



Activating Laneways Strategy
City of Port Phillip
FINAL

July 2011



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Activating Laneways Strategy

Laneways provide opportunities for unique public spaces. Away from the hustle and bustle of streets and main roads, lanes can offer intimate spaces for pedestrians and allow for convenient short cut routes to adjoining streets and key destinations.

The City of Port Phillip has over 42 kilometres of laneways and Rights of Way (R.O.W). The Activating Laneways Strategy seeks to identify a selection of lanes within and/or close to key areas such as Activity Centres, regionally significant open spaces and public transport networks and provide a framework to promote future activity within them.

A number of laneway classifications have been established based on their possible role and ability to accommodate levels of activation. ‘Activation’ can be in many forms, whether its enhancement of the public realm to improve pedestrian connectivity, promoting quality building edges to provide better engagement with the lane and/or to allow for gathering spaces and possibly events within laneways.

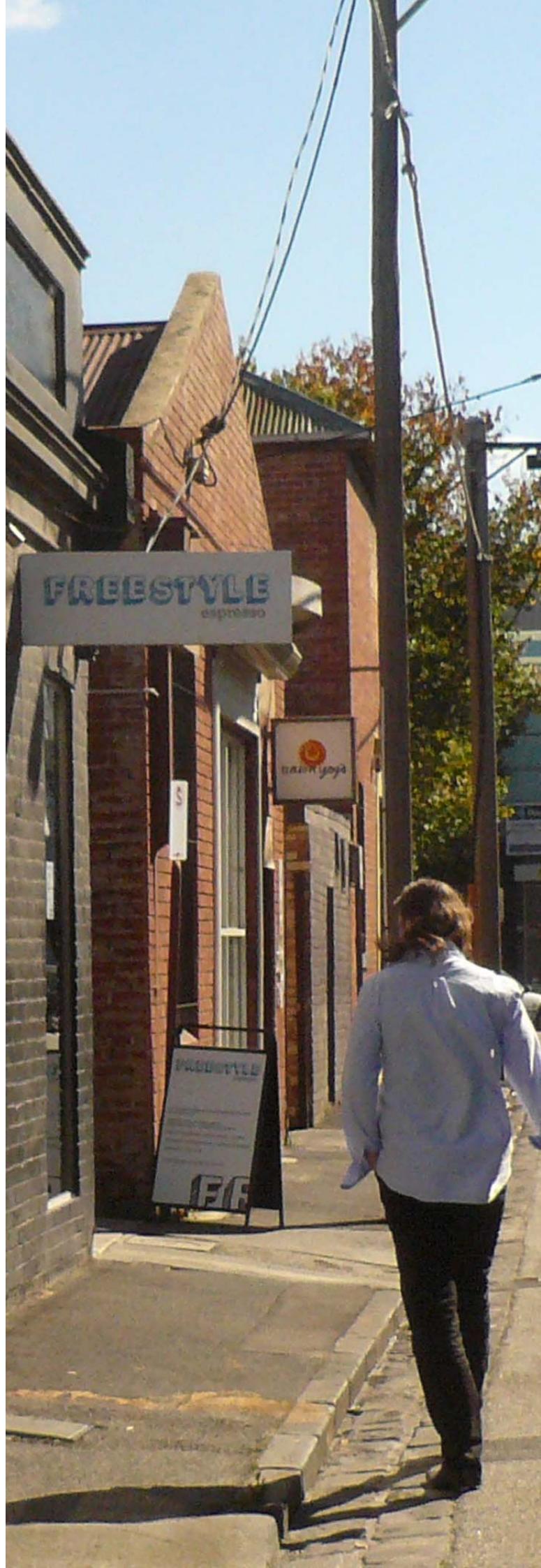
Classifications of lanes include:

- Destination Laneways
- Active Laneways
- Connecting Laneways
- Maintain or Enhance Laneways

Laneway designations were determined by a range of factors including, (but not limited to), their land use zoning, heritage significance, through block pedestrian access, interface sensitivities, laneway edge conditions and physical attributes.

It is acknowledged that there are a large number of laneways of varied quality within the City of Port Phillip. Many of these are located within residential areas and largely serve a functional purpose. It is likely that the majority of these lanes will experience little change and will just continue to be maintained by Council.

Given the nature of cities and that the urban environment never remains static, it is important to recognise that proposed laneway classifications are never fixed as the context of laneways may change over time. The Activating Laneways Strategy intends to be a flexible framework that provides directions for future actions and inform possibilities within laneways. While a preliminary list of laneways are identified for possible activation and/or potential upgrades, there is scope to consider other lanes if it will benefit pedestrian and bicycle movement.



Why the Strategy

Laneways traditionally provide a functional purpose i.e. for drainage, vehicle access and service areas. However it is evident through the success of other laneway revitalisation programs, encouraging activity within a selected few can have many benefits to the community.

While Council is largely responsible for the maintenance of lanes, adjoining property owners can also play a key role in realising improvements in laneway environments. Greater awareness and consideration of the opportunities available within laneways is encouraged.

The **objectives** of the Strategy are to:

- recognise the role and character of our laneways and little streets in creating a fine grain public realm
- maintain and enhance existing laneways
- facilitate and create opportunities for activation in designated laneways
- improve the walkability and permeability of the public realm.

The **purpose** of the Strategy is to:

- provide a framework for Council to manage these assets
- identify and make strategic improvements
- make regulatory amendments where necessary to achieve the objectives
- facilitate new development in line with the objectives
- foster a program of activities that enlivens the local community
- ensure the safety and well being of users and residents
- capitalise interest from adjoining property owners/new development seeking to engage with their neighbouring laneways.

What is considered a laneway/R.O.W

Laneways and Right of Ways can vary in description. However, lanes typically serve as tertiary roadways and are generally narrow in width, ranging from under 3m to over 8m wide. Most lanes usually run behind or parallel to buildings and provide important access and servicing functions.

Similarly, Right of Ways are easements that provide access to private properties. Many Right of Ways within the City of Port Phillip are unnamed and Council identifies these assets by a numbered system (eg. R1234). Lanes and street types also considered within this Strategy includes street names ending with 'Place', 'Grove', 'Close', 'Lane' or 'Little X Street' and also old nightsoil alleyways that exist within the municipality.

Relevant Strategies/Policies & Plans

The Activating Laneways Strategy seeks to build upon a suite of existing Council Strategies and Plans (Refer to Appendix I for summary). Currently, these documents inform and set standards as to the maintenance and heritage of laneways. They provide limited guidance on how best to capitalise on the opportunities that lanes might represent to improve community amenity. This Strategy will complement these existing policies and outline a framework to inform, manage and implement future actions within laneways.

Key strategic documents and guidelines include the following:

- Lurking in lanes (1998)
- Laneway Strategy (2003)
- Heritage kerbs, channels & laneways (2005)
- Guidelines for the Naming or Re-naming of Roads, Lanes and Reserves (2005)
- Heritage Service Practice Note 04. Laneways in Heritage Overlay Areas (2006)

This Strategy intends to work with other Council initiatives and strategies. These include:

- Council Plan 2009-2013
- Health & Wellbeing Plan
- Sustainable Asset Management Program
- Walk Plan
- Bike Plan
- Road Management Plan
- Discontinuance of Laneways Policy
- Sustainable Public Lighting Strategy
- draft Alternative Greening Strategy and Community Gardens Policy
- draft Arts and Culture Policy
- Public Art Strategy (under development)
- Strategic Activity Centre Planning Studies (i.e. structure plans, urban design frameworks)

Figure 1 shows the relationship between the Activating Laneways Strategy with other key Council policies and strategies.



Figure 1: Activating Laneways Strategy relationship with other key strategies

Laneway Investigations

While the Activating Laneway Strategy covers all lanes within the municipality, particular focus has been paid to laneways and R.O.Ws within or proximate to Activity Centres (Major and Neighbourhood centres), key regional open spaces and public transport corridors. These locations are likely to attract greater pedestrian activity and ideal to prioritise future work.

Field studies and analysis of lanes were conducted in and around key activity areas (refer to figure 2, municipal context map) including:

Major Activity Centres and environs (within existing Activity Centre study area boundary)

Clarendon Street and South Melbourne Market, South Melbourne
Bay Street, Port Melbourne
Fitzroy Street, St Kilda
Acland Street, St Kilda
Carlisle Street, Balaclava

Neighbourhood Activity Centres and environs (400m radius threshold of business/mix use zone)

Centre Avenue, Garden City
Victoria Avenue/Britport Street, Albert Park
Armstrong Street, Middle Park
Glen Huntly Road, Elwood
Ormond Road, Elwood
Glen Eira Road, Ripponlea

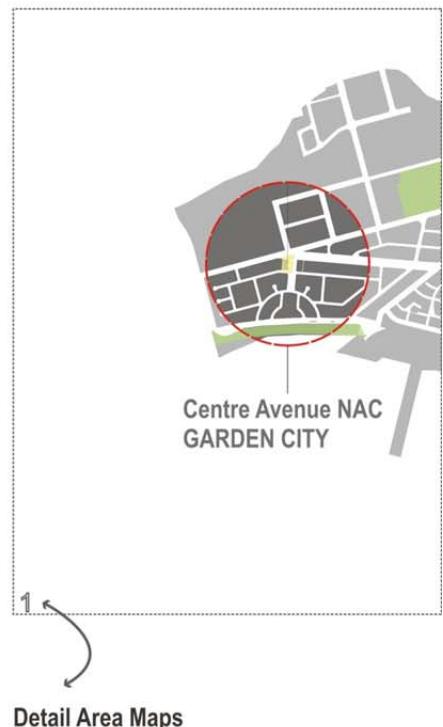
Key Regional Open Spaces

Port Melbourne Football Ground
Murphy Reserve, Port Melbourne
Albert Park Reserve
Foreshore & Esplanade
St Kilda Botanical Gardens

Key Regional Public Transport Corridors & Train Stations

St Kilda Road & Chapel Street
Balaclava Train Station
Ripponlea Train Station

Note: It is expected that majority of laneways/R.O.Ws outside the above listed areas will be targeted for limited change.



