



Mentone to Parkdale Level Crossing Removal Urban Design Framework

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Prepared for



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Parkdale LXP Urban Design Framework

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The City of Kingston & OCULUS proudly acknowledges the Bunurong People of the Kulin Nation as the Traditional Owners and Custodians of this land, and we pay our respect to their Elders, past and present and emerging.

Council acknowledges the Bunurong's continuing relationship to the land and waterways and respects that their connection and spiritual identify is maintained through ancient ceremonies, songlines, dance, art and living culture.

Council pays tribute to the invaluable contributions of the Bunurong and other Aboriginal and Torres Strait Island elders who have guided and continue to guide the work we do.

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Preamble

The City of Kingston has been vocal with its concerns about the Victorian Government's decision to progress an elevated rail solution for the Warrigal and Parkers Road level crossing removal project.

Since the project was announced in mid 2021 Council has written to the Minister for Transport Infrastructure and the CEO of the Level Crossing Removal Project (LXRP) expressing its opposition to the proposed elevated rail structure in Mentone and Parkdale and advocating for State Government to explore an alternative design solution. This follows significant community feedback indicating 76.2% (876 survey participants) favoured a rail under road design solution.

Council has actively sought an open and productive dialogue with State Government and LXRP and has highlighted its concerns with the lack of community engagement and analysis of alternative design options available. Council has also recently met with the Minister for Transport Infrastructure to again reinforce the depth of feeling expressed within the community through Councils earlier survey work.

Despite the above Council and community sentiment the LXRP have proceeded to actively engage with the community and its Open Space Advisory Panel on an elevated rail design solution and have further advanced its project planning on this basis. Council plays an important role in ensuring that if the LXRP progress the project, it is able to maintain a high level of influence over ensuring that the feedback it has received from the community is used to constructively reinforce the appropriate design outcomes that recognise Parkdale's unique and much-loved village character is protected.

The Urban Design Framework is underpinned by all of Council's advocacy to date, with a summary of context, issues and opportunities and preferred design vision for the project that would maximise its value for the Mentone and Parkdale community.

01 Introduction

In late 2021 The City of Kingston commissioned OCULUS with Arup to prepare an Urban Design Framework (UDF) for the Parkdale activity centre in response to the State Government's proposed level crossing removal at Parkers and Warrigal Roads that includes a new elevated station and significant new public open space. This Urban Design Framework Plan provides:

- + An understanding of the level crossing removal project to date;
- + A summary of existing relevant State and Local Planning Policy and relevant Council strategies and reference documents;
- + Acknowledgement of Parkdale Activity Centre as a unique village-like centre with significant heritage buildings and vegetation;
- + A vision statement and goals for Parkdale Activity Centre relevant to the level crossing removal project;
- + An Urban Design Framework Plan that outlines Council's preferred outcome for public realm, built form, transport planning and access;
- + Urban Design Guidelines for the Parkdale Activity Centre that respond to the village and heritage character and set clear design ambitions for built form, landscape and public realm, access and infrastructure required as part of the level crossing removal project.

The Urban Design Framework report has been completed with the professional inputs of OCULUS and Arup, with contribution from various internal Council department representatives and external stakeholders. It includes community feedback received through public consultation.

1.1 Purpose of the Urban Design Framework

The proposed level crossing removals at Parkers and Warrigal Roads in Parkdale pose both risks and opportunities for the evolution of the Parkdale Activity Centre. This UDF sets out Council's vision to advocate for the LXR project to realise a number of strategic public realm, transport, built form and heritage outcomes while preserving Parkdale's unique and much-loved village character. It also highlights the potential risks of the project in an effort to advocate for better outcomes.

1.2 How the Framework will be used

The Urban Design Framework Plan will be used:

- + To provide a clear advocacy position with regard to Council's design objectives and to guide input to the LXP's design review process;
- + To positively influence design outcomes of the project by applying a local and precinct wide lens;
- + To guide infrastructure, public realm and built form outcomes to be delivered by the project;
- + To promote a range of partnerships and potential sources of funding for many of the initiatives identified in the Plan; and
- + To provide a basis for the preparation of more detailed masterplans for important sites throughout the Activity Centre.

02 Context Appreciation

2.1 The Focus Area

Parkdale is located 23 kilometres south-east from Melbourne's central business district. It is situated between the suburbs of Mentone and Mordialloc, and is located on the Frankston metropolitan train line. The Nepean Highway divides the suburb diagonally from north-west to south-east, with the activity centre and train station located south of the Nepean Highway at the intersection of Parkers Road and Como Parades (East and West). Port Phillip Bay is located less than 1km to the south of the station precinct.

The focus area for the Urban Design Framework follows the rail corridor between Bradshaw Bushland Reserve in the east to just beyond Warrigal Road in the west, including both Como Parade East and Como Parade West which run on parallel sides to the rail line.



02 Context Appreciation

2.2 Understanding the LXR Urban Concept

The Level Crossing Removal Project (LXRP) was established by the Victorian Government to oversee the removal of 50 of the city's most dangerous level crossings. It was later expanded to target the removal of 85 level crossings across metropolitan Melbourne by 2025, in addition to other rail network upgrades such as new train stations, track duplication and train stabling yards. The project is one of the largest rail infrastructure projects in the state's history. The LXRP is part of the Major Transport Infrastructure Authority.

Some of the core benefits that come from removing a level crossing are:

- + Improving safety, by removing the danger of trains sharing a crossing with vehicles and other users;
- + Reducing congestion, by eliminating frustrating delays caused by boom gates and allowing more vehicles to pass through improving travel time reliability, by removing uncertainty around when boom gate closures will occur and how long they will be down for;
- + Increasing capacity to run more trains on the network, without boom gates delaying vehicles and other users.

There are also other opportunities to add value for the community and commuters depending on the chosen design at each site (such as creating new open space, building new shared use walking and cycling paths or commissioning public artwork), stimulating precinct scale renewal and revitalisation of the public realm.

Recognising the decision of the Victorian Government to pursue an elevated rail design solution at Parkdale, the project will need to manage the challenges and risks posed by 'rail-over' approaches, including the visual impact of the infrastructure in low-rise neighbourhoods, concerns around safety, overshadowing, removal of vegetation, traffic and transport.



LXRP concept for Pakenham Station and bus interchange.



Concept for Glenhuntly LXR.



Concept for Preston Station LXR.



Clayton Station along the completed Caulfield to Dandenong LXR.



The completed Reservoir LXR.



The completed Coburg Station as part of the Bell to Moreland LXR.

02 Context Appreciation

2.3 Strategic Context

The project sits with a range of settings, from the schools' precinct to the north, established residential areas and the Parkdale Neighbourhood Activity Centre.

