Draft Arden Vision & Framework

FOR CONSULTATION
September 2016
FOREWORDS

The Victorian Government is doing more than planning for growth. We are getting to work, creating thousands of jobs and building the projects that our state needs. We are planning for people and we are planning for prosperity.

The Draft Arden Vision & Framework outlines the Victorian Government’s strategic vision for the precinct. It sets out key design principles and strategic directions to deliver our vision and creates a platform for an informed conversation about these plans with the community, including residents and potential investors.

A transformed Arden will change the way the city works and functions. Growing the central business district with new hubs in Parkville and Arden, will build the knowledge economy while protecting the valued character of North Melbourne.

Maintaining and building on the strengths of the precinct and ensuring that Arden is a place for people with high quality community infrastructure, great public spaces and sustainable transport modes are critical to its success.

I invite you to consider the Draft Arden Vision & Framework and encourage you to contribute to the process of transforming Arden into a world-class, integrated and exciting urban renewal precinct.

Hon. Richard Wynne MP
Minister for Planning
State Government of Victoria

The Arden precinct represents the next phase of Melbourne’s evolution.

Catalysed by the new underground station at Arden, the precinct provides the opportunity to connect growth areas in Melbourne’s west to the growing knowledge workforces and residential communities in Docklands and Parkville, and existing communities in North Melbourne and West Melbourne.

This new station is expected to stimulate over $7 billion in urban development in the surrounding precinct and transform the area into a distinctive new central city destination.

One of the country’s most exciting urban renewal opportunities, its location will facilitate the continued expansion of Melbourne’s Central Business District (CBD) to the north and west, and respond to a rebalancing of metropolitan population growth.

Arden will also provide a critical link between Melbourne’s planned and existing renewal precincts, including Docklands, E-Gate and, in the longer term, Dynon.

This is a unique project for Melbourne given the scale of the project, the significant government land ownership and exceptional transport links. I encourage Victorians to contribute to the Draft Arden Vision & Framework.

Hon. Jacinta Allan MP
Minister for Public Transport & Minister for Major Projects
State Government of Victoria
Few major world cities are afforded the opportunity to renew an underused 144 hectare growth area within their boundaries.

The transition from manufacturing to a knowledge-based economy has left inner Melbourne with expanses of underutilised industrial land. The Arden-Macaulay precinct represents an opportunity to accommodate an expanding central city and transform this area into a sustainable living and working environment.

The City of Melbourne has collaborated with the Victorian Government on planning for the future of Arden-Macaulay for a long time now and this document continues the strategic vision of our 2012 Arden-Macaulay Structure Plan.

The City of Melbourne is in the process of rezoning the Macaulay area (to the north of Arden) to accommodate a mix of residential and business development opportunities.

This draft framework outlines a plan to transform the Arden area into a distinctive new central city destination that will enhance Melbourne’s global competitiveness.

We will shape this area with the latest techniques and technologies, while utilising the very best of urban design, sustainability and resilience.

The timing of this plan is crucial when we consider it in the context of the Metro Tunnel Project and the planned Arden train station which will connect the precinct seamlessly to the CBD: just one train stop from our biomedical, educational and knowledge hub at Parkville.

Arden’s proximity to Parkville means it is destined to be a jobs hub and many of those jobs are likely to be in our thriving knowledge economy. It will also be a sought after place to live, particularly for knowledge sector workers.

The latest prediction is for Arden to be home to 15,000 residents and a base for 34,000 jobs by 2051.

The current landscape will evolve from our post-manufacturing economy and embrace the new economy of knowledge, while respecting its residential communities.

It will also respect the area’s heritage: the revitalisation of the Moonee Ponds Creek is an important element of this plan which will honour both the Indigenous and post-settlement heritage significance. Five new parks are planned so residents are never more than a 300 metre walk from green open space.

Melbourne prides itself on being a ‘city for people’. Great cities are shaped by their people which is why it is crucial for the community to have their say on this important document to inform the structure plan for Arden, scheduled for release in 2017.

Robert Doyle
Lord Mayor
City of Melbourne
Arden will be a **distinctive new central city destination**, creating a major employment hub based on knowledge industries to enhance Victoria’s competitive advantage internationally.

It will provide a legacy for Melbourne and Victoria through a diversified economic base and unmatched investment potential with residential and leisure uses, new sustainable urban environments and thriving communities and public spaces.

Arden will establish a new practice of **integrated world class urban renewal** delivered through partnerships between all levels of government, the community and the private sector. Arden will be linked to the west, the CBD and Australia’s premier knowledge cluster at Parkville via high-capacity transport.
Figure 1: Artist’s impression of new civic heart of Arden Central
OVERVIEW

A DISTINCTIVE NEW CENTRAL CITY DESTINATION

Catalysed by the Metro Tunnel Project, Arden will be a key frontier in Melbourne’s evolution as a world-class capital city. The precinct around the new underground Arden station will be a model future smart city – incorporating the latest in technology, sustainability and urban design.

As part of the expanded central city and with easy access to Melbourne Airport, Arden will have the world at its doorstep, boost Victoria’s productivity and support Melbourne as an influential global destination. Arden will be a well-connected commercial centre in Melbourne, with its existing and new rail links to Melbourne’s CBD, Docklands, St Kilda Road, Australia’s premier biomedical knowledge cluster in Parkville and Melbourne’s booming western suburbs.

Four economic objectives will guide the precinct’s development – to create a major employment hub based on knowledge industries that fosters institutional and industry collaboration through clustering and knowledge sharing; to strengthen Melbourne’s economic position internationally through high value jobs; to improve access to jobs for regional communities including those to the west; and to extend and complement the inner city.

