

Domain Precinct Public Realm Masterplan



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A MESSAGE FROM THE MAYOR

Council respectfully acknowledges the Yalukut Weelam Clan of the Boon Wurrung. We pay our respects to their Elders, both past and present. We acknowledge and uphold their continuing relationship to this land.

On behalf of Council, I am proud to present the Domain Precinct Public Realm Masterplan to the community.

The Domain Precinct is rapidly becoming one of Port Phillip's fastest growing neighbourhoods. City-shaping projects like the Victorian Government's Metro Tunnel are transforming the very way people move around and live in the precinct.

Domain is also becoming denser, with several large private developments expected to become home to thousands of new residents over the coming decade. It's critical that we recognise the challenges associated with population growth and density, and protect and enhance what we love about where we live. That's why we created this Masterplan.

The Masterplan, developed with the community over the last 18 months, proposes a range of improvements to Domain's public realm through best-practice urban design principles. From new public plazas and revitalised parks to a solution to complete the missing tram link on Park Street, this forward-thinking document responds to the opportunities and challenges presented to us.

I truly can't wait to see many of these projects come to life and benefit the Port Phillip community – both present and future.



Councillor Dick Gross
Mayor, City of Port Phillip

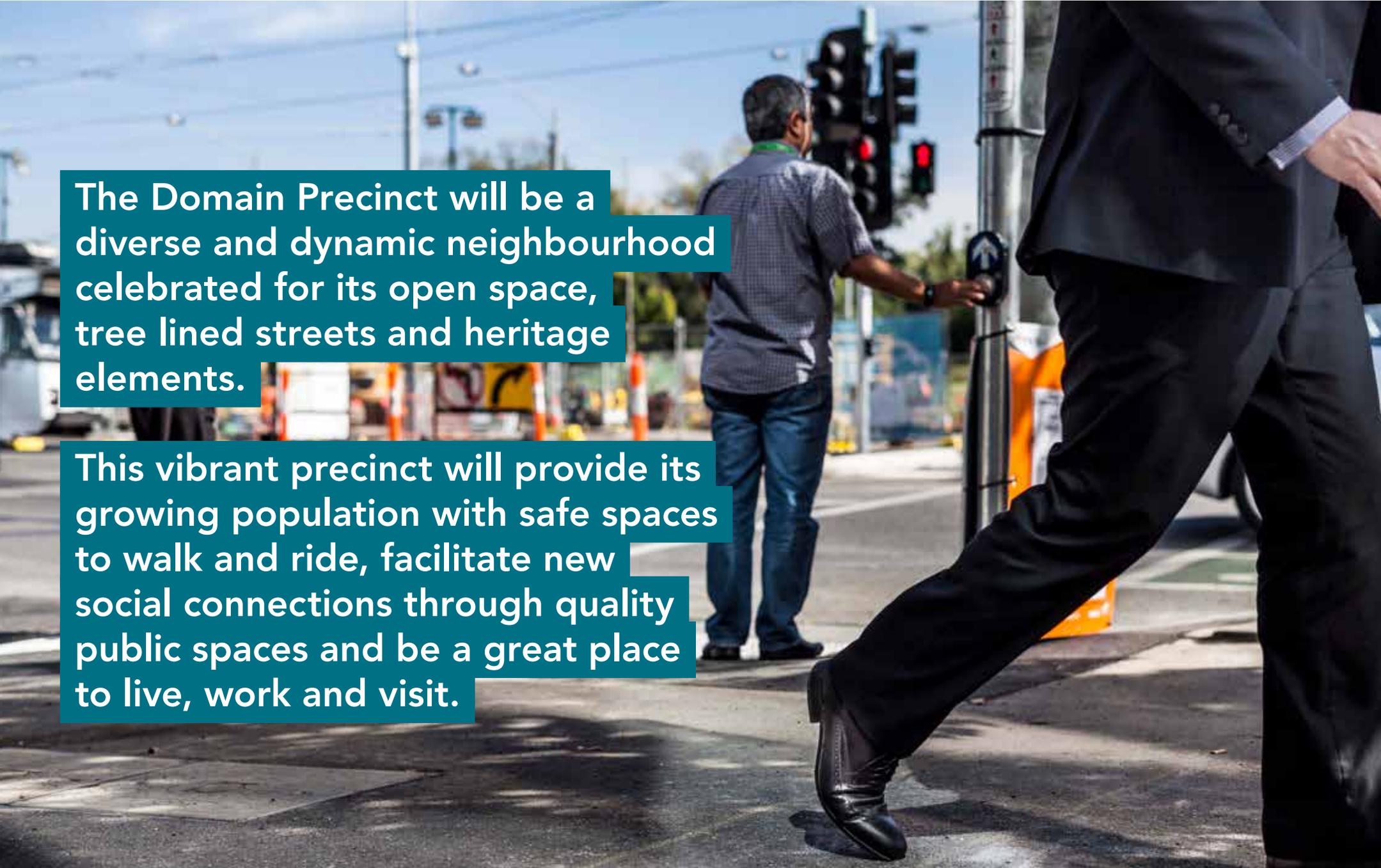


DELIVERING ON THE COUNCIL PLAN

The Domain Precinct project is recognised in the Council Plan 2017-27 as a priority and is specifically intended to deliver Strategic Directions 2, 'We are connected and it's easy to move around' and 4, 'We are growing and keeping our character'.

To view the Council Plan, visit portphillip.vic.gov.au.





The Domain Precinct will be a diverse and dynamic neighbourhood celebrated for its open space, tree lined streets and heritage elements.

This vibrant precinct will provide its growing population with safe spaces to walk and ride, facilitate new social connections through quality public spaces and be a great place to live, work and visit.

INTRODUCTION

The Domain Precinct, 1.5 km south of the Melbourne CBD, is experiencing great change due to activities led by both the Victorian Government and commercial sector.

To respond to the opportunities and challenges that this change presents, Council has prepared a Domain Precinct Public Realm Masterplan (the Masterplan) to improve public spaces in the precinct.

The Masterplan demonstrates how the community's vision and design principles – guided by best practice urban design and planning principles – can create a well-designed and connected precinct.

Purpose of the Masterplan

The purpose of the Masterplan is to identify future public realm projects in the Domain Precinct (including upgrades to existing reserves, improved streetscapes and pedestrian links) and provide travel choices from major activity centres to the Anzac Station precinct (currently in construction as part of the Metro Tunnel Project).

The Masterplan will help Council advocate to other tiers of government for infrastructure in the Domain Precinct, particularly in relation to sustainable travel choices.

What's in it?

The Masterplan proposes a range of improvements to the Domain Precinct's public realm, including footpaths, roads, trees and streetscapes.

The Masterplan is made up of:

- a vision for the precinct
- a historical and contemporary context
- a summary of the community engagement process to date
- an urban context analysis
- plans, sections and images that detail the proposed improvements
- suggested steps for implementing the Masterplan
- funding opportunities.

What is the public realm?

The public realm can be defined as any space that is free and open to everyone. The term often refers to the space between and within buildings that can be accessed by anyone, usually at any time of the day. This encompasses streets, squares, laneways, forecourts, parks and open spaces.

On a social level, the public realm is the glue that holds great cities together. People meet, sit, relax, eat, play, explore, reflect, debate, dissent and do business in the public realm.¹

A high-quality, well-designed public realm is an essential element of any liveable city.

¹ Mayor's Design Advisory Group, *Public London: Creating the best public realm*, London, 2016, pp. 3.



What is outside the scope of the Masterplan?

The Masterplan does not provide any guidelines or recommendations on building heights and setbacks on privately-owned land.

The Masterplan does not provide detailed designs for each of its proposed projects. If Council was to proceed with a project in the Masterplan, detailed design and community engagement would be required.

The Masterplan acknowledges the work of Rail Projects Victoria (RPV) in the delivery of Anzac Station and surrounding Albert Road Reserve, but does not propose any changes to the design of this area.

Council has a long-standing and close working relationship with RPV and the Victorian Government to ensure that the Metro Tunnel Project (MTP) delivers the best public realm and transport outcomes for the City of Port Phillip.

What has informed the Masterplan?

The Masterplan is informed by several pieces of work, including:

- engagement on Domain's Place Identity in August / September 2018
- engagement on the Design Response in May 2019
- engagement on the Draft Masterplan in July / August 2019
- **Domain Precinct Public Realm Development Plan** (HASSELL, 2019)
- **Domain Precinct Parking Study Data Summary** (GTA, 2019)
- **Domain Precinct Parking & Loading Study** (Phillip Boyle & Associates, 2018)
- **Move, Connect, Live Integrated Transport Strategy 2018-28**
- **Act and Adapt Sustainable Climate Strategy 2018-28**
- **St Kilda Road North Precinct Plan** (2015).

About the precinct

The Domain Precinct is an important connection for people travelling between the CBD, suburbs and other popular destinations in Melbourne. St Kilda Road, one of our most famous boulevards and busiest transport corridors, forms the spine of the precinct.

While situated mostly within the City of Port Phillip, Domain is adjacent to the municipal boundary of the City of Melbourne.

Domain's desirability as a great place to live is linked to its proximity to Melbourne's great parks, CBD, beaches and its iconic views of the Shrine of Remembrance, Albert Park Lake and Port Phillip Bay.

Access to private schools and contemporary community infrastructure by walking or public transport, such as the Melbourne Sports and Aquatic Centre (MSAC), National Gallery of Victoria (NGV), State Library and Kings Domain, greatly contributes to its appeal.

Demographic profile

City of Port Phillip

The City of Port Phillip is one of Melbourne's most densely populated municipalities. With more than twice the population density of the metropolitan Melbourne average, it is experiencing a rapid increase in the number of people living in apartments and units.

Our City's resident population is projected to grow by 41 per cent by 2036, placing considerable strain on existing open spaces.²

The increased population is likely to be housed in apartments that have little access to private open space. This will require the public realm to compensate by providing locals with a connection to nature and facilitating social links in the community.

² Victorian Government Department of Environment, Land, Water and Planning, *Victoria in Future 2019*, Melbourne, 2019.

Domain Precinct

The Domain Precinct had a population of 4,573 at the 2016 Census. This comprises approximately 4.1 per cent of the total City of Port Phillip population in 2016 (110,634).

The average household size in the Domain Precinct is 1.87 people - slightly lower than the municipal average of 1.91 people.

Most residents in the Domain Precinct prefer to take public transport to work (36 per cent). This is higher than the municipal average of 26.8 per cent.

This mode is followed by car (29 per cent), walking (20 per cent), and bike riding (2.9 per cent).

Around 23 per cent of Domain Precinct households do not own a car. This is higher than the municipal figure of 16 per cent of households without a car.³

³ Australian Bureau of Statistics, '2016 Census QuickStats, Port Phillip', viewed on 20 May 2019, https://quickstats.censusdata.abs.gov.au/census_services/getproduct/census/2016/quickstat/LGA25900

History of the precinct

Indigenous history

Before the arrival of Europeans in 1835, the City of Port Phillip area was solely home to and managed by the Yalukut Weelam clan of the Boon Wurrung people or language group.

Yalukut Weelam means 'river home' or 'people of the river'. This is an accurate description for a people whose territory was on a flood plain surrounded by water near the mouth of the Yarra River.

The local area has changed vastly since European occupation, but was once a kind of 'temperate Kakadu' surrounded by sea, river, creeks, lakes and lagoons. Between the sea and the river was a score of wetlands surrounded by dunes, heath, woodlands, salt marsh and beach.⁴

The Domain Precinct is located at the historical juncture of two of Victoria's distinct Ecological Vegetation Classes (EVCs) – the Grassy Woodland and Brackish Wetland.

⁴ City of Port Phillip, *Reconciliation Action Plan 2017-19*, Melbourne, 2017, pp. 10.

19th and 20th centuries

The current extent of the Domain Precinct is part of a greater area referred to historically as the St Kilda Road North Precinct.

Originally intended to be a broad avenue in a parkland setting like the famed avenues of Europe, the land boom of the 1880s saw Melbourne's wealthy establish mansion homes of high architecture along the length of St Kilda Road.

The precinct has become known for its established avenue of plane trees, unusual subdivision pattern and generous landscape setbacks to buildings along St Kilda Road and Queens Road. These setbacks blur the line between public and private space and accentuate the grand dimensions of St Kilda Road.

In the early-to-mid 20th century, these family homes and buildings eventually took on different roles, with some transformed into boarding houses and offices for the Defence Department during World War II.

From the 1950s, many of these were ultimately demolished and replaced by modern, commercial office buildings.

St Kilda Road and parts of its parallel Queens Road became Melbourne's premier office location outside of the CBD. At the forefront of this new vision for the precinct was the design and construction of BP House on St Kilda Road in the 1960s. It set the benchmark for quality corporate design throughout the area for the next 30 years.

In 1993, BP House was converted into the residential Domain Towers, adding to an increasing number of apartment buildings in the precinct. The evolution of the precinct from the late 1990s to the present day has in many ways mirrored urban revitalisation trends that have occurred across Melbourne.⁵



New tramway construction on St Kilda Road near Park Street, ca. 1925. Source: State Library Victoria.

⁵ City of Port Phillip, *St Kilda Road North Precinct Plan*, Melbourne, 2015, pp. 5-6.

Current projects

Several significant public and private projects are currently underway in the Domain Precinct, most notably the construction of Anzac Station as part of the MTP.

The precinct and City of Port Phillip overall has seen a high-level of Victorian Government investment in recent years, including funding for public transport, public realm and pedestrian improvements.

This investment includes the delivery of:

- Moray Street protected bike corridor (RPV), completed in 2018
- Albert Road Reserve redevelopment (RPV)
- Shrine to Sea Project - Kerferd Road / Albert Road improvements (DELWP)
- St Kilda Road central bike corridor (Major Road Projects Victoria)
- various MTP Network Enhancement Projects (NEPs) to improve the capacity of alternative traffic routes during the construction of Anzac Station.

