

# LEVEL CROSSING REMOVAL PROJECT BRUNSWICK

URBAN DESIGN GUIDELINES

AUGUST 2025

VERSION 3

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## GLOSSARY

BPR	Bicycle Priority Routes
CBD	Central Business District
CPTED	Crime Prevention Through Environmental Design
DTP	Department of Transport and Planning
JV	AECOM-GHD Joint Venture
LXRP	Level Crossing Removal Project
Measure	Measures set out in section 5 of the UDF
MTM	Metro Trains Melbourne
NPR	Network Planning Requirements
OVGA	Office of the Victorian Government Architect
PBN	Principal Bicycle Network
PPR	Pedestrian Priority Routes
Principles	Principles set out in section 4 of the UDF
PRS	Project Requirements Specification
PTV	Public Transport Victoria
Qualitative Benchmark	Qualitative benchmarks set out in section 5 of the UDF
SPPF	State Planning Policy Framework
TFV	Transport Victoria
TOC	Target Outturn Cost
UDAP	Urban Design Advisory Panel
UDF	The current Urban Design Framework adopted by LXRP [VERSION 6]
UDG	Urban Design Guideline
VPA	Victorian Planning Authority
WSUD	Water Sensitive Urban Design

# 1.0

## INTRODUCTION

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1.1 SITE OVERVIEW

1.2 HOW TO USE THIS DOCUMENT

1.3 DESIGN REVIEW AND GOVERNANCE

# 1. INTRODUCTION

## 1.1 BRUNSWICK OVERVIEW

This Urban Design Guidelines (UDG) Report has been prepared for the Albion Street, Hope Street, Victoria Street, Albert Street, Dawson Street, Union Street, Brunswick Road, and Park Street (Parkville) Level Crossing Removals in Brunswick.

The Brunswick Level Crossing Removal Project is located approximately five kilometres north of the Melbourne CBD on the Upfield line, and approximately 150 metres west of Sydney Road.

The site is within the Merri-bek City Council and City of Melbourne local government areas. Surrounding suburbs include Brunswick East, Brunswick West, Coburg, Parkville and Princes Hill. The travel time via rail from Anstey Station to Flinders Street Station is approximately 22 minutes.

Studies indicate that the existing level crossings pose a danger to vehicles, trains, pedestrians, cyclists and movements along and through the eight streets.

The Brunswick Level Crossing Removal project is being procured as part of the North West Program Alliance.

## 1.2 HOW TO USE THIS DOCUMENT

The purpose of the UDG is to illustrate and describe the key urban design objectives and outcomes that are sought for the Brunswick Level Crossing Removal project. The Urban Design Guidelines are structured in five main parts, as outlined to the right.

The UDGs are informed by the LXP Urban Design Framework (UDF). The UDF is a commitment by LXP to achieve urban design excellence and maximise positive impacts through collaborative, multi-disciplinary and integrated design thinking (see Section 4.2).

The UDGs have been prepared to build on the principles, objectives, measures and qualitative benchmarks of the UDF and identify the specific urban design requirements that the project design is to achieve by:

- Identifying key issues and opportunities for improving connectivity, safety and amenity, functionality and sustainability for the site, surrounding precinct and broader corridor;
- Articulating the vision and design intent for the site; and
- Setting out specific guidelines for the project.

The UDF, UDGs and Project Requirements Specification (PRS) form the urban design briefing documents provided to the Alliance to develop their design response (Figure 1).

The LXP Urban Design Advisory Panel will continue to guide the Alliance team during the design development process, to ensure satisfactory urban design outcomes are achieved (refer to Section 1.3).

The methodology and approach taken in preparing the UDG is detailed in Appendix A. The urban design requirements have been shaped by the detailed analysis presented in Appendix B-D for the local and broader context, strategic planning and transport network considerations, as well as, community and stakeholder inputs.

1

### SECTION 1: INTRODUCTION

**Section 1** provides background information on the package of work, and level crossing removal sites.

This section also highlights the role of the urban design guidelines, and the general urban design process.

2

### SECTION 2: CONTEXT HIGHLIGHTS

**Section 2** provides a high level summary of the site context, with the more detailed analysis presented in Appendix B.

3

### SECTION 3: ISSUES AND OPPORTUNITIES

**Section 3** summarises issues and opportunities for the site and precinct, based on the analysis and consultation outcomes presented in Appendix B-D.

4

### SECTION 4: DESIGN GUIDELINES

**Section 4** outlines the overall vision, design intent and guidelines for the project site. The UDF measures inform the design guidelines that Alliance teams must address as part of their design response.

5

### APPENDICES

The appendices include:

**A: Background Information** - on the project and guidelines, in terms of how the UDGs have been developed, how they should be interpreted and LXP urban design processes.

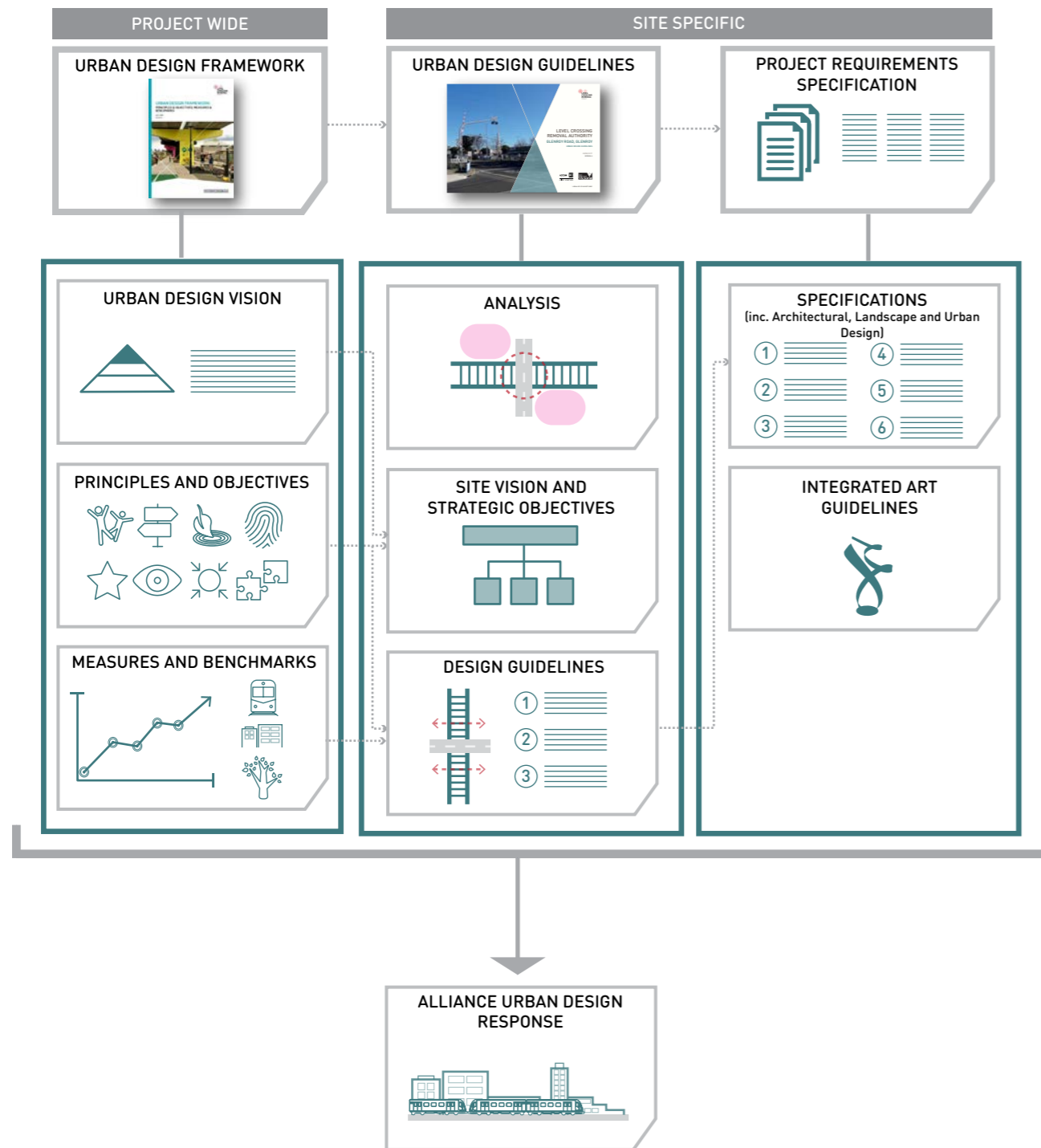
**B: Context analysis** - in relation to land use and built form, transport networks and access, environmental attributes, landscape and visual character.

**C: Strategic planning and policy analysis** - presenting plans, policies, strategies, infrastructure programs and projects, that provide strategic direction for the site, surrounding precinct and corridor.

**D: Community and stakeholder engagement** - presenting a summary of the outcomes of engagement with key stakeholders and the community.

**E: Reference List** - of documents, images and figures

Figure 1 Urban Design Requirements



### 1.3 DESIGN REVIEW AND GOVERNANCE

The LXR Urban Design Advisory Panel (UDAP) has been established to champion and guide urban design processes and the design quality of the LXR.

Design review by UDAP is intended to be a positive and iterative process, to influence major decisions and achieve site responsive, high quality integrated design outcomes in line with aspirations articulated for activity centres and abutting neighbourhoods. This advice is based on the UDF and site specific UDGs.

#### UDAP'S ROLE

UDAP meetings provide an opportunity to respond in a focused, time efficient manner to meet specific project needs. UDAP's role includes:

- Conducting site visits at key project milestones - from inception to realisation as well as post occupancy reviews.
- Evaluating proposals and providing expert urban design advice to support evaluation process.
- Providing design advice at regular design review sessions throughout the design and construction process.
- Evaluating urban design solutions and outcomes against Key Result Areas (KRA) and/or project requirements during design stages and at practical completion.
- Transfer key learnings back to the broader level crossing removal program and larger UDAP meetings.

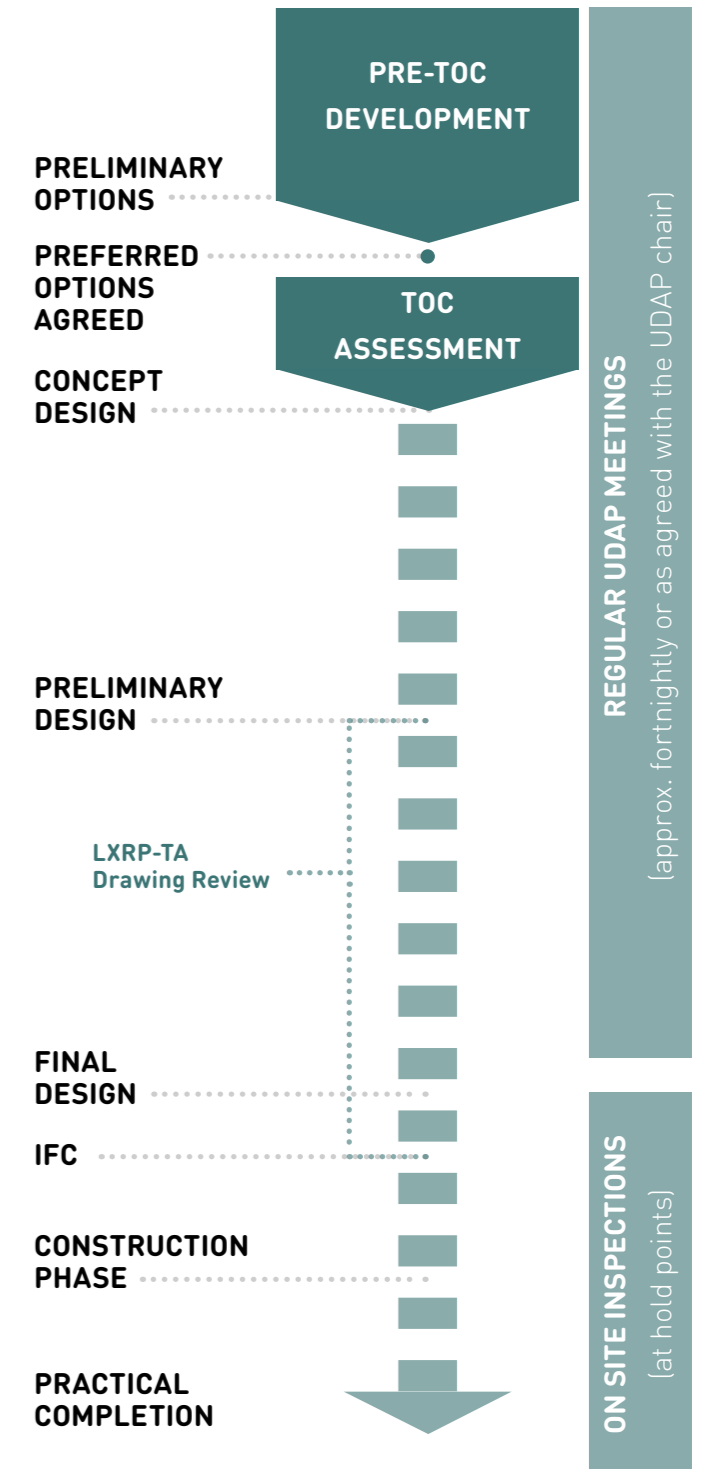
#### PROCESS

Alliance teams are expected to participate in regular UDAP sessions to discuss work in progress, particularly at key milestones (Figure 2). It is anticipated that fortnightly meetings would be required, however the exact frequency of UDAP sessions will be determined by the UDAP Chair, in consultation with the project team.

UDAP meetings shall be held in conjunction with the formal design drawing review by the LXR-Technical Advisor (LXR-TA) team (Figure 2).

Any issues noted during the drawing review process shall be raised at UDAP and where possible, resolved during these regular meetings prior to submitting updated drawing packages.

Figure 2 Design development review process



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# 2.0

## CONTEXT HIGHLIGHTS

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# 2. CONTEXT HIGHLIGHTS

The Upfield Line runs north south from Campbellfield to the Melbourne CBD, which is the terminal station for the line. The eight level crossing sites included in this project area are located in Brunswick, approximately five kilometres from the CBD. The eight level crossing sites fall within the Merri-bek City Council local government area, with Park Street in the south forming the boundary to the City of Melbourne.

Brunswick is set to experience significant population increases of approximately 47% by 2036, and is an activity centre, and a hub for commercial, retail, civic, education, industrial, recreation, sporting and community services.

The character of Brunswick reflects a transitioning activity centre, which is growing exponentially with new medium and high density developments, and residents enjoying a vibrant and multicultural lifestyle.

Key destinations include Princes Park, Barkly Square, Carlton Football Club, RMIT University Brunswick Campus, Gilpin and Clifton Parks, A G Gillion Oval, Brunswick Library and Town Hall, Brunswick Baths and associated the retail and commercial businesses along Sydney Road.

The topography of the Brunswick area is relatively flat with a minor level rise from south to north. The corridor has some established trees around the stations but in general there is low tree canopy coverage across the suburb.

Merri-bek City Council was among the earliest areas of Melbourne to be surveyed and still contains some of Victoria's oldest buildings. The first road to be established through the area was Sydney Road, and the Former Coburg Railway Line has State historical significance, as one of the most intact surviving examples of a nineteenth century train line in the state.

As the corridor traverses Park Street, it passes existing residential properties before entering more commercial and light industrial areas around the existing Brunswick Station. This area is a significant key destination as most of the community and civic spaces are located along Dawson Street, between Jewell and Brunswick Stations.

Currently, Brunswick has a strong presence of residential and commercial uses with a few employment clusters in the area. The anticipated population growth offers the opportunity to invest in employment zones to support sustainable urban outcomes to maximise the use of infrastructure and public transport.

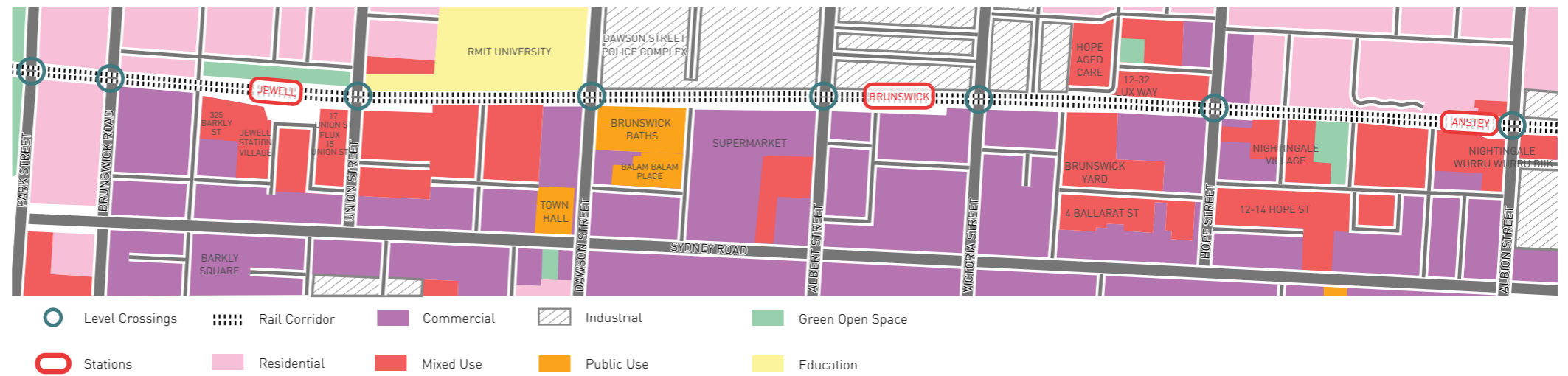


Figure 3 Context Highlights - Corridor Context



Image 1 Jewell Station Forecourt at Wilson Avenue



Image 2 Brunswick Station and shared path



Image 3 Anstey Station at Albion Street



Image 4 Sydney Road and Tram Route 19



Image 5 RMIT University Brunswick Campus



Image 6 Brunswick Town Hall on Sydney Road  
[Source: Henk Vrieselaar - stock.adobe.com]

