

#	ROLES AND RESPONSIBILITIES		STATUS	DATE	NOTES
1	PROJECT DIRECTOR	А			
2	DIRECTOR - ENGINEERING AND PROGRAM SERVICES	С			
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	(FOR SITE)				
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5	MANAGER - TECHNICAL SERVICES	С			
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8	DEVELOPMENT MANAGER	С			

Roles and Accountability

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RACI MATRIX	
Responsible (R)	The individual(s) who perform(s) an activity - responsible for action / implementation.
Consulted (C)	The individual(s) to be consulted prior to a final decision or action being taken.
Endorse (E)	The individual(s) who need(s) to endorse key decisions, actions or deliverables.
Accountable (A)	The individual who is ultimately accountable, including yes/no authority and power of veto.
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URBAN DESIGN GUIDELINES | 18 - EDITHVALE ROAD, EDITHVALE | LEVEL CROSSING REMOVAL PROJECT - LX31 | 2018

1.0

INTRODUCTION

- 1.1 PROJECT BACKGROUND
- 1.2 PROJECT SUMMARY
- 1.3 DOCUMENT PURPOSE
- 1.4 DOCUMENT STRUCTURE
- 1.5 METHODOLOGY
- 1.6 URBAN DESIGN FRAMEWORK

INTRODUCTION

PROJECT SUMMARY

By 2022, the Level Crossing Removal Authority (LXRA) will oversee the removal of 50 dangerous and congested level crossings across Melbourne and perform vital rail corridor upgrades, including rail extensions and duplication works (refer to Figure 1).

The Level Crossing Removal Program is designed to:

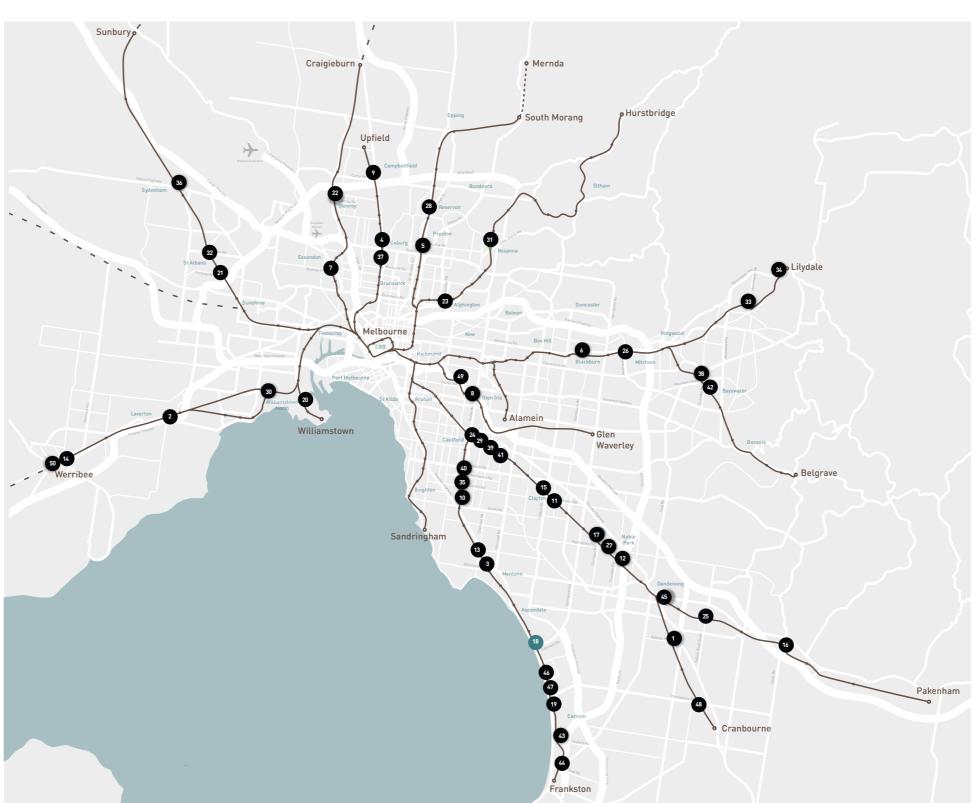
- Improve the reliability and efficiency of transportation networks, through reducing overall congestion;
- Enhance the urban amenity of local areas; and
- Create safer, better connected, liveable and thriving communities.

The LXRA was formed in May 2015 to oversee the delivery of the project and to ensure that level crossings are removed in a coordinated and efficient manner. LXRA's vision is 'delivering great change, by transforming the way Victorians live, work and travel'. This vision is underpinned by 5 strategic objectives, including a commitment to creating great places.

LXRA and the AECOM-GHD Joint Venture (Technical Advisor), have led site investigations, functional and reference design packages, and the preparation of associated requirements and guidelines, to support the removal of level crossings at each nominated location. Stakeholder engagement and community consultation is an important part of this process, to ensure that stakeholder and community considerations are suitably addressed in the design and delivery of the project.

Further design development, construction and delivery works are now being delivered by LXRA through Program Alliance partnerships with leading industry specialists. Design and construction works for each site have been prioritised and staged to ensure that critical crossings are addressed as a priority and transport route delays and other impacts are minimised.

This project has the potential to set strong benchmarks and act as a catalyst for positive urban renewal that reinvigorates and reconnects communities. In order to create a lasting legacy, innovative and high quality urban design is key to the success of the project.



ALTONA LOOP

30 Kororoit Creek Road, Williamstown North

BELGRAVE

42 Scoresby Road, Bayswater

CRAIGIEBURN

7 Buckley Street, Essendor 22 Glenrov Road, Glenrov

CRANBOURNE

1 Abbotts Road, Dandenong South 48 Thompsons Road, Lyndhurst

FRANKSTON

- 40 North Road, Ormond
- 3 Balcombe Road, Mentone 10 Centre Road, Bentleigh
- 13 Charman Road, Cheltenham
- 18 Edithvale Road, Edithvale
- 35 McKinnon Road, McKinnor
- 43 Seaford Road, Seaford
- 44 Skye Road, Frankston
- 46 Station Street, Bonbeach
- 47 Station Street, Carrum

GLEN WAVERLEY

8 Burke Road, Glen Iris 49 Toorak Road, Kooyong

HURSTBRIDGE

23 Grange Road, Alphington31 Lower Plenty Road, Rosanna

- 6 Blackburn Road, Blackburn 26 Heatherdale Road, Ringwood
- 33 Manchester Road, Mooroolbark
- 34 Maroondah Highway, Lilydale

PAKENHAM

- 11 Centre Road, Clayton
- 15 Clayton Road, Clayton
- 29 Koornang Road, Carnegie
- 39 Murrumbeena Road, Murrumbeena
- 12 Chandler Road, Noble Park 17 Corrigan Road, Noble Park
- 24 Grange Road, Carnegie 27 Heatherton Road, Noble Park
- 41 Poath Road, Hughesdale
- 16 Clyde Road, Berwick
- 25 Hallam Road South, Hallam

SOUTH MORANG

45 South Gippsland Highway, Dander

5 Bell Street, Preston

- 28 High Street, Reservoir
- 32 Main Road St Albans 21 Furlong Road, St Albans 36 Melton Highway, Sydenham

UPFIFI D

4 Bell Street, Coburg 9 Camp Road, Campbellfield

37 Moreland Road, Brunswick

WERRIBEE 2 Aviation Road, Laverton

14 Cherry Street, Werribee

WILLIAMSTOWN

20 Ferguson Street, Williamstow

*Not in priority order

Disclaimer: Sites are numbered for identification purposes only. Numbering does not indicate

1.2 SITE OVERVIEW

This Urban Design Guidelines Report has been prepared for the Edithvale Road, Edithvale Level Crossing Removal Project in Edithvale.

Edithvale Road runs from the Nepean Highway to Wells Road, where it becomes Springvale Road, and cuts through a busy residential area. It is also the main thoroughfare for a local school, recreation areas, a public golf course, and the Seaford/Edithvale Wetlands.

The level crossing at Edithvale Road is located between Station Street and the Nepean Highway. The boom gates are down for an average of 42 minutes during the weekday peak (between 7:00am and 9:00am), impacting travel times for more than 12,000 motorists who travel over this level crossing everyday. The existing level crossing also poses a danger to pedestrians moving along and through Edithvale Road.

The Edithvale Road, Edithvale Level Crossing Removal project will be delivered by the Southern Program Alliance.

1.3 DOCUMENT PURPOSE

The purpose of this Urban Design Guidelines (UDGs) document is to illustrate and describe the key urban design objectives and outcomes sought for the Edithvale Road, Edithvale Level Crossing Removal Project.

The Urban Design Guidelines have been prepared to build on the principles, objectives, measures and benchmarks of the LXRA Urban Design Framework (UDF). It outlines site specific urban design requirements the design is to achieve by:

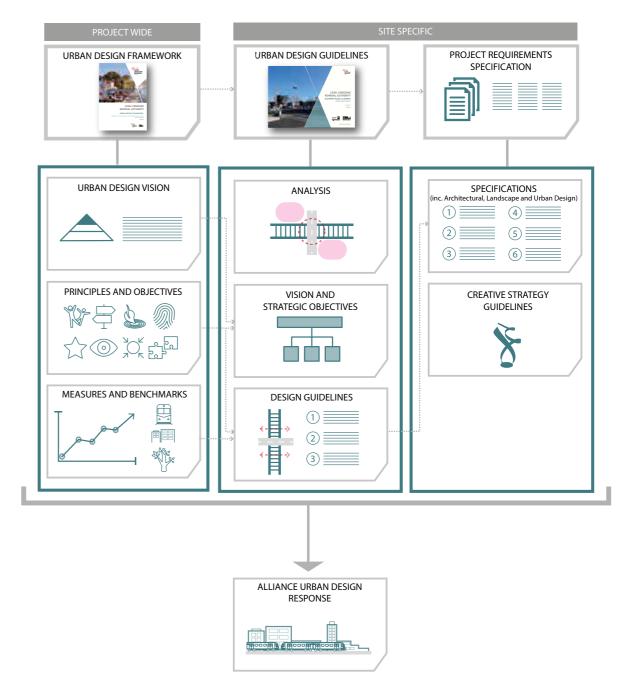
- Identifying key issues and opportunities for improving connectivity, amenity, functionality and place-making for the site and surrounding precinct;
- Articulating the broader urban design vision and strategic objectives for the site; and
- Establishing guidelines for the project, according to the urban design principles.

Further detailed urban design specifications also form part of the Project Requirements Specification (PRS).

The strategic objectives and guidelines set out by this document consider the management and mitigation of project risks that have been identified as part of the Environmental Effects Statement (EES) process for the Edithvale and Bonbeach sites. As such, the UDGs have been incorporated into the Environmental Performance Requirements (EPRs).

The analysis of policy and the existing context areas contained within this document should be read in conjunction with other relevant EES reports.

Figure 2: Urban Design Requirements



1.4 DOCUMENT STRUCTURE

1.5 METHODOLOGY

The Urban Design Guidelines document is structured in six (6) main parts, as outlined below:

SECTION 1: INTRODUCTION

Section 1 provides a summary of background information about the Level Crossing Removal Project and site.

SECTION 2: STRATEGIC PLANNING AND POLICY ANALYSIS

Section 2 identifies relevant state, local and project specific plans, policies and strategies, noting relevant implications for the site.

SECTION 3: CONTEXT ANALYSIS

Section 3 examines the existing site conditions, at a local and regional level and why this is important for the project.

SECTION 4: COMMUNITY AND STAKEHOLDER ENGAGEMENT

Section 4 presents the key considerations and themes that have emerged from stakeholder engagement and community consultation.

SECTION 5: ISSUES AND OPPORTUNITIES

Section 5 summarises issues and opportunities for the site and precinct, based on the preceding analysis and consultation outcomes.

SECTION 6: DESIGN GUIDELINES

Section 6 outlines the overall vision, strategic objectives and design guidelines for the project site which are site specific requirements that Alliance teams must address as part of their design response.

The methodology and approach that has been taken in preparing the following guidelines, is illustrated in Figure 3.

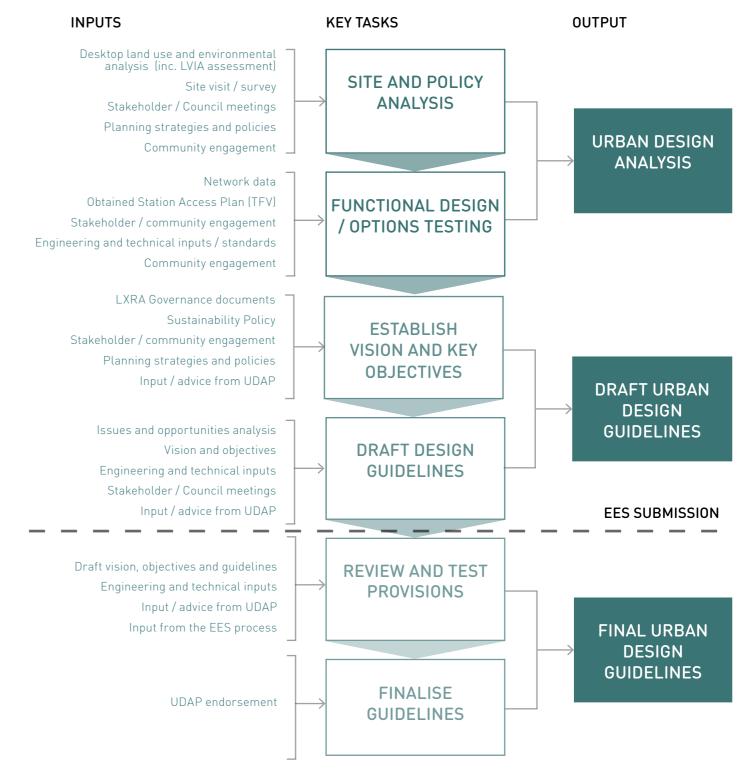
A number of workshops, technical inputs and data sources have been used to inform the guidelines, including:

- Urban Design Advisory Panel (UDAP) and working group sessions;
- Council and key stakeholder workshops;
- Landscape and visual impact assessment (LVIA)
- Civil and transport engineering inputs, including traffic and movement analysis;
- Rail and structural engineering advice;
- · Ground engineering and geotechnical engineering;
- Planning and environmental analysis; and
- Advice in relation to utility engineering, fire life safety and building services.

Periodic review and input from UDAP has been obtained throughout the development of the guidelines, to ensure the provisions satisfy the objectives and interests of the State.

This document has been prepared in conjunction with the LXRA Urban Design Advisory Panel (UDAP). UDAP comprises members from across government with specific professional expertise in architecture, urban design, strategic planning, transport planning and landscape architecture.

