

5. Adjoining Site Concepts (Stage 1)

The following pages contain concept plans for the upgrade of streets that terminate at or run parallel to the rail corridor.

Recommendations have been linked to the Public Realm Design Principles

Context Plan North



Context Plan South



Summary Table

All interface streets	UDF Stage 1 – Adjoining Site Concept	UDF Stage 2	No Concept Plan	Comments
Tinning Street & Colebrook Street				Refer to concept plans
Cameron Street				Required tram access to the depot limits opportunities for significant public realm upgrades.
Albion Street				To be considered in Stage 2
Florence Street, Orient Grove & West Street				Refer to concept plans
Duckett Street & Bryant Street				Refer to concept plans
Hope Street				To be considered in Stage 2
Lux Way, Ferrier Street & Nardella Way				Refer to concept plans
Ballarat Street, Talbot Street & Merrifield Street				Refer to concept plans
Victoria Street				Note existing project
Wilkinson Street				Refer to concept plans
Albert Street				To be considered in Stage 2
Phoenix Street				Refer to concept plans
Dawson Street				To be considered in Stage 2. Streetscape upgrade works between the rail line and Sydney Road have already been completed. On street bike lanes west of the rail line will be made permanent.
Michael Street				Refer to concept plans. Stage 2 to investigate the potential to also be a key pedestrian street providing access from Sydney Road to RMIT.
Railway Place				Refer to concept plans
Union Street				To be considered in Stage 2
Wilson Avenue				Already planned streetscape upgrade, awaiting completion of nearby development.
Watson Street				Opportunities for public realm upgrades dependent on LXRP plans for Jewell Station Reserve
Barkly Street				Refer to concept plans
Brunswick Road				Brunswick Road is controlled by the State Government
Park Street				Only the north side of Park Street is within Merri-bek. South side is City of Melbourne. Potential to be considered in Stage 2.

Character Images

The following images show precedents of public realm spaces and elements to convey the potential character of the recommendations in the Site Concept Plans. They are not intended as exact examples of designs, but to show a variety of possible treatments in these local streets and spaces.



