

Sunshine

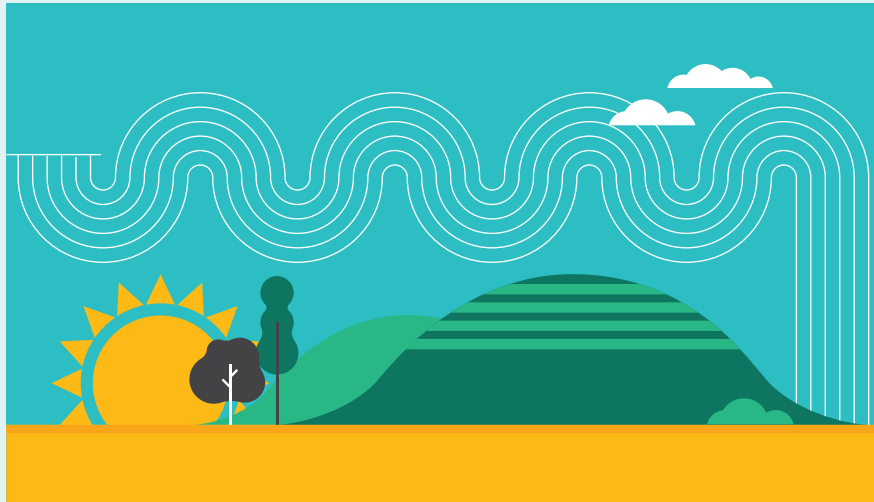
PRECINCT

SUNSHINE STATION MASTERPLAN

October 2022



ACKNOWLEDGEMENT OF COUNTRY



We proudly acknowledge Victoria's First Nations peoples and their ongoing strength in practicing the world's oldest living culture. We acknowledge the Traditional Owners of the lands and waters on which we live and work and pay our respect to their Elders past and present.

As we integrate our transport systems with the aim of creating simple, connected journeys, we acknowledge the use of Song Lines as an integral part of Aboriginal Culture, which allowed our First Nations people to easily connect their journeys across the nation. We recognise the cultural significance of Song Lines as trade routes and ceremonial paths, and that some of the transport networks and assets we use today are on those traditional Song Line routes.

We acknowledge that Sunshine is on Aboriginal land, including the lands of the Wurundjeri people. We also recognise and acknowledge the contribution and interest of Aboriginal people and organisations in the development of a prosperous region.

We are genuinely committed to advancing Aboriginal self-determination and supporting Aboriginal communities and Traditional Owners in Sunshine to realise self-determined economic development objectives.

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This document was prepared by **Development Victoria** on behalf of the **Department of Transport**, with assistance from **Oculus** (Landscape Architecture + Urban Design), **Genton** (Architecture and Urban Design) and **WSP** (Engineering).

*All artist impressions subject to relevant planning, environmental and other government approvals

MASTERPLAN SUMMARY

The Victorian Government is delivering record investment to grow and develop Sunshine to support it as the centre of Melbourne's west. Sunshine Station is set to transform into a transport superhub – a key gateway to Melbourne's west that will provide easy connections to Victoria's regions, the metropolitan network and Melbourne Airport.

This masterplan (the masterplan) for the area around Sunshine Station, on Wurundjeri land, helps build on the transformation of the station and will help guide change and investment around the superhub.

The proposals that form the masterplan will be transformative. It will create a new vibrant place, with the new superhub at its heart. It will be surrounded by and connect new homes, workplaces and shops via a network of green pedestrian-focused streets and public spaces. As a place for residents, workers, students and tourists, the station will become a hive of activity and civic life.

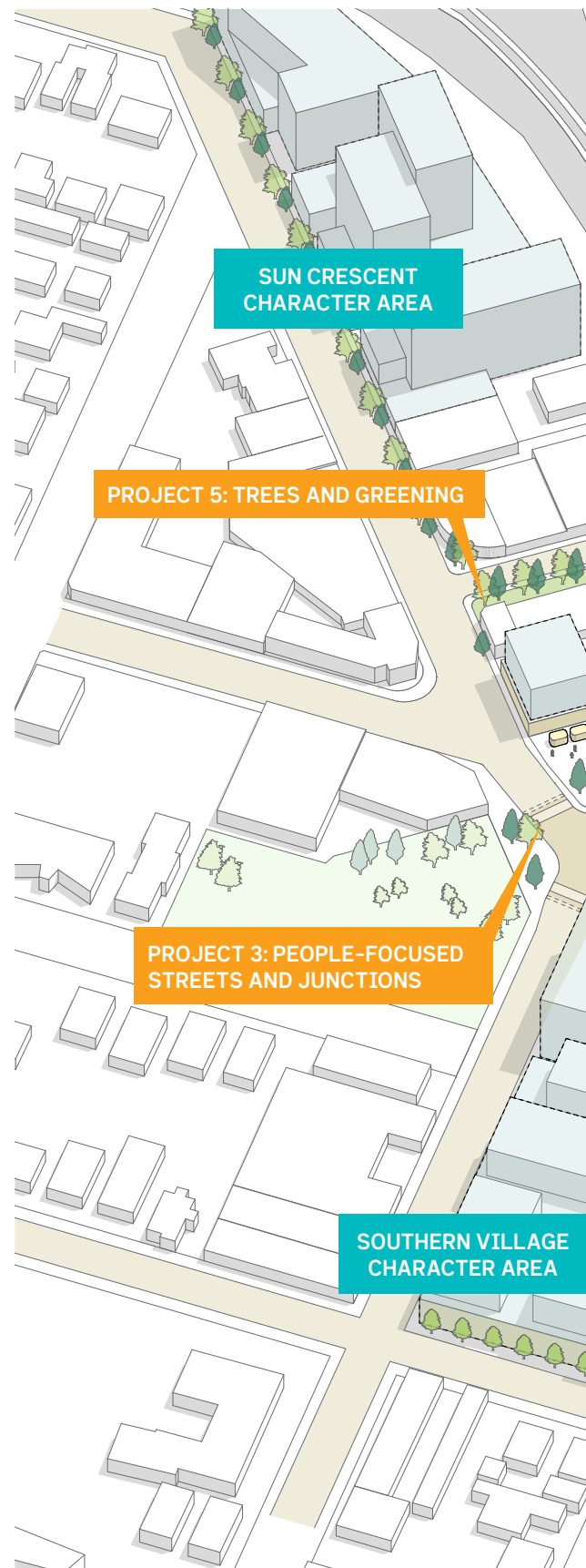
The masterplan is composed of three sub-precincts – Station Place, Sun Crescent and Southern Village. Each character area encompasses a variety of proposed spaces, routes and new development within the character and qualities of each place. These areas add diversity and a sense of place to the masterplan, but also come together to form a cohesive, connected whole.

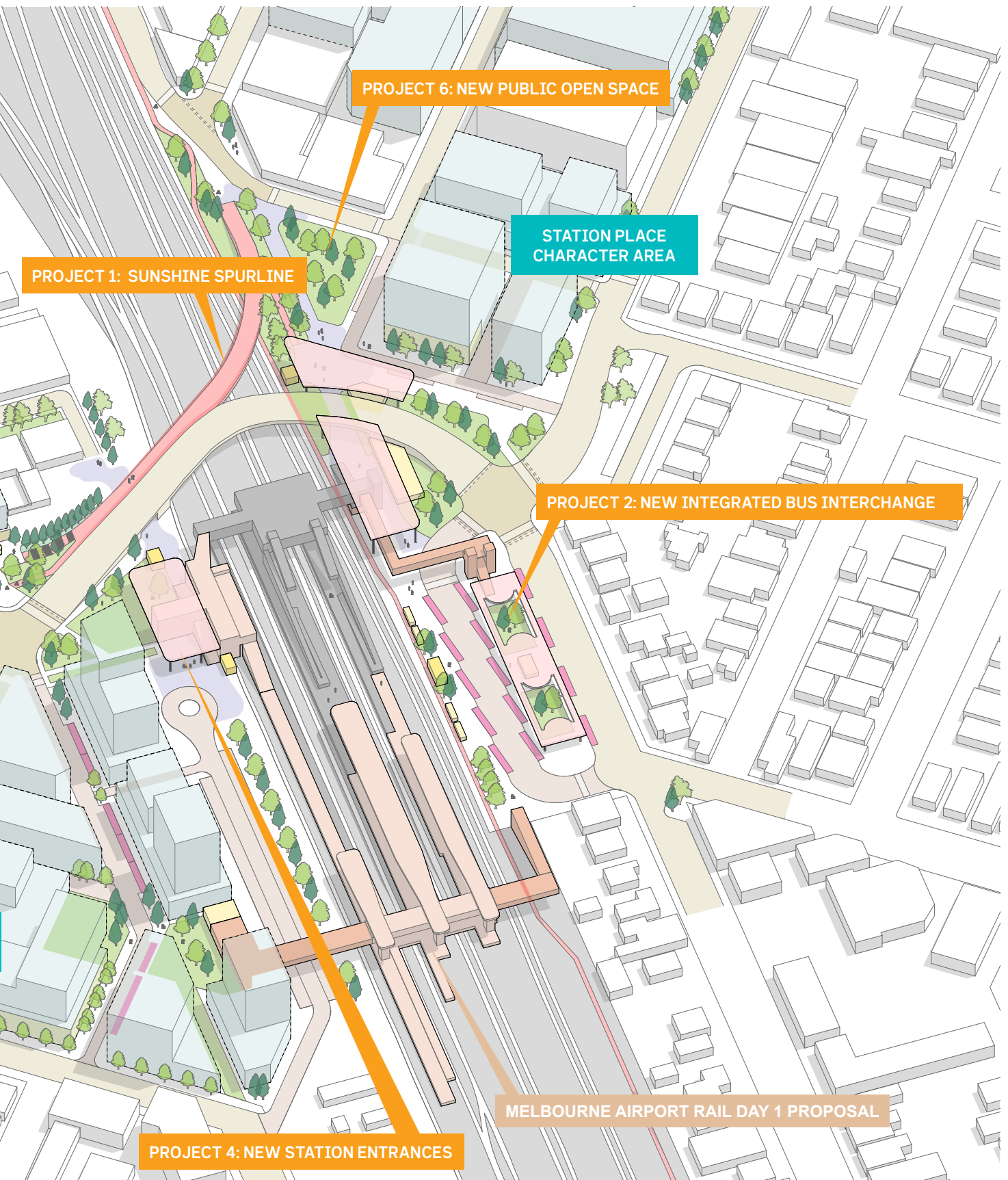
Key to rejuvenating the precinct and attracting development are the following six key projects that span over the three sub-precincts:

1. **Sunshine Spurline** – transformation of the northern traffic lane of Hampshire Road Bridge in to a new route for walking and cycling
2. **New integrated bus interchange** – developing a new bus interchange to the east of the train station with direct and safe access to the train station, acting like an additional platform
3. **People-focused streets and junctions** – helping to make walking and cycling safer, easier and more attractive with direct routes to the superhub
4. **New station entrances** – helping to ensure a more accessible and attractive superhub and improve wayfinding, with clear sight lines from surrounding streets
5. **Trees and greening** – helping green Sunshine with more tree canopy cover, improving biodiversity and helping create shaded streets and spaces
6. **New public open space** – a new, spacious green public open space helping link the superhub with the centre of Sunshine, activated and made safe by new development on the current interchange site.

These six key projects will help support new development that, over time, will transform under-utilised land to become a vibrant, active place. The new development, shown indicatively by the blue illustrative blocks and on both public and private sites, will help provide activity and life to the area with more people living, working and visiting. A good level of activity along the building frontages with building entrances contributes to the success of the public realm and improves safety by providing 'eyes on the street'.

A diversity of flexible land uses, including residential, retail, office and community, will create a dynamic and sustainable place and activity at different times of the day. The people from these uses, along with people using the superhub and the local community, will help provide the activity that will help define the success of the masterplan.





Illustrative birds-eye view of Sunshine Station Masterplan.

Melbourne Airport Rail Day 1 Proposal includes the extended station platforms and a second station concourse. It does not include the conceptual southern station entrance or connecting the concourse across the rail line to allow non-rail passenger connections across the rail corridor.

1 INTRODUCTION

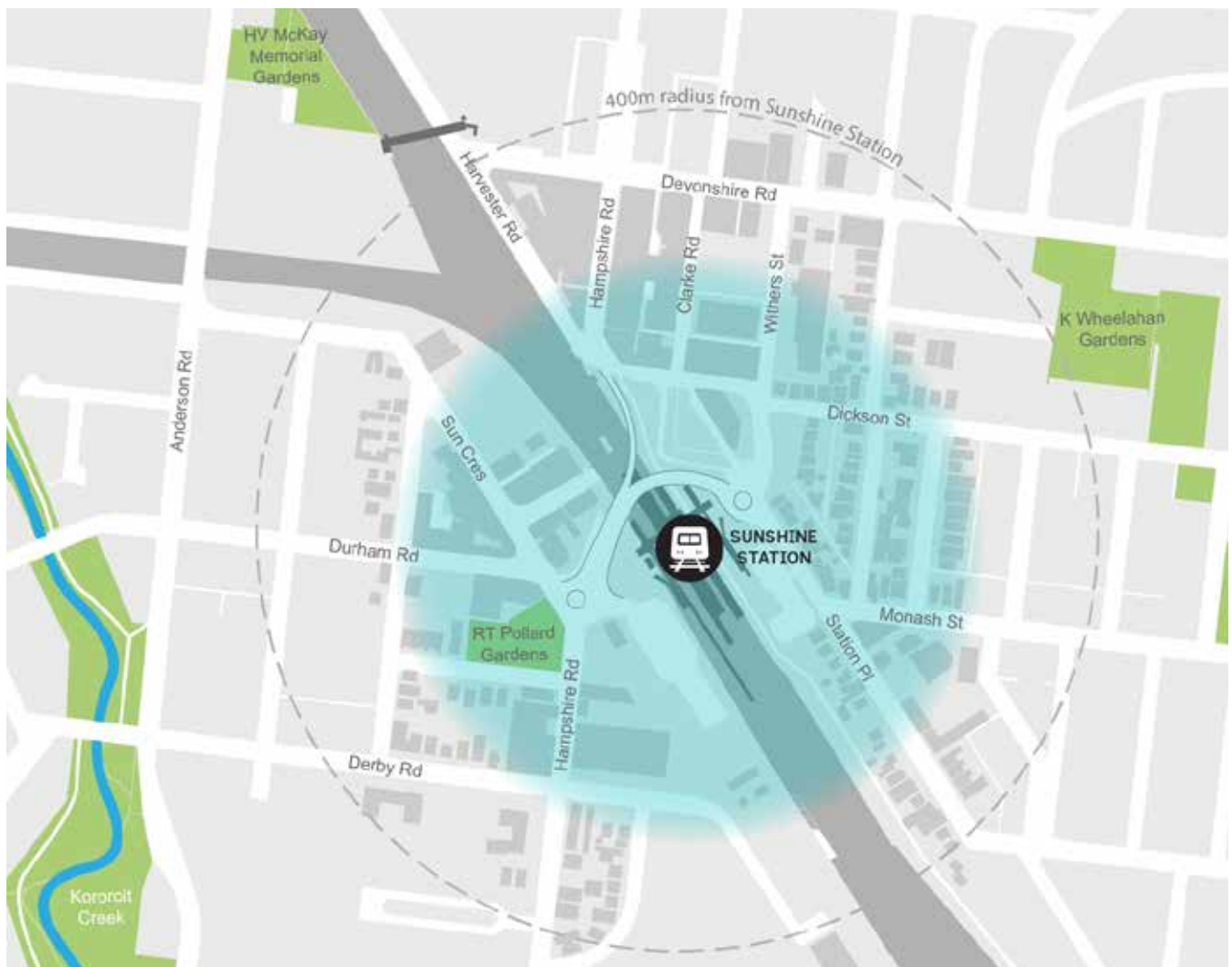
The masterplan consists of a series of ambitious, transformative and sustainable proposals that helps transform the area around Sunshine Station, on Wurundjeri land, into a hive of activity and civic life for residents, workers, students and tourists.

As part of major investment in transport projects, Sunshine Station is set to transform into a transport 'superhub'. The superhub will be the link between Melbourne Airport and Melbourne central city and the gateway to regional Victoria. To accommodate these changes, Sunshine Station will nearly double in size with improvements to passenger experience and accessibility.

To build on the transformation of the station, the Department of Transport has prepared this masterplan to help guide change and investment around the superhub and provide clear direction for the long term development of this area.

The masterplan is focused on the area around Sunshine Station on both sides of the railway tracks, but considered within a broader context, particularly links and connections to the Sunshine CBD, Albion Station, walking and cycling routes and surrounding open spaces. The masterplan will inform how people get to and from the station, set clear expectations for high quality development around the station and identify opportunities for new public spaces, connections and movement.

While the masterplan will take many years to fully implement, it will provide confidence to the community, government and investors about future change and development opportunities for Sunshine, including how transport, housing, employment and public space around the station might look into the future. It will help inform government's investment and delivery of this area within the wider Sunshine Precinct.



Area of focus for the Sunshine Station Masterplan area (blue circle) within a 400m walk from the station.



Panoramic aerial view of the area of focus for the Sunshine Station Masterplan area (blue circle).

2 THE VISION FOR SUNSHINE

Sunshine will be the centre of Melbourne's booming west. A dense and vibrant urban environment, the precinct will provide high quality affordable housing and strong employment growth.

Sunshine Precinct Vision, Precinct Opportunity Statement

The Vision for Sunshine

The Victorian Government is delivering record investment to grow and develop Sunshine to support it as the centre of Melbourne's west. To unlock the full potential of major transport projects – including the Metro Tunnel, Melbourne Airport Rail, Suburban Rail Loop and Western Rail Plan – the Department of Transport is leading the strategic coordination and planning of the Sunshine Precinct.

The *Sunshine Precinct Opportunity Statement* sets out a vision and framework for achieving positive outcomes for Sunshine. It identifies strengths and opportunities to inform how we'll live, work, and play in Sunshine into the future.

The vision for the Sunshine Precinct is supported by four goals, each with their own corresponding objectives. The masterplan will help deliver on this wider vision for Sunshine by helping to deliver these goals and objectives around Sunshine Station.

Where is the Sunshine Precinct?

The Sunshine Precinct includes the area within approximately 1600m of the Sunshine and Albion train stations. The Sunshine Precinct is also located in the centre of the Sunshine National Employment and Innovation Cluster (NEIC), identified in *Plan Melbourne*. The cluster is proposed to become a major jobs centre of the west's economy.

Investing in Sunshine

The Sunshine Precinct provides key opportunities to boost employment, investment and liveability through planning.

The precinct will build on the area's existing strengths in healthcare, education and manufacturing to develop a vibrant urban environment that provides high quality affordable housing and strong employment growth. It will maximise the benefits from significant government investment to shape Sunshine's growth and development into a hub for Melbourne's west and improves outcomes for Sunshine's diverse communities.

It is recognised that substantial investments in rail alone will not be enough to realise Sunshine's potential. Government must use all the tools at its disposal to achieve the ambition for Sunshine, including:

- density to create vibrancy and accommodate growth
- social and affordable housing to help retain the diversity that is the precinct's strength
- investment attraction and economic growth to support greater employment
- quality public and open space, and built form.



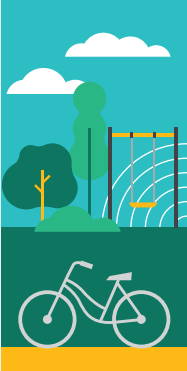
Local context for the Sunshine Precinct.

Legend

- - - Sunshine Precinct – 1600m radius of stations
- - - Indicative Sunshine NEIC (boundary as per draft Western Metro Region Land Use Framework Plan)
- Sunshine Metropolitan Activity Centre
- Waterway
- Road network
- Open space
- Railway
- Railway Station

Goals and objectives

The vision for the Sunshine Precinct is supported by the following four goals with corresponding overarching objectives:

Goals	Objectives
 <p>Transform Sunshine into the centre of Melbourne's west</p>	<ul style="list-style-type: none"> – Develop Sunshine as a major employment centre for Melbourne's western suburbs that provides easy connections to the airport, key metropolitan and regional centres. – Leverage major rail investment to deliver private investment. – Attract new investment, create jobs and grow existing industries, such as health and education. – Provide a greater diversity of jobs. – Intensify employment activity and deliver high amenity interfaces with residential areas, open space and along significant streets.
 <p>Increase the connectedness of Sunshine's neighbourhoods and hubs</p>	<ul style="list-style-type: none"> – Deliver high quality, attractive and safe connections, to, through and within Sunshine, particularly for public and active transport. – Establish a legible and attractive street network that enhances walkability and a sense of safety. – Improve access to diverse housing and jobs within walking distance of public transport. – Ensure neighbourhoods provide a range of dwelling choices, including affordable housing, in an attractive high-amenity setting.
 <p>Make Sunshine a great place to live</p>	<ul style="list-style-type: none"> – Establish a network of public spaces and parks of different scales, types and uses. – Provide accessible and inclusive facilities that the entire community can enjoy. – Ensure high quality design of the public realm and the built form. – Ensure design strengthens local character, reflects the area's history and the identities of its communities, while creating a safe and attractive sense of place. – Celebrate natural features and enhance biodiversity. – Ensure climate change resilience, particularly the effects of heat and water scarcity.
 <p>Improve outcomes for Sunshine's diverse communities</p>	<ul style="list-style-type: none"> – Give local community more opportunities through capability building, education and training initiatives. – Maintain the diversity of communities through provision of a diverse mix of dwelling types and of social and affordable housing. – Create vibrant public places. – Facilitate coordinated delivery of social and community services.