Figure 3: Methodology



1.6 URBAN DESIGN FRAMEWORK

The LXRA Urban Design Framework outlines the expectations for achieving high quality, context sensitive urban design outcomes for each project. The document plays a dual role by informing the design process as well as providing a basis for the evaluation of design solutions.

The Framework identifies eight key principles inherent to successful major infrastructure projects [see Figure 4]. Stemming from these principles are the urban design objectives which outline what the project should achieve in relation to the broader principles.

Performance measures and benchmarks are also identified in the Framework. They describe more specific requirements that the design must meet and include qualitative benchmark examples that illustrate the level of quality, materials and finishes that are expected.

The measures and benchmarks section of the Framework shall apply in addition to requirements set out in this guidelines document.



Principle 1

IDENTITY

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



CONNECTIVITY & WAYFINDING

Well connected and legible places contribute significantly to strong economies and healthy, inclusive communities.



URBAN INTEGRATION

Well-integrated environments provide a sound framework for the successful development of great places.



Principle

RESILIENCE & SUSTAINABILITY

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



Principle 5

AMENITY

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



VIBRANCY

Animation of key civic spaces, and diversity in the experience of urban places support prosperous and healthy communities.



SAFETY

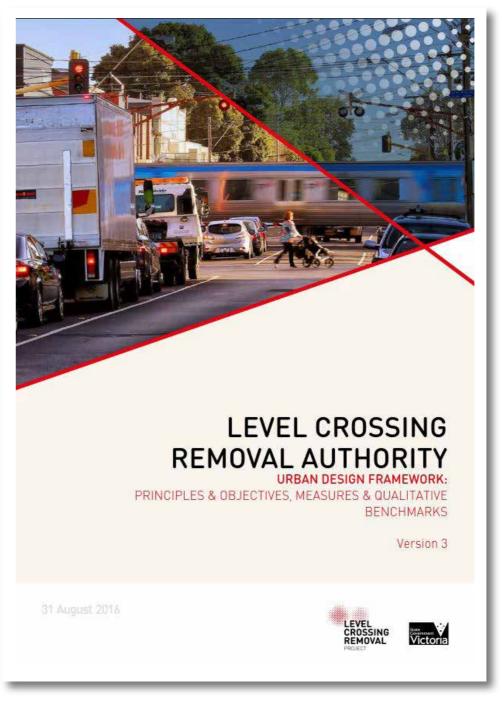
Safe environments are essential for strong, connected and happy communities



ACCESSIBILITY

Highly accessible and inclusive environments encourage positive activation and contribute to prosperity, well being and the perception of care within communities.

Figure 4: Urban Design Framework



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2.0

CONTEXT ANALYSIS

- 2.1 REGIONAL CONTEXT
- 2.2 HISTORICAL CONTEXT
- 2.3 LOCAL CONTEXT
- 2.4 DEMOGRAPHICS
- 2.5 PHOTOGRAPHIC SURVEY

2. CONTEXT

2.1 GEOGRAPHIC CONTEXT

The southern end of the Frankston Rail Corridor predominantly comprises of residential neighbourhoods. The Edithvale-Seaford Wetlands are located to the east of the rail corridor and are listed as internationally important. There are over 100 different species of birds regularly spotted in the wetland systems, including species of migratory birds from the northern hemisphere.

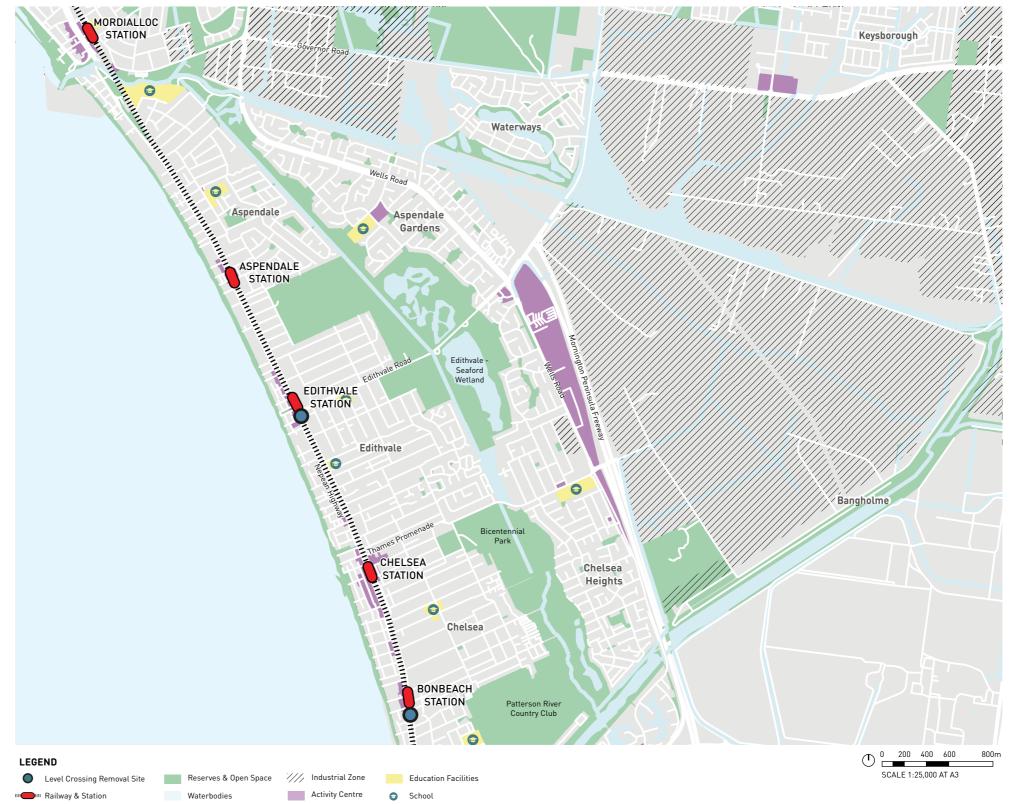
The Frankston Rail Corridor runs through an urbanised area with a mix of building types varying in height and setbacks. The area saw an increase in development during and after the Second World War. Buildings are typically of a suburban scale and style with recent infill redevelopment introducing subdivided properties, townhouses, and small apartment buildings.

The Edithvale Road site sits within the City of Kingston, 28 kilometres south-east of Melbourne's CBD along the Frankston Rail Corridor. Travel time via rail from Edithvale Station is approximately 50 minutes to the city, and 15 minutes to Frankston Station. The rail corridor runs parallel to Nepean Highway from Mordialloc to Carrum, creating a barrier for east-west movement. A number of arterial roads intersect the corridor providing road access to surrounding residential areas, and key employment destinations via the Mornington Peninsula Freeway and Eastlink.

The corridor traverses a mix of open space amenities including parklands, narrow linear reserves, sports fields, playgrounds, and golf courses. Vegetation mitigates visual impacts and provides green links along most of the rail corridor contributing to the local landscape character. From Mordialloc, the rail corridor is located within close proximity to the coast line, where topography is flat and views to the beach are prominent. Shrubby, low lying coastal vegetation is predominant in this area.

The broader context surrounding the Edithvale site is illustrated in Figure 5.

Figure 5: Regional Context Map



2.2 HISTORICAL CONTEXT

Figure 6: Historical Timeline

1919

EDITHVALE AS A SUBURB

Edithvale was recognised as a suburb separate from Aspendale and Chelsea.

1919

EDITHVALE RAILWAY STATION

Edithvale station opened in September 1919 with a siding on the down side before Platform 2.

1950

EDITHVALE RESIDENTIAL GROWTH

Residential population rapidly increased with holiday houses converting to owner occupied dwellings.

1960

BEACH DEVELOPMENT

Coastals dunes removed to install sewerage and replanted with introduced creeping grasses.

1981

EDITHVALE STATION REBUILT

The Edithvale Railway Station buildings were rebuilt.

2016

EDITHVALE LEVEL CROSSING

Commencement of project to remove the level crossing at Edithvale Road and create a new station at Edithvale.



The traditional owners and custodians of the land in and around Edithvale are the Bunurong people, members of the Kulin Nation. Europeans began farming the area in the 19th century and displaced local inhabitants. Edithvale was the last of five suburbs in the former Chelsea city to receive recognition as a suburb. It was treated as a locality shared by Aspendale and Chelsea until the 1920s.

The largest remnant wetlands in Edithvale were protected in 2001 receiving Ramsar classification. Combined with the adjoining Seaford wetland, the total Ramsar area is 261 ha.



Image 1: Edithvale - Seaford Wetlands

Prior to European settlement in the 19th century the geography of the area consisted of large sand dune complexes on the coast, and wetland areas inland.



Image 2: Edithvale Railway Station Opening

The station at Edithvale opened in September 1919, improving accessibility to the beach at Edithvale that was a popular destination for Melbourne residents. At-least half of the dwellings in Edithvale were holiday houses.



Image 3: Residential Growth

The population in Edithvale grew considerably post WWII as a result of affordability, proximity to the beach, and connectivity to Frankston and Melbourne CBD.



Image 4: Beach Development

In the 1960s the entire dune behind Edithvale beach was bulldozed, removing all native vegetation to install sewerage to beach front properties. The beach was planted with introduced grasses to hold the sand together, creating a n environment with creeping sand dune covering the beach.



Image 5: Edithvale Station Rebuilt

In 1981 the two station buildings at Edithvale Station were rebuilt to accommodate increased patronage from residential growth.

2.3 LOCAL CONTEXT

LAND USE AND ACTIVITY

RESIDENTIAL

The land use immediately surrounding the Edithvale Road, Edithvale level crossing site is predominantly residential in nature. Lots are generally 500-700 square metres in size, developed in the post war era (1960s).

There has been little recent redevelopment and no significant intensification of housing in the area, which retains a predominately low lying coastal residential character.

COMMERCIAL / MIXED USE

The Edithvale Neighbourhood Centre serves the local area, and is located between larger activity centres including Chelsea to the south and Mordialloc to the north. The Neighbourhood Centre consists of small tenancies and a local supermarkets with retail shop fronts along the Nepean Highway. Local services and uses range from cafes, small shops, and personal and professional services.

Nepean Highway forms a continuous 'high street' environment for the Neighbourhood Centre with active street frontages of retail shops and overhead canopies.

COMMUNITY FACILITIES

A basic range of community facilities are located in the local area. This includes Edithvale Primary School, Edithvale Family and Children's Centre, and Edithvale Bowling Club. Edithvale Primary School sits 500m east (within walking distance) of Edithvale Station and services a local catchment.

The Edithvale Life Saving Club is a key community focal point, with the club incorporating a community room and a cafe. An aged care facility is located at Northcliffe Road.

OPEN SPACE AND RECREATION

The level crossing site is located within close proximity to a number of locally and regionally significant open spaces and recreational amenities, including Edithvale Beach and Port Phillip Foreshore. The Edithvale-Seaford Wetlands, Edithvale Common and golf courses are located to the east forming a cluster of regional open space and recreation destinations within the vicinity of the level crossing site.

Located in closer proximity to the station precinct, Regents Park and Edithvale Recreation Reserve provide passive and recreational facilities. Beeson Reserve is located adjacent to Edithvale Station and forms an important small open space link between the station, the foreshore, and lifesaving club.



Image 6: Uniting Church in Australia Chelsea



Image 7: Beeson Reserve



Image 8: Nepean Highway Neighbourhood Retail



BUILT FORM AND HERITAGE

BUILT FORM CHARACTER

Retail and commercial areas are clustered to the west of Edithvale Station along the Nepean Highway. Built form is generally single or double storey in height and built to the front boundary.

Existing planning controls maintain a maximum building height of two storeys between the railway line and the foreshore. The Kingston Planning Scheme does not specify a maximum building height for land east of the railway line. Buildings on Nepean Highway and Station Street are predominantly one and two storeys.

Residential housing predominately interfaces the rail corridor at Edithvale. Constructed during the 1950s-1960s, dwellings are generally detached and single or double storey in height, even where redevelopment has occurred. Side and front built form setbacks create a well-landscaped coastal suburban character.

Residential interfaces with the railway beyond the Neighbourhood Centre are exclusively indirect (facing a street that interfaces with the railway line).

The Surf Life Saving building at the end of Beeson Reserve is a more recent two-storey local architectural landmark, responding to the local coastal environment through form and materials.

The existing Edithvale Railway Station building is functional in form. While the station is a local landmark along the Nepean Highway, the building itself is not identified as being of architectural or historical significance.

Small boat sheds and bathing boxes that have existed since the suburb's earliest days line the nearby beach. While modest in scale, and not directly adjacent to the rail corridor, they are an integral part of the neighbourhood identity.

HERITAGE

There are a few heritage sites of local significance within Edithvale. This includes the local primary school, and a few residential houses in the broader area, the Former Edithvale Cinema on Nepean Highway, and a circa 1910 heritage listed St Colombia's Anglican Church and Community Hall on Lochiel Avenue.

It is noted that the above buildings and sites are protected by Heritage Overlays and are not listed on the Victorian Heritage Register.

ABORIGINAL CULTURAL HERITAGE

There are two extensive areas of cultural heritage sensitivity in Edithvale. This includes coastal land within 200m of the high water mark, as well as the declared Ramsar Edithvale wetlands and surrounding 200m buffer area.



Image 9: Nepean Highway to Beach Built form



Image 10: Edithvale Beach Bathing Boxes



Image 11: 8-12 Lochiel Avenue Former Church



TRANSPORT NETWORK AND ACCESS

STATION ACCESS

Edithvale Station operates as a Local Station (unstaffed) on the Frankston railway line and connects to Melbourne CBD and other employment and education precincts, including Caulfield and Frankston. Services run at approximately 4-16 minute intervals during the AM peak period and at approximately 5-22 minute intervals during the PM peak. Travel time from Edithvale to the CBD is approximately 50 minutes.

PTV's Station Access Plan for Edithvale Station states that on an average weekday patronage of the station is 1,364 passengers (2012). Of these passengers 60.9% walk to the station, 24.5% travel by car, 11.8% by bus and 2.7% by bicycle.

BUS MOVEMENTS

Edithvale Station has three connecting bus services located to the east of the station precinct on Station Street and Edithvale Road, being routes 902 SmartBus, 858 and 706 (off peak).

VicRoads designates Edithvale Road and Station Street (south of Edithvale Road) as a bus priority route.

VEHICULAR MOVEMENTS AND PARKING

Edithvale Road is an arterial road with a single traffic lane running in each direction. It connects Nepean Highway, a major arterial road and primary route to central Melbourne, with Springvale Road and the Frankston Freeway. Station Street, which runs along the east of the rail corridor, provides a localised connection for cars, buses and cyclists with a similar arrangement from Mordialloc to Carrum. VicRoads is the responsible authority for both Edithvale Road and Nepean Highway.