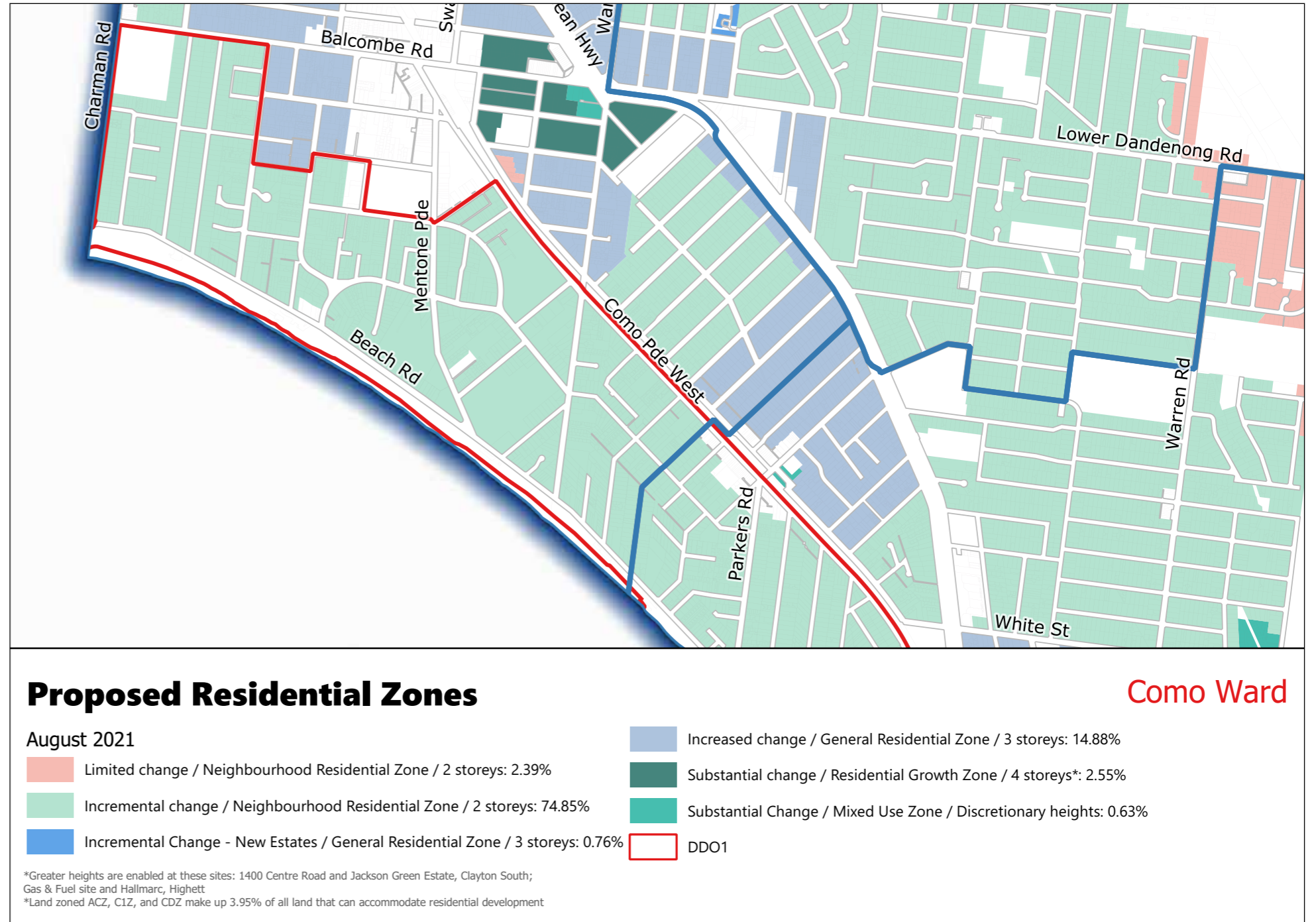
Within the project focus area there are several different planning zones and overlays:

- + The residential areas are within a General Residential Zone that limits building heights to three storeys.
- + A Commercial 1 Zone applies to most of the Parkdale Activity Centre on both sides of the railway line.
- + A small pocket of Mixed Use Zone is located on the south-eastern corner of Parkers Road and Como Parade East.
- + The Parkdale Library on Parkers Road is in a Public Use Zone.
- + On the southern side of the railway line is Schedule 1 of the Design and Development Overlay (DDO1) which restricts building heights to two storeys – this overrides the height contained in any zone.
- + A Heritage Overlay applies to multiple shops on Como Parade West.

In October 2021 Kingston Council adopted a Housing Strategy and Neighbourhood Character Study, which provides a twenty year plan for accommodating housing change and growth within existing residential areas. The Strategy includes a Residential Framework Plan that illustrates where different rates of housing change are nominated across the municipality.

In the Parkdale area on the northern side of the railway line the Framework Plan proposes increased residential densities proximate to the railway station, along Parkers Road and closer to the Mentone activity centre. The translation of this recommendation by way of a new residential zone would see these areas located within a General Residential Zone that will have a three storey building height control. In the areas that are located further from the train station, and on the southern side of the railway line the Framework Plan proposes incremental housing change, which will be translated into a new Neighbourhood Residential Zone with a two storey height control. The DDO1 will also continue to apply.

The recommendations of the Housing Strategy and Neighbourhood Character Study for new residential zones will be implemented by way of a Planning Scheme Amendment process that will start in 2022.



The recommendations of the Housing Strategy and Neighbourhood Character Study for new residential zones in the Como Ward.

02 Context Appreciation

2.4 Economic Context

The Parkdale Village is a vibrant retail precinct with 69 commercial premises.

With its focus on Como Parade West, between Birdwood Street and Heslop Street, and with some activity extending across the rail corridor to Como Parade East, south to Parkers Road and beyond further along Como Parade West.

Of the 69 premises, there is a very high occupancy rate, around 90%, with only 6 vacancies noted and 5 of these are in the small group of shops on Como Parade East which is presently segregated by the railway line. There is a healthy mix of business types – Total Food 19 (27%), Retail General 17 (25%), Hair, Professional & Services 25 (36%) and 2 are Council (3%).

Given the strong occupancies, development activity within the retail core is limited. A recent planning permit was granted for the extension of Bocconcino's café at the southern end of Como Parade West into a neighbouring shopfront.

Shops tend to be frequented by a local and largely walkable catchment, commuters will shop as part of their journey (coffee and groceries), but the restaurants have a wider draw which is more car-based.

Prior to the Government's announcement Council was in the process of developing streetscape upgrade plans for the centre which were well supported by traders. In preparation for this work Council spoke to trades and found the number one item for improvement was the pavement treatment, followed by street furniture and landscape. The bluestone planter boxes were noted in some instances as a positive for informal sitting and gathering, others found them unsightly and outdated. Improvements for safer cycling and pedestrian crossing were noted for the centre generally, however relatively few considered car parking to be a significant issue for traders.

There are around fifteen shops with outdoor trading on Como Parade West, twelve cafés and food-based retail and three other stores.

Council's activity in the village is at the southern end of the centre with the library on Parkers Road, to the east of the railway line, and the Shirley Burke Theatre, also on Parkers Road but to the west of the railway heading towards the beach.

2.5 Climate Context

Over the past 100 years, global surface air temperatures have risen by almost 1.4°C and 2019 was Australia's hottest year on record.

Both the atmosphere and the oceans have warmed. Human activity is causing climate change through the release of greenhouse gases from the burning of fossil fuels, land use change and agriculture. Atmospheric concentrations of carbon dioxide are now more than 40% higher than they were before industrialisation. In the Greater Melbourne region, the rate of warming has increased since 1960. Rainfall has declined since the 1950s, especially in autumn. The sea level today in the Melbourne region is approximately 225 mm higher than in 1880.

Climate change is not just an environmental problem. The effects of climate change present substantial risks to our health and wellbeing, economy and society. These impacts are likely to include loss of life, physical and mental health impacts, reduced primary production, property damage, coastal inundation and loss of power, disruption of transport and communications infrastructure. There will also be significant adverse impacts on biodiversity, habitat, health of ecosystems and significant changes to our waterways.

At a local level, the effects of climate change are already being felt with an increase in hot days and heatwave events, more intense rain and flooding and storm surge and sea-level rise. The City of Kingston manages 13km of low-lying foreshore that is increasingly vulnerable to sea-level rise. There is development pressure for tourism, recreation, residential and commercial uses both on and adjacent to the foreshore. The impacts of climate change are likely to reshape the Bay. Sea-level rise, combined with wave action and storm surges will alter sand movements and increase erosion rates. Combined with population pressures, catchment degradation and ageing infrastructure the impacts on our coastline will escalate in coming years.

Increased flooding as a result of major storm events also poses a significant risk to Kingston with the projection of more intense rain events and flooding. This poses a risk to Council infrastructure, private and business assets and community health and safety. The frequency and severity of heatwaves is anticipated to increase, posing a serious threat to vulnerable members of our community including the elderly and those on low incomes. Coupled with rising electricity and gas prices it is expected that this will have a significant impact on the ability for some members of our community to heat and cool their properties.

Opportunities for the project include zero carbon design, urban greening and integrated water management, which have the potential to decrease emissions and mitigate impacts.

For more information, see the City of Kingston's Climate & Ecological Emergency Response Plan 2021.



Major risks diagram from the City of Kingston's Climate Change Strategy, 2018-2025.



Flash flooding in Melbourne, 2017.

02 Context Appreciation

2.6 Recreation + Open Space Context

While the area has a good amount of open space by metropolitan standards and appears to be well served by recreation assets, many of those assets are within school grounds, and a large portion of the land contributing to open space is attributed to the foreshore reserve (9ha/16ha in Parkdale alone).

Participation Trends

People are now increasingly looking to casual, pay-as-you-go or free physical activity options to fit into their busy lifestyles to achieve personal health objectives. This means that increasing opportunities to participate in these active recreation pursuits, while continuing to support traditional sport, may offer the best opportunity to improve the health and wellbeing of the community.

The ability of open space areas to meet the changing recreational needs of our population is an increasingly important issue.

