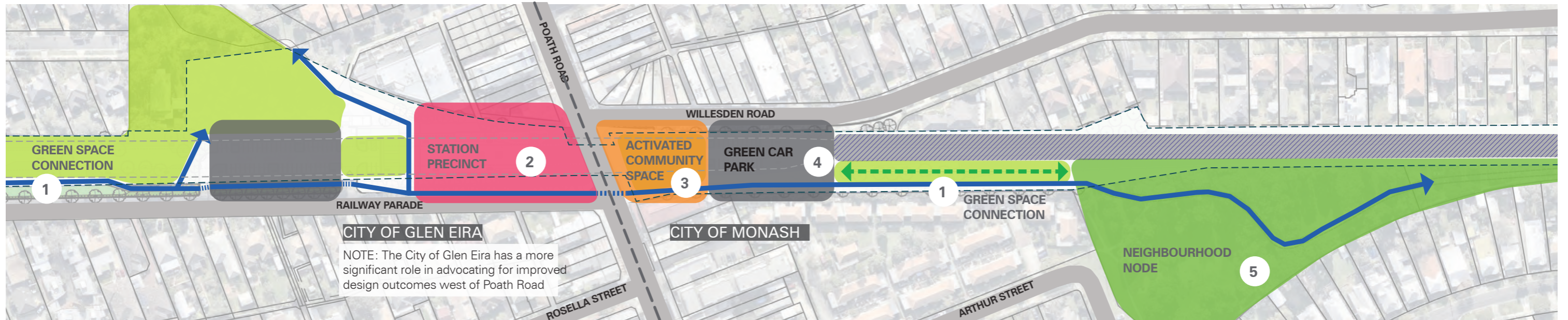

Hughesdale



HUGHESDALE

Corridor Extent



1 GREEN SPACE CONNECTION
The Hughesdale corridor will become a biodiversity connection and a desirable pedestrian and cyclist link.

2 STATION PRECINCT
This precinct is an accessible and convenient area with high quality amenity and an engaging visual quality.

3 ACTIVATED COMMUNITY SPACE
This active precinct provides for social interaction, while connecting to the surrounding colour palette of Hughesdale.

4 GREEN CAR PARK
Landscaped parking will continue the green corridor connection and enhance the car park experience and aesthetic.

5 NEIGHBOURHOOD NODE
Galbally Reserve will become an active Neighbourhood Node with play spaces, native landscaped areas and places for socialising.



Figure 3 Landscaped running path, The Tan Track



Figure 5 Exciting lighting, A8ernA (NL Architects)



Figure 7 Integrated Seating, Wedge Street Piazza (Outlines)



Figure 9 Landscaped car parking (Kevin Sloan Studio)



Figure 10 Native landscaped community playground, Melbourne Royal Park



Figure 4 Vertical planting, Melbourne Park Eastern Plaza (Jackson Architecture)



Figure 6 Integrated end of trip facilities, Monash University Clayton Campus



Figure 8 Urban Orchard (Josh Byrne and Associates)



