

Strategic directions:

4. Streets, lanes and open space

A high quality public realm and sense of place will be created in Montague through its safe, green and pedestrian-friendly streets and lanes, and its integrated network of public open space.

4. Streets, lanes and open space

OVERVIEW

Place-making describes the process of putting a heart into communities. Without this, Montague will just be a series of buildings and spaces.

Developing a sense of place through the public realm

To enhance and create a sense of place and to build community pride and connectivity, Montague must have a well-designed public realm – its spaces and places. A high quality public realm is a fundamental aspect of the transition of the Precinct to a mix of uses.

The public realm includes the Precinct's streets, lanes, open space, landscaping and informal meeting spaces.

Investing in and improving the public realm in Montague will result in a safe, vibrant community with a strong sense of place and high level of liveability.

Streets are places for people

The Structure Plan aims to create welcoming places that cater for all members of the community.

The plan is based around the principle that streets should be designed as places, not just as thoroughfares. They should encourage social interactions and create distinct and inviting spaces that people choose to experience. Streets should be places where people walk, shop, play, relax, sit and talk.

Montague's public realm will also be pedestrian friendly and easy to get around. The Precinct's network of wide streets and intimate lanes provides the ideal framework for an attractive, navigable and highly permeable Precinct.

Greening the Precinct

The Precinct offers a unique opportunity to create a green urban environment. The greening of streets will develop a unique identity for the Precinct and will provide significant benefits, including:

- Enhancing the canopy cover to shade the hard surfaces of the city (streets and buildings) and improve thermal comfort at street level for pedestrians
- Mitigating the urban heat island effect
- Improving air quality
- Improving stormwater quality entering waterways
- Enhancing surface permeability and reducing asphalt
- Enhancing character and visual amenity
- Softening built form.

Place making early in the process

Community consultation identified strong support for investment in a well-planned 'new place'. Business and property owners identified the need for infrastructure improvements (such as public realm works) to occur alongside changes to land use and built form.

To ensure that a high quality and cohesive public realm is developed, it is essential that places are planned for, fully funded and provided early.

The development of high density locations, including Docklands, Southbank and Forest Hill, have demonstrated the challenges of achieving this retrospectively.

In planning for Montague, it is important to identify what is needed in terms of place making, but how it will be funded needs to be thoughtfully considered (See Section 5.0 - Implementation Framework).

Strategy 4.1

Create liveable streets

ACTIONS

Transit Boulevards

- Develop City Road, Normanby Road and Montague Street as *Transit Boulevards* by:
 - Providing for multiple users including pedestrians, bike riders, public transport and traffic.
 - Improving the existing footpath surface and applying consistent high quality finishes.
 - Planting large canopy trees along both sides of the street and in the median (if possible).
- Incorporating Water Sensitive Urban Design interventions on the footpath and road.
- Providing on-road bike routes.
- Providing a bus priority lane on City Road and Normanby Road.
- Enhancing street lighting.
- Providing street furniture at key locations.
- Undergrounding existing over-head power-lines.
- Providing weather protection.