Detail Area Maps

- █ Major Activity Centre & environs
- Neighbourhood Activity Centres (400m radius)
- █ Business 1 Zone locations
- █ Mix Use Zone locations
- █ Key Regional Public Open Spaces
- █ Areas of interest
- █ Areas unlikely to change

Figure 2: Municipal Context map



Figure 2: Municipal Context map (continued)

Laneway Types

Lanes and small streets were broken up into a series of types for further study based on possible future Council strategies. These types were informed by their future potential. Could they be destinations? How could we activate them? Are there some laneways that just stay as they are?

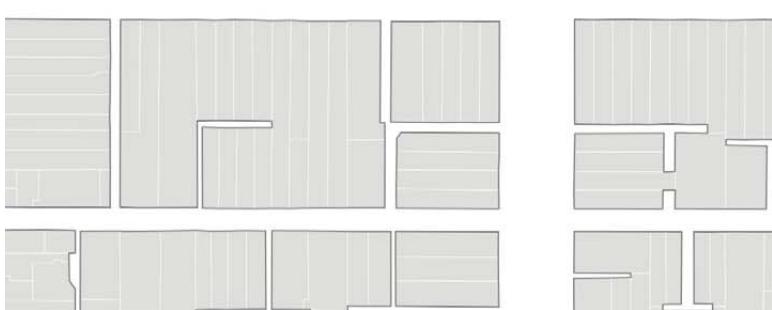
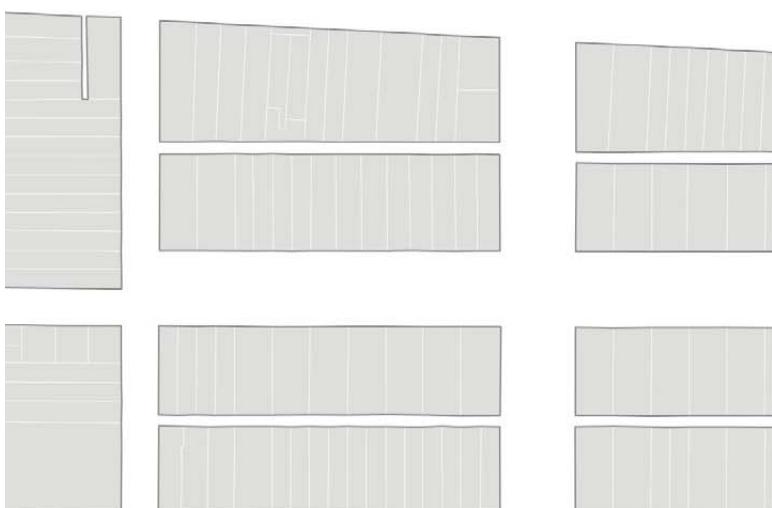
As the urban context of each laneways is highly varied, a number of questions were also considered in the process of the ranking of lanes:

- Is the lane in close walking proximity to a main (commercial) street?
- Is the lane located within commercial land use zoning including Business Zones and Mix Use Zone (MUZ)?
- Does the lanes offer through block connection and/or have possibilities for through links?
- Does the lane have adjoining commercial (private) development that can ‘open’ onto and positively engage with the laneway?
- Has the lane been identified in existing strategic studies including Structure Plans and Urban Design Frameworks as important links and/or opportunities for future connection?

Analysis and site inspections confirmed that the initial classifications of lanes for study largely captured the way lanes are and how they could be used across the municipality. These are:

- **Destination Laneways:** Lanes that people would travel to visit and recreate in
- **Active Laneways:** Lanes that are enlivened by businesses and residents that use them
- **Connecting Laneways:** Lanes that people use to take a short cut from A to B
- **Maintain or Enhance Laneways:** Lanes that Council will continue to maintain but might have future possibilities

These laneway types are identified in detail area plans (figures 3 – 7) and listed in Appendix 2.



Destination Laneways

Destination Laneways have the most potential to assume a more dynamic and active part of the urban fabric. These laneways would likely be the focus for capital works that improve the public realm, new development/businesses and a program of events that encourage residents and visitors to enjoy their ambience.

Currently, the City of Port Phillip has not developed any laneways of this type. There are some examples within Melbourne that offer a high quality laneway environment such as Degraves Lane [pictured] but at a very much different scale given its CBD context. Destination Laneways will encourage street life, passive surveillance and activity but designed to suit the urban and heritage setting of places within the City of Port Phillip.

Laneways can present different personas during the day and night. While activity is generally encouraged within *Destination* and *Active Laneway* types, the hours of activity and operation will also be heavily dependent on surrounding uses and urban context. Council will work hard with local businesses and residents to ensure potential conflicts are properly managed or minimised.

Possible *Destination Laneways* may include but not limited to (refer to figures 3-7, detail area maps for locations):

Yarra Place, R3219 & R3221, South Melbourne
(between Clarendon Street and Yarra Place)

George Lane, R3665 & R3667, St Kilda
(between Fitzroy Street and Little Grey Street)

R3405 & 3406 - 'Monarch Laneway', St Kilda
(between Acland Street and Chaucer Street leading to Woolworths Supermarket)

Recommendations/Opportunities:

- > Investigate and develop future options/case studies for capital improvements by Council
- > Explore potential event programming within lanes with opportunities to coincide with existing event calendar
- > Explore partnerships with local businesses and develop Design and Trading guidelines

> Degraves Lane, Melbourne
City of Melbourne



Active Laneways

Active *Laneways* will be mostly located within commercially zoned areas and are where new development or businesses are encouraged to open onto the laneway. Given potential increase in use and pedestrian activity, these laneways may require Council to upgrade the lane to a higher level.

A number of small streets within South Melbourne including Union, Hotham and Francis Streets offer examples of private businesses taking advantage of a laneway style setting and present an attractive address towards the streetscape. While in principle, private developments adjacent to *Active Laneways* are encouraged to provide an engaging laneway interface, necessary planning, building and licensing approvals will be required from Council.

Refer to Appendix 2 for list of possible *Active Laneways* and figures 3-7, detail area maps for laneway locations.



Recommendations/Opportunities:

- > Prepare Design and Trading Guidelines in consultation with community and stakeholders
- > Explore case studies for laneway standards or upgrades including lighting, signage and surfaces
- > Influence future strategic work (i.e. Structure Plans, UDFs etc.) with laneway aspirations

> Harper Lane, St Kilda (top)
Union Street, St Kilda (middle)
Hotham Street , St Kilda – Chez Drè (bottom)

Connecting Laneways

Connecting Laneways form part of a fine grain walking/bike network. They are not necessarily in centres and may need some additional work by Council to make them safe and trafficable for pedestrians and bikes, including re-paving, signage and lighting.

The Pakington Street Laneway Improvement Project is an example for potential *Connecting Laneway* outcomes. The project delivered improved pedestrian/ bike linkage from Inkerman Street (adjacent to a supermarket/mixed-use redevelopment site) to the Carlisle Street shopping centre and nearby community facilities. Laneway works included way finding signage, laneway re-surfacing, installation of public lighting and commissioning of artwork along the sides of buildings.

Council is also planning work on the Balaclava Walk Southern Link Project. It is envisaged that a continuous pedestrian/bike link and public realm enhancements is achieved from Balaclava Train Station to Ripponlea Train Station. This is timed to follow the redevelopment of the Balaclava Station by the State Government.

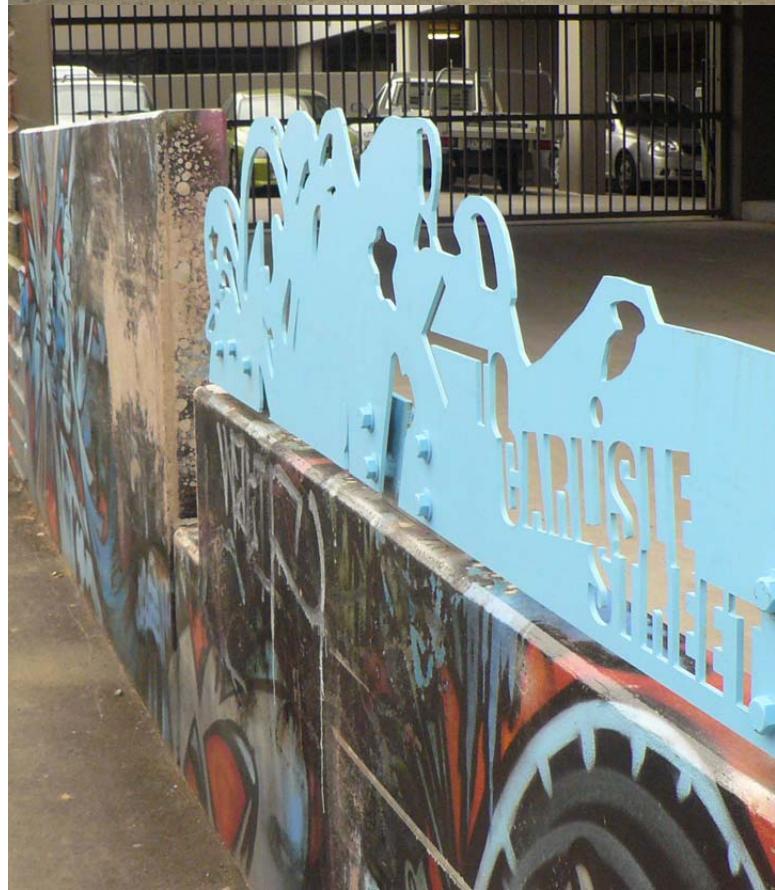
Council is committed to creating safe and well connected neighbourhoods that promote sustainable modes of transport.