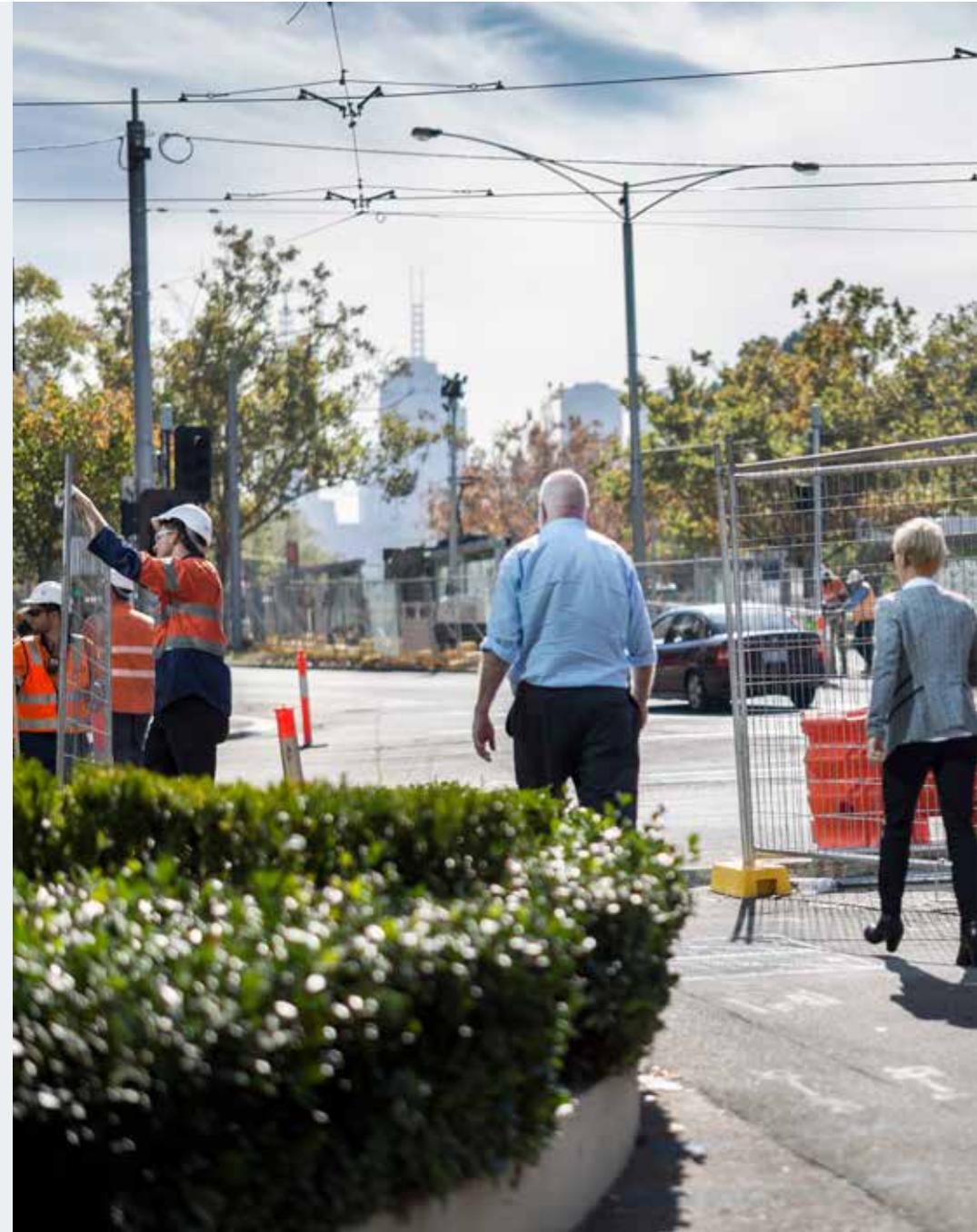
Together these projects are rapidly reshaping our City and creating opportunities for other improvements.

This project

In mid-2018 Council commenced a process to produce a Public Realm Masterplan for Domain to enhance and protect what the community values about the precinct.

The project was achieved over four stages:

- Stage 1 – Place Identity engagement (July / August 2018)
- Stage 2 – Design Response (May 2019)
- Stage 3 – Draft Public Realm Masterplan (July 2019)
- Stage 4 – Final Public Realm Masterplan (September 2019).



The precinct today

Since 2003, the Victorian Government's metropolitan planning policy has supported greater density in areas close to public transport, open space, shops, schools and jobs. This has created opportunities for more people to enjoy better amenities and high-quality lifestyles without the need to commute great distances.

St Kilda Road North Precinct Plan

This increased demand for apartment living prompted Council to undertake a review of the St Kilda Road North Precinct from 2011 to 2013.

The initial focus of the review was on planning controls for the area to ensure that they reflected contemporary needs and expectations for design quality and residential amenity.

In 2015 the Victorian Minister for Planning approved the City of Port Phillip **St Kilda Road North Precinct Plan** through Planning Scheme Amendment C107 (PSA C107).

The amendment updated the Local Planning Policy Framework and introduced a new Design and Development Overlay (DDO26) to replace Design and Development Overlays 3 and 4 (DDO3 and 4).

DDO26 specifies 'design objectives' and 'design requirements' (including mandatory heights and setbacks) for the overall precinct and individual sub-precincts.

Since PSA C107's implementation, there has been a significant influx in planning applications and increase in average building heights across the precinct.

Over the last decade and as of September 2019, 22 developments in the precinct have been approved by Council or the Victorian Civil and Administrative Tribunal (VCAT). These developments include residential, office and mixed-use towers.

The forecast increase in population density in Domain will place additional pressure on an already congested road network and the quality of public spaces, and increase demand for retail and community facilities such as supermarkets and child care facilities.

Metro Tunnel Project

The Victorian Government's Metro Tunnel Project (MTP) is currently taking shape in the form of Anzac Station. Located underground at the junction of Domain Road and St Kilda Road, Anzac Station is expected to service around 40,000 people a day once it is operational in 2025.

Anzac Station is one of five new underground stations at North Melbourne, Parkville, State Library and Town Hall that connect to existing and new train / tram and bus interchanges across Melbourne.

The current design of Anzac Station proposes the realignment of St Kilda Road to accommodate a new transport interchange and reinstatement of the heritage tree-lined boulevard. Existing car parking on Albert Road south is to be converted into public open space, with the streetscape upgrade improving the pedestrian environment with better connections and opportunities for passive recreation. It will also create a new green link between Albert Park and Kings Domain.

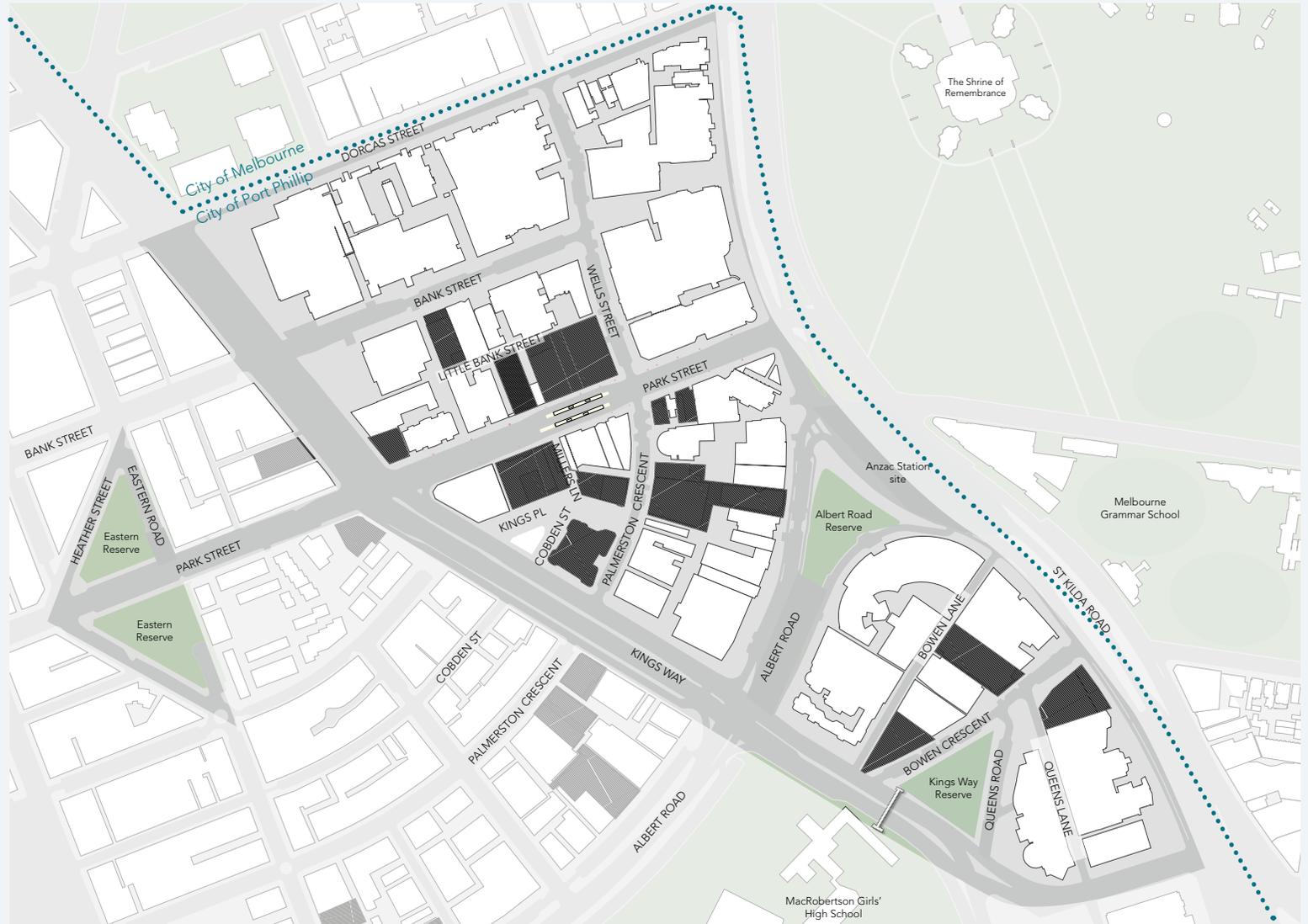
A planning scheme amendment was approved in 2017 to transfer the land required for the construction of Anzac Station on St Kilda Road and surrounds (including Albert Road Reserve) from Council to RPV. Council has no authority or legislation within this area until the MTP is complete, after which it will be returned to Council around 2025.

While providing these great legacy benefits to the City of Port Phillip and linking the precinct to greater Melbourne, the construction of the MTP has posed dramatic challenges to the precinct's landscape, historical and social character.

Many significant trees along St Kilda Road and in public reserves have been removed to enable construction of the station. While these will be replaced by the project, this will not occur for years.

Access to open space and residents' general amenity during the construction period has diminished due to road closures and noise and air pollution. Impacts of this disruption will remain an ongoing challenge for residents, businesses, Council and the Victorian Government until the MTP is complete.

DOMAIN PRECINCT



LEGEND

- Municipal boundary

An aerial photograph of an urban area, showing a mix of residential and commercial buildings, streets, and green spaces. A prominent purple rectangular box is overlaid on the left side of the image, containing the text 'Urban context analysis' in white. The background shows a dense urban layout with various building footprints, parking lots, and roads. To the right, there is a large green area with trees and a circular structure, possibly a park or a large building complex. The overall scene is a detailed view of a city's urban context.

Urban context analysis

URBAN CONTEXT ANALYSIS

The Domain Precinct, for the purposes of this project, is bound in the north by Dorcas Street, to the west and south by Kings Way and to the east by St Kilda Road. The project area also includes Park Street to the west of Kings Way until the intersection of Heather Street.

Current conditions

Landscape overview

This project extent encompasses a physical area of approximately 281,650 square metres and lies at an average elevation of seven metres above sea level.

The precinct is in proximity to large open spaces such as Kings Domain, Albert Park Reserve and Fawkner Park, while also home to smaller reserves such as Albert Road Reserve (featuring the South African Soldiers Memorial) and Kings Way Reserve (located between Bowen Crescent and Queens Road).

There are a variety of open spaces within walking distance of the precinct, however these are located across the physical and visual barriers of St Kilda Road and Kings Way.

There are some community facilities within walking distance of Domain, however there are very few within the precinct. These community facilities include libraries, schools, community centres, child care and sport and recreation facilities.



The precinct is in proximity to large open spaces such as Kings Domain, Albert Park Reserve and Fawkner Park.

**OPEN SPACE AND
COMMUNITY FACILITIES**



LEGEND

- Open spaces
- Community facilities

Landscape overview (continued)

While the Domain Precinct is well known for its grand St Kilda Road boulevard, streets within the precinct lack the same public realm character and conditions. Most of its streets are characterised by large expanses of roadway, inconsistent tree planting, limited street furniture and poor-quality footpaths.

Despite the abundance of nearby open space, there is a lack of spaces within the precinct that cater for the recreational needs of residents, workers and visitors. There are opportunities to repurpose large expanses of roadway into public spaces.

Some existing street edges do reflect a higher standard than described above, however most are due for significant upgrades to improve the overall public realm character, function and image of the precinct.

Notable views

The Domain Precinct is known for its views to the:

- Shrine of Remembrance monument and gardens
- South African Soldiers Memorial (SASM) in Albert Road Reserve
- South Melbourne Town Hall spire
- Melbourne Synagogue dome
- grand buildings of Melbourne Grammar School
- CBD skyline.



View across St Kilda Road to the Shrine of Remembrance

Public transport network

VicRoads identifies St Kilda Road as a priority route for trams, buses and bikes. It is Melbourne's – and the world's – busiest and most popular tram corridor, carrying approximately 40,000 passengers a day with a four-to-six-minute frequency. There is potential for future public transport links from Anzac Station and the surrounding precinct to connect to South Melbourne and Fishermans Bend.

Tram network

The Domain Precinct is serviced by Yarra Trams routes 3/3, 5, 6, 16, 58, 64, 67 and 72.

As part of MTP works, RPV delivered new tram stops at Toorak Road West and Park Street in 2018 to enable the tram network to operate efficiently during the construction of Anzac Station.

Public Transport Victoria (PTV) is continuing the roll out of new E-class and refurbished trams to improve the capacity, reliability and experience of Melbourne's tram network.

To power this new fleet, a new electrical substation is required in proximity to St Kilda Road. Any new substation in the area would require consultation with key stakeholders, including Council and the community.

