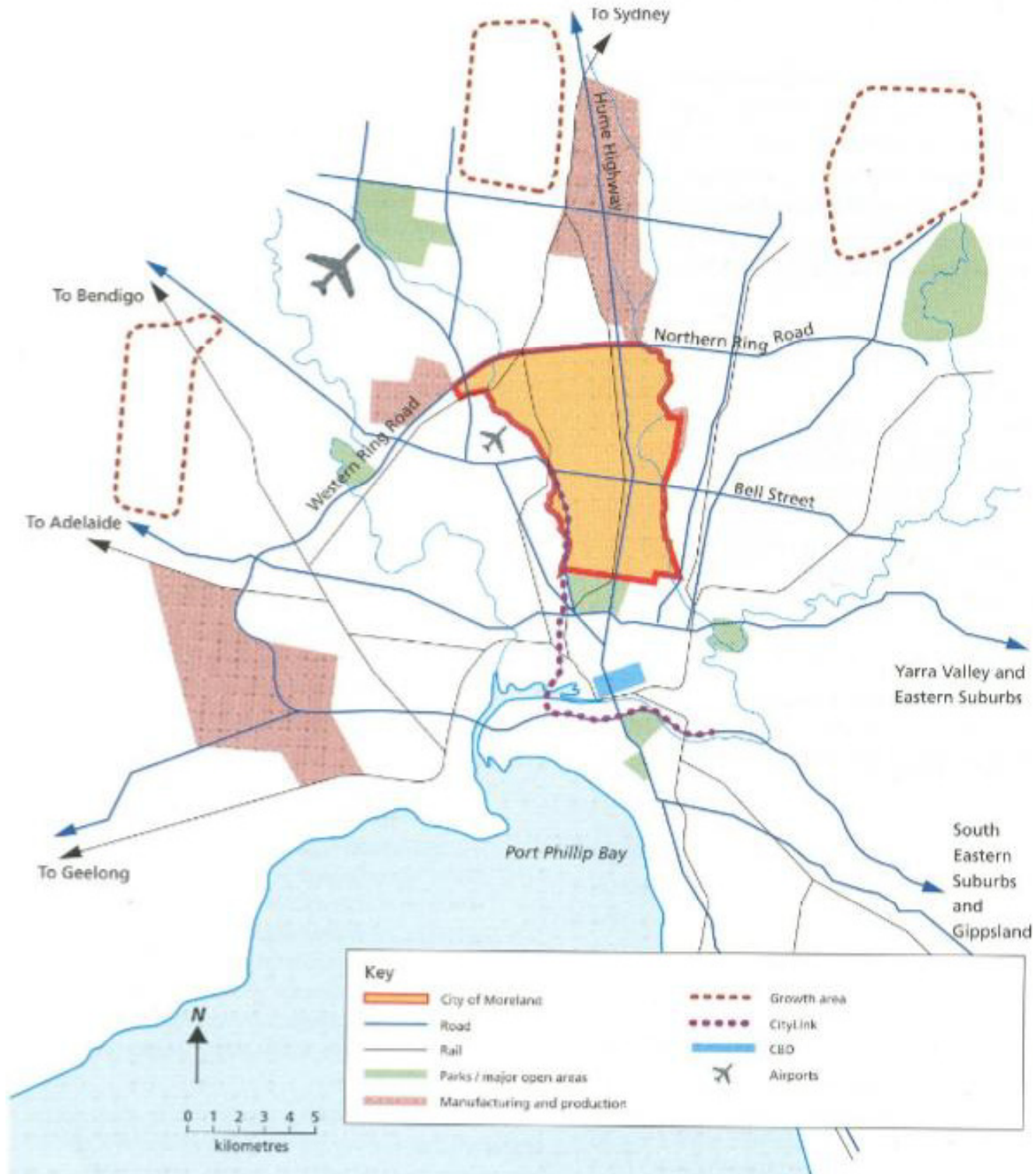


Moreland - a new urbanism but not always by design



Moreland - a new urbanism but not always by design

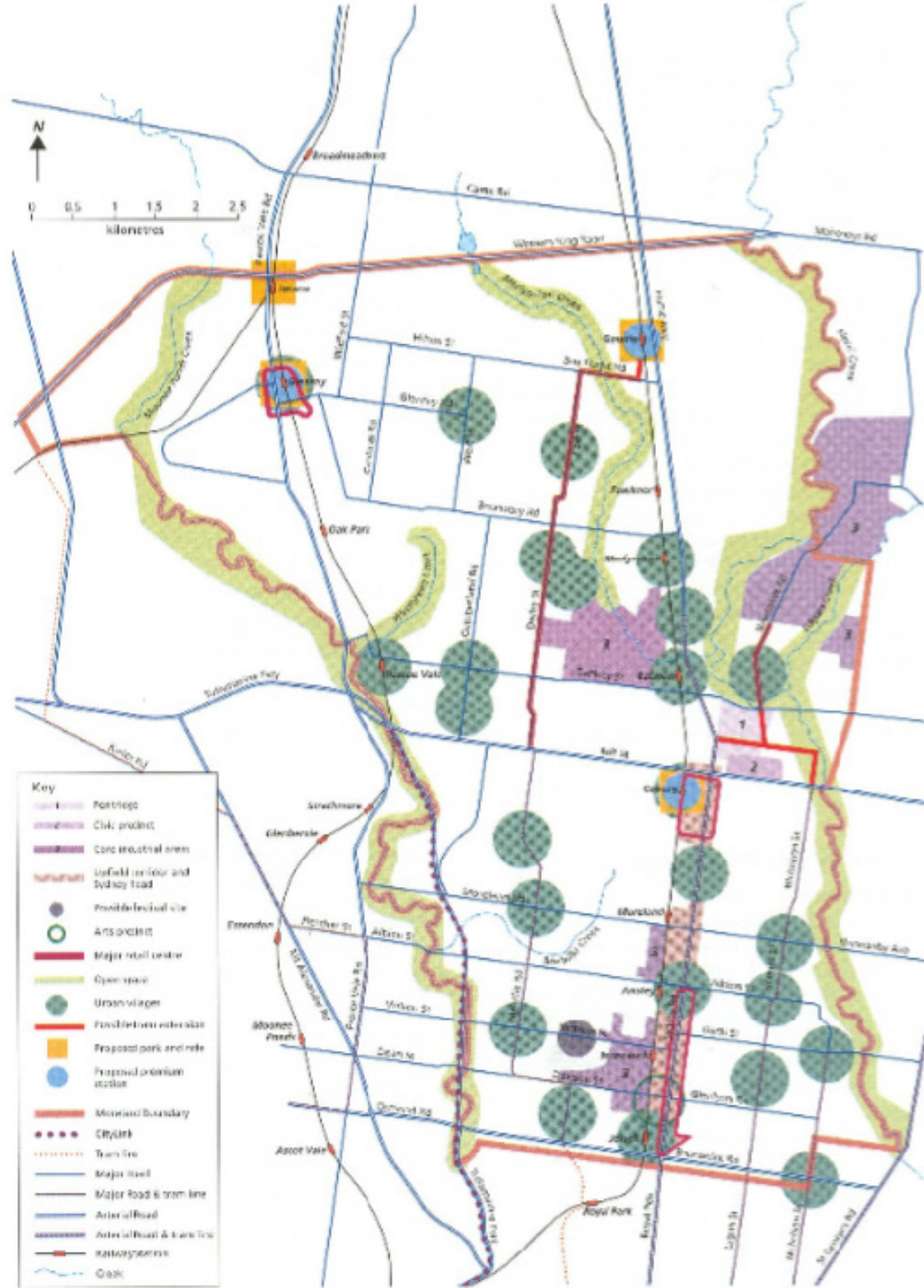
- The context
- Theory and Policy
- Case studies - design and practice
- Observations
- Contentions and conclusions



Moreland's vision

Moreland seeks to create an environmentally sustainable and liveable city, where people can shop, work and socialize locally. A city where a car and a high income are not necessary for a rich and rewarding quality of life. A city which will continue to provide a range of opportunities and choices for a diverse and prosperous community.



