuous retail experience, which is magnified after business hours when most shops close. This creates a sense of a dead street and an unsafe walking experience at night.

South Melbourne Town Hall precinct

Public space in the Town Hall precinct is underutilised. It does not provide a flexible outdoor space suitable for holding art and music festivals, or community events as envisioned in the Emerald Hill Master Plan. It is not fulfilling its potential as South Melbourne's art, cultural and community hub.

Emerald Hill Health and Housiong precinct

The existing older low-rise social housing blocks are approaching the end of their lives – they do not meet today's standards for energy-efficient and environmentally sustainable homes. There is a lack of open space to the north of Dorcas Street, as identified in the Public Space Strategy.

South Melbourne Market precinct

Pedestrian and traffic congestion becomes a problem on market days and this issue will worsen as the population grows. Conversely, minimal foot traffic and the absence of trading activity on non-market days create a deserted street life and a perception of a lack of safety in the precinct.

WHAT ARE WE TRYING TO ACHIEVE?

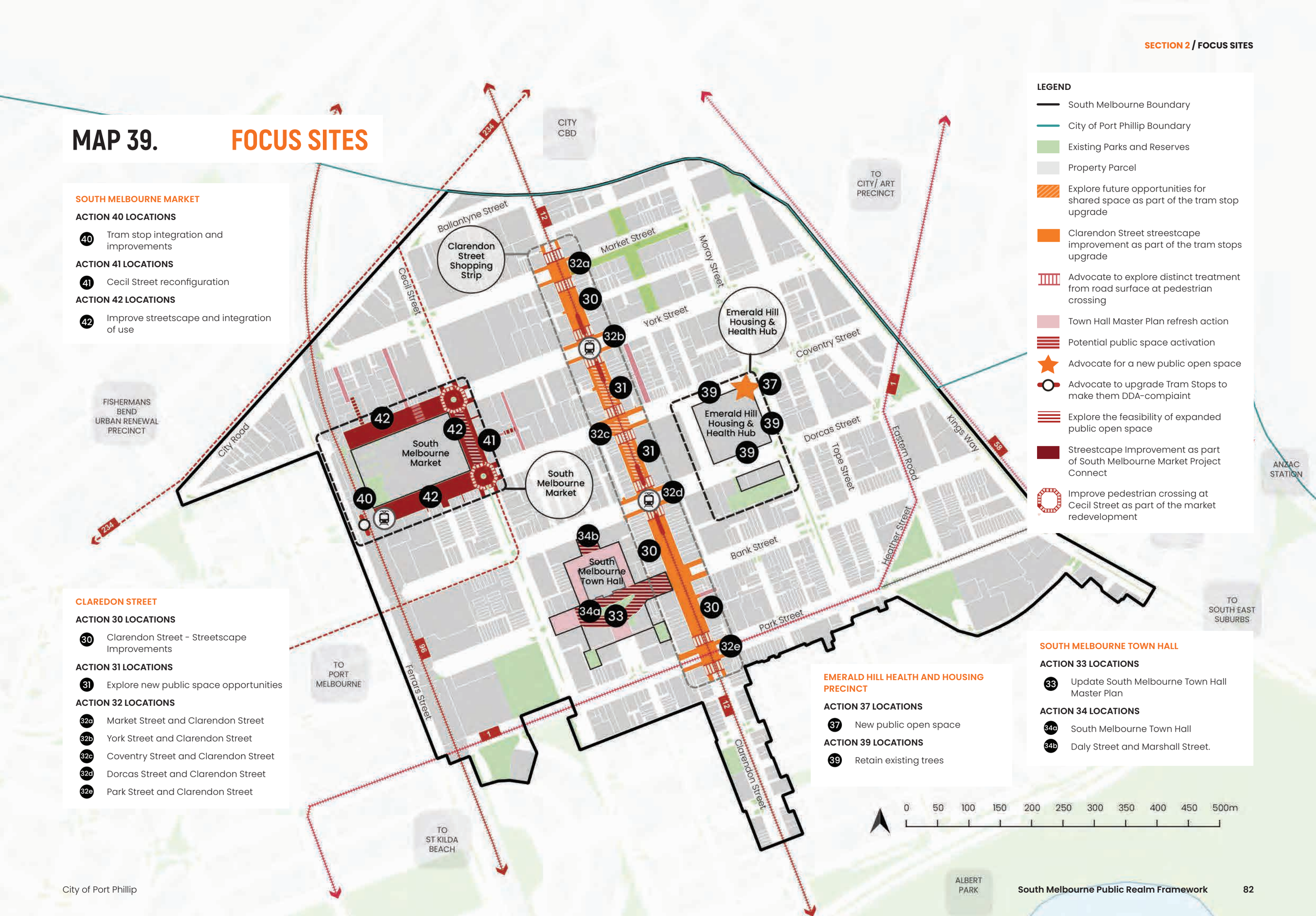
Public space within and around the four focus sites plays a crucial role in shaping people's experiences and perceptions of South Melbourne's overall character. We must maintain high-quality public space at each site. This may require exploring opportunities to expand or create new public space, or adapting and upgrading unfit or underutilised public spaces to enable activation during different times of the day.

Public space improvements for the four focus sites aim to:

- improve tram stop accessibility, perceptions of safety and the night-time economy of Clarendon Street, with creative services, shops and dining framed by wide, tree-lined streets, heritage shopfronts and improved lighting ambience
- establish the Town Hall precinct as a creative, arts, cultural and community hub
- continue to advocate with the Victorian Government to redevelop Emerald Hill Court with upgraded affordable and social housing, a new health facility and improved public open space that supports the needs of the broader community
- revitalise South Melbourne Market and its surrounding streetscape and public space to improve visitor experiences, safety and connection to the local community and visitors.

Actions 30 to 43 outline advocacy and public space improvements on the four focus sites.

MAP 39. FOCUS SITES



LEGEND

- South Melbourne Boundary
- City of Port Phillip Boundary
- Existing Parks and Reserves
- Property Parcel
- Explore future opportunities for shared space as part of the tram stop upgrade
- Clarendon Street streestcape improvement as part of the tram stops upgrade
- Advocate to explore distinct treatment from road surface at pedestrian crossing
- Town Hall Master Plan refresh action
- Potential public space activation
- Advocate for a new public open space
- Advocate to upgrade Tram Stops to make them DDA-compiaint
- Explore the feasibility of expanded public open space
- Streestcape Improvement as part of South Melbourne Market Project Connect
- Improve pedestrian crossing at Cecil Street as part of the market redevelopment

SOUTH MELBOURNE MARKET

ACTION 40 LOCATIONS

40 Tram stop integration and improvements

ACTION 41 LOCATIONS

41 Cecil Street reconfiguration

ACTION 42 LOCATIONS

42 Improve streetscape and integration of use

CLAREDON STREET

ACTION 30 LOCATIONS

30 Clarendon Street - Streetscape Improvements

ACTION 31 LOCATIONS

31 Explore new public space opportunities

ACTION 32 LOCATIONS

32a Market Street and Clarendon Street

32b York Street and Clarendon Street

32c Coventry Street and Clarendon Street

32d Dorcas Street and Clarendon Street

32e Park Street and Clarendon Street

EMERALD HILL HEALTH AND HOUSING PRECINCT

ACTION 37 LOCATIONS

37 New public open space

ACTION 39 LOCATIONS

39 Retain existing trees

SOUTH MELBOURNE TOWN HALL

ACTION 33 LOCATIONS

33 Update South Melbourne Town Hall Master Plan

ACTION 34 LOCATIONS

34a South Melbourne Town Hall

34b Daly Street and Marshall Street.