The station currently accommodates 34 commuter car spaces to the east of the rail reserve. There are more informal car park spaces on the east and west side of the rail reserve on surrounding roads and streets. Car parking for the Neighbourhood Centre is on-road along Nepean Highway.

ACTIVE TRANSPORT

VicRoads' Principal Bicycle Network (PBN) is designated along Station Street and Edithvale Road. Nepean Highway is used by cyclists even though there are no dedicated bicycle lanes.

Currently there is no dedicated Shared Use Path located within the rail corridor. Station Street and Edithvale Road both have painted on-road cycling/parking lanes but no other dedicated cycling space is provided along Nepean Highway.

The rail corridor is bisected by a series of pedestrian crossings. These are located at Denman Avenue, Berry Avenue, Fraser Avenue, and Lochiel Avenue. These crossings are at grade with the railway line and are predominately aligned with existing beach access points.

There are existing signalised pedestrian crossings associated with the Edithvale Road, Nepean Highway and Station Street intersections on the north side only. A crossing is also located south of Denman Avenue across Nepean Highway.

VicRoads designates Nepean Highway, between Derrybeg Lane and Natal Avenue as a pedestrian priority route.

Services run at approximately 4-16 minute intervals during the AM peak period and at approximately 5-22 minute intervals



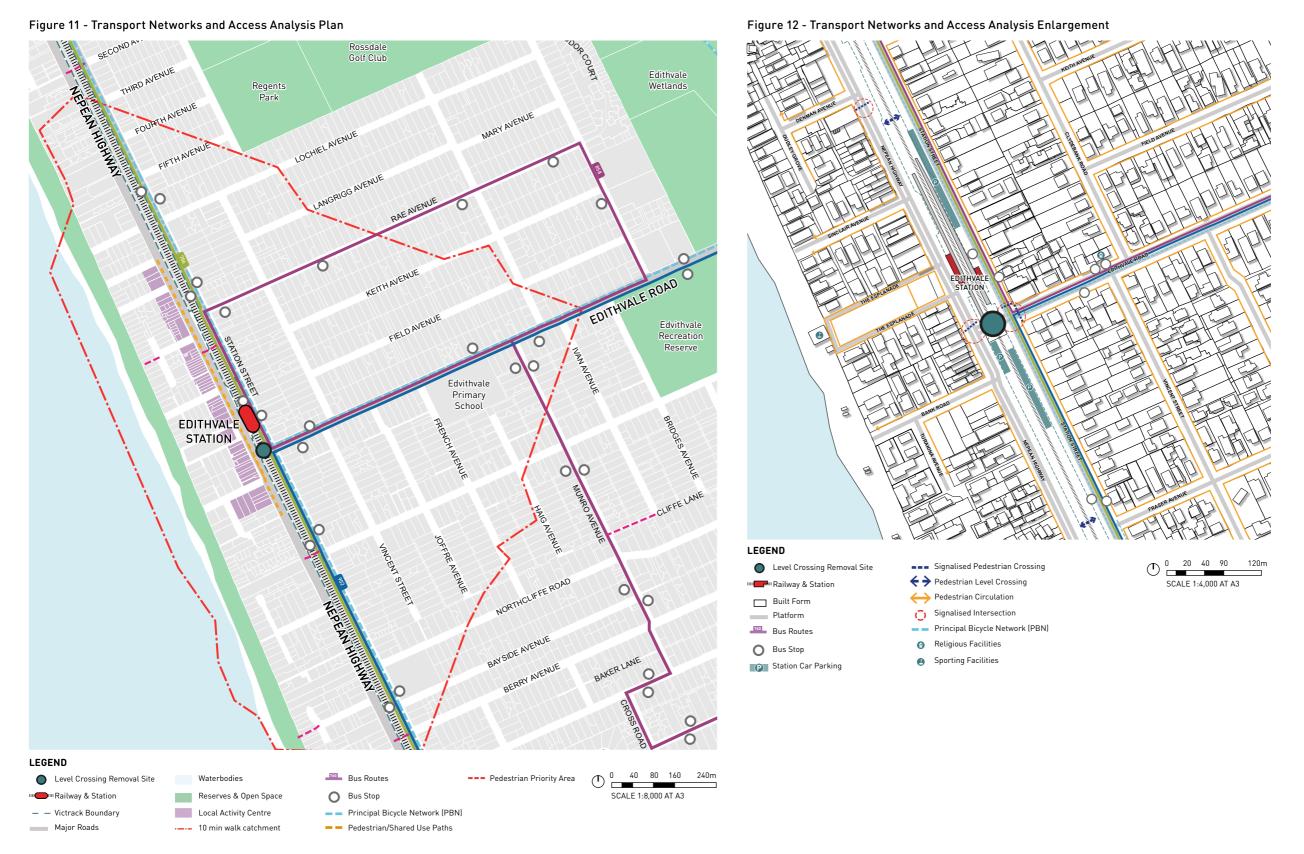
Image 12: Edithvale Road, Edithvale Level Crossing



Image 13: Station Parking along Rail Corridor



Image 14: Edithvale Station Nepean Highway Access



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LANDSCAPE AND PUBLIC REALM

GEOMORPHOLOGY

The geomorphology along the railway line at Edithvale Road features Coastal Dune Deposits consisting of sand and silt. Dune blowouts are eroding a series of low unconsolidated ridges along the coast, remnant of a large barrier wetland complex. Drainage schemes and residential development have greatly modified the wetland and barrier terrain. This is the second largest barrier system in Victoria and is an important area for studies of dune, barrier and bar morphology and evolution.

TOPOGRAPHY

The topography is generally flat within the local area and along the rail corridor, which is characteristic of the coastal character of the area. Edithvale Station sits 7m above sea level. The area gradually slopes down to the east and west of the rail corridor to Port Philip Bay.

LANDSCAPE CHARACTER

The project would have direct and permanent interactions with the low-lying coastal landscape, potentially emphasising the existing line of separation between the beach side western area and the main eastern area of Edithvale. Vegetation entails a significant landscape value for the project area in that it reflects the broader low, endemic coastal landscape character associated with the Frankston rail line.

For a more detailed analysis of the landscape character of the site, refer to the Landscape and Visual Impact Assessment prepared as part of the EES.

OPEN SPACE NETWORK

Existing local public space is limited to Beeson Reserve, which provides for passive recreation, and Edithvale Recreation Reserve and Regents Reserve, which are located further from the site and cater for a range of sporting uses. Beeson Reserve is an important gateway between the station and beach, highlighted through formal planting, with fringing vegetation and low scattered trees on the boundary adjacent to The Esplanade.

Public space within the Edithvale Neighbourhood Centre is limited to footpaths outside retail/commercial businesses. However, Edithvale Beach and Foreshore/Port Philip Bay Foreshore provides a popular destination for passive recreation for the local community and broader public.

There is no station forecourt at Edithvale Station and there is limited circulation space around the station entry. Some landscaping is located along Nepean Highway.

NATURAL ENVIRONMENT

The streetscapes of the local area are sparsely landscaped with canopy tree vegetation. The rail corridor contains a moderate to low intermittent cover of endemic low-growing regrowth shrubs and trees, the height of which is likely to be limited by regular exposure to salt laden winds from Port Phillip Bay. Intermittent planting along the rail corridor screens views from adjacent residential and retail/commercial areas.

Surrounding recreational parks and reserves, and the Edithvale-Seaford Wetlands contribute to the green landscape character of the area.

The Edithvale-Seaford Wetlands are located to the east of the rail corridor. Listed as a Wetland of International Importance under the Ramsar Convention, it is recognised as an important natural habitat for a range of flora and fauna species. This includes over 190 bird species and 14 plant communities, with many of these being of State and regional significance.

Plains Grassy Wetland ecosystems provide open-grassland/ herbland of up to 1m in height along the rail corridor to the north and south.

Coastal Dune Scrub, listed as vulnerable, predominates along the foreshore of Edithvale Beach. This indicates deep, uniform textured siliceous and calcareous sands subject to high levels of saltspray, wave action and disturbance from onshore winds, with a structure that is comprised of scrub up to 5 metres in height. Coast Banksia Woodland can be found throughout Edithvale Wetlands and the Rossdale Golf Club.



Image 15: Edithvale-Seaford Wetlands



Image 16: Edithvale Beach

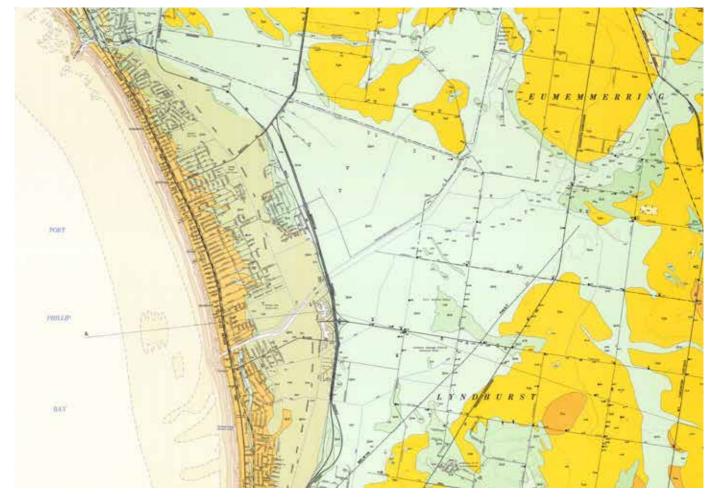


Figure 13 - Geomorphological Map of Area



2.4 DEMOGRAPHICS

Figure 16 - Key Map - Edithvale Statistical Area



The following infographics represent a summary of the demographic characteristics for the Edithvale Statistical Area (SSC20446). The data has been derived from the 2011 and 2016 Australian Bureau of Statistics, Quick Stats and future population forecast data from the City of Kingston Profile id.

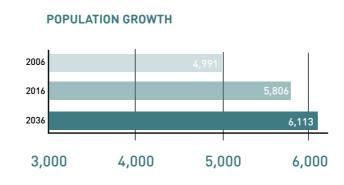
POPULATION PROFILE

At the time of the 2016 Census, Edithvale had a population of 5,806 people. The area has undergone a consistent increase in population from 2006 to 2016. While continuous growth is expected up to and past 2036, the rate of growth is predicted to slow.

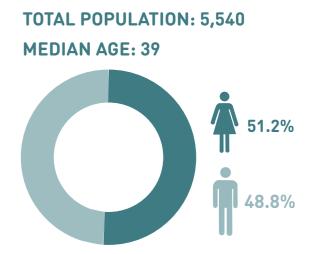
In 2016 the population had a relatively even proportion of males (48.8%) and females (51.2%). The median age was 39, corresponding with the largest age group of 25 - 44 year olds. In comparison to Greater Melbourne, Edithvale has a very similar proportion of persons aged between 0 - 14 years. There is a slightly higher proportion of young adults aged between 15 and 24, at 13.4%. However, other age groups are than Greater Melbourne, suggesting that Edithvale has a slightly higher proportion of young individuals than is seen throughout Melbourne.

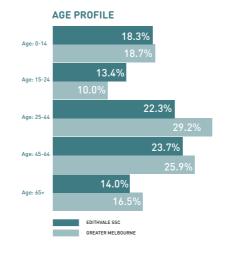
Between 2006 and 2016 the two age cohorts that increased were aged 0 - 14 and 25 - 44 years old. However, both groups are predicted to represent a lower proportion of the future population estimates in 2036. All other age groups are lower than the average proportion through Greater Melbourne, with a significant increase in population above 65 years old from 2016 to 2036.

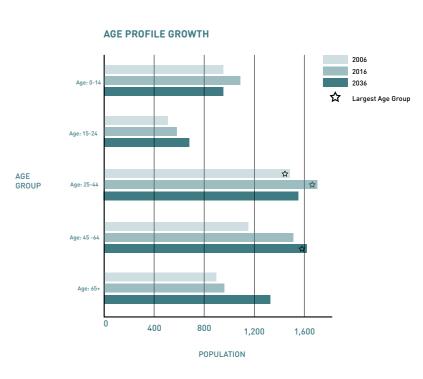
Figure 17 - Population Profile and Growth Projections



POPULATION







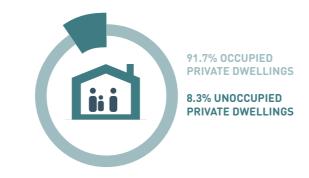
DWELLING CHARACTERISTICS

A high percentage of private dwellings within the Edithvale Statistical Area are occupied (91.7%). The number of dwellings has increased by 372 from 2006 to 2016. While dwelling growth is predicted to increase by 2036, the rate will slow with only 168 new dwellings over the 20 year period.

Of the occupied private dwellings within Edithvale, 54.5% of dwellings were separate houses, 13.7% were semi-detached terrace houses or townhouses, and 31.5% we flats, units or apartments, with 0.3% classified as other dwellings. The area has shown a considerable decrease in the volume of separate houses from 2011 by 15.1% (from 69.6%) and a 13.2% increase in flats, units or apartments (from 18.3%).

In comparison to Greater Melbourne, Edithvale has larger dwelling mix. With approximately 15-25% changes between groups. Within Greater Melbourne the volume of semidetached terrace or townhouse, and flat, unit, or apartments and much closer at 16.8% and 14.7% respectively.

Figure 18 - Dwelling Profile and Growth Projections



DWELLING GROWTH

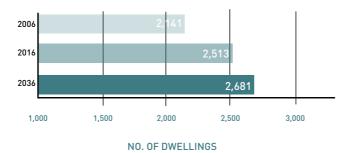
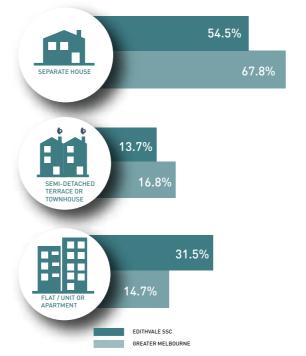


Figure 19 - Dwelling Profile Comparative Analysis

DWELLING STRUCTURE



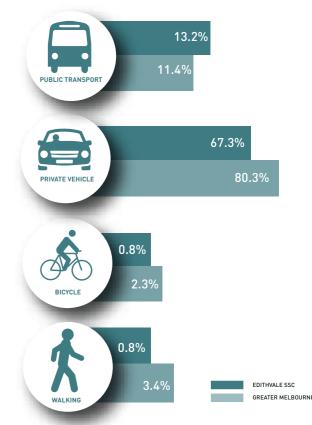
MODE OF TRAVEL

Of the population within Edithvale, 67.3% of people on an average weekday drive to work. Of these, 3.8% are passengers suggesting that the majority of vehicles are solooccupied. A further 13.2% travel by public transport, including train, bus, and taxis, while only 0.8% cycled, and 0.8% walked as their only mode of travel.

