

Planning Assessment

Brunswick Level Crossing Removal Project



Table of Contents

1	Introduction.....	4
1.1	Purpose of this Report.....	4
1.2	The Project.....	4
1.3	Project Scope.....	5
2	State Planning Policy	7
2.1	Plan for Victoria 2025.....	7
2.2	Transport Integration Act 2010.....	7
2.3	Growing Our Rail Network 2018 – 2025	8
2.4	Victoria’s Housing Statement 2024 - 2034	8
3	Planning Policy	8
3.1	State Planning Policy Framework (PPF).....	8
3.2	City of Melbourne.....	13
3.3	City of Merri-bek.....	16
4	Planning Assessment.....	24
4.1	Land use definitions, buildings and works and general exemptions	24
4.2	Melbourne Planning Scheme.....	24
4.3	Merri-bek Planning Scheme.....	26
4.4	Particular Provisions.....	31
5	Planning Approval Pathway.....	33
5.1	Clause 52.03 – State Rail Projects.....	33
6	Conclusion	34
7	Appendix A – Heritage Memorandum.....	35

Executive summary

The Brunswick Level Crossing Removal Project (the Project) is within the existing Upfield Line railway corridor and proposes to remove eight level crossings between Royal Park, Parkville and Moreland Road, Brunswick. The Project includes the construction of an elevated rail viaduct which will create new open space, improved pedestrian and cyclist connections, and facilitate urban renewal of the area.

This Planning Context Report (Report) provides a review of the Project against the relevant Victorian State and local planning policy and provides an assessment of the Project against the relevant planning provisions within the Melbourne and Merri-bek Planning Schemes.

The Project has strong State and local policy support

The Project is strongly supported by State planning policy, including *Transport Integration Act 2010* (TI Act), Growing Our Rail Network Plan (Transport for Victoria, 2018), Plan for Victoria and Planning Policy Framework (PPF). The Project is also strongly supported by the relevant Municipal Planning Strategies (MPS) and Local Planning Policy Framework (LPPF) of Merri-bek and Melbourne City Councils.

The Project aligns with these strategies and legislation through the enhancement of the transport public system, thereby facilitating improved access to employment and services through several means, such as improving access to Brunswick Major Activity Centre (BMAC), eliminating barriers posed by the rail corridor, enhancing east-west connectivity across Brunswick, integrating new public spaces with surrounding land uses, creating new links between transport modes, and improving overall efficiency of both rail and road networks with increased services and reduced downtime at crossings.

The Project is within the BMAC, which is a strategic urban renewal area that is undergoing rapid change, growth and densification. As noted in Merri-bek Council Policy Draft Vibrant Brunswick and Brunswick Structure Plan, the BMAC requires a reliable and efficient transport network to support future growth and change. The Project will support this objective of the BMAC, by providing an improved transport network through the removal of eight level crossings. The Project will support and increase the diversity of open space within BMAC and further improve liveability by creating engaging active and passive public open spaces that meets the community's needs.

Planning Pathway - Clause 52.03 State Rail Projects

The Project will use the Particular Provision Clause 52.03 *State Rail Project* as the preferred planning approvals pathway. This pathway provides an integrated planning approval framework which is consistent with other level crossing removal projects. The Clause 52.03 *State Rail Projects* provision exempts the Project from Planning Scheme requirements that would otherwise trigger a planning permit or prohibit certain use and development types, subject to conditions and the satisfaction of the Minister for Planning.

Conclusion

The Project is strongly supported by State and local planning policy and will provide improved transport, accessibility, safety, connectivity, liveability, and urban renewal outcomes. This will be achieved through the elevated rail bridge, which will separate the Upfield Line from the road, pedestrian and cyclist networks creating new areas of open space where none currently exist and new and improved connections and spaces for pedestrians and cyclists. The Project will function as a catalyst for positive urban renewal that will reinvigorate and reconnect communities and create a lasting legacy, innovative, liveable, and high-quality urban design corridor.

1 Introduction

The Level Crossing Removal Project (LXRP), a division of VIDA Rail, has prepared this Report to inform and support the *Environmental Effects Act 1978* (EE Act) Referral for the Project.

1.1 Purpose of this Report

Section 7 of the EE Act Referral Form requires a description of the proposed site or area of investigation and to address the planning context, including strategic planning, zoning and overlays and management plans.

The purpose of this Report is to:

- Inform and support Section 7 of the Project’s EE Act Referral Form
- Provide an overview of the planning policies and documents relevant to the Project
- Outline how the Project is consistent with the purpose or objectives of these documents
- Provide a summary of the planning zones and overlays within the Referral Project Area (RPA)
- Identify planning permit triggers within the relevant planning zones and overlays
- Identify the planning approvals pathway.

1.2 The Project

The Project is located approximately five kilometres (km) north of Melbourne Central Business District (CBD) on the Upfield Line and approximately 150 metres (m) west of Sydney Road, Brunswick within the City of Melbourne LGA (Melbourne LGA) and City of Merri-bek (Merri-bek LGA). The Project is within the existing Upfield Line railway corridor, and extends from Royal Park, Parkville to Moreland Road, Brunswick. The Project is within the RPA which is illustrated in Figure 1 below.

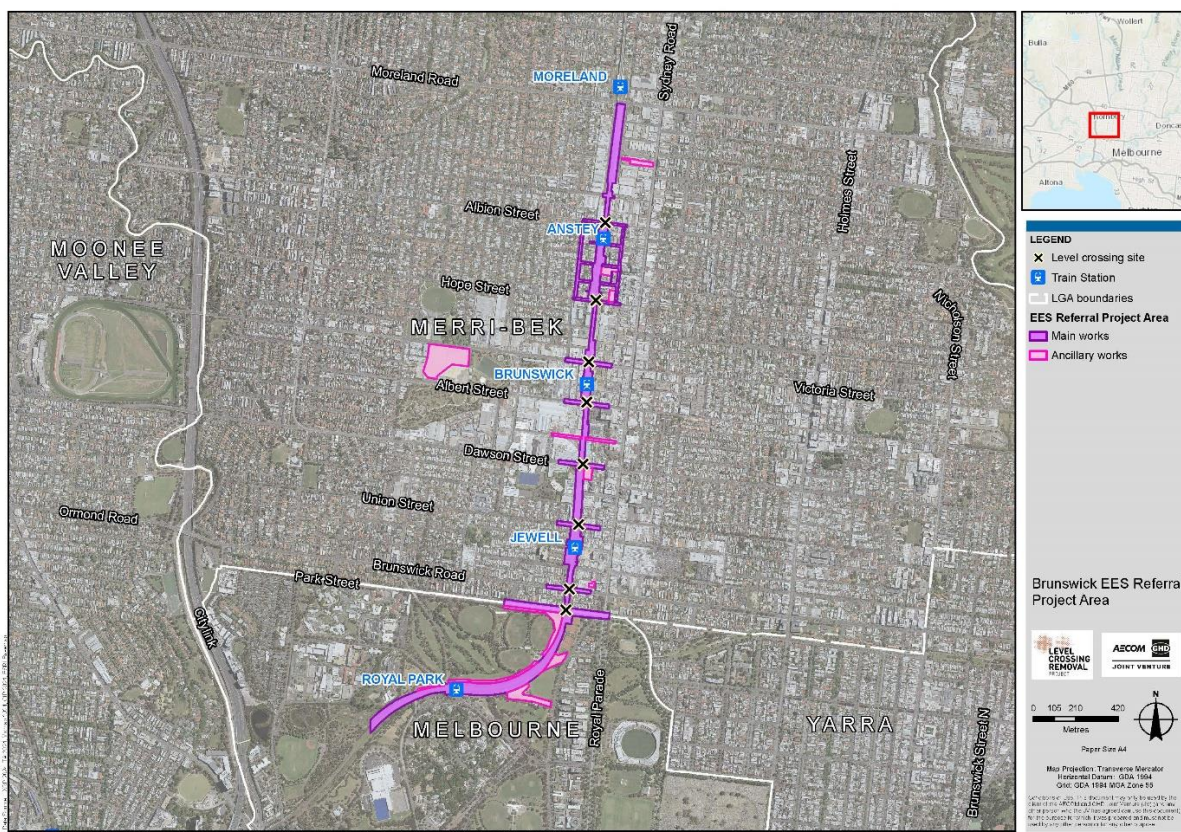


Figure 1 Brunswick LXP RPA

The Project proposes to remove eight level crossings between Royal Park and Moreland Road via the construction of an elevated rail bridge. This will form part of the broader works undertaken by LXP to meet the Victorian Government's commitment to remove 110 dangerous and congested level crossings across Melbourne by 2030. To date, five level crossings have been removed on the Upfield Line through the delivery of the Bell to Moreland LXP and the Camp Road, Campbellfield LXP.

1.3 Project Scope

The Project Scope includes the removal of eight level crossings on the Upfield Line, construction of an elevated rail bridge, construction of two new stations, creation of new open space, and new separated cycling and pedestrian paths. Further detail of these works is provided below.

Removal of eight level crossings

The Project proposes to remove the following eight level crossings on the Upfield Line:

- Albion Street, Brunswick
- Hope Street, Brunswick
- Victoria Street, Brunswick
- Albert Street, Brunswick
- Dawson Street, Brunswick
- Union Street, Brunswick
- Brunswick Road, Brunswick
- Park Street, Parkville.

Refer to Figure 2 for the location of these crossings.

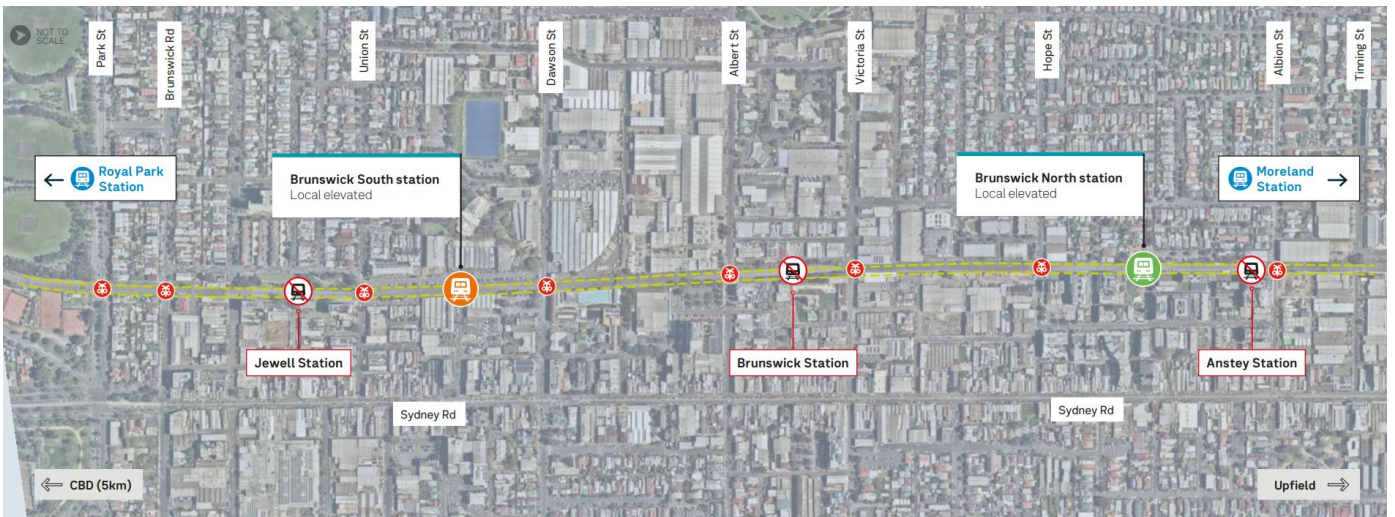


Figure 2 - Level crossings proposed to be removed by the Project

Elevated rail viaduct

The Project proposes an elevated rail bridge to separate the rail from the crossroads, beginning within the north of Royal Park Station and concluding at Tinning Street. This viaduct will be located within the existing Upfield Line railway corridor.

Station decommissioning and proposed new stations

The three existing stations (Jewell, Brunswick, and Anstey) will be decommissioned and replaced with two new stations.

The Victorian Heritage Register (VHR) listed Jewell Station and Brunswick Station will be decommissioned, with the heritage listed buildings and platforms refurbished and remaining in place. Anstey Station, which is not heritage listed, will be removed. Minor works may be required at Royal Park station, however this station will largely be unimpacted by the Project.

The proposed new stations at Brunswick south and Brunswick north (note these are placeholder names only) and facilities will include landscaped forecourts, pick-up, drop-off (PUDO) areas, separated pedestrian and cycle paths, Parkiteer bike cages, station buildings and waste bin enclosures.

