

ARDEN (NORTH MELBOURNE) PRECINCT DEVELOPMENT PLAN

MINISTERIAL SUBMISSION

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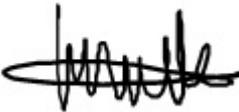
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Abbreviations

ARI	Average Recurrence Interval
CBD	Central Business District
CoM	City of Melbourne
CPTED	Crime Prevention Through Environmental Design
CYP	Cross Yarra Partnership
DEDJTR	Department of Economic Development, Jobs, Transport and Resources
DPRC	Development Plan Review Committee
EES	Environment Effects Statement
EMF	Environmental Management Framework
EPA	Environment Protection Authority Victoria
EPR	Environmental Performance Requirements
HV	Heritage Victoria
MMRA	Melbourne Metro Rail Authority
OVGA	Office of Victorian Government Architect
PS&TR	Project Scope and Technical Requirements
PSA	Planning Scheme Amendment
PTV	Public Transport Victoria
TBM	Tunnel boring machine
TfV	Transport for Victoria
UDAAP	Urban Design Architectural Advice Panel
UDS	Urban Design Strategy
WSUD	Water Sensitive Urban Design

Executive Summary

Cross Yarra Partnership (CYP) has been contracted by Melbourne Metro Rail Authority (MMRA) to design, build and maintain the stations and tunnels for the Metro Tunnel Project (the project). The project includes two nine-kilometre train tunnels and five new underground train stations, linking the north west Sunbury rail corridor and the south east Cranbourne/Pakenham rail corridor, unlocking additional capacity in the existing City Loop. The five new underground stations are located at Arden (North Melbourne), Parkville, CBD North (State Library), CBD South (Town Hall) and Domain (Anzac).

Arden is to become a new destination and community of Melbourne – a place to work, live and visit – with a character that is modern, industrial, youthful and gritty. Arden (North Melbourne) Station will be the catalyst for the urban renewal of this precinct, and will be the heart of its economic, social and civic intensity.

In response, CYP has designed the Arden (North Melbourne) precinct as an integrated public building and landmark that connects seamlessly with the proposed future Arden Urban Renewal Precinct.

The Arden (North Melbourne) precinct public realm design will create new spaces for transit users and the community to interact with and enjoy. A station plaza on Laurens Street provides a meeting place at the station entry set back from the street, while a new green ‘laneway’ provides an inviting and green space, set amongst trees, encouraging visitors to enjoy the surrounds. Project works will change the streetscape of Laurens Street, encouraging ongoing urban renewal in an area currently heavily dominated by industrial uses. Works along Barwise Street will reinvigorate an underused space and the design will reinstate a greener more sustainable precinct as a legacy for future development opportunities.

This Arden (North Melbourne) Precinct Development Plan presents the scope and extent of the built form of CYP’s works for the Arden (North Melbourne) precinct, including the new Arden (North Melbourne) Station from the entrance to the ticket gate for Day 1 operation. This Development Plan is a requirement of Clause 4.6 of the *Melbourne Metro Rail Project Incorporated Document*, which requires Development Plans be prepared for each of the five stations, two portals and any other above ground works or structures that are part of the project. This Development Plan must be submitted to and approved by the Minister for Planning.

The project has already undergone an extensive and robust planning assessment process. As part of this, MMRA published an Environment Effects Statement (EES) and draft Planning Scheme Amendment that included an integrated assessment of the potential environmental, social, economic and planning impacts of the project, and the approach to managing these impacts.

In developing the EES, MMRA undertook a comprehensive engagement program to seek input from stakeholders and the community. This included stakeholders and the community having the opportunity to provide formal submissions during a public exhibition period, which were then presented to an Inquiry and Advisory Committee. This committee then considered the EES and submissions, and prepared a report for the Minister for Planning.

In December 2016, the Minister for Planning released his Assessment of the environmental effects of the project. The Minister subsequently approved a Planning Scheme Amendment for the project, which inserted the Incorporated Document into the Melbourne, Port Phillip, Stonnington and Maribyrnong Planning Schemes.

In accordance with Clause 4.6 of the Incorporated Document, this plan includes:

- Site layout plan (refer to Appendix A)
- Architectural plans and elevations (refer to Appendix B)
- Landscape plans and elevations (refer to Appendix C)
- Public realm plans (refer to Appendix)
- An explanation demonstrating how this Development Plan is in accordance with the approved Urban Design Strategy (refer to Section 4.3 and Appendix E)
- An explanation demonstrating how this Development Plan is in accordance with the approved Environmental Management Framework particularly the Environmental Performance Requirements (refer to Section 4.4 and Appendix F).

The CYP design for the Arden (North Melbourne) precinct has incorporated feedback from a range of stakeholders including those identified in the Incorporated Document; the Office of the Victorian Government Architect, City of Melbourne, Heritage Victoria, Transport for Victoria, VicRoads, Public Transport Victoria and Melbourne Water. Additional consultation with community and stakeholders has occurred as part of the preparation of this Development Plan including the 15 business day public inspection period from Monday 27 November to Friday 15 December 2017. During this time it was available on the Metro Tunnel website along with an opportunity to provide written comments. The community and stakeholders were invited to discuss all five station precincts at all nine community sessions held during the public inspection period.

This Development Plan presents the scope and extent of the built form of CYP’s works in the Arden (North Melbourne) precinct with associated construction works to occur within the Project Land boundary and construction impacts to be managed in accordance with the approved Environmental Management Framework. This includes separately prepared Environmental Management System, Construction Environmental Management Plan, Site Environmental Implementation Plans and aspect-specific management plans (as specified in the Environmental Performance Requirements).

1 Introduction

Cross Yarra Partnership (CYP) has been contracted by Melbourne Metro Rail Authority (MMRA) to design, build and maintain the stations and tunnels for the Metro Tunnel Project (the project). The project includes two nine-kilometre train tunnels and five new underground train stations, linking the north west Sunbury rail corridor and the south east Cranbourne/Pakenham rail corridor, unlocking additional capacity in the existing City Loop. The five new underground stations are located at Arden (North Melbourne), Parkville, CBD North (State Library), CBD South (Town Hall) and Domain (Anzac).

The project has already undergone an extensive and robust planning assessment process. As part of this, MMRA published:

- An Environment Effects Statement (EES) that included an integrated assessment of the potential environmental, social, economic and planning impacts of the project, and the approach to managing these impacts
- A Draft Planning Scheme Amendment (PSA) that detailed changes to the Planning Scheme that were recommended to protect the tunnels, stations and associated infrastructure and guide future development in their vicinity.

In developing these, MMRA undertook a comprehensive engagement program to seek input from stakeholders and the community. This included stakeholders and the community having the opportunity to provide formal submissions during a public exhibition period, which were then presented to an Inquiry and Advisory Committee. This committee then considered the EES and submissions, and prepared a report for the Minister for Planning.

In December 2016, the Minister for Planning released his Assessment of the environmental effects of the project. The Minister subsequently approved a Planning Scheme Amendment for the project, which inserted the *Melbourne Metro Rail Project Incorporated Document* into the Melbourne, Port Phillip, Stonnington and Maribyrnong Planning Schemes.

As a condition of the Incorporated Document, a Development Plan must be approved by the Minister for Planning for each of the five stations, two portals, rail turnback at West Footscray Station and any other above ground works or structures that are part of the project.

1.1 Purpose of this Development Plan

This Arden (North Melbourne) Precinct Development Plan presents the scope and extent of the built form of CYP's works for the Arden (North Melbourne) precinct, including the new Arden (North Melbourne) Station from the entrance to the ticket gate for Day 1 operation. In accordance with Clause 4.6.3 of the Incorporated Document, this plan includes:

- Site layout plans
- Architectural, landscape and public realm plans and elevations
- An explanation demonstrating how this Development Plan is in accordance with the relevant sections of the approved Urban Design Strategy and Environmental Management Framework particularly the Environmental Performance Requirements.

This Development Plan does not cover the built form of the broader Arden Urban Renewal Precinct referred to under the draft Arden Vision and Framework, which will be delivered subject to a separate planning process.

1.2 Incorporated Document conditions

The use and development permitted by the Incorporated Document must be undertaken in accordance with the stated conditions, including Clause 4.6 that requires Development Plans be prepared prior to construction. Table 1 provides a response against each requirement of Clause 4.6 for this Development Plan.

Table 1 – Response to conditions of the Incorporated Document

Clause	Condition	Response
4.6.1	Subject to clause 4.12, a Development Plan must be approved by the Minister for Planning for development that relates to each of the following: <ul style="list-style-type: none">a) Western tunnel portalb) Eastern tunnel portalc) Arden Stationd) Parkville Station	This Arden (North Melbourne) Precinct Development Plan presents the scope and extent of the built form of CYP's works in the Arden (North Melbourne) precinct, including new Arden (North Melbourne) Station from the entrance to the to the ticket gate.

Clause	Condition	Response
	<ul style="list-style-type: none"> e) CBD North Station f) CBD South Station g) Domain Station h) Rail turnback at West Footscray Station i) Any other above ground works or structures that are part of the Project. <p>*Clause 4.12 relates to Project preparatory works and are subject to separate approval requirement.</p>	
4.6.2	A Development Plan must address surface works that are associated with each of the items listed in clause 4.6.1. A Development Plan for a station must address underground areas from the station entrance to the ticket gate.	CYP's works to the ticket gate are described in Section 3 and the drawings in Appendix A – D.
4.6.3	<p>A Development Plan must include:</p> <ul style="list-style-type: none"> a) A site layout plan/s b) Architectural, landscape and public realm plans and elevations including lighting, signage, pedestrian access, bicycle access and other ancillary facilities c) An explanation demonstrating how the Development Plan (including materials and external finishes) is in accordance with the approved Environmental Performance Requirements included within the Environmental Management Framework. 	<p>Site layout plans in Appendix A.</p> <p>Architectural plans and elevations in Appendix B.</p> <p>Landscape plans and elevations in Appendix C.</p> <p>Public realm plans in Appendix D.</p> <p>Consistency with Urban Design Strategy in Section 4.3 and Appendix E.</p> <p>Consistency with Environmental Management Framework in Section 4.4 and Appendix F.</p>
4.6.4	<p>Prior to submission of a Development Plan to the Minister for Planning for approval under clause 4.6.1, a Development Plan must be:</p> <ul style="list-style-type: none"> a) Provided to the Office of the Victorian Government Architect and relevant council/s for consultation. b) Where relevant, provided to the Roads Corporation, Public Transport Development Authority, Melbourne Water and Heritage Victoria for consultation. c) Made available for public inspection and comment on a clearly identifiable Project website for 15 business days. The website must set out details about the entity and contact details to which written comments can be directed during that time and specify the time and manner for the making of written comments. <p>For the avoidance of doubt, consultation in accordance with (a) and (b) can occur prior to or after the public inspection and comment period in (c).</p> <p>Before, or on the same day as a Development Plan is made available in accordance with clause 4.6.4(c), a notice must be published in a newspaper generally circulating in the area to which a Development Plan applies informing the community of the matters set out in clause 4.6.4(c).</p>	Stakeholder and community consultation is outlined in Section 1.3.
4.6.5	A Development Plan submitted to the Minister for Planning for approval under clause 4.6.1 must be accompanied by all written	CYP will provide the Minister for Planning with a comment /

Clause	Condition	Response
	comments received under clause 4.6.4 and a summary of consultation and response to issues raised during the consultation.	response register containing all written comments made by stakeholders and the community in relation to this Arden (North Melbourne) Precinct Development Plan.
4.6.6	Before deciding whether to approve a Development Plan under clause 4.6.1, the Minister for Planning must consider all written comments received under clause 4.6.4 and the consultation and response summary provided under clause 4.6.5.	
4.6.7	A Development Plan must be approved by the Minister for Planning prior to the commencement of any development relating to an item in clause 4.6.1, except for Early Works that are carried out in accordance with clause 4.9.	CYP will not commence works relating to this Development Plan prior to it being approved by the Minister for Planning, except for Early Works which will be undertaken in accordance with Clause 4.9 or Preparatory Works undertaken in accordance with Clause 4.12.
4.6.8	A Development Plan may be prepared and approved in stages or parts, and may be amended from time to time with the approval of the Minister for Planning. The Minister must require an application for approval of an amendment to a Development Plan to comply with the requirements of clauses 4.6.3, 4.6.4, 4.6.5 and 4.6.6 unless, in the opinion of the Minister: <ul style="list-style-type: none"> a) the proposed amendment: <ul style="list-style-type: none"> i. does not result in a material detriment to any person; or ii. a person who may suffer a material detriment as a result of the Minister's approval of the amendment has already been sufficiently consulted in respect of the amendment; and b) any amendment does not involve any change to an approved Environmental Performance Requirement. 	This Development Plan presents the built form of CYP's works in the Arden (North Melbourne) precinct. In the event that the built form of CYP's works change, approval to amend this Development Plan will be sought from the Minister for Planning.
4.6.9	For land to which a Development Plan applies, development must be carried out in accordance with an approved Development Plan.	CYP will develop the Arden (North Melbourne) precinct in accordance with this Development Plan.

1.3 Community and stakeholder engagement

The consultation requirements of the Incorporated Document are shown in Figure 1. In addressing these it is important to note that MMRA has already undertaken a comprehensive engagement program to seek input from stakeholders and the community. As part of preparing the EES, stakeholders and the community had the opportunity to provide formal submissions during a public exhibition period, and these were then presented to an Inquiry and Advisory Committee. This committee then considered the EES and submissions, and prepared a report for the Minister for Planning.

