

Footscray Central Urban Design Framework

Volume 2:
The Projects

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in conjunction with
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Maribyrnong
CITY COUNCIL

INTRODUCTION

This document sets out the proposals designed to implement the Footscray Central Urban Design Framework. Details of the 'vision' and strategies underlying these proposals are contained in Volume 1.

The Framework is intended to promote and guide the development of the public and private realm of Footscray Central within the foreseeable future. It is part of the Victorian Government's Pride of Place program, which seeks to support urban design interventions in order to foster environments of which their communities are proud. In particular, the Framework establishes the following strategic goals, which the proposals are designed to achieve:

- **To celebrate Footscray's identity**
- **To reinforce Footscray's connectivity**
- **To enhance Footscray's environment**
- **To increase Footscray's intensity**
- **To raise Footscray's employment level**

The proposals fall into three categories:

- **Public domain 'pressure points'**
Relatively contained intense treatments in the public domain.
- **Civic improvements**
Substantial, long-term improvements to major streets and other landscapes.
- **Development opportunities**
Development on currently or potential available private and public sites.

It should be noted that these proposals are conceptual only, and not fully detailed designs. In particular, the building designs will be subject to the normal planning approval process.

CONTENTS

Public Realm Project Location & Schedule

Development Opportunities Location Plan

Public Domain 'Pressure Points'

- 1 Nicholson Street Mall
- 2 Maddern Square
- 3 Nicholson Street
- 4 Albert Street
- 5 Leeds Street
- 6 Station Square*

Civic Improvements

- 7 Waterfront Precinct
- 8 Nicholson Street North
- 9 Barkly/Hopkins Street
- 10 Ring Road
- 11 Hopetoun Bridge Gateway
- 12 Banners & Retail Stalls
- 13 Napier/Buckley Street
- 14 Footscray Park
- 15 Car Parking
- 16 Cycle Network
- 17 Intersection Improvements
- 18 Signage

(Note: Project 19, Annual Art Competition, is not included here as it is fully described in Volume 1.)

Development Opportunities

(in addition to Projects 2, 4 & 6)

- 20 Riverside Arts Precinct
- 21 Footscray Wharves
- 22 Walter Street Park
- 23 Raleigh Street
- 24 University Quarter
- 25 Joseph Road Area
- 26 DHS Building
- 27 Albert Street South
- 28 Cowper Street
- 29 Railway Reserve*
- 30 The Gateway
- 31 Byron Street
- 32 Dennis Street
- 33 Hyde Street*
- 34 Footscray Station Redevelopment

**These projects are incorporated in and coordinated by project 34, Footscray Station Redevelopment.*

Illustrative Framework Plan

KEY PROJECT SITES

This drawing shows the location of key project sites that have been identified as being of priority in the upgrade of the public realm in Central Footscray.

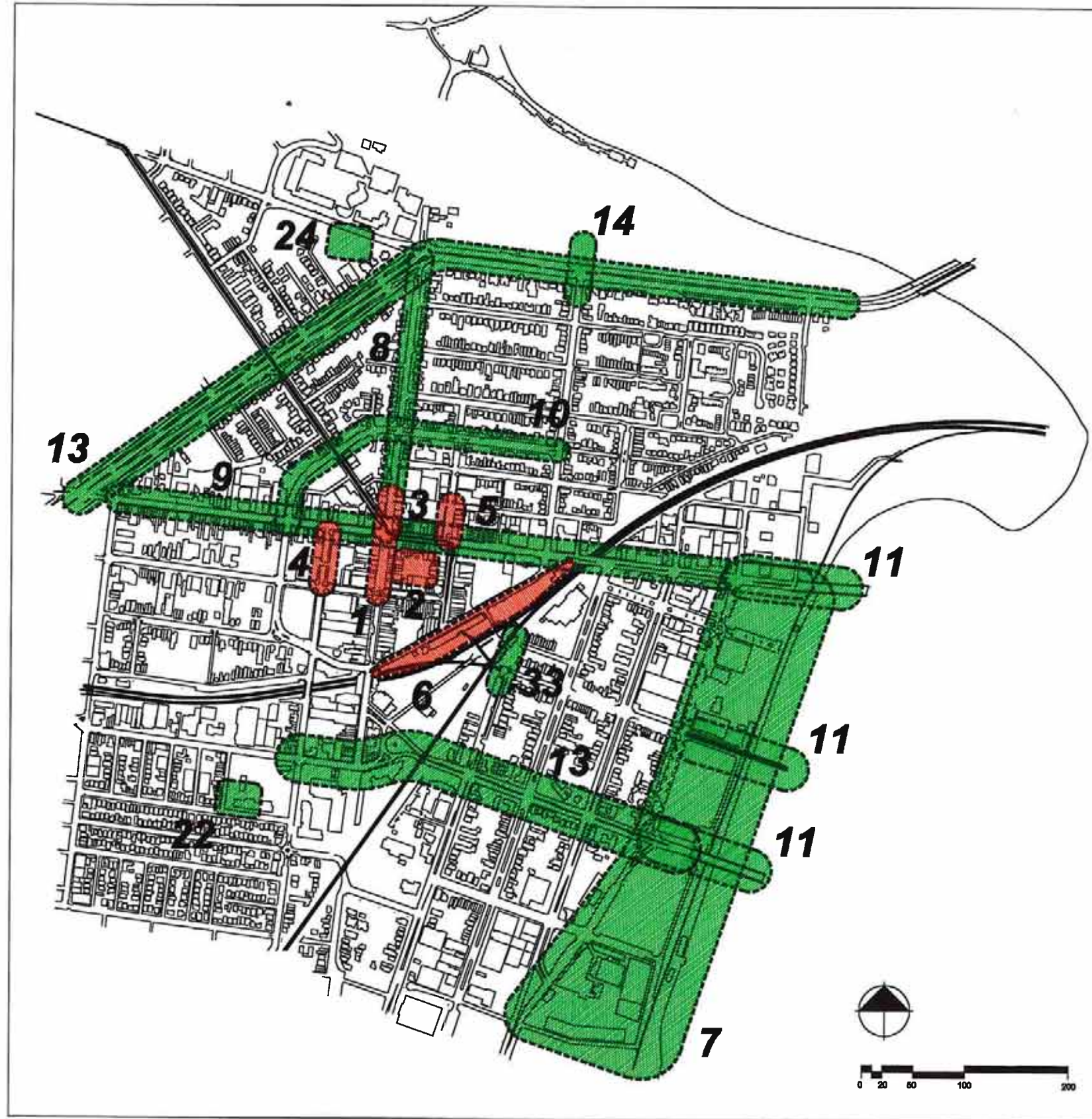
These fall broadly into two categories.

The first group of projects are those that comprise relatively contained areas of works, focusing on an intense treatment in a small area. These could be described as 'pressure points' and are numbered from 1 through to 6 on the drawing.

These are clustered around the core community areas of Footscray, in particular the Nicholson Street Mall.

The second group of projects are generally larger in extent and constitute substantial, and long-term improvements to major street, and other landscapes in Central Footscray. These general 'civic improvements' are numbered from 7 through to 15 on the drawing.

These numbers do not reflect an intended project priority ordering at this stage.



PROPOSED PROJECT SITES

A: 'Pressure Points'

- 1** Nicholson Street Mall : alterations and upgrading
- 2** Maddern Square : redesign as central urban focus
- 3** Nicholson Street : North of Hopkins Street
- 4** Albert Street : North of Paisley Street
- 5** Leeds Street : North of Hopkins Street
- 6** Footscray Station Square: potential for major new public space

B: 'Civic Improvements'

- 7** Waterfront Precinct : major landscape upgrading
- 8** Nicholson Street North : Byron St to Ballarat Road
- 9** Barkly/Hopkins Street : Streetscape Improvements
- 10** 'Ring Road' improvements : boulevard planting and car parking
- 11** Footscray gateways: bridge lighting and other works
- 12** Banners and Retail Stalls: banner types and location
- 13** Napier/Buckley St: streetscape improvements
- 14** Footscray Park at Moore Street : new entrance/address
- 15** Kerbside Car Parking: location plan
- 16** Cycle Network: existing and proposed routes
- 17** Intersection Improvements: locations and proposed treatments
- 18** Signage Strategy: content and locations
- 22** Walter Street Public Park corner of Walter St & Arran St
- 24** University Quarter: public park on Ballarat Rd
- 33** Hyde Street/Footscray Station: public park between Bunbury St & Talbot St

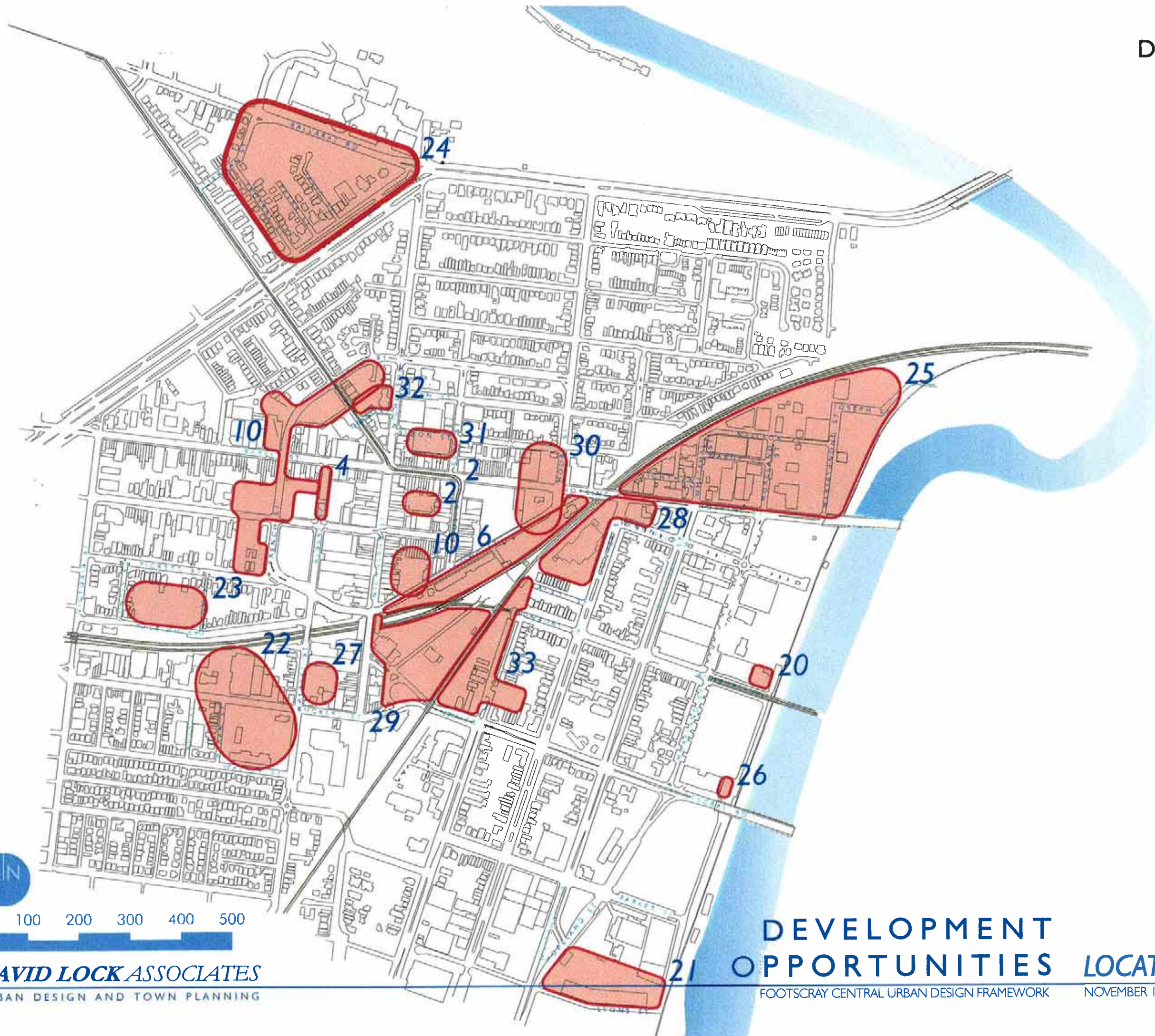
PUBLIC REALM PROJECT LOCATION AND SCHEDULE

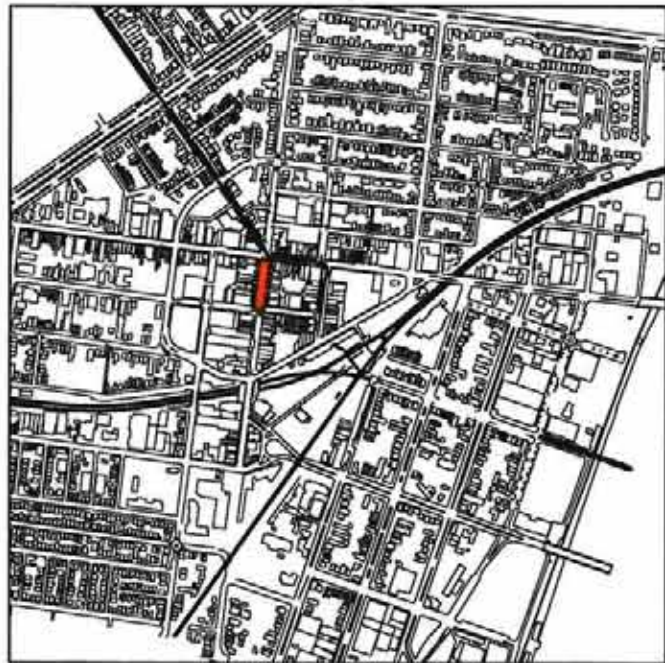
DEVELOPMENT SITES

- 2 Maddern Square
- 4 Albert Street
- 6 Station Square
- 10 Ring Road Redevelopment
- 20 Maddern Riverside Arts Precinct
- 21 Footscray Wharves
- 22 Walter Street Park
- 23 Raleigh Street
- 24 University Quarter
- 25 Joseph Road Area
- 26 DHS Building
- 27 Albert Street South
- 28 Cowper Street
- 29 Railway Reserve
- 30 The Gateway
- 31 Byron Street
- 32 Dennis Street
- 33 Hyde Street

Note: These numbers do not reflect an intended project priority.

Development sites 6, 29 & 33 are incorporated in and coordinated by project 34, Footscray Station Redevelopment.





PROJECT LOCATION

EXISTING CONDITIONS

- Highly utilised public open space during daylight hours
- One of the few central public open spaces

VISUAL CHARACTER

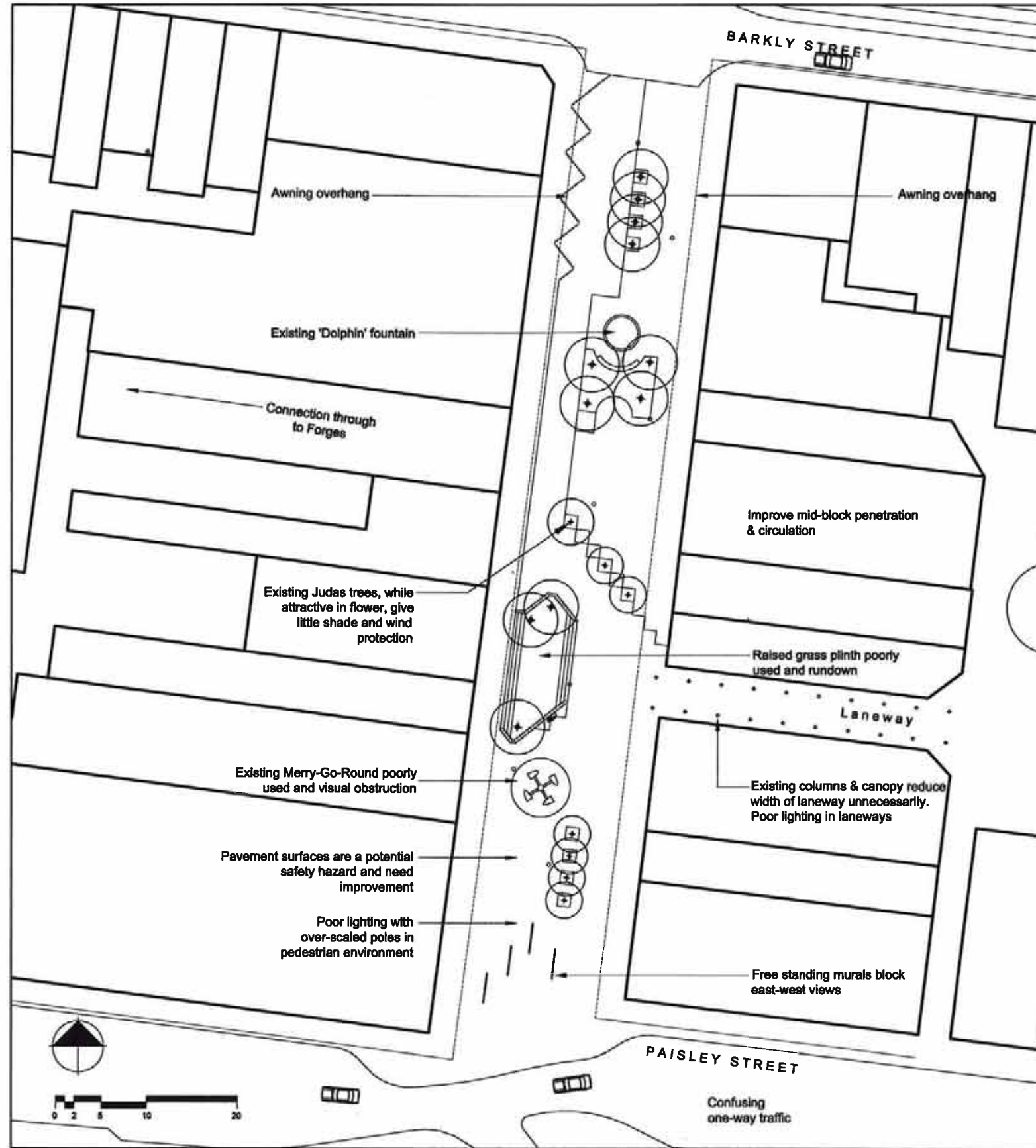
- Currently a visually cluttered space
- Unclear pedestrian circulation
- Poor quality pavements
- Difficult to stage large events
- Active street/shop frontages
- Existing mature tree locations clutter space

SEATING AND SIGNAGE

- Mixture of seats and small tables. Highly utilised by different cultural groups
- Seating can act as barrier to pedestrian movement

LIGHTING

- Variety of lights used not effective at night for pedestrians
- Lightpoles oversized
- At night most shops shut by 6pm and turn their lights off
- Minimal lighting exists under awnings



EXISTING CONDITIONS & ANALYSIS



Barkly St entrance to the mall is visually cluttered with seating, trees, raised areas & lightpoles



Existing fountain - oversplash problems



Meeting area - tables & benches are highly utilised during the day



Free standing murals clutter the Paisley St entrance forming a visual impediment to east-west views



DESIGN INTENT

The principal intent for Nicholson St Mall is to restore a sense of 'the street', by returning to a more traditional form for this core community space.

This would involve the staged removal of existing 'Mall clutter', allowing for a return to a simple linear pattern of regularly spaced street trees and clearly defined urban spaces.

The mall space should become a focus of public events and festivals within the city.

Traffic would be admitted on a one-way basis - but only after hours. This will greatly improve the night-time safety and useability of this street.

Bollards would ensure pedestrian safety at all times.

FURNITURE

Flexibility of use will be encouraged by the installation of both fixed and mobile seating types, and traders will be encouraged to invest in on-street, outdoor seating for restaurant and cafe customers.

PLANTING

Regular groves of leafy deciduous trees such as the Asian Hackberry, (*Celtis australis*) will be planted to provide summer shade and seasonal interest.

These would be lit from below to provide a passive or ambient atmospheric street lighting to augment traditional light poles.

PAVEMENT

The pavement surfaces would be re-designed in sympathy with a return to a more street-like form.

LIGHTING

Dramatic lighting should be encouraged to distinguish the mall from other spaces within the shopping centre.



Removable bollards define pedestrian zone



PRELIMINARY IDEAS FOR DISCUSSION



Create outdoor eating areas under shade trees with a mixture of fixed & moveable furniture



Resurface street with robust, durable materials in warm colours



Example of an open flexible space allowing a variety of functions & events



Light poles can be an attractive & positive ordering feature



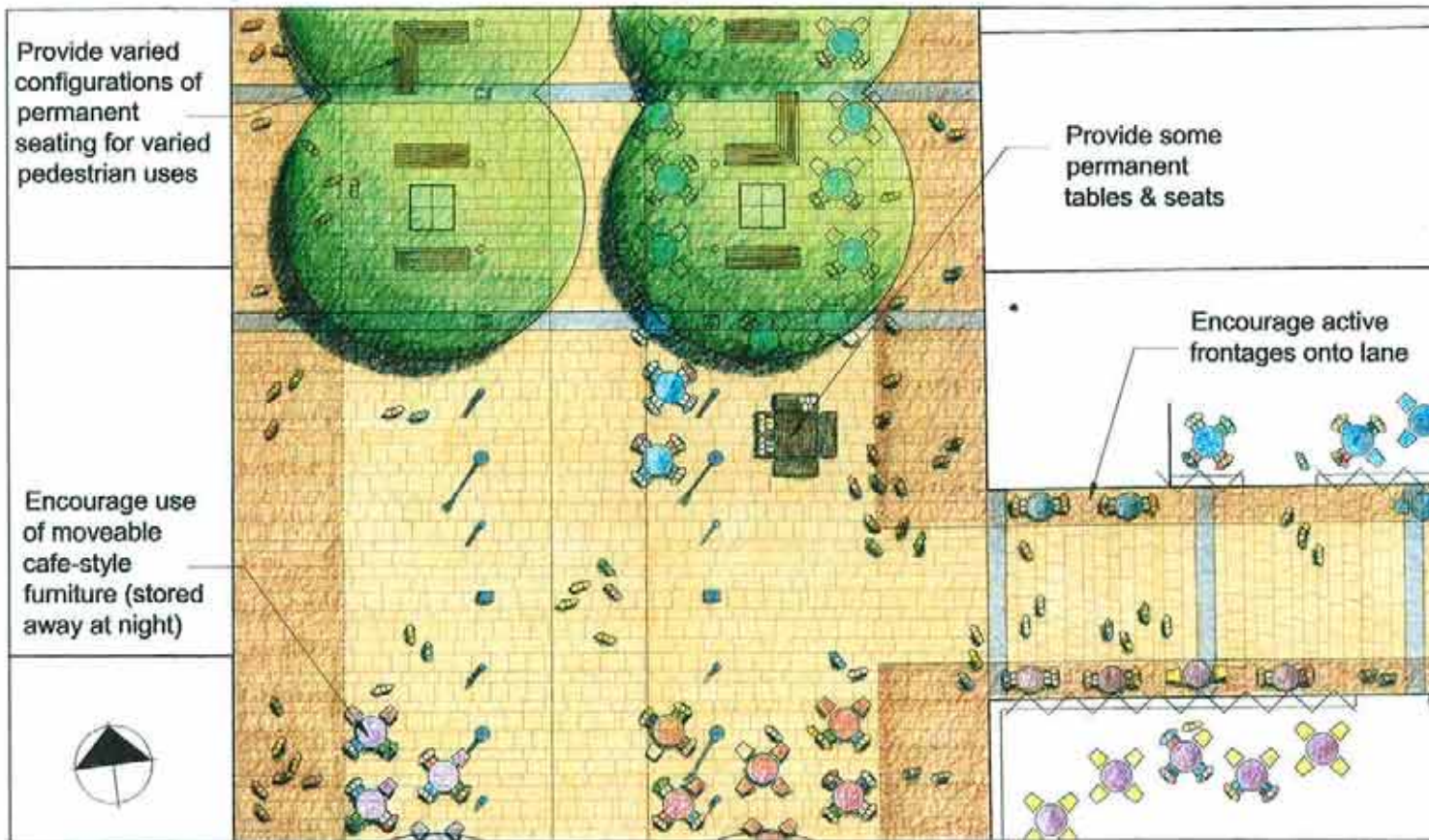
Ambient lighting effects can be achieved by uplighting trees

NICHOLSON STREET MALL - DESIGN PROPOSAL 1b

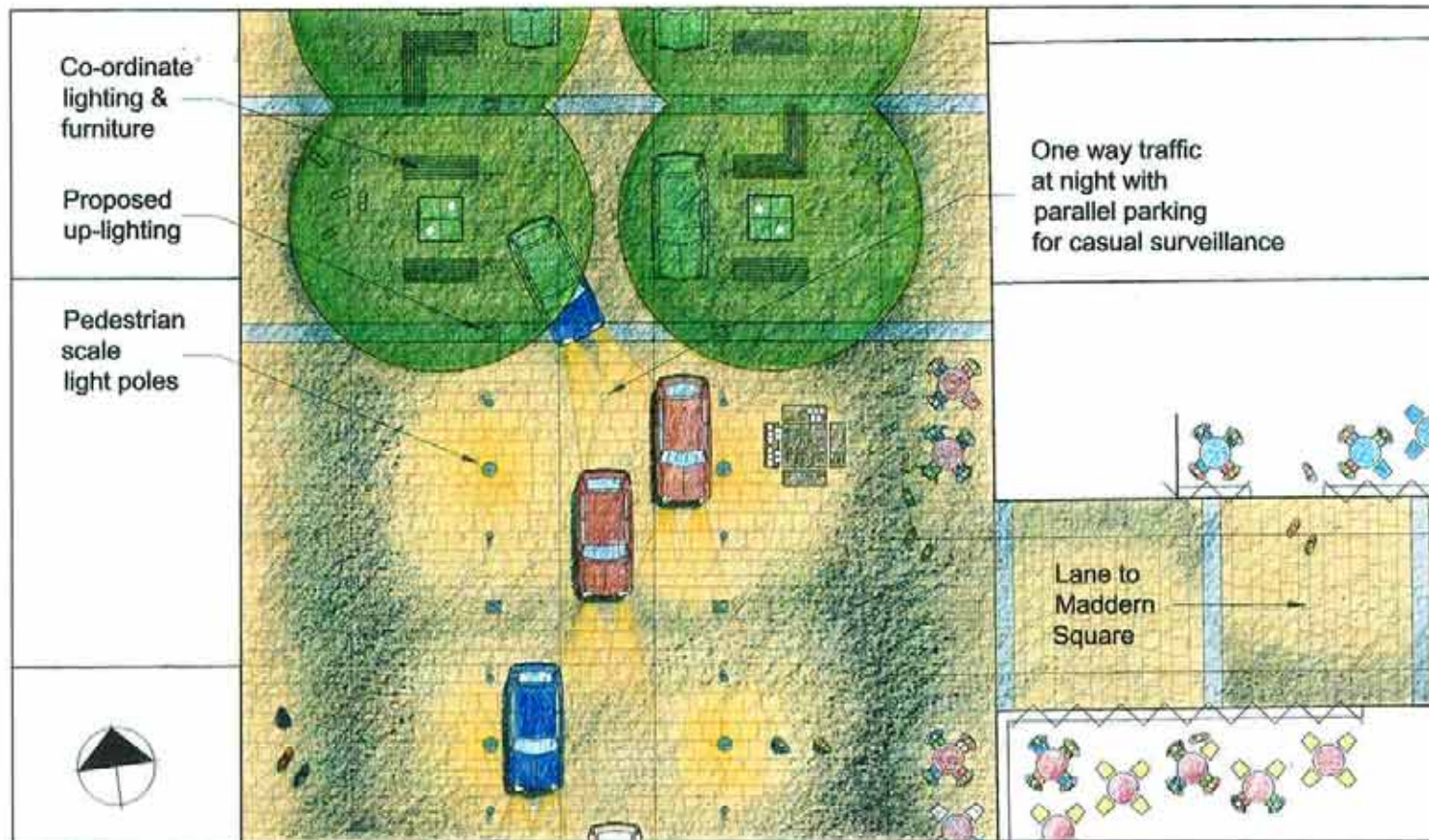
FOOTSCRAY CENTRAL URBAN DESIGN FRAMEWORK

NOVEMBER 1998

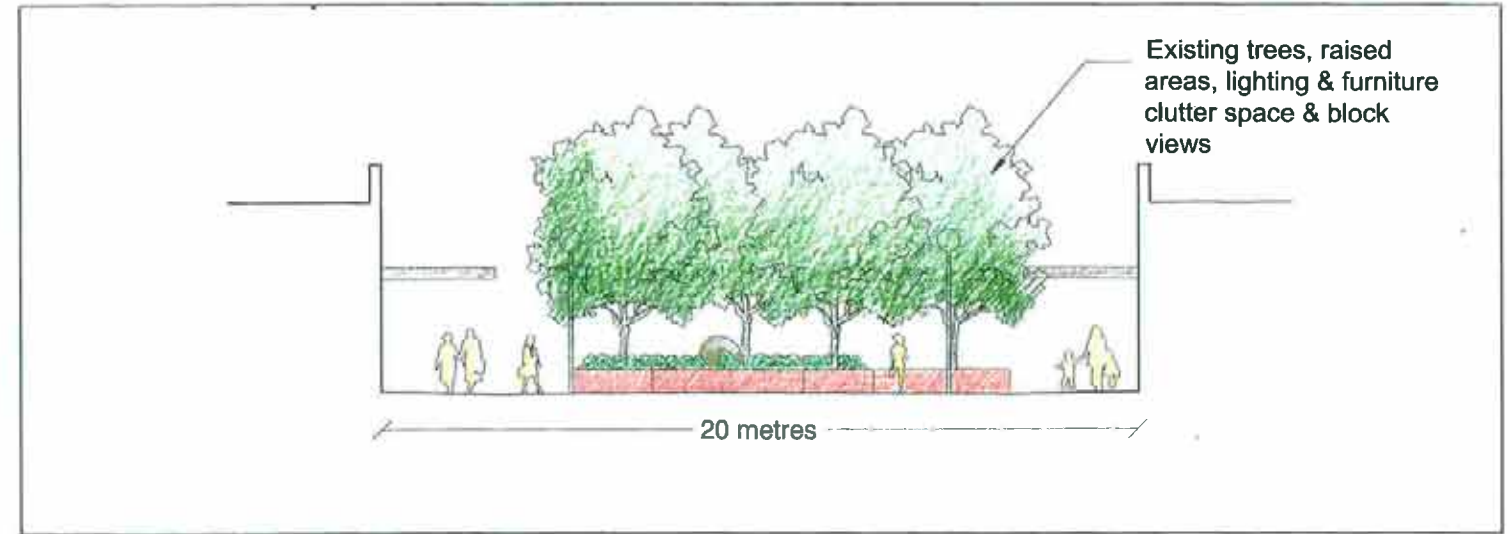




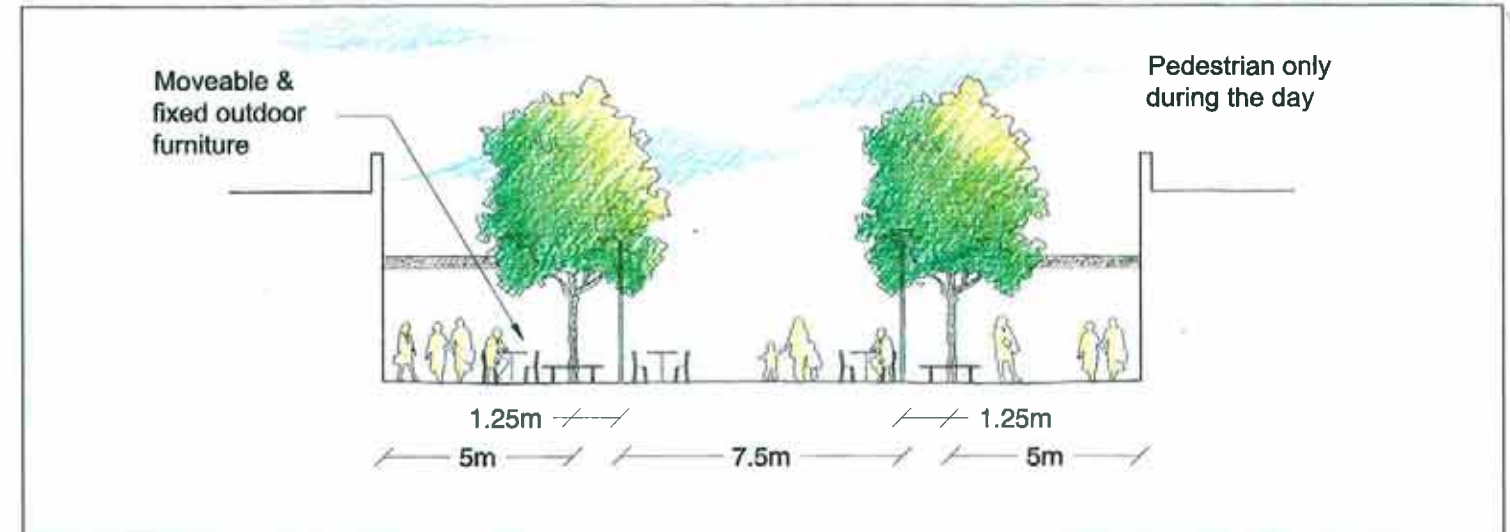
DESIGN CONCEPT - DAY (SCALE 1:100)



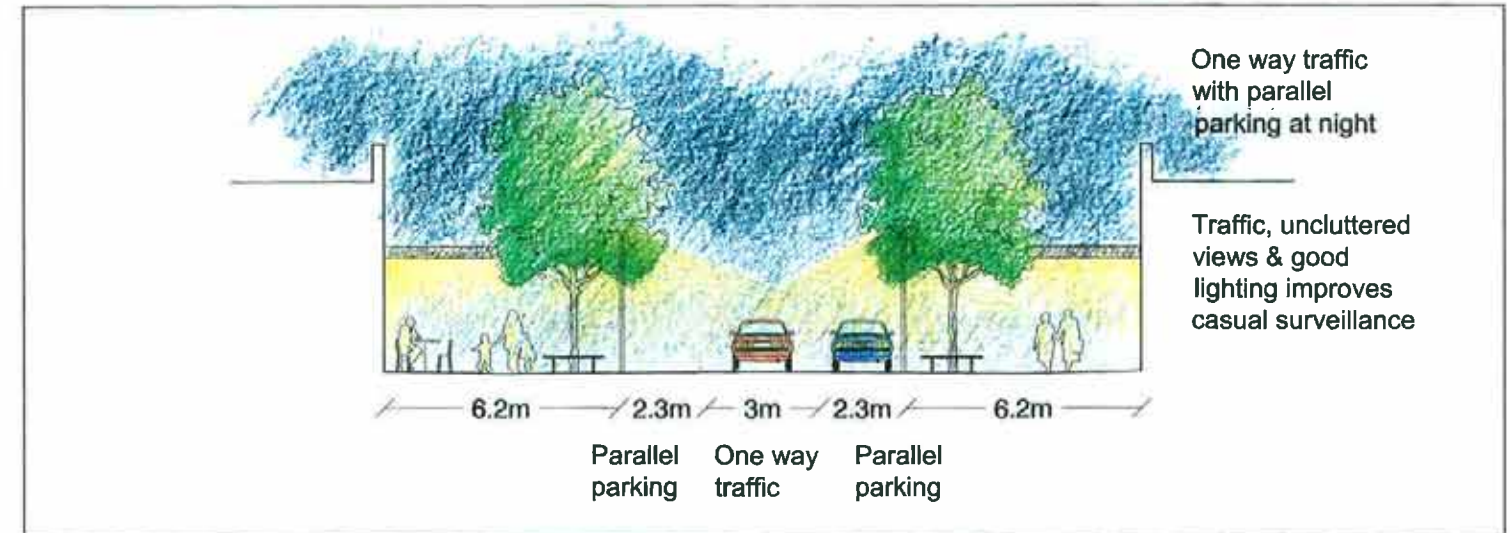
DESIGN CONCEPT - NIGHT (SCALE 1:100)



SECTION - EXISTING CONDITIONS (SCALE 1:100)



SECTION - DESIGN CONCEPT - DAY (SCALE 1:100)



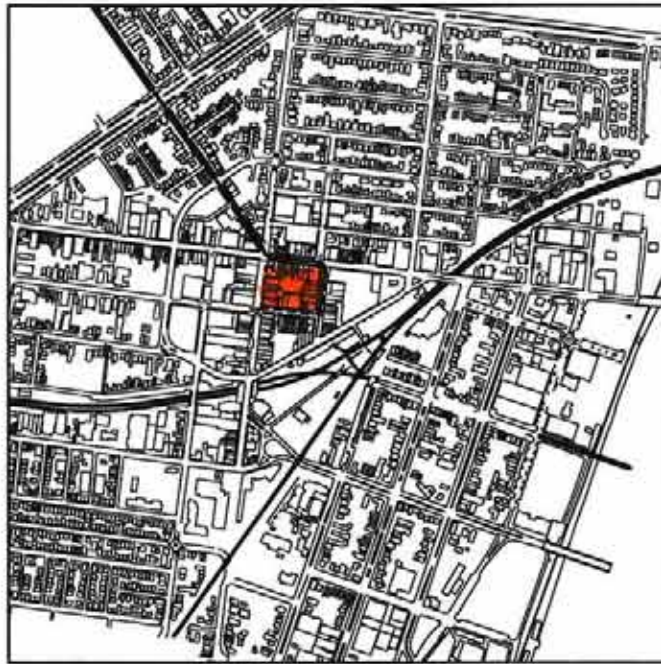
SECTION - DESIGN CONCEPT - NIGHT (SCALE 1:100)

NICHOLSON STREET MALL - DESIGN PROPOSAL 1c

FOOTSCRAY CENTRAL URBAN DESIGN FRAMEWORK

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PROJECT LOCATION

CURRENT USE PATTERNS

- Laneways provide service access to shops
- Laneways provide pedestrian link between Leeds St, Paisley St & Nicholson St Mall
- Square occupied by few people with the busiest time during the lunch period & market days

PERCEPTION OF SAFETY

- Service vehicles conflict with pedestrian use
- Square & laneway perceived as dangerous due to insufficient activities, particularly at night
- Poor existing lighting
- Lack of casual surveillance

VISUAL QUALITY

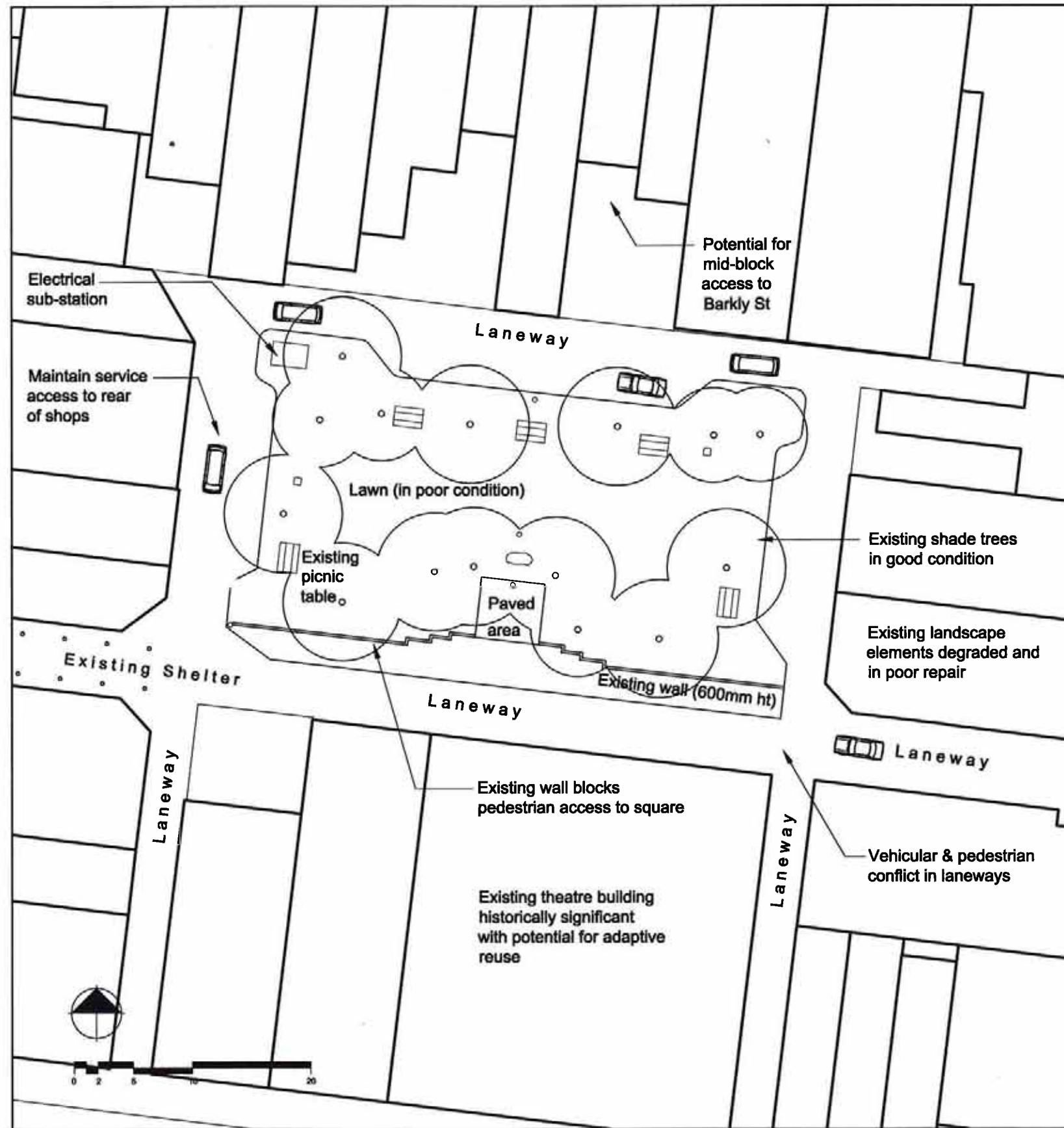
- Poor views into square from laneways, mall & adjacent areas
- Existing landscape elements, such as paving, lawn & site furniture, in poor condition

ACCESSIBILITY

- Vehicle & pedestrian conflicts in laneways
- Service access to rear of buildings must be maintained
- Lack of through-block access to Hopkins Street
- Existing presence of multiple laneways offers potential for enhanced access

MAINTENANCE

- Pavement in poor condition
- Rubbish collection and placement of bins require better co-ordination
- Lawn in poor condition
- Vandalism of irrigation sprinkler heads



EXISTING CONDITIONS & ANALYSIS



Existing low wall in poor condition & prevents easy pedestrian access into the square



No active street frontages face the square.



Existing mature trees are in good condition & should be retained



Existing Surface in poor condition

MADDERN SQUARE - EXISTING CONDITIONS 2a



DESIGN INTENT

MADDERN SQUARE

Maddern Square could become a vital urban space, offering rest and relaxation at the centre of Footscray.

- Opportunities for events, festivals & outdoor cafe activities
- Lawn plinth: create small raised plinth area
- Planted edge: use low ornamental grasses & groundcovers

LANEWAYS

- Manage times of service access/delivery to reduce potential pedestrian conflicts
- Install removable bollards if necessary
- Improve lighting for safety & security
- Maintain thoughtful balance between safe lighting levels and pedestrian ambience

PLAYGROUND STRUCTURE

- Create destination and focus for square
- Differentiate toddlers & primary age play areas
- Provide low seating walls
- Create opportunities for public art projects

NICHOLSON STREET MALL

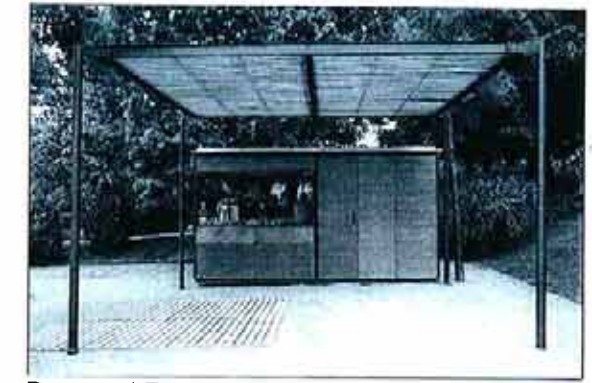
- Develop links between mall, surrounding streets & retail areas
- Improve lighting & paving to encourage use
- Encourage businesses & shops to take advantage of pedestrian traffic
- Develop outdoor cafe seating, improve window treatments & shop lighting
- Gateway treatment at entry points

GRAND THEATRE

- Consider reuse of theatre as food court
- Maintain historic quality
- Open up rear of building to make a positive address to the square
- Take advantage of sunny northern exposure for outdoor dining/cafe seating
- Enhance night time use with theatrical downlighting under fixed canopy



PRELIMINARY IDEAS FOR DISCUSSION



Proposed Food Kiosk - Structure can be a positive feature within the square



Example of a lane with an active retail & restaurant frontage



Example of informal portable seating which could be used in the square



Playground structure could create & focus on the square



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MADDERN SQUARE 2b



FOOTSCRAY CENTRAL URBAN DESIGN FRAMEWORK

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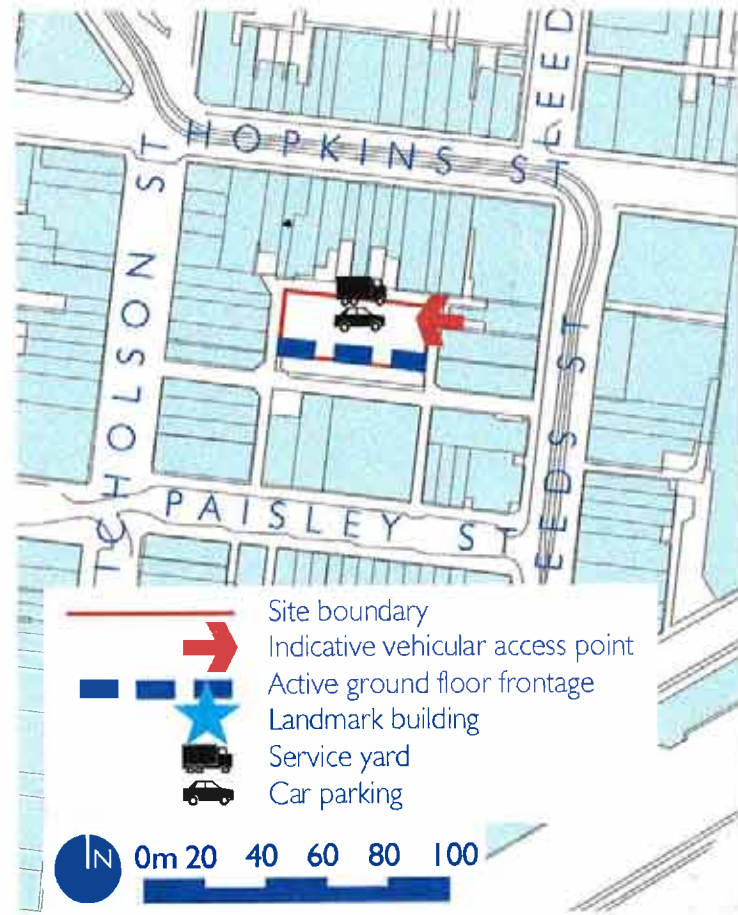


PROJECT LOCATION

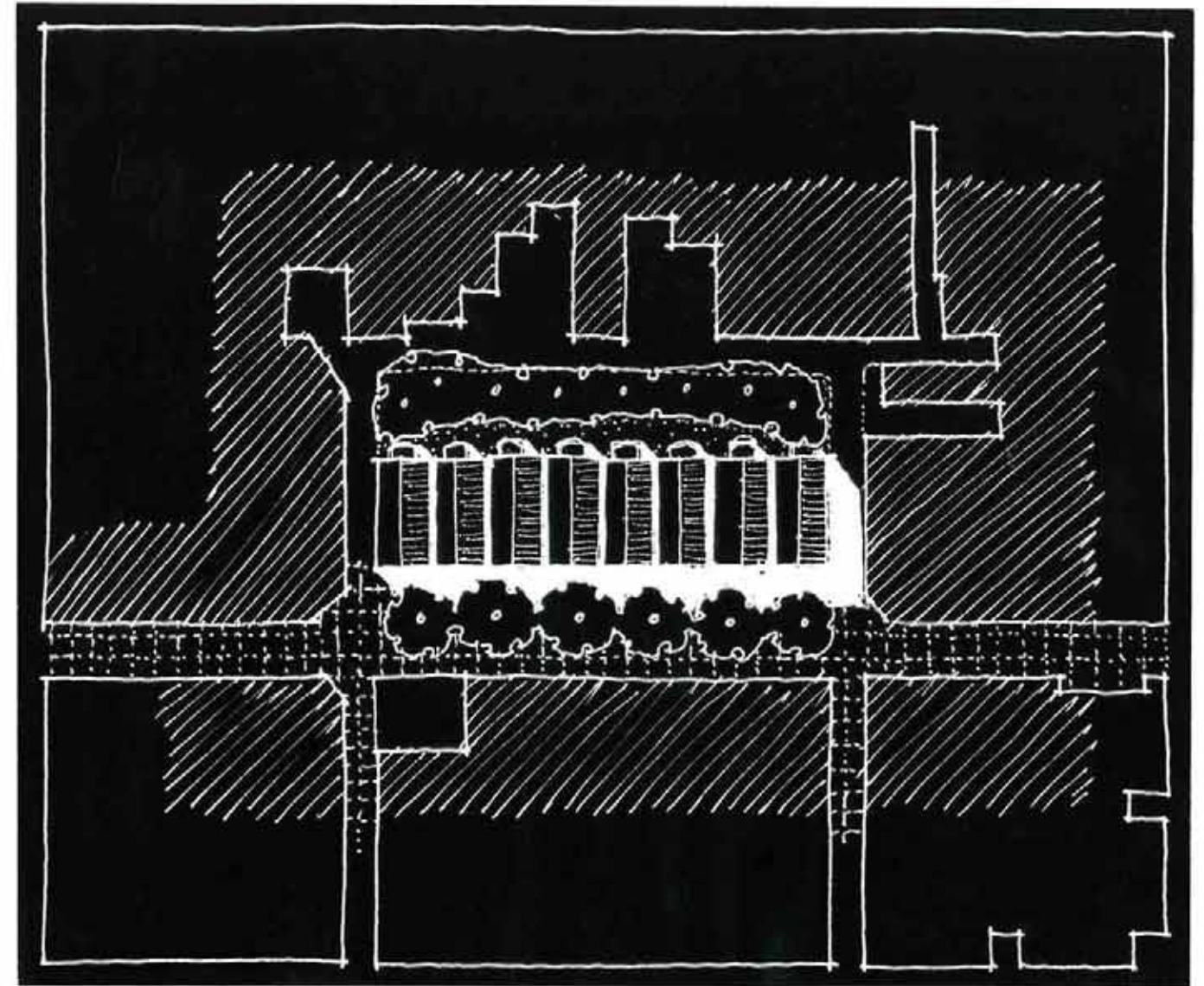
GENERAL DEVELOPMENT PRINCIPLES

- 1 All sites over 150m in either plan dimension should be divided into smaller parcels by a network of public streets linking opposite boundaries.
- 2 All boundaries with public space should be clearly defined and faced by building 'fronts' - active ground floor facades incorporating front doors.
- 3 Service access and private parking should be located behind the building or at a basement or upper level and not between the building and the street.
- 4 New buildings - particularly in the Business Centre - should be designed to accommodate different uses over time.
- 5 Large buildings should be divided into structurally- and infrastructurally-independent components with footprints of no more than 1000m².
- 6 All new buildings and public space should be of high quality, contemporary design and respectful of local built heritage and character.

