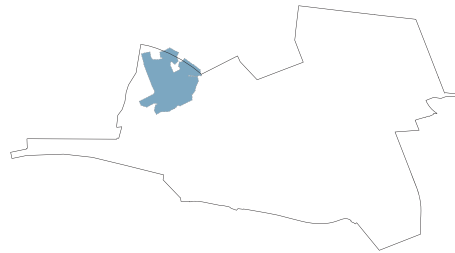


POPULATION DENSITY

07 HARBOUR TOWN

Area



Gross Catchment Area

326,568 SQ.M

Net catchment area

221,491 SQ.M

Public open space %

32%

Population / Density



Total Population

6,219

No. of residents / % of total

1,962 (32%)

No. of workers / % of total

4,257 (68%)

Residential gross density

60 PEOPLE/HA

Residential net density

89 PEOPLE/HA

Employment gross density

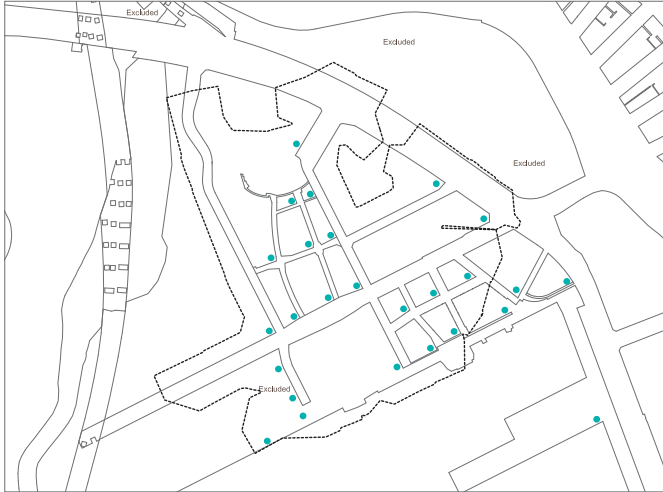
130 PEOPLE/HA

Employment net density

192 PEOPLE/HA

URBAN STRUCTURE

07 HARBOUR TOWN



No. Blocks
24



Ave. Block Length
102.4m

- Below 10m
- 10-50m
- 51-100m
- 101-150m
- 151-200m
- 201-250m
- 251-300m
- >301m



No. Intersections
40

URBAN STRUCTURE









07 HARBOUR TOWN



No. Parcels
52



No. Parcels
%

	Small	46.2
	Medium	1.9
	Large	9.6
	Extra Large	19.2
	Extra Extra Large	7.7
	Super	15.4
	Excluded	
	Partially Excluded	

LOCAL LAND USES

07 HARBOUR TOWN

Essential Land Uses

13 (1%)

Essential / Total Land Uses

13%

No. workers / essential use

327

Total Land Uses

100 (2%)

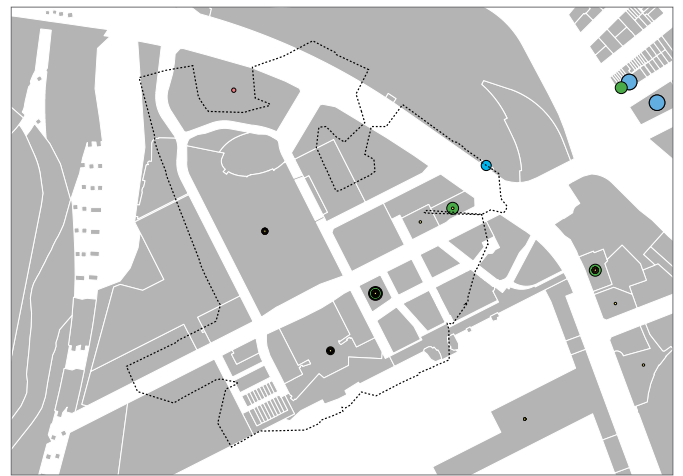
No. residents / essential use

151

Essential land uses



Total land uses



■ Arts, Culture, Religion	0	(0%)
■ Retail Goods	5	(38%)
■ Retail Services	3	(23%)
■ Medical	3	(23%)
■ Health + Fitness	1	(8%)
■ Education	0	(0%)
■ Community	1	(8%)

■ Arts, Culture, Religion	0	(0%)
■ Retail Goods	61	(61%)
■ Retail Services	13	(13%)
■ Hospitality	16	(16%)
■ Medical	3	(3%)
■ Health + Fitness	1	(1%)
■ Education	5	(5%)
■ Community	1	(1%)

LOCAL MOVEMENT

07 HARBOUR TOWN

Car parking



Commercial

- 1 - 100
- 101 - 500
- 501 - 1000
- 1001 - 3000
- 3001 - 6000

Private

- 1 - 100
- 101 - 500
- 501 - 1000
- 1001 - 3000
- 3001 - 6000

Residential

- 1 - 100
- 101 - 500
- 501 - 1000
- 1001 - 3000
- 3001 - 6000

Total car spaces

4,916

Commercial car spaces

1,816 (38%)

Private car spaces

1,208 (25%)

Residential car spaces

1,847 (37%)

Car spaces / resident

0.9

Car spaces / employee

0.7

Transport



 Railway station

 Tram stop

 Bus stop

No. train stops **0**

No. tram stops **2**

No. tram stops **3**

No. bus stops **2**

No. bus routes **1**

EXTERNAL SPACES

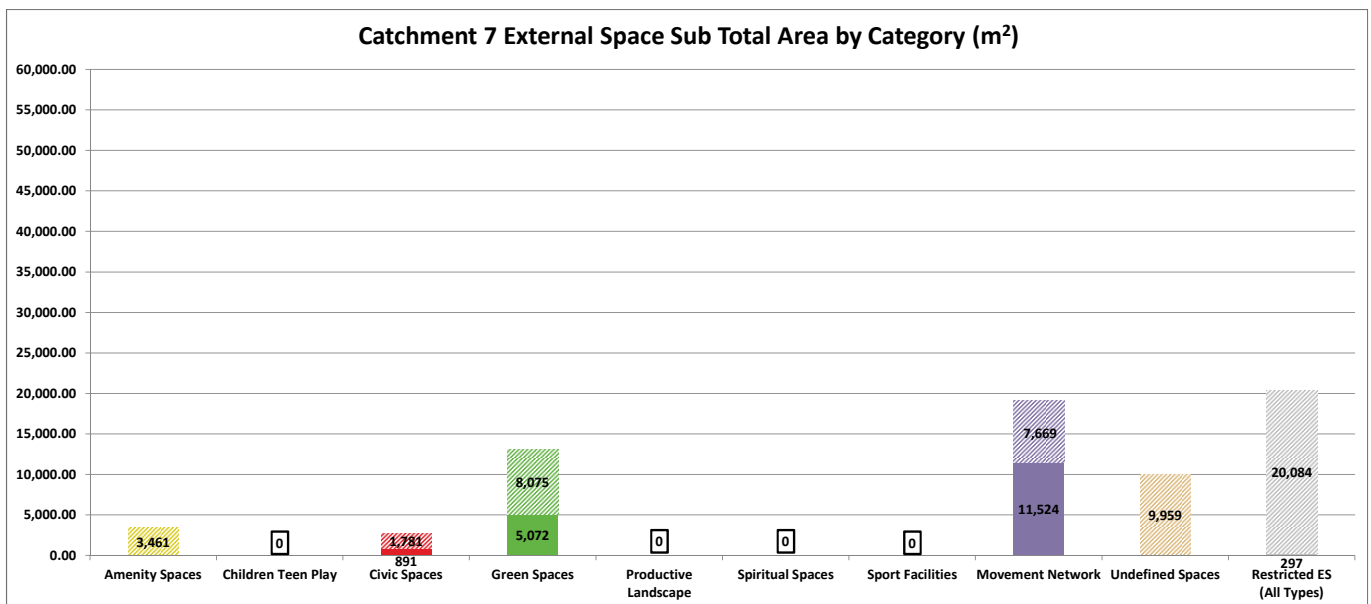
07 HARBOUR TOWN

Spatial Distribution



Public	Private	Category	Area (sq.M)
		Amenity Space	3,461 sq.M
		Children/Teen Play	0 sq.M
		Civic Space	2,671 sq.M
		Green Space	13,146 sq.M
		Productive Landscape	0 sq.M
		Spiritual Space	0 sq.M
		Sport Facilities	0 sq.M
		Movement Network	19,193 sq.M
		Undefined Space	9,959 sq.M
		Not Accessible To Public	20,381 sq.M
		Catchment Centre	
		500m Catchment	

Quantity Distribution



Diversity

No. of Public Accessible External Space Types Available Among Total of 9 Classifications

5

Quantity Provision

Total Public Accessible External Space Per Capita

7.8 sq.M Ranking **2**

Potential Provision Through Future Development

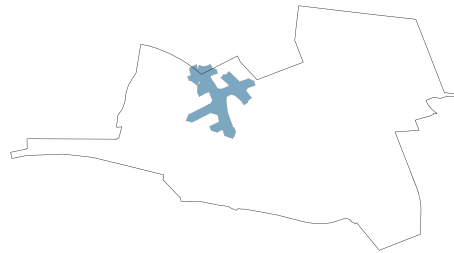
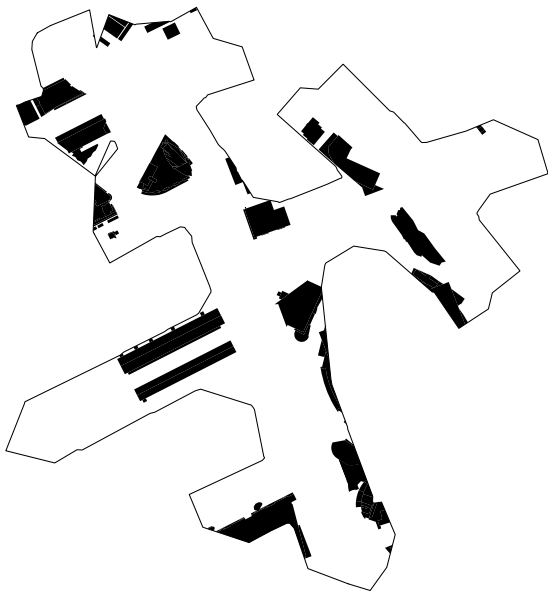
20% total area of the future development site in next 5 years

19,446 sq.M Ranking **1**

POPULATION DENSITY

08 HARBOUR ESPLANADE

Area



Gross Catchment Area

280,759 SQ.M

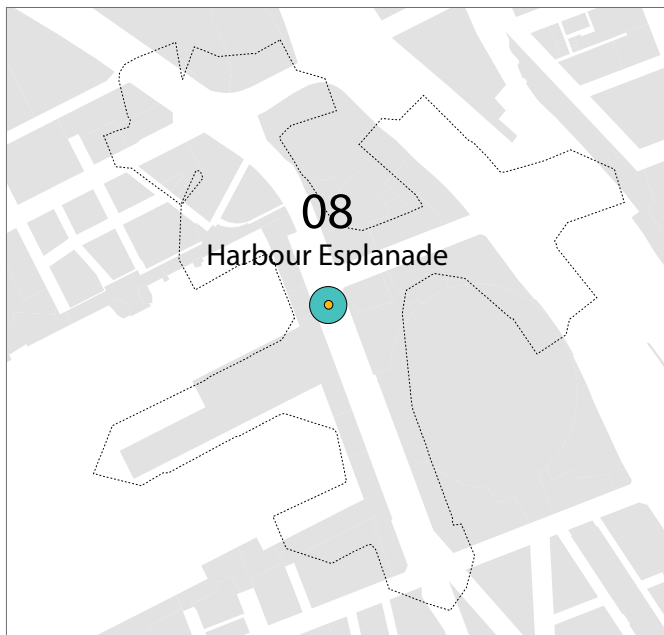
Net catchment area

137,669 SQ.M

Public open space %

51%

Population / Density



Total Population

14,000

No. of residents / % of total

2,614 (19%)

No. of workers / % of total

11,386 (81%)

Residential gross density

93 PEOPLE/HA

Residential net density

190 PEOPLE/HA

Employment gross density

406 PEOPLE/HA

Employment net density

827 PEOPLE/HA

URBAN STRUCTURE

08 HARBOUR ESPLANADE

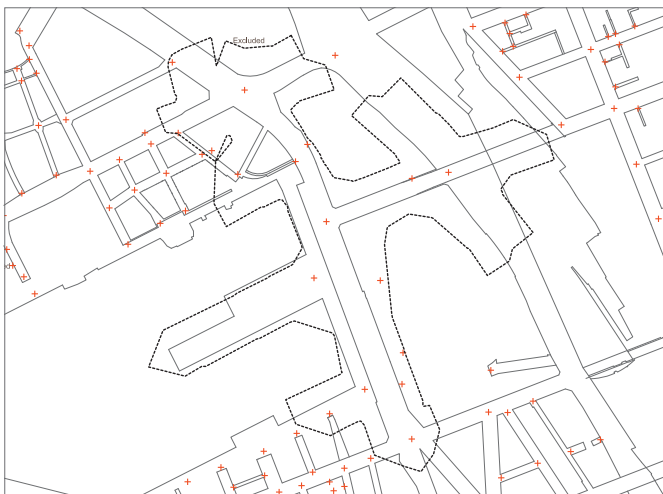


No. Blocks
12



Ave. Block Length
133.8M

- Below 10m
- 10-50m
- 51-100m
- 101-150m
- 151-200m
- 201-250m
- 251-300m
- >301m



No. Intersections
18

URBAN STRUCTURE

08 HARBOUR ESPLANADE











No. Parcels

30



No. Parcels

%

 Small	13.3
 Medium	0.0
 Large	6.7
 Extra Large	43.3
 Extra Extra Large	20.0
 Super	16.7
 Excluded	
 Partially Excluded	

LOCAL LAND USES

08 HARBOUR ESPLANADE

Essential Land Uses

25 (1%)

Essential / Total Land Uses

29%

No. workers / essential use

455

Total Land Uses

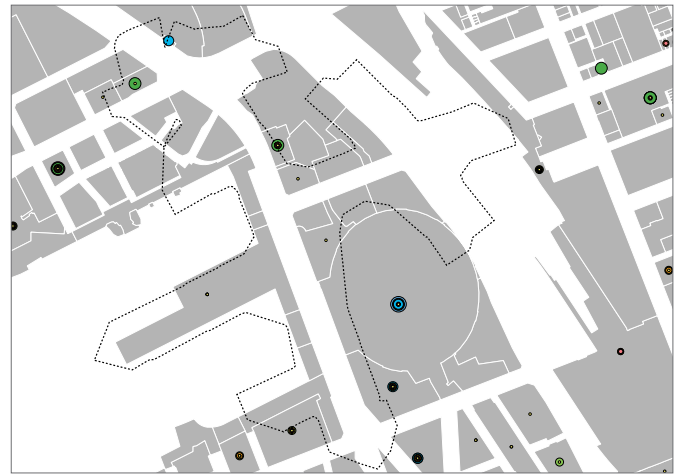
85 (1%)

No. residents / essential use

105

Essential land uses

Total land uses



■ Arts, Culture, Religion	1	(4%)
■ Retail Goods	4	(16%)
■ Retail Services	8	(32%)
■ Medical	3	(12%)
■ Health + Fitness	8	(32%)
■ Education	1	(4%)
■ Community	0	(0%)

■ Arts, Culture, Religion	1	(1%)
■ Retail Goods	7	(8%)
■ Retail Services	16	(19%)
■ Hospitality	47	(55%)
■ Medical	3	(4%)
■ Health + Fitness	8	(9%)
■ Education	3	(4%)
■ Community	0	(0%)

LOCAL MOVEMENT

08 HARBOUR ESPLANADE

Car parking



Commercial

- 1 - 100
- 101 - 500
- 501 - 1000
- 1001 - 3000
- 3001 - 6000

Private

- 1 - 100
- 101 - 500
- 501 - 1000
- 1001 - 3000
- 3001 - 6000

Residential

- 1 - 100
- 101 - 500
- 501 - 1000
- 1001 - 3000
- 3001 - 6000

Total car spaces

6,024

Commercial car spaces

3,004 (50%)

Private car spaces

1,448 (24%)

Residential car spaces

1,572 (26%)

