



hansen

# ROSANNA VILLAGE


(INCLUDING LEVEL CROSSING REMOVAL)

## URBAN DESIGN AND LANDSCAPE GUIDELINES

prepared by **hansen partnership**  
for **Banyule City Council**

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**DRAFT**



urban planning | urban design | landscape architecture

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Prepared for Banyule City Council by Hansen Partnership

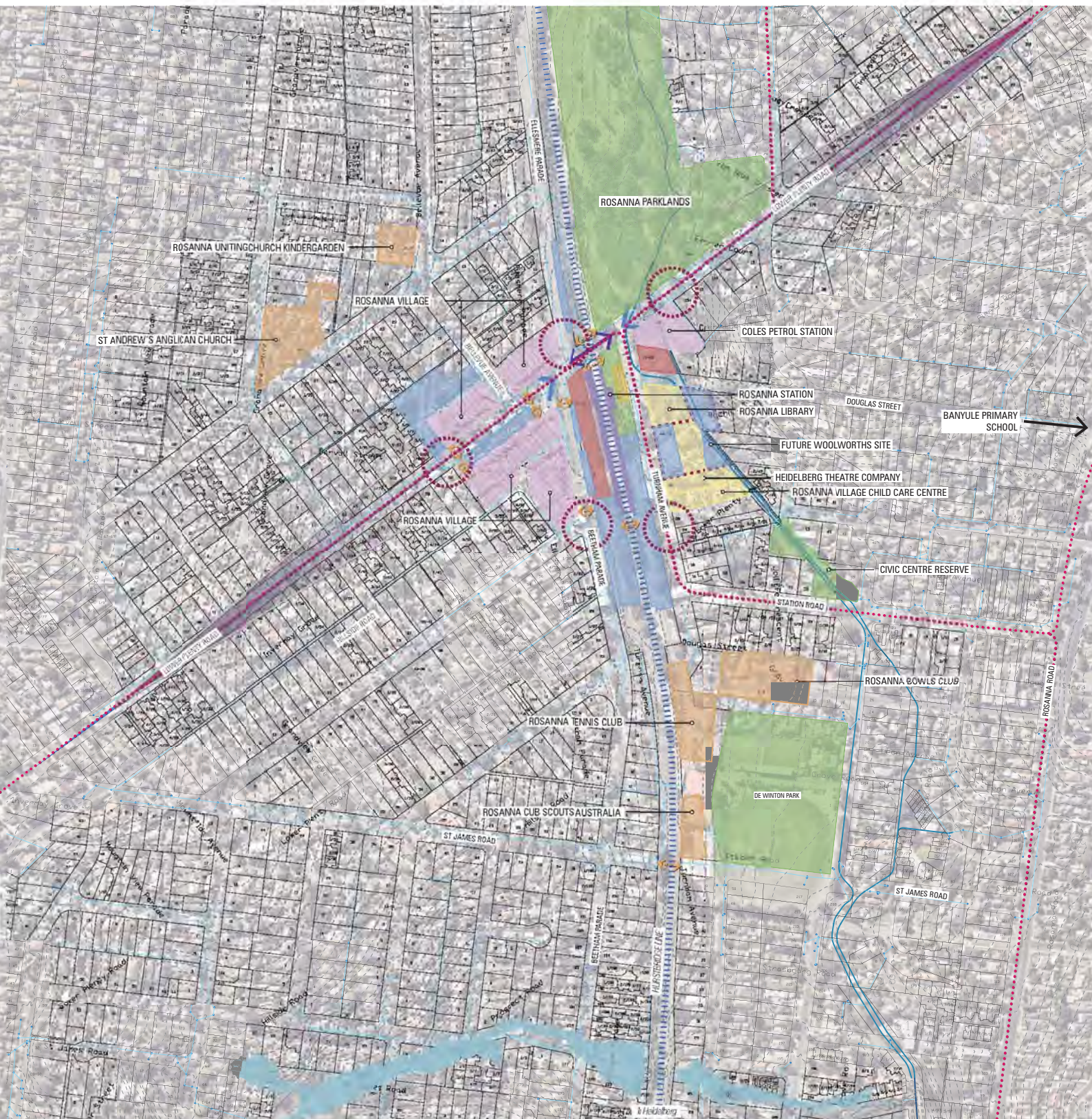


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# CONTENTS

<b>Existing Conditions Plan</b>	<b>4</b>
<b>The Vision</b>	<b>5</b>
<b>Urban Design Framework Directions</b>	<b>6</b>
Urban Design Framework Plan (Corridor)	7
Urban Design Framework Plan (Rosanna Village)	8
<b>Urban Design Guidelines</b>	<b>9</b>
1. Identity	10
2. Vibrancy	12
3. Connectivity and Wayfinding	14
4. Urban Integration	16
5. Resilience and Sustainability	18
6. Amenity	20
7. Safety	22
8. Accessibility	24
<b>Cross Section - Options Testing</b>	
<b>Appendices</b>	
Appendix A - Landscape Guidelines	



