LEVEL CROSSING REMOVAL PROJECT

Brunswick and Parkville level crossing removal project

Information booklet

January 2026

Brunswick Road, Brunswick.

VICTORIA'S BIG BUILD

The Victorian heritage-listed Jewell Station will be retained and repurposed.

Contents

Introduction

We're removing eight more dangerous and congested level crossings on the Upfield Line from Albion Street, Brunswick, to Park Street, Parkville by building a 2.1 kilometre rail bridge over the roads.

We'll build new accessible stations in Brunswick's north and south connecting passengers with the places they live, study, work and enjoy – including RMIT University, community and educational facilities and vibrant retail and dining precincts.

Removing the level crossings and building two new stations is critical to enabling future upgrades of the Upfield Line in the future.

Getting rid of these crossings will improve journeys for pedestrians, bike riders and vehicles, eliminating half an hour of boom gate down time in the morning peak alone, saving travel time for 71,000 drivers each weekday.

We'll create two MCGs worth of new community open space and transform the Upfield Bike Path by delivering separate walking and cycling paths, creating safer journeys for the 2,500 bike riders and pedestrians who already use the path daily.

Thanks to everyone who shared their feedback in our first phase of community consultation. We're continuing early design work, with concept designs to be released in 2027.

As we progress design and planning, we've referred the project to the Minister for Planning to review and decide if further assessments are required under the Victorian *Environment Effects Act 1978*.

Early works will begin in 2028 and major construction will start from 2029. The level crossings will be gone and the new stations open in 2030.

This booklet contains information about project, the planning process, design updates, working through construction, sustainability and the next steps.

Community open space at Moreland Station

Why these level crossings need to go

- **71,000 vehicles** travel through these crossings each weekday
- Boom gates are down for up to **30 minutes** of the morning peak (7am to 9am)
- Up to **16 trains** pass through these crossings during the morning peak (7am to 9am)
- **36 near misses** since 2016

Transforming Brunswick and Parkville with a new rail bridge

Extensive engineering and technical assessments have determined a rail bridge over the roads is the best design to remove these level crossings.

We assess every level crossing site based on its unique characteristics when determining the best solution for a project.

At Brunswick and Parkville we have factored in accessibility requirements, the very narrow rail corridor, state significant heritage sites and overall amenity potential of the design. We also reduced compulsory acquisition of homes and businesses, while maximising opportunities for new open space.

A new rail bridge over the roads best suits conditions in the area and will complement the existing rail bridge in Brunswick and Coburg.

The 2.1 kilometre rail bridge will rise near Tinning Street in Brunswick and will lower near Park Street in Parkville.

New community open space

Building a new 2.1 kilometre rail bridge over the roads will create two MCGs worth of new community open space beneath and on either side of the bridge – an option not feasible with a rail trench or road bridges.

This new space will connect with the existing open space further north, resulting in a total of four MCGs worth of new open space between Coburg and Parkville.

The local community will play an important role in shaping these new spaces. Potential opportunities inspired by other projects could include parks, playgrounds, sports and recreation areas, BBQs, dog parks, seating and gardens.

We are still in the early planning stages and will consult with the community to determine the best uses for these spaces in the coming years.

More reliable roads and future upgrades

Removing level crossings is often the essential first step before other transport network upgrades can take place. Getting rid of these crossings will also improve local traffic flow. By making Brunswick and Parkville boom gate free we're eliminating half an hour of boom gate down time in the morning peak alone, saving travel time for 71,000 drivers each weekday.

The Brunswick and Parkville level crossing removal project is critical to enabling future upgrades of the northern rail corridor, including extra train services on the Upfield Line in the future.

Separated walking and cycling paths

Building a rail bridge over the roads creates the opportunity to significantly improve the Upfield Bike Path, which sees around 2500 trips each day.

Like the enhancements made between Brunswick and Coburg, we will separate the walking and cycling path between Moreland Road in the north to Park Street in the south.

The paths will connect to the existing Upfield Bike Path in the north and to the Capital City Trail in the south.

Overall, locals will benefit from over 4 kilometres of dedicated walking and cycling paths between Coburg and Parkville once the project is completed.

New connections

With the rail line elevated, local communities in Brunswick and Parkville will have greater access under the line with new east-west connections. Without the train tracks creating a barrier through the neighbourhoods, people will be able to move freely from east to west on foot, by bike or car.

