

# DRAFT MOONEE PONDS CREEK STRATEGIC OPPORTUNITIES PLAN



CITY OF MELBOURNE





## Acknowledgement of Traditional Owners

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March 2019

Cover Image: 'Macaulay Terrace' A Sunny Afternoon. Credit: McGregor Coxall (McGC)

## Disclaimer

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# FOREWORD

This is the Draft Moonee Ponds Creek Strategic Opportunities Plan for community engagement.

It will be considered by the Future Melbourne Committee on 19 March 2019 for endorsement for community and stakeholder engagement in March-April 2019.

If the final version of the Plan is endorsed by the Future Melbourne Committee following consultation, a Foreword will be inserted here.

# INTRODUCTION

Before European settlement in 1835, Moonee Ponds Creek was an integral part of the 'temperate Kakadu' that was Melbourne.

The Creek – which was a chain of ponds during drier months and a flood plain during heavy rains – was a travel route and water and food source for the Wurundjeri tribe of the Woiwurrung language group. It also fed into a picturesque saltwater lake near to what is now Southern Cross Station.

In the decades after 1835, everything changed.

The Creek's cultural importance to local Aboriginal people was ignored. The saltwater lake was turned into a tip, then filled in. Meanwhile, for much of the next 150 years, Moonee Ponds Creek was treated as an industrial drain and transport corridor.

**“Billabongs and swamps were sprinkled right around the bay, and they teemed with brolgas, magpie-geese, Cape Barren geese, swans, ducks, eels and frogs. So abundant was the wildlife that we can imagine the Melbourne area in 1830 as a sort of temperate Kakadu and, as in Arnhem Land, it was the wetlands that were the focus of life.”**

– Tim Flannery, *The Birth of Melbourne* (2004)

Since late last century, supporters of the Creek have worked hard to change perceptions of the Creek and to advocate to restore its natural functions. The Friends of the Moonee Ponds Creek (formerly the Moonee Ponds Creek Association) have worked hard to protect the Creek from further damage. Their leadership led to the 1992 Moonee Ponds Creek Concept Plan.

Since then, many organisations – including local government, state government agencies and the local community groups – have worked hard to address the complex challenges of the creek. Most recently, this work has included the development of the Moonee Ponds Creek Chain of Ponds Plan, prepared jointly by the Moonee Valley City Council and Moreland City Council.

In turn, there has been a growing public awareness and valuing of the social, economic and environmental importance of the creek.

- It is economically important because it runs through and connects many of the new inner-city suburbs that will be central to Melbourne's efforts to become a global hub for innovation – especially the Arden and Macaulay urban renewal precincts. The Creek meets the Yarra River in the Port of Melbourne area, home to Australia's largest container port. This part of the Creek is home to freight and rail operations that service the whole city.
- It is socially important because it could, via walking and cycling paths, become a major local and regional transit route – connecting urban renewal precincts, established suburbs and the central city, as well as creating new public spaces on the doorstep of the central city.
- It is environmentally important because it could – by creating a chain of parks and wetlands and linking to existing parklands such as Royal Park – strengthen the biodiversity of the city and lessen some of the impacts of climate change (such as increased flooding) through integrated water design and management.

Melbourne is already globally recognised as one of the most liveable cities in the world.

With Greater Melbourne in the midst of its greatest surge in population since the Gold Rush, the City of Melbourne needs to find new ways to manage growth. To achieve this, the City needs to extend best practice planning and design into former industrial neighbourhood precincts like Arden and forge new partnerships with stakeholders such as the Victorian Government, universities and local communities.

