



SWAN STREET STREETScape MASTERPLAN



We acknowledge the Wurundjeri people of the Kulin nation who are the traditional custodians of the land on which our project stands. We pay our respects to the Wurundjeri Elders- past, present and emerging.

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A black and white photograph of a wooden staircase railing and baluster against a dark background. The railing is made of light-colored wood and runs diagonally across the frame. The baluster is a rounded wooden post that supports the railing. The background is a dark, textured surface, possibly a wall or another part of the staircase.

INTRODUCTION



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INTRODUCTION

ABOUT THE MASTERPLAN

The aim of this project is to prepare a Streetscape Masterplan for Swan Street, from Punt Road to the Birrarung (Yarra River), as well as the streets and spaces around East Richmond and Burnley railway stations to guide the design and delivery of future streetscape and public realm improvements.

This streetscape masterplan is supported by Council's commitment to a placemaking approach which aims to enhance the precinct for people, local community and street life.

The opportunities set out in the Masterplan will maximise the potential of the Swan Street streetscape and surrounding public realm in line with the following strategic objectives:

- The creation of a vibrant and user friendly pedestrian environment
- To create new public spaces where possible by identifying opportunities on intersecting side streets to expand footpaths to improve appeal and activity
- Propose public space initiatives at key adjoining sites including Richmond Library, East Richmond Station and Burnley Station
- To value local character, community and history but also be future focussed
- Reinforce links to surrounding streets, parks and community facilities
- Single out which spaces require special treatment and those that just need to be upgraded to Council's palette
- Be inventive with the small

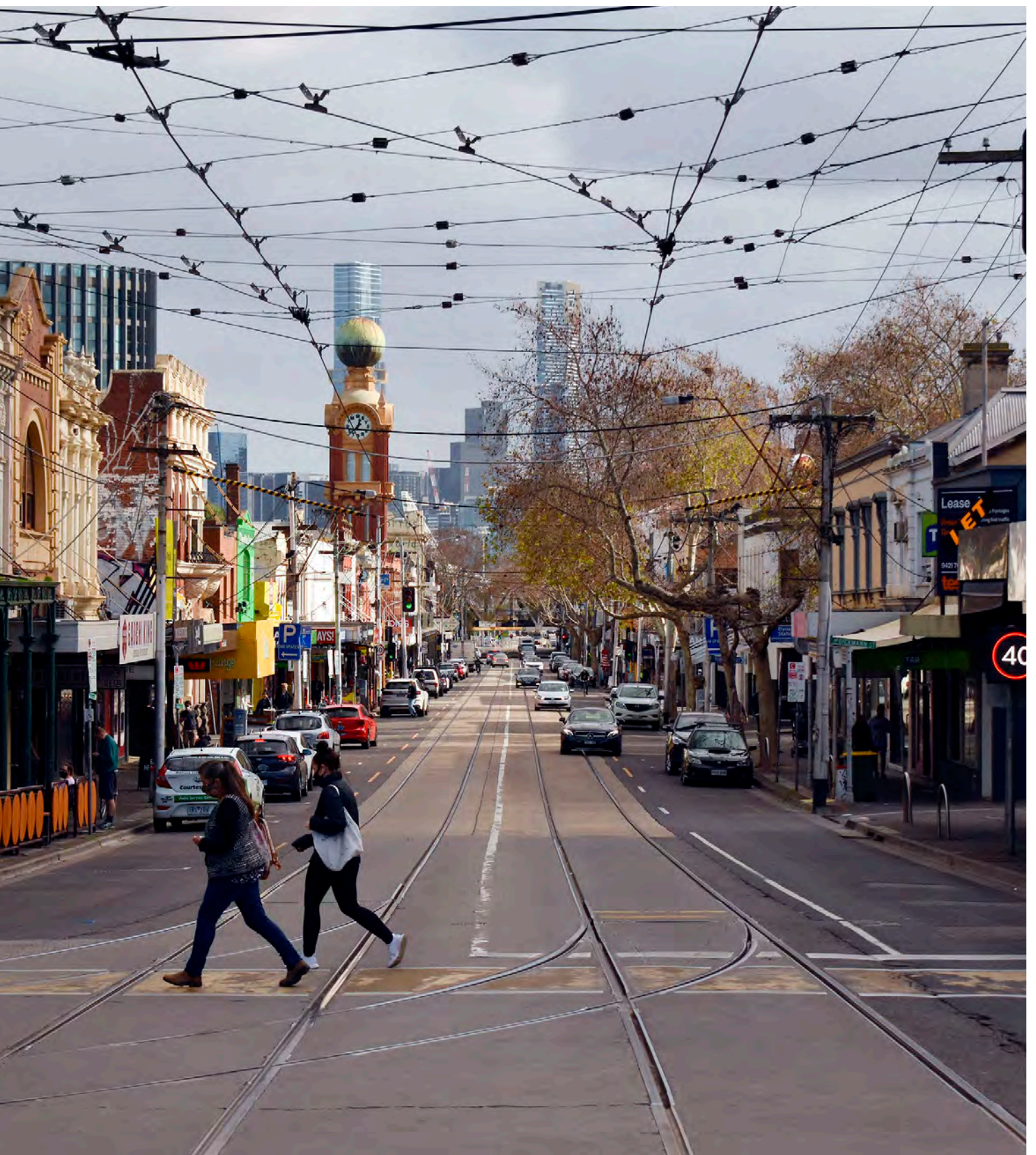
spaces that are available and identify opportunities to create new public spaces if possible

- Explore diverse approaches for adding trees and gardens where space permits
- Develop strategies which ensure the street is safe and lively at night
- Anticipate future development in building and population; and build in flexibility to allow for the street to respond to change
- Identify opportunities to incorporate other environmental initiatives to build landscapes of resilience, including WSUD, water retention and storage.
- Provide recommendations and ideas that are future proofed and consider other current and future strategic projects and Council initiatives.

The Streetscape Masterplan is focused on the footpaths and public spaces in this precinct. A number of opportunities have been identified along the Swan Street corridor, which is experiencing high growth and change now and into the future.

The Masterplan sets the scene for future opportunities as they arise, however it won't be possible for Council to fund and deliver all of the projects identified in this masterplan. Some of the projects identified may allow for negotiations through other avenues of funding such as external grants, current and future strategic projects and public realm outcomes associated with future developments.





HISTORY

A BRIEF OVERVIEW

The study area stands on the traditional lands of the Wurundjeri people, and its proximity to the Birraung (Yarra River)- an integral part of the cultural and spiritual life of indigenous custodians, as well as a vital resource is significant. The presence of identified sites including the Corroboree Tree at Burnley Oval reinforce this association and living history.

The Swan Street Precinct also represents one of the City of Yarra's most intact turn of the century High Streets.

A rich social and commercial history too accompanies Swan Street. The precinct was designated as a road reserve in Hoddle's Crown survey of 1837, and by 1853 much of the north side of the road had been subdivided and laid out. These early streets included Wangaratta, Lennox, Stanley, Clifton, Docker and Charles Streets. By 1857 traders in Swan Street included butchers, drapers, fruiterers, tailors, shoemakers, hairdressers and hoteliers, including the Swan Inn, Dover and Royal Hotels by 1858. The railway was in by 1860, Swan Street was fully developed by 1889 and the roadway was sealed in 1901.

The architectural character of Swan Street outlines both the past, to a high level of fidelity and consistency, along with the present. Significant buildings include the old Post Office Building at the western end, what was the Dimelow and Gaylard building (Dimmey's) now refurbished as a Coles, the old Maples Furniture Store and the Former Burnley Theatre.

The street retains many of the richly decorated Victorian and Edwardian polychromatic brick edifices that

typify Melbourne's turn of the century commercial architecture, and some more recent additions.

While being an important turn of the century 'High Street' and tram corridor lined with a high number of intact Victorian and Edwardian buildings and landmarks- it has a number of new challenges including different land use adjacencies and developments along with its own unique local culture and community.

Located at a economic and physical juncture- the salubrious elevated slopes of Richmond Hill meeting the swampy river flats of industrial and historically working class Cremorne, Swan Street has always been a place of diverse social and commercial exchange.

Increasing density in the surrounding residential and post industrial sites and buildings continue to keep Swan Street busy and vibrant.



Corroboree Tree Richmond Gardens, 1933
Source: State Library of Victoria



Municipality of Richmond 1873
Source: State Library of Victoria



Aerial view of Richmond, between 1924-1939
 Source: State Library of Victoria



The Australian Mont de Piete Loan & Deposit Company premises, 98 Swan Street, 1920
 Source: State Library of Victoria



Swan Street, looking west, 1907
 Source: State Library of Victoria

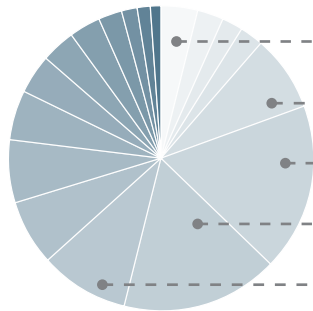
PROFILE

COMMUNITY PROFILE

Swan Street sits at the boundary of the Central Richmond and Cremorne/Burnley-South Richmond area. The 2016 Census results indicate the following:

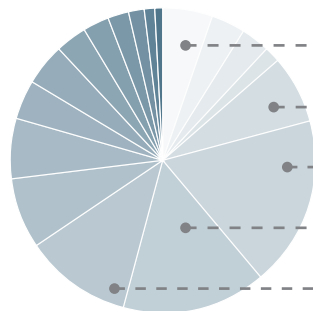
AGE IN 5 YEAR GROUPS

Residents surrounding Swan Street are a predominant young cohort with the largest age group being 25 to 29 year olds.



NORTH RICHMOND

- 0-4 YEARS**
3.9%
- 20-24 YEARS**
8%
- 25-29 YEARS**
17.8%
- 30-34 YEARS**
16.5%
- 35-39 YEARS**
9.5%



CREMORNE AND BURNLEY

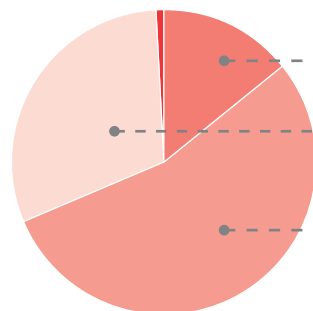
- 0-4 YEARS**
5.3%
- 20-24 YEARS**
7%
- 25-29 YEARS**
18%
- 30-34 YEARS**
15.4%
- 35-39 YEARS**
11.2%

HOUSING TYPES

The majority of residents live in medium and high density housing making access to public space a key consideration.

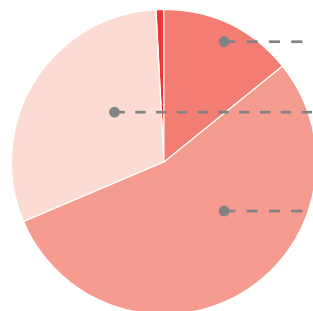
Notably there is an unusually high percentage of single and group households reflecting the age and younger household makeup of the area.

We note the data is based on 2016 census data, and as such does not reflect the recent residential development in the wider area.



NORTH RICHMOND

- SEPARATE HOUSE**
14.2%
- HIGH DENSITY**
30.5%



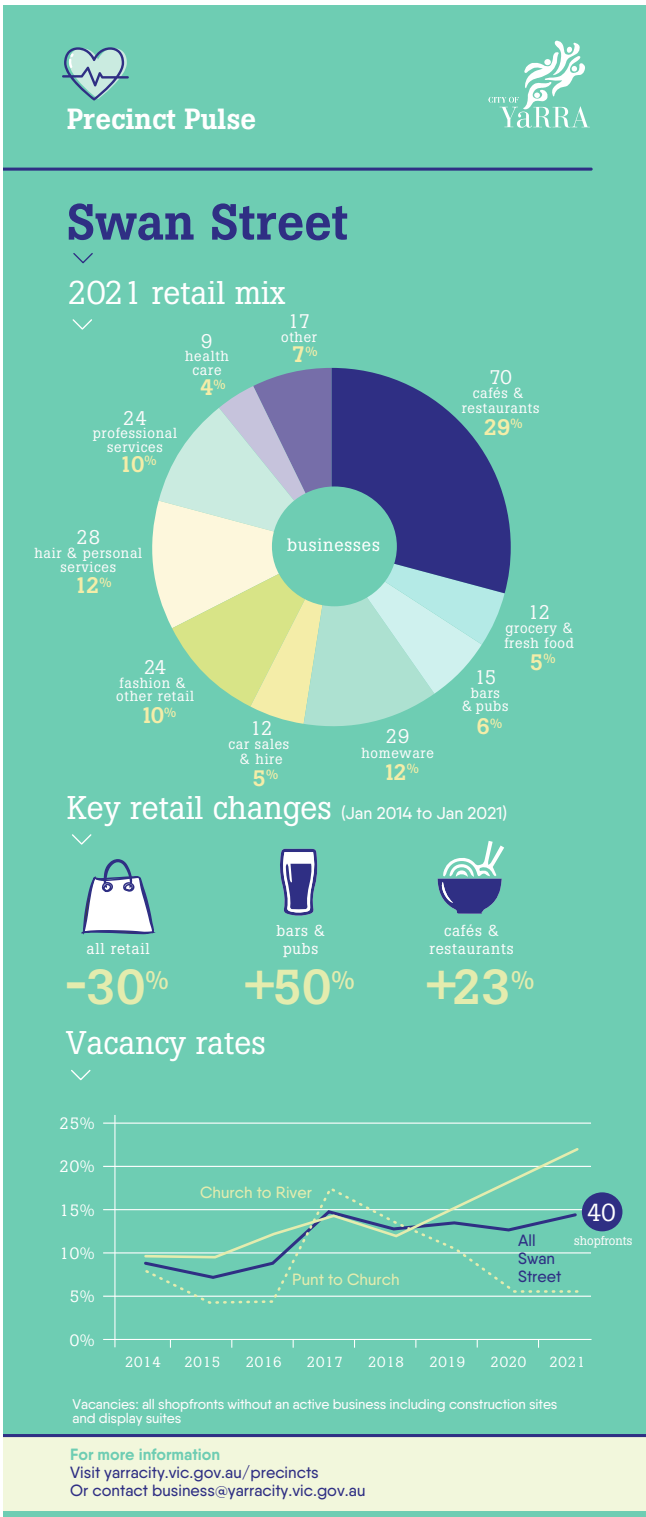
CREMORNE AND BURNLEY

- SEPARATE HOUSE**
14.6%
- HIGH DENSITY**
23.6%
- MEDIUM DENSITY**
61.2%

Source: <https://profile.id.com.au/yarra>

RETAIL PROFILE

The retail snapshot outlines a street with a high proportion of food and beverage business and an active night time economy.



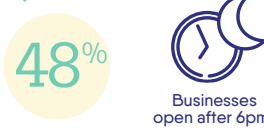
Number of businesses



Turnover rate



Night time economy



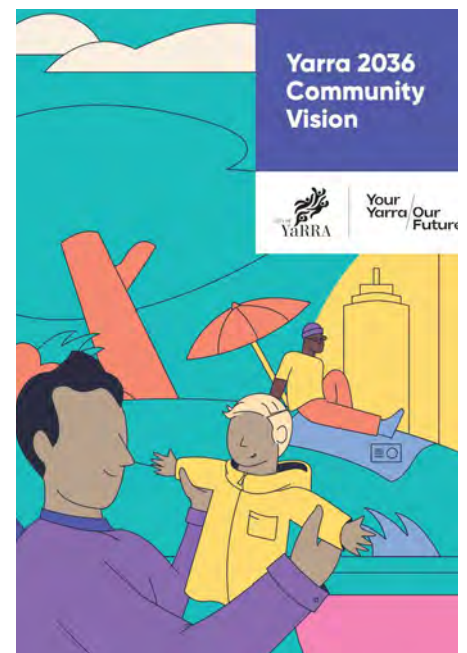
Swan Street Business Activity

POLICY FRAMEWORK

PAST AND CURRENT STRATEGIES

The following reports and strategies were reviewed to inform the historic and current policy frameworks in place for the Swan Street Precinct and the strategic direction for Yarra.

- Council Plan
- Open Space Strategy
- Urban Forest Strategy
- Community Vision
- Swan Street Structure Plan (David Lock Associates)
- Traffic and Access Review, Swan Street Activity Centre (Traffix Group)
- Swan Street Activity Centre Built Form Framework (Tract)
- Swan Street Built Form Study, Heritage Assessments and Analysis (GJM Heritage)
- Cremorne Place Implementation Plan



NOT INCLUDED IN THIS MASTERPLAN

ITEMS OUTSIDE OF THE SCOPE OF THIS STUDY

It is recognised that the experience and character of Swan Street goes beyond the footpaths and relates to a number of other elements such as the road space, transport, buildings, parks, land use and management.

Whilst it is not possible for this Streetscape Masterplan to cover all of these elements, other strategic work would cover these elements and overall reach a collaborative plan for the area. This includes:

- Any future transport work to explore potential for the road space, including pedestrian improvements, accessible tram stops, cycle infrastructure, parking and traffic function.
- Any planning controls to influence future development of buildings.
- Future plans for Richmond Station
- Future plans for the possible removal of the Madden Grove level crossing
- Graffiti Management Framework

We also note that all of the proposed design strategies and projects outlined in this Streetscape Masterplan are high level only, and would require further and detailed investigation into traffic, existing services, flooding and drainage in future detailed design phases.





**ANALYSIS AND
OPPORTUNITIES**

ANALYSIS AND OPPORTUNITIES

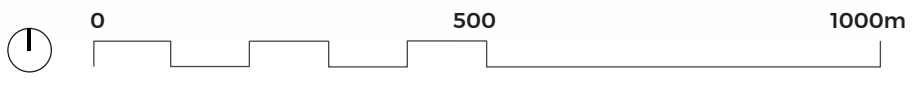
CONTEXT

The Swan Street precinct is located in Richmond, just 4 kms out of Melbourne CBD. The area is edged to the south and east by the Yarra River, to the west by Melbourne's Sports Precinct and recreational parks, to the north by the residential area of Richmond Hill and to the south by Cremorne and Burnley.

Swan Street forms a key east-west arterial link connecting the CBD to the eastern suburbs of Melbourne and is well serviced with 3 train stations and 2 tram routes (Swan Street and Church Street).

The Swan Street precinct is located within walking distance to large green open spaces such as Golden Square Park, Barkly Gardens, Burnley Park, Goschs Paddock and the Yarra River.





ANALYSIS AND OPPORTUNITIES

SWAN STREET PRECINCTS

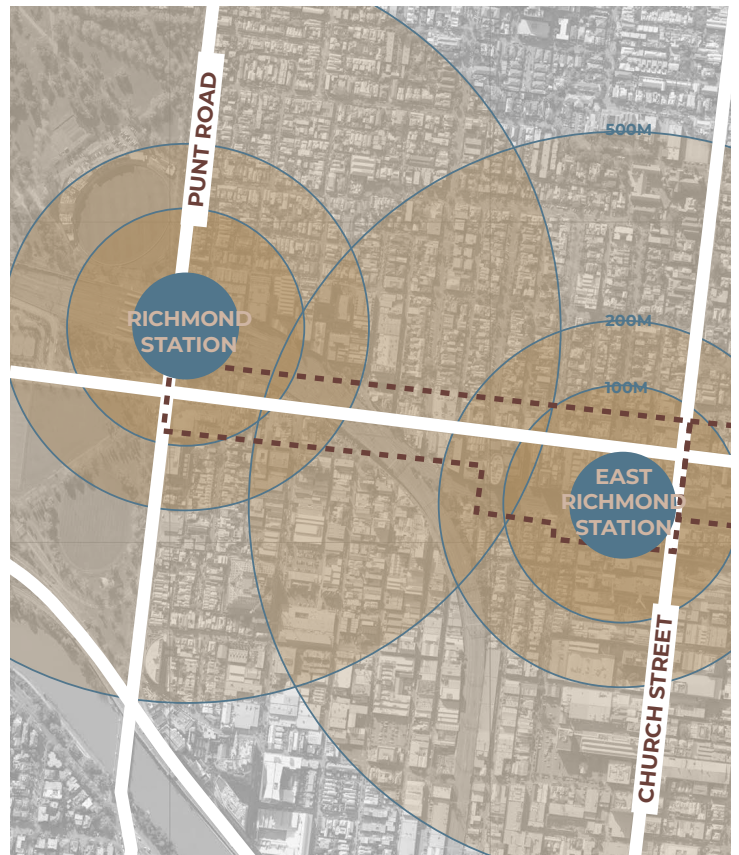
For the purpose of the Masterplan the street has been divided into three precincts based on land use, key intersecting streets, retail mix and architecture.

The precincts also perform differently in terms of provision of street furniture, trees, outdoor dining as outlined the precinct inventories.

Precinct 1 extends from Punt Road to Church Street and encompasses a concentration of diverse retail, supermarket and hospitality uses housed in some of the most intact heritage building fabric. It also includes connections to Richmond and East Richmond Railway Stations. Precinct 1 also abuts Cremorne which is experiencing a significant increase in medium and high density residential development, and a growing hub for creative and digital technology industry sectors.

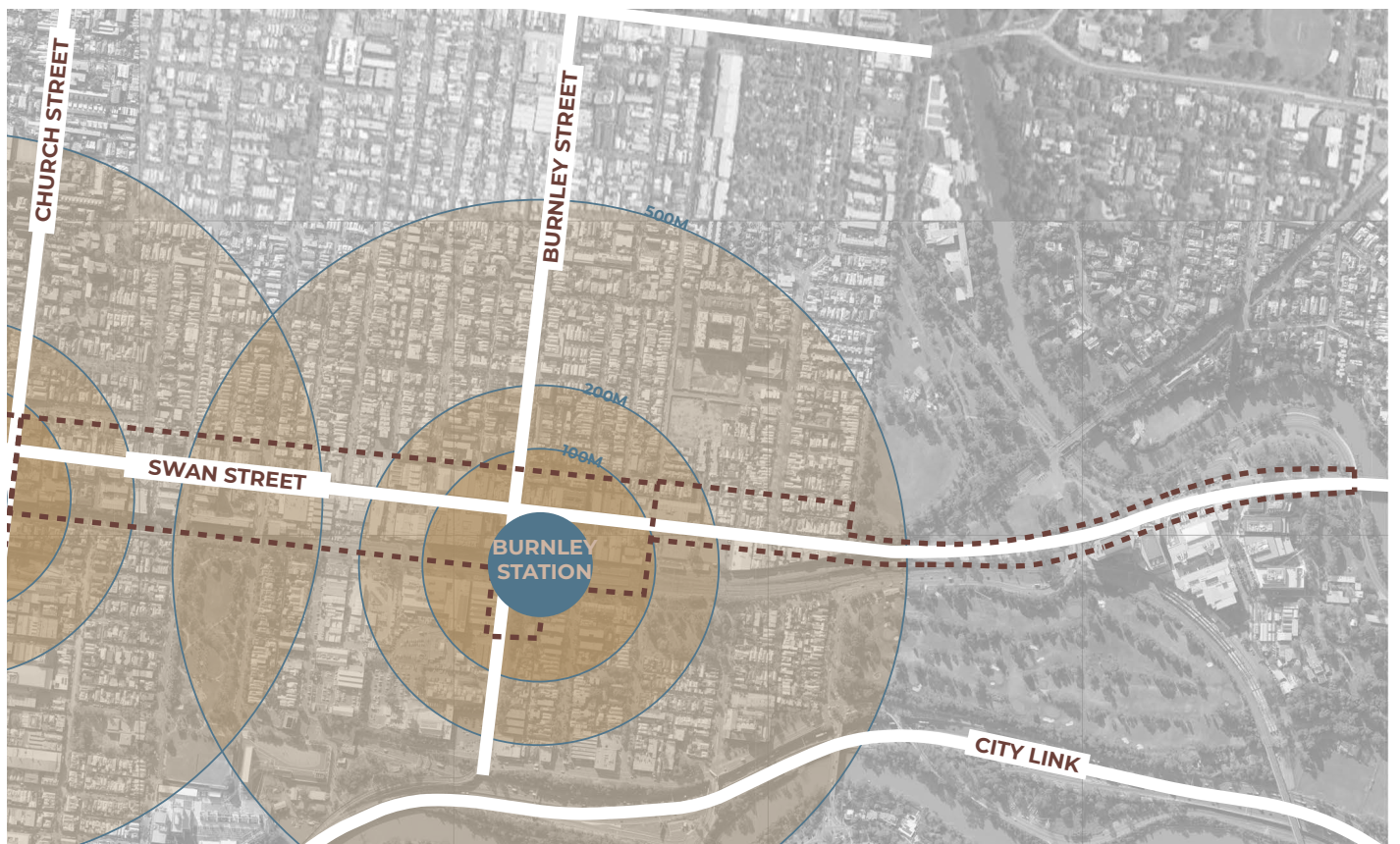
Precinct 2 covers Church Street through to Stawell Street. This precinct is typified by larger format showrooms focussed on furniture, homewares, car sales and repairs and building services along with office space and some residential premises. A number of key sites are currently being considered for mixed use development. This precinct includes Burnley Railway Station and Richmond Library.

Precinct 3 extends from Stawell Street, past Ryans Reserve to the Yarra River and crosses Burnley Park and Burnley Golf Course linking to the University of Melbourne Burnley Campus and the corporate park on Botanica Boulevard.



PRECINCT INVENTORY

PRECINCT 1: PUNT ROAD TO CHURCH STREET	
Length	800 m
Street Trees	21
Benches	28
Bins	20
Bicycle Racks	38
Awning coverage	1580m²
Garden bed	0m²
Tram Stops	4



**PRECINCT 2:
CHURCH STREET TO STAWELL STREET**

- Length 1025 m**
- Street Trees 77**
- Benches 10**
- Bins 10**
- Bicycle Racks 6**
- Awning coverage 530m²**
- Garden bed 0m²**
- Tram Stops 3**

**PRECINCT 3:
STAWELL STREET TO THE YARRA RIVER**

- Length 1144 m**
- Street Trees 36**
- Benches 0**
- Bins 2**
- Bicycle Racks 0**
- Awning coverage 0m²**
- Garden bed 230m² (nature strip)**
- Tram Stops 4**

ANALYSIS AND OPPORTUNITIES

LAND USE AND TRANSPORT

Swan Street is predominantly zoned for commercial use, with commercial, mixed Use and residential zoning which surrounds the retail strip. This provides a framework for a rich and thriving local activity centre, supporting a diverse local community, as well as those travelling to the area via public transport, on foot, cycling routes and the road network.

The area is well serviced for public transport. Richmond Station is a major rail interchange for the Sandringham, Frankston, Cranbourne, Pakenham, Glen Waverley, Alamein, Belgrave and Lilydale lines. East Richmond Station and Burnley Station are also located one block back from Swan Street area and are serviced by the Glen Waverley, Alamein, Belgrave and Lilydale lines. The Route 70 tram service runs the length of Swan Street and is intersected by the Route 78 tram service at Church Street.

Swan Street is designated a Vicroads arterial road. It can experience high levels of congestion, and is a clearway on alternating sides during peak hours.



Dominant transport infrastructure



Fine grained active commercial frontages in heritage building fabric

LEGEND:

- Commercial Use
- Residential Use
- Education Use

- Public Use
- Public Recreational Use
- 70
TR Tram Route

- Train Route
- Bus Route
- Cycle Route



Connection to Melbourne Sports Precinct



Larger showrooms for car sales and homewares and office spaces

ANALYSIS AND OPPORTUNITIES

PRECINCT CHARACTER

PRECINCT 1 Punt Road to Church Street

The Punt Road intersection marks a distinct edge between high street commercial use of Swan Street to the eastern end of the Melbourne Sports Precinct. New accessible tram stops have been installed to improve crossing and connection.

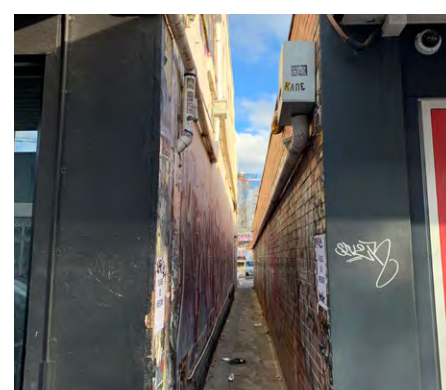
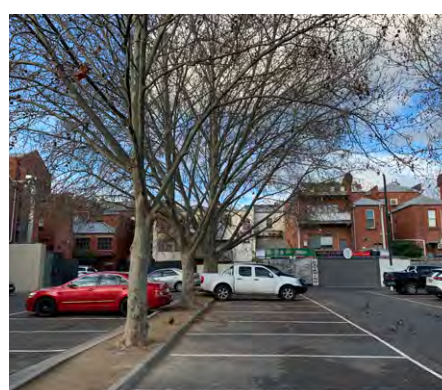
Richmond Station and its rail bridge crossing are another landmark in the area.

Continuing east, Swan Street between Lennox and Church Street is a finer grain than the western end of Swan Street, with mainly double storey Victorian terrace buildings with direct street frontage. Small lanes access to the side and rear of commercial properties to the south with small streets extending north into the residential area.

A number of streetscape improvement zones have provided both public seating and outdoor dining zones along with improved pavements to the norther street intersections to Swan Street. The southern sides street terminate at the raised rail infrastructure.

Layered and intricate decorative features of the shopfront facades- tiles, scrollwork, cast iron posts, names, reliefs- imbue the street with a rich sense of the historical development of Richmond as a vibrant inner city suburb.

East Richmond Station is hidden to the south of Swan Street, behind a block of commercial properties. Although pedestrian access is available down several laneways off Swan Street, these are not well highlighted and overall the laneway connections are a poor quality pedestrian experience.



PRECINCT 2
Church to Stawell Street

This precinct is characterised by a predominance of large lots on the south side, many of which have a discontinuous street edge and accommodate large retail showrooms, commercial and retail uses. There are some two storey terraces on the north, with some larger new mixed use developments dotted throughout.



Richmond Library sits on Church street just to the north of Swan Street and is a key community attractor.



Burnley Station is to the south of Swan Street, with the road overpass acting as a visual and physical barrier. The station lacks clear wayfinding or public realm initiatives to create a safe or enjoyable experience while accessing the station or connecting through to Swan Street from the south.

PRECINCT 3
Stawell Street to the Yarra River

This stretch of the street has a diverse mix of building forms and businesses. Commercial buildings on the south side of the road are generally 1-2 storey with a mix of commercial uses. Directly to the east of Stawell Street is Ryan's Reserve Tennis and Netball Centre, creating a break in the streetscape edge. Buildings on the northern side of the road are generally 1-2 storey and mostly residential east of Belgravia Street.



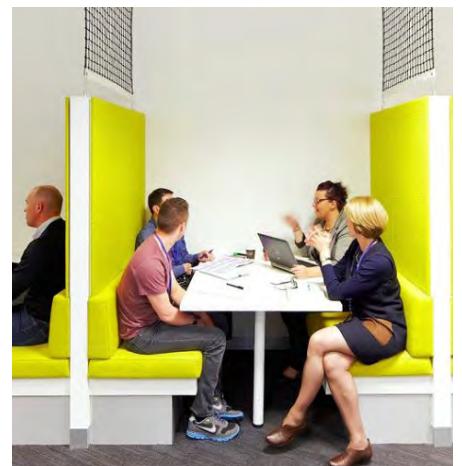
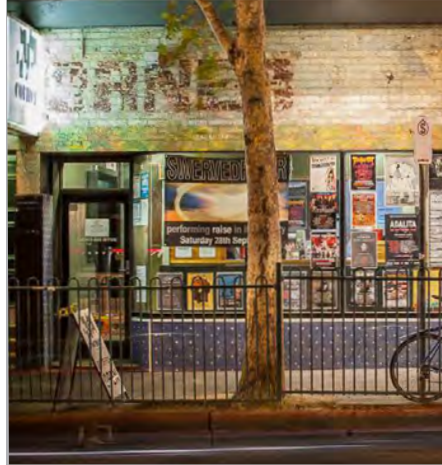
Burnley Park sits at the east of Park Grove and acts as a bookend to the parks to western end of Swan Street. The Botanicca Corporate Park along with University of Melbourne Burnley Campus are located at the eastern end of the precinct.



SURVEYING SWAN STREET : A SITEWIDE ANALYSIS

A PLACE WHERE PEOPLE COME TOGETHER

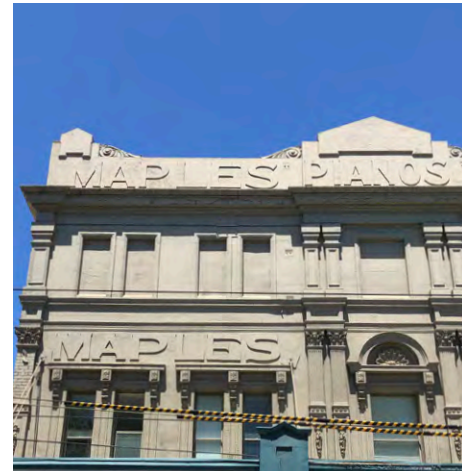
Swan Street has always been a place of diverse social and commercial exchange. Proximity to Melbourne's sporting precincts, a long standing live music scene, and a diverse cafe, pub and restaurant offering together with the increasing density in the surrounding residential and post industrial sites continue to keep Swan Street busy and vibrant- day to day, in event mode both day and night.