NOTE: This development scenario is proposed only if the proposals illustrated on drawing 2b are not successful in re-activating Maddern Square.

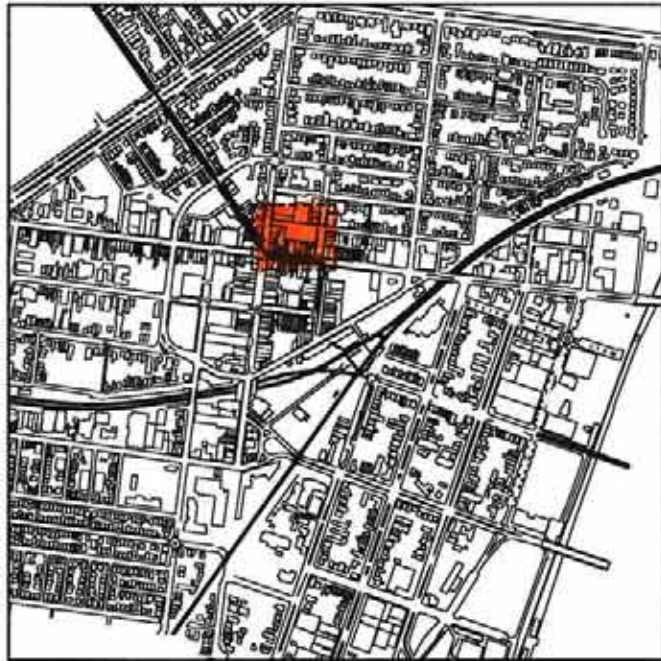


SITE LAYOUT, DEVELOPMENT FORM AND USE PRINCIPLES ▲▼



ILLUSTRATIVE SCHEME (Note: this does not constitute a design proposal)





PROJECT LOCATION

EXISTING CONDITIONS

A: NICHOLSON STREET

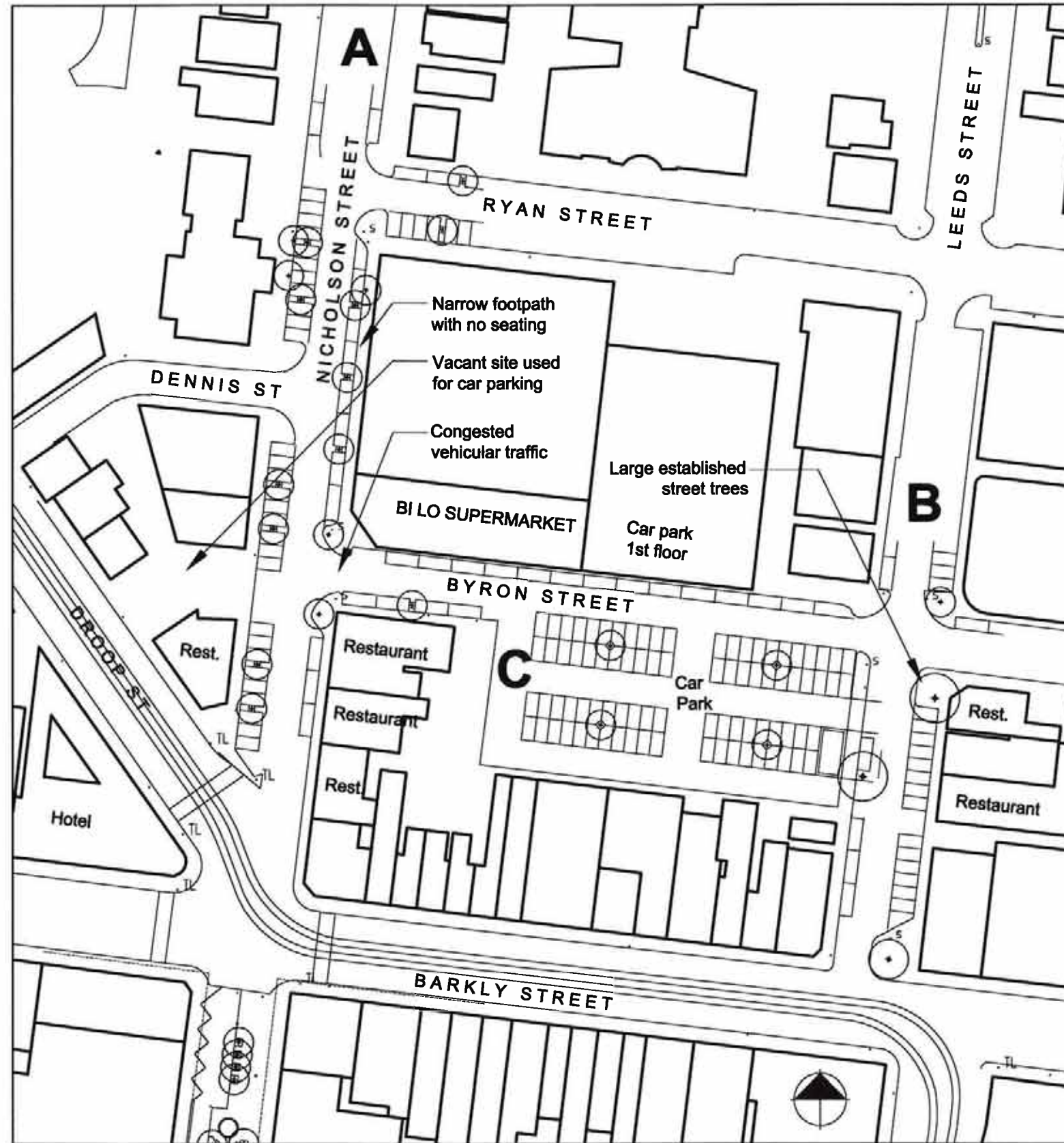
- (between Byron St & Barkly/Hopkins Sts)
- Unnecessarily wide road pavement with little through traffic.
 - One way exit at Barkly St
 - Many restaurants: opportunity for on-street dining
 - Pedestrian vehicle conflict at intersections
 - Significant barrier to pedestrian movement at Barkly St between northern & southern parts of Nicholson St
 - Existing street trees: recently planted Plane trees in planting islands within parking spaces
 - Very little existing street furniture.

B: LEEDS STREET

- (between Byron & Hopkins St)
- Wide road pavement with confusing parking arrangements
 - Retail frontages on eastern side with restaurants and Asian grocery stores
 - Casual surveillance required to deter vandalism & drug related activities, particularly near the public toilet building within the Byron St car park
 - Opportunity for special functions, including markets & festivals

C: BYRON STREET CARPARK

- Extensive car parking area on Byron St creates pedestrian/vehicle conflicts, particularly in front of BI LO supermarket
- Confusing pedestrian circulation



EXISTING CONDITIONS (Scale 1:500)



Very wide road pavement
Nicholson St - looking south



BiLo supermarket - centre of local retail activity
Cnr. Nicholson & Byron St



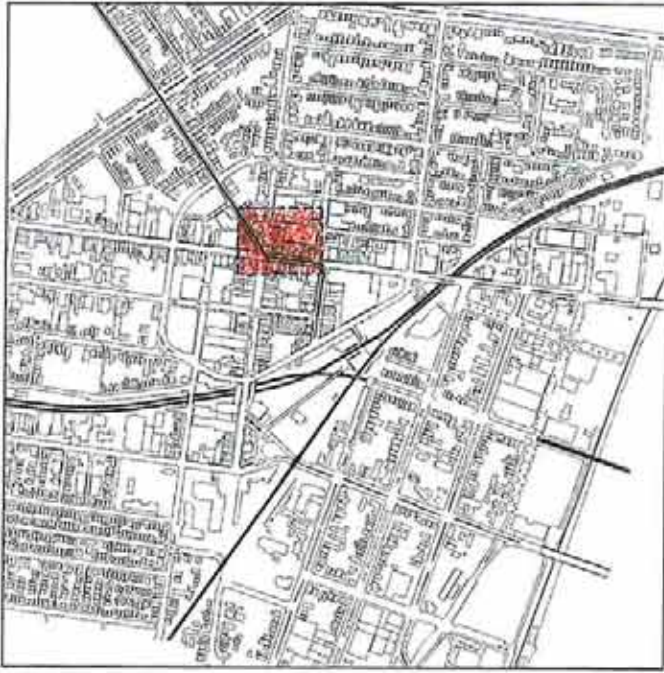
Merchant displays on footpath
Cnr. Leeds & Byron St



Existing large plane trees on Leeds St

NICHOLSON STREET (North of Hopkins St) - EXISTING CONDITIONS 3a





PROJECT LOCATION

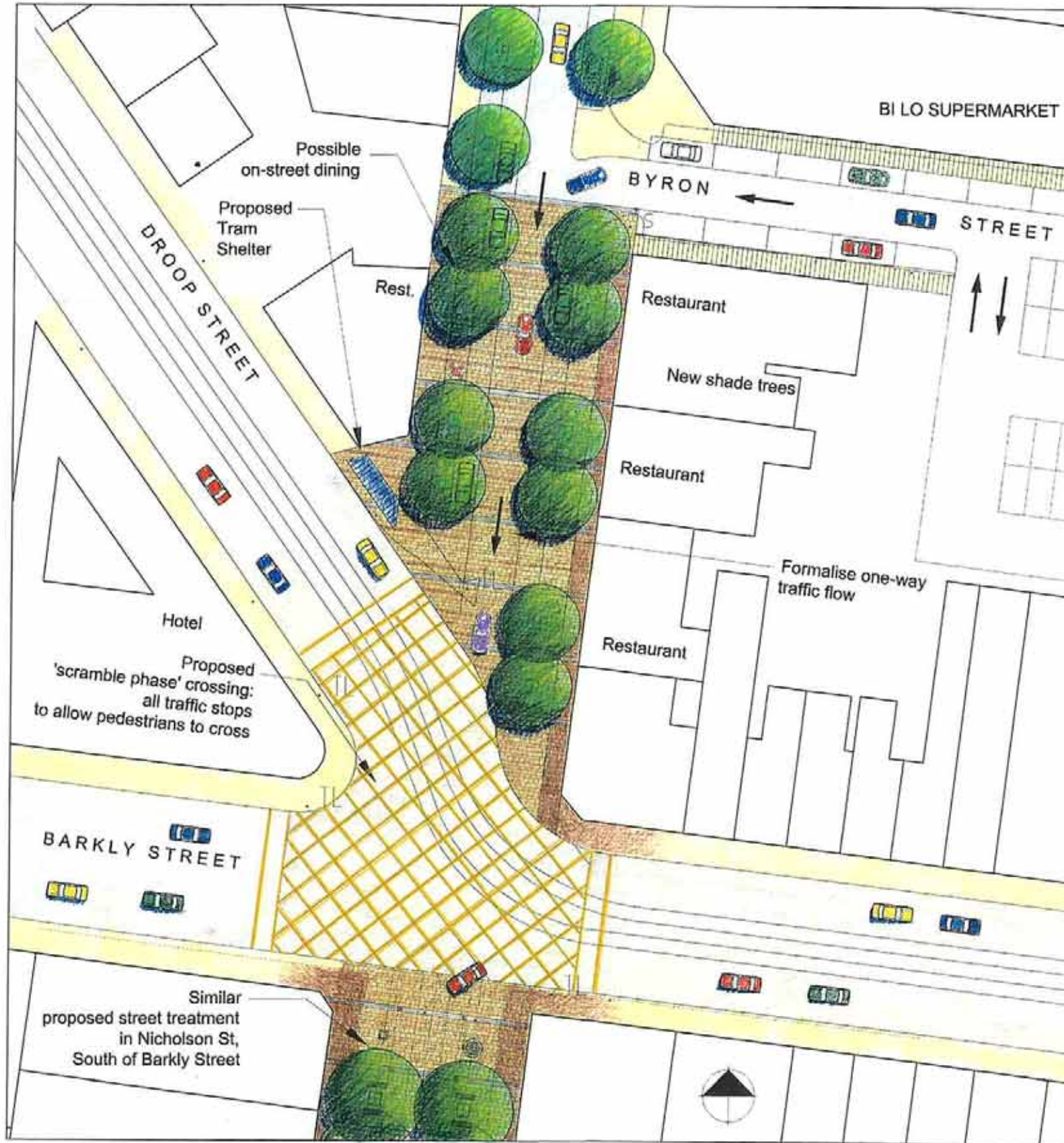
DESIGN INTENT

The urban character of Nicholson Street Mall could be extended to the section between Barkly and Byron Streets.

New street trees and extended pavements will create opportunities for relaxed outdoor dining and the expansion of other on-street retail activities.

In summary, the design proposal seeks to:

- Continue paving & landscape treatment of design proposal for Nicholson Street Mall as far as Byron St
- Formalise one-way traffic with extended kerbs & parallel parking bays
- Install scramble phase crossing at Barkly St to favour pedestrian movement between the North & South sides of Nicholson Street
- Encourage on-street dining & other retail and trader activities on extended footpaths
- Provide a range of fixed & moveable street furniture
- Terminate the existing tramline at the Nicholson St/Barkly St intersection during daylight hours
- Provide a tram shelter on Droop St



PRELIMINARY IDEAS FOR DISCUSSION (Scale 1:500)



Example of widened pavement with merchant displays



Encourage outdoor eating on sunny side of street



Coordinate street furniture

NICHOLSON STREET (North of Hopkins St) 3b

FOOTSCRAY CENTRAL URBAN DESIGN FRAMEWORK

NOVEMBER 1998





PROJECT LOCATION

DESIGN PROPOSAL

1. Sell 6 metres of the street width along its length to be developed for food outlets facing the street
2. Repave the remainder with an easily maintained surface designed to support free pedestrian movement and allow occasional one-way (southbound) traffic; open to traffic initially outside retail hours only
3. Allow the provision of portable furniture for dining, drinking and games, ensuring a clear view is retained along the street
4. Promote the development of entertainment facilities at upper levels on either side
5. Glaze over at high level

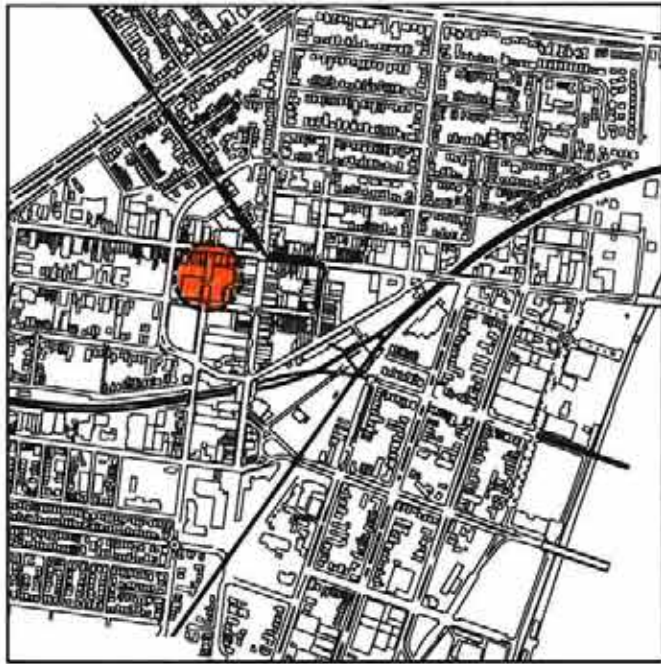
NOTE: Albert Street must remain public, must not be enclosed at either end and must remain open 24 hours a day.

Forges are encouraged to prepare a comprehensive master plan for the development of their whole site. Should they not proceed with the implementation of the concept illustrated on this sheet before 2000, the proposal illustrated on drawing 4b will be implemented

EXISTING CONDITION



ILLUSTRATIVE PERSPECTIVE (Note: this does not constitute a design proposal)



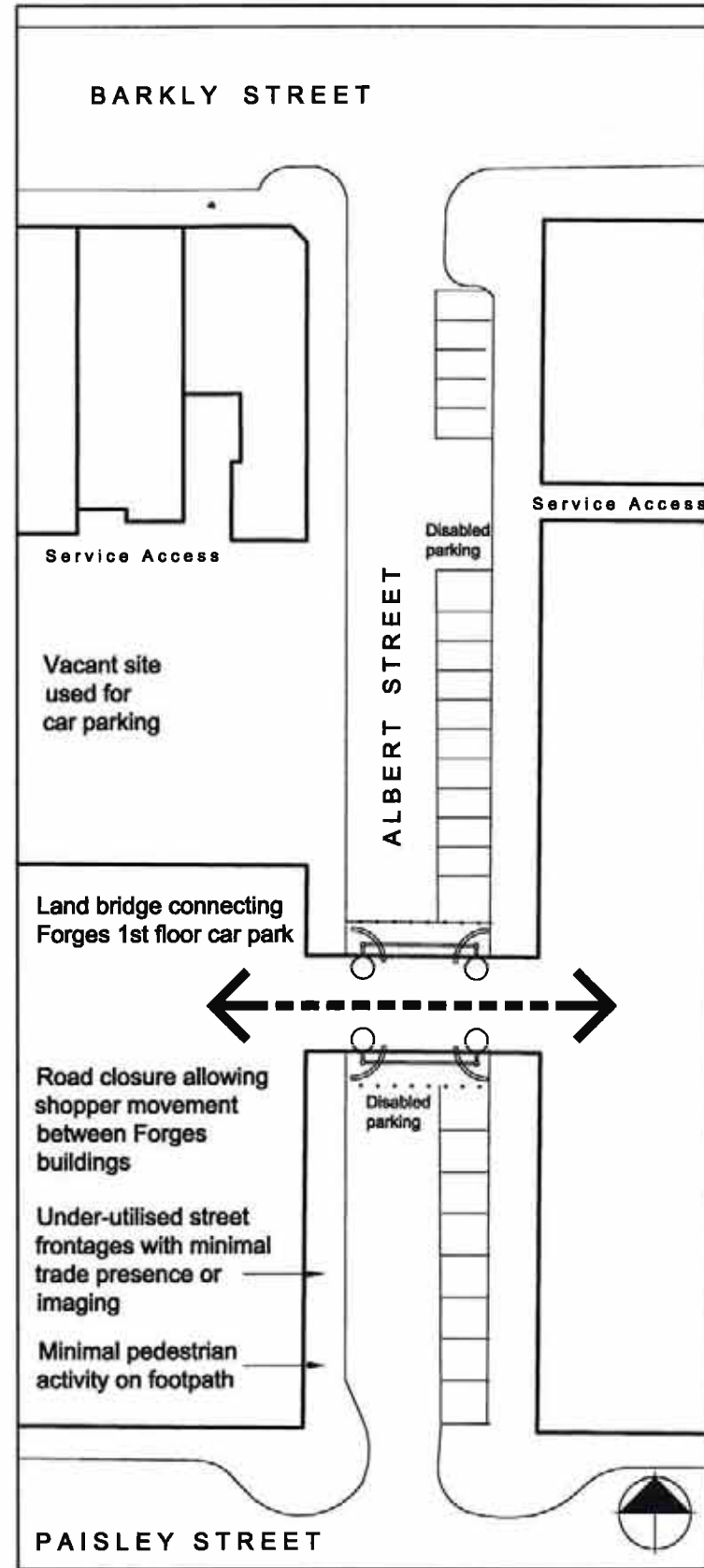
PROJECT LOCATION

EXISTING CONDITIONS

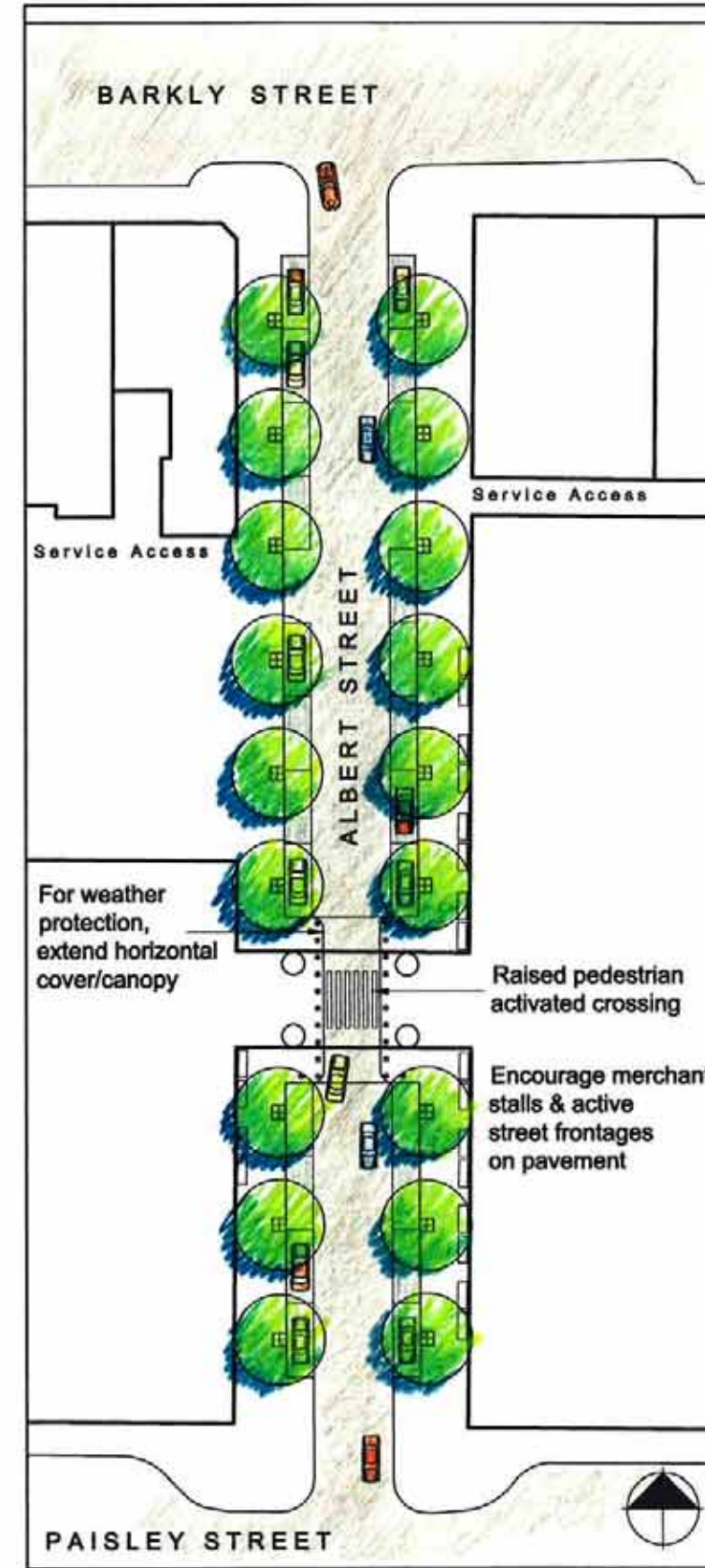
- Under-utilised street frontages with minimal trade presence or imaging
- Road closure obstructs views down Albert Street & impedes traffic access to surrounding shopping areas
- Area underneath bridge is cluttered with road barriers, bollards, lighting, awnings & temporary stalls
- Not an inviting environment for pedestrians

KEY DESIGN IDEAS

- Replace existing 90 degree parking with parallel parking. Maintain disabled parking spaces
- Encourage merchant stalls & active street frontages on pavement
- Re-open bridge area to traffic
- Remove clutter & consolidate furniture underneath bridge
- Plant deciduous street trees
- Improve pedestrian lighting



EXISTING CONDITIONS 1:300



PRELIMINARY IDEAS FOR DISCUSSION 1:300



Existing bridge & road closure obstructs views



Existing temporary merchant stalls under bridge



Example of landscape treatment with views retained for casual surveillance



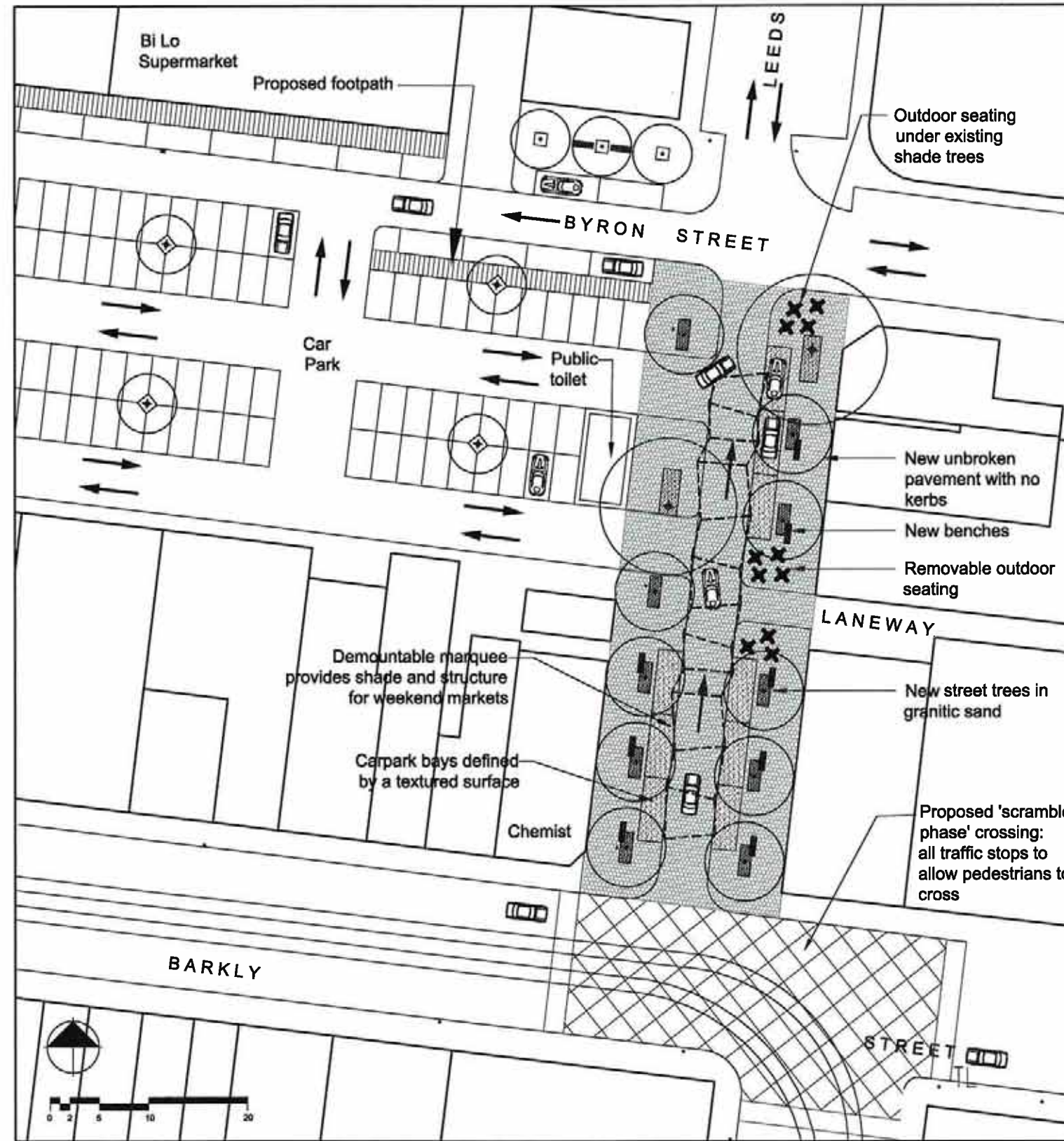
Re-introduction of merchant activity along street





DESIGN INTENT

- Install a paving treatment for the entire street to provide a flexible pedestrian-focused space
- Building on existing retail character, encourage restaurants and traders to continue and expand on-street activity such as produce displays
- Remove level changes, including kerbs, to allow free pedestrian movement
- Provide bollards & street furniture to contain vehicles
- Opportunity for the street to be closed for markets, festivals & other functions, install infrastructure to allow for a demountable structure to be erected for weekend markets etc.
- Install granitic sand areas underneath the two existing plane trees and new street trees to create instant, intimate areas within the space for outdoor seating
- Remove some 90 degree parking spaces along Byron St & replace with parallel parking & pedestrian footpaths
- Provide crossing points in front of BiLo supermarket to aid pedestrian access
- Install additional street trees & furniture



Example of a temporary structure for markets and festivals



Example of unbroken paved area without kerbs with outdoor dining



Example of unbroken paved area without kerbs with carparking

LEEDS STREET - PROPOSED 5a

FOOTSCRAY CENTRAL URBAN DESIGN FRAMEWORK

JULY 1999

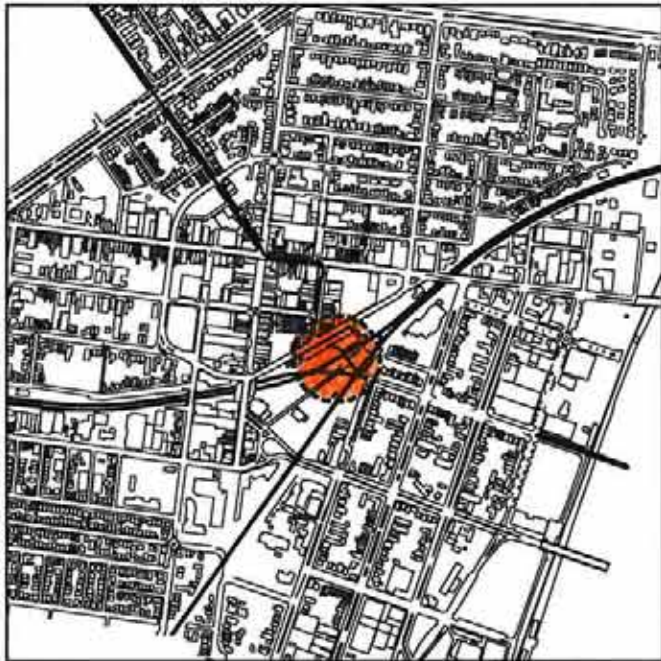


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VIEW OF PROPOSED LEEDS STREET IMPROVEMENTS 5b

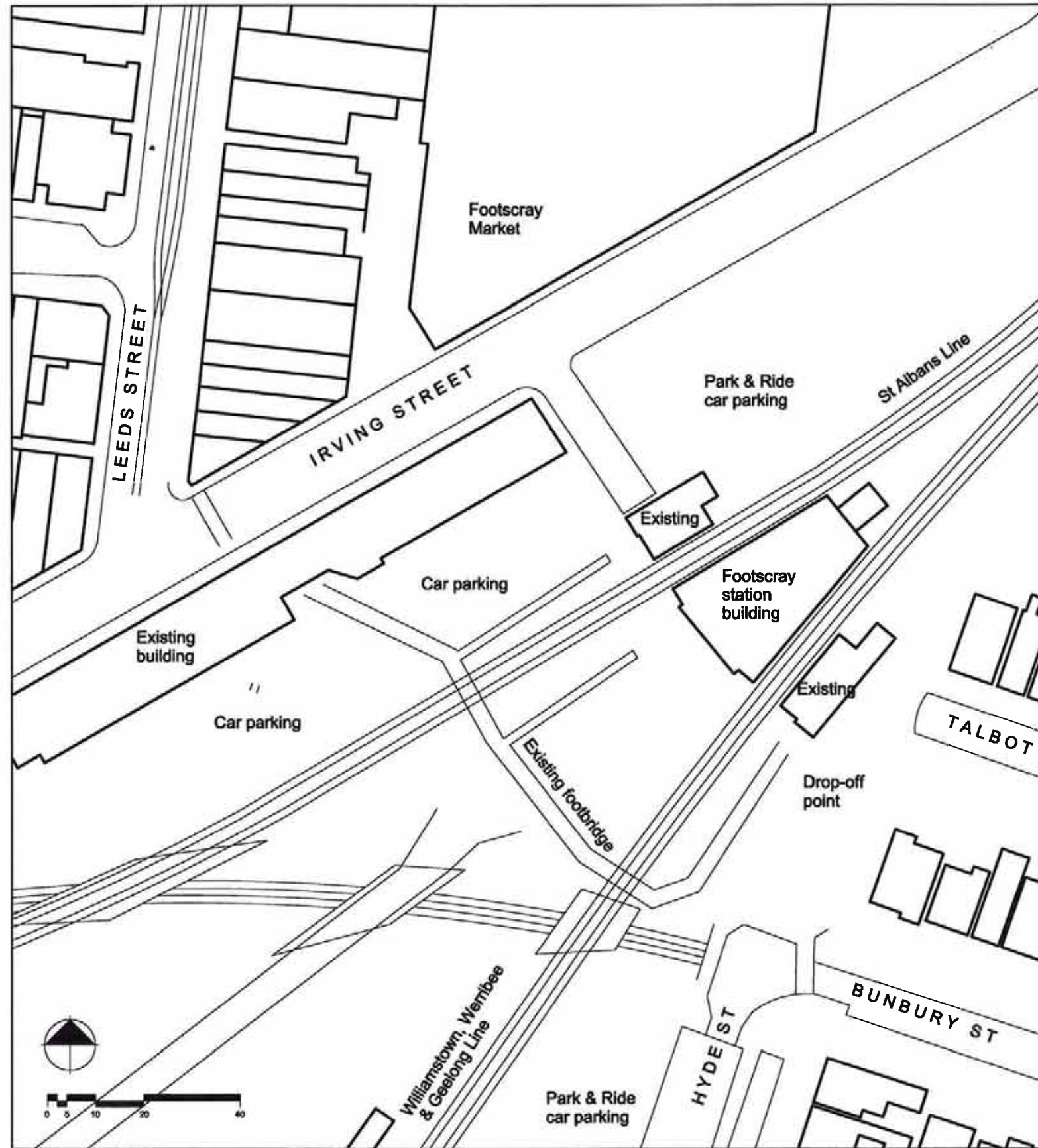




PROJECT LOCATION

EXISTING CONDITIONS

- Railway station buildings are historically significant & distinctive in character & arrangement
- Station platforms split into three parts by diverging train lines
- Adjacent buildings on Irving St in very poor condition & form a barrier between the station & Footscray centre
- Pedestrian bridge linking Footscray centre, the platforms & the eastern parts of Footscray lacks street presence on Irving St. Clumsy arrangement does not relate to railway buildings, the surrounding street network or pedestrian desire lines
- Public transport signs & information are poorly presented
- Opportunity for a civic space & gathering area between the station & Irving St, opposite the Footscray Market & the retail centre
- Opportunity for co-ordinated redevelopment of railway land with retail & commercial use, as well as residential buildings & car parking



EXISTING CONDITIONS



North side of Footscray railway station



Pedestrian footbridge at Footscray station



Pedestrian ramp Footscray Railway Station

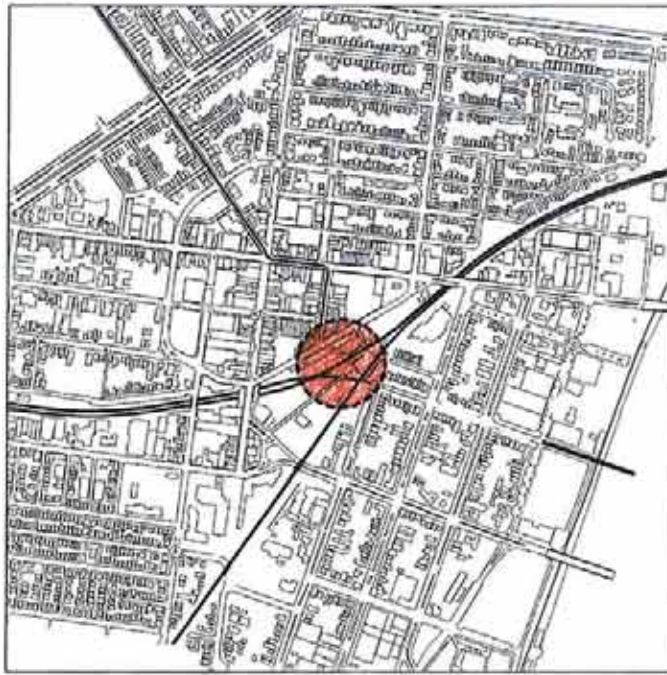
FOOTSCRAY STATION SQUARE 6a

FOOTSCRAY CENTRAL URBAN DESIGN FRAMEWORK

NOVEMBER 1998



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PROJECT LOCATION

DESIGN INTENT

- Replace the existing collection of buildings on Irving St with a large urban square surrounded by new mixed-use buildings framing square
- Provide kiosks for takeaway food, ticket selling & information
- Provide a turning area at the station for a drop-off point & taxi rank
- Provide street furniture, paved areas & lawns
- Install a scramble phase crossing for free pedestrian movement towards central Footscray
- Construct a new footbridge of elegant, contemporary design linking Footscray Centre & the new urban square at Irving St, the railway platforms & eastern parts of Footscray
- Encourage high quality finishes & levels of pedestrian lighting
- Space must cater for different cultures & age groups



PRELIMINARY IDEAS FOR DISCUSSION



Steps, Ramps & Paving Treatments provide a vibrant & multiple-use space



Raised areas under street trees for shaded seating & meeting areas

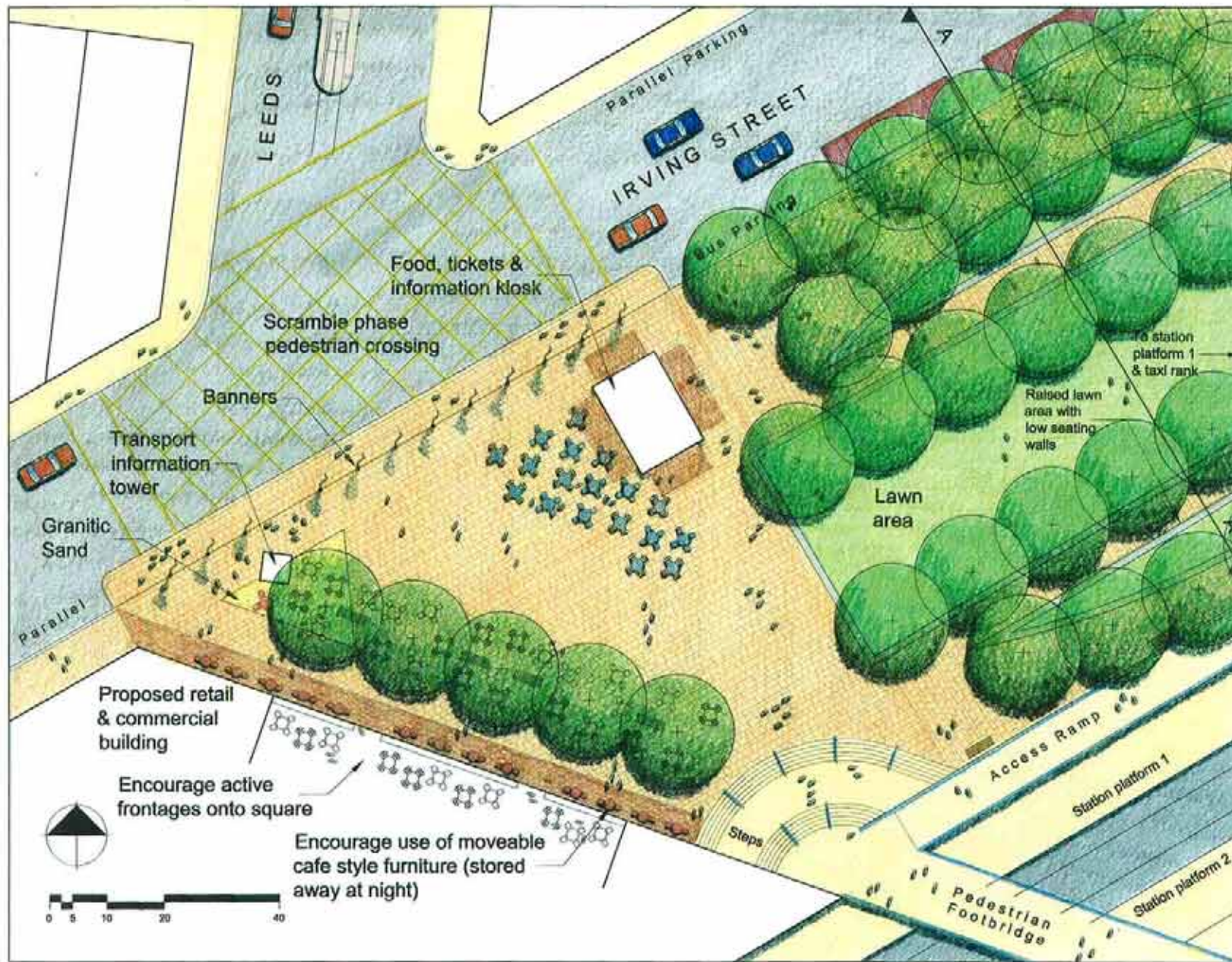


Co-ordinated lighting to provide safety & usability at night



Large multi-use lawn area





CONCEPT PLAN - SCALE 1:200



Outdoor dining under shade trees with moveable cafe-style furniture



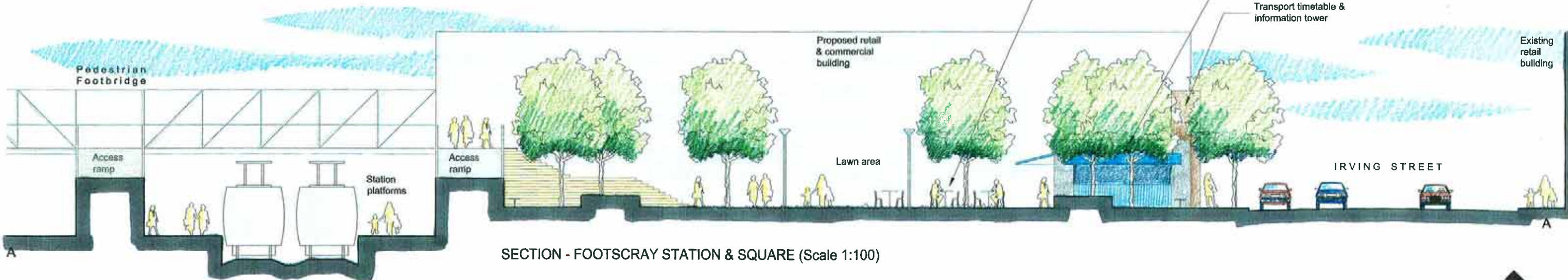
An elegant pedestrian footbridge can provide a striking focal point & meeting area in Footscray



Pedestrian steps & ramps linking station platforms to be integrated into the square design



An open grass area for passive recreation



SECTION - FOOTSCRAY STATION & SQUARE (Scale 1:100)

FOOTSCRAY STATION SQUARE 6c

FOOTSCRAY CENTRAL URBAN DESIGN FRAMEWORK

NOVEMBER 1998



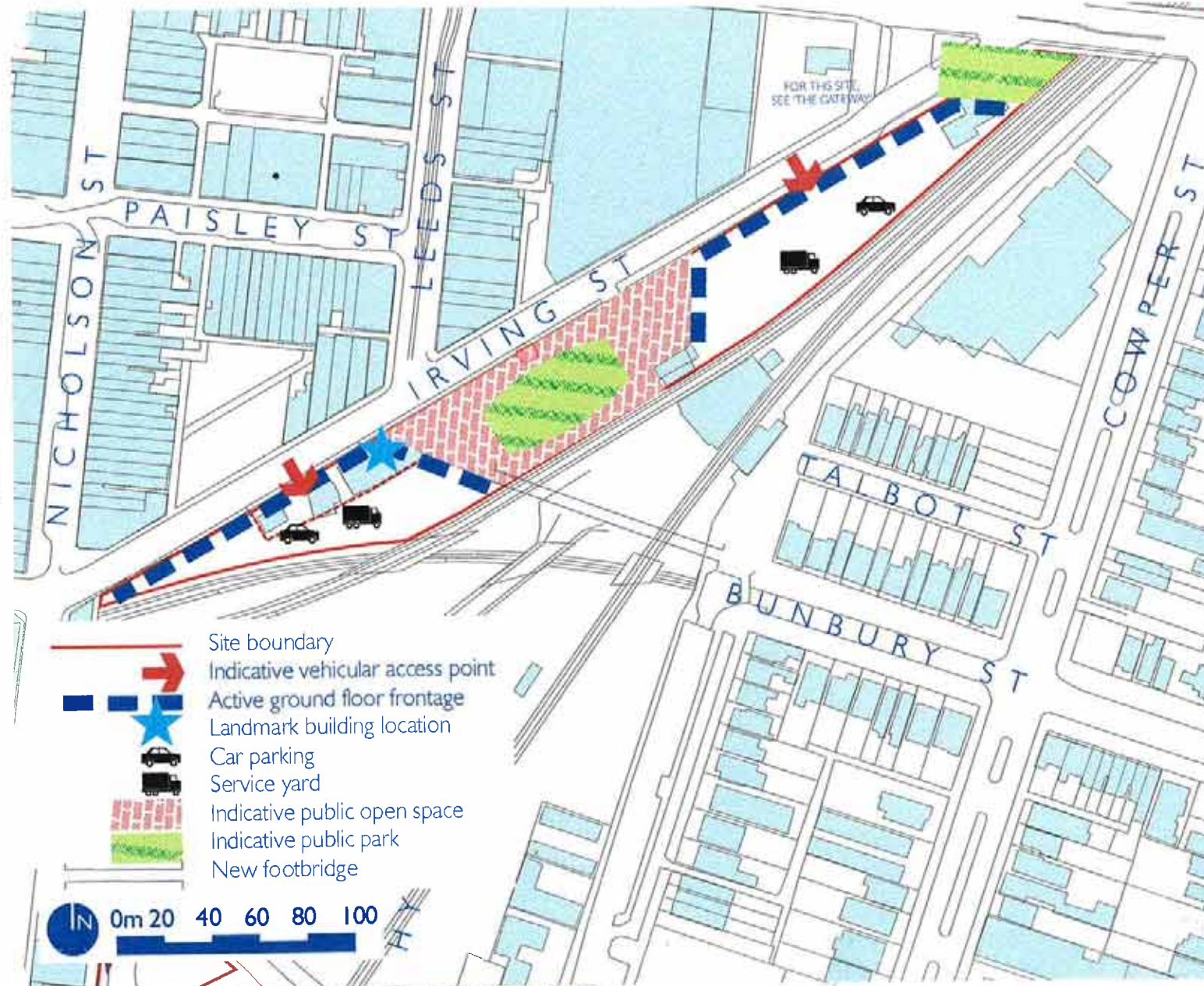


PROJECT LOCATION

GENERAL DEVELOPMENT PRINCIPLES

- 1 All sites over 150m in either plan dimension should be divided into smaller parcels by a network of public streets linking opposite boundaries.
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- 3 Service access and private parking should be located behind the building or at a basement or upper level and not between the building and the street.
- 4 New buildings - particularly in the Business Centre - should be designed to accommodate different uses over time.
- 5 Large buildings should be divided into structurally- and infrastructurally-independent components with footprints of no more than 1000m².
- 6 All new buildings and public space should be of high quality, contemporary design and respectful of local built heritage and character.