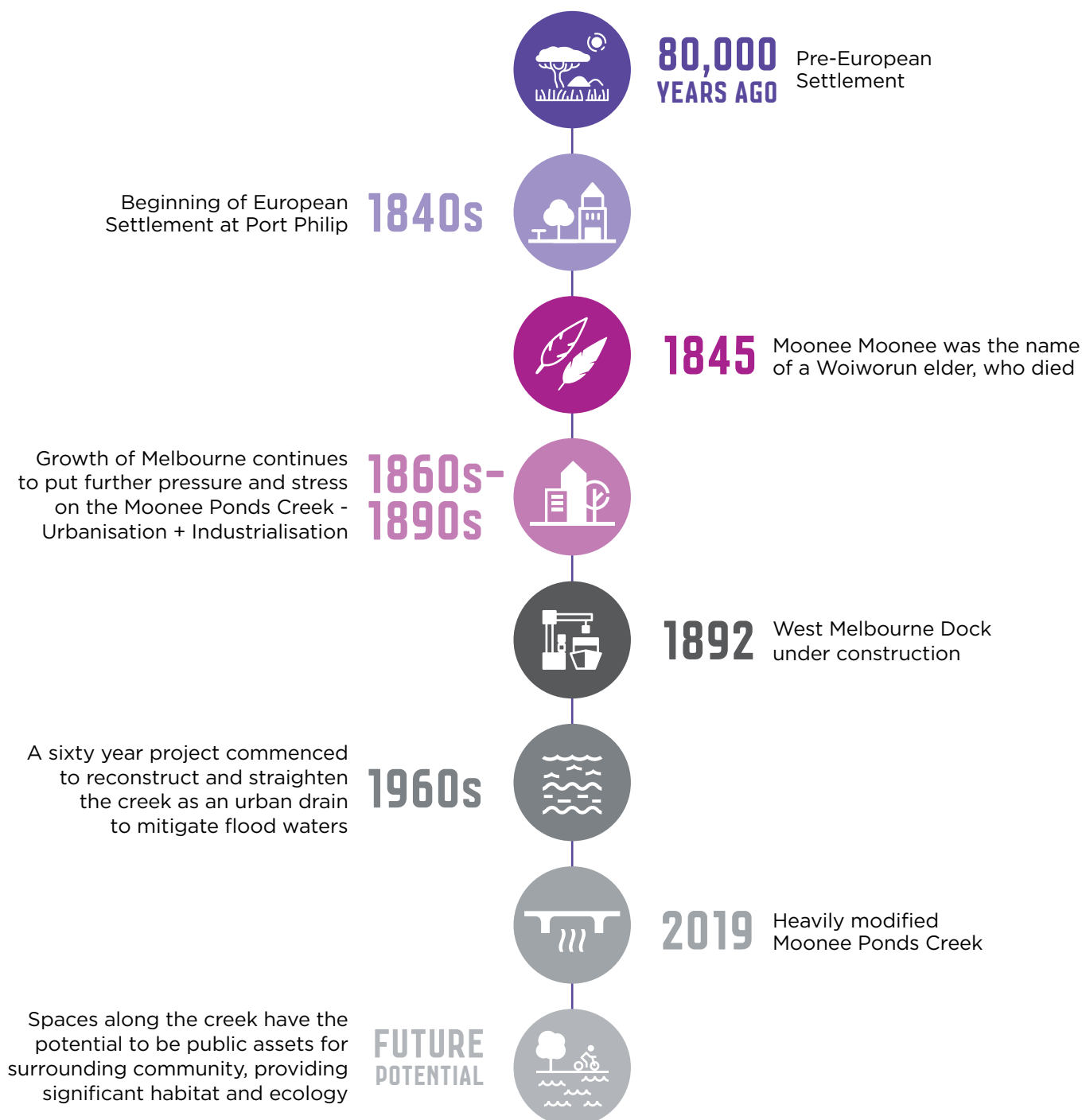
The urban renewal precincts that run along Moonee Ponds Creek corridor have the potential to – through a combination of bold planning and strong partnerships – become a green oasis and enhance the liveability of the City.

The Arden and Macaulay, Dynon and E-Gate urban renewal precincts, along with Docklands are opportunities to enhance the inner city's liveability, sustainability and affordability; set benchmarks for smart, sustainable development; and strengthen the city's biodiversity. However, those opportunities for economic, social and environmental renewal cannot be fully realised without the revival of the Moonee Ponds Creek corridor.

Renewing the creek corridor will support a new inner city of existing and developing neighbourhoods – as well as creating urgently needed public spaces for the inner city's rapidly growing population. Ignoring the Creek corridor will dislocate local suburbs and urban renewal precincts – and harm Melbourne's liveability, sustainability and prosperity.



Figure 1. History - Diagram showing evolution of the creek corridor



**“Australia’s First Peoples have a history of more than 80,000 years, their Descendants have developed intimate knowledge and spiritual connection to their natural environment.”**

# PURPOSE

The City of Melbourne does not own or control the Moonee Ponds Creek corridor. The Creek corridor is largely controlled by Victorian Government agencies.

Consequently, our role is that of an advocate for the current and future residents and communities along the creek corridor. That is why we want to work in partnership with the Victorian Government, neighbouring councils, community groups and other partners to revitalise the Moonee Ponds Creek corridor.

The purpose of this document is to detail our vision for the future of the creek corridor. This document sets out the opportunities that the City of Melbourne believes should be taken to turn the creek into an exemplar corridor for water management, public space and community activity, active transport, biodiversity, heritage and culture.

We believe these actions will:

- Revitalise an ancient and vital waterway;
- reconnect the creek corridor to its Aboriginal heritage and local history
- create new, high quality and restorative public spaces
- connect new and established communities
- protect and enhance opportunities for biodiversity
- reduce the severity and impacts of a changing climate
- enable the region's urban renewal projects to set new benchmarks for water management and sustainable development.

This plan will deliver on several Council strategies that have been informed by extensive community engagement over many years, including the Open Space Strategy (2012); Urban Forest Strategy: Making a Great City Greener 2012-2031; Nature in the City Strategy (2017); and, Arden-Macaulay Structure Plan (2012).

**“Community sentiment is strong – the creek is a vital asset that needs restoring along with better access and, integration – and there is no time to waste in delivering these outcomes.”**

The liveability of Melbourne is connected to the future of Moonee Ponds Creek. We look forward to working with the Victorian Government and the local community to strengthen that connection, and achieve the right balance of growth, sustainability and liveability for local communities and the city as a whole.



Figure 2. Map showing growth narrative around the Creek



#### Legend

- |  |  |
|--|--|
| <span style="color: red;">—</span> City of Melbourne municipal boundary  | <span style="color: blue;">—</span> Bicycle routes   |
| <span style="background-color: #cccccc; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> Port of Melbourne    | <span style="color: green;">- - -</span> Capital City trail  |
| <span style="background-color: #90EE90; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> Existing open spaces | <span style="color: black;">- - -</span> West Gate Tunnel (under construction)   |
| <span style="border-top: 1px dashed black; width: 20px; display: inline-block;"></span> Train line   | <span style="color: orange;">- - -</span> New Metro Station (under construction)   |
| <span style="color: orange;">- - -</span> Metro Tunnel (under construction)  | <span style="background-color: #DDA0DD; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> Growth Areas       |
| <span style="color: grey;">—</span> Tram line  | <span style="background-color: #00BFFF; border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> Moonee Ponds Creek |

# OVERVIEW

The lower reaches of Moonee Ponds Creek – the parts that flow through the City of Melbourne – are set to become some of the most intensely developed parts of Greater Melbourne.

