Arden

CROSS SECTIONS

INCORPORATED DOCUMENT

JULY 2022

Victorian Planning Authority

Contents

Conceptual street cross sections index

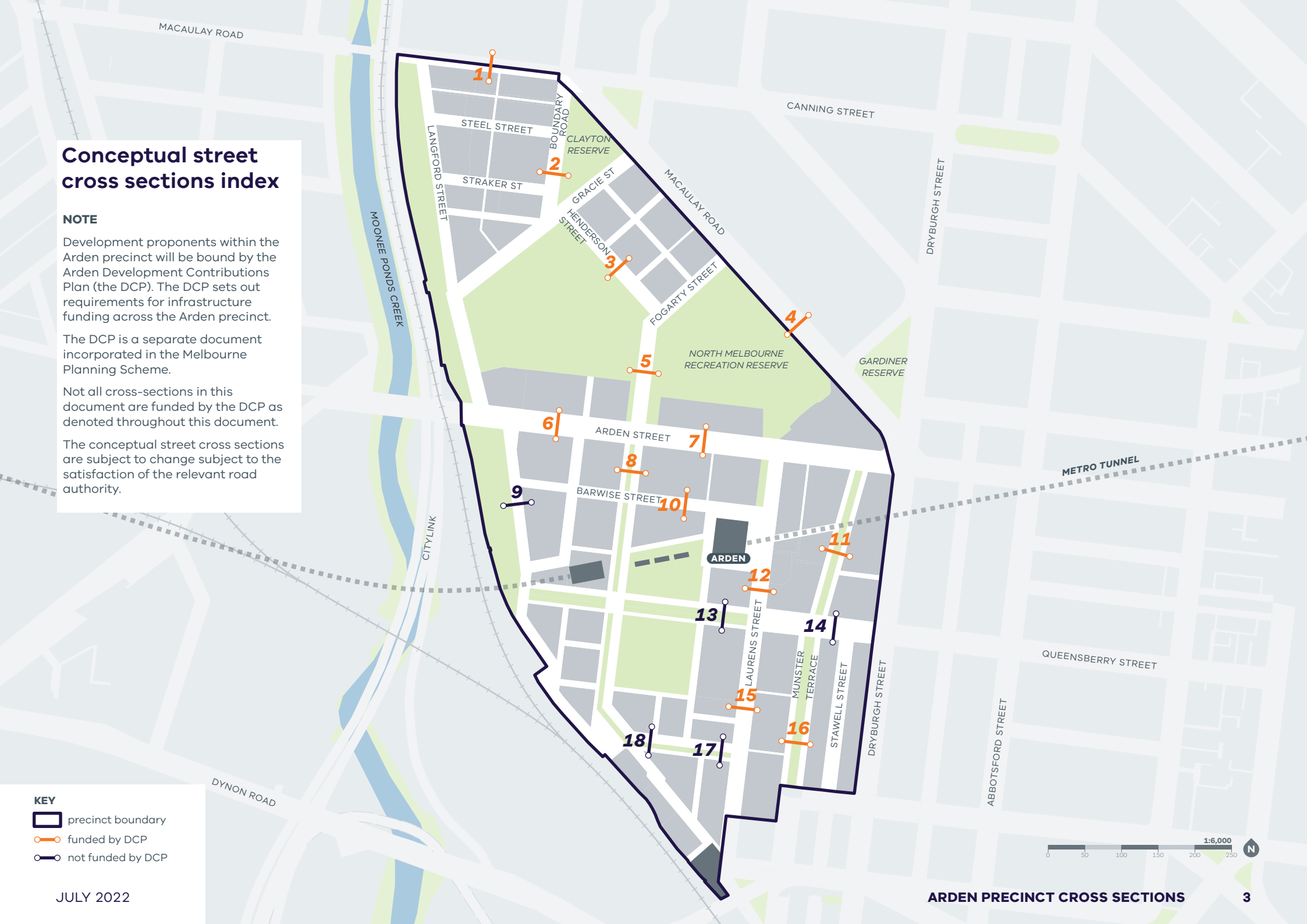
NOTE

Development proponents within the Arden precinct will be bound by the Arden Development Contributions Plan (the DCP). The DCP sets out requirements for infrastructure funding across the Arden precinct.

The DCP is a separate document incorporated in the Melbourne Planning Scheme.

Not all cross-sections in this document are funded by the DCP as denoted throughout this document.

The conceptual street cross sections are subject to change subject to the satisfaction of the relevant road authority.