Street and footpath
tree planting



Central median
tree planting



Seating and gathering
spaces



Raised thresholds and
shared zones



Biodiverse understorey
planting



Yarning circles and
designing with Country

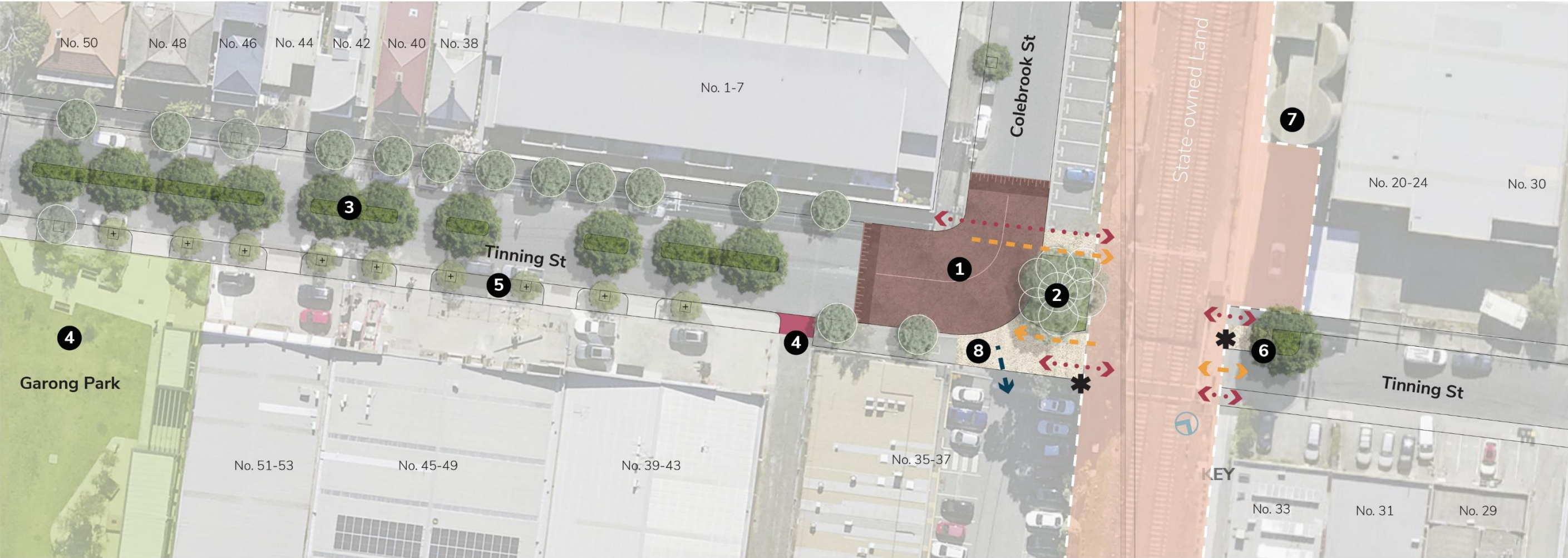


Water sensitive urban
design and raingardens



Wayfinding signage

5.1. Tinning Street and Colebrook Street



Legend

- Raised intersection/threshold
- Pedestrian pavements
- Understorey planting
- WSUD / raingarden
- Accessible pedestrian connection
- Cycling connection
- Vehicular access
- Proposed trees
- Existing trees
- Existing trees (assess and replace as needed)
- Seating
- Wayfinding signage
- Existing open space

Recommendation

		Principles			
		A	B	C	D
1	Raised intersection at corner of Colebrook and Tinning St to slow traffic and allow pedestrians and cyclists to cross freely				
2	Retention of existing trees/micro-forest at end of Tinning St (west side) - retain benefits of existing mature native trees				
3	Introduce a central median with tree planting in Tinning St to increase tree canopy and amenity within wide street				
4	Improve connections to existing open space at Garong Park with new wayfinding signage and laneway crossing				
5	Replace failed footpath street trees in Tinning St for enhanced shade and amenity				
6	Create new kerb outstand at end of Tinning St (east side) for new seating space with planting and large canopy tree.				
7	Retain view to existing water tower mural				
8	Retain existing historic rail sidings in pavement				



Existing trees / microforest



View to landmark mural

5.2. Florence Street, Orient Grove & West Street



- Legend**
- Raised intersection/threshold
 - Pedestrian pavements
 - Understorey planting
 - WSUD / raingarden
 - Accessible pedestrian connection
 - Cycling connection
 - Vehicular access
 - Proposed trees
 - Existing trees
 - Seating
 - Wayfinding signage
 - Existing open space

Recommendation	Principles			
	A	B	C	D
1 Raised intersection at corner of Orient Grove to slow traffic and allow pedestrians and cyclists to cross freely				
2 Retain and extend garden area at south end of Orient Grove, building on community character of local space				
3 New in-street raingardens in Orient Grove, subject to investigation, for stormwater treatment and infiltration				
4 Create new open space in closure of Florence St, subject to community engagement, and completion of 8 Florence St				
5 New planting and raingarden in closure at the end of West Street subject to investigation				
6 Continue design language from Bulleke-bek Park into rail corridor to extend and link existing open spaces				
7 Provide accessible carparking near Bulleke-bek Park				
Reduction of approx 1 carpark on West St and approx 7 carparks on Orient Grove				

* Concept designs are notional only and subject to further community engagement and design development