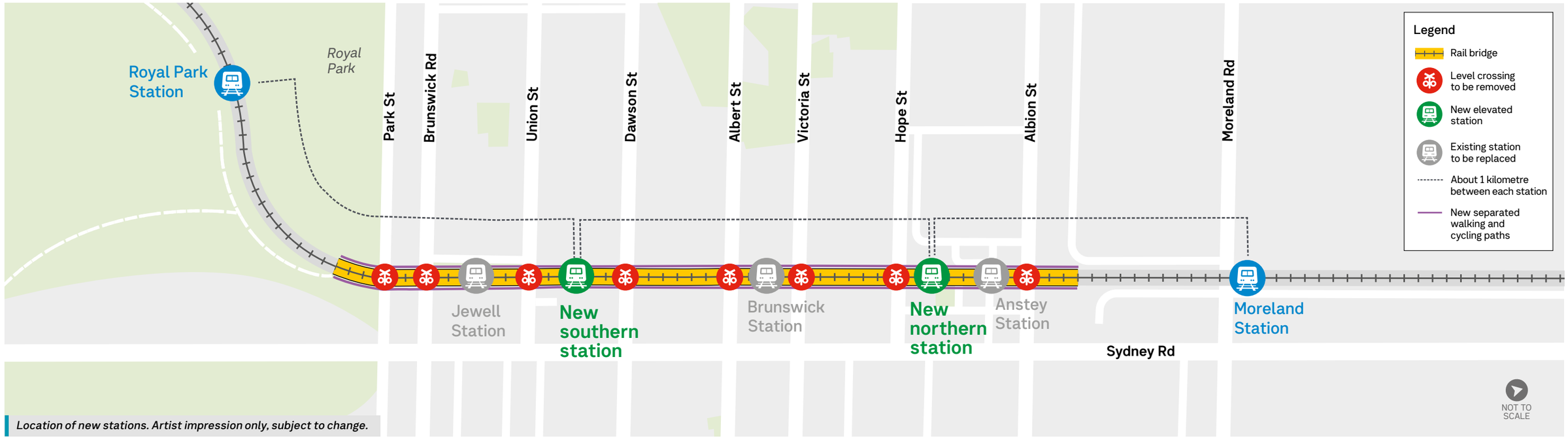
Improved safety

By elevating the rail line, we'll separate trains from all road users, making the area safer for pedestrians, bike riders, drivers and train passengers.

In developing the design for this project, we're considering Crime Prevention Through Environmental Design principles. The new stations in Brunswick's north and south will be designed to enhance passive surveillance and include CCTV and well lit spaces. In the new open space we'll consider how the space can be landscaped to ensure good sightlines and clear wayfinding.

Benefits of a rail bridge

- two MCGs worth of new community open space beneath the new rail bridge
- new separated walking and cycling paths
- improves safety for locals and all road users
- connects the community by removing the barrier of the rail line
- more trees and landscaping in the new open space
- new east-west connections
- more reliable travel times with no boom gate delays
- paves the way for more trains on the Upfield Line in the future
- minimises disruption during construction compared to other design solutions.



Location of new stations. Artist impression only, subject to change.

Two new stations in Brunswick

We'll build new accessible stations in Brunswick's north and south connecting passengers with the places they live, study, work and enjoy – including RMIT University, community and educational facilities and vibrant retail and dining precincts.

Station locations

The new northern station will:

- be centrally located between West Street and Hope Street
- provide access to West Street and Orient Grove via a northern entrance and to Hope Street via a southern entrance
- connect passengers to Sydney Road via Florence Street and Hope Street.

The new southern station will:

- be centrally located between Dawson Street and Union Street
- provide access to Dawson Street via a northern entrance and to Railway Place and Union Street via a southern entrance
- connect passengers to RMIT University, Brunswick Secondary College, Brunswick Baths, Sydney Road, Brunswick Library, Brunswick Town Hall and Balam Balam Place.

Extensive technical and engineering assessments determined the locations for the new elevated stations.

To provide equitable access to train services for all passengers, including residents and people travelling to Brunswick for work, study or play, there will be approximately 1 kilometre between each station, from Moreland Station in the north to Royal Park Station in the south.

This spacing also avoids creating future rail bottlenecks - ensuring more services can be added to the Upfield Line with consistent train speeds and stopping distances along the corridor.

We've prioritised using existing available land in the rail corridor to minimise compulsory property acquisition. The northern station is constrained by the Victorian heritage-registered and state-significant site, the Former Brunswick Gas & Coke Retort House on Hope Street and the station location minimises impact to this site.

Improved connections

In 2024, as a part of our Vision and Values community consultation, respondents told us that they mostly travel around Brunswick and Parkville by walking or riding a bike and more than 80 per cent of survey respondents get to the stations on foot.

Each elevated station will offer convenient access with two entrances, one at each end of the 160-metre platforms, making them highly accessible to the surrounding areas - compared to current exits at stations in Brunswick.

