

Report to the Future Melbourne (Planning) Committee

Agenda item 6.2

City of Melbourne Submission on the draft Arden Vision and Framework

6 December 2016

Presenter: Kate Vinot, Director City Strategy and Place

Purpose and background

1. The purpose of this report is to seek Council endorsement of the City of Melbourne's submission (Attachment 3) on the draft Arden Vision and Framework Plan (Attachment 2).
2. Developed by the Victorian Planning Authority (VPA), the draft Arden Vision and Framework (AV&F) outlines the Victorian Government's strategic vision for the renewal of the Arden precinct which is located approximately 2 kilometres from the Central City. It aims to set out principles and strategic directions for the redevelopment of the Arden precinct over the next 30 years.

Key issues

3. The City of Melbourne's submission raises the following key issues in response to the draft AV&F:
 - 3.1. **A more compelling strategic narrative - Arden in Melbourne's growth story.** The draft AV&F should place Arden in the broader growth narrative of the city. It should clearly differentiate Arden's role in terms of its 'place' and economic story, relative to the Hoddle Grid and Fishermans Bend, as well as other areas such as Macaulay, E-Gate, City North, Docklands and Southbank.
 - 3.2. **A place-specific vision for Arden.** The ambition to deliver a world class integrated urban renewal area is supported. However, a clearer articulation of the strategic planning outcomes being sought by Government is necessary to guide high quality development, associated infrastructure and public realm improvements. More detail is required, for example, of how the environmental quality of Moonee Ponds Creek will be uplifted, and access to this corridor enabled, so it contributes to the liveability and sustainability of Arden and Macaulay.
 - 3.3. **Establish strategic targets to drive outcomes.** The vision statement has a number of highly supportable ambitions, including being a model future smart city, a place which will rival the greenest redevelopments in the world, and a precinct powered by renewable energy. These statements would benefit from, and become tangible through, the setting of targets and benchmarks to guide how these outcomes will be achieved. Performance targets should be informed by adopted Victorian Government, City of Melbourne policy, and world's best practice. As an example, achieving 40 per cent canopy cover will drive different outcomes in buildings and streets.
 - 3.4. **Planning and delivery mechanisms to implement the vision.** The draft AV&F should indicate that in addition to the Melbourne Metro, critical enabling infrastructure (including transport, information and communications technology, public space and education) will be delivered early to make the Arden Precinct an attractive place to invest, live and work. Delivery of infrastructure early can affect market conditions and an initial investment can stimulate longer term value e.g. a new school may affect the housing types and/or size of apartments. Following finalisation of the AV&F, the subsequent structure plan, to be prepared closely with City of Melbourne, will become the mechanism by which the more specific spatial layout and design of detailed infrastructure will be articulated and agreed. A staged and considered land disposal and procurement strategy is essential to support the delivery of a diverse, high quality inner city precinct.
 - 3.5. **Adopt 'Smart City' principles.** The draft AV&F articulates that Arden will become the new benchmark as a 'smart' urban renewal area that embraces smart technologies and infrastructure. A suite of smart city principles should also be included in the AV&F. This will significantly influence the nature of private investment, the built form outcomes and the experience of people who live and work in Arden.

Recommendation from management

4. That the Future Melbourne Committee resolves to endorse the City of Melbourne submission on the draft Arden Vision and Framework as set out in Attachment 3 of the management report.

Attachments:

1. Supporting Attachment (page 2 of 42)
2. Draft Arden Vision and Framework Plan (page 3 of 42)
3. City of Melbourne Submission to the Arden Vision and Framework Plan (page 37 of 42)

Supporting Attachment

Legal

1. There are no known legal implications.

Finance

2. There are no known costs associated with the recommendation.

Conflict of interest

3. No member of Council staff, or other person engaged under a contract, involved in advising on or preparing this report has declared a direct or indirect interest in relation to the matter of the report.

Stakeholder consultation

4. Community engagement on the draft AV&F is being undertaken by the Victorian Planning Authority (VPA) on behalf of the State Government. A series of engagement activities are being held to encourage input on the draft document from all stakeholders.

Relation to Council policy

5. The draft submission seeks to influence the draft AV&F Plan to be more consistent with the local policies of the Melbourne Planning Scheme, and other adopted Councils policies. In particular, the Arden Macaulay Structure Plan and Amendment C190 for the Macaulay is relevant.

Environmental sustainability

6. There are no environmental impacts likely to arise from the recommendation.

A R D E N

NEW CENTRAL CITY DESTINATION

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

VISION

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.

CONSULTATION DRAFT September 2016

The Draft Arden Vision and Framework has been developed by the VPA in collaboration with officers of the City of Melbourne and other Victorian Government departments and agencies.

The document is a draft provided for consultation purposes only, and is subject to change. Any projections are based on reasonable assumptions at the time of publication but should not be relied upon without first seeking appropriate expert advice. Although every effort has been made to ensure that the information in this document is factually correct at the time of publication, the VPA does not warrant the accuracy, completeness or relevance of the information. Any person using or relying upon this document does so on the basis that the State of Victoria shall bear no responsibility or liability whatsoever for any errors, faults, defects of omissions in the information.

CONTENTS

OVERVIEW	6
CONTEXT	8
KEY PROPOSITIONS	12
DESIGN OBJECTIVES	14
FIVE STRATEGIC DIRECTIONS	16
1 URBAN TRANSFORMATION	
2 PLACES FOR PEOPLE	
3 A DIVERSE PUBLIC REALM	
4 A WATER SENSITIVE APPROACH	
5 SUSTAINABLE MOVEMENT	
IMPLEMENTATION	30
HOW TO HAVE YOUR SAY	31
USEFUL WEBLINKS	32
GLOSSARY	33

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.
- 4. A Water Sensitive Approach** – Encompasses revitalisation of the Moonee Ponds Creek and a precinct-wide approach to managing the flooding challenge in Arden and Macaulay and beyond.
- 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

A PREMIER LOCATION FOR GROWTH

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.