The new station at Brunswick south will be located approximately 200 m north of the existing Jewell Station, adjacent to RMIT, between Union and Dawson Streets, Brunswick.

The new station at Brunswick north will be located approximately 200 m south of the existing Anstey Station, between Hope and Albion Streets, Brunswick.

Revitalised urban spaces

The Project will deliver enhanced landscaped open and public spaces under the elevated rail bridge between Park Street and Albion Street. The public open space corridor will incorporate historic and cultural heritage elements to reinforce the unique sense of place for Brunswick and provide activation spaces which can be used by community members for formal and informal gatherings. This will provide additional open space to the Brunswick area, which currently does not exist within the rail corridor.

Pedestrian and cycling connections

The Project will deliver separated cycling and pedestrian paths between Park Street and Moreland Road. The paths will connect into the existing separated path network from Bell Street and streets located east and west of the rail corridor. The paths south of Park Street will connect into the Upfield bike path and City Creek Trail.

The separation of cycle and pedestrian paths will provide safer local connections and commuter routes for the Upfield Line corridor and will promote active transport as a viable alternative to other modes of transport.

2 State Planning Policy

This section outlines the relevant State policy and legislation and provides an assessment of the Project against the purpose and objectives of these documents.

2.1 Plan for Victoria 2025

Plan for Victoria (Victorian State Government, 2025) is the long-term strategic land-use plan for the State of Victoria, to guide outcomes for the next 30 years. Developed through extensive community engagement, Plan for Victoria outlines the importance of providing more, affordable homes in locations near transport, jobs and essential services in vibrant, liveable and sustainable suburbs, towns and regions. There are Five identified Pillars for Action underpinning the plan:

1. Housing for all Victorians;
2. Accessible jobs and services;
3. Great places, suburbs and towns;
4. Sustainable environments; and
5. Self-determination and caring for Country.

It is acknowledged within Plan for Victoria that level crossing removal projects are already supporting Pillar 2 in relation to *Accessible jobs and services*. Activity centres close to train stations are also identified as great locations for more housing to support Victorias growing population.

The Project aligns with key vision and actions of Plan for Victoria as it will:

- Create change and connection opportunities around the train station and the activity centre;
- Modernise the public transport network and improve the efficiency of the Upfield Line and pave the way for future upgrades on the northern growth corridor, including extra train services on the Upfield Line in the future;
- Improve access to resident's homes, jobs, and services through improved public and active transport connections, making it better to walk, cycle and scoot around the area;
- Make train station surrounds more attractive, activated and better for travel and leisure; and
- Reduce traffic delays and improve safety between the rail and road network.

2.2 Transport Integration Act 2010

The TI Act provides a framework for the transport network's development in Victoria. TI Act's vision statement seeks to create an integrated and sustainable transport system that contributes to an inclusive, prosperous, and environmentally responsible State and requires decision makers to have regard for this vision, and for transport agencies to work towards integrated and sustainable transport outcomes.

The Project is consistent with the TI Act, as it will have a positive impact on Victoria's transport system that enables efficient and effective access to employment and services by:

- Improving access to the BMAC
- Removing the physical rail corridor barrier
- Improving the east-west connectivity within Brunswick
- Integrating new public space with surround land uses
- Providing new links between different modes of transport
- Improving the efficiency of both the rail and road networks with more services and less down time at crossings.

2.3 Growing Our Rail Network 2018 – 2025

The Growing Our Rail Network Plan (Transport for Victoria, 2018) outlines the funded transport infrastructure projects between 2018 - 2025 and future configuration of the network. The plan outlines the need for these projects to meet the State's growth and support the vision and actions outlined in Plan for Victoria.

The benefits of the LXP program of works are outlined in the plan, noting the improvements to the network will improve safety, future service frequency, and upgrades to stations and infrastructure. The plan states the network will be shaped into a metro-style system, characterised by a number of features, including grade separation of level crossings. This metro-style system will contribute to an improved public transport network and will ease congestion across Melbourne's roads and rail.

2.4 Victoria's Housing Statement 2024 - 2034

Victoria's Housing Statement was established by the Victorian Government in 2023 to provide a plan and strategies to address housing supply in Victoria.

A key priority identified within the statement is the provision of housing near key precincts connected to public transport, and delivering key community infrastructure, such as public space and new pedestrian links. The Project is in proximity to both established precincts and urban renewal precincts. The Project supports the future development of these areas through improved Upfield Line services, improved connectivity for road users, cyclists and pedestrians, and new public open space. These improved outcomes will support the Government's strategic objective to provide more housing near key precincts and improved connections to public and active transport.

3 Planning Policy

The Project is within the Melbourne LGA and Merri-bek LGA.

This section includes a review of the Project against the relevant PPF, LPPF and MPS to provide an understanding of the Project's consistency with such policies.

3.1 State Planning Policy Framework (PPF)

The PPF seeks to ensure that objectives of Planning in Victoria (as set out in Section 4 of the *Planning and Environment Act 1987*) are fostered through appropriate land use and development policies. The PPF is consistent across all Planning Schemes in Victoria.

The provisions and respective objectives of the PPF discussed in this section are relevant to the Project. This section provides a summary of the relevant PPF that are applicable to both Planning Schemes.

Clause 15.01-1S – Urban Design

This Clause seeks to create safe, healthy, functional, enjoyable urban environments that contribute to a sense of place and cultural identity. Relevant strategies within this Clause include:

- *Require development to respond to its context in terms of character, cultural identity, natural features, surrounding landscape and climate*
- *Ensure development contributes to community and cultural life by improving the quality of living and working environments, facilitating accessibility, and providing for inclusiveness*
- *Ensure development supports public realm amenity and safe access to walking and cycling environments and public transport*

- *Ensure that the design and location of publicly accessible private spaces, including car parking areas, forecourts, and walkways, is of a high standard, creates a safe environment for users and enables easy and efficient use*
- *Promote good urban design along and abutting transport corridors.*

LXRP will deliver quality urban design outcomes and has created the LXRP Urban Design Framework (UDF) and Brunswick Urban Design Guidelines (UDG) to detail the expectations for the Project’s design and delivery. The UDF is aligned with the Australian National Urban Design Protocol and informs the UDG.

The UDG considered the existing conditions and identified opportunities for the Project to improve the areas urban design. The UDG recognised the urban design conditions along the corridor contain various issues and have proposed opportunities for the Project to improve these conditions. For example, the UDG recognised the lack of open and outdoor recreational spaces in proximity to the rail corridor. This will be improved by the Project through new landscaped open space under the elevated rail bridge, which will enhance connectivity to the local open space network. The UDG identified that the Project will provide greater open space outcomes, including access and overall safety, with improved sight lines and increased access and egress points.

LXRP has an established track-record of delivering projects with high quality design outcomes that are respectful of existing character. A key example of this is the Bell to Moreland LXRP, north of Moreland Road. This Project focused on providing well connected and designed open space that is respectful of the surrounding context, which is illustrated in Figure 3. The Bell to Moreland LXRP won two design awards, being the 2023 Planning Institute of Australia (PIA) Great Places Award of Excellence, 2022 Australian Institute of Landscape Architects (AILA) Infrastructure Award for Excellence.



Figure 3 Moreland Station building re-purposed and integrated into the corridor to maintain and celebrate the historical character of the site

Clause 15.03-1S – Heritage Conservation

This Clause seeks *to ensure the conservation of places of heritage significance*. This is to be achieved through encouraging development that is respectful of heritage places, retaining heritage elements and seeking opportunity for conservation works.

The RPA includes several places within the VHR and Victorian Heritage Inventory (VHI), and within Heritage Overlays (HO) including Royal Park (VHR H2337) and Former Coburg Railway Line (VHR H2337). The Heritage Memorandum (GJM, 2024) attached provides further detail on the heritage values within the RPA, and preliminary heritage advice on the potential construction impacts.

While the Project will have some impact upon heritage fabric, LXRP is committed to protecting and retaining heritage features where possible and seeking opportunities to integrate these into the final design solution.

LXRP has commenced consultation with Heritage Victoria (HV) in relation to this Project and will continue to work in partnership for the best possible heritage outcomes for the Project and community.

Clause 15.03-2S – Aboriginal Cultural Heritage

This Clause seeks to protect and conserve places of Aboriginal cultural heritage significance (ACHS).

The Project is not within an area of ACHS and a mandatory Cultural Heritage Management Plan (CHMP) is not required under the *Aboriginal Heritage Act 2006*. However, a CHMP will be prepared to assess if Aboriginal cultural heritage is present and provide appropriate measures to manage any potential impacts.

The Registered Aboriginal Party (RAP) for the RPA is the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation (WWCHAC). The RAP will be engaged as a regulator through the CHMP process, the establishment of Indigenous co-design, and LXRIP Indigenous Design Guidelines. These guidelines facilitate collaboration with the RAP to share cultural values and opportunities for co-design to influence the built environment.

LXRIP have a track record of incorporating Indigenous design on projects, which was recognised by the Infrastructure Sustainability Council in 2021 and 2023 (Bell to Preston LXRIP notably for Indigenous Design and Engagement).

Clause 18.01-1S – Land Use and Transport Integration

This Clause seeks to facilitate access to social, cultural, and economic opportunities by effectively integrating land use and transport. Relevant strategies within this Clause include:

- *Better access to, and greater mobility within, local communities*
- *Plan and develop a transport system that facilitates:*
 - *Plan improvements to public transport, walking and cycling networks to coordinate with the ongoing development and redevelopment of urban areas*
- *Design the transport system and adjacent areas to achieve visual outcomes that are responsible to local context with particular reference to:*
 - *Landscaping*

The Project strongly focuses on integration into the surrounding movement networks and improving current accessibility and connectivity of Brunswick, as well as improving accessibility to stations. This will be achieved through the separated walking and cycling paths, which will be well connected across the corridor and to nearby streets and paths. The new stations will also be integrated into the surrounding landscape and designed to be Disability Standards Accessible Public Transport (DSAPT) and *Disability Discrimination Act 1992* (DDA) compliant.

Integrating the Project into the surrounding context and transport network will support the renewal of the BMAC by creating accessible stations, open space, and well-connected paths. This will further improve transport integration and enhance the attractiveness of the area. As discussed above in the response to Clause 15.01-1S, the Project will utilise the UDF and UDG to ensure that new open space is well connected and integrated into the surrounding area. Figure 4 shows the integration of the cycling and pedestrian networks.

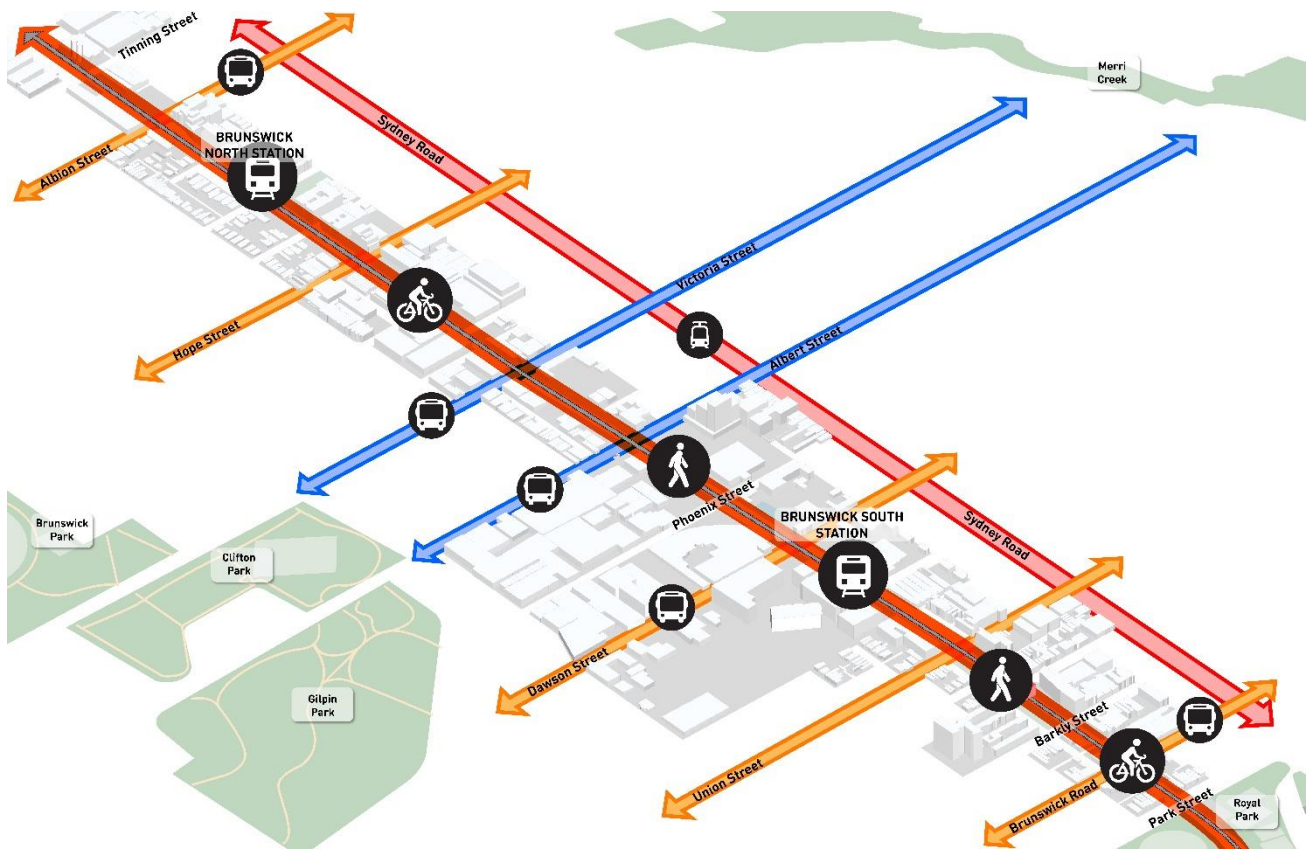


Figure 4 Diagram showing the proposed stations, east-west connectivity and south-south link transition