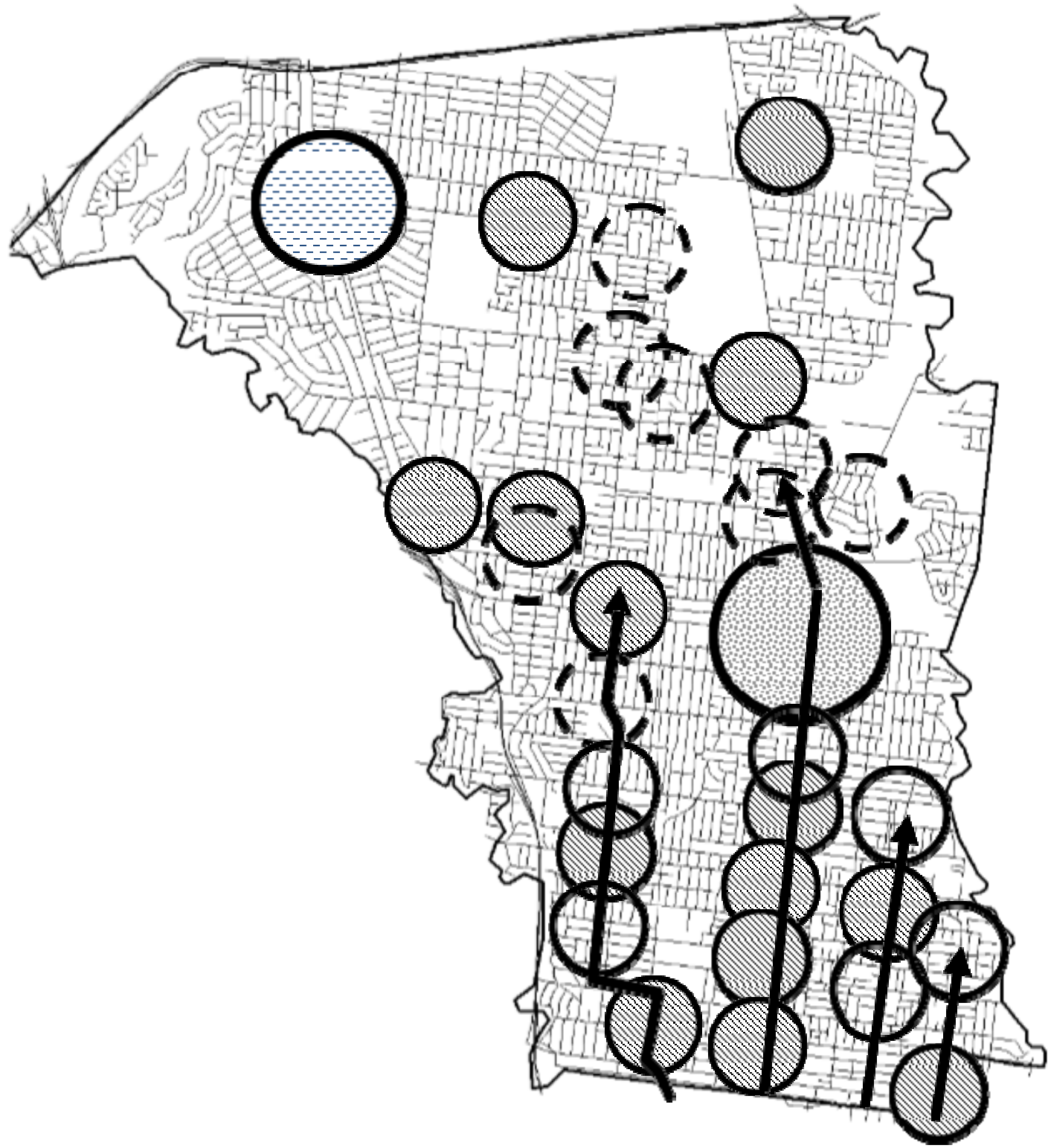


Key

	Residence
	Civic precinct
	Core industrial area
	Upfield corridor and Sydney road
	Possible retail site
	Arts precinct
	Major retail centre
	Open space
	Urban village
	Possible new residential
	Proposed park and ride
	Proposed premium station
	Municipal boundary
	CityLink
	Train line
	Major road
	Major road & train line
	Arterial Road
	Arterial Road & train line
	Katanyemba
	Creek

