KEY PROPOSITIONS

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

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

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

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

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

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

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

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

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

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

10. A comprehensive pedestrian and cycle network is extended into and through Arden with on and off-road routes.
Figure 8: Artist’s impression of Arden Urban Renewal Precinct after redevelopment, viewed from south-east
4 QUALITY PUBLIC REALM
- Design streets that perform multiple functions, including cooling the city, providing passive and active recreation and enhancing the character.
- Create streets and open spaces that green the precinct and link to surrounding destinations and the Moonee Ponds Creek.

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

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

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

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

9 VIEWS AND GATEWAYS
- Encourage views into the area using the alignment of buildings and streets.
- Provide gateways to the precinct in addition to the new Arden Station.
- Buffer the new community from noise along the rail and CityLink corridors.
- Locate signature buildings as a reference point for the precinct.
New north-south link will connect the Konnor Creek and Federation Trails in the north and Caffyn Reserve and the future Konnor Creek Trail extension in the south.

Aligns well with paths under the West Gate Freeway at Millers Road and at Boxgrove Road and new pedestrian bridges over the freeway at Lunn Reserve and Forsyth Avenue.

Completing the missing links in the Federation Trail with a line of riparian corridors in Konnor Reserve and Wyndham Park and upgrades to the trail from Konnor Creek to Gregory Avenue.

A cycling and pedestrian path will meet the new rail freight rail line at new Street, South Kingsville, and at Boxgrove Road and Konnor Creek Park, providing a link to the Federation Trail, the Deer Park and Paramatta 15 sites.

A new connection from the Federation Trail to Boxgrove Road and Spotswood Station that will improve access and connect the neighbouring nodes of Spotswood and Hamptons.

Improving existing footways along Pyne Street from Spotswood to Wyndham Road will improve pedestrian safety, removing the need to use the clárional Street, Hampton Road intersection.

A new cycling and pedestrian bridge over Pyne Street will create a link between the Enzo’s Road and the Maribyrnong River and take cyclists off busy Pyne Street.

The existing linking and cycling path along Pyne Street will remain viable for an alternative route until the new structure is undertaken and feature new landscaping.

A new 2.3m raised footway along Pyne Street/Boxgrove Road to express journeys for cyclists and from the city completely separated from traffic, with two emergency exits.

The existing track on Pyne Street over the Riversong Point Creek will be upgraded to provide a wider and safer path.

A new bridge over Pyne Street/Boxgrove Road will remove a dangerous and biker crossing.

A new pedestrian and cycling bridge at Dynon Road will make it safer and easier for rowers to access the marina, and the new links to the bike. network.
Better walking and cycling routes

- West Melbourne’s movement and access network will evolve to meet the changing needs of the area’s residents, workers and visitors.
- West Melbourne will leverage off its proximity to high value destinations with improved walking and cycling routes to surrounding areas.
- Streets will be upgraded to support walking and cycling to existing and expanded open spaces in West Melbourne and surrounding areas.
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Major Projects 2014