## ROSANNA LEVEL CROSSING & STREETSCAPES EXISTING CONDITIONS

### legend

#### access / connectivity

- rosanna station and platform
- pedestrian crossing
- level crossing
- entry threshold
- hill slope
- key view point
- train line

#### landuse / built form

- car park
- public use building
- commercial building
- public use
- mixed use building
- proposed building

#### landscape / environment

- green space
- public open space
- special building overlay

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# THE VISION

The vision for Rosanna Village is:

## Place:

- *To maintain its role as one of Banyule's Neighbourhood Activity Centres, centered upon its identity as the 'cultural heart' of Rosanna.*

## Planet

- *To maintain the treed village character with an emphasis on its environmental sustainability and vegetation utilising native species of various proportions and scales.*

## People:

- *To enhance the community spirit of the village, providing a range of civic, specialty retail and small commercial uses connected to diverse and functional public open spaces.*

## Participation:

- *To create a vibrant public realm through public art, events and programs.*

## Performance:

- *To implement a well-designed, sustainable and resilient transport hub which incorporates safe and convenient pedestrian, cycle connectivity.*

## KEY CHARACTER ELEMENTS OF ROSANNA VILLAGE

The key neighborhood characteristics most significant to Rosanna Village and which should be contemplated as part of any new rail infrastructure upgrades include:

- Long range views along Lower Plenty Road due to significant fall in topography at village approach.
- Substantial tree lined streets, particularly along Lower Plenty Road.
- Vegetation predominately of native varieties including canopy vegetation and under-storey planting.
- Predominant built form height of retail form of 1 to 2 storeys with a mix of building eras from fine grain Victorian and post war with a mixture of contemporary forms scattered along infill sites.
- Preferred contemporary built form height of 3 to 4 storeys and higher in key locations.
- The highly vegetated Rosanna Parklands forming a critical landscape gateway to the Village.
- Public art forms a strong feature of Rosanna Village's identity.
- The service road to the south of Lower Plenty Road provides a semi-pedestrianised commercial core.



# URBAN DESIGN FRAMEWORK DIRECTIONS

The overarching urban design directions to guide the design and development of the level crossing removal include:

1. Preference for implementing a centralised island platform arrangement allowing pedestrian infrastructure (vertical and horizontal) to be incorporated sensitively into the overall station footprint.
2. Encourage a multi-nodal transport hub, including a bus interchange and commuter and taxi drop-off zone adjacent to the station entry to Turnham Avenue.
3. Ensure station location maintains clear connectivity with Rosanna Village and its associated retail and commercial offerings, while respecting the Village character regarding built form arrangement and design detail.
4. Implement a 40km/h shared zone to Turnham Avenue, Beetham Parade and the junction with Lower Plenty Road to manage permeable connections to and from the station.
5. Establish several new, well-connected public open spaces within Rosanna Village with incorporated public art nodes and visual links. Ensure new open spaces provide connections with Rosanna Parklands.
6. Maintain and frame long-range views to existing native canopy vegetation along the Lower Plenty Road approach, particularly to Rosanna Parklands, through a cohesively designed level crossing removal and associated station building.

## Rail above road directions

- Ensure any rail bridge, over Lower Plenty Road is sensitively designed to maintain views along this road towards native canopy vegetation, particularly within Rosanna Parklands and utilises materials complementary to the character of the village.
- Ensure new rail infrastructure (including overpasses, viaducts and buildings) are designed as one cohesive architectural element.
- Manage the interface of apartments to the west through the implementation of a generous vegetation buffer and a sensitively designed sound wall.
- Avoid dark and uninviting under-croft areas.
- Seek to minimise the removal of native vegetation along the rail corridor.

## Rail under road directions

- Ensure station entrances are designed to be highly legible from the public realm.
- Seek to implement a public plaza at street level which provides connections from the Village to the station on both sides of the railway corridor.
- Ensure ramps and vertical infrastructure are integrated into the overall design of the station.
- Ensure retaining walls are incorporated as part of the overall station design and avoid the presentation of blank concrete.
- Seek to minimise the removal of native vegetation along the rail corridor.

