



# GLEN EIRA

## TRANSFORMATIONAL CONCEPTS

### DRAFT REPORT

MARCH 2017

PREPARED FOR GLEN EIRA CITY COUNCIL

## PROJECT CONTROL

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## Introduction

The purpose of this project is to review ideas for ‘transformation’ projects in the Carnegie, Bentleigh, Elsternwick, Murrumbeena and Hughesdale centres.

The transformation projects take the form of upgrades to public urban spaces in centres which have been, or will be soon be, affected by rail/road grade separation.

The ideas for the transformation projects have been drawn from community consultation, which showed a number of common aspirations for the future of the urban spaces of the five centres.

These aspirations include:

- Creating places for people
- Providing more greenery throughout the centres
- Encouraging night-time activity
- Improving access for all forms of transport.

## Ideas & options

Ideas and options to achieve these community aspirations through new projects within the public realm spaces of each centre have been developed.

These projects would potentially use existing public realm spaces to create buildings or public spaces for community use or benefit such as:

- New or improved community hubs, with library or retail spaces
- Improved carparking provision through construction of decked carparking
- New public spaces in form of large or small urban squares, or an open green park
- Measures to expand the pedestrian space within the streetscape
- Facilitating transport oriented development or transport interchanges at railway stations
- Enhancing the village identity through art works, landscaping or new buildings.

## This report

This report reviews the options for transformation projects in each centre, from an urban design perspective.

The review draws from the key aspirations for the future of each centre that emerged from the initial stage of consultation with the community.

The existing urban design context of each centre is examined, and then the ideas and options for upgrades to public realm spaces are considered in terms of how they might meet the community’s aspirations.

Specifically, the various ideas and options are tested in terms of how well they will enhance the amenity, attractiveness, function and accessibility of the centre.

Recommendations for traffic efficiency and safety have been prepared by traffic consultants One Mile Grid Traffic, and these recommendations have been incorporated in this urban design report.





# 1

Carnegie

# Carnegie

## Carnegie urban design context

The Carnegie activity centre is based around the core retail area of Koornang Road, between Dandenong Road and Neerim Road.

The core retail area of Koornang Road comprises many characterful older shopfronts, south of the railway line, and is an attractive and vibrant shopping centre.

Many larger sites around the retail area are being developed for the development of higher scale apartment buildings of up to 6 storeys.

The main pedestrian activity occurs along Koornang Road, in particular around the Jersey Parade Plaza node that connects through to the Community Centre and Library. There are also many smaller connecting streets and laneways between the shops and rear carparks.

The elevated railway line will be a highly visible and significant change to the centre.

## Objectives

The key proposal ideas from the initial consultation for Carnegie are:

- Create a new green space & additional car parking
- Transition Carnegie to a pedestrian friendly centre
- Improve public transport connections.

## Ideas & options

Ideas and options of how these objectives could be achieved in Carnegie are illustrated on the map on the following page and detailed in this section of the report.

# KEY

- Property boundaries
- Commercial area
- Legacy project site
- Potential open space option
- Potential / upgraded pedestrian connections
- Street tree planting
- Tram extension / terminus
- Road reconfiguration option
- New pedestrian prioritised crossing treatment

Extended treatment to define signalised pedestrian crossing connecting Morton Avenue

**Immediate / Short Term Option**  
Provide planting and increase pedestrian amenity and connection to existing carpark

**Longer Term Option**  
Commercial / residential development opportunity with integrated urban open space and pedestrian connections

Upgrade laneway with new activated tenancy frontages

Extend treatment to define entrance to centre with signalised pedestrian crossing

Reconfigure Egan Street to increase pedestrian amenity with a two-way shared space

Extend tram routes 3 & 67 to terminate at Carnegie train station

Green space and train station plaza to the northern side of the Carnegie Station precinct

Reconfigure Morton Avenue to increase pedestrian amenity with a westbound one way shared space

Upgrade laneway with new activated tenancy frontages

Canopy trees along Koornang Road (not necessarily in centre of street)

**East Carpark Option 1 (Recommended)**  
Centralised green open space in between library and new multi-storey public carpark (market on ground floor, recreational uses on top floor)

**East Carpark Option 2**  
Whole site developed with new multi-storey public carpark (market on ground floor, recreational uses on top floor)

**East Carpark Option 3**  
Whole site utilised for new centralised green park

## CARNEGIE TRANSFORMATION PROJECTS

0 25 50 100m



## New green space & additional carparking

Options to better use the existing surface carparks for new green space and additional carparking have been explored. This includes the carparks on the east and west sides of Koornang Road, shown on the map.

These options include the creation of a new green space in one of the carparks, and construction of decked parking within the other carpark to provide consolidated parking in a single location. The option to potentially develop these carpark sites would address considerations of:

- Ensuring that replacement carparking is provided elsewhere
- Providing net community benefit - either through new community spaces on the carpark site, or through contribution of funds for community spaces elsewhere in the centre
- Building scale that is consistent with the character of the centre and adjoining residential interfaces
- Opportunities for new pedestrian links through development sites.