Moonee Ponds Creek runs for 25 kilometres – starting close to Melbourne Airport and winding through the north west of the city before merging with the Yarra at Docklands.

Within the City of Melbourne, the creek starts in the north at Brunswick Road – beside CityLink – and ends in the south at Docklands.

This document focuses on the strategic opportunities along Moonee Ponds Creek between Brunswick Road and Docklands, building on and complementing the Chain of Ponds Masterplan developed by Moreland and Moonee Valley Councils to the north.

This part of Moonee Ponds Creek can be divided into three reaches.

1. *North: Brunswick Road to Racecourse Road.*  
This is a concrete stormwater drain, with minimal public amenity.
2. *Central: Racecourse Road to Dynon Road.*  
This runs through a rapidly-transforming industrial area alongside and beneath CityLink, with minimal connections east and west of the creek for pedestrians and cyclists.
3. *South: Dynon Road to the Yarra.*  
This runs through largely Victorian Government-owned land and is overshadowed by the elevated approach to the Bolte Bridge and CityLink.

The creek is a popular active transport route from north-to-south, with the Capital City Trail giving cyclists and pedestrians direct access to the central city and Docklands. From east-to-west though, there is a need to link local communities by creating more pedestrian and cycling crossings over the creek.

Once additional factors are taken into consideration – such as the opening of the new North Melbourne train station scheduled in 2025 – an already strong case for action becomes urgent.

Without planned, coordinated action, the potential of the Moonee Ponds Creek corridor will be squandered and the full social and economic value of the area's urban renewal sites will not be realised.

There is an urgent need to make plans and take actions that ensure the Creek can meet current and future requirements for:

- public space and community activity
- biodiversity
- water management
- active transport
- heritage and culture.