1 preserve car parking within corridor & investigate additional spaces at watsonia station

2 provide grade separation with good visibility & safety measures for cycling / pedestrian access at St James Road crossing (LBN 5- local bicycle route)

3 maintain and improve drainage and overland flow path (at Brown Street) - investigate WSUD treatments in railway corridor

4 maintain significant vegetation along corridor (VP05) and landscape character of Heidelberg CBD (ESO4)

5 improve overland flow and minimise offsite drainage impacts to Heidelberg bowls club car park (SB02)

6 maintain pedestrian access to Heidelberg Station from Brown Street

7 preserve heritage value of Heidelberg Station & rail bridge (H060)

8 maintain & enhance Heidelberg Central in accordance with Heidelberg Streetscape Concept Plan

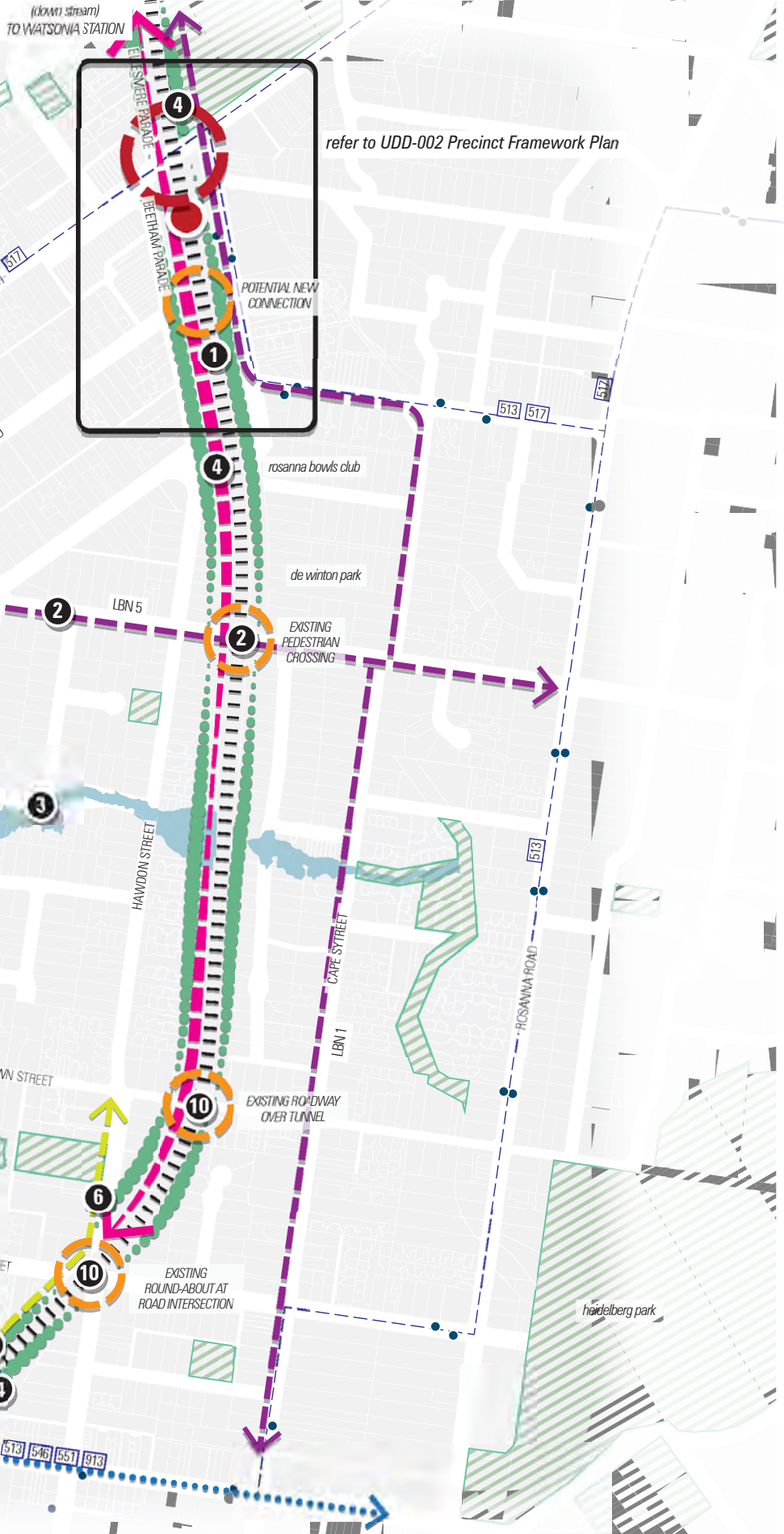
9 integrate bus stop improvements & access to Heidelberg Station & CBD precinct

10 remodel intersections to provide vehicular pedestrian & cycling access

11 undertake a flora and fauna impact assessment

# ROSANNA VILLAGE LEVEL CROSSING REMOVAL & STREETSCAPE IMPROVEMENTS CORRIDOR FRAMEWORK PLAN

- refer to framework plan
- train station
- rail corridor
- proposed bus route improvements
- existing bus route
- proposed shared path (strategic cycle corridor)
- potential level crossing removal
- improved cycling and pedestrian network
- improved pedestrian access
- vegetation along corridor
- upgrade intersection
- special building overlay (SB002)
- heritage overlay (H060)
- environmental sensitivity overlay (ESO4)
- public open space
- bus stop





