

RENEWAL PRECINCTS

Existing Renewal Precincts: Macaulay, Arden, Fishermans Bend: Lorimer and Fishermans Bend: National Employment and Innovation Cluster (NEIC).

Potential Renewal Precincts: Dynon, E-Gate and Maribyrnong Waterfront.





ARDEN

Context and character

Arden is currently an industrial and warehousing precinct located less than two kilometres to the north west of the Central City.

Arden is comprised of four sub precincts Arden Central (Innovation and Mixed Use sub precincts), Arden North and Laurens Street. Arden Central Innovation will be the location of the new Arden metro station which connects the precinct to Footscray, Parkville and the central city.

The area to the south of Arden Street and west of Laurens Street, is currently the construction site of the new Arden Metro Station and has limited existing internal streets. A number of existing businesses are located along Arden Street.

The area north of Arden Street contains a mix of warehouses and light industrial uses and the North Melbourne Recreation Reserve, the home of the North Melbourne Football Club and the North Melbourne Recreation Centre and Pool. The area also includes the North Melbourne Lost Dogs Home. This area has some of the most significant existing canopy coverage, particularly along tree-lined streets of Green Street and Fogarty Street, and around Clayton Reserve.

The area east of Laurens Street includes several large factories and mills. Some of these are still in use and others have been converted to residential and commercial use. This area has a distinctive industrial heritage character.

With Macaulay Station, North Melbourne Station, and the new Arden Station to open in 2025, Arden will have access to a high quality public transport offering. Currently space for people walking and riding bikes in the precinct is minimal and the roads are frequently used by large trucks owing to the local business activity. Streets in Arden are generally wide reflecting this industrial history.

Arden is a low lying area adjacent to the Moonee Ponds Creek and is subject to flood risk. This topography is most evident in the sharp increase in elevation to the east of Laurens Street.

The Moonee Ponds Creek has high Aboriginal cultural heritage value in particular to the Traditional Owners, the Wurundjeri Woi Wurrung people.

The CityLink, Upfield rail corridor, and Moonee Ponds Creek corridor runs north-south along the western edge of the precinct and is a major barrier to east-west movement. The CityLink and rail corridor in particular limit access to the Moonee Ponds Creek. The section of the Moonee Ponds Creek that runs through the precinct has a wide strip of native vegetation and good solar access on its western bank. The eastern bank is overshadowed by the elevated freeway and constrained by the railway line.

Challenges and opportunities

- Significant upgrade and investment in drainage and flood mitigation required
- Managing flood risk in a way that celebrates water as part of the landscape, through water sensitive urban design and integrated stormwater management
- Reimagining the Moonee Ponds Creek for biodiversity, cultural and recreational uses
- Encouraging Arden's distinctive industrial heritage to be preserved and integrated in building and public realm design
- Revealing and celebrating Aboriginal heritage and cultural values, in particular through the relationship with the Moonee Ponds Creek and engagement with the Traditional Owners, the Wurundjeri Woi Wurrung people.
- Remediation of contaminated land
- Early commitment to infrastructure delivery required to be a catalyst for shaping future development
- Using the major investment in transport infrastructure and the public realm to support sustainable transport
- Realising the opportunity for new, large recreational spaces for community use
- Curating government land release and development to achieve policy objectives including economic, affordable housing, sustainability and design quality outcomes
- Creating a 6 Star Green Star Community by delivering precinct scale sustainable solutions
- Ensuring that high quality design is achieved throughout the public realm and building design, including achieving design excellence on key sites
- Ensuring Arden provides a diversity of employment and housing, is inclusive, and creates economic opportunity for new and existing communities of the inner-north-west
- Curating a precinct that attracts globally talented enterprise and entrepreneurship in the field of life science, health, digital technology and education



Image 29. Existing industrial character, Laurens Street



In Arden...



There are around
1760 jobs



There are approximately
230 dwellings



Land is prone to
flooding

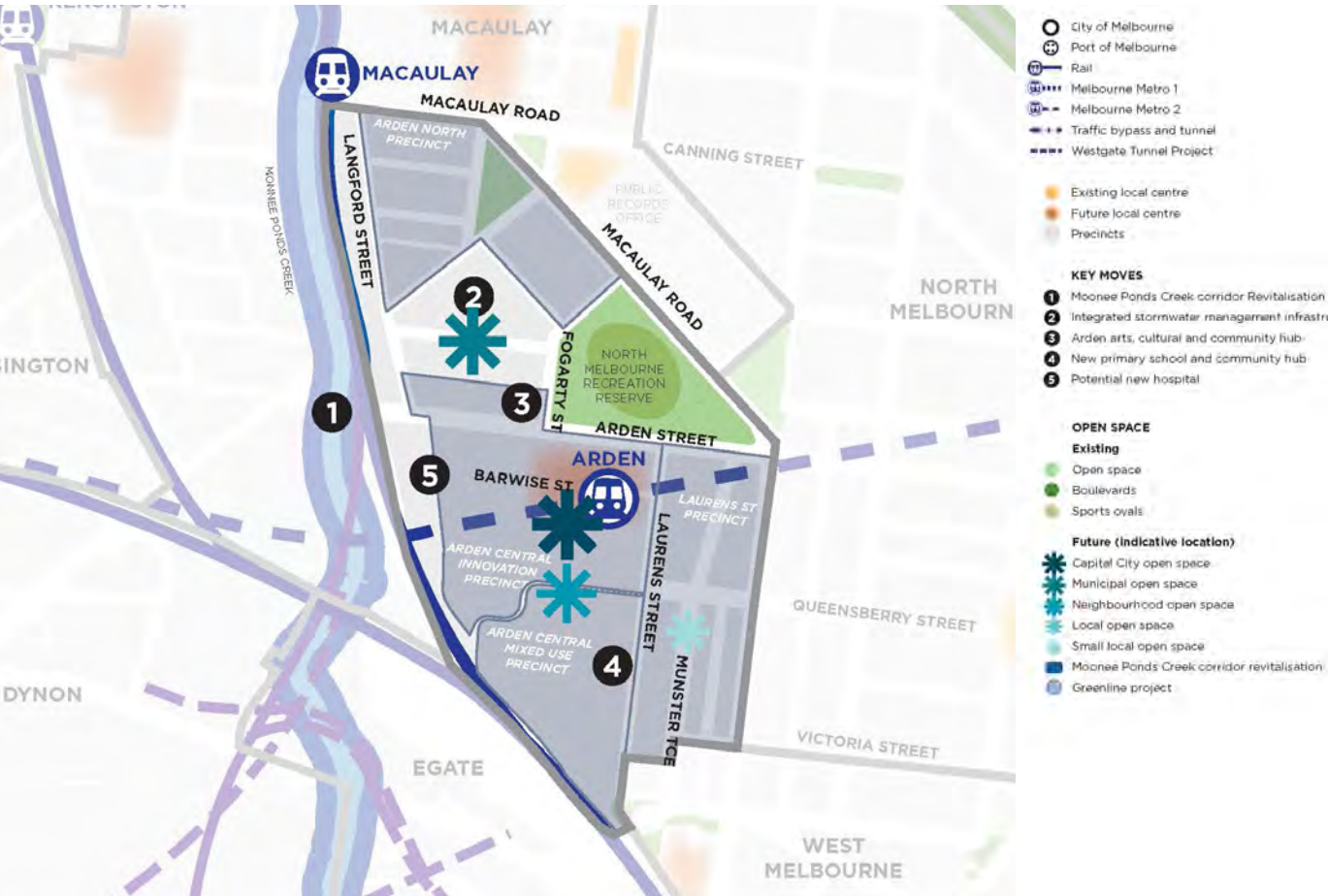
ARDEN

Change type: Renewal Precinct (Existing)

Vision

Arden will be a thriving new neighbourhood. Arden’s reputation as a highly liveable and sustainable precinct will make it a magnet for innovative industries, with a focus on life science, health, digital technology and education. It will have a lively public realm, high quality and affordable places to live, community hubs, a new primary school, diverse open spaces, and a walking and cycling network centred on the new Arden Station.

YEAR	RESIDENTS	WORKERS
2020	441	1761
2040	5061	9896



Key moves

- 1

Moonee Ponds Creek corridor revitalisation (Victorian Government and CoM led)
- 2

Blue/green infrastructure including and integrated stormwater management open spaces (Melbourne Water, Victorian Government and CoM led)
- 3

New Arden Central arts, culture and community hub including dedicated creative industry spaces and Aboriginal community spaces (Victorian Government and CoM led)
- 4

New primary school and community hub (Victorian Government and CoM led)
- New Arden Station and tram connection (Victorian Government led)
- Network of new streets and public open space including a capital city open space in Arden Central (Victorian Government and CoM led)



Built Form and Public Realm

Arden will transform into an exemplar precinct of high quality buildings with a strong emphasis on the public realm and sustainability. A sensitive mid-rise urban form at the edges of the precinct and open spaces will rise to higher form with generous tower spacing in Arden Central and along the south-western boundary.

New development will incorporate varied forms to mediate between the human scale and taller and bulkier buildings. Campus or institutional building forms will be broken into smaller sub components to limit bulk and provide visual permeability and skyline diversity through the precinct. New civic facilities and urban infrastructure will demonstrate design excellence.

New built form at the eastern edge of the precinct will integrate with the established lower rise industrial and neighbourhood character within, and surrounding, the precinct.



Environment

Arden will reach net zero carbon by 2040 by being at the forefront of sustainable development, embracing new ways to live, learn, work and travel in a net zero carbon district powered by renewable energy. Arden's unique development opportunities will be leveraged to deliver precinct scale solutions. New open spaces will provide a range of services to meet the needs of local residents and workers.



Water

Water will become a more visible feature in the landscape, and along with new green spaces and trees, will help the precinct become a cooler, greener place. This will be centred around a major open space in Arden North that will provide space for recreation most of the time, while managing stormwater in major rainfall events. The revitalisation of Moonee Ponds Creek will ensure water is safely managed and will offer recreational, environmental, cultural and active transport functions.



Movement

Delivery of a sustainable transport network will enable Arden to achieve a mode-share target of 60 per cent public transport, 30 per cent walking and cycling and 10 per cent private vehicle. Walking and cycling will be prioritised to be the quickest and easiest way to get around the precinct and neighbouring areas. Car access will be focused on service vehicles and shared vehicles, with private parking managed.



Economy

Arden will be an international innovation precinct, attracting life science, health, digital technology and education industries. Its accessibility within Greater Melbourne and proximity to other employment and service clusters will enable this. Curation of government landholdings will help to deliver anchor tenants and industry infrastructure. Affordable workspaces and housing will be important to developing Arden's innovation ecosystem.



Culture and Heritage

Arden will remain connected to the cultural heritage and values of the Traditional Owners, the Wurundjeri Woi Wurrung people, through ongoing engagement during the precinct's development.

Innovative, adaptive reuse of former industrial buildings will showcase this area. Arts hubs will deliver a mix of spaces adding to the vitality of the area.



Infrastructure

Major investment and early provision of infrastructure will enable Arden to thrive as a world class area. The delivery of transport infrastructure, including Arden Station, and social infrastructure will establish and support new, sustainable communities. The delivery of large open space, integrated water management and sustainability solutions will further enhance this precinct, and be a catalyst for its renewal.



Land Use

Arden will be a truly mixed use precinct, home to life-sciences, education, health and digital technology sectors, as well as significant residential, retail and commercial development. Residential development in Arden Central will be limited to support the growth and concentration of innovation industries. The area will be supported to transition to a greater diversity of uses, managing interfaces between existing and new land uses and providing opportunities through large sites to facilitate a true mix of uses. The precinct's existing mix of warehousing, manufacturing, logistics, and construction industries will be supported to relocate over time.



Community Wellbeing

Social infrastructure in Arden will support a diverse range of existing and new members of the local community. A new primary school will be complemented by a family and community hub, and an arts, cultural and community hub with library facilities and Aboriginal cultural spaces. Where appropriate, these facilities will be co-located, adaptable and designed to reflect best practice and community input.

MACAULAY

Context and character

Macaulay is a former industrial area which is evolving into a mixed-use area. Macaulay incorporates parts of Kensington and North Melbourne on either side of the Moonee Ponds Creek.

Macaulay is located 3.5 km to the north west of the Hoddle Grid. The Upfield railway line and the Moonee Ponds Creek Corridor runs through the centre of the precinct and the Craigieburn line runs along part of the western boundary. These corridors create significant barriers to movement from east to west, with the only existing crossings at Racecourse Road, Macaulay Road and Arden Street. The elevated CityLink toll road above the creek creates low amenity in the surrounding environment.

Like Arden to the south, this area is subject to flooding due to its natural basin topography and channelisation of Moonee Ponds Creek.

Macaulay is characterised by varying lot sizes, large industrial blocks with some heritage buildings, particularly to the east of Moonee Ponds Creek between Macaulay and Boundary roads. The flour mills at the intersection of the Craigieburn railway line and Arden Street have remained in operation since 1887. The wool stores to the north are now being re-purposed as creative spaces. To the south of Macaulay Road is a small, low-rise, heritage residential area.

Melrose Street and Arden Gardens are existing local centres, complemented by a commercial, retail and dining area to the east of the Macaulay precinct, in Kensington.

A significant amount of high rise 1960s social housing is located in the north east of the precinct. There is a lack of open space in Macaulay and connections to Royal Park could be improved. The Buncle Street Reserve offers the only public open space in the area. The North Melbourne Community Centre is located within the reserve, including community and recreation facilities.

Challenges and opportunities

- Significant upgrade and investment in drainage and flood mitigation required
- Revitalisation of the Moonee Ponds Creek by restoring its ecological, cultural and recreational uses
- Preserving, revealing and celebrating Aboriginal heritage
- Preserving and adaptively reusing industrial heritage
- Remediation of contaminated land
- Early commitment to infrastructure delivery required to be a catalyst for shaping future development
- Delivering high quality design and buildings that achieve design excellence on strategic sites
- Delivering buildings that can adapt to different uses over time
- Lack of open space and non permeable street network
- Managing the development of large blocks
- Encouraging a range of different uses
- Delivering affordable housing



Image 30. CityLink and Moonee Ponds Creek corridor



Image 31. Existing industrial character



In Macaulay...



There are
around
2820 jobs



There are approximately
1260 dwellings



Land is prone to
flooding

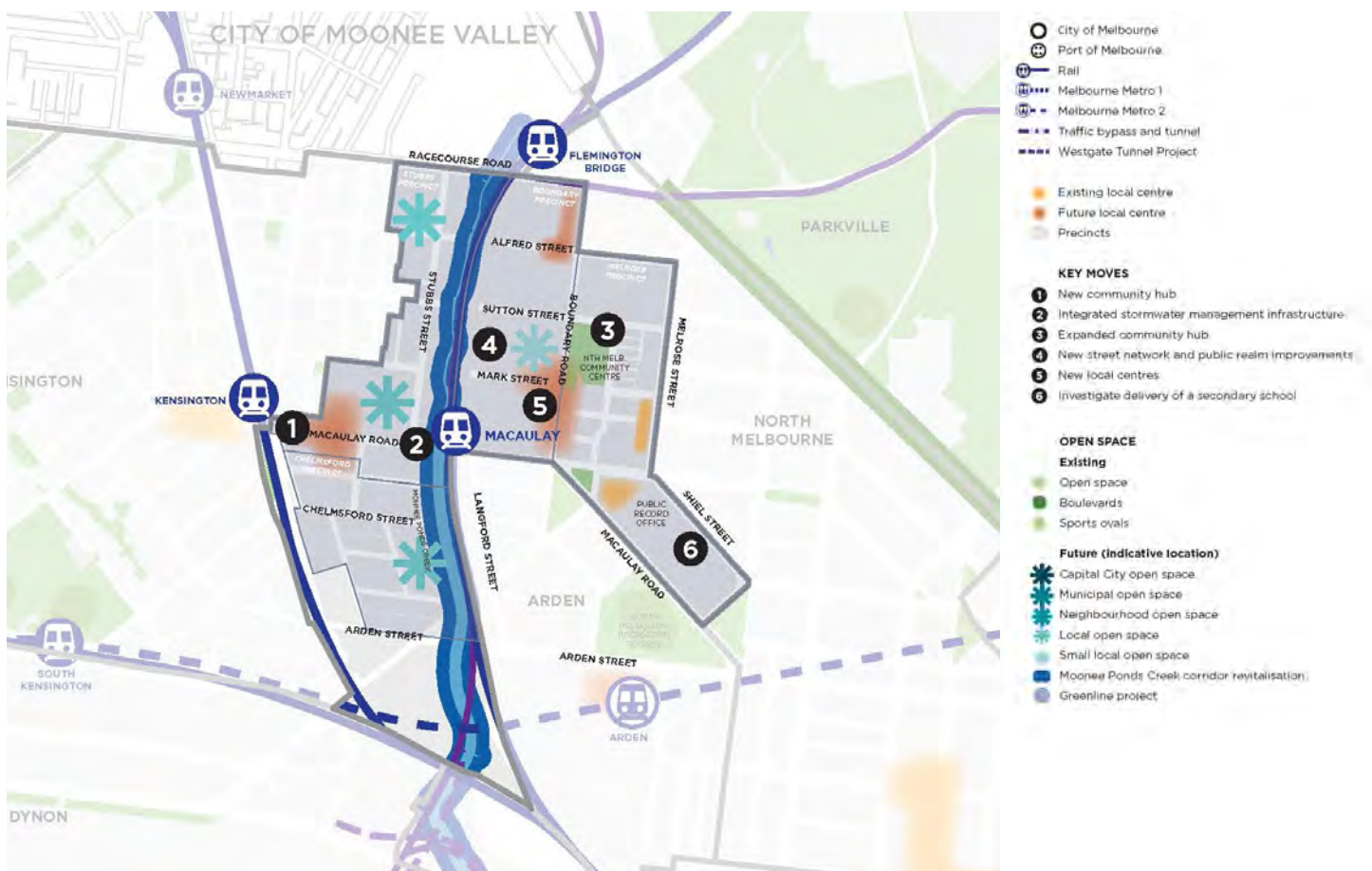
MACAULAY

Change type: Renewal Precinct (Existing)

Vision

Macaulay will become a mixed use, compact, mid-rise, walkable neighbourhood which celebrates its built, environmental and cultural heritage. Resilient natural systems will feature, with a revitalised Moonee Ponds Creek and a network of people-focused streets and green spaces. A diversity of uses, in new and adaptively reused buildings, will deliver a thriving neighbourhood supporting a growing population.

YEAR	RESIDENTS	WORKERS
2020	2725	2821
2040	9311	7517



Key moves

- 1 Deliver a new community hub west of the Moonee Ponds Creek in Stubbs Precinct (CoM led)
- 2 Blue/green infrastructure and drainage and flood mitigation (Melbourne Water and CoM led)
- 3 Expand and integrate community and recreation facilities in the Melrose Precinct (CoM led)
- 4 Deliver a new street network and increase green infrastructure and open spaces, including along the Moonee Ponds Creek (CoM led)
- 5 Support the establishment of new local activity centres on Boundary Road and Macaulay Road (CoM led)
- 6 Investigate the delivery of a new government secondary school (Victorian Government led)



Built Form and Public Realm

Macaulay will become a mid-rise neighbourhood with a built form that reinforces existing and new high streets of Macaulay Road and Boundary Road, and promotes a continuous built edge with active frontages in the precinct.

Former industrial buildings will be adaptively reused with high quality new buildings complementing and enhancing the area's character, with design excellence achieved on strategic sites. New development will deliver high quality urban design outcomes, will respond to the valued existing character of the area and contribute to the future character.

A range of building types with variations in form and height will create sensitive transitions with existing residential areas, heritage precincts and the Moonee Ponds Creek. To the east of CityLink there are opportunities for some taller buildings where generously setback from the creek corridor.



Environment

Macaulay will be a climate ready precinct that supports accelerated action in reaching zero emissions by 2040. Greening of streets and delivery of new open space, such as the Chelmsford Street Park, will provide connections and a network of local places.

The Moonee Ponds Creek's ecological function will be enhanced, creating new habitat and open space with walking and cycling connections to other areas. Green links to Royal Park will provide a better connection to Macaulay east.



Water

Flooding will be managed by integrating water sensitive urban design into the private and public realm to create a network of green streets, parks and public places that celebrate water in the landscape. New buildings will provide high quality design responses to flooding risks.



Movement

Improvements to public and active transport will be prioritised to support sustainable modes of travel. A network of new local streets will support walking and cycling as the preferred way of getting around. Streets will provide safe and convenient access to Macaulay's network of new open spaces, neighbouring areas and new and upgraded train stations, bus and tram services. New pedestrian and cycle connections will improve connections to Royal Park and Arden.

Grade separation of the Upfield line and upgrades to Macaulay and Flemington Bridge stations will improve connectivity and amenity within the precinct.



