



**SUBMISSION TO
THE LEVEL CROSSING REMOVAL AUTHORITY –
ESSENDON JUNCTION (BUCKLEY STREET)
GRADE SEPARATION OPTIONS**

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1. OVERVIEW

1.1 Background

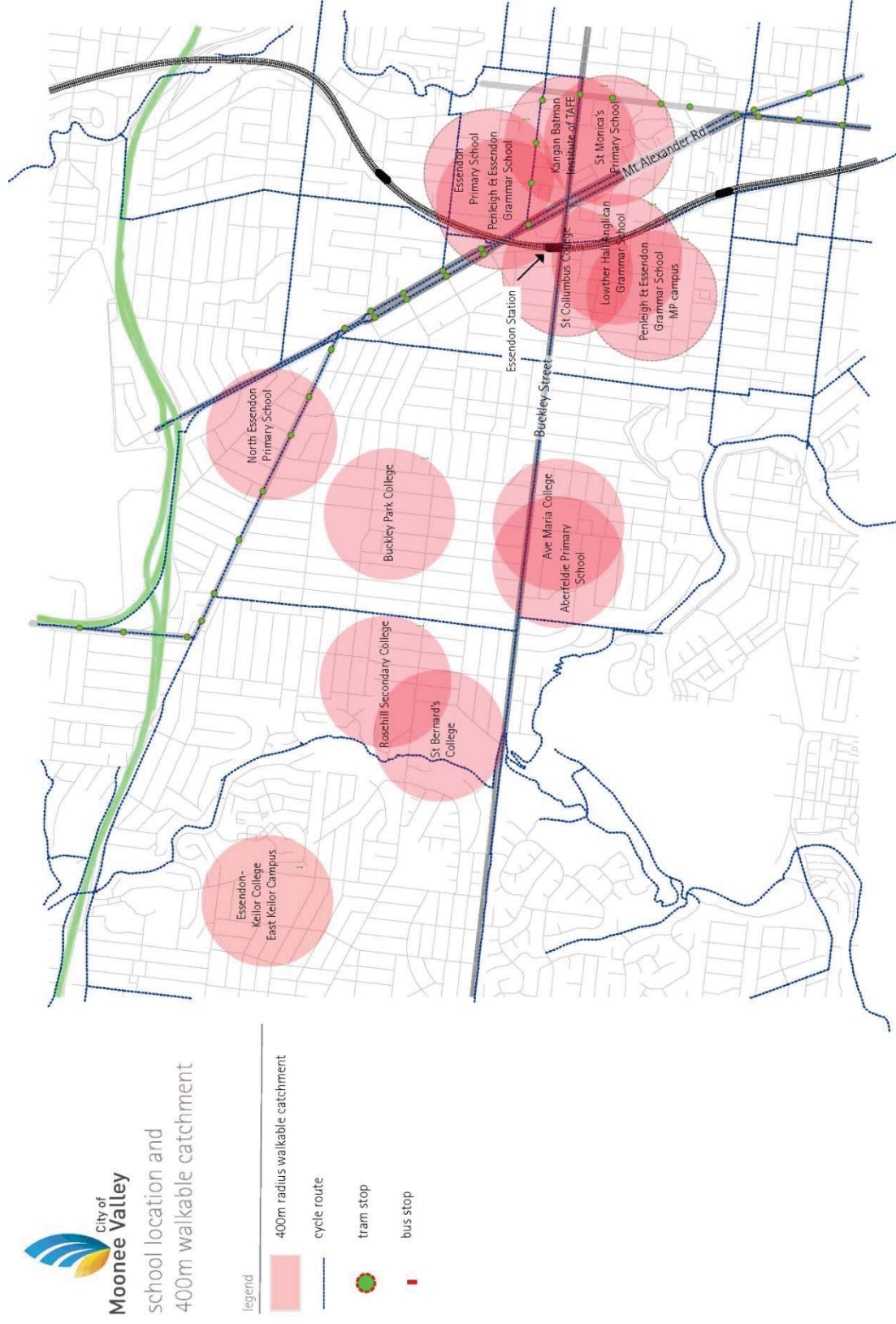
Moonee Valley City Council has long recognised the negative impacts of the existing level crossing at Buckley Street, Essendon. These impacts include:

- delays to traffic movements and general lack ability for traffic to move easily within the area
- lack of DDA compliance in the area, and in and around Essendon Station
- the safety implication for the more approximately 4000-5000 students and additional commuters using the area every day
- lack of safe cycle routes.

Since 2012 the Council has been seeking a precinct wide solution, one that recognises the needs of Essendon Junction. The challenges facing Essendon Junction through the level crossing removal are many and varied given:

- The vast numbers of students attending the nearby schools – in the vicinity of five thousand students are within the Essendon catchment (*Figure 1*)
- The large volume of commuters, and the mode change between tram, train and bus
- The high number of vehicles that use Buckley Street, moving east-west and those using local streets to travel north-south
- The existing and emerging built form environment, including new multi-storey apartments
- Heritage values of the Church, Station, and Rose Street buildings
- The need to maintain and enhance the retail provision in Rose Street and elsewhere in the Junction.