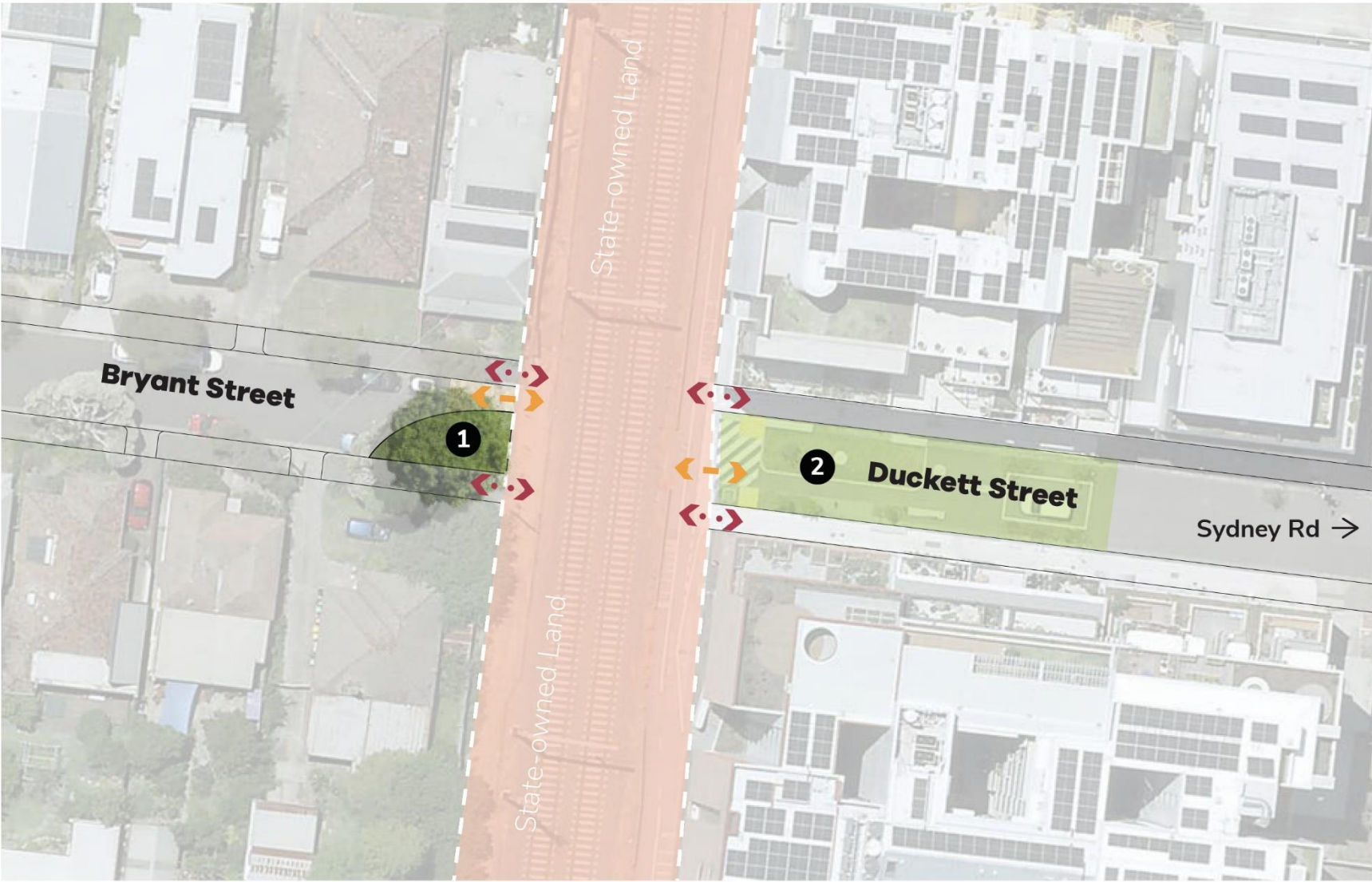


Orient Grove garden space



Space at end of West St

5.3. Duckett Street and Bryant Street



Legend		Recommendation		Principles				
	Raised intersection/threshold				A	B	C	D
	Pedestrian pavements							
	Understorey planting							
	WSUD / raingarden							
	Accessible pedestrian connection							
	Cycling connection							
	Proposed trees							
		1	Create new kerb outstand at end of Bryant Street for new planting and large canopy tree in street space					
		2	Retain community-led landscape and gathering space at end of Duckett Street					
			Reduction of 3 carparks on Bryant St					



Duckett St open space

5.4. Lux Way, Ferrier Street & Nardella Way



Legend

- Understorey planting
- WSUD / raingarden
- Accessible pedestrian connection
- Cycling connection
- Vehicular access
- Proposed trees
- Wayfinding signage
- Existing open space