Clause 18.01-2S – Transport System

The objective of this Clause is to facilitate the efficient, coordinated, and reliable movement of people through an integrated and efficient transport system. Relevant strategies within this Clause include:

- *Plan and develop a transport system integrated across all movement networks that:*
 - *Facilitates the efficient, coordinated and reliable movement of people and goods at all times.*
 - *Maximises access to residential areas, employment, markets, services and recreation.*
 - *Improves local transport options to support 20-minute neighbourhoods in Melbourne’s suburbs and Victoria’s regional cities and towns.*
 - *Is legible and enables easy access and movement between modes.*

The Project is consistent with this Clause as it will enhance the transport efficiency and integration across the Upfield Line, particularly through the level crossing removal and grade separation of the railway, road, cyclist, and pedestrian paths. These changes will foster an improved, inclusive, and accessible urban environment, help ease congestion and enable future service uplift and improve access to adjacent residential areas, areas of employment, and surrounding businesses.

The Project will further support the 20-minute neighbourhood initiative through improved accessibility and integrated connectivity between various modes of transport. This will provide safe and convenient access which allows uninterrupted movement between the two sides of the community, allowing pedestrians, cyclists cross without being obstructed by the physical barrier of the existing fenced railway and for cars to cross without the barrier of the existing level crossings.

Clause 18.02-1S – Walking

The objective of this Clause is to facilitate an efficient and safe walking network and increase the proportion of trips made by walking. A relevant strategy is *to provide walking infrastructure in all major transport projects*.

With the current conditions, pedestrians face challenges when navigating throughout this section of the Upfield line due to the current condition of the cycling and pedestrian paths, and barrier that the railway line imposes on east-west connectivity. The Project is supported by this Clause as pedestrian access will be provided underneath the elevated bridge and improved station access. As discussed under Clause 18.01-2S, a separated walking path will be provided and will have east-west pedestrian connectivity which is currently lacking across the corridor. The pedestrian path will be connected to pedestrian network at the Bell to Moreland LXP to the north of Moreland Road. This will provide greater connectivity and enhance walkability throughout Merri-bek.

Beyond improved station access, the Project also aims to enhance walkability across this section of the Upfield line and improve overall pedestrian access throughout BMAC. Residents and visitors alike will enjoy a safer and improved environment, which will in return encourage recreational walking and foster more sustainable transport outcomes across Brunswick.

Clause 18.02-2S – Cycling

The objective of this Clause is to *facilitate an efficient and safe bicycle network and increase the proportion of trips made by cycling*. The strategies within this Clause have a strong push to encourage cycling networks, interchanges, and facilities along and within public transport networks.

As discussed under Clause 18.01-2S, this Project aims to significantly enhance safety for cyclists. The Project will both promote and improve the current conditions for cycling, through the integration of dedicated bike paths under the elevated rail bridge and improving connectivity to existing cycling routes. LXP project has a successful track record in improving travel options for cyclists.

The current SUP will receive upgrades, including separated cycling and walking paths along the rail line, better lighting for safety, and improved east-west connections. The cyclist path will be also connected to the paths at the Bell to Moreland LXP to the north of Moreland Road. These enhancements will not only benefit commuters but also create a pleasant environment conducive to recreational cycling and further enhance the connectivity of the cyclist network within the Merri-bek area.

Clause 18.02-3S – Public Transport

The objective of this Clause is to *facilitate an efficient and safe public transport network and increase the proportion of trips made by public transport*. Relevant strategies relevant to this Project are:

- Plan and develop public transport to:
 - *Connect activity centres, job-rich areas and outer suburban areas.*
 - *Enable people to not have to rely on cars for personal transport.*
 - *Integrate bus and tram networks and stops and public transport interchanges in new development areas, including key urban renewal precincts and outer-suburban areas.*
- Support development that facilitates the delivery and operation of public transport services.
- Locate higher density and increased development on or close to the Principal Public Transport Network in a way that does not compromise the efficiency of the Principal Public Transport Network.

The Project strongly supports and implements this Clause, as it will strategically improve the public transport conditions and connectivity for the Upfield Line and improve linkages and safety throughout BMAC by grade separating this section of the rail network. The BMAC is undergoing rapid change and densification, and requires a reliable, efficient, and safe transport network to support its growth and urban renewal.

The Project will help ease impacts of vehicle congestion and subsequent travel times through the level crossing removal and construction of the elevated rail bridge. Currently during morning weekday peak (between 7 and 9 am), level crossing boom gates can be down for up to 30 minutes at a time. This impacts approximately 71,000 vehicles that travel through the level crossings during this period.

3.2 City of Melbourne

A small section of the Project, south of Park Street, is located within Melbourne LGA. This section is primarily within the existing rail corridor, which travels across Park Street and extends south into the rail corridor within Royal Park. Royal Park is the largest park within Melbourne LGA, and contains significant social, heritage and ecological values. The existing rail corridor traverses through the middle of Royal Park, providing physical separation throughout a large portion of the Park. The section of the Park included within the RPA is only a small part of the broader 170-hectare Park.

While the Project represents substantial change to a localised section of Royal Park, it is not considered to detract from its significance as the works will be constrained to the existing rail corridor. The Project has considered and ensured compliance with the Council's local planning policy, strategies, and plans as they relate to Royal Park.

3.2.1 Council Policy

The following council policy documents are relevant to the Project.

3.2.1.1 Royal Park Master Plan

The Royal Park Master Plan, prepared by the City of Melbourne in 1998 guides the long-term development of Royal Park. The plan outlines the following objectives:

- Evoke the original Australian landscape character of land and space
- Physically unite the presently separated areas of the Park
- Encourage greater use and enjoyment of the Park through balanced provision for different types of recreational activities
- Ensure other facilities, including the Royal Melbourne Zoo and sporting facilities, complement the objective of the Royal Park Master Plan
- Respect the cultural and historical heritage of Royal Park in keeping with its landscape objectives.

The Project will support increased connectivity to the Park, and will provide opportunities for new east-west connections through the construction of the elevated rail bridge. The paths will be connected across the length of the Project, which will further improve connectivity from Royal Park to BMAC. Improved connectivity will further encourage patronage to the Park, as well as connecting the new open space to the historical Royal Park.

The Project will be predominantly within the existing rail corridor, which is currently within Royal Park, with the remainder slightly extending onto adjacent areas where tree impacts, or access is required. Efforts have been made to limit the Project to the existing rail corridor as much as possible, which has significantly reduced the impacts on Royal Park.

The plan highlights the significance of the natural landscape heritage features of Royal Park. These values are understood by LXRP, and the Project is committed to protecting and retaining and integrating such features where possible into the final landscape solution. The Project will impact vegetation and an increased visual presence within the Royal Park portion of the RPA. These impacts are localised to the north-eastern section of the Park and will not compromise the overall landscape character of the Park.

At the time of writing this Report, Council is completing the initial consultation on a review of the Master Plan. While it is not possible to comment on the final version of this document, the discussion paper prepared by Council outlines themes that are consistent with the above document.

3.2.2 Municipal Planning Strategies

The Project implements and supports the following Clauses of the Melbourne Planning Scheme MPS.

Clause 02.03-2 – Environmental and landscape values

Through this Clause, Council seeks to improve the ecological values of the City's parklands, open spaces, and waterways. This includes retention of native vegetation, planting of indigenous vegetation in open spaces, and minimising the impact of introduced species.

The Project will avoid and minimise impacts to vegetation where possible. Tree removal and native vegetation impacts will be minimised through design and construction methodologies, with the over-arching objective of the Project to retain as many trees and native vegetation as possible. The use of Tree Protection Zones (TPZs) will be implemented during construction activities.

The rail bridge design solution (as opposed to a rail trench solution) has further resulted in the minimised impacts to vegetation, as a rail trench would typically result in greater amount of vegetation removal, impacts to root zones and safety risks. Additionally, the elevated rail bridge will introduce new opportunities for additional planting and landscaping with Royal Park. LXP are committed to incorporating native and indigenous plant species as part of the landscaping plans for the Project, which is in line with the objectives of this Clause.

Clause 02.03-4 – Built environment and heritage

Through this Clause Council seeks to preserve places of heritage significance and their cultural contributions to the city.

Royal Park is within HO4 and is listed on the VHR (H2337) as a place of historical and aesthetic significance, and VHI (H7822-2311) for archaeological value.

As stated previously, the elevated bridge in Royal Park will be limited to the existing rail corridor and potentially result in the removal of trees within and immediately adjacent. These works are confined to a small portion of the Park, and the vast majority of established trees will not be impacted. The majority of the elevated rail will be within the existing railway cutting, which will further assist in concealing the visual impact of the built form onto the heritage values of Royal Park.

Efforts have been made to avoid and reduce impacts to heritage values within Royal Park. The Project will avoid impacts to mature trees where possible and minimise visual impacts of built form by selecting materials, colours and retaining wall designs to be visually recessive and enhance the vegetated setting of Royal Park. The aesthetic and rarity values associated with the landscape character of Royal Park will remain highly intact.

For further detail, please refer to the Heritage Memorandum (GJM, 2024) Attached and Heritage Report (GJM, 2024) attached to the Referral Form.

Clause 02.03-7 – Transport

To support City's integrated and sustainable transport policies, the following strategies are relevant to the Project:

- *Effective and efficient mobility is essential for the liveability, creativity, prosperity, innovation and environmental sustainability of the City*
- *In integrating transport, the Council will:*

- *Integrate transport and urban growth*
- *Reduce the negative impacts of traffic and parking, particularly on residential areas and parklands*
- *A priority for the City is maximising the use of sustainable modes of transport*
- *In encouraging sustainable transport, Council will:*
 - *Develop and maintain a comprehensive, safe, comfortable and convenient pedestrian and cycling network*
 - *Maximise the use of public transport through an efficient urban structure*

Throughout this Clause, Council seeks to develop transport infrastructure that is well connected to major entertainment and recreation areas, and to provide a sustainable and integrated public transport system that is connected to the walking and cycling network. The Project's improvements to the public transport system and community benefits align with these objectives. Specifically, the Project strongly implements the policies aimed at improving mobility and promoting sustainable transport. This will be achieved through the creation of the new Shared Use Path (SUP), new DSAPT and DDA compliant stations and improved access to public transport.

Clause 02.04 - Strategic Framework Plans

The plans contained in this Clause are to be considered in conjunction with the strategic directions in Clause 02.03 discussed above. The maps included in this Clause are not directly relevant to the Project. The only point of relevance is identification of the Upfield Line and Royal Park and their significance.

3.2.3 Local Planning Policy Framework (LPPF)

The Project implements and supports the following local policies of the LPPF of the Melbourne Planning Scheme.

Clause 11.03-6L-11 – Parkville

The RPA within the Melbourne LGA is in Parkville.

Council seeks to protect the landscape character, recreational role, and open skyline from inside Royal Park, ensure development respects the heritage and parkland values of the area, and ensure buildings and structures within Royal Park are sensitively designed and minimise impacts to character.