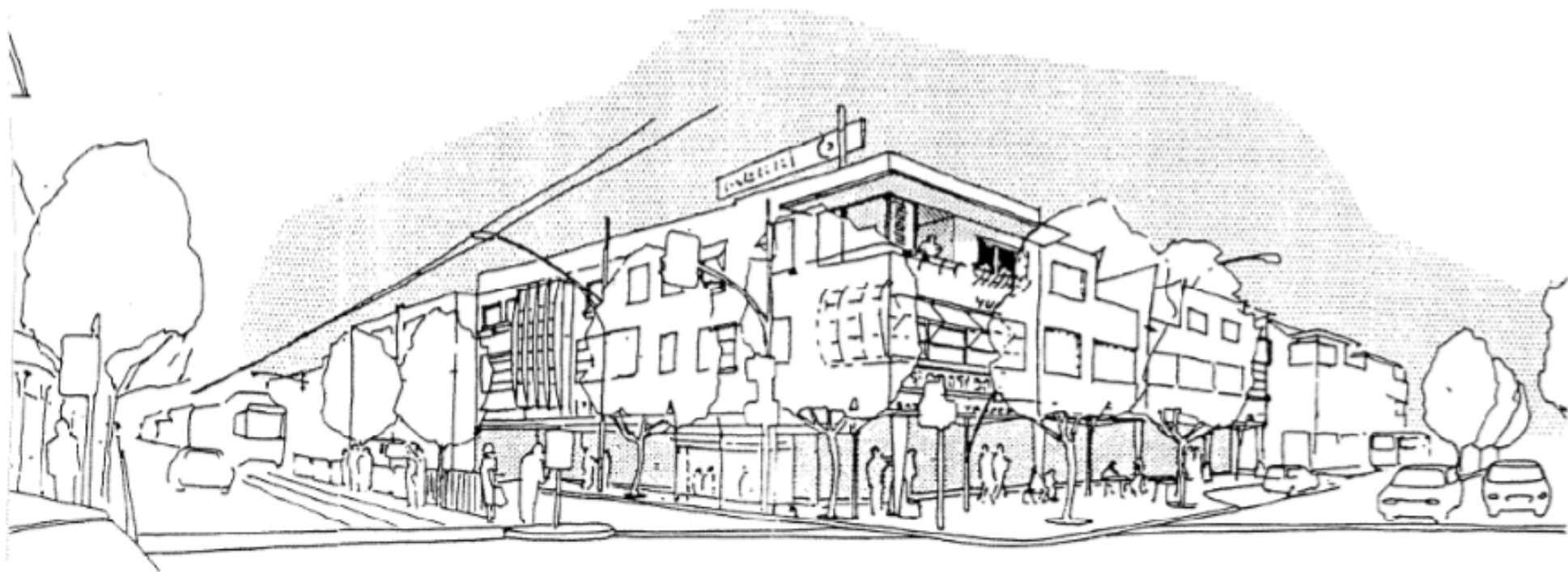
Evolving policy platform

- 1995 Urban Villages Project
- 1997 Urban Villages Policy – 27 UVs designated
- 2000 Anstey and Merlynston UV Structure Plans
- 2003 Melbourne 2030 - Principle and Major ACs
- 2004 Urban Villages Implementation Review
- 2006 Coburg Structure Plan
- 2008 Melbourne 2030 Audit
- 2008 Glenroy and Brunswick AC Structure Plans
- 2009 Melbourne @ 5Million
- Emerging issues: peak oil, climate change, food security