This Arden (North Melbourne) Precinct Development Plan builds on that previous consultation, with CYP having already consulted with each of the relevant stakeholders identified in the Incorporated Document, being:

- Office of Victorian Government Architect
- City of Melbourne
- Heritage Victoria
- Transport for Victoria
- VicRoads
- Public Transport Victoria
- Melbourne Water.

In accordance with the Incorporated Document requirements, the Arden (North Melbourne) Precinct Development Plan was made available for public inspection for 15 business days from Monday 27 November 2017 until Friday 15 December 2017 on the Metro Tunnel website along with an opportunity to provide written comments. As part of this process a notice was published in The Age and Herald Sun newspapers to inform the community on the Monday 27 November 2017.

In addition to the requirements of the Incorporate Document, CYP consulted with other key stakeholders to understand their key issues and concerns including:

- Victorian Planning Authority
- Lost Dogs Home
- North Melbourne Football Club
- CityWide
- Nick Theodossi Prestige Cars
- George Weston Foods.

During the public inspection period CYP held nine community information sessions which were located along the project alignment. The sessions were as follows:

- Thursday 30 November 2017 – 11am – 2pm at Seasons Botanic Gardens
- Thursday 30 November 2017 – 5.30pm – 8.30pm at Seasons Botanic Gardens
- Monday 4 December 2017 – 5.30pm – 8.30pm at Meat Market
- Tuesday 5 December 2017 – 11am – 2pm at Melbourne Town Hall
- Tuesday 5 December 2017 – 5.30pm – 8.30pm Melbourne Town Hall
- Wednesday 6 December 2017 – 8am – 11am at Royal Melbourne Hospital (Melbourne Health)
- Saturday 9 December 2017 – 11am – 2pm at North Melbourne Football Club
- Monday 11 December 2017 – 11am – 2pm at the Victorian Comprehensive Cancer Centre (VCCC)
- Tuesday 12 December 2017 – 5.30pm – 8.30pm – Melbourne Town Hall.

At all nine community sessions attendees were invited to come and ask questions about the station precinct draft development plans and technical specialists were available to answer any queries. Instructions on how to access the online submission portal and paper submission copies were provided.

Two of the open community sessions were held at locations near the proposed Arden (North Melbourne) Station. These sessions were held at the Meat Market on Monday 4 December 2017 and North Melbourne Football Club on Saturday 9 December 2017. Metro Tunnel social media accounts also posted links to the draft station precinct development plans and online submission portal, and featured information on the time and locations of the community information sessions. Additionally, a session that presented this development plan was held with the Arden/Kensington Community Reference Group on the Tuesday 5 December 2017.

During the public display period 150 targeted emails to key stakeholder were emailed, as well as e-newsletters sent out to subscribers of the Metro Tunnel project updates, which provided links to the five station precinct development plans on the MMRA website. In addition to the community information sessions and emails a further 32,500 letter drops occurred to addresses adjacent to the project.

Overall, 1,507 public submissions were received across all five station precincts and 44 of these submissions provided comments on this Arden (North Melbourne) Precinct Development Plan.

As part of the submission to the Minister for Planning, CYP will provide all written comments received during stakeholder and community consultation, and a summary of consultation and responses to the issues and queries raised.

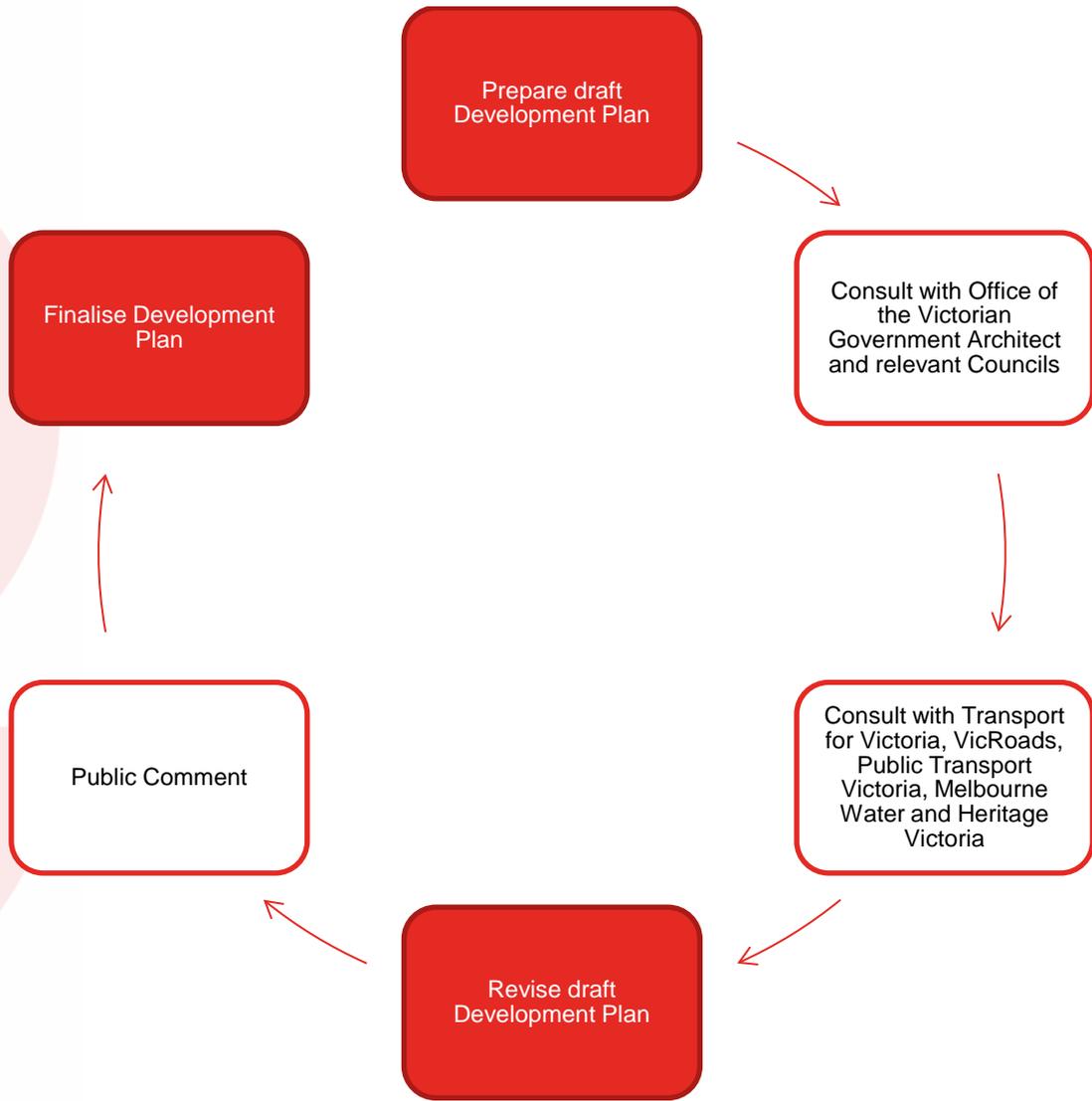


Figure 1 – Incorporated Document Development Plan consultation process

2 Site context

This section describes how the strategic, physical and natural context of the Arden (North Melbourne) precinct has been considered in the design development process.

As an example of this context setting, Figure 2 provides a snapshot of the five minute walkable catchment from Arden (North Melbourne) Station.



Figure 2 – Five minute walking catchment of Arden (North Melbourne) Station

2.1 Broader context and strategic positioning

The Arden (North Melbourne) precinct is to become a new destination and community of Melbourne – a place to work, live and visit. The station will be the catalyst for the urban renewal of this precinct, and will be the heart of its economic, social and civic intensity. It will also have a direct influence on the site's eventual configuration.

While land in the Arden (North Melbourne) precinct has been primarily industrial in recent times, this area is set to become a major new commercial and residential precinct within the next 30 years. In 2012, the City of Melbourne released the Arden Macaulay Structure Plan that articulated the framework for the redevelopment of 144 hectares of brownfield land as a new, mixed-use precinct. The Structure Plan has been partly implemented in 2017 through Planning Scheme Amendment C190 to the Melbourne Planning Scheme. This project is strategically important to Melbourne's growth and economic development and supports the objectives of Plan Melbourne 2017-2050. This was followed in September 2016 with the Draft Arden Vision and Framework document which provided design objectives and strategic directions for the Arden (North Melbourne) precinct. This framework responded to the development of Arden (North Melbourne) Station, proposing an urban framework building upon the future station and included directions regarding principles for sustainable movement based on a transportation modal hierarchy, water sensitive design and diverse public realm. The draft vision and framework is currently awaiting finalisation following community consultation. This will be followed by a more detailed structure planning process.

The Arden (North Melbourne) Station will set the tone for this important urban renewal project. The Day 1 entrance to the station at Laurens Street and the surrounding public realm will seed the character and benchmark Arden's identity.

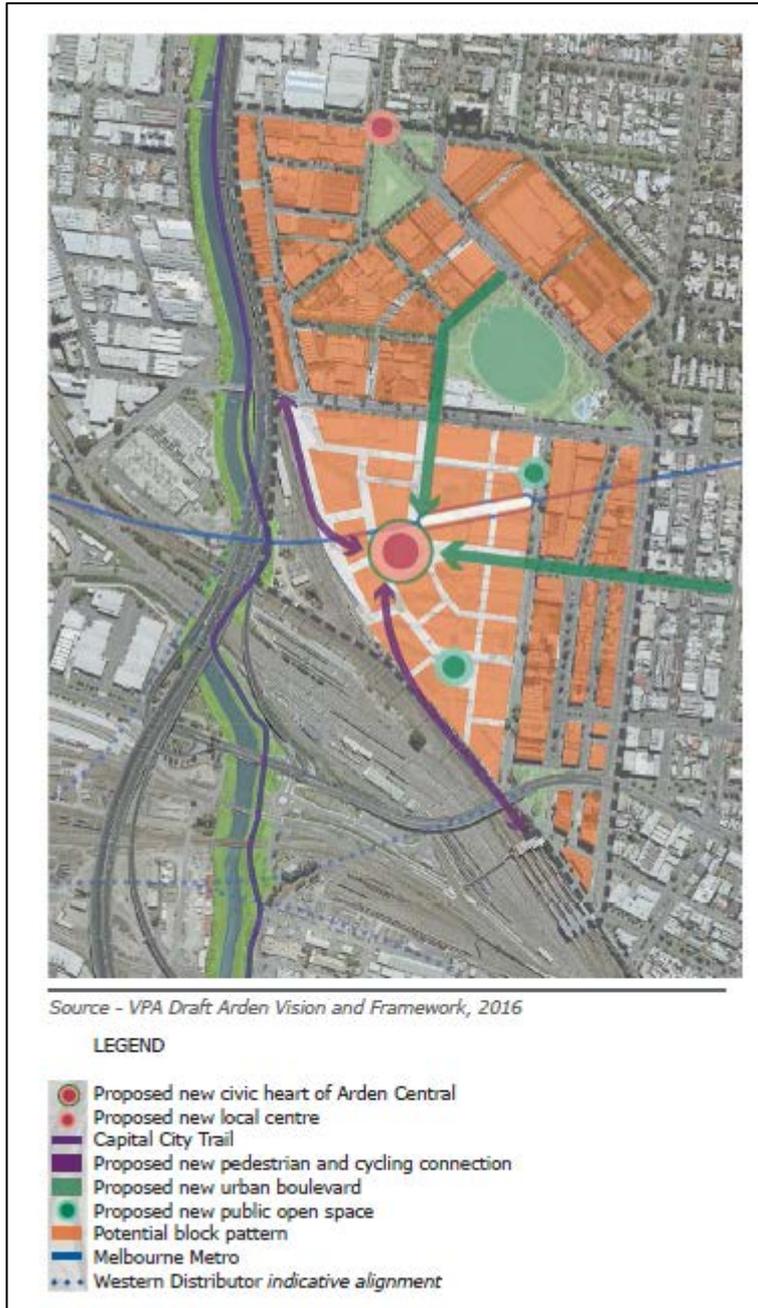


Figure 3 – Arden (North Melbourne) precinct location within the Victorian Planning Authority’s draft Arden Vision and Framework

2.2 Historical and natural context

An understanding of the Arden (North Melbourne) precinct’s natural features and history is the starting point for developing the public realm identity for the area. The site’s natural tendency to flooding, as well as its industrial heritage, as described in the EES, have informed the design response.

Prior to European settlement, when Aboriginal communities cared for the country in the area now known as Arden, a chain of shallow ponds ran along the length of the Moonee Ponds Creek watercourse. These ponds were isolated during Melbourne’s drier seasons, and flowed in wetter months after heavy rains.

The area would have provided a water source as well as abundant plant and wildlife resources for Aboriginal communities. Camp locations along nutrient-rich flood plains suggest that, at certain times of the year, Aboriginal people happily took advantage of the area’s seasonal bounty. Eels and murnongs (yam daisy) appear to have been particularly prominent food sources along the creek.