## East carpark

The east carpark provides a significant opportunity for the centre, given its large site area, existing pedestrian links and proximity to the Library. A number of options for the east carpark have been explored.

### *Option 1: Carpark, market & green space*

In this option, part of the site would be developed with a mixed use building comprising a market at the ground level, decked carparking above and a community rooftop space.

A new green space could be created between this building and the Library. This green space would benefit from the activity of the market and the library. It would also provide an improved amenity for the existing laneways and encourage activation at the rear of the shops.

This is the recommended option as it provides opportunities for new activity and open space, and includes replacement carparking.

### *Option 2: Carpark & market*

In this option a larger carpark and market building would be constructed on the site. Green space would instead be provided within the west carpark. Surrounding laneways would be improved to connect to the new market and carpark building.

This option would allow a significant addition to the retail offer of the centre, and provide additional carparking. However, there would be no additional green space provided in the east carpark.

### *Option 3: Large green space*

In this option the carpark would be transformed into a large green space.

While this would make a significant contribution to the amount of green space in the centre, it may be difficult to activate, and there would be a loss of carparking on the eastern side of the centre.

## West carpark

The west carpark also provides opportunity for the centre, but has a limited scope due to its smaller site area. It benefits from existing pedestrian links to Koornang Road and proximity to the supermarket. Options for the west carpark include:

### *Option 1: Improved carpark amenity*

As a short-term option, the west carpark could be improved through additional planting and enhanced pedestrian links through the site.

### *Option 2: Carpark & mixed use*

In the longer-term, the west carpark could be developed with a consolidated deck carpark which provides additional spaces for the centre. The ground floor of this building could provide retail or commercial use and upper levels could provide residential space.



## Carparks today....



West carpark, Kokaribb Road



East carpark, Shepparson Avenue

## Carparks reimagined as a community hub or market



## Pedestrian friendly centre

Other ideas are focussed upon making existing streets and laneways more conducive to pedestrian activity, by improving existing pedestrian connections and through the creation of small urban plaza spaces in widened kerbside areas.

Throughout the centre there would also be opportunities for additional tree planting and greening.



Shared traffic space in Queenstown, New Zealand

### *Morton Avenue*

Morton Avenue has great potential to be a vibrant, pedestrian-focussed space, in its location next to the station, shops and Library.

Creation of a one-way westbound shared space zone would allow for an extensive area of pedestrianised space, while still allowing local vehicular access.



Morton Avenue looking east from Koornang Rd

### *Woorayl Street*

Woorayl Street could be transformed as a pedestrian hub, with a new green space and plaza to the north of the new station.

This would be integrated with a new tram terminus at the station, should the tramline be extended along Koornang Road to Carnegie Station (discussed on page 13).



Woorayl Street & Carnegie Station looking east from Koornang Rd

### *Egan Street*

With the construction of the elevated railway, there will be opportunity to make improved pedestrian spaces and connections around Egan Street.

The amenity of Egan Street could be improved by creating a shared traffic space, which would allow two-way car movements, within a slow speed environment.



Egan Street looking west from Koornang Rd





*Indicative shared space created on a side street, allowing ease of pedestrian movement, as well as two-way traffic access*



### *Koornang Road*

The appearance and amenity of Koornang Road as the core retail area of Carnegie could be enhanced through additional street tree planting.

Kerb outstand spaces could be created to provide small spaces for canopy trees and landscaping along the street.

Additional pedestrian crossings would assist in ease of pedestrian movement through the centre.



Koornang Road

*A strong tree canopy in Koornang Road would provide significant benefits in terms of streetscape appearance and shading*



### Laneways

The centre benefits from a well-used existing laneway network which provides access from Koornang Road to the rear of the shops.

These laneways could be improved through upgraded paving treatments, new planting and encouraging adjoining buildings to activate their frontages to these spaces.



Laneway east of Koornang Rd



Laneway to Koornang Rd from west carpark



*Laneways can be upgraded and activated to create attractive and interesting pedestrian links*

## Transport connections

### Tramline extension

The routes 3 and 67 tramline could be extended from its current terminus at Truganini Road to turn left into Koornang Road, up to a new terminus at Carnegie Station.

A multi-modal transport interchange could be created at the station, through use of and under the elevated railway.

This would improve access to the station and encourage public transport use.

### Pedestrian Links

Pedestrian links throughout the centre could be improved through upgraded paving treatments, new planting and

An extended crossing point over Koornang Road between Morton Avenue and Rosstown Road would allow ease of pedestrian access to the station and tram terminus.

There would also be opportunities to improve north-south pedestrian links under the elevated rail.







# 2

Bentleigh

# Bentleigh

## Bentleigh urban design context

The Bentleigh activity centre is a busy strip shopping centre that runs along Centre Road and is dissected by the railway line, which has recently undergone a level crossing removal. There is no distinct difference between the east and west area of the activity centre, although the bulk of the car parking is located on the eastern side.