Since 2002, Council has advocated for the continuation of tram tracks on Park Street across Kings Way to link St Kilda Road to communities in our City's north-east.

In 2019 RPV confirmed a project to complete the missing tram link on Park Street between Kings Way and Heather Street, which is expected to become operational before Anzac Station opens to the public.

Rail network

Anzac Station will connect the precinct to Melbourne's rail network and increase public transport accessibility for surrounding communities in South Melbourne, Port Melbourne, Albert Park, South Yarra and St Kilda.

Bus network

At the time of publication, existing bus stops within the precinct are not operational due to traffic constraints from the MTP.

Road network

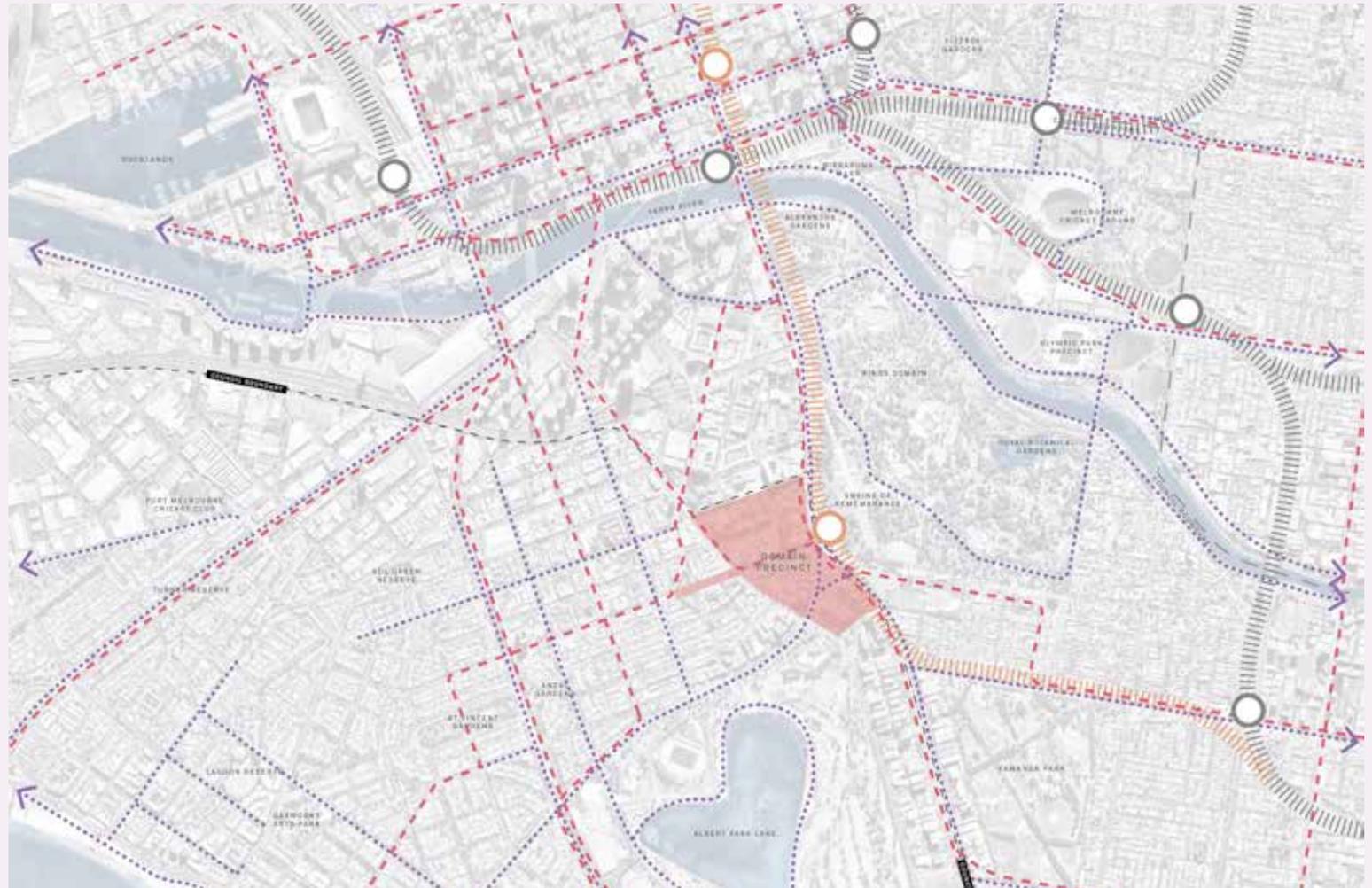
The Domain Precinct is surrounded by several large arterial roads that connect to the Melbourne CBD and West Gate Freeway.

Kings Way is an arterial road with service lanes, poor pedestrian amenity and limited crossing points. It does not encourage non-vehicular modes of transport and creates significant east-west barriers for pedestrians and bike riders.

St Kilda Road is the other main arterial road that surrounds the precinct. It is known for its wide configuration, residences and office towers, tram corridor, median and tree planting.

Other arterial roads that connect to the precinct are Albert Road, Moray Street and Clarendon Street. The remainder of roads within the precinct are local and offer opportunities to prioritise other modes of transport.

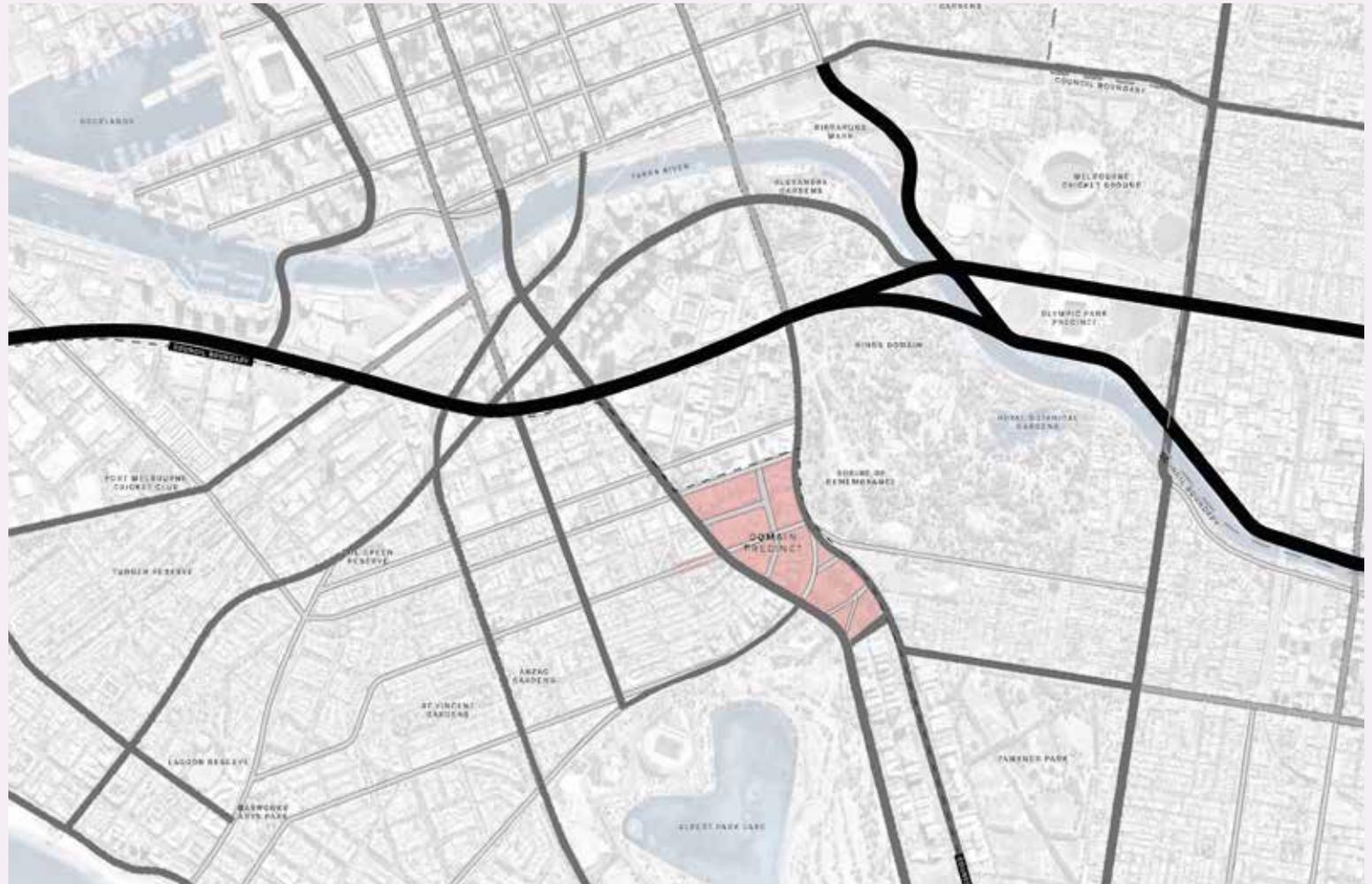
PUBLIC TRANSPORT NETWORK



LEGEND

- Existing train station
- Future train station
- Existing train line
- Future underground train line
- Tram line
- Bike lane
- Future tram link

ROAD NETWORK



LEGEND

- Highway
- Arterial road
- Local road

URBAN CONTEXT ANALYSIS

Council Plan 2017-27

This project aligns to the City of Port Phillip's **Council Plan 2017-27** under two strategic directions:

Direction 2

We are connected and it's easy to move around

Direction 4

We are growing and keeping our character

This project is also driven by actions in Council's **Act and Adapt Sustainable Climate Strategy 2018-28**.

The Domain Precinct Masterplan is underpinned and guided by several Council strategies and planning policies.

Strategic context

Move, Connect, Live integrated transport strategy 2018-28

Move, Connect, Live is Council's 10-year integrated transport strategy. The strategy commits to supporting a well-connected transportation future for our City, to make it easy for people to move around and connect with places in a way that suits them as we grow.

Outcome 1.2 of the strategy is the key driver for this project:

- Develop a precinct masterplan for the Domain Precinct (Albert Road and surrounds).

Move, Connect, Live will deliver on this commitment via these key priorities:

- a transport network, streets and places that cater for our growing community
- safe, connected and convenient active transport choices
- public transport choices that make it easy to move and connect
- community understanding that parking is a limited and shared resource, and opportunities to work with Council to ensure fairest access
- new transport options and technology to move around.

To assist in catering to the dual transport and development needs of our City, a movement and place approach was used to develop the strategy. A movement and place approach helps Council classify our road network based on how each street can best serve the community, either as part of the transport network (movement) or neighbourhood for social, goods or services exchange (place).

This approach is being developed in partnership with the Victorian Government's Department of Transport as part of its state-wide application.

St Kilda Road North Precinct Plan

The **St Kilda Road North Precinct Plan** establishes principles for integrated land use, built form, transport and access, open space, community infrastructure and sustainable infrastructure in the St Kilda Road North Precinct over the next 30 to 40 years, and provides a framework for the revision of built form controls in the precinct.

It was developed from 2011-13 and updated in 2015 through focus groups, professional collaborations and technical studies.

Municipal Strategic Statement

The key planning policy relating to the St Kilda Road North Precinct is the Municipal Strategic Statement (MSS). The MSS forms part of the strategic foundation of the local planning scheme and sets the broad policy basis for making decisions.

Clause 21.06-7 of the **Port Phillip Planning Scheme** identifies the need:

- for St Kilda Road to maintain its role as a world-famous boulevard
- to enhance the boulevard character and treatment of Kings Way
- for St Kilda Road North Precinct to realise its potential as a preferred location for well designed, higher density residential growth
- for St Kilda Road to maintain its role as a premier office location supporting the CBD
- to increase communal meeting spaces and provide public meeting points.

The plan recommends that the precinct surrounding Albert Road Reserve is an appropriate area for higher scale redevelopment as a focal point of the wider St Kilda Road North Precinct.

Public Space Strategy

Council is currently preparing a new Public Space Strategy to replace the existing **Open Space Strategy 2009** and respond to population growth, densification and climate change.

The new strategy will assist Council in delivering quality open spaces for residents, workers and visitors to our City, including:

- the foreshore and parks
- urban spaces, such as civic spaces, plazas and reallocated road spaces
- key links and streets
- contributory space, such as school ovals, restricted spaces, libraries and civic buildings.

The new Public Space Strategy will provide an integrated, long-term framework to guide the provision, upgrade, design, allocation and programming of public spaces across the City.

Placemaking Action Plan

We want a city that is full of dynamic and distinctive places and precincts.

Placemaking is an action learning process that enables the community and Council to work together to create great places.

Council's **Placemaking Action Plan 2018-21** describes seven key actions and resources required to achieve Council's placemaking aspirations as described in its **Art and Soul Strategy 2018-22**. This plan also outlines specific key deliverables at a place level.

A placemaking approach is community-driven, adaptable, inclusive, focused on creating destinations, context-specific, dynamic, trans-disciplinary, transformative, flexible and collaborative.

Recognising the Domain Precinct is valued by our City's residents, Council engaged with the community during 2018/19 to ensure that the Masterplan reflects its views and aspirations.

Community engagement

Place Identity

The first stage of engagement focused on Domain's Place Identity, providing a forum for the community to share its thoughts and experiences on a broad range of topics, including:

- priorities for public spaces, transport, access, services and amenities
- what is and isn't working well in the precinct
- its vision for the precinct in 10 years' time.

Feedback was collected through a survey from Tuesday 24 July to Tuesday 14 August 2018, both online at haveyoursay.portphillip.vic.gov.au and via intercept surveys.

The data from the survey was used to inform an independently facilitated workshop on Tuesday 28 August 2018 at Seasons Botanic Gardens, Melbourne.

A total of 453 survey responses were received and 14 people attended the facilitated workshop.

The session was facilitated by consultant Steven Weir and captured in real time by illustrator Jessamy Gee of Think in Colour.

What you said

The results of this engagement highlighted that the community thought a few things weren't working well in Domain, namely:

- poor pedestrian connections and environment
- a lack of community heart and social disconnection
- a loss of established trees and landscape character due to the MTP.

We also heard that the community wants Domain to have:

- walkable, green, safe and relaxing spaces
- high quality streets
- easy access to trams, bike connections and parking.