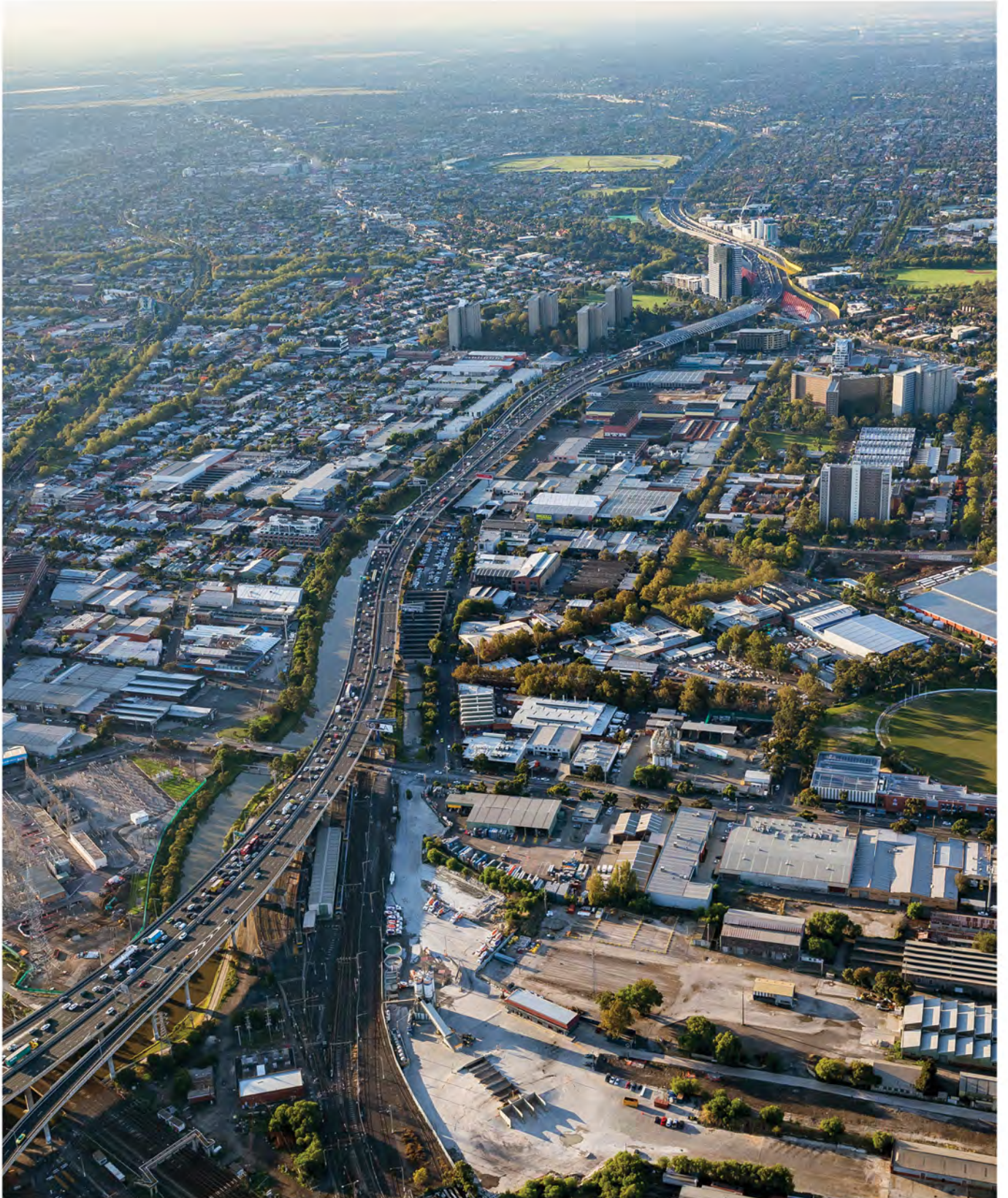


Figure 3. Current Image of creek







# CHALLENGES

The Moonee Ponds Creek corridor has enormous potential.

But to realise that potential, three major challenges must be turned into opportunities.

1. Growth
2. Water management
3. Governance.

## Growth

The lower reach of Moonee Ponds Creek is set to become one of the most intensely developed parts of Greater Melbourne.

This growth will be driven by a chain of urban renewal sites that run along the creek, from Arden and Macaulay in the north to Dynon, E-Gate and Docklands in the south.

Development will accelerate after 2025 with the completion of Metro Tunnel project. This will connect Arden to Parkville and the central city via a new train line and the construction of a new 'North Melbourne' train station, with the existing North Melbourne train station to be renamed West Melbourne.

The Moonee Ponds Creek corridor needs to be the green equivalent of the Metro Tunnel – connecting local communities to each other and the central city through a chain of new public spaces, strengthening local biodiversity, and protecting the city through better water management.

The West Gate Tunnel project is another growth-related issue to consider locally. The City of Melbourne is working with the Victorian Government to minimise the potential impacts of this project by seeking to increase tree canopy cover and active transport links, and develop the Moonee Ponds Creek Implementation Plan with the Victorian Planning Authority.

**“The Moonee Ponds Creek corridor needs to be the green equivalent of the Metro Tunnel.”**

## Water management

Moonee Ponds Creek has always had a long history of flooding.

Modelling indicates that, by 2100, flooding risks will significantly increase along Moonee Ponds Creek. This is due predominantly to increasing runoff from urban densification and more extreme rainfall events and rising sea levels due to climate change.

There is an urgent need for the development and implementation of sophisticated water management strategies. This includes integrating levees and floodable spaces into the public realm.

Some water management actions will need to be taken up-stream – north of the Brunswick Road boundary of the City of Melbourne.

## Governance

The City of Melbourne does not own or manage the Moonee Ponds Creek corridor. The majority of the creek corridor – together with the Arden, E-gate and Dynon urban renewal areas it bisects – are owned and managed by various agencies and departments of the Victorian Government, for a variety of different purposes.

Consequently, the governance and management of the Creek corridor is complex.

For instance:

- The creek runs through four municipalities, Hume, Moonee Valley, Moreland and Melbourne; with different sides of the creek falling within different municipalities.
- Being at the southern end of the creek catchment, the extent of flooding in the City of Melbourne section is impacted significantly by actions further north upstream in the creek.
- Its water resources are managed by Melbourne Water;
- The Victorian Government owns most of the land in the creek corridor through VicTrack, Development Victoria and the Victorian Ports Corporation; and
- CityLink's elevated road is privately operated.

To unlock the economic, social and environmental potential of the Creek and the adjacent renewal areas – and create a vibrant new part of the inner city – there is a need for a catchment-wide approach to the governance of the Creek corridor, incorporating the Victorian Government and local councils.

To work, catchment-wide governance will need to be collaborative and incorporate the views of residents, stakeholders, agencies and municipalities.

In all governance-related issues, the City of Melbourne has acted – and will continue to act – as an advocate for the current and future communities of the Moonee Ponds Creek corridor.

Figure 4. Moonee Ponds Creek North



# MOONEE PONDS CIVIC OVERFLOW ROUTE





# STRATEGIC VISION

## Moonee Ponds Creek will become a thriving corridor that supports the liveability and resilience of the city.

### Transformation

To achieve that vision, the three reaches of the Creek that run through the City of Melbourne need to be transformed.

1. *North: Brunswick Road to Racecourse Road.*  
What is now a concrete stormwater drain will be remediated – becoming a focal point for the local community and biodiversity.
2. *Central: Racecourse Road to Dynon Road.*  
What is now an industrial area will become an area for mixed-use development. The area needs to be revitalised so it connects and supports the growing communities east and west of the Creek.
3. *South: Dynon Road to the Yarra.*  
What is now an inaccessible, infrastructure dominated area will become a significant source of public open space in the City of Melbourne, with regionally significant benefits as well as benefits for local communities and the local environment.

### Goals

To transform Moonee Ponds Creek five goals must be achieved.

1. *Water management*  
Ensure that the creek copes with increased flooding risk caused by urban densification as well as climate change-induced sea level rises and more frequent extreme weather events.
2. *Open space*  
Create a diverse network of open spaces large and numerous enough to cater to a rapidly-growing population.
3. *Biodiversity*  
Revitalise the creek so that it becomes a rich corridor of biodiversity and a thriving habitat for native flora and fauna.
4. *Movement*  
Create safe, accessible paths that connect pedestrians and cyclists to local communities and facilities on either side of the Creek, as well as the Central City.
5. *History and culture*  
Ensure that the revitalised creek corridor celebrates and connects to its Aboriginal heritage and local history, and provides new spaces for creativity and public art.
6. *Collaborative Governance.*  
Advocate for transformational change and continue to work with Councils, Authorities and the community to take an integrated catchment management approach.