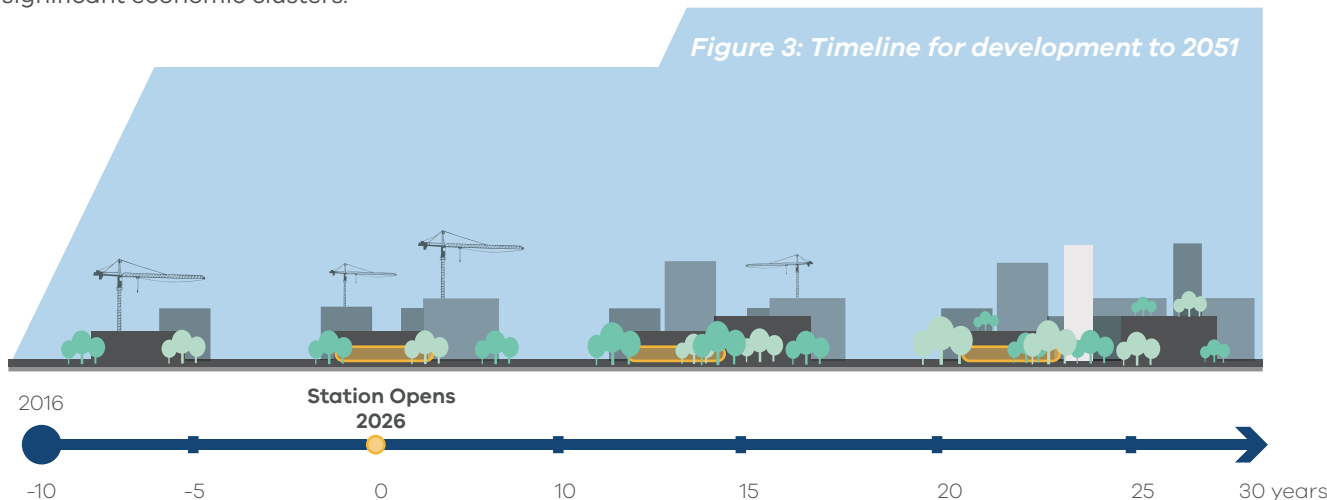
PURPOSE OF ARDEN VISION AND FRAMEWORK

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.

The Arden Vision & Framework builds on the urban renewal opportunities identified in the Victorian Government’s Metropolitan Planning Strategy: *Plan Melbourne*, the City of Melbourne’s 2012 *Arden-Macaulay Structure Plan* and the subsequent *Amendment C190* for the Macaulay 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.

Figure 3: Timeline for development to 2051



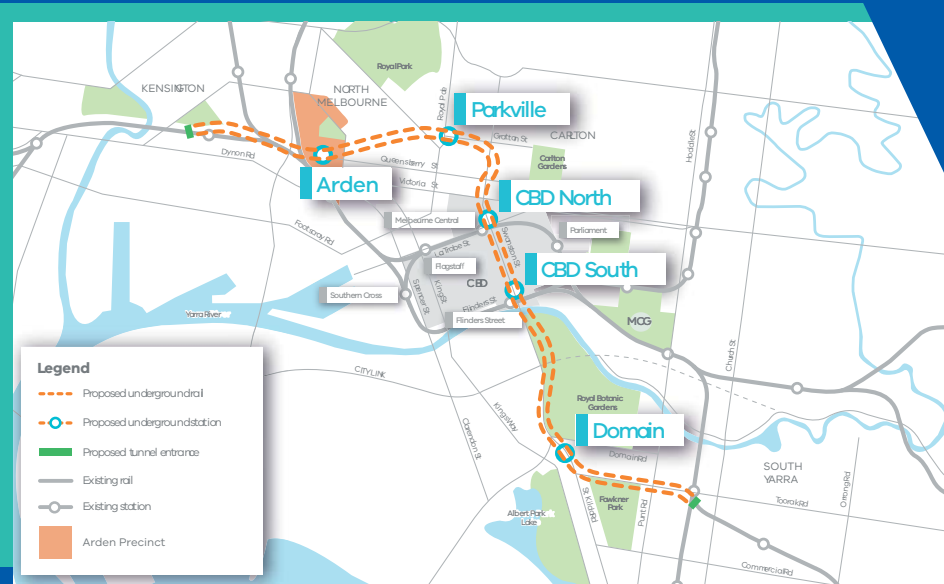


Figure 4: Melbourne Metro proposed alignment
 (Source: Melbourne Metro Overview brochure)

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

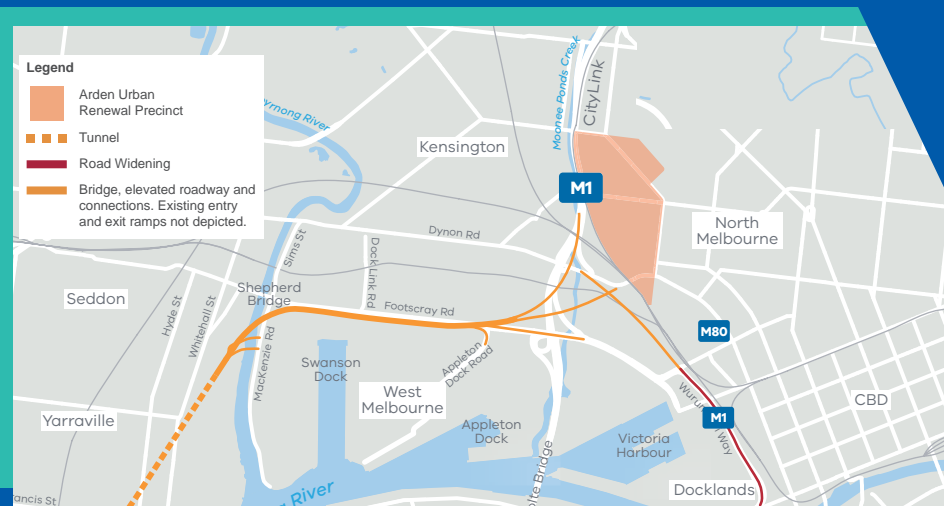


Figure 5: Potential Western Distributor eastern interchange
 (Source: Western Distributor Project: Reference Design, July 2016)

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.