It will be a new cooler and greener extension of Melbourne’s CBD – carefully designed to encourage walking, cycling and public transport, with parks and open spaces to rival the greenest redevelopments in the world. Car use – including provision for driverless cars – will remain but not dominate the vision for a truly sustainable new part of central Melbourne. Arden is the opportunity to create a precinct powered by renewable clean energy, putting Melbourne at the forefront of the transition to a low carbon economy.

It will be a high tech haven for businesses and their workforces – enabling collaboration with the research, medical and knowledge-based institutions in nearby Parkville, and enabling new ways of working, studying and using creative shared spaces.

Arden will offer a new lifestyle choice for future residents, including the opportunity for high-quality inner city living in a beautiful and thriving environment - where they can access the best the city has to offer in terms of jobs, transport, entertainment, dining and education options.

The scale of opportunity so close to the city, along with significant government land holdings and an exceptional transport offer make it a unique project for Melbourne.
VISION & FRAMEWORK

This Draft Arden Vision and Framework begins the process of planning for the precinct in detail. It builds on the urban renewal directions of the Victorian Government’s Metropolitan Planning Strategy and the City of Melbourne’s 2012 Arden-Macaulay Structure Plan, and starts the conversation about how this precinct will become a distinctive new extension of central Melbourne and a world-class, integrated urban renewal area.

To realise the growth potential of Arden, five strategic directions will guide future planning:

1. Urban Transformation – Sets out principles for new and more intensive land uses that are appropriate for an expanded central city area.

2. Places for People – Emphasises the role of community infrastructure, diverse housing and the design of streets in creating a highly liveable precinct.

3. A Diverse Public Realm – Proposes a network of public realm opportunities to boost liveability through recreation, amenity and environmental regulation and to support city resilience.


5. Sustainable Movement – Emphasises the role of local walking and cycling connections to support the proposed Arden Station, and of complementary public transport for regional connections.

To align with these strategic directions, the Vision proposes 10 key propositions as a foundation for change in Arden. These include two new urban boulevards that extend Queensberry and Fogarty streets into the new heart of Arden Central, as well as a focus on sustainability and the creation of a world-class jobs hub.

Nine design objectives are proposed to inform the urban design of the precinct so that Arden is a productive and liveable place that integrates well with the surrounding area. Design objectives such as protection of solar access to key public spaces would be applied across the whole precinct.
CONTEXT

ARDEN AND MACAULAY
Area: Approximately 144 ha

The Victorian Government and the City of Melbourne are working in partnership to plan for the Arden and Macaulay area, located between North Melbourne and Kensington.

The City of Melbourne Arden-Macaulay Structure Plan (2012) identified this as an urban renewal area that can accommodate significant growth.

MACAULAY C190 AMENDMENT AREA
Area: Approximately 61 ha

Following adoption of the Arden-Macaulay Structure Plan, the City of Melbourne is implementing part of the plan through Amendment C190 to the Melbourne Planning Scheme.

This amendment covers the northern Macaulay area and includes rezoning of the area to mixed-use, to facilitate residential development. The amendment panel has now reported.

ARDEN URBAN RENEWAL PRECINCT
Area: Approximately 56 ha

The Arden Urban Renewal Precinct (Arden) sits within the Arden and Macaulay urban renewal area. It includes one block between Shiel Street and Macaulay Road that is also covered by the Macaulay C190 amendment.

This Draft Arden Vision & Framework focuses on this precinct.

METRO TUNNEL ARDEN STATION PRECINCT
Area: Approximately 23 ha

The boundary of the proposed Melbourne Metro Arden Station precinct also sits within the Arden and Macaulay urban renewal area.

The Environment Effects Statement (EES) for this precinct project is the subject of an independent panel review to inform the Minister for Planning’s assessment and decision-making.

ARDEN CENTRAL AREA
Area: Approximately 15 ha

Arden Central sits within the Arden Precinct. It will be the place where the most intensive activities are located because of its proximity to the proposed Arden station.

Figure 2: Arden in planning context
The Arden precinct is a 56-hectare precinct just south of the 88-hectare Macaulay urban renewal area. It presents a city-shaping opportunity to generate high-value jobs, provide well-located housing for future communities and strengthen Melbourne’s global competitiveness in the knowledge economy.

The Metro Tunnel will join the Sunbury and Cranbourne and Pakenham lines that service Melbourne’s largest growth corridors in the north-west and south-east to create a new stand-alone line. It will connect these areas to the growing knowledge workforces and residential communities in Docklands and the Arden and Macaulay precincts as well as established areas including Parkville and the CBD, and existing communities in North Melbourne and West Melbourne.

The Metro Tunnel will create a direct connection between Arden and the Parkville area, providing opportunities to meet expanding land requirements for health and education institutions underpinning one of Victoria’s nationally significant economic clusters.

The resident population within and around the Arden and Macaulay precincts (including Parkville, Kensington and North Melbourne) is predominantly higher skilled and includes a large tertiary student population. The industries within the area include tertiary education, professional services and health, medical technology and pharmaceuticals.

The area contains land that is zoned for industrial uses as well as residential land, with a mix of private and public housing. Some sections of the surrounding communities have higher than average unemployment.

The precinct can support a range of broad economic and social objectives including additional employment for people living in and around the precinct and connecting communities to the west (including Footscray, Sunshine and beyond) to a greater pool of professional, financial and educational services jobs. The transformation of Arden will generate jobs and prosperity while taking pressure off the more stable areas of North Melbourne.

To support the creation of a thriving economic hub, a range of services will also be required in areas such as retail, accommodation, entertainment and creative industries.

Figure 3 shows the stages in the transformation of Arden. There is the opportunity to plan now for change and renewal before the new Arden station opens in 2026. As land is freed up after construction and the new Arden station catalyses further development, the precinct will continue to change and mature after 2050.

**Purpose of Arden Vision and Framework**

The Arden Vision & Framework will guide development with many opportunities to live, work and visit. The aim of this Vision & Framework is to prompt the public conversation about the future of the precinct.