Figure 1: School location and walkable catchment surrounding Essendon Train Station



1.2 Council Position

The LXRA has released options to remove the level crossing at Buckley Street Essendon, and invited submissions from the community and stakeholders. The LXRA announced their preferred option of a road-under solution.

Four options for rail-under outcomes were also presented; each of these options requires significant private property acquisition which is not supported by Council. The LXRA did not present all rail-under options which would allow for a solution that is considered to not require acquisition of properties.

The level Crossing Removal Authority's (LXRA) preferred road-under option at Buckley Street Essendon is inconsistent with Council's position, which is to seek a rail-under outcome, and is generally inconsistent with their own UDF.

Council considers all options should be fully assessed, including solutions that do not require land acquisition.

There are many unresolved issues associated with the road-under option. If the LXRA's preferred road-under option is ultimately delivered, these matters must be addressed with guaranteed State Government funding allocated to ensure implementation.

It is considered preferable that the Buckley Street, Essendon project is deferred until such time as all matters are addressed, including resolution of Park Street and Puckle Street crossings given their proximity to Buckley Street.

1.2 The Road-Under Proposal

An analysis of the road-under option, indicates the following:

- There will be a 385m trench along Buckley Street with traffic lanes reduced from four to three
- Local traffic movements, including bus movements will be significantly restricted
- The road-under option is generally inconsistent with the LXRA's urban design framework.

The LXRA has not outlined, or addressed, the impacts from the forthcoming increases in train frequency as proposed by PTV which will see service frequency increase, leaving Park Street and Puckle Street boom gates down for even greater periods than the present 78 minutes in the two hour morning peak.

As yet, the LXRA has not provided details regarding public transport and public realm improvements which are proposed to form part of the level crossing removal project. No information has been presented that demonstrates that a road-under outcome will provide a superior value over the long-term.

1.3 Other Options

Council does not support the options presented by the LXRA which require land acquisition.

Council considers it appropriate the LXRA fully assess the potential value in terms of connection, sustainability, public realm and redevelopment outcomes that could be yielded from each of the grade separation solutions available to the LXRA, in addition to those placed on public exhibition. These include those which do not require land acquisition, and that these be made available for public scrutiny.

2. Urban Design Outcomes

A detailed review of the Road-Under proposal is included at Attachment 1. This presents a review of the Preferred Option against the LXRA's published Urban Design Framework (UDF) which was developed in consultation with the Office of the Victorian Government Architect (OVGA).

While the Road-Under Preferred Option does not meet the objectives set within the LXRA's UDF, Council has identified elements which could be included to facilitate an improved outcome in the event that the State Government proceeds with a Road-Under solution (Attachment 2).

In summary, the design:

- Introduces a further barrier to connectivity in the form of a 385m trench into the heart of Essendon, which will significantly impact the cohesiveness of the precinct surrounding the train station and retail areas
- Does not optimise wider precinct connectivity above existing conditions, particularly around Mount Alexander Road and the Junction where in the vicinity of five thousand students attend nearby schools
- Significantly reduces the permeability of the street network surrounding the grade separation
- Fails to remedy the dangerous transport movements for pedestrians, trams, and cars at Essendon Junction by separating out movement
- Does not offer a solution to tram/train inter-modality or provide for a DDA compliant tram and bus stops, and does not improve the access issues associated with the current platform levels on Essendon Station.

As part of the assessment, Council has outlined the critical elements to be included to ensure maximum public benefit is delivered while mitigating the impacts of the new 385m trench.

3. Traffic, Parking and Movement

3.1 Approach

Council has commissioned a detailed review by expert traffic consultants of the Road Under proposal. The report by O'Brien Traffic Group is attached.

3.2 Impacts

It is clear a holistic understanding of, and solution to, the full impacts of the traffic, parking and public transport movements (including buses) and upgrades has not been fully developed and agreed with key stakeholders. These stakeholders include:

- VicRoads
- PTV
- Bus Operators, and
- Council as the manager of the local road network.

The review of the traffic impacts prepared by O'Brien Traffic demonstrates the local road network will be severely impacted by a road under solution, with the removal of 17 road movements currently available within the 385m extent of the cutting. It is considered the impacts of these movements will be felt strongly by local residents, traders and the school communities within the immediate area.

Figure 2 shows the turn movements that will be restricted by the road-under preferred option.

Attachment 1 – Evaluation of LXRA’s preferred option of ‘Road under Rail’ against the LXRA’s Urban Design Framework

The Level Crossing Removal Authority (LXRA) has been tasked to deliver 50 level crossing removals in Melbourne. In light of the ambitious timeframe, it is considered important experts in Urban Design, Construction Management and Land Use Planning guide the project to ensure holistic solutions for each of the level crossing contexts. To aid in matters relating to Urban Design, a Framework was established by the LXRA outlining the broad expectations of State and Local Governments to ensure ‘high quality, context sensitive urban design outcomes’ (UDF). The following tables summarise the impacts the road-under design will have on the urban context and the extent to which the proposed design relates to, or falls short of, meeting the objectives of the UDF. Of particular importance is the performance measure and qualitative benchmarks specific to the Essendon Junction and Buckley Street context that should be used to inform the ultimate design of the grade separation. To this end, Council considers the identification of a preferred option is premature to all reasonable options being thoroughly tested.