The stations will be built to accessibility standards, with lifts, tactiles and hearing loops. Straight platforms are also critical to meeting accessibility and rail safety standards.

We'll improve station access for all as we're transforming the Upfield Bike Path, delivering new separated walking and cycling paths from Moreland Road in the north, to Park Street in the south.

These new paths will meet modern standards and will be accessible for everyone, providing more space for people using mobility aids, prams and riding bikes and scooters. This means safe and accessible active transport options for all to key destinations, retail and dining precincts and education facilities as Brunswick and Parkville continue to grow.

Look and feel of the stations

We heard the community want station designs that fit in the local area and are sustainable.

We understand how complex and narrow the rail corridor is along the line. The team is working with designers experienced in designing rail bridges, elevated stations and rail infrastructure in complex environments such as the narrow rail corridor to minimise impacts of the new stations, where possible.

You also told us you want more greenery and landscaping. The new stations will be located within two MCGs worth of new community open space, including new trees and landscaping, that will be shaped by consultation with the local community.

The feedback you shared about what you love about Brunswick and Parkville and how you move around the area, along with engineering requirements and technical assessments, will inform concept designs that will be released from 2027.

You'll have more opportunities to help shape key elements of the design, like walking and cycling connections, accessibility, landscaping, open space and station precinct design in future phases of community consultation.

Building for the future

The modern stations will have the capacity to serve today's passengers and future community growth.

We're working with the Department of Transport and Planning to ensure new stations, active transport connections and new open space are considered by Brunswick and Coburg Activity Centres program. To learn more visit **engage.vic.gov.au/activity-centres-program**

Find out more

Scan the QR code or visit **levelcrossings.vic.gov.au** to read our 'Selecting the best design for Brunswick and Parkville' report to learn more about the key considerations of the design as well as the location and benefits of the two new stations.

Planning the Brunswick and Parkville level crossing removal

Planning approvals are an integral part of every level crossing removal project. We work with the Department of Transport and Planning, Heritage Victoria, Environmental Protection Authority Victoria, the Department of Energy, Environment and Climate Action and Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation Registered Aboriginal Party to ensure we meet all regulatory standards and requirements.

Level crossing removal projects planning approvals typically include:

Planning approval under Clause 52.03 is required to conduct project works associated with the Brunswick and Parkville level crossing removals. Clause 52.03 is the commonly used planning approval process for infrastructure projects and has been used for previous rail projects. Planning approval for the project will be sought under Clause 52.03 of the Victoria Planning Provisions for the Merri-bek and Melbourne planning schemes.

As part of future planning consultation, community and key stakeholders can make submissions on planning matters about the project. All submissions received will be summarised in a consultation report to inform the Minister for Planning's assessment of the project.

Cultural Heritage Management Plan (CHMP) approval. CHMPs assess potential project impacts on Aboriginal cultural heritage and outline measures to be taken before, during and after project works. Our team will prepare a CHMP under the *Aboriginal Heritage Act 2006 (Vic)* to be approved by the Wurundjeri Woi-wurrung Cultural Heritage Aboriginal Corporation Registered Aboriginal Party.

The *Heritage Act 2017* (Victoria) protects and conserves the cultural heritage of Victoria and manages changes to places of historical significance. As we will be working in areas listed on the Victorian Heritage Register, we'll seek the required approvals from Heritage Victoria.

Approval under the *Major Transport Project Facilitation Act 2009* (MTPFA) allows us to use a single process for assessments, approvals and delivery of major projects.

This helps to streamline major projects that are deemed to be of significant economic, social or environmental importance to the state.

These approvals will be in place before early works start from 2028.

Victorian Environment Effects Act 1978

Under the Environment Effects Act (EE Act), we're required to assess potential impacts of the project and consider a range of environmental, heritage, social and economic matters.

As the project has the potential to meet two of the combined referral criteria, heritage and amenity, it's been referred to the Minister for Planning to determine whether an Environment Effects Statement (EES) is required.

The Brunswick and Parkville level crossing removal project is a significant opportunity to invest in the local area and make the community an even better place to live, work and play.

These processes are an important step in shaping great communities, while minimising local impacts.

EES referral

An EES referral is a submission to the Minister for Planning that includes a description of a proposed project and a preliminary assessment of the potential environmental effects.

There are individual criteria and combined criteria to determine whether a project requires a referral. Learn more at **levelcrossings.vic.gov.au/brunswick-enviro**

The referral covers a wide range of topics, including:

- an overview of the project and approach to urban design
- the project area, including areas that may be used for construction or to store materials
- a description of existing environmental conditions
- assessments of construction and project effects on ecology, heritage, planning, noise and vibration and traffic
- how we'll plan to manage and mitigate any potential for significant environmental effects.