CLARENDON STREET
30 STREETSCAPE IMPROVEMENTS

Enhance Clarendon Street's function as a gathering place and destination of choice for shopping and dining

Clarendon Street is the heart of South Melbourne. Tram 12 connects Clarendon Street to the CBD, Southbank and Albert Park. Its tram stops are not DDA-compliant. We have an opportunity to explore broader public space improvements as part of the tram stop upgrade along Clarendon Street.

Principles

Clarendon Street streetscape improvements should:

- improve pedestrian safety and connections between key activity nodes and across key intersections
- improve pedestrian amenity through additional greening, adequate footpath space and street furniture
- explore opportunities to create pedestrian nodes by extending kerb outstands to support outdoor dining, social gatherings and street performances
- provide adequate space for outdoor dining without impacting on public seating, amenity and pedestrian access
- integrate public space with adjoining streets and key activity nodes
- consider opportunities for shared space as part of tram stop upgrades and streetscape integration
- minimise the loss of existing mature and healthy trees and maximise tree canopy growth
- investigate the viability of in-road tree plantings to allow larger canopy growth away from the heritage awnings
- consider aerial bundling of powerlines to reduce visual clutter and maximise tree canopy growth
- select tree species that are fit-for-purpose, appropriate for the size of the space and contribute to the existing local identity and character
- explore options to include WSUD treatments within tree pits
- consider permeable paving to mitigate the UHI effect and support a sustainable streetscape.

Actions

30.1 Undertake an audit of Clarendon Street to remove redundant poles, furniture and signs as part of the streetscape management plan.

30.2 Develop a design concept for the upgrade of Clarendon Street that explores tram stop upgrades, more canopy trees, understorey planting and pedestrian spaces to promote outdoor dining and activation.



Map 40. Locations for Action 30 – Clarendon Street – streetscape improvements



Image 120. Existing Clarendon Street tram stop at Dorcas Street

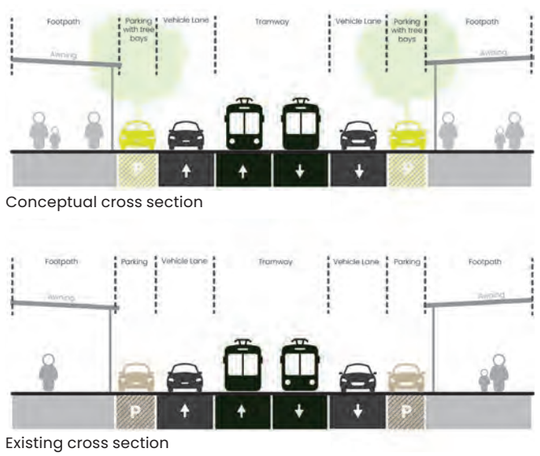


Figure 10. Existing and conceptual cross section of Clarendon Street

CLARENDON STREET

31 NEW PUBLIC SPACE

Explore opportunities to repurpose road space for public space

The tram stop upgrade and its associated public transport improvements will improve Clarendon Street. Together with the Town Hall's public space upgrade, it creates an opportunity to repurpose road space at the Clarendon and Bank Street junction for high-amenity pedestrian space.

Principles

Ensure any repurposed public spaces should:

- allow for a variety of uses
- retain and enhance existing tree canopy cover and understorey planting
- assist with urban cooling and improved pedestrian experiences
- use consistent materials, street furniture, bike parking and lighting to create a coherent public space character
- allow public art to create a sense of place and identity
- improve the visual connection between Clarendon Street and the Town Hall precinct.
- consider the Town Hall masterplan update (refer to action 34).

Actions

31.1 Advocate to the Victorian Government and explore new public space opportunities to the west of Clarendon Street and Bank Street

32 PEDESTRIAN CROSSING AND FOOTPATH IMPROVEMENTS

Improve safety, accessibility and pedestrian-friendly experiences at key street intersections

The growing Enterprise Precinct East and the Emerald Hill housing and health precinct will expand the pedestrian-priority zone to the east and generate more east-west movement at key intersections on Clarendon Street.

Principles

Improved pedestrian crossings at key intersections should:

- facilitate safe east-west and north-south pedestrian movement
- improve pedestrian access and connections to key activity nodes
- integrate with other public space improvements
- improve safety by using CPTED principles
- provide accessibility for all users.

Actions

32.1 Advocate to the Victorian Government and explore opportunities to improve footpath treatments at key pedestrian intersections and crossings:

- **a.** Market and Clarendon Streets
- **b.** York and Clarendon Streets
- **c.** Coventry and Clarendon Streets
- **d.** Dorcas and Clarendon Streets
- **e.** Park and Clarendon Streets.



Map 41. Locations for Action 31 and 32 - Clarendon Street's new public space, pedestrian crossing, and footpath improvements



Image 121. Existing Bank Street viewed from Clarendon Street towards the Town Hall spire and Park Towers



Image 122. Fitzroy Street, Tamworth, NSW by Citygreen - **The urban canopy growth was achieved through enginnered deep soil methodologies.***

CLARENDON STREET
33 CYCLE AND MICRO-MOBILITY INFRASTRUCTURE

Explore opportunities to provide cycling and micro-mobility infrastructure

Our Integrated Transport Strategy sets a target for a 151 per cent increase in daily internal bike riding trips within the municipality. New transport modes such as e-scooters and other micro-mobility devices share pedestrian, cycling and road space. As we accommodate these growing modes, we should provide high-quality and secure parking and rider facilities at appropriate locations.

Principles

Cycling and micro-mobility parking and rider facilities should:

- be conveniently located and easily accessible – for example, near building or site entries and other visible locations
- be close to popular origins, destinations and the most used travel routes
- integrate with other streetscape improvements
- avoid removing mature street trees.

Actions

33.1 Advocate to the Victorian Government to improve cycle and micro-mobility parking as part of the Clarendon Street tram stops and streetscape upgrade.

33.2 Monitor cycle and micro-mobility movements and trends and provide rider facilities at appropriate locations to better support sustainable transport modes and local traders' needs.



Image 123.
Existing bike racks on Clarendon Street

SOUTH MELBOURNE TOWN HALL
34 PUBLIC REALM MASTER PLAN

Review and update the Emerald Hill Master Plan to guide the development of a cohesive public space approach

ANAM was awarded a 35-year lease in early 2023 to continue using the Town Hall building. As part of the agreement, ANAM will bring $50 million in investment to develop the building into a new cultural and community destination. The Emerald Hill Master Plan is 10 years old. While many of its actions are still relevant, changes to the Town Hall, police station, library buildings and other urban contexts mean it needs to be updated.