Figure 3, on page 20 presents the inaccuracies in the artist’s impression used at the community consultation in November / December 2016.

Table 1: Road-Under response to UDF design principles

Principle	How does the Road Under Rail contribute/respond to the LXRA Urban Design Framework:
<p>1 Identity</p> <p>1.1 Sense of Place</p> <p>1.2 Responsiveness</p> <p>1.3 Heritage</p> <p>1.4 Journey</p>	<ol style="list-style-type: none"> 1. While retention of the current station preserves the existing identity of Essendon Junction, Council is keen to ensure the State investment realises the full potential of the place and delivers a precinct for the future in the form of an integrated 21st Century station and destination. It is our view the road-under design option will create an inferior public realm through restricted movements surrounding the trench, and does little to address other conflict points across Mount Alexander Road. 2. The restricted vehicle movements as a result of the road-under design will negatively impact permeability of the road network and how people use Essendon Junction. 3. The road-under design does not ease congestion between trams and vehicles travelling north-south on Mount Alexander Road-impacting upon the efficiency of trams during peak hour congestion. 4. The road-under design does not improve the walking journey for students traversing Mount Alexander Road or navigating the Junction west of the rail corridor. 5. The road-under design is not responsive to future capacity on Buckley Street by reducing the lane capacity from four to three. 6. The future development of the IDO site will influence the identity of the Activity Centre and building heights should be responsive to the character established through the Structure Plan.

Principle	How does the Road Under Rail contribute/respond to the LXRA Urban Design Framework:
	<p>7. The road-under design does not contribute to the overall capacity of the place, retaining and introducing further barriers into the precinct.</p> <p>8. The cultural and heritage aspects of Mount Alexander Road as a premier boulevard in metropolitan Melbourne have been ignored.</p> <p>9. The road-under option does not support Buckley Street as a connection on the VicRoads Principal Bicycle Network.</p>
<p>2 Connectivity and Wayfinding</p> <p>2.1 Connectivity</p> <p>2.2 Seamlessness</p> <p>2.3 Legibility</p> <p>2.4 Public transport</p>	<p>10. The road-under design introduces a major barrier to connectivity in the form of a trench perpendicular to the rail corridor, significantly impacting the cohesiveness of the precinct surrounding the train station.</p> <p>11. The road-under design ignores opportunities to address safety and legibility of the Junction where large volumes of students travel to nearby schools.</p> <p>12. The road-under design reduces the permeability of the street network surrounding the road trench and restricts access to local schools west of the rail corridor.</p> <p>13. The road-under design ignores the potential to address tram and vehicle movements through the Junction.</p> <p>14. The road-under design does not offer a solution to tram/train inter-modality or provide for a DDA compliant tram super stop.</p> <p>15. The road-under design reduces the through traffic along Buckley Street from 4 lanes to 3.</p> <p>16. The road-under design restricts egress from Russell Street and the Montessori School on Buckley Street to westbound movements only.</p> <p>17. The road-under design prioritises the needs of commuter traffic over local traffic movements severely impacting upon local residents and the large numbers of families associated with St Columba's College and Lowther Hall Grammar School.</p> <p>18. The road-under design does not provide for grade separation of vehicles and trams on Mt Alexander Road.</p>
<p>3 Urban Integration</p> <p>3.1 Integration</p> <p>3.2 Reconnect</p> <p>3.3 Urban Renewal</p> <p>3.4 Future Proofing</p> <p>3.5 Consultation</p>	<p>19. The road-under design does not offer any improvements to transport mode integration train-bus-tram.</p> <p>20. The constrained IDO site offers limited urban renewal opportunities as opposed to rail-under option.</p> <p>21. The road-under design reduces land use integration and access to properties on Buckley and Russell Street.</p> <p>22. The road-under design does not support State Government policy and strategies (Plan Melbourne) 4.1.2 - <i>Support Local Governments to Plan and manage their neighbourhoods.</i></p> <p>23. The road-under design does not respond to the implications of high frequency trains on the boom gates at Puckle Street and implications on traffic flows across the corridor further south.</p> <p>24. The retention of the station maintains a 19th Century facility rather than designing a station for the future.</p>