Where to read the EES referral

All EES projects and referrals are available at **planning.vic.gov.au/environmental-assessments**

Next step in the referral process

The Minister for Planning will review the referral and decide if the project requires further assessment under the EE Act or if existing legislation and approval processes are sufficient to manage the potential environmental effects of the project. The Minister's decision will be available at **planning.vic.gov.au/environmental-assessments**

This booklet outlines information in the referral.

Design update

Early designs of the new 2.1 kilometre rail bridge are progressing.

As part of planning approvals, we've developed technical specifications that will inform designs for the rail bridge designs, including the approximate heights, clearances, and amenity features such as screening and urban design guidelines. These details will be refined as we progress toward concept designs for the new stations and rail bridge in the coming years.

Concept designs of the new stations and rail bridge will be released in 2027.

The rail bridge and new accessible stations

Height of the rail bridge

The rail bridge is expected to be from 5 to 6 metres high, from ground level to the underside of the bridge, with heights varying due to the natural changes in ground level throughout the area.

Any screening on top of the rail bridge will add to the overall height.

Dawson Street and Brunswick Road have a minimum clearance of 5.4 metres under the rail bridge. This is guided by VicRoads standards to ensure safe passage for all vehicles.

All the other streets where we'll remove the level crossings are municipal roads and have a minimum clearance of 4.8 metres under the rail bridge.

Noise

The rail bridge will minimise impacts from noise as it will be built out of u-shaped concrete bridge segments, known as u-troughs, in which the train sits.

Using u-troughs reduces the noise generated by trains moving along the track, as the train wheels and tracks sit within the concrete structure.

Much of the noise experienced from rail operations also comes from train wheels running along the tracks, and older rail lines with imperfections in the track can be noisier than newer lines that will be installed as part of the project.

Removing the level crossings also means no more ringing bells from the boom gates and trains no longer needing to sound their horns as they travel over the roads with a level crossing.

Trains will continue to use their horns for safety purposes when arriving and departing stations as this is a Metro Trains operational safety requirement.

Where possible, speakers at the stations will be positioned to minimise noise beyond the platforms and station concourse and the volume will be adjusted at night when the background noise levels are lower.

Noise levels from the station, including the noise from the public address system, will comply with the thresholds set out in the EPA's Victoria State Environment Protection Policy (The Noise Protocol, May 2021).

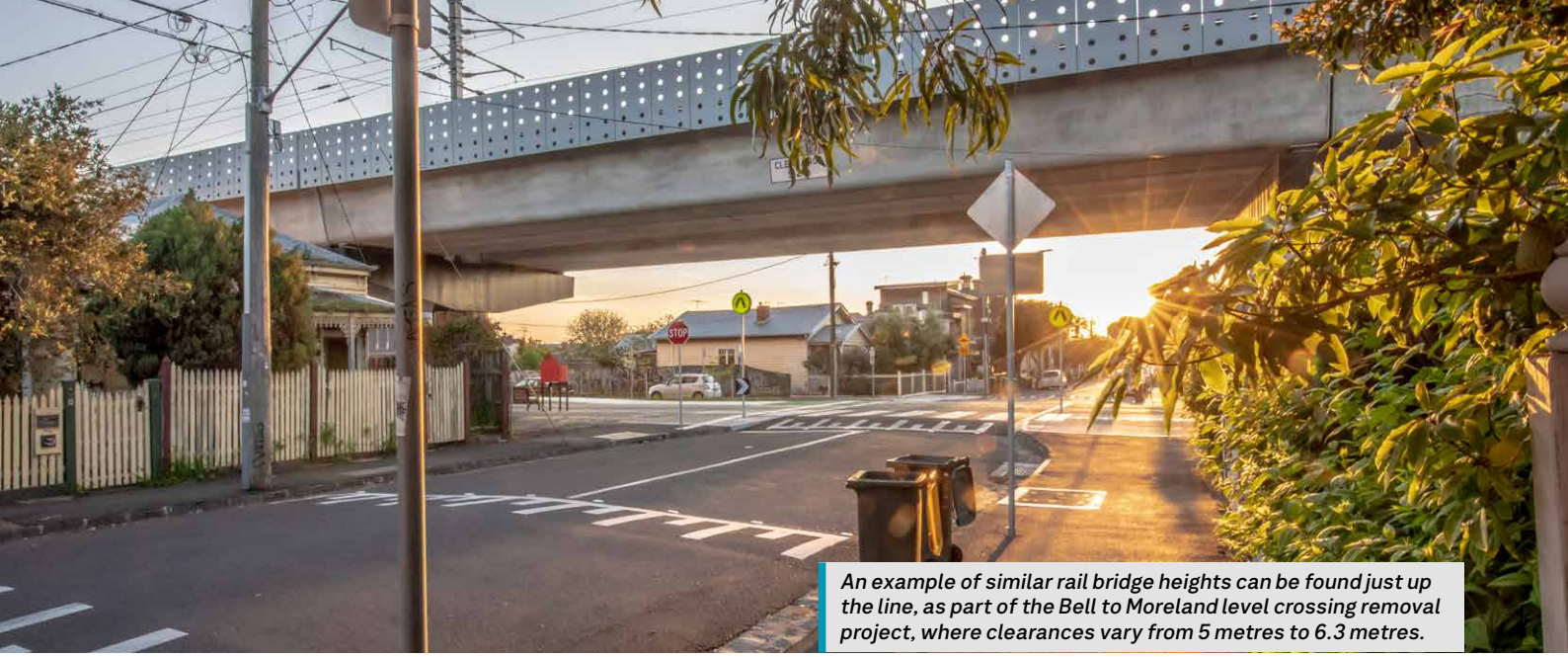
As part of the project design and development, we use noise monitoring equipment to record the current noise levels experienced by residents at different points along the rail line. Using the existing noise levels as a baseline, we then prepare noise modelling to predict the future noise levels at the end of the project, when trains will be running.

