Attachment 1

Calder Park Drive Level Crossing Removal Urban Design Principles

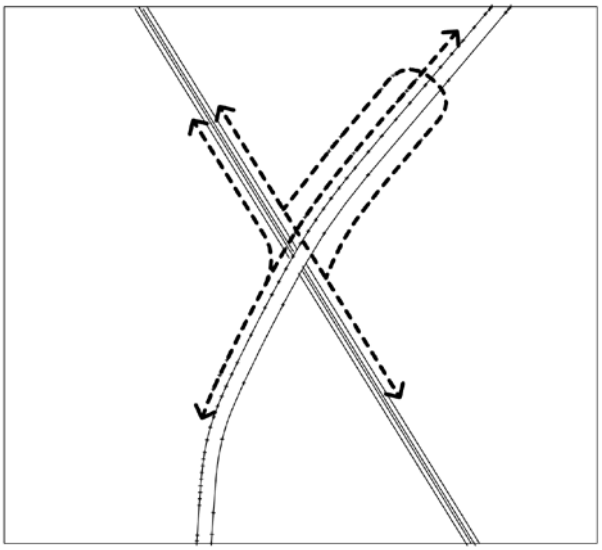
June 2022

Calder Park Drive Level Crossing Removal Urban Design Principles

The following 9 key Urban Design Principles (UDP's) have been prepared to guide the design and delivery of the Level Crossing Removal Project being delivered by the Victoria Government at Calder Park Drive, Sydenham.

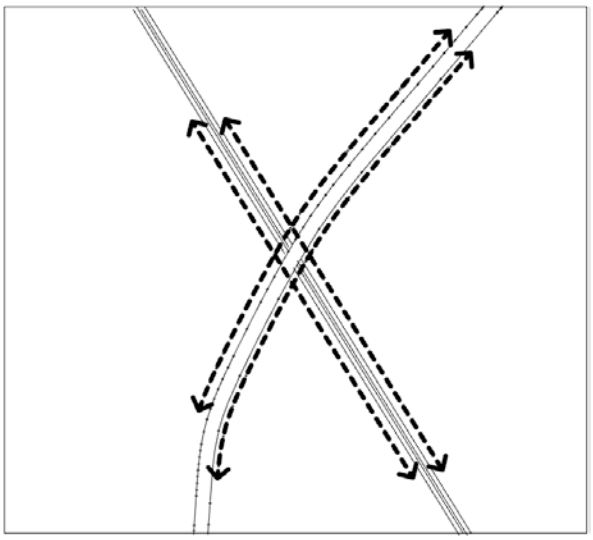
These Draft UDP's have been prepared to establish a consistent message from Council, which will be tested and updated in line with the community's expectations of the project. Once finalised, the UDP's will establish a consistent message and provide certainty to the design and delivery teams when negotiating appropriate outcomes along the corridor.

1. **Retain existing and future proof future local road connections**



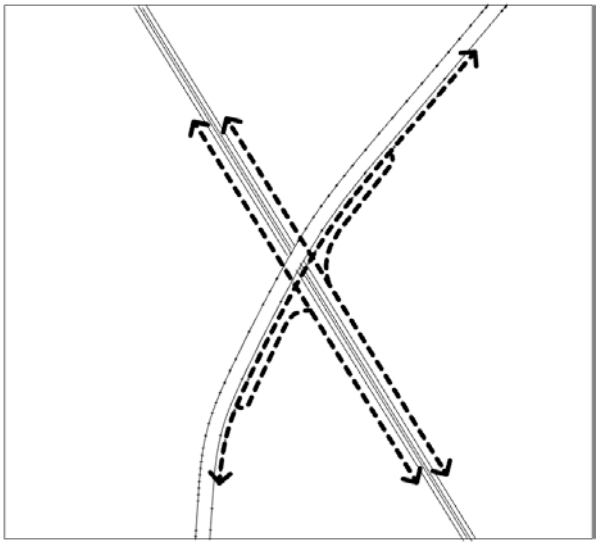
- Integrate the design with planned upgrades to the Calder Park Drive / Calder Freeway interchange and ensure the design allows for the future expansion of Calder Park Drive in accordance with the Palmers Road Corridor project.
- Preserve existing access to Victoria Road to the north.
- Ensure future vehicle access to and along the northeast side of the railway (connecting to potential future Calder Park Station) is integrated in the design.