The pre-European natural landscape at the site of the station was Ecological Vegetation Class (EVC) Plains Grassland/Plains Grassy Woodland Mosaic (EVC 897), transitioning to Escarpment Shrubland (EVC 895) along Moonee Ponds Creek

2.3 Existing site conditions

The Arden (North Melbourne) precinct is located on under-used industrial land. The station's Day 1 entrance point will be on Laurens Street, an existing north-south road currently of mixed use.

The series of large sheds fronting Laurens Street are removed for the station. East of Laurens Street land is a mix of residential, commercial and industrial uses with Dryburgh Street marking the eastern boundary of Arden's planned redevelopment, as per the draft Arden Vision and Framework.

Mature plane trees along Laurens Street currently provide both amenity and shade. CYP will protect and maintain these trees, along with some peppercorn trees located within site that also contribute to the area's amenity.

The narrow-width footpath along the west side of Laurens Street is further constrained by the presence of both trees and property boundaries. The footpath's existing width is not adequate for the street's proposed role as a highly pedestrianised street and transit interchange.

3 Scope of works in Arden (North Melbourne) precinct

This Arden (North Melbourne) Precinct Development Plan presents the scope and extent of the built form of CYP's works for the Arden (North Melbourne) precinct, including the new Arden (North Melbourne) Station from the entrance to the ticket gate for Day 1 operation. Figure 4 shows these works within the Arden (North Melbourne) precinct which includes:

- New underground train station with entrance to the ticket gate from Laurens Street
- New station plaza addressing Laurens Street at the corner of Barwise Street
- Bicycle parking along Laurens Street and Laurens Lane (further detail in Section 4.3.8 and Figure 8)
- Footpath widening in Laurens Street between Arden and Queensberry streets including new signage, street furniture, lighting and tree planting
- Barwise Street works including paved footpaths and street surface, tree planting for shade, station parking bays and development of two service laneways, one servicing the rear of the main station building and other servicing the western ancillary building
- A new signalised pedestrian road crossing and updated bicycle paths on Laurens Street
- Flood management area (approximately 0.5 metres deep) south of Barwise Street, west of the Day 1 station entry.

Arden (North Melbourne) Station is designed to accommodate potential future over-site development. However any future over-site development will be subject to a separate, future planning process.

A new traction power intake substation is required. This will be subject to a separate Development Plan process prior to any works commencing on the construction of this facility.

This Development Plan presents the scope and extent of the built form of CYP's works for the Arden (North Melbourne) precinct with associated construction works to occur within the Project Land boundary (refer to plans in Appendix A) and construction impacts to be managed in accordance with the approved Environmental Management Framework (refer to Section 4.4 and Appendix E).

The Arden (North Melbourne) precinct associated works area generally includes land south of Barwise Street, east and north of the rail reserve and west of Laurens Street. The associated works area also includes the following road reserves:

- Barwise Street (entirety)
- Laurens Street from approximately Weston Milling to Arden Street
- Queensberry Street from Laurens Street to Munster Terrace
- Arden Street from Lloyd Street to Langford Street.

This associated works area is shown on the plan included in Appendix A.

As considered in the EES, the nature of works within the Arden (North Melbourne) precinct associated works area will change over time and will be characterised by the following CYP activities:

- Site establishment: Site establishment at Arden includes set-up of site offices and staff amenities, laydown areas, and plant and equipment required for managing and receiving tunnelling spoil (i.e. batch plant and separation plants, compressor station, water treatment plant, muck bins and muck loading facilities, fabrication sheds). Provision for flood water storage and tunnel air ventilation and extraction plant would also be located on site. The TBM launch site support services will include grouting plant, gantry cranes, spoil handling system, water treatment plant and facilities to assemble the TBM
- Civil / Structural: Piling (diaphragm walls) and excavation of the station box at Arden will be undertaken using a bottom-up, cut and cover method. The station will be constructed from the base slab upwards, eventually restoring the surface above the excavation. During this process sections of the station box excavation will be used to launch the TBM. The final phase of this stage includes associated road works, including tram works and bike and pedestrian infrastructure
- Fit out: This phase of the project includes the fit out of station infrastructure, surface and subsurface levels, including ticket halls, station platforms, passenger access, emergency egress, ventilation and smoke controls, staff rooms and equipment rooms. This stage of the project also includes the landscaping of the station precinct
- Mechanical, Electrical and Process: This phase of the project includes the installation of power and electrical infrastructure to the station and platforms
- Testing and commissioning: These works ensure that all new station infrastructure, from ticket gates and vertical transport to signalling and rolling stock (by others) meet the requirements of Victorian Rail Safety legislation and is fit for purpose on Day 1

- Operation: The operational phase of the project will include activities associated with the day to day operation of the train station, including but not limited to, train services (by others). CYP will undertake preventative and corrective maintenance of all installed assets to ensure reliability and availability of station infrastructure for day to day operations. CYP will hand back, to government, broader precinct assets to facilitate development of the Victorian Planning Authority's draft Arden Vision and Framework.

To manage potential impacts, CYP has prepared an Environmental Management System, Construction Environmental Management Plan and Operations Environmental Management Plan. The aspect-specific control measures are identified in a series of specific management plans with precinct specific controls identified in a Site Environmental Implementation Plan. This is approved by MMRA and the project's Independent Reviewer. This is subject to separate stakeholder consultation requirements and reviewed by the Independent Environmental Auditor, including quarterly audits of performance throughout construction.

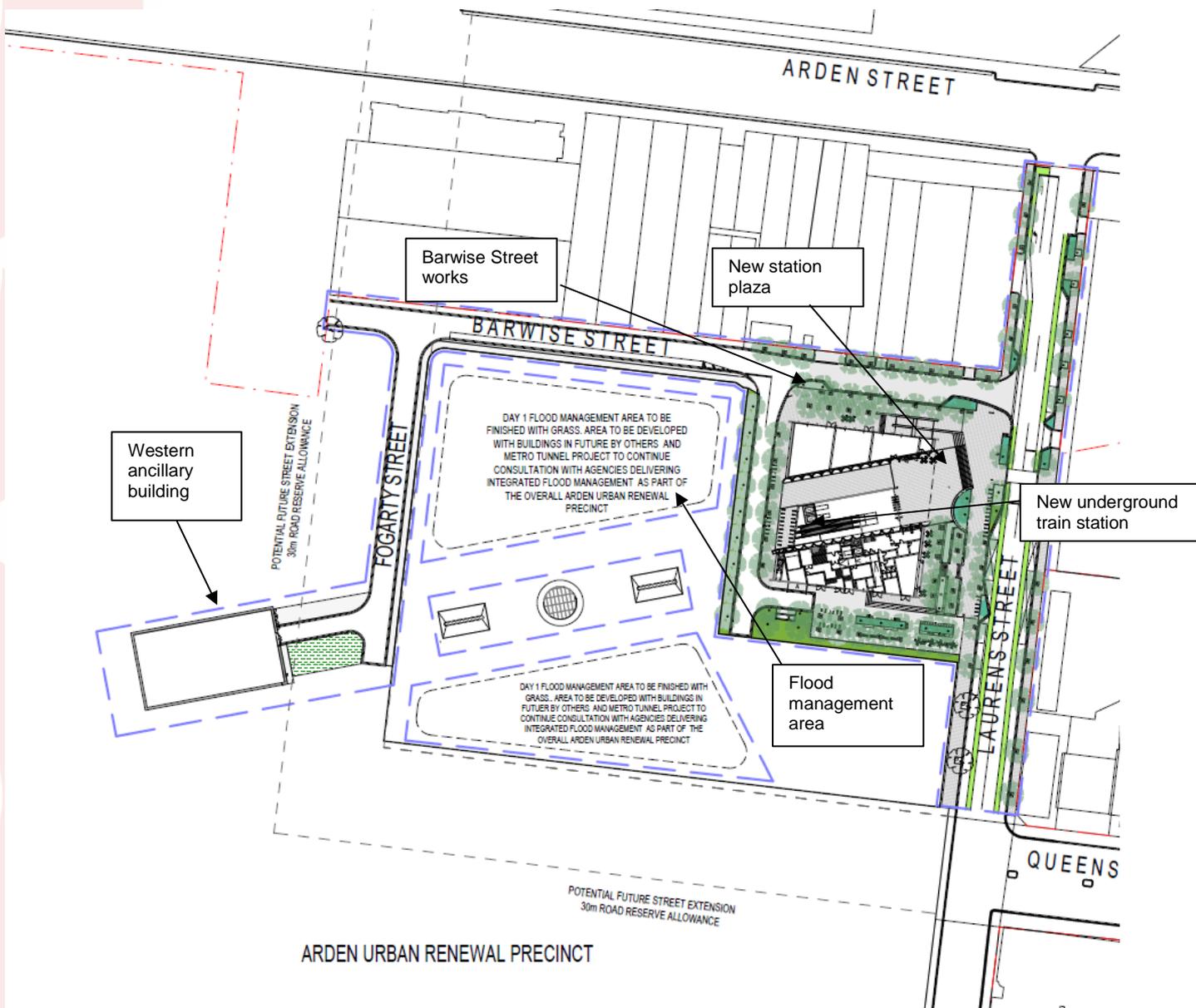


Figure 4 - Arden (North Melbourne) precinct surface works

4 Design response

4.1 Design development

The project's design has developed through an iterative process informed by phases of specialist technical assessment integrated with stakeholder and community engagement.

In 2016, MMRA publicly exhibited the project concept design in the EES and as a draft Planning Scheme Amendment.

CYP's design development has been informed by the approved Planning Scheme Amendment, in particular the Incorporated Document conditions that led to the Minister for Planning approving:

- MMRA's Urban Design Strategy – the project must be designed in accordance with the approved Urban Design Strategy. Developed by MMRA with input from the OVGA, local councils and key stakeholders, the Urban Design Strategy sets out the design vision, key directions, objectives and design guidelines across the project and for each precinct
- MMRA's Environmental Management Framework – the project must be designed in accordance with the approved Environmental Management Framework, which provides a transparent and integrated governance framework to manage the environmental aspects of the project. This framework includes Environmental Performance Requirements (EPRs), which are performance-based management requirements, and provides clear accountabilities for the delivery and monitoring of the EPRs so that the environmental effects of the Project are appropriately managed.

This is reflected in the design presented in this Arden (North Melbourne) Precinct Development Plan.

Detailed design will continue during project delivery, with CYP to prepare approximately 450 Design Packages that relate to specific technical disciplines and geographic areas. In accordance with the project contract, Design Packages are reviewed by MMRA and the Independent Reviewer, and subject to specified consultation with relevant stakeholders such as relevant council/s, the Office of Victorian Government Architect (OVGA), Victorian Planning Authority (VPA), VicRoads, Metro Trains Melbourne and Yarra Trams.

In the event that the scope and extent of the built form of CYP's works change during detailed design or as a result of heritage permitting requirements; an amendment to this Development Plan will be prepared and approval sought from the Minister for Planning in accordance with Clause 4.6.8 of the Incorporated Document.

The following sections provide explanations of how the design of the Arden (North Melbourne) precinct has been developed in accordance with the design guidelines from the Urban Design Strategy and Environmental Performance Requirements from the Environmental Management Framework.

4.2 Design principles for Metro Tunnel Project

4.2.1 Vision and key directions

The Urban Design Strategy establishes an Urban Design Vision that is:

"A legacy of outstanding rail stations and associated public spaces that put people first, contribute to Melbourne's reputation for design excellence, and deliver an overall substantial benefit in terms of urban quality for Melbourne, for the transport network, and for local areas influenced by the project".

Under this it identifies six key design themes or project-wide directions, being:

- Make new and improved connections
- Make great public places
- Balance line-wide consistency with site responsiveness
- Support integrated site redevelopment
- Design to help manage construction impacts
- Design for the future.

Each of these key directions has objectives with associated design guidelines to inform the design response.

In order to address these project wide key directions, CYP developed six public realm principles to guide the design and support the delivery of the Urban Design Vision. Table 2 summarises how each of these public realm principles is integrated into design and specifically addressed in the Arden (North Melbourne) precinct.

Table 2 – CYP public realm principles integrated into the Arden (North Melbourne) precinct

Principle	Principle integrated into design	Design response for Arden (North Melbourne) precinct
Performance for people	Our public realm design provides for seamless, simple and intuitive experiences for people in each of the station precincts.	The new station will provide integrated transport with Laurens Street enhanced to facilitate improved movement. The station entrance, located on the north-west edge of the precinct is near the established community in the precinct. The station architecture and plaza together provide an identity and legible marker for the station, which is visible from surrounding streets. Arden (North Melbourne) Station's identity will be defined clearly on Day 1 operation, with the surrounding precinct having the potential of redevelopment and further public realm extension.
More Melbourne	There will be more and better-quality public spaces proposed as a result of the Metro Tunnel. New cultural and creative programs generated and tested in the lead up to Day 1 operations will inform the design of each public realm space.	The Arden (North Melbourne) precinct will revitalise the area and create new public realm area from land that was previously industrial. The new station plaza which will be a place for passengers, and a place for the community to enjoy.
Context and nature	The public realm has been designed to promote views, way finding and help draw daylight and fresh air into and through each station. This helps to amplify the local character of each station's neighbourhood and authentically reflect the nature and character of each place. This approach is supported through planting, the careful use of materials and finishes as well as the design and placement of civic furniture.	The design responds to Arden's unique character. The Station entry and plaza has embraced and incorporated aspects of the surrounding natural and industrial context as a way of enhancing a unique identity for a new precinct of Melbourne. Materials within the existing industrial urban context such as brick, concrete and steel will be used throughout the public realm. The soft landscape will incorporate local species of the pre-European landscape providing a connection to country, and will feature plants suitable for inundation and treatment of storm water. The location of civic furniture will speak to the Day 1 station entry on Laurens Street. The station will be open and light, achieved through the construction of three sky lights above the station concourse.
Sustainable and resilient	The public realm designs associated with each station are focused on being ecologically conscious and designed to be resilient and adaptable to climate change. Resources required to maintain the landscape are reduced because of the quality and detailing proposed. Urban forestry, water use and biodiversity strategies have been employed that reference the MMRA's Urban Design Strategy, Environmental Performance Requirements and the Living Infrastructure Plan.	The many sustainability features include promotion of tree pits and garden beds in the plaza and the design of Laurens Street allows for storm water infiltration and capture. The trees within the public realm will provide shade and assist with maintaining air quality. The Arden (North Melbourne) precinct is susceptible to flooding which is challenging for the development of the site. Strategic placement of the station to the higher natural levels of the site and the inclusion of a flood management area above the station box will not worsen existing flooding for the 1 in 100 year Average Recurrence Interval (ARI) event. The adoption of Water Sensitive Urban Design principles will be applied to the public realm design. This approach will help mitigate flood issues and optimise the development potential of Arden.