Figure 4 : Context Highlights - Site Aerial



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# 3.0

## ISSUES AND OPPORTUNITIES

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3.1 CORRIDOR

3.2 BRUNSWICK SOUTH STATION

3.3 BRUNSWICK NORTH STATION

# 3. ISSUES AND OPPORTUNITIES

## 3.1 CORRIDOR

### HERITAGE AND SENSE OF PLACE

Figure 5 : Heritage Issues and Opportunities Analysis

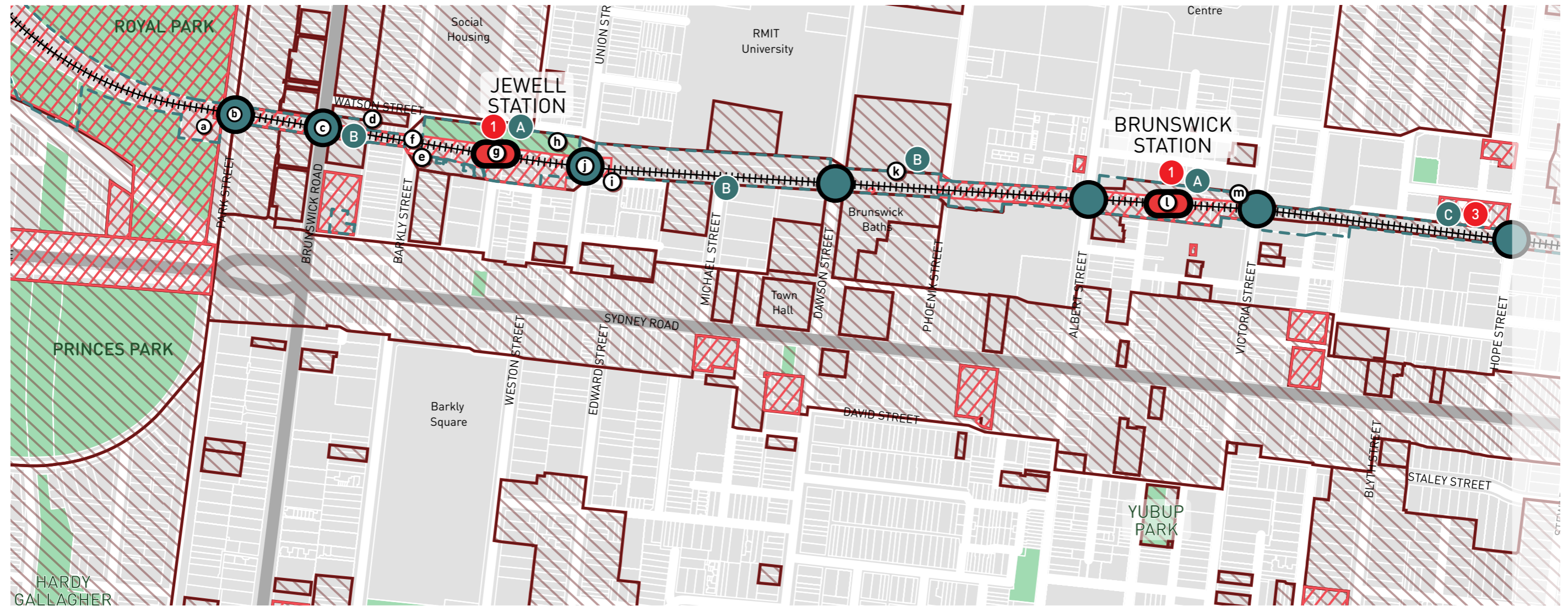


Image 7 Jewell Station heritage building



Image 8 Victoria Street signal box at Brunswick Station



Image 9 Brunswick Town Hall  
(Source: Henk Vrieselaar - stock.adobe.com)

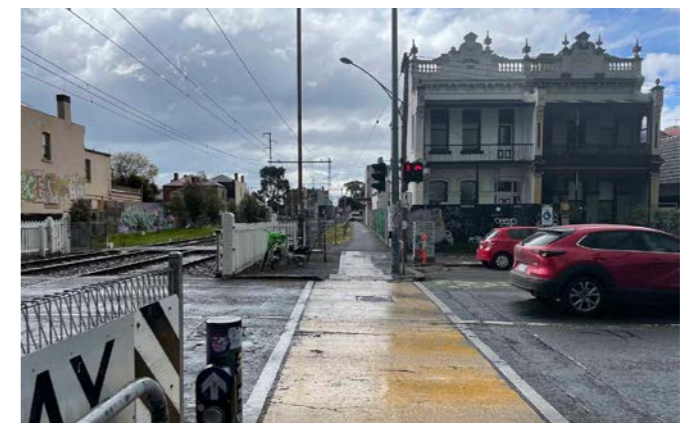
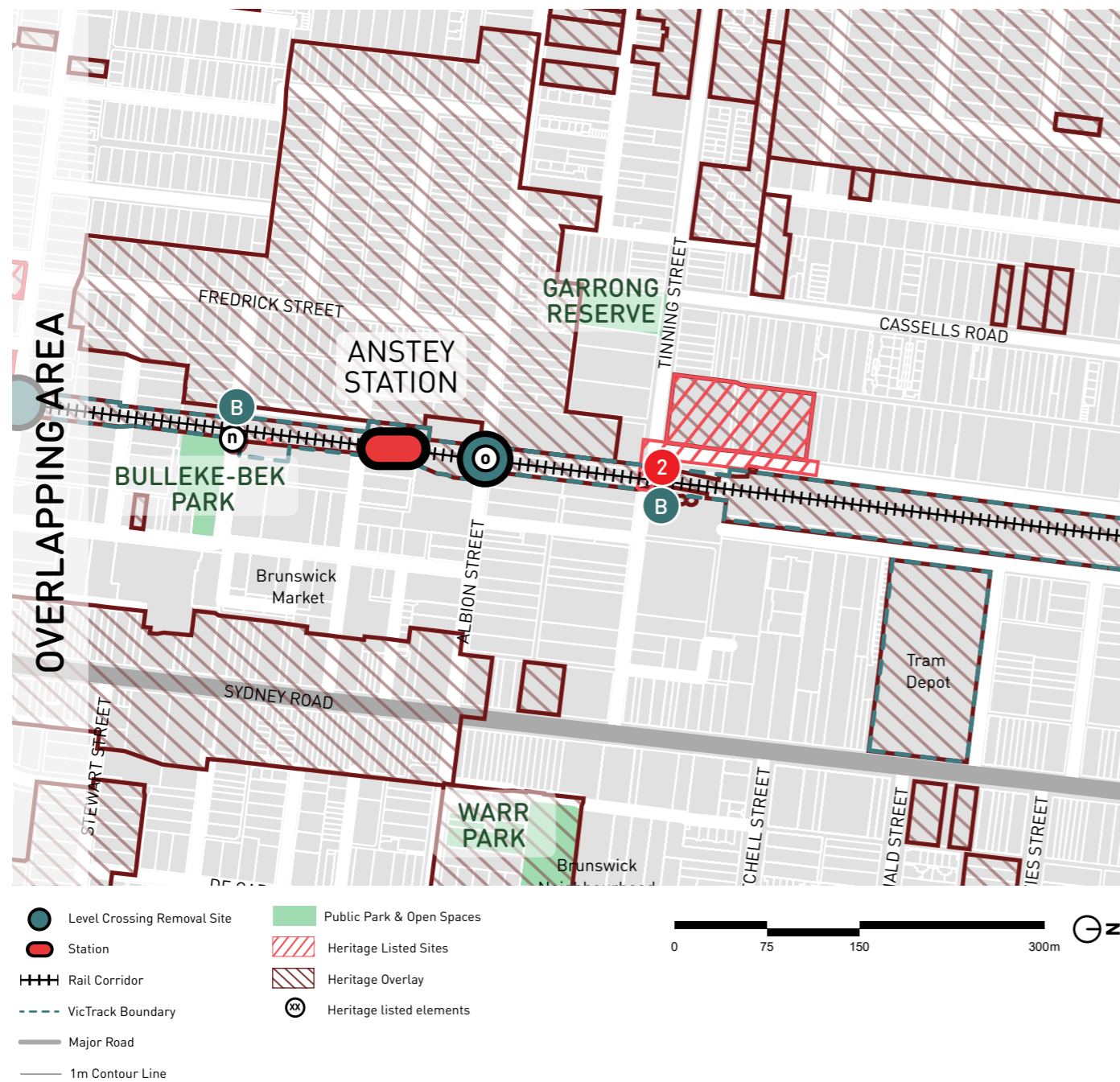


Image 10 Heritage residential buildings at Park Street



Based on the analysis presented in this document, there are a number of issues and opportunities for the project site that the guidelines must address, which are summarised below. It is expected that design teams may identify further issues and opportunities through their analysis.

**ISSUES**

- 1** Victorian Heritage Register status applied to specific sections of the rail corridor and listed buildings and structures within the corridor. Heritage Victoria (HV) will need to be consulted in depth regarding specific facilities and their status, and how the facilities are ultimately treated.
  - Jewell and Brunswick Station buildings and platforms
  - Barkly Street & Albert Street gatekeepers cabins
 Retention of these elements in-situ will also require retention of the existing levels surrounding the station.
- 2** Tinning Street has existing heritage listed elements which may be required to be retained, such as gatekeepers hut and level crossing gates. Due to the location of other heritage element on Colebrook Street, these elements are significant due to their context and may be required to be retained in-situ.
- 3** Lux Foundry is a state listed heritage property, which forms the boundary on the south west corner of Hope Street and the corridor.

**OPPORTUNITIES**

- A** Retain and integrate the heritage character and elements of the rail corridor to celebrate the site's European and indigenous heritage status.
- B** Heritage elements to be assessed for retention and integration into the overall corridor narrative, in consultation with HV.
- C** Lux property (former Gas and Coke Company) forms a strong visual focus on Hope Street, and has State heritage status which must be maintained.

Heritage listed elements within the corridor

**Park Street**

- a. A Gatekeeper's Cabin, including the awning and lever frame
- b. Park Street Gates

**Area between Brunswick Road and Barkly Street**

- c. Brunswick Road Gates
- d. Signal 24B

**Area between Barkly Street and Union Street**

- e. Gatekeeper's Cabin, including the awning and lever frame
- f. Barkly Street Gates
- g. Jewell Railway Station - Eastern side
- h. Signal 25

**Area between Union Street and Dawson Street**

- i. Union Street Signal Box including the signal lever frame and all fittings, and all signal controls to the extent of 2 meters to the west and south
- j. Union Street Gates
- Signal 26 (Verify if it is on site)
- Signal 28 (Verify if it is on site)

**Area between Dawson Street and Albert Street**

- k. Disused siding tract extending from a point 10 metres to the north of the northern building alignment of Dawson Street to the southern building alignment of Phoenix Street

**Area between Albert Street and Victoria Street**

- l. Brunswick Railway Station - eastern side
- m. Victoria Street Signal Box including the signal lever frame and all fittings, and all signal controls to the extent if the 2 metres to the east.

**Area between Hope Street and Albion Street**

- n. Signal 33B

**Area between Albion Street and Tinning Street**

- o. Albion Street Gates

**KEY:**

- X Significant issue
- X Significant opportunity
- X Issue
- X Opportunity

LANDSCAPE AND OPEN SPACES

Figure 6 Landscape and Open Spaces Issues and Opportunities Analysis

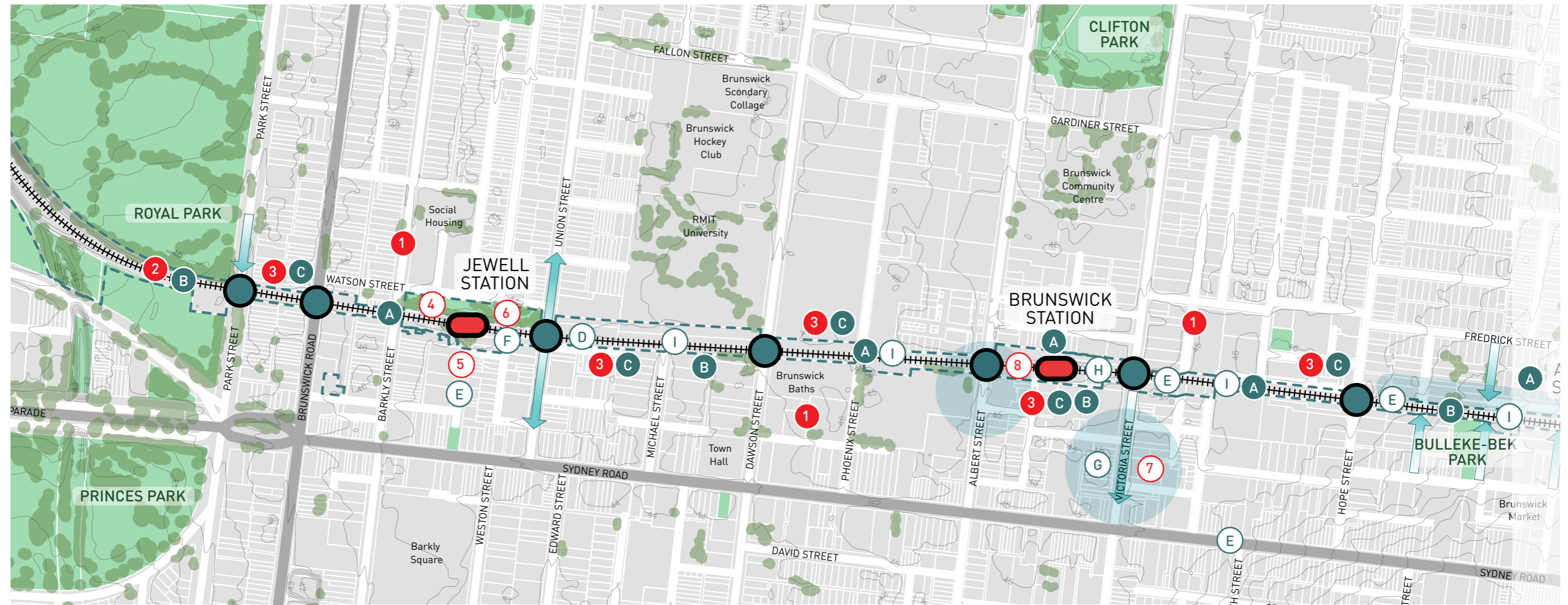


Image 11 Jewell Station Reserve



Image 12 Screening vegetation along the path adjacent to Brunswick Station

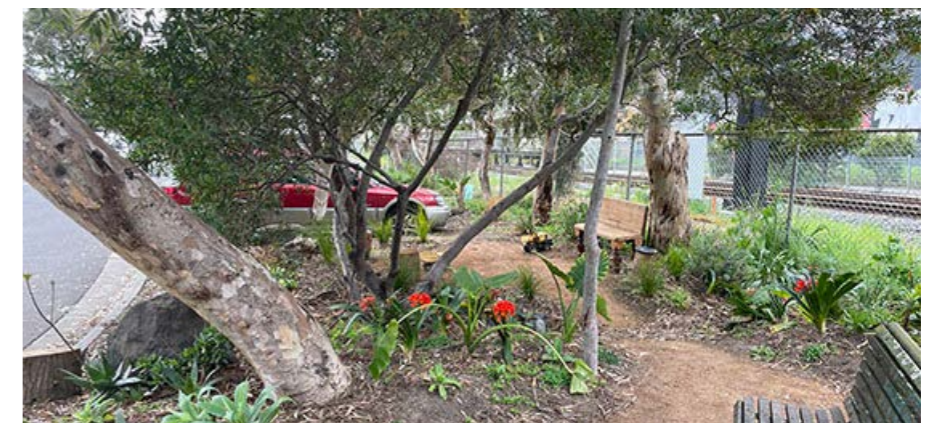


Image 13 Guerrilla gardening next to Anstey Station



Based on the analysis presented in this document, there are a number of issues and opportunities for the project site that the guidelines must address, which are summarised below. It is expected that design teams may identify further issues and opportunities through their analysis.

### ISSUES

- 1 There is a lack of open space and outdoor recreation spaces adjacent to the rail corridor and within a ten-minute walk from the rail corridor, limiting the opportunities for the community to socialise and gather.
- 2 Abutment location and type may impact significant existing vegetation and biodiversity to the south west of the proposed abutment location in Royal Park. These may require mitigation to prevent impacts within the TPZ's of the trees.
- 3 Elements of community planting within the corridor and the orchard at 267 Brunswick Road on VicTrack land will require removal due to the rail alignment.
- 4 Mature trees on the west side of the existing Jewell Station precinct, both north and south, and significant eucalyptus retained on the east side contribute to the precinct character and provides visual connection to the Royal Park. Ensure retention of significant trees is part of the construction planning sequencing due to strong community ownership of this area.
- 5 Despite the presence of significant existing mature trees to the north and south of Jewell Station Reserve, the middle section of the station precinct has low biodiversity and is an under-utilised space which acts as a transition space, with a low level of activation.
- 6 The open space to the west of Jewell Station has significant grade differences from back of platform to Watson Street, centred on the existing platform. Changes to the grades of the open space will impact the retention of existing trees.
- 7 Woolworths has a significant low point which may be a minor flooding issue.
- 8 Existing vegetation between Victoria Street and Albert Street provides heavy screening to the heritage Brunswick Station building and the shared path creating CPTED and wayfinding issues.

### OPPORTUNITIES

- A Create green open spaces along the corridor, which supports the existing green space network, and continue the parkland character of Royal Park into the corridor.
- B Arborist and ecological assessment to be commissioned to inform the construction methodology for the project and conceptual design in areas of significant trees and any potential impacts.
- C Ensure that community planting which may be removed form part of an off-set or replacement strategy which engages with the relevant members of the community.
- D Maximise retention of as many mature and significant trees as possible and integrate the green open space into the new station precinct. Work with the construction team to ensure a tree management strategy is implemented.
- E Consult with council and stakeholders to improve station precincts and open spaces with a strong landscape palette and WSUD strategies. Opportunity to re-imagine Jewell Station Reserve.
- F Detailed construction stage planning required at an early stage to ascertain required use of the precinct where possible, and viability of tree retention in this space.
- G Preliminary flooding and/or overland flow analysis to take place at an early stage to inform precinct design and prevent flooding of the shared path.
- H Engage with community planting groups to open up the sightlines of the existing Brunswick Station precinct from the north to the heritage listed station building.
- I Create active/passive public open spaces to meet community needs, and improve active opportunities within the corridor.

### KEY:

- |   |   |
|---|---|
| <span style="border: 1px solid red; border-radius: 50%; padding: 2px;">X</span> Significant issue | <span style="border: 1px solid green; border-radius: 50%; padding: 2px;">X</span> Significant opportunity |
| <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">X</span> Issue           | <span style="border: 1px solid black; border-radius: 50%; padding: 2px;">X</span> Opportunity             |