Economy

Enterprising, innovative and creative uses will be accommodated in affordable and adaptable spaces to complement the higher cost commercial spaces in neighbouring areas. The precinct will deliver new employment floorspace that creates local jobs and new local activity centres will be established to support the growing community. The Chelmsford Precinct will remain a dedicated employment area offering warehouses for industrial businesses and repurposed economic uses.



Culture and Heritage

The cultural heritage and values of the Traditional Owners, the Wurundjeri Woi Wurrung people, will be reflected in new spaces and buildings in the area.

Existing industrial heritage will be adapted and continue to define Macaulay. Revitalisation of the Moonee Ponds Creek will highlight the significant cultural heritage and value of the landscape.



Infrastructure

Significant public and private investment will be required to establish and support a growing community. This includes major improvements to the public and active transport network, open space network, flood mitigation and the Moonee Ponds Creek. Opportunities for new open space and adaptation and enhancement of existing community facilities will ensure the liveability of this precinct.



Land Use

Macaulay will accommodate a mix of land uses and activities, including a diversity of housing, community, commercial and retail uses. Affordable housing and employment space will support a diverse population and small and medium sized enterprises. Sensitive land uses will be managed within flood prone areas and active ground floor uses will create vibrant local centres. Zoning in the Chelmsford precinct will provide an employment area to support local businesses and future oriented industries.



Community Wellbeing

Good access to community infrastructure in Macaulay will be provided via public and private investment to meet the needs of the growing and diverse population. New and expanded community hubs in North Melbourne and in Macaulay West will provide more and better integrated community and recreation facilities and services. A new government secondary school in Macaulay will complement the new primary school in Arden.

FISHERMANS BEND NATIONAL EMPLOYMENT AND INNOVATION CLUSTER

Context and character

The Fishermans Bend National Employment and Innovation Cluster (NEIC) is a 230 hectare industrial and commercial area to the west of Lorimer and the central city.

The NEIC is the largest of the five Fishermans Bend precincts, and is the only one planned to retain its use as an employment precinct.

The precinct is bounded by the Birrarung (Yarra River) and Port of Melbourne to the north, the West Gate Freeway to the west and south and the Bolte Bridge to the east. The river is publicly accessible west of the Pier 35 marina. A punt service to Spotswood operates from a jetty near the West Gate Bridge.

In the west of the precinct is the 35 hectare West Gate Park, a large wetland park with high biodiversity and recreational value. This is the only existing open space in the precinct.

The precinct is characterised by very large blocks with limited street access. Turner and Lorimer streets are the major east west routes and Todd Road and Salmon Street the main north south routes connecting across the West Gate Freeway to the remainder of Fishermans Bend in the City of Port Phillip.

The NEIC has a rich industrial heritage and is currently home to a number of large advanced technology and manufacturing businesses, including Boeing and Defence Science Technology Group. Large sawtooth roofs of former car manufacturers, red brick chimneys and post-war industrial heritage can all be seen throughout the precinct.

The 37.7 hectare former General Motors Holden site (former GMH site), located in the centre of the precinct, was purchased by the Victorian Government in 2016. The former GMH site encompasses a number of different buildings, some which have been recognised for their state significant heritage value. The site will be redeveloped to be the Fishermans Bend Innovation Precinct, alongside the new University of Melbourne engineering and design campus. It will form an industry and innovation heart and will be a catalytic project for realising the precinct's vision.



Image 32. Salt Water Lake, Westgate Park

Challenges and opportunities

- Remediation of contaminated land
- Poor public and active transport connections to the rest of the city
- Delivering enough open space for the future population
- Significant upgrade and investment in drainage and flood mitigation
- Preserving, revealing and celebrating Aboriginal heritage
- Preserving and adaptively reusing industrial heritage
- Re-purposing redundant buildings while maintaining heritage and character
- Continuing the history of innovation in the precinct
- Capitalising on the new university campus as a catalyst for innovation and the delivery of design, engineering and advanced manufacturing jobs
- Early infrastructure delivery as a catalyst for shaping future development
- Pursuing opportunities for decentralised and renewable energy delivery to achieve a net zero emissions precinct
- Delivering buildings of high quality design, that achieve design excellence on strategic sites, and can adapt to different uses
- Transition from industrial land uses with many established businesses to an innovation district
- Enabling Westgate Park to thrive as a place of biodiversity
- New street network and public realm upgrades
- Managing Port of Melbourne expansion, infrastructure requirements, and ongoing freight movements
- Lack of amenity and active recreation for the worker community



Image 33. Former General Motors Holden (GMH) site





In the Fishermans Bend NEIC...



There are around
9360 jobs



There are **no** dwellings



Manufacturing is currently the biggest employment industry

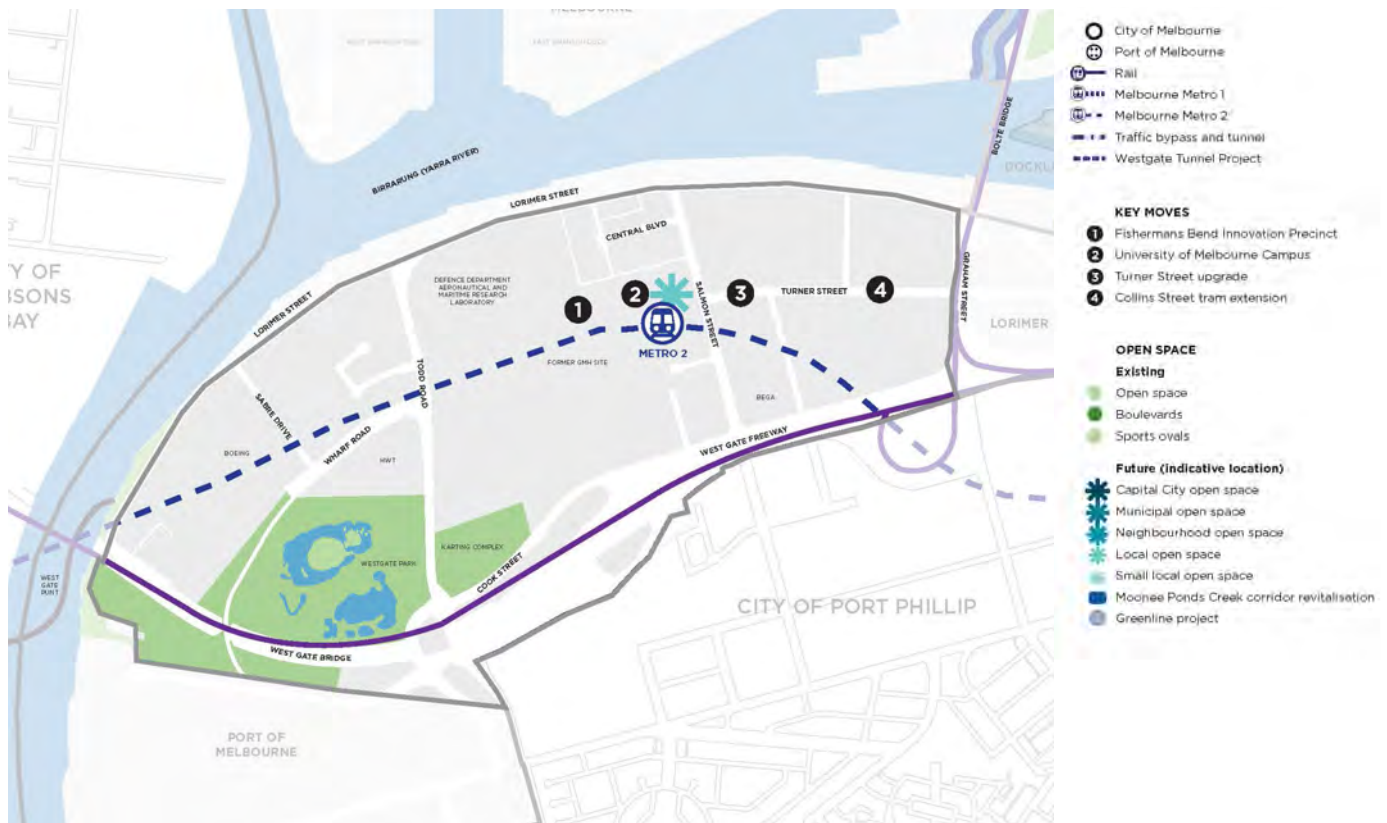
FISHERMANS BEND: NATIONAL EMPLOYMENT AND INNOVATION CLUSTER

Change type: Renewal Precinct (Existing)

Vision

The Fishermans Bend National Employment and Innovation Cluster will be Internationally renowned as a centre of innovation in advanced manufacturing, engineering and design. It will be transformed into a high-quality and accessible place that attracts and inspires talent, promotes collaboration and integrates with the natural environment and its industrial heritage.

YEAR	RESIDENTS	WORKERS
2020	0	9357
2040	0	26,572



Key moves

- | | |
|--|---|
| <ol style="list-style-type: none"> 1 Redevelopment of former GMH site as the Fishermans Bend Innovation Precinct (Victorian Government led) 2 Establish the new University of Melbourne Engineering and Design Campus (Victorian Government led) 3 Precinct activation projects including Gateway to GMH project along Turner St (Victorian Government and CoM led) | <ol style="list-style-type: none"> 4 Fishermans Bend tram extensions and active transport connections (Victorian Government and COM led) <p>Melbourne Metro 2 - new Fishermans Bend Station (Victorian Government led)</p> <p>Public realm investment including open space network, integrated water management, street network and renewal, active transport, public amenity and safety infrastructure (Victorian Government and CoM led)</p> |
|--|---|



Built Form and Public Realm

The NEIC will comprise a range of different lot sizes and building types to support the precinct's diverse innovation, advanced manufacturing and engineering uses. Buildings and the public realm will bring people together and make innovation and collaboration more visible.

Higher density built form will be concentrated around public transport infrastructure with lower density, large floor plate buildings on the edges of the precinct, complemented by a finer grain network of smaller building elements and public spaces with an emphasis on human scale.

Existing buildings will be adaptively reused to accommodate new uses and new development will complement heritage structures with a strong contextual design language that reinforces a sense of place. Building interfaces will be open to the public realm, showcasing the precinct's innovation uses.

Buildings with complex servicing requirements or disruptive uses will be carefully managed to minimise impacts on the pedestrian environment and more sensitive uses.



Environment

The important habitat area of Westgate Park will be expanded throughout the precinct with a network of new open spaces and biodiversity corridors that provide amenity for workers and visitors and connect key sites. Opportunities for precinct scale sustainability solutions around water recycling and waste and resource recovery will be explored.



Water

Flooding will be managed at multiple scales including cloudburst streets, well designed and multi-functional levees, retention basins that also act as public spaces, and buildings.



Movement

The transport network will evolve to support the safe movement of a greater diversity of users, while maintaining essential freight access around the edges of the precinct. 80 per cent of trips will be made by active and public transport. Provision for the extension of tram services along Turner Street is provided to allow direct connections to the central city. New and upgraded streets will support an extensive walking and cycling network. The delivery of a Metro, including a station at the Fishermans Bend Innovation Precinct, alongside the new university campus, will strengthen connections to the greater metropolitan area.



Economy

The NEIC will grow as an internationally recognised hub for advanced manufacturing, engineering and design excellence. The Fishermans Bend Innovation Precinct comprised of the redeveloped GMH site and the new University of Melbourne engineering and design campus, will be the catalyst for attracting high-value, future focused industrial firms and start-up enterprises. New synergies will be created to support existing businesses to remain.



Culture and Heritage

This area's rich industrial, architectural, cultural heritage and the heritage and values of the Traditional Owners, the Bunurong people, will be recognised and celebrated to strengthen a sense of place and identity. The area will be creatively activated through development to identify and retain culture.



Infrastructure

Early provision of infrastructure will enable this area to thrive as a world class design, engineering and advanced manufacturing innovation precinct. Major investment is required to support the area's growth in employment, including the delivery of Melbourne Metro 2, tram connections to the central city, a new open space and active recreation network, integrated water management, and sustainability solutions. The precinct's focus on innovation and engineering will provide opportunities to trial new forms of sustainable infrastructure and digital technology.



Land Use

Land use in the NEIC will remain focused on physical production, home to world-leading industries and research institutions in the aerospace, transport and defence, clean technology and creative technology sectors. These sectors will be complemented by world-leading education and design uses and supported by a diverse ecosystem of start-ups, scale-ups, entrepreneurs and small to medium enterprises. Residential uses are not being considered for the foreseeable future.



Community Wellbeing

New and upgraded open spaces and community services will be provided to service local workers and neighbouring communities, particularly for active recreation. Fishermans Bend Innovation Precinct, at the redeveloped GMH Site, will provide an inclusive and accessible place for different communities and businesses to participate in the NEIC, including affordable workspaces and incubator spaces for the development of new ideas.

FISHERMANS BEND: LORIMER

Context and character

Lorimer is located on the southern side of the Birrarung (Yarra River) to the south west of Docklands and the Hoddle Grid.

Lorimer is the smallest of five Fishermans Bend precincts and is located closest to the central city. It is defined by the West Gate Freeway to the south, Bolte Bridge to the west and Lorimer Street and Yarra's edge fronting the river to the north. Lorimer was rezoned as Capital City Zone by the Minister for Planning in 2012.

Lorimer currently has only six streets, which are wide to service heavy vehicle movements. Ingles Street extends to the south via a bridge over the West Gate Freeway and Turner and Lorimer streets pass under the Bolte Bridge to the NEIC in the west.

Lorimer is predominantly a light industrial, manufacturing and warehousing precinct, with several car dealerships. Large blocks with large floor plates and low rise buildings are typical of the area. Two concrete batching plants are located in the south east of the precinct and generate significant heavy vehicle traffic.

Lorimer is built on land that was once part of an extensive network of estuarine wetlands around the mouth of the Birrarung (Yarra River). As a result, it is a low lying area that is subject to significant flood risk. It has had long standing industrial use, impacting its current environmental value.

Lorimer Street, the precinct's northern boundary, runs parallel to the Birrarung (Yarra River) a further 100 metres to the north. Lorimer Street carries significant traffic volumes, particularly heavy vehicle traffic accessing the Port of Melbourne, Webb Dock and industrial uses to the west.

Lorimer's streets have minimal tree canopy. There are no existing open spaces or community facilities in the precinct.



Image 34. Nearby Point Park

Challenges and opportunities

- Remediation of contaminated land
- Poor public and active transport connections to the rest of the city
- Managing the impacts of freight traffic
- Delivering enough open space for the future population
- Significant upgrade and investment in drainage and flood mitigation
- Preserving, revealing and celebrating Aboriginal heritage
- Preserving and adaptively reusing industrial heritage
- Pursuing opportunities for decentralised and renewable energy delivery and carbon positive development
- Delivering buildings of high quality design, that achieve design excellence on strategic sites, and can adapt to different uses
- Delivering affordable housing
- Transitioning from industrial land uses to capital city mixed use
- New street network and public realm upgrades
- Early infrastructure delivery as a catalyst for shaping future development



Image 35. Existing industrial uses



In Lorimer...



There are approximately **2240** jobs



Construction is currently the area's largest employer



Land is prone to **flooding**

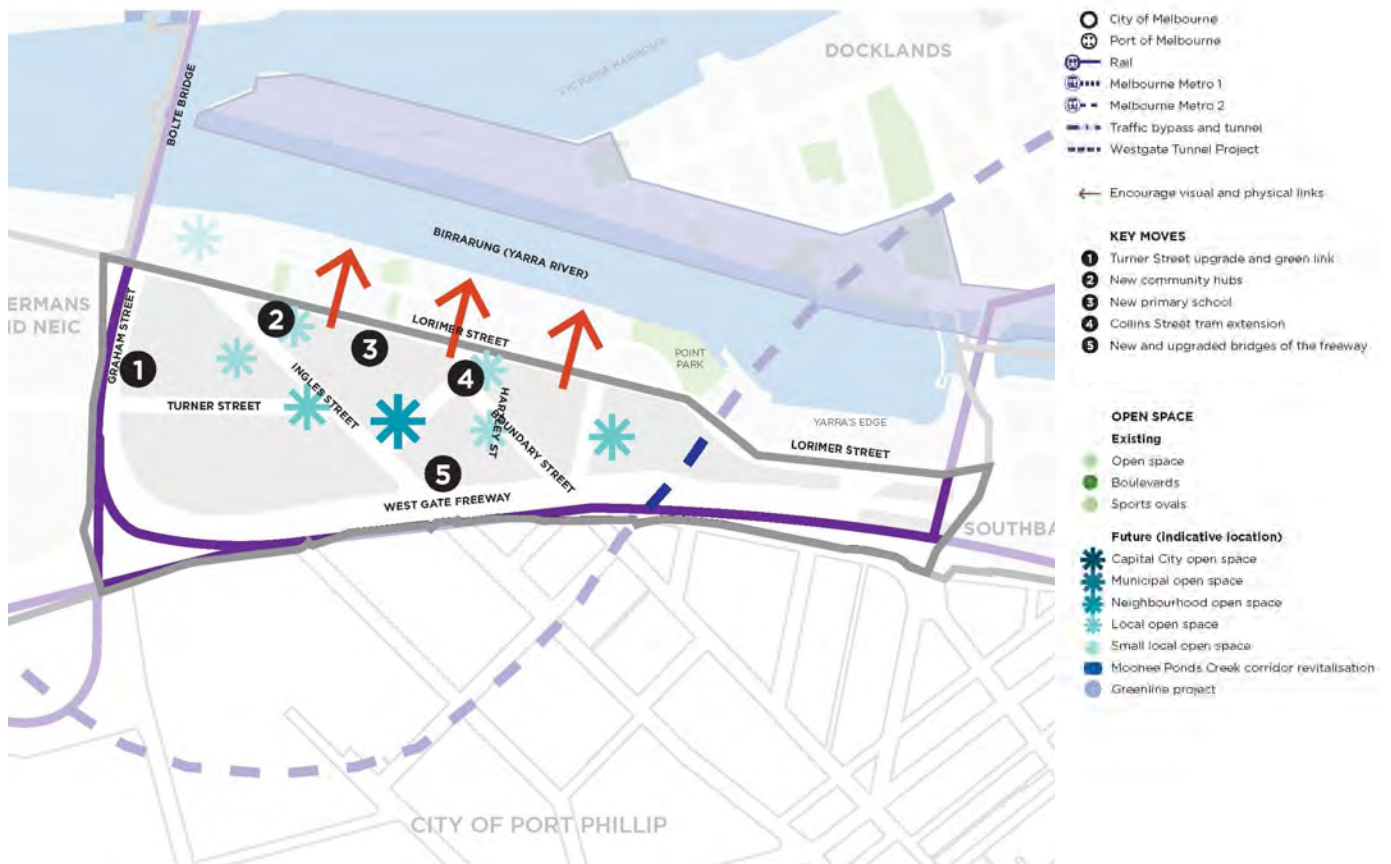
FISHERMANS BEND: LORIMER

Change type: Renewal Precinct (Existing)

Vision

Lorimer will be a vibrant, accessible mix of residential, retail, commercial, entertainment and employment land uses that complement the central city. It will deliver a network of open spaces and be connected to the Birrarung (Yarra River), Docklands and the remainder of Fishermans Bend.

YEAR	RESIDENTS	WORKERS
2020	0	2239
2040	6717	4547



Key moves

- 1 Deliver a new Lorimer Sport and Recreation Hub and Arts and Cultural Hub (Victorian Government and CoM led)
- 2 Deliver a new Lorimer Primary School and Community Hub (Victorian Government led)
- 3 Fishermans Bend tram extensions and active transport connections (Victorian Government and CoM led)
- 4 New street network including improved connections over the West Gate Freeway (Victorian Government and CoM led)
- 5 Transform Turner Street as a new active transport corridor and green link to Docklands and the NEIC (Victorian Government and CoM led)

Improvements to the public realm including a network of new public open space, green infrastructure and integrated water management solutions (Melbourne Water, Victorian Government and CoM led)



Built Form and Public Realm

Lorimer's built form will include a mix of different mid-rise typologies to the north of the precinct to maximise sun light to streets and open spaces, with taller forms located to the south adjacent to the West Gate Freeway.

Heights will be reduced in key locations to protect existing and proposed open spaces from being overshadowed.

Smaller scale urban elements will be incorporated to break down the scale of large podium and tower built form, including a diversity of street wall and parapet heights.

Building interfaces and ground floors will be designed to manage flooding as well as create active street frontages.



Environment

Lorimer's post-industrial landscape will be transformed to support greater ecological biodiversity through increased habitat areas in its public realm. Open space and street design will reflect Lorimer's historic sand dune, wetland and swamp landscapes.



Water

Water will form a significant component of both the public and private realm. Buildings will be equipped to collect and store rainwater. Streets and open spaces will support drainage infrastructure to move and store water in the landscape to help mitigate the impact of flooding and celebrate water as an asset of the precinct.