As stated earlier, the Project is within the existing Upfield Line corridor within Royal Park and will create an altered visual appearance to the small portion of the landscape character of Royal Park. The elevated rail bridge within this section of the Project will contain openings to create views along Park Street and into Royal Park and improve east-west connectivity. The visual presence will also be minimised through appropriate colour and material selection, screen design and articulation, and adjacent landscape treatments including containing the majority of the bridge in Royal Park will be within a deep cutting which will screen and conceal views. Tree removal will be limited to a small portion of the Park. These measures were considered in the UDG, which seeks to ensure a high-quality urban design outcome, support the heritage features and parkland values of the Parkville. The Project is committed to protecting and retaining features where possible and seeking opportunities to integrate these into the final landscape solution. Please refer to the UDGs attached to the Referral Form for further information

Clause 15.03-1L-02 – Heritage

Council seeks to encourage high quality design, retention of original features, enhance presentation to the street and protect significant views.

As noted throughout this Report, the Project is within Royal Park and the Upfield Railway Line, which are of state heritage significance. Impacts to the heritage values have been considered through the Project's design. The majority of the rail bridge in Royal Park will be within a deep cutting which will screen and conceal views

and the remainder will rise across Park Street. As discussed under Clause 11.03-6L-11 *Parkville*, design elements will be used to minimise the visual presence.

As noted in Clause 11.03-6L-11 *Parkville*, the Project requires tree removal within Royal Park for construction. The works are confined to a small section of the park, and the majority of established trees within the balance of Park will not be impacted. While the rail bridge will increase the visual impact, these impacts will not alter the overall character of the Park's landscape. The Project will protect and retain heritage features where possible and seek opportunities to integrate these into the final landscape solution.

LXRP has a proven history of delivering projects with high quality heritage design outcomes, including the Mentone Project and the Bell to Moreland Project, the latter of which was delivered by the NWPA and won two design awards.

The design of the bridge and the landscape works will be undertaken in consultation with HV and the City of Melbourne.

Clause 18.01-1L – Land Use and Transport Planning

Council seeks to support development that encourages other transport modes and discourages private vehicles.

The SUP currently has approximately 2,500 users which includes both cyclists and pedestrians. The current conditions of the railways alignment and SUP is constrained and provides limited access and space for pedestrian and cyclist movement, with frequent conflicts between both users. The Project will improve the connectivity for the SUP users, as the Project will separate the bike and pedestrian paths, connect paths to Moreland and Coburg, and provide a safer and quicker commute compared to the adjacent Sydney Road. The Project will improve safety for both road and rail users, reduce congestion, a support potential future upgrades in the northern growth corridor and increased services on the Upfield Line in the future. This will allow for safer and convenient access at multiple locations where none currently exist. The elevated rail bridge will create new open space that will enhance pedestrian and cycling links along the corridor. This will improve and promote active and public transport, as the separated paths will be provided through each new station precinct, connected to the frontage roads, and provide east-west connectivity.

3.3 City of Merri-bek

Within the City of Merri-bek, the Project is predominantly in the existing rail corridor, road reserves and some adjacent properties, as shown in Figure 1.

Brunswick is undergoing substantial change and urban renewal as envisaged in the Brunswick Structure Plan. These changes require a reliable and efficient transport network that supports future growth. The Project will support this through the creation of improved public transport outcomes, new open space, access across the railway line, integrated transport networks and will further support the rapid changes within the adjacent industrial precincts. The Project is well supported by local planning policy, strategies and plans as discussed below.

3.3.1 Council Policy

The following council policy documents are relevant to the Project.

3.3.1.1 Brunswick Structure Plan

The Brunswick Structure Plan (Merri-bek City Council, formerly Moreland City Council, 2010) was established to guide the development in the BMAC to 2025 and the future of Brunswick. The Plan covers the Project, from Park Street to Moreland Road along the Upfield Line.

This plan includes:

- Guidelines to support building design and height guidelines
- Provisions to create more housing
- Provisions for more retail and commercial space and creating local job opportunities
- Creation of people friendly streets and parks
- Improved cycling and public transport links
- Building on the character and uniqueness of Brunswick.

The plan identifies Council's intentions to promote urban consolidation in strategic locations, improve transport integration and connectivity and encourage development of mixed-use buildings to accommodate a range of uses. These initiatives will support BMAC growth as a key hub for economic and residential development. The plan further identifies adequate infrastructure is a priority as BMAC develops. The Project will facilitate this through creating links across open spaces, and optimising public spaces for informal, social and leisure interactions.

The Plan also provides height guidelines for the Merri-bek LGA, which include a variety of height controls. Map 10 *Built Form* provides an overview of the built form guidelines, including maximum heights and streetscape controls. Although there are no height controls overlaid on the rail corridor, surrounding development on this map is limited to between five and seven storeys.

The Project supports this plan by enhancing movement, improving cross-corridor pedestrian and cyclist connections, and providing safer and multiple points of access. It will further increase the amount and diversity of local open space and connectivity throughout the east and west side communities. The Project will further support the BMAC urban renewal and high quality and well-integrated transport and movement networks, which form part of the key vision of the plan.

3.3.1.2 Sydney Road and Upfield Corridor Strategic Framework Plan

The Sydney Road and Upfield Corridor Strategic Framework Plan (David Lock Associates on behalf of Moreland City Council, 2014) proposes a high-density mixed-use centre, strong activity clusters, and ground-level activity to enhance pedestrian environments. The plan highlights the lack of public open space, potential conflict issues between train commuters and cyclists, and poor pedestrian amenity surrounding Jewell, Brunswick Station, and Anstey Stations, which creates an underwhelming experience for users.

The plan supports new public space within the Sydney Road and Upfield Corridor, as public open space serves as an important social function that adds to the character and sense of place. The current conditions are highlighted as lacking public open space, which needs to be addressed to meet the urban growth and growing demand for open space. The Project directly supports this statement, as new open space will be provided along the Upfield Line underneath and surrounding the elevated rail bridge, which currently does not exist. This was further identified in the UDG, as discussed previously. The Project further supports the plan through the enhanced pedestrian and cyclist movement, improved cross-corridor connections and provided safer and more convenient access at multiple locations.

3.3.1.3 Moreland Industrial Land Strategy 2015 – 2030

The Moreland Industrial Land Strategy 2015-2030 (Moreland City Council, 2016) is a guide for the future of Moreland's industrial land, informed by Council's Economic Development Strategy 2016-2021. The strategy aims to retain three large areas of industrial zoned land within Brunswick, with revisions to the boundaries of Brunswick's core areas. The Project will support the continued industrial activity and improve access to workers and goods. This will be supported through reduced traffic congestion on roads impacted, which includes Brunswick Road (a major arterial road) which is used to access the Tullamarine Freeway and improved bus travel times on five bus routes.

3.3.1.4 Draft Vibrant Brunswick – Brunswick Activity Centre Structure Plan

Council is proposing a Brunswick Activity Centre Zone (ACZ) following recent consultations on the Revised ACZ and the Draft Vibrant Brunswick - Brunswick Activity Centre Structure Plan (2023).

The plan considers Plan for Victoria's objectives and supports the MPS and PPF. The plan aims to manage growth to enable the community to access their daily needs within a 20-minute walk, cycle, or public transport trip, with a focus on making BMAC highly accessible with rich public transport networks.

A key component of this plan is to enhance the safety, amenity and access of bicycle and pedestrian networks, which is firmly supported by the Project. The plan notes the pressures faced to convert industrial areas surrounding the rail corridor into residential uses. This is well backed by the Project, which supports the urban renewal and improved public transport access to these developing areas. The Project will enhance pedestrian and cyclist access to public transport, improve cross-corridor connections, increase the diversity of public space, and support the urban renewal of industrial areas along the Upfield Line.

3.3.2 Municipal Planning Strategies

The Project implements and supports the following Clauses of the Merri-bek Planning Scheme MPS.

Clause 02.03-1 – Settlement

The BMAC is identified in the Strategic Framework Plans provided in Clause 02.04 of the Merri-bek Planning Scheme. These plans are illustrated at Figure 5 and Figure 6 with the approximate Project location annotated for reference. The Project is part of the Sydney Road area of BMAC which is highlighted in this Clause as important to accommodate Merri-bek's growth. The majority of this population growth is expected to occur in Brunswick, Brunswick East and Coburg, accounting for 53% of the LGA's growth, with the BMAC experiencing the greatest growth. Council seeks to manage this through encouraging residential growth near public transport, shops, and services.

The Project will support the growth and urban renewal of BMAC through enhanced pedestrian and cyclist access to public transport, and provide new open space. This open space will provide improved pedestrian and cyclist access and movement underneath the rail bridge and through new east-west connections where there previously were none. Through this, the Project will support the rapid changes occurring within the industrial precincts surrounding the Upfield Line.



Figure 5 Activity Centre Framework Plan (sourced from Clause 02.04 of Merri-bek Planning Scheme)

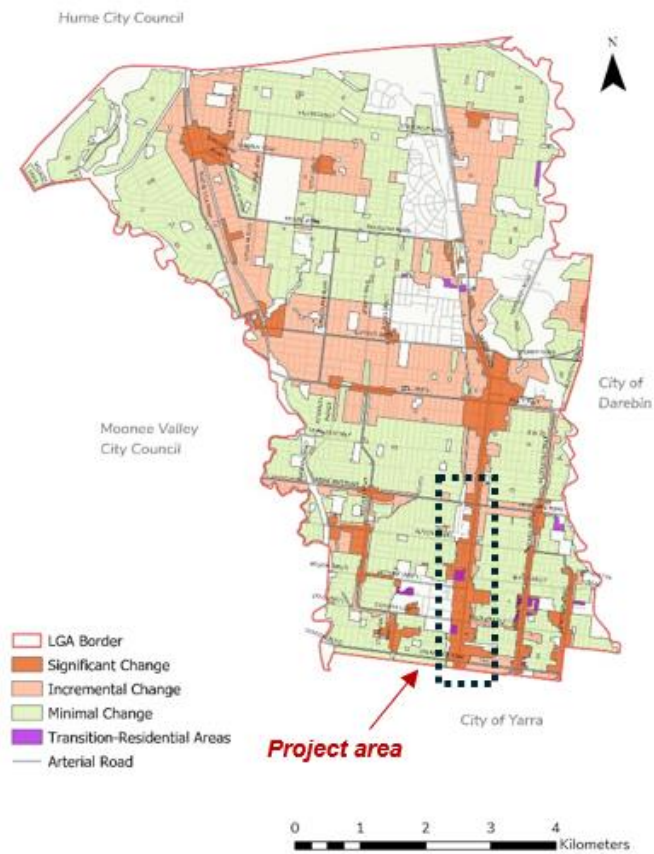


Figure 6 Housing Framework Plan (sourced from Clause 02.04 of Merri-bek Planning Scheme)

Clause 02.03-2 – Environmental and landscape values

Throughout this Clause, Council seeks to improve and protect its environmental and landscape values from the pressures of population growth, urban densification, and climate change. Council highlights that urban consolidation and incremental loss of vegetation to infrastructure has increased the difficulty to support biodiversity and reduce the urban heat island effect.

Key objectives of this Clause are:

- *Creating and protecting a diverse, connected, and resilient environment of trees and other vegetation that will enhance urban ecology and greening in both the public and private realm*
- *Protecting and enhancing habitat corridors in parks and along waterways*
- *Encourage development to be sensitive to all open space, river and creek interfaces*

Throughout the construction of the Project, efforts will be made to ensure impacts to areas of value, such as trees and native vegetation, will be avoided and minimised where possible.

The Project supports this Clause as it will involve the creation of new open space, where currently none exists. This open space underneath the elevated rail bridge and surrounding the station precincts will include soft and hard landscaping and will include the significant replanting of trees to provide canopy cover throughout, and planting of various native plant species to enhance landscape value. This will enhance the open space network throughout Merri-bek, continue the open space network from Royal Park throughout the rail corridor and connect surrounding open space, such as Bulleke-Bek Park.

The Project will not impact any wetlands, estuaries, or marine environments, and does not intersect Merri Creek, Moonee Ponds Creek, or Yarra River Catchments.

Clause 02.03-4 – Built environment and heritage

Throughout this Clause, Council seeks to protect heritage assets and improve the built environment. It is noted that Merri-bek has a number of heritage assets, which includes buildings of state significance, historical parklands, and Victorian-era buildings. The Clause notes that significant assets need to be protected and managed, to help understand the past, enrich the present and be of value to the future generations.

Key objectives of this Clause are:

- *Encouraging development that is designed to respond to and contribute to its context and any relevant heritage significance*
- *Encouraging development that is designed to integrate with landscape design to improve aesthetic quality and amenity for occupants and the public domain*
- *Protecting Merri-bek's valued heritage places from demolition and unsympathetic development and subdivision*

Within Merri-bek, the RPA is located within three places in the VHR, which are the (Former Coburg Railway Line VHR H0952, Royal Parade VHR H2198 and Former Cable Tram Engine House & Tram Substation CHR H2332), two VHIs (Upfield Railway Infrastructure: Brunswick to Coburg VHI H7822-2386 and Former Brunswick Road Cable Tram Engine House VHI H7822-2242) and nine HOs. For further details on these heritage values, please refer to the Heritage Memorandum (GJM, 2024) Attached to this Report.