Car spaces / resident

0.6

Car spaces / employee

0.4

Transport



Railway station

Tram stop

Bus stop

No. train stops **0**

No. tram stops **3**

No. tram stops **5**

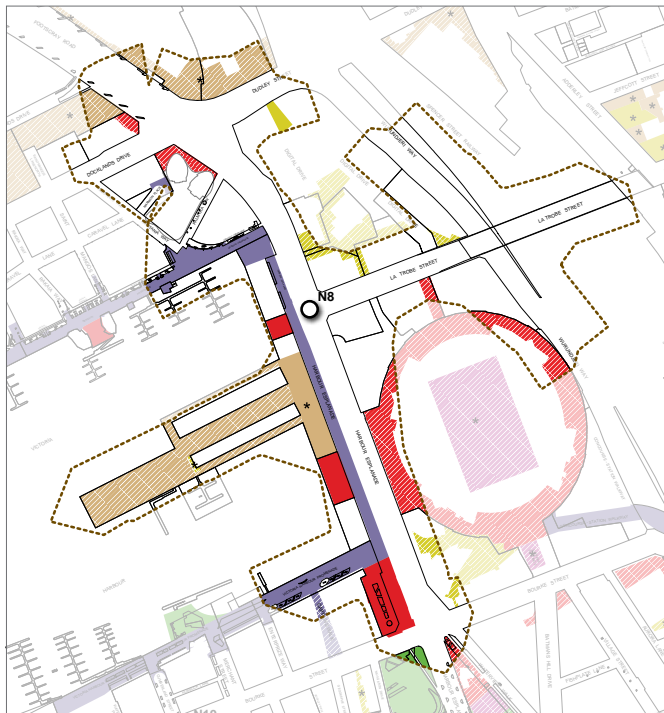
No. bus stops **1**

No. bus routes **1**

EXTERNAL SPACES

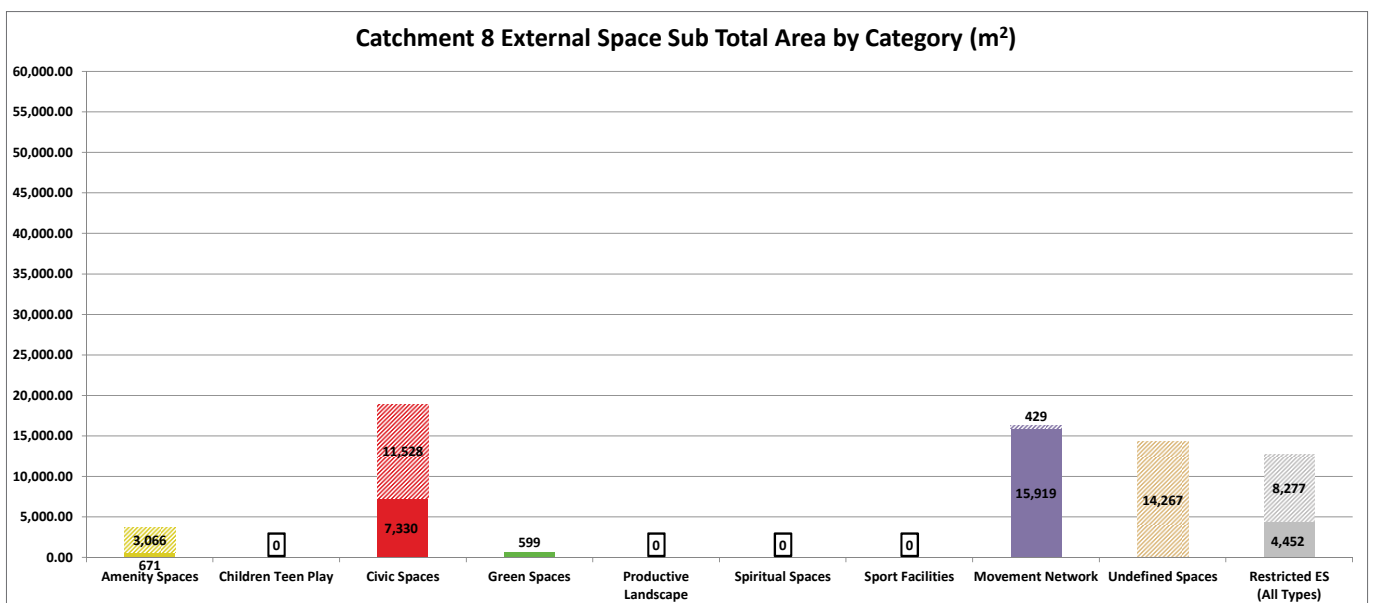
08 HARBOUR ESPLANADE

Spatial Distribution



Public	Private	Category	Area (sq.M)
Public	Private	Amenity Space	3,737
Public	Private	Children/Teen Play	0
Public	Private	Civic Space	18,858
Public	Private	Green Space	559
Public	Private	Productive Landscape	0
Public	Private	Spiritual Space	0
Public	Private	Sport Facilities	0
Public	Private	Movement Network	16,348
Public	Private	Undefined Space	14,267
Public	Private	Not Accessible To Public	12,729
Public	Private	Catchment Centre	-
Public	Private	500m Catchment	-

Quantity Distribution



Diversity

No. of Public Accessible External Space Types Available Among Total of 9 Classifications

5

Quantity Provision

Total Public Accessible External Space Per Capita

3.8 sq.M Ranking **3**

Potential Provision Through Future Development

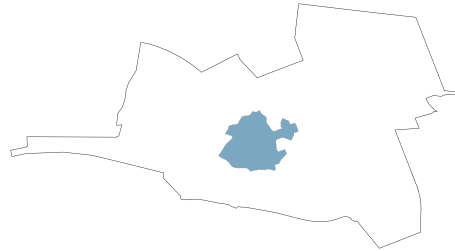
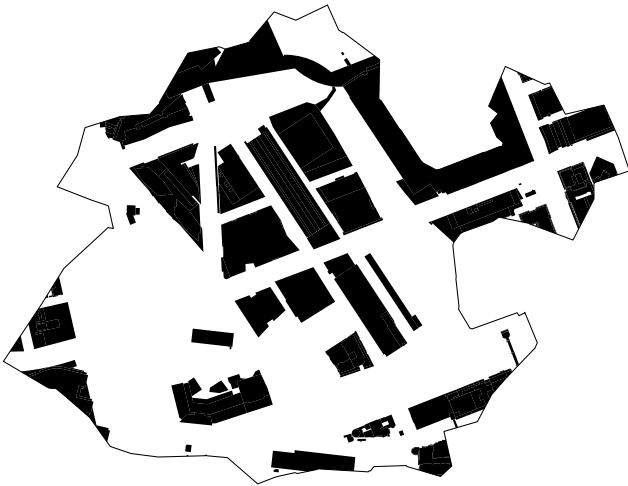
20% total area of the future development site in next 5 years

7,715 sq.M Ranking **5**

POPULATION DENSITY

09 BATMAN HILL

Area



Gross Catchment Area

377,051 SQ.M

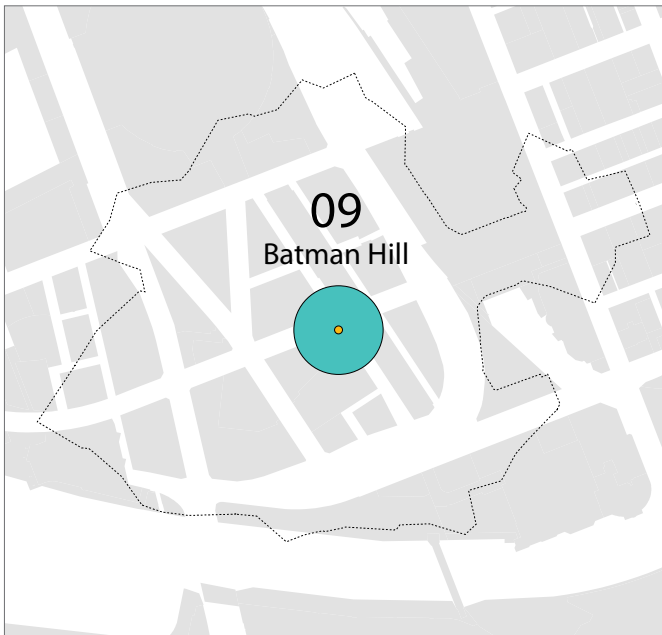
Net catchment area

215,905 SQ.M

Public open space %

43%

Population / Density



Total Population

30,155

No. of residents / % of total

2,596 (9%)

No. of workers / % of total

27,559 (91%)

Residential gross density

69 PEOPLE/HA

Residential net density

120 PEOPLE/HA

Employment gross density

731 PEOPLE/HA

Employment net density

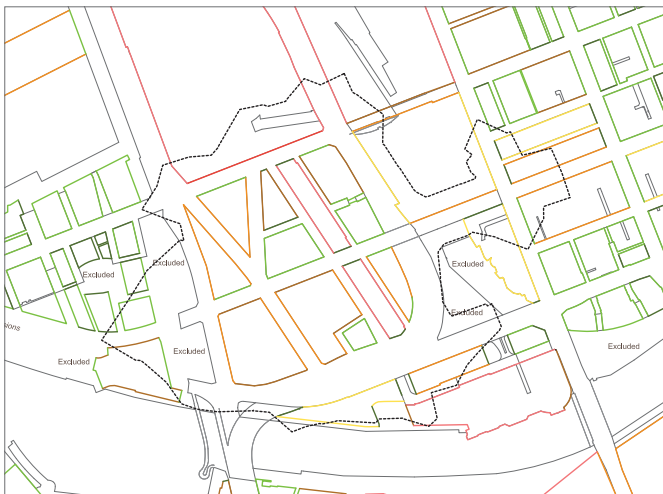
1,276 PEOPLE/HA

URBAN STRUCTURE

09 BATMAN HILL



No. Blocks
25



Ave. Block Length
124.8M

- Below 10m
- 10-50m
- 51-100m
- 101-150m
- 151-200m
- 201-250m
- 251-300m
- >301m



No. Intersections
30

URBAN STRUCTURE









09 BATMAN HILL



No. Parcels
49



No. Parcels
%

 Small	4.1
 Medium	10.2
 Large	18.4
 Extra Large	30.6
 Extra Extra Large	20.4
 Super	16.3
 Excluded	
 Partially Excluded	

LOCAL LAND USES

09 BATMAN HILL

Essential Land Uses

75 (4%)

Essential / Total Land Uses

32%

No. workers / essential use

367

Total Land Uses

238 (4%)

No. residents / essential use

35

Essential land uses

Total land uses



■ Arts, Culture, Religion	1	(1%)
■ Retail Goods	16	(21%)
■ Retail Services	33	(44%)
■ Medical	5	(7%)
■ Health + Fitness	17	(23%)
■ Education	0	(0%)
■ Community	3	(4%)

■ Arts, Culture, Religion	1	(0%)
■ Retail Goods	23	(10%)
■ Retail Services	43	(18%)
■ Hospitality	143	(61%)
■ Medical	5	(2%)
■ Health + Fitness	17	(7%)
■ Education	1	(0%)
■ Community	5	(2%)

LOCAL MOVEMENT

09 BATMAN HILL

Car parking



Commercial

- 1 - 100
- 101 - 500
- 501 - 1000
- 1001 - 3000
- 3001 - 6000

Private

- 1 - 100
- 101 - 500
- 501 - 1000
- 1001 - 3000
- 3001 - 6000

Residential

- 1 - 100
- 101 - 500
- 501 - 1000
- 1001 - 3000
- 3001 - 6000

Total car spaces

8,578

Commercial car spaces

49,987 (57%)

Private car spaces

2,356 (28%)

Residential car spaces

1,325 (15%)

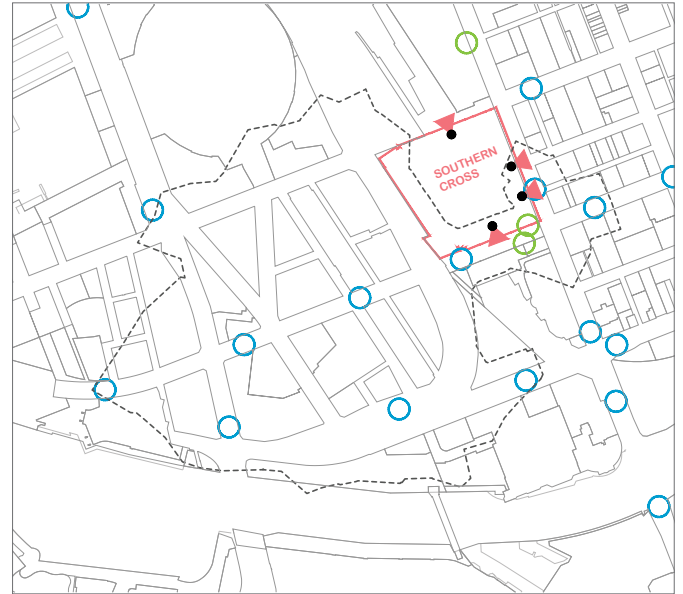
Car spaces / resident

0.5

Car spaces / employee


0.3

Transport



 Railway station

 Tram stop

 Bus stop

No. train stops **1**

No. tram stops **10**

No. tram stops **8**

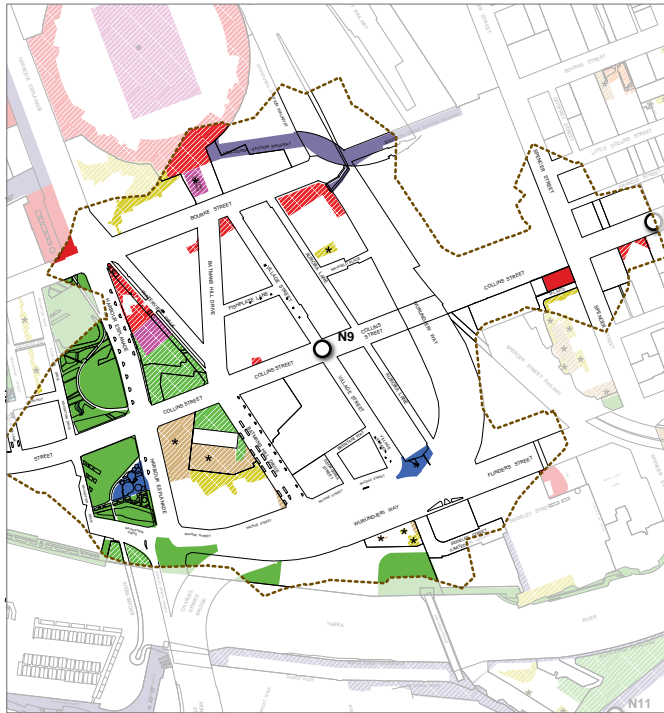
No. bus stops **2**

No. bus routes **3**

EXTERNAL SPACES

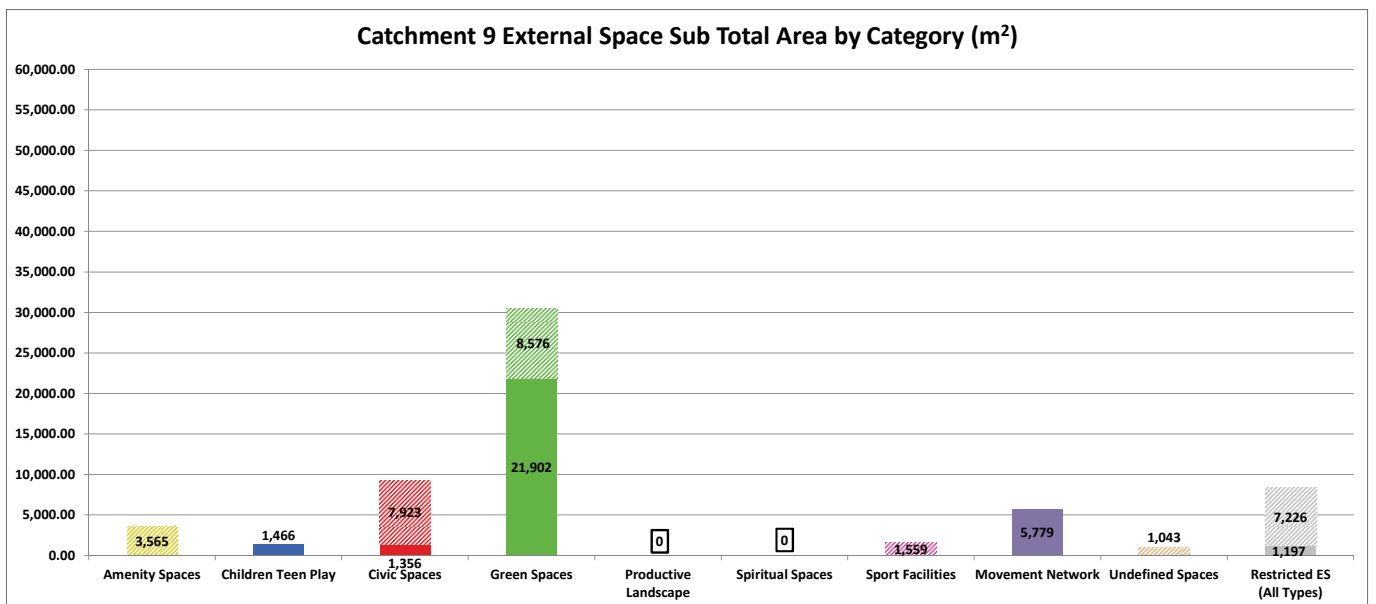
09 BATMAN HILL

Spatial Distribution



Public	Private	Category	Area (sq.M)
Public	Private	Amenity Space	3,565 sq.M
Public	Private	Children/Teen Play	1,466 sq.M
Public	Private	Civic Space	9,279 sq.M
Public	Private	Green Space	30,478 sq.M
Public	Private	Productive Landscape	0 sq.M
Public	Private	Spiritual Space	0 sq.M
Public	Private	Sport Facilities	1,559 sq.M
Public	Private	Movement Network	5,779 sq.M
Public	Private	Undefined Space	1,043 sq.M
Public	Private	Not Accessible To Public	8,423 sq.M
Public	Private	Catchment Centre	
Public	Private	500m Catchment	

Quantity Distribution



Diversity

No. of Public Accessible External Space Types Available Among Total of 9 Classifications