Movement

It is critical that Lorimer be connected to Docklands and the central city via the Collins Street tram extension and cycling and walking bridge across the Birrarung (Yarra River). A fine grain network of new streets and laneways will provide connections to the adjoining NEIC, Sandridge and the Birrarung (Yarra River).



Economy

Lorimer's industrial, manufacturing and warehousing uses will gradually transition to a mix of retail, commercial and other services that will support local residents and businesses in neighbouring Docklands and the NEIC.



Culture and Heritage

Lorimer will be creatively activated to foster the place's identity and retain culture. Through the development of the precinct we will build our understanding of past and existing Traditional Owner connections to the landscape and waterways, and protect and celebrate the ongoing cultural heritage and values.



Infrastructure

Major investment and early provision of infrastructure will enable this area to thrive as a world class area. Delivery of transport infrastructure, including Melbourne Metro 2 and tram extensions, and social infrastructure, is required to establish and support new communities. The delivery of open space networks, integrated water management and sustainability solutions will be critical to this area.



Land Use

Lorimer will gradually transition from an industrial and warehousing precinct to a richer mix of complementary uses including residential, commercial, retail and supporting community services. Retail, dining and entertainment uses will be concentrated along the Ingles Street 'high street' and surrounding the Lorimer Central open space and Turner Street green corridor.



Community Wellbeing

New community hubs will meet the community's art, cultural, sport, recreation, education and health needs. Community hubs will be integrated with open space and connected into the precinct via a green spine, and fronting the river at Bolte West, to create a concentrated civic heart for the precinct.

DYNON

Context and character

Dynon is a large industrial, freight and transport logistics precinct in the west of the municipality.

The Maribyrnong River runs along the western boundary of Dynon and the CityLink and Moonee Ponds Creek corridor along the east. Footscray Road and the Port of Melbourne mark Dynon's southern boundary, with South Kensington Station and the rail line on the northern boundary.

Dynon Road Tidal Canal runs parallel to Dynon Road through the precinct, and provides an important ecological corridor for migrating birds, terminating at a wildlife reserve in the west. The canal and areas fronting the Maribyrnong River and Moonee Ponds Creek are subject to significant flooding in times of heavy rainfall, a reminder that Birrarung (Yarra River) once ran through the heart of the precinct.

Large parts of the precinct south of Dynon Road are reserved for public use, identified in the Victorian Government's 2018 Freight Plan for truck marshalling and handling of empty containers, warehousing and port related freight uses into the future. The former Melbourne Wholesale Fruit and Vegetable Market north of Footscray Road is a major site.

Areas at the north-west of and the north-east of Dynon offer more diverse industrial uses and are contiguous with employment lands in the adjacent Maribyrnong Waterfront and Kensington areas. This includes the River Studios arts studios which contribute to the arts community across the Maribyrnong River in Footscray.

The West Gate Tunnel Project and redeveloped South Kensington Station will provide significant additional access to the public and freight transport network.



Image 36. Dynon Resource Recovery Centre

Challenges and opportunities

- Underutilised land and low intensity industrial development
- Protecting the dedicated employment function of the site from residential encroachment and reverse amenity effects of surrounding precincts
- Improved land management efficiency to consolidate Port and freight related uses and enable more diverse employment uses to grow in north-west and north-east industrial areas
- Supporting emerging types of industrial land use and built form, including delivery of infrastructure, and transport and amenity improvements to attract future industries
- New open space, water management, and biodiversity along the canal and creeks to support the needs of surrounding communities and ecosystems
- Preserving, revealing and celebrating Aboriginal heritage
- Preserving and adaptively reusing industrial heritage sites
- Poor public and active transport connections and worker amenity
- Potential long term renewal in parts of the precinct where metropolitan and municipal strategic need is established
- Establishing parameters for any emerging renewal, including municipal open space and integrated water management requirements
- Exploring decentralised and renewable energy delivery and carbon positive development
- Mitigating impacts of freeway infrastructure
- Complex public and private landholding arrangements
- Interface with the Port of Melbourne

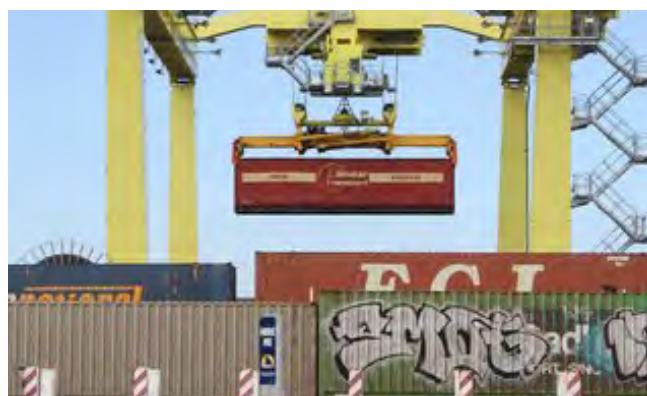
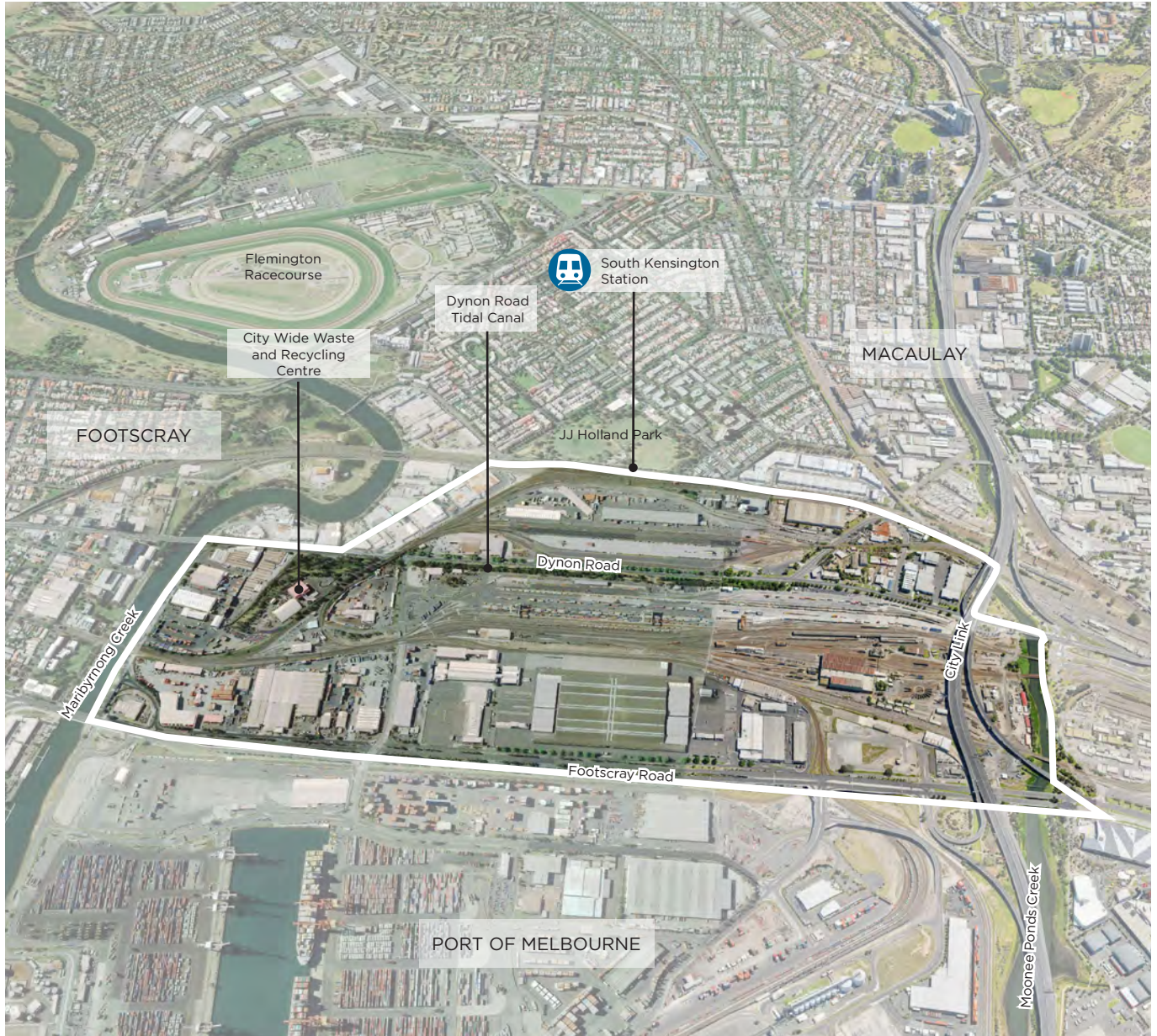


Image 37. Container storage and freight infrastructure



In Dynon...



There are around
1120 jobs



There are **0** dwellings



Transport, Postal and Warehousing are currently the biggest employers

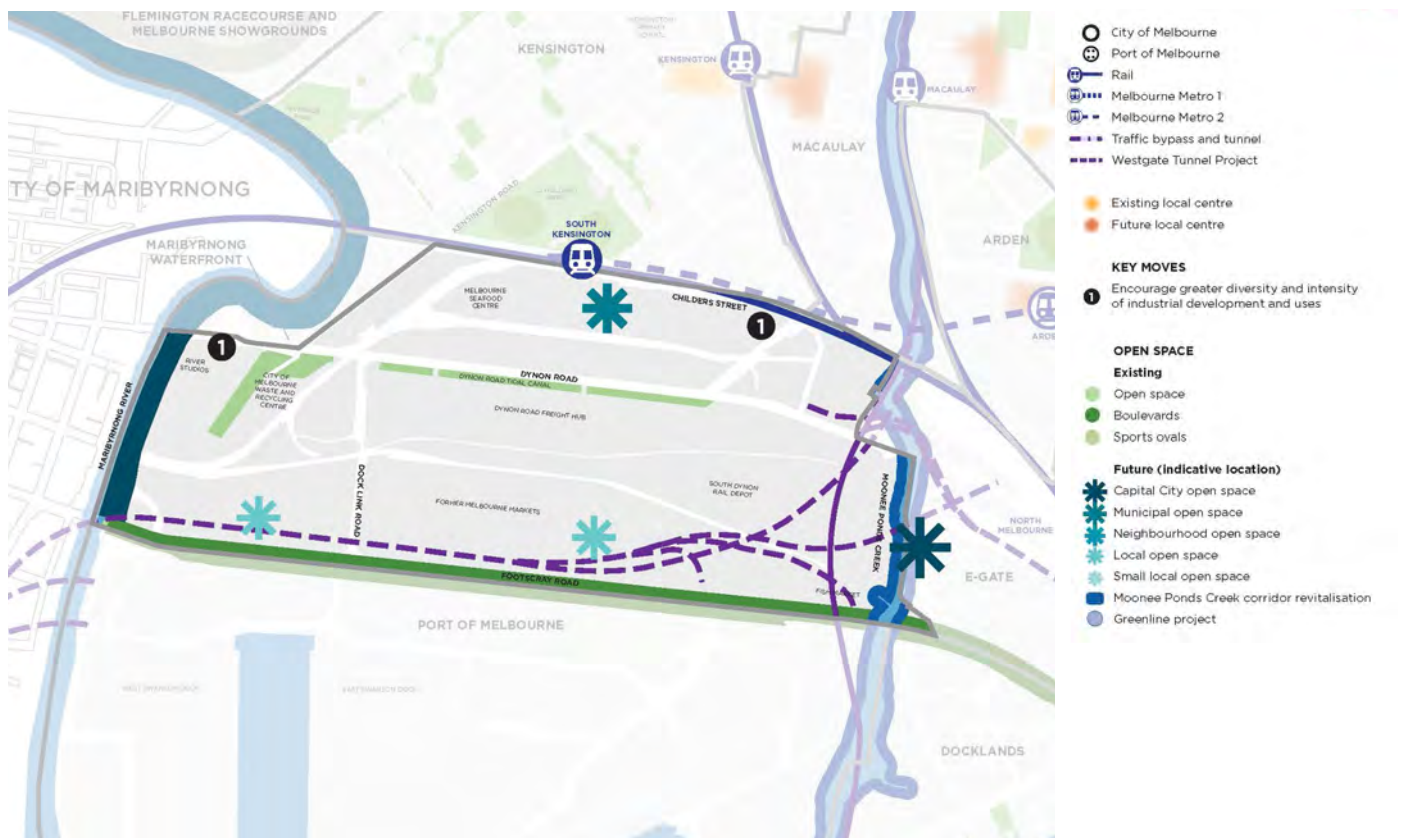
DYNON

Change type: Renewal Precinct (Potential)

Vision

Dynon will consolidate its functions supporting the Port and freight network, enabling a greater intensity of industrial and commercial use and development that supports Melbourne's growing knowledge economy and future industries. The canal and creeks will provide new spaces for recreation, water management and new habitat.

YEAR	RESIDENTS	WORKERS
2020	0	1116
2040	0	2672



Key moves

- 1 Encourage greater diversity and intensity of industrial development and uses and support connections with adjacent employment areas in Kensington, Macaulay and the Maribyrnong Waterfront (CoM led)

Full-time bus priority on Footscray Road and tram extensions on Dynon Road and improved cycling and pedestrian links (Victorian Government and CoM led)

New open spaces with integrated stormwater management functions, in coordination with E-Gate (Victorian Government and CoM led)

Public realm improvements including street network and renewal, active transport, public amenity and safety infrastructure (Victorian Government and CoM led)

Reimagining waterways in the precinct to improve blue green systems and flood mitigation and create biodiversity corridors, in coordination with water management projects in E-Gate (CoM led)



Built Form and Public Realm

A greater intensity of development in Dynon will include a range of multi-storey industrial building types with greater site coverage and diversity of employment uses and floorplates. New amenity and retained industrial character of redeveloped sites will attract innovative business.

Development along Dynon Road will create a boulevard between the central city and Footscray with a continuous built edge, active frontages and consistent street wall height.

Development will be designed to integrate with major transport infrastructure and provide appropriate acoustic and visual buffers to ensure a high amenity environment.



Environment

Dynon will be a green employment precinct with large new open spaces for neighbouring communities. Impacts of the West Gate Tunnel Project will be ameliorated by improved walking and cycling connections and enhancing the amenity of existing open spaces such as the Moonee Ponds Creek.



Water

Long term renewal of Dynon will be led by green and blue infrastructure delivered across the precinct and in the adjoining E-Gate and Maribyrnong Waterfront precincts, ensuring water is managed and essential ecological services and improved habitat are achieved. Key waterways including the Moonee Ponds Creek, Maribyrnong Waterfront and the Dynon Road Tidal Canal will be enhanced to create a high quality walking, cycling, water and habitat corridor connecting to the waterways and Footscray.



Movement

Access to the freight network is a key economic feature of the area that will be maintained while balancing new modes of sustainable transport that enhance safety and connectivity. Tram and bus services will be extended along Dynon Road providing connections to Footscray. Dynon Road will also be enhanced as a key cycling corridor to the central city from the west and active transport connection to neighbouring areas. South Kensington train station will be enhanced, supporting the growing community and improving the business attractiveness of employment lands to the east and west of the station. Car parking will be managed at a precinct scale in adaptable, shared structures.



Economy

Dynon will be key to supporting the future of the inner metro's strategic industrial land use needs. Much of south Dynon's existing function as a freight and logistics hub will continue. Efficient land management will allow a greater intensity and diversity of industry to establish in the north-west and north-east of the precinct beyond Port and freight uses. Development north of Dynon Road will provide diverse, flexible and affordable spaces.

The existing tenants in the precinct will provide opportunities to grow strategic and future oriented industries such as in the waste and creative sectors.



Culture and Heritage

The cultural significance of the Moonee Ponds flood plain to the Traditional Owners will inform the design of new open spaces. Industrial character and remnants of Dynon's railway history will inform the design of new places to retain the area's authenticity and add to its attraction.



Infrastructure

Sustainability solutions, integrated water management and improved environmental outcomes will be critical to this area. Delivering a network of open space, including capital city and municipal open spaces that include recreational spaces will be a defining feature. Active transport and the extension of the public transport network will support the surrounding community and business attraction.



Land Use

Dynon's future land use will balance ongoing industrial and logistics uses with new, emerging industrial activity and provision of public open spaces and integrated water management solutions, in particular through the enhancement of the waterfront areas along the Maribyrnong River and Moonee Ponds Creek. Land use in Dynon will continue to support the Port of Melbourne, but will encourage a greater diversity of industries to establish in the north-east and north-west of the precinct. Any future potential change in land use will need to be considered against the economic impact and the municipal and metropolitan strategic need.



Community Wellbeing

An increase in workers in the precinct will support improvements to active recreation corridors and enhanced environmental and biodiversity corridors. Opportunities to improve connections to surrounding neighbourhoods, including Kensington will further integrate Dynon.

E-GATE

Context and character

E-Gate is a railway yard and logistics area located to the north of Docklands adjacent to the Moonee Ponds Creek.

E-Gate is bounded by Footscray Road to the south, the Moonee Ponds Creek to the west and railway lines to the north. The entire precinct is currently inaccessible to the public. Much of the site is used as a freight railway stabling yard and workshop, as well as Metro Trains offices.

The train line and railway cutting along the northern boundary presents a significant barrier between E-Gate and West Melbourne. North Melbourne Station is located on the northern boundary of the site but is not easily accessible due to wide railway sidings and elevated structures and lack of crossings. The new West Gate Tunnel connections to Wurundjeri Way and Dynon Road in addition to the rail corridor will create a significant barrier and constraint for potential future renewal.

Moonee Ponds Creek is an important ecological and active transport corridor. The creek is crossed by a number of rail and road bridges and will be subject to further infrastructure from the West Gate Tunnel. The bridges at Footscray and Dynon roads currently provide limited and unprotected walking and cycling access.

The western part of E-Gate is subject to significant flood risk and the increasing impacts of sea level rise. Renewal opportunities in the long term must deliver the infrastructure to manage flooding impacts early to ensure a safe and high quality place can be developed.

Challenges and opportunities

- Preserving, revealing and celebrating Aboriginal heritage
- Preserving and adaptively reusing industrial heritage
- Creation of a significant area of wetland to manage flooding impacts, create connections for recreation and to support biodiversity
- Net zero carbon development that regenerates the ecosystem and is climate adaptive
- Provision of a significant amount of affordable housing
- Improving connections and continuity between West Melbourne, Arden and Docklands
- Early infrastructure delivery as a catalyst for shaping future development
- Delivering buildings of a high quality design that can adapt to different uses over time
- Remediation of contaminated land
- Mitigating impacts of major transport infrastructure including upgrades at Footscray and Dynon Road, West Gate Tunnel project and railway improvements
- Creating a new street network and high quality public realm
- Management of significant government landholdings
- Uncertainty regarding the ongoing use for rail purposes
- Leveraging from the initiatives identified in the Moonee Ponds Creek Strategic Opportunities Plan



Image 38. Melbourne Yard West Tower

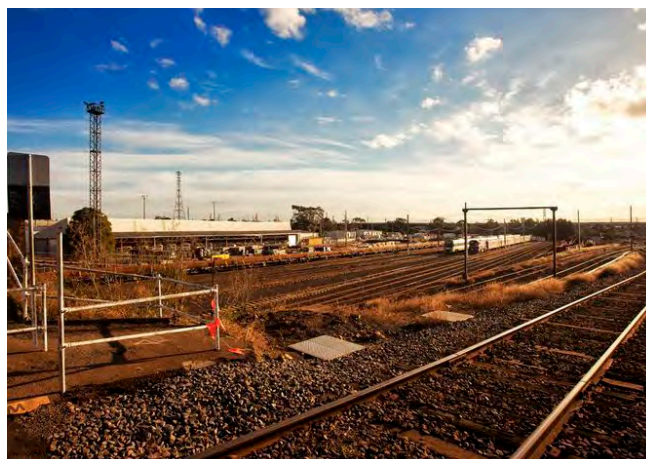


Image 39. E-Gate railyards



In E-Gate...