In comparison to Greater Melbourne, a larger proportion of people catch public transport to work. While slightly smaller proportions drive, it is still significantly the largest mode of transport. Less people use active modes of travel with below 1% cycling or walking in Edithvale, while percentages are 2 to 3 times higher in Greater Melboune.

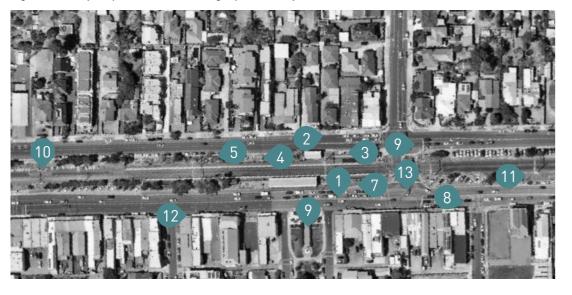
Figure 20 - Modal Share Comparative Analysis

MODE OF TRAVEL TO WORK



2.5 PHOTOGRAPHIC SURVEY

Figure 21 - Key Map - Edithvale Photographic Survey



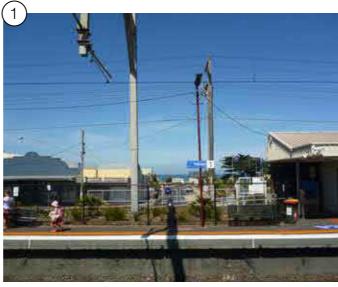


Image 17: Edithvale Station Platform



Image 18: Southbound Station Street Bus Stop Opposite Edithvale Station



Image 19: Edithvale Station access Station Street



Image 20: Northbound Station Street Bus Stop



Image 21: Station Street Rail Corridor Planting



Image 22: Edithvale Road, Edithvale Level Crossing Looking South



Image 23: Edithvale Station Nepean Highway Access

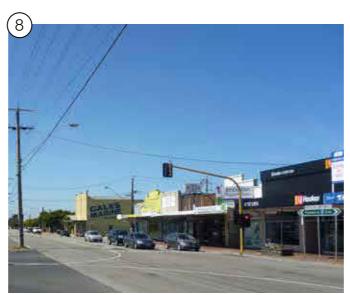


Image 24: Nepean Highway Residential Shopping Strip



Image 25: Beeson Reserve



Image 26: Pedestrian Level Crossing at Denman Avenue



Image 27: Rail Corridor Vegetation South of Edithvale Road



Image 28: Street Planters along Nepean Highway



Image 29: Edithvale Road, Edithvale Level Crossing Looking West

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3. O STRATEGIC PLANNING AND POLICY ANALYSIS

- 3.1 STATE PLANNING POLICY
- 3.2 LOCAL PLANNING POLICY
- 3.3 OTHER STRATEGIES
- 3.4 RELEVANT PROJECTS

3. STRATEGIC PLANNING AND POLICY ANALYSIS

3.1 STATE PLANNING POLICY

PLAN MELBOURNE

Plan Melbourne 2017-2050 sets out the Victorian Government's strategy to manage the long term growth of metropolitan Melbourne and its population. The strategy identifies the infrastructure, services and major projects that are required to support growth, including the level crossing removal project.

Plan Melbourne recognises that the level crossing removal project will improve the efficiency and safety of the arterial road network across Melbourne and will better connect people to job opportunities in key areas, particularly in Melbourne's west and south-east. It is also identified that the project will create opportunities for urban renewal and development.

The Edithvale Road, Edithvale level crossing is located within Melbourne's Southern Subregion, as identified in Map 13 of Plan Melbourne. The Southern Subregion contains some of Melbourne's most important activity, economic and employment centres, including the Frankston and Dandenong Metropolitan Activity Centres, the Dandenong National Employment and Innovation Cluster. Chelsea is located to the south of the level crossing and is identified as a Major Activity Centre.

The population within the Southern Subregion is expected to increase from 1,140,000 people in 2014 to approximately 1,540,000 in 2031.

SOUTH EAST GROWTH CORRIDOR PLAN

The South East Grown Corridor is identified as a substantial economic region in Melbourne that will eventually accommodate a population of 230,000 or more people and has the capacity to provide for at least 86,000 jobs. The South East Growth Corridor Plan recognises the need to enable improved access to important activity and employment areas within the region and to central Melbourne by improving arterial road and public transport connections.

The level crossing removal at Edithvale Road, Edithvale will support the South East Growth Corridor Plan by improving the road, public transport and freight network.

STATE PLANNING POLICY FRAMEWORK

The State Planning Policy Framework (SPPF) contained at Clause 9 to Clause 19 of all Victorian Planning Schemes seek to ensure that land use and development policies in Victoria meet the objectives of planning in Victoria as set out in the Planning and Environment Act 1987. The SPPF provides direction on matters to be considered in all planning decisions and seeks to ensure that the needs of existing and future communities are properly planned having regard to a range of factors.

The Clauses which are considered to be relevant to the level crossing removal at Edithvale Road, Edithvale include Clause 9 (Plan Melbourne), Clause 11 (Settlement), Clause 11.06 (Metropolitan Melbourne), Clause 15 (Built Environment and Heritage), Clause 17 (Economic Development) and Clause 18 (Transport).

KINGSTON PLANNING SCHEME

3.2 LOCAL PLANNING POLICY

The policies and controls contained in the Kingston Planning Scheme apply to the Edithvale Road, Edithvale level crossing

Clause 21.02 - Location

Clause 21.02 recognises that Kingston is one of the most diverse municipalities in Melbourne that combines substantial residential areas with activity centres, agricultural and non-urban uses, as well as an industrial sector which forms one of the largest and most concentrated manufacturing regions in Melbourne. Transport corridors in Kingston, including the Frankston railway line and important north-south and eastwest arterial routes are recognised as important connections to the regions industrial and commercial areas to local, interstate and international markets.

Clause 21.03 - Land Use Challenges for the New Millennium

Clause 21.03 recognises key land use issues which Council has identified which are likely to challenge the future growth and development within Kingston, including protecting and enhancing ecological values. It is also identified that Council will continue to advocate for improvements to the primary arterial network and the construction of missing links in the regional network to assist in reducing the impact of heavy traffic on the local road network.

Clause 21.04-2 - Key Land Use Themes

Clause 21.04 recognises that Kingston's vision for future land use planning and development is expressed around a number of key land use themes, including retail and commercial land use, environment, wetlands and waterways, transport, movement and access and heritage.

The area around the Edithvale Neighbourhood Activity Centre is identified in the Strategic Land Use Framework Plan as being an area suitable for promoting increased housing diversity.

Clause 21.06 - Retail and Commercial Land Use

Clause 21.06 seeks to protect and strengthen the hierarchy of activity centres and their different built form character and function by creating opportunities to strengthen the role of public transport, walking and cycling as a means of accessing centres. The Retail and Commercial Land Use Framework Plan recognises Edithvale as a Neighbourhood Activity Centre. The primary role of such centres is for local, convenience shopping and a mix of retail and service facilities. This is to be achieved by promoting a mix of commercial, retail, residential and community facilities to enhance their function as local community centres. Clause 21.06-3 seeks to improve accessibility to and within all activity centres through adequate transport infrastructure and services, pedestrian movement networks and connectivity of residential areas and centres with key public transport nodes through public and

private infrastructure investment particularly through significant development proposals.

Clause 21.08 - Foreshore

Clause 21.08 establishes Council's commitment to the ongoing protection of the social, ecological and environmental values of the Kingston foreshore. A key strategy identified by the policy is to provide fair and equitable access to coastal areas by encouraging a range of transport and access options, such as public transport, cycling and walking. This may be supported by pedestrian and cycling trails along the coast and to inland areas including public transport nodes.

Clause 21.09 Environment Wetlands and Waterways

Clause 21.09 acknowledges that the environmental landscape of the City of Kingston is recognised for its diversity and significance in both a local and regional context. It specifically recognises the role of the Edithvale-Seaford wetlands as an internationally significant wetland area and seeks to protect the physical and habitat diversity of the wetlands and maintain the diversity of flora and fauna habitats within Kingston.

Clause 21.12 - Transport, Movement and Access

Clause 21.12 seeks to create a safe, convenient and efficient road network which meets the transport and freight needs of Kingston's residents, businesses, and through traffic. In addition, it aims to integrate public transport, road, pedestrian and cycle systems with activity centres and social and community infrastructure, as a means of providing equitable and safe vehicular, pedestrian and cyclist movement and access for the community.

It recognises the existing road capacity issues causing conflicts between high traffic volumes, activity centres and residential areas in the City of Kingston. Strategies to address this include the establishment of a functional hierarchy of local and regional road networks to improve efficiency and safety; the integration of public transport, road, pedestrian and cycle networks with activity centres, schools, and community facilities to provide equitable access for the community; and the protection and enhancement of amenity of sensitive areas through the appropriate management of transport networks.

Clause 21.13 - Heritage Policy

Clause 21.16 seeks to identify, protect, conserve and manage places or elements of cultural heritage significance within the City of Kingston.

ZONING AND OVERLAYS

Planning Zones

A number of zones affect the area surrounding the project. These are identified below and the relevant zoning map is shown in Appendix C.

The Edithvale Railway Station and the railway corridor are affected by the Public Use Zone 4 – Transport (PUZ4). The application of this zone recognises the use of this land for transport purposes.

The Nepean Highway and Edithvale Road are affected by the Road Zone Category 1 (RDZ1). The zone identifies significant existing roads or land that has been acquired for a significant proposed road. Road reservation affected by this zone is managed by VicRoads, who are also the referral authority under the zone.

The land to the north-east and south-east of the level crossing removal site is located within the General Residential Zone – Schedule 2 (GRZ2). The GRZ2 provides for moderate housing growth up to a maximum of 11 metres, as well as educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.

The land to the and south-west and north-west of the level crossing removal site, between Port Phillip and the Frankston rail corridor, is located within the Commercial 1 Zone (C1Z) and the GRZ2 zone. The C1Z seeks to create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses by providing for a variety of retail, office, business, entertainment, education and community uses. Residential uses at densities complementary to the role and scale of the commercial centre are also encouraged.

A number of zones affect the land beyond the immediate surrounds of the level crossing removal site, including: General Residential Zone – Schedule 3 (GRZ3), Mixed Use Zone (MUZ), Public Park and Recreation Zone (PPRZ), Public Use Zone – Service & Utility (PUZ1), Public Use Zone – Education (PUZ2) and Special Use Zone (SUZ1).

A detailed analysis of the land use zones can be found in the Land Use report prepared as part of the EES.

Planning Overlays

A number of overlays affect the area surrounding the project. These are identified below.

Design and Development Overlay - Schedule 1 (DD01) and Design and Development Overlay - Schedule 7 (DD07) applies to land immediately north-west and south-west of the level crossing removal site, between Port Phillip and the Frankston rail corridor. DD01 seeks to protect and enhance the visual and aesthetic appearance of the Port Phillip foreshore area by ensuring that building heights, bulk and setbacks are compatible with surrounding buildings and natural features, and are sympathetic to the surrounding natural landscape and environment. In addition to these objectives, DD07 seeks to ensure that new buildings and works are appropriately setback from the Port Phillip foreshore reserve boundary.

Heritage Overlay 48 (HO48) affects land immediately northeast of the level crossing removal site. HO48 recognises the Former Edithvale Cinema located at 254-258 Nepean Highway as the place of heritage significance. The HO seeks to conserve and enhance heritage places and elements which contribute to the heritage significance of places and to ensure that development does not adversely affect the significance of heritage places.

A number of overlays affect the land beyond the land in the immediate surrounds of the level crossing removal site, including: Environmental Audit Overlay (EAO), Environmental Significance Overlay (ESO), Land Subject to Inundation Overlay (LSIO) and Special Building Overlay (SBO).

3.3 OTHER STRATEGIES

SMARTROADS (VICROADS)

SmartRoads is a policy designed to manage the increasing number of trips taken on roads in Victoria. It aims to address the competing interests for limited road space by giving priority to certain transport modes at particular times of the day. SmartRoads recognises the increasing importance of public transport, walking and cycling as transport modes, and has therefore established a set of guiding principles for the priority use of roads by transport mode, time of day, and place of activity. This ensures that decisions about the operation of the road network support integrated land use and transport planning. Edithvale Road and Nepean Highway is identified within the policy as an existing arterial traffic route.

PRINCIPAL BICYCLE NETWORK (VICROADS)

The Principal Bicycle Network (PBN) is a network of existing and proposed bicycle routes identified to help people ride to major destinations around metropolitan Melbourne. First developed in 1994, it was recently reviewed to focus more on getting people into activity centres and to make more use of local roads and off-road paths. The current plan was released in 2012. Edithvale Road, Nepean Highway and the Edithvale-Seaford Wetlands shared use trail is identified within the policy as part of the PBN.

NETWORK DEVELOPMENT PLAN (PTV)

The Network Development Plan is a strategy to address the rapid growth in train patronage across Melbourne's metropolitan network forecast for the next 20 years and beyond. Key strategies of the plan include expanding the capacity of the existing network; the redesign of train services to maximise opportunities for the seamless coordination with buses and trains; and to extend the network into new growth areas. The strategy includes the introduction of a metro-style train system for Melbourne to provide more high capacity and high frequency services.

FRANKSTON CORRIDOR URBAN DESIGN STRATEGY

An Urban Design Strategy for the Frankston railway line corridor is currently being prepared by the LXRA. The purpose of the strategy is to identify the urban design opportunities for all level crossing projects undertaken along the Frankston Railway Line by the LXRA and ensure a coordinated approach to the design of the level crossing removal projects.

The Strategy Identifies a number of potential actions across State government departments, authorities, agencies and local government that impact upon or should be considered in the planning and implementation of level crossing removals.

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4.0

COMMUNITY AND STAKEHOLDER ENGAGEMENT

- 4.1 OVERVIEW
- 4.2 STAKEHOLDER ENGAGEMENT
- 4.3 COMMUNITY CONSULTATION

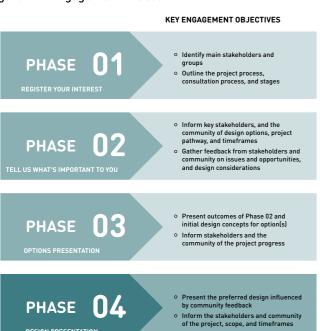
4. COMMUNITY AND STAKEHOLDER ENGAGEMENT

4.1 OVERVIEW

4.2 STAKEHOLDER ENGAGEMENT

Community and stakeholder engagement plays an important role in developing and shaping the Edithvale level crossing removal project. The LXRA has undertaken an extensive engagement program to ensure the Edithvale community and stakeholders are informed, involved and are able to actively contribute to the development of the level crossing removal project (refer to Figure 22).