Principle	Principle integrated into design	Design response for Arden (North Melbourne) precinct
Functional, efficient and safe	Legible, accessible and clearly defined public realm spaces provide for a highly functional and efficient environment for people to use. Increased passenger space in each station is supported by safe, inviting and generous public realm areas. This provides a seamless transition for passengers from the moment they leave the train through to the public realm.	The plaza provides an efficient, safe and open arrangement of facilities and amenities for passengers and the community. Bicycle parking, drop off, bus stops and taxi areas are all conveniently located in clear sightline from the station entrance. The integrated retail tenancies provide additional passive surveillance and amenity.
A quality legacy	The quality of each public realm space proposed supports the move towards a “turn up and go’ Metro system. The investment in the quality of the public realm spaces proposed for today can help provide the confidence for others to invest time, capital and energy into further precinct development.	The Arden (North Melbourne) precinct will become the focal point of the local area. The new plaza will provide the functional and legible requirements for passengers alighting, boarding and transferring. It will also be a ‘place’ for local everyday life, to support retail, social interaction and amenity. The consolidation of the Day 1 entry creates the flexibility needed for the design of future entries, streets and public spaces in the centre of the precinct.

4.2.2 Precinct-specific design issues for Arden (North Melbourne) precinct

The Urban Design Strategy identifies precinct-specific design issues for Arden. As with the project wide key direction, each of these issues has objectives with associated design guidelines to inform the design response.

The Arden (North Melbourne) precinct is set to become a major commercial and residential precinct within the Melbourne municipality in the next 30 years. It is noted that the Arden (North Melbourne) precinct is subject to flooding due to the close proximity to the Moonee Ponds Creek, but also due to topographic constraints it is also susceptible to flooding from overland flow from the local catchment. In response to this, the station has been designed to ensure flood protection and surface water mitigation. This is further discussed in Section 4.4.7. The Day 1 station entry has been designed to not preclude future development of the surrounding area and permits future over-site development (which is not included in this development plan).

4.3 Consistency with Urban Design Strategy

The CYP design vision for the Arden (North Melbourne) precinct is to create a focal point for the area.

The public realm components of the precinct will create visual links and enhance existing features with key components being:

- Station Entry Plaza — Reinforces the station identity and intermodal functions for commuters, but also a new place, in its own right, for the community
- Laurens Street — Existing tree-lined street that is being widened and enhanced for its new role as a more pedestrian and public transport-focussed street
- Barwise Street — Retains its operational service function for existing properties, and incorporates street trees, improving pedestrian amenity.

The different precinct components serve different urban purposes and are enriched by a variety of programs incorporated into the design.

The design drawings of the resultant built form for the Arden (North Melbourne) precinct attached as follows:

- Site layout plan (Appendix A)
- Architectural plans and elevations (Appendix B)
- Landscape plans and elevations (Appendix C)
- Public realm plans (Appendix D).

Additionally, Appendix E has an assessment of the design guidelines in the Urban Design Strategy that includes cross references to where each relevant design guideline is addressed in this Development Plan.

Figure 5 outlines the different components that combine to create the Arden (North Melbourne) precinct.

4.3.1 Architectural response

Arden is to become a new destination and community of Melbourne – a place to work, live and visit – with a character that is modern, industrial, youthful and gritty. Arden (North Melbourne) Station will be the catalyst for the urban renewal of this precinct, and will be the heart of its economic, social and civic intensity.

Arden (North Melbourne) Station has been designed to integrate into the urban fabric of the industrial precinct of inner northern Melbourne through the use of arches in the built form and the proposed materiality of the station precinct.

The design response is also reflective of the natural context in which the Arden (North Melbourne) precinct is proposed. The proximity to the Moonee Ponds Creek provides an opportunity for integration of the design into this emerging open space and biodiversity corridor, as envisaged in the draft Arden Vision and Framework. In response to the susceptibility of flooding, careful design of the station has been considered, with Arden (North Melbourne) Station's entrance raised 1.5 metres above ground level to prevent flood events. In addition to this level change, there is a floodgate incorporated into design which allows for an additional 1 metre flood protection ensuring the station is protected from the 1 in 1000 year ARI flood event. A flood management area, approximately 0.5 metres deep, will also be included beyond the Day 1 station entry to offset the flood storage loss resulting from the proposed Day 1 above ground structures.

The inclusion of a terraced station entrance is a necessary level change in the design to help mitigate this. Additionally it creates spaces for informal social gathering and waiting. The Arden (North Melbourne) Station also features retail provision for a cafe into the station building plaza, and have created terraces for outdoor dining via the level changes built into the design. The plaza will feature seating and other civic furniture to invite people to stay and enjoy the Arden (North Melbourne) precinct.

The design of the Arden (North Melbourne) Precinct has been carried out in a manner to anchor the redevelopment of the broader Arden urban renewal area. By having the new North Melbourne Station address Laurens Street from Day 1, it ensures the station building does not preclude the future redevelopment of the broader Arden urban renewal precinct. The station has addressed the draft Arden Vision and Framework document which outlines the intended future development pattern of the site, including a design that envisions future northern and southern entries to be constructed for access to the stations below ground concourse level.

In addition to these station architectural design outcomes, the operational elements of the project stations will also be consistent with the broader public transport system in metropolitan Melbourne. Steps have been taken to ensure architectural design allows for consistency of the new stations with the existing network, particularly in relation to station elements such as ticketing machines, ticket barriers and customer service facilities through adherence to requirements such as Metro Trains Melbourne (MTM) standards and the project's contractual Project Scope & Technical Requirements (PS&TR). Arden (North Melbourne) Station's architectural response also addresses the need for amenities, such as public toilets, locating them in paid zones beyond ticket gates, similar to other stations across the network. Design development processes have been undertaken to ensure the design of the station and these operational elements work together and result in a space which is highly useable and provides seamless orientation.

The design of Arden (North Melbourne) Station anticipates growth in Melbourne's population and any subsequent changes in activity patterns resulting from the project. At Arden this is expected to be significant with the redevelopment of the site for commercial and residential purposes. As such, Arden (North Melbourne) Station has been designed to meet expected 2046 patronage figures, with an additional 25% demand capacity to take into account any sharp spikes in transit use or greater population growth than expected.

The relevant architectural drawings showing works at ground level are attached in Appendix B:

- TAS-CYP-AR-00-DRG-ARC-ARD-711000-DP
- TAS-CYP-AR-00-DRG-ARC-ARD-711101-DP
- TAS-CYP-AR-00-DRG-ARC-ARD-712001-DP
- TAS-CYP-AR-00-DRG-ARC-ARD-712002-DP.

There are no relevant architectural drawings showing works below ground level as the ticket gate is located on the ground floor.

The relevant architectural elevation drawings showing works at ground level and underground are attached in Appendix B:

- TAS-CYP-AR-00-DRG-ARC-ARD-714000-DP
- TAS-CYP-AR-00-DRG-ARC-ARD-714002-DP
- TAS-CYP-AR-00-DRG-ARC-ARD-714011-DP.

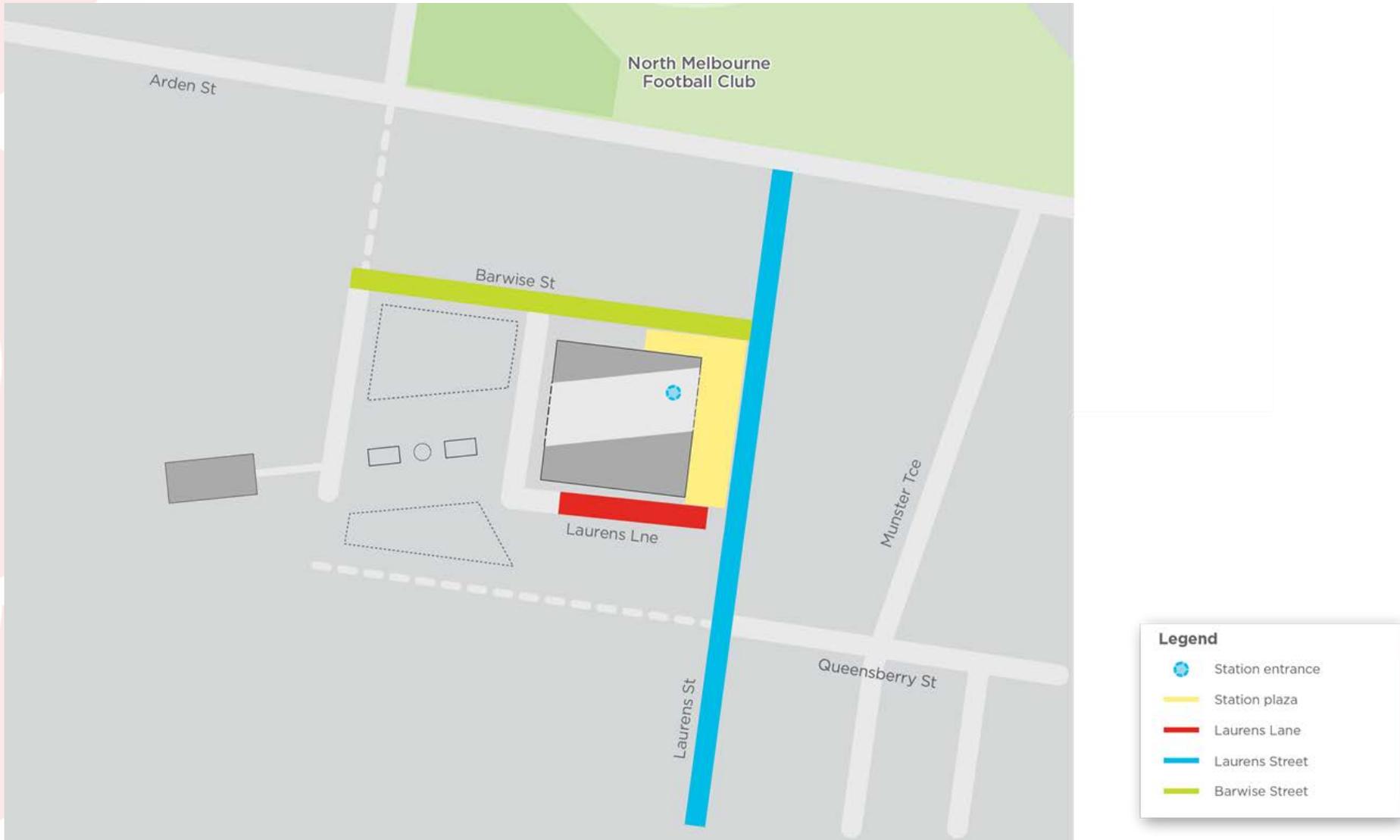


Figure 5 – Arden (North Melbourne) precinct components

4.3.2 Landscape response

Mature plane trees and peppercorns along Laurens Street currently provide both amenity and shade. It is anticipated that these trees will be kept. There are currently few trees and little greenery within the precinct. The CYP design reinstates more trees and more greenery than currently present. This will contribute to the project goal of increasing overall tree canopy coverage and providing landscaped areas within the public realm, as well as provide a comfortable micro climate for passengers and the community provided through dense canopy tree planting. The large station unpaid ticket concourse will provide further public space that is protected from the sun and rain.

Trees will be planted in several different conditions:

- Directly in garden beds or biofiltration areas where there will be large natural soil conditions
- Within paved areas trees will be planted in tree pits with structural soil below the pavement. Passive irrigation and water treatment of stormwater will be integrated where feasible
- Trees located above the station structure will have sufficient soil depth. Where trees are surrounded by paving, they will be installed within tree trenches with structural soil.

Details regarding plant species are subject to ongoing investigation and will be decided later prior to project completion.

The water sensitive design approach will deliver positive visual benefits to the area in terms of landscaping and planting – these will all have contextual identity linked to the site's existing ecosystem.

In addition to water sensitive urban design, the Arden (North Melbourne) precinct will feature an approximately 0.5 metre deep flood management area, built to the west of the station entrance.