Principles

The public realm master plan for South Melbourne Town Hall should:

- ensure all civic buildings accommodate flexible uses that activate adjoining public spaces
- provide safe pedestrian connections between civic buildings
- use surrounding buildings and streets for flexible large events or shared spaces
- ensure pedestrian connections from key surrounding streets are safe and legible
- explore tree canopy planting in the southern forecourt, Park Street and Dorcas Street entries
- consider the views of Heritage Victoria.

Actions

34.1 Update the South Melbourne Town Hall Master Plan (Emerald Hill Master Plan)



Figure 11. Illustration of Town Hall public realm activation *Source: South Melbourne Place Plan 2019-20*



Map 42. Location for Action 34 - South Melbourne Town Hall - public realm master plan



Image 124. Existing southern forecourt grassed area at the South Melbourne Town Hall

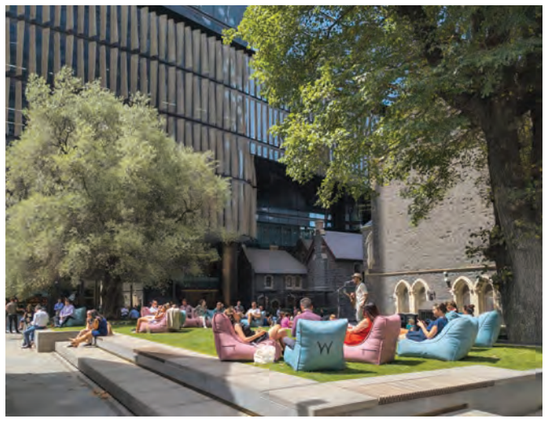


Image 125. Wesley Place by OCULUS, COX, and Lovell Chen - Photographer: Ken Kuo

SOUTH MELBOURNE TOWN HALL

35 TOWN HALL CREATIVE ARTS, CULTURAL AND COMMUNITY HUB

Support and strengthen the Town Hall site as a creative arts, cultural and community hub

Principles

The development of public spaces within the South Melbourne Town Hall site should:

- support hospitality businesses and educational establishments that cater for live music or other arts programs
- explore opportunities for creating flexible spaces for placemaking, activation, live performance stages and festivals, such as using the southern forecourt area as an event space for large gatherings of people
- explore opportunities for celebrating cultural heritage and strengthening the artistic and creative identity of the place through landscaping, lighting and public art
- strengthen a sense of place by exploring connections to Indigenous stories in consultations with local Indigenous groups and elders
- explore significant historical and cultural narratives for interpretive signs or other landscape design features
- ensure public spaces are safe and practical for ongoing day and night street activation activities
- ensure adaptive use of heritage buildings provides opportunities for activation when possible
- ensure suitable lighting to support a flexible space for night-time events.

Actions

35.1 Explore public space opportunities suitable for events, street performers, artists and buskers

35.2 Explore placemaking opportunities in the surrounding public space and laneways, including permanent and temporary public art and visual art displays

a. South Melbourne Town Hall

b. Daly and Marshall Street.



Map 43. Locations for Action 35 - South Melbourne Town Hall creative arts, cultural and community hub



Image 126. Beenleigh town centre streetscape by LatStudios - Source: Logan City Council, Photographer: Jennifer Neales



Image 127. Collingwood Yards by SBLA Studio and Fieldwork - Photographer: Colin Chen

SOUTH MELBOURNE TOWN HALL

36 CYCLE AND MICRO-MOBILITY PARKING AND END-OF-TRIP IMPROVEMENTS

Provide secure parking and riders' facilities for bike and micro-mobility device users and future-proof micro-mobility integration

We have an ambitious target to increase bike riding for daily internal movement in the municipality. New transport modes such as e-scooters and other micro-mobility devices share pedestrian, cycling and road space. As we accommodate these growing modes, Council and ANAM should provide high-quality and secure parking and rider facilities at appropriate locations as part of the redevelopment of the Town Hall and public spaces.

Principles

Bicycle and micro-mobility parking and end-of-trip facilities should:

- provide adequate capacity at key locations
- be provided in the redevelopment of Town Hall public space, including end-of-trip facilities
- be conveniently located and easily accessible – for example, near building or site entries and other visible locations
- integrate with other public space improvements
- avoid removing mature street trees.