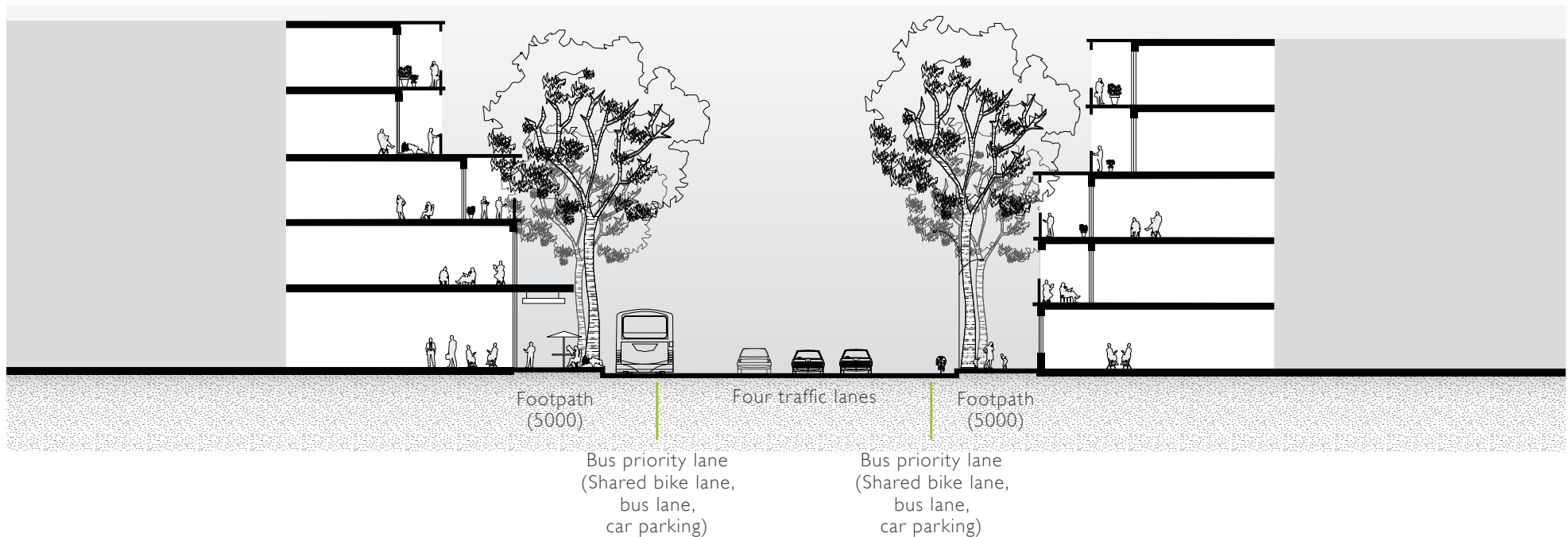


FIGURE 7 – INDICATIVE CROSS SECTION OF TRANSIT BOULEVARD - CITY ROAD

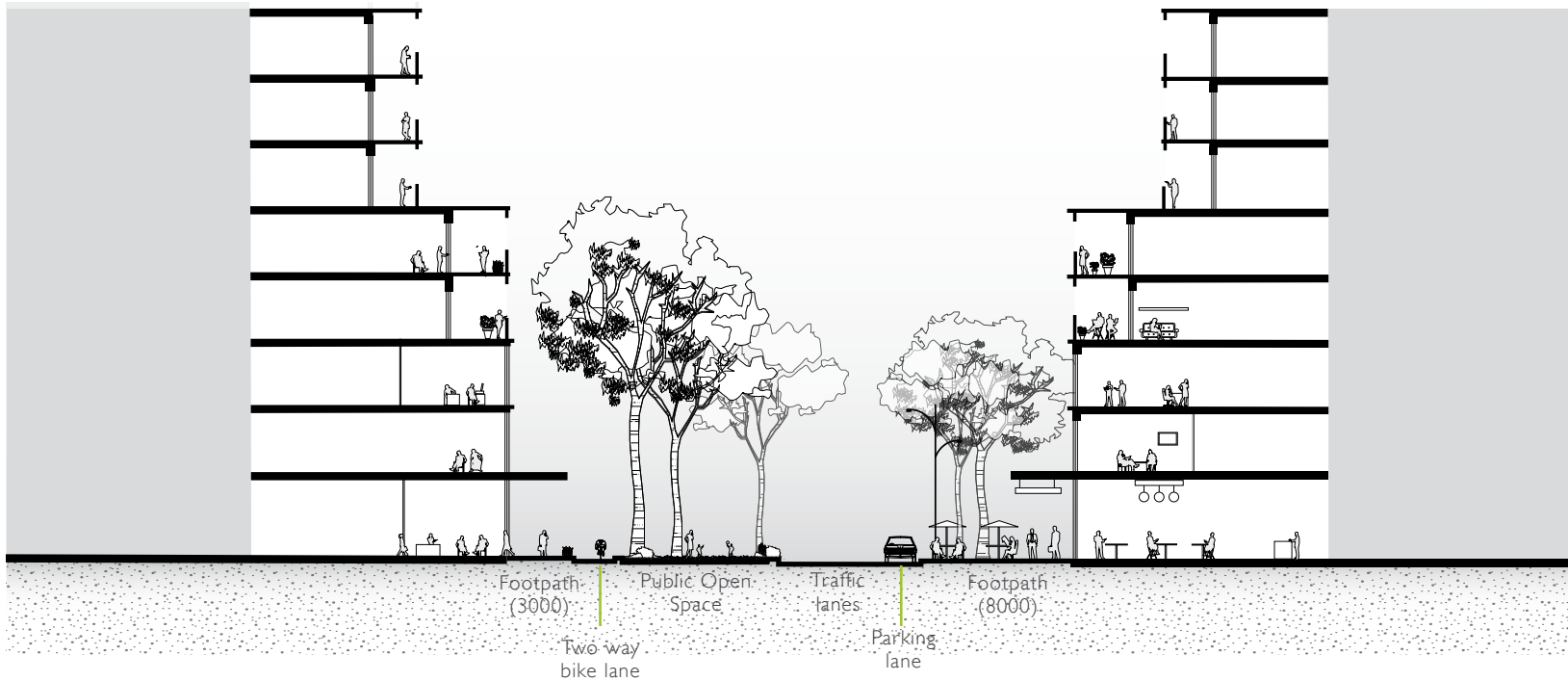


FIGURE 8 – INDICATIVE CROSS SECTION OF BUCKHURST STREET GREEN SPINE

Buckhurst Street – Green spine

- Develop Buckhurst Street as a *Green Spine* by reallocating substantial road space to a linear public open space with off-street pedestrian and bike links. Buckhurst Street will provide a primary link through the Precinct, connecting Bay Street to Ferrars Street. The design of Buckhurst Street will include:
 - A high density of vegetation and canopy trees within the open space link.
 - Spaces for sitting / resting / meeting.
 - Significantly reduced road space for cars.
 - Slow traffic speeds – 10kph typical of shared zones.
 - Kerb extensions and other spaces for cafes and restaurants on the southern side of the street.
 - Limited parallel on-street parking on the southern side of the street.