When complete, the Arden Vision & Framework will put this urban renewal opportunity into its economic and regional context, provide a basis for more detailed site planning and guide the development of planning scheme tools and other projects to manage change and development constraints. This will require close and ongoing collaboration between many departments and agencies of the Victorian Government, and with the City of Melbourne.
METRO TUNNEL

The Metro Tunnel is crucial to maintaining and enhancing Melbourne’s status as one of the world’s most liveable cities. The Metro Tunnel will enable a greater number of trains to service the central city by giving the Cranbourne, Pakenham and Sunbury lines their own tunnel through the CBD.

The Metro Tunnel includes five new underground stations at Arden, Parkville, CBD North, CBD South and Domain, with two new city stations directly connected to Flinders Street and Melbourne Central stations. Arden station is due to open in 2026, connecting the area to Melbourne’s future busiest rail corridor, and creating a focal point for development within the precinct. The proposed high-capacity and frequent service between Arden and Parkville will make it practicable to have closely related research, education and health activities in each of the two hubs.

Metro Tunnel is being assessed through an Environment Effects Statement (EES) process; an integrated assessment of the potential impacts of the project, and the approach to managing these impacts. The Melbourne Metro Rail Authority (MMRA) has undertaken a comprehensive public engagement program to seek input from the community and other stakeholders throughout the planning and development of the Metro Tunnel project. The Minister for Planning considers the final EES, submissions and a report from an independent Inquiry Panel when making his assessment. For further information please visit:

www.metrotunnel.vic.gov.au

WESTERN DISTRIBUTOR PROJECT

The Victorian Government and Transurban are partnering to build the $5.5 billion Western Distributor Project, which includes the Monash Freeway Upgrade and access improvements for Webb Dock.

The Western Distributor aims to address some of the key growth, traffic and liveability challenges facing Melbourne as the population grows and more people and goods need to move around the metropolitan area. The Western Distributor links two existing freeways and connects with the western fringe of the inner city – helping people get where they need to go by improving access between growth areas in the west and the northern end of the city and easing pressure on the West Gate Bridge and inner CBD streets.

Planning and procurement activities have begun, and will address the potential social, economic and environmental impacts of the project through its EES process, giving Victorians their say on this vital project for Melbourne’s west. For further information please visit:

www.westerndistributorproject.vic.gov.au
URBAN RENEWAL CONTEXT

Melbourne has a legacy of sophisticated strategic planning and is built on a history of staged release and redevelopment of precincts to accommodate growth and retain competitiveness. Growth in the inner city provides an opportunity to guide a new city shape and intensity through a new urban topography for Melbourne.

The Arden and Macaulay urban renewal precincts are two of a number of areas of inner north-west Melbourne that will be transformed over time as the central city grows. The areas of Docklands, E-Gate, and Dynon will eventually, with Arden and Macaulay, form a contiguous frontier of urban renewal opportunities that add to the north-west edge of the CBD, as shown in Figure 6.

The development of Melbourne’s inner city renewal precincts must be underpinned by high-quality public realm and good design. This will ensure that communities in renewal precincts will benefit from the same levels of liveability that have contributed to our city’s world-class reputation as a great place to live, work and invest.

CHALLENGES IN CONTEXT

The Arden and Macaulay urban renewal precincts present challenges for redevelopment, including flood mitigation and lack of infrastructure to support new communities. The five strategic directions in this draft Vision and Framework discuss these challenges. They are intended to generate discussion about how they will be addressed through urban renewal.

The scale of the transformation envisaged for the area and its long-term prospects present the opportunity to think creatively about resolving the challenges and to harness emerging technologies and urban renewal ‘know-how’ from around the world to guide the solutions to constraints.
KEY PROPOSITIONS

Ten key propositions have been developed to achieve the vision for Arden. They are:

1. A major **new jobs hub** attracts significant research, institutional, cultural and commercial activities to create a new hub west of the CBD. It is complemented by generous spaces for retail, recreation and living.

2. **Sustainability guides every stage of Arden’s development**, from the design of infrastructure and open spaces to building management.

3. Two new urban **boulevards** extend Queensberry and Fogarty streets, linking the existing and new areas.

4. A large new **civic space** forms the heart of Arden Central.

5. **Community infrastructure** reinforces local identity and builds on existing provision to deliver services in new ways.

6. A **diverse public realm** incorporates new and existing open spaces which create a vibrant and liveable precinct.

7. A **comprehensive, integrated approach to managing water** future-proofs the precinct.

8. **Moonee Ponds Creek** is a highly valued multi-purpose spine connecting the area for transport, drainage, recreational, landscape and environmental outcomes.

9. **Walking, cycling and public transport** have priority on shared streets.

10. **A comprehensive pedestrian and cycle network** is extended into and through Arden with on and off-road routes.
Figure 8: Artist’s impression of Arden Urban Renewal Precinct after redevelopment, viewed from south-east
DESIGN OBJECTIVES

Nine design objectives have been developed to guide and inform the planning of Arden. These objectives underpin delivery of the 10 key propositions for the Arden precinct.

1 NEW CENTRES FOR ARDEN
- Locate the heart of the Arden precinct close to Arden station.
- Complement the new Arden Central activity centre with a local centre focused along Macaulay Road.

2 FLEXIBLE BLOCKS AND FINE GRAIN
- Provide flexible blocks that can be developed in multiple ways and at a variety of scales.
- Reflect the fine grain of the area’s streets and blocks and create variety in block sizes.
- Ensure there is a mix of frontages and lot sizes to enable a variety of land uses and character in streets.

3 INTENSE ACTIVITY AROUND ARDEN STATION
- Focus the most intensive activities near the Arden station, to make maximum use of the transport connections.