Actions

36.1 Explore opportunities for end-of-trip facilities to be provided in South Melbourne Town Hall public space.



Image 128. Hammersmith Cycle Hub by The Project Centre and Cyclepods

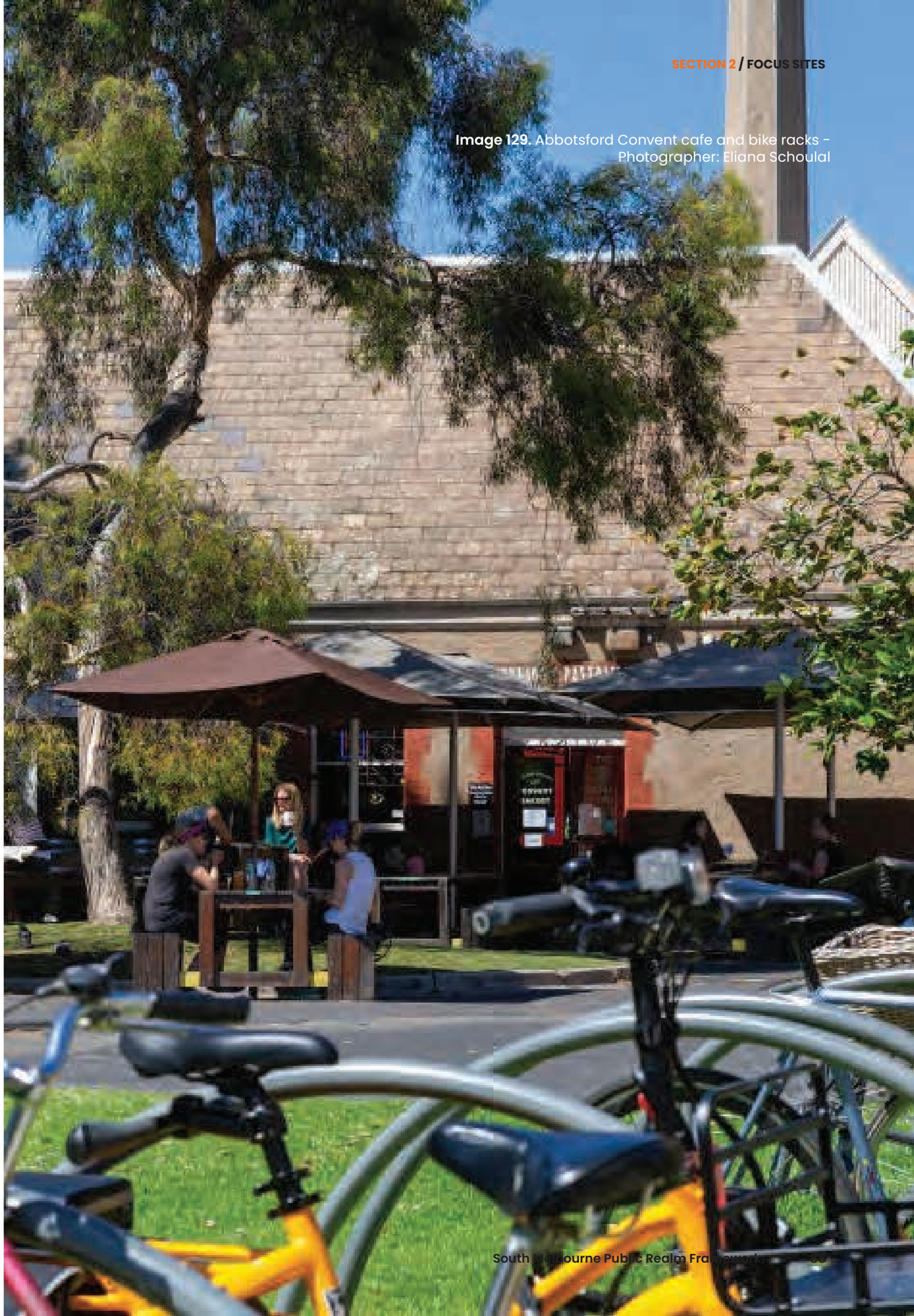


Image 129. Abbotsford Convent cafe and bike racks - Photographer: Eliana Schoulal

EMERALD HILL HEALTH AND HOUSING PRECINCT

37 NEW PUBLIC OPEN SPACE

Advocate to provide public open space

Our Public Space Strategy identifies a lack of open space north of Dorcas Street. The Emerald Hill Court Estate – the site for the Emerald Hill housing and health precinct – makes a perfect location for new public open space.

We will advocate for new open space on the corner of Coventry Street and Moray Street. This northeast corner of the site enjoys good solar access, shade from established deciduous trees in summer, easy connection to the north-south bike link and excellent street surveillance.

Principles

New public open space should:

- improve the connection and integration between the mixed uses on site
- provide flexible uses that support the needs of the community
- provide accessibility for all users.

Surrounding developments should retain the solstice solar access along Coventry Street to ensure the amenity and activation of the future open space.

Actions

37.1 Advocate for the Victorian Government to create new public open space on the corner of Coventry and Moray Streets at Emerald Hill housing and health precinct.



Map 44. Location for Action 37 - Emerald Hill Health and Housing precinct new public open space



Image 130 Existing Emerald Hill Health and Housing precinct site



Image 131. Monash University Western Precinct by Rush Wright Associate - Photographer: John Gollings



Image 132. Monash University Western Precinct by Rush Wright Associate - Photographer: John Gollings

EMERALD HILL HEALTH AND HOUSING PRECINCT

38 ADVOCACY FOR CYCLE AND MICRO-MOBILITY INFRASTRUCTURE

Provide secure parking and end-of-trip facilities for cyclists and micro-mobility device users

Cycling, e-scooters and other micro-mobility devices are growing modes of transport. Council should advocate for the Victorian Government to provide high-quality, secure and adequate parking at appropriate locations and incorporate end-of-trip facilities into the development of Emerald Hill Health and Housing precinct.

Principles

Cycling and micro-mobility parking and end-of-trip facilities should:

- provide adequate capacity at key locations
- be provided in the redevelopment of Emerald Hill housing and health precinct, including end-of-trip facilities
- be conveniently located and easily accessible – for example, near building or site entries and other visible locations.
- integrate with other public space improvements
- avoid removing mature street trees.

Actions

38.1 Advocate for the Victorian Government to provide cycle and micro-mobility facilities that meet the needs of the increasing population and visitation.

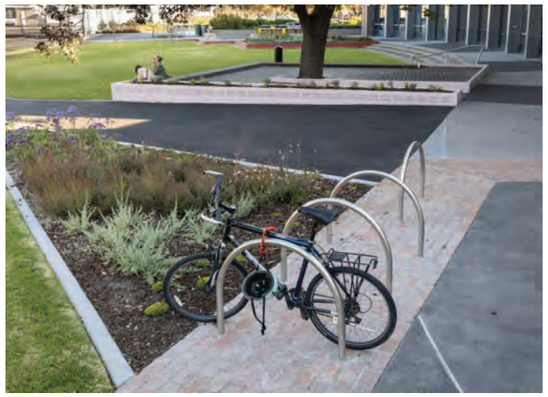


Image 133. Paine Reserve Community Hub Upgrade by Sarah Haq Landscape Architect (Hobsons Bay City Council) - Photographer: Andrew Bott



Image 134. Paine Reserve Community Hub Upgrade by Sarah Haq Landscape Architect (Hobsons Bay City Council) - Photographer: Andrew Bott

39 RETAIN EXISTING TREES

Retain and enhance tree canopy cover to mitigate UHI impacts and improve biodiversity and pedestrian amenity

The Emerald Hill Health and Housing precinct is one of very few sites in South Melbourne that benefit from the established mature tree canopies around its perimeter. These trees must be retained in the site's redevelopment.

Principles

Retaining and enhancing tree coverage should:

- integrate existing trees with the design of open space
- ensure compatible use of open space around and underneath the existing tree canopy to protect the longevity and health of existing trees
- enhance biodiversity habitat surrounding the existing trees by introducing suitable understorey planting.

Actions

39.1 Advocate for Homes Victoria to ensure new open space incorporates existing mature trees.



Image 135. Existing tree canopies along St Luke Street (Emerald Hill Court Estate)



Image 136. Existing tree canopies along the southern side of Dorcas Street (Emerald Hill Court Estate)

SOUTH MELBOURNE MARKET
40 TRAM STOP INTEGRATION AND IMPROVEMENTS

Advocate for integration between South Melbourne Market and the tram stop to meet the needs of the community

The existing stairs connecting the 96-Tram platform (Stop #127) and the South Melbourne Market are not accessible. We have an opportunity to explore broader public space improvements as part of upgrading access between the tram stop and the market.

Principles

Tram stop improvements should:

- comply with the DDA
- enhance the amenity of surrounding public space
- provide shelters and seats
- improve safety by using CPTED principles
- avoid removing mature street trees.

Upgrades to the 96-Tram platform (Stop #127) and integration with the market should:

- provide a direct public space connection from the tram stop to the market suitable for users of all abilities and needs
- achieve a greater activation and welcoming experience for visitors and commuters
- provide visitors with legible and intuitive wayfinding to the market
- consider the future staged development of the market.

Actions

40.1 Advocate for the Victorian Government to improve integration and accessibility between the tram stop and the South Melbourne Market.

40.2 Explore opportunities for a public plaza between the tram and South Melbourne Market to enhance the welcoming experience.



Map 45. Location for Action 40 – South Melbourne Market – tram stop integration and improvements



Image 137. Existing stairs from Tram 96's platform to South Melbourne Market



Image 138. Windsor Plaza South



Image 139. Windsor Plaza North

SOUTH MELBOURNE MARKET
41 CECIL STREET RECONFIGURATION

Increase pedestrian space to improve flexible use of public space, support businesses and is attractive to visitors and residents

Cecil Street currently hosts outdoor dining on market days, a protected bike lane and two traffic lanes. It is the designated event space during the Port Phillip Mussel and Jazz Festival, when a section is transformed into a street party. To address the lack of public space and future-proof the market, we can explore how Cecil Street can support pedestrian space, events and trading activities.