Figure 22 - Engagement Phases



KINGSTON CITY COUNCIL

Kingston City Council was directly engaged by the LXRA consultation program in meetings, briefings, attendance at information sessions and representation on the Technical Reference Group (TRG). The TRG was formed for the purposes of the EES.

Kingston City Council maintains an interest in supporting and promoting a wider mix of commercial, residential and retail uses in Edithvale Neighbourhood Centre and encourages a consistent built form as the centre develops.

Council have been engaged throughout the development of the station and have been a strong advocate for prioritising and promoting walking and cycling through the provision of safe, attractive and functional infrastructure for active transport users.

METRO TRAINS MELBOURNE AND PUBLIC TRANSPORT VICTORIA

MTM and PTV are responsible for rail infrastructure in metropolitan Melbourne and have developed preliminary patronage forecasts and a range of policies that influence design of the station and the wider station precinct. These include vertical transportation, station layout, car parking provision and service vehicle standards.

Other elements that affect the urban design quality of the project include landscape guidelines, fence and barrier and other safety requirements along the rail corridor developed by MTM. Both MTM and PTV have been actively involved in the development of Edithvale Station and have provided advice throughout its development.

VICROADS

VicRoads is responsible for the management of the metropolitan road network, with specific responsibility for Nepean Highway as an arterial road and any associated road signals. Strict standards exist for road alignment design, maximum gradients, traffic visibility and height clearances.

Standards that strongly influence the urban design opportunities include minimum clearances between the traffic lanes and roadside hazards, traffic barrier requirements, and the separation of intersections and signals along arterial routes. VicRoads has been actively engaged throughout the design process.

OTHER STAKEHOLDERS

Other key stakeholder groups, whose particular interests and needs have been considered in the development of options, include:

- · Local residents;
- Local traders;
- Local schools;
- Service Authorities;
- Pacific National (freight rail operator);
- Department of Environment, Land, Water, and Planning (DELWP);
- · Victorian Planning Authority (VPA), and
- Office of the Victorian Government Architect (OVGA).

4.3 COMMUNITY CONSULTATION

CONSULTATION PROCESS

Community members and local traders have been invited throughout the project to review, discuss and share their feedback in relation to the level crossing removals. Four phases of engagement have been undertaken to date.

From February 2016 to June 2016, awareness-raising and feedback gathering activities created opportunities for local communities to learn about the level crossing removal project and to share what is important to them in their local area.

During this period, nine community information sessions were held with 500 community feedback forms, 4,500 pieces of online feedback and over 200 phone/email enquiries received from local residents, community groups and traders.

The initial feedback, alongside the technical investigations, helped LXRA to identify two viable options for the level crossing removals – a rail bridge under Edithvale Road and a rail bridge over Edithvale Road. Community feedback on the two options was sought through the next phase of consultation, which was carried out in September/October 2016.

In November 2016, the recommended rail under road option was presented to the community. Further feedback and local knowledge was also sought to shape the details of the option ahead of the tender process. This included a community workshop to capture local ideas and views about the project, undertaken in September 2017.

In addition to the formal engagement activity, LXRA staff spoke with concerned residents to discuss the project design, solution, answer questions, hear concerns and capture views on the detailed aspects of the projects at Edithvale.

EMERGING THEMES

A number of themes have emerged from the community consultation exercises undertaken to date. These include:

- Importance and value of the landscape character and further enhancement along the rail corridor;
- Desire to balance user needs so that all users and all transport modes are catered for equitably to ensure that the solution benefits a broad cross section of the community, and
- The need for the design and materials to respond to and reflect the valued natural coastal setting and emerging architecture.

Community and stakeholder feedback will be used as part of the EES process. It will also be used during the project's tender and detailed design phase to further shape the project and deliver positive outcomes for the Edithvale community.

More information about this design will be made available to the community once a contractor is brought on board in 2019.

Figure 23 - Community Consultation Snapshot





















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5.0

ISSUES AND OPPORTUNITIES

5. ISSUES AND OPPORTUNITIES



Figure 24 - Issues and Opportunities Analysis



0 20 40 60 100m SCALE 1:4,000 AT A3 Based on the preceding analysis presented in this document, there are a number of issues and opportunities for the project site that the guidelines address. It is expected that design teams may identify further issues and opportunities through their analysis.

These are summarised below:

ISSUES

- Proximity of residential uses along the length of the rail corridor, which may be sensitive to visual and noise impacts.
- The narrow configuration of Station Street and Nepean Highway either side of the rail line which restrict the amount of space available for all modes of transport, particularly pedestrians.
- 3 Limited pedestrian access between residential housing on the east of the rail corridor and local destinations to the west.
- Poor pedestrian crossing amenity and safety at existing road intersections.
- 5 Limited space available within the rail corridor to accommodate significant planting.
- 6 Discontinuous and low grade planting along the rail corridor.
- Operational and design standards of road and rail infrastructure that may limit additional planting opportunities.
- Protection of landscape values related to the Edithvale-Seaford Wetlands.
- 9 Unsafe car parking along Nepean Highway which encourages pedestrians to informally cross the road.
- Poor visual outlook of station building from Beeson Reserve.

OPPORTUNITIES

- Provision of better local access to the Neighbourhood Centre along Nepean Highway and recreational and foreshore spaces opposite the station.
- Better visual and physical integration of the station precinct with Beeson Reserve and the foreshore.
- Enhancement of the existing streetscape and public realm character of the area that is considerate of the existing built form and streetscape of the Neighbourhood Centre.
- Provision of a built form outcome that responds to heritage and civic elements in the area and strengthens the quality of the local built form.
- Improved views towards the rail corridor from surrounding uses on parallel streets.
- Provision of additional pedestrian crossing opportunities over the rail corridor.
- 7 Improvements to the Edithvale Road/Station Street/ Nepean Highway intersection to provide additional crossing opportunities.
- 8 Improvements to the customer and public transport facilities at Edithvale Station.
- Provision of safe and improved walking and cycling infrastructure along length of the rail corridor.
- Improvements to the safety, location, access and number of car parking spaces.
- Provision of planting to support the landscape and character of the local area.
 - Enhance visual and physical links to open space and recreational amenities.



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6.0

DESIGN GUIDELINES

- 6.1 GUIDELINES STRUCTURE
- 6.2 VISION
- 6.3 DESIGN GUIDELINES
- 6.4 DESIGN GUIDELINE PROJECT SECTIONS

6. DESIGN GUIDELINES

6.1 GUIDELINES STRUCTURE

There are three parts to the design guidance:

(1) VISION

The vision statement (set out in Section 6.2) puts forth the ambition of the level crossing removal for the Edithvale Road, Edithvale level crossing site. It is site specific and has been developed based on advice and input from the Urban Design Advisory Panel (UDAP).

(2) STRATEGIC OBJECTIVES

The strategic objectives are high level performance outcomes underpinning the vision and drafted for each principle, which must be achieved through the design response.

(3) DESIGN GUIDELINES

The design guidelines are more targeted and outline how the design response should achieve the principles within the Urban Design Framework. The guidelines are not based on a reference design for a single preferred option, but rather are intended to apply to all options. Further design innovation is encouraged, to better achieve the project objectives and vision.

The design guidelines set out in this section, are structured in 3 main parts, as illustrated in Figure 25. The guidelines set out site specific performance outcomes and design requirements, that must be achieved for the Edithvale Road, Edithvale site.

ROLE OF GUIDELINES

While the guidelines have been prepared as a requirements document to direct the Alliance's design response, it is not intended to preclude further design innovation.

The guideline provisions address urban design matters, primarily built form, movement and landscaping elements. It covers requirements for three urban contexts, including the station precinct, the transition zone between the station and the wider precinct, and the corridor and wider precinct area (Refer to Figure 26). This concept has been adapted from the model established by VicRoads for some of the early level crossing removal projects.

The design guidelines have been shaped by the preceding analysis, community and stakeholder engagement, and broader urban design principles, objectives and standards set out in the Urban Design Framework.

The guideline provisions have been developed according to the overarching UDF principles, and design considerations noted in Table 1, for the different contexts.

Figure 25 - Urban Design Guidelines Structure

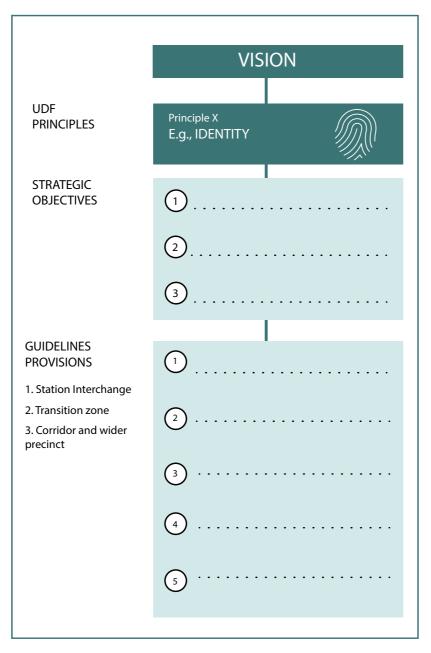
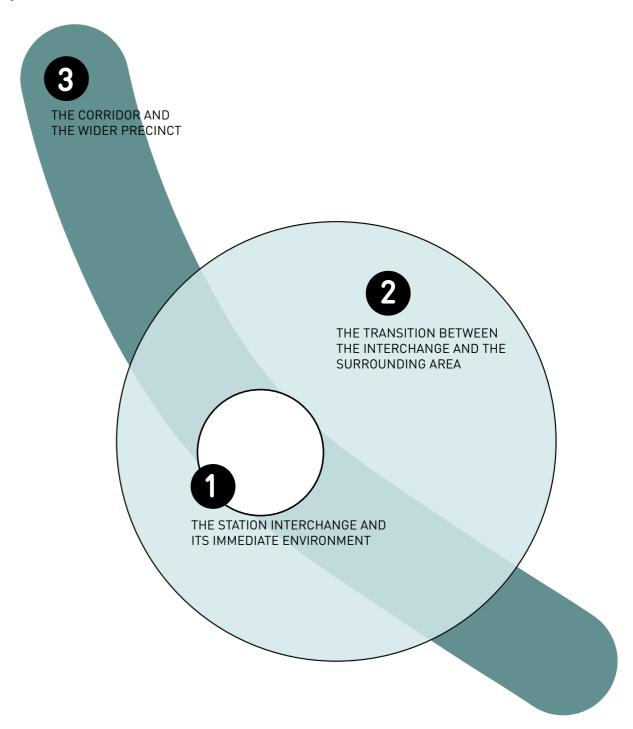
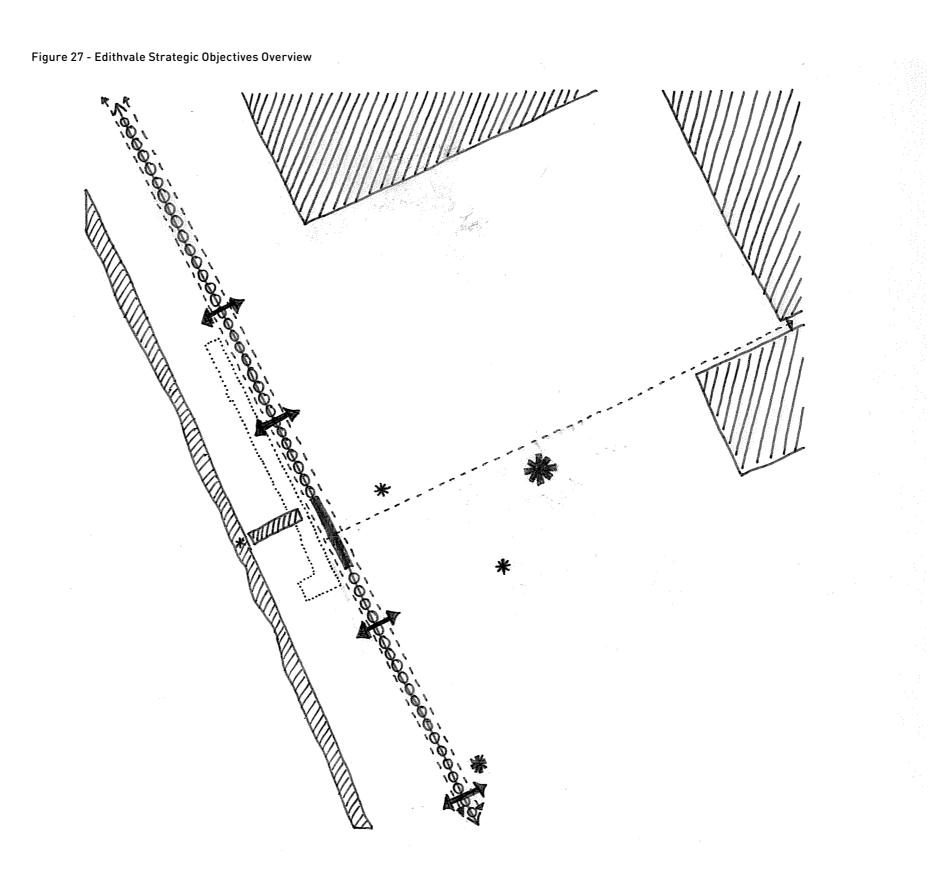


Figure 26 - Urban Contexts



6.2 VISION

The Edithvale Road, Edithvale Level Crossing Removal Project will create a high quality and lasting local landmark that will strengthen the coastal and landscape character of the rail corridor and enhance the attractiveness of the Edithvale Neighbourhood Centre. Once complete, the project will enhance surrounding public spaces by improving walking and cycling connections and other transport access.



6.3 DESIGN GUIDELINES

PRINCIPLES 1 AND 3: IDENTITY + URBAN INTEGRATION

STRATEGIC OBJECTIVES

STRENGTHEN THE LOCAL NEIGHBOURHOOD CHARACTER

The design response should respond to and complement the existing built form and public realm character of Edithvale to create a cohesive neighbourhood centre.

2. PROTECT AND STRENGTHEN THE COASTAL LANDSCAPE

The local landscape character should establish a sense of place that is specific to Edithvale by referencing and integrating existing species found in Beeson Reserve, along the rail corridor and on the foreshore.

3. INTEGRATE THE STATION WITH THE NEIGHBOURHOOD CENTRE

Create a cohesive station precinct and neighbourhood activity centre through design detail and visual cues.