Principle	How does the Road Under Rail contribute/respond to the LXRA Urban Design Framework:
	25. Consultation has been ad-hoc, and the announcement of the preferred option premature, ahead of data collection and analysis, leading Council to question the effectiveness of both the Urban Design Framework and Urban Design Advisory Panel process.
4 Resilience and sustainability 4.1 Enduring and sustainable 4.2 Sustainable 4.3 Environmental sustainability 4.4 Pollution mitigation 4.5 Governance	26. The road-under design is not enduring with a reduction in through lanes from 4 to 3 providing limited inbuilt future capacity. 27. The concept is not graceful in that it introduces an additional physical barrier for pedestrians and cyclists to navigate. 28. The limited egress from the west bound service lane on Buckley Street is not functional for the expected volume of vehicle movements generated by the nearby schools. 29. Locating a pedestrian plaza atop a road cutting bridge is not a positive place making strategy and will result in a barren and dysfunctional public realm. 30. The initial cost of the grade separation may at first value appear cheaper, however the long term costs (social, physical and economic) have a high impact on the Activity Centre. It appears the life cycle assessment of the road-under design has ignored these costs. 31. The potential environmental impacts of the development will result in queuing of vehicles on the single lane access roads around the school district to the west. 32. There is no guarantee the road-under option will deliver improvements outside of the project boundary to improve the broader Activity Centre.
5 Amenity 5.1 Improved Amenity 5.2 Comfort 5.3 High Quality	33. The precinct requires a strong civic outcome to knit the Activity Centre together, and create a permeable pedestrian friendly environment. The road-under option introduces a further barrier to movement and impedes the safe and comfortable journey through the wider precinct. 34. A reduction in foot path width surrounding the St Columba's school frontage on Buckley Street is not supported and compromises the amenity and safety of school children. 35. The location of a pedestrian plaza atop the road bridge and adjacent to the railway corridor separated from retail frontages is a poor location and compromises the amenity and function of the space. 36. The constrained access to Buckley Street from Russell Street will result in high vehicle movements conflicting with the role of Russell Street as a bus interchange and high pedestrian environment. 37. The road-under design does not address the potential to improve the amenity of Mt Alexander Road through reinstatement the 60 metre boulevard allowing for separation of trams and vehicles, improved cycling access, new median landscape and activated at-grade commercial interfaces.

Principle	How does the Road Under Rail contribute/respond to the LXRA Urban Design Framework:
	<p>38. The road-under design does not address the compromised comfort and amenity of tram passengers who alight in the middle of a roundabout, onto a non-DDA compliant stop.</p> <p>39. The road-under design does not improve the station facilities in terms of waiting area, weather protection or built form, relying on 100 year old infrastructure in an identified Urban Renewal area.</p> <p>40. There is no detail as to how the design will enhance the Heritage values of the station.</p>
<p>6 Vibrancy</p> <p>6.1 Putting people first</p> <p>6.2 Public Realm</p> <p>6.3 Range of experiences</p>	<p>41. The safety of migrating students through the precinct has not been considered in the design response.</p> <p>42. The movement of vehicles along Buckley Street has been prioritised over the pedestrian and cyclist experience due to the constrained cross section of Buckley Street. The 'make it fit' approach misses the opportunity to strengthen the Activity Centre with well-located additional public spaces.</p> <p>43. Rose Street's village feel will be eroded through higher private vehicle and bus movements.</p> <p>44. The design will constrain permeability across the Activity Centre.</p>
<p>7 Safety</p> <p>7.1 Personal Safety</p> <p>7.2 Perception of safety</p> <p>7.3 Visual connectivity</p> <p>7.4 Direct routes</p>	<p>45. While the road-under design improves aspects of personal safety, this would be more optimally achieved in Council's preferred option.</p> <p>46. Lowering the pedestrian movement network under the rail corridor will mean there is still opportunity for unsafe places, rather than prioritising pedestrian movements above all other modes in the Activity Centre setting. Prioritising cars is at odds with Council's hierarchy of movement.</p> <p>47. No details of materials have been provided to ensure the outcome will 'age gracefully'.</p> <p>48. Locating a key public space away from natural surveillance of the retail frontage could be conducive to vandalism.</p> <p>49. Lowering a pedestrian and cycling route under the rail corridor and through a dark tunnel is not conducive to perceptions of safety, particularly if the access ramp is winding at east side.</p> <p>50. Clear sight lines are not achievable due to the length of the trench under the rail corridor.</p>
<p>8 Accessibility</p> <p>8.1 Universally inclusive</p> <p>8.2 Walkable</p> <p>8.3 Active Transport</p>	<p>51. Wheelchair users have expressed difficulty with navigating the current station; it is not safe for individuals using ramps that exit the train (on Siemens trains) as the platform is much lower than the train putting the ramp used to exit at an unsafe angle. Advocating for DDA compliance at the platform has been identified as a key issue in Councils Disability Action Plan (3.2.2)</p> <p>52. Multiple concerns have been raised through Council's Disability Reference Group and Young People's reference group regarding inaccessible bus stops in Moonee Valley. The current crossing removal project is an opportunity to address some of those concerns at Essendon Station and surrounding area - the community has outlined a need for accessible transport that</p>

Principle	How does the Road Under Rail contribute/respond to the LXRA Urban Design Framework:
	<p>interconnects so they can reach every area of the municipality independently.</p> <p>53. Through the Council's Disability Action Plan, people with disabilities have expressed that we need to review crossing points around public transport to facilitate easy and safe access to public transport and other retail areas. It is thought appropriate DDA access will be very difficult, if not impossible to achieve with the proposed road under solution.</p> <p>54. Having a station that is interconnected with accessible bus stops, tram stops and trains was also identified as a key issue for people with disability in Moonee Valley. Essendon station was mentioned in those consultations as a key area where improvements need to be made. See Disability Action Plan (3.2.4) which states the need for interconnecting transport services that facilitate easy multi-mode trips across the city.</p> <p>55. The road-under design does not address the accessibility issues of the wider precinct to the east of the rail corridor.</p> <p>56. The road-under design does not provide detail on any proposed upgrades to the station and platforms to address safety concerns for elderly and disabled passengers.</p> <p>57. The road-under design does not provide DDA compliant and accessible bus platforms to enable access to Buses at Essendon Station.</p> <p>58. The road-under design does not consider the walking journey of train commuters from the east side of the corridor where there is a high intensity of school students. This data was collected during the context analysis phase yet appears to have had little bearing on the design outcome.</p>