The role of Buckhurst Street as a green spine, with high amenity and a focus on pedestrians, will complement the proposed community hub and retail cluster in this location.

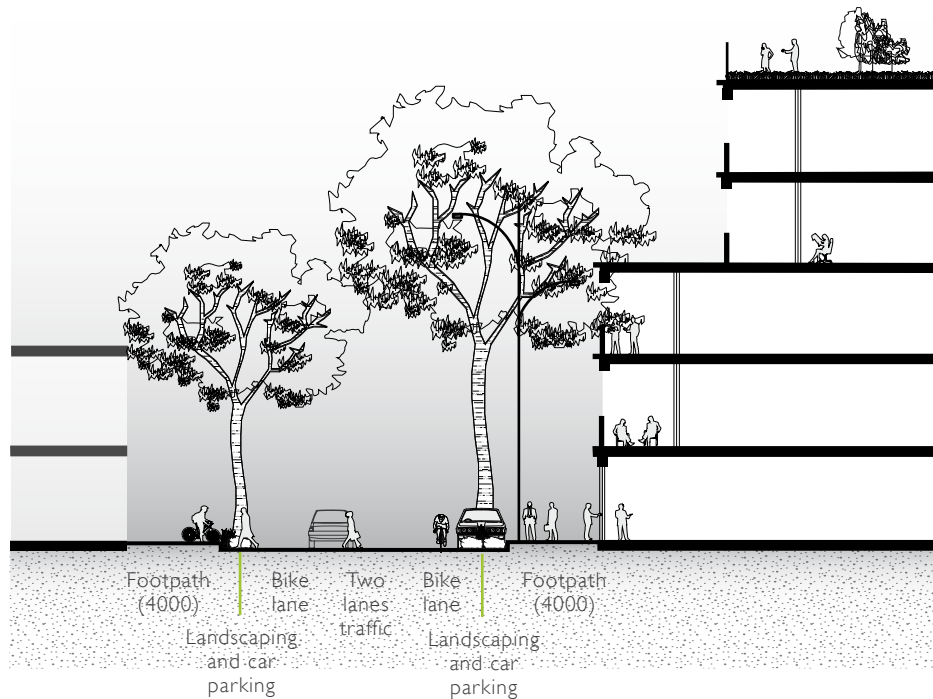


FIGURE 9 – INDICATIVE CROSS SECTION OF A GREEN STREET - CONNECTOR BOUNDARY STREET

Green Street – Connector

- Develop all other streets in the Precinct as Green Streets by:
 - Applying traffic calming measures and slowing traffic speeds to 40 kph.
 - Reducing road surface and on-street parking.
 - Undertaking substantial street tree planting and landscaping.
 - Applying Water Sensitive Urban Design interventions.

Thistlethwaite, Boundary, Ferrars and Johnson Streets will become *Green Streets - Connectors*. These are streets which play a key connector role in the bike network and include marked on-road bike routes.

The remaining streets in the Precinct are *Green Streets – Local*. They will be walkable and bike friendly but are not key routes. They will be greened and traffic speeds slowed.

- Investigate the potential for urban design treatments at key entry points to the Montague Precinct to help define and convey a sense of arrival (streetscape works, signage, etc).

Develop attractive and vibrant gateways into the Precinct at the corner of Montague Street and City Road and Montague and Johnson Streets / MI / West Gate Freeway.

- Construct large kerb outstands with copses of tree plantings and other seating to complement outdoor cafe dining in key locations including the intersections of:
 - Thistlethwaite and Montague Streets (in Thistlethwaite Street)
 - Gladstone and Montague Streets (in Gladstone Street)
 - Munro and Johnson Streets
 - Ferrars and Buckhurst Streets.
- Develop 'parklets'⁶ and small plazas throughout the Precinct to break up road surfaces and accommodate vibrant street life activities.
- Require a public art contribution for developments over \$2 Million and incorporate public art in streets, lanes and parks, where appropriate, as a means of telling Montague's stories.
- Ensure public realm treatments reflect a high standard of detailing, materials and finishes, including:
 - Providing comfortable, durable and well-designed street furniture.
 - Achieving consistency in design treatments throughout the Precinct to create and reinforce a 'sense of place'.
 - Ensuring public spaces, Primary Pedestrian Streets and public transport stops are well-lit to enhance public safety and contribute to the night time ambience within the Precinct.
 - Considering lighting schemes for landmark buildings and heritage streetscapes.
- Incorporate Crime Prevention through Environmental Design (CPTED) principles and the Safer Design Guidelines in the design and development of public spaces.
- Plant street trees in the following locations:
 - Large canopy trees in Montague Street and supplement the existing street trees in Normanby Road and City Road through infill planting.
 - Fully renew street trees along Thistlethwaite, Johnson, Doran and Woodgate Streets.
 - Infill planting along Buckhurst, Boundary, Gladstone, Ferrars, York and Munro Streets.
- Use productive landscaping (such as fruit and nut trees) where possible and appropriate in the public and private realm.
- Establish clear funding mechanisms in association with planning scheme provisions to ensure contributions are required in association with development approvals that create the need for street and public realm upgrades.