Figure 5. Artistic impression of 'Moonee Ponds Creek Civic Overflow Route'- after a high water event.

## Moonee Ponds Creek: Key goals by theme

### Water Management

A resilient creek adapted to current and future extreme weather events

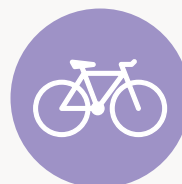


### Open Space

A diverse network of open spaces to support the growing needs of the city

### Biodiversity

A healthy waterway and thriving ecosystem



### Movement

A highly accessible and connected creek corridor

### History and Culture

A celebrated past and shared vision for the future



### Collaborative Governance

Advocate for transformational change

## Future Character Reach

Key projects identified in the strategic opportunities section are spatially located in the following pages under each character reach. Visualisations, precedent imagery and text describe the potential character and programme of each project.

### North

#### Brunswick Road to Racecourse Road

##### 'The Collector'

A green open space, collecting and cleansing water, attracting and growing community.

### Central

#### Racecourse Road to Dynon Road

##### 'The Urban Connector'

An urban creek interface creating engaging places for people.

### South

#### Dynon Road to the Yarra

##### 'The Tidal Underpass'

A stormwater park and biodiversity hotspot. A place to meander and rest by the waters edge.



Figure 6. Plan: Future vision of Moonee Ponds Creek.



# OPPORTUNITIES

The strategic opportunities proposed to improve the creek corridor and achieve the vision, are identified over the following pages. Some are focussed on specific opportunities at points along the waterway, while others are in multiple locations or intended for the whole corridor.

The information concerning the proposed opportunities, their location, the major themes they respond to as well as the additional co-benefits, are contained in the table at Appendix 1. All initiatives have been assigned a reference number and these reference numbers are used to locate the initiatives on the corresponding creek corridor maps.

Interpreting the Key:

The letter identifies the key theme, for example, 'W1' relates to opportunity number 1 under the water management theme. The icons underneath each opportunity identifies the related themes or co-benefits that the opportunity can also deliver.

For example:

## **W1 - Redesign of Bridges**

Remove or re-construct pipe bridges and transport bridges to reduce the hydraulic constraints they impose, while improving cycle and pedestrian connections.

W1 has both a water management theme and a movement co-benefit.



**“Consultation on this draft plan may also elicit additional ideas about how the Creek corridor can be improved.”**

## North: Brunswick Road to Racecourse Road

Create a green gateway to the municipality: a parkland and waterway equivalent to the Metro Tunnel.

### Travancore Park Creek Naturalisation

Remove the existing concrete channel and re-naturalise the creek by reinstating a chain of ponds featuring indigenous plantings, rockwork and wetlands that create a habitat for threatened species. Address flood mitigation and connect the naturalised creek with Travancore Park in the City of Moonee Valley.



### Community Canvas

Use the motorway noise wall as a canvas for art, light installations and cinema screenings. Integrate the wall as a feature of the park and as a backdrop for community and council activities.



### Travancore Park Ponds

Widen the creek channel and create a series of ponds that can be used as water storage.



### Mt Alexander Road Nature Gateway

Increase the capacity of the detention basin at Melbourne's art gateway to help mitigate flooding. Create a natural landscape for the basin to provide amenity in high and low flood conditions.



### Debney's Water Park

Create physical connections between Flemington Housing Estate and the creek. Mitigate against flooding by investigating the creation of a Debney's Water Park.



### Redesign of Bridges

Remove or re-construct pipe bridges and transport bridges to reduce the hydraulic constraints they impose, while improving cycle and pedestrian connections.



### CityLink Water Collection

Harvest runoff from CityLink and divert it into reconstructed ponds, wetlands and water treatment zones along the creek.



### Moonee Ponds Creek Cycling & Walking Trails

Create a separated, high-speed commuter path for cyclists as well as local bike hubs, rest stops and picnic facilities.



### CityLink Land Bridge

Explore a new connection that links the communities divided by CityLink, potentially creating a biodiversity connection between Royal Park (on the east side of the motorway) and the creek (on the west side) as proposed in the Chain of Ponds Masterplan.



### Flemington Bridge Station Connection Upgrade

Upgrade the connections between the creek and Flemington Bridge Station.



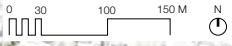
### Novel Habitats

Where natural habitats cannot be achieved, create novel habitats such as bee hotels, wildlife hollows and in-stream habitat structures. Create nesting boxes and wildlife habitats in hard structures, such as bridges and the noise wall.



Figure 7. Future strategic vision for 'The Collector'







## Central: Racecourse Road to Dynon Road

Create a green oasis on the doorstep of the CBD: the first major addition of parklands to the inner north-west since the Gold Rush

### Arden-Macaulay Pedestrian Bridges

To connect Arden-Macaulay with existing communities through new lightweight pedestrian bridges that could incorporate art initiatives.



### Expanded Creek Environs

Merge existing open spaces with the waterway, create a new pedestrian connection along the western edge of the creek and expanding the creek environs to facilitate recreation opportunities and extensive tree planting.