There are approximately
360 jobs



Land is prone to
flooding



Transport, Postal and Warehousing are currently the biggest employers

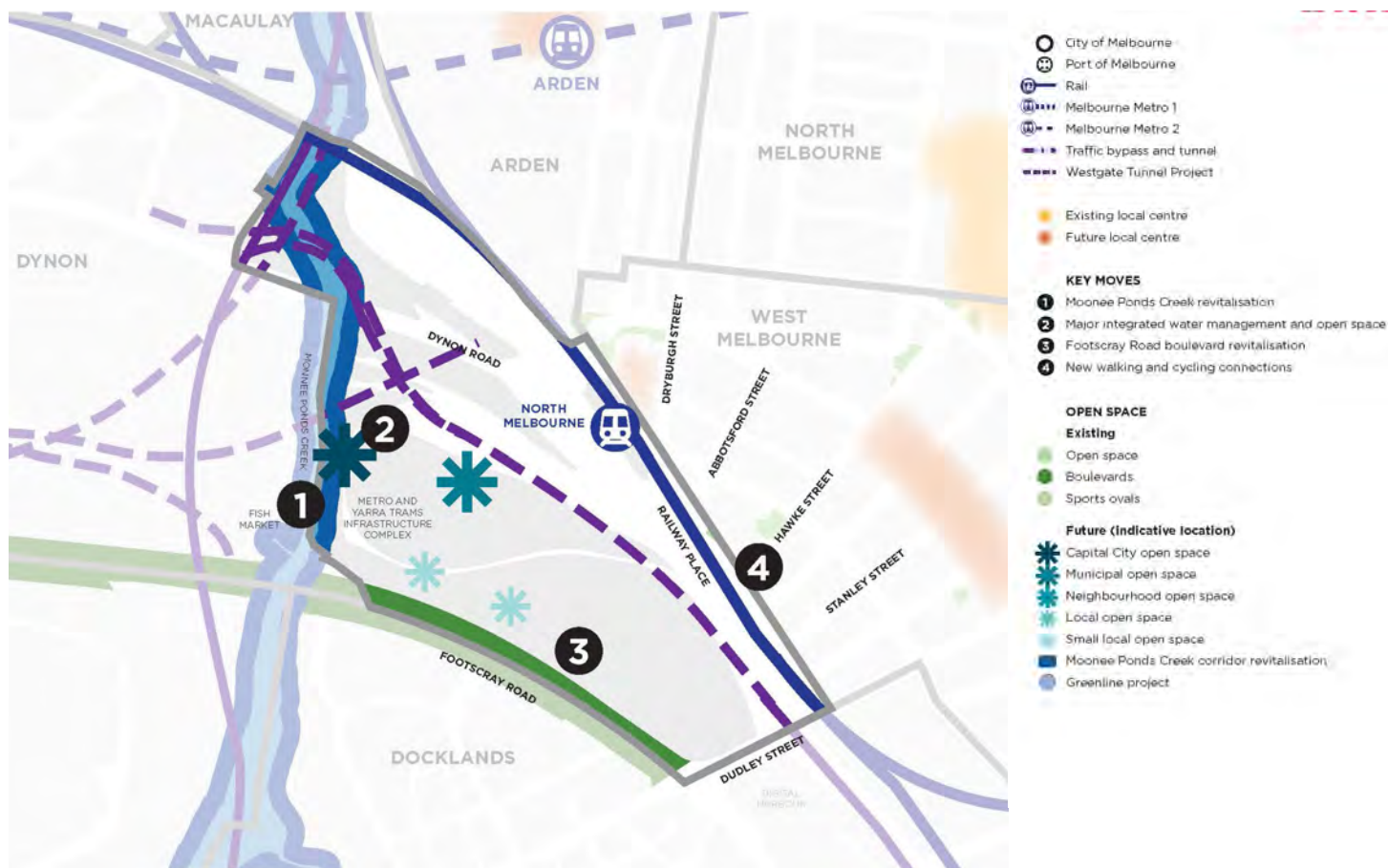
E-GATE

Change type: Renewal Precinct (Potential)

Vision

E-Gate will be a world leading renewal precinct with best-practice water management, waste minimisation and energy efficiency. New open spaces, integrating water management, will enable the long term renewal of E-Gate into a high quality, leading sustainable and affordable mixed-use neighbourhood with direct and active connections to Docklands, Arden, West Melbourne and Dynon.

YEAR	RESIDENTS	WORKERS
2020	0	359
2040	0	1622



Key moves

- 1 Moonee Ponds Creek revitalisation and new open space network including capital city and municipal scale spaces in coordination with Dynon (Victorian Government and CoM led)
- 2 Coordinated delivery of significant integrated water management and open space solutions across E-Gate and Dynon (Victorian Government, Melbourne Water and CoM led)
- 3 Revitalise Footscray Road as a tree-lined boulevard with sustainable transport connections to Docklands (Victorian Government and CoM led)
- 4 Deliver new walking and cycling connections to West Melbourne and Docklands (Victorian Government and CoM led)



Built Form and Public Realm

Mixed-use development opportunities in the east of E-Gate will connect Docklands to West Melbourne, bridging level changes and providing a continuous and active link. A precinct scale water management solution will enable the safe and high quality design of new development.



Environment

E-Gate and its frontage to Moonee Ponds Creek will include a significant proportion of open space providing an important habitat area as well as a new municipal open space for active and passive recreation. The area will improve canopy cover and biodiversity connections between Victoria Harbour, Birrarung (Yarra River) and Moonee Ponds Creek, significantly contributing to the municipal canopy cover target of 40 per cent by 2040. E-Gate will also incorporate raingardens and wetland planting in the public realm that cools new streetscapes.



Water

E-Gate will provide open spaces that have an integrated water management function, creating an important ecological, hydrological and recreational asset and unlocking new development opportunities. An expanded and revitalised Moonee Ponds Creek corridor will re-establish the natural flood plain in this location, allowing for improved ecological services and water management.



Movement

New elevated walking and cycling connections over the railway lines will increase access between West Melbourne and Docklands. They will also increase public transport permeability, access to the creek and open spaces and improve general walkability. Sustainable transport will be supported by minimising trips by private vehicle and avoiding car parking where possible. New major roads will be designed and managed to deliver on the vision for the precinct. Footscray Road will be reimagined as a tree-lined boulevard, with new at-grade pedestrian and cycle crossings improving access to the Docklands Primary School.



Economy

A new world class wetland and open space will drive tourism and showcase best-practice water management in a global context. Funding mechanisms like value capture and creation will deliver new community infrastructure, affordable housing, and ecological improvements. Climate change risk will be minimised through the implementation of this extensive blue green infrastructure.



Culture and Heritage

The cultural significance of the Moonee Ponds flood plain to the Traditional Owners, the Wurundjeri Woi Wurrung people, will be a foundational element of the design for new open space and streets in E-Gate.

Historic buildings and structures, such as the Melbourne Yard West Tower, will be adapted for new uses.



Infrastructure

Infrastructure to buffer the impacts of the West Gate Tunnel Project will enable this area to thrive as a world class area. Major investment is required to ensure the delivery of infrastructure required to establish and support new communities, including the delivery of open space networks, significant integrated water management, sustainability solutions and transport connections.



Land Use

E-Gate will be defined by a significant provision of public open space, contributing to the open space network and supporting surrounding communities. E-Gate will include new residential, commercial and community uses and provide opportunities for important connections with Dynon, Arden, North and West Melbourne and Docklands.



Community Wellbeing

E-Gate will play a critical role in connecting the neighbourhoods of West Melbourne and Docklands. It will be serviced by community infrastructure both within and adjoining the area and play an important role in the provision of recreational and active space in the municipality.

MARIBYRNONG WATERFRONT

Context and character

Maribyrnong Waterfront is located 3.5 kilometres west of the central city fronting the Maribyrnong River.

The precinct is bounded by the railway line to the north, Dynon Road to the south, the North Dynon freight rail line to the east and the Maribyrnong River to the west.

Kensington Road and part of Sims Street are the only streets in the precinct. The Maribyrnong River along the precinct's western boundary is a major recreation and biodiversity corridor that runs from the north western suburbs of Melbourne through to the Port of Melbourne. The neighbouring suburb of Footscray includes the Newells Paddock Wetland Reserve and the Heavenly Queen Temple and supports a significant creative industry.

Maribyrnong Waterfront is part of a contiguous and diverse industrial employment area that extends into Dynon to the south. It is currently occupied by a mix of industrial uses and warehouses, including a concrete batching plant and the Melbourne Seafood Centre wholesale fish market. Creative spaces are also available for artists on Sims Street at the River Studios. The Dynon Road Resource and Waste Recovery Hub is located south of the precinct along with the Dynon Road Tidal Canal and wildlife reserve.

Part of the precinct to the west of Kensington Road was rezoned as mixed use zone in 2018. Industrial activity south of this has an important ongoing economic function and provides an amenity buffer to new residential development.

There is bicycle and pedestrian access along both sides of the Maribyrnong River. Footscray can be accessed to the west via Dynon Road. South Kensington train station is located approximately 600 metres to the east of the precinct.

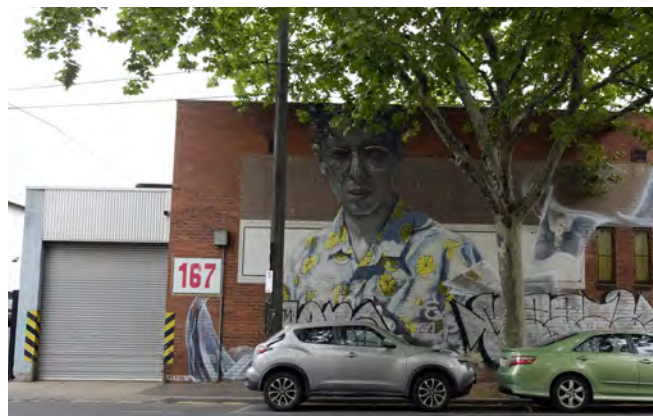


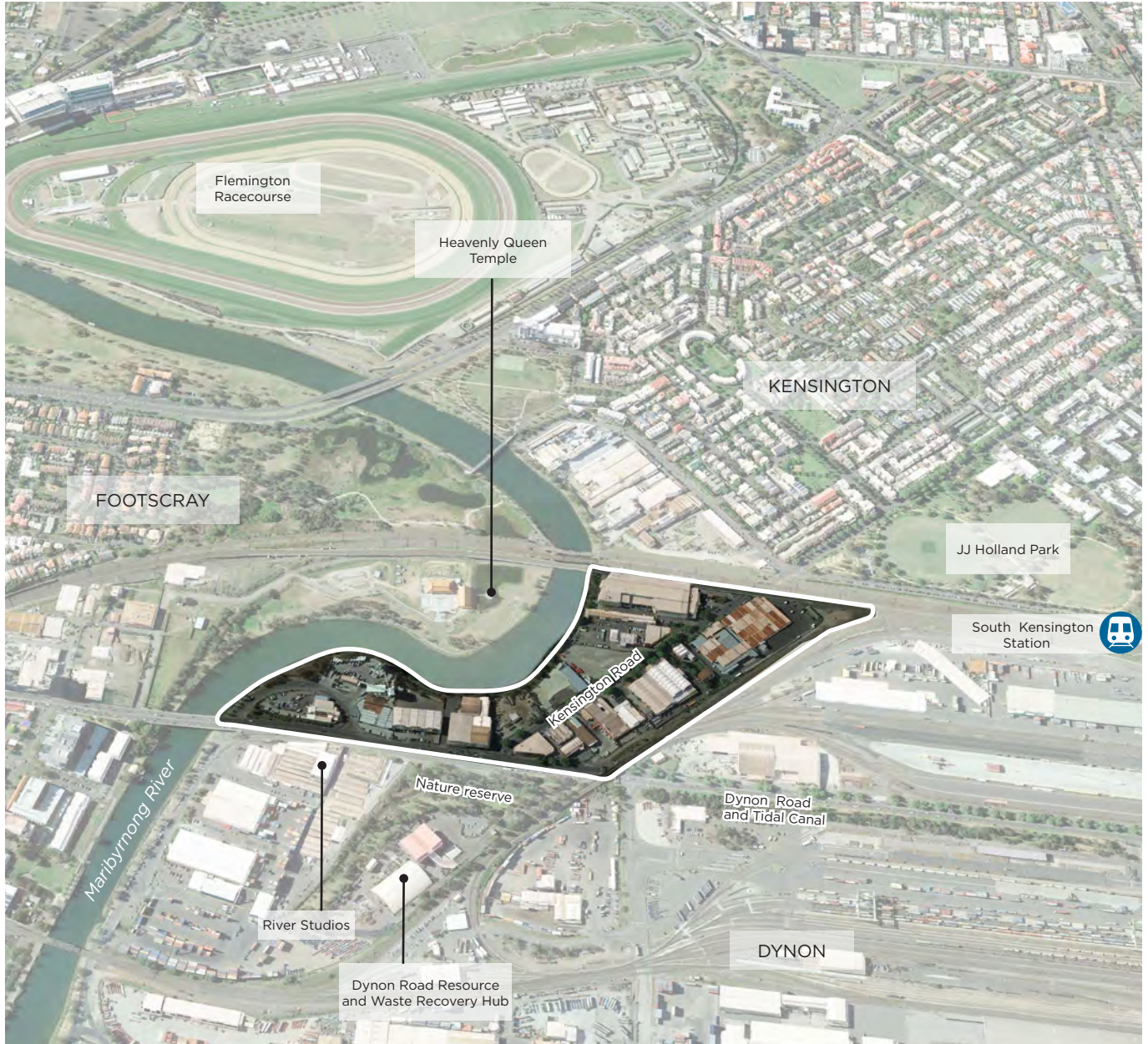
Image 40. Existing industrial character and function

Challenges and opportunities

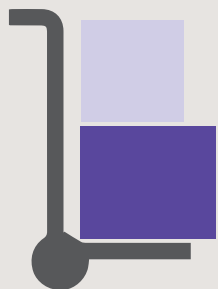
- Retention and protection of employment lands, including from reverse amenity effects of new residential development
- Preserving, revealing and celebrating Aboriginal heritage
- Preserving and adaptively reusing industrial heritage sites
- Poor public and active transport connections and amenity along Kensington Road
- Significant upgrade and investment in drainage and flood mitigation
- Early infrastructure delivery as a catalyst for shaping future development
- Delivering enough open space for the future population
- Pursuing opportunities for decentralised and renewable energy delivery and carbon positive development
- Delivering high quality buildings that achieve design excellence on key sites and can adapt to different uses over time
- Supporting the emergence of strategic and future oriented industries such as creative industries and waste management and circular economy businesses
- Street network and public realm upgrades
- Improving access to the Maribyrnong River and open space
- Ensuring permeability through the precinct and connectivity to surrounding areas, by providing safe and accessible active transport routes, including connectivity with Dynon



Image 41. Maribyrnong River and Stock Bridge



In Maribyrnong Waterfront...



Wholesale trade is currently the largest employer



Land is prone to **flooding**



There are approximately **320** jobs

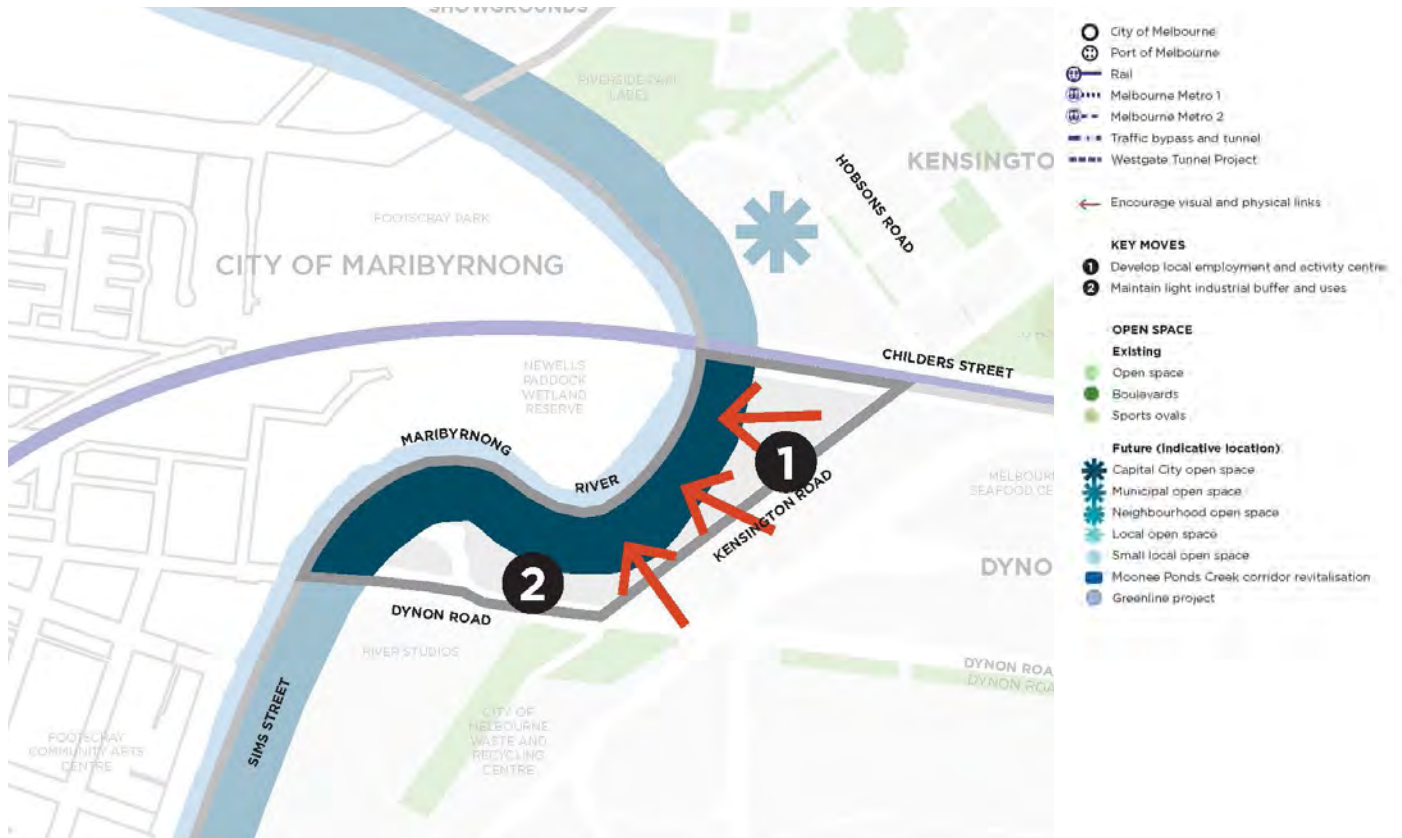
MARIBYRNONG WATERFRONT

Change type: Renewal Precinct (Potential)

Vision

Development and design of the Maribyrnong Waterfront will embed cultural values and heritage of the Traditional Owners in the built environment and natural landscape and establish a new high quality interface and good access to the Maribyrnong River. The precinct will transition to support high quality, mixed-use development in the north, with employment opportunities in the south providing a transition from industrial activity in Dynon.

YEAR	RESIDENTS	WORKERS
2020	0	320
2040	0	1232



Key moves

- Support the establishment of a local employment and activity centre on Kensington Road, including delivering active transport improvements (CoM led)

- Support ongoing light industrial uses in the south of the area to provide a buffer between sensitive uses and industry (CoM led).

Deliver a new capital city scale open space along the Maribyrnong River in coordination with Dynon and Kensington (CoM led)

Landscaping and public realm improvements to South Kensington Station (Victorian Government led)

Tram and bus extensions to Footscray along Dynon Road and improved cycling and pedestrian links throughout the precinct (Victorian Government led)

Significant flood mitigation and drainage investment (Melbourne Water and CoM led)



Built Form and Public Realm

Residential development in the north section of Maribyrnong Waterfront will be mid-rise and transition down in scale and contribute to a safe and welcoming interface with the river's edge. Buildings will be designed to manage micro-climate effects to ensure a high quality and successful public realm and increase opportunities for access between the river and the Dynon precinct to the east.

The southern section of the precinct will retain the existing industrial character and use, however will be adapted and reused for emerging industrial typologies such as multi-level warehousing and more diverse employment uses.

All new buildings will be designed, and existing buildings adapted, to manage flood impacts. Active frontages will be encouraged along Kensington Road to facilitate the development of a local centre.



Environment

The Maribyrnong River corridor will be revitalised to improve its ecological, social and hydrological functions. Reconnecting to natural systems will help to build resilience in a changing climate and create opportunities to celebrate the river as a key city asset.



Water

The Maribyrnong River will be enhanced as an important habitat and biodiversity corridor, place of cultural significance to the Traditional Owners, and water management asset that mitigates flood risk and recycles water. Ecological connections to the nearby Dynon Road Tidal Canal will be improved. Drainage and flooding infrastructure investments will ensure the precinct develops into a safe and high quality future neighbourhood.



Movement

As the area transitions to a greater mix of uses its street network will need to be enhanced to meet the needs of the changing community. Streets will prioritise walking and cycling and improve access to public transport, the Maribyrnong River and surrounding neighbourhoods. Cycling and pedestrian improvements along Kensington Road will support the development of a local centre and connectivity for the employment lands further south. Connections to South Kensington Station will be improved.



Economy

A greater diversity of active commercial and industrial uses will be concentrated along Kensington Road and the north of the precinct, without compromising existing commercial and industrial uses and the operation of the Port of Melbourne and related land uses. Existing industrial land will be retained to meet the municipality's future employment needs and support the growing knowledge economy.



Culture and Heritage

Maribyrnong Waterfront will celebrate and reflect on the culture heritage and values of the Traditional Owners. These will inspire the area's future cultural trails, paths and landscapes.

Creative uses will be encouraged in the area, tying together existing creative clusters in Macaulay and Footscray.



