



THE PLACE
TO LIVE

JUNCTION URBAN MASTER PLAN

FROM PAVEMENT TO PLACE

MARCH 2014

About This Document

The Junction Urban Master Plan has been prepared by Outlines Landscape Architecture for and on behalf of the City of Darebin.

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The Junction Urban Master Plan: Pavement to Place presents a ten year vision to transform the Junction from a declining industrial precinct, into a green, attractive place that is memorable for its architectural contrasts and unique urban feel.

Central to the Master Plan is a desire to re-imagine streets and public areas as creative, productive and community-focused places. The Plan boldly sets standards for the design of public areas in the Junction to encourage an enhanced urban character that reflects a growing, diverse community of residents and businesses.

Readers note: This document is in its final raw draft. This means that the text has been completed, but the finishing, inclusive of visual formatting and graphic design is yet to be done. Please read this document with that in mind.



Junction Hotel, High Street and Plenty Road, in 1926
Image: heritage.darebinlibraries.vic.gov.au



Junction Hotel, High Street and Plenty Road, around 1926
Image: heritage.darebinlibraries.vic.gov.au

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Contents

About This Document

Part 1	
Introduction	1
1.1 The Place	1
1.2 The Project	1
1.3 The vision for the Junction	3
1.4 Principles	5
Part 2	
Project, Background and Context	7
2.1 Council Plan and related strategies	7
2.2 Developing this Plan through community engagement	7
2.3 Key issues and opportunities	9
2.4 Planning for movement	11
Part 3	
Place Making and the Strategic Response	13
3.1 Junction Urban Master Plan vision and strategic responses	13
3.2 Green connections	13
3.3 Community and business focussed	14
3.4 Safe and enjoyable	14
3.5 Pedestrian and cyclist priority	18
3.6 Movement	18
3.7 Memorable	19
3.8 Presentation	19
Part 4	
Precinct Wide Design Plans	23
4.1 Precinct wide design plans	23
4.1.1 Main streets	25
4.1.2 Shared corridors	27
4.1.3 Neighbourhood streets	29
4.1.4 Laneways	31
4.1.5 Precinct gateways	31
4.1.6 Transport gateways	32
4.1.7 Residential gateways	32
4.1.8 Preston Junction – the pivot of the Precinct	33
Part 5	
Implementation	35
5.1 Junction Urban Master Plan implementation and governance structure	35
5.2 Proposed foundation projects	36
5.3 Performance monitoring and reporting	38
Part 6	
Glossary	41
Part 7	
Translations & Acknowledgements	43





Part 1

Introduction

Part 1 Introduction

1.1 The Place

The Junction refers to the area in Preston generally bound by Bell Street to the north, Plenty Road to the east, Dundas Street to the south, and Railway Place to the west.

Since 1999 the Junction has evolved from an industrial precinct with a manufacturing focus, to a substantial change area accommodating a growing, diverse community. The Precinct has undergone significant change in the last decade with 1400 residential apartments approved for development including 561 that have been completed and 839 apartments yet to be built. By 2031 the Junction is expected to accommodate 5500 more dwellings and a substantial population increase. Development in the area has also brought cafes and hospitality based businesses to the area as well as some second hand shops, gyms and personal services.

Residential growth and change in the Junction has fashioned a precinct with limited public space, bleak and disparate architecture and grey pavements. The public realm has not kept pace with development changes and largely reflects the former industrial character of the Precinct, being stark and unattractive.

The Junction is presently not an easy place to walk or cycle around. It is situated between the heavily trafficked transport corridors of High Street and Plenty Road, and it therefore suffers from significant traffic and car parking problems. The Junction also suffers from a lack of pedestrian friendly street amenity such as landscaping, street furniture and weather shelter. The existing conditions of the Junction reflect its previous and current use as a place people pass through, as opposed to a place that is a destination for residents and businesses. Nevertheless, opportunities exist to create a new and improved public realm in the Junction that reflects creative culture, community diversity and vitality.

1.2 The Project

The Junction Urban Master Plan has been developed by Darebin City Council in partnership with the community to improve the liveability and attractiveness of public space and streetscapes in the Junction.

Because the Junction is rich with services and ideally situated in the heart of Darebin, between 1999 and 2013 the Precinct became a focus for substantial urban planning and development. Effort was made to increase the supply of residential housing in the area and attract businesses and private investment. However, little investment was made to improve public space, streetscapes and amenity in the Junction.

In 2013 Darebin City Council's Planning Department commenced a project to introduce design standards and guidelines for private development in the Junction through a Planning Scheme Amendment process. This project triggered community interest in the interface between private and public space in the area, and the need to improve the quality of public areas and streetscapes.

Council appointed Cardno to prepare a Transport Study of the Junction to inform how pedestrians, bicycles, access to public transport, traffic and car parking would be managed in the area. Outlines Landscape Architecture was also appointed to prepare concept designs for improving public space in the Junction.



Preston Junction Study Area



“Develop a Junction Urban Master Plan incorporating streetscape improvements, traffic management and parking improvements and improvements to the pedestrian and bicycle environments”

Part 1 Introduction

1.3 The vision for the Junction

Our vision is to strengthen the role of the Junction as a liveable, accessible, green, community and business-focused inner urban activity centre.

Street tree planting and thoughtfully designed and textured landscaping will connect streets in the Junction to existing green spaces, and present new opportunities to create pocket parks and pause points. Street trees will bring rhythm, vitality and a sense of continuity to the Precinct, highlighting points of architectural interest in the landscape.

Standardised, highly accessible street furniture will be incorporated into streetscapes to attract people and enable easy maintenance.

Walking and cycling around the Precinct will be pleasant and safe with wayfinding signs to key places. It will be easy to travel to and within the Precinct by cycling, public transport and on foot.

Pavements in the Precinct will be reclaimed as adaptable, multi-purpose community places that encourage art, culture, diversity and play spaces for children. Art will also be integrated with the landscape to highlight and celebrate a Precinct with architectural diversity that reflects a rich and unique history – a history shaped by craftspeople and artisans and later, developers, businesses and diverse communities, where the future will involve crafting pavements into places for people.

Darebin City Council's vision for the Junction will be achieved by taking a proactive place-making approach, building on the Junction's existing assets and locational advantages, and promoting an enhanced identity for the Precinct supported by improved streets and public realm.



Leeuwarden Wilhelmina Square - Cultural Events Space
Image: Pieter Kers via landezine.com

PEDESTRIAN AND CYCLIST PRIORITY



Tanderrum Way Broadmeadows - Pedestrian Priority Barrier Free Street with Integrated W.S.U.D
Image: Outlines Landscape Architecture



Carrington Road Box Hill - Considered Placement of Seating and Bicycle Infrastructure
Image: Outlines Landscape Architecture



King Street Kitchener - Removable Bollards and Sloping Kerbs Enable Flexible Use of Public Space
Images: IBI Group via worldlandscapearchitect.com



Oxford Street Park Collingwood - Reclamation of Street to Park, Prioritising the Community of Vehicles
Image: Outlines Landscape Architecture

COMMUNITY AND BUSINESS FOCUS



Parklet - 'Borrowed' Parking Space Provides Community Amenity & Commercial Opportunities
Image: catalinareyesportfolio.com



Enhanced Street Lighting - For Nighttime Activation, Enhanced Amenity & Accessibility
Image: fontanaarte.com



Mobile Vendors - Increased 'Place Activation'
Image: Outlines Landscape Architecture

PRESENTATION



Victoria Street North Melbourne - Wide Shaded & Well Presented Streetscape
Image: Outlines Landscape Architecture



King Street Kitchener - Low Maintenance
Image: ibigroup.com



Back of Kerb Bicycle Lane - Provides Unified Street with Integrated Bicycle Infrastructure
Image: www.sf-planning.org



Perth Cultural Centre Urban Beach - Memorable 'Pop-up' Events Generating a Unique Character
Image: Outlines Landscape Architecture

GREEN CONNECTIONS

SAFE AND ENJOYABLE

MOVEMENT

MEMORABLE

Part 1 Introduction

1.4 Principles

The primary objective of the Junction Urban Master Plan is to provide a framework and reference document to guide and inspire the future development of public areas. The Junction Urban Master Plan advocates for a connected network of high quality dedicated streets and public areas which safely, intelligently and efficiently accommodate the needs of all users, including but not limited to pedestrians, cyclists, commuters and motorists.

The principles below outline how the primary objective of the Junction Urban Master Plan will be realised:

- **Make it Green** Green the Junction with an emphasis on achieving sustainable design outcomes
- **Make it people focused** Encourage a pedestrian focus in the Junction, and promote cycling, skating and other sustainable transport
- **Get it moving** Improve access and priority to public transport and advocate for more and improved public transport services
- **Make it Safe** Enhance safety and perceptions of safety in the local community
- **Support businesses** Attract business and private investment to the Junction and support businesses to thrive
- **Make it last** Create and maintain upgraded public amenity and infrastructure
- **Create character** Develop a unique and authentic urban character for the area



Median Strip Park
Image: lumatic teacup via flickr.com

LEGEND

Proposed Initiatives

- 1 Reclaim road pavement at the Junction for increased urban public space
- 2 Reclaim road pavements at selected intersections for creation of mini-parks
- 3 Provide on road bicycled lanes on High Street
- 4 Explore continuous grade pavements with flush kerbs
- 5 Create formal shared use linear reserve along rail corridor
- 6 Provide kerb outstands and raised crossings at residential street intersections
- 7 Enhance and expand streetscape planting
- 8 Integrate tram stop(s) with intended streetscape treatment

Soft Landscape Treatments



New, enhanced and infill street tree planting

Specimen tree planting at intersections



Indicative low cover (grass in nature strips / planting at intersections)

Pavements



Pedestrian pavements



Vehicular / road pavements

Bicycle Infrastructure



Permanent on road lane



Peak hour on road lane



3m shared path along rail corridor



NTS

Preston Junction Urban Master Plan





Project, I

An aerial photograph of a city street, showing a mix of commercial and residential buildings, parking lots filled with cars, and trees. The image is overlaid with a semi-transparent green filter.

Part 2

Background and Context

Part 2 Project, Background and Context

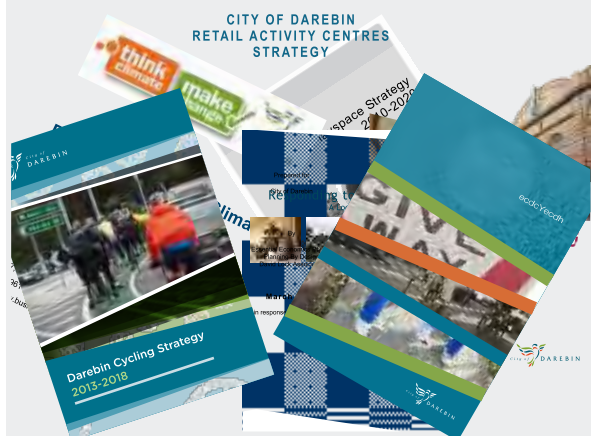
2.1 Council Plan and related strategies

The Junction Urban Master Plan is underpinned by the Darebin Council Plan 2013-2017 which highlights the principle of liveability and sets out a range of strategies to help Council achieve its vision: Darebin, the Place to Live.

