DEP9/19 LEVEL CROSSING REMOVALS – HERITAGE VICTORIA PERMIT APPLICATION P31649 – SITE ESTABLISHMENT WORKS AT MORELAND STATION (D19/352865)

Director Engagement and Partnerships

Places and Major Partnerships Projects

Executive Summary

The North West Program Alliance, has applied to Heritage Victoria for a permit to facilitate site construction requirements, Service and Combined Services Route works and temporary relocation and restoration of items within and adjacent to Moreland Station Reserves including the eastern reserve and western reserve (Gandolfo Gardens). The works will include significant tree removal in both Gandolfo Gardens and Moreland Station Reserve.

The application provides no context for how the Bell to Moreland Level Crossing Removal Project will respond to heritage across the whole precinct. This makes it very difficult for Council and the community to make an informed decision about one heritage asset in isolation. There may be scenarios where the removal of a structure or removal of trees could be supported subject to the other retention outcomes and heritage interpretation responses for the project, however without any kind of understanding of how the design of the project will respond to heritage more broadly this is not possible.

A permit application would normally be considered under the Moreland Planning Scheme pursuant to the *Planning and Environment Act 1987*, however a nomination for Gandolfo Gardens and its trees is under consideration for state significance by Heritage Victoria. The 29 August 2019 recommendation of the Executive Director of Heritage Victoria does not support the inclusion of Gandolfo Gardens in the State Heritage Register. However, pursuant to the *Heritage Act 2017*, the current interim protection order is in place on the assets until the nomination process is completed. This has the effect of automatically conferring state significance to the Gandolfo Gardens for the purposes of seeking permission to remove or impact the trees and therefore a permit is required.

The Heritage Impact Statement submitted with the Heritage Victoria application P31649 (the application) dismisses the existing established local significance of the Gandolfo Gardens and the Reasonable and Economic Use Statement fails to adequately consider alternative solutions including the location of the new Moreland Station further south within the reserve, or on the southern side of Moreland Road where there is currently an informal car parking area.

The application information also fails to demonstrate how the proposal responds to the Level Crossing Removal project's own Urban Design Framework which explicitly seeks to preserve local heritage and history.

The application for the substantial removal of trees within Gandolfo Gardens and Moreland Station Reserve should not be supported, and it is recommended that Council advocates strongly for further investigation of the opportunities to relocate the station further south or on the southern side of Moreland Road.

It is recommended Council requests Heritage Victoria to seek further consideration of alternative solutions including the relocation of the new station further south. Further, any decision should also be delayed by Heritage Victoria until the outcome of the nomination process is known.

Officer Recommendation

Council:

1. Notes the Heritage Victoria application P31649 for a permit to facilitate site construction requirements, Service and Combined Services Route works and temporary relocation and restoration of items within and adjacent to Moreland Station Reserves including the eastern reserve and western reserve (Gandolfo Gardens).
2. Writes to Heritage Victoria and makes a submission to Heritage Victoria application P31649 containing the following key points:
    a) Council does not support application P31649, which includes substantial tree removal within Gandolfo Gardens and Moreland Station reserve;
    b) Heritage Victoria is requested to delay a recommendation on the permit application until the outcome of the nomination process is complete;
    c) The Level Crossing Removal Project Heritage Impact Statement, prepared by GJM Heritage, fails to appreciate the established local significance of the Gandolfo Gardens;
    d) Heritage Victoria is requested to seek further justification from the Level Crossing Removal Project and North Western Program Alliance for the location of the new station including whether this is the best outcome from a heritage perspective.
    e) Heritage Victoria is requested to seek information and detail from the Level Crossing Removal Project and North Western Program Alliance regarding:
        i. Additional information on the physical state of Signal 35 and additional justification for removal of 'push rods and other infrastructure at ground level';
        ii. Additional information on the methodology for relocating three Canary Date Palms and that the methodology be independently peer reviewed by an expert with suitable qualifications to assess impact on the palms;
        iii. Archival quality photographic survey of items to be removed and stored;
        iv. Detailed existing drawings including plans, elevations and sections of the Moreland Signal Box;
        v. A Conservation Works Plan which indicates in detail the methodology for dismantling (including labelling parts), transport, confirmation of where materials will be stored, and the methodology for reconstruction.
    f) Heritage Victoria is requested to seek further information from the Level Crossing Removal Project which demonstrates the overall approach to heritage and how the design will impact on all heritage assets within the Upfield Rail Precinct, including responses to how specific assets with be treated, retained, restored, repurposed etc.
    g) Heritage Victoria is requested to secure a financial bond from the Level Crossing Removal Project and North Western Program Alliance for the safeguarding and guaranteed reconstruction and relocation of significant elements.
3. Writes to the Level Crossing Removal Project and the State Government seeking:
    a) Justification for why the new station cannot be constructed to straddle Moreland Road or be located on the south side of Moreland Road;
    b) Evidence that the North West Program Alliance has suitably investigated alternate options which maximise the retention of significant trees with demonstrated local heritage within the Gandolfo Gardens and Moreland

Station Reserves as per the Level Crossing Removal Project's Urban Design Framework.

4. Notes the recommendation of the Executive Director of Heritage Victoria and assessment of cultural heritage significance under Part 3 of the *Heritage Act 2017*, at Attachment 3 to this report, in relation to the proposed nomination to amend the statement of significance for Victorian Heritage Register (VHR) H0952.

5. Makes a submission to the Heritage Council of Victoria opposing the conclusions of the recommendations in relation to the proposed nomination to amend the statement of significance for Victorian Heritage Register H0952, consistent with Council's submissions to Heritage Victoria Permit applications P31649 and P31530.

REPORT

1. Policy Context

Council Action Plan

This item relates to the Council Action Plan (CAP), under Connected Community, specifically:

- CAP 41: Key Priority: P2. Facilitate a demonstrable shift to more sustainable modes of transport that also targets a long-term reduction in car use.
- Deliverable: P2d) Continue to advocate for level crossing removal in Moreland - Work with the Level Crossing Removal Authority (LXRA) to maximise community benefit from crossing removals in Moreland.

The Level Crossing Removal Authority (LXRA) was renamed the Level Crossing Removal Project (LXRP) following the November 2018 State Government election.

Open Space Strategy 2012-2022

Council's open space strategy includes the following relevant key objectives:

- Provide and protect quality open space that provides a range of experiences and accessible recreation opportunities, natural and cultural heritage features, and high-quality park facilities and landscape settings.
- To maintain and develop a network of open spaces that have a broad range of functions and landscape settings reflecting benefits sought by a diverse population.
- Protect, restore, and expand interconnected open space corridors as habitat corridors.
- Increase the tree canopy across Moreland, and the biodiversity and environmental quality of the public domain.
- Enhance the sense of civic pride and wellbeing of residents by enhancing landscape quality and views of green space.
- Protect public open space as an essential land use through appropriate planning controls.

Urban Forest Strategy 2017-2027

Key objectives of Council's Urban Forest Strategy include to:

- Protect and enhance the urban forest in both the public and private realm.
- Maintain the health of the urban forest.
- Manage and mitigate urban forest risks.

Key actions include:

- Protecting existing trees through improved planning and enforcement measures.

Moreland Urban Heat Island Effect Action Plan

Council is actively pursuing opportunities to reduce the impacts of Urban Heat Island Effect through the retention and increase of canopy tree cover across the municipality.

Cooling the Upfield Corridor Action Plan

Council is seeking proactive opportunities to introduce water and landscaping to the Upfield Corridor, which includes the land around Moreland Station, to reduce land surface temperatures and improve the amenity of the public realm.

Planning and Environment Act 1987

Section 4(1)(a) of the *Planning & Environment Act* 1987 (the Act) states the following objective which is relevant to this application:

- to conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value.

Moreland Planning Scheme

The Moreland Planning Scheme at Clause 15.03-1S contains the following objective:

- To ensure the conservation of places of heritage significance.

The following strategies are also identified:

- Provide for the protection of natural heritage sites and man-made resources;
- Provide for the conservation and enhancement of those places that are of aesthetic, archaeological, architectural, cultural, scientific or social significance;
- Encourage appropriate development that respects places with identified heritage values;
- Retain those elements that contribute to the importance of the heritage place;
- Encourage the conservation and restoration of contributory elements of a heritage place;
- Ensure an appropriate setting and context for heritage places is maintained or enhanced; and
- Support adaptive reuse of heritage buildings where their use has become redundant.

The Moreland Planning Scheme at Clause 22.06 includes the following local heritage policy objectives:

- To encourage the conservation and enhancement of all heritage places.
- To protect Moreland's heritage places from inappropriate demolition, development or subdivision.
- To ensure that buildings and works respect the significance of the heritage place as identified in the Statement of Significance.

Where demolition of a contributory heritage asset is proposed the following relevant local heritage policy applies:

- Encourage retention of contributory or significant heritage fabric required to maintain the original streetscape appearance.
- Discourage total demolition of a contributory or significant heritage place unless it can be demonstrated that:
  - The building is structurally un-sound and that the contributory or significant heritage fabric has deteriorated beyond reasonable repair and would require reconstruction of the whole; and
  - Any proposed replacement building makes a positive contribution to the heritage significance of the heritage place.
- Not accept poor condition or low integrity of a heritage place as sufficient justification for total demolition.
- Discourage total reconstruction of a heritage place as an alternative to retention.
- Consider proposed relocation of a contributory or individually significant heritage building as total demolition.
- Require the owner/developer to provide a visual record of any contributory or significant heritage fabric that is to be demolished or removed to the satisfaction of the responsible authority prior to the demolition being approved.

Heritage Act 2017

Part 1(a) of the *Heritage Act* 2017 states that the purpose of the act is:

- to provide for the protection and conservation of the cultural heritage of the State.

Council's advocacy position for the Bell to Moreland Level Crossing Removal

In April 2018 Council (DED16/18) resolved to endorse an advocacy position for level crossing removals which sought to maximise the community benefits irrespective of whether a rail over road (elevated sky rail) or rail under road (trench) option was selected by the State Government and the LXRA. Upon confirmation that the project would proceed as an elevated solution, Council confirmed its advocacy position at the July 2019 Council meeting (DEP7/19).

The adopted advocacy position includes the following relevant statement:

- Appropriate responses to heritage features (e.g. stations, gates, signal boxes)

Level Crossing Removal Authority Urban Design Framework May 2018

The LXRP's Urban Design Framework outlines principles, objectives, measures and qualitative benchmarks to ensure that the various level crossing removals meet specific design outcomes. A copy of the Urban Design Framework can be found at **Attachment 1** to this report.

The following relate directly to heritage design outcomes within the projects:

- Principle 1 Identity
  - Objective 1.3 Heritage: Respect and respond to indigenous and non-indigenous cultural heritage and local history.
- 5.1 General Measures
  - M1.3 Structural, functional and service elements are resolved and integrated with the landscape, cultural heritage, land use, and character of the precincts along the alignment. A sense of journey is created and all elements deliver overall coherence and identity.
- 5.6 Public Realm and Built Environment Measures
  - M6.7 The design acknowledges, responds to and preserves indigenous and non-indigenous heritage and local history.

2. Background

Level Crossing Removal Project

The State Government, through its agency the LXRP, has commenced planning work on the removal of 4 level crossings in Moreland as part of its level crossing removal program. The 4 crossings at Bell Street, Coburg, Reynard Street, Coburg, Munro Street, Coburg and Moreland Road, Brunswick, on the Upfield railway line form the Bell to Moreland Level Crossing Removal Project. The project will also result in the construction of two new stations at Coburg and Moreland as part of an elevated rail line solution.

On 22 July 2019, Council received a letter from the Executive Director, Heritage Victoria confirming that two nominations had been received and accepted to amend the registration in the Victorian Heritage Register as it relates to the Upfield Railway Line Precinct (VHR Reference H0952).

The letter outlines the following process for consideration of the 2 nominations:

- Assessment of the applications by a Heritage Victoria officer;
- A recommendation by the Executive Director on whether the Heritage Council should make the proposed amendment(s) to the registration;

- A public notice of the Executive Director's recommendation. Sixty days are provided for public submissions to be made on the recommendation to the Heritage Council. Owners and interested parties will be advised by letter;
- A hearing by the Heritage Council, if requested; and
- A decision by the Heritage Council to make the proposed amendment(s) to the Victorian Heritage Register.

Subsequent to the nominations, Heritage Victoria advised Council on 6 August 2019 that an Interim Protection Order (IPO) had been put in place which means that until the assessment of the nominations has taken place, the assets in the Upfield Railway Line Precinct (which are subject to the nominations) are treated as if they were on the Heritage Register and have conferred State significance.

On Wednesday 28 August 2019, Heritage Victoria advertised application P31649 for a permit to facilitate site construction requirements, Service and Combined Services Route works and temporary relocation and restoration of items within, and adjacent to, Moreland Station Reserves including the eastern reserve and western reserve (Gandolfo Gardens) on its website. Submissions for this application close at midnight on Wednesday 11 September 2019.

The proposed works, which form part of the Bell and Moreland Level Crossing Removal Project, are described as:

- The removal and off-site storage of the Moreland Signal Box prior to restoration works and reinstatement on-site;
- The removal and off-site storage of Signal 35 prior to restoration works and reinstatement adjacent to the signal box;
- The removal and off-site storage of the 'Canoe Tree Memorial' prior to reinstatement on-site;
- The removal of 113 trees within the Moreland Station Reserves (comprising 21 trees of high arboricultural value, 20 trees of moderate arboricultural value and 72 trees of low/no arboricultural value);
- Temporary removal and replanting of 3 Canary Island Date Palms;
- Erection of tree protection zones around retained trees;
- Re-instatement of hard and soft landscaping following completion of project works;
- Erection of temporary hoarding for site security during works;
- Installation of high capacity hardstand platforms for installation of Crawler Cranes; and
- Service relocation and installation.

The Moreland railway station precinct and Gandolfo Gardens

Named after the first Mayor of Coburg to be born overseas, Salvatore (Sam) Gandolfo, the Gandolfo Gardens, along with the Moreland Station Reserve, is an area of local cultural, historical and architectural significance to the City of Moreland.

The Gandolfo Gardens were established after a considered public campaign, which began as far back as 1910, sought for the land to be set aside for a community garden. The Gandolfo Gardens and Moreland Station Reserve are on land owned by VicTrack and the railway station premises and facilities are managed by Metro Trains Melbourne contractors. Council has however, been maintaining the open space, landscaping and trees of the gardens for the last 100 years for the community's enjoyment.

3. Issues

Heritage Assessment

Impacts on trees

The Gandolfo Gardens and the Moreland Station Reserve are covered by local heritage overlay schedule HO115 and HO180. The precinct is also included within the extent of the State registration which is included on the Victorian Heritage Register.

The Statement of Significance for HO180 highlights the importance the Upfield Railway Line Precinct as a rare and remarkably intact section of Melbourne's metropolitan railway system from the late 19th and early 20th century. It represents an important period of city development and city life at the time and afterwards. The gardens around the stations form part of this tapestry and the social significance of the area.

The statement of significance for HO115 specifically identifies the Gandolfo Gardens as a key element of the precinct:

- the railway station and Gandolfo Gardens form the focus of the Precinct.

Of particular note is that the schedule to the heritage overlay includes tree controls. This is a clear indication that the mature trees within the garden are of key significance and importance to the heritage value of the precinct.

The significance of the mature trees in Gandolfo Gardens is clearly recognised by the fact that the LXRP Heritage Impact Statement, prepared by GJM Heritage, notes that some of the trees are from the early 20th century and that by 1911, 250 trees were planted in the reserve, and that most of the trees that exist today are from the 1970s.

The number of mature trees which will require removal will have an adverse impact on the heritage significance of both HO180 and HO115 by significantly altering the historic vista. Whilst the proposal includes significant replanting of trees, in terms of sheer quantity, it would take decades for those trees to grow into mature specimens.

While tree placement in historic areas is not uncommon, it is unusual for such a significant number of trees to be removed in a single event. Replacing mature trees can be of long term benefit for heritage precincts, as trees will eventually die or become unsafe and need to be removed, so replacing them with new trees can ensure contributory landscaping for another generation. However, heritage best practice is to replace trees in planned stages to minimise the immediate and relatively long-lasting impact on the appearance of these historic areas.

The application seeks the removal and relocation of the three Canary Island Date Palms. This is generally supported on the condition that additional information is provided on the methodology for their removal, care and reestablishment within the precinct. Officers note that similar trees have been successfully removed and relocated on other level crossing removal projects.

Impacts on rail infrastructure and buildings

The permit application also seeks the dismantling of a railway signal, aboriginal canoe tree memorial and wooden signal box for restoration and subsequent reconstruction after the new rail infrastructure has been installed. The heritage advice procured by Council (**Attachment 2**) supports the proposed actions relating to the signal hut, canoe tree memorial and signal 35, subject to a number of conditions designed to ensure best practice in their treatment. These conditions have informed the officer recommendation provided in this report.

The proposal also includes removal of push rods and other fixtures because they are ‘heavily deteriorated and altered,’ which is not supported without further evidence that they cannot be retained.

Officer recommendation

The application to facilitate site construction requirements, Service and Combined Services Route works and temporary relocation and restoration of items within and adjacent to Moreland Station Reserves, including the eastern reserve and western reserve (Gandolfo Gardens) as proposed, should not be supported.

Response to heritage for the entire level crossing removal project

The application provides no context for how the Bell to Moreland Level Crossing Removal Project will respond to heritage across the precinct. This makes it very difficult for Council officers and the community to make an informed decision about one heritage asset in isolation. There may be scenarios where the removal of a structure or removal of trees could be supported subject to the other retention outcomes and heritage interpretation responses for the project, however without any kind of understanding of how the design of the project will respond to heritage more broadly this is not possible.

Officer recommendation

Heritage Victoria to request further information from the LXRP which demonstrates the overall approach to heritage and how the design will impact on all heritage assets within the Upfield Rail Precinct, including responses to how specific assets with be treated, retained, restored, repurposed etc.

LXRP Design principles

The Urban Design Framework May 2018 for the state-wide Level Crossing Removal Project includes specific objectives and measures which relate to heritage. No documentation has been submitted which demonstrates how:

The proposal will meet the stated objective to:

> *Respect and respond to indigenous and non-indigenous cultural heritage and local history' (Objective 1.3 Heritage);*

The substantial removal of trees will respond to the measure:

> *Structural, functional and service elements are resolved and integrated with the landscape, cultural heritage, land use, and character of the precincts along the alignment. A sense of journey is created, and all elements deliver overall coherence and identity (Measure M1.3 in 5.1 General Measures); or*

The project will meet the specific Public Realm and Built Environment Measure to:

> *The design acknowledges, responds to and preserves indigenous and non-indigenous heritage and local history (Measure M6.7).*

Officer recommendation

The proposed substantial removal of significant trees with demonstrated local heritage fails to demonstrate how the LXRP responds to its own Urban Design Framework and the application should not be supported.

Tree removal and tree protection

Officers from Council's Open Space Unit have reviewed the arborists report which accompanies the application and concluded that the report makes an appropriate assessment of the condition of the trees at the subject site. The proposed tree protection measures for the 10 mature trees proposed to be retained is also considered appropriate.

The removal of mature tree canopy, however, is at odds with Council policy, which is seeking to retain and increase the level of canopy cover across the municipality. The removal of large canopy trees, albeit with replanting in similar locations and nearby, will see a net loss of mature canopy for many years until new plantings are of a size capable of providing shade.

Council officers have calculated that the proposed removal of 49 mature trees (trees with a diameter at breast height of greater than 30 centimetres) will result in an amenity value loss of approximately $1.1 million dollars. Council officers are reluctant to support the removal of any trees unless it can be demonstrated as absolutely necessary. This is currently not the case.

Officer recommendation

The application which includes substantial removal of trees should not be supported.

Alternate locations for the new Moreland Station

One of the key issues with the proposed location for the new Moreland Station is the apparent need for significant tree removal within the Gandolfo Gardens and Moreland Station precincts. While the application information points to issues around safe construction techniques related to crane movements required to construct the new station and elevated rail, the application fails to consider alternate locations for the new stations. There is no evidence to suggest that the proposed location for the station is the best location for the new station from a heritage, logistical, active and sustainable transport and accessibility perspective.

The current proposed location is further north than the current station, which is considered an inferior location to the present station as active transport connections are pushed further away from both tram and pedestrian connectivity at Moreland Road. On the southern side of Moreland Road there is substantial space available within current VicTrack owned land for a station. The land is presently used as an offset car park for other Level Crossing Removal Projects at High Street Reservoir and Buckley Street Essendon, and for parking by Yarra Trams staff associated with the Brunswick Tram Depot location on the eastern side of Cameron Street. The use of the land for a temporary offset car park is nearing an end as the Buckley Street project is close to final completion and the High Street project likely to be concluded before construction commences on the Bell to Moreland Project.

Council or the community have not been presented with adequate reasons as to why the new station cannot be located on this land or why the new station cannot straddle Moreland Road with access points from both the northern and southern sides of Moreland Road. There are apparent significant benefits to either of these prospects from a heritage perspective as they present opportunity to retain mature trees that are currently proposed for removal under the current proposed location for the new station.

Officer recommendation

Heritage Victoria to seek further justification from the Level Crossing Removal Project and North Western Program Alliance for the location of the new station as to whether this is the best outcome from a heritage perspective, noting the significant apparent benefits to locating the new station either straddling Moreland Road or being located entirely on the southern side of Moreland Road.

Heritage Victoria Recommendation

On 30 August 2019 the Executive Director of Heritage Victoria made his recommendation regarding the proposed nomination, which includes to add Gandolfo Gardens to the State Registration on the Victorian Heritage Register. A copy of this recommendation is attached to this report at **Attachment 3**.

Importantly, the recommendation concludes that the Gandolfo Gardens and other 20th century assets, including the Munro Street Signal Box, should not be added to the Statement of Significance and subsequently be recognised as being of State significance. This recommendation is on public exhibition from 4 September 2019 until 3 November 2019 after which time the Heritage Council will make a final decision.

Officer recommendation

Council officers write to Heritage Victoria opposing the conclusions of the recommendation. The submission should include the submission made by Council to Heritage Victoria application P31530 for a permit to demolish the Munro Street Signal Box in VHR reference H0952 - Upfield Railway Line Precinct, Wilson Avenue and Victoria Street Brunswick and Cameron Street and Victoria Street Coburg, and Heritage Victoria application P31649 for a permit to facilitate site construction requirements, Service and Combined Services Route works and temporary relocation and restoration of items within and adjacent to Moreland Station Reserves including the eastern reserve and western reserve (Gandolfo Gardens). These submissions (subject to Council's resolution) include important commentary on the significance of the 20th century assets and why they should be included on the Victorian Heritage Register.

Human Rights Consideration

The implications of this report have been assessed in accordance with the requirements of the Charter of Human Rights and Responsibilities.

4. Consultation

Council has sought a review from Council's Heritage Advisor on the LXRP application to Heritage Victoria to inform its response, a copy of the advice received is at **Attachment 2** to this report.

Council's Open Space Unit has also reviewed the application documentation as it relates the impacts on trees.

Council's Community Advocacy Reference Group (CARG) met on Tuesday 3 August 2019 and discussed the issue, some Councillors were in attendance. The discussion and outcomes of that group have informed the preparation of and are included in this report.

5. Officer Declaration of Conflict of Interest

Council officers involved in the preparation of this report have no conflict of interest in this matter.

6. Financial and Resources Implications

There is no direct cost to make the recommended submission to the Heritage Victoria permit application process other than officer time to draft and write the submission. This can be accommodated within the existing budget allocated to this project within Council. The heritage services have been procured through Council's current heritage advisory role.

7. Implementation

Subject to Council's decision, a submission will be made to Heritage Victoria noting that submissions are due by midnight Wednesday 11 September 2019.

Letters will also be prepared and sent to the Minister for Transport Infrastructure, the Hon Jacinta Allan MP, the LXRP and NWPA as outlined in the recommendation.

Attachment/s

1 Urban Design Framework - May 2018 D19/357921

2	Heritage Advisor Referral Response - Gandolfo Gardens	D19/357922
3	Heritage Victoria Executive Director Recommendation - Amend the Upfield Railway Line Precinct Registration	D19/357926

LEVEL CROSSING REMOVAL PROJECT

LEVEL CROSSING REMOVAL AUTHORITY

URBAN DESIGN FRAMEWORK:

PRINCIPLES & OBJECTIVES, MEASURES & QUALITATIVE BENCHMARKS

Version 4

MAY 2018

VICTORIA State Government

Document Status

PMF Classification			
TRIM Reference	DOC/17/386489	Version	4
Issue date	May 2018	Status	Final
Owner	Lisa Dunlop	Approver	Kevin Devlin

Version Control

Version	Date	Author	Title	Description of change
1	August 2015	JV	Urban Design Framework	Initial issue
2	March 2016	JV	Urban Design Framework	General update with new chapter for Integrated Development Opportunities
3	August 2016	JV	Urban Design Framework	General update with inclusion of Implementation section
4	May 2018	LD/TN	Urban Design Framework	General update and amended/new measures and benchmarks

Approval

Version	Issue date	Approved by	Title
4	May 2018	Kevin Devlin	CEO

CONTENTS

LIST OF ACRONYMS

A list of acronyms included within this document is outlined below.