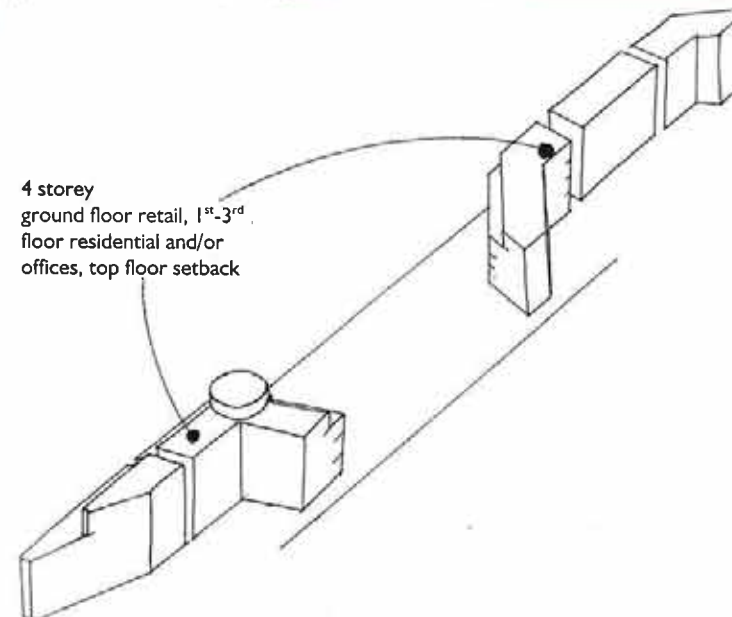
NOTE: A comprehensive redevelopment of this site, the airspace over the railway lines and the Railway Reserve (see 29) is supported as long as it achieves a safe, attractive and legible Station and adjacent environment.



SITE LAYOUT, DEVELOPMENT FORM AND USE PRINCIPLES



VIEW FROM THE TRAIN



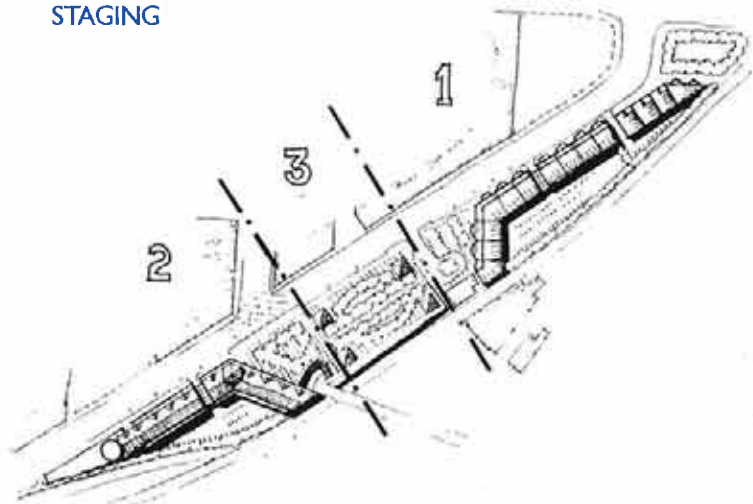


ILLUSTRATIVE PERSPECTIVE (Note: this does not constitute a design proposal)

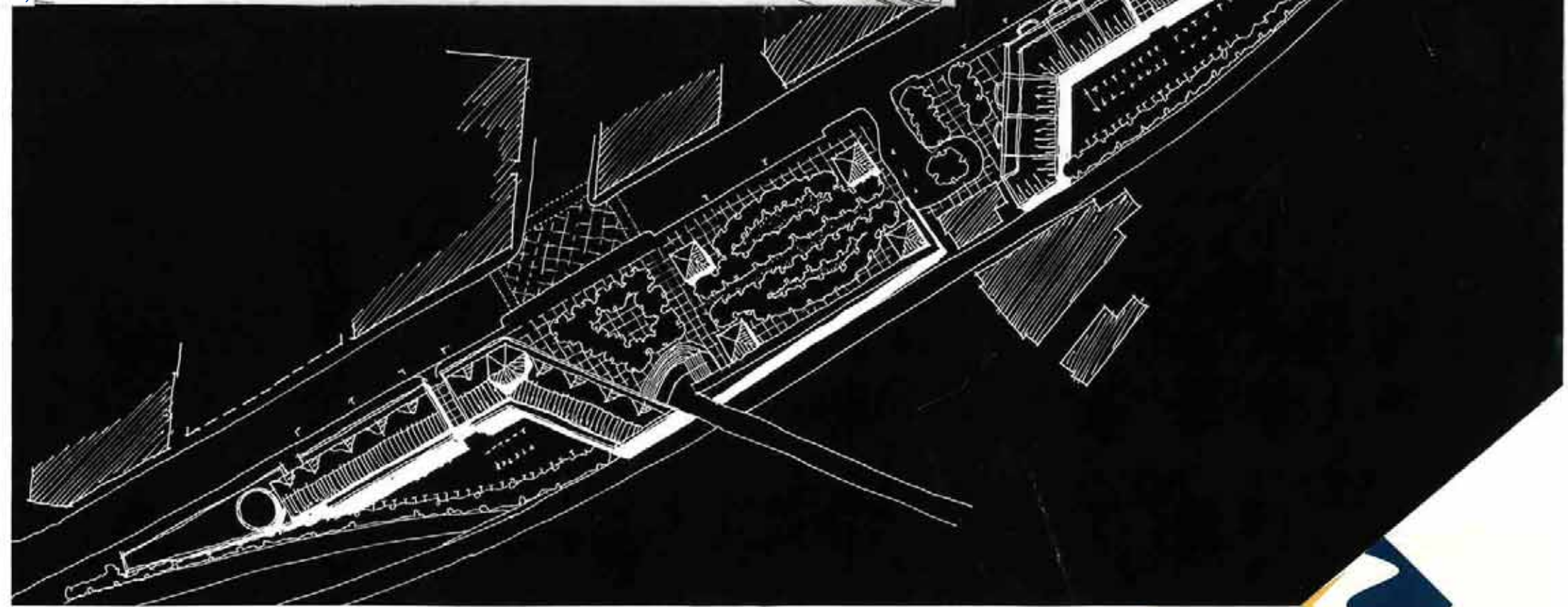


EXAMPLE OF FOUR STOREY RETAIL & RESIDENTIAL DEVELOPMENT ON PUBLIC SQUARE

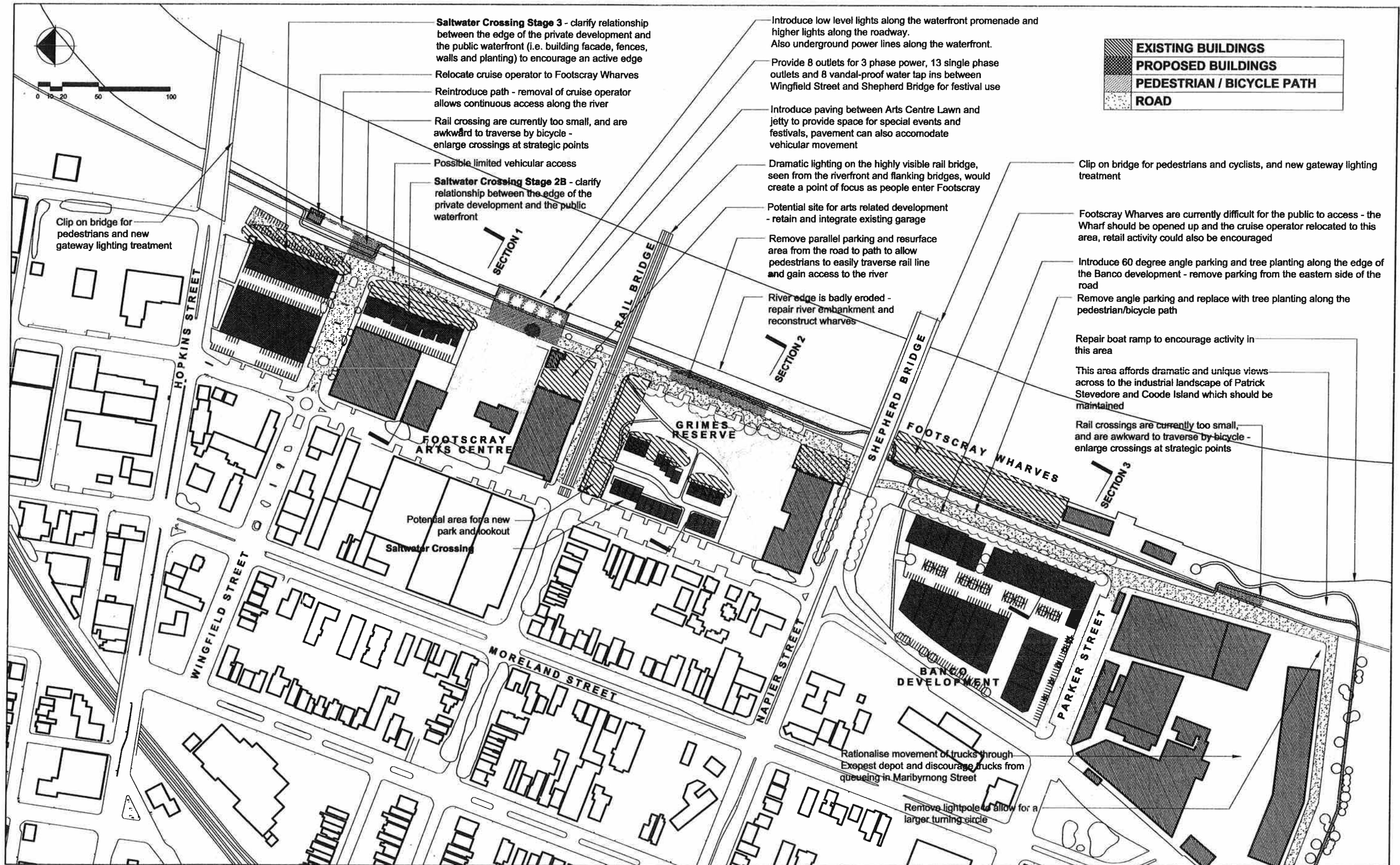
STAGING



- 1 Create new commuter car park on vacant bowling club site (see 19b Hyde Street) and develop east end of site - including east end of public square and park adjacent to Hopkins Street.
- 2 Relocate businesses west of existing ramp into new development and redevelop west end of site - including west end of public square, new footbridge and pedestrian crossing of Irving Street.
- 3 Relocate businesses east of existing ramp into new development and establish park in central part of site.



ILLUSTRATIVE PLAN (Note: this does not constitute a design proposal)



Saltwater Crossing Stage 3 - clarify relationship between the edge of the private development and the public waterfront (i.e. building facade, fences, walls and planting) to encourage an active edge

Relocate cruise operator to Footscray Wharves

Reintroduce path - removal of cruise operator allows continuous access along the river

Rail crossing are currently too small, and are awkward to traverse by bicycle - enlarge crossings at strategic points

Possible limited vehicular access

Saltwater Crossing Stage 2B - clarify relationship between the edge of the private development and the public waterfront

Introduce low level lights along the waterfront promenade and higher lights along the roadway. Also underground power lines along the waterfront.

Provide 8 outlets for 3 phase power, 13 single phase outlets and 8 vandal-proof water tap ins between Wingfield Street and Shepherd Bridge for festival use

Introduce paving between Arts Centre Lawn and jetty to provide space for special events and festivals, pavement can also accommodate vehicular movement

Dramatic lighting on the highly visible rail bridge, seen from the riverfront and flanking bridges, would create a point of focus as people enter Footscray

Potential site for arts related development - retain and integrate existing garage

Remove parallel parking and resurface area from the road to path to allow pedestrians to easily traverse rail line and gain access to the river

River edge is badly eroded - repair river embankment and reconstruct wharves

	EXISTING BUILDINGS
	PROPOSED BUILDINGS
	PEDESTRIAN / BICYCLE PATH
	ROAD

Clip on bridge for pedestrians and cyclists, and new gateway lighting treatment

Footscray Wharves are currently difficult for the public to access - the Wharf should be opened up and the cruise operator relocated to this area, retail activity could also be encouraged

Introduce 60 degree angle parking and tree planting along the edge of the Banco development - remove parking from the eastern side of the road

Remove angle parking and replace with tree planting along the pedestrian/bicycle path

Repair boat ramp to encourage activity in this area

This area affords dramatic and unique views across to the industrial landscape of Patrick Stevedore and Coode Island which should be maintained

Rail crossings are currently too small, and are awkward to traverse by bicycle - enlarge crossings at strategic points

Clip on bridge for pedestrians and new gateway lighting treatment

Potential area for a new park and lookout
Saltwater Crossing

Rationalise movement of trucks through Exopet depot and discourage trucks from queuing in Maribyrnong Street

Remove lightpole to allow for a larger turning circle

WATERFRONT PRECINCT - ANALYSIS AND STRATEGY 1a

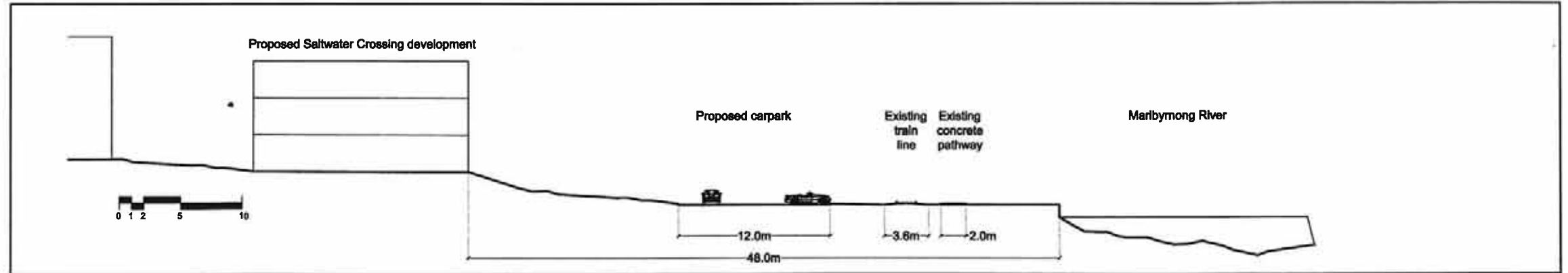
FOOTSCRAY CENTRAL URBAN DESIGN FRAMEWORK

NOVEMBER 1998





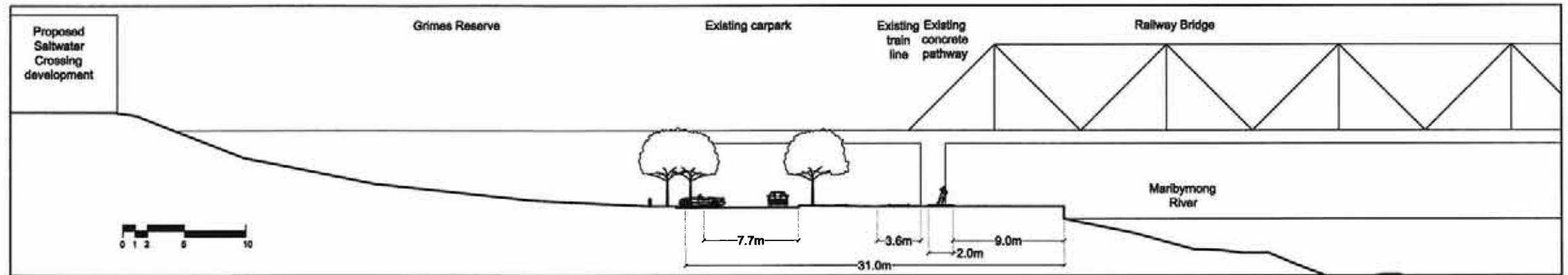
EXISTING CONDITIONS



SECTION 1 - Saltwater Crossing Site 2B - need to clarify relationship between the edge of the proposed development, carpark and public waterfront (i.e. building facade, fences, walls and planting) to encourage an active edge to the waterfront precinct



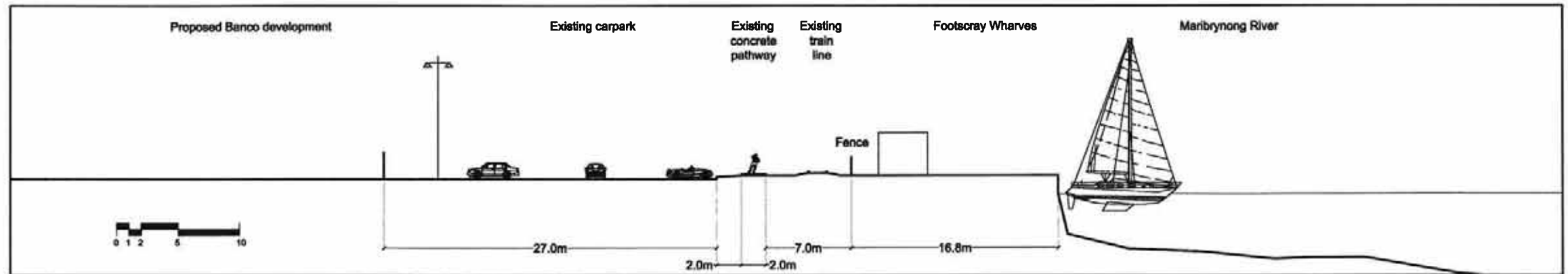
EXISTING CONDITIONS



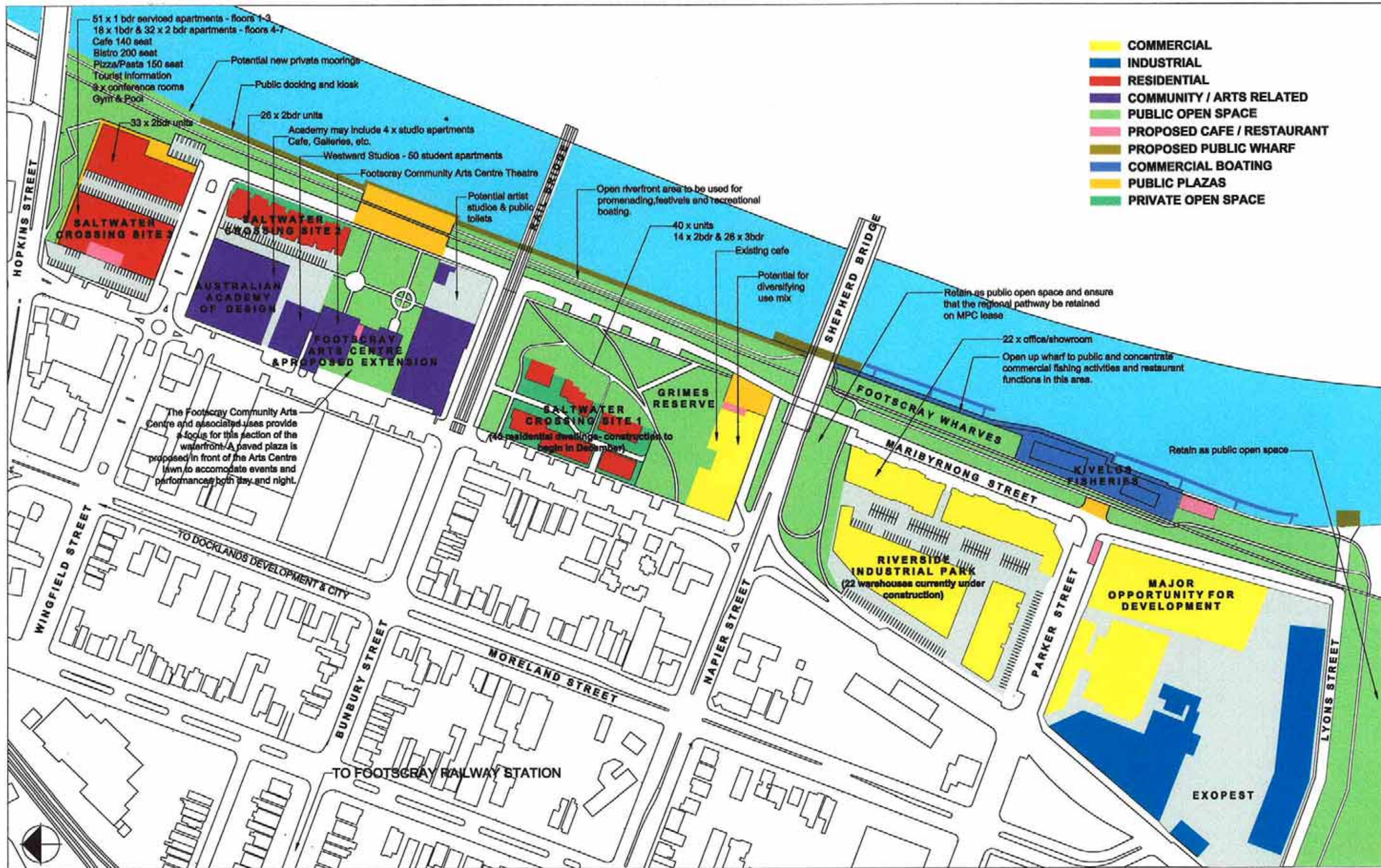
SECTION 2 - Grimes Reserve - a lack of paved crossings over the waterside rail line prevents easy access to the path and waterfront for pedestrians / cyclists coming from the adjacent carpark and Grimes Reserve. The edge between the private development and the public reserve needs to be clarified. Introduce 2 & 3 phase power for market stalls.



EXISTING CONDITIONS



SECTION 3 - Footscray Wharves - the Wharves are currently separated from the public promenade with fences. By removing the fence, relocating the cruise operator to the wharf and encouraging retail activity in this area, the Footscray Wharves could become a 'destination' along the waterfront promenade.



- COMMERCIAL
- INDUSTRIAL
- RESIDENTIAL
- COMMUNITY / ARTS RELATED
- PUBLIC OPEN SPACE
- PROPOSED CAFE / RESTAURANT
- PROPOSED PUBLIC WHARF
- COMMERCIAL BOATING
- PUBLIC PLAZAS
- PRIVATE OPEN SPACE

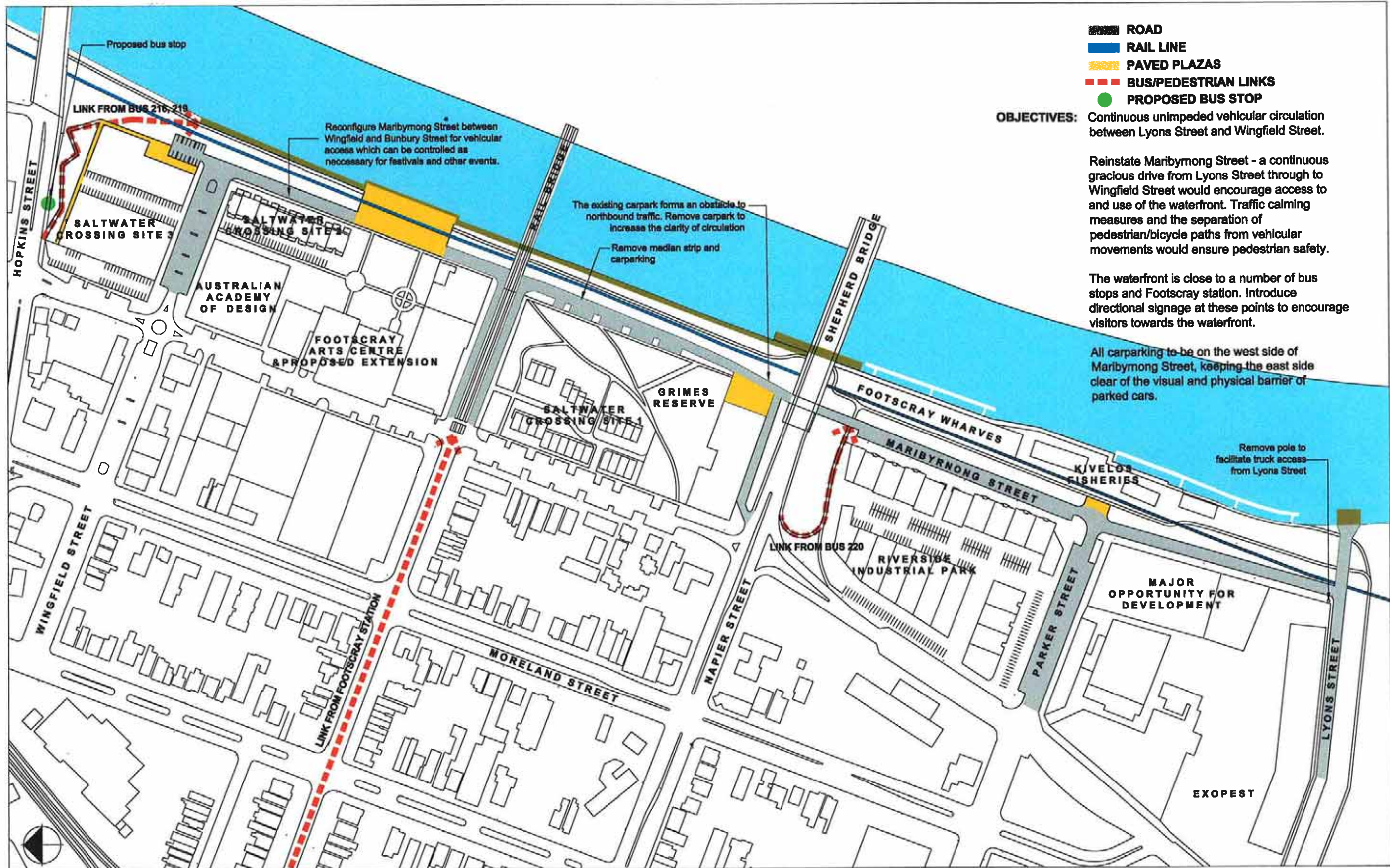
LAND USE - EXISTING AND PROPOSED 7c

MARIBYRNONG WATERFRONT PRECINCT

JULY 1999



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- ROAD
- RAIL LINE
- PAVED PLAZAS
- BUS/PEDESTRIAN LINKS
- PROPOSED BUS STOP

OBJECTIVES: Continuous unimpeded vehicular circulation between Lyons Street and Wingfield Street.

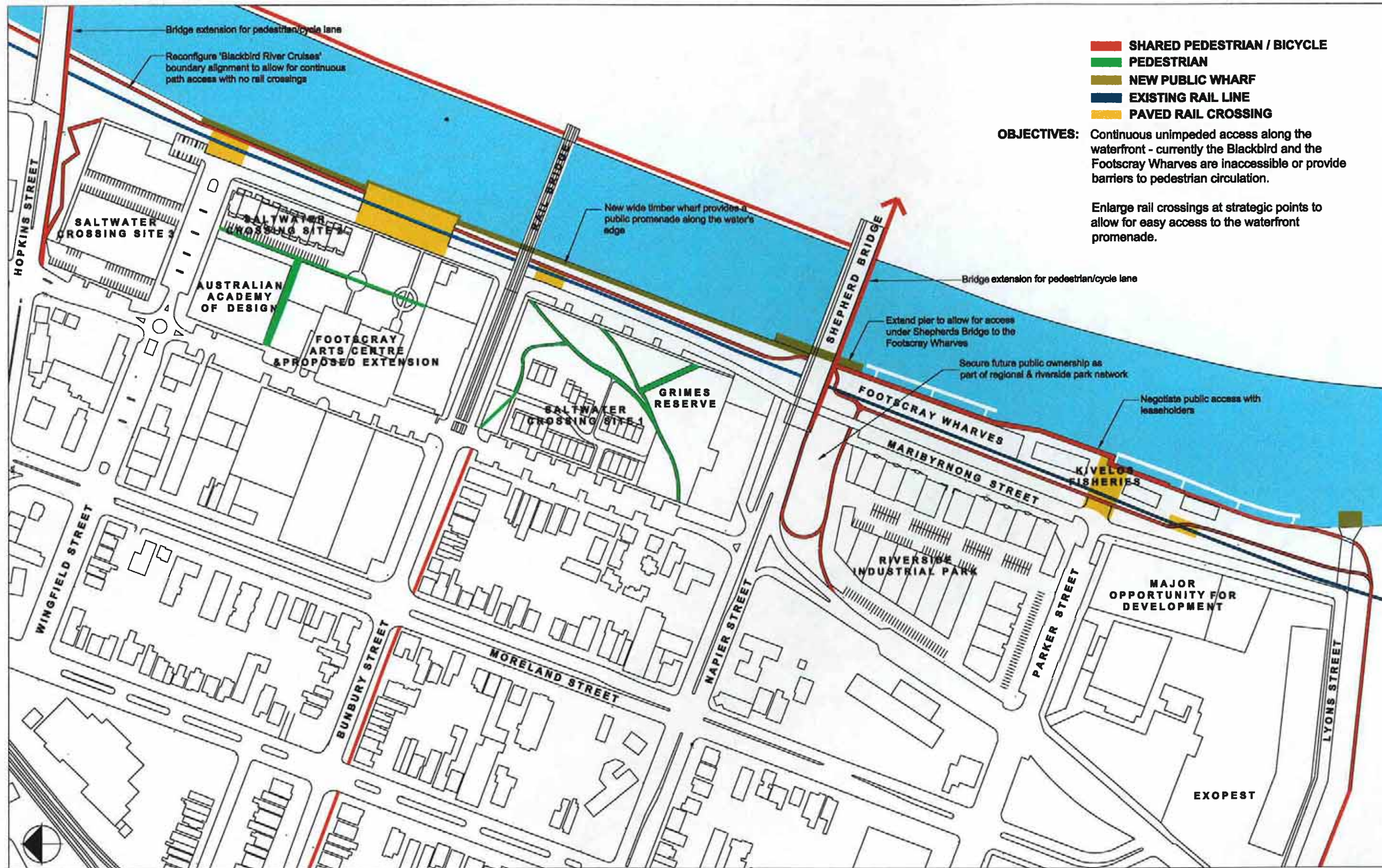
Reinstate Maribyrnong Street - a continuous gracious drive from Lyons Street through to Wingfield Street would encourage access to and use of the waterfront. Traffic calming measures and the separation of pedestrian/bicycle paths from vehicular movements would ensure pedestrian safety.

The waterfront is close to a number of bus stops and Footscray station. Introduce directional signage at these points to encourage visitors towards the waterfront.

All carparking to be on the west side of Maribyrnong Street, keeping the east side clear of the visual and physical barrier of parked cars.

Remove pole to facilitate truck access from Lyons Street





- █ SHARED PEDESTRIAN / BICYCLE
- █ PEDESTRIAN
- █ NEW PUBLIC WHARF
- █ EXISTING RAIL LINE
- █ PAVED RAIL CROSSING

OBJECTIVES: Continuous unimpeded access along the waterfront - currently the Blackbird and the Footscray Wharves are inaccessible or provide barriers to pedestrian circulation.

Enlarge rail crossings at strategic points to allow for easy access to the waterfront promenade.

0 10 20 50 100

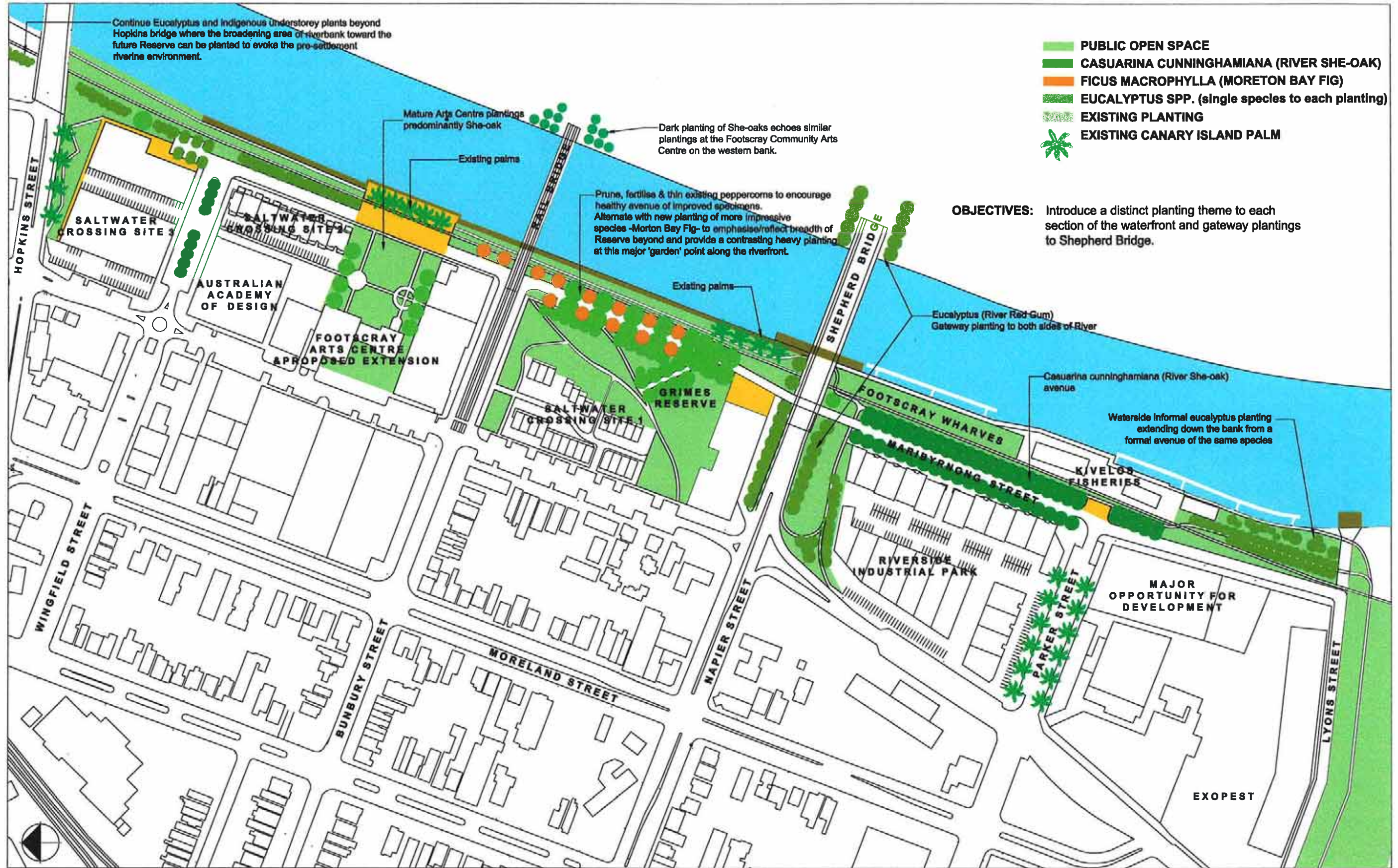
landscape architects and urban designers
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CIRCULATION - PEDESTRIAN/BICYCLE 1e

MARIBYRNONG WATERFRONT PRECINCT

JULY 1999





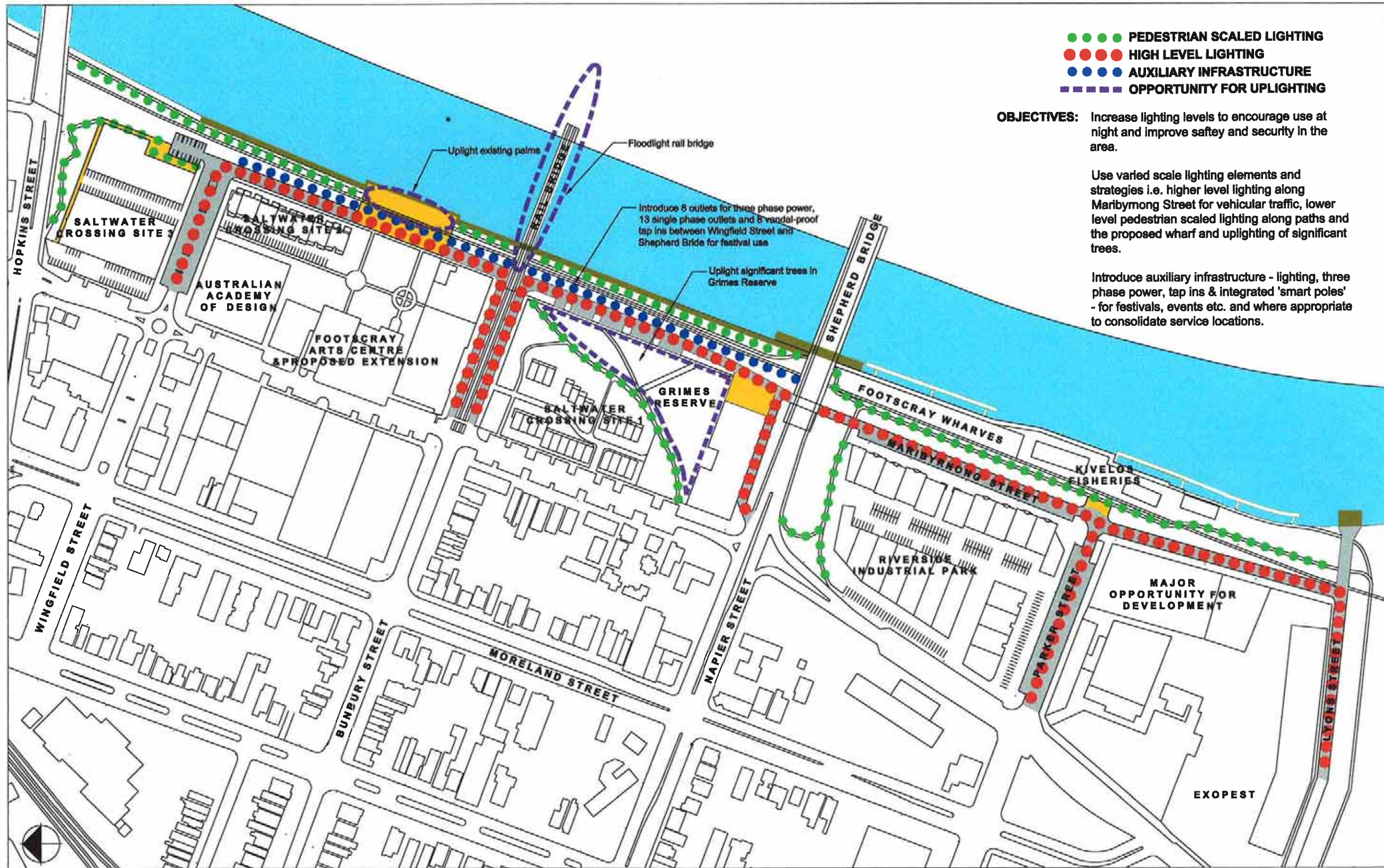
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PLANTING - EXISTING AND PROPOSED 7f

MARIBYRNONG WATERFRONT PRECINCT

JULY 1999





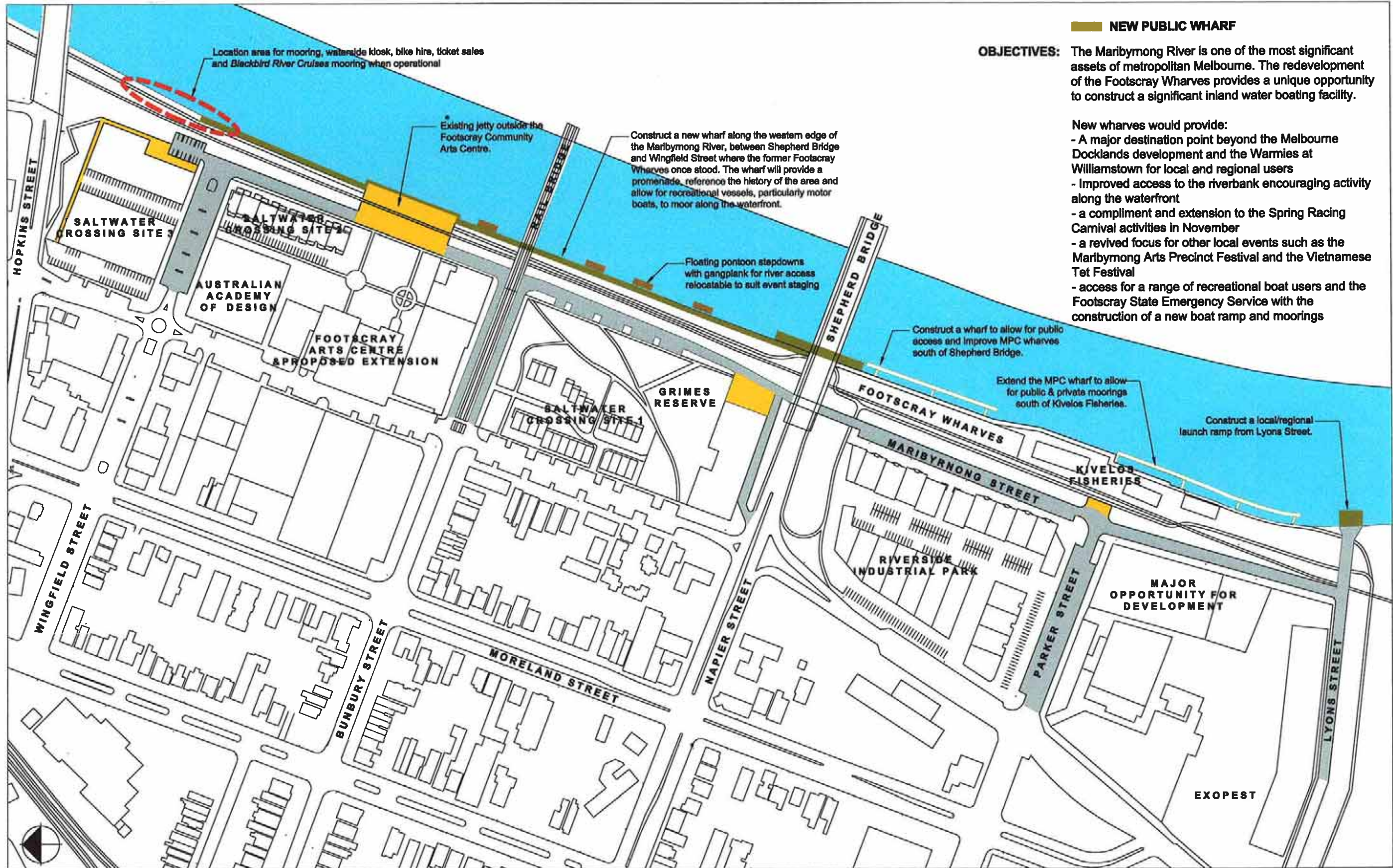
- ● ● ● PEDESTRIAN SCALED LIGHTING
- ● ● ● HIGH LEVEL LIGHTING
- ● ● ● AUXILIARY INFRASTRUCTURE
- — — — OPPORTUNITY FOR UPLIGHTING

OBJECTIVES: Increase lighting levels to encourage use at night and improve safety and security in the area.

Use varied scale lighting elements and strategies i.e. higher level lighting along Maribyrnong Street for vehicular traffic, lower level pedestrian scaled lighting along paths and the proposed wharf and uplighting of significant trees.

Introduce auxiliary infrastructure - lighting, three phase power, tap ins & integrated 'smart poles' - for festivals, events etc. and where appropriate to consolidate service locations.





NEW PUBLIC WHARF

OBJECTIVES: The Maribyrnong River is one of the most significant assets of metropolitan Melbourne. The redevelopment of the Footscray Wharves provides a unique opportunity to construct a significant inland water boating facility.

New wharves would provide:

- A major destination point beyond the Melbourne Docklands development and the Warmies at Williamstown for local and regional users
- Improved access to the riverbank encouraging activity along the waterfront
- a compliment and extension to the Spring Racing Carnival activities in November
- a revived focus for other local events such as the Maribyrnong Arts Precinct Festival and the Vietnamese Tet Festival
- access for a range of recreational boat users and the Footscray State Emergency Service with the construction of a new boat ramp and moorings

Location area for mooring, waterside kiosk, bike hire, ticket sales and Blackbird River Cruises mooring when operational

Existing jetty outside the Footscray Community Arts Centre.

Construct a new wharf along the western edge of the Maribyrnong River, between Shepherd Bridge and Wingfield Street where the former Footscray Wharves once stood. The wharf will provide a promenade, reference the history of the area and allow for recreational vessels, particularly motor boats, to moor along the waterfront.

Floating pontoon stepdowns with gangplank for river access relocatable to suit event staging

Construct a wharf to allow for public access and improve MPC wharves south of Shepherd Bridge.

Extend the MPC wharf to allow for public & private moorings south of Kivelos Fisheries.

Construct a local/regional launch ramp from Lyons Street.