Asset Demand

Despite changing trends, the sheer volume of population increase still necessitates planning for formal sporting facilities, in conjunction with increased active recreation opportunities. The 1 km rail-over-road Parkdale/Mentone LXP project presents a unique opportunity for Council and the State Government to work collaboratively to ensure play, active and passive recreation demands in particular are met, while enabling a focus on formal sport in other surrounding areas.

Changing Population

Kingston's population is projected to increase by more than 30,000 people by 2041. This amounts to more than 20% growth in the next 20 years.

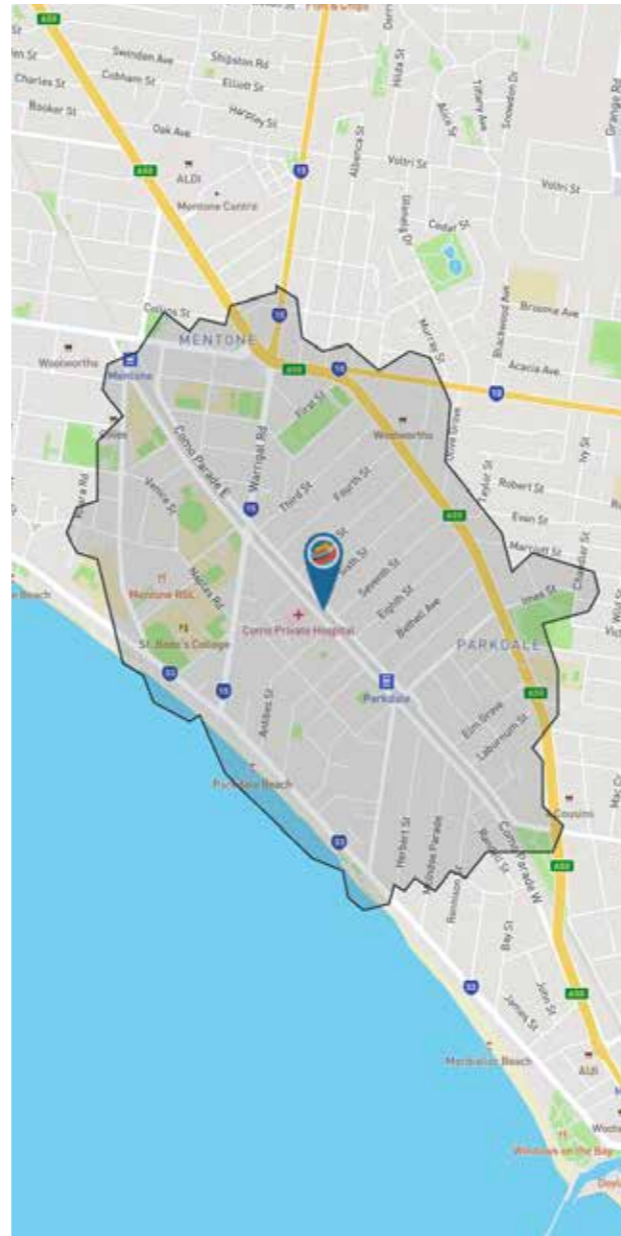
The catchment population for this study area alone is forecast to grow by more than 15% to nearly 10,000 people, with the largest growth in those aged 75+ years.

Council must ensure the facilities and open space provided to the community continue to support participation by all ages and abilities both now and into the future.

Coordinated Planning

With changing trends in participation, a growing and ageing population, and asset responsibilities, a coordinated approach to planning facilities is vital.

The development of strategic planning that incorporates directions from National (Sport 2030), State (Active Victoria) and local (Kingston Sport and Recreation Strategy) policies and plans ensures Kingston continues to deliver the best outcomes for the community.



The defined area for the Recreation and Open Space Needs Assessment (ROSNA), defined by a 15-minute walk time from the centre point.



Obstacle courses such as this one at Corcoran Park, Townsville are gaining in popularity.



This bouldering wall at Burnley (beneath CityLink) represents a creative and practical use of space.



Steel coping along the basketball court bleachers in this Carlton park intentionally encourages skating.



Free mini-golf courses are gaining popularity in the USA and Canada.

04 Urban Design Vision

4.1 Parkdale Station Urban Design Vision

Noting the State Government's decision to proceed with an elevated rail design, the LXP's proposed Mentone to Parkdale Level Crossing Removal will have a significant and lasting impact on Parkdale's town centre and station precinct. It is critical that the project meets a high level of design and planning excellence and that the LXP works with the community and Council to ensure a positive outcome for Parkdale that preserves its much-loved character.

Council's urban design vision for the precinct is to create an outstanding public environment that is inviting to users of all ages, abilities and interests, and builds upon the unique attributes that make Parkdale special.

Our vision includes a generous and well integrated public realm that offers high levels of amenity, shade and canopy cover, site-specific plantings that enhance local biodiversity, and a material palette that speaks to the existing character of Parkdale. Recreational opportunities would be integrated, informed by our Recreation and Open Space Needs Analysis for the precinct.

Surrounding streetscapes would be upgraded (Council was in the process of developing streetscape upgrade plans for the centre prior to the announcement of the LXP project), with new pavement treatments, furniture, planters and tree plantings. The design of these upgrades should be developed in consultation with local traders.

The design of the elevated rail infrastructure and new Parkdale station, both at the macro and micro scale, should be as sympathetic to the village character of area as possible. This includes the architectural detailing (form, materials, colour, etc.), minimising overshadowing of the retail and public realm zones, preserving heritage structures through adaptive re-use, and softening the presence of the elevated rail through design detail and tree planting.

Movement and traffic patterns should be improved to achieve greater flow and safety (for all users), with the new station entries located to optimise movement in the centre. Council wants to ensure a first class, efficient public transport experience while also maximising the project's benefits to the Parkdale Activity Centre.

This project will leave an inter-generational legacy, with impacts that extend far beyond the rail corridor itself. It will change the way people move around Parkdale — whether by car, bike, foot or on public transportation — and permanently alter the look and feel of the suburb, so it's critically important to strike the right design approach.

The key goals and directions of the UDF are introduced and discussed on the following pages.

“The urban design vision for the project is to create an outstanding public environment that is inviting to users of all ages, abilities and interests, and builds upon the unique attributes that make Parkdale special.”



05 Urban Design Objectives

01. Create the **greenest, most sustainable** level crossing removal corridor in Australia



Why

To soften the project's impact on this low-density residential neighbourhood while setting a new benchmark for sustainability in infrastructure.

How

- + Ensuring the protection and retention of as many mature trees as possible throughout but particularly south of Parkers Road.
- + Incorporate as much greening as possible (planting beds, large tree planting, vertical greening of columns).
- + Avoid harsh edge conditions at ramp extents. Seek a relaxation of the MTM 1:1 guidelines to allow maximum tree plantings, canopy and landscape buffers as the line returns to grade.
- + The project must not create an increase in urban heat island effect. It should be reduced by retaining existing mature trees and incorporating green infrastructure (walls and roofs) into design.
- + Integrate Water Sensitive Urban Design throughout.
- + Explore the potential for decentralised energy generation.
- + Use recycled material for roads, paths etc wherever possible (in line with the Government's Recycled First initiative).
- + Incorporate electric infrastructure at day one (bus / car / scooter) charging stations.
- + Create habitat links through to Bradshaw Bushland Reserve.

02. Preserve and enhance Parkdale's **village character**



Why

To preserve what the local community love most about Parkdale, it's unique village feel. Parkdale hosts the most intact heritage retail precinct in Kingston.

How

- + Ensure that changes are sensitive of the most intact heritage retail precinct in Kingston.
- + The project to fund and enhance locations impacted by shadow from elevated rail.
- + Minimise the visual bulk of the elevated rail as much as possible through design.
- + Take reference from examples such as the new Glenhuntly Station and Glenferrie Station in achieving village feel.
- + Reference local vernacular and materials in design.
- + Establish trees in ground and in planters.
- + Retain Parkers Rd/ Como Parade W roundabout but better integrate into the public realm to encourage people to walk and cycle.
- + Single pylon structure is strongly preferred.

03. Upgrade the **surrounding streetscapes**



Why

To offset any negative impacts the elevated rail may have on retail activity. The streetscape of Como Parade E+W and the surrounding streets are tired and due for a refresh.