⁶ A parklet is a small urban park created by replacing several under-utilized parking spots with a deck, planters, trees, benches, cafe tables with chairs, fountain(s), artwork, sculptures and/or bicycle parking.

RATIONALE

The extensive network of generous streets and lanes in Montague is a major asset. Their design is fundamental to creating a great place. The Plan identifies:

- **TRANSIT BOULEVARDS** – Transit boulevards are the major streets in the Precinct. They are dominated by traffic and vehicle movement and are controlled by VicRoads.

As well as their traffic role, these routes play an important visual role and provide linkages. They are often the most direct route to key destinations both within and outside the Precinct.

There is limited scope to improve the roads themselves apart from improving pedestrian and bike riding crossings; however the footpaths of these streets will be upgraded to establish a strong pedestrian emphasis. They will feature wide footpaths, street trees and other amenities to make walking a more pleasant experience.

- **BUCKHURST STREET – GREEN SPINE** - In Buckhurst Street, a green spine will be developed by reclaiming and landscaping part of this wide street. Buckhurst Street is a key pedestrian and bike route.

Buckhurst Street will provide a key link to Bay Street and will link the east and west sides of Montague Street. It will also provide an attractive focus for proposed restaurants and cafes and other retail uses along the southern side.

- **GREEN STREETS** - A high quality environment will also be provided in the Precinct's network of secondary streets. These streets will be substantially greened and traffic speeds reduced. These streets are designated 'connector' or 'local' depending on whether they are part of a formal bike route through the Precinct.
- **LANES** – Lanes play a key role in the public realm. Montague's lanes serve a number of different functions ranging from key pedestrian connections to providing access to parking and service areas. Public realm enhancements will be undertaken depending on the role of each lane. (See Strategy 4.2.)

Key elements of all streets

New large canopy street trees will be planted throughout the Precinct (partially watered by locally captured stormwater). In some streets, this may include dense street tree planting to create a boulevard effect.

Existing street trees in the Precinct will be retained as will the grassy nature strips that exist in some streets. In other streets, it is envisaged that concrete and impermeable surfaces will make way for more water efficient grasses, gardens or tree wells.

Footpaths will be widened at key street corners to allow for a more active and diverse use of streets, including on-street dining, seating and informal recreational or play spaces, as well as local public art.

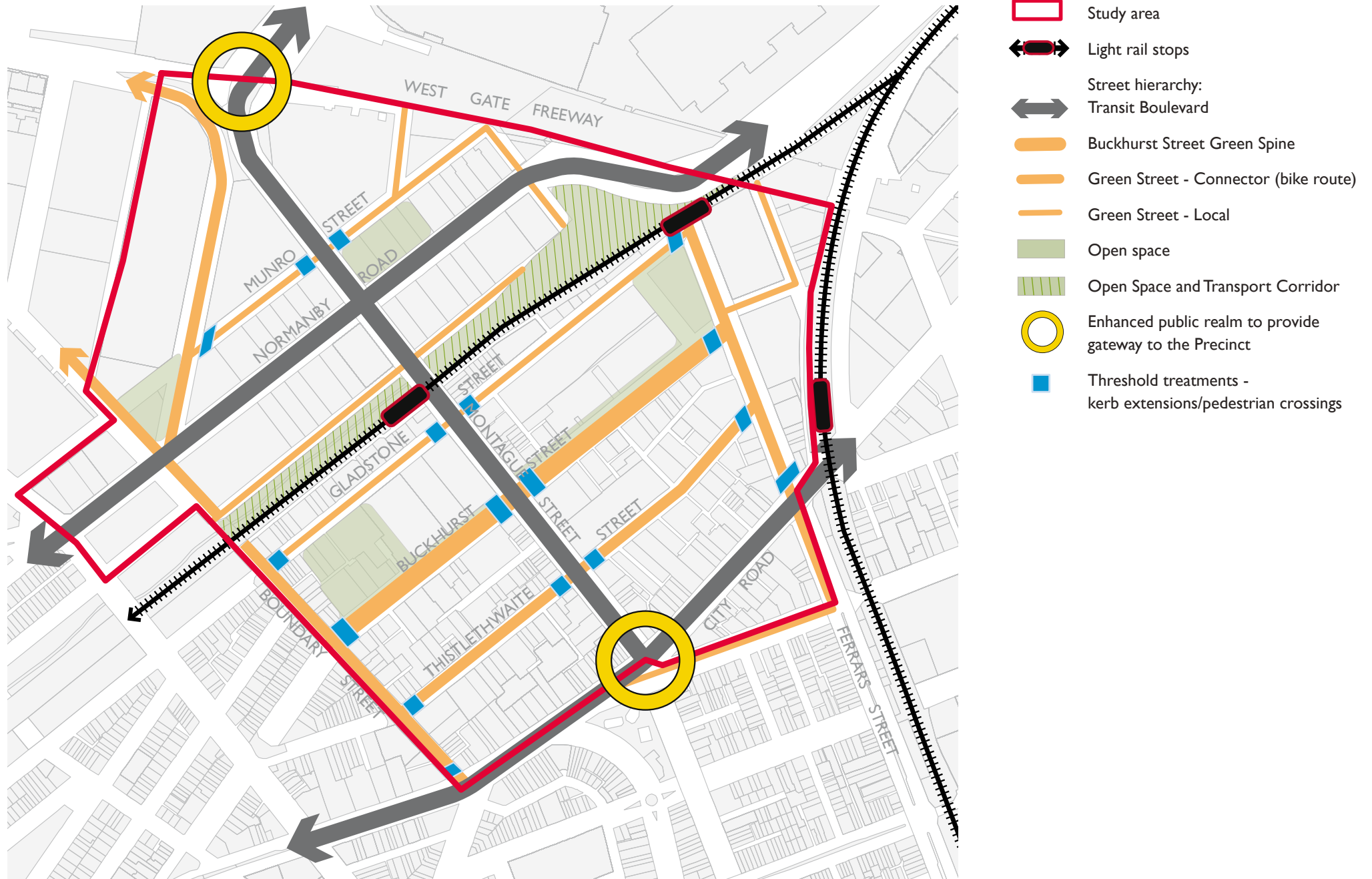
High quality and well located street furniture, lighting, paving and urban art are also important elements of creating a high quality urban space.