Three distinct hubs

Sunshine has the potential to accommodate significant growth in population and jobs over the next 30 years. This will enhance Sunshine's rich heritage and benefit both existing and future communities.

Within the Sunshine Precinct, three distinct hubs will accommodate much of this growth and change. The masterplan focuses on how the Sunshine Station hub can successfully accommodate this growth and change to become a hive of activity and civic life.

Sunshine Station

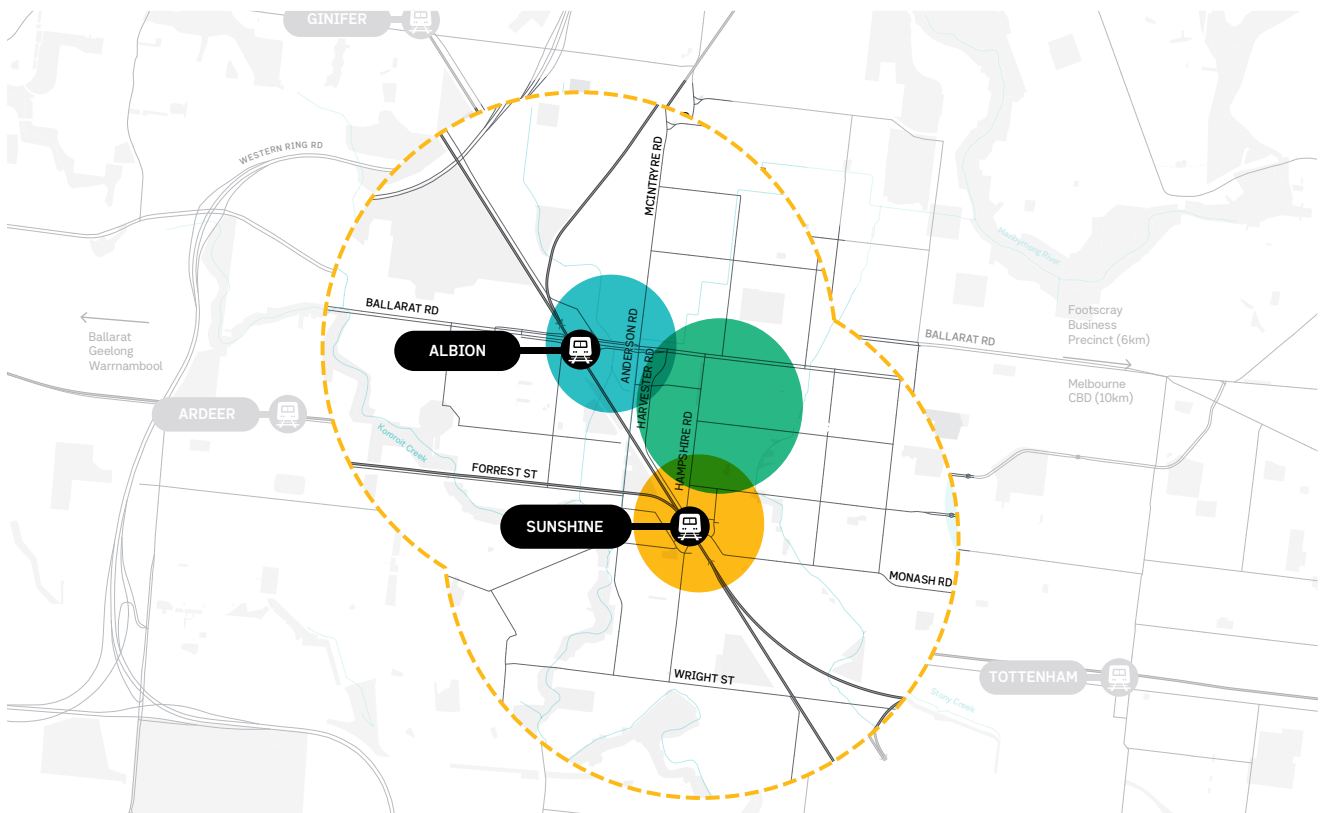
Sunshine Station will become an integrated part of a renewed Sunshine. It will be surrounded by and connect new homes, workplaces and shops via a network of green pedestrian-focused streets and public spaces. As a place for residents, workers, students and tourists, the station will become a hive of activity and civic life.

Albion Precinct

The Albion Precinct provides an opportunity to support the next generation of jobs, innovation and services in Melbourne. Improving amenity, connectivity and integration with the train station will see Albion transformed into a new centre in Melbourne's west.

Sunshine CBD

Sunshine Central Business District (CBD) will be a thriving and diverse civic hub, with a network of bustling streets and public spaces framed with distinctive buildings. Increased housing, shops and services will support an active day-and-night economy, and strengthen existing cultural and community ties. The new CBD will establish Sunshine as the centre of Melbourne's west.



The three distinct hubs that will accommodate much of the forecast growth and change in the Sunshine Precinct.

Brimbank City Council's Vision

Sunshine Priority Precinct Vision 2050

Brimbank City Council's *Sunshine Priority Precinct Vision 2050* sets out a framework for leveraging unprecedented infrastructure investment to double the resident and business jobs population in the precinct and to become the powerhouse of Melbourne's west. The vision is based around five statements of:

- Proudly Sunshine
- Capital of Melbourne's West
- Future Green city
- Gateway to the World
- Caring for the Land and Waterways.

Areas for employment growth include professional office jobs, health, education, government and legal services as well as new opportunities with hospitality, tourism and advanced manufacturing.

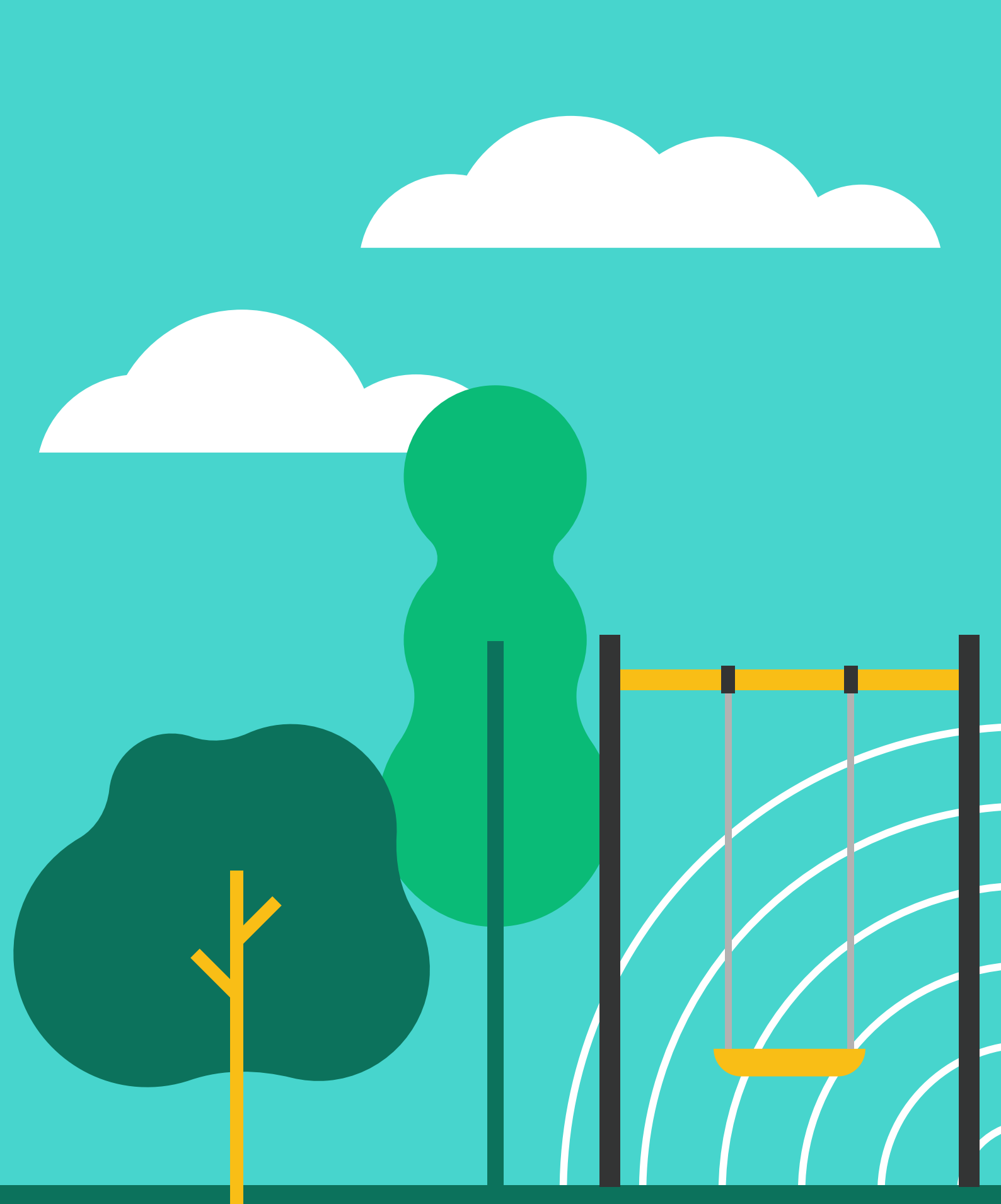
The vision document contains 15 key aspirational outcomes outlining what the Sunshine CBD and Sunshine Priority Precinct could look like in 2050. These outcomes include a truly mixed use, vibrant Sunshine CBD, ensuring the superhub is an integrated development knitting both sides of the rail corridor and that there is a green and cool network of waterways, parks and pathways. The vision and these aspirational outcomes are consistent with the objectives, opportunities and proposals in the masterplan.

Sunshine Station Urban Design Principles

In June 2019, Brimbank City Council adopted urban design principles to help guide the development of Sunshine Station and its surrounding areas. The 10 principles are:

1. Deliver a holistic integrated redevelopment of the station precinct
2. Create a 'sense of place' for the local community with a distinctive character specific to Sunshine
3. Design a legible station precinct
4. Maximise economic development opportunities
5. Retain, enhance and expand pedestrian linkages to the station and across the corridor
6. Integrate local and regional cycling connections
7. Engage with the community as part of the decision-making process
8. Create a sustainable precinct
9. Prioritise safety as a design consideration
10. Minimise physical, visual and acoustic amenity impacts.

These principles were considered in the development of the masterplan and are consistent with the key moves and the masterplan.



Melbourne Airport Rail

Melbourne Airport Rail is a transformational public transport project connecting Melbourne Airport to Victoria's regional and metropolitan train network for the first time. It will deliver major improvements to Sunshine Station, and the pipeline of major rail investment for the west, including the Metro Tunnel, Suburban Rail Loop and Western Rail Plan, will contribute to Sunshine's development into a transport superhub.

As part of Melbourne Airport Rail, significant improvements will be made to Sunshine Station that is set to almost double in size with passengers to experience significant benefits including:

- access to Victoria's growing western regions including Sunbury, Melton, Wyndham Vale, Ballarat, Geelong and Bendigo
- direct access to Melbourne Airport from Sunshine
- connection to the new Metro Tunnel with a journey time of around 16 minutes from Sunshine to the heart of the city
- connections for business travellers and tourists to key employment clusters and tourist destinations in Melbourne's west, south-east and CBD via the Metro tunnel's five underground stations and integration to Melbourne's existing transport network

- a new pedestrian concourse accessible by lifts and escalators, providing a concourse at either end of the station for easier train transfers
- weather protected platform extensions to support longer airport trains and longer regional trains.













For more information on Melbourne Airport Rail and for regular updates visit airportrail.vic.gov.au

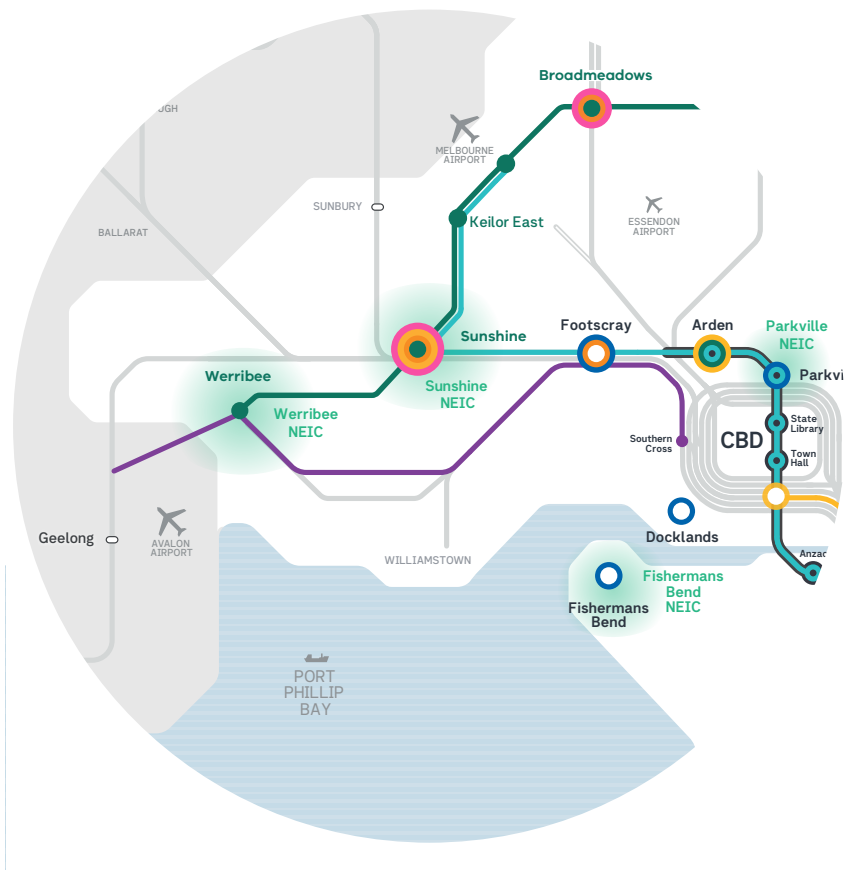
New regional platform

Alongside Melbourne Airport Rail, a new regional platform will contribute to the superhub.

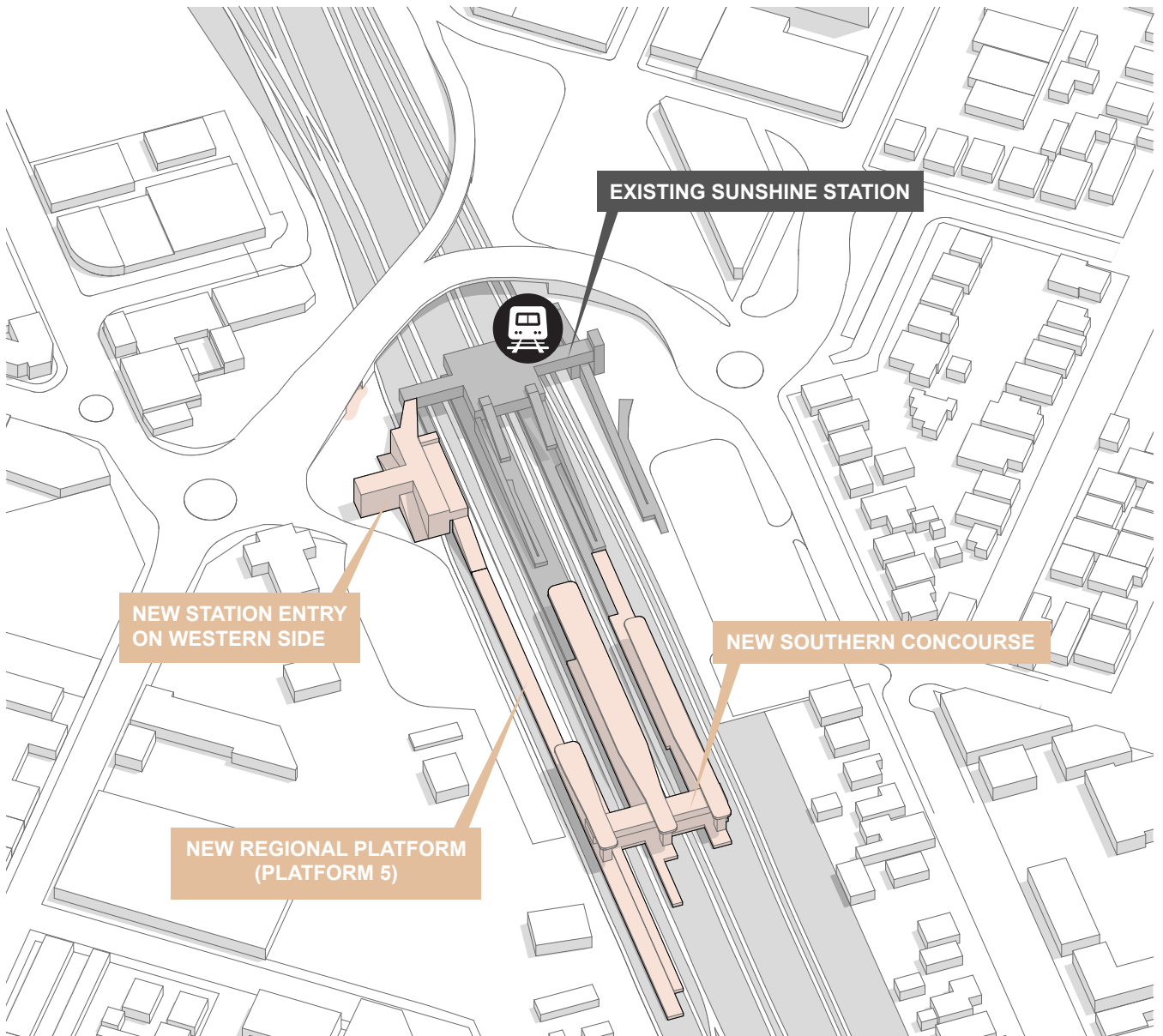
The new platform, dedicated to regional services, will be built on the western side of the station, allowing more regional services to stop at Sunshine Station and improve connectivity between the regions, airport and Melbourne's booming west.

Legend

-  Metro Tunnel Station
-  Metro Tunnel Project
-  Melbourne Airport Rail
-  Suburban Rail Loop (SRL)
-  SRL Station
-  Geelong Fast Rail - Stage 1
-  Transport Superhub
-  Precinct/Transport Precinct
-  Business Precinct
-  National Employment and Innovation Cluster (NEIC)
-  Metropolitan Activity Centre
-  Metro & Regional Rail



For illustrative purposes only. Suburban Rail Loop alignment subject to detailed technical investigations and consultation.



Illustrative view of some of the rail infrastructure initiatives proposed at Sunshine.

3 UNDERSTANDING SUNSHINE

Brimbank's Aboriginal Culture and History

The Wurundjeri People were the custodians of the land in the Port Phillip Bay region, which includes parts of the current City of Brimbank and the area around what is now Sunshine Station, for over 40,000 years before European settlement.

The area of Brimbank has a rich physical and cultural Aboriginal heritage. For the Traditional Owners the lands in what we now know as the City of Brimbank have always been a significant trading and meeting place, with many known places of heritage significance. These places, objects and landscapes are representative of the complex and changing lifestyles of Aboriginal people over thousands of years, and they have a range of values from cultural, scientific, educational, aesthetic, spiritual and historical importance.

Land adjacent to waterways throughout the municipality are rich with traditional places and artefacts. Two of the most significant places of importance to Aboriginal people in Brimbank include the Maribyrnong River Valley and the Kororoit Creek, the later of which is close to Sunshine Station and considered within the broader context of the masterplan.

Places of contemporary and historical Aboriginal cultural significance enrich people's lives, often providing a deep and inspirational sense of connection to community and landscape.

Interpreting cultural values in the masterplan

The masterplan presents an opportunity to reveal the area's rich cultural history and to create space for the ongoing interpretation and sharing of cultural values that remain an important part of Aboriginal communities.

The implementation of the masterplan offers opportunities to celebrate, protect and interpret Aboriginal cultural values and heritage in the planning, design and curation of the area around Sunshine Station. This will be considered further, working with Traditional Custodians, local Aboriginal and Torres Strait Islander peoples and the local community as the concepts in the masterplan are developed further through detailed design, but could include ideas such as:

- restoring and nurturing the local natural environment through indigenous planting and land management practices, particularly in improving and strengthening connections and streets to Kororoit Creek
- reflecting the cultural heritage values of Traditional Owners spatially in the design of new parks, open spaces, new routes, such as artwork that helps connect to Country and ceremonial places to enhance the spiritual connection to place
- creating opportunities to embed Aboriginal language, design and names in streets, parks and public buildings, particularly new open spaces and streets proposed within the masterplan.



Post Colonisation History

Brimbank is an area of unique character, also distinguished by its early industrial development, working class suburbs and post-war multicultural communities. It is one of the earliest areas of European settlement in Victoria, where important pastoral activity developed on the native grassland plains.

The 1850s attracted large numbers of migrants passing through to the Victorian goldfields, with many establishing businesses along the route. The construction of a railway line in the 1850s encouraged further settlement, with subdivisions planned along the transport route.