Figure 9: Precinct design strategies illustrated
4 QUALITY PUBLIC REALM
• Design streets that perform multiple functions, including cooling the city, providing passive and active recreation and enhancing the character.
• Create streets and open spaces that green the precinct and link to surrounding destinations and the Moonee Ponds Creek.

5 PROTECT SOLAR AMENITY
• Provide sun access throughout the day to key spaces.
• Locate taller buildings to the south and abutting the rail line.

6 CELEBRATE AND MANAGE WATER
• Use features like streets and open spaces to better manage the impacts of stormwater.
• Sustainably manage water resources to support recreation and transport activities as well as biodiversity.
• Re-imagine and enhance the Moonee Ponds Creek corridor as a green spine with active and passive recreation spaces and varied landscape characters.

7 TRANSPORT CONNECTIONS
• Provide a range of sustainable transport options between key destinations, to decrease reliance on cars and encourage walking, cycling and use of public transport.
• Provide clear routes between existing and future centres.
• Prioritise walking and cycling routes within Arden.

8 ADAPT THE GRID
• Reflect the road grids of North Melbourne to create permeable, connected neighbourhoods.
• Respond to the scale and built form rhythm of the existing area so that new development complements and adds to the existing character.

9 VIEWS AND GATEWAYS
• Encourage views into the area using the alignment of buildings and streets.
• Provide gateways to the precinct in addition to the new Arden Station.
• Buffer the new community from noise along the rail and CityLink corridors.
• Locate signature buildings as a reference point for the precinct.
Five strategic directions set out the basis for the planning of Arden as a distinctive new central city destination, with thriving communities and great public spaces around high-capacity transport.

The five directions are intended to realise the growth potential of Arden, address issues that have held the precinct back in the past, and create places that benefit the existing and future community. They are:

1. **Urban Transformation**

2. **Places for People**

3. **A Diverse Public Realm**

4. **A Water Sensitive Approach**

5. **Sustainable Movement**

**Direction 1 - Urban Transformation**

Catalysed by the new Arden station, Arden will be a world-class business destination for the knowledge economy. The economic objectives for the precinct are to:

- Create a major employment hub based on knowledge industries, fostering institutional and industry collaboration through clustering and knowledge sharing.
- Strengthen Melbourne’s economic position internationally through the promotion of high value jobs on government owned land.
- Improve access to jobs for cross-regional communities, including populations to the west.
- Facilitate expanding the central city in a manner which complements the inner city.

Arden is set to change from a mainly industrial area into a vibrant and more intensely developed mixed use precinct. The Arden of the future will have a wide range of business, residential and community activities and open spaces. Those activities will benefit from Arden’s proximity to Melbourne’s CBD and Parkville’s biomedical and higher education precinct, as well as the new Arden station and major suburban and regional rail links.

With high quality links to Melbourne’s north and west, including Footscray, Sunshine and Melbourne Airport, Arden will generate jobs and prosperity. This will create flow-on benefits for Victoria as a whole.
Figure 10: Current planning zones

CAPITALISING ON GOVERNMENT INVESTMENT

Research, cultural, educational and health institutions and larger office-based enterprises will ideally be located close to public transport facilities so they are highly accessible for employees and visitors. These frequently used spaces will be enhanced by services for the working population in particular, including retail, hospitality, entertainment and health services.

Figure 11 shows how employment and residents are projected to grow in Arden (to 34,000 and 15,000 respectively) over the next 30+ years.

1: The number of dwellings and jobs vary from those stated in the 2016 Melbourne Metro Business Case (p60), which references 25,000 residents and more than 43,000 jobs in the urban renewal precinct. The variance is due to a wider geographic area being used in the Business Case.

Figure 11: Projected growth in jobs and residents in Arden in 2031 and 2051

A PLACE TO CALL HOME

There will be also strong demand for housing in Arden. Proximity to jobs, transport and services and a high level of amenity in streets and public spaces will make it one of the inner city’s most sought-after places to live. The residential population will support the night-time economy.

Housing and flexible work spaces will be located throughout the precinct, along with local retail and other services for the residential community. It is anticipated there will be a demand for student housing in connection with its education and research activities.

BUILT FORM GUIDELINES

Built form guidelines will be developed to direct development in Arden so that the potential of the area to accommodate growth is realised without compromising the quality of the urban design.

The guidelines will focus on creating an Arden-specific response to the physical and cultural context, designing for adaptability and resilience, and meeting best practice environmental sustainability standards.

The built form guidelines will also likely outline sensitive interfaces with neighbouring areas, including established residential areas, and the agreed treatment of these.
Current city skyline view from Arden precinct
A SUSTAINABLE AND RESILIENT PRECINCT

The Arden precinct will be developed over the next 30 years or more, to serve a population and workforce facing very different challenges to now. A resilient city has the capacity to manage, adapt and be flexible in the face of multiple challenges, including climate change.

To meet the needs of the community in future generations, today’s planning of Arden needs to embed resilience. For example, spaces should be able to be adapted to many uses and have as small an environmental footprint as possible.

The transformation of Arden provides an opportunity to create an exemplar sustainable precinct, with the use of low-energy, low-carbon buildings and infrastructure, an urban structure that supports active transport, integrated water management, high-quality open spaces and green links and precinct-wide shared energy, water and waste management systems.

With long time frames to fully develop the precinct, it is important to create spaces that will accommodate different ways of living and working, and make the best use of emerging technologies.

OPPORTUNITY ON A GLOBAL SCALE

Across the world, underused areas of major cities are being transformed into dynamic areas of urban renewal.

The type and scale of transformation at Arden is likely to be similar to that of celebrated international examples of urban renewal - such as Canary Wharf and Kings Cross in London, or the Hudson Yards development in New York.