Good quality lighting will extend the use and enjoyment of a place, providing a more exciting and safer environment and foster the night time economy. The use of public art will help to create a sense of place and a unique quality. Where appropriate, bike paths and facilities will be installed.

Water Sensitive Urban Design initiatives will be applied to all streets to integrate water into the landscape, mitigate against climate change and the heat island effect.



Figure 10 – Streets framework



Revitalise the Precinct's laneways

ACTIONS

- Maintain and extend the network of existing lanes and right of ways throughout the Precinct to; enhance permeability, provide access to properties and create distinctive and intimate spaces (see Figure 11 – Laneways Framework).
- Develop a network that provides through-block links every 50 – 100 metres of street frontage by:
 - Extending existing lanes through the full block where they are currently discontinued.
 - Creating new mid block links (as shown in Figure 11) through large sites or consolidated sites to maintain the fine urban grain of the Precinct and improve permeability and connectivity.
- Design and refurbish lanes according to their identified role (see Figure 11).
- Develop the intersection of George and Buckhurst Lanes and Tate Place as an *Active Laneway* by:
 - Developing the intersection of the lanes as a small plaza for meeting and sitting.
 - Encouraging activating uses such as cafes and restaurants, and requiring entrances and windows to address the lane.
 - Limiting vehicle access to sections of the lanes.
 - Undertaking streetscape improvements including enhanced lighting, resurfacing / reinstatement of bluestone, street furniture and signage.
- In *Connecting Laneways* and mid block links:
 - Give pedestrians and bike riders priority.
 - Undertake streetscape improvements including enhanced lighting, resurfacing, street furniture and signage to enhance pedestrian use of the lane.
- In *Access Laneways*:
 - Maintain vehicle access to the lane at all times.
 - Design new access lanes to a minimum width of six metres to accommodate vehicular movements.
- Reinstatement of bluestone surfaces in key heritage lanes.
- Reinstatement of the original names of lanes.
- Ensure lanes are accessible by the public 24 hours a day.
- Ensure lanes are open to the sky (not covered or privatised).
- Ensure lanes remain in public ownership.

RATIONALE

Laneways are often forgotten spaces. However, their gritty character and human scale have great potential to become interesting places for residents, businesses and visitors.

Laneways offer a different quality of public realm to streets within the Precinct. They create a fine grain public realm that is interlinked, activated and interesting and provide some of the most distinctive spaces in the Precinct.

The role of laneways in Montague has been defined based on the City of Port Phillip's *Activating Laneways Strategy*.

Laneways are defined as:

- **ACTIVE LANEWAYS:** Lanes that are enlivened by businesses and residents that use them.

One *Active Laneway* has been identified in Montague at the intersection of George Street and Buckhurst Lane and Tate Place. This lane has an attractive heritage character and could be developed as a showpiece for the Precinct.

On this active laneway, development and business activity will be encouraged to open onto the laneway – creating a hive of pedestrian activity.

Given potential increases in use and pedestrian activity, these laneways will require public realm upgrades.

- **CONNECTING LANEWAYS:** Lanes to take people from A to B.

A number of *Connecting Laneways* have been identified. They form part of a fine grain walking/ bike network. Some will require additional work by Council to make them safe and accessible for pedestrians and bikes, including re-paving, signage and lighting.

Mid-block links are classified as connecting laneways as they provide key access routes for pedestrians and bike riders through large blocks.

- **ACCESS LANEWAYS:** Lanes that primarily provide access to properties. They are often 'dead ends'.