Design Response

In late-2018 Council officers reviewed the feedback received on Domain's Place Identity, which informed the challenges and opportunities for the precinct.

It considered:

- identity and character
- regional transport networks
- pedestrian connections
- bike links
- public space.

The analysis informed the Domain Precinct Design Response, a document that included:

- a site analysis
- design principles
- draft tree planting palette
- public realm projects that could be constructed in the Domain Precinct.

The projects included:

- Park Street Link
- Kings Way Reserve Upgrade
- Kings Place Plaza / Millers Lane
- Streetscape Improvements
- Pedestrian Connections.

Community members could provide feedback on the Design Response by completing an online survey on haveyoursay.portphillip.vic.gov.au or attending an independently facilitated workshop on Saturday 25 May 2019 at Seasons Botanic Gardens, Melbourne.

The online survey was open from Wednesday 1 May to Wednesday 29 May 2019.

A total of 74 survey responses were received and 35 people attended the workshop, which was facilitated by consultant Steven Weir.

What you said

The online survey and community workshop were designed to test the vision, five public realm projects and draft tree planting palette.

There was overall support amongst survey respondents and workshop participants for the proposed projects, with several emerging themes for Council to consider.

These themes included:

- the importance of greening the precinct
- balancing the needs of vehicles, pedestrians and bike riders, including the consideration of traffic and on-street parking
- improving streetscapes, including consistent and flush paving, more lighting and amenities

- better and more accessible pedestrian connections, particularly across Kings Way
- ensuring shared spaces are safe and useable
- a desire to plant mature trees, with better maintenance and care.

Council officers reviewed the community feedback received, which influenced the designs proposed in the Draft Masterplan.

Draft Masterplan

The Draft Masterplan was exhibited for public comment between Thursday 18 July and Wednesday 14 August 2019.

Fifty-seven submissions were received during the exhibition period, with one outside.

The general themes from submissions received on the Draft Masterplan were:

Park Street Link

- Mixed views about the proposed tram link, specifically noise and amenity.
- Support for a protected separated bike lane.

- Concerns about the safety of the Wells Street / Park Street intersection and support for a safe solution.
- Loss of car parking and footpath width due to proposed protected, separated bike lane.
- Support for more trees and street furniture.
- Mixed views about the closure of Eastern Road.

Kings Way Reserve

- Concerns about closing Queens Road and the impact on access and traffic.
- Support for new amenities and landscaping, including a playground.
- Mixed views about whether upgrades (including toilets) are required.

Kings Place Plaza / Millers Lane

- Support for more pedestrian areas and activation.
- Questions about access to properties and future developments with the proposed one-way arrangement.
- Concerns about safety and how the shared space / zone will function.

Streetscape improvements

- General support for landscaping and footpath improvements.
- Call for more maintenance and servicing of streets.
- Widespread concerns about pedestrian safety at key crossing points, such as Kings Way.

Pedestrian connections

- Calls for a DDA-compliant overpass over Kings Way.
- Mixed views about the proposed mid-block connections due to some being on private land.

General

- Vehicle access to and within the precinct and congestion.
- General concerns about loss of car parking across the precinct due to Metro Tunnel Project.

This feedback was considered when finalising the Masterplan for adoption by Council on Wednesday 18 September 2019.

The following public realm issues and opportunities were identified through community engagement and site analysis.

Issues

1. Bike connections are poor within the precinct and the wider network.
2. There is a limited pedestrian and bike connection across Kings Way.
3. There is no tram connection from St Kilda Road to South Melbourne.
4. There are limited north-south pedestrian routes and permeability.
5. The precinct is characterised by wide roadways and hard surfaces with limited greenery.
6. There is low pedestrian amenity.
7. There is a lack of locally accessible public space and consistent landscape character.
8. Conflicts are common between vehicles, bikes and pedestrians.
9. On-street parking restrictions are inconsistent and cannot cater to current parking demands.

Opportunities

1. Provide safe bike connections and continue tram connections to surrounding network.
2. Enhance legibility and improve pedestrian amenity on Kings Way.
3. Complete the tram link on Park Street.
4. Provide north-south mid-block pedestrian connections.
5. Reclaim roadway and underutilised spaces and increase open space.
6. Improve pedestrian environments with passive surveillance, public art, lighting and landscaping.
7. Create a consistent landscape character drawing on surrounding parks and increase tree canopy cover and vegetated surface area to reduce the heat island effect.
8. Provide safe and connected transport infrastructure to support a growing population.
9. Review car parking restrictions in the precinct.

Design principles

To respond to the precinct's issues and opportunities, four key design principles were identified to guide the preparation of the Masterplan.

IDENTITY AND CHARACTER

- Ensure the design contributes to the image of our City and reflects the community's aspirations.
- Draw in the surrounding parkland character to establish an identity and sense of place.

PEDESTRIAN ACCESSIBILITY

- Enhance local permeability (directness of links) with a network of walkable connections.
- Enhance legibility of the local street network with design treatments that assist wayfinding.

PUBLIC SPACE AND SUSTAINABLE ENVIRONMENTS

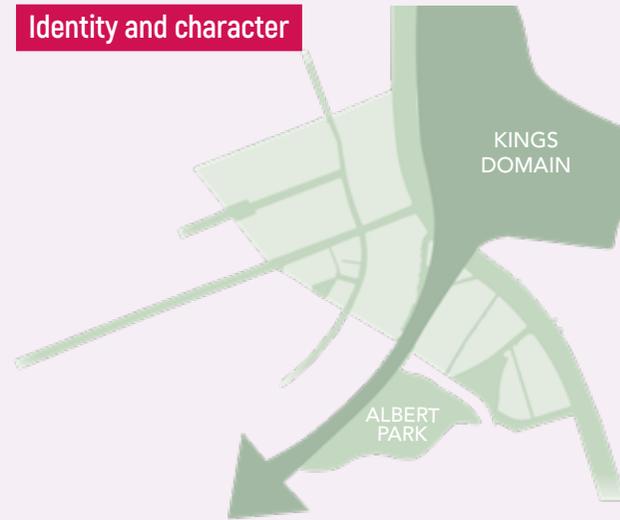
- Reallocate road space to provide range of travel choices and prioritise walking and riding.
- Provide quality spaces for social engagement and interaction in the public realm.

BIKE CONNECTIONS

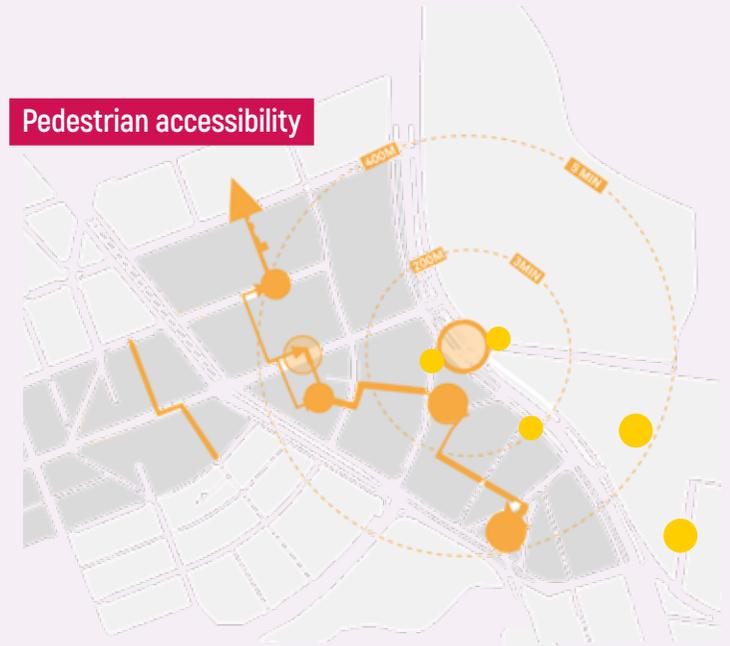
- Provide direct, safe and continuous connections for a range of users.
- Improve crossing priority, safety and experience at key intersections.

DESIGN PRINCIPLES

Identity and character



Pedestrian accessibility



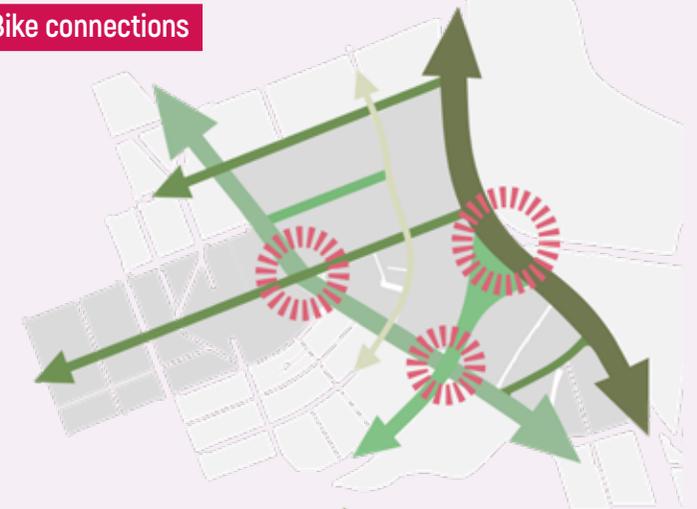
LEGEND

-  Major green connection - Shrine to Sea
-  Green connection
-  Tree canopy coverage
-  Water sensitive urban design (WSUD)
-  Pedestrian and bike rider pause point
-  Pedestrian link
-  Transport node
-  Public space
-  Distance of walkability
-  Thresholds
-  Hierarchies

Public space and sustainable environments



Bike connections





Public Realm Masterplan



The Masterplan will help Council enhance and protect what the community values about the Domain Precinct.

PUBLIC REALM MASTERPLAN

The Masterplan projects respond to the design principles and opportunities and challenges identified through three stages of community engagement.

Projects

The Masterplan identifies five projects:

1. **Park Street Link** - To meet demand for future population growth and connect the precinct to the rest of Melbourne, this project proposes to deliver a safe bike connection, improved pedestrian streetscape and tram link along Park Street between Heather Street and Kings Way.
2. **Kings Way Reserve Upgrade** - This local park with significant, quality shade trees provides a number of amenities including public toilets, seating, fitness equipment and a barbecue. This project proposes to improve the reserve and its pedestrian environment.
3. **Kings Place Plaza / Millers Lane** - This area is currently of poor design, consisting of a narrow laneway, on-street parking, wide road and inconsistent and sparse tree planting. This project proposes to provide a new public plaza and pedestrian environment for the community to enjoy.
4. **Streetscape improvements** - This project identifies several streets that currently have poor amenity for pedestrians and inconsistent planting. It proposes new kerb outstands, landscaping and street furniture.
5. **Pedestrian connections** - These links have been identified to improve pedestrian permeability (directness of links) of the entire precinct. This project proposes new wayfinding signage, lighting, public art and landscaping.



LEGEND

FUNDED PROJECTS

- Park Street Link

POTENTIAL PROJECTS

- Kings Way Reserve Upgrade
- Millers Lane / Kings Place Plaza
- Streetscape Improvements
- Pedestrian Connections

CURRENT PROJECTS

- Metro Tunnel Project (Funded, Rail Projects Victoria)

The Shrine of Remembrance

Anzac Station site

Albert Road Reserve

Melbourne Grammar School

MacRobertson Girls' High School

BANK STREET

HEATHER STREET

EASTERN ROAD

PARK STREET

DORCAS STREET

BANK STREET

LITTLE BANK STREET

MELTS STREET

PARK STREET

KINGS PL

COBDEN ST

PALMERSTON CRESCENT

ALBERT ROAD

BOWEN LANE

ST KILDA ROAD

KINGS WAY

COBDEN ST

PALMERSTON CRESCENT

BOWEN CRESCENT

QUEENS ROAD

QUEENS LANE

ALBERT ROAD

KINGS WAY RESERVE

Eastern Reserve

Eastern Reserve

Kings Way Reserve

PARK STREET LINK

Park Street is a main street that runs east-west in the precinct, connecting St Kilda Road to South Melbourne and the foreshore. This project focuses on the section of Park Street between St Kilda Road and Heather Street.

Current conditions

Park Street (St Kilda Road to Kings Way)

Park Street features a mix of narrow-fronted, one-to-three storey office developments with a convenience store, cafes and dining outlets.

The streetscape comprises wide footpaths and established and varied tree species, with minimal bike parking and street furniture. The streetscape was recently modified by the construction of the relocated tram stop 119 at Wells Street as part of MTP early works. Necessary tram infrastructure such as poles and separation kerbing provide some constraints to the streetscape.

Park Street (Kings Way to Heather Street)

This section of Park Street features a series of small-scale residences. A heritage overlay applies to several buildings, including a former church that is currently under development.

Current amenities include a child care facility, residential strip and links to Eastern Reserve.

Eastern Reserve

Eastern Reserve is a triangular reserve located on both sides of Park Street, with a playground to the south and dog off-lead area to the north.

Project outcomes

- A high-quality streetscape along Park Street, with potential footpath trading and wayfinding.
- Consistent and increased tree planting on Park Street to continue the boulevard feel of St Kilda Road, including the relocation or replanting of the significant olive tree.
- A safe, on-road separated bike lane to connect to other bike riding routes, including St Kilda Road, Moray Street and beyond (Outcome 2, **Move, Connect, Live**).
- Passive irrigation and water sensitive urban design (WSUD).

- A safe and controlled intersection at Park Street and Wells Street for pedestrians, bike riders, vehicles and trams.
- Short-term / drop-off parking zones where possible.
- Extension of existing tram tracks and route to connect St Kilda Road to South Melbourne.
- Increase in open space by closing Park Street and Eastern Road with new community amenities.

This project

Council is committed to a City connected by safe and efficient travel choices, but there is no existing safe and direct connection for bike riders and no direct tram link between St Kilda Road and the activity hubs of South Melbourne, Port Melbourne and CBD.

In 2018 the Victorian Government committed funding for Council to deliver a safe bike connection on Park Street.

The Victorian Government has committed \$1.2 million for Council to deliver a safe bike connection on Park Street.

This project also proposes to complete the missing tram link on Park Street, which Council has advocated for since 2002. The design future-proofs Park Street for future tram infrastructure between Heather Street and Kings Way.