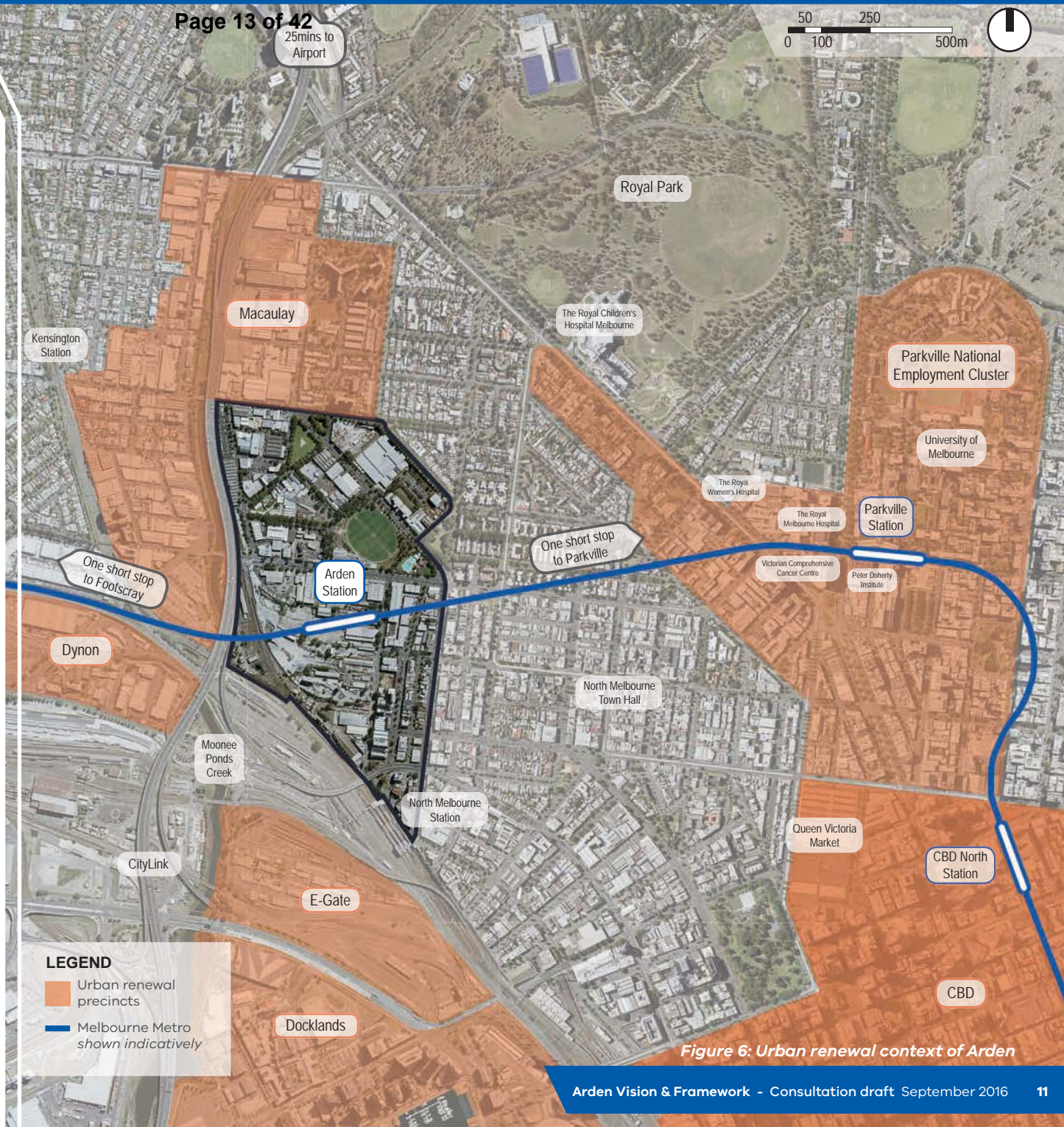


Figure 6: Urban renewal context of Arden

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.

SEE DIRECTION 1 P 16

- 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**.

SEE DIRECTION 2 P 20

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

SEE DIRECTION 3 P 22

- 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.

SEE DIRECTION 4 P 26

- 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.

SEE DIRECTION 5 P 28



LEGEND

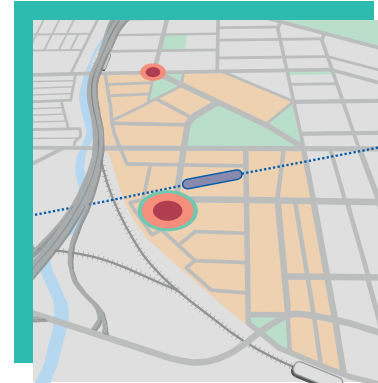
- Proposed new civic heart of Arden Central
- Proposed new local centre
- Capital City Trail
- Proposed new pedestrian and cycling connection
- Proposed new urban boulevard
- Proposed new public open space
- Potential block pattern
- Melbourne Metro
- Western Distributor Indicative alignment



Figure 8: Artist's impression of Arden Urban Renewal Precinct after redevelopment, viewed from south-east

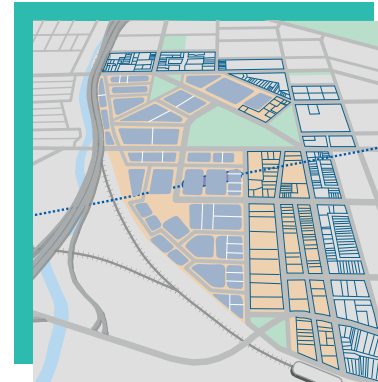
DESIGN OBJECTIVES

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.



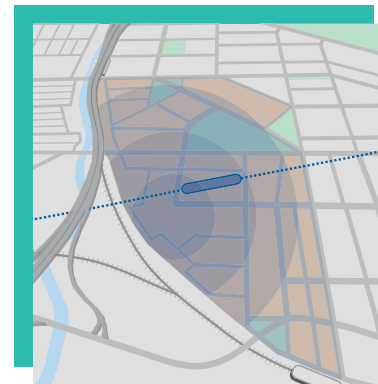
1 NEW CENTRES FOR ARDEN

- 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

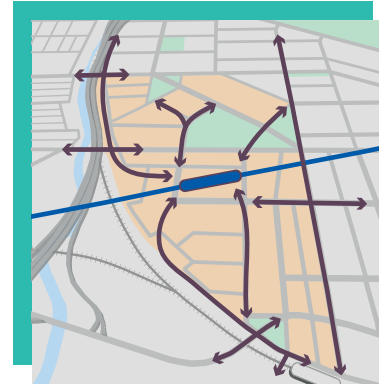
- Focus the most intensive activities near the Arden station, to make maximum use of the transport connections.

Figure 9: Precinct design strategies illustrated



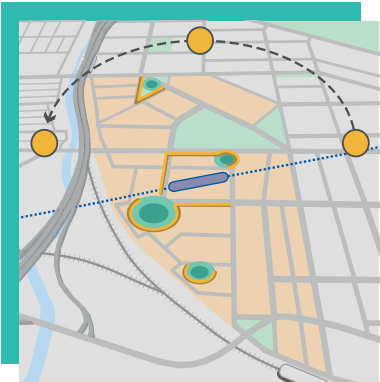
4 QUALITY PUBLIC REALM

- 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.



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.



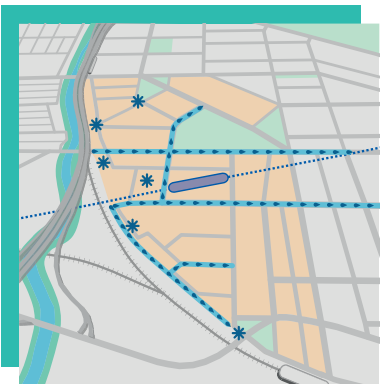
5 PROTECT SOLAR AMENITY

- Provide sun access throughout the day to key spaces.
- Locate taller buildings to the south and abutting the rail line.



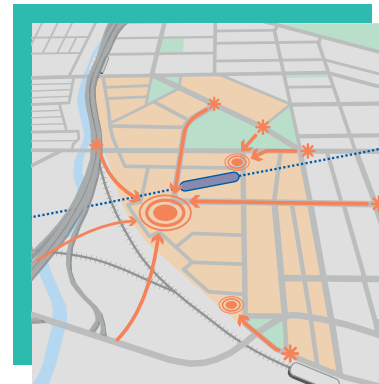
8 ADAPT THE GRID

- 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.



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.



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

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.