Refer to Appendix 2 for list of possible *Connecting Laneways* and figures 3-7, detail area maps for laneway locations.

Recommendations/Opportunities:

- > Align work with Council's Walk and Bike Plans
- > Explore case studies for laneway standards or upgrades
- > Influence future strategic work (i.e. Structure Plans, UDFs etc.) with laneway aspirations

> Pakington Lane, St Kilda



Maintain or Enhance Laneways

The overwhelming majority of Port Phillip's laneways are in residential and heritage areas and are likely to undergo little change. Nevertheless, they will continue to be maintained as per Council's existing asset management program and improved or made safe as applicable.

Many laneways within the city have heritage value and contribute to telling the story of our place. Heritage Overlay precincts cover a large area of the City of Port Phillip taking in part, or most of, all of the suburbs within the municipality. In particular most of South Melbourne, Middle Park and St Kilda are covered by Heritage Overlays. All of the precincts contain (bluestone) kerb, channels, and laneways which demonstrate the development of the area and in some cases make a strong contribution to the significance of the precinct.¹

While these lanes will change little other than Council's ongoing maintenance, there are opportunities for adjoining properties to contribute to the overall appearance of laneways. As most people take pride and careful consideration of their property's front address to the street, the side/rear outlook to lanes are sometimes forgotten. Adjoining sites that have a laneway interface, should consider the use of complementary fencing and landscaping along the boundary (provided that it does not restrict vehicle access). The community and local residents can also play a big part in maintaining a tidy laneway by ensuring that bins are stored properly and illegal parking within lanes is avoided.

Council are also developing an Alternative Greening Port Phillip Strategy. This Strategy is devised to improve the public and private realm (where space is limited for traditional planting and landscaping) with alternative measures that enhance the aesthetic appearance of the lanescape.

Maintain or Enhance Laneways are identified in figures 3-7, detail area maps for laneway locations.

Recommendations/Opportunities:

- > Align work with Council's Greening Port Phillip Strategy
- > Review Council's Asset Management Program
- > Complete Council laneway asset audit, updating information on the condition of lanes and land tenure

> Residential laneways, Middle Park

¹ City of Port Phillip, Heritage kerbs, channels and laneways: history, significance and guidelines, City of Port Phillip, 2005, p. 8.