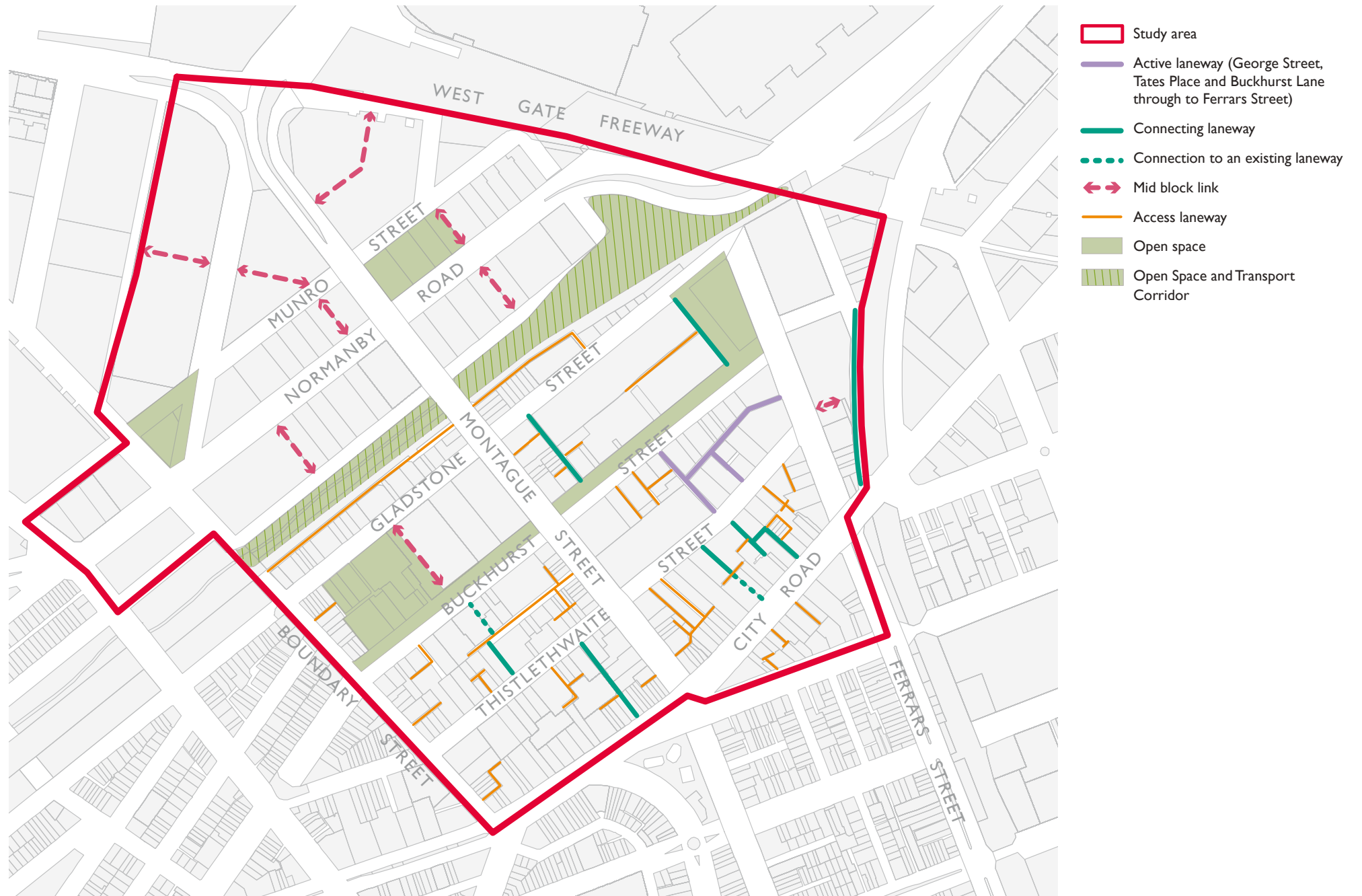
New lanes / mid-block links

A legacy of many of the industrial sites, especially in the Northern Neighbourhood, is the large blocks. Pedestrians need a fine grain pedestrian network to reduce the length of walking trips.

New mid-block pedestrian and bike links will also need to be created in Montague through large blocks to enhance connectivity, permeability and to maintain the fine grain character.



Figure 11 – Lanes framework



Create new parks and green space

ACTIONS

- Apply the following open space standards to the provision of public open space across the Montague Precinct:
 - Accessibility - All residents / workers within 400 metres of a park / space which is at least one hectare in size.
 - Proportion of open space - No less than 10 per cent of the developable area.
- Apply a 10 per cent Public Open Space Contribution (through the Planning Scheme – Clause 52.01) when subdivision occurs in the Precinct.

NB. Further investigation of the potential to apply a 'sliding scale' for public open space contributions (to recognise differing development yields) is recommended. This must still achieve an average of 10 per cent contribution across the Precinct.

- Prepare an Open Space Master Plan to define and secure primary open space sites and connections within the Precinct (based on the prospective sites identified in this plan). The Master Plan should also identify contributory open space / links which can support an integrated open space network.
- Recommended locations for public open space (see Figure 12) include:
 - Land adjacent to the community hub and supermarket and bounded by Montague, Buckhurst and Gladstone Streets (approximately 8,000 square metres).
 - Land bounded by Buckhurst, Kerr, Ferrars and Gladstone Streets (Southern Neighbourhood) (approximately 7,000 square metres).
 - Land bounded by Normanby Road, Johnson and Munro Streets (Northern Neighbourhood) (approximately 4,000 square metres).
 - Land bounded by Normanby Road, Montague and Munro Streets (approximately 5,000 square metres).
 - Linear park along Buckhurst Street (Southern Neighbourhood) (approximately 8,000 square metres).