The Junction Urban Master Plan is also intricately linked with a broad number of other Council Policies, Strategies and Action Plans as follows:

- Arts Strategy 2014 - 2020
- Business Development and Employment Strategy 2012-2015
- Community Engagement Framework 2012-2017
- Community Health and Wellbeing Plan 2013 – 2018
- Community Safety Strategy 2013-2017
- Climate Change Action Plan
- Cycling Strategy 2013-2018
- Disability Access and Inclusion Plan 2013-2018 (under development at the time of writing)
- Going Places: Darebin Transport Strategy 2007-2027
- SafeTravel Strategy 2010-2015
- Greenstreets Streetscape Strategy 2013-2020
- Playspace Strategy
- Responding to Housing Stress Strategy: A local Action Plan 2010-2013
- Retail Activity Centres Strategy 2005
- Urban Forest Strategy 2013
- Junction Strategy 2001
- Plenty Road Urban Design Framework 2013

Council staff with responsibilities for delivering these strategies will support the implementation of the Junction Urban Master Plan.



Council Reference Documents and Strategies

2.2 Developing this Plan through community engagement

Darebin Council's Junction Urban Master Plan has been developed following three intensive phases of community engagement.

1. The first phase was held between August and October 2013 and involved Council staff interviewing local business owners and operators in the Junction to investigate ways to improve cultural development, economic development and branding identity for businesses in the Junction. Business owners and operators highlighted the need to incorporate green spaces, lighting and quality pedestrian amenity in the Junction to improve the character of the area. They also expressed a willingness to work with Council to help make the Junction a dynamic and attractive destination for people.
2. The second phase of community engagement involved a Stakeholder Workshop held at Buddha Thai Restaurant on Plenty Road Preston with local residents and business operators. At this workshop, participants discussed the current conditions of the Junction Precinct and opportunities for making it more vibrant and liveable. Residents and visitors highlighted the need for streetscape improvements to aid safety, walk ability and comfort for people. They also brainstormed concept ideas for the Junction Urban Master Plan including opportunities to:
 - Reclaim road pavement at the intersection of High Street, Plenty Road and Dundas Street to create public space as a destination
 - Create more green spaces including pocket parks and street trees
 - Encourage an alfresco dining and café culture on Plenty Road and High Street

3. Community ideas for the Junction were incorporated into a draft Junction Urban Master Plan which was exhibited for public viewing and feedback at 1 High Street Preston between 1 and 20 December 2013. During this period the draft Plan was also made available online and a community feedback survey was distributed to all households and businesses in the Junction to investigate views about the draft concept designs. Council received 72 completed surveys in response to the draft concept designs. Overall, the survey responses demonstrated a medium-to-high level of support for the Plan.

The following messages from the community came through loud and clear in the survey findings:

- The Junction Urban Master Plan should prioritise creating more green space, activating Plenty Road and High Street pavements, and improving safety and perceptions of safety (in this order)
- People are concerned that the scale of change in the Junction might preclude Council's efforts to encourage a unique and attractive urban feel for the area
- Pavements and other public spaces in the Junction should be reclaimed to give the Precinct a community focus
- Council should simplify the road network in the Junction, unify disparate architecture, and transform the Precinct into a calming, community-focused 'oasis'
- Residents would like Council to ensure pavements and other public spaces are accessible and inclusive of people of all abilities and cultural backgrounds
- A major focus of the Plan should be to strengthen the presence and role of business owners and operators in the Junction
- Residents are concerned about how traffic and car parking will be effectively managed as part of the Plan

Community feedback on the draft concept designs for the Junction Urban Master Plan was thoughtfully considered and incorporated into this Plan.



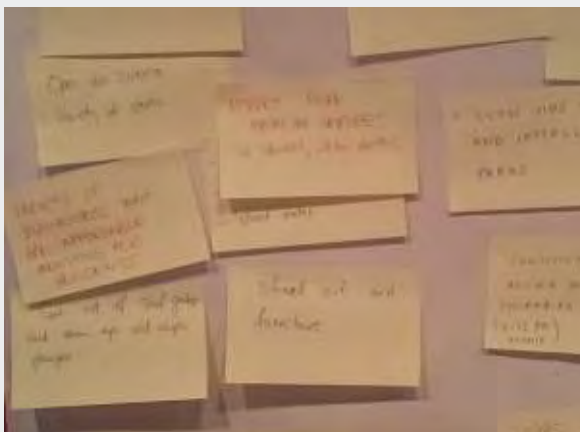
Key Stakeholder Workshop, October 2013
Image: Darebin City Council



Key Stakeholder Workshop, October 2013
Image: Darebin City Council



29.10.2013 Consultation Even - Identifying What the Junction Could Be
Image: Outlines Landscape Architecture



29.10.2013 Consultation Even - Identifying What the Junction Could Be
Image: Outlines Landscape Architecture



29.10.2013 Consultation Even - Identifying What the Junction Could Be
Image: Outlines Landscape Architecture

Part 2 Project, Background and Context

2.3 Key issues and opportunities

The development of the Junction Urban Master Plan has identified the following issues and opportunities for the Precinct:

Green connections

- Public open space is limited within the Junction. It is important to maximise connections to existing open space. An initial approach would be to establish a network of Green Connections through tree planting and greenery to connect streets to existing parks.
- Raglan Street, a key residential street running east-west through the precinct presents opportunities for green connections through enhanced landscape treatments including the establishment of a continuous canopy of mature trees. It is noted that some properties on Raglan Street located on the corridors have planning controls requiring specific setbacks for future development. These setbacks may provide opportunities for the creation of additional public space.
- Reclaim public spaces to provide pocket parks that encourage activity and street life. An example may include the intersection of Oakover Road and High Street, which currently presents a difficult intersection. Subject to further design works, the slip lane at this intersection may be removed and kerb radii reduced to simplify the intersection and provide additional public space. It is noted that the adjacent property has planning controls requiring specific setbacks for future development. Where developed sympathetically, there is opportunity to leverage green space from both the public and private realm.
- There is limited tree planting on the main commercial streets of High and Plenty Road. From this low base' there is the opportunity to provide integrated small- scale green focal points which provide places for pause and retreat in the landscape.
- Due to the industrial heritage of the Precinct, access to public open space is limited. As such, it is suggested that avenues are explored to identify opportunities to create a new pocket park within the Junction precinct for existing and future residents and visitors. One such avenue to consider may be through the acquisition of a parcel of land, to provide a green space.
- Create opportunities for additional tree planting within existing road space, such as in High Street through the integration of a central median strip, and in Plenty Road within a widened footpath.

- Integrate aesthetic Water Sensitive Urban Design (WSUD) treatments into the landscape as a part of the overall greening of the Junction.
- Utilise a palette of plant species and planting styles that create and reinforce a distinct and cohesive landscape character for the Junction.
- Encourage greening of building facades, balconies, and rooftops to contribute to the overall greening of the Junction, reduce the urban heat island effect and provide a borrowed landscape for the public urban realm.

Community and business focus

- The Junction is road heavy' Subject to further design considerations, there is the opportunity, in numerous locations across the precinct to reclaim surplus road space to provide wider footpaths and flexible parking areas and pedestrian spaces that encourage activity and street life.
- The commercial streets of High and Plenty Road present a relatively uniform cross section along their entire length. There is the opportunity to develop this homogenous streetscape to implement a resilient public realm which is flexible and adaptable to change.
- There is substantial projected short and long term change to the private realm within the Junction presenting required significant redevelopment opportunities within the public realm.
- The public realm within the Junction is predominantly short term use with people more likely to travel through it getting from one place to another. There is the opportunity to better activate High Street and Plenty Road, extending hours of use and length of time spent in the Junction.

Perception of safety and enjoyable streetscapes

- Community feedback indicates that the intersection of High Street, Plenty Road and Dundas Street is not cyclist friendly due to high traffic volumes, tram tracks and the physical size of the intersection. A spatial analysis identifies opportunities to reclaim surplus road space at the intersection of Plenty Road, High Street and Dundas Street and simplify the road network for bike riders.
- The Junction lacks established mature trees and associated planting. Visible greenery within the streetscape will enhance perceptions of local safety and contribute to overall enjoyment of the area.

- There is opportunity to use considered planting to separate pedestrian space from traffic and contribute to traffic calming in the Junction.

Pedestrian and cyclist priority

- The Junction lacks simple pedestrian amenity, making it unattractive for people to visit. To improve streetscape amenity maximise tree and understory planting to soften the urban landscape and provide shade and shelter to footpaths and streets. This will help encourage greater pedestrian use.
- Improve pedestrian and bike rider connections within and through the Junction with a focus on establishing a legible network to nearby parks and reserves to maximise accessibility and use by residents.

Integrated transport, circulation and movement

- The proposed future upgradesto the Tram Route 86 corridor present uncertainty to the redevelopment of Plenty Road; however, short term opportunities, which complement the concept plans, may be used in the interim to stimulate community activity in the area.
- Formalise existing parking along Railway Place East by converting angled parking into parallel parking. Given the informal nature of current parking, it may be possible to retain the existing number of parking spaces and allocate space for a linear park and provide a number of transport options along this corridor. Any creation of a park in this area will need to be undertaken in collaboration and consultation with VicTrack.

Presentation

- Utilise a palette of materials that are durable and aesthetic, are sustainably sourced and have low embodied energy, and that assist in defining the landscape character of the Junction.
- Consider Council's existing maintenance capacity within future design proposals.
- Provide opportunities for ongoing public participation to maintain a sense of pride and ownership in the precinct.

Memorable

- The Junction includes a number of registered heritage items. There is the opportunity to not only protect and enhance these areas, but also reference them through considered design.

- Use creativity as a basis to make changes to the public realm that contribute to a distinct urban character in the Junction.
- Provide adaptable, multi-purpose space in the Junction to strengthen creative culture and community.
- Use dynamic public art interventions to promote street-based activity in the Junction and to support the growth of a dining and café culture on High Street and Plenty Road.

The Junction Urban Master Plan aspires to refine and accommodate a comprehensive list of identified issues and opportunities through a consolidated list of interventions represented within short, medium and long term precinct opportunities and projects'.



The Preston Junction Strategic Context

Part 2 Project, Background and Context

2.4 Planning for movement

Key Transport Priorities

The Junction is a compact, mixed use precinct, supporting a range of transportation modes including walking, bicycling and public transport.

Access to a range of public transport options (bus, tram and train), developing commercial corridors (High Street and Plenty Road) and what could become a popular network of connected walking and cycling routes presents the potential for the Junction to become a great precinct to get around in without a heavy reliance on cars.

A priority vision for the Junction is one which puts pedestrians first within an improved transportation system for all modes of transport.

Streets are not only essential for movement and circulation, but they provide a significant contribution to our public realm and open space network. The Junction's streets need to consider both precinct circulation as well as pedestrian amenity, providing places to sit, talk and stroll.

Currently streets in the Junction do not encourage nor do they support a strong walking environment. Opportunities exist to improve pedestrian accessibility and promote walking as a primary mode of transport within the Junction.

Increased consideration should be dedicated to providing increased and well defined pedestrian crossing points, kerb outstands at road intersections (decreasing crossing widths), installing central medians providing refuges for pedestrians when crossing main roads alongside other pedestrian improvements.

