

FINAL REPORT
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SJB Urban

Footscray Station Precinct Planning and Urban Design Framework

For Department of Planning and Community Development and City of Maribyrnong

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Executive summary

This Planning and Urban Design Framework (Final Draft) provides rigorous urban design guidance and identifies development potential within the Footscray Station Precinct.

This study builds upon the extensive strategic work previously undertaken for this Precinct, and summaries and assessments of these studies form the starting point for the current work. This review has informed the development of a series of Objectives and Principles for the redevelopment of the Station Precinct. The later design work and guidelines refer back to these Objectives, to demonstrate how the design recommendations will address the Objectives and Principles.

The Footscray Station Precinct presents a broad range of issues, priorities and opportunities, which are set out later in this Report. These include heritage values, site constraints, infrastructure requirements, local character issues, strategic directions and community needs. These varied considerations have been incorporated through a process of design-based analysis, investigation, proposals and testing of a number of potential solutions and urban configurations, along with consultation with various stakeholders, to arrive at a refined set of plans and guidelines to inform future development initiatives.

This Report presents numerous Plans to demonstrate existing conditions and site constraints, the overall development framework for the precinct, and larger-scale design proposal plans of each identified Sub-Precinct. These Plans are supported by specific Issues, Opportunities and Design Initiatives for each Sub-Precinct, as well as detailed development site information and Design Guidelines by category. Where applicable, this information is reinforced by further information, description and research to explain key design considerations. Finally, the Report presents analysis of shadow impacts and precedents for new public space, in terms of type, size and configuration.

Introduction

This Planning and Urban Design Framework for Footscray Station Precinct has been commissioned by the Department of Planning and Community Development (DPCD), as part of the Footscray Renewal project announced in the 2007-08 Victorian State Budget.

This is the Final Report for this PUDF study, and contains the preferred design and planning outcomes for the subject site. The preceding Draft Report contains the various option which have been considered, analysed and tested through the study process.

The Report is structured in four Parts. Part A incorporates review and analysis of previous strategic studies and existing planning controls, and identifies the Principles and Objectives for ongoing design and planning work. Part B looks at existing site conditions, and various considerations and implications for future development. Part C identifies the Issues or problems, Priorities for action, and Opportunities for added benefit and value, which Planning and Design work must take account of. Part D contains Urban Design proposals and options across a range of sub-precincts, with explanation of the relevant issues and considerations, as well as Design Guidelines, for each area.

This Report has been prepared by SJB Urban Pty Ltd, with statutory planning advice from SJB Planning, in consultation with DPCD's Urban Development Division (including Transit Cities), DOI's URTIC, the City of Maribyrnong and VicUrban. The work has been informed by further inputs by Bryce Raworth heritage conservation consultants, VicRoads, DOI's Public Transport Division, Heritage Victoria and the Government Architect's office, among others.

Purpose and objectives of this report

This Planning and Urban Design Framework (PUDF) is intended to consolidate and build on the extensive strategic work undertaken previously for the Station Precinct, and provide a clear and concise framework for redevelopment of the Precinct, ready for implementation.

The Framework is intended to form the basis of a Planning Scheme Amendment, which supports delivery of the design and planning outcomes. The PUDF includes review and analysis of existing planning controls applicable to the Precinct, and recommendations for changes to these controls to better support the emerging Urban Design directions, towards preparation of the Amendment. The focus is on the Station Precinct itself, bounded by Irving, Nicholson, Napier and Hyde Streets, but will consider areas external to this, including the adjacent Footscray market and Binks Ford sites.

The PUDF is required to provide clarity on a range of issues and requirements, including infrastructure provision, land-uses and activities, heritage conservation and management, accessibility, commercial development opportunities and public space. While it is envisaged that some issues may remain unresolved or under consideration beyond the study, the Report should clearly articulate the potential options, outcomes and implications of various courses of action relating to these issues.

A key output of this PUDF is the identification and articulation of potential development parcels, which reflect the various issues, constraints and opportunities of the Precinct, and which will form the basis of further design work towards construction by private developers (and/or the public sector). Each parcel will be accompanied by clear, concise Design Guidelines to ensure that development outcomes achieve the objectives for the Precinct.

The PUDF is intended to promote integration within the Precinct and in the broader Footscray Principal Activity Centre, and encourage creative, high-quality design responses in urban development, while facilitating change and development in the area towards an enhanced urban environment.

An aerial photograph of a city block, showing a grid of streets and buildings. A large, irregularly shaped green space, possibly a park or sports field, is located in the center-left of the image. The surrounding area is densely packed with residential or commercial buildings. The image is in grayscale, with a light gray background and darker gray outlines for the buildings and streets.

Part A: Review and analysis

A:1 Review of existing strategic policy documents

Footscray Central Urban Design Framework (1999) David Lock and Associates

Volume 1 : Vision and strategy for realisation

The Place

This section provides a description of existing conditions, demographics, history, perceptions, as well as a SWOT analysis by various categories. The study nominates notable precincts: VUT/TAFE, Business Centre, Arts precinct, Industrial area, Footscray Park.

The Vision

This is a long term vision (to 2020) and includes the following aspirations:

- Liveability : highly prized living and working community, with detail points regarding built form, activities, locations
- Economic growth : a premier destination centre, with professional services, civic functions, destination shopping, reinforcing the market as regional hub, ethnic-focussed precincts, and movement networks
- Economic sustainability : a learning community, with VUT workforce retraining, business innovation centre, increased students living in the area, student businesses, research and development, enhanced environment linking VUT campuses and business centre

The Strategy

Each strategy incorporates sub-categories, and describes the current situation, future strategies, and proposals. The strategies include:

- Celebrating identity : built form, cultural diversity, arts, business
- Reinforcing connectivity : foot and wheelchair, walkability, cycling, car, rail, boat etc, spatial integration (connectivity), legibility
- Enhancing environment : safety, attractiveness, amenity, public domain framework
- Increasing intensity : land uses, development, building re-use (including on station precinct), raising employment

Framework Plans have been developed for each Strategy.

The Proposals

Numerous redevelopment proposals are briefly described (more detail in Volume 2), including (relevant to this project):

- Station Square (page 75) – the area bounded by Irving Street and the Railway line. Proposals include a major public space at the Station entry, a new landmark footbridge, improved pedestrian crossing to Irving Street, taxi rank, bus stops and information points. The proposal promotes mixed-use redevelopment to the north and south, and recommends comprehensive redevelopment of the whole site
- Footscray Gateways (Page 76)

Implementation Strategy

This section includes costs by project, funding, and staging.

Volume 2 : Specific proposals

This Volume provides more detail on the various development proposals, including Station Square (Project 6, from page 17). Further, an Illustrative Framework Plan for Footscray Station Redevelopment is provided from page 78, including Existing Conditions, Development Stages 1-4, and Long Term development plans.

Assessment

This study, although now relatively out of date (1999) provides very strong background information and strategic directions. The key principles and objectives align closely with current thought, and the views of other, more recent strategic studies, although there is now perhaps less emphasis on employment generation and socio-economic issues, and more on urban revitalisation. Aspirations including reinforcement of local identity, building connectivity, increasing intensity and enhancing the environment, remain pivotal to current work.

This UDF considers a much larger area than the current study, resulting in less detailed consideration of specific sites and project issues. The Illustrative Framework Plan for Footscray Station Redevelopment reflects several current issues and considerations (new footbridge and forecourt, new development along Irving St) but apparently lacks consideration of heritage issues, and does not take into account current plans for infrastructure expansion.

Footscray Principal Activity Centre – Transit Cities Strategic Masterplan (June 2003) Charter Keck Cramer, GTA Consultants, Williams Boag

This Masterplan considers Footscray's role under Melbourne 2030, as a Transit City and Principal Activity Centre (PAC). The study considers a much larger area than the current work, covering approximately a 1km radius around the Station. It seeks a Local Vision, and the opportunity to empower the community to imagine a future Footscray. It states that local characteristics should form the seed of ideas for its 2030 vision, and does not propose a quick fix or big idea solution, but a series of interconnected, subtle shifts.

The station currently provides substandard facilities and inadequate amenities for its passenger load of 14,000 per day. Improvement and expansion of the Station is necessary to accommodate the high current use, and extra demands expected through future development. The Station transformation is seen as an opportunity to give focus and impetus to future development of the PAC. Therefore the Station plays a central, pivotal role in the wider area.

The Melbourne 2030 Directions are listed, and identified as relevant or not relevant to Footscray. Relevance is also indicated for the various Transport initiatives.

Through analysis of existing conditions, several Focus Issues are identified:

- Traffic congestion
- Scattered retail space
- Discontinued and ineffectual open space
- Segregated uses

The Footscray PAC has approx 66,500 sq.m of retail, including Forges, Footscray Plaza (Coles and Kmart), Footscray Market and 'Little Saigon', but has experienced significant reduction in its catchment as a result of nearby retail developments including Highpoint SC and Altona Gate SC. The poor performance of anchor stores in Footscray has had a flow-on effect to specialty stores. Further competition has arisen from discount supermarkets with specialty stores in Yarraville and Braybrook.

The strength of the Footscray centre is the opportunity for association with the Market, VUT, Asian restaurants and other identifiable precincts.

Residential development

The study involved consideration of various factors affecting higher density housing (page 23), including land values, community

preferences/acceptance, site availability, pressure from constrained fringe development, construction costs and the residential property market, as well as analysis of median house prices, population trends and current densities.

Maribyrnong is expected to increase in population as follows:

2001-2011	5,400 persons
2001-2016	7,800 persons
2001-2031	18,600 persons

Commercial development

The factors affecting commercial development are identified as follows:

- Growth in population and demand for services
- Relative attractiveness of the area, transport access, access to skilled workforce, general amenity
- Gentrification and concentration of professionals in inner urban areas
- Continued development of advanced manufacturing

An outline analysis of employment growth and business activity is included from page 33.

Proposed urban design condition

The Masterplan states that change in Footscray will be gradual and incremental, not sudden or dramatic, and will take the form of site-specific shifts driven by ‘micro-conditions’. Therefore the Masterplan has to be flexible to accommodate these micro-conditions and to facilitate these shifts. Several considerations which are essential to an improved urban environment in Footscray, are identified as follows:

- Improved traffic management
- Consolidated retail precinct
- Improved and integrated Landscape strategy
- Improved pedestrian linkages (including into and through the station precinct)

Opportunities for change

Based on the projected study area population increase to 2030 of 6500-7500 people, and assuming 100sqm residential space per person, derives an estimate new residential building of around 750,000sqm. Increased densities and heights are proposed, and the broad outline indicates 3-5 storeys, in the Centre, 4-6 storeys in the Station Precinct and Irving St, 5+ storeys in the Station Precinct North and Market site.

The study identifies several strategic development sites :

- Inter-modal Transport Hub : new transport hub (trains, trams, buses), better pedestrian links, improved public transport, and decking of the northern railway cutting. This strategy is supportive of UDF Project 6 (Station Square) (page 48)
- Footscray Market : two recommendations – relocate heavy vehicle access to market, explore development opportunities above existing market structure

Other opportunities

These are generally consistent with the UDF as outlined on page 51.

Further strategic opportunities are identified as follows, with Sketch Plans on pages 54-5) :

- Relocation of the public library to a more central location
- Exploring the partial closure of Irving Street
- More detailed density studies
- Pedestrian bridge link between VUT Nicholson Campus and the railway precinct
- Extending tramlines towards the river

Key opportunities for State Government investment include (with relevance to the current project) :

- Capping of the Irving Street railway cutting (opportunity C), for new public spaces and pedestrian flows (from Leeds to Nicholson St).

The schematic Precinct Plans on pages 54-5 indicate several principles which are consistent with several other strategic studies, including :

- An inter-modal transport hub on the south side of Irving Street, at the intersection of Leeds Street
- Allowance for expansion of rail infrastructure to the north of existing Sydenham branch lines
- New development along Irving Street’s south side
- Retention of current footbridge alignment/location
- New/revitalised pedestrian links, to VUT Nicholson Campus and Paisley Street, facilitated by decking of railway lines at Irving Street
- Reduced road space and expanded development opportunities, at Hopkins St/Moore St, and Napier St/Nicholson St (roundabout)
- Retention of heritage railway reserve, with development opportunities on the former bowls site

A summary of the key recommendations is set out from page 59.

Assessment

This Masterplan provides valuable strategic directions for building upon Footscray’s unique characteristics and spatial types to develop commercial and residential redevelopment opportunities. It recognises the need for locally-based thinking and visioning, as a basis for implementing change, while considering the broader regional issues affecting Footscray’s growth and performance.

While this work supports the proposals of the earlier Urban Design Framework for the Station Precinct, and reflects these general directions, the physical/spatial outcomes have not been resolved to any significant level of detail. The approach to the Station precinct is more ‘structural’ than ‘spatial’ in that it does not consider pedestrian spaces or the public realm, or actual development envelopes, in any detail.

This Plan proposes to retain the existing Station, while extending the existing tram line into an indicative interchange area on the southern side of Irving Street, connected to the pedestrian bridge. The proposed decking over the existing railway cutting near Irving Street is still worthy of consideration, but will be constrained by cost and future rail expansion requirements.

It suggests exploring potential development above the existing Market building.

Proposed building heights in this masterplan are generally more conservative than the (later) Footscray Skyline Study, with buildings of 5+ storeys identified for the Station precinct.



Footscray Station Precinct Development Report (Sept 2003)

Hassell, Pinnacle Property

This study states that a key component of a redeveloped Station and integrated bus interchange will be a major new facility to accommodate expected patronage increases, forming a gateway or landmark in Footscray. It proposes a central urban plaza surrounded by activity/retail uses, while the existing station would be refurbished for community uses.

Key components of the **Vision** of this strategy include:

- New Station as landmark and gateway
- Highly permeable and visually open mixed-use development with strong internal connections
- Significant pedestrian land bridge, connecting Irving St to Bunbury St
- Integrated transport modes
- Civic urban space
- Medium density residential development
- Reinvigorating the heritage park as a safe and accessible public space
- New decked urban plaza connecting the park to Irving St
- Community facilities and services
- Decking of rail lines to maximise development opportunities

The **Objectives** of the Strategy include accommodating expected patronage increases and the integration of different transport modes, as well as achieving a balance, between residential development, civic and community facilities, open space, and links/connections.

This Strategic Plan is based on urban design initiatives, which focus on creating a transit city that is distinctive, memorable and meaningful, and providing a management tool, guidance for development, community document, and a basis for preparation of briefs for development. It is intended to be a dynamic document, responsive to changing circumstances and conditions.

Transit Cities Objectives and Local Government Objectives are outlined (pages 9-10)

The stated Masterplanning principles (page 11) are as follows:

- Transit City : combining public and private investment, seeding of projects through public funding to stimulate private investment
- Urban design : as above, ESD principles and initiatives, staging for optimal development outcomes
- Property/economic : strategic direction for retail, market analysis/relations, growth predictions to guide development decisions

This study also incorporates a review of previous studies, including the

Maribyrnong Integrated Transport Strategy, the Urban Design Framework, and the Inner West Integrated Transport Strategy (page 15), and provides a review of existing transport infrastructure including bus routes, tram usage, pedestrian/cycle, car routes and parking numbers.

Issues

Key issues raised by the strategy, which require resolution, include car parking availability (for the expected increase in public transport patronage), and the competing objectives of rail operators, commuters and ESD, as well as the land take and impacts on development potential of proposed rail infrastructure expansions (page 26). The study also mentions the possible extension/realignment of the existing tram line into the Station Precinct (page 27).

Extensive Site Analysis is outlined, including barriers, built form, streetscape, and open space. Key views, viewlines and vistas are discussed, as well as the potential for stronger incorporation of panoramic views through redevelopment works (page 30).

A broad, general economic overview (from page 35) quotes the Williams Boag Strategic Masterplan in terms of commercial opportunities on the site.

For Planning considerations, the study considers Melbourne 2030 and associate Transit Cities programs, as well as the Maribyrnong Planning Scheme including Clause 17.01-2 Activity Centres, and the desire for an increased housing role outlined in the MSS (page 40).

The key recommendations from previous Strategic documents are listed, as a basis for ongoing work (page 42).

The Station Precinct is approximately 7 ha in area, the majority of which is in government control or ownership. Land availability for development will be influenced by the proposed rail infrastructure and the heritage status of existing buildings and gardens, as well as the potential/viability of decking over rail lines.

Community Consultation

The Community Consultation carried out for this study produced a range of inputs, with some key points as follows:

- The existing station is in poor condition and is unsafe, especially at night

- Car parking provision for commuters and shoppers is of concern
- There was support for connection of the Station Reserve to Irving St
- There was mixed response on preferred residential building scale
- Other key issues are listed on pages 49-50

The Strategy provides an Urban Design Framework from page 51, which includes a Vision Statement and Key Design Principles. The Framework proposes four precincts, with associated land uses. The rationale for a new interchange (page 55) is to create gateway with a strong civic role, anchoring public space, and creating synergies with commercial, and ease of pedestrian access.

Bus interchange

Three location options are suggested for a proposed bus interchange: Irving St south side, the Binks Ford site, or an elevated deck south of station. The study refers to discussions with DOI, and states a requirement for eight (8) bus bays plus one (1) emergency/breakdown bay, with a priority bay allocation system. It is preferable to cluster bays rather than having long lines of bays, to support bus-bus transfer e.g. two rows of 4-5 bays facing each other (page 56).

Future freight rail lines north of the existing lines would result in land along Irving St (south side) being reduced to approx 12m in width, which would accommodate the bus interchange.

Development Options

Two Development Options are described on page 57. Option 1 sets a low rise context, Option 2 includes high rise development. Each Option has fixed items, including:

- Decking over rail lines for new Station and Plaza
- Decking over rail lines for heritage park plaza extension
- Location of station, interchange and plaza
- Retention of heritage station
- Pedestrian land bridge
- Precinct and element-based description and analysis is included

General Design Guidelines are listed from page 71.

The economic implications of redevelopment are discussed from page 80. Costings have been developed for the Options (Appendix A), including :

- Project infrastructure : basic level of government investment necessary to stimulate private investment
- Development options : potential income from sale or lease of sites, to offset infrastructure costs
- Each development site : high and low rise options

Market analysis is also provided (page 80), including demands and price points. This project is seen as a ‘pioneer’ residential development in the inner west, with reference to other inner areas, but would rely on Government investment to create the vision – to excite the market and create confidence in Footscray’s rejuvenation.

Other supporting information includes Development Programs (Appendix B and C), Apartment market activity, prices analysis (page 82) and Feasibility results (p84, Appendix C, D, E). The results of the extensive economic analysis include :

- Total projected public and private investment: \$135m – \$176m
- Public infrastructure component: \$78m - \$82m

This Analysis indicates a total project shortfall (based on cost and return), suggesting that as a ‘whole project’ it is not viable in the (then) current market. This analysis assumes that publicly owned land around the station is provided at no cost.

Facilitation

To facilitate the proposed development, the study suggests various Planning Mechanisms, including specific provisions to support the initiatives. Other strategies are suggested, including formation of a Development Corporation to oversee the project (page 87-90).

Implementation

The study identifies opportunities to improve the economic performance of development outcomes (page 90), and considers car parking requirements (especially for residential), other Council and State funding sources, and an holistic agency approach (whole of government) to minimise risks. This project presents an opportunity for State Government to provide an initial catalyst for the project, to lead the way. Opportunities to progress the vision are identified on page 91, including mechanisms, starter projects, funding opportunities etc. Budget indications are also provided (page 92-3), and suggested staging or implementation, with short, medium and long-term projects.

Assessment

This study provides valuable economic and feasibility analysis of development potential around Footscray Station, and the proposals reflect some of the principles still under consideration. However the proposed new Station and associated decking over railway lines, which forms the basis of this Master Plan, are not considered viable or desirable development options.

It is beyond the scope of the current project to consider economic/ viability issues in any detail, but this study provides some indication of potential development scenarios which may inform ongoing work and testing. Further, the study supports Transit Cities objectives of utilising public investment to attract and stimulate private development, as the key regeneration mechanism.

The issues raised regarding expanded transport infrastructure and facilities, and associated implications for development potential, remain prevalent, while it seems that requirements for land for these facilities has expanded since this study.

The general principles and design guidelines are to be supported, and will continue to inform the current project.

(re)Visioning Footscray (Feb/June 2005)

(from Executive Summary)
Red Road Consulting and Sarkissian Associates Planners

This study's aim is to consolidate and clarify the Vision for the Footscray PAC, through an extensive public consultation process. The work is required in the face of development pressure arising from Footscray's role under Melbourne 2030 and the Transit Cities program. Extensive consultation was carried out, in various formats, with approximately 500 people participating directly.

The findings have been organised according to themes, representing the priorities that have emerged. These themes and priorities include:

- Access and transport : access, walkability, options, care to upgrade yet conserve the station
- Arts and culture : protecting and enhancing the arts, community-friendly arts scene
- Built and natural environment : protecting sacred spaces and improving hated spaces, organic precinct development
- Housing : higher density options, sensitive location and design, mixed-use, mixed-affordability, maintaining access to public assets, recycling buildings
- Learning : better integrating campuses, improving condition and publicity, community learning opportunities
- Recreation and entertainment : lack of entertainment facilities, quiet environment at night, poor perception of safety, importance of meeting/hanging out space (informal/passive recreation)
- Retail : enhancing rather than changing current conditions, diversity of experience, cleanliness

Three over-arching themes were identified, as follows:

- Image : artsy, edgy, affordable, regional and multicultural
- Diversity : maintaining ethnic, socio-economic, land-use diversity, managing risk of gentrification
- Safety : problem of negative perceptions, of greater concern than actual safety concerns

Vision Statement : the Footscray of 2030 is safe, artsy, edgy, affordable, regional, diverse/mixed and multicultural, and these qualities will have been polished and promoted more effectively.

The key objectives of each Theme, with associated Strategies, Principles and Action Plans/Policy References, are set out in the main report from page 31.



Draft Maribyrnong Integrated Transport Strategy (MITS) (2002)
Department of Infrastructure

Assessment

This Consultative work is a very valuable resource for ongoing planning work for the Station Precinct and wider Footscray area, and should be referred to as a basis for understanding community preferences and aspirations.

It emphasises aspects of local character in Footscray which should be protected and enhanced. New development must respond to this character, providing built form and public spaces which are unique and characteristic to this place, rather than homogeneous and standardised. This character issue perhaps also supports efforts for affordability and opportunity in residential and commercial development, in that build form may be more ‘edgy, artsy, rough, grungy, diverse’ rather than highly polished or refined.

The Consultation is supportive of higher density residential development which is sensitive to its location in its design, and seeks greater opportunities for learning, training and entertainment, especially at night. These aspirations should inform the preferred land uses in redevelopment initiatives around the Station.

Accessibility and walkability objectives remain a high priority in the development of concept options for the Station Precinct, and will form a primary driving force in the layout and design of the area.

The four key components of the Draft MITS are as follows:

- Issues, goals, objectives, policy implications and a model for achieving sustainable transport
- Specific transport elements, recommended policies and programs
- Strategy Action Plan with performance targets and timelines
- Outline of supporting reports

Specific topics addressed by the MITS include connectivity problems/ barriers, road and intersection improvements, population increases from higher densities, regional issues and studies, safety, public transport, freight, traffic calming, and cycling and pedestrian systems.

Priorities and future actions are outlined by the MITS, within ten key themes:

- Land use planning, urban form and transport
- Road network and traffic management on arterial roads
- Freight transport
- Public transport network
- Walking network
- Cycling network
- Road safety
- Community transport
- Parking
- River transport

The MITS recommends that development of urban villages, station communities or transit centres should provide a combination of housing, local employment, community facilities, and services in an integrated way, with these developments naturally linked to Public Transport.

Assessment

While it is beyond the scope of the current PUDF project to consider broader transport issues in detail (this project will take advice from DOI and VicRoads on these matters), the MITS study provides some useful background information and base principles/objectives for ongoing planning work. It is assumed that DOI will utilise this work, and the Inner West Integrated Transport Strategy, in providing advice to the PUDF work.

Footscray Skyline Study (Final Report, April 2006)
Urban Futures Consulting with Maribyrnong City Council

This study was commissioned to explore the physical effects of taller buildings on Footscray’s existing urban form, and test the development potential identified in the Footscray Central Urban Design Framework (1999). Community inputs were gained through the (re)Visioning Footscray project. The main objectives are as follows:

- To investigate the potential 3D form of the PAC
- To establish rationale to guide future built form
- To contribute to development of a height control policy

The project reflects strategic thinking about preferred locations for higher density development, in response to Footscray’s status as a PAC and Transit City, and other development pressures. The study utilises RMIT’s virtual reality model to test, investigate and assess the effects of taller buildings on urban form in Footscray.

The work seeks to analyse direct (physical) impacts, and indirect impacts, through two types of modelling:

- Approximate building envelopes, including grain and indicative footprint on large sites (such as the station precinct)
- Overall height envelope (limits)

The study encourages allowing additional height in acceptable locations, for various benefits. A more limiting, conservative approach would create potential negative economic and social implications.

Precincts

The project nominates 13 precincts with varying ‘levels of preferred change’ (high, medium, low or stable). The precincts defined by function and/or built form. It is stated that taller buildings should be encouraged across some of these precincts, and recommended maximum building heights within precincts and sub-precincts are established, ranging from 2 to 12 storeys.

Detailed precinct-based recommendations are provided, including (for each Precinct) a description of context, existing/preferred strategic role, and recommended building heights.

Key points from those Precincts relevant to the Footscray Station Precinct include the following:

- 09_City Edge Precinct (includes station precinct):
- Opportunity to relate to the PAC and the Vibe precinct to the north

- To the south it must relate to established housing areas
- Relatively unconstrained development potential, opportunity for long-term open space over railway cutting (strongly supported)
- This is the most central precinct, capable of sustaining higher built forms with limited impacts
- Incorporated Plan has been adopted (Clause 81 of Maribyrnong Planning Scheme)
- Tests support development plan – maximum heights of 2, 6, 8 storeys, but up to 12 could be considered in the future

The various adjoining precincts are as follows:

04_Vibe Precinct (including Irving St south, Paisley St, retail precinct)

- retain existing built form, with compatible new built form
- maximum height 4 storeys, with narrow frontages

06_Gateway Precinct (including some station precinct land, and the market site)

- Recommends tower/podium form to relate to nearby buildings
- 12 storeys as recommended base, but above 10-12 could be considered, up to about 20 storeys

08_University Link Precinct (including Albert and Nicholson Sts, between

Irving and Buckley Sts, between Station precinct and VU Nicholson campus, and including Napier St roundabout)

- retain existing built form at street edge
- heights should remain at 2-3 storeys, with possible 4-6 storeys set back from street

13_Civic Precinct (between VU Nicholson campus and Hyde St, including Town Hall site and Council Offices)

- no change for historic Town Hall site
- up to 6 storeys for Council Offices site, with 2 storeys at Hyde St

10_VUT Precinct

- campus will support medium to high density housing, potential to introduce taller housing elements
- future development to be considered as part of new masterplan for site

Assessment

This Skyline Study provides the most current and rigorous analysis and recommendations for building height on the subject site(s) (Station Precinct) and surrounding areas, so provides an invaluable resource in considering built form outcomes for the Station Precinct. Further, the 3D computer model utilised in this study may be further utilised to explore more detailed/tested design options later.

The identified character areas should be further explored, to inform design qualities and interface treatments in each area. Responding to the identified/preferred characteristics of the City Edge and Gateway Precincts through the Station Precinct Redevelopment, will help to 'place' the project in its larger Footscray context, thereby avoiding an unsympathetic, 'alien' development at the Station which is out of context with the wider PAC area.

Footscray wayfinding + signage strategy

City design + Place making, Maribyrnong City Council

The aim of this strategy is to make Footscray more legible through map and signage based information, linking users to key destinations and making the public realm more conducive to a positive walking experience. The study presents various anticipated benefits of these initiatives (page 1).