### Macaulay Green Links

Increase green spaces and boost stormwater management and biodiversity links on the east side of the creek by expanding the creek parklands to include roads that currently connect to railways.



### Langford Road Linear Stormwater Park

Manage stormwater and create more public open space by creating a linear stormwater park at Langford Road.



### Moonee Ponds Creek Art Trail

Investigate creative opportunities along the creek that celebrate the Aboriginal and local heritage of the area and the role of the creek in water management.



### Moonee Ponds Creek Cycling & Walking Trails

Create a separated, high-speed commuter path for cyclists as well as local bike hubs, rest stops and picnic facilities.



### Levees as Places for People

Design levees that as well as increasing flood capacity also create places for recreation and habitats to support ecology.



### Macaulay Terraces

Create a major new open space connecting to the Moonee Ponds Creek Trail, Macaulay Train Station, and surrounding neighbourhoods.



### Moonee Ponds Creek Civic Overflow Route

Create an overflow creek pathway behind the levee that connects Racecourse and Macaulay Roads.



### Levee Banks Water Storage

Construct culverts under levees to re-engage the floodplain storage and improve use of western creek berms south of Macaulay Road to improve open space.



### Expanded Creek Environs

Expand the creek corridor environs to Arden Central providing connections to future open spaces and explore opportunities to celebrate water in the landscape.



### Native Grassland Restoration

Restore native vegetation, including brackish grasslands of the creek corridor.



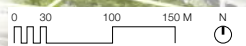
### Redesign of Bridges

Remove or re-construct pipe bridges and transport bridges to reduce the hydraulic constraints they impose, while improving cycle and pedestrian connections.



Figure 8. Future Strategic Vision For 'The Urban Connector'







# KEY STRATEGIC PROJECT

## OS4 Macaulay Terraces

### Shared street

- Raised, shared street with public park/plaza.
- Tree lined, street and park with tables and chairs.

### Stormwater-cleansing terraces

- Terraced landscape as stormwater cleansing system capturing street and bridge water runoff and cleansing before water enters Moonee Ponds Creek.

### Levee Wall

- Levee wall as dynamic flood gate with integrated grassed berm. Berm to include terrace seating facing plaza.

### Picnic terraces

- Terraces with shelter and picnic facilities.



Figure 9. Artistic impression of 'Macaulay Terrace'



#### Sloped lawn

- Sloped lawn with trees running down to creek as an activated edge.
- Accessible ramp down to waters edge.

#### Expanded riparian zone

- Widening of creek riparian zone.

#### Creek corridor rehabilitation

- Revegetation of native riparian species.

#### Celebration of water transition

- Formalisation and celebration of saltwater/freshwater transition. Inviting public interaction with water.





# 'MACAULAY TERRACE' A SUNNY AFTERNOON







Figure 10. Artistic impression of the 'Macaulay Terrace' a sunny afternoon.