Buildings are generally up to two storeys in height, with newer development up to four storeys. There are isolated older buildings dispersed throughout.

Centre Road has an intimate pedestrian streetscape environment, and break out areas along the street provide landscaping, seating and shade trees.

Large expanses of car parking are located behind the shop frontages to Centre Road. While these car parks are well-used, they also create a barrier to pedestrian access to the shopping strip.

Recent public realm upgrades along side streets including Godfrey and Vickery Streets provide attractive spaces for people to stop and enjoy the streetlife, and suggest that additional small-scale urban open space will be well used.

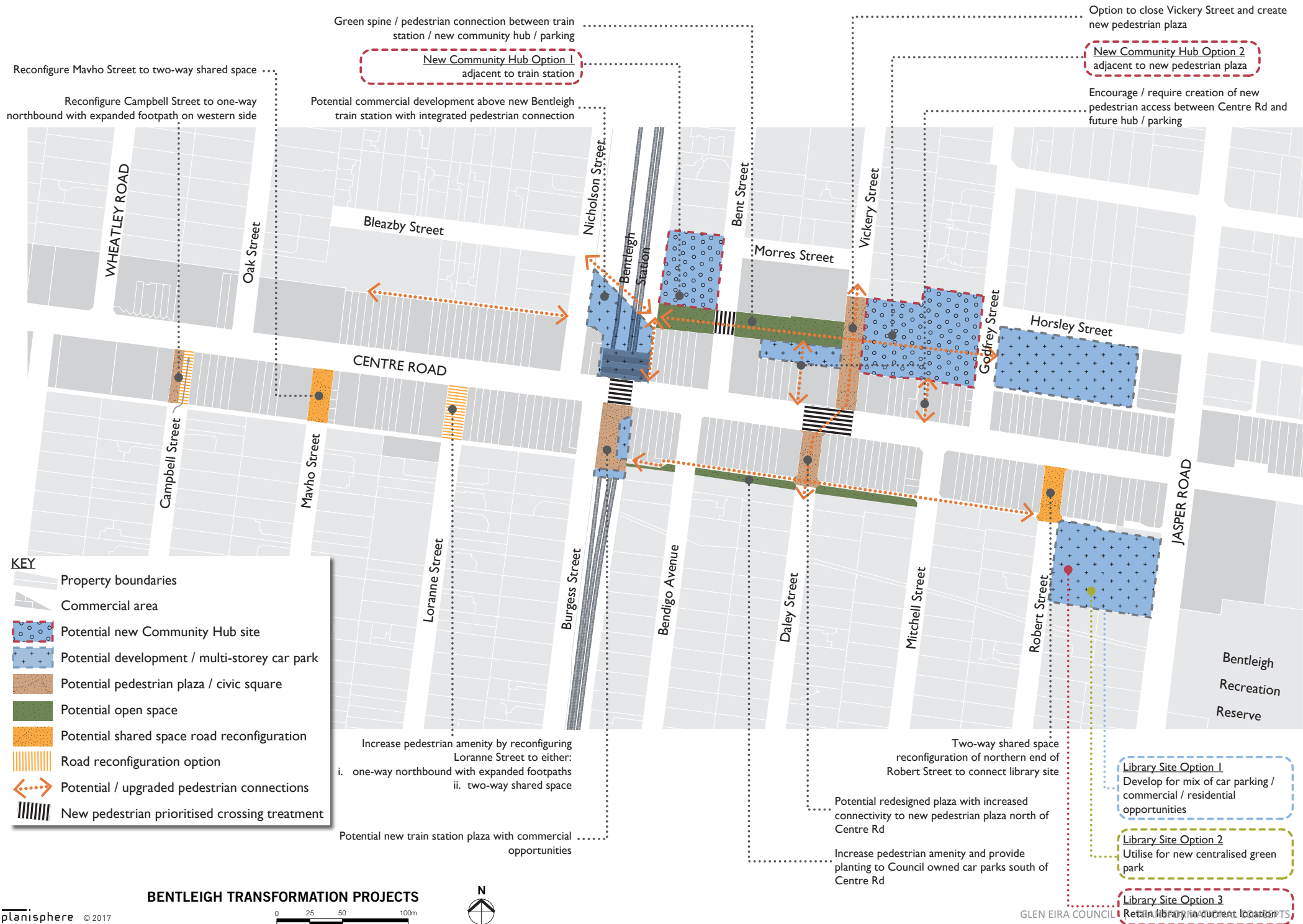
## Objectives

The key proposal ideas from the initial consultation for Bentleigh are:

- Create a new green space in the heart of Bentleigh
- Create new community hub and additional car parking
- Transition Bentleigh to a pedestrian friendly centre
- Create a vibrant and safe train station precinct

## Ideas & options

Ideas and options of how these objectives could be achieved in Bentleigh are illustrated on the map on the following page and detailed in this section of the report.