The railway system became attractive for the manufacturing industry. In 1904, H. V. McKay bought a factory in the area called the Braybrook Implement Works and secured 160 hectares of land at Braybrook Junction, with the aim of establishing housing to allow his future workers to live in the area, along the lines of a company town.

The land became the Sunshine Estate, a housing estate developed with reference to some of the ideals of the garden city movement, an influential town planning movement of the early 20th century.

In 1906 McKay moved his agricultural machinery manufacturing business from Ballarat to Braybrook Junction. The factory was renamed the Sunshine Harvester Works and it became the largest manufacturing plant in Australia. The following year, the train station, the post office, and the shire riding's names were changed from Braybrook Junction to Sunshine after workers and residents had petitioned to do so in honour of McKay's Sunshine Harvester Works.

Development continued through the 1900s and, following the war, cheap housing and available work in the region saw further increases in population with shopping malls and markets providing convenient amenity. In 1994, the Cities of Sunshine and Keilor amalgamated to form the City of Brimbank.

The area still exhibits a mix of residential, commercial and industrial development reflective of its industrial past. Today, The City of Brimbank has an estimated resident population of over 200,000 and is the second largest municipality in the west and the second most populous in Greater Melbourne.



Aerial view of Sunshine around 1954, looking south-west with the H. V. McKay factory in the foreground, the Sunshine Estate in the background and with a level crossing over the railway, prior to Hampshire Road bridge being constructed.

Planning Controls

Land use and development within Brimbank is controlled through the Brimbank Planning Scheme. The Planning Scheme is policy-based, reflecting the objectives identified in state and local strategies and policies.

The Transport Zone 1 (TRZ1) applies to State Transport Land and generally applies to the railway corridor, Sunshine Station and the station car parking areas (see opposite plan). The TRZ1 identifies transport land uses and land required for transport services and facilities, seeks to provide for an integrated and sustainable transport system and provides for the use and development of land that complements, or is consistent with, the transport system.

The remainder of the area immediately around Sunshine Station is largely zoned Activity Centre Zone (Schedule 1) (ACZ1) which identifies land within the Sunshine Town Centre and seeks to implement the strategic directions of the *Sunshine Town Centre Structure Plan 2014*. Land on the northern side of Sunshine Station forms part of the 'Main Street' precinct which seeks to be the focal point for retail, civic, business and community activities. Land south of Sunshine Station forms part of the 'South Village' precinct and seeks to provide for a range of residential and commercial uses that capitalise on the proximity of land to Sunshine Station and to enhance the southern entry to Sunshine Town Centre along Hampshire Road.

Nearby land on the eastern side of the railway corridor is zoned General Residential Zone 1 and Neighbourhood Residential Zone 1.

Other planning controls of note include the:

- Design and Development Overlay (Schedule 3) (DDO3) and Development Plan Overlay (Schedule 12) (DPO12) applies to land within the rail corridor and seek to ensure the Melbourne Airport Rail Link is constructed in accordance with an approved development plan.
- Heritage Overlay applies to a number of areas and properties around Sunshine Station.
- Environmental Audit Overlay (EAO) applies to land that is potentially contaminated.
- Development Contributions Plan Overlay applies to all land within the municipality. The Development Contributions Plan Overlay (Schedule 1) (DCPO1) applies to land within the Sunshine Metropolitan Activity Centre and the Development Contributions Plan Overlay (Schedule 2) applies to the balance of the municipality. The DCPO1 requires the payment of development and community infrastructure levies to fund various infrastructure projects.



Current planning zones around Sunshine Station in the Brimbank Planning Scheme.



Heritage overlays around Sunshine Station in the Brimbank Planning Scheme.

Built Heritage

The area around Sunshine Station includes a number of heritage buildings and areas. These heritage places are covered with a Heritage Overlay (HO) in the Brimbank Planning Scheme, which aims to help ensure their conservation, protection and enhancement. The objectives of Brimbank's Heritage Policy (22.01) includes to conserve and enhance a range of buildings, features and precincts that strengthen community appreciation of heritage buildings and places and to ensure heritage places continue to be used, conserved and protected from demolition or removal. The heritage overlays around Sunshine Station are shown on the plan opposite and include:

HO22 Sunshine Commercial Heritage Area

This Sunshine Commercial Precinct is of local historical and social significance as a part of a suburb created by Australia's leading industrialist, which set a milestone in the development of the industrial suburb under the influence of the garden city movement.

The precinct is of architectural significance in representing the prevailing inter-war style of relatively unadorned parapeted single story shop fronts. Characterised generally by low flat corrugated iron clad roofs, cantilevered verandahs, the buildings are also set on typical narrow frontage allotments, with small rear yards. The provision of commercial allotments close to the station was consistent with the garden suburb character that was intended in the original town planning designs, and perpetuated in the perceptions of Sunshine's character.

Within this area overlay, there are also individual building heritage overlays. The most prominent of which is the Derrimut Hotel (HO65), a local landmark in the area which opened on 13 May 1929 and is of regional historical and architectural significance as the first hotel built in the Sunshine area.

Adjacent to the hotel is the former Sunshine Advocate Office at 11-15 Sun Crescent (HO51), a single-storied building comprising three shops which is historically significant as the headquarters, for thirteen years, of the Sunshine Advocate, the first local newspaper produced in the Sunshine-Keilor area.

Opposite the Derrimut Hotel on the other side of Durham Road is the former ES & A bank (HO63), of architectural significance at the metropolitan level as a good Modernist design characteristic of the period and reflecting the work of the bank's architectural department, and specifically Stuart McIntosh and Robert Garner.

HO23 – McKay Housing Estate – Durham Road, Sunshine

The McKay estate is of architectural significance as it marks a crucial phase in the development of Sunshine, housing the resident work force which promoted further industrial development.

The group of houses in the precinct represent the type of houses built either by or for company employees and managers during the period of H.V. McKay's dominance of Sunshine's economy and development.

HO39 Sunshine Railway Signal Box

A two-storey timber signal box with a hipped roof clad in corrugated galvanised steel sheeting, built north west of Sunshine Railway Station and the up side of the junction between the Sydenham and Ballarat railway lines, of a standard Victorian Railways design. Unfortunately, the introduction of Hampshire Road bridge in 1961 diminished the visual link between the signal box and Sunshine Station.



Sunshine Railway Signal Box.

HO91 Sunshine Market, 13-19 City Place

This building is of historical significance as an important commercial site in the late 1950s-1960s, when its many stalls attracted large numbers of customers several times a week. Its multicultural character, with stallholders and customers from a diverse range of ethnic backgrounds, epitomized the changes occurring in the area, as thousands of migrants arrived to settle in Sunshine.

HO127 Sunshine Picture Theatre, 126-128 Hampshire Rd

The former Sunshine Picture Theatre is of historical, architectural and social significance to the City of Brimbank as a relatively well-preserved pre-World War Two cinema which represents the expansion of the cinema to suburban centres around Melbourne and the 'Golden Years' of cinema-going and popular entertainment in Australia.

Heritage within the masterplan

The character and significance of these heritage places has been carefully considered in the development of the masterplan. The masterplan attempts to respect and protect these heritage places by ensuring that new development proposed is sympathetic, while also attempting to enhance their character and quality. This includes the Sunshine Commercial Heritage Area through the revitalisation of the Sun Crescent area and the former Sunshine Picture Theatre which forms a key part of the proposed Southern Village redevelopment.

Current built form

The area around Sunshine Station is largely occupied by Sunshine's retail and commercial core, predominantly to the north on the eastern side of the railway tracks. The core retail and commercial area along Hampshire Road and Devonshire Road comprises relatively fine grain buildings up to two storeys. These shop buildings vary in age and style, including many buildings from the 1920s and 1930s of Art Deco style, through to more utilitarian buildings from the 1960s and 1970s.

The retail precinct also includes significant large format, low-rise internalised shopping centres to the northern end of Hampshire Road which are large concrete structures, often with large expanses of inactive frontages to the surrounding streets.

There are a number of taller, landmark buildings which distinguish themselves above the generally low-scale built form across the suburb. These include the new Brimbank Community and Civic Centre on Hampshire Road, a six storey building built in 2016 and the VicRoads office, a nine storey office building built in 2018 on Clarke Street. As the tallest structures around, views to these buildings can be observed from many vantage points including the station concourse itself.

There are also some more recently constructed buildings, or currently under construction, including a five storey building at 254 Hampshire Road and an eight storey residential building on the corner of Foundry and Hampshire Road.

On the western side of Sunshine Station, the area around Sun Crescent commercial centre is similarly comprised of largely 1-2 storey shop buildings with no front setback, often with verandahs and of mixed age. The Derrimut Hotel heritage building is a local landmark, while opposite on Durham Road is a more recent Modern apartment building of five storeys with various setbacks to the upper level.

Beyond the activity centre of Sunshine, the scale and typology of buildings changes to predominantly low-rise, suburban houses, comprising mostly single storey detached homes built during the inter-war period. There is also some 1960s and 1970s two-three storey walk-up apartments as well as newer, denser townhouse developments of two and three storeys.

A number of approved planning permits for larger multi-storey buildings, such as on the old Chaplin Reserve site, will start to address this issue and there is clear policy support to see further intensification and development in Sunshine Town Centre.

A lack of built form is also noticeable, particularly around Sunshine Station with significant large surface car parks and under-utilised railway and industrial land, which all detract from the quality of place and sense of safety around the station, which as a result feels disconnected and separate to Sunshine Town Centre. These sites are a particular focus of the masterplan to help promote their redevelopment to help inject activity and vibrancy to the area.



View looking south-west over the centre of Sunshine.



Panoramic birds-eye view looking north over the centre of Sunshine.

Moving around Sunshine

Sunshine is forecast to experience substantial employment and population growth to 2051, which, coupled with unprecedented rail investment, will change the way people move to, in and through Sunshine.

Sunshine is heavily car dependent, with 80 per cent of employees using private vehicles to travel to work in Sunshine. A Movement and Place strategic assessment (see Appendix A1) has identified challenges and gaps in performance that keep Sunshine from its potential, including:

- low amenity road environments discourage on-street activity
- poor connectivity for walking and cycling and gaps in the network discourage active transport
- variable bus performance makes public transport an unattractive transport option
- poor interchange between modes at train stations.

Barriers to walking and cycling

The walking objective in the Brimbank Planning Scheme seeks to facilitate an efficient and safe walking network and increase the proportion of trips made by walking (18.02-1S). In Sunshine, however, there are currently significant barriers to both walking and cycling due to major road and rail links that separate the precinct and the quality of existing walking and crossing routes.

Infrequent pedestrian and cycling crossing points over barriers are one of the main performance gaps identified for active transport. There is currently no pedestrian footpath or cycling infrastructure on the Hampshire Road bridge. While bicycle riders can use the general traffic lanes on the bridge, this can be considered a high stress and unsafe environment for riders. The Sunshine Station concourse is currently the only point to cross the rail line in the vicinity, which is becoming increasingly busier as train services increase. The next closest crossing point is the bridge at Devonshire Road, more than 400m north of the station. The next crossing point to the east is at Tottenham Station, over 3km away.

The walking environment around Sunshine Station is relatively poor, with narrow footpaths, a lack of street trees to provide shade and a general sense of feeling unsafe. The roundabouts at the ends of Hampshire Road bridge (including the northern traffic spurline) prioritise continuing vehicle movements rather than providing a safe and attractive environment for people walking and cycling.

Gaps in the cycling network

The cycling objective in the Brimbank Planning Scheme is to facilitate an efficient and safe bicycle network and increase the proportion of trips made by cycling. To help achieve this, the Principal Bicycle Network consists of existing and future high quality cycling routes that provide access to major destinations and facilitate cycling for transport, sport, recreation and fitness. As a subset of the Principal Bicycle Network, Strategic Cycling Corridors are important transport routes for cycling that supports the needs of commuter trips and other important trips, such as to stations, shops or schools. They can be on and off road, on municipal and state roads and are designed to provide a safe, lower-stress cycling for transport experience.

The existing cycling network in Sunshine has a spine along the rail corridor but has some gaps in the network – the St Albans Rail Trail/Sunshine Footscray Trail is a Strategic Cycling Corridor along the rail corridor. Gaps in the trail between St Albans and Sunshine are being completed over time to form a continuous low stress, off-road shared use path.

Hampshire Road to the south of the bridge is also identified as a Strategic Cycling Corridor, although it has on-road bicycle lanes of varying condition along the route and requests cyclists to dismount on the approach to the roundabout adjacent to RT Pollard Gardens. Forrest Street and along the rail corridor/Sun Crescent is classified as a Strategic Cycling Corridor however there is currently no cycling infrastructure.

Devonshire Road forms an east-west Strategic Cycling Corridor with on-road bicycle lanes, but with some gaps in infrastructure provision, such as at intersections.

Existing on-road local cycle routes include Derby Road, that consists of a shared road space but no separated lanes, which links with Kororoit Creek and Monash Road which consists of painted bike lanes. Brimbank City Council's *Cycling and Walking Strategy Update (August 2016)* proposes local connector cycle routes along Durham Road to connect to the Glengala local shopping centre and along Withers Street to help connect the existing on-road routes along Dickson and Monash Streets.



Summary of the current transport network around Sunshine Station.

Buses and the Bus Interchange

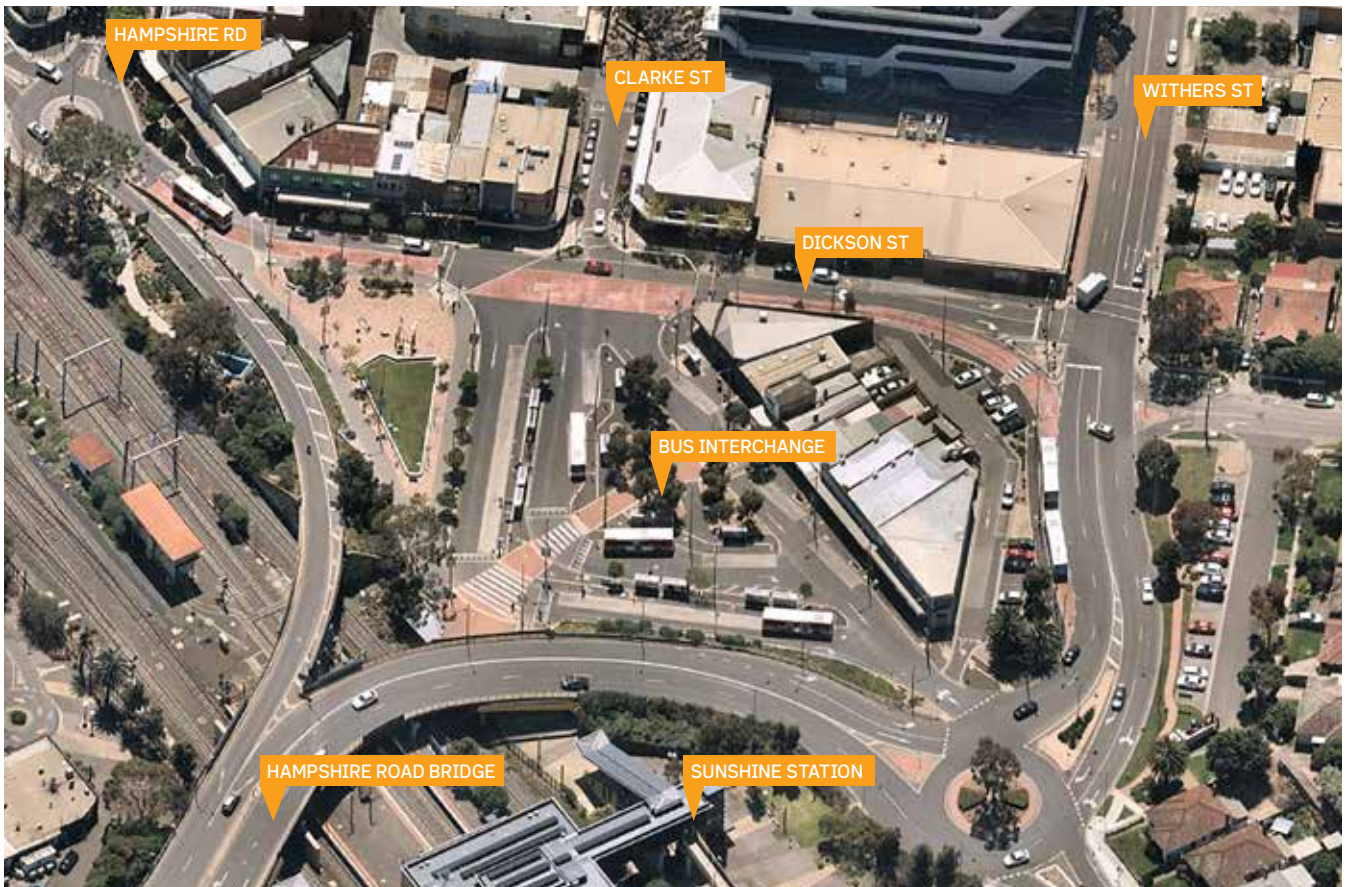
Bus access to Sunshine Town Centre is important for services, entertainment and jobs at a regional level for both the Brimbank municipality residents and the growth-area populations of Melton and Wyndham.

Fourteen bus routes currently stop at the Sunshine bus interchange, with 12 terminating and then returning in the same direction. The majority of the bus routes use Hampshire Road bridge (predominantly the main bridge connecting to Withers Street and Station Place rather than the northern spur line to connect to Harvester Road or Dickson Street) as seven of the bus routes come from the west via Durham Road or Sun Crescent (plus the night bus) and three bus routes come from the south on Hampshire Road.

The current bus interchange is located between Sunshine Station and the southern boundary of the primary commercial section of Sunshine Town Centre. The facility contains 13 static bus stops that, in general, serve individual bus routes that either pass through or terminate at Sunshine. In addition, two bus layover locations are provided on Withers Street to the south of Dickson Street.

The interchange is limited by its ability to grow and expand in the future, its quality of customer amenity, safety and the general poor quality of civic amenity and integration between the station and the town centre, particularly for people walking and customers interchanging for bus-to-bus transfer and rail-to-bus passenger access.

It is an inefficient use of space using only single use bays and offers limited flexibility for changes to bus vehicles, operations and growth. It is currently operating at capacity and is not able to provide for a higher number of bus services to access the interchange.



View of the current bus interchange site.

Key Movement Principles

Given the current movement challenges identified, business as usual mobility within the Sunshine area is not an option over the coming decades. Road congestion will worsen, which in turn will reduce productivity and is highly likely to constrain development potential, with increasing environmental and social costs. The mode share by public and active transport will need to grow considerably to ensure more trips are undertaken by public transport and walking and cycling by 2050.

As well as providing access for the growing number of residents and workers in an expanding Sunshine, the transport network also plays an important part in contributing to the quality of place and helping respond to climate change. Making walking and cycling an appealing option for short trips will assist in activating the precinct streets.

To respond to these challenges and increase the mode share by public and active transport, the key principles for movement are:

- **Priority for walking, cycling and public transport** – sustainable and active transport are the primary access modes for activity centres and interchanges within the precinct.

- **Integration of transport and land use** – development to integrate with transport and prioritise increases in population and employment in areas with access to public transport.
- **Design for activity** – streets where people want to spend time and can support local businesses.
- **Safety for all** – a safe transport network for all users.
- **Balancing movement and place** – key movement corridors enable the safe and efficient movement of people and freight, while creating human-centred activity centres accessible by sustainable transport modes.
- **Inclusive** – the transport network and the precinct's key destinations present safe, accessible and enjoyable places for everyone to use and spend time.

The masterplan incorporates these key movement principles to help create a high quality place around Sunshine Station and to prioritise and promote walking and cycling. A great example of this already occurs in Sunshine is part of Hampshire Road which Brimbank City Council has transformed through the centre of Sunshine's CBD to the north of the station, creating a safe and comfortable walking environment for pedestrians and cyclists, while still supporting vehicle movement where required.



Malop Street in Geelong is a high quality street that prioritises walking and cycling in an attractive, green environment.

4 WHAT WE HAVE HEARD SO FAR

The masterplan has been informed by extensive community and stakeholder input.

What we heard during each round of engagement has been considered in each stage of the Masterplan's development.

Review of existing documents and plans

Engagement with the community and stakeholders on the future of Sunshine Station and the broader Sunshine area has occurred in recent years. Plans such as Brimbank City Council's *Sunshine Priority Precinct Vision 2050* and feedback through Melbourne Airport Rail's consultation phases has informed early development of the masterplan.

Sunshine Station Masterplan principles

Community engagement 28 June – 6 August 2021

The Department sought feedback on eight Masterplan principles to help inform the master planning process, and better understand key community priorities for the area around Sunshine Station.

- 2690+ people visited the online project webpage
- 206+ online feedback responses

You told us your three most important principles are:

1. Support new and upgraded rail infrastructure for Melbourne Airport Rail and future rail connection improvements to Melbourne and regional Victoria
2. Better connect the station and the Sunshine CBD
3. Improve the surrounding transport network and connection to other modes.