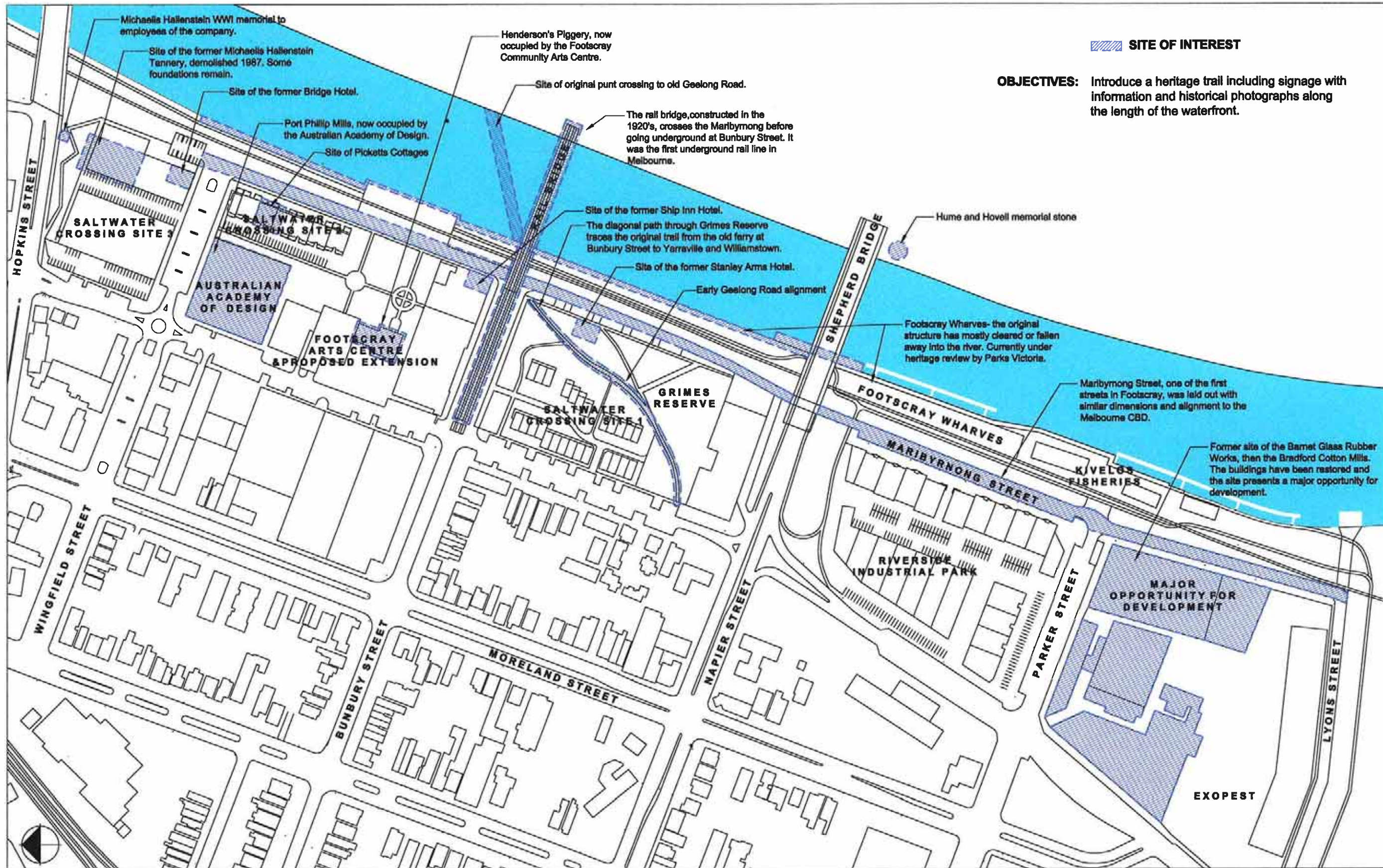


RECREATIONAL/COMMERCIAL BOATING OPPORTUNITIES **7h**



MARIBYRNONG WATERFRONT PRECINCT

JULY 1999



 **SITE OF INTEREST**

OBJECTIVES: Introduce a heritage trail including signage with information and historical photographs along the length of the waterfront.

Michaelis Hallenstein WWI memorial to employees of the company.

Site of the former Michaelis Hallenstein Tannery, demolished 1987. Some foundations remain.

Site of the former Bridge Hotel.

Port Phillip Mills, now occupied by the Australian Academy of Design.

Site of Picketts Cottages

Henderson's Piggery, now occupied by the Footscray Community Arts Centre.

Site of original punt crossing to old Geelong Road.

The rail bridge, constructed in the 1920's, crosses the Maribyrnong before going underground at Bunbury Street. It was the first underground rail line in Melbourne.

Site of the former Ship Inn Hotel.

The diagonal path through Grimes Reserve traces the original trail from the old ferry at Bunbury Street to Yarrville and Williamstown.

Site of the former Stanley Arms Hotel.

Early Geelong Road alignment

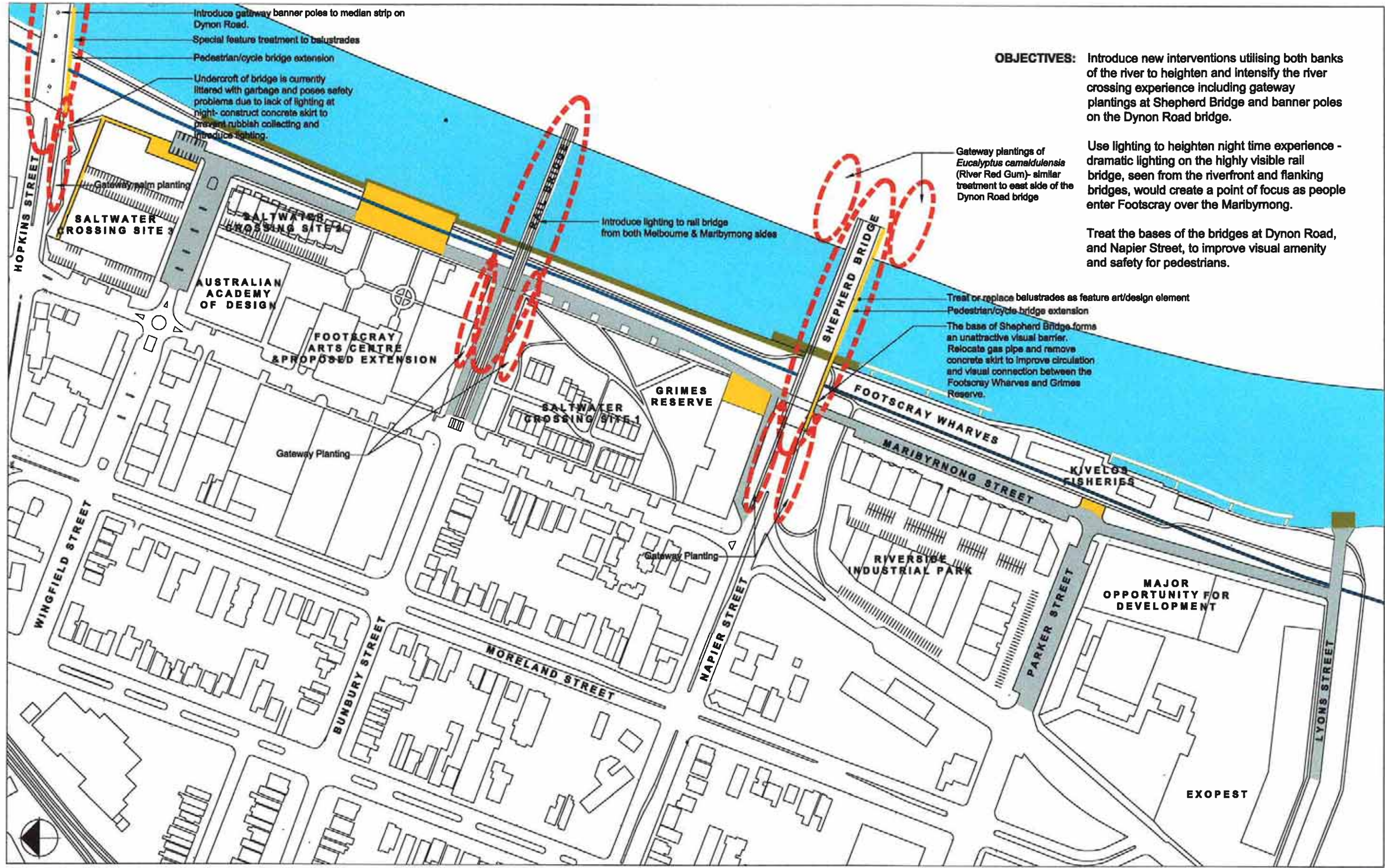
Hume and Hovell memorial stone

Footscray Wharves- the original structure has mostly cleared or fallen away into the river. Currently under heritage review by Parks Victoria.

Maribyrnong Street, one of the first streets in Footscray, was laid out with similar dimensions and alignment to the Melbourne CBD.

Former site of the Barmet Glass Rubber Works, then the Bradford Cotton Mills. The buildings have been restored and the site presents a major opportunity for development.





Introduce gateway banner poles to median strip on Dynon Road.
 Special feature treatment to balustrades
 Pedestrian/cycle bridge extension
 Undercroft of bridge is currently littered with garbage and poses safety problems due to lack of lighting at night- construct concrete skirt to prevent rubbish collecting and introduce lighting.

OBJECTIVES: Introduce new interventions utilising both banks of the river to heighten and intensify the river crossing experience including gateway plantings at Shepherd Bridge and banner poles on the Dynon Road bridge.

Use lighting to heighten night time experience - dramatic lighting on the highly visible rail bridge, seen from the riverfront and flanking bridges, would create a point of focus as people enter Footscray over the Maribyrnong.

Treat the bases of the bridges at Dynon Road, and Napier Street, to improve visual amenity and safety for pedestrians.

Gateway plantings of *Eucalyptus camaldulensis* (River Red Gum)- similar treatment to east side of the Dynon Road bridge

Introduce lighting to rail bridge from both Melbourne & Maribyrnong sides

Treat or replace balustrades as feature art/design element
 Pedestrian/cycle bridge extension
 The base of Shepherd Bridge forms an unattractive visual barrier. Relocate gas pipe and remove concrete skirt to improve circulation and visual connection between the Footscray Wharves and Grimes Reserve.



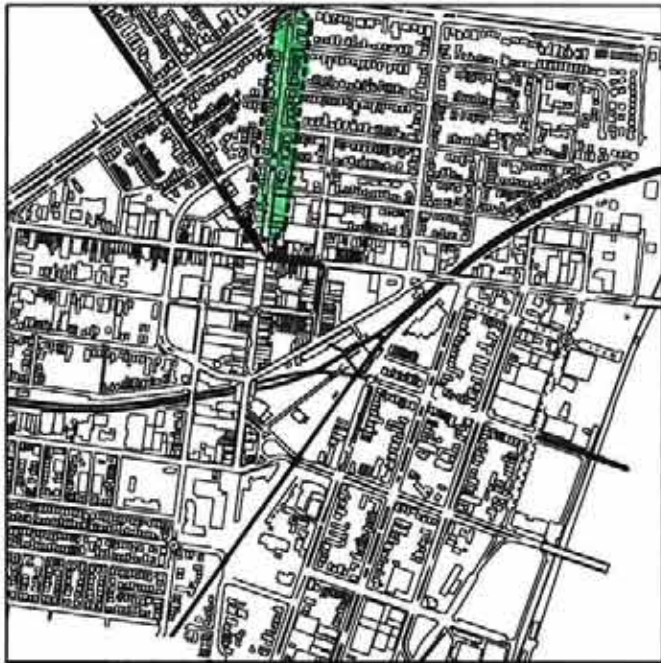


PERSPECTIVE OF PROPOSED WATERFRONT AND NEW WHARF



EXAMPLES OF WATERFRONT PROJECTS





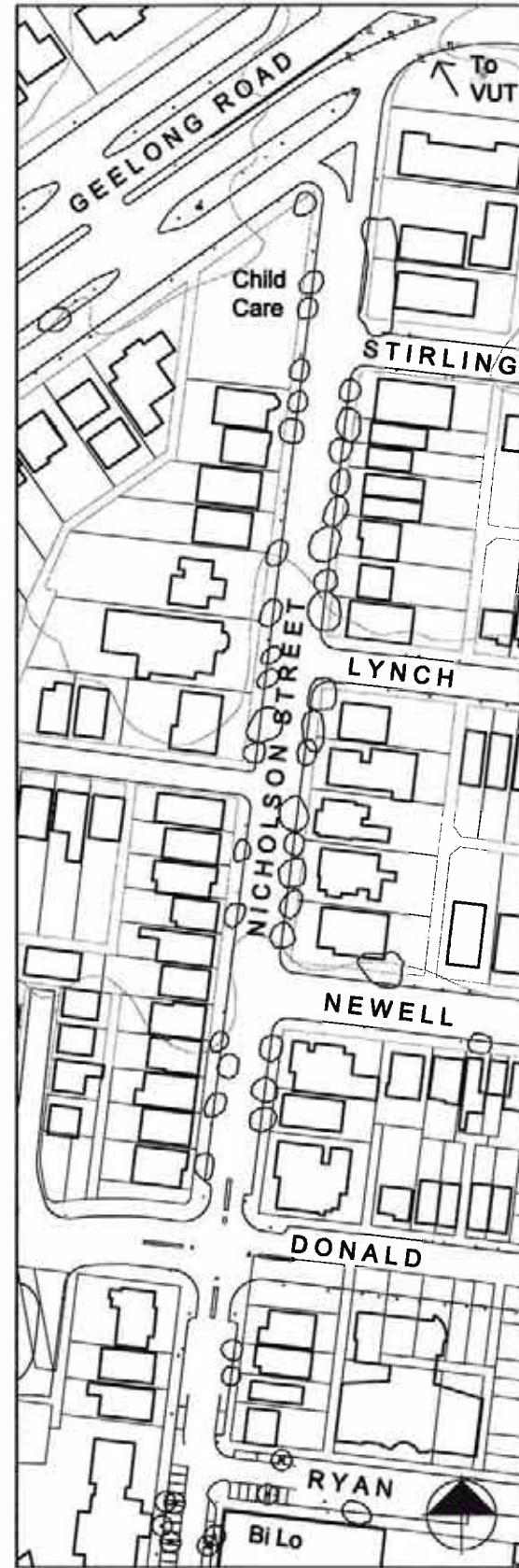
PROJECT LOCATION

EXISTING CONDITIONS

- Footpaths used by pedestrians commuting between VUT (to the north) and Footscray centre (to the south)
- Wide road pavement with moderate traffic volume
- 2-3m wide asphalt footpath in fair to good condition
- Some root damage from existing trees
- Streetscape dominated by harsh paved surfaces. There are no nature strips & lighting is poor for pedestrians
- Street trees consist of mature *Melaleuca armillaris* & *Eucalyptus maculata* of variable height & condition
- There are irregular spaces between many of the street trees
- Lack of pedestrian crossings



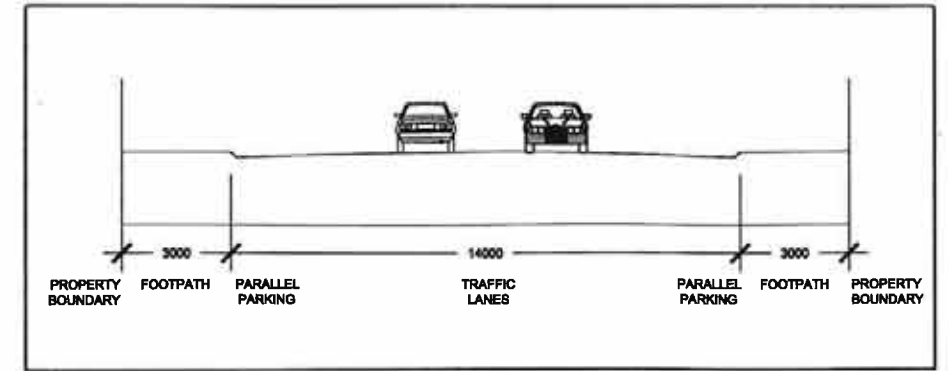
NICHOLSON STREET (Looking North)



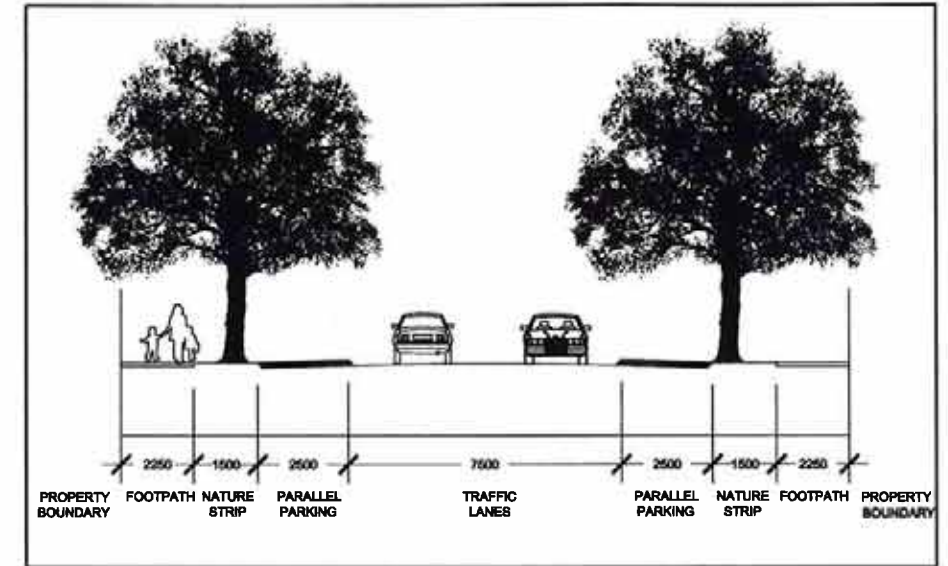
EXISTING CONDITIONS (Scale 1:1000)



DESIGN PROPOSAL (Scale 1:1000)



EXISTING ROAD SECTION



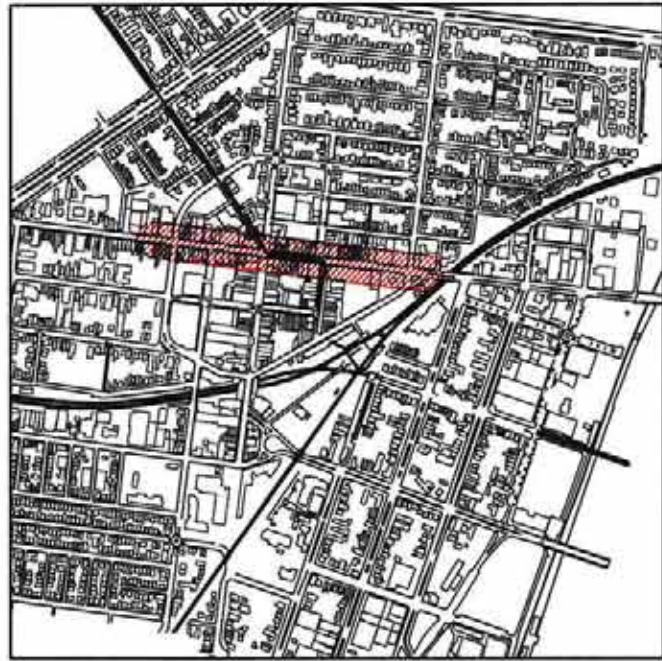
PROPOSED ROAD SECTION

DESIGN INTENT

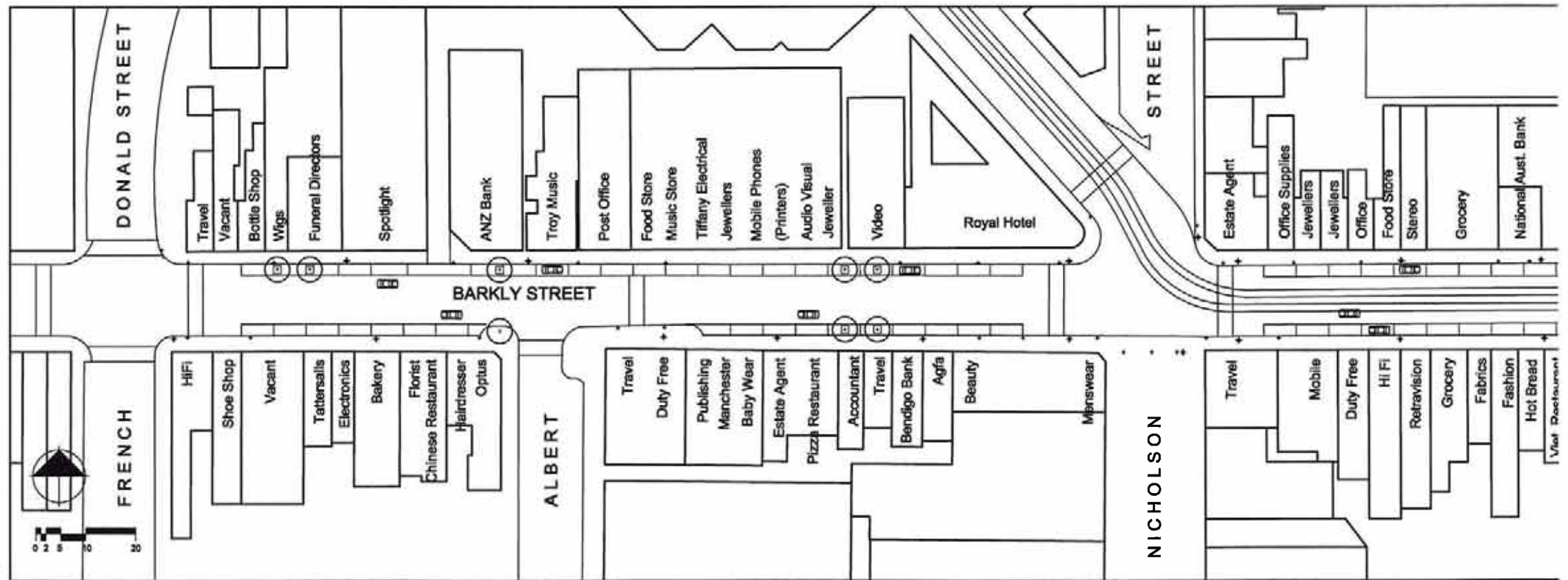
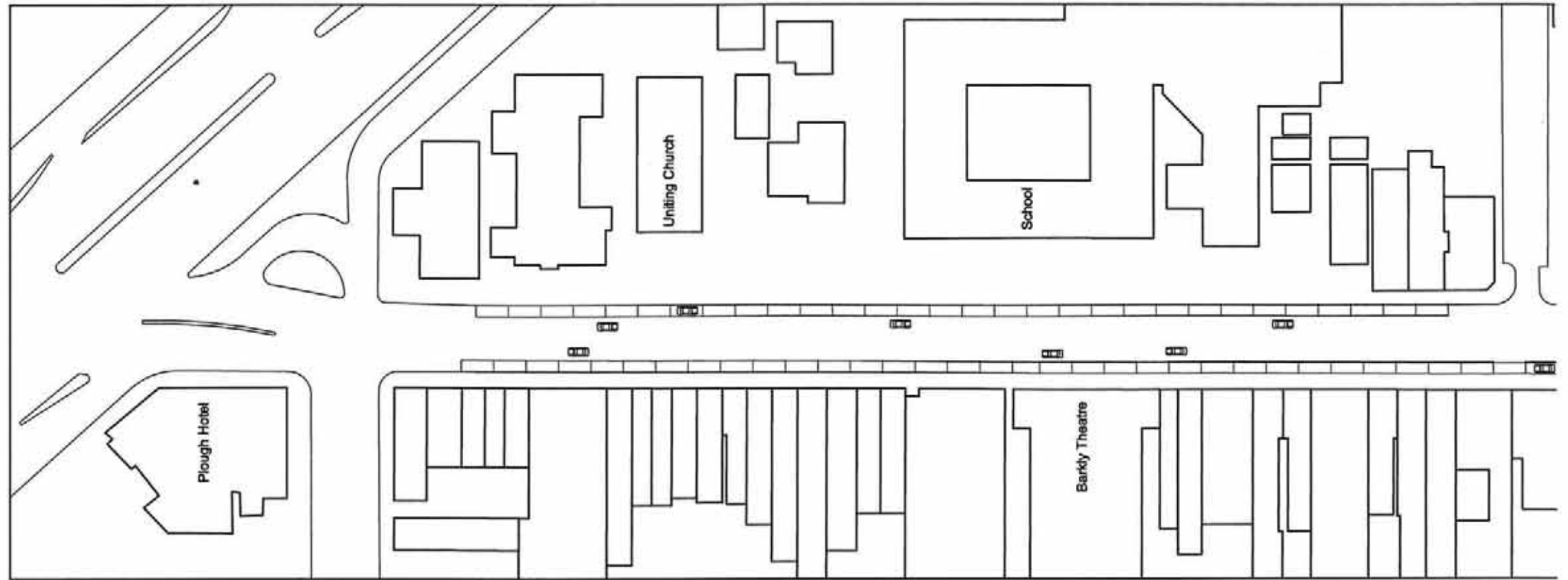
- Retain existing street trees in good condition
- Planted Spotted Gum (*Eucalyptus maculata*) in gaps between the existing street tree plants at approximately 10 metre spacing
- Extend kerbs to provide a grassed nature strip & more footpath space
- Plant Spotted gum (*Eucalyptus maculata*) in gaps between the existing street tree planting at approximately 10 metre spacings
- Provide pram crossings & kerb extensions at intersections for pedestrian safety
- Provide formalised kerb-side parallel parking on both sides of road
- Demolish rarely used slip lane opening, if deemed to be unnecessary for traffic, at the intersection of Nicholson St & Geelong Rd. Replace with lawn and planting
- Provide adequate lighting for pedestrian use at night

NICHOLSON STREET (Byron St to Ballarat Rd) 8a





PROJECT LOCATION



EXISTING CONDITIONS

- Traditional shopping strip with 1, 2 & 3 storey high retail buildings. Retail activity in decline
- Busy & relatively narrow commuter road
- Heaviest traffic east of Nicholson St
- Kerbside parallel parking
- Clearway parking restrictions east of Nicholson St with tram line between Nicholson & Leeds St
- Limited scope for street tree plantings or widening of footpaths due to overhanging awnings, the relative narrowness of the road reserve & high traffic levels
- Large number of poles, parking signs & service boxes which exacerbate visual clutter & limit pedestrian movement
- Existing street trees in poor condition due to high traffic levels & conflict with parking vehicles
- Busy traffic hinders pedestrian movement between northern & southern sides of street



BARKLY STREET - trees in poor condition due to heavy traffic levels, overhanging awnings and conflict with parking



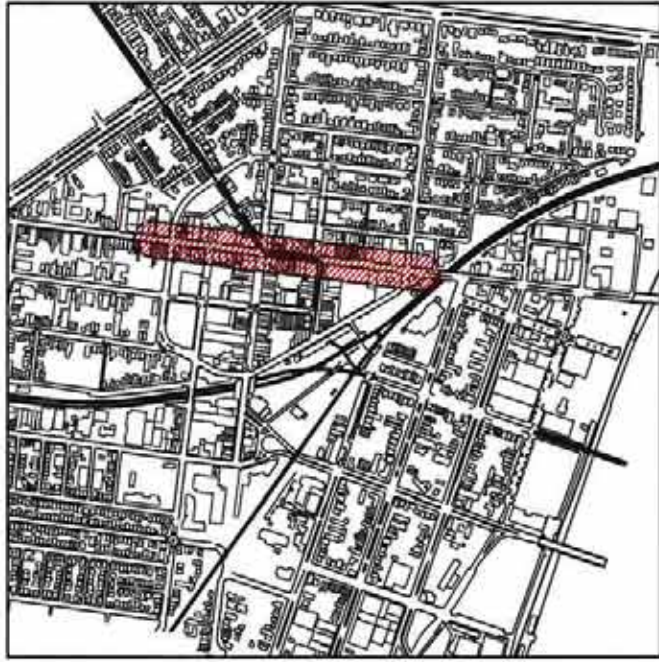
BARKLY STREET - the narrow path is obstructed with a mismatched array of street furniture, poles and merchant displays



BARKLY STREET - given the narrow width of the footpath, the space would be improved by removing the furniture and bicycles from the path onto the outstand, as shown here in the existing kerb extension

BARKLY STREET - EXISTING CONDITIONS 9a

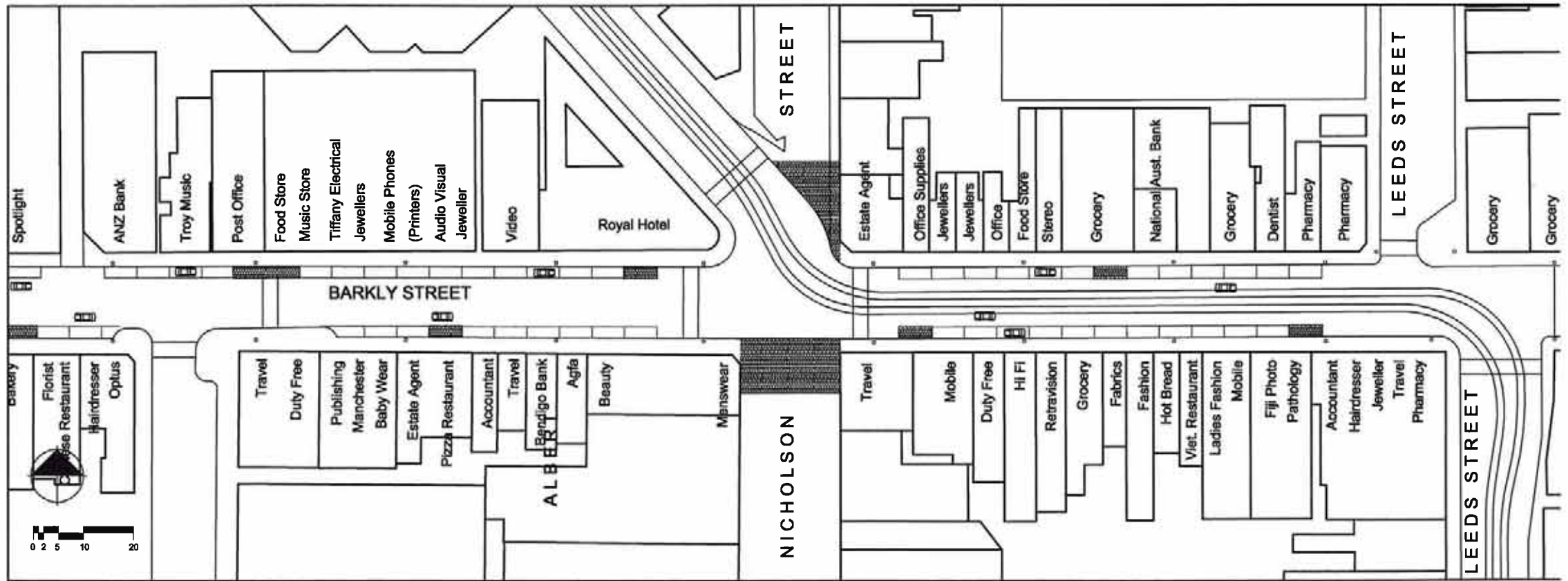
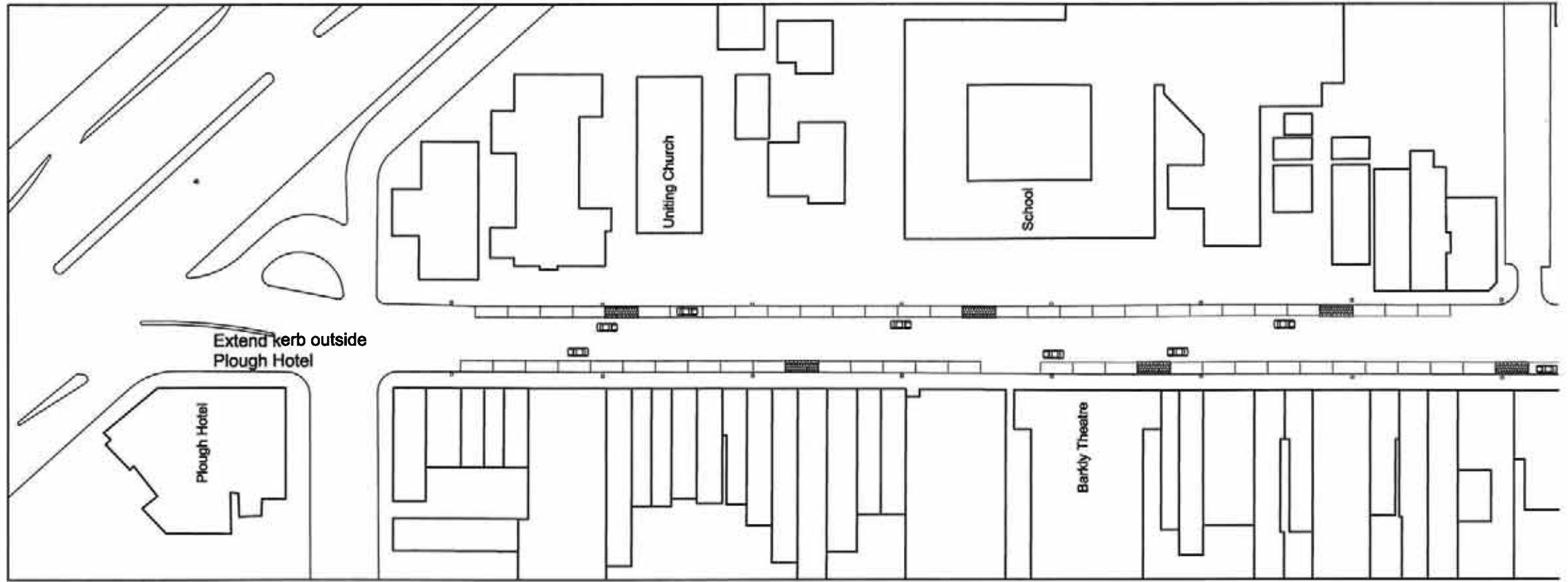




PROJECT LOCATION

DESIGN INTENT

- Bundle power to improve visual amenity of Barkly Street
- Remove clearway status along Hopkins St
- Introduction of 1 1/2 hour kerbside parking
- Remove existing street trees & planting islands along Barkly St
- Remove visual clutter by consolidating poles, parking signs, lighting & other utilities with the installation of "Smart Poles" or similar to carry all service & signage requirements
- Introduce paved outstands along all sections of Barkly Street to stimulate trading activity (with outdoor dining & merchant displays)
- Scramble phase pedestrian crossings at Nicholson & Leeds St
- Introduce coherent paving treatments to all street intersections
- All street furniture to be a galvanised finish- 'signature' coloured furniture dates, and requires more maintenance in repainting
- Introduce expanded kerb outside the Plough Hotel, remove adjacent bus stop pull in and fill to allow for gateway planting and signage into the Barkly Street shopping precinct
- Introduce a row of banner poles to the central median strip of the Dynon Road bridge





'SMART POLE' - Sydney



'SMART POLE' - Sydney

By attaching a variety of functions ie. lighting, traffic lights, signage and banners to one pole it is possible to consolidate the street elements and reduce the visual clutter along Barkly Street

BARKLY STREET - PROPOSED 9b

FOOTSCRAY CENTRAL URBAN DESIGN FRAMEWORK

JULY 1999





BARKLY STREET - EXISTING CONDITIONS



BARKLY STREET WITH BUNDLED POWER AND CONSOLIDATED POLES



BARKLY STREET - EXISTING CONDITIONS



BARKLY STREET WITH BUNDLED POWER AND CONSOLIDATED POLES

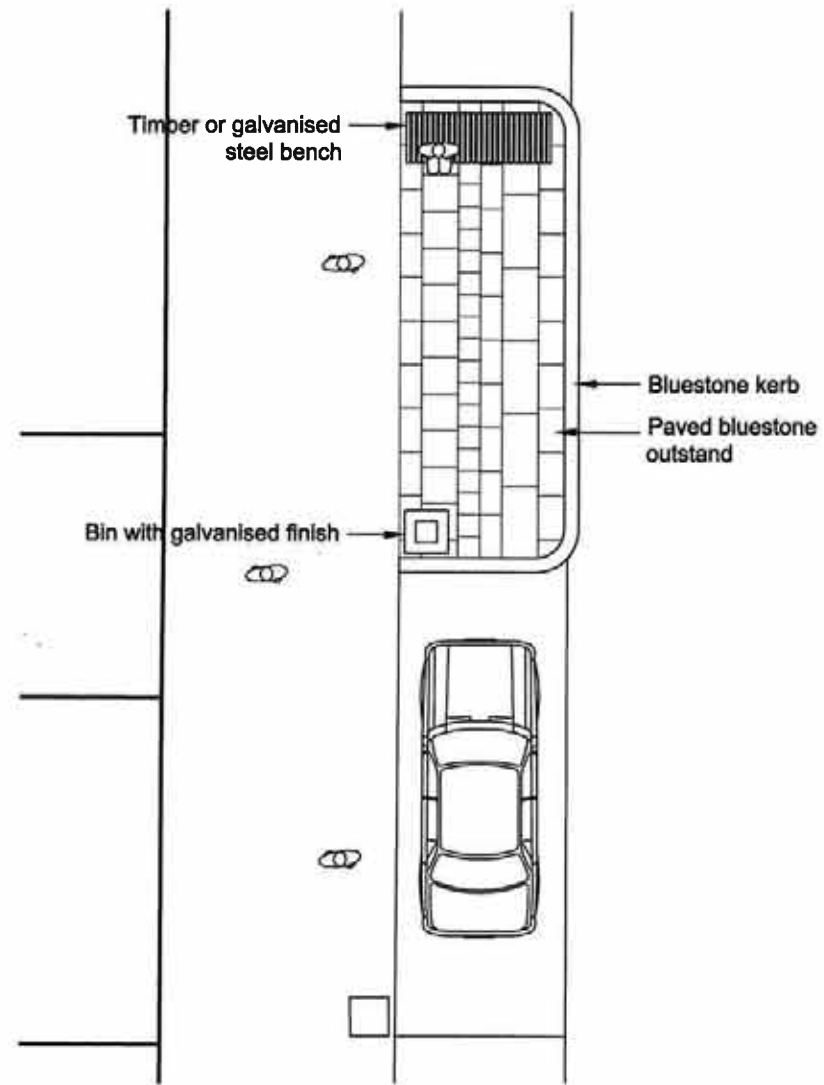
BARKLY STREET- BUNDLED POWER /CONSOLIDATED POLES 9c

FOOTSCRAY CENTRAL URBAN DESIGN FRAMEWORK

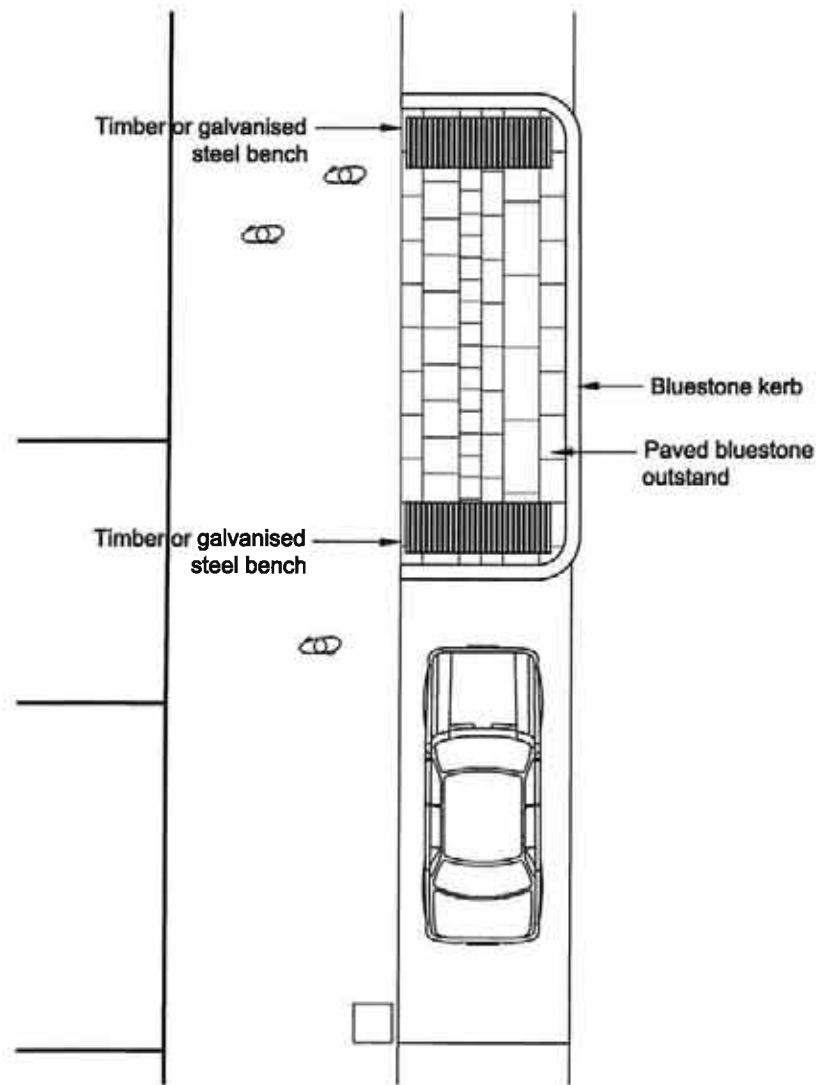
JULY 1999



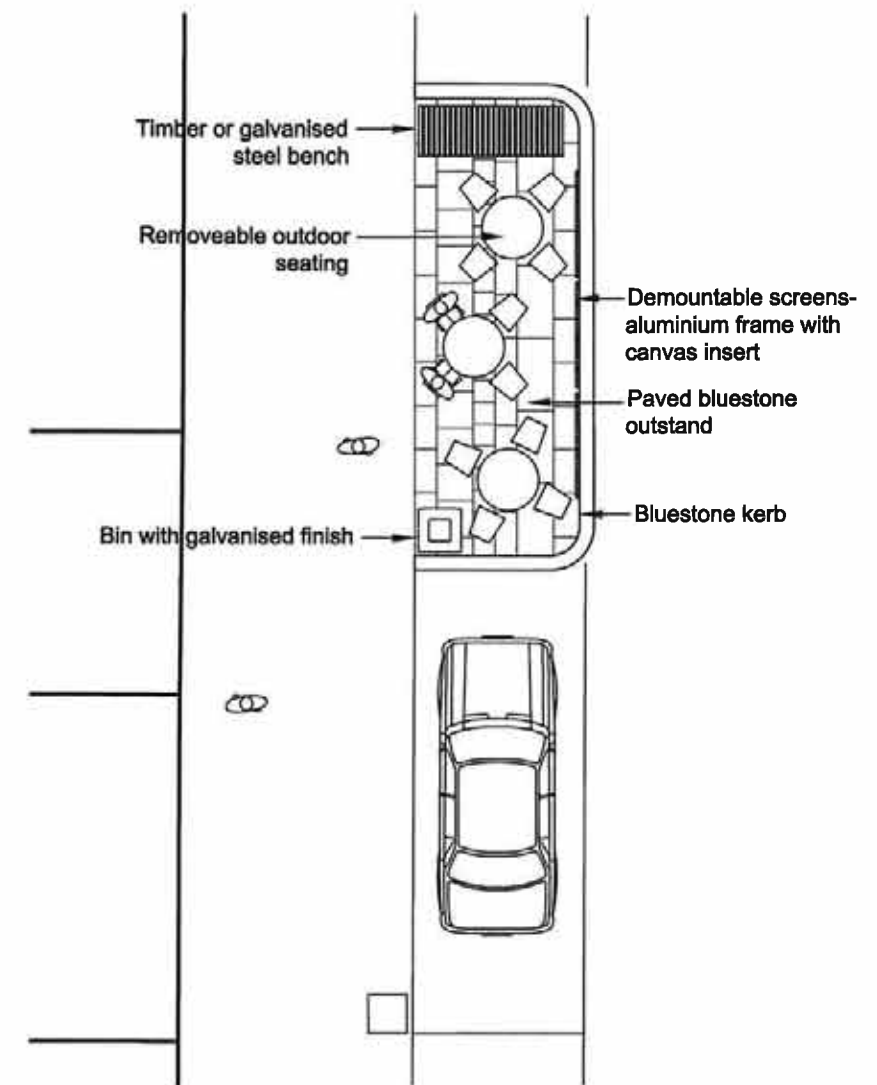
BARKLY STREET OUTSTAND - OPTION A



BARKLY STREET OUTSTAND - OPTION B



BARKLY STREET OUTSTAND - OPTION C

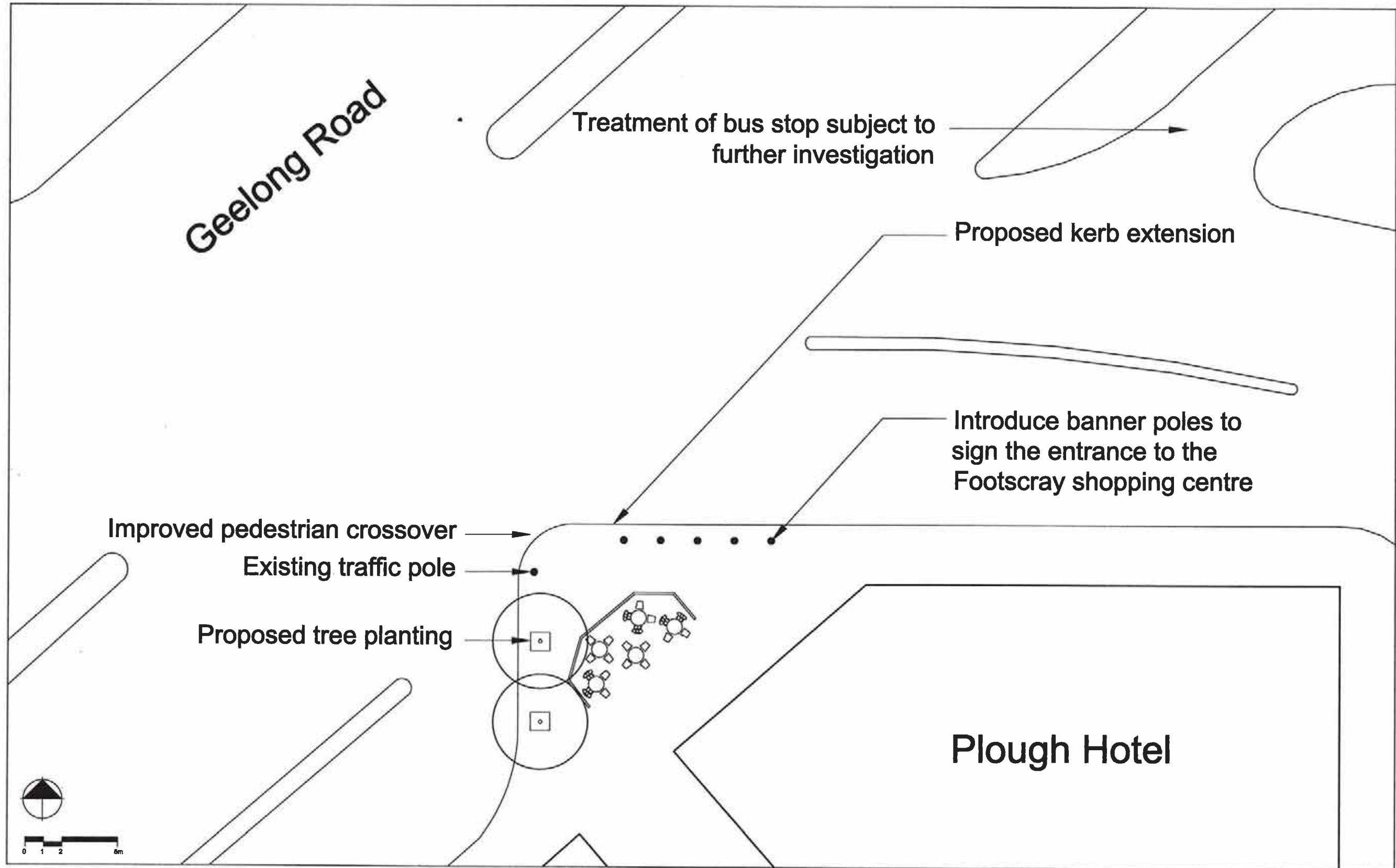


BARKLY STREET - OUTSTAND MODULE 9d

FOOTSCRAY CENTRAL URBAN DESIGN FRAMEWORK

JULY 1999





PLAN OF PROPOSED KERB EXTENSION

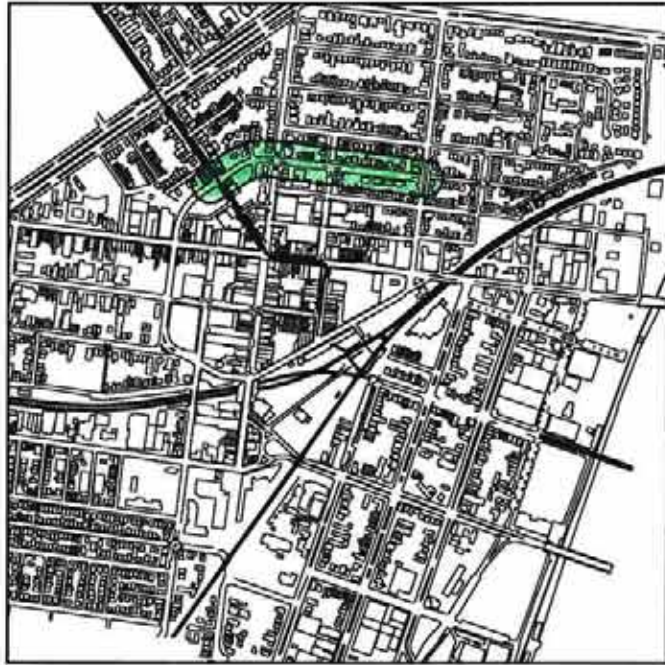
PLOUGH HOTEL CNR BARKLY STREET & GEELONG ROAD 9f