# ROSANNA LEVEL CROSSING & STREETSCAPES DESIGN FRAMEWORK

## legend

general	access and connectivity	landscape and environment	landuse and builtform	character and identity
<ul style="list-style-type: none"> <li>study area</li> <li>existing tracks</li> <li>contours</li> </ul>	<ul style="list-style-type: none"> <li>potential pedestrian/ bicycle / bus access</li> <li>retain short-term parking</li> <li>proposed pedestrian crossing</li> <li>proposed circulation link</li> <li>potential station building</li> <li>potential platform zone</li> <li>potential bus interchange</li> <li>potential commuter car parking</li> <li>retain commuter car parking</li> <li>reinforce bike route</li> <li>potential bus stop locations</li> <li>prioritise bus lane</li> </ul>	<ul style="list-style-type: none"> <li>potential public open space or gateway development</li> <li>upgrade public open space (plaza)</li> <li>proposed shared zone</li> <li>proposed landscape buffer</li> <li>protect and enhance existing street tree</li> <li>building setback for tree retention</li> <li>existing public open space</li> <li>potential strategic cycle corridor</li> <li>station access</li> </ul>	<ul style="list-style-type: none"> <li>existing buildings</li> <li>active interface to public open space</li> <li>interface to respond to street condition</li> <li>proposed woolworths development</li> <li>potential development site - mixed use</li> <li>potential retail</li> <li>potential future redevelopment site</li> <li>potential community kiosk</li> <li>retail and commercial</li> <li>community &amp; civic</li> <li>mixed use</li> <li>residential</li> </ul>	<ul style="list-style-type: none"> <li>gateway to Rosanna Village</li> <li>improved legibility to station entry</li> <li>proposed public art node and wayfinding</li> <li>potential bridge design to complement character</li> <li>key views to be maintained</li> </ul>



# URBAN DESIGN GUIDELINES

# 1 IDENTITY

*a well defined identity and sense of place are key to creating strong and vibrant communities*

## EXISTING CONDITIONS



view of station entry and signage



existing mural on commercial form in Rosanna Village



permeable pathway conditions through parklands

## OBJECTIVES

- To develop a public realm character that supports Rosanna Village as a 'cultural heart' which is community focused and environmentally sustainable.
- To celebrate and enhance the 'green' character of the village and its surrounds.
- To preserve the cultural heritage and overall environmental value of Rosanna Parklands.
- To integrate new infrastructure and built form with the topography of Banyule's ridges and valleys.

## PRIORITIES

### Cultural Heart

- Employ the principles of the station as a "Community Hub", reinforcing local ownership and pride in the station and surrounds.
- Ensure movement to and from the station is supported by a range of commercial and community activities complementary to Rosanna Village.
- Enhance the identity of Rosanna Village as a 'destination' through the design of new public spaces which respond to the character of significant built form and landscape features.
- Integrate local artwork and sculpture at key access locations along key movement corridors to enhance the gateway presence of Rosanna Village and the transport hub.

### Green Village Character

- Ensure any new built form adjacent to and connecting to the station is of high quality and responds to the prevailing typology and architectural character of Rosanna Village.
- New built form is to respond to the prevailing material palette comprising recessive finishes, muted tones, natural materials i.e. stone and timber. Seek to avoid heavy use of concrete and exposed steel beams.
- Strengthen the landscape character of the village by incorporating native species and character elements drawn from Ellis Stones's vision for the nearby Rosanna Parklands into potential public open space and pedestrian links.
- Consider the implications of works within any relevant Vegetation Protection Overlay (Schedule 4 & 5) and its influence on the 'green' character of Rosanna, in particular along Turnham Avenue.
- Seek to implement new canopy vegetation within potential public open space which is complementary to the existing vegetation palette seen within Rosanna Village and surrounding public open space.
- Seek to locate new canopy vegetation in areas where screening or softening of rail infrastructure can be achieved.

## Heritage

- Identify the heritage values associated with Heidelberg Station and Rosanna Woodlands and preserve heritage elements, particularly when incorporating as part of any new station building upgrade.
- Seek to incorporate indigenous heritage elements into the design of public open space or built form.
- Undertake a Cultural Heritage Management Plan and integrate recommendations, prior to the design process.
- Enhance the character of the Rosanna Parkland's through strengthening the Ellis Stones bushland theme within the park.

## Topography & views

- Maintain and manage key views throughout Rosanna Village to public open space including Rosanna Parklands, in particular from Lower Plenty Road to the east looking across the rail reserve to the west.
- Ensure the design of new infrastructure utilises permeable materials and effects where appropriate, to frame and/or enhance views to canopy vegetation and public open space.

