

1 Introduction

The need for a structure plan

The *City North Structure Plan* provides a long term vision and strategy for the area to the north of the Central City to become a sustainable urban renewal precinct.

Currently zoned for mixed and public use, City North is a diverse area characterised by retailing, residential, education and health services.

City North is already undergoing urban renewal, with catalysts for change including the redevelopment of the former Carlton United Brewery site and significant government investment in the major hospitals in the north of the study area.

The area is also well-served by existing public transport infrastructure. A proposal for a new 9 kilometre rail tunnel between South Kensington and South Yarra, with stations at Parkville and CBD North has the potential to further revitalise the area to the north of the precinct and provides the opportunity for an intensive, mixed use continuation of Melbourne’s Central City.

In this context, the purpose of this structure plan is to help guide comprehensive change and development in City North. The study area is indicated in Figure 1.1.



Figure 1.1: study area

- Existing open space
- City North study area
- Existing rail network
- Proposed Melbourne Metro alignment
- Proposed Melbourne Metro station

Project development

The *City North Structure Plan* has been prepared in four stages.

Stage 01

A background report was prepared that provided an overview of the City North area from a policy and physical perspective. This review informed the draft plan and provided an understanding of the key issues that informed the early consultation exercises.

During September and October, 2010, the City of Melbourne held discussions with businesses and major institutions in and around the area. A community forum was also held. These sessions focused on understanding the values and opportunities that should underpin the planning of the area. These values have informed the development of the ten key principles that lead the outcomes of the *Structure Plan*.

Stage 02

A draft version of the *Structure Plan* was prepared to articulate a vision and preferred framework for future growth. This draft was available for comment to the wider community in May-June 2011.

Stage 03

A final draft *Structure Plan* was prepared in December 2011 which responded to the community feedback received during the consultation period. From December 2011 to early January 2012, the community was invited to comment on the final draft plan.

Stage 04

The *City North Structure Plan* was finalised with consideration of the comments received during the consultation period. The Plan was adopted by the Future Melbourne Committee in February 2012.

Figure 1.2 illustrates this process.



Figure 1.2: structure plan preparation timeline

1 Introduction

Planning for future growth

Melbourne's growth surge, which began in the late 1980s will see the number of residents and workers in the city double by 2030. As cities grow, they have the potential to use resources more efficiently; their wealth, creativity and innovation increases, and, for businesses and residents alike, there are greater opportunities and improvements in the quality and range of services available. This growth must be carefully planned, designed and managed to ensure the future city will continue to be safe and enjoyable.

The Central City

Thirty years ago, Melbourne was a city of manufacturing. Today, Melbourne is a leading city in the knowledge economy. The dense and diverse Central City, where knowledge is created, exchanged and traded across Australia, and indeed the globe, is the base for this new economy. The continued growth and expansion of the Central City is important for the future prosperity of Melbourne.

Until the 1980s, Melbourne's traditional Central Business District (CBD) expanded and developed within the Hoddle Grid area and along St Kilda Road. After the 1980s, the old CBD was transformed by the introduction of a greater variety of uses including housing. It also expanded into Southbank making the Yarra River now a focus of city life.

This expanded area, which became known as the Central City, began to grow west into Docklands in the 1990s. Currently the Central City is consolidating in Southbank and Docklands and expanding north of the Hoddle Grid. Over the next 20 years, Central City growth and expansion will continue, with extensions into the old rail yard areas in North Melbourne. (See *Arden-Macaulay Structure Plan 2012*).

Keeping connected to stay prosperous

People in a dense, vibrant and prosperous city need convenient, effective and reliable ways of moving around, with good connections into surrounding metropolitan regions. Some 800,000 workers, students and visitors come into the City of Melbourne each day. This number will grow to 1.1 million by 2030. Since the 1960s, the private car has been the primary means of transport, but this is changing. City growth and intensification since the 1980s require greater capacity and efficiency that only good public transport, walking and cycling can provide. In 1990, 65 per cent of all trips into the city were by car. By 2007 the figure was 35 per cent. In 2030 perhaps only 10 per cent of trips will be by car, with 90 per cent by train, tram, bus, walking, cycling and taxi.