FOOTSCRAY CENTRAL URBAN DESIGN FRAMEWORK

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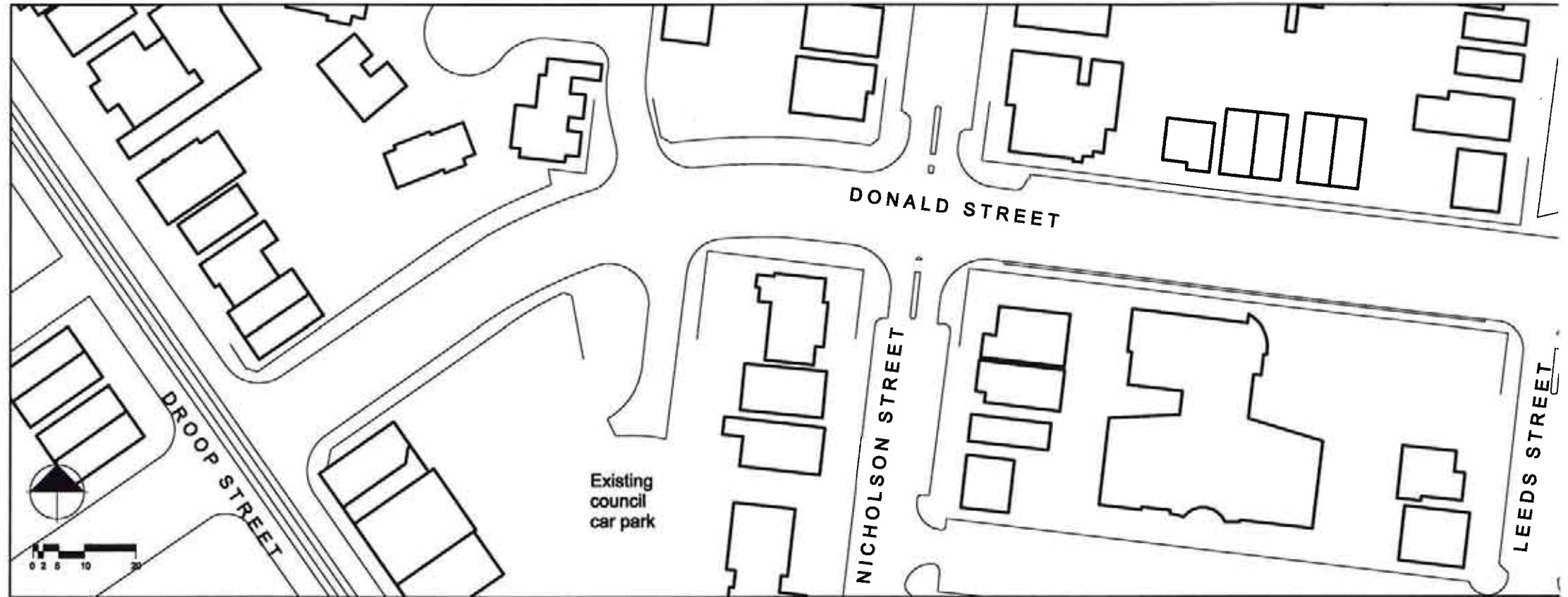
PROJECT LOCATION

EXISTING CONDITIONS

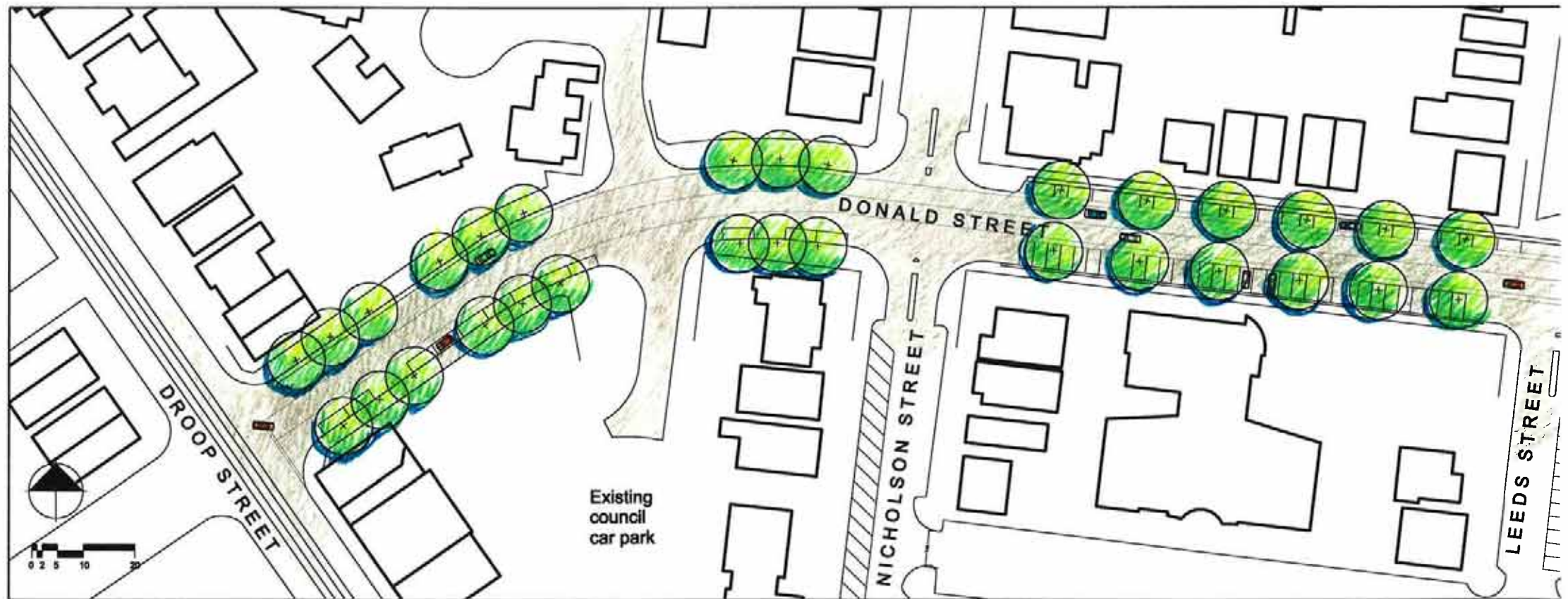
- Very wide road pavement with moderate traffic volumes
- Kerbside parallel parking on both sides of road
- Very narrow nature strip on both sides (600-900mm wide)
- Narrow concrete footpath on both sides (1550-1650mm wide)
- Small Native Frangipani street trees in poor condition. Unsited to street environment
- Street parking currently underutilized as long term car parking for shoppers and traders



Donald St looking north from Droop St



EXISTING CONDITIONS (1:500)



PROPOSED IDEAS FOR DISCUSSION (1:500)





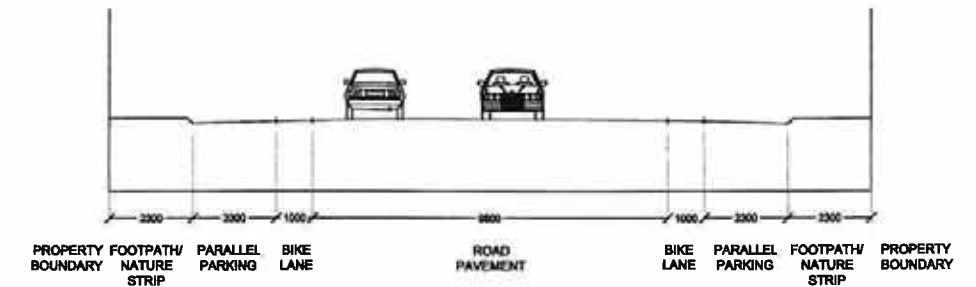
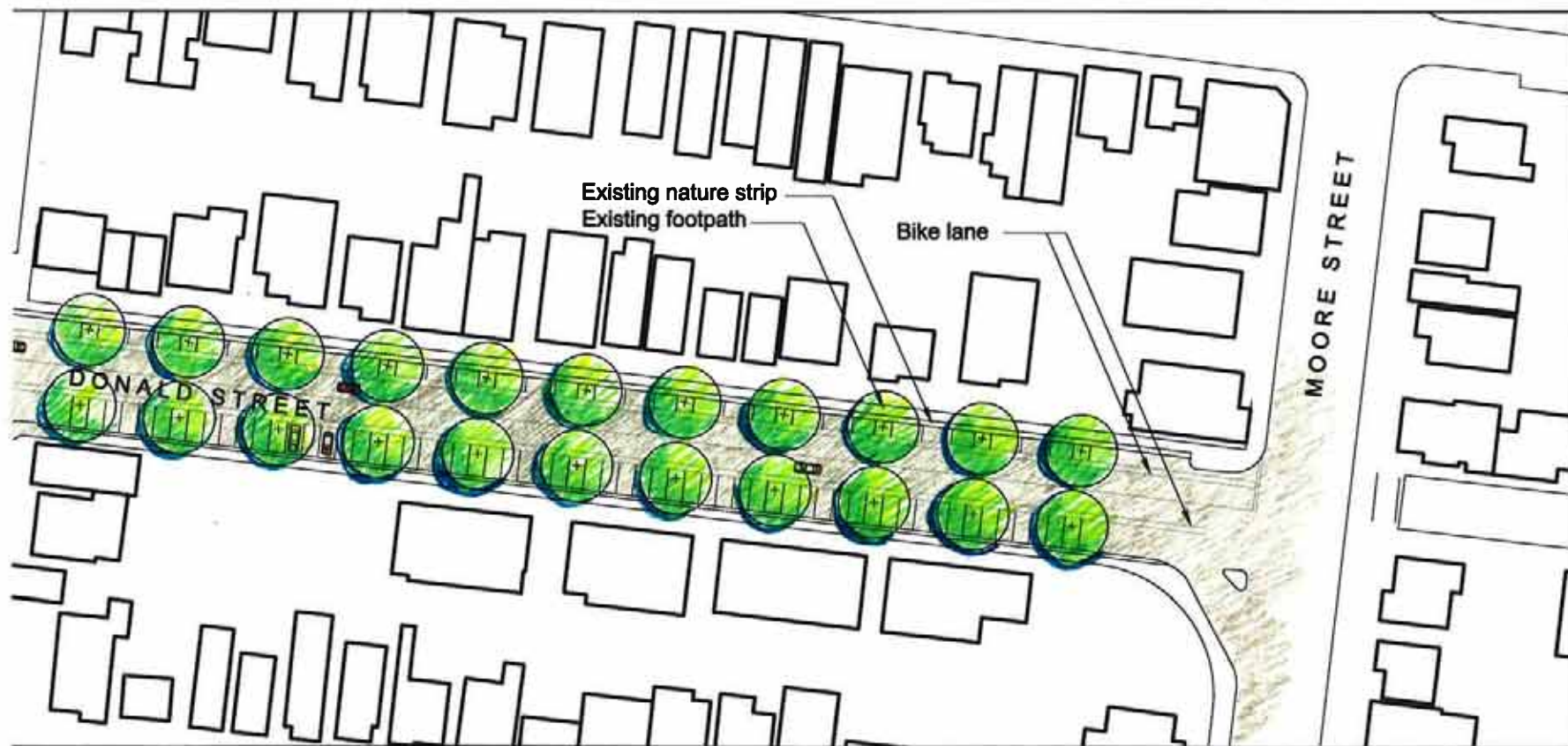
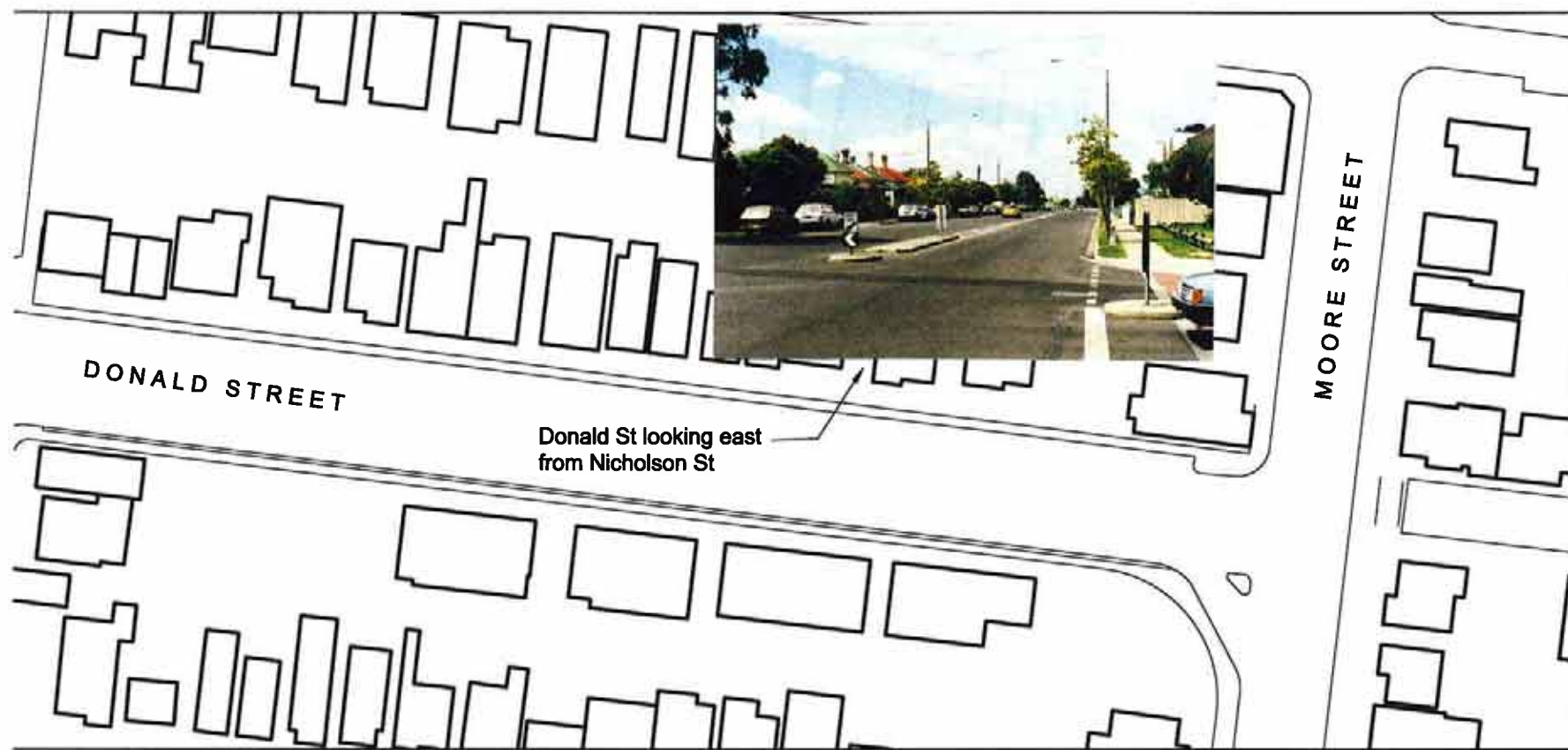
VIEW OF PROPOSED BARKLY STREET IMPROVEMENTS 9e

FOOTSCRAY CENTRAL URBAN DESIGN FRAMEWORK

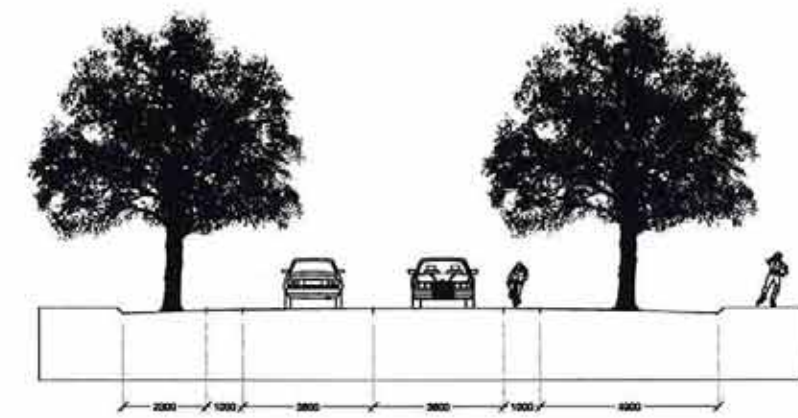
JULY 1999



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EXISTING CROSS SECTION



PROPOSED CROSS SECTION

DESIGN INTENT

- Install planting islands with street trees and garden beds to separate parking bays
- provide a line marked bicycle lane on road pavement along both sides of Donald St
- Provide formalised 90 degree parking on south side of Donald St between Nicholson & Moore St
- Provide formalised parallel parking on north side of Donald St & both sides of Droop St & Nicholson St
- Parking to be long term (3-5 hours) on south side to encourage workers to park & walk to central Footscray (freeing up short term parking closer to the centre)
- Plant Spotted gum (Eucalyptus maculata) street tree within planting bays & nature strips along Donald St





PROJECT LOCATION



DONALD/FORD STREET SITE



DONALD/DROOP STREET SITE



DONALD/HUGH STREET SITE



LEY STREET SITE



FRENCH STREET (EAST) SITE



PAISLEY-PICKETT STREET SITE



FRENCH/PICKETT STREET SITE



IRVING STREET SITE

DAVID LOCK ASSOCIATES
URBAN DESIGN AND TOWN PLANNING



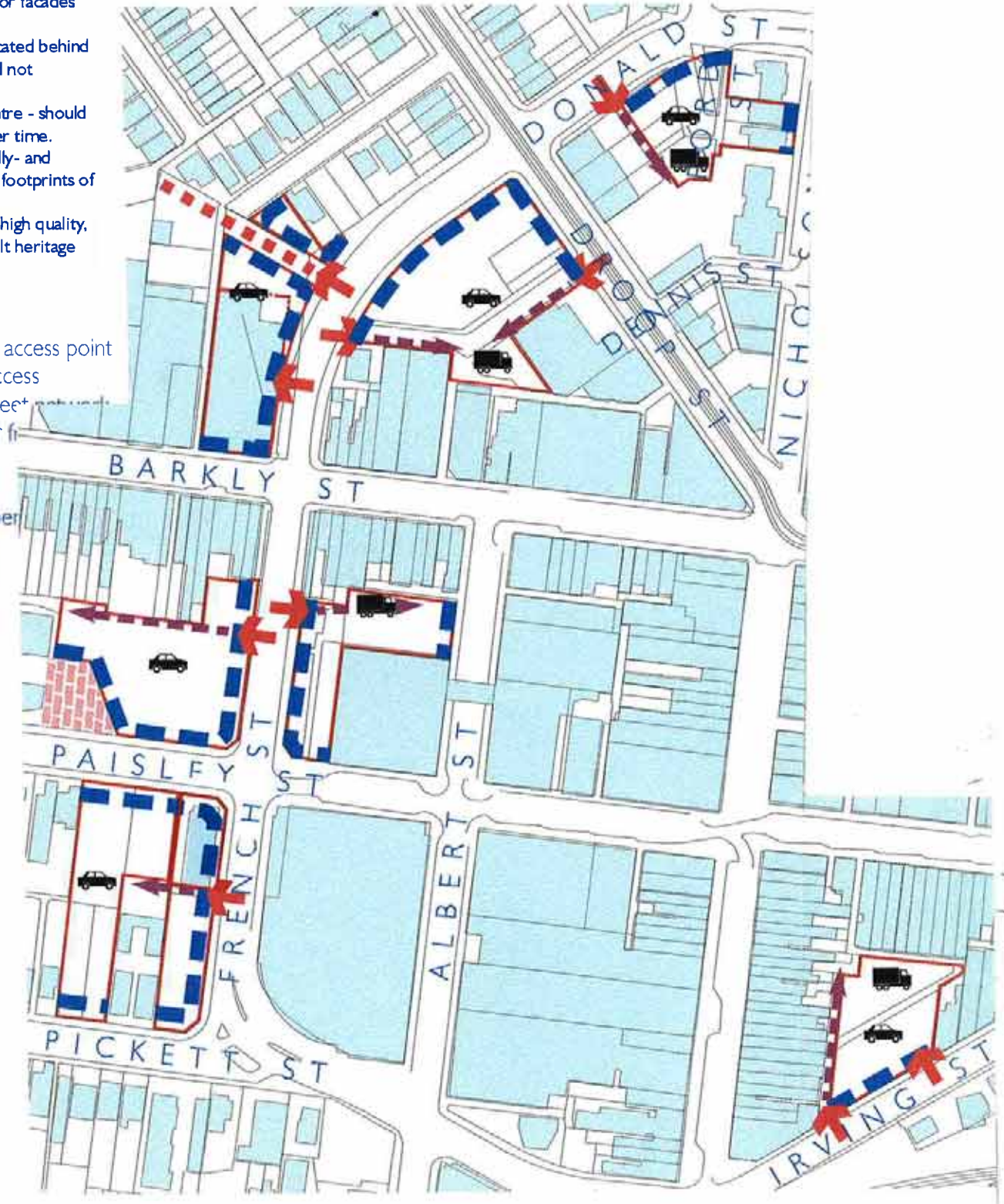
RING ROAD REDEVELOPMENT
FOOTSCRAY CENTRAL URBAN DESIGN FRAMEWORK

10c
NOVEMBER 1998

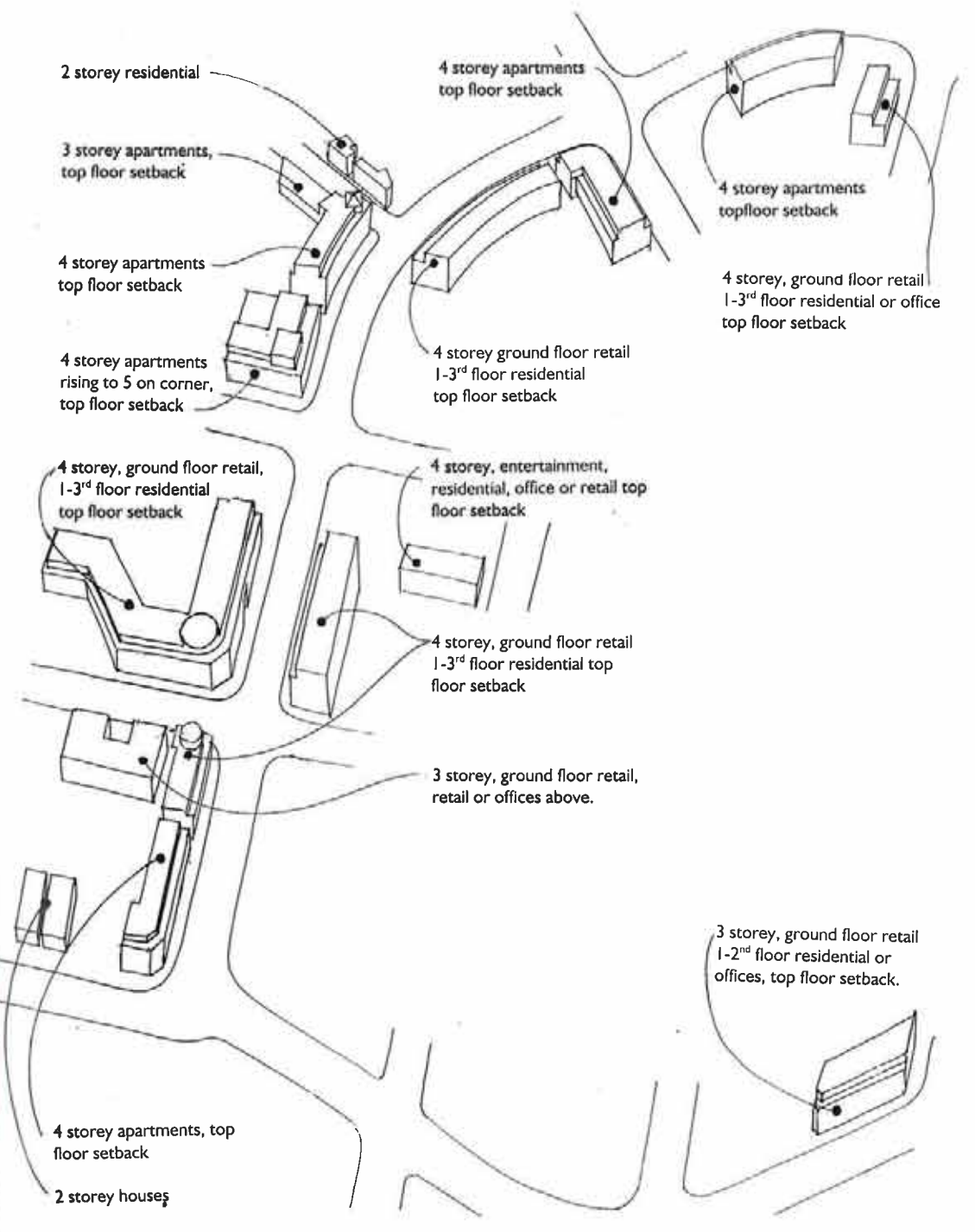


GENERAL DEVELOPMENT PRINCIPLES

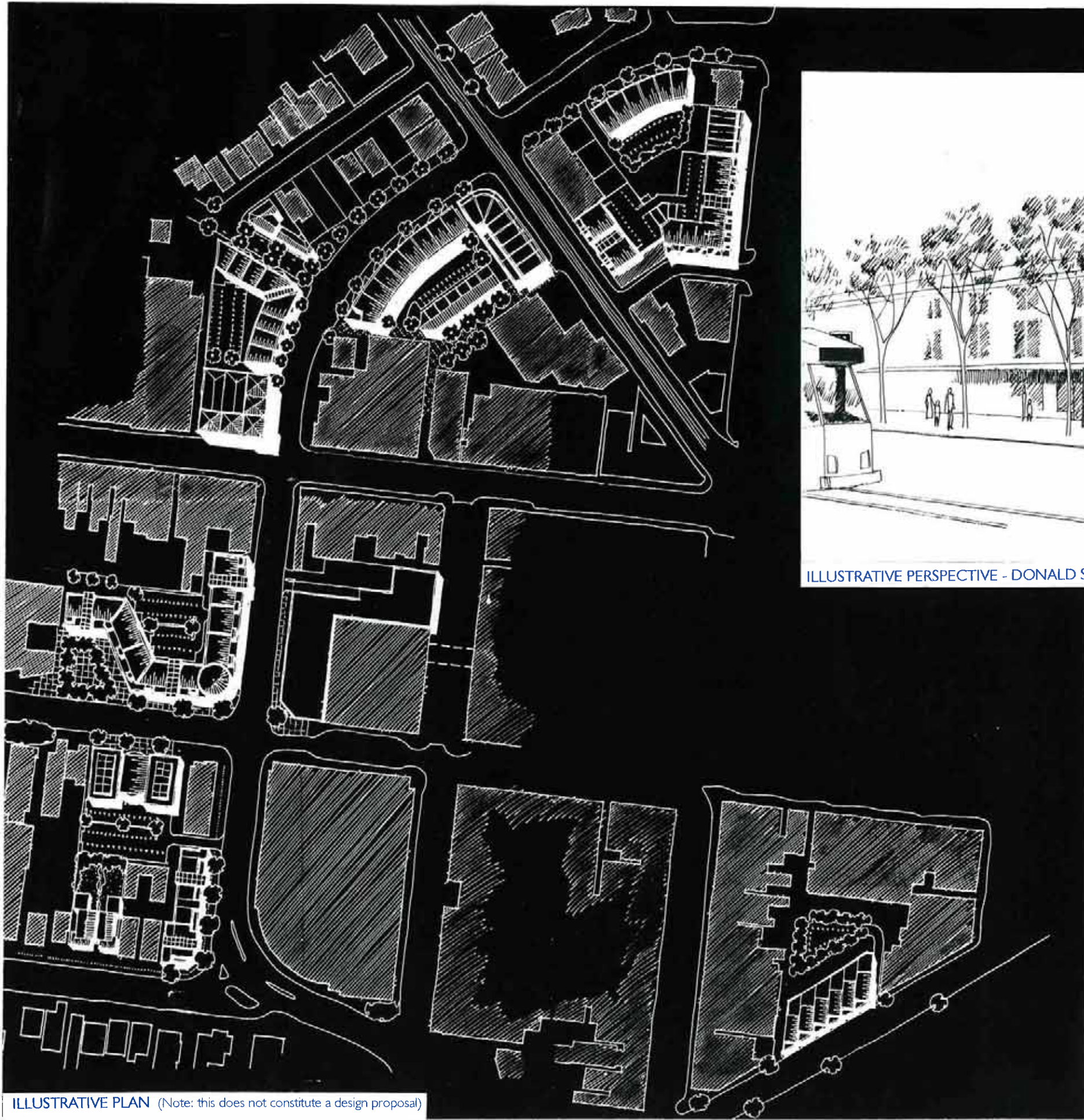
- 1 All sites over 150m in either plan dimension should be divided into smaller parcels by a network of public streets linking opposite boundaries.
- 2 All boundaries with public space should be clearly defined and faced by building 'fronts' - active ground floor facades incorporating front doors.
- 3 Service access and private parking should be located behind the building or at a basement or upper level and not between the building and the street.
- 4 New buildings - particularly in the Business Centre - should be designed to accommodate different uses over time.
- 5 Large buildings should be divided into structurally- and infrastructurally-independent components with footprints of no more than 1000m².
- 6 All new buildings and public space should be of high quality, contemporary design and respectful of local built heritage and character.



SITE LAYOUT PRINCIPLES



DEVELOPMENT FORM AND USE PRINCIPLES



ILLUSTRATIVE PLAN (Note: this does not constitute a design proposal)



ILLUSTRATIVE PERSPECTIVE - DONALD STREET (Note: this does not constitute a design proposal)



PLAN OF DYNON ROAD / HOPKINS STREET GATEWAY

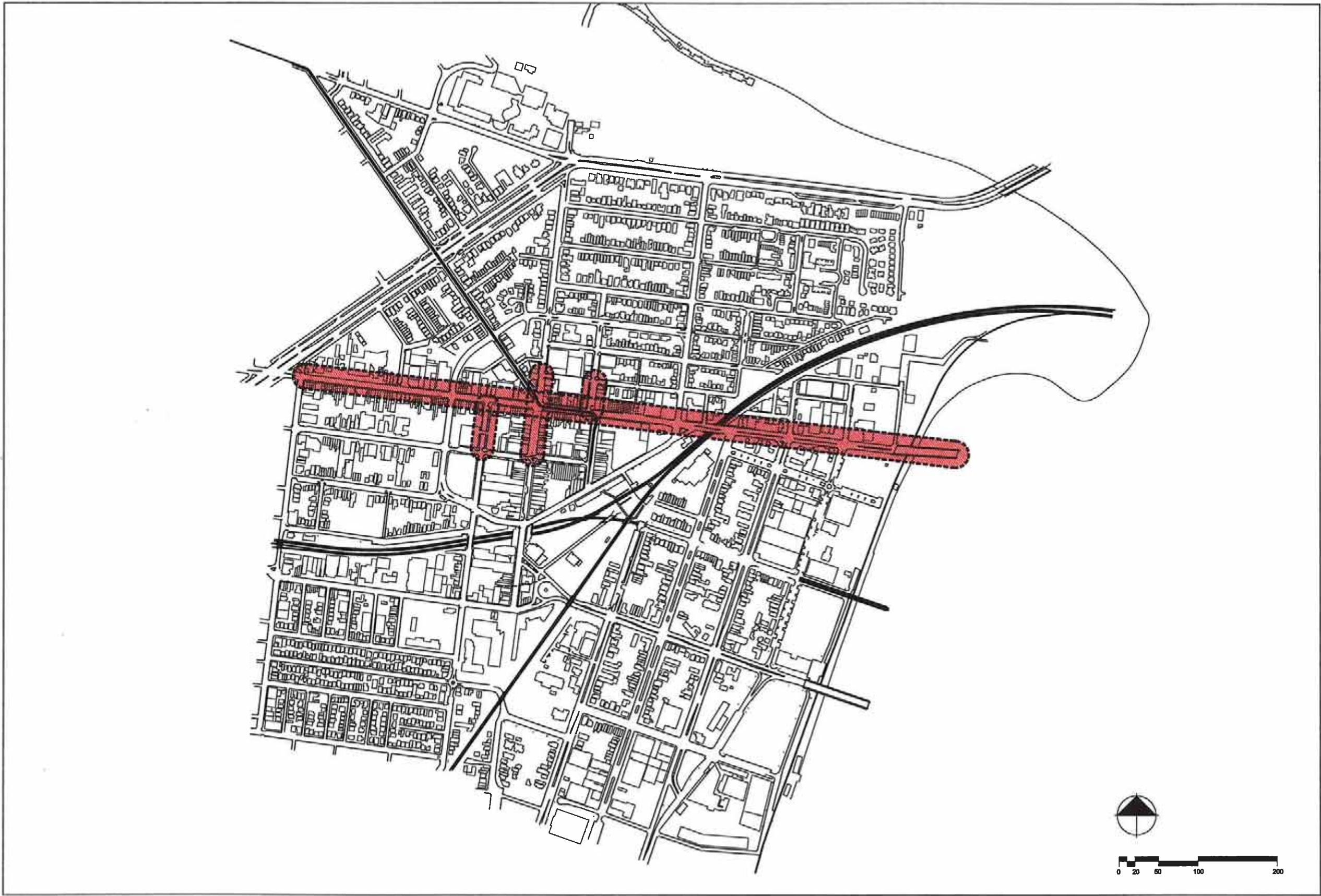
DYNON ROAD / HOPKINS STREET GATEWAY 11a

FOOTSCRAY CENTRAL URBAN DESIGN FRAMEWORK

JULY 1999



landscape architects and urban designers
PATERSON + PETTUS PTY LTD



FOOTSCRAY GATEWAYS PROJECT LOCATION

FOOTSCRAY CENTRAL URBAN DESIGN FRAMEWORK

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HOPKINS STREET LOOKING EAST TO CITY - EXISTING CONDITIONS



HOPKINS STREET LOOKING EAST TO CITY - PROPOSED



DYNON ROAD LOOKING WEST TO FOOTSCRAY - EXISTING CONDITIONS



DYNON ROAD LOOKING WEST TO FOOTSCRAY - PROPOSED

DYNON ROAD / HOPKINS STREET GATEWAY VIEWS 11b

FOOTSCRAY CENTRAL URBAN DESIGN FRAMEWORK

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BANNER POLES

- Specific large banner poles to be located in special areas
- Locations include major road gateways, ceremonial areas & large public urban spaces

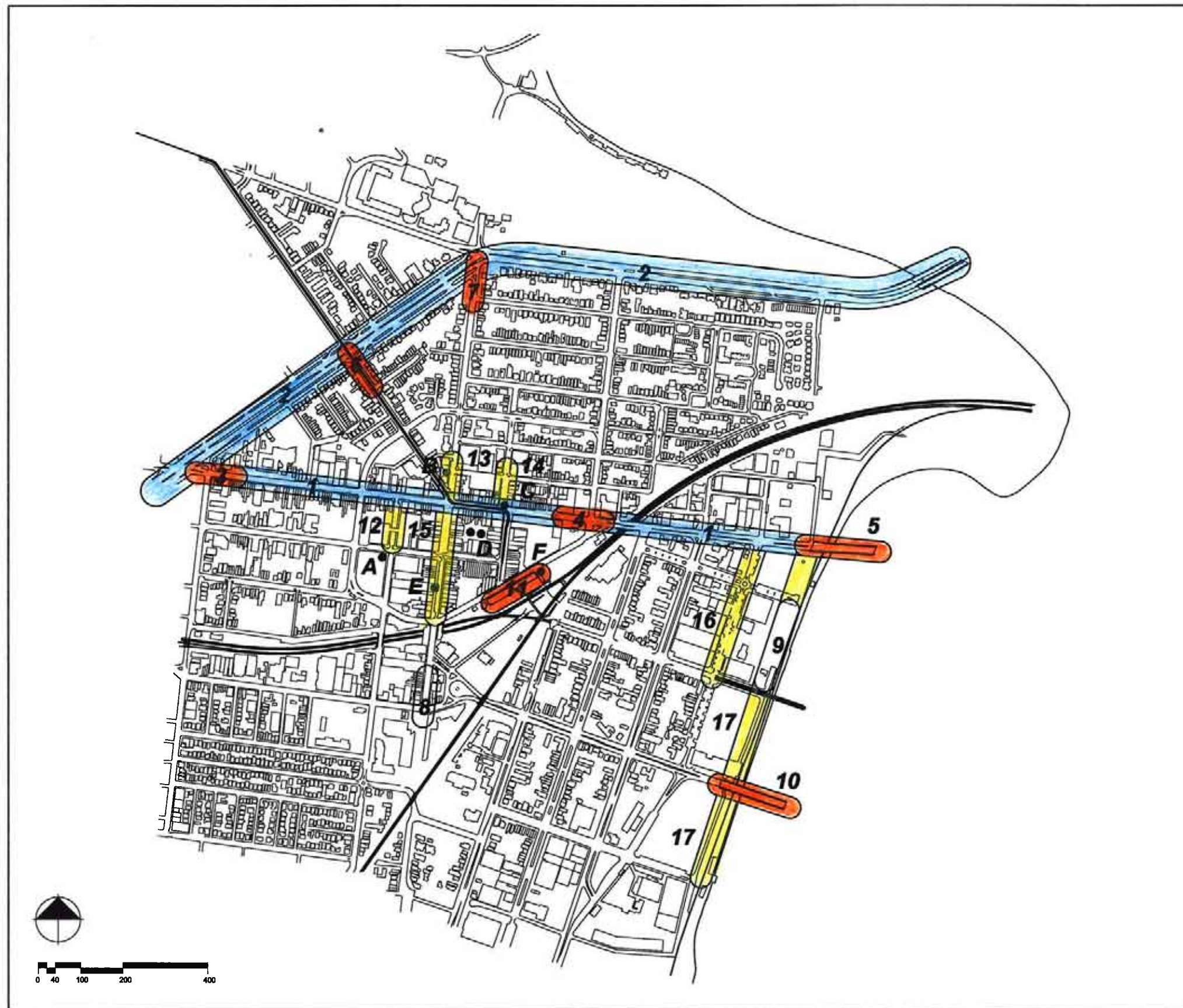


MINOR BANNER POLES

- Small removable banners to be installed for special events, including market days, festivals & promotions
- Available for use by clubs, churches & other community associations

RETAIL STALLS

- small moveable or permanent structures to be located in areas of high pedestrian activity
- possible locations include shopping streets & busy public open spaces



CONCEPT PLAN - SCALE 1:2000



MAJOR ENTRY BANNERS

- Banners to be mounted on existing utility poles or on integrated "Smart Poles"
- Banners to be located along major shopping & transport strips

LEGEND

- MAJOR ENTRY BANNERS
 1. Barkly & Hopkins St
 2. Ballarat & Geelong Rd
- BANNER POLES
 3. Barkly St / Geelong Rd
 4. Hopkins St / Moore St
 5. Hopetoun Bridge
 6. Droop St / Geelong Rd
 7. Nicholson St / Ballarat Rd
 8. Nicholson St / Buckley St
 9. Waterside - Arts Centre
 10. Shepherd Bridge
 11. Footscray Station Square
- MINOR BANNER POLES
 12. Albert Street
 13. Nicholson St North
 14. Leeds St
 15. Nicholson St Mall
 16. Moreland St
 17. Waterside
- RETAIL STALLS
 - A. Albert St
 - B. Nicholson St North
 - C. Leeds St
 - D. Maddem Square (2 No.)
 - E. Nicholson St (nr Paisley St)
 - F. Footscray Station Square (proposed)

BANNER & RETAIL STALL LOCATIONS 12





LOCATION PLAN

EXISTING CONDITIONS

- Very busy, 6 lane highway with high freight traffic
- Narrow footpaths & nature strips
- Large poplars scattered along Napier Street in poor to good condition. Disfigured by pruning for overhead wires
- Peppercorns on bridge embankment in good condition
- Napier Street is a significant barrier to pedestrian movement, particularly near the Maribyrnong River

KEY DESIGN IDEAS

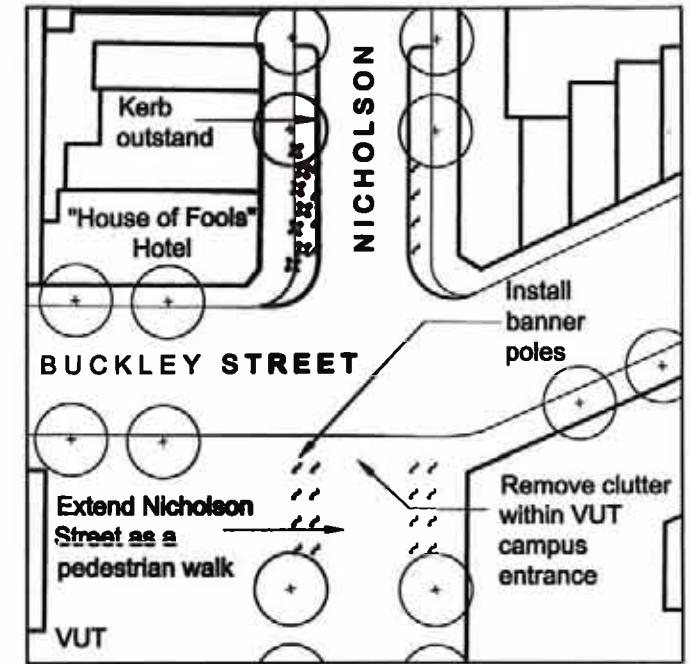
- Remove existing poplars
- Plant Pin Oaks along Napier Street
- Remove overhead services & re-install underground
- Retain existing peppercorns & gateway plantings
- Extend kerbs on both sides of Napier Street between Hyde & Whitehall Street
- Extend kerbs on south side of Napier Street between Whitehall Street & Moreland Street
- Maintain existing kerb alignments along designated Docklands Highway



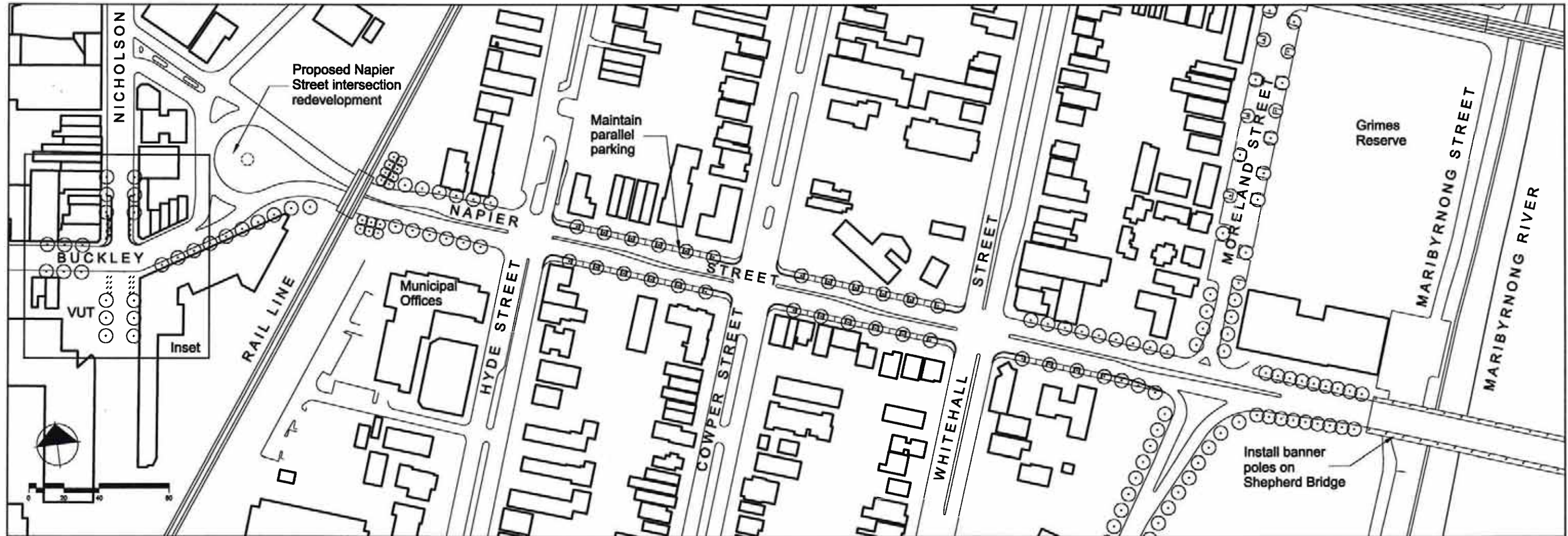
NAPIER STREET - LOOKING WEST

**BUCKLEY / NICHOLSON STREET
PROPOSED INTERSECTION TREATMENT**

- Extend kerbs (exact dimensions to be determined following Napier St intersection redevelopment)
- Encourage use of moveable cafe-style furniture outside "House of Fools" Hotel



PROPOSED NICHOLSON / BUCKLEY STREET
INTERSECTION TREATMENT (Scale 1:400)



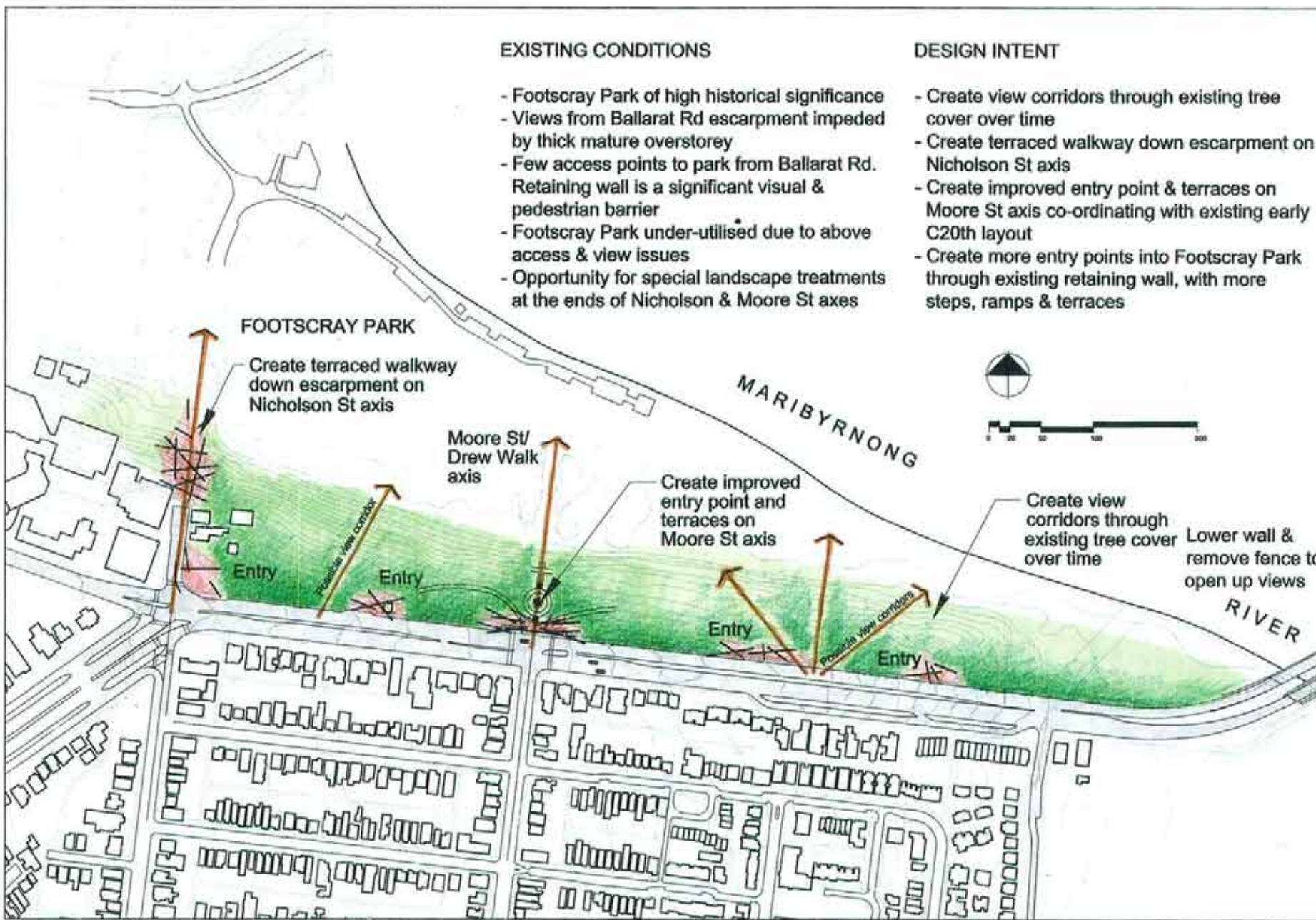
PRELIMINARY DESIGN CONCEPT (Scale 1:1000)