Table 2: Road-Under option measures and qualitative benchmarks

Measures and Qualitative Benchmarks	Critique of the Road-under option in response to the Essendon context
6.1 Whole of project	<p>59. The purpose of the UDF document is to establish the expectations of State and Local Governments for high quality, context sensitive outcomes from the project. More needs to be done to ensure the governance and engagement processes are appropriate to achieving suitable outcomes for this complex project.</p> <p>60. The environment surrounding Buckley Street has many challenges and opportunities, and it is widely held that a precinct design approach is needed to capitalise on central location of the station in the heart of the Activity Centre.</p> <p>61. The value capture and creation of the maximum IDO parcels will only be possible with a rail-under option, whilst also reinstating Mount Alexander Road to allow new development to integrate and contribute to the Activity Centre along Mount Alexander Road and further to the east.</p>

Measures and Qualitative Benchmarks	Critique of the Road-under option in response to the Essendon context
	<p>62. The large population of students attending the surrounding schools and accessing the station daily adds to the imperative for a generous and accessible station precinct.</p> <p>63. The complicated junction round about at Fletcher Street and Mount Alexander Road; the location of a non DDA compliant tram stop; the numerous bus services that access the station on Russell and Rose Streets are all valid considerations in the eventual project scope. These are opportunities to be addressed through this once in a life time investment and should be considered as part of the project brief.</p> <p>64. Council views the road-under design as representing a road based engineering solution rather than taking the opportunity to reimagine the precinct and design for the future.</p> <p>65. The grade separation project and subsequent UDAP processes were tasked with looking at the Urban Design issues raised in this submission, however to date the process has precluded a methodical review in favour of rushing a preferred design to consultation without analysing each option in its entirety or engaging with the community on all of the options.</p> <p>66. Council considers the premature announcement of a 'preferred design' prior to the UDAP reconvening to report back on: Heritage matters; traffic and pedestrian data counts; and the thorough analysis of alternate options; has compromised the integrity of both the memorandum of understanding between the LXRA and Council and the Urban Design Framework produced by the GHD (Urban Design advisor to the LXRA).</p> <p>67. Council considers the road-under option ignores the obvious opportunities the Essendon Station has to offer in redefining the Centre to create a new heart to the Activity Centre.</p> <p>68. Removing the Buckley Street level crossing is only one part of the puzzle. The road-under design does not demonstrate innovation or deliver an intermodal transfer of passengers which considers the quality of the pedestrian experience across the whole of Essendon Junction. With the substantial investment in the area, all of these issues should be considered in determining the preferred design.</p> <p>69. The identification of the IDO site to the east of the station requires greater interrogation of the building envelope and interfaces to ensure any building fits within its context. The resolution of the site's edges and pedestrian permeability in and around the IDO site also requires exploration and should be considered in the design phase of the level crossing removal project.</p>
6.2 Train Stations	<p>70. It is Councils view that the consideration of Heritage matters has not been thoroughly explored. Since no formal application been made to Heritage Victoria to test the possibility of station relocation or demolition, and since the retention of the station in its current location severely retards the capacity for redevelopment of the station precinct, a review of heritage</p>

Measures and Qualitative Benchmarks	Critique of the Road-under option in response to the Essendon context
	<p>matters should be balanced against: a) the requirement for a DDA compliant transport interchange; and b) the economic uplift that could be achieved through the urban renewal opportunities available should the station be relocated or temporarily moved for the lowering of the rail corridor. Council considers the potential of the site has been overlooked without the thorough testing of heritage matters or alternatives for the station complex.</p> <p>71. The current train station is compromised in access, amenity and capacity. Apart from upgrades to the underpass areas, no other upgrades have so far been proposed to address these identified deficiencies. There is no detail provided to date that demonstrates how the existing Heritage station facilities will be upgraded to meet modern comfort and service standards.</p>
6.3 Bridges and Elevated Structures	<p>72. The condition and usable life expectancy of the existing rail bridge over Mt Alexander Road should be taken into consideration in the overall project costs for road-under. If replacement is required this cost should be reflected in the life cycle comparisons of the road-under option.</p> <p>73. The bridge has been subject to regular collisions which results in major traffic disruptions on Mount Alexander Road. The road-under option on Buckley Street provides no improvement at this interface.</p> <p>74. The bridge over Mount Alexander Road has the potential to be upgraded to create a more dynamic urban marker using cladding or lighting as appropriate. The potential of this has not been explored to date.</p> <p>75. It would be beneficial for a new cycling bridge over Mt Alexander Road as a new overpass and commuter cycling corridor adjacent to the Craigieburn line.</p>
6.4 Open Cuttings	<p>76. The introduction of the road under trench effectively creates a perpendicular cutting to the rail corridor. This further disconnection of the precinct is at odds with the objectives of the Urban Design Framework.</p> <p>77. The diagrams and sections do not allow for the direct passage of cyclists through Buckley St which is identified on the VicRoads Principle Bicycle Network.</p> <p>78. The constrained cross sectional attributes of Buckley Street results in narrow single service lanes on either side of the road cutting. The restricted turning movements as a result of the road-under trench greatly diminishes the permeability of the Activity Centre surrounding Buckley, Rose and Russell Streets.</p> <p>79. Council has not been provided with details of lighting or way finding proposed to enhance the open cutting.</p>
6.5 Public Realm and Built Environment	<p>80. Whilst Heritage Victoria has identified the Station Complex as significant and worthy of retention, Council considers there are other aspects that define the history and identity of Essendon as a place (Windy Hill, Mt Alexander Road, Penleigh and Essendon Grammar). All built form and locational attributes are important</p>