ROAD NETWORK AND CONNECTIVITY

Figure 7 Connectivity Issues Analysis

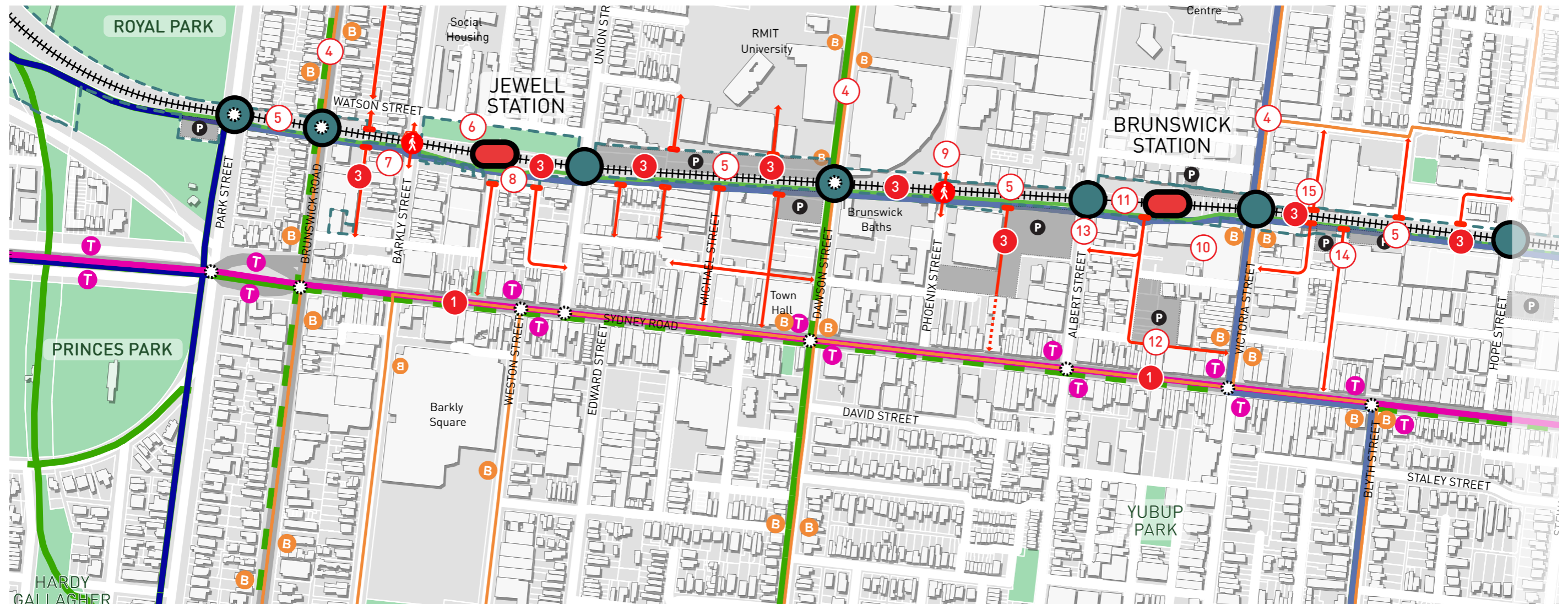
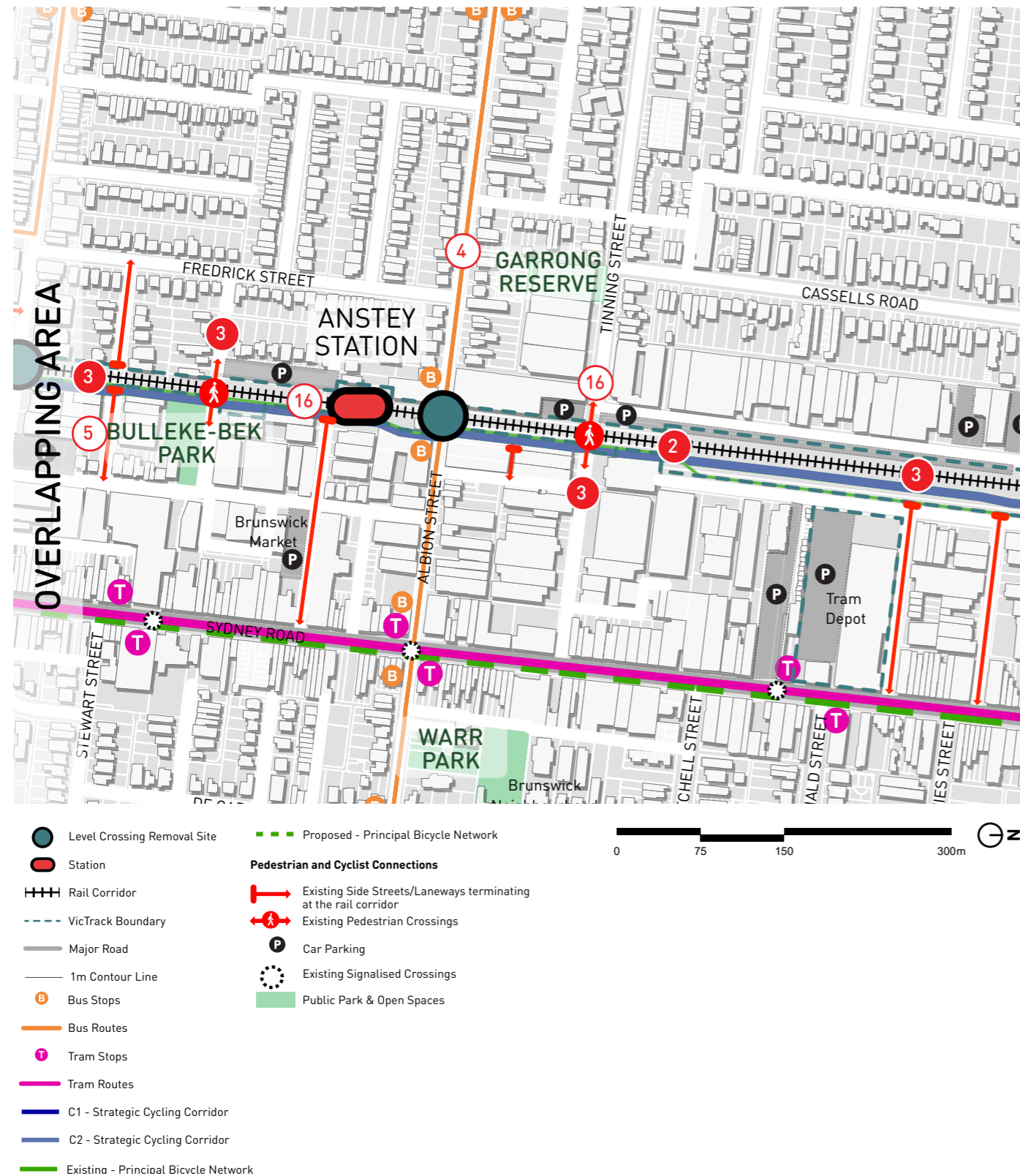


Image 14 Rail level crossing at Hope Street



Image 15 West side of the rail corridor at Phoenix Street

Based on the analysis presented in this document, there are a number of issues and opportunities for the project site that the guidelines must address, which are summarised below. It is expected that design teams may identify further issues and opportunities through their analysis.



### ISSUES

- 1 Sydney Road carries a high traffic volume of regional and local traffic and active transport, but is a hazardous north-south cycling connection due to modal conflicts.
- 2 Lack of pedestrian and cyclist priority on the shared path to circulate from north to south along the corridor.
- 3 Improve the east-west connectivity from Sydney Road to the Upfield Shared Path (USP) for active transport using laneways and local, side streets that connect directly to the corridor and have a low traffic volume.
- 4 East West bus routes through and along the corridor (504 Park Street, 506/951 Dawson Street, 508/509 Victoria Street, 503 Albion Street) will be impacted by the new project.
- 5 Wayfinding signage and captured views are limited through to the rail corridor, and do not allow users to navigate intuitively through the activity centre. Legibility of the street network is also low, due to the wide road reserves and building setbacks.
- 6 Jewell Station Reserve has poor wayfinding with a low amenity value.
- 7 The east-west pedestrian and cycle crossing on Barkly Street is very narrow and the adjacent building envelopes create blind corners, compromising pedestrian and cyclist safety.
- 8 Existing shared path is very confined at the existing Jewell Station building and adjacent developments at Wilson Avenue. There are connectivity and sight lines issues due to the constrained building envelopes and tight corners.
- 9 Existing pedestrian overpass at Phoenix Street is a main connector of pedestrian circulation across the corridor, which may be affected during the construction process disrupting the direct link to the community facilities at Saxon Street.
- 10 Vacant land (old Australian Licorice Company) to the east of the existing Brunswick Station is being consolidated for development, with an undetermined land use and plan which may compromise the station re-activation and corridor connectivity.
- 11 The existing Brunswick Station building has no direct connection to Sydney Road and the activity centre. Access to the building is limited with little visual permeability or intuitive wayfinding,
- 12 Pedestrian permeability of the activity centre from Sydney Road is very limited, and only from Victoria and Albert Streets or via retail premises during business hours.
- 13 The lack of a signalised crossing at Albert Street creates one of the most dangerous across the line due to the frequent vehicles coming in and out of the Shopping Centre and Woolworths.
- 14 Ballarat Street leads through to the corridor, but terminates in a council carpark adjacent to the corridor. The pedestrian amenity of footpaths and access is limited due to historical linkages not connecting to the corridor.
- 15 Talbot Street on the west leads to the corridor, but is fenced at the VicTrack boundary, severing the connection to the corridor.

### KEY:

- X Significant issue
- X Issue

ROAD NETWORK AND CONNECTIVITY

Figure 8 Connectivity Opportunities Analysis

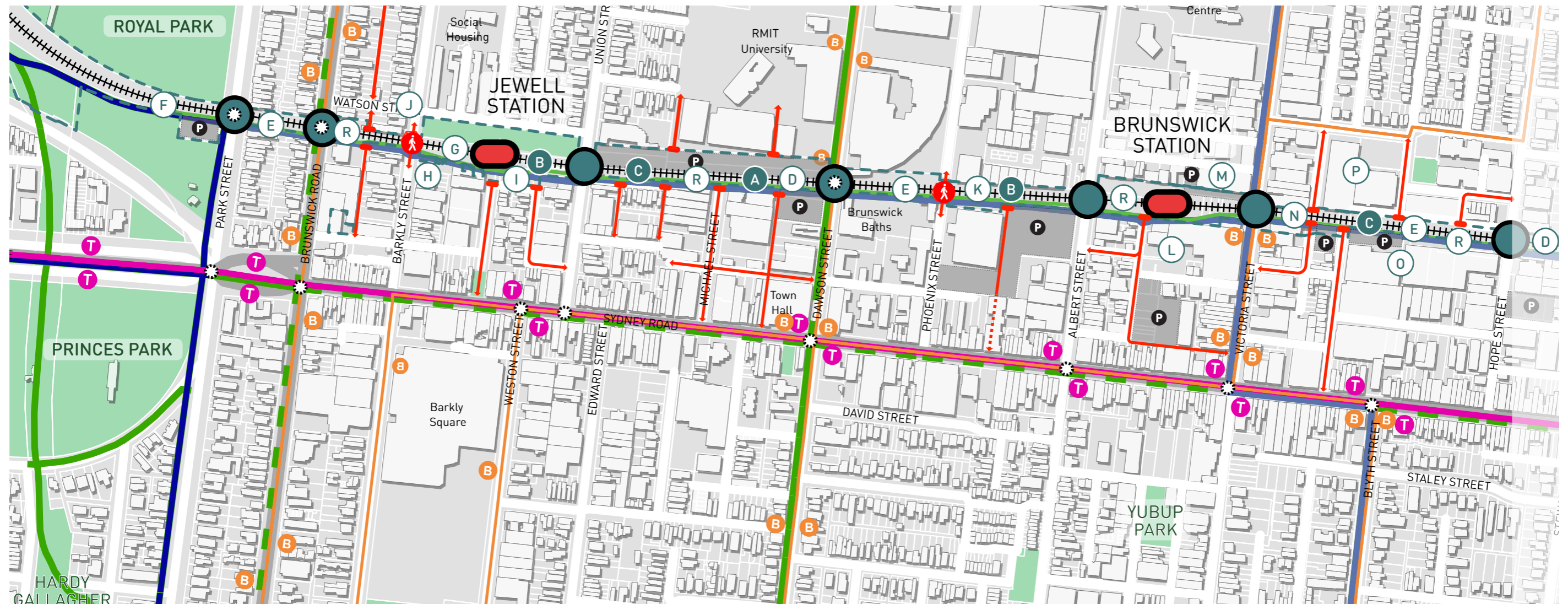


Image 16 Albert Street level crossing and shared path

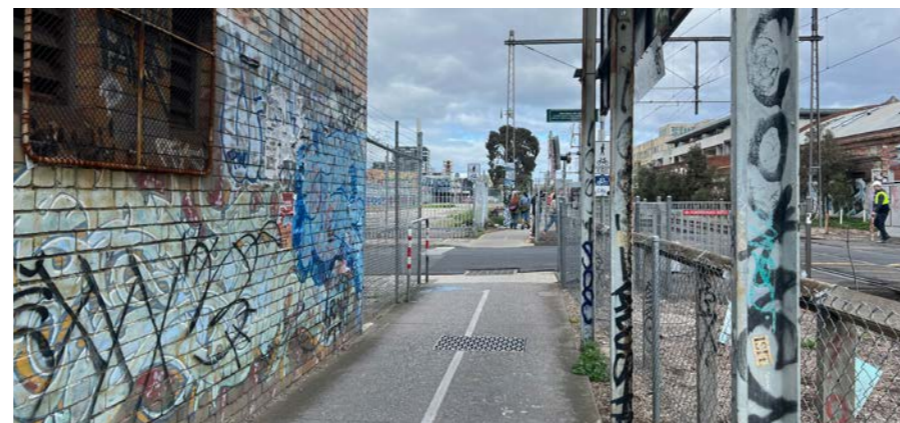
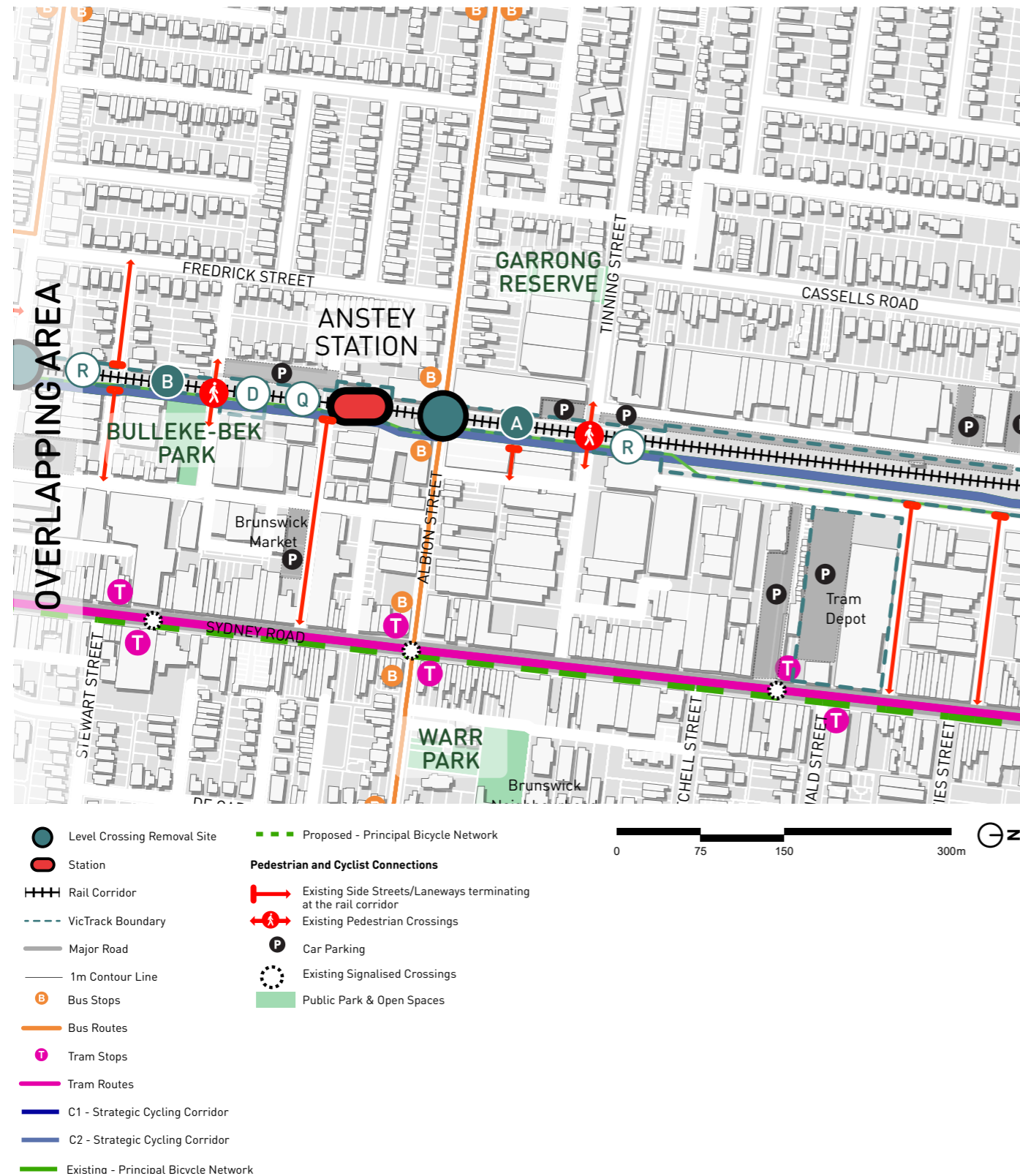


Image 17 Shared path adjacent to the rail corridor at Hope Street



Image 18 Shared path between Anstey Station and residential development at Albion Street

Based on the analysis presented in this document, there are a number of issues and opportunities for the project site that the guidelines must address, which are summarised below. It is expected that design teams may identify further issues and opportunities through their analysis.



### OPPORTUNITIES

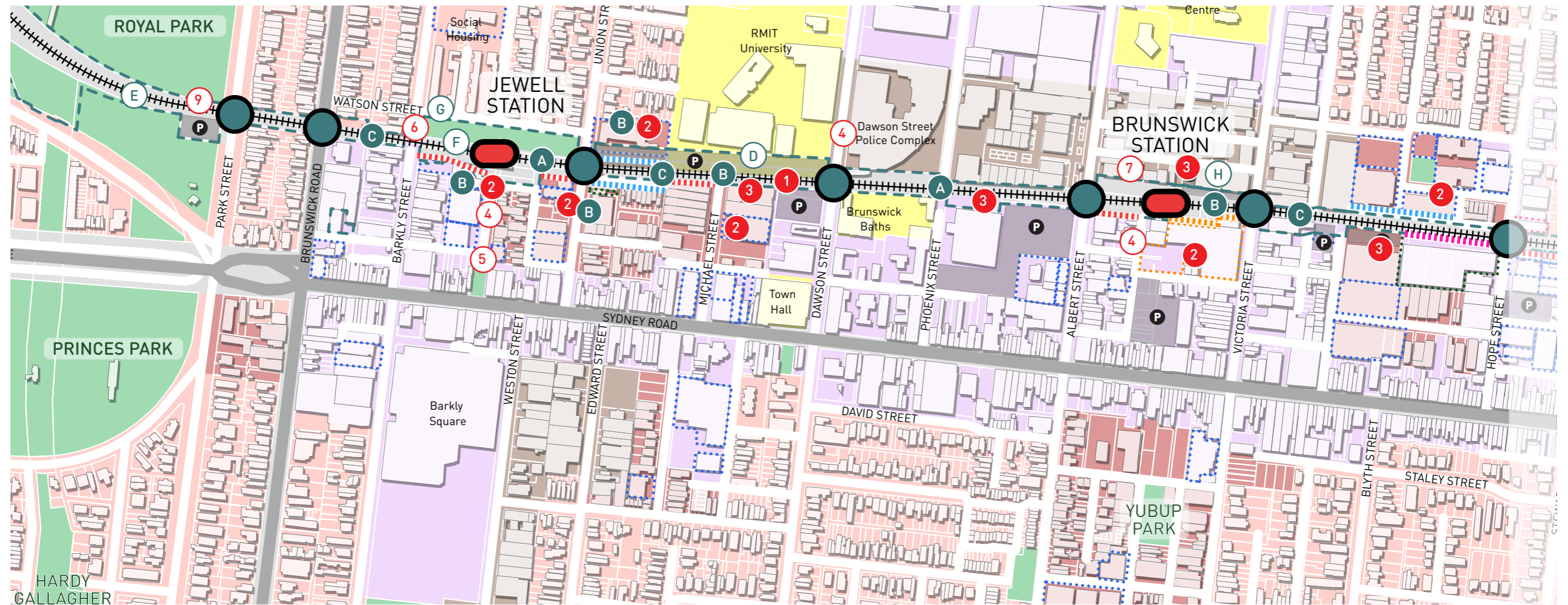
- A** Maintain and upgrade the existing Upfield Strategic Cycling Corridor (SCC) through the rail corridor, improving efficiency of the road crossings and removing conflicts between transport modes.
- B** Create a continuous shared path link and prioritise the north-south active transport connection along the railway corridor, which aligns with the Brunswick Structure Plan active streets network.
- C** Rear laneway and local street network assessment to form part of the site analysis to improve east-west connections and improve the passive surveillance over the streetscape.
- D** Integrate the existing bus routes with the proposed stations to offer inter-modal public transport connections.
- E** Improve local and regional wayfinding strategies along the corridor.
- F** Abutment type and construction typology in Royal Park to be assessed early in the development works to assess potential connectivity impacts within Royal Park.
- G** Improve the wayfinding and connectivity around Jewell Station Reserve, integrating the desire lines from residential areas on the west into the corridor.
- H** Improve the pedestrian and cycling crossing on Barkly Street, creating clear views of intersections and wider corridors through improved geometry and alignment of the shared path.
- I** Pedestrian and cycle crossing points at Jewell Station building should be treated with a consistent treatment to allow for improved legibility. Potential to re-align the shared path to the west, and utilise this area for pedestrian access only to mitigate safety issues.
- J** DDA parking to the west of the rail corridor on Barkly Street to be integrated as part of the precinct and create a direct connection to the park and precinct.
- K** Connectivity analysis to take place as part of the overall site analysis to determine historical and current use of the Phoenix Street overpass.
- L** Collaborate with Merri-bek City Council to guide the proposed development to the east of the existing station building (Brunswick Station) for improved access to the corridor through planning measures.
- M** Improve the wayfinding and connectivity around the existing Brunswick Station and the corridor through the activity centre, working with MCC to plan out the development works and improve universal accessibility, access point and sight lines into the corridor between Albert Street and Victoria Street.
- N** Opportunity to improve the pedestrian and cyclist crossings through and across the existing Brunswick Station precinct to form part of the future provisions for the corridor.
- O** Ensure that the Ballarat Street precinct has improved connectivity and activation to allow for increased patronage through the proposed developments currently in planning.
- P** Investigate connection to the corridor from Talbot Street to improve cross corridor connectivity from Ballarat Street.
- Q** Opportunity to improve the shared path on the north side of Florence Street to Tinning Street, and mitigate access conflict points between cyclists, pedestrians and vehicles.
- R** Improve the east-west connectivity from Sydney Road to the shared path within the rail corridor for pedestrians and cyclists, utilising the lower volume local roads.