These predictions are assessed against a standard called the Victorian Passenger Rail Infrastructure Noise Policy 2013 (PRINP).

Indicative designs and noise modelling show for most people along the rail line, noise will be improved.

We will continue to undertake further noise modelling to ensure noise levels adhere to the PRINP.

This project is in the early stages of development and we are working to develop the designs and further our understanding of the potential impacts along the rail line.



An example of similar rail bridge heights can be found just up the line, as part of the Bell to Moreland level crossing removal project, where clearances vary from 5 metres to 6.3 metres.

Screening

At the new stations, architectural screening at least 1.8 metres high will be installed to minimise overlooking.

Along the rail bridge, architectural screening at least 1.2 metres high will be installed to minimise views from the train into homes and backyards.

Historic heritage

Preserving Brunswick and Parkville's heritage is an important element of our project design. There are places rich in heritage around the project area including:

- Royal Park and Royal Parade
- Former Coburg Railway Line, which includes Brunswick and Jewell stations
- Former Brunswick Gas and Coke Company Retort House (Lux Foundry) and
- Former Cable Tram Engine House and Tram substation.

We'll work to ensure our design and construction methodologies preserve the historical significance of these places.

Both Brunswick and Jewell stations are State heritage-listed and will be retained and repurposed. How the heritage-listed buildings will be repurposed will be determined in the coming years as project development progresses.

Anstey Station is not State heritage-listed and will be removed to enable more community open space and provide improved sightlines for people moving through the area.

We have undertaken extensive consultation with Heritage Victoria and will continue to work in partnership for the best possible heritage outcomes.

Urban design guidelines

Our team have worked to create comprehensive urban design guidelines that will help shape the project. These guidelines focus on creating high quality spaces that capture the needs of the community, and are well-connected, accessible, safe and vibrant.

We're working with Merri-bek City Council and the City of Melbourne to incorporate their feedback where possible and work towards delivering the best outcomes for the local community.

The urban design guidelines are site specific, which build upon the program wide measures and objectives which the Level Crossing Removal Project developed in the Urban Design Framework.

To read more about the Framework visit **levelcrossings.vic.gov.au/about/urban-design-framework**

Voluntary Purchase Scheme

The type of engineering solution applied to a level crossing removal project, for example an elevated rail design, may directly impact residents living next to the railway line. In these instances, property owners may be eligible to sell their property to the State, should they choose. Specific criteria are used to determine eligibility.

The Level Crossing Removal Project has offered a Voluntary Purchase Scheme on previous projects, and the same criteria will be applied on the Brunswick and Parkville level crossing removal to identify any eligible homes.

A Voluntary Purchase Scheme is expected to be offered to eligible residential properties in line with our existing criteria, however eligibility will not be confirmed until designs are finalised in 2028, when we will have key measurements. Should a Voluntary Purchase Scheme be rolled out, we'll contact eligible property owners.

Travel connections

New road crossings

Once the level crossings are removed, each road will require a new crossing style to ensure safe movements for people travelling on the separated walking and cycling paths on the Upfield Bike Path.

To understand which style of crossing is most appropriate for each road, investigations including movement and place assessments, road safety reviews, traffic modelling and a review of standards of local and international guidelines were carried out. These investigations also considered the traffic volume, existing road conditions, how the roads are used and bus routes.

Recommended crossings were selected by technical specialists based on a thorough review of the information gathered.