4. MINIMISE POTENTIAL VISUAL AMENITY IMPACTS

The design should minimise or address visual amenity impacts to sensitive interfaces along the rail corridor and ensure that the station design and landscaping maintain and enhance key viewlines from adjacent public places and from key streets.

GUIDELINES

- The scale, materials, textures and colours of the station building must respond to and complement the prevailing low scale, modest, coastal character of the surrounding area. Including. The use of natural materials, colours, and textures should be prominently used throughout the design, as appropriate.
- 2 Maintain some continuity of design detail, materials and forms used in other Frankston Railway Line projects, especially the Bonbeach, Carrum and Seaford Level Crossing Removal projects.
- Provide an integrated design response to fencing, barriers and pedestrian overpasses located along the rail corridor that are consistent with the character and quality of the station building, and provides visual interest at both pedestrian and passing vehicle scales.
- Integrate high quality public realm materials, details and landscaping into the station plaza and vegetation into the surrounding streetscapes including Edithvale Road, Nepean Highway and Station Street that is consistent with Council's Activity Centre Streetscape Suite.

- Design fencing or landscaping around the perimeter of the electrical substation to provide a positive, high quality interface from residential outlooks and passing traffic along Station Street and Nepean Highway.
- Create a positive landmark with built form and landscape at the terminus of the view from Beeson Reserve that identifies the centre of Edithvale and the neighbourhood centre, and establishes an appropriately high-quality precedent for the future renewal of the Edithvale Surf Life Saving Club.
- Provide a high quality terminus view of the rail corridor from local streets that intersect with Station Street and Nepean Highway through landscaping or public realm/built form detailing, particularly Rae Avenue, Edithvale Road, Fraser Avenue, Northcliffe Road, Berry Avenue, and Elsie Grove.
- Avoid additional road barriers through the considered location and specification of any built form and significant canopy trees outside of VicRoads prescribed clear zones along Nepean Highway and Station Street, or securing any possible waivers and exemptions.
- 9 Ensure any advertising signage within the rail corridor does not dominate the public realm or detract from the architectural design intent and landscaping of the station precincts and rail corridor, particularly at the terminus of views from local streets.
- Minimise or manage light spill from station buildings and car parking to sensitive land uses adjacent to the rail corridor such as housing and retail within the Edithvale neighbourhood centre.
- Provide high quality outlooks towards the rail corridor along Station Street and Nepean Highway, through the use of considered landscaping, materials, and treatments that provide positive visual outcomes.
- Maximise opportunities to reinstate or establish coastal tree species, shrubs and other landscaping along Nepean Highway and Station Street to provide a visual buffer to the built form elements.
- Minimise pavements along the Nepean Highway interface where continuous cycling and pedestrian movement is not required in order to maximise the landscape potential of this part of the corridor, particularly where it interfaces with the Edithvale neighbourhood centre.
- Allow for trees to both sides of Station Street and Nepean Highway between car parking spaces in order to maximise street tree planting.

Figure 28 - Identity and Urban Integration Guideline Enlargement



PRINCIPLES



key to creating strong and vibrant communities.

Figure 29 - Identity and Urban Integration Guideline Plan





6.3 DESIGN GUIDELINES

PRINCIPLES 2 AND 8: CONNECTIVITY AND WAYFINDING + ACCESSIBILITY

STRATEGIC OBJECTIVES

1. IMPROVE CONNECTIVITY TO THE STATION

The design response should improve and establish connections that are safe and direct for all modes of transport. The design response should also provide safe and direct inter-modal connections.

PRIORITISE ACTIVE TRANSPORT MODES

The design and arrangement of the precinct shall prioritise the safety and amenity of pedestrians and cyclists over private vehicles, to encourage use of active transport modes to access the station.

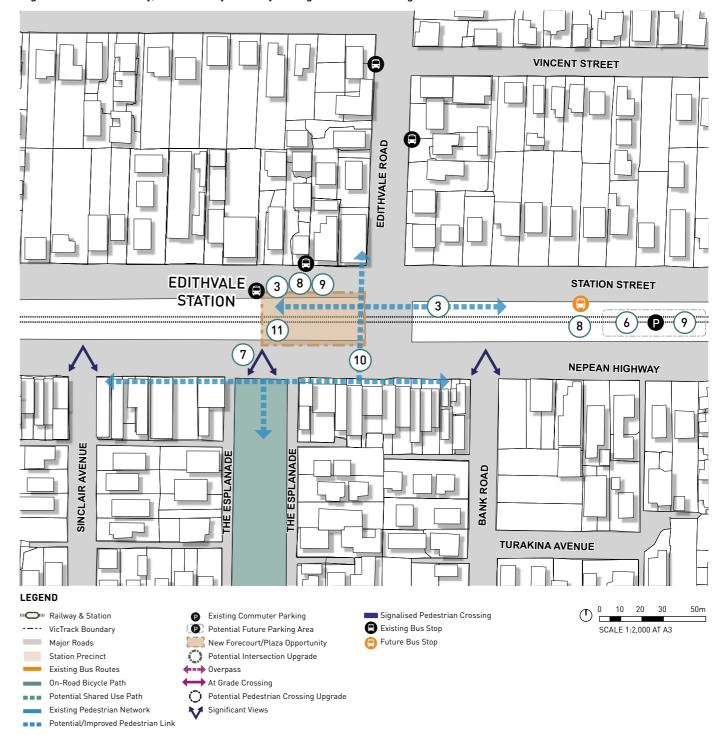
2. PROVIDE A UNIVERSALLY INCLUSIVE DESIGN

Ensure the design provides universal access to all public spaces and the station and promotes equity for all users and mobilities.

GUIDELINES

- 1 Integrate the network plans for all modes of transport in the station precinct, with a priority for pedestrian movement in proximity to the station, Beeson Reserve and the Edithvale neighbourhood centre.
- Provide dedicated walking and cycling infrastructure along the Station Street side of the rail corridor that provides for safe pedestrian and cycling movements along this corridor, as well as, to the station and the neighbourhood centre from the broader precinct.
- 3 Establish clear and direct pedestrian linkages between the station entrances to bus bays, commuter carparking, and bicycle storage locations.
- Reinstate pedestrian crossings over the rail corridor with DDA compliant overpasses at Denman Avenue and Berry Avenue and incorporate stair access where in order to maximise their accessibility from all directions.
- Provide an at-grade pedestrian crossing over the rail corridor at Fraser Avenue with a minimum width of 4.0 metres that provides a direct and safe connection between Station Street and Nepean Highway.
- Provide clear, intuitive and suitable wide paths at accessible slopes that allow for ease of movement for pedestrians around the station to car parking and pedestrian crossing/overpass locations and provide an adequate clearance from traffic lanes.
- Maintain and enhance sightlines to landmarks such as Beeson Reserve and the foreshore from the station precinct to assist the orientation of users.
- 8 Locate bus bays to be clearly visible and identifiable from both station entrances and the Edithvale neighbourhood centre and provide for the safe movement of pedestrians to bus stops from surrounding uses.
- Locate commuter car parking and bus bays in close proximity
 to a station entrance.
- Provide generous and functional pathways around the station precinct that address key desire lines to station amenities, local streets, and adjacent destinations.
- Locate all bicycle parking to be visible and have direct access from the station entrance and cycling infrastructure along Station Street.
- Orient and locate pedestrian overpasses to minimise impacts on existing pedestrian journey times to key local features.

Figure 30 - Accessibility, Connectivity and Wayfinding Guidelines Enlargement



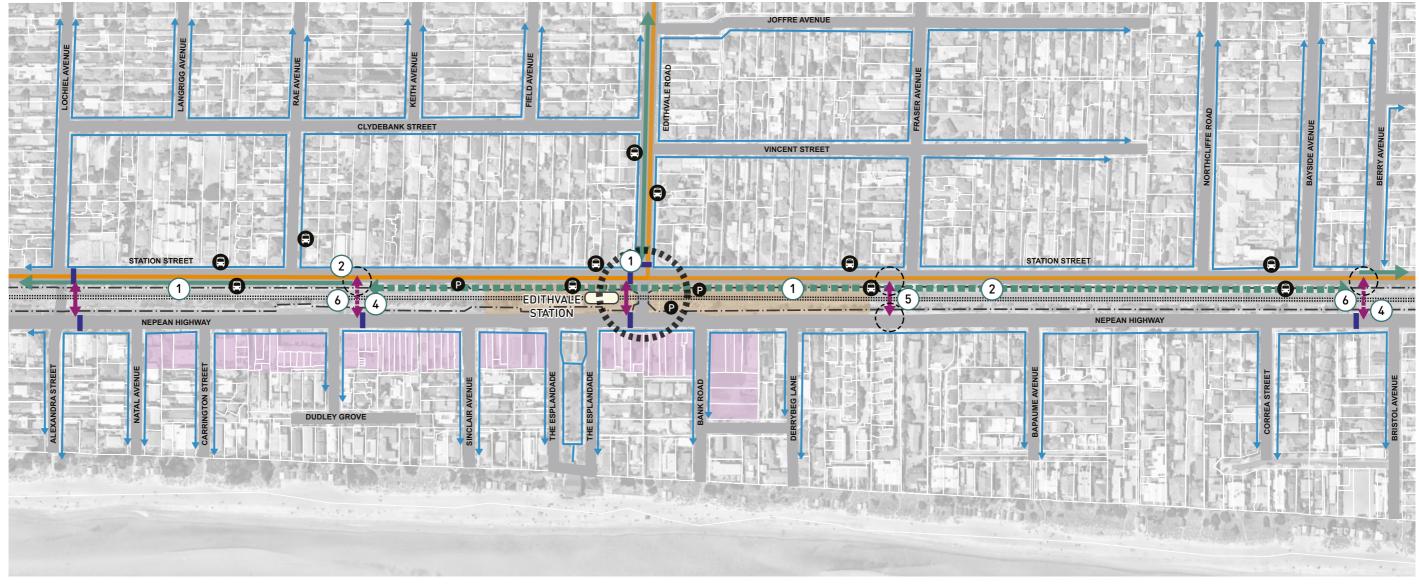
PRINCIPLES



Well connected and legible places



Figure 31 - Accessibility, Connectiity and Wayfinding Guidelines Plan





6.3 DESIGN GUIDELINES

PRINCIPLES 5 AND 7: AMENITY + SAFETY

STRATEGIC OBJECTIVES

1. ENHANCE A SENSE OF SAFETY

Design the station precinct to feel safe through passive surveillance opportunities and the elimination of conflicts between modes and users.

2. IMPROVE USER COMFORT

Incorporate measures across the station precinct to enhance user enjoyment such as shade, wind protection, public amenities in appropriate locations.

GUIDELINES

- Maximise visual connections and transparency between the station platform to the station concourse and to pedestrian activity along Station Street and Nepean Highway.
- 2 Ensure a large proportion of the platform is open to the sky for natural sunlight and to provide passive surveillance opportunities over the station platform from Station Street and Nepean Highway.
- 3 Ensure well-lit platforms that provide high-levels of illumination that reduce the contrast between day-lit and artificially lit areas of the platform to assist visibility of users and improve the sense of safety.
- Ensure walking and cycling infrastructure and any highly pedestrianised areas are designed to minimise conflicts issues between users through clear delineation of spaces and traffic management measures, particularly at the station entrances.
- Ensure the platform environment is a comfortable, well-lit, and inviting space for users and commensurate with an internalised space with high-quality materials on floor, wall and ceiling surfaces.
- Provide weather protection, lighting, comfortable seating and public amenities, such as waste bins and drinking fountains in appropriate locations in the station precinct.
- Integrate generous shelters and awnings as part of the station building and entrances to provide weather protection for station users as they enter or exit the station, and wait or prepare for other forms of transport.
- Provide public seating at both of the station entry forecourts to assist in trip staging and opportunities to pause, and integrate with other furniture, signage and other project elements to minimise clutter.
- Provide treatments to the rail cutting that are high quality and visually interesting for rail passengers and station users and establishes a positive sense of arrival into Edithvale Station.
- Use tree planting along the road/rail corridor to provide shade and shelter elements to pedestrian and cycling infrastructure and to car parking.
- Design and detail all pedestrian overpasses to maintain a high level of visibility of users from street level through transparent materials, wide pathways and clear viewlines.
- Maintain adequate clearances between pedestrian paths and overpasses to traffic lanes along Nepean Highway and provide landscaping and other treatments to provide users with a sense of safety.

Figure 32 - Amenity and Safety Guidelines Enlargement



PRINCIPLES

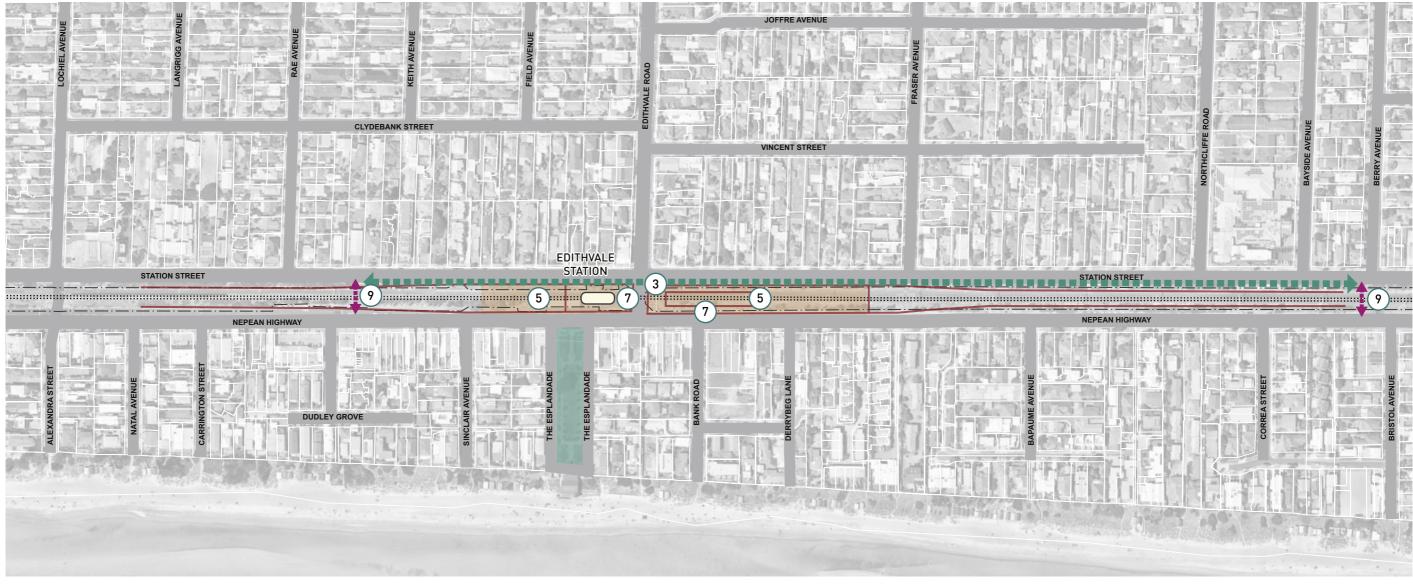


High quality urban amenity associated with access to services and the experience of great public places contributes to successful, equitable and prosperous communities



Safe environments are essential for strong connected and happy communities.