Term	Definition
ASBEC	Australian Sustainable Built Environment Council
COAG	Council of Australian Governments
CSG	Creative Strategy Guideline
DEDJTR	Department of Economic Development, Jobs, Transport and Resources
DELWP	Department of Environment, Land, Water and Planning
ESD	Environmentally Sustainable Design
GBCA	Green Building Council of Australia
ISCA	Infrastructure Sustainability Council of Australia
LXRP	Level Crossing Removal Project
LXRA	Level Crossing Removal Authority
MREP	Mernda Rail Extension Project
MMRA	Melbourne Metro Rail Authority
OGVA	Office of the Victorian Government Architect
TIA	Transport Integration Act (2010)
UDAP	Urban Design Advisory Panel
UDF	Urban Design Framework
UDG	Urban Design Guidelines
VDRP	Victorian design Review Panel

FOREWORD

A UNIQUE OPPORTUNITY

The Major Transport Infrastructure Program (MTIP) is one of the most significant investments in transport infrastructure in Victoria's history.

The program, which includes projects being undertaken by the Level Crossing Removal Authority (LXRA), is more than just road or rail projects, they are city shaping projects that will create a lasting legacy for Melbourne. Incorporating the principles and practices of great urban design and place making is therefore a priority if this investment is to deliver a full range of benefits for current and future Victorians.

The Victorian State Government, through the LXRA, is removing 50 dangerous and congested level crossings across Melbourne, as well as undertaking other infrastructure projects, to improve safety for rail and road users, pedestrians and cyclists.

Achieving high quality urban design is a long-term complex process that is intent on creating integrated, useful, attractive, safe, environmentally sustainable, economically successful and socially equitable places. By maintaining a focus on urban design from the outset, we will build more cohesive and inclusive community places, more environmentally sensitive infrastructure and new urban spaces that are safe and engaging for people, and contribute to civic pride and local economies.

This Urban Design Framework (UDF) sets the expectations of the LXRA for high quality, context sensitive urban design outcomes and sets out principles, measures and qualitative benchmarks so that we can measure and be sure design outcomes meet those expectations.

Thanks to all the people who have contributed to this document and who are working hard to achieve great urban design outcomes for the level crossing removal program. Together we are shaping the future landscape of Melbourne, its transport network and its role in building and sustaining healthy and prosperous communities.

KEVIN DEVLIN

Chief Executive Officer

Level Crossing Removal Authority

1. INTRODUCTION

1.1 WHY IS URBAN DESIGN IMPORTANT?

Urban design is the practice of designing and making great places and spaces that work well and are enjoyable for people to be in. It ensures that every move considers and capitalises on opportunities to maximise the safety and amenity of users, provide integrated transport solutions and create a better environment for people.

Urban design shapes the built environment to improve the quality and overall liveability of cities and towns. While urban design is often tailored for a specific project, the dynamic and evolving nature of urban environments means that urban design is a long-term process.

Good urban design employs a multi-disciplinary approach, derived from a variety of disciplines, such as planning, architecture, engineering and landscape architecture. It draws on these disciplines to create a vision for an area and then deploys the resources and skills needed to bring that vision to life.

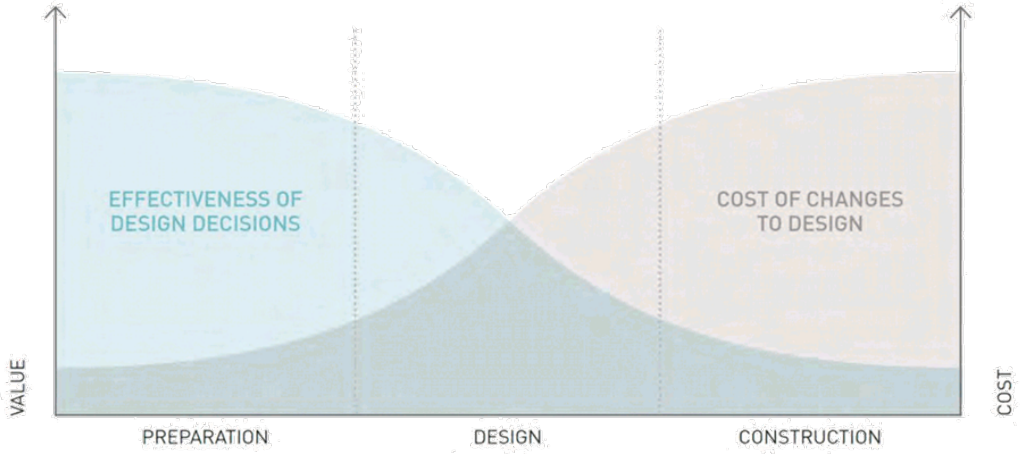
Good urban design operates at a variety of scales; from the macro scale of urban structures, such as city-wide transport networks, to micro scale elements such as lighting. Urban design is also involved throughout the project lifecycle, from the project definition, through to option studies, concept and detailed design, construction and evaluation.

Urban design is not limited to special projects and should underpin all government projects. It is achievable and important in even the smallest urban interventions. Good urban design processes and outcomes are important because they improve:

- The functionality, character and spirit of public places for individuals and communities;
- The levels of comfort, accessibility, safety and inclusiveness of places;
- The expression of social and cultural values associated with places;
- The socio-economic composition, diversity and economic vibrancy of urban areas;
- The sustainability and resilience of urban environments; and
- Community connectedness, health and wellbeing, and pride of place.

When urban design objectives are considered alongside technical considerations from the outset of a project and throughout the project delivery, it results in better, more integrated and efficient urban outcomes which can often be achieved at minimal additional cost. Altering the urban environment can be challenging and costly and attempts to implement urban design objectives at later stages of projects proves difficult and expensive. Figure 1 shows that when key design initiatives are put in place at the early stages of a project, there is greater opportunity for good design to be realised.

Figure 1 Design Quality and Delivery Stages (Source: OVGA Government as Smart Client)



Embedding Design Quality

LXRA works with the Office of the Victorian Government Architect (OVGA) to implement a design approach, applicable across the MTIP, consisting of the following pillars:

- *Common vision: create a lasting legacy for Melbourne through great urban design and place making in our major transport infrastructure projects.*
- *Accountability: prepare urban design documents to guide the planning, design and evaluation of major transport projects.*
- *Transparency: undertake a program of stakeholder and community engagement to inform the design of major transport infrastructure projects, including identifying key local considerations and opportunities to involve the community, including young people, in the projects*
- *Governance: seek expert design advice through the whole of project life-cycle, retaining consistent design expertise from the OVGA, industry and stakeholders at all stages of the project including development, procurement and delivery; and*
- *Independent design review: use the Victorian Design Review Panel at key milestones throughout the project lifecycle, as appropriate.*

This UDF is based on this approach and demonstrates accountability.

High quality, well-integrated design is critical to the success of a major infrastructure project. Establishing a vision and key design initiatives that consider the long-term possibilities for a place and community during early stages and at a broader scale than just that of the initial transport project investment may act as a catalyst and unlock transformative urban integration and urban renewal opportunities.

It is essential that any integrated development opportunities contribute to improved urban amenity through incorporation of good urban design approaches, to ensure site responsive, locally relevant higher density development. This project has the potential to set strong benchmarks for design quality in urban renewal and to serve as a catalyst for positive urban renewal that reinvigorates and reconnects communities.

Factors that can have a significant impact on design outcomes include:

- Developing a vision statement;
- Quality of the brief;
- Adequacy of the budget;
- Adequacy of the program;
- Good design review processes;
- Good management and governance of urban design process;
- Skill of the design team; and
- Ability to integrate multiple design disciplines.

The LXRA is committed to ensuring high quality urban design is achieved through all of its projects.

1.2 PURPOSE AND ROLE OF THE UDF

The UDF will guide the integrated planning and design of level crossing removal projects, and other projects as allocated, to deliver high quality, context sensitive urban design outcomes which enhance urban amenity and minimise adverse impacts. The UDF will be used to:

- Inform and influence the project design and options;
- Inform site specific urban design guidelines;
- Evaluate design proposals;
- Evaluate detailed design; and
- Assess built form outcomes.

Design must address both the rail and road infrastructure, as well as identify broader place making opportunities for communities and places through which the project passes.

The UDF encourages private sector expertise and innovation in creating outstanding urban design outcomes, through a collaborative design approach to developing technical proposals.

It is essential each project demonstrates integrated urban design thinking as a catalyst for urban renewal, improving the quality of the public domain, being context responsive and helping to enhance existing urban character and amenity.

Rather than providing prescriptive urban design solutions, the UDF sets out what is to be achieved in terms of urban design quality and performance.

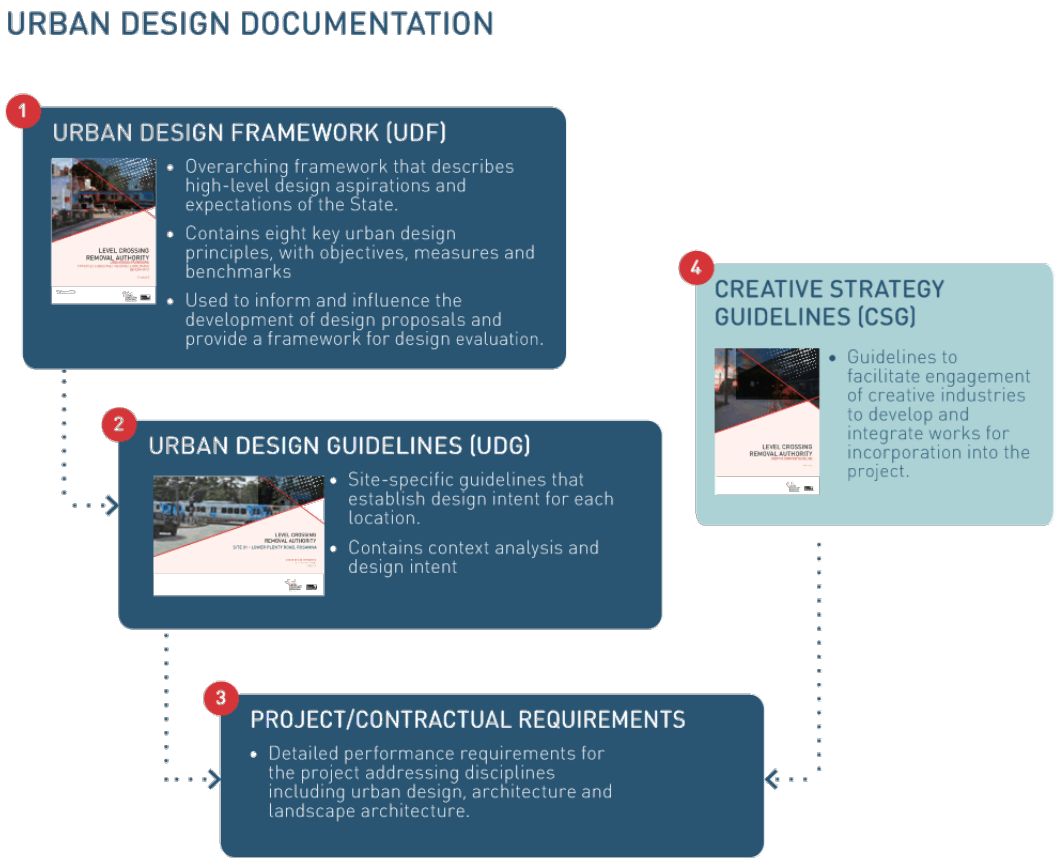
The principles, objectives, measures and qualitative benchmarks set out in this UDF will:

- Ensure proposals develop with good urban design considerations, treated as being integral to project solutions;
- Provide the basis for the Urban Design Advisory Panel (UDAP) to provide advice and feedback;
- Guide the evaluation of design proposals; and
- Establish the minimum quality expected by the State in terms of performance outcomes and benchmarks for quality.

The UDF is a living document that will be updated as the LXRP progresses.

While the UDF provides program wide guidance, LXRA also produces Urban Design Guidelines and detailed project requirements for each level crossing removal site. These are informed by the UDF and complemented by the Integrated Art Guidelines. Figure 2 shows the relationship between these four documents.

Figure 2 Purpose and the Role of contract documents including UDF, UDG and CSG



1.3 POLICY CONTEXT AND RELEVANT DOCUMENTS

The UDF is informed by and seeks to give effect to a range of policies and strategies at both the federal and state government level. The key policy documents are outlined below.

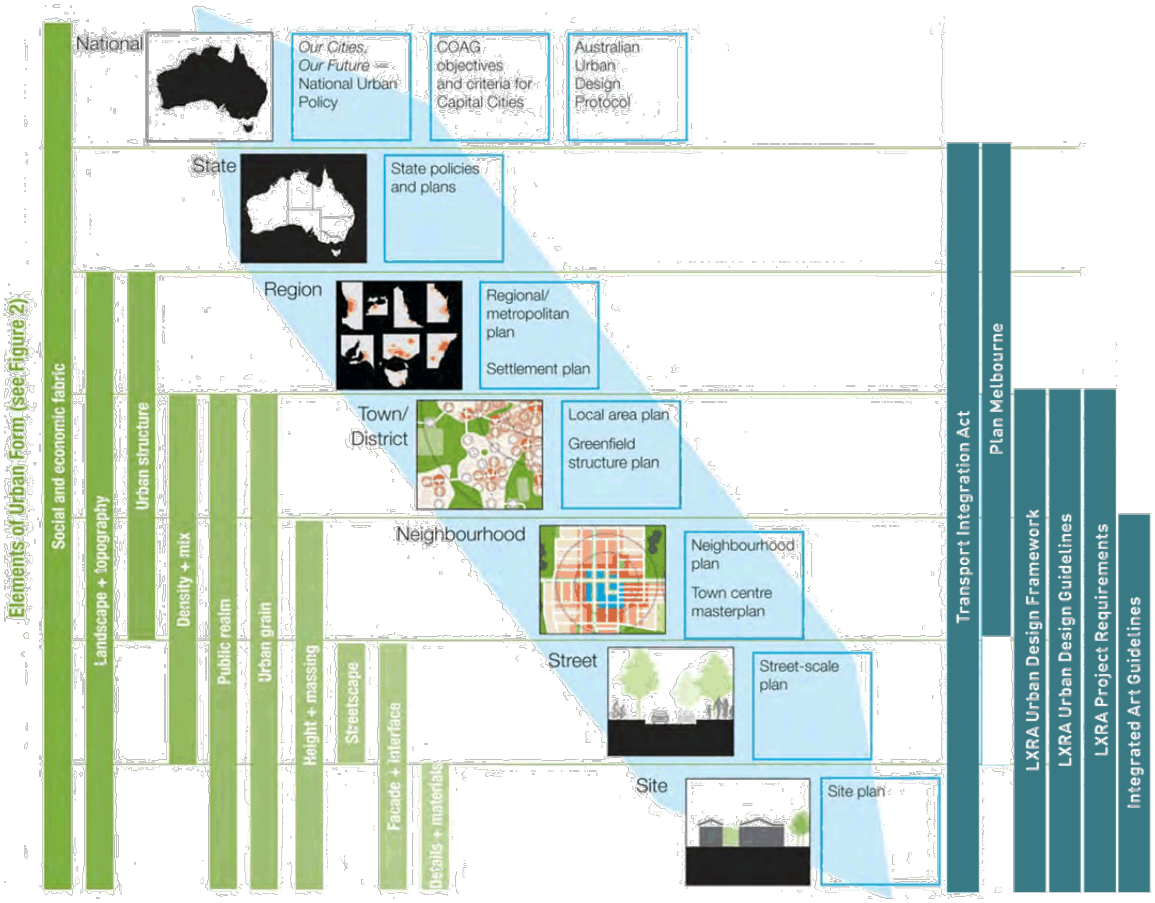
- The eight principles of the UDF are derived from the Australian National Urban Design Protocol 'Creating Places for People'. These principles outline the expected urban design outcomes for LXRA projects, and are supported by objectives, measures and qualitative benchmarks.
- The Transport Integration Act 2010 (TIA) is Victoria's principal transport statute and sets out an integrated decision-making framework. The TIA includes six transport system objectives that are relevant to the UDF:
  - Social and economic inclusion;
  - Economic prosperity;
  - Environmental sustainability;
  - Integration in transport and land use;
  - Efficiency, coordination and reliability; and
  - Safety, health and wellbeing.
- The UDF has been informed by the PTV Network Technical Standard for Public Transport Precincts (2017), as well as Transport for Victoria's Transport User Needs document. Precinct environments will be designed to provide safe and predictable movements prioritised according to Public Transport Victoria's (PTV) transport mode hierarchy – prioritising pedestrians and bicycle access over private vehicle access.
- The Metropolitan Planning Strategy 'Plan Melbourne 2017-2050' includes the following action, which the UDF will assist in delivering:

  Implement measures to ensure new transformative and city-shaping infrastructure projects, such as the Metro Tunnel and level crossing removals, deliver exemplary design outcomes and opportunities for new public spaces and connections that will add to Melbourne's vitality.

Figure 3 provides some context between the different elements of urban form, and the relationship and scale of planning and LXRA documentation in which they are addressed.

Links to a number of these documents and other useful documents that have informed the UDF and are relevant to urban design are located at Appendix C.

Figure 3 Line of sight from national to site level (Adapted from Creating Places For People)



Thinking about urban design, strategic and statutory planning at different scales helps put them in context. The elements of urban design are illustrated next to the scale of planning at which they are commonly addressed. Concept adopted from *Next Generation Planning*, published by the Council of Mayors (SEQ), 2011

1.4 LOCAL CONSIDERATIONS

Each individual project site should be viewed as a specific and distinctive opportunity to improve a local place, the rail corridor and the associated journey. Effective enhancement of local places requires an understanding of existing character, including the physical conditions, strategies, plans and local community values.

Each site, whether it be a level crossing removal, new station or associated development site, has its own unique character and 'sense of place'. There are distinctive issues and opportunities inherent in each place in terms of its urban design quality. The design for each site, and each area affected by the project, should take into account the unique characteristics, issues and opportunities in its location and community. Consideration should also be given to the dynamism of communities and to the needs of those who may live in and use these areas in the future.

Key local considerations for each site will be informed by discussion with Council and the community as part of consultation for the projects.

While the UDF provides program-wide guidance, local considerations are identified in Urban Design Guidelines (UDGs) prepared for each project site.

UDGs define a specific site vision, identify key opportunities and constraints and unique character qualities. They also integrate relevant local government and key agency stakeholders.

Project teams should undertake careful analysis of existing contexts through site investigation and research to understand local issues and opportunities to enhance and contribute to better local outcomes. This should include analysis of each existing site, associated precincts and the corridor as a whole to establish a sound basis for a responsive design solution to LXRA projects and any integrated development opportunities.

2. FRAMEWORK STRUCTURE

The Urban Design Framework has five components in three sections.

The five components will be used to evaluate and assess a design proposal at each stage through to delivery.

High quality urban design will be achieved through the holistic application of the Principles, Objectives, Measures and Benchmarks contained within the UDF.

VISION AND ASPIRATIONS

The vision and aspirations describe the goal to achieve high quality urban design outcomes for the whole program.

PRINCIPLES AND OBJECTIVES

The eight principles of the UDF are derived from the Australian National Urban Design Protocol 'Creating Places for People'. These principles outline the expected results for achieving good urban design outcomes.

The objectives clarify aspects of the principles, and describe specific outcomes to be achieved, to give effect to each principle.

The principles and objectives provide overarching expectations for high quality design considerations across the whole program, and are used to inform selection of preferred options, development of solutions and evaluation of proposals and final built outcomes

MEASURES

The measures provide performance requirements, based on a range of elements, that demonstrate the Principles and Objectives have been achieved.

The measures communicate the outcomes required to achieve the Principles and Objectives, as the basis for which proposals will be informed, evaluated and delivered.

QUALITATIVE BENCHMARKS

The qualitative benchmarks provide a series of images that illustrate the minimum standard of design quality expected for project elements, drawn from relevant precedent projects.

The qualitative benchmarks provide a reference to illustrate the level of quality in meeting the measures in terms of conceptual and detailed design integration, innovation and detailed resolution.

3. URBAN DESIGN VISION AND ASPIRATIONS

The vision and aspirations describe the goal to achieve high quality urban design outcomes for the whole program.

3.1 VISION

A collaborative, interdisciplinary approach integrates technical and urban design aspects in project solutions, and enables architectural, landscape and urban outcomes that focus on creating great places for people.

3.2 ASPIRATIONS

Five aspirations support the vision:

- Urban design excellence will be achieved to benefit all of the transport network, its users and the communities and places through which the project passes;
- The positive impacts of the project will be maximised, and negative impacts will be minimised;
- High quality urban design will be closely integrated with best practice technical solutions;
- Opportunities to provide added community benefits will be pursued, including health and wellbeing through urban amenity and quality;
- Collaborative, multi-disciplinary integrated design thinking will be achieved through an urban design led process.

4. PRINCIPLES AND OBJECTIVES

The eight principles of the UDF are derived from the Australian National Urban Design Protocol 'Creating Places for People'. These principles outline the expected results for achieving good urban design outcomes.

The objectives clarify aspects of the principles, and describe specific outcomes to be achieved, to give effect to each principle.

The principles and objectives provide overarching expectations for high quality design considerations across the whole program, and are used to inform selection of preferred options, development of solutions and evaluation of proposals and final built outcomes Urban design outcome.

Urban design outcome
ENHANCING

Principle 1
IDENTITY

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

Objective 1.1 Sense of Place

Recognise, maintain and enrich the identity of the local neighbourhood. Develop a design that embodies the qualities, character and aspirations of the local community.

Objective 1.2 Responsive

Design and integrate infrastructure to respond and contribute to the unique and valued social, cultural and physical aspects of the local area. Demonstrate sensitivity to interfaces with neighbours.

Objective 1.3 Heritage

Respect and respond to indigenous and non-indigenous cultural heritage and local history.

Objective 1.4 Journey

Enrich the civic identity of the rail corridor, to enhance the journey and to create engaging and memorable experiences for commuters.

Objective 1.5 Consultation

Enhance the quality of project outcomes by working closely with affected stakeholders and communities to identify and prioritise key local issues & opportunities.

Urban design outcome
DIVERSE

Principle 2
URBAN INTEGRATION

A well-integrated environment is a sound framework for the successful development of a great place.

Objective 2.1 Integration

Provide an integrated design aligned with analysis findings, local government and community vision and relevant broader government policies.

Objective 2.2 Reconnect

Reconnect communities if previously severed by infrastructure intervention, and foster community cohesion.

Objective 2.3 Urban renewal

Identify and optimise IDOs at an early stage. Demonstrate how the new works will integrate with and catalyse future urban renewal.

Objective 2.4 Future-proofing

Respond to strategic transport and land use planning for the broader precinct.

Urban design outcome
CONNECTED

Principle 3
CONNECTIVITY & WAYFINDING

A well connected and legible environment contributes significantly to a strong economy and an integrated community.

Objective 3.1 Connectivity

Improve connectivity and enable ease of movement between spaces for all users by providing direct connections and clear sightlines in the station precinct, the broader region and across the rail corridor.

Objective 3.2 Legibility

Design for legibility and intuitive wayfinding by providing a clear hierarchy of pathways and spaces that reduces reliance on signs.

Objective 3.4 Multi-modal transport

Provide a range of well provisioned transport options. Make inter-modal connections effective for all users, reflecting PTV's Station Access Mode Hierarchy*. Prioritise pedestrians and cyclists.

* Station Access Mode Hierarchy from Public Transport Precincts Design Requirements and Guidance

Urban design outcome
WALKABLE

Principle 4
ACCESSIBILITY

A highly accessible and inclusive environment provides a positive user experience and contributes to health, wellbeing and the perception of care in a community.

Objective 4.1 Universally inclusive

Design for universal accessibility, promote equity, and minimise perceived and physical barriers in public spaces within and beyond the precinct. Improve building accessibility for all users.

Objective 4.2 Walkable

Prioritise walkability by coordinating land use patterns, providing high quality footpaths and pedestrian friendly traffic and road conditions.

Objective 4.3 Active transport

Plan and design to enable and encourage walking, cycling and using public transport within and beyond the precinct.

Urban design outcome
SAFE

Principle 5
SAFETY

A safe environment is essential for a strong, connected and happy community.

Objective 5.1 Personal safety

Apply Crime Prevention Through Environmental Design (CPTED) principles to design places that are and feel safe, that engender positive use of and care for the environment and are not conducive to vandalism.

Objective 5.2 Natural surveillance

Maximise passive surveillance opportunities in public spaces. Eliminate hidden corners and spaces that allow entrapment.

Objective 5.3 Natural access control

Design clear, accommodating and easily visible entries and exits to differentiate between public space and private space. Ensure users do not encounter dead-ends.

Objective 5.3 Territorial reinforcement

Design buildings, fences, pavements, signs, lighting and landscape to express ownership and define spaces.

Urban design outcome
COMFORTABLE

Principle 6
AMENITY

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

Objective 6.1 Improved amenity

Improve urban amenity with a design that facilitates a range of activities and mix of uses.

Objective 6.2 Comfort

Design for the physical comfort and psychological wellbeing of users of all physical capabilities.

Objective 6.3 High quality

Provide a high-quality design outcome that makes a positive contribution to the local area, through a well-considered concept, design resolution, construction detail and finished product.

Objective 6.4 Impact mitigation

Minimise the negative impacts of noise, spilled light, overshadowing and visual pollution.

Urban design outcome
VIBRANT

Principle 7
VIBRANCY

Animation and diversity in the experience of urban places supports a prosperous and healthy community.

Objective 7.1 Put people first

Design an integrated, welcoming and inclusive public realm that facilitates social interaction and positive engagement between people, spaces and activities.

Objective 7.2 Vibrant public realm

Create memorable, engaging, authentic and inspiring spaces and places.

Objective 7.3 Range of experiences

Provide opportunities for a range of experiences that are accessible at different times of the day and the year.

Urban design outcome
ENDURING

Principle 8
RESILIENCE & ENVIRONMENTAL SUSTAINABILITY

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

Objective 8.1 Environmental sustainability

Design, construct and operate environmentally sustainable places, considering the whole of life and precinct wide impacts and opportunities of the place.