Signalised crossings are recommended for:

- Albion Street
- Victoria Street
- Dawson Steet
- Brunswick Road
- Park Street.

For Albion and Victoria streets, signalised crossings are suggested due to the bus routes which run along these roads. On Dawson Street, Brunswick Road and Park Street, the high traffic volume indicates the safest options are signalised crossings. We're exploring options to optimise signalling at these crossings for bike riders.

Zebra crossings are recommended for:

- Hope Street
- Albert Street
- Union Street.

Upfield Bike Path.

These roads have lower speeds and lower volumes of traffic. The data suggests these crossings would benefit from a raised zebra crossing with pedestrian and bike rider priority.

These findings are preliminary and we'll refine plans as planning and design works continue. We'll work with the Department of Transport and Planning and Merri-bek City Council and the City of Melbourne to ensure the most appropriate crossings are used for each road.

We're building over 2 kilometres of new separated walking and cycling paths, improving journeys for the 2500 bike riders and pedestrians who use the path daily. The new paths will connect to the existing Upfield Bike Path in the north, upgraded as part of the Bell to Moreland level crossing removal project and into the Capital City Trail in the south.

Once the project is complete, there will be over 4 kilometres of dedicated walking and cycling paths between Bell Street, Coburg and Park Street, Parkville, delivered by the Level Crossing Removal Project.

These new paths will provide more accessible active transport options to get to key destinations, retail and dining precincts and educational facilities.

We'll also continue investigating options to provide optimised crossings for bike riders along the new separated bike path, to minimise wait times at crossings.

We'll also build new and secure Parkiteer bike and scooter storage facilities at the new stations.

We'll have more information to share with the release of concept designs from 2027.

Connecting to Sydney Road

East-west connections will be improved once the rail line is elevated and the barrier of a rail line is removed. New paths will provide safer connections for people travelling through Brunswick, while new wayfinding signage will clearly direct people to important local destinations.

People using the newly upgraded Upfield Bike Path will be able to safely travel to their preferred road to access Sydney Road.

Bus stops

Existing bus stops on Albion Street, Victoria Street, Dawson Street, and Brunswick Road are likely to remain in their current locations.

We'll investigate opportunities to upgrade bus stops closest to the new stations and we'll work with the Department of Transport and Planning throughout the project.

As we're still in the early development stage, these details are yet to be finalised. Further information about any potential changes to bus stops will be shared with passengers and the local community once the design is complete.

Station pick-up and drop-off zones and parking

The new stations will have designated pick-up and drop-off zones.

These are expected to be Hope Street for the northern station and on Union Street for the southern station.

Some car parking on Orient Grove will be permanently removed for the northern station precinct and separated walking and cycling paths.

Changes to Park Street

We'll lower Park Street slightly to allow for a 4.8 metre clearance under the rail bridge.

The service road, and footpaths on both sides of Park Street will remain at level. There will be changes to on-street parking during construction with a minor loss of parking following the completion of works. Further design work is required to confirm the number of on-street parking spaces that will be impacted. We'll work closely with local residents as these details are refined.

Upfield Bike Path beneath the elevated rail delivered as part of the Bell to Moreland project.

Working through construction

We're committed to minimising construction impacts for the local community and we'll put mitigation measures in place. Early works will begin in 2028 and major construction will start from 2029. The level crossings will be gone and the new stations open in 2030.

Keeping you up to date

We'll notify Brunswick and Parkville community before works start and keep them up to date throughout construction. We'll provide notifications in a variety of ways, including:

- printed materials including works notifications and newsletters
- SMS notifications
- project web page updates **levelcrossings.vic.gov.au/brunswick**
- email updates
- online and in person information sessions and pop ups

Give us a call

Our community information line is available 24 hours a day, seven days a week. You can speak to a team member on **1800 105 105**, anytime. For languages other than English call **9209 0147**.

Landscaping and heritage station building at Coburg Station.

Disruptions

While we work there will be changes to the way the community walks, rides and drives through Brunswick and Parkville. We work to minimise disruption as much as possible and will share information about detours and confirmed impacts to the local community in the coming years.

To safely work on and near roads, there will be times where we need to close roads and lanes. We'll always work to maintain access to properties, but if impacts are unavoidable, we'll contact residents and business owners ahead of any upcoming changes.

When it comes time to remove the rail tracks from the road, we'll need to remove the existing road surface, asphalt a new road and build new kerbs.

Where possible, we'll stagger road disruptions around the project to ensure people can still travel through the area.

With a project of this size and working within a narrow rail corridor, we'll need to close sections of the Upfield Bike Path for an extended period of time. This is for the safety of the community and crews while we build the new rail bridge.