Infrastructure

Significant public and private investment is needed to establish and support a growing community. This includes major improvements to the public realm, drainage infrastructure, connections to the Maribyrnong River and transport infrastructure improvements to improve connectivity and access.



Land Use

Industrial land uses in the south and east of the precinct will be retained as an important amenity buffer between sensitive and industrial uses, and to avoid compromising the future potential employment function of the Dynon precinct. A mix of commercial, residential and other uses along Kensington Road will provide active frontages that support the establishment of a local centre.



Community Wellbeing

Opportunities to enhance existing industry and celebrate the local community by integrating affordable commercial spaces and creative spaces will define the area. Enhancing and integrating the river corridor with the broader precinct and developing it as an environmental, recreation and movement corridors will improve connectivity and health and wellbeing.

NEIGHBOURHOODS

Established Neighbourhoods: Carlton, East Melbourne and Jolimont, Parkville, North Melbourne, South Yarra; and Kensington.

Transitioning Neighbourhoods: City North and West Melbourne.





CITY NORTH

Context and character

City North is a distinctive neighbourhood, with a diverse mix of uses, built form and public space.

City North sits between Carlton, Parkville and North Melbourne, yet has its own character. It has a strong heritage character with many former industrial warehouses transitioning to a range of different uses.

City North is comprised of a grid of north south streets, intersected by the diagonal Flemington Road and Elizabeth Street from the north west. Flemington Road and Royal Parade are iconic boulevards that meet at the Haymarket roundabout, a complicated intersection with several tram routes, multiple vehicle lanes and pedestrian and cycling paths.

City North comprises an important part of the Parkville National Employment and Innovation Cluster (NEIC). It is home to some of Australia's largest knowledge, health and innovation institutions, including the University of Melbourne, RMIT, Royal Melbourne Hospital, Royal Women's Hospital and the Victorian Comprehensive Cancer Centre. These institutions attract a range of start-ups, small and medium businesses and social enterprises to the precinct.

The influence of RMIT and the University of Melbourne has been particularly significant in City North. These institutions attract a range of commercial, retail and residential uses with a strong student presence. A booming international student population has seen a large amount of student housing built in City North. The activities of the universities are still largely inward looking and occur on private land. The City of Melbourne has partnered with the universities to form the Melbourne Innovation District to increase the collaboration between institutions.

Three distinctive residential squares create a sequence of open spaces along Pelham Street from Haymarket through to Carlton Gardens. University Square and Lincoln Square are located within City North.

Construction works are underway on the Melbourne Metro 1 project around the intersection of Grattan Street and Royal Parade, where the new Parkville Station will be located. City North is very accessible by public and active transport with some major barriers to pedestrians including Victoria Street.



Image 42. University Square

Challenges and opportunities

- Increased dominance of residential and student accommodation development, which crowds out employment, education and innovation uses
- Supporting the Melbourne Innovation District by activating ground floors and increasing engagement with innovation uses
- Significant vehicle through-traffic volumes
- Encouraging opportunities in the public realm to connect institutions and enable interaction between organisations and people
- Opening of Parkville Station which will transform the area, delivering new public realm improvements and significant volumes of pedestrian traffic
- Improving public and active transport connections and reducing car dominance
- Improvements to the public realm, especially Haymarket roundabout and celebration of key boulevards
- Encouraging the delivery of accessible specialised and technical equipment that supports innovation
- Balancing ongoing commercial and innovation activity with the amenity of adjacent residential areas



Image 43. Heritage character in City North



In City North...



There are around
26,500
jobs



There are approximately
5190 dwellings



There is **32 per cent** of
the municipality's student
accommodation

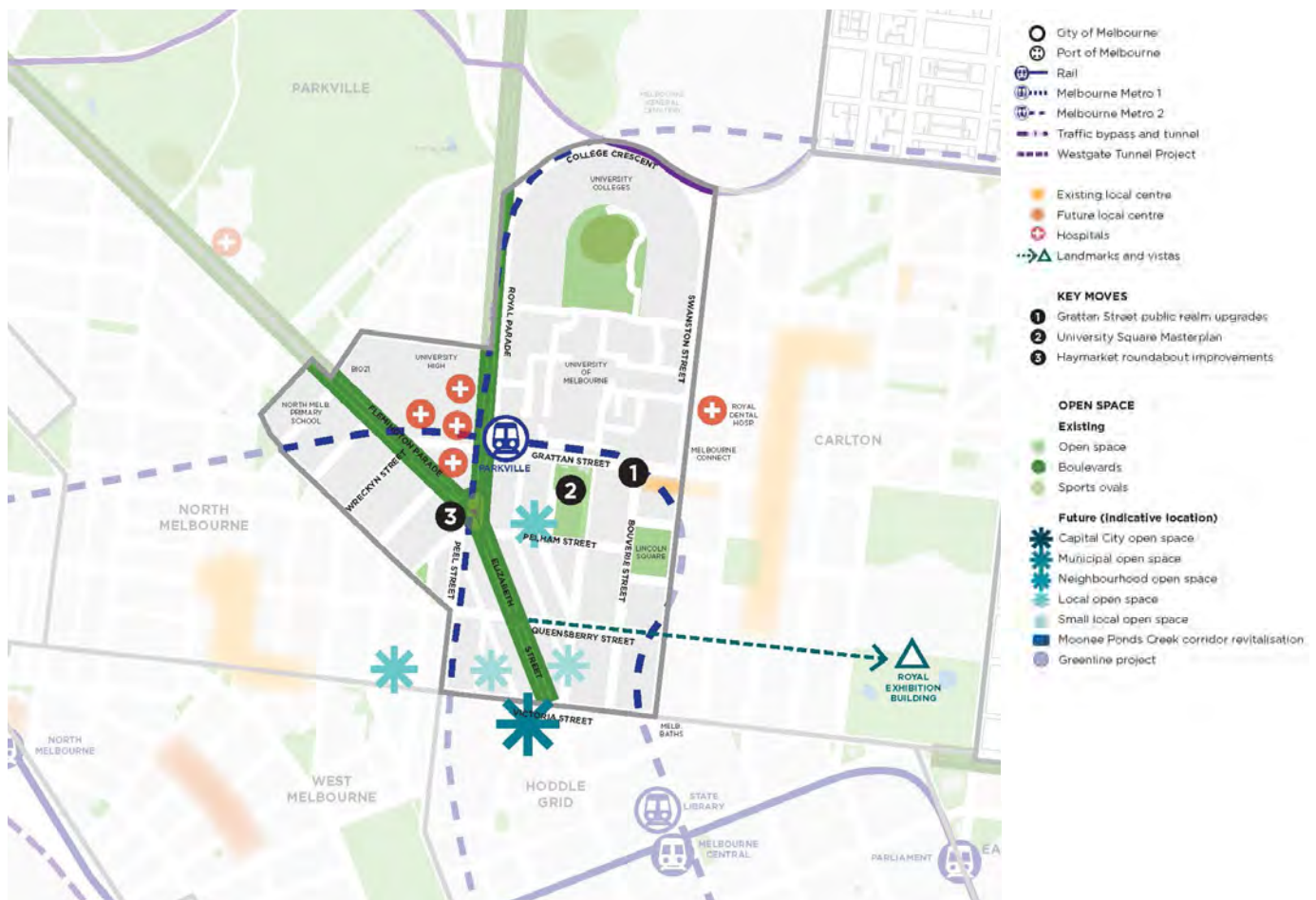
CITY NORTH

Change type: Neighbourhood (Transitioning)

Vision

City North will become a world class innovation district that supports and develops next-generation Melbourne. City North will support a diverse range of businesses and institutions to collaborate. A vibrant public realm will showcase innovation and provide the spaces for people to interact. It will leverage emerging technologies and build on the area's unique characteristics to enhance education, economic and social outcomes.

YEAR	RESIDENTS	WORKERS
2020	13,917	26,499
2040	28,459	39,143



Key moves

- 1 Deliver the precinct's first Innovation Street on Grattan Street including priority bus and bike lanes and public realm improvements (CoM led)
- 2 University Square Masterplan including expanded and enhanced open space and public realm (CoM led)
- 3 Realising a new vision for Haymarket roundabout - improvement of active and public transport function and enhancement of the public realm (Victorian Government led)

Parkville Station and associated public realm upgrades (Victorian Government led)



Built Form and Public Realm

New development in City North will maintain a distinct, mid-rise built form character in contrast to the higher tower forms of the Hoddle Grid.

The scale of new buildings will transition respectfully to neighbouring heritage buildings. Large scale institutional buildings will contribute to a high quality active street frontage and maintain an emphasis on human scale.

Achieving a high quality public realm is paramount to the success of the Melbourne Innovation District.

The Haymarket roundabout will be maintained as a key gateway to the precinct on approach from the central city and the north, marked by higher scale built form and the convergence of two major boulevards of Royal Parade and Flemington Road. The fine grain quality and vertical rhythm of lower order streets will contrast to the character of wider boulevards.



Environment

Technology will be integrated into public spaces to showcase innovation and encourage people to spend time in the public realm. Pelham Street and its sequence of squares, including an upgraded University Square and Haymarket roundabout, will be transformed into a linear green space connecting to Carlton Gardens, improving biodiversity and social amenity.



Water

Bouverie Street's lost watercourse will be investigated as an important conduit within the Elizabeth Street catchment, mitigating flood risk and improving the environmental performance of the area.



Movement

The new Parkville Station will generate significant additional pedestrian traffic changing the function of the surrounding streets and spaces. Grattan Street will be a flagship Innovation Street that connects the hospitals, research institutions, new Parkville Station, and the university to the community and other parts of the city. The Haymarket roundabout will be reimagined as a great public space that is easy to get around on foot or by bike and a public transport hub which connects seamlessly with Parkville Station.



Economy

City North's economy will evolve as a place for inspiring, engaging and sharing new ideas with a focus on biomedicine, public policy and social innovation.

Flexible and affordable workspaces will accommodate a wide variety of uses to complement economic activity, such as creative industries, shared office space, small scale manufacturing and innovative design businesses. Specialised spaces and technical equipment will be delivered to support start-ups and entrepreneurs. Strategic partnerships and new intermediary organisations will help to bring people and ideas together and connect them to opportunities in the precinct.



Culture and Heritage

City North's streets and public spaces will be a living lab that provide the backdrop for social exchange and experimentation, where government, universities and entrepreneurs can pilot and test new ideas. Collaborative partnerships will provide opportunities to reveal historical landscapes and values.



Infrastructure

Delivery of significant transport infrastructure including Melbourne Metro 1 and 2 will vastly improve connectivity to this area. Continual improvement and enhancement of the transport network and public realm, including Haymarket roundabout will enhance opportunities for innovation, and sustainability. Projects will explore opportunities to innovate the way we design, deliver and manage infrastructure.



Land Use

City North is home to an increasing diversity of uses including retailing, residential, education and health services linked to hospitals and universities in the precinct. City North is growing as a recognised global leader in life sciences and other Science, Technology, Engineering and Mathematics (STEM) fields, with strengths across all disciplines, including public policy, education and not-for-profit sectors.



Community Wellbeing

A City North Innovation Hub will provide an inclusive space for industry, researchers, students and other district stakeholders to come together, enabling collaboration and knowledge-sharing.

WEST MELBOURNE

Context and character

West Melbourne is a long-established area with a strong community, diverse mix of housing, warehouses and businesses, and a rich cultural and architectural heritage.

West Melbourne is located between the central city and North Melbourne and adjacent to the evolving area of City North and the transforming railway yards.

It is defined by the major infrastructure corridor on its western boundary including multiple metropolitan and regional train lines and rail yards. These create a physical barrier from E-Gate, Docklands and the Moonee Ponds Creek. West Melbourne's radial streets were formed when Melbourne's street network was extended to the north, creating a pivot between the Hoddle Grid and North Melbourne. Spencer, Dudley and King streets are the major streets through the precinct.

West Melbourne's distinctive variety of uses and rich cultural and architectural heritage has long been shaped by its adjacency to the central city, nearby industrial areas, proximity to the port and road and rail connections. The area now accommodates a mix of residential, commercial and industrial uses.

West Melbourne has evolved to include a mix of building types and uses, from low rise heritage cottages in the north, mid-rise factories and warehouses in the middle and larger scale high-rise apartment buildings in the south.

West Melbourne has excellent access to train stations and is within walking distance of the Hoddle Grid, however safety and amenity for pedestrians and other forms of active transport is poor. Flagstaff Gardens are the most significant open space in West Melbourne providing active and passive recreation spaces for local and wider communities. There are two new small parks in the west. West Melbourne's wide streets offer the opportunity for grey to green projects which would enhance biodiversity and recreation opportunities.

Challenges and opportunities

- Lack of open space
- Retaining a mix of uses
- Lack of local destinations
- Poor safety and amenity for people walking and riding bikes
- Limited tram access
- Impacts caused by the construction and operation of the West Gate Tunnel and Metro Tunnel projects
- Repurposing character buildings, including warehouses, to retain a variety of floorspace types
- Wide local streets, currently accommodating lots of parking



Image 44. Hawke Street



Image 45. Heritage character in West Melbourne



In West Melbourne...



There are around
8260 jobs



There are approximately
3785 dwellings



**Professional, scientific
and technical services**
is currently the biggest
employment industry

WEST MELBOURNE

Change type: Neighbourhood (Transitioning)

Vision

West Melbourne will retain its unique identity, varied areas of character and mix of uses as it evolves into a distinct inner urban neighbourhood and a counterpoint to the central city.

YEAR	RESIDENTS	WORKERS
2020	8262	4783
2040	17,156	7772



Key moves

- 1 Improve pedestrian and cyclist connectivity to Docklands, Moonee Ponds Creek and E-Gate (Victorian Government and CoM led)
- 2 Deliver the Spencer Street Masterplan (CoM led)
- 3 Spencer Street tram extension and associated active transport and public realm improvements (Victorian Government and CoM led)

Hawke Street Linear Park and improvements to the open space network (CoM led)

Public realm enhancement of North Melbourne Station forecourt area (CoM led)

Transport and amenity projects to mitigate the impact of the West Gate Tunnel Project (Victorian Government and CoM led)



Built Form and Public Realm

The strong character distinction between West Melbourne's sub-precincts will be maintained, particularly between heritage residential areas and post-industrial areas.

The adaptive re-use of industrial heritage and character buildings will sit alongside high quality contemporary architecture. New development will ensure the continuity of the strong industrial character of the area.

A diversity of built form will be promoted through a range of street wall heights. Large precinct developments will be broken down into smaller sub components with architectural diversity and opportunities for new public spaces.

The civic high street character of Spencer Street will be enhanced through high quality street-oriented built form with active and engaging ground and upper levels.



Environment

Streets, buildings and open spaces will be designed to enhance biodiversity, increase habitat areas and manage water to create a cooler, healthier and more resilient environment. Some of West Melbourne's wide streets will be transformed to provide a network of green open spaces and local squares to rest and play.



Water

Water will be integrated into West Melbourne's streets and open spaces through increased permeable surfaces and water sensitive urban design.



Movement

Spencer Street will become West Melbourne's vibrant high street with wider footpaths, reduced through-traffic, new tram services and prioritised bus routes improving access to the precinct. Cycling routes will be improved and made safer and more convenient. More pedestrian crossings on major streets will make West Melbourne an easier and more pleasant place to get around on foot. Impacts of the West Gate Tunnel will be mitigated including through the redesign of the Spencer-Dynon-Dryburgh streets intersection to direct traffic away from Spencer Street.



Economy

Flexible floor space and affordable rents will accommodate a wide variety of uses to complement the more intensive economic activity in surrounding areas, such as creative industries, shared office space, small scale manufacturing and innovative design businesses.



Culture and Heritage

A greater mix of uses in West Melbourne, including a concentration of commercial, retail and creative uses will help to define West Melbourne's identity as a diverse inner city neighbourhood. Many of these activities will be housed in adapted heritage and character buildings, such as brick warehouses and factories, which sit alongside the housing that was traditionally home to the workers in these industries.



Infrastructure

Delivery of significant transport infrastructure including Melbourne Metro 2 and opportunities to undertake major improvements to the public realm and active transport network, to ameliorate and mitigate the negative impacts of the West Gate Tunnel project, will improve this precincts connectivity and amenity.



Land Use

West Melbourne will continue to grow as a vibrant, mixed use inner city neighbourhood. Buildings of diverse type, scale and age will provide a range of different spaces that support a mix of uses. The area will continue to accommodate uses that benefit from West Melbourne's proximity to the central city, principle transport networks and major health and educational facilities.



Community Wellbeing

To meet the needs of the growing population in West Melbourne, access will be improved to community and creative infrastructure in surrounding areas, such as the Docklands Primary School and Queen Victoria Market. West Melbourne will be considered as a potential location for a dedicated Aboriginal Economic Hub within the municipality.

CARLTON

Context and character

Carlton is a dynamic and diverse neighbourhood with a rich history that accommodates a range of activities.

Carlton is located immediately to the north of the Hoddle Grid between City North and Fitzroy in the City of Yarra. It is bounded by Swanston Street to the west and Nicholson Street to the east.

Carlton has a cohesive urban structure comprising a regular grid street pattern with the occasional diagonal street creating small pocket parks and local civic squares. Streets are typically 30 metres wide with a generous tree canopy, on-street parking and nature strips.

Carlton is a predominantly residential area with a significant amount of retail, entertainment, leisure, cultural, education, commercial and innovation activities. The neighbourhood is focused on the iconic Lygon Street retail, dining and entertainment precinct that is a destination for locals and visitors, known for its Italian heritage.

Carlton has a mix of different building types, from Victorian terraces to high rise apartment buildings and several large public housing estates.

Carlton is the oldest and largest heritage precinct in the City of Melbourne. Many streets have a well preserved Victorian heritage character and heritage housing stock has been adapted over time. Carlton is home to a number of internationally significant places including the UNESCO World Heritage listed Royal Exhibition Building and Carlton Gardens, as well as the Melbourne Museum and Bunjilaka Aboriginal Cultural Centre.

Carlton is in close proximity to the University of Melbourne and RMIT University, making it a popular place for students. There is growing university presence within the precinct. Cardigan Street and Grattan Street are important innovation streets that connect the City North innovation precinct which includes parts of Carlton, and extends into Parkville and the Hoddle Grid. These streets connect key hubs in the precinct including the universities, Melbourne Connect, the hospital precinct, and the new Parkville Station.

Carlton is easily accessible by multiple public transport services including trams and buses along Swanston, Lygon, Rathdowne, Elgin and Nicholson streets. Canning Street is one of the major bicycle routes between the central city and the northern suburbs.

The Kathleen Syme Library and Community Centre on Faraday Street provides a range of services for the local community. Carlton Gardens is the areas largest open space.

Challenges and opportunities

- Oversupply and poor quality of student housing
- Poor quality responses to heritage and threatened heritage fabric
- Ensuring new infill development is respectful of existing character and quality of the built environment
- Balancing the established Carlton community and character with the growth of the City North innovation district and activity
- A uniquely multicultural community including a celebrated Italian culture along Lygon Street



Image 46. Kathleen Syme Library and Community Centre



Image 47. Lygon Street onstreet dining



In Carlton...



There are
around
8410
jobs



There are approximately
8890 dwellings



There is **42 per cent** of
the municipality's student
accommodation

CARLTON

Change type: Neighbourhood (Established)

Vision

Carlton will grow as a high amenity residential and mixed use area with well-preserved heritage residential streets, a vibrant Lygon Street precinct and a growing education and innovation sector.

YEAR	RESIDENTS	WORKERS
2020	17,519	8407
2040	21,336	12,796



Key moves

- 1 New priority bus and bike lanes and public realm upgrades along Grattan Street (CoM led)
- 2 Royal Exhibition Building and Carlton Gardens Masterplan and Heritage Management Plan review (Heritage Victoria and CoM led)

Public transport network improvements supported by active transport upgrades including on Rathdowne and Lygon streets (Victorian Government and CoM led)

Climate adaptive urban landscapes including the creation of biodiversity corridors, connecting more people to nature (CoM led)

Renewal and improvements to RMIT campus north of Victoria Street and along Cardigan Street (Victorian Government and RMIT led)



Built Form and Public Realm

New high quality, contextually appropriate contemporary infill development will respect and enhance Carlton's existing character and complement its high value heritage buildings and streetscapes.

On large sites, more intensive development will be broken down into a scale and grain that respects the surrounding environment.

New development will reinforce the primary east-west corridors along Elgin Street, Grattan Street and Queensberry Street to better integrate the Carlton Gardens with the Melbourne Innovation District. New development around the RMIT campus will improve north-south connections crossing Victoria Street and along Cardigan Street.

Built form flanking the Carlton Gardens and Royal Exhibition Building will maintain a scale and form that is compatible with significance of the area and that maintains key viewlines to the Gardens and Royal Exhibition Building.