(See Rationale for further description of these recommended locations.)

- Provide links to the proposed active and passive recreation uses within the MI Freeway Undercroft (in the City of Melbourne).
- Identify opportunities to convert redundant road space, other underutilised spaces and informal open spaces (eg land adjacent the light rail reserve) to public open space.
- Undertake a detailed social needs assessment (taking into account the projected population size and composition) to determine the specific open space needs of the Montague community and to inform the design of specific open spaces to support relevant recreational / leisure activity.
- Within public open space, provide for a diverse range of users including:
 - Smaller parks to provide intimate and informal play spaces
 - Larger spaces to support physical activities
 - Meeting and gathering spaces suited to all ages
 - Walking (including dog walking)
 - Innovative playgrounds for young children
 - Multi-use courts for children, teens, and young adults
 - Space for community gardens (including vegie gardens, allotments, school kitchen gardens)
 - A balance between 'hardscape' and 'green space'.

RATIONALE

The creation of sustainable urban 'green' spaces is crucial in the planning for urban renewal environments. Open space must be carefully interwoven into the urban fabric – hence the notion of 'start with the park'.

Open space provision is fundamental to the liveability of higher density urban areas and to community well-being. It supports increased physical activity and social interaction, and provides a sense of space within an otherwise intensive built environment.

A key objective for the Precinct is to ensure that open space needs are identified and set aside early in the development process.

The provision of open space within higher density areas must:

- Compensate for reduced (or the absence of) private open space.
- Ensure the quality and function of open space supports intensive use by the local community (due to increased urban density).

Planning for and creating an integrated 'network' of open spaces within Montague – rather than individual unrelated spaces – is paramount. This must include:

Primary Open Space - which should have a strong focus on supporting an active, healthy and sociable 'lifestyle'. This includes key parks and primary 'green' connections. (Wide streets that provide key pedestrian and bike riding connections with nature strips of eight metres or more can be considered a part of primary open space provision.)

Contributory Open Space – spaces necessary for the functioning of the area. This includes nature strips, plantings within road spaces and stormwater requirements (eg rain gardens).

Local Sports Provision – open space specifically for active sports. Access to such open space should be within a three kilometre radius.

OPEN SPACE PRINCIPLES

Detailed planning for open space provision in Montague will take into account the following Principles:

High Quality

- Acknowledge the importance of 'high quality' open space in a high density urban environment.
- Ensure innovative and flexible design makes best use of limited space.
- Promote the use of quality, robust materials to withstand higher rates of use.

Accessibility

- Maximise the accessibility of open spaces through ensuring they are connected by well-defined bike links and primary walking routes.
- Ensure an equitable distribution of accessible open space across the Precinct.
- Create 'conductive walkways' between other destinations and open space to promote physical activity.

Diversity

- Create a range of open space / recreational opportunities both within individual spaces and across the network.

Safety

- Incorporate high quality design and Crime Prevention Through Environmental Design (CPTED) principles to provide amenity, engender feelings of safety and facilitate higher usage of public spaces.

Strategic open space opportunities within Montague include:

- The ability to 'design in' and secure open space sites early in the development process.
- Potential to locate primary open space in close proximity to the community hub, school and retail cluster.
- The creation of a linear open space / access connection centrally in the Precinct along Buckhurst Street.
- Connection of new open space to existing open spaces (eg light rail corridor / MI Undercroft) and to residential precincts in adjoining areas, through well-defined walking and bike routes.
- Contribution towards an 'urban forest' through greening opportunities associated with open spaces combined with street tree canopy cover.

Recommended Open Space Sites

Five recommended locations for open space within the Precinct have been identified:

1. Montague Playing field (Southern Neighbourhood)

- 8,000 square metres in size and bounded by Montague, Buckhurst and Gladstone Streets.
- The largest park in Montague – enabling maximum flexibility of use. It is large enough to accommodate a soccer pitch.
- A central and accessible location within the Southern Neighbourhood and easily accessible from the Northern Neighbourhood. Convenient access to the Montague Street light rail stop.
- Co-located with the potential community hub and school.
- Direct access to the Bay Street Activity Centre via Buckhurst Street Green Spine and to the Light Rail Green Corridor.
- Access and surveillance from two sides / streets.
- Long northerly aspect and deep width ensuring good access to sunlight in winter.

2. Ferrars Street Park (Southern Neighbourhood)

- 7,000 square metres in size and bounded by Buckhurst, Kerr, Ferrars and Gladstone Streets.
- A central and accessible location within the Southern Neighbourhood.
- A larger park with space to ensure adaptability, flexibility of use and access for all age groups. (Could include the provision of a playground.)
- Uses redundant road space from Kerr and Buckhurst Streets to maximise the amount of open space.
- Access and surveillance from three sides/ streets.
- A direct connection to the community hub via the Buckhurst Street Green Spine.
- Located on land subject to overland flows (flooding) and has the potential to ameliorate flooding impacts and retain and treat water.
- Northerly aspect and deep width ensuring good access to sunlight in winter.

