

Prepared by MGS Architects
For City of Monash
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Community Spaces Strategy City of Monash Caulfield to Dandenong Level Crossing Removal Project

The logo for MGS Architects, featuring the lowercase letters 'mgs' in a bold, black, sans-serif font. The text is positioned on a bright yellow-green, irregular polygonal background that resembles a stylized arrow or a modern architectural shape pointing towards the right.

Community Spaces Strategy City of Monash

Caulfield to Dandenong Level Crossing Removal Project

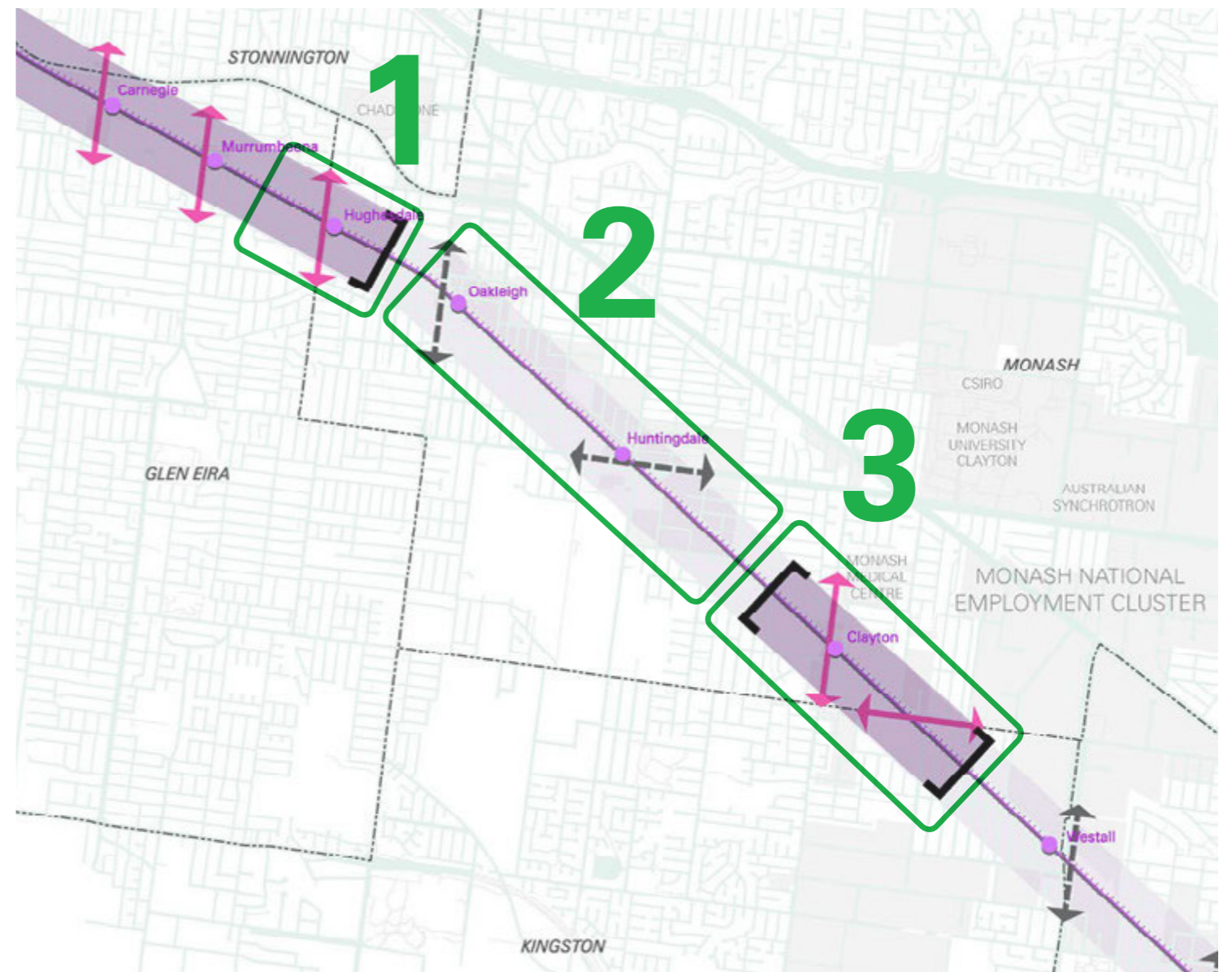
Project objectives

- To help Council engage with LXRA's Open Space Expert Panel to refine the delivery of spaces adjacent and beneath the elevated rail.
- To identify opportunities for value adding that will benefit the local community.
- To document principles and desired outcomes for the open space, in order to provide Council's consolidated position to the Open Space Expert Panel.