Figure 33 - Amenity + Safety Guidelines Plan





6.3 DESIGN GUIDELINES

PRINCIPLE 6: VIBRANCY

STRATEGIC OBJECTIVES

LINK THE STATION WITH NEIGHBOURHOOD CENTRE USES

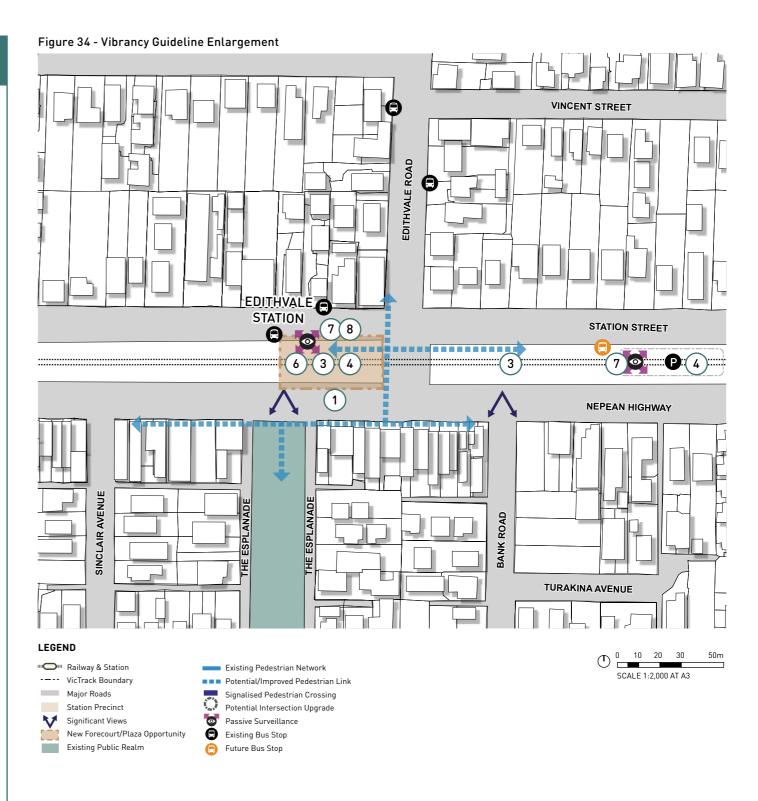
Enhance the precinct by better integrating the station with the existing uses contained within the Edithvale neighbourhood centre and to the recreational amenities in the area.

2. PROVIDE A HIGH QUALITY AND FUNCTIONAL PUBLIC REALM

Create an inclusive and people oriented public realm at the station that supports social interaction and accommodates a range of uses and movements.

GUIDELINES

- D Locate the main station entrance to be north of Edithvale Road to maintain physical and visual links with the existing neighbourhood centre and key beach access point.
- Orient station entry points towards Station Street, where key cycling and pedestrian links are provided and vehicle traffic is less predominant, whilst maintaining visual links to activities along Nepean Highway.
- 3 Enhance pedestrian connectivity between the station precinct and the Edithvale neighbourhood centre and Beeson Reserve.
- Ensure that any built form provides a positive address to the uses that form part of Edithvale neighbourhood activity centre along Nepean Highway and to Beeson Reserve, to strengthen their function as a local shopping and community buth
- Minimise inactive and blank walls adjacent to highly pedestrianised areas, including the station plaza and car parking, and to any built form visible from the Edithvale neighbourhood centre and Beeson Reserve.
- Minimise the visibility of utilities, infrastructure and back of house functions from the Edithvale neighbourhood centre, Beeson Reserve, main pedestrian through-paths and gathering areas.
- Provide a suitably generous station plaza space that accommodates public amenities such as seating, lighting, and furniture, in addition to space required for pedestrian and cycle through-paths.
- Orient and design the station kiosk and any staff and customer amenities to maximise passive surveillance over the station plaza, bus bays and to pedestrian activity along Station Street.
- Maximise activity at the station entrance by co-locating uses such as bus bays, kiss and ride and pedestrian crossings with the station plaza along Station Street.



PRINCIPLE



Figure 35 - Vibrancy Guideline Plan





6.3 DESIGN GUIDELINES

PRINCIPLE 4: RESILIENCE AND SUSTAINABILITY

STRATEGIC OBJECTIVES

1. PROMOTE SUSTAINABLE DESIGN

Ensure the station building and landscaping integrates sustainable design concepts that allow for efficient water, waste and energy use, conservation and re-use.

2. CREATE A SITE RESPONSIVE DESIGN

Draw on a comprehensive site and context analysis to inform the design of the precinct and landscaping and building details.

3. CREATE A LASTING STATION PRECINCT

Provide a design that demonstrates a high standard of architectural design and addresses the current and future needs of all users.

GUIDELINES

- Specify a material palette for the public realm hardscape (footpaths, fences, barriers, walls, paved areas) that is high quality, durable, low maintenance, and minimises opportunities for graffiti and is resilient in the coastal setting.
- Specify landscaping species that appropriate for the specific climatic and environmental conditions of the area such as soil types, wind, temperature, and rain conditions, and the type of physical environment created by the rail infrastructure.
- Integrate Water Sensitive Urban Design (WSUD) into the stormwater management of the station precinct to maximise the viability of landscape and mitigate heat island effects, and explore opportunities to supply stormwater to the broader precinct including Beeson Reserve.
- Provide permeable ground surfaces within the station precinct, where possible, for absorption of rainwater and reduction of stormwater run-off.
- Maintain and establish mature and significant landscaping along the rail corridor and in the station plaza to provide shading opportunities and enhance the local habitat and microclimate.
- 6 Use plant species appropriate to the coastal climatic conditions of the area and the limited available root space along the rail.
- Provide a high level of natural daylight to the platform level to minimise reliance on artificial lighting.
- 8 Ensure the design and treatment of the station, plaza area, and walking and cycling paths allow for future growth in demand and patronage, and flexibility in the modes of transport that rail users will use to reach the station in the future.
- Design for flexibility in the deck structures to accommodate potential changes to what they are used in future

Figure 36 - Resilience and Sustainability Guideline Enlargement VINCENT STREET **EDITHVALE** STATION STREET STATION NEPEAN HIGHWAY ROAD TURAKINA AVENUE **LEGEND** 0 10 20 30 Railway & Station Opportunity for Landscaping --- VicTrack Boundary Barriers and Fencing Major Roads Potential Future Parking Area Structural Void Over Platform Station Precinct New Forecourt/Plaza Opportunity Water Sensitive Urban Design Existing Public Realm

PRINCIPLE



Figure 37 - Resilience and Sustainability Guideline Plan



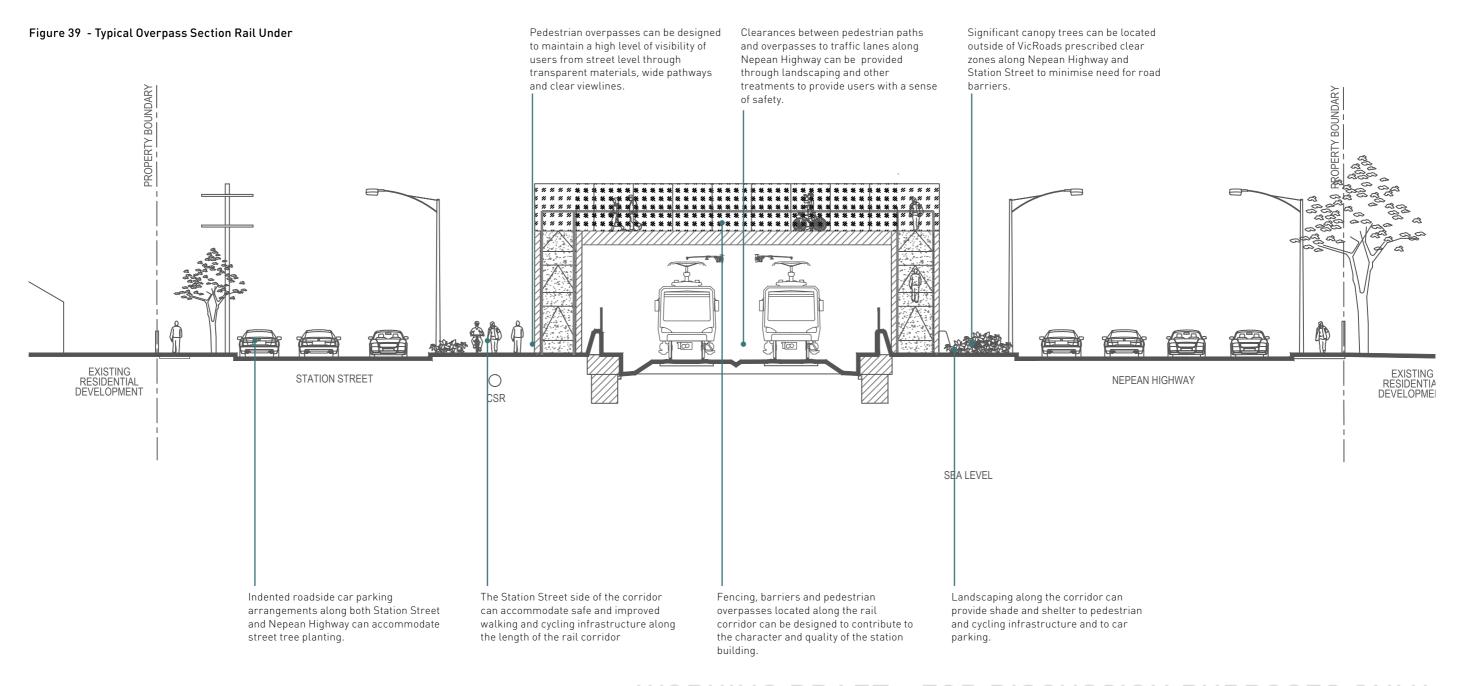


6.4 DESIGN GUIDELINE SECTIONS

A rail under road design solution has been selected for the Edithvale level crossing removal project. The two cross sections below have been included to illustrate the spatial opportunities and constraints of the rail corridor and the potential interface with the immediately adjacent streets and features.

The cross sections also demonstrate how a rail under road solution can deliver on the design guidance provided in this document.

Figure 38 - Typical Station Platform Section Rail Under High quality landscaping and fencing A large proportion of the platform can Coastal tree species, shrubs and other treatments can provide positive visual be open to the sky to provide passive landscaping can be reinstated or amenity outcomes along Station Street surveillance opportunities from Station established along Nepean Highway and and Nepean Highway. Street and Nepean Highway. Station Street to provide a visual buffer PROPERTY BOUNDARY to the built form elements. EXISTING RESIDENTIAL DEVELOPMENT EXISTING MIXED USE DEVELOPMENT STATION STREET \bigcirc NEPEAN HIGHWAY CSR SEA LEVEL RAILWAY STATION PLATFORM The platform environment can be Treatments to the rail cutting can be Visual connections and transparency between the station platform to the comfortable, well-lit, and inviting and high quality and visually interesting for rail passengers and station users and station concourse can be achieved. commensurate with an internalised space with high-quality materials on establish a positive sense of arrival into floor, wall and ceiling surfaces. Edithvale Station.



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APPENDIX

A: GLOSSARY AND REFERENCE LIST

B: URBAN CONTEXT CONSIDERATIONS

C: STRATEGIC PLANNING BACKGROUND INFORMATION

D: DETAILED TRANSPORT ANALYSIS

APPENDIX A: GLOSSARY AND REFERENCE LIST

7.1 GLOSSARY

BPR

7.2 REFERENCES

CBD	Central Business District				
DELWP	Department of Environment, Land,				
	Water, and Planning				
EES	Environmental Effects Statement				
LXRA	Level Crossing Removal Authority				
MTM	Metro Trains Melbourne				
OVGA	Office of the Victorian Government				
	Architect				
PBN	Principal Bicycle Network				
PPR	Pedestrian Priority Routes				
PRS	Project Requirements Specification				
PTV	Public Transport Victoria				
SPPF	State Planning Policy Framework				
SUP	Shared Use Path				
TFV	Transport for Victoria				
UDAP	Urban Design Advisory Panel				
UDF	Urban Design Framework				
UDG	Urban Design Guideline				
VPA	Victorian Planning Authority				
WSUD	Water Sensitive Urban Design				

Bicycle Priority Routes

AECOM - GHD Joint Venture (2017), Frankston Corridor Urban Design Strategy, Level Crossing Removal Project AECOM - GHD Joint Venture (August 2016), Urban Design Framework, Level Crossing Removal Project, Version 3 Australian Bureau of Statistics (2011 and 2016), Census QuickStats Chief Parliamentary Counsel (July 2017) Planning and Environment Act 1987, Version 130 City of Kingston (October 2017), Kingston Planning Scheme, Clause 21, Planning Zones, and Planning Overlays City of Kingston (2016), Prosperous Kingston: A Framework for Economic Sustainability City of Kingston (2014), Kingston Residential Strategy Update City of Kingston (2007), Kingston Neighbourhood Character Guidelines City of Kingston (2009), Kingston Cycling and Walking Plan City of Kingston (2006), City of Kingston Retail/Commercial Development Strategy Public Transport Victoria (2012), Network Development Plan - Metropolitan Rail The State Government of Victoria: Department of Environment, Land, Water, and Planning (2017), Plan Melbourne 2017 - 2050 The State Government of Victoria: Department of Environment, Land, Water, and Planning (2017), State Planning Policy Framework, Clause 9 to Clause 19 VicRoads (2012), Principal Bicycle Network (PBN) and Bicycle Priority Routes (BPR) VicRoads (July 2011), SmartRoads: Connecting Communities