East Brunswick existing

















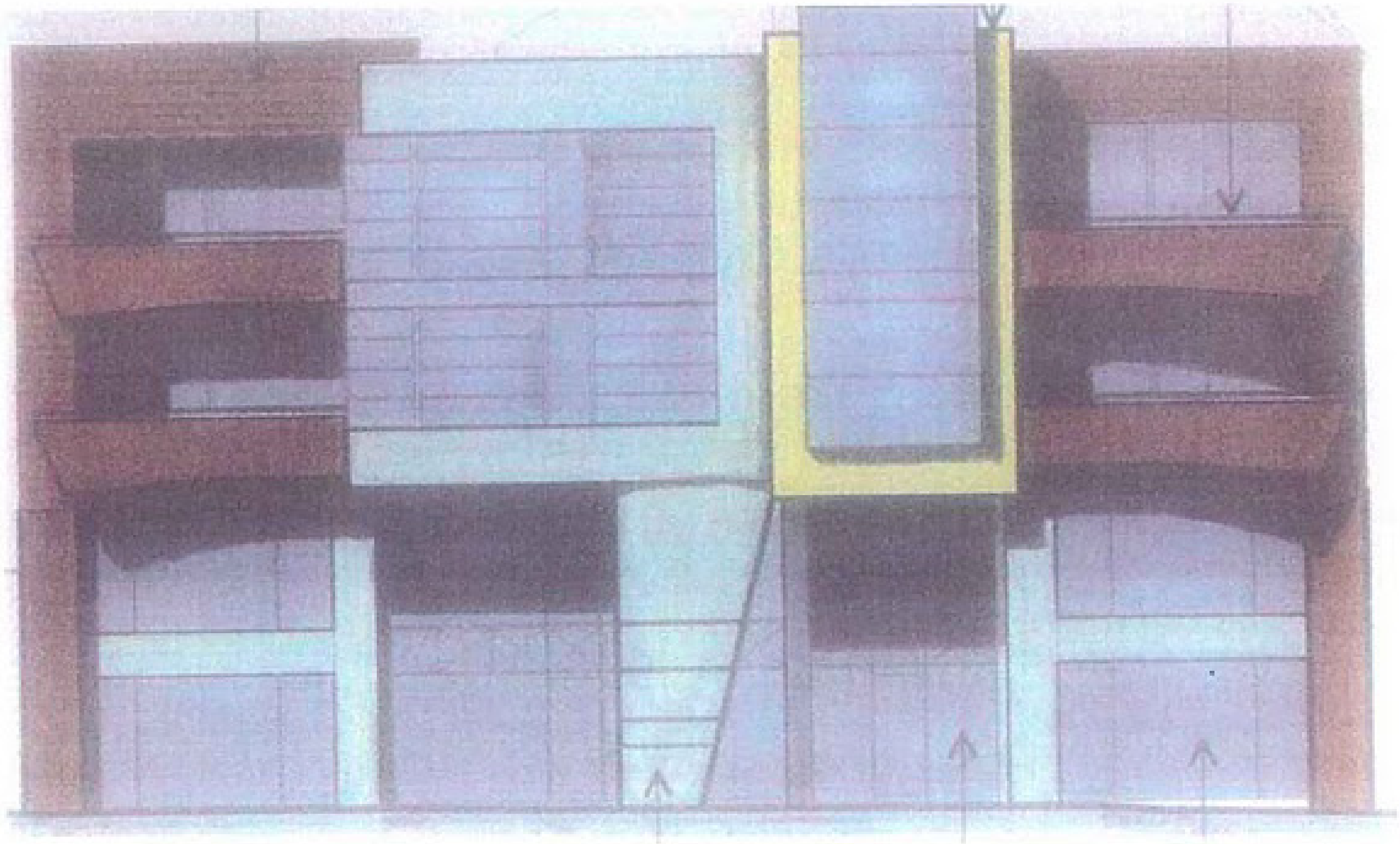




NO PARKING
ANYTIME

40

CONSTRUCTION
AHEAD



5 Blenheim Street, Glenroy









BRUNSWICK
R.A.I.D
Residents Against Inappropriate Development
**WE WILL OPPOSE
INAPPROPRIATE
DEVELOPMENT**