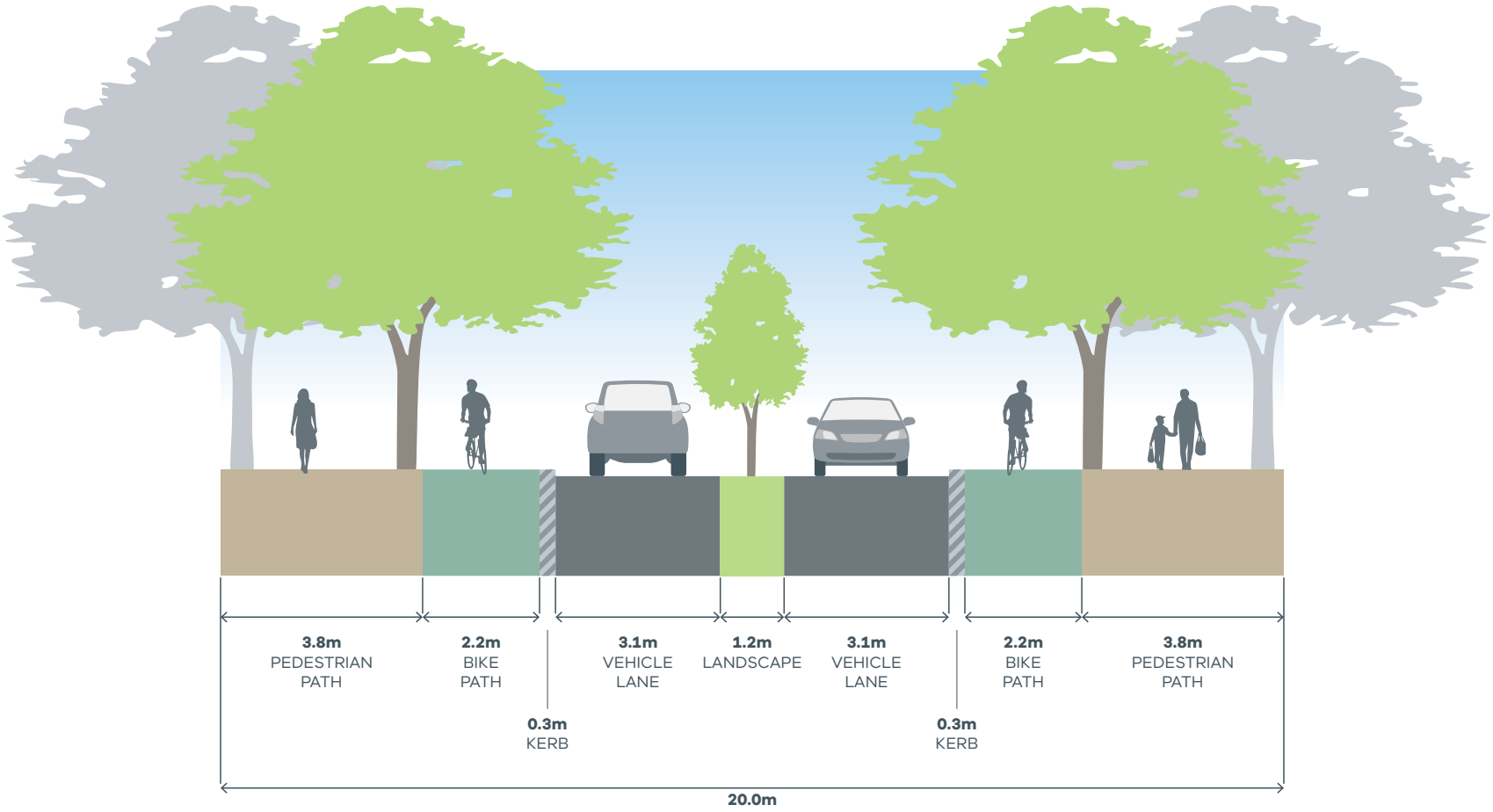
KEY

- precinct boundary
- funded by DCP
- not funded by DCP

1:6,000

0 50 100 150 200 250

N

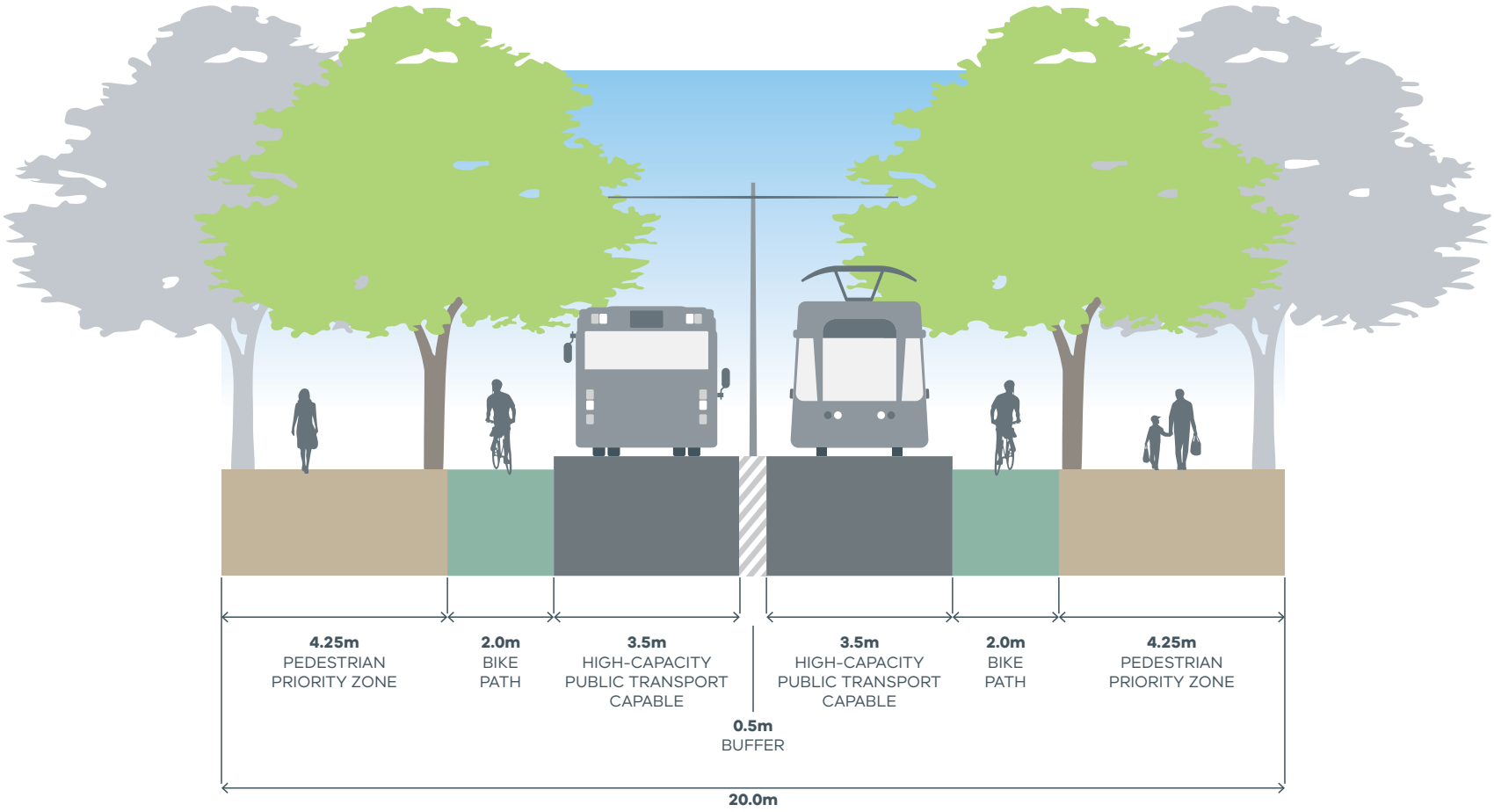


Notes:

- Bike paths to be designed at grade of footpaths and be clearly delineated using material and surface textural finishes

1 **Macaulay Road** | DCP funded

between Upfield rail corridor and Boundary Road

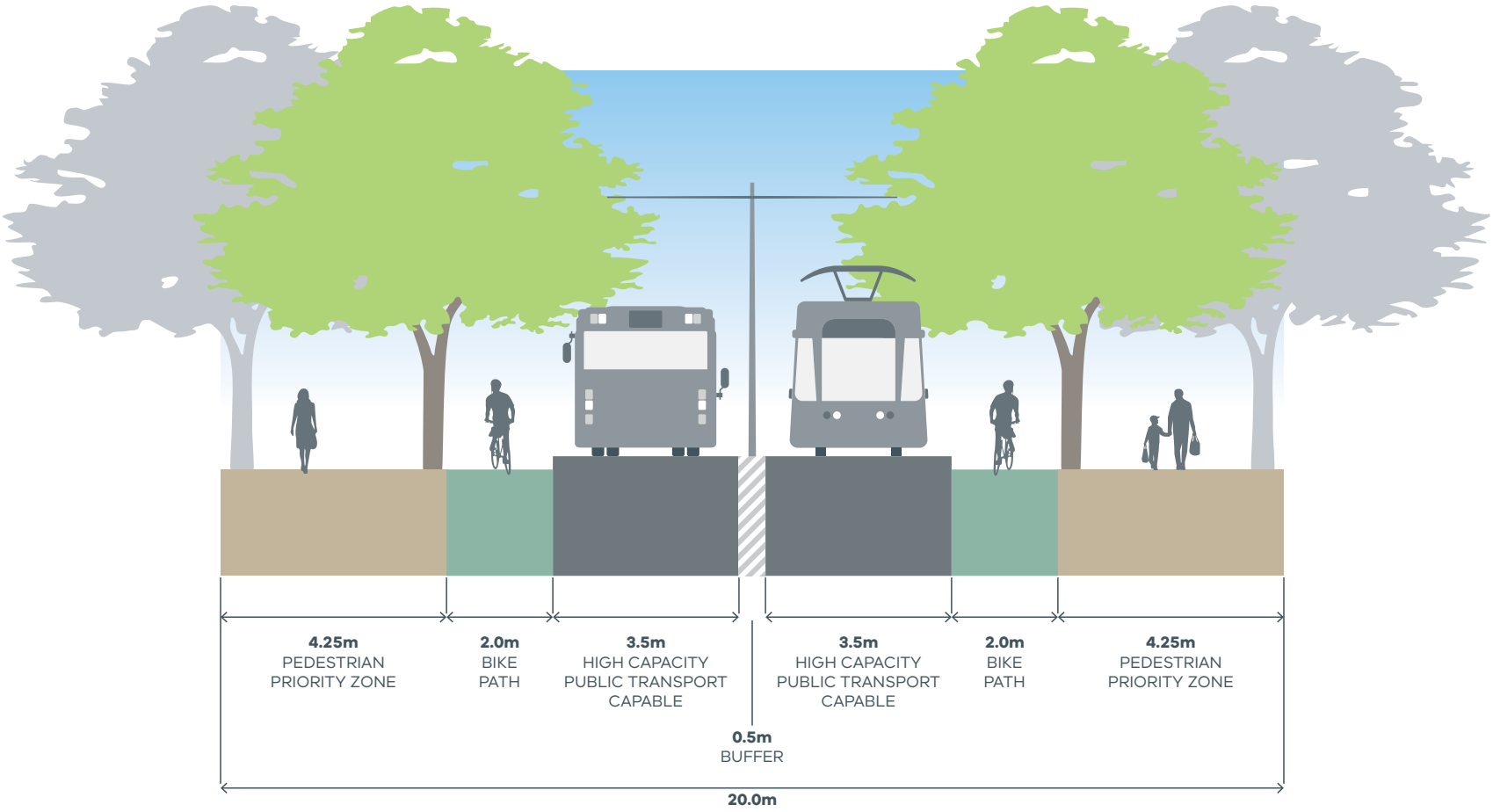


Notes:

- Bike paths to be designed at grade of footpaths and be clearly delineated using material and surface textural finishes
- High capacity public transport capable corridor to be grade separated from adjacent bike paths and designed to achieve a target speed of 30km/hr and 10km/hr a modal interchanges
- Pedestrian priority zones designed to accommodate service vehicle access
- Costs associated with the high capacity public transport capable corridor are not funded by the Arden Development Contributions Plan

2 Boundary Road with HCPTCC | DCP funded

Between Macaulay Road and Henderson Street

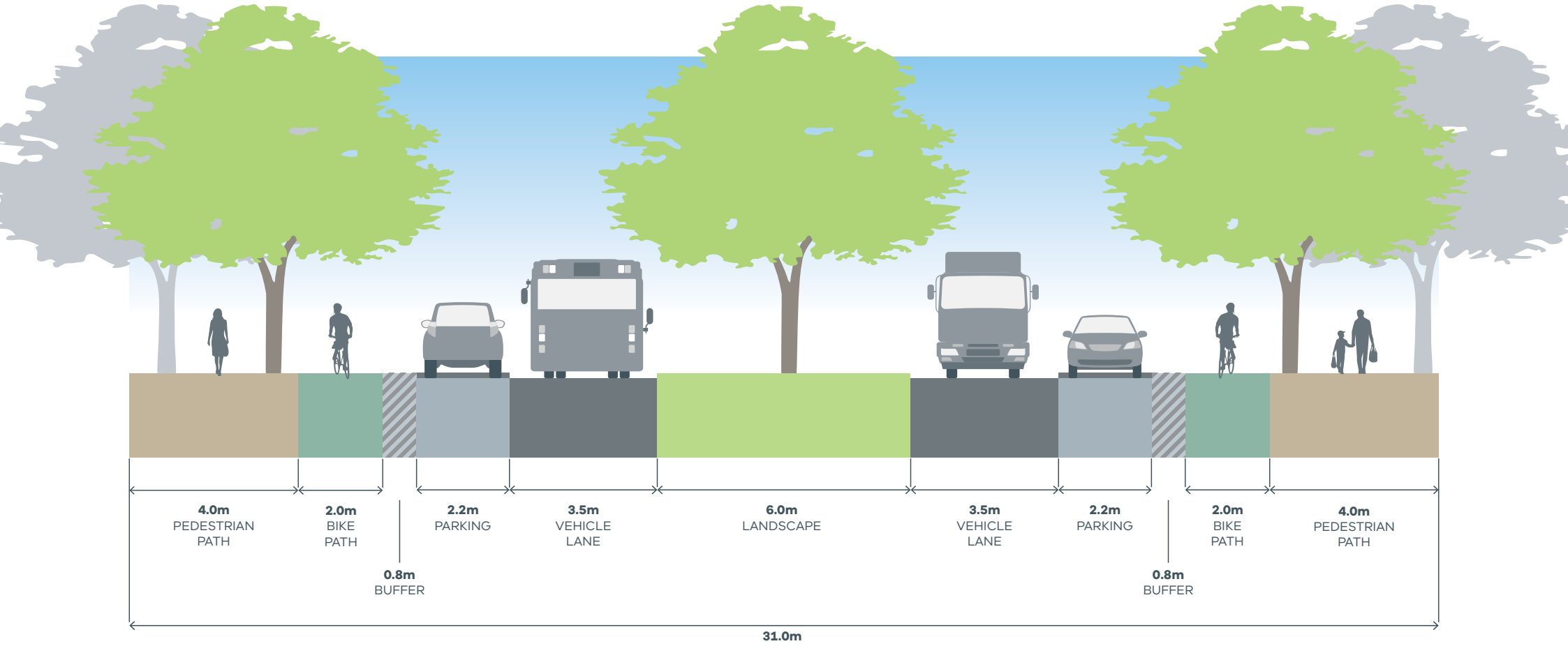


Notes:

- Future modal interchanges to be delivered as accessible cycle-over stops
- Bike path widths may be reduced at future modal interchanges to manage speed, if required by detailed design
- Bike paths to be designed at grade of footpaths and be clearly delineated using material and surface textural finishes
- High capacity public transport capable corridor to be grade separated from adjacent bike paths and designed to achieve a target speed of 30km/hr and 10km/hr at modal interchanges
- Pedestrian priority zones designed to accommodate service vehicle access
- Costs associated with the high capacity public transport capable corridor are not funded by the Arden Development Contributions Plan