Objective 8.2 Climate resilience

Design for climate resilience by considering the projected effects of climate change, such as heat island effect and extreme weather conditions.

Objective 8.3 Enduring & durable

Ensure a positive built legacy with design solutions that are enduring in quality and function, readily maintainable and that will age gracefully. Promote effective governance arrangements to optimise the on-going management of each place.

5. MEASURES AND QUALITATIVE BENCHMARKS

INTRODUCTION

The measures provide performance requirements, based on a range of elements, that demonstrate the Principles and Objectives have been achieved.

The measures communicate the outcomes required to achieve the Principles and Objectives, as the basis for which proposals will be informed, evaluated and delivered.

The qualitative benchmarks provide a series of images that illustrate the minimum standard of design quality expected for project elements, drawn from relevant precedent projects (refer to QB1 to QB55).

The qualitative benchmarks provide a reference to illustrate the level of quality in meeting the measures in terms of conceptual and detailed design integration, innovation and detailed resolution.

The measures and qualitative benchmarks together identify and illustrate the level of quality expected, and requirements against which proposals will be evaluated. A successful design must adequately meet the relevant measures to achieve a high-quality outcome for the project.

In developing the UDF, LXRA have built on initiatives by other agencies, which underpin many of the measures and benchmarks in this section.

Three spatial contexts have been identified (outlined below and at Figure 4), that describe the different environments for level crossing removal projects.

1. The station interchange and its immediate environment;
2. The transition between the interchange and the surrounding area; and
3. The corridor and the wider precinct - enhancing the wider context.

The UDF principles, objectives, measures and benchmarks apply to all three contexts, and LXRA expects that the measures and qualitative benchmarks will be applied, as relevant, to these areas:

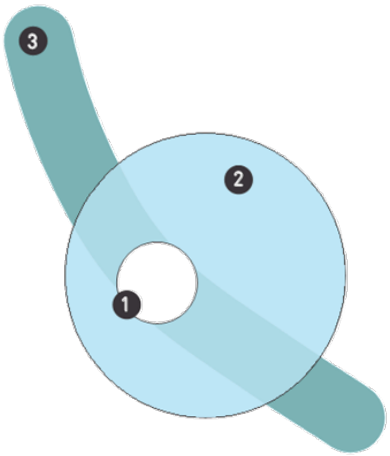


Figure 4 Urban Design Spatial Contexts

5.1 GENERAL MEASURES

M1.1 The design delivers a high quality, well-resolved, innovative outcome that is enduring in expression and timeless in nature, for all transport users, the adjacent community and Melbourne as a whole.

M1.2 The design is responsive, engaging, functional, adaptable for future infrastructure needs and finely executed in detail across the whole project.

M1.3 Structural, functional and service elements are resolved and integrated with the landscape, cultural heritage, land use, and character of the precincts along the alignment. A sense of journey is created and all elements deliver overall coherence and identity.

M1.4 The design is sensitive to the context of the local area by considering amenity impacts on nearby residents and adjacent land uses, including public open space and future development sites, and providing safe and convenient access.

M1.5 Where land acquisition and demolition occur and a new interface is created, negative impacts are minimised.

M1.6 Best practice environmentally sustainable development is achieved from design through to operation as:

- *New infrastructure is aligned with the LXRA Sustainability Policy, LXRA Sustainability Management Plan and LXRA Sustainability Strategy.*
- *Environmentally Sustainable Development (ESD) initiatives are demonstrated at the planning stage.*
- *An Infrastructure Sustainability Council of Australia (ISCA) rating for the project and a Green Building Council of Australia (GBCA) rating for station buildings is achieved.*

QB1 Olympic Sculpture Park, Seattle, USA
Innovative urban design response for the city as a whole

QB2 Craigieburn Bypass, Melbourne
High quality design outcome enhancing Melbourne's cultural identity and reputation for design innovation and excellence

QB3 Newtown Interchange, Sydney
Responsiveness of contemporary design to heritage precinct

- *The sustainability of any building is addressed by effective and innovative design and technology solutions.*
- *The design is resource efficient by minimising energy usage, using materials efficiently, reducing and recycling waste and minimising materials wastage.*
- *Greenhouse gas emissions and embodied energy are minimised.*
- *Water usage is minimised, including by the use of integrated water capture, rainwater tanks and reuse into adjacent open space areas where feasible.*
- *Natural elements are used in the design where possible and biodiversity is promoted in the whole-of-life and precinct wide context.*
- *The long-term impacts of a changing climate on the design and surrounding communities is considered through a climate resilient approach.*

M1.7 Principles for form, finishes and siting for all rail, road and street furniture, lighting, signage housings and other miscellaneous items are established at the concept stage of the design. The principles minimise visual clutter and align with the urban design concept or local palettes as appropriate.

M1.8 Substations and ancillary structures (such as signal buildings or communication equipment buildings) are located with consideration of amenity impacts on nearby residents and adjacent land uses, and minimise the need for vegetation removal.

QB4 MAX Orange Line, Portland, USA
Vegetated trackway for stormwater benefits

QB5 Skyttlebron Railway Bridge, Lund , Sweden
Environmentally sustainable design - maximising natural sunlight

QB6 Santa Fe Railyard Park, New Mexico, US
Rainwater tank as the focal point of the plaza including the restoration of a historic acequia

M1.9 Substations are designed using a combination of the following treatments in sensitive locations relevant to the context, including:

- *Architectural cladding of the building.*
- *Architectural security fencing separate to the building, which also functions as a visual screen.*
- *Landscape screening through planting and land form integrated with the security fence.*

M1.10 The maintenance responsibilities of the ultimate asset owners are identified at an early stage of planning and design. There is compatibility between the proposed design, materials, landscaping and the ongoing maintenance regime. Asset classification and maintenance requirements are balanced.

M1.11 The design applies CPTED principles to deter criminal behaviour, and create an environment which is accessible, inclusive, welcoming, supports safe behaviour and is perceived as safe, including consideration of good visual connectivity, passive surveillance and orientation that minimises visual obstruction.

QB7 Clifton Hill Railway Duplication, Melbourne
Integrated elements to create a sense of journey

QB8 MAX Orange Line, Portland, USA
Coordinated furniture palette

QB9 North Melbourne Station, North Melbourne
Well proportioned platform canopy providing adequate weather protection and integrated lighting

5.2 ALIGNMENT MEASURES

M2.1 Subject to site constraints, the horizontal and vertical alignment, including alignment geometry, responds positively to the local context including:

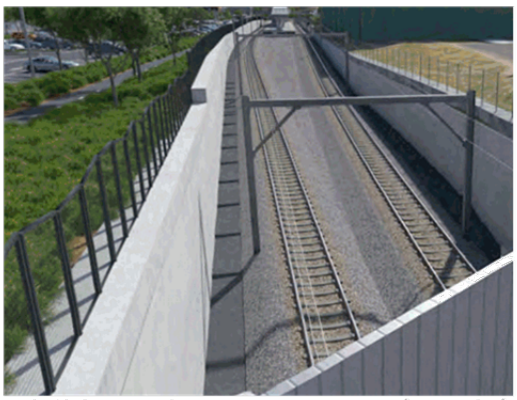
- *Local access requirements and the need for and potential impacts of any required service roads.*
- *Pedestrian and cyclist accessibility and permeability*
- *Intuitive wayfinding*
- *Adjacent activity centres and public realm.*
- *Any identified visual amenity issues.*
- *Any potential overshadowing issues.*
- *The existing and proposed landscaping.*

M2.2 Opportunities associated with alignment considerations are optimised including:

- *Multi-modal access and transit networks at stations to encourage and enable growth in sustainable transport modes.*
- *Cross-corridor connectivity and permeability at key locations along the rail corridor.*
- *The potential for integrated development opportunities.*
- *Enhancing access and egress outcomes for stations, particularly pedestrian and cyclist access.*

QB10 Olympic Sculpture Park, Seattle, USA
Create high quality public realm through grade separation of transport

QB11 Hague RandstadRail, Netherlands
Maximise the opportunity for cross-corridor connectivity



QB12 Scorsby Bridge, Bayswater, Melbourne (Illustration)
High quality visual amenity in a cutting

5.3 STATIONS PRECINCT MEASURES

M3.1 Key user needs Including safety, reliability, speed, ease, comfort and experience are demonstrated in the design.

M3.2 The design ensures the station precinct functions well at both peak and off-peak times.

M3.3 The design recognises the dual role of a station as a service point for public transport infrastructure and as a high quality public realm by:

- *Responding to and enhancing the local context*
- *Being fit for purpose, sustainable and offering good amenity for commuters and others*
- *Being enduring in design concept and execution*
- *Improving community connections and public spaces to encourage social interaction.*

M3.4 Subject to site constraints, the location of a new station:

- *Optimises high quality outcomes for accessibility, particularly by walking and cycling*
- *Maximises the opportunity to activate adjacent activity centres*
- *Minimises negative impacts on the amenity of surrounding areas.*

M3.5 Station facilities provide comfortable, efficient and adequate services and settings for commuters and users of the station.

M3.6 Station entrances are legible, universally accessible, welcoming, located to maximise inclusiveness and accessibility and have generous spaces that are sited and designed to enhance local context and connectivity.

QB13 Bayswater Station, Melbourne
Built form responds to local topography

QB14 North Melbourne Station, Melbourne
Comfortable, efficient and adequate services and settings

QB15 South Morang Station, Melbourne
Legible, inclusive and accessible station entrance

M3.7 The design promotes direct, efficient, comfortable, safe and legible intermodal connections by:

- *Adequately accommodating all relevant modes*
- *Ensuring walking and cycling paths cater for desire lines and key flows*
- *Ensuring intuitive way finding through visual and physical connectivity*
- *Designing waiting areas for good visual permeability and ease of use for multi-modal transport*
- *Providing bicycle parking facilities as an integral part of the station entry and civic space design.*
- *Ensuring cycling facilities are safe, robust and elegant aspects of the urban design proposal in terms of spatial and detail resolution.*

M3.8 The edges of the station precinct are well considered and avoid severance of access due to rail and road infrastructure.

QB16 Longueuil–Saint-Hubert station , Quebec, Canada
Intermodal platform - direct connection between bus and train

5.4 BRIDGE AND ELEVATED STRUCTURE MEASURES

M4.1 Elevated structures contribute to urban amenity.

M4.2 The design of any new or modified bridge, viaduct, elevated structure or ramp is sensitive and respectful of its context.

M4.3 All the elements of a bridge or elevated structure are integrated to ensure a well-proportioned structure.

M4.4 Pedestrian and cycling overpasses are provided at strategic points relative to pedestrian movement patterns and the existing and proposed street and cycle networks; where applicable.

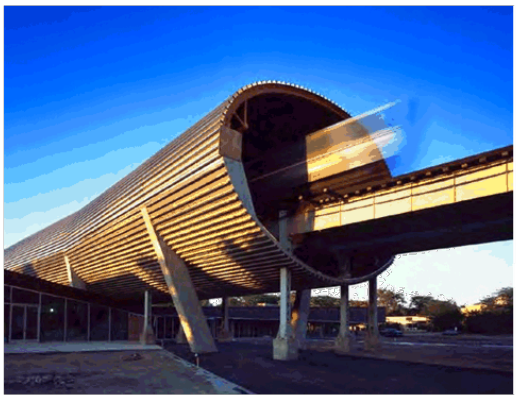
M4.5 The siting, visual connections, relationship to pathways, open space and access to natural light below elevated structures is designed to enhance safety, inclusiveness and amenity; where applicable.

M4.6 The visual and spatial impact of all services associated with elevated structures, including conduits, drainage and fixtures is minimised through design integration.

M4.7 Lighting is integrated and contributes to identity, vibrancy and visual and spatial amenity.

M4.8 Superstructure, piers, beams and barriers are designed as integrated elements that minimise visual clutter and align with the urban design concept for the corridor.

M4.9 Visual permeability is maximised where possible.



QB17 McCormick Tribune Campus Centre, Chicago , USA
Noise-absorbing steel tube wrapped around metro to protect The McCormick Tribune Campus building

QB18 Seoullo 7017 Skygarden, Seoul, South Korea
Lighting to contribute to identity and visual amenity

QB19 Seafarers Pedestrian Bridge, Yarra River, Melbourne
Integrate barriers as part of the urban design solution

M4.10 Barriers and screens are integrated in the technical and urban design through use of use high quality, enduring and sustainable materials.

M4.11 Pedestrian bridges are located and designed to contribute to identity and legibility.

QB20 Monash Freeway Rock Climbing Wall, Burnley
Maximise the safety and amenity of accessible areas below elevated structures through creative activation

5.5 OPEN CUTTING MEASURES

M5.1 Where shotcrete is located in sensitive urban environments or within a station environment consideration is given to urban amenity and high quality finishes or cladding.

M5.2 Access to community spaces and movement networks is facilitated, and connection of communities is maximised, by providing integrated linkages across cuttings.

M5.3 The design of open cuttings contributes to the visual quality and amenity of affected areas through high quality hard and soft landscaping. Landscaping, fencing and barriers are well integrated.

M5.4 Retaining walls use a consistent form, design and materials palette with high quality finishes and are integrated elements in the urban design concept, landscape design and local context.

M5.5 The cutting width and load bearing capacity of retaining walls takes into account opportunities for potential development over the railway line in the future.

QB21 Eastlink, Melbourne
Design open cuttings to have high visual quality

QB22 Freeway Park on the I-5, Seattle, USA
High quality pedestrian environment across a transport corridor

QB23 Burke Road Station, Melbourne
Good visual connectivity between concourse and platforms

5.6 PUBLIC REALM AND BUILT ENVIRONMENT MEASURES

M6.1 Opportunities to create, enhance and connect to existing and future pedestrian precincts, community and recreation facilities, public open spaces, identified future developments and activity centres are maximised.

M6.2 Accessibility and general amenity for the community is improved through a coherent, legible, inclusive and continuous public realm.

M6.3 Interfaces with, and connections to, identified future development in surrounding areas are well managed.

M6.4 Access to activity centre precincts is improved. Precincts that were previously disconnected by transport infrastructure are reconnected.

M6.5 Community connectivity is enhanced by improving permeability, legibility and accessibility across the corridor, and at station precincts.

M6.6 The design promotes positive use of open space.

M6.7 The design acknowledges, responds to and preserves indigenous and non-indigenous heritage and local history.

M6.8 Open spaces are comfortable and inclusive with good access to sunlight and shade.

M6.9 The design minimises wind impacts within the transport environment and the broader precinct.

M6.10 Spaces are provided that support a diversity of active and passive uses. Spaces such as civic plazas for community activities and cultural events are integrated with parkland and passive recreation spaces where appropriate.

QB24 Nicholson Street Mall, Footscray
Create and enhance connection to existing activity centres

QB25 Lonsdale Street, Dandenong
Create safe, comfortable, inclusive and welcoming spaces

QB26 MAX Orange Line, Portland, USA
High quality open space

5.7 LANDSCAPE AND NATURAL ENVIRONMENT MEASURES

M7.1 The extent and quality of existing and surrounding landscapes is enhanced through a coherent landscape design concept for the corridor.

M7.2 Habitat value and the biodiversity of flora and fauna communities along the corridor is enhanced and increased.

M7.3 The design of new infrastructure and the siting of elements minimises loss of mature trees, remnant vegetation, significant landscapes and parkland.

M7.4 Canopy trees are planted wherever possible to contribute to the immediate and surrounding landscape.

M7.5 Plant selection, design and layout presents a coordinated colour, form and texture palette integrated to the urban design concept and contributes to the landscape character. Each selected species is appropriate to the micro-climate and will give a low maintenance, thriving and enduring outcome.

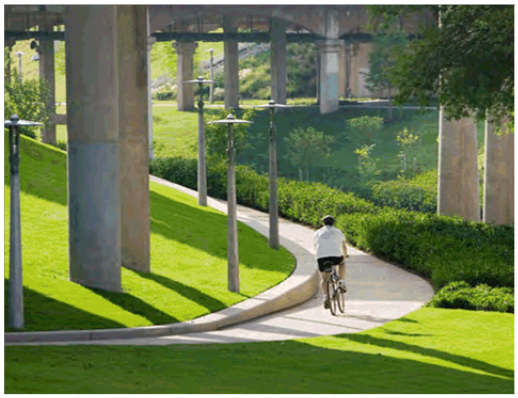
M7.6 Plant selection, design and layout create a visual and noise buffer between the new infrastructure and surrounding areas where required.

M7.7 Native or indigenous species are used where possible, particularly in environmentally sensitive zones and in response to the local context.

M7.8 The design has regard to future maintenance requirements.

QB27 Footscray Railway Reserve, Melbourne
Select viable species appropriate to micro-climate

QB28 Shared User Path, Ormond Station, Melbourne
Landscape buffer between a residential zone and the rail corridor



QB29 Buffalo Bayou Promenade, Houston, USA
Well coordinated landscape response to large scale infrastructure

5.8 PEDESTRIAN AND BICYCLE CONNECTION MEASURES

M8.1 The design of station precincts reflects the PTV's Transport Mode Hierarchy and prioritises permeability and connectivity of active transport modes.

M8.2 The existing pedestrian and cycling network along the rail corridor and to the station precinct is maintained and enhanced, particularly strategically important cycling corridors (SICCs), priority bicycle routes, the principal pedestrian network (PPN) and pedestrian priority areas.

M8.3 Identified issues and barriers for cycling and pedestrian connection are addressed by improving conditions for pedestrians and cyclist equally with continuous, more direct, safe and high-quality routes. Space is allocated at an early stage and the need to re-allocate space for motorised vehicles to achieve a sustainable outcome is actively considered.

M8.4 Opportunities are investigated for new pedestrian and bicycle paths that maintain and extend local connectivity for all users, including linking to existing or new community facilities, open spaces, urban renewal areas or National Employment Innovation Clusters. Connectivity is achieved through an integrated and dense network that links people with destinations and with other modes.

M8.5 Opportunities for grade-separated pedestrian and bicycle connections across the rail corridor and any cuttings are considered.

M8.6 Transitions between pedestrian and cycling paths are safe, continuous and seamless. Routes are direct and consistent design elements assist legibility.

QB30 Bowen Place, Canberra
High quality underpass amenity

QB31 Ringwood Station Footbridge, Melbourne
High quality pedestrian connections

QB32 MAX Orange Line, Portland, USA
Prioritising active and public transport infrastructure

M8.7 The design applies universal design principles that cater for all abilities and ages. Surfaces are designed to avoid unnecessary level changes.

M8.8 Wayfinding and legibility around the area is improved and new infrastructure and improvements to existing pathways and linkages are provided where possible. Wayfinding is intuitive, clear and consistent.

QB33 Ormond Station Bike Cage, Melbourne
Encourage diverse transport modes by providing appropriate facilities

QB34 MAX Orange Line, Portland, USA
Improve crossings for pedestrians and cyclists

QB35 PARK[E]ING, Venice, Italy
Clear and integrated wayfinding signage

5.9 CAR PARKING MEASURES

M9.1 Car parking is integrated as part of the urban design response. Car parking areas are safe and comfortable spaces with good visual connectivity and integrated landscape design.

M9.2 Opportunities to maximise car parking efficiency have been included where feasible, including opportunities to integrate commuter car parking into any integrated development outcome through a shared arrangement or through off-peak use of car park spaces.

M9.3 Commuter car parking facilities are located near station entrances but do not compromise pedestrian or bicycle access.

M9.4 Car parking is designed to be adaptable for alternative uses in the future if the need for commuter car parking reduces.

M9.5 The design provides intuitive wayfinding and legible signage for easy navigation.

M9.6 Accessible, safe and comfortable locations are provided for kiss and ride areas.

QB36 Ginifer Station Carpark, Melbourne
Car park with integrated landscaping

QB37 Macadamia Castle, NSW
Incorporate sustainable technologies where appropriate

QB38 Solar lights at RACQ Car park, Queensland
Incorporate lighting to improve security

5.10 MATERIALS & FINISHES MEASURES

M10.1 A palette of materials, treatments and finishes is developed for the whole corridor as part of the urban design concept, and for key precincts, as appropriate to the design, including for:

- *Roads, bridges and elevated structures;*
- *Noise barriers, retaining walls, abutments, fencing and barriers;*
- *Pedestrian and cycle paths and infrastructure;*
- *Land forming, planting and open space elements, including open cuttings;*
- *Associated elements including signage, lighting and any furniture.*

M10.2 The palette adopted is sensitive to the local environment, assists the broader wayfinding strategy for the corridor and its precinct and contributes to enhancing local identity.

M10.3 The materials and finishes used in the project are high quality, durable, robust, easy to maintain and will age well over time.

M10.4 New materials and finishes are not overly reflective and do not create light pollution in the surrounding areas.

M10.5 The selection and application of materials and finishes minimises the potential for vandalism and graffiti.

M10.6 The palette of hard and soft landscaping elements is coordinated with any local government strategy or palette where relevant.

QB39 Bowen Place Crossing Development, Canberra
Articulated surface minimises the potential of graffiti

QB40 Birrarung Marr pedestrian bridge, Melbourne
High quality, durable and robust material

QB41 Southern Cross Station Main Concourse, Melbourne
Design for ease of maintenance

5.11 NOISE ATTENUATION MEASURES

M11.1 Noise attenuation elements are integrated with structures. Consider existing noise attenuation elements, landforms, urban interfaces and the urban design concept for the precinct and the project.

M11.2 Transparent panels are used where noise walls substantially interfere with residents' views or access to daylight.

M11.3 Noise barriers are designed to positively address and enhance both the rail side and community side of the barrier and show careful consideration of form, texture and colour on both sides of the wall equally.

M11.4 Overshadowing of residential properties, open space, waterways and valuable habitat by noise barriers or other noise attenuation structures is minimised.

M11.5 The potential for vandalism to noise attenuation treatments is minimised through materials selection, detail and positioning.

QB42 Craigieburn Bypass, Melbourne
High quality integrated noise and retaining walls with articulated surfaces

QB43 Eastlink, Melbourne
High quality transparent materials to minimise overshadowing and provide good visual connectivity

QB44 A2 Highway, Netherlands (Illustration)
Luminescent solar concentrators (LSC) and soft landscaping as noise barrier

5.12 LIGHTING MEASURES

M12.1 Functional lighting for the project is integrated with and appropriate to the surrounding land uses.

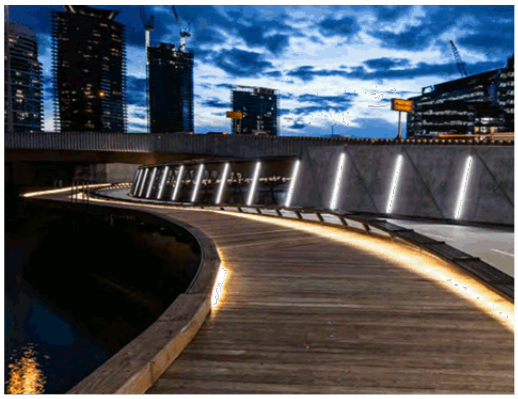
M12.2 Functional lighting is used to enhance personal safety and access around infrastructure.

M12.3 Energy efficient, vandal proof and easily maintained light fixtures are used.

M12.4 Feature lighting is used to enhance navigation and the user experience.

M12.5 Feature lighting is coordinated with other design elements to create a cohesive identity for the project.

M12.6 All lighting is designed sensitively to the surrounding environment and oriented to minimise light pollution. Highly directional lighting is used where possible to avoid light spill into surrounding areas.



QB45 Jim Stynes Bridge, Melbourne
Integrated feature lighting to celebrate structural form

QB46 Webb Bridge, Melbourne
Lighting fixtures are integrated design elements

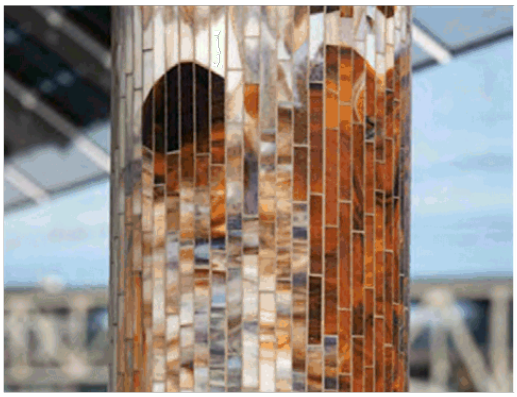
QB47 University of Sydney Darling Campus, Sydney
Lighting to enhance user experience

5.13 INTEGRATED ART WORK MEASURES

M13.1 Where appropriate, art works are integrated into the design and construction of transport precincts and infrastructure at key locations, in accordance with the LXRA Integrated Art Guidelines, such as:

- *Within activity centres to provide an opportunity to activate local areas.*
- *Infrastructure elements such as retaining walls, bridges, bridge piers and underpasses.*
- *Built form components such as bike parking facilities, walls, screens and fences.*
- *Public realm spaces and contributory elements such as lighting, sound, soft and hard landscape and seating.*

M13.2 A creative approach to transport infrastructure design improves the function of the transport environment.



QB48 MAX Orange Line, Portland, USA
Integrate creative works into infrastructure elements

QB49 MAX Orange Line, Portland, USA
Integrate creative works into public realm spaces

QB50 Gardiner Station Forecourt public art, Melbourne
Employ a process for selection, commissioning, implementation and on-going maintenance for public art works

5.14 INTEGRATED DEVELOPMENT OPPORTUNITY MEASURES

M14.1 The Integrated Development Opportunity demonstrates consideration of all relevant measures contained within the UDF.