Environment

Pelham and Cardigan streets will be enhanced as important biodiversity corridors providing habitat connections between upgraded open spaces. Local streets will be greened with new trees, pocket parks and public spaces to support changing needs.



Water

Infrastructure for stormwater capture, storage and reuse will be expanded in streets and public spaces to support the resilience of Carlton's large green spaces, such as Carlton Gardens.



Movement

Lygon Street will be enhanced as a clean, green bus street with full-time priority bus lanes, high quality stops integrated into the public realm, and new quieter, cleaner vehicles. Pedestrian access to Parkville and State Library Metro stations will be improved across Victoria and Grattan streets. Rathdowne Street will be a high quality cycling corridor.



Economy

An increased university presence will support the area's growth as a place of knowledge creation, connecting key innovation assets such as Melbourne Connect, Parkville Station, the hospital precinct and the universities. Lygon Street will be upgraded as both an important local shopping street and a high quality tourism and entertainment destination.



Culture and Heritage

Carlton's established character as a creative, vibrant, multicultural, innovative and historic inner city neighbourhood will be preserved and enhanced into the future. Its mix of heritage streets, small squares, landmarks such as Melbourne Museum and local institutions such as Cinema Nova and La Mama Theatre will be celebrated as the area changes gradually over time. Lygon Street is an important and loved centre of Italian culture in the city.



Infrastructure

Adapting and enhancing existing infrastructure and investing in the public realm will ensure Carlton's character and liveability is maintained. Public and active transport connections will be strengthened through infrastructure within, and adjoining, the area.



Land Use

Carlton will remain a predominantly residential area with retail, food, dining and entertainment uses concentrated along Lygon and Elgin streets and a greater mix of commercial and others uses south of Grattan Street and along Swanston Street. Areas closer to the universities will aim to attract innovation uses. The Carlton Gardens, Melbourne Museum and Royal Exhibition Building are iconic public and tourism assets.



Community Wellbeing

Kathleen Syme Library and Community Centre will continue to service the surrounding neighbourhoods, building community resilience and connectedness. The return of students to the precinct will help strengthen local connections. Access to surrounding infrastructure, including the Queen Victoria Market and active recreation spaces in Royal Park and Princes Park will be strengthened.

EAST MELBOURNE AND JOLIMONT

Context and character

East Melbourne is a small, predominantly residential area on the edge of the central city with a strong heritage character and wide, leafy streets.

East Melbourne is located immediately to the east of the Hoddle Grid and north of the Melbourne Cricket Ground and sports precinct. It is also bounded by Spring Street, Yarra Park, Victoria Parade and Hoddle Street.

East Melbourne has a simple street grid punctuated by several civic gardens, including Fitzroy Gardens and Treasury Gardens. To the west of these large open spaces is the Treasury and Parliament precinct. The partially grade separated rail line runs parallel to Wellington Parade along the southern part of the precinct.

Significant Aboriginal heritage is present in the area in the form of Aboriginal Scarred Trees. These can also be found within Fitzroy Gardens.

East Melbourne is home to several landmarks of state significance including the Parliament of Victoria, Old Treasury House, St Patrick's Cathedral, Fitzroy Gardens and Cooks' Cottage, and Treasury Gardens. South and east of the Fitzroy Gardens are established, predominantly residential areas with well-preserved heritage character and some high rise residential, hotel, medical and commercial development. The area in the north west of the precinct includes Melbourne's first high rise modernist office building, ICI House.

Victoria Parade is a major boulevard and gateway to the north of the Hoddle Grid. The area along and near Victoria Parade hosts a hospital cluster that includes the Eye and Ear Hospital, The Epworth Freemasons Hospital, the Mercy Hospital, and St Vincents Hospital just outside the precinct, as well as biotech institutions such as the Bionic Ear Institute.

East Melbourne has very good public transport access particularly around its south eastern perimeter. Albert Street has been upgraded as a major cycling route between the central city and Richmond to the east.

East Melbourne Library provides a range of spaces and services for the local community. The Fitzroy Garden Stormwater Harvesting System reuses water for irrigation in a facility integrating new public open space, depot facilities, a Visitor Centre and cafe.

Challenges and opportunities

- Development of large sites that could overshadow and impact the amenity of parks and gardens
- Managing parks and gardens including protecting significant and heritage trees, and responding to changing climate



Image 48. Parklands character of East Melbourne and Jolimont



Image 49. Fitzroy Gardens



In East Melbourne....



There are around
16,020 jobs



There are approximately
3170 dwellings



24 per cent of residents
speak a language other than English

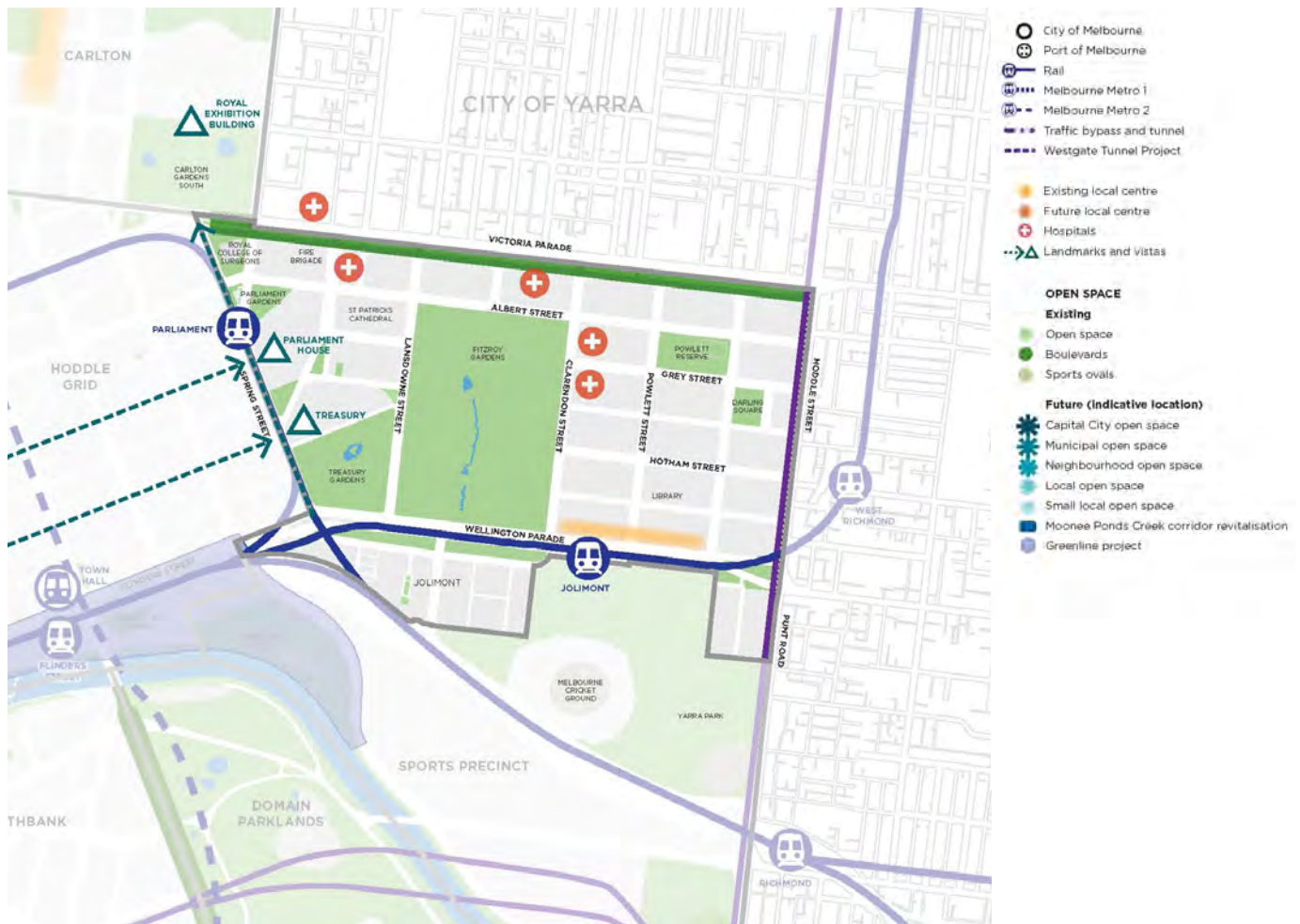
EAST MELBOURNE AND JOLIMONT

Change type: Neighbourhood (Established)

Vision

East Melbourne will be preserved and enhanced as a residential and mixed use area with significant heritage buildings and gardens, heritage streetscapes, and government, medical and commercial uses that complement the central city.

YEAR	RESIDENTS	WORKERS
2020	6190	16,016
2040	8491	23,051



Key moves

Public realm enhancement including street renewal, active transport network and public amenity and safety infrastructure (CoM led)

Drainage and flood mitigation upgrades (CoM led)

Green infrastructure including, climate adaptation landscape works, green rooftops and laneways, increasing urban forest and canopy cover and habitat creation (CoM led)



Built Form and Public Realm

New development will be of a scale and form that enhances the area's heritage character, maintains significant view lines and preserves local amenity, while protecting sunlight access to parks and gardens.

More intensive infill development will be concentrated on the periphery of the precinct along major streets and boulevards, responding sensitively to local scale and character. New development will have a positive impact on movement patterns, views and street interfaces. Low scale infill development within the heritage core of the residential streets will be high quality and contextually appropriate.

Opportunities along the Richmond to Flinders corridor will be supported by masterplanning that ensures new development is built to the highest standards of sustainability and design excellence. Development around the civic and institutional precinct and Parliament complex will be of a low scale, responsive built form that maintains uninterrupted view lines to the cathedral spires, Parliament and Treasury.



Environment

The Fitzroy Gardens and other green open spaces will continue to be upgraded to provide a range of recreational and environmental services to the local community and wider city.



Water

Opportunities for more sustainable water use, such as the Fitzroy Gardens Stormwater Harvesting system, will be explored to embed resilience in East Melbourne's parks and gardens.



Movement

Walking and cycling routes will continue to be upgraded to improve access through the precinct and to surrounding areas, particularly along Albert Street, which provides an important strategic cycling connection from the central city to the east.

In the longer term, opportunities to improve connections over the railyards towards the Birrarung (Yarra River) will be investigated.



Economy

Government facilities, institutions and businesses in the Treasury and Parliament precinct will be the major employment hub, supported by medical uses including hospitals and medical services and complementary uses including hotels.



Culture and Heritage

East Melbourne's mix of mid-rise apartment buildings, heritage landmarks and Victorian terraces will define it into the future. Community services will be provided at East Melbourne Library, with retail concentrated along Wellington Parade.



Infrastructure

Adapting and enhancing existing infrastructure and investing in flood mitigation renewal and the public realm will ensure East Melbourne's character and liveability is maintained.



Land Use

East Melbourne will remain a predominantly residential area with a mix of commercial, medical, institutional and government uses in the west and north. The Fitzroy Gardens are a public asset for locals and visitors. Wellington Parade and Victoria Parade are key boulevards leading into the central city.



Community Wellbeing

East Melbourne Library will continue to provide a range of spaces and services for the community. Community health and wellbeing will be supported by the open space network as well as opportunities to strengthen community access to active recreation in East Melbourne and adjoining areas.

PARKVILLE

Context and character

Parkville is characterised by its extensive parklands made up by Royal Park and Princes Park. The residential areas of Parkville include a mix of intact heritage built form and streetscapes as well as areas of newer medium density development. Parkville is also the home of many state and nationally significant sporting, recreational, medical, research and education facilities.

Parkville is a large area in the north west of the municipality bounded by the Tullamarine Freeway and Flemington Road in the west, Park Street in the north and Lygon Street in the east. It borders three surrounding municipalities, the cities of Moonee Valley, Moreland and Yarra. Royal Parade runs north south through the precinct.

To the east of the Upfield train line are the extensive parklands of Royal Park and Princes Park as well as the Royal Children's Hospital, Melbourne General Cemetery, Melbourne Zoo and State Netball and Hockey Centre. There are established residential neighbourhoods to the south of the precinct and along Royal Parade, where a mix of mid-rise residential buildings, university colleges and education and research institutions are defined by their park context and high heritage value.

The concentration of universities, research institutes, medical facilities and other innovative organisations which extends across Parkville and City North is a major economic asset of state and national significance. Parkville North in the north-west of the precinct supports a cluster of youth justice, neuroscience, mental health and biotechnology organisations that add to the precinct's biomedical specialisation. These are surrounded by sensitive environmental assets including the Trin Warren Tam-boore wetland.

The north of the Royal Park includes a golf course, sports fields and tennis club. The area bounded by Oak Street and the Tullamarine Freeway on the western edge of the municipality is comprised of mostly residential uses, including the former Commonwealth Games Athletes Village, now known as Parkville Gardens.

Public transport access includes trams along Flemington Road, Royal Parade and Lygon Street and tram and train access through Royal Park. Wayfinding, permeability and perceived safety limits the performance of this transport availability. Royal Park and Princes Park provide a range of recreational services including sports facilities and play areas, and offer ecological benefit through bushland and vast native grasslands.

Challenges and opportunities

- Retaining an immersive naturalistic experience within Royal Park by protecting views to and from the park
- Ensuring land use and built form is compatible with Royal Park
- Co-location of biomedical services and improving connectivity between institutions in Parkville North and Royal Parade and other innovation uses across the adjacent areas
- Ensuring appropriate mixed use development in North West Parkville and improved accessibility
- Improved wayfinding, walking and cycling connections around Parkville North and Royal Park train station
- Balancing economic development opportunities with needs of established residential communities

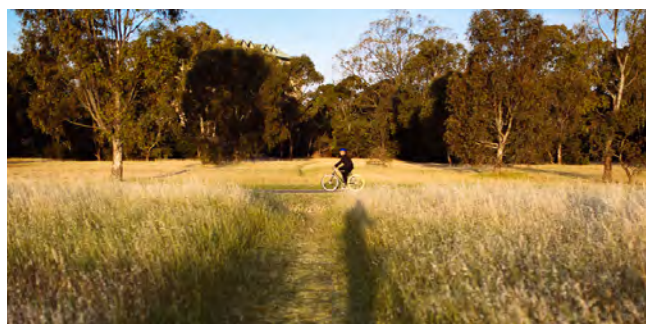


Image 50. Royal Park



Image 51. Heritage residential character in Parkville



In Parkville...



There are around
9610
jobs



There are approximately
2680 dwellings



52 per cent of space
is used parks, reserves
and outdoor sports and
recreation

PARKVILLE

Change type: Neighbourhood (Established)

Vision

Parkville will be defined by its significant open spaces and key public assets, with clusters of heritage housing, residential development and a mix of medical, commercial, research and education uses.

YEAR	RESIDENTS	WORKERS
2020	7360	9611
2040	9819	14,715



Key moves

- 1 Prepare an updated Royal Park Masterplan (CoM led)
- 2 Improve access to public transport with wayfinding, safety and connectivity improvements around Royal Park Station (CoM led)
- 3 Upgrades to Princes Park sports and recreation infrastructure including training facilities, courts and pavilions (Carlton Football Club and CoM led)

Public realm improvements and economic investment to support the growth of the Parkville NEIC (Victorian Government and CoM led)

Protected cycle lanes on Royal Parade and Flemington Road (Victorian Government led)



Built Form and Public Realm

Parkville's strong heritage residential character will be maintained, while accommodating a range of detached and multi-unit housing in Parkville North.

Low-rise housing at Parkville Gardens will undergo residential and mixed use redevelopment as it reaches the end of its life, providing a mix of new housing, including affordable housing in this high amenity, well located area.

Renewal opportunities of commercial and institutional sites in Parkville North will improve permeability through large sites, enhance wayfinding, safety and sustainable transport connections, and manage sensitive interfaces with residential areas and Royal Park.

Development along Royal Parade will reinforce its distinctive boulevard character, including a garden setting of well-spaced building forms of a low to mid-rise scale, with a clear distinction in scale between the Royal Parade frontage and rear interfaces to The Avenue.



Environment

Royal Park will be protected and enhanced as a vital habitat and biodiversity area and provider of essential environmental function to the municipality. The immersive experience of Royal Park will be protected by ensuring that views from the park are not dominated by nearby buildings. Royal Park and Princes Park will be protected from new use and development that detracts from the landscape character, recreational function and ecological function of the parks.



Water

Facilities that collect, clean, and store stormwater from surrounding suburbs for use in Royal Park will be enhanced, including the Trin Warren Tam-boore wetland.



Movement

As part of Melbourne Metro Tunnel project Parkville Station will significantly enhance access to the area.

Tram upgrades and improved walking and cycling routes through Royal Park are expected. This will benefit wayfinding and increase access to key destinations and public transport. Royal Parade will be strengthened as a key strategic cycling corridor.



Economy

The Victorian Government's development of the Parkville National Employment and Innovation Cluster, which includes the Melbourne Biomedical Precinct and spans Parkville and City North, will attract and retain uses along Royal Parade and in the precinct's north west. This will support nearby hospitals, universities and other institutions as Parkville is recognised as a global education, research and innovation hub.



Culture and Heritage

Heritage residential areas will continue to undergo minor change that respects their heritage and maintains a high level of amenity. The significant cultural value and heritage of Royal Park will be celebrated and enhanced.



Infrastructure

Delivery of significant transport infrastructure, including Melbourne Metro 1 and 2, will significantly improve connectivity to this area. Adapting and enhancing existing infrastructure, including sports and recreation facilities will ensure Parkville's character and liveability is maintained.



Land Use

Parkville will remain defined by its residential and public park uses, with commercial uses along Royal Parade. Commercial and institutional areas of Parkville North will consolidate its specialisation in youth mental health and neuroscience and improve its physical and economic links with other major institutions across the broader precinct. Royal Park and Princes Park are significant areas of open space, with Royal Parade and Flemington Road forming boulevard entrances into the central city. Royal Park will continue to support the operation of the Melbourne Zoo.



Community Wellbeing

There are opportunities to strengthen community resilience and connections within the area and to adjoining areas including Carlton. Community health and wellbeing will be supported by the open space network and active recreation opportunities in Princes Park and Royal Park.

NORTH MELBOURNE

Context and character

North Melbourne is a well-established area with a mix of residential and commercial uses and a strong heritage character.

North Melbourne is located to the north west of the central city. It is bounded by Flemington Road, Peel Street, Victoria Street, Dryburgh Street and Boundary Road. Flemington Road was established as a track to the goldfields in western Victoria in the 1840s.

In the north of the precinct, Hotham Hill slopes down to the south and west, where a creek once flowed to feed the swamps and wetlands to the west. The creek was later drained and channelled underground. A steep escarpment west of Dryburgh Street defines the western edge of North Melbourne.

North Melbourne's streets follow a grid pattern, extending north from Victoria Street. This grid meets a rotated grid aligned with Flemington Road creating a series of triangular pocket parks along Courtney Street. Its wide streets and narrow bluestone laneways create varying scales and sense of place in the area.

North Melbourne has historically been an area with a range of uses, including residential, commercial, manufacturing and industrial. It is now predominantly residential. Errol, Victoria and Queensberry streets form the retail and civic heart of the neighbourhood with their wide awnings, well preserved Victorian-era streetscapes and trams. North Melbourne is home to notable public housing and services.

Several large civic buildings amongst the surrounding low-scale housing, provide a marker to the area's important religious and political history. The North Melbourne Town Hall on the corner of Errol and Queensberry streets, is now home to Arts House, North Melbourne Library and other community spaces.

North Melbourne has good public transport accessibility and a considerable, but mostly painted, on-street bicycle network.

Challenges and opportunities

- Lack of open space
- Use of streets for parking
- Maintaining a mix of uses
- Managing the impacts of the West Gate Tunnel Project and Melbourne Metro I
- Supporting sensitive infill projects



Image 52. North Melbourne Town Hall



Image 53. Spring Fling Street Festival, Errol Street



In North Melbourne...