3 Henderson Street with HCPTCC | DCP funded

Between Gracie Street and Fogarty Street

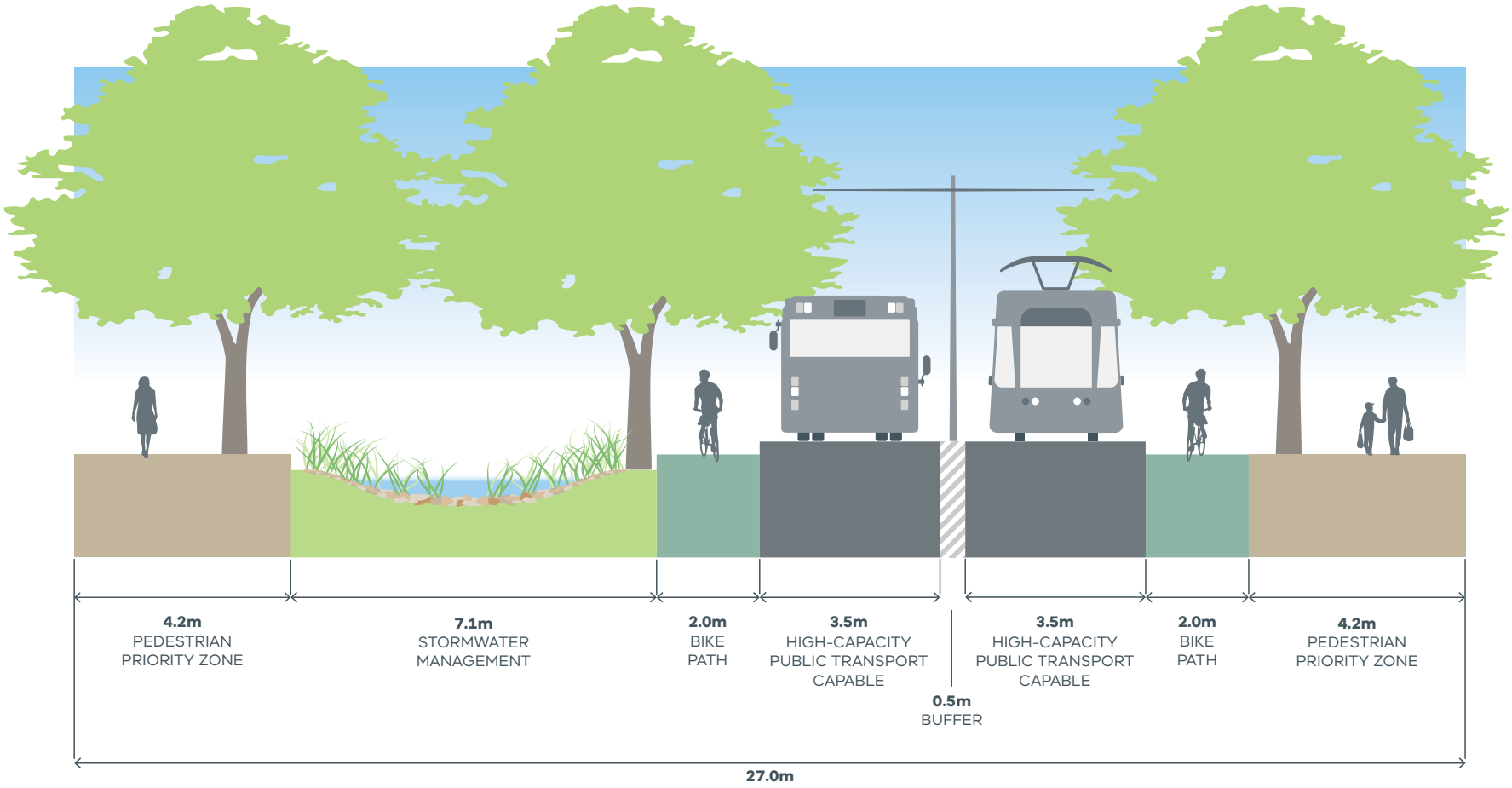


Notes:

- Bike paths to be designed at grade of footpaths and be clearly delineated using material and surface textural finishes.

4 Macaulay Road

Between Boundary Road and Arden Street

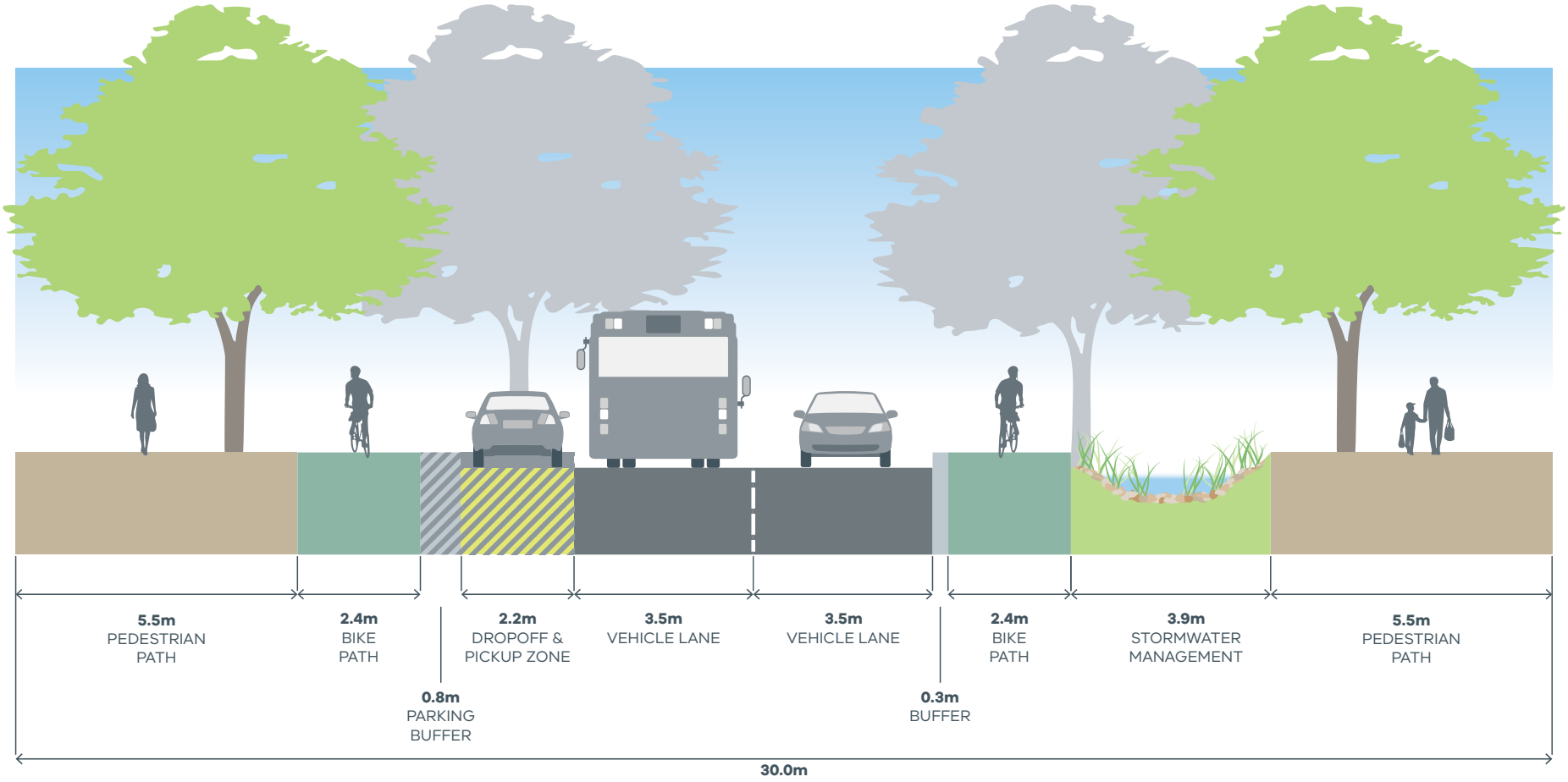


Notes:

- Bike paths to be designed at grade of footpaths and be clearly delineated using material and surface textural finishes
- DDA-compliant pedestrian paths to be designed to cross over stormwater management at appropriate intervals that align with other laneways or pedestrian connections
- High capacity public transport capable corridor to be grade separated from adjacent bike paths and designed to achieve a target speed of 30km/hr
- Pedestrian priority zones designed to accommodate service vehicle access
- Detailed design of street sections and plans will explore opportunities to integrate water sensitive urban design within road reserves and stormwater management elements, in particular to provide for urban forest irrigation and stormwater treatment
- Costs associated with the high capacity public transport capable corridor are not funded by the Arden Development Contributions Plan

5 Fogarty Street with HCPTCC | DCP funded

Between Henderson Street and Arden Street

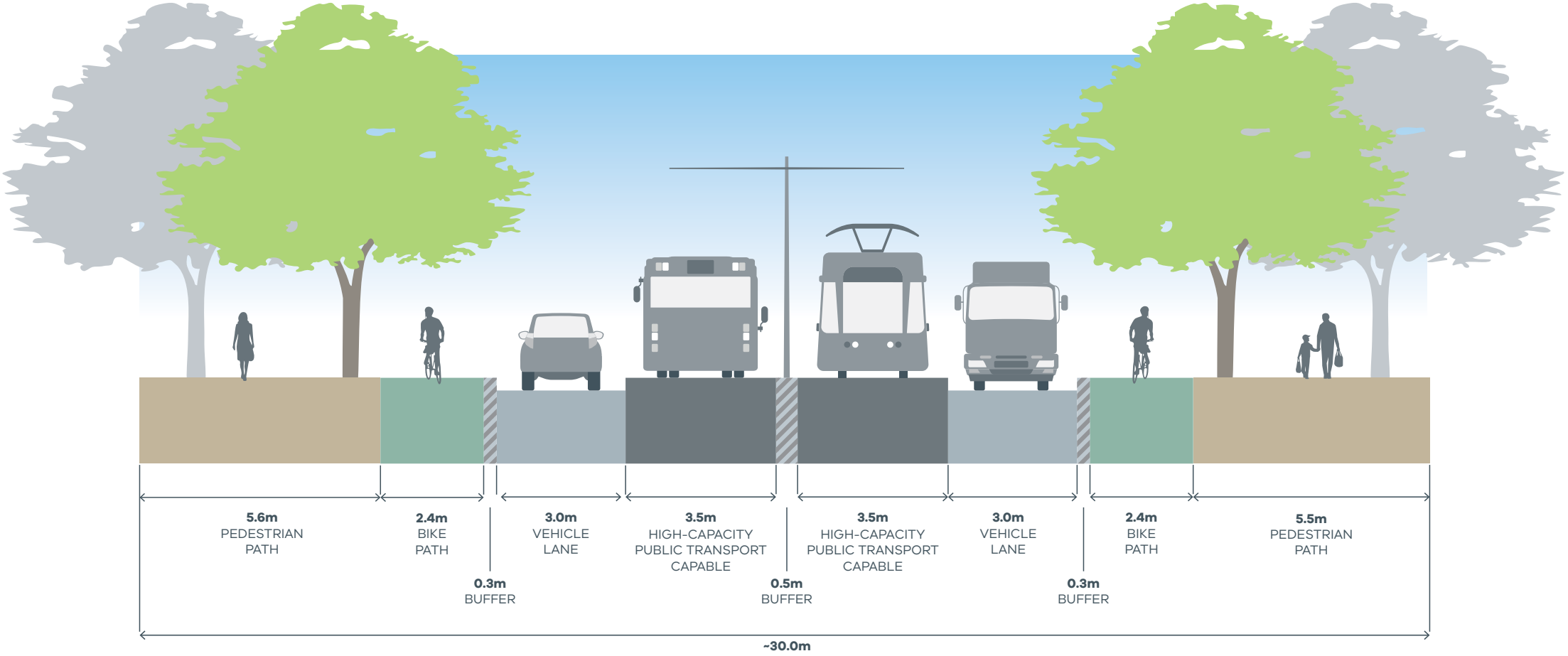


Notes:

- Bike paths to be designed at grade of foot paths and be clearly delineated using material and surface textural finishes. Bike paths may be designed at grade of vehicle lane where abutting stormwater managements required for flood management.
- DDA-compliant pedestrian paths to be designed to cross over stormwater management at appropriate intervals that align with other laneways or pedestrian connections.
- Vehicle / public transport lane to be designed with traffic calming devices including raised pedestrian crossings, traffic and pedestrian signals and the use of textural surface changes (such as the use of granitic paving stones, etc) to achieve a target speed of 50km/hr generally and 10 km/hr at modal interchanges.
- Bike path widths may be reduced at future modal interchanges to manage speed if required by detail design.
- Detailed design of street sections and plans will explore opportunities to integrate water sensitive urban design within road reserve and stormwater management elements, in particular to provide for urban forest irrigation and stormwater treatment.

6 **Arden Street** | DCP funded

Between Upfield rail corridor and Fogarty Street

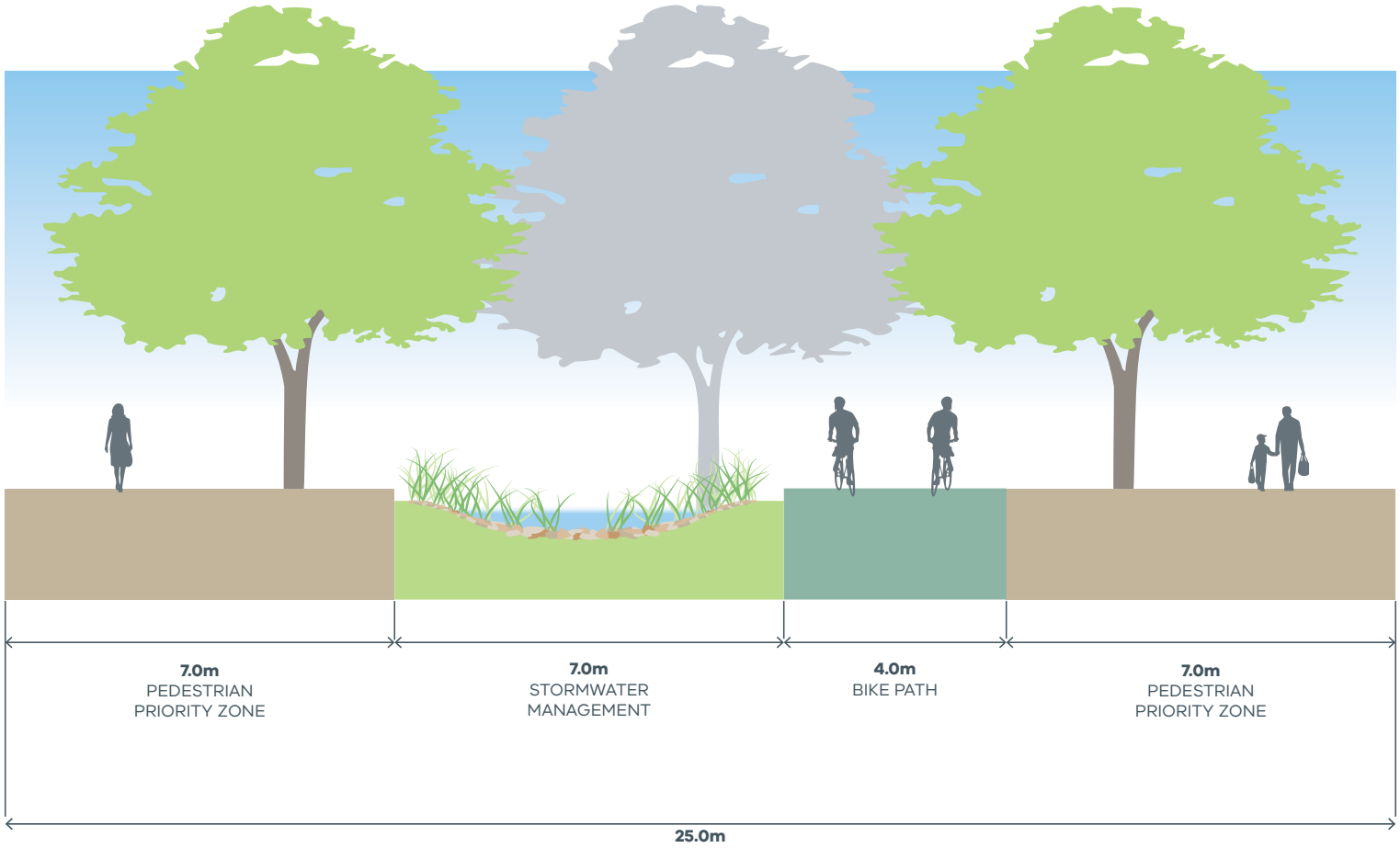


Notes:

- Future modal interchanges to be delivered as accessible, cycle/drive-over stops subject to detail design
- Bike path widths may be reduced at future modal interchanges to manage speed if required by detail design
- Bike paths to be designed at grade of foot paths and be clearly delineated using material and surface textural finishes
- High capacity public transport capable corridor to be grade separated from adjacent vehicle lanes
- Vehicle and public transport lane to be designed with traffic calming devices including raised pedestrian crossings and the use of textural surface changes (such as the use of granitic paving stones, etc) to achieve a target speed of 50km/h generally and 10 km/hr at modal interchanges
- Costs associated with the high capacity public transport capable corridor are not funded by the Arden Development Contributions Plan

7 Arden Street with HCPTCC | DCP funded

Between Fogarty Street and Munster Terrace

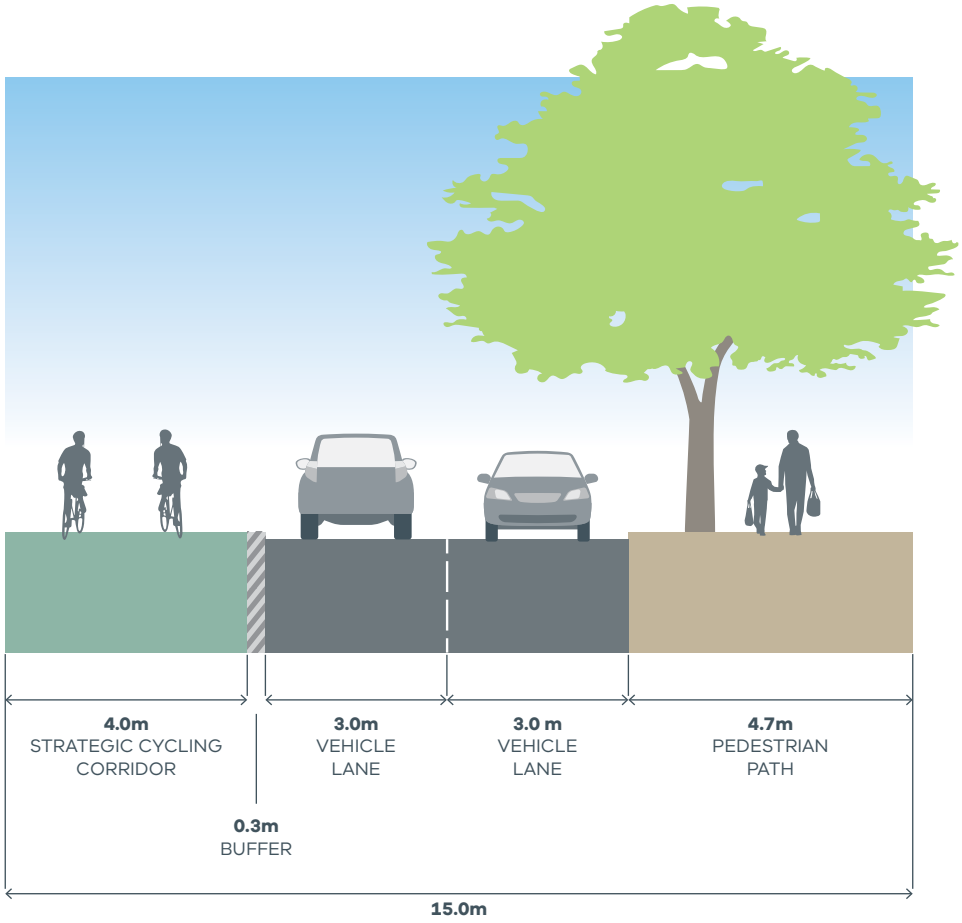


Notes:

- Bike paths to be designed at grade of foot paths and be clearly delineated using material and surface textural finishes
- DDA-compliant pedestrian paths to be designed to cross over stormwater management at appropriate intervals that align with other laneways or pedestrian connections
- Pedestrian priority zones designed to accommodate service vehicle access
- A 10 km/hr speed limit should apply to the Pedestrian Priority Zone and it should be designed accordingly (to achieve an outcome similar to the Bourke Street Mall)
- The stormwater management could be designed to one side of the street allowing a wider area for foot/bike service vehicle access, subject to detail design and the access and servicing needs of abutting development
- Detailed design of street sections and plans will explore opportunities to integrate water sensitive urban design within road reserve and stormwater management elements, in particular to provide for urban forest irrigation and stormwater treatment