How

- + Underground all the adjacent power lines along the rail line.
- + Unify the 'look and feel' for both Como Parade E/W.
- + Maximise opportunities for greening in the streetscape.
- + Introduce safe cycling links, bike parking, renewed footpaths, landscaping and kerb outstands at activity centre intersections on Parkers Rd and Como Parade W/E.
- + Formalise on-street parking on Como Parade W/E with line-marking, pavement treatment, kerbs and signage.
- + Improve amenity of Eighth St/Como Parade E bus stop by formalising parking and providing a raised footpath.
- + Within the station precinct, provide separated paths for people walking and cycling.
- + Include infrastructure enhancements (Pedestrian Operated Signals and Wombat Crossings) in project scope.
- + Enhance connectivity for Mentone schools.

04. Optimise the **station entrance + platform location**



Why

To ensure that the station remains at the heart of the community. The placement of the station entrance has the potential to 'make or break' the future of the precinct, particularly in regard to the economic viability of surrounding businesses. It's vitally important the entry is best positioned to preserve Parkdale's vitality.

How

- + Integrate retail activity at ground level to activate the new public space beneath the rail viaducts.
- + Minimise visual bulk of station and any cladding along the line.
- + Take lessons from older generation above-ground stations like Glenferrie or Newmarket that are complementary to a suburban 'high street' activity zone.
- + Locate parking away from station entrances to prioritise walking and cycling.
- + Maximise integration with existing bus stops (Route 708) and avoid impacting existing route.
- + Station entrances to be close to shops, in line with existing walking and cycling desire lines.

05 Urban Design Objectives

05. Create integrated intersections and crossings that are **attractive + accessible**



Why

To balance the efficiency and safety of both vehicular and non-vehicular traffic.

How

- + Improve the walking and cycling environment at Warrigal Rd/Como Parade W roundabout and The Corso, Mitchell St/Warrigal Rd intersections to improve safety and better integrate Parkdale Station with the surrounding area.
- + Convert existing and proposed flat-top speed humps within Parkdale activity centre to raised wombat crossings to provide permeability across the rail corridor and street network.
- + Re-open McIndoe Parade/Elm Gr connection and cater for walking and cycling movements.

06. Optimise **car parking provision**



Why

To address the informal parking arrangements within the activity centre.

How

- + Council to retain responsibility for the management of car parking to provide well timed and located car parking that supports the needs of the centre.
- + Convert select 90-degree car parking bays within the station precinct to parallel parking to free up space for streetscape improvements, while achieving no net loss in commuter and trader car parking (see point 6) across the precinct.
- + Formalise 90-degree car parking bays on Como Parade E and W north of Birdwood St and south of Parkers Rd to increase the number of bays, enable the improvement of the streetscape and optimise access to car parking.
- + More people are walking, cycling or using public transport to access Parkdale Station than those driving, highlighting the priority to improve the access experience for these modes.
- + Accommodate existing and future vehicle station access demand by considering the provision of a well-designed and convenient Kiss 'n' Ride facility.
- + Leverage the elevation of the rail to improve accessibility between Como Parade E and W. This will increase the number of visitor parking spaces that are conveniently located for customers of Parkdale businesses on either side of the rail corridor.

07. Retain + repurpose **heritage structures**



Why

To preserve Parkdale's unique history, character and identity.

How

- + Interim protection for all heritage structures and mature trees until heritage assessment is completed.
- + Council is considering (subject to expert review) listing on the Victorian Heritage Register.
- + The project to fund and repurpose heritage assets within the rail corridor (for LXP to undertake the building works and improvements to make them fit for purpose).
- + A unique interpretive trail to re-imagine the role of the heritage features in the Mentone and Parkdale area.

08. Create new **active transport connections** to Mentone, Mordialloc + beyond



Why

To complete the missing links in the strategic cycling network and encourage sustainable, active transport options in Kingston and beyond.

How

- + Provide a safe and direct walking and cycling connection from Parkdale Station to Mordialloc Station, with an elevated bridge connection over Nepean Highway from Bradshaw Bushland Reserve to Albert Street.
- + Ensure extension of SUP from Warrigal Rd to Parkdale Station.
- + Transition SUP to shared path within the station precinct and increased activity zone, while providing an additional separate meandering walking path (as illustrated in 6.1 master plan).
- + Provide safe and direct north-south connections to The Corso and Queen St.
- + Provide direct connections to the beach and Bay Trail.
- + New spaces offering new facilities to support the community and many local schools in the area (eg. basketball court / fitness equipment / running trail opportunities).
- + Opportunities for local dog off leash infrastructure.

06 Key Directions

6.1 Master Plan



06 Key Directions

6.2 Map 01

Bouldering + pump track zone

This zone includes the transition from surface-rail to elevated-rail. Given its proximity to local schools, it is proposed to have a recreational theme, with a pump track and bouldering wall envisaged because of their suitability to the environment created by the elevated rail. This area also has the potential to include half-courts.

Heavy planting zone

This zone would be defined by heavy planting, mostly indigenous and native vegetation, that would promote urban biodiversity and mitigate urban heat, as well as soften the presence of the elevated rail in this residential neighbourhood context. The heritage structure should be retained and integrated into the landscaping, envisaged because of their suitability to the environment created by the elevated rail.



- Key**
1. Bouldering wall
 2. Skating facilities
 3. Pump track
 4. Half court
 5. Heavy planting
 6. Signalised SUP crossing
 7. Intersection safety and crossing improvements
 8. Retain heritage structure
 9. Improved meandering walking path
 10. Improved on-street cycling environment

06 Key Directions

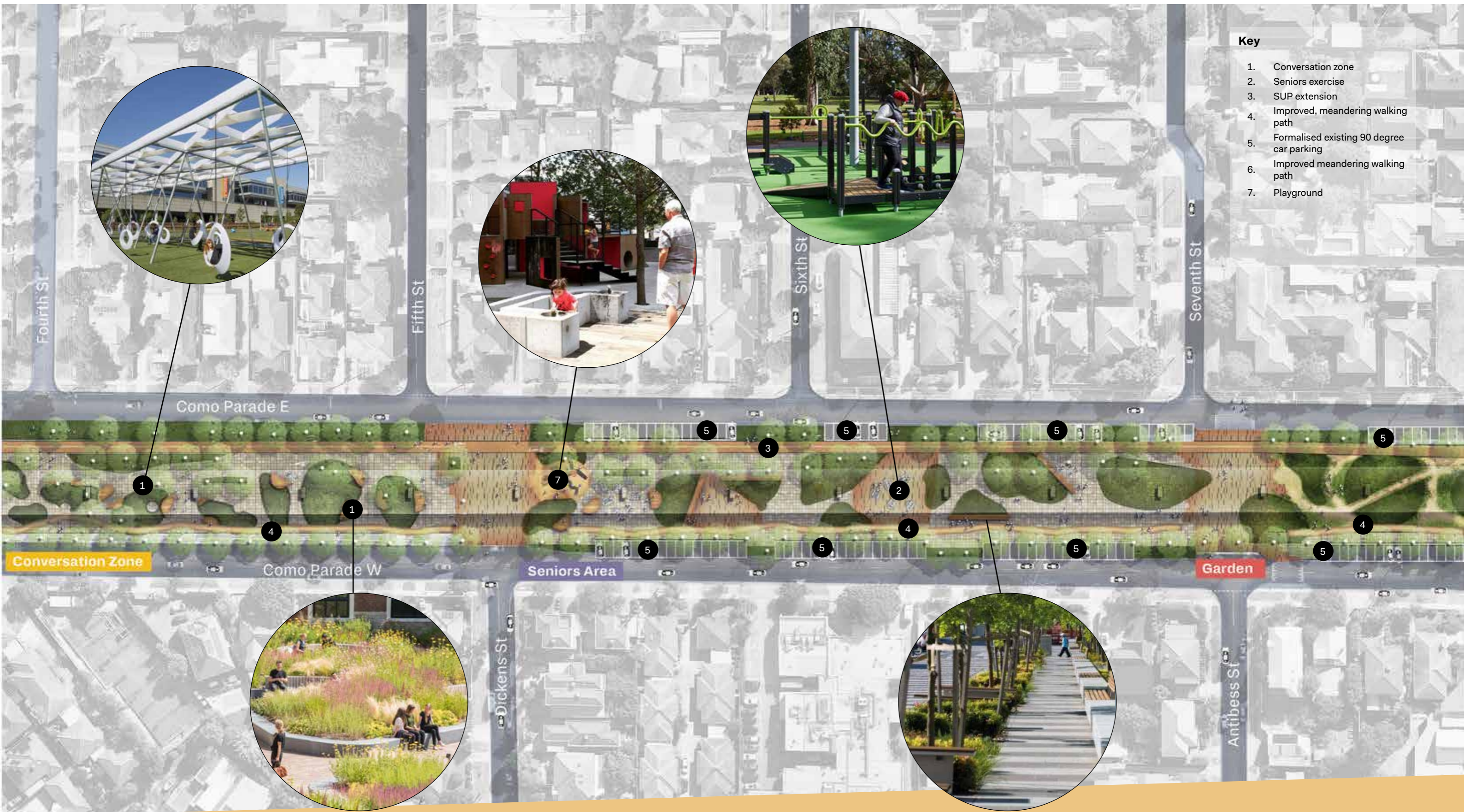
6.3 Map 02

Conversation zone

This zone caters to more quiet and contemplative activities, as a counterpoint to some of the more active spaces. It will have state-of-the-art lighting, high visibility with low vegetation, wide pathways and a number of novel play or hang-out features that allow small groups to socialise in public space, such as swings and seating pods. This space has been devised with gender equality in mind and seeks to provide our community with diverse spaces that are safe for people of all genders to utilise and connect.