HERITAGE FABRIC AND LANDMARKS

The building facades that line the street make a significant contribution to the streetscape character. There are many distinct details, patterns and materials that define the visual experience of the precinct.

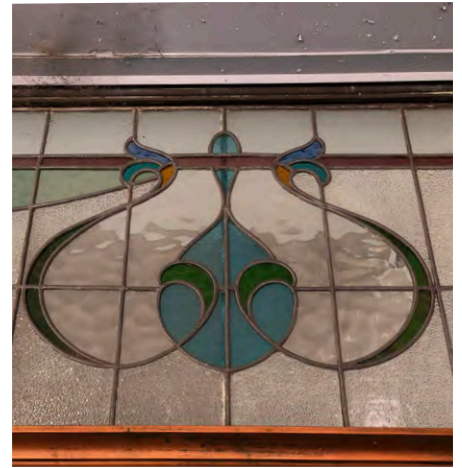
The Swan Street Retail Precinct is covered by a local council heritage overlay, along with additional individual overlays for significant buildings including Dimmeys Building, Former Richmond South Post Office, Former State Bank Former Burnley Theatre, Central Club Hotel and the Former Swan Street Drill Hall.

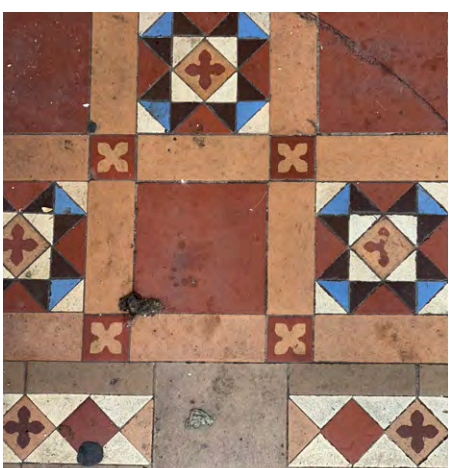
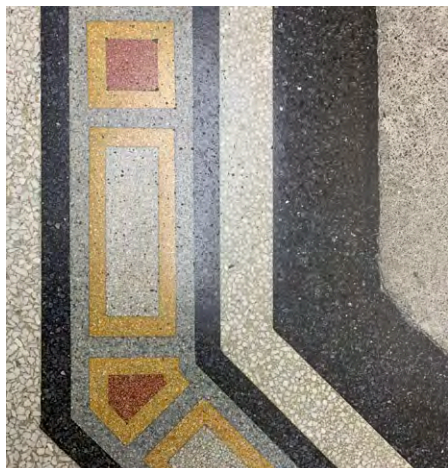
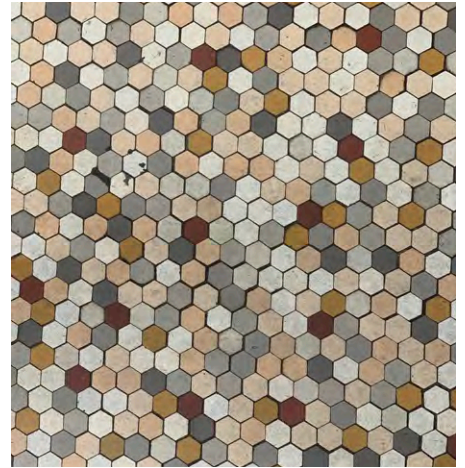


SURVEYING SWAN STREET

A RICH PALETTE OF PATINAS AND DETAILS

What typifies the unique quality of Melbourne's turn of the century local strip shopping streets. The sheer idiosyncratic exuberance of decoration that was expressed through craft and materiality of the architecture and public realm fittings imparts a rich abundance of layered textures and details for the careful observer in juxtaposition with the continual overlays and new additions that time and changing tastes and ideas demand.





SURVEYING SWAN STREET

PAVING

Asphalt is the predominant paving material in Swan Street along with some historic bluestone kerbs and gutters in the older side streets, and some sections of grey concrete pavement.

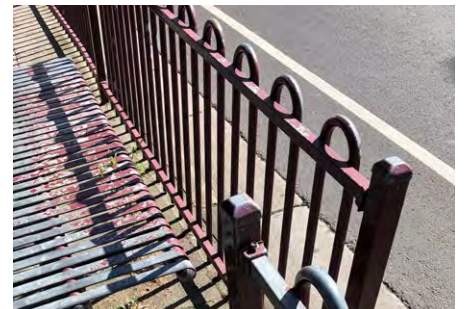
Generally the existing pavements are in poor condition, and display extensive patching, cracking and uplift from tree roots.

There are also fragments of earlier streetscape projects or improvement works that have introduced smaller feature paving moments - including feature stone and cobble banding and concrete with stone inlays. The lack of resilience of these over time is a lesson to be learned from in considering new paving treatments.



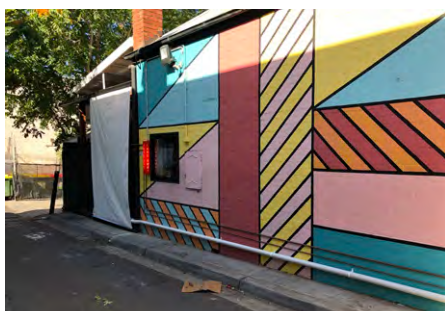
STREET FURNITURE

The types of furniture in Swan Street are relatively consistent, with some variations throughout. The quantity, arrangement and consideration of location and aspect are real opportunities to improve the capacity of the street to provide comfort and amenity, along with social potential to the public.



THE LEGACY OF INFRASTRUCTURE

A mix of organised, incidental and guerrilla art provides vibrancy to Swan Street and the surrounding streets and in part is due to the presence of the significant rail infrastructure that bisects Richmond. This mix should be encouraged as it is part of Swan Street's character and identity.



OUTDOOR TRADING

There is a concentration of businesses with outdoor dining permits and some outdoor trading between Richmond Station and Church Street which add to the activation of the street day and night.

There are some issues with footpath congestion, particularly near designated pedestrian crossings which need to be considered in conjunction with achieving a balance between public and private seating provision.



SURVEYING SWAN STREET

VEGETATION

There is a random assortment of street trees on and off Swan Street.

Issues with tree pit construction, uplift and cracking of pavements around some of the established trees are common.

There also are many empty tree pits where trees have either failed or been removed and not replaced.

The extent of building verandahs vary along the length of street, and while there still are the limitations or tram catenary and overhead wires, and numerous underground services, there is the opportunity for street tree planting.

The likelihood of establishing a continuous, consistent avenue is not possible, therefore the approach to increasing tree planting in line with Councils' Urban Forest Strategy canopy targets must be an opportunistic one which fits in as many trees as possible, where possible.



New *Lophostemon confertus* planting near Punt Road intersection



Lagerstroemia indica is another commonly planted species



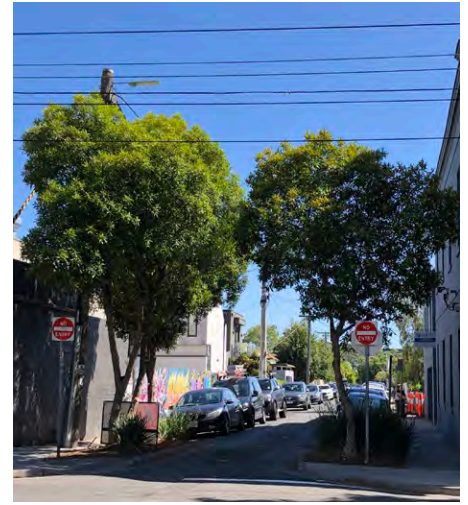
Platanus x acerifolia are some of the more mature species occurring in the street



Olea europaea planted in the outstand at Lord Street



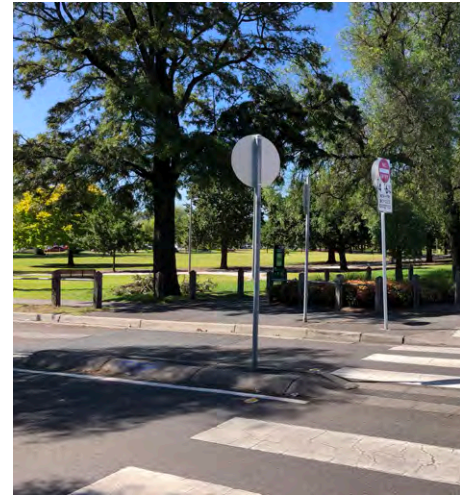
An example of some of the common issues with *Platanus* species



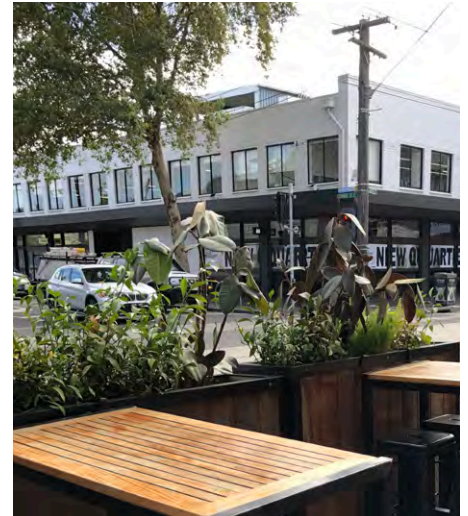
Tristaniopsis laurina



Eucalyptus pulverenata copse and native grasses at Punt Road intersection



A mix of native and exotic species within Barkly Gardens



Local business also make contributions in small and quirky ways

SPATIAL CONSTRAINTS

THE LIMITS OF THE STREET SECTIONS

Swan Street has fairly continuous footpath widths of 3.8m to the north and south sides of the street. The road space typically comprises two through traffic lanes in each direction, with tram lines running within the central traffic lane.

The outer traffic lanes also provide kerbside parallel parking with clearways applying during the AM peak (7am-9:15am) on the southern side of the street and during the PM peak (4:30pm-6:30pm) on the northern side of the street.

From Punt Road to Church Street a 40km/h speed limit applies. Swan Street has a 60km/h speed limit east of Church Street.

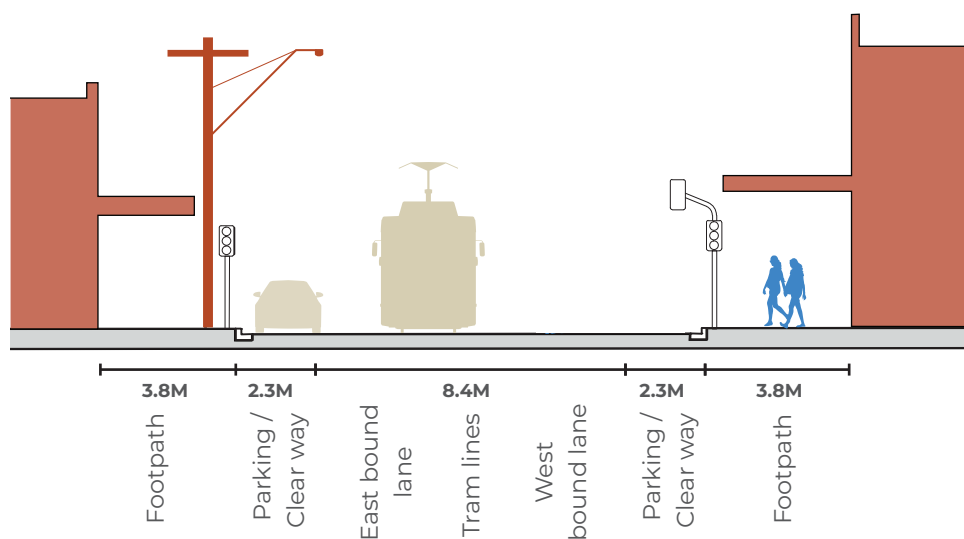
Overhead powerlines, tram catenary and intermittent verandahs have determined the location and type of tree planting. There are no garden beds or groundcover planting in the study area, which the exception of some grassed nature strips at the eastern end in Precinct 3.

The clearways prevent any current possibility of kerb extension directly on Swan Street to allow for cycling infrastructure or any additional space gain for planting, furniture and other urban amenity.

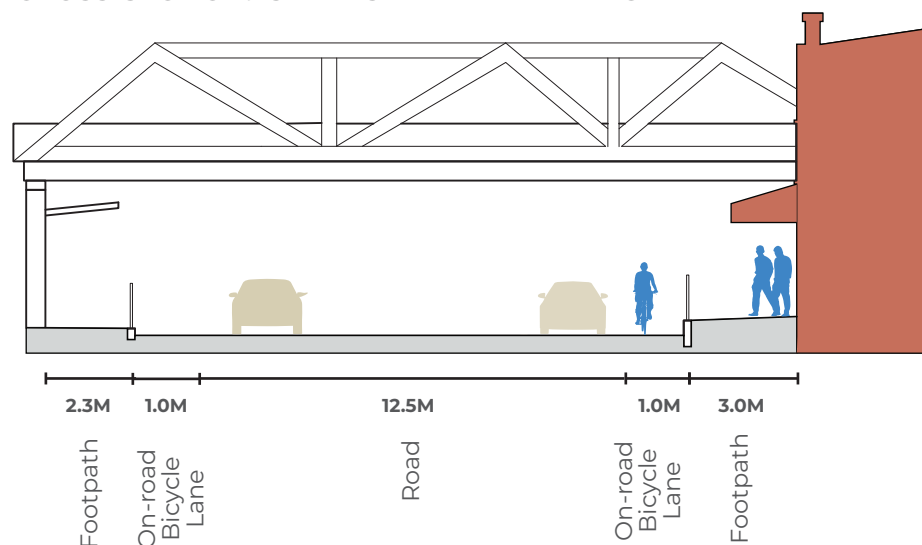
Any opportunity of expansion of public space lies in the potential of the intersecting side streets which also vary in width.

The sections on this page illustrate some of the typical street cross sections and the arrangement of footpaths, parking and tree planting and the challenges and opportunities inherent in the limited spaces available.

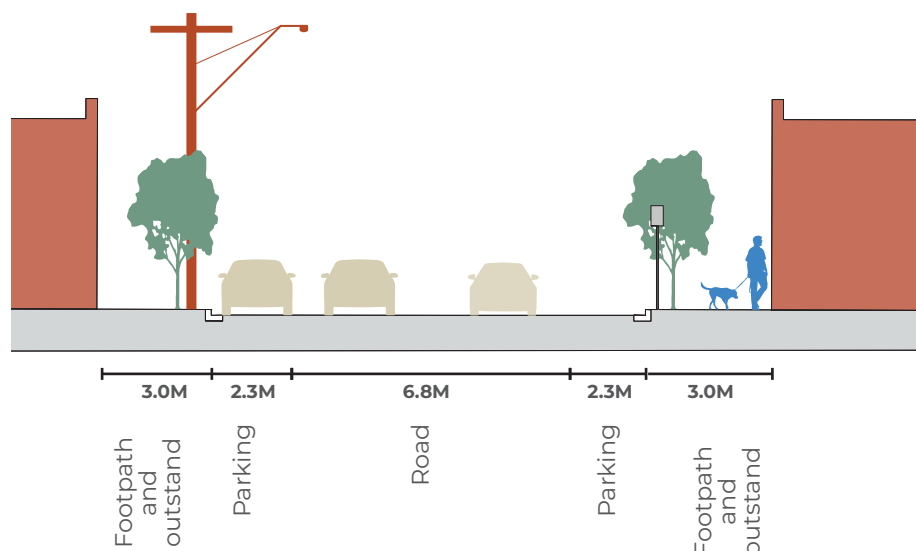
TYPICAL CROSS-SECTION: SWAN STREET



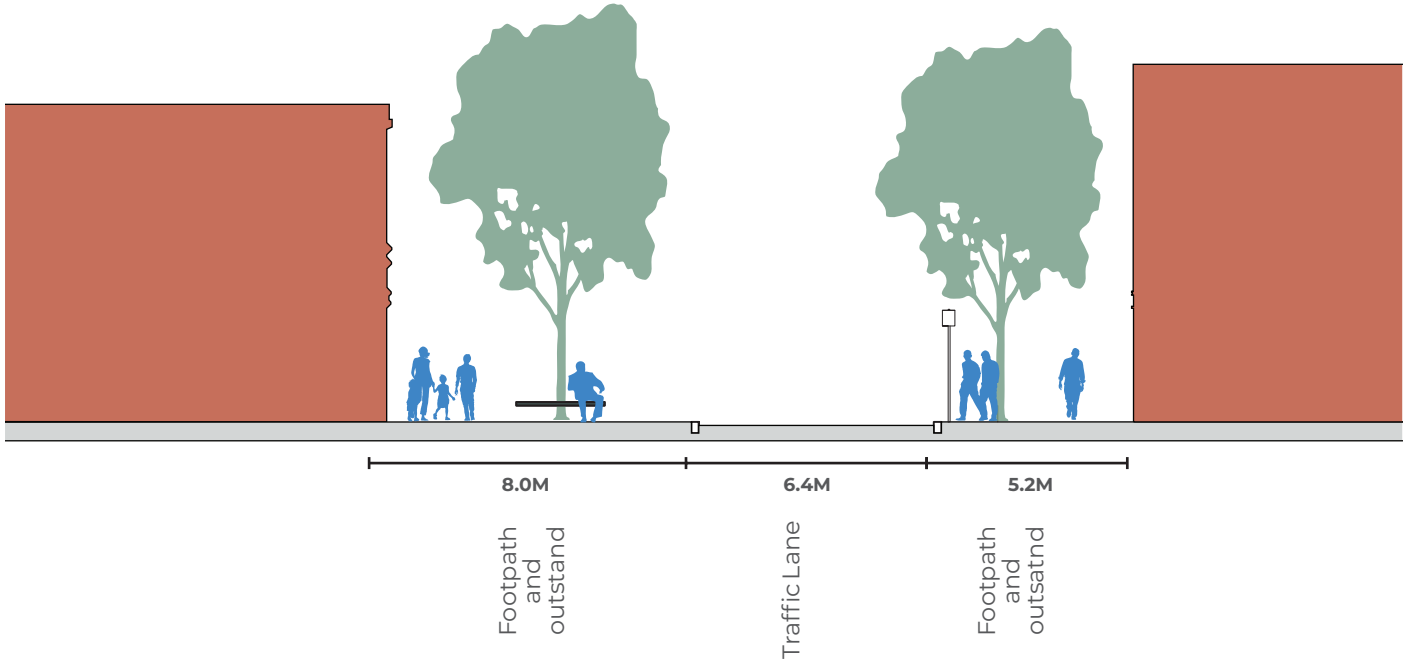
CROSS-SECTION: SWAN STREET RAIL BRIDGE



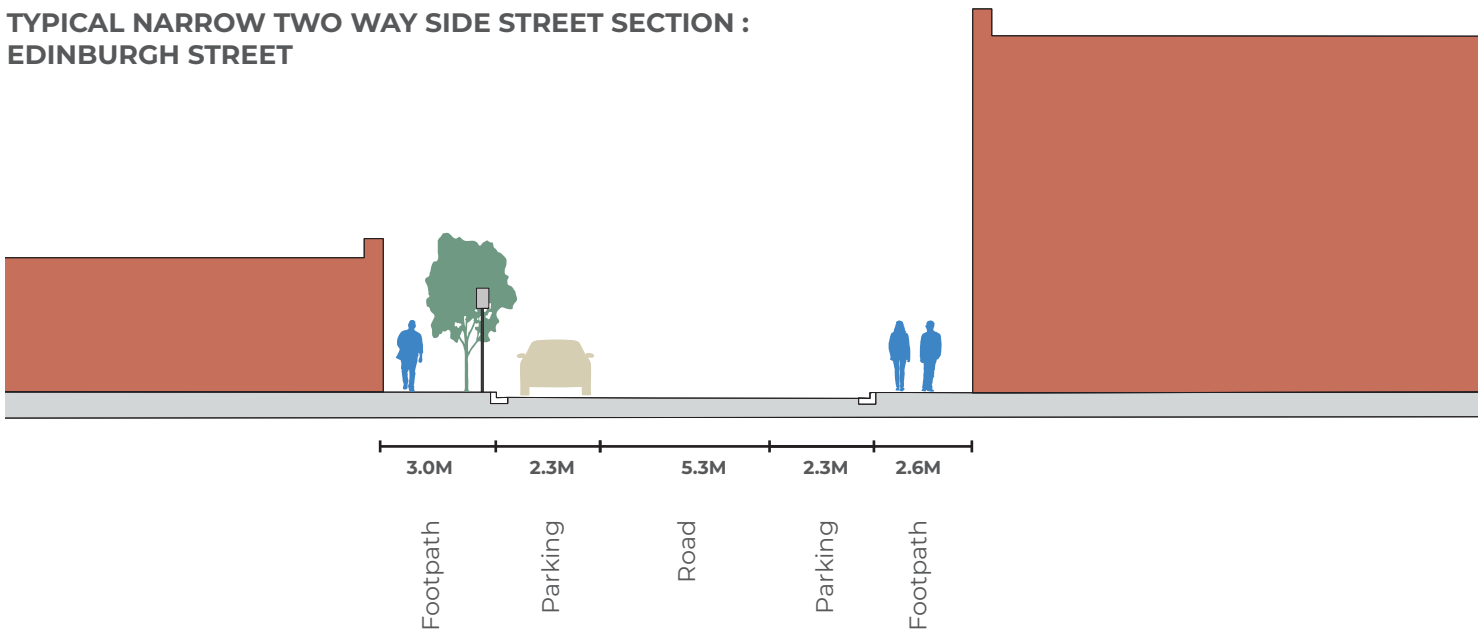
TYPICAL TWO WAY SIDE STREET SECTION : CHARLES STREET



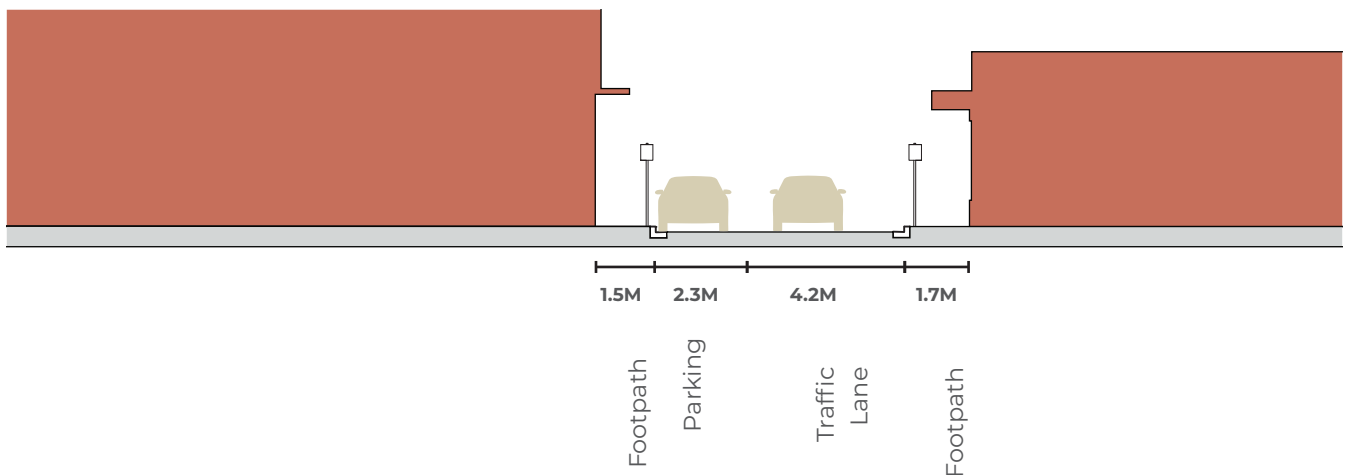
TYPICAL WIDE TWO WAY SIDE STREET SECTION : STANLEY STREET



TYPICAL NARROW TWO WAY SIDE STREET SECTION : EDINBURGH STREET



TYPICAL ONE WAY SIDE STREET SECTION : BOTHERAMBO STREET





DANDO ST
YARRA

HOUR
PHOTOS

B O D A *Boutique*

B O D A *Boutique*

LOW
CLEARANCE
4.1m

OPT

WVA

WVA

WVA

WVA

WVA

WVA

WVA

WVA

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WVA

...in exchange, you're given a golden cloak; the highest sign of recognition & respect. Feast of Merit represents what a true social enterprise is - a celebration of humanity, distribution of wealth & empowerment of communities. We come into this world with nothing. Like the people of Nagaland, we believe merit lives with those that give it.



ENGAGEMENT SUMMARY

COMMUNITY AND STAKEHOLDER ENGAGEMENT

Engagement

The project started in January 2021 and has included a series of internal workshops and engagement with the community. Two rounds of public consultation were carried out:

- Round 1: Early engagement with the community to understand what people love about Swan Street, their priorities and ideas for improvement to inform the draft Streetscape Masterplan. This included online surveys, two pop-up sessions and information distributed to networks.
- Round 2: Consultation on the draft Streetscape Masterplan, to understand if we got it right in terms of the ideas proposed. The consultation included online surveys, two pop-up sessions, information distributed to networks, and a meeting with the Yana Ngargana Advisory Group.

Round 1 Consultation

The first round of consultation was held in April-June 2021 and asked people what they valued about the area and what they wanted to improve.

In terms of what they liked, key responses related to:

- Local businesses – shops, cafes, restaurants, bars/pubs
- Vibrancy during the day and evening
- Atmosphere and feel of the street
- Sense of community
- Football precinct

- Access to public transport

- Heritage and architecture

In terms of ideas for improvement, key responses related to the following:

- More trees and greenery
- Improve footpath access / provide even footpaths
- Improve street cleaning
- Make outdoor dining permanent
- Better lighting
- Ensure outdoor dining maintains pedestrian access
- Improve tree species
- More public art
- Upgrade footpath materials
- Improve quality of outdoor dining setups
- More rubbish bins
- Improve underpasses

This feedback has helped inform the ideas in the Streetscape Masterplan. These ideas aim to create new public spaces to support the vibrancy and atmosphere of the precinct and its community, rationalise the footpath space to improve pedestrian access, and provide opportunities for tree planting, seating and other street furniture.

Round 2 Consultation

The draft Streetscape Masterplan was put on exhibition for comment and surveys asked for feedback on key aspects of the document relating to the footpaths, side street corners and other bigger opportunities. Overall, the Streetscape Masterplan received high levels of support from the community, and useful feedback has been provided to help refine the Streetscape Masterplan.

Side Street corners

Several side streets along the Swan Street corridor were identified for public space improvements, including extending the footpaths and providing more space for people, trees, lighting, seating, bike parking and public art. The community were asked to prioritise the top five streets they'd like to see us focus on. Some of the top streets that received the most points in the survey and pop-up sessions include the following, with a number of other streets still receiving a good number of points.

- Lennox Street
- Stanley Street
- Mary Street (north and south)
- Clifton Street
- Bendigo Street
- Docker Street
- Waverley Street

Footpaths

The masterplan suggests ideas to improve the footpaths along Swan Street, relating to trees and greenery, street furniture, outdoor trading and paving. All of the

categories received good levels of support in the survey (at least an average score of 60% support), with the following

Bigger opportunities

The Streetscape Masterplan identified a number of other ideas for the precinct, including new public spaces, opportunities for improved public art and lighting and streetscape improvements. The community were asked to rate how much they liked (or disliked) the proposals on a sliding scale. A summary showing the average rating is shown below, showing that all proposals received a support rating of over 72%, demonstrating good levels of support. The proposals include:

- Laneway improvements, including public art, lighting and wayfinding
- New public space at Charlotte Street (in front of Richmond Library) and improvements to St Crispin Street
- New public space in East Richmond Station car park
- New public space at Stawell

Street, and streetscape improvements around Burnley Station

- New/extended public space at Wangaratta Reserve and Docker Street car park
- Improvements under Swan Street railway bridge

Feedback was also received, which raised a number of issues to be considered or other feedback. These include (but are not limited to) impacts on car parking and traffic movement, support for more trees, more lighting needed, additional ideas for the railway bridge, and inclusion of some additional ideas such as Wellington Street, the Brighton Street railway bridge and the Stawell Street underpass. These issues are discussed in more detail in the Round 2 Engagement Report for this project.

Overall there were good levels of support for the ideas presented. However, the Streetscape Masterplan has been refined in response to the feedback received to acknowledge the issues and priorities and ensure that they are

considered as any projects are taken forward for more feasibility and design work. As projects are taken forward, further consultation will take place with the local community, traditional owners, key users of the space and other stakeholders to refine the ideas.

Other issues raised outside scope of project

There were a number of other issues raised which relate to the allocation of road space, bike lanes, pedestrian crossings, tram stops, graffiti removal, street cleaning and planning and development issues. These are outside of the scope of this project but addressed on page 104 of this document.





**MASTERPLAN DESIGN
STRATEGIES**



VISION

The overarching vision for the Swan Street precinct is drawn from consultation feedback and analysis of the area, recognising the area's strengths and distinctiveness.

Swan Street will continue to be one of Melbourne's great inner-city streets with a lively atmosphere and a rich history. A place where people come together - to live, work, shop, dine, gather and be entertained.

Swan Street and the surrounding streets and railway stations will provide a network of high quality footpaths and public spaces that are attractive, generous and safe for all, both day and night.

The delivery of ongoing improvements and design initiatives will enable a diverse range of activities, planting and public amenity in a well designed and connected pedestrian environment.

glasshaus florist



MASTERPLAN DESIGN STRATEGIES

The following pages provide a framework of possible improvements along the Swan Street corridor, which respond to the analysis and consultation feedback. These are structured as follows:

- Street wide improvement strategies (the Swan Street footpaths)
- Precinct plans showing opportunities beyond the Swan Street footpaths
- Kerb outstand opportunities (the side street corners)
- Laneway improvements
- Bigger opportunities (such as a new public space)

The Masterplan sets the scene for future opportunities as they arise, and Council will seek to incrementally deliver a selection of projects identified in the masterplan, subject to funding and or other considerations. Some of the projects identified may allow for negotiations through other avenues of funding such as opportunities for external grants, current and future strategic projects and public realm outcomes associated with future developments.

For any projects that are taken forward, there are a number of issues that need to be considered to ensure that projects are coordinated and achieve the best possible outcome. They include (but are not limited to) the items outlined below.

(NB. Any project taken forward, will include the standard project management rigour of feasibility, concept design, design development and implementation in parallel with community and stakeholder consultation.)

Coordination and consideration of additional benefits/opportunities

- Coordination with any potential future State Government projects such as accessible tram stops.
- Coordination with any related Local or State capital works, including any tram stop upgrades or works, to align delivery of projects and minimise disruption.
- Consideration of any beneficial add-ons to the project if feasible and if costs allow, such as undergrounding overhead services (e.g. powerlines) and providing common utility trenches for services; either as part of capital works, and or in association of the redevelopment of larger land holdings (via planning permit conditions).

Consultation

- Further consultation with the community and key users of these spaces to ensure any changes meet the needs and aspirations of adjacent sites and the local and wider community.
- As these projects stand on the traditional lands of the Wurundjeri people, close to culturally significant sites such as Birrarung (Yarra River) and the Corroboree Tree, engage with traditional owners and Aboriginal and Torres Strait Islander peoples.

Design

- Providing the broadest footpath width possible within the constraints of the site and careful attention to detailing, with no impediments to the movement of persons with disability devices.
- Tree species suitable to location in line with the Urban Forest Strategy, with particular emphasis on opportunities for larger/upper canopy trees wherever possible, and application of traversable tree pits.
- Opportunities for vertical greenery such as creepers on walls and climbers under awnings, particularly where space is limited.
- Lighting to provide safer and more functional spaces.
- For public art, choosing artwork responsive to the context of the site, and ensuring that there is a good representation of artists including Aboriginal and Torres Strait Islander peoples.
- Drainage, water management and WSUD opportunities.
- Provision of accessible parking bays in side streets.
- Provision of possible electric vehicle charging bays in side streets.
- Provision of car share bays.
- Consideration of various transport modes that use the area.
- Consideration if the specific area would serve as a useful location for the parking of bikes and scooters (including e-scooters and e-bikes or the like).
- Analysis to understand any other possible impacts (e.g. parking and traffic).