The Urban Master Plan proposes various initiatives which focus on fostering pedestrian priority and encouraging walkability within a framework of an improved transportation system for all modes of transport focusing on walking, cycling, public transport, and servicing businesses with lower priority for private vehicles, and car parking.

Walking

- Aim to significantly modify and improve pedestrian connectivity from High Street to Plenty Road including a new east-west link midway between Raglan Street and Preston Junction which could be incorporated into future developments in the precinct.

- Improve pedestrian crossing facilities across High Street (at Raglan Street) and Plenty Road
- Design and implement alternative cross-sections for High Street and Plenty Road to improve pedestrian amenity.
- Ensure pedestrian connections are Disability Discrimination Act (DDA) compliant and accessible to all to support safe and comfortable travel and to allow independent accessibility for people with disabilities and people with prams.
- Improve the pedestrian amenity along link routes to Bell Station. Investigate opportunities for a shared precinct and pedestrian/cycle facilities along Railway Place East.
- Investigate opportunities to improve the pedestrian amenity around the Junction signalised intersection. Improve wayfinding signage to key destinations such as Bell Station, Thornbury Station and Preston South Shopping Centre.

Cycling

- Improve wayfinding signage for cyclists, in particular signage to direct cyclists to key destinations within the precinct (such as Bell Station, Thornbury Station and Preston South Shopping Centre), and also to key cycle routes such as the St Georges Road off-road bike path.
- Improve key cycling routes including the main north-south route along High Street and along Railway Place east and the railway corridor via a shared cycle and pedestrian path and/or shared zone. East-west connections through the Precinct and to St Georges Road cycle path along Raglan Street, Oakover Road and Dundas Street, with informal connections via Miller and Showers Streets. Cycle lanes may not be practical on Plenty Road where trams and pedestrians require priority, but alternative routes are available on High Street, Hotham and Victoria Streets and Railway Place East. Provide sufficient on-street bicycle parking to encourage a culture of cycling to the precinct.
- Where possible, improve cyclist priority at intersections throughout the Precinct. Where appropriate, measures such as cyclist jump start signal phasing could be implemented to improve cyclist priority at intersections. Existing facilities are at the Junction intersection and the north-south legs of High Street and Bell Street.
- Improve end of trip facilities at key destinations and throughout the Precinct such as additional parking facilities for

visitors and shower / change room facilities for employees. New commercial developments are required to provide sufficient facilities to cater for their likely demands.

Traffic

- Alternative cross-sections for High Street should be explored with future modifications looking to narrow the through traffic lanes, with space given to pedestrians and/or cyclists to improve the general amenity along the road for pedestrians, cyclists and bus services.
- Where applicable, Local Area Traffic Management should be explored and implemented to discourage rat running and help manage vehicle speeds. Treatments will need to support good pedestrian access to Bell station.
- Maintain adequate accessibility for the delivery of goods into the precinct.
- Restrict access to new developments from High Street and Plenty Road where possible to reduce the number of driveways and conflict with pedestrians and trams.
- Retain a low speed (40km/h) environment along High Street. Monitor speed on Plenty Road and consider reducing to 40km/h as development occurs and the area changes

Public Transport

- To improve pedestrian access to public transport. The public realm should be enhanced to support safe connectivity to Bell Railway Station and Thornbury Railway Station. This may include a greater activation and/or passive surveillance in the area along with improvements to the streetscape and public lighting along key links such as Railway Place East and Oakover Road.
- Investigate alternative cross-sections for Plenty Road to improve the general amenity in the area and also improve tram priority.
- Prioritise public transport over private vehicles to increase speed and reliability of trams on Plenty Road and buses on High Street and Bell Street.
- Ensure that future developments or road network alterations do not negatively impact on access to or operation of public transport facilities.
- Aim to upgrade all Plenty Road tram stops in line with Stages 2 and 3 of the Tram Route 86 tram upgrade project. This will improve amenity for tram users and improve wheelchair accessibility to trams.
- Improve connectivity between public transport modes.

Car Parking

- Ensure new residential developments within the area provides adequate off-street parking for their long term parking requirements (i.e. residents and employees).
- Parking provision for future residents and visitors should consider any modifications to the Precinct network.
- Ensure larger scale commercial uses provide car parking on-site, however it may be appropriate to waive or reduce car parking requirements for smaller developments subject to the existing decision guidelines within Clause 52.06 of the Darebin Planning Scheme.
- Ensure parking and road space infrastructure is equitably balanced, and promote a safe, accessible and sustainable road space environment for all users in accordance with the DTS.
- Manage the public parking supply based on the community needs and requirement for road space for public transport, cycling and footpath improvements



Existing Travel Generators
Preston Junction Urban Master Plan Transport Study, Cardno



Existing Public Transport Network
Preston Junction Urban Master Plan Transport Study, Cardno



Place Making an

An aerial photograph of a city street, showing a mix of commercial and residential buildings, parking lots filled with cars, and trees. The image is tilted slightly to the right. The text 'Part 3' is in orange and 'd the Strategic Response' is in white, both overlaid on the bottom right of the image.

Part 3
d the Strategic Response

Part 3 Place Making and the Strategic Response

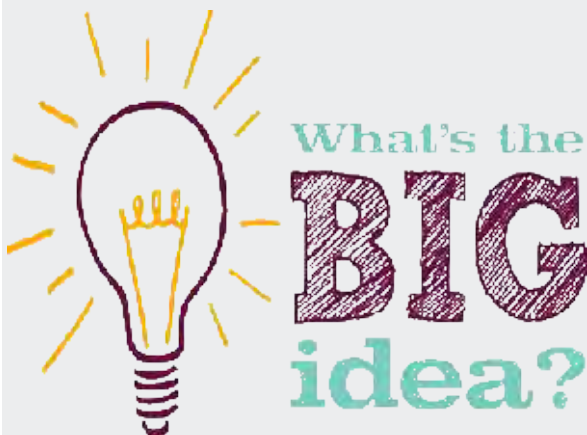
3.1 Junction Urban Master Plan vision and strategic responses

During the development of the Junction Urban Master Plan, through a process of stakeholder and community engagement, alongside internal working group meetings there has been the resonating question of 'What is the identity of the Junction?'. This is perhaps an elusive and complex question to answer, and is perhaps more appropriately rephrased to say, 'What do you want the identity of the Junction to be?'. When put this way, the response is overwhelmingly an identity which is more walkable, activated and greener, provides traffic and car parking improvements and focusses both on the local community and local businesses without detriment to either.

From this, the Junction Urban Master Plan establishes a vision around seven Strategic Responses to develop a unique and authentic identity for the precinct:

- **Green connections**
- **A community and business focus**
- **Safe and enjoyable**
- **Pedestrian and cyclist priority**
- **Integrated movement**
- **Memorable**
- **Presentation**

This section proposes street and public open space design strategies to assist Darebin City Council to implement the Junction Urban Master Plan vision.



What Actually is the Big Idea?
Image: 101fundraising.org

3.2 Green connections

Maximise tree planting to establish a continuous mature canopy in the longer term. Tree planting and ongoing establishment requirements are to be complemented by the inclusion of green infrastructure incorporating Environmental Sustainable Design (ESD) initiatives inclusive of Water Sensitive Urban Design (WSUD) where practical.

Design Strategies

- Implement a precinct wide planting program.
- Establish and maintain a continuous canopy of connected streets through tree planting.
- Introduce protective measures to both new and existing planting (such as kerb surrounds) to assist in long term establishment.
- Include both trees and low-coverstreet planting which respects street requirements and context.
- Implement measures to make the precinct a model for a range of sustainability initiatives.
- Explore opportunities for additional central green public open space with the Junction being a key space for change.



Urban WSUD
Image: greenworkspc.com

3.3 Community and business focussed

Prioritise community use of public space and streets in the Junction to support local businesses,, better activating the precinct and potentially stimulating trade for local businesses. It is recognised that local community and businesses are beneficial to each other, as such, one should not be prioritised to the detriment of the other.

Design Strategies

- Explore opportunities to create new and interesting community spaces.
- Encourage socially engaging and lively natures strips.
- Create opportunities and space for street vendors and pop up venues.
- Encourage dual purpose flexible parking spaces.
- Create 'points of destination' to stimulate activity and commercial opportunities.



Community-oriented Commercial Street, King Street Kitchener
Image: Ministry of Infrastructure via flickr

3.4 Safe and enjoyable

The Junction will be safe and enjoyable to visit and experience. There are a number of design strategies to increase perceptions of safety. Night-time use of the precinct should not be forgotten when considering safety, and the Junction should look to provide adequate lighting and visibility, minimising conflict between user groups.

Design Strategies

- Install kerb outstands to shorten and improve pedestrian crossings.
- Provide central medians where appropriate to provide refuge points for pedestrians. Align with key sites and through-connections.
- Include both pedestrian and vehicular scale lighting.
- Promote pedestrian priority through consideration of 'Shared Zones'.
- Review intersections to increase legibility for cyclists and pedestrians.



Rathdown Street Carlton - Kerb Outstands Reduce Crossing Distances and Provide Greening Opportunities
Image: Outlines Landscape Architecture










Central Median Provides a Refuge Point for Pedestrians
Image: transitutopia.blogspot.com.au

Part 3 Place Making and the Strategic Response

Green Streets Initiatives

LEGEND

-  Existing public open space
-  Potential reprogrammed open space allowing structures urban 'pocket' parks
-  New canopy tree planting along High Street
-  Explore potential for planted central medians
-  Assess existing tree planting along Plenty Road with potential infill planting and / or potential replacement with more suitable tree selection
-  Assess existing tree planting within neighbourhood streets with new tree planting, infill planting and / or potential replacement with more suitable tree selection
-  Primary green connector streets











The Corner of Oakover and High Street presents a good opportunity to develop a pocket park to allow for pause and reflection in the landscape.

Part 3 Place Making and the Strategic Response

Safer Streets Initiatives

LEGEND

-  Explore options to enhance lighting to neighbourhood streets
-  Establish enhanced lighting to main streets (both pedestrian and vehicular scale)
-  Explore options to enhance lighting along rail corridor
-  Explore options to install central medians (where conditions allow) to provide pedestrian refuge points
-  Explore options to install kerb outstands (where conditions allow) to shorten crossing distances
-  Explore options to enhance laneway lighting and safety perception(s)
-  Explore options to promote pedestrian priority and consideration of 'Shared Zones'
-  Review intersections to increase legibility for cyclists and pedestrians



3.5 Pedestrian and cyclist priority

Streets within the precinct should encourage all modes of transport with a greater priority on walking and bike riding.

Design Strategies

- Emphasise pedestrian improvements in the form of shading and seating on commercial and main streets throughout the precinct.
- Connect open spaces with 'green' streets, upgrading footpaths and infilling street tree planting.
- Create a network of pedestrian focused green streets.
- Enhance and extend the bicycle network (refer section 2.5) and provide safe lock up facilities at key destinations.
- Provide pedestrian crossings across High Street and Plenty Road and at the Junction.
- Reduce kerb alignment radii at intersections to minimise impact of vehicular traffic and turning, creating safer pedestrian crossing points.
- Attempt to minimise the number of (new) driveways to properties across the footpath along High Street and Plenty Road.
- Provide wayfinding signage for cyclists and pedestrians.