2. Retain, enhance & expand pedestrian linkages along & across the road & rail corridor



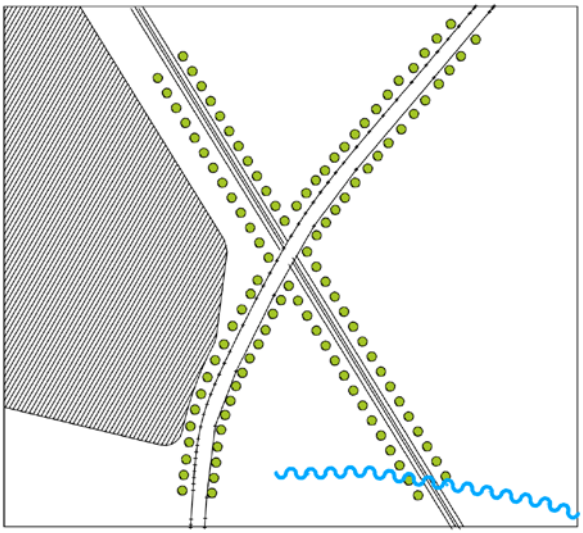
- Provide generous pedestrian connections as part of the new street network.
- Provide and enhance existing pedestrian linkages along and across the rail corridor.
- Ensure pedestrian connections are direct, safe and legible.
- Ensure equity access for movement impaired persons.

3. Integrate local and regional cycle connections



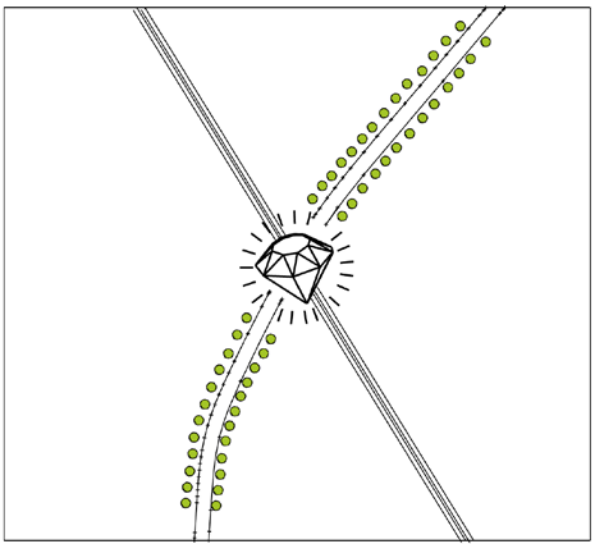
- Ensure that the regional cycle connection along the Sunbury Rail Corridor is incorporated in the project.
- Ensure an off-road Shared User Path is provided along Calder Park Drive, towards an eventual connection to the Organ Pipes National Park.
- Future proof for an off-road cycle connection to potential future Calder Park Station along the northeast side of the rail corridor.
- Ensure safe and legible connections between above mentioned Shared User Paths.

4. Enhance the natural environment



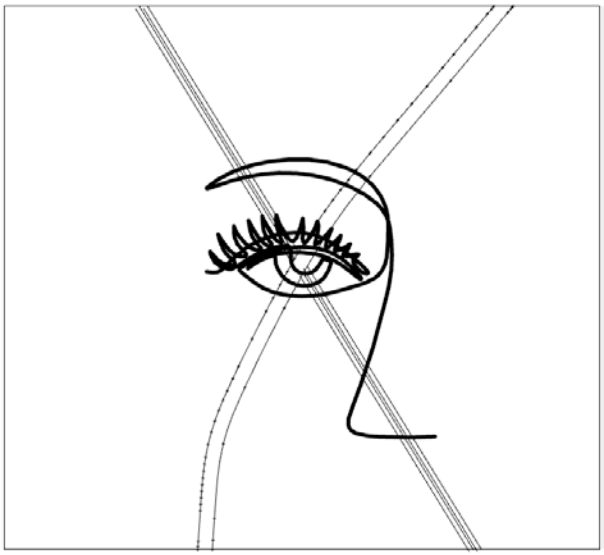
- Ensure areas of native vegetation are protected and enhanced.
- Retain and protect existing mature trees and maximise the tree canopy cover within the project area. (Canopy tree planting must be carefully designed and implemented to ensure protection of sensitive adjacent grassland/s).
- Ensure Water Sensitive Urban Design (WSUD) is integrated in all aspects of the project.
- Ensure Biodiversity Sensitive Urban Design is integrated into all aspects of the project.