M14.2 The Integrated Development Opportunity is integrated with train station functions and creates physical connectivity, maintains protection of visual and noise amenity and gives precedence to station requirements (such as access and other operational requirements).

M14.3 The design of the Integrated Development Opportunity facilitates a positive contribution to the local area and acts as a catalyst for urban renewal.

M14.4 The proposed built form and land uses of the Integrated Development Opportunity have regard to the policy context of the site and location, including relevant Plan Melbourne policy objectives that encourage higher density development in and around activity centres and at transport hubs.

M14.5 The Integrated Development Opportunity considers a mix of land uses that contribute positively to the area and the local economy, including the potential to accommodate commercial uses and community and social uses to meet other government outcomes.

M14.6 The Integrated Development Opportunity continues any existing active frontages and retail functions in commercial areas where appropriate.

M14.7 The Integrated Development Opportunity provides a diversity in housing options where feasible, including a mix of dwelling types and social and affordable housing.

QB51 Rouse Hill, NSW
IDOs act as a catalyst for urban renewal

QB52 Breslauer Platz, Cologne, Germany
Active frontage and integrated functions for connectivity

QB53 Mitcham Station, Melbourne
Integrate development with train station functions

M14.8 The Integrated Development Opportunity incorporates environmentally sustainable design measures for energy and water efficiency, greenhouse gas emissions, passive solar design, natural ventilation, stormwater reduction and management, solar access, orientation and layout of development, building materials and waste minimisation.

M14.9 Any temporary vacant site has been investigated in consultation with Victrack, to determine whether an appropriate interim land use is feasible. Any proposed interim land use makes a positive contribution to the local area over the entire project life cycle.

QB54 A'Beckett Urban Square, Melbourne
Temporary treatment can achieve broader community objectives

6. DESIGN QUALITY INITIATIVES

To support high quality and integrated urban design outcomes the LXRA has design initiatives and processes in place to ensure design quality throughout the project's lifecycle.

6.1 URBAN DESIGN ADVISORY PANEL

The Urban Design Advisory Panel (UDAP) includes members working within government who have expertise in architecture, urban design, strategic planning, transport planning and landscape architecture. A representative from the OVGA is the Chair of the UDAP and drives high quality outcomes and integrated design for the projects.

The UDAP guides and advises on:

a. Integrated design for projects delivered by the LXRA, including vision statements, urban context/design reports and reference designs/ project proposals to inform project scope and budget decisions;

b. Development of project briefs and urban design performance requirements;

c. Development of bidders' concept designs;

d. Concept design development during a competitive tender process

e. Evaluation of bidders' design proposals;

f. Design and integration of development opportunities.

The UDAP facilitates workshops and design advisory processes throughout the project lifecycle, before major decisions are made. This design-led approach is positive and iterative, promoting site responsive designs that are consistent with the aspirations of each of the activity centres and adjacent neighbourhoods, and adds value to the outcomes of the program.

6.2 VICTORIAN DESIGN REVIEW PANEL

The Victorian Design Review Panel (VDRP), managed by the OVGA, provides independent and authoritative advice to government and statutory decision makers across Victoria about the design of significant development proposals.

The VDRP consists of experienced built environment professionals, who provide expert design review of significant projects at key stages of the design and development process. Architects, urban designers, landscape architects and planners, as well as specialists in sustainability, accessibility, health, place-making and masterplanning contribute to the VDRP.

The VDRP reviews projects that are significant because of their site, context or complexity, or because they will be establishing a precedent for new development in a place. The VDRP can review all scales of development from masterplans, major infrastructure, buildings, streets and public spaces.

For LXRA, the VDRP can be made available to review project designs at key milestones, as an independent peer review.

APPENDIX A - FIGURE AND QUALITATIVE BENCHMARK SOURCES

Figure	Title	Page	Source
1	Design Quality and Delivery Stages	4	Office of the Victorian Government Architect
2	Purpose and the Role of contract documents including UDF, UDG and CSG	7	Level Crossing Removal Authority
3	Line of sight from national to site level	9	Level Crossing Removal Authority
4	Urban Design Spatial Contexts	18	VicRoads (Urban Design)

Qualitative Benchmark	Title	Page	Source
1	Olympic Sculpture Park, Seattle, USA	19	www.shank13.wordpress.com/2012/08/20/landscapetraditions-olympic-sculpture-park-final-paper
2	Craigieburn Bypass, Melbourne	19	www.yasammekan.com1000
3	Newtown Interchange, Sydney	19	www.wp.architecture.com.au/nswawards/2013-winners-listjury-citations/2013-urban-design-entries
4	MAX Orange Line, Portland, USA	20	https://nacto.org/publication/transit-street-design-guide/transit-lanes-transitways/lane-elements/green-transitway/
5	Skyttlebron Railway Bridge, Lund , Sweden	20	https://www.dezeen.com/2014/06/13/skyttlebron-railway-bridge-lund-sweden-metro-arkitekter-zig-zags-onto-the-platforms/
6	Santa Fe Railyard Park, New Mexico, US	20	http://www.spur.org/news/2013-08-08/8-shades-green-infrastructure
7	Clifton Hill Railway Duplication, Melbourne	21	www. architectureau.com/articles/clifton-hill-railway-project/
8	MAX Orange Line, Portland, USA	21	http://www.mayerreed.com/portfolio/trimet-max-orange-line-signage-station-furnishings/
9	North Melbourne Station, North Melbourne	21	http://www.steel.com.au/showcase/projects/north-melbourne-station
10	Olympic Sculpture Park, Seattle, USA	22	http://www.weissmanfredi.com/project/seattle-art-museum-olympic-sculpture-park
11	Hague RandstadRail, Netherlands	22	VicRoads Urban Design
12	(Illustration) Scorsby Bridge, Bayswater, Melbourne	22	http://www.laingorourke.com/our-projects/all-projects/bayswater-level-crossing-removal-project.aspx

Qualitative Benchmark	Title	Page	Source
13	Bayswater Station, Melbourne	23	LXRA
14	North Melbourne Station, Melbourne	23	http://www.coxarchitecture.com.au/project/north-melbourne-rail-station/#
15	South Morang Station, Melbourne	23	http://www.coxarchitecture.com.au/project/south-morang-rail-extension/
16	Longueuil–Saint-Hubert station , Quebec, Canada	24	http://www.cat-bus.com/2010/09/apt-announces-rebuilding-of-intermodal-station-on-the-south-shore-leaves-open-which-modes-these-are/
17	McCormick Tribune Campus Centre, Chicago , USA	25	http://oma.eu/projects/iit-mccormick-tribune-campus-center
18	Seoullo 7017 Skygarden, Seoul, South Korea	25	https://dirt.asla.org/2017/06/07/seoul-turns-aging-overpass-into-botanical-promenade/
19	Seafarers Pedestrian Bridge, Yarra River, Melbourne	25	VicRoads Urban Design
20	Monash Freeway Rock Climbing Wall, Burnley, Melbourne	26	www. thenorthsider.com.au
21	Eastlink, Melbourne	27	VicRoads Urban Design
22	Freeway Park on the I-5, Seattle, USA	27	www.greatbuildings.com/buildings/Freeway_Park.html
23	Burke Road Station, Melbourne	27	VicRoads Urban Design
24	Nicholson Street Mall, Footscray, Melbourne	28	www.v1.german-architects.com/en/projects/6099_nicholson_street_mall/all/indexAZ
25	Lonsdale Street, Dandenong, Melbourne	28	www.archdaily.com
26	MAX Orange Line, Portland, USA	28	http://s260.photobucket.com/user/zilfondel/slideshow/Portland/Orange%20Line
27	Footscray Railway Reserve, Melbourne	29	VicRoads Urban Design
28	Shared User Path, Ormond Station, Melbourne	29	VicRoads Urban Design
29	Buffalo Bayou Promenade, Houston, USA	29	www.batonrougelakes.org/planner
30	Bowen Place, Canberra	30	http://lahznimmo.com/project/bowen-place-crossing-development/

Qualitative Benchmark	Title	Page	Source
31	Ringwood Station Footbridge, Melbourne	30	http://www.heraldsun.com.au/leader/outer-east/footbridge-connecting-eastland-to-ringwood-railway-station-still-possible/news-story/bbb836a755554ee9f7c25815e7b60e53citylink
32	MAX Orange Line, Portland, USA	30	http://s260.photobucket.com/user/zilfondel/slideshow/Portland/Orange%20Line
33	Ormond Station Bike Cage, Melbourne	31	https://www.developmentready.com.au/properties/9-station-avenue-mckinnon-vic-3204
34	MAX Orange Line, Portland, USA	31	http://s260.photobucket.com/user/zilfondel/slideshow/Portland/Orange%20Line
35	PARK[E]ING, Venice, Italy	31	www.landezine.com/index.php/2013/02/parkeing-bystradivarie-associated-architects
36	Ginifer Station Carpark, Melbourne	32	VicRoads Urban Design
37	Macadamia Castle, NSW	32	http://www.powerpark.com.au/gallery/
38	Solar lights at RACQ Car park, Queensland	32	http://orcasolarlighting.com.au/carpark.html
39	Bowen Place Crossing Development, Canberra	33	http://lahznimmo.com/project/bowen-place-crossing-development/
40	Birrarung Marr pedestrian bridge, Melbourne	33	VicRoads Urban Design
41	Southern Cross Station Main Concourse, Melbourne	33	https://sk.wikipedia.org/wiki/Southern_Cross_Station
42	Craigieburn Bypass, Melbourne	34	www.tcl.net.au/projects/infrastructure/craigieburn-bypass
43	Eastlink, Melbourne	34	VicRoads
44	(Illustration) A2 Highway, Netherlands	34	https://www.ecowatch.com/solar-powered-noise-barriers-quiet-traffic-while-generating-electricit-1882082739.html
45	Jim Stynes Bridge, Melbourne	35	www.coolon.com.au/architectural-led-product/electro
46	Webb Bridge, Melbourne	35	www.tcsworldtravel.com/expedition/australia-and-newzealand/2016/march/gallery
47	University of Sydney Darling Campus, Sydney	35	www.tcl.net.au/projects/education/university-of-sydney
48	MAX Orange Line, Portland, USA	36	https://trimet.org/publicart/orangeline.htm

Qualitative Benchmark	Title	Page	Source
49	MAX Orange Line, Portland, USA	36	https://trimet.org/publicart/orangeline.htm
50	Gardiner Station Forecourt public art, Melbourne	36	LXRA
51	Rouse Hill, NSW	37	mosmanplanning.net
52	Breslauer Platz, Cologne, Germany	37	www.illumni.co
53	Mitcham Station, Melbourne	37	http://modscape.com.au/projects/mitcham-railway-station/
54	A'Beckett Urban Square, Melbourne	38	http://www.medianet.com.au/releases/release-details/?id=808348

APPENDIX B - LXRA SITE MAP

ALTONA LOOP
30 Kororoit Creek Road, Williamstown North

BELGRAVE
38 Mountain Highway, Bayswater
42 Scoresby Road, Bayswater

CRAIGIEBURN
7 Buckley Street, Essendon
22 Glenroy Road, Glenroy

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
19 Eel Race Road, Carrum
35 McKinnon Road, McKinnon
43 Seaford Road, Seaford
44 Skye Road, Frankston
46 Station Street, Bonbeach

GLEN WAVERLEY
8 Burke Road, Glen Iris
49 Toorak Road, Kooyong

HURSTBRIDGE
23 Grange Road, Alphington
31 Lower Plenty Road, Rosanna

LILYDALE
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
5 Bell Street, Preston
28 High Street, Reservoir

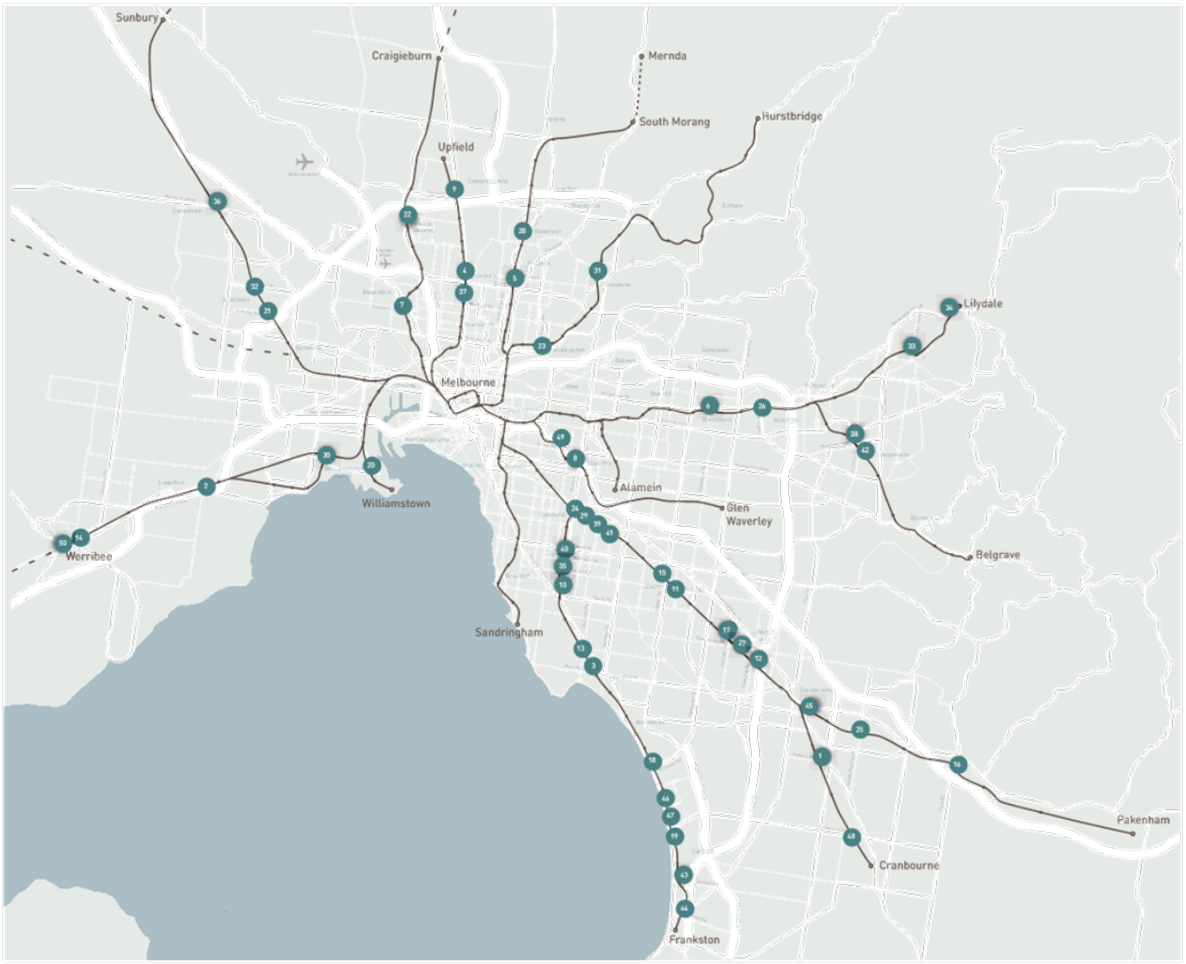
SUNBURY
32 Main Road, St Albans
21 Furlong Road, St Albans
36 Melton Highway, Sydenham

UPFIELD
4 Bell Street, Coburg
9 Camp Road, Campbellfield
37 Moreland Road, Brunswick

WERRIBEE
2 Aviation Road, Laverton
14 Cherry Street, Werribee
50 Werribee Street, Werribee

WILLIAMSTOWN
20 Ferguson Street, Williamstown

*Not in priority order



APPENDIX C - USEFUL DOCUMENT LINKS

Document	Source
Transport Integration Act 2010 (Victoria)	http://www.legislation.vic.gov.au/domino/Web_Notes/LDMS/LTObject_Store/ltobjst9.nsf/DDE300B846EED9C7CA257616000A3571/21642442655C247ECA257E9200145AB9/$FILE/10-6aa042%20authorised.pdf
Creating Places for People: An Urban Design Protocol for Australian Cities, Australian Sustainable Built Environment Council (ASBEC)	https://www.urbandesign.org.au/content/uploads/2015/08/INFRA1219_MCU_R_SQUARE_URBAN_PROTOCOLS_1111_WEB_FA2.pdf
Urban Design Charter, State Government of Victoria, 2009	https://www.planning.vic.gov.au/policy-and-strategy/urban-design/urban-design-charter
Plan Melbourne 2017-2050, Metropolitan Planning Strategy, Department of Environment, Land, Water & Planning (DELWP), 2017	http://www.planmelbourne.vic.gov.au/__data/assets/pdf_file/0007/377206/Plan_Melbourne_2017-2050_Strategy_.pdf
Good Design + Transport, Issue 05, Office of the Victorian Government Architect, 2012	http://www.ovga.vic.gov.au/images/Good_Design___Transport-_August_2015.pdf
Government as Smart Client, OVGA	http://www.ovga.vic.gov.au/images/Government_as_Smart_Client.pdf
Network Development Plan - Metropolitan Rail, Public Transport Victoria, 2012	https://static.ptv.vic.gov.au/siteassets/PTV/PTV%20docs/Metro-rail-network-development-plan/PTV_Network-Development-Plan_Metropolitan-Rail_2016update.pdf
Urban Design Guidelines for Victoria, Department of Environment, Land, Water & Planning (DELWP), 2017	http://www.urban-design-guidelines.planning.vic.gov.au/?_ga=2.53334312.1038833460.1519344021-382521833.1518736304
Public Transport Guidelines for Land Use Development, Department of Economic Development, Jobs, Transport and Resources, 2008	http://economicdevelopment.vic.gov.au/__data/assets/pdf_file/0005/1090895/Public-Transport-Guidelines-for-Land-Use-Development.pdf
Creative Industries Strategy 'Creative State', Creative Victoria, 2016	https://creative.vic.gov.au/__data/assets/pdf_file/0005/110948/creativestate-4.pdf
Victorian Cycling Strategy 2018-2028, Transport for Victoria, 2018	https://transport.vic.gov.au/content/docs/Victorian%20Cycling%20Strategy%202018-28.PDF

MORELAND CITY COUNCIL

REFERRAL TO HERITAGE ADVISER

To:	Ruth Redden (Heritage Advisor)
Date Referred:	29-August-2019
From:	Richard Tolliday (Project Manager Major Projects)
Application No:	Heritage Victoria - Permit application P31649 for a permit to facilitate site construction requirements, Service and Combined Services Route works and temporary relocation and restoration of items within and adjacent to Moreland Station Reserves including the eastern reserve and western reserve (Gandolfo Gardens)
Description:	Proposed site establishment works at Moreland Station, including tree removal and signal box and signal relocation. The proposed works are park of the Bell Moreland Level Crossing Removal Project
Heritage Status: **HO Number.**	The site is located within the following heritage overlays: • HO180 (Precinct - Upfield Railway Line Precinct) • HO115 (Precinct - Moreland Station Precinct) • Part of the site is included on the Victorian Heritage Register under the Heritage Act 2017 (Ref No H952)

REFERRAL REQUEST
Council Officers request your review of the application by the Level Crossing Removal Project (LXRP) to Heritage Victoria which seeks to conduct site establishment works at Moreland Station, including tree removal and signal box and signal relocation on the Upfield trainline.

Officers are seeking an independent review of the heritage merits of the application to assist in the formation of its advocacy position and any subsequent submission to Heritage Victoria on this matter. The review should include a recommendation as to whether the recommendations of the application are reasonable from a heritage perspective and should be accepted and supported or whether they are unreasonable and not supported.

INFORMATION
Relevant information including the application can be found at
https://www.heritage.vic.gov.au/permits/currently-advertised-permits

Relevant documents for your review include:

- Heritage Impact Statement
- Reasonable and Economic Use Statement
- Scope and Plan Part 1
- Scope and Plan Part 2

OFFICER'S COMMENTS

The following questions are proposed to guide your review and are key to Council's considerations:

1. Are the conclusions of the application reasonable from a heritage perspective?
2. Specifically, are the proposed service and combined services route works and temporary relocation and restoration of items within and adjacent to Moreland Station Reserves including the eastern reserve and western reserve reasonable, having regard to the Statement of Significance for Heritage Overlay Schedules 180 and 115?
3. Is there sufficient information provided in the application to form a position. If not, what specific information is missing and should be requested?
4. Does the Heritage Impact Statement and Reasonable Economic Use Statement reasonably account for the current Heritage Victoria nomination process which seeks to regard the Gandolfo Gardens as being of state significance?
5. Should the application be supported or objected to from a heritage perspective?

Your confirmation and/or further comments are requested.

If you have any queries in regard to this referral, please contact me on 9240 1167 or via email.

TIMING:

■ Urgent Within ☐ business days

RICHARD TOLLIDAY
Project Manager Major Projects

MORELAND CITY COUNCIL

RESPONSE TO REFERRAL

To:	Richard Tolliday (Project Manager Major Projects)
Date of response:	5-September-2019
From:	Ruth Redden (Heritage Advisor)
Application No:	Heritage Victoria - Permit application P31649 for a permit to facilitate site construction requirements, Service and Combined Services Route works and temporary relocation and restoration of items within and adjacent to Moreland Station Reserves including the eastern reserve and western reserve (Gandolfo Gardens)
Description:	Proposed site establishment works at Moreland Station, including tree removal and signal box and signal relocation. The proposed works are park of the Bell Moreland Level Crossing Removal Project
Heritage Status: **HO Number.**	The site is located within the following heritage overlays: • HO180 (Precinct - Upfield Railway Line Precinct) • HO115 (Precinct - Moreland Station Precinct) • Part of the site is included on the Victorian Heritage Register under the Heritage Act 2017 (Ref No H952)

Relevant documents reviewed:

- Heritage Impact Statement
- Reasonable and Economic Use Statement
- Scope and Plan Part 1
- Scope and Plan Part 2

Expert's ability to comment on this referral:

(a) Full name:
- Ruth Redden

(b)

Qualifications
- Bachelor of Design, Deakin University, 2008
- Master of Architecture, Melbourne University, 2010
- Registered Architect (18147), 2011
- Conservation of Traditional Buildings (short course), Canberra University, 2013
- International Specilised Skills Institute Fellow (Conservation of Post-War Buildings, New York City, USA), 2014
- PhD Candidate, Melbourne University, current
- Australian ICOMOS National Scientific Committee on Energy and Sustainability, member
- National Trust (Victoria) Building and Estates Committee, member

Experience:
2017 – current: RR Conservation Design, Director
2015 – current: Yarra City Council, Heritage Advisor
2012 – current: Maribyrnong City Council, Heritage Advisor
2012 – 2016: Heritage Alliance, Project Architect
2011 – 2011: Yarra City Council, Assistant Heritage Advisor
2011 – 2011: Woodhead Pty Ltd, Graduate Architect
2005 – 2010: Woodhead Pty Ltd, Student Architect

Areas of expertise:
- Restoration of historic buildings (especially Victorian, Edwardian and Inter-War structures)
- Construction of new builds to historic sites
- The environmental performance of historic buildings
- Heritage advice to private and public organisations
- Heritage Impact Statements, Conservation Management Plans, typological studies and feasibility studies

RESPONSE TO OFFICER'S QUESTIONS

1. Are the conclusions of the application reasonable from a heritage perspective?

No.

The application concludes that:

- From a State perspective, the significance of the site pertains to the 19th century infrastructure only.
- From a State perspective, the significance of Gandolfo Gardens pertains only to being public open space associated with the Moreland Railway Station (not that the trees have significance in and of themselves).

However, from a local perspective, infrastructure from both the late 19th and early 20th century is significant – as detailed in the heritage citation for HO180.

Gandolfo Gardens is not (and will not be) included in the Heritage Victoria extent of registration for H0952. However, it is included in both local heritage overlays HO180 and HO115.

The citation for HO180 states (pertinent sections included only):

- *The Upfield Railway Line Precinct is of state historical significance as a rare and **remarkably intact** section of Melbourne's metropolitan railway system from the late 19th and early 20th century, which was an important component of city development and city life during that period and afterward; and*
- *The Upfield Railway Line Precinct is of state social significance as a **lively**, **vital linear element** in the fabric of the City of Moreland.*

The citation for HO115 states (pertinent sections included only):

- *The Moreland Station Precinct is of local historical significance for its capacity to demonstrate, **through the conjunction of the railway elements** and the surrounding housing on small allotments, the role of the railways in encouraging speculative development in Melbourne's northern suburbs.*

Neither the citation for HO180 or HO115 mentions specifically the significance of mature trees in the reserve, or the social significance of Gandolfo Gardens as a site of strong community activism regarding the preservation of public open space. This is a limitation of the citations as included in the Moreland Planning Scheme. However, the significance of the mature trees in Gandolfo Gardens is recognised by the fact that:

- Some trees are from the early 20th century. The HIS (GJM, 2019: Section 5) states that by 1911, 250 trees were planted in the reserve, and that most of the trees that exist today are from the 1970s (making them nearly 50years old);
- The age of the trees contributes to the **intactness and setting** of the historic station; and
- The schedule to the heritage overlay includes tree controls for HO115 (precisely for the above reasons).

Accordingly it is strongly recommended that Council advocates on the basis that Gandolfo Gardens is significant as a long-running public reserve associated with

Moreland Railway Station, and that the mature trees, many planted in the early and mid 20th century, contribute to the intactness and setting of the Station.

Note: Further consideration should also be given to updating the statement of significance for HO180 and/or HO115 to include the social significance of Gandolfo Gardens and the significance of mature trees.