Carrington Road Box Hill - Seating Located Adjacent Trees for Shade and Enhanced Amenity
Image: Outlines Landscape Architecture



Example End of Trip Facilities
Image: Ministry of Infrastructure via flickr

3.6 Movement

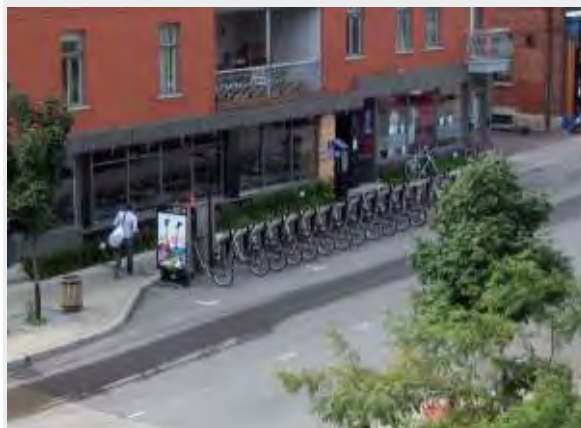
It is important that proposals implemented by the Junction Urban Master Plan promote public transport and do not adversely impact circulation through the precinct. Additional traffic engineering studies may be required to confirm suitability of proposed design strategies. Delivery requirements of all premises should be considered

Design Strategies

- Enhance east-west cross precinct connections to existing public transport particularly for cyclists and pedestrians. Provide pedestrian and cycle access to Bell Station via Railway Place East and for vehicles via the Bell Street / Garnet Street intersection.
- Better direct visitors to available public transport within the precinct through wayfinding initiatives.
- Better integrate public infrastructure into and with the public realm.
- Discourage vehicular 'through' traffic within residential neighbourhood streets.



Example Wayfinding Signage
Image: groundplay.com.au



Example of Increased Bicycle Infrastructure
Image: Ministry of Infrastructure via flickr

Part 3 Place Making and the Strategic Response

3.7 Memorable

The Junction Urban Master Plan recognises that the precinct is to be developed to enhance, reinforce and extend the Junction's existing role as a local activity centre. Reclaiming the public realm and road-space will create a sense of place and identity.

Design Strategies

- Use creativity as a basis to make changes to the public realm that contribute to a distinct urban character in the Junction.
- Provide adaptable, multi-purpose space in the Junction to strengthen creative culture and community.
- Use dynamic public art interventions to promote street-based activity in the Junction and to support the growth of a dining and café culture on High Street and Plenty Road
- Use treatments that enhance orientation points.
- Include a hierarchy of street treatments.
- Investigate opportunities to establish a theme for areas.
- Work with private realm owners to integrate street treatments around land mark sites.



Lion Arts Centre SA - Public Art Contributes to a Memorable Streetscape
Image: groundplay.com.au



Small Urban 'Parklets' Contribute to a Memorable Streetscape
Image: lunatic teacup via flickr

3.8 Presentation

Presentation is important to the success of a street and public realm. It is important to ensure the streetscape design and improvement works are within Council's ongoing maintenance capabilities.

Design Strategies

- Consider maintenance requirements for existing and proposed improvement works and ensure they are reflected in Council's budget cycles and asset management frameworks
- Explore opportunities for community 'adoption' of proposed improvements such as planted areas or street furniture.








Community Garden Space in a Narrow Urban Laneway
Image: PacificEdge via Facebook



A Well Maintained Continuous Canopy of Mature Trees Increases a Sense of Pride
Image: Ministry of Infrastructure via flickr

Pedestrian and Cyclist Priority Initiatives







LEGEND

-  Explore options to implement a program to fix broken footpaths and infill / replace street tree planting
-  Explore options to establish open space connections with a focus on green shaded streets
-  Explore options to extend and enhance the existing bicycle network and associated infrastructure
-  Explore options to provide raised pedestrian crossing points for enhanced accessibility
-  Focus areas for improved shading, seating and streetscape amenity
-  Consider end of trip facilities for cyclists (note that the inclusion of an end of trip facility at the junction of High Street and Plenty Road would be subject to, and require coordination with outcome(s) to design of potential urban park in this location)



Part 3 Place Making and the Strategic Response







Movement Initiatives

- LEGEND**
-  Investigate opportunities to narrow road pavement from 2 lanes (each direction) to 1
 -  Establish legible east west connections to transport (public) corridors
 -  Existing train line
 -  Existing bus route
 -  Existing tram route
 -  Travel generators (refer Cardno transport study)



Memorable Initiatives

LEGEND

-  Promote community participation and neighbourhood events
-  Establish a palette of unified materials
-  Investigate opportunities to program pop-up and temporary events (activate empty shop fronts)
-  Investigate threshold treatment(s) incorporating feature (soft) landscape treatments
-  Investigate opportunities to activate laneways
-  Potential reprogrammed open space allowing structured urban 'pocket' parks







Part 4
Precinct plans

Part 4 Precinct Wide Design Plans

4.1 Precinct wide design plans

The Junction Precinct is expansive and occupies a large area in the order of 37.5 hectares which includes approximately two dozen streets. For the purpose of the Junction Urban Master Plan, we have organised streets and the public urban realm into a selection of categories corresponding to principal street typologies found in the precinct. These general categories organise specific master plan proposals described in this chapter:

- Main Streets
- Neighbourhood Streets
- Shared Corridors
- Laneways
- Precinct Gateways
- Transport Gateways
- Residential Gateways

These specific site responses, envisaged as part of the ongoing development and implementation of the Junction Urban Master Plan, respond to priorities identified during community and stakeholder engagement alongside regular internal working group meetings to develop the Plan.

These proposals realise the potential and provide a vision for what the ultimate future of the Junction streets and public realm could become. It is anticipated that they will be implemented over time as funding resources become available. It is also acknowledged that these proposals require refinement and further testing through a process of detailed design development and documentation as well as further community consultation as appropriate.



Secondary Corridors - Existing Context Showing Railway Place Commuter Corridor
Image: Outlines Landscape Architecture



Neighbourhood Streets - Existing Context Showing and Example Neighbourhood Street
Image: Outlines Landscape Architecture



Primary Gateways - Existing Context Showing the Junction of High Street, Plenty Road and Dundas Street
Image: Outlines Landscape Architecture



Main Streets - Existing Context Showing High Street
Image: Outlines Landscape Architecture



Secondary Gateways - Existing Context Showing Access to Neighbourhood Street
Image: Outlines Landscape Architecture

Principal Street Typologies



LEGEND

-  Main Streets
-  Shared Corridors
-  Neighbourhood Streets
-  Laneways
-  Precinct Gateway
-  Transport Gateway
(note bus and tram stops not shown to maintain clarity)
-  Residential Gateway
-  N
NTS

Part 4 Precinct Wide Design Plans

4.1.1 Mainstreets

It is a priority of the Urban Master Plan that the Junction's main streets of High Street and Plenty Road are designed to prioritise pedestrians. Where designed appropriately, these streets will help transform the Junction into a vibrant precinct full of creative energy and opportunities.

These two streets are to be designed to be resilient and flexible to accommodate ongoing short, medium and longer term change. It is noted that main street activity should be in keeping with Council's Goods on Footpaths Policy and guidelines.

Primary initiatives proposed for consideration within these main streets include:

- Removable bollards, continuous pavements and mountable kerbs allowing flexible use and chargeable configuration of public space. The intent being to provide greater flexibility to accommodate a range of events and festivals. The inclusion of removable bollards or a similar freestanding, removable element that delineates on-street parking spaces provide the opportunity to close off the street to traffic or to convert on-street parking spaces into areas for such things as outdoor cafes, temporary green spaces and bicycle parking;
- Maximise widths of pedestrian pavements to improve accessibility while contributing to the overall design and public amenity;
- Considered lighting to brighten up the streets and encourage extended hours of use;
- Green the streets through additional street tree planting (High Street currently has no existing street tree planting and Plenty Road has limited tree planting in a poor condition), bicycle facilities to encourage cycling, incorporation of WSUD elements, increased seating opportunities, explore potential use of recycled materials and provision of additional bins, inclusive of recycling bins; and,
- Provide for buses and cycles on High Street and trams on Plenty Road



Considered Street and Accent Lighting Increase Appeal and Extends Hours of Use
Image: wonderfulwaterloo.com



Flexible and Resilient Streetscape
Image: skyscrapercity.com



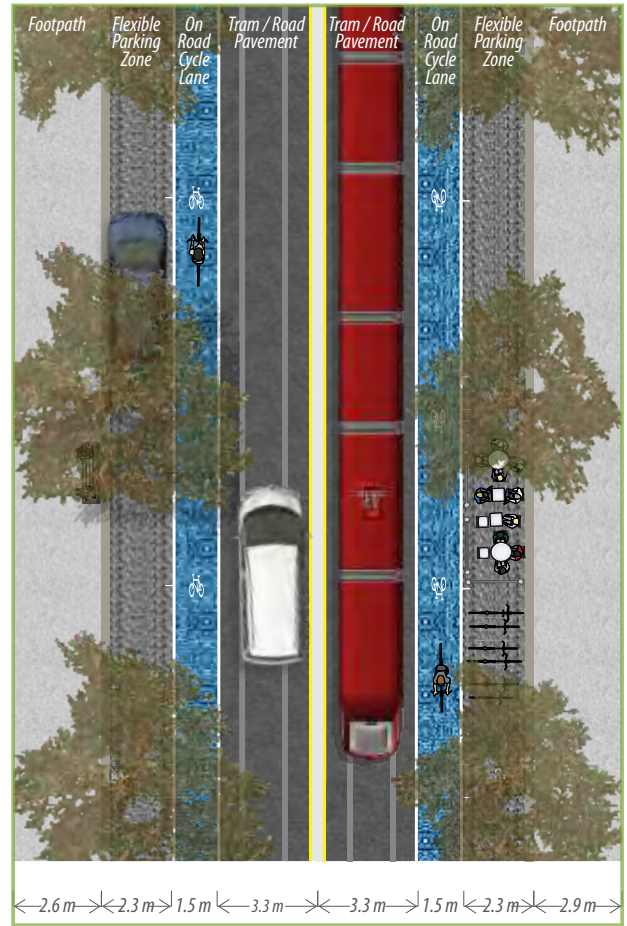
Pedestrian Priority Streetscape
Image: metrolinx.com



Streets as Event Spaces
Image: csla-aapc.ca



High Street - Concept Enlargement Plan
 Note: Bicycle lanes shown blue for illustration purposes only. They would be installed to relevant standards and not coloured as indicated.



Plenty Road - Concept Enlargement Plan
 Note: Bicycle lanes shown blue for illustration purposes only. They would be installed to relevant standards and not coloured as indicated.



High Street - Existing Context



Plenty Road - Existing Context



High Street - Artists Impression
 Note: Bicycle lanes shown blue for illustration purposes only. They would be installed to relevant standards and not coloured as indicated.



Plenty Road - Artists Impression
 Note: Bicycle lanes shown blue for illustration purposes only. They would be installed to relevant standards and not coloured as indicated.