CHINESE RESTAURANT



SWAN Nails & Foot Spa

MY OH MY

ARTHOUSE

FOR LEASE

CLEANING IN PROGRESS

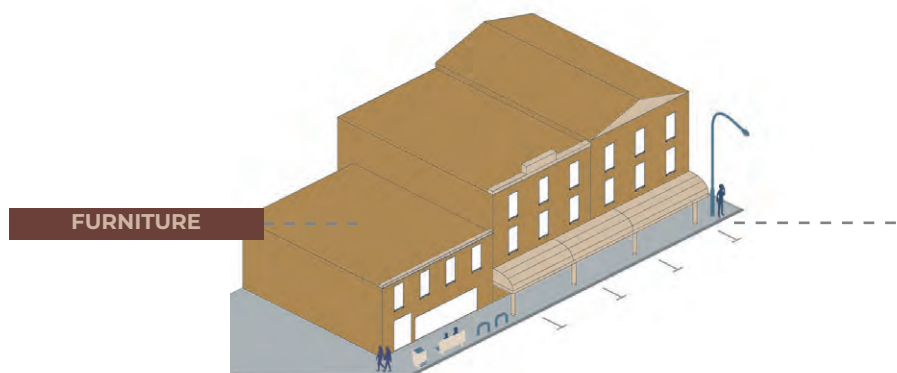
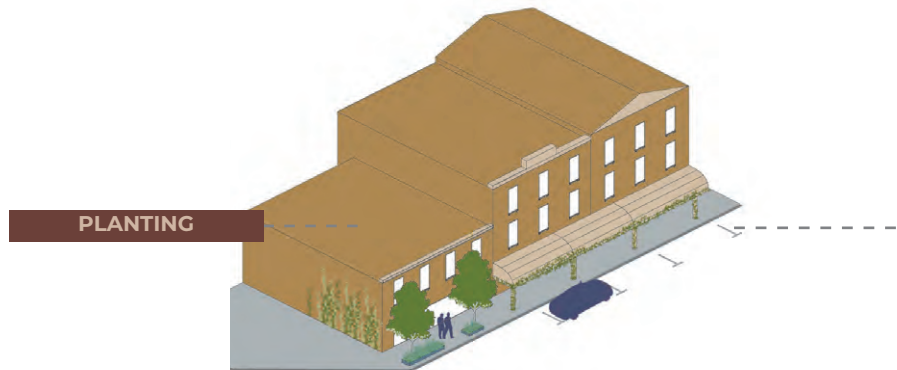
MASTERPLAN DESIGN STRATEGIES

SWAN STREET: STREET WIDE IMPROVEMENT STRATEGIES

The following are streetwide strategies which we see as key to improving the existing footpath spaces of Swan Street.

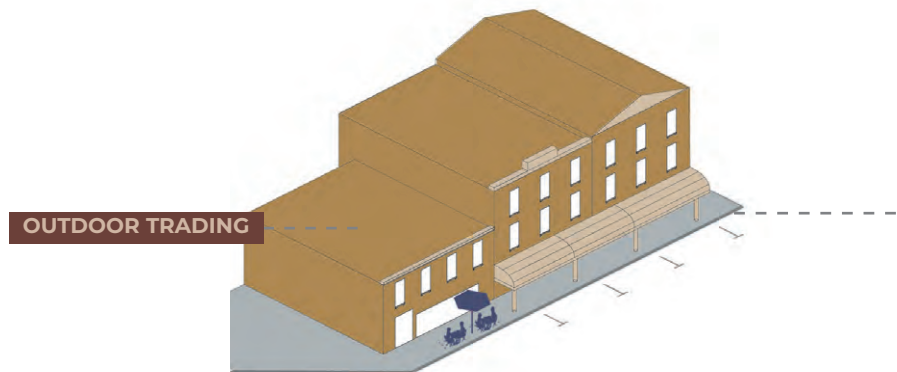
Planting

Target every opportunity to introduce street trees and understory planting for shade, visual amenity, water management, biodiversity and to align with City of Yarra's Urban Forest Strategy goals. Tree species selection to ensure the right tree for the right location. Replace empty tree pits with new trees in structural soil/soil cells. Maximise the unobstructed footpath width as much as possible and consider opportunities for traversable tree pits, to maintain accessibility. Provide extensive planting within outstands where there is more room. Consider opportunities for vertical greening where space is limited. Encourage greening of awnings, posts and facades using both deciduous and evergreen vines.



Street Furniture, Urban Elements and Lighting

Increase seating to include at least 1 seat every 60m. Declutter tram stops to improve access. Increase provision of bicycle racks, waste bins, drinking fountains. Upgrade street lighting to LED. Additional lighting to be considered if/where needed.

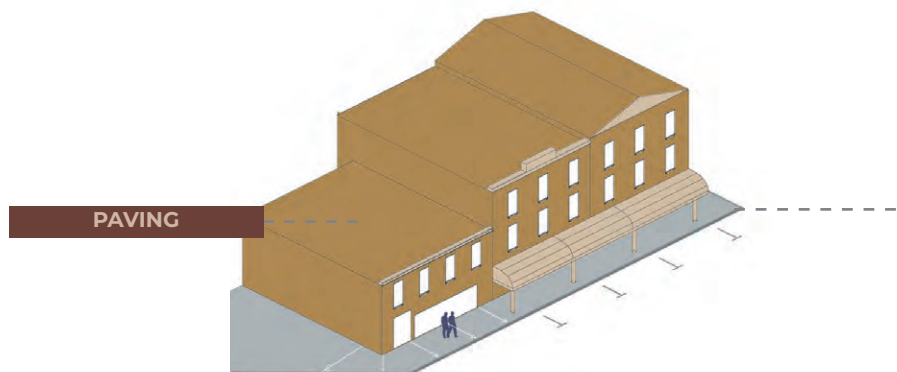


Outdoor Trading

Outdoor trading is a high level contributor to the day and night time economy of Swan Street. Continue to enable outdoor trading balancing quantity and location with the need to prioritise pedestrian movement and public open space. Discourage outdoor trading around tram stops to improve pedestrian access. Allow for clear enforcement of Outdoor Trading Policy.

Paving

Unified approach, asphalt for paving along Swan Street. Remove 'feature' paving as sections are upgraded. Allow for easy maintenance and replacement. Improve crossfalls where possible.

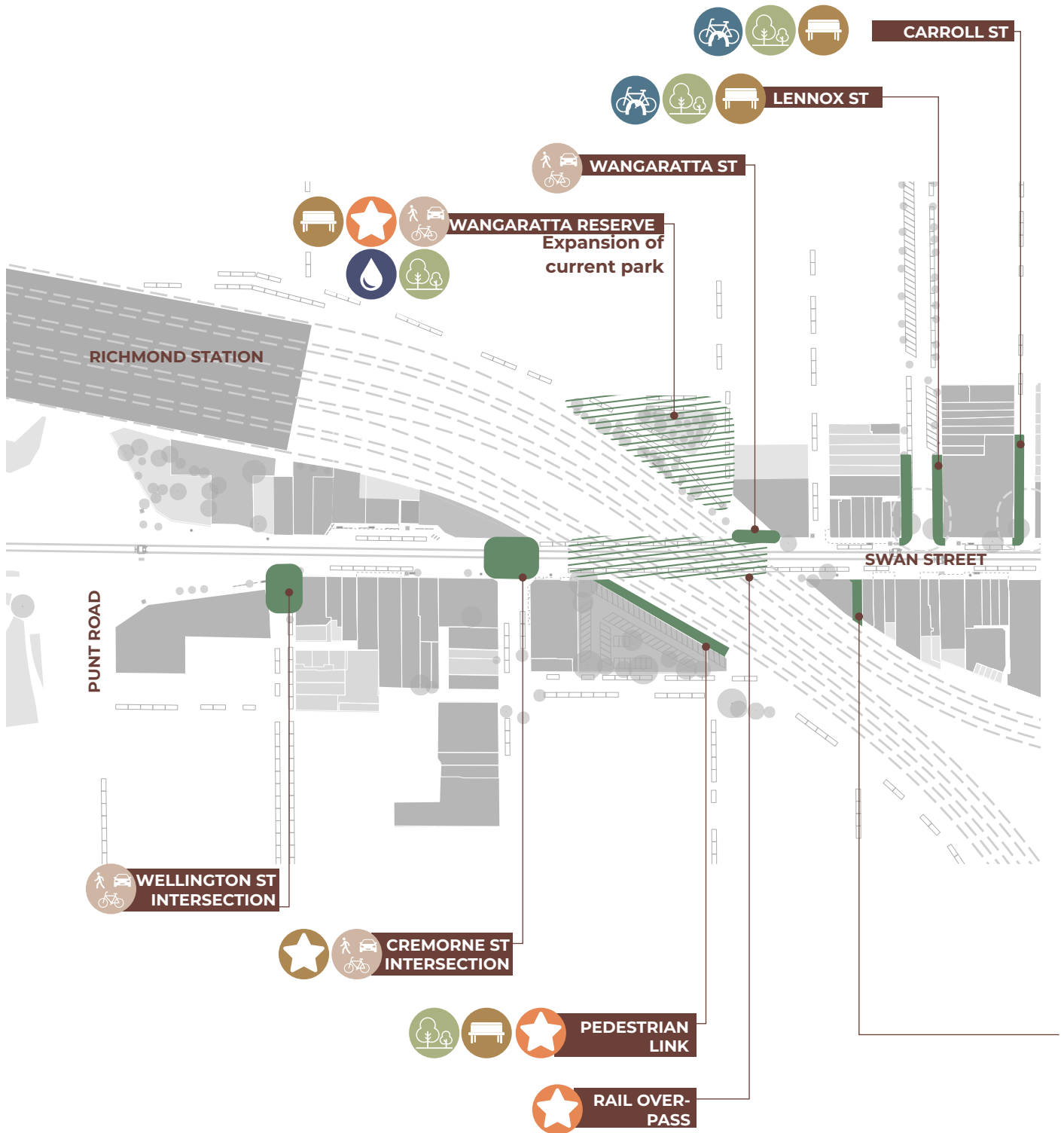


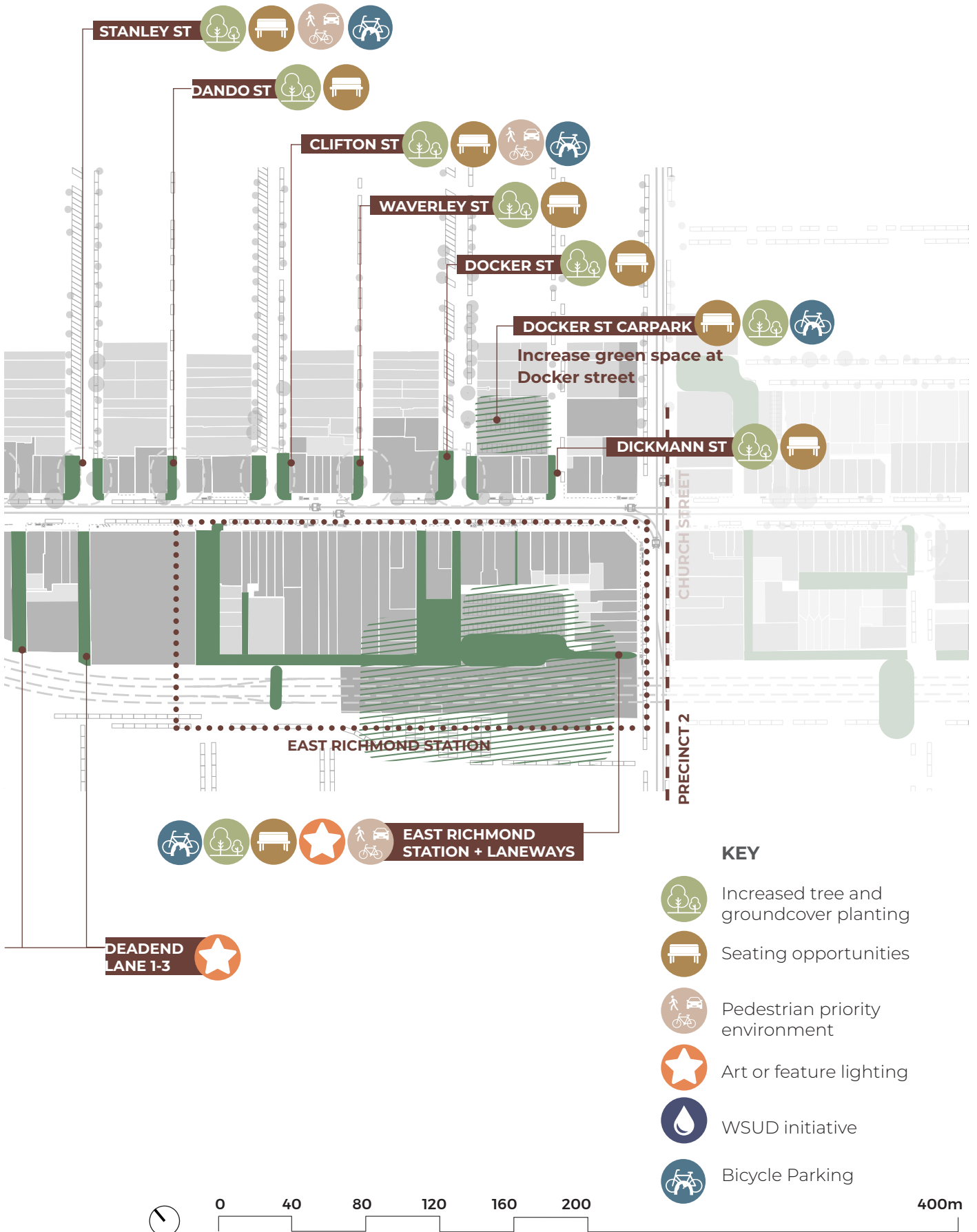
Review cleaning and maintenance strategies to keep the street clean and in good repair and meet the expectations of the public.



MASTERPLAN DESIGN STRATEGIES

PRECINCT 1 OPPORTUNITIES





STANLEY ST



DANDO ST



CLIFTON ST



WAVERLEY ST



DOCKER ST



DOCKER ST CARPARK



Increase green space at Docker street

DICKMANN ST



CHURCH STREET

PRECINCT 2

EAST RICHMOND STATION









EAST RICHMOND STATION + LANEWAYS

DEADEND LANE 1-3



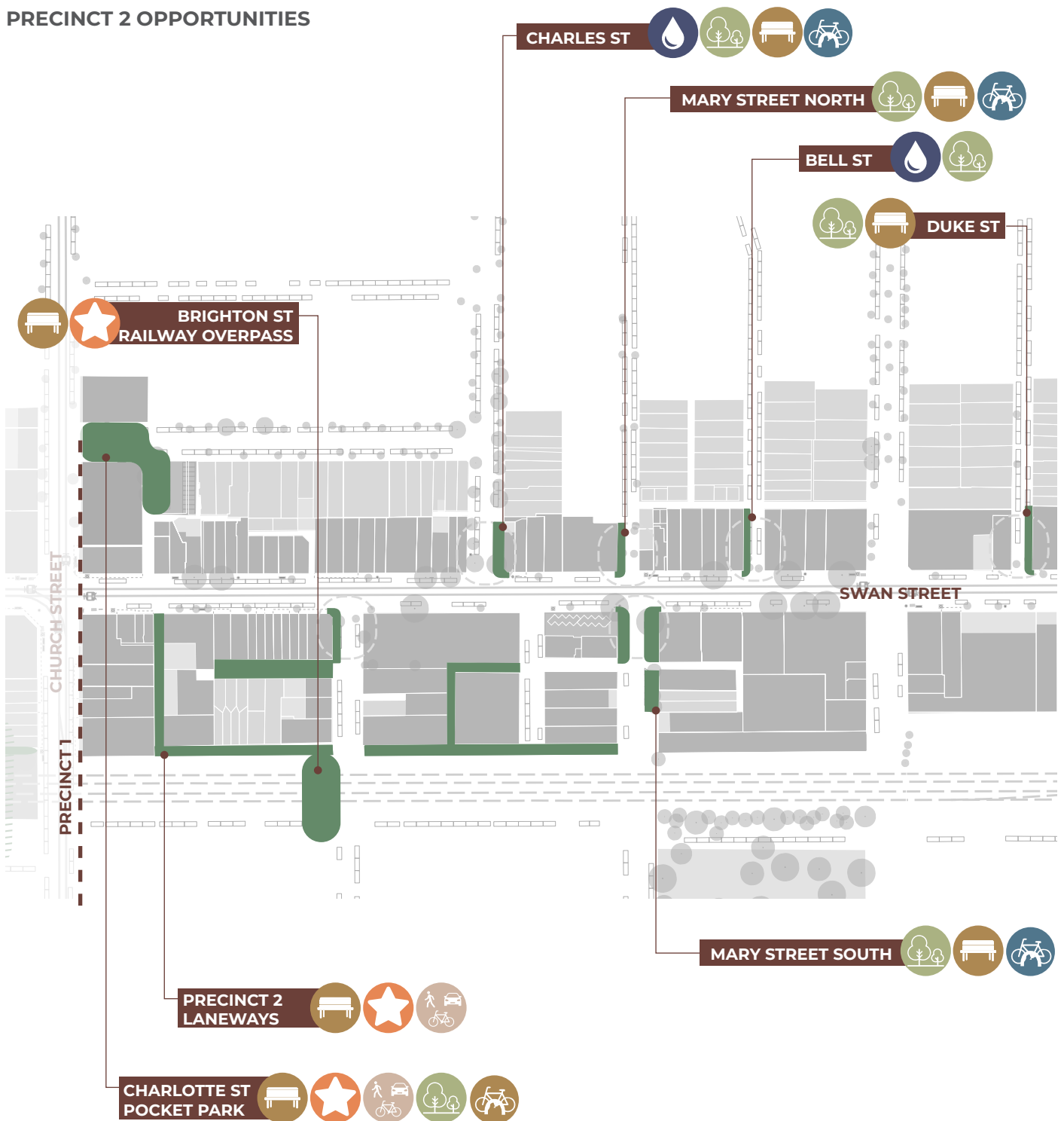
KEY

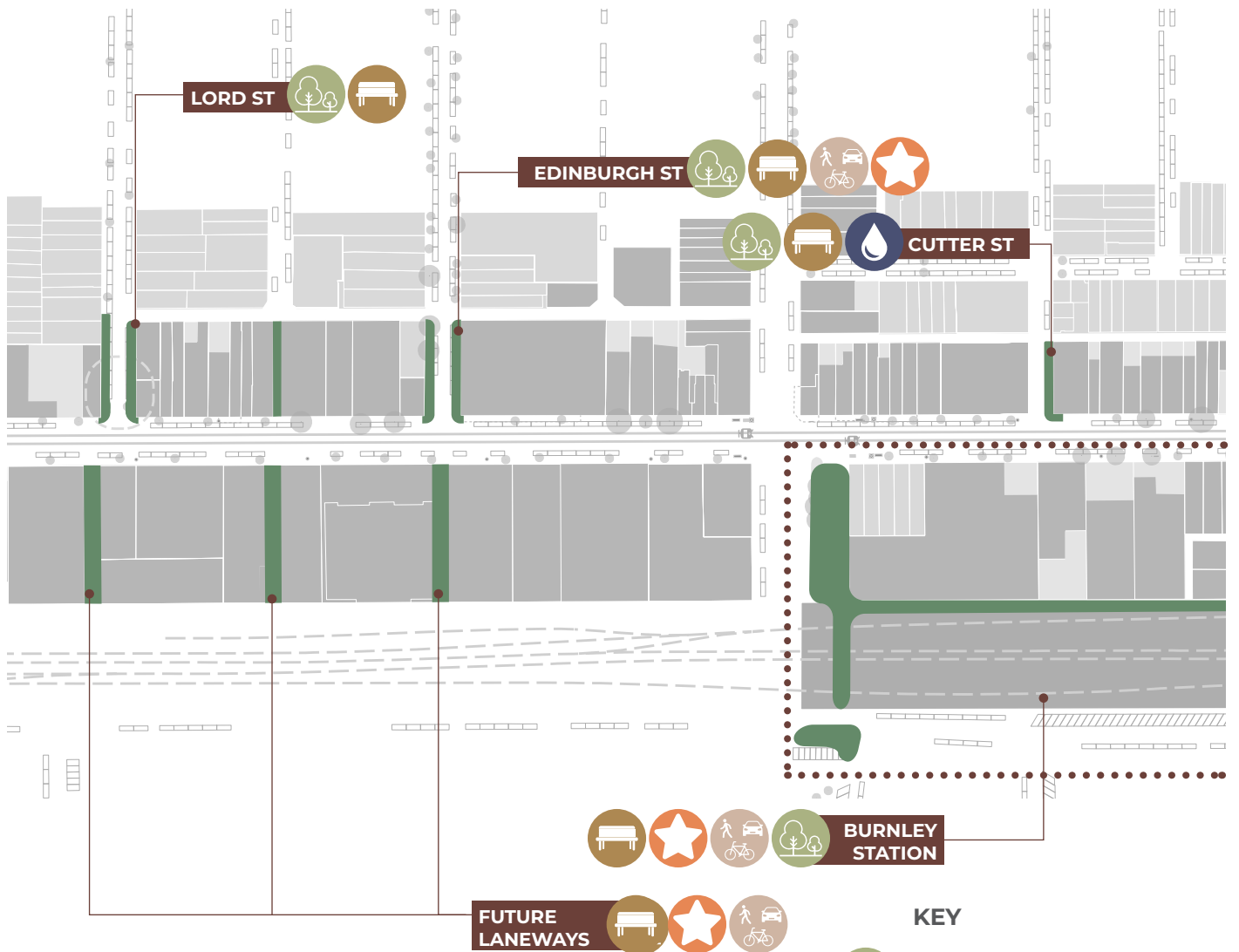
-  Increased tree and groundcover planting
-  Seating opportunities
-  Pedestrian priority environment
-  Art or feature lighting
-  WSUD initiative
-  Bicycle Parking



MASTERPLAN DESIGN STRATEGIES

PRECINCT 2 OPPORTUNITIES





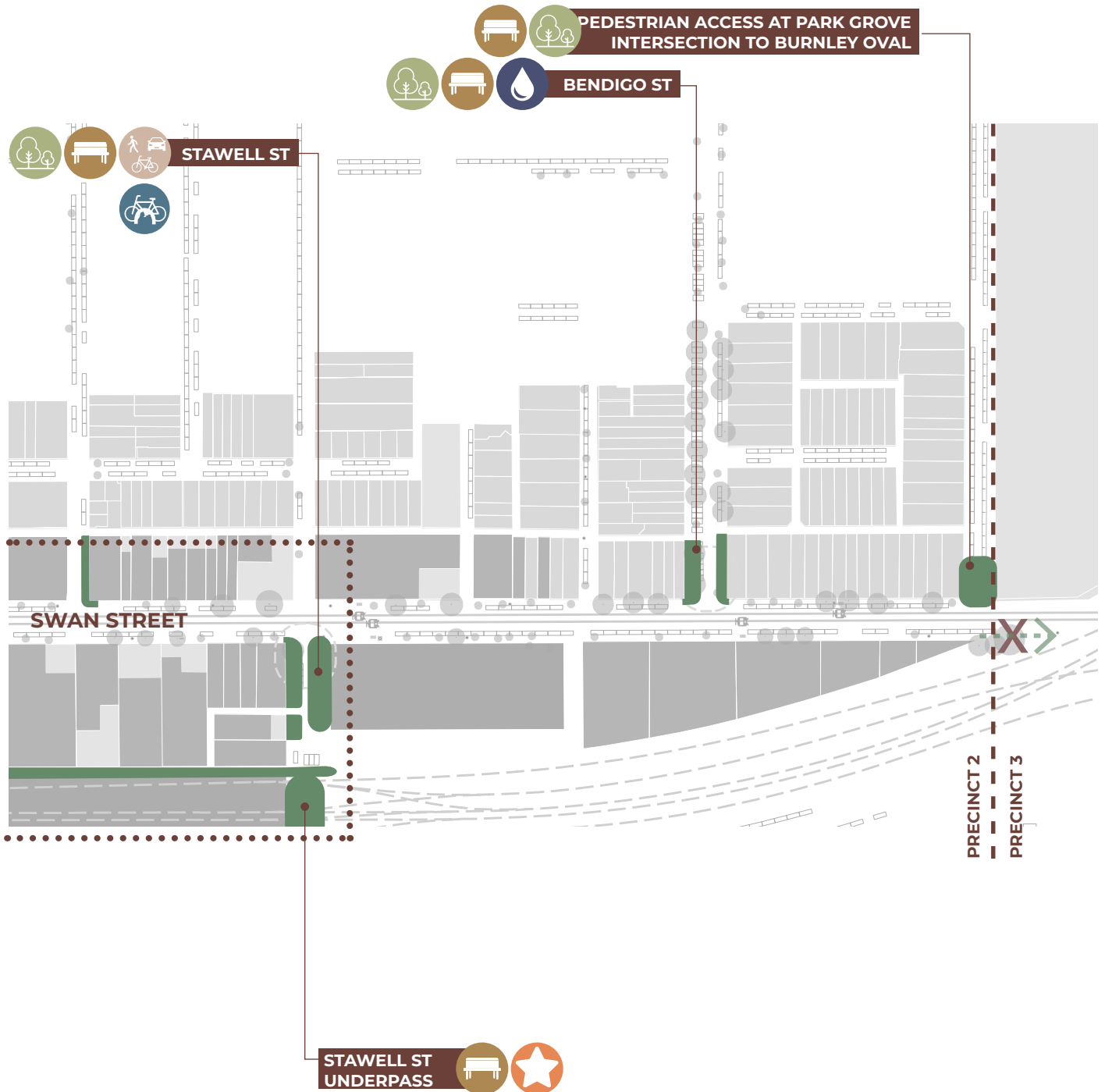
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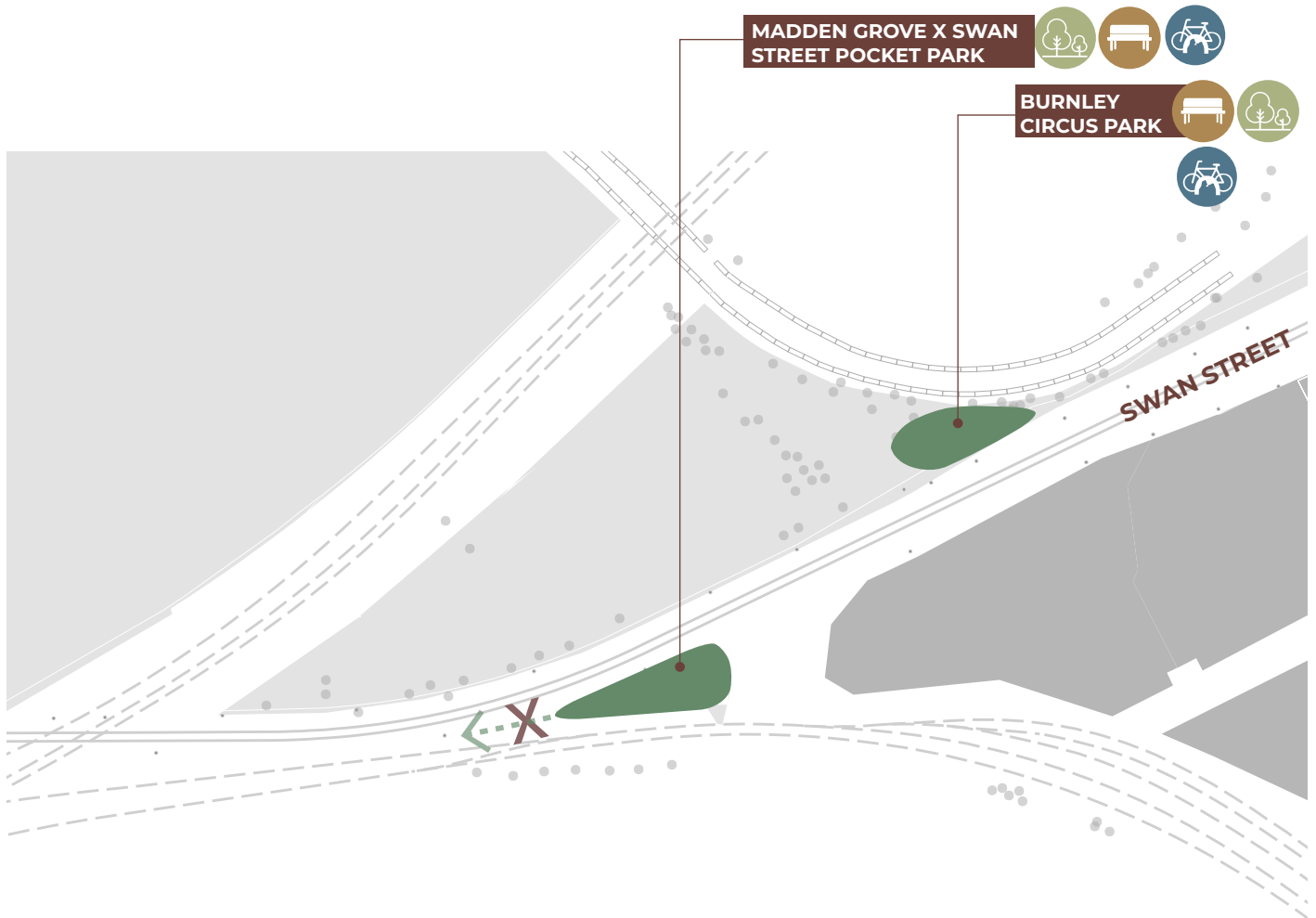
-  Increased tree and groundcover planting
-  Seating opportunities
-  Pedestrian priority environment
-  Art or feature lighting
-  WSUD initiative
-  Bicycle Parking




MASTERPLAN DESIGN STRATEGIES

PRECINCT 2 AND 3 OPPORTUNITIES








MADDEN GROVE X SWAN STREET POCKET PARK

-  Increased tree and groundcover planting
-  Seating opportunities
-  Bicycle Parking
-  Seating opportunities
-  Increased tree and groundcover planting
-  Bicycle Parking

BURNLEY CIRCUS PARK

KEY

-  Increased tree and groundcover planting
-  Seating opportunities
-  Pedestrian priority environment
-  Art or feature lighting
-  WSUD initiative
-  Bicycle Parking



MASTERPLAN DESIGN STRATEGIES

THE OUTSTANDS - A STREET OF MANY PLACES!

Objective

Establish a suite of smaller projects at key outstands and corners which makes the most of essential additional space not available in the typical footpath width of Swan Street.

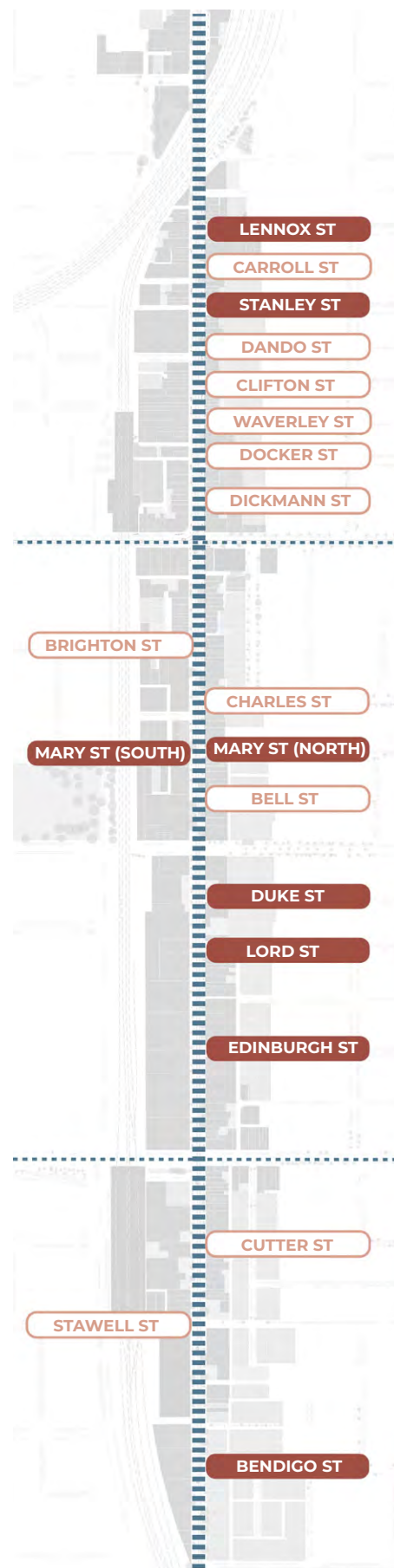
A significant increase in public space is possible by establishing and enlarging the outstands to the intersecting streets north of Swan Street.

The locations identified do not preclude upgrades to other corners in the future. Some of these spaces are already fully occupied currently by outdoor dining and parklets permitted by Council and may in time become future opportunities.

