

Project 6

Improved public transport and cycle links in Clarendon and Ferrars Streets. A local centre and a larger upgraded park at Whiteman Street.



OBJECTIVES:

1. Support improved public transport services along Clarendon and Spencer Streets.
2. Enhance pedestrian amenity to encourage walking and use of existing public transport services.
3. Encourage development along Clarendon Street that activates the street edges.
4. Develop a new local centre for the residents of the western part of Southbank, including public open spaces.

Whiteman Street local centre and park

ISSUES

Lack of local open space:

There is a lack of open space for local residents. The Melbourne Exhibition Centre's forecourt is the nearest 'park', but this is isolated by Normanby Road and the Exhibition Centre itself, and is not designed to cater for local recreational needs.

Wasted land along Normanby Road and the light rail:

There is a wide swathe of land – about 5 hectares – between the Exhibition Centre and recent high-rise development south of Whiteman Street. Normanby Road balloons from its 30m reserve near Montague Street to about 45m through this area. This was provided purely to give a boulevard look. Anecdotal evidence suggests that even at peak times when traffic is leaving the Exhibition Centre car park, the road's capacity exceeds traffic demand. The light rail further fragments the space between Normanby Road and Whiteman Street. The area is thinly scattered with relatively ineffective tree planting, and is unusable as a public space.

Poor image and amenity of Clarendon Street:

The area includes a mixture of residential and casino-related activity with remnant low-rise industrial buildings. There are many properties, especially fronting Clarendon Street, which would be appropriate for redevelopment with significantly larger buildings. The current amenity of Clarendon Street is very poor – resulting from factors such as the overhead Westgate Freeway and the degraded condition of its undercroft, wide splayed intersections, overhead power lines and poor footpath conditions as well as heavy traffic. This is a deterrent to desirable types of redevelopment.

OPPORTUNITIES

6a. Develop Clarendon Street as a continuous activity strip:

Upgrade footpath paving, rationalise cross-overs, introduce universal access tram stops, place power lines underground, plant street trees, install new public lighting and furniture. Guide new development of properties along Clarendon Street with active ground level frontages and canopies over footpaths for weather protection and continuous podium street walls.

6b. Rationalise the Normanby Road space to consolidate the wide median and verges into one useable park:

Absorb the southern carriageway into the park and expand the north carriageway as a single two way four lane road. Further consolidate the triangle of shrubbery between the tram lines into the undercroft spaces (refer 5a). Landscape and equip this expanded park to meet the needs of local residents, for example with a children's playground.

6c. Development of a local shopping precinct in Clarendon Street / Whiteman Street:

Encourage the development of retailing at street level in new developments to provide local shopping services.

Project 6



Clarendon & Whiteman Streets

Consolidated public open space

New local centre at Whiteman St.

New development along
Clarendon Street

Pedestrian, cycle and public
transport improvements in
Clarendon Street

ABOVE: Illustration of suggested development with
a larger local park between Whiteman Street and
Normanby Road.