NAPIER / BUCKLEY STREET 13a

FOOTSCRAY CENTRAL URBAN DESIGN FRAMEWORK

NOVEMBER 1998





PRELIMINARY IDEAS FOR DISCUSSION - SCALE 1:2000



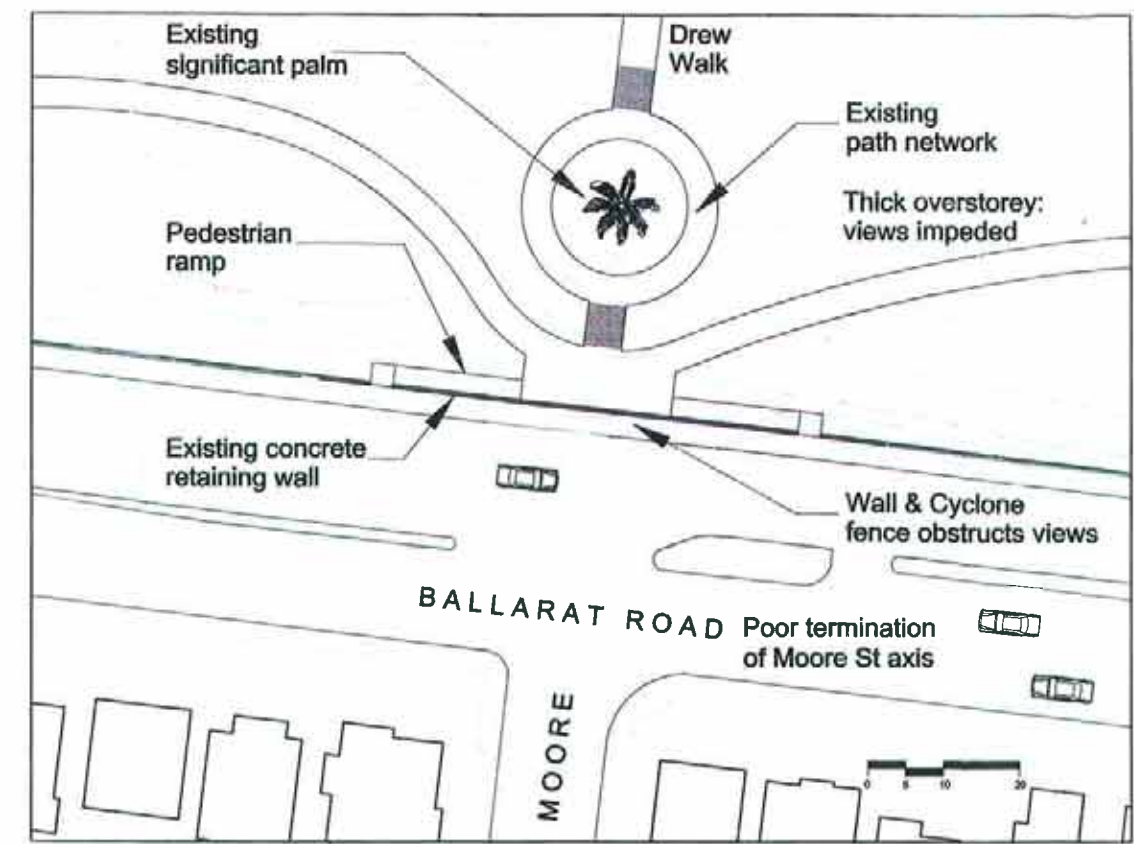
Ballarat Road - Looking East



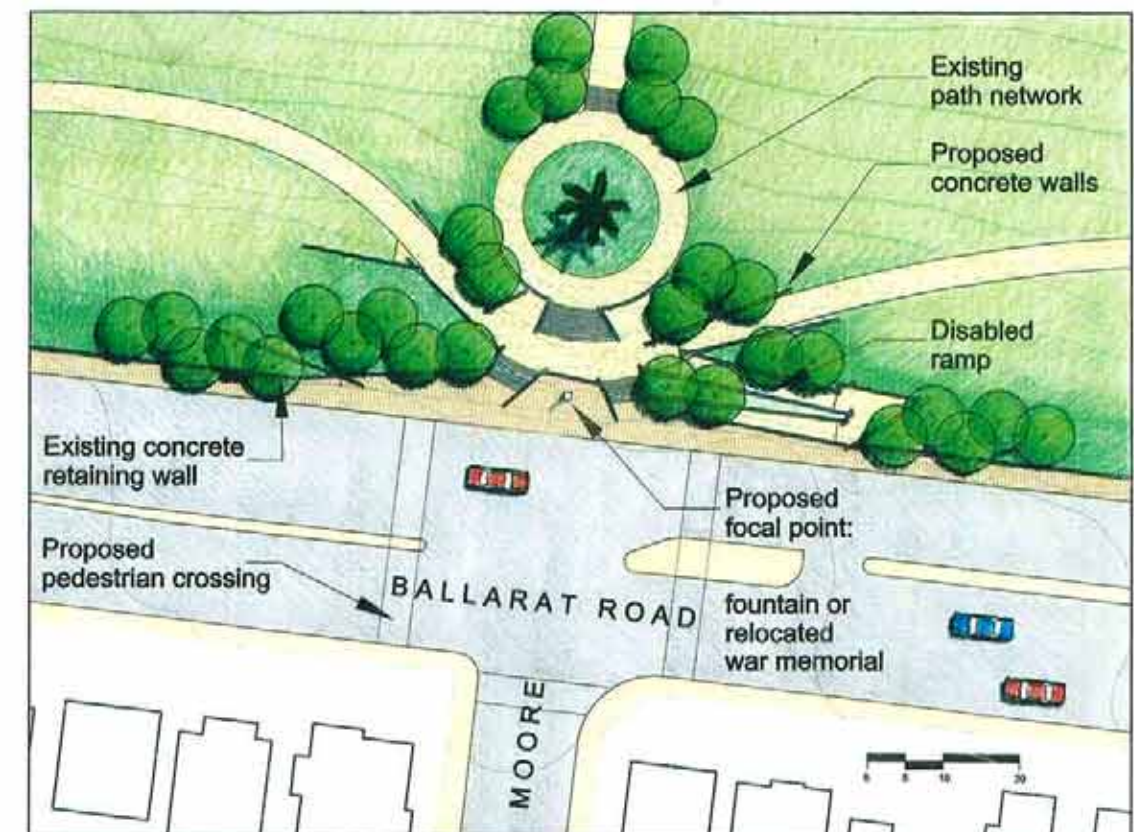
Footscray Park - East of Moore Street



Drew Walk - Looking towards Ballarat Road

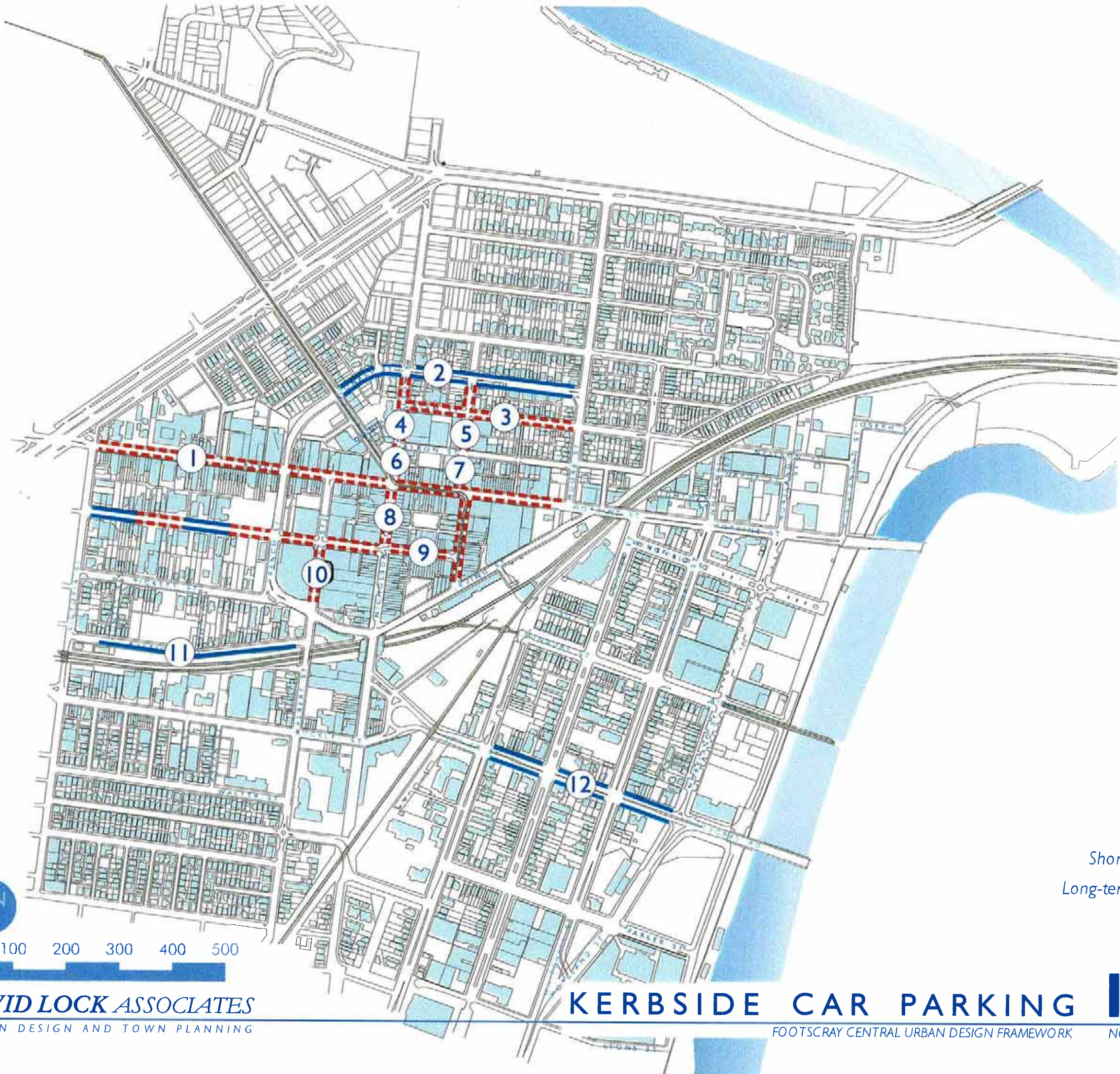


MOORE STREET ENTRANCE - EXISTING CONDITIONS



MOORE STREET ENTRANCE - DESIGN INTENT





UPPER LEVEL CAR PARKS

The use of upper level car parks will be promoted through:

- o Active enforcement of on-street time limits
- o An attractive pricing structure
- o High standard of maintenance, security, cleanliness and lighting
- o Promotion in the press and Business Centre newsletters, including advice of the low costs for users and the provision of simple maps
- o In-store promotion by traders
- o Improved directional signage to interface with the maps provided in the promotional material and in-stores

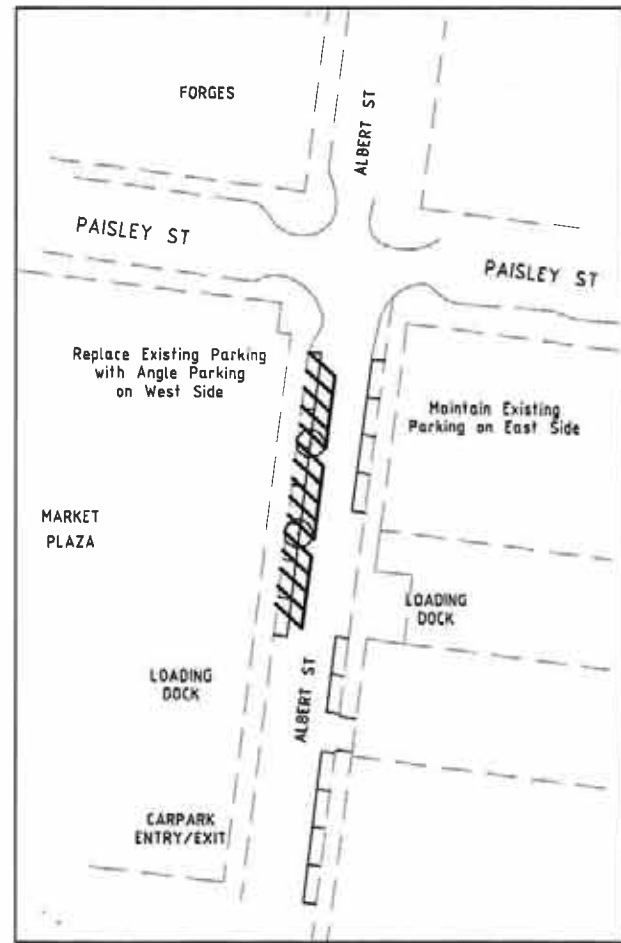
PROPOSED NEW KERBSIDE PARKING

No	Location	No of spaces	Drawing
1	Barkly/Hopkins St	-24	9b
2	Donald St	+77	10a
3	Ryan St	+29	15b
4	Nicholson St north	0	8a
5	Leeds St north	+5	15b
6	Nicholson St	-2	3b
7	Leeds St central	-8	
8	Nicholson St Mall	+20	1b9
9	Paisley St east	+14	15b
10	Albert St	+5	15b
11	Raleigh St	+41	15b
12	Napier St	+27	13a
TOTAL		184	

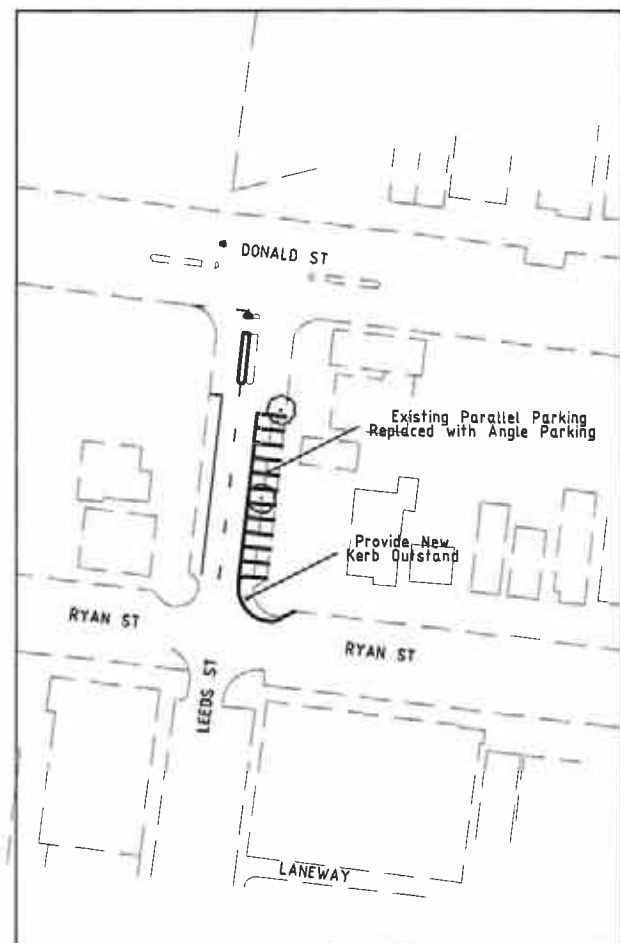
Notes:
 1 These spaces only available when Mall open to traffic - initially at night.
 2 6 of these spaces only available when bus stops not required for buses, at night.

Short-term parking (1 1/2 P or less) - - -
 Long-term parking (4 hours or more) —

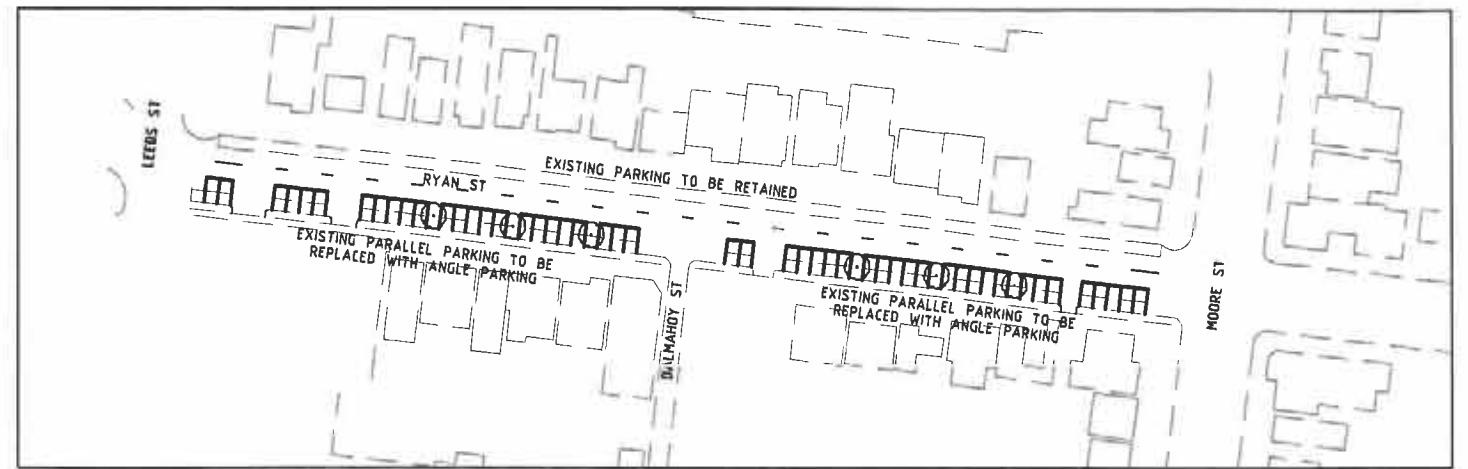




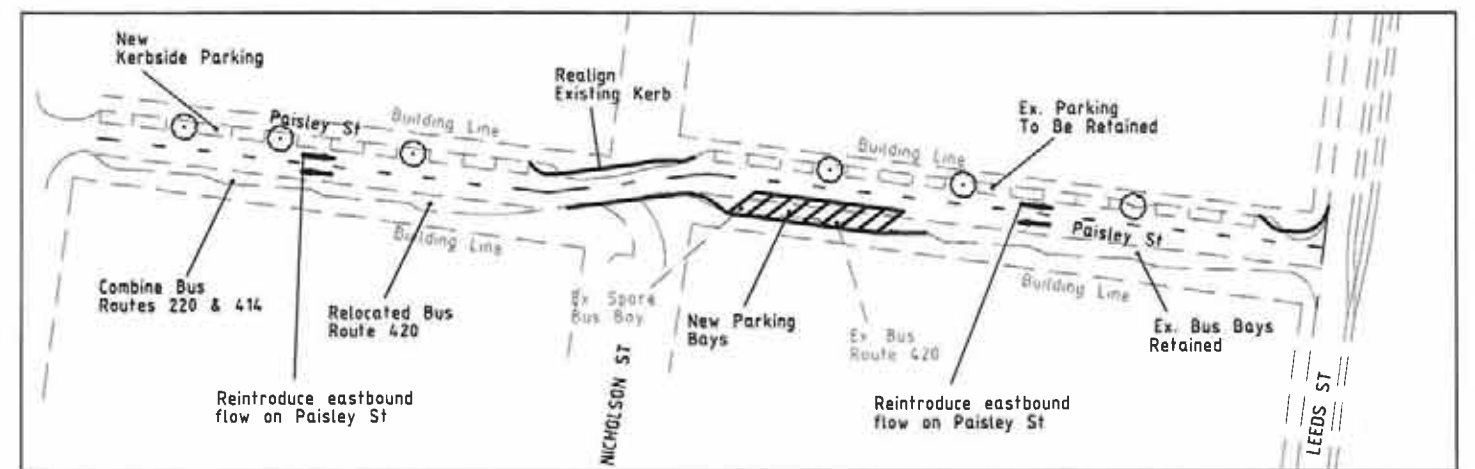
ALBERT STREET
(BETWEEN PAISLEY &
IRVING STREETS)
(+5 SPACES)



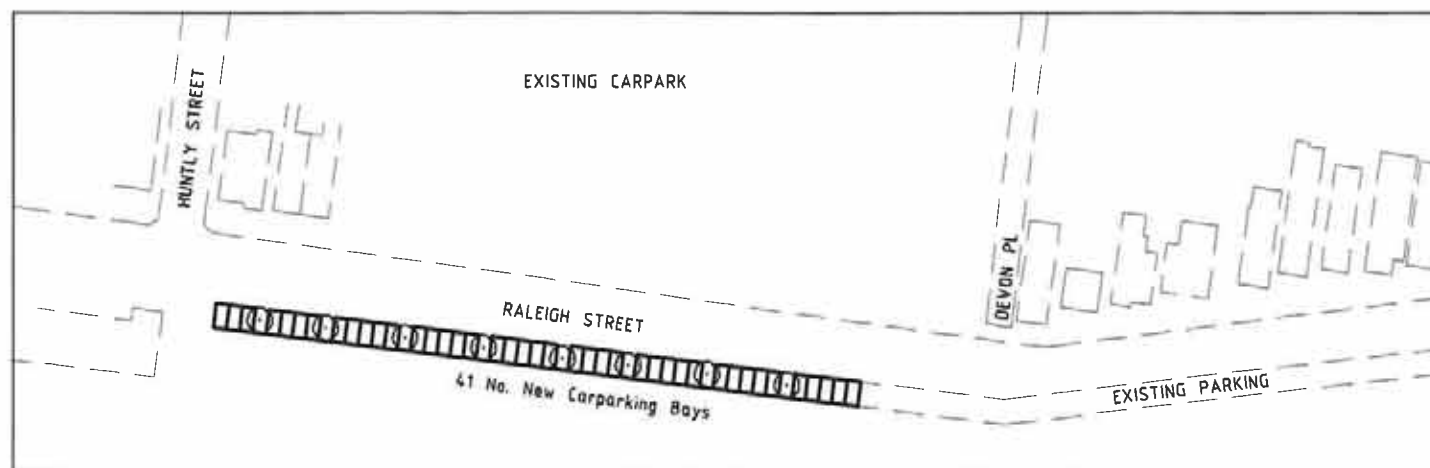
LEEDS STREET NORTH
(BETWEEN DONALD &
BYRON STREETS)
(+5 SPACES)



RYAN STREET
(+29 SPACES)

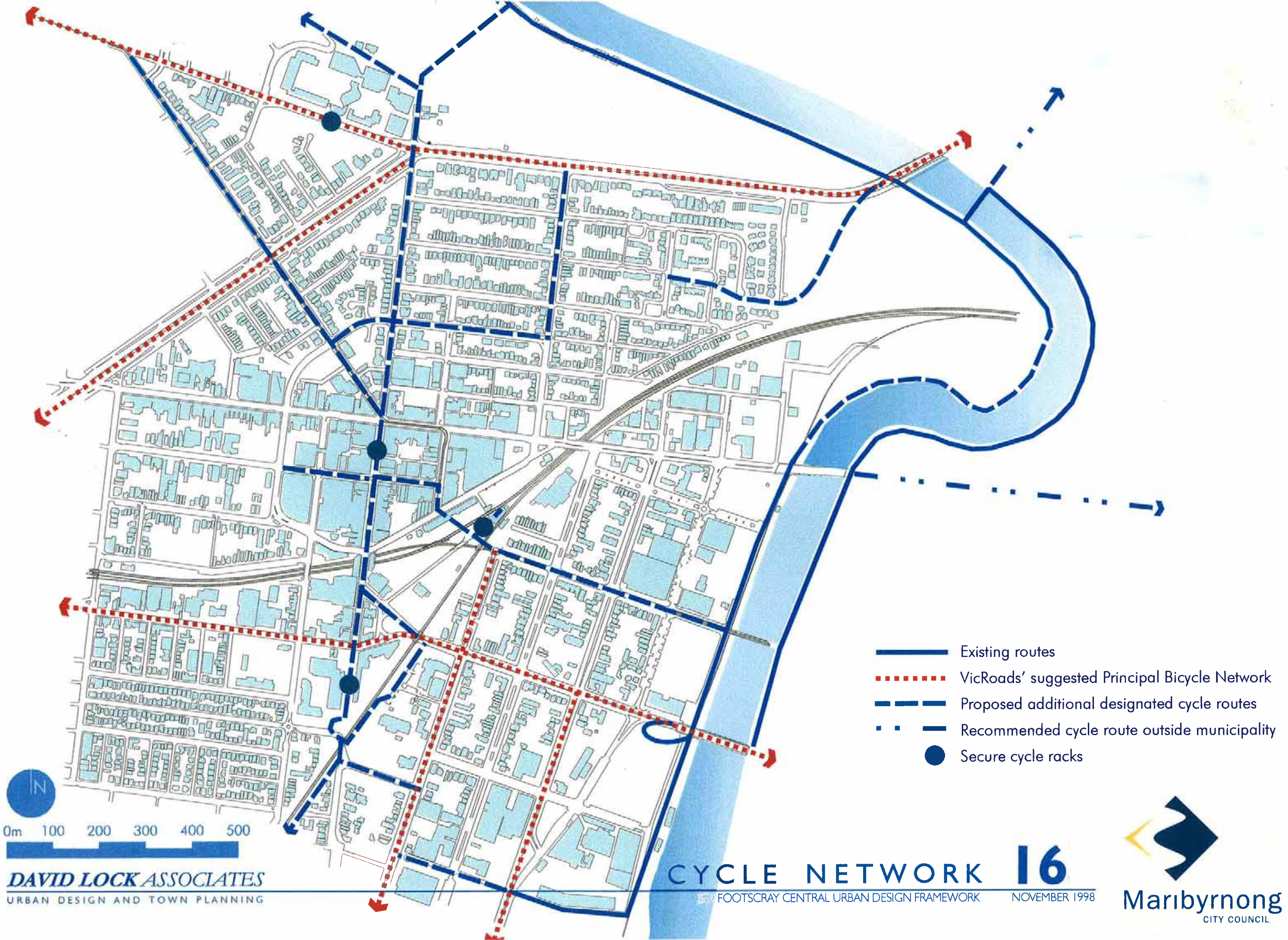


PAISLEY STREET EAST
(BETWEEN ALBERT & LEEDS STREETS)
(+8 DEFINITE SPACES, +14 AFTER 8PM SPACES)



RALEIGH STREET
(+41 SPACES)





- Existing routes
- - - VicRoads' suggested Principal Bicycle Network
- Proposed additional designated cycle routes
- · - Recommended cycle route outside municipality
- Secure cycle racks

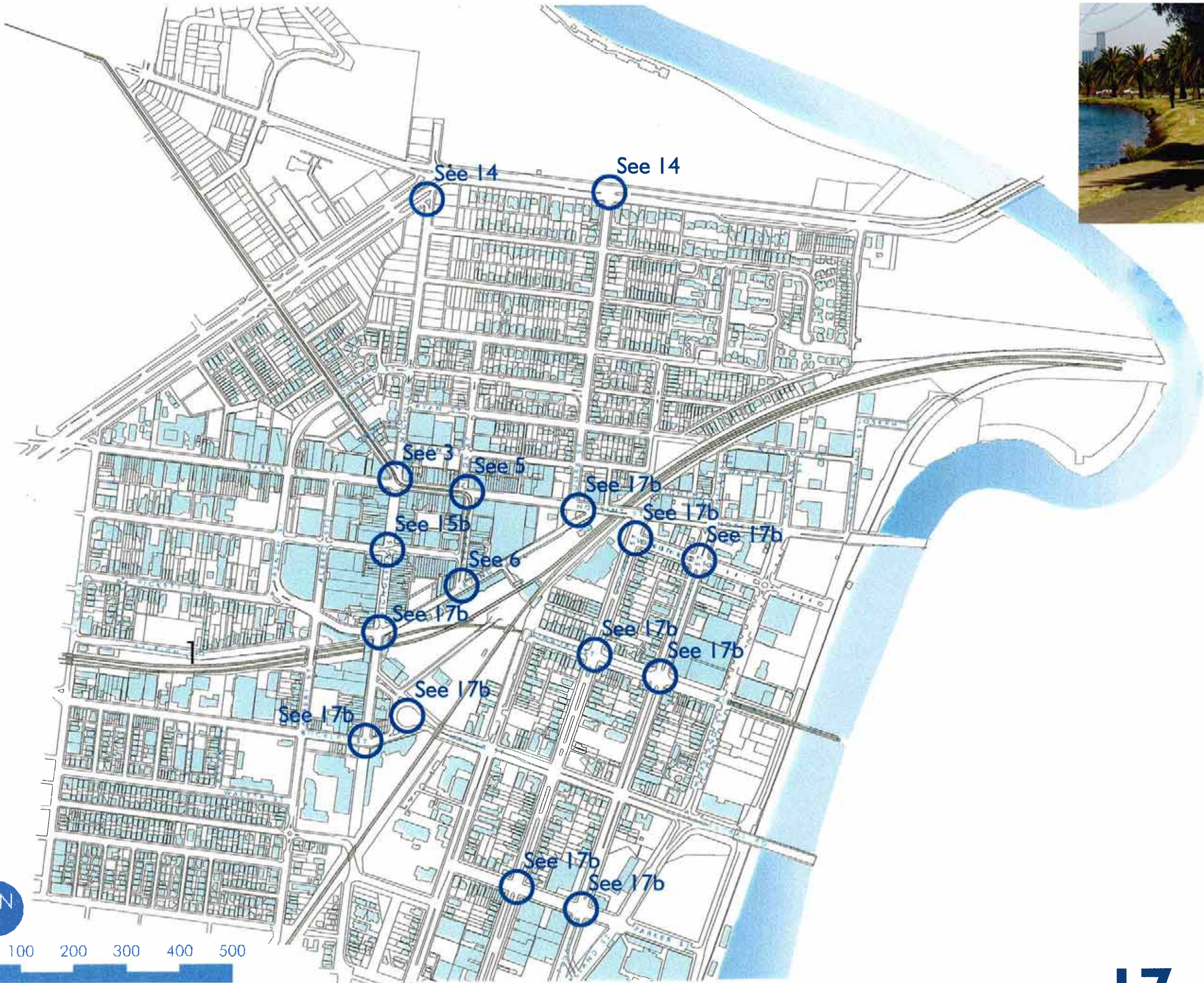


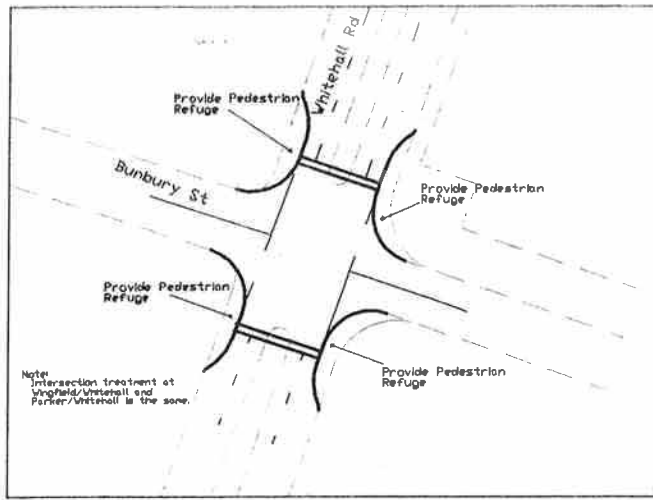
DAVID LOCK ASSOCIATES
 URBAN DESIGN AND TOWN PLANNING

CYCLE NETWORK 16

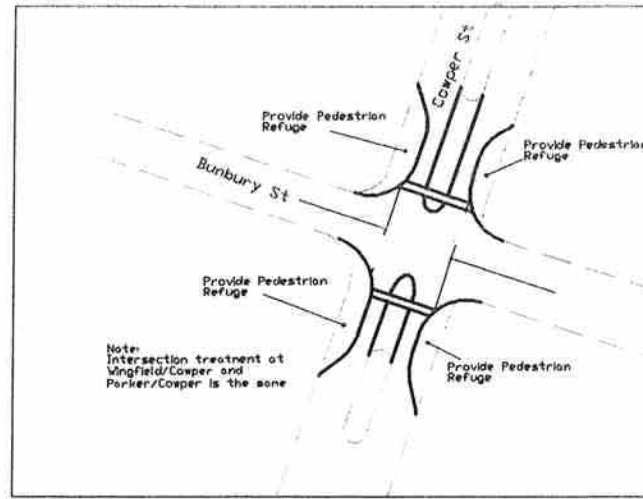
FOOTSCRAY CENTRAL URBAN DESIGN FRAMEWORK NOVEMBER 1998



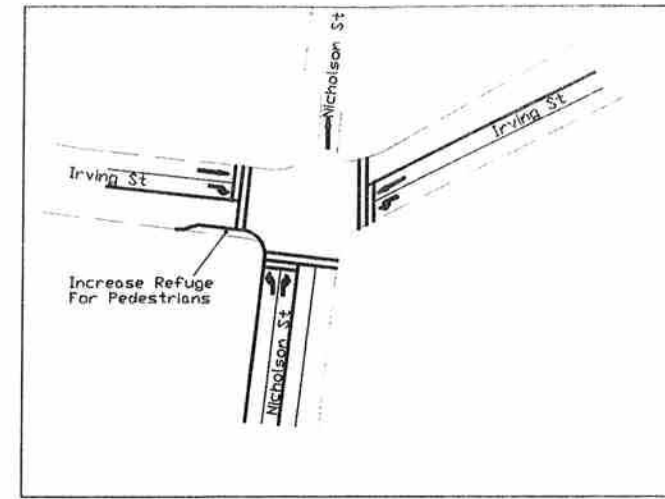




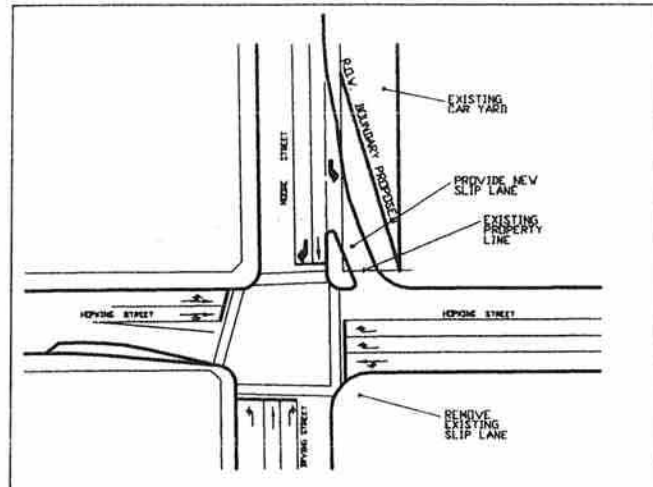
BUNBURY ST/WHITEHALL ST &
WINGFIELD ST/WHITEHALL ST &
PARKER ST/WHITEHALL ST



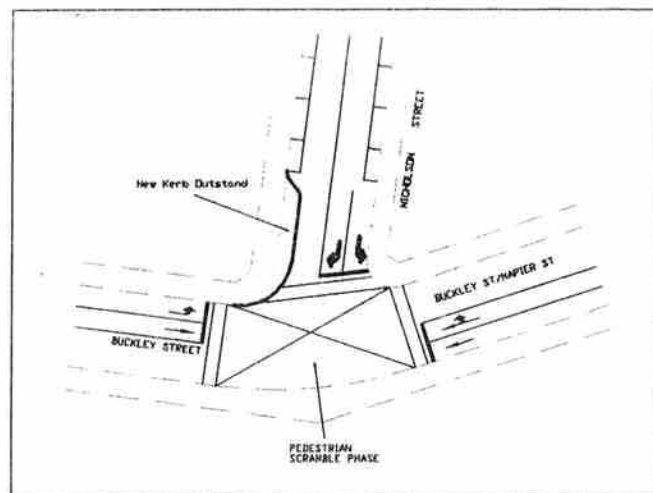
BUNBURY ST/COWPER ST &
WINGFIELD ST/COWPER ST &
PARKER ST/COWPER ST



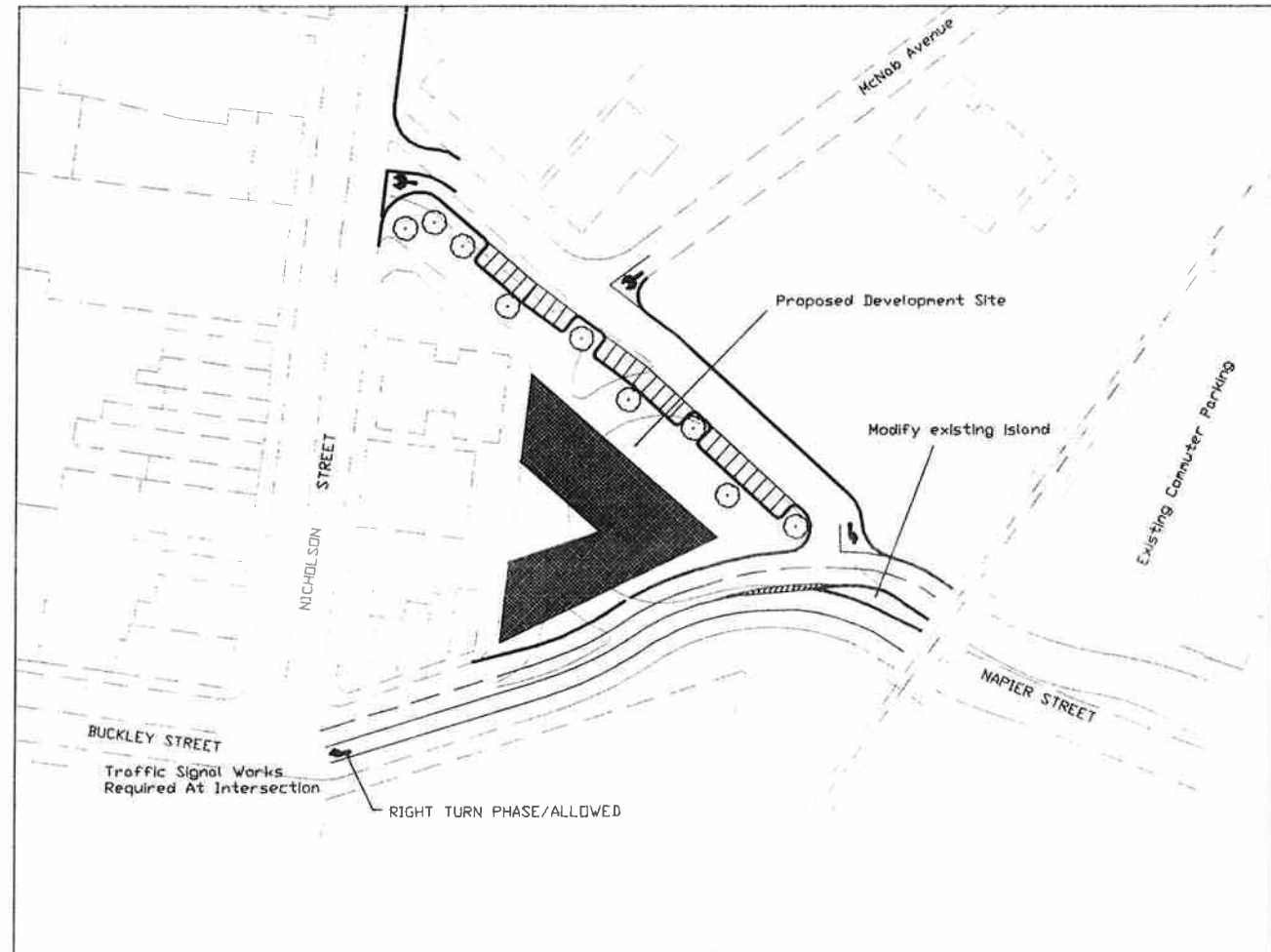
IRVING ST/NICHOLSON ST



MOORE ST/HOPKINS ST/IRVING ST



NICHOLSON ST/BUCKLEY ST/NAPIER ST



BUCKLEY ST/NAPIER ST



TTM Consulting Pty Ltd
Traffic and Civil Engineers
SUITE 301, 2 WELLINGTON PARADE, EAST MELBOURNE, VIC., 3002, PH (03) 9419 0911
FILE REF: 3612-21.DWG 24/6/99

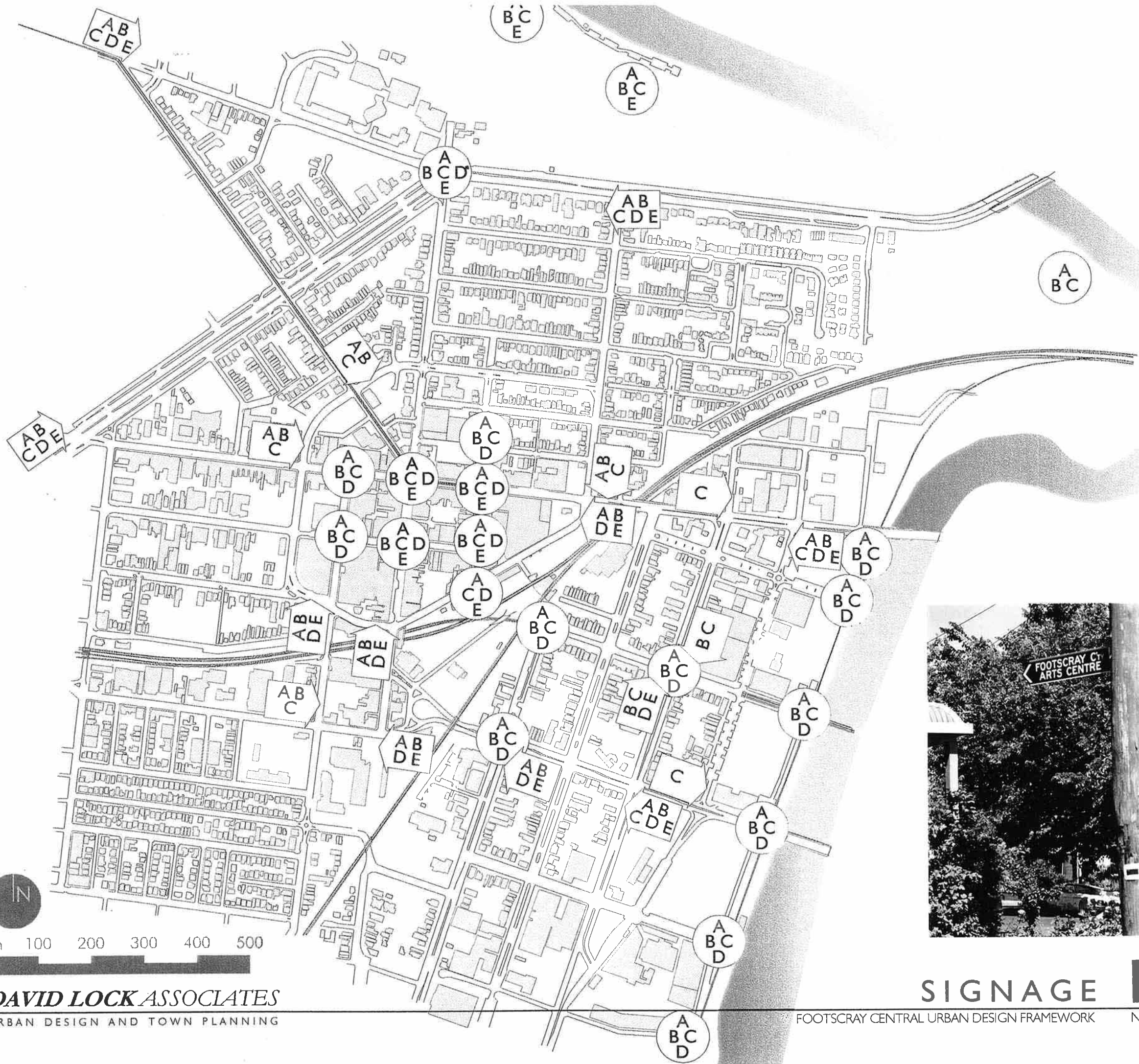
INTERSECTION IMPROVEMENTS 17_b

FOOTSCRAY CENTRAL URBAN DESIGN FRAMEWORK

NOVEMBER 1998



Maribyrnong
CITY COUNCIL



A **FOOTSCRAY SHOPPING CENTRE**
 Barkly Street Shops
 Footscray Market
 Forges of Footscray
 Little Asia*
 Car Parking

B **FOOTSCRAY STATION**

C **MARIBYRNONG RIVER**
 Footscray Community Arts Centre
 Heavenly Queen Temple
 Chinese Gardens
 Footscray Wharves


D **FOOTSCRAY PARK**


E **VICTORIA UNIVERSITY OF TECHNOLOGY**



* Final branding to be determined as part of Marketing Strategy.

Note: Signage may be provided by banners - see Proj 12.

 Sign for motorists.
 Letters denote destinations.
 Arrow denotes direction of travel.

 Sign for pedestrians & cyclists.