Design Initiatives

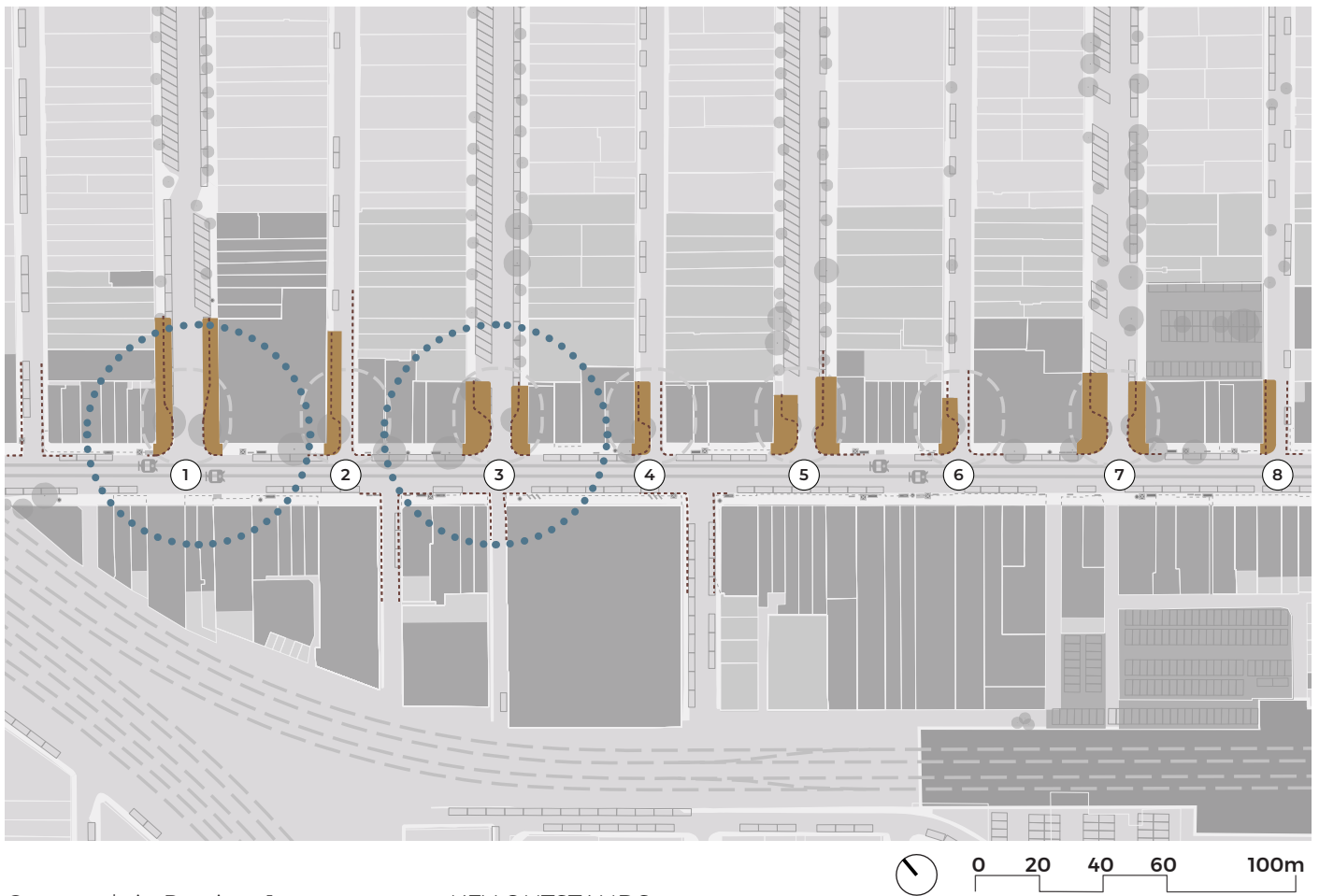
Punctuate the length of the street with smaller pedestrian friendly gathering places that provide:

- Attractive planting- in-ground, horizontal and vertical. Tree planting for shade
- Tree species selection to ensure the correct tree for the location
- Bespoke seating that is diverse in type and arrangement for multiple modes of use
- Opportunity for public art including art by local Aboriginal and Torres Strait Islander artists
- A fair balance of area dedicated to permits for outdoor dining and those maintained for public use at each outstand
- Light for safety, ambiance and creative effect
- Special paving treatments that incorporate colour and crafted elements
- Play and engagement with children
- A celebration of local identity and heritage
- Opportunity for street furniture to use sustainable materials
- Small high quality structures such as pergolas and vertical screens
- Additional bicycle parking
- Level pedestrian access over the side streets (where they meet Swan Street) and tightening the kerb radii to slow vehicles down
- Consider accessible parking and loading bay requirement as well as impacts on car parking
- Consider drainage requirements and opportunities for WSUD initiatives



PRECINCT 1 OUTSTAND OPPORTUNITIES

PRECINCT 1 - 1900M² NEW PUBLIC SPACE



Outstands in Precinct 1 are mainly adjacent to cafes and restaurants and are successfully used as alfresco dining spaces. The extension of these spaces could provide a dedicated public realm with customised seating and increased planting and environmental opportunities for the citizens of Richmond as well as paying customers.

Each intersection has the potential to become a place in it's own right, part of a distributed network of characterful and individual neighbourhood meeting places at the connection of Swan Street to its residential core.

At each location all existing crossovers and property right of way will be maintained.

To illustrate the potential for the kerb outstands, studies on selected locations have been undertaken. The outstands present different opportunities depending on the size and surrounding context.

KEY OUTSTANDS

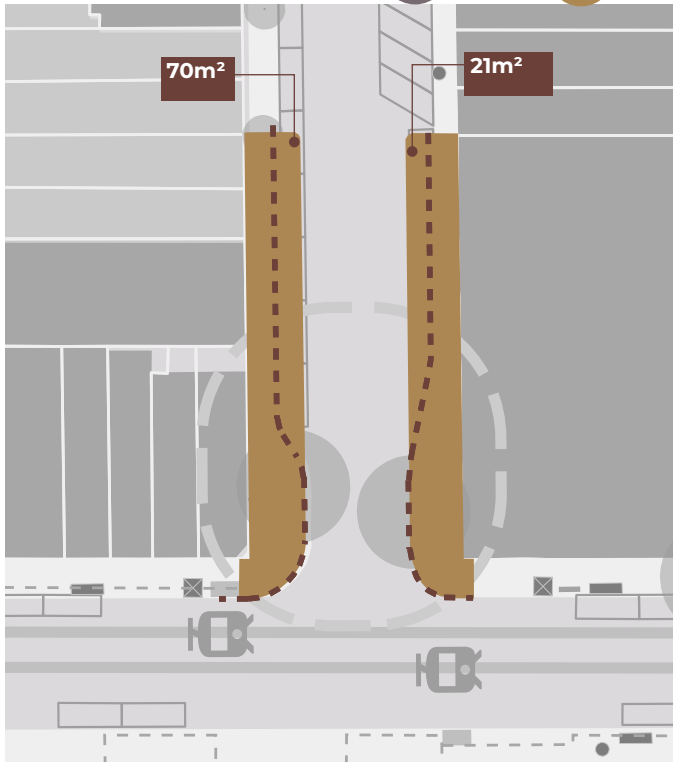
- Lennox Street
- Stanley Street

PRECINCT 1 OUTSTAND OPPORTUNITIES

STUDIES

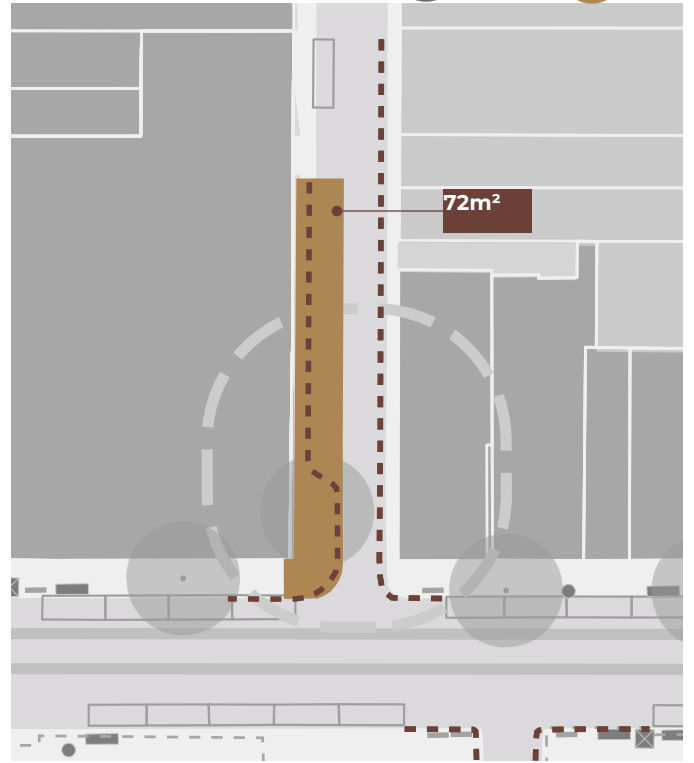
1 LENNOX ST

-8 410m²



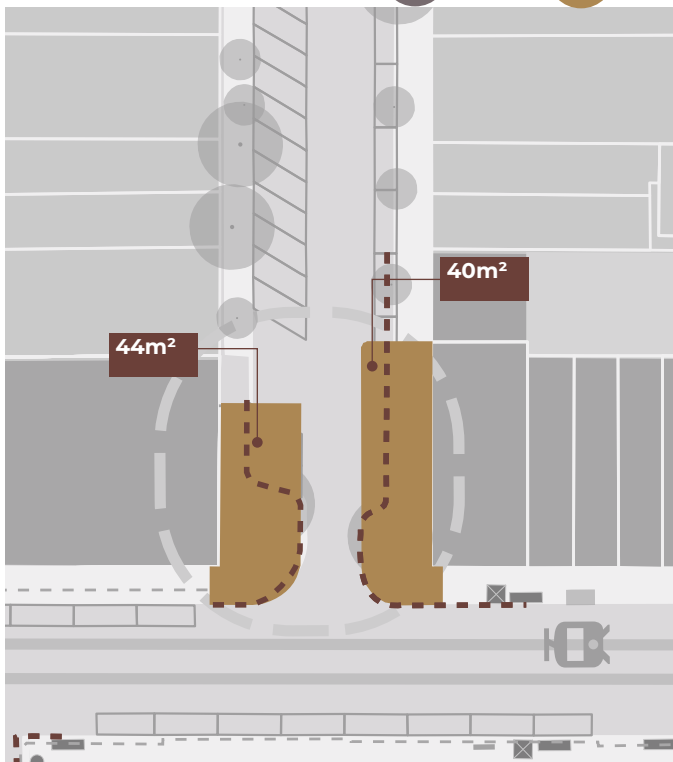
2 CARROLL ST

-4 185m²



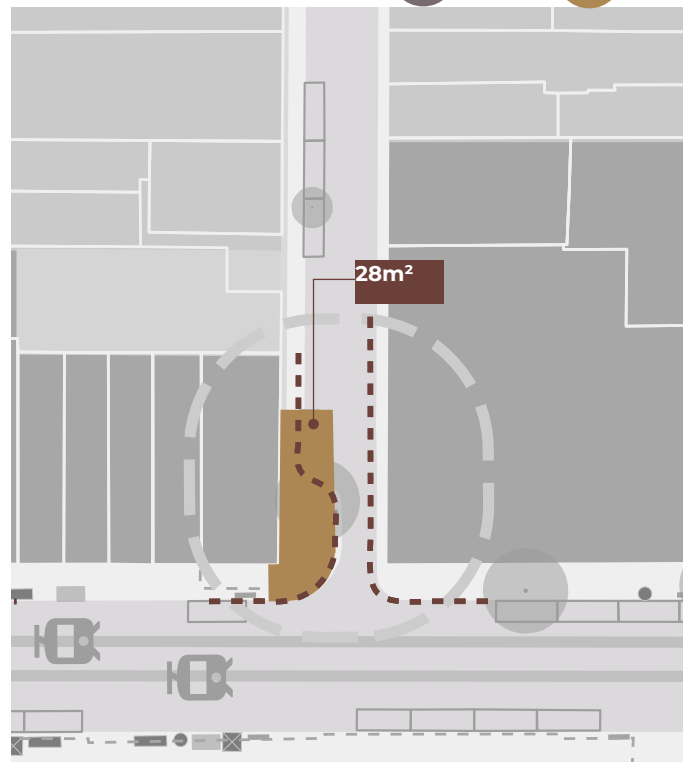
5 CLIFTON ST

-4 330m²



6 WAVERLEY ST

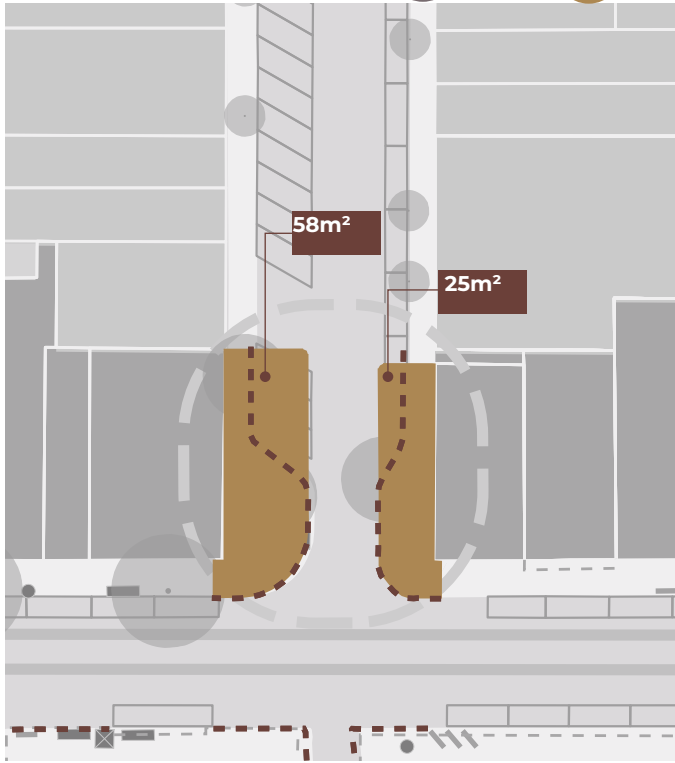
-1 110m²



3 STANLEY ST



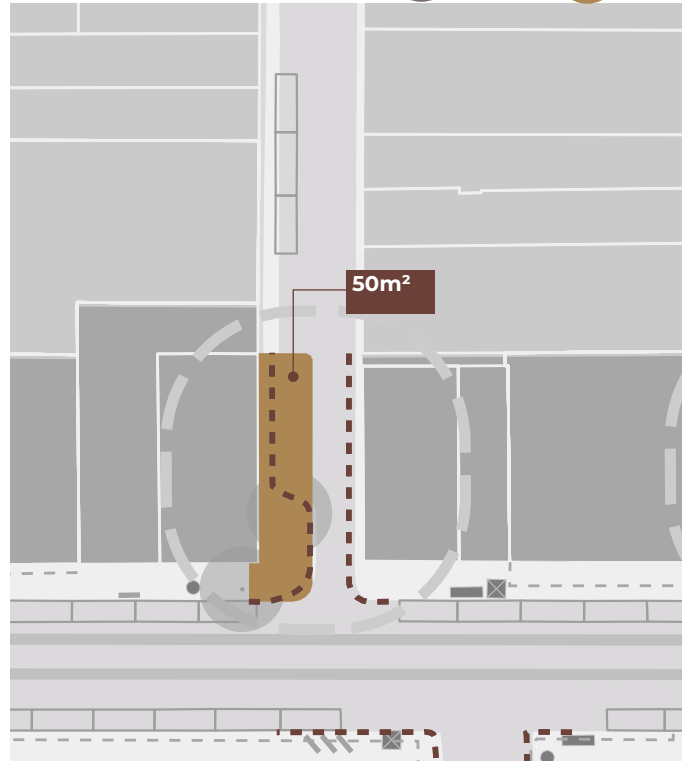
305m²



4 DANDO ST



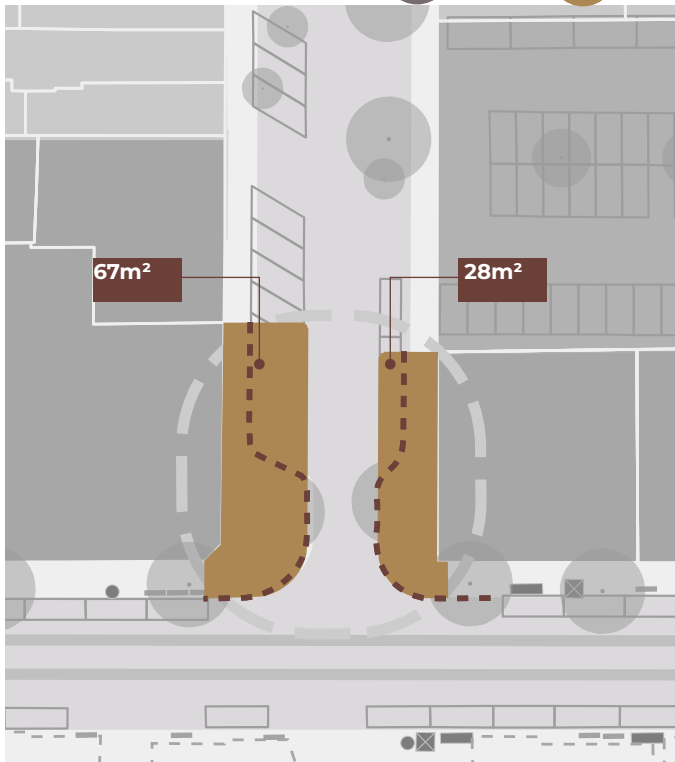
122m²



7 DOCKER ST



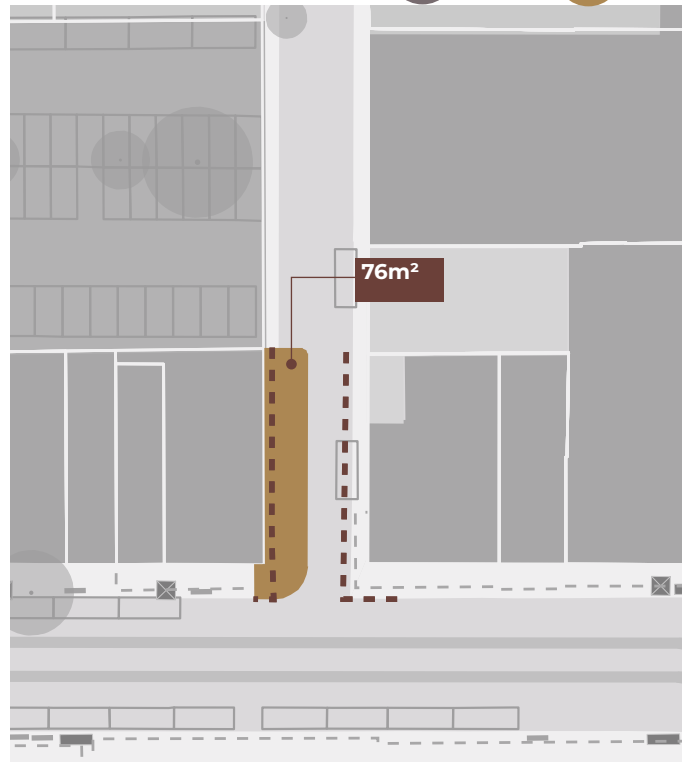
340m²



8 DICKMANN ST



100m²



KEY

76m² Public Realm Gain

Car Park Removed

Total New Activated Public Space

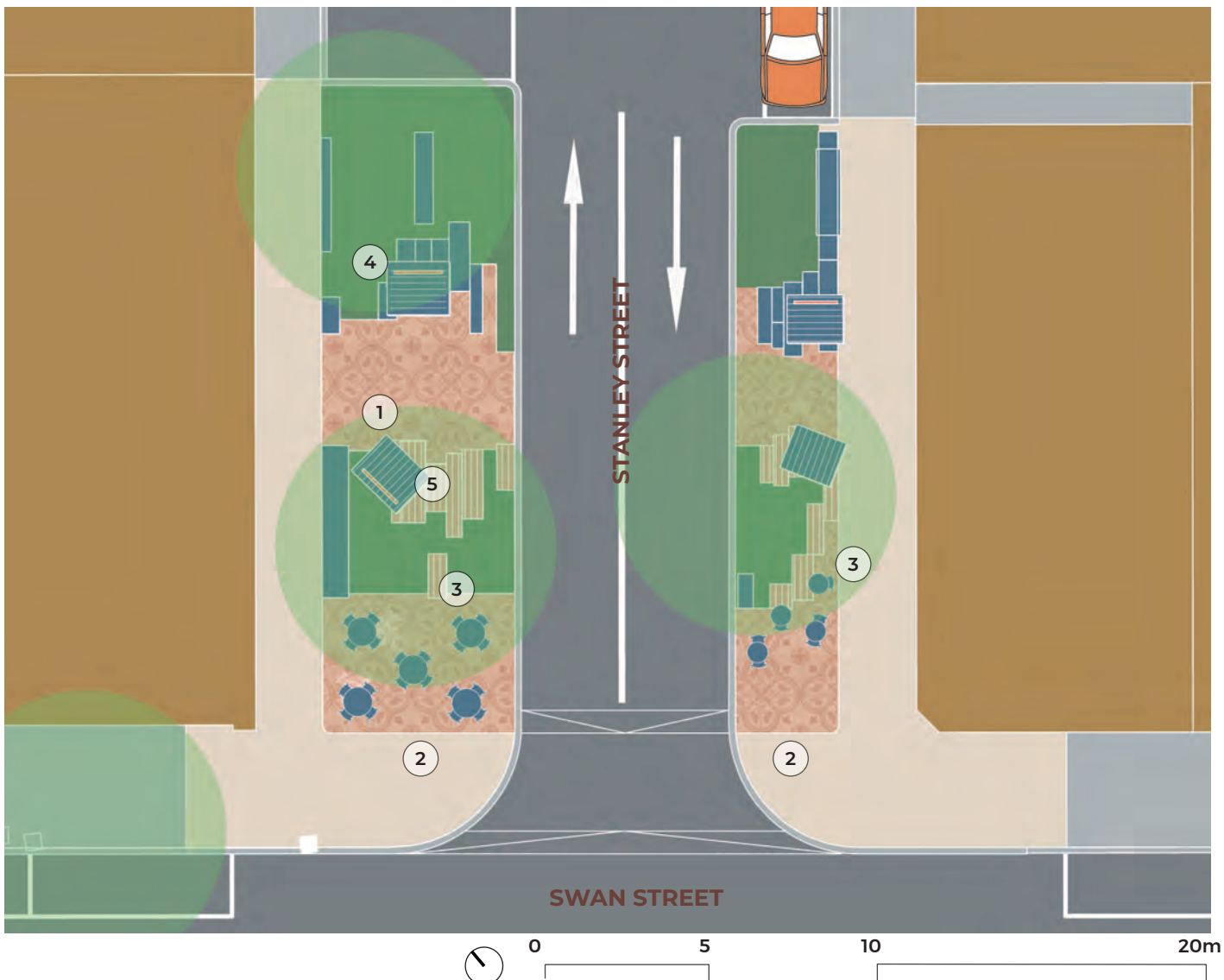
A SOCIAL SPACE FOR GATHERING AND OUTDOOR ACTIVATION

STANLEY STREET OUTSTAND



Artists impression for further exploration

- ① Public realm seating which provides a range of vantage points and places to gather individually or in groups, in sun and in shade
- ② Provide flexible open area for permitted outdoor dining and trading use
- ③ Raised platforms around existing tree for protection and additional seating
- ④ Large areas of planting should be included to increase biodiversity within the precinct and create more enjoyable and beautiful spaces
- ⑤ Crafted and textural paving pattern defines moments of pause and gathering



EXISTING CONDITIONS



OTHER IDEAS AND EXAMPLES



Furniture to encourage social interaction



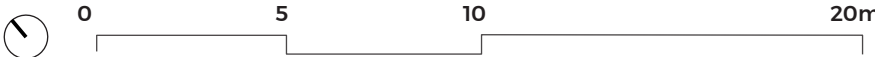
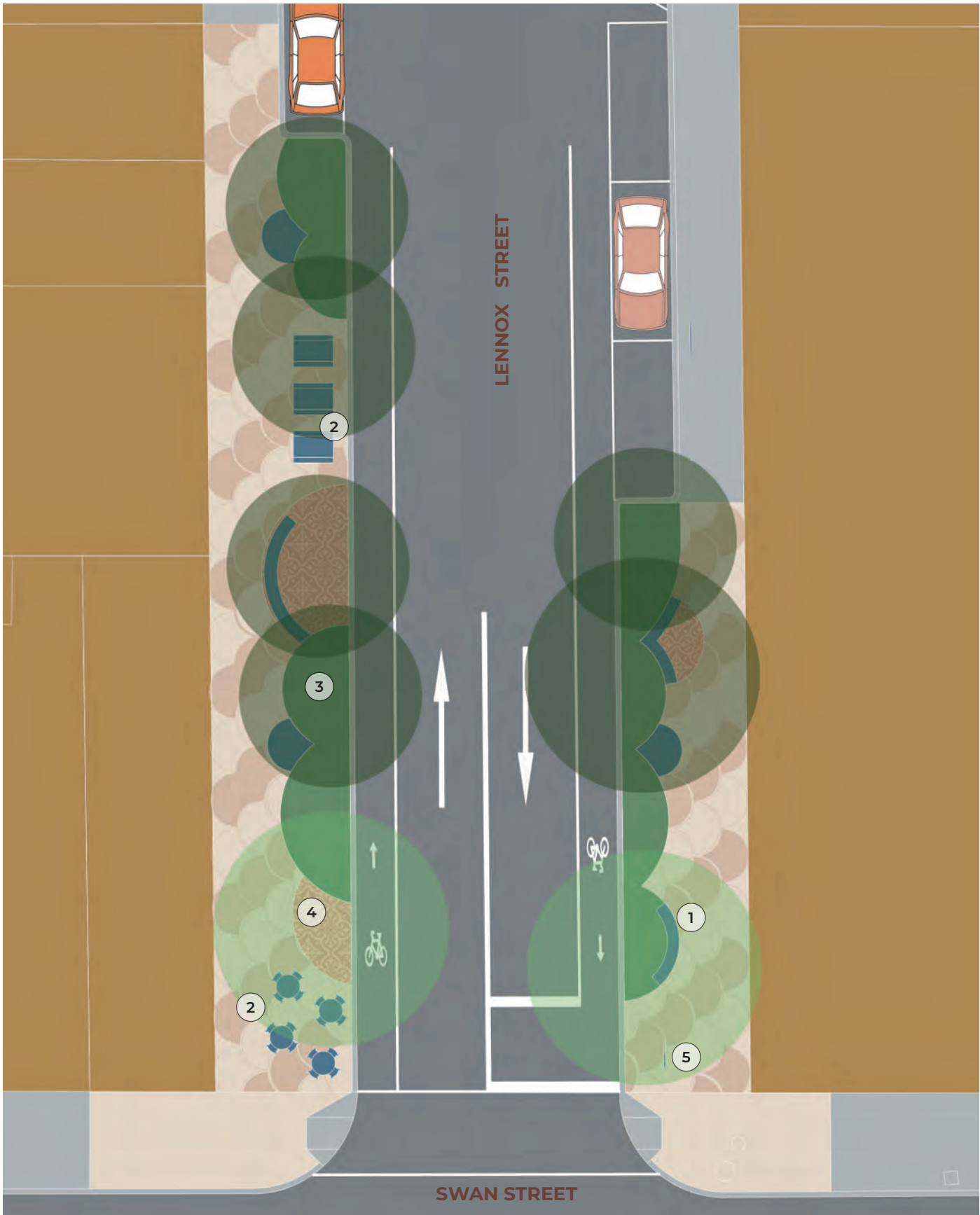
A sense of being immersed in planting

WHERE THE HILL MEETS THE FLATS

LENNOX STREET OUTSTAND

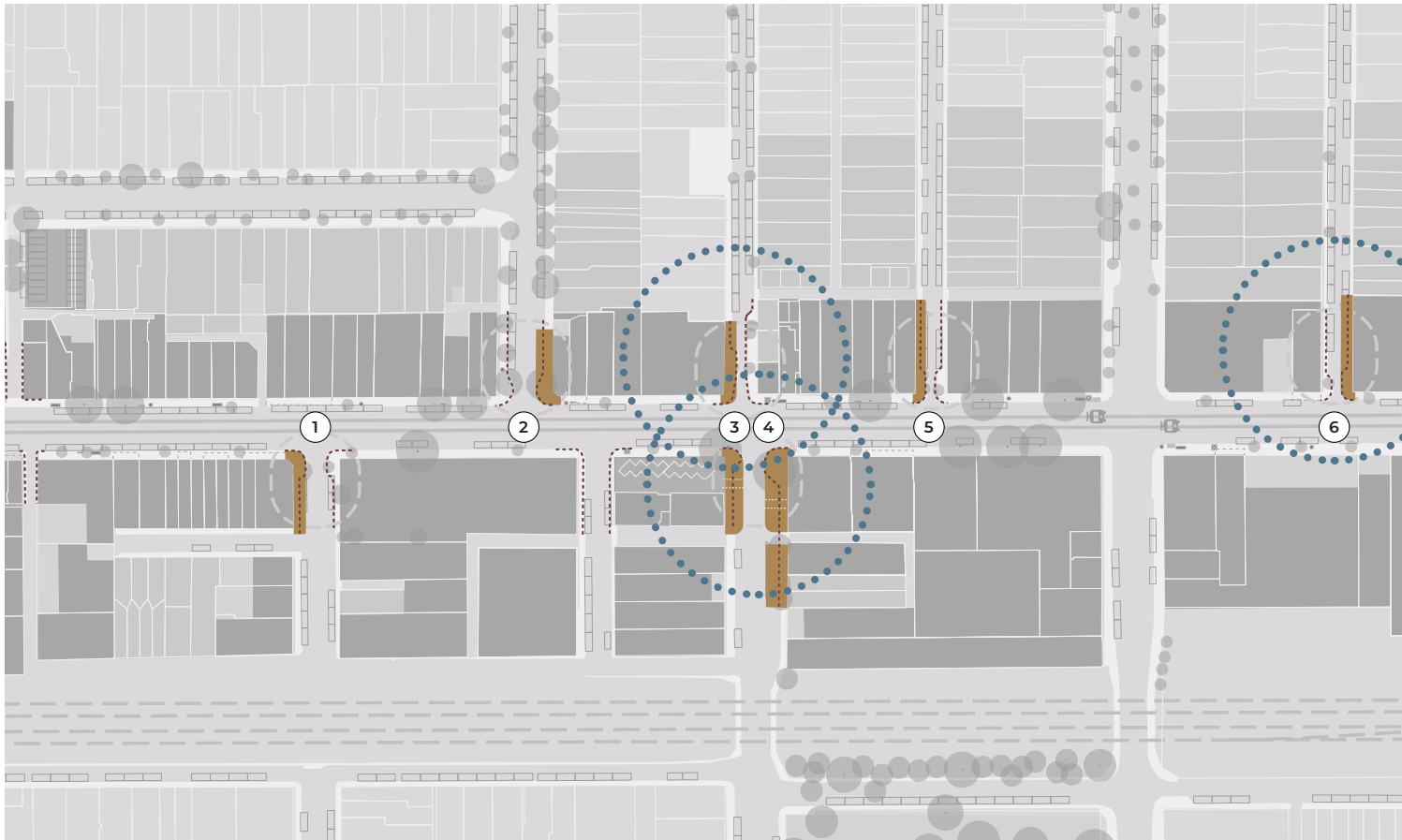


- 1 Public realm seating which provides a range of vantage points and places to gather individually or in groups, in sun and in shade
- 2 Provide flexible open area for permitted outdoor dining and trading use
- 3 Large areas of planting should be included to increase biodiversity within the precinct and create more enjoyable and beautiful spaces
- 4 Crafted and textural paving pattern defines moments of pause and gathering
- 5 Provide bike parking



PRECINCT 2 OUTSTAND OPPORTUNITIES

PRECINCT 2 - 1747M² NEW ACTIVATED PUBLIC SPACE

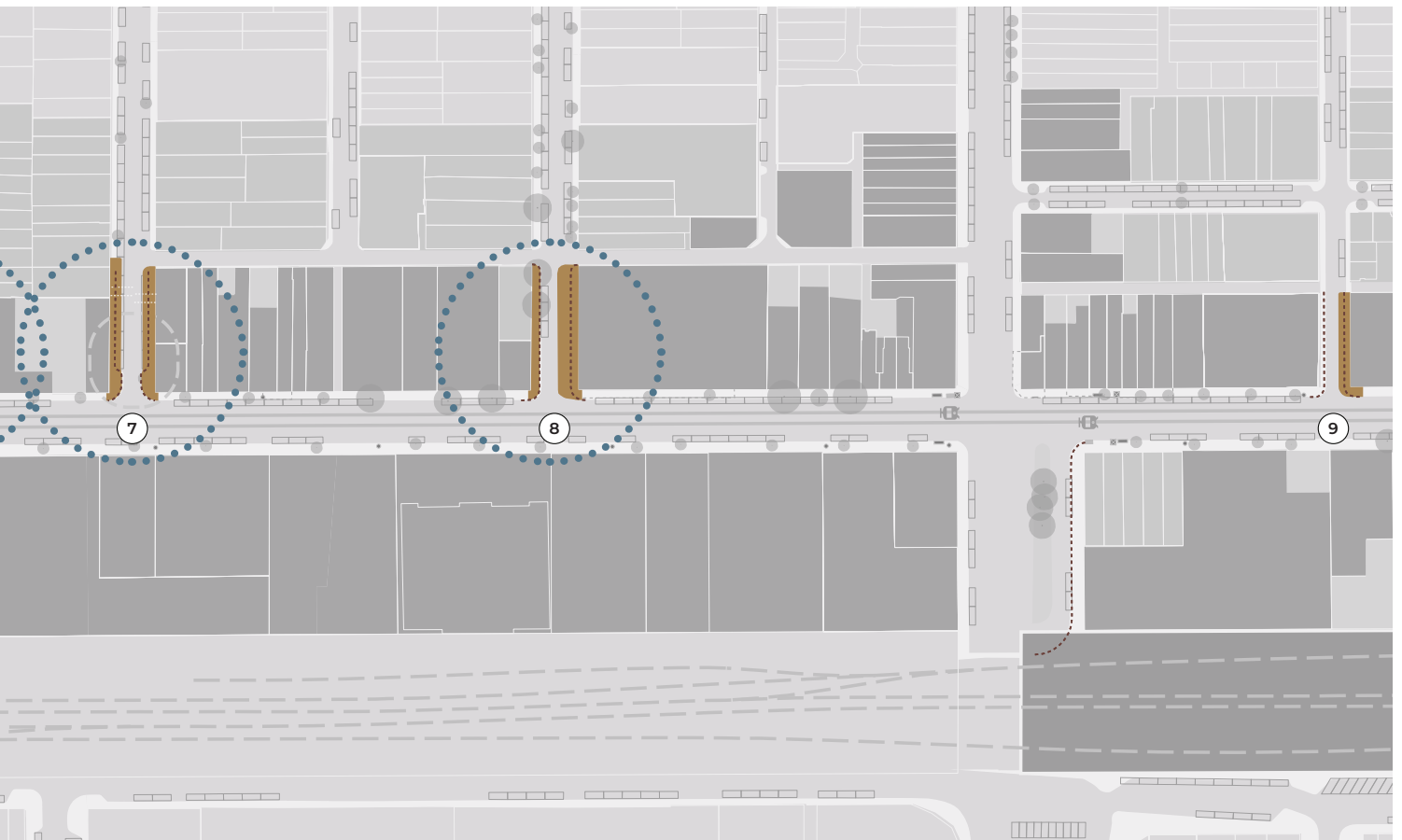


Outstands to streets heading north off Swan Street create an opportunity for enhanced public realm due to the space they provide outside of the main circulation paths. Outstands in Precinct 2 are mainly adjacent to commercial properties and therefore could be utilised for extended public realm with seating, art, and increased planting opportunities. Each outstand has the potential to tell a slightly different story reflecting the many histories, pasts and presents of Swan Street.