This document sets out the quality outcomes Council seeks to achieve through the design process for the public realm within the Caulfield to Dandenong project corridor.

This document contains the following sections:

- Introduction and General Principles (this section)
- Part 1: Hughesdale Station, refer p. 5
- Part 2: Linear Corridor, refer p. 11
- Part 3: Clayton Precinct, refer p. 14



GENERAL PRINCIPLES AND OPPORTUNITIES

Linear Corridor

- Enhance the function and experience of the rail corridor by delivering a high quality Shared User Path (SUP) that connects a series of site responsive destinations.
- Provide for a high quality, safe and comfortable shared path experience, encouraging walking and cycling within and between local neighbourhoods.
- Deliver an integrated series of destinations which are responsive to current and expected community needs.

Shared User Path

- The purpose of the SUP is to promote sustainable transport modes and increase the number of users. The design of the path should promote this outcome.
- The SUP experience along the rail corridors must be desirable, comfortable and safe.
- Creating multiple environments along the SUP through active landscaping and native tree planting would facilitate a visually exciting experience.
- Design access to SUP to allow for convenient connections from both sides of the rail corridor.
- Deliver a continuous 17km SUP to current standards, including upgrades to existing paths between station precincts. The entire corridor should be delivered as a 3m wide path with 0.5m side clearances.
- Provide compatible SUP standard road crossings (ie. 3m wide) wherever the Shared Use Path crosses a road.
- Ensure path design is convenient and direct (avoid unnecessary meandering) to encourage pedestrians and cyclists to keep to the path.

Landscape

- Planting should be selected to consider:
 - a. Urban design outcomes for shade and visual amenity
 - b. Crime prevention through environmental design (CPTED) considerations such as visual permeability
 - c. Available growing conditions to support vigour including light/shade and access to water
 - d. Maintainability
 - e. Biodiversity and habitat benefits
 - f. The character of the surrounding local area planting palette
- If all other considerations are equal, preference should be given to local indigenous species over native or exotic species.
- Any trees planted within car parks need to be well protected to avoid damage, especially until established.
- Encourage upgrading the street trees on both sides of major roads. This would create a desirable corridor streetscape experience for pedestrian, cyclists and drivers.
- Locate heritage trees and ensure they are marked and protected.

- Where possible, landscape planting should be in direct contact with the natural soil profile to encourage vigour.
- Utilise tree planting to visually diminish raised rail infrastructure and provide landscape opportunities to retaining walls and embankments.

Car Parking

- Prioritise short term parking and community outcomes over commuter car parking convenience.
- Avoid singular large car parks where possible. Sensitively integrate car parking with open space, landscape and Water-sensitive urban design (WSUD) outcomes.
- Consider non peak users of car parking in determining locations – relocate station car parking to support other uses such as parkland or sports reserves.
- Ensure good visibility to car parks from street to maximise informal surveillance and safety.
- Commuter car parking for both Clayton and Hughesdale stations should not be increased beyond the current number of spaces.
- Allow for reuse of car parking for alternative uses on weekends and outside of peak periods (for example, markings for sports courts, markets spaces).
- Provide desirable pedestrian connections from the car parking areas to the station entry.
- Provide well defined pedestrian links across the station car parking where these link to wider desire lines in the local area.
- Integrate a series of differently designed experiences and landscaped areas into the station car parks especially where these interface with activity strips.

General notes

- Use the character of the surrounding area to inform the choice of materiality, finishes, furnishings and outdoor lighting.
- Identify opportunities to continue the pattern of street frontages or match new active uses to existing active frontages.
- Please provide the most current information regarding the rail structure placement and dimensions to Council, to allow for detailed investigation of the area between these fixed elements. The location and dimensions of the rail pylons will determine the position of parking and landscaped areas below the viaduct.
- At both station precincts, explore opportunities to integrate bus shelters and seating in to the overall station design. This would enhance the architectural experience of the wider precincts.
- Ensure that infrastructure in publicly visible locations (columns, retaining walls and embankments) are visually pleasing, low maintenance and discourage vandalism.
- Locate and design secondary infrastructure (substations, tie station) to diminish the impact to usable public space.