### KEY:

- X** Significant opportunity
- X** Opportunity

BUILT FORM AND LAND USES

Figure 9 Built Form and Land Uses Issues and Opportunities Analysis



3.0 ISSUES AND OPPORTUNITIES



Image 19 Residential buildings with different design styles and an active interface, at Railway Place



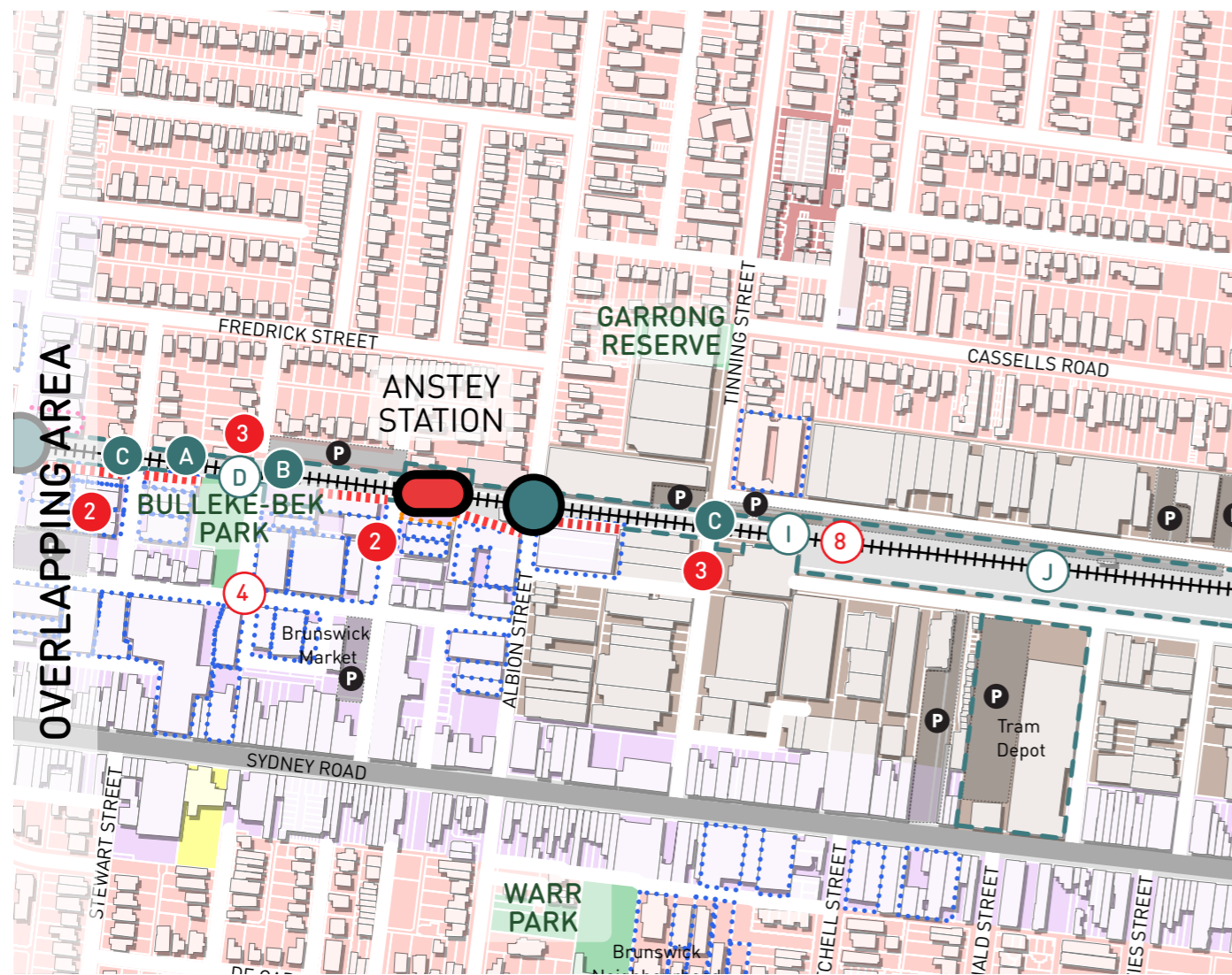
Image 20 Car parks facing the corridor considered a passive interface, at Ballarat Street



Image 21 Diverse land uses and densities around the rail corridor, at Breese Street adjacent to Anstey Station



Image 22 Active and passive interfaces and diverse land uses adjacent to the rail corridor, looking west to the RMIT campus with Michael Street behind



Based on the analysis presented in this document, there are a number of issues and opportunities for the project site that the guidelines must address, which are summarised below. It is expected that design teams may identify further issues and opportunities through their analysis.

### ISSUES

- 1 There is a lack of civic spaces within the Brunswick Activity Centre for community to socialise in.
- 2 An elevated design solution will present potential visual, noise, privacy and overshadowing impacts to sensitive residential interfaces.
- 3 Many of the residential properties do not face the rail corridor. The corridor has poor passive surveillance and inactive facades which impacts upon the sense of personal safety.
- 4 Built form along the corridor is a mix of contemporary and heritage styles, creating an eclectic built-form and inconsistent corridor edge treatments.
- 5 Wilson Avenue streetscape upgrades being undertaken by council have potential to impact works.
- 6 Confirm with Merri-bek City Council if retention of the DDA parking, charity bin and car share parking is required at Barkly St west.
- 7 Light industrial properties to the west of the existing Brunswick Station are visually of low amenity and present a poor interface to the station precinct.
- 8 MTM hi-rail access point at Cameron Street may limit opportunities for improving the amenity, activation and design of the northern Brunswick abutment.
- 9 Maintenance and parking areas adjacent to the VicTrack substation location impact the amenity and safety of the shared path and crossing points of the shared path at Park Street.

### OPPORTUNITIES

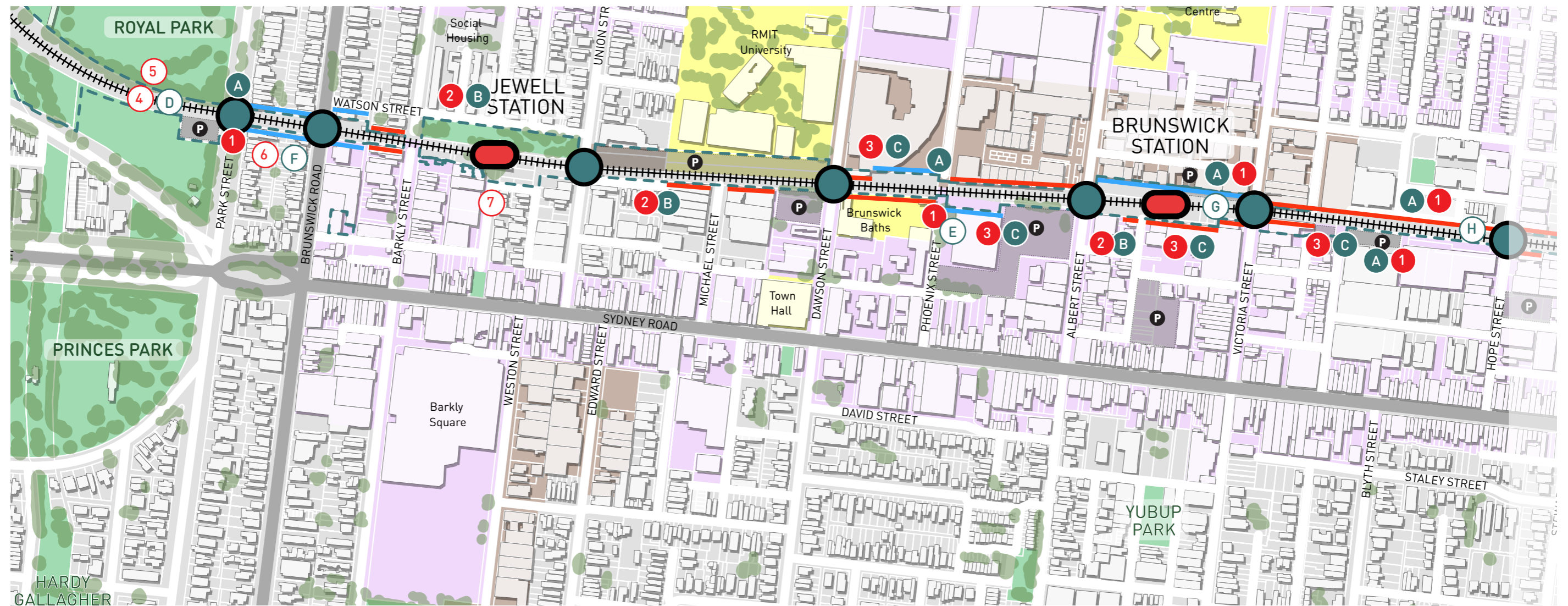
- A Locate public realm activity nodes to tie into existing cross-corridor nodes and civic spaces.
- B Mitigate potential negative amenity and privacy impacts by creating a consistent screening treatment and strategy for both elevated and ground level interfaces.
- C Provide more diverse, active and innovative corridor interfaces with well-designed landscape areas to improve amenity and passive surveillance along the corridor.
- D Create a cohesive corridor treatment for the infrastructure and station precincts which references the existing built form of the area.
- E Ensure the abutment type and associated structures do not impact the existing visual amenity from Royal Park and sensitive interfaces with Park Street.
- F Create a consistent corridor design strategy which retains and integrates the redeveloped areas around Jewell Station and the heritage station building into the level crossing project scope.
- G Vacant property on VicTrack land at 331 Barkly Street to form part of precinct strategy for the project- to re-use or remove. Condition survey to take place early in the project duration.
- H Provide screening to the west of the existing Brunswick Station precinct to screen light industrial properties from the station precinct.
- I Engage with MTM to investigate alternative locations for the maintenance access points at Cameron Street to allow for improved amenity and CPTED in this area.
- J Coordinate MTM maintenance access points with the new upgrade project at Yarra Trams, with the proposed car park adjacent to the corridor and shared path.

### KEY:

- X Significant issue
- X Significant opportunity
- X Issue
- X Opportunity

BUILT ENVIRONMENT AND SAFETY

Figure 10 Safety and Built Environment Issues and Opportunities Analysis



3.0 ISSUES AND OPPORTUNITIES



Image 23 Industrial building facing the corridor with no passive surveillance and shared path, adjacent Phoenix St.



Image 24 Industrial uses on Phoenix Street west

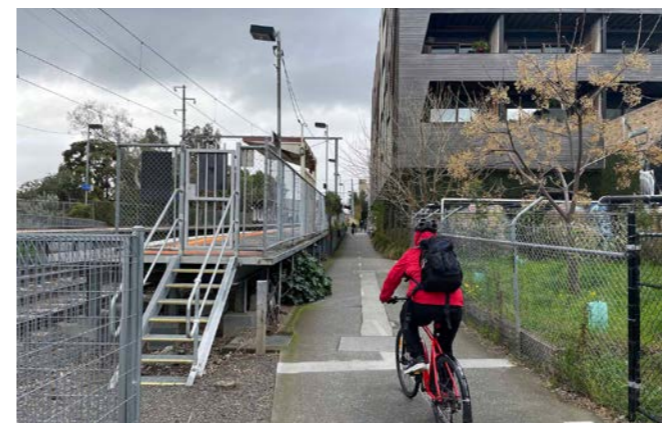
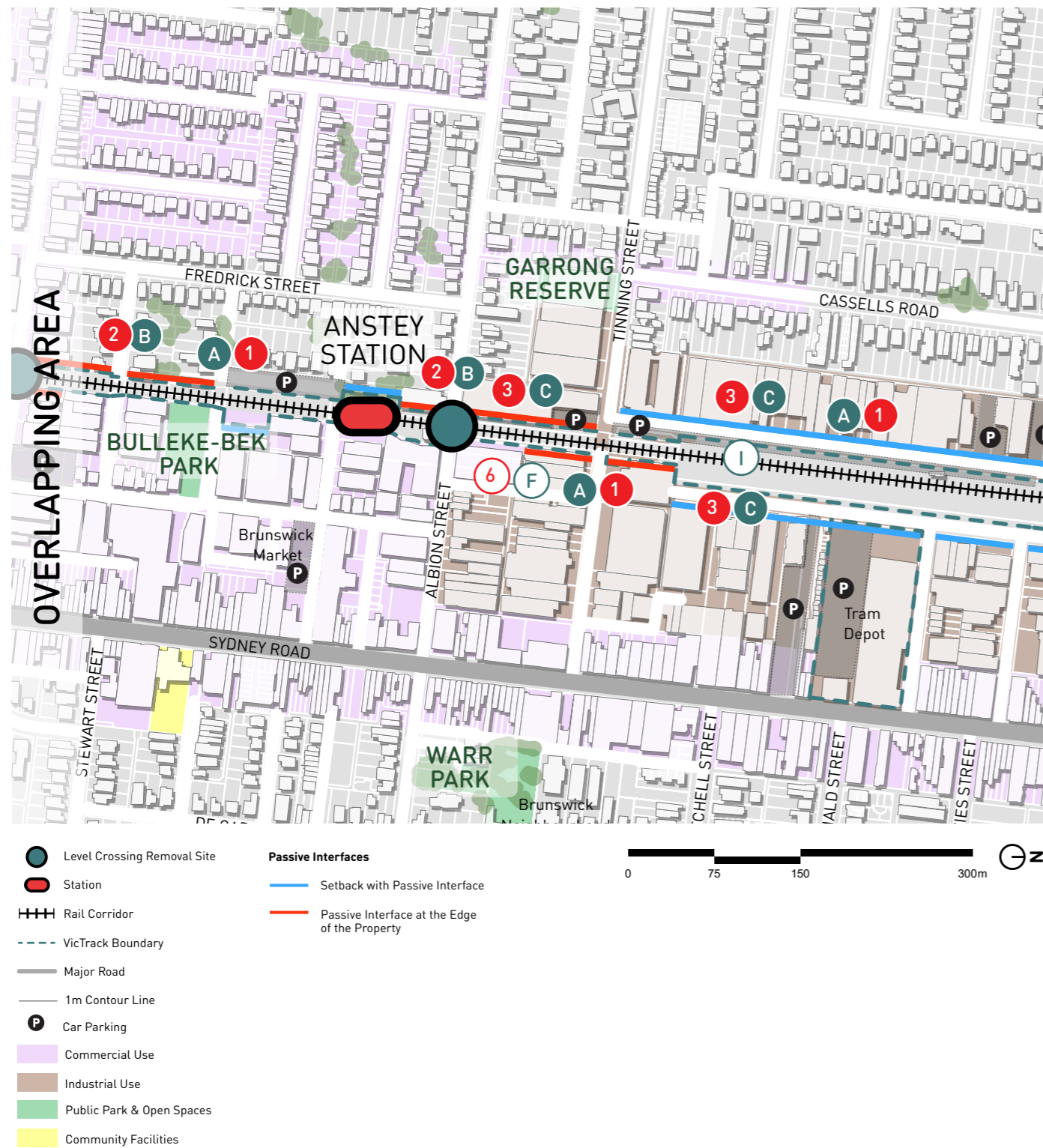


Image 25 Narrow corridor and fencing interface at Anstey Station



Image 26 At-grade car parks along the corridor adjacent to Ballarat Street



Based on the analysis presented in this document, there are a number of issues and opportunities for the project site that the guidelines must address, which are summarised below. It is expected that design teams may identify further issues and opportunities through their analysis.

### ISSUES

- 1 The rail corridor has poor passive surveillance from adjacent properties and car parks, particularly at ground level, with little public lighting, creating an unsafe environment for pedestrians and cyclists.
- 2 Industrial and commercial buildings neighbouring the rail corridor create inactive interfaces, with opportunities for vandalism and graffiti, along with a perception of low safety.
- 3 Rear of properties and noise walls on the corridor have a high level of graffiti due to low passive surveillance.
- 4 Sight lines and CPTED issues on the shared path have resulted in the removal of screening vegetation adjacent to the Royal Park Tennis Club and shared path. The abutment type and location proposed adjacent to this location may cause a similar issue.
- 5 The existing substation south of Park Street creates CPTED and sight line issues to the shared path. The addition of an abutment adjacent may exacerbate the issue.
- 6 Shared path between Park Street and Brunswick Road & Albion Street and Tinning Street are very constrained sections of path with no avenues of escape for CPTED purposes and poor passive surveillance.
- 7 The Jewell Station forecourt redevelopment works were implemented to improve the connectivity from Sydney Road to the precinct, and integrate new developments and heritage buildings. These works have potential risk to be impacted by future level crossing works and also tie into the two new developments either end of the precinct. Adjacent developments tie into the existing levels.
- 8 Vacant shop-front property on the corner of Barkly and Watson Street presents CPTED issues.
- 9 Industrial and commercial back-of-house interfaces on the west of the precinct on Prentice Street, along with existing car parks around the station create an unattractive and unsafe corridor to the station.
- 10 Access to the existing Brunswick Station from the west is adjacent to light industrial premises creating a very limited passive surveillance.
- 11 Shared path from Victoria to Hope Street is very constrained width wise, with properties built to the boundary on both the east and west.