The link will allow trams to travel from St Kilda Road to South Melbourne and the CBD, and is expected to become operational prior to the completion of the Metro Tunnel Project in 2025. Council will continue to advocate for a consistent and separated bike lane.

At this project's inception, Park Street west of Kings Way was not included due to a lack of information from the Victorian Government. In 2018 it committed to deliver the tram extension. It has been included since consultation on the Design Response.

Park Street and Wells Street intersection

The Victorian Government's significant investment in public transport infrastructure on Park Street is welcomed, however there will be subsequent impacts on the local road traffic network due to increased tram services along the street.

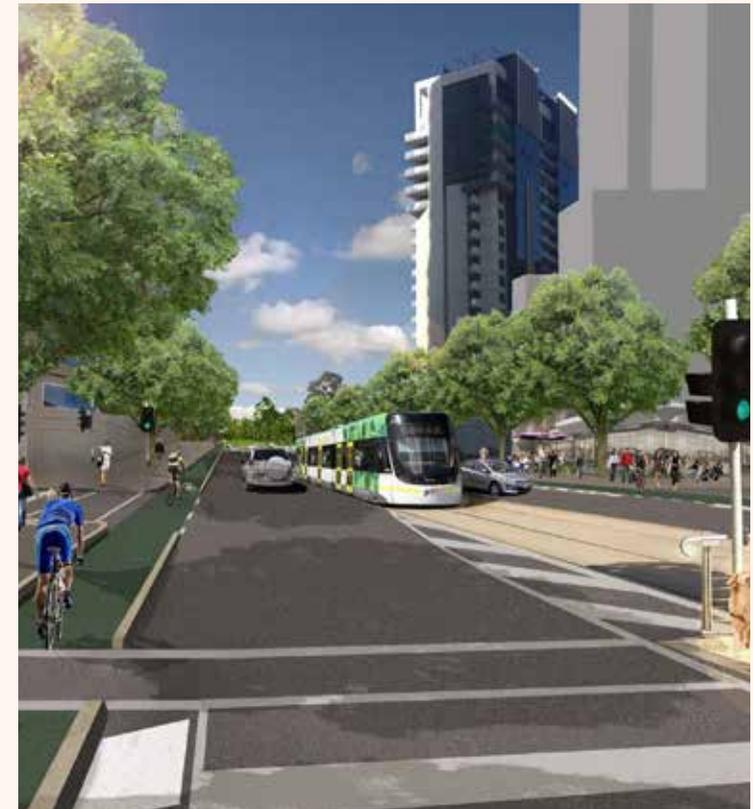
Council will advocate to the Victorian Government to ensure the impacts of this infrastructure on the surrounding road network and intersections are well considered and minimised where possible.

At the publication of the Masterplan, the preference is that the intersection should be signalised before a safe and protected bike lane is installed. Signalisation is considered the safest treatment that maintains existing movements through the control of most conflict points.

Traffic signals for this intersection require significant funding to implement and agreement from Victorian Government authorities, including PTV and VicRoads, as well as Yarra Trams.

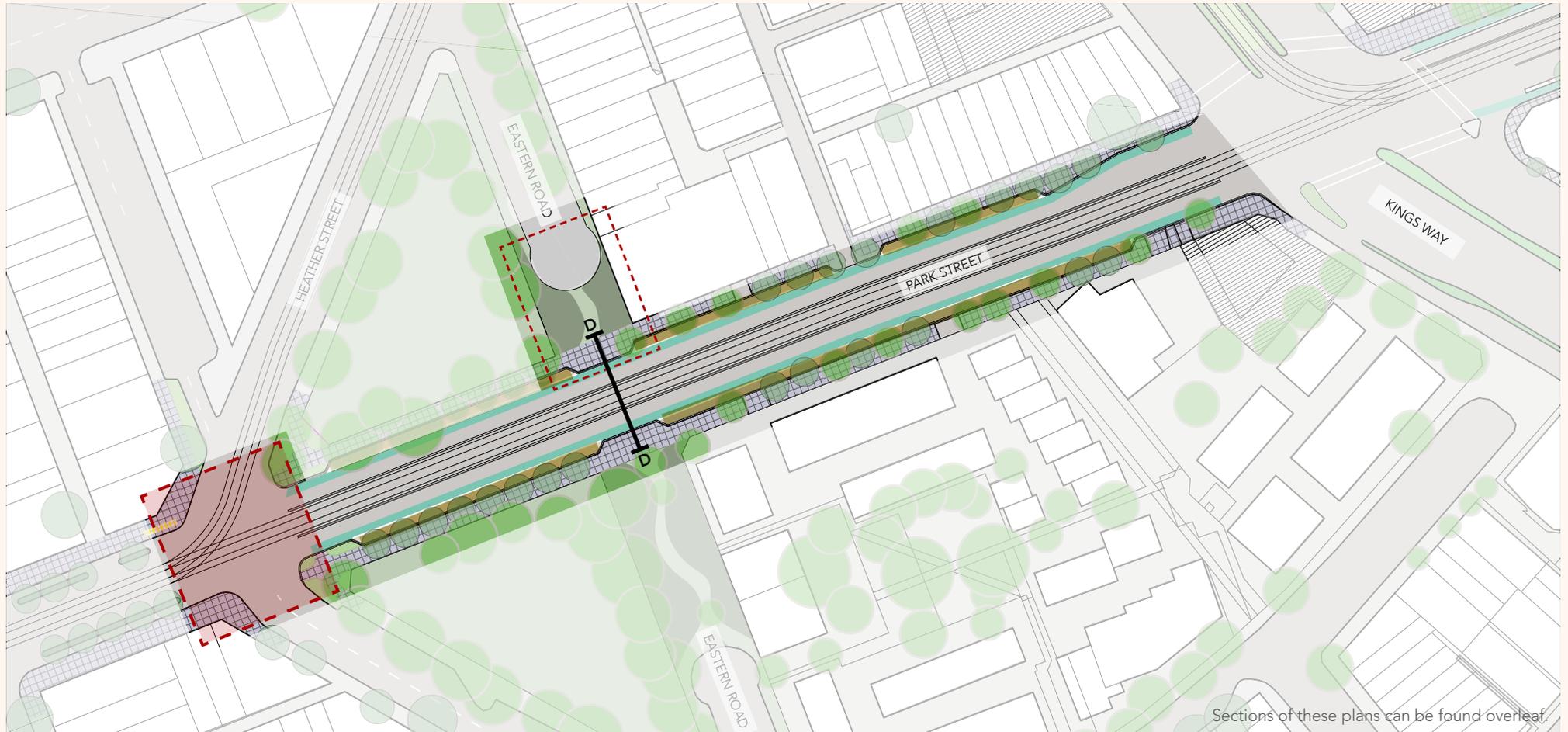


Park Street (St Kilda Road to Wells Street) - current condition



Park Street (St Kilda Road to Wells Street) - artist's impression

Park Street Link / Kings Way to Heather Street



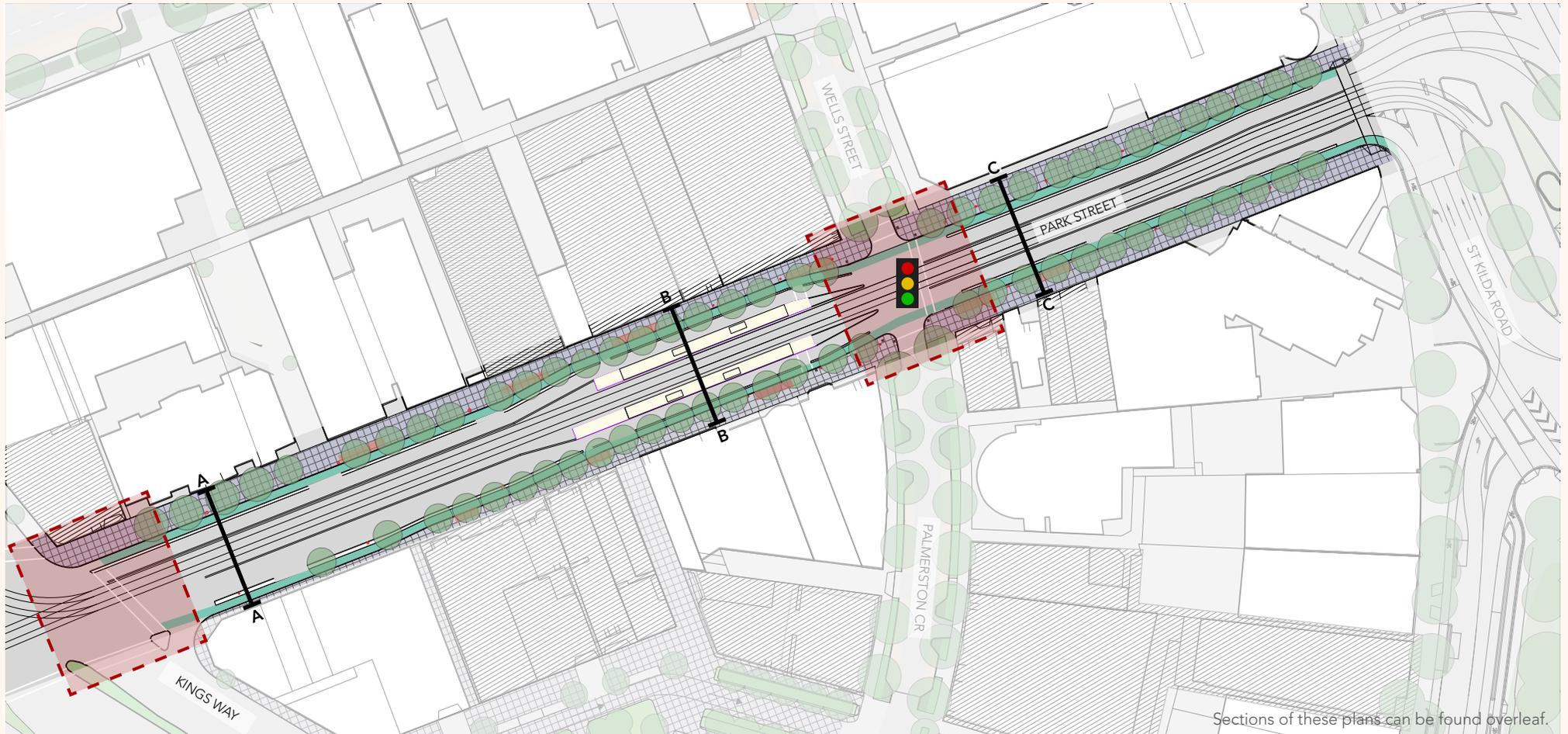
Sections of these plans can be found overleaf.

LEGEND

- Bike lane
- Future building
- Existing building
- Tram tracks
- Requires detailed design
- Car parking
- Tree
- Road closure
- Lawn



Park Street Link / Kings Way to St Kilda Road



LEGEND

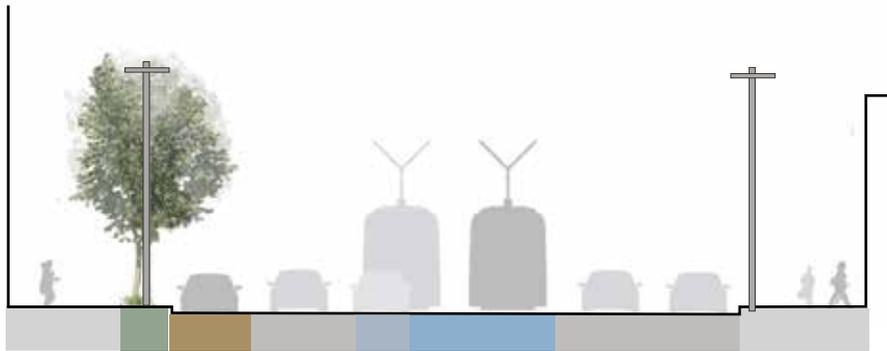
- | | | | | |
|-----------|-----------------|--------------------------|----------------------------|---|
| Bike lane | Future building | Existing building | Potential footpath trading | Signalisation subject to State approval and funding |
| Tram stop | Tree | Requires detailed design | Tram pole | |



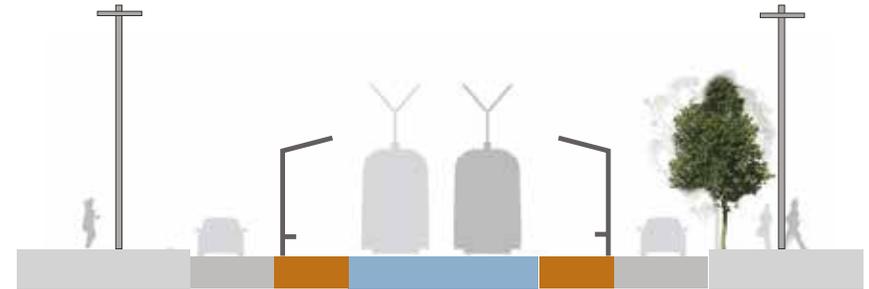
Sections of these plans can be found overleaf.