There are around
3360
jobs



There are approximately
4740 dwellings



**Professional, scientific
and technical services**
is currently the biggest
employment industry

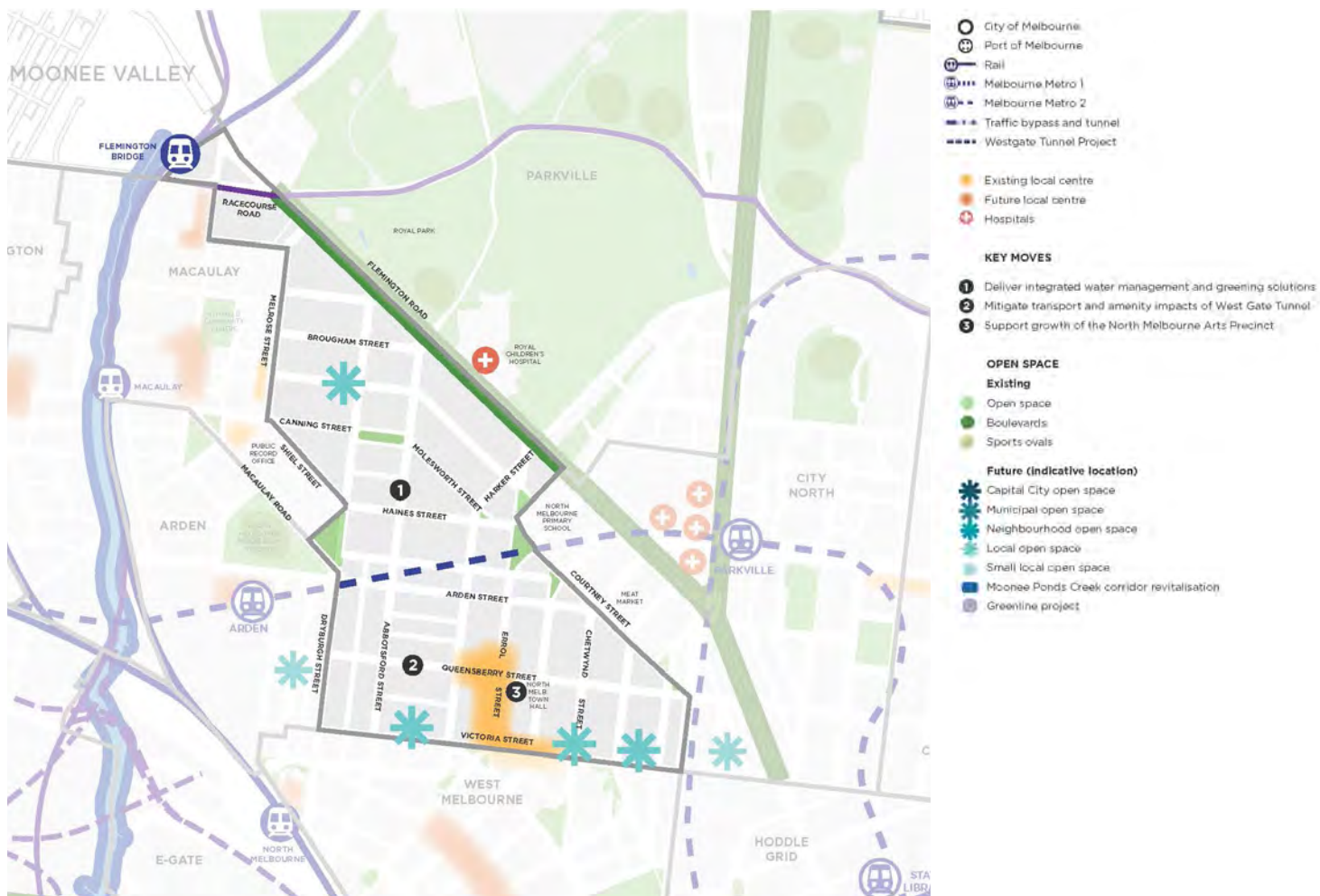
NORTH MELBOURNE

Change type: Neighbourhood (Established)

Vision

North Melbourne will be a high amenity inner urban neighbourhood with a strong heritage character. It will support a mix of residential and commercial uses, green local streets and be easily accessible by foot, bicycle or public transport.

YEAR	RESIDENTS	WORKERS
2020	9653	3361
2040	15,093	5061



Key moves

- 1 Integrated water management, including drainage and flood mitigation upgrades and the installation of new green infrastructure (CoM led)
 - 2 Transport and amenity projects to mitigate the impact of the West Gate Tunnel Project (Victorian Government and CoM led)
 - 3 Support the growth of the North Melbourne Arts Precinct including the use of North Melbourne Town Hall, the Meat Market and former industrial buildings by creative industries (CoM led)
- Public realm investment including street renewal and active transport network and public amenity and safety infrastructure (CoM led)



Built Form and Public Realm

Infill development in North Melbourne will sensitively reinforce the character of the area. It will also maintain a clear distinction in scale and form from the central city, establishing vibrant, low scale boulevards between the Arden and City North precincts on Arden Street and Queensberry Street with a mix of uses and strong emphasis on active ground levels.

Development will clearly respond to the heritage character of the area, with a strong focus on material quality and grain that responds to the prevailing residential or industrial character of particular areas within North Melbourne. This will, importantly, ensure there remains strong sense of local identity.



Environment

Greening local streets and consolidating small open spaces will continue to improve the ecological and biodiversity role of North Melbourne's public realm. Canning Street, Molesworth Street and Courtney Street will be a key open space and biodiversity corridor.



Water

Water sensitive urban design treatments, including storm water harvesting and drainage upgrades, will be implemented along historic water courses such as Plane Tree Way to help mitigate flood risk in low lying neighbouring areas.



Movement

Key east-west streets such as Arden and Queensberry streets will be enhanced to provide safe active transport corridors through North Melbourne between Arden and the central city. Tram stops will be upgraded to provide better transport service for passengers. Accessibility to Flemington Bridge Station will be improved.



Economy

Public realm upgrades will increase the attractiveness of the Errol, Victoria and Queensberry street local centres, creating a better environment for people and greater support local businesses. Small creative and innovative businesses will be encouraged to locate in former industrial buildings throughout the area. Commercial uses in existing non-residential buildings dotted throughout the neighbourhood will be retained.



Culture and Heritage

Arts facilities at North Melbourne Town Hall and Meat Market will continue to provide support for a range of arts and creative programs including across the cycles of investigation, development and presentation. The existing character of residential terrace housing and village-feel high street along Errol Street will define North Melbourne into the future.



Infrastructure

Significant investment in adapting and enhancing existing social infrastructure, alongside cultural facilities, new open space and improvements to the public realm will ensure North Melbourne's character and liveability is maintained.



Land Use

North Melbourne will remain a predominantly residential area, with a greater mix of uses south of Arden Street and a concentration of retail, food and commercial uses along Errol, Queensberry and Victoria streets.



Community Wellbeing

North Melbourne Town Hall and Library will continue to play an important role in building community resilience and connectedness. Access to nearby active recreation should be strengthened to support community recreation needs, including strengthening connections to North Melbourne Recreation Reserve and future open spaces in Arden.

SOUTH YARRA

Context and character

South Yarra comprises significant open space, heritage residential areas, commercial development, schools and a hospital.

The suburb of South Yarra bridges the municipalities of the City of Melbourne and the City of Stonnington. The area within the City of Melbourne is bounded by the Domain Parklands, Birrarung (Yarra River), Punt Road, St Kilda Road and High Street. The area east of Punt Road is within City of Stonnington.

Central to South Yarra is Fawcner Park, a large open space that provides a range of active and passive recreation services and is well used by locals and visitors. The northern end of the precinct includes heritage residential areas, Domain Road shopping village and Grammar schools. To the south of Fawcner Park is the Alfred Hospital, Victorian College for the Deaf and Wesley College.

To the west of Fawcner Park is St Kilda Road, a premier city boulevard and the busiest tram corridor in the world. St Kilda Road provides a grand, tree lined entryway to the Arts Precinct and Hoddle Grid from the south and is home to a range of medium to high density commercial and residential buildings and international embassies and consulates.

To the east of Fawcner Park is an established residential heritage area which also accommodates two churches and two primary schools. This area is bordered by Punt Road, a major north-south arterial route.

Throughout South Yarra there is rich heritage fabric with a mix of styles and periods. Its character is well defined by large parklands and an abundance of tree coverage within the streets.

The entire area has excellent public transport access. Bike corridors are available through the precinct, including St Kilda Road which is a popular cycling route from the south eastern suburbs.

Challenges and opportunities

- Extensive heritage streetscapes
- Sensitive responses in heritage areas
- Impact and opportunity of Anzac Station which will impact on movement patterns .



Image 54. Fawcner Park



Image 55. Domain Park Flats, Domain Road



In South Yarra...



There are around
16,660 jobs



There are
approximately
4410 dwellings



30 per cent of
residents speak a
language other than
English

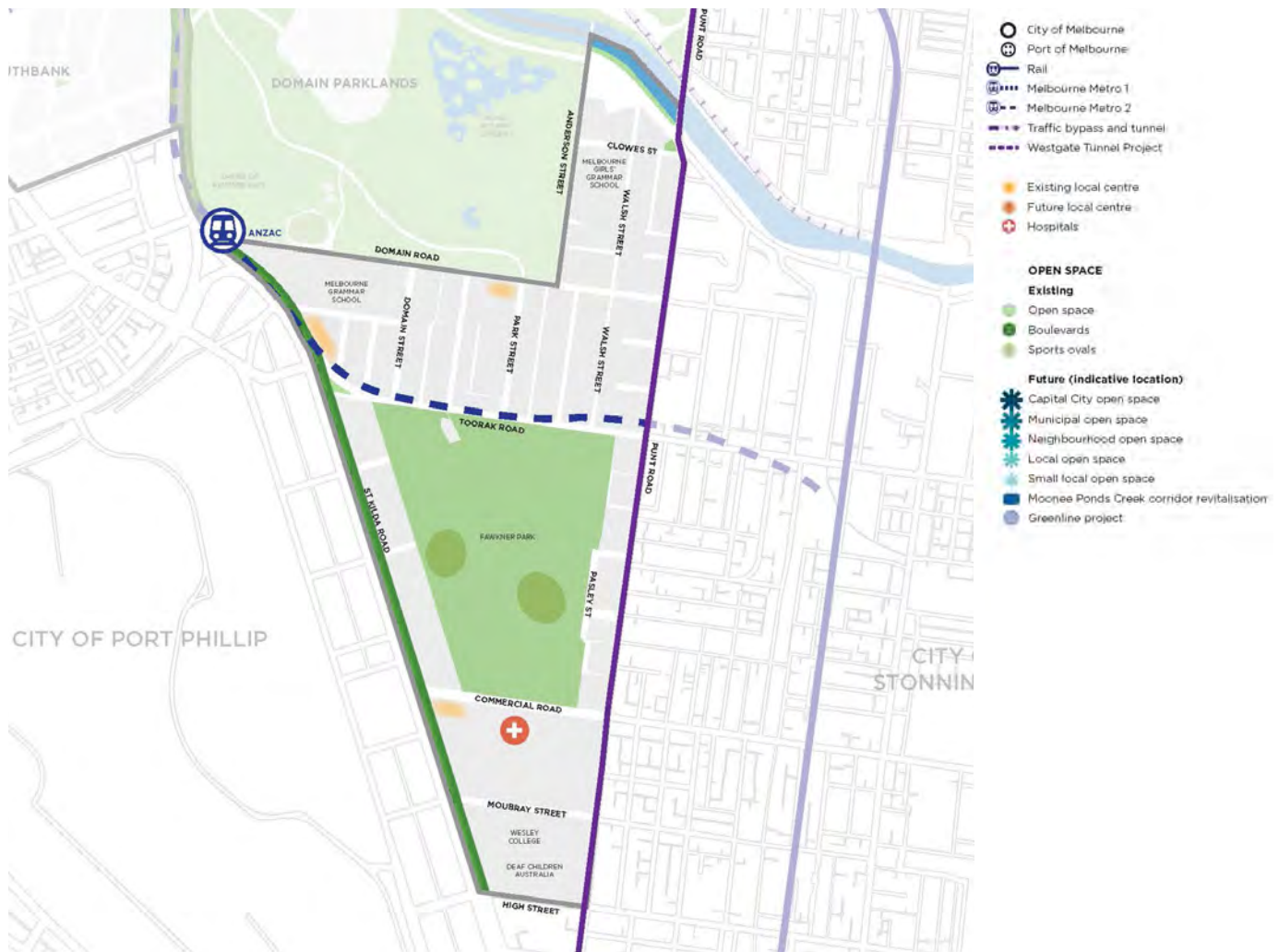
SOUTH YARRA

Change type: Neighbourhood (Established)

Vision

South Yarra's significant heritage character will be protected while access to destinations, including St Kilda Road and the Alfred Hospital, will be improved with the delivery of Anzac Station and public realm upgrades.

YEAR	RESIDENTS	WORKERS
2020	8269	16,656
2040	10,723	21,151



Key moves

Melbourne Metro train station at Domain Interchange - Anzac Station (Victorian Government led)

St Kilda Road active and public transport improvements (Victorian Government led)

Fawkner Park enhancements to biodiversity and sports and recreation infrastructure (CoM led)

Deliver Yarra River - Birrarung Strategy (CoM led)



Built Form and Public Realm

Development along St Kilda Road will maintain the distinctive built form character comprising simple mid-rise forms in a garden setting, with limited emphasis on podium structures, whilst providing for active ground floor uses that contribute to the public realm.

South Yarra is recognised for its established heritage buildings and streetscapes. Development in the established heritage areas of South Yarra will preserve and enhance the area's strong heritage character.

Sensitively designed, low scale infill development will have a strong emphasis on garden character.



Environment

The biodiversity of tree and plant species will be increased in South Yarra's streets and through Fawknor Park to create greater resilience, better integrate with the Domain Parklands and support habitat.



Water

Opportunities for collecting and storing water in South Yarra's large green spaces will be explored to improve resilience in a changing climate.



Movement

St Kilda Road will be upgraded as a high quality boulevard that prioritises safe walking, cycling and public transport connections between St Kilda and the central city. The public realm around Anzac Station will become a high quality, people-focused transport interchange.



Economy

St Kilda Road will be significantly enhanced as a premium commercial office precinct with new and upgraded transport services and improved walking and cycling amenity.



Culture and Heritage

Upgrades to open spaces, particularly Fawknor Park, will create more inclusive and welcoming places for the local community, workers and visitors. These spaces will also support neighbouring educational, institutional and research facilities. A diverse mix of housing, ranging from Victorian terraces, interwar apartments and innovative Modernist architecture will continue to define the streets of South Yarra.



Infrastructure

Delivery of significant transport infrastructure including Melbourne Metro 1 and active transport will enhance this area's connectivity. Adapting and enhancing existing infrastructure, including social infrastructure and enhanced areas of habitat will ensure South Yarra's character and liveability is maintained.



Land Use

South Yarra will remain a predominantly residential area, with commercial uses along St Kilda Road, and public uses to the south of Commercial Road, surrounding Fawknor Park. St Kilda Road will be enhanced as the premier boulevard leading into the central city, lined with residential and commercial uses.



Community Wellbeing

Fawknor Park will continue to provide opportunities for community led active recreation. Local neighbourhood centres will build social resilience and connectedness.

KENSINGTON

Context and character

Kensington is a mostly residential area with a mix of housing types and a local shopping village.

Kensington is located around 3 km to the north west of the Hoddle Grid. It is bounded by Flemington Racecourse, Racecourse Road, Macaulay renewal precinct to the east, and the rail line to the south.

Kensington is defined by its distinctive topography. The highest point is near the intersection of Epsom, Kensington and Macaulay roads and descends to the Maribyrnong River to the west and towards the Moonee Ponds Creek to the east. The street network is mostly a diagonal street grid that intersects with the Craigieburn railway line in the east. A series of small parks and squares are dispersed throughout the area and the large JJ Holland Park defines the southern boundary.

Kensington is a mostly residential area with the local shopping village centred around Kensington Station and Macaulay Road. There is a public housing estate adjacent to JJ Holland Park and an industrial business park located in the south east of the precinct which is adjoined by industrial areas in Macaulay and Dynon.

Kensington's residential areas have three distinct characters. Kensington Banks in the west leading down towards the Maribyrnong River is a newer housing development that maintains a connection to the area's historic use as livestock saleyards. On the hill are generally larger heritage houses on wide leafy streets. To the east of the rail line are generally smaller workers cottages.

Kensington's public transport access is via Kensington and South Kensington train stations, bus routes and a tram along Racecourse Road on the northern boundary.

There are a range of community facilities located at JJ Holland Park including sports fields, the Venny community space, Bill Vanina Pavilion and Kensington Community Recreation Centre, which includes a swimming pool.

Challenges and opportunities

- Managing the impacts of West Gate Tunnel
- Upgrades to South Kensington Station
- Preserving heritage
- Preserving local industrial employment areas and managing amenity impacts



Image 56. Kensington Town Hall

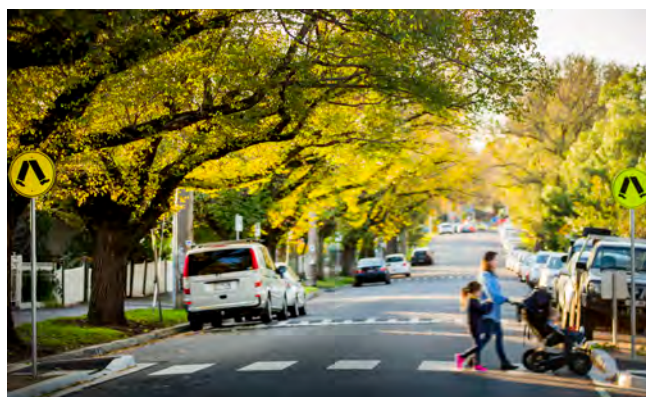
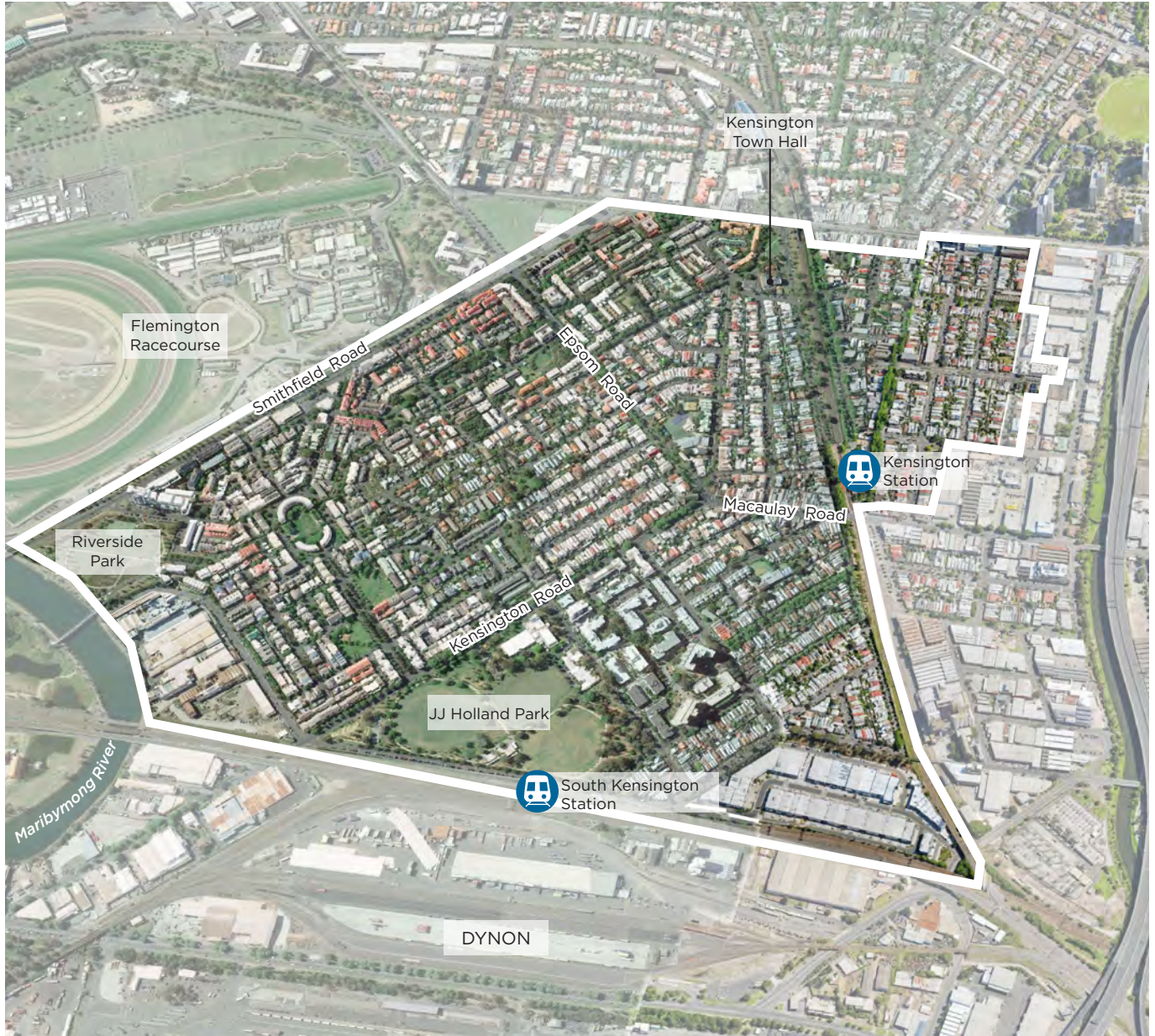


Image 57. Canopy cover on Bellair St, Kensington



In Kensington...