### OPPORTUNITIES

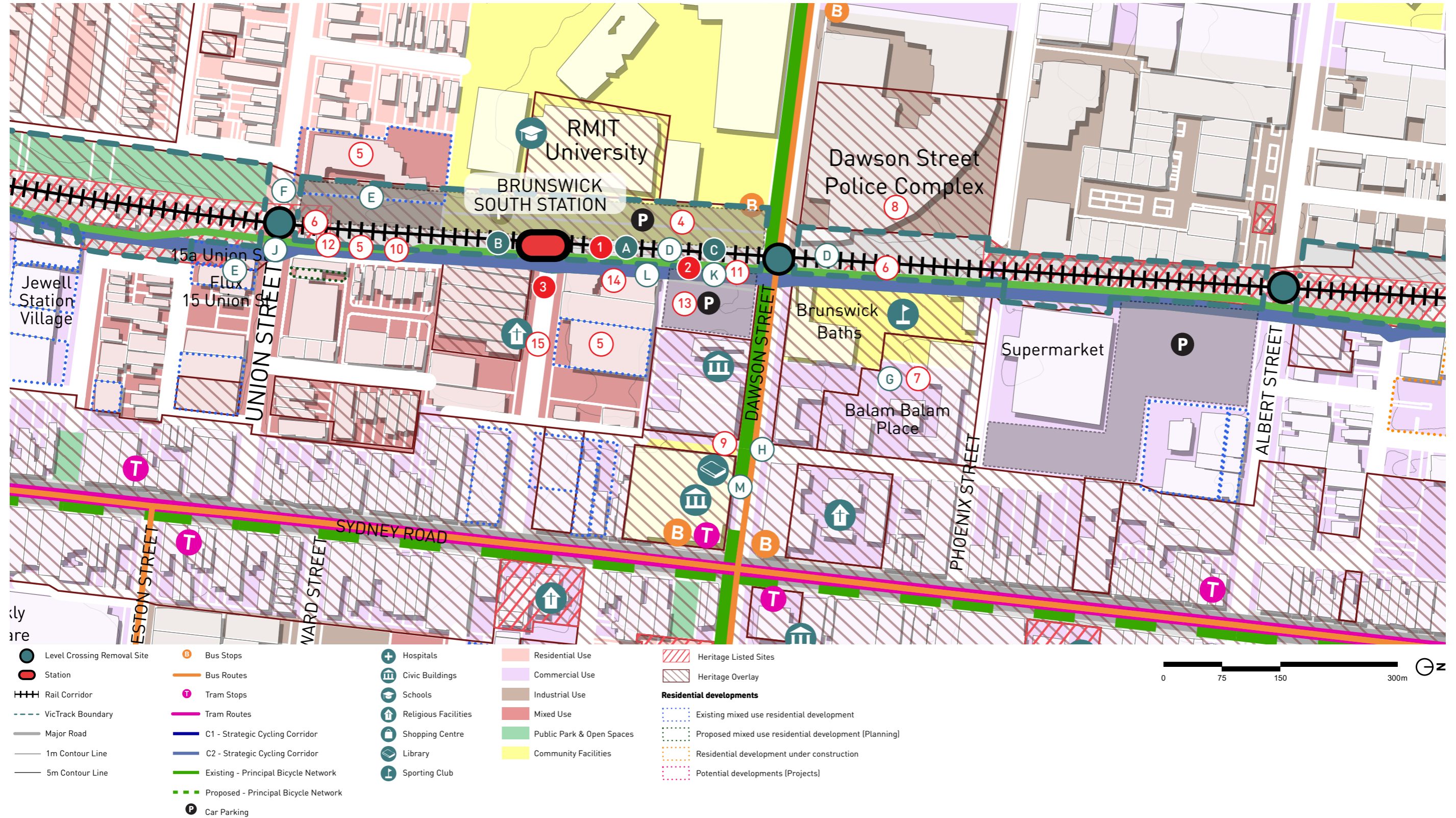
- A Improve and increase the passive surveillance and public lighting along the corridor, especially around residential and industrial interfaces with existing inactive frontages.
- B Shared path design to allow for improved sight lines and more frequent access/egress points for CPTED purpose.
- C Precinct and activation strategy to be informed by the CPTED assessment of the corridor. Work with MCC and stakeholders to ensure that properties with inactive rear boundaries can be re-developed in the future through planning mechanisms, and that existing conditions are mitigated through a CPTED and activation strategy.
- D Opportunities to improve the lighting, passive surveillance and sight lines between the abutment and the substation at Park Street.
- E Phoenix Street will provide a secondary connection from the rear of the activity centre to the corridor, with opportunities to work with MCC to improve passive surveillance over the streetscape due to redevelopment of Balam Balam Place.
- F Opportunities for graffiti management through creative strategies and access to properties on boundaries to be limited. Liaise with asset owner on the most appropriate long-term activation method for carparks and rear facades management.
- G Centralised access points from the south and north of the existing Brunswick Station need to be located away from passive boundary on the west of the site due to lack of passive surveillance.
- H Opportunity to remove the existing ground level noise walls to allow for improved CPTED and connectivity to the properties at Lux Way.
- I Opportunity to improve the abutment location and spatial arrangements of the northern abutment through the massing to sight lines across the corridor to the shared path and provide avenues of escape for CPTED purposes.

### KEY:

- |   |   |
|---|---|
| <span style="color: red;">X</span> Significant issue                                  | <span style="color: green;">X</span> Significant opportunity                                  |
| <span style="border: 1px solid red; border-radius: 50%; padding: 2px;">X</span> Issue | <span style="border: 1px solid green; border-radius: 50%; padding: 2px;">X</span> Opportunity |

## 3.2 BRUNSWICK SOUTH STATION

Figure 11 Issues and Opportunities Analysis for Brunswick South Station Precinct



Based on the analysis presented in this document, there are a number of issues and opportunities for the project site that the guidelines must address, which are summarised below. It is expected that design teams may identify further issues and opportunities through their analysis.

### ISSUES

- 1 Pedestrian connectivity from the corridor to RMIT is severed due to the carpark location and secure fencing around the carpark.
- 2 Industrial and commercial back-of-house interfaces, along with existing car parks at the station create an unattractive and unsafe corridor at the new station location.
- 3 Pedestrian and cyclist entry points to the shared path at Michael Street are narrow, and the building envelopes adjacent to the corridor create blind spots and road-user conflicts.
- 4 Carpark on VicTrack land is leased by RMIT, and will form part of the future Brunswick South Station precinct.
- 5 There are several residential uses developments adjacent to the new station precinct, which have the potential to affect the privacy and amenity of nearby residents.
- 6 Existing shared path conditions and the lack of pedestrian priority at level crossings create an unsafe environment for pedestrians and cyclists.
- 7 Balam Balam Place Cultural and Community Hub on Phoenix St is being upgraded by council. Connectivity from the shared path and rail corridor to be maintained and improved.
- 8 The Dawson Street Police Complex is a potential long-term redevelopment site adjacent to the rail corridor. Liaise with council to ascertain development timelines and land use.
- 9 Saxon Street has a public space south of Dawson Street, which is currently disconnected from the corridor and adjacent civic and community centres.
- 10 Off-road shared path ends at Railway Place, and transitions to an on-road bike lane abruptly.
- 11 Poor passive surveillance in proximity to car parking adversely impacts on perceptions of safety.
- 12 Existing vegetation at Railway Place provides some visual screening to the corridor for residents at Railway Place. If removed, this may open up the front of properties to a perceived privacy issue.
- 13 Removal of existing vegetation may have adverse impacts on the perception of privacy for adjacent residents.

- 14 Shared path between Railway Place and Dawson Street is very constrained, and has industrial properties north and south of Michael Street which provide no passive surveillance of the corridor. Carparking either side of the corridor provides limited surveillance also, adding to CPTED concerns.
- 15 Michael Street is a local street with light industrial interfaces and is dominated by car parks, affecting negatively the perception of safety and creating an unattractive environment for pedestrians and cyclists.



**Image 27** Existing pedestrian, cyclist and vehicular crossing at Union Street



**Image 28** Gatekeeper's cabin, which is part of the heritage elements located on the station precinct

### KEY:

- X Significant issue
- X Significant opportunity
- X Issue
- X Opportunity

### OPPORTUNITIES

- A Improve the side street connections and entry points from the station to the RMIT campus.
- B Collaborate with the Brunswick Design District as part of the collective theme for the civic and community precinct which MCC has created in this location as part of the Brunswick Structure Plan.
- C Ensure CPTED analysis of the corridor takes place at an early stage, and informs the design development of the station precincts and potential locations of active and passive zones within the corridor.
- D Detailed precinct planning required to mitigate and improve industrial, commercial and carpark interfaces to the station precinct north of Union Street.
- E Reduce the visual amenity impacts to sensitive residential interfaces creating a more attractive station interface and implementing screening measures where required.
- F Treatment of the shared path crossing at Union Street to form part of the overall active transport strategy, and utilise a consistent treatment for users to safely cross.
- G Collaborate with Merri-bek City Council to assess the significance of the Balam Balam Place Cultural and Community Hub and its strategic connections adjacent to the corridor.
- H Continue and connect the public realm at Saxon Street to improve walkability around the new Brunswick South Station.
- J Shared path extension to Union Street to be an off-road link to form part of the future provisions for the corridor.
- K Collaborate with Merri-bek City Council to assess the opportunity to improve the passive interface from the car park.
- L Ensure that construction lay-down and site compound locations take account of existing significant vegetation to maintain structure within the station precinct.
- M The eastern side of Dawson Street has a high-quality WSUD, and the opportunity to integrate this approach within the new station precinct exists.



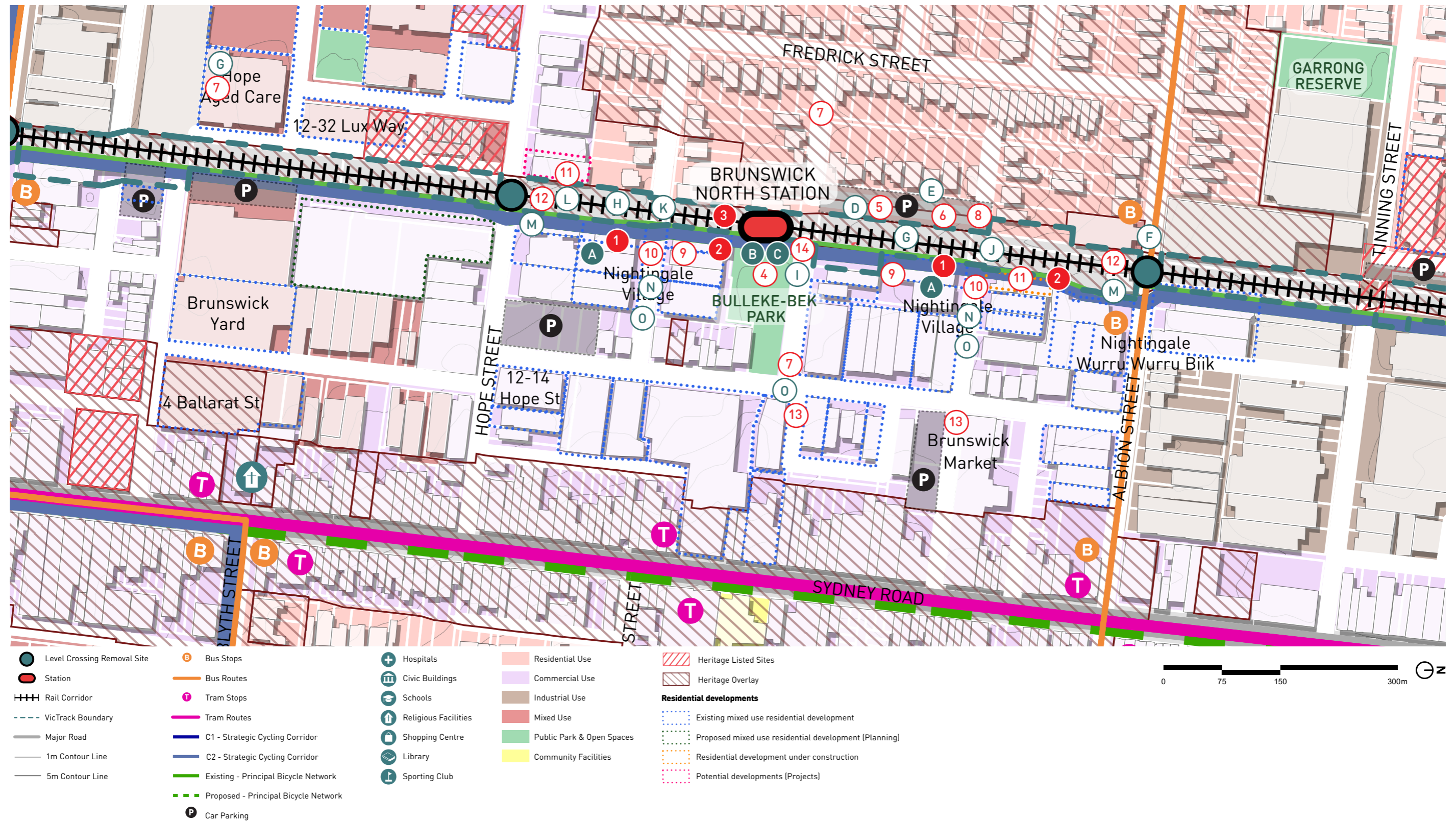
**Image 29** RMIT Interface with the rail corridor



**Image 30** Michael Street ending with the corridor and a shared path

### 3.3 BRUNSWICK NORTH STATION

Figure 12 Issues and Opportunities Analysis for Brunswick North Station Precinct



Based on the analysis presented in this document, there are a number of issues and opportunities for the project site that the guidelines must address, which are summarised below. It is expected that design teams may identify further issues and opportunities through their analysis.

### ISSUES

- 1 Medium to high density residential developments adjacent to the new Brunswick North Station precinct may have privacy and amenity issues
- 2 High rise residential developments neighbouring the new station precinct may be impacted.
- 3 The station precinct architecture should strengthen and reinforce the existing unique, eclectic sense of place.
- 4 Bulleke-bek Park is the main public open space adjacent to the station precinct, which will create a complex interface and access arrangements.
- 5 The station carpark interface on the west side at Orient Grove is potentially an unsafe space for pedestrians and cyclists due to poor passive surveillance from the corridor.
- 6 Mature trees on the west side of the corridor provide a good structure to the adjacent streetscape in Orient Grove. Removal of existing mature trees on the west side of the corridor will have negative impacts to amenity.
- 7 Mid-block wayfinding to Sydney Road is deficient on the east side of the precinct (lack of side streets and laneway connections through to Sydney Road).
- 8 Orient Grove has poor pedestrian amenity and insufficient lighting which will have a negative impact on future access to the new station.
- 9 The station precinct is adjacent to 8-12 storey buildings, which exacerbate the narrowness of the corridor and may have negative impacts on patron amenity at the new station.
- 10 High quality public realm at Duckett Street and Florence Street may be negatively impacted by the new station precinct.
- 11 The new station may require the require removal of community plantings north-west of Hope Street
- 12 Albion Street and Hope Street are two-lane roads, which creates complex vehicular access for a pick-up and drop-off (PUDO) area near to the station precinct.
- 13 There is a lack of direct cyclist/pedestrian links from Sydney Road to the corridor creating a poorly connected station precinct.
- 14 The existing station precinct is hidden due to the tight corridor and lacks of sense of place.



**Image 31** Narrowest section of the corridor at the north side of Hope Street.



**Image 32** Diverse land use and built forms in the surrounding areas at the east side of the corridor.

### KEY:

- X Significant issue
- X Significant opportunity
- X Issue
- X Opportunity

### OPPORTUNITIES

- A Privacy and amenity impacts for nearby residents will require being mitigated within the station precinct.
- B Integrate the station entry points and the forecourt into Bulleke-bek Park and Orient Grove, to leverage existing pedestrian links from the west.
- C Improve the perception of safety with improved sight lines and improve the car park interfaces at Orient Grove.
- D Maximise retention of mature and significant trees and integrate them into the new landscape and public realm solution.
- E Collaborate with council to improve wayfinding opportunities and existing and future side street connections to Sydney Road.
- F Improve the accessibility to the new station and provide improved pedestrian infrastructure (footpaths and public lighting) through Orient Grove to the station precinct.
- G Create a well-integrated architectural and landscape design integrating the diversity of built-forms adjacent to the station precinct and referencing recent station architecture style of the Upfield line.
- H Station architecture and configuration must respond to the sense of enclosure of this narrow corridor
- I Integrate and preserve the existing public realm and open space east of the station precinct.
- J Engage with residents and business owners adjacent to the station precinct to integrate the new and existing building architectural language into the station design.
- K Ensure building services and utilities are integrated across the station precinct to maintain the visual amenity of the area.
- L Improve bio-diversity of the area and leverage community engagement on the theme and activation of the area during design development.
- M Ensure pedestrian only access to the station precinct through clear delineation of the public realm in materials and design.
- N Improve walkability around Nightingale Village to create a more connected station precinct and mitigate the lack of direct links from Sydney Road to the corridor.

- O Opportunity to frame the station views from West/Florence and Duckett streets and allow for improved station legibility and wayfinding.



**Image 33** Shared path and rail corridor at the end of Duckett Street surrounded by high-density residential and mix uses developments.



**Image 34** Bulleke-bek Park next to Nightingale Village on the east side of the station precinct.

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# 4.0 DESIGN GUIDELINES

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- 4.1 VISION AND DESIGN INTENT
- 4.2 URBAN DESIGN FRAMEWORK
- 4.3 DESIGN GUIDELINES

# 4. DESIGN GUIDELINES

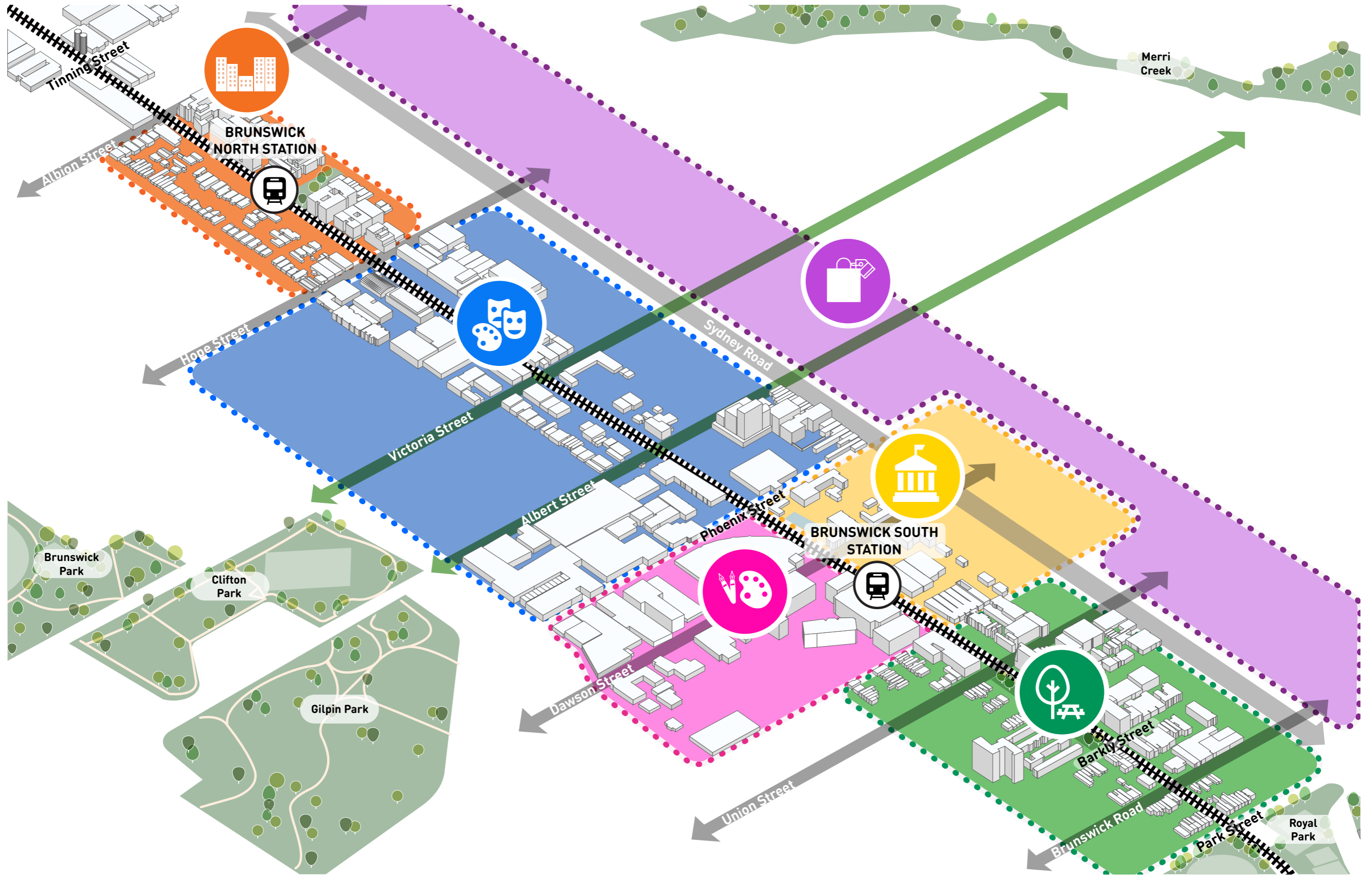
## 4.1 VISION AND DESIGN INTENT

*The elevated rail solution for the Brunswick Level Crossing Removal project will connect the Upfield rail corridor to Royal Park providing the communities of Coburg and Brunswick with connectivity along and across the corridor. The project will form a series of connected, community and public realm spaces strategically located for communities to socialise and recreate into the future.*