The Strategy identifies several precincts within Footscray PAC. These are as follows: Station, Civic, Education, Recreational, Medical, Arts and CBD.

The two key walking routes between these precincts are:

- Campus to Campus (north-south, via Nicholson St)
- Medical to River (east-west, via Paisley Street and the Station precinct)

Analysis of these routes has aided the identification of pedestrian/vehicle conflict points in the area. Major conflict locations around the station are located at Irving/Nicholson Streets, Irving/Leeds Streets, Napier/Nicholson Streets and Bunbury/Whitehall Streets (east of station).

The Strategy recommends that map-based panel signs be installed near the Station at Irving/Leeds Streets, Bunbury/Hyde Streets, McNab Ave (end), Napier/Nicholson Streets and Hyde/Napier Streets. Various other map- and pointer-based signs are recommended for other strategic locations (page 9).

Assessment

This Strategy provides two key directions for the current PUDF project. Firstly, the pedestrian/vehicle conflict points should be resolved and/or managed through redevelopment works proposed through this Framework, and the recommendations for signage should be carried out in this redevelopment.

Planning for revitalisation of the Station Precinct and surrounds should seek to optimise urban legibility and opportunities for pedestrian orientation and way-finding, through the alignment and design of spaces and connections, consideration of visibility and viewlines, and the direct connection of destination points.



Greening Footscray Strategy (Draft, May 2007)

City design + Place making, Maribyrnong City Council

This Strategy is aimed at reinforcing Footscray Transit City as the premier commercial centre within Maribyrnong. Its main objectives are improving pedestrian amenity in the Centre, and marking/defining Footscray and its business centre.

Amongst community inputs, improvements to the ‘green-ness’ of Footscray is seen as an important issue, along with the climate-change role of increased planting. This Strategy is about crystallising existing policies for greening into one clear direction. The project’s purpose is to document and analyse existing conditions, develop a strategy and agreed direction for the greening of Footscray, and produce a list of short- and long-term actions.

The key principles seek to:

- Build on previous work and focus on key movement routes to enhance perceptions of Footscray
- Creating/enhancing green habitats, for people and fauna, and promoting ‘green’ activity
- Addressing gaps and building on strengths, and encouraging strategic maintenance
- Promoting the greening of private property

The key principles are listed as follows:

- Ecology : people, flora and fauna
- Pedestrian amenity : shade, interest, safety, traffic calming
- Consistency : planting types, themes, species, design
- Landscape totality : planning, integrity, maintenance
- Smart design : cost effectiveness, maximum benefit
- Gaps : addressing gaps
- Impact : prioritising projects for maximum impact
- Existing green : building on strength areas
- Easily greened : prioritising achievable projects
- Public vs. private : greening private property, shared ownership
- Infrastructure : responding to existing conditions
- Vehicular routes : improving perceptions

Existing policies and aspirations (from the principles) have been crystallised into a clear Implementation Plan of 18 costed projects. The literature review overview drawing reflects a synthesis of a literature review, documenting the most influential directions.

The **Directions** (page 20) provide place-based guidance for achieving the principles/objectives, including (relevant to the Station Precinct):

- Irving Street : two important pedestrian crossings – Station/Leeds St and Nicholson St, needs greening to calm traffic, encourage pedestrian use, create a ‘grand’ green street
- Pedestrian enclosure streets: including Hyde St, linking station to Council and school
- Potential urban parks : railway reserve – needs vigorous design development

The **Action Plan** (page 23) also suggests place-based initiatives, including (relevant to the Station Precinct) :

- 05_Irving St: as above (Directions)
- 08_Nicholson St + Threshold: important pedestrian link to two VU campuses, greening for traffic calming and increased pedestrian amenity, eco-friendly plantings, need to address overhead line problem
- 10_Hyde St : greening to reflect civic role, enclosure/openings, pedestrian amenity and space, reducing impact of car parking
- 19_Hopkins St East – important vehicle route and ‘perceptual corridor’, lack of space for greening – create points of green at intersections, rhythm for drivers

The **Greening Master Plan** indicates place-based species selection across the central Footscray area.

The **Preferred Options** for each location incorporate street cross sections, existing/proposed conditions, species/recommendations, implementation guidance and costing, including:
05_Irving St : median with red ironbark planting – marker, sense of place, pedestrian island refuge, pedestrian-friendly threshold at entrance to station. Plant lemon-scented myrtle in groups of three – unify street grid, strengthen Footscray experience, achieve low maintenance, sensory streetscape.

The **Implementation Plan** covers the period from 2007 to 2021, with accumulative costings for design and construction.

Assessment

The guidance within this Strategy should inform the development of the PUDF, with respect to proposed landscaping works in the streets and spaces within and surrounding the Station Precinct. The principles and objectives for enhancing streetscapes and urban amenity are to be supported, and the PUDF should develop these initiatives, with reference to the various character areas, primary pedestrian routes, interfaces and thresholds.

Further, guidance for new public realm to be developed within the Station Precinct should continue the prevailing planting themes established on adjoining streets, to encourage continuity, legibility, and consistency of urban settings. However these themes may vary within the Station Precinct, to respond to the differing conditions at its interfaces, such as Irving Street, the civic precinct, and established residential areas.

A:2 Objectives and Principles for Footscray Station Precinct – drawing on previous strategic work

The Principles and Objectives described below have been identified through the various strategic studies completed previously, for the Station Precinct and the wider Footscray PAC / Transit City. They range from high-level, over arching objectives, to location-specific, detailed requirements, reflecting the complexity of issues, aspirations and strategic directions which have been identified for this place.

This section forms the basis of further work contained within this Report, and is referenced throughout. The various issues, constraints and opportunities, and design and planning initiatives, are to be set within the framework of these Principles and Objectives.

Some of the Principles and Objectives below are specific to the Station Precinct or locations within it, and cover particular issues or requirements. Others are more broad-based, applying across central Footscray, but affecting the subject site for this Report. They are not in any particular order of rank or priority, but instead form a group, reflecting the complexity of issues and considerations at play.

Obj:01 Encouraging economic growth and sustainability

Source: Footscray Central Urban Design Framework (1999)

This Strategy focuses on developing Footscray as a premier destination centre, with professional services, civic functions, destination shopping, while reinforcing the ethic-focussed precincts. Enhancing Footscray's role as a learning community is seen as an important aspect of economic sustainability. This role may be developed by workforce retraining at VUT, business incubation and innovation, increased student housing, encouraging research and development, and an improved environment linking the established VUT campuses.

Obj:02 Celebrating identity

Source: Footscray Central Urban Design Framework (1999)

Local character and identity, and Footscray's unique cultural qualities and diversity, should be protected and enhanced, through initiatives in built form, the arts and business. This will require a careful analysis and understanding of the elements which contribute to local character, and the community's values and preferences in this regard.

Source: Footscray Principal Activity Centre – Transit Cities Strategic Masterplan (2003)
The Transit Cities Strategic Masterplan states that local characteristics should form the seed of the future vision for Footscray.

Source: Footscray Station Precinct Development Report (2003)

This Report seeks to create a transit city that is distinctive, memorable and meaningful, suggesting that local characteristics should strongly inform new development outcomes.

Source: (re)Visioning Footscray (Feb/June 2005)

The image of Footscray was a key overarching theme of this study. The Activity Centre should be developed and enhanced as an artsy, edgy, affordable, regional and multicultural place. The unique diversity of Footscray, in ethnic base, socio-economic groups and land uses, should be maintained and protected. The study developed a Vision Statement for the future Footscray, as follows:

The Footscray of 2030 is safe, artsy, edgy, affordable, regional, diverse/ mixed and multicultural, and these qualities will have been polished and promoted more effectively.

Source: Greening Footscray Strategy (Draft, May 2007)

This Landscape Strategy also aims to improve perceptions of Footscray through development of strong landscaping themes in the PAC.

Obj:03 Reinforcing connectivity

Source: Footscray Central Urban Design Framework (1999)

Movement through central Footscray is a primary consideration, for its impacts on economic activity, street life, perceptions of (and actual) safety, and general convenience and amenity. Consideration of all transport modes is necessary, with a particular focus on pedestrians, cyclists and public transport. Spatial integration (connecting spaces) and legibility (for way-finding and orientation) should be rigorously explored and developed.

Source: Footscray Central Urban Design Framework (1999)

The Masterplan is relatively ambitious in suggesting capping or decking of the Irving Street railway cutting to create new public spaces and improved pedestrian flows between Leeds Street and Nicholson Street (via the Railway Reserve). It also proposes a new pedestrian bridge from the Station Precinct to the VUT Nicholson Campus. New/revitalised pedestrian links, to VUT Nicholson Campus and Paisley Street, should be developed.

Source: Footscray Station Precinct Development Report (2003)

The Station Precinct should become a highly permeable and 'visually open' mixed-use development with strong internal connections and a significant pedestrian land bridge, connecting Irving St to Bunbury St.

Source: (re)Visioning Footscray (Feb/June 2005)

Access and transport was a key theme arising from this consultative study, with emphasis on enhancing access, walkability, and options, while taking care to upgrade yet conserve the Station.

Source: Footscray wayfinding + signage strategy

The two key walking routes between the main precincts in the Activity Centre are: Campus to Campus (north-south, via Nicholson St), and Medical to River (east-west, via Paisley Street and the Station precinct). Any redevelopment plans should seek to develop and reinforce these routes.

The Station Precinct and pedestrian footbridge form a key connection in the east-west route, and so has wider strategic significance beyond the Station itself.

Potential pedestrian/vehicle conflict points on these and other pedestrian routes should be identified and managed through the planning and redevelopment process. Proposed signage (currently being implemented) should be incorporated in the public spaces and pedestrian routes being planned.

Greening Footscray Strategy (Draft, May 2007)

This Strategy focuses on pedestrian amenity through recommended landscape improvements to the main pedestrian movement routes in the PAC.

Obj:04 Enhancing environment

Source: Footscray Central Urban Design Framework (1999)

Footscray's urban environment is in need of improvement, to contribute to the Centre's amenity and attractiveness and safety. This environmental enhancement will also have spin-off effects on activity levels and investment.

Source: (re)Visioning Footscray (Feb/June 2005)

The Footscray environment (built and natural) emerged as a key theme of this consultation. Respondents were concerned with protecting 'sacred' spaces and improving 'hated' spaces. The study proposed a form of 'organic' precinct development, rather than strict master-planning.

Greening Footscray Strategy (Draft, May 2007)

This Strategy aims to create or enhance green habitats, for people and fauna, and to promoting 'green' activity.

Obj:05 **Safety**

Source: Footscray Station Precinct Development Report (2003)

The existing Station is considered by community members to be in poor condition and unsafe, especially at night. This issue must be addressed through management of land uses (to generate increased activity and informal surveillance), and improvements to the urban environment around the Station.

Source: (re)Visioning Footscray (Feb/June 2005)

This study noted that problem of negative perceptions of safety, was perhaps of greater concern than actual safety concerns, as these perceptions caused nervousness and anxiety in the public environment, and therefore discouraged use and activity.

Obj:06 **Increasing intensity**

Source: Footscray Central Urban Design Framework (1999)

This Strategy from the UDF encourages new development and re-use of existing buildings, to accommodate increased employment functions and residential opportunities. Increased density of development in the Centre will make better use of the existing facilities and transport services, while increasing activity, vibrancy and safety in the public realm, and enhancing the viability of local services and businesses.

Source: Footscray Principal Activity Centre – Transit Cities Strategic Masterplan (2003)

The Strategic Masterplan provides guidance for building heights as follows: 3-5 storeys in the Centre, 4-6 storeys in the Station Precinct and Irving St, and 5+ storeys in the Station Precinct North and Market site.

Source: Footscray Station Precinct Development Report (2003)

This Report recommends medium-density residential development, as well as community facilities and services and civic urban space, on the Station Precinct.

Source: (re)Visioning Footscray (Feb/June 2005)

This study considered housing as a key theme, and the consultation outcomes encouraged higher density options, but with sensitive location and design. Mixed-use and mixed-affordability development was seen as important, while maintaining access to public assets (such as open space), and recycling (re-using) buildings.

Source: Footscray Skyline Study (2006)

This study encourages allowing additional height in acceptable locations, for various benefits, noting that a more limiting, conservative approach would create potential negative economic and social implications. The identification of distinct precincts in the Activity Centre, and corresponding levels of recommended change, ensures appropriate development for each area.

The City Edge precinct (which includes station precinct) should relate to the adjoining commercial area to the north and established residential to the south, but presents relatively unconstrained development potential. The opportunity for long term open space over the railway cutting is strongly supported. This is the most central precinct and is capable of sustaining higher built forms with limited impacts. Tests support maximum heights of 2, 6, and 8 storeys in specific areas, but up to 12 could be considered in the future.

For the Gateway precinct, which incorporates some of the station precinct land and the market site, tower/podium forms are recommended to relate to nearby buildings, with 12 storeys as recommended base, but above 10-12 could be considered, up to about 20 storeys.

Obj:07 **Implementing change through incremental, subtle shifts**

Source: Footscray Principal Activity Centre – Transit Cities Strategic Masterplan (2003)

Appropriate change will occur through a series of careful interventions, rather than a ‘quick-fix’ or ‘big idea’ solution.

Obj:08 **Intermodal transport hub**

Source: Footscray Central Urban Design Framework (1999)

The illustrative Framework Plan for the Station Precinct within the UDF incorporates various elements which are still being planned for, including new footbridge and forecourt, and new development along Irving Street, but has not considered the heritage or infrastructure issues/requirements fully.

Source: Footscray Principal Activity Centre – Transit Cities Strategic Masterplan (2003)

The Station Precinct should be developed into a transport hub, under Transit Cities objectives, with improved services and facilities, and better integration between trains, buses, pedestrians and cyclists, taxis and other vehicles. A new forecourt at Irving Street near Leeds Street, and pedestrian bridge in the current position, are also supported.

Source: Footscray Station Precinct Development Report (2003)

This study also calls for integrated transport modes, and raises the need for a bus interchange, integrated with the train station, and suggests three possible sites, including the Binks Ford site, a new elevated deck over the railway lines, and on Irving Street south side, which is the only option still considered viable and suitable.

This Report quotes the requirement for eight (8) bays plus one emergency bay, with a priority allocation system. The need for a bus interchange, and its type and size, is the subject of continuing analysis and discussion, led by DOI.

Obj:09 **Rail expansion**

Source: Footscray Station Precinct Development Report (2003)

Redevelopment of the Footscray Station Precinct must take into account proposed expansions to rail infrastructure in the area. These proposals vary in significance, timeframe, cost and likely impact on urban development. Redevelopment plans should strike a careful, considered balance between current issues and imperatives, and future infrastructure requirements. The nature of possible freight and passenger rail expansions is discussed in outline, and the possible impacts in Irving Street and the proposed bus interchange.

Obj:10 **Bridging the railway lines**

Source: Footscray Station Precinct Development Report (2003)

The existing passenger and freight railway lines form significant, impermeable barriers to pedestrian movement across the Station Precinct, between Irving Street and Hyde Street. The existing pedestrian bridge forms the only connection across the Precinct. The Development Report proposes extensive decking over the lines at Irving Street (cutting) and near Hopkins Street for a new Station, but notes that the economic viability (construction cost versus return on investment) may not support it.

While these potentials should be further explored, perhaps as long-term options when conditions may be more favourable, it is perhaps more vital to achieve short-term objectives for improved conditions on and around the proposed footbridge and adjoining streetscapes, including pedestrian amenity, comfort and safety, and provision of direct and legible access across the railway lines.

Obj:11 Traffic management

Source: Footscray Principal Activity Centre – Transit Cities Strategic Masterplan (2003)
This initiative is concerned with easing traffic congestion and reducing the impacts of traffic on the urban environment, particularly on key pedestrian movement routes. Managing potential conflicts between pedestrians and vehicles, and associated safety risks, as well as addressing public transport (bus) movements, service deliveries to shops and the Market, and heavy vehicles travelling through the area, are important aspects of an overall approach to traffic management.

Obj:12 Stimulating private investment through public funding

Source: Footscray Principal Activity Centre – Transit Cities Strategic Masterplan (2003)
Footscray Station plays a central, pivotal role in the PAC area, and its redevelopment is seen as an opportunity to provide focus and impetus to the wider revitalisation of Footscray.

Source: Footscray Station Precinct Development Report (2003)
This key objective of the Transit Cities program is outlined here, and proposes the ‘seeding’ of projects through public funding, to catalyse private investment, and the combining of public and private investment in key development projects.

This project is seen as a ‘pioneer’ residential development in the inner west, with reference to other inner areas, but would rely on Government investment to create the vision – to excite the market and create confidence in Footscray’s rejuvenation.

Obj:13 Consolidating retail space

Source: Footscray Principal Activity Centre – Transit Cities Strategic Masterplan (2003)
The current ‘scattered’ structure of retail space in Footscray should be addressed through redevelopment works, both in the structure of development, and treatment of the public environment and streetscapes, towards a more integrated, legible Activity Centre.

An overall retail strategy for the Activity Centre should be developed, to address strategic directions for the Market and other major facilities and smaller stores in the Centre, and to provide direction on potential new retail uses in the Station Precinct, particularly along Irving Street. This strategy should assess the economic viability of various retail options,

preferred types and configurations, and should indicate the optimum extent of retail development in the area.

Source: Footscray Station Precinct Development Report (2003)
This Report identifies the need for strategic direction for retail, including market analysis/relations, and growth predictions to guide development decisions.

Source: (re)Visioning Footscray (Feb/June 2005)
In developing retail uses in central Footscray, the consultation participants identified the importance of enhancing, rather than changing, the current conditions, including the diversity of experiences available, and a focus on cleanliness.

Obj:14 Residential development economics

Source: Footscray Principal Activity Centre – Transit Cities Strategic Masterplan (2003)
The economic viability of higher density residential development is closely tied to housing market conditions, land values, geographic location, community preferences, construction costs and strategic planning initiatives. The injection of higher density models into Footscray requires careful consideration of these issues, to gain a clear picture of what type, style and extent of development will be most attractive to private developers, and therefore most likely to achieve the desired outcomes of activation, investment and change.

Source: Footscray Station Precinct Development Report (2003)
This Report, through detailed economic analysis of the proposals, identifies a total project shortfall, based on cost and return, making the project not viable in the (then) current market. This analysis assumes that publicly owned land around the station is provided at no cost. Development proposals for the site will need to be rigorously tested in the early stages, to ensure they are realistic and will ‘stack up’, and to achieve outcomes ‘on the ground’ in the short term.

Innovative and strategic initiatives will be required to establish a clear and deliverable economic model for redevelopment over time, where the public sector ‘leads the way’ through initial expenditure, which becomes a catalyst for private development.

Obj:15 Commercial development opportunities

Source: Footscray Principal Activity Centre – Transit Cities Strategic Masterplan (2003)
There are various factors which affect the growth of commercial development, including the area’s general attractiveness and amenity, access to transport and skilled workers, and economic conditions. While limited ‘higher end’ commercial activity is already occurring in Footscray, it is perceived that further improvements to the urban environment and the transport hub will attract significant increases in commercial activity, given the locational and infrastructural advantages that Footscray offers.

Obj:16 Integrated landscape strategy

Source: Footscray Principal Activity Centre – Transit Cities Strategic Masterplan (2003)
The Masterplan calls for an integrated approach to Landscape planning and design, along with improved pedestrian linkages, as a key aspect of environmental enhancement in central Footscray. Connecting streets and open spaces through consistent and identifiable landscape treatments, species and furniture will help to deliver an integrated, legible and amenable public realm.

Source: Greening Footscray Strategy (Draft, May 2007)
This document provides a clear Strategy for landscape treatments throughout the Footcray PAC, with a focus on improving pedestrian amenity and marking/defining the commercial Centre. It focuses on the main pedestrian movement routes and recommends species and locations for planting themes, and other design guidance.



Obj:17 Integrating open space

Source: Footscray Principal Activity Centre – Transit Cities Strategic Masterplan (2003)
The existing open space system in central Footscray is seen as discontinuous and ineffectual. The existing Railway Reserve is a clear example of this poor quality and under-utilised open space, and lacks any significant activity, passive surveillance or edge treatments. The recently revitalised Madden Square has provided a new, designed plaza for Central Footscray, as well as the new Ercildoune Reserve south of the Station precinct, but the wider open space network can be further developed and integrated.

Source: Greening Footscray Strategy (Draft, May 2007)

The Railway Reserve should be carefully designed for development as part of a network of urban parks. Also, the existing Council car park on Irving Street could be developed as a central open space and new buildings facing the street, to form a clear network between the existing Madden Square further north and Ercildoune Reserve to the south.

Obj:18 Retaining the Railway Reserve

Source: Footscray Central Urban Design Framework (1999)

Source: Footscray Principal Activity Centre – Transit Cities Strategic Masterplan (2003)
While the concept plans within the UDF suggest long-term development on the Railway Reserve, retaining only fragments of the existing open space, the Masterplan proposes retaining the heritage Reserve, but identifies the former bowls site (south of McNab Avenue, and previously part of the Reserve) as providing urban development opportunities.

Source: Footscray Station Precinct Development Report (2003)

Reinvigorating the heritage park as a safe and accessible public space forms a key component of this Report, supported by a new decked urban plaza connecting the park to Irving Street. Because the economic viability and constructability of this deck is unlikely in the foreseeable future, other strategies for reinvigorating the park should be explored.

Source: Greening Footscray Strategy (Draft, May 2007)

Rigorous design development is required to develop the Railway Reserve and other spaces to form a network of urban parks.

Obj:19 Greening streets

Source: Greening Footscray Strategy (Draft, May 2007)

Nicholson Street should incorporate more planting for traffic calming and increased pedestrian amenity, as the link between the VUT campuses. Greening along Hyde Street should reflect and enhance the civic character of this local precinct. Hopkins Street has limited space for street trees, but opportunities for ‘spot’ greening at intersections should be explored.

Obj:20 Improving Footscray Market

Source: Footscray Principal Activity Centre – Transit Cities Strategic Masterplan (2003)

The Masterplan suggests relocating heavy delivery vehicles to the Market, away from Irving Street, to reduce their impact on the pedestrian environment and access to the Station/transport hub. Further, opportunities or development above the existing Market building (i.e. residential or commercial building on the rooftop car park space) should also be explored. While this and other opportunities will be explored, the general condition of the Market building, including its elevators, facilities and appearance, make the value of new development above it uncertain, compared to similar developments in the CBD, for example. Also, its structural capacity is not known at this stage.

Any potential development would have to be assessed against potential demolition and reconstruction on the site.

Other issues for the Market include the existing vehicle ramp off Irving Street, which presents an unattractive frontage to Irving Street and the potential new Station forecourt, alongside the rear of shops facing Leeds Street.

Obj:21 Improving Irving Street

Source: Footscray Principal Activity Centre – Transit Cities Strategic Masterplan (2003)

The proposed new development along Irving Street’s south side is supported, as well as a new forecourt to the transport hub at the bottom of Leeds Street, and retention of the current footbridge alignment/ location.

Source: Footscray Station Precinct Development Report (2003)

Connecting Irving Street to the Railway Reserve is supported, and decking over the railway cutting is a suggested, but costly and complex, initiative. This and other possible connections should be further explored and developed.

Greening Footscray Strategy (Draft, May 2007)

This Strategy incorporates Irving Street and recommends landscaping/ planting to aid in traffic calming, encourage pedestrian use and create a ‘grand’ green street. New development proposals should reflect and support this aspiration for streetscape quality.

The detailed plans for Irving Street include a new median with red ironbark planting, to enhance sense of place, and create a pedestrian island refuge, and a pedestrian-friendly threshold at entrance to the Station. Planting lemon-scented myrtle in groups of three will help to unify the street grid, strengthen the Footscray experience, and achieve a low maintenance, sensory streetscape.

Obj:22 Utilising surplus road space

Source: Footscray Principal Activity Centre – Transit Cities Strategic Masterplan (2003)

Opportunities for improved pedestrian environments and enhanced development sites may be achieved by reduction in road space at Hopkins and Moore Streets (removal of left-turn lane from Hopkins into Irving Street), and at Napier and Nicholson Streets (removal of ‘teardrop’ roundabout and two lanes of road space on Napier Street, where it intersects with Nicholson Street. These initiatives are shown in the Precinct Plans and associated text of the Transit Cities Masterplan, and would expand the available development sites within the Station Precinct, and reduce the impact of roads and vehicles on pedestrian movement and environmental quality.

Obj:23 Car parking

Source: Footscray Station Precinct Development Report (2003)

The provision of car parking at the Station is identified as a key issue to be resolved through redevelopment, in that new development is likely to occupy some or all existing at-grade car parking sites. Associated considerations include the usage of the car parks by non-Station users (i.e. for the Market and other shops), the appropriate extent of parking at a Transit City station, given the extensive bus and tram services, and the economic viability of providing, or relocating, commuter parking within new developments.

Obj:24 Creating a landmark and gateway

Source: Footscray Station Precinct Development Report (2003)

This Report proposes a new Station facility, an initiative now considered not viable or desirable, but identifies opportunities for a highly visible gateway or landmark near the Irving Street/Hopkins Street intersection.

Obj:25 Achieving a balance of redevelopment outcomes

Source: Footscray Station Precinct Development Report (2003)

The need to achieve a balance, between residential development, civic and community facilities, open space, and links/connections on the site has been identified here.

Obj:26 Environmentally sustainable development

Source: Footscray Station Precinct Development Report (2003)

ESD initiatives should be incorporated in new development projects, both at the level of individual buildings, as well as the broader urban scale. While other factors will influence the level of application of ESD initiatives in new built form (economics, regulations, siting, land use), new development should reflect the principles of Transit Cities and current issues through an integrated approach to energy and water efficiency, potentially setting new benchmarks for environmentally responsive development.

There may be opportunities for other spatial and constructional requirements to increase ESD performance, such as sound-attenuating facades or green roofs for increased public/shared open space.

Obj:27 Development staging

Source: Footscray Station Precinct Development Report (2003)

The staging or phasing of development in the Station Precinct should be carefully planned and managed to achieve optimal outcomes at the various stages through the redevelopment process, which is likely to occur over an extended period of time.

Obj:28 Views

Source: Footscray Station Precinct Development Report (2003)

The Station Precinct should be redeveloped into an open, visible and visually permeable urban development, which incorporates key view lines from surrounding areas and emphasises legibility and clarity. Further, the availability of panoramic views of the CBD skyline, Flemington Racecourse and other areas, should be taken advantage of in new developments.

Obj:29 Arts and culture

Source: (re)Visioning Footscray (Feb/June 2005)

This consultation process identified Arts and Culture as a key theme. Redevelopment in Footscray should protect and enhance the arts, and develop a community-friendly arts scene.

Obj:30 Education

Source: (re)Visioning Footscray (Feb/June 2005)

Education also emerged as a theme of this study, including broad categories of community learning and business development. Better integrating the VUT campuses was seen as a preferred outcome, as well as generally improving conditions and publicity of learning opportunities facilities, and increasing community learning opportunities.

Obj:31 Recreation and entertainment

Source: (re)Visioning Footscray (Feb/June 2005)

Footscray currently has a lack of entertainment facilities, resulting in a quiet environment at night, and poor perceptions of safety. The participants stressed the importance of meeting/hanging out space, for informal/passive recreation in central Footscray.

Obj:32 Heritage

Source: Heritage Victoria online register

While Heritage considerations are not very prominent in previous strategic studies, there are various Heritage issues and elements within the subject site. Registered elements in the Station Precinct include the Station buildings, McNab Avenue, nine (9) trees, the bandstand (rotunda), the path, and the Railway Reserve area, adjacent railway cutting and former bowls site (as part of the Reserve). Other examples of heritage value in the area include the Court House, Scout Hall, and nearby Town Hall.