Seniors area

This zone includes exercise equipment and recreational opportunities targeted toward older demographics but also to individuals who prefer to exercise alone and at their own pace. While no one is excluded, there are deliberately no playgrounds aimed at children to maintain a calm and quiet environment.



Key

1. Conversation zone
2. Seniors exercise
3. SUP extension
4. Improved, meandering walking path
5. Formalised existing 90 degree car parking
6. Improved meandering walking path
7. Playground

06 Key Directions

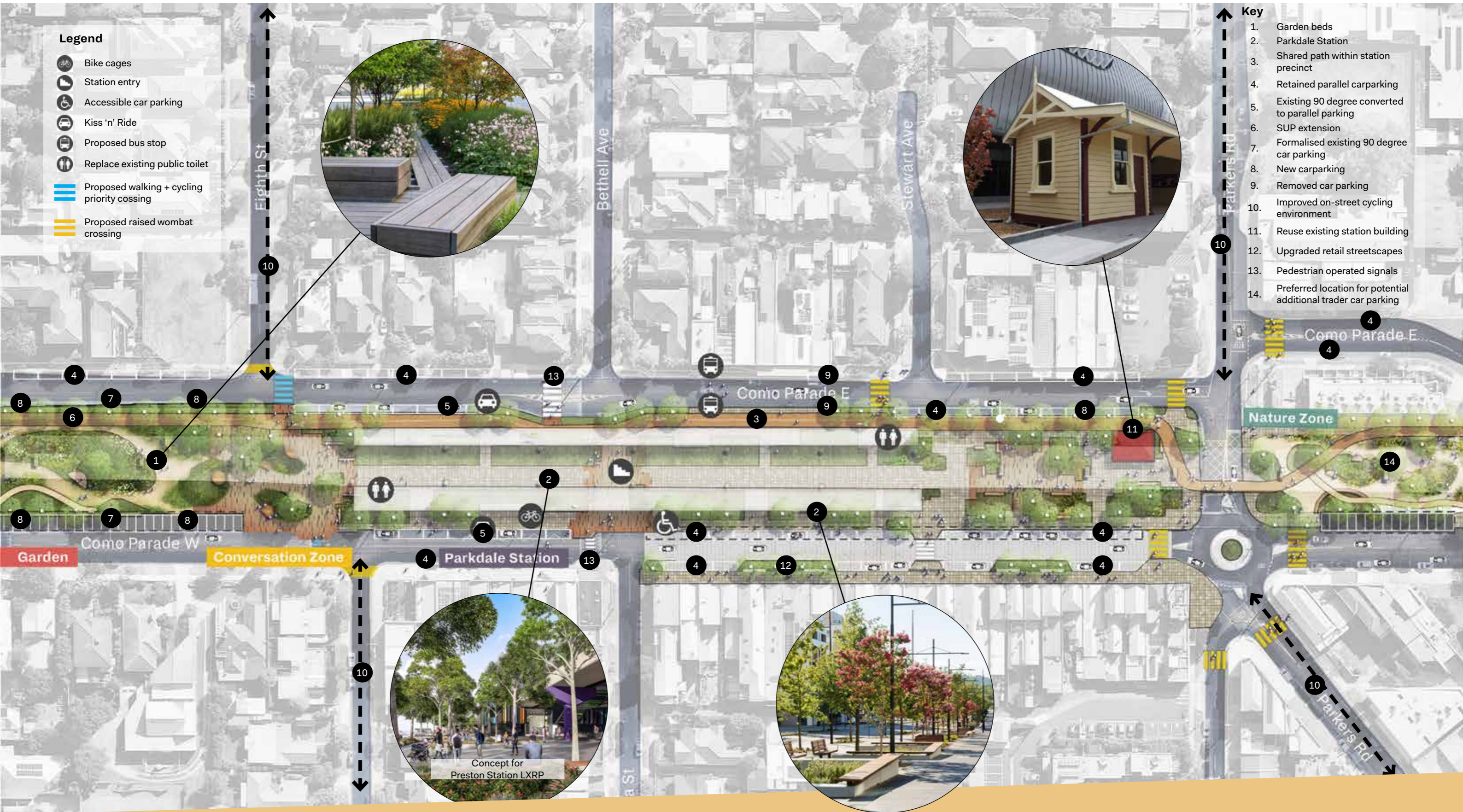
6.4 Map 03 Parkdale Station

Garden zone

This zone would offer an immersive public garden with a higher level of detailing than the other zones. It would include pathways through the planting zones with seating opportunities throughout. Planting design should be robust and low water use, but textured and contrasting for visual interest.

Parkdale Station + Village

The station and village precinct must be highly functional but attractive and inviting. Its design should be in keeping with Parkdale's village character and reference the local built and natural landscapes. Accessibility will be greatly improved, and priority shifted toward pedestrians. Car parking is retained and rationalised, with new drop off and bus bays near to the station entry. Station facilities located at ground level to minimise visual bulk at platform level.



06 Key Directions

6.6 Map 04

Nature zone

This zone would be defined by generous planting, mostly indigenous and native vegetation, that would promote urban biodiversity and mitigate urban heat, as well as soften the presence of the elevated rail in this residential neighbourhood context. Nature play and outdoor exercise stations would be located throughout.



Legend

Proposed walking + cycling priority crossing

Key

1. Native plantings
2. SUP extension
3. Formalised existing 90-degree car parking
4. Retained parallel car parking
5. New car parking
6. Improved on-street cycling environment

06 Key Directions

6.7 Map 05

Nature zone

This zone would be defined by generous planting, mostly indigenous and native vegetation, that would promote urban biodiversity and mitigate urban heat, as well as soften the presence of the elevated rail in this residential neighbourhood context. Nature play and outdoor exercise stations would be located throughout.



Key

1. Retain pedestrian level crossing at White Street
2. Wombat crossing
3. SUP extension
4. SUP in rail reserve at the edge of Bradshaw Bushland Reserve
5. Improved on-street cycling environment
6. Protect and enhance existing landscape character

06 Key Directions

6.8 Map 06



07 Urban Design Guidelines

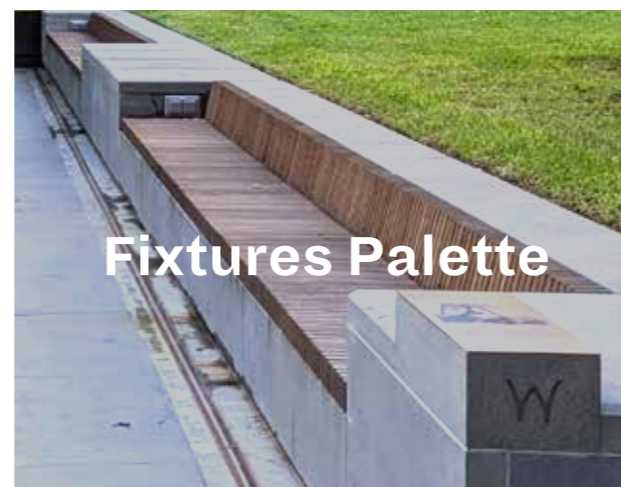
7.1 The Purpose of the Guidelines

Council has sought the preparation of urban design guidelines tailored specifically to Parkdale Station Precinct to guide a quality urban design response in response to the Mentone to Parkdale level crossing removal and associated station upgrade. These Guidelines aim to ensure new built form, public realm improvements and infrastructure upgrades have high regard to the unique character and heritage of the Parkdale Station Precinct. The Guidelines are intended to be adopted by Council as a reference document and be utilised by the Program and relevant consortium as an advocacy tool throughout the design and development process for the precinct. The State Government acknowledges that level crossing removal projects should result in an improved quality and a positive, authentic contribution to existing urban character and amenity.