Recommendation

Principles

		A	B	C	D
1	New canopy tree planting along Nardella Way for enhanced shade and outlook for residents	●			
2	Retain heritage bluestone wall				●
3	Remove concrete wall, subject to community engagement, for enhanced connection to open space in rail corridor		●	●	
4	Improve connections to existing open space Craig & Seeley Park with new wayfinding signage and kerb ramp access.	●	●	●	
5	Investigate upgrade to Craig & Seeley Park and potential new playground per Open Space Strategy	●	●		

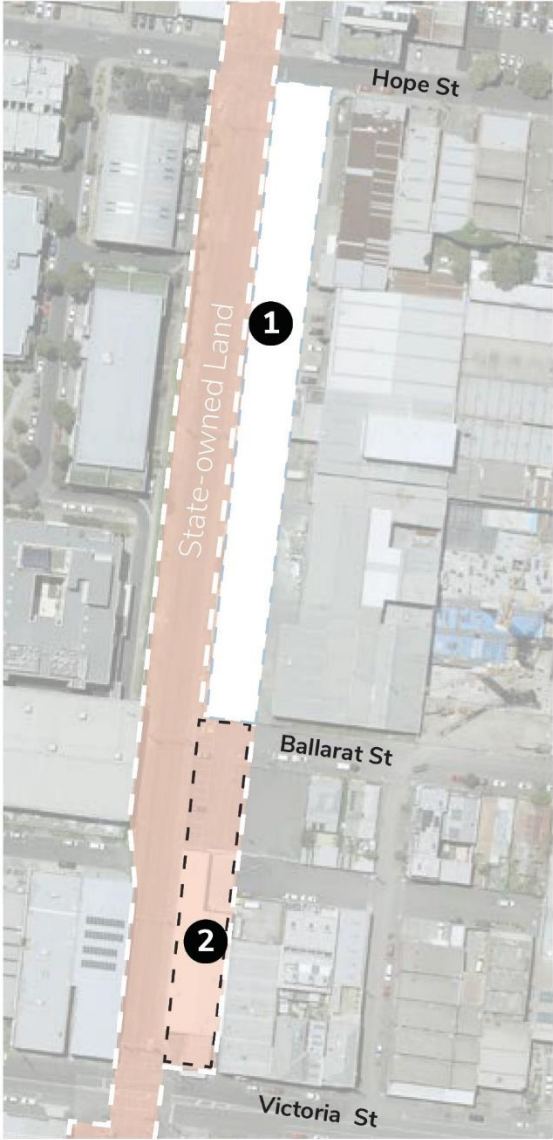


Craig & Seeley Park



Concrete wall creating barrier to future open space within rail corridor

5.5. Ballarat Street, Talbot Street & Merrifield Street



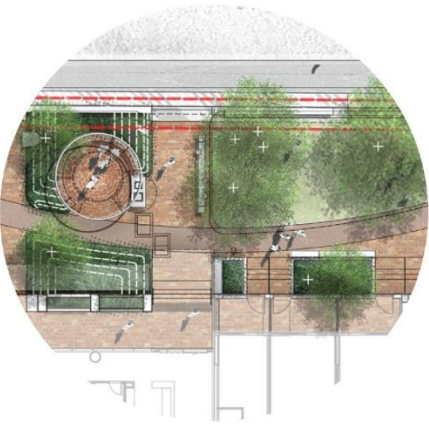
Legend

- Raised intersection/threshold
- Pedestrian pavements
- Understorey planting
- WSUD / raingarden
- Accessible pedestrian connection
- Cycling connection
- Vehicular access
- Proposed trees
- Seating
- Wayfinding signage

Recommendation

		Principles			
		A	B	C	D
1	Future linear park (delivered by developer) from Hope St to Ballarat St				
2	Advocate to extend future linear park using VicTrack land for new open space from Ballarat St to Victoria St				
3	Extend linear park into Ballarat St, subject to community engagement, with road closure to create new open space				
4	Investigate raingarden, swale or other bioretention to utilise stormwater runoff in the landscape in Ballarat St.				
5	Create new kerb outstand at end of Talbot St for large canopy tree				
Reduction of approx 5 carparks on Ballarat St					