Part 4 Precinct Wide Design Plans

4.1.2 Shared corridors

The Shared Corridor of Railway Place East provides north south access to Bell Railway Station for pedestrians, cyclists and motorists. Existing amenity along the railway reserve is poor which, in conjunction with limited passive surveillance from neighbouring properties, exaggerates perceptions of this area being unsafe, particularly at night.

Subject to consultation with relevant stakeholders, including Vic Track, this linear reserve provides great opportunities to enhance amenity, increase accessibility and promote participation from the neighbouring residences.

Primary initiatives proposed for consideration within Railway Place East include:

- Develop as a shared zone area;
- Review existing parking alignment and assess feasibility to change to parallel parking in lieu of angled. This will allow increased open space and better rationalise parking along this corridor. It may also be possible to maintain the current number of car parking spaces available, and Council should strive to retain existing levels of car parking;
- Establish a linear reserve incorporating a 3m wide shared path to established enhanced connections;
- Consider lighting (possibly solar) to brighten up the corridor for enhanced night time visibility;
- Green the corridor through additional street tree and low cover planting;
- Include seating and rest points with possible consideration of exercise equipment; and,
- Explore potential to establish a community garden space within the linear reserve (although it is noted that Council should aim to ensure that the available space on Railway Place remains flexible and adaptable. Council should refrain from 'filling the space' up with permanent, static features).



Consideration of Appropriate Lighting - Potentially Solar
Image: Outlines Landscape Architecture



Defined Shared Trail Through Native Planting Maintaining Good Sight-lines
Image: Outlines Landscape Architecture



Santa Fe Railyard Park
Image: commarts.com



Shared Trail With Exercise Nodes
Image: Outlines Landscape Architecture



Railway Place East - Existing Context



← 5.5 m → |← 2.3 m →| |← 3.1 m →| |← 3.1 m →| |← 2.3 m →| |← 3.7 m →|

The Potential of Railway Place East - Enlargement Plan
 Note: Bicycle lanes shown blue for illustration purposes only. They would be installed to relevant standards and not coloured as indicated.



Railway Place East - Existing Context



The Potential of Railway Place East - Artists Perspective
 Note: Bicycle lanes shown blue for illustration purposes only. They would be installed to relevant standards and not coloured as indicated.

Part 4 Precinct Wide Design Plans

4.1.3 Neighbourhood streets

Community life and livability

Neighbourhood streets should focus on the immediate community and promote livability. The existing neighbourhood streets would benefit from a variety of considered investments to provide better infrastructure promoting walking and healthier, safer, and more delightful places to live.

Green connector streets

With the Junction being predominantly industrial in origin, access to parks and open space within walking distance is limited. This has resulted in a lack of adequate places for recreation and relaxation in parts of the precinct. With the projected addition of new residents, this deficiency will only be exacerbated.

Recognising the difficulties in acquiring sites for new large public open space, to alleviate this deficiency in a built out precinct such as the Junction, one of the primary objectives of the Junction Urban Master Plan is to provide enhanced accessibility to existing open space.

It is important that the neighbourhood streets contribute to a network of green streets that link existing open spaces and improve the walkability and overall appeal of the neighbourhood. The network of green streets will include continuous and consistent pedestrian footpaths and places to sit and rest. Additional landscape treatments alongside considered street trees will provide consistent canopy with linkages between larger open spaces, drawing the recreational and aesthetic benefits of these spaces into the neighbourhood.

An additional focus of a network of Green Connector Streets would include improving pedestrian access and connections to major transit stops including Bell Station, Thornbury Station, High Street bus stops and Plenty Road tram stops.

Council might also investigate options to include 'productive fruit trees' in green connector streets.

Walkability

The Junction Urban Master Plan also proposes initiatives to improve pedestrian facilities within neighbourhood streets

Such initiatives include improved footpaths and pedestrian crossings, (solar) area lighting, landscaping, wayfinding signage and increased amenity.

The intent is that neighbourhood streets prioritise pedestrians and cyclists and calm traffic. Measures to achieve this intent are as follows:

- Encourage local vehicle access only;
- Encourage safe and low vehicular speeds
- Prioritise pedestrian safety improvements within streetscapes with a specific focus at intersections and crossings.
- Investigate opportunities to use threshold treatments at intersections to support pedestrian travel.
- Council could also investigate options to interconnect residential streets in Thornbury, near Thornbury Station with the Junction.
- Provide safe routes for bicycles

The environment

Neighbourhood streets also have the capacity to contribute to a healthier natural environment through initiatives like Water Sensitive Urban Design, managing stormwater and adding to local biodiversity through appropriate selection of street trees and associated vegetation. Simple initiatives such as these provide the means to strengthen the environmental quality of the Precinct.

Maintenance

The ongoing management and maintenance of neighbourhood streets will play a significant role in their long term success.

Best practice in management and maintenance of these important streetscapes can promote a sense of safety and encourage community ownership and pride.

Management and maintenance strategies may include:

- Implementation and support of an ongoing events program for streetscapes and public open space to promote regular local community uses such as 'Sunday Streets' or 'Play Streets', refer 7 Senses Street Day, 7senses.org.au;
- Selection of hard wearing, low maintenance and long life-span materials as well as environmentally resilient materials
- The use of best practice construction methods and new technologies to optimise lifecycle and performance of streetscapes and public open space; and,
- Ensuring an ongoing high level of maintenance of neighbourhood streets.

Public participation

When people have the opportunity to contribute to their community and have a direct hand in deciding the course of action to better their environment, they tend to develop a strong sense of ownership that leads to their active involvement in improvement and maintenance activities.

Public participation strategies may include:

- Residents encouraged to undertake nature-strip planting (subject to permit application and approval) along with taking care of nature-strips and trees;
- Residents being involved in local community street- scape art projects;
- Residents participating in a 'clean streets' campaign;
- Establishing community garden spaces within neighbourhood streets; and,
- Supporting community ground-roots programs such as 'Sunday Streets' and 'Play Streets'



Walkability - Accessible Streets Promote Walkability
Image: imithun.com



The Environment - Retrofit Rain Garden Project Assist in Stormwater Management
Image: isusdrain.org



Community Life and Livability - Invite Local Community Engagement
Image: betterblock.org



Maintenance - A Well Maintained Street Increases Sense of Place
Image: wikimedia.org



Green Connector Streets - Increase Amenity, Encouraging Walking and Cycling
Image: pruned.blogspot.com.au



Public Participation - Activate the Streetscapes
Image: 7senses.org.au

Part 4 Precinct Wide Design Plans

4.1.4 Laneways

There are numerous existing laneways throughout the Junction. These typically exist as right of ways, providing (secondary) access to both residential and commercial properties, improving pedestrian safety and amenity at the front of properties. They are perhaps beyond the scope of this project, and Council's funding capacity, however there exists opportunities to utilise the existing laneways and cut-throughs to provide alternative circulation opportunities for pedestrians.

Proposed initiatives are best contained to primary laneways (such as that forming part of the railway reserve) and include:

- Potential establishment of pedestrian priority shared zones to enable greater accessibility and encourage walking throughout the precinct; and
- Include art opportunities and urban agriculture to provide interest.



Artwork Activates Rear Fences and Provides Interest
Image: groundplay.com.au



Example Shared Street (Woonerf)
Image: Ministry of Infrastructure via flickr

4.1.5 Precinct gateways

The establishment of an approach to primary points of entry into the precinct is important in promoting and strengthening the 'essence' of the Junction. This does not literally mean the installation of an iconic element which says 'Welcome to the Junction', but rather, addressing these gateways in an appropriate manner which demonstrates the primary vision of the Junction, being a precinct which is:

- Green;
- Community and business focused;
- Safe and enjoyable;
- Accessible;
- Memorable;
- Presentable; and,
- Prioritises pedestrians and cyclists.

It is important that the acknowledged Precinct Gateways are addressed to enhance and support the Junction's identity to promote a sense of pride within the local community.



King Street Revitalization, Kitchener - Precinct Gateway Defines and Demonstrates the Precinct's Vision
Image: Ministry of Infrastructure via flickr

4.1.6 Transport gateways

The Junction includes a diverse mix of transport networks inclusive of Bus, Train, Tram, Pedestrian, Bicycle and Vehicle. It is therefore acknowledged that there are a range of transport options available to access the Junction. Each of these transport options provides a distinct point of entry and departure to and from the Junction. Being the first and/or final impression of the Junction, it is expected that the treatment of each of these gateways has a significant responsibility in contributing towards and supporting the identity of the Junction.

The ongoing development of these Transport gateways (in consultation with relevant agency groups including VicTrack, Yarra Trams and PTV) should be addressed appropriately to support the vision of the Junction Urban Master Plan. The Transport gateways, where treated appropriately, provide a number of opportunities to better contribute to the wider public realm of the precinct.



Powell Street Promenade - Integration of Transport Stops Providing Increased Public Space
Image: .theenvironmentalblog.org

4.1.7 Residential gateways

The Junction includes a mix of both commercial and residential streets. The interface between such commercial and residential streets are often 'blurred' with no clear delineation. This can lead to conflict between various users (such as in the case where motorists turn down residential streets looking for potential routes to shortcut traffic only to find the street terminates, resulting in frustration to both the motorist and local residents).

Such interfaces would benefit through the implementation of visual and traffic calmed gateways which clearly articulate a transition between commercial and residential streets. Such initiatives would include the implementation of:

- Reduced turning radii to improve visibility and slow vehicles;
- Raised crossings and other threshold treatments to prioritise pedestrians; and
- Kerb outstands to reduce crossing distances for pedestrians.



Raised Crossings Enhance Pedestrian Accessibility and Priority
Image: bicyclenetwork.com.au



Rathdowne Street Carlton - Kerb Outstands Provide Transition Between Commercial and Neighbourhood Streets Allowing Additional Planting and Activation
Image: Outlines Landscape Architecture

Part 4 Precinct Wide Design Plans

4.1.8 Preston Junction - the pivot of the Precinct

Junction <noun>: The act or process of joining or the condition of being joined

The Junction of High Street and Plenty Road is an important point within the precinct with significant opportunities to add quality additional amenity to the public realm. It is somewhat a pivot point from which the precinct both arrives and departs. It is both an exit and entry.

Currently, the public amenity is underwhelming and dominated by road pavement with little interest. The current layout remains unfriendly to pedestrians. The physical size of the intersection along with tram tracks can cause issues for cyclists. These issues are enhanced through lack of any marked bicycle facilities.

There is great opportunity to both reduce the size of this intersection and provide high quality open space by reclaiming substantial road pavements for the creation of an urban park (refer to photos opposite). This will go some way to providing additional amenity within the precinct. The addition of an urban park in this location provides opportunity to consider a flexible space allowing for a multitude of events such as markets, pop-up events, mobile kiosks, shaded green seating areas, and the list is only limited by one's imagination.

Pedestrian and cyclists require additional priority within this zone which is currently predominantly car and transport focused. As per the Transport Study, it is suggested that (signalling) reconfiguration measures should be investigated to improve pedestrian connectivity. One such suggestion is implementation of a Barnes Crossing (scramble phase) as pedestrian demand increases however any alteration to this intersection will be subject to approval from various stakeholders including VicRoads and Public Transport Victoria. Cyclist require dedicated lane marking and additional facilities to reduce complexity at this intersection.