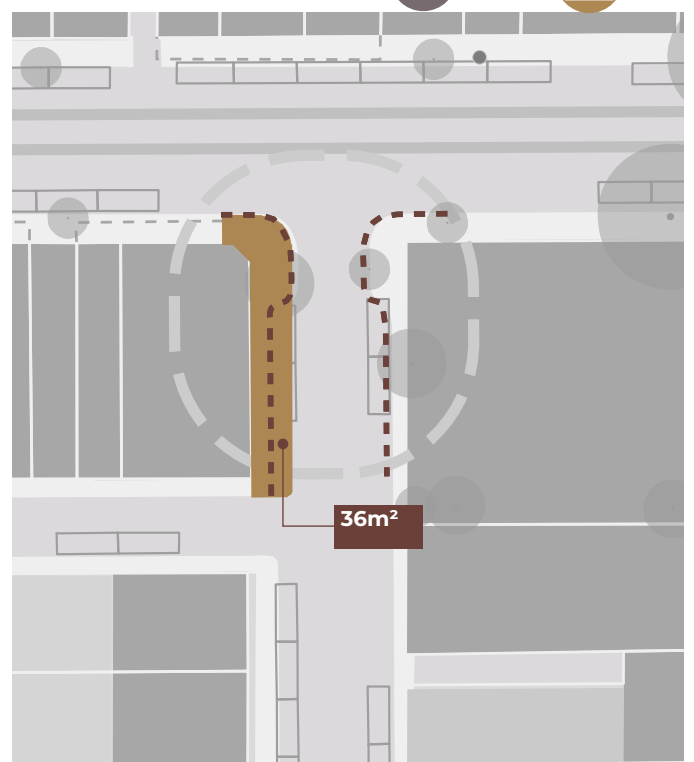
To illustrate the potential for the kerb outstands, studies on selected locations have been undertaken. The outstands present different opportunities depending on the size and surrounding context.

KEY OUTSTANDS

- Mary Street North
- Mary Street South
- Duke Street
- Lord Street
- Edinburgh Street

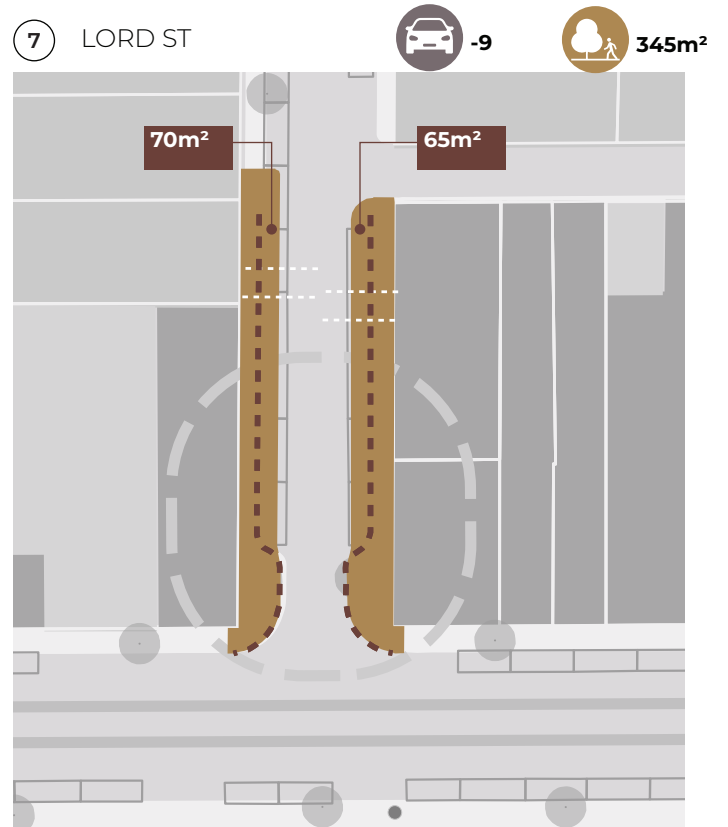
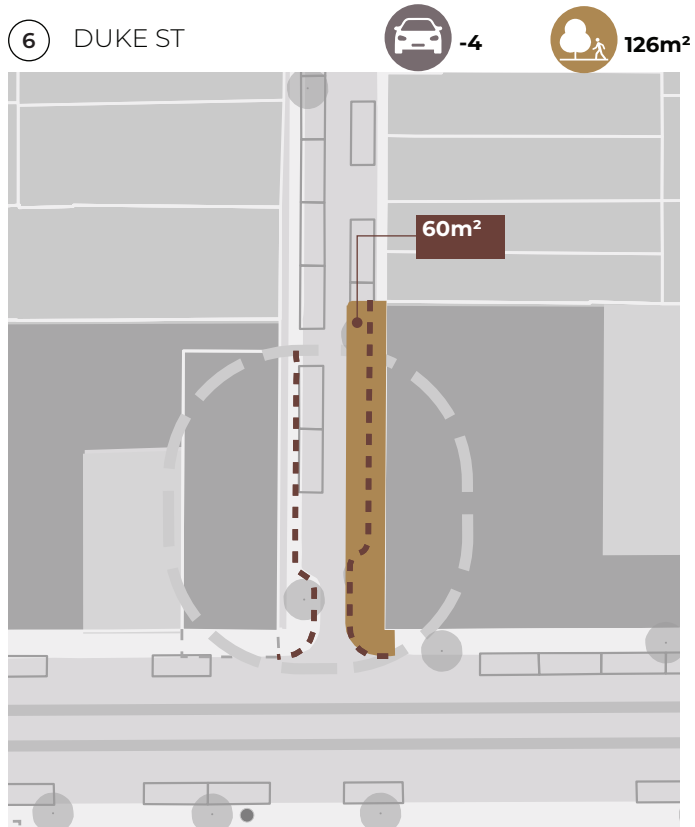
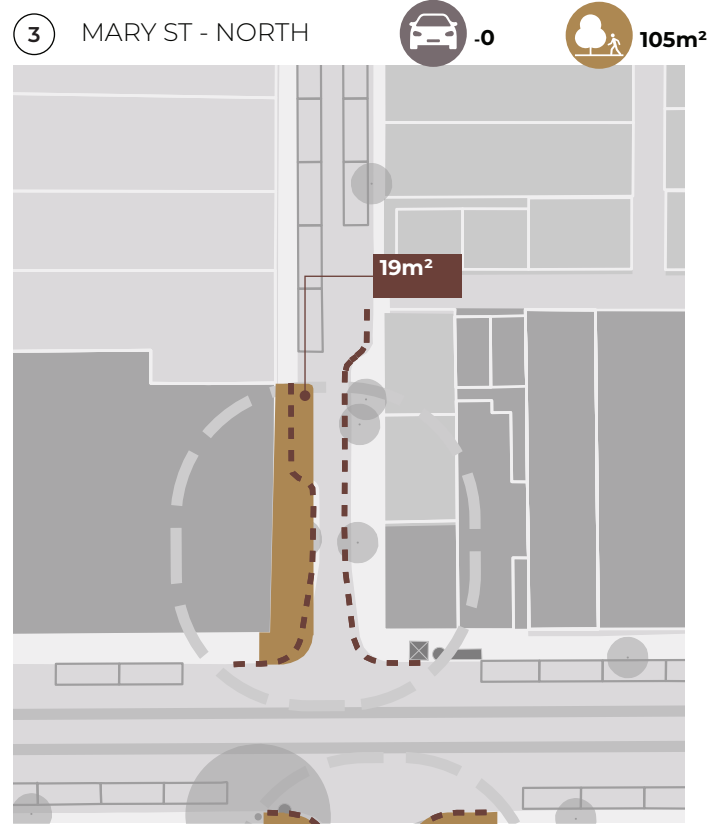
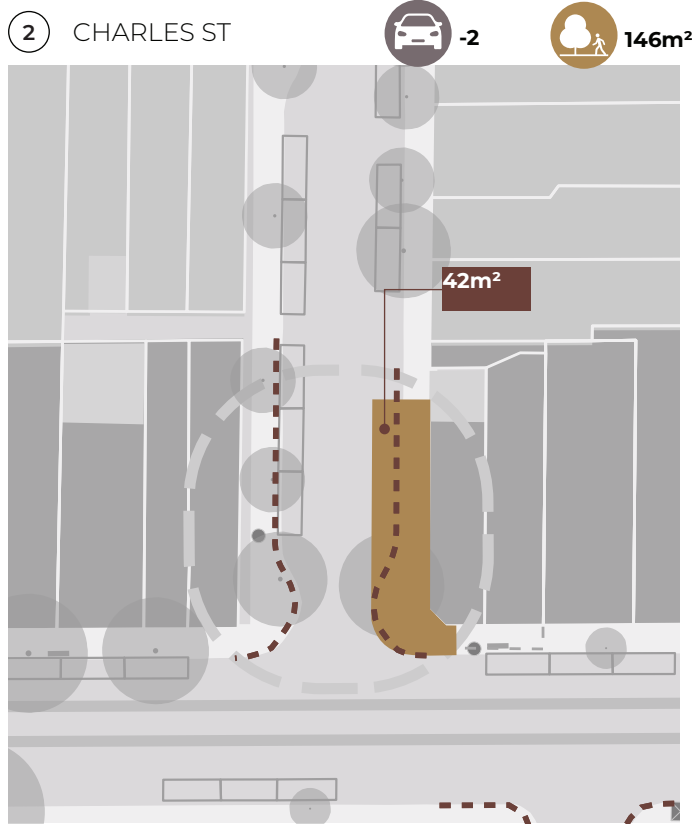


① BRIGHTON ST  -2  113m²



PRECINCT 2 OUTSTAND OPPORTUNITIES

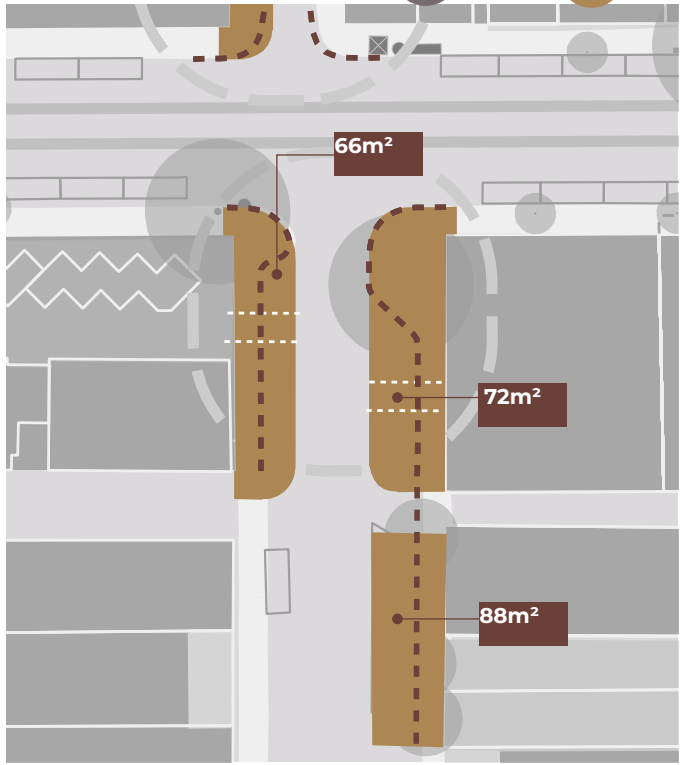
PRECINCT 2 OUTSTAND STUDIES



4 MARY ST - SOUTH

-13

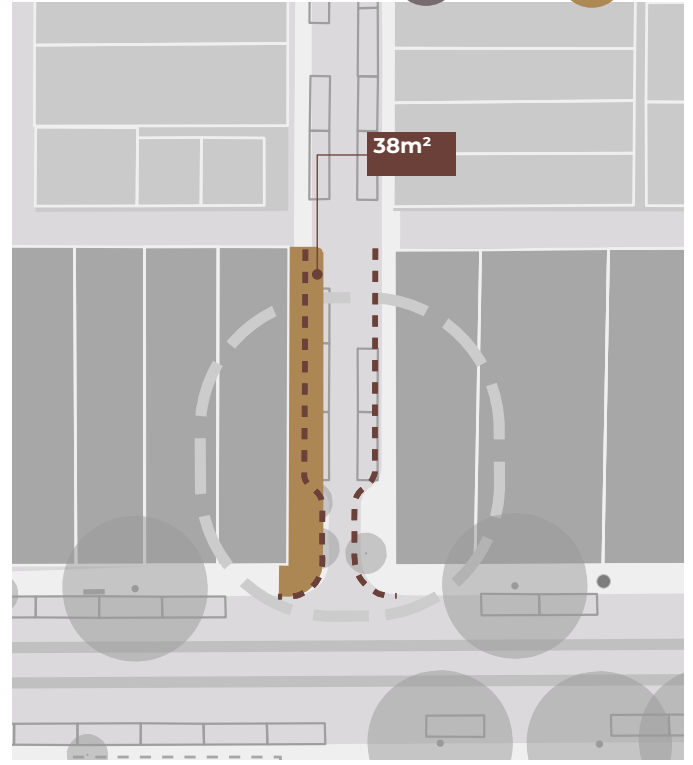
321m²



5 BELL ST

-3

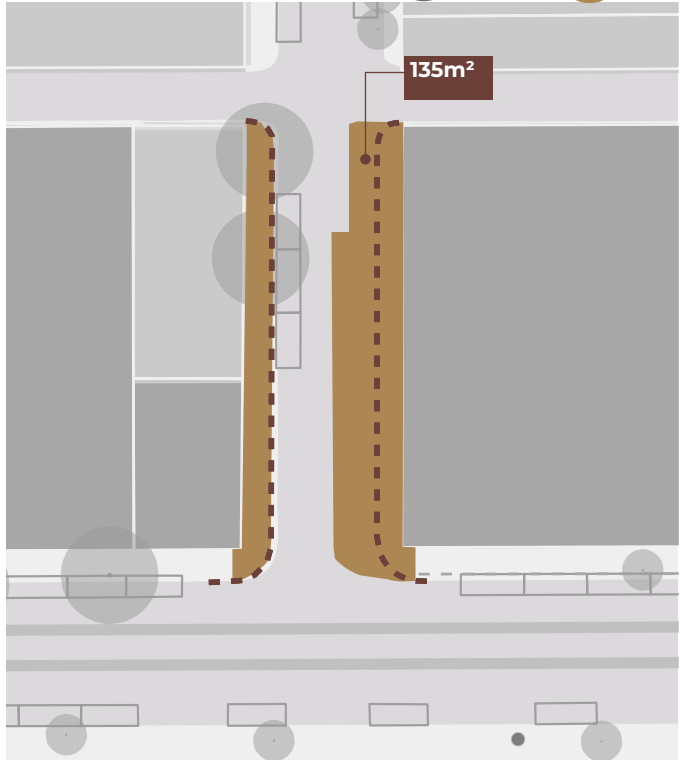
108m²



8 EDINBURGH ST

-7

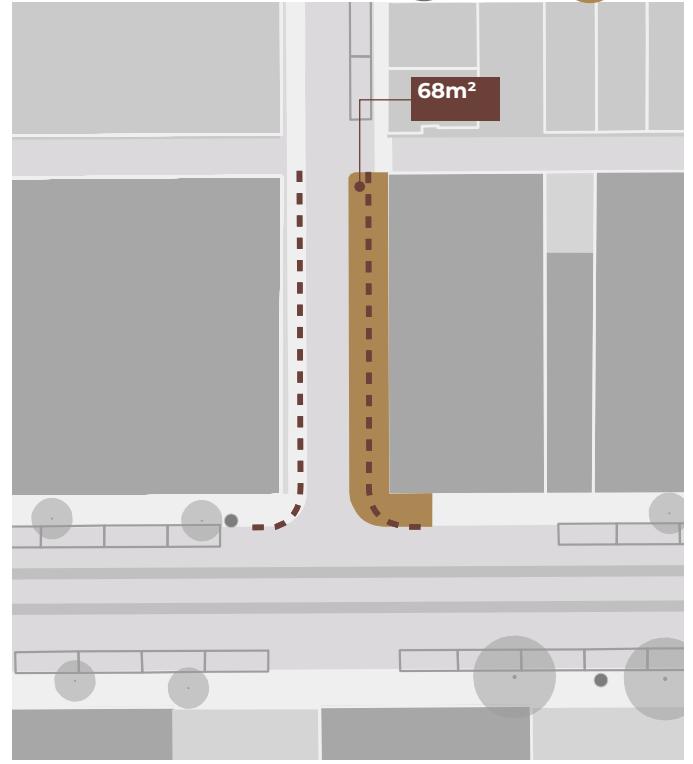
346m²



9 CUTTER ST

-4

137m²



KEY

76m²

Public Realm Gain



Car Park Removed

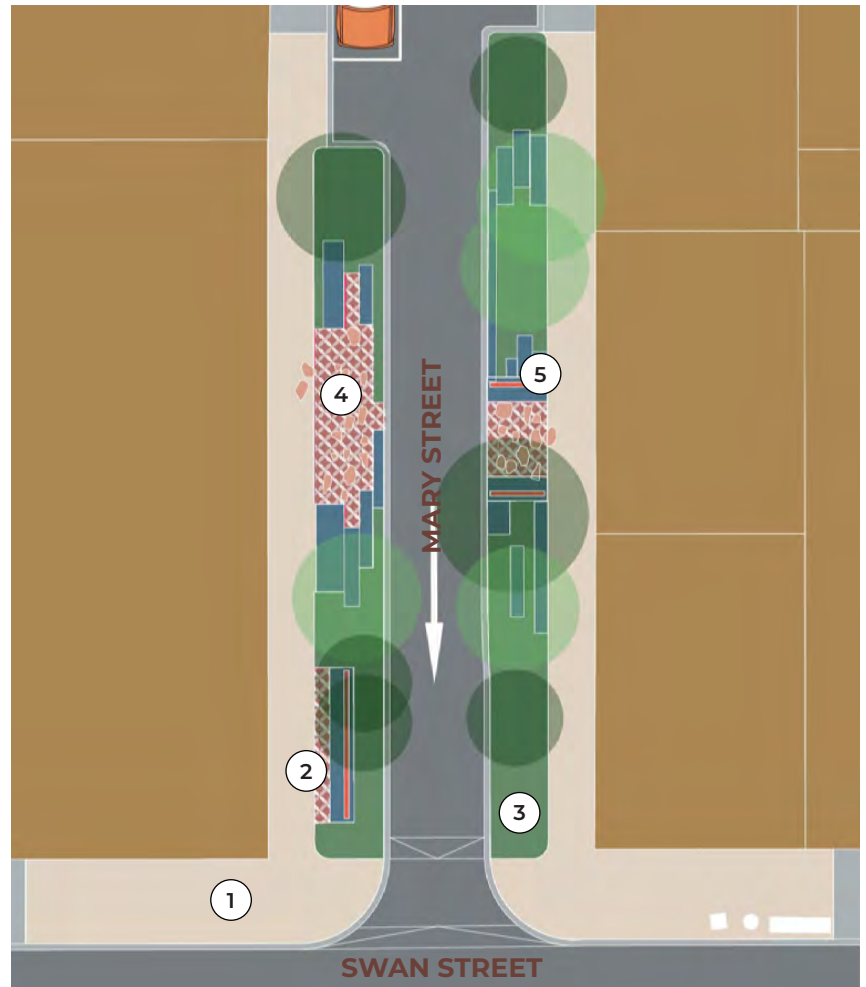


Total New Activated Public Space

INDUSTRIAL GREEN

MARY STREET NORTH - INDUSTRIAL GREEN

- ① Create a defined area through feature paving, highlighting the public realm space within Swan Street streetscape
- ② Seating opportunity along Mary Street footpath, providing rest locations adjacent to Swan Street
- ③ Large areas of planting should be included to increase biodiversity and permeable surfaces within the precinct
- ④ An emphasis on indigenous species recolonising this industrial setting
- ⑤ A variety of seating options should be situated to provide flexibility of use



EXISTING CONDITIONS



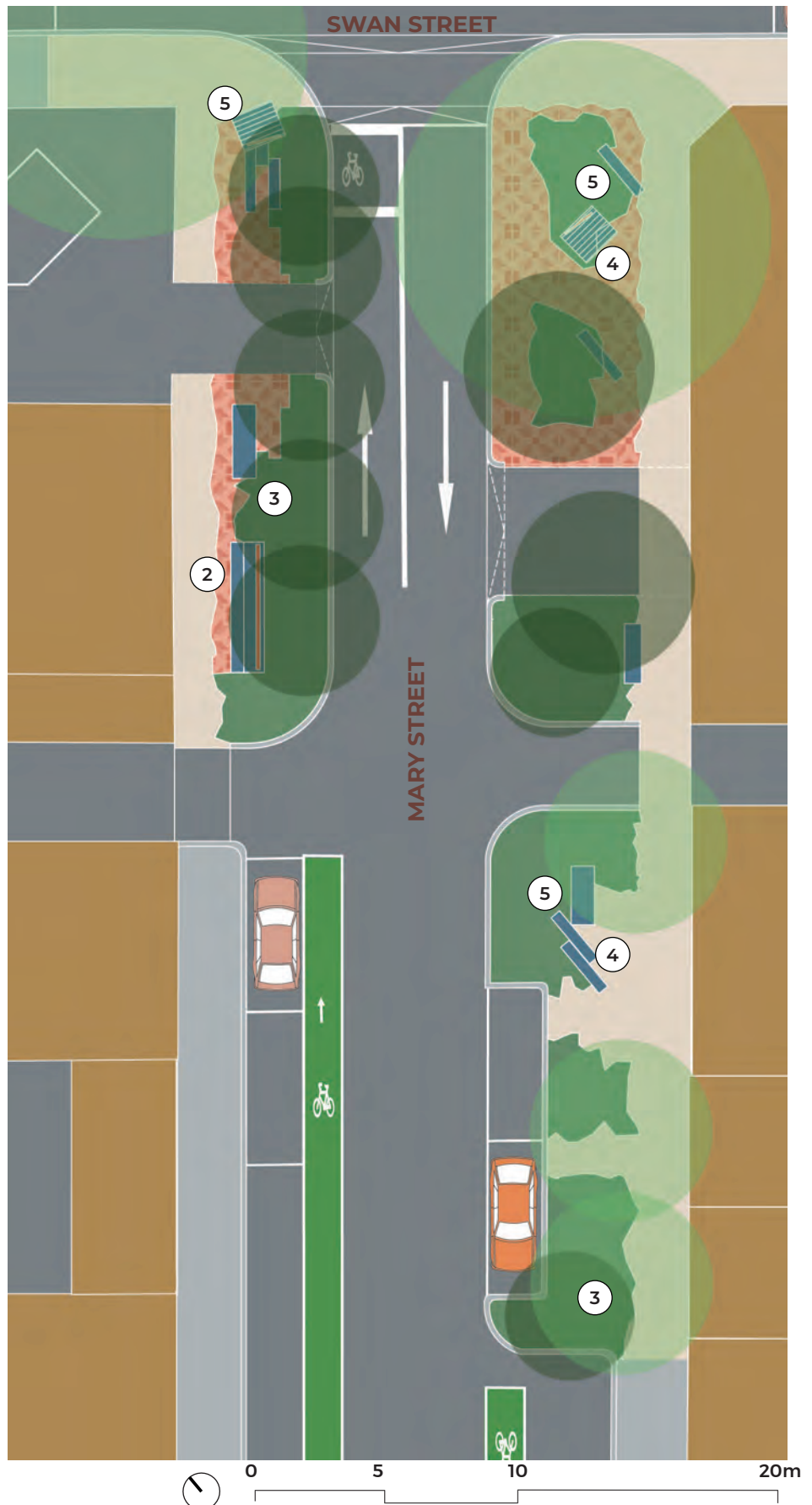
Mary Street North



Mary Street South

MARY STREET SOUTH - A NEW NATIVE GARDEN

- ① Create a defined area through feature paving, highlighting the public realm space within Swan Street streetscape
- ② Large feature seating opportunity along Mary Street footpath, providing rest locations adjacent to Swan Street
- ③ Large areas of planting should be included to increase biodiversity with an emphasis on indigenous vegetation
- ④ Areas of permeable surface to increase water absorption from site runoff
- ⑤ A variety of seating options should be situated to provide flexibility of use



OTHER IDEAS AND EXAMPLES



Industrial and robust street furniture

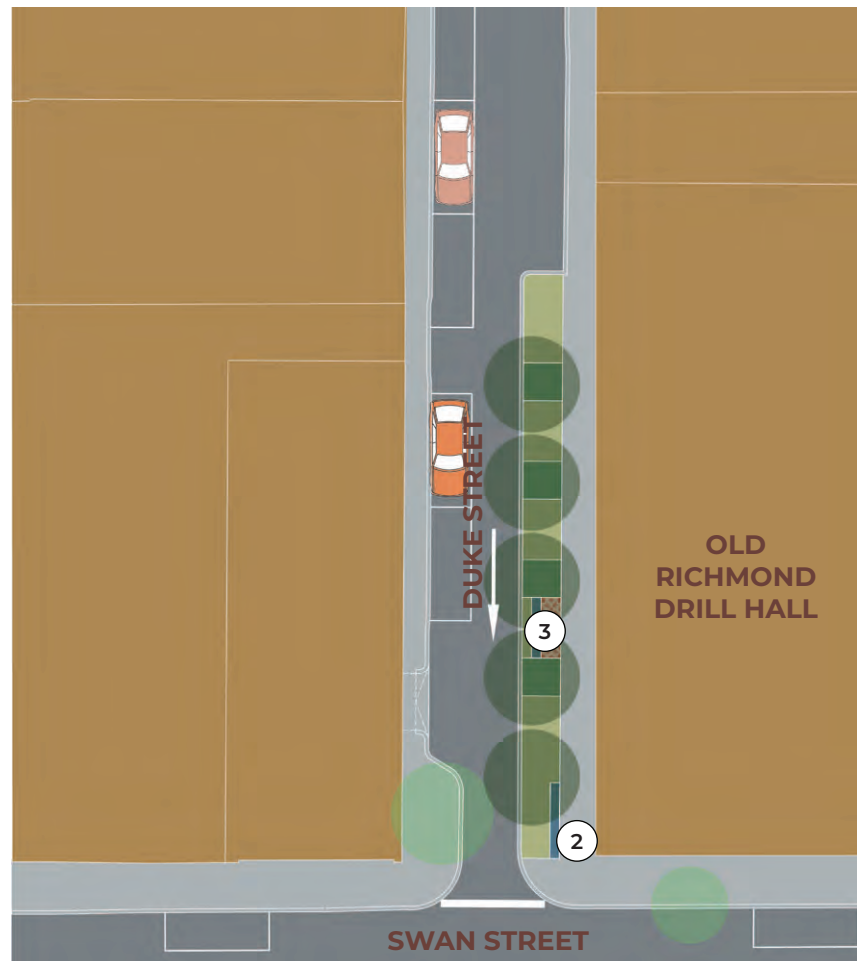


Areas of gravel and planting providing permeability for existing trees using recycled materials

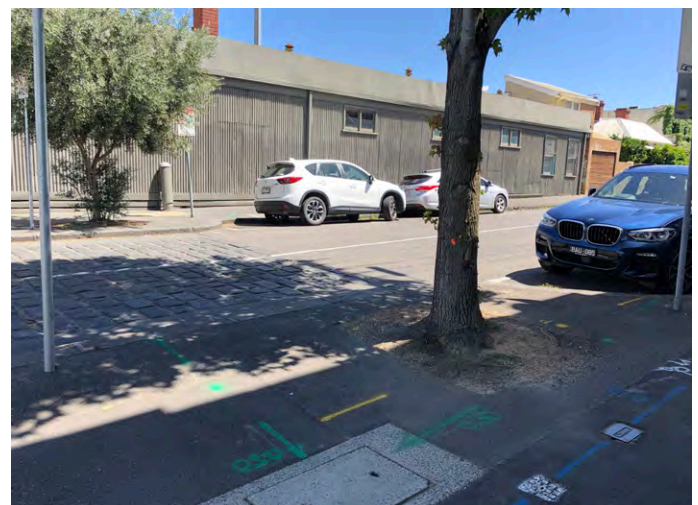
THE DRILL MAJOR'S GARDEN

DUKE AND LORD STREET

- ① Resurface existing raised pedestrian crossing with feature paving to visually link to other outstands along Swan Street
- ② Large feature seating opportunity along Lord and Duke Street footpaths, providing rest locations adjacent to Swan Street
- ③ Tree planting which reflects avenues of honour and marching formations



EXISTING CONDITIONS





OTHER IDEAS AND EXAMPLES



Prostrate rosemary planted under an avenue of Olive trees to create a regimented planting layout, a nod to the adjacent old Drill Hall



Poppies scattered through meadow planting, provide softness between the more structured planting under the trees

ON WITH THE SHOW!