# 'MACAULAY TERRACE' A MAJOR RAIN EVENT





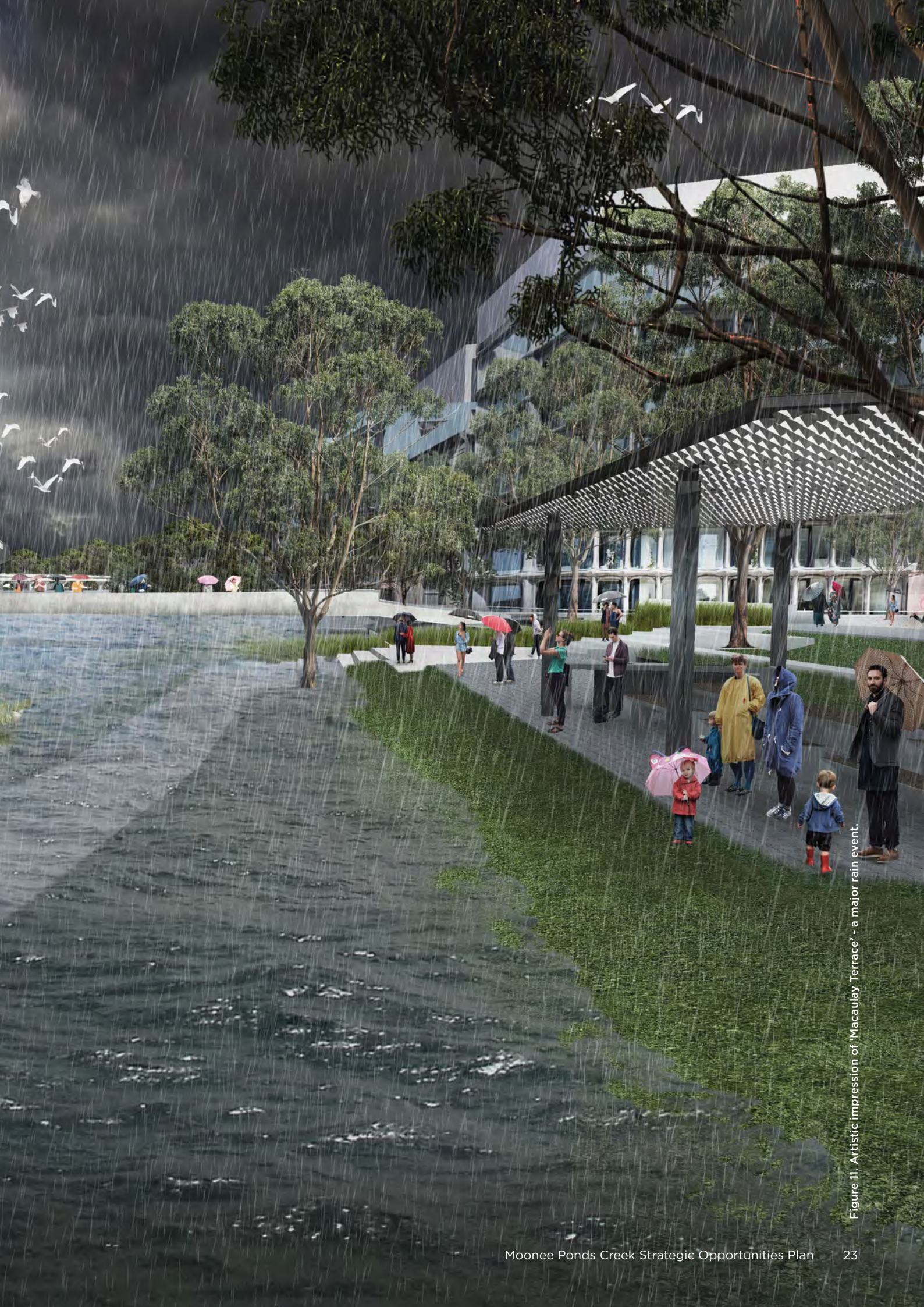


Figure 11. Artistic Impression of 'Macaulay Terrace' - a major rain event.



## South: Dynon Road to the Yarra

Create a wetlands wilderness on the doorstep of the central city: a re-connection to the 'temperate Kakadu' of Aboriginal Melbourne.

### Dynon Canal Cycle Link

Investigate rehabilitation of the Dynon Road tidal canal and build a shaded and shared path for cyclists and pedestrians.



### The Research Wetlands

Create a series of biodiverse wetlands with varying vegetation, habitat and ecologies as a site for research and education. Opportunities to research the value of carbon sequestration ecologies such as mangroves. A simple boardwalk system would allow passive public enjoyment of the landscape.



### The Connected Veloway

Leverage West Gate Tunnel works to improve cycling connections, including a new veloway that gives safe access to Footscray Road and the Moonee Ponds Creek Trail.



### Docklands Biodiversity Hot Spot

Expand the creek corridor, creating wetlands and detention ponds with a focus on flood mitigation and new habitat for threatened species - its isolation could be beneficial for fragile ecologies.



### Moonee Ponds Creek Mouth - A Community Hot Spot

Consider making the mouth of Moonee Ponds Creek - where it meets the Yarra - a community meeting place with a boardwalk and recreational activities.



### Moonee Ponds Creek Cycling & Walking Trails

Create a separated, high-speed commuter path for cyclists as well as local bike hubs, rest stops and picnic facilities.



### E-Gate Stormwater Park

A series of wetlands capture and cleanse catchment stormwater before entering Moonee Ponds Creek that could be used for park irrigation and other grey water uses.



### E-Gate Saltmarsh and Mangrove Reserve

Create saltmarsh and mangroves reserves, converting decommissioned rail bridges into pedestrian and bicycle bridges to link both sides of the creek and investigate a tidal barrier to guard against tidal surges.



### Expanded Salt Marsh Zone

Create opportunities for enhanced biodiversity and habitats in the creek at Docklands through expanded salt marshes that are important for carbon sequestration.



### Fishermans Bend Connection

Create a link from Docklands to Fishermans Bend, connecting the urban renewal areas of Melbourne and the water story of the city.



### Redesign of Bridges

Remove or re-construct pipe bridges and transport bridges to reduce the hydraulic constraints they impose, while improving cycle and pedestrian connections.



### CityLink Water Collection

Harvest runoff from CityLink and divert it into reconstructed ponds, wetlands and water treatment zones along the creek.



Figure 12. Future strategic vision for 'The Tidal Underpass'





Dynon Road

M2

W1

W7

B8

B2

West Gate Tunnel Overpass

W10

M3

E-Gate

W1

Footscray Road

M6

B4

B3

Docklands

Pearl River Road

Docklands Drive

Ron Barrassi Snr Park

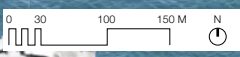
W10

B5

OS5

M4

Yarra River





## The Tidal Underpass

### B8 The Research Wetlands

- Salt-water wetlands fed by Moonee Ponds Creek. Piped network allows flexibility and control over water levels. Varying water levels, and therefore and salt, create varying vegetation, habitat and ecologies. Area to be a site for education and research, with links to surrounding universities.
- Capture of Citylink stormwater to be pre-treated and discharged into wetlands for cleansing.
- Simple boardwalk system moving through site allow passive public enjoyment with the landscape.



Figure 13. Artist impression of the northern section of 'The Tidal Underpass'



#### Moonee Ponds Creek

- Widened salt marsh and mangrove zone.
- Reuse of train bridges as pedestrian crossing

#### W7 E-Gate Stormwater Park

- Capture of stormwater to be pre-treated and discharged into wetlands for cleansing before entering Moonee Ponds Creek.
- Simple boardwalk system moving through site allow passive public engagement with the landscape, with connections to North Melbourne.

#### B2 E-Gate Saltmarsh and Mangrove Reserve

- Expansion of creek to create a widened water body and increase the perimeter ecology.