*The project will support the development of a series of distinctive precincts through the corridor, which reflect the sense of place of Brunswick, celebrating diversity and heritage, whilst allowing for future growth. The station architecture should respond to the dynamic, and complex built form of the area which makes Brunswick a modern and changing suburban destination for all ages.*

*The urban design should respond to:*

- *Unique and complex evolving urban neighbourhoods*
- *Primary north south active transport connectivity, allowing for increasing fine-grained east-west connections*
- *Support and increase the diversity of open space and public realm*
- *Integrate the diversity of pre-colonial, colonial and transport heritage*
- *Appropriately scaled stations and forecourts that respond to the fine grain context and vibrancy of the precinct*
- *Adoption of continuous improvement of design solutions based upon lessons learnt of previous program wide solutions*
- *Framed views along local east west streets to viaducts and from elevated station platforms*



Honour and respect the history and heritage of the site

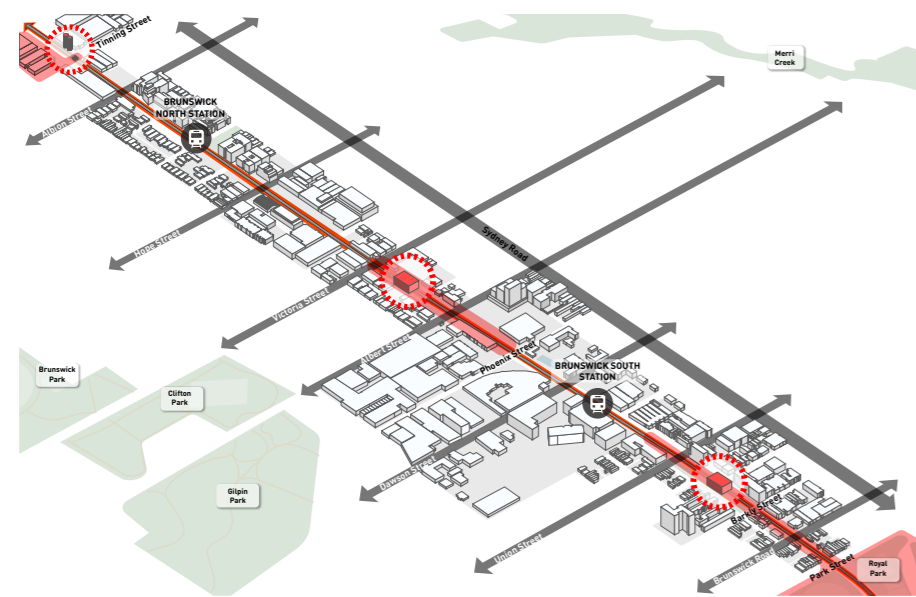


Figure 13 Diagram noting celebration of the heritage significance of the Station buildings and built form along the corridor

The project will celebrate the area's rich history by retaining and re-purposing the heritage assets throughout the proposal.

RELATES TO:



IDENTITY



URBAN INTEGRATION

Improve east-west pedestrian and cyclist connectivity and prioritise south-north movement

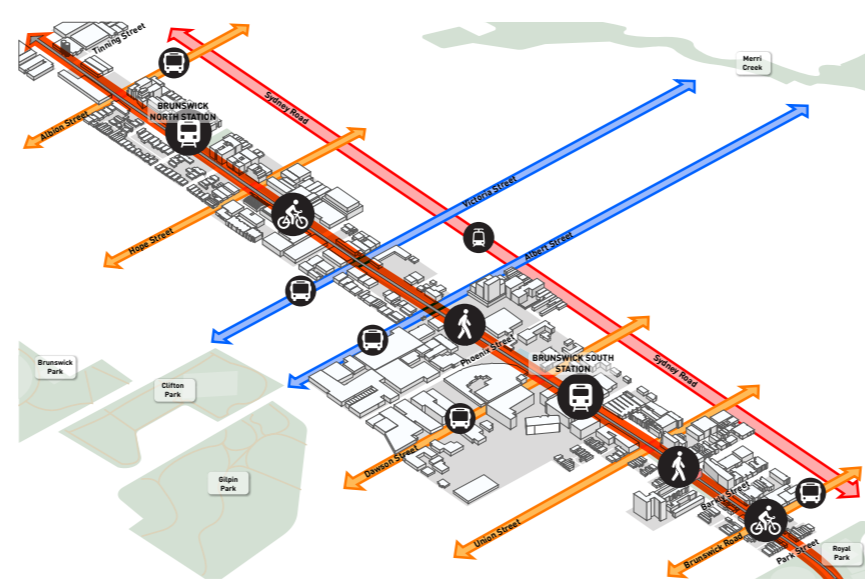


Figure 14 Diagram showing the east-west connectivity and north-south link transition

Maximise cross corridor permeability through opening up access and reconnecting in laneways and side street connections to enhance existing pedestrian and cyclist connections and harness opportunities for new connections to nearby local attractions.

RELATES TO:



CONNECTIVITY AND WAYFINDING



URBAN INTEGRATION



ACCESSIBILITY

Enhance the value of natural environment and green open spaces

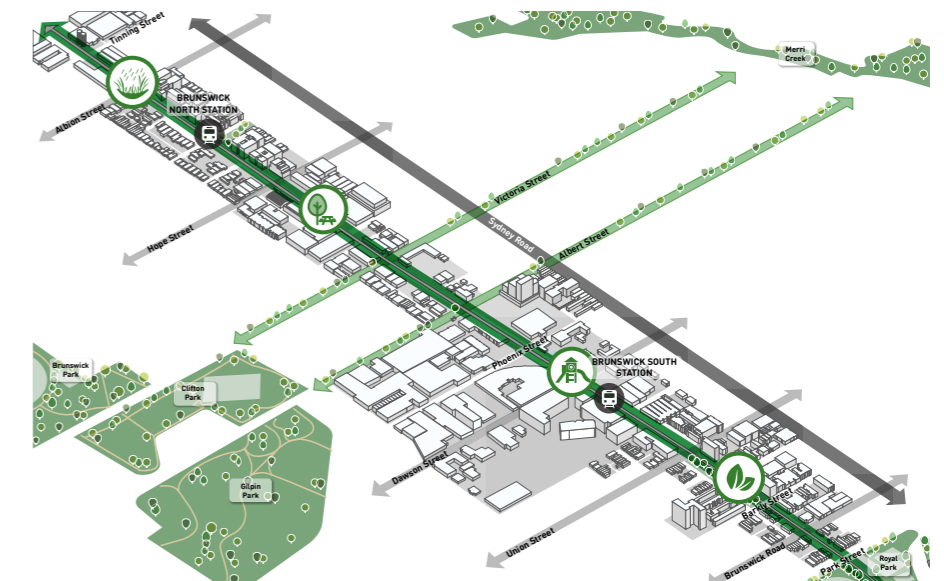


Figure 15 Diagram showing the green link across the corridor and east-west green connectivity

Establish a strong green connection throughout the project by making a visual connection to the nearby open spaces

RELATES TO:



IDENTITY



RESILIENCE AND SUSTAINABILITY



AMENITY

**Create attractive and active interfaces along the corridor**



**Figure 16** Diagram showing the activation of different interfaces along the corridor

*Ensure the project delivers a high-quality integrated design for all built form and landscape elements that respond sensitively to the local context and create a vibrant, safer and well-integrated precinct enjoyed by the local community.*

**RELATES TO:**

- VIBRANCY
- AMENITY
- SAFETY

**Celebrate the diversity of identities within the corridor**



**Figure 17** Diagram showing the Identity and character of each precinct across the rail corridor

*Positively respond and enhance the unique changing character of the neighbourhoods surrounding the rail corridor. This changing character reflects the diverse local community with differing identities and needs.*

**RELATES TO:**

- IDENTITY
- URBAN INTEGRATION

## 4.2 URBAN DESIGN FRAMEWORK

The UDF sets out the expectations for achieving high quality, context sensitive urban design outcomes for each project. The UDF both informs the design process and provides the basis for evaluation of design solutions.

The UDF identifies eight key principles inherent to successful major infrastructure projects (Figure 18). Underpinning these principles are the urban design objectives that outline what the project should achieve in relation to the broader principles.

The UDF also specifies measures and qualitative benchmarks. The measures describe specific requirements that the design must meet. The measures are supported by qualitative benchmark examples that illustrate the expected level of quality, materials and finishes.

The measures and benchmarks in the UDF must be addressed in addition to the requirements set out in this document.

The measures that are specifically relevant to this project are set out in Figure 19 to the right.

Principle 1  
**IDENTITY**  
A well-defined identity and sense of place is key to creating strong and vibrant communities.

Principle 2  
**URBAN INTEGRATION**  
A well-integrated environment is a fundamental framework for the successful development of a great place.

Principle 3  
**CONNECTIVITY & WAYFINDING**  
A well connected and legible environment contributes significantly to a strong economy, the use of public and active transport, and an integrated community.

Principle 4  
**ACCESSIBILITY**  
A highly accessible and inclusive environment provides a positive user experience and contributes to health and wellbeing of the community.

Principle 5  
**SAFETY**  
A safe environment is essential for a strong and connected community.

Principle 6  
**AMENITY**  
High quality urban amenity associated with the experience of a great public place contributes to a successful, equitable and prosperous community.

Principle 7  
**VIBRANCY**  
Activation and diversity in the experience of urban places supports a prosperous and healthy community.

Principle 8  
**RESILIENCE & ENVIRONMENTAL SUSTAINABILITY**  
Places and corridors must be sustainable, enduring and resilient support and nurture current and future generations.



Figure 18 Urban Design Framework

UDF MEASURES SPECIFICALLY RELEVANT TO THIS PROJECT	
MEASURES (including but not limited to):	CLAUSE:
PROGRAM-WIDE MEASURES	#M1.1, M1.2, M1.3, M1.4, M1.5, M1.6, M1.7, M1.8, M1.9, M1.10, M1.11, M1.12, M.13
INFRASTRUCTURE	#M2.1, M2.2, M2.3, M2.4, M2.5, M2.6, M2.7, M2.8, M2.9, M2.10, M2.11, M2.17, M2.18
PUBLIC SPACE	#M3.1, M3.2, M3.3, M3.4, M3.5, M3.6
LANDSCAPE	#M4.1, M4.2, M4.3, M4.4, M4.5, M4.6, M4.7, M4.8, M4.9, M4.10, M4.11, M4.12, M4.13, M4.14, M4.15, M4.16, M4.17, M4.18
ACTIVE TRANSPORT	#M5.1, M5.2, M5.3, M5.4, M5.5, M5.6, M5.7, M5.8, M5.9, M5.10, M5.11, M5.12, M5.13
STATION	#M6.1, M6.2, M6.3, M6.4, M6.5, M6.6, M6.7, M6.8, M6.9, M6.10, M6.11
CAR PARK	#M7.1, M7.2, M7.3, M7.6, M7.7, M7.11
SUBSTATION AND UTILITIES	#M8.1, M8.2, M8.3, M8.4, M8.5
LIGHTING	#M9.1, M9.2, M9.3, M9.4, M9.5, M9.6, M9.7, M9.8, M9.9, M9.10
SCREENS AND BARRIERS	#M10.1, M10.2, M10.3, M10.4, M10.5, M10.6
MATERIALS AND FINISHES	#M11.1, M11.2, M11.3, M11.4, M11.5, M11.6, M11.7, M11.8
INTEGRATED ART	#M12.1, M12.2, M12.3, M12.4, M12.5, M12.6
COMMERCIAL OPPORTUNITIES	#M13.1, M13.4, M13.6, M13.7, M13.8, M13.9, M13.11, M13.12, M13.13

Figure 19 Urban Design Framework Application Table

## 4.3 DESIGN GUIDELINES - CORRIDOR



### IDENTITY

A well-defined identity and sense of place is key to creating strong and vibrant communities.

#### GUIDELINES

- ① Brunswick Level Crossing Removals should recognise and respect the unique and well-conserved heritage character of the rail corridor and station buildings. Heritage Victoria to be consulted on the interpretation, re-activation and retention of the state significant heritage elements, along with the Traditional owners and local heritage associations.
- ② Heritage Victoria, Merri-bek City Council and City of Melbourne to be consulted on design intent, use and retention of specific elements within the corridor to allow for ultimate asset allocation at project completion.
- ③ The heritage listed elements within the corridor, such as gates, gatehouses, and signal boxes, should be assessed in collaboration with Merri-bek City Council, City of Melbourne and Heritage Victoria for their re-use potential to retain and interpret the heritage within the corridor and the historical narrative of the site.
- ④ The infrastructure design should provide a consistent and unique identity which builds upon the existing sense of place of Brunswick, strengthening the urban identity of the corridor.
- ⑤ The design of the infrastructure should capitalise on the long views to the city, along with short and middle distance views to the surrounding urban landscape to provide context to Brunswick and interest to the public transport journey.
- ⑥ Opportunities to celebrate long distance views to the city and the surrounding context from the platforms extents.



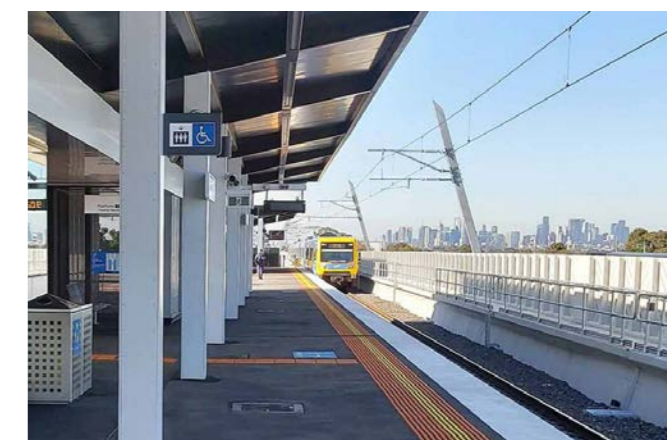
**Image 35** Moreland Station building re-purposed and integrated into the corridor to maintain and celebrate the historical character of the site



**Image 36** Creative reinterpretation of heritage elements at Moreland-Coburg supports and celebrates the historical significance of the corridor



**Image 37** Reintegration of heritage elements into the landscape at Moreland Station



**Image 38** Direct views to the CBD from the platforms at Preston Station

## 4.3 DESIGN GUIDELINES

### URBAN INTEGRATION

### VIBRANCY

A well-integrated environment is a fundamental framework for the successful development of a great place.

Activation and diversity in the experience of urban places supports a prosperous and healthy community.

#### GUIDELINES

- 1 Collaborate with the Merri-bek City Council, City of Melbourne and Brunswick Design District (BDD) to develop a corridor wide creative strategy for the Brunswick level crossing project and to provide complementary spaces along the corridor and station precincts, integrating civic activities and responding to community needs for better activation and sense of place.
- 2 Undertake a detailed assessment to determine privacy requirements along the corridor to adjacent developments where required. Provide an adequate level of privacy screening to the existing surrounding neighbourhood to minimise visual intrusion on private open spaces. Apply the LXP Visual Screening Guidelines for existing property requirements.
- 3 Corridor landscape design should allow for a flexible and evolving program of spaces within the public realm and station forecourts which promotes the changing nature of Brunswick's urban fabric and land uses.
- 4 Retain and integrate the new redevelopment extents on the east of the existing Jewell Station. Sensitive building entrances at the heritage Station and its interfaces should be retained in-situ, and maintain access to the existing building and platform.
- 5 Design team to interface with the NeoMetro design team responsible for the Jewell Station redevelopment in 2020 to establish the design rationale for the previous project.
- 6 Integrate existing mature vegetation and significant canopy trees at Jewell Station Reserve and the east side of the corridor between Wilson Avenue and Little Gold Street into the landscape design, to preserve and strengthen the leafy character and visual connection to Royal Park.
- 7 Existing car park areas at Barkly Street and along the corridor should be integrated within the project to improve the universal accessibility and the perception of safety around Jewell Station.
- 8 Collaborate with the Merri-bek City Council to respond to the site planning of the old Former Australian Licorice Factory site and Activity Centre structure planning to create a more direct axis from Sydney Road to the corridor reactivating this area, improving the amenity, lighting and safety.
- 9 Ensure that the connectivity and spatial arrangements of the corridor improve connectivity in the Ballarat Street precinct, allowing for east west connections to and from the corridor.
- 10 Consult MTM to ensure Hi-Rail maintenance access point required at this location and the Yarra Trams car park south of Moreland Road do not compromise the high-quality design of the corridor up to Moreland Station and the amenity within this area.
- 11 Assess the overshadowing potential from the elevated design solution along the corridor to ensure the viability of the open space interfaces and the location of potential active hubs/precincts.
- 12 Consult with Merri-bek City Council and adjacent landowners to create a graffiti management strategy which combines a creative strategy and open space strategy for improved amenity of the corridor.
- 13 Provide generous spatial proportions beneath the viaduct which respond appropriately the heritage status of the former Gas and Coke listed building and allow for good sight lines along the corridor.
- 14 Ensure the Brunswick heritage station building has high visibility from either end of Victoria or Albert Street, highlighting the station's presence for wayfinding purposes and strengthening the area's heritage character.