The images and concept plan opposite expand on the above ideas and intend to provide inspiration, realising potential of the junction of High Street and Plenty Road - transforming Pavement to Place.



Madison Square Plaza Parklet - Reclaiming Surplus Road Pavement
Image: beforeafter.co.nz



Open Air Library, Magdeburg, Germany - Re-envisioned Underutilised Space Into Community Precinct
Image: Outlines Landscape Architecture

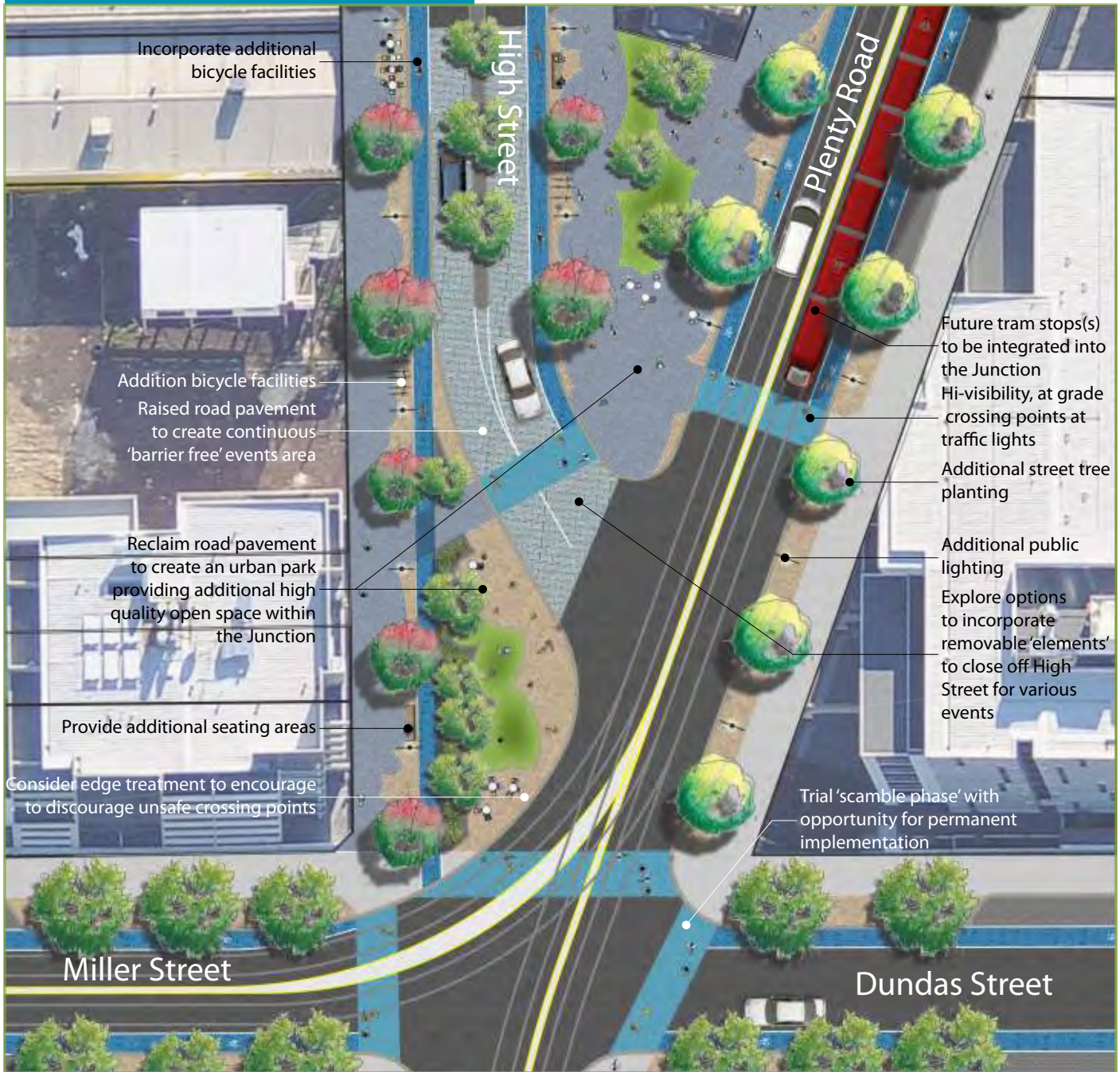


Scarborough Beach Road, Mount Hawthorn - Branding Incorporated Into Pedestrian Control Barriers
Image: Outlines Landscape Architecture



Robson Street Vancouver - Scramble Phase Crossing Pilot Project With Clearly Defined Crossing Zones
Image: binnie.com

The Junction Conceptual Enlargement Plan



Note: Bicycle lanes shown blue for illustration purposes only. They would be installed to relevant standards and not coloured as indicated.



Jane Warner Plaza - Successful Conversion From Pavement to Park
Image: Pavement to Parks via Facebook





Part 5

Implementation

Part 5 Implementation

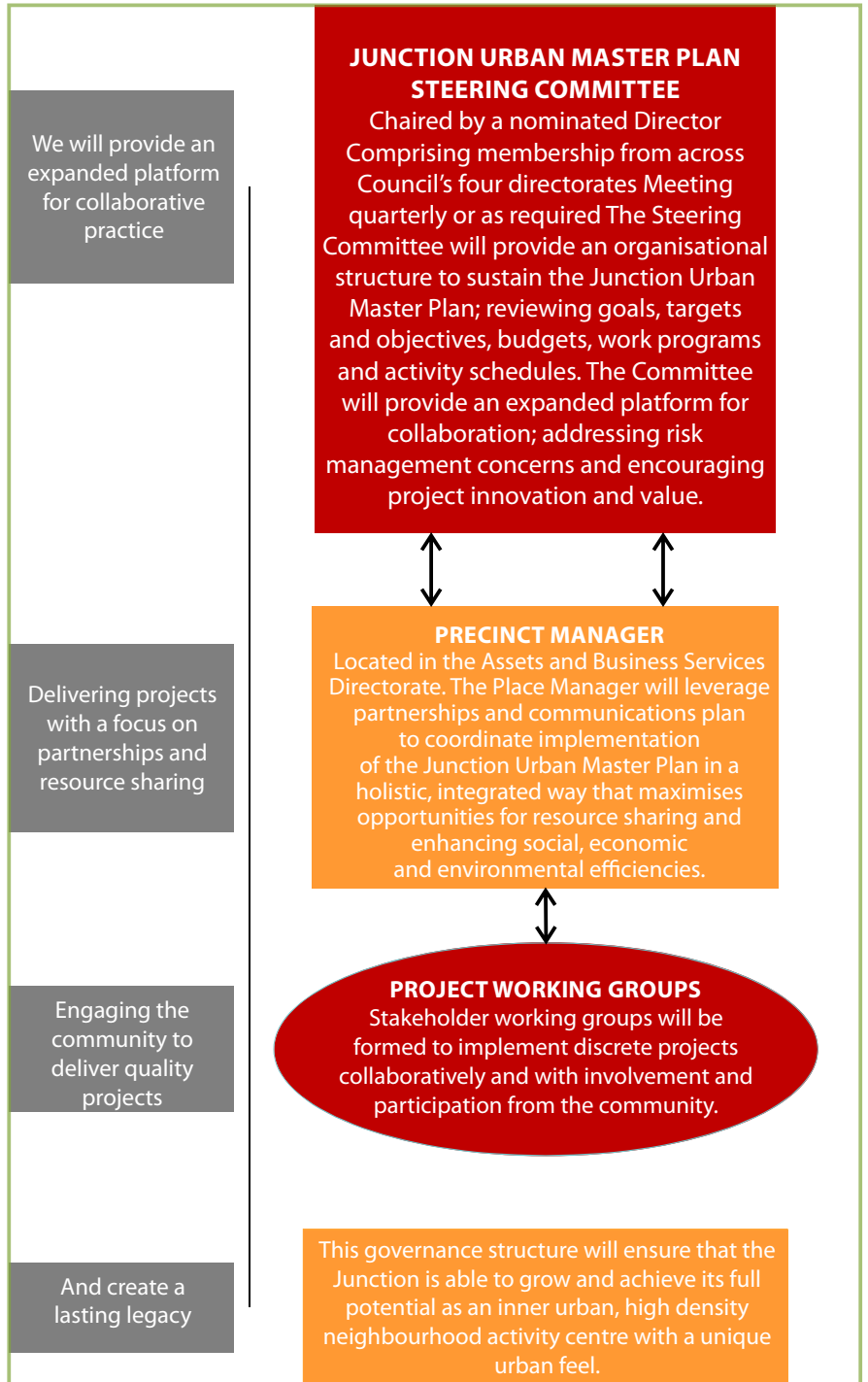
5.1 Junction Urban Master Plan implementation and governance structure

The Junction Urban Master Plan proposes a clear vision for the improvement of the public realm in the Junction over a ten year period. To implement the Plan, a part-time Precinct Manager will be appointed to facilitate a collaborative, coordinated approach to the delivery of projects. The Precinct Manager will apply place making strategies, carry out community engagement as appropriate and ensure that projects are coordinated, sequenced and delivered in a way that maximizes synergies and efficiencies. The Precinct Manager will also provide executive support to a Steering Committee that will be established to guide and support the Plan.

The Junction Urban Master Plan Steering Committee will provide support for the delivery of the Plan in a whole-of-Council process. The Committee will be comprised of Directors, Managers and other senior staff across Darebin Council. The Committee can meet 4-6 times per year to review the objectives of the Master Plan; address risk management concerns and actively work to integrate projects, programming and budgeting.

The prioritisation of projects in the Junction Urban Master Plan will be determined by the Steering Committee. The Steering Committee will schedule short-term, medium-term and long-term projects and in doing so, identify synergies and potential conflicts in project delivery. The Committee will also support project delivery in a way that enhances project innovation and value in accordance with the vision of the Plan. Terms of Reference and tools for performance monitoring and reporting will be developed by the Steering Committee and will provide guidelines for operations.

Funding of the Junction Urban Master Plan will be coordinated by the Steering Committee through a ten year capital works planning process. It may also be possible for the costs of the Plan to be supplemented by funding secured from external sources, potential developer contributions and opportunities for resource sharing.