Principles

Cecil Street streetscape improvements should:

- provide safe and intuitive pedestrian-priority crossings to connect to surrounding streets
- explore the feasibility of expanding the outdoor dining at the market and footpath trading along Cecil Street through traffic lane reduction
- provide safe, accessible, inclusive and improved pedestrian amenity by creating greater separation between pedestrian seating and dining and cycling
- improve pedestrian crossing at intersections on Cecil Street as part of the market redevelopment
- explore opportunities for creating a large outdoor gathering space at key entrances.

Actions

41.1 Upgrade Cecil Street as part of the South Melbourne Market Project Connect:

a. Cecil Street between York and Coventry Streets

b. Pedestrian crossings at roundabouts adjacent to South Melbourne Market

- Cecil and York Streets
- Cecil and Coventry Streets



Map 46. Locations for Action 41 – South Melbourne Market – Cecil Street reconfiguration



Image 140. Outdoor dining along Cecil Street, South Melbourne Market



Image 141. Cashel Street pedestrian mall, Christchurch by Reset Urban Design and Isthmus Group



Image 142. Bespoke planter and seating in Southbank near Crown Casino

SOUTH MELBOURNE MARKET
42 IMPROVE STREETSCAPE AND INTEGRATION OF USES

Ensure integration of surrounding streets provide an improved visitor and pedestrian experience

South Melbourne Market's street interface provides entry points, offers spaces for footpath trading and gives the first and last impression for visitors. It is important to maintain and enhance the look and feel of the streets around the market.

Principles

Streetscape improvements should:

- improve pedestrian amenity through additional greening and adequate footpath space and street furniture
- support footpath trading opportunities, social gatherings and street performances without impacting on safe pedestrian movement and amenity
- select appropriate tree species that contribute to the existing local identity and character; where possible, provide deciduous species for north and west-facing outdoor dining areas to maximise solstice solar access
- consider aerial bundling of powerlines to reduce visual clutter and maximise tree canopy growth
- achieve cohesive public space integration with adjoining streets and key activity nodes
- improve safety by using CPTED principles
- provide accessibility for all users.

Actions

42.1 Upgrade adjoining streetscapes as part of the South Melbourne Market Project Connect, to improve integration between public space and the market:

- **a.** York Street
- **b.** Coventry Street
- **c.** Cecil Street.

Market and surrounding developments should:

- ensure active frontages at the ground floor on key pedestrian streets
- ensure solstice solar access along York Street to enhance pedestrian amenity and support the activation of the northern side of the market.



Map 47. Locations for Action 42 – South Melbourne Market – Improve streetscape and integration of uses



Image 143. Existing York Street aerial view, South Melbourne Market



Image 144. Existing parklet on York Street, South Melbourne Market



Image 145. Tramshed Harold Park, Sydney by Mirvac Design, Aspect Studio, Lighting Art + Science (LAS) and Light Culture - Photographer: Leif Prenzlau

SOUTH MELBOURNE MARKET
43 CYCLE AND MICRO-MOBILITY INFRASTRUCTURE IMPROVEMENTS

Advocate or provide for secure parking and end-of-trip facilities at South Melbourne Market

Council should advocate for rider facilities as part of the 96-Tram stop upgrade, or provide high-quality, secure and adequate parking and rider facilities at appropriate locations.

Principles

Cycling and micro-mobility parking and end-of-trip facilities should:

- provide adequate capacity at key locations
- be provided in the market redevelopment, including end-of-trip facilities
- allow for safe pedestrian movement and adequate public space for pedestrian amenities
- be conveniently located and easily accessible – for example, near building or site entries and other visible locations
- integrate with other public space improvements
- avoid removing mature street trees.

Actions

43.1 Advocate for the inclusion of park-and-ride elements as part of the future 96-Tram access upgrade and improved connection to the market:

- **a.** Ferrars Street, outside 96-Tram stop
- **b.** Coventry Street, outside 96-Tram stop.

43.2 Provide secure parking and end-of-trip facilities at South Melbourne Market:

- **c.** Cecil Street
- **d.** Coventry Street
- **e.** York Street.



Map 48. Locations for Action 43 – South Melbourne Market – Cycle and micro-mobility infrastructure improvements



Image 146. Existing bicycle racks on York Street outside South Melbourne Market carpark



Image 147. Hammersmith Cycle Hub by The Project Centre and Cyclepods



Image 148. Hammersmith Cycle Hub by The Project Centre and Cyclepods

IMPLEMENTATION

This chapter provides guidance for the implementation of the 43 actions in this framework by setting up an action plan across two decades. Some actions may require ongoing advocacy. The action plan is subject to future budget allocation processes and community consultation where required.

OUR TIMEFRAMES

The South Melbourne Public Realm Framework action plan has three stages for delivery:



ACTIONS: GREENING THE STREETS

Refer to Greening the streets for more information on the actions listed in the table below.

STRATEGY	Action		Location	Short-term	Medium-term	Long-term	Ongoing advocacy
1. Urban greening and cooler streets Create green streets to mitigate the impact of UHI and climate change and improve pedestrian amenity	**1.1**	Explore opportunities for urban greening in the following locations:	Tope Street	●			
			Coventry Street between Clarendon and Moray Streets	●			
			Cecil Street, south of the Market and Cecil Street intersection	●			
			Dorcas Street between Cecil and Moray Streets	●			
			Park Street between Cecil and Clarendon Streets.	●			
			Market Street between Cecil and Clarendon Streets		●		
			Marshall Street		●		
			Perrins Street		●		
2. Infill tree planting Increase tree canopy cover to mitigate UHI impacts and improve pedestrian amenity and biodiversity	**2.1**	Explore opportunities for infill tree planting in the following locations:	Tope Street, north of Bank Street	●			
			Dorcas Street, east of Moray Street	●			
			Coventry Street, east of Moray Street	●			
			Cecil Street, between York and Market Streets	●			
			Clarendon Street between Coventry and Park Streets	●			
			York Street, east of Moray Street		●		
			Market Street, east of Moray Street		●		
			Market Street, between City Road and Clarendon Street		●		
			Park Street between Howe Crescent and Ferrars Street		●		
			Park Street between Cecil Street and Eastern Road		●		
			Heather Street, north-west side.			●	
			York Street, west of Ferrars Street			●	
3. Tree planting palette Ensure a unified and cohesive approach to tree planting	**3.1**	Create a tree planting palette for South Melbourne.		●	●		

ACTIONS: BEING WATER-WISE

Refer to Being water-wise for more information on the actions listed in the table below.