8 **Fogarty Street extension** | DCP funded

Between Arden Street and Langford Street extension

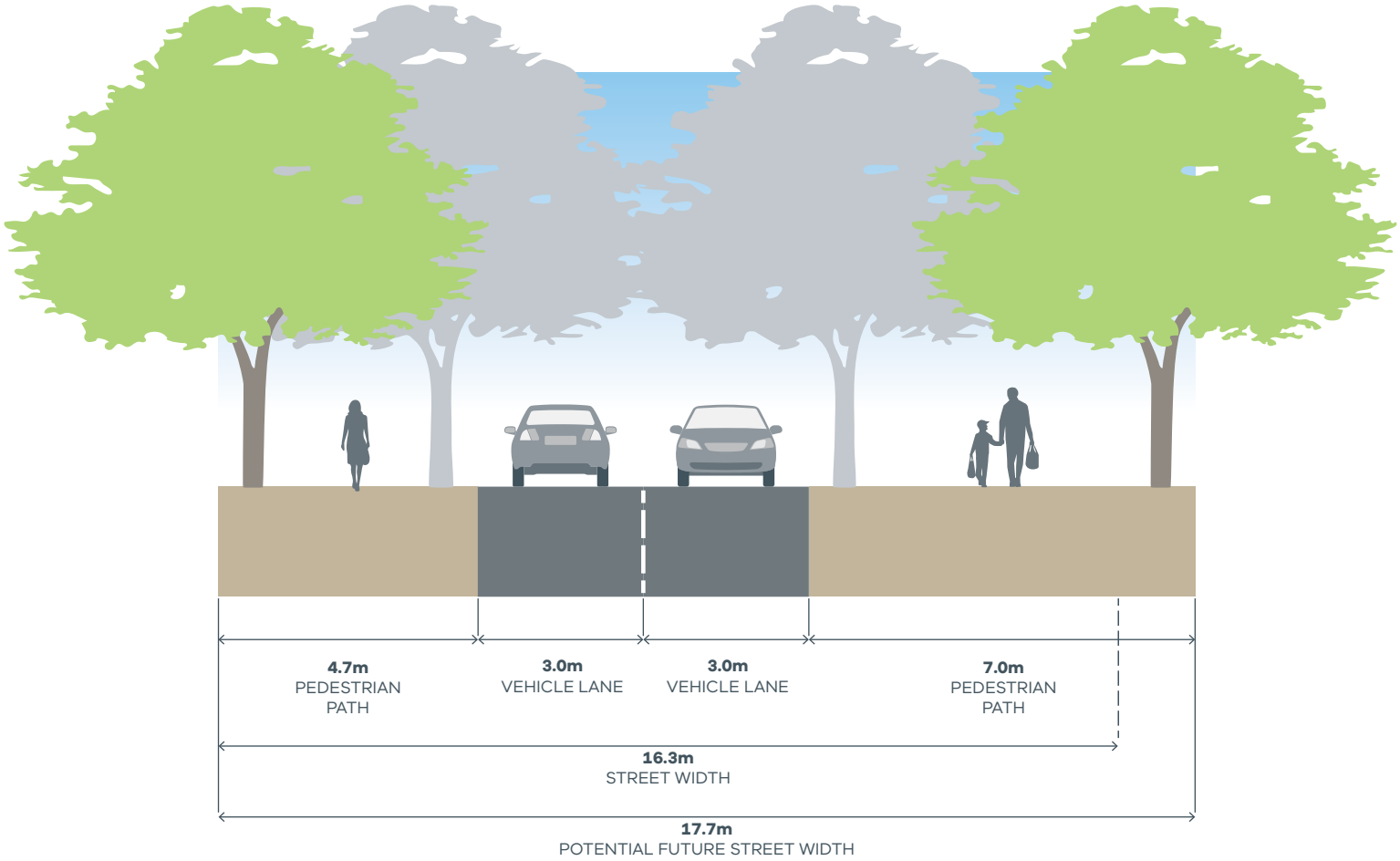


Notes:

- Strategic Cycling Corridor (SCC) to be designed as two-way. The SCC to be located along the western side of the street
- The buffer between vehicle lane and SCC may be increased to 1.2m to provide for planting subject to viability of tree growth
- The SCC is funded by the Arden Development Contributions Plan

9 Langford Street

Between Macaulay Road and Fogarty Street

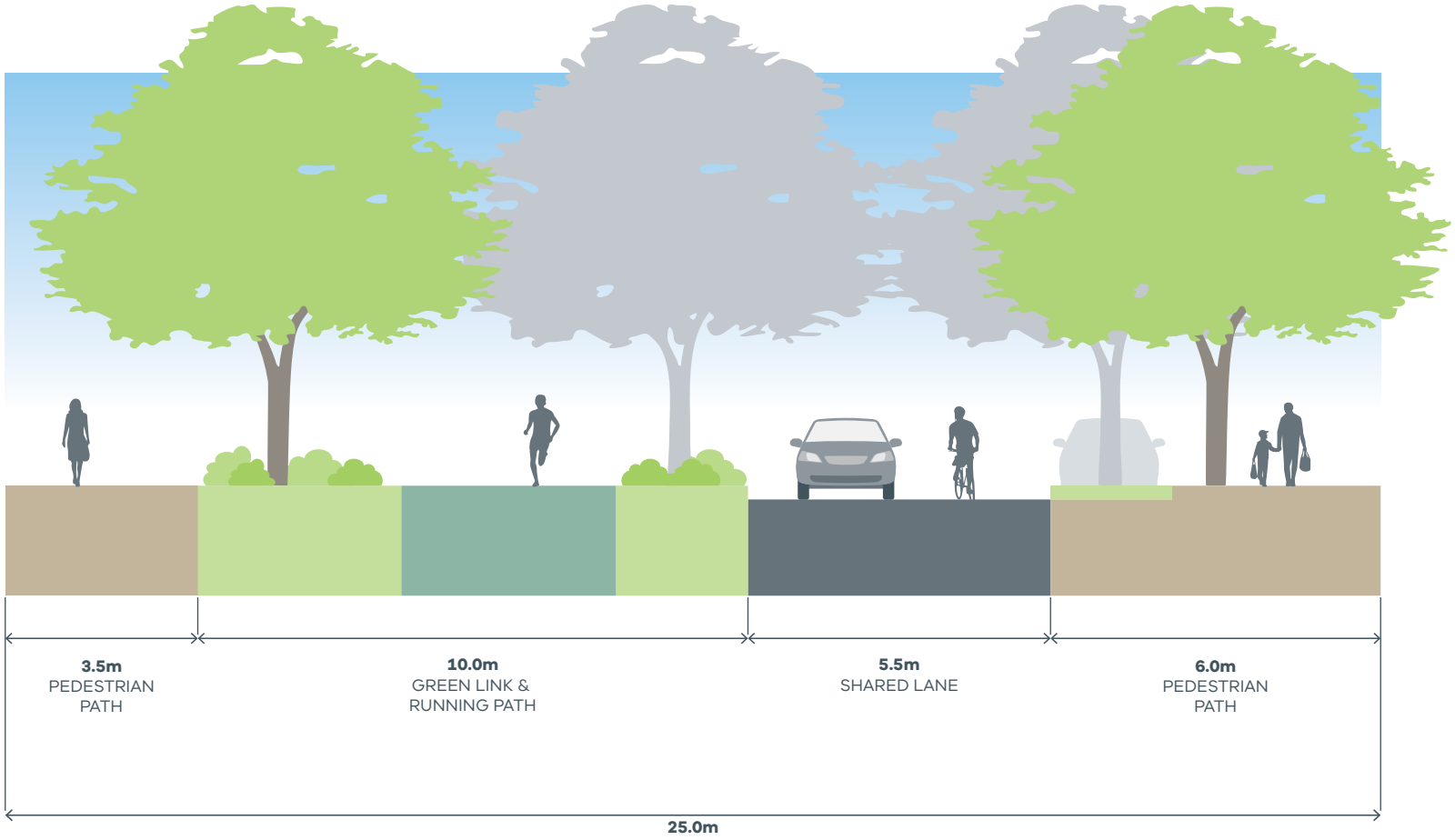


Notes:

- Street to be designed as a kerbless street to maximise flexibility and provide a high-quality public realm
- Northern footpath to be designed at a fixed width of 4.7m. Vehicle lane to be designed at a fixed width of 6m. Southern footpath to be designed at a width of 6.9m. Reducing the southern footpath width to a minimum of 4.8m must be supported by clear evidence and evaluation of alternatives against movement and parking principles. Turning circles should be provided as a last resort
- Detailed design to facilitate safe and prioritised walking and cycling while allowing for service vehicle access in accordance with principles for movement and parking
- Detailed design to appropriately manage loading requirements within a shared lane allowing vehicles and pedestrians to navigate around as necessary in accordance with principles for movement and parking
- Detailed design to confirm spacing (approximately 7m apart) of large canopy trees
- Loading and other essential car parking (e.g. DDA spaces) must be accommodated within the carriageway and not within the footpath. Indented parking is not supported
- Should car parking be moved from outside of the verge, new vehicle lane to be designed with traffic calming devices including kerbless vehicle lanes and the use of textural surface changes (such as granite paving stones, etc.) to achieve a target speed of 10km/h generally
- Costs associated with the widening of Barwise Street to 17.7m are not funded by the Arden Development Contributions Plan