Governance Structure



High Street Northcote Tram Works - Phasing Works is Critical to Minimise Prolonged Disruption
Image: Outlines Landscape Architecture

5.2 Proposed foundation projects

PRECINCT	#	DESCRIPTION
MAIN STREETS	1.1	High Street: Provide pedestrian crossing and landscaping on Raglan Street and Showers Street
	1.2	High Street & Plenty Road: Undertake street tree planting
	1.3	High Street: Provide on-road bicycle lanes
	1.4	High Street & Plenty Road: Undertake community Safety Audit Program
	1.5	High Street & Plenty Road: Promote 'Active Spaces' activating vacant shop fronts
	1.6	High Street: Remove slip lane on Oakover Road & provide landscaped node
	1.7	Plenty Road: Investigate status of Tram Route 86 Stage 2 works
	1.8	Investigate opportunities to establish a Development Contributions Plan for the Junction
	1.9	Investigate opportunities to integrate Ray Bramham Public Art Commission
	1.10	Progress efforts to engage developers to include good public art and design, as part of a Public Art Resource Strategy
	1.11	High Street & Plenty Road: Explore opportunities for potential music and arts festival
	1.12	High Street & Plenty Road: Support a program to encourage shop front rehearsal spaces
	1.13	Investigate present for Public Art Developer Contribution(s)
	1.14	High Street – Undertake minor streetscape upgrades
	1.15	Provide recycling bins
	1.16	Coordinate works with walking capital works programs
	1.17	Undertake detailed studies of High Street and Plenty Road (including but not limited to detailed traffic and parking study, public lighting review, accessibility audit, CPTED review and tree planting review)
	1.18	In consultation with the community, undertake design works to High Street and Plenty Road
	1.19	Implement proposed streetscape upgrade works to High and Plenty road on a staged basis (eg. block by block). Works will provide as a minimum (subject to 1.18 outcomes) on road cycle lanes, planted central median on High Street, street tree planting, flexible car parking flush with footpath pavements, shallow profile mountable kerbs, pavement upgrades, lighting upgrades, furniture and fixture upgrades, WSUD opportunities and low cover planting.
PRECINCT CORRIDORS	2.1	Undertake public lighting review on Railway Place
	2.2	Undertake community Safety Audit Program
	2.3	Investigate opportunities to acquire land on Railway Place from Victrack
	2.4	Investigate opportunities to integrate urban design works with grade separation at Bell Street
	2.5	Investigate opportunities to establish a Development Contributions Plan for the Junction
	2.6	Provide recycling bins
	2.7	Coordinate works with walking capital works programs
	2.8	Undertake feasibility studies in consultation with agency groups
	2.9	Subject to 2.8 undertake design works in consultation with agency groups and broader community
	2.10	Subject to 2.8 & 2.9 convert angled parking arrangement to parallel parking (including all required adjustments to kerb alignments and landscape rectification works)
	2.11	Subject to 2.8 & 2.9 provide 3m wide linear shared path trail along Railway Place East from Miller Street intersection to Bell Station
	2.12	Provide lighting along linear trail based on outcomes from public lighting review (item 2.1)
	2.13	Subject to 2.8 & 2.9 provide landscaped nodes, community spaces and / or exercise nodes along linear trail
NEIGHBOURHOOD STREETS	3.1	Undertake community Safety Audit Program
	3.2	Provide street tree planting and greening works
	3.3	Coordinate works with walking capital works programs
	3.4	Establish network of green connector streets
	3.5	Improve footpaths and increase walkability
	3.6	Improve public lighting
	3.7	Identify and implement WSUD opportunities
	3.8	Support community nature strip planting and greening works
LANEWAYS	4.1	Undertake community Safety Audit Program
	4.2	Coordinate works with walking capital works programs
	4.3	Identify laneways which have potential for implementation of pedestrian priority shared zones
	4.4	Undertake Community Engagement and design works for identified priority laneways
	4.5	Implement pedestrian priority shared zone treatment(s) to identified priority laneways
	4.6	Identify and implement short term art and activation initiatives

Part 5 Implementation

5.2 Proposed foundation projects

PRECINCT	#	DESCRIPTION
PRECINCT GATEWAYS	5.1	Undertake community Safety Audit Program
	5.2	Investigate opportunities to establish a Development Contributions Plan for the Junction
	5.3	Progress efforts to engage developers to include good public art and design, as part of a Public Art Resource Strategy
	5.4	Investigate precedent for Public Art Developer Contribution
	5.5	Undertake precinct gateway design works
	5.6	Implement upgrade works to precinct gateways
TRANSPORT GATEWAYS	6.1	Undertake community Safety Audit Program
	6.2	Investigate status of Tram Route 86 Stage 2 works
	6.3	Integrate urban design works with Tram Route 86 Stage 2 works
	6.4	PTV Bus routes review to incorporate the Junction Precinct
	6.5	Integrate urban design works with grade separation at Bell Street
	6.6	Provide recycling bins
	6.7	Establish and implement a way-finding strategy
RESIDENTIAL GATEWAYS	7.1	Undertake Community Safety Audit Program
	7.2	Provide kerb outstands, raised accessible pedestrian crossings and associated landscape treatments
PRESTON JUNCTION High Street, Plenty Road & Dundas Street	8.1	Undertake community Safety Audit Program
	8.2	Investigate opportunities to establish a Development Contributions Plan for the Junction
	8.3	Progress efforts to engage developers to include good public art and design, as part of a Public Art Resource Strategy
	8.4	Investigate precedent for Public Art Developer Contribution
	8.5	Provide recycling bins
	8.6	Investigate feasibility of Barnes Crossing (scamble phase) and implement trial
	8.7	Undertake design works and provide dedicated cycle lane marking
	8.8	Undertake feasibility project to reconfigure intersection and create space for an urban park
	8.9	Subject to 8.8 findings, undertake detailed design works and associated trials to reconfigure intersection and create space for an urban park
	8.10	Subject to 8.8 & 8.9 findings, provide reconfigured intersection and urban park

5.3 Performance monitoring and reporting

The Junction Urban Master Plan is intended to be flexible and evolve, allowing for change and development over the longer term. In this context, it is important that the Steering Committee for the Plan employ an adaptive performance monitoring and reporting program that will:

- Allow transparency and accountability for the longer term implementation and delivery of the Junction Urban Master Plan; and,
- Provide a framework for ongoing monitoring and reporting within the delivery of the Junction Urban Master Plan to identify what's working and what's not, allowing a process of continued adjustment and refinement to enhance the achievement of Master Plan objectives and the delivery of desired Precinct outcomes.

An ongoing program of performance monitoring and reporting will provide a simple and flexible approach to assist in achieving objectives and delivering longer term proposals as presented by the Junction Urban Master Plan. This process may broadly follow the process as outlined below (also refer to the dynamic implementation process opposite):

- Objectives and key proposals are established and clearly articulated through the development of the Junction Urban Master Plan;
- An appropriate implementation strategy is established (refer section 5.1) which centres on developing and delivering the Junction Urban Master Plan proposals through appropriate strategies and actions to achieve the objectives and deliver the desired outcomes for the Precinct;
- Monitoring and evaluation is undertaken to determine how implementation of the Junction Urban Master Plan is progressing and to what extent objectives and priority outcomes are being achieved;
- Any findings and recommendations identified through the programmed evaluation process are reported at appropriate points during the ongoing implementation of the Junction Urban Master Plan. These recommendations concerning implementation, priorities and budgets will then inform and guide the review of the Plan, and where appropriate, be incorporated, allowing for a living document.

Critically, summary reports and/or briefings are to accompany the Performance Monitoring and Reporting Process to allow the Project Management and decision makers timely and ready access to the key findings and recommendations of the monitoring process.

It is expected that critical findings and recommendations established by the monitoring process will be used to guide adjustments in the Junction Urban Master Plan implementation and amendments incorporated to better achieve objectives of the Plan. The monitoring process should be framed to include and consider identification of required adjustments to considerations including:

- Implementation process(es);
- Priority project(s);
- Budget(s) and resource allocation;
- The Junction Urban Master Plan including identified positive and negative factors effecting its implementation;
- Accommodate identified critical gaps in information required for sound implementation; and,
- The content of the next revision of the Junction Urban Master Plan.

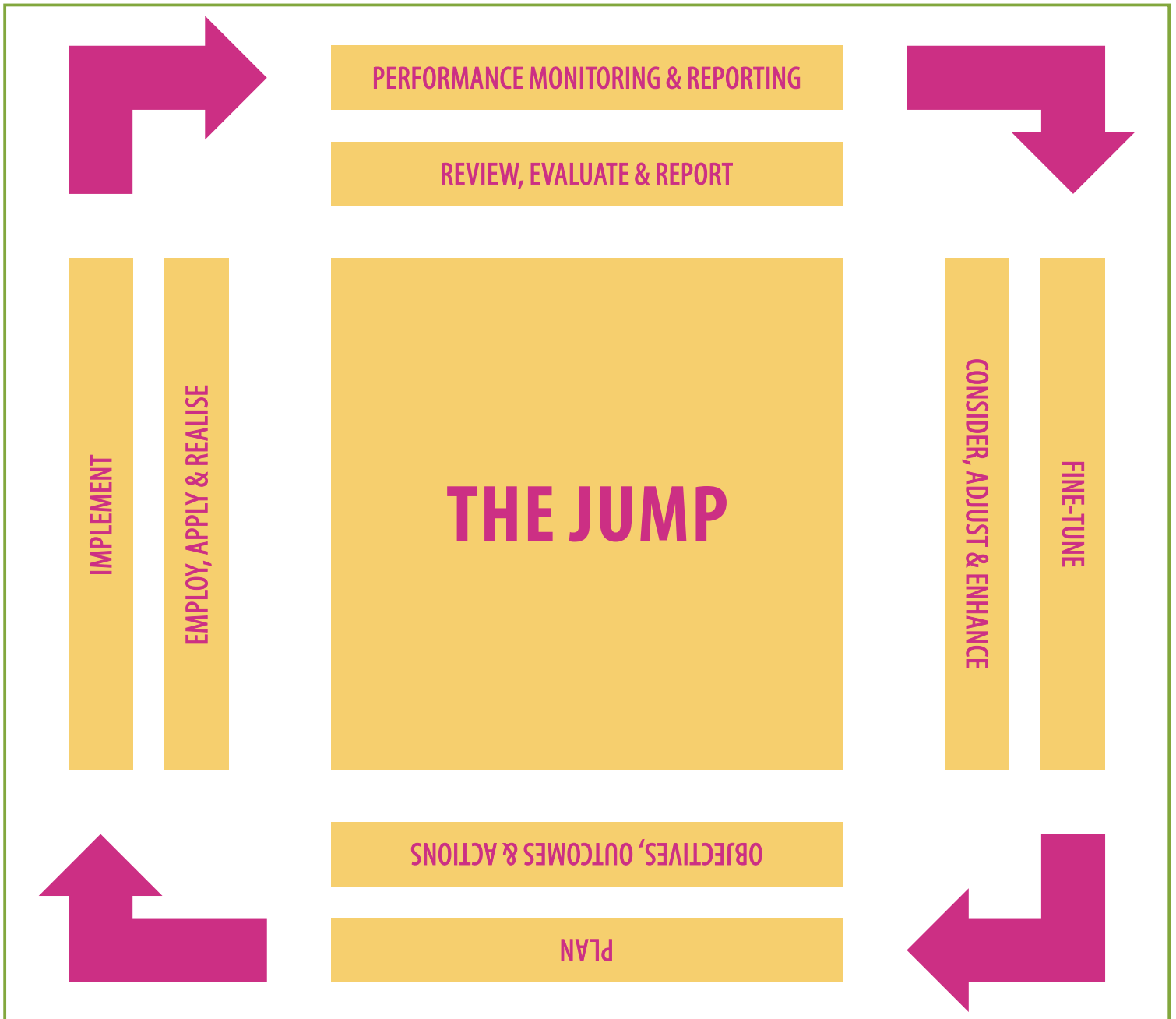
It is also important that the monitoring process not only identifies areas in need of improvement, but perhaps more importantly celebrates success and achievements (as per examples of the 'Porch' project opposite).