5. Create a distinctive, high quality architectural & landscape outcome



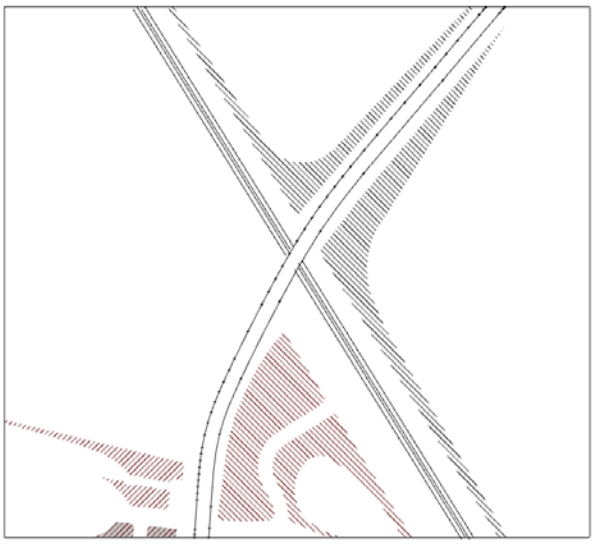
- Ensure the designed and built quality of new infrastructure is of a high quality, attractive, durable, well presented and easy to maintain.
- Prioritise green infrastructure over grey infrastructure where possible.
- Provide a strong landscaped boulevard character along Calder Park Drive.
- Ensure new infrastructure & new landscaping work together to provide an integrated outcome & unique sense of place.

6. Prioritise Safety as a design consideration



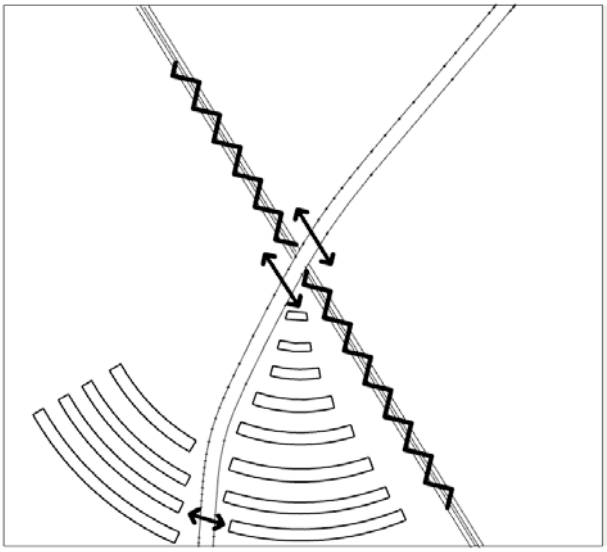
- Ensure the public realm is designed to optimise natural surveillance and supported by quality lighting.
- Prioritise clear, safe and direct pedestrian and cyclist movement across the road and rail corridor.
- Minimise or eliminate opportunities for concealment in the design of infrastructure and landscaping.

7. Minimise adverse impacts on private property



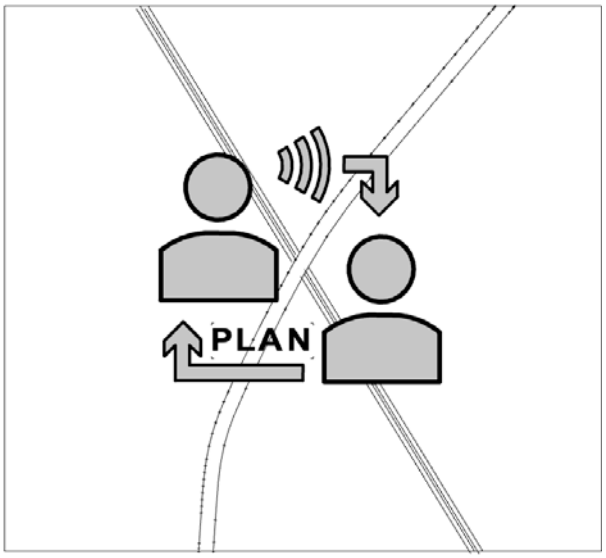
- Prevent and minimise the encroachment of new infrastructure onto private property, including light spill from new public realm lighting.
- Maintain vehicle and pedestrian access to abutting properties.
- Ensure the provision of generous connections over and under new infrastructure.
- Negotiate closely with affected property owners and tenants to address their concerns and adequately compensate for property encroachment or loss of amenity.
- Minimise construction vehicle use, including workforce access and parking, on local residential streets.

8. Minimise physical, visual and acoustic amenity impacts



- Ensure new infrastructure minimises the barrier effect on cross corridor movements of both road and rail.
- Ensure new infrastructure minimises its visual impact on its surroundings.
- Ensure new infrastructure minimises and does not exacerbate the acoustic impacts of road or rail on the existing and future surrounding communities. Including preventing vehicle access to Victoria Road to the north via local access streets to the south of the level crossing removal project area.
- Prevent or minimise overshadowing on private property and the public realm.

9. **Engage with the community as part of the decision-making process**



- Communicate clearly with potentially affected community members and established community groups.
- Consult with surrounding residents and the Brimbank community as part of the design development process.