0m 100 200 300 400 500

DAVID LOCK ASSOCIATES
 URBAN DESIGN AND TOWN PLANNING

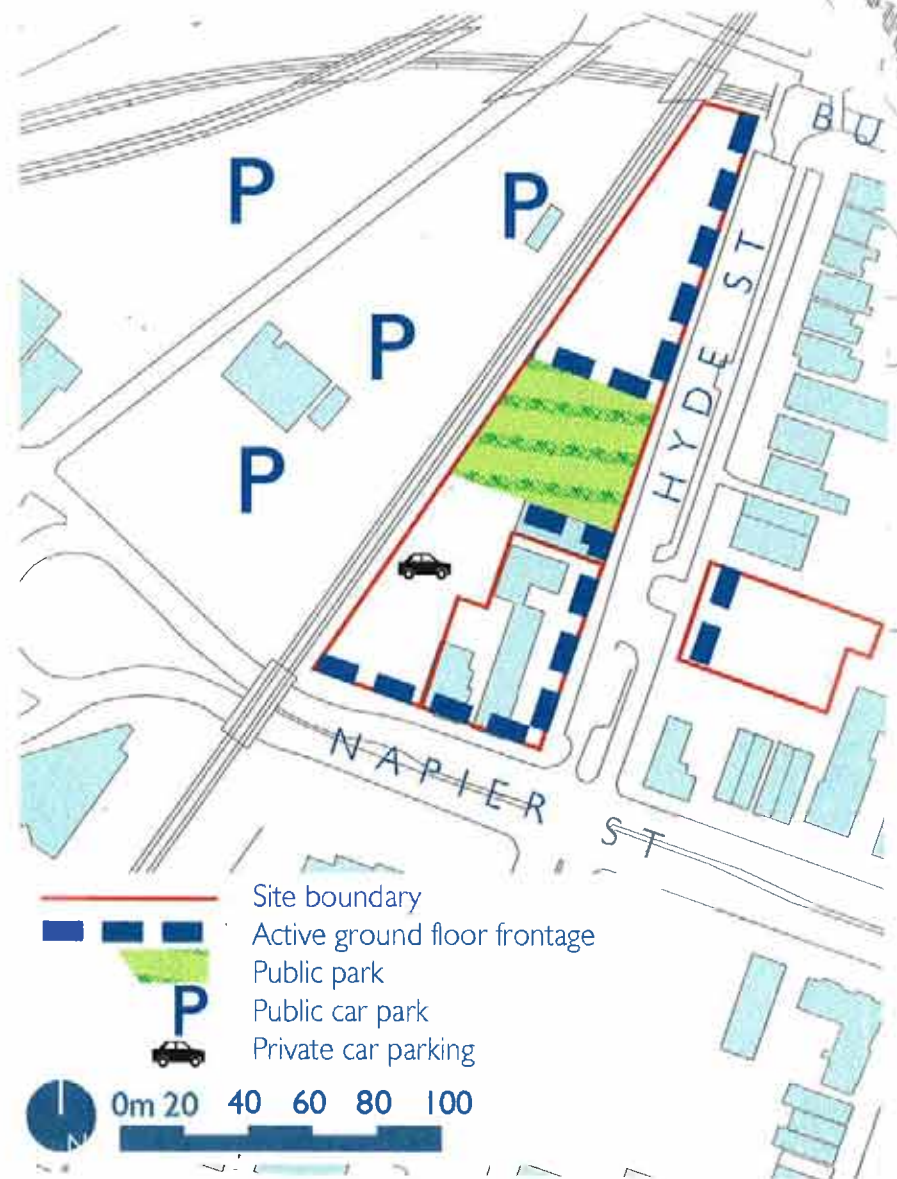
SIGNAGE 18

FOOTSCRAY CENTRAL URBAN DESIGN FRAMEWORK NOVEMBER 1998


Maribyrnong
 CITY COUNCIL

GENERAL DEVELOPMENT PRINCIPLES

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SITE LAYOUT PRINCIPLES

KEY COMPONENTS:

- Creation of new Station & Council car park on vacant bowling club site - landscaped and secured through lighting & CCTV
- Creation of public park
- Preferred relocation of police station to more central location as part of centralisation policy
- Rationalisation & replacement of portable scouts accommodation

NOTE:

- The funds generated by this development are to help finance the development of Station Square and the new footbridge (see 6).

also 34 Footscray Station Redeve'



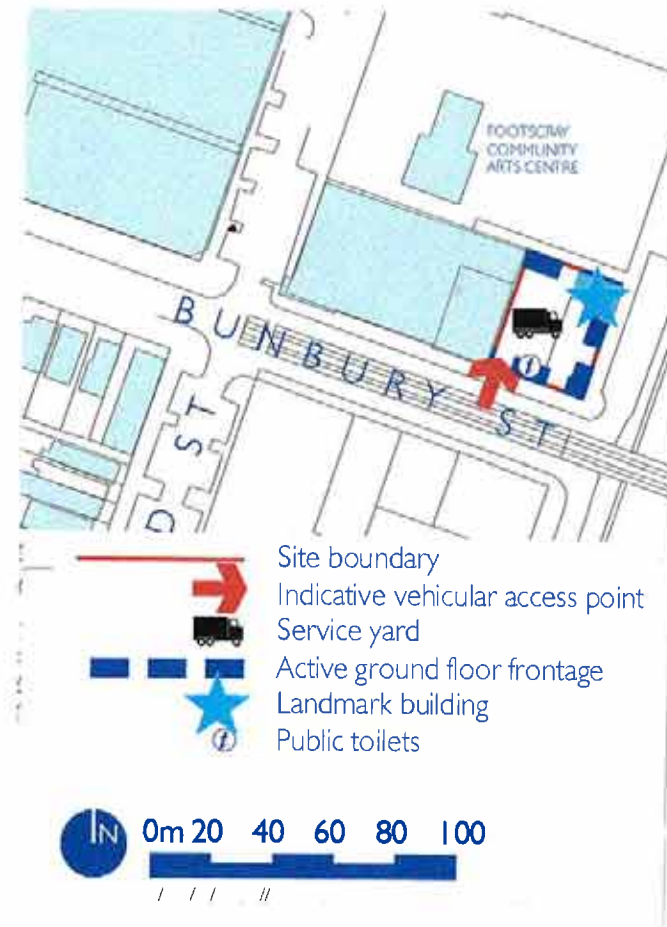
ILLUSTRATIVE SCHEME (Note: this does not constitute a design proposal)



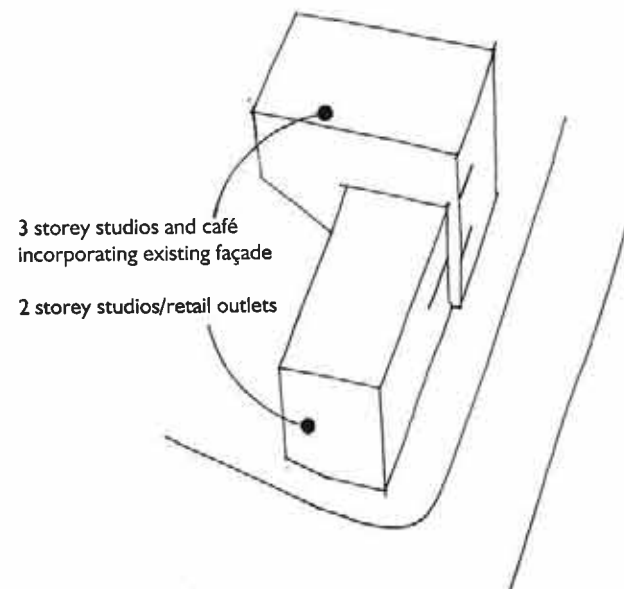
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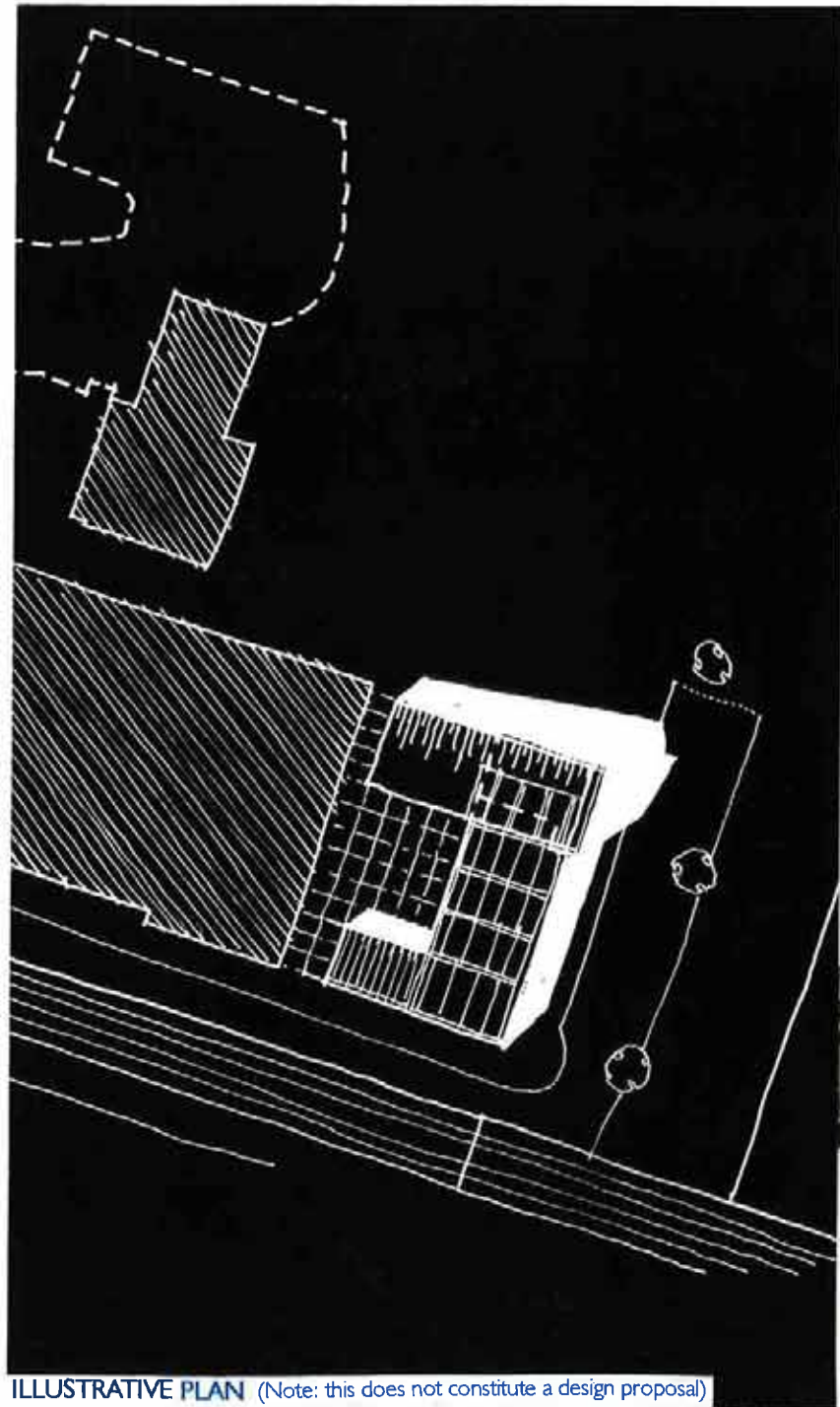


SITE LAYOUT, DEVELOPMENT FORM AND USE PRINCIPLES ▲▼



VIEW FROM THE SITE





ILLUSTRATIVE PLAN (Note: this does not constitute a design proposal)



ILLUSTRATIVE PERSPECTIVE (Note: this does not constitute a design proposal)

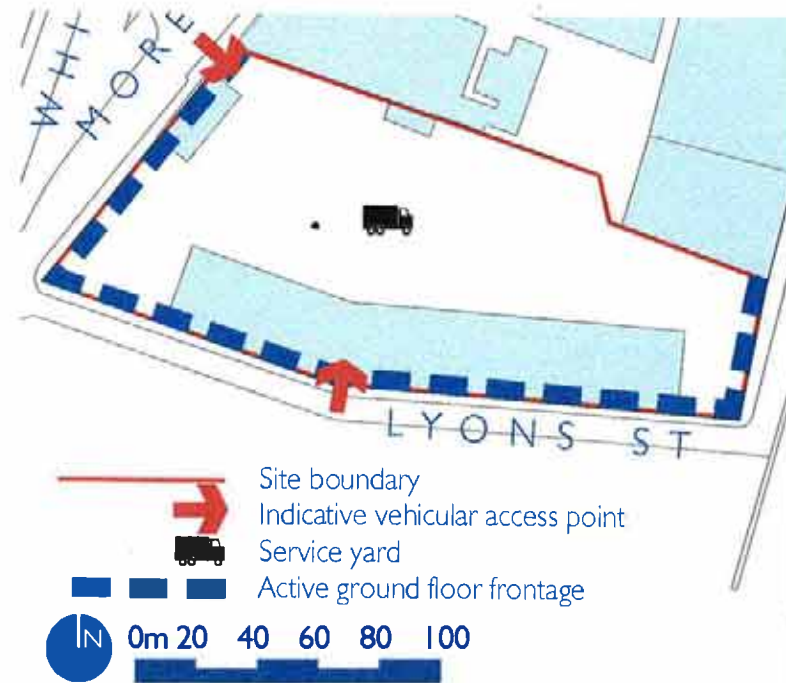




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SITE LAYOUT PRINCIPLES

DEVELOPMENT USE PRINCIPLES

1 LYONS STREET (EXOPEST) SITE

Business uses, preferably:

- o Small-scale new business enterprises, high-tech and media businesses and associated support services

OR

- o River-related uses

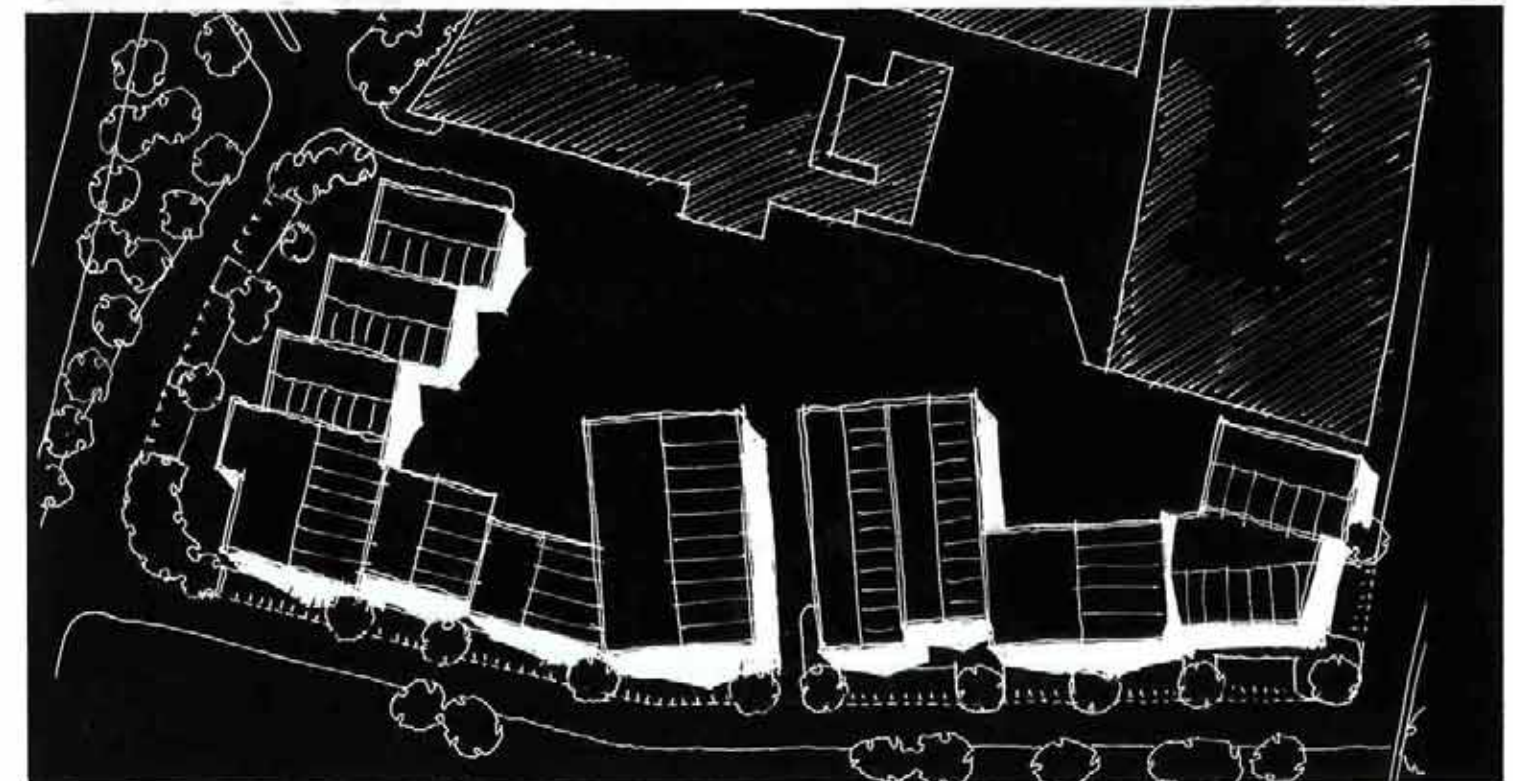
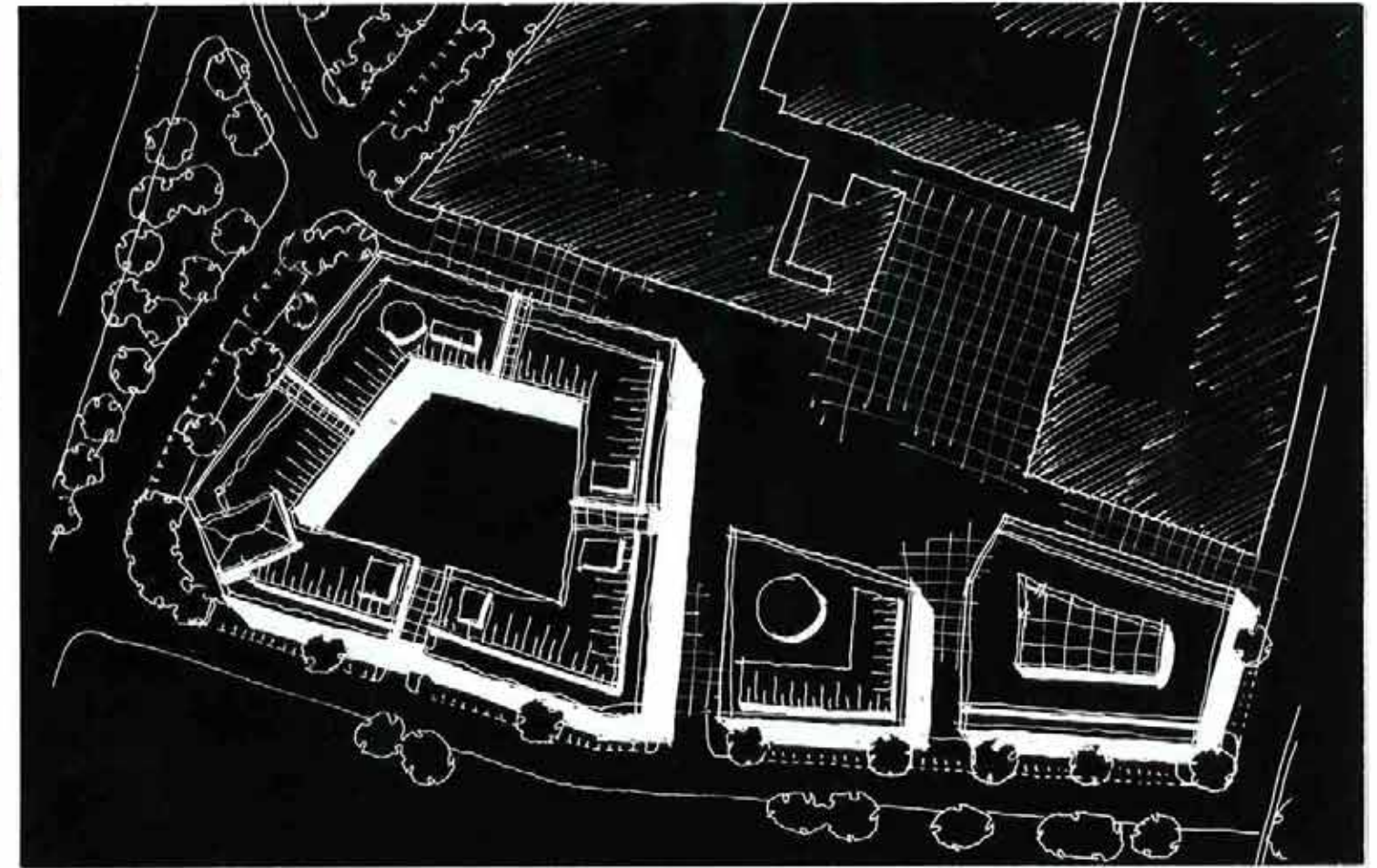
2 BRADFORD MILLS BUILDING

The reuse of the Bradford Mills building for the uses listed above is also supported.

3 KIVELOS FISHERIES

The development of Kivelos Fisheries is supported for river-related uses such as:

- o public and private boat moorings and storage
- o boatbuilding, servicing and repair
- o chandlery
- o fresh fish and fish & chip retail outlets
- o restaurants, cafes and taverns



ILLUSTRATIVE PLANS (Note: these do not constitute design proposals)

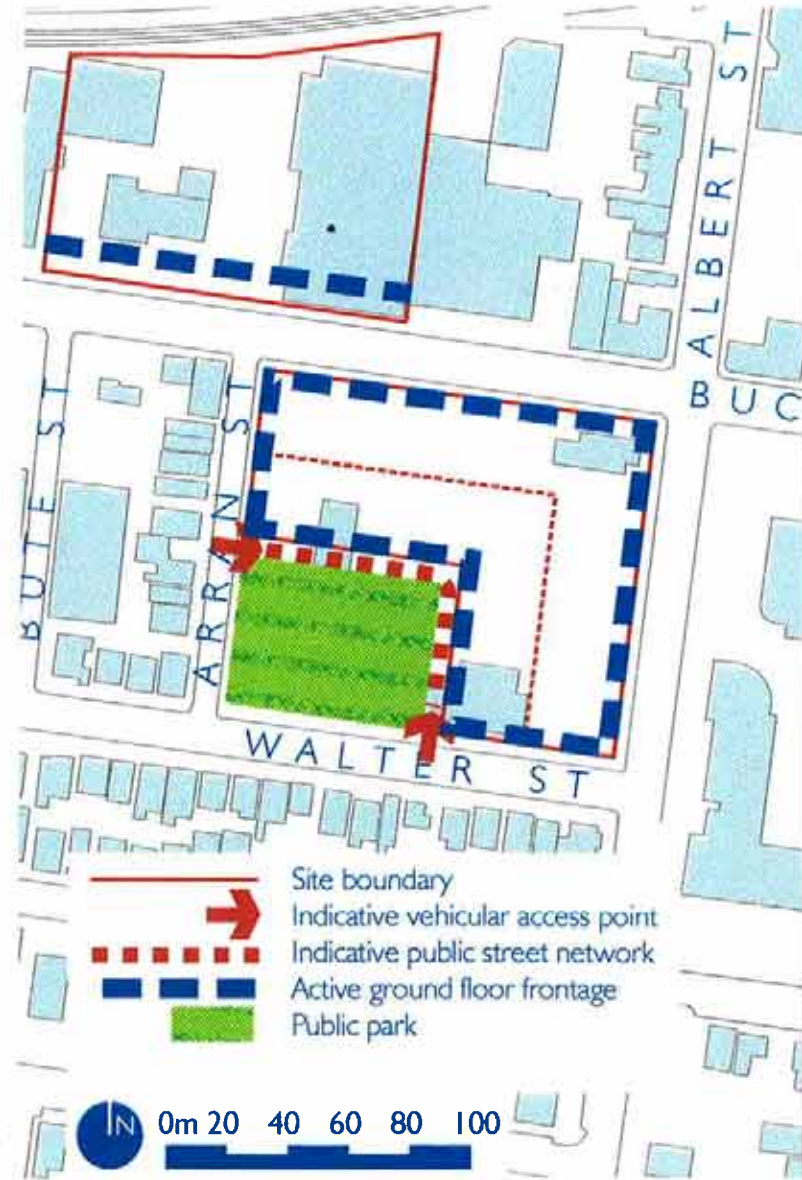


PROJECT LOCATION

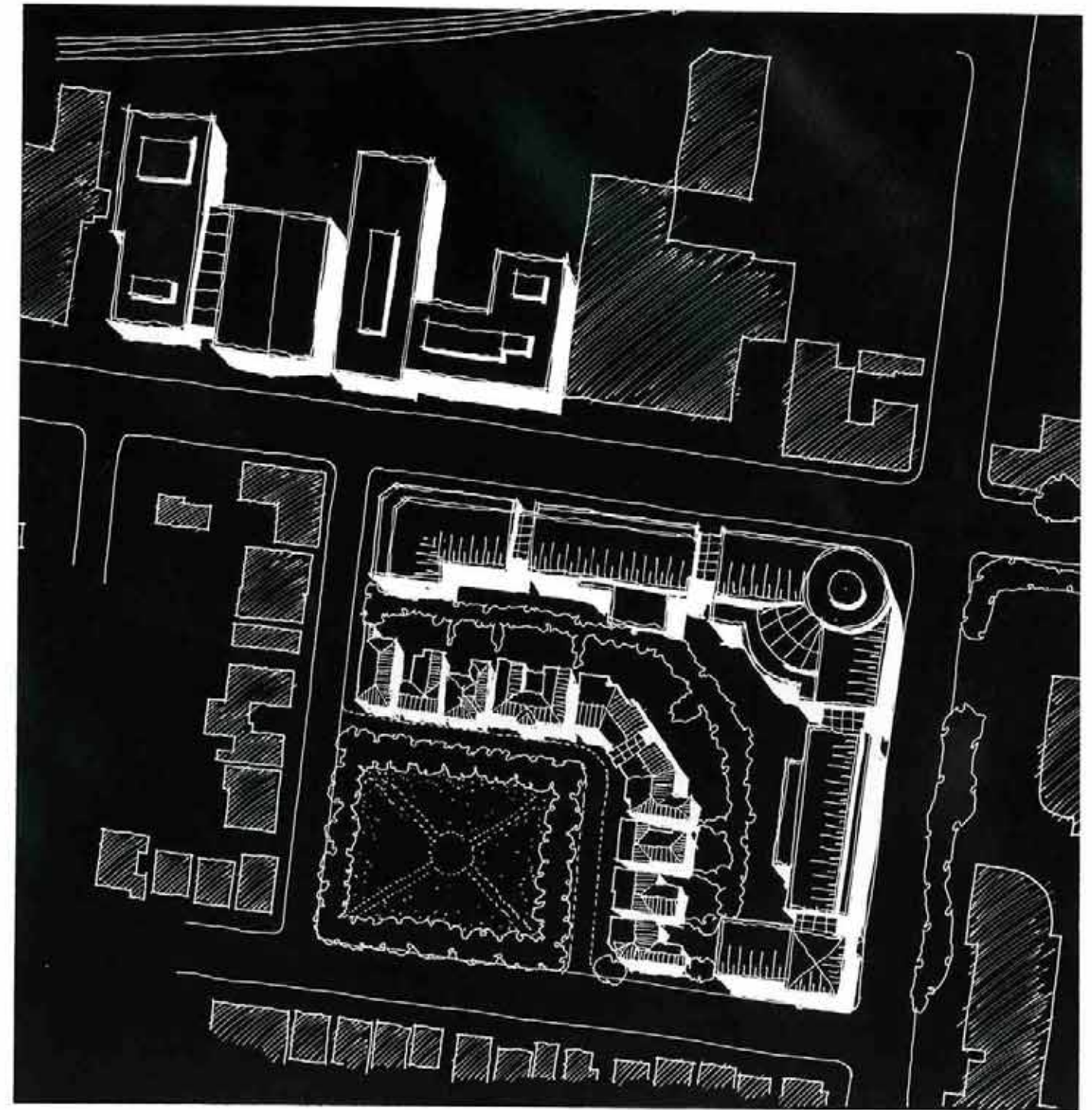
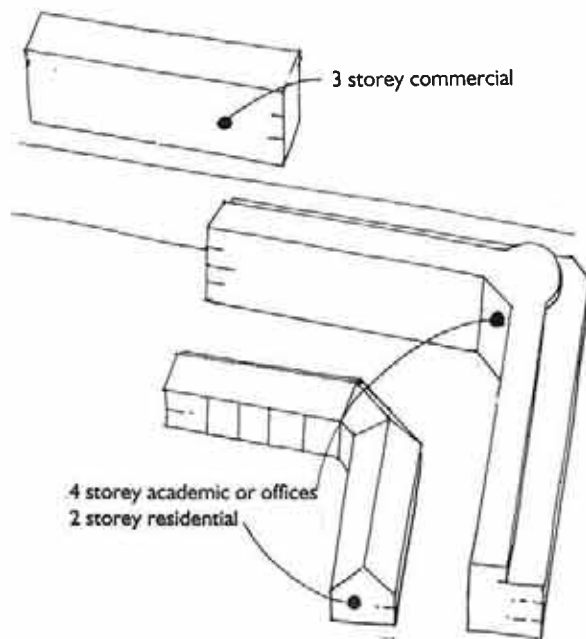
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NOTE: The development of the Buckley Street SwimCentre and bus depot sites relies on the development of a new aquatic centre and a new depot elsewhere.



SITE LAYOUT, DEVELOPMENT FORM AND USE PRINCIPLES ▲▼



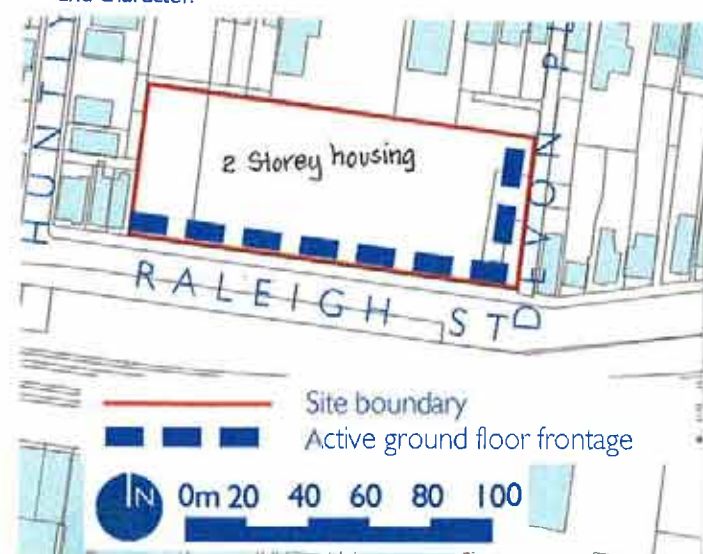
ILLUSTRATIVE SCHEME (Note: this does not constitute a design proposal)



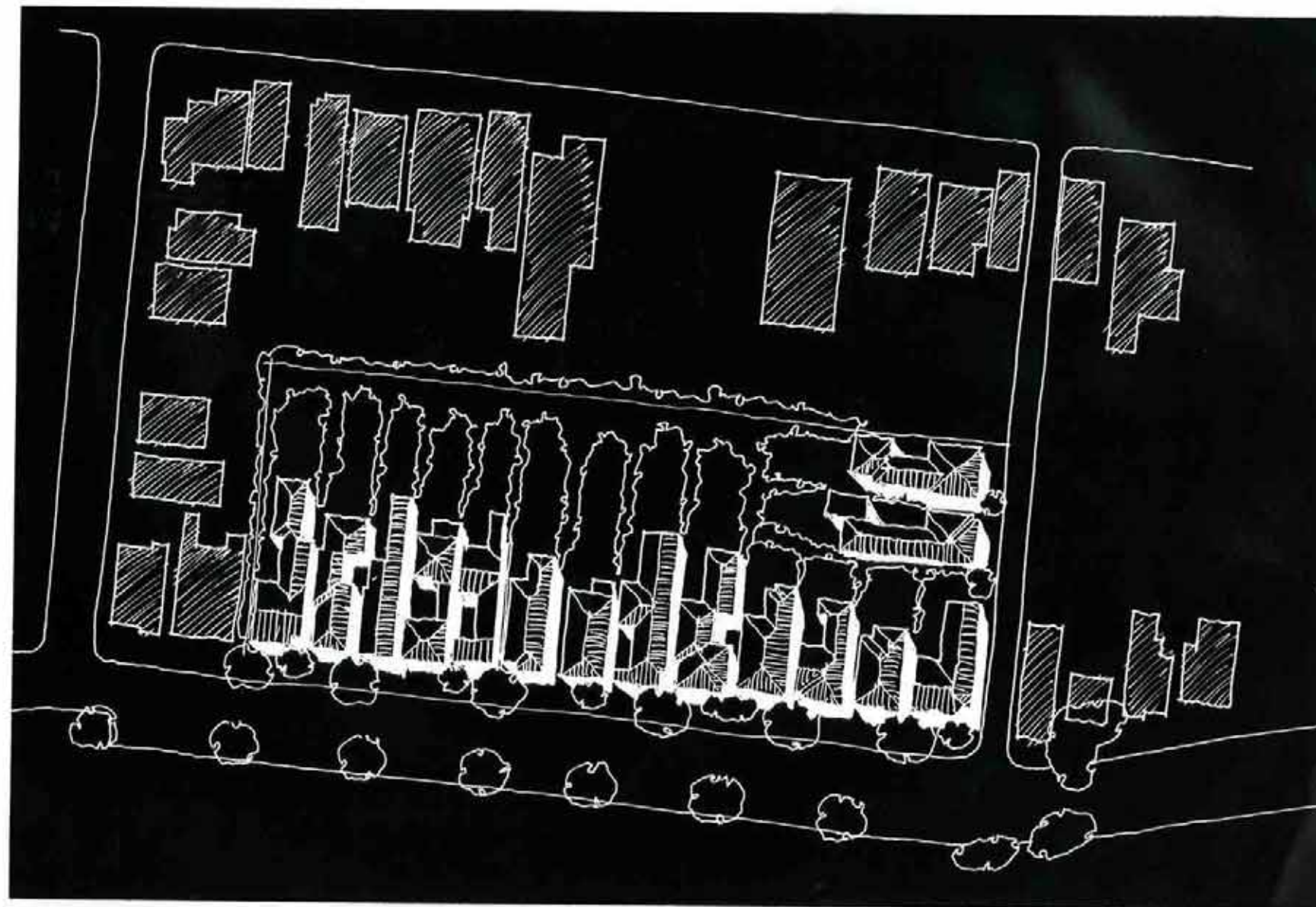
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SITE LAYOUT, DEVELOPMENT FORM AND USE PRINCIPLES



ILLUSTRATIVE SCHEME (Note: this does not constitute a design proposal)



EXAMPLE OF TWO STOREY HOUSING



PROJECT LOCATION

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DEVELOPMENT USE PRINCIPLES

Preferred uses include:

- Student and staff accommodation
- Student services such as retail, recreational, leisure, medical, cultural, religious and counselling facilities - preferably located on the outside of the block, facing Geelong or Ballarat Roads
- Teaching space
- Research space
- Conference space

Note:
This site contains heritage elements that will require careful consideration in the design of the development.



SITE LAYOUT PRINCIPLES



PROJECT LOCATION

GENERAL DEVELOPMENT PRINCIPLES

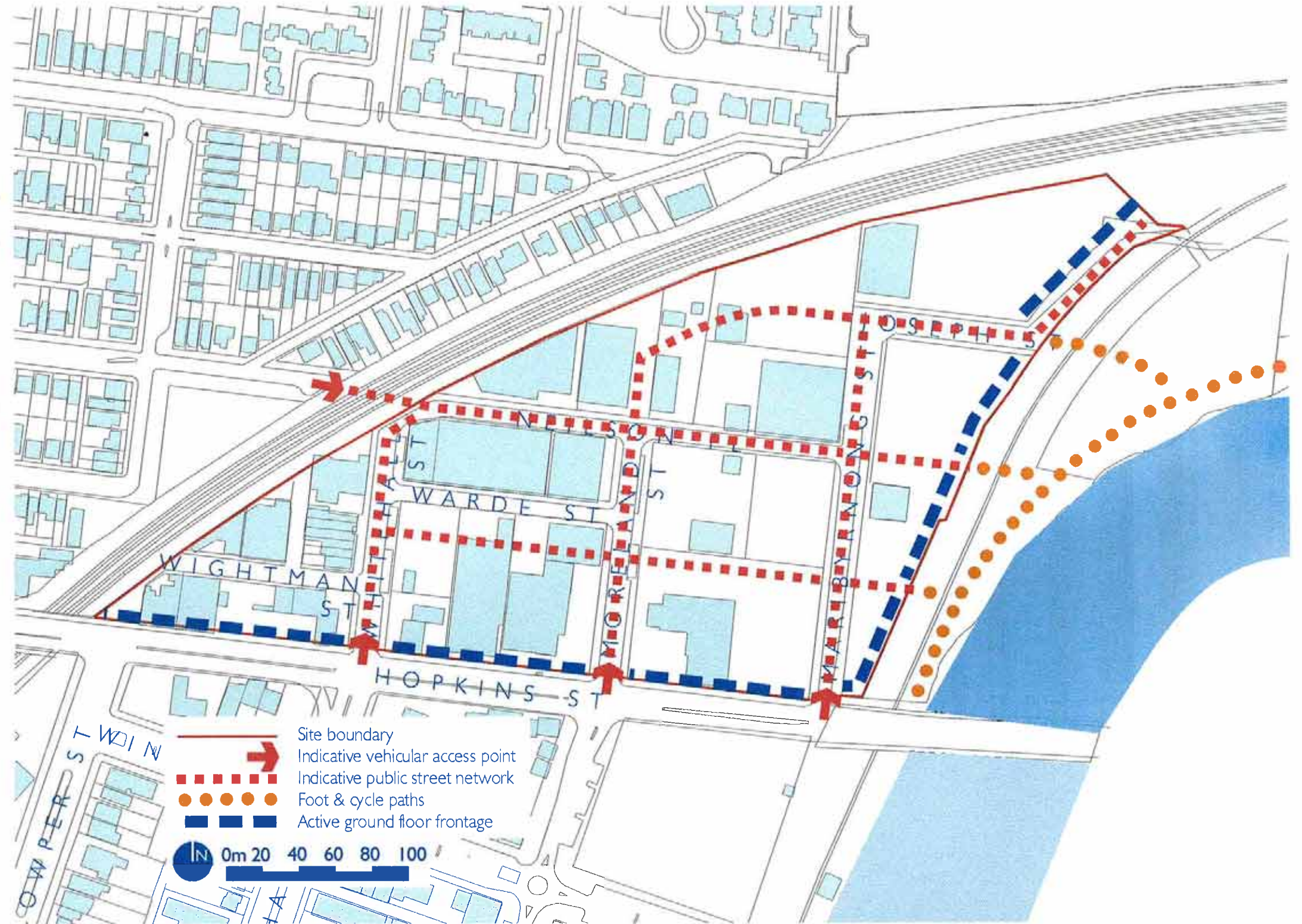
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The redevelopment of the Joseph Road area for residential uses is a long-term goal.

DEVELOPMENT FORM AND USE PRINCIPLES

- Generally medium density residential uses - townhouses and apartments - up to three storeys high
- Development along the Hopkins Street frontage may include offices or showrooms.

NOTE: A new bridge across the railway line linking Neilson Place with Ryan Street will be necessary should this area be redeveloped for residential uses, with traffic management measures to avoid 'rat-running' through the site.



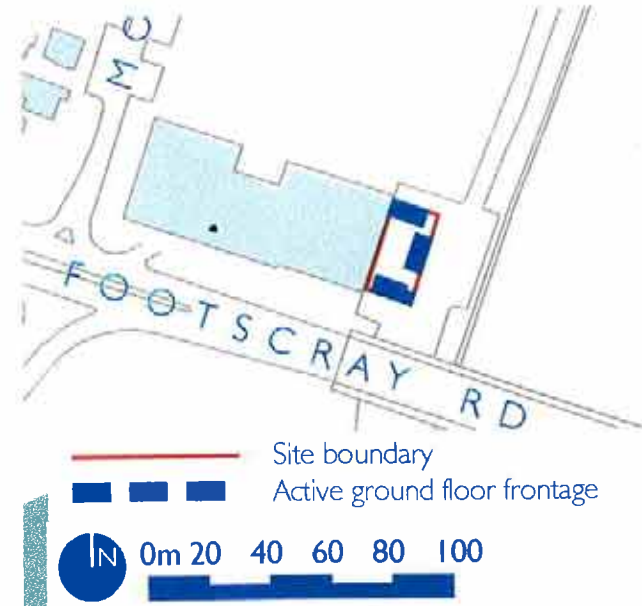
SITE LAYOUT PRINCIPLES



PROJECT LOCATION

GENERAL DEVELOPMENT PRINCIPLES

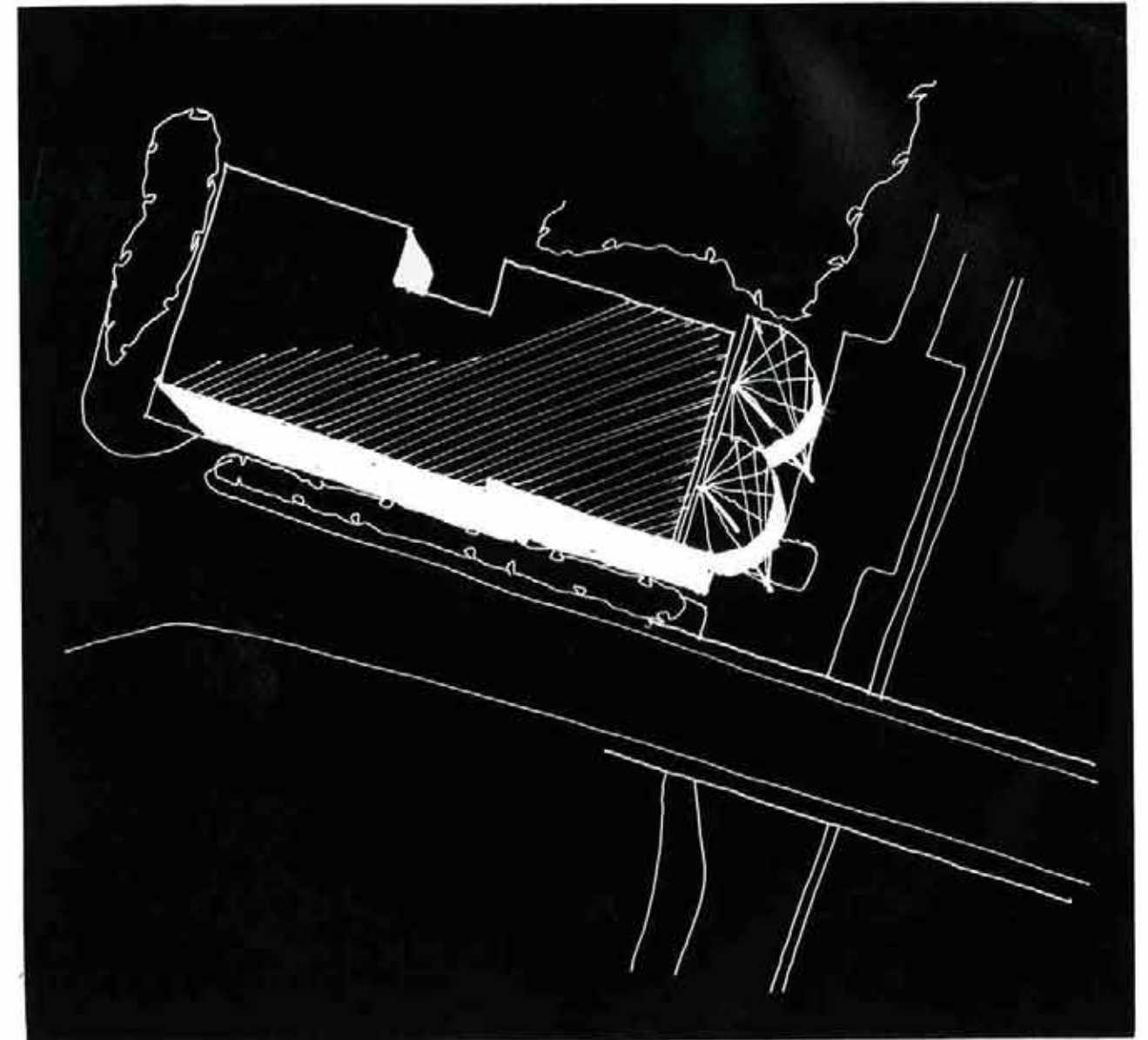
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SITE LAYOUT PRINCIPLES

DEVELOPMENT FORM AND USE PRINCIPLES

- 1 Single-storey café on riverside frontage.
- 2 Single-level of apartments on top of eastern end existing building.

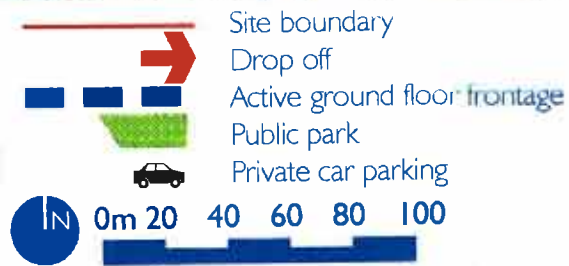


ILLUSTRATIVE PLAN (Note: this does not constitute a design proposal)





PROJECT LOCATION

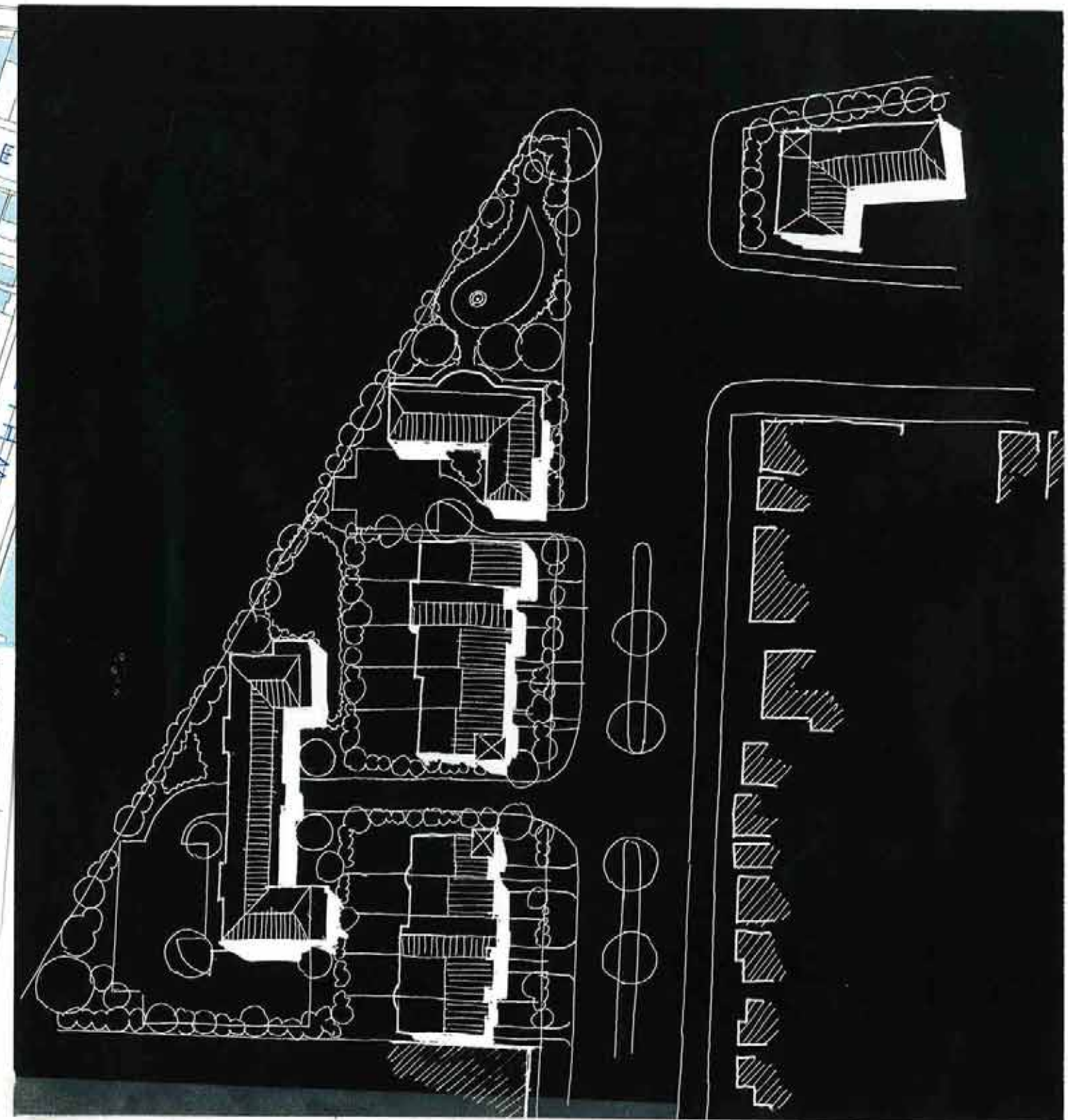
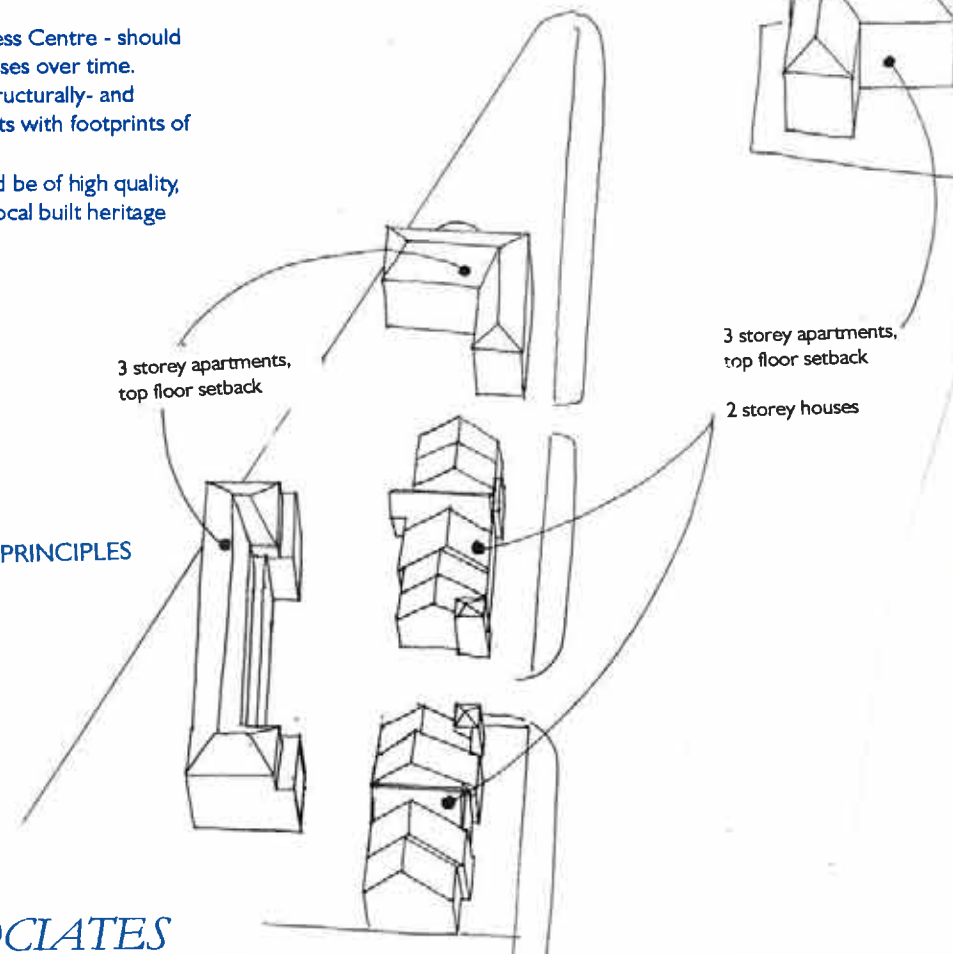


SITE LAYOUT PRINCIPLES.