## New green space

The option to close Vickery Street creates the opportunity for a new pedestrian plaza north from Centre Road that could be connected via a relocated pedestrian crossing to the existing Bentleigh Plaza. This could define the centre-point of the Bentleigh retail strip and provide an area for civic activity such as street parties and markets.

A green-spine connecting this space to the train station / new Community Hub would provide additional space for these activities.

Another urban open space opportunity is located across from the train station with a new plaza located on top of the sunken rail line south of Centre Road.



Bentleigh Plaza, Centre Road



Vickery Street



Example of shared space that could be created in Vickery Street to connect to Bentleigh Plaza

## New community hub & additional car parking

The large expanses of surface car parking in Bentleigh represent a valuable opportunity to consolidate areas of parking into a centralised, multi-storey car park and free up areas for better use.

While it is recommended that this involve consideration of opportunities for commercial and residential development with a public focus, the primary benefits of freeing up these spaces north of Centre Road are in the opportunity to provide a new Community Hub with an option to relocate the library with this hub.

The option to potentially develop these carpark sites would address considerations of:

- Ensuring that replacement carparking is provided elsewhere
- Providing net community benefit - either through new community spaces on the carpark site, or through contribution of funds for community spaces elsewhere in the centre



- Building scale that is consistent with the character of the centre and adjoining residential interfaces
- Opportunities for new pedestrian links through development sites.

## Community hub

The existing library (which includes other community facilities) is located at the edge of the centre, and is not well connected to the retail strip in terms of visual connection or pedestrian links. It is proposed that the library is relocated and integrated with a new Community Hub. A number of options for the location of this new Community Hub have been proposed.

*Carparks reimagined as a community hub or market*



## Considerations for existing carparks



Car park in between rail line and Bent St



Connection to train station

### *Option A: Northeast of Train Station*

To the south end of the site of the car park between the rail line and Bent Street. This option would be well connected with the train station and could be connected to a new Vickery Street pedestrian plaza via a green-spine running east-west behind the Centre Road shops.

### *Option B: Vickery Street*

On the Vickery Street frontage of the site of the car park between Vickery Street and Godfrey Street. Together with the proposed pedestrian plaza along Vickery Street option would create a community and cultural node at Vickery Street and could be connected to the train station via a green-spine running behind the Centre Road shops.

### *Carparks today...*



Vickery Street looking west toward the rail line



Vickery Street looking north



## Pedestrian friendly centre

Other ideas are focussed upon making the existing centre more conducive to pedestrian activity.

This can be achieved through a series of more general actions within the streetscapes of the centre.

Options include extending footpath materials across the road to create pedestrian prioritised crossing locations with raised thresholds, 'narrowing' the road visually by providing more street trees and kerb pop-outs, and providing more pedestrian furniture at key locations.

Specific initiatives identified include the reconfiguration of the following side-streets to reduce vehicular traffic on residential streets and increase pedestrian safety, and also create new spill-out spaces.

### *Mavho and Robert Streets*

Mavho and Robert Streets provide a good opportunity to slow and reduce traffic into these side-streets through implementation of a two-way shared space at the Centre Road end of these streets. This would allow the existing levels of activation (in particular along Mavho Street to extend into a plaza type space. Robert Street shared space could connect to a new opportunity provide at the existing library site.



Mavho Street looking south



Robert Street looking north

### Campbell Street

Campbell Street could be modified to one-way northbound at Centre Road which allows for an extended footpath on one side with encouraged activation of the corner frontages.



Campbell Street looking south (source: Google)

### *Loranne Street*

Loranne Street could also be reconfigured with a similar treatment to that recommend for either Mavho and Robert Streets, or the one-way option proposed for Campbell Street.



Loranne Street looking south



*Indicative one-way street to the centre with extended kerb space for pedestrians, planting and seats*

### *Other Opportunities & Ideas*

The new Community Hub, car parking and open spaces north of Centre Road could be better connected to Centre Road via new development providing pedestrian access.

The laneways south of Centre Road and their interface with the small car parks could be improved with planting, street furniture, and enhanced pavement materials to increase activity and pedestrian amenity along these existing frontages and connections.



Centre Road 'back-end' frontages to rear laneway



## Vibrant and safe train station precinct

The rail line south of Centre Road could be decked over east of Burgess Street to create a new train station plaza. This space would allow for larger organised events such as outdoor concerts or a public big-screen, with the opportunity to expand into Burgess Street on occasions. This plaza could also provide an opportunity for commercial tenancies similar to those located adjacent the Elsternwick Plaza open space.

A pedestrian prioritised crossing would provide connection across Centre Road.