7

Quantity Provision

Total Public Accessible External Space Per Capita

1.8 sq.M Ranking **8**

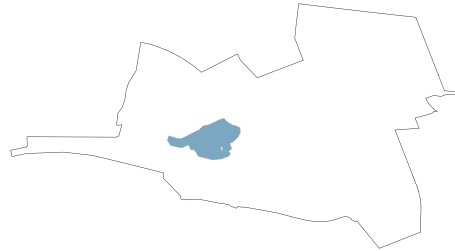
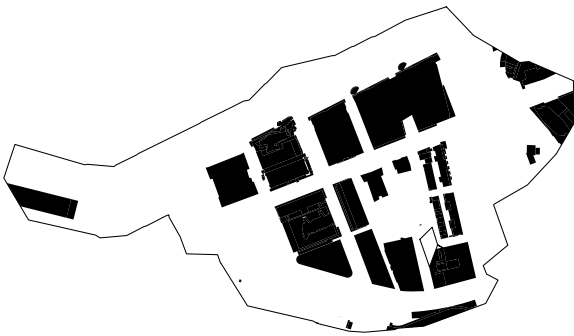
Potential Provision Through Future Development

20% total area of the future development site in next 5 years

8,813 sq.M Ranking **4**

POPULATION DENSITY TO VICTORIA HARBOUR

Area



Gross Catchment Area

214,336 SQ.M

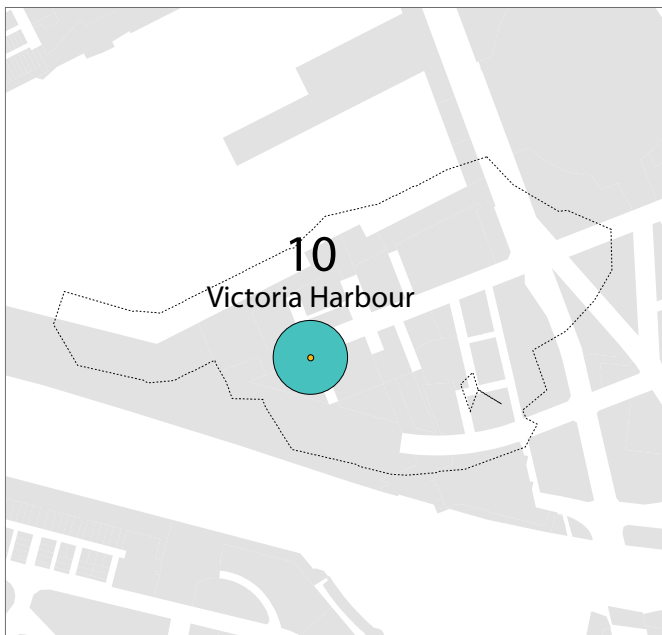
Net catchment area

141,495 SQ.M

Public open space %

34%

Population / Density



Total Population

24,977

No. of residents / % of total

1,884 (8%)

No. of workers / % of total

23,093 (92%)

Residential gross density

88 PEOPLE/HA

Residential net density

133 PEOPLE/HA

Employment gross density

1,077 PEOPLE/HA

Employment net density

1,632 PEOPLE/HA

URBAN STRUCTURE TO VICTORIA HARBOUR



No. Blocks

22



Ave. Block Length

78.2M

- Below 10m
- 10-50m
- 51-100m
- 101-150m
- 151-200m
- 201-250m
- 251-300m
- >301m



No. Intersections

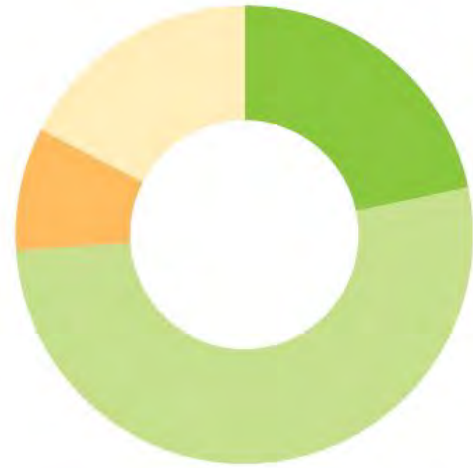
33

URBAN STRUCTURE TO VICTORIA HARBOUR











No. Parcels

23



No. Parcels

%

	Small	0.0
	Medium	0.0
	Large	21.7
	Extra Large	52.2
	Extra Extra Large	8.7
	Super	17.4
	Excluded	
	Partially Excluded	

LOCAL LAND USES TO VICTORIA HARBOUR

Essential Land Uses

60 (3%)

Essential / Total Land Uses

33%

No. workers / essential use

385

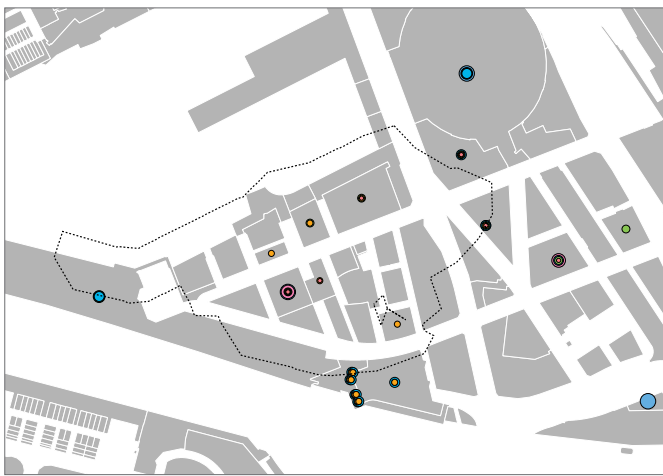
Total Land Uses

184 (3%)

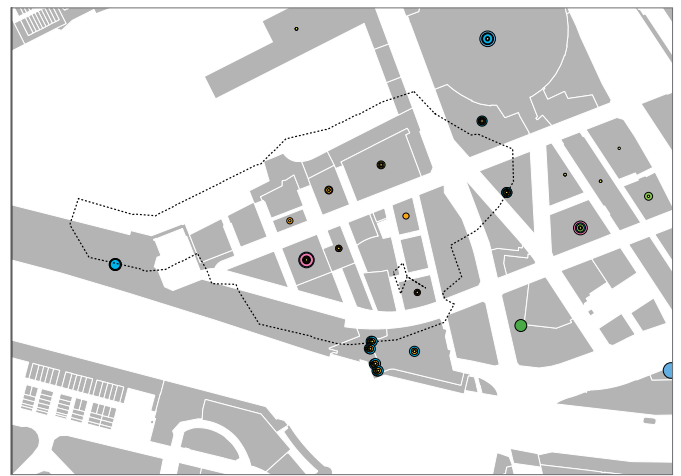
No. residents / essential use

31

Essential land uses



Total land uses



■ Arts, Culture, Religion	1	(2%)
■ Retail Goods	8	(13%)
■ Retail Services	29	(48%)
■ Medical	5	(8%)
■ Health + Fitness	15	(25%)
■ Education	1	(2%)
■ Community	1	(2%)

■ Arts, Culture, Religion	1	(1%)
■ Retail Goods	10	(5%)
■ Retail Services	41	(22%)
■ Hospitality	109	(59%)
■ Medical	5	(3%)
■ Health + Fitness	15	(8%)
■ Education	2	(1%)
■ Community	1	(1%)

LOCAL MOVEMENT TO VICTORIA HARBOUR

Car parking



Commercial

- 1 - 100
- 101 - 500
- 501 - 1000
- 1001 - 3000
- 3001 - 6000

Private

- 1 - 100
- 101 - 500
- 501 - 1000
- 1001 - 3000
- 3001 - 6000

Residential

- 1 - 100
- 101 - 500
- 501 - 1000
- 1001 - 3000
- 3001 - 6000

Total car spaces

6,634

Commercial car spaces

633 (10%)

Private car spaces

5,127 (77%)

Residential car spaces

874 (13%)

Car spaces / resident

0.5

Car spaces / employee


0.3

Transport



 Railway station

 Tram stop

 Bus stop

No. train stops **0**

No. tram stops **3**

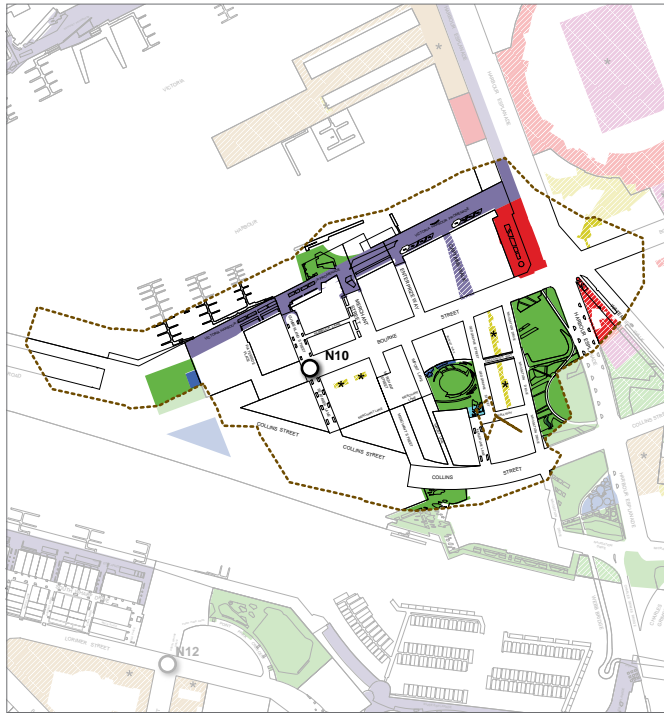
No. tram stops **5**

No. bus stops **0**

No. bus routes **0**

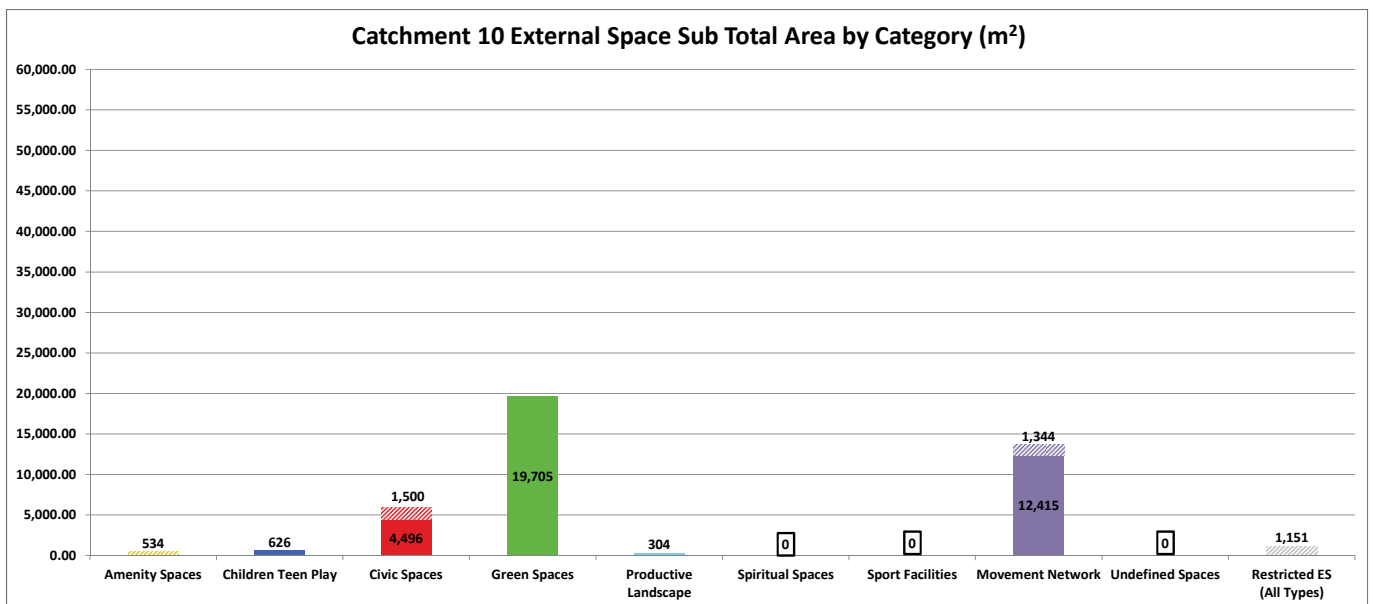
EXTERNAL SPACES TO VICTORIA HARBOUR

Spatial Distribution



Public	Private	Category	Area (sq.M)
Yellow		Amenity Space	534 sq.M
Blue		Children/Teen Play	626 sq.M
Red		Civic Space	5,996 sq.M
Green		Green Space	19,705 sq.M
Light Blue		Productive Landscape	304 sq.M
Orange		Spiritual Space	0 sq.M
Pink		Sport Facilities	0 sq.M
Dark Blue		Movement Network	13,759 sq.M
Brown		Undefined Space	0 sq.M
*		Not Accessible To Public	1,151 sq.M
N7		Catchment Centre	
		500m Catchment	

Quantity Distribution



Diversity

No. of Public Accessible External Space Types Available Among Total of 9 Classifications

6

Quantity Provision

Total Public Accessible External Space Per Capita

01.6 sq.M Ranking **9**

Potential Provision Through Future Development

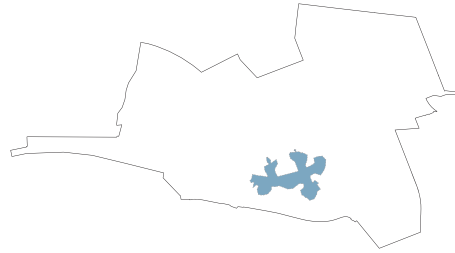
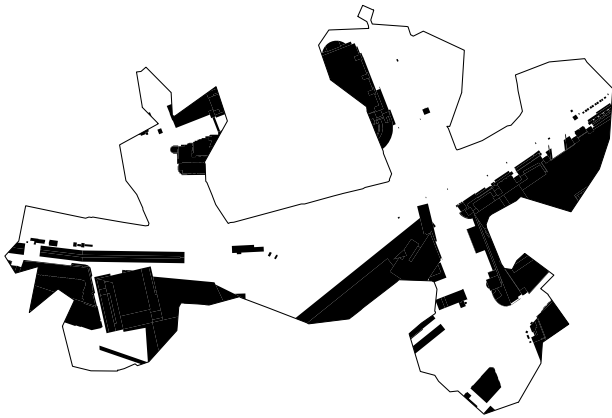
20% total area of the future development site in next 5 years

5,859 sq.M Ranking **9**

POPULATION DENSITY

11 SOUTH WHARF

Area



Gross Catchment Area

224,058 SQ.M

Net catchment area

143,265 SQ.M

Public open space %

36%

Population / Density



Total Population

17,610

No. of residents / % of total

1,028 (6%)

No. of workers / % of total

16,582 (94%)

Residential gross density

46 PEOPLE/HA

Residential net density

72 PEOPLE/HA

Employment gross density

740 PEOPLE/HA

Employment net density

1,157 PEOPLE/HA

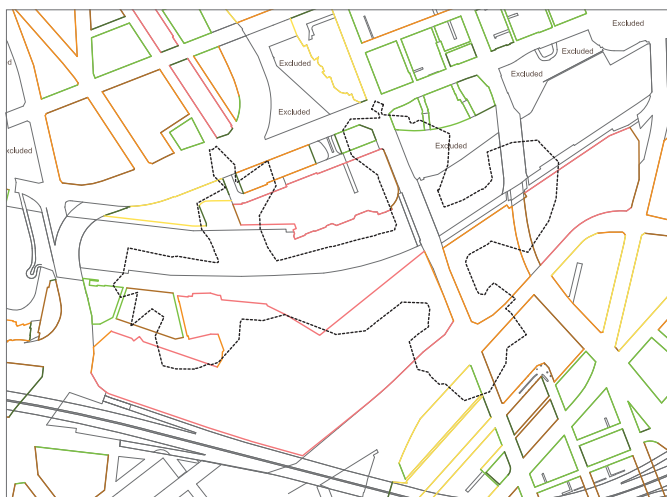
URBAN STRUCTURE

11 SOUTH WHARF



No. Blocks

13



Ave. Block Length

147.6m

- Below 10m
- 10-50m
- 51-100m
- 101-150m
- 151-200m
- 201-250m
- 251-300m
- >301m



No. Intersections

14

URBAN STRUCTURE









11 SOUTH WHARF



No. Parcels
17



No. Parcels
%

	Small	0.0
	Medium	0.0
	Large	23.5
	Extra Large	23.5
	Extra Extra Large	23.5
	Super	29.4
	Excluded	
	Partially Excluded	

LOCAL LAND USES

11 SOUTH WHARF

Essential Land Uses

15 (1%)

Essential / Total Land Uses

35%

No. workers / essential use

1,105

Total Land Uses

102 (2%)

No. residents / essential use

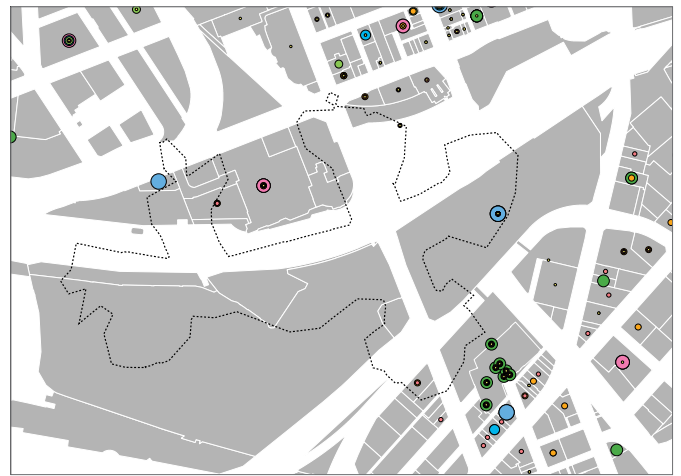
69

Essential land uses



Arts, Culture, Religion	5	(33%)
Retail Goods	5	(33%)
Retail Services	4	(27%)
Medical	0	(0%)
Health + Fitness	0	(0%)
Education	0	(0%)
Community	1	(6%)