Signed, temporary cycling detours will be in place to provide alternative routes during closures and we'll continue to investigate other measures to get people where they need to go, as safely as possible.

Preliminary options for detour routes have been developed to balance impact to the overall network and the most optimal route available. These detours are subject to change.

We understand this is a heavily used active transport corridor and will work with Merri-bek City Council, City of Melbourne, the Bicycle Network Group and the local community to support active transport users during construction.

To build the elevated rail bridge and new stations, there will be times when trains will not run on the Upfield Line.

Part of our project planning includes developing methodologies for fast and efficient construction to minimise the impact to passengers and train services.

Typically, there will be a range of short-term closures of the line which we aim to do during off-peak times, like weekends and after hours, with buses replacing trains during these times. When the Upfield Line is closed we'll work 24 hours a day to complete works as quickly as possible and to minimise disruptions and impacts for passengers along the Upfield Line.

Later in the project, we'll need to close the Upfield Line to complete construction and get trains running on the new bridge and to the new stations. During these works buses will replace trains for up to three months.

We're continuing to investigate ways to keep people moving during this time and we'll be able to share more in the coming years.

While typically rail replacement buses use Sydney Road, the project is exploring cross-line bussing. This means bussing passengers to neighbouring lines such as the Craigieburn and Mernda lines, so that fewer busses will use Sydney Road. We'll also work with Yarra Trams to investigate the possibility of running additional trams while trains are not operating.

Did you know?

Careful planning goes into scheduling works to minimise disruptions to all passengers, including those with accessibility needs. Low floor replacement bus services are generally used and can provide wheelchair access via ramps or directly from the bus stop, depending on the stop location.

During previous closures of the Upfield Line, we've also had wheelchair accessible taxis on standby from 6am to 9pm at major interchanges. Outside of staff hours, passengers can call the closest staffed station to organise an accessible taxi. Passengers can also contact Transport Victoria to book an accessible taxi in advance while buses replace trains on a section of their journey.

Trees and parks

Flora and fauna

We know trees, vegetation and green space are important to local communities and support vital biodiversity along the rail corridor. Minimising vegetation removal is considered in both project design and during construction.

Initial investigations show that some trees and shrubs will need to be trimmed or removed. As the project is in the early development stage, we'll work to minimise these impacts and retain as many trees as possible.

As part of our planning, independent arborists and environmental experts will conduct comprehensive assessments of every tree and all vegetation within the project area. With their advice, we'll refine our designs and use construction methods that retain as many trees and as much vegetation as possible.

As part of the project, we'll plant two trees for every one removed, with planting taking place when construction is complete.

A flora and fauna assessment for threatened species has been undertaken in the project area, which spans from Royal Park in the south, to Moreland Road in the north.

Potential foraging or habitat opportunities for the Gang-gang Cockatoo, Grey-headed Flying-fox, Little Eagle, Powerful Owl, Swift Parrot, Square-tailed Kite and Tussock Skink were identified within the area, though only the Gang-Gang Cockatoo, Grey-headed Flying-fox and Little Eagle have been observed by wildlife specialists.

Investigations show any potential impacts are expected to be minor, with the project area generally limited to foraging opportunities for these species, with no breeding or roosting recorded.

Before tree and vegetation removal, we work with fauna handlers who inspect trees and vegetation and safely rehome any fauna we may encounter. These fauna handlers are also on site during any vegetation removal works to safely relocate any wildlife we may encounter unexpectedly.

Use of parklands

We'll minimise impacts to parklands wherever possible.

- Royal Park is where the rail bridge will begin to rise and construction will take place in the rail corridor which is VicTrack land. We'll also need to use a small section of VicTrack land in Royal Park between the train and tram line for laydown and site access. We may need to undertake some tree removal and trimming to safely carry out works. The project team is working to minimise the impact on vegetation as we develop the designs. We will also be planting new trees, shrubs and grasses in the area as part of the project.
- At Bulleke-bek Park, we'll need to temporarily close a portion of the park to safely construct the rail bridge and new northern station. The Project will minimise use and impacts to the park as much as possible. Any areas of the Bulleke-Bek Park impacted by construction will be rectified and the park reinstated upon completion of works. Once the elevated rail bridge is constructed, the barrier of the rail line will be removed, improving east and west connections in this precinct. The area will also be enhanced with new open space under and on either side of the new rail bridge.
- During construction we'll temporarily use the western portion of Clifton Park to store construction materials, vehicles and machinery.
- Having equipment, machinery, vehicles, construction materials and site offices close to the project minimises the length and impacts of disruptions for the whole community, including fewer trucks on local roads and shorter disruptions for passengers on the Upfield Line.
- Any areas of the park impacted by construction will be rectified and the park reinstated upon completion of works. We'll work closely with impacted community groups to ensure their activities can continue locally.