Urban renewal

The transition from manufacturing to a knowledge-based economy has left inner Melbourne with expanses of underutilised industrial land. This land, located adjacent to, and within the Central City, accounts for 13 per cent (476 hectares) of the municipal area and is available for Melbourne's future growth. Through urban renewal, there is the opportunity to accommodate an expanding Central City and to turn this into well-planned, well-served, high density residential and business neighbourhoods.

Resource efficient and climate change adapted

Experts predict that Melbourne's future climate will be hotter and drier. The inner city is particularly vulnerable, with concentrations of buildings, roads, and other infrastructure, resulting in higher surface temperatures, known as the urban heat island effect. Experts also predict more rainfall and a rise in the sea level. Urban renewal areas need to be future-proofed against these climatic changes.

Urban renewal offers significant opportunity for the upgrading or wholesale replacement of existing energy, water and waste utilities. New, integrated, local systems can provide significantly more efficient services to homes and businesses, reducing the city's carbon footprint.

Policy context

Future Melbourne Community Plan (City of Melbourne, 2008)

Future Melbourne is a community plan for the City of Melbourne. It is a plan to grow Melbourne as a global city and as one of the top ten most liveable and sustainable cities in the world.

Its six goals are to make Melbourne:

- A city for people
- A creative city
- A prosperous city
- A city of knowledge
- An eco-city
- A connected city.

The *City North Structure Plan* builds on these goals.

The Draft Municipal Strategic Statement (City of Melbourne, 2010)

The City of Melbourne's draft *Municipal Strategic Statement* (MSS) defines how and where the long term growth and development of the city will occur. New development will be particularly focused in areas of the city that are currently degraded and underutilised, and this will repair and rejuvenate those areas. Other parts of the city, such as heritage protected residential areas, will remain relatively stable and maintain their existing character.

The draft MSS defines the three types of areas in the city, in terms of their capacity for growth and intensity of change, as 'stable areas', 'ongoing change areas' and 'urban renewal areas'.

The growth framework plan in the draft MSS describes City North as an urban renewal area. These are described in the MSS as areas which are currently underutilised and where there are large sites and

whole precincts which will undergo urban renewal. The MSS states that these areas will be planned and designed to provide optimal living and working environments. Together, these urban renewal areas will accommodate 110,000 jobs and 80,000 residents by 2030. Change will take place within the context of a well-developed structure plan that will be adopted by the City of Melbourne.

Local planning policies

Local policies provide content specific to the local area. The City of Melbourne has a number of local policies relevant to future planning of Arden-Macaulay. These include:

- *Sunlight to public spaces*
This policy applies to public spaces such as parks and gardens, squares, streets and lanes, and includes privately owned spaces accessible to the public, such as building forecourts, atria and plazas within the municipality.
- *Discretionary uses in a Residential Zone 1*
This policy protects residential areas from the encroachment of incompatible non-residential uses to maintain attractive residential neighborhoods.
- *Environmentally sustainable office buildings*
This policy sets out objectives for the efficient use of energy and minimisation of greenhouse gas emissions through efficient building design.
- *Heritage places outside the Capital City Zone*
This policy applies to all places within a heritage overlay, excluding the Capital City Zone and the Docklands Zone.
- *Heritage Places within the Capital City Zone*
This policy seeks to conserve and enhance all heritage places and ensure that any new development complements their character, scale, form and appearance.
- *Urban design outside the Capital City Zone*
This policy applies to all land in the municipality excluding the Capital City Zone and the Docklands Zone, and aims to prevent the loss of the city's character through redevelopment.
- *Urban Design Within the Capital City Zone*
This policy applies to all land within the Capital City Zone and aims to ensure that new development enhances the physical quality and character of Melbourne through sensitive and innovative design.

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14 Document structure

Introduction

The document is structured around six themes as outlined below. A summary of the actions proposed within each theme is proposed in an implementation chapter.