* Concept designs are notional only and subject to further community engagement and design development



Landscape plan for future linear park

5.6. Wilkinson Street



Legend

- Pedestrian pavements
- Understorey planting
- WSUD / raingarden
- Accessible pedestrian connection
- Cycling connection
- Vehicular access
- Proposed trees

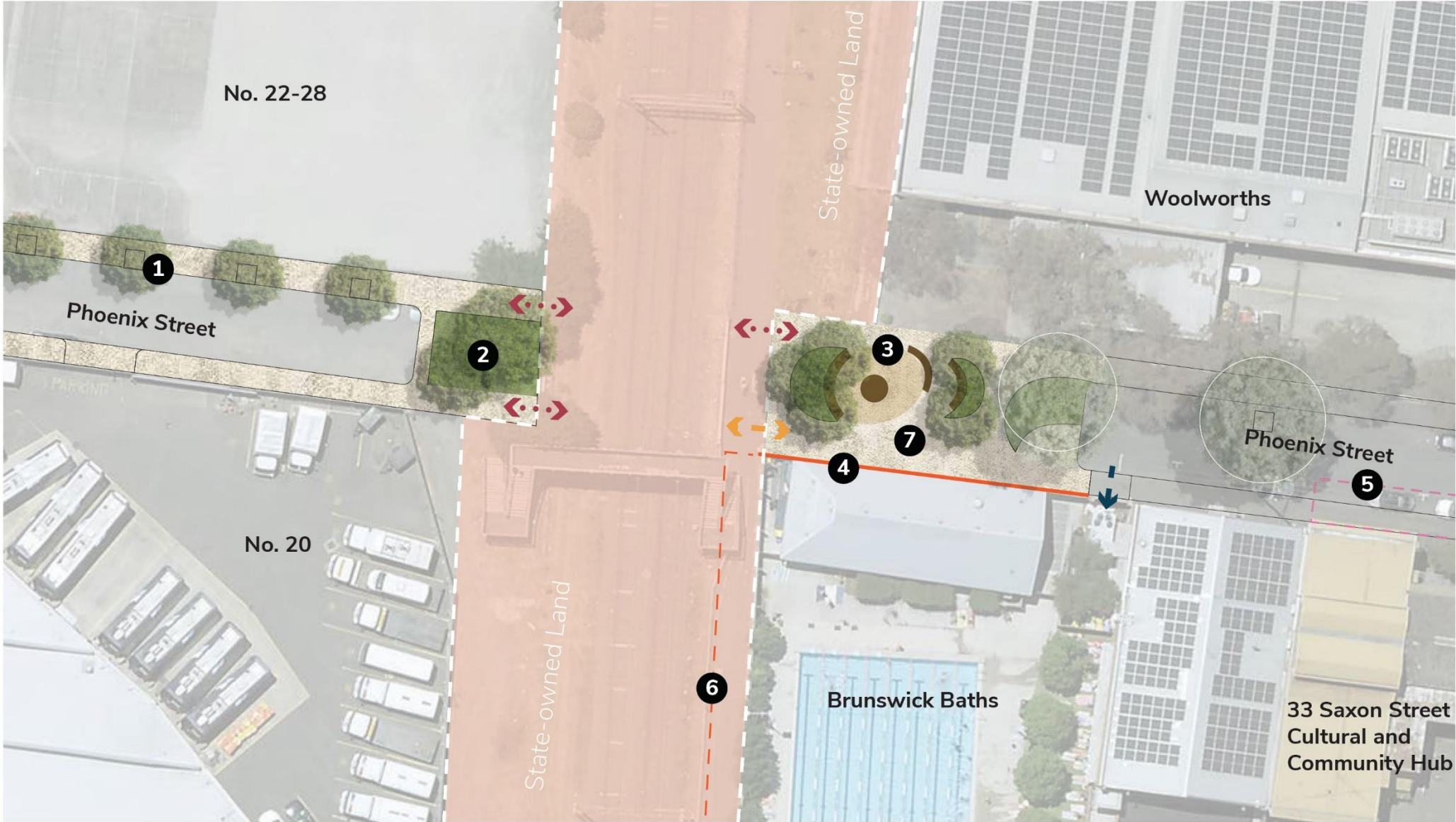
Recommendation

- 1** Convert end block of Wilkinson St to shared zone for better pedestrian access in very narrow street
- 2** New street tree planting in Wilkinson St between parking bays

Principles

A	B	C	D

5.7. Phoenix Street



Legend

- Pedestrian pavements
- Understorey planting
- WSUD / raingarden
- Accessible pedestrian connection
- Cycling connection
- Vehicular access
- Proposed trees
- Existing trees
- Seating

Recommendation

Principles

		A	B	C	D