7.2 The Structure of the Guidelines

The urban design guidelines for the Mentone to Parkdale LXR focus area are arranged into seven key themes:

- + Landscape and Public Realm
- + Pedestrian + Cycle Connections
- + Roads + Parking
- + Station + Built Form
- + Wayfinding
- + Materials + Colour Palette
- + Fixtures Palette



07 Urban Design Guidelines

7.3 Landscape + Public Realm

Objectives

1. Create the Greenest, most Sustainable Level Crossing Removal Corridor in Australia by preserving as many existing trees as possible and planting as many new trees as possible. Also include diversity of shrub and ground-cover planting. Local and sustainable materials should be preferred.
2. Enhance Parkdale's village character by using materials that complement the existing palette with fine-grain detailing.
3. Upgrade the surrounding streetscapes, particularly Como Parade E+W, with new pavement design, seating, outstands and planting. Local and sustainable materials should be preferred.
4. Create intersections and crossings that are attractive + accessible, by landscaping all new traffic infrastructure.
5. Create a design that is enduring and functional for generations to come, is easy to maintain and manage, and ages gracefully.
6. Ensure the design can survive, adapt and thrive when subjected to stresses and acute shocks such as changes in climate and technology, and extreme events.
7. Design places and movement networks that are welcoming, inclusive and pleasant for the whole community and encourage diverse social interaction within public spaces.

Undesirable Outcomes

Undesirable outcomes include the following:

1. A distinct conflict between the scale and character of the existing retail strip and the new station and rail viaducts
2. A decrease in foot traffic and outdoor dining along the Como Parade retail strip caused by overshadowing
3. Lengthy stretches of harsh 'infrastructural' edges along the elevated rail and ramps
4. A decrease in pedestrian, cycle and vehicular connectivity across the rail line
5. The loss of significant mature vegetation and heritage structures

Precedent Projects



Bouldering wall beneath elevated motorway.



Vertical greening of elevated rail columns.



A green but open urban plaza area with generous seating.



New streetscape works that complement adjoining heritage buildings and prioritise pedestrians.



Shared user path bordered by generous planting beneath elevated motorway.



At-grade accessible wombat crossing with integrated landscape zones.

07 Urban Design Guidelines

7.3 Landscape + Public Realm Guidelines

General	
1.1	Minimise the loss of existing canopy vegetation and seek to establish new canopy vegetation along rail corridors, to create the 'greenest level crossing removal project in Melbourne'.
1.2	Maintain and frame key views through the station precinct from surrounding streets
1.3	Seek to integrate WSUD principles into hard paved areas such as on-grade car parking and public plazas and limit off-site drainage impacts.
1.4	Ensure any proposed retaining walls are designed and constructed to complement the character of Parkdale. Retaining walls with integrated landscape or greening opportunities are highly encouraged.
1.5	Integrate active greening initiatives (such as climbers, green walls etc.) to columns, façades and roofs of new station and elevated rail
1.6	Establish a flexible public open space at Parkdale incorporating a combination of permeable and impermeable paved surfaces, garden beds, canopy vegetation and lawn areas for informal seating and tables.
1.7	Ensure paved areas utilise high quality materials with colours and textures that reference surrounding heritage buildings and landscape elements. Untextured, poured concrete is highly discouraged.
1.8	Establish new canopy vegetation at station precinct and along Como Parade (East and West) to achieve high canopy cover (40%)
1.9	Ensure the height and scale of new vegetation does not interrupt key view-lines through open spaces, public realm or station entries.
2.0	Avoid garden beds in locations where they will not receive rainfall and sunlight (beneath rail viaducts).
2.1	When garden beds or planted zones under viaducts cannot be avoided (point 2.0), ensure passive irrigation is provided to ensure survival.
2.2	Ensure variety of informal and formal seating opportunities throughout to encourage occupation from people of different mobility and accessibility requirements.
2.3	Ensure maximum 20% representation of any one plant species in planting schedule. Seek to provide diversity of species for higher biodiversity value and better resilience.
2.4	Preference plant species that are known to perform well in the area, are low maintenance and can survive on little to no irrigation once established.
2.5	Select durable materials with low carbon footprint.
2.6	Provide sheltered seating areas near to entries, bus interchanges and drop-off zones.

2.7	Maintain clear sight-lines through station and to plaza beneath
2.8	Provide uninterrupted paved zone surrounding the station to guide pedestrian movement toward public transport nodes, car parking and surrounding footpaths and street crossings.
2.9	Ensure consistent lighting around station area, station platforms, and surrounding pathways and car parks. Avoid glare and flood lighting.
2.10	Provide sheltered seating areas near to entries, bus interchanges and drop-off zones.
2.11	Ensure spaces are easy to identify during the day and at night, and do not rely entirely on directional and other signage for wayfinding.
2.12	Designs incorporate Safer Design principles to deter anti-social behaviour and create a welcoming and safe environment.
2.13	New public spaces are located and designed as part of a hierarchy to meet objectives and functions that support and relate to the broader area.
2.14	The design of public spaces is consistent with and/or complements Council and other asset managers furniture, material palettes, standards and guidelines.
2.15	Provide green infrastructure equivalent to ≥ 40 per cent site area as green cover. Green cover includes tree, shrub, grasses, climbers, other vegetation and lawn and excludes non-plantable surfaces (hard non-permeable and permeable).
2.16	Plant biodiverse species.
2.17	Protect existing overstorey and understorey vegetation.
2.18	Replace trees at 3:1 ratio.
2.19	≥ 70 per cent site area must comprise building or landscape elements that reduce the impact of the urban heat island effect including: <ul style="list-style-type: none"> • Vegetation, green roofs and water bodies • Roof materials, shade structures or hard scaping materials with high solar reflectivity index, including solar panels
2.20	Ensure that Bradshaw Bushland Reserve is protected in the event of an adjacent shared user path: <ul style="list-style-type: none"> • The path must not encroach on Bradshaw Bushland Reserve • Protect significant vegetation within the rail reserve • Fencing should protect fauna and minimise the potential for litter to enter Bradshaw Bushland Reserve
2.21	Undergrounding of power lines on both Como Parade East and West

07 Urban Design Guidelines

7.4 Pedestrian + Cycle Connections

Objectives

1. Permeability for people walking and cycling is enhanced within the Parkdale Activity Centre with the provision of priority crossing measures (zebra, wombat, signals) along key desire-lines.
2. Legible and convenient north-south cycling connections to The Corso and Queen Street green-ways and Foreshore Bay Trail are provided to better integrate Parkdale with the surrounding area.
3. Connectivity and safety for Mentone school students is enhanced, integrating with Parkdale and Mentone stations and surrounding catchment areas.
4. Safe and continuous strategic cycling connections are provided from Parkdale station to Mentone station in the north and to Mordialloc station in the south with uninterrupted access across Nepean Highway.
5. Two facilities are provided for people walking and cycling within the areas of elevated rail to provide safe environments for different types of journey experiences, movements and speeds.

Undesirable Outcomes

1. Strategic cycling connections to Mentone and Mordialloc are not provided, limiting the station's potential catchment and the future viability of the strategic cycling corridor.
2. The station precinct design doesn't consider provide the necessary connections and compromises integration with the surrounding land use or walking and cycling network.
3. Measures for vehicles such as raised speed humps are prioritised over zebra/wombat crossings, leading to low permeability across the rail corridor and street network.

Precedent Projects



At-grade accessible wombat crossing with integrated landscape zones.



Meandering walking path ('Tan track') within station precinct.



Existing SUP along the Frankston train line.



SUP bridge example.



Signalised SUP crossing along Caulfield to Dandenong LXP.