Total land uses



Arts, Culture, Religion	5	(5%)
Retail Goods	32	(32%)
Retail Services	4	(4%)
Hospitality	57	(56%)
Medical	0	(0%)
Health + Fitness	0	(0%)
Education	1	(0%)
Community	3	(3%)

LOCAL MOVEMENT

11 SOUTH WHARF

Car parking



Commercial

- 1 - 100
- 101 - 500
- 501 - 1000
- 1001 - 3000
- 3001 - 6000

Private

- 1 - 100
- 101 - 500
- 501 - 1000
- 1001 - 3000
- 3001 - 6000

Residential

- 1 - 100
- 101 - 500
- 501 - 1000
- 1001 - 3000
- 3001 - 6000

Total car spaces

6,225

Commercial car spaces

50,501 (81%)

Private car spaces

499 (8%)

Residential car spaces

675 (11%)

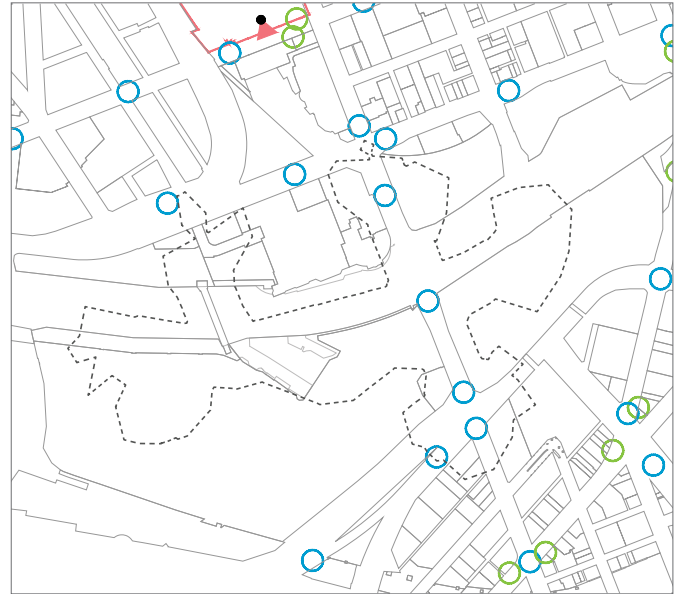
Car spaces / resident

0.7

Car spaces / employee

0.3

Transport



 Railway station

 Tram stop

 Bus stop

No. train stops **0**

No. tram stops **5**

No. tram stops **6**

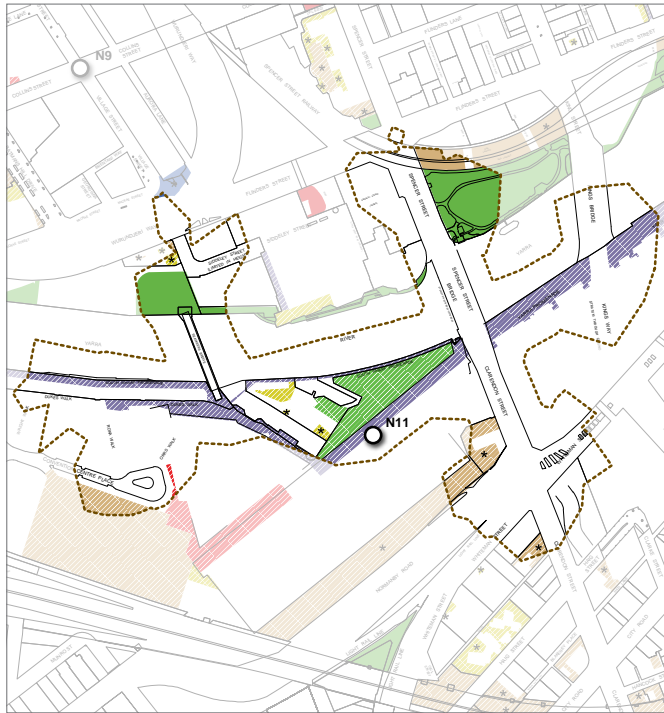
No. bus stops **0**

No. bus routes **0**

EXTERNAL SPACES

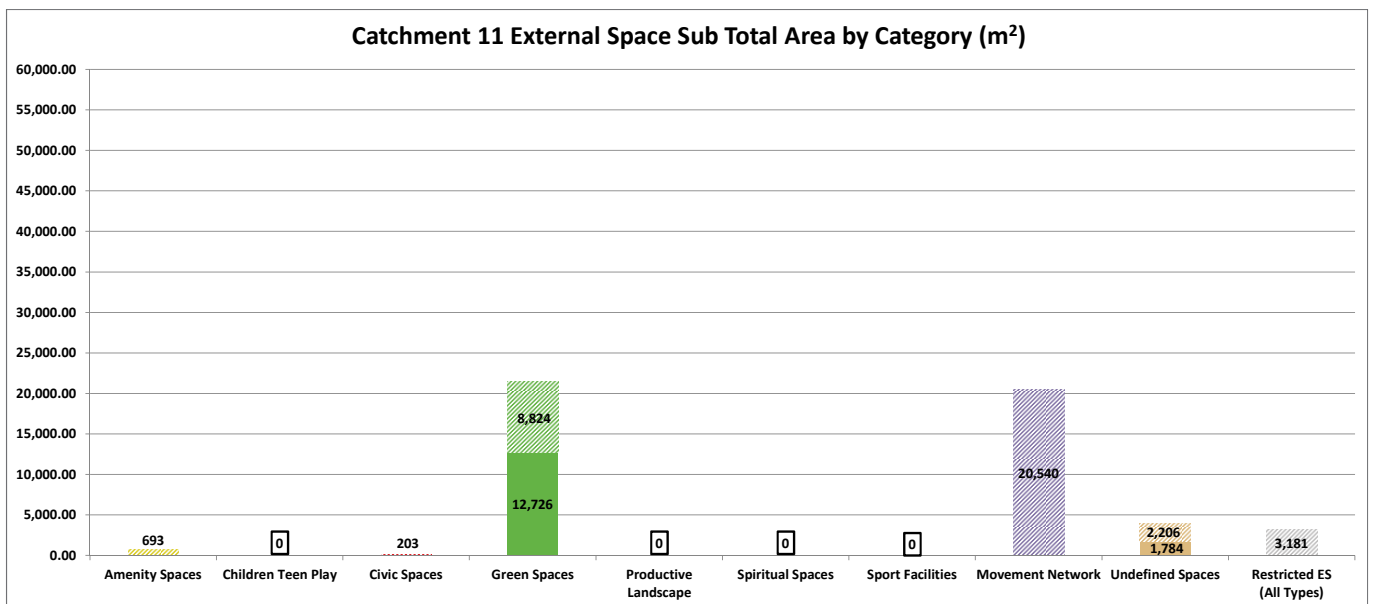
11 SOUTH WHARF

Spatial Distribution



Public	Private	Category	Area (sq.M)
Public	Private	Amenity Space	693 sq.M
Public	Private	Children/Teen Play	0 sq.M
Public	Private	Civic Space	203 sq.M
Public	Private	Green Space	21,551 sq.M
Public	Private	Productive Landscape	0 sq.M
Public	Private	Spiritual Space	0 sq.M
Public	Private	Sport Facilities	0 sq.M
Public	Private	Movement Network	20,540 sq.M
Public	Private	Undefined Space	3,990 sq.M
Public	Private	Not Accessible To Public	3,181 sq.M
Public	Private	Catchment Centre	
Public	Private	500m Catchment	

Quantity Distribution



Diversity

No. of Public Accessible External Space Types Available Among Total of 9 Classifications

5

Quantity Provision

Total Public Accessible External Space Per Capita

2.7 sq.M Ranking **4**

Potential Provision Through Future Development

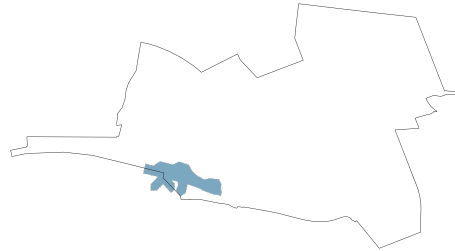
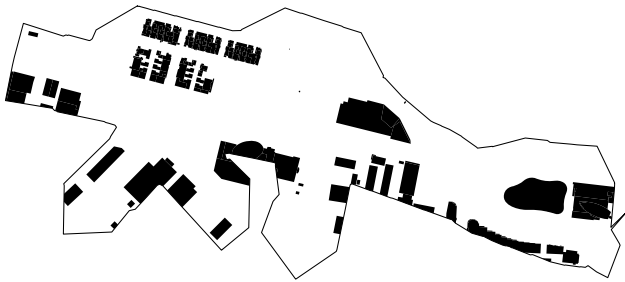
20% total area of the future development site in next 5 years

1,520 sq.M Ranking **15**

POPULATION DENSITY

12 YARRA'S EDGE

Area



Gross Catchment Area

194,716 SQ.M

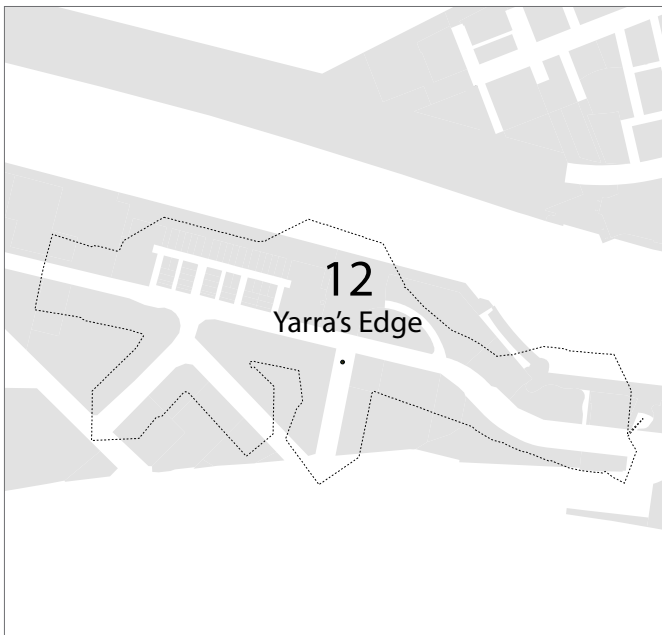
Net catchment area

128,388 SQ.M

Public open space %

34%

Population / Density



Total Population

1,713

No. of residents / % of total

554 (32%)

No. of workers / % of total

1,159 (68%)

Residential gross density

28 PEOPLE/HA

Residential net density

43 PEOPLE/HA

Employment gross density

60 PEOPLE/HA

Employment net density

90 PEOPLE/HA

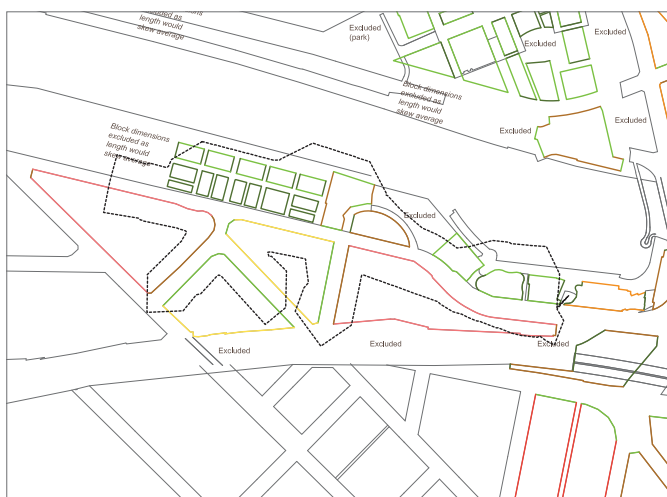
URBAN STRUCTURE

12 YARRA'S EDGE



No. Blocks

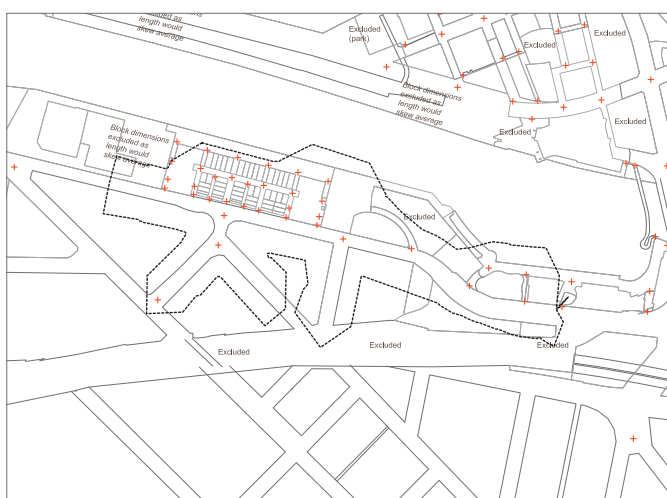
24



Ave. Block Length

74.3m

- Below 10m
- 10-50m
- 51-100m
- 101-150m
- 151-200m
- 201-250m
- 251-300m
- >301m



No. Intersections

35

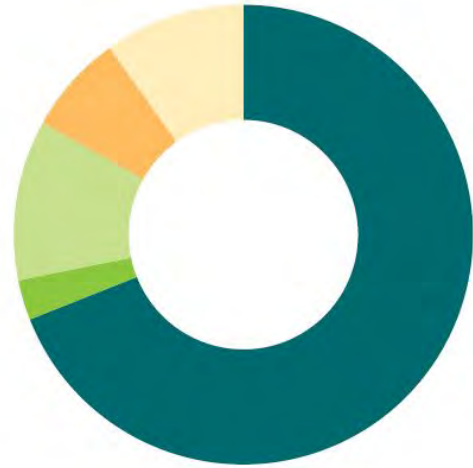
URBAN STRUCTURE

12 YARRA'S EDGE











No. Parcels

71



No. Parcels

%

	Small	69.0
	Medium	0.0
	Large	2.8
	Extra Large	11.3
	Extra Extra Large	7.0
	Super	9.9
	Excluded	
	Partially Excluded	

LOCAL LAND USES

12 YARRA'S EDGE

Essential Land Uses

2 (19%)

Essential / Total Land Uses

17%

No. workers / essential use

580

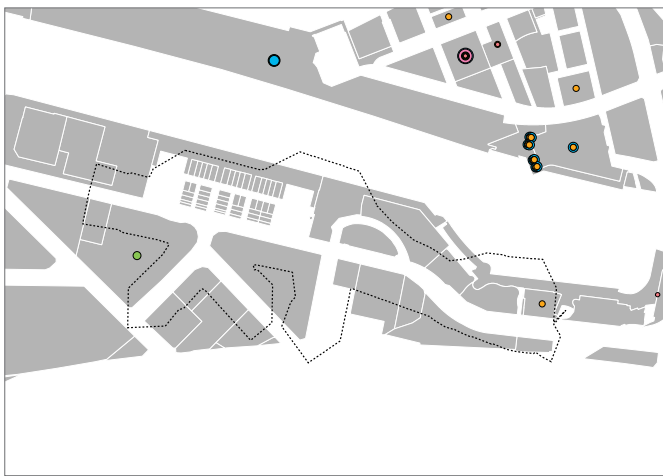
Total Land Uses

12 (16%)

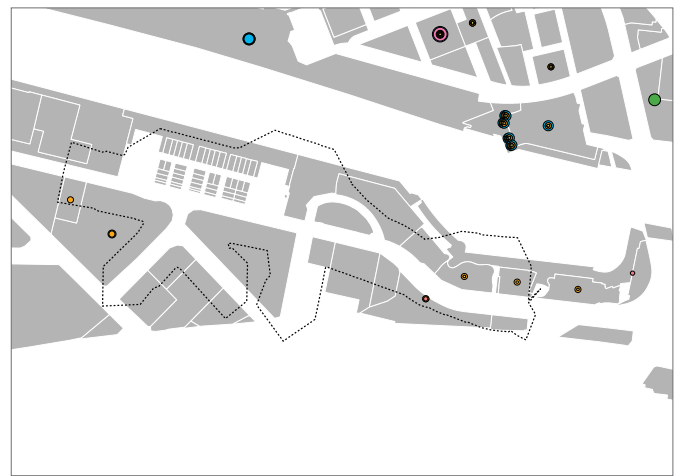
No. residents / essential use

277

Essential land uses



Total land uses



■ Arts, Culture, Religion	0	(0%)
■ Retail Goods	0	(0%)
■ Retail Services	1	(50%)
■ Medical	1	(50%)
■ Health + Fitness	0	(0%)
■ Education	0	(0%)
■ Community	0	(0%)

■ Arts, Culture, Religion	0	(0%)
■ Retail Goods	1	(8%)
■ Retail Services	7	(59%)
■ Hospitality	3	(25%)
■ Medical	1	(8%)
■ Health + Fitness	0	(0%)
■ Education	0	(0%)
■ Community	0	(0%)