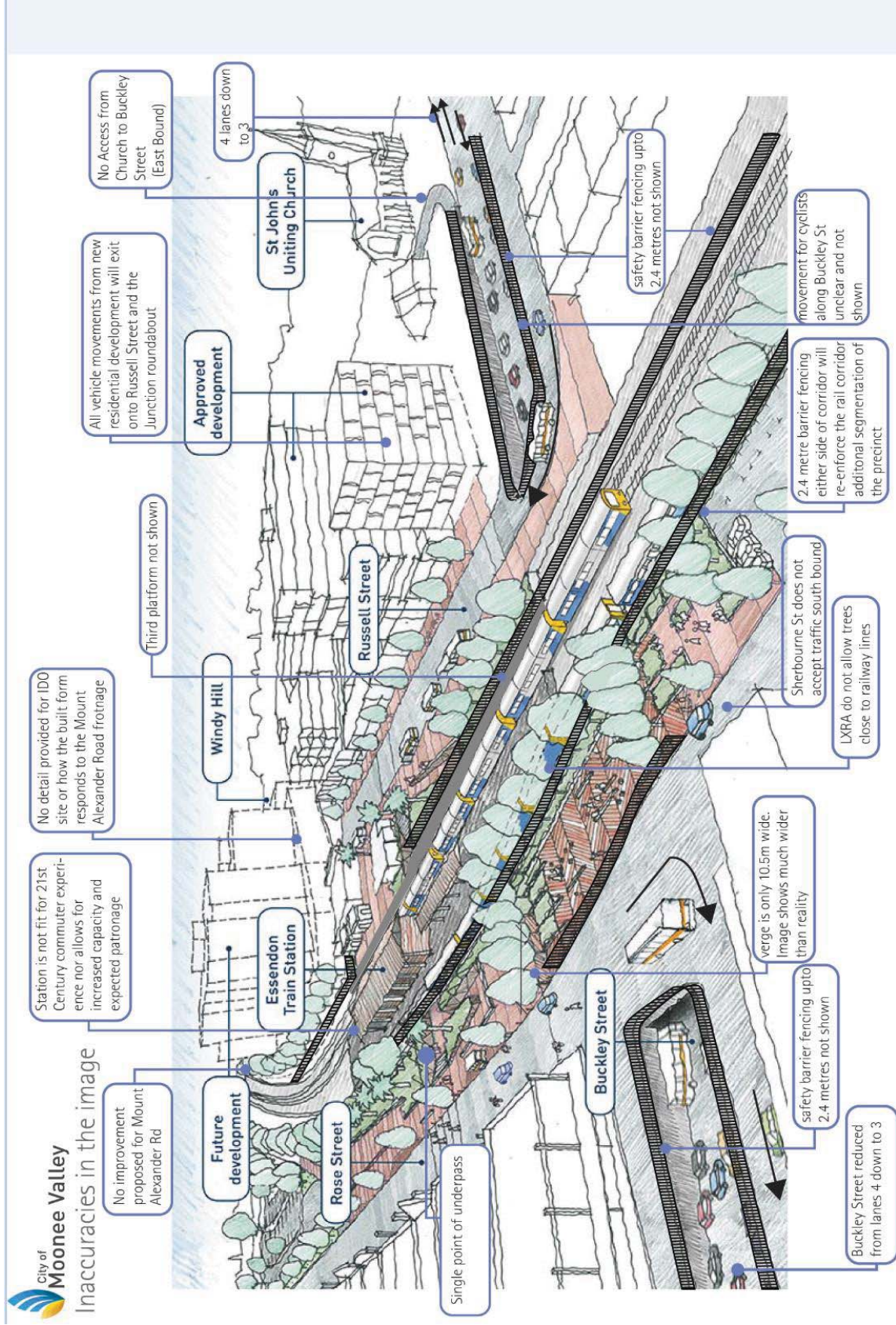
Measures and Qualitative Benchmarks	Critique of the Road-under option in response to the Essendon context
	<p>and should be balanced to ensure the investment by the State in the level crossing removal enables the revitalisation of this underperforming Centre.</p> <p>81. Local schools have expressed plans for future expansion due to high demand for places and the need to stay economically viable. The impact of the road-under option severely impacts the public realm surrounding these schools, and with reduced permeability and access expansion plans could be impacted.</p> <p>82. The road-under option doesn't offer the wider Activity Centre surrounding the junction any additional benefits to the public realm.</p> <p>83. Retaining the current interface to Mount Alexander Road diminishes the opportunity to create an active street level experience due to the current level changes. This is evidenced through the existing setting to the east side.</p>
6.6 Landscape and Natural Environment	<p>84. The at-grade car park to the west of the rail corridor contains numerous established canopy trees particularly along the rail corridor. Future redevelopment of these sites should ensure retention.</p> <p>85. The public realm interface along Rose Street should include a continuous pedestrian realm with seating and break out spaces to compliment the Heritage fabric of Rose Street.</p> <p>86. The road-under option limits the ability to incorporate landscape and natural environmental assets into the cross section of Buckley Street due to the constrained street width.</p> <p>87. The creation of meaningful public spaces in locations that are attractive to pedestrians is pivotal to the successful integration of the station environment in the Activity Centre setting; this is particularly relevant to the design of Russell Street, which is expected to become a high density residential precinct.</p>
6.7 Environmental Sustainable Design	<p>88. The road-under option provides limited opportunities to incorporate sustainability measures into the public realm surrounding the station.</p> <p>89. No detail has been provided to Council as yet to enable critical review.</p> <p>90. The potential IDO site(s) development would be subject to Council's rigorous ESD policy framework. The ESD consideration should be realised at the design and planning stages to ensure an exemplar building.</p>
6.8 Pedestrian and Bicycle Connections	<p>91. The proposed design does not include any provision for cyclists, despite Buckley Street being identified as a Bicycle Priority Route by VicRoads. The area also includes two Strategic Cycling Corridors along Mt Alexander Road and along Fletcher Street, Mt Alexander Road, Shamrock Street and Miller Street (W6 – Flemington to Melbourne Airport and W19 – Maribyrnong to West Brunswick). No provision for cycling has been made along any of these routes. Pedestrian footpaths along Buckley Street will be narrowed in order to accommodate the service</p>