Park Street Link / Sections

EXISTING
CONDITION
SECTION A



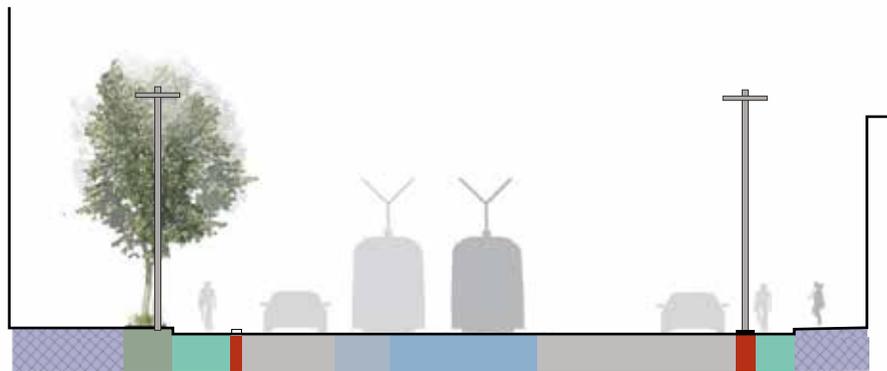
EXISTING
CONDITION
SECTION B



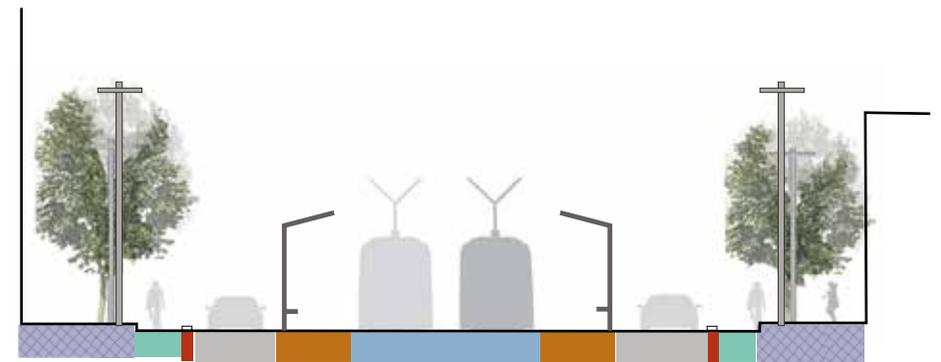
LEGEND

- Bike lane
- Car parking
- Tram tracks
- Tram stop
- Quality paving
- Landscaping
- Separated buffer

PROPOSED
CONDITION
SECTION A



PROPOSED
CONDITION
SECTION B



Park Street Link / Sections

EXISTING
CONDITION
SECTION C



PROPOSED
CONDITION
SECTION C

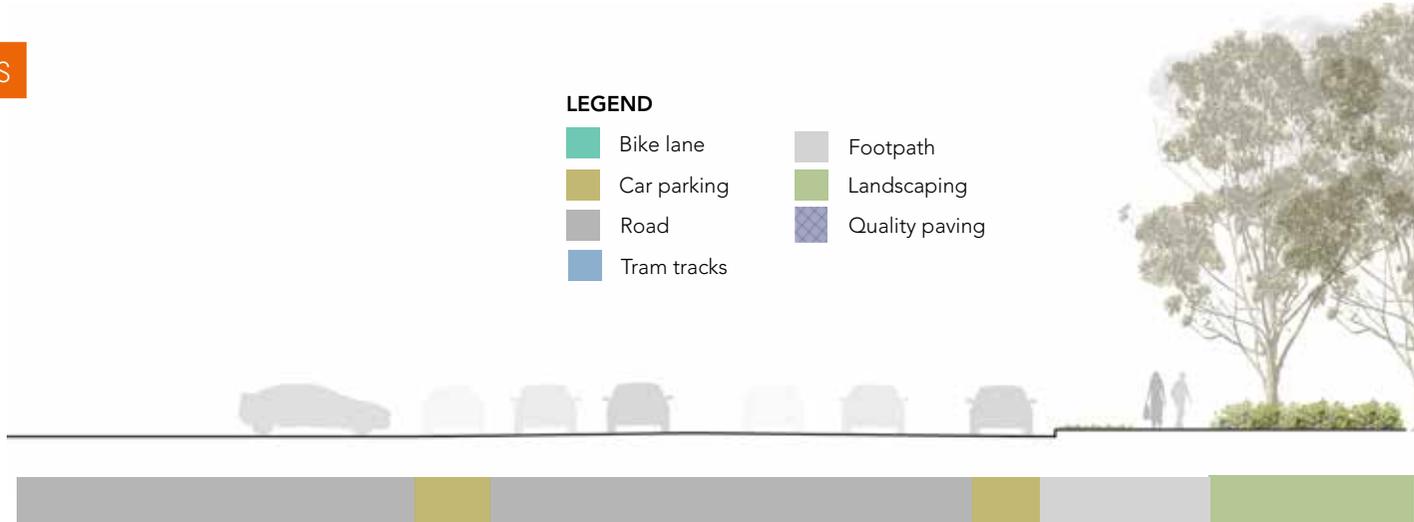


Park Street Link / Sections

LEGEND

- Bike lane
- Car parking
- Road
- Tram tracks
- Footpath
- Landscaping
- Quality paving

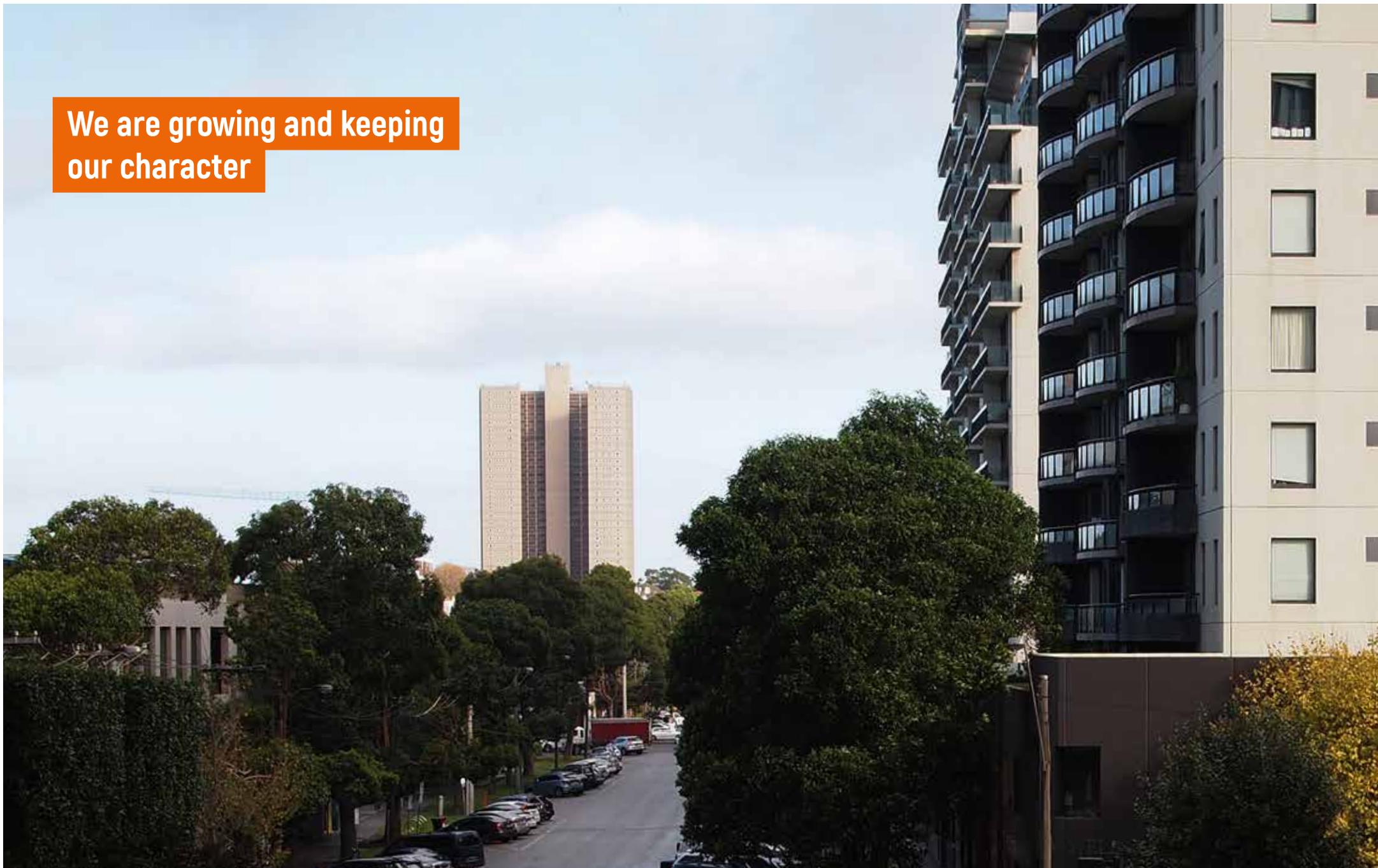
EXISTING
CONDITION
SECTION D



PROPOSED
CONDITION
SECTION D



**We are growing and keeping
our character**



KINGS PLACE PLAZA / MILLERS LANE

Kings Place and Millers Lane are connected to Palmerston Crescent, Kings Way and Park Street. This project will provide a new public space and futureproof a pedestrian link between Park Street and Albert Road Reserve.

Current conditions

Millers Lane is currently a one-way laneway from Park Street to Kings Place. It provides no activation or programming. The majority of buildings have rear access, car parking and servicing facing the street. The footpaths on both sides are extremely narrow and are not utilised.

Kings Place is a large wide local street currently used as the rear of house for properties on Park Street and a cut through for local traffic. It is characterised by large roadways and an island site fronting Kings Way.



Example of a shared space

The area is slowly transforming, with a series of residential towers with ground floor activation to be developed on Park Street, Palmerston Crescent and Cobden Street with servicing and access via Kings Place.

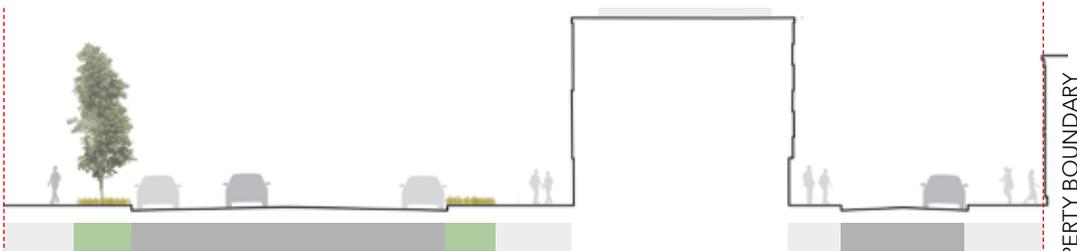
Project outcomes

- A new safe shared space, public plaza and improved pedestrian connections with the reduction of roadway.
- Prioritise short-term and servicing parking where appropriate.
- A gathering place for pedestrians with landscaping, bike parking, seating and drinking fountains.
- Opportunities for community events such as markets and festivals.
- Enhanced pedestrian amenity and connectivity between trams and trains.



Kings Place Plaza / Millers Lane / Sections

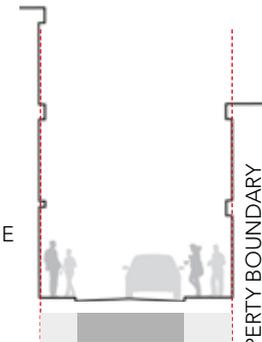
**EXISTING
CONDITION**
SECTION A
KINGS PLACE
PLAZA



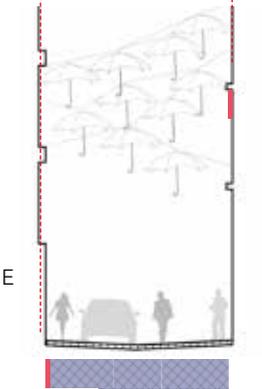
**PROPOSED
CONDITION**
SECTION A
KINGS PLACE
PLAZA



**EXISTING
CONDITION**
MILLERS LANE



**PROPOSED
CONDITION**
MILLERS LANE



LEGEND

-  Footpath
-  Landscaping
-  Shared space
-  Road



KINGS WAY RESERVE UPGRADE

Kings Way Reserve is an existing 19th century reserve between Queens Road and Bowen Crescent. This project proposes to upgrade the reserve and increase open space by closing Queens Road at Kings Way.

Current conditions

The triangular reserve is an island site surrounded by extensive roadway. The reserve reflects a contemporary hardscape with a gravel surface, featuring significant mature trees, public toilets, fitness station, curved wall seating, sculptural planting, barbecue facilities and limited bike parking.

Although the reserve is bounded by the noise and traffic of Kings Way, it offers a calm and shady environment that is used by workers, students in transit and residents.

Project outcomes

- No loss of existing trees.
- The heritage aspect of the layout and form of the reserve is maintained with formal landscaping and footpaths.
- Landscape mounding to improve visual amenity and mitigate noise and visual pollution from Kings Way.
- Irrigation for low-level shrubs and grass planter beds.
- New active recreation spaces with upgraded ground surface.
- Increased open space by potential full or partial closure of Queens Road at Kings Way, while maintaining access to all buildings.
- Relocate and upgrade toilet facilities to improve views and compliance.
- Realigned footpath away from Kings Way to improve pedestrian amenity.
- Improve barbecue facilities, lighting, seating, bike parking and drinking fountains.



Kings Way Reserve / Sections



LEGEND

- Footpath
- Gravel
- Short-term parking and servicing
- Landscaping
- Rubber tiles
- Quality paving

0 2m 5m 10m

STREETSCAPE IMPROVEMENTS

Traditionally, our streets have been designed to primarily cater to vehicles. However, as cities grow and become denser, we need to think about streets a place for people as well.

With a growing population and demand for open space, streets can provide an extension of the public realm and contribute to a vibrant and attractive neighbourhood.

These streets should be safe, easy and attractive for people to walk, ride and socialise in.

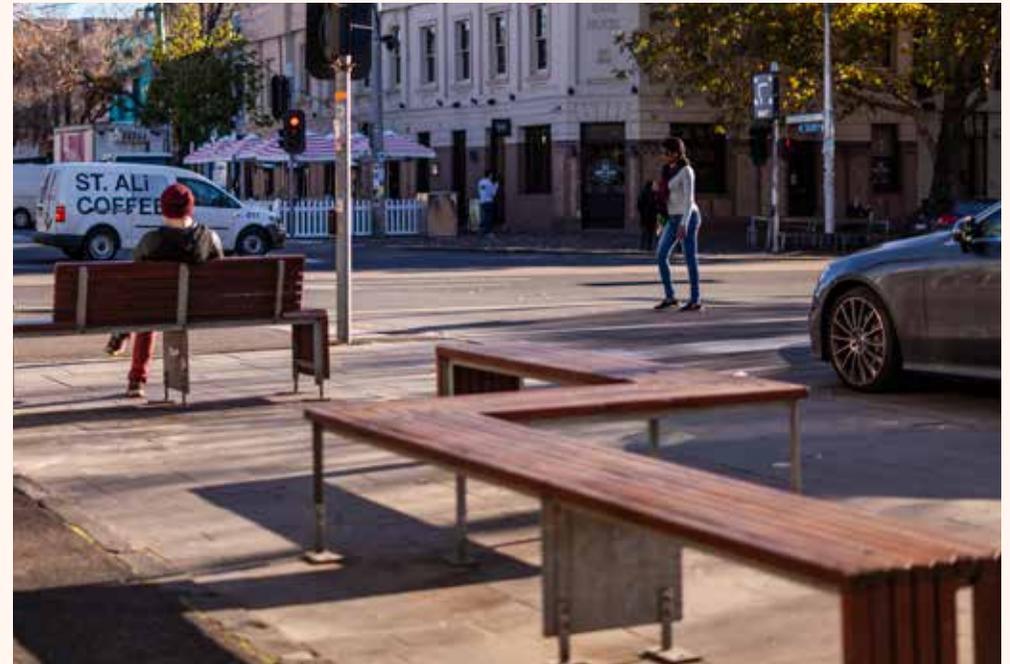
A well-designed streetscape can provide significant positive impacts on quality of life.