**Image 39** The creation of a new complementary space at Mentone Station, which has a civic open space role



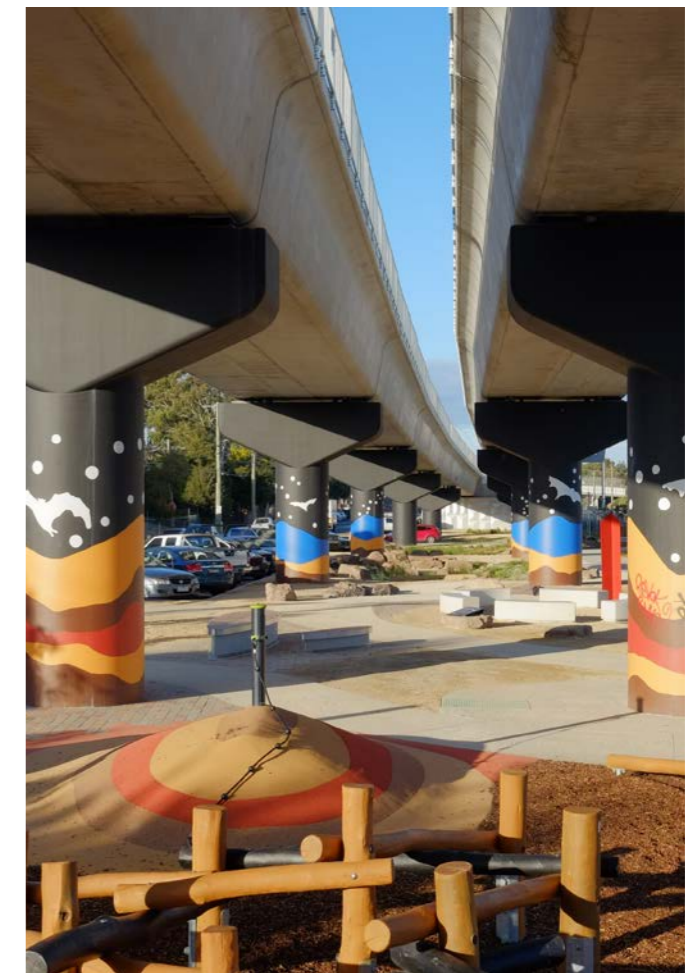
**Image 40** The design of viaduct screening responds to the sensitive residential areas adjacent to the corridor at Bell Station



**Image 41** The design of the open space adjacent to Carnegie Station responds to the current needs of the community and future urban growth



**Image 42** The linear park between Coburg and Moreland Stations provides multiple functions for the community



**Image 43** The open space adjacent to the Oakover Road level crossing removal site was co-designed with Wurundjeri Traditional Custodians and includes a yarning circle and play area for younger children

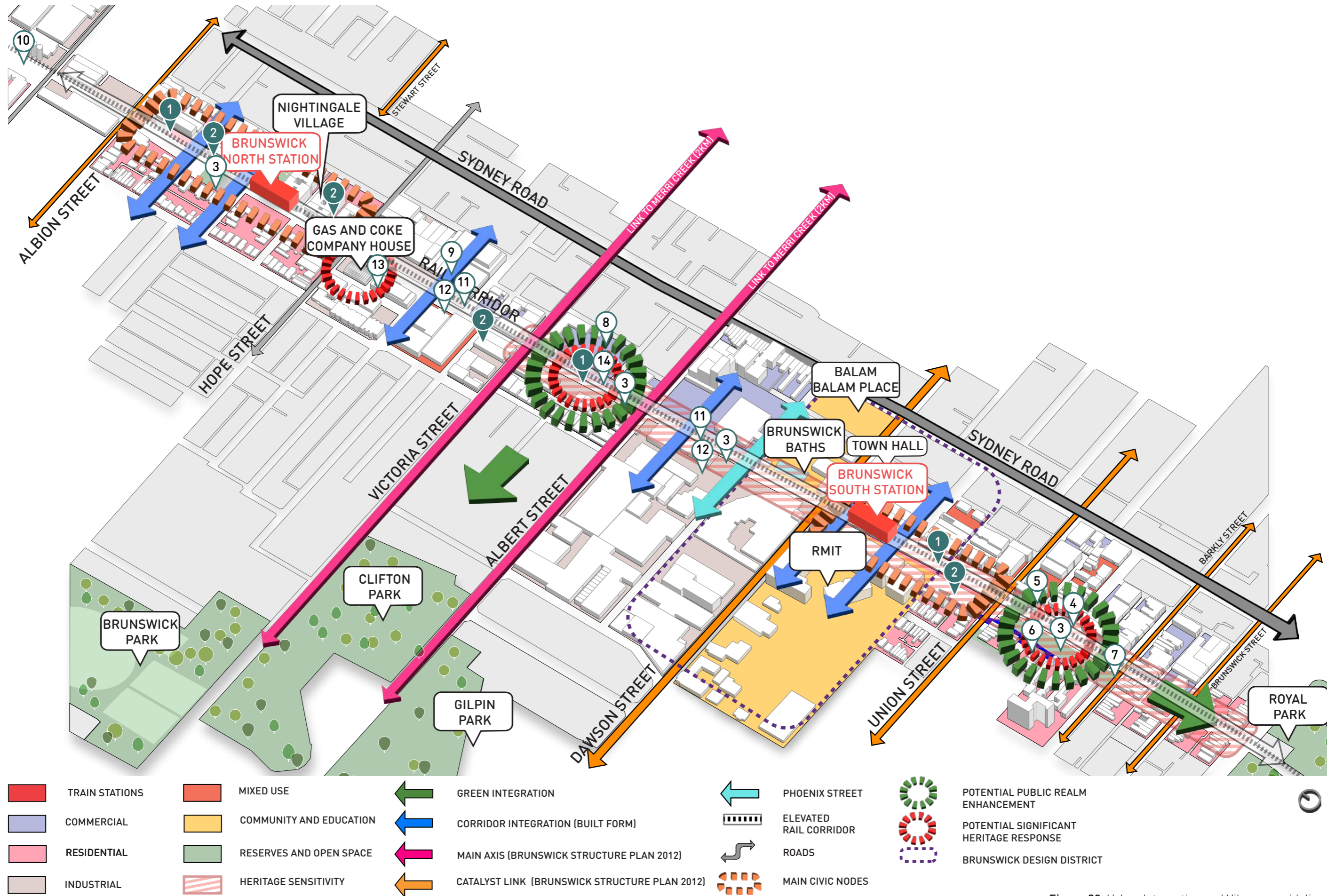


Figure 20 Urban Integration and Vibrancy guidelines

## 4.3 DESIGN GUIDELINES

### CONNECTIVITY AND WAYFINDING

A well connected and legible environment contributes significantly to a strong economy, the use of public and active transport, and an integrated community.

### ACCESSIBILITY

A highly accessible and inclusive environment provides a positive user experience and contributes to health and wellbeing of the community.

#### GUIDELINES

- 1 Direct, safe and separated pedestrian and cyclist north-south links should be provided along the corridor, with critical east-west connections strategically identified at an early stage. Work with Merri-bek City Council and City of Melbourne to identify connections to key destinations through local streets and laneways, to improve the walkability, reduce conflict points, and amenity and quality of connection points within the corridor.
- 2 Integrate bus routes and stop locations in proximity to the rail corridor. Facilitate bus routes revisions to promote commuting and activation within the corridor and stations where required.
- 3 Work with stakeholders to create a wayfinding/signage strategy to ensure local and regional wayfinding, with accessible crossing points to connect the stations with the different precincts, key destinations and other public transport stops. Ensure interpretive signage is coordinated with wayfinding signage, and is integrated with the respective Council signage typologies where required.
- 4 Investigate at an early development stage whether the existing Park St substation will be retained or relocated to another part of the corridor, to inform the alignment and improve sight lines of the Upfield Shared Path.
- 5 Ensure crossing measures are treated consistently and equitably to allow cyclists and pedestrians ease of flow along the corridor. Through the development of a corridor wide active transport analysis, the design should balance connectivity with improved and consistent crossing conditions which are relative to the C2 classification of the SCC at the road crossings.
- 6 Consolidate the desire lines across Jewell Station Reserve through formalising paths where required, and improving the wayfinding from Sydney Road to Jewell Station Reserve
- 7 The intersection at Barkly Street should facilitate the pedestrian and cyclist crossing from east to west and its integration into the Upfield Shared Path. Allow for set back of the shared path to allow for zero building set back as per the existing conditions. Blind spots to be mitigated.
- 8 Liaise closely with DTP to ensure that station commuter carparking measures are retained on a like for like basis only, with allowances for DDA parking where required.
- 9 Assess connectivity requirements across Phoenix Street for suitability as a low volume active transport connection and access to the Brunswick Baths/Saxon Street community facility. Liaise with HV to investigate the status of the heritage elements at the existing overpass.
- 10 East west active transport links to the Upfield Shared Path should utilise the lower volume local roads, and improve neighbourhood connectivity for local journeys.
- 11 Utilise views from the adjacent urban context into and across the corridor for wayfinding and identity purposes.
- 12 Investigate potential mid-block connections through to Lux Way and Talbot Street from Ballarat Street to improve connectivity across the station precinct.



Image 44 Bell to Moreland separated cyclist and pedestrian path



Image 45 Integrated bus stop within Mernda Station precinct



Image 46 Monumental signage at Clayton Station assists in wayfinding and promotes a sense of place



Image 47 Improved east-west connectivity on Munro Street south of Coburg Station



Image 48 View of Moreland Station through Allen Street supports local wayfinding

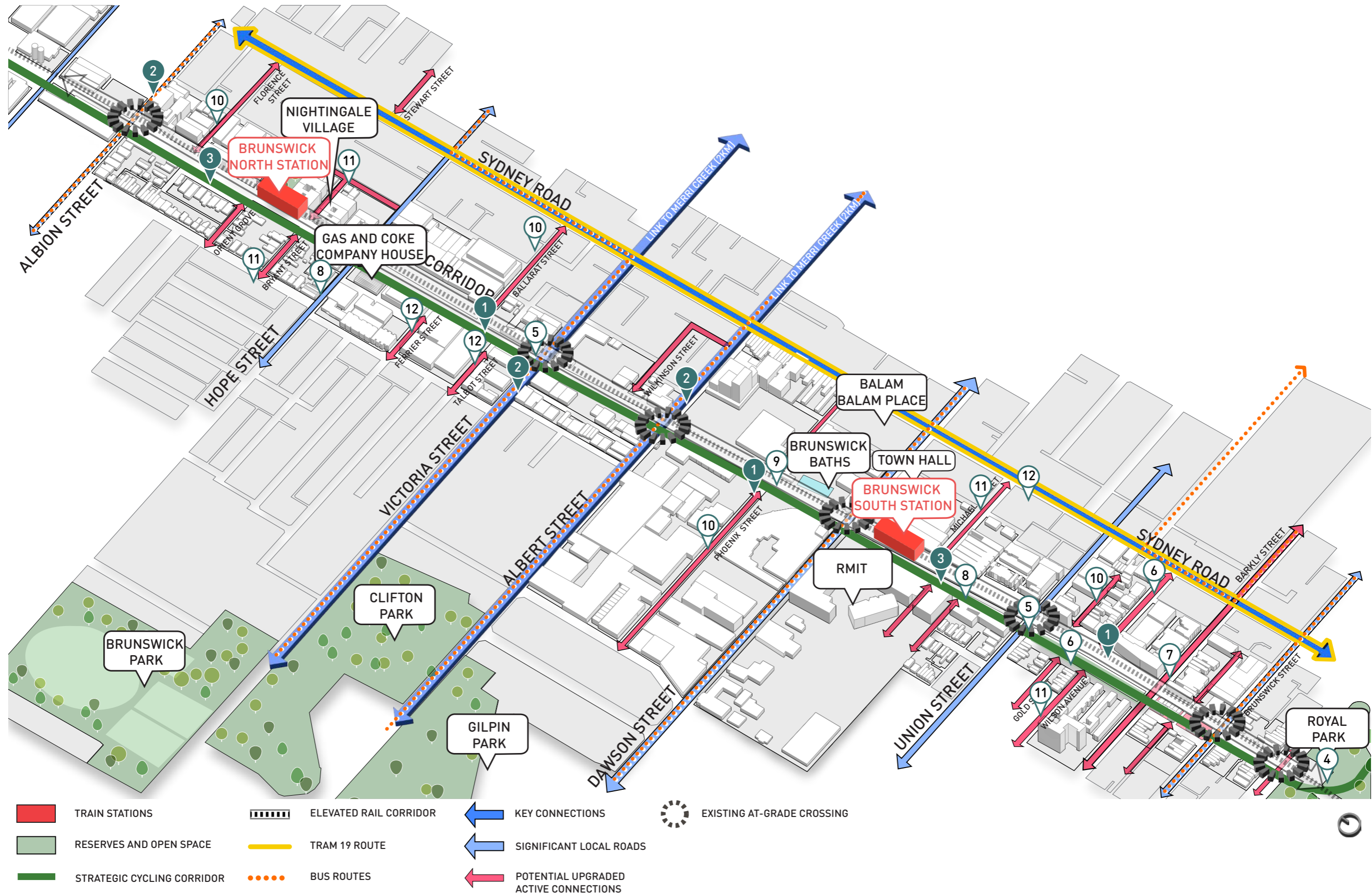


Figure 21 Connectivity, Wayfinding and Accessibility Guidelines

## 4.3 DESIGN GUIDELINES

### SAFETY

A safe environment is essential for a strong and connected community.

### AMENITY

High quality urban amenity associated with the experience of a great public place contributes to successful, equitable and prosperous community.

#### GUIDELINES

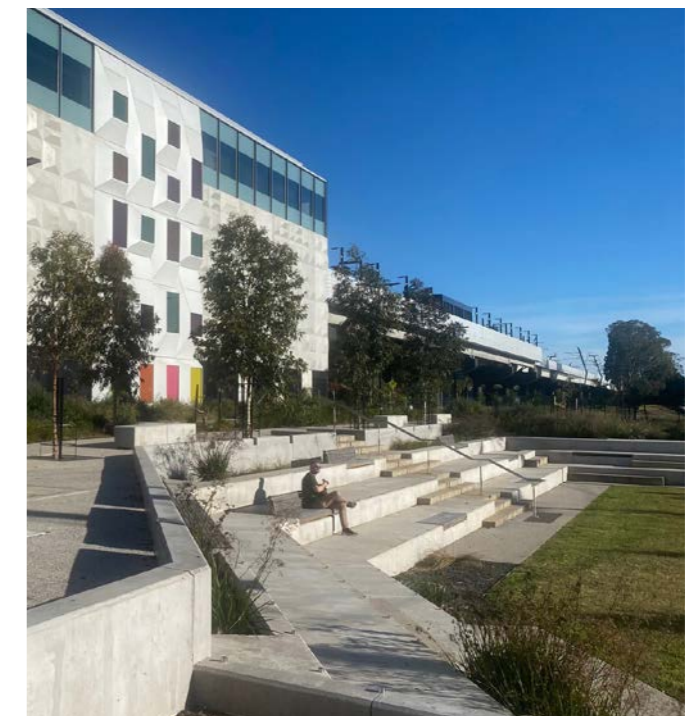
- 1 Ensure a corridor wide CPTED assessment forms part of the overall site analysis, design development and post-occupancy evaluation to improve passive surveillance, sight lines and precinct activation where required and appropriate. Allow for inputs from Merri-bek City Council and City of Melbourne for lessons learnt and activation strategy.
- 2 Consult and engage local government and adjacent property owners to create a strategy to positively manage vandalism and graffiti of the urban elements along the corridor. Ensure the design deters future vandalism and graffiti where appropriate, and long term management plans are established which retain the identity of the corridor and sense of place for both Brunswick and Royal Park.
- 3 The design of the southern abutment will need to be an integrated design which is sensitive to active transport users safety-recreational or commuter - and has an improved amenity for Royal Park users.
- 4 The shared path alignment should consider and respond to the recent redevelopment of Jewell Station and potential pedestrian conflicts. Potential to relocate the cycle path into the west side of the corridor to allow for a pedestrian civic area on the east side that connects with the future Wilson Avenue development and Sydney Road.
- 5 Vacant shop-front on the VicTrack property on the south west corner of Jewell Station Reserve should be assessed to consider its reuse or removal to create a more active intersection at Barkly Street and Watson Street
- 6 Locate viaduct piers to ensure cross-corridor views are created and clear sight lines along the corridor north to south are established for CPTED purposes.
- 7 Improve the passive, industrial interfaces to the west of the corridor, between Dawson Street and Victoria Street and next to the heritage building station to allow for passive surveillance and increased perception of safety within corridor.
- 8 Prioritise pedestrian and cyclist crossings at Albert Street and Victoria Street to mitigate conflict points and create a more safe and pedestrian friendly environment.
- 9 The location and type of abutment proposed for the northern abutment at Tinning Street should take into account the tight spatial allocation of the existing shared path and adjacent Brunswick Plaster Mills site. The abutment design should improve the existing conditions, and allow for passive surveillance across the corridor from Colebrook Street, and the creation of alternate routes for pedestrians through to Moreland Road.
- 10 Diversify and activate the passive and negative interfaces with well-designed landscape areas to improve amenity along the corridor.
- 11 The southern abutment should be set back to allow for clear sight lines of the shared path adjacent to the Royal Park Tennis Club for CPTED purposes, and clear sight lines between cycle and pedestrians at Park St. Allow for generous path widths at Park Street for peak volumes of pedestrians east west to the adjacent schools.
- 12 The abutment type and amenity must be sensitive to visual impacts for users of Royal Park, and reinforce the sense of place of the park. Investigate the use of vegetation for screening and planting on or against the structure to integrate the abutment into the open space corridor.



**Image 49** Activity area beneath the rail line contributes to a sense of safety near the Toorak Road level crossing removal site



**Image 50** Street art titled 'A Graffiti for Jina' at the Phoenix Street entrance to the Brunswick Baths created by the Feminista Melbourne Collective



**Image 51** Stepped embankment at Bell Station allows people to rest, socialise, and provide passive surveillance

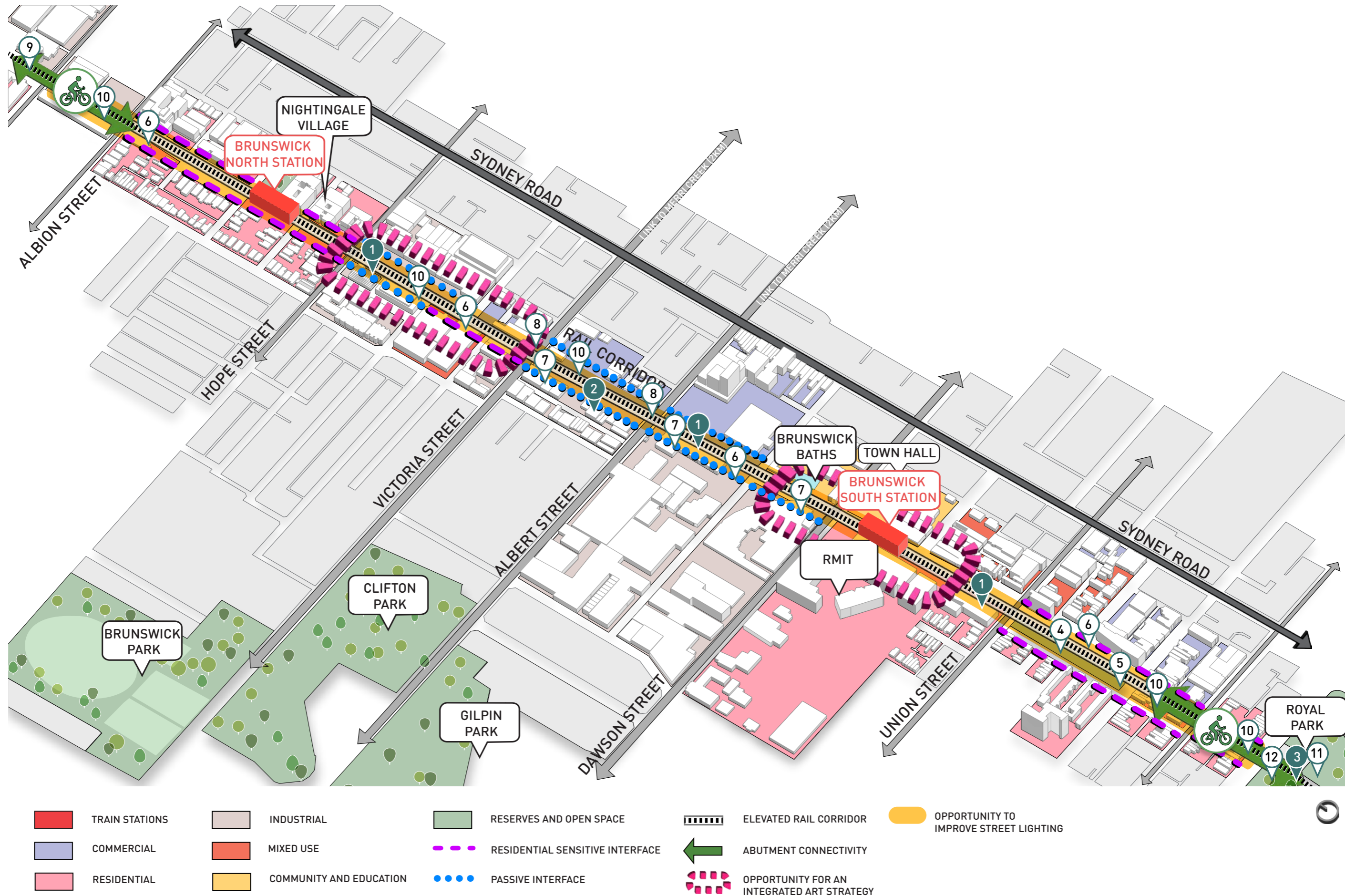


Figure 22 Safety and Amenity Guidelines

## 4.3 DESIGN GUIDELINES



### RESILIENCE AND SUSTAINABILITY

Places and corridors must be sustainable, enduring and resilient to support and nurture current and future generations.