Bike repair station

07 Urban Design Guidelines

7.4 Pedestrian + Cycle Connections Guidelines

Item	
1.1	Extend the SUP on the eastern side of rail corridor from Warrigal Road to Parkdale station, continuing south through Bradshaw Bushland Reserve, over Nepean Highway to connect with Albert Street and through to Mordialloc station.
1.2	Provide safe crossings for people walking and cycling to the Queen Street Greenway and Mitchell Street from Warrigal Road.
1.3	Provide wombat crossings on Como Parade E and W at Rogers Road.
1.4	Provide a signalised SUP crossing on Warrigal Road in a centralised location between Como Parade E and W.
1.5	Provide safe crossings for people walking and cycling to The Corso Greenway and Naples Road from Warrigal Road.
1.6	Create an improved walking environment on the western side of rail corridor connecting to Warrigal Road and Mentone schools.
1.7	Provide safe walking and cycling crossings on Como Parade E from Eighth Street.
1.8	Provide safe walking and cycling crossings on Como Parade W from Birdwood Street.
1.9	Implement safe on-street cycling facilities to improve cycling environment on Eighth Street and Birdwood Street.
1.10	Provide a signalised SUP crossing on Parkers Road in a centralised location between Como Parade E and W.
1.11	Reinstate Elm Grove/ McIndoe Parade access to improve east-west walking and cycling connectivity.
1.12	Convert all raised speed humps to raised wombat crossings within the Parkdale activity centre.
1.13	Install a wombat crossing on Como Parade E south of the Eighth Street T-junction.
1.14	Install wombat crossings on Como Parade E approaches of the intersection with Parkers Road.
1.15	Install wombat crossings on all approaches to the Como Parade W/ Parkers Road roundabout.
1.16	Provide direct connections for people cycling to bike parking facilities within the station precinct from Eighth Street and Birdwood Street.
1.17	Provide two walking and cycling facilities within the station precinct – one wider meandering path for people walking and one shared path.
1.18	Provide pedestrian operated signals on Como Parade E and W adjacent the station entries at Bethell Ave and Alameda St.
1.19	Retain level crossing at White St for people walking and cycling between eastern suburbs and Beach Rd.
1.20	Install wombat crossings on Como Parade E and W adjacent to the retained level crossing at White St.
1.21	Include a bike repair station at an appropriate location near to the SUP
1.22	Investigate sensitive SUP extension and bridge designs that balance impacts to native vegetation in the rail reserve (adjacent to Bradshaw Bushland Reserve) and providing a safe walking /cycling connection over the Nepean Highway.

07 Urban Design Guidelines

7.5 Roads + Parking

Objectives

1. Walking, cycling and public transport connections are prioritised within the activity centre by relocating some car parking to the edge of the station precinct and activity centre.
2. The streetscapes of Como Parade W/E within the Activity Centre are unified and improved with conveniently located street trees, furniture, landscaping, bike parking, kerb outstands and lighting.
3. Responsibility for the management of car parking is retained by Council on Council land to provide a balance of parking for local and commuter need.
4. Existing 90-degree car parking is formalised outside the station precinct on both sides of Como Parade E and W to increase the number of parking bays.
5. Parallel car parking is provided within the station precinct on both sides of Como Parade E and W to free up additional space to support streetscape improvements, while achieving no net loss in commuter and visitor parking in Parkdale.
6. Accessible parking is to DDA standard and conveniently located close to the station entry.
7. Kiss and Ride facilities are provided in a convenient location and is not reliant on any new road connections across the rail corridor.
8. The demand for car parking is balanced with a growing number of people walking, cycling and catching the bus to Parkdale.
9. The condition of the Warrigal Road roundabout is improved to allow safe and convenient crossings for students and vulnerable users.

Undesirable Outcomes

1. Car parking is provided in priority location of station entry creating a fragmented active transport network, forcing people walking and cycling travel considerable distances.
2. Car parking is not managed to balance needs of commuters and other uses and leads to high vehicle mode share for travel to the activity centre, results informal car parking in undesirable locations and congestion.

Precedent Projects



Parklets located over former car parking area along Lygon Street, East Brunswick.



Kiss & Ride bay at Clayton Station.



Accessible parking at Clayton Station.



Improvements to roundabouts at Cecil Street, South Melbourne, allow safe crossing opportunities for people walking and cycling while providing legibility for motorists navigating the area.



EV charging station in a public car park, Chelsea.



Security concrete bollards

07 Urban Design Guidelines

7.5 Roads + Parking Guidelines

Item	
1.1	Improve the condition of the Warrigal Road roundabout to create safe and convenient crossings for students and vulnerable users.
1.2	Achieve no net loss in car parking within the Parkdale activity centre.
1.3	Formalise existing 90-degree car parking outside of the station precinct to provide more parking bays, while converting all bays to parallel within the station precinct to free up additional space to support streetscape improvements, while achieving no net loss in commuter and visitor car parking in Parkdale.
1.5	Council to retain responsibility for the management of car parking to provide appropriately timed and located car parking that supports the needs of the centre.
1.6	Locate Kiss 'n' Ride facilities on each side of the rail corridor on Como Parade W/E north of Alameda Street and Bethell Avenue.
1.7	Locate accessible parking bays in priority location next to station entry and in compliance with AS2890.5.
1.8	Introduce street trees, furniture, landscaping, bike parking, kerb outstands and improved lighting to unify and improve the streetscapes of Como Parade W/E.
1.9	The local movement network meets people's travel needs with a user focus that supports sustainability, health and liveability.
1.10	Designs achieve a high standard of presentation and appropriate streetscape interface is achieved with adjacent existing streets.
1.11	Elements constructed to provide noise and weather protection are integrated, well-designed architectural solutions.
1.12	Designs provide a clear transition and shift in mode hierarchy for users when moving between pedestrianised streets, and vehicle routes.
1.13	Appropriately scaled footpaths are provided on both sides of streets to allow for a variety of stationary activities and furniture to delineate zones of movement and activity.
1.14	Ensure that vehicle access to the linear reserve is managed by the considered placement of bollards, furniture and access gates.

07 Urban Design Guidelines

7.6 Station + Built Form

Objectives

1. Bus stops are consolidated and improved to achieve a good public realm outcome while being in priority location in front of station entry points.
2. Station elements (bike storage, bus stops, accessible car parking) are in priority locations and access to the station is not hindered by car parking and vehicle circulation.
3. Retail activity is integrated at ground level to activate the new public space beneath the rail viaducts.
4. Station entrances are close to shops, in line with existing walking and cycling desire lines.
5. Maximise use of steel girders to reduce visual bulk of viaduct.

Undesirable Outcomes

Undesirable outcomes for Station + Built Form include:

1. An aesthetic conflict between the station and built form architecture and the existing built form character of the area.
2. Excessive overshadowing of the surrounding streets and landscape areas.
3. Informal bus stops in low priority locations lead to an unattractive public transport outcome for the station and activity centre.
4. Station facilities impact walking permeability and wayfinding across the rail corridor.
5. Spaces with poor passive surveillance and poor landscape can lead to unwanted graffiti.

Precedent Projects



Bike parking facilities located close to station entry.



High-quality bus stop at Monash University, Clayton.



An iconic station building at Moreland that references the materials of the former building in a contemporary way.



Steel girders at Reservoir LXP help to reduce visual bulk of viaducts.



The tiles on this concrete column create a more fine-grain finish that is sympathetic to a village character.



Vertical articulation at Rosanna Station helps to break down the volume of the station.

07 Urban Design Guidelines

7.6 Station + Built Form Guidelines

Item	
1.1	Retain the existing heritage station buildings, and remodel them to serve community, civic or retail uses.
1.2	The Station Building should be clearly identified as a structure of 'civic importance' accommodating the station entrance as viewed from north, east and west.
1.3	The Station building should be considered as a lightweight canopy building (eg tensile structure), sitting above the rail viaduct. Station operations should be contained within 'pods', independently located below the canopy. The bulk of the building should be minimised to reduce overshadowing of Como Parade West, while still offering weather protection for users.
1.4	Ensure materials and colour palettes are suitable and complementary to Parkdale's seaside village character.
1.5	Integrate a secure bicycle parking station in close proximity to the station. Ensure the bicycle parking station is open to the street and avoids enclosed, visually impermeable walls.
1.6	Ensure fences and safety barriers contribute to the overall design and character of the station.
1.7	Ensure bus interchange shelters utilise materials and shapes which reference the design of the station building.
1.8	Ensure the comfort of passengers through the inclusion of appropriate furniture and fittings including seats, drinking fountains, signage, lighting and bicycle racks, all designed to complement the station's architecture.
1.9	Include a bicycle repair station at an appropriate location near to the SUP.
2.0	Consider opportunities for public art integration, including working with Traditional Owners on cultural overlay / art opportunities.
2.1	Break up the bulk of the station box with vertical facade articulation.
2.2	Consider use of tiles to clad concrete columns at ground-level to create a finer-grain and avoid expanses of raw concrete.
2.3	Integrate vertical greening opportunities to station and viaduct columns around the station area to reduce expanses of concrete.
2.4	Remove bus stops on Parkers Rd and Como Parade E close to the Como Parade E/ Parkers Road intersection.
2.5	Locate consolidated bus stops in priority location outside station entry on Como Parade E between Bethell and Stewart Avenue.
2.6	Locate bike parking/ storage facilities within the station precinct in close proximity to station entries with connections to the SUP and north-south connections with Eighth and Birdwood Streets.
2.7	Located station entries in-line with Alameda Street and Bethell Avenue and provide south facing stairs to the station plaza.
2.8	Maximise use of steel girders to reduce visual bulk of viaduct (refer High Street Reservoir).
2.9	Use graffiti resistant materials