Sunshine Station Masterplan project ideas

Community engagement 7 March – 10 April 2022

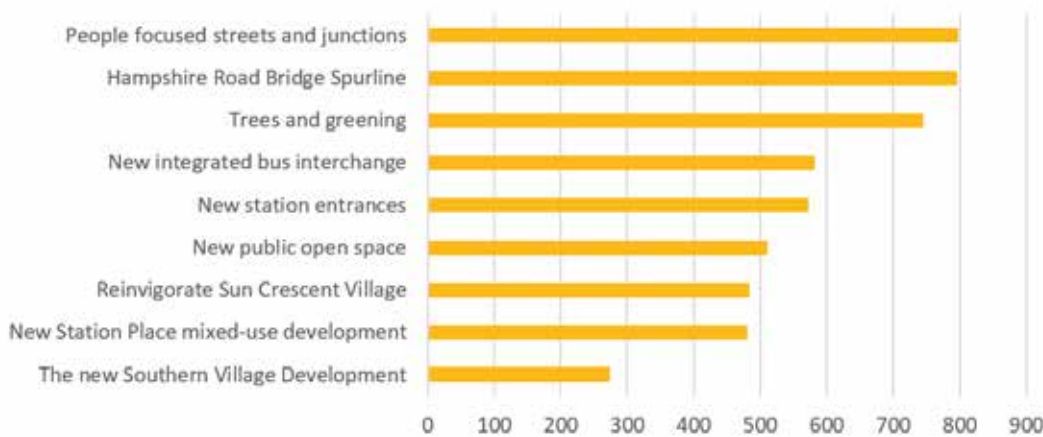
Community and stakeholder input was sought to help inform nine potential project ideas for inclusion in the Masterplan. Feedback was designed to provide insight on which project ideas are considered the highest priority and gauge community sentiment for each idea.

- 3700+ people visited the online project webpage
- 1200+ online survey responses
- 60+ onsite pop-up participants
- 49 online interactive workshop participants
- Meetings held with local stakeholder groups

We asked you which project ideas should be prioritised for inclusion in the Masterplan, and you told us the three most important projects are:

1. People-focused streets and junctions
2. Hampshire Road spurline
3. Trees and greening.

We also asked for feedback on each of the nine project ideas. You told us the reasons why you support the projects, suggestions to incorporate into the project ideas and raised some concerns with some of the ideas.



Prioritised project ideas for inclusion in the Masterplan (survey responses)

5 OBJECTIVES AND OPPORTUNITIES

Masterplan objectives

The masterplan is underpinned by three objectives that address three key pressures identified around Sunshine Station. The objectives need to be considered together to improve social, environmental and economic outcomes.

1. Connecting community

The area around Sunshine Station is disconnected and divided by infrastructure. The existing rail and road infrastructure, particularly the railway lines and the area around Hampshire Road bridge act as a divide between east and west. Poor walking and cycling connections, unattractive routes and a feeling of being unsafe further exacerbate this divide and disconnection. The masterplan needs to respond to these pressures and help to reconnect Sunshine and create more activity and vibrancy, particularly on the western side of the railway tracks.

2. Enhancing the place

The first impressions when leaving the station and heading for the town centre are poor, with the current bus interchange acting as an unattractive and unappealing barrier, with a poor quality public realm and lack of urban greening and tree canopy cover. This, along with a lack of clear and safe walking routes creates a disconnect between the station and the activity. Enhancing the quality of place around Sunshine Station means a high quality public realm, creating animated spaces that people will enjoy, want to spend time and feel safe in and strengthening connections to neighbouring areas.

3. Generating investment

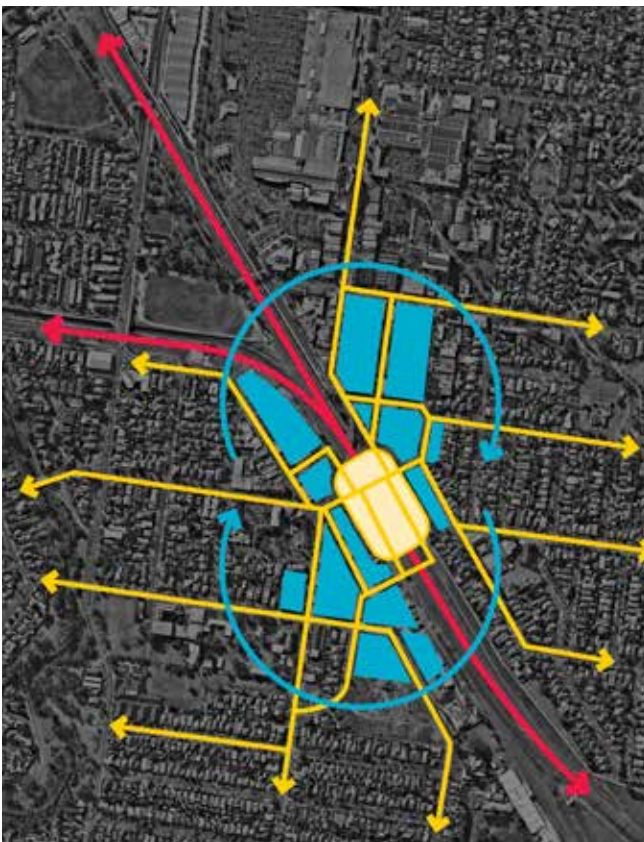
New investment and development on under-utilised sites around Sunshine Station will help bring activity and vibrancy to the area and provide spaces for new homes, jobs, shops and community facilities. To attract this investment and development, the identity and quality of place, such as the area's streets, public spaces, safety and wayfinding needs to be improved. The investment is likely to be led initially by government to generate improvements after which market investment will follow. Investment and growth needs to be balanced on both sides of the railway lines to bring that activation and safety to all areas around the new superhub.



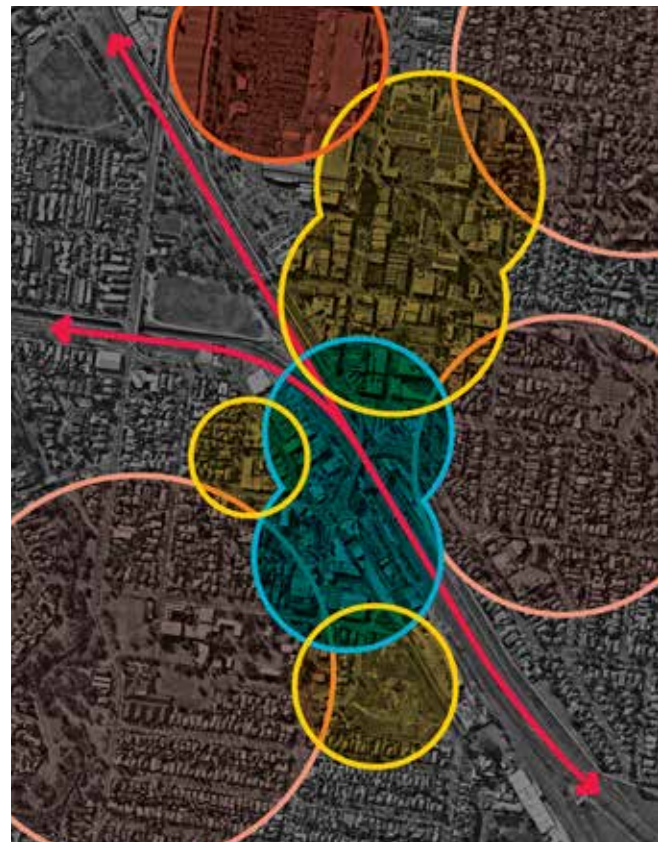
Current conditions around Sunshine Station showing the railway lines disconnecting the sides of Sunshine (top), the view when leaving the station on the east side (middle) and poor quality spaces and public realm and the need for investment on the western side (bottom).

The superhub opportunity

The transformation of Sunshine Station into a transport superhub offers an opportunity to integrate it within the Sunshine Activity Centre – allowing it to connect with surrounding streets for all users, is supported by development, creating a vibrant and safe place which is easy to transfer from one mode of movement to another. In other words. It becomes a seamless part of a vibrant town centre where people want to linger, relax and spend time – a distinct place within Sunshine – and not just a train station.



An integrated superhub provides a new sub-precinct that bridges the divide of the railway lines and Hampshire Road bridge.



The area around the superhub acts as a key interface that helps seamlessly connect other areas and places of growth within Sunshine – large private sector landholdings, and existing neighborhoods to both the east and west.

Building on the strengths of Sunshine

The masterplan will build on Sunshine's character and existing strengths. It is well served by public transport, has a vibrant centre with great cultural values, character and heritage, and has pockets of great open space, and river catchments.



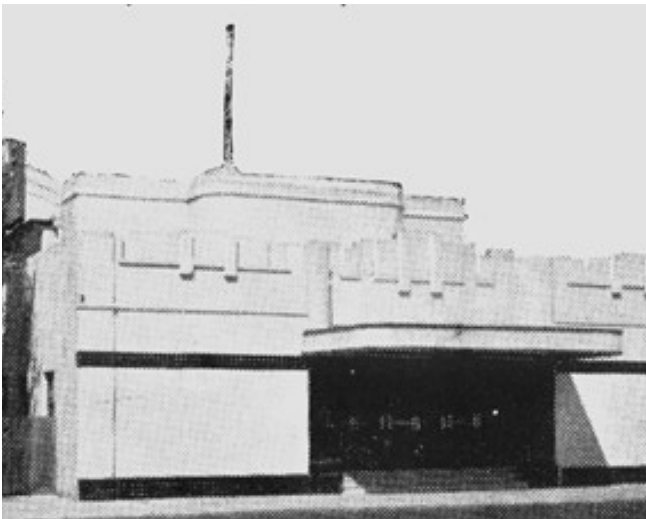
Well served by public transport

Sunshine is well served by public transport, with 14 bus routes and Sunshine Station served by both metro and regional trains and the future Melbourne Airport Rail link.



Building off a vibrant centre

North of Sunshine Station, Hampshire Road is the main street of Sunshine and has recently been transformed with a high quality streetscape and as a place for people where the unique, diverse and vibrant culture of Sunshine can be celebrated.



Celebrating Sunshine's heritage and character

The area around Sunshine Station is subject to significant heritage buildings and areas that help tell the post-contact development of the area and help add to the unique character of Sunshine.



Connecting Sunshine's open spaces

There are many high quality open spaces within a short walk of Sunshine Station, including RT Pollard Gardens opposite the western entrance, the HV McKay Memorial Gardens to the north, the K Wheelahan Gardens to the east, Matthews Hill Reserve and JR Parsons Reserve to the south and Kororoit Creek and its open spaces to the west.



Aerial View of Sunshine Station and factory, circa 1922.

Sustainability approach

Sustainability runs through the heart of the masterplan and helps enhance environmental responsibility, improve access to clean, green spaces and achieve Victoria's target for net zero greenhouse gas emissions by 2050 under the *Climate Change Act 2017*. The masterplan also supports many of Brimbank City Council's sustainability ambitions for the precinct as a 'Future Green City' as described in *Sunshine Priority Precinct Vision 2050* (April 2021).

The masterplan and its specific projects have been guided by the following three overarching principles which look at carbon reduction, improving the environment to help respond to climate change and supporting health and wellbeing through supporting more active travel.



1. Work with what you've got

Re-use and repurpose

- Repurpose existing structures
- Optimise and future proof new infrastructure

Reduce waste

- Reduce construction waste
- Design for durability and ease of maintenance



2. Make green and pleasant

Increase canopy cover

- New open spaces adjacent to the station

Create a green network

- Support green and cool connections to the local creeks
- Increase biodiversity over time

Self-sustaining public space

- Public spaces to utilise 100% non-potable water sources



3. Improve health and wellbeing

Support walking and cycling

- Create new walking and cycle links across the rail corridor
- Prioritise pedestrian movement within the precinct
- Provide new spaces for bikes and e-mobility

Diverse and inclusive spaces

- Create active spaces to support the needs of a diverse community from young to old

Hampshire Road bridge

Hampshire Road bridge was built in 1961 as a flyover and replaced the level crossing that was previously in place at the end of City Place. The bridge, a large and dominant structure in the area, is built immediately to the north of Sunshine Station. Pedestrians must walk underneath it to access the station on both sides of the railway corridor when travelling from the north. There are no footpaths on the bridge and therefore no pedestrian access and it contains no dedicated cycling infrastructure.

In developing the masterplan, a number of different options for the future of the bridge were considered – including whether it stays, goes, or is replaced by a new bridge in the same or similar location. Due to the limited crossing options for bus and vehicular traffic in the Sunshine Precinct, a vehicular crossing in the vicinity of the station should be retained. Removal of a vehicle link here would require bus services to be rerouted along Anderson Road, increasing route lengths and journey time and adding further congestion on Anderson Road.

While the potential for a new bridge has been considered, this option has not been progressed given the costs involved and the amount of land required, which would likely result in a new bridge being located to the south of the station, further away from the centre of Sunshine.

Ultimately, it is considered that the success of the precinct does not rely on the removal of the bridge and that significant precinct transformation can actually benefit from retaining, enhancing and celebrating Hampshire Road bridge. It also helps to deliver on the sustainability approach, particularly with working with what you've got, re-using and repurposing where possible.

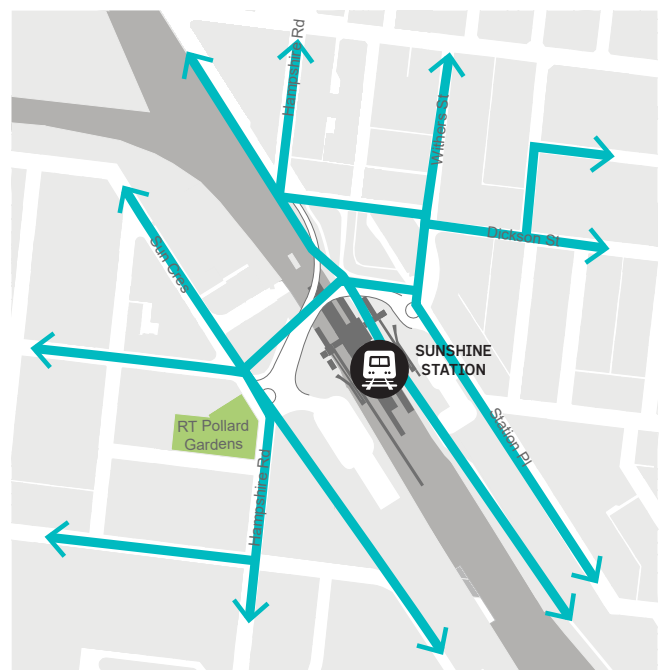
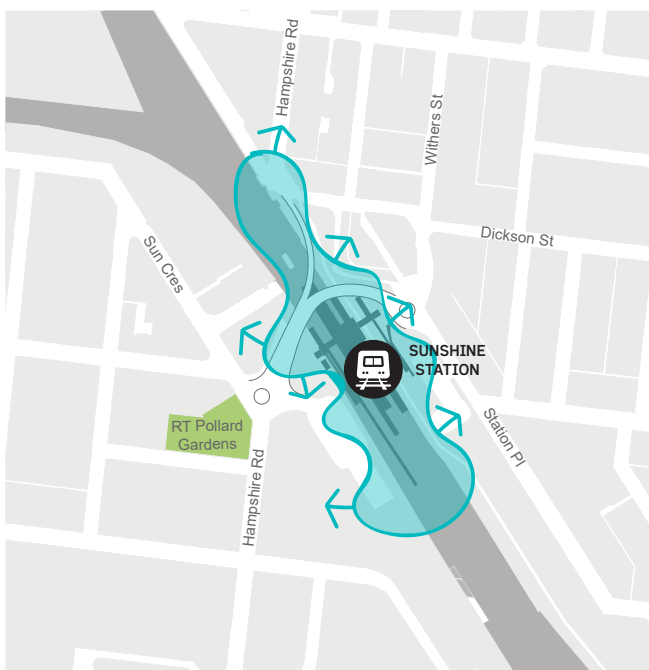


View of Hampshire Road bridge, looking north towards central Sunshine.

6 KEY MOVES

Eight key moves for the Sunshine Station area have been developed to help inform and guide the development of the masterplan. The masterplan is, in effect, one way of delivering the key moves described below and achieving the overarching objectives of connecting the community, enhancing the place and generating investment.

The key moves are focused on successfully integrating the proposed new superhub within the area, improving the public realm and prioritising walking and cycling and helping to generate investment and new development in the area. The key moves share similarities with, and build upon, Brimbank City Council's *Sunshine Station Super Hub Urban Design Principles* (adopted June 2019), focused on delivering a holistic integrated redevelopment, creating a sense of place and a legible station precinct.



1 Ensure the superhub is designed as an integral, seamless part of the Sunshine Activity Centre

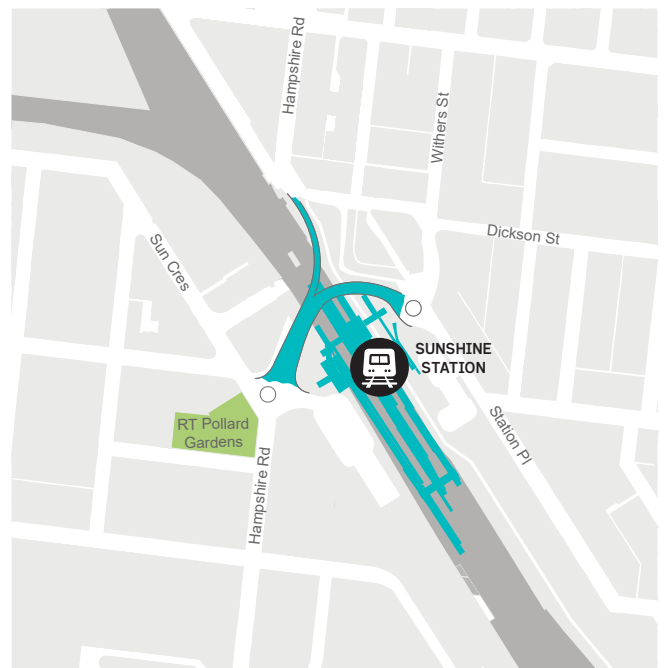
This key move is about:

- the new superhub being a seamless and integrated part of Sunshine, integrated with new development and open spaces;
- seeing all modes of interchange: trains, buses, taxis, bicycles, walking as part of the superhub, integrated into the precinct and surrounding streets; and
- key transport elements are within close proximity of each other and connected by high quality active transport routes that are well overlooked and activated.

2 Position the superhub within a web of green streets that support walking and cycling

This key move is about:

- creating a web of green routes and new open spaces that transform first impressions of Sunshine and help connect the superhub with surrounding green routes and open spaces, including Kororoit Creek and JR Parsons Reserve;
- increasing tree canopy cover to improve ecology and biodiversity and help respond to climate change, while providing shade to streets and help provide 'cool' streets in summer; and
- successfully integrating and improving strategic and local cycle routes and cycle parking, seen as an integral part of the superhub.



3 Provide a new route for walking and cycling across the rail corridor

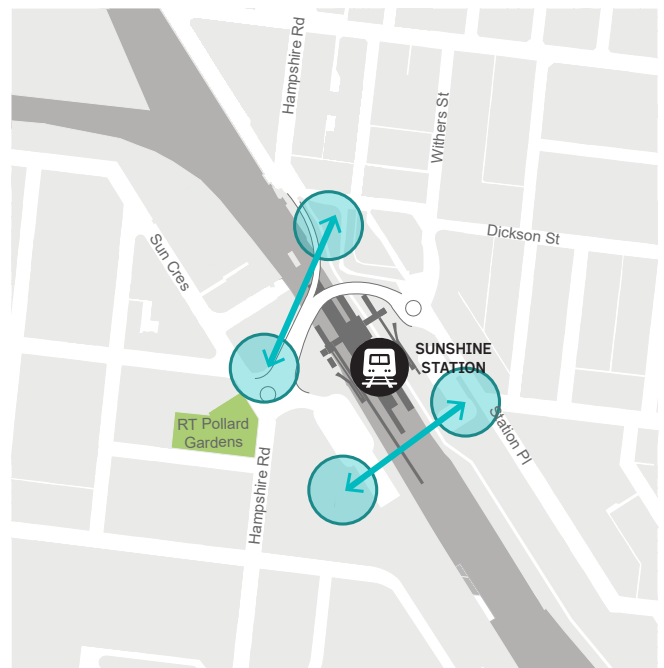
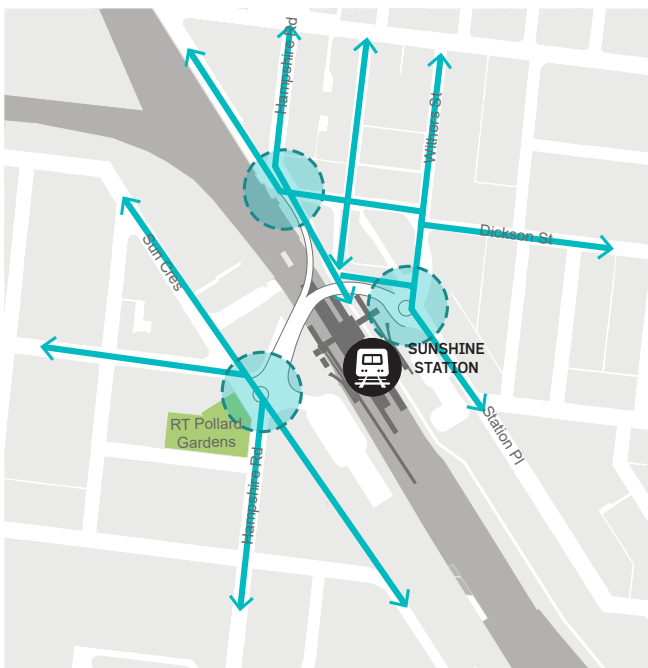
This key move is about:

- prioritising a new crossing over the railway tracks for people walking and cycling;
- reducing the barrier of the rail corridor and helping stitch together the two sides of Sunshine, while not having to rely on the only current crossing point in the area of the increasingly busy current northern concourse of Sunshine Station; and
- helping to reconnect and enliven City Place and Sun Crescent with the rest of Sunshine.