#### GUIDELINES

- 1 Ensure existing vegetation and significant trees are assessed as part of the design process to protect and retain these assets for both visual amenity and identity of the area. Minimise impacts to mature canopy trees along the corridor for permanent or temporary works, and ensure that government stakeholders are consulted as part of the design process to assess potential impacts to vegetation.
- 2 Collaborate with the community and local stakeholders to relocate or replace existing community planting where possible across the corridor or within off-site spaces.
- 3 Incorporate WSUD strategies at Jewell Station Reserve to promote green connections to the east and west side of the corridor, connecting the reserve to Temple Park and Wilson Avenue Park.
- 4 Investigate and analyse overland stormwater flow to ensure an appropriate drainage strategy is implemented, balancing public open space benefit with functional requirements.
- 5 The corridor and stations precincts should incorporate WSUD strategies which support strong greening of the corridor and create green east-west and north-south connections to improve the urban amenity and character. Design of the drainage system should balance the pedestrian connectivity with improvements to the amenity of the open space and balance functionality with flood detention and mitigation.
- 6 The location of public open spaces along the corridor should provide diversity of function, take into account solar access and orientation, and allow for seasonal use for year round activation. Investigate providing nodes at appropriate intervals and locations which may have additional weatherproofing of the viaduct, to allow for more consistent programming and use across the seasons.



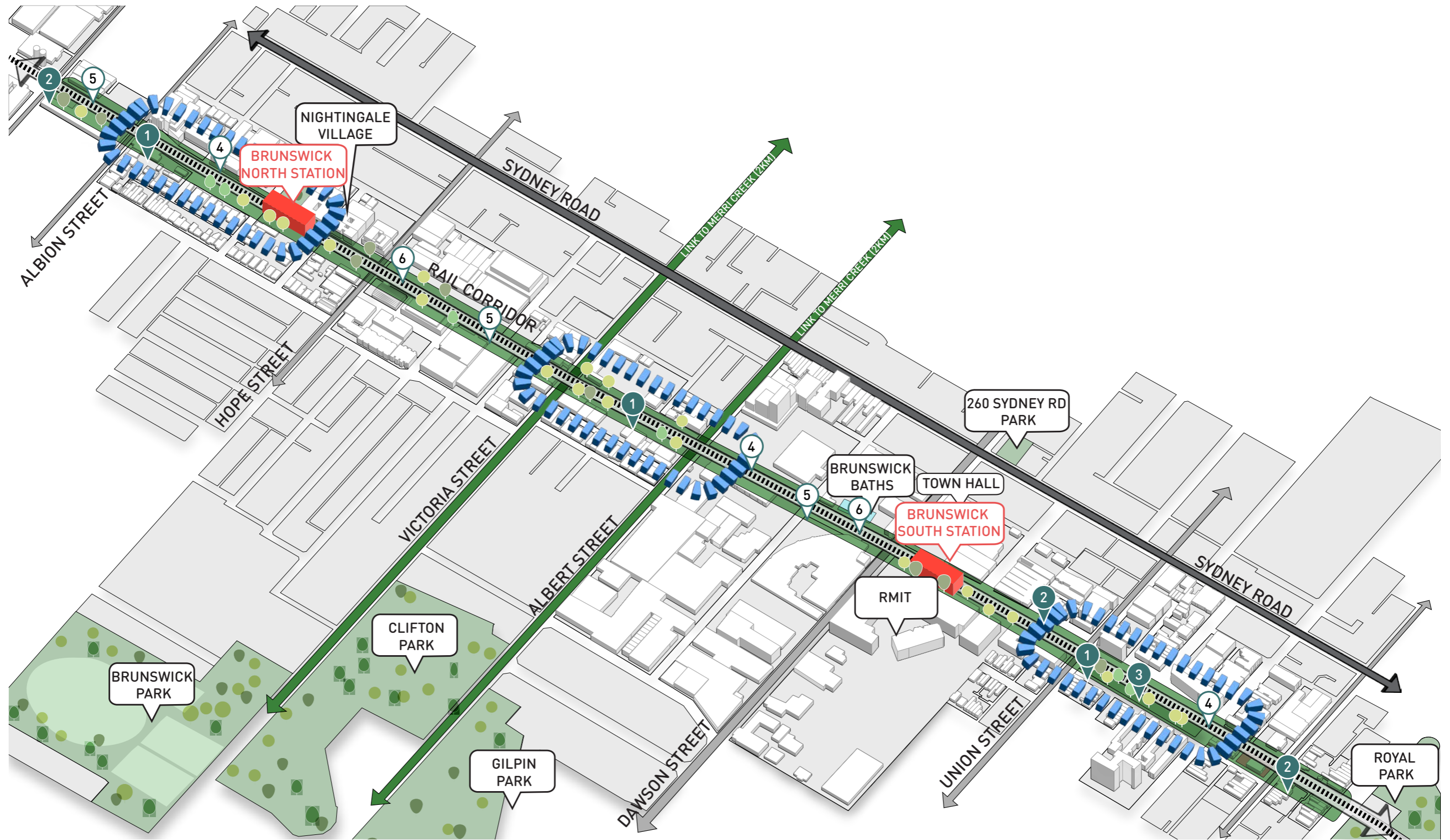
**Image 52** Swale with diverse planting mix that is appropriate to the local climate at Coburg Station



**Image 53** Streetscape improvements incorporating WSUD rain gardens on Dawson Street Brunswick



**Image 54** Significant trees along Jewell Station Reserve.



- TRAIN STATIONS
- RESERVES AND OPEN SPACE
- POTENTIAL GREEN SPINE
- OPPORTUNITIES TO IMPLEMENT WSUD
- TREES
- POTENTIAL GREEN STREETS (BRUNSWICK STRUCTURE PLAN 2010)
- ELEVATED RAIL CORRIDOR

Figure 23 Resilience and Sustainability Guidelines

## 4.3 DESIGN GUIDELINES - BRUNSWICK SOUTH STATION

### IDENTITY

A well-defined identity and sense of place is key to creating strong and vibrant communities.

#### GUIDELINES

- 1 Station architecture should allow for a flexible and evolving program of spaces within the public realm and station forecourts which promotes the changing nature of Brunswick's urban fabric and land uses.

### URBAN INTEGRATION VIBRANCY

A well-integrated environment is a sound framework for the successful development of a great place.

Animation and diversity in the experience of a great public place supports a prosperous and healthy community.

#### GUIDELINES

- 2 Liaise with RMIT to investigate and develop pedestrian connections from the campus to the station precinct and improve CPTED by creating a permeable pedestrian interface.
- 3 Create a station built form that integrates and responds to the surrounding visual and privacy requirements at the different levels (forecourt and platform level) and aligns with a corridor-wide aesthetics strategy.
- 4 Collaborate with Merri-bek City Council on the opportunity to create a potential new civic plaza integrated within the station forecourt and the local civic precinct at Dawson Street.
- 5 Collaborate with Merri-bek City Council to create and integrate planning controls and enterprises that promote creative uses of the industrial zones and a more diverse mix-uses at Michael Street.

### SAFETY

A safe environment is essential for a strong, connected and happy community.

### AMENITY

High quality urban amenity associated with access to services and the experience of a great public place contributes to successful, equitable and prosperous community.

#### GUIDELINES

- 6 Improve the interface with carparks, industrial and commercial back-of-houses to create a more attractive and surveyed interface on the north and south sides of the station precinct.

### RESILIENCE AND SUSTAINABILITY

Places must be sustainable, enduring and resilient in order to support and nurture current and future generations.

#### GUIDELINES

- 7 Minimise the impacts to mature canopy trees adjacent to the station precinct for permanent or temporary works. Assess the corridor wide vegetation and any other areas where trees provide visual amenity and identity to the area and minimise impacts.
- 8 Integrate, continue and adopt the high-quality WSUD approach from Dawson Street within the new station precinct to create a consistent landscaping design and improve the leafy and sustainable character of the area.

### CONNECTIVITY AND WAYFINDING

A well connected and legible environment contributes significantly to a strong economy and an integrated community.

### ACCESSIBILITY

A highly accessible and inclusive environment provides a positive user experience and contributes to health, wellbeing and the perception of care in a community.

#### GUIDELINES

- 9 Continue a north-south prioritised active transport link through the station precinct that responds to the surrounding local street network and connects directly to key existing and future community, religious and recreative destinations.



**Image 55** Caulfield to Dandenong active transport connection



**Image 56** Moreland Station has a high visibility from the side streets surrounding, which highlights the presence of the station precinct



**Image 57** Re-purposing of heritage elements and buildings at Moreland Station precinct

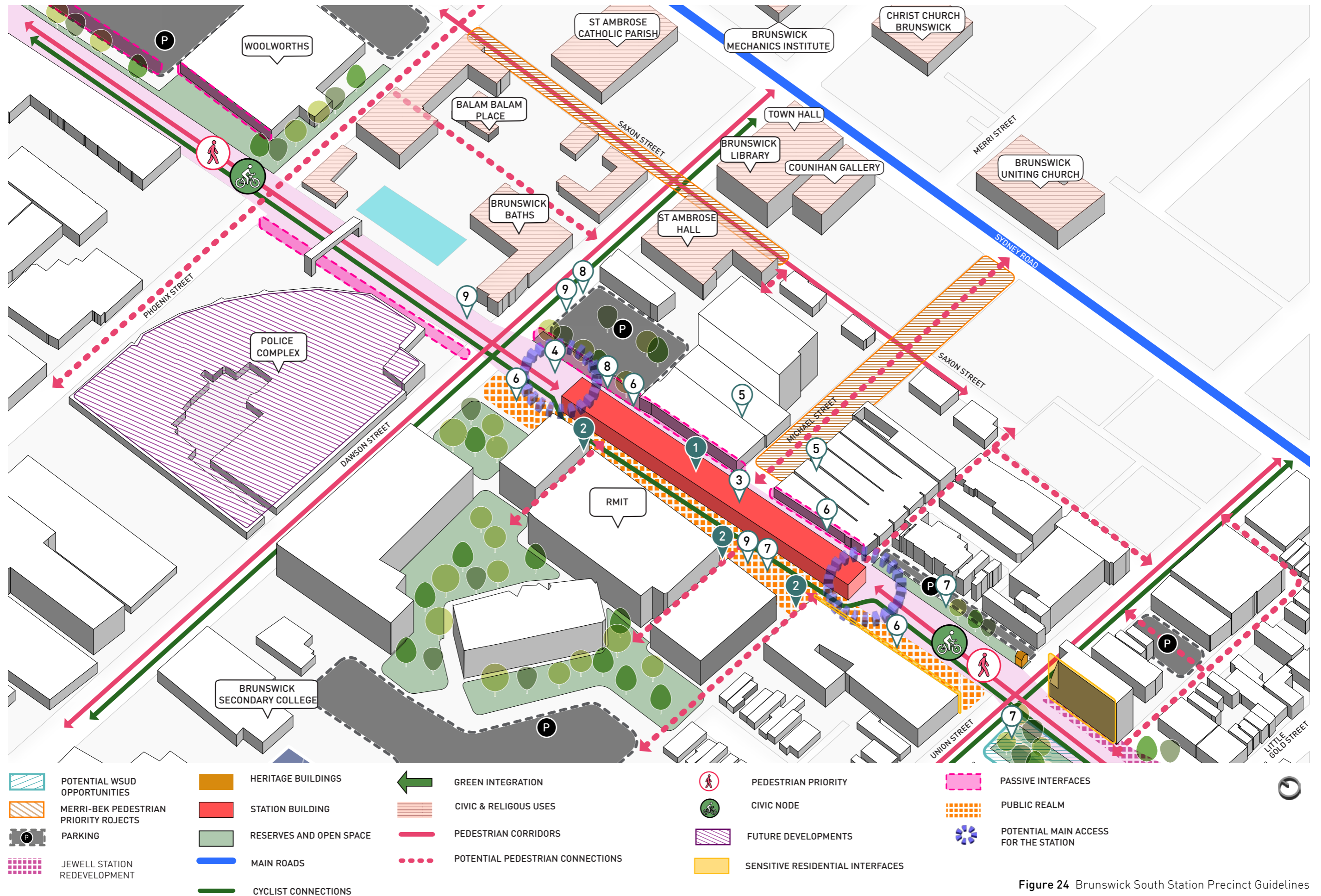


Figure 24 Brunswick South Station Precinct Guidelines

## 4.3 DESIGN GUIDELINES - BRUNSWICK NORTH STATION

### IDENTITY

A well-defined identity and sense of place is key to creating strong and vibrant communities.

#### GUIDELINES

- 1 The architectural design of the station should enhance and celebrate the identity of this precinct and respond to the different scales and styles of residential developments around the station.

### URBAN INTEGRATION VIBRANCY

A well-integrated environment is a sound framework for the successful development of a great place.

Animation and diversity in the experience of a great public place supports a prosperous and healthy community.

#### GUIDELINES

- 2 Improve the interface with adjacent carparks, commercial back-of-houses and residential streets to create a more attractive and surveyed interface on the north and south sides of the station precinct.
- 3 Ensure the station forecourt integrates with Bulleke-bek Park and Orient Grove while responding to the east/west mid-block desire lines and mitigating impacts within the park and residential interface.
- 4 Improve the station access from the north west side of the corridor, through streetscape, footpath and lighting improvements at Orient Grove. Allow for consistency of the treatments to carry through from the east side of the corridor.
- 5 The station design and elevated railway design solution should mitigate the perception of narrowness of the corridor in this section and consider the potential overshadowing of recreational private open space on both sides of the alignment.
- 6 Integrate building and rail services across the new station precinct within the new facilities and landscape to create harmonious and more balanced open spaces.
- 7 Ensure that proposed materiality and plant palette for areas with limited solar access along the station precinct are robust, low maintenance and can tolerate lower light levels.

### SAFETY

A safe environment is essential for a strong, connected and happy community.

### AMENITY

High quality urban amenity associated with access to services and the experience of a great public place contributes to successful, equitable and prosperous community.

#### GUIDELINES

- 8 Improve the interfaces with industrial sites and adjacent car park areas to the south of the station precinct for a better passive surveillance and perception of safety within the station precinct.
- 9 Create a high-quality public realm area within the station precinct that connects and responds to the pedestrian areas around Duckett Street and Florence Street to improve the perceptions of safety and the amenity around Brunswick North Station precinct
- 10 Collaborate with Merri-bek City Council and stakeholders to provide more opportunities to activate the corridor on the western side of the new station precinct.
- 11 Capitalise on the solar access to the west side of the viaduct by orientating landscape and civic space within this area to allow for year round activation and improved landscape vegetation opportunities.

### RESILIENCE AND SUSTAINABILITY

Places must be sustainable, enduring and resilient in order to support and nurture current and future generations.

#### GUIDELINES

- 12 The landscape design should integrate existing mature vegetation and significant canopy trees located on the west side of Anstey Station (Orient Grove) to maintain the amenity for the nearby residents and the leafy character of the western side of the corridor.
- 13 Collaborate with the community and local stakeholders to relocate or replace community planting where possible across the station precinct or within off-site spaces.

### CONNECTIVITY AND WAYFINDING

A well connected and legible environment contributes significantly to a strong economy and an integrated community.

### ACCESSIBILITY

A highly accessible and inclusive environment provides a positive user experience and contributes to health, wellbeing and the perception of care in a community.

#### GUIDELINES

- 14 Collaborate with the Merri-bek City Council to designate pedestrian and cyclist on-street connections in line with MCC Integrated Transport Strategy from Sydney Road to the station precinct allowing for sight lines across the Activity Centre to improve the intuitive wayfinding and accessibility.
- 15 Collaborate with residents and developers to create more access points from new and existing buildings along the station precinct and improve the pedestrian porosity of the station precinct to residential areas.
- 16 Integrate the PUDO area within the station precinct and strategically where the roads' local character is preserved.
- 17 Allow for equitable access to the station precinct and appropriate PUDO/active transport interfaces to reduce conflict within the station precinct.
- 18 The project should create direct views from Breese Street through to the Station, to increase the presence of the new station building and improve the wayfinding and reinforce the identity of this precinct.



**Image 58** Appropriate plant species to suite local climate; maximising successful plant growth. Hawkstowe Station



**Image 59** Strong visual corridor identity through distinct screening design, Mernda Station Precinct

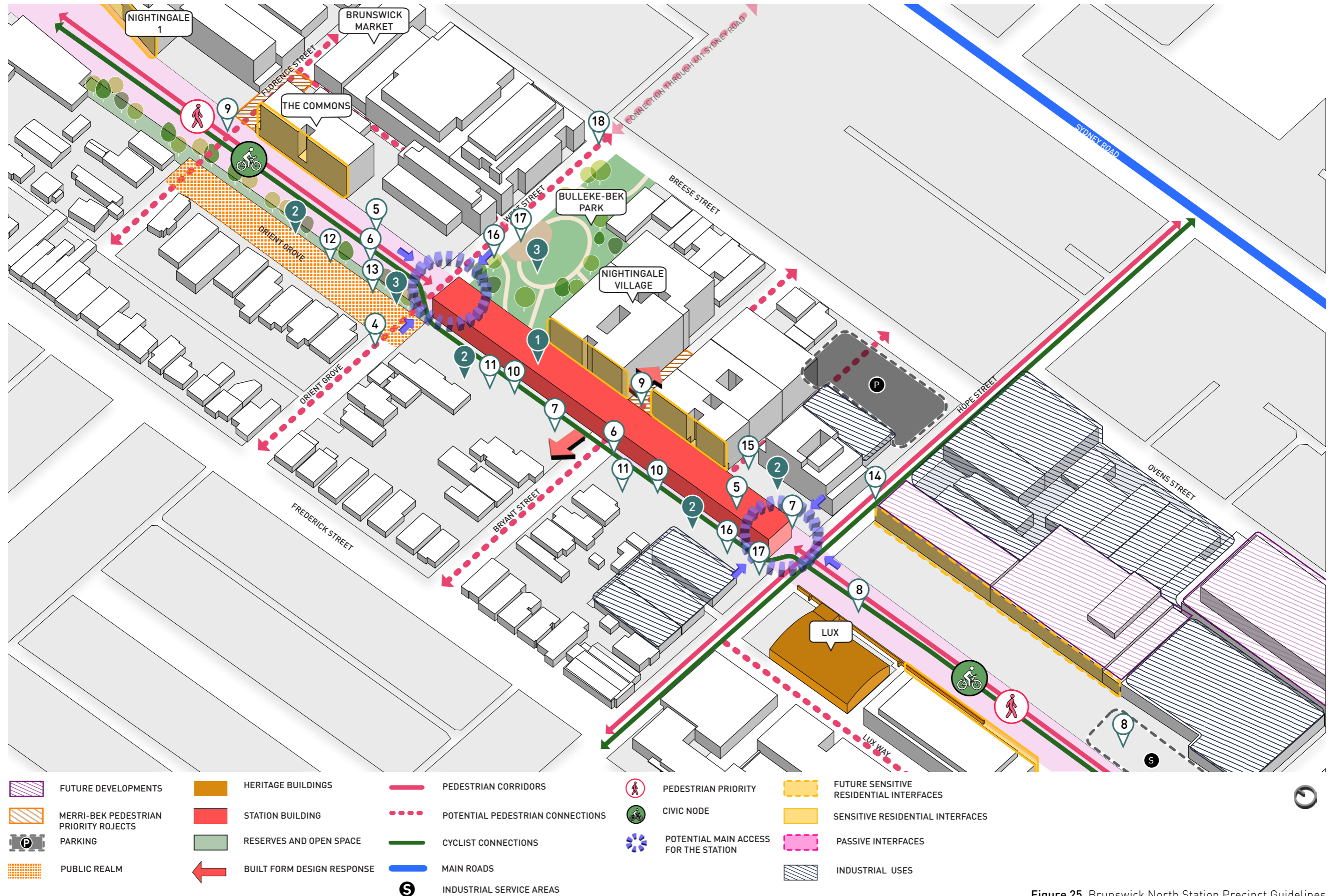


Figure 25 Brunswick North Station Precinct Guidelines

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