1	Formalise streetscape on Phoenix St (west side) with new kerb and channel, footpaths, and street trees,				
2	Create new green space at end of Phoenix St (west side) with new planting and raingarden, subject to investigation				
3	Close section of Phoenix St (east side) to create new gathering space based on Traditional Owner's design collaboration, linking to Saxon Street Hub				
4	Create new mural on north wall of Brunswick Baths, commissioning a First Nations artist				
5	Retain existing accessible parking near Saxon Street Hub and Brunswick Baths				
6	Advocate to LXP to allow Brunswick Baths to expand westwards to increase internal space and amenity				
7	Upgrade lighting to solar, removing the need for overhead wires				

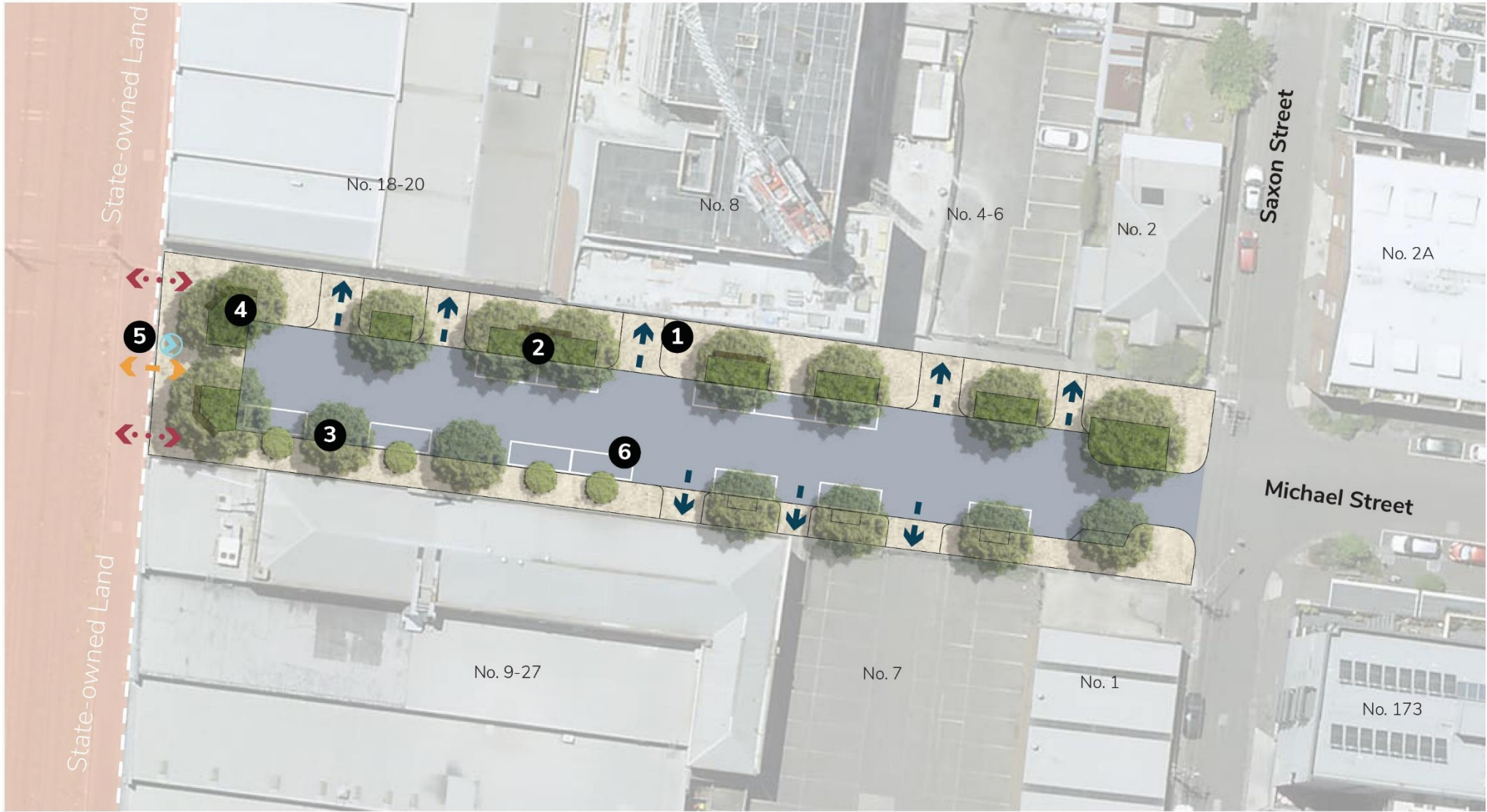
Reduction of approx 2 carparks on Phoenix St (east side)