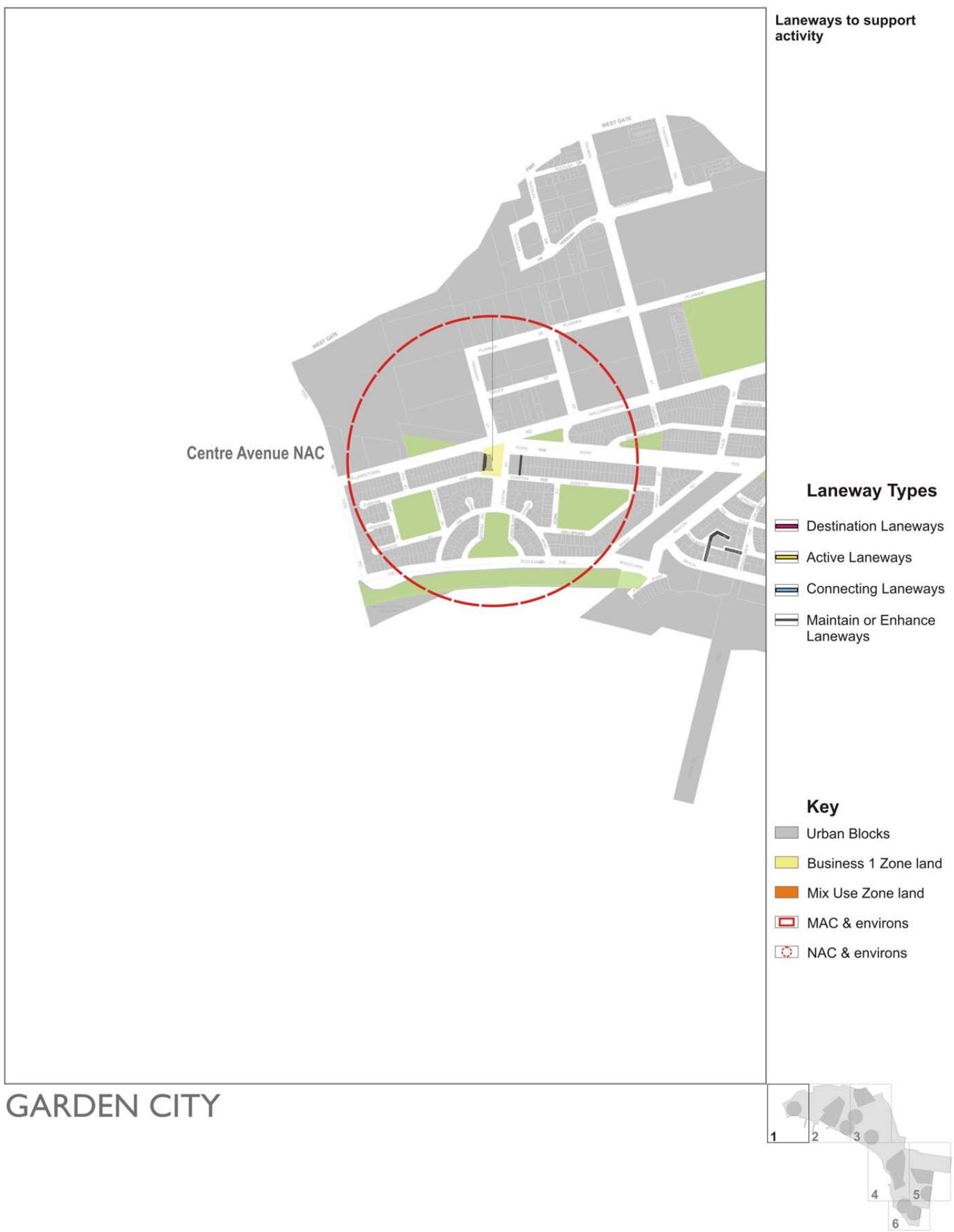


Figure 3: Detail Area Map I

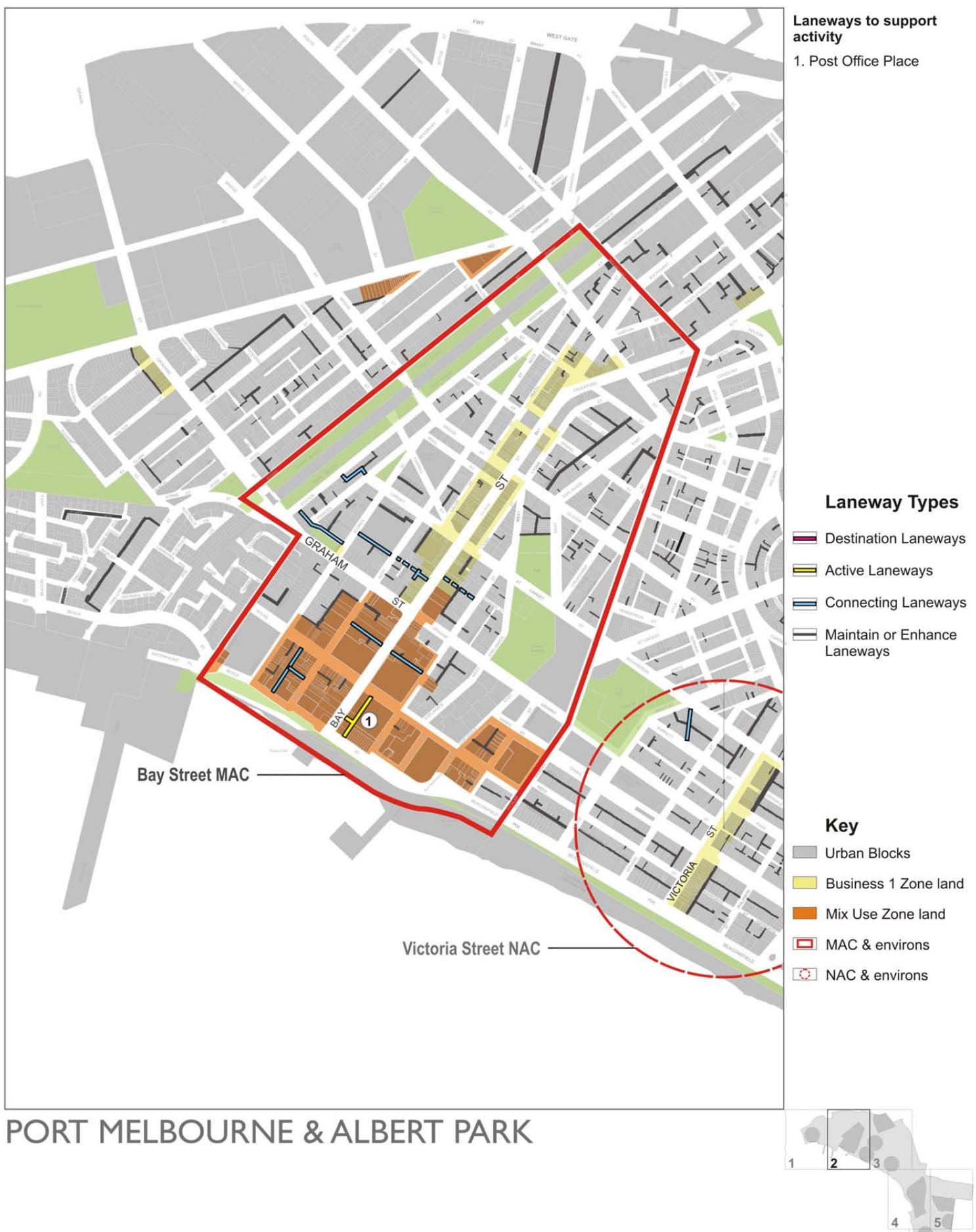


Figure 4: Detail Area Map 2



Figure 4: Detail Area Map 3



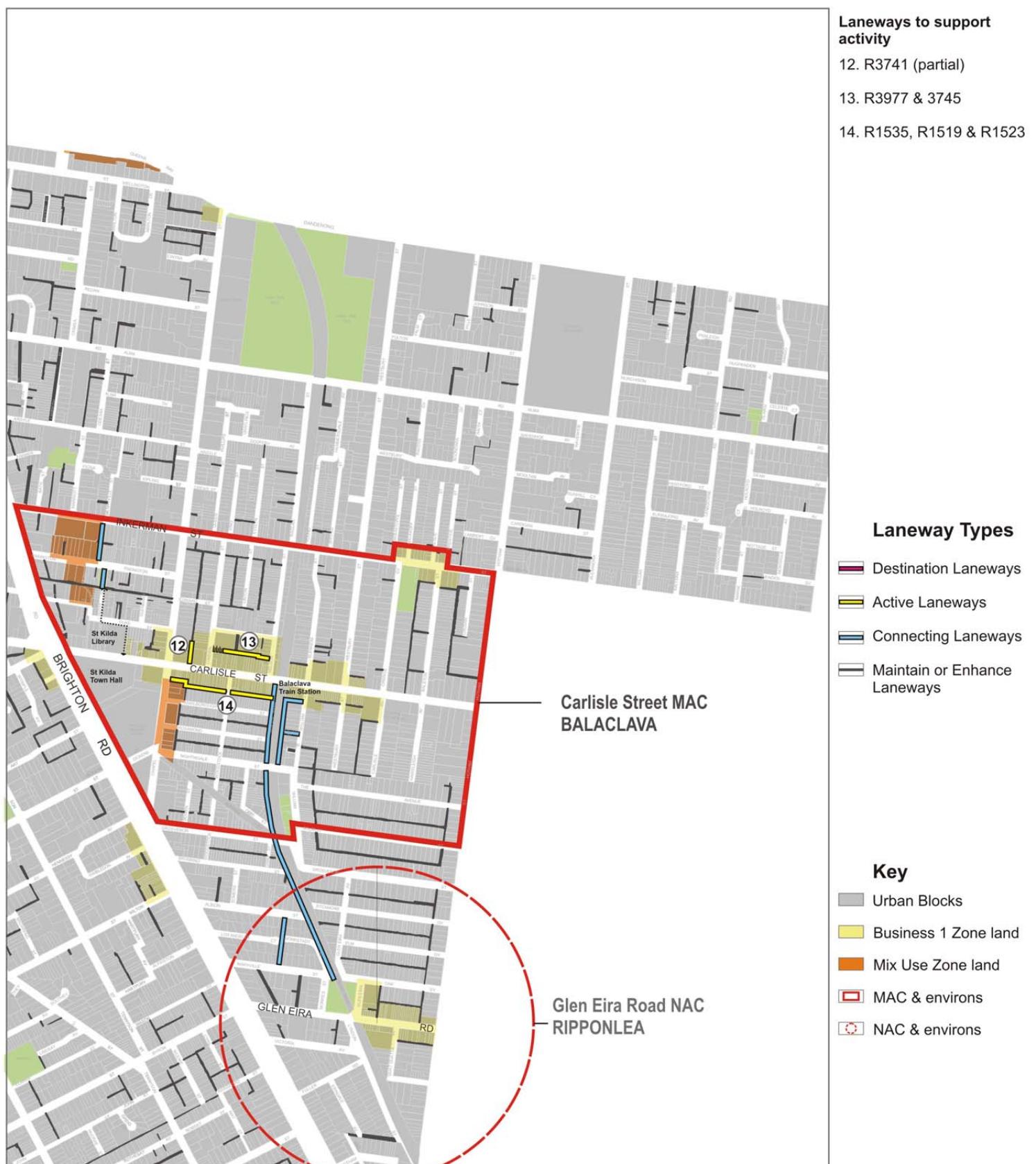
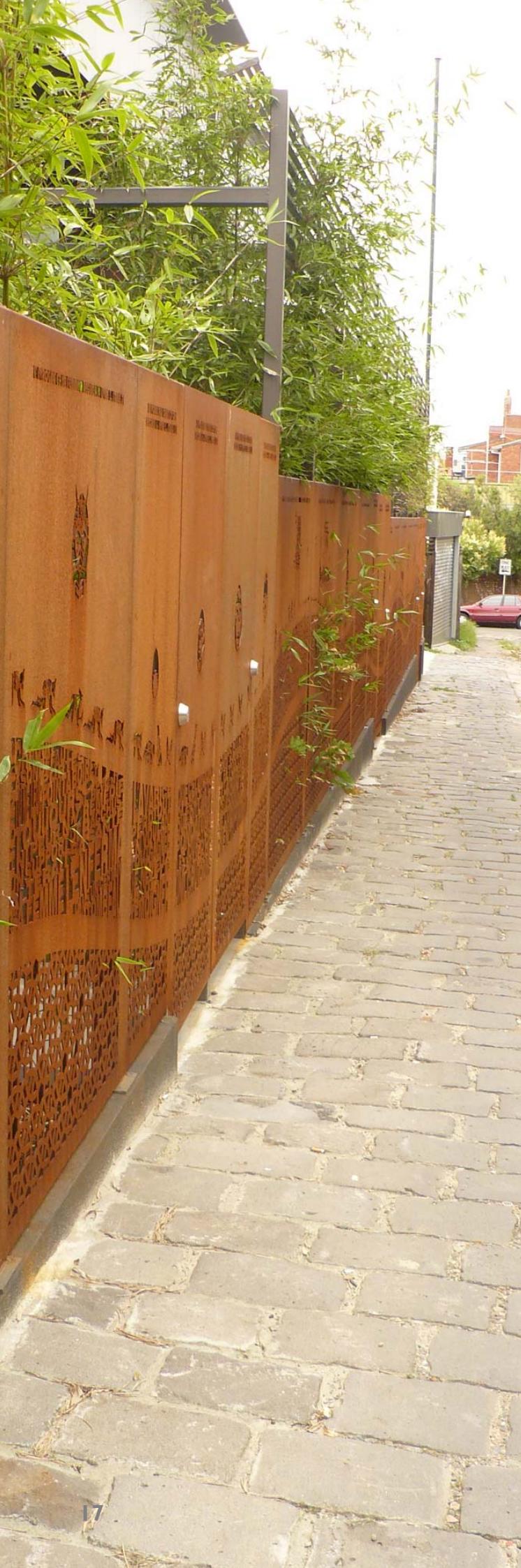


Figure 6: Detail Area Map 5



Figure 7: Detail Area Map 6



The future of City of Port Phillip's laneways

Laneways within the City of Port Phillip are often forgotten spaces. However, their gritty charm and human scale have great potential to become enticing and interesting places for residents, businesses and visitors.

The proposed laneway classifications and designations within the Strategy are by no means fixed or final. As such, the Strategy opens the prospect to re-imagining life within laneways.

The Activating Laneways Strategy seeks to deliver a range of lanes that are of high urban design quality, engaging with the community, and pedestrian friendly. This will be achieved by a number of future actions and initiatives driven by Council along with local businesses and the community.

What are the next steps

As laneways often require critical servicing and access requirements, it is important to recognise that these functions will/may continue to exist. It is noted that future pedestrian activity within laneways may be constrained by the existing use and function of the lane, heritage and urban context or infrastructure requirements.

Prior to any significant upgrade works within laneways, further community/stakeholder consultation and detailed analysis will be undertaken to inform the extent and nature of works.



Deliverables	Actions and Opportunities	Staging
<i>To recognise the role and character of our laneways and little streets in creating a fine grain public realm</i>	Prepare Laneway Information Sheets of selected laneways with opportunities for activation (refer to Appendix 3- sample handouts)	First Phase 
	Prepare a supplementary handout sheet that answers frequently asked questions (FAQ) and provide a general guide to the public on how to get involved and what can be done	First Phase 
	Develop Design Guidelines for private development adjacent to laneways for Council use and developer information. Possible policy development and planning scheme amendment	First Phase
	Influence road design standards and develop case studies for laneway classes for Council use and community information	First Phase
<i>To maintain or enhance existing laneways</i>	Identify heritage significant laneways and laneways elements critical for preservation	First Phase 
	Conduct Laneway and R.O.Ws audit in conjunction with Property Service Department (Discontinuance of Laneways & R.O.Ws Policy)	On-going 
	Co-ordinate with Open Spaces & Sustainable Environments Unit and supplement the Alternative Greening Port Phillip Strategy	On-going 
<i>To create opportunities for activation and new development in designated laneways</i>	Continue existing asset management program and maintenance of laneways	On-going
	Develop a Communications Strategy that includes community consultation and information to key stakeholders, advocating Council's vision	First Phase
	Prepare a conceptual designs for key laneways and suitable for capital works and investment	First Phase
	Prepare Implementation Plan outlining a co-ordinated regulatory process for Council	Second Phase
<i>To improve the walkability and permeability of the public realm</i>	Investigate initiatives to attract/promote businesses within laneways. Advocate private development to open onto and engage with adjoining lane (where appropriate)	Second Phase
	Support/organise social or artistic events within designated laneways. Potential to develop event calendar and program	Second Phase
	Work across the organisation to improve alignment between service delivery and the implementation of the Activating Laneways Strategy	On-going
	Implement laneway improvements to designated <i>Connecting, Active and Destination Laneways</i> . Conduct regular reviews/updates of the Strategy (every 5 years).	On-going
	Co-ordinate works in line with existing strategic studies and asset management programs	On-going 

APPENDIX I:
**SUMMARY OF RELEVANT
STRATEGIES AND PLANS**

Council Plan 2009-2013

The proposed strategy is consistent with the Council Plan 2009-2013 by adding to the vibrancy and success of the city as a liveable and creative precinct, creating distinct and connected neighbourhoods and encouraging people to walk and cycle.