## PRECEDENTS

### Train station



*poor example of a train station interface to the public realm*



*good example of a train station complementing public realm*

### Public open space



*poor example of a public open space*



*good example of a public open space*

# 2 VIBRANCY

*animation of key civic spaces, and diversity in the experience of urban places support prosperous and healthy communities*

## EXISTING CONDITIONS



*existing public art within village*



*hospitality uses along commercial street*



*existing visual connection from bus shelter to station*

## OBJECTIVES

- To enhance the Village area as a 'cultural' destination.
- To establish spaces which can support social and cultural aspects of Rosanna Village and the local community.
- To create diverse spaces which are memorable, functional and engaging and can be used throughout different times of the day.
- To enhance the cultural centre vision through engaging and integrated public art.

## PRIORITIES

### Street activity

- Encourage active and diverse uses along footpaths within Rosanna Village including outdoor dining and retail and permeable pedestrian interfaces.
- Provide pause points near the Rosanna Library and Heidelberg theatre comprising seating, landscape and shade/ shelter.
- Provide pause points between mixed use form adjacent to the rail corridor comprising seating, landscape and shade/ shelter.
- Encourage new buildings adjacent to station provide active uses and passive surveillance toward pedestrian links and associated pause points.
- Ensure new open spaces implement community activity program advocating for public events and markets.

### Public Art

- Establish a public art node within potential public open space to Lower Plenty Road and Turnham Avenue.
- Provide site specific artwork integrated within the whole station site plan.
- Artwork to consider having a vertical emphasis in public spaces, with 'Earthy' recessive tones.
- Establish a public art selection criteria which ensures works are of high quality and responsive to the character of Rosanna.
- Implement a signage and/ or flag strategy to enhance the vibrancy and character of Rosanna Village.
- Consider the implementation of a mural to the rear of Beetham Parade properties.
- Engage the local community during the design process of public art and signage works.
- Artwork to consider it's kinetic relationship to the functioning of the railway.

## Design detail

- Provide low-level accent lighting for night-time activities and to guide pedestrian movement to and from the station.
- Coordinate accent lighting with other design elements to create a cohesive identity for Rosanna station.
- Implement modular or temporary landscape opportunities (i.e. planter boxes) to allow local businesses to interact with the public realm.

## PRECEDENTS

### Artwork



good examples of integrated public artwork

### Village Activity



poor activation of station forecourt



good example of public plazas integrated with retail buildings and escalator

### Station Activity



poor example of activation and surveillance at station frontage



good example of active uses and transparency through to station platform

### Design Detail



poor example of platform design with no connection to surrounding character



good example of public sculpture integrated into platform

*well connected and legible places contribute significantly to strong economies and healthy, inclusive communities*

# 3 CONNECTIVITY & WAYFINDING

## EXISTING CONDITIONS



existing commuter car parking at station



existing level crossing conditions north of station



traffic conditions at Ellesmere Parade intersection

## OBJECTIVES

- To improve pedestrian, cycling and vehicular connectivity to Rosanna Village and Rosanna Station.
- To promote inter-modal connections and alternate sustainable transport options.
- To achieve maximum legibility within Rosanna Village through a hierarchy of pathways.
- To enhance the physical and visual permeability of built form between Turnham Avenue and Beetham Parade.

## PRIORITIES

### Connections to station

- Ensure new vehicle and car parking movement is subordinate to the movement of public transport commuters, pedestrians and cyclists.
- Ensure commuter car parking has clear pedestrian links and wayfinding to the station and Rosanna Village.
- Implement a new shared zone along Turnham Avenue to connect with Station Road and De Winton Park.
- Implement an accessible shared zone through to Beetham Parade providing safe pedestrian access from the station to Rosanna Village.
- Implement a continuous cycling and pedestrian link to Watsonia Station to the north.
- Provide pedestrian connections to community assets such as the Rosanna Shopping Village, Rosanna Library, Heidelberg Theatre, Rosanna Village Child-care Centre, Rosanna Parklands and De Winton Park.
- Provide a primary pedestrian/ cycle connection from the station to strategic cycling networks.
- Ensure all pedestrian routes connecting the station to key destinations within Rosanna Village are as short, direct and visually and physically unobstructed as possible.
- Enhance existing key pedestrian routes and formalise informal paths, subject to safety, pedestrian flows and rail operation requirements.

### Intermodal connections

- Seek to implement a cohesive multi-modal transport hub into the overall design of the level crossing removal and subsequent station building (bus, train, taxi, private vehicle, bike etc.).
- Integrate a drop off zone / Kiss and ride facility with clear visual access in proximity to the Station entry.
- Entrances to and signage within car parks should clearly communicate and define its use as either a commuter car park or other.