Additionally, the findings of monitoring process may assist in continuous improvement in implementation and delivery practices generally.

The period of the Performance Monitoring and Reporting Process should be aligned to the life of the Junction Urban Master Plan and coincide with proposed short (<5 year), medium (5-10 years) and longer term (10 year) delivery of proposed implementation works. The 5 year review process will allow opportunity for frequent and minor adjustments to the implementation of the Junction Urban Master Plan with longer term projects spanning multiple iterations.

Part 5 Implementation

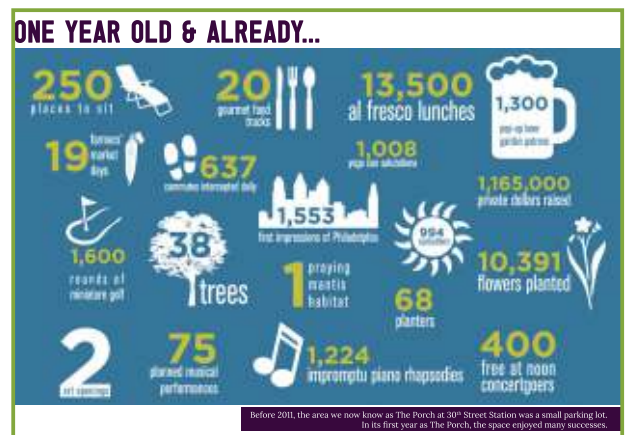
5.3 Performance monitoring and reporting



Dynamic Implementation Process



Iterative Placemaking - Demonstrating a Dynamic Implementation Process
Image: Realizing the Potential of The Porch universitycity.org



Before 2011, the area we now know as The Porch at 39th Street Station was a small parking lot. In its first year as The Porch, the space enjoyed many successes.

Example Reporting - Celebrating Success Through Performance Monitoring and Reporting
Image: Realizing the Potential of The Porch universitycity.org





Part 6
Glossary

Part 6 Glossary

6.1 Glossary of terms

Active frontages

Active Frontages normally directly abut public spaces, and typically contain activities of a public nature located within a private building. The facades or frontages are normally highly visually and/or physically transparent, and commonly direct movement between the public and private realms on such frontages. Examples of active frontages would be shops and restaurants, but also “shopfront” presentations to swimming pools and libraries.

Civic space

Public spaces that are designed for a number of people to use at any time usually in an urban setting. These areas are generally paved and may contain landscaping such as trees. Examples include plazas, squares and malls.

Mixed use development

Good mixed use development involves the fine-grained mixing of compatible land uses in a balanced mix. Physically, it includes both vertical and horizontal mixes of use. No single use should dominate other uses, and residential land use should generally not exceed 60% of the land use.

Niche retail uses

Retail land uses which provide specific product offer or services which are targeted towards a particular customer segment. Such examples include arts supplies, jewellers or specialist food stores.

Passive surveillance

‘Eyes on the street’ provided by local people as they go about their daily activities – this can deter anti-social behaviour and make places ‘feel’ safer. Specifically, passive surveillance is best generated by residential uses overlooking the public realm, be this street or park.

Public spaces

Spaces that are publicly owned and which are intended for use by the public; and spaces that are privately owned but encourage public use free of any imposed rules or constraints on normal public behaviour.

Residential Intensification

Residential areas where it is proposed that buildings will be of a slightly higher density to provide for more housing with smaller front side and rear setbacks and additional height. These areas are confined to main road frontages in the Reservoir MAA.

Sense of place

Sense of place refers to the character and spirit of a particular location that make it special or unique. These characteristics can be the community interactions, the nature of the land uses, the character of buildings and landscaping.

Water Sensitive Urban Design (WSUD)

A sustainable water management approach that aims to provide water-quality treatment, flood management to reduce the pollution carried to our waterways and more sustainable urban landscapes.

Source: Glossary of terms adopted from Activity Centre Design Guidelines. Published by the Victorian Government Department of Sustainability and Environment, January 2005



Threshermans Bakehouse - Example Active Frontage
Image: melbourneforeveryone.com.au



Northcote Civic Square - Example Civic Space
Image: melbournedaily.blogspot.com.au



The Nicholson - Example Mixed Use Development
Image: VicUrban via placeleaders.com



Rose Street Markets - Example Niche Retail Uses
Image: ladderrungs.files.wordpress.com



Gold Coast University Hospital Mental Health Facility Courtyards - Example Passive Surveillance
Image: aila.org.au



City Square - Example Public Spaces
Image: greencompanyeffect.com



Example Residential Intensification
Image: melbourneurbanist via wordpress.com



Federation Square Creating a Unique Sense of Place - Example Sense of Place
Image: Outlines Landscape Architecture



Tanderrum Way Broadmeadows - Example WSUD
Image: Outlines Landscape Architecture



Translatio



Part 7

ns & Acknowledgements

Part 7 Translations & Acknowledgements

7.1 Translations

English

Darebin City Council has prepared the Junction Urban Master Plan to help improve the attractiveness and liveability of streetscapes, public spaces and amenity in the Junction. The Junction refers generally to the area bound by Bell Street to the north, Plenty Road to the east, Dundas Street to the south and Railway Place to the west.

For more information about the Junction Urban Master Plan contact Darebin City Council on 8470 8470 or email planningservices@darebin.vic.gov.au

Arabic

الأساسي احلضري املخطط نبيراد نبيدم مرسل ادع فيبذاج تحسني في فدعاسملا (Junction) اطلرق لمفرق قمارعلا وافلسحات، اشلوارع مشلاد في ايخلش فيالصر و قطنملا الى شيري موم واملفرق. املفرق في قئاللاو ايل يتنيلب وطرق، اشلمال الى ليب عراشب قطاحملا فيديدلحلا قكسرلا ومالكن بونجلا ايل دناس وشارع، اشلرق ببرغلا ايل.

الأساسي احلضري املخطط حول املولعمات من ملزي نبيراد نبيدم سلاجمب الاتصال يرجى، اطلرق لمفرق ايل الاتكفرونبي ديربلا طرق ن ع او 8470 8470 يلع planningservices@darebin.vic.gov.au

Chinese

戴瑞賓市議會現已制訂了《樞紐城區總體規劃》(Junction Urban Master Plan)，以幫助改進樞紐城區街景、公共空間和便利設施的吸引力和活力。樞紐城區通常是指Bell Street以南、Plenty Road以西、Dundas Street以北和Railway Place以東的地區。查詢有關《樞紐城區總體規劃》的更多資訊，請聯絡戴瑞賓市議會，致電8470 8470 或發送電郵至 planningservices@darebin.vic.gov.au

Greek

Ο Δήμος του Darebin έχει ετοιμάσει το Πολεοδομικό Ρυθμιστικό Σχέδιο [Urban Master Plan] του Junction που θα συμβάλει στη βελτίωση και ελκυστική διαμόρφωση των οδών, των δημόσιων χώρων και των ανέσεων στο Junction. Ως Junction αναφέρεται γενικά η περιοχή που περικλείεται από την Bell Street προς βορά, την Plenty Road ανατολικά, τη Dundas Street νότια, και την Railway Place δυτικά.

Για περισσότερες πληροφορίες σχετικά με το Πολεοδομικό Ρυθμιστικό Σχέδιο του Junction απευθυνθείτε στο Δήμο του Darebin στο 8470 8470 ή με email στο planningservices@darebin.vic.gov.au

Hindi

डेयरबिन सिटी काउंसिल ने जंक्शन की सड़कों के परिवेश, सार्वजनिक स्थलों और सुख-सुविधाओं को आकर्षक और रहने योग्य बनाने के लिए एक जंक्शन शहरी मास्टर प्लान तैयार किया है. यहाँ जंक्शन का अर्थ उस क्षेत्र से है जो उत्तर की ओर बैल स्ट्रीट, पूर्व की ओर प्लेंटी रोड, दक्षिण की ओर डंडास स्ट्रीट और पश्चिम की ओर रेलवे प्लेस से घिरा है.

जंक्शन शहरी मास्टर प्लान के बारे में और अधिक जानकारी के लिए 8470 8470 पर डेयरबिन सिटी काउंसिल से संपर्क करें या planningservices@darebin.vic.gov.au पर ईमेल करें.

Italian

Il Darebin City Council ha preparato il Junction Urban Master Plan per contribuire a migliorare l'estetica e la vivibilità delle strade, dei luoghi pubblici e dei servizi del Junction. Junction si riferisce all'area delimitata a nord da Bell Street, a est da Plenty Road, a sud da Dundas Street e a ovest da Railway Place.

Per ulteriori informazioni sul Junction Urban Master Plan contattate il Darebin City Council al numero 8470 8470 oppure inviate una email a planningservices@darebin.vic.gov.au

Macedonian

Општината Даребин има изготвено капитален урбанистички план за Спојката којшто ќе помогне да се зголемат привлечноста и погодноста за живеење на улиците, јавните површини и рекреативните објекти во Спојката. Спојката се однесува општо на областа која се граничи со улицата Бел (Bell Street) на север, со Пленти Роуд (Plenty Road) на исток, со улицата Дандас (Dundas Street) на југ и со Реилвеј Плејс (Railway Place) на запад.

За повеќе информации за капиталниот урбанистички план за Спојката стапете во контакт со Општината Даребин на 8470 8470 или пратете електронска порака на planningservices@darebin.vic.gov.au

Somali

Golaha Degmada Darebin waxay diyaarisay Qorshaha guud ee loo yaqaan Junction Urban Plan Master si loo caawimo wanaajinta soo jiidashada iyo awooda-in-lagu-noolaado magaalada, goobaha dadweynaha iyo tashiiladka Junction. Junction waxaa badanaa looga jeedaa dhulka Bell Street kaga began waqooyiga, dhulka Plenty Road kaga began bariga, dhulka Dundas Street kaga beegan koonfurta iyo dhulka Railway Place kaga beegan galbeedka.

Macluumaad intaas ka badan oo ku saabsan Junction Urban Master Plan la xiriiir Golaha Degmada Darebin oo ah 8470 8470 ama email u dir planningservices@darebin.vic.gov.au

Vietnamese

Hội đồng Thành phố Darebin đã soạn thảo Kế hoạch Tổng quát (the Junction Urban Master Plan) cho vùng Đô thị Giao lộ (Junction) nhằm giúp cải thiện sự hấp dẫn và vui sống của cảnh quan đường phố, các khu vực công cộng và các tiện nghi của vùng Giao lộ. Vùng Giao lộ là khu vực được bao quanh bởi Bell Street ở hướng Bắc, Plenty Road ở hướng Đông, Dundas Street ở hướng Nam và Railway Place ở hướng Tây.

Muốn biết thêm thông tin về Kế hoạch Tổng quát cho vùng Đô thị Giao lộ xin liên lạc với Hội đồng Thành phố Darebin qua số 8470 8470 hay email về địa chỉ planningservices@darebin.vic.gov.au

7.2 Acknowledgements

Darebin City Council wishes to acknowledge residents and traders in the Junction Precinct who generously contributed their time, ideas, energy and support to develop the Junction Urban Master Plan.

Council also wishes to thank the organisations Outlines Landscape Architecture and Cardno for making this Plan possible.