Strategic Direction 4: Enhancing Liveability

Strategy:		Action:
4.1.1	Maintain and build upon the unique character of the city's neighbourhoods	Prepare an Activating Laneways Strategy
4.1.2	Maintain and enhance streetscapes for improved amenity, character and sustainability	Maximise opportunity to integrate sustainable outcomes into streetscape redevelopments
4.1.7	Preserve our heritage, valuing the past and planning for the future	Continue with the heritage recognition program

Four pillars of Sustainability

1. Environmental Responsibility – The Strategy seeks to promote environmentally sensitive outcomes within both public and private laneways. While laneways traditionally serve to provide a drainage function and in many cases still do, there are opportunities to capture/reuse water runoff and enhance laneway environments through water sensitive urban design. The Strategy is also aligned with Council's Alternative Greening Strategy which seeks to identify other greening techniques that could be achieved in small streets and laneways where space is limited for conventional tree planting.

2. Economic Viability – Laneways provide a unique and interesting location for creative commercial opportunities. As seen in Melbourne's laneways, there is an emerging trend of businesses embracing intimate spaces such as laneway and arcades. The Strategy is designed to promote activation of laneways (where appropriate) through activity and built form.

3. Cultural Vitality – There are a large number of heritage significant laneways within the City of Port Phillip. Laneways provide an insight to the history and development of the city and contribute to the sense of place. They are rich in overlapping layers of social, cultural, and aesthetic values.

4. Social Equity – Laneways allow opportunities for increased 'physical' connections with surrounding streets, open spaces and destination places. As people tend to travel the shortest route possible, laneways can provide convenient short cuts to where people would like to go. Where appropriate, laneways should be made accessible to all users and be a safe and enticing environment.

Lurking in lanes, CoPP (1998)

Lurking in Lanes was a heritage exhibition undertaken by the City of Port Phillip with contributions from members of the community. It provides a detailed insight to the history of lanes based factual information retrieved from City archives and stories from the community.

While not the entire City laneways was surveyed through this research, the exhibition focused on sharing light on the history and use of laneways, the physical and social affinity with laneways and current issues that impact upon laneways today.

Heritage kerbs, channels & laneways, CoPP (2005)

Heritage kerbs, channels and laneways are Guidelines that inform the conservation and enhancement of laneways located within Heritage Overlay precincts of the City of Port Phillip.

The Guidelines identified the following types of kerb and channelling and laneways that are of cultural significance to the City of Port Phillip:

Kerb and channelling

- Bluestone kerb and channelling constructed up to the 1930s
- Concrete kerb and channel in the Fisherman's Bend Precincts only
- Bluestone pitched crossovers
- Kerb and channel furniture such as pit grates installed up to the 1930s

Laneways

- Fully pitched bluestone laneways with channel/s
- Laneways containing bluestone channels
- Laneway furniture such as manhole covers installed up to the 1930s

Heritage Service Practice Note 04. Laneways in Heritage Overlay Areas (2006)

Supplementary to Clause 22.04 Port Phillip Heritage Policy, Heritage Service Practice notes have been prepared to guide development abutting laneways within Heritage Overlay areas.

It is noted that the Activating Laneways Strategy does not seek to replace such guidelines but build upon the established objectives in dealing with laneways and narrow streets. These include:

- To conserve, enhance and recover the traditional character of laneways and narrow streets.
- To accept development that responds to the historic character of the laneway and to minimise elements that impact adversely on that character.
- To respond to the pressure for the introduction of dwellings into laneway frontages.
- To accept the place of motor vehicles in the contemporary context and to provide for them accordingly, bearing in mind that some lanes have very limited capacity.

Strategies and guidelines are provided to direct built form and presentation, wall treatments, roofing, fenestration and doors and fencing.

Laneway Strategy, CoPP (2003 – current)

The existing Laneways Strategy sought to develop a system of classifying laneways, not just on the basis of deterioration or physical condition, but also on the basis of their relative value to the community.

Sustainable Asset Management Program (current)

Capital Works & Renewal

The Laneways Strategy (2003) implemented an annual budget of \$600,000 to be dedicated to laneway renewal as part of the 5 year capital works plan in order to maintain these assets.

Maintenance & Cleaning Services

The laneways of Port Phillip are cleaned four times a year. Laneways are cleaned by a combination of a small mechanical sweeper and workers with rakes and brooms.

Adjoining residents to laneways are required to cut back trees and shrubs overhanging the lane from their property.

Local law enforcement assists in the upkeep of Council laneways and responds to reports of illegal dumping, parking and activities within lanes.

Further information on Councils maintenance program can be obtained by contacting ASSIST on (03) 9209 6777.

Strategic Planning Studies

For many of the City's Activity Centres, strategic plans such as Structure Plans and Urban Design Frameworks have been prepared (or currently being developed) to guide future urban growth and town centre development. There is significant emphasis placed on increased pedestrian permeability within and around activity centres. Laneways provide opportunities for through block connections and short cuts to provide greater accessibility for both the local community and visitors.

Relevant Council policies and strategies

- **Walk Plan and Bike Plan**
- **Alternative Greening Strategy**
- **Discontinuance of Laneways Policy**
- **Sustainable Public Lighting Strategy**
- **Arts and Culture Policy (draft)**
- **Public Art Strategy (under development)**

APPENDIX 2:

***PRELIMINARY LIST OF
LANEWAYS/CLASSES***

Destination Laneways

Name/ R.O.W reference	Suburb	Indicative year for review	Click on link (internet access required) Google maps link
Yarra Place, R3219 & R3221 (b/w Clarendon St & Yarra Place)	South Melbourne	2011-2013	YarraPlace
George Lane, R3665 & R3667 (b/w Fitzroy St & Little Grey St)	St Kilda	2011-2013	GeorgeLane
R3405 & 3406 - 'Monarch Laneway' (b/w Acland St & Chaucer St)	St Kilda	2011-2013	MonarchLane

Picture: Hardware Lane, Melbourne

(Hardware Lane by avlxyz.
<http://www.flickr.com/photos/avlxyz/4367888524/>
under Creative Commons)

Active Laneways

Name/ R.O.W reference	Suburb	Indicative year for review	Click on link (internet access required) Google maps link
Post Office Place (b/w Bay St & Dow St)	Port Melbourne	2011-2013	PostOfficePlace
Charles St (b/w Clarendon St & John St)	South Melbourne	2011-2013	CharlesStreet
Bank Place (b/w Clarendon St & Moray St)	South Melbourne	2011-2013	BankPlace
Hotham St (b/w Coventry St & Dorcas St- near Cecil St)	South Melbourne	2013-onwards	HothamStreet
Francis St (b/w Coventry St & Dorcas St- near Cecil St)	South Melbourne	2013-onwards	FrancisStreet
Union St (b/w Coventry St & Dorcas St- near Clarendon St)	South Melbourne	2013-onwards	UnionStreet
R1995 (b/w Armstrong St & Ninmo St)	Albert Park	2011-2013	R1995
Mirka Lane (b/w Inkerman St & Blanch St)	St Kilda	2011-2013	MirkaLane
R3741 (part - BIZ land) (b/w Chapel St & Camden St)	Balaclava	2011-2013	R3741
R3977 & R3745 (b/w Carlisle St & Alfred St)	Balaclava	2011-2013	R3977
R1535, R1519 & R1523 (b/w Carlisle St & Marlborough St)	Balaclava	2011-2013	R1523
R1565, R1553, R1571 (part - BIZ land) (b/w Beach Avenue & Pine Avenue)	Elwood	2011-2013	R1565 R1553 R1571

Picture: Union Street, South Melbourne

Connecting Laneways

Name/ R.O.W reference	Suburb	Indicative year for review	Click on link (internet access required) Google maps link
Retreat Place (R2207 & R2209) (b/w Bay St & Nott St)	Port Melbourne	2011-2013	RetreatPlace
Donaldson St & R2127 (b/w Beach St & Rouse St)	Port Melbourne	2013-onwards	DonaldsonSt
R2155 (b/w Nott St & Bay St)	Port Melbourne	2013-onwards	R2155
Little Bay St (b/w Bay St & Dow St)	Port Melbourne	2013-onwards	LittleBayStreet
Bath Place (R2199 & R2201) (b/w Stokes St & Nott St)	Port Melbourne	2013-onwards	BathPlace
Barlow St (potential link to Bath Place) (b/w Nott St & Retreat Place)	Port Melbourne	2013-onwards	BarlowStreet
Adams Lane (R2165 & R2169 possible link to Bay St) (b/w Bay St & Dow St)	Port Melbourne	2013-onwards	AdamsLane
Turville Place (b/w Station St & Stokes St)	Port Melbourne	2013-onwards	TurvillePI
R2303 - R2245 & R2306 (b/w Station St & Princes/Liardet Sts)	Port Melbourne	2013-onwards	R2303
Ross Place, Roseneath Place (internal car park) (b/w Market St & York St - near Clarendon St)	South Melbourne	2013-onwards	RossPlace
Browns Lane (R3209) (b/w Market St & York St - near Cecil St)	South Melbourne	2013-onwards	BrownsLane
York Place (b/w York St & Coventry St - near Cecil St)	South Melbourne	2013-onwards	YorkPlace
Emerald Hill Place (b/w Dorcas St & Park St - near Clarendon St)	South Melbourne	2011-2013	EmeraldHillPI
Gardner Place (R2843) (b/w Cecil St & Perkins St - near Park St)	South Melbourne	2013-onwards	GardnerPlace
Tichbourne Place (b/w York St & Coventry St - near Kings Way)	South Melbourne	2013-onwards	TichbornePlace

Picture: Pakington Lane, St Kilda

Connecting Laneways (cont.)