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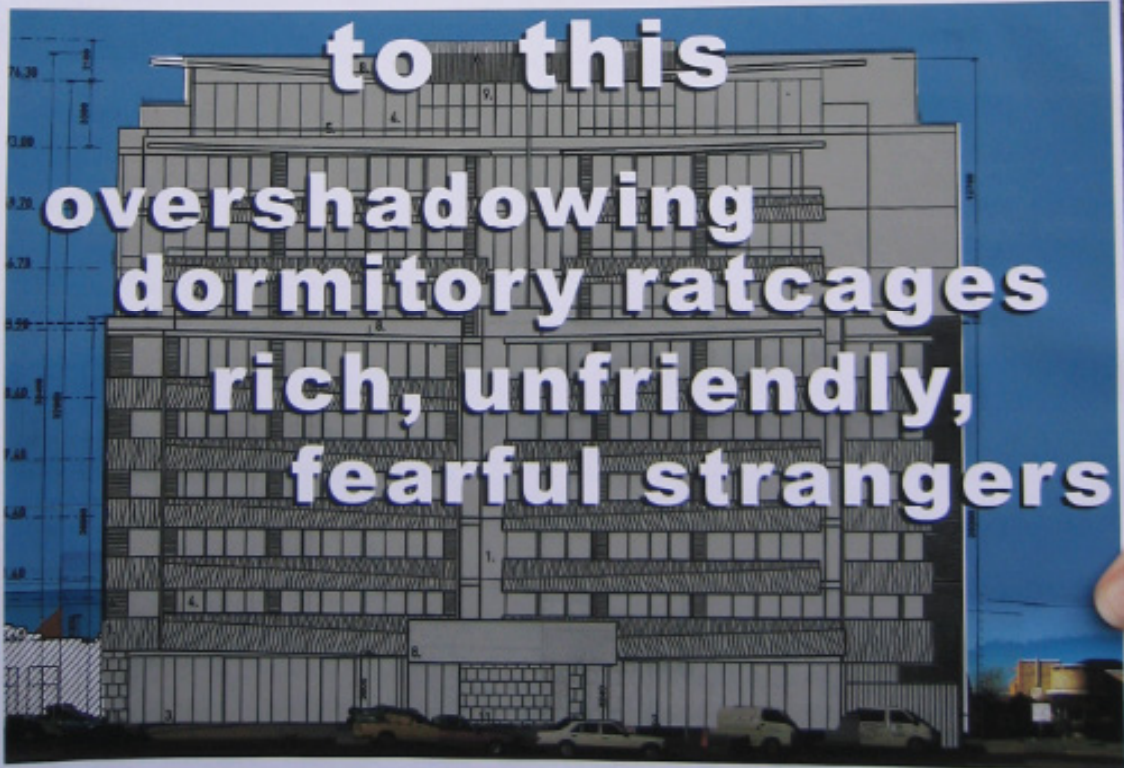
**DELAUNTY
DOTES
ON
DEVELOPERS**



from this
sunshine
people working
tight community
cultural variety



to this
overshadowing
dormitory ratcages
rich, unfriendly,
fearful strangers







Transit and transport

- Public routes - cars, buses, bicycles, pedestrians
- Private motorway
- Car park
- Footpaths - pedestrians only
- Bicycle routes - recommended by MCC
- Shared bicycle/pedestrian paths
- Bus route
- Rail service
- Signaled pedestrian & vehicle intersection
- Signaled pedestrian crossing
- Electronic railway crossing
- Electronic pedestrian railway gate
- Access to Tram Line
- Traffic volumes in vehicles per day

Upfocal route, key high speed public transit through route to and from the Melbourne CBD. Requires government to track infrastructure and service frequency and when will enhance rail service.

Mixed mode use - no high speed corridor. Pedestrian, bicycle, car and tram movements share the route. Tram provides a good local low speed shuttle service. The current oblique provision allows pedestrian, bicycle and local car use.

Tullamarine railway 2 km to the west. Key high speed through car route to and from Melbourne CBD. Currently being upgraded as Citylink.