PRINCIPLES FOR URBAN TRANSFORMATION

- Provide flexible, well-located spaces for the expansion of the CBD, Docklands and Parkville business and research precincts and Melbourne's arts and cultural precincts that extend and complement the inner city.
- Accommodate the expected number of businesses, workers and residents who will be attracted to the precinct.
- Direct the greatest intensity of development and high-value employment uses close to the new Arden station.
- Transform the area around the new Arden station so that it becomes a true transit-oriented centre and a major destination.
- Provide for retail, community infrastructure, housing and open space to support workers, students, residents and visitors.
- Protect surrounding established residential areas with sensitive interfaces.
- Design an urban structure and infrastructure that creates sustainability and resilience.
- Provide sustainability guides for development of the urban structure and infrastructure to achieve a net zero 2050 emissions reduction target.

Figure 10: Current planning zones



Not to scale

LEGEND

- Mixed Use Zone
- General Residential Zone
- Industrial 3 Zone
- Industrial 1 Zone
- Commercial 1 Zone
- Public Use Zone - Transport

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+ years¹.

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.

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.

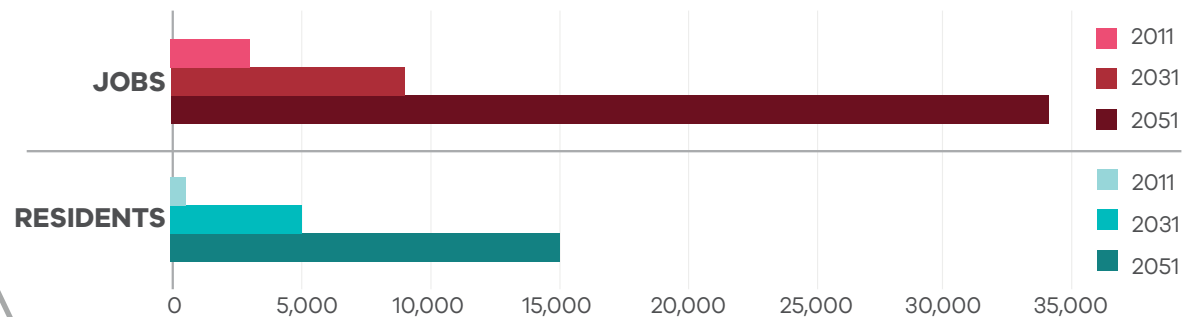
BUILT FORM GUIDELINES

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.

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





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

Artist's impression of Arden after redevelopment

DIRECTION 2 - PLACES FOR PEOPLE

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.

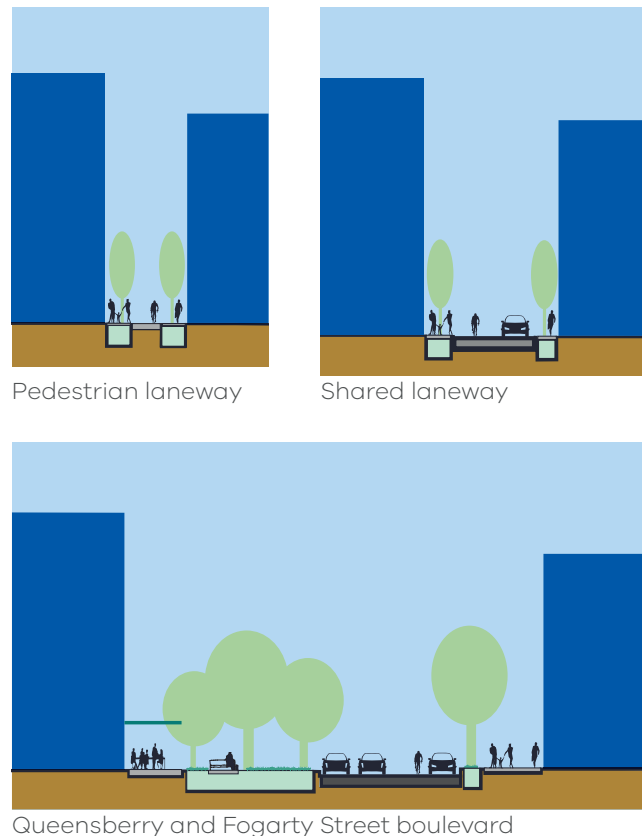
GREAT STREETS FOR PEOPLE

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.

Figure 13: Proposed street cross-sections



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 Woiwurong 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.