An aerial photograph of a city block. The block is roughly rectangular, with a central green space (park or playground) that is irregular in shape. This central area is surrounded by residential buildings, mostly multi-story structures with flat roofs. The buildings are arranged in a grid-like pattern, with narrow streets or alleys between them. The overall color palette is muted, with various shades of gray, brown, and green. The text 'Part B: Site analysis' is overlaid in the top right corner in a bold, dark blue font.

Part B: Site analysis



B:1 Site description

The core study area for this Planning and Urban Design Framework is the Footscray Railway Station Precinct, a 'wedge-shaped' area bounded by Irving Street to the north, Barkly Street to the north-east, Nicholson and Napier Streets to the south-west, and the Williamstown/Werribee railway line to the south-east. Additional areas to be briefly considered through this study include the current Footscray Market site, the current Binks Ford site, and the existing car park area east of the Werribee line. These sites do not form part of this study, but are possible sites for future redevelopment. Expansion of the core study area may be possible through road intersection reconfigurations, at the northern end of Irving Street and at the Napier Street 'teardrop' roundabout.

The subject site contains the following key elements:

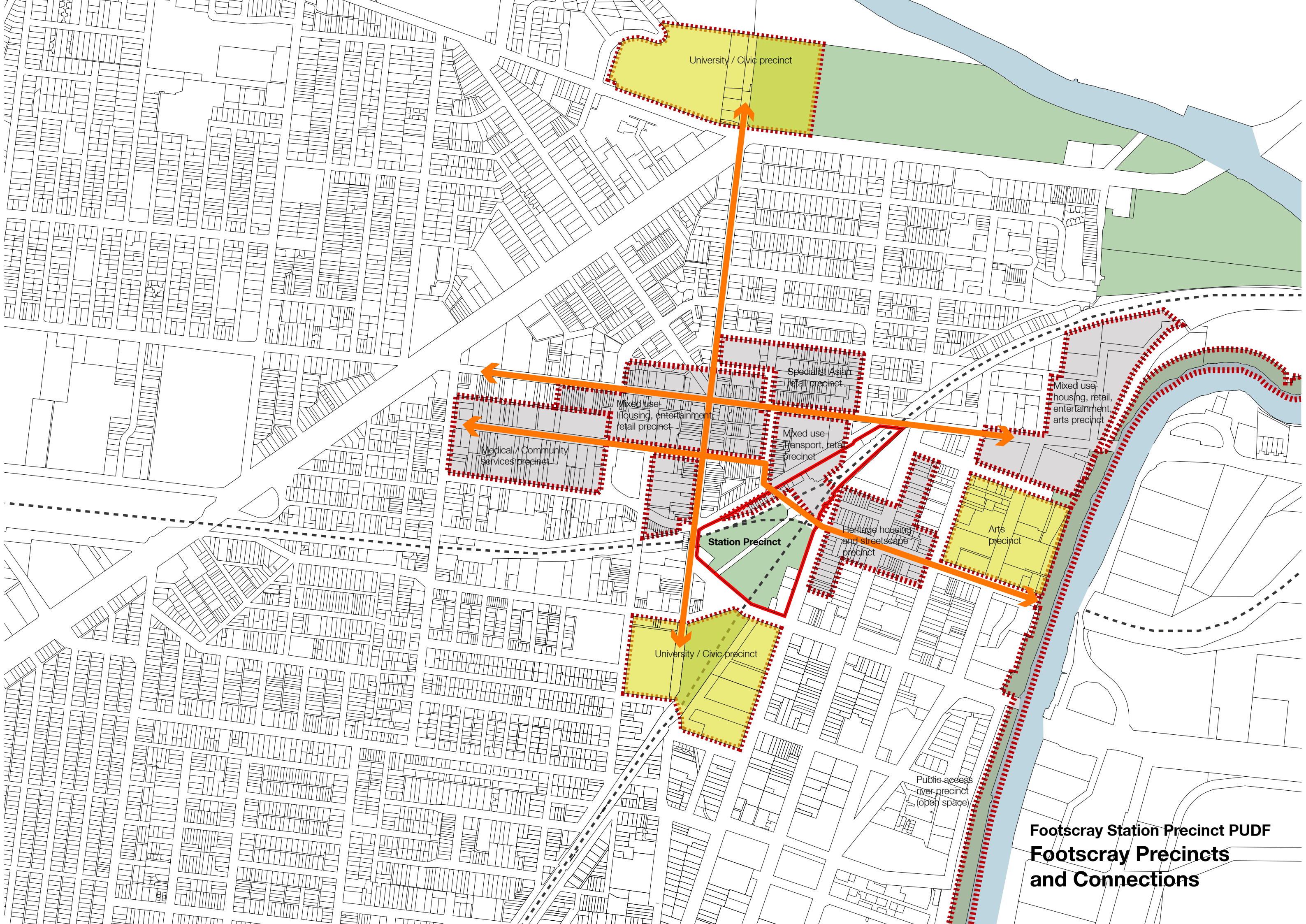
- Railway lines, including the Sunshine/Sydenham branch line, the Werribee/Williamstown branch, and the freight lines within a deep cutting, running below the passenger lines.
- Surface car parks, at Irving Street and McNab Avenue
- Existing pedestrian bridge, to be removed and replaced through the redevelopment process
- Existing shops and service station along Irving Street, to be demolished
- Existing buildings, including a large telecommunications exchange facility and shops facing Nicholson Street.
- Buildings in the non-core study area include the new Police Station and heritage Courthouse and Scout Hall.
- Railway Reserve (see below) and former lawn bowls site (now fenced area)
- Extensive vegetation including trees of varying size and quality

The area contains strong heritage values in its built form and open spaces. Heritage registered elements include the existing Station Buildings, the Railway Reserve, its bandstand/rotunda and path, McNab Avenue, which runs on axis with the Station buildings, and several trees along McNab Avenue. The former bowls site, now inaccessible, was previously a part of the Railway Reserve, which was symmetrically arranged around McNab Avenue.

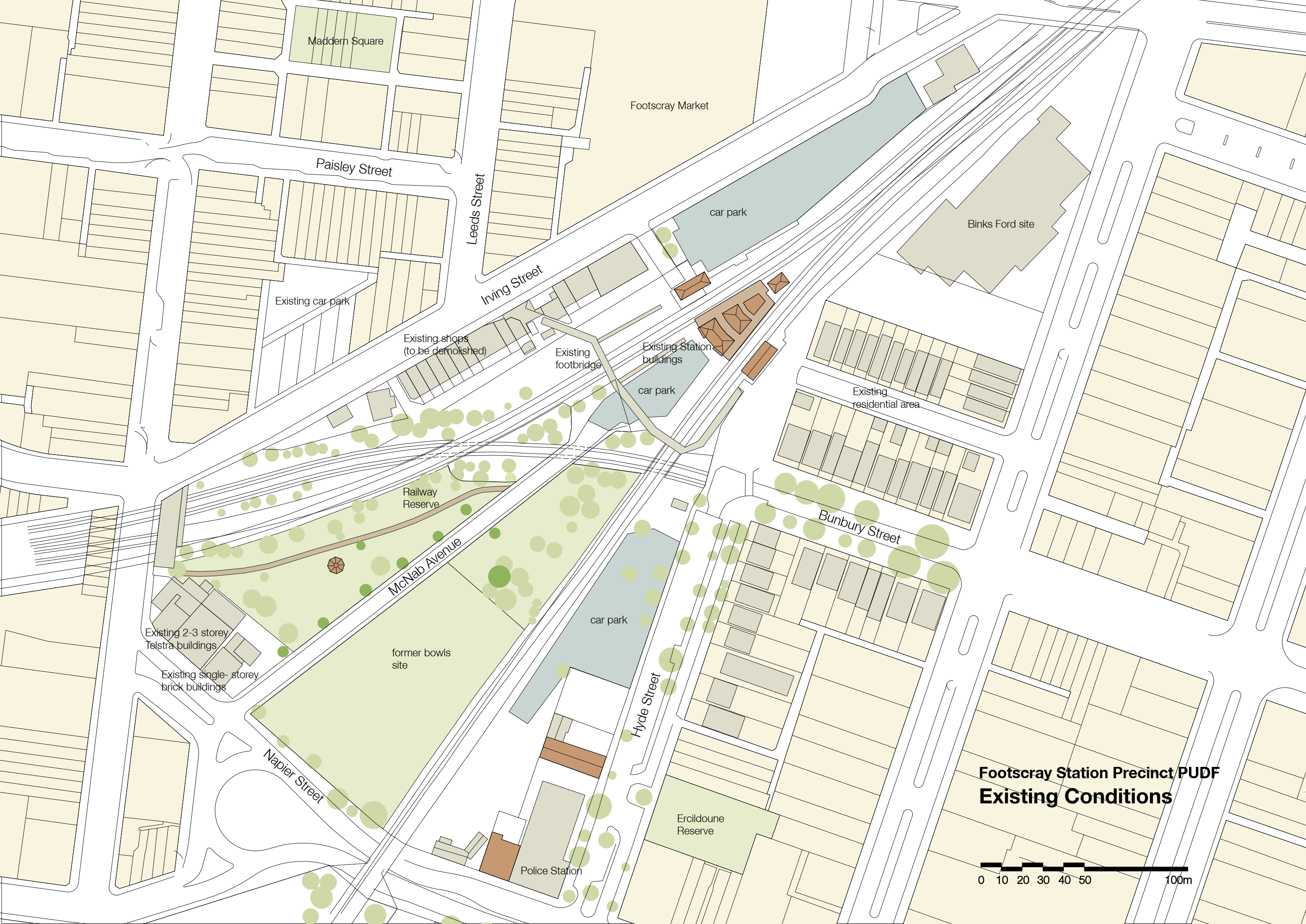
The Station Precinct is flanked by the Footscray Central Activities District (CAD) to the north, the civic precinct to the south, and residential areas to the east. It is in very close proximity to Footscray Market and Victoria University (Nicholson) campus.

The site plays an important strategic role within the wider Footscray area. In particular, its pedestrian bridge forms part of the important east-west connection through Footscray, between the defined Medical/Community Services Precinct to the west, the CAD, and the Arts Precinct to the east, adjacent to the Maribyrnong River.

As a major regional transport hub at the confluence of several train lines, and with various bus services stopping here and significant 'activity generators' adjacent or nearby, the Station Precinct is a busy location with high levels of patronage and pedestrian activity, but interspersed with areas of low amenity and activity levels.



Footscray Station Precinct PUDF
Footscray Precincts
and Connections



Madderh Square

Footscray Market

Paisley Street

Leeds Street

Irving Street

car park

Binks Ford site

Existing car park

Existing shops
(to be demolished)

Existing footbridge

Existing Station
buildings

car park

Existing
residential area

Railway
Reserve

McNab Avenue

car park

Bunbury Street

Existing 2-3 storey
Telstra buildings

Existing single- storey
brick buildings

former bowls
site

Hyde Street

Ercildoune
Reserve

Police Station

Napier Street

**Footscray Station Precinct PUDF
Existing Conditions**

0 10 20 30 40 50 100m



B:2 Heritage considerations

As mentioned in Part B:1 the study area contains various elements which are registered by Heritage Victoria for their heritage value. These elements are indicated on the adjacent Heritage Plan, which is derived from the corresponding Heritage Victoria map, and may be listed as follows:

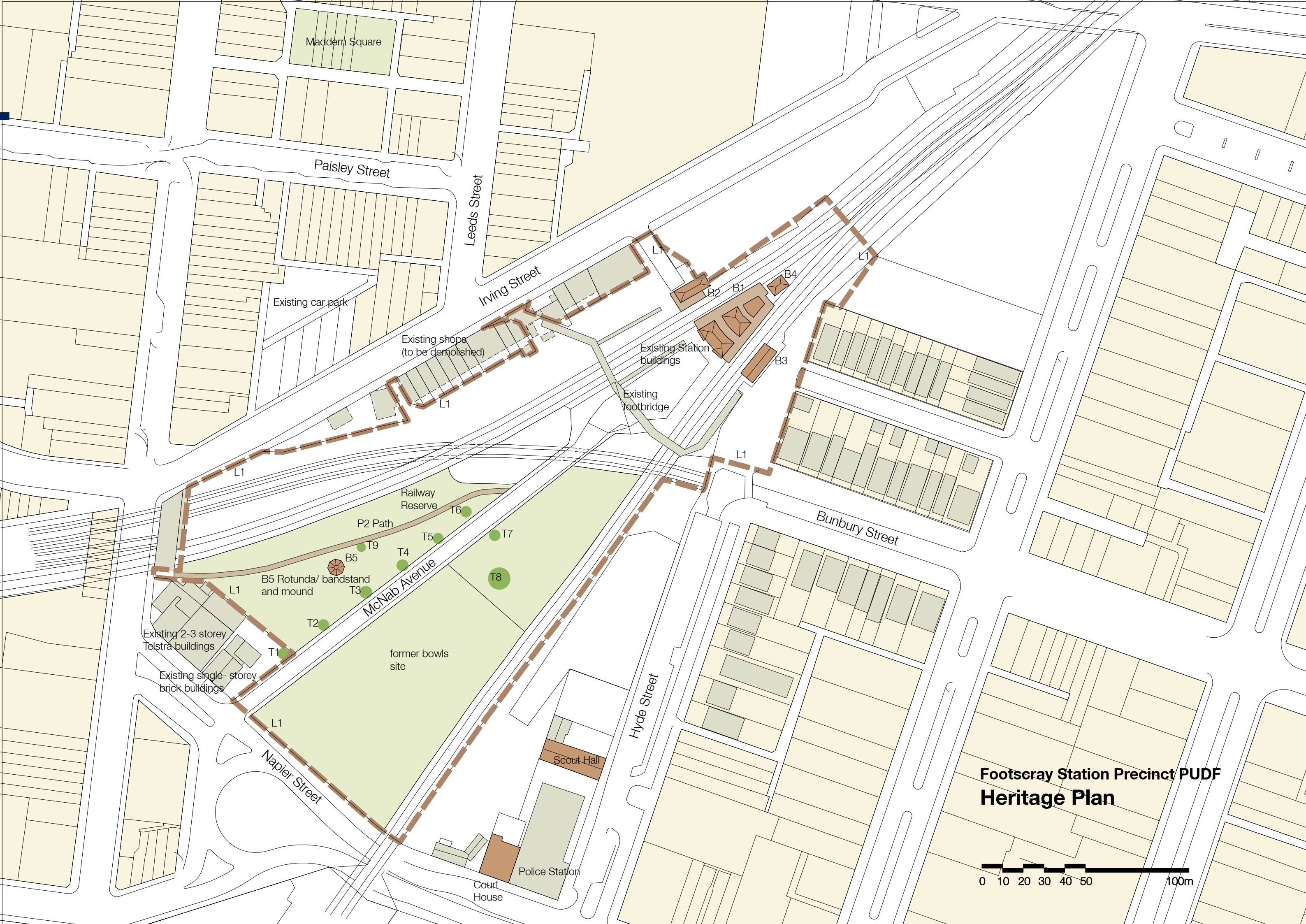
- Station Precinct and Railway Reserve, excluding Irving Street shops and telephone exchange building (L1)
- Existing Station buildings (B1 – B4)
- Bandstand/rotunda (B5)
- Existing trees (T1 – T9)

Other buildings of heritage significance or interest in the Station Precinct include:

- Court House, on Napier Street
- Scout hall, on Hyde Street
- Council Offices, corner Hyde and Napier Streets
- Houses, Hyde and Bunbury Streets
- Telephone Exchange building façade (not registered)

Redevelopment proposals in and around the Station Precinct will need to consider and respond to these elements and satisfy requirements for their appropriate conservation within the context or new urban development.

Bryce Raworth Conservation and Urban Design are providing specialist heritage input to this study.



Maddern Square

Paisley Street

Leeds Street

Irving Street

Existing car park

Existing shops
(to be demolished)

Existing Station
buildings

Existing
footbridge

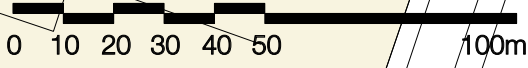
Bunbury Street

Hyde Street

McNab Avenue

Napier Street

**Footscray Station Precinct PUDF
Heritage Plan**



Existing 2-3 storey
Telstra buildings

Existing single-storey
brick buildings

Scout Hall

Police Station

Court
House

former bowls
site

B5 Rotunda/
bandstand
and mound

Railway
Reserve

P2 Path



B:3 Sub-Precincts (SP)

For the purposes of this study, and parallel and subsequent work, the Station Precinct has been divided into a number of Sub-Precincts, to allow site-specific analysis, design and guidance for particular locations and elements across the precinct.

There is inevitably some overlap between the Sub-Precincts, as urban design outcomes for the various locations and elements will strongly influence one another. On this complex, constrained and compact redevelopment site, the range of spatial and programmatic considerations and outcomes must form part of an overall strategic vision and urban design solution.

While this study seeks to provide specificity of guidance by dividing the study area into Sub-Precincts, the PUDF aims to provide an integrated, cohesive approach to redevelopment of the Station Precinct overall.

The Sub-Precincts are indicated on the plan opposite.



01

09

02

03

04

05

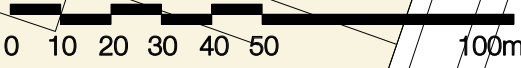
06

07

08

- 01 Irving Street and Hopkins Street
- 02 Irving Street north
- 03 Pedestrian Bridge and forecourts
- 04 Irving Street south
- 05 Irving Street and Nicholson Street
- 06 Railway Reserve
- 07 Former Bowls site
- 08 Hyde Street car park
- 09 Footscray Market

**Footscray Station Precinct PUDF
Sub-Precincts Plan**



B:4 Streetscapes

A key consideration of this PUDF study and potential redevelopment works within Footscray Station Precinct is the improvement of streetscapes and other public realm spaces. The integration of existing and future transport infrastructure with new urban development in a configuration which enhances the connections between the Station Precinct and the wider Footscray area, is a primary objective of this Transit Cities project.

Irving Street forms the primary interface between the Station Precinct and the Footscray CAD, as well as Footscray Market and other shops. It will continue to accommodate increasing numbers of people moving between key destinations in Footscray, but does not currently provide a positive urban experience. It is edged by extensive surface car park areas and low-quality shops, and would greatly benefit from increased landscaping, signage, lighting and paving surface treatment.

The planned Station/footbridge forecourt will connect directly to Irving Street, to facilitate the transition between Irving Street/CAD, and the Station itself. Its design, size and edge conditions will have a significant impact on its functionality, safety and attractiveness as the central space of a redeveloped transport hub.

McNab Avenue is a heritage registered element, and runs on axis with the main Station building. Currently flanked by the degraded Railway Reserve, fenced former Bowls site, railway cutting, and rear of telephone exchange buildings, it lacks any active edges or activity generators. Future development in the Station Precinct is likely to increase usage of this avenue, but must retain its heritage qualities and values.

Hyde and Bunbury Streets also provide access to the Station and pedestrian bridge. While this study does not propose development on Hyde Street, the proposed bridge forecourt and other enhancements will need to consider and respect the existing streetscapes of older houses in this area.

Napier and Nicholson Streets currently accommodate a range of larger buildings, and these streetscapes are perhaps less sensitive to new development initiatives. However certain buildings and locations require careful consideration and potentially conservation, such as the unique condition of shops on the Nicholson Street bridge over the railway cutting near the Irving Street intersection.



Views of Irving Street



Panoramic image of the north side of Irving Street (opposite the Station Precinct), indicating where the footbridge currently 'lands'



Views of McNab Avenue



Views of existing Station forecourts



Views of Hyde and Bunbury Streets



Views of McNab Avenue



Views of existing Station forecourts



Views of Hyde and Bunbury Streets



An aerial photograph of a city grid, rendered in a light gray, semi-transparent style. The grid shows a dense arrangement of rectangular blocks, likely representing building footprints and street layouts. A prominent feature is a large, irregularly shaped green area in the center-left, which appears to be a park or undeveloped land. The overall image has a clean, minimalist aesthetic, typical of a background for a presentation or report.

Part C: **Constraints and opportunities**

C:1 Issues

Issue: Rail expansion

It is proposed to expand rail capacity by constructing a third (and potentially fourth) passenger rail lines to the north of the existing lines (Sydenham Line branch), between the existing lines and Irving Street.

This expansion will significantly reduce the land available for new urban development in this area, and thereby affect the potential to develop a high-quality street condition along Irving Street.

There is also potential for long-term expansion of the Werribee/Williamstown branch, by adding a third track to the south.

Issue: Bus Interchange

A new bus interchange has been earmarked for Footscray, to consolidate bus operations in the area and reduce impacts on the street system, particularly Paisley Street and Irving Street.

The interchange would require a significant number of bus bays, subject to ongoing analysis and discussion. Detailed design would be required to balance safety, functionality and amenity in and around the proposed bus interchange.

Locating a new Bus Interchange on railway land, between Irving St and the Sydenham Line branch, would significantly reduce the development potential of this area, and also largely determine the nature/character/quality of Irving Street into the future.

Issue: McNab Avenue

McNab Avenue is a heritage-registered element and is on axis with the main Station building. However it accommodates very little usage, and contains no activity generators along its length, and there is little interest at its south-western end (although it does connect onward to the Town Hall and VUT TAFE Campus.

Issue: Railway Reserve (Heritage Park)

The Railway Reserve is also a registered heritage element, including nine (9) trees and the Bandstand (rotunda), and reflects heritage values in concert with the Station itself.

However the Reserve and Rotunda are in significant states of disrepair and lack any significant level of activity. The Reserve attracts anti-social behaviour, lacks any informal surveillance or active edges, is poorly maintained and provides no destination points.

Issue: Pedestrian accessibility

The railway lines form significant barriers to movement through the Station precinct, between Irving Street and Hyde Street. The pedestrian bridge is the only connection, apart from walking ‘around’ the Precinct, via Nicholson and Napier Streets. Opportunities for increased accessibility and permeability should be carefully explored.

Issue: Pedestrian Bridge

The Footscray Station pedestrian bridge forms a key component in the east-west connection (between the ‘medical’ and ‘arts’ precincts), providing the only connection across the expansive railway lines, as well as to the train platforms.

The existing pedestrian bridge is inadequate in size, too steep, exposed and unsafe. It provides an unattractive, uncomfortable pedestrian environment.

A new pedestrian bridge is planned for a similar location/alignment. It is vital that this bridge reflects appropriate, sensitive and high-quality design and construction, optimising comfort, safety and convenience for pedestrians.

Issue: Existing buildings (non-heritage)

Several other buildings exist in the Precinct, which would not be removed in redevelopment works. The Telstra exchange is a bulky, 2-3 storey building facing Napier Street, and contains significant telecommunications infrastructure. It is assumed that the adjacent single-storey building to the south can be demolished.

The new Police Station (corner Napier and Hyde Streets) appears to extend back to the railway line, and behind the Courthouse to Napier Street (car parking and yard). It is a significant aspect of the Footscray’s ‘Civic’ precinct.

The shops over railway underpass on each side of Nicholson Street near Irving Street serve to ‘shield’ the Nicholson streetscape from the several train lines below, and contain a range of retail and entertainment tenancies.





Issue: Land uses

Currently, this Precinct lacks entertainment facilities and evening activity. The existing shops are not of high quality, and create a sense of depression and lack of vitality. The injection of new uses which promote activity and vitality, during the day and evening, will develop a sense of vibrancy, prosperity and safety around the Station Precinct. Further, the development and maintenance of new infrastructure and facilities signals a commitment to investment and improvement in the local area, which in turn fosters local pride and sense of place.

Planning for redevelopment should encourage land uses which make a positive contribution to the public realm, through active day and evening uses, open frontages, engagement with the footpath and wider public realm, and easy accessibility.

The Railway Reserve is an important heritage element within the Station Precinct, but this amenity is significantly under-utilised or misused, through anti-social behaviour. It lacks any form of passive surveillance or activity generators. New development around the Reserve should be designed to have a positive effect on this space, through encouraging usage and natural surveillance of the Reserve and surrounding movement routes.

Issue: Streetscapes

The Irving Street environment is in need of significant improvement to become a key location within Footscray, and the important interface between CAD and transport hub. The streetscape is affected by the extensive surface parking at the Station and on the north side of the street, and the poor quality of existing shops. New development in the Station Precinct should include significant enhancement of the streetscape to Irving Street and the southern part of Leeds Street.

Issue: Public realm

The public spaces in and around the Station lack definition as pedestrian (or other) spaces, and are in need of restoration and maintenance, including ground surfaces, street furniture, fencing, signage and landscaping. As redevelopment works take place, the opportunity for a general ‘facelift’ to the public realm should be taken.

Issue: Car parking

The Station Precinct currently contains extensive surface car parking, facing Irving Street (north), behind the existing Irving Street shops, at the end of McNab Avenue, and facing Hyde Street (outside the core study area). Reportedly, much of this parking is used by shoppers, especially for the nearby Footscray Market, as well as commuters.

Significant redevelopment in the area will have an impact on this provision of parking, as well as creating additional parking demand, such as for residential or commercial development. However, the objectives of Transit Cities are to optimise use of the existing public transport infrastructure, and create good conditions for walking and cycling.

The requirements and provision of car parking will require resolution as part of future approved development opportunities.

Issue: Urban Environment

The Station is currently a place for passing through as quickly as possible, rather than a real destination or ‘piece of town’. While the insertion of new commercial and residential development will enhance the environment and increase activity levels, this redevelopment must be coupled with coordinated, rigorous projects to improve the public realm, towards creating a high-quality, well-maintained, mixed-use urban environment.

C:2 Priorities

Priority: Retaining the existing character

The Station Precinct presents a distinct character or spatial quality, which should be retained and enhanced through new development. This character comprises the existing Station buildings, the 'overlap' of various railway lines and bridges, with deep 'voids' close to the Station, the heritage Railway Reserve which is a unique characteristic of this Station, and other characteristic buildings and elements. Extensive new development will have a significant effect on this character, but it is important that key elements are retained, enhanced and emphasised through new development, in reference to the Precincts historic function and character.

Priority: Responding to Footscray context and character

The unique qualities and characteristics of the Footscray area have been identified through the (re)Visioning Footscray study, reviewed previously in this document. New development should respect and respond to the qualities of 'safe, artsy, edgy, affordable, regional, diverse/mixed and multicultural', rather than creating generic, homogeneous spaces and built form. These qualities may be reflected through building form and style, materials and finishes, and the uses and activities accommodated.

Priority: Irving Street

Irving Street forms the interface between Footscray's commercial centre (Paisley Street, Nicholson Street, Hopkins Street) and the transport interchange. It should therefore provide an attractive, accessible and comfortable street environment for pedestrians and cyclists, while limiting vehicle movements to low speeds.

Priority: Pedestrian Bridge

It is vital that a new pedestrian bridge achieves the key objectives of comfort, amenity, safety and activity, and facilitates direct, legible connection across the railway precinct. Its design should be sensitive to the location and surrounding built form (existing and new) and reflect high quality, carefully considered materials, finishes and details. The new bridge will function as a Station facility, as well as an important strategic connection within Footscray, and its design should reflect this broader role.

Priority: Forecourts

The pedestrian forecourt spaces, at Irving Street, Hyde Street and at the central Station building, should provide safe, comfortable and accessible environments for pedestrians and transport users. The design should provide adequate space for movement and some gathering/waiting space, as well as supporting orientation and legibility. The onward connections to streets and other nodes must be carefully considered and incorporated in the layout.





Priority: Existing buildings and spaces (heritage registered)

Various significant heritage-registered buildings exist on the site, including the Court House, Scout Hall, Bandstand/Rotunda, and the Station Buildings and signal box. Other heritage elements include the expansive Railway Reserve, the footpath and several trees within it, and McNab Avenue, which is on axis with the main Station building.