The relevant landscape drawings are attached in Appendix C:

- TAS-CYP-AR-00-DRG-AUD-ARD-710001-DP
- TAS-CYP-AR-00-DRG-AUD-ARD-712201-DP
- TAS-CYP-AR-00-DRG-AUD-ARD-712202-DP
- TAS-CYP-AR-00-DRG-AUD-ARD-712203-DP
- TAS-CYP-AR-00-DRG-AUD-ARD-712204-DP
- TAS-CYP-AR-00-DRG-AUD-ARD-712205-DP
- TAS-CYP-AR-00-DRG-AUD-ARD-712206-DP
- TAS-CYP-AR-00-DRG-AUD-ARD-712207-DP
- TAS-CYP-AR-00-DRG-AUD-ARD-714200-DP.

4.3.3 Public realm response

The Arden (North Melbourne) precinct public realm design response will create new spaces for transit users and the community to interact and enjoy. The station plaza on Laurens Street provides a meeting place at the station entry set back from Laurens Street, while the new 'Laurens Lane' provides an inviting and green space, set amongst trees, encouraging visitors to enjoy the surrounds. Project works will change the streetscape of Laurens Street, encouraging ongoing urban renewal in an area currently heavily dominated by industrial uses. Works along Barwise Street will reinvigorate an underused space and the design will reinstate a greener more sustainable precinct as a legacy with future development opportunities.

Laurens Street will accommodate a main station entry and exit point for Day 1 operation as well as the associated functional requirements including bicycle access, pedestrian crossings, kiss-and-ride, taxi zone and bus stops (for future bus routes), and private vehicle thoroughfare. The majority of bicycle parking will be accessible via Barwise Street and the service road entry to the station. The station plaza will feature a number of retail stores providing passengers with an opportunity to buy refreshments and food whilst within the Arden (North Melbourne) precinct. There is also digital passenger information display enhancing the user experience and to ensure safety, the station precinct will be monitored by video surveillance.

Two new service laneways will be developed as part of the project. This includes a service laneway at the rear of the main station building, which will also provide cyclist and pedestrian access. Another service laneway off Barwise Street will service the western ancillary building. This laneway aligns with the proposed extension of Fogarty Street and can be integrated into its future development.

Integrated art that speaks to the above themes will be included in precinct finishings. A collaborative commission for areas of the landscape with a designer is part of our Cultural and Arts Strategy. By celebrating the unique character of the precinct and amplifying these qualities, the project supports a unique identity and connection to place and country. A provisional location for the art installation is provided.

The relevant public realm drawings listed below are attached in Appendix D:

- TAS-CYP-AR-00-DRG-AUD-ARD-710001-DP
- TAS-CYP-AR-00-DRG-AUD-ARD-712101-DP
- TAS-CYP-AR-00-DRG-AUD-ARD-712102-DP
- TAS-CYP-AR-00-DRG-AUD-ARD-712103-DP
- TAS-CYP-AR-00-DRG-AUD-ARD-712104-DP.

4.3.4 Community experience

The Arden (North Melbourne) precinct has been designed to allow seamless movement through both the station and public realm.

The Arden (North Melbourne) precinct presents an opportunity for urban renewal in an area heavily dominated by industrial uses. The precinct is located at the intersection between Laurens Street and Barwise Street, in a space that is currently underused by pedestrians and cyclists. Existing conditions at the site mean that access to public transport is poor and the quiet streets are primarily used by private vehicles. The precinct design will transform this space to prioritise pedestrians and cyclists and their access to the station, while taking into account the needs of businesses in the area.

Upon project completion, on Day 1, the Arden (North Melbourne) precinct will:

- Be integrated into the broader pedestrian network via existing pedestrian paths along Arden Street and Queensberry Street. New pedestrian connections will be provided along Laurens Street and Barwise Street, linking the new Arden (North Melbourne) precinct into the existing surrounding space
- Have cyclist access through the precinct. New on-road cycle paths will be provided in both directions along Laurens Street, linking into the existing bike paths along Arden Street and Queensberry Street. These cycle paths will provide direct access to the Arden (North Melbourne) precinct. The provision of cycle paths enhances the existing connections to surrounding bike routes, such as the Moonee Ponds Creek trail, and does not preclude the future development of the precinct to enhance cyclist connections. Bicycle hoops are provided in multiple locations within the precinct, providing cyclists the opportunity to easily access transport services
- Integrate a bus stop along Laurens Street, providing connections to further destinations within Melbourne. The design allows for the future development of additional transport connections, as identified in the Arden Vision and Framework
- Allow users access to the new station at Arden from Laurens Street, via steps or a graded ramp. This entrance feeds into an unpaid plaza space, with ticketed barriers leading to the escalators that descend to the train platforms below. There will be three escalators providing access up to and down from the platforms. Two lifts are located adjacent to the escalators providing additional access to the platforms. Mobility impaired users will be able to get from the station entrance, to the platform, step free
- Have a station concourse and train platforms located underground that feature natural light from the three skylights positioned to the west of the station entrance. The unpaid concourse area will feature retail space and station facilities such as ticket machines. The station has been designed in a manner to reduce the need for signage, encouraging intuitive wayfinding through the design.

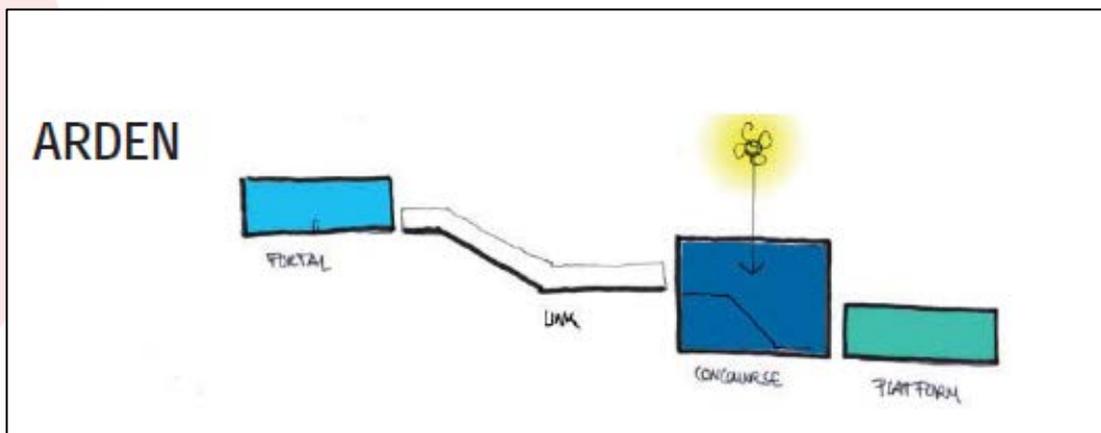


Figure 6 – Arden (North Melbourne) Station user experience design

4.3.4.1 Universal access

Universal access has been incorporated into the design of Arden (North Melbourne) precinct. Two universal access vehicle bays for disabled parking are provided on Barwise Street, and two kiss-and-ride bays are located on Laurens Street. There is step-free access to the station platform, via a pedestrian ramp from Laurens Street up to the station infrastructure and a lift down to the station platform. Additionally, there is also a ramp from the service laneway at the buildings rear which will provide disabled and able-bodied access to station facilities from the western redevelopment area. Pedestrian ramps have been designed in accordance with Section 23 of the *Disability Discrimination Act 1992*. These features ensure that all precinct users can access the station regardless of physical ability on opening and into the future.

4.3.4.2 Pedestrian access

Most station passenger movements will involve pedestrian journeys to the station or interchanging with the connecting bus or Moonee Ponds Creek Trail cycling trail. For passengers commuting to and from the station by foot the precinct design accommodates movement using a series of dedicated pedestrian crossings on Laurens Street and Queensberry Street. The pedestrian movement network through the Arden (North Melbourne) precinct is shown in Figure 7. The station features one set of ramps, stairs and lifts to link with universal access bays on the northern side of the station entry and the bus stops (for future bus routes) to the west on Laurens Street. This will create a swift movement between bus and train modes through a short walk that utilises the dedicated pedestrian crossings.

Private parking spaces will not be increased as part of the station works, as the area's walkability has been increased through enhancements to the footpaths, including widening on Laurens Street. The Arden (North Melbourne) precinct will also provide universal access compliant parking bays and access to the station via ramps and lifts ensuring station access for all passengers.

4.3.4.3 Bicycle access

Improving Melbourne's cycling network and encouraging active transport and intermodal connections with Melbourne's metro system is an important project objective.

Our design provides high-quality bicycle paths and generous amounts of bicycle parking. These will facilitate sustainable transport and healthy lifestyle options for commuters and the station's surrounding communities. On Day 1, 126 bike-parking spaces will be available in and around Arden (North Melbourne) Station. The opportunity for bicycle sharing facilities will also be provided.

The existing painted-on road bicycle lanes along Laurens Street will be reinstated, providing good access from the surrounding network to the station.

4.3.4.4 Transport integration

The Arden (North Melbourne) precinct has been designed with a preferred transport hierarchy that focuses on pedestrians followed by cyclists, public transport, service vehicles and finally private automobiles.

The station precinct needs to accommodate easy passenger arrival and drop off via future bus services, cars and taxis. On Day 1, bus stops (for future bus routes) and separate kiss-and-ride and taxi spaces are provided directly outside the station on Laurens Street. The design also includes allowance for additional future bus stops. Universal access parking bays are conveniently located at the north of the station with direct access to the north ramp to the concourse.

Bicycle parking is provided at station entries to make cycling both attractive and a safe way of travelling to Arden (North Melbourne) Station (refer to bicycle facilities in Figure 8). New bus stops (for future bus routes) with shelters on Laurens Street will allow passengers to readily connect with trains. While kiss-and-ride, service vehicles, provision for rail replacement bus services and taxi bays have been integrated into the public realm — these are located at southern station entry near Laurens Lane. These arrangements are shown on Figure 9. Additionally, the design accommodates station staff parking on Barwise Street.

While there are currently no tram services that stop at Arden (North Melbourne) Station, the design of the station precinct does not preclude any future tram extensions along Arden Street.