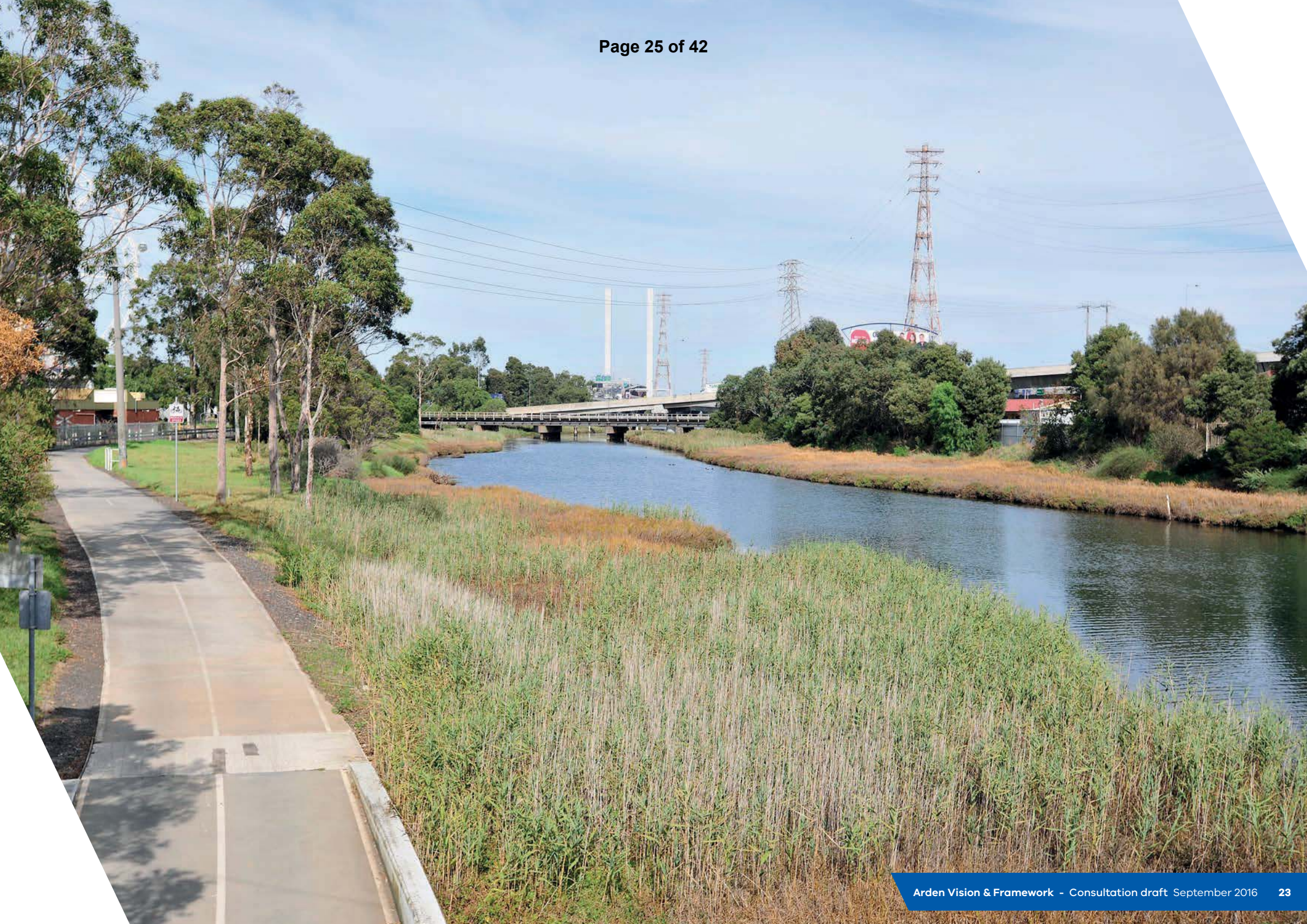




Figure 15: Artist's impression of potential Fogarty Street Boulevard

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.

OPEN SPACE PROVISION

The City of Melbourne in its 2012 *Open Space Strategy* identified an under-provision of open space in the Arden and Macaulay precincts. The proposals in this draft Vision and Framework will deliver significant new areas of regional and local open space, in addition to the open space already in the Arden precinct.



DIRECTION 4 - A WATER SENSITIVE APPROACH

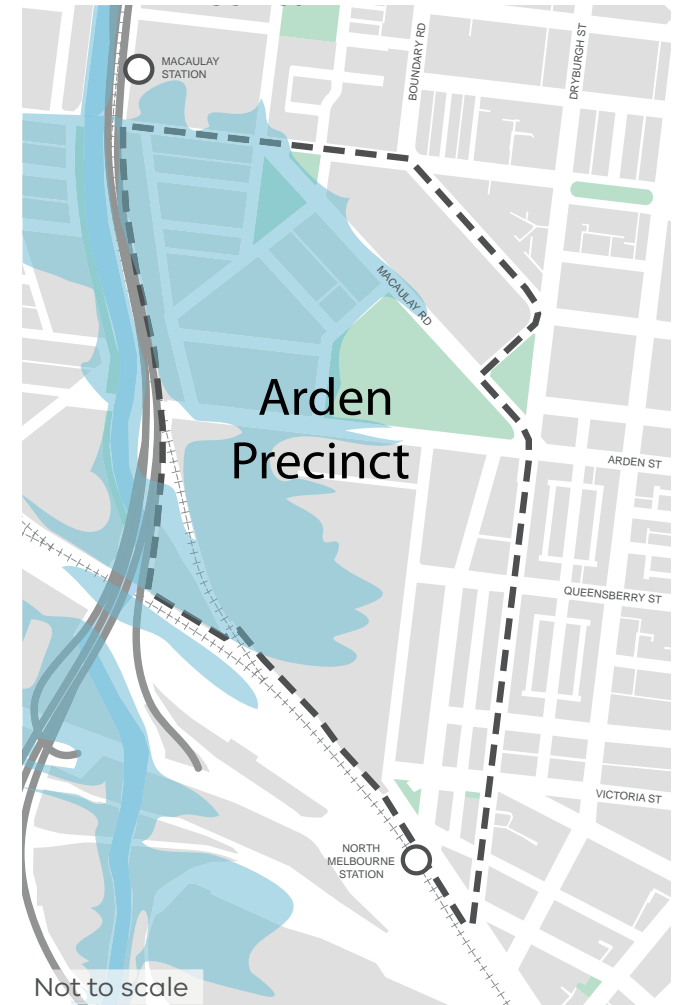
The City of Melbourne's catchment strategy, *Total Watermark*, notes that the municipality sits at the bottom of a number of catchments, creating a unique waterway management challenge. The Moonee Ponds Creek is a key part of this challenge in Arden and Macaulay, as it nears the end of its 25-kilometre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



LEGEND

- LSIO
- Existing open space
- Arden Urban Renewal Precinct
- Existing block pattern

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.

Figure 16: Water sensitive design concepts



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.

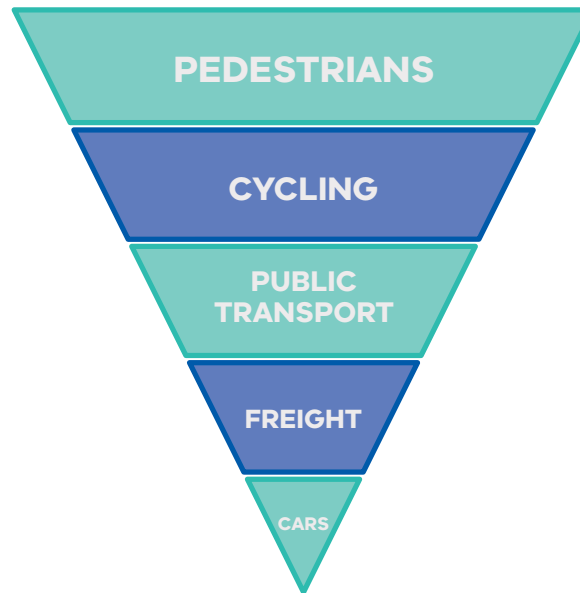
It is likely that a mix of approaches will be needed to ensure Arden's resilience and adaptability, and to develop over time a catchment-wide approach to reducing stormwater runoff.



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.

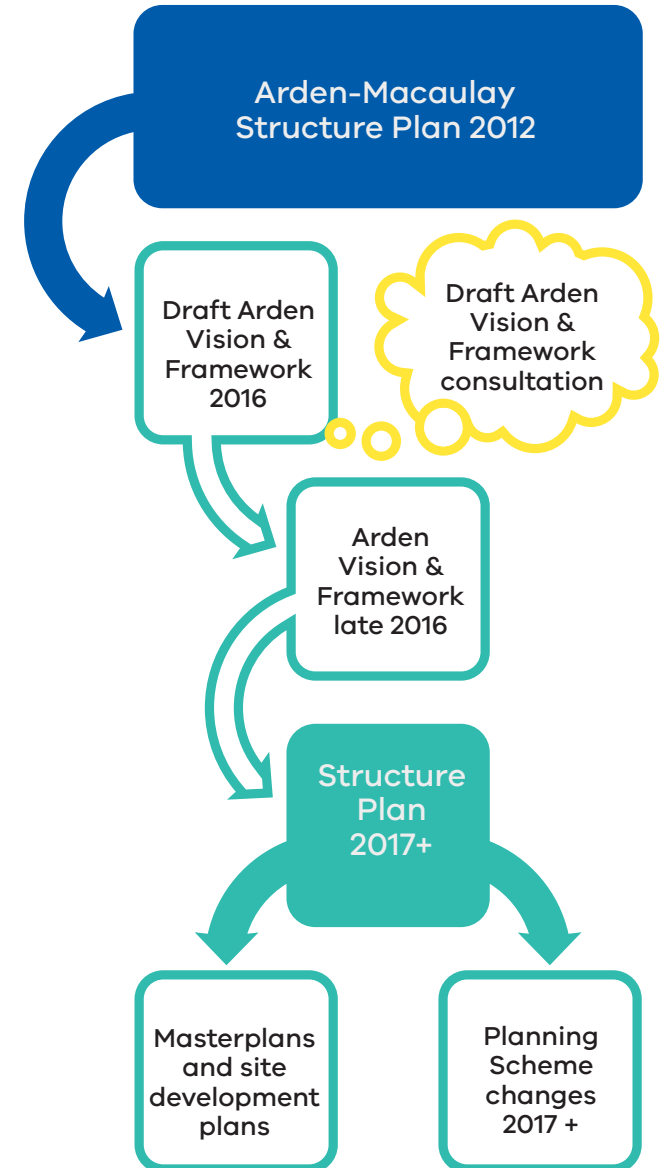
The updated Structure Plan for Arden will propose specific measures to shape development in the precinct, supporting infrastructure, and contributions to infrastructure.