2 Activities and land use



This chapter provides strategies and actions incorporating land use zoning, local activity hubs, the Central City Knowledge Precinct, active streets and affordable housing.

3 Urban structure and built form



This chapter provides strategies and actions incorporating built form including height and podium controls, heritage, the laneway network, active streets and high quality liveable adaptable housing.

4 Transport and access



This chapter provides strategies and actions incorporating public transport, cycling networks, walking, driving and freight.

5 Public realm



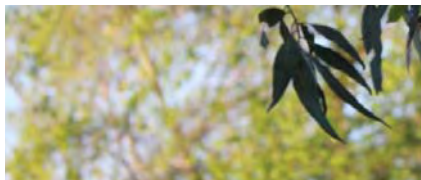
This chapter provides strategies and actions incorporating the public realm including all public spaces, open spaces, streets and laneways and, access to these spaces.

6 Community infrastructure



This chapter provides strategies and actions incorporating integrated and accessible community hubs, education, affordable housing, creative and cultural spaces.

7 Sustainable infrastructure



This chapter provides strategies and actions incorporating central services hubs, non-potable water, generating energy, efficient buildings and water sensitive urban design.

8 Implementation



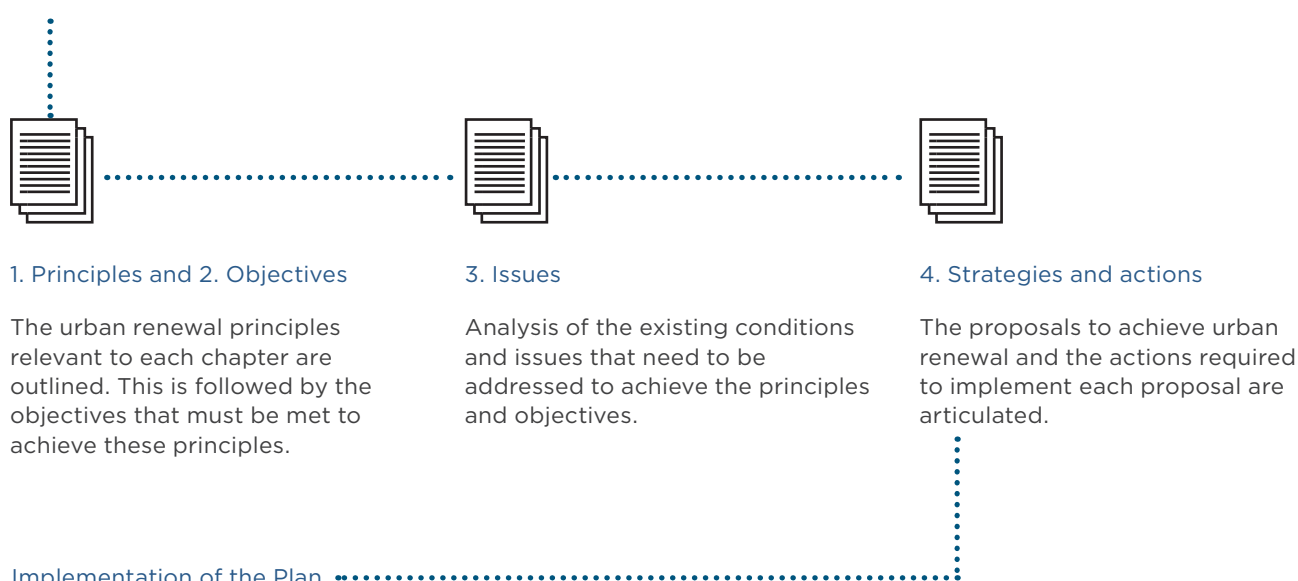
This chapter incorporates all actions within each theme.

Chapter structure

Each of the six themed chapters is structured as follows.

30-year vision

An overview of the long-term outcome for the area, supported by:



The *Structure Plan* will be implemented through a range of actions. These have been identified within the following categories. Each action is also nominated as either high priority (1 year timeframe), medium priority (1-5 year timeframe) or as a low priority or longer term initiative (5+ years). These are also listed in chapter 8, Implementation.