These buildings and elements largely define the character of the Precinct, and should be protected and enhanced through new development. Further, new interventions should respond to the location, alignment and stature of these elements, to enhance their functional role and visibility in the area.

Priority: Irving Street shops

The Station is ‘faced’ by the rear of shops along Irving Street, with associated rubbish bins, derelict signage, and poorly maintained car park areas. While these shops are planned to be demolished and replaced, it is important, given the limited ‘depth’ of site available, that new buildings present an interesting, active and positive facade the Station, as well as to Irving Street.

Priority: Residential development

The development of residential buildings within and around the Station Precinct, including potential for student housing, affordable housing, hotel accommodation and private apartments will generate public realm activity throughout the day and evening, as well as encouraging public transport usage and supporting the viability of local facilities and services, through increased population ‘critical mass’. New residential development should accommodate a range of diverse housing needs and types.

Priority: Evening activity

Activities which promote evening activity should be encouraged in new development within the Station Precinct, including residential apartments, cafes, bars and restaurants, retail uses and community facilities. These types of activities are currently lacking in the area, and will encourage perceptions of safety and vibrancy.

Priority: Public / private delineation

New urban development on constrained sites should carefully configure built form and open spaces to ensure clear demarcation between public, semi-private/communal and private spaces. It is envisaged that future residents and workers in this area will utilise the Railway Reserve and other public open spaces, but developments may also provide communal or shared open spaces for residents/occupants, and private open spaces to individual dwellings. These spaces may be separated vertically as well as horizontally, using balconies and roof decks for example. Other spaces such as car parking will also need to be delineated clearly.

C:3 Opportunities

Opportunity: Creating an urban transport hub

Through new infrastructure, including the planned pedestrian bridge, and new urban development in and around the Station Precinct, an urban hub or 'Transit-Oriented Development' may be created, with an intensive mix of activities taking place around a significant public transport node. While this new development should not compete with or detract from the Footscray CAD, particularly for retail functions, it may complement Footscray and wider Melbourne, by combining urban regeneration with demonstrating a commitment to public transport-focussed, urban consolidation.

The development should accommodate a broad mix of land uses which support daytime and evening activity, accessible by the whole community and with strong strategic and functional relationships to surrounding areas. The new buildings should ideally provide for occupants who would most benefit from this important, central location and proximity to a range of public transport services, and who will provide most engagement with the established local community.

Opportunity: Pedestrian Bridge

The construction of a significant new pedestrian footbridge adjacent to Footscray Station provides the opportunity for safe, comfortable, accessible and attractive connection across the Station Precinct and across wider Footscray. The bridge should be designed for optimum comfort, safety and visibility, respecting the heritage Station buildings and responding to climatic conditions.

The bridge could be more than a utilitarian, functional piece of infrastructure, and could provide a sequence of enjoyable and unique views and experiences for pedestrians. For example, it could accommodate a kiosk or small coffee outlet or small performance space, or other uses integrated with the movement sequence between Irving Street, the Station and Hyde/Bunbury Streets.

The bridge should be designed within budgetary constraints but should utilise careful detailing to create a significant gesture within the wider Footscray area. More detailed guidance for the footbridge design is provided later in this document.

Opportunity: Irving Street

Through new development within the Station Precinct, particularly between Irving Street and the railway lines, there is the opportunity for this Street to become a key location within Footscray for commercial, retail, community and residential uses, supported by the significant pedestrian movement between the CAD and the Station Precinct. Irving Street will become a primary transition or interface street, through which most Station users will move en route, as well as those moving east-west across the wider Footscray area. Further, planned road infrastructure works at Barkly Street, along with other potential traffic calming measures, will help to divert heavy vehicle traffic away from Irving Street, to facilitate its transformation to a pedestrian-focussed streetscape.

New built form and streetscape works should communicate and support this important and enhanced role, providing a high-quality public realm and safe and active urban environment which focuses on pedestrians, cyclists and public transport users.

Opportunity: Napier Street 'teardrop' roundabout

An opportunity has been identified to reduce the road infrastructure in this location, effectively removing the roadway on Napier Street north of the roundabout, and bringing the roundabout land into the Station precinct as additional potential development land, adjoining the former bowls site.

The relative levels will have to be resolved, as the road gradient is significant around the underpass of the railway line. There may be the opportunity for vehicles to enter basement parking areas for new development near this underpass, to minimise traffic impacts on McNab Avenue.

Opportunity: Public realm

Significant new development within the Station Precinct will provide the opportunity to implement public realm improvements, including streetscapes and the planned forecourts to the new pedestrian bridge. The design and development of these public realm spaces should be coupled with a rigorous maintenance program to ensure adequate cleaning and repairs as required, on an ongoing basis.



Opportunity: Connection to Leeds and Paisley Streets

The connection for pedestrian movement between the Station and proposed footbridge and forecourt, and Leeds and Paisley Streets, is of vital importance to the functioning of this Station. The space between the footbridge and Paisley Street provides links to the Train Station and CAD, bus stops and potential bus interchange, tram stop, shops and offices, and open spaces, with further connections to the medical, arts and university precincts.

The forecourt and Irving/Leeds Street intersection area will become a pivotal space for movement and transition in Footscray, and its design should reflect and accommodate this important function and role.

Opportunity: Shared space

Public realm spaces which are shared equally by pedestrians, cyclists and motor vehicles at very low speed, with reduced demarcation between road space and footpath space, are increasingly being implemented in cities as a means to increase safety, vitality and pedestrian-friendliness. This technique prioritises pedestrians and cyclists, who are granted equal right to occupy the roadway as motor vehicles.

This type of ‘shared zone’ is typically identified by a continuous paved surface which is distinct from other road space, and which also encapsulates the footpath space, usually at the same level (without kerbs). This creates the perception that vehicles are entering a pedestrian-focussed space, and encourages slow, careful vehicle movements, while encouraging pedestrians to permeate freely across the space.

An opportunity exists to create this type of Shared Space at the intersection of Irving and Leeds Streets, essentially extending the new forecourt through to Paisley Street as a continuous paved surface, integrating bridge steps, escalators and lift, Station forecourt, footpath and road space across Irving Street and up Leeds Street to Paisley Street, the existing tram stop (with potential super-stop), and the various existing and proposed shops in this location. This device would provide a unique urban space and strong connection between the Footscray CAD and the Station.

Footscray already contains a precedent for this type of shared zone, at the northern end of Nicholson Street, which is currently being refurbished. This space contains high-quality surface paving and other elements, with the potential for low-speed vehicle through-movement, as well as free pedestrian movement.

Opportunity: Connection to VU Nicholson campus

The Victoria University Nicholson Campus is located at the southern end of Nicholson Street, and is accessed from the Station via McNab Avenue. Redevelopment within the Station Precinct, particularly on the former Bowls site and along McNab Avenue, and potentially in the wider area, and reconfiguration of the Napier Street roundabout, presents the opportunity to create stronger, more direct and accessible links between the Station and the VU campus. Further, the Station redevelopment may accommodate land uses related to the University, including academic facilities, administrative space and student housing, to support stronger relations between the Station, campuses and wider CAD area.

Opportunity: Pedestrian focus

The Station Precinct's current lack of vibrant street life, extensive surface car parking, poor quality urban spaces and traffic on surrounding streets have resulted in an environment which is largely car-focussed and unfriendly to pedestrians. Footscray's main pedestrian spaces, the Nicholson Street Mall and nearby Maddern Square have undergone recent redevelopment, but are somewhat removed from the Station Precinct. Redevelopment around the Station will provide the opportunity to create a stronger pedestrian focus, through enhanced streetscapes and open spaces, stronger connections between key destinations, active frontages and natural surveillance, and increased activity and vitality.

It is vital that this urban redevelopment addresses this focus, by managing vehicle movements and potential conflicts with pedestrians, including private vehicle access to new developments, existing shops and the Station, as well as bus movements and potential interchange space. An appropriate balance must be achieved between the needs of different transport modes.

Opportunity: Active edges

Redevelopment proposals for the Footscray Station Precinct should emphasise the importance and value of active edges to streets and public spaces, in encouraging activity and safety, and establishing a sense of vitality and prosperity. Streets and spaces should be defined and activated by continuous development and active frontages, which encourage visual interaction between inside and outside, informal surveillance of the public realm, and a range of land uses, services and facilities.

Currently, extensive areas of Irving Street and McNab Avenue, as well as the Railway Reserve, lack significant edge development or active frontage, but instead are flanked by fenced vacant land, surface car parks and poor quality or vacant shopfronts. The constrained, divided and

narrow development areas around the Station emphasise the need for rigorous planning of frontages and ‘backs’ of buildings.

Proposed development should carefully consider the edge conditions to be created, along all streets and public open spaces, with a view to maximising active edges.

Opportunity: Catalyst projects

Urban regeneration projects which depend on significant private sector investment may require initial ‘seed’ or catalyst projects to establish the required conditions and momentum to encourage the involvement of private developers. The viability of private development for commercial or residential uses may largely depend on the urban conditions of the surrounding area, and therefore the attractiveness of the location for new residents and investors.

While it is beyond the scope of this PUDF study to make recommendations for economic considerations or development scenarios, it may be suggested that key public sector projects, in particular the planned footbridge, forecourt, and streetscape works to Irving Street, as well as renovation of the Railway Reserve (through private or public sector investment), will significantly enhance conditions for private sector development in this location. Therefore the design quality and maintenance of these elements and subsequent development projects is essential to the continued regeneration of the Precinct and wider area.

Opportunity: Heritage interpretation

The numerous heritage elements and spaces in and around the Station Precinct present the opportunity to establish a set of interpretive tools to inform pedestrians of the origin, history and ongoing role of these significant elements, perhaps consolidated into a ‘Heritage Experience Trail’. For example, this trail may take the following sequence:
1. (from Irving Street forecourt) Station building – north side
2. New footbridge – views to Edwardian symmetrical ‘set-piece’ layout
3. Station buildings central and south
4. Residences, Hyde Street
5. Scout Hall
6. Town Hall
7. Courthouse
8. McNab Avenue axis
9. Railway Reserve
10. Bandstand
11. Telephone Exchange (facade) (not heritage registered, but of visual interest)
(return to Irving Street forecourt)

An aerial photograph of a city grid, overlaid with a semi-transparent map showing property lines and lot numbers. A large, irregularly shaped green area, likely a park or undeveloped land, is situated in the center-left of the image. The surrounding areas are densely packed with city blocks and streets.

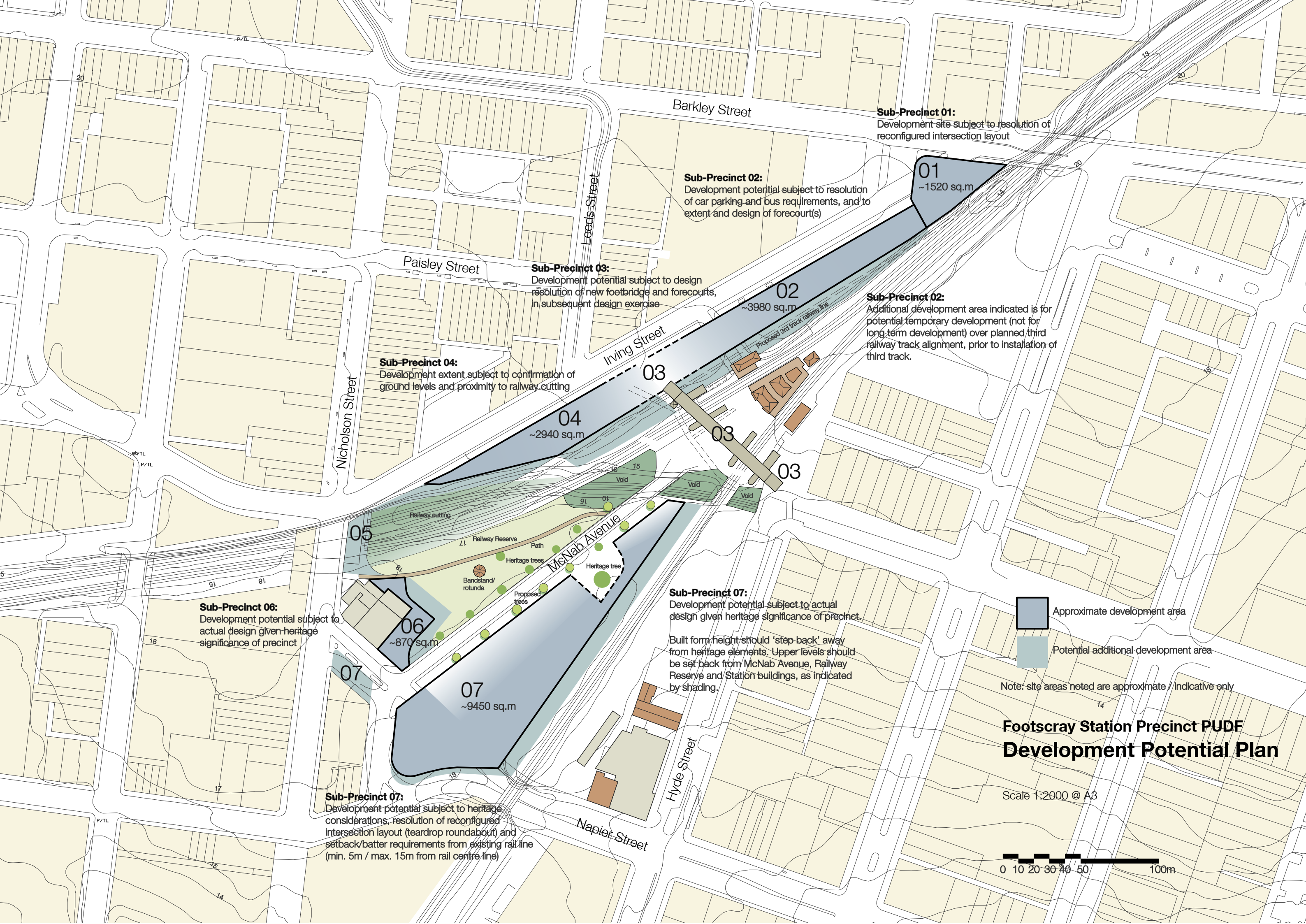
Part D: Consolidated Development Opportunities

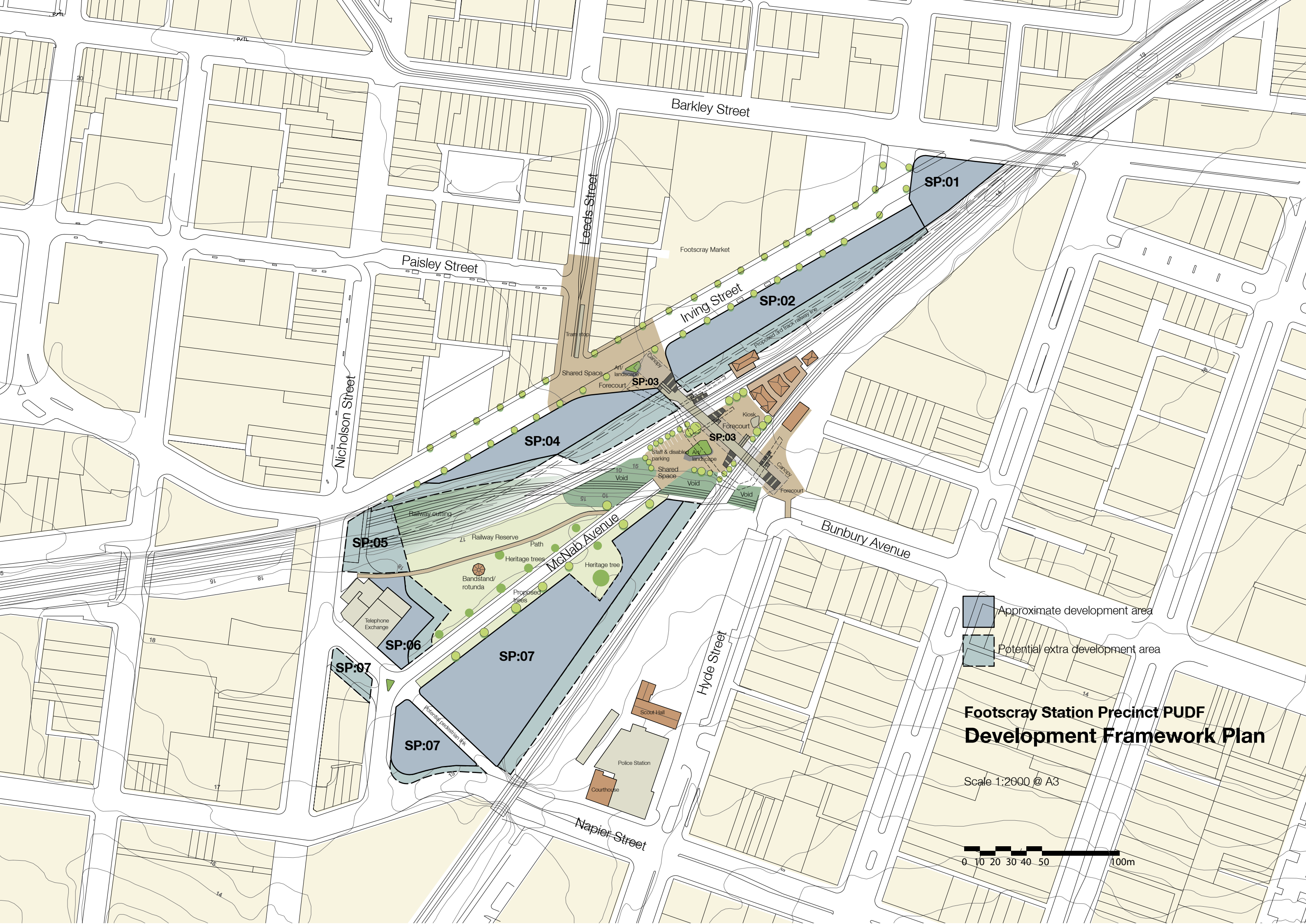


D:1 Development Potential Plan

The Plan opposite identifies the available development parcels, with consideration of the main issues, constraints and variables. Approximate site areas are indicated, with outline guidance on response to heritage values, infrastructure requirements and other site characteristics.

It is equivalent to Site Plan Option 3, Revision G, issued previously.







D:3 Sub-precinct plans and descriptions



Sub-Precinct SP:01 Irving Street and Hopkins Street

This sub-precinct incorporates a potential development site on the south-east corner of Irving Street and Hopkins Street.

SP:01

Issues and Constraints

Spatial requirements for **rail expansion** limit development space on the south side of Irving Street [Refer Obj:09]

New development will need to address **noise and vibration** impacts from adjacent railway lines, including potential construction adjacent to and/or over railway lines

Commercial car parking requirements (in basement levels) may limit the height of new buildings (due to cost restrictions of basement construction), unless reduced requirements apply due to proximity to transport hub, or car parking can be accommodated in upper levels [Refer Obj:15]

Final alignment of **reconfigured intersection** will determine actual development area [Refer Obj:01, Obj:22]

Existing services are located below ground within the existing left-turn slip lane from Hopkins St to Irving St, which may restrict development potential due to relocation cost

Opportunities

Removal of left-turn lane from Hopkins Street to Irving Street, to create increased development space on south-east corner of reconfigured intersection [Refer Obj:01, Obj:22]

Reconfiguration of Hopkins Street / Moore Street intersection for enhanced heavy vehicle movement – currently being considered by VicRoads [Refer Obj:22]

Forming a new gateway or ‘marker’ through development of significant commercial (or residential) building [Refer Obj:24]

Active frontages to Irving and Hopkins Streets, through showrooms or other retail uses [Refer Obj:04, Obj:05, Obj:13]

Views to CBD skyline (south-east) and Flemington Racecourse (north) [Refer Obj:28]

Potential redevelopment of the existing **car rental site** adjacent to Footscray Market (outside core study area) [Refer Obj:15]

Design Initiatives

Incorporation of **left-hand turn lane** in development site for larger, corner development opportunity

Development Parcels

01.1 Corner Hopkins/Moore/Irving Streets (south-east)

Recommended land-uses: Retail/Showroom (ground floor), Commercial Office (upper floors)

Potential building configuration: ground floor showrooms, central lift core, potential internal courtyard / light court

Site Area: 1,520 sq.m

Recommended building height: 6-15 storeys (Footscray Skyline Study recommends tower base of 4-5 storeys, with potential up to 10 storeys subject to demonstrating minimal impacts and improvements to public realm)



Design Guidelines (site specific)

Activities

- Ground-floor activities – encourage retail, hospitality or community uses which provide active frontages [Refer Obj:01, Obj:03 etc]
- Encourage uses which promote evening and weekend activity
- Encourage commercial/institutional tenancies which would strongly benefit from proximity to the transport hub
- Encourage uses which do not require extensive car parking provision, and promote reduced parking provision rates with sustainable travel plans

Pedestrian

- Install pedestrian crossings across bus access lanes to interchange area (subject to detailed design of potential bus interchange)
- Provide new street trees to Irving Street (refer Greening Footscray Strategy)
- Provide canopy shelter to footpath at street level, integrated with new shops to Irving Street
- Extend new streetscape design and surface treatment from Irving Street into Hopkins Street, promote consistent public realm treatments

Vehicles

- Confirm requirements for reconfigured Hopkins/Moore Street intersection and any implications for new development
- Utilise traffic calming, signalling and other measures to discourage through-traffic and heavy vehicles on Irving Street
- Encourage very slow traffic movement on Irving Street, towards the proposed Shared Space at the Leeds Street intersection
- Provide for on-street parking to support retail uses

Built form

- Active frontage - encourage active frontages at ground floor level to Irving Street in particular, and Hopkins Street
- Maximise building height on corner site to emphasise gateway location
- Optimise opportunities for natural surveillance of Irving and Hopkins Streets, the Train Station and the potential bus interchange area
- Building design should respond to Footscray's identified local character and heritage values of the Station Precinct
- Encourage a high standard of energy and water-efficiency in new building(s) in line with Transit Cities principles

Open space

- Encourage the creation of internal courtyards, terraces and/or roof decks in new building(s), for use by occupants and visitors

Heritage

- Maintain views to existing Station buildings where appropriate
- Encourage building design which is responsive and interpretive of local heritage elements and values


Hopkins Street


Irving Street

SP:01
Development site
Showroom, Commercial
1520 sq.m approx.
6-15 storeys

SP:02

Proposed 3rd track railway line

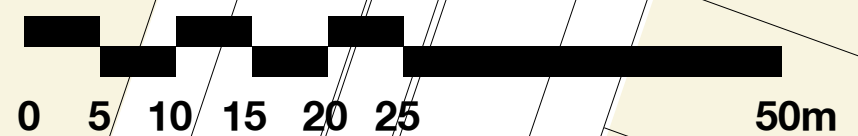
 Approximate development area

 Potential extra development area

Footscray Station Precinct PUDF

Sub-Precinct SP:01

Scale 1:500 @ A3





Sub-Precinct SP:02 Irving Street north

This sub-precinct encapsulates the area on the south side of Irving Street, approximately covering the existing at-grade commuter/public car park.

SP:02

Issues and Constraints

The potential installation of a **bus interchange** would limit development opportunities – depending on the requirement for, and size and location of, the proposed bus interchange [Refer Obj:08]

A major bus interchange is likely to have a significant **negative impact** on the urban quality of Irving Street, through noise and air pollution and vehicle movements

Spatial requirements for **rail expansion** potential new at-grade rail lines and/or rail tunnel) limit development space on the south side of Irving Street [Refer Obj:09, Obj:21]

New development on Irving Street will need to address **noise and vibration impacts** from adjacent railway lines [Refer Obj:21]

Commercial car parking requirements are likely to prevent commercial activity above the bus interchange [Refer Obj:15, Obj:23], as basement car parking would be difficult to provide below the interchange

Site is wide enough (approximately 21m along Irving Street) to accommodate **double-loaded apartment development** above ground floor (approximate minimum depth 8 + 2 + 8m for apartments each side of internal corridor) [Refer Obj:03, Obj:14]

New buildings should maintain views to existing Station buildings from Irving Street public realm

New development should avoid excessive overshadowing of Station buildings and environs

Opportunities

New development may occupy the space allocated for future rail expansion, for temporary uses, or development which can accommodate the future rail expansion

Defining and reinforcing the Irving Street cross-section through development on the south side [Refer Obj:21]

Active frontages to Irving Street, through new retail uses [Refer Obj:21]

Views to CBD skyline (south-east) and Flemington Racecourse (north, if higher than Market building) [Refer Obj:28]

With bus interchange, opportunity for **elevated development** over (on ‘stilts’). See image, this page at right [Refer Obj:05, Obj:06 Obj:08]

Without bus interchange, Irving Street development for retail (ground floor) and residential/commercial (upper floors) [Refer Obj:13, Obj:21]

New development could serve as **noise buffer** to Irving Street, from rail lines [Refer Obj:04]

Design Initiatives

Potential for **elevated development** above bus interchange, to create defined street space, with ‘kiosk’ facilities in ‘pods’ to activate ground level (coffee kiosk, newspaper stand etc) [Refer Obj:05, Obj:21]

Spacing between elevated buildings for natural light access to buildings and public realm, and views to Station environs and Melbourne CBD.