4 Ensure infrastructure is a catalyst for regeneration

This key move is about:

- how existing or new transport infrastructure can catalyse change and have wider benefits for the local area, for instance:
 - the new southern concourse at Sunshine Station proposed as part of Melbourne Airport Rail, could be more than just an interchange and help connect to the ground on either side of the railway lines
 - or potentially reusing existing infrastructure in the area, such as ways of re-imagining and repurposing Hampshire Road bridge.



5

Create a clear, legible and connected network of streets

This key move is about:

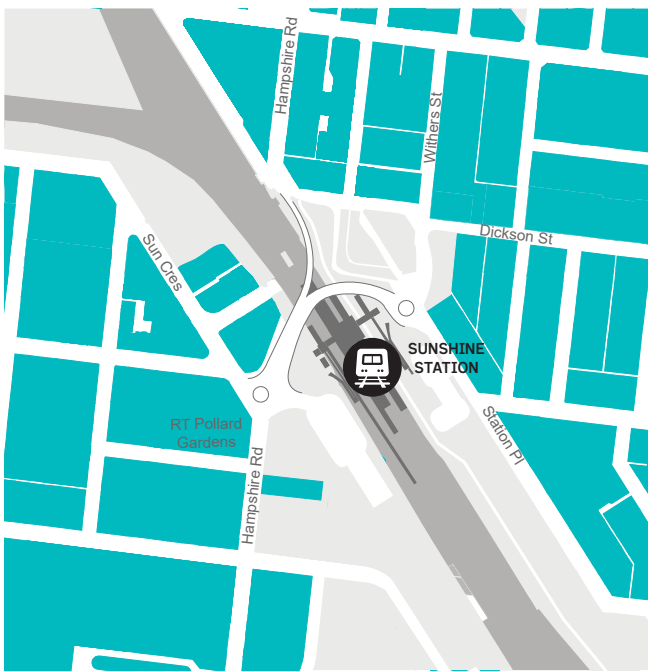
- the area around Sunshine Station being easy and safe to use and move around for all users, whether that is people walking, cycling, catching public transport or driving;
- ensuring new routes successfully connect with the surrounding street network with improved connections for walking and cycling, including extending Hampshire Road and Clarke Street towards the superhub; and
- improving wayfinding around the superhub by developing a clear and easy to understand network of safe and activated streets and routes and supported by comprehensive signage to aid orientation.

6

Design high quality public spaces that interface with the Superhub

This key move is about:

- delivering new, high quality public spaces on both sides of the rail corridor at key crossing points;
- ensuring new spaces are delivered that are well-defined, activated and overlooked by new buildings and street activity; and
- providing new green space to help green Sunshine, provide a place for people to pause and increase tree canopy cover.



7

Celebrate the existing character and qualities of Sunshine

This key move is about:

- respecting and building upon the context of Sunshine that has its own special and unique character through its places and people;
- celebrating and renewing heritage fabric and buildings, particularly around Sun Crescent and the western side of the railway corridor through adaptive re-use where possible; and
- celebrating the rich cultural history of Wurundjeri land by creating space for ongoing interpretation and sharing of cultural values that remain an important part of contemporary Aboriginal communities.

8

Deliver well-designed integrated development over time

This key move is about:

- ensuring that streets, spaces and all parts of the superhub are activated and safe, well-lit and overlooked by new surrounding development of a mix of uses;
- successfully stitching new development with the existing surrounding characters of Sunshine; and
- balancing investment on both sides of the rail corridor to ensure that the western side becomes a vibrant, active part of Sunshine.

7 THE MASTERPLAN: OVERVIEW

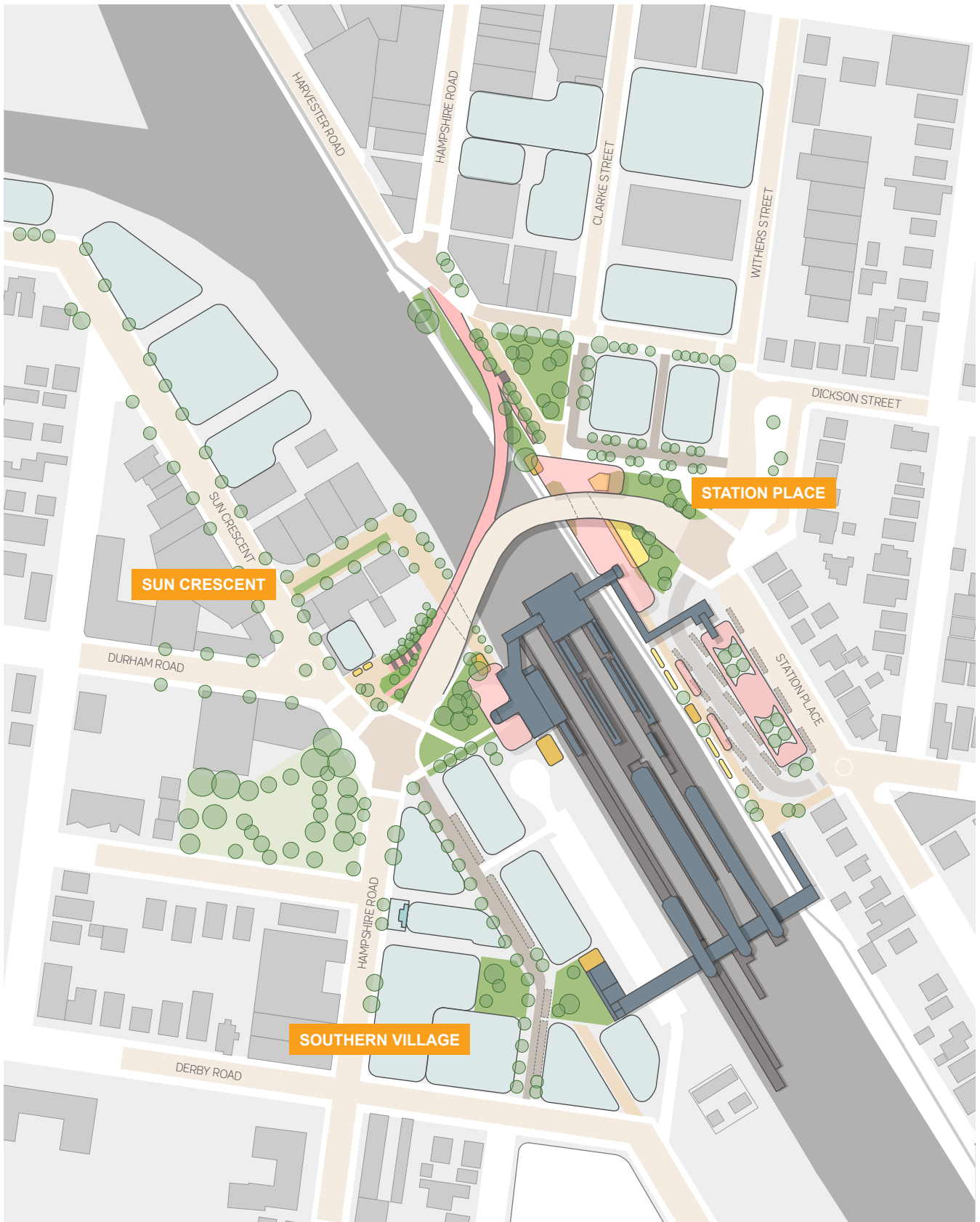
The proposals that form the Sunshine Station Masterplan will be transformative. The masterplan will create a vibrant place, with the integrated superhub at its heart, and with a diverse mix of uses, spaces and buildings over time, offering a wide range of different environments for people of all ages and backgrounds to live, work, visit and play.

It will be a healthy and sustainable place that prioritises public transport, walking and cycling, while still providing for necessary vehicle trips. It will help stitch together the existing community either side of the railway tracks and develop a wider network of green spaces and routes around Sunshine and Albion to the north.

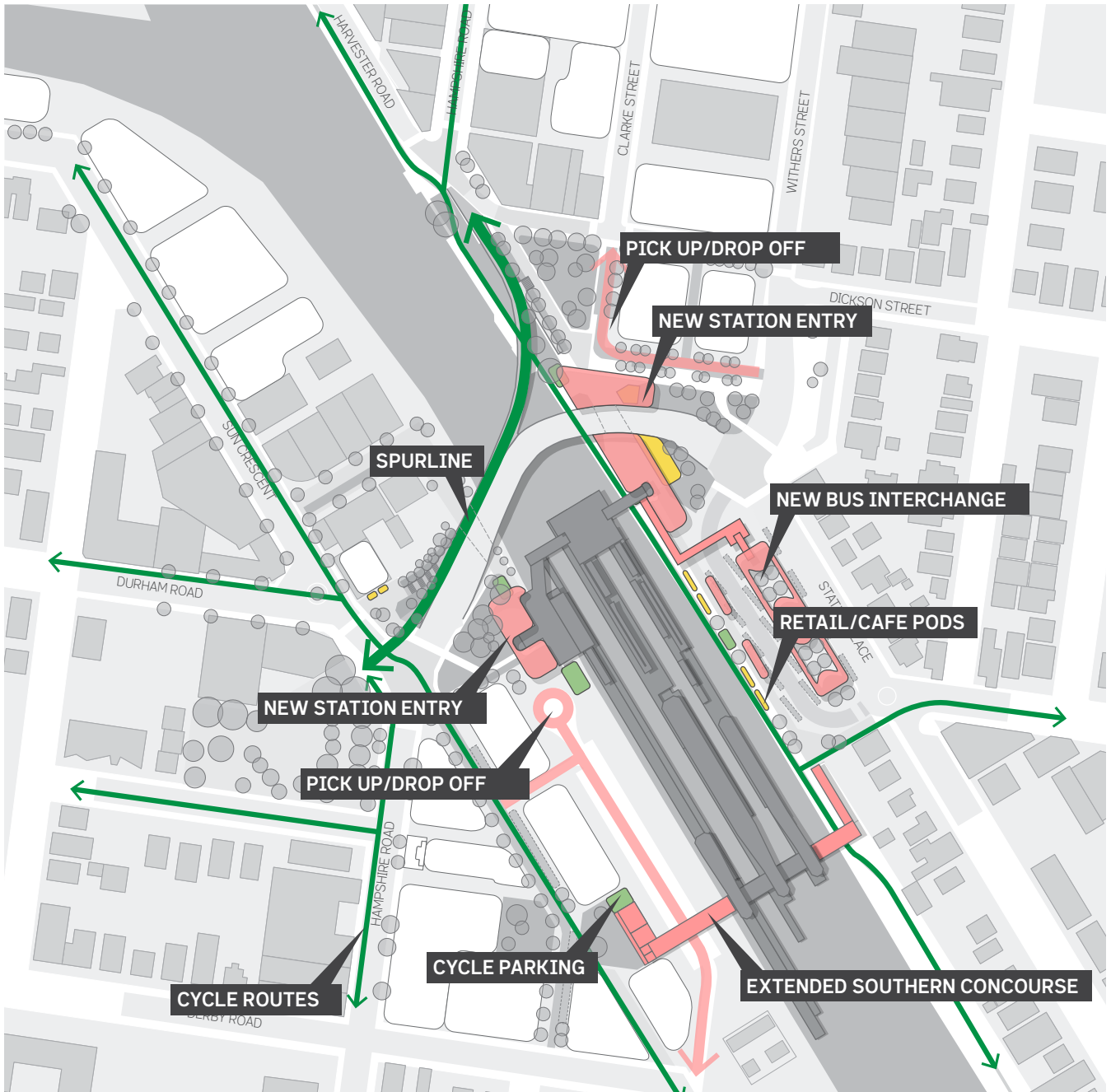
The masterplan should not be seen as a rigid, fixed blueprint for development and design. Rather, it provides a flexible framework for change, within which individual projects come forward in the future – led from both the public and private sectors from the short to the long term.

The majority of the masterplan proposes development on under-utilised sites around the station, some of which is occupied by surface car parking. While reducing the use and impact of private vehicles is a long term goal for the masterplan, it is to be expected that the proposed development on some current car parking sites will take place over a number of years. As such, some of the sites which ultimately show development in its final built out state will remain car parking for the foreseeable future. A level of flexibility is required to find the best solutions to future car parking needs, which will be informed by a future parking strategy for Sunshine and during the detail design stages as specific projects are delivered.





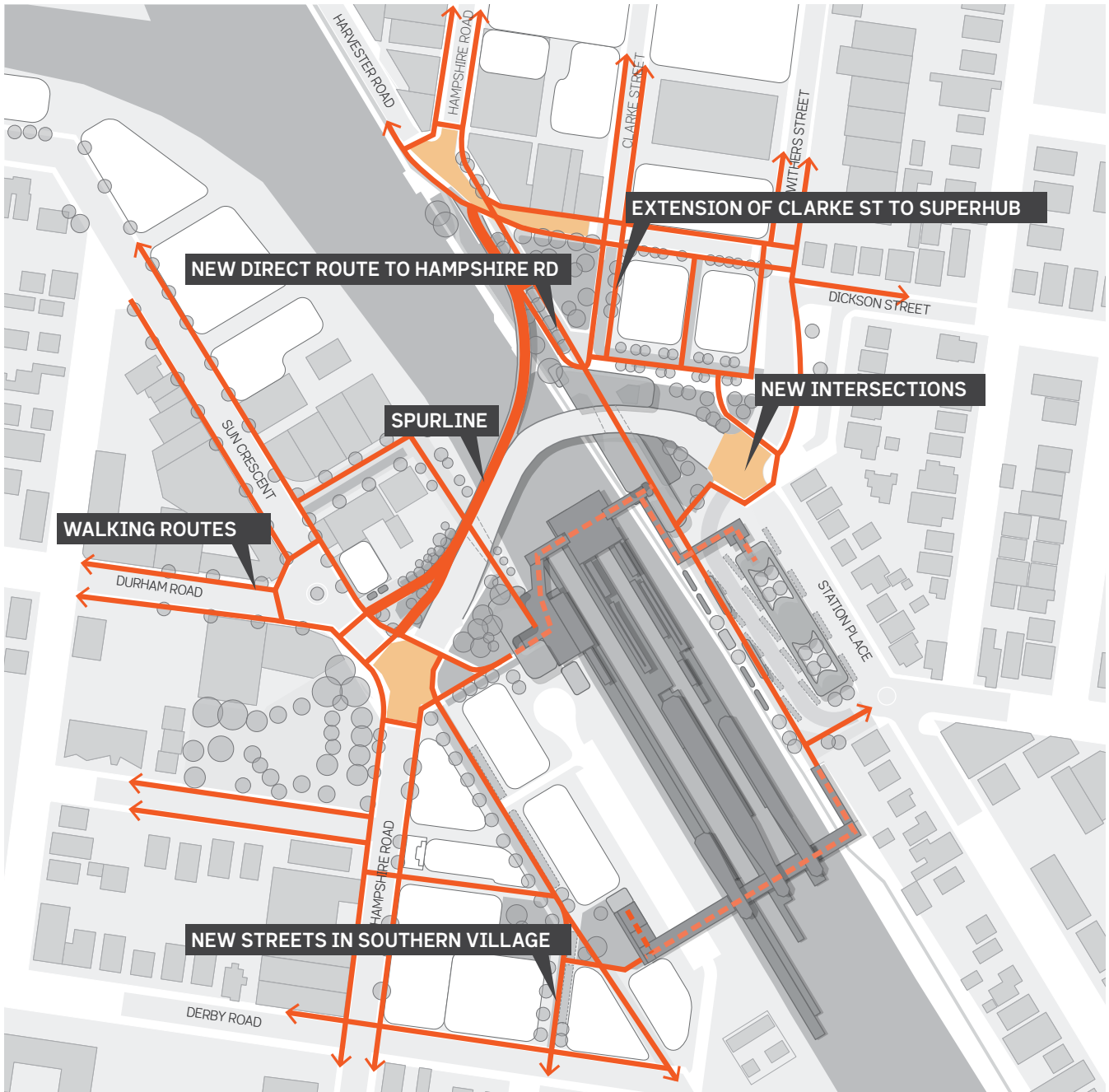
Illustrative, indicative masterplan for the Sunshine Station precinct showing an expanded superhub along with new spaces, streets and development within each of the three sub-precincts.



Public and active transport

The key public and active transport elements of the masterplan (in addition to those proposed and agreed as part of Melbourne Airport Rail and Regional Rail link), as shown above, are:

- a new integrated bus interchange, relocated to the current car park site on the eastern side of the station off Station Place. The new interchange will be more integrated with the train station as part of the superhub, acting like an additional platform with direct access to the concourse and an attractive, safe and green place to catch a bus
- extending the southern concourse proposed as part of the Melbourne Airport Rail to provide entry and exit points on both sides of the superhub, providing direct access to Southern Village on the western side and the new bus interchange on the eastern side
- new station entries on both sides of the superhub to ensure a more accessible and attractive station with a strong civic gesture and improve wayfinding, with clear sight-lines from surrounding streets to the station entries
- providing new and improved bicycle routes and bike parking, supporting strategic cycle corridors and encouraging more cycling in Sunshine by connecting existing and proposed new routes to help create a continuous and safe network
- improving the quality of public realm throughout the area to improve the safe movement of pedestrians and ensure that the superhub becomes a seamless, integrated part of Sunshine town centre.



Movement and streets

The masterplan proposes new and improved streets, routes and intersections that successfully connect to the existing movement network while reducing the divide of the railway tracks and providing more opportunities for safer walking and cycling. The key proposed movement elements of the masterplan, as shown above, are:

- repurposing the northern spur of Hampshire Road bridge as a route for walking and cycling between Sun Crescent and Hampshire Road and filling a key missing link in the active transport network and connection over the barrier of the railway lines. The route offers an alternative crossing to the existing northern concourse of Sunshine Station. The main bridge will remain in place as a connection for buses and general traffic
- new intersections at either end of Hampshire Road bridge and at the northern end of the proposed Spurline to connect with Hampshire Road to create safer environments for all users, reducing the footprint of the current roundabouts which can be better utilised for new public realm and widened footpaths and tree planting, provide more and safer pedestrian and cyclist crossing points
- extension of Clarke Street to create a new Pick-Up and Drop-Off area adjacent to the station
- new streets and access to the western side of the superhub in the Southern Village area that successfully integrates with the surrounding movement network
- providing the opportunity for clear, green and safe connections to surrounding areas and places, including the open spaces of JR Parsons Reserve to the south and Kororoit Creek to the west.



Open space and greening

The masterplan proposes a series of new and improved open spaces and street greening with increased tree canopy cover, helping to improve the local amenity by creating places for rest and play, providing ecological benefits and helping to create attractive and shaded streets and spaces. The key proposed open space and greening elements of the masterplan, as shown above, are:

- new open spaces and greening at either end of the proposed Spurline, with the transitions down to ground made through the creation of terraced open spaces with integrated tree planting, providing stepped or ramped access
- an improved and enlarged open space outside the north-east entrance to the superhub, creating a green and attractive arrival point and helping to connect the northern end of the Spurline with the extended Hampshire Road route and forming the edge of an extended Clarke Street.

The green space will be well-overlooked and activated by new development to the east on the current bus interchange site

- new green open spaces within the new Southern Village development area, outside of a new proposed access to the superhub via the extension of the new southern concourse
- new diverse, generous and high quality public realm with tree canopy cover on both sides of the superhub with good levels of activation, safety and wayfinding
- new and improved streets throughout the area with high quality public realm and increased tree planting
- wider green connections to surrounding open spaces to help develop a green network of spaces, including to RT Pollard Gardens, JR Parsons Reserve and Kororoit Creek.



Development, activation and safety

The masterplan shows new development that, over time, will transform under-utilised land to a vibrant, active place. The new development, shown illustratively on both public and private sites, will help provide activity and life to the area with more people living, working and visiting, while a good level of activity along the building frontages with building entrances contributes to the success of the public realm and improves safety by providing 'eyes on the street'.

A diversity of flexible land uses, such as residential including affordable housing, retail, office and community will create a dynamic, vibrant and sustainable place and activity at different times of the day.

The masterplan has been developed to show an indicative layout and massing which will be subject to further design and analysis as development sites are progressed.