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.

Figure 18: Proposed future planning process



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

<http://www.dtpli.vic.gov.au/planning/about-planning/a-guide-to-the-planning-system>

Climate-Ready Victoria: Greater Melbourne

http://www.climatechange.vic.gov.au/_data/assets/pdf_file/0008/323549/Greater-Melbourne.pdf

Metro Tunnel

<http://melbournemetro.vic.gov.au/>

Plan Melbourne: Metropolitan Planning Strategy

<http://www.planmelbourne.vic.gov.au/>

Western Distributor Project

<http://economicdevelopment.vic.gov.au/transport/major-projects/western-distributor>

CITY OF MELBOURNE PUBLICATIONS

Arden-Macaulay Structure Plan 2012

<http://www.melbourne.vic.gov.au/building-and-development/urban-planning/local-area-planning/Pages/arden-macaulay-structure-plan-2012.aspx>

Bicycle Plan 2016-2020

<http://www.melbourne.vic.gov.au/parking-and-transport/cycling/Pages/bicycle-plan.aspx>

Climate Change Adaptation Strategy

<http://www.melbourne.vic.gov.au/SiteCollectionDocuments/climate-change-adaptation-strategy.pdf>

C190 Planning Scheme Amendment (Macaulay)

<http://www.melbourne.vic.gov.au/building-and-development/urban-planning/melbourne-planning-scheme/planning-scheme-amendments/Pages/amendment-c190-arden-macaulay.aspx>

Homes for People Housing Strategy 2014-2018

<http://www.melbourne.vic.gov.au/sitecollectiondocuments/homes-for-people-housing-strategy.pdf>

Open Space Strategy

<http://www.melbourne.vic.gov.au/sitecollectiondocuments/open-space-strategy.pdf>

Transport Strategy 2012

<http://www.melbourne.vic.gov.au/SiteCollectionDocuments/transport-strategy-2012.pdf>

Total Watermark: City as a Catchment Strategy 2014

<http://www.melbourne.vic.gov.au/SiteCollectionDocuments/total-watermark-update-2014.pdf>

Urban Forest Strategy 2012-2032

<http://www.melbourne.vic.gov.au/SiteCollectionDocuments/urban-forest-strategy.pdf>

Walking Plan 2014-2017

<https://www.melbourne.vic.gov.au/SiteCollectionDocuments/walking-plan-2014-17-pages-01-21.pdf>

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 land zonings 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

Source: https://en.wikipedia.org/wiki/Canary_Wharf_tube_station#/media/File:Canary_Wharf_Tube_Station_-_July_2009.jpg
Accessed 19th July 2016

Kings Cross, London

Source: <http://www.mcaslan.co.uk/projects/king-s-cross-station>
Accessed 19th July 2016

Hudson Yards, New York

Source: <http://www.hudsonyardsnewyork.com/library/images/overall-views>
Accessed 19th July 2016

عربي / Arabic

ترجى Victorian Planning Authority بأرائكم حول التخطيط لمنطقة أردن (Arden) في شمال مليون. وسوف تسهم آراؤكم واقتراحاتكم حول مسودة رؤية أردن وإطار العمل في رسم ملامح مستقبل المنطقة. يرجى الاتصال على الرقم 131 450 والتحدث إلينا بلغتك.

Cantonese / 中文繁體

Victorian Planning Authority (維多利亞州都市規劃局)正在為北墨爾本 (North Melbourne)雅登區(Arden)進行的規劃徵求您的意見。您對「雅登區藍圖及框架」草案提出的反饋有助於該地區將來的發展。請致電 131 450，以您的語言向我們提供意見。

Hindi / हिन्दी

उत्तरी मेलबोर्न में आर्देन क्षेत्र के लिए योजना बनाने के लिए Victorian Planning Authority आपके विचार जानना चाहता है। आर्देन विज़न और फ्रेमवर्क के बारे में आपका फीडबैक इस क्षेत्र के भविष्य को सूचित करेगा। हमसे अपनी भाषा में बात करने के लिए कृपया 131 450 पर कॉल करें। करें।

Indonesian / Bahasa

Victorian Planning Authority meminta pendapat Anda tentang perencanaan wilayah Arden di North Melbourne. Saran dan kritik dari Anda mengenai rancangan *Arden Vision and Framework* [Visi dan Kerangka Kerja Arden] akan memberi informasi tentang masa depan wilayah tersebut. Silakan hubungi 131 450 untuk berbicara dengan kami dalam bahasa Anda.

Italian / Italiano

Victorian Planning Authority desidera ricevere il tuo parere sulla pianificazione dell'area Arden a North Melbourne. La tua opinione sulla bozza di visione e progetto per Arden contribuirà al futuro dell'area. Chiama il 131 450 per parlare con noi nella tua lingua.

Korean / 한국어

Victorian Planning Authority는 노스 멜번의 아덴 지역을 위한 기획에 대해 여러분의 견해를 수렴하고 있습니다. 아덴 비전 초안과 프레임워크에 대한 여러분의 피드백은 이 지역의 미래에 영향을 미칠 것입니다. 131 450으로 전화하셔서 한국어로 저희와 대화하십시오.

Mandarin / 中文简体

Victorian Planning Authority 现正征询您关于 North Melbourne Arden 地区规划的建议。您对于《Arden 展望与框架》(Arden Vision and Framework)草案的反馈意见将会对这一地区的未来做出贡献。请致电 131 450 用中文与我们联系。

Somali / Soomaali

Haya'dda Victorian Planning Authority waxay doonaysaa fikradahaaga ku saabsan qorshaynta degaanka North Melbourne. Warcelintaada ku saabsan Aragtida iyo Qaab-dhismeedka Arden ee Qabyada ah (draft) waxay wargelinaysaa mustabalka degaanka. Fadlan wac 131 450 si aad noogula hadasho luqaddaada.