Measures have been proposed in the Historic Heritage Impact Assessment (GJM, 2024) to avoid and minimise impacts where possible within areas of heritage value. This includes, but is not limited to, incorporating heritage interpretation within the new public realm to illustrate history of the area and design the Project to minimise visual impacts to built form where possible. LXP are committed to retaining and repurposing the

two-state significant railway station buildings as part of the Project's scope. Please refer to the Historic Heritage Impact Assessment (GJM) for further detail.

Refer to the Brunswick Urban Design Process report attached to the Referral form for further detail of precedents for refurbishment and interpretation of heritage elements on LXP projects and notably Bell to Moreland LXP (which intersects the same HO (HO180)).

Clause 02.03-7 – Transport

This Clause provides Council's vision for the City's safe, accessible, healthy, liveable, sustainable and inclusive transport system. Council seeks to:

- Provide streets and public places which are safe and inclusive for all.
- Improve the transport system so everyone in Merri-bek can meet their daily needs and participate fully in the community.
- Improve access to shops, services, and employment, for our community.
- Provide streets and public places which are well-designed, high-quality, vibrant, and encourage physical activity and socialisation amongst local communities.
- Reduce our transport emissions and support our community to reduce theirs.
- Adapt our transport infrastructure to limit the impacts of climate risks.

The Project aligns closely with this Clause for a safe, accessible, and sustainable transport system. This will be achieved through the Project, which will improve accessibility and enhance safety for pedestrians, cyclists, public transport users and road traffic. The Project focuses on enhancing transport safety which will encourage active and sustainable transport modes and in return creates a shift towards sustainable and zero-emissions transport. Additionally, the Project supports this policy by improved connectivity to local jobs and services and integrating into the existing network to address the demand for improved accessibility and transport.

The Project's strategic vision not only addresses the immediate traffic congestion issues at the level crossings, but also contributes significantly to the long-term vision of an inclusive, safe, sustainable, and accessible transport network. This is achieved through the prioritisation of pedestrians, cyclists, and public transport users throughout the Project's design, and will allow safer and convenient access across the rail corridor at multiple locations where none existed previously.

Clause 02.03-8 – Infrastructure

This Clause sets out Council's vision for community infrastructure and open space. It is noted that community infrastructure is needed to support a changing and growing population. This Clause further states that the southern part of the LGA is experiencing population pressure with the need for additional community infrastructure. It further notes accessible infrastructure in various locations needs to be provided when delivering and planning infrastructure.

Council seeks to improve open space and recreational opportunities by:

- *Recognising the importance of open space to First Nations people and in achieving Council's commitment to First Nations people and their connection to country.*
- *Promoting the connection between people and their open space network.*
- *Providing a resilient and safe open space network.*
- *Ensuring that the open space network caters for all people who live, work, or visit Merri-bek.*
- *Providing a mix of diverse and inclusive multi-functional open spaces.*
- *Improving access to open space with better links and corridors.*

- *Supporting long-term local living by providing an open space network which meets the needs of the community throughout their lifecycle.*
- *Providing an adaptive, cooling, and healthy open space network.*
- *Enhancing and conserving natural habitats and biodiversity.*

The Project is well supported by this Clause, as it is a key component in supporting the growing and evolving population. Although the Project's main focus is to address transport related challenges, such as congestion and safety surrounding the level crossings, the benefits extend to promoting connection for the community and providing improved, resilient and safe open space in the heart of Brunswick. The Project will improve access to open space through strategically locating infrastructure, such as the separated pedestrian and cyclist pathways, within the new open space linking them to the station precincts.

The Project will further increase and enhance open space within the area, which has been identified as deficient throughout the area (as discussed in Section 3.3.1.2). The Project will contribute to a diverse open space network that enhances the amenity and accessibility of the spaces for Brunswick. This is well aligned with this Clause, as the Project will not only address the immediate infrastructure needs but further establishes the framework for more sustainable and liveable future communities.

3.3.3 Planning Policy Framework

The Project implements and supports the following policies of the PPF.

Clause 12.01-1L – Biodiversity in Merri-bek

The objective of this policy is to increase tree canopy cover and enhance the ecological values of Merri-bek. Relevant strategies include:

- *Increase the planting and retention of native vegetation to enhance and create habitat corridors*
- *Design and site development to protect and enhance areas of remnant native vegetation and indigenous revegetation as identified on Strategic Framework Plan: Open Space*
- *Encourage a diversity of vegetation to promote climate pest and disease resilience.*

As discussed under Clause 02.03-2 *Environmental and landscape values*, the Project within Merri-bek is mainly within the rail corridor which does not contain a significant amount of native vegetation. The Project is well supportive of Clause 12.01-1L, as the new open space will create new landscaped areas for Brunswick that will involve additional soft and hard landscaping. This will include the significant replanting of trees and a variety of native plants. The Project will extend the open space corridor created as part of the Bell to Moreland LXP through from Bell Street to Royal Park. This will enhance the open space network throughout Merri-bek and continue open space throughout the corridor.

Clause 15.03-1L – Heritage in Merri-bek

The policy applies to all land affected by a HO and sets out strategies to manage heritage impacts. This includes strategies for demolition, new buildings, alterations and additions, landscapes, and adaptive re-use of heritage places. Relevant objectives within these strategies are set out below:

- *Demolition strategies*
 - *Encourage retention of contributory or significant heritage fabric required to maintain the original streetscape appearance*
 - *Support the demolition of non-contributory buildings in a heritage precinct, subject to the provision of a replacement building*
 - *Discourage total reconstruction of a heritage place as an alternative to retention*
- *New buildings, alteration and additions strategies*
 - *Encourage new buildings and alterations and additions that:*

- *Adopt innovative and contemporary design that makes a positive contribution to the heritage place*
- *Do not imitate historic styles and detailing*
- *Streetscapes, landscapes and trees strategies*
 - *Ensure that new buildings or works are subservient to and maintain the prominence of the significant elements of the heritage landscape*
 - *Retain significant elements of the heritage landscape*

The Project will deliver positive heritage conservation outcomes by integrating heritage elements into project design and minimise impact on existing heritage assets. For further discussion of the heritage context and efforts to manage impacts to heritage, refer to the discussion at Clause 02.03-4 *Built environment and heritage*.

Clause 18.02-2L – Cycling in Merri-bek

The key objective of this Clause is to ensure the bicycle parking is suitable to the likely demand generated by the use or development and nature of the locality.

As discussed throughout this Report, the Project will include a separated cycle path under the elevated rail viaduct. This will improve safety and connections for cyclists along the Upfield Line by providing improved accessibility along the corridor, as well as improved east-west connections to adjacent streets and paths. The path will travel through the landscaped open space, which will provide an enhanced experience for users and will encourage cycling throughout Brunswick.

Clause 19.02-6L – Open space in Merri-bek

This Clause sets strategies to preserve and enhance open space in Merri-bek. Key strategies include design development to:

- *Preserve or enhance public access to open space.*
- *Improve interfaces with public open spaces to enable sunlight access and reduce overshadowing of public open spaces.*
- *Maximise the use of natural, non-reflective materials and muted colours for building facades which are visible from abutting public open spaces*

The Project is in line with this Clause, as it will support and increase the diversity and amount of open space in Brunswick and improve the liveability of the local area through new and accessible open space. Currently within the rail corridor, the uses are limited to existing rail network and SUP used by pedestrians and cyclists. The elevated rail bridge will be constructed in place of the current rail network and will provide new open public space under the new rail bridge. This is strongly supported by this Clause, as it will improve access to open spaces and incorporate both active and passive areas to meet the community's needs.

4 Planning Assessment

This Planning Assessment provides a review of the relevant planning provisions of the Melbourne Planning Scheme and Merri-bek Planning Scheme. This includes a review of the relevant planning zones and overlays, and respective planning permit triggers.

Refer to the map book provided with the Referral Form for maps showing the zones and overlays within the RPA.

4.1 Land use definitions, buildings and works and general exemptions

The following land use definitions, as defined under Clause 73.03 of the Planning Scheme, along with associated buildings and works and development were considered as part of this planning assessment:

- Transport terminal (Railway Station)
- Railway
- Road and roadworks
- Minor utility installation
- Demolition
- Removal, destruction or lopping of vegetation (native and non-native vegetation)

The buildings and works associated with these land use definitions have been categorised into main or ancillary works, which are further defined in the Referral Form.

The following General Exemptions were considered where relevant:

- Clause 62.01 – Uses not requiring a permit
- Clause 62.02-1 – Buildings and works not requiring a permit
- Clause 62.02-2 – Buildings and works not requiring a permit unless specifically required by the planning scheme
- Clause 62.02 – Demolition

4.2 Melbourne Planning Scheme

This section provides a review of the zones and overlays of the Melbourne Planning Scheme relevant to the RPA.

4.2.1 Planning Zones

The RPA within Melbourne LGA is restricted to the land south of Park Street, Parkville. This land is primarily characterised by transport and public recreation land uses, which is reflected in the respective zoning. Residential zoning is also present on Park Street and also to the west of Royal Parade, however, this only makes up a small portion of the overall zoning in the RPA within Melbourne LGA.

Table 1 sets out the relevant planning zones within the RPA, summary of the purpose of the zone, proposed works, and applicable planning permit triggers.

Refer to Table 1 below for a review of the Melbourne Planning Scheme zoning.

Table 1 – Planning Zones (Melbourne Planning Scheme)

Zone and schedule	Summary of purpose	Main or ancillary works	Planning permit triggers / prohibited uses
GRZ1 - General Residential Zone <i>General Residential Areas</i>	To promote development that respects the neighbourhood character, encourages diverse housing types in areas with good access to services and transport, and accommodates educational, recreational, religious, and community uses	Main	✗ No permit required
GRZ6 - General Residential Zone <i>General Residential Areas – 14 Metre Height Limit</i>		Ancillary	✗ No permit required
PPRZ - Public Park and Recreation Zone	To recognise and provide areas for public recreation and open space, conserve areas of significance where appropriate and provide commercial uses where appropriate	Main, including native vegetation removal and works associated with construction of railway infrastructure	✗ No permit required
TRZ1 - Transport Zone 1 <i>State Transport Infrastructure</i>	To establish a sustainable and integrated transport system, identify land requirements for services and facilities, develop land that aligns with the transport system or public land reservation, and ensure efficient and safe use of transport infrastructure	Main and ancillary	✗ No permit required
TRZ2 - Transport Zone 2 <i>Principal Road Networks</i>	To establish a sustainable and integrated transport system, identify land requirements for services and facilities, develop land that aligns with the transport system or public land reservation, and ensure efficient and safe use of transport infrastructure	Main	✗ No permit required

4.2.2 Planning Overlays

The overlays within the RPA are predominantly HOs which illustrate the key heritage values surrounding Royal Park, Parkville, and the Upfield Line. Additionally, a Design and Development Overlay (DDO) is present for the Royal Park area.

Refer to Table 3 overleaf for a review of the Melbourne Planning Scheme overlays.

Table 2 – Planning Overlays (Melbourne Planning Scheme)

Overlay and schedule	Summary of schedule	Main or ancillary works	Planning permit triggers
HO4 - Heritage Overlay	Parkville Precinct Protects the late nineteenth century building characteristics and street character, parklands, sporting facilities and Melbourne Zoo	Main	<ul style="list-style-type: none"> ✓ Permit required for roadworks that change the appearance of heritage place or not generally undertaken to the same details ✓ Permit required for demolition of buildings and works, including demolition of roadworks. Buildings will not be demolished.
HO977 - Heritage Overlay	Royal Parade Protects heritage values of <i>VHR H2198</i>	Main	✗ No permit required as the HO is within the VHR. Approval requirements under the <i>Heritage Act 2017</i> apply
HO1093 - Heritage Overlay	Royal Park, Flemington Road and Royal Parade and Gatehouse Street and The Avenue and Elliott Avenue and Park Street and Poplar Road and Macarthur Road and Oak Street and Brens Drive, Parkville Protects heritage values of <i>part VHR H2337 and part VHR H952</i>	Main	✗ No permit required as the HO is within the VHR. Approval requirements under the <i>Heritage Act 2017</i> apply
HO1301 - Heritage Overlay	Former Coburg Railway Line, Park Street, Parkville Protects heritage values of part VHR H952 and part VHR2337	Main	✗ No permit required as the HO is within the VHR. Approval requirements under the <i>Heritage Act 2017</i> apply
DDO35-A1 – Design and Development Overlay	Royal Park and Royal Parade Enhance and maintain landscape character of Royal Parade and protect development from intruding significantly into views from Royal Park	Main	✗ No permit required

4.3 Merri-bek Planning Scheme

This section provides a review of the zones and overlays of the Merri-bek Planning Scheme relevant to the RPA.