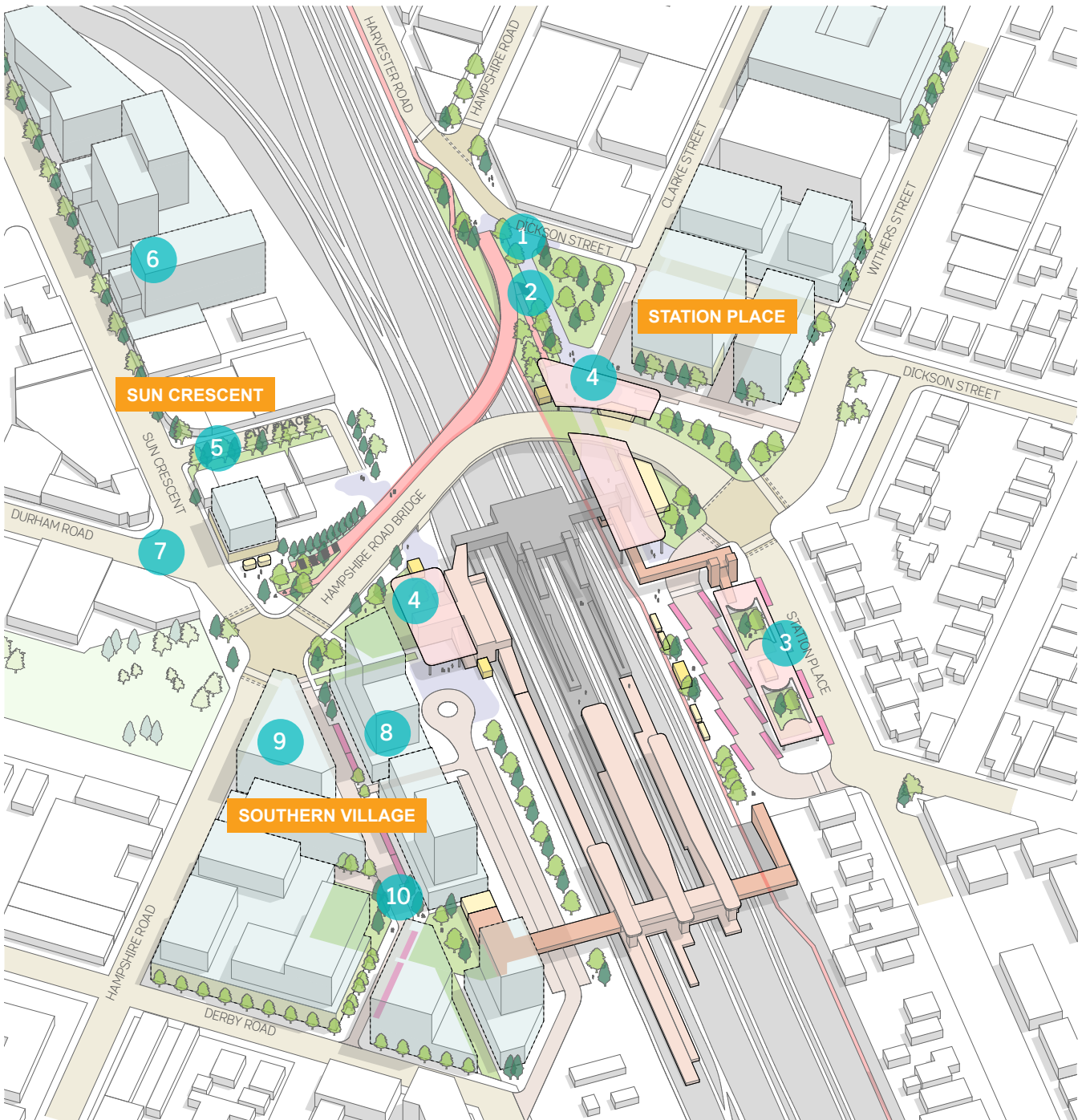
The key development elements of the masterplan, as shown above, are:

- active frontages along all major streets and routes to provide vibrancy and an enhanced feeling of safety
- new development on the current bus interchange site to help provide activation and frontage to the proposed new green open space and continue the block structure of the town centre south, to the superhub
- new development in the Southern Village area, unlocked by the new entries to the superhub, and a great opportunity for new homes with supporting shops, services and new open space
- longer-term development opportunities along the railway line to provide active frontages and life to Sun Crescent.

Sub-precincts

The masterplan is composed of three sub-precincts described below as Station Place, Sun Crescent and Southern Village. Each character area encompasses a variety of proposed spaces, routes and new development within the distinct character and qualities of each area.

These areas add diversity and a sense of place to the masterplan given their varying contexts, but also come together to form a cohesive, connected whole. Each of the sub-precincts are shown below and described on the following pages.

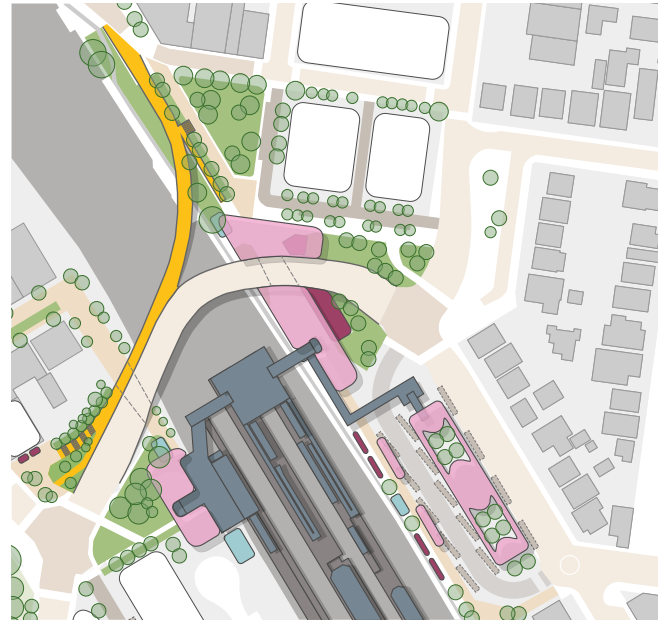


Illustrative, indicative birds-eye view of the masterplan showing its three sub-precincts (the numbers on the image relate to the precedent image shown for each character area to help give a good example of the look and feel for what is proposed in each area)

Station Place

Station Place is located on the eastern side of the railway tracks and incorporates the eastern side of the superhub, including the new proposed bus interchange. Located between the station and town centre, this area plays a key role in improving connections and wayfinding between the two, creating activation with new development and walking and cycling routes with increased activation, passive surveillance, lighting and safety. On the current bus interchange site and adjoining shops, significant mixed-use development is unlocked adjacent to a new open space to provide activity.

Wayfinding has been enhanced by creating a strong north/south connection from Hampshire Road high street to the station and bus interchange, providing a more seamless route for the Strategic Cycling Corridor adjacent to the railway edge, and by having clear sight-lines to entry points from surrounding streets.



1. The Goods Line, ASPECT Studios (Sydney, Australia)

2. Nathan Phillips Square, PLANT Architect / Perkins+Will (Toronto, Canada)

3. Vilkaviškis Bus Station, Balčytis Studija (Vilkaviškis, Lithuania)

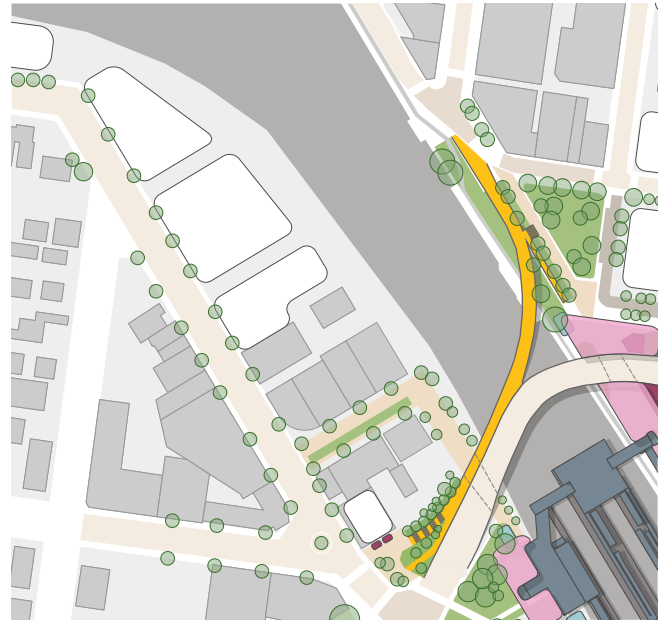
4. Frankston Station, Genton (Melbourne, Australia)



Sun Crescent

Sun Crescent is located on the western side of the railway tracks and is home to many heritage buildings and areas, adding to the unique character of this area, alongside RT Pollard Gardens.

The vision for this character area is to green the Sun Crescent high street and reinvigorate City Place as the heart of this community. The partial transformation of City Place from road to shared space and public realm could provide a space to dwell, uplifting the existing shop frontages and amenity. It incorporates the western landing point of the proposed Spurline, which includes a new, safer junction which replaces the current roundabout and aims to slow traffic and provide safer crossings for people walking and riding. Sun Crescent holds a long term development opportunity to locate mid-high density mixed use along the rail corridor, increasing population growth to the north-west of the station.



5. Yarrville permanent street park, (Melbourne, Australia)



6. Nightingale 1, (Melbourne, Australia)



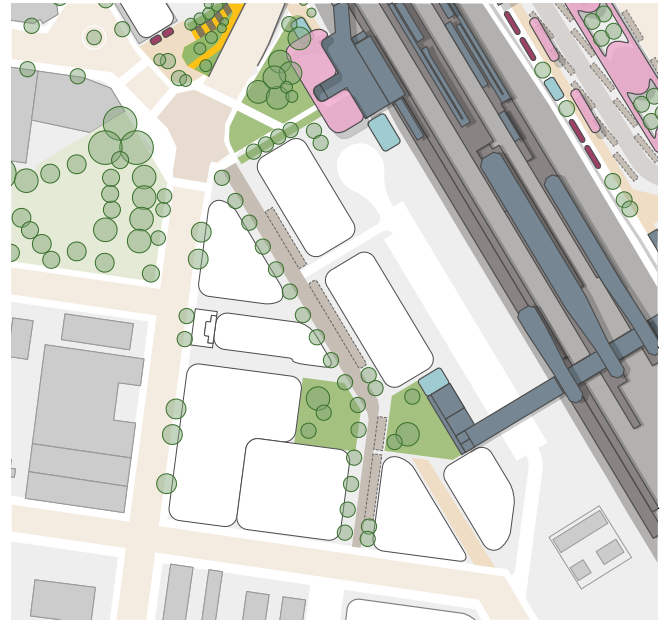
7. Steendiek, YLA ANDO YOO Landscape Architecture (Hamburg, Germany)

Southern Village

Southern Village is located to the south-west of the current station. It is an area of around two hectares that is proposed to be a thriving new community.

This area is unlocked by the proposed new southern concourse, providing an additional arrival point to the station, accessed via a new slow speed pedestrian/cycle focused main street through its centre, alongside a new station entrance and improved public realm outside the western end of the new northern concourse extension proposed as part of Melbourne Airport Rail.

Either side of the new street, helping connect with Sun Crescent to its north-west and down to JR Parsons Reserve to its south-east, new mid-rise buildings will combine new homes with community infrastructure and open space, including places to play, green open spaces and local amenity shops and services on the ground floors.



8. Fitzroy Gasworks, Development Victoria (Melbourne, Australia)



9. Chifley Grocer (Canberra, Australia)



10. Malop Street Green Spine, Outlines (Geelong, Australia)

8 THE MASTERPLAN: IN FOCUS

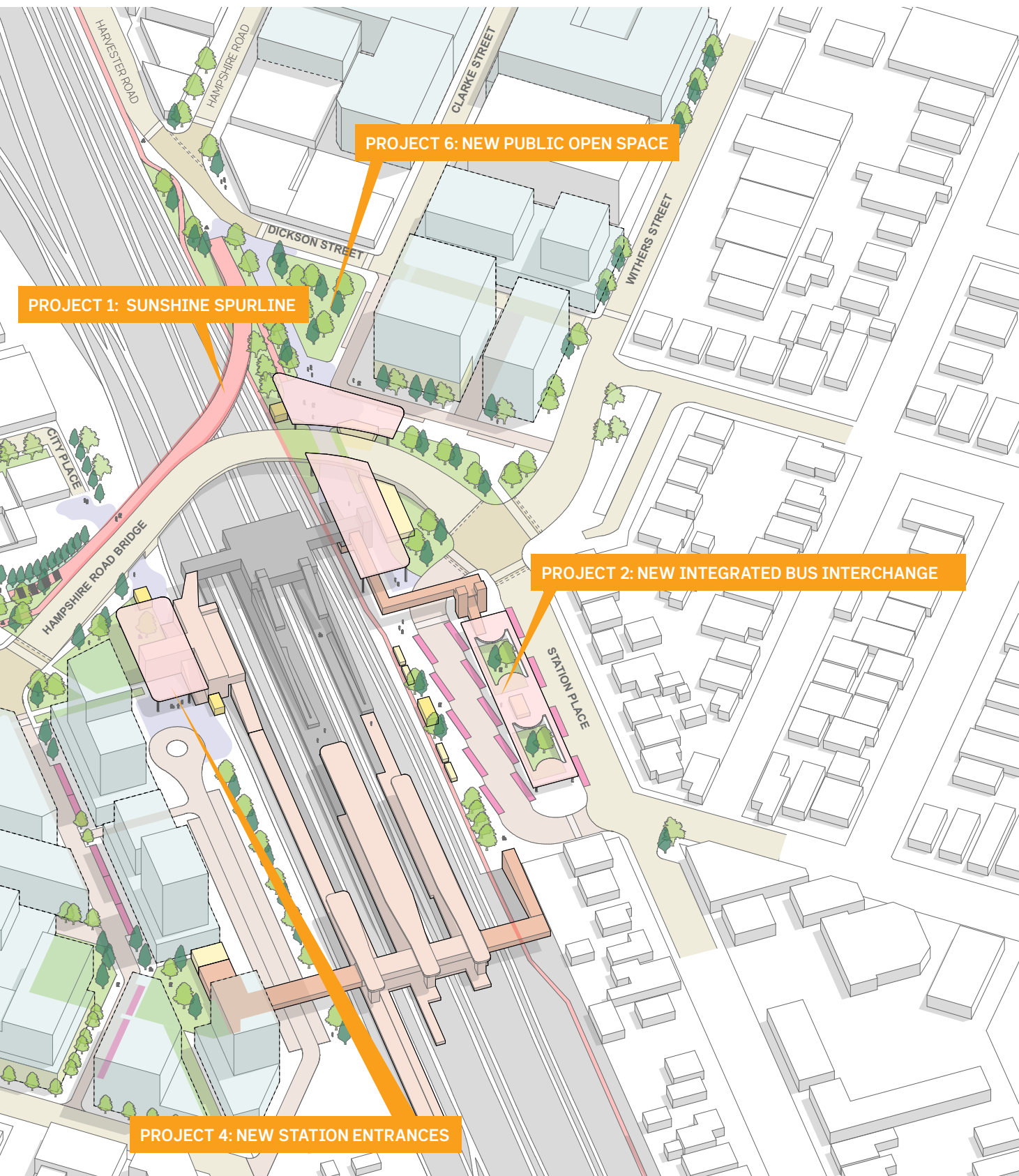
Key projects

The masterplan is not conceived as a single idea that has to be delivered in its entirety to work – instead, it consists of the following six key projects that span across the three sub-precincts that can help catalyse new investment and development in the area:

1. [Sunshine Spurline](#)
2. [New bus interchange](#)
3. [People-focused streets and junctions](#)
4. [New station entrances](#)
5. [Trees and greening](#)
6. [New public open space](#)

The six key projects build upon the contextual analysis and community and stakeholder input throughout the development of the masterplan aim to show how the key moves can be achieved and delivered. While some of the proposed projects can occur independently of each other, some projects are connected and have interdependencies. The main elements of each of the six projects are explained on the following pages.





Illustrative, indicative birds-eye view of the masterplan highlighting its six key projects.

1. Sunshine Spurline

The 'Sunshine Spurline' project (the spurline) repurposes the northern traffic lane of Hampshire Road bridge and transforms this into a pedestrian and cycle connection. It has the potential to be something of an icon for Sunshine, its sweeping curve connecting the high street through to Sun Crescent.

New open spaces are created at either end for recreation and place activation, while transitions down to ground are made through the creation of terraced open spaces, providing stepped or ramped access. It also promotes urban greening and the creation of a wider green network, connecting parks and streets. To ensure the spurline is as accessible and inviting as possible, the two traffic dominated roundabouts at either end are redesigned to make it easier to cross, increase footpath width and slow traffic.

Construction of the spurline would work with the existing Hampshire Road Bridge infrastructure as much as possible and transform this through resurfacing, new barriers, artworks and lighting, terrace planting and seating.

The spurline fills a key missing link in the active transport network and provides an important connection over the barrier of the rail line. It makes walking and cycling possible on a direct route, linking both sides of Sunshine and reduces the demand and reliance of having to use the northern concourse of Sunshine Station to cross the railway tracks.

The spurline connects the Hampshire Road corridor south of the bridge with the Hampshire Road main street further north. It also connects with the St Albans Rail Trail/ Sunshine Footscray Trail Strategic Cycling Corridor, greatly improving strategic links to important destinations. The repurposed bridge provides a safe, low-stress cycling and walking environment.

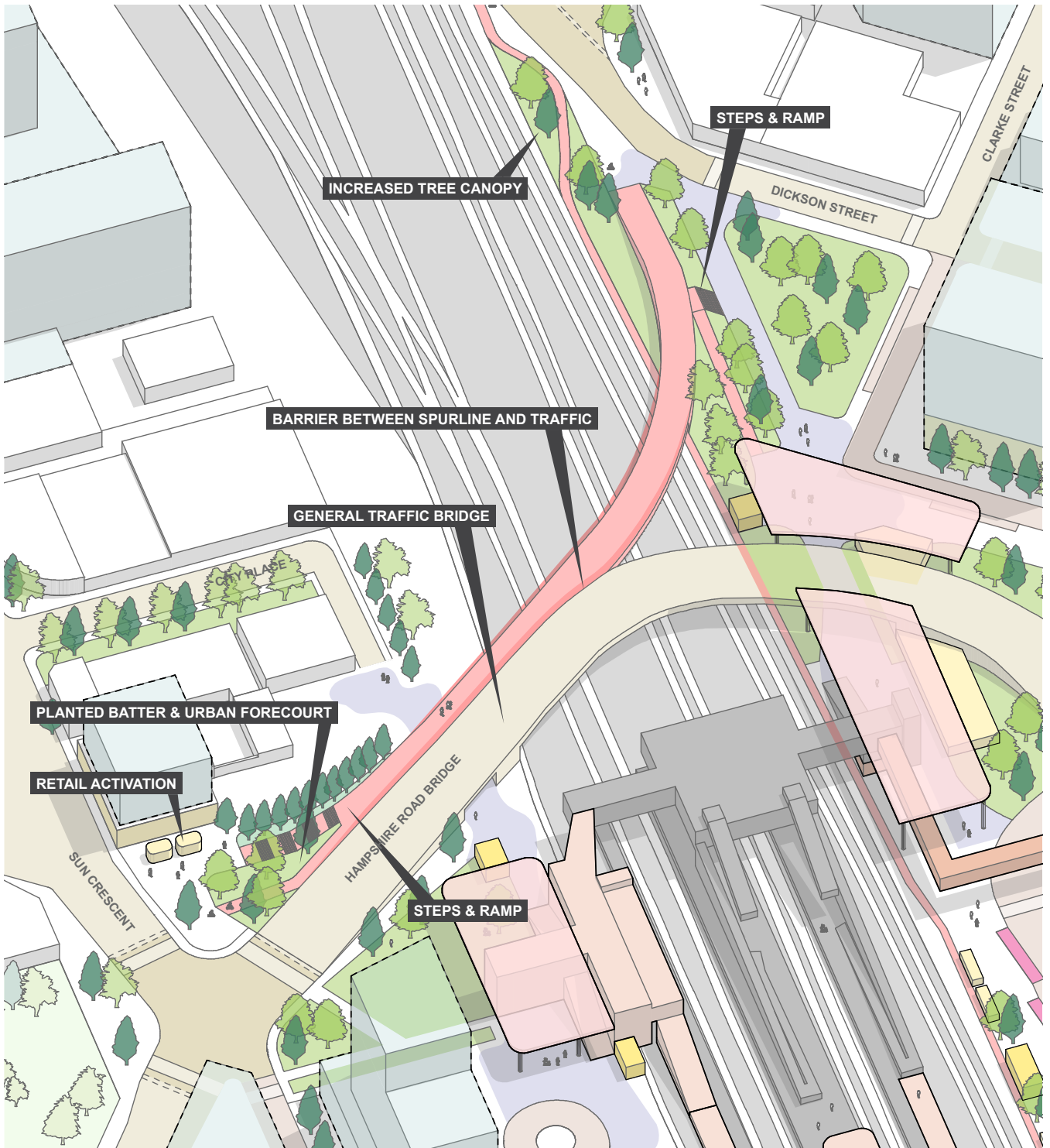
The main bridge will remain in place as a connection for buses and general traffic. General traffic will use Withers Street and Dickson Street (potentially altered to a two-way street) or Devonshire Road to connect through to Harvester Road. The bridge is an important and direct connection in the bus network, as the majority of buses serving the Sunshine bus interchange come from the west. There is minimal change to the bus network from repurposing the northern traffic spur lane as it is not currently used at high frequency for bus movements.