Measures and Qualitative Benchmarks	Critique of the Road-under option in response to the Essendon context
	<p>road network despite pedestrian activity in the area being high, including a significant proportion of school aged children. Rather than “maintain, improve and enhance the existing pedestrian and cycling network” the proposed design increases barriers for walking and cycling along Buckley Street and does not improve cycling along the Strategic Cycling Corridors in the vicinity of the site.</p> <p>92. No provision has been made for pedestrians wishing to cross Buckley Street immediately outside St Columba’s College. While no dedicated pedestrian facilities are currently provided, pedestrians are able to cross with relative ease with the aid of the central median.</p> <p>93. Council’s Essendon Junction Activity Centre Structure Plan identifies Rose Street and Russell Street as Pedestrian Priority Streets, yet traffic (as a result of a road under option) is anticipated to increase along both streets without any improvements to pedestrian facilities. No pedestrian improvements are proposed between the station and the tram stop at Mt Alexander Road / Russell Street / Fletcher Street despite three pedestrian crashes occurring in the past 5 years.</p> <p>94. Pedestrian access across the rail line at Buckley Street appears to be proposed to be removed, requiring pedestrians to use the existing, non-DDA compliant underpasses at Essendon Station.</p> <p>95. Further details should be provided regarding the new pedestrian area on the west side of the rail line (above the Buckley Street cutting).</p>
6.9 Materials and Finishes	<p>96. Limited detail has been provided to Council regarding proposed materials and finishes to the road trench.</p> <p>97. Council considers the release of an inaccurate artist impression to be a substandard approach to the communication of a design solution when other level crossing options have provided realistic photo montages to inform the debate about options moving forward.</p>
6.10 Noise Attenuation	<p>98. No information has been provided to Council regarding proposed noise attenuation to the road trench.</p>
6.11 Lighting	<p>99. No detail has been provided to Council regarding proposed lighting for the road trench.</p>
6.12 Integrated Public Art Works	<p>100. No detail has been provided to Council regarding proposed integrated public art surrounding the station precinct.</p>
6.13 Integrated Development Opportunities	<p>101. Council has prepared a draft DPO to guide development on Victrack owned land surrounding the station. Built form controls should be context sensitive and further review be undertaken by the Office of the Victorian Government Architect.</p> <p>102. Future development should be sympathetic to the built form design controls contained within the Structure Plan and surrounding precinct context.</p>

Table 2 Response to Implementation objectives

Implementation	
7.1 Embedding Design Quality	<p>103. Council will work with the LXRA through the design process to embed design quality into the built form and public realm.</p> <p>104. Council considers the Urban Design Advisory Panel process is critical to success of this project and will be working to ensure all options are presented for critical review.</p>
7.2 Design Quality Initiatives	<p>105. Council is disappointed the Urban Design Advisory Panel process was not reconvened as agreed on the 21st November 2016. Council will continue to advocate for an open and transparent process to occur to allow the thorough exploration of each option including Council's preferred option and associated Heritage matters.</p>

Figure 3 Inaccuracies in the LXRA consultation image



Attachment 2 – Minimum design improvements Council seeks to reduce negative impacts of the road-under option