4.3.1 Planning Zones

The RPA within Merri-bek LGA is located to the north of Park Street, Parkville.

The Merri-bek LGA portion of the RPA contains a variety of land uses, including residential, mixed use, industrial, commercial, transport and public recreation land uses.

Table 3 – Planning Zones (Merri-bek Planning Scheme)

Zone and schedule	Summary of purpose	Main or ancillary works	Planning permit triggers / prohibited uses
MUZ1 - Mixed Use Zone <i>Merri-bek Mixed use areas</i>	To accommodate various uses, including residential, commercial, and industrial, provide higher-density housing, encourage development that aligns with neighbourhood character, and facilitate land use and redevelopment	Main	✗ No permit required
NRZ - Neighbourhood Residential Zone	To identify and manage residential development areas and respecting neighbourhood character, heritage, and environmental characteristics, while allowing educational, recreational, religious, and community uses	Main	⊘ Railway station is a prohibited use (Section 3 use)
IN1Z - Industrial 1 Zone	To ensure the safety and amenity of local communities by ensuring the efficient storage and distribution of goods in the manufacturing industry	Main and ancillary	✓ Permit required for Railway station land use
IN3Z - Industrial 3 Zone	To accommodate industries and their associated uses in specific areas, ensuring their impact and compatibility with local communities. Also provides a buffer between IN1Z and IN2Z Zones, allowing limited retail and ensuring the safety and amenity of adjacent land uses	Main	✗ No permit required
C1Z - Commercial 1 Zone	To establish mixed-use commercial centres for retail, office, business, entertainment, and community use, with residential spaces	Main and ancillary	✗ No permit required
PPRZ - Public Park and Recreation Zone	To recognise and provide areas for public recreation and open space, conserve areas of significance where appropriate and provide commercial uses where appropriate	Main and ancillary	✓ Permit required for land uses associated with railway if conditions of Clause are not met
TRZ1 - Transport Zone 1 <i>State Transport Infrastructure</i>	To establish a sustainable and integrated transport system, identify land requirements for services and facilities, develop land that aligns with the transport system or public land reservation, and ensure efficient and safe use of transport infrastructure	Main and ancillary	✗ No permit required

Zone and schedule	Summary of purpose	Main or ancillary works	Planning permit triggers / prohibited uses
TR22 - Transport Zone 2 Principal Road Networks	To establish a sustainable and integrated transport system, identify land requirements for services and facilities, develop land that aligns with the transport system or public land reservation, and ensure efficient and safe use of transport infrastructure	Main	✗ No permit required

4.3.2 Planning overlays

The overlays within the RPA in Merri-bek LGA are predominantly HOs, which indicate various heritage elements within Brunswick. This includes various precincts, the Upfield Line and heritage buildings and sites.

There are also several other overlays that cover development, identify areas of flooding risk, parking, and public acquisition.

Refer to Table 4 for further detail of the relevant overlays.

Table 4 – Planning Overlays (Merri-bek Planning Scheme)

Overlay and schedule	Summary of schedule	Main or ancillary works	Planning permit triggers
HO41 - Heritage Overlay	253-263 Brunswick Road - Former Cable Tram Engine House & Tram Substation Protects the importance of the cable tram system to the development of Brunswick and VHR H2332	Ancillary	✗ No permit required as the HO is within the VHR. Approval requirements under the <i>Heritage Act 2017</i> apply
HO61 - Heritage Overlay	10 Dawson Street – Brunswick Baths Protects the architectural and social significance of the Brunswick Baths	Main	✓ Permit required for roadworks that change the appearance of heritage place or not generally undertaken to the same details ✓ Permit required for demolition , including demolition of roadworks. Buildings will not be demolished.
HO77 - Heritage Overlay	Frederick Street Precinct, Brunswick Protects the Victoria, Edwardian and Inter-War housing and architectural significance of the precinct	Main	✓ Permit required for buildings and works associated with a railway station ✓ Permit required for buildings and works associated with a railway ✓ Permit required for roadworks that change the appearance of heritage place or

Overlay and schedule	Summary of schedule	Main or ancillary works	Planning permit triggers
			<p>not generally undertaken to the same details</p> <p>✓ Permit required for demolition, including demolition of buildings and works</p>
<p>HO130 - Heritage Overlay</p>	<p>Park Street Precinct Brunswick</p> <p>Protects the local architectural significance of the late nineteenth and early twentieth century housing. This Precinct contains typically grander housing for wealthier residents</p>	<p>Main</p>	<p>✓ Permit required for roadworks that change the appearance of heritage place or not generally undertaken to the same details</p> <p>✓ Permit required for demolition of buildings and works, including demolition of roadworks. Buildings will not be demolished.</p>
<p>HO139 - Heritage Overlay</p>	<p>Phillipstown Precinct - Barkly Street / Union Street</p> <p>Protects the Victorian and Edwardian housing values in the precinct</p>	<p>Main</p>	<p>✓ Permit required for buildings and works associated with a railway</p> <p>✓ Permit required for roadworks that change the appearance of heritage place or not generally undertaken to the same details</p> <p>✓ Permit required for demolition, including demolition of buildings and works</p>
<p>HO142 - Heritage Overlay</p>	<p>33 Saxon Street, Brunswick - House</p> <p>Protects the historic and architectural significance of the property. The site contains the last remaining building of the pottery and brickmaking enterprises by Alfred Cornwell</p>	<p>Main</p>	<p>✓ Permit required for roadworks that change the appearance of heritage place or not generally undertaken to the same details</p> <p>✓ Permit required for demolition, including demolition of roadworks and rail. Buildings will not be demolished.</p>

Overlay and schedule	Summary of schedule	Main or ancillary works	Planning permit triggers
HO149 - Heritage Overlay	Sydney Road Precinct, Brunswick Protects the architectural, social, and historical significance. In particular, the late nineteenth and early twentieth century retail and commercial strip	Main	<ul style="list-style-type: none"> ✓ Permit required for buildings and works associated with a railway ✓ Permit required for roadworks that change the appearance of heritage place or not generally undertaken to the same details ✓ Permit required for demolition, including demolition of roadworks. Buildings will not be demolished.
HO180 - Heritage Overlay	Upfield Railway Line Precinct Protects the heritage significance of Jewell, Brunswick, Moreland and Coburg Railway Stations, and other structures (buildings, structures, gates, signals)	Main	<ul style="list-style-type: none"> ✓ Permit required for buildings and works associated with a railway station ✓ Permit required for buildings and works associated with a railway ✓ Permit required for roadworks that change the appearance of heritage place or not generally undertaken to the same details ✓ Permit required for demolition, including buildings and works, such as road works, rail, and rail infrastructure
DDO1 – Design and Development Overlay	Heritage Protection Protect heritage places, ensure character is not adversely affected and ensure building heights are compatible with heritage	Main	✗ No permit required
DDO2 – Design and Development Overlay	Park Street Protect areas of special importance or quality and enhance character	Main	✗ No permit required
DDO18 – Design and Development Overlay	Brunswick Activity Centre - Sydney Road and Upfield Corridor Aims to encourage new mid-rise built form, cohesive built form, protect the amenity of open space and compliment heritage character	Main	✗ No permit required
SBO – Special Building Overlay	Nonapplicable	Main	✓ Permit required for roadworks if the water flow path is redirected or obstructed

Overlay and schedule	Summary of schedule	Main or ancillary works	Planning permit triggers
PAO2 – Public Acquisition Overlay	Merri-bek City Council for the purpose of public park and recreation	Main	<ul style="list-style-type: none"> ✓ Permit required for vegetation impacts ✓ Permit required for demolition
PAO3 - Public Acquisition Overlay	Merri-bek City Council for the purpose of bicycle path	Main	<ul style="list-style-type: none"> ✓ Permit required for vegetation impacts ✓ Permit required for demolition
EAO - Environmental Audit Overlay	Nonapplicable	Main	✗ No permit required
DCPO1 - Development Contributions Plan Overlay	Merri-bek Development Contributions Plan Overlay	Main	✗ No permit required
PO1 – Parking Overlay	Mixed use, residential growth, commercial and activity centre zones	Main and ancillary	✗ No permit required
SCO3 - Specific Controls Overlay	Bell and Moreland Level Crossing Removal Project Incorporated Document, October 2019	Main	✗ No permit required

4.4 Particular Provisions

Particular Provisions are applicable across all Victorian Planning Schemes and apply to the specified categories of use and development. The following particular provisions presented in Table 6 have been reviewed as part of the Planning Assessment. These particular provisions are applicable to both Melbourne and Merri-bek Planning Schemes.

Table 6 - Particular provisions

Particular provision	Summary of purpose
Clause 52.03 - State Rail Projects	<p>This Planning Assessment has confirmed that planning approval will be required for the Project. The Project proposes to utilise the Clause 52.03 pathway to obtain planning approval.</p> <p>Clause 52.03 facilitates the approval of projects delivered by the LXRP, a division of VIDA Rail. This particular provision is applicable to the use and development of land (other than the subdivision of land) for projects undertaken by the LXRP and declared under section 10(1)(b) of the <i>Major Transport Projects Facilitation Act 2009</i> (MTPF Act).</p> <p>Clause 52.03 exempts the Project from planning scheme requirements that would otherwise trigger a planning permit or prohibit certain use and development types, subject to the relevant requirements of the Clause being completed to the satisfaction of the Minister for Planning.</p>
Clause 52.17 - Native Vegetation	<p>The purpose of this Clause is <i>to ensure that there is no net loss to biodiversity, as a result of the removal, destruction or lopping of native vegetation. This is achieved by applying the following three step approach in accordance with the Guidelines for the removal, destruction</i></p>

or lopping of native vegetation (Department of Environment, Land, Water and Planning, 2017) (the Guidelines):

- 1. Avoid the removal, destruction and lopping of native vegetation*
- 2. Minimise impacts from the removal, destruction or lopping of native vegetation that cannot be avoided*
- 3. Provide an offset to compensate for the biodiversity impact if a permit is granted to remove, destroy or lop native vegetation*

To manage the removal, destruction or lopping of native vegetation to minimise land and water degradation.

✓ A planning permit is required under Clause 52.17 to remove, destroy or lop native vegetation, including dead native vegetation. Native vegetation offsets may be required for impacts.

5 Planning Approval Pathway

5.1 Clause 52.03 – State Rail Projects

LXRP are proposing to utilise Clause 52.03 (State Rail Projects) of the Melbourne Planning Scheme and Merri-bek Planning Scheme to facilitate the planning approval of the Project.

This Clause was developed to facilitate State Rail Projects and applies to any project being delivered by LXRP, a division of VIDA Rail, that is declared under section 10(1)(b) of the MTPF Act. Clause 52.03 will exempt the Project from Planning Scheme requirements that would otherwise trigger a planning permit or prohibit certain use and development types, subject to the satisfaction of the Minister for Planning.

To satisfy Clause 52.03, LXRP need to meet the following requirements:

- *Preparation and submission of a **consultation report** summarising consultation activities with the relevant Councils, community, and other stakeholders and how feedback has been considered to the satisfaction of the Minister for Planning.*
- *Preparation of an **Environmental Management Framework**, prepared in consultation with the relevant Councils, to address environmental management measures including:*
 - *A summary of key construction methodologies*
 - *An overarching framework of measures to reduce and manage environmental and amenity effects during construction*
 - *A summary of performance monitoring and reporting processes, including auditing, to ensure environmental and amenity effects are reduced and managed during construction*
 - *A summary of how each relevant municipal council, the community and other stakeholders will be engaged during construction, including enquiries and complaints management*
- *Preparation of a report addressing heritage significance, site plans and elevations and photographic records (as appropriate) for any **impacts to a heritage overlay** that would otherwise trigger a planning permit, to the satisfaction of the Minister for Planning*
- *Preparation of a report addressing **impacts to an Environmental Significance Overlay, Significant Landscape Overlay or a Vegetation Protection Overlay** that would otherwise trigger a planning permit, to the satisfaction of the Minister for Planning*
- *Preparation of an **environmental assessment** demonstrating that environmental conditions are suitable for any new open space, to the satisfaction of the Minister for Planning.*
- *Preparation of a submission addressing impacts to **native vegetation, biodiversity impacts** and evidence that an appropriate offset has been secured to the satisfaction of the Secretary to the Department of Environment, Land, Water and Planning (as constituted under Part 2 of the Conservation, Forests and Lands Act 1987).*

In addition to the above, Clause 52.03 also requires that works to be undertaken to the satisfaction of the relevant floodplain management authority and the Head, Transport for Victoria in instances where they would otherwise be referral authorities.