Figure 12: International exemplars  See page 33 for image sources
People will come to Arden for many different purposes – to live, work, study, shop, play sport and to participate in cultural activities. We need to plan for a diverse range of community facilities that meet the needs of workers, residents and visitors.

Community infrastructure commonly includes health, education, recreational and cultural facilities, that can be provided by a range of government, private and community organisations.

Early provision of community infrastructure can play a broader role in shaping a sense of place and pride by helping to define the identity and character of an area. Building on existing assets such as the North Melbourne Football Club, future infrastructure in Arden will include a diverse range of community facilities that honour the area’s history.

A new approach is needed to plan and deliver these facilities. As space within Arden and Macaulay is at a premium, water management will influence what and where things can be built and community needs will change over time. Therefore, innovative delivery and design solutions will be explored.

**PRINCIPLES FOR MAKING PLACES FOR PEOPLE**

- Plan for innovative community facilities that build on existing services and cater for workers, students, visitors, residents and other users.
- Acknowledge the history and contribution of community-focused uses in Arden and plan for the optimal use of these assets.
- Support a regional and local activity centre to provide retail and services to the community.
- Capitalise on the opportunity the new Arden station presents by creating regional community facilities such as an arts hub.

**EVOLUTION OVER TIME**

Community infrastructure evolves over time as the population mix changes. Victorian Government agencies and the City of Melbourne will work in partnership to stage the upgrading of new facilities in keeping with the stages of renewal, such as in the short (up to 5 years), medium (5-15 years), and longer term.

Short-term upgrading of infrastructure will mainly target Macaulay, focusing on community hubs, child and family services, and passive and active sports facilities. The area already has significant sports and other community assets that are valued by the community and are part of the planning mix.

Increasing population in the medium term will require consideration of additional school capacity, either through new or existing schools.

In the longer term, as the resident and working population increases in Arden there will be a need for an integrated early years and community centre, and a community hub similar to the Docklands Library model to meet the needs of workers and residents. Such facilities should be co-located with planned public open space to create attractive local environments. The Victorian Government will identify land for an additional primary school to support North Melbourne.

**SUSTAINABLE AND DIVERSE HOUSING**

It is anticipated the Arden precinct will eventually be home to over 15,000 residents. The housing mix will evolve over time and offer different ways of living as the area’s potential is realised.

Arden will have city-centre style living spaces in close proximity to workplaces and services. This mixed use environment will help make the area lively by day and night for residents, workers and visitors.
Urban renewal areas provide an opportunity to create diverse housing for different types of households. As outlined in the City of Melbourne’s *Homes for People Housing Strategy 2014-18*, to stand the test of time and ensure a diversity of housing choices, housing needs to be designed with people of different ages and backgrounds in mind who may occupy the home over its lifetime. Proposed built form guidelines can reference the desired mix of housing types in new development.

The Victorian Government and the City of Melbourne are committed to more affordable housing being provided close to jobs and services, across the broader metropolitan area and in the inner city.

**GREAT STREETS FOR PEOPLE**

The streets in and around Arden will be designed to be multi-functional – that is, to be vital places for people to socialise and relax in as well as to pass through. Design guidelines will guide the character of the various streets. They will include direction on:

- Street wall heights that relate to the width of the street, and balance the need to create a sense of enclosure with the need to maintain a human scale for buildings.
- Creating active frontages, ensuring surveillance of the street and other measures to provide for comfort and safety.
- Ensuring solar access in the right places and at the right times of the year.
- Standards for landscaping and public art, to ensure amenity and a lively public realm.
- Using the public realm to identify ways to access the new Arden station.
- Community engagement and application of the City of Melbourne standards in designing new public realm assets.

Figure 13 shows how elements of different streets can create great places for people, by incorporating walking and cycling routes and water management and amenity measures. For example, the Queensberry Street and Fogarty Street urban boulevards could be high-amenity pedestrian and cycling routes with activated spaces, water-sensitive design and possible flood mitigation measures, green spaces and places to sit.

**HERITAGE AND LOCAL CHARACTER**

Future development at Arden will carefully manage the area’s rich heritage.

The Moonee Ponds Creek environs were a water and food source for the Aboriginal people of the Woiwurung language group of the Wurundjeri Tribe and a travel route between the mountains to the north and Port Phillip Bay. The area around the creek, which borders Arden, is an area of both Indigenous and post-settlement heritage significance.

During the 1850s, the main route to the goldfields of Castlemaine and Bendigo was along Royal Parade and Mount Alexander Road, and many businesses were based in Arden to serve that main transport route and the growing central city. Arden is located within an area of North Melbourne that has a rich heritage of industrial buildings, such as Weston Mills, and cultural icons, including the North Melbourne Football Ground.

Guidelines for new development will encourage developers to honour the area’s heritage, to reinforce character and create a sense of identity. Planning for the revitalisation of the creek will respect its cultural significance. Public art in streets and open spaces will also help forge a new identity for an urban renewal area.
DIRECTION 3 - A DIVERSE PUBLIC REALM

The public realm is the unifying network of publicly owned streets, laneways, shared paths, and open spaces that can be complemented by privately owned but publicly accessible plazas and building forecourts. The public realm is the key to integrating and supporting the layout of the city’s overall structure and provides a seamless and logical transition from development sites to the streets and open spaces.

PUBLIC REALM PRINCIPLES

• Create a vibrant public realm with activated open spaces that contribute to and enhance the character and sense of pride and place for the precinct

• Develop a sustainable public realm that helps cool the precinct, incorporates best practice water sensitive urban design and has the capacity to support biodiversity

• Optimise the use, resilience and amenity of the public realm network through innovative design approaches that reflect the identity of Arden as a creative precinct

• Create a diverse network of open spaces that support a range of uses and functions, and are connected by safe, high-amenity pedestrian and cycle priority links

• Provide space for canopy trees, to maximise their community, health and environmental benefits and reflect the North Melbourne context.