EDINBURGH STREET



- 1 Create a public space which draws on the history of the Former Burnley Theatre
- 2 Area of feature paving to highlight special spaces to site and visually connect to other outstands along Swan Street
- 3 Seating opportunities along a garden area create an enjoyable space to rest
- 4 New areas of planting and increased tree planting to enhance biodiversity in the area
- 5 Opportunity to have light projections onto the blank Burnley Theatre wall, further activating the space at night
- 6 Accommodate necessary loading requirements



EXISTING CONDITIONS



OTHER IDEAS AND EXAMPLES

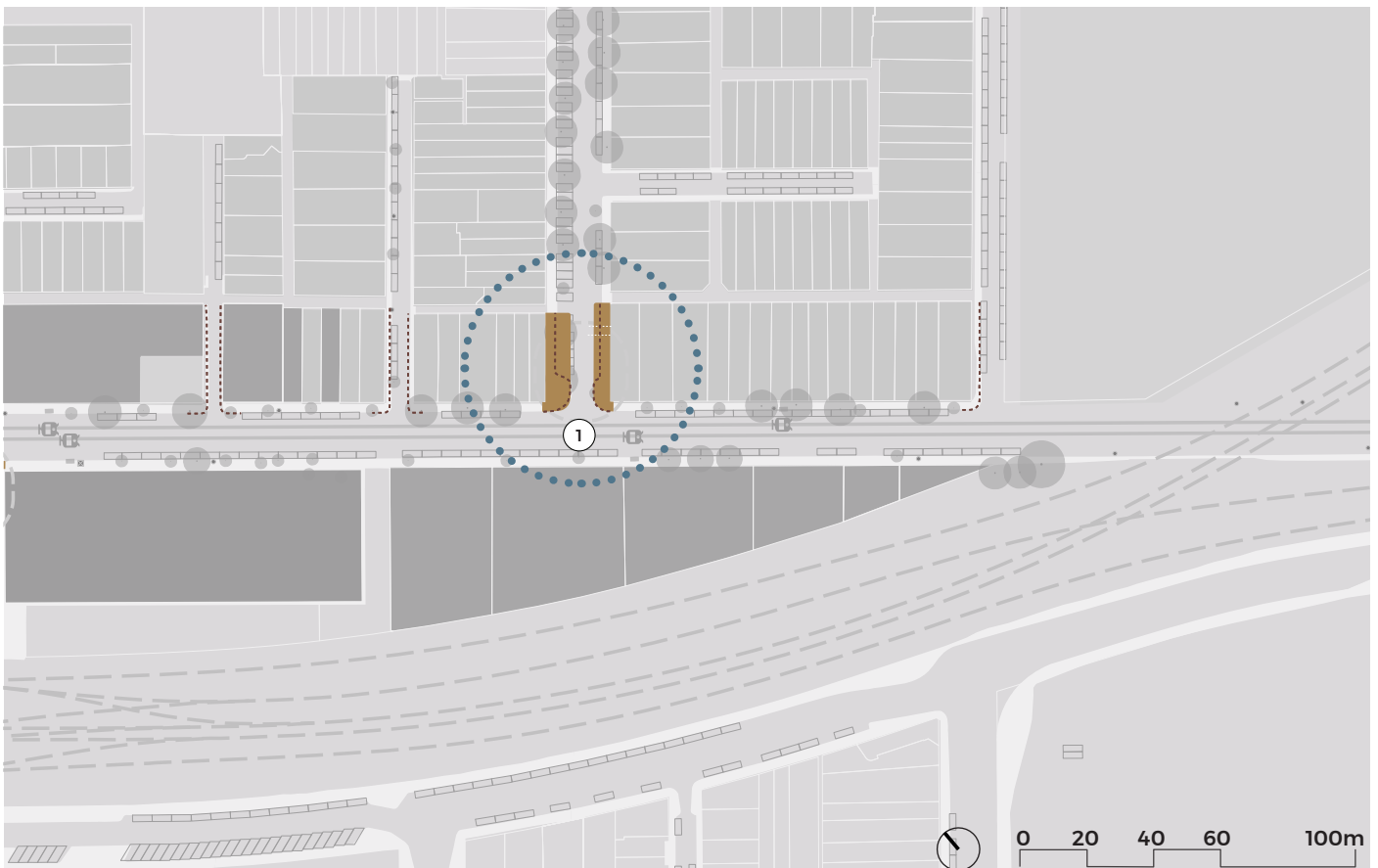


Projections onto old theatre wall



Curved seating orientated to key views

PRECINCT 3 OUTSTAND OPPORTUNITIES



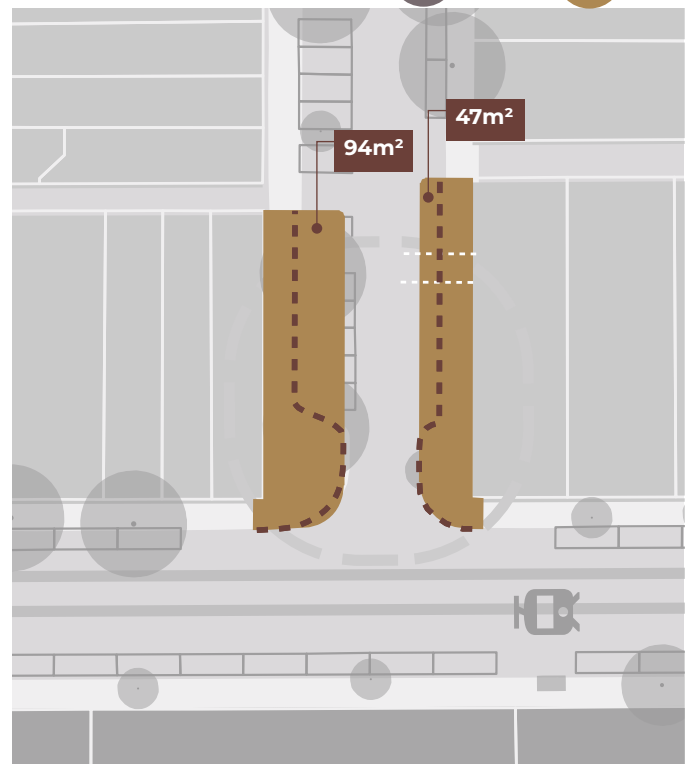
PRECINCT 3 - 400m² NEW ACTIVATED PUBLIC SPACE

Outstands to streets heading north off Swan Street create an opportunity for enhanced public realm due to the space they provide outside of the main circulation paths. Outstands in Precinct 3 are mainly adjacent to residential properties and therefore could be utilised for WSUD where appropriate and diversity in planting to enhance biodiversity of the area. With some seating opportunities provided throughout.

KEY OUTSTAND

- Bendigo Street

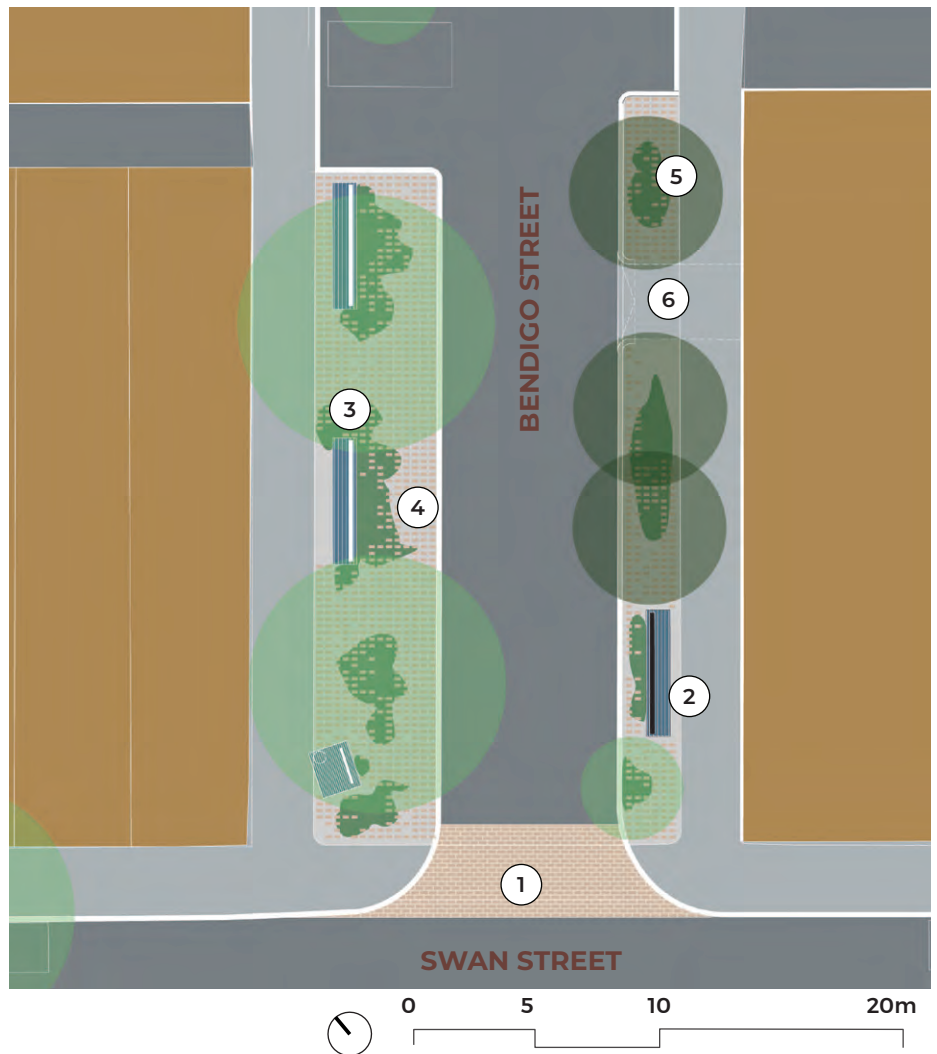
1 BENDIGO ST -7 400m²



DOWN BY THE RIVER

BENDIGO STREET

- ① Raised pedestrian crossing to Bendigo in feature paving to visually connect with other outstands along Swan Street
- ② Large feature seating opportunity along Bendigo Street footpath, providing rest locations adjacent to Swan Street
- ③ Areas of planting should be included to increase biodiversity within the precinct and create a more enjoyable space
- ④ Areas of permeable surface to increase water absorption from site runoff
- ⑤ New tree planting to east side of Bendigo Street
- ⑥ Consider existing vehicle access



EXISTING CONDITIONS



OTHER IDEAS AND EXAMPLES



Seating within permeable paving areas



Water sensitive urban design elements

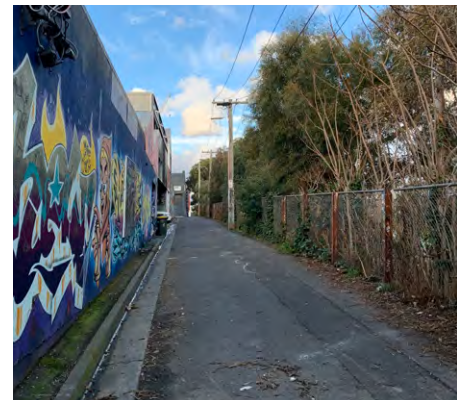
MASTERPLAN DESIGN STRATEGIES

A CONNECTED PLACE - A VIBRANT NETWORK OF LANEWAYS

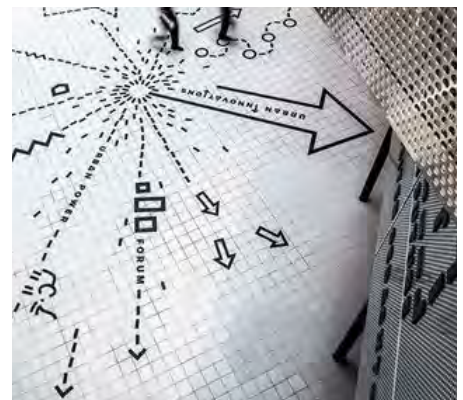
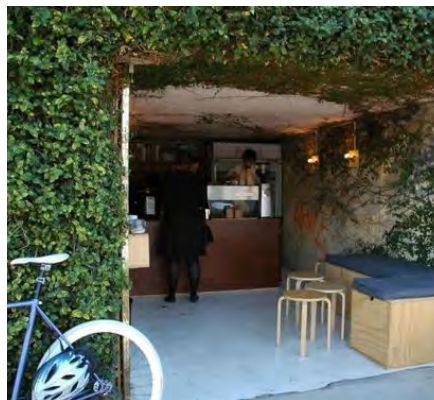
The fine grain network of laneways is a legacy of the nineteenth century development of Richmond and provides a permeable circulation system linked directly to Swan Street.

Functional and feature lighting as well as interesting wayfinding elements will help to create safe, vibrant and functional laneways. Where width allows, insertions of seating and art elements will assist in creating an enjoyable network of spaces.

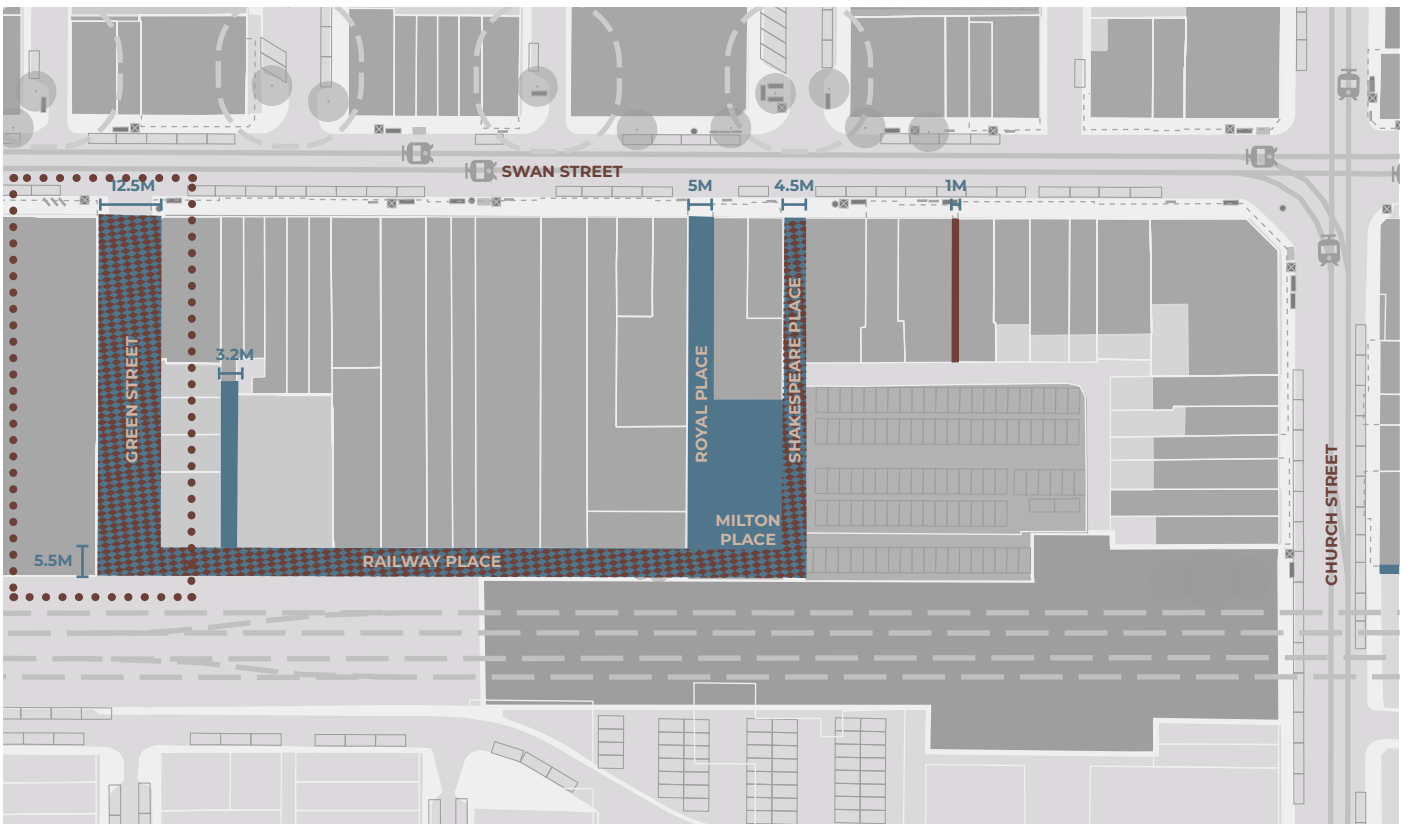
Increasing safety and footfall can also assist in encouraging business to trade directly onto the laneways providing further activation.



OTHER IDEAS AND EXAMPLES



- A VIBRANT NETWORK OF LANEWAYS

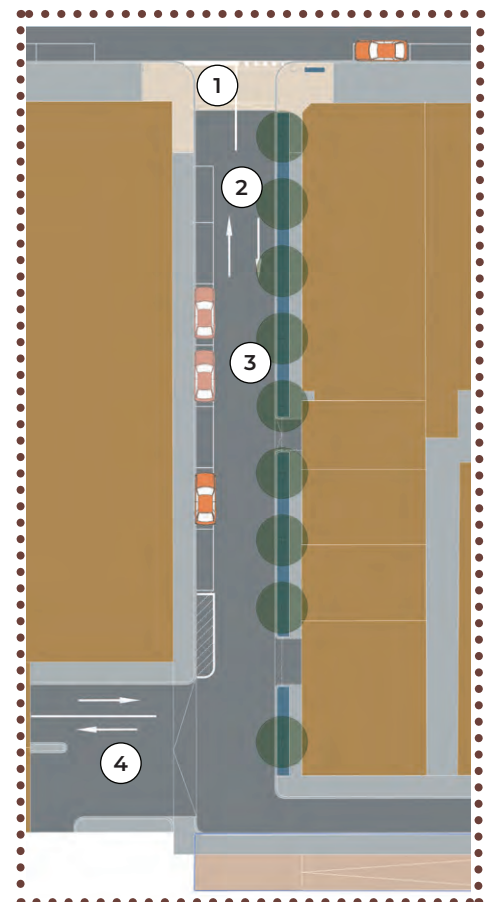


PRECINCT 1 LANEWAY NETWORK

The main opportunity for the Precinct 1 laneway network is to create an inviting and safe pedestrian experience accessing East Richmond Station. This can be achieved by turning Green Street, Railway Place and Shakespeare Place into pedestrian priority zone. Leaving Royal Place vehicular priority to encourage truck access to this laneway, avoiding main pedestrian flow.

GREEN STREET

- ① Raised pedestrian crossing to prioritise pedestrians within Green Street
- ② Reduce road width to 6m
- ③ Introduce tree planting in a shared trench with rated cover
- ④ Entry to car park and Supermarket loading dock



MASTERPLAN DESIGN STRATEGIES

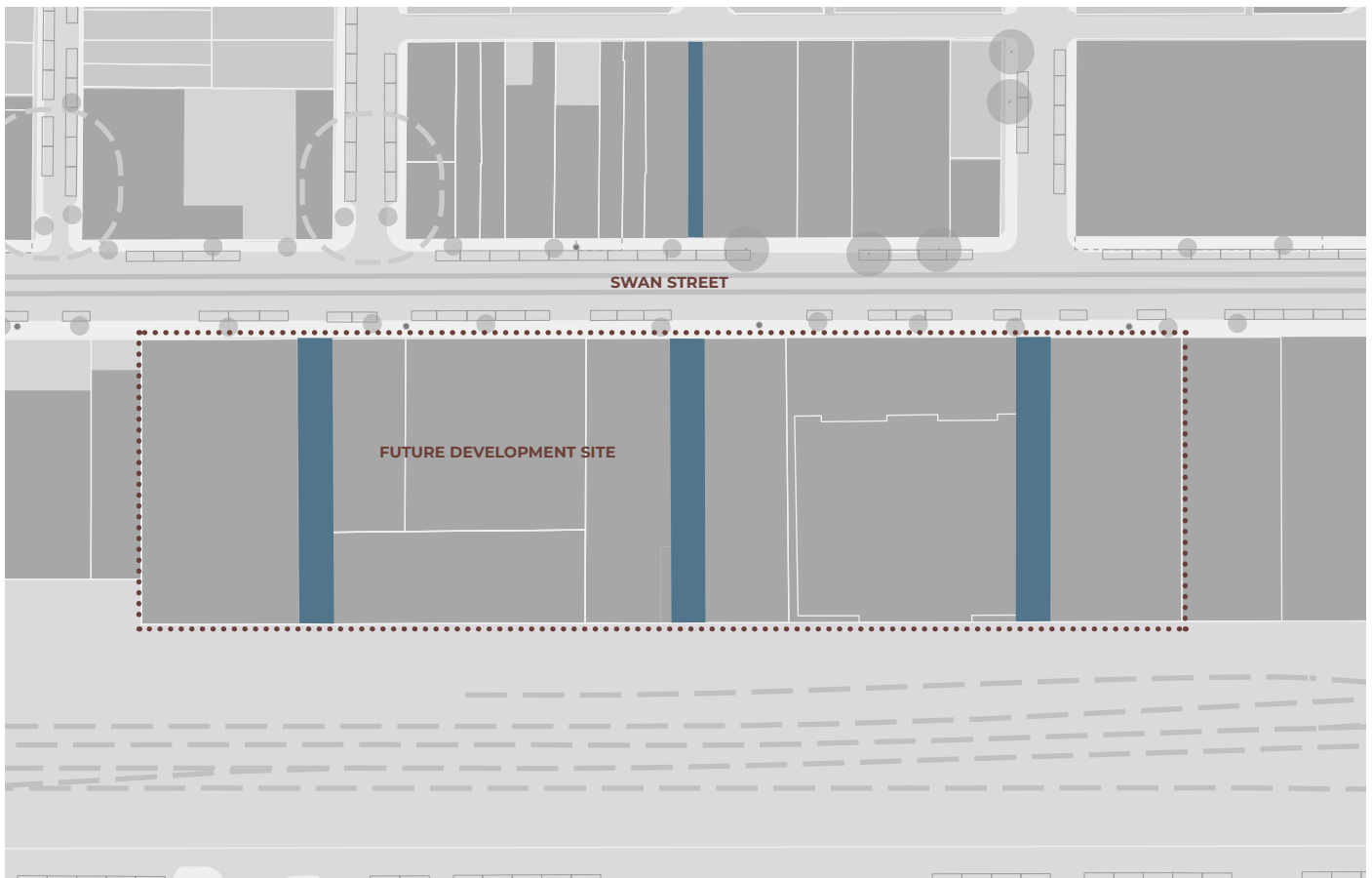
A CONNECTED PLACE - A VIBRANT NETWORK OF LANEWAYS



PRECINCT 2 - EXISTING LANEWAYS

There is an opportunity to turn Little Lesney Street into a pedestrian priority zone, with one way traffic (as outlined in The Traffic and Access Report). Providing safe pedestrian access to the rail overpass and activating the laneway network.

A CONNECTED PLACE - A VIBRANT NETWORK OF LANEWAYS



PRECINCT 2 - POTENTIAL FUTURE LANEWAYS

This precinct includes a narrow pedestrian laneway on the north side of Swan Street. There is the opportunity to enhance the amenity of this laneway, to provide an improved connection from Glass Street to Swan Street.

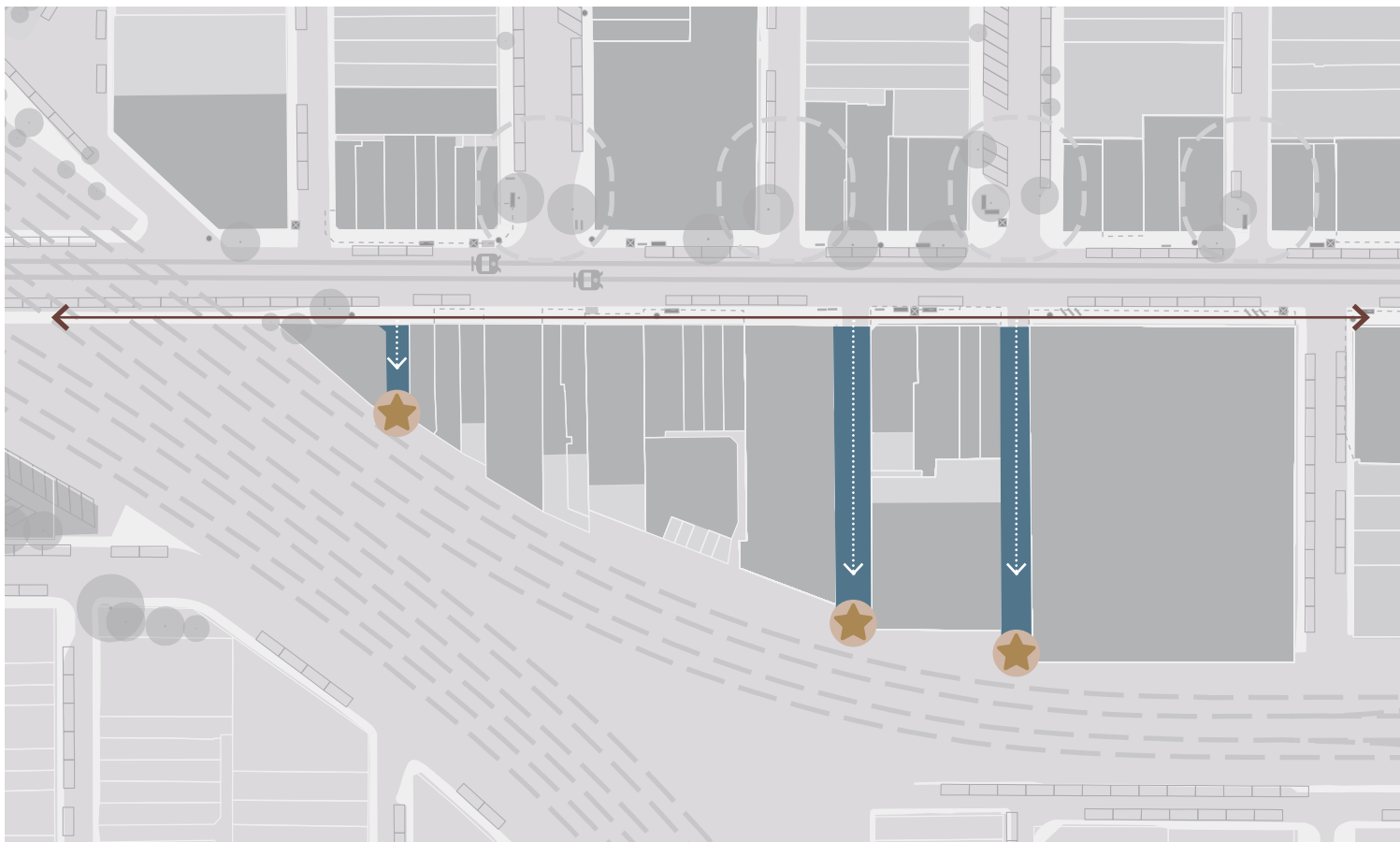
New laneways could be designed as multifunctional spaces, and accommodate integrated seating, landscaping, art, and lighting to assist in making the spaces safe and attractive

This diagram includes private sites under multiple ownership. The sole purpose of these accessways is to provide vehicle access to the rear of these properties.

However future development could provide improvement to existing public realm, or create new laneway spaces within the development whilst retaining adequate vehicle access.

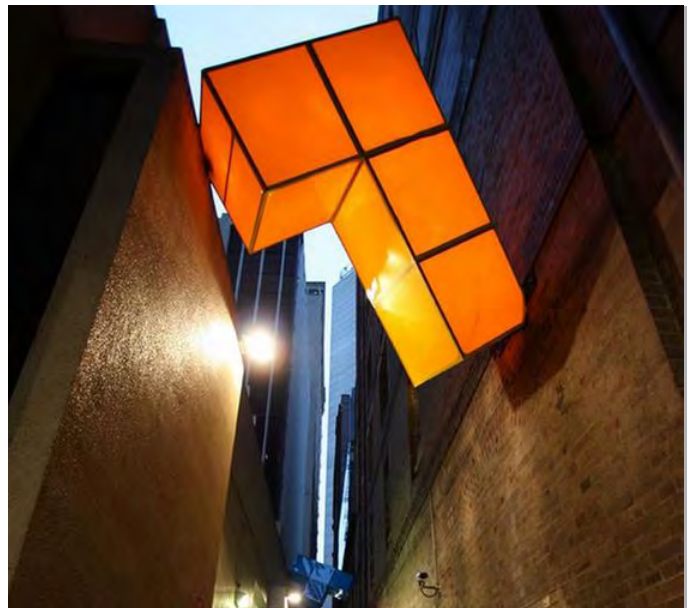
MASTERPLAN DESIGN STRATEGIES

FOCAL POINTS AT THE END OF DEAD END STREETS



An opportunity exists for dead end laneways to add another layer of vibrancy to the Swan Street Precinct. Inserting a focal point at the end of these laneways is a simple and impactful intervention that allows the spaces to function as they do currently, while enhancing the public realm experience. Possibilities include creative signage, sculpture a tree, or a great mural.

OTHER IDEAS AND EXAMPLES



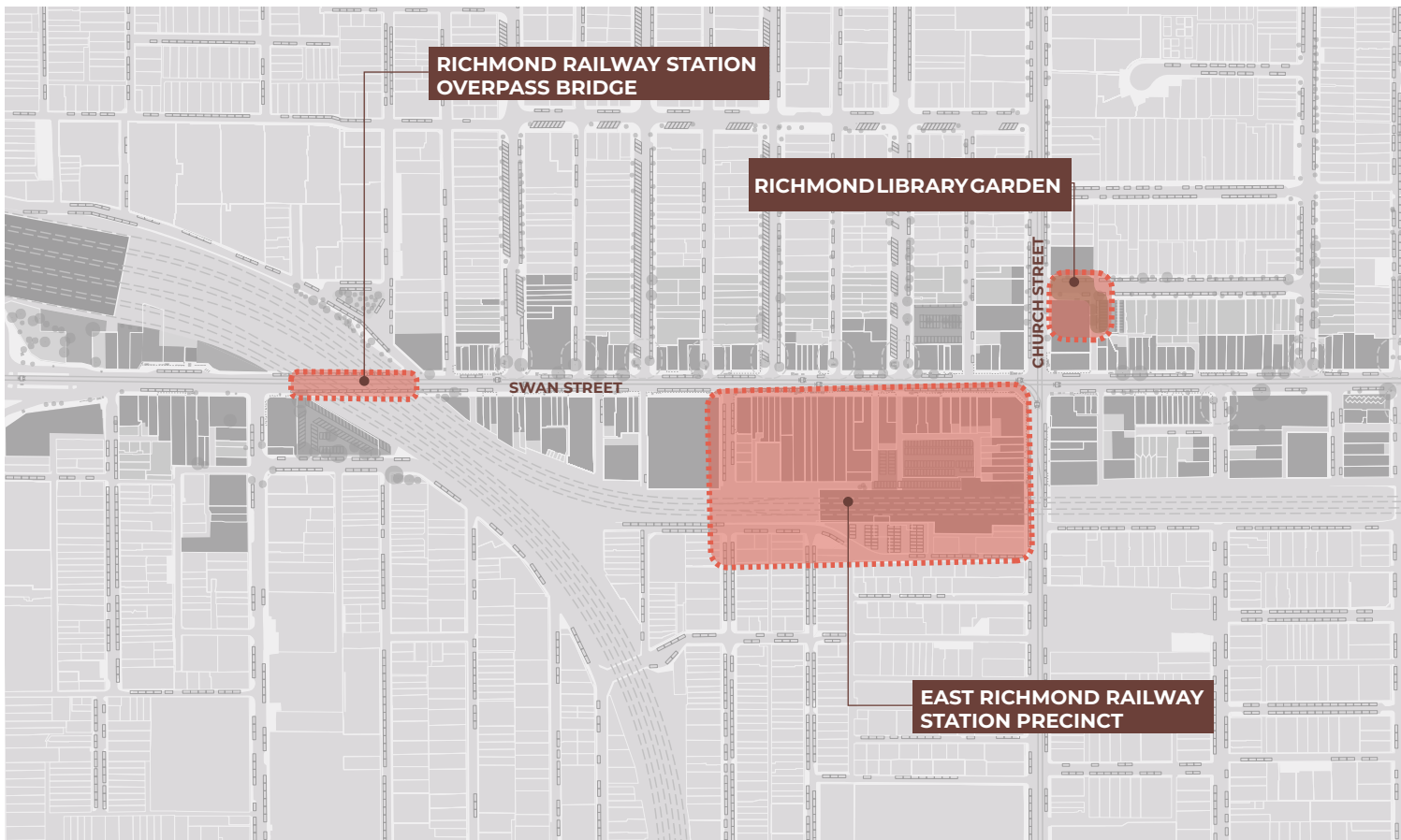




**BIGGER
OPPORTUNITIES**

2014 ...

BIGGER OPPORTUNITIES



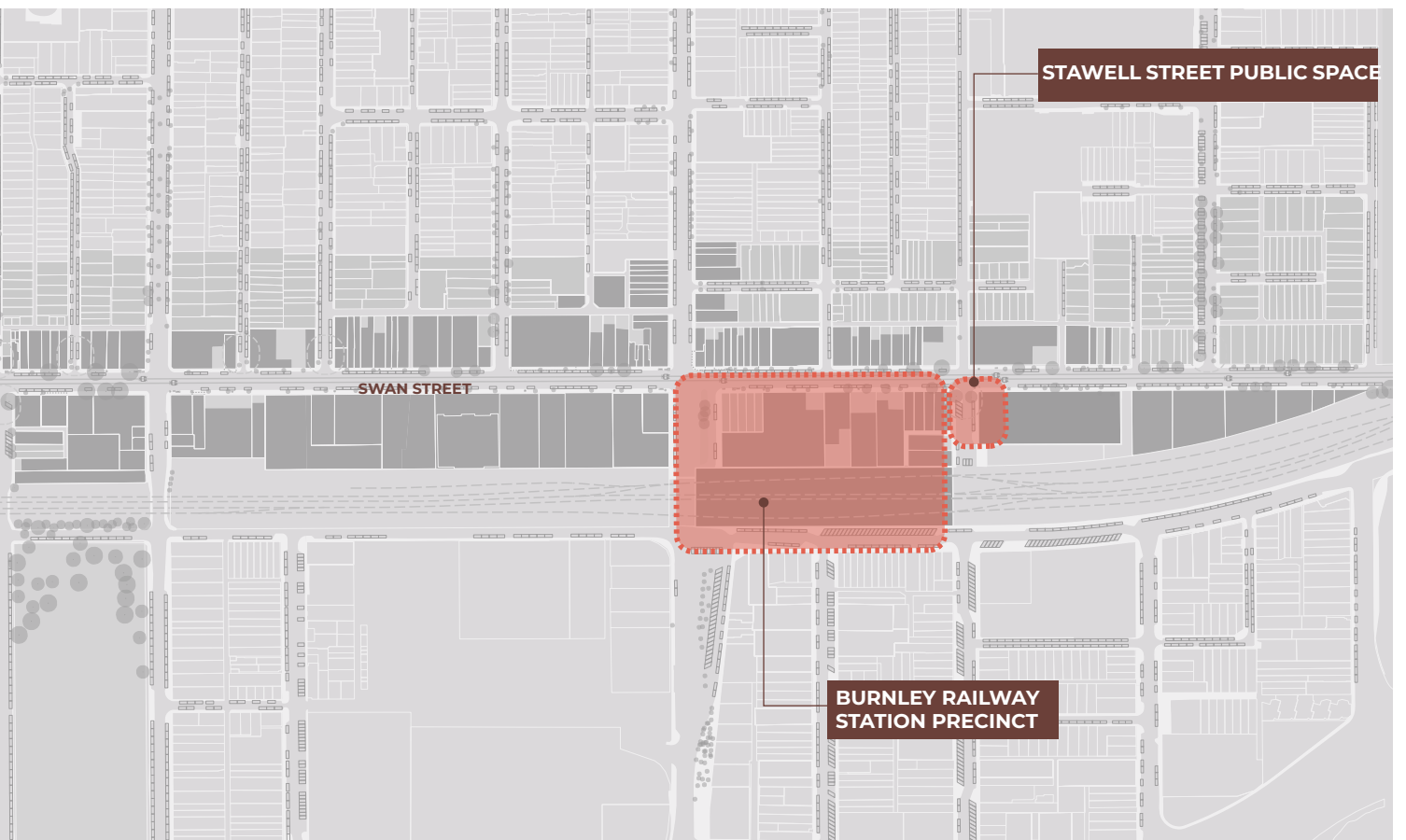
The masterplan sets the scene for future opportunities as they arise, however it won't be possible for Council to fund and deliver all of the projects identified in this masterplan. Some of the projects identified may allow for negotiations through other avenues of funding such as external grants, current and future strategic projects and public realm outcomes associated with future developments.