The pedestrian path to Sydney Rd from the western half of the urban village is a key route. Its amenity compromised by perceived safety threats - industrial surroundings and the narrow walkway of the Sydney Rd intersection. This route is also important because it is a safe east-west pedestrian route - alternative to Alton Rd and Hope St. The route continues west to Austral Avenue where there is potential to establish a link through to Houston Ave where the direct path continues along to Melville Rd.

Opportunities for providing a paved north-south bike and pedestrian paths along the rail easement.

The afternoon density generates fuel and high traffic flows and prevents vehicle parking at those times. This makes the sidewalks less safe for pedestrians and inhibits retail activity.

Alton St and Hope St vehicle traffic west of the rail line is high, evening on- and off-peak to on- and off-peak.



When this site is available for redevelopment ensure that space is given to increased paved pedestrian areas adjacent to the platform

Redevelop the Albion St frontage of the station as an open paved precinct with canopy planting (min 2.0m understorey clearance above ground). Renovate existing station building as retail outlet - newsagent/drycleaning/refreshments also providing lock-up bicycle storage for commuters.

Build bus shelter and if possible a taxi park.

Remove unnecessary fencing around the station platform.

Re-landscape the approaches to the platform from Orient Grove and Florence St. Provide direct stair access to the platform to enhance access and egress and relieve the current threatening 'rats maze' approach to the station.

Re-landscape the car park and Orient Grove to combine 90 degree kerbside parking with commuter parking and create a linear park with grass and tree planting. Provide lighting to the understorey. A park in this location will provide a much needed amenity in the area and attract more pedestrian activity to the station vicinity.

Develop landscaped commuter car parking on existing vacant railway land

This is the main pedestrian route from the neighbourhood west of the station to Sydney Rd shops. Encourage private development along West Street to provide a pedestrian friendly streetscape. Landscape West Street accordingly.

Extend bicycle/pedestrian route along rail line. Provide paved path to existing route along the west side

Albion Street is the main pedestrian link from Sydney Rd to the rail station. The sidewalk is narrow, crossed by reversing apron parked cars, and exposed to moving traffic. There is excess width in the vehicle cartage way for two lanes of traffic.

It is proposed to extend the width of the foot path by approximately 1m to allow planting of trees and upgrading of the path. Trees will begin to beautify this currently ugly stretch of road, provide shade against the low western sun and be a buffer and calmer of the traffic.

As and when the existing buildings/sites are redeveloped accessing parking across the footpath should be disallowed, and other alternatives used such as rear access.

Restrict car traffic down Williams St. Build studio apartments and other home based business above specialty retail. Landscape street as a predominantly pedestrian precinct.

Redesign existing car park to create a pedestrian plaza combined with some car parking. Landscape with trees. Such a space can be used as a weekend open air market

From the corner of West and Broese St provide an alternative pedestrian route through the old Whelans site and up through the existing archway onto Sydney Rd.

Downing the existing Whelans site. Construct a pedestrian/bicycle way and a pedestrian plaza behind Sydney Rd with cafes, specialty retailing and commercial fronting onto it. Design surrounding buildings to protect sunlight penetration. This is a major pedestrian connection between Sydney Rd and the west of the urban village.

-  Active fronts to streets and lanes
-  Green park.
-  Paved pedestrian places with tree planting
-  Kerb extension with tree planting
-  Pedestrian stairs to rail platform from street.
-  Bicycle path
-  Pedestrian Paths
-  Off street car park
-  Building as landmark to 22m
-  3-5 storeys building (10 - 15m)
-  2-3 storey buildings (10 metres)
-  2 storey buildings (.6m)



Consultant Team:
DAVID WATKINS & ASSOCIATES Pty Ltd
CONTRUST Pty Ltd
GREG TUCKER & ASSOCIATES Pty Ltd

Moreland City Council

Precinct 1 - Central Area - Overall Concept

SP05

Anstey Urban Village Structure And Action Plan

STRUCTURE PLAN







Courtesy Ascui Edwards Architects







Menu board with illegible text, likely listing cafe items and prices.

QNX 881