2. **Specifically, are the proposed service and combined services route works and temporary relocation and restoration of items within and adjacent to Moreland Station Reserves including the eastern reserve and western reserve reasonable, having regard to the Statement of Significance for Heritage Overlay Schedules 180 and 115?**

Regarding service route works

The proposed service routes are highly disruptive to the site, especially in terms of the number of trees required to be removed to accommodate the routes. The number of mature trees which will require removal will have an adverse impact on the heritage significance of HO180 and HO115 by significantly altering the historic vista. Whilst the proposal includes replanting trees, it would take decades for those trees to grow into mature specimens.

Tree replacement in historic areas is not uncommon. Replacing mature trees can be of long term benefit, as trees eventually die or become unsafe and need to be removed, so replacing them with new can ensure contributory landscaping for another generation. However heritage best practice is to replace trees in planned stages – to minimise the immediate and relatively long lasting impact on the presentation of historic areas.

Accordingly, it is strongly recommended that Moreland City Council advocate for:

- Additional evidence that the proposed routes are the best option from a heritage perspective, and that more mature trees cannot be retained.
- A cost analysis comparing the proposed service routes vs an alternative option (including building the new station on the south side of Moreland Road where less trees will be disturbed. Note: in order to preserve the significance of HO180, the existing railway building would have to be conserved and re-activated as part of this plan).

Regarding temporary relocation and restoration of contributory items

The proposal seeks to dismantle, store off-site, restore and reinstate:

- The Moreland Signal Box
- Signal 35 (with relocation next to the Signal Box)
- The Canoe Tree memorial.
- 3 x Canary Island Date Palms

As a whole, dismantling, storing (with the potential for loss or damage) and reconstructing the above items is highly disruptive to the historic site. Accordingly, the following comments are made in case a more sensitive solution cannot be found.

Dismantling the Signal Box for restoration and reconstruction is supported on the condition that sufficient documentation is provided prior to the commencement of works. To date insufficient information has been provided to ensure heritage best practice is observed when dismantling, storing and reconstructing items.

Dismantling Signal 35 and relocation is supported. However, the proposal also

includes removal of push rods and other fixtures because they are 'heavily deteriorated and altered' which is not supported without further evidence that they cannot be retained.

Storage for the Canoe Tree memorial, for re-erection is supported.

Removal and relocation of the 3 x Canary Island Date Palms is supported on the condition that additional information is provided on the methodology and that the methodology be peer reviewed by an expert with suitable qualifications to assess impact on the historic trees.

It is strongly recommended that Moreland City Council advocate for:

Prior to the commencement of works, development of:

1) Additional information on the physical state of Signal 35 and additional justification for removal of 'push rods and other infrastructure at ground level'.
2) Additional information on the methodology for relocating 3 x Canary Date Palms and that the methodology be independently peer reviewed by an expert with suitable qualifications to assess impact on the palms.
3) Archival quality photographic survey of items to be removed and stored.
4) Detailed existing drawings including plans, elevations and sections of the Moreland Signal Box.
5) Detailed proposed drawings including plans, elevations and sections of the Moreland Signal Box.
6) A Conservation Works Plan which indicates in detail the methodology for dismantling (including labelling parts), transport, confirmation of WHERE materials will be stored, and methodology for reconstruction.

It is also strongly recommended that Moreland City Council advocate for a financial bond to be placed with Heritage Victoria for the safeguarding and guaranteed reconstruction and relocation of significant elements.

3. **Is there sufficient information provided in the application to form a position. If not, what specific information is missing and should be requested?**

   No. Current information does not outline in detail the merits of alternative options that would retain more trees and avoid dismantling historic items for storage (resulting in potential loss or damage) and reconstruction.

   See recommendations above for information that should be requested.

4. **Does the Heritage Impact Statement and Reasonable Economic Use Statement reasonably account for the current Heritage Victoria nomination process which seeks to regard the Gandolfo Gardens as being of state significance?**

   The application asserts that the significance of the reserve pertains to its use as a public open space. To this extent the proposal is reasonable. However, the application does not acknowledge the significance and value that mature trees (as opposed to any, and young trees in particular) make to the historic vista of the site. If the significance of mature trees was acknowledged, then the application should seek to retain more trees or relocate the proposed station (potentially south of Moreland Road) so less contributory fabric would be affected.

5. Should the application be supported or objected to from a heritage perspective?

It is strongly recommended that Moreland City Council object to the application on the basis that insufficient information has been provided on a) alternative options which would conserve more contributory fabric; and b) methodologies for the current proposal.

It is strongly recommended that Moreland City Council advocate for:

A. Additional evidence that the proposed routes are the best option from a heritage perspective, and that more mature trees cannot be retained.

B. A cost analysis comparing the proposed service routes vs an alternative option (including building the new station on the south side of Moreland Road where less trees will be disturbed).

Note: in order to preserve the significance of HO180, the existing railway building would have to be conserved and re- activated as part of any plan to move the station south.

In the event that a permit is granted for the works as proposed, it is strongly recommended that:

C. Prior to the commencement of works, the applicant must produce:

i. Additional information on the state of Signal 35 and additional justification for removal of 'push rods and other infrastructure at ground level'.

ii. Additional information on the methodology for relocating 3 x Canary Date Palms and that the methodology be independently peer reviewed by an expert with suitable qualifications to assess impact on the palms.

iii. Archival quality photographic survey of items to be removed and stored. 1 copy for HV, 1 copy for Council and 1 copy for local historical society.

iv. Detailed existing drawings including plans, elevations and sections of the Moreland Signal Box.

v. Detailed proposed (including restoration) drawings including plans, elevations and sections of the Moreland Signal Box.

vi. A Conservation Works Plan which indicates in detail the methodology for dismantling (including labelling parts), transport, confirmation of WHERE materials will be stored, and methodology for reconstruction.

It is also strongly recommended that Moreland City Council advocate for:

D. A financial bond to be placed with Heritage Victoria for the safeguarding and guaranteed reconstruction and relocation of significant elements.

Please do not hesitate to contact me if you require any further comments or clarification on the above.

Regards,

Ruth Redden
Heritage Advisor
Date: 05/09/19

Recommendation of the Executive Director and assessment of cultural heritage significance under Part 3 of the *Heritage Act 2017*

Name	Upfield Railway Line Precinct
Location	Wilson Avenue and Victoria Street Brunswick and Cameron Street and Victoria Street Coburg, Moreland City
Date Registered	23 October 1997
VHR Number	VHR H0925
VHR Categor(ies)	Registered Place
Hermes Number	2135

Upfield Railway Line Precinct (2019)

EXECUTIVE DIRECTOR RECOMMENDATION TO THE HERITAGE COUNCIL:
To amend the existing registration for VHR H0952 in accordance with s.62 of the *Heritage Act 2017* by:

- Clarifying the extent of registration by adding land and removing land.
- Updating the statement of significance.
- Adding a permit policy and permit exemptions in accordance with s.49(3) of the Act.
- Changing the name of the place.

STEVEN AVERY
Executive Director
Recommendation Date: 30 August 2019
Advertising Period: 4 September 2019 – 3 November 2019

This recommendation report has been issued by the Executive Director, Heritage Victoria under s.37 of the *Heritage Act 2017*.

AMENDMENT BACKGROUND

Application One to amend a place in the VHR

On 22 July 2019, the Executive Director, Heritage Victoria (ED) accepted an application to amend the registration in the Victorian Heritage Register (VHR) for the Upfield Railway Line Precinct. The application was prompted by the replacement of level crossings with elevated rail at the northern end of the existing extent of registration. The application identified a number of elements including structures, trees and land along the Upfield Railway Line for potential inclusion in the registration.

Application Two to amend a place in the VHR

On 22 July 2019, a second application to amend the registration in the VHR for the Upfield Railway Line Precinct was accepted by the ED. This application recommended a revised extent which included the railway reserve from Park Street, Brunswick to Bell Street, Coburg, reflecting HO180 in the Moreland Planning Scheme, with additional land at Colebrook Street, and Moreland and Coburg Stations.

Interim Protection Order (IPO)

On 5 August 2019, the ED issued an Interim Protection Order (IPO) for the northern section of the place, from Hope Street, Brunswick to Bell Street, Coburg.

Background

The Upfield Railway Line Precinct was included in the VHR in 1997 as an 'outstanding and complete surviving example of an integrated and functioning complex of nineteenth century railway architecture and technology within the metropolitan area.' The area included in the VHR comprises station buildings and land at Jewell, Brunswick, Moreland and Coburg Stations, and individual gatekeepers cabins, signal boxes, gates and signals located between Park Road, Brunswick and Bell Street, Coburg. This section of the Upfield line has been in continual use since 1884, with nineteenth century elements replaced, altered or removed as required. This is common to most railway lines throughout Victoria. Unlike most other railway line, the Upfield Railway Line Precinct has a rare surviving collection of nineteenth century elements in unusually close proximity to each other, particularly at the southern end of the precinct. This was the primary reason for the inclusion of the Upfield Railway Line Precinct in the VHR. Some of these elements have now been removed or relocated (with permits from Heritage Victoria) or decommissioned but the place still features a large number of elements associated with Victoria's nineteenth century railway network.

Amendments to places in the VHR do not usually include a full re-assessment of the place. However in this case it is considered necessary to do so to understand the potential contribution of the additional elements to the cultural heritage significance of the place.

Additional elements identified in the applications

Application One

Additional elements proposed for inclusion in the registration for the Upfield Railway Line Precinct:

- Coburg signal box, Munro Street.
- Coburg electrical substation No 33 Munro Street.
- Coburg Station Pedestrian Underpass.
- Coburg Railway Reserve parkland (including particular trees).
- Gardens at Moreland Train Station / Gandolfo Gardens (including particular trees).
- Small brick sub-station on Colebrook St.
- Tinning St signal box and gates.

Application Two
Elements (in addition to above) within the proposed amended extent of registration for the Upfield Railway Line Precinct:

- Industrial sidings in Colebrook Street.
- Albert Street gatekeepers cabin.
- Brunswick Road gatekeepers cabin.
- Phoenix Street gates.
- Anstey Railway Station.

Amendment to the Upfield Railway Line Precinct
This amendment will:

- Assess the cultural heritage significance of the additional elements and land in the applications and IPO in the context of the cultural heritage values of the place.
- Recommend the inclusion of additional structures, trees and land identified if they meet the State level threshold for inclusion in the VHR.
- Update the existing registration to reflect changes to the place. This will include the addition and removal of land and changing the name of the place.

The existing registration documentation is provided at Attachment 1 of this report.

RECOMMENDATIONS

It is proposed to amend the registration by:

- Changing the name to the Former Coburg Railway Line to better reflect the cultural heritage significance of the place.
- Recommending the inclusion of additional elements that meet the State level threshold for inclusion in the VHR.
- Updating the existing extent of registration to reflect changes to the place by:
    1. Recommending that areas of the nominated land are included in the VHR.
    2. Recommending that areas of the nominated land are not included in the VHR.
    3. Removing land currently included in the extent of registration.

RECOMMENDATION 1:
AREAS RECOMMENDED FOR INCLUSION IN THE VHR

AERIAL PHOTO OF THE PLACE SHOWING PROPOSED REGISTRATION

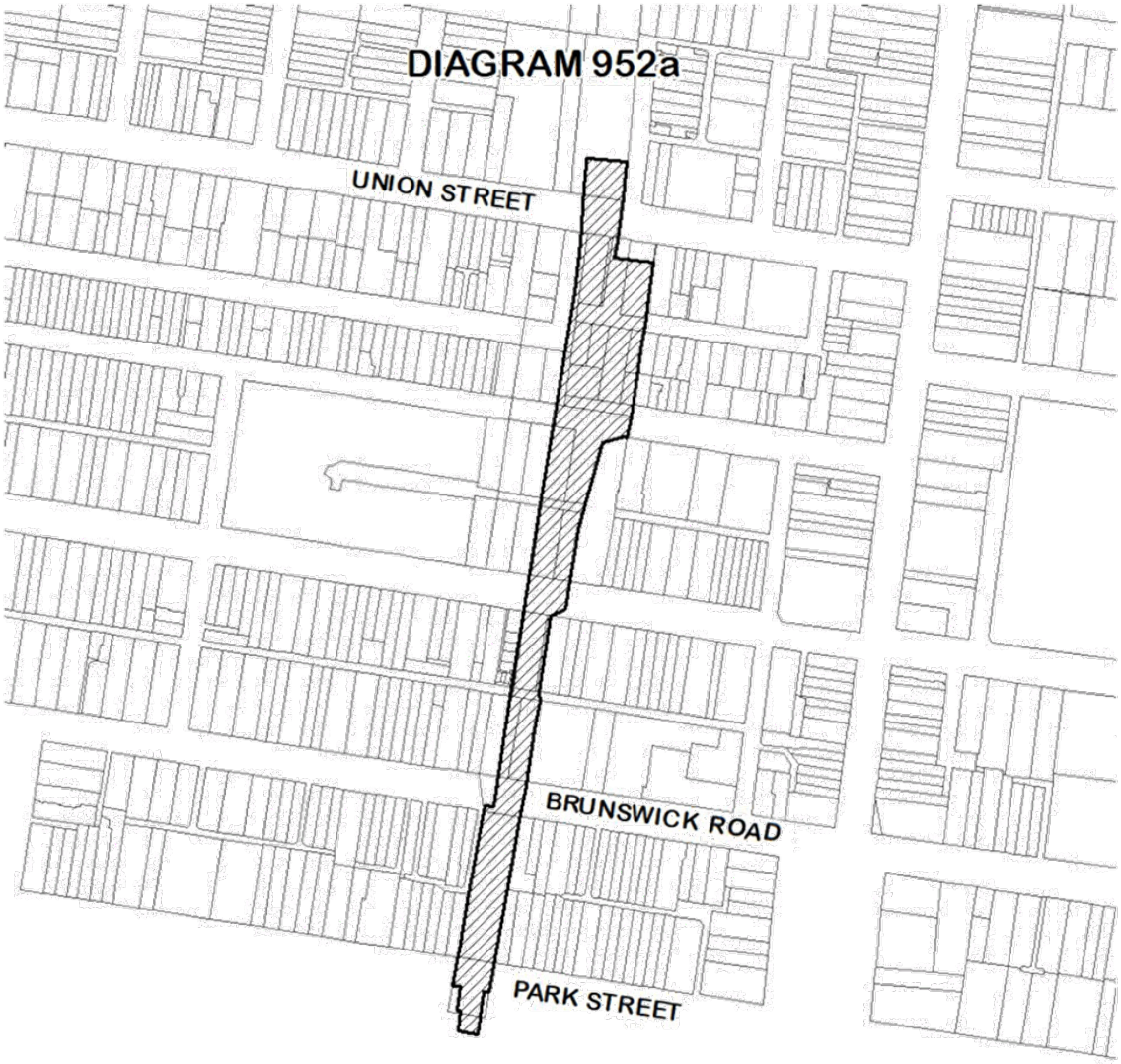
The extent of registration for the Former Coburg Railway Line in the VHR comprises seven separate areas between Park Street, Brunswick and Bell Street, Coburg. It affects the whole place shown on Diagrams 952-A to G including railway station buildings and platforms at Jewell, Brunswick, Moreland and Coburg stations, gatekeepers cabins, signal boxes, gates and signals. The registration also includes all fixtures attached to all buildings at the time of registration including interlocking and safeworking equipment, and levers and rodding within the cabins and boxes and connecting to the gates and signals, as well as fixed furniture and lighting.

RATIONALE FOR EXTENT

The registration of the Former Coburg Railway Line extends from Park Street, Brunswick to Bell Street, Coburg. It is a linear registration with various elements located along each side of the railway line. The existing extent of registration includes land around the railway station buildings, however the signal boxes, gatekeeper cabins, gates and signals are only provided in list form with their location indicated on a diagram. This does not allow for the inclusion of land around these elements or acknowledge the connections between them. The proposed extent of registration allows for the inclusion of land around these elements by creating a number of discrete areas along the railway line which include multiple or singular elements of cultural heritage significance. Some of these areas include the railway corridor and adjacent land, however it is not the intent of the registration to manage the land within the railway corridor or interfere with the day to day functions and operations of the railway. The cultural heritage significance of the Former Coburg Railway Line lies in the collection of individual nineteenth century elements located along the railway line. It is the intent of the registration to allow for the protection of the cultural heritage significance of these elements.

Area A (Park Street to Union Street)

All of the land shown hatched in Diagram 952a encompassing all of Lot 1 on Title Plan 702493, Lot 3 on Title Plan 702493, Lot 1 on Title Plan 612926, Lot 107 on Lodged Plan 284, Lot 4 on Plan of Subdivision 718817, Lot 153 on Lodged Plan 284, Lot 1 on Title Plan 954027, Lot 1 on Title Plan 955695, Lot 1 on Title Plan 949599, Lot 2 on Plan of Subdivision 718817, Lot 1 on Title Plan 955697, Lot 1 on Title Plan 956528, Lot 1 on Title Plan 957228, Lot 1 on Plan of Subdivision 718816 and all of Crown Description Portion 91 Parish of Jika Jika; and part of Lot 1 on Title Plan 865423, Lot 1 on Title Plan 547741, Lot 3 on Plan of Subdivision 718817, Lot 1 on Title Plan 949600, Lot 1 on Title Plan 949602, Lot 1 on Plan of Subdivision 718816, lot 1 on Title Plan 958812, Lot 1 on Title Plan 702764; and part of Road reserves for Park Street, Brunswick, Brunswick Road, Brunswick, Barkly Street, Brunswick, and Union Street, Brunswick. Representing the Park Street gatekeepers cabin; Park Street gates; Signal 24B; Brunswick Road gatekeepers cabin; Barkly Street gates; Barkly Street gatekeepers cabin; Jewell Station and platform; Signal 25; Union Street gate posts; Union Street signal box and Signal 40.



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Name: Upfield Railway Line Precinct
VHR number: VHR H0952
Hermes number: 2135

Aerial view of Area A

Area A (Park to Union Streets)

1. Park Street gatekeepers cabin
2. Park Street gates
3. Signal 24B
4. Brunswick Road gatekeepers cabin
5. Barkly Street gates
6. Barkly Street gatekeepers cabin
7. Jewell Station and platform
8. Signal 25
9. Union Street gate posts
10. Union Street signal box
11. Signal 40

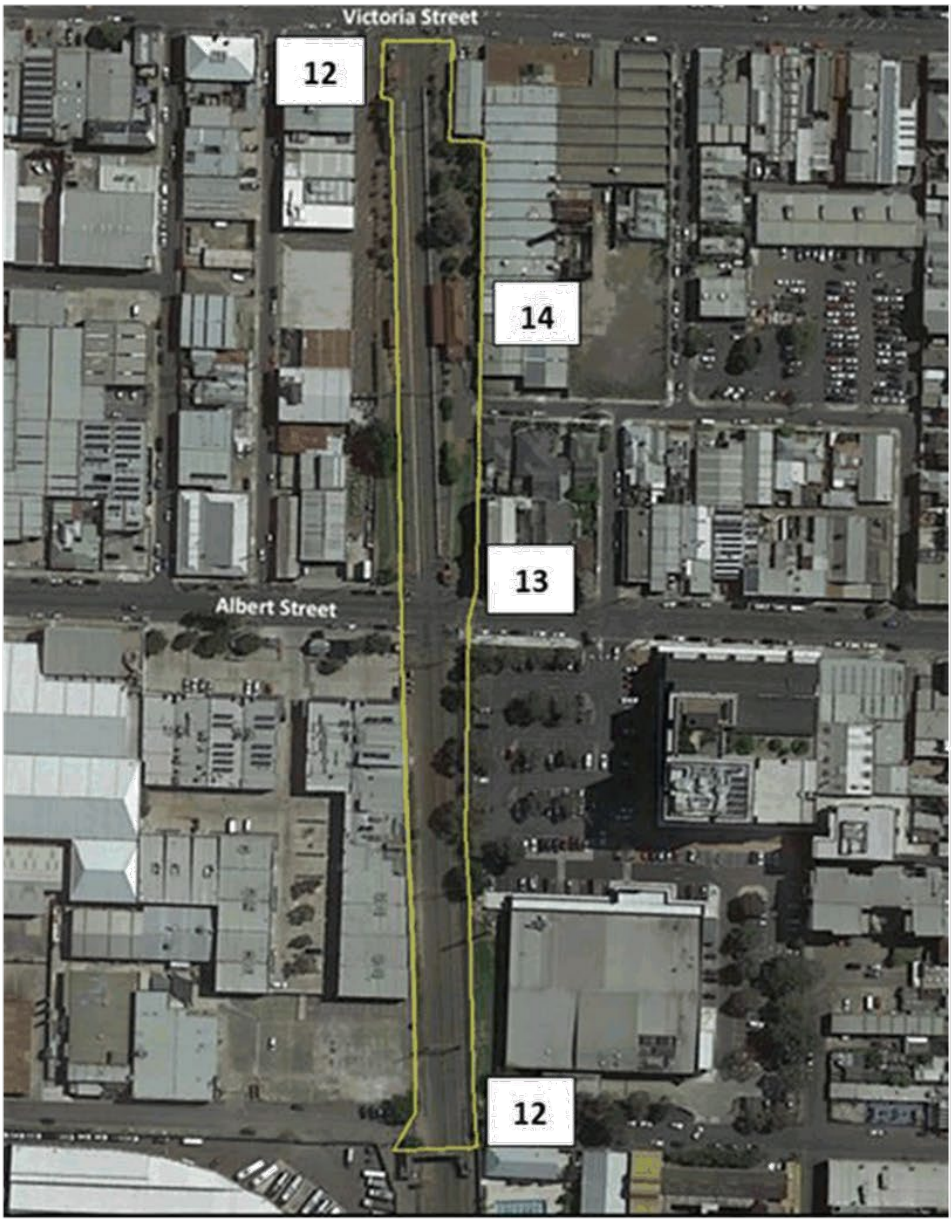
Name: Upfield Railway Line Precinct
VHR number: VHR H0952
Hermes number: 2135

Area B (Phoenix Street to Victoria Street)

All of the land shown hatched on Diagram 952b encompassing all of Lot 1 on Title Plan 955676, Lot 1 on Title Plan 955699, Lot 1 on Title Plan 960535 and parts of Lot 1 on Title Plan 689994, Lot 3 on Title Plan 904749, Lot 2 on Title Plan 955676, Lot 1 on Title Plan 602011, Lot 1 on Title Plan 901787, Lot 1 on Title Plan 901856, Lot 1 on Title Plan 901858, Lot 1 on Title Plan 901843 and Lot 1 on Title Plan 920461 and part of the road reserve for Albert Street, Brunswick. Representing Phoenix Street gates; Albert Street gatekeepers cabin Brunswick Station and platform and the Victoria Street signal box.

Name: Upfield Railway Line Precinct
VHR number: VHR H0952
Hermes number: 2135

Aerial view of Area B



Area B (Phoenix Street to Victoria Street)

12. Phoenix Street gates
13. Albert Street gatekeepers cabin
14. Brunswick Station and platform
15. Victoria Street signal box

Area C (Signal 33B)

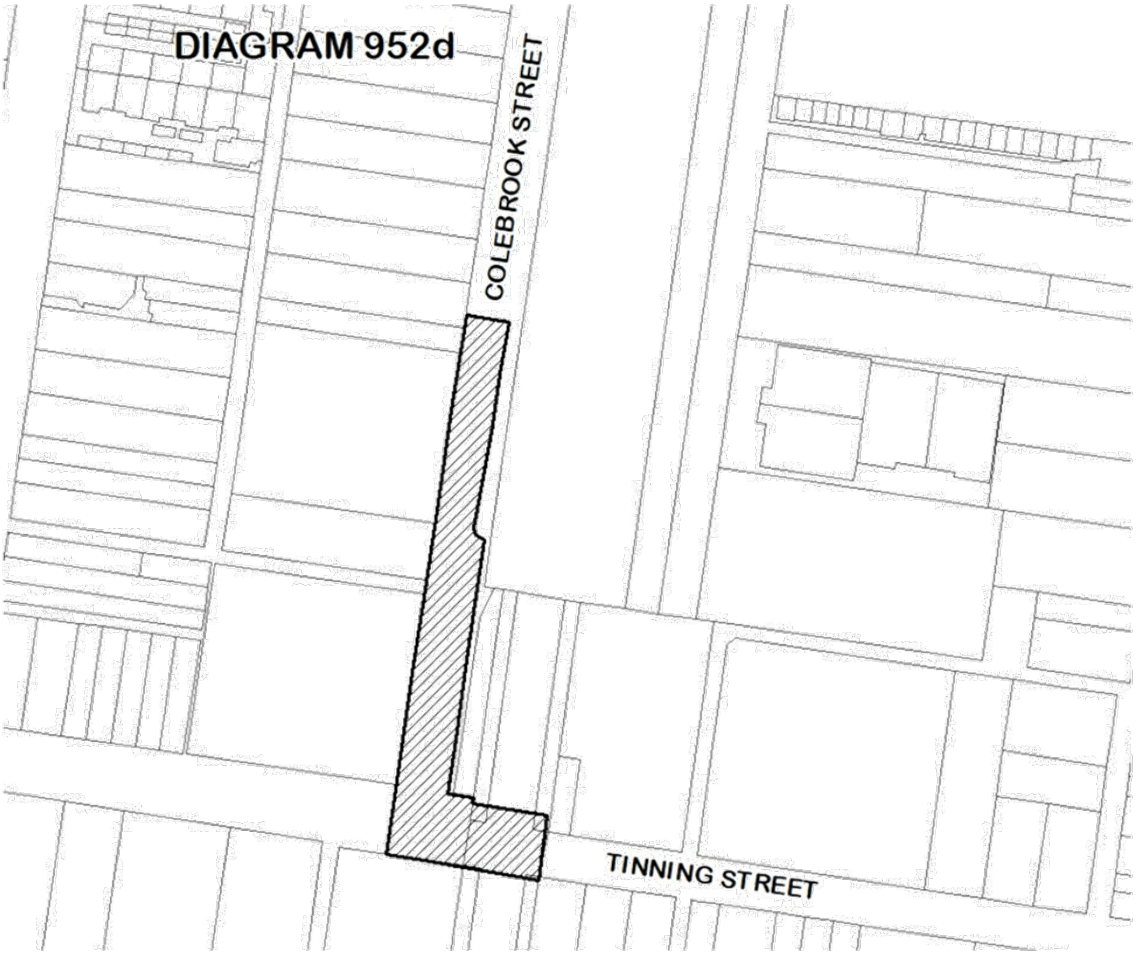
All of the land shown hatched on Diagram 952c encompassing part of Lot 2 on Plan of Subdivision 603501 representing a 1.75m curtilage from the midpoint of Signal 33B. Representing Signal 33B.