Spanish / Español

La Victorian Planning Authority desearía saber que opina usted sobre la planificación de la zona de North Melbourne. Sus comentarios sobre la Visión y Proyecto de Arden servirán de orientación para el futuro rumbo de la zona. Le pedimos que llame al 131 450 para hablar con nosotros en su propio idioma.

Vietnamese / Tiếng Việt

Victorian Planning Authority mong quý vị đóng góp ý kiến về việc quy hoạch cho khu vực Arden tại North Melbourne. Ý kiến đóng góp của quý vị về dự thảo Tâm nhìn và Khuôn khổ Nguyên tắc Arden (Arden Vision and Framework) sẽ là kim chỉ nam cho tương lai của khu vực này. Xin quý vị gọi số 131 450 để nói chuyện với chúng tôi bằng tiếng Việt.

DRAFT ARDEN VISION & FRAMEWORK

Page 37 of 42

Attachment 3
Agenda item 6.2
Future Melbourne Committee
6 December 2016

Comments from City of Melbourne, December 2016

#10203550

CITY OF MELBOURNE SUBMISSION DRAFT ARDEN VISION AND FRAMEWORK PLAN

1 Introduction

The City of Melbourne welcomes the release of the Draft Arden Vision and Framework as a significant early step in establishing the direction for the Arden Urban Renewal Area, which is an important part of Melbourne's growth story. We are committed to the ongoing partnership between City of Melbourne, VPA and the broader Government Departments and agencies, who are working together to deliver this major process of urban change and transformation in the municipality.

We agree that Arden should deliver a 'world class' urban renewal precinct, particularly with the Metro Tunnel Project and the State Government's landholdings as leverage. However, we propose that to deliver this ambition, a more tangible and place-specific vision, further development of the strategic planning framework and establishment of performance targets is required to provide better clarity of outcomes as well as inform potential delivery options.

2 Recommended changes to the Arden Draft Vision & Framework

2.1 A more compelling strategic narrative - Arden in Melbourne's growth story

The Draft Arden Vision and Framework should place Arden in the broader growth narrative of the city. It should clearly differentiate Arden's role in terms of its 'place' and economic story, relative to the Hoddle Grid and Fishermans Bend, as well as other areas such as Macaulay, E-Gate, City North, Docklands and Southbank. Arden's spatial relationship and connections to other parts of the city, as shown in the maps provided early in the document, would be beneficial.

Further clarity about what 'expanded central city' means in the context of Arden is recommended. Arden is physically removed from the central city by the stable (incremental change) area of West Melbourne in between it and the Hoddle Grid. Macaulay, to the north of Arden, is envisaged as a mid-rise precinct as defined in Amendment C190 and North Melbourne to its east is a stable area. In this context, it is unclear what an expanded central city means. It may be preferable to define the area in its own terms, relative yet separate to the CBD and Hoddle Grid.

Arden's strategic location, its wider and immediate context, and its existing character and community establish its future potential. We suggest these are elevated in the vision and framework.

2.2 A place-specific vision for Arden

We suggest that the draft Arden Vision and Framework should elevate the importance of the strategic planning framework in the document, as it currently reads more as a prospectus for investment and not clearly as a mechanism to guide high quality development outcomes. While a prospectus is an important part of the renewal process, we propose that the prospectus parts of the document would be better delivered as a separate but aligned document. The vision should clearly balance the community, place and economic narrative, and the strategic planning framework should provide the basis for future planning work and delivery. A clear and well drafted strategic planning document is needed to guide high quality development, associated infrastructure and public realm.

The ambition to deliver a world class integrated urban renewal area is supported. The framework could better articulate Arden's strategic advantage and site assets clearly (e.g. adjacent to Moonee Ponds Creek, proximity

Comments from City of Melbourne, December 2016

#10203550

to Royal Park etc), as well as its significant constraints (e.g. adjacent to City Link and rail infrastructure, lack of strategic street connectivity etc). These should be addressed deliberately as part of the planning framework in order to unlock the full opportunity of the area.

Hand-drawn images for the area represent a high density built form. Similarly dense areas of the city, such as Docklands or Southbank, have adjacency or vantage to significantly scaled water bodies. These significant water assets provide a counter to the built form and urban context. We question what will be the defining feature of Arden. Moonee Ponds Creek is a key part of this story. Once improved in environmental terms the creek corridor will provide a significant recreational resource (and essential flood/drainage capacity), however its impact in terms of providing place identity and aspect will be less evident unless its potential is developed as an integral part of Arden. We agree with the importance placed on Moonee Ponds Creek in the document, and suggest this is taken further in the design and planning of the streets and precinct.

2.3 Establish strategic targets to drive outcomes

The vision statement has a number of highly supportable ambitions, including being a model future smart city, a place which will rival the greenest redevelopments in the world, and a precinct powered by renewable energy. These statements would benefit from, and become tangible through, the setting of targets of how these outcomes will be achieved. Performance targets should be informed by adopted Victorian Government and City of Melbourne policy City of Melbourne's relevant policies that inform urban development.

Consistent with global best practice in urban renewal, the City of Melbourne strongly recommends the adoption of key performance targets and benchmarks at this stage, rather than attempting to articulate specific land use outcomes (e.g. location of the open space to the south of the precinct). This level of detail should be arrived at during the structure planning process informed by the vision and the targets that articulate the desired community and urban outcome that are being sought.

Potential targets for factors that can influence community resilience include accessibility to open space, access to services for health, wellbeing and social inclusion, managing and mitigating climate change impacts and fostering carbon neutrality. The City of Melbourne would anticipate at a minimum that the Draft Arden Vision and Framework should make clear commitments and develop targets for affordable housing (housing outside of the main housing market and managed/owned by a registered housing association), community infrastructure (including schools, sporting and recreational facilities), open space for passive and active recreation as well as ecological functions.

As an example, establishing 40 per cent canopy cover across the precinct, in line with City of Melbourne's Urban Forest Strategy, will have a tangible outcome in the public realm, and achieving open space within an easy walking distance (300 metres for local and small local space) in line with the Open Space Strategy would provide a structuring device for the neighbourhood. The comprehensive metropolitan open space strategy undertaken by the Victorian Planning Authority will also have relevant targets which could underpin the quantum and typology of the public space provision. The City of Melbourne seeks assurance that the current quantum of open space illustrated in the draft Arden Vision and Framework is sufficient for the intensity of development proposed and the needs of the resultant populations of residents and workers. While it is recognised that open space is likely to be limited in the Arden Central area in order to maximise development opportunities within close proximity of the Metro Station, higher priority needs to be given to the provision of new public open space. In addition, to achieve the required canopy cover and off-set the impact of major infrastructure projects across the city removing significant number of trees across the municipality, it will be

#10203550

essential to ensure sufficient space, depth of soil and open ground for the planting of significant trees throughout the precinct.

Another example is that Fishermans Bend has adopted the Green Star Communities tool, to establish a framework for sustainability, and we suggest that this is replicated in Arden and across all urban renewal areas. The targets of what are to be achieved for the delivery of this infrastructure should be based on world's best practice using international examples (some of which are in the document) and with reference to the targets already being set for the Fishermans Bend renewal area.