## Legibility and signage

- Activities surrounding the station and Rosanna Village should be easily found upon arrival at the centre by train or bus.
- New pedestrian routes are to be developed as part of an integrated public realm network and achieve connections with surrounding civic, commercial and retail uses.
- Ensure separate pedestrian and cycle routes from vehicle movement and car parking within Rosanna Village.
- Provide clear wayfinding signage to community assets, heritage elements and bicycle networks.
- Ensure wayfinding, ticket information, route maps and timetable information are prominently located and easily accessible to all users.
- Seek to reduce the need for visual clutter of signage through a highly considered movement network for all modes of transport to and from the station.

## Permeability

- Ensure station entrance is easily identifiable from Lower Plenty Road, Turnham Avenue and Beetham Parade within Rosanna Village by pedestrians and cyclists.
- Ensure the design and location of station forecourts maximises outlook to surrounding land uses and pedestrian links.
- Minimise the rail corridor's divide by integrating efficient shared paths along the corridor connecting to Rosanna Village.

## PRECEDENTS

### Connectivity



poor example of visual connectivity



good example of a well-designed pedestrian tunnel under a viaduct

### Wayfinding



poor example of wayfinding signage at station entry



good examples of way-finding signage at an entry



*well integrated environments provide a sound framework for the successful development of great places*

# 4 URBAN INTEGRATION

## EXISTING CONDITIONS



*existing mixed use form to rail corridor*



*existing car parking conditions within village*



*existing pedestrian path from station*

## OBJECTIVES

- *To ensure new rail infrastructure makes a positive contribution to Rosanna Village*
- *To ensure new built form addresses the public realm and offers positive street and rail interfaces.*
- *To integrate well-designed and functional public open spaces within Rosanna Village.*
- *To enhance connections between commercial uses, public open space as well as the wider street network to transport nodes.*

## PRIORITIES

### Station and associated infrastructure

- The form, scale and materiality of the new station building should respond Rosanna's preferred neighbourhood character.
- The design of the station building should be site responsive and incorporate distinguishing architectural features and treatments.
- The design should be highly adaptable and flexible to accommodate potential future technologies and programs.
- The design of the station is to address Turnham Avenue and/or Beetham Parade and should achieve active uses and passive surveillance.
- The building should incorporate clearly identifiable entry points which can be viewed from long-range distances.
- Pedestrian access is to be carefully integrated into the overall design of the station and their impact to the public realm is minimised.
- Vertical and horizontal connections are to be integrated into the overall design of the station building;
- Ensure services are integrated into the design of built form including waste, substations etc should not be freestanding or without appropriate landscape screening.
- Encourage the integration of retail and commercial uses to Beetham Parade; and
- The boundary or edges between the station and public realm should be designed to ensure a "seamless transition" between the two areas, with no obvious signs of delineation.

### New built form

- Ensure new built form is 3-4 storeys or higher depending on site characteristics and constraints.
- Encourage a contemporary building façade treatment, which integrates architectural cues from surrounding built form.
- Encourage active ground floor uses on main pedestrian paths.

## Public realm

- Ensure potential public open space combines programs which connect with pedestrian movement patterns and formal pedestrian crossings.
- Ensure the design of public open space has regard to surrounding land uses associated with Rosanna Village
- Identify preferred open space types and functions within the overall design of the level crossing removal and associated station.
- Implement a public plaza or forecourt at the station entry integrating multiple activities and amenities which are coordinated with preferred pedestrian connections and vehicular drop-off zones.
- Integrate landscape buffers along sensitive interfaces including residential buildings and the Rosanna Parklands.
- Limit vertical retaining walls or embankments along sensitive interfaces such as residential buildings and Rosanna Parklands. Where they are provided ensure articulated surfaces (i.e. stone).
- Fencing should be recessive, aesthetically pleasing incorporating transparent elements and artistic treatments to minimise its visual impact and integrate with the preferred neighbourhood character.

## Street network

- Assess appropriate traffic connections and intersection treatments to and within Rosanna Village.
- Consider connecting the east and west of Rosanna Village by providing a secondary roadway for future bus and pedestrian networks.

## PRECEDENTS

### Station Building



*poor example of station building entry to the public realm*



*good example of a station building entry when viewed from the public realm*

### Interface Management



*poor example of apartment interface to elevated rail corridor*



*good example of apartment interface to elevated rail corridor*

*places must be sustainable, enduring and resilient in order to support and nurture current and future generations*

# 5 RESILIENCE & SUSTAINABILITY

## EXISTING CONDITIONS



*existing conditions of pavement in Rosanna Village*



*view of station platforms from level crossing*



*view of bus shelters adjacent to station*

## OBJECTIVES

- *To cater for a diversity of uses and flexibility within Rosanna Village and the transport hub.*
- *To provide a station which integrates the built form and infrastructure with a level degree of landscape.*
- *To integrate sustainable design into the building and infrastructure works which seeks to minimise the use of energy and water resources.*
- *To ensure the design of infrastructure and new built form are easily maintainable and will age gracefully.*

## PRIORITIES

### Flexibility of uses

- Seek to implement a resilient, long-lasting station design through the use of a complementary material and colour palette, responding to the preferred character of Rosanna Village.
- Ensure the station building is designed to allow for the adaption of future technologies and infrastructure.
- Ensure public open spaces and plazas are designed to allow diverse and adaptable uses, to allow greater flexibility for the community.

