

-  **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 LXP and precinct planning
-  **INTERFACING COMMERCIAL / RESIDENTIAL**  
- Existing residential and commercial uses directly interfacing with rail line that 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**

**EXISTING SITE FEATURES + KEY PROPOSED INFRASTRUCTURE**

**FERGUSON STREET LEVEL CROSSING REMOVAL**



-  EAST PARK PRECINCT
-  CENTRAL LINK PRECINCT
-  WEST PARK PRECINCT
-  INTERSECTIONS, CROSSING + LINKAGES



RAIL STATION PRECINCT - KEY OPPORTUNITY PLAN + PRECINCTS

FERGUSON STREET LEVEL CROSSING REMOVAL



## 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)



1 POTENTIAL TO IMPROVE SETBACK AND SIZE OF PLAYGROUND AND PROVIDE NEW PLAY SPACES



2 IMPROVE PATHWAY CONNECTIONS AND PROVIDE NEW PASSIVE RECREATION SPACES



3 CREATE NEW PLAZA SPACES AND USE LANDSCAPING AND HARDSCAPE ELEMENTS TO GUIDE PEDESTRIAN MOVEMENTS AND IMPROVE SAFETY

## EAST PARK - OPPORTUNITIES MAPPING

### FERGUSON STREET LEVEL CROSSING REMOVAL

# 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



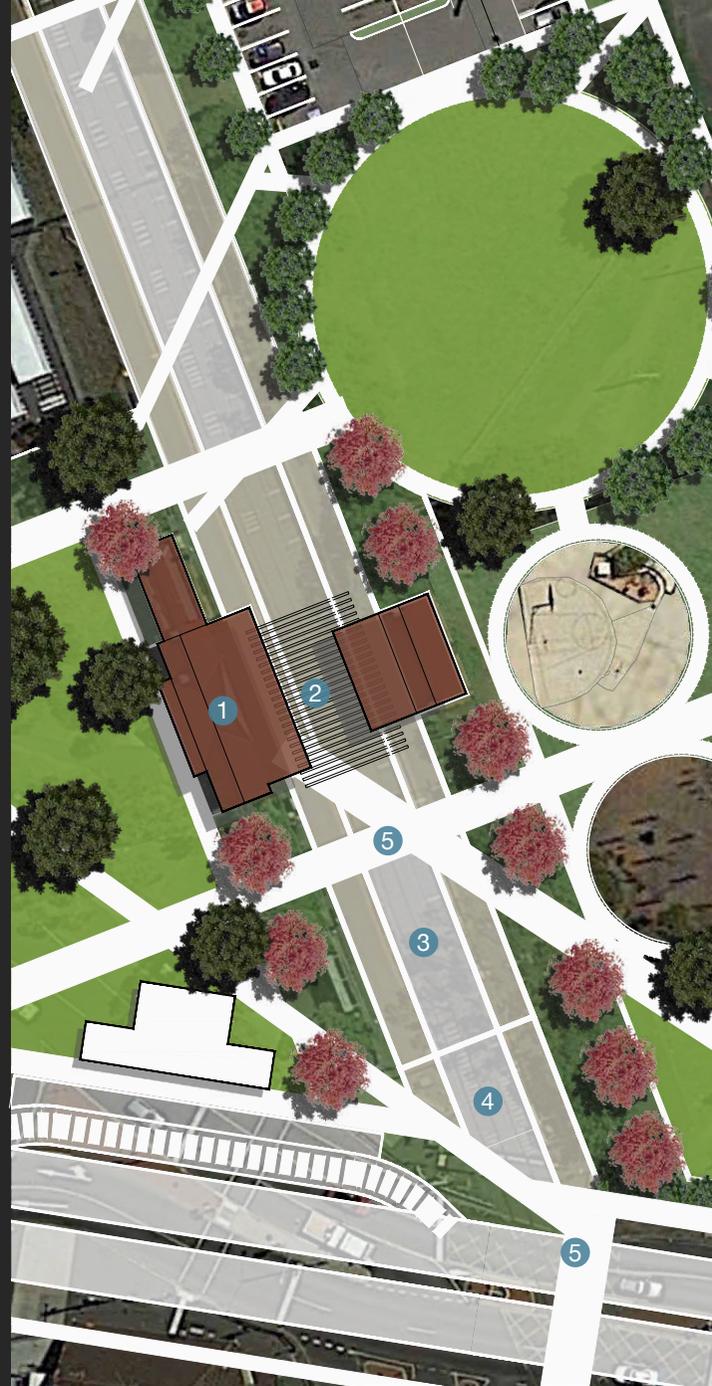
1

RETAIN, UPGRADE AND REPURPOSE EXISTING HERITAGE BUILDINGS



2

CREATE NEW USES AND SPACES THAT BECOME COMMUNITY DESTINATIONS + BRING PEOPLE TOGETHER



3

CENTRAL PLAZA 'LINK' THAT BECOMES NEW COMMUNITY DESTINATION AND 'TIES' PRECINCT TOGETHER



4

CREATE NEW SEATING, PLAZA AND COMMUNITY SPACES



5

IMPROVE PATHWAY LINKAGES WITHIN AND THROUGH PRECINCT TO ENHANCE PEDESTRIAN AND CYCLIST MOVEMENT AND SAFETY

## CENTRAL LINK - OPPORTUNITIES MAPPING

### FERGUSON STREET LEVEL CROSSING REMOVAL

# 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 of adding a pedestrian underpass crossing Koroi Creek Road 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