Figure 1 Safe and desirable Shared User Path, St Kilda

PRECINCT OPPORTUNITIES

Hughesdale Station

- At Hughesdale Station, re-organise and rationalise the proposed SUP crossing over Poath Road to improve the connection to Galbally Reserve.
- Instead of introducing an additional neighbourhood node, Galbally Reserve could be upgraded and become a key active green space connected to the Hughesdale Station precinct.
- Avoid the duplication of community uses on either side of the municipal boundary – LXRA is to coordinate between the City of Glen Eira and the City of Monash to prevent this occurring.
- There are opportunities on both sites to landscape the retaining walls with local Indigenous planting. See Melbourne Park for an example of successfully combining planting and screens on a south facing retaining wall.
- Investigate the potential to remove the planted embankment and replace with a retaining wall structure to ground level, to allow for improved landscape opportunities.
- Consider more short term or trader car parking as a way to boost existing and proposed retail activity, in consultation with Council.

Oakleigh Shared Use Path

- The SUP link from Richardson Street to Oakleigh Station provides the opportunity to continue the SUP along the southern side to a suitable location east of Hanover Street overpass where a new crossing back to the north side can be installed.
- The existing pedestrian underpass at the Station is not safe due to the low head clearance and narrow and steep ramps. There is an opportunity to improve this access point.

Clayton Station

- Shifting the SUP south of the rail line is desirable as it would improve the SUP experience and create an opportunity for landscaping along Carinish Road. This would also create a more direct link from the SUP and Meade Reserve.
- The proposed SUP is located along the southern side of the rail tracks between Flora Road and Madeleine Road. Proposing the SUP in this location will deliver an equivalent level of service to the safe and pleasurable cycling and walking environment which currently exists. This would be lost if the SUP continued along the northern side in the confined space between the kerb and the retaining wall. Use the existing crossing at Flora Road to cross the rail corridor. Upgrade the Carinish Road interface with sensitive landscaping to hide the rail infrastructure and create a better visual outcome for residents and road users.

- There is a community demand to see more high amenity playgrounds within a reasonable location from the Clayton activity strip and station.
- To the west of Clayton Road, an opportunity exists for a car free Clayton town square and a municipal scaled active open space area.
- On the corner of Centre and Carinish Road, opportunities for a large, active sports node and landscaping area are presented.
- Along the entire Clayton corridor, another community anchor may be beneficial. This anchor would engage with the two future developments east of the Station and the subsequent rise in population of the area.
- Use an analysis of how much shadow the viaduct and rail infrastructure will cast on the surroundings to inform the distribution of uses beneath the viaduct. Consider drip lines and the potential impact of shading on landscape beneath.
- Locations under the rail structure are better allocated as car parking areas compared to unencumbered spaces.
- Investigate ways to avoid the loss of existing trees along Carinish Road due to the proposed SUP and retaining wall location.
- Extend the existing 40km/hour area further north along Clayton Road for a more desirable pedestrian experience and to connect both sides of the activity strip.
- The current pedestrian crossing at Centre Road is problematic. Consider ways to rationalise and improve this crossing point.
- Investigate closing Haughton Road (Clayton Road end) to provide opportunities for continual connection from south to north, creating a sense of 'one Clayton'. Detailed consultation should be undertaken with the local community and local business owners.
- With regards to the IDO site at Clayton station, clarification is needed as to what will be delivered and how the ground floor will activate the area. The site must be delivered as a completed space – either as a built development or finished public landscape – at practical completion of the rail project.
- Consider temporary pop-up activation of these spaces until they are occupied by permanent uses through appropriate surface treatments and access to services (power and water).
- Safe and defined pedestrian crossings that link to existing connection points are required to achieve a connected community more broadly. At Clayton, a pedestrian crossing across Carinish Road to the laneway connection is desired and would maintain this frequently used route to Monash Children's Hospital.

Each of these principles should be read in conjunction with the diagrams and images over the subsequent pages



Figure 2 Exciting urban play spaces, Port Adelaide Renewal (ASPECT Studios)
Image : Don Brice