Yarning Circle at Moreland Station.

Living near construction

Noise and vibration

We've undertaken noise monitoring along the rail corridor and at the level crossings to identify potential noise impacts of our works and proactively work with affected residents and businesses to minimise noise impacts during construction.

We'll seek to minimise noise and vibration by:

- scheduling works during standard construction hours as much as possible, generally from 7am to 6pm, Monday to Friday and 7am to 1pm, on Saturdays
- using quieter reversing alarms on our vehicles and machines
- offering respite and relocation to eligible residents during noisy night works, where noise thresholds are exceeded
- keeping our machinery in good working order.

During our works, the project team monitors noise and vibration levels to make sure they are within the Environment Protection Authority (EPA) noise control guidelines.

Respite and relocation

We understand that major construction does have an impact on the community. We'll work to mitigate this where possible.

In the lead up to and during construction, the project team will work closely with residents to understand any measures which may need to be taken to minimise the impact of works. This can include proactive offers of respite or relocation.

- Respite may be offered to residents, this may include noise cancelling headphones or vouchers to activities providing respite periods.
- Relocation is offered to eligible residents to provide alternative accommodation for sleeping.

The project has a dedicated team who manages respite and relocations. This team works to determine anticipated impacts from works and eligible properties for proactive respite and relocation.

When major construction starts in 2029, our team will work individually with eligible households to provide detailed information about the respite and relocation offered and to discuss their needs. Our team gets in touch with eligible residents through email and letterbox notifications, telephone calls and doorknocking where possible.

During works, respite and relocation requests are assessed on a case-by-case basis, depending on the nature and extent of works occurring on site.

Lighting

Lighting is sometimes required at night for the safety of the community and our workers. To limit temporary spill from lighting towers, we'll:

- keep lighting to the minimum necessary for safe access or construction
- direct light towers away from homes, businesses and public buildings.

Working with local businesses

Supporting local traders is important to the project and we have a team dedicated to helping local businesses.

We will continue to engage with traders throughout the life of the project, working on managing any impacts due to construction.

We work to maintain pedestrian access to businesses and provide clear paths and signage to direct people safely through the area.

We'll strongly advocate for shopping locally and sometimes partner with local businesses to provide goods and services for our workforce.

Ground conditions

Managing and treating soil is a standard part of the construction process. We responsibly manage our worksites to keep communities healthy and protect the environment.

During planning, qualified specialists test the soil and develop a management plan. All soil handled and removed from the site will be managed in line with the stringent protocols of the EPA. We will work closely with the EPA, and all works will comply with the *Environment Protection Act 2017* and all relevant environmental guidelines.

Air quality

Construction may generate dust and other air emissions. We'll use a range of measures to reduce and manage dust which may include:

- air quality monitoring
- watering unsealed roads and surfaces
- using water carts to spray and suppress dust
- limiting speeds
- covering truck loads and stockpiles.

Before and during construction, the project team monitors noise and air quality to make sure levels comply with the requirements of the EPA's Civil construction, building and demolition guide (Publication 1834).

As part of the Brunswick and Parkville level crossing removal project, we will have the opportunity to plant thousands of trees, grasses and shrubs in the local community.

Sustainability

We're committed to sustainable practices that deliver positive environmental outcomes and go beyond requirements to reduce environmental impact.

These practices include environmentally sustainable design principles and initiatives to reduce operating costs and environmental impacts while increasing building resilience.

Our previous projects include the Bell to Moreland level crossing removal project, where Coburg Station achieved a 6-star Green Star As-Built rating through the implementation of leading sustainability initiatives including station solar arrays, cement reduction, water tanks, active transport and community facilities and improvement in ecological value.

Our works on the Preston level crossing removal project achieved a leading sustainability rating of 93 out of 110, a score which acknowledged the positive outcomes the team were able to achieve:

- 105% increase in ecological value
- 55% reduction in operational water use
- 49 tonnes of carbon savings through low carbon paths
- 46.9% reduction in project energy use
- 22% reduction in greenhouse gas emissions for materials.

Artwork at Bell Station.

Project timeline

2022
- Project announced

2024
- Community consultation

2025 to 2026
- Site investigations and planning

2027 to 2028
- Early concept designs released
- Community consultation
- Further community consultation on refined designs
- Early works

2029
- Construction

2030
- Construction
- Boom gates gone for good
- Stations open

2031
- Community open space completed

** Timeline subject to change.*

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Next steps

Our team is continuing technical assessments and engineering work to develop the project designs. We'll carry out site investigations to help inform the designs. Concept designs will be released from 2027.

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