The following improvements have been identified for the Domain Precinct to enhance its pedestrian experience. These improvements could include:

- **Safety and maintenance** – improved footpaths and lighting, cleaner streets and the potential for CCTV.
- **Conflict management** – better separation between vehicles, pedestrians and bike riders.
- **Materials** – smooth, consistent and high-quality surfaces.

- **Greening and trees** – consistent planting, more greenery on streets and opportunities for residents to be involved in planting.
- **Movement and connection** – wider footpaths, kerb outstands, improved wayfinding and road signage and better connections to other precincts.
- **Infrastructure** – consider other connections across Kings Way, remove overhead power lines and more street amenities (e.g. water fountains, rubbish bins, seating).
- **Heritage** – retain walls and older lighting, include historical information at points of interest and celebrate indigenous heritage.
- **Design** – streets that cater to everyone, incorporate public art into the streetscape and take design cues from other established areas.

To achieve a consistent and quality streetscape character across Port Phillip, Council is developing a Design and Technical Standards palette for the City.



Illustrative example – Clarendon Street, South Melbourne



Drinking fountains



Bike hoops



Street furniture



Bike lane



Footpath trading



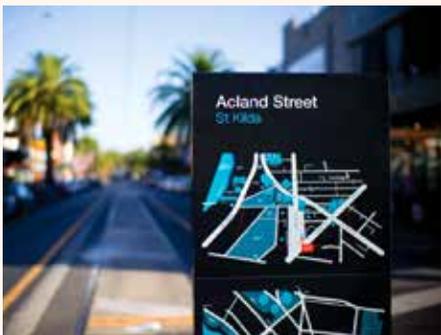
Rubbish bins



Traffic calming



High-quality paving



Wayfinding signage. Source: Studio Binocular.



Median planting



Low-level planting



Kerb outstands

Palmerston Crescent

This local street is an extension of the linear layout of Wells Street. It intersects Park Street and continues over Kings Way. Like other streets in the precinct, it is undergoing a change of built form with a series of residential towers to be built over the next few years. It features wide roadways with poor amenity and varied tree species, with no ground floor activation or trading.

Project aspirations

- Replace and replant consistent tree species on the eastern side of the street.
- Construct kerb outstands on the corner of Palmerston Crescent and Park Street to improve pedestrian amenity.



Wells Street

This local street is predominantly a thoroughfare and connector road to surrounding streets. It provides servicing to the large residential and commercial towers fronting St Kilda Road. There are newly planted trees on the eastern side, a mix of residential and office uses and private landscaping providing a front setback to the street.

Project aspirations

- Infill tree planting to create consistent canopy and opportunities for passive irrigation.
- Provide additional bins, lighting and drinking fountains to assist with footpath trading at the corner of Wells Street and Bank Street.



Bowen Crescent

This local street connects the two main arterial roads – St Kilda Road and Kings Way. It features a mix of residential and commercial buildings, public car parking and no tree plantings on the footpath. A section of this street fronts Kings Way Reserve and is a main route for students from neighbouring schools accessing St Kilda Road trams.

Project aspirations

- Tree planting to provide a consistent canopy and opportunities for passive irrigation.
- Wayfinding signage at the corner of St Kilda Road and Bowen Crescent to identify local attractions and facilities.
- Kerb outstands at corner of Bowen Crescent and St Kilda Road, Queens Lane and Queens Road.



LEGEND

- | | | |
|----------------------------------|-------------------|-------------------------|
| Tree | Existing building | Existing outdoor dining |
| Short-term parking and servicing | WSUD | Wayfinding signage |
| Future building | Kerb outstands | Street furniture |



Dorcas Street

This local street is the municipal boundary between the City of Port Phillip and City of Melbourne. It offers views to the Shrine of Remembrance and features residential apartment towers and a few single-storey developments. The street boasts wide footpaths with consistent tree planting and spacing.

The northern side of the street reflects a quality landscape design finish that is not replicated across the street. The car parking configuration also changes across the street. There is currently no safe crossing at Kings Way due to the central tram median.

Project aspirations

- Consistent footpath and kerb finish on Dorcas Street south to provide a cohesive street design.
- Infill tree planting to create consistent canopy and opportunities for passive irrigation.
- Work with VicRoads to explore a proposed pedestrian crossing at Kings Way / Dorcas Street and delivery of the State strategic bike corridor.



Bank Street

Bank Street is a local street that provides framed views of the Shrine of Remembrance and South Melbourne Town Hall. This is an important visual axis and is to be maintained in the development of the streetscape.

The street edges along this part of Bank Street are in good condition. The street trees are of high-quality and provide large canopy cover. A wide nature strip offsets existing angled parking.

Project aspirations

- Construct kerb outstands and additional pedestrian crossing points at 49 and 33 Bank Street to connect future pedestrian laneways.
- Improved pedestrian amenities such as seating, bike parking and public art.



Kings Way

Kings Way is an eight-lane arterial road with a narrow median, featuring large native tree plantings in some areas. To the north of Park Street, the median widens to accommodate tram tracks. There is poor pedestrian amenity along the entirety of Kings Way due to noise, pollution and speed of traffic. Improvements to Kings Way would require further exploration with and approval from the Victorian Government.

Project aspirations

- Plant tall canopy trees on footpaths where possible, and investigate grass on tram tracks and / or replace the concrete separator with shrubs.
- Provide wayfinding signage at key intersections.
- Work with the Victorian Government to ensure the Shrine to Sea Project improves the Kings Way and Albert Road intersection for pedestrians and bikes.

Law Street

This existing laneway provides one-way access from Bank Street to Park Street, with narrow footpaths and residences. Its narrow width and parking mitigates speeding and provides passive surveillance.

Project aspirations

- Consistent ground surface treatment at both ends of Law Street to encourage local traffic only.
- Wayfinding signage to local neighbourhood parks and amenities.

PEDESTRIAN CONNECTIONS

Design and Development Overlay 26 (DDO26) of the Port Phillip Planning Scheme has a discretionary requirement for large redevelopments and proposals that consolidate smaller sites to incorporate through-block pedestrian links.

Community engagement to date has highlighted that there is a lack of pedestrian permeability in the precinct. While there is ease of movement along east-west streets like Park Street and Dorcas Street, there are limited opportunities for pedestrians to move north and south through the precinct.

The following pedestrian links have been identified to improve access across the precinct and to main transport hubs.

These links will prioritise pedestrians and manage potential conflicts with other vehicles such as scooters, motorbikes and cars.

1 Dorcas Street to Bank Street**

This existing link features large canopy trees that help to visually offset the large building mass. It features high-quality flush paving, passive surveillance from nearby residences and motorbike and scooter parking. This link also services four private basement car parking buildings.

Project aspirations

- Provide additional signage to reinforce the shared nature of this space and mitigate the conflict between vehicles and pedestrians.

2 Wells Street to St Kilda Road**

This potential link from St Kilda Road to Wells Street was identified during engagement on the Design Response. There is an existing link for vehicle access from 350 St Kilda Road, but does not continue through to Wells Street.

If this link was to be explored further it would require stairs or ramp access to respond to the elevation difference between the two properties and streets.

3 Laneway at rear of 231 Kings Way**

This existing, part-privately owned, part-local laneway connects Bank Street with Park Street and intersects with Little Bank Street. The width of the road ranges from five to 13 metres, services two car parks and is open to the sky.

There is no passive surveillance or lighting in this area, and a large amount of space is currently occupied with the storage of rubbish bins.

Project aspirations

- Provide short-term parking for servicing, deliveries and visitors.
- Provide lighting and public art to enhance the vibrancy of the link.
- Explore opportunities for landscaping.

4 Park Street to Napier Street**

Although there are no visual cues from Bank Street or Park Street, this north-south link is accessible to the public through the City Edge Housing Development.

Project aspirations

- Wayfinding strategies to realise a safe and legible connection.

5 Kings Place / Millers Lane

Millers Lane is an important pedestrian link between Park Street, the proposed Kings Place Plaza and Albert Road Reserve. The laneway currently features a small separated footpath on either side, with no lighting. The only landscaping is a privately-owned mature tree that will be removed with the future development.

Kings Place is characterised by a large roadway and car parking, with access from Kings Way and Palmerston Crescent. It features medium-height trees of average health.

Project aspirations

- Provide a flush, paved and consistent shared path.
- Provide landscaping, such as vertical walls on Millers Lane and tree planting along Kings Place.
- Provide a safe, well-lit and activated pedestrian link from Park Street through to Albert Road Reserve. (pending private pedestrian links).

6 Palmerston Crescent to Albert Road*

This through-block connection is important for linking Park Street and the surrounding area to Anzac Station and Albert Road Reserve. Planning permits have been approved for these two sites (currently an existing multi-storey car park building fronting Palmerston Crescent and commercial building fronting Albert Road) to incorporate links into future redevelopments.

Project aspirations

- Work with future private developments to ensure the staging of the buildings provide a safe and continuous link.
- Create opportunities for these internal connections within buildings to be activated with ground floor uses.

7 Albert Road to Bowen Crescent via Bowen Lane*

There is an existing pedestrian link through the private building located at 3 Bowen Crescent through to Bowen Lane. This proposed link requires any future development at 31 Albert Road to connect to the existing partial link.

8 Little Bank Street

Little Bank Street is currently three metres wide and primarily used for servicing and access to buildings fronting Park Street and Bank Street.

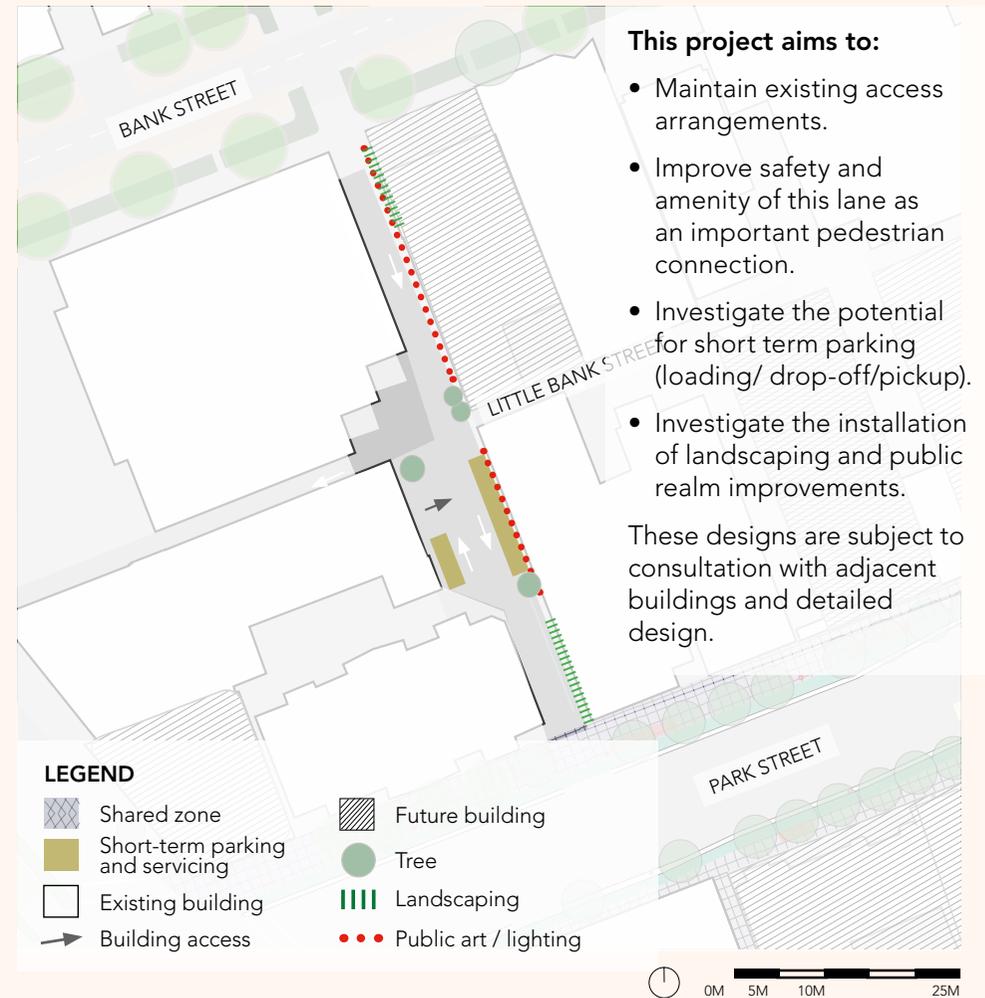
A 2.2 metre setback has been included in recently permitted developments on the street. Where practical, Council will continue to assess development proposals along Little Bank Street so that adequate setbacks are included.

Materials and amenity

Pedestrian connections will feature a consistent materials palette, lighting, safe bike riding, greenery and street furniture. Wayfinding signage will help people move around efficiently and safely. These connections:

- must be safe at day and night, with ample lighting, passive surveillance and CCTV
- must be flush and DDA-compliant
- should feature landscaping including vertical green walls, planters, low-level shrubs, canopy cover and small tree planting
- should feature street art, sculptures and art installations.

Laneway at rear of 231 Kings Way / Pedestrian improvements



** Further feasibility and consultation with private developments are required to progress these connections.

* Advocate to the Victorian Government to incorporate these links into future amendments to the Port Phillip Planning Scheme.