For **frontage development**, potential to maintain views to Station buildings from Irving Street, through a break in built form and appropriate fence material (when rail expansion is implemented) [Refer Obj:28]

One additional passenger track (‘third track’) is accommodated in the attached plans [Refer Obj:09]

Development Parcels

02.1 Frontage development (Option 1)

Recommended land-uses: Retail at ground floor, commercial and/or residential above

Potential building configuration: double-loaded apartment (internal corridor) or single commercial floorplate

Site Area: 3,800 sq.m approximately

Recommended building height: 6-12 storeys

02.2 Elevated buildings (Option 2)

Recommended land-uses: Residential (student accommodation) or small commercial/studio tenancies – private car parking is likely to be limited

Potential building configuration: double-loaded apartment (internal corridor)

Site Area: Three nominal parcels of 810 sq.m, 1030 sq.m, 860 sq.m – but could be continuous, articulated form of approx. 2500 sq.m

Recommended building height: 6-12 storeys (Footscray Skyline Study recommends tower base of 4-5 storeys, with potential up to 10 storeys subject to demonstrating minimal impacts and improvements to public realm)

Development options

Option 1 – without Bus Interchange

Frontage development to Irving Street with commercial or residential above retail-focussed ground level

Option 2 – with Bus Interchange (15-16 bus bays)

Bus interchange entry- and exit-roads to Irving Street
Potential elevated development above bus interchange





Design Guidelines (site specific)

Activities

- Ground-floor activities – encourage retail, hospitality or community uses which provide active frontages [Refer Principles 001, 003 etc]
- Encourage uses which promote evening and weekend activity
- Encourage tenancies which would strongly benefit from proximity to the transport hub
- For development above a potential bus interchange, student housing is recommended as it would not require private parking, and would significantly activate Irving Street
- Small commercial, studio or business incubator uses would also be suitable for elevated ‘pod’ buildings

Pedestrian

- Install pedestrian crossings across bus access lanes to potential interchange area
- Provide new street trees to Irving Street (refer Greening Footscray Strategy)
- Provide clear information signage, shelter and seating to bus interchange area
- Avoid installing extensive barriers or fences around bus interchange area (except at rear to railway lines)
- Ensure positive, active frontage to new pedestrian forecourt, with uses which operate during daytime and evenings

Vehicles

- Utilise traffic calming and other measures to discourage through-traffic on Irving Street
- Encourage very slow vehicle speeds on Irving Street towards Shared Space at forecourt, and to promote pedestrian movement and safety
- Consider/manage service vehicle requirements to Irving Street shops and residential developments, including refuse collection and goods deliveries
- Minimise the streetscape impacts of bus movements through design of the potential bus interchange, whether located on SP:02 or SP:04

Built form

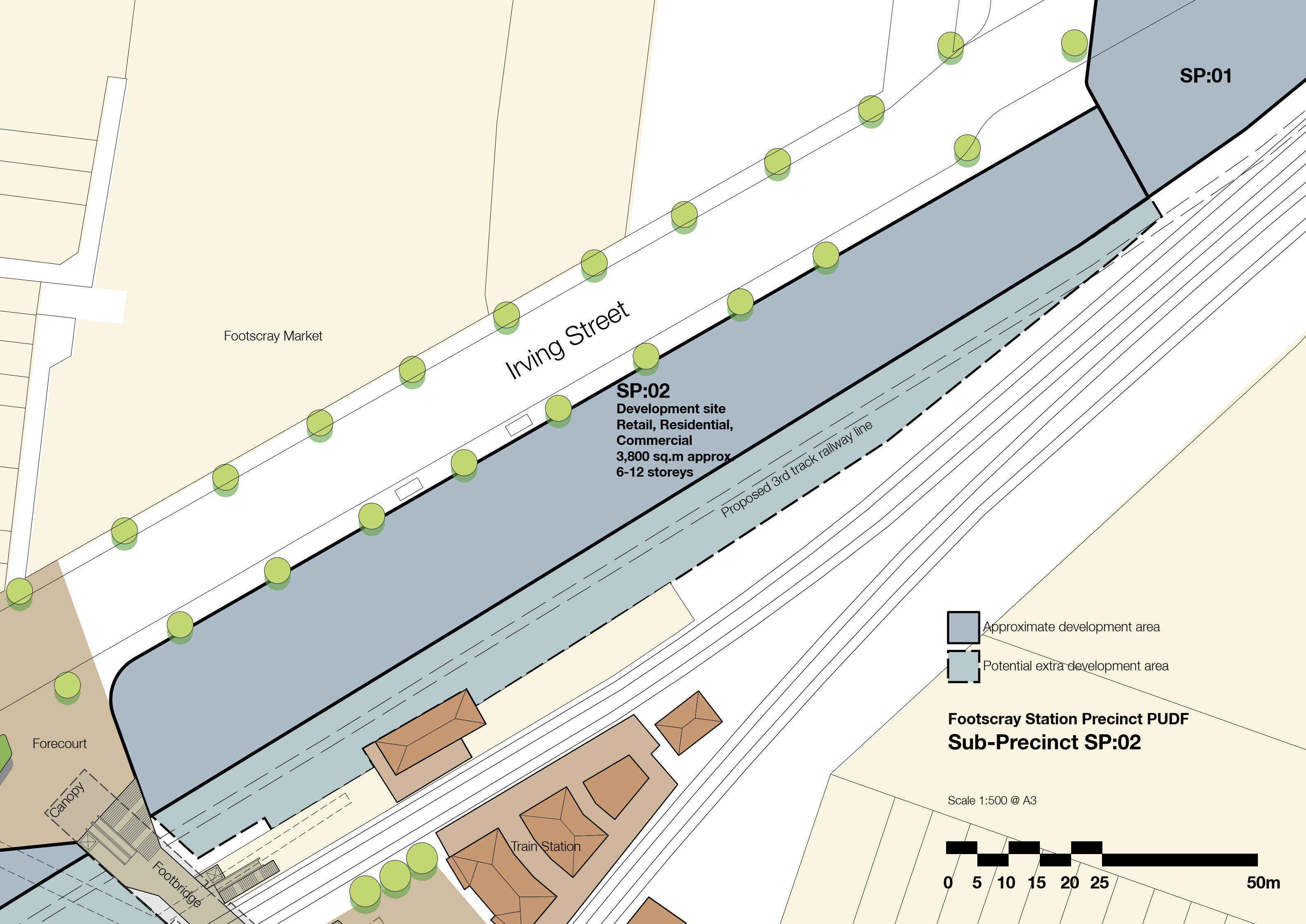
- Active frontage - encourage active frontages at ground floor level to Irving Street and new forecourt in particular, and Hopkins Street
- Maximise visual openness and permeability of bus interchange area
- Optimise opportunities for natural surveillance of Irving Street, Station forecourts and the potential bus interchange area
- Built form should be articulated at upper levels to provide natural light, visual permeability and interest
- Provide views of Station buildings from Irving Street public realm
- Built form design should support orientation, legibility and wayfinding between Irving Street, bus interchange, Station and forecourt/footbridge
- Building design should respond to Footscray’s identified preferred character and support a range of uses and adaptability for different uses over time
- Provide a defined edge and active frontage to the proposed forecourt at Irving Street
- Encourage built form setbacks at upper levels where possible, above street frontage height of 4-6 storeys approx.

Open space

- The bus interchange (if implemented) should be designed as an important public space, with amenities, directional signage, shelter, seating and small retail outlets, and not just a utilitarian road space
- New buildings should contribute to the quality and activation of the proposed Station forecourt as the central movement/transition space in the Station Precinct

Heritage

- Maintain views to existing Station buildings where appropriate
- Encourage building design which is responsive and interpretive of local heritage elements and values



SP:01

Irving Street

Footscray Market

SP:02

Development site
Retail, Residential,
Commercial
3,800 sq.m approx
6-12 storeys

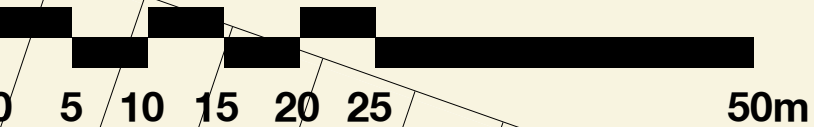
Proposed 3rd track railway line

Approximate development area

Potential extra development area

**Footscray Station Precinct PUDF
Sub-Precinct SP:02**

Scale 1:500 @ A3



Forecourt

Canopy

Footbridge

Train Station



Bus Interchange

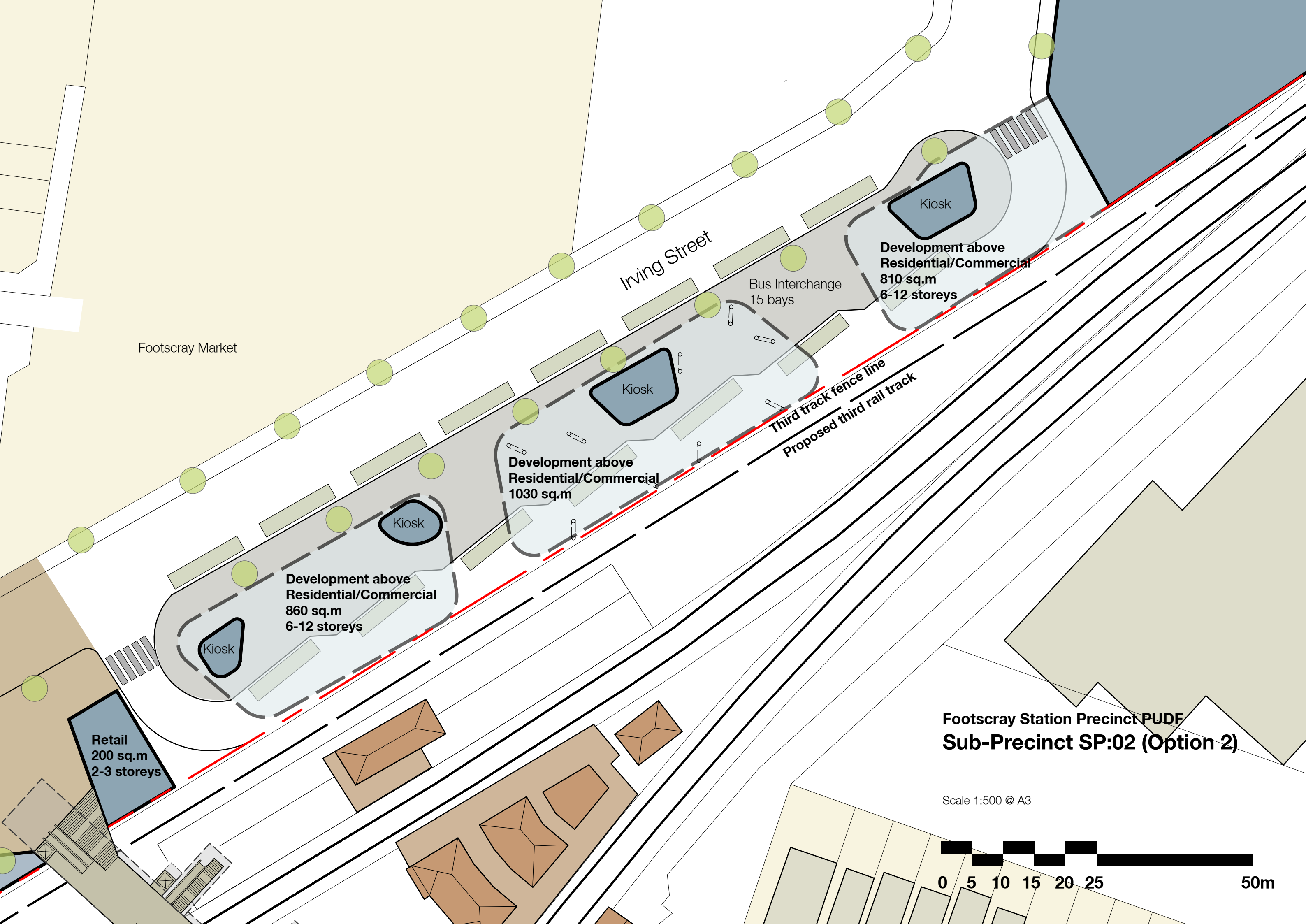
The Plan opposite indicates a potential configuration of elevated built form on pillars, above the proposed bus interchange in Sub-Precinct SP:02. This Plan is intended to provide guidance for the integration of built form if an extensive bus interchange is confirmed for this location.

This is a suggested configuration which provides shelter, visual permeability, street definition, natural light, generous footpath space and limited active frontage.

While direct frontage development at ground floor level is preferable from a streetscape/pedestrian environment viewpoint, this configuration represents a recommended compromise for implementation of the bus interchange.

Bus interchanges can have a significant negative impact on urban quality in streets and spaces, through noise, air pollution and vehicle movements.

A new bus interchange could also be located within SP:04.





Sub-Precinct SP:03 Pedestrian Bridge and forecourts

This sub-precinct incorporates a proposed pedestrian footbridge and the public spaces at ground level facing Irving Street, Hyde Street and the central Station building.



SP:03

Issues and Constraints

A **new footbridge** has been designed in outline, and costed, so significant changes to its location/alignment, and therefore size and length, are discouraged [Refer Obj:03, Obj:04]

The new bridge has been located to **allow continuing use of the existing bridge** (with ramps removed and temporary stairs installed) during construction of the new bridge. Alternatives, such as a full temporary bridge, are likely to significantly increase overall costs [Refer Obj:03]

The **current footbridge design** does not accommodate the proposed rail expansion (third track) near Irving Street, but would need to be extended (and lifts and escalators relocated) when this rail expansion occurs [Refer Obj:03]

Possible **new tram stop** with raised platform at Leeds Street terminus, further constraining space for vehicles, parking and pedestrians [Refer Obj:08]

Requirement for **clear, legible, safe pedestrian access** between the proposed bus interchange and the footbridge [Refer Obj:03]

Requirement to **activate public space**, particularly at evenings, to encourage safety and usage [Refer Obj:05]

Pedestrian movement between Paisley, Leeds and Irving Streets should be emphasised [Refer Obj:03]

Main forecourt to Irving Street is intended as a transport-focussed public space, rather than the primary civic space for Footscray, and should be designed to complement other public spaces in the central area. It is seen as a transition and movement space, but will attract some lingering, meeting etc [Refer Obj:04, Obj:17]

The **location** of the forecourt, pedestrian bridge and street crossing(s), relative to existing and proposed built form, has been the subject of extensive consideration and investigation, relating to pedestrian space/ capacity, legibility and direct access, the nature of Footscray's urban structure, and facilitating movement between the Station and bus stops [Refer Obj:04, Obj:17]

The footbridge design should respect the proximity and visibility of the Station buildings and other **heritage elements** [Refer Obj:32]

There is an **interactive relationship** between the footbridge, Irving Street forecourt, and Irving Street development sites, with the location and form of each affecting all the others. This demands an integrated, holistic design approach and solution.

Direct access to Platform 1 from Irving Street should be maintained before the 3rd track is implemented, to avoid access via the new footbridge (up then down again)

Opportunities

Extending forecourt surface across Irving Street to Leeds Street intersection and tram stop, to encapsulate a **‘Shared Space’** at the intersection, including very low vehicle speeds, pedestrian crossing and tram access [Refer Obj:04, Obj:05, Obj:08, Obj:11]

New **traffic calming** measures to support Shared Space at intersection and ensure pedestrian safety and accessibility [Refer Obj:11]

Similar **forecourt treatments** at three locations where vertical access to the bridge is available (stairs, lifts and escalators), to promote consistency of design detail.

New **street trees** and other improvements to Irving Street, in accordance with the Greening Footscray Strategy [Refer Obj:16, Obj:19]

Optimal forecourt size, with active edges, to accommodate expected pedestrian flows without being excessively spacious

Footbridge design which is open, airy, light, and ‘floating’ yet sheltered, maximising safety, views and pedestrian amenity, through high-quality materials and design detail

Creating a sequence of **people-oriented spaces** in the footbridge and forecourts, which supports accessibility and balances the needs of the various users and activities. The sequence of **spaces and experiences** for pedestrians should be carefully considered and designed [Refer Obj:03, Obj:04]

The Irving/Leeds Street ‘Shared Space’ could extend to the Paisley Street intersection with Leeds, to create a **pedestrian/public transport focussed space** in this central location within Footscray. This road space should be an elevated ‘table’ at footpath level, with consistent paving extending across the road, to delineate it from the normal road space. As discussed above, the Stage 1 refurbishment of Nicholson St Mall in Footscray provides a precedent for this type of street design treatment.

Temporary retail or other uses over alignment of planned 3rd track rail line, or new built form which allows for this future infrastructure expansion in its form and structure

Design Initiatives

Extending the **forecourt surface** across Irving Street as a welcoming, enveloping gesture, integrating the Station precinct with the adjacent urban fabric of the Footscray CAD [Refer Obj:04]

Ground floor **retail/hospitality activity** to edges of Irving Street forecourt space, to provide daytime and evening activation [Refer Obj:05, Obj:13]

The forecourts may also accommodate temporary kiosk/stalls, public art/landscape installations, seating areas and other initiatives

Locating a **small retail/mixed-use building** between forecourt and bus interchange, to provide sense of enclosure and active edges to the forecourt [Refer Obj:17]

Utilising stairs, lifts and escalators to provide **directional access** between the footbridge and Station, Railway Reserve, forecourts, CAD and new development areas

Extended bridge canopy which is thin, light and translucent, over the forecourt (part), to enhance visibility and orientation/wayfinding, as well as providing a welcoming gesture and integrating the footbridge with the forecourt

Reconfigured central forecourt (at main central Station building) as Shared Space for pedestrian movement, footbridge access, staff and disable parking and art, landscape, kiosks etc

Irving Street **forecourt layout which reflects the dynamic flow** of people between the Station Precinct and Footscray CAD

Footbridge **lift** at Irving Street located at front of stairs and new building frontage for optimum visibility and accessibility, and integration with new building in SP:04. This would be a dual-access lift (doors at two sides)

Public art/landscape installations as central focus to forecourt spaces, potentially incorporating seating, gathering space



Design Guidelines (site specific)

Activities

Ground-floor activities – encourage retail, hospitality or community uses which provide active frontages to Irving Street and new forecourt

Encourage uses which promote evening and weekend activity

Pedestrian

Provide adequate pedestrian space and safe, legible, direct connections between Paisley Street, Leeds Street, Irving Street and the Station precinct

Ensure adequate sightlines from pedestrian areas to footbridge and bus interchange or bus stops

Ensure active frontages (daytime and evening) to Irving Street and new forecourt

Encourage natural surveillance of Irving Street, forecourt, Railway Reserve and Station environs

Encourage pedestrian amenity on Irving Street and forecourt, including tree planting, seating, lighting and shopfront canopies for shelter.

Vehicles

Utilise traffic calming and other measures to discourage through-traffic on Irving Street

Encourage very slow vehicle speeds through Irving Street ‘Shared Space’

Taxi and ‘kiss and ride’ spaces should be provided within or adjacent to the Irving Street forecourt/Shared Space, and/or the McNab Avenue forecourt (subject to further discussion with DOI PTD)

Built form

Encourage **active frontages** to Irving Street and forecourt space

Integrate pedestrian footbridge with new forecourt and new development to facilitate smooth transitions for pedestrians and cyclists

Encourage built form which increases **natural surveillance** of the forecourt, footbridge, streets and Station environs

Open space

Preliminary design investigations indicate a recommended **forecourt area** of approximately 1600 sq.m (40m x 40m), excluding street space

This Irving Street forecourt should be **paved** in a high-quality, durable material which responds to and functions well in varying weather conditions, and supports usage patterns, including walking/transition and sitting/waiting

Plant **street trees** to the forecourt to complement with Irving Street planting themes

Provide **sheltered space** (sun, rain, wind protection) within the forecourt spaces

Ensure a rigorous **maintenance** program for the forecourts, including cleaning and repairs to fixtures and materials

Ensure adequate and high-quality **lighting** which is carefully designed to be subtle yet effective

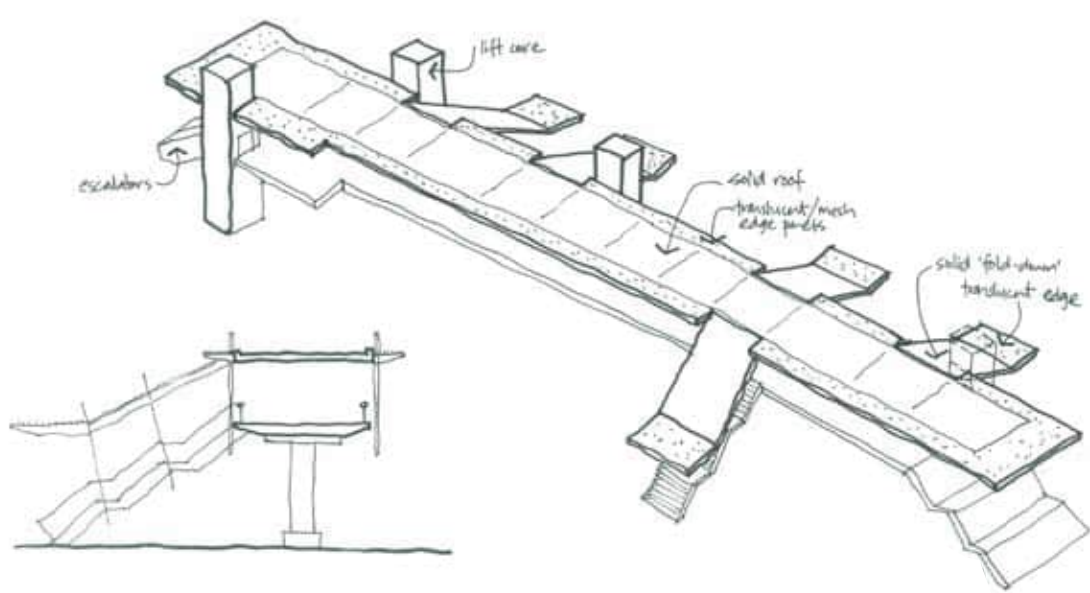
Heritage

Maintain **views** to existing Station buildings from main pedestrian spaces and approaches, including Irving Street and McNab Avenue

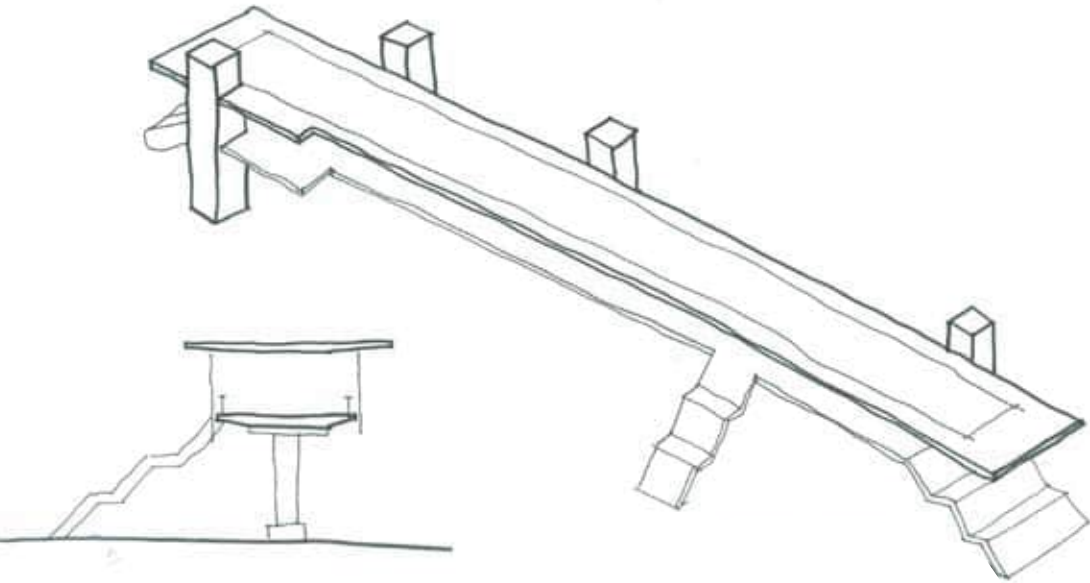
Footbridge design should minimise visual bulk and impacts on the heritage Station environs, while maintaining visibility of the Station Buildings



Shared Space: images of Stage 1, Nicholson Street Mall redevelopment, which provides a precedent for shared vehicle and pedestrian space in Footscray, with high-quality, distinctive materials and fixtures, and a continuous raised surface, as indicated in the Design Strategies Plan (excerpt below right - Source: www.maribymong.vic.gov.au)



Footbridge: the plans (next pages) indicate two options for the footbridge configuration of stairs, lifts etc, which may be determined by the canopy design and extend of weather protections required. These sketch diagrams reflect a thin, 'floating' canopy, as indicated in these sketch diagrams, with options for canopies over stairs (top) or a single canopy 'plane' (bottom).



Shared Space



Shared Space: images of Shared Spaces in London and Oxford, UK, including elevated 'tables' at footpath level and distinctive paving, encouraging very low vehicle speeds and free pedestrian movement.





Shared Space

The following research notes are taken from:
‘Shared Space in Bendigo CBD: Principles, Best Practice and Proposals’
(A Report for Presentation and Assets, City of Greater Bendigo)
by Rodney Tolley, February 2007

Principles

Three principles should underpin the management of pedestrians, cyclists and vehicles in the CBD:

- To manage the road transport system to allow for human error but without it leading to serious injury.
This means that on streets which are used by pedestrians, cyclists and cars, the speed of the cars must be reduced to a level which guarantees that no-one is killed in a crash. This principle is based on the Vision Zero approach to traffic safety adopted in 1997 in Sweden
- In any decisions on the public realm in the CBD, the impact on pedestrians should be considered first, followed by mobility-impaired and cyclists. The impact on car-borne commuters should be considered last. This principle is drawn from the widely adopted 1998 York (UK) Road User Hierarchy
- The CBD should be conceptualised as a canvas not a conduit, in order to:
 - o eradicate current conflict points or corridors
 - o equitably redistribute urban space giving priority to the largest volumes of people

These principles all lead to a new approach to pedestrians and vehicles in the CBD:
traffic must be slowed to speeds which do not endanger pedestrians, which in turn allows space to be shared between the modes.

Benefits

Evidence from around the world cited by Loveday (2006) shows that these approaches will result in many benefits including:

- Increased footfall
- Longer stays (hours/days)
- More expenditure
- Increased property values
- More and varied jobs
- Increased confidence, prompting wider urban regeneration
- Creation of a new image – cafe society, festival city, evening economy hub, etc – to stimulate profile and investment

...pedestrians are provided with a set of footpaths which does not represent a network as it is interrupted at every road intersection.

Speed Reduction

A key element of this is to decrease space for vehicles on streets in the CBD by reducing the number of lanes, particularly turning lanes at junctions, and reallocating it for more public space

Shared Space

‘Shared Space’ is a term used to describe an emerging approach to urban design, traffic engineering and road safety in Europe and, increasingly, in North America.

- At the heart of Shared Space is the concept of integration. This contrasts with the principle of segregation - the idea of separating different functions and different users within the urban landscape - which continues to underpin most conventional traffic engineering schemes in Australia
- Integration, on the other hand, is achieved through traffic management methods which rely on the design of the road, the environment around the road and the behavioural psychology these generate, to inform the driver that this is a social space and extra caution must be taken
- In contrast to current design practice, Shared Space strives to combine, rather than separate, the various functions of public spaces. In this manner Shared Space aims to improve the quality of public spaces and the living environment for people, without needing to restrict or banish motorised traffic
- The way in which the shared space concept is implemented varies, but there are key measures - such as the removal or reduction of traffic signs, markings and other instructions to drivers - which aim to prevent the road looking like a space designed for traffic. The concept taken to its fullest requires the removal of the separation between motorised vehicles and other road users, mainly through the removal of the traditional footpath, kerb and controlled crossing points, resulting in a shared surface streetscape
- The Shared Space approach produces an environment which is extremely safe for pedestrians. As long as the speed of all vehicles is slow

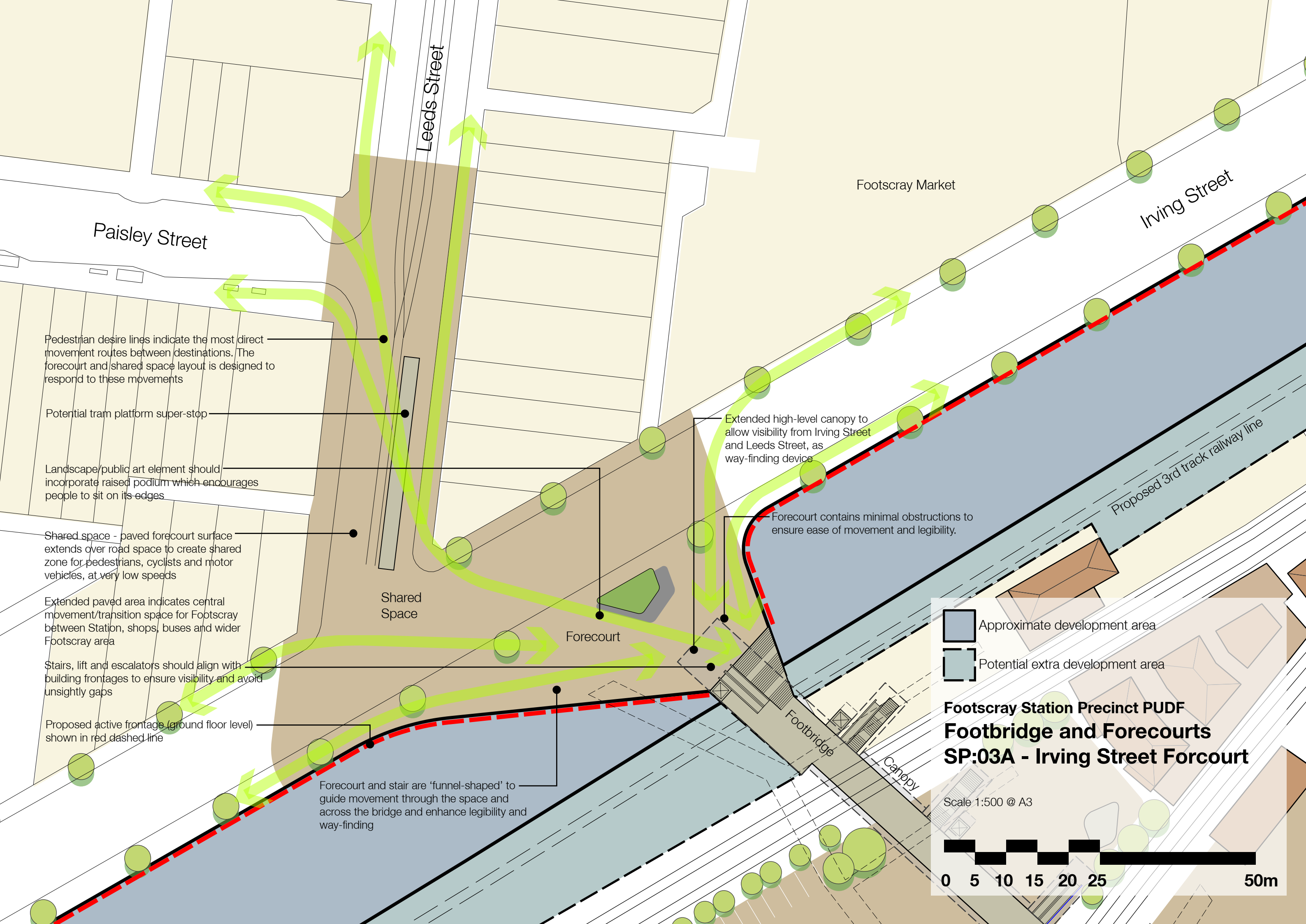
enough, it is easy for pedestrians to get along with cars and buses. This concept allows for a new design of urban space, which is not orientated along the lines of motion of vehicles, but is based on spatial concepts of urban planners. This is usually rather puzzling to motorists, which makes them automatically slow down, which in turn is the basis of the pedestrian safety in these places. Street users negotiate priority and movement through the use of ‘eye contact’

- ‘Traditional’ policies of segregating traffic flows often increase the feeling of safety, but in practice they appear to be counterproductive. What feels safe is not necessarily safe - and conversely what feels unsafe may actually be quite safe. Shared Space is successful because the perception of risk may be a means or even a prerequisite for increasing objective safety. In other words, when a situation feels unsafe, people are more alert and there are fewer accidents

The development of Shared Space

Shared Space does offer important practical starting points for the design of a public space

- Experience shows that it is possible to enhance the quality of usage options of a public space without banishing motorised traffic completely. It also shows that public spaces can be beautiful and safe
- Recent Shared Space application began with the 1970s Dutch ‘woonerf’ concept, in which streets are treated like extended back yards. Cars do not have priority but their drivers submit themselves to a ‘common law’ of equal speed for all street users. In such zones, pedestrian priority is applied to the entire surface of the public space, and this is possible not just in side-streets in residential areas, but in the hearts of towns and cities
- More public spaces need to be created in the city centre, given the vital importance of public space to building social capital and a sense of community, and to public safety and conviviality.