Figure 14: Components of the public realm

PUBLIC REALM

PRIVATELY OWNED OPEN SPACE

Privately owned but publicly accessible laneways, plazas and building forecourts.

STREETS

Publicly owned streets, laneways, malls, pedestrian footpaths and cycle paths.

• Links with and supports the layout of the city’s overall structure

• Provides a seamless and logical transition from buildings to the road pavement

• Provides amenity including public meeting points, sun, shade, seating and safe thoroughfares for a diversity of users.

OPEN SPACE

Public open space
Publicly owned land that is freely accessible to the community and primarily for outdoor recreation and leisure.

Restricted public open space
Publicly owned land set aside for other primary purposes such as conservation, waterways, heritage and utilities that can also be made available for community recreation and amenity purposes. Access to and use of these spaces may vary depending on the level of restriction that the primary purpose imposes.
Figure 15: Artist’s impression of potential Fogarty Street Boulevard
A DIVERSE PUBLIC REALM

A high-quality public realm will require diverse measures that leverage off existing assets and add new options and opportunities. These could include:

1. Extending Queensberry and Fogarty streets to create two intersecting, high-amenity urban boulevards, with flexible activation spaces, street trees planning and water sensitive urban design, to add to Melbourne's legacy of grand boulevards identified in the Victorian Government's Plan Melbourne: Metropolitan Planning Strategy and the City of Melbourne's Urban Forest Strategy.

2. Creating a station plaza to mark the first opening of the proposed new Arden station, herald the entry to the station and provide a visual and physical connection to the north of Arden Street.

3. Providing a new civic space for Arden and the city. This central open space at the heart of the precinct would be a place for people to relax and congregate and the premier address for the precinct.

4. Providing a local open space in the south of the precinct, to equitably distribute open space through the precinct.

5. Creating a green spine linking Racecourse Road to Arden Central and the North Melbourne train station to enhance the Moonee Ponds Creek corridor and capitalise on opportunities to use and enliven spaces under and adjacent to CityLink.

6. Exploring creative design solutions in streets, including road closures, to increase the amount of open space within and around the precinct.

7. Providing links to existing assets, particularly Royal Park, through enhanced pedestrian and cycling infrastructure.

8. Develop strategies to facilitate multiple uses of existing and new public open space within the precinct. For example, facilities can be shared between schools and surrounding communities.

A HIGH-QUALITY PUBLIC REALM

As a distinctive new central city destination, a high-quality public realm with a diverse mix of open spaces and safe, high-amenity streets will be required to ensure the long-term sustainability and liveability of the precinct. These urban spaces will create a network of green infrastructure that will cool and green Arden.

Open spaces and streets will support opportunities for public meeting points, access to sun and shade, public art, seating and safe pedestrian routes and thoroughfares as well as leisure and exercise. In addition, the public realm can also support biodiversity and mitigate the impacts of climate change.
DIRECTION 4 -
A WATER SENSITIVE APPROACH

The City of Melbourne’s catchment strategy, *Total Watermark*, notes that the municipality sits at the bottom of a number of catchments, creating a unique waterway management challenge. The Moonee Ponds Creek is a key part of this challenge in Arden and Macaulay, as it nears the end of its 25-kilometre journey to Port Phillip Bay.

Flooding within the Arden and Macaulay area originates from a variety of sources, including the Moonee Ponds Creek and local stormwater runoff. Figure 15 shows the low-lying areas covered by the Land Subject to Inundation Overlay (LSIO).

Contemporary stormwater management includes consideration of sea level rise and changed rainfall due to predicted climate change to the year 2100. This gives time to collaboratively develop and implement solutions to increase precinct resilience to the predicted effects of climate change. A key requirement for renewal in Arden will be agreed drainage, water supply and sewerage strategies, and covering the cost of water supply, sewerage and drainage services.

Water management strategies for Moonee Ponds Creek need to consider and enhance the corridor’s other roles – as a flora and fauna habitat, landscape feature, and significant linear parkland. The quality of the city waterways is vitally important to the wider area’s recreational attractiveness and biodiversity.

Urban renewal is an opportunity for the multiple landowners and agencies to work together to revive Moonee Ponds Creek as a community and environmental asset that also functions well as a waterway.

*Figure 15: Land Subject to Inundation Overlay (LSIO) in Arden and Macaulay*

*Source: City of Melbourne Planning Scheme*
PRINCIPLES FOR WATER MANAGEMENT

- Use precinct-wide plans to solve or substantially mitigate the complex flooding issues and use stormwater better.
- Use streets for multiple functions, including management of water.
- Design open spaces for multiple functions, ensuring they are usable, water efficient and can assist with storm water management.
- Increase the flood management functionality of Moonee Ponds Creek and its catchment.
- Promote a whole-of-catchment best practice approach to contain and treat storm water runoff closer to its source.
- Plan for the potential impacts of predicted climate change.
- Promote site-based local opportunities to reduce runoff and treat water locally - such as green roofs, rainwater tanks, on-site detention, permeable paving and small retarding basins.
- Promote the use of alternative water where feasible.

MAKING ARDEN EQUITABLE AND WATER-EFFICIENT

Integrated water management is a process that promotes coordinated development and management of water, land and related resources to make cities equitable and water efficient.

An integrated water management approach in Arden will focus on the whole water cycle and provide flood mitigation benefits. It could include standards for design and management of buildings and landscaping, with an emphasis on alternative water use (i.e. recycled water and harvested stormwater), using third pipe systems.

REVIVING THE MOONEE PONDS CREEK

The Moonee Ponds Creek has multiple roles and characters as it winds through Arden and Macaulay. The creek corridor currently functions mainly as a drainage and transport corridor (with CityLink, the Upfield rail line, and the Capital City shared path). There are great opportunities to enliven the space and redefine how people relate to the creek. There are numerous spaces that could be enhanced for passive and active recreation, as an arts space, and as a biodiversity corridor.

