EXISTING SITE FEATURES + KEY PROPOSED INFRASTRUCTURE

FERGUSON STREET LEVEL CROSSING REMOVAL

EXISTING SITE FEATURES

- Existing site with current features and infrastructure.
- Opportunities for future development and community outcomes.

PROPOSED RECONFIGURATION OF KEY STREET NETWORK / INTERSECTIONS INCLUDING REMOVAL OF ROUNDABOUTS

- Key opportunity to improve traffic flows and pedestrian crossings and safety.

MAIN PROPOSED SIGNALISED INTERSECTIONS

- Current platform and rail line.
- Opportunities for future public spaces and community outcomes vary depending upon grade separation options.

POSSIBLE FUTURE STATION LOCATION

- Options for future station location will significantly influence design opportunities and visual outcomes.
- Location will be influenced by grade separation, width of station and land boundaries, and preservation of heritage buildings.

HERITAGE STATION BUILDINGS

- To be retained and be integrated within master plan.
- To be repurposed as community buildings.

KEY HERITAGE BUILDINGS

- Key heritage buildings surrounding site that need to be considered as part of LXRP and precinct planning.

INTERFACING COMMERCIAL / RESIDENTIAL

- Existing commercial and residential spaces interfacing with rail line will be most significantly impacted by level crossing removal.

DEPARTMENT OF HEALTH AND HUMAN SERVICES LAND

- Parcel included as part of precinct planning for purpose of illustrating potential community outcomes subject to future development.

PARKLAND / PUBLIC SPACES

- Spaces for potential upgrade, extension and reconfiguration of parkland and community use.

EXISTING CAR PARKING

- Potential to reconfigure or relocate as part of redesign / master plan for precinct.

KEY PEDESTRIAN / CYCLIST LINKAGES

- Potential to improve key pedestrian and cyclist linkages and crossings and create a safer and more convenient network linking primary flows and destinations.

KEY SHARED PATHWAY

- Under construction / approved.

POTENTIAL MULTI-MODAL BUS + CYCLIST HUB

- Potential for multi-modal bus and cyclist hubs.

CURRENT PLATFORM AND RAIL LINE

- Opportunities for future public spaces and community outcomes vary depending upon grade separation options.

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EAST PARK

POTENTIAL KEY OPPORTUNITIES:

- Relocation of main carpark
- Increase size and setback of playground
- Add new multi-use basketball / hardscape area
- Add new multi-use kick and throw area
- Improve pathway linkages + passive recreation spaces
- Potential to retain existing trees (subject to qualitative assessment)
CENTRAL LINK

POTENTIAL KEY OPPORTUNITIES:

- Retain, upgrade and repurpose heritage buildings for community use / benefit
- Create central plaza ‘link’ that becomes new community destination and ‘ties’ precinct together
- Use removal of at grade rail line to improve pathway linkages within and through precinct to enhance pedestrian and cyclist movement and safety
- Create new seating, plaza and community spaces
POTENTIAL ELEVATED SCENARIO

KEY ISSUES + OPPORTUNITIES:

- Location / positioning of station building will significantly influence visual impact, urban design and community spaces - need to investigate options as early as possible

- Look at recent precedents to understand scale likely outcomes

- How will new station building integrate with heritage buildings?

- Potential for incorporating art / architectural / landscape elements to turn crossing into landmark / gateway feature

- Is there a need / opportunity / feasible option for a pedestrian underpass to improve pedestrian and cyclist safety?

- Develop concepts / principles for central rail corridor / plaza, key linkages and community spaces that can be incorporated in space under station / elevated rail to link east and west sides of park

- Expand discussion around creating a true multi-modal hub

DEVELOP CONCEPTS / PRINCIPLES FOR CENTRAL RAIL CORRIDOR / PLAZA THAT CAN BE ADAPTED TO DIFFERENT GRADE SEPARATION AND STATION LOCATION OPTIONS

CENTRAL LINK (POTENTIAL ELEVATED STATION SCENARIO) - OPPORTUNITIES MAPPING

FERGUSON STREET LEVEL CROSSING REMOVAL
POTENTIAL RAIL UNDER SCENARIO

KEY ISSUES + OPPORTUNITIES:

- Location / positioning of station building will significantly influence visual impact, urban design and community spaces - need to investigate options as early as possible
- Look at recent precedents to understand scale likely outcomes
- How will new station building integrate with heritage buildings? (feasibility / cost of retaining buildings in trench scenario)
- Need to minimise potential divide created by trench + fencing between east and western parts of site (i.e. assess feasibility of capping section of trench between heritage buildings and Koroit Creek Road for use as plaza space)
- Is there a need / opportunity / feasible option of adding a pedestrian underpass crossing Koroit Creek Road to improve pedestrian and cyclist safety?
- Expand discussion around creating a true multi-modal hub

DEVELOP CONCEPTS / PRINCIPLES FOR CENTRAL RAIL CORRIDOR / PLAZA THAT CAN BE ADAPTED TO DIFFERENT GRADE SEPARATION AND STATION LOCATION OPTIONS

INDICATIVE LOCATION AND SIZING FOR POTENTIAL GROUND LEVEL STATION AND UNDERGROUND PLATFORM

- Indicative only and subject to ongoing design / feasibility studies

UNDERGROUND PLATFORM CAPPED WITH PLAZA SPACE

- Area to be ideally capped to create link between eastern and western park areas and provide central link
- Need to avoid trench / fencing dividing park space

LOOKING AT RECENT PRECEDENTS TO UNDERSTAND LIKELY SCALE AND OUTCOMES (ORMOND STATION)

CRITICAL OPPORTUNITY TO CREATE STRONG VISUAL AND MOVEMENT LINKAGES TO INTEGRATE THE EASTERN AND WESTERN SIDES OF THE PRECINCT

POTENTIAL TO CREATE CENTRAL PLAZA SPACE THAT PROVIDES NEW COMMUNITY DESTINATION AND INTEGRATES THE OVERALL PRECINCT
POTENTIAL KEY OPPORTUNITIES:

- Utilise reconfiguration of roundabout and intersection to create new / larger park space
- Potential to retain existing trees (subject to qualitative assessment)
- Improve pathway linkages within and through park to enhance pedestrian and cyclist movement and safety
- Potential to create true multimodal hub - add bus shelter and end of trip facilities
- Opportunity to add dedicated bus setdown and kiss + ride area
FERGUSON STREET LEVEL CROSSING REMOVAL

ROUNDABOUT / INTERSECTION RECONFIGURATIONS
- Removal of roundabouts and reconfiguration provide significant opportunity to improve pedestrian crossings and safety
- Intersection / landscape / hardscape design to reinforce pedestrian flows and improve safety

CENTRAL LINK
- Central link to create new main pedestrian / cyclist spine that improves circulation and safety

CENTRAL CROSSING
- Rationalise / relocate current crossings to align with main pedestrian desire lines and improve pedestrian / cyclist and vehicular flows
- Investigate variety of options for crossing based on need / opportunity / feasibility (underpass, lights etc)
- Landscape / hardscape design to reinforce pedestrian flows and improve safety

KEY PATHWAY LINKAGES
- Removal of at grade rail line to improve pathway linkages within and through precinct to better reflect desire lines and enhance pedestrian and cyclist movement and safety
- Utilise pathway alignment, hardscape and landscape design to direct people towards and reinforce main crossings

INTERSECTIONS, CROSSINGS + LINKAGES - OPPORTUNITIES MAPPING