1 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 ELEVATED STATION AND PLATFORM**

- Indicative only and subject to ongoing design / feasibility studies
- Intended to illustrate elevated level and assumes central 'link' plaza would be accommodated at ground level under upper platform and station



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



3 POTENTIAL FOR INCORPORATING ART / ARCHITECTURAL / LANDSCAPE ELEMENTS TO TURN CROSSING INTO LANDMARK / GATEWAY FEATURE



4 IS THERE A NEED / OPPORTUNITY / FEASIBLE OPTION FOR A PEDESTRIAN UNDERPASS TO IMPROVE PEDESTRIAN + CYCLIST SAFETY

## 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 Koroi Creek Road for use as plaza space)
- Is there a need / opportunity / feasible option of adding a pedestrian underpass crossing Koroi Creek Road to improve pedestrian and cyclist safety?
- Expand discussion around creating a true multi-modal hub



**1** 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



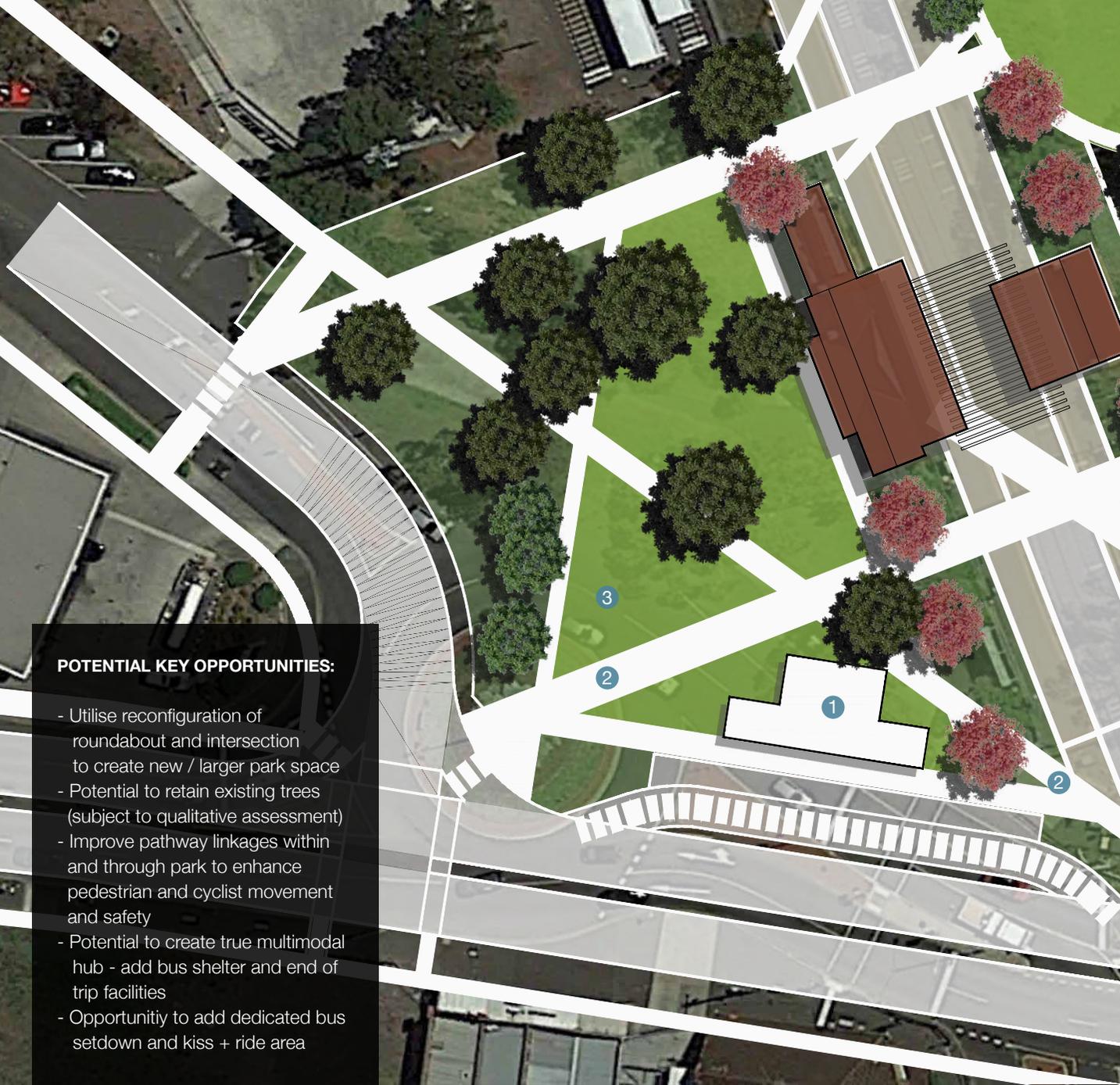
**2** LOOKING AT RECENT PRECEDENTS TO UNDERSTAND LIKELY SCALE AND OUTCOMES (ORMOND STATION)