Plaza opportunity from the train station

*The decked space over the railway line could be reimagined as a pedestrian plaza, with active retail and mixed use buildings around its edge*







# 3

Elsternwick

# Elsternwick

## Elsternwick urban design context

The Elsternwick activity centre is a busy strip shopping centre that runs along Glen Huntly Road between Nepean Highway and Hopetoun Gardens. Near the western edge of the centre the railway line passes underneath Glen Huntly Road. There is no clear centre of activity along the strip with consistent 2-3 storey built form scale with older buildings dispersed throughout.

This low scale of the existing built form creates an intimate pedestrian streetscape environment along the retail strip. The break-out around the train station and Elsternwick Plaza provides the greatest potential to create a cultural activity node with connection to the cinema and Jewish Holocaust Centre. Other opportunities include where Staniland Grove / Carre Street and Orrong Road intersect with Glen Huntly Road.

Moderate expanses of car parking are located behind the Glen Huntly Road shop frontages, in particular to the south.

## Objectives

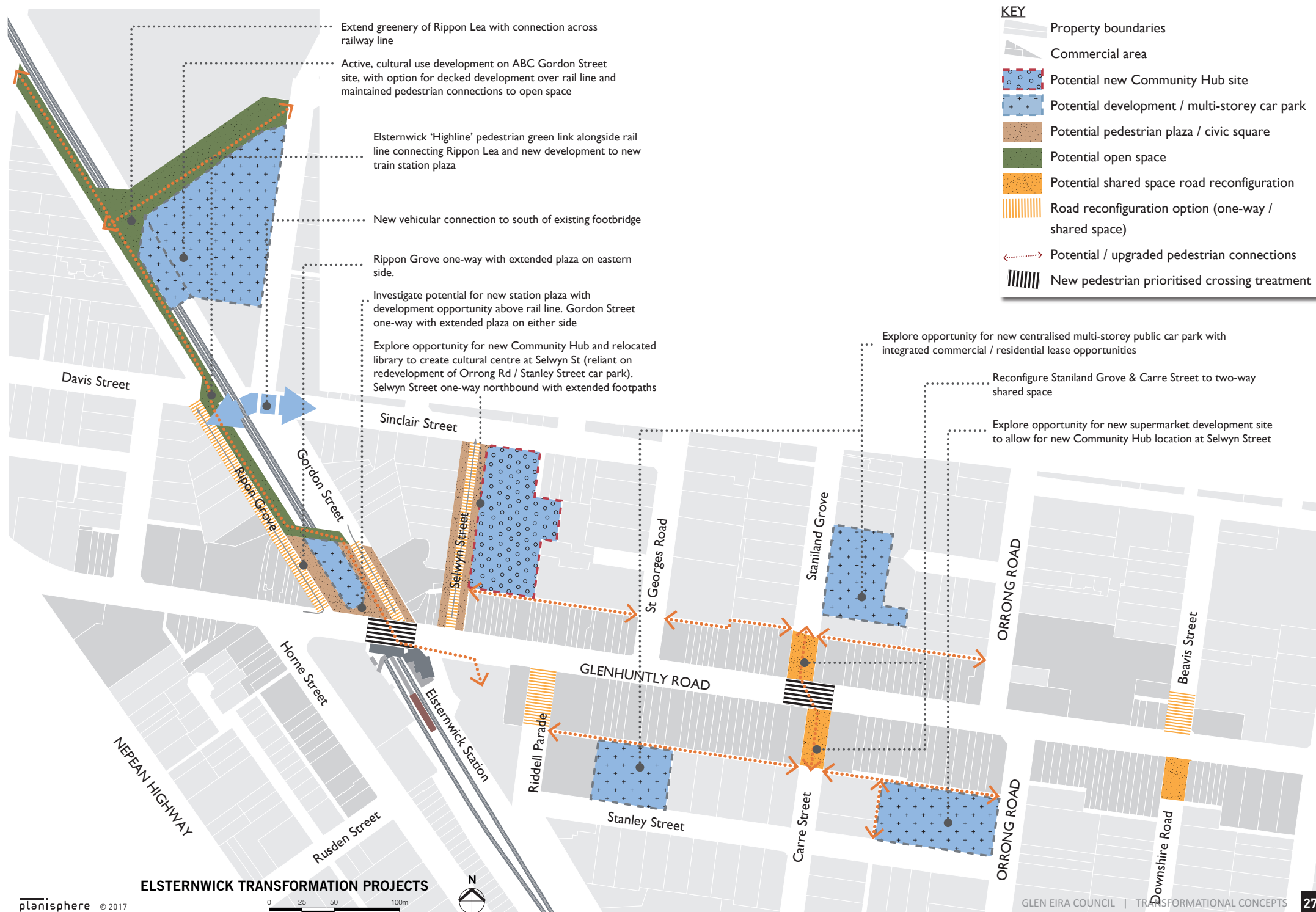
The key proposal ideas from the initial consultation for Elsternwick are:

- Create new community hub and additional car parking.
- Create a vibrant cultural and entertainment precinct.
- Transition Elsternwick to a pedestrian friendly centre.