Name/ R.O.W reference	Suburb	Indicative year for review	Click on link (internet access required) Google maps link
Dundas Lane (b/w Dundas Place & Victoria Avenue)	Albert Park	2013-onwards	DundasLane
Victoria Lane (b/w Dundas Lane & Victoria Avenue)	Albert Park	2013-onwards	VictoriaLane
Foote Lane (b/w Richardson St & Barrett St)	Albert park	2013-onwards	FooteLane
Canterbury Place (b/w Ninmo St & McGregor St)	Middle Park	2013-onwards	CanterburyPl
Little Grey St (R3663) (b/w Dalgety St & Fitzroy St)	St Kilda	2013-onwards	LittleGreySt
Park Lane (b/w Park St & Lock St - near Fitzroy St)	St Kilda	2013-onwards	ParkLane
R3615 (b/w Fitzroy St & Jackson St)	St Kilda	2013-onwards	R3615
R3579 (b/w Jackson St & Eildon Road)	St Kilda	2013-onwards	R3579
Alfred Place, R3487, R3485, R3543 (link to J. Talbot reserve) (b/w Robe St & Havelock St)	St Kilda	2013-onwards	AlfredPl R3487 R3485 R3543
Depot Lane (b/w Barkly St & Greeves St)	St Kilda	Completed	DepotLane
Pakington Lane (R3525, R3523 & R3453) (b/w Inkerman St & Lynott St)	St Kilda	Completed	PakingtonLane
Railway Place (walkways along rail line) (b/w Carlisle St & Nightingale St - possible extension to Ripponlea Station)	Balaclava	2013-onwards	RailwayPlace
R1435 (b/w Albion St & Maryville St)	Ripponlea	2013-onwards	R1435
R1579 (b/w Spray St & Ormond Road)	Elwood	2013-onwards	R1579

Picture: Pakington Lane, St Kilda

APPENDIX 3:

**DESTINATION LANEWAYS
INFORMATION SHEETS (SAMPLE)**

Preliminary Information Sheets have been prepared for a number of possible destination laneways within the municipality.



Yarra Place, R3219 & R3221, South Melbourne

1. Laneway Context

	Type	Comments
1.1 Amenities	Activity Centre Public Transport Open Space	Within 400m Within 400m N/A
1.2 Width/ Capacity	Wide	over 8m / 1 way with parallel parking and footpaths to both sides (R3219 - 2.7m wide) (R3221 - 3.1m wide)
1.3 Through connection	Yes	Direct links to Clarendon Street
1.4 Landuse/ Zone	Business Zone	Business 1 Zone (B1Z)/ Business 3 Zone
1.5 Heritage Precinct Overlay	Yes	Heritage Overlay 3 (HO3) - land between Clarendon St/ Yarra Pl
1.6 Interface sensitivity	No	Limited sensitive interfaces
1.7 Laneway activation/ articulation	Medium	Yarra Place includes a number of activated edges and laneways are predominantly used for services
1.8 Activation opportunities	High	
1.9 Places of interest/ attraction	Yes	Direct access to/from Clarendon Street with a concentration of restaurants, cafes and bars

2. Laneway Attributes

	Type	
2.1 Laneway surface/ materials	Mixed	Yarra Place - Ashpalt, R3219 & R3221 - bluestone pitchers
2.2 General orientation	Other	Yarra Place & R3221: North - South R3219: East - West
2.3 Dedicated footpath available	Yes	To both sides of Yarra Place
2.4 Topography grade	Gentle Slope	Falling from north to south
2.5 Public lighting	Yes	Overhead lights on poles
2.6 Pedestrian access	High	Achieved from Clarendon Street and Coventry / York Streets
2.7 Vehicular access requirements	High	Yarra Street is a through access road
2.8 Existing services	Yes	Rubbish bins are informally stored within laneways

3. Propensity for Change

High

These laneway/s has a high propensity for change. Surrounding commercial uses and high connectivity with Clarendon Street make it ideal to accommodate increased activity. The grid network of laneways offer a variety of interesting spaces that could further enhance existing/ new commercial tenancies.

4. Laneway Classification

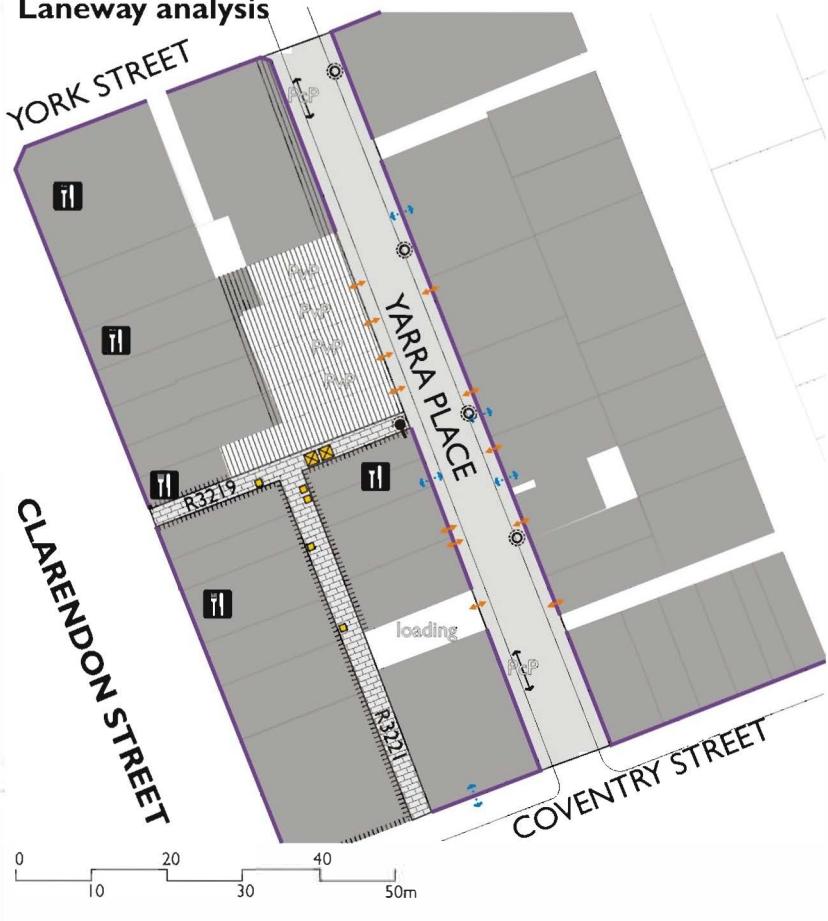
Destination Laneways



Existing Conditions

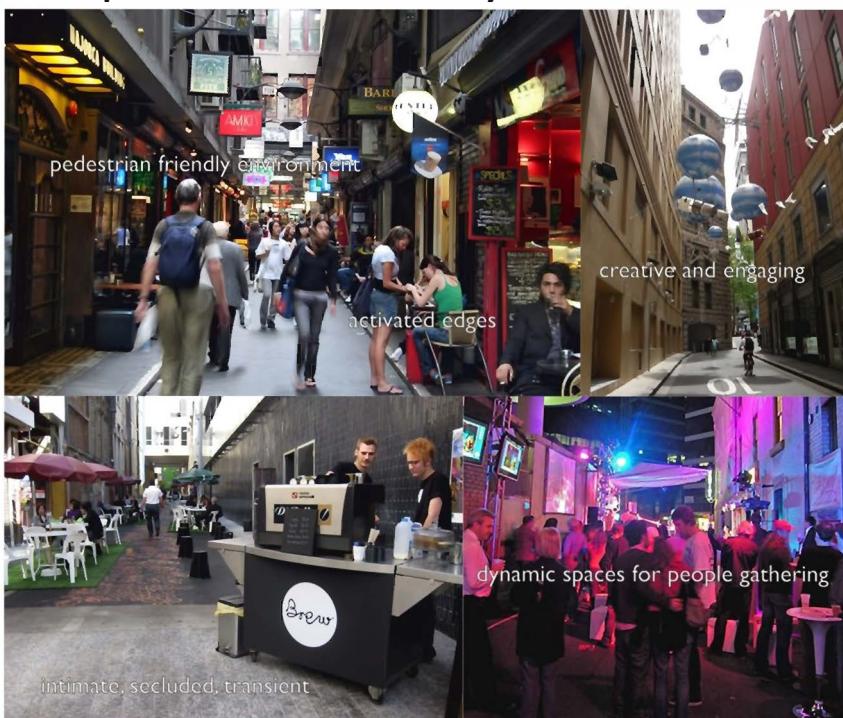


Laneway analysis



- PvP private parking
- PcP public parking
- lighting - overhead on pole
- lighting - attached to building
- ↔ pedestrian entry/ access
- vehicle entry/ access
- fencing
- commercial interface
- |||| opportunity for activation areas
- bluestone pitcher laneways
- existing restaurant/ café/ bar venues
- rubbish bins - 'dumpster'
- rubbish bins - 'wheelie'