Paisley Street

Leeds Street

Irving Street

Footscray Market

Pedestrian desire lines indicate the most direct movement routes between destinations. The forecourt and shared space layout is designed to respond to these movements

Potential tram platform super-stop

Landscape/public art element should incorporate raised podium which encourages people to sit on its edges

Shared space - paved forecourt surface extends over road space to create shared zone for pedestrians, cyclists and motor vehicles, at very low speeds

Extended paved area indicates central movement/transition space for Footscray between Station, shops, buses and wider Footscray area

Stairs, lift and escalators should align with building frontages to ensure visibility and avoid unsightly gaps

Proposed active frontage (ground floor level) shown in red dashed line

Forecourt and stair are 'funnel-shaped' to guide movement through the space and across the bridge and enhance legibility and way-finding

Extended high-level canopy to allow visibility from Irving Street and Leeds Street, as way-finding device

Forecourt contains minimal obstructions to ensure ease of movement and legibility.

Proposed 3rd track railway line

Shared Space

Forecourt

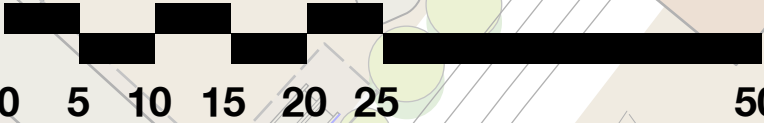
Footbridge

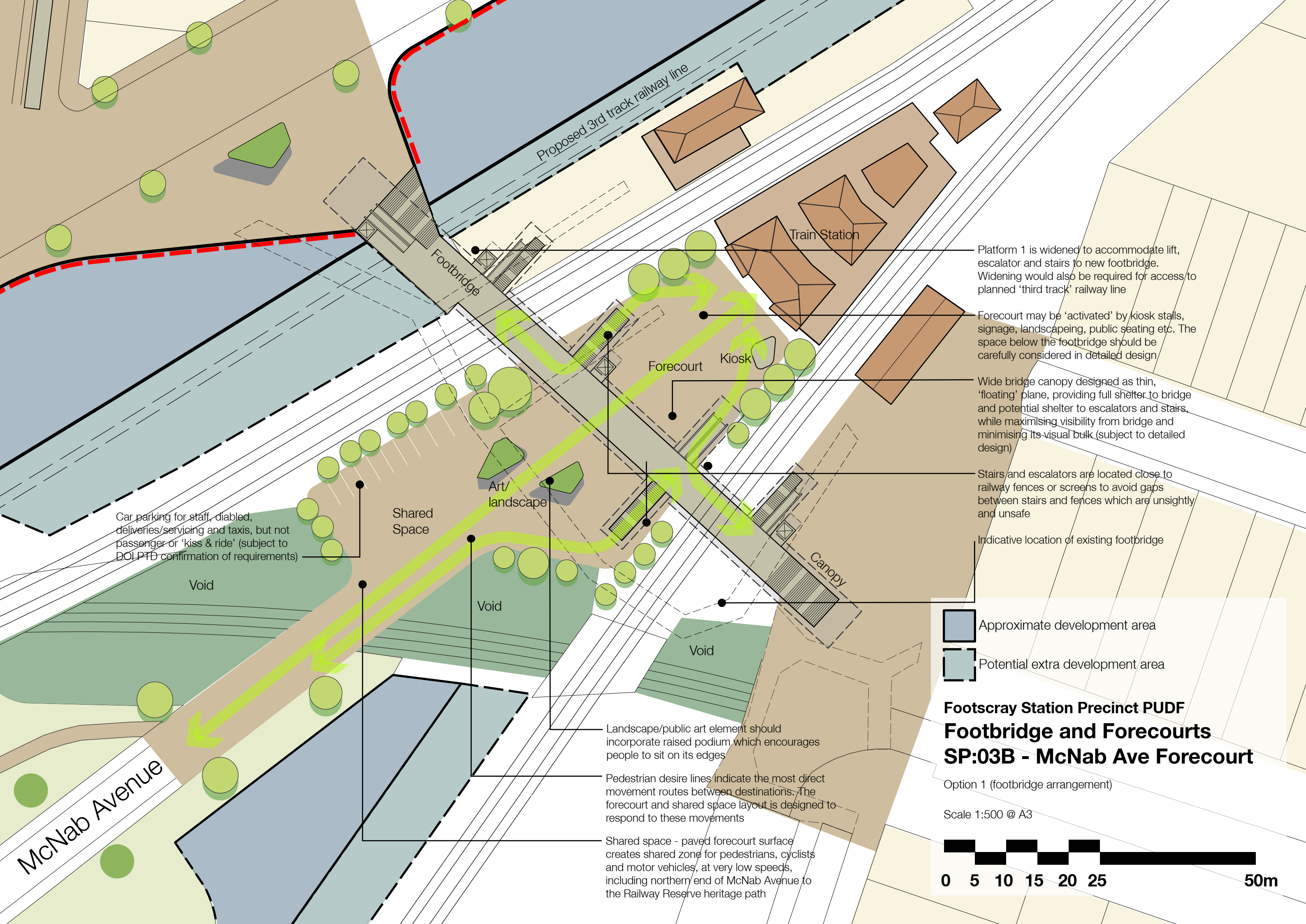
Canopy

- Approximate development area
- Potential extra development area

Footscray Station Precinct PUDF
Footbridge and Forecourts
SP:03A - Irving Street Forcourt

Scale 1:500 @ A3





Proposed 3rd track railway line

Footbridge

Train Station

Forecourt

Kiosk

Art/
landscape

Shared
Space

Canopy

Car parking for staff, disabled,
deliveries/servicing and taxis, but not
passenger or 'kiss & ride' (subject to
DOL/PTD confirmation of requirements)

Void

Void

Void

Landscape/public art element should
incorporate raised podium which encourages
people to sit on its edges

Pedestrian desire lines indicate the most direct
movement routes between destinations. The
forecourt and shared space layout is designed to
respond to these movements

Shared space - paved forecourt surface
creates shared zone for pedestrians, cyclists
and motor vehicles, at very low speeds,
including northern end of McNab Avenue to
the Railway Reserve heritage path

Platform 1 is widened to accommodate lift,
escalator and stairs to new footbridge.
Widening would also be required for access to
planned 'third track' railway line

Forecourt may be 'activated' by kiosk stalls,
signage, landscaping, public seating etc. The
space below the footbridge should be
carefully considered in detailed design

Wide bridge canopy designed as thin,
'floating' plane, providing full shelter to bridge
and potential shelter to escalators and stairs,
while maximising visibility from bridge and
minimising its visual bulk (subject to detailed
design)

Stairs and escalators are located close to
railway fences or screens to avoid gaps
between stairs and fences which are unsightly
and unsafe

Indicative location of existing footbridge



Approximate development area

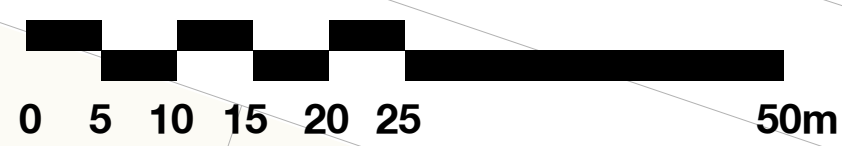


Potential extra development area

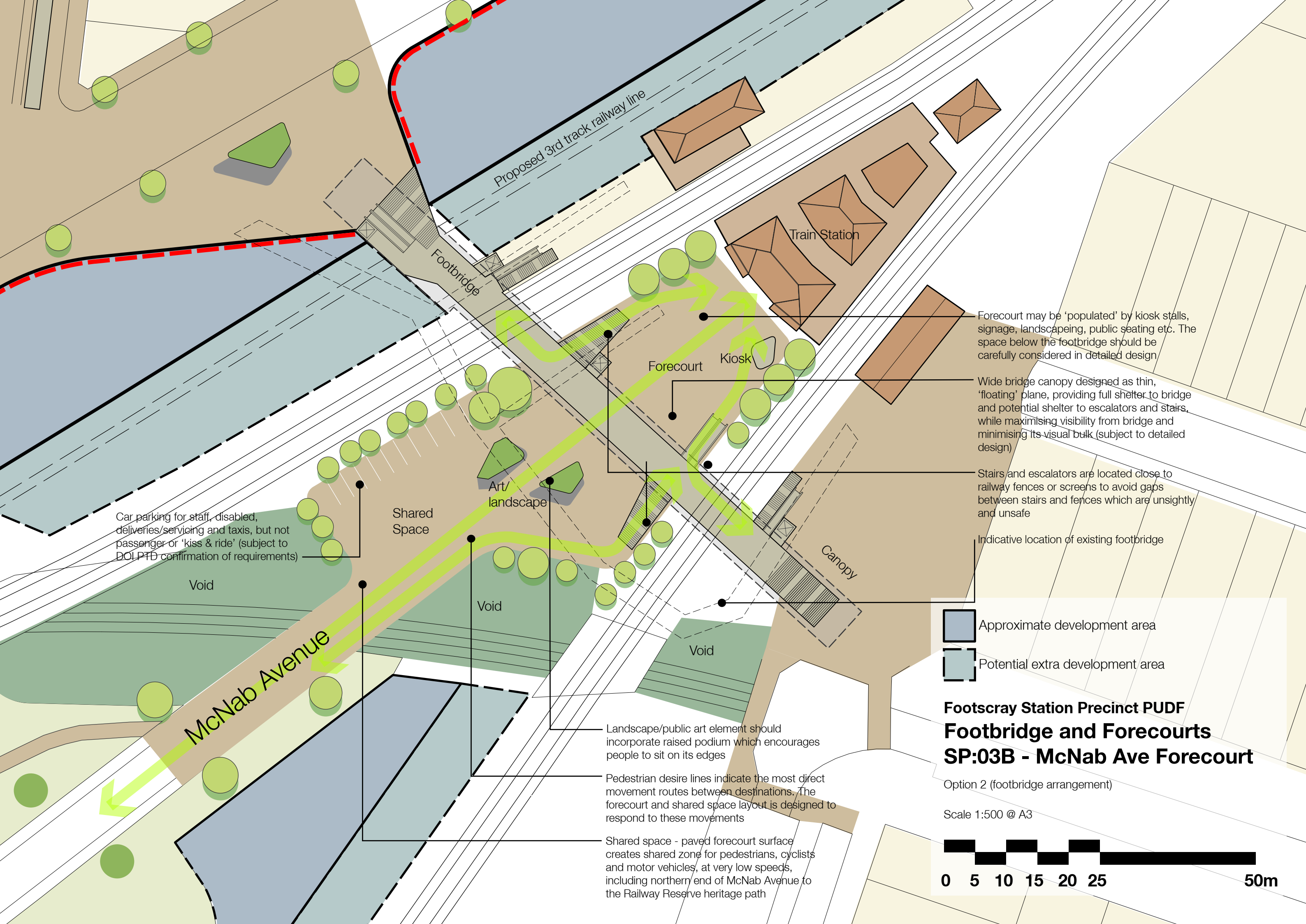
Footscray Station Precinct PUDF Footbridge and Forecourts SP:03B - McNab Ave Forecourt

Option 1 (footbridge arrangement)

Scale 1:500 @ A3



McNab Avenue



Proposed 3rd track railway line

Footbridge

Train Station

Kiosk

Forecourt

Art/
landscape

Shared
Space

Canopy

Car parking for staff, disabled,
deliveries/servicing and taxis, but not
passenger or 'kiss & ride' (subject to
DOL/PTD confirmation of requirements)

Void

Void

Void

McNab Avenue

Landscape/public art element should
incorporate raised podium which encourages
people to sit on its edges

Pedestrian desire lines indicate the most direct
movement routes between destinations. The
forecourt and shared space layout is designed to
respond to these movements

Shared space - paved forecourt surface
creates shared zone for pedestrians, cyclists
and motor vehicles, at very low speeds,
including northern end of McNab Avenue to
the Railway Reserve heritage path

Forecourt may be 'populated' by kiosk stalls,
signage, landscaping, public seating etc. The
space below the footbridge should be
carefully considered in detailed design

Wide bridge canopy designed as thin,
'floating' plane, providing full shelter to bridge
and potential shelter to escalators and stairs,
while maximising visibility from bridge and
minimising its visual bulk (subject to detailed
design)

Stairs and escalators are located close to
railway fences or screens to avoid gaps
between stairs and fences which are unsightly
and unsafe

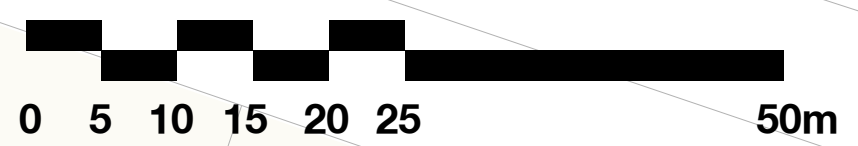
Indicative location of existing footbridge

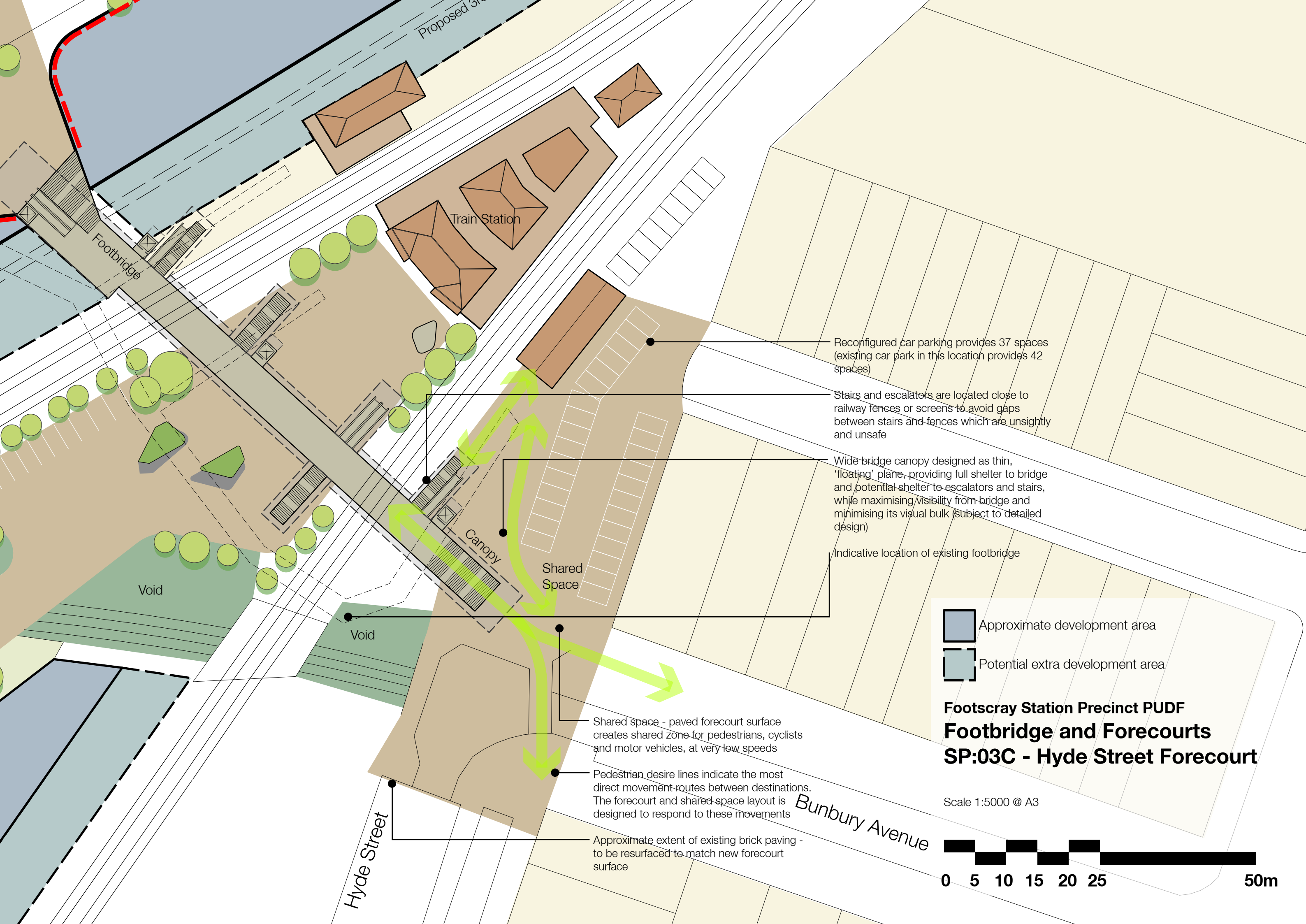
- Approximate development area
- Potential extra development area

Footscray Station Precinct PUDF Footbridge and Forecourts SP:03B - McNab Ave Forecourt

Option 2 (footbridge arrangement)

Scale 1:500 @ A3





Proposed Street

Train Station

Footbridge

Reconfigured car parking provides 37 spaces (existing car park in this location provides 42 spaces)

Stairs and escalators are located close to railway fences or screens to avoid gaps between stairs and fences which are unsightly and unsafe

Wide bridge canopy designed as thin, 'floating' plane, providing full shelter to bridge and potential shelter to escalators and stairs, while maximising visibility from bridge and minimising its visual bulk (subject to detailed design)

Indicative location of existing footbridge

Canopy

Shared Space

Void

Void

Shared space - paved forecourt surface creates shared zone for pedestrians, cyclists and motor vehicles, at very low speeds

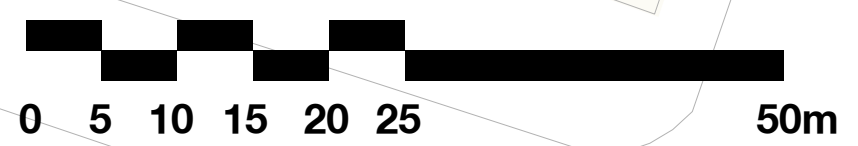
Pedestrian desire lines indicate the most direct movement routes between destinations. The forecourt and shared space layout is designed to respond to these movements

Approximate extent of existing brick paving - to be resurfaced to match new forecourt surface

- Approximate development area
- Potential extra development area

Footscray Station Precinct PUDF Footbridge and Forecourts SP:03C - Hyde Street Forecourt

Scale 1:5000 @ A3



Hyde Street

Bunbury Avenue

Design Guidelines: Footbridge and Forecourts

Footbridge

The Footbridge deck and canopy should be designed and detailed for maximum thinness and slenderness when viewed from surrounding areas, to minimise its visual bulk within the Station Precinct, maintain views to heritage elements including the Station buildings, and maximise safety through visibility to and from the bridge.

For a truss bridge, opportunities to utilise a shallow, central truss below the bridge deck, rather than deep, full-height trusses on each side of the bridge, should be explored, to minimise visual bulk.

Structural pylons should be profiled in shape to present a narrow edge to the sides of the bridge, where possible. Pylons should NOT be located on the central axis alignment of McNab Avenue.

The canopy should be designed as a lightweight 'floating plane', supported by thin posts, which extends partially over the Forecourts and bridge access points, for limited weather protection to lifts, escalators and stairs.

The canopy should be wide enough to provide full weather protection, and partly translucent for natural light penetration. A canopy which is wider than the bridge deck will support the impression of a 'floating plane'.

Vertical walls or screens to the footbridge should be avoided, except clear glass panels which maintain maximum visibility.

Clear glass vertical panels, to at least one side of the bridge deck, are recommended to provide wind protection to the bridge deck.

The Footbridge design should reflect careful detailing, materials selection, elements and fittings, to reflect a high-quality, considered design for infrastructure in the public realm.

The Footbridge lifts should be fully glazed for maximum visibility and safety.

SP:03A - Irving Street forecourt

Forecourt surface and Landscaping

The Irving Street forecourt (and other forecourts) should be paved in a high-quality, attractive, durable and easily-maintained paving material and configuration, which is functional and safe in both wet and dry weather conditions.

The paving colour(s) should be appropriate to the heritage Station buildings.

The Shared Space ground surface should be the same or similar to the Forecourt surface, and clearly distinct from the road surface, to denote a different road condition which facilitates pedestrian movement and very low vehicle speeds.

The transition from road surface to Shared Space should incorporate a slight change in level where possible (subject to traffic advice) whereby vehicles move up onto a paved 'table' surface, to further denote the changed road conditions.



Precedent images for Footbridge and canopy - thin edges and structure, floating planes, translucent and solid panels, visual openness Source: Gehl & Gemzoe, New City Spaces (bottom), Landscape Architecture Australia magazine (top)

New street trees may be continued through the forecourt area at regular spacing, but should be of appropriate species, and located and maintained to avoid obstructing views or limiting visibility and safety.

A landscape and/or public art feature element should be located centrally within the Forecourt, close to Irving Street, to provide a focal point and visual interest in the streetscape and Forecourt space. This element should incorporate a raised podium or edge treatment to encourage sitting, waiting and meeting in the Forecourt.

The Forecourt should be designed and detailed for simple, legible, clean space to facilitate pedestrian movement. Apart from a simple, defined landscape/art element, obstructions such as level changes, niches/alcoves and extensive ramps or stairs should be minimised in the Forecourt space.

Shared Space

The Irving/Leeds Street Shared Space is designed to reflect a dynamic movement or transition space. Any change to its extent or design should maintain or enhance these characteristics.

The Shared Space should encapsulate the Irving Street forecourt, adjacent portion of Irving Street, and portion of Leeds Street to the Paisley Street intersection, to encompass the central movement/transition zone for Footscray.

The Shared Space may be extended further along Irving Street to encompass part of the Market frontage, subject to traffic advice and proposed bus arrangements.

The design of the potential future tram platform stop should incorporate the functioning of the Shared Space, and should minimise obstructions to pedestrian movement.

Frontages

Buildings facing the Forecourt and Irving Street should have continuous active, permeable frontages at ground floor level, including full-height glazing, with opportunities for outdoor seating and display of goods, where appropriate.

Building frontages to Irving Street and the Forecourt should incorporate continuous canopies over shop frontages at ground floor, to provide sheltered walkway space between Irving Street and the new footbridge.

Land uses which operate during evenings and weekends, such as cafes and restaurants, as well as retail and commercial uses, should be encouraged to occupy tenancy space facing the Forecourt, to promote natural surveillance and activity outside of business hours.



The built form frontage facing the intersection of Irving and Leeds Streets should be carefully designed to provide an appropriate termination to Leeds Street while supporting legibility and way-finding through a directional gesture to the Forecourt space, to views from Leeds Street to the north.

Footbridge integration

The Footbridge lift, stairs and escalator should be located to align with the building frontages facing the Forecourt, to create a continuous, seamless edge to the Forecourt space. There should be no gaps between the footbridge stairs and lift, and adjoining buildings.

The Footbridge deck should be widened near the lift to Irving Street, to allow the lift to be located at the built form frontage, aligned with the bottom of the stairs and escalators, rather than some distance behind the forecourt frontage, which would create an unsafe and unattractive circulation space for lift-users, thereby discouraging use of the lift.

All lifts to the Footbridge as shown in the plans are required to be two-way (doors at front for ground level, and at rear at bridge deck level).

SP:03B - McNab Avenue forecourt

Forecourt surface and landscaping

The McNab Avenue forecourt should be paved in a high-quality, attractive, durable and easily-maintained paving material and configuration, which is functional and safe in both wet and dry weather conditions.

The paving colour(s) should be appropriate to the heritage Station buildings.

The new surface treatment should extend south along McNab Avenue to where the Railway Reserve’s heritage path meets McNab Avenue, subject to heritage requirements, such as for the McNab Avenue bluestone kerb.

The transition from road surface to Shared Space should incorporate a slight change in level where possible (subject to traffic advice) whereby vehicles move up onto a paved ‘table’ surface, to further denote the changed road conditions.

Two central landscape and/or public art feature elements should be located centrally within the Forecourt, close to Irving Street, to provide a focal point and visual interest in the Forecourt space. These elements should be located on each side of the central axis line to allow direct movement along the McNab Avenue alignment, and should incorporate a raised podium or edge treatment to encourage sitting, waiting and meeting in the Forecourt.

Shared Space

The McNab Avenue Shared Space is designed to encompass the entire paved area between the end of the heritage path, fences/screens to the passenger rail lines, and the main Station building. Appropriate landscape treatment should be located between the new surface and fences to each side.

The McNab Avenue Shared Space can incorporate temporary kiosks, public seating, lighting, signage and other elements (subject to detailed design), but should maintain clear sightlines, extensive open space, minimal obstructions, and maximum visibility and safety.

The McNab Avenue Forecourt includes limited car parking for Station staff, disabled passengers and potentially taxis (subject to DOI PTD requirements), but this space should not be used for ‘kiss and ride’ parking.

Frontages

Future development to the south (between McNab Avenue and the Williamstown railway line) should incorporate extensive windows facing the McNab Avenue Forecourt to encourage natural surveillance and activity.



Precedent image for thin, light, “floating” canopy (right). Source: <http://www.makmax.com.au>

New fences or screens to the rear of platforms 2 and 3 (facing the McNab Avenue Forecourt) should be designed for optimum visibility, durability and safety, while reflecting the considered, high-quality design proposed for the broader public realm (Footbridge, Forecourts, Irving Street streetscape).