## Ideas & options

Ideas and options of how this could be achieved in Elsternwick are illustrated on the map on the following page and detailed in this section of the report.





*Carparks reimaged as a community hub*



## New community hub and additional car parking

The large Council owned car parks in Elsternwick represent a valuable opportunity to consolidate areas of parking into a centralised, multi-storey car park and consider other options for the remaining sites. While it is recommended that this involve consideration of opportunities for commercial and residential development with a public focus, the primary benefits of freeing up these spaces are in the potential to use land for other community purposes, including using the Selwyn Street ABC site for a Community Hub.

The potential to develop these carpark sites would need to consider:

- Ensuring that replacement carparking is provided elsewhere
- Providing net community benefit - either through new community spaces on the carpark site, or through contribution of funds for community spaces elsewhere in the centre
- Building scale that is consistent with the character of the centre and adjoining residential interfaces.

## Community hub

The review highlighted an opportunity to provide a new Community Hub by relocating the library and associated functions and integrating with additional cultural uses at the Selwyn Street ABC site. While this land is not owned by the Council it could possibly be facilitated by negotiation.

### *Selwyn Street option*

This option would allow for Selwyn Street to develop into a cultural precinct, with the Community Hub and additional cultural uses complementing the Jewish Holocaust Centre and Kadimah Jewish Cultural Centre & National Library already located on this street. This would also provide opportunity for the Classic Cinema to develop a new frontage to Selwyn Street.

Selwyn Street could be modified to one-way northbound to extend the footpaths either side, creating a more pedestrian friendly environment and opportunities for uses to increase activation of the street.

The proposed cultural precinct would also connect to the Elsternwick Plaza located on the southern side of Glen Huntly Road east of the train station, and also the potential for a new plaza space on top of the rail line north of Glen Huntly Road.

### *Staniland Grove option*

The review also looked at the potential to locate a plaza space with the new Community Hub at the site of the existing library, however this was not considered suitable as the traffic report concluded that Staniland Grove could not be modified to provide a plaza type open space at the front of the community hub.

However a second option that involves creation of a widened footpath space extending from the front of the new Community Hub to Glen Huntly Road can be achieved by relocation of the existing public toilets within the redevelopment of the library / Community Hub.



Selwyn St looking south toward Glen Huntly Rd



Selwyn St looking north at ABC site



Existing library on Staniland Grove



Existing pedestrian break-out and toilet block on Staniland Grove



## Vibrant cultural & entertainment precinct

### Train station plaza

As well as the recommended creation of Selwyn Street as the centre of the cultural precinct, the reconfiguration of Gordon Street as well as the opportunity to develop over the rail line create potential for this precinct to extend into the southern end of Gordon Street and over Glen Huntly Road to the train station and Elsternwick plaza.

To achieve this Gordon Street would be reconfigured to a one-way southbound shared space with extended pedestrian areas on either side, with approximately 8-10 car parking spaces removed. This open space would provide an opportunity for events such as small concerts or performances.



Gordon St looking north

*A new plaza created over the railway line which integrates with extended pedestrian area on Gordon Street, redesigned as a one-way street*



## Pedestrian friendly centre

It is acknowledged that Glen Huntly Road is a busy road that caters for traffic flowing to and from the nearby Nepean Highway, as well as a tram line. However, Glen Huntly Road's primary purpose is as a pedestrian oriented retail strip, and this review recommends works to ensure that the pedestrian nature of the road remains a priority. Whilst some reconfiguration options of side streets have been included, the main actions to address this balance involve minor streetscape works.

The primary recommendation is to remove the 'pedestrian cage' and planting barriers to pedestrian movement as demonstrated in the figure below. Whilst the intention of these barriers is to protect pedestrians from passing traffic, they reduce the overall pedestrian quality of the streetscape as they signal passing motorists that the road is for cars only. Whilst pedestrian crossing locations can remain in specific locations, removing these barriers and bringing paving and street furniture to the kerb signals to motorists that they are now in a pedestrian prioritised area and must slow down.



Carre St and Glen Huntly Rd intersection

Other streetscape works that can increase pedestrian amenity and safety and signal drivers to slow down involve extending footpath materials across the road to create pedestrian prioritised crossing locations with raised thresholds, and 'narrowing' the road visually by providing more street trees and kerb pop-outs.

However, there are also specific options identified to reconfigure the following side-streets to reduce vehicular traffic on residential streets and increase pedestrian safety, and also create new spill-out spaces.

### *Staniland Grove, Carre Street and Downshire Road*

The intersections of these streets provide options to slow and reduce traffic into these side-streets through implementation of a two-way shared space at the Centre Road end of these streets. However, the success of these spaces rely on the activation of the streetscape and footpaths by adjacent uses.

### *Riddell Parade and Beavis Street*

These streets also provide an opportunity to provide more urban open space and pedestrian amenity through reconfiguration. This could be a two-way shared space as discussed with regard to Staniland Grove, Carre Street and Downshire Road, or by making one-way (on to Glen Huntly Road only) and extending the footpaths either side.