3. Buckhurst Street Green Spine (Southern Neighbourhood)

- 8,000 square metres in size running the length of Buckhurst Street.
- Uses redundant road space.
- Provides key east-west link – linking Bay Street Activity Centre, Montague Street and Ferrars Street Park.
- Adjoins the potential location of community hub in the Southern Neighbourhood.

4. Munro Street Park (Northern Neighbourhood)

- 4,000 square metres in size.
- Bounded by Normanby Road, Johnson and Munro Streets.
- An accessible location within the Northern Neighbourhood.
- Uses redundant road space in Johnson and Munro Streets to maximise open space.
- Convenient access to the Light Rail Green Corridor.
- Access and surveillance from three sides/ streets.

5. Normanby Road Park (Northern Neighbourhood)

- 5,000 square metres in size bounded by Normanby Road and Munro Streets.
- Park would potentially be proximate to convenience retail / a small supermarket if one is constructed in the Northern Neighbourhood (see Strategic Direction 1 – Land Use, Strategy 1.5).
- An accessible location within the Northern Neighbourhood off Montague Street.
- Two street frontages to ensure surveillance and access.

PUBLIC OPEN SPACE – THE NUMBERS

Open space	Area
Parks	2.4 ha
Buckhurst Street Linear Park	0.8 ha
Light Rail Green Corridor	1.8 ha
TOTAL	5.0 ha

LINKS TO OPEN SPACE OUTSIDE THE PRECINCT

A green corridor is planned to run alongside the Port Melbourne Light Rail Route, linking the Foreshore and Port Melbourne via the Light Rail Reserve with Montague and Southbank (see Strategy 4.4.)

Montague adjoins a further potential area of open space - the M1 Freeway Undercroft.

The Cities of Melbourne and Port Phillip and Victorian Department of Planning and Community Development (DPCD) are seeking to develop this land for a walking and bike riding link and active recreation facilities such as basketball courts.

Links to this open space will be provided from the Northern Neighbourhood.

CREATING COMMUNITY GARDENS

The Precinct also offers a unique opportunity to showcase community gardening in a highly urbanised environment. Sites for community gardens would be allocated as part of development. Active management of any land contamination will be required.






-  Study area
-  Boulevard tree planting
-  Street tree planting
-  Opportunities for new open space including reclaiming redundant road space
-  Potential elevated green corridor adjacent to light rail (Open Space and Transport Corridor)



FIGURE 12 – OPEN SPACE AND GREENING FRAMEWORK

Develop the Port Melbourne Light Rail Corridor as an elevated green open space and transport corridor

ACTIONS

- Develop the Port Melbourne Light Rail Corridor as an attractive open space/green link through the heart of the Precinct while maintaining its function as a tram route.

The corridor will include walking and bike riding routes, canopy trees, public art and seating and viewing areas.

- Expand the existing corridor to increase the amount of land available for open space by:
 - Acquiring or developing the Yarra Trams Depot for open space as part of the light rail open space link.
 - Relocating the tram depot underground or to Fishermans Bend (if a new route / spur is created).
 - Extending a deck over part of Woodgate Street.
- Consult with VicTrack and Victorian Department of Transport to determine whether this land will no longer be required for public transport purposes.
- Work with VicTrack to utilise its landholdings to enable the delivery of broader benefits to the community and potentially assist in any contribution to the realisation of the Port Melbourne Light Rail Corridor project.

RATIONALE

A centrepiece of the Precinct is the Light Rail Corridor open space link. It will become Montague's own High Line Park similar to the High Line in New York or the Paris Plante in Paris. Both of which provide green corridors in busy high density environments.

A new pedestrian and bike riding friendly green corridor will run alongside the light rail route creating a safe and leafy connection between the foreshore and Southbank.

The light rail corridor's important role as a transport route, and walking and highly-used commuter bike route would be maintained, but land alongside it would be redeveloped into an elevated urban park with plantings, paths and places to sit and take in the views of the city skyline. The narrow bike lane will be expanded and a more pedestrian friendly environment created.

At present, much of the area adjoining the tram corridor is fenced off for tram parking. To expand the corridor, the relocation of the existing tram parking and the tram depot should be investigated to provide more green space. (The tram parking could be relocated underground or long term in Fishermans Bend, if a tram line is extended into the area).

The green corridor will provide the missing link connecting Port Melbourne and the Foreshore with Montague and Southbank with a physical and visual link.

It will improve amenity, provide opportunities for the planting of large character trees, and provide active and passive recreation space for residents in higher density living areas.

Better access to the park will also need to be created along its length. This in turn will improve access to the Port Melbourne Light Rail Route.



ARTIST'S IMPRESSION OF THE ELEVATED GREEN OPEN SPACE AND TRANSPORT CORRIDOR