### Public Realm

- Ensure any proposed retaining walls are designed and constructed to complement the colour and material palette of Rosanna Village. This may include the use of dense vegetation buffers and materials of earthy-tones and natural finishes.
- Minimise the loss of existing canopy vegetation and seek to establish new canopy vegetation along rail corridor to maintain the 'green' character of Rosanna and surrounding suburbs.

### Sustainability

- Ensure materials and finishes are durable and low maintenance.
- Ensure building materials comprise low embodied energy or are carbon neutral.
- Ensure new built form seeks to minimise energy consumption and utilises renewable resources where appropriate.
- Seek to integrate WSUD principles into hard paved areas such as on-grade car parking and public plazas and limit off-site drainage impacts.
- Seek to implement permeable paving within public open space and plazas.
- Ensure drought tolerant, low maintenance or indigenous landscape species are used as part of any public open space design or landscape buffer.

- Undertake an arboricultural impact assessment along the length of the corridor and protect significant, mature vegetation.
- Ensure noise attenuation barriers are visually permeable.
- Ensure the design of the station and level crossing removal seeks to minimise noise pollution to surrounding residential land.
- Ensure lighting is baffled within and surrounding the station as to not cause light spill to surrounding residential land.
- Manage the stormwater drainage at the Darebin Road bridge and Brown Street bridge.
- Manage potential impacts of the LSIO within Rosanna Parklands.

## PRECEDENTS

### Retaining Walls



*poor retaining wall response adjacent to residential land*



*good example of retaining wall design response in Rosanna Village context*



### Building Design



*poor example of highly contemporary station design for Rosanna Village context*



*good example of a resilient station building allowing for future technology adaption*

### Landscape



*poor example of landscape and public realm at station entry*



*good example of public realm landscape utilising drought-tolerant species*

# 6 AMENITY

*high quality urban amenity associated with access to services and the experience of great public places contributes successful, equitable and prosperous communities*

## EXISTING CONDITIONS



existing canopy along commercial strip



existing public infrastructure within village



existing conditions of pedestrian path to station

## OBJECTIVES

- To implement a level crossing removal and associated station building upgrade which improves the physical comfort and physiological wellbeing of public transport commuters.
- To improve the amenity and overall physical comfort of Rosanna Village through a highly considered site planning and design response.
- To ensure the level crossing removal and associated works has no adverse amenity impact on adjacent or nearby residential land.

## PRIORITIES

### Station

- Implement shade and shelter solutions through transitional spaces within and surrounding the station building.
- New built form is encouraged to incorporate wide overhanging eaves pergolas or slatted sunshades, and full height windows facing north where possible.
- Provide shade and shelter solutions along the station platform.
- Lighting design of both the platforms, station buildings and commuter car parks should ensure transition lighting levels to adjoining interfaces and surrounds without causing glare or light pollution spill.
- Ensure bicycle parking is conveniently located near station platforms and is secure for daily commuters.
- Ensure station building incorporates family friendly public toilet and end-of-ride facilities.
- Provide public seating and rubbish bins in key commuter areas including along the station platform, station forecourt.

### Village

- Consider the impacts of a 40km/h zone along Lower Plenty Road to complement the existing speed restrictions in Turnham Avenue and Beetham Parade.
- Ensure the design of new rail infrastructure does not unreasonably overshadow the public realm, in particular public open space and pedestrian connections.
- Seek to incorporate permeable effects into the design of buildings and rail infrastructure to achieve daylight to the public realm.
- Provide a publicly accessible and flexible open space which can be used by the community for differing day and night-time events.
- Provide shade elements and shelter structures within public open space.
- Activate the edge along the interface with Rosanna Parklands, with passive recreation opportunities.
- Install seating at regular intervals (100m to 200m) and at prominent public facilities, such as bus stops, public service areas and public toilets, to enable rest opportunities.

## Residential development

- Ensure the design of new rail infrastructure does not unreasonably overshadow adjacent dwellings within apartment buildings.
- Ensure sound walls or barriers are implemented to minimise noise pollution. These barriers should be sensitively designed and incorporate materials and colours appropriate to the character of Rosanna Village.
- Ensure the design of new residential buildings seek (where possible) to minimise primary outlook to the rail corridor.