The spurline helps to deliver on all three objectives of the masterplan in terms of helping to connect community, enhance the place and generate investment. It unlocks a missing pedestrian and cycle connection over the rail corridor, connected to existing streets, footpaths and the strategic cycling corridor, while the new open spaces contribute to the creation of 'green corridors' through the precinct. It will also help to attract more investment in Sunshine by improving its identity and quality of place, and delivers on each of the sustainability principles by using the existing structures.

New development within the Sun Crescent character area and particularly around City Place, will help to enliven the western end of the spurline and provide more 'eyes on the street' and activation. It is envisaged that the current 'back of house' environment to the southern side of City Place would be improved with new landscaping and paving given its proximity and visibility to the spurline, while still providing access for existing and new businesses and potential future development.

Spurline key design principles

- provide new green open spaces with increased tree canopy cover at both ends of the spurline
- provide both ramped and stepped access at both ends of the spurline
- ensure the spurline is well lit, highly visible and safe at all times of the day and night
- provide an attractive and safe barrier between the spurline and general traffic lanes to provide protection for people
- engage with Traditional Owners on the potential to reflect cultural heritage values in the design of the spurline



Illustrative, indicative birds-eye view showing the key elements of Project 1: Sunshine Spurline.



Illustrative, indicative typical section of the spurline, showing the separation between people walking and cycling and vehicles, a safety barrier on the northern edge and the resurfacing of the road.



Illustrative, indicative section of the spurline on the eastern side, showing how the space on the spurline could be split for both walking and cycling, with the new direct pedestrian route connecting with Hampshire Road main street and the new open space on the right.

Spurline precedent images

The images below show some good examples from around the world of varying elements that could help transform the spurline, including surface treatments, lighting and new open space and greenery.



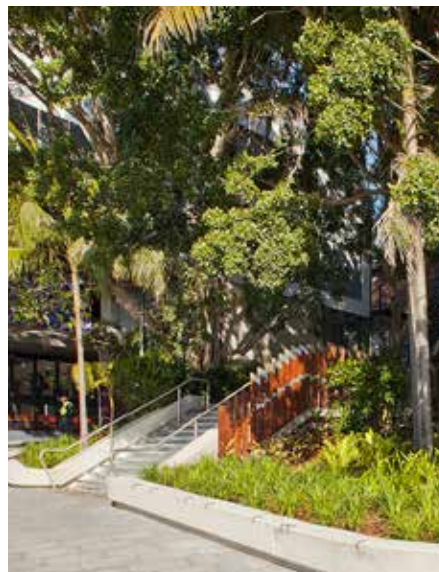
The Lightpath in Auckland, a repurposed former highways off-ramp that now forms part of Auckland's inner city cycle network.



New feature lighting on the upgraded Swan Street Bridge in Melbourne.



A colourful and playful approach to the resurfacing of Jersey City pedestrian bridge.



Napier Street pocket park in Paddington, Sydney with impressive tree canopy cover.



Tanderrum Bridge in Melbourne, elegantly embedded into the landscape.



Artist impression of the Sunshine Spurline looking north towards the centre of Sunshine.



Existing view of the northern spur of Hampshire Bridge Road, looking towards the centre of Sunshine.

2. New integrated bus interchange

This project involves building a new bus interchange to the east side of the rail in place of the existing car park off Station Place.

The new bus interchange aims to:

- develop a more integrated bus interchange with the train station, acting like another platform with direct access via the walkway to the concourse
- be a more attractive and safe place to wait with planting, trees, a clear separation between buses and pedestrian space and retail pods to provide activation
- provide the option to create a well-designed, compact and efficient bus interchange within a town centre environment.

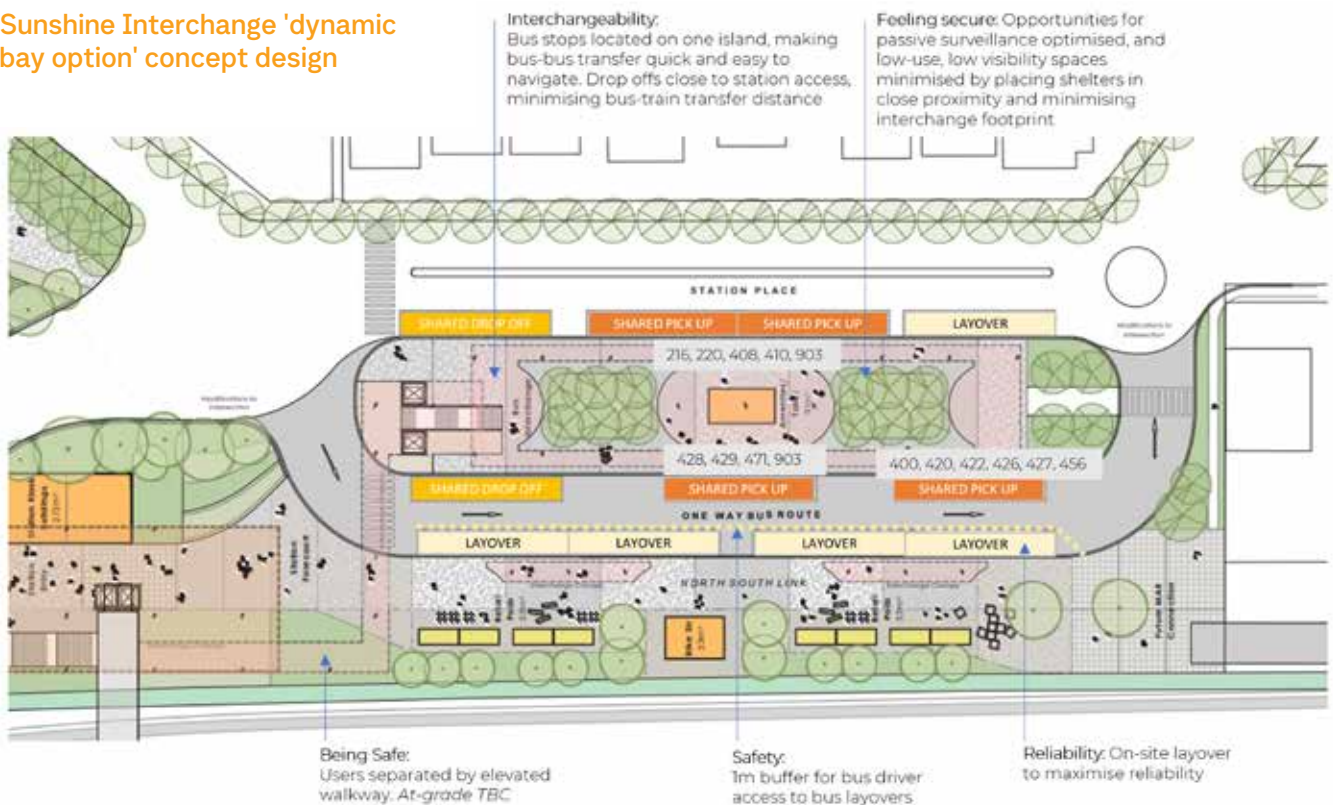
On the current bus interchange site, a significant mixed-use development and new open space will provide vibrant activity day and night, reinforce the street network by expanding Clarke Street to the superhub and improve first impressions of Sunshine when leaving the station.

The proposed concept for the bus interchange is a single loop design with one leg on Station Place. This arrangement provides for the current 'static bay option' and existing route capacity, however further detailed design may present an opportunity to consider a 'dynamic bay option'.

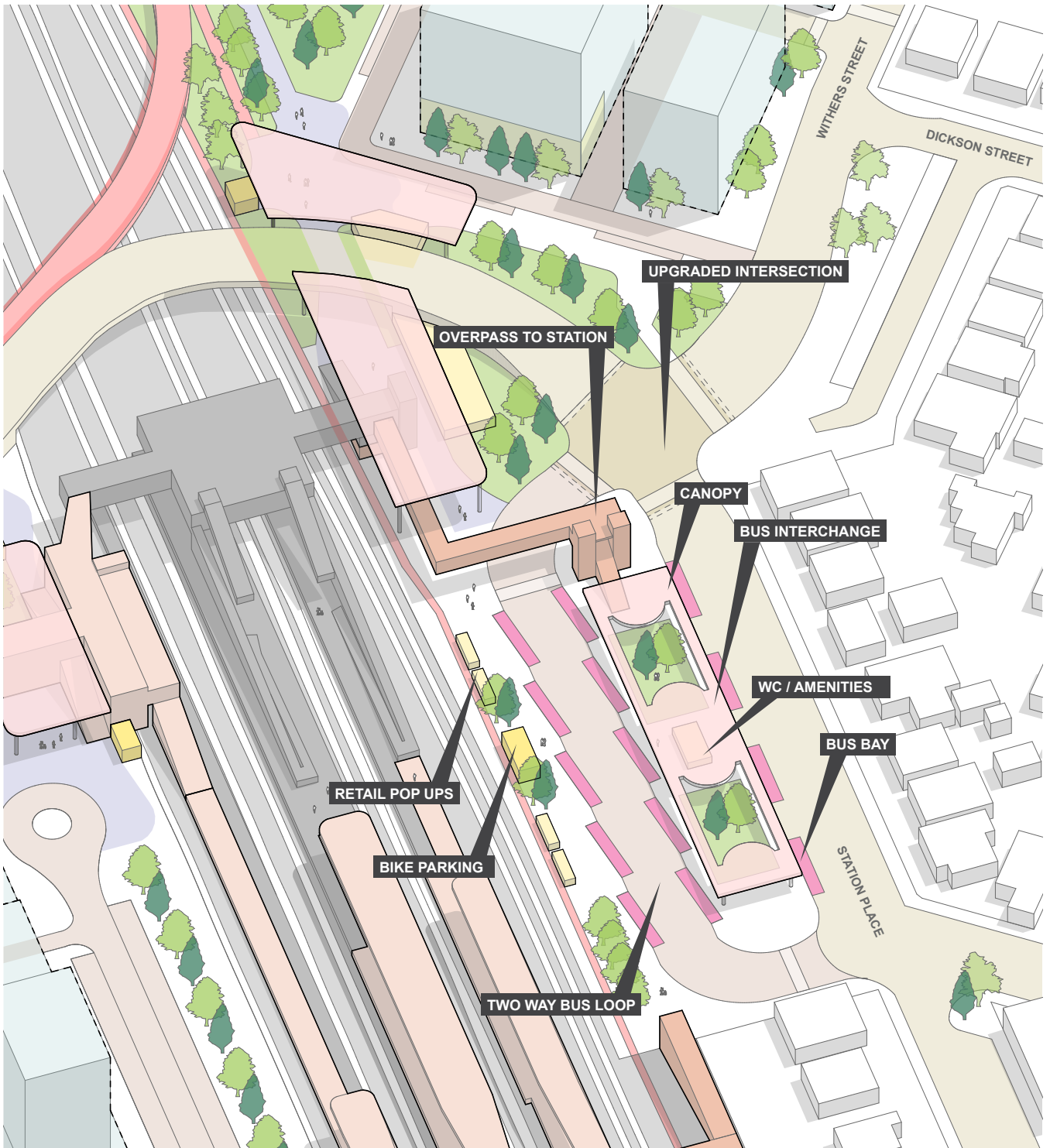
A 'dynamic bay' approach provides a more compact, efficient bus interchange, including:

- shared bus bays, to provide a balance of compactness, user accessibility and convenience
- separate drop off and pick up, to get people closer to key destinations
- linear kerb, to maximise operational flexibility and future proofing for changes to bus fleet.

Sunshine Interchange 'dynamic bay option' concept design



Indicative concept subject to detailed design.



Illustrative, indicative birds-eye view showing the key elements of Project 2: New Bus Interchange.



Illustrative artist impression of the proposed new bus interchange, viewed looking north from the central canopy.



Existing view of the current station car parking, looking north towards Sunshine Station.



Illustrative artist impression of the proposed new bus interchange, viewed looking north along the western edge, activated by proposed retail pods (the existing strategic cycling route, to the west of the retail pods, remains).



Existing view of the current station car parking, looking north towards Sunshine Station.

3. People-focused streets and junctions

Along with the implementation of the spurline, the masterplan includes the proposed removal of three roundabouts – at the east and western ends of the main bridge and at the end of the current northern traffic spur (the culmination point of Harvester Road, Hampshire Road and Dickson Street) – and replaced with signalised intersections. This will help make crossing the roads safer and more direct for people walking, slowing traffic speeds and prioritising cycling. New junctions will be designed to support and prioritise important bus movements, connecting seamlessly into new streets. They will also enable easier and safer access to the shops, services, cafes and restaurants along Sun Crescent and City Place.

Proposed concept designs are significantly more compact and boast a reduction in the size of their footprint, giving space back to public realm and more tree planting and space for people walking and cycling.

The concept design for each of the new junctions proposes:

- signalised intersections to create safer traffic movements
- widened footpaths and increased space for trees
- stronger integration with cycle paths and station entrances.

Good examples



Hampshire Road and Devonshire Road intersection, Sunshine (left)

As part of works to improve Sunshine's town centre, upgrades were made to the intersection of Hampshire Road and Devonshire Road.

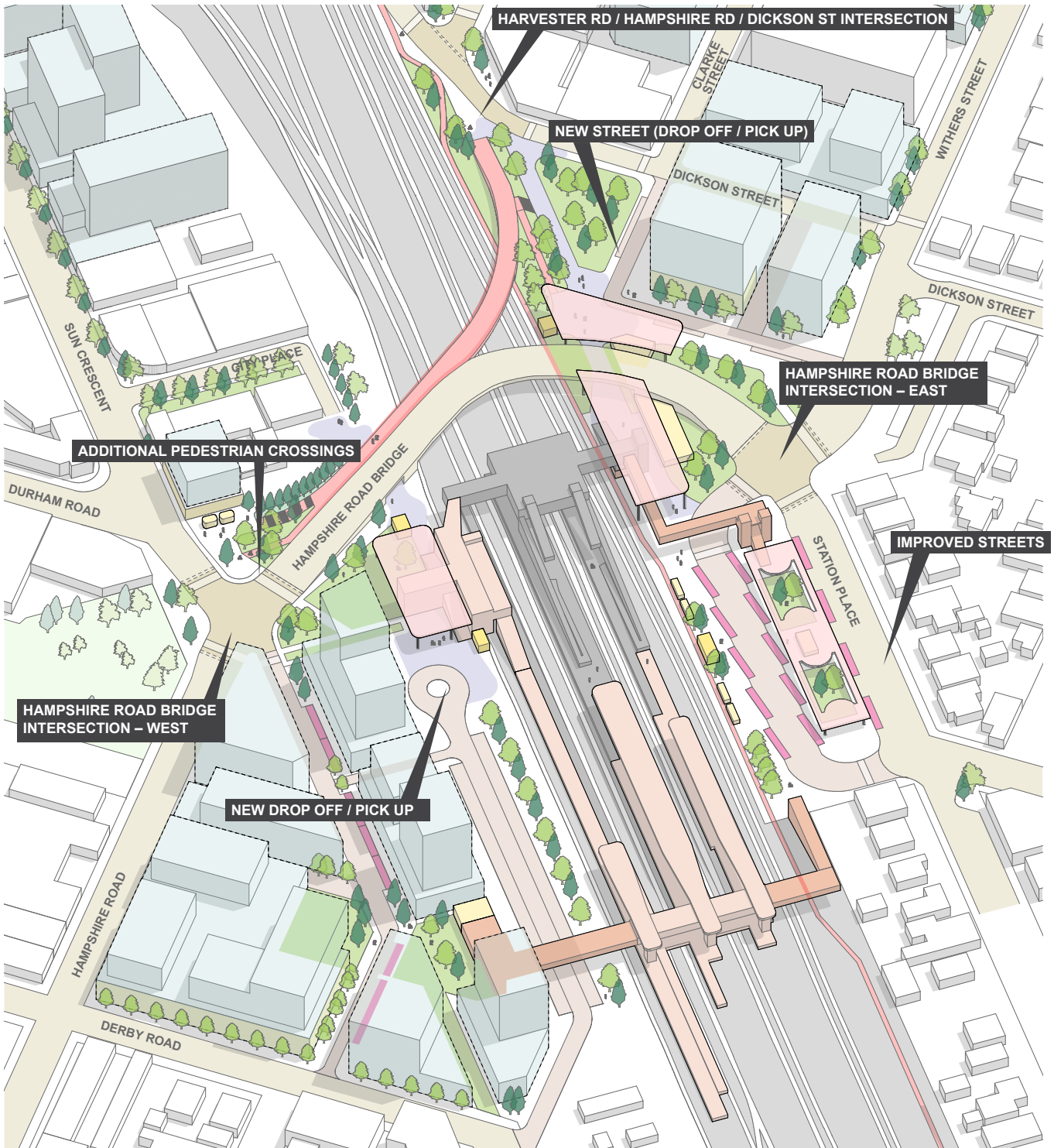
With the addition of on-road bike lanes to Devonshire Road, the new junction improves safety for those using active transport. A wider footpath, new surface treatment and garden beds improve street appearance.

Poynton Shared Space Scheme, Cheshire, England (right)

The Poynton Shared Space Scheme is a completely configured intersection that results in equal priority for pedestrians, vehicles and cyclists.

With wide pavements, slow vehicle speeds and easy crossings, this intersection upgrade scheme offers a successfully transformed atmosphere for all visitors, making a strong case for shared spaces.





Illustrative, indicative birds-eye view showing the key elements of Project 3: People-focused streets and junctions.

Harvester Road / Hampshire Road / Dickson Street proposed intersection

With the introduction of the spurline, the vehicular traffic from the Hampshire Road bridge off-ramp will be removed.

This means the roundabout between Harvester Road, Hampshire Road and Dickson Street is redundant and existing raised crossing locations will remain.

Slow moving traffic will flow directly from Harvester Road through to Dickson Street. Hampshire Road traffic will form a T-intersection with the continuing road between Harvester Road and Dickson Street, simplifying the movements at the intersection.

With this large reduction in the intersection footprint, the base of the spurline is transformed into a pedestrian and cycling prioritised area, as raised crossings enable flow of movement towards the Sunshine Town Centre.



The current roundabout at the junction of Harvester Road / Hampshire Road / Dickson Street.



Artist impression of the proposed intersection.

Hampshire Road bridge (east) proposed intersection

The current Hampshire Road bridge eastern intersection creates a large and hostile environment for active transport and acts as a dangerous barrier between the station and its surrounding uses. Other than the recently constructed raised crossing on Station Place, there are no crossing opportunities for pedestrians and bicycles.

The benefits of the proposed signalised intersection include:

- a reduction in the intersection footprint
- pedestrian/cyclist crossing opportunity on three sides of the intersection
- balance of priority for different modes traveling through the intersection
- bus priority lanes for entry to the relocated bus interchange.

The existing bus interchange exit point is no longer required due to its relocation, which simplifies the movements at the intersection.



The current roundabout at the eastern end of Hampshire Road bridge.



Artist impression of the proposed intersection.

Hampshire Road Bridge (west) proposed intersection

The current roundabout provides limited crossing opportunity for pedestrians and bicycles. This makes the intersection a large and hostile environment for active transport, and a barrier between places to the west of Hampshire Road and the station to the east.

The benefits of the proposed signalised intersection include:

- a reduction in the intersection footprint
- a direct route between the station entrance and Sun Crescent and City Place
- bicycle lanes on Hampshire Road (south) and Sun Crescent (west) supporting strategic cycling corridors
- connection to a new one-way shared street which provides access for current and replacement bus services, additional bus bay space, access to station car parking and drop off, and access to the new development proposed in Southern Village
- balance of priority for different modes traveling through the intersection.



The current roundabout at the western end of Hampshire Road bridge.



Artist impression of the proposed intersection.



Illustrative artist impression of the start of the spurline on the western side and showing a proposed new intersection in place of the current roundabout.



Existing view of Hampshire Road Bridge and the approach to the roundabout from Sun Crescent.

4. New station entrances

This project proposes new station entries and facilities on both sides of the station to ensure a more accessible and attractive station and improve wayfinding, with clear sight lines from existing and proposed streets to station entries.

On the east side, the station entry is proposed to be extended to the north of Hampshire Road bridge and defined with a strong civic canopy gesture, effectively moving the station threshold to the north of Hampshire Road bridge.