Beavis St looking north







# 4

Murrumbeena

# Murrumbeena

## Murrumbeena urban design context

Murrumbeena is a smaller centre, focussed around the train station at the corner of Murrumbeena Road and Neerim Road.

Buildings comprise a range of retail, commercial and mixed use development, generally up to a height of two storeys.

Currently, the key public realm spaces in the centre are the footpaths and small open areas around the station. There are no urban plazas or green spaces, and limited opportunity for on-street dining due to the narrow footpath width.

There are carparking areas on either side of the station.

## Objectives

The key proposal ideas from the initial consultation for Murrumbeena are:

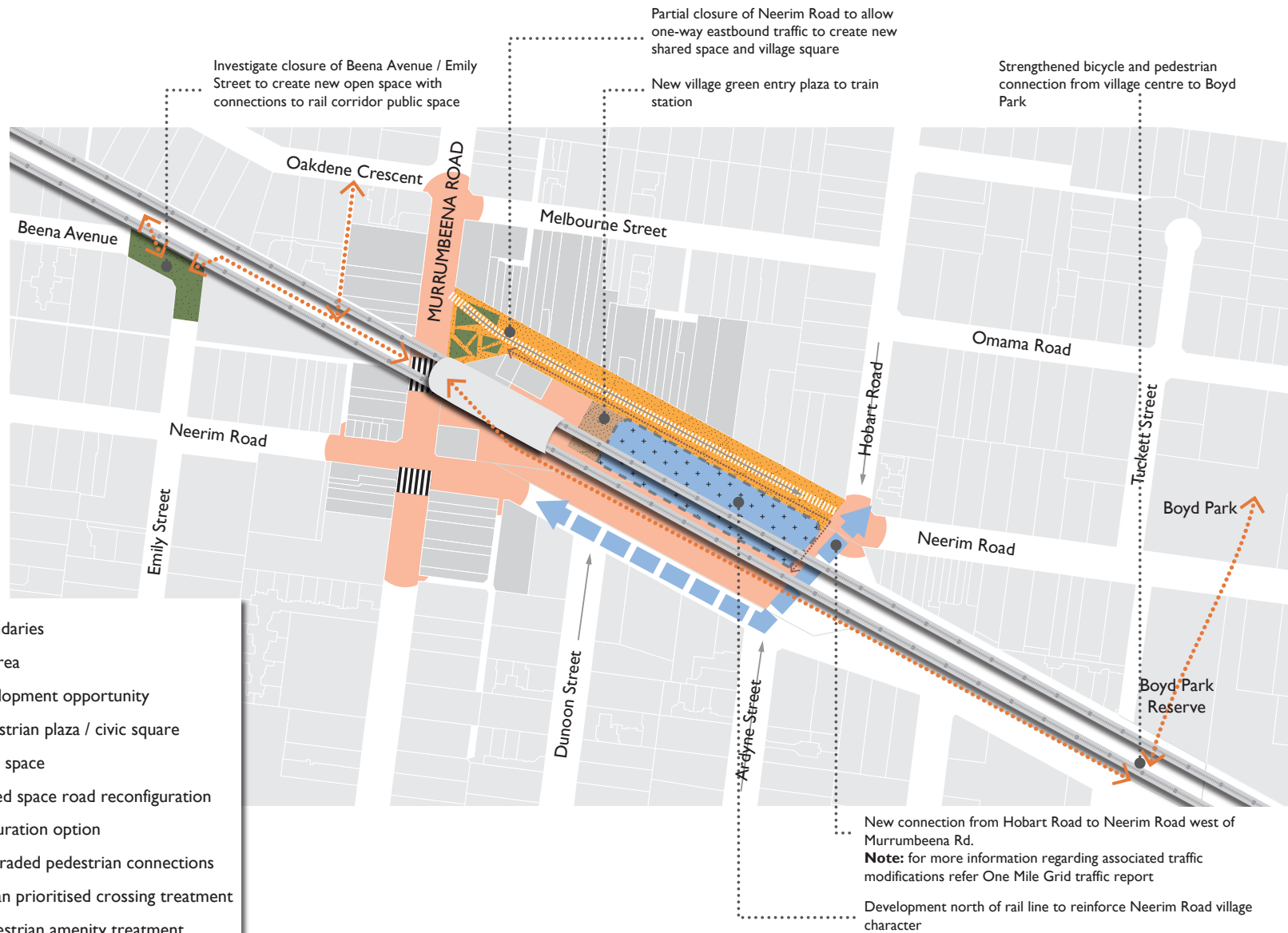
- Create a new village green in the heart of Murrumbeena
- Transition Neerim Road to a pedestrian-friendly centre
- Strengthen Murrumbeena's 'Village' character
- Create an integrated network of green spaces.

## Ideas & options

Ideas and options of how this could be achieved in Murrumbeena are illustrated on the map on the following page and detailed in this section of the report.