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Link to future Saxon Street Hub

5.8. Michael Street



Legend

- Pedestrian pavements
- Understorey planting
- WSUD / raingarden
- Accessible pedestrian connection
- Cycling connection
- Vehicular access
- Proposed trees
- Existing trees
- Seating

Recommendation

	Recommendation	Principles			
		A	B	C	D
1	Widen footpath on north side of Michael St for increased pedestrian space				
2	New large canopy footpath tree planting on north side of Michael St, incorporating planting and passive irrigation				
3	New tree planting on south side of Michael St between parking bays				
4	Create new seating area at end of Michael St with new planting and trees				
5	Retain and frame views down Michael St to Brunswick Unit-ing Church				
6	Narrow road pavement of Michael St and reconfigure to parallel parking (retain underground stormwater detention)				
Reduction of approx 11 carparks on Michael St					

* Concept designs are notional only and subject to further community engagement and design development



View to Uniting Church



Michael St with wide pavement

5.9. Railway Place



Legend

- Pedestrian pavements
- Understorey planting
- WSUD / raingarden
- Accessible pedestrian connection
- Cycling connection
- Vehicular access
- Proposed trees

Recommendation

- 1 New tree planting along Railway Place between parking bays
- 2 Create accessible and usable space around heritage rail building, with potential to be repurposed
- 3 Improve sightlines around heritage rail building