LOCAL MOVEMENT

12 YARRA'S EDGE

Car parking



Commercial

- 1 - 100
- 101 - 500
- 501 - 1000
- 1001 - 3000
- 3001 - 6000

Private

- 1 - 100
- 101 - 500
- 501 - 1000
- 1001 - 3000
- 3001 - 6000

Residential

- 1 - 100
- 101 - 500
- 501 - 1000
- 1001 - 3000
- 3001 - 6000

Total car spaces

1,789

Commercial car spaces

344 (19%)

Private car spaces

990 (55%)

Residential car spaces

455 (26%)

Car spaces / resident

0.8

Car spaces / employee

1.2

Transport



□ Railway station

○ Tram stop

○ Bus stop

No. train stops **0**

No. tram stops **0**

No. tram stops **0**

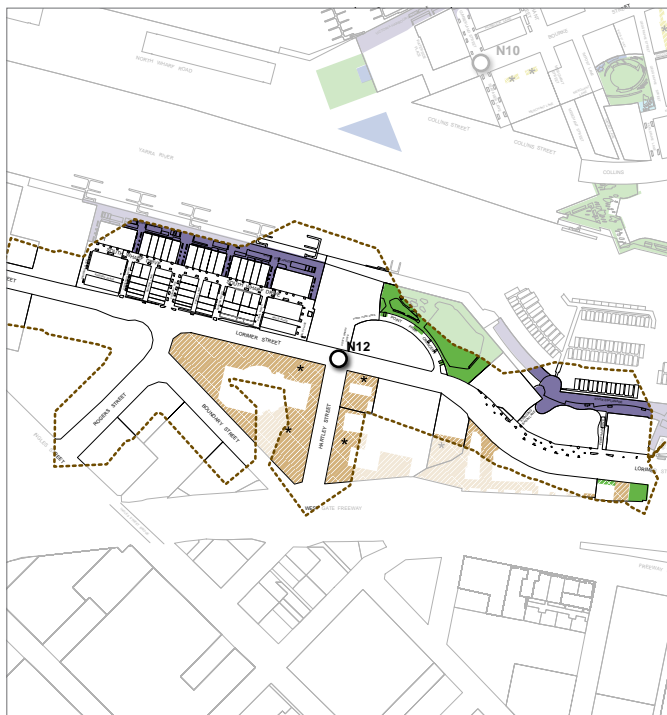
No. bus stops **6**

No. bus routes **3**

EXTERNAL SPACES

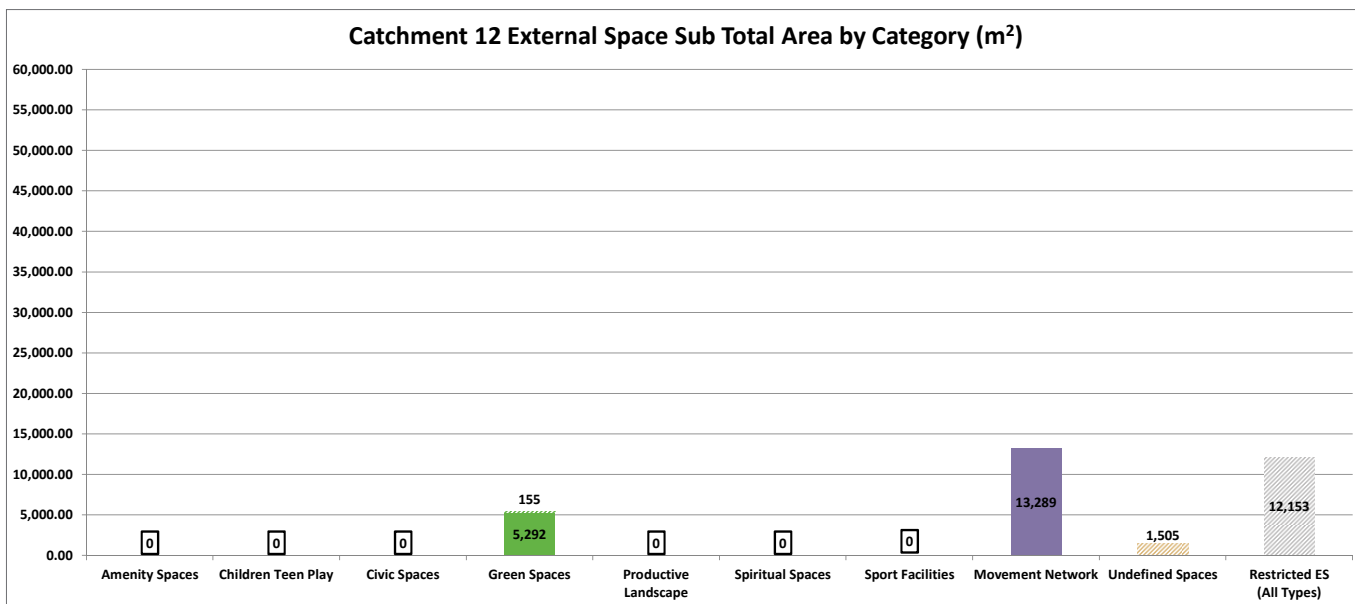
12 YARRA'S EDGE

Spatial Distribution



Public	Private	Category	Area (sq.M)
		Amenity Space	0
		Children/Teen Play	0
		Civic Space	0
		Green Space	5,447
		Productive Landscape	0
		Spiritual Space	0
		Sport Facilities	0
		Movement Network	13,289
		Undefined Space	1,505
		Not Accessible To Public	12,153
		Catchment Centre	
		500m Catchment	

Quantity Distribution



Diversity

No. of Public Accessible External Space Types Available Among Total of 9 Classifications

3

Quantity Provision

Total Public Accessible External Space Per Capita

11.8 sq.M

Ranking **1**

Potential Provision Through Future Development

20% total area of the future development site in next 5 years

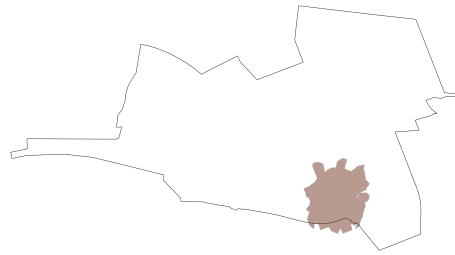
6,482 sq.M

Ranking **7**

POPULATION DENSITY

13 BOYD

Area



Gross Catchment Area

457,003 SQ.M

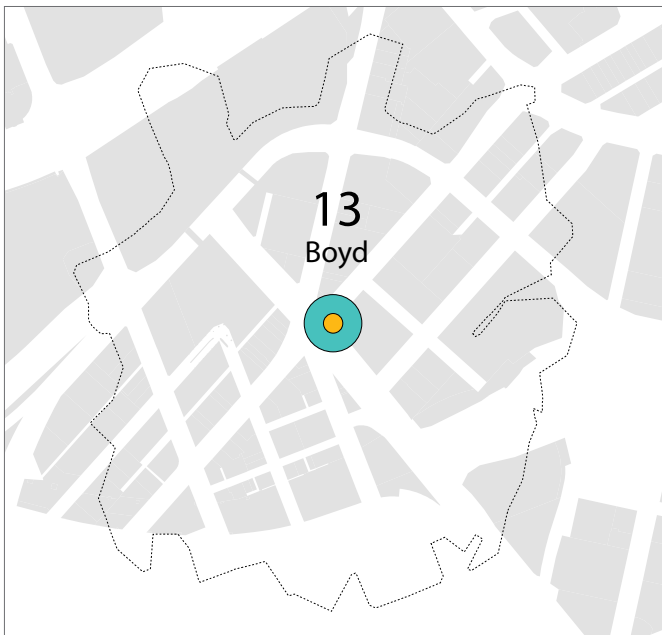
Net catchment area

239,457 SQ.M

Public open space %

48%

Population / Density



Total Population

24,381

No. of residents / % of total

6,200 (25%)

No. of workers / % of total

18,181 (75%)

Residential gross density

136 PEOPLE/HA

Residential net density

259 PEOPLE/HA

Employment gross density

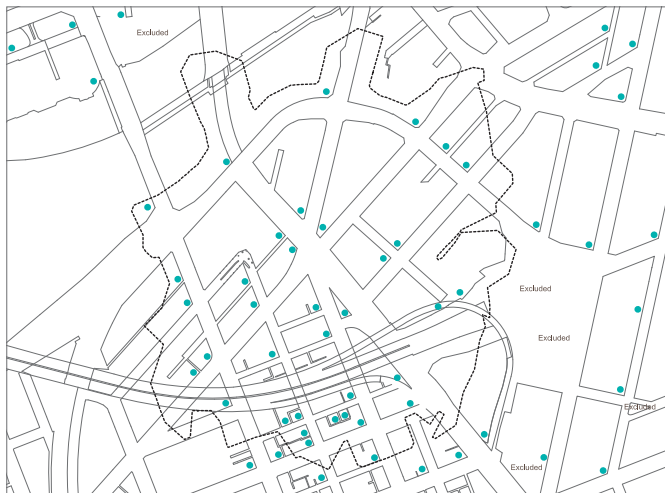
398 PEOPLE/HA

Employment net density

759 PEOPLE/HA

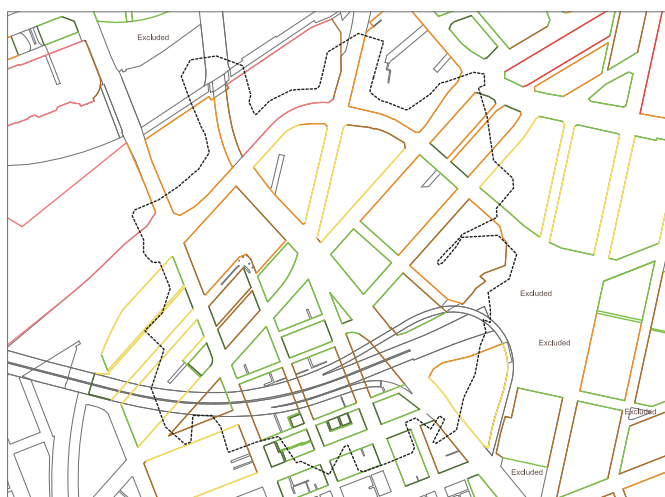
URBAN STRUCTURE

13 BOYD



No. Blocks

41



Ave. Block Length

102.0M

- Below 10m
- 10-50m
- 51-100m
- 101-150m
- 151-200m
- 201-250m
- 251-300m
- >301m



No. Intersections

56

URBAN STRUCTURE









13 BOYD



No. Parcels
119



No. Parcels
%

	Small	30.3
	Medium	25.2
	Large	19.3
	Extra Large	12.6
	Extra Extra Large	8.4
	Super	4.2
	Excluded	
	Partially Excluded	

LOCAL LAND USES

13 BOYD

Essential Land Uses

32 (2%)

Essential / Total Land Uses

11%

No. workers / essential use

568

Total Land Uses

291 (5%)

No. residents / essential use

194

Essential land uses



■ Arts, Culture, Religion	8	(25%)
■ Retail Goods	10	(32%)
■ Retail Services	8	(25%)
■ Medical	0	(0%)
■ Health + Fitness	2	(6%)
■ Education	1	(3%)
■ Community	3	(9%)

Total land uses



■ Arts, Culture, Religion	8	(3%)
■ Retail Goods	149	(51%)
■ Retail Services	20	(7%)
■ Hospitality	97	(33%)
■ Medical	0	(0%)
■ Health + Fitness	2	(1%)
■ Education	12	(4%)
■ Community	3	(1%)

LOCAL MOVEMENT

13 BOYD

Car parking



Commercial

- 1 - 100
- 101 - 500
- 501 - 1000
- 1001 - 3000
- 3001 - 6000

Private

- 1 - 100
- 101 - 500
- 501 - 1000
- 1001 - 3000
- 3001 - 6000

Residential

- 1 - 100
- 101 - 500
- 501 - 1000
- 1001 - 3000
- 3001 - 6000

Total car spaces

8,351

Commercial car spaces

2,984 (36%)

Private car spaces

1,423 (17%)

Residential car spaces

3,944 (47%)

Car spaces / resident

0.6

Car spaces / employee

0.2

Transport



□ Railway station

○ Tram stop

○ Bus stop

No. train stops **0**

No. tram stops **7**

No. tram stops **5**

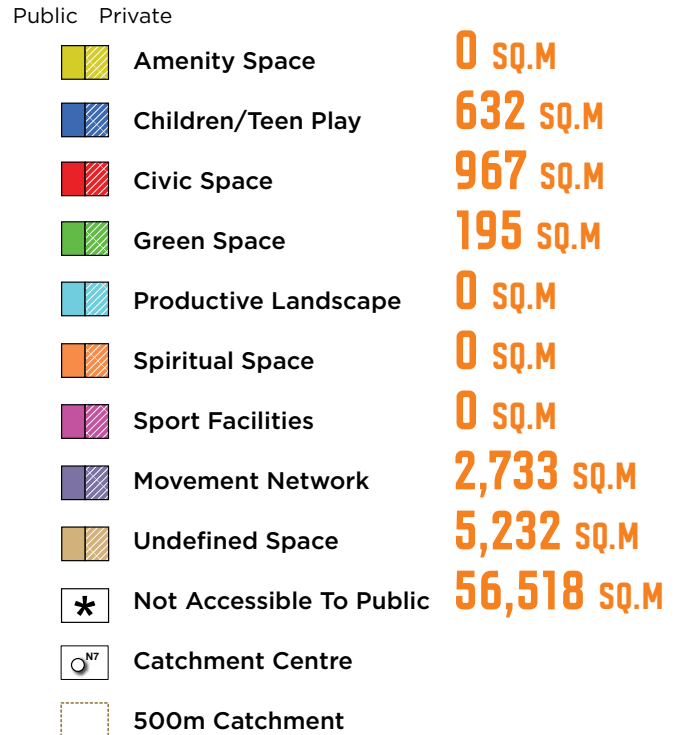
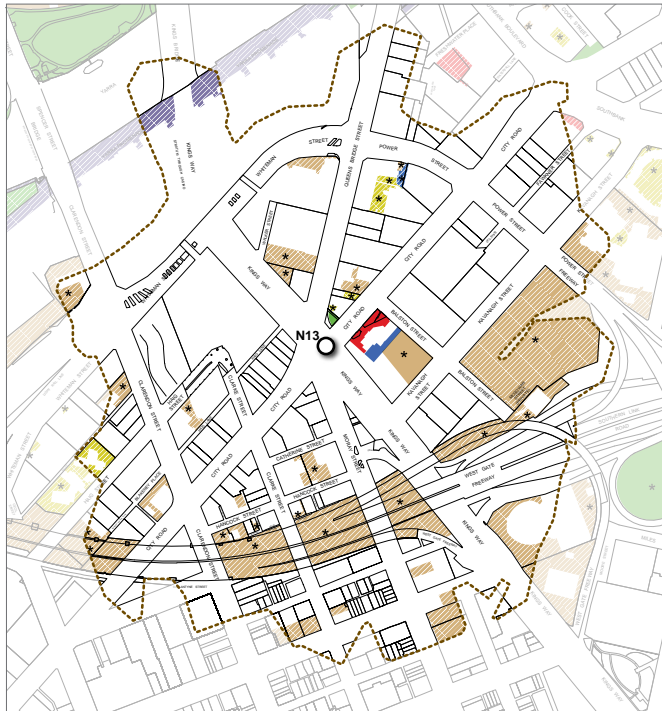
No. bus stops **4**

No. bus routes **3**

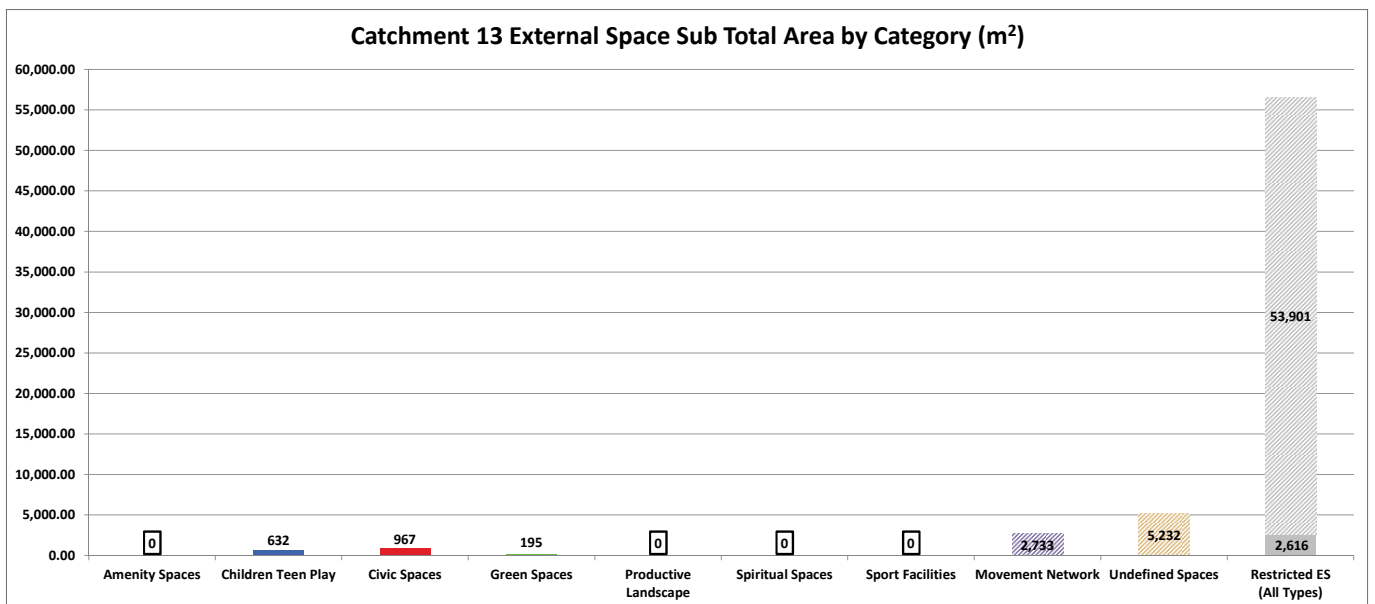
EXTERNAL SPACES

13 BOYD

Spatial Distribution



Quantity Distribution



Diversity

No. of Public Accessible External Space Types Available Among Total of 9 Classifications