Melbourne Water, the City of Melbourne, Victorian government agencies and community groups will collaboratively manage development of the creek and establish how the multiple owners and managers of the space can work together to implement improvements.

APPROACHES TO MANAGING STORMWATER

Climate change means that storm water management solutions are likely to be more complex and involve a wider stakeholder group to develop joint approaches. A collaborative approach will be needed.

Options for detailed investigation could include:
- Widening parts of Moonee Ponds Creek
- Raising and extending of Moonee Ponds Creek levee banks
- Redesigning and raising of bridges over Moonee Ponds Creek
- Additional stormwater drainage pipes
- Stormwater retarding systems throughout the catchment
- Use of pumps
- Controls over building floor levels
- Site level adjustment during redevelopment
- Using the width and character of the existing street network to incorporate water sensitive design elements, such as swales and rain gardens
- Use of pressurised pipes
- Lot scale provision of integrated water management and on site detention.

It is likely that a mix of approaches will be needed to ensure Arden’s resilience and adaptability, and to develop over time a catchment-wide approach to reducing stormwater runoff.
Arden Vision & Framework - Consultation draft - September 2016

**DIRECTION 5 - SUSTAINABLE MOVEMENT**

Arden has superior existing public transport and road connectivity. The new underground Arden station in the heart of a precinct primed for renewal means Arden will present one of the best opportunities in Melbourne to create a truly sustainable transport suburb. It will be a place where everyone can rely on sustainable transport – walking, cycling and public transport – to get around. This gives the opportunity to minimise the need for roads and parking and avoid congestion in what will become an intensively used space.

**Figure 17: Proposed hierarchy of transportation modes**

**PRINCIPLES FOR SUSTAINABLE MOVEMENT**

- Capitalise on the new metro rail service by maximising opportunities to live and work near the station.
- Prioritise walking and cycling through a well-connected network of direct links to key destinations.
- Create new pedestrian links – on shared streets, through new open space, and with through-block links.
- Exemplify the 20-minute neighbourhood by ensuring that all day-to-day needs can be met within a 20-minute trip by a sustainable transport mode.
- Limit parking and direct it to strategically located shared locations.
- Complement train travel with local bus/tram links with good priority.
- Limit provision of additional road capacity to that required for access to development.
- Use innovative solutions for local freight and deliveries to reduce traffic impacts.
- Plan for the pedestrian and cycle network as a health asset, providing for safe, traffic-protected walking and running circuits.
- For trips within the precinct, maximise walking, and for trips into the precinct, maximise public transport and cycling access.
- Provide good cycle and pedestrian links to public transport.
- Design the transport network to ensure the precinct is accessible to all.
- Prioritise pedestrians.
The movement network will be designed to extend the permeable street grid that characterises Melbourne’s CBD and North Melbourne and to maximise safe and comfortable walking. The City of Melbourne’s Walking Plan provides a relevant hierarchy of streets to cater for pedestrians and manage shared road space to ensure pedestrian amenity.

Most streets within Arden will be designed to fit into the two highest levels of pedestrian functionality in the Walking Plan. Even on high-vehicle mobility streets and other streets with a traffic function, streets will be designed to cater for pedestrians, for example with regular crossing points and refuges, so streets do not become a barrier to walking.

In Arden, streets will enhance the character of the public realm – that is, they will be designed to perform a function like other open spaces. Main pedestrian routes such as the proposed Queensberry Street and Fogarty Street extensions will include places to rest and socialise, plant large canopy trees and manage water. Direction 3 illustrates this vision further.

EXTENDING THE CYCLING NETWORK

The existing bicycle network in North Melbourne and Kensington includes off-road and dedicated on-road routes. The City of Melbourne’s Bicycle Plan 2016-2020, developed under its 2012 Transport Strategy, has an extensive program for upgrading the local bicycle network through North Melbourne and Kensington.

The aim of bicycle planning for Arden is, therefore, to extend the existing and proposed network throughout the new development in Arden to help make cycling a preferred mode for recreational and commuter travel.

Proposed long-term additions to the bicycle network as part of the development of Arden would include a new bicycle path along the western edge of Arden, providing cyclists with a direct connection to the Capital City Trail.

ENHANCING PUBLIC TRANSPORT

The new underground Arden station will be the prime public transport asset for the precinct, but through urban renewal and the arrival of new residents and workers, there will be an opportunity to strengthen the existing public transport.

Existing bus routes may be able to be reconfigured to include more local stops that connect residents and visitors with nearby facilities such as Errol Street, the University of Melbourne and Victoria Market. In the long term as demand increases, bus routes could be upgraded to tram routes, potentially linking to key destinations within the expanded central city.

MANAGING VEHICLES, FREIGHT AND PARKING

Arden has excellent freeway access, including strong linkages via CityLink to Melbourne Airport. The Arden of the future will have a traffic network designed primarily for local traffic, with through traffic being redirected around the precinct. This approach will help underpin Arden’s renewal potential.

As part of a wider future review of level crossing removals it may be possible to remove crossings on the Upfield line through Arden, amongst other locations, to assist east-west vehicle movement. This would require a complex engineering solution to serve multiple transport corridors and also flood mitigation.

Restricted parking availability will help limit increases in traffic in and around the Arden precinct. Where possible, parking will be located in shared locations.
IMPLEMENTATION

A range of actions will be needed to implement the Vision and Framework for Arden. These are expected to be finalised in late 2016, following consultation on this Draft.

This will inform an updated Structure Plan. Planning scheme tools and other strategies will be developed to give effect to the updated Structure Plan.

The updated Structure Plan for Arden will propose specific measures to shape development in the precinct, supporting infrastructure, and contributions to infrastructure.