PEDESTRIAN CONNECTIONS



LEGEND

- ▬ Existing connection through private property
- ▬ Existing / approved connection through building
- ▬ Existing connection on public property



Public art



Accessibility



Activated laneway with retail



Vertical planting



Surface treatments



Vertical planting



Art installations



Public art



Lighting



Wayfinding signage



Street art



Social spaces

TREE PLANTING PALETTE

The Domain Precinct's tree planting palette proposes a consistent approach to tree planting to increase the total area of canopy cover within the precinct.

The vision of Council's *Greening Port Phillip* strategy is that our City will have a healthy and diverse urban forest that uses innovative greening solutions to enhance the community's daily experience, ensuring environmental, economic, cultural and social sustainability for future generations.

Objectives

To enhance streetscape character in the precinct, future infill and replacement street tree planting should:

- maintain and reinforce existing avenue plantings
- build on existing or establish new and consistent species themes for streets to unify character
- use kerb outstands and public spaces to showcase feature trees
- provide summer shade to public spaces, streets and footpaths
- consider the use of deciduous species along the frontages of north and west facing kerbside dining areas so that winter solar access is maximised

- where possible, locate power and telecommunications infrastructure underground or use aerial bundling to remove visual clutter and enable planting of large canopy trees
- identify species that are more climate resistant.

ESTABLISHED ELM BOULEVARDS

Maintain and reinforce existing Elm theme. *Ulmus* 'Sapporo Autumn Gold' (Autumn Gold Elm) to replace English Elms.

ST KILDA ROAD BOULEVARD (HERITAGE LISTED)

Maintain and reinforce existing London Plane theme. *Platanus acerifolia* (London Plane).

KINGS WAY

Maintain and reinforce existing Spotted Gum theme in central median. *Corymbia maculata* (Spotted Gum).

BANK STREET

Maintain and reinforce existing Brush Box theme. *Lophostemon confertus* (Brush Box).



**Kings Place
- north of
Bowen
Crescent**

Establish a new and consistent large evergreen theme. Species suggestions:

- *Calodendron capense* (Cape Chestnut)
- *Angophora costata* (Smooth-barked Apple)
- *Quercus agrifolia* (Coast live oak)
- *Vitex lucens* (Puriri).

**Dorcas Street
Well Street
Palmerston
Crescent**

Establish a new and consistent large deciduous street tree theme. Species suggestions:

- *Ulmus 'Sapporo Autumn Gold'* (Autumn Gold Elm).
- *Taxodium distichum* (Bald Cypress)
- *Quercus phellos* (Willow Oak)
- *Acer platanoides* (Norway maple).

**Kings Way
Palmerston
Crescent**

Establish a new and consistent medium evergreen street tree theme. Species suggestions:

- *Banksia integrifolia* (Coast Banksia)
- *Buckinghamia celsissima* (Ivory curl tree)
- *Eucalyptus leucoxylon subsp. Megalocarpa* (Yellow Gum)
- *Harpulia pendula* (Tulipwood).

**Park Street
Kings Place
- south**

Establish a new and consistent medium deciduous street tree theme. Species suggestions:

- *Fraxinus pennsylvanica* (Green Ash)
- *Pyrus calleryana* (Callery Pear)
- *Sapium sebiferum* (Chinese tallow tree)
- *Ulmus parvifolia* (Chinese Elm).

Kings Place

Opportunity for large feature trees. Species suggestions:

- *Phoenix canariensis* (Canary Island Date Palm)
- *Eucalyptus viminalis subsp. pryoriana* (Manna Gum)
- *Pinus pinea* (Stone Pine).



**Bowen
Crescent
Queens Lane
Future laneway**

Opportunity for future laneway greening. Street trees, de-paving and innovative solutions for green infrastructure. Consider the use of feature species in newly created civic spaces.

Large evergreen



Cape Chestnut



Cape Chestnut



Cape Chestnut



Puriri

Large feature



Gippsland Manna Gum

Large deciduous



Autumn Gold Elm



Bald Cypress



Willow Oak



Norway Maple



Canary Island Date Palm

Medium evergreen



Tulipwood



Ivory Curl



Yellow Gum



Stone Pine

Small-to-medium deciduous



Green Ash



Callery Pear



Chinese Tallow



Chinese Elm

CAR PARKING

The Domain Precinct is experiencing unprecedented change, with the Metro Tunnel Project resulting in the removal of approximately 160 on-street car parking spaces in the precinct.

Of these 160 spaces, around 80 spaces have already been removed to enable construction. The remaining 80 spaces will be removed as part of the redevelopment of Albert Road Reserve.

Car parking study

To assist with further understanding this challenge, Council engaged GTA Consultants and Phillip Boyle & Associates to review car parking in the precinct. Car parking data collected in October 2018 identified approximately 550 on-street car parking spaces in the precinct.

The study found that on-street public car parking in the precinct is at capacity, approaching 100 per cent occupancy during the peak lunchtime period, both during the week and on Saturdays.

Despite time and / or ticket restrictions dominating the supply of car parking, the average vehicle is parked for up to one hour longer than permitted by the corresponding parking restriction. In some cases, this is three-to-four hours longer.

While most parking is heavily time and / or ticket restricted during the week, there are notable exceptions, including long-term parking in Dorcas Street, Bank Street and Wells Street. There is widespread easing of restrictions over the weekend, where most parking becomes unrestricted. This results in a much lower turnover of vehicles. The average duration of stay on a Saturday is almost 1.5 hours longer than an average weekday.

Study recommendations

The study suggests that implementation of tighter parking controls (enforcement and restrictions) within the precinct could help discourage motorists from overstaying posted restrictions.

It also proposes enhancing active and public transport modes to balance the future loss of car parking and provide alternatives to private vehicle use.

The study concludes that disabled, loading and other special use spaces should be maintained to ensure these functions can continue in convenient locations the precinct.

Review of on-street car parking

Council is proposing to review all on-street car parking spaces in the precinct to optimise parking efficiency in the Domain Precinct and in proximity to Anzac Station.

Priority will be given to disabled, loading, drop-off / pick-up and other special use spaces to support people and business functions that often do not have alternative transport options.

One hundred and twenty-five long-term spaces on Dorcas Street, Wells Street and Bank Street currently experience low turnover due to their use as commuter parking.

It is proposed that around 50 of these spaces could be converted to short-term (one or two hours) to improve parking turnover and ensure a variety of users can access this limited supply of parking.

The proposal is expected to:

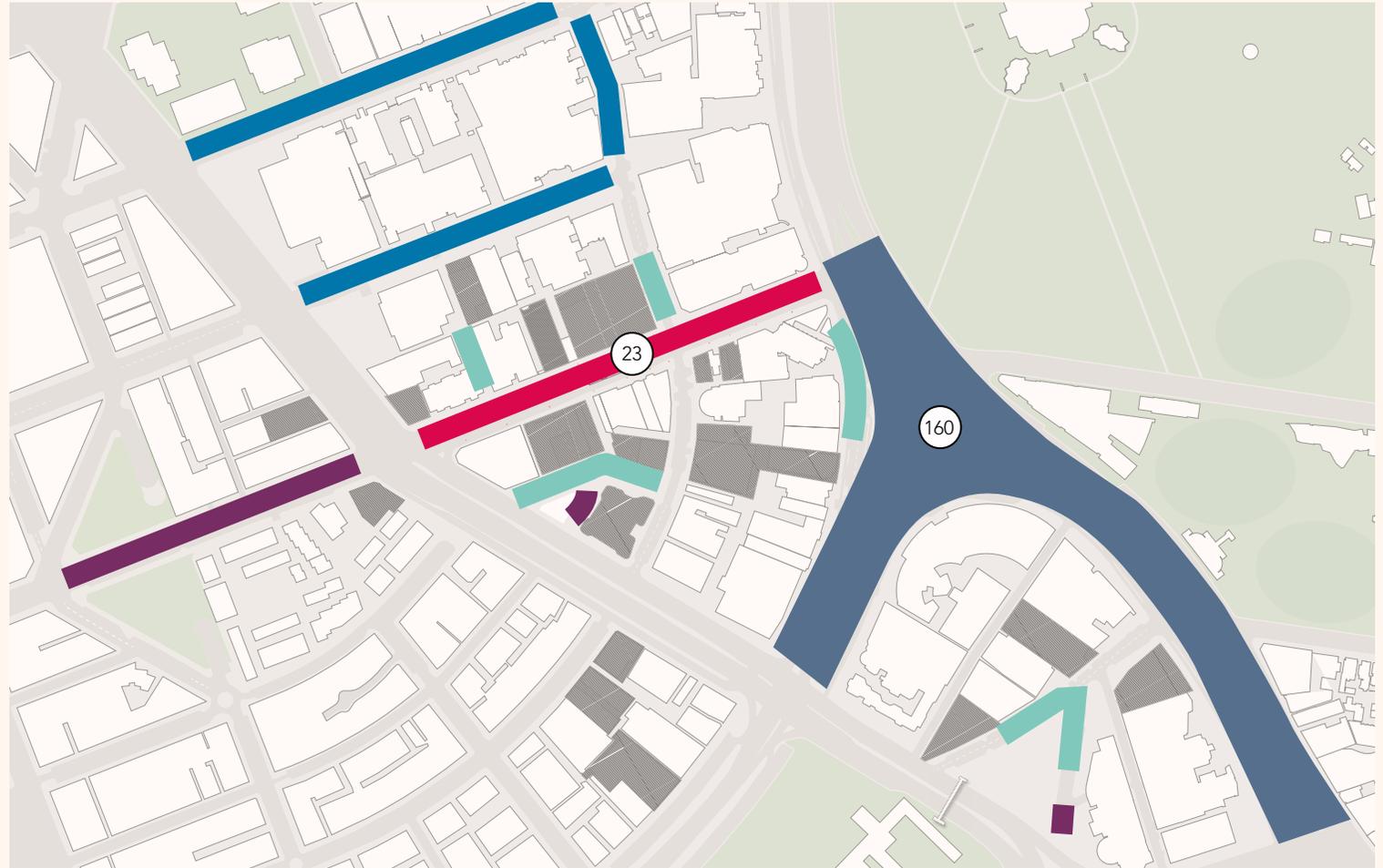
- discourage commuter parking in an area well-served by public transport
- increase parking turnover and availability and improve parking occupancy usage within private developments
- offset demand for losses due to future projects such as the Park Street Link and Anzac Station.

This aligns with Outcome 4 of *Move, Connect, Live 2018-28* – ‘Our community understands that parking is a limited and shared resource, and works with Council to ensure fairest access’.

CAR PARKING LOSS

LEGEND

- Removal of on-street parking due to the Metro Tunnel Project
- Removal of on-street parking due to the Park Street Bike Link project
- Minimal reduction (pending Victorian Government's tram link project)
- Review parking restrictions
- Prioritise short-term parking
- Approximate number of car parking spaces to be removed





Implementation



IMPLEMENTATION

Further steps are required to take the projects described in this Masterplan forward to deliver physical changes in the precinct.

Implementation

The Masterplan stage involves establishing high-level concept designs that reflect an agreed vision and project objectives. These have been informed by technical analysis and engagement with key stakeholders.

The delivery of Anzac Station and new Albert Road Reserve will not influence the timing and delivery of the proposed projects in this document.

Project priorities

The Masterplan projects listed in the table to the right have been ranked according to their delivery priority.

This ranking has considered the projects' response to community engagement, issues, design principles, endorsed strategies and funding potential.

Some of the Masterplan projects can be progressed sooner than others due to funding and stages of project development.

These include the Park Street Bike Link (being a Victorian Government-funded project), tree replacement program and a review of Council's on-street car parking management, to commence delivery in the 2019/20 financial year.

The detailed design stage of projects identified in the Masterplan will require feasibility and site analysis to prepare construction-ready designs. Delivery is also dependent on the availability of funding and prioritisation of the project in Council's Annual Budget.

The Masterplan will also be used to inform Council's other strategic projects, such as the Public Space Strategy and ongoing advocacy with key stakeholders.

The detailed design stage will require feasibility and site analysis to prepare construction-ready designs for these projects.

Delivery priorities

Project	Community engagement	Vision	DESIGN PRINCIPLES				Endorsed Council strategies and policy	Victorian Government funding	Private development opportunities	To inform Council's current projects	Project delivery order
			Identity and character	Pedestrian accessibility	Bike connections	Public space and sustainable environment					
On-street car parking management	●	●				●					1
Park Street Bike Link	●	●	●	●	●	●		●			1
Tree replacement program	●	●	●			●		●			1
Streetscape improvements	●	●	●	●	●	●		●	●		1 – 3
Kings Way Reserve Upgrade	●	●	●	●	●	●				●	2
Kings Place Plaza / Millers Lane	●	●	●	●		●			●		2
Pedestrian connections	●	●	●	●		●			●	●	3
Park Street Tram Link / Eastern Road Reserve	●	●	●	●	●	●		●			3

APPENDICES

Supporting documents

- Domain Precinct Draft Public Realm Masterplan (City of Port Phillip, July 2019)
- Domain Precinct Design Response (City of Port Phillip, May 2019)
- Domain Precinct Public Realm Development Plan (HASSELL, 2019)
- Domain Precinct Parking Study Data Summary (GTA Consultants, 2019)
- Domain Precinct Parking and Loading Study (Phillip Boyle & Associates, 2018)
- *City of Port Phillip Council Plan 2017-27* (City of Port Phillip, 2018)
- *Move, Connect, Live 2018-28* integrated transport strategy (City of Port Phillip, 2018)
- *Act and Adapt 2018-28* sustainable climate strategy (City of Port Phillip, 2018)
- *St Kilda Road North Precinct Plan* (City of Port Phillip, 2015)
- *Metro Tunnel Domain Precinct Development Plan* (Rail Projects Victoria, 2017)
- Urban Design Guidelines for Victoria (Victorian Government, 2016).
- *Greening Port Phillip: An Urban Forest Approach* (City of Port Phillip, 2010)
- St Kilda Precinct Public Realm and Linkages Opportunity Study (City of Port Phillip, 2011).

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- PATCH Design+Plan
- Phillip Boyle & Associates
- Rail Projects Victoria
- Steven Weir
- Victorian Government.

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