

Alphington Link

Urban Design Statement

September 2025



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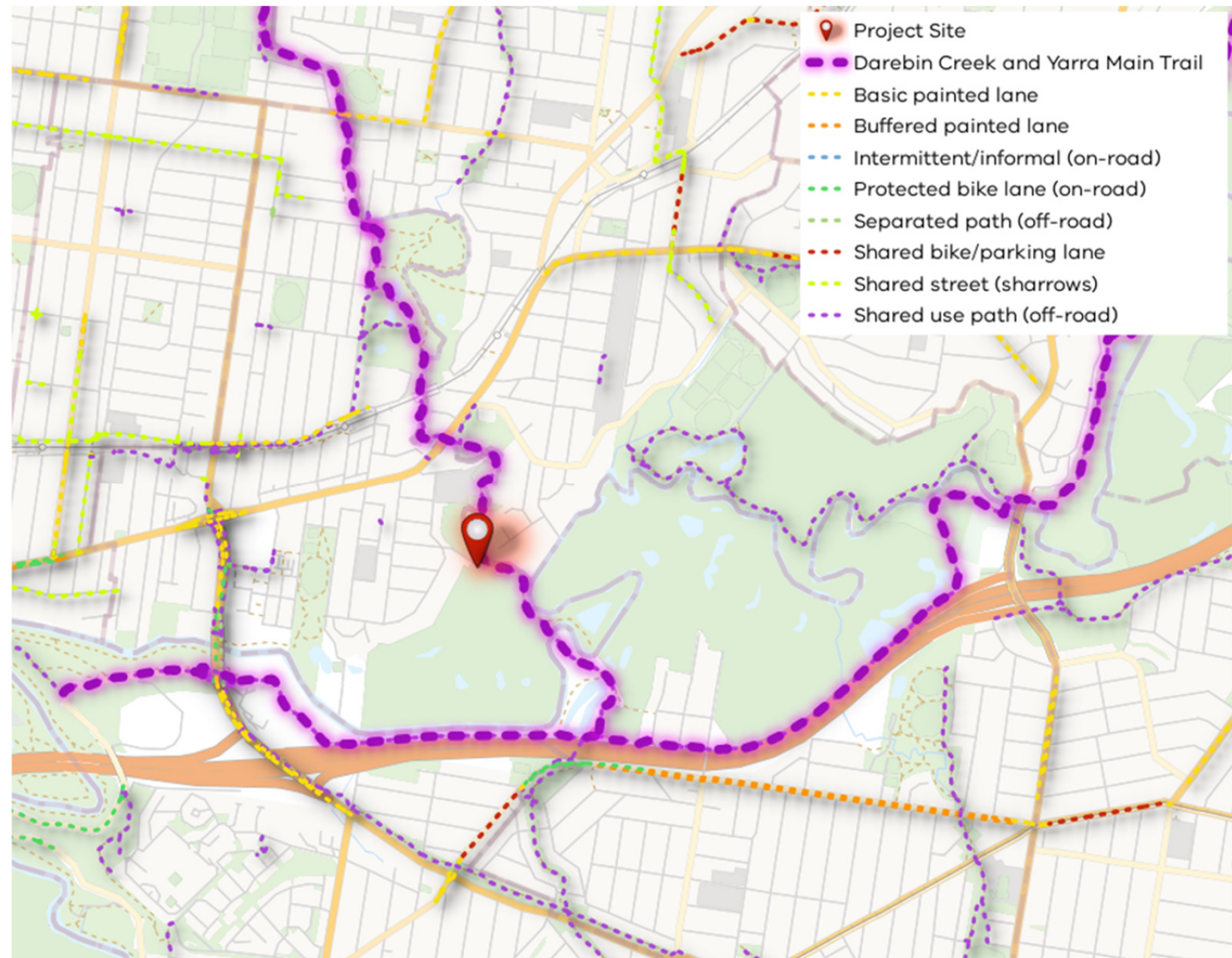
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Introduction

The Alphington Link is a cycling and pedestrian path that will connect Farm Road, Alphington with the Darebin Creek Trail connecting Alphington with 600km of shared user paths across Melbourne.