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



**4** 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



1 POTENTIAL TO CREATE TRUE MULTIMODAL HUB - ADD BUS SHELTER AND END OF TRIP FACILITIES



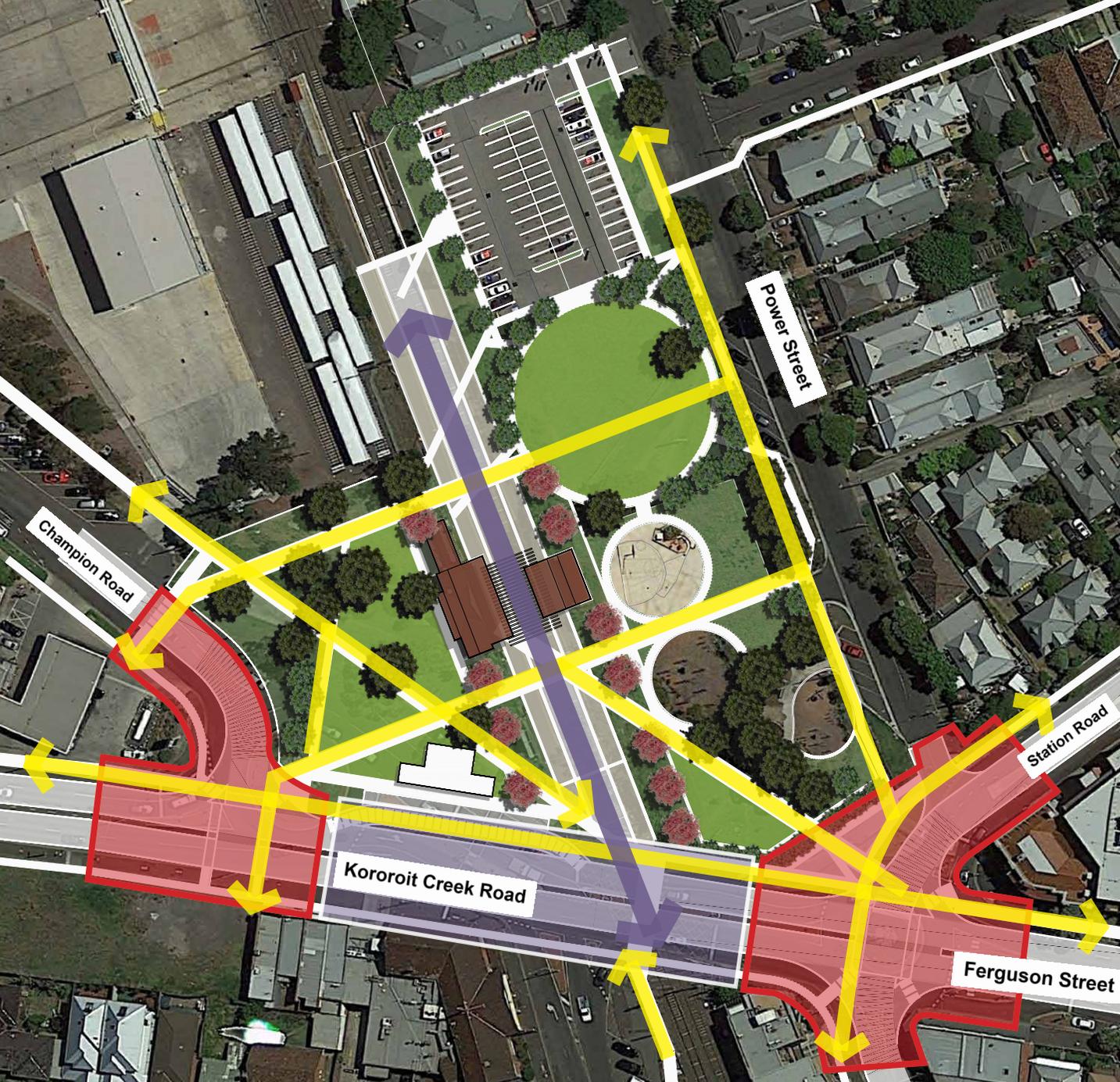
2 IMPROVE PATHWAY LINKAGES WITHIN AND THROUGH PARK TO ENHANCE PEDESTRIAN AND CYCLIST MOVEMENT AND SAFETY



3 UTILISE RECONFIGURATION OF ROUNDABOUT AND INTERSECTION TO CREATE NEW / LARGER PARK SPACE

**WEST PARK - OPPORTUNITIES MAPPING**

**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