Name: Upfield Railway Line Precinct
VHR number: VHR H0952
Hermes number: 2135

Aerial view of Area C

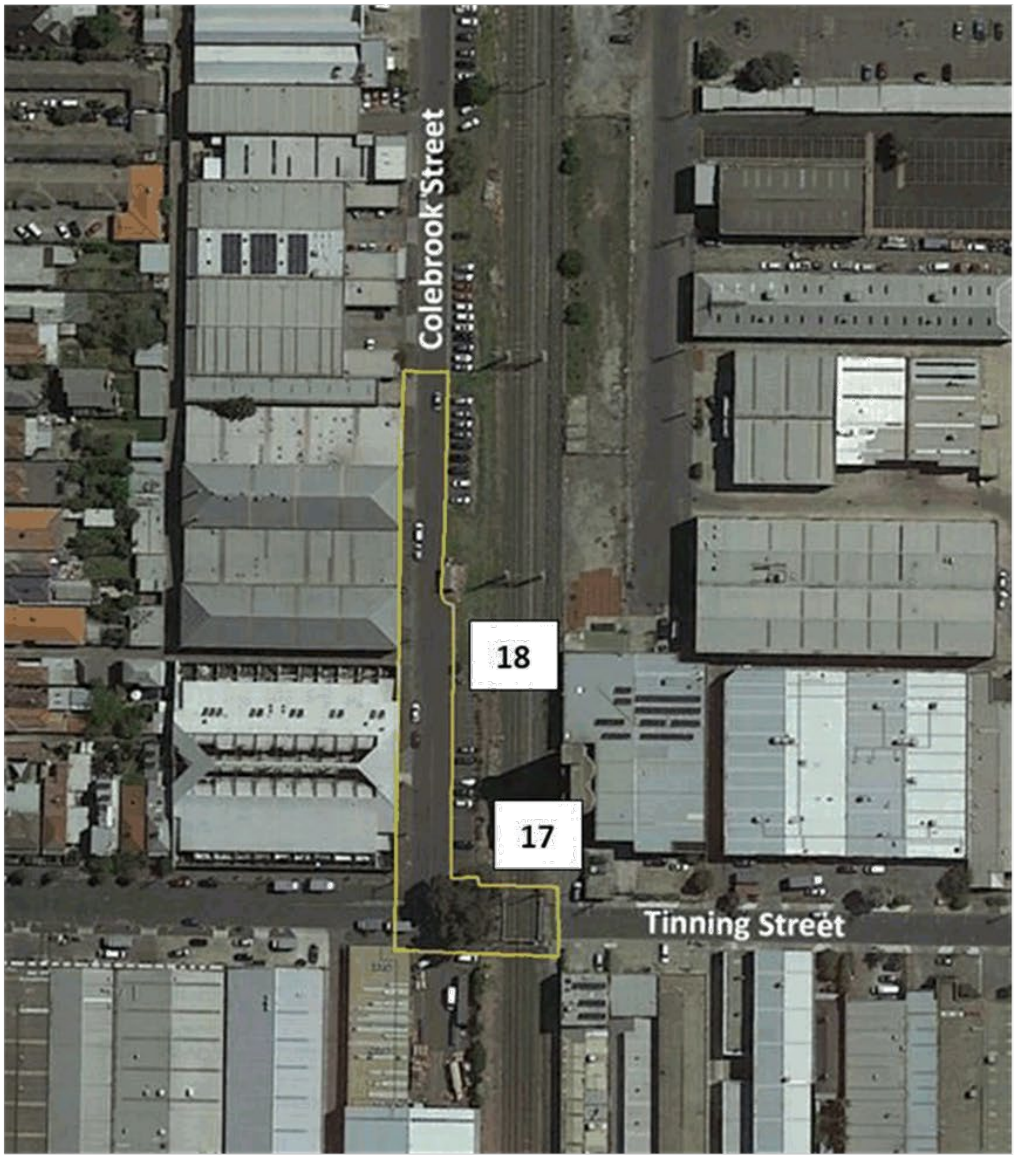
Area C (Signal)
16. Signal 33B

Area D (Colebrook Street and Tinning Street)
All of the land shown hatched on Diagram 952d encompassing part of Lot 1 on Title Plan 960539 and part of Road Reserve for Tinning Street, Brunswick. Representing the Tinning Street gates and the Colebrook Street industrial sidings.



Name: Upfield Railway Line Precinct
VHR number: VHR H0952
Hermes number: 2135

Aerial view of Area D

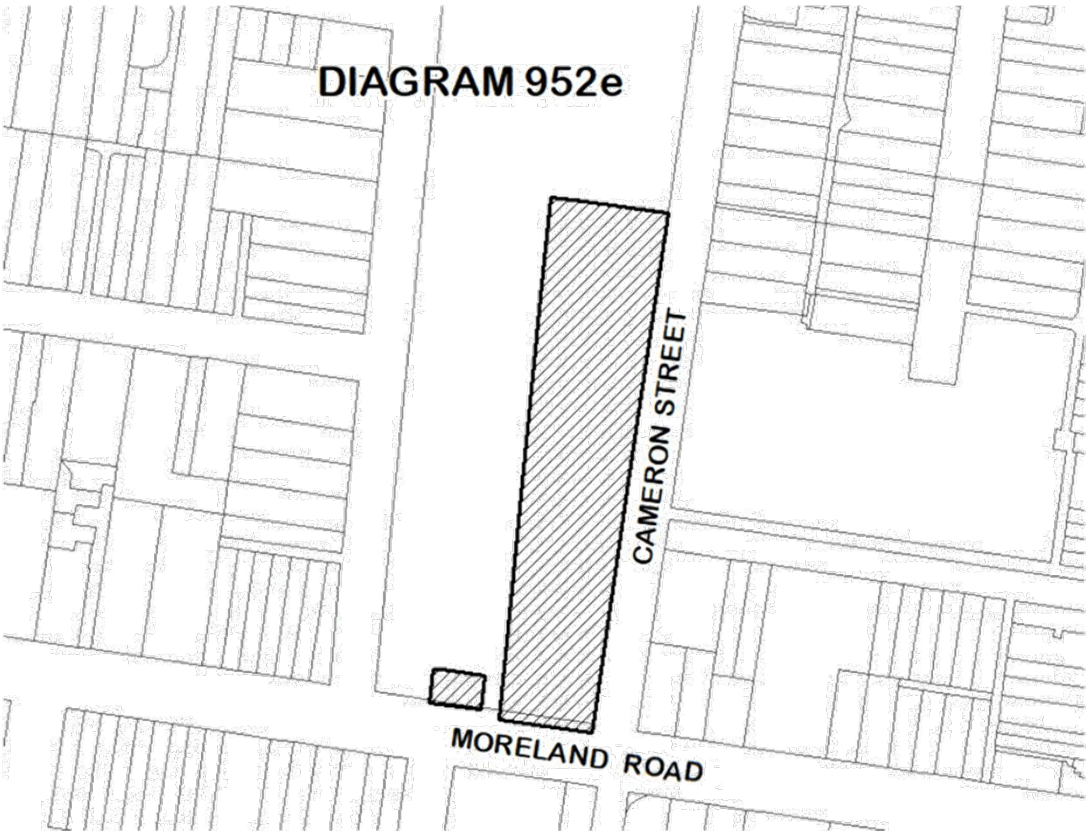


Area D (Colebrook and Tinning Streets)

17. Tinning Street gates
18. Colebrook Street industrial sidings

Area E (Moreland Station)

All of the land shown hatched on Diagram 952e encompassing parts of Lot 1 on Title Plan 942806. Representing Moreland Station and platform, Signal 35 and Moreland Road signal box.



Aerial view of Area E

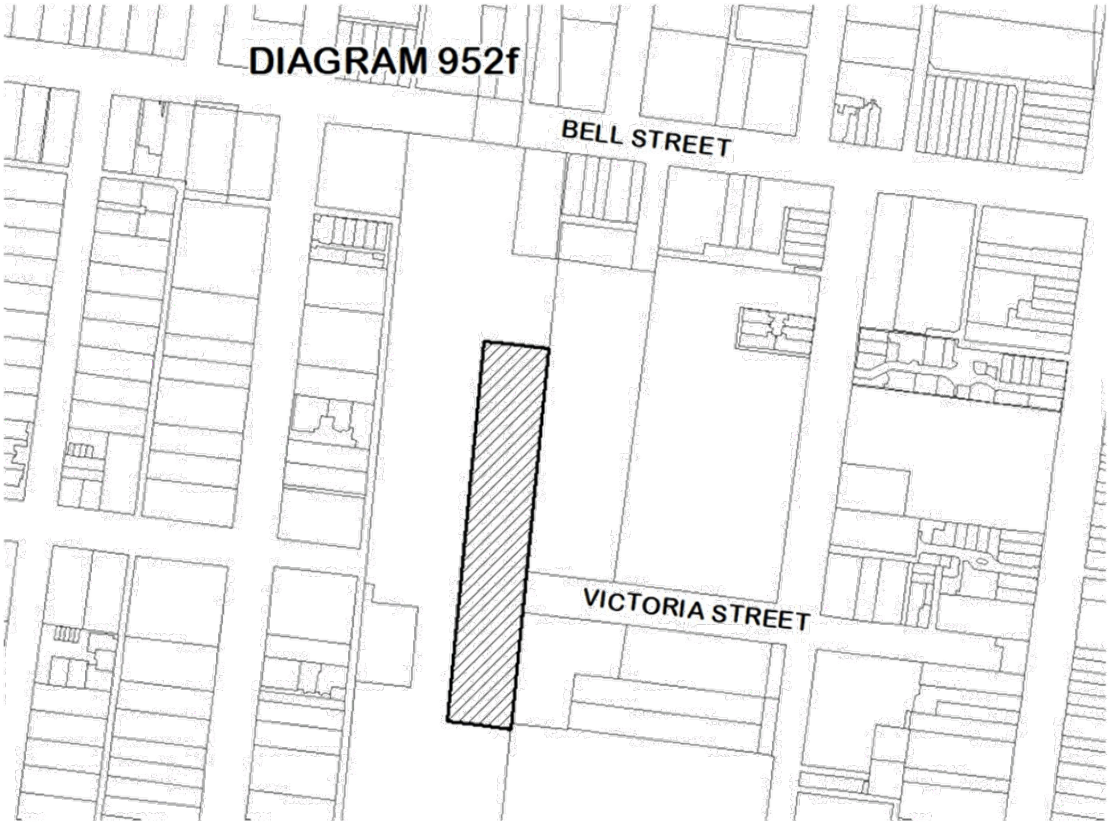
Area E

19. Moreland Station and platform
20. Signal 35
21. Moreland Road signal box

Name: Upfield Railway Line Precinct
VHR number: VHR H0952
Hermes number: 2135

Area F (Coburg Station and Signal 44)

All of the land shown hatched on Diagram 952f encompassing part of Lot 1 on Title Plan 918036. Representing Coburg Station and platform, and Signal 44.



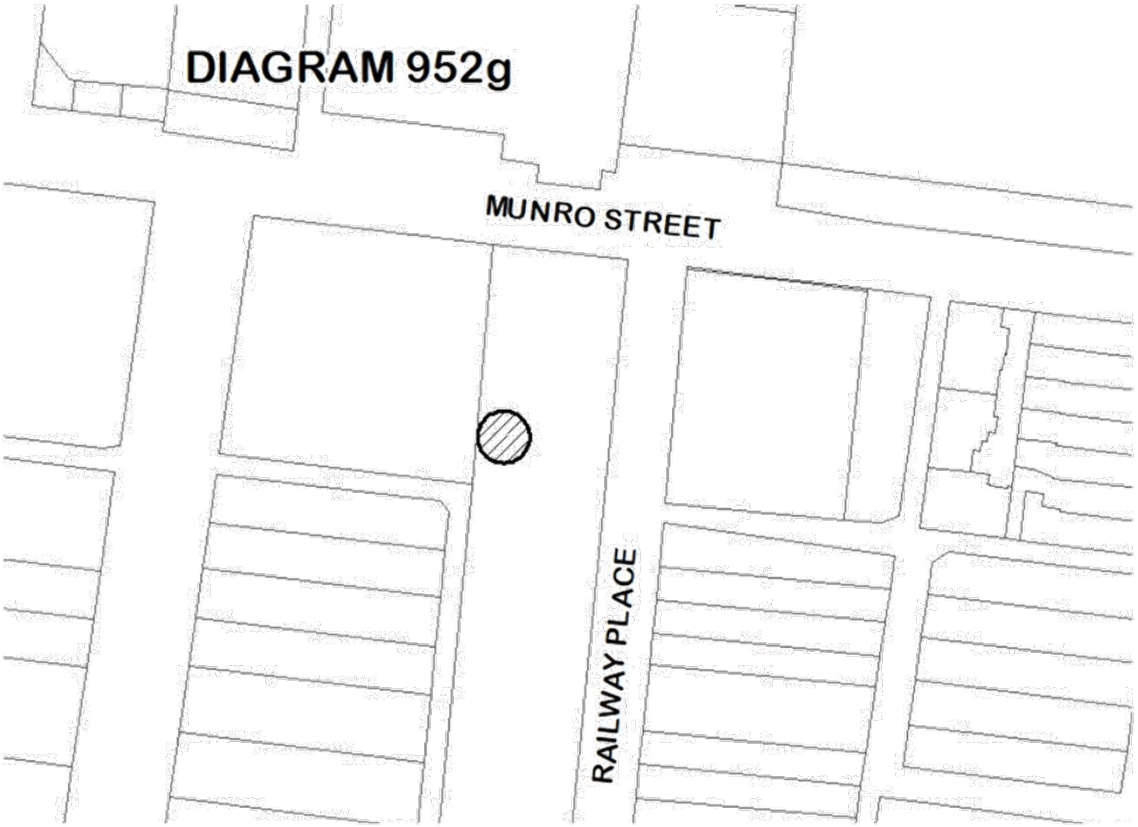
Name: Upfield Railway Line Precinct
VHR number: VHR H0952
Hermes number: 2135

Aerial view of Area F

Area F

22. Coburg Station and platform
23. Signal 44

Area G (Signal 42)
All of the land shown hatched in Diagram 952g encompassing part of Lot 1 on Title Plan 955686 representing a 4m curtilage from the midpoint of Signal 42.



Name: Upfield Railway Line Precinct
VHR number: VHR H0952
Hermes number: 2135

Aerial view of Area G

Area G
24. Signal 42

RECOMMENDATION 2:
LAND NOT RECOMMENDED FOR INCLUSION IN THE VHR

The land indicated in red in Figure 1 is the balance of all the land nominated in Application Two. It is the view of the Executive Director that this land is not required for the protection of the cultural heritage significance of the place at the State level. The cultural heritage significance of this area at the local level is recognised by multiple heritage overlays in the Moreland Planning Scheme.

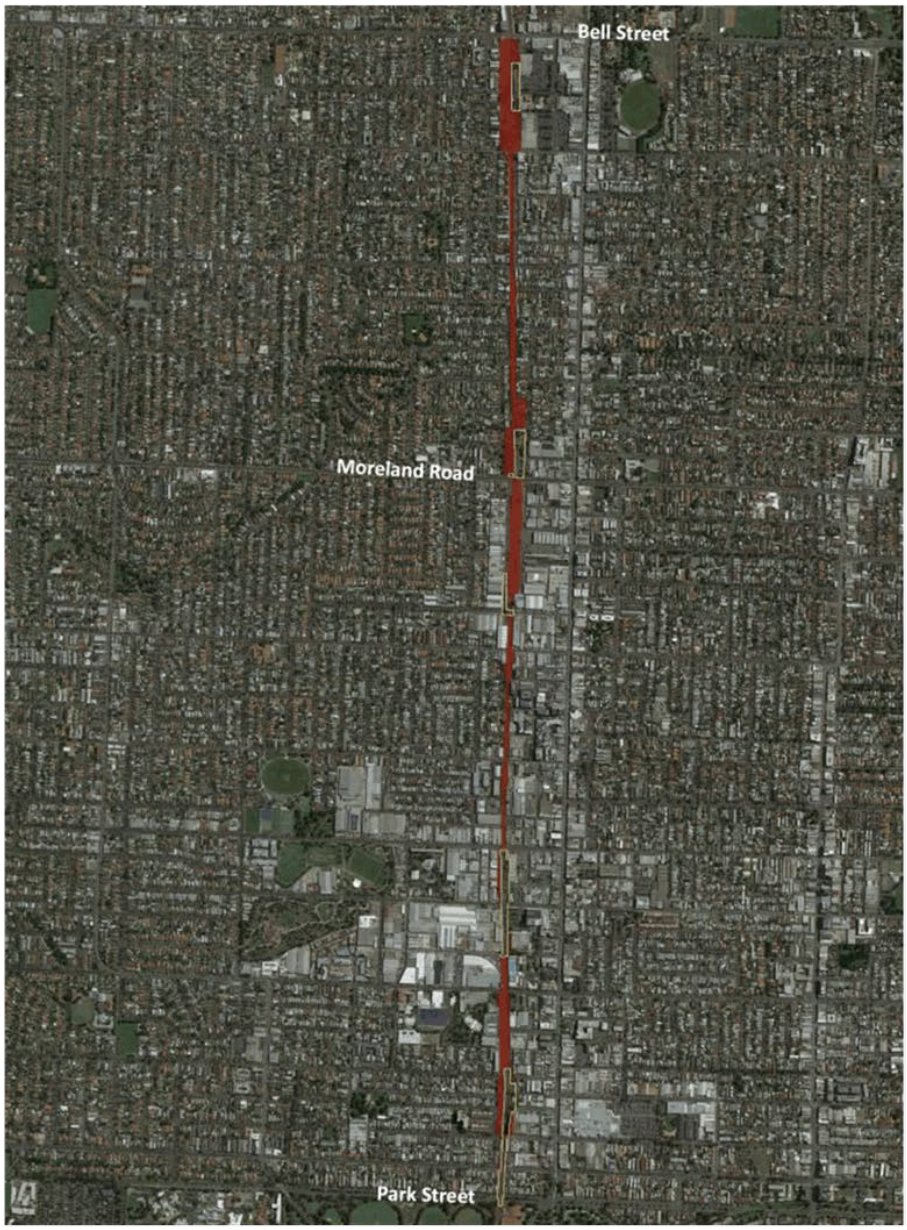


Figure 1: Red areas indicate land not recommended for inclusion in the VHR.
(Areas recommended for inclusion in the VHR are indicated in yellow).

Name: Upfield Railway Line Precinct
VHR number: VHR H0952
Hermes number: 2135

RECOMMENDATION 3:
LAND RECOMMENDED FOR REMOVAL FROM THE EXTENT OF REGISTRATION

Approval was given in 2015 for land adjacent to Jewell Station to be developed. The development is nearing completion and this land no longer contributes to the cultural heritage significance of the Former Coburg Railway Line. It is proposed that the land on which the new development is located is removed from the existing extent of registration, as identified in Figure 2.

Figure 2: The existing extent of registration is the combined area indicated in green and red. The area proposed for removal from the VHR is indicated in red.

CHANGE OF HERITAGE CATEGORY

Current category
Registered Place.

Proposed category
Registered Place.

CHANGE OF NAME

Current name: Upfield Railway Line Precinct
Proposed name: Former Coburg Railway Line

It is the Executive Director's view that the proposed name better reflects the cultural heritage significance of the place.

BACKGROUND

WHAT IS AT THE PLACE?

The Former Coburg Railway Line runs from Park Street, Brunswick to Bell Street, Coburg. The nineteenth century elements comprise railway station buildings, gates, gatekeepers cabins, signals and signal boxes and equipment, levers and rodding associated with interlocking and safeworking systems. The nineteenth century station buildings located at Jewell, Brunswick, Moreland and Coburg stations are all of the same design and are constructed in the Gothic style of red brick with bluestone sills and stuccoed dressings. The gates, cabins and boxes are constructed of timber, some with slight design variations. The equipment connecting the signals, cabins and boxes is missing or compromised at most locations, particularly externally.

WHAT IS THE HISTORY OF THE PLACE?

The Former Coburg Line was constructed between 1881 and 1884 and connected North Melbourne to Coburg. It ran through vacant land then through the Brunswick clay pits owned by Brunswick Potteries and Brickworks and Hoffman Brickworks, through residential areas in North Brunswick, then through paddocks and open fields before terminating at Coburg. It was constructed by Robert Thornton and Company and incorporated an unusual number of level crossings. The station building at Coburg was constructed in 1887, followed by the stations at Moreland, Brunswick and South Brunswick (renamed Jewell Station in 1954) in 1888. Sidings were constructed to service the brickworks and industries and the line was duplicated in the following decade. Further changes took place during the 1920s and 1930s including the electrification of the line in 1920, the construction of North Brunswick Station in 1926 (renamed Anstey in 1942) and the construction of a new signal box and substation at Coburg in 1928 and 1933 respectively. Reliance on the railway declined in the 1930s due to increases in car ownership and road transport. The brickworks began to close in the 1950s and their sidings were removed. In the following decades, boom gates replaced some of the manually operated timber level crossing gates and the signal boxes became electronically operated. In 1997, the place was included in the VHR and some level crossings were closed, allowing for the retention of gates, gatekeepers cabins and signal boxes at selected crossings.

WHO ARE THE TRADITIONAL OWNERS/REGISTERED ABORIGINAL PARTY(IES) FOR THIS PLACE?

The Registered Aboriginal Party under the *Aboriginal Heritage Act 2006* for this place is the Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation.

STATEMENT OF CULTURAL HERITAGE SIGNIFICANCE

What is significant?
The place known as the Former Coburg Railway Line including nineteenth century station buildings and platforms, substations, signal boxes, gatekeepers cabins, remnant interlocking and safeworking equipment, levers and rodding, signals, gates and industrial sidings.

How is it significant?
The Former Coburg Railway Line is of historical significance to the State of Victoria. It satisfies the following criterion for inclusion in the Victorian Heritage Register:

Criterion A
Importance to the course, or pattern, of Victoria's cultural history.

Criterion B
Possession of uncommon, rare or endangered aspects of Victoria's cultural history.

Criterion D
Importance in demonstrating the principal characteristics of a class of cultural places and objects.

Why is it significant?
The Former Coburg Railway Line is significant at the State level for the following reasons:

The Former Coburg Railway Line is historically significant as one of the most intact surviving examples of a nineteenth century railway line in Victoria. Its collection of nineteenth century buildings and infrastructure contributes to the understanding of Victoria's nineteenth century railway network and particularly its growth in the 1880s and 1890s. [Criterion A]

The nineteenth century structures associated with the Former Coburg Railway Line such as gates, gatekeepers cabins, signals and signal boxes are now rare in Victoria and are evidence of activities and functions which are no longer common in Victoria. [Criterion B]

The collection of buildings and other elements associated with the Former Coburg Railway Line are a notable example of nineteenth century railway infrastructure. The collection comprises a large range of buildings and structures developed for railway purposes which individually and collectively demonstrate comparative integrity. The surviving structures are typical of a nineteenth century railway line and remain largely unchanged since their construction. [Criterion D]

ASSESSMENT OF CULTURAL HERITAGE SIGNIFICANCE

CRITERION A

Importance to the course, or pattern, of Victoria's cultural history.

STEP 1: A TEST FOR SATISFYING CRITERION A

The place/object has a *CLEAR ASSOCIATION* with an event, phase, period, process, function, movement, custom or way of life in Victoria's cultural history.
Plus
The association of the place/object to the event, phase, etc *IS EVIDENT* in the physical fabric of the place/object and/or in documentary resources or oral history.
Plus
The *EVENT, PHASE, etc* is of *HISTORICAL IMPORTANCE,* having made a strong or influential contribution to Victoria.

Executive Director's Response

Existing registration

The Former Coburg Railway Line (currently included in the VHR as the Upfield Railway Line Precinct) has a clear association with Victoria's nineteenth century railway network. This is evident in the physical fabric of the place and in documentary resources. The establishment of Victoria's railway network in the nineteenth century is of historical importance, having made a strong contribution to the social and economic development of Victoria. Located in close proximity to each other, the elements already included in the VHR as the Upfield Railway Line Precinct demonstrate the association particularly well. They include the station buildings at Jewell, Brunswick, Moreland and Coburg, signals, signal boxes, gates, gatekeepers cabins and associated interlocking and safeworking equipment, levers and rodding.

Additional elements at Coburg Railway Station

The signal box and substation at Munro Street, the pedestrian underpass and the parkland established on the former railway reserve are located to the south of Coburg Railway Station and were all constructed or created in the late 1920s and early 1930s. The signal box, substation and pedestrian underpass all demonstrate the development of Victoria's railway system. They contribute to an understanding of the twentieth century upgrades to the line but do not form part of the nineteenth century infrastructure of the place.