STRATEGY	ACTION		LOCATION	Short-term	Medium-term	Long-term	Ongoing advocacy
4. Water sensitive urban design (WSUD) Mitigate flood risk by improving stormwater management using WSUD principles	**4.1**	Explore opportunities for WSUD or permeable pavement treatments in the following locations:	Tope Street, north of Bank Street	●			
			Coventry Street between Clarendon and Moray Streets	●			
			Market Street between Cecil and Clarendon Streets		●		
			Cecil Street, south of the Market and Cecil Street intersection	●			
			Marshall Street			●	
			Perrins Street			●	
			Dorcas Street, between Cecil and Moray Streets		●		
			Park Street, between Cecil and Clarendon Streets.		●		
5. Upgrade Dorcas Street Reserve Improve water management, increase tree canopy cover to reduce UHI impacts and improve amenity and biodiversity	**5.1**	Explore the feasibility of incorporating WSUD infrastructure for Dorcas Street Reserve.		●	●		
	5.2	Explore the use of public art or landscaping to create a gateway feature for Dorcas Street Reserve.		●	●		
6. Upgrade Market Street Reserve Improve water management, increase tree canopy cover to reduce UHI impacts, improve amenity and biodiversity	**6.1**	Explore opportunities to increase tree canopy planting and install public art to manage the visual impacts of above-ground services at Market Street Reserve.			●	●	
	6.2	Explore the feasibility of stormwater detention and management at Market Street Reserve.			●	●	

ACTIONS: MOVEMENT AND ACCESS

Refer to Movement and access for more information on the actions listed in the table below.

STRATEGY	ACTION		LOCATION	Short-term	Medium-term	Long-term	Ongoing advocacy
7. Streetscape improvements to key pedestrian streets Improve pedestrian amenity to promote shopping, dining and social interaction	**7.1**	Explore opportunities for additional greening in locations that are compatible with the heritage awnings.	York Street	●	●		
	7.2	Explore opportunities to support outdoor dining, social gatherings and street performances with kerb outstands.					
	7.3	Explore opportunities to integrate public space with the South Melbourne Market redevelopment.					
	7.4	Improve pedestrian amenity and connections on Coventry Street between Emerald Hill Health and Housing precinct and Clarendon Street through pedestrian priority and landscaping.	Coventry Street		●	●	
	7.5	Consider aerial bundling to reduce visual clutter and to maximise tree canopy growth.					
8. Laneways and little street activation Activate laneways and little streets by improving safety, accessibility and amenity	**8.1**	Explore opportunities in laneways and little streets for: • active frontages for existing and new businesses • temporary activation spaces • street art • aerial bundling or under-grounding power lines * Heritage bluestone laneways ** Heritage bluestone kerb	Alfred Place (east of Clarendon Street) **	●			
			Yarra Place	●			
			Albert Place		●		
			St Lukes Street		●		
			Wynyard Street		●		
			Waterloo Place		●		
			York Place *		●		
			Yarra Street		●		
			Francis Street *			●	
			Union Street **			●	
			Hotham Street **			●	
			Northumberland Street			●	
			Craine Street			●	

ACTIONS: MOVEMENT AND ACCESS

Refer to Movement and access for more information on the actions listed in the table below.

STRATEGY	ACTION		LOCATION	Short-term	Medium-term	Long-term	Ongoing advocacy
9. New Pedestrian Connections Improve access to and from key destinations in South Melbourne	**9.1**	Explore the opportunity to extend these laneways:	Albert Place to York Street, to provide a direct connection to the South Melbourne Market from City Road and Fishermans Bend		●		
			Waterloo Place to York Place, to increase permeability and mid-block connection.		●		
	9.2	Upgrade the existing bluestone laneway south of Skinners adventure playground, to create an accessible pedestrian connection to Bank Street.				●	
10. Mid-block pedestrian crossings Provide safe and convenient mid-block pedestrian crossings to facilitate movement	**10.1**	Explore providing raised mid-block pedestrian crossings in the following locations:	Coventry Street, near Francis Street		●		
			Coventry Street, near St Luke Street		●		
			York Street, near Clarke Street	●			
			York Street, near Cecil Street	●		●	
			Dorcas Street, near Marshall Street				
			Park Street, near Perrins Street.			●	
11. Kings Way and City Road pedestrian crossing improvements Facilitate pedestrian movement to, across and within South Melbourne	**11.1**	Advocate to the Victorian Government for improvements to the following pedestrian crossing locations:	Kings Way and York Street		●		
			Kings Way and Sturt Street		●		
			Kings Way and Park Street	●			
			City Road, Montague Road and York Street			●	
			City Road, Ferrars Street and Market Street			●	
			City Road and Cecil Street				
12. Streetscape Management Plan Create a streetscape management plan to unify public space character through the consistent use of materials, planting, lighting and street furniture	**12.1**	Create a streetscape management plan for all streets in South Melbourne.		●			

ACTIONS: MOVEMENT AND ACCESS

Refer to Movement and access for more information on the actions listed in the table below.

STRATEGY	ACTION	LOCATION	Short-term	Medium-term	Long-term	Ongoing advocacy
13. Undercroft spaces Improve the accessibility, safety, activation, and amenity of the undercroft space west and east of Clarendon Street.	**13.1** For the location below West Gate Freeway, west of Clarendon Street, advocate to the Victorian Government, City of Melbourne and other stakeholders to explore: • opportunities for development or open space activations • understorey and tree plantings • lighting improvements.		●			
	13.2 For the location below West Gate Freeway, east of Clarendon Street, advocate to the Victorian Government, City of Melbourne and other stakeholders to: • undertake a feasibility study on the capacity and best use of the undercroft carpark • explore the existing undercroft spaces east of Clarendon Street to contribute to integrated active sustainable transport solutions • upgrade the amenity of the undercroft carpark northeast of Clarendon Street to improve safe walking and cycling to the East Enterprise Precinct.			●		
14. Tram stop improvements Provide safe and accessible tram stops that facilitate convenient movement	**14.1** Advocate to and engage with the Victorian Government for all tram stop upgrades which consider Council's principles.	**Kings Way (Tram 58)** Stop#117 at York Street	●			
		Stop#118 at Sturt Street	●			
		Park Street (Tram 1) Stop #23 at Moray Street	●			
		Stop #24 at Clarendon Street	●			
		Coventry Street (Tram 96) Stop #127 at South Melbourne Market	●			
		Clarendon Street (Tram 12) Stop #127 at York Street	●			
		Stop #128 at Dorcas Street	●			

ACTIONS: MOVEMENT AND ACCESS

Refer to Movement and access for more information on the actions listed in the table below.

STRATEGY	ACTION		LOCATION	Short-term	Medium-term	Long-term	Ongoing advocacy
15. Ferrars Street Footbridge Improve the safety and accessibility of the Ferrars Street footbridge	**15.1**	Advocate to the Victorian Government to upgrade the Ferrars Street pedestrian footbridge to be DDA compliant.		●			
16. York Street underpass improvements Improve the safety, amenity and accessibility of the York Street underpass	**16.1**	Advocate for the Victorian Government to undertake feasibility studies to improve the accessibility and functionality of the York Street underpass.		●			●
	16.2	Advocate for the Victorian Government to explore the inclusion of integrated public art, lighting or similar treatment at the York Street underpass.		●			●
17. Lighting improvements Improve pedestrian safety and amenity during the day and night	**17.1**	Improve street and pedestrian lighting at the following locations:	Clarendon Street - between Market Street and Park Street	●			
			Coventry Street - between Ferrars Street and Moray Street	●			
			York Street - between Clarendon Street and Cecil Street	●			
			Cecil Street - between Market and Coventry Street	●			
			Dorcas Street - between Clarendon and Marshall Street	●			
			Park Street - between Cecil Street and Clarendon Street				
	17.2	Explore opportunities for creating festive, vibrant and warm pedestrian lighting ambience at Clarendon Street, between Park and Coventry Streets.		●			

ACTIONS: MOVEMENT AND ACCESS

Refer to Movement and access for more information on the actions listed in the table below.