This document has been prepared in accordance with the requirements of Clause 4.2.12 of the *Alphington Link Incorporated Document* (May 2022, amended July 2025) which requires:

An Urban Design Statement that demonstrates compliance with Objectives 2.3 and 2.4 of the Urban Design Guidelines for Victoria (Department of Environment, Land, Water and Planning, 2017) and with CPTED (Crime Prevention Through Environmental Design) principles must be prepared to the satisfaction of the Minister for Planning.



▲ FIGURE 1: THE ALPHINGTON LINK SITE AND NEARBY ACTIVE TRANSPORT INFRASTRUCTURE

Urban Design Elements



- The shared user path will provide a needed and direct active transport link from Farm Road to the Darebin Creek trail, whilst minimising physical and visual impact on the sensitive creek environs.



- Landscaping will be undertaken within the vicinity of the project site in accordance with the approved landscaping plan.
- All planting including trees, shrubs and tussocks will be indigenous to the local area.
- Large canopy trees and shrubs will be planted on both sides of the Alphington Link and along the northern side of the Darebin Creek trail.
- Smaller areas of native tussocks will be planted close to the shared path to minimise the impact to sight lines where the Darebin Creek trail intersects the Alphington Link.



- Chain link fencing will be setback from paths to retain sight lines and visibility to and from the Alphington Link while providing security and protection for shared path users.
- Black chain link fencing will integrate with existing fencing along the Darebin Creek Trail, the black fencing is recessive against the existing vegetation to minimise visual impact within the creek environs.
- The handrail on either side of the path are smooth and continuous, avoiding any potential gaps or elements that could snag a passing cyclist.
- The retaining walls have been designed with a continuous horizontal profile and texture which reflects natural rock formations. The concrete walls will include a finish colour intended to recede into background of the creek environs.

Urban Design Elements



- The shared user path will provide 0.5m wide shoulders on either side of the shared user path to provide a comfortable space between users and fencing.
- The shoulder allow for sufficient room for pausing and passing between pedestrians and cyclists.



- A crossing connecting Alphington Link with the Farm Road footpath will prioritise pedestrians entering Alphington Link, reinforced through a raised crossing treatment, colour pavement and give way signage.
- Additional lighting will be installed on Farm Road to minimise risk of motor vehicle / cyclist / pedestrian conflict.



- The intersection between the golf course access track and the Alphington Link prioritises shared path users through coloured pavement treatments and line marking.
- Golf course access gates are set back into the golf course access track to provide a waiting area for golf course users to stop and wait for shared path users.
- Rumble strips and signage are incorporated into the path to encourage downhill-bound cyclists to slow down on approach to the Darebin Creek Trail.
- Consistent with the connecting Darebin Creek Trail, lighting is not provided on the shared path to minimise impacts on the environment and sensitive fauna of the Darebin Creek.

Response: Urban Design Guidelines of Victoria

Section 2.3: Pedestrian and Bicycle Paths

URBAN DESIGN OBJECTIVE	CONSIDERATIONS
Ensure effective pedestrian and bicycle path connections to destinations (2.3.1)	<ul style="list-style-type: none">Alphington Link will significantly enhance access to the off-road shared user path network, including the Darebin Creek Trail and Yarra Main Trail.The new connection will serve local residents, recreational users, and students commuting to and from local schools, supporting active transport and reducing reliance on private vehicles.
Ensure pedestrian and bicycle paths are accessible and serviceable (2.3.2)	<ul style="list-style-type: none">The path features a 3-metre-wide carriageway (with a clear width between handrails of 4.0 metres wide), consistent with the Darebin Creek Trail, ensuring a seamless user experience.Overhead clearance is unobstructed, eliminating potential hazards.
Ensure pedestrian and bicycle paths maximise pedestrian and cyclist safety, amenity and security (2.3.3)	<ul style="list-style-type: none">The predominantly straight alignment provides long sight lines, enabling views to potential threats or hazards.Transparent fencing and low-height landscaping maintain visibility, including to and from the golf course access track and Darebin Creek Trail.The inclusion of 0.5-metre shoulders on either side of the carriageway ensures comfortable separation between users and adjacent fencing or retaining structures.Visually permeable fencing enables passive surveillance from adjoining areas, including the golf course and trail network.Lighting will be provided along Farm Road consistent with AustRoads guidelines. Lighting is not provided along the Alphington Link path, consistent with the Darebin Creek Trail, to minimise impacts on the sensitive surrounding environs.Path crossfall and drainage will be provided to ensure there is no standing water on the path surface.
Ensure pedestrian and bicycle paths provide safety for pedestrians and cyclists on vehicle crossovers (2.3.4)	<ul style="list-style-type: none">At Farm Road, pedestrian priority is reinforced through a raised crossing, aligned with the southern footpath and supported by give-way signage. This treatment also functions as a traffic calming device.At the golf course access track shared path users are prioritised through surface treatments and line marking.Signage and rumble strips will prompt cyclists to reduce speed, mitigating potential conflict with golf course vehicles.