Footbridge integration

Footbridge stairs and escalators should be located flush with the platform fences to each side, to avoid unsafe, unsightly gaps or alcoves between the stairs and fences.

SP:03C - Hyde Street forecourt

Forecourt surface and landscaping

The Hyde Street Forecourt should be paved in a high-quality, attractive, durable and easily-maintained paving material and configuration, which is functional and safe in both wet and dry weather conditions.

The paving colour(s) should be appropriate to the heritage Station buildings.

The new surface treatment should extend across the Hyde Street / Bunbury Avenue intersection, to encompass approximately the extent of existing brick paving across this intersection. To the north, this surface should extend to encompass the existing Station building at platform 4.

The transition from road surface to Shared Space should incorporate a slight change in level where possible (subject to traffic advice) whereby vehicles move up onto a paved ‘table’ surface, to further denote the changed road conditions.

Shared Space

The Hyde Street forecourt incorporates a reconfigured Station car park in this location. The new parking arrangement is similar to the existing layout, but allows for increased pedestrian space and more rational parking layout.

The Hyde Street Shared Space accommodates pedestrian movements between Hyde Street, Bunbury Street, the Footbridge and Platform 4.

Footbridge integration

The main Footbridge stairs are located on the bridge alignment, providing direct access from ground level, across the bridge.

The secondary stairs, escalator and lift at Hyde Street are facing the Station building to Platform 4, facilitating direct access for passenger access and transfers.



Sub-Precinct SP:04 Irving Street south

This sub-precinct incorporates the space between Irving Street and the railway lines (Sydenham branch), between the footbridge/forecourt and Nicholson Street.

SP:04

Issues and Constraints

The existing shops on Irving Street south side are to be **demolished** [Refer Obj:21]

Spatial requirements for rail expansion (3rd track, and potentially 4th track) limit development space on the south side of Irving Street [Refer Obj:09, Obj:21]

One additional rail track ('third track') has been accommodated in the following plan [Refer Obj:09]

The existing **railway cutting** and associated gradient may limit the extent of development to the south, and creates a complicated, 'wedge-shaped' profile at the south-west end (as existing subdivision pattern at service station)

New development on Irving Street will need to address **noise and vibration impacts** from adjacent railway lines, but would form a noise buffer to Irving Street [Refer Obj:014, Obj:15]

Site is wide enough (approximately 24m) to accommodate **double-loaded apartment development** above ground floor (approximate minimum depth 8 + 2 + 8m for apartments each side of internal corridor) [Refer Obj:14, Obj:06]

Site depth (24m approx, narrowing towards south) allows **car parking** configuration with access ramps, and assumes at least two basement levels (although site ground conditions may preclude basement construction) [Refer Obj:23]

Dwellings or commercial units **facing south** or south-east would have excellent CBD views, but potential rail noise impacts and limited solar access

This site faces the **existing surface car park** on the north side of Irving Street, which reduces streetscape quality and pedestrian amenity in this part of Irving Street.

SP:04 could potentially accommodate a proposed future bus interchange.

A major bus interchange is likely to have a significant **negative impact** on the urban quality of Irving Street, through noise and air pollution and vehicle movements

Opportunities

Defining and reinforcing the Irving Street cross-section through development on the south side [Refer Obj:04, Obj:19, Obj:21]

Active frontages to Irving Street and new forecourt, through new retail uses [Refer Obj:21]

Increased natural surveillance of Irving Street, forecourt and Railway Reserve through upper-level residential uses [Refer Obj:05, Obj:06]

Views to CBD skyline (south-east) and Flemington Racecourse (north) [Refer Obj:28]

Potential **development of Council car park** on north side of Irving Street to provide new open space and new retail/residential/commercial building(s), expanding/reinforcing open space network with Maddern Square, Railway Reserve and Ercildoune Reserve [Refer Obj:17, Obj:21]

New development may **encourage investment and redevelopment** in existing properties and streetscapes on Irving Street [Refer Obj:12]

Public Realm enhancements to Irving Street may encourage new private development activity [Refer Obj:12, Obj:21]

This site forms an important **formal gesture** marking the termination of Leeds Street, and guiding movement into the forecourt and pedestrian bridge

Temporary retail or other uses over alignment of planned 3rd track rail line, or new built form which allows for this future infrastructure expansion it its form and structure

Extended development **close to existing railway cutting** and freight lines, depending on structural and spatial considerations

Design Initiatives

Street frontage development, with residential and/or commercial uses above ground floor retail [Refer Obj:14]

One additional passenger track ('third track') is accommodated in the following plans [Refer Obj:09]

Potential podium form with taller buildings above, and/or series of smaller footprint buildings rather than continuous, elongated built form [Refer Obj:14, Obj:15]

Building frontage reflecting **dynamic 'sweep'** between Irving Street and forecourt/footbridge to encourage pedestrian movement along 'desire lines'

Alignment of **building 'corner' frontage** at end of Leeds Street axis, for visual legibility and definition of urban form

Integration of building frontage with lift to footbridge, to support defined edge to forecourt and promote activity and safety

Development Parcels

04.1 Frontage development site

Recommended land-uses: Retail/hospitality (ground floor), Residential and/or Commercial (upper floors), basement car parking (access off Irving Street south end)

Potential building configuration: single-fronted retail, double-loaded apartment with internal corridor, potential upper level setbacks from Irving Street frontage, potential extension over 3rd track alignment (temporary uses)

Site Area: 2,500sq.m approx.

Recommended building height: 5-10 storeys (Footscray Skyline Study [Vibe Precinct] recommends maximum 4 storeys, with opportunities up to six storeys, for the southern portion of Irving Street in the Station Precinct. This should be balanced with Transit City Objectives for higher density development, and assessment of benefits and impacts on Railway Reserve and Irving Streetscape.



Design Guidelines (site specific)

Activities

Ground-floor activities – encourage retail, hospitality or community uses which provide active frontages

Encourage uses which promote **evening and weekend activity**

Promote reduced **residential/retail car parking** requirements to encourage more intensive development close to a major public transport node

Upper levels could incorporate residential uses which provide activation ‘out of hours’, or commercial, educational, studios and community spaces

Site constraints (railway cutting and 3rd track) and new forecourt create an **irregular site shape**, potentially affecting development efficiency and viability. Uses which are flexible and can accommodate complex spaces should be encouraged

Pedestrian

Provide new street trees to Irving Street (refer Greening Footscray Strategy)

Encourage active frontages (daytime and evening) to new development along Irving Street

Provide adequate pedestrian space and **safe, legible, direct connections** between Paisley Street, Leeds Street, Irving Street and the Station precinct

Encourage natural surveillance of Irving Street, forecourt, Railway Reserve and Station environs

Encourage **pedestrian amenity** on Irving Street and forecourt, including tree planting, seating, lighting and shopfront canopies for shelter.

Vehicles

Utilise traffic calming and other measures to discourage through-traffic on Irving Street

Car parking for new development should be accommodated in **full basement** levels, with ramp access from Irving Street near Nicholson Street

On-street parking provision is encouraged, as well as bicycle parking areas, to support new frontage shops

Built form

Active frontage - encourage active frontages at ground floor level to Irving Street

Optimise opportunities for natural surveillance of Irving Street

Encourage building design which optimises **views, solar access and energy efficiency, accessibility and activation** of the public realm

New buildings should respond to and enhance Footscray’s identified **urban character**

Shadow impacts from new development on the Railway Reserve should be minimised

Open space

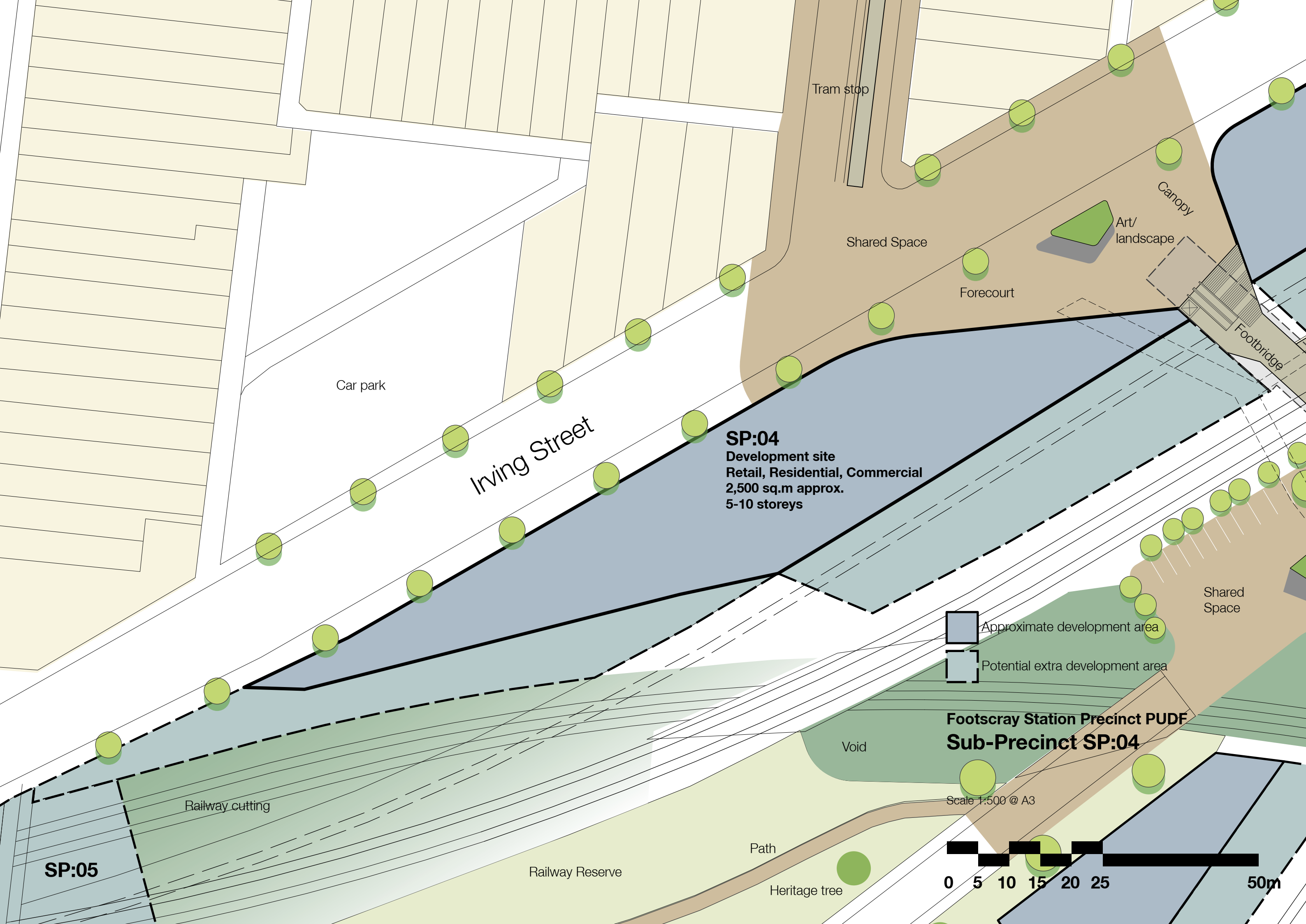
Encourage **private and semi-private open space** to new development, including internal courtyards, balconies which activate the public realm, and roof decks which promote sustainability outcomes

Encourage **visual and physical connections** with existing Railway Reserve to promote natural surveillance and activity in the Reserve

Heritage

Maintain key **views** from Irving Street to the Station Buildings and Railway Reserve where appropriate

New buildings should respect and respond to the character of the Station Precinct and the various heritage elements



Tram stop

Shared Space

Canopy

Art/
landscape

Forecourt

Footbridge

Car park

Irving Street

SP:04
Development site
Retail, Residential, Commercial
2,500 sq.m approx.
5-10 storeys

Shared
Space

Approximate development area

Potential extra development area

Footscray Station Precinct PUDF
Sub-Precinct SP:04

Scale 1:500 @ A3

Void

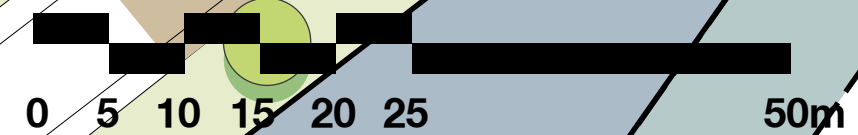
Railway cutting

SP:05

Railway Reserve

Path

Heritage tree





Sub-Precinct SP:05 Irving Street and Nicholson Street

This sub-precinct incorporates the existing shops facing Nicholson Street, on the railway bridge over the freight and passenger lines. This area has frontage to Irving Street, Nicholson Street and the heritage Railway Reserve.

SP:05

Issues and Constraints

The **existing railway lines pass under Nicholson Street** at this location, with single-storey shops facing the street on both sides of this railway bridge [Refer Obj:13]

The rear of the shops on the east side (facing onto the Station precinct) presents an **unsightly facade**, but include a narrow **external deck** over the railway lines, facing the Reserve [Refer Obj:04]

The **freight and passenger trains** passing frequently below here create noise and vibration impacts [Refer Obj:04]

Potential additional decking over the railway cutting is expensive to construct, and is unlikely to be a viable option in the short-medium term [Refer Obj:10]

Opportunities

‘Cleaning up’ of existing walkway/deck space at rear of existing shops, and connecting to heritage path in Railway Reserve, to link Irving Street with the Reserve [Refer Obj:10]

Creating **stronger outlook** to east from existing bar/café on corner Irving and Nicholson Streets [Refer Obj:28]

Potential demolition of part of existing shops (at south end) to **create wider access way** to Railway Reserve [Refer Obj:03]

Improving appearance of rear of existing shops, and increasing ‘frontage’ and accessibility to these shops [Refer Obj:04]

Increasing natural surveillance of Irving Street and Railway Reserve

At-grade connection of new walkway/deck into existing heritage path in Railway Reserve [Refer Obj:05]

Increasing accessibility to Railway Reserve [Refer Obj:03, Obj:17]

Views to passing trains from directly above [Refer Obj:02, Obj:28]

Design Initiatives

Utilisation of existing deck space at rear of shops to form new walkway/narrow deck, connecting Irving Street to Railway Reserve [Refer Obj:10]

Providing onward **connection from heritage path** (for pedestrian movement from Station (central building/platforms) to Nicholson Street [Refer Obj:02, Obj:03, Obj:18]



Existing rear deck to shops facing Nicholson Street (east side) over railway lines



Development options

Option 1 – wide deck, new shops/cafés

New deck space over rail cutting for pedestrian activity, seating
New shops, restaurants, café etc facing deck, backing onto existing shops

Option 2 – minor works to existing deck

Connecting existing deck to Irving Street and Reserve/path, with deck surface and facade improvements

Development Parcels

05.1 New shops (Option 2)

Recommended land-uses: Retail, hospitality, potential commercial/residential above

Potential building configuration: Shops facing east to new deck, backing onto rear of existing shops

Site Area: 500 sq.m approx.

Recommended building height: 2-5 storeys

This option is unlikely to be economically viable at this stage, due to the cost of constructing a new deck over railway lines



Design Guidelines (site specific)

Activities

- Retain existing shops and bar/café
- Encourage increased access and outdoor dining activity at rear (east) frontage on new/redeveloped walkway
- Promote dual-frontage in existing and future tenancies of existing shops
- Support Nicholson Street frontage as well as ‘rear’ frontage

Pedestrian

- Ensure DDA-compliant walkway to rear of existing shops, with clear, open access from Irving Street and heritage park in the railway reserve
- Provide direct connection between Irving Street, walkway over railway lines, and heritage path through Reserve

Vehicles

N/A

Built form

- Refurbish rear (east) facade of existing shops, encourage increased active frontage to the walkway
- Encourage view to train lines and Reserve from existing shops and new walkway
- Explore demolition of southern-most shop on east side of Nicholson Street
Create widened, resurfaced opening to Railway Reserve from Nicholson Street
- For Option 2, ensure full active frontage to new deck
- For more extensive decking and construction in this location, it is likely that the existing shops would be removed and replaced

Open space

- Utilise walkway to connect Railway Reserve’s heritage path to Irving Street with continuous, at-grade connection
- Encourage natural surveillance and activity in Railway Reserve, through enhanced ‘frontage’ of existing shops facing east
- Redevelop existing deck space (or expand deck) to provide useable open space over the railway lines, associated with existing shops and cafes

Heritage

- Retain integrity of existing heritage path
- Improve access to heritage Railway Reserve
- Maintain visibility of bandstand/rotunda
- Enhance visibility of Edwardian site layout and views across Reserve to Station Buildings





Irving Street

SP:04

Nicholson Street

SP:05

existing shops

existing shops

Bandstand

Approximate development area
Potential extra development area

Footscray Station Precinct PUDF
Sub-Precinct SP:05 Option 2

Scale 1:500 @ A3

0 5 10 15 20 25 50m

Telephone exchange

SP:06

SP:07



Sub-Precinct SP:06 Railway Reserve

This area includes the existing telephone exchange buildings, and the Railway Reserve area north of McNab Avenue, including the bandstand, seven (7) heritage registered trees and the heritage path with its access way to Nicholson Street.



SP:06

Issues and Constraints

Telephone Exchange buildings cannot be removed for infrastructural and cost reasons

Heritage registered elements include seven trees (plus two south of McNab Avenue), bandstand, path, McNab Avenue and its bluestone edging, and the Reserve area itself, designed and laid out as leisure gardens with the Station building [Refer Obj:02, Obj:32]

Existing below-ground infrastructure on and around the proposed cafe site indicated may limit development here

Opportunities

Demolition of existing single-storey utility building immediately south of existing Telephone Exchange buildings (north-east corner of McNab Avenue and Napier Street)

New ‘skin’ to park facades of Telephone Exchange, particularly at park entrance off Nicholson Street [Refer Obj:04]

New active use (e.g. café and restaurant) as skin development to rear of Telephone Exchange building, facing Napier Street, McNab Avenue and the Reserve [Refer Obj:04]

Potential residential development above this active use, to further conceal the Telephone Exchange from the reserve [Refer Obj:06, Obj:14]

New built form responding to the **Bandstand** as the focus of the heritage park, though its layout, alignment and orientation [Refer Obj:02, Obj:18, Obj:32]

Refurbishment of the **Railway Reserve, Bandstand** and landscaping to the Reserve [Refer Obj:02, Obj:04, Obj:18, Obj:32]

Creating an **activity generator within the Park**, increasing natural surveillance [Refer Obj:04, Obj:07, Obj:17 ,Obj:18]

Potential artworks or display on screen wall to rear of Exchange building [Refer Obj:02, 29]

Design Initiatives

Form and alignment of new building aligns with Bandstand to reinforce this focal point within the gardens [Refer Obj:17, Obj:18, Obj:32]

An active hospitality use will **generate day and evening activity**, providing natural surveillance of the park, and visual interest from surrounding areas [Refer Obj:04, Obj:05, Obj:17]

Removal of the existing single-storey building allows a new development here to address to **Napier Street/McNab Avenue corner**, as well as the park [Refer Obj:13]

Development Parcels

06.1 corner Napier Street and McNab Avenue

Recommended land-uses: Hospitality at ground floor, with residential or commercial above

Potential building configuration: Hospitality use facing gardens and Napier Street with continuous glazed facades

Site Area: 700 sq.m approx.

Recommended building height: 1-3 storeys



Design Guidelines (site specific)

Activities

Ensure an active hospitality (food and beverage) use at ground floor level, facing the Railway Reserve potentially with deck and outdoor dining

Upper levels may be residential or small commercial units

Pedestrian

Ensure active frontage to Napier Street, McNab Avenue and the Railway Reserve

Provide new ground surface and potential display wall to (widened) Reserve entrance from Nicholson Street, between existing telephone exchange buildings

Vehicles

Maintain vehicle access to McNab Avenue (low speed) as required

Potential impacts on McNab Avenue from vehicle movements and parking should be assessed and managed

Built form

Encourage new wall surface to rear of existing Telephone Exchange building (facing Reserve and path), while maintaining required service access

Align/orientate new building to existing bandstand in centre of Reserve, as heritage focal point

Promote ‘balance’ of built form on each side of McNab Avenue at western end (Napier Street intersection)

Open space

Retain existing heritage-registered trees along McNab Avenue and in Reserve

Refurbish Railway Reserve within heritage conservation requirements, with particular focus on edge to railway cutting

Enhance and increase size of Reserve entrance from Nicholson Street

Heritage

Retain existing heritage-registered trees along McNab Avenue and in Reserve

Retain, repair and refurbish existing Bandstand/rotunda and pathway

Emphasise Bandstand as focal point in Railway Reserve

Conserve heritage elements including McNab Avenue, bandstand, Reserve, path and registered trees





Sub-Precinct SP:07 Former bowls site

This area incorporates the former bowls site and parkland between McNab Avenue and the southern railway line (Werribee/Williamstown branch), and potentially includes additional space through reconfiguration of the existing ‘teardrop’ roundabout at Napier Street.

SP:07

Issues and Constraints

The Railway Reserve is of significant heritage value. The former bowls site was previously part of this Reserve, forming a symmetrical arrangement around McNab Avenue. This heritage should inform the design of new development [Refer Obj:18, Obj:32]

The **conservation of McNab Avenue** in its current location is required from a heritage viewpoint, as it is aligned on axis with the main Station building [Refer Obj:32]

DOI Public Transport Division requirement for an offset of up to 14m from the nearest track of the Werribee line, to new built form on the former bowls site, depending on retaining wall/batter configuration [Refer Obj:09]

Incorporation of additional development land to the south-west would require significant **reconfiguration of roads** in this area, including Napier Street and the large ‘teardrop’ roundabout [Refer Obj:22]

For development in the Napier Street area, the significant **level changes** around the railway overpass will need to be addressed. This area could potentially provide access to new basement parking.

Pedestrian accessibility and permeability should be maintained, including access to the Council Offices, Victoria University and Nicholson Street

While there are unlikely to be **significant overshadowing problems** here, as the rear parking of the police station is located south of the proposed development site, potential shadow impacts from new development should be assessed and managed

New development will require an **‘address’ and vehicle access**, probably via McNab Avenue. Traffic requirements and impacts on McNab Avenue must be managed

The **width and capacity** of McNab Avenue to accommodate significant new development (vehicle access) will require further investigation [Refer Obj:32]

Former bowls site is large, with relatively few constraints [Refer Obj:18]

Commercial/residential car parking provision requirements may limit the extent of **economically viable development** [Refer Obj:14, Obj:15]

Design response to the heritage Railway Reserve is likely to require lower building height close to McNab Avenue, stepping up in height towards the south

Opportunities

The existing **‘teardrop’ traffic roundabout**, and part of McNab Avenue in this location, may be incorporated in the larger development site, through modification of traffic conditions [Refer Obj:22]

Reinstatement of **avenue trees** along McNab Avenue south side, to achieve symmetrical avenue planting [Refer Obj:04, Obj:19, Obj:32]

Public Art installation at the termination of McNab Avenue axis (at Napier Street) [Refer Obj:29]

Significant **increase in activity levels** and informal surveillance of the Railway Reserve through new development [Refer Obj:05, Obj:06]

Potential mix of uses, including commercial, residential and institutional/educational [Refer Obj:14, Obj:15, Obj:25, Obj:30]

Podium or roof space of new development could contribute to public or semi-private open space provision [Refer Obj:26]

Staff and disabled parking spaces at the Station forecourt off McNab Avenue

New buildings could potentially accommodate a **cultural or community use** (e.g. art gallery, childcare, internet café), perhaps at ground floor level [Refer Obj:29]

Existing Napier Street underpass could allow **vehicle access to basement parking** of new development

Design Initiatives

Development of the bowls site, with the building potentially ‘stepping down to the gardens. A variety of building configurations may be possible in this location [Refer Obj:06, Obj:14, Obj:15]

Potential **Built form articulation** in response to axis alignment and spacing of Avenue trees [Refer Obj:02, Obj:32]

Reconfiguration of Napier Street roundabout for additional development space, but with retention of pedestrian access to McNab Avenue and Nicholson Street from Napier Street

Courtyard or niche in building form to accommodate **heritage-registered tree** south of McNab Avenue



Development Parcels

07.1 Bowls site

Recommended land-uses: Commercial, residential, education/institutional

Potential building configuration: Perimeter block or similar

Site Area: Site 7,470 sq.m approx (with setbacks for Avenue trees and railway line)

Recommended building height: 8-12 storeys (Footscray Skyline Study recommends base heights up to eight storeys reducing to 3-4 storeys at the edges to relate to existing lower forms. Heights to 12 storeys at rear of Bowls site could be considered)

07.2 Napier Street teardrop roundabout

Recommended land-uses: Residential, commercial, education, limited hospitality

Potential building configuration: Perimeter block or linear form, double-loaded residential configuration

Site Area: 1,470 sq.m approx

Recommended building height: 5-15 storeys (Footscray Skyline Study does not provide specific guidance for this location, but notes that taller forms in this area could aid orientation within the PAC). Additional height could emphasise this nodal/transitional location. Taller proposals should be subject to testing of visual, shadow and other impacts.