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DEVELOPMENT FORM AND USE PRINCIPLES



ILLUSTRATIVE PLAN (Note: this does not constitute a design proposal)



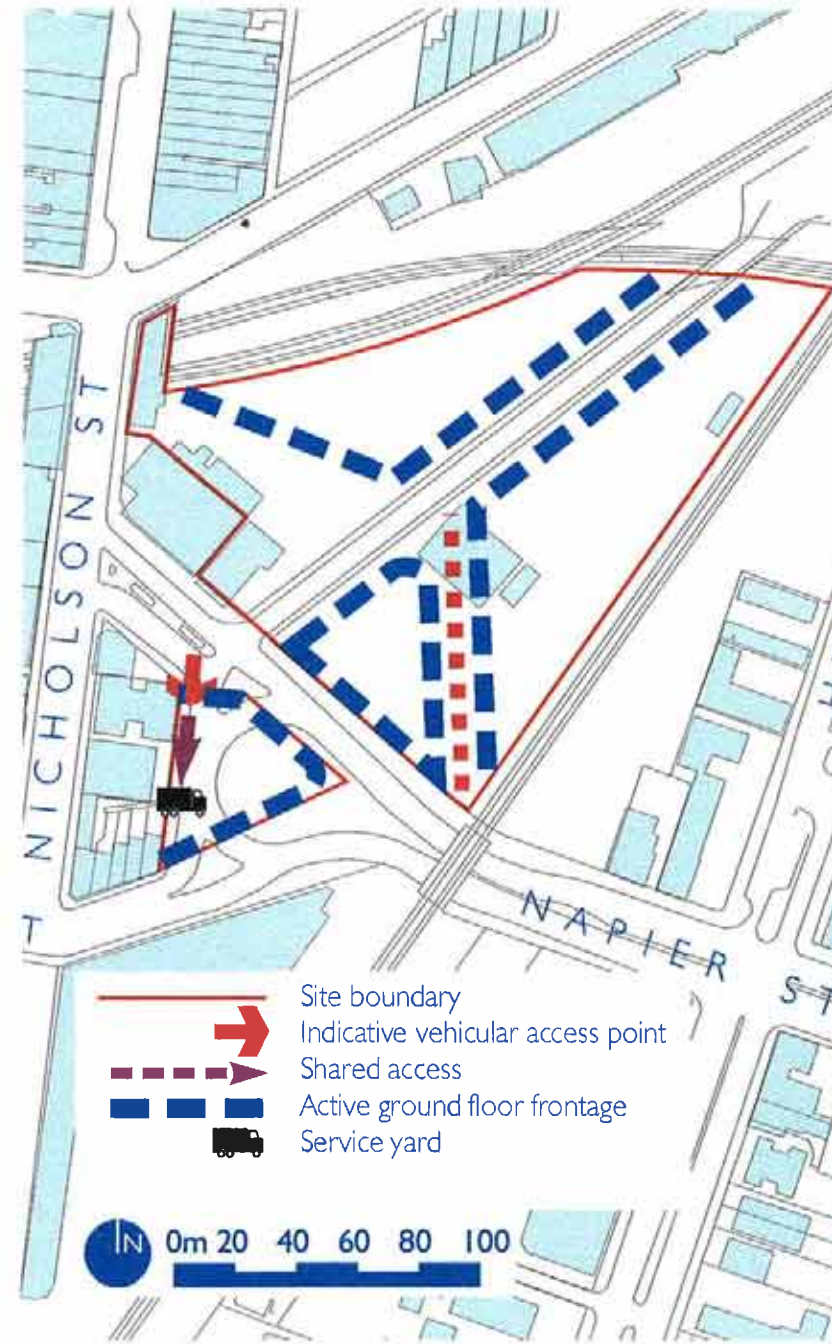
PROJECT LOCATION

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NOTE:

- The funds generated by this development are to help finance the development of Station Square and the new footbridge (see 6).
- Development of the railway reserve may need to accommodate Station commuter car parking.
- The reuse of vacant buildings facing Nicholson Street for community uses is supported.
- See sheet 31b for the design of an intersection to replace the Napier Street roundabout.
- This site contains heritage elements that will require a Heritage Conservation Plan as part of the development.

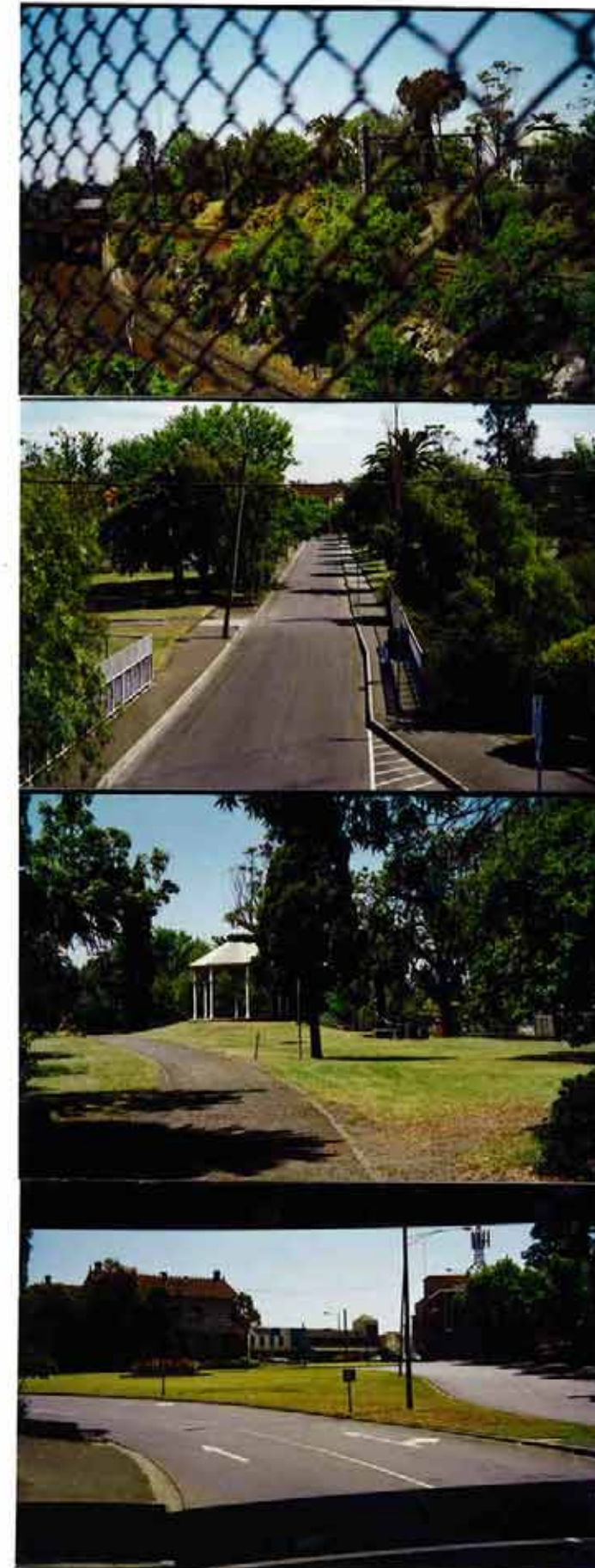


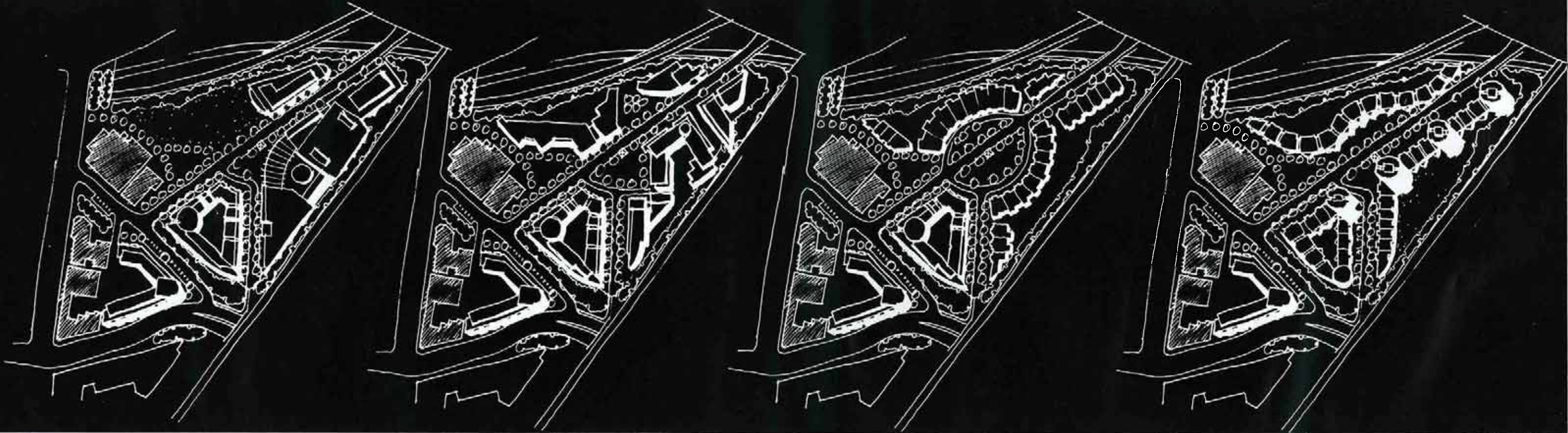
SITE LAYOUT PRINCIPLES

DEVELOPMENT USE PRINCIPLES

The development of the site for the following uses will be supported:

- public facilities - eg aquatic centre
- leisure or entertainment
- office
- residential - particularly student housing





PUBLIC USES

OFFICE PARK

APARTMENTS & TOWNHOUSES

APARTMENTS

ILLUSTRATIVE PLANS (Note: these do not constitute design proposals)

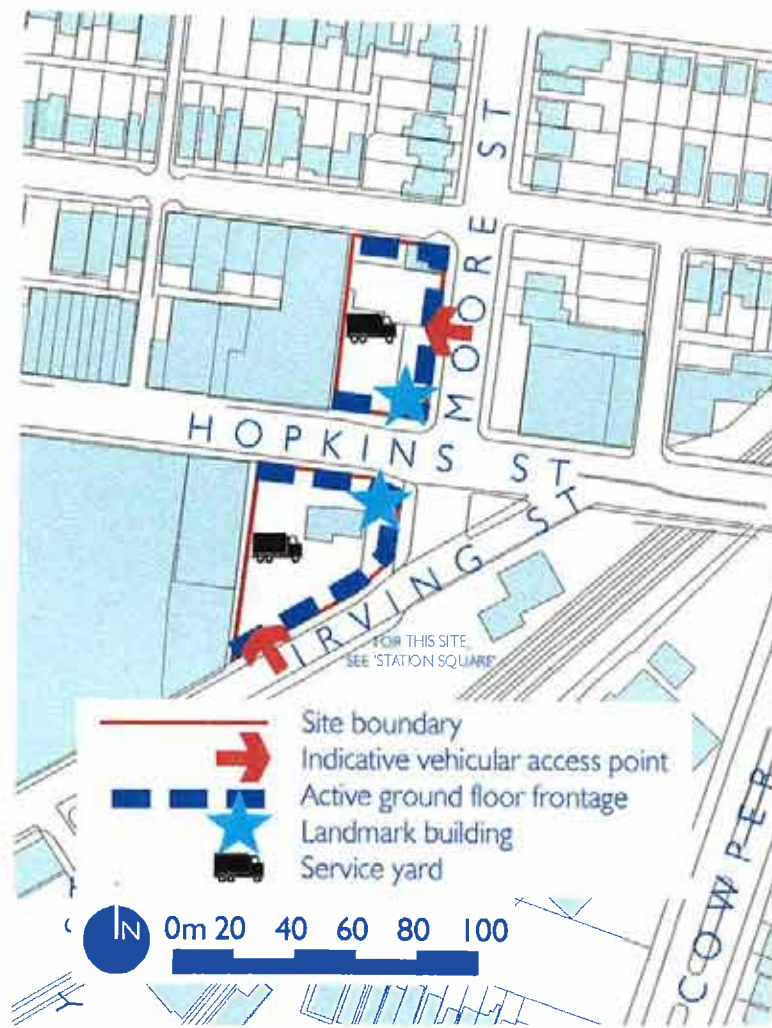


PROJECT LOCATION

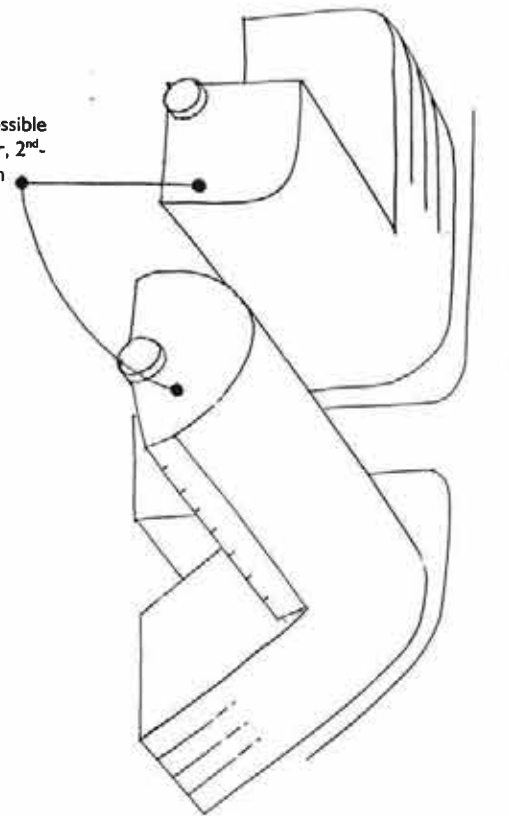
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NOTE: The 2 towers should be designed together to form a 'gateway' to the Business Centre. The highest design quality will be demanded for these key sites - a design competition is recommended for this reason.

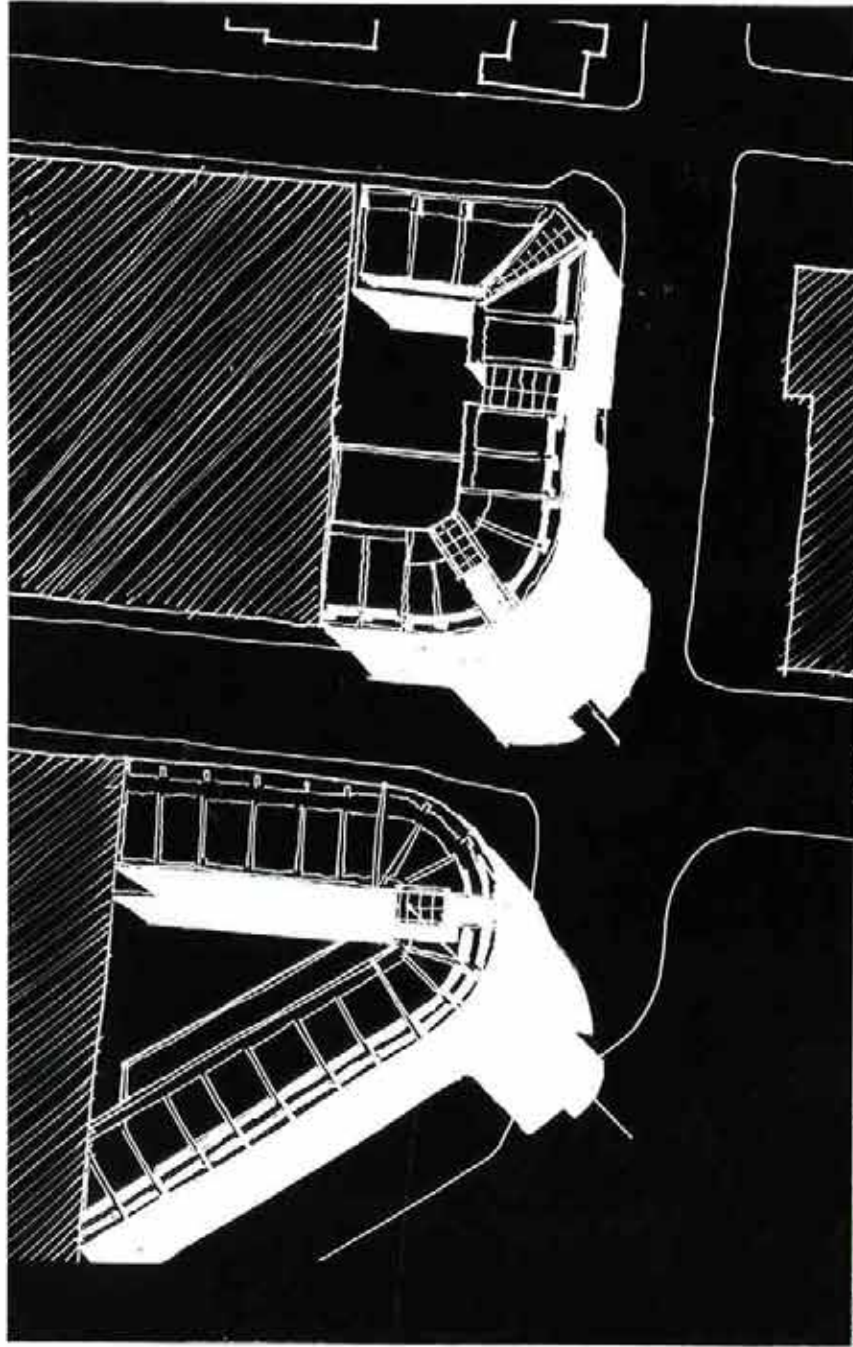


12 storey at highest ground floor retail, possible car parking on 1st floor, 2nd-3rd floor residential on podium, 5th-11th floor residential tower.



DEVELOPMENT FORM AND USE PRINCIPLES





ILLUSTRATIVE PLAN (Note: this does not constitute a design proposal)

EXAMPLE OF A TEN-STOREY APARTMENT TOWER

DAVID LOCK ASSOCIATES
URBAN DESIGN AND TOWN PLANNING



ILLUSTRATIVE PERSPECTIVE (Note: this does not constitute a design proposal)



THE VIEW FROM THE 3RD FLOOR

THE GATEWAY **30^b**
FOOTSCRAY CENTRAL URBAN DESIGN FRAMEWORK NOVEMBER 1998



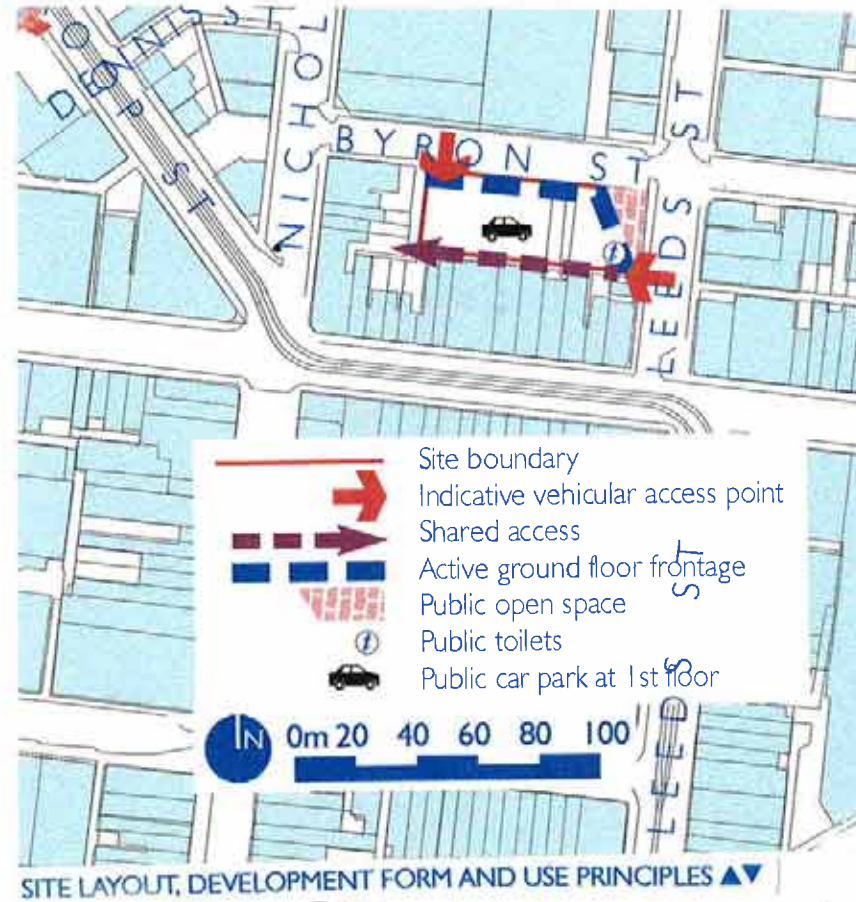


PROJECT LOCATION

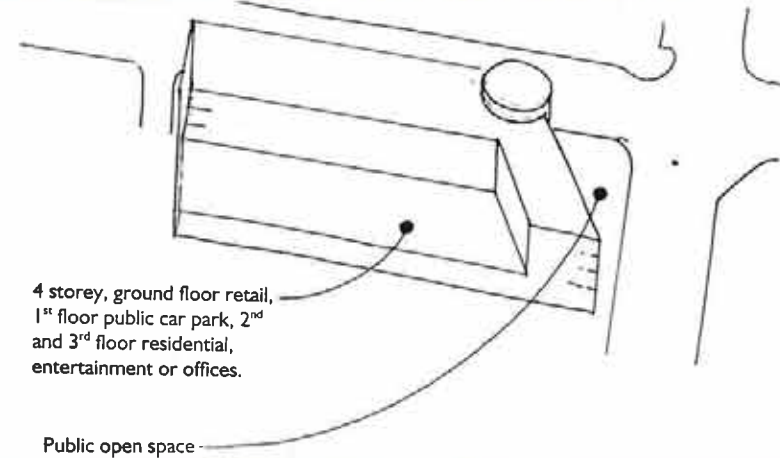
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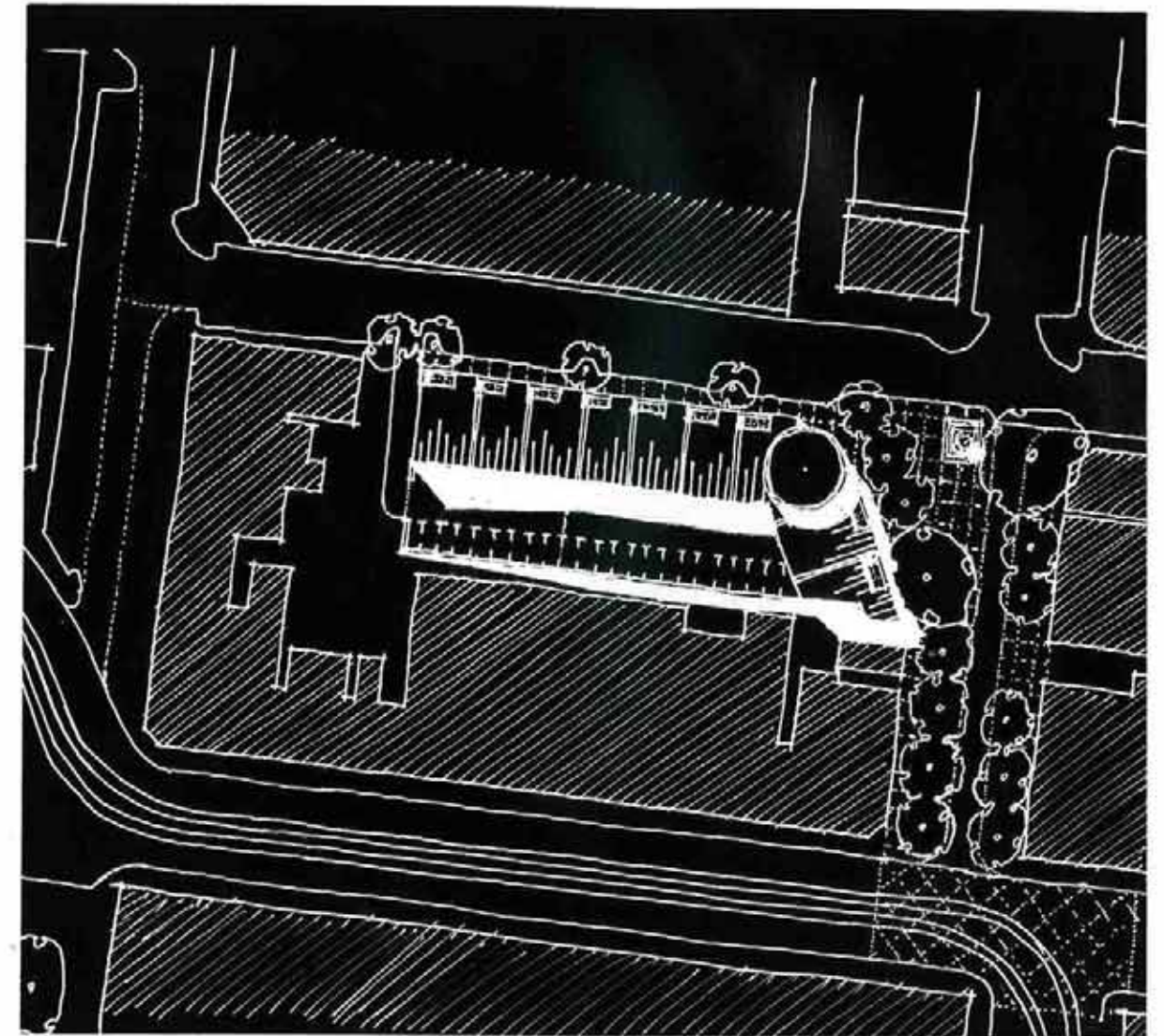
NOTE: The incorporation of a public car park and public toilets to replace those currently on the site will be key elements of this development.



SITE LAYOUT, DEVELOPMENT FORM AND USE PRINCIPLES ▲▼



4 storey, ground floor retail, 1st floor public car park, 2nd and 3rd floor residential, entertainment or offices.

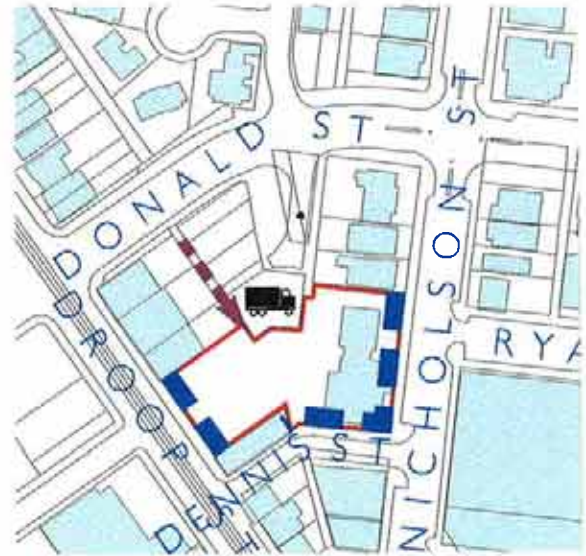


ILLUSTRATIVE SCHEME (Note: this does not constitute a design proposal)

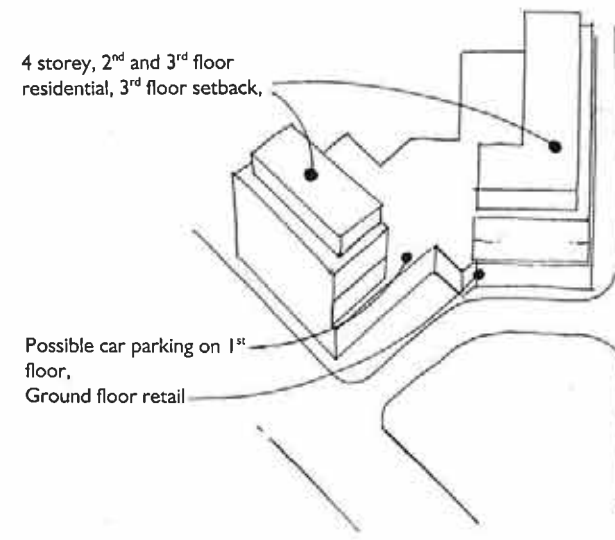




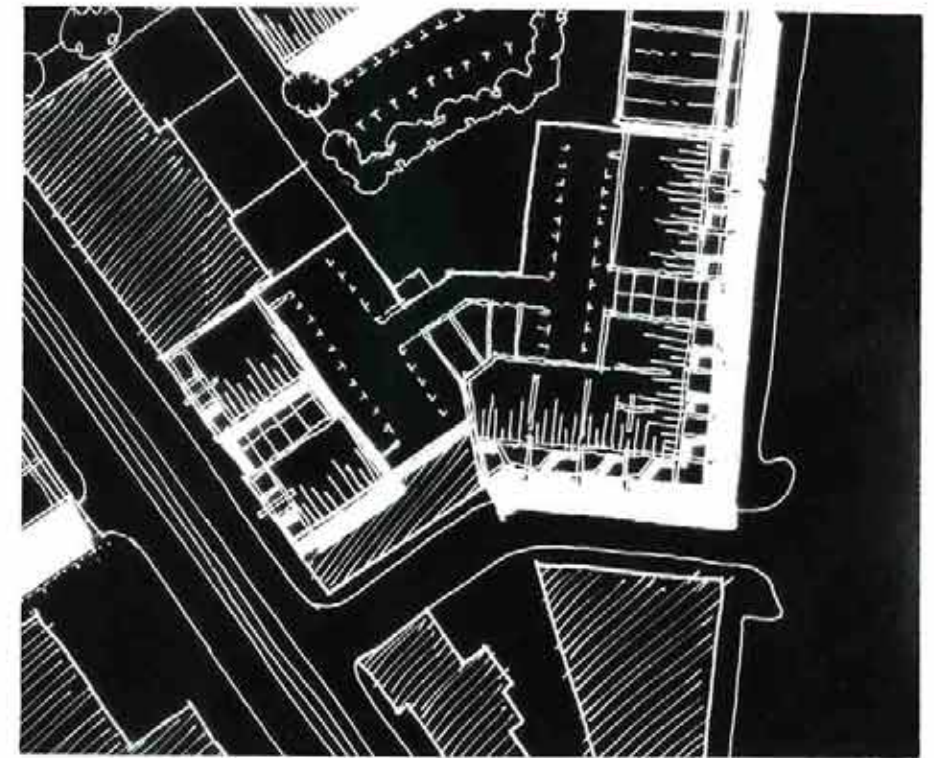
PROJECT LOCATION



SITE LAYOUT PRINCIPLES



DEVELOPMENT FORM AND USE PRINCIPLES



ILLUSTRATIVE PLAN (Note: this does not constitute a design proposal)

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PROJECT LOCATION



STATION ENTRANCE



HOUSES ON EAST SIDE OF HYDE STREET



STATION CAR PARK ON WEST SIDE OF HYDE STREET

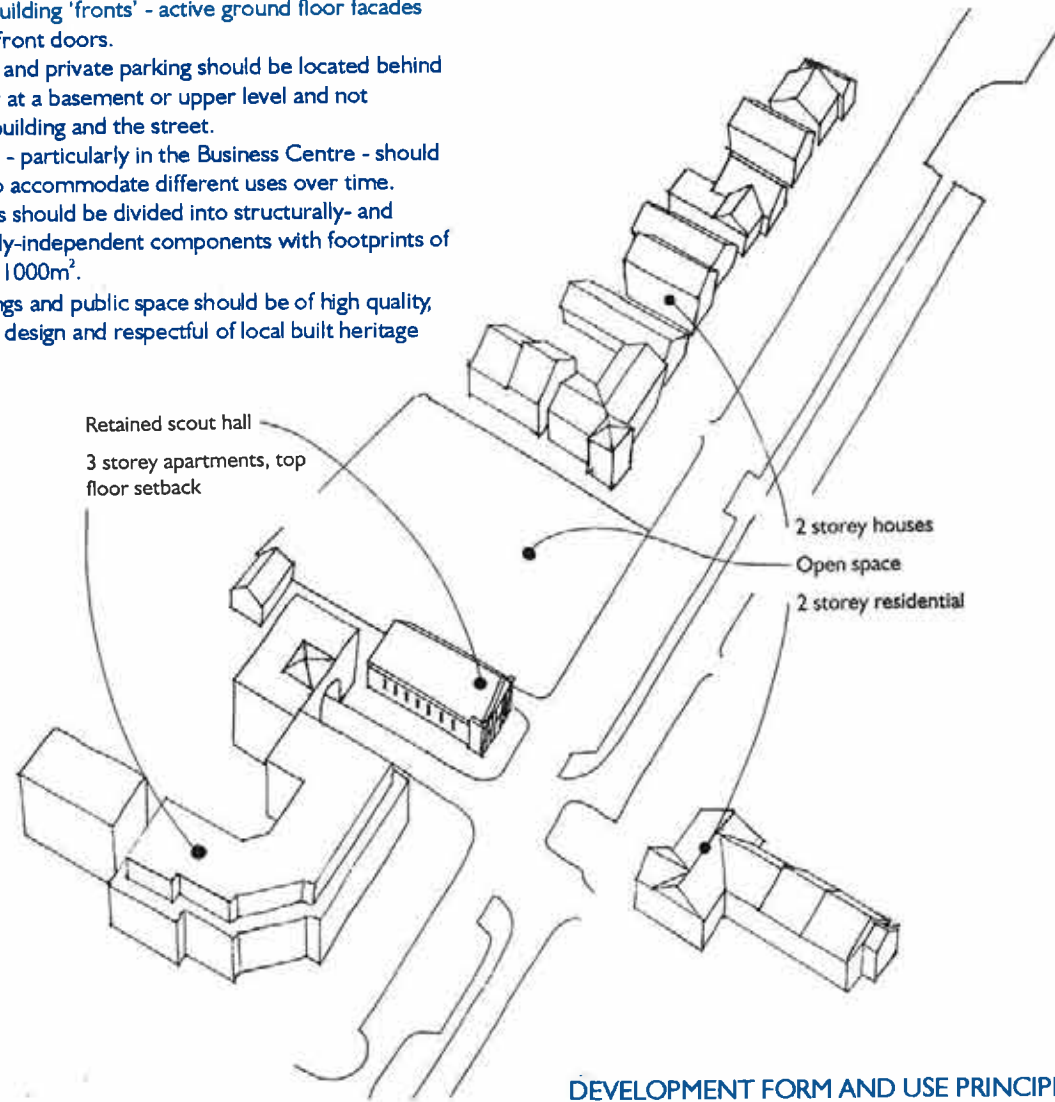


COUNCIL CAR PARK ON EAST SIDE OF HYDE STREET

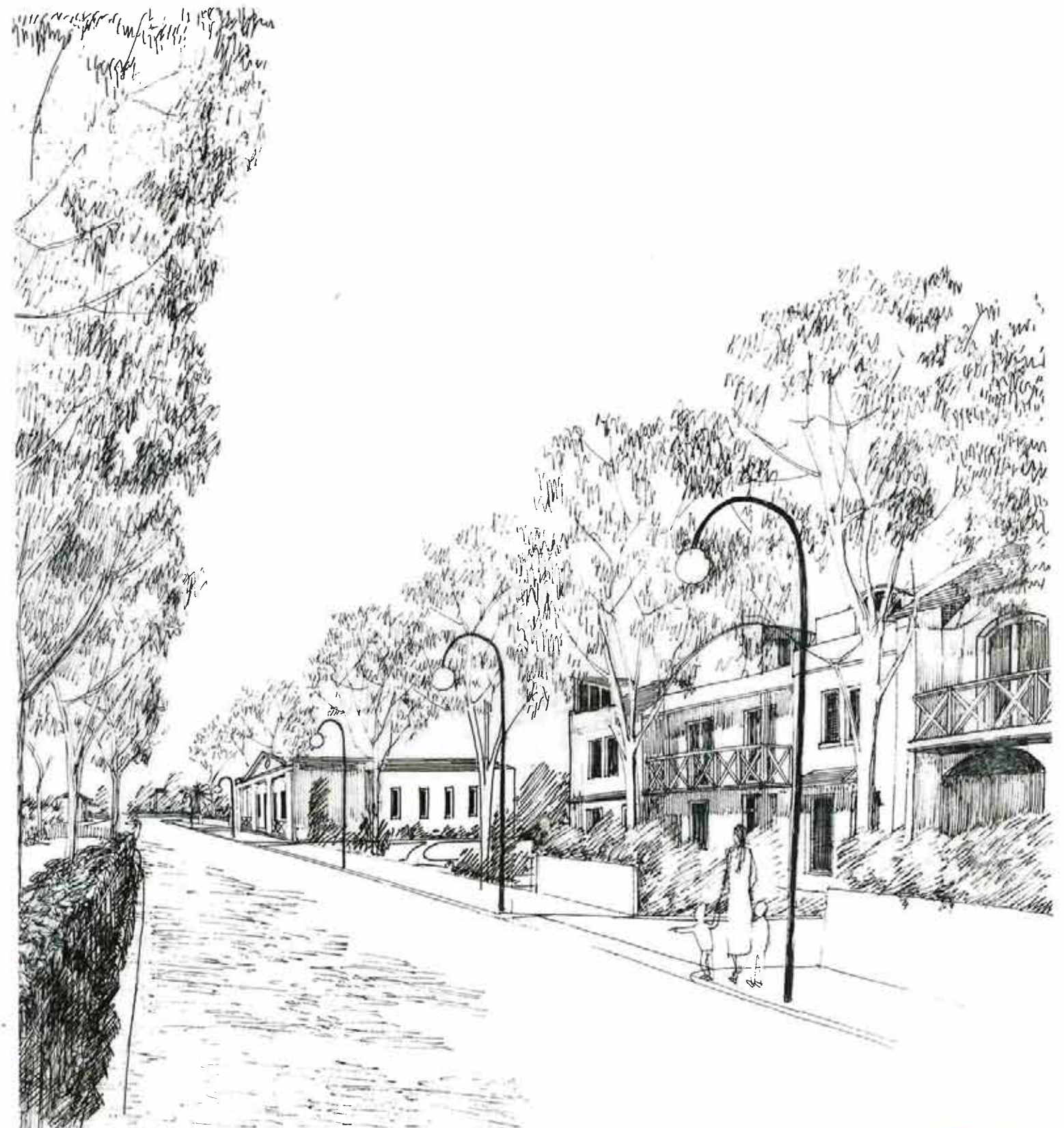


GENERAL DEVELOPMENT PRINCIPLES

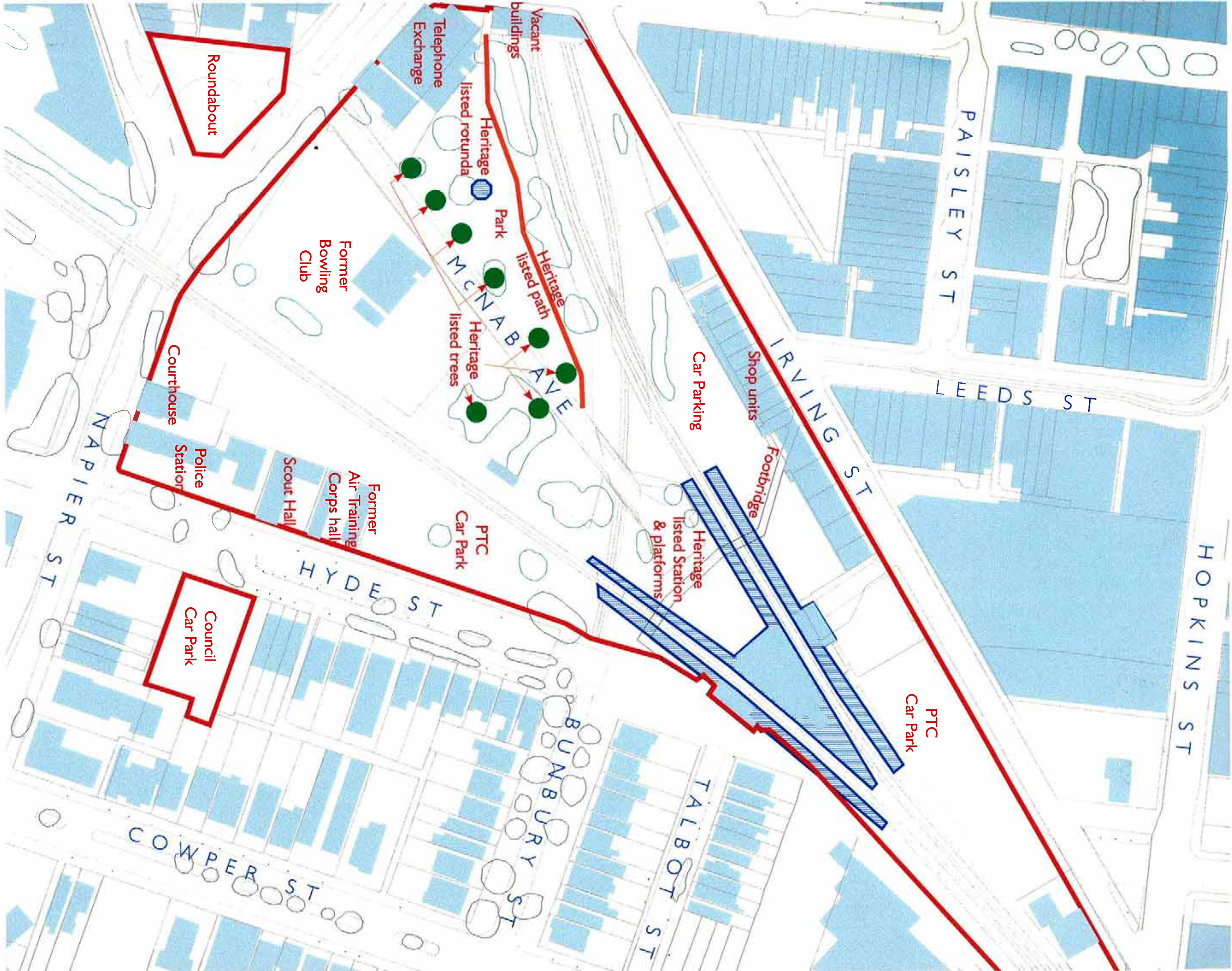
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EXAMPLE OF THREE STOREY APARTMENTS



ILLUSTRATIVE PERSPECTIVE.





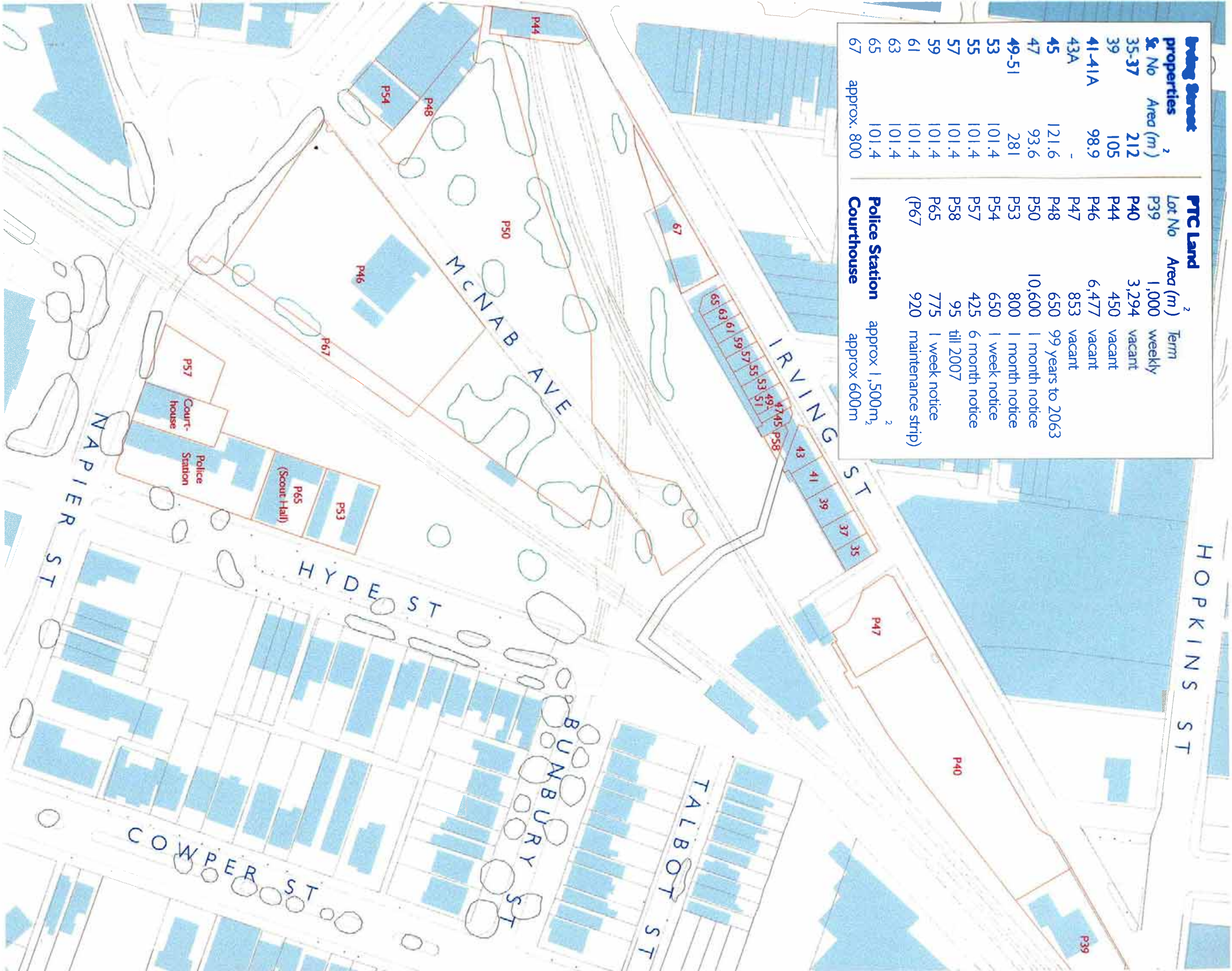
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FOOTSCRAY STATION REDEVELOPMENT
ILLUSTRATIVE FRAMEWORK PLAN
EXISTING CONDITIONS

DAVID LOCK ASSOCIATES

FOOTSCRAY CENTRAL URBAN DESIGN FRAMEWORK

FEBRUARY 1999



Being Struck		PTC Land	
Properties	Area (m ²)	Lot No	Area (m ²)
35-37	212	P39	1,000
39	105	P40	3,294
41-41A	98.9	P44	450
43A	-	P46	6,477
45	121.6	P47	853
47	93.6	P48	650
49-51	281	P50	10,600
		P53	800
		P54	650
		P57	425
		P58	95
		P65	775
		P67	920
			approx 1,500m ²
			approx 600m ²

Term	Police Station	Courthouse
weekly	approx 1,500m ²	approx 600m ²
vacant		
vacant		
vacant		
vacant		
vacant		
99 years to 2