A planning scheme amendment will introduce new zones to allow different uses, including office and residential, and to put guidelines in place to ensure development follows the Framework’s principles.

Planning tools are likely to be used to address a range of specific site issues such as contamination and flooding, to guide the design of buildings, such as by considering their impact on streets and open spaces, the amenity of occupants, adaptability and environmental sustainability.

The Victorian Government and local government are investigating the most effective method to capture value and secure developer contributions towards items such as open space, drainage and community and Victorian infrastructure.
HOW TO HAVE YOUR SAY

TELL US YOUR IDEAS

The views of all stakeholders - landowners and occupiers, residents and businesses, design professionals, future investors and anyone with an interest in urban renewal - are welcome in planning for Arden. Feedback and ideas on this Draft Arden Vision & Framework will help inform a Final Arden Vision & Framework and a Structure Plan, scheduled for release in 2017.

A series of engagement activities are being held to encourage input. The Victorian Government and the City of Melbourne urge everyone with an interest in the renewal of Arden and the future of central Melbourne to become part of this consultation process.

To provide feedback on this document and to receive ongoing project updates, please visit or contact us via:

www.shapevictoria.vic.gov.au
arden@vpa.vic.gov.au
Arden Renewal Team at the VPA
(03) 9651 9600
Victorian Planning Authority
Level 25, 35 Collins Street, Melbourne, 3000

Community engagement on the Draft Arden Vision & Framework is designed to incorporate feedback and ideas from the community to help inform the Final Vision & Framework.

Here are some questions that may help prompt your thinking about the future of the Arden precinct.

CIVIC / PUBLIC SPACE:
What are the elements that would make new public spaces in the area attractive and people-friendly? Are there things that could be done to activate those spaces early in the renewal process?

LOCAL IDENTITY:
What are the elements of history and community in the area that could be reflected in new infrastructure and spaces?

DEVELOPMENT:
The most intensive development will be located around the new train station. How could interface areas between sensitive land uses be managed?

COMMUNITY FACILITIES:
What additional community facilities might be needed for people working and living in the area as it grows?

CONNECTIONS / ACCESS:
What links for walking and cycling would you like to see in and through the area?

SUSTAINABILITY:
What features would you like to see in the area to reflect environmental sustainability objectives? This might include water management, energy management, greening or other elements.
USEFUL WEBLINKS

VICTORIAN GOVERNMENT PUBLICATIONS

A Guide to Victoria’s Planning System

Climate-Ready Victoria: Greater Melbourne

Metro Tunnel

Plan Melbourne: Metropolitan Planning Strategy

Western Distributor Project

CITY OF MELBOURNE PUBLICATIONS

Arden-Macaulay Structure Plan 2012

Bicycle Plan 2016-2020

Climate Change Adaptation Strategy

C190 Planning Scheme Amendment (Macaulay)

Homes for People Housing Strategy 2014-2018

Open Space Strategy

Transport Strategy 2012

Total Watermark: City as a Catchment Strategy 2014

Urban Forest Strategy 2012-2032

Walking Plan 2014-2017
GLOSSARY

**Active frontage:** Building frontage which contains uses that promote activity and interaction with the street.

**Adaptability:** Design of buildings to serve different uses over time in response to changing demands for space.

**Amenity:** A collection of qualities that make spaces attractive for human occupation.

**Built form:** The combination of features of a building, including its style, façade treatments, height and site coverage.

**Fine-grained:** An urban environment with small-scale spaces, a mix of uses and relatively narrow street frontages and street blocks, to foster diverse activities and walkability.

**Framework:** Document setting out a vision for a precinct, key elements or principles that support the vision, and next steps to achieve it.

**Heat island effect:** A localised heating effect in urban areas caused by a concentration of hard surfaces such as pavements, walls and roofs that retain heat and radiate it back into the environment.

**Human-scale:** The proportional relationship of the physical environment (such as buildings, trees, roads) to human dimensions. Maintaining a human scale means that structures are not perceived as overwhelming at ground level.

**Knowledge economy:** An economy focused on producing and using knowledge and information, using technological innovation and a highly-skilled workforce to generate economic growth.

**Masterplan:** A plan that directs how a single site or landholding or a cluster of related sites will be developed. It may include direction on traffic movements, allocation of spaces, and provision of open space and key facilities. It is usually more detailed than a Structure Plan.

**Public realm:** Incorporates all areas freely accessible to the public, including parks, plazas, streets and laneways.

**Passive surveillance:** Informal observation by people of streets and public spaces, which increases perceptions of safety.

**Shared path:** An off-road path for cycling and walking.

**Solar access:** Ability of a property, street or open space to receive sunlight.

**Structure Plan:** A plan for implementing a framework or vision for a precinct. It may include proposed landzonings and building controls, plans for infrastructure provision, proposed development contributions, strategies for addressing issues such as drainage, and nominated sites for more detailed master planning.

**Sustainable transport:** Transport by modes other than single-occupancy cars. Includes walking, cycling, bus, tram, train and carpooling.

**Urban renewal:** The process of rebuilding an existing part of a city or town to accommodate new land uses, often catalysed by a shift in the city’s economic base from manufacturing to knowledge production and use.

**Walkability:** The degree to which an environment supports walking as a transport mode, for instance by providing frequent, safe and attractive paths that connect common trip origins and destinations.

**Sources of Illustrations on Page 19**

- **Canary Wharf, London**
  Accessed 19th July 2016

- **Kings Cross, London**
  Source: [http://www.mcaslan.co.uk/projects/kings-cross-station](http://www.mcaslan.co.uk/projects/kings-cross-station)
  Accessed 19th July 2016

- **Hudson Yards, New York**
  Accessed 19th July 2016
For more information about key projects in the area go to www.ardenmacaulay.vic.gov.au