Design Guidelines (site specific)

Activities

- Encourage activities at lower levels which will support daytime activity overlooking McNab Avenue and the Railway Reserve, such as commercial/office or education and some hospitality and ancillary retail uses
- Encourage residential, commercial or educational uses at upper levels, to support evening activity and natural surveillance of parkland
- Encourage a broad mix of land uses to create a diverse urban area on this large site
- Encourage uses which can tolerate some noise and visual impacts from nearby train line, particularly at lower levels
- Support land uses which establish relationships with nearby facilities, particularly Victoria University, and which benefit from proximity to public transport

Pedestrian

- Provide clear, continuous pedestrian route from Station to VU Nicholson campus, via McNab Avenue
- Retain McNab Avenue as key pedestrian movement route, with limited, low speed vehicle access
- Maintain pedestrian link along current Napier Street alignment, if roundabout area is reconfigured and developed

Vehicles

- Ensure adequate vehicle access to new developments, while maintaining very low speeds and pedestrian focus on McNab Avenue
- Minimise vehicle impacts on McNab Avenue from new development, to avoid creating a pedestrian barrier to movement to the Reserve
- Investigate basement parking access from existing Napier Street underpass, to reduce vehicles using McNab Avenue

Built form

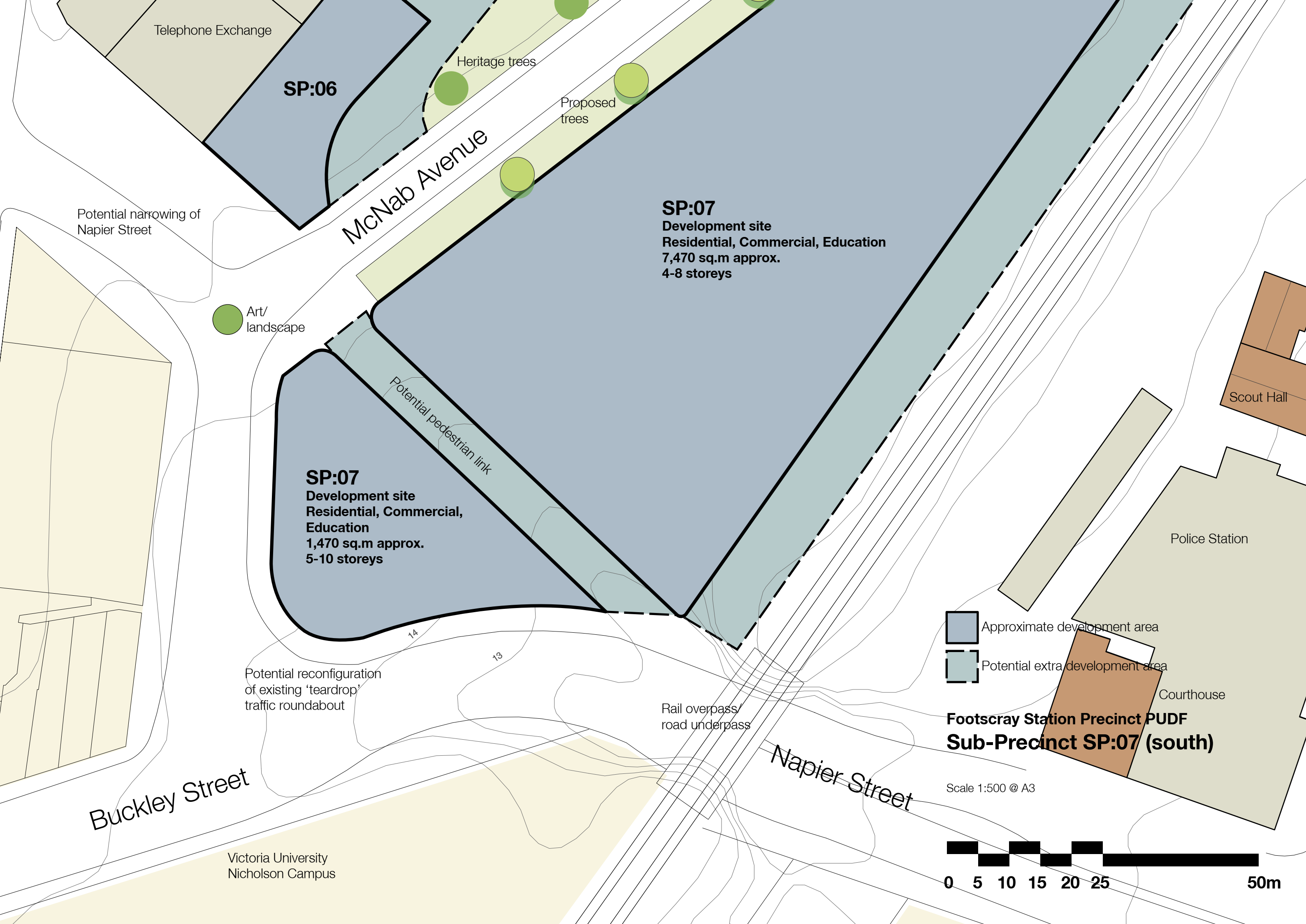
- Encourage built form which engages positively with the Railway Reserve open space, perhaps by ‘stepping’ down towards the park
- Investigate opportunities for providing green space or open space at podium and/or roof levels of new buildings
- Provide active frontages at lower levels facing the Reserve and Napier Street
- Locate building entries to encourage pedestrian activity in and around the Reserve and Napier Street
- Provide setback along McNab Avenue to accommodate reinstatement of avenue trees to south side of McNab Avenue
- Provide courtyard or niche in building form to accommodate heritage tree, as indicated
- New development should create a positive interface to the realigned Buckley Street and Napier Street, addressing the topography and public realm along this frontage

Open space

- Conserve the integrity of the heritage Railway Reserve and associated landscape elements
- Encourage usage and activation of the Reserve through land uses and building design and orientation
- Conserve heritage trees and other plantings where appropriate/viable and reinstate Avenue trees to south side of McNab Avenue
- Encourage new public/semi-public open spaces in courtyards, podium and roof decks of new development
- Configure internal building layouts and facade and structural design in response to potential noise and vibration impacts from railway lines

Heritage

- Plant trees to south side of McNab Avenue, to reflect alignment and spacing of existing heritage trees on north side. These may be palm trees to match, or alternative species, depending on heritage advice
- Encourage new building design which respects and preserves the character and integrity of the Railway Reserve and associated landscape elements



Telephone Exchange

SP:06

Heritage trees

Proposed trees

McNab Avenue

SP:07

Development site
Residential, Commercial, Education
7,470 sq.m approx.
4-8 storeys

Potential narrowing of
Napier Street

Art/
landscape

SP:07

Development site
Residential, Commercial,
Education
1,470 sq.m approx.
5-10 storeys

Potential pedestrian link

Scout Hall

Police Station

Potential reconfiguration
of existing 'teardrop'
traffic roundabout

Rail overpass/
road underpass

Napier Street

Buckley Street

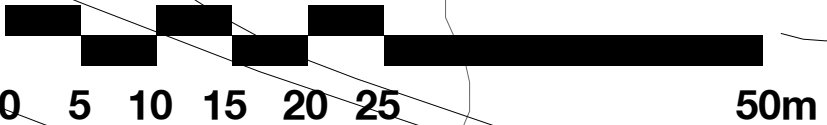
Victoria University
Nicholson Campus

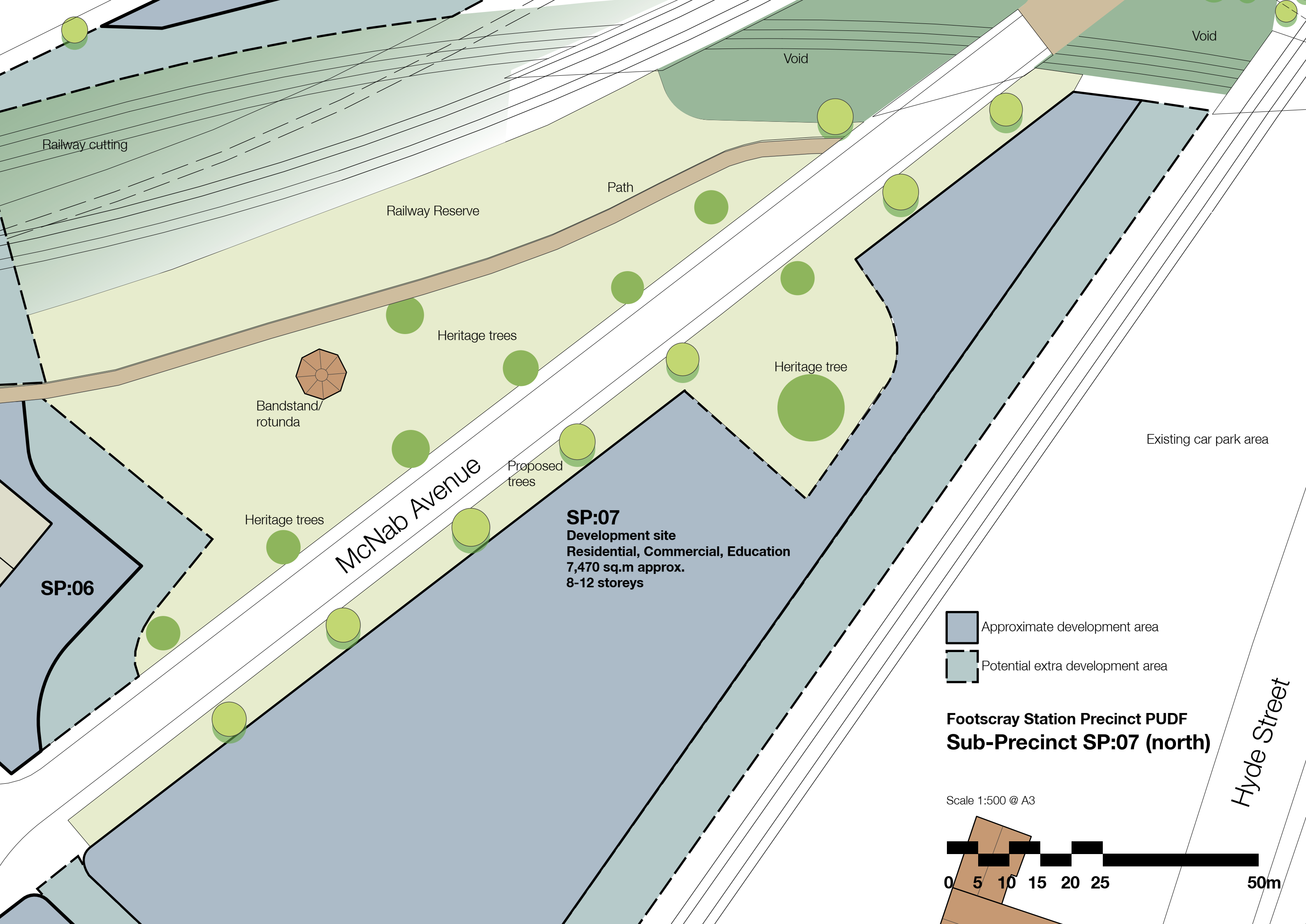
Courthouse



Approximate development area
Potential extra development area

Footscray Station Precinct PUDF
Sub-Precinct SP:07 (south)

Scale 1:500 @ A3

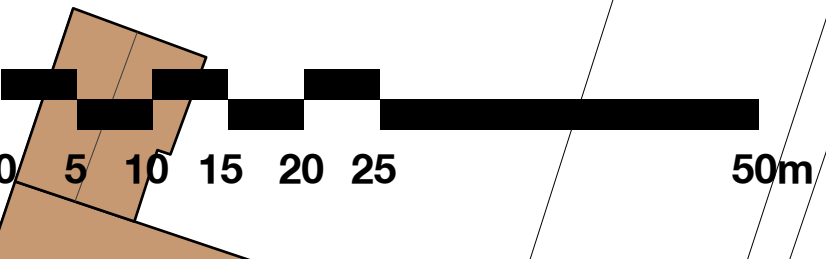




-  Approximate development area
-  Potential extra development area

Footscray Station Precinct PUDF
Sub-Precinct SP:07 (north)

Scale 1:500 @ A3





Sub-Precinct SP:08 Hyde Street car park

This Sub-Precinct is not part of the core study area for this Report, but outline design guidance is provided for potential future development. It faces Hyde Street, south of the Werribee/Williamstown train lines, and incorporates the existing commuter car park area, north of the existing Police Station and Scout hall.



SP:08

Issues and Constraints

Potential expansion of the **Werribee/Williamstown train lines** by an additional track (considered a long-term possibility) [Refer Obj:09]

Established, **heritage** residential areas and streetscapes across Hyde Street [Refer Obj:02, Obj:32]

Existing **substation** near Hyde Street frontage

Development would require incorporation or relocation of **existing commuter car parking** [Refer Obj:23]

Development adjacent to the heritage **Scout Hall** would be required to address this adjacency in its design [Refer Obj:32]

Existing rail lines present **potential noise and vibration impacts** in new development [Refer Obj:04]

Opportunities

Creation of a more **vibrant, double-sided streetscape** to Hyde Street [Refer Obj:03, Obj:04]

Development/reinforcement of this **Civic Precinct**, with Town Hall, Police Station, Courthouse and Scout Hall along Hyde Street [Refer Obj:02]

Increased residential activity close to the Station, potentially including student and/or affordable housing [Refer Obj:06]

Potential for **car parking at ground level** (without basement) with active frontage and courtyard deck above, with residential development [Refer Obj:23]

Design Initiatives

Frontage development to Hyde Street, with height and scale appropriate to local context [Refer Obj:02, Obj:06]

Elevated deck/courtyard facing north, but above railway lines level (and over car parking at ground floor level) [Refer Obj:17]

Development Parcels

08.1 Full area between Scout hall and Station/ railway lines

Recommended land-uses: Residential

Potential building configuration: single- or double-loaded apartment configuration

Site Area: 4150 sq.m approx. (not allowing for potential rail expansion), indicative building footprints 1350 sq.m and 2580 sq.m

Recommended building height: 3-6 storeys, possibly stepped back from street frontage (dependent on heritage advice)



Sub-Precinct SP:09 Footscray Market

This Sub-Precinct includes the existing Footscray Market building, and adjoining sites at the intersection of Hopkins and Irving Streets. The large Market site forms an important potential redevelopment opportunity in central Footscray, while the adjoining sites potentially form a landmark or ‘gateway’ location with SP:01.



SP:09

Issues and Constraints

The existing building is **under-utilised** (particularly the expansive upper level car parking) and relatively unattractive in appearance [Refer Obj:20, Obj:21]

The existing Market is very popular and vibrant, a **key destination** in Footscray [Refer Obj:20]

The Market is economically successful and profitable, and under private ownership, **limiting potential for redevelopment** [Refer Obj:14, Obj:15, Obj:20]

Potential significant redevelopment may require **temporary relocation** of the Market function [Refer Obj:20]

The **Market interior** is completely isolated from the exterior streetscape, except for the external stores to Irving Street [Refer Obj:20]

The Market's **loading/servicing** functions are fragmented, and significantly impact on surrounding streetscapes and public realm areas

The removal of at-grade parking on the Station Precinct (through new development) may result in increased demand for parking in the Market building

Ground conditions and cost is likely to preclude basement car parking

Opportunities

The potential for **new development above the existing building** has been suggested in previous strategic studies, but the actual potential/ value/viability of this would require further investigation, given the limited quality of the existing building, and unknown structural capacity [Refer Obj:14, Obj:20]

Potential site **consolidation with adjoining car rental site**, to form larger future development site [Refer Obj:15]

Shorter-term development of the car-rental site could be incorporated in a larger 'masterplan' for the Market site at a later stage [Refer Obj:15]

The Market site and adjoining sites could accommodate separate developments, which share car park entrance and access ramps, through aligned podium car park decks

Significant development on these sites can form part of a landmark/ gateway gesture at the entrance to Footscray from the east

Acquisition and replacement of some existing buildings facing Irving Street could allow the Market to have a greater presence in the CAD area

Development options

Option 1 (Market)– new development above existing Market building (on roof deck)

Option 2 (Market) – demolition of existing building, new development on consolidated site

Option 3 (corner) - new development with self-contained podium car parking

Development Parcels

09.1 Footscray Market site

Recommended land-uses: Market, retail, commercial, residential

Potential building configuration: Large site affords significant flexibility. Full redevelopment may comprise podium with tower form(s). Minor redevelopment may comprise extensions at rooftop and building corners.

Site Area: 7,900 sq.m approx.

Recommended building height: 20-25 storeys

09.2 Corner car park/car rental site

Recommended land-uses: Showroom, commercial, residential

Potential building configuration: Podium and tower form. Potential alignment with adjoining Market site for shared vehicle ramps etc.

Site Area: 3,620 sq.m approx.

Recommended building height: 15-20 storeys



Design Guidelines (site specific)

Activities

- Retain and enhance the Market function, through improved servicing, amenity and facilities
- Encourage activities at lower levels which will support daytime and evening activity along Irving, Hopkins and Leeds Streets, such as retail, Market, food and beverage and some commercial/office or education uses
- Encourage residential, commercial or educational uses at upper levels, to support evening activity and natural surveillance of parkland
- Encourage a broad mix of land uses to create a diverse urban area on this large site
- Encourage uses which can tolerate some noise and visual impacts from nearby train line, particularly at lower levels
- Support land uses which establish relationships with nearby facilities, particularly Victoria University, and which benefit from proximity to public transport

Pedestrian

- Provide clear, continuous pedestrian route from Station to VU Nicholson campus, via McNab Avenue
- Retain McNab Avenue as key pedestrian movement route, with limited, low speed vehicle access
- Maintain pedestrian link along current Napier Street alignment, if roundabout area is reconfigured and developed

Vehicles

- Consolidate vehicle access to new developments, including retail parking, resident/worker parking, public parking and service vehicles (deliveries and collections) to minimise impacts on adjoining streetscapes and traffic conditions
- Consolidate Market loading/servicing into one central off-street location

Built form

- Investigate opportunities for taller buildings to form a landmark or gateway gesture in concert with adjacent sites at the intersection of Irving and Hopkins Streets
- Encourage built form which engages positively with adjoining streets, including active frontages at all street frontages
- Optimise views from new buildings, especially towards the Melbourne CBD skyline
- Optimise northern aspect for new development
- Encourage podium parking which incorporates a ‘skin’ of development at street frontages, at ground and upper levels
- Encourage built form setbacks at upper levels where possible, above street frontage height of 4-6 storeys approx.
- Utilise existing built form and structure where possible/practicable

Open space

- Investigate opportunities for providing green space or open space at podium and/or roof levels of new buildings
- Provide for a stronger, direct visual and physical pedestrian link between the Market and Maddern Square

Heritage

- Encourage facade design to respond to the prevailing fine-grain streetscapes of central Footscray, through narrow frontages and regular streetscape rhythm

Hopkins Street

SP:09
Development site
Retail, Residential,
Commercial
7,900 sq.m approx.
20-25 storeys

SP:09
Development site
Retail, Residential,
Commercial
3,620 sq.m approx.
15-20 storeys

Leeds Street

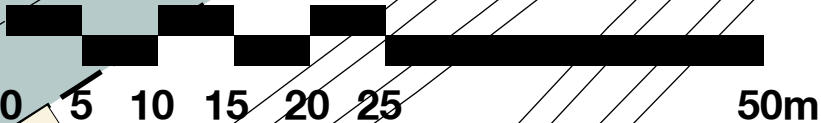
Irving Street

Approximate development area
Potential extra development area

Footscray Station Precinct PUDF
Sub-Precinct SP:09

Scale 1:500 @ A3

SP:02



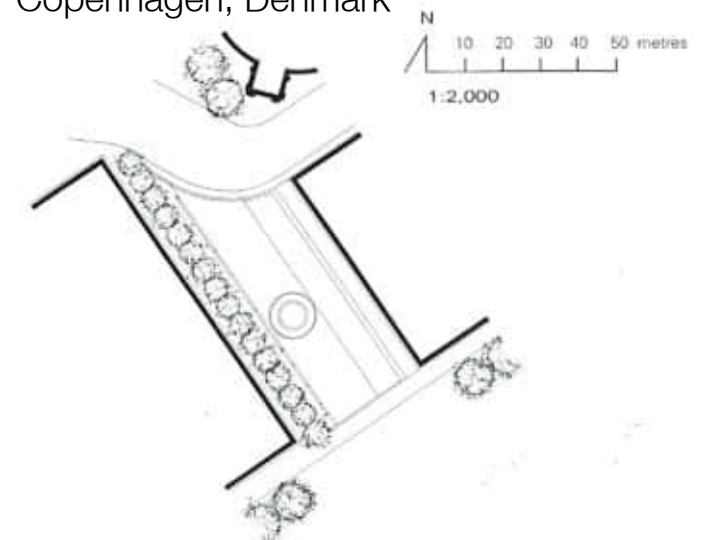
D:5 Forecourt and public space studies

These images compare the scale and design of the proposed Station Forecourts, with plans and photographs of other public spaces. Plans are printed at the same scale, for reference and comparison.



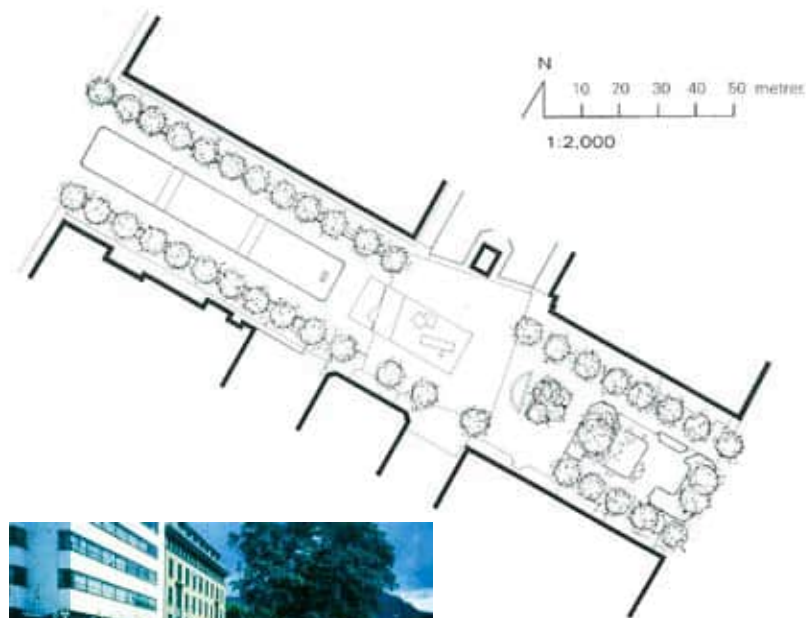
Proposed Forecourts
Footscray Station Precinct

Axeltorv
Copenhagen, Denmark



Source: 'New City Spaces' Gehl and Gemzoe

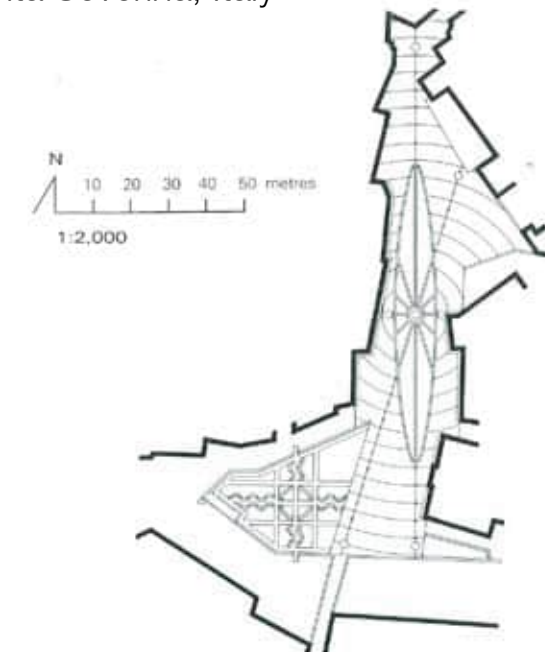
Ole Bulls Plass
Bergen, Norway



Gammeltorv/Nytorv
Copenhagen, Denmark



Piazza Vittorio Emanuele
Santa Severina, Italy

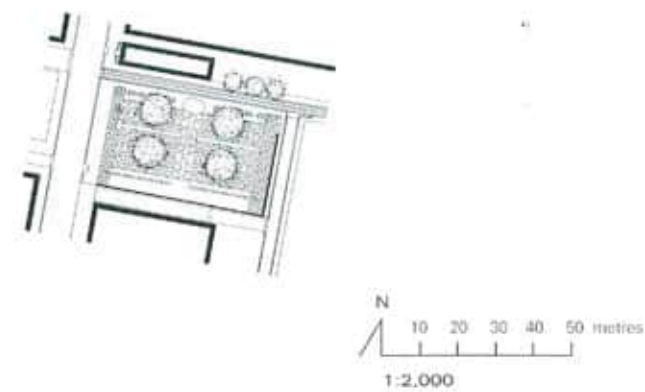


Source: 'New City Spaces' Gehl and Gemzoe

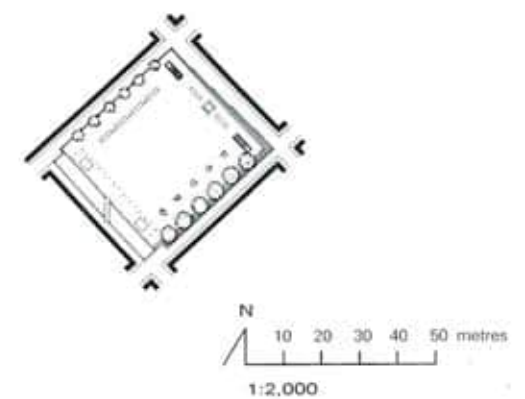


Proposed Forecourts
Footscray Station Precinct

Welcome Park
Philadelphia, Pennsylvania

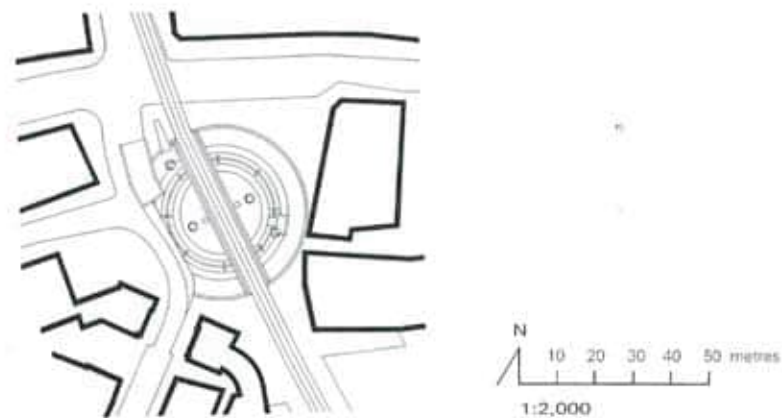


Plaça del Sol
Barcelona, Spain

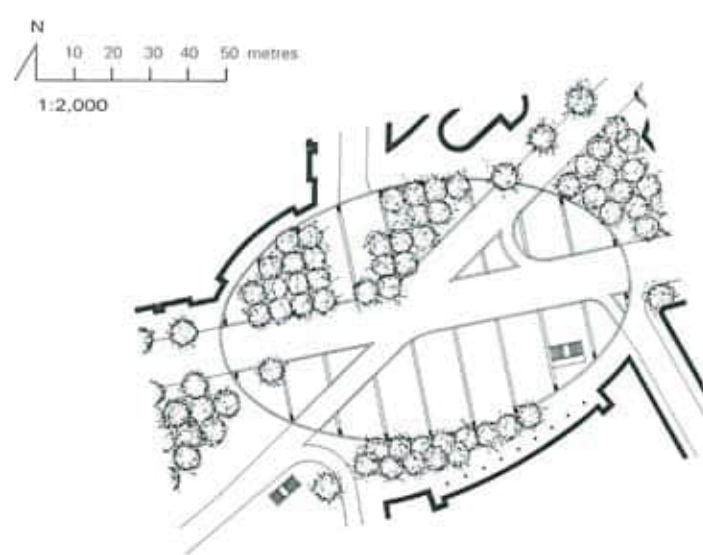


Source: 'New City Spaces' Gehl and Gemzoe

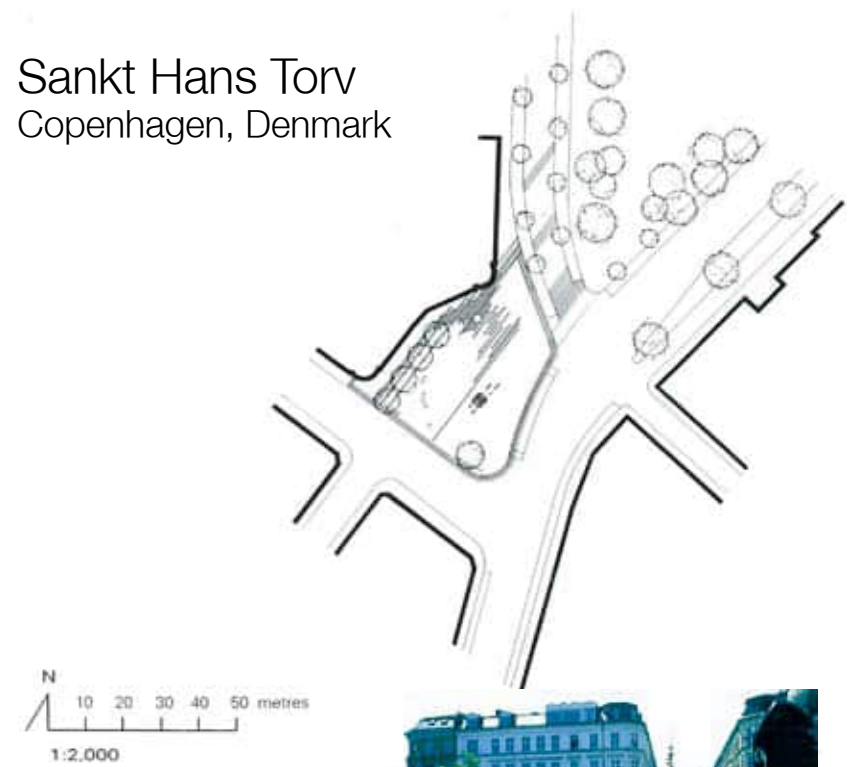
Place de l'Homme de Fer
Strasbourg, France



Place Charles Hernu
Villeurbanne, Lyon, France



Sankt Hans Torv
Copenhagen, Denmark



Source: 'New City Spaces' Gehl and Gemzoe