5

Quantity Provision

Total Public Accessible External Space Per Capita

0.4 sq.M Ranking **14**

Potential Provision Through Future Development

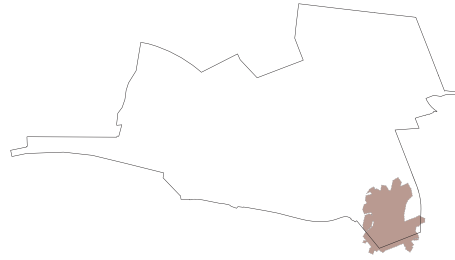
20% total area of the future development site in next 5 years

7,182 sq.M Ranking **6**

POPULATION DENSITY

14 MILES STREET

Area



Gross Catchment Area

396,302 SQ.M

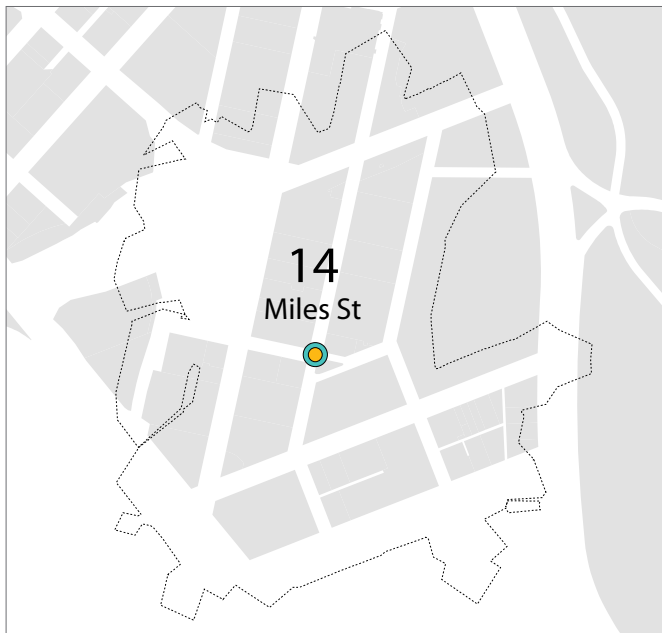
Net catchment area

197,575 SQ.M

Public open space %

50%

Population / Density



Total Population

11,504

No. of residents / % of total

4,205 (37%)

No. of workers / % of total

7,299 (63%)

Residential gross density

106 PEOPLE/HA

Residential net density

213 PEOPLE/HA

Employment gross density

184 PEOPLE/HA

Employment net density

369 PEOPLE/HA

URBAN STRUCTURE

14 MILES STREET



No. Blocks
33



Ave. Block Length
109.5m

- Below 10m
- 10-50m
- 51-100m
- 101-150m
- 151-200m
- 201-250m
- 251-300m
- >301m



No. Intersections
39

URBAN STRUCTURE









14 MILES STREET



No. Parcels
57



No. Parcels
%

	Small	12.3
	Medium	15.8
	Large	21.1
	Extra Large	17.5
	Extra Extra Large	17.5
	Super	15.8
	Excluded	
	Partially Excluded	

LOCAL LAND USES

14 MILES STREET

Essential Land Uses

38 (2%)

Essential / Total Land Uses

61%

No. workers / essential use

192

Total Land Uses

62 (1%)

No. residents / essential use

111

Essential land uses

Total land uses



■ Arts, Culture, Religion	26	(67%)
■ Retail Goods	7	(18%)
■ Retail Services	1	(3%)
■ Medical	1	(3%)
■ Health + Fitness	1	(3%)
■ Education	1	(3%)
■ Community	1	(3%)

■ Arts, Culture, Religion	26	(42%)
■ Retail Goods	8	(13%)
■ Retail Services	2	(3%)
■ Hospitality	13	(21%)
■ Medical	1	(2%)
■ Health + Fitness	1	(2%)
■ Education	9	(14%)
■ Community	1	(3%)

LOCAL MOVEMENT

14 MILES STREET

Car parking



Commercial

- 1 - 100
- 101 - 500
- 501 - 1000
- 1001 - 3000
- 3001 - 6000

Private

- 1 - 100
- 101 - 500
- 501 - 1000
- 1001 - 3000
- 3001 - 6000

Residential

- 1 - 100
- 101 - 500
- 501 - 1000
- 1001 - 3000
- 3001 - 6000

Total car spaces

5,672

Commercial car spaces

940 (17%)

Private car spaces

2,148 (38%)

Residential car spaces

2,584 (45%)

Car spaces / resident

0.6

Car spaces / employee


0.4

Transport



 Railway station

 Tram stop

 Bus stop

No. train stops **0**

No. tram stops **6**

No. tram stops **10**

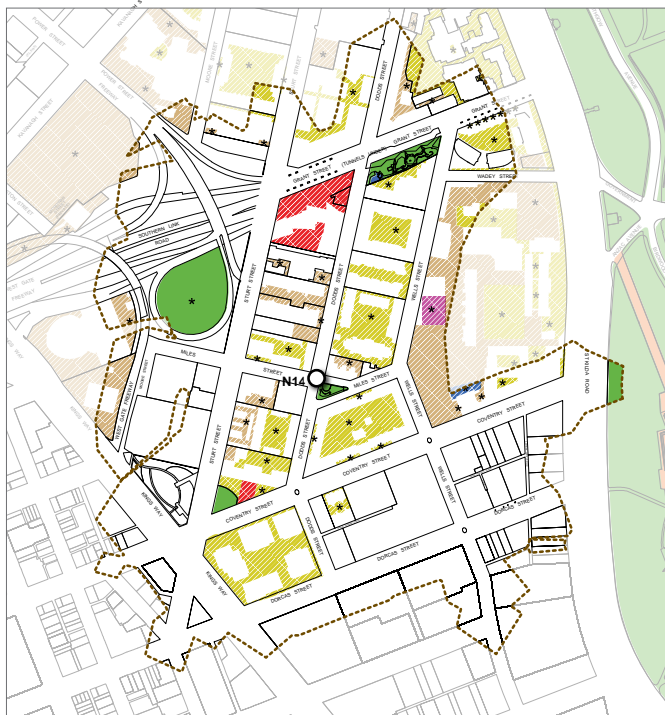
No. bus stops **0**

No. bus routes **0**

EXTERNAL SPACES

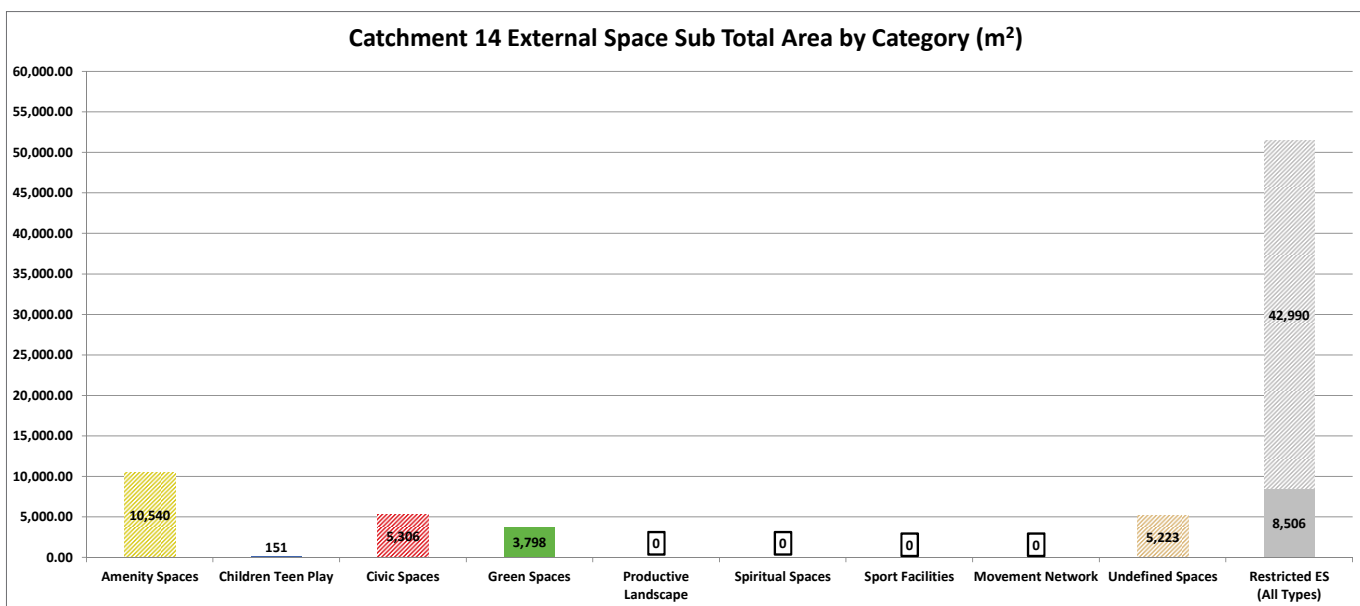
14 MILES STREET

Spatial Distribution



Public	Private	Category	Area (sq.M)
Public	Private	Amenity Space	10,540 sq.M
Public	Private	Children/Teen Play	151 sq.M
Public	Private	Civic Space	5,306 sq.M
Public	Private	Green Space	3,798 sq.M
Public	Private	Productive Landscape	0 sq.M
Public	Private	Spiritual Space	0 sq.M
Public	Private	Sport Facilities	0 sq.M
Public	Private	Movement Network	0 sq.M
Public	Private	Undefined Space	5,223 sq.M
Public	Private	Not Accessible To Public	51,496 sq.M
Public	Private	Catchment Centre	
Public	Private	500m Catchment	

Quantity Distribution



Diversity

No. of Public Accessible External Space Types Available Among Total of 9 Classifications

5

Quantity Provision

Total Public Accessible External Space Per Capita

2.2 sq.M

Ranking **5**

Potential Provision Through Future Development

20% total area of the future development site in next 5 years

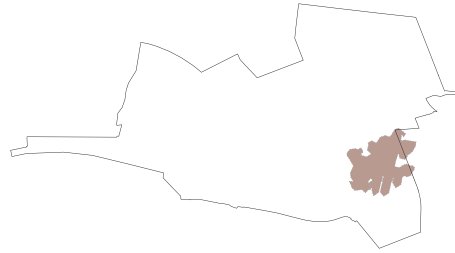
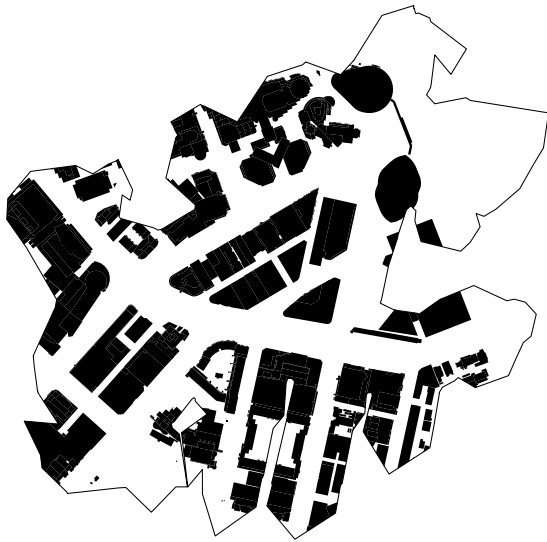
5,450 sq.M

Ranking **11**

POPULATION DENSITY

15 SOUTHBANK

Area



Gross Catchment Area

363,645 SQ.M

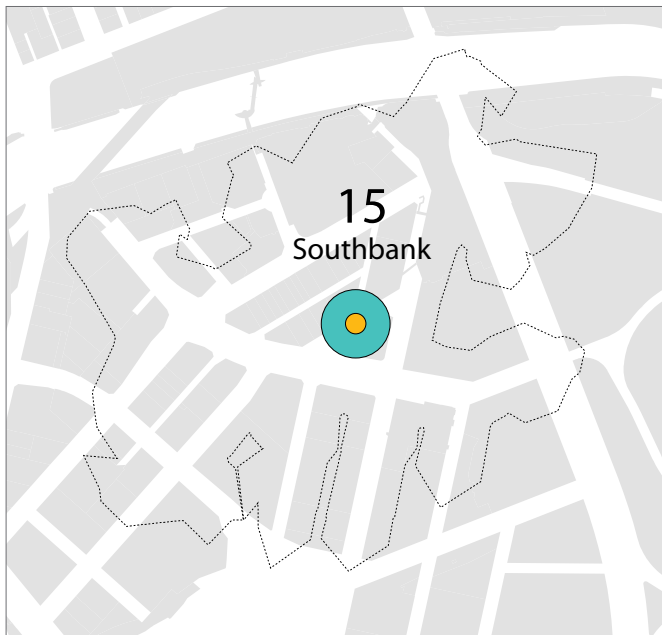
Net catchment area

242,065 SQ.M

Public open space %

33%

Population / Density



Total Population

27,992

No. of residents / % of total

6,542 (33%)

No. of workers / % of total

21,450 (77%)

Residential gross density

180 PEOPLE/HA

Residential net density

270 PEOPLE/HA

Employment gross density

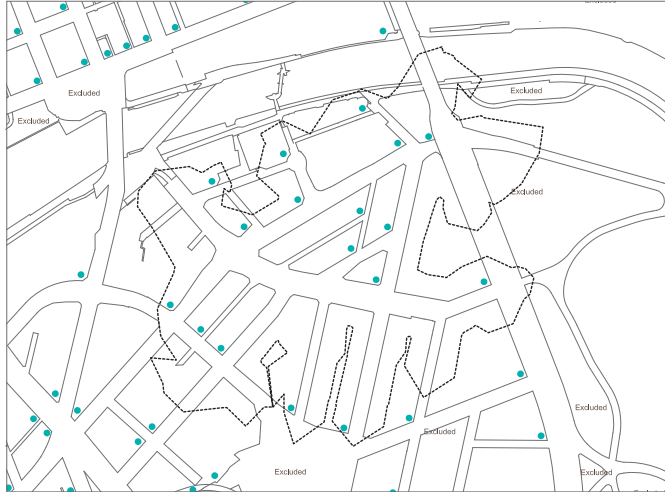
590 PEOPLE/HA

Employment net density

886 PEOPLE/HA

URBAN STRUCTURE

15 SOUTHBANK

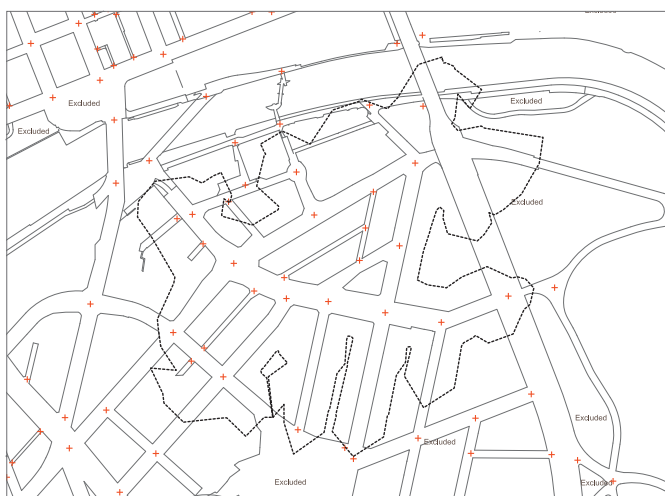


No. Blocks
21



Ave. Block Length
127.0m

- Below 10m
- 10-50m
- 51-100m
- 101-150m
- 151-200m
- 201-250m
- 251-300m
- >301m



No. Intersections
29

URBAN STRUCTURE









15 SOUTHBANK



No. Parcels
66



No. Parcels
%

	Small	12.1
	Medium	16.7
	Large	25.8
	Extra Large	22.7
	Extra Extra Large	12.1
	Super	10.6
	Excluded	
	Partially Excluded	

LOCAL LAND USES

15 SOUTHBANK

Essential Land Uses

51 (3%)

Essential / Total Land Uses

32%

No. workers / essential use

421

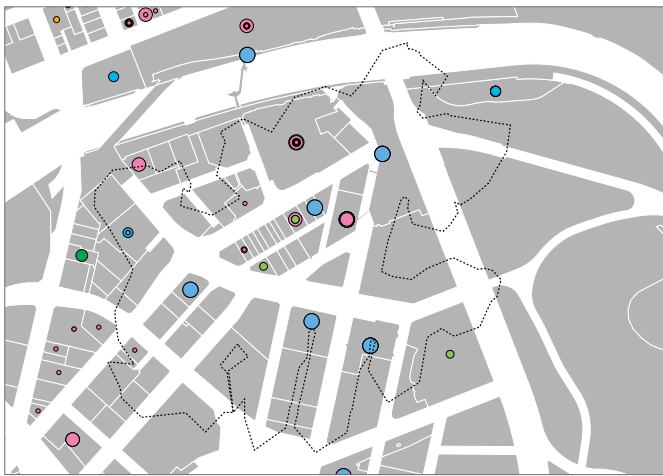
Total Land Uses

160 (3%)