A number of larger projects have been identified that provide opportunities to further enhance the public realm experience. More extensive consultation with the community and key users of these spaces would be undertaken as projects are taken forward to ensure any changes meet the needs and aspirations of adjacent sites and the local and wider community. These opportunities will aspire to create sustainable, biodiverse, inclusive and functional spaces.

Refer to page 42 which details the many factors to be considered if and when these projects are taken forward for further feasibility and design work (subject to funding).

KEY BIGGER OPPORTUNITIES

- Richmond Library Garden
- East Richmond Railway Station Precinct
- Burnley Railway Station Precinct
- Stawell Street Public Space
- Richmond Railway Station Overpass Bridge



...day however, they were not playing. Uncle Henry sat upon
the door-step and looked anxiously at the sky, which was even graver than
usual. Dorothy stood in the door with Toto in her arms, and looked at
sky too. Aunt Em was washing the dishes.

From the far north they heard a low wail on the wind, and
Henry, and Dorothy could see where the long grass bowed in waves
coming storm. There now came a sharp whistling in the air from
as they turned their eyes that way they saw ripples in the grass of
direction also.

Suddenly Uncle Henry stood up.

"There's a cyclone coming, Em," he called to
after the stock." Then he ran toward the sheds where
kept.

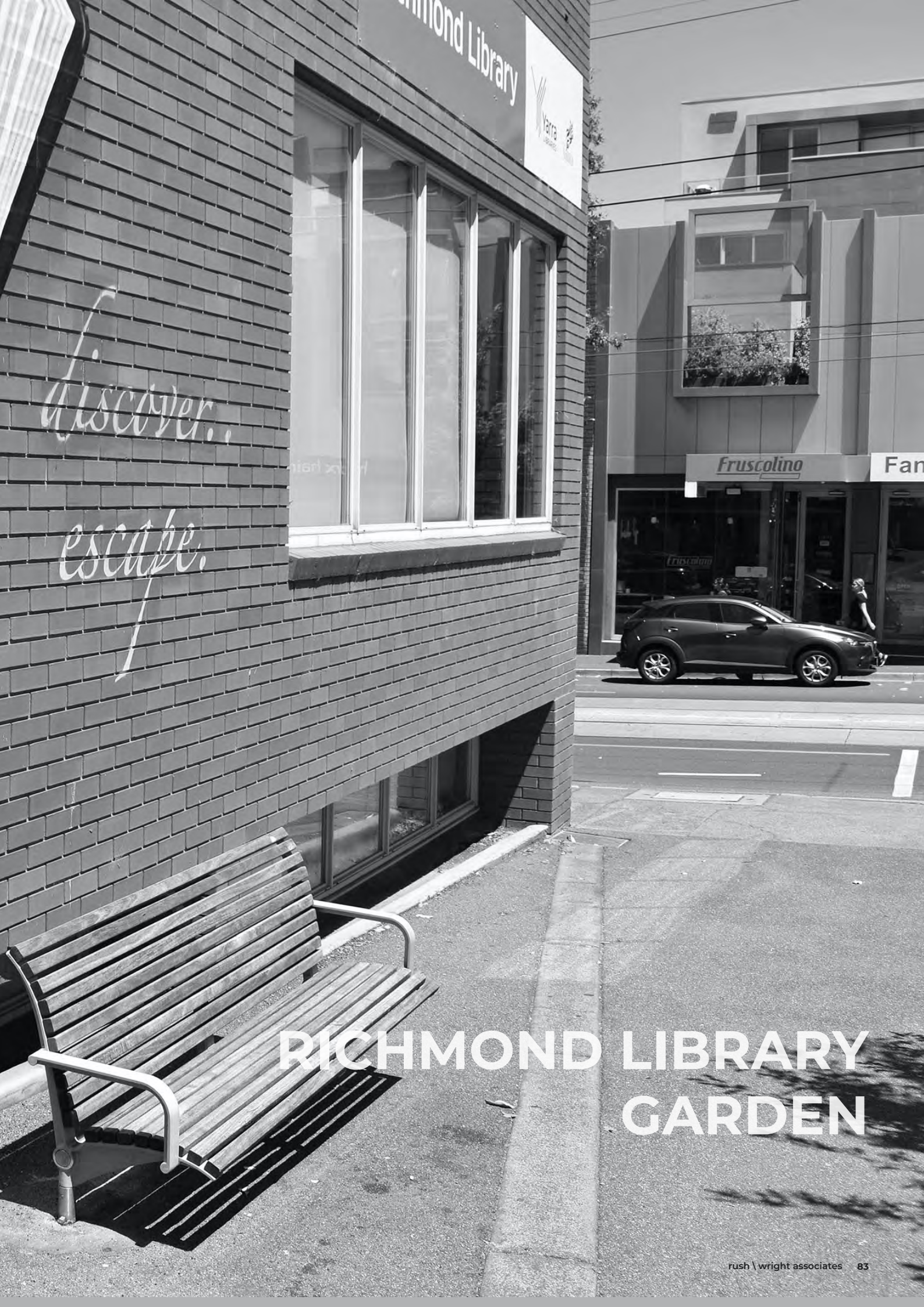
Aunt Em dropped her work and came
her of the danger close at hand.

"Quick, Dorothy she screamed:

Toto jumped out of Dorothy's
started to get him. Aunt Em, badly frightened,
floor and climbed down the ladder in



...and slowly
...and the wind shrieked
... At first she had wondered
... pieces when the house fell again; but as the hour



Richmond Library



discover.

escape.

Fruscolino

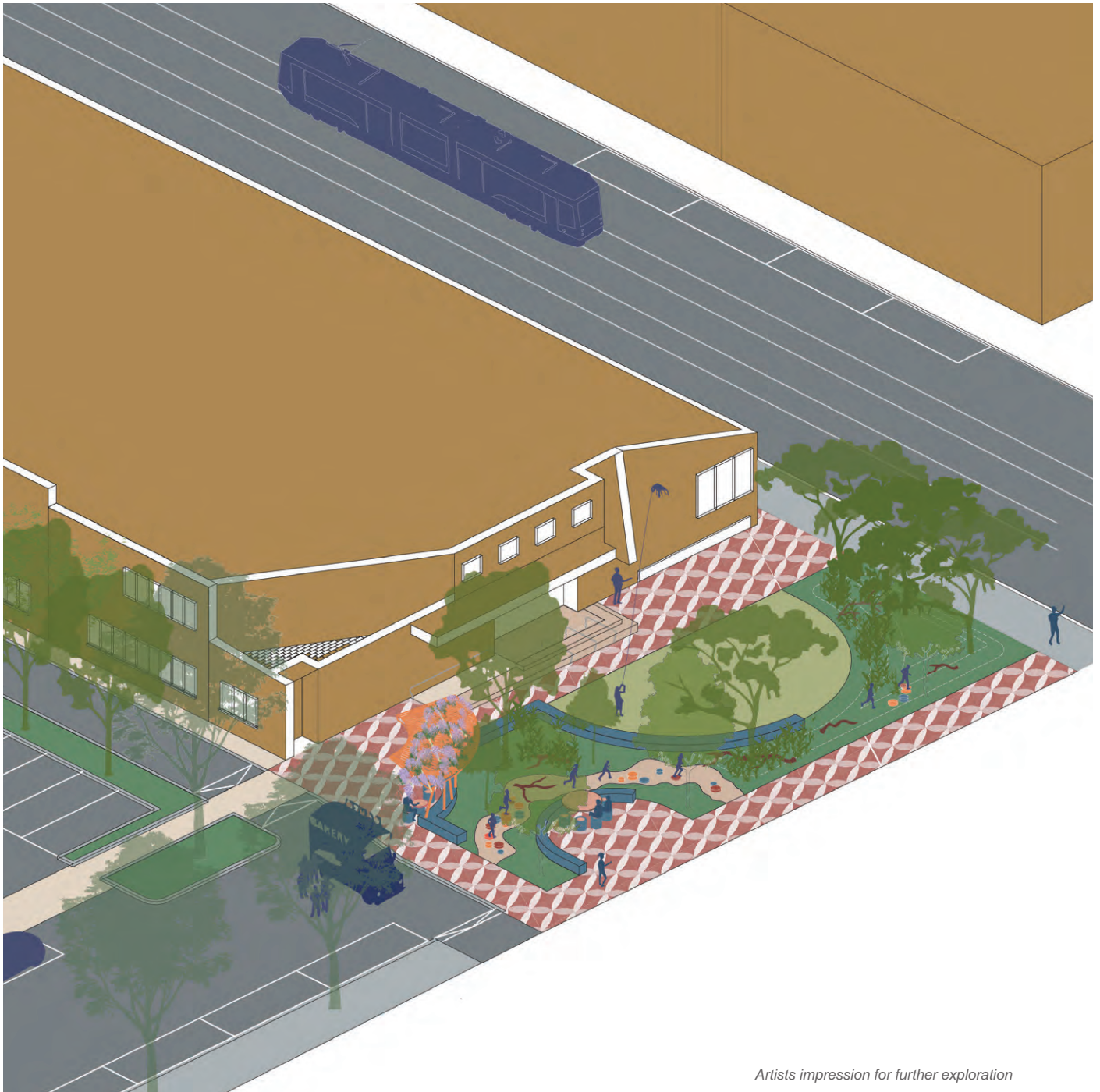
Fan

RICHMOND LIBRARY GARDEN

A NEW CIVIC LIBRARY GARDEN

CHARLOTTE STREET

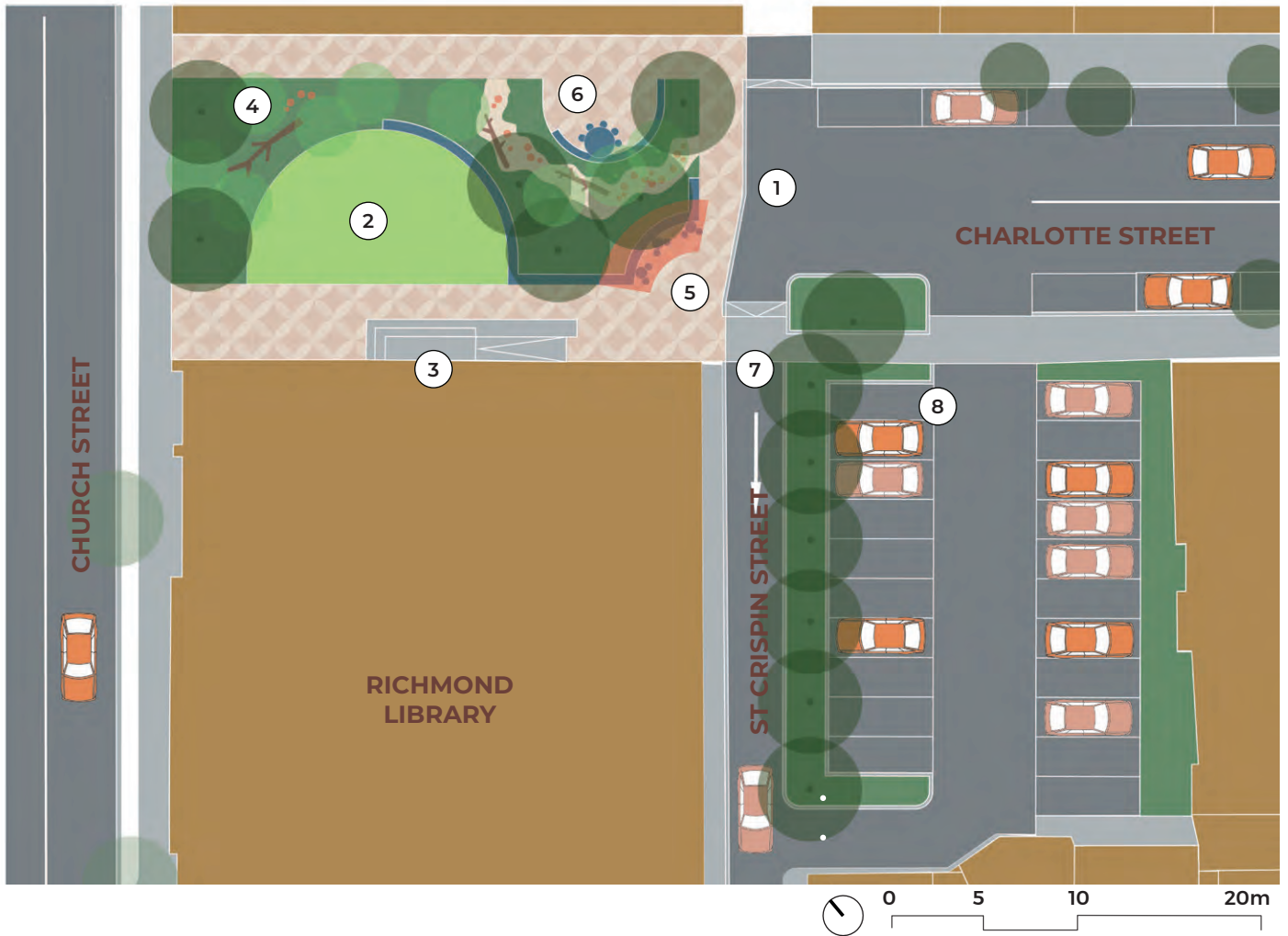
600m² NEW PUBLIC SPACE



Artists impression for further exploration

- 1 Close western end of Charlotte Street to create a new community open space adjacent to the Library
- 2 Open lawn area to provide informal play, meeting, and small events
- 3 New Library entry stair arrangement to incorporate long steps to work with slope and create seating opportunities
- 4 Significant planted garden as native plant 'library' with integrated nature play elements
- 5 A new pergola and seating space
- 6 Seating walls and tables with a variety of backs and heights to allow for lounging, playing and gathering
- 7 Upgrade St Crispin Street as a pedestrian priority zone for service, emergency vehicle and adjacent property access only accessibility.
- 8 Consider accessible parking

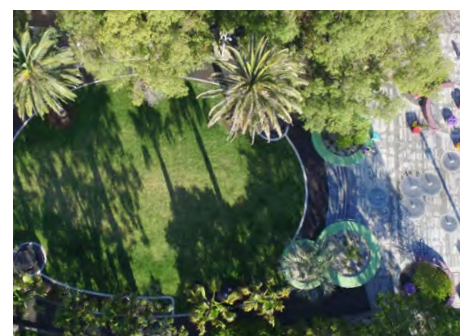
A significant opportunity exists at Richmond Library. By closing Charlotte Street at the western end, a new space is created providing additional amenity for this important community facility. Feasibility work is to be carried out to understand the wider traffic impacts, as well as future consultation with the community.



EXISTING CONDITIONS



OTHER IDEAS AND EXAMPLES



Small sunny lawn area



A colourful community space for all ages





STATION PRECINCTS

2

EAST RICHMOND RAILWAY STATION : A NEW RAILWAY FORECOURT

East Richmond Station is hidden to the south of Swan Street, behind a block of commercial properties. Although pedestrian access is available down several laneways off Swan Street, these are not well highlighted and offer an uninspired experience.

Improvements to wayfinding and clarity in the hierarchy to station entries versus underpass points will help to create a more cohesive station precinct.

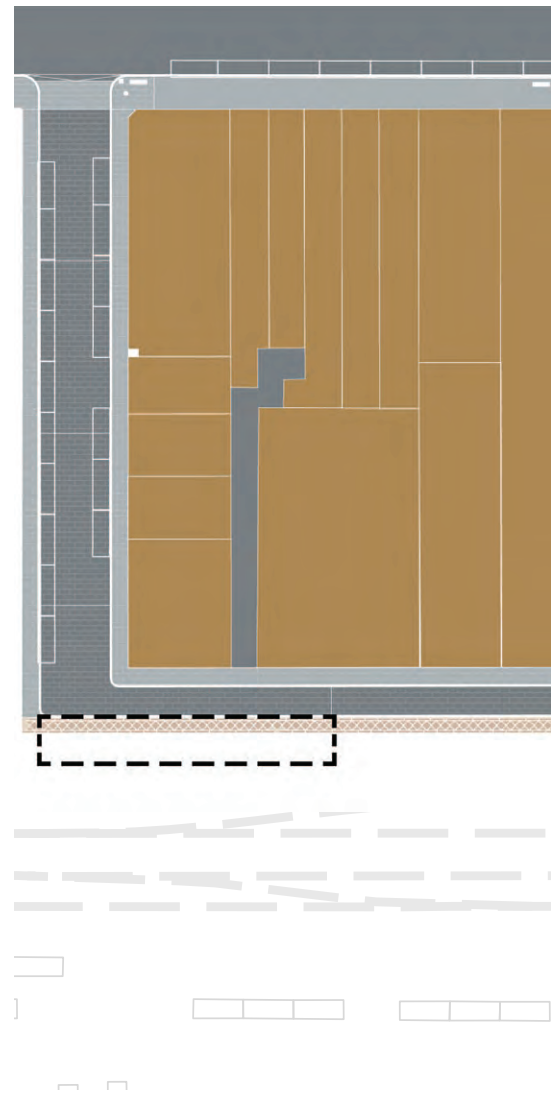
The Council owned car park is a major opportunity to create a new town square in the heart of Richmond whilst still maintaining access to the rear of the commercial properties which in time could be encourage to open onto this spaces instead of treating the rear as back of house only.

A phased approach to this transformation is offered in this Master Plan- which gradually designs cars out and plants, people and activity in.

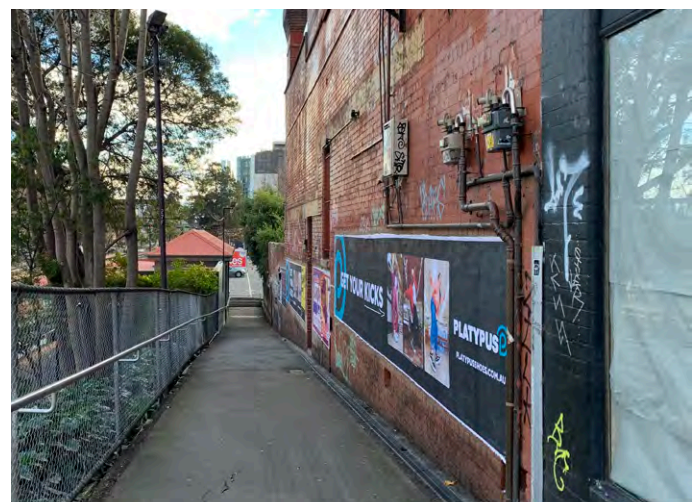
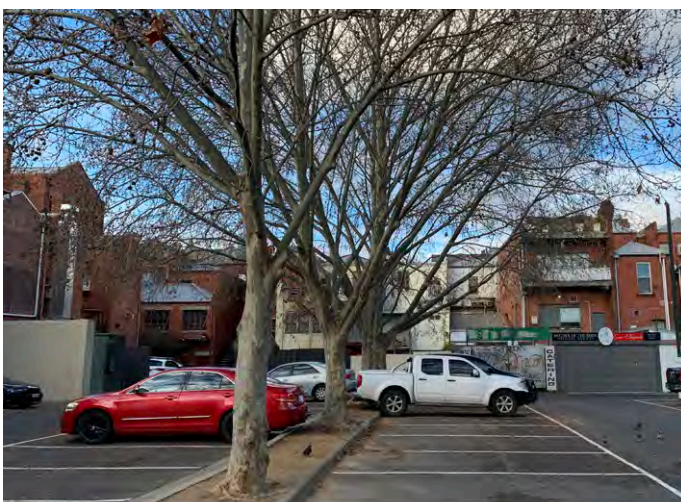
STAGE 1

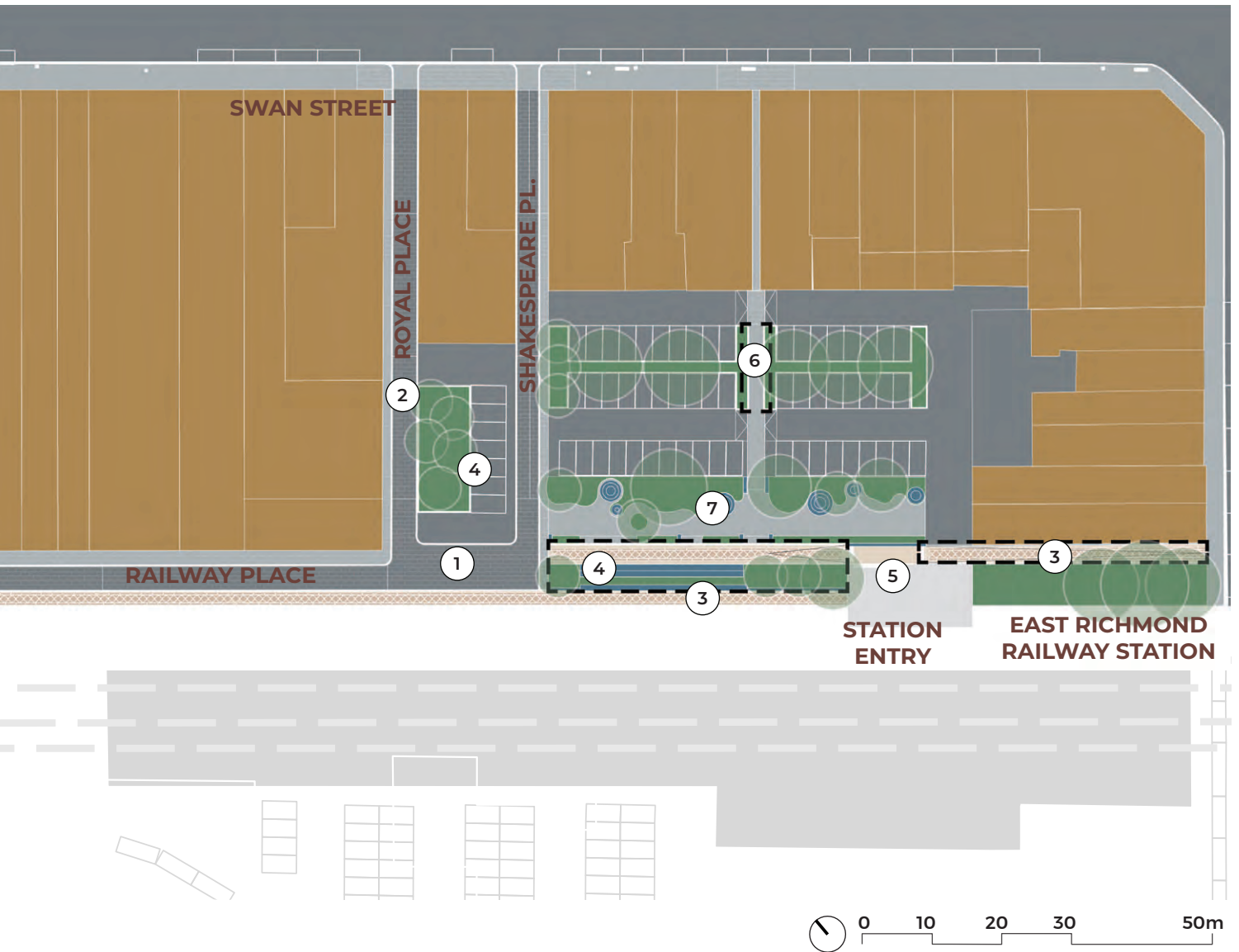
1540m² NEW PUBLIC SPACE

- ① Make Green Street, Railway Place and Shakespeare Place pedestrian priority zone and encourage truck access through Royal Place only
- ② Royal Place to be encouraged as main access for trucks to Coles Loading Docks
- ③ Feature canopies to key station entry locations or underpass access. Provides clear wayfinding and opportunity for art within canopy structure
- ④ New planting areas replacing car spaces, increasing biodiversity and enhancing amenity
- ⑤ Feature paving highlights main station forecourt zones
- ⑥ Removal of car spaces to provide direct pedestrian access from small laneway to central station forecourt
- ⑦ Opportunity to remove more car parking to create a larger station forecourt and civic space
- ⑧ Pedestrian priority zone wide enough to allow outdoor dining adjacent to cafe/bar spaces at rear of properties



EXISTING CONDITIONS





OTHER IDEAS AND EXAMPLES



Example of canopies to denote entries and provide shaded seating opportunities



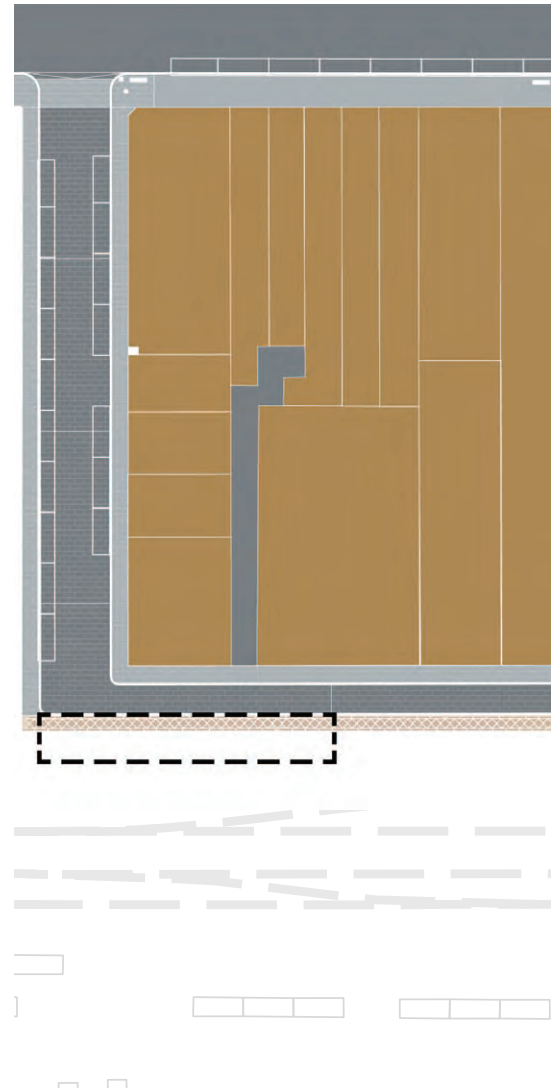
Small forecourt to define entry

EAST RICHMOND RAILWAY STATION : POSSIBLE NEW RAILWAY FORECOURT

STAGE 2

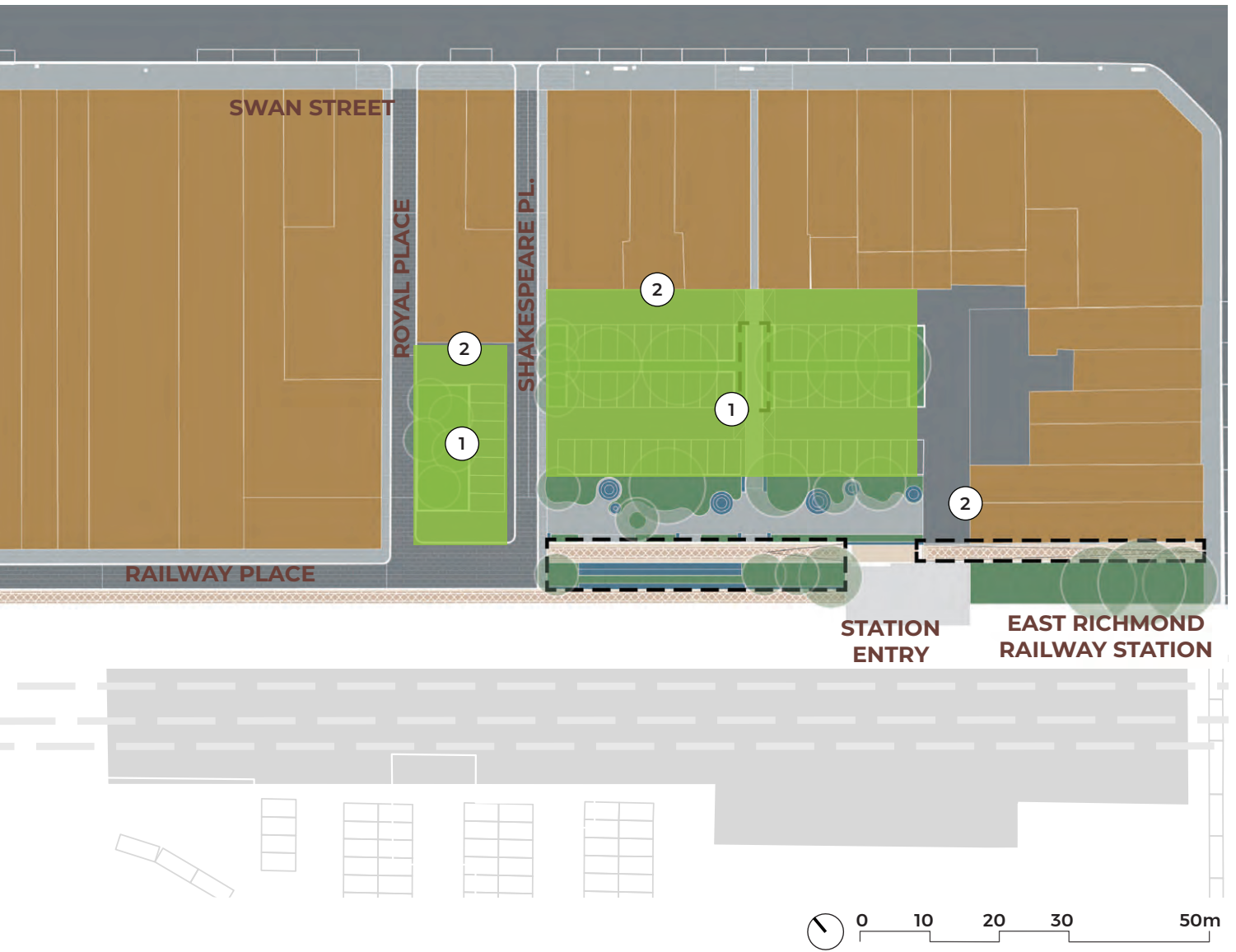
2354m² NEW PUBLIC SPACE

- 1 Explore the possibility of removing all car parking to make a new town square with tree planting, seating and flexible spaces for markets and events.
- 2 Encourage buildings to face onto the new town square



OTHER IDEAS AND EXAMPLES





BURNLEY RAILWAY STATION PRECINCT: RECONNECT AND UPLIFT

3725m² NEW PUBLIC SPACE

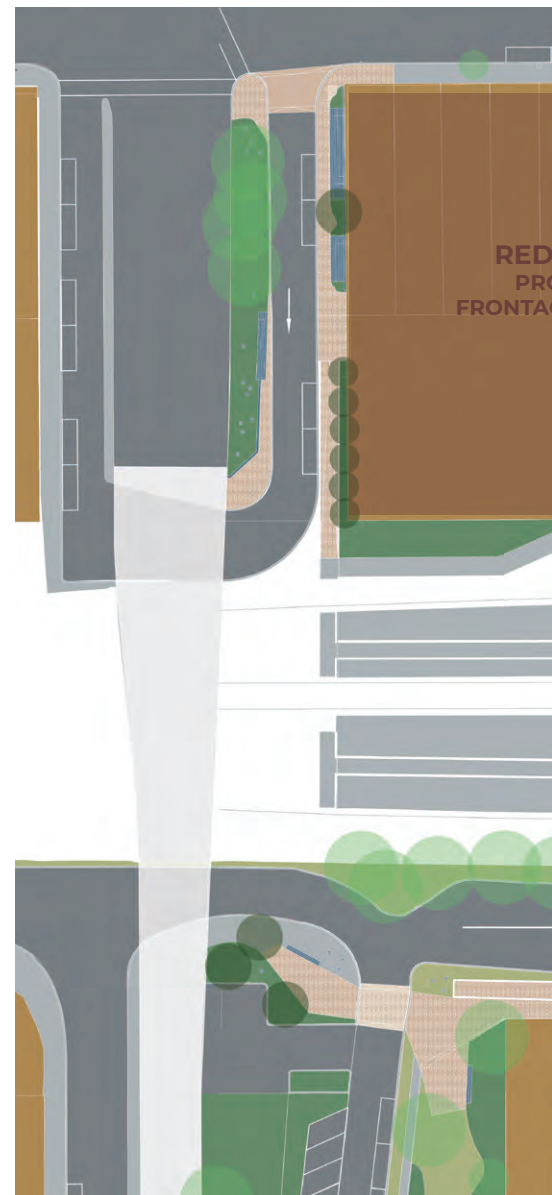
Similarly to East Richmond Station, Burnley Station sits off Swan Street and lacks clear wayfinding or public realm initiatives to create a safe or enjoyable experience while accessing the station.