10 **Barwise Street** | DCP funded

Between Little Fogarty Street and Laurens Street

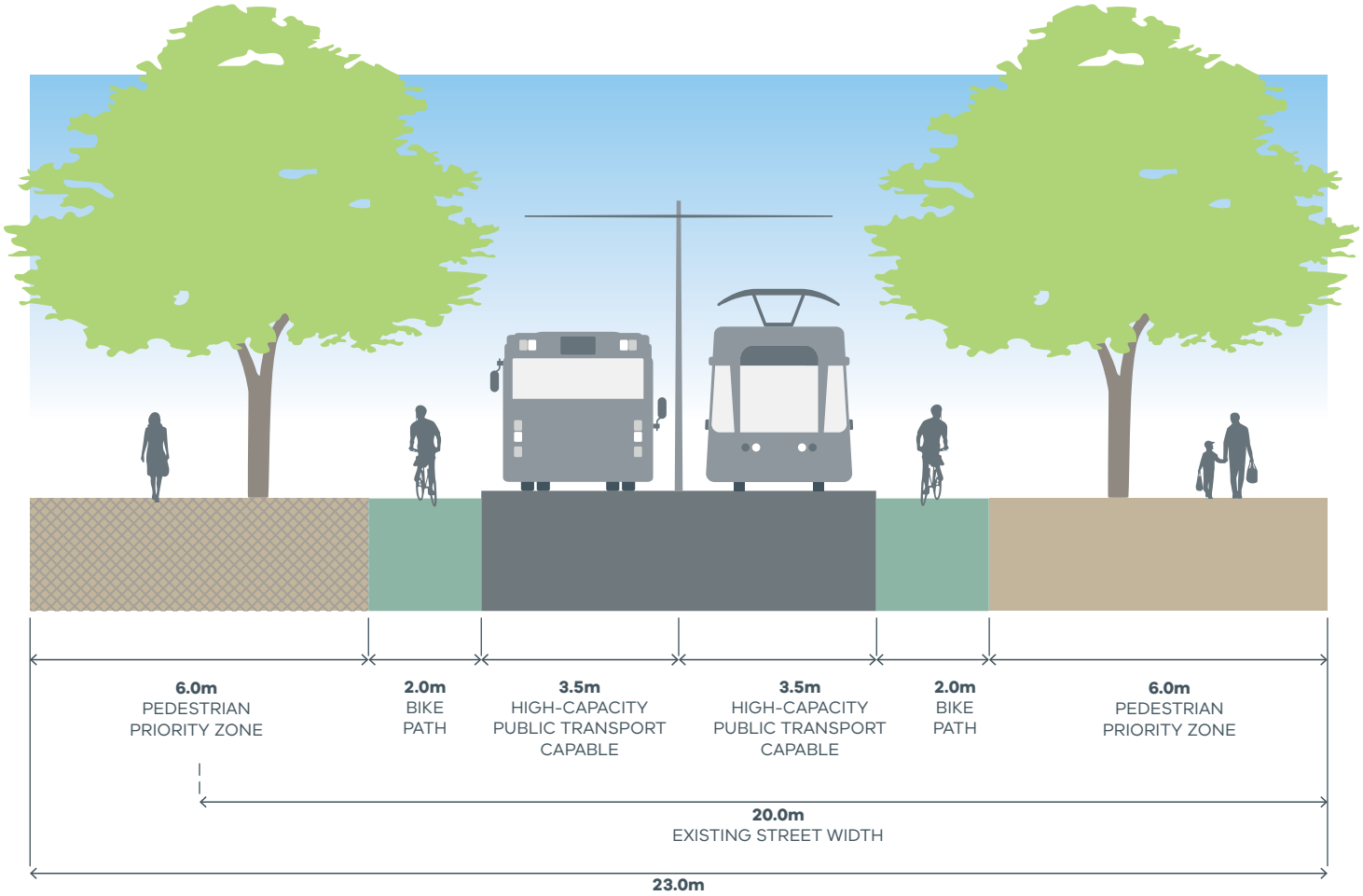


Notes:

- DDA-compliant pedestrian paths to be designed to cross over cloudburst conveyance at appropriate intervals that align with other laneways or pedestrian connections
- Vehicle lane to be designed with traffic calming devices including raised pedestrian crossings, traffic & pedestrian signals and the use of textural surface changes (such as the use of granitic paving stones, etc) to achieve a target speed of 30km/h generally
- Detailed design to manage vehicle crossovers over green link to ensure pedestrian and cyclist safety on running path
- Detailed design to appropriately manage parking / loading requirements within eastern tree line
- Detailed design to facilitate safe cycling while allowing for local vehicle access
- Detailed design to appropriately incorporate street level changes within green link

11 Munster Terrace | DCP funded

Between Arden Street and Queensberry Street

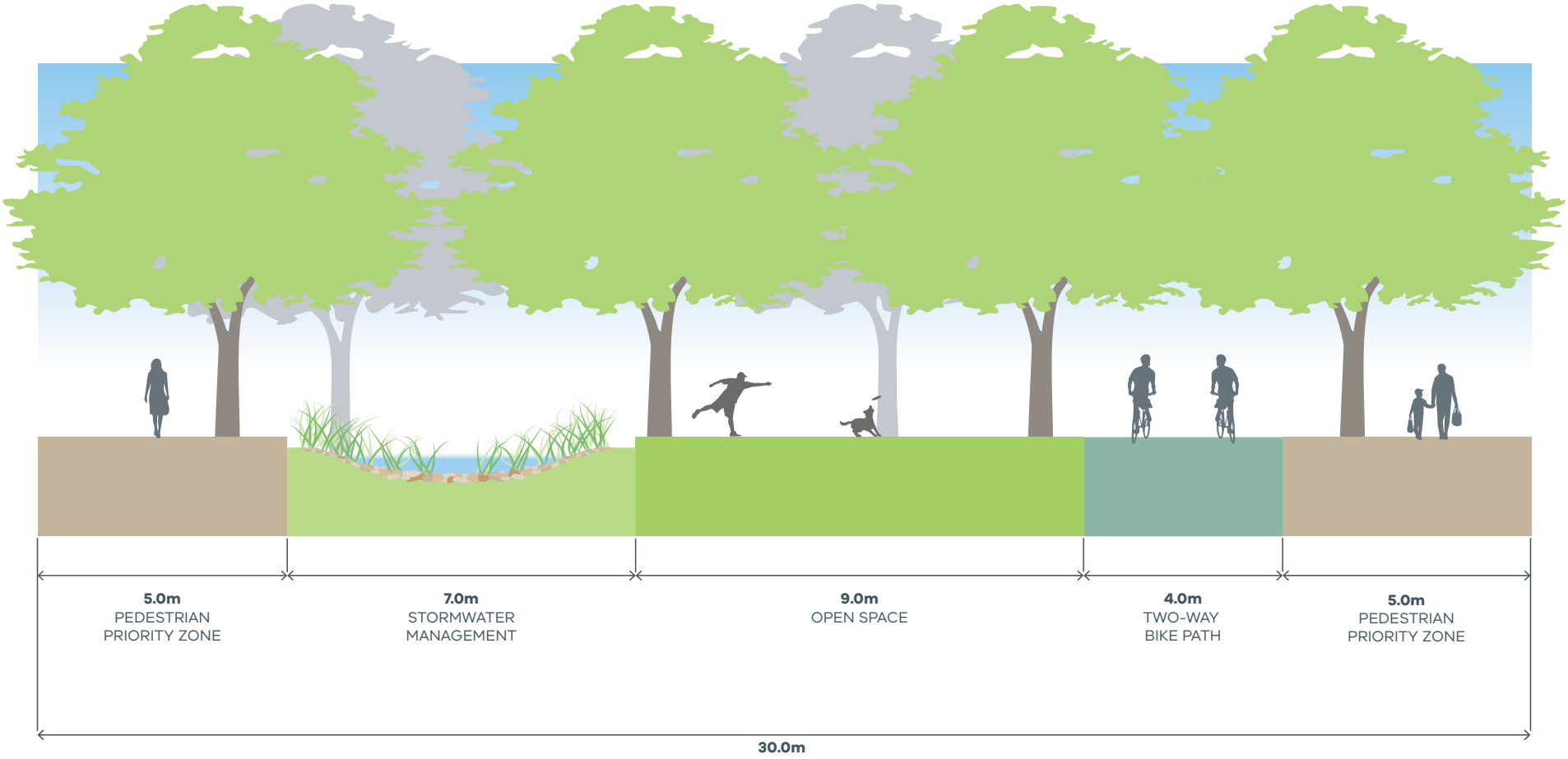


Notes:

- Future modal interchanges to be delivered as accessible, cycle-over stops
- Bike path widths may be reduced at future modal interchanges to manage speed if required by detail design
- Bike paths to be designed at grade of footpaths and be clearly delineated using material and surface textural finishes
- Pedestrian path on western side of street to integrate with station forecourt delivered by Cross Yarra Partnership as part of the Metro Tunnel project
- Pedestrian priority zones designed to accommodate service vehicle access
- A 10 km/hr speed limit should apply through this section and apply to bicycles, service vehicles and public transport to prioritise pedestrians and it should be designed accordingly (to achieve an outcome similar to the Bourke Street mall)
- Costs associated with the high capacity public transport capable corridor are not funded by the Arden Development Contributions Plan