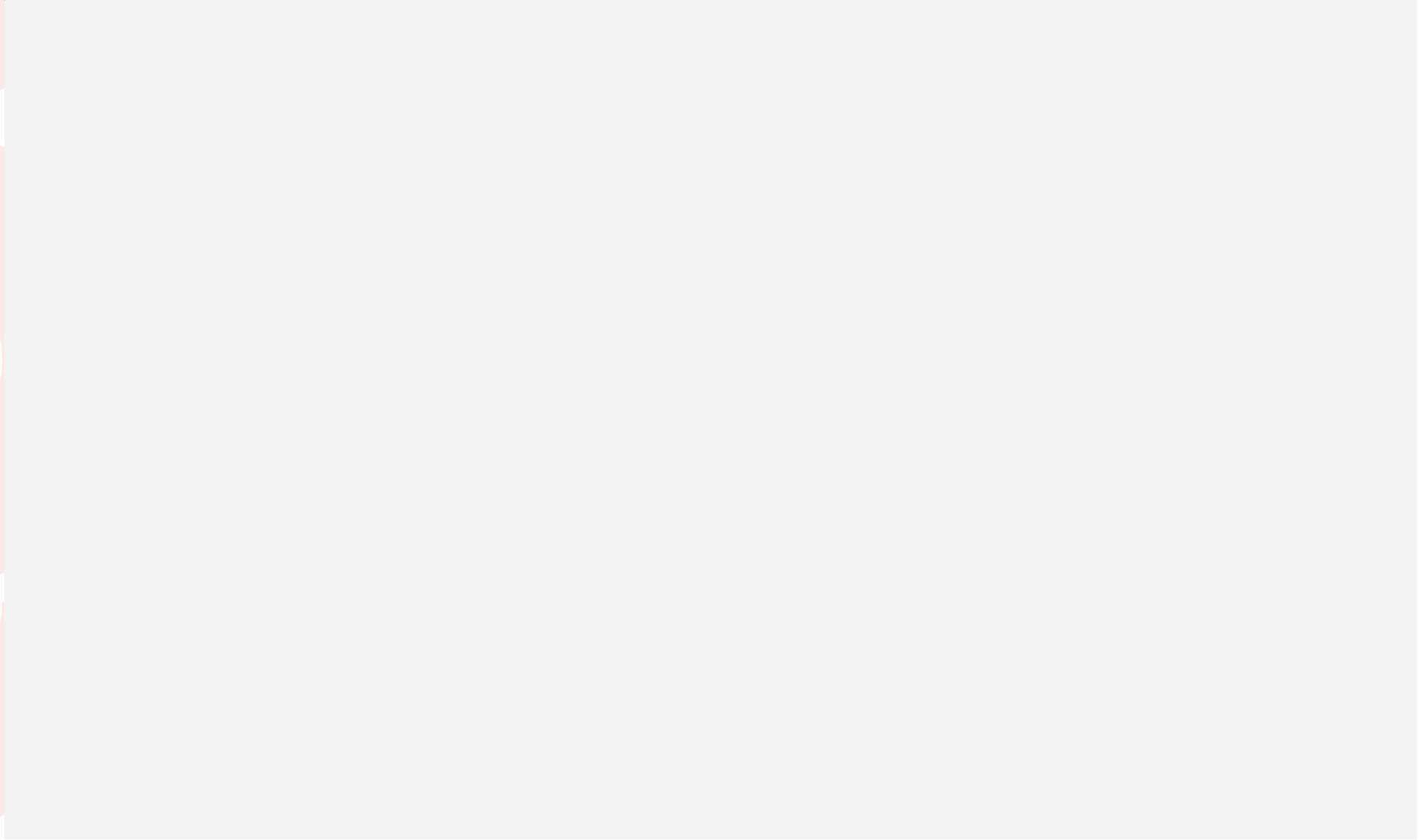


Figure 7 – Pedestrian movements through the Arden (North Melbourne) precinct

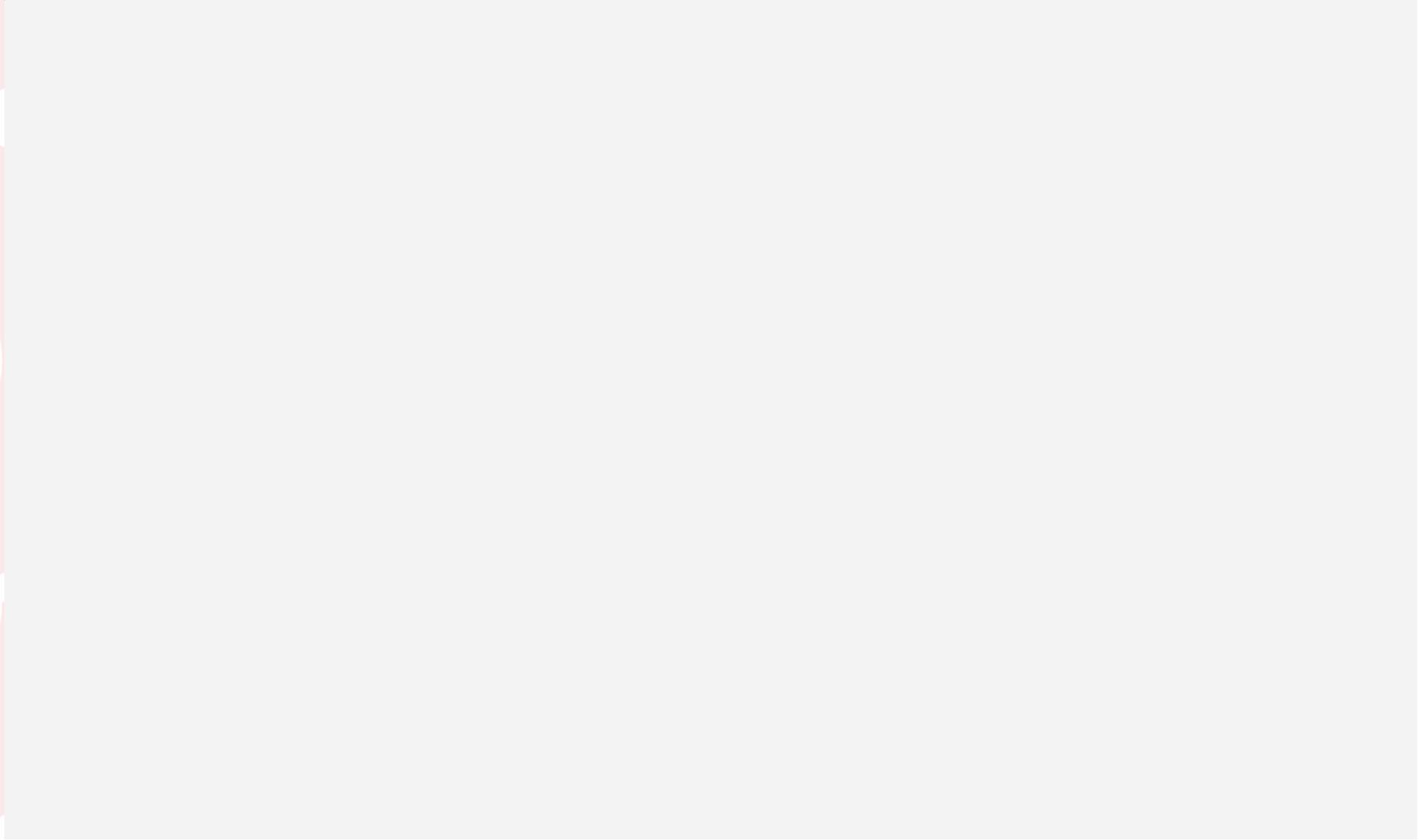


Figure 8 – Bicycle facilities in the Arden (North Melbourne) precinct

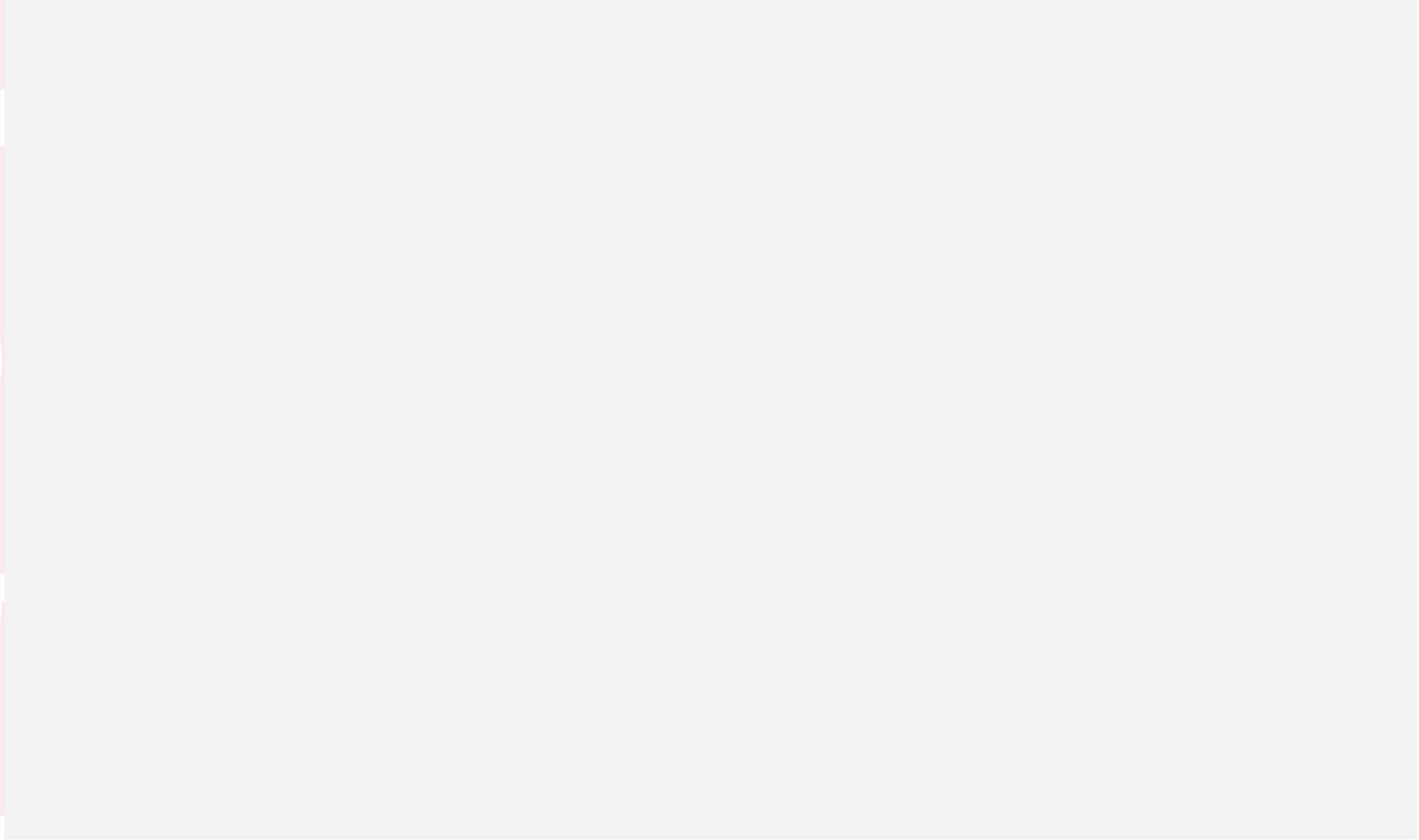


Figure 9 – Transport integration within the Arden (North Melbourne) precinct

4.3.5 Lighting

The public realm lighting is designed with deliberate consideration of the experience of those visiting the station and its surrounds, recognising that the station precinct is a key part of the passenger's journey. Lighting will intuitively guide passengers in their journey from the streets through the station plaza and to the entrance.

Natural light will enter the station concourse through a series of skylights installed at ground level.

Street and pathway lighting will come from pole-mounted lights, at a scale and form to suit the purpose and local context. Green space and seating within the station plaza invites passengers to spend a moment interacting with the precinct and the local community.

4.3.6 Signage

Careful effort has been taken in planning and designing the stations to reduce the amount of signage required. Internal and external spaces have been designed to support intuitive movement with minimal reliance on signage. Signage is presented in a logical sequence based on providing the right information at the right time and in the right place.

A family of sign types has been developed and applied consistently across all stations and their precincts. Signs are categorised into four main functional groups; identification, directional, information and statutory.

The signage system has been designed based on PTV signage guidelines. This ensures a system that is consistent, predictable and recognisable to users across Melbourne's transport network. A combination of static and digital signage has been used to provide an element of permanence and consistency, while allowing the flexibility to change and adapt where necessary.

For the departing passenger, stations will be identified from a distance by a 5m high illuminated station marker sign located at street level. Entrances to the stations will be identified with a legible city totem and station name sign above all entry points. At the concourse level, directional signs will highlight the location of station facilities and direct passengers down to platforms. Once on the platform, information for departing passengers will be contained within and above the platform screen doors.

For a passenger arriving on the train, station names located trackside and along the platform will confirm arrival at the station. After alighting, 'way out' signage will direct passengers to the nearest escalators/stairs and lifts. Signage content on the platform is kept to a minimum to promote easy decision making and ensure passengers exit safely and efficiently. At concourse level, directional signage clearly indicates where each of the exit points are located, and which street each of the escalators/stairs and lifts lead to. Exit guides (in the form of a map) provide further information for passengers requiring more detail. At street level, a legible city totem is located close to all exit points to help passengers locate key destinations and nearby bus stops.

Location and signage hierarchy is detailed in Appendix A, drawing TAS-CYP-AR-00-DRG-AUD-ARD-710200-DP.

4.3.7 Ancillary features

Station ventilation structures and a chiller plant have been consolidated and strategically placed within the station building to avoid being visible in the public realm. This placement makes them less visibly obtrusive, reducing their potential to impede on sightlines and future development of the Arden (North Melbourne) precinct.

Other maintenance and back of house facilities are located in the building off the western service lane. The footprint of this building has been reduced through incorporating as much infrastructure underground as possible, without precluding OSD. This building is intended to be integrated into the nearby redevelopment as well as the future built form of the precinct.

4.3.8 Materials and finishes

A palette of indicative materials and finishes has been prepared to highlight the intended colour tones and textures of the Arden (North Melbourne) precinct. Materials such as brick, concrete and ceramic have been carefully selected as part of the station's design to reflect the surrounding industrial environment and tie into the City of Melbourne public realm. These indicative materials and finishes have been selected in consultation with the City of Melbourne and OVGGA and comply with the City of Melbourne Design Standards as per the project scoping and technical requirements.

Other finishes, such as stone and concrete framing and glass screening is reflective of other project stations and strengthens the line-wide identity. Figure 10 provides indicative materials and finishes for the Arden (North Melbourne) precinct. A copy of the materials schedule is provided in Appendix B, refer to schedule:

— TAS-CYP-AR-00-SCH-ARC-ARD-00001-DP.