Examples of destination laneways





George Lane, R3665 & R3667, St Kilda

1. Laneway Context

	Type	Comments
1.1 Amenities	Activity Centre Public Transport Open Space	Within 400m Within 400m Within 400m
1.2 Width/ Capacity	Narrow	3.4m - 3.7m wide / restricted vehicle access
1.3 Through connection	Yes	
1.4 Landuse/ Zone	Other	George Lane and R3665 - Business I Zone (BIZ) R3667 - Business I Zone (BIZ) / Residential I Zone (RIZ)
1.5 Heritage Precinct Overlay	Yes	Heritage Overlay 5 (HO5)
1.6 Interface sensitivity	Limited	
1.7 Laneway activation/ articulation	Low	
1.8 Activation opportunities	High	
1.9 Places of interest/ attraction	Yes	Concentration of night time venues including bars and nightclubs

2. Laneway Attributes

	Type	
2.1 Laneway surface/ materials	Mixed	George Lane - fragmented areas of concrete R3665 - unmade accessway R3667 - Ashpalt footpath with central bluestone channel
2.2 General orientation	Other	Series of laneways forms a 'U' shape configuration
2.3 Dedicated footpath available	No	Footpath available within R3667
2.4 Topography grade		Lanes are generally flat with the exception of R3665 which has a steep slope at northern end
2.5 Public lighting	Limited	Attached to building (within R3667 - ped link to Little Grey Street)
2.6 Pedestrian access	Medium	Poor pedestrian conditions within George Lane and R3665
2.7 Vehicular access requirements	Low	
2.8 Existing services	Yes	Access to rubbish bins required within George Lane

3. Propensity for Change

High

These laneways has a high propensity for change. Existing local commercial activities (including dining and night time venues) make it ideal to accommodate increased activity. The network of laneways offer a variety of interesting spaces that could further enhance existing/ new commercial tenancies.

4. Laneway Classification

Destination Laneways



Existing Conditions



George Lane - Access lane with haphazard surfaces.

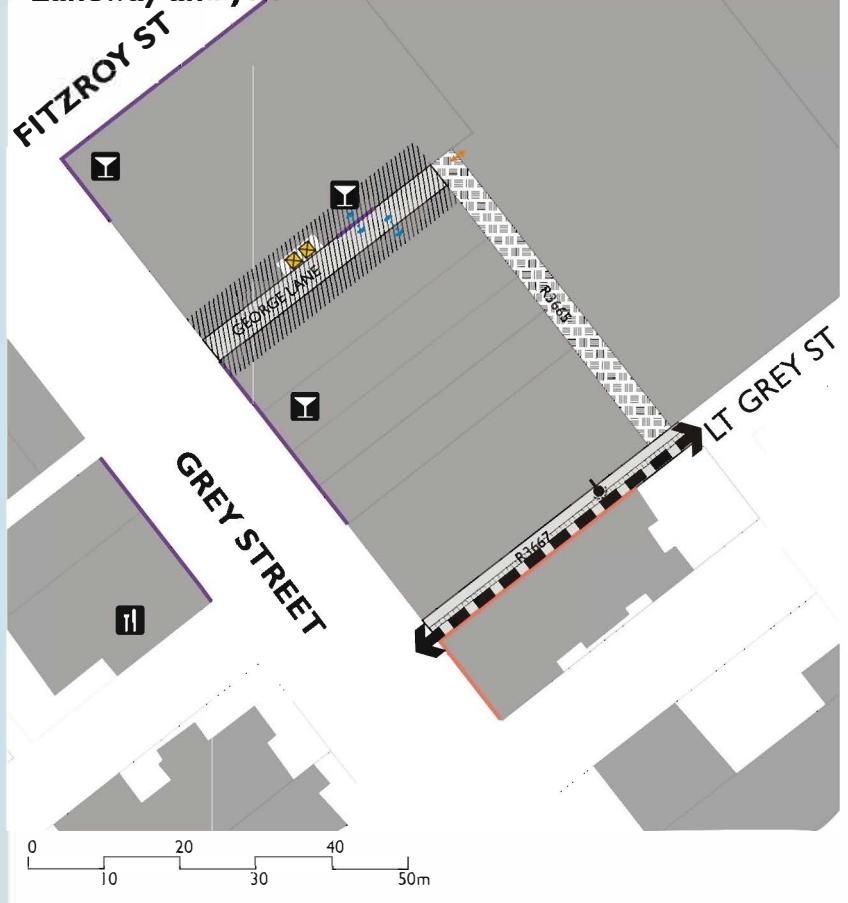


R3665 - Unmade laneway and poor pedestrian environment



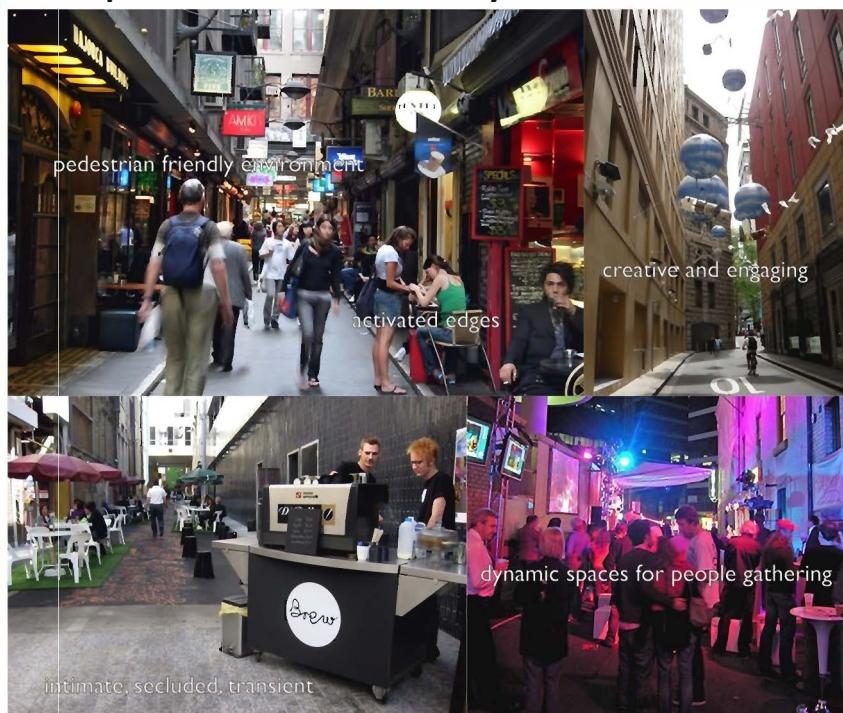
R3667 - Pedestrian link with Little Grey Street.
Enhanced lane with asphalt/ bluestone surfaces and street lighting

Laneway analysis



- PvP private parking
- ↔ pedestrian entry/ access
- vehicle entry/ access
- bluestone wall
- established vegetation/ tree
- commercial interface
- WW opportunity for activation areas
- existing outdoor dining areas
- existing restaurant/ café/ bar venues
- ☒ rubbish bins - 'dumpster'
- ▣ rubbish bins - 'wheelie'

Examples of destination laneways





R3405 & R3406, St Kilda

(Acland Street - 'Monarch laneway')

1. Laneway Context

1.1 Amenities	Type	Comments
	Activity Centre	Within 400m
	Public Transport	Within 400m
	Open Space	Within 400m
1.2 Width/ Capacity	Narrow	R3405 4.0m wide / 1 vehicle accessway R3406 - 3.6m wide / 1 vehicle accessway
1.3 Through connection	Yes	Links to Acland St and Chaucer St (through woolworths carpark)
1.4 Landuse/ Zone	Business Zone	Business I Zone (BIZ)
1.5 Heritage Precinct Overlay	No	
1.6 Interface sensitivity	No	Limited sensitive interfaces
1.7 Laneway activation/ articulation	Low	Laneway currently utilised for pedestrian through links and services
1.8 Activation opportunities	High	
1.9 Places of interest/ attraction	Yes	Direct access to/from Acland Street and pedestrian short cut to Peanut Farm Reserve including sporting ovals

2. Laneway Attributes

2.1 Laneway surface/ materials	Type	Comments
	Concrete	Surface is in excellent condition
2.2 General orientation	Other	R3405: East - West R3406: North - South
2.3 Dedicated footpath available	No	Laneway provides shared vehicle and pedestrian access
2.4 Topography grade	Flat	
2.5 Public lighting	Yes	Attached to buildings
2.6 Pedestrian access	High	Achieved from Acland Street and Chaucer Street
2.7 Vehicular access requirements	High	No through vehicle link. Access to refuse/ services is required during periods of the day
2.8 Existing services	Yes	Rubbish bins are informally stored within laneways