12 Laurens Street with HCPTCC | DCP funded

Between Queensberry Street and Arden Street

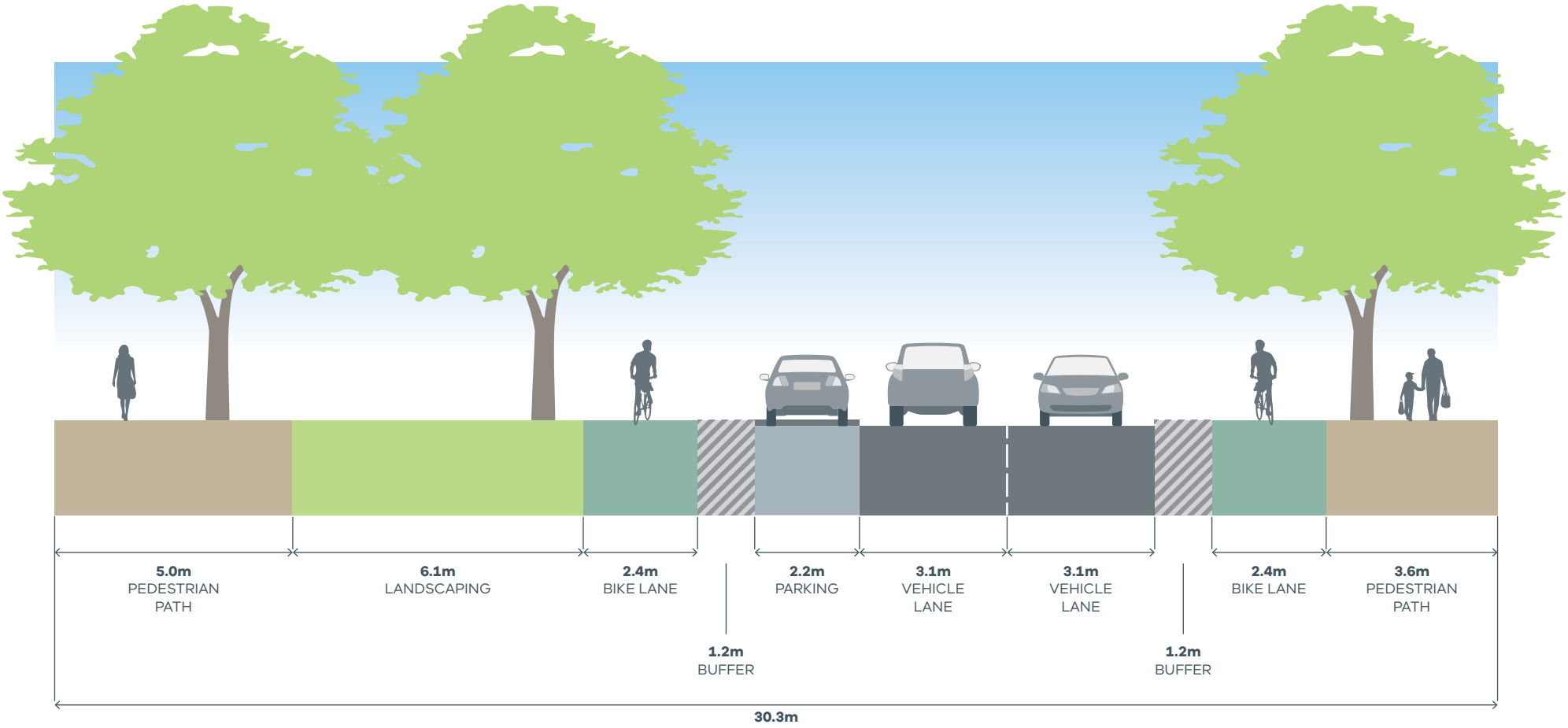


Notes:

- Bike paths to be designed at grade of foot paths and be clearly delineated using material and surface textural finishes
- DDA compliant pedestrian paths to be designed to cross over stormwater management at appropriate intervals that align with other laneways or pedestrian connections
- Pedestrian priority zones designed to accommodate service vehicle access and slower moving cyclists
- Detailed design of street sections and plans will explore opportunities to integrate water sensitive urban design within road reserve and stormwater management elements, in particular to provide for urban forest irrigation and stormwater treatment

13 Queensberry Street extension

Between Laurens Street and Langford Street extension

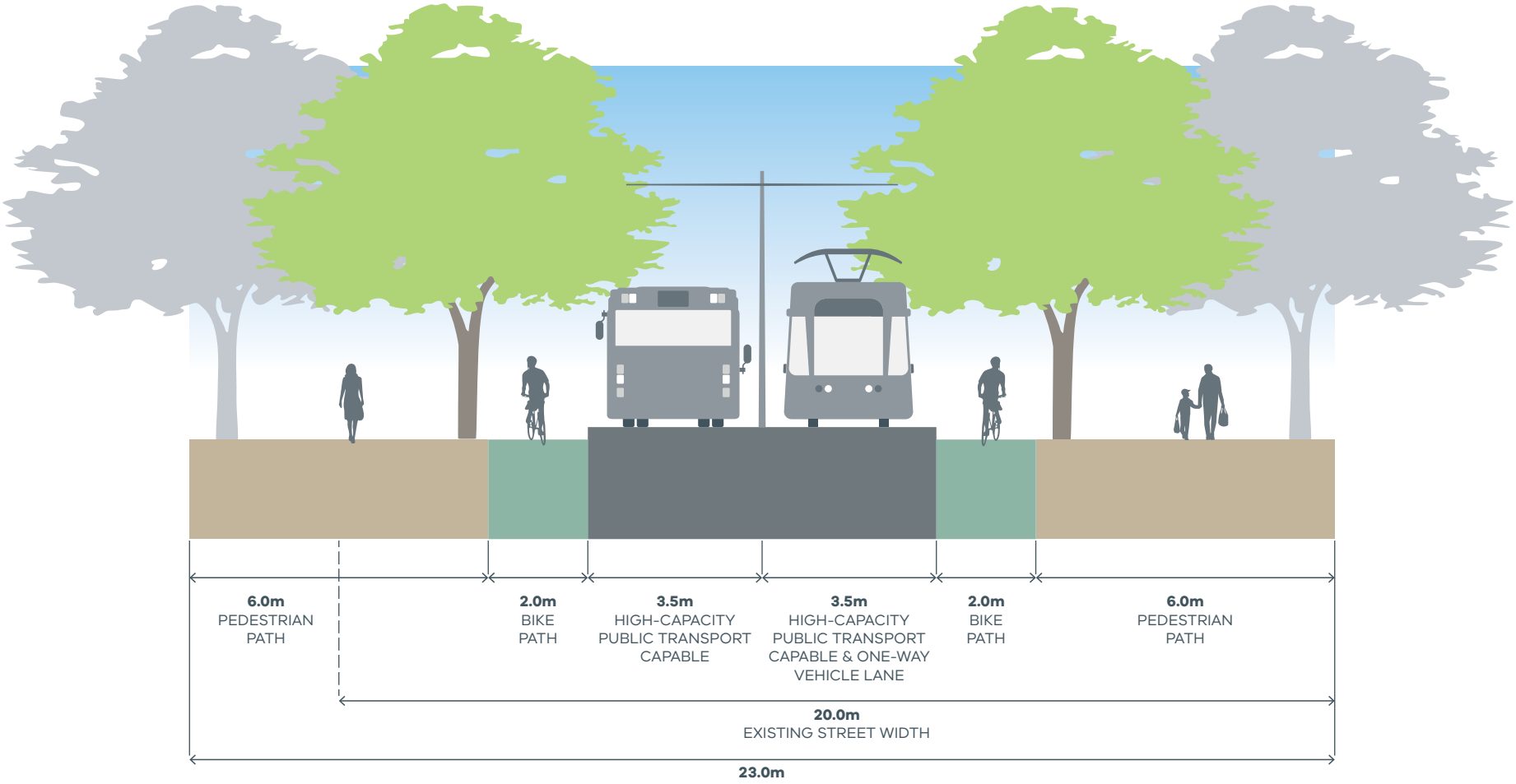


Notes:

- Bike paths to be designed at grade of footpaths and be clearly delineated using material and surface textural finishes
- Costs associated with the bike path are funded by the Arden Development Contributions Plan. The cost is based on the design included within the *Public Spaces Design and Costing Report* (GHD, July 2021). Any difference in cost between the GHD July 2021 design and cross section 14 design must be borne by the road authority

14 Queensberry Street

Between Laurens Street and Dryburgh Street

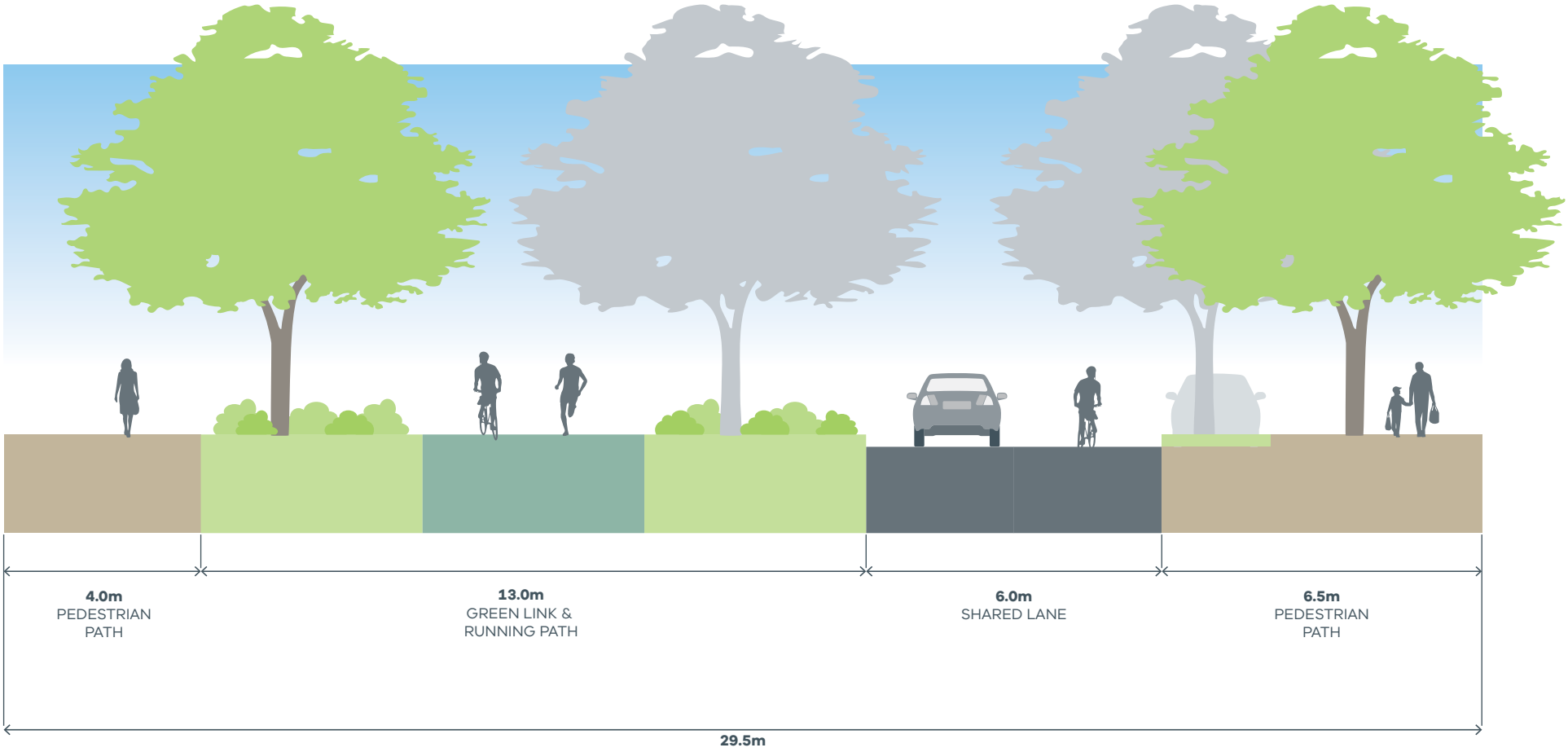


Notes:

- Future modal interchanges to be delivered as accessible cycle-over stops
- Bike path widths may be reduced at future modal interchanges to manage speed, if required by detailed design
- Bike paths to be designed at grade of footpaths and be clearly delineated using material and surface textural finishes
- High capacity public transport capable corridor to be grade separated from adjacent bike paths and designed to achieve a target speed of 30km/hr and 10km/hr at modal interchanges
- Pedestrian priority zones designed to accommodate service vehicle access and slower moving cyclists
- Costs associated with the high capacity public transport capable corridor are not funded by the Arden Development Contributions Plan

15 Laurens Street with HCPTCC | DCP funded

Between Miller Street and Queensberry Street

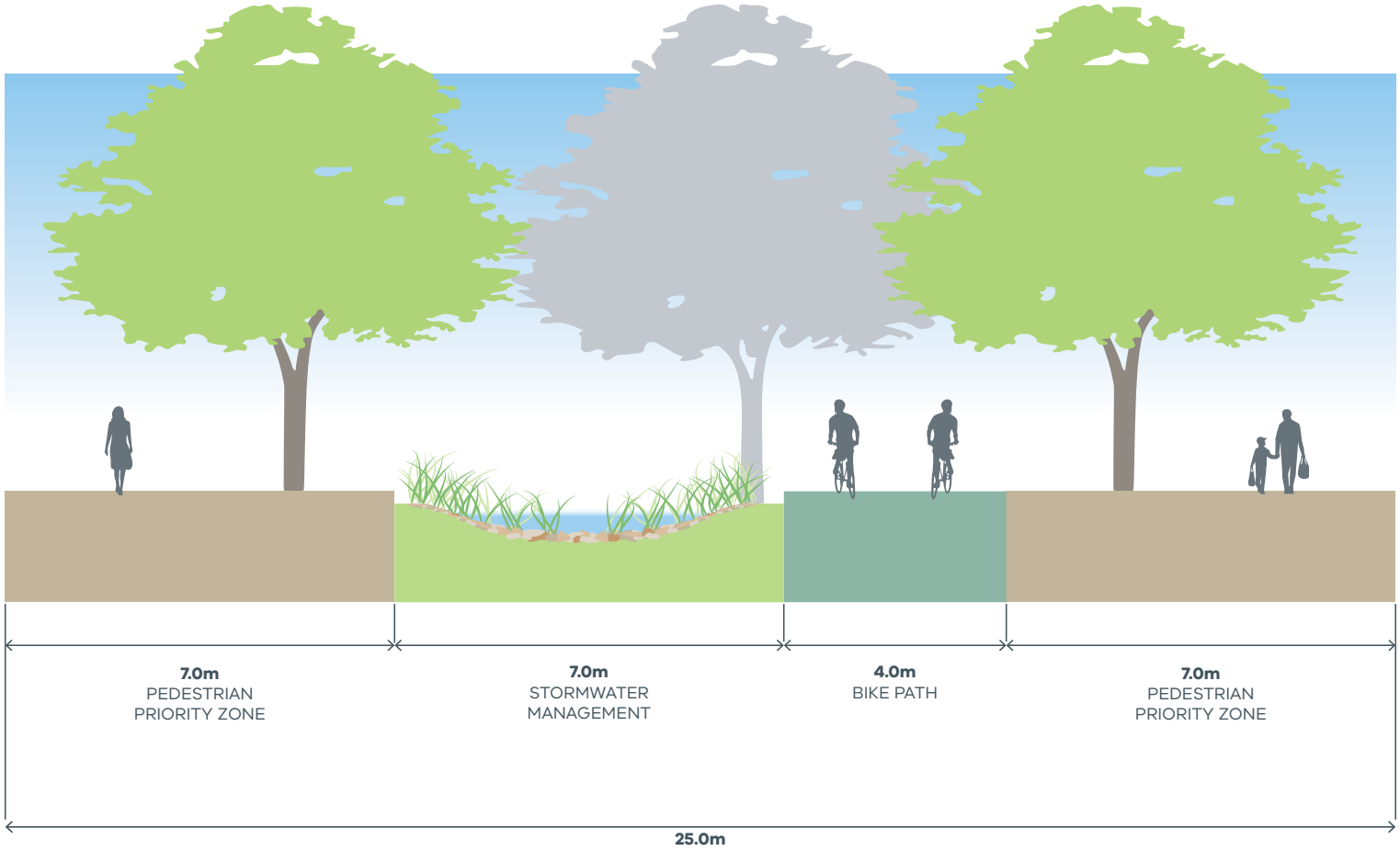


Notes:

- DDA-compliant pedestrian paths to be designed to cross over green link at appropriate intervals that align with other laneways or pedestrian connections
- Vehicle lane to be designed with traffic calming devices including raised pedestrian crossings, traffic & pedestrian signals and the use of textural surface changes (such as the use of granitic paving stones, etc) to achieve a target speed of 30km/h generally
- Detailed design to manage vehicle cross overs over green link to ensure pedestrian and cyclist safety on running path
- Detailed design to appropriately manage parking / loading requirements within eastern tree line
- Detailed design to facilitate safe cycling while allowing for local vehicle access
- Detailed design to appropriately incorporate street level changes within green link

16 **Munster Terrace** | DCP funded

Between Victoria Street and Queensberry Street

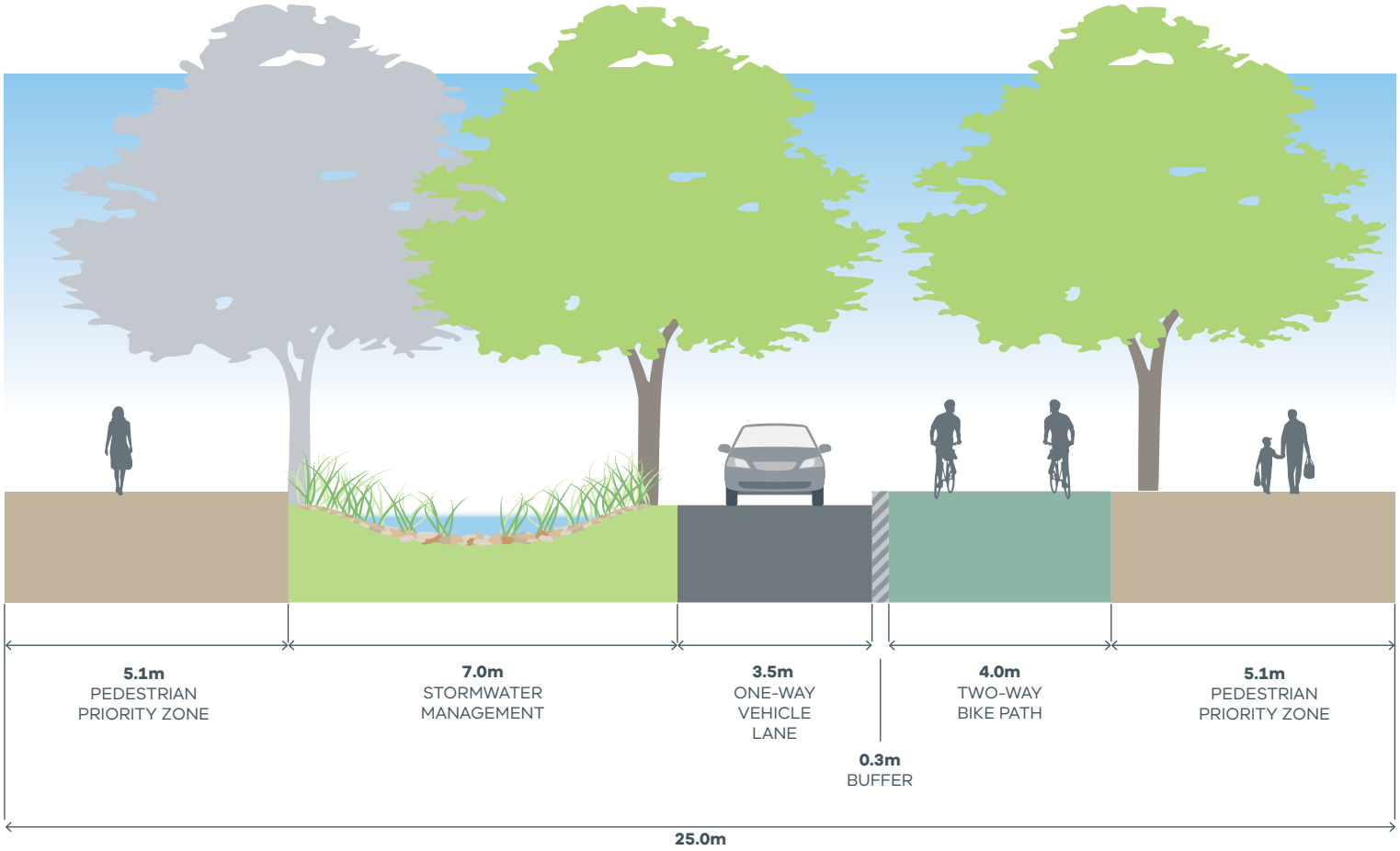


Notes:

- Bike paths to be designed at grade of footpaths and be clearly delineated using material and surface textural finishes.
- DDA-compliant pedestrian paths to be designed to cross over stormwater management at appropriate intervals that align with other laneways or pedestrian connections.
- Pedestrian priority zones designed to accommodate service vehicle access.
- A 10 km/hr speed limit should apply to the Pedestrian Priority Zone and it should be designed accordingly (to achieve an outcome similar to the Bourke Street Mall).
- The stormwater management could be designed to one side of the street allowing a wider area for foot/bike service vehicle access, subject to detail design and the access and servicing needs of abutting development.
- Detailed design of street sections and plans will explore opportunities to integrate water sensitive urban design within road reserve and stormwater management elements, in particular to provide for urban forest irrigation and stormwater treatment.

17 Fogarty Street extension

Between N–S internal road and Laurens Street



Notes:

- Bike paths to be designed at grade of foot paths and be clearly delineated using material and surface textural finishes
- DDA-compliant pedestrian paths to be designed to cross over stormwater management at appropriate intervals that align with other laneways or pedestrian connections
- Vehicle lane to be designed with traffic calming devices including the use of textural surface changes (such as the use of granitic paving stones, etc) to achieve a target speed of 30km/h
- Detailed design of street sections and plans will explore opportunities to integrate water sensitive urban design within road reserve and stormwater management elements, in particular to provide for urban forest irrigation and stormwater treatment

18 Fogarty Street extension

Between Langford Street extension and N–S internal road