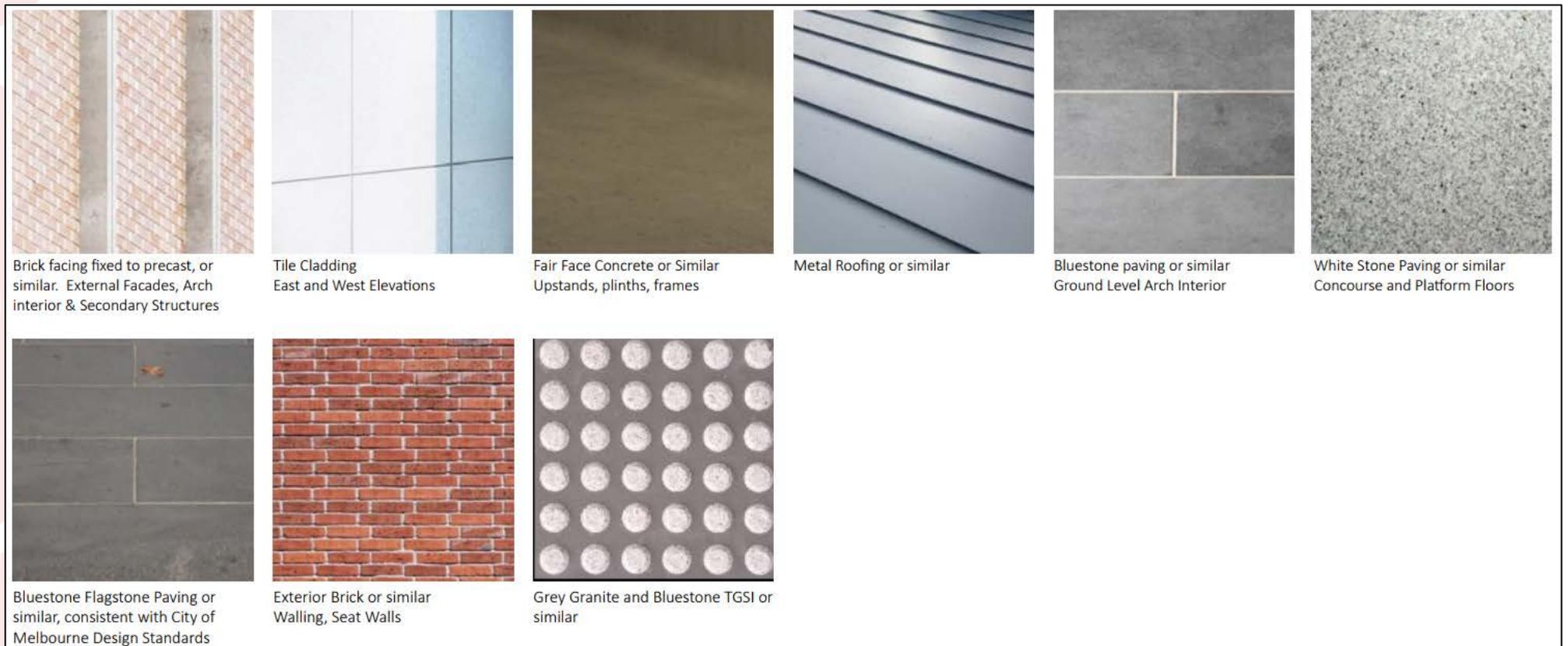


Figure 10 – Materials and finishes for Arden (North Melbourne) precinct

4.3.9 Crime prevention through environmental design

Each station's relationship to the surrounding precinct differs, with Arden (North Melbourne) Station configured to allow natural pedestrian flows from both the existing area and future development within the precinct. This helps to guide and manage pedestrian access while providing natural or passive surveillance qualities to Arden (North Melbourne) precinct. Natural access control and passive surveillance, in addition to territorial reinforcement, make up the three basic strategies of Crime Prevention through Environmental Design (CPTED).

The design concept of access control is directed primarily at decreasing criminal accessibility. Natural access control restricts criminal intrusion, in particular into areas where they are not easily observed. This is achieved by limiting access and increasing natural surveillance. Design initiatives integrated into the Arden (North Melbourne) precinct which aim to accomplish this include the use of gates, fences, walls, footpaths, landscaping and lighting to:

- Clearly guide the public to and from specific entrances and exits
- Prevent or discourage public access to or from dark or unmonitored areas
- Enable intruders to be more easily recognised.

Natural, or passive surveillance, is a design concept that aims to keep potential offenders and intruders under observation through the creation of environments where there is sufficient opportunity for people engaged in their normal behaviour to observe the space around them. This is sometimes also referred to as “eyes on the street”. Design features of the Arden (North Melbourne) precinct which have been employed to increase natural and passive surveillance include:

- Design and placement of physical features to maximise visibility. For example, Arden (North Melbourne) Station features a clear through building orientation, providing passive surveillance toward Laurens Street and the new service lane
- Selected plantings has been selected to maximise visibility via high-canopy trees, and low growing shrubs and ground covers (less than 500 millimetre high)
- Placement of persons or activities to maximize surveillance possibilities, such as commercial retail units which encourage persons to linger in the vicinity, helping underpin perceptions of safety.

Territorial reinforcement, the third basis of CPTED, focuses on the delineation of private space from semi-public and public spaces, creating a sense of ownership. This in turn identifies intruders, making them less likely to offend. While not necessarily the domain of the design for the Arden (North Melbourne) precinct given its status as a public building, simple design measures have been employed to reduce the potential for anti-social behaviour including:

- Reinforcing existing natural surveillance and natural access control strategies with additional symbolic or social ones to enhance a feeling of legitimate ownership.
- Designing a space to accommodate long-term and continued use and to fit its intended purpose.
- Using pavement treatments, landscaping, art, signage, screening and fences to define and outline ownership of space.

4.4 Consistency with Environmental Management Framework

The Environmental Management Framework provides a transparent and integrated governance framework to manage the environmental aspects of the entire project. A summary of the framework is provided in Table 3.

Table 3 – Summary of MMRA Environmental Management Framework

Topic	Summary
Contract structure	Outlines the MMRA procurement strategy that includes different delivery packages including an Early Works Managing Contractor, Rail Infrastructure Alliance, Rail Systems Alliance and Tunnels & Stations Public Private Partnership (CYP)
Roles and responsibilities	Defines roles and responsibilities for the Minister for Planning, regulators and agencies, MMRA, PTV, project contractors (for the delivery packages above), Independent Reviewer and Independent Environmental Auditor.
Environmental management plans and documentation	Provides requirements for project contractors to have an Environmental Management System, Development Plans, Early Works Plan/s, Construction Environmental Management Plan, Operations Environmental Management Plan, Transport Management Plan/s, Business Disruption Plan, Construction Noise & Vibration Management Plan, Site Environmental Implementation Plans, Work Method Statements and records and checklists.

Topic	Summary
Evaluating environmental performance	Provides requirements for project contractors in relation to monitoring, reporting and auditing environmental performance.
Environmental Performance Requirements (EPRs)	EPRs are performance-based requirements that define the project-wide environmental outcomes that must be achieved during design, construction and operation of the project. This performance-based approach allows for a delivery model with sufficient flexibility to encourage innovation by the project contractors to determine how any approved EPR would be achieved.
Residential Impact Management Guidelines	Appended to the framework, the guidelines provide direction to the project contractors on how to address residual impacts on residential amenity so far as is reasonably practicable and appropriate.
Business Support Guidelines for Construction	Appended to the framework, the guidelines provide a framework for project contractors to address residual impacts on businesses so far as reasonably practicable and appropriate.

The Environmental Management Framework rightly extends well beyond just the application to this Development Plan, which presents the scope and extent of the built form of CYP's works in the Arden (North Melbourne) precinct. This includes:

- Construction impacts – will be addressed by CYP's Environmental Management System, Construction Environmental Management Plan, Site Environment Implementation Plans, Early Works Management Plan and aspect-specific management plans (as specified in Incorporated Document and EPRs). This is subject to separate stakeholder consultation requirements and review by the Independent Environmental Auditor, including quarterly audits of performance throughout construction
- Operational impacts – will be addressed by CYP's Environmental Management System and Operations Environmental Management Plan. This is subject to separate stakeholder consultation requirements and review by the Independent Environmental Auditor
- Geographically-specific – location specific requirements that are not in the Arden (North Melbourne) precinct will be addressed in the relevant precinct Development Plan
- Specific to another project contractor – compliance by other project contractors (e.g. Early Works Managing Contractor) will be addressed in the relevant environmental management documentation of that project contractor.

An assessment of each EPR is provided in Appendix F. This identified key EPRs relevant to this Development Plan and these are presented below.

4.4.1 Aquatic ecology and river health

Table 4 provides the CYP design response to the relevant aquatic ecology and river health EPRs.

Table 4 – Design response to relevant aquatic ecology and river health EPRs

EPR	Design response
EPR AE1: Stormwater treatment	The design of the Arden (North Melbourne) precinct has been developed in consultation with Melbourne Water and City of Melbourne.
EPR AE7: Stormwater treatment	<p>The Arden floodplain has been considered precinct design development of the precinct, with Water Sensitive Urban Design (WUSD) principles also included. Measures integrated into the Arden (North Melbourne) precinct will ensure that stormwater entering bodies of water complies with State Environment Protection Policy (SEPP) (Waters of Victoria). In meeting these requirements, the project has implemented design measures that align with the City of Melbourne water management plan. Broadly, these objectives include:</p> <ul style="list-style-type: none"> — Reducing flood risk in lower elevated areas of flood catchment areas — Increasing soil moisture — Mimicking the natural water cycle by retaining more rainwater in the upper section of catchments, reducing stormwater runoff — Providing passive irrigation to plants reducing potable water demand.

EPR	Design response
	<p>In order to meet these objectives and satisfy SEPP (Waters of Victoria), the following design measures have been implemented in the Arden (North Melbourne) precinct design:</p> <ul style="list-style-type: none"> — A compensatory flood storage basin is provided to the west of the station infrastructure. This will detain stormwater and help flood management in times of heavy rainfall. — Provision of tree pits containing large soil volumes which are fed by drainage grates have been integrated into the public realm hardscape design. These measures both provide passive irrigation and assist with stormwater management. <p>Landscape drawings in Appendix C show the location of these water sensitive urban design plantings across the Arden (North Melbourne) precinct, incorporating water sensitive urban design measures.</p>

4.4.2 Arboriculture

Table 5 provides the CYP design response to the relevant arboriculture EPRs.

Table 5 – Design response to relevant arboriculture EPRs

EPR	Design response
<p>EPR AR1: Maximise tree retention</p>	<p>The design of the Arden (North Melbourne) precinct has been developed in consultation with City of Melbourne.</p> <p>The removal of trees has been avoided, where possible, with particular emphasis given to the retention of mature trees, such as those along Laurens Street. This has been achieved through the placement of the station box, which has been reduced in size. Additionally, surface works pertaining to the strategic placement of street furniture and ancillary structures such as emergency egress and vent shafts have been designed to maximise the retention of existing trees within the Arden (North Melbourne) precinct.</p> <p>As part of project works, 105 trees will be removed. 60 of these trees have been removed during early works with an additional 45 to be removed are due to CYP design. In total, this is 17 less trees than identified during the EES.</p> <p>The retained and removed trees are shown on the landscape plans in Appendix C.</p>
<p>EPR AR2: Tree soil and water supply</p>	<p>The design of the Arden (North Melbourne) precinct identifies soil zones for tree planting. At Arden trees will be planted in several different conditions:</p> <ul style="list-style-type: none"> — Directly in garden bed or lawn areas where there will be natural large soil volumes — In paved areas where tree pits with structural soil systems created below the pavements. These will typically allow stormwater to enter the tree pit providing passive irrigation and water treatment. <p>Tree pits in paved areas will have an indicative size of 3 metres wide by 6 metres long by 1.2 metres deep. They will have structural soil cell systems, which allows uncompacted soil to be placed under ridged surface pavements. The actual size and configuration will be subject to the location of underground utilities.</p> <p>CYP will work with a specialist soil scientist to develop a high-performance soil specification and profile that balances the optimal soil requirements for storm water drainage, as well as for long term tree growth.</p> <p>The soil zone for tree planting and water sensitive urban design are shown on the public realm plans in Appendix D and landscape plans in Appendix C.</p>
<p>EPR AR3: Tree replacement</p>	<p>The design of the Arden (North Melbourne) precinct has been developed in consultation with City of Melbourne.</p> <p>The design for the Arden (North Melbourne) precinct includes reinstating trees throughout the precinct. Overall there will be approximately 98 new trees within the Arden (North Melbourne) precinct. This will help achieve MMRA's objective of doubling tree canopy by 2040 across the Metro Tunnel project.</p> <p>A tree replacement program will be developed in further consultation will City of Melbourne. This will ensure tree replacement is carried out in alignment with council strategies.</p> <p>The reinstated trees are shown on the landscape plans in Appendix C.</p>

4.4.3 Historical cultural heritage

Table 6 provides the CYP design response to the relevant historical cultural heritage EPRs.

Table 6 – Design response to relevant historical cultural heritage EPRs

EPR	Design response
<p>EPR CH1: Minimise heritage impact</p> <p>EPR CH10: Response to heritage places</p> <p>EPR CH23: Heritage street fabric</p>	<p>The design of the Arden (North Melbourne) precinct was developed in consultation with Heritage Victoria and City of Melbourne. This has resulted in cultural heritage informing the Arden design response.</p> <p>There is no known heritage fabric at the existing Arden (North Melbourne) precinct, however Arden's industrial heritage is expressed through the proposed materials, finishes and detailing of the station building and plaza. The design blends transport typology (the bridge crossing inspiration and the proposed transport infrastructure) with the existing industrial nature of the area.</p> <p>The proposed hardscape and furniture for the public realm will feature materials and finishes that reflect City of Melbourne's durable and distinctive palette, including bluestone paving, and stainless steel furniture. Many elements at Arden are made from brick, stone and stainless steel to enhance the precinct's identity. The station structure design prioritises red brick, providing a strong connection to the existing industrial infrastructure that surrounds the Arden (North Melbourne) Station site.</p> <p>Plant selection at Arden includes a predominantly native and indigenous plant palette which further highlights the historical significance and cultural values of the site.</p> <p>The public realm response incorporating heritage values are discussed in Section 4.3.3 and shown on the public realm plans in Appendix D.</p>
<p>CH12: Langford Street pumping station</p>	<p>This Development Plan does not propose any works in the vicinity of the Langford Street pumping station. Any works in close proximity will be subject to separate planning processes.</p>

4.4.4 Land use and planning

Table 7 provides the CYP design response to the relevant land use and planning EPRs.