We question what aspects of the benchmark projects such as Canary Wharf are to be translated to Arden, and suggest that any benchmark projects are carefully interrogated as to their successes and failures in terms of outcome and process. The Kings Cross example has greater quality, and relevance to the opportunities in Arden due to its celebration of the existing fabric of the area, including heritage buildings, focus on the public realm, careful and staged implementation of each phase of development, and focus on quality design.

Importantly, targets should also be established to achieve high quality architectural and urban design, and reference to the Government's own *Victorian Urban Design Charter* would be appropriate.

The setting of targets and establishing high quality benchmarks communicate expectations to the community and market, and will affect the urban design and built form response. They will ensure that the demands of the forecast levels of populations will be met and the precinct will be a highly liveable and sustainable precinct.

2.4 Adopt 'Smart City' principles

The Arden Vision and Framework should articulate that Arden will become the new benchmark as a 'smart' urban renewal area that embraces smart technologies, connected infrastructure and data to meet key city and citizen needs such as improvements to safety, reduction in congestion, improvements to operating efficiencies, and the ability to anticipate and adapt to disruptive city changes with strategic intent.

The adoption of smart city principles as part of the early visioning for the Arden precinct is an imperative and key economic driver. Smart City principles will significantly shape the built form outcome and the experience of people who live and work in this area in the future. A clear articulation of smart city principles is a signal for investors in the new and emerging economy that the Victorian Government intends to develop a new piece of international City at the forefront of technology and liveability.

Some examples of the types of commitments that could be articulated include:

- Policy and governance protocols that enable adaptive and inclusive planning, design and use of spaces, collection and sharing of data, and emerging business models and ways of working.
- Provision of shared, enabling infrastructure to support information and communications technology (e.g. National Broadband Network), optimize transport efficiency and the journey experience of people (e.g. sensors and/or smart analytics to optimise transport movements; trialling new signal technology).
- Commitment to inclusively engage a diverse stakeholder group to participate in collaborative design and problem solving to build literacy and participation in this new community (eg. social marketing of sharing services, public programming, community hub).

#10203550

2.5 Planning and delivery mechanisms to implement the vision

The Arden Vision and Framework should indicate that, in addition to the Melbourne Metro, critical enabling infrastructure (including transport, information and communications technology and education) will be delivered early to make the Arden Precinct an attractive place to live for a diverse community, including for families as per the strategic directions. Delivery of infrastructure early can affect the market conditions and an initial investment can stimulate longer term value e.g. a new school may affect the housing types and or size of apartments. Importantly, infrastructure delivery should also refer to the broader context of Arden Macaulay, as Macaulay and the surrounding areas will be part of the renewal process and be a major contributor to the infrastructure necessary to address the issues and meet the needs of the workers and residents within the Arden Precinct's renewal.

The subsequent development of the structure plan will become the mechanism by which the more specific spatial layout and design of such infrastructure will be articulated and agreed. This commitment in the framework is also necessary to signal and provide certainty to the private development market that the vision can and will be delivered. We look forward to working closely and collaboratively with State Government partners in the Structure Planning process.

In terms of delivery, Arden presents a great opportunity for State Government and the City of Melbourne to utilise more sophisticated alternative to the Docklands delivery model. Rather than packaging large tracts of land to the market at once, we advocate for the State Government to utilise its land asset as leverage for high quality and integrated outcomes, and to take a long term view in the realisation of the vision. Successful examples from across the world deliver the basic infrastructure (streets, services, open space) to set the structure and quality of place and de-risk the sites, and then package sites, of varying size, through a designed procurement process. The result can be a greater and curated mix of uses and varying scales of development (large and small), a controlled and carefully phased release of land resulting in better community outcomes (e.g. incorporating the arts and culture community at the beginning), better integration with surroundings, and better place-making. Achieving high quality development from the outset is critical as it establishes the value of the later stages of the precinct.

We encourage a staged and considered land disposal and procurement strategy that supports the delivery of a diverse, high quality inner city precinct. Greater guidance on what model of delivery is envisaged is required given the significant impact this has on delivery of the public outcomes.

2.6 Industry and renewal

City of Melbourne is aware that an industry relocation program will be necessary as Arden transforms from a history of light industrial land uses to a future predominantly of mixed use, commercial and residential land uses.

However, the inner city's growth, development and on-going function will continue to rely on access to light industries. These functions and their location relative to the inner city remain strategically important in our urban renewal ambitions. The relocation of these industries requires serious consideration in the context of the future infrastructure needs of the City.

#10203550

2.7 Transport and connectivity

The Melbourne Metro project and location of a station in Arden will connect this area into the central city, unlocking great value and opportunity for this precinct, and surrounding neighbourhoods and their populations. How people walk and cycle to the station to connect to the station is a critical consideration. The draft Arden Vision and Framework should acknowledge the physical barrier of City Link on the western edge of the Arden site as a significant challenge to connecting people by foot and bicycle from the west, and the need to connect to the communities in the north. To the east, the north-south roads carry considerable traffic and are not conducive to cross pedestrian movement. The Arden Vision and Framework should include the investigation of options to address these issues including whether some bolder connections could unlock greater opportunity for connections to this precinct.

The main public space – Arden Central – which is located at the western end of Arden Station, is in a relatively poorly connected location and close to the physical constraint of the train lines. As a result, the Arden station can only draw from a limited catchment of activity to its west and is isolated from the well-established urban areas to its east and north. This may compromise the viability of surrounding retail and the functionality of the street network. It would be appropriate to conduct a connectivity or “space syntax” assessment to better understand the station’s level of connectivity to the existing and planned network of streets. This assessment could also reveal which are the best connected streets in the precinct or what other links (existing or planned) might help to improve good connections and attract people into Arden by different transport means. The Melbourne model of the “high street” should also be further explored as an alternative to the embedded plaza model.

City of Melbourne supports the broad intent of Direction 5 in the draft Arden Vision and Framework on Sustainable Movement including prioritising walking and cycling, integrating the walking and cycling infrastructure with existing networks, limiting parking and complementing the train service with surface public transport.

The statements under Enhancing Public Transport should be strengthened. To be successful, and to overcome the connectivity deficit to the west, Arden will need strong surface public transport connecting it to the north, south and east and capitalising on the high capacity service provided by Melbourne Metro.

We advocate for an urban structure which provides short blocks with through block links to create a very fine grained, intricate pedestrian network with many route choices. Road crossings should be frequent as well as regular. Speed limits should be low to reduce the chance of road trauma.

The proposed cross-sections on page 21 of the Arden Vision and Framework could be improved to indicate either separated bicycle infrastructure or such low speeds that it is a shared environment.

There is an opportunity to make a strong statement about parking in new developments. Residential development in the City of Melbourne currently has a significant oversupply of parking. Parking rates in new residential and commercial development should be reduced as much as possible and designed so they can be converted to other uses.

The impact of the Western Distributor needs to be better articulated.