Upgrades to the station precinct (to be negotiated with MTM operations and management) can encourage public transport use as a safe, enjoyable and convenient option.

Public realm initiatives could include dedicated forecourt spaces to create a sense of arrival and identity for the station, with seating, gardens and new tree planting along with improved pedestrian access to the station entry, ambient lighting, signage and injections of colour and art where possible

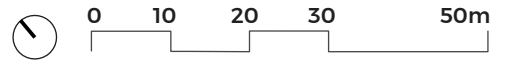
The modification of traffic arrangements at Stawell Street offers a great opportunity to create a new green link providing an attractive and safe arrival point to both the underpass and the walkway to station entry.

- ① Make a raised crossing for pedestrians accessing the station from across Burnley or Swan Street, highlighting the station entry
- ② Tiered seating along fence to the east and sloped garden adjacent to Burnley Street overpass to the west
- ③ Vertical screening to adjacent properties, incorporated into feature canopies
- ④ Feature canopies to key station entry locations or underpass access. Provides clear wayfinding and opportunity for art within canopy structure
- ⑤ Revitalised park and new raised pedestrian crossing adjacent to station underpass access south side. Removal of some parking bays to create a small garden and seating zone adjacent to car park
- ⑥ Vertical art elements signalling station precinct, positioned to be visible from Burnley overpass, south side of the station and Stawell Street

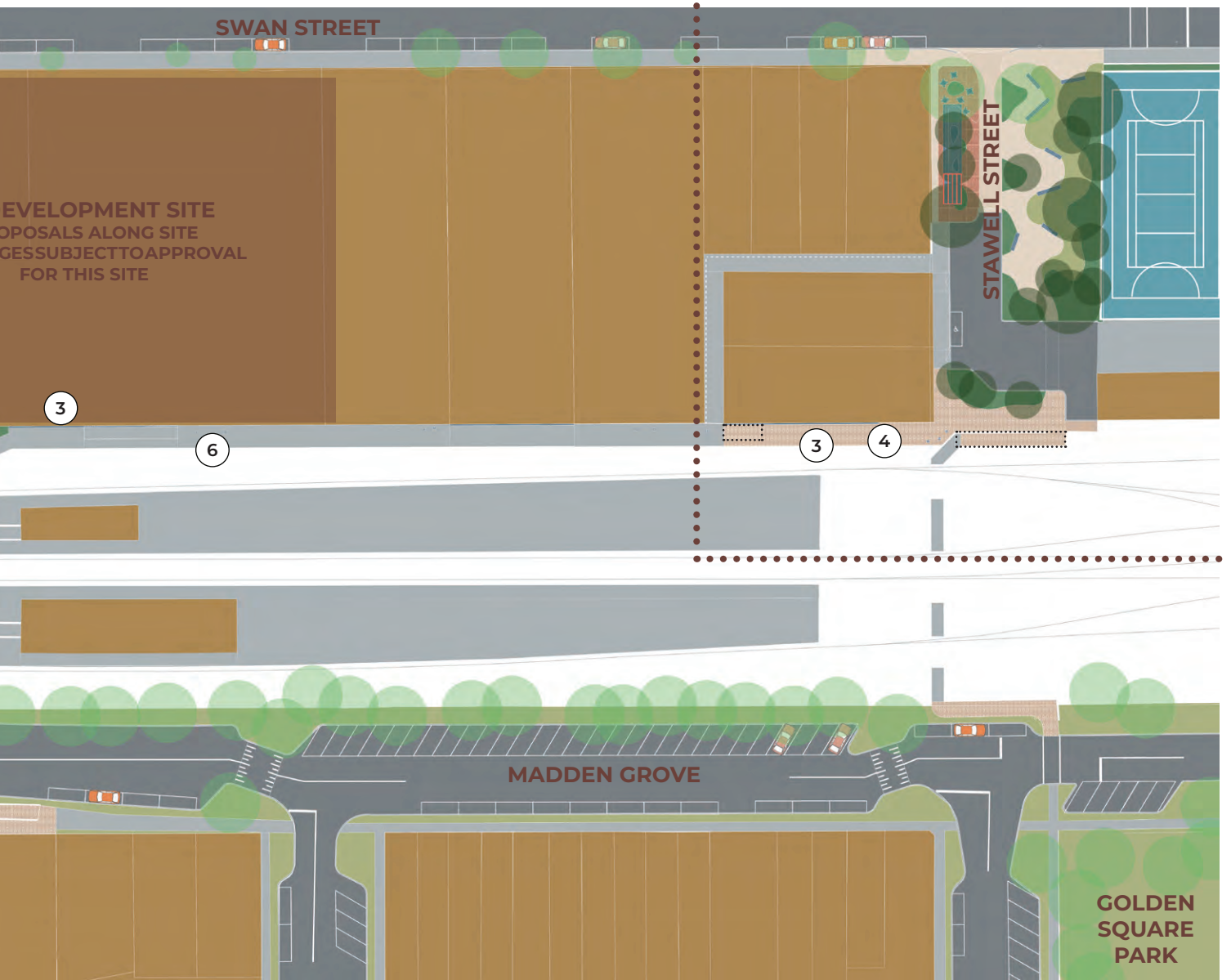


EXISTING CONDITIONS

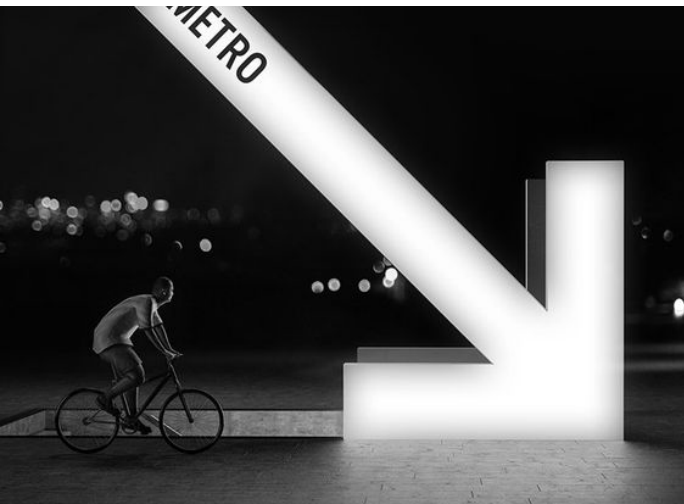




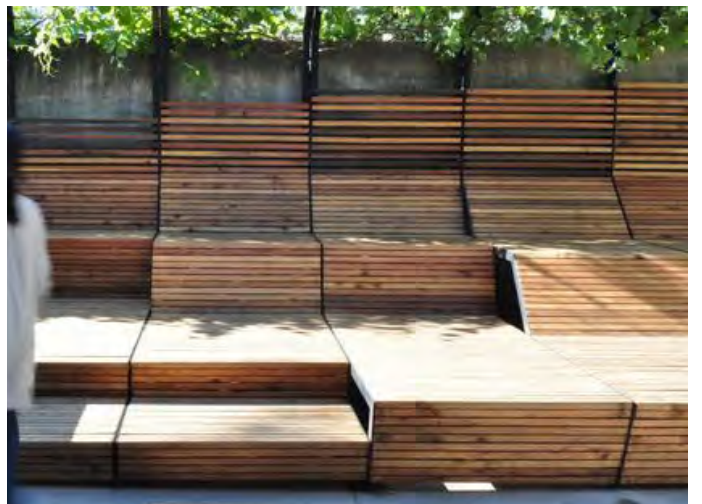
SEE STAWELL STREET PLAN FOR DETAILS



OTHER IDEAS AND EXAMPLES



Wayfinding that is eye catching and identifiable

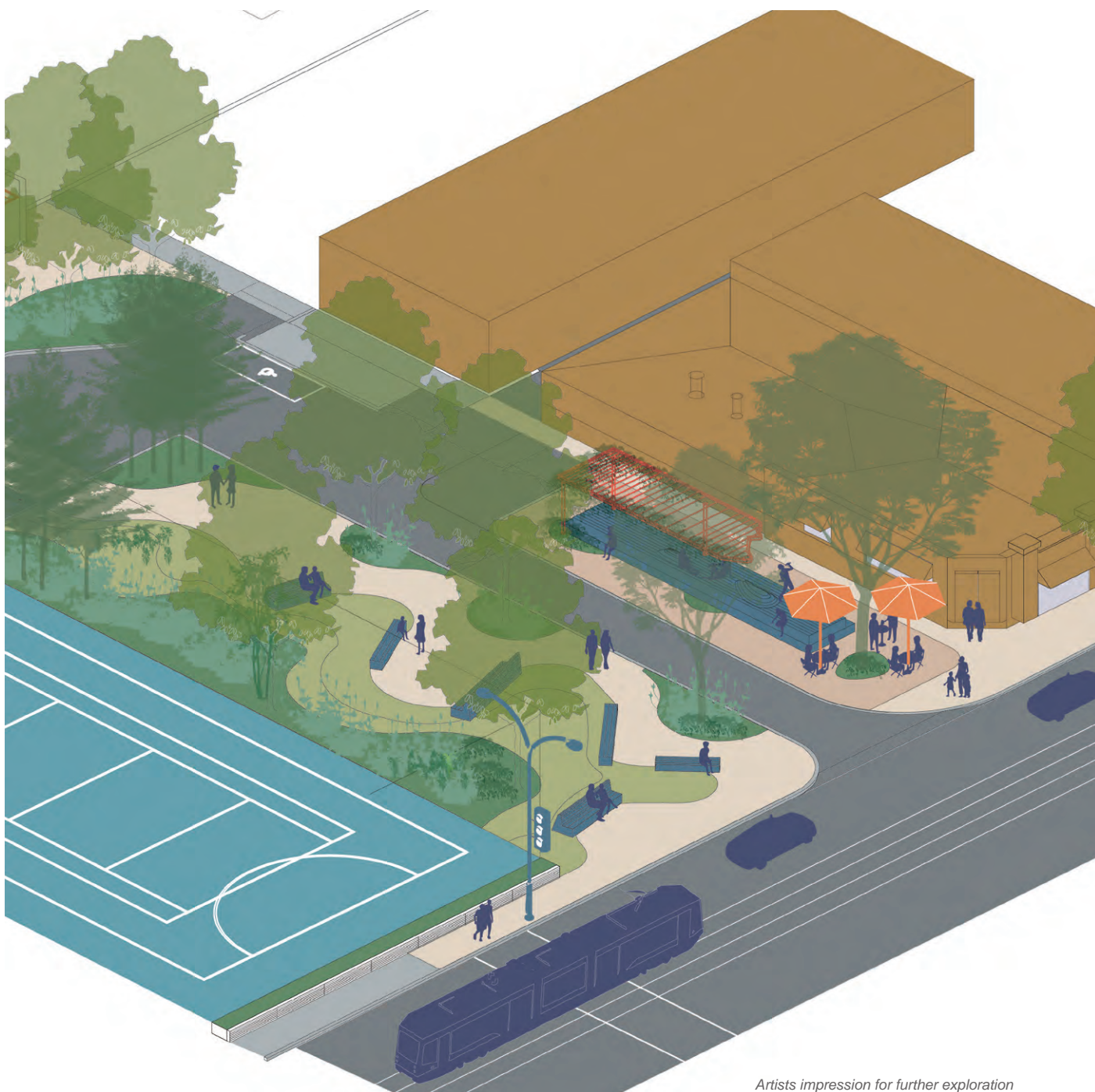


Stacked timbers forming seating elements, referencing buildings yards of the area

BURNLEY RAILWAY STATION PRECINCT: A NEW GREEN LINK

STAWELL STREET

1400m² NEW PUBLIC SPACE

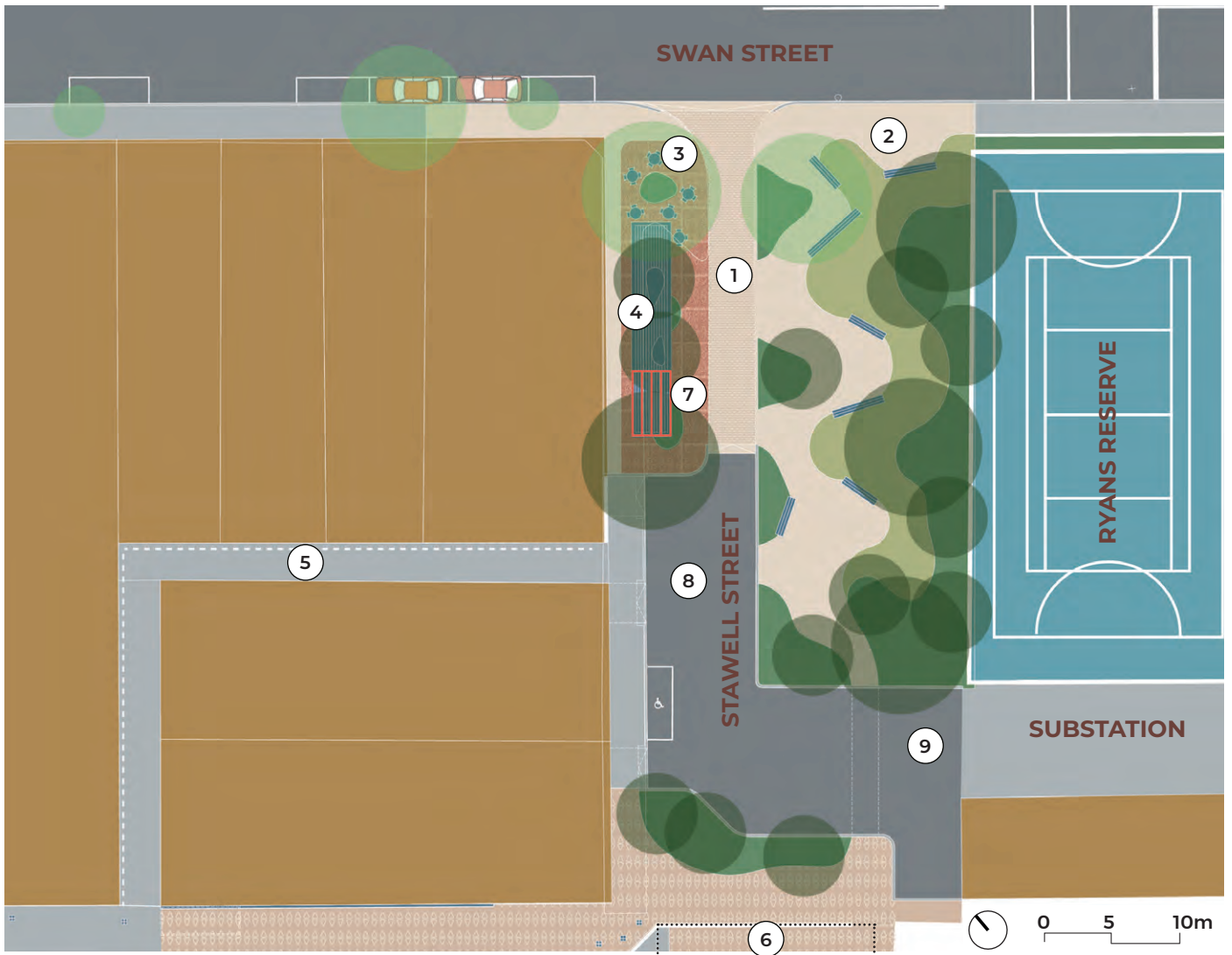


- ① Make part of Stawell Street a pedestrian priority zone (traffic issues to be worked through) to allow for larger public realm space
- ② New pocket park with seating, planting and lawn
- ③ Space for flexible outdoor dining of adjacent cafe, new planting under existing tree

- ④ Large 'picnic' platform provides informal seating and play element
- ⑤ Laneway lighting and improved pavement opportunities
- ⑥ Feature canopy over underpass access, acts as wayfinding throughout the Burnley Station precinct

Artists impression for further exploration

- ⑦ Arbour structure to 'picnic' platform to add overhead greening and interest
- ⑧ Maintain two way cycle access
- ⑨ Maintain vehicle turning movements and substation access



EXISTING CONDITIONS



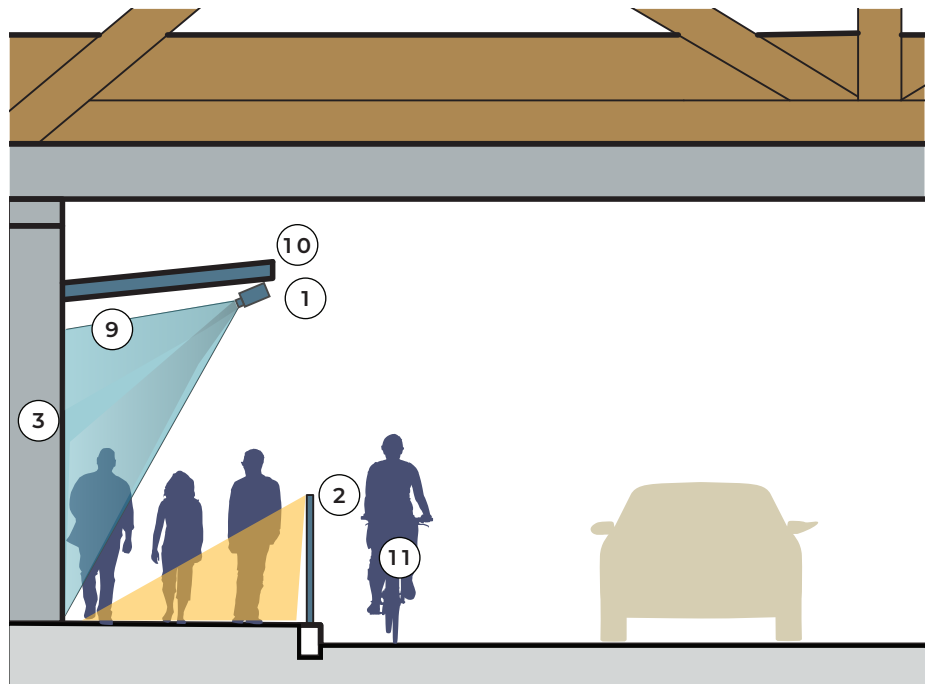
OTHER IDEAS AND EXAMPLES



RICHMOND RAILWAY STATION BRIDGE GATEWAY PROJECT SHOWCASING DIVERSITY IN SPORT

RAIL BRIDGE

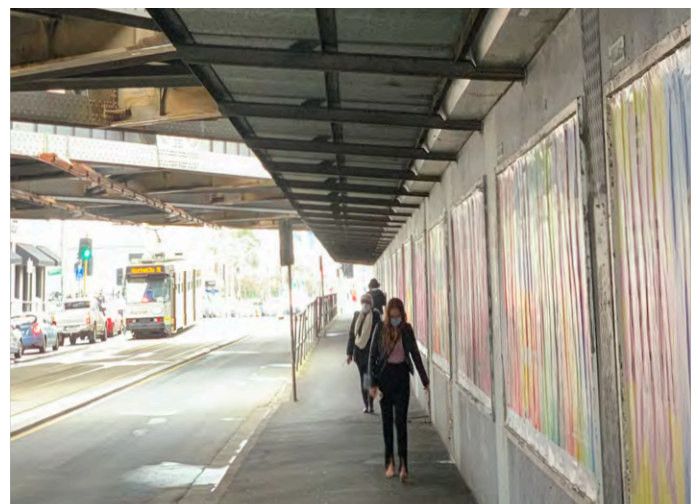
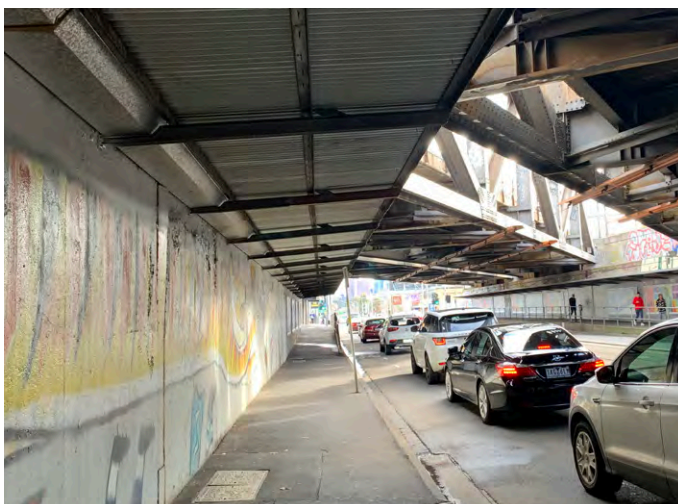
- ① Feature lighting or projection fixed to awning, to wash onto underpass wall
- ② New handrail with integrated lighting to improve pedestrian safety
- ③ Mounted / projected artwork, picking up themes of diversity in sport
- ④ Integrated signage or art piece, identifying entrance to Swan Street Precinct
- ⑤ Feature lighting to underside of bridge to create an exciting and unique experience while passing through the space
- ⑥ Artwork to northern wall, currently advertising
- ⑦ Improved lighting to existing artwork on southern wall, possibly additional artwork to integrate with existing pieces
- ⑧ New balustrade to both sides of the road

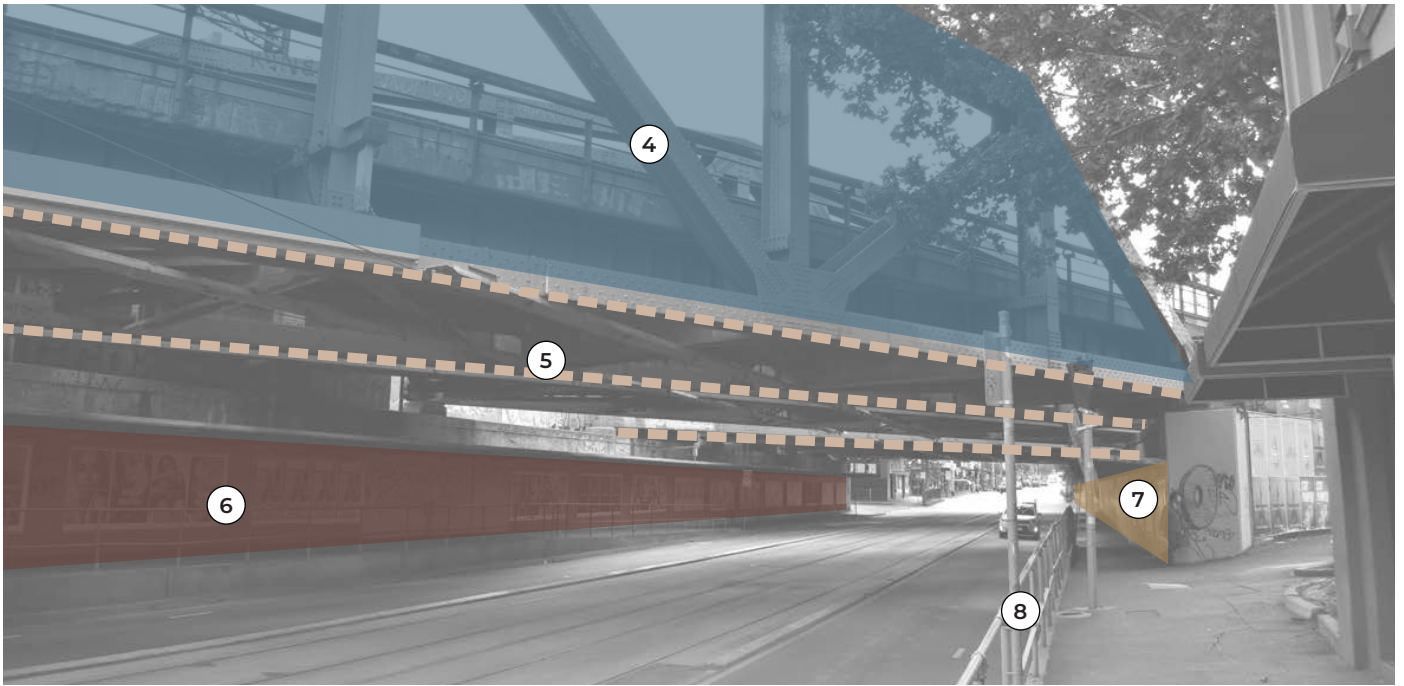


Section through Swan Street at the rail underpass

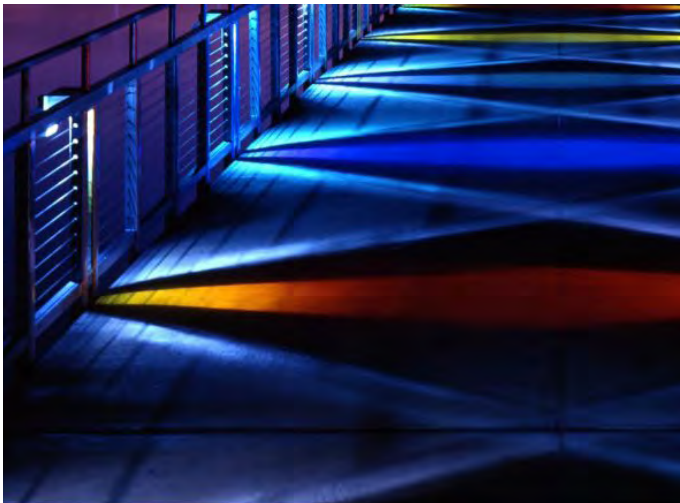
- ⑨ Explore lighting opportunities
- ⑩ Repair/replace canopies
- ⑪ Consider cyclist safety

EXISTING CONDITIONS





OTHER IDEAS AND EXAMPLES







IMPLEMENTATION PLAN

SUMMARY OF POSSIBLE PROJECTS AND ACTIONS

The Streetscape Masterplan is focused on the footpaths and public spaces in this precinct. A number of opportunities have been identified along the Swan Street corridor, which is experiencing high growth and change now and into the future.

The Masterplan sets the scene for future opportunities as they arise, however it won't be possible for Council to fund and deliver all of the projects identified in this masterplan. Some of the projects identified may allow for negotiations through other avenues of funding such as external grants, current and future strategic projects and public realm outcomes associated with future developments.

Project	Location	Timeframe	Masterplan Initiatives	Lead / Support
Site Wide Improvement Strategies (Footpaths)"	Precincts 1, 2 and 3	Ongoing	A number of site wide improvements to the footpaths have been identified including increased diversity and improvements to tree planting, new trees and planting where room, increased street furniture whilst maintaining access around tram stops, upgrading lighting to LED, unify paving approach.	Lead Urban Design Support Open Space Services City Works Civil Engineering Economic Development Compliance Strategic Transport Sustainability Maintenance (Assets)
Outstands (Side Street Corners)"	Lennox Street	Short term	The approach to the outstand spaces is to punctuate the length of the street with smaller pedestrian friendly gathering places that provide a number of opportunities for improvements to the public realm. General initiatives could include increased planting and shade trees, bespoke seating, public art, a mix of outdoor dining and public seating, increased lighting, special paving treatments, play/engagement for children, bike parking, road crossing improvements. Accessible parking and loading requirements as well as drainage and opportunities will be considered when upgrading outstand spaces.	Lead Urban Design Support Open Space Services City Works Economic Development Arts and Culture Civil Engineering Traffic Engineering Sustainability Building Projects Strategic Transport Compliance Parking Maintenance (Assets) Aboriginal Partnerships
	Stanley Street			
	Clifton Street			
	Mary Street North			
	Mary Street South			
	Bendigo Street	Short/ Medium term		
	Waverley Street			
	Docker Street			
	Dando Street	Medium term		
Carroll Street				
Dickmann Street				
Brighton Street				
Charles Street				
Bell Street				
Duke Street				
Lord Street				
Edinburgh Street				
Cutter Street				

Project	Location	Timeframe	Masterplan Initiatives	Lead / Support
Laneways	Precincts 1, 2 and 3	Ongoing	A number of improvements have been identified for laneway spaces (both existing and future) across all three precincts. These opportunities include, introducing functional and feature lighting, wayfinding, seating and art elements where room, and creating pedestrian priority spaces where appropriate.	Lead Urban Design Support City Works Economic Development Arts and Culture Civil Engineering Traffic Engineering Sustainability Strategic Transport Aboriginal Partnerships Maintenance (Assets)
New Spaces	Charlotte Street Public Space (Richmond Library Garden)"	Short term	Improvements from closing the western end of Charlotte Street include an open lawn area, new entry stairs to the library, new garden spaces, community gathering spaces, an upgrade to pedestrian priority to St Crispin Street, and new tree planting.	Lead Urban Design Support Open Space Services Open Space City Works Economic Development Arts and Culture Civil Engineering Traffic Engineering Sustainability Building Projects Strategic Transport Libraries Aboriginal Partnerships Recreation Maintenance (Assets) Parking
	Stawell Street Public Space	Short/ Medium term	Improvements to Stawell Street to create a pedestrian priority zone will create a larger public realm space. The space will include a new pocket park with seating/ planting/lawn, flexible dining space, new lighting to laneways, feature canopy and seating platforms, and improved cycle access.	

Project	Location	Timeframe	Masterplan Initiatives	Lead / Support
Railway Station Precinct	East Richmond Railway Station Precinct - Stage 1	Short/ Medium term	New pedestrian priority zones, feature canopies to key station entries, new planting, feature paving, removing some car parking to provide direct pedestrian access to station forecourt, and the creation of new civic space.	Lead Urban Design Support Open Space Services Open Space Aboriginal Partnerships City Works Economic Development Arts and Culture Civil Engineering Traffic Engineering Infrastructure Sustainability Building Projects Maintenance (Assets) Strategic Transport Parking
	East Richmond Railway Station Precinct - Stage 2	Medium term	Possibility of removing all car parking to make a new town square with tree planting, seating and flexible space, and encouraging businesses in adjacent buildings to face onto new town square.	
	Burnley Railway Station Precinct	Medium term	Raised pedestrian crossings, tiered seating, vertical screening, feature canopies, removal of some car parking to create small garden and seating zone adjacent to car park, and vertical art elements as form of wayfinding.	
	Richmond Railway Station Bridge - Gateway Project	Medium term	Feature lighting or projections, improved pedestrian and cycle safety, artwork, integrated signage and new balustrading.	

Project	Location	Timeframe	Masterplan Initiatives	Lead / Support
Other Opportunities	<ul style="list-style-type: none"> · Wellington Street Intersection · Cremorne Street Intersection · Wangaratta Reserve · Wangaratta Street Crossing · Docker Street Carpark · Brighton Street Railway Overpass · Stawell Street Underpass · Pedestrian Crossing at Park Grove · Madden Grove x Swan Street Pocket Park · Burnley Circus Park 	Medium term		Lead Urban Design Support Open Space Services Open Space Aboriginal Partnerships City Works Economic Development Arts and Culture Civil Engineering Traffic Engineering Infrastructure Sustainability Building Projects Maintenance (Assets) Strategic Transport Parking

OTHER ISSUES AND ACTIONS

The consultation has raised a number of other issues faced in the area, which predominately relate to the road space (between the kerbs) Council operations (e.g. street cleaning and graffiti removal) and private property. Although these are out of scope for this project, it is important to acknowledge these and consider how they can be addressed through future work. This chapter outlines the key issues that have been raised and provides recommendations for future actions to investigate these.

Allocation of road space

Through the community consultation, many people have expressed the desire for wider footpaths, new pedestrian crossings and increased bicycle lanes, which are not within the scope of this project. The Streetscape Masterplan provides a strategic framework for future public realm upgrades along the Swan Street corridor. This masterplan can be used when future work is undertaken for the road space, to help in understanding the communities priorities for the area and opportunities to link in any works with new/upgrades to public space as identified in the masterplan.

Accessible tram stops

Council understands that the Department of Transport (DoT), who are responsible for the tram route infrastructure, have the obligation to provide upgrades to all tram stops to make them accessible (Disability Discrimination Act (DDA) compliant).

At this stage it is unclear when this is likely to happen along Swan Street, and at the time of writing there are no committed funds to deliver the work.

The tram stops are an important part of the street and any changes to them should consider what the community have already said in terms of what they value about the area and what they want to see improved. The consultation feedback captured through this project will be used to assist with any initial discussions with DoT about tram stops.

Graffiti, street cleaning and emptying of bins

There were several responses from the community which referenced issues around graffiti and tagging, street cleaning and emptying of bins.

Council has prepared a Graffiti Management Framework which outlines Council's approach to managing graffiti in Yarra. It includes strategies related to the removal of graffiti on Council sites and private land. It includes actions to conduct programmed graffiti removal in retail precincts and to explore alternative ideas, such as green walls and lighting, to assist in the prevention of graffiti.

Issues around street cleaning and emptying of bins are challenging, particularly in this area which experiences very high usage from

visitors and events/ peak times. The feedback from the community has been passed onto Council's operations teams to consider as part of their ongoing work.

Planning and development

Concerns were also raised by the community about development of sites in the Swan Street area. This is outside the scope of this Streetscape Masterplan, however there are recent planning controls that have been implemented, to manage the design of new buildings along the Swan Street corridor.

STEPHENSON ST MURAL

SPONSORED BY C.G.R.A.C FUNDED
BY C.E.P. COMPLETED 13/9/84

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7 AND 34 DOVER ST. McNAUGHTONS

HARDWARE AND HUNDREDS OF

OTHERS FROM LOCAL SCHOOLS

AND THE COMMUNITY

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RESHING



AN MADE
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AUSTRALIAN PREMIERE



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