LXRP has an established history of successfully delivering projects under this provision, having sought approval for 41 projects under Clause 52.03 to date, including 23 projects that were delivering an elevated rail solution.

6 Conclusion

This Report has concluded that planning approval is required for the Project under the Melbourne and Merri-bek Planning Schemes. A review of the applicable planning zones, overlays and particular provisions determined that planning permits are triggered for the Project under multiple zones, overlays, and particular provisions across both LGAs.

This Report has determined that Clause 52.03 *State Rail Projects* will be utilised as the planning approvals pathway. This pathway exempts the Project from Planning Scheme requirements that would otherwise trigger a planning permit or prohibit certain use and development types, subject to the satisfaction of the Minister for Planning.

The Project is an important piece of infrastructure for Brunswick and the Melbourne transport network. It will provide improved transport access and outcomes, which will support the current and future growth. This Report concludes that the Project is strongly supported by Victorian State planning policy, as well as the relevant MPS and Local PPF by Merri-bek and Melbourne City Councils. The Project will also support and increase the amount and diversity of open space and improve the liveability by creating engaging active and passive public open spaces to meet community needs. These outcomes of the Project are supported by the key objectives, strategies and aims presented in both State and local planning policy.

7 Appendix A – Heritage Memorandum

MEMORANDUM OF ADVICE:

BRUNSWICK LX EES REFERRAL

HERITAGE OVERLAY SUMMARY

PREPARED FOR: [REDACTED] AECOM/GHD JV

DATE: 7 May 2024

FILE: 2022-026

1 PURPOSE

GJM Heritage has been engaged by the AECOM/GHD Joint Venture to provide mapping and a summary of the places and precincts subject to the Heritage Overlay of the Melbourne and Merri-bek Planning Schemes that wholly or partially fall within the Referral Project Area (RPA) for the Brunswick Level Crossing EES referral.

Mapping is provided at Appendix A to this memorandum (including mapping of all Heritage Overlay places and precincts in and around the RPA) and a heritage summary of the places / precincts is provided at Appendix B.

The heritage summary:

- illustrates the area of the heritage place / precinct that falls within the RPA;
- provides an extract from the Schedule to the Heritage Overlay for each place / precinct; and
- provides a summary of the significance of each of the following places / precincts:

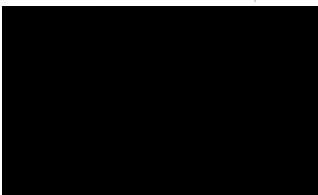
HO Number (Planning Scheme)	Place / Precinct Name
HO4 (Melbourne)	Parkville Precinct
HO130 (Merri-bek)	Park Street Precinct, Brunswick
HO149 (Merri-bek)	Sydney Road Precinct, Brunswick
HO139 (Merri-bek)	Phillipstown Precinct

HO61 (Merri-bek)	10 Dawson Street, Brunswick – Brunswick Baths
HO142 (Merri-bek)	House, 33 Saxon Street, Brunswick
HO180 (Merri-bek)	Upfield Railway Line Precinct
HO77 (Merri-bek)	Frederick Street Precinct, Brunswick

The summary does not address the following places included within the Heritage Overlay by virtue of their inclusion in the Victorian Heritage Register (VHR). These places are addressed in the *Historic Heritage Impact Assessment: Brunswick Level Crossing Removal Project – Environmental Effects Act Referral* prepared by GJM Heritage:

HO Number (Planning Scheme)	Place / Precinct Name
HO1093 (Melbourne)	Royal Park (VHR H2337)
HO977 (Melbourne)	Royal Parade (VHR H2198)
HO601 (Merri-bek)	Former Coburg Railway Line (VHR H0952)
HO41 (Merri-bek)	Former Cable Tram Engine House & Tram Substation (VHR H2332)

Sincerely,



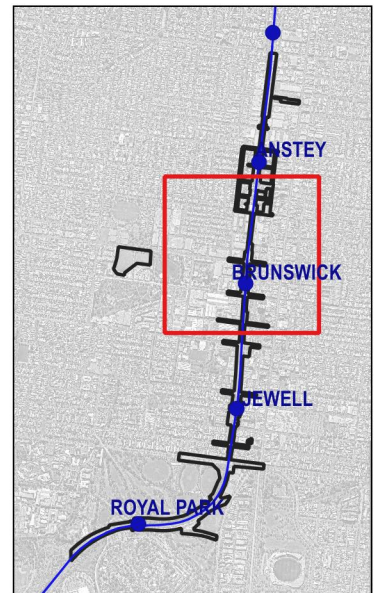
GJM Heritage

APPENDIX A - HERITAGE OVERLAY MAPPING



LOCAL HERITAGE CONTROLS MAP 3

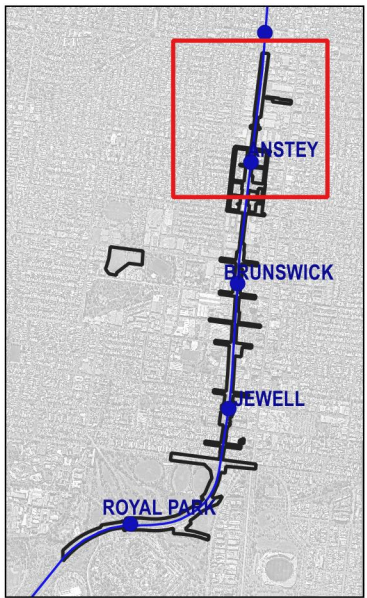
- Key**
- Heritage Overlay
 - Project Area
 - Existing Railway Station
 - Existing Railway Line





LOCAL HERITAGE CONTROLS MAP 4

- Key**
- Heritage Overlay
 - Project Area
 - Existing Railway Station
 - Existing Railway Line



APPENDIX B – HERITAGE OVERLAY PLACES WITHIN THE RPA

The following summary identifies the heritage places and precincts subject to the Heritage Overlay of the Melbourne and Merri-bek Planning Schemes that partially fall within the RPA. This summary does not include those places/precincts within the Heritage Overlay by virtue of their inclusion in the Victorian Heritage Register (VHR). Those places are addressed in the *Historic Heritage Impact Assessment: Brunswick Level Crossing Removal Project – Environmental Effects Act Referral* prepared by GJM Heritage and provided as an Appendix to the EES Referral.

This summary:

- illustrates the area of the heritage place/precinct that falls within the RPA;
- provides an extract from the Schedule to the Heritage Overlay for each place/precinct; and
- provides a summary of the significance of each place/precinct.

Parkville Precinct (HO4, Melbourne Planning Scheme, outlined in dashed yellow within RPA)



PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal Heritage Place?
HO4	Parkville Precinct Statement of Significance: Heritage Precincts Statements of Significance February 2020 (Amended April 2022)	Yes	No	No	Yes	No	No	No	No

Note: The portion of HO4 within the RPA appears to be recommended for removal from the HO in the ‘City of Melbourne’s Parkville Heritage Review 2023’ with the HO4 being broken into four discrete precincts, none of which cover this area.

The current Statement of Significance for the precinct, identifies it is significant for the following reasons (in summary):

- Parkville Precinct is of historical and architectural significance as a remarkably intact Victorian-era precinct, with high quality historic residential development, dwellings that are richly detailed and of high integrity, and graceful streets of consistent heritage character.

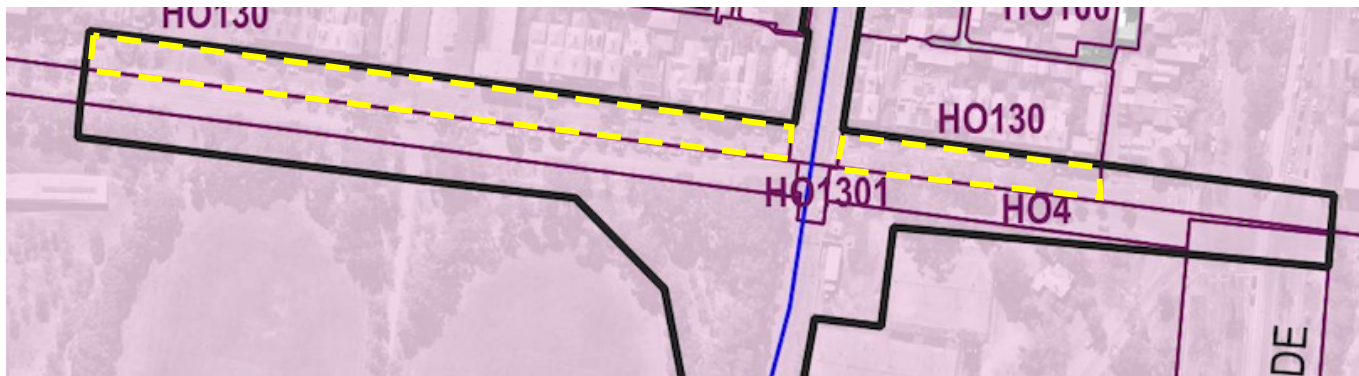
- Parkville Precinct is of social significance for being highly regarded in Melbourne for its intact Victorian streetscapes and buildings. Residents of the precinct also value the heritage character of the suburb, and demonstrate a strong sense of community and ongoing association with Parkville. Royal Park is also highly valued, both locally and more widely.
- Royal Park has aesthetic significance as a vast park landscape within inner Melbourne with remnant indigenous vegetation and tree avenues and specimen trees. The park affords views and vistas out, to the city and development in Parkville; complemented by generous internal vistas.

The following are the identified 'key attributes' of the precinct (in summary):

- Typical nineteenth century building characteristics.
- Streets of consistent heritage character with dwellings of high quality and integrity, and few visible additions to historic buildings.
- Very high proportion of surviving first or original dwellings.
- South Parkville being an example of an area of particularly intact Victorian residential development.
- Residential character of the precinct emphasised by historically limited presence of commercial and non-residential development.
- Limited later development as evidenced in Edwardian and interwar buildings.
- Typically low scale character, of mainly two-storeys, with some single-storey and larger two-storey dwellings.
- Rears of properties, including rear wings and first floors, contribute to the heritage character where they are visible and intact.
- Historically important associations with the University of Melbourne and nearby hospitals.
- Larger scale development including multi-storey modern buildings mostly confined to parts of Royal Parade and The Avenue, with low scale historical development and minimal infill to the remainder of the precinct.
- Nineteenth century planning and subdivision.
- Importance of major roads and thoroughfares which border the precinct, with their historical status demonstrated in surviving significant development, including Royal Parade with its larger and grander residences. Flemington Road is another important early Melbourne boulevard.
- Dominance of Royal Park beyond the precinct, with its expansive open landform, and relationship with the adjoining The Avenue and Gatehouse Street.
- Views into and out from Royal Park to bordering development and beyond.
- Importance of gardens and treed character, including generous grassed medians, and deep front setbacks and front gardens to properties, particularly in the north.
- Stature of Royal Parade is enhanced by street tree plantings and rows, wide grassed medians and deep footpaths.
- Historic street materials including bluestone kerbs and channels, and lanes with original or relayed bluestone pitches and central drains.
- Vehicle accommodation which is generally not visible from principal streets, but more common to rears of properties, with rear lane access.