Figure 11 St. Kilda Facilities, City of Port Phillip

HUGHESDALE



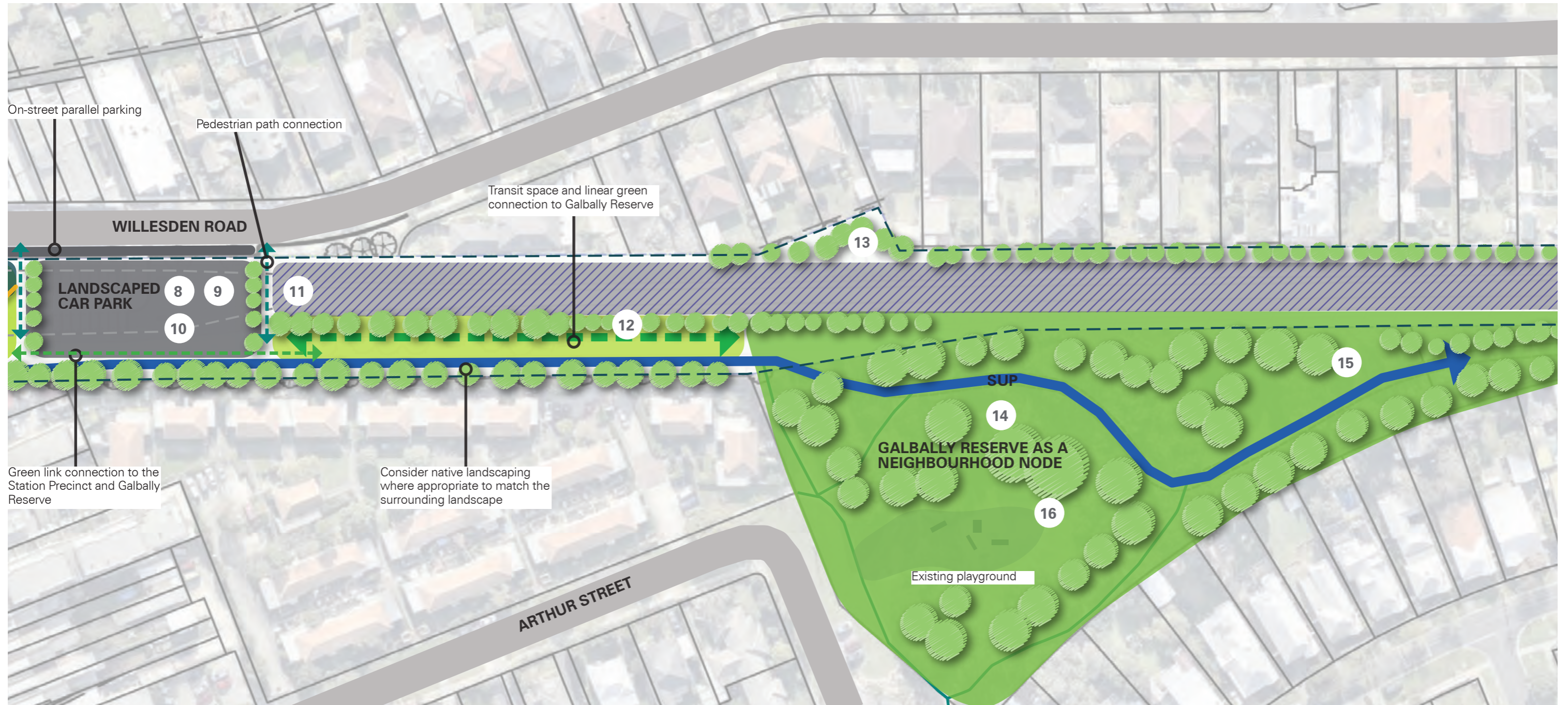
GREEN CONNECTION

- 1 Provide tree planting, green space and a mix of landscaped areas along the SUP.
- 2 Reorganise the SUP to ensure a clear sight line from the station precinct and parking towards Galbally Reserve is created.
- 3 Maintain and emphasise the importance of this green link and include native species along the SUP where appropriate.
- 4 Retain the existing Norfolk Pine to ensure the local landscape character is retained as much as possible.

ACTIVE COMMUNITY SPACE

- 5 Integrate seating and planting into the forecourt area to encourage social interaction and visual interest.
- 6 Replicate treatments on both sides of Poath Road to form a consistent visual language between the station plaza and the forecourt.
- 7 Ensure that any kiosk or tenancy beneath the viaduct is oriented towards both the street and the forecourt space to:
 - Provide an activated street edge towards Willesden Road to reinvigorate the existing retail and commercial amenity
 - Provide an activated edge to the open space

HUGHESDALE



GREEN CAR PARK

- 8** Ensure the car park has a high level of safety through passive surveillance. Highly visible landscaped areas is a good complement to CCTV security.
- 9** Provide an multi-purpose car park that allows for alternative uses on weekends and after work hours. Opportunities for community markets and food truck stalls should be explored.
- 10** Consider additional retail and trader car parking to support the surrounding activity along Poath Road.
- 11** The north-south pedestrian paths connect the SUP to Willedden Road and provide opportunities to integrate both sides of the railway corridor.

GREEN CONNECTION

- 12** Utilise tree planting to visually diminish rail infrastructure and provide landscape opportunities on and near the retaining walls. Consider a combination of textured walls and vertical landscape such as evergreen and climbing species.
- 13** Provide planting along the rail infrastructure to conceal the concrete wall and ensure for a sensitive interface to the existing residential areas.

NEIGHBOURHOOD NODE

- 14** There is an opportunity to activate Galbally Reserve and use the new spaces for other amenities, making it a neighbourhood node.
- 15** Maintain trees in the reserve by threading the SUP in between and consider root zones.
- 16** The existing playground supports the neighbourhood and community. Additional amenities including a BBQ area, seating shelter and play areas are best located here.

HUGHESDALE

Green Connection



Figure 12 Safe and desirable Shared User Path, St Kilda

Active community space



Figure 14 Blending seating spaces, gardens beds and public sculpture, Perth Cultural Centre (Josh Byrne and Associates)



Figure 16 Cafe beneath viaduct, A8terna (NL Architects)



Figure 13 Vertical planting on a mesh structure, with layered landscape elements in front planted into natural soil, Melbourne Park Eastern Plaza (Jackson Architecture)



Figure 15 Urban public art installations and play spaces, "The Urban Cursor", Figueres in Spain (Sebastian Campion)



Figure 17 Exciting colour palette under the rail infrastructure to create a lively and bright area, SEART Sylvia Park (LAUD8 Landscape Architecture + Urbanism)

Note: the external palette should be contextually responsive and determined in relation to the sensitivity of the local area. This is particularly significant where the station sits adjacent to a heritage precinct. The palette within internal spaces and especially under viaducts can be brighter and more dynamic where required by the architectural design concept.

Green car park



Figure 18 Landscaped car parking, CentrePort Redevelopment Master Plan (Wright + Associates)



Figure 19 Landscaped car parking, Brisbane Airport Central Parking Area (HBO+EMTB)

Neighbourhood node



Figure 20 Native landscaped community playground, Melbourne Royal Park (City of Melbourne)



Figure 21 Public amenity in a native landscaped setting, Lizard Log Parklands (McGregor Coxall)



Figure 22 Native playground, Kings Park Synergy Playground



Figure 23 Proludic fitness station, Talloway Village (NSW)