No. residents / essential use

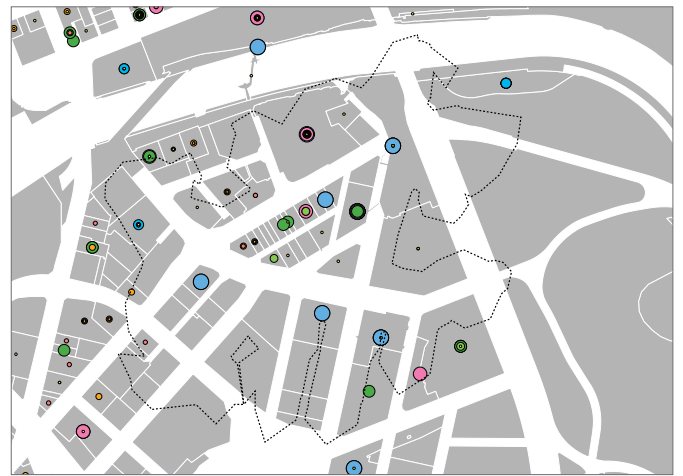
128

Essential land uses



Arts, Culture, Religion	21	(8%)
Retail Goods	8	(19%)
Retail Services	6	(26%)
Medical	5	(40%)
Health + Fitness	7	(2%)
Education	0	(1%)
Community	4	(4%)

Total land uses



Arts, Culture, Religion	21	(13%)
Retail Goods	24	(15%)
Retail Services	13	(8%)
Hospitality	76	(48%)
Medical	6	(4%)
Health + Fitness	7	(4%)
Education	8	(5%)
Community	5	(3%)

LOCAL MOVEMENT

15 SOUTHBANK

Car parking



Commercial

- 1 - 100
- 101 - 500
- 501 - 1000
- 1001 - 3000
- 3001 - 6000

Private

- 1 - 100
- 101 - 500
- 501 - 1000
- 1001 - 3000
- 3001 - 6000

Residential

- 1 - 100
- 101 - 500
- 501 - 1000
- 1001 - 3000
- 3001 - 6000

Total car spaces

11,899

Commercial car spaces

4,945 (42%)

Private car spaces

1,883 (15%)

Residential car spaces

5,071 (43%)

Car spaces / resident

0.8

Car spaces / employee


0.3

Transport



 Railway station

 Tram stop

 Bus stop

No. train stops **0**

No. tram stops **4**

No. tram stops **10**

No. bus stops **4**

No. bus routes **3**

EXTERNAL SPACES

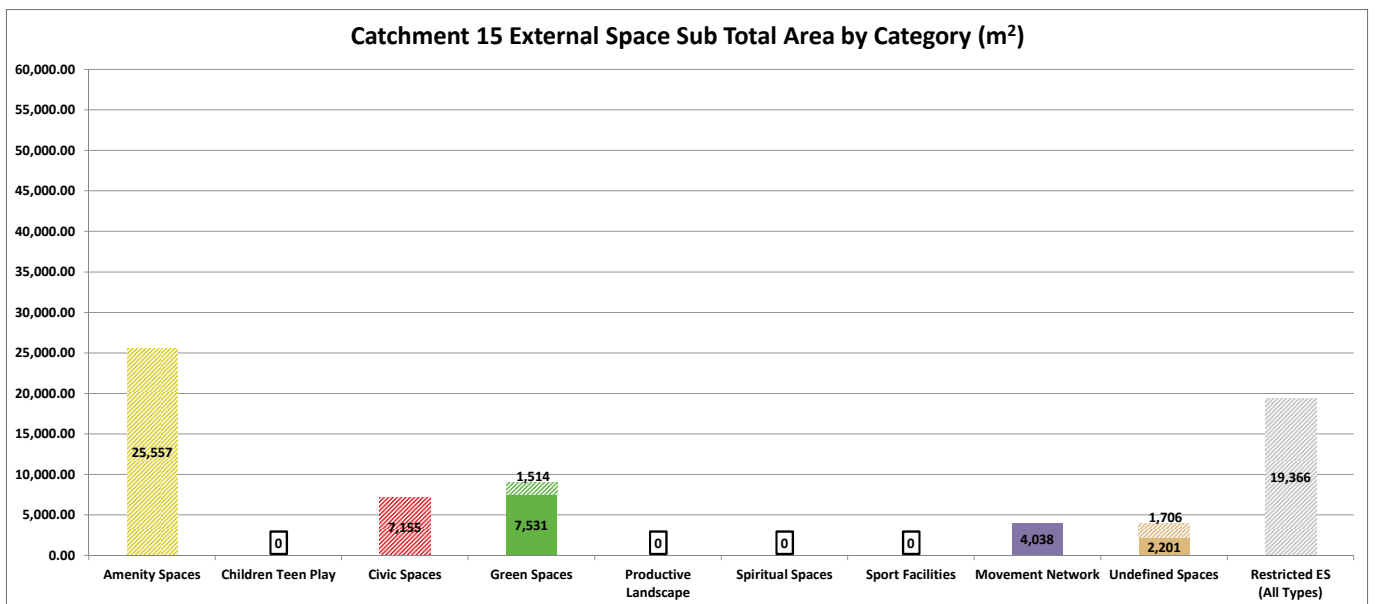
15 SOUTHBANK

Spatial Distribution



Public	Private	Category	Area (sq.M)
Public	Private	Amenity Space	25,557 sq.M
Public	Private	Children/Teen Play	0 sq.M
Public	Private	Civic Space	7,155 sq.M
Public	Private	Green Space	9,044 sq.M
Public	Private	Productive Landscape	0 sq.M
Public	Private	Spiritual Space	0 sq.M
Public	Private	Sport Facilities	0 sq.M
Public	Private	Movement Network	4,038 sq.M
Public	Private	Undefined Space	3,907 sq.M
Public	Private	Not Accessible To Public	19,366 sq.M
Public	Private	Catchment Centre	
Public	Private	500m Catchment	

Quantity Distribution



Diversity

No. of Public Accessible External Space Types Available Among Total of 9 Classifications

5

Quantity Provision

Total Public Accessible External Space Per Capita

1.8 sq.M Ranking **7**

Potential Provision Through Future Development

20% total area of the future development site in next 5 years

4,582 sq.M Ranking **13**

8. METHODOLOGY

This section explains the methodology behind the Local Liveability 2015 Study analysing the Melbourne condition at a local scale.

The methodology is an important component of the Local Liveability Study as it generates a new evidence baseline data for the city through an integrated lens. The data and methodology is scheduled to be published on the City of Melbourne's digital platform in 2016

LOCAL AREAS: POPULATION DENSITY

Population density is the single most important ingredient to compact local living. Without sufficient density there are no supporting land uses; without people there is no neighbourhood.

Research Indicators and Data Collection

Residential Population (No. of People per Catchment)

The number of people living in the research catchment and the proportion of residents in relation to the number of workers.

Population and dwelling data was obtained from the 2011 ABS Census, and dwelling multipliers used (as per Census standards) to calculate the total residential population for each research catchment.

Employment Population (No. of People per Catchment)

The number of people working in the research catchment and the proportion of workers in relation to the number of residents.

Employment population data was determined using 2012 CLUE data for each research catchment.

Total Population (No. of People per Catchment)

The combined number of people living and working in the research catchment.

Data for residential and employment populations were added together to determine a total population for each research catchment.

Residential Gross Density (No. People per Hectare)

A common unit of measurement for assessing the spatial distribution of people to make like-for-like comparisons with other parts of the city. Residential gross density calculates the whole catchment area including streets and open space.

Residential gross densities were calculated using 2011 ABS Census and catchment area data.

Residential Net Density (No. People per Hectare)

A common unit of measurement for assessing the spatial distribution of people to make like-for-like comparisons with other parts of the city. Residential net density calculates the portion of the catchment area excluding streets and open space.

Residential net densities were calculated using 2011 ABS Census and catchment area data.

Employment Gross Density

A standard unit of measurement for assessing the spatial distribution of people to make like-for-like comparisons with other parts of the city. Employment gross density calculates the whole catchment area including streets and open space.

Employment gross densities were calculated using 2012 CLUE and catchment area data.

Employment Net Density

A standard unit of measurement for assessing the spatial distribution of people to make like-for-like comparisons with other parts of the city. Employment net density calculates the portion of the catchment area excluding streets and open space.

Employment net densities were calculated using 2012 CLUE and catchment area data.

The Research Limitations

- Up-to-date statistics are not available from the ABS as the last Census year was 2011.
- The total population does not include students and daily visitors. This is due to a lack of localised data that can be applied to each research catchment.

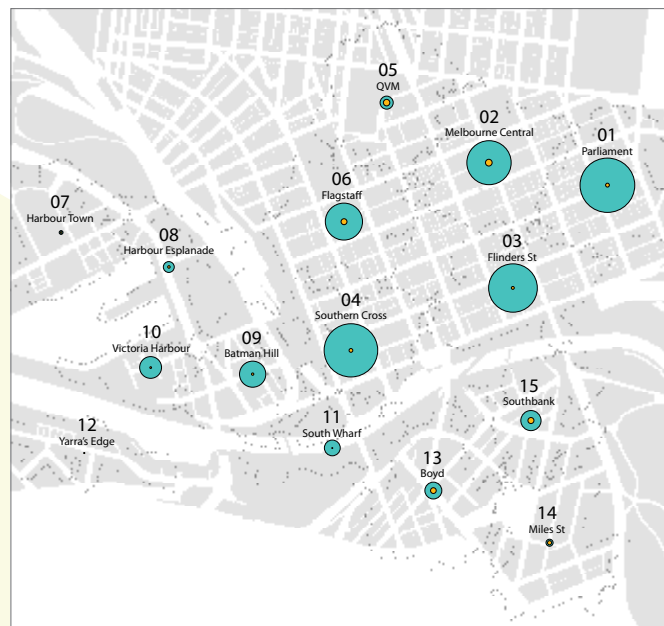


FIG. 30. Residential (orange) and Employment (blue) populations for the 15 local study catchments

LOCAL AREAS: URBAN STRUCTURE AND URBAN FORM

Research Indicators and Data Collection

Number of Blocks (Fig. 31)

An indicator for the scale of urban structure, with a greater number of blocks generally correlating with smaller block sizes and a larger number of intersections.

The number of blocks was calculated using the project AutoCAD base, where all blocks completely surrounded by streets, lanes or other public space were identified and counted. Where a block was located only partially within the research catchment, it was still counted.

The following was excluded from the calculations:

- parks and gardens
- railyards
- arcades and subways.

Average Length of Blocks (Fig. 32)

Closely related to the number of blocks as an indicator of spatial scale, average block length determines the location of intersections, and so the permeability of the urban structure.

The average length of blocks was measured using the project AutoCAD base and according to the following method:

- block length and width were determined from the distance of one (1) side running north-south and another running east-west and where blocks were irregular, an average was calculated.
- block lengths that straddled the catchment boundary were still calculated
- blocks with major parks were excluded
- blocks that were significantly larger than the others in the research catchment were excluded as they would skew averages; these exclusions were recorded.

Number of Intersections (Fig. 33)

Determined by the size and shape of blocks and the width of streets, the number of intersections indicates the degree of permeability and connectivity within the urban structure.

- The number of intersections was calculated in the project AutoCAD base, where each intersection that led to another street or lane was marked with an 'x' and then tallied. The following was excluded:
- intersections outside the research catchment boundaries
- arcades and subways
- pathways / roads leading into parks and gardens
- as above for campuses
- driveways and vehicle-only access to / from freeways
- streets that intersect through stepped level changes (e.g. Collins and Village streets in Docklands).



FIG. 31. Number of blocks



FIG. 32. Average length of blocks



FIG. 33. Number of intersections

LOCAL AREAS: URBAN STRUCTURE AND URBAN FORM

Number of Land Parcels

An indicator for the scale of the built form and land use patterns within blocks, the number of land parcels provides a sense of the degree of granularity that may be experienced.

The number of land parcels was calculated in GIS and included those parcels that straddled the catchment boundaries. Excluded from the calculations were parks, gardens and rail yards.

Land Parcel Sizes [S, M, L, XI, Xxl, Su] (Fig 81)

The number of land parcels may or may not correlate with the number of blocks; the proportion of different parcel sizes contributes to a clearer understanding of the scale of built form and land use patterns.

The size of land parcels was determined in GIS using a range of sizes identified in previous research of Melbourne:

- small 0-625 SQ.M
- medium 625-1,250 SQ.M
- large 1,250 - 2,500 SQ.M
- extra large 2,500 - 5,000 SQ.M
- extra extra large 5,000 - 10,000 SQ.M
- super >10,000 SQ.M

Gross Catchment Area (Sq.M)

Gross catchment area includes land parcels, streets and open space.

Gross catchment area was calculated in GIS.

Net Catchment Area (Sq.M)

The net catchment area includes land parcels but excludes streets and open space.

Net catchment area was calculated in GIS.

Unbuilt Space (%)

The area of unbuilt space is the opposite of net catchment area: the total catchment area excluding land parcels but including streets and open space. This is measured as a percentage of the gross catchment area.

The total parcel area was calculated by clipping the Cadastral 2012 base with the specific research catchment area in GIS. The total area of open space was the result of the gross catchment area minus the total parcel area (per catchment).

The Research Limitations

- The accuracy of the AutoCAD and GIS base plans.
- The method for calculating average block distance was streamlined to consider two sides of each block. A more accurate figure would have been generated by measuring the distance of each block side.



FIG. 34. Size of Land Parcels



FIG. 35. Nollli Plan illustrating Net Catchment Area of built space (black) and unbuilt space (white).

LOCAL AREAS: LOCAL LAND USES

Research Indicators and Data Collection

Number of Essential Land Uses* per Neighbourhood

The number of essential land uses accessible within the research catchment (i.e. a 5-minute walk).

2012 CLUE data was mapped and assessed to determine the number and spatial distribution of land uses for each land parcel. The land uses considered were identified by ANZSIC categories:

- Arts, Culture & Religion
- Retail Goods
- Retail Services
- Hospitality / Entertainment
- Medical
- Health + Fitness
- Education
- Community

*All essential and uses that existed within a land parcel (on any floor), including those parcels straddling the catchment boundary, were considered (with some exceptions). It is important to note that the 'essential' categorisation omits hospitality and some retail land uses such as ladies / gents fashion and jewellery. Whilst it is acknowledged that uses such as cafes and bars may be significant daily necessities for the population, these uses have oversaturated parts of the Central City. This triggered concerns that categorisation as 'essential' may produce essential land use figures per catchment not truly reflective of peoples' capacity to access their basic daily needs locally.

Total Land Uses + Essential Land Uses

Arts, Culture & Religion

- Creative artists, musicians, writers and performers
- Performing arts operation
- Performing arts venue operation
- Religious services

Hospitality / Entertainment

- Cafes and restaurants
- Clubs
- Pubs
- Takeaway food services

Retail Goods

- Antiques and used goods retailing
- Children's clothing retailing
- Clothing retailing
- Computer and computer peripheral retailing
- Convenience store
- Department store
- Electrical, electronic and gas appliance retailing
- Entertainment media retailing
- Flower retailing
- Footwear retailing
- Fresh meat, fish and poultry retailing
- Fruit and vegetable retailing
- Furniture retailing
- Hardware and building supplies retailing
- House ware retailing
- Liquor retailing
- Mens clothing retailing
- Mens footwear retailing
- Newspaper and book retailing
- Other personal accessory retailing
- Other specialised food retailing
- Pharmaceutical, cosmetics and toiletry goods retail
- Sport and camping equipment retailing
- Stationery goods retailing
- Supermarket and grocery stores retailing
- Toy and game retailing
- Watch and jewellery retailing
- Women's clothing retailing
- Women's footwear retailing
- Garden supplies

■ Total Land Uses

■ Essential Land Uses

LOCAL AREAS: LOCAL LAND USES

Retail Services

- Banking
- Clothing and footwear repair
- Credit union operation
- Hairdressing and beauty services
- Laundry and dry-cleaning services
- Photographic services
- Printing services
- Real estate services
- Travel agency and tour arrangement services
- Video and other electronic media rental
- Postal services

Medical

- Alternative health services
- Chiropractic and osteopathic services
- Dental services
- General practice and medical services
- Optometry and optical services
- Other allied health services
- Pathology and diagnostic
- Physiotherapy services
- Specialist medical services
- Veterinary services

Health and Fitness

- Health and fitness centre gymnastic operation
- Sports and physical recreation clubs and sports professions
- Sports and physical recreation instruction

Education

- Adult, community and other education n.e.c.
- Arts education
- Higher education
- Secondary education
- Special school education
- Technical and vocational education and training
- Primary school education

Community Service

- Child care services
- Library and archives services
- Other social assistance services
- Police services
- Urban bus transport (including tramway)

■ Total Land Uses

■ Essential Land Uses

LOCAL AREAS: LOCAL LAND USES

Number of Total Land Uses* per Neighbourhood (Figs. 36 & 37)

The total number of land uses accessible within the research catchment (i.e. a 5-minute walk).