There are around
1940 jobs



There are approximately
5280 dwellings



Health care and social assistance is currently the biggest employment industry

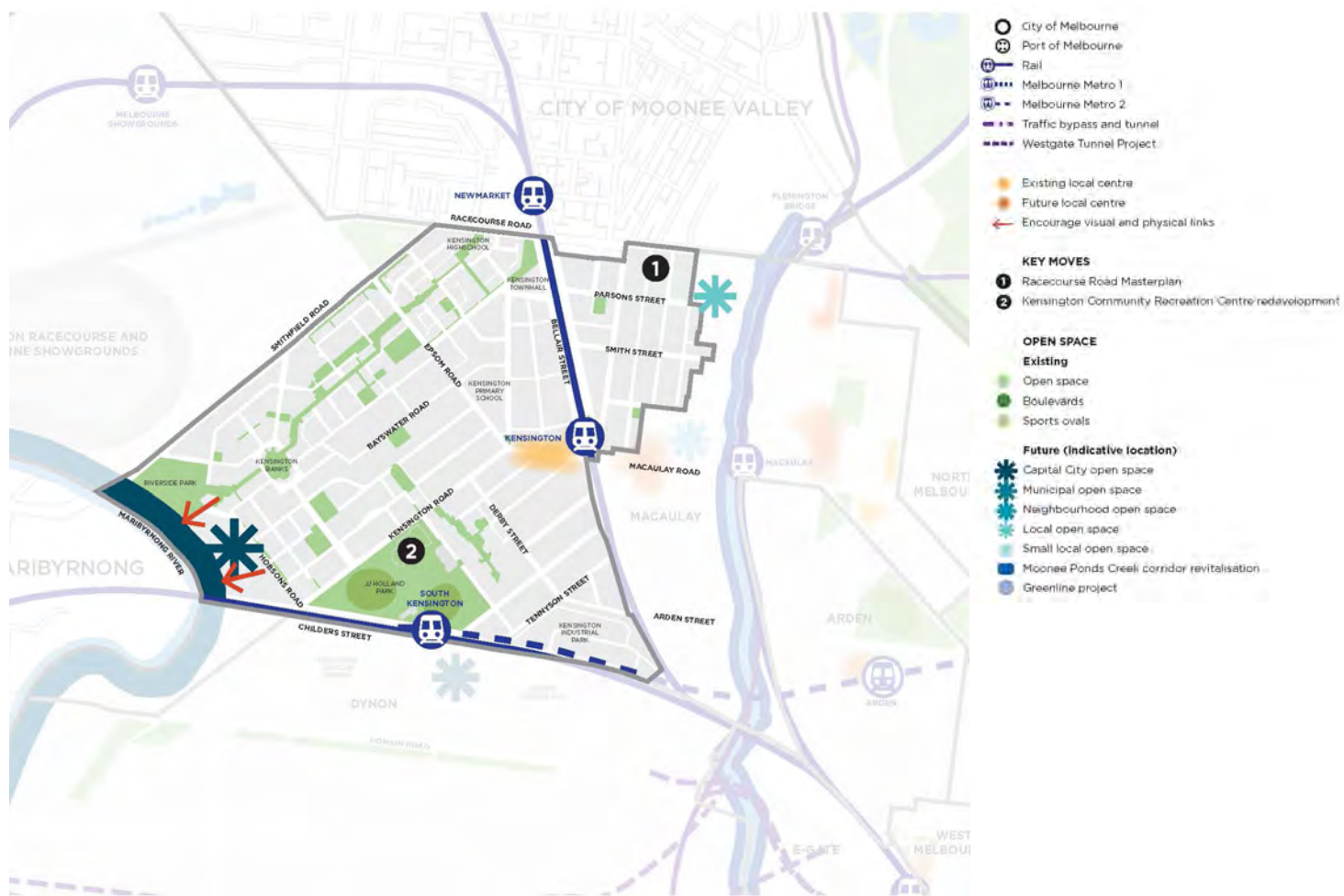
KENSINGTON

Change type: Neighbourhood (Established)

Vision

Predominately a residential area with a valued heritage character, Kensington will sensitively integrate new development with existing character and heritage streetscapes and be distinguished from surrounding renewal precincts.

YEAR	RESIDENTS	WORKERS
2020	10,729	1938
2040	16,695	3304



Key moves

- 1 Opportunities to investigate and deliver the Racecourse Road Masterplan (CoM led)
- 2 Kensington Community Recreation Centre redevelopment (CoM led)

Riverside Park upgrades (CoM led)



Built Form and Public Realm

New infill development within the Kensington heritage core will demonstrate a strong emphasis on the garden setback character of the area, building alignment, rhythm and grain, while managing local parking impacts.

Outside the heritage area high quality, low rise infill residential development will enable the incremental densification of Kensington with a strong emphasis on maintaining a fine grain structure.

Higher density mixed use development will be supported in appropriate locations along Racecourse Road. New development will enhance the accessibility and quality of the public realm and provide a hard edge to this future boulevard.

Interfaces between Kensington and the renewal precincts of Macaulay and Dynon will be purposefully managed to ensure that the scale and form of new buildings protects the amenity and character of the area.

The retention and adaptation of existing industrial form and uses will be encouraged. Commercial and industrial uses in the south-east of the precinct will be recognised as part of a continuous area of employment land with the adjacent Macaulay and Dynon areas.



Environment

Kensington's streets, buildings and open spaces will be greened to improve their ecological function and increase habitat.



Water

As Kensington forms part of the water catchment for both the Maribyrnong River and Moonee Ponds Creek, measures will be taken to capture and store water in streets and public spaces to mitigate flooding impacts in lower lying areas. Built form and urban design will need to respond to the flood risk within the area.



Movement

The removal of level crossings and upgrades at South Kensington and Macaulay stations, including the surrounding public realm, will improve the amenity of public transport infrastructure. Local walking and cycling routes and public connections to the Maribyrnong River will be enhanced. A pedestrian and cycle bridge over the rail line will improve connectivity to and within the area.



Economy

Kensington will remain a predominantly residential area, while non-residential uses that serve the needs of local residents and workers will be encouraged. Amenity upgrades to the Macaulay Road shopping village will help support it as a retail and dining destination. Amenity conflicts between the residential areas of Kensington the employment lands in the south-east of the area, and in the adjacent Dynon and Macaulay areas will be managed to protect their long term economic function.



Culture and Heritage

Cultural significance of the Maribyrnong River and the nearby Moonee Ponds Creek to the Traditional Owners will be embedded in future planning and development.

New and expanded open spaces, JJ Holland Park community and recreation facilities and the Kensington Town Hall will meet changing needs of the community. Residential and non-residential built form heritage will be retained and adaptively re-used.



Infrastructure

There are significant opportunities to improve the connectivity and amenity of the public transport network, including through upgrades to South Kensington Station and enhancement of Kensington Station. Adapting and enhancing existing infrastructure, including investment in social infrastructure alongside increased open space and biodiversity will ensure Kensington's character and liveability is maintained.



Land Use

Kensington will remain a predominantly residential area, with areas of established heritage buildings and streetscapes. Local retail and commercial uses are located along Macaulay Road and important commercial and industrial uses in the south east will be retained.



Community Wellbeing

The redevelopment of the Kensington Community Recreation Centre will provide improved community access and build community resilience by supporting the active recreation needs of the community. The Venny, JJ Holland Park and skatepark enhancements and improved public access to open space within Flemington Racecourse will further improve the active recreation and open space offering of the precinct.

OTHER PLACES

Change type: Special Areas

Sports Precinct

To the east of the Hoddle Grid is the world renowned Melbourne Sports and Entertainment Precinct, including the Melbourne Cricket Ground and Melbourne and Olympic Parks.



The Melbourne Sports and Entertainment Precinct has a diverse calendar of events, including the Australian Open, AFL Grand Final, Boxing Day Test and international touring acts. Infrastructure is well equipped to meet the needs of large crowds of people attending events.

When no events are scheduled, which is the majority of the time, the precinct lacks vibrancy as a place, due largely to a lack of food, drink and retail uses. Walking and cycling connections through the precinct can be discontinuous and the wide Jolimont rail corridor creates a barrier to movement.

Vision

The Sports Precinct will continue to be enhanced as an unrivalled location for world class events, while providing more vibrant and diverse activities for the wider community.

A complementary mix of uses will be introduced to activate the precinct as a vibrant place, day and night. The Jolimont Rail Corridor running through the precinct between Flinders Street and Richmond stations presents a significant opportunity for positive change in the medium to long term, particularly the area between the MCG and Melbourne Park. Development within this air space must be designed and built to the highest standards of sustainability and design excellence and will be subject to further consideration and subsequent precinct master planning. It will put the community interest first by providing complementary uses for visitors, local workers and residents, and will respect adjacent open space, neighbouring uses and heritage areas and improve connections.

Access to, from and through the precinct by walking, cycling and public transport will continue to be improved.

The large open spaces of Birrarung Marr and Yarra Park will continue to be enhanced, increasing public access and providing improved facilities for passive recreation and community events.

Domain Parklands

The Domain Parklands is an area of over 120 hectares in the heart of Melbourne, including the Royal Botanic Gardens, Kings Domain, Government House, Sidney Myer Music Bowl and Shrine of Remembrance.



The Domain Parklands is a treasured green space with a diverse environment and rich cultural and heritage significance. It hosts a range of festivals and events, and provides important ecological services for Melbourne.

Increasing demand on the parklands for a greater range of uses is putting pressure on existing infrastructure. Roads that currently divide different parts with through-traffic need to better serve people walking and cycling, and the space currently allocated to car parking for non-parkland users can be put to higher value uses. The parklands can be a difficult place to navigate with confusing pathways, poorly defined entrances and inaccessible public transport stops. Many of the trees throughout the parklands are reaching the end of their lives and will require replacing in the coming decades.

Vision

The Domain Parklands will be enhanced as a treasured green space at the heart of Melbourne that celebrates the past, present and future of this significant place.

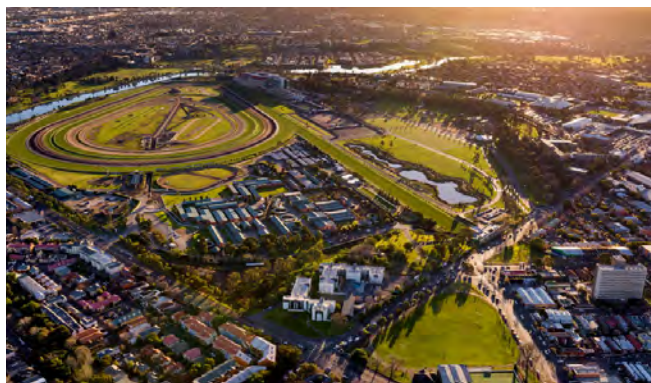
The Aboriginal cultural heritage of the area will be respectfully revealed, and will continue to reflect the broader cultural values of its historical and contemporary significance to Melbourne.

It will provide a centre of excellence in urban horticulture where contemporary and diverse landscapes are resilient, resource efficient, well managed and maintained. Local infrastructure such as public toilets and lighting will be expanded and enhanced.

An improved visitor experience will be delivered, with streets and paths reconsidered to better meet diverse users' needs and entrances and wayfinding upgraded to improve legibility and support accessible journeys for all visitors. Anzac Station will present an opportunity to create a new entrance into the parklands. The park will be managed to balance different uses.

Flemington Racecourse and Melbourne Showgrounds

Flemington Racecourse and the Melbourne Showgrounds comprise over 150 hectares of major events space in the north west of the municipality.



Flemington Racecourse and the Melbourne Showgrounds comprise the entirety of Flemington within the City of Melbourne. Smithfield Road marks the edge of this precinct to the east and the Maribyrnong River runs along its western boundary.

These are both major events venues hosting the Spring Racing Carnival and Royal Melbourne Show respectively, along with a calendar of other events throughout the year.

The Maribyrnong River is an increasingly important recreation, active transport and biodiversity corridor for the western suburbs.

Vision

Flemington Racecourse will be a location for world class events while hosting more vibrant and diverse activities. Melbourne Showgrounds will be a location for State and National events.

Opportunities for increased access and improved permeability for the wider community will be investigated and encouraged for both Flemington Racecourse and Melbourne Showgrounds.

Sustainable and active transport connections to and within the areas will be strengthened.

The potential for urban renewal of the land between Flemington Racecourse and the Showgrounds will be contingent on increased provision of rail services and will be subject to further consideration and subsequent structure planning.

Any development within the area will respect its heritage and surrounding context, including surrounding open space and the Maribyrnong River corridor.

Port of Melbourne

The Port of Melbourne occupies most of the western part of the municipality, including Swanson Dock and Webb Dock. It has its own planning scheme administered by the Victorian Ports Corporation



The Port of Melbourne has been operating for more than 140 years and plays a central role in Victoria's and Australia's economy. The Port of Melbourne Corporation has undertaken a recent \$1.6 billion redevelopment of the Webb Dock precinct south of the West Gate Bridge.

With excellent road, rail and sea connections, the Port of Melbourne continues to handle the highest volume of containers in Australia. Its operations are increasingly automated. It is the port of choice for exporters from southern New South Wales and parts of South Australia.

Vision

The Port of Melbourne's growth will be balanced with the amenity needs of the existing and potential renewal precincts adjacent to it, and the central city.

The number of trucks on city streets will be reduced due to improved efficiency, the lower cost of rail access and streamlined freight movements as a result of the West Gate Tunnel. This will mitigate amenity impacts to the areas surrounding Swanson and Appleton docks.

Any development of the former Melbourne Market site on Footscray Road, including for port and urban freight uses, will include appropriate measures to manage amenity impacts on adjacent sensitive land uses.

Planning for the Fishermans Bend NEIC and Fishermans Bend Lorimer Renewal Precincts will include appropriate responses to mitigate impacts from freight movements. The delivery of any future port related infrastructure must be designed and sited to mitigate impacts on these Renewal Precincts and the central city and support the vision for these areas.

APPENDIX A: LIST OF STRATEGIC DOCUMENTS

Key Strategic Documents

- Affordable Housing Strategy 2030
- Arts Infrastructure Framework 2016
- Central Melbourne Design Guide 2021
- Climate and Biodiversity Emergency response 2020
- Climate Change Adaptation Strategy (Refresh) 2017
- Climate Change Mitigation Strategy to 2050
- Community Infrastructure Development Framework 2014
- Council Plan 2021-2025
- Creative Strategy 2018-2028
- Economic Development Strategy 2031
- Design Excellence Program 2019-2030
- Good Design Guide for building in Flood Affected Areas in Fishermans Bend, Arden and Macaulay (draft 2021)
- Green our City Strategic Action Plan 2017 - 2021
- Health and Wellbeing Plan (Council Plan 2021-25)
- Heritage Design Guide 2020
- Heritage Strategy 2013
- Inclusive Melbourne 2022-2032
- Municipal Integrated Water Management Plan 2017
- Nature in the City 2017
- Neighbourhood Plans (under development)
- Open Space Strategy 2012
- Reconciliation Action Plan 2021-2023
- Skate Melbourne Plan 2017-2027
- Start Up Action Plan 2017
- Transport Strategy 2030
- Urban Forest Strategy 2012-2032
- Waste and Resource Recovery Strategy 2030

Key Place-based Strategic Documents

- Access Docklands, A Strategy for the Docklands Transport Network 2013
- Arden Structure Plan 2021
- Arden Vision 2018
- Carlton Garden Masterplan 2005 (2022 review underway)
- Carlton Urban Forest Precinct Plan 2013-2023
- City North Structure Plan 2012-2040
- City Road Master Plan 2016
- Docklands Community and Place Plan 2012
- Docklands Design and Construction Standards
- Docklands Public Realm Plan 2012
- Docklands Waterways Strategic Plan 2009-2018
- Domain Parklands Masterplan 2019-2039
- Fawkner Park Masterplan 2006
- Fishermans Bend Vision 2016
- Fishermans Bend Framework 2018
- Flagstaff Gardens Masterplan 2000
- Greenline Implementation Plan 2021
- JJ Holland Park Masterplan 2010
- Kensington Urban Forest Precinct Plan 2014-2024
- Macaulay Structure Plan 2021
- Maribyrnong Waterfront: A Way Forward 2020
- Melbourne Innovation Districts City North Opportunities Plan 2020
- Moonee Ponds Creek Strategic Opportunities Plan 2019
- Newmarket Reserve Masterplan 2011
- North and West Melbourne Urban Forest Precinct Plan 2014-2024
- Queen Victoria Market Precinct Renewal Master Plan 2015
- Southbank Structure Plan 2010
- West Melbourne Structure Plan 2018
- Yarra River - Birrarung Strategy 2019
- University Square Masterplan 2016
- Urban Forest Precinct Plans

Significant Planning Scheme Amendments

- Arden-Macaulay Heritage Review (C207)
- Arden (C407)
- Central City Built Form Review (C270)
- Central City (Hoddle Grid) Heritage Review (C186)
- City North Heritage Review (C198)
- Fishermans Bend (GC81)
- Kensington Heritage Review (C215)
- Macaulay (C190) and (C417)
- Macaulay Interim Development Contributions Overlay (C295)
- Melbourne Arts Precinct (C330)
- Melbourne Connect (C173)
- Melbourne Metro Rail Project (GC45)
- Southbank Structure Plan (C171)
- Sunlight to Public Space (C278)
- Urban Design in the Central City and Southbank (C308)
- West Melbourne Structure Plan (C385)
- West Melbourne Waterfront (C221)
- Queen Victoria Market Precinct renewal (C245)

Other major projects

- Metro Tunnel Project
- Port Capacity Project - Webb Dock expansion
- West Gate Tunnel Project

Draft Planning Scheme Amendment Engagement and Exhibition Plan

This document provides an overview of the consultation approach for the Municipal Planning Strategy (MPS) and City Spatial Plan (CSP). Details of the plan will be finalised before exhibition.

Key Dates

Milestone	Timing
Future Melbourne Committee meeting to consider the MPS and CSP	19 July 2022
Public exhibition of the MPS (subject to Future Melbourne Committee and Minister for Planning endorsement as required under the <i>Planning and Environment Act 1987</i>)	Six weeks in the second half of 2022
Future Melbourne Committee to consider the outcomes of public exhibition	First half of 2023

Communication channels

The MPS will be communicated through the following channels:

- Statutory notice in the Government Gazette
- Public notices published in The Herald Sun and The Age and other local papers
- Online and in person information and briefing sessions
- Letters/emails to stakeholders and community groups
- City of Melbourne social media platforms
- City of Melbourne, Participate Melbourne and Department of Environment, Land, Water and Planning webpages
- Posters/postcards promoting the project made available at the City of Melbourne offices, recreational centres and libraries across the municipality

Stakeholders and community groups

Groups and organisations who will be directly invited to find out more and comment on the MPS include:

- Registered Aboriginal Parties for land within the municipality:
 - Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation
 - Bunurong Land Council Aboriginal Corporation
- Government departments and agencies:
 - Department of Environment, Land, Water and Planning
 - Department of Premier and Cabinet
 - Department of Education and Training
 - Department of Families, Fairness and Housing
 - Department of Health
 - Department of Jobs, Precincts and Regions
 - Department of Justice and Community Safety
 - Department of Transport
 - Department of Treasury and Finance
 - Parks Victoria
- Resident and interest groups:
 - Carlton Residents Association Inc.
 - Carlton Housing Estate Residents Services (CHERS)
 - Coalition of Residents and Business Associations (CoRBA)
 - Docklands Representative Group
 - EastEnders Inc.
 - East Melbourne Group Inc.
 - Flemington Association
 - Hardware Precinct Residents and Tenants Association
 - Kensington Association Inc.
 - Melbourne South Yarra Residents' Group Inc.
 - North and West Melbourne Association Inc.
 - Parkville Association Inc.
 - Parkville Gardens Residents Association Inc
 - Residents 3000 Inc.
 - Southbank Residents Association

MUNICIPAL PLANNING STRATEGY

- Government departments and agencies (continued):
 - Environment Protection Authority
 - Melbourne Water
 - Homes Victoria
 - Emergency Management Victoria
 - Victorian Commission for Gambling and Liquor Regulation
 - Creative Victoria
 - Victorian Planning Authority
 - Development Victoria
 - Heritage Victoria
 - Sport and Recreation Victoria
- Education providers, including:
 - The University of Melbourne
 - RMIT
 - Victoria University
- Utility providers
- Other stakeholders as related to the different strategic directions and themes in the MPS
- Resident and interest groups (continued):
 - Southbank3006
 - Friends of Queen Victoria Market
 - Friends of Royal Park
 - Friends of Moonee Ponds Creek
 - Chain of Ponds Collaboration
- Industry groups and peak bodies:
 - Queen Victoria Market Traders
 - Planning Institute of Australia
 - Victorian Planning & Environmental Law Association
 - Property Council of Victoria
 - Committee for Melbourne
 - Urban Development Institute of Australia
 - Australian Institute of Architects – Victorian Chapter
 - Australian Institute of Landscape Architects – Victorian Chapter
 - Melbourne 9 (M9, an alliance of nine inner Melbourne councils including the City of Melbourne)
 - Public Transport Users Association