07 Urban Design Guidelines

7.7 Wayfinding

Objectives

1. Clear, describable landmarks to communicate locations within and around the precinct.
2. Contextual information provided throughout the precinct to assist people to connect with the surrounding wider precinct.
3. Clear identification of amenities and transport connections, in words and icons.
4. Clear help points for commuter assistance and information.
5. Separated flows between modes (pedestrian and cyclist) for comfortable navigation around the station precinct.
6. Durable wayfinding minimising ongoing maintenance.
7. Wayfinding features become icons for the suburb.

Undesirable Outcomes

Undesirable outcomes for Wayfinding include:

1. Users reporting difficulty navigating the station precinct.
2. Conflict between user groups (cyclists, pedestrians, vehicles).

Precedent Projects



A local map with key destinations is displayed on this sign in the UK.



Icon-based signage doesn't require English literacy to be understood.



The signage at Murumbeena Station and others as part of the Caulfield to Dandenong LXP is a feature.



The Coburg Station signage is clear and iconic.



London's 'Legible London' wayfinding strategy.



London has kept its logo in use since 1908, now universally recognised across the world.

07 Urban Design Guidelines

7.7 Wayfinding Guidelines

Item	
1.1	Provide wayfinding signage at Station entries to key heritage assets and community facilities.
1.2	Avoid the need for excessive signage within the station precinct through the coordination and consolidation of transport nodes and facilities.
1.3	Provide at least one accessible entrance to the station, preferably all entrances.
1.4	Avoid long pedestrian ramps.
1.5	Integrate an inter-modal bus exchange within close proximity to the northern station entry.
1.6	Wayfinding should be provided in braille and iconography for people with vision impairment or English illiteracy.
1.7	Create a pedestrian priority connection from the station across Como Parades East and West using wombat crossings or other, using consistent materials and avoiding level changes.
1.8	Ensure Shared User Path (SUP) is of a different material or treatment to differentiate between other paths at the station precinct.
1.9	Ensure SUP connects seamlessly and efficiently to the adjoining existing section.
1.10	Ensure signage is designed and located to avoid the creation of visual clutter, and can be read from a range of distances, lighting conditions, and speeds.
1.11	Ensure wayfinding is clear, consistent and easy to follow, responding to the particular local requirements and destinations.
1.12	Ensure alignment with Council's Wayfinding Strategy (under development) on all wayfinding elements.
1.13	Use infrastructure, such as street furniture, toilet locations, waste facilities and drinking fountains as pause points and with visual connections to assist with intuitive wayfinding.

07 Urban Design Guidelines

7.8 Materials + Colour Palette

Objectives

1. New works use materials that are found elsewhere in Kingston or are of a similar or complementary nature.
2. Colour palettes reflect a site- or location-specific narrative, such as the colours found in the local vegetation, landscape, the beach, or architecture of the area.
3. Preference for locally sourced materials with high sustainability credentials.
4. Seek to integrate recycled materials into the design wherever possible.

Undesirable Outcomes

Undesirable outcomes for Materials + Colour Palette include:

1. Clashes or lack of cohesion between existing colours and materials with new materials and colour palettes.
2. Sense of 'drabness' around the precinct.
3. An homogeneous LXP that does not reflect the character of the area.
4. Reliance on materials that have poor environmental credentials or performance.

Precedent Projects



Rosanna Station uses colours selected from autumn foliage of the area.



The glazed tiles at Murrumbidgee Station reference the art of local Arthur Boyd.



The use of sandstones at Carrum references the geology of the sandbelt area.



Recycled bricks used at Wesley Church Precinct, Melbourne.



Recycled plastics and glass are used in this new road-base (via Sustainability Victoria).



Timber is a very sustainable material to use, when sourced from a sustainable plantation.

07 Urban Design Guidelines

7.8 Materials + Colour Palette Guidelines

Materials	
1.1	The material palette responds to the surrounding area and provides a cohesive public realm, assists intuitive wayfinding for pedestrians and cyclists, and contributes to enhancing local identity.
1.2	Opportunities are maximised to use materials that are recycled, recovered, have lower embodied energy and are ethically sourced.
1.3	The design of public spaces is consistent with and/or complements Council and other asset managers furniture, material palettes, standards and guidelines.
1.4	The design supports public space to be managed to a high standard by: <ul style="list-style-type: none"> A. Being appropriate for its ongoing maintenance, operations and upkeep B. Reflecting ownership areas and extents of maintenance responsibilities, while avoiding abrupt changes in materials and quality of finishes at interfaces.
1.5	Construction methodology supports well-designed detailing and durable finishes.
1.6	New materials and finishes minimise: <ul style="list-style-type: none"> A. Light pollution in the surrounding areas from reflectivity. B. Contribution to the urban heat island effect.
1.7	Selection and application of materials and finishes discourages and minimises the potential for vandalism including graffiti.
1.8	Permeable pavement options are used around existing mature trees.
Colour Palette	
1.1	Colour palettes should be drawn from the local area, and be complementary to the surrounding built and natural context.
1.2	Effects of ageing and UV damage should be considered in regard to the performance of selected colour palettes over time.

07 Urban Design Guidelines

7.9 Fixtures Palette

Objectives

1. Fixtures are coordinated with asset managers to ensure they fit within existing maintenance regimes.
2. Preference fixtures with high sustainability credentials including low embodied energy.
3. Ensure fixtures are ethically sourced, preferably from Victorian or Australian suppliers and manufacturers.
4. Fixtures are durable and discourage vandalism.
5. All fixtures are inclusive to people of all abilities.

Undesirable Outcomes

1. Fixtures do not fit within existing maintenance regimes and require specialist attention to maintain.
2. Fixtures are easily and often vandalised, with graffiti hard to remove.
3. Fixtures contribute to urban heat effects.
4. Fixtures are not well utilised due to being uncomfortable or unappealing to the public.
5. Fixtures are not complementary to the wider design language of the precinct.
6. Fixtures exclude use from people of certain cultural or gender groups or abilities.

Precedent Projects



Rely Benches are made from recycled plastics.



Singular bicycle parking loops at Ormond Station with adequate spacing. An undercroft location is ideal.



The City of Sydney's urban furniture is durable and low maintenance, yet visually appealing and comfortable.



This seat by supplier Mos can be customised to match an overarching colour palette.



Bottle refill stations encourage healthy and sustainable habits.



This 3-sided bench allows for wheelchair access.

07 Urban Design Guidelines

7.9 Fixtures Palette Guidelines

Item	
1.1	The design of public spaces is consistent with and/or complements Council and other asset managers furniture, material palettes, standards and guidelines.
1.2	The palette of hard and soft landscaping elements is coordinated with Council strategy or palette where relevant.
1.3	Construction methodology supports well-designed detailing and durable finishes.
1.4	Opportunities are maximised to use fixtures that are recycled, recovered, have lower embodied energy and are ethically sourced.
1.5	Selection and application of materials and finishes discourages and minimises the potential for vandalism including graffiti.
1.6	The construction methodology, materials, finishes, furniture and other elements used in the project support a durable, safe and robust public realm that: A. Is easy to maintain, and replace with minimal impact on the integrity of finishes B. Will weather and age well over time.
1.7	Accessibility and inclusivity of the space is considered in the selection of all fixtures.
1.8	Usability and comfort is considered in the selection of all fixtures: for example singular bicycle loops are preferred over spirals.
1.9	Fixtures support sustainable behaviours, such as including bottle refill stations.
1.10	Furniture selection allows for multiple ways of occupying the spaces, such as standing, sitting upright, sitting back, sitting alone, sitting in groups, etc.



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