3. Propensity for Change

High

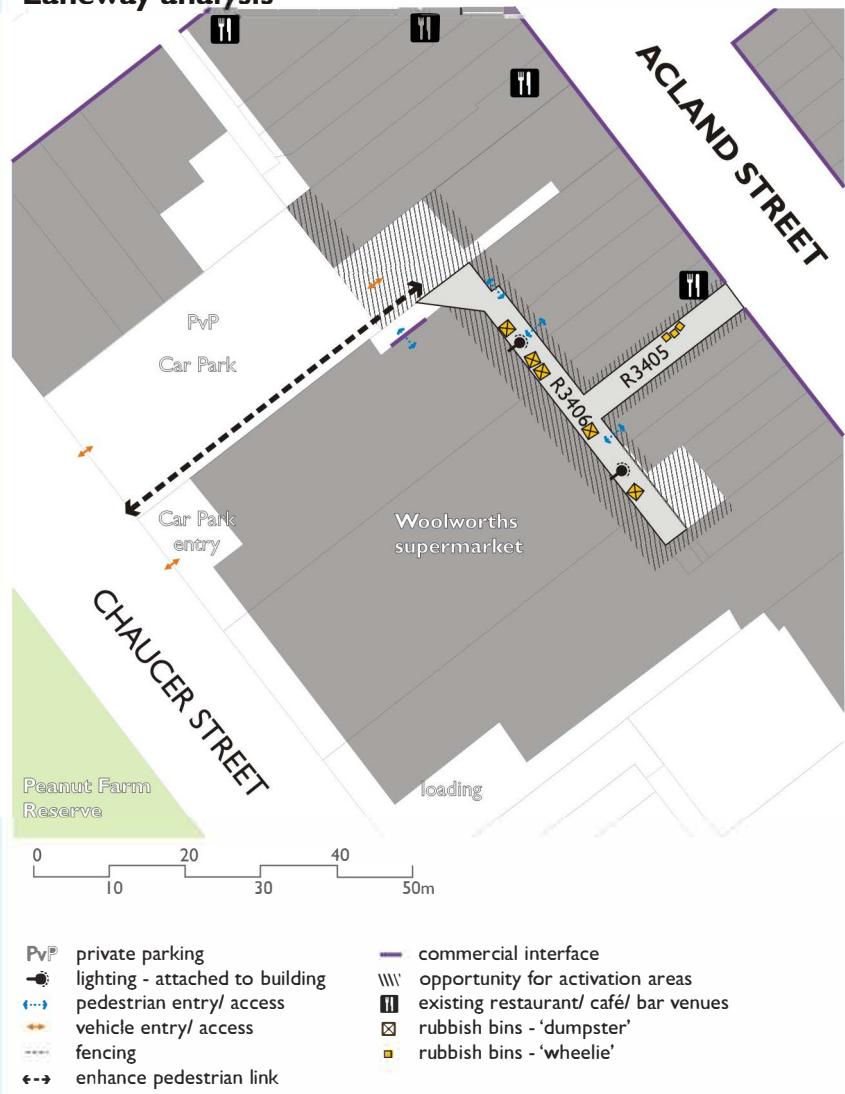
These laneway/s has a high propensity for change. Surrounding commercial uses and high connectivity with Acland Street make it an ideal to accommodate increased activity. The laneway allows mid-block through links to surrounding public open space and is in relatively good condition, requiring minor upgrade works.

4. Laneway Classification

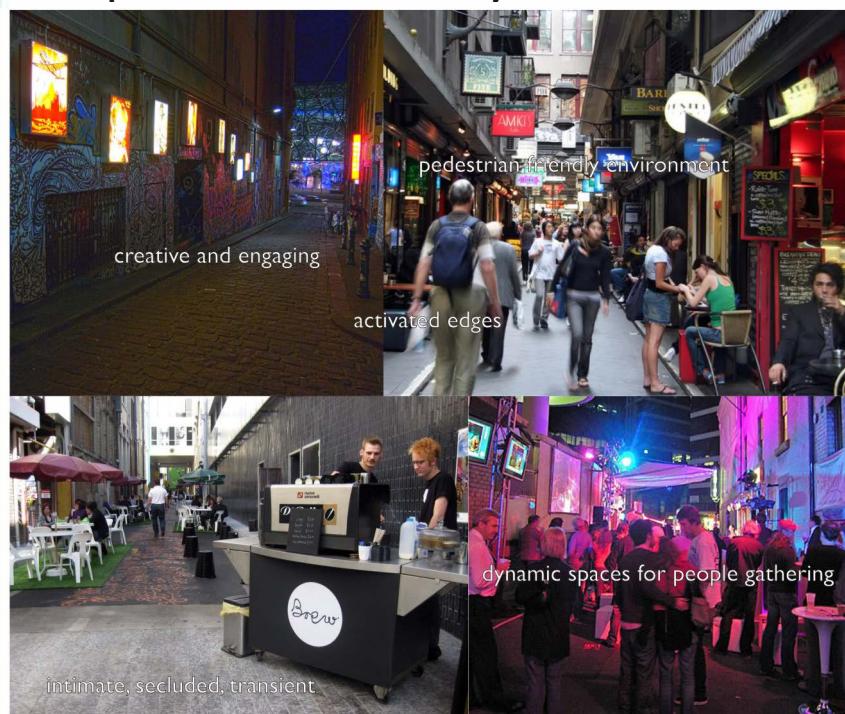
Destination Laneways



Laneway analysis



Examples of destination laneways



APPENDIX 4:

**COMMUNITY CONSULTATION
SUMMARY JUNE 2011**

FREQUENTLY ASKED QUESTIONS

APPENDIX 4

Activating Laneways Strategy

"I think it's appropriate and timely that the CoPP is thinking about making more and better use of its laneways."

Community Feedback Summary June 2011 and Frequently Asked Questions (FAQs)

The draft Activating Laneways Strategy was made available to the public from 8 June – 22 June 2011.

Consultation on the draft Strategy was advertised in the local media and posted on the City of Port Phillip "Have Your Say" website. Copies of the document were also made available at local ASSIST centres and libraries for public viewing.

The "Have Your Say" website attracted 17 comments from the public. In general, the comments were very supportive of the Strategy and the following outlines a few common topics raised by the community.

Roles and responsibilities

What are roles and responsibilities of Council department's regarding laneways?

Simply contact Council's **ASSIST centre on 9209 6777** and be directed to the following Council Departments:

For development applications within commercial areas seeking to activate/ open onto a laneway:

- City Strategy (Places & Projects and Strategic Planning)
- City Development (Statutory Planning)

For organising community events within laneways:

- City Strategy (Places & Projects)
- Community & Health Development

For applying for art works within laneways:

- City Strategy (Places & Projects)
- Arts & Festivals

For general laneway maintenance, repair and cleaning:

- Infrastructure Maintenance Services
- Asset and Infrastructure Services
- Local Laws

For discontinuance and sale of laneways

- Property Services

"An exciting idea and turns the laneway into a valuable asset."

General laneway maintenance

While a few laneways are identified for possible improvements/upgrades, will Council forget other laneways in need of repair/ maintenance?

Council's existing **Sustainable Asset Management (SAM) program** for general laneway renewal, maintenance and cleaning will continue to remain. All lanes within the Municipality will be monitored to ensure that they are in satisfactory condition.

The Activating Laneways Strategy is set out to be a flexible framework to inform some of the possibilities within laneways. While it outlines a preliminary list of laneways ideal for activation and/or potential upgrades and improvements, there is scope for Council to consider other lanes to be included for review as the urban environments surrounding laneways frequently change.

The Strategy is planned to be reviewed every 5 years overall. In between regular updates to the laneway list which overtime seek to build a collection of high quality lanes in close proximity to Activity Centres, open spaces and public transport routes.

Nature of laneway activity

Does the Activating Laneways Strategy seek to commercialise all laneways?

The Activating Laneways Strategy does not support business/commercial activity within all lanes within the Municipality. The Strategy identifies targeted lanes that could support commercial activity subject to appropriate land use zoning, urban context and pedestrian connectivity. A large proportion of laneways are within residential areas will be maintained as per Council standards.

Design Guidelines for will be developed to inform both private development (adjacent to laneways) and public realm works (within the laneway). Such guidelines will outline preferred treatments i.e. surface/pavement type, lighting, signage etc. The guidelines are intended to ensure laneways are functional, attractive, safe and engaging for pedestrians.

Any new (private) development will still require necessary planning, building and licensing approvals from Council.

Laneway naming

What about naming the laneways?

Given the extensive number of lanes/R.O.Ws within the Municipality, Council utilises a numbered system to identify these assets.

It is possible to make an application to re-name a laneway and a naming request can be originated from the wider community or by Council officers.

Council have **Guidelines for the Naming or Re-naming of Roads, Lanes and Reserves (2005)** which provide detailed information/requirements for naming applications.

"I myself am always exploring laneways (while I walk my dog). I think it is great that the Council has these previously ignored areas in mind."

Community gardens within laneways

Is there potential for some residential lanes (that do not require vehicle access/traffic) to be used for community based / green initiatives like community gardens?

Council is currently developing a draft **Community Garden Policy** which stipulates appropriate locations, attributes and types of community gardens across the municipality.

The use of laneways for community gardens may be a possibility and will be considered by council officers on a case-by-case basis. It is important that functional issues (i.e. vehicle access, servicing, community co-operation, maintenance, responsibilities) are adequately addressed.

Graffiti within laneways

Many laneways are filled with endless graffiti. What is Council doing or what can I do to help deter graffiti?

Council is committed to controlling/ deterring graffiti within public spaces. Council initiatives include:

- Prompt removal of graffiti from Council owned buildings and infrastructure through a dedicated Graffiti Removal Contractor.
- Provision of FREE graffiti Kits available at all of Council Town Halls
- Provision of Councils FREE Graffiti Removal Program
- Regular letter drops to residents advising of Council's free programs
- Regular "hotspot" checks to remove graffiti from sites within the municipality where repeat offences take place
- Developing partnerships with key organisations responsible for public assets, such as transport services and utility companies to maintain a consistent approach to graffiti management
- Working with State Government and neighbouring municipalities
- Working with police to assist in detection of graffiti vandals
- Engaging with young people through community art projects

In some instances graffiti "artworks" (commissioned art projects with community/ landowner consent) are generally considered acceptable but there is a lot of community angst against graffiti "tagging".

The issue of graffiti as public art is largely a subjective matter. Council is currently developing an **Arts and Culture Policy** which outlines Council's Vision, Principles and Themes of public art.

Further information of what you can do to assist in reducing/ deterring graffiti can found on Council's website:

http://www.portphillip.vic.gov.au/graffiti_removal.htm



Postal Address:
City of Port Phillip
Private Bag 3, St Kilda, Vic 3182

ASSIST Call Centre: **9209 6777**

Facsimile: **9536 2722**

Website: www.portphillip.vic.gov.au

Email: assist@portphillip.vic.gov.au

TTy (hearing impaired telephone typewriter): **9209 6713**
See the National Relay Service for more information

SMS for the hearing impaired: **0432 005 405**

Please contact ASSIST on 9209 6777 if
you require a large print version of this
brochure