Principles

A	B	C	D

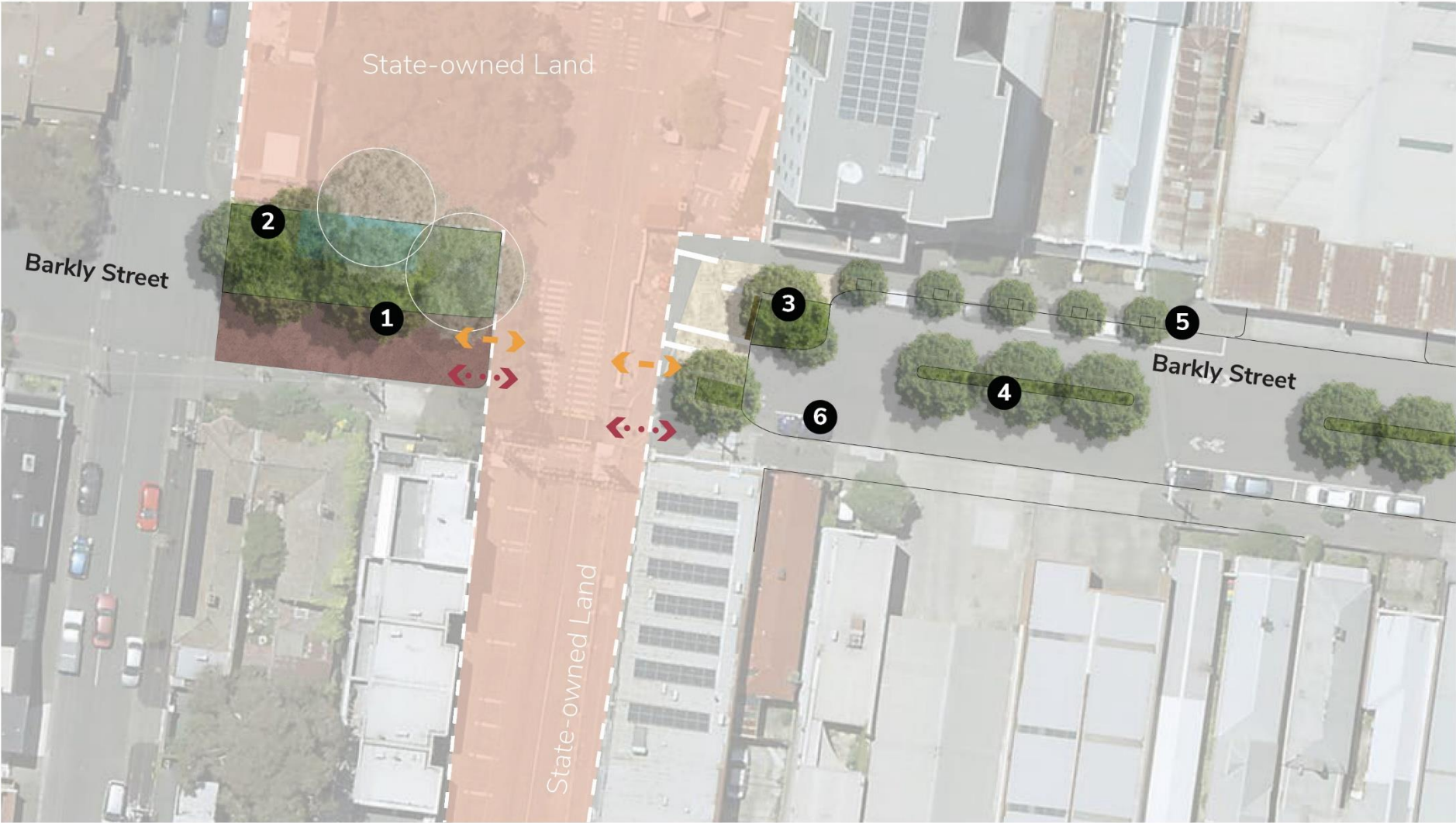


Potential reuse of building at Railway Place



View south along Railway Place with opportunity for street trees

5.10. Barkly Street



- Legend**
- Raised intersection/threshold
 - Pedestrian pavements
 - Understorey planting
 - WSUD / raingarden
 - Accessible pedestrian connection
 - Cycling connection
 - Vehicular access
 - Proposed trees
 - Existing trees
 - Seating

Recommendation	Principles			
	A	B	C	D
1 Create new green space at end of Barkly St (west side) for planting, canopy trees and raingarden subject to investigation, with shared zone access to properties				
2 Relocate accessible parking spaces from end of Barkly St (west side) closer to future station locations				
3 Create new seating area at end of Barkly St (east side) for new seating area and large canopy trees				
4 Introduce central median with tree planting in Barkly St to increase tree canopy and amenity within the wide street				
5 New tree planting in footpath on north side of Barkly St				
6 Retain existing loading zone				
Reduction of approx 1 carpark on Barkly St (east) and approx 6 carparks + 2 accessible carparks on Barkly St (west)				

* Concept designs are notional only and subject to further community engagement and design development



Space at end of Barkly St (west side)



Jewel Station landscape to extend into Barkly St (east side)