7.3 FIGURE SOURCES

#	FIGURE	REFERENCE
1	Level Crossing Removal - Project Map	Level Crossing Removal Project
2	Urban Design Briefing Documents	AECOM - GHD Joint Venture (2017)
3	Methodology	AECOM - GHD Joint Venture (2017)
4	Urban Design Framework	AECOM - GHD Joint Venture (2017)
5	Regional Context Map	AECOM - GHD Joint Venture (2017)
6	Historical Timeline	AECOM - GHD Joint Venture (2017)
7	Land Use Analysis Plan	AECOM - GHD Joint Venture (2017)
8	Land Use Analysis Enlargement	AECOM - GHD Joint Venture (2017)
9	Built Form and Heritage Analysis Plan	AECOM - GHD Joint Venture (2017)
10	Built Form and Heritage Analysis Enlargement	AECOM - GHD Joint Venture (2017)
11	Transport Networks and Access Analysis Plan	AECOM - GHD Joint Venture (2017)
12	Transport Networks and Access Analysis Enlargement	AECOM - GHD Joint Venture (2017)
13	Geomorphological Map of Area	AECOM - GHD Joint Venture (2017)
14	Transport Networks and Access Analysis Plan	AECOM - GHD Joint Venture (2017)
15	Transport Networks and Access Analysis Plan	AECOM - GHD Joint Venture (2017)
16	Key Map - Edithvale Statistical Area	AECOM - GHD Joint Venture (2017)
17	Population Profile and Growth Projections	AECOM - GHD Joint Venture (2017)
18	Dwelling Profile and Growth Projections	AECOM - GHD Joint Venture (2017)
19	Dwelling Profile Comparative Analysis	AECOM - GHD Joint Venture (2017)
20	Modal Share Comparative Analysis	AECOM - GHD Joint Venture (2017)
21	Key Map = Edithvale Photographic Survey	AECOM - GHD Joint Venture (2017)
22	Engagement Phases	AECOM - GHD Joint Venture (2017)
23	Community Consultation Snapshot	AECOM - GHD Joint Venture (2017)
24	Issues and Opportunities Analysis	AECOM - GHD Joint Venture (2017)
25	Urban Design Guidelines Structure	AECOM - GHD Joint Venture (2017)
26	Urban Contexts	AECOM - GHD Joint Venture (2017)
27	Edithvale Strategic Objectives Overview	AECOM - GHD Joint Venture (2017)
28	Identity and Urban Integration Guideline Enlargement	AECOM - GHD Joint Venture (2017)
29	Identity and Urban Integration Guideline Plan	AECOM - GHD Joint Venture (2017)
30	Accessibility, Connectivity and Wayfinding Guideline Enlargement	AECOM - GHD Joint Venture (2017)
31	Accessibility, Connectivity and Wayfinding Guideline Plan	AECOM - GHD Joint Venture (2017)
32	Safety and Amenity Guideline Enlargement	AECOM - GHD Joint Venture (2017)
33	Safety and Amenity Guideline Plan	AECOM - GHD Joint Venture (2017)

34	Vibrancy Guideline Enlargement	AECOM - GHD Joint Venture (2017)
35	Vibrancy Guideline Plan	AECOM - GHD Joint Venture (2017)
36	Resilience and Sustainability Guideline Enlargement	AECOM - GHD Joint Venture (2017)
37	Resilience and Sustainability Guideline Plan	AECOM - GHD Joint Venture (2017)
38	Typical Station Platform Section Pail Under	AECOM - GHD Joint Venture (2017)
39	Typical Overpass Section Rail Under	AECOM - GHD Joint Venture (2017)
40	Regional Planning Zones	AECOM - GHD Joint Venture (2017)
41	Regional Planning Overlays	AECOM - GHD Joint Venture (2017)
42	Proposed Pedestrian Circulation	AECOM - GHD Joint Venture (2017)
43	Proposed Cyclist Circulation	AECOM - GHD Joint Venture (2017)
44	Edithvale Road Proposed Road Layout	AECOM - GHD Joint Venture (2017)

7.4 IMAGE SOURCES

#	IMAGE	REFERENCE
1	Edithvale - Seaford Wetlands	Frankston City Libraries (1866) Carrum Swamp in the County of Mornington map, Accessed October 13, 2017 < https://www.flickr.com/photos/39368267@N02/8743824436>
2	Edithvale Railway Station Opening	Museum Victoria (1920), Edithval Railway Station, circa 1920, Accessed October 13, 2017 https://museumsvictoria.com.au/railways/image.aspx?PID=817 >
3	Residential Growth	Victorian Places (2015), Future Farmland, Reclamation Scheme, Edithvale, 1954, Accessed October 13, 2017 < http://www.victorianplaces.com.au/category/headwords/edithvale>
4	Beach Development	Victorian Places (2015), Panorama at Edithvale, Accessed October 13, 2017 < http://www.victorianplaces.com.au/category/headwords/edithvale>
5	Edithvale Station Rebuilt	AECOM - GHD Joint Venture (2016)
6	Uniting Church in Australia Chelsea	Gary Sissons (2016), Unity Church's place of worship in Edithvale could be under the hammer soon due to maintenance costs, Accessed October 13, 2017 http://baysidenews.com . au/2016/08/17/church-considers-church-sale/>
7	Beeson Reserve	Drew Echberg (2011), Beeson Reserve, Nepean Highway, Edithvale, Victoria, Accessed October 13, 2017 < http://www.urbaninitiatives.com.au/projects/pedestrian-space/beeson-reserve/>
8	Nepean Highway Neighbour- hood Retail	AECOM - GHD Joint Venture (2016)
9	Nepean Highway to Beach Built form	Real Commercial (2015) 254-258 Nepean Highway, Edithvale, Accessed October 13, 2017 http://www.realcommercial.com . au/property-land+development-vic-edithvale-501754906-photos. pdf?d64ab864d05d923a942f0d2617a0f57e-181.1220-24&type=-photos&index=2&theme=rca.sold>
10	Edithvale Beach Bathing Boxes	Andy Vo (2013), Edithvale Beach 1 - HDR, Accessed October 13, 2017 https://www.flickr.com/photos/voandy/9671112814/in/photostream/
11	8-12 Lochiel Avenue Former Church	Google Streetview (2015), 8-12 Lochiel Avenue, Edithvale, Accessed October 13, 2017 < https://www.google.com.au/maps/@-38.0338656,145.107346,3a,75y,142.9h, 95.62t/data=!3m6!1e1!3m4!1syEDhVV_tyhzjB3GPI4v0Y-w!2e0!7i13312!8i6656>
12	Edithvale Road Level Crossing	Panoramio (2011), Railway Crossing by Edithvale Metro Station, Accessed October 13, 2017 http://www.panoramio.com/pho-to/63833617
13	Station Parking along Rail Corridor	Real Estate View (2017) 230 Station Street, Edithvale, Accessed October 13, 2017 https://www.realestateview.com.au/real-estate/230-station-street-edithvale-vic/property-details-sold-residential-9507412/>

14	Edithvale Station Nepean Highway Access	AECOM - GHD Joint Venture (2016)
15	Edithvale-Seaford Wetlands	Walkabouters (2013), Braeside Park - Edithvale-Seaford Wetlands and return, Accessed October 13, 2017 http://walkaboutersvic.blogspot.com.au/2013/09/ >
16	Edithvale Beach	Mapio (2017), Edithvale Beach, Accessed October 13, 2017 http://mapio.net/pic/p-43980447/>
17	Edithvale Station Platform	AECOM - GHD Joint Venture (2016)
18	Southbound Station Street Bus Stop Opposite Edithvale Station	AECOM - GHD Joint Venture (2016)
19	Edithvale Station access Station Street	AECOM - GHD Joint Venture (2016)
20	Northbound Station Street Bus Stop	AECOM - GHD Joint Venture (2016)
21	Station Street Rail Corridor Planting	AECOM - GHD Joint Venture (2016)
22	Edithvale Road Level Crossing Looking South	AECOM - GHD Joint Venture (2016)
23	Edithvale Station Nepean Highway Access	AECOM - GHD Joint Venture (2016)
24	Nepean Highway Residential Shopping Strip	AECOM - GHD Joint Venture (2016)
25	Beeson Reserve	AECOM - GHD Joint Venture (2016)
26	Pedestrian Level Crossing at Denman Avenue	AECOM - GHD Joint Venture (2016)
27	Rail Corridor Vegetation South of Edithvale Road	AECOM - GHD Joint Venture (2016)
28	Street Planters along Nepean Highway	AECOM - GHD Joint Venture (2016)
29	Edithvale Road Level Crossing Looking West	AECOM - GHD Joint Venture (2016)

7.5 TABLE SOURCES

#	TABLE	REFERENCE
	Urban Design Considerations for Different Urban Contexts	AECOM - GHD Joint Venture (2017)

APPENDIX B: URBAN CONTEXT CONSIDERATIONS

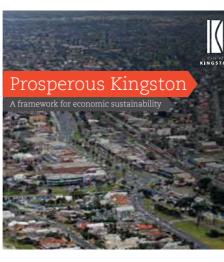
Table 1: Urban Design Considerations for Different Urban Contexts

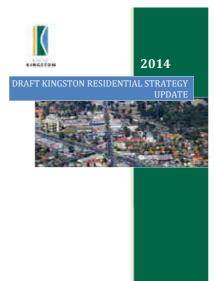
	L	L		l				
URBAN DESIGN PRINCIPLES	1. IDENTITY	2. URBAN INTEGRATION	3. ACCESSIBILITY	4. CONNECTIVITY & WAYFINDING	5. SAFETY	6. AMENITY	7. VIBRANCY	8. RESILIENCE & SUSTINABILITY
1. STATION PRECINCT	 Station built form design Functional station design Forecourt and entry Public art and creative works Landscape design Heritage 	Station facility integration	 Suitable accessibility for all modes based on modal hierarchy Equitable / universal access Service and emergency access 	 Station facilities (park'n'ride, kiss'n'ride, taxi access) Intermodal connectivity Bus interchange Pedestrian and cycle routes Vehicular access Fences and barriers 	 Safety in design requirements (CPTED) Sight lines Passive surveillance of station and station facilities 	 Visual amenity – built form and landscape quality and character User comfort (shelters, station access) Station forecourt or plaza spaces. Fences and barriers 	 Station forecourt or plaza Station facilities and non-transit land uses Public art and creative works 	 Sustainable built form and landscape design Sustainability certification (green star rating) Water sensitive urban design Lighting design Material durability and maintenance requirements Vegetation loss and environmental impact
2. TRANSITION ZONE	 Interfaces with station precinct Visual integration Streetscape design Public realm / public spaces Built form character and heritage 	 Development potential surrounding station Urban renewal opportunities Future proofing considerations Integration between station and activity centre 	 Pedestrian and cycle routes Local road movements and impact on property and/or business access 	 Development potential surrounding station Urban renewal opportunities Future proofing considerations Integration between station and activity centre 	 Visual connectivity and passive surveillance Sight lines and safety in design for key movement routes 	 Built form and landscape quality and character Streetscape amenity Fences and barriers 	 Relationship with nearby activities / activity centre Activation of spaces adjacent to station Streetscapes 	 Water sensitive urban design Lighting design Vegetation loss and environmental impact Pollution mitigation
3. CORRIDOR AND THE WIDER PRECINCT	 Interfaces with corridor Built form and corridor landscape character Heritage 	Future road / rail network upgrades	Access and connectivity within and across the corridor	Future road/rail network upgrades	Promote active transport and safe places	Built form and corridor landscape character	Key local activities and connectivity	Natural heritage and biodiversity

(adapted from VicRoads Framework)

APPENDIX C: STRATEGIC PLANNING BACKGROUND INFORMATION

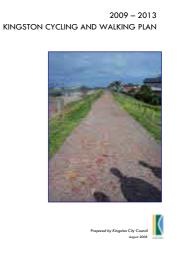






Neighbourhood Character Guidelines





TITLE	City of Kingston Retail/Commercial Development Strategy	Prosperous Kingston - A Framework for Economic Sustainability	Kingston Residential Strategy Update	Kingston Neighbourhood Character Guidelines	Kingston Cycling and Walking Plan
YEAR	2006		2014	2000, revised August 2007	2009
SUMMARY	This policy was developed to help guide future direction of retail, commercial and office investment in the City of Kingston. The policy identifies public transport access and quality as an important factor in commercial area development and that where possible, opportunities to increase public transport mode share should be maximised.	This policy recognises that the prosperity of the Kingston community is tied to the ability of the local economy to prosper and generate sustainable development. Access to a high quality integrated transport system that meets the needs of businesses and residents is seen as vital in maintaining and improving the economic prosperity of the municipality.	The policy is an update to the Kingston Residential Strategy 2000 which was prepared to address residential development within Kingston. The strategy proposes that there will be residential consolidation and increased densities within the Edithvale Neighbourhood Activity Centre, along major arterial roads such as Nepean Highway and close to public transportation (close to Edithvale Railway Station).	The Kingston Neighbourhood Character Guidelines identify different neighbourhood characters found within the diverse residential areas in Kingston and provide guidance for residential development relevant to the neighbourhood character of each area. The typical neighbourhood characteristics found in Landscape Character Areas relevant to the Edithvale Road, Edithvale level crossing are of one to two storey, detached dwellings which are orientated toward the street.	This policy recognises the importance of walking and cycling in Kingston and advocates for increased pedestrian and cycling infrastructure, including dedicated paths or lanes and improved signage in order to meet local needs and demands.
KEY SECTIONS	Whole document	Whole document	Planning Area Residential Frameworks within the strategy address residential land use issues at localised sites. The Edithvale Road, Edithvale level crossing is located within Planning Area 8 of this policy.		Whole document



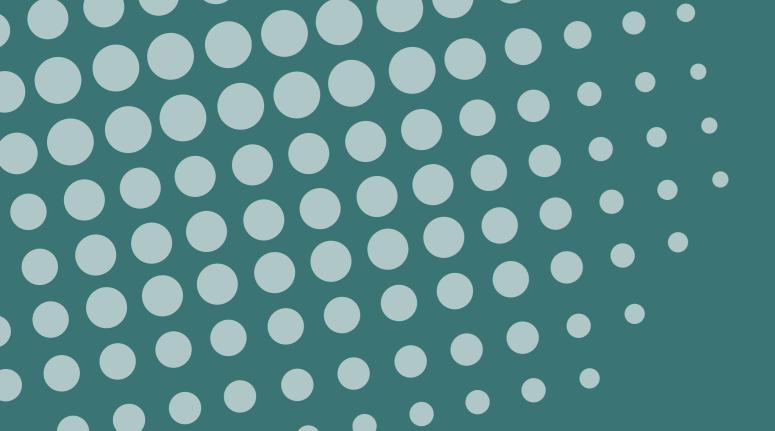
Figure 41 - Regional Planning Overlays EA0 MORDIALLOC STATION Aspen.

ASPENDALE STATION LSI0 DDO IP0 Aspendale Gardens VPO LSI0 SBO

EDITHVALE
STATION

Edithva

CHELSEA
STATION ES0 Port Phillip Bay The LSI0 CHELSEA STATION Chelsea Heights ES0 Chelsea BONBEACH STATION LSI0





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