Response: Urban Design Guidelines of Victoria

Section 2.3: Pedestrian and Bicycle Paths (cont.)

URBAN DESIGN OBJECTIVE	CONSIDERATIONS
Minimise hazards to pedestrians and cyclists from path edges (2.3.5)	<ul style="list-style-type: none">• Proposed landscape zones are carefully designed to avoid impacting on shared path user sight lines.• Taller plantings are located to the southern side of Alphington Link and the Yarra River side of the Darebin Creek Trail, while smaller native tussocks are proposed close to the Darebin Creek trail intersection.• A continuous handrail and fence design minimises snagging risks, avoiding snagging hazards associated with decorative or protruding elements• All paths and verges are concrete to prevent any debris or loose material affecting the path surface.
Ensure pedestrian and bicycle path management responds to changes in use patterns (2.3.6)	<ul style="list-style-type: none">• The alignment and design of Alphington Link were informed by comprehensive community engagement.• Ongoing monitoring by the Department of Transport and Planning will ensure the path continues to meet user needs and adapts to changing patterns of use.

Response: Urban Design Guidelines of Victoria

Section 2.4: Pedestrian and Bicycle Crossings

URBAN DESIGN OBJECTIVE	CONSIDERATIONS
Maximise pedestrian and cyclist safety and security at crossings (2.4.1)	<ul style="list-style-type: none">• The Farm Road crossing is located at the most logical and legible point, directly linking the Farm Road footpath to the Alphington Link entrance.• The Alington Link alignment offers the shortest and most direct route between Farm Road and the Darebin Creek Trail.• At-grade crossings are designed to maximise visibility and allow golf course vehicles to pause and check for approaching cyclists before crossing the shared path.
Ensure convenient and safe at-grade crossings for pedestrians and cyclists (2.4.2)	<ul style="list-style-type: none">• The crossing with the golf course access track has been designed to enable pedestrians and cyclists to be easily seen by golf course users. This includes providing sufficient space for golf course vehicles to stop and check for approaching cyclists before crossing the shared path.
Ensure convenient and safe grade-separated crossings for pedestrians and cyclists (2.4.3)	Not applicable. No grade separated crossings are proposed.
Manage pedestrian and bicycle crossings to respond to local conditions (2.4.4)	<ul style="list-style-type: none">• Ongoing monitoring by the Department of Transport and Planning will ensure the path continues to meet user needs and adapts to changing patterns of use.

Response: Crime Prevention through Environmental Design

CPTED PRINCIPLE	CONSIDERATIONS
Natural Surveillance	<ul style="list-style-type: none">• Alphington Link will significantly enhance access to the off-road shared user path network, including the Darebin Creek Trail and Yarra Main Trail.• The new connection will serve residents, recreational users, and students commuting to and local schools, supporting active transport and reducing reliance on private vehicles.• Natural surveillance through the area will be maintained through transparent chain-link fencing and improved lighting outcomes on Farm Road in accordance with the approved Public Lighting Plan.
Access Control	<ul style="list-style-type: none">• Fencing delineates the boundary between golf course operations and the shared path, guiding legitimate movement and discouraging unauthorised access to the Latrobe Golf Club.
Territorial Reinforcement	<ul style="list-style-type: none">• Material treatments, fencing, and signage clearly define Alphington Link as part of the broader active transport network, reinforcing its identity and purpose.
Maintenance and Management	<ul style="list-style-type: none">• DTP will implement a maintenance regime to ensure the path remains clean, safe, and well-presented. This will support perceptions of care and deterring vandalism or misuse.