# 'TIDAL UNDERPASS' SUNDAY MORNING







Figure 14: Artistic impression of the 'Tidal Underpass' - Sunday morning



# WHAT NEXT?

The City of Melbourne will continue to be an advocate for the transformation of the creek for current and future communities of the Moonee Ponds Creek corridor. This will be progressed in collaboration with stakeholders in the Victorian Government, other partner agencies and the community.

The Victorian Planning Authority (VPA) is leading the development of a Moonee Ponds Creek Implementation Plan, in conjunction with City of Melbourne. That plan will build on the engagement outcomes of this draft opportunities plan and seek to prioritise the implementation of key projects along the creek.











For more information, to give feedback on the opportunities and identify your priorities about the Moonee Ponds Creek Strategic Opportunities Plan, please visit [www.melbourne.vic.gov.au](http://www.melbourne.vic.gov.au).

<https://participate.melbourne.vic.gov.au/moonee-ponds-creek>

On page 31, this table lists all identified Strategic Opportunities by Project Location and Project Co-benefits.



# APPENDIX I

ID	INITIATIVE NAME	LOCATION	PROJECT CO-BENEFITS				
			 Water management	 Open Space	 Biodiversity	 Movement	 History & culture
	LEAD THEME: WATER MANAGEMENT						
W1	Redesign of Bridges	Multiple locations					
W2	Travencore Park Creek Naturalisation	North					
W3	Mt Alexander Road Nature Gateway	North					
W4	Debneys Water Park	North					
W5	Moonee Ponds Creek Civic Overflow Route	Central					
W6	Langford Road Linear Stormwater Park	Central					
W7	E-Gate Stormwater Park	South					
W8	Levee Banks Water Storage	Central					
W9	Travencore Park Ponds	North					
W10	CityLink Water Collection	Multiple locations					
	LEAD THEME: OPEN SPACE						
OS1	Levees as Places for People	Central					
OS2	Macaulay Green Links	Central					
OS3	Expanded Creek Environs	Central					
OS4	Macaulay Terraces	Central					
OS5	Moonee Ponds Creek Mouth – A Community Hotspot	South					
	LEAD THEME: BIODIVERSITY						
B1	CityLink Land Bridge	North					
B2	E-Gate Saltmarsh and Mangrove Reserve	South					
B3	Expanded Salt Marsh Zone	South					
B4	Docklands Biodiversity Hotspot	South					
B5	Moonee Ponds Creek Forest	Length of Creek					
B6	Native Grassland Restoration	Central					
B7	Novel Habitats	North					
B8	The Research Wetlands	South					
	LEAD THEME: MOVEMENT						
M1	Flemington Bridge Station Connection Upgrade	North					
M2	Dynon Canal Cycle Link	South					
M3	The Connected Veloway	South					
M4	Fisherman's Bend Connection	South					
M5	Arden-Macaulay Pedestrian Bridges	Central					
M6	Moonee Ponds Creek Cycling and Walking Trails	Length of Creek					
	LEAD THEME: HISTORY & CULTURE						
H1	Moonee Ponds Creek Art Trail	Length of Creek					
H2	Community Canvas	North					



## APPENDIX II – GLOSSARY OF TERMS

Structure Plan - Provides a long-term vision and associated actions to manage change and growth in a defined area.

Riparian Zone - Wetlands area adjacent to rivers, streams, creeks and water bodies.

Berm - a flat strip of land, raised bank or terrace bordering a river or creek.

## APPENDIX III – ACKNOWLEDGEMENTS

**The City of Melbourne would like to acknowledge and thank the following people who contributed to this plan:**

McGregor Coxall and Wave Consulting;

Victorian Planning Authority;

Further acknowledgments will be included in the final version.



# APPENDIX IV – PHOTO REFERENCES

**Figure 1.** History - Diagram showing evolution of the creek corridor

**Figure 2.** Map showing growth narrative around the Creek

**Figure 3.** Current Image of creek  
Credit: City of Melbourne

**Figure 4.** Moonee Ponds Creek North  
Credit: McGregor Coxall

**Figure 5.** Artistic impression of W5 'Moonee Ponds Creek Civic Overflow Route - after a high water event'  
Credit: McGregor Coxall

**Figure 6.** Plan: Future vision of Moonee Ponds Creek  
Credit: McGregor Coxall

**Figure 7.** Future strategic vision for 'The Collector'  
Credit: McGregor Coxall

**Figure 8.** Future Strategic Vision For 'The Urban Connector'  
Credit: McGregor Coxall

**Figure 9.** Artistic impression of 'Macaulay Terrace'  
Credit: McGregor Coxall

**Figure 10.** Artistic impression of the 'Macaulay Terrace'  
A Sunny Afternoon  
Credit: McGregor Coxall

**Figure 11.** Artistic impression of 'Macaulay Terrace' - a major rain event  
Credit: McGregor Coxall

**Figure 12.** Future strategic vision for 'The Tidal Underpass'  
Credit: McGregor Coxall

**Figure 13.** Artist impression of the northern section of 'The Tidal Underpass'  
Credit: McGregor Coxall

**Figure 14.** Artistic impression of the 'Tidal Underpass' - Sunday Morning  
Credit: McGregor Coxall



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

### Telephone:

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

### Fax:

03 9654 4854

### In writing:

City of Melbourne  
GPO Box 1603  
Melbourne VIC 3001  
Australia



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