The parkland established on the former railway reserve was initially used as grazing land before being used as recreational area from the late 1930s. It's association is more strongly connected to recreational activities than with Victoria's railway network. This use is of interest and is important to the surrounding community but is not of historical importance in the context of the nineteenth century railway network in Victoria.

Additional elements at Moreland Railway Station

There are gardens located to the west and east of Moreland Station. The gardens to the west have been known as Gandolfo Gardens since the 1970s, while the gardens to the east are not named. The south eastern section of the gardens (to the east and north of the Moreland Station Building and including two gums trees and two Canary Island Date Palms) is included in the VHR. One gum tree, one Canary Island Date Palm and one elm to the north of the Station Building are not included in the VHR. The area to the west of the railway line is also not included in the VHR. These gardens were created on what was part of the original railway reserve after lobbying from the community began in 1911. Funds were raised and the work was completed by a committee of local residents. Like the Coburg railway reserve, these gardens are associated

more with the recreational activities of the surrounding community than with Victoria's railway system. This use is of interest and is important to the surrounding community but is not of historical importance in the context of the nineteenth century railway network in Victoria.

Additional elements at Tinning and Colebrook Streets

The Brick Substation on Colebrook Street was constructed prior to World War II by the Brunswick Electricity Supply Company. It is likely to have been constructed to serve a specific factory and was one of many constructed for this purpose during this period. It has no known association with the railway line and is not of cultural heritage significance in the context of the Former Coburg Railway Line.

The Tinning Street gates are part of the nineteenth century infrastructure of the Former Coburg Railway Line and have a strong association with the place. The existing signal box appears to date from the mid to late twentieth century and was described as fire damaged in 1990.

The industrial sidings in Colebrook Street were constructed between 1887 and 1894 for industries on Colebrook Street. They are part of the nineteenth century infrastructure of the Former Coburg Railway Line and have a strong association with the place. They demonstrate the association between the railway line and the industries it served.

Additional elements at other locations

The nineteenth century gatekeepers cabins at Albert Street and Brunswick Road and the gates at Phoenix Street are similar to the other elements in the VHR. They are part of the nineteenth century infrastructure of the Former Coburg Railway Line and have a strong association with the place.

Anstey Station is located between Brunswick and Moreland Stations. It was constructed in 1926 and like the substation and signal box at Coburg, contributes to an understanding of the twentieth century upgrades to the line but does not form part of the nineteenth century infrastructure of the place.

Criterion A is likely to be satisfied at Step 1 for:

- Elements already included in the VHR.
- The Tinning Street gates.
- The Phoenix Street gates.
- Industrial sidings in Colebrook Street.
- Albert Street gatekeepers cabin.
- Brunswick Road gatekeepers cabin.

STEP 2: STATE LEVEL SIGNIFICANCE TEST FOR CRITERION A

The place/object allows the clear association with the event, phase etc. of historical importance to be *UNDERSTOOD BETTER THAN MOST OTHER PLACES OR OBJECTS IN VICTORIA WITH SUBSTANTIALLY THE SAME ASSOCIATION.*

Executive Director's Response

Existing registration

The Former Coburg Railway Line (currently included in the VHR as the Upfield Railway Line Precinct) contains a large number of nineteenth century elements which allows the clear association with Victoria's nineteenth century railway network to be better understood than most other places or objects in Victoria with substantially the same association.

Additional elements

The gates at Tinning and Phoenix Streets, industrial sidings and the gatekeepers cabins at Albert Street and Brunswick Road are part of the nineteenth century infrastructure of the Former Coburg Railway Line and have a strong association with the place. Together with the elements already included in the VHR, they allow the clear association with Victoria's nineteenth century railway network to be understood better than most other places or objects in Victoria with substantially the same association.

Criterion A is likely to be satisfied at the State level for:

- The elements already included in the VHR.
- The Tinning Street gates.
- The Phoenix Street gates.
- The industrial sidings in Colebrook Street.
- The Albert Street gatekeepers cabin
- The Brunswick Road gatekeepers cabin.

CRITERION B

Possession of uncommon, rare or endangered aspects of Victoria's cultural history.

STEP 1: A TEST FOR SATISFYING CRITERION B

The place/object has a *clear ASSOCIATION* with an event, phase, period, process, function, movement, custom or way of life of importance in Victoria's cultural history.
Plus
The association of the place/object to the event, phase, etc *IS EVIDENT* in the physical fabric of the place/object and/or in documentary resources or oral history.
Plus
The place/object is *RARE OR UNCOMMON*, being one of a small number of places/objects remaining that demonstrates the important event, phase etc. OR The place/object is *RARE OR UNCOMMON*, containing unusual features of note that were not widely replicated OR The existence of the *class* of place/object that demonstrates the important event, phase etc is *ENDANGERED* to the point of rarity due to threats and pressures on such places/objects.

Executive Director's Response

Existing registration

The Former Coburg Railway Line (currently included in the VHR as the Upfield Railway Line Precinct) comprises elements which were considered rare at the time of their inclusion in the VHR in 1997, with some elements being among the few known examples surviving in Australia and the United Kingdom. The Former Coburg Railway Line is one of a small number of places remaining that demonstrates the processes and elements associated with nineteenth century railway lines in Victoria. The place contains elements which are now endangered to the point of rarity.

Additional elements

The twentieth century items including the signal box, substation, pedestrian underpass, railway reserve at Coburg Station, part of the gardens at Moreland Station including Gandolfo Gardens, the Brunswick Electricity Supply Company substation on Colebrook Street and Anstey Station are not rare or uncommon. There are many examples of similar structures and places throughout Victoria. The Munro Street signal box is similar to those at Caulfield (VHR H1665), Brighton Beach (VHR H1077), Franklin Street, North Melbourne

Junction, Yarraville and Camberwell. Similar substations are located at Hurstbridge and Ferntree Gully. The pedestrian underpass at Coburg Station has been significantly altered. Railway underpasses are better represented at other stations in the VHR including Flinders Street (VHR H1083), Auburn, Mentone and Essendon Stations.

Like the other nineteenth century elements within the Former Coburg Railway Line, the gates at Tinning and Phoenix Streets and the gatekeepers cabins at Albert Street and Brunswick Road are also endangered to the point of rarity. Sidings are evident at a number of places in Victoria, but few are industrial sidings which maintain their association with the nineteenth century buildings they once serviced. There are now few surviving examples of these types of elements in Victoria and most of them are located on the Former Coburg Railway Line.

Criterion B is likely to be satisfied at Step 1 for:

- The elements already in the VHR.
- The Tinning Street gates.
- The Phoenix Street gates.
- The Albert Street gatekeepers cabin.
- The Brunswick Road gatekeepers cabin.
- The industrial sidings at Colebrook Street.

STEP 2: STATE LEVEL SIGNIFICANCE TEST FOR CRITERION B

The place/object is *RARE, UNCOMMON OR ENDANGERED* within Victoria.

Executive Director's Response

The elements already included in the VHR as the Upfield Railway Line Precinct are rare and endangered in Victoria. The gates at Tinning and Phoenix Streets, the gatekeepers cabins at Albert Street and Brunswick Road, and the industrial sidings at Colebrook Street are also rare and endangered within Victoria.

Criterion B is likely to be satisfied at the State level for:

- The elements already in the VHR.
- The Tinning Street gates.
- The Phoenix Street gates.
- The Albert Street gatekeepers cabin.
- The Brunswick Road gatekeepers cabin.
- The industrial sidings at Colebrook Street.

CRITERION C

Potential to yield information that will contribute to an understanding of Victoria's cultural history.

STEP 1: A TEST FOR SATISFYING CRITERION C

The:

- visible physical fabric; &/or
- documentary evidence; &/or
- oral history,

relating to the place/object indicates a likelihood that the place/object contains *PHYSICAL EVIDENCE* of *historical interest* that is *NOT CURRENTLY VISIBLE OR UNDERSTOOD*.

Plus

From what we know of the place/object, the physical evidence is likely to be of an *INTEGRITY* and/or *CONDITION* that it *COULD YIELD INFORMATION* through detailed investigation.

Executive Director's Response

Structures associated with nineteenth century railway networks, and their functions, are well understood. Those associated with the Former Coburg Railway Line have been the subject of a number of studies and reports and are particularly well understood. No physical fabric, documentary evidence or oral history associated with the Former Coburg Railway Line indicates a likelihood that the place contains physical evidence that is not currently visible or understood.

Criterion C is not likely to be satisfied.

CRITERION D

Importance in demonstrating the principal characteristics of a class of cultural places and objects.

STEP 1: A TEST FOR SATISFYING CRITERION D

The place/object is one of a *CLASS* of places/objects that has a *clear ASSOCIATION* with an event, phase, period, process, function, movement, important person(s), custom or way of life in Victoria's history.

Plus

The *EVENT, PHASE, etc* is of *HISTORICAL IMPORTANCE,* having made a strong or influential contribution to Victoria.

Plus

The principal characteristics of the class are *EVIDENT* in the physical fabric of the place/object.

Executive Director's Response

Existing registration

The Former Coburg Railway Line (currently included in the VHR as the Upfield Railway Line Precinct) has a clear association with Victoria's nineteenth century rail network which made a strong contribution to Victoria's history. The principal characteristics of a nineteenth century railway system are evident in the physical fabric of the place through the station buildings at Jewell, Brunswick, Moreland and Coburg, gates, gatekeepers cabins, signals, signal boxes and associated interlocking and safeworking equipment, levers and rodding.

Additional elements

The cultural heritage significance of the Former Coburg Railway Line lies in its ability to demonstrate the processes associated with the nineteenth century railway network in Victoria. The signal box, substation and the pedestrian underpass are all located to the south of Coburg Railway Station and were all constructed in the late 1920s and early 1930s. They all demonstrate the development of Victoria's railway system, but not the principal characteristics of a nineteenth century railway system.

The Coburg Railway Reserve, the Gardens at Moreland Street (including Gandolfo Gardens) and the BEC substation do not have a strong association with the Former Coburg Railway Line and do not demonstrate the principal characteristics of a nineteenth century railway system.

The gates at Tinning and Phoenix Streets, industrial sidings at Colebrook Street, and the gatekeepers cabins at Albert Street and Brunswick Road are also elements which demonstrate the principal characteristics of a nineteenth century railway system.

Criterion D is likely to be satisfied at Step 1 for:

- The elements already in the VHR.
- The Tinning Street gates.
- The Phoenix Street gates.
- The Albert Street gatekeepers cabin.
- The Brunswick Road gatekeepers cabin.
- The industrial sidings at Colebrook Street.

STEP 2: STATE LEVEL SIGNIFICANCE TEST CRITERION D

The place/object is a *NOTABLE EXAMPLE* of the class in Victoria (refer to Reference Tool D).

Executive Director's Response

Existing registration

The Former Coburg Railway Line (currently included in the VHR as the Upfield Railway Line Precinct) is a notable example of the class of nineteenth century railway networks in Victoria. It displays a large number and range of characteristics that are of a higher quality or historical relevance than are typical of places in the class. The number and close proximity of the structures allows the class to be easily understood and appreciated. Although some changes have occurred, the place remains reasonably intact.

Other elements

The gates at Tinning and Phoenix Streets, industrial sidings at Colebrook Street, and the gatekeepers cabins at Albert Street and Brunswick Road are all nineteenth century elements which contribute to the place being a notable example of its class in Victoria.

Criterion D is likely to be satisfied at the State level for:

- The elements already included in the VHR.
- The Tinning Street gates.
- The Phoenix Street gates.
- The industrial sidings at Colebrook Street.
- The Albert Street gatekeepers cabin.
- The Brunswick Road gatekeepers cabin.

Criterion E

Importance in exhibiting particular aesthetic characteristics.

STEP 1: A TEST FOR SATISFYING CRITERION E

The *PHYSICAL FABRIC* of the place/object clearly exhibits particular aesthetic characteristics.

Executive Director's Response

Existing registration

The Former Coburg Railway Line (currently included in the VHR as the Upfield Railway Line Precinct) clearly exhibits particular aesthetic characteristics. These are demonstrated through the nineteenth century fabric and character of the railway elements themselves, and also through the nineteenth century residential and industrial landscape through which the line passes.

Criterion E is likely to be satisfied at Step 1.

STEP 2: STATE LEVEL SIGNIFICANCE TEST FOR CRITERION E

The aesthetic characteristics are *APPRECIATED OR VALUED* by the wider community or an appropriately-related discipline as evidenced, for example, by:

- *critical recognition* of the aesthetic characteristics of the place/object within a relevant art, design, architectural or related discipline as an outstanding example within Victoria; or
- wide public *acknowledgement of exceptional merit* in Victoria in medium such as songs, poetry, literature, painting, sculpture, publications, print media etc.

Executive Director's Response

The aesthetic characteristics of the Former Coburg Railway Line are appreciated and valued by the community, however there has been no critical recognition of the aesthetic characteristics of the place within a relevant art, design, architectural or related discipline as an outstanding example within Victoria or wide public acknowledgement of exceptional merit in Victoria in various mediums.

Criterion E is not likely to be satisfied at the State level.

Criterion F

Importance in demonstrating a high degree of creative or technical achievement at a particular period.

STEP 1: A TEST FOR SATISFYING CRITERION F

The place/object contains *PHYSICAL EVIDENCE* that clearly demonstrates creative or technical *ACHIEVEMENT* for the time in which it was created.

Plus

The physical evidence demonstrates a *HIGH DEGREE OF INTEGRITY*.

Executive Director's Response

The Former Coburg Railway Line contains physical evidence of technical achievement through the signals, signal boxes, gates, gatekeepers cabins and the interlocking and safeworking systems which connect them. The physical evidence demonstrates a high degree of integrity.

Criterion F is likely to be satisfied.

STEP 2: STATE LEVEL SIGNIFICANCE TEST FOR CRITERION F

The nature &/or scale of the achievement is *OF A HIGH DEGREE* or 'beyond the ordinary' for *the period in which it was undertaken* as evidenced by:

- *critical acclaim* of the place/object within the relevant creative or technological discipline as an outstanding example in Victoria; or
- wide *acknowledgement of exceptional merit* in Victoria in medium such as publications and print media; or
- recognition of the place/object as a *breakthrough* in terms of design, fabrication or construction techniques; or
- recognition of the place/object as a successful solution to a technical problem that *extended the limits* of existing technology; or
- recognition of the place/object as an outstanding example of the *creative adaptation* of available materials and technology of the period.

Executive Director's Response

Nineteenth century elements

At the time of the construction of the Former Coburg Railway Line, most of the technology used had been implemented on other lines. The use of particular technologies on the Former Coburg Line was not of a high degree or beyond the ordinary for the period in which it was undertaken. The signals, signal boxes, gates and gatekeepers cabins and the associated interlocking and safeworking equipment had all been installed and were in use on other railway lines. There has been no recognition of the Former Coburg Railway Line as breakthrough, beyond the ordinary or extending the limits of existing technology.

Twentieth century elements

The twentieth century elements, including the signal box and substation at Coburg Railway Station were not acknowledged as breakthrough, beyond the ordinary or extending the limits of existing technology. Similar structures were constructed throughout Victoria.

Criterion F is not likely to be satisfied at the State level.

CRITERION G

Strong or special association with a particular present-day community or cultural group for social, cultural or spiritual reasons.

STEP 1: A BASIC TEST FOR SATISFYING CRITERION G

Evidence exists of a community or cultural group. *(A community or cultural group is a group of people who share a common interest, including an experience, purpose, belief system, culture, ethnicity or values.)*
Plus
Evidence exists of a strong attachment between the COMMUNITY OR CULTURAL GROUP and the place/object in the present-day context.
Plus
Evidence exists of a time depth to that attachment.

Executive Director's Response

Most people living and working in the suburbs through which the Former Coburg Railway Line passes have an association with the place. However most do not present or identify as organised groups with a common interest, experience, purpose, belief system, culture, ethnicity or values.

There are a number of present day community groups with an attachment to the Former Coburg Railway Line. While these community groups have an appreciation for the cultural heritage significance of the line, the time depth of the attachment is short and associated with campaigns around the construction of the elevated rail.

There was also strong community attachment to the Former Coburg Railway Line prior to its inclusion in the VHR in 1997. The community groups recognised the importance of the nineteenth century structures, but they were also campaigning against the proposed closure of the railway line. This is not a present day attachment.

Criterion G is not likely to be satisfied.

CRITERION H

Special association with the life or works of a person, or group of persons, of importance in Victoria's history.

STEP 1: A TEST FOR SATISFYING CRITERION H

The place/object has a *DIRECT ASSOCIATION* with a person or group of persons who have made a strong or influential *CONTRIBUTION* to the course of Victoria's history.

Plus

The *ASSOCIATION* of the place/object to the person(s) *IS EVIDENT* in the physical fabric of the place/object and/or in documentary resources and/or oral history.

Plus

The *ASSOCIATION*:

- directly relates to *ACHIEVEMENTS* of the person(s) at, or relating to, the place/object; or
- relates to an *enduring* and/or *close INTERACTION* between the person(s) and the place/object.

Executive Director's Response

There were many individuals with a direct association with the development and construction of the Former Coburg Railway Line including Sir James Patterson (MLA) who introduced the *Railway Construction Bill of 1880* to Parliament, and Robert Thornton whose company constructed the railway line. The associations are evident in the physical fabric of the place and in documentary resources. However the association of these people with the Former Coburg Railway Line occurred during the course of their employment and is no stronger than it was with other railway lines or infrastructure projects they were involved with. None of these individuals have made a particularly strong or influential contribution to the course of Victoria's history.

Criterion H is not likely to be satisfied.

PROPOSED PERMIT POLICY

Preamble

The purpose of the Permit Policy is to assist when considering or making decisions regarding works to a registered place. It is recommended that any proposed works be discussed with an officer of Heritage Victoria prior to making a permit application. Discussing proposed works will assist in answering questions the owner may have and aid any decisions regarding works to the place.

The extent of registration of the Coburg Railway Line in the Victorian Heritage Register affects the whole place shown on Diagrams 925-1 to 6 including the land, all nineteenth century structures (exteriors and interiors) including Jewell, Brunswick, Moreland and Coburg Station buildings, signals boxes, gatekeepers cabins, signals, gates, industrial sidings and associated equipment. Under the *Heritage Act 2017* a person must not remove or demolish, damage or despoil, develop or alter or excavate, relocate or disturb the position of any part of a registered place or object without approval. It is acknowledged, however, that alterations and other works may be required to keep places and objects in good repair and adapt them for use into the future.

If a person wishes to undertake works or activities in relation to a registered place or registered object, they must apply to the Executive Director, Heritage Victoria for a permit. The purpose of a permit is to enable appropriate change to a place and to effectively manage adverse impacts on the cultural heritage significance of a place as a consequence of change. If an owner is uncertain whether a heritage permit is required, it is recommended that Heritage Victoria be contacted.

Permits are required for anything which alters the place or object, unless a **permit exemption** is granted. Permit exemptions usually cover routine maintenance and upkeep issues faced by owners as well as minor works or works to the elements of the place or object that are not significant. They may include appropriate works that are specified in a conservation management plan. Permit exemptions can be granted at the time of registration (under s.38 of the Heritage Act) or after registration (under s.92 of the Heritage Act). It should be noted that the addition of new buildings to the registered place, as well as alterations to the interior and exterior of existing buildings requires a permit, unless a specific permit exemption is granted.

Conservation management plans
It is recommended that a Conservation Management Plan is developed to manage the place in a manner which respects its cultural heritage significance.

Aboriginal cultural heritage
If works are proposed which have the potential to disturb or have an impact on Aboriginal cultural heritage it is necessary to contact Aboriginal Victoria to ascertain any requirements under the *Aboriginal Heritage Act 2006*. If any Aboriginal cultural heritage is discovered or exposed at any time it is necessary to immediately contact Aboriginal Victoria to ascertain requirements under the *Aboriginal Heritage Act 2006*.

Other approvals
Please be aware that approval from other authorities (such as local government) may be required to undertake works.

Archaeology
Any works that may affect historical archaeological features, deposits or artefacts at the place is likely to require a permit, permit exemption or consent. Advice should be sought from the Archaeology Team at Heritage Victoria.

Cultural heritage significance
Overview of significance
The cultural heritage significance of the Coburg Line lies in its ability to demonstrate a nineteenth century railway line through its fine collection of intact and inter-related nineteenth century buildings, structures and equipment.

EXECUTIVE DIRECTOR RECOMMENDATIONS FOR EXEMPTED WORKS OR ACTIVITIES (PERMIT EXEMPTIONS)

It should be noted that Permit Exemptions can be granted at the time of registration (under s.38 of the *Heritage Act 2017*). Permit Exemptions can also be applied for and granted after registration (under s.92 of the *Heritage Act 2017*).

Under s.38 of the *Heritage Act 2017* the Executive Director may include in his recommendation categories of works or activities which may be carried out in relation to the place or object without the need for a permit under Part 5 of the Act. The Executive Director must not make a recommendation for any categories of works or activities if he considers that the works or activities may harm the cultural heritage significance of the place or object. The following permit exemptions are not considered to cause harm to the cultural heritage significance of the Coburg Line.

General Condition 1
All exempted alterations are to be planned and carried out in a manner which prevents damage to the fabric of the registered place or object.

General Condition 2
Should it become apparent during further inspection or the carrying out of works that original or previously hidden or inaccessible details of the place or object are revealed which relate to the significance of the place or object, then the exemption covering such works shall cease and Heritage Victoria shall be notified as soon as possible.

General Condition 3
All works should ideally be informed by Conservation Management Plans prepared for the place. The Executive Director is not bound by any Conservation Management Plan, and permits still must be obtained for works suggested in any Conservation Management Plan.

General Condition 4
Nothing in this determination prevents the Heritage Council from amending or rescinding all or any of the permit exemptions.

General Condition 5
Nothing in this determination exempts owners or their agents from the responsibility to seek relevant planning or building permits from the relevant responsible authority, where applicable.

Specific Permit Exemptions
The proposed extent of registration creates a number of discrete areas along the railway line which include multiple or singular elements of cultural heritage significance. Some of these areas include the railway corridor and land on either side. The cultural heritage significance of the Former Coburg Railway Line lies in the collection of individual nineteenth century elements located along the railway line. It is the intent of the registration to allow for the protection of the cultural heritage significance of these elements. It is not the intent of the registration to manage the land within the railway corridor or interfere with the day to day functions and operations of the railway.

General

- All works associated with operating and maintaining the existing road and public transport infrastructure including all railways, roadways, footpaths, kerbs and channels, boom gates, traffic lights, railings, car parks, signs, fire hydrants, parking meters, street lighting, seating and shelters.
- The installation of standard street furniture within the road and park reserves, including rubbish and recycling bins, park seats, drinking fountains, pathway lights, fencing and safety barriers.
- Repair and maintenance of twentieth century directional signage, road signs, and speed signs.
- Resurfacing of existing asphalt paths and driveways.
- Maintenance and repair of existing ticketing machines, directional signage, public address systems, detectors, alarms, emergency lights, exit signs, luminaires and the like.
- Replacement of existing ticketing machines, directional signage, public address systems, detectors, alarms, emergency lights, exit signs, luminaires and the like provided they are located in the same position and are of the same size.
- Maintenance and repairs to passenger control gates, safety barriers, rubbish bins, seating and bicycle racks.
- Replacement of passenger control gates, safety barriers, rubbish bins, seating and bicycle racks provided they are located in the same position and are of the same size.
- Painting of previously painted surfaces provided that preparation or painting does not remove all evidence of earlier paint schemes. This does not include surfaces which are finished with varnishes or decorative finishes such as graining.
- Removal, repair or replacement of existing security lighting and fire safety equipment.
- Replacement of non-original wiring, lighting, speakers, monitor cameras, monitor screens using existing penetrations.
- Resurfacing of the existing asphalt surface to platforms.

Rail Tracks and Overhead Wiring

- Removal, re-ballasting, re-levelling, renewal or replacement of rail tracks and replacement of railway tracks and sleepers.
- Removal, rewiring and restructuring of the overhead collection wires and other wiring including overhead power lines.
- Modifications and repairs to, and replacement of any modern electric or electronic signalling equipment.

Public Safety and Security

- The erection of temporary security fencing, scaffolding, hoardings or surveillance systems to prevent unauthorised access or to secure public safety which will not cause physical damage to any building or element of cultural heritage significance including archaeological features.
- Emergency stabilisation necessary to secure safety where a site feature has been irreparably damaged or destabilised and represents a safety risk to its users or the public.

Station buildings, timber gates, gatekeepers cabins and signal boxes

- Minor patching, repair and maintenance which replaces like with like. Repairs must maximise protection and retention of significant fabric and include the conservation of existing details or elements. Any new materials used for repair must not exacerbate the decay of significant fabric due to chemical incompatibility, obscure significant fabric or limit access to significant fabric for future maintenance.
- Painting of previously painted surfaces provided that preparation or painting does not remove earlier paint schemes. This does not include surfaces which are finished with varnishes or decorative finishes such as graining.
- The temporary removal of broken clear glass and the temporary shuttering of windows and covering of holes as long as this work is reversible and does not further damage the original fabric.

Landscape

- The process of gardening, including mowing, hedge clipping, bedding displays, removal of dead shrubs and replanting, disease and weed control, and maintenance to care for existing plants.
- The removal or pruning of dead or dangerous trees to maintain safety. The Executive Director must be notified of these works within seven days of the works being undertaken.
- Replanting of removed or dead trees with the same plant species.
- Removal or replacement of existing watering and drainage systems or services outside the canopy edge of mature trees and on the condition that works do not impact on archaeological features or deposits.
- Removal of noxious weeds.
- Management of possums and vermin.