Table 7 – Design response to relevant land use and planning EPRs

EPR	Design response
<p>EPR LU1: Minimise impact on existing land use</p>	<p>The design of the Arden (North Melbourne) precinct was developed in consultation with the City of Melbourne.</p> <p>Due to the largely vacant, industrial nature of the new Arden (North Melbourne) precinct, and its status as a key redevelopment precinct for Melbourne, precinct design seeks to reduce limitations on the development capacity of the site. Examples of this include:</p> <ul style="list-style-type: none"> — The design of the Arden (North Melbourne) Station building, housing the station entrance, has been located close to the intersection of Laurens and Barwise Street creating flexibility for the design of future station entries, precinct streets and public spaces across the Arden redevelopment precinct — The scale of development, namely the station building, is reflective of the existing surrounding built environment. <p>The design of Arden (North Melbourne) Station also provides additional public open space with the development of a station plaza at the intersection of Laurens and Barwise Streets. This strengthens the connection between Arden (North Melbourne) Station and the existing area beyond. This new area of public open space will become a meeting point for existing and future residents and workers in the Arden (North Melbourne) precinct.</p> <p>The public realm shown on the public realm drawings is included in Appendix D.</p>
<p>EPR LU2: Master plans</p>	<p>The design of the Arden (North Melbourne) precinct was developed in consultation with City of Melbourne.</p>

EPR	Design response
EPR LU3: Design of Arden Station	<p>The design is in accordance with the Urban Design Strategy and the Draft Arden Vision and Framework (released in September 2016), and was developed in consultation with the VPA.</p> <p>The Urban Design Strategy requires the precinct to have regard for a number of public realm elements, including but not limited to creating new and improved connections as well as making great public places. The design of the Arden (North Melbourne) precinct is consistent with the Urban Design Strategy requirements, for example, incorporating the development of a public plaza at the station's entrance, utilising land that was previously used for industrial purposes.</p> <p>The design of the precinct is consistent with the Draft Arden Vision and Framework and does not preclude the future development of land for public open space across the broader Arden area. It also provides provision for a future station entrance.</p> <p>Furthermore, the precincts design has taken a comprehensive, integrated approach to managing water in the Arden (North Melbourne) precinct. Examples of this include the use of Water Sensitive Urban Design (WSUD) plantings across the precinct to help manage local stormwater and ensuring the station entry level is set to protect the station from being flooded from the 1 in 100 year ARI flood event (this also includes an active flood protection barrier at the ticket gate to protect against the 1 in 1000 year ARI flood event).</p> <p>Landscape drawings included in Appendix C show the design response for the Arden (North Melbourne) precinct incorporating WSUD principles such as plantings and passive drainage/irrigation utilising the natural flow of water.</p> <p>A detailed assessment of consistency with the Urban Design Strategy is provided Section 4.3.</p>
EPR LU4: Urban Design Strategy	<p>The design of the Arden (North Melbourne) precinct is in accordance with the Urban Design Strategy and was developed in consultation with the Urban Design and Architectural Advice Panel (UDAAP). A detailed assessment of consistency with the Urban Design Strategy is provided in Appendix E and Section 4.3.</p>

4.4.5 Landscape and visual

Table 8 provides the CYP design response to the relevant landscape and visual EPRs.

Table 8 – Design response to relevant landscape and visual EPRs

EPR	Design response
<p>EPR LV1: Reduce visual impact</p> <p>EPR LV2: Re-establishment of public open space</p>	<p>The design of the Arden (North Melbourne) precinct was developed in consultation with the Office of the Victorian Government Architect, Victorian Planning Authority and City of Melbourne.</p> <p>The design has given consideration to visual impact on the surrounding built form. While there are few sensitive receptors in the Arden (North Melbourne) precinct, the design of the station is of a similar scale to the surrounding built environment and is located in such a way as to not impede on any existing view lines. Further, the design of the station utilises soft landscaping treatments to minimise any visual impacts arising from the stations development.</p> <p>Due to the location of the Arden (North Melbourne) precinct in a redevelopment area, there is minimal impact on public open space. The proposed Arden (North Melbourne) precinct incorporates a station plaza at the intersection of Lauren and Barwise Streets into design, creating a space for community interaction.</p> <p>The public open space is shown on the landscape plans in Appendix C.</p>

4.4.6 Social and community

Table 9 provides the CYP design response to the relevant social and community EPR.

Table 9 – Design response to relevant social and community EPR

EPR	Design response
EPR SC8: Re-establish	<p>The design of the Arden (North Melbourne) precinct has been developed in consultation with City of Melbourne.</p>

EPR	Design response
public open space	<p>Due to the predominantly industrial nature of the site, the Arden (North Melbourne) precinct has limited public open space. While no open space master plan exists for the precinct, following completion of construction, development will generally be in accordance with the Draft Arden Vision and Framework document. This framework outlines future areas to be used for public open space which the Arden (North Melbourne) precinct Development Plan either aligns with, such as the station forecourt plaza, or does not preclude for future development.</p> <p>The public open space and landscape plans are shown in Appendix C and D respectively.</p>

4.4.7 Surface water

Table 10 provides the CYP design response to the relevant surface water EPRs.

Table 10 – Design response to relevant surface water EPRs

EPR	Design response
EPR SW1: Flood design	The design of the Arden (North Melbourne) precinct was developed in consultation with Melbourne Water, City of Melbourne and the Victorian Planning Authority.
EPR SW2: Water sensitive urban design	<p>The Arden site is subject to flooding which is challenging for the development potential of the site.</p> <p>The adoption of a water sensitive landscape design throughout the whole of the precinct will help to manage local stormwater. The Arden (North Melbourne) precinct will embrace this challenge and provide an ecological sponge. All tree pits and garden beds in the plaza and Laurens Street, will be designed to allow for stormwater infiltration.</p> <p>A bio-filtration water feature rain garden will be located at the entry to the station. This will capture stormwater and be planted with ephemeral species. The feature will allow water to pond, hold and then be directed into terraced cascades before being collected in stormwater detention areas. .</p> <p>Arden (North Melbourne) Station's entrance will be raised 1.5 metres above ground level to protect the station from being flooded from the 1 in 100 year ARI flood event level (this also includes an additional 1 metre high active flood protection barrier at the ticket gate to protect against the 1 in 1000 year ARI flood event). Additionally a flood management area is provided west of the station building as shown in Appendix C.</p> <p>As part of the overall project works a flood immunity risk assessment will be undertaken for the Arden (North Melbourne) precinct. An underground water storage tank will be provided at the station. This water will be harvested from the roof canopy and will serve to provide non-potable water re-use within the station. Further detailed flood modelling is being undertaken in consultation with Melbourne Water to confirm appropriate flood storage is maintained.</p> <p>The design of water sensitive urban design is shown on the landscape plans in Appendix C, and a detailed assessment of consistency with the Urban Design Strategy is provided in Appendix E and Section 4.3.</p>

4.4.8 Transport

Table 11 provides the CYP design response to the relevant transport EPRs.

Table 11 – Design response to relevant transport EPRs

EPR	Design response
EPR T7: Operational road transport	<p>The design of the Arden road network has been undertaken in consultation with VicRoads, Transport for Victoria, Public Transport Victoria and City of Melbourne.</p> <p>The existing Arden area road network will remain unchanged as a result of the project. There will however be a reduction of approximately 34 car parking spaces within the precinct, with reinstated parking spaces provided along Laurens Street, Barwise Street and a new service laneway created off Barwise Street, servicing the back of house areas of the station.</p> <p>Two new service laneways off Barwise Street will be constructed, servicing the main station building and ancillary building. The service laneway closest to the ancillary building can be incorporated into the future Fogarty Street extension.</p>

EPR	Design response
	<p>This new road will ultimately be integrated into the broader Arden master plan development at a later date. Additionally, the station does not preclude the extension of Queensberry Street (or Fogarty as discussed above) into the Arden (North Melbourne) precinct.</p>
<p>EPR T8: Operational public transport</p>	<p>The design of the Arden road network has been undertaken in consultation with VicRoads, Transport for Victoria, Public Transport Victoria and City of Melbourne.</p> <p>The design of the Arden (North Melbourne) precinct has taken transport interchange into consideration through ensuring easy passenger arrival from bus, car or taxi drop off as well as potential future tram connections.</p> <p>At present there is no bus route servicing the Arden (North Melbourne) Station location, however two bus stops will be provided on Laurens Street directly adjacent the station entry, on either side of the road, providing opportunity for a future bus route to provide greater local area transport. This will also include a train replacement bus stop. Two Kiss-and-ride bays and taxi rank will also be provided along Laurens Street.</p> <p>While there are currently no tram services that stop at Arden (North Melbourne) Station, the design of the station precinct does not preclude its future development.</p>
<p>EPR T9: Operational active transport</p>	<p>The design of the Arden road network has been undertaken in consultation with VicRoads, Transport for Victoria, Public Transport Victoria and City of Melbourne.</p> <p>As Arden is located in what is currently an industrial area, the existing active transport network is poorly defined.</p> <p>The project will deliver improvements to both the active transport network and the public realm to develop a high-quality walking and cycling environment. This will include footpath widening, new signalised pedestrian road crossings, additional tree planting, street furniture, new signage and lighting, bicycle lanes and generous bicycle parking. These improvements will enhance the active transport experience in the Arden (North Melbourne) precinct.</p> <p>The design prioritises pedestrians and cyclists. Upon completion of the project, the Arden area will be somewhat isolated as the majority of areas with planned new developments will not yet exist. The entrance of the station on Laurens Street will be approximately 80 metres from the intersections of both Arden and Queensberry streets. These streets are the main pedestrian routes for passengers approaching the station, so this entrance location provides maximum catchment opportunity and visibility for approaching passengers on foot and bicycle. The station plaza has been designed to orientate passengers and direct them towards the station entry, or connecting transport facilities as well as provide a gathering and waiting area.</p> <p>The design of the station building has incorporated bicycle storage to encourage and cater for active bicycle users. It is currently planned that, subject to further consultation, 126 secure bike-parking spaces will be provided on Day 1. Additional space has been allocated for Bike Share parking, facilitating sustainable transport and healthy lifestyle options for commuters and the station's surrounding communities.</p>
<p>EPR T10: Waste collection</p>	<p>The design of the Arden road network has been undertaken in consultation with VicRoads, Transport for Victoria, Public Transport Victoria and City of Melbourne. Waste collection bays have been provided at the rear of the station building, in the new purpose-built service laneway as well as on Laurens Street, north of Barwise Street.</p> <p>These waste (and loading) bays have been strategically located in areas that minimise traffic and pedestrian obstruction, primarily by locating these facilities in the new service lane. Loading bays are given dedicated road space to ensure they do not conflict with areas of heavy pedestrian movement.</p> <p>Ongoing consultation regarding waste collection will be undertaken with affected businesses, land owners, residents, private waste collection services and City of Melbourne.</p>

5 Conclusion

This Arden (North Melbourne) Precinct Development Plan presents the built form of CYP's works in the Arden (North Melbourne) precinct, including for the new Arden (North Melbourne) Station from the station entrance to the ticket gate for Day 1 operation. In accordance with Clause 4.6 of the Incorporated Document, this plan includes:

- Site layout plan (refer to Appendix A)
- Architectural plans and elevations (refer to Appendix B)
- Landscape plans and elevations (refer to Appendix C)
- Public realm plans (refer to Appendix D)
- An explanation demonstrating how this Development Plan is in accordance with the relevant sections of the approved Urban Design Strategy (refer to Section 4.3 and Appendix E)
- An explanation demonstrating how this Development Plan is in accordance with the relevant sections of the approved Environmental Management Framework particularly the Environmental Performance Requirements (refer to Section 4.4 and Appendix F).

MMRA's Urban Design Strategy established the following Urban Design Vision for the project:

"A legacy of outstanding rail stations and associated public spaces that put people first, contribute to Melbourne's reputation for design excellence, and deliver an overall substantial benefit in terms of urban quality for Melbourne, for the transport network, and for local areas influenced by the project."

In response, CYP has designed the Arden (North Melbourne) Station as an integrated public building and landmark that connects seamlessly with the proposed future Arden Urban Renewal Precinct.

The Arden (North Melbourne) precinct public realm design will create new spaces for transit users and the community to interact with and enjoy. A station plaza on Laurens Street provides a meeting place at the station entry set back from the street, while a new green 'laneway' provides an inviting and green space, set amongst trees, encouraging visitors to enjoy the surrounds. Project works will change the streetscape of Laurens Street, encouraging ongoing urban renewal in an area currently heavily dominated by industrial uses. Works along Barwise Street will reinvigorate an underused space and the design will reinstate a greener more sustainable precinct as a legacy for future development opportunities.

The CYP design for the Arden (North Melbourne) precinct has incorporated feedback from a range of stakeholders including those identified in the Incorporated Document; the Office of the Victorian Government Architect, City of Melbourne, Heritage Victoria, Transport for Victoria, VicRoads, Public Transport Victoria and Melbourne Water. Additional consultation with community and stakeholders has also occurred as part of the preparation of this Development Plan including the 15 business day public inspection period from Monday 27 November to Friday 15 December 2017. During this time it was available on the Metro Tunnel website along with an opportunity to provide written comments.

This Development Plan presents the scope and extent of the built form of CYP's works in the Arden (North Melbourne) precinct with associated construction works to occur within the Project Land boundary and construction impacts to be managed in accordance with the approved Environmental Management Framework. This includes separately prepared Environmental Management System, Construction Environmental Management Plan, Site Environmental Implementation Plans and aspect-specific management plans (as specified in the Environmental Performance Requirements).