[Melbourne Planning Scheme: Incorporated Document – Heritage Precincts Statements of Significance February 2020, Amended April 2022]

Park Street Precinct, Brunswick (HO130, Merri-bek Planning Scheme, outlined in dashed yellow within RPA)



PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal Heritage Place?
HO130	Precinct <i>Pak Street Precinct, Brunswick</i> Map 14HO Incorporated Plan: Moreland Heritage Exemptions Incorporated Plan 2023	No	No	No	Yes	No	No	No	No

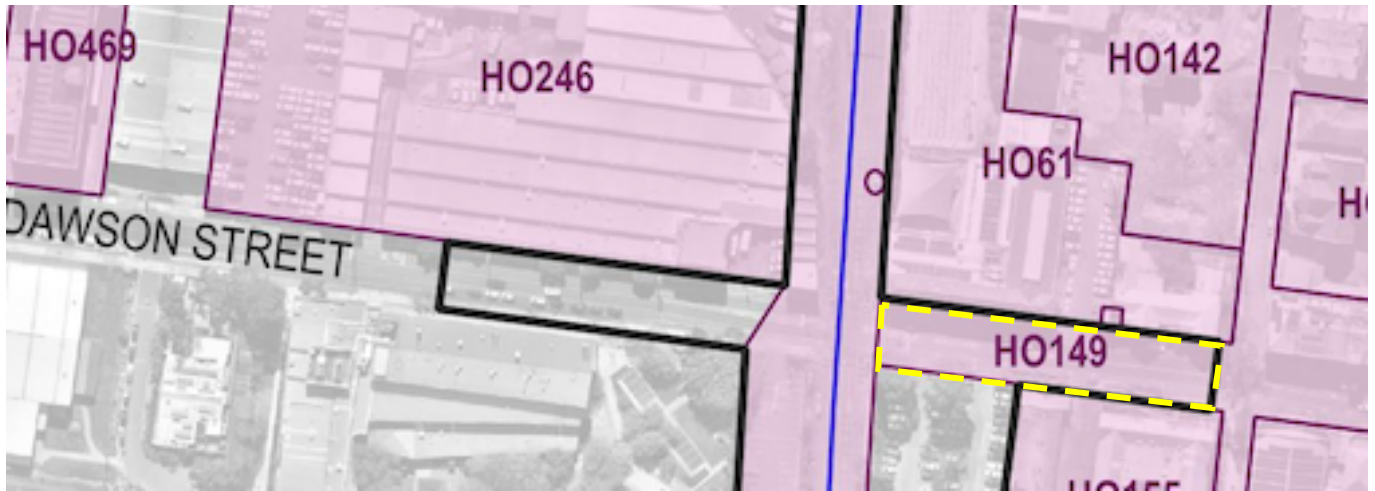
The Park Street Precinct is identified as being of historical and aesthetic significance for the following reasons (in summary):

- As a rare example of grander housing erected during the late nineteenth and early twentieth centuries for wealthier residents within Brunswick, which was otherwise a predominantly working class area.
- As a coherent and intact group of predominantly two-storey terraces and large Victorian and Edwardian villas, which reflect the prestige of this park-edge location.

[Allom Lovell and Associates, *Moreland - City of Moreland Heritage Review*, 1999]

Sydney Road Precinct, Brunswick (HO149, Merri-bek Planning Scheme, outlined in dashed yellow within RPA)





PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal Heritage Place?
HO149	Precinct <i>Sydney Road Precinct, Brunswick</i> Map 14HO Incorporated Plan: Moreland Heritage Exemptions Incorporated Plan 2023	No	No	Yes (Hooper Reserve only)	Yes	No	No	No	No

The Sydney Road Precinct is identified as being of local historical, social and aesthetic significance for the following reasons (in summary):

- The Sydney Road Precinct is of local historical and architectural significance as a predominantly intact late 19th and early 20th century retail and commercial strip, which includes a large number of the important institutional buildings and reflects the considerable expansion and growth of the area during the 19th century Boom period.
- The architectural character is enhanced by the largely intact upper floor facades of the shops.
- It is of local social significance as an important retail, commercial, religious and community focused area for the southern European and Middle-Eastern migrant communities who settled in Melbourne's northern suburbs following the Second World War.

[Allom Lovell and Associates, *Moreland - City of Moreland Heritage Review*, 1999]

Phillipstown Precinct (HO139, Merri-bek Planning Scheme, outlined in dashed yellow within RPA)



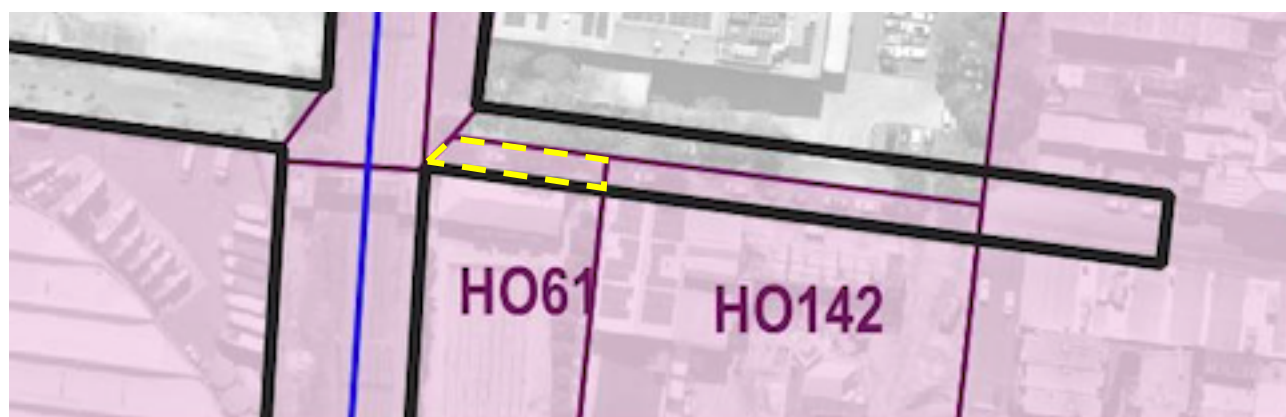
PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal Heritage Place?
HO139	Precinct <i>Phillipstown Precinct – Barkly Street / Union Street, Brunswick</i> Map 14HO Incorporated Plan: Moreland Heritage Exemptions Incorporated Plan 2023 Statement of Significance: <i>Phillipstown Precinct Statement of Significance 2022</i>	Yes	No	Yes (Temple Park only)	Yes	No	No	No	No

The Phillipstown Precinct is identified as being of historical and architectural significance for the following reasons (in summary):

- The Phillipstown Precinct is historically significant as the oldest settled part of Brunswick with retention of elements of an early street pattern established from the late 1840s and for evidence of the small scale brick industry established in the area in the same period, including associated dwellings occupied by workers, proprietors and associated tradespeople.
- The Phillipstown Precinct is architecturally significant for its small, single-fronted timber and brick dwellings that date from as early as 1859 and are the oldest in the Brunswick area. The terrace row at 26-34 Gray Street has rarity and representative value as an example of a Victorian-Federation Queen Anne transition terrace row which is uncommon in the municipality.

[Extent Heritage, *Moreland Heritage Nominations Study, 2020*]

10 Dawson Street – Brunswick Baths (HO61, Merri-bek Planning Scheme, outlined in dashed yellow within RPA)



PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal Heritage Place?
HO61	10 Dawson Street, Brunswick – Brunswick Baths Map 14HO Incorporated Plan: Moreland Heritage Exemptions Incorporated Plan 2023	Yes	No	Yes (Hooper Reserve only)	Yes	No	No	Yes	No

The Brunswick Baths complex is identified as being of local historical and architectural significance for the following reasons (in summary):

- The baths have long been a key recreational focus for Brunswick and was for many years host to the Victorian swimming championships.
- The Baths reflected the latest in swimming pool design and technology and was once regarded as the finest complex of its type in Australia.

- The renovation of the Baths in 1927 - in particular the construction of the notable Dawson Street facade - reflects a period of considerable redevelopment of Brunswick's public assets, and of the reshaping of the civic precinct in Sydney Road and Dawson Street.

The key architectural elements are identified as the two-storey building with Classical Revival facade with central prostyle portico paired pilasters separating banks of multi-paned steel-framed windows face dark brown brick plinth.

[Allom Lovell and Associates, *City of Moreland Heritage Review*, 1999]

House, 33 Saxon Street, Brunswick (HO142, Merri-bek Planning Scheme, outlined in dashed yellow within RPA



PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal Heritage Place?
HO142	33 Saxon Street, Brunswick – House Map 14HO Incorporated Plan: Moreland Heritage Exemptions Incorporated Plan 2023	Yes	No	No	Yes	No	No	Yes	No

33 Saxon Street, Brunswick is identified as being of local historical and architectural significance for the following reasons (in summary):

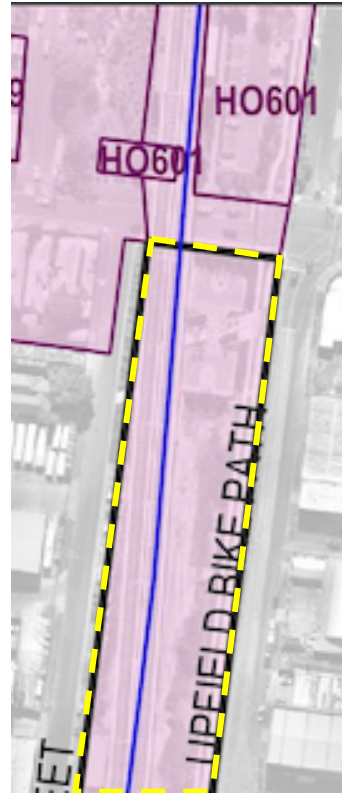
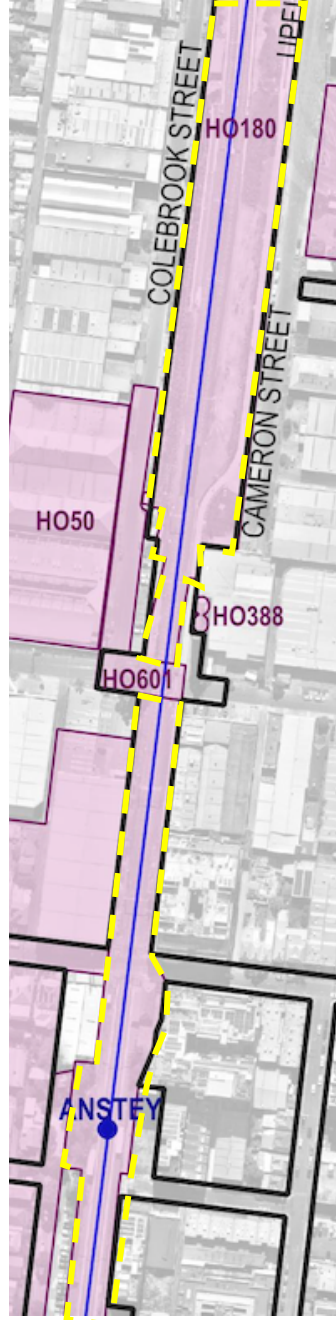
- As the last remaining building of the pottery and brick making enterprises of Alfred Cornwell, an important Brunswick pottery proprietor.
- As a good example of a polychrome Italianate mansion, and an example of the type of residence built by an industrialist overlooking his own works, although its significance has been greatly reduced by various alterations.

[Allom Lovell and Associates, *City of Moreland Heritage Review*, 1999]

Upfield Railway Line Precinct (HO180, Merri-bek Planning Scheme, outlined in dashed yellow within RPA [south – north])

Note: HO180 applies to the balance of the Upfield Railway Line that is not included within the VHR as Heritage Place H0952 Former Coburg Railway Line.





PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal Heritage Place?
HO149	Precinct <i>Uptfield Railway Line Precinct</i> Map 11HO & 14HO Incorporated Plan: Moreland Heritage Exemptions Incorporated Plan 2023	No	No	No	Yes	No	No	No	No

The Upfield Railway Line Precinct is identified as being of historical, technological, architectural and social significance for the following reasons (in summary):

- It is of state historical significance as a rare and remarkably intact section of Melbourne's metropolitan railway system from the late 19th and early 20th century.
- The precinct retains a unique collection of hand and wheel operated railway gates, and their associated buildings and installations, including signal boxes, gates and gatekeepers' cabins in Victoria.
- The original brick Victorian Gothic style stations - Jewell, Brunswick, Moreland and Coburg, form a unique grouping in close proximity adding a cohesion to the precinct.
- The Upfield Railway Line Precinct is of state social significance as a lively, vital linear element in the fabric of the City of Moreland.

[Allom Lovell and Associates, *Moreland - City of Moreland Heritage Review*, 1999]

Frederick Street Precinct, Brunswick (HO77, Merri-bek Planning Scheme, outlined in dashed yellow within RPA)



PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Solar energy system controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal Heritage Place?
HO77	Precinct <i>Frederick Street Precinct, Brunswick</i> Map 14HO Incorporated Plan: Moreland Heritage Exemptions Incorporated Plan 2023	No	No	No	Yes	No	No	No	No

The Frederick Street Precinct is identified as being of historical and aesthetic significance for the following reasons (in summary):

- For its capacity to demonstrate features of subdivision activity in two periods: the 1858 proposal for the village of Wrigglesworth which resulted in the creation of Frederick Street but was otherwise unsuccessful; and Queens Park Estate subdivision in 1887.
- As a mix of modest Victorian, Edwardian and inter-War housing, containing a number of interesting buildings including the Victorian brick cottages in Frederick Street, the two-storey Inter-War maisonettes in Macfarland Street and the large former bluestone store building on the train line backing onto Albion Street.

[Allom Lovell and Associates, *Moreland - City of Moreland Heritage Review*, 1999]

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