STRATEGY	ACTION		LOCATION	Short-term	Medium-term	Long-term	Ongoing advocacy
18. Cycle and micro-mobility crossing improvements Facilitate cycle and micro-mobility movement to and within South Melbourne	**18.1**	Advocate and collaborate with the Victorian Government to improve crossings for bike and micro-mobility riders.		●			●
	18.2	Advocate to the Victorian Government for improvements to cycling crossings along City Road.	City Road, Montague Street and York Street		●		●
			City Road, Ferrars Street and Market Street		●		●
			City Road and Cecil Street.		●		●
	18.3	Advocate to the Victorian Government for a safe and legible riders' crossing at Kings Way and Park Street.		●			●
19. Cycle and micro-mobility lane improvements Facilitate cycle and micro-mobility movement to and within South Melbourne	**19.1**	Advocate to the Victorian Government for a permanent Park Street bike lane between Moray and Kings Way.		●			●
	19.2	Implement the Dorcas Street/Nelson Road/Foote Street – Kings Way to Beach bike route as outlined in our Integrated Transport Strategy.			●		
	19.3	Upgrade the Dorcas and Cecil Street intersection with a cycling-priority roundabout to improve cyclists' safety and visibility.			●		
	19.4	Explore opportunities to upgrade parts of the Cecil Street bike route to provide a continuous protected bike lane from Albert Road to Whiteman Street.			●		
	19.5	Ensure the ongoing maintenance of bike paths and road surfaces on shared cycling and micro-mobility routes to provide safety for all users.		●	●	●	
20. Cycle and micro-mobility parking and end-of-trip improvements Facilitate cycle and micro-mobility movement to and within South Melbourne	**20.1**	Advocate for cycle and micro-mobility parking and rider facilities in Victorian Government projects in South Melbourne.		●	●	●	●
	20.2	Identify and provide opportunities for cycle and micro-mobility parking and rider facilities in Council projects in South Melbourne.		●	●	●	

ACTIONS: DIVERSE PUBLIC SPACE

Refer to Diverse public space for more information on the actions listed in the table below.

STRATEGY	ACTION		Short-term	Medium-term	Long-term	Ongoing advocacy
21. Market Street linear park Explore the feasibility of a linear park on the southern side of Market Street between Clarendon and Moray Streets	**21.1**	Explore the feasibility of a pedestrian-priority linear park along Market Street between Clarendon and Moray Streets to create a green link to the East Enterprise Precinct.	●			
22. Clarke Street reconfiguration Explore the reconfiguration of Clarke Street to a pedestrian-priority environment	**22.1**	Explore the feasibility of converting Clarke Street, between York and Chessell Streets, in whole or part, to a pedestrian-priority space.		●		
	22.2	Advocate and collaborate with the City of Melbourne to explore the feasibility of continuing this pedestrian-priority space north to connect with Southbank.		●		●
23. Urban and green public spaces Explore increasing public pedestrian space to support safe pedestrian movement and to response to the local community needs	**23.1**	Explore the feasibility of increasing public space at the western end of Market Street near City Road to address the lack of public open space to the north of Dorcas Street, as described in our Public Space Strategy.	●			
24. Upgrade Skinners adventure playground Improve Skinners adventure playground while enhancing its existing function	**24.1**	Improve the experiential journey of the Skinners adventure playground, while maintaining its existing function, retaining the canopy cover and exploring opportunities to increase public access as detailed in our Public Space Strategy.	●			
25. Upgrade Eastern Reserve North Improve the amenity and functionality of Eastern Reserve North	**25.1**	Upgrade Eastern Reserve North as identified in our Public Space Strategy and explore opportunities for expansion and integration with the surrounding streetscapes.	●			
26. Park Towers Reserve Enhance open space for Park Towers residents and explore opportunities for public access and compatible shared use	**26.1**	Advocate for the Victorian Government to upgrade Park Towers Reserve to accommodate a variety of uses for residents of Park Towers and explore opportunities for public access as recommended in our Public Space Strategy.			●	●

ACTIONS: SENSE OF PLACE

Refer to Sense of place for more information on the actions listed in the table below.

STRATEGY	ACTION		LOCATION	Short-term	Medium-term	Long-term	Ongoing advocacy
27. Enhanced legibility through wayfinding Introduce wayfinding initiatives to enrich civic pride and a sense of place	**27.1**	Prepare a wayfinding strategy that assists pedestrians and cyclists in navigating to the following key entrances, arrival points and intersections:	south entrance to Clarendon Street	●			
			north entrance to Clarendon Street	●			
			Park Street entrance via King's Way		●		
			Town Hall, Clarendon, Park and Dorcas Street entry		●		
			South Melbourne Market – four site corners and three entry points		●		
			Emerald Hill Health and Housing precinct– four site corners and entry points	●			
			Kings Way, for tram commuters, near the pedestrian crossing			●	
			City Road, for bus commuters, near the pedestrian crossing			●	
			York Street underpass	●			●
28. Placemaking along pedestrian priority paths Enrich the sense of place with placemaking in key areas along pedestrian routes to strengthen the connection between key attractions	**28.1**	Prepare a placemaking, retail and activation strategy and program of events for South Melbourne.		●	●	●	
29. Creative art, cultural and community hub identity Strengthen creative art, cultural and community identity around Clarendon Street and South Melbourne Town Hall	**29.1**	Identify areas and venues that could contribute to the creation of an art and live music precinct in South Melbourne.		●	●	●	
	29.2	Explore public space opportunities suitable for street performers, artists and buskers.		●	●	●	
	29.3	Continue to create opportunities for new public art as part of the laneways and little streets upgrade, shopfront activation and placemaking at:	Clarendon Street retail strip between Park and Market Streets	●			
			South Melbourne Town Hall		●		

ACTIONS: FOCUS SITES - CLARENDON STREET

Refer to Focus sites, Clarendon Street for more information on the actions listed in the table below.