**KEY**

- Property boundaries
- Commercial area
- Potential development opportunity
- Potential pedestrian plaza / civic square
- Potential open space
- Potential shared space road reconfiguration
- Road reconfiguration option
- Potential / upgraded pedestrian connections
- New pedestrian prioritised crossing treatment
- Increased pedestrian amenity treatment



## New village green

The redesign of the train station precinct will provide an opportunity for the creation of a new village green.

This idea would see a new central outdoor public space in the heart of the centre, which is currently lacking. Located on the south side of Neerim Road at the new train station entry, the space would be edged with the new development proposed adjacent to the elevated railway line.

New buildings would offer cafe or retail space at the ground level, with apartments or offices above. The village green would complement the activity of Neerim Road.

## Village character

Opportunities to develop land north of the railway, on the southern side of Neerim Road, would significantly activate this streetscape.

Shops and cafés would enclose both sides of the street, and with the creation of a pedestrian-friendly area and the new village green, the friendly, village character of Neerim Road could be enhanced.

Additionally, there is scope to improve the gateways into Murrumbidgee at the edges of the centre. This could include feature landscaping, artwork or distinctive buildings.

## Network of green spaces

There is opportunity to create a new green space through the closure of Beena Avenue / Emily Street. This would connect into the new linear public space which will be created along the rail corridor.

This linear public space could also connect into new links for bicycles and pedestrians through to Boyd Park.

*A new village green at the station entry on Neerim Road could be created*





## Pedestrian friendly centre

Neerim Road offers significant potential as a pedestrian-friendly area between Murrumbeena Road and Hobart Street.

Neerim Road is a focal point of activity for the centre, with existing shops, the new station entry and the potential new development and village green on the railway land.

To transition to a pedestrian-friendly area, it would be necessary to reduce traffic speed and movements through this section of Neerim Road. This would allow a greater amount of space for pedestrian activity.

A number of options have been explored by the traffic consultants, detailed in the One Mile Grid report. The recommended option is to close Neerim Road to allow only eastbound traffic, creating a shared traffic zone for cars, pedestrians and cyclists.

Traffic would be diverted away from Neerim Road by creating a new vehicular connection from Hobart Road to Murrumbeena Road via Railway Parade (refer to One Mile Grid report for details).



Neerim Road looking west

*Neerim Road could be redesigned as a one-way street with a shared traffic zone*









# 5

Hughesdale

# Hughesdale

## Hughesdale urban design

Hughesdale is a smaller centre, focussed around the train station at Poath Road.

Buildings comprise a range of retail, commercial and mixed use development, traditionally up to a height of two storeys. More recent development is up to five storeys.

Currently, the key public realm spaces in the centre are the footpaths. There are no urban plazas or green spaces, and limited opportunity for on-street dining due to the narrow footpath width.

There is a carparking area on the western side of the station.

## Objectives

The key proposal ideas from the initial consultation for Hughesdale are:







- Strengthen the identity of Hughesdale
- Link Boyd Park with the Hughesdale centre.

## Ideas & options

Ideas and options of how this could be achieved in Hughesdale are illustrated on the map on the following page and detailed in this section of the report.



#### KEY

-  Property boundaries
-  Commercial area
-  Potential new open space
-  Upgraded pedestrian / cycle connection
-  New pedestrian prioritised crossing treatment
-  Increased pedestrian amenity treatment

Extension of Boyd Park connecting in to new train station and creating new pedestrian link

Public space to north of new train station - will require high quality design to ensure the space is safe and inviting, and that Boyd Park remains visually connected to Poath Road

Public space improvements along Poath Road with defined entry points to the centre

### HUGHESDALE TRANSFORMATION PROJECTS





## Strengthen Hughesdale's identity

There is potential to improve the village identity of Hughesdale through urban and landscape design at key locations.

The design of public space along Poath Road could be enhanced through additional space for tree planting, landscaping and pedestrian stopping points. These spaces and additional tree planting could be achieved by extending the kerbline in several locations along the shopping strip.

Additionally, the gateways into Hughesdale at the edges of the centre could be better defined through feature landscaping, artwork or distinctive buildings.



*The identity of Hughesdale could be improved through different design measures in buildings and public spaces*



## Link Boyd Park with the Hughesdale centre

The path network of Boyd Park connects to Hughesdale via William Street. This is an informal connection which could be strengthened through the creation of a more formalised space.

This space could include land adjoining the railway line and could extend into the existing carparking area at the western end of William Street to create a larger area of green space.

An improved design would assist in creating a space that is safe and inviting. This would include upgraded pathways, lighting and directional signage.

Landscaping that is in keeping with the landscape theme of Boyd Park would create a sense of visual connection to the park. Small seating areas would provide a chance to stop and sit.

This green connection would also link to the new linear open space being created along the elevated railway line.

*Boyd Park could be better connected to the centre with an extended linear park into William Street, such as the examples in these images*