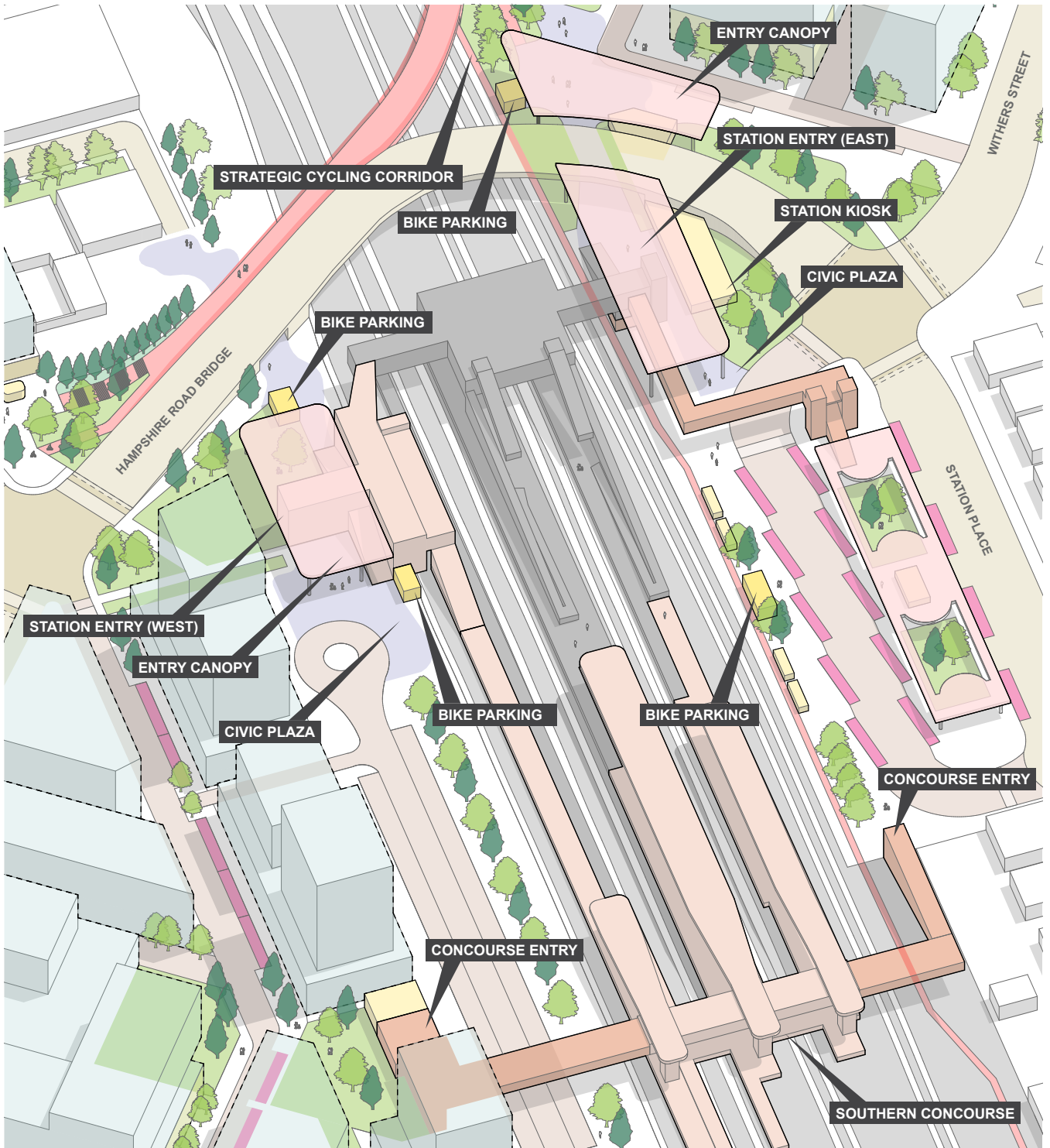
Civic plazas around both new entrances will provide high quality open space and improved first impressions of Sunshine.

The masterplan considers extensions of the new southern concourse to provide direct access to Southern Village and the broader Sunshine West area on the western side and the new bus interchange on the eastern side.

More people will be encouraged to cycle for transport, with better integration of cycling to public transport at the interchange. The Strategic Cycling Corridor alongside the rail provides excellent access to the station. Convenient, safe and secure bicycle parking hubs will be provided on both sides of the station outside all the entrances, assisting people who ride to interchange easily to the train.



View of how the current entrance to Sunshine Station on the eastern side is obscured by Hampshire Road bridge.



Illustrative, indicative birds-eye view showing the key elements of Project 4: New Station entries.



Artist impression looking south at the proposed new station entrance and improved public realm on the east side of the station.



Existing view looking south to the station entrance beyond the Hampshire Road bridge underpass.



Artist impression looking east at the proposed new station entrance and improved public realm on the west side of the station.



Existing view looking east to the station entrance on the western side of the station.

5. Trees and greening

New open spaces and tree planting will help green Sunshine, increasing tree canopy cover, improving the local amenity, providing ecological benefits and helping to create attractive and shaded streets and spaces – consistent with the outcomes and actions Brimbank City Council's *Urban Forest Strategy* and the Greening the West initiative.

While increased street tree planting will be employed throughout the masterplan extents, each character area will be home to its own unique new green spaces. The Station Place area makes way for a green amphitheatre and a new, larger recreational public open space, connecting the town centre to the main station entry arrival point on the eastern side.

Green space within Southern Village includes gardens, parks and play areas which provide spaces around both entrances to the station, along with a new tree-lined street through the centre of the area.

Within the Sun Crescent area, City Place is transformed to a shared space which incorporates a linear street park, while increased tree planting and understorey planting could occur along Sun Crescent during the implementation of the missing link of the Strategic Cycle Corridor.

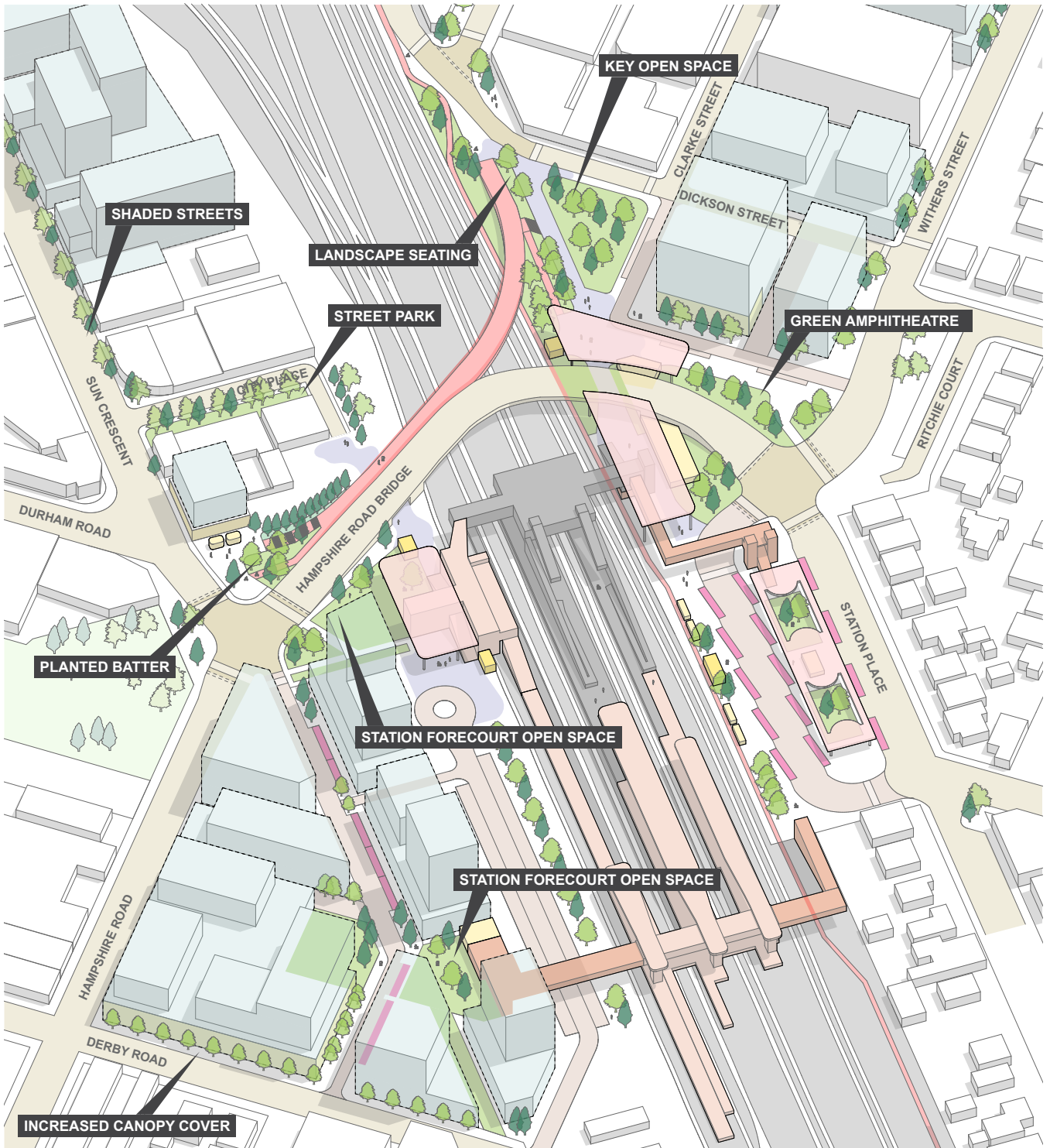
Additionally, the east and west spurline landing points encompass a landscaped green space rich with canopy cover. The eastern landing boasts terraced landscaped seating, mitigating the level change between the spurline and the public realm. The western landing envisages a planted batter with understorey planting and trees, seating and retail activation.



Artist impression looking north providing a direct connection with the main street of Hampshire Road, with the spurline to the west and the new green open space to the east of the proposed new station entrance and improved public realm on the east side of the station.

Existing view looking north towards the main street of Hampshire Road.





Illustrative, indicative birds-eye view showing the key elements of Project 5: Trees and greening.

6. New green public open space

Located just outside the eastern station entry is a proposed new, spacious green public open space with significant tree canopy cover. This space helps create a green, attractive arrival point when using the east side entrance and exit of the superhub.

The new public open space helps to link the superhub to the town centre, providing a new straight route between Hampshire Road and the station with clear sight-lines, helping to enhance wayfinding. The design also strengthens the visibility to and from the station entry through to both Clarke Street and Withers Street with clear pedestrian routes to each.

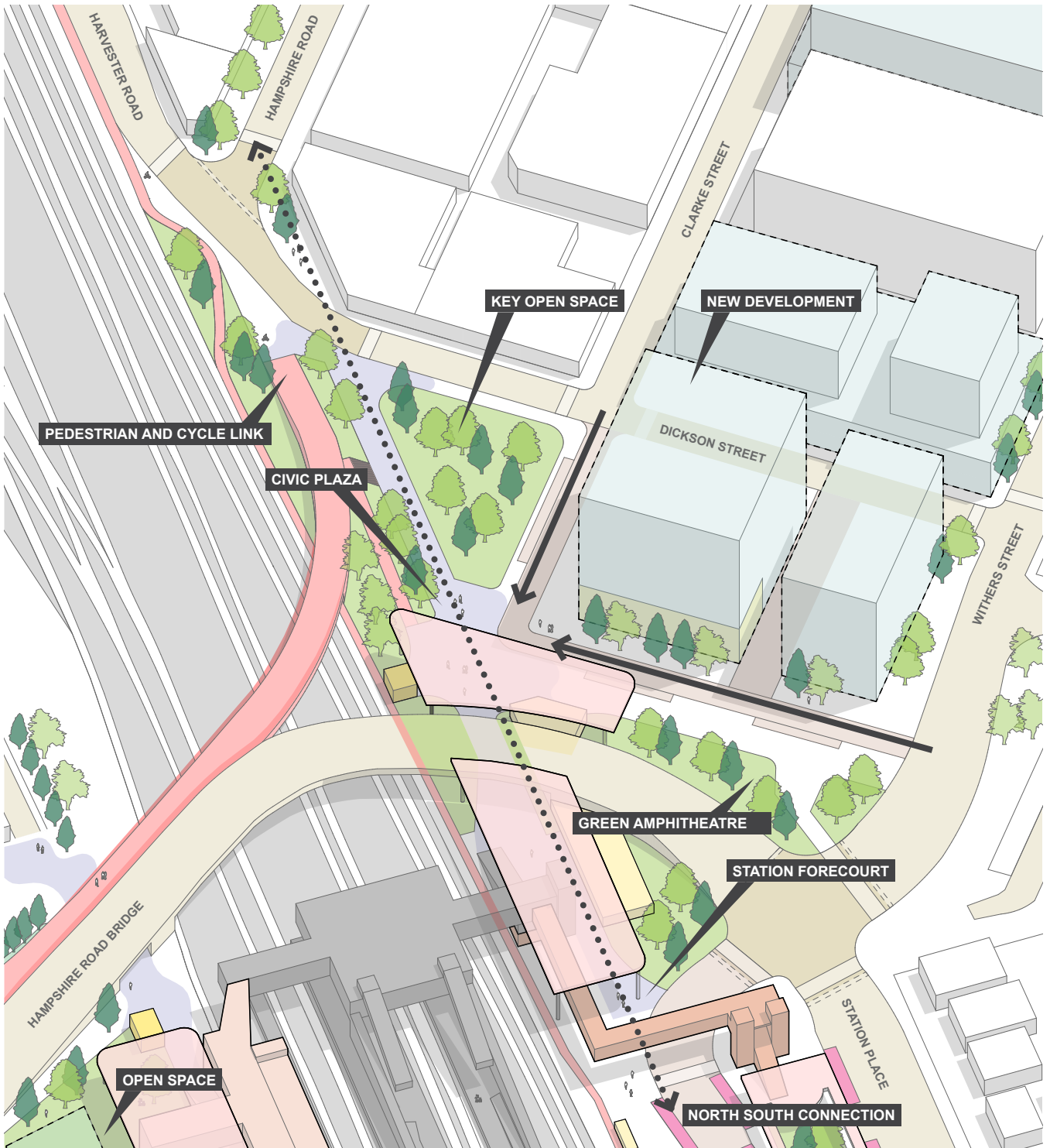
The green space is designed to be well-overlooked and activated. Passive surveillance is provided from the spurline, Strategic Cycling Corridor and the proposed development to the east, helping to provide active and vibrant edges. Safety will be enhanced via a successful lighting strategy.



Aerial of the existing space.



Illustrative masterplan of the proposed new public open space.



Illustrative, indicative birds-eye view showing the key elements of Project 6: New green public open space and its surroundings.



Artist impression looking north just outside the eastern station entrance, showing the direct connection with the main street of Hampshire Road intersecting with the new access to the spurline and the new open space to the east.



Existing view looking towards the northern traffic lane of Hampshire Road bridge.

9 PHASING AND DELIVERY

The Sunshine Station precinct will transform over its precinct life cycle.

The delivery of the Metro Tunnel and Melbourne Airport Rail in combination with ongoing population and employment growth will catalyse development in Sunshine and help support higher density residential and large-scale commercial uses.

Government plays a role to help lead the rejuvenation of the Sunshine Station Precinct with projects that can act as catalyst development and prepare the precinct for market-led investment. Investments may be targeted to align with the delivery of transport infrastructure, leverage existing landholdings and create greater precinct outcomes including access and connection to existing community infrastructure such as schools, libraries, childcare facilities, and transport connections.

Early investment and intervention opportunities encourage further transformation and build commercial confidence, allowing more investment in homes and workplaces, and ongoing growth capitalising on Sunshine's strong transport connections and a more mature development market in the longer term.

Future development sites have been identified within the Sunshine Station masterplan with potential uses including residential, commercial and/or retail use. It is likely that higher density development will be undertaken in proximity to key transport and retail nodes transforming the suburban location into a highly functional part of Melbourne's urban fabric.

Place activation

Place activation requires programming to bring a precinct to life and lay the foundations for long-term success in attracting and retaining people and businesses – locally, nationally and globally. Opportunities for early activation include space and infrastructure for programs and events.

Initial priorities for place activation around Sunshine Station include:

- enabling 'Day One' temporary activation opportunities to coincide with Melbourne Airport Rail opening, or key infrastructure opening
- embedding community aspirations in early stages of programming
- minimising construction disruption through creative hoarding and wayfinding program
- working with Brimbank City Council to create an aligned program of activation.

Delivery considerations

The implementation of the masterplan will require the delivery of key infrastructure and longer term land use change. The following implementation actions are recommended:

- Consider the masterplan in any review or revisions to the Sunshine Town Centre Structure Plan.
- Amend the Brimbank Planning Scheme as appropriate to apply zone and overlay changes to facilitate the implementation of the masterplan.

Leveraging existing government landholdings to support wider development together with partnerships, both internal and external to government, to achieve project objectives will be the key to precinct success.

Sunshine, while an established centre, still contains significant parcels of government land in close proximity to key activity centres and the emerging transport superhub. Leveraging this portfolio provides the opportunity to deliver development in line with governments policy aspirations, securing a feasible route to deliver accessible, sustainable, and affordable integrated development activity. The existing planning scheme supports the delivery of new medium density development within close proximity to the station, and the activity centre.

Car parking

Some of the proposals in the masterplan are to be located on existing car parking areas. Further work is required to determine the appropriate future level of car parking within and around the station, whether replacement car parking should be provided and if so in what form.

APPENDIX A1 – THE MOVEMENT NETWORK

Movement and Place Framework

The Department of Transport's *Movement and Place Framework* (the framework) is a future focused, multi-modal approach to network planning that integrates future land use with the transport network that will best provide access, while also supporting on-street activity and amenity.

The development of the masterplan has used the framework's network classifications and the existing mapped classifications to develop and understand the transport network surrounding Sunshine Station.

Movement and Place classifications

Movement and Place classifications represent the priority of different movement modes and places. Each road or street, interchange and place has a defined set of classifications that represent its desired state.

Place classifications represent the future vision for the land uses that adjoin transport links. The transport network exists to provide place making activities and access to the places that people and goods travel to.

Classification 1 (P1) indicates state or nationally significant places and very high levels of activity, and classification 5 (P5) represents local or residential levels of activity.

There are classifications for Places of On Street Activity (PA) and Off Street Activity (PO).

Movement classifications use similar descriptions for each mode, with classification 1 (M1, GT1, F1, T1, B1, C1, W1) being State level mass movement, and classification 5 (M5, GT5, F5, T5, B5, C5, W5) representing local movements.

For each mode of transport, along with an overall movement category, the framework gives existing and future modal classifications to each street, to show the priority for moving people and goods by different modes.

Repurposing the spur for active transport

The main change to the movement network in the masterplan is the repurposing of the northern spur of the Hampshire Road bridge. The spur will be closed to general traffic and buses, to provide an active transport link for walking and cycling.

The spurline fills a key missing link in the active transport network and provides an important connection over the barrier of the rail line. Currently, only one per cent of people access Sunshine Station by riding a bicycle and it is clear that Sunshine will not meet its mode share target of 60 per cent of trips in Sunshine to be undertaken by public transport and walking and cycling if walking and cycling are not prioritised in and around the station.

The spurline shifts priority to active transport and makes walking and cycling possible on a direct route to central Sunshine. The spurline also provides a crossing point where cyclists do not need to dismount.

The Sunshine Station concourse is currently the only point to cross the rail line in the vicinity. It will become highly congested if it continues to be the only connection across the rail corridor for both rail commuters and east-west through movements. Repurposing the spurline gives an alternative route to crossing over the rail corridor via the station concourse, which will free up space within the station concourse for rail passenger journeys. The station concourse will still be available as an accessible crossing over the rail corridor.

Retaining the main bridge for buses and general traffic

The main bridge will remain in place as a connection for buses and general traffic. General traffic will use Withers Street and Dickson Street (potentially altered to a two-way street) to connect through to Harvester Road.

The bridge is an important and direct connection in the bus network, as the majority of buses serving the Sunshine bus interchange come from the west. There is minimal change to the bus network from repurposing the spur, as it is not used at high frequency for bus movements currently.



Place (P)

Place classifications drive transport decisions that support on-street and off-street activity, while recognising the need for access. They consider aspirations for land use, desired types of activity and the distances people are likely to travel to access them.

Most streets within the Sunshine Metropolitan Activity Centre are classified as PA2. This indicates the regional significance aspirations of this activity centre, for people to experience and use the place for on-street activity.



Walking (W)

The precinct will have a well-connected, permeable and accessible pedestrian network and cater for walking as a priority mode. The spurline fills the missing link in the pedestrian network and provides an important connection over the rail line. A strong link is formed from Hampshire Road north through to the interchange. Major links in the station precinct are classed as W2 (Principal Pedestrian Network) recognising the importance of the links to Sunshine Station and supporting the 20-minute neighbourhood principle.

A1 THE MOVEMENT NETWORK



Cycling (C)

Cycling will be an important way to travel into and around the precinct and the network will make cycling safe, convenient and enjoyable. The spurline fills the missing link in the cycling network and provides an important connection over the rail line to meet the existing north-south Sunshine-Footscray Trail/ St Albans Rail Trail (Strategic Cycling corridor (C1)). Neighbourhood and local links (C3) connect the strategic routes to activity centres.



Public Transport – Bus (B)

Bus classifications consider the volume of passengers moved on a street, considering both frequency and capacity. Based on the existing classifications, Durham Road, Hampshire Road bridge, Dickson Street and Withers Street are classified as B2. The new bus interchange has been added as a B1 classification given it will service more than 25 buses per hour. As bus routes and services will be reviewed over time, these classifications should be seen as identifying roads where public transport will travel, rather than a specific number of services.



General Traffic (GT)

GT4 signifies movement of people by private vehicle within a municipality, and GT5 signifies local people movement by private vehicle. There are no streets of higher classification surrounding the station, while there are no freight classified routes in the Sunshine Station precinct.

The north leg of the Hampshire Road bridge will no longer have access for general traffic and will instead use the main section of the bridge to connect with Withers Street.



Overall Movement

Combining the modal classifications gives the overall movement classification. Durham Road, Hampshire Road bridge and Withers Street are classed as M2 and have a role as connecting municipalities and as the primary access to a regional level place. Other key access routes surrounding the station are classed as M3 overall, while local movement streets are classified as M4 or M5.



Sunshine PRECINCT

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