RELEVANT INFORMATION

Local Government Authority	Moreland City
Heritage Overlay	Yes (HO180)
Heritage Overlay Controls	External Paint: No Internal Alteration: No Tree: No
Other Overlays	No
Victorian Aboriginal Heritage Register	No
Other Listings	National Trust of Australia (Victoria) B5973
Other Names	Upfield Railway Line Precinct Upfield Line

HISTORY

The following history summary is primarily based on the Upfield Railway Heritage Study (1990) by Andrew Ward.

In the 1860s, the area through which the Former Coburg Railway Line now runs comprised brickworks, potteries and their associated clay pits in Brunswick, with farm land, paddocks and sparsely scattered residences to the north and south.

The gazettal of the *Railway Construction Bill* on 31 December 1880 allowed for the construction of 475 miles (764 kilometres) of new suburban and country railway lines including a line from North Melbourne station to Coburg. The new line was constructed between 1881 and 1884 and left North Melbourne at the down end of the station and swung over Moonee Ponds Creek, Mt Alexander Road and Manningham Street on iron viaducts before heading north at Park Street in a direct line to Coburg. It ran through vacant land then through the Brunswick clay pits owned by Brunswick Potteries and Brickworks and Hoffman Brickworks, through residential areas in North Brunswick, then through paddocks and open fields to Coburg.

The Coburg Line was constructed by Robert Thornton and Company. While other lines such as the Collingwood to Clifton Hill Line incorporated bridges which spanned the streets below, the Coburg Line included an unusual amount of level crossings, particularly at its southern end between Park Street and Hope Street. The crossings were each equipped with four wooden gates and associated signals. The gates were mostly hand operated by gatekeepers who occupied the adjacent gatekeepers cabins and signal boxes. The signals were operated using the various lever systems housed within these buildings.

The Coburg Line officially opened on 9 September 1884, with the Coburg station building constructed in 1887, followed by the construction of stations of the same design at South Brunswick (renamed Jewell Station in 1954), Brunswick and Moreland in 1888. The brickworks and potteries prospered with the

increased transportation of their goods to the booming building industry, and firewood allotments were built along the line to provide fuel stores for their furnaces. Sidings were constructed operating from Jewell Station for Hoffman Brickworks and Cornwell Potteries in 1886, and from Moreland Station for Thomas Warr and Company's grain and wool stores in 1887 and 1889. Another siding was built operating out of Moreland Station in 1894 for the Moreland Timber Company.

In 1889, the line was extended beyond Coburg to Somerton and duplicated between Royal Park and Jewell Stations. The Brunswick to Coburg section was duplicated in 1891 with the Jewell to Brunswick section duplicated across the claypits in 1892.

During the financial depression of the 1890s, the needs of the brickworks and potteries industries began to decline, resulting in a decrease in the use of the railway line for the transportation of goods and materials. However it grew as a passenger service in this period, servicing the fast growing population of the northern suburbs. In order to attract more patrons, three cheaper worker services were made available each day.

In 1920, one year after electrification of the first line in Victoria (the Sandringham to Essendon line), the Coburg Line was electrified. The brickworks were increasing their production again, textile and other manufacturing industries were opening in Brunswick and Coburg and new residential subdivisions were also taking place. The tramway which ran along Sydney Road parallel to the railway line provided some competition for the railway line, but it remained viable for its ability to provide quicker travel time for city workers and to satisfy the heavy cartage needs of the industries.

A new station on the Coburg Line between Brunswick and Moreland Stations opened in 1926. Initially known as North Brunswick Station, it was renamed Anstey Station in 1942 after former State and Federal Member of Parliament, Frank Anstey.

The existing Coburg signal box located on the western side of the railway line on Munro Street opened on 30 September 1928, replacing the original Coburg signal box which had opened in 1892. Substation No. 33 was constructed opposite the signal box in 1933 to reduce voltage drop on the outer portion of the railway line.

During the 1930s the reliance on the railway declined. Car ownership grew and while passenger train use continued, there were dramatic changes in the transportation of goods. The brickworks, potteries and other industries began to close in the 1950s and their respective sidings were dismantled during the 1960s and 1970s. The line was extended to Upfield to service the new Ford assembly plant in the 1950s, but this only somewhat offset the loss of heavy cartage from the brickworks and potteries industries. The State Electricity Commission (SEC) fuel store (which had been located in the former Thomas Warr and Co. storehouse on Colebrook Street since 1936) closed in 1960. Its associated siding closed in 1967 and was dismantled in 1989, leaving only the surviving sections of track. In 1988, the parcels delivery service ceased and the line became a passenger service only.

In the following decades, boom gates replaced some of the manually operated timber level crossing gates and signal boxes became electronically operated. In 1997, the Former Coburg Line was included in the VHR and some level crossings were closed. Gates, and gatekeepers cabins or signal boxes survive at some crossings, although their positions have been modified to allow for the installation of boom gates. Most of the signals also survive, although they have been either rotated or relocated for safety reasons.

PHYSICAL DESCRIPTION

The Former Coburg Line runs between Park Street, Brunswick and Bell Street, Coburg. The nineteenth century elements comprise railway station buildings, gates, gatekeepers cabins, signals and signal boxes and the equipment associated with interlocking (signalling systems which prevent conflicting movements at rail

crossings) and safeworking systems (which maintains train separation on the tracks). The gates, cabins and boxes are constructed of timber painted in various colour schemes, and with slight variations to bargeboards and finials across the collection. Most are covered in graffiti. The cabins and boxes were not inspected internally as all doors and windows are secured with panels screwed to the frames. It is likely that most contain the furniture and interlocking equipment described in Andrew Ward's 1990 assessment. The connections between the equipment in the cabins and the signals and gates is missing or compromised at most locations.

Railway Station Buildings
The nineteenth century station buildings are located at Jewell, Brunswick, Moreland and Coburg Stations. Coburg Station was constructed in 1887 and the other three stations were constructed in 1888. All stations are of the same design and are constructed in the Gothic style of red brick with bluestone sills and stuccoed dressings.

Gates
The surviving level crossing gates are located at Park, Barkly, Phoenix and Tinning Streets. They are constructed of timber with horizontal rails and diagonal tie rods and hung from large scale timber posts. The gates were all originally hinged to operate through a 90 degree arc, which blocked either road or rail traffic but are now either fixed in one of their original positions closing the road corridor (at Barkly, Phoenix and Tinning Streets), or fixed in a new location leaving both the rail and road corridors open (Park Street). At Union Street, only cast iron gate posts survive. Picket fences are located adjacent to some of the gates and wicket pedestrian gates survive at each location.

Gatekeepers cabins
The surviving gatekeepers cabins are located at Park, Barkly, Albion and Albert Streets, and Brunswick Road. They are small single storey buildings constructed of timber with corrugated iron gable roofs and lean-tos covering the lever frames. Some have detached toilets. Windows (now covered) provided views of the rail in each direction. All originally had fireplaces and chimneys although some have now been removed or bricked up.

Signal boxes
The surviving signal boxes are located at Union, Victoria and Moreland Streets. They are small, two storey buildings constructed of timber with corrugated iron gable roofs and massive timber floor framing to carry the interlocking machinery. Some have attached toilets.

Signals
The signals have either timber, metal pipe or lattice masts and most have somersault home and fixed distant arms. They have all either been relocated or rotated 90 degrees for safety purposes.

Archaeology
There is no identified archaeology of State level significance at this place.

INTEGRITY/INTACTNESS
Intactness – The intactness of the place is good/fair. The intactness of the surviving individual structures is good however a large number of gates, gatekeepers cabins, signal boxes interlock systems and signals have been removed. (August 2019).

Integrity – The integrity of the place is good/fair. The cultural heritage values of the place can be easily read in the extant fabric, however the removal of a large number of gates, gatekeepers cabins, signal boxes interlock systems has reduced the overall integrity of the line. (August 2019).

CONDITION
The place is in good to poor condition. The brick station buildings are in good condition but the timber gates, gatekeepers cabins, signal boxes are deteriorated and mostly in a poor condition. (August 2019)

KEY REFERENCES USED TO PREPARE ASSESSMENT

Gutteridge Haskins & Davey Pty Ltd in Association with Bryce Raworth Pty Ltd, Context Pty Ltd and Veitch Lister Consulting Pty Ltd (1996) *Upfield Railway Line Heritage and Road Closures Study*

Lovell Chen (2017) *Heritage Site Assessment Level Crossing Removal Program, Moreland Road, Brunswick and Bell Street, Coburg*

Lovell Chen (2018) *Upfield Railway Line Precinct, Heritage Interpretation Plan*

Moreland City Council, *History of Brunswick,* (www.moreland.vic.gov.au, accessed 7 August 2019.

Robert Peck von Hartel Trethowan (1992) *The Upfield Railway Line Assessment of Historical Significance*

Ward, A and Donnelly, A (1982) *Victoria's Railway Stations, an architectural survey*

Ward, Andrew (1990) *Upfield Railway Heritage Study (Park Street, Brunswick – Bell Street, Coburg)*

Online resources
Down Upfield (1992) https://www.youtube.com/watch?v=-Y8Ee4NGyuU (accessed 2 August 2019)

Drivers view Upfield to North Melbourne (2019) https://www.youtube.com/watch?v=MXI_aFwXCOU (accessed 2 August 2019)

IMAGES OF SELECTED ELEMENTS RECOMMENDED FOR INCLUSION IN THE VHR

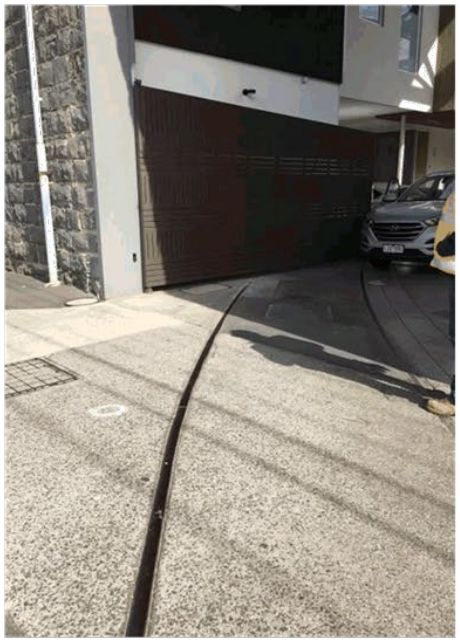
2019, Coburg Railway Station.

2019, Signal box.
(Victoria Street)

2019, Remnant interlocking equipment outside signal box.

2019, Tinning Street gates.

2019, Park Street gates.



2019, Industrial sidings at Colebrook Street leading into Former Melvilles Grain Stores (VHR H0705)

2019, Gatekeepers cabin (Brunswick Road).

2019, Gatekeepers cabin with detached toilet (Park Street).

2019, Examples of levers in gatekeeper cabin lean-tos.

2019, Signal 28 (Brunswick Station).


2019, Signal 44 (Coburg Station).

IMAGES OF ELEMENTS NOT RECOMMENDED FOR INCLUSION IN THE VHR

2019, Substation at Munro Street.

2019, BEC substation, Colebrook Street.

2019, Signal box at Munro Street.

2019, Signal box at Munro Street (interior).

c.1980s, Gatekeepers cabin, Park Street.
Source: State Library of Victoria

n.d., Bell Street, Coburg
Source: Public Records Office of Victoria

n.d., Phoenix Street
Source: Public Records Office of Victoria

1906, Brunswick Railway Station

c.1900s, Moreland Railway Station

ATTACHMENT 1
EXISTING REGISTRATION DETAILS
TO BE SUPERSEDED BY THE FOREGOING RECOMMENDATION

EXISTING CATEGORY OF REGISTRATION
Registered Place.

EXISTING EXTENT OF REGISTRATION
NOTICE OF REGISTRATION

As Executive Director for the purpose of the Heritage Act, I give notice under Section 46 that the Victorian Heritage Register is amended by including the Heritage Register Number 952 in the category described as a Heritage Place:
Upfield Railway Line Precinct, Parkville, Brunswick and Coburg, Melbourne City and Moreland City.

EXTENT

1. All the following buildings and structures contained within the Upfield Railway Line Precinct marked B1 to B11 on Diagram 605404A held by the Executive Director:

B1 Park Street Gatekeeper's Cabin, including the awning and lever frame;
B2 Barkly Street Gatekeeper's Cabin, including the awning and lever frame;
B3 Jewell Railway Station on the eastern (or 'up' side) of the Upfield Railway Line, excluding the modern additions to the north;
B4 Goods Shed, Jewell Railway Station;
B5 Union Street Signal Box including the signal lever frame and all fittings, and all signal controls to the extent of 2 metres to the west and south;
B6 Brunswick Railway Station on the eastern (or 'up' side) of the Upfield Railway Line;
B7 Victoria Street Signal Box including the signal lever frame and all fittings, and all signal controls to the extent of 2 metres to the east;
B8 Moreland Road Signal Box including the signal lever frame and all fittings, and all signal controls to the extent of 2 metres to the east;
B9 Moreland Railway Station on the eastern (or 'up' side) of the Upfield Railway Line;
B10 Coburg Railway Station on the eastern (or 'up' side) of the Upfield Railway Line, but excluding the modern toilet block;
B11 Disused siding track extending from a point 10 metres to the north of the northern building alignment of Dawson Street to the southern building alignment of Phoenix Street;

2. All the following gates and signals, complete with all fittings and signal operating wires from the signal to the pulley at the base of the mast contained within the Upfield Railway Line Precinct and marked S1 to S14 on Diagram 605404A held by the Executive Director:
S1 Park Street Gates including sector gates; pedestrian gates and their associated closing mechanism and rodding extending to the gatekeeper's cabin, and the associated picket fencing;
S2 Brunswick Road Gates including sector gates; the pedestrian gates and their associated closing mechanism and rodding extending to the gatekeeper's cabin, and the associated picket fencing;
S3 Signal 24B;

S4 Barkly Street Gates including sector gates; the pedestrian gates and their associated closing mechanism and rodding extending to the gatekeeper's cabin, and the associated picket fencing;
S5 Signal 25;
S6 Union Street Gates including sector gates; the pedestrian gates and their associated closing mechanism and rodding extending to the Union Street signal box, and the associated picket fencing;
S7 Signal 26;
S8 Signal 28;
S9 Signal 33B;
S10 Albion Street Gates including sector gates; the pedestrian gates and their associated closing mechanism and rodding extending to the Anstey Station signal box, and the associated picket fencing;
S11 Signal 35;
S12 Signal 40;
S13 Signal 42;
S14 Signal 44;

3. All the land at the Jewell, Brunswick, Moreland and Coburg Railway Stations bounded to the east by the railway reserve, to the west by the most westerly point of the whole of the eastern (or 'up' side) platforms, and to the north and south by the extent of the platforms as shown on Diagrams 605404B, 605404C, 605404D and 605404E held by the Executive Director. The land affected in part or in whole is more particularly described in:

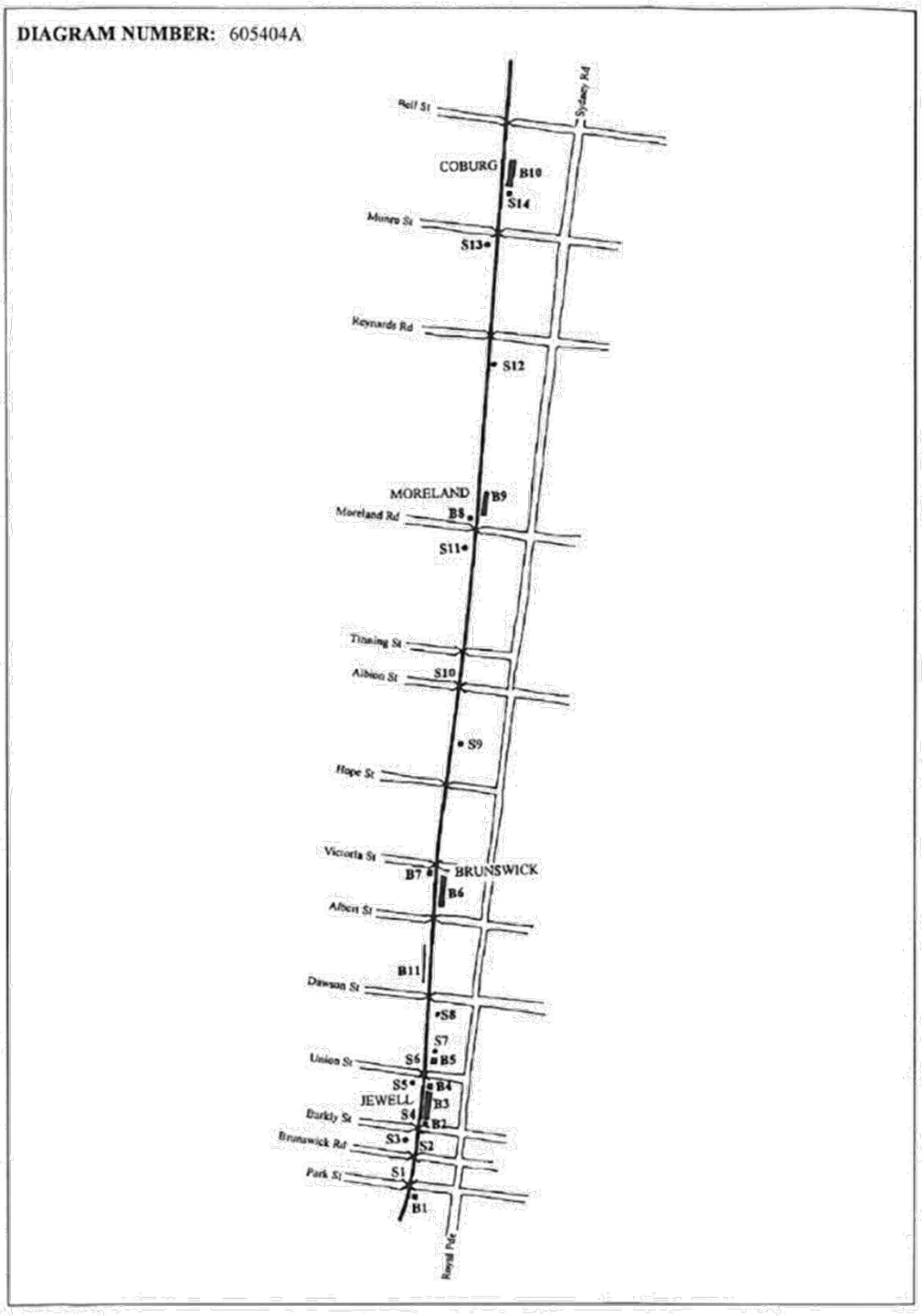
Jewell Railway Station
Certificates of Title Vol. 1355 Folio 929, Vol. 1365 Folio 914, Vol. 1366 Folio 054, Vol. 1369 Folio 633, Vol. 1441 Folio 177, Vol. 1466 Folio 144, Vol. 1472 Folio 338, Vol. 1476 Folio 169, Book 302 Memorial 543, Book 303 Memorial 35, Book 303 Memorial 895, Book 307 Memorial 999, Book 308 Memorial 688.

Brunswick Railway Station
Certificates of Title Vol. 1344 Folio 784, Vol. 1352 Folio 274, Vol. 1355 Folio 819, Vol. 1527 Folio 340, Vol. 1361 Folio 017, Crown Allotment 71Y, Parish of Jika Jika, County of Bourke.

Moreland Railway Station
Book 303 Memorial 488.

Coburg Railway Station
Certificate of Title Vol. 1377 Folio 239.

Dated 29 September 1997
RAY TONKIN
Executive Director
[*Victoria Government Gazette* G 42 23 October 1997 2919-2920]



Name: Upfield Railway Line Precinct
VHR number: VHR H0952
Hermes number: 2135

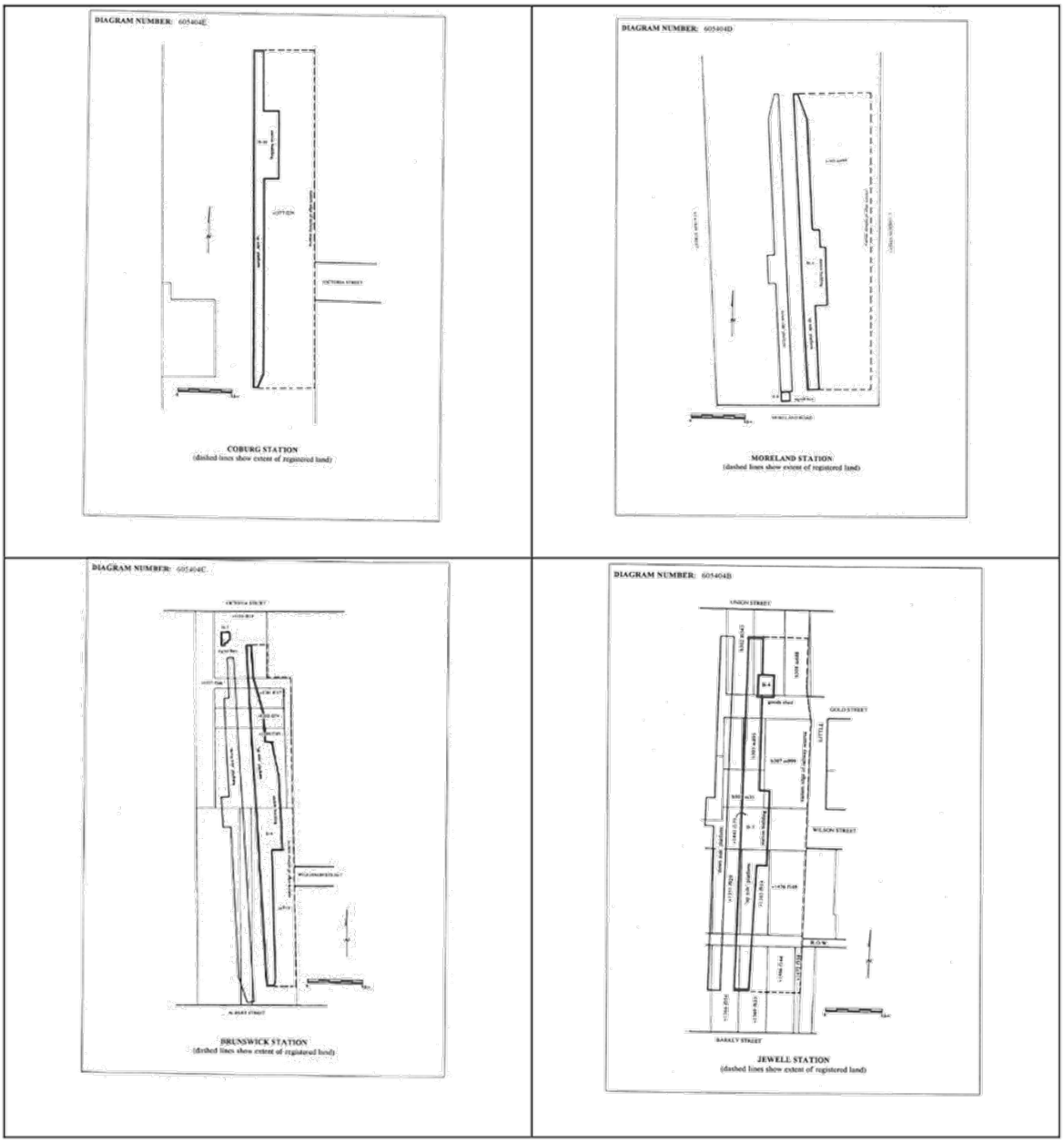


DIAGRAM NUMBER: 605404E
COBURG STATION
(dashed lines show extent of registered land)
DIAGRAM NUMBER: 605404D
MORELAND STATION
(dashed lines show extent of registered land)
DIAGRAM NUMBER: 605404C
BRUNSWICK STATION
(dashed lines show extent of registered land)
DIAGRAM NUMBER: 605404B
JEWELL STATION
(dashed lines show extent of registered land)

EXISTING STATEMENT OF CULTURAL HERITAGE SIGNIFICANCE

What is significant?
The Upfield Railway Line was constructed following the passing of the 'Octopus Acts' of the 1880s. It was built to take advantage of the need for heavy goods haulage in the area and to serve the growing residential population. Construction was commenced in 1881. In the late 1880s and early 1890s safe working refinements were made including the introduction of yard interlocking equipment. The line was electrified in 1920 but industrial usage began to decline in the 1930s when road transport started to dominate freight haulage. In 1992 there was a proposal to close the line but this was reversed in 1995 when an upgrade was announced.
How is it significant?

Upfield Railway Line Precinct is historically, architecturally, scientifically and socially important to the State of Victoria.

Why is it significant?
The Upfield Railway Line Precinct is historically and scientifically important as an outstanding and complete surviving example of an integrated and functioning complex of nineteenth century railway architecture and technology within the metropolitan area. It is architecturally important for its ability to demonstrate the range of types of buildings and structures developed for railway purposes and for its retention of a collection of typical buildings and structures which are now uncommon and which are of considerable individual and group integrity.

The Upfield Railway Line Precinct is historically significant for its manifestation of the impact of railway development on the establishment and geography of the inner suburbs, and as the dominant feature of the extensive and largely intact 19th century residential industrial and commercial landscape through which it passes and which it continues to serve.

The Upfield Railway Line Precinct is historically significant for its ability to demonstrate a way of life, working environment and functions that are no longer common in Victoria. It is also significant as a focus of local sentiment and as such is socially, economically and geographically important to Brunswick people, as evident in several campaigns successfully mounted by local interest groups to retain the line.

EXISTING PERMIT POLICY

Describe current permit policy.

EXISTING PERMIT EXEMPTIONS

Describe current permit exemptions.