STRATEGY	ACTION	LOCATION	Short-term	Medium-term	Long-term	Ongoing advocacy
30. Streetscape improvements Enhance Clarendon Street's function as a gathering place and destination of choice for shopping and dining	**30.1** Undertake an audit of Clarendon Street to remove redundant poles, furniture and signs as part of the streetscape management plan.		●			
	30.2 Develop a design concept for the upgrade of Clarendon Street that explores tram stop upgrades, more canopy trees, understorey planting and pedestrian spaces to promote outdoor dining and activation.		●	●		
31. New Public Space Explore opportunities to repurpose road space for public space	**31.1** Advocate to the Victorian Government and explore new public space opportunities to the west of Clarendon Street and Bank Street.		●	●	●	●
32. Pedestrian crossing and footpath improvements Improve safety, accessibility and pedestrian-friendly experiences at key street intersections	**32.1** Advocate to the Victorian Government and explore opportunities to improve footpath treatments at key pedestrian intersections and crossings:	Market and Clarendon Streets	●			
		York and Clarendon Streets	●			
		Coventry and Clarendon Streets	●	●		
		Dorcas and Clarendon Streets		●		
		Park and Clarendon Streets			●	
33. Cycle and micro-mobility infrastructure Explore opportunities to provide cycling and micro-mobility infrastructure	**33.1** Advocate to the Victorian Government to improve cycle and micro-mobility parking as part of the Clarendon Street tram stops and streetscape upgrade.		●	●	●	●
	33.2 Monitor cycle and micro-mobility movements and trends and provide rider facilities at appropriate locations to better support sustainable transport modes and local traders' needs.		●	●	●	●

ACTIONS: FOCUS SITES - SOUTH MELBOURNE TOWN HALL

Refer to Focus sites, South Melbourne Town Hall for more information on the actions listed in the table below.

STRATEGY	ACTION		LOCATION	Short-term	Medium-term	Long-term	Ongoing advocacy
34. Public Realm Masterplan Review and update the Emerald Hill Master Plan to guide the development of a cohesive public space approach	**34.1**	Update the South Melbourne Town Hall Master Plan (Emerald Hill Master Plan).			●		
35. Town Hall creative arts, cultural and community hub Support and strengthen the Town Hall site as a creative arts, cultural and community hub	**35.1**	Explore public space opportunities suitable for events, street performers, artists and buskers			●		
	35.2	Explore placemaking opportunities in the surrounding public space and laneways, including permanent and temporary public art and visual art displays	South Melbourne Town Hall		●		
			Daly and Marshall Street		●		
36. Cycle and micro-mobility parking and end-of-trip improvements Provide secure parking and riders' facilities for bike and micro-mobility device users and future-proof micro-mobility integration	**36.1**	Explore opportunities for end-of-trip facilities to be provided in South Melbourne Town Hall public space.			●		

ACTIONS: FOCUS SITES - EMERALD HILL HEALTH AND HOUSING PRECINCT

Refer to Focus sites, Emerald Hill Health and Housing precinct for more information on the actions listed in the table below.

STRATEGY	ACTION		Short-term	Medium-term	Long-term	Ongoing advocacy
37. New public open space Advocate to provide public open space	**37.1**	Advocate for the Victorian Government to create new public open space on the corner of Coventry and Moray Streets at Emerald Hill Housing and Health precinct.	●			●
38. Advocacy for cycle and micro-mobility infrastructure Provide secure parking and end-of-trip facilities for cyclists and micro-mobility device users	**38.1**	Advocate for the Victorian Government to provide cycle and micro-mobility facilities that meet the needs of the increasing population and visitation.	●			●
39. Retain existing trees Retain and enhance tree canopy cover to mitigate UHI impacts and improve biodiversity and pedestrian amenity	**39.1**	Advocate for Homes Victoria to ensure new open space incorporates existing mature trees.	●			

ACTIONS: FOCUS SITES - SOUTH MELBOURNE MARKET

Refer to Focus sites, South Melbourne Market for more information on the actions listed in the table below.

STRATEGY	ACTION		LOCATION	Short-term	Medium-term	Long-term	Ongoing advocacy
40. Tram stop integration and improvements Advocate for integration between South Melbourne Market and the tram stop to meet the needs of the community	**40.1**	Advocate for the Victorian Government to improve integration and accessibility between the tram stop and the South Melbourne Market.		●			●
	40.2	Explore opportunities for a public plaza between the tram and South Melbourne Market to enhance the welcoming experience.		●			●
41. Cecil Street reconfiguration Increase pedestrian space to improve flexible use of public space, support businesses and is attractive to visitors and residents	**41.1**	Upgrade Cecil Street as part of the South Melbourne Market Project Connect	Cecil Street between York and Coventry Streets	●			
			Pedestrian crossings at roundabouts adjacent to South Melbourne Market Cecil and York Streets	●			●
			Cecil and Coventry Streets	●			●
42. Improve streetscape and integration of uses Ensure integration of surrounding streets provide an improved visitor and pedestrian experience	**42.1**	Upgrade adjoining streetscapes as part of the South Melbourne Market Project Connect, to improve integration between public space and the market:	York Street	●			
			Coventry Street	●			
			Cecil Street	●			
43. Cycle and micro-mobility infrastructure improvements Advocate or provide for secure parking and end-of-trip facilities at South Melbourne Market	**43.1**	Advocate for the inclusion of park-and-ride elements as part of the future 96-Tram access upgrade and improved connection to the market:	Ferrars Street, outside 96-Tram stop		●		
			Coventry Street, outside 96-Tram stop		●		
	43.2	Provide secure parking and end-of-trip facilities at South Melbourne Market:	Cecil Street	●			
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Image 17.	https://bigbuild.vic.gov.au/projects/metrotunnel/stations/anzac/station-design
Image 18.	https://www.environment.vic.gov.au/shrine-tosea
Image 23.	https://southeastwater.com.au/residential/upgrades-and-projects/projects/south-melbourne-sewerage-capacity-upgrade/
Image 56.	https://oursc.com.au/community/caloundra-mainstreet-among-queenslands-best-designs
Image 57.	https://oursc.com.au/community/caloundra-mainstreet-among-queenslands-best-designs
Image 59.	https://matherarchitecture.com/project/verity-lanemarket/
Image 64.	https://completeurban.com.au/project/henson-local-area-traffic-management/
Image 70.	https://lightfollowsbehaviour.com/portfolio/terryspinks-place-canning-town/
Image 75.	https://www.broadsheet.com.au/melbourne/northmelbourne
Image 91.	https://www.jpe.com.au/projects/holland-street
Image 92.	https://www.jpe.com.au/projects/holland-street
Image 94.	https://completeurban.com.au/project/ashfield-town-centre/
Image 96.	https://mikehewson.co.nz/2022/2/pockets-park
Image 97.	https://mikehewson.co.nz/2020/9/st-peters-fences
Image 100.	https://www.jila.net.au/all-projects/sydney-parkfitness-equipment
Image 102.	https://ecoscape.com.au/project/sill-park/
Image 110.	https://laands.com.au/project/the-goods-lineultimo-sydney/
Image 112.	https://tcl.net.au/projects/bank-street
Image 113.	https://www.udla.com.au/projects/the-rocks-laneway
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Image 122.	https://citygreen.com/case-studies/tamworthcbd-fitzroy-street-stratavault/
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Image 129.	https://www.domain.com.au/domain-review/parks-abbotsford-convent-and-collingwoodchildrens-farm-august-11-1074875/
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Image 133.	https://www.sarahhaq.com/paine-reserve-upgrade
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Image 141.	https://reseturban.co.nz/projects/christchurch-citymall/
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Image 147.	https://www.cyclepods.co.uk/case-studies/hammersmith-cycle-hub/
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