As above, but including more land use types.

Number of Residents per Essential Land Use

To understand the distribution and accessibility of essential facilities and services for residents.

Using the resulting land use data and 2011 ABS Census data for residents, the number of residents was divided by the number of essential land uses in each research catchment.

Number of Employees per Essential Land Use

To understand the distribution and accessibility of essential facilities and services for workers.

Using the resulting land use data and 2012 CLUE data for employees, the number of workers was divided by the number of essential land uses in each research catchment.

The Research Limitations

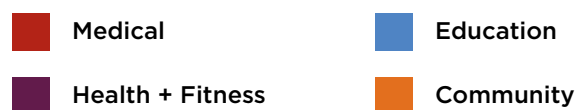
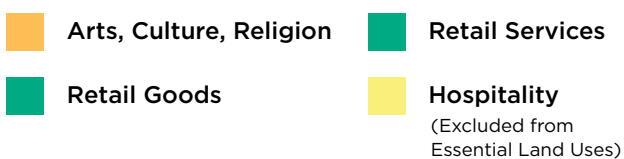
- Up-to-date statistics are not available from the ABS as the last Census year was 2011.
- The latest CLUE data available was for 2012 so the latest land uses in the study area could not be captured.



FIG. 36. Number of Essential Land Uses



FIG. 37. Number of Total Land Uses



Please Note:

The variability in dot sizes does not represent different amounts of land uses, but rather allows for the range of land uses within each land parcel to be visually distinguished.

LOCAL AREAS: LOCAL MOVEMENT

Research Indicators and Data Collection

Car Spaces per Resident

The number of residential car parking spaces is an indication of residential car dependency, and so symptomatic of how walkable the research catchment is in its urban structure, types of land uses, and the provision of public transport to connect to other areas.

Onsite residential car parking data was sourced from the 2012 CLUE survey, and calculated for each research catchment by tallying the total data points. If a land parcel with car parking intersected the catchment boundary, it was still included in the calculations (with some exceptions).

Car Spaces per Employment

The number of worker and commercial car parking spaces is an indication of employee car dependency, and as for residential car dependency, symptomatic of how walkable the research catchment is in its urban structure, types of land uses, and the provision of public transport to connect to other areas.

Data for onsite private car parking and commercial parking stations was sourced from the 2012 CLUE survey, and calculated for each research catchment by tallying the total data points. If a land parcel with car parking intersected the catchment boundary, it was still included in the calculations (with some exceptions).



FIG. 38. Number commercial, private and residential car spaces

Commercial	Private	Residential
• 1 - 100	• 1 - 100	• 1 - 100
• 101 - 500	• 101 - 500	• 101 - 500
• 501 - 1000	• 501 - 1000	• 501 - 1000
• 1001 - 3000	• 1001 - 3000	• 1001 - 3000
• 3001 - 6000	• 3001 - 6000	• 3001 - 6000

LOCAL AREAS: LOCAL MOVEMENT

Number of Train Stations

The number of train stations is an indication of train accessibility within the catchment, and train connectivity to external destinations to other catchments.

The number of train stations was calculated by referring to the 2014 Melway and the Public Transport Victoria website (<<http://ptv.vic.gov.au/getting-around/maps/>>) (accessed Dec. 2014–Jan. 2015). Only those stations within or intersecting the catchment area boundaries were counted.

Number of Tram Stops

The number of tram stops is an indication of tram accessibility within the catchment.

The number of tram stops was calculated by referring to the 2014 Melway and the Public Transport Victoria website (<<http://ptv.vic.gov.au/getting-around/maps/>>) (accessed Dec. 2014–Jan. 2015). Only those tram stops within or intersecting the catchment area boundaries were counted.

Number of Tram Routes

The number of tram routes is an indication of tram connectivity within the catchment and to other catchments.

The number of tram routes was calculated by referring to the 2014 Melway and the Public Transport Victoria website (<<http://ptv.vic.gov.au/getting-around/maps/>>) (accessed Dec. 2014–Jan. 2015).

Number of Bus Stops

The number of bus stops is an indication of bus accessibility within the catchment.

The number of bus stops was calculated by referring to the 2014 Melway and the Public Transport Victoria website (<<http://ptv.vic.gov.au/getting-around/maps/>>) (accessed Dec. 2014–Jan. 2015). Only those bus stops within or intersecting the catchment area boundaries were counted.

Number of Bus Routes

The number of bus routes is an indication of bus connectivity within the catchment and to other catchments.

The number of bus routes was calculated by referring to the 2014 Melway and the Public Transport Victoria website (<<http://ptv.vic.gov.au/getting-around/maps/>>) (accessed Dec. 2014–Jan. 2015).

The Research Limitations

- Up-to-date statistics are not available from the ABS as the last Census year was 2011.
- The latest CLUE data available was for 2012 so the latest car parking in the study area could not be captured.

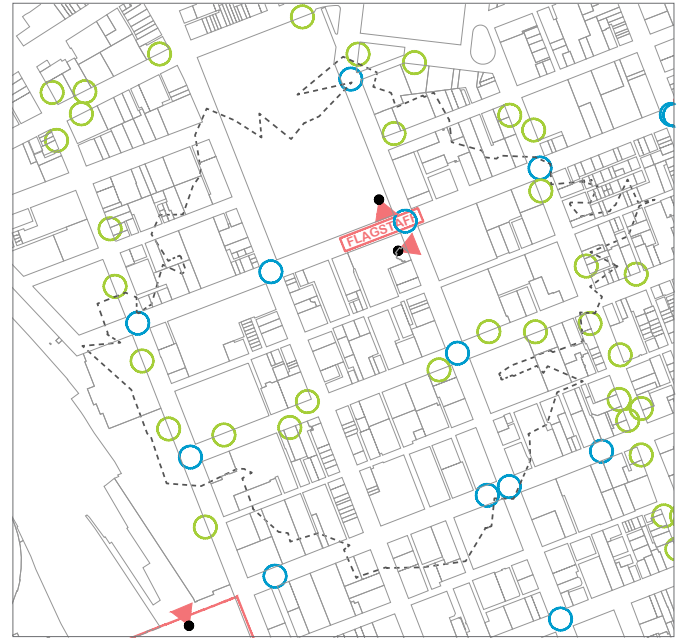


FIG. 39. Number of tram, bus stops and train stations

□ Railway station
 ○ Tram stop
 ○ Bus stop

LOCAL AREAS: EXTERNAL SPACE

At the local level of Places for People research, External Space is defined as outdoor space at ground level and open to the sky. Both privately and publicly-owned space is considered, whether or not it is accessible to everyone. The definition of external space used for Places for People is broader than the open space definition applied by the City of Melbourne. This is intentional because:

- it complements the research undertaken for the City of Melbourne Open Space Strategy (June 2012)
- it captures all existing outdoor space that shapes communal or private daily life as well as the potential of inaccessible private space to become more accessible over time.

The principal differences between external space in Places for People and open space in the City of Melbourne Open Space Strategy are¹:

Places for people	Open space strategy
Publicly or privately accessible	Publicly accessible (including public access on a fee paying or membership basis)
Publicly or privately owned	Publicly owned by the City of Melbourne only

Research Indicators and Data Collection

Diversity (No. External Space Types Available)

The diversity of external space types offers an indicator of the degree of choice in locally accessible spaces, and so to what extent external spaces may function to an optimum.

The types of external space was mapped using:

- the Places for People AutoCAD base (2013)
- the City of Melbourne's Development Activity Monitor GIS dataset (August 2014)
- the City of Melbourne's CoMPASS and CoMMaps
- Nearmap (2014)
- population data from the ABS Census 2011 and CLUE 2012
- onsite fieldwork or Google Streetview to verify public accessibility.

Categories used for mapping:

- Amenity Spaces (e.g. courtyards).
- Children / Teen Play Areas (e.g. skate parks).
- Civic Spaces (e.g. squares).
- Green Spaces (e.g. parks or gardens).
- Productive Landscapes (e.g. urban farms and communal gardens).
- Spiritual Spaces (e.g. memorial gardens).
- Sport Facilities (e.g. tennis courts).
- Movement Network (e.g. pedestrian-only streets).
- Undefined Spaces (e.g. vacant land).



FIG. 40. External Space Catchment Map

External Space Classifications

	AMENITY SPACE (Public Private)	<ul style="list-style-type: none"> • Courtyards • Communal gardens • Informal recreation spaces • Beer gardens • Domestic gardens
	CHILDREN / TEEN PLAY (Public Private)	<ul style="list-style-type: none"> • Play areas • Skate parks • Teenage hang-out areas
	CIVIC SPACE (Public Private)	<ul style="list-style-type: none"> • Piazzas • Squares • Forecourts • Market squares
	GREEN SPACE (Public Private)	<ul style="list-style-type: none"> • Parks • Gardens • Grasslands / Meadows • Woodlands • Wetlands
	PRODUCTIVE LANDSCAPES (Public Private)	<ul style="list-style-type: none"> • Allotments • Urban farms • Community gardens • Productive green space
	SPIRITUAL SPACE (Public Private)	<ul style="list-style-type: none"> • Memorial gardens • Cemeteries • Church yards / gardens / grounds
	SPORT FACILITIES (Public Private)	<ul style="list-style-type: none"> • Sport pitches • Tennis courts • Bowling greens • Athletic tracks • School/Instit. playing fields • Cricket grounds • Football ovals
	MOVEMENT NETWORKS (Public Private)	<ul style="list-style-type: none"> • Pedestrianised streets & laneways • Linear open atrium used as well as a pathway
	UNDEFINED SPACE (Public Private)	<ul style="list-style-type: none"> • Undercrofts • Wastelands • Vacant land • Car parks • Substation • Store yard
	NOT ACCESSIBLE TO PUBLIC	<ul style="list-style-type: none"> • Physical barrier • Fee-paying or membership restriction

FIG. 41. Classifications of External Space types

¹ A more detailed comparison is available.

LOCAL AREAS: EXTERNAL SPACE

Inclusions in mapping:

- Pedestrianised outdoor spaces such as Centre Place and Bourke Street Mall.
- Outdoor space located at ground level on one side of the site but above or below ground on another side.
- Outdoor space such as atriums with a transparent canopy, or spaces under structures with a height clearance greater than two levels, including freeway undercrofts and rail viaducts.
- Sites under construction or may be developed in the next 5 years (2015-2019), according to the August 2014 Development Activity Monitor.

Exclusions in mapping:

- outdoor space located above ground level
- footpaths in streets where there is vehicular access (e.g. Swanston Street and City Road)
- private (individual) balconies and roof terraces
- external spaces located outside of the municipal boundary.

Assumptions in mapping:

- external space that is publicly accessible may be publicly or privately owned and managed
- external spaces not publicly accessible were calculated to produce one total rather than totals by type (i.e. for Amenity Space, Green Space etc.)

Quantity of Provision (External Space SQ.M per Capita)²

Quantity of provision per resident and worker was measured to assess the sufficiency of external space provision to fulfil social, environment and economic benefits locally.

The quantity of external space (SQ.M) per capita (residents and workers) was calculated using:

- AutoCAD to determine total area SQ.M.
- population data collected for the local level audit.

Quantity Distribution

This indicator tests how balanced the quantity distribution of all external space types are within walking proximity, and so to what extent external spaces as a system may function to an optimum.

Quantity distribution was calculated by assessing graphs generated from the mapping.

Spatial Distribution

This indicator determines how balanced the spatial distribution of all types of external space are within a 500m walking catchment.

Spatial distribution was determined by a visual assessment of the mapping.

Potential Provision through Future Development

The potential for external space provision through future development (20% of the total area of each potential development site in next 5 years, 2015-2019). This measure is unlike all other indicators in the audit; it quantifies the latent potential of existing land to meet local external space needs if policy change was to occur.

External space that could potentially be established through future development was calculated by determining 20 per cent of the area of sites currently under construction or likely to be built in the next 0-2 years or 3-5 years. Those sites with a proposal that has been abandoned or mooted² were not considered in the calculation (according to the August 2014 Development Activity Monitor).

For additional indicators, see matrix for:

- total number Public External Spaces
- total number Private External Spaces
- total number Restricted Public and Private External Spaces

The Research Limitations

- How up-to-date the spatial information, online tools and catalogues were (e.g. NearMap, GoogleEarth and the Development Activity Monitor).
- The perceived user-catchment analysis is recognised as being subjective, but founded on urban design theory and experience.

² Being proposed

LOCAL AREAS: EXTERNAL SPACE

Quantity Distribution

Type of Public Accessible External Spaces (Open to Sky at Ground Level)	Walking Catchment - 500m							Resident Population		Employee Population	
	External Space No. & Area							Population (Head)	ES Per Capita	Population (Head)	ES Per Capita
	Public Owned ES (No.)	Public Owned ES Area (m ²)	Privat Owned ES (No.)	Private Owned ES Area (m ²)	Sub Total (No.)	Sub Total Area (m ²)	% of Total Area				
Amenity Spaces	0	0.00	9	11,054.41	9	11,054.41	32.67%	6,768.00	46,509.00	1.63	0.24
Children Teen Play	0	0.00	1	235.41	1	235.41	0.70%			0.03	0.01
Civic Spaces	1	3,724.40	3	1,981.93	4	5,706.33	16.86%			0.84	0.12
Green Spaces	1	538.35	0	0.00	1	538.35	1.59%			0.08	0.01
Productive Landscape	0	0.00	0	0.00	0	0.00	0.00%			0.00	0.00
Spiritual Spaces	0	0.00	5	4,158.48	5	4,158.48	12.29%			0.61	0.09
Sport Facilities	0	0.00	1	2,093.09	1	2,093.09	6.19%			0.31	0.05
Movement Network	5	7,076.38	1	600.16	6	7,676.54	22.68%			1.13	0.17
Undefined Spaces	0	0.00	3	2,377.87	3	2,377.87	7.03%			0.35	0.05
Total (exc. Restricted ES)	7	11,339.13	23	22,501.35	30	33,840.48	100.00%			5.00	0.73
<i>Restricted ES (All Types)</i>	0	0.00	21	5,485.82	21	5,485.82					

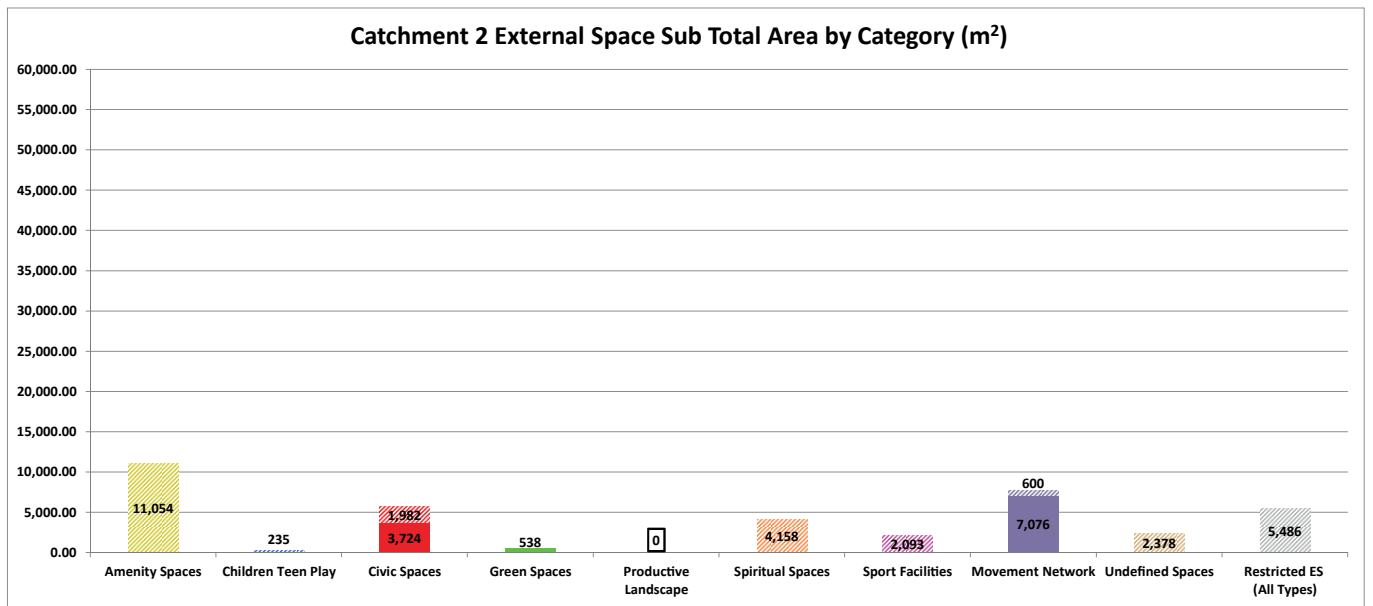


FIG. 42. Quantity distribution and diversity of type of external space

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How to contact us

Online: melbourne.vic.gov.au

In person:

Melbourne Town Hall - Administration Building
120 Swanston Street, Melbourne
7.30am to 5pm, Monday to Friday
(Public holidays excluded)

Telephone: 03 9658 9658
7.30am to 6pm, Monday to Friday
(Public holidays excluded)

In writing:

City of Melbourne
GPO Box 1603
Melbourne VIC 3001
Australia

Fax: 03 9654 4854

Translation services:

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