1. No net loss of pedestrian access under the rail line and ensure all access points are DDA compliant to deal with projected future patronage and movement of large number of students through the precinct.
2. Ensure CPTED principles are applied to create direct lines of sight and safe spaces, particularly at night around the station entrances.
3. Provide additional east west movement capability between IDO and Western Car Park.
4. Replace weather protection canopies to the station entrances that contribute to a quality street interface.
5. Demonstrate how the Heritage ancillary structures will be adaptively reused to contribute to the street life and activation of Russell Street.
6. Demonstrate no net loss of canopy vegetation in the creation of the Rose/ Russell Street plazas.
7. Ensure high quality barriers proximate to public space that frame and contribute to the spatial qualities and minimise the barrier qualities of the rail corridor.
8. Make the station a fit for purpose station with the capacity to accommodate projected numbers of passengers and contribute to the quality journey of users.
9. Ensure the passage for cyclists and pedestrians through the road trench is elevated from the road level.
10. Improve access for pedestrians under the rail bridge on Mount Alexander Road.
11. Improve connections between the station precinct and Windy Hill via a cycling and pedestrian link adjacent to the rail bridge.
12. Ensure IDO site is limited to the car park east of the station allowing the Heritage facades of Rose Street to remain visible to the rail corridor.
13. The IDO site must not present car parking to the Mount Alexander Road frontage (activate ground floor facing all street frontages).
14. Incorporate an active edge to built form along the northern edge of Rose Street and sympathetic interface wherever visible to the public realm.
15. Avoid blank facades or metal screening associated with a multi deck car park.
16. Allocate funds towards the creation of a DDA compliant tram super stop in an appropriate location in Essendon Junction.
17. Provide new bus tops and weather protection canopies utilising high quality design and materials commensurate with an intermodal interchange.
18. Duplicate the railway bridge over Mount Alexander Rd to allow for the safe passage of cyclists along the Craigieburn rail corridor.
19. Ensure cyclists and pedestrians have safe direct passage under the rail corridor at Buckley St to encourage usage of the PPTN route.
20. Upgrade the station facilities including toilets and waiting areas.

21. Provide commuter cyclist storage facilities at the station.
22. Widen the passage of Mount Alexander Road railway overpass to allow for separation of trams and vehicles.
23. Apply a material treatment to the concourse around the station of high quality materials that supports legibility and hierarchy of space.
24. The design should consider the capacity to realise further grade separations of Park and Puckle Street and not preclude these based upon this outcome.
25. Money should be allocated to resurface Russell St to provide improved integration between pedestrian accessing the station and bus services and commuters accessing the station from the east side of the Activity Centre.
26. The brochure of the preferred option needs to be updated to accurately show both pedestrian and cyclist access through the road trench as well as details of barrier fencing.
27. Provide a duplication of the bridge crossing Mount Alexander Road to enable a continuous corridor cycling path to be established.
28. Ensure the Mount Alexander Road Bridge is structurally sound and materially treated to make an urban feature of the bridge in the corridor experience of Mount Alexander Road (cladding and lighting features).
29. It is difficult to see how the retention of the existing Heritage platforms could be retrofitted to ensure the deficiencies in access are rectified to the degree necessary for a station fit for the 21st Century and projected patronage and population living within the Essendon Junction Activity Centre.
30. The design should ensure adequate drainage so the trench does not flood in high rain fall events.
31. Priority to pedestrians and cyclists is an imperative in the design of street, with crossing points and public space to encourage alternate modes of transport to access the station precinct.
32. The engagement process needs to ensure key stakeholders such as PTV, Bus service operators and local businesses are given the opportunity to input into the process to fully realise the integrated land use and transport opportunities at the design stage. To date this has not happened to the degree necessary.
33. The design needs to address the constraints of Mount Alexander Road to tram and vehicle movements and resultant pollution generated by blockages to the movement through the Junction.
34. Demonstrate how the proposed design contributes to the sense of place, functioning and amenity of the Activity Centre surrounding Essendon Junction to pedestrians and cyclists.
35. Ensure access to the station is DDA compliant.
36. Upgrade the station facilities to ensure comfort and weather protection to train users.
37. Provide bicycle storage facilities adjacent to the station.
38. Retain existing vegetation as where practicable for shade and micro climate of the station precinct.

39. Ensure the IDO site provides an appropriate design response in scale and street level activation at all public interfaces.
40. Provide weather protection and fit for purpose bus stops on Russell and Rose Street.
41. Provide detailed design drawings of all public open spaces to demonstrate the use of high quality materials and fixtures to support the range of users.
42. Ensure the IDO site has the capacity to integrate community facilities to meet the needs of the Essendon Community, in particular youth.
43. Ensure public space is well located and programmed to encourage activation.
44. Provide a lighting design that enables the safe passage of pedestrians and cyclists through the station precinct and major pedestrian routes.
45. Allocate funding toward the creation of universally accessible pathways throughout the precinct on access ways to the station.
46. Ensure that bicycle parking is in a safe and fit for purpose storage facility in an open and safe location to encourage commuter community.
47. Ensure the IDO site is designed to enable connections through the site for the elderly and disable users.
48. Ensure wait times at pedestrian crossing points prioritise walking cycling at access the station precinct.
49. Ensure street trees provide shade and micro climate to the station precinct particularly on Buckley, Russell and Rose Streets.

END