## PRECEDENTS

### Residential development



*poor example of dwelling orientation to rail corridor*



*good example of dwelling orientation to rail corridor*

### Daylight & shelter



*poor example of shelter and shade at station platform*



*good example of daylight access and shelter to station platform*

### Public infrastructure



*poor example of bike storage at station*



*good example of bicycle storage unit within public realm*

*safe environments are essential for strong, connected and happy communities*

# 7 SAFETY

## EXISTING CONDITIONS



existing road conditions within village



existing marked pedestrian crossing within village



existing condition of level crossing at station

## OBJECTIVES

- To ensure new rail infrastructure works are designed to improve commuter safety within and around the station.
- To create a safe, community-oriented environment through considered design responses within Rosanna Village.
- To maximise visual connections and pedestrian movement within and surrounding the village and station.

## PRIORITIES

### Station

- Ensure the station, interchange and its public realm linkages are supported by a range of activities and uses for various times of the day and/or night.
- Provide short and direct circulation spaces throughout the station precinct.
- Ensure the station and any associated public spaces are designed to optimise passive surveillance and include quality lighting.
- Maintain and upgrade the safety of the railway pedestrian crossings at Invermay Grove and St James St, by incorporating appropriate control measures, lighting and signage.
- Employ CPTED design principles.
- Provide CCTV and adequate lighting to public undercroft areas.
- Provide durable surface materials with anti-graffiti coating.
- Hidden spaces less than 1.5m in height are to be enclosed to prevent access.
- Provide a Site Environmental / Construction Management Plan and Rail safety Management Plan for Council review and approval.
- Integrate end of ride and storage facilities for bicycle users.
- Integrate waiting areas with adequate shelter / shading and solar penetration.
- Integrate an inter-modal bus exchange within the station.

### Village

- Improve and/or formalise pedestrian crossings within Rosanna Village including along Lower Plenty Road and Beetham Parade, to the station entry and community assets.
- Implement a pedestrian priority zone across the street network surrounding the station (including Lower Plenty Road, Beetham Parade and Turnham Avenue), incorporating a distinctive paved zone and other traffic calming measures to manage pedestrian safety.

## Visual connectivity

- Site substations and other general rail infrastructure so they do not block or obscure visibility and are aligned to passive surveillance opportunities to reduce the risk of being vandalised (subject to safety and rail operation requirements).
- Improve safety and visibility along the western boundary Station interface with the adjoining residential developments.
- Maintain clear vehicular sightlines along Lower Plenty Road through to Rosanna Village and bisecting intersections.
- Maintain visual connections with wide pedestrian crossings or ramps or underpasses.
- Ensure safety fences are designed to be aesthetically pleasing and recessive. Ensure heights do not restrict views to and from the public realm.

## PRECEDENTS

### Pedestrian Crossing



poor example of pedestrian pathways to station entry



good example of pedestrian crossing to station

### Visual Connectivity



poor example of visual connectivity throughout station



good example of lighting and seating design at station platform

### Fencing



poor example of fencing to station platform



good example of recessive fencing to station

# 8 ACCESSIBILITY

*highly accessible and inclusive environments encourage positive activation and contribute to prosperity, well being and the perception of care within communities*

## EXISTING CONDITIONS



existing conditions of footpath within village



existing conditions of pavement within village



existing public seating within village

## OBJECTIVES

- To ensure the level crossing removal is designed to encourage walking, cycling and public transport usage.
- To provide an accessible station that promotes independent travel.
- To provide functional pathways and usable public spaces designed to prioritise pedestrian movement across throughout Rosanna Village.

## PRIORITIES

### Permeable access

- Ensure new pedestrian paths implement standard footpath widths to maximise accessibility to station.
- Ensure pedestrian connections (above or below) the rail corridor are designed in accordance with DDA requirements.

### The Station

- Provide at least one accessible entrance to the station, preferably the principal entrance from primary public area and the community precinct.
- Consider secondary pedestrian and cycle access from Rosanna Parklands.
- Ensure DDA infrastructure is incorporated into the overall built form design of the level crossing removal and station building.
- Ensure DDA car parks are within convenient proximity to station entrances.
- Integrate elevator access in primary, open public locations (where applicable).
- Long pedestrian ramps are to be avoided. Any required ramps are to be integrated into the design of the station to achieve best functional outcome while not appearing as a dominant design feature.
- Minimise gaps between surfaces, such as at footpaths and transportation platforms.

## Rosanna Village

- Provide footpaths and paving design, which is accessible for all users and considers topography.
- Rectify damage caused by construction works on the streetscape reserves.
- Ensure new public spaces and station building incorporates public seating with arm rests.
- Provide footpath surfaces within Rosanna Village to be DDA compliant.
- Provide pedestrian crossings throughout Rosanna Village and community assets.

## PRECEDENTS

### Station entry



*poor example of efficient station entry*



*good example of multiple access points to station entry*

### Cycle infrastructure



*poor example of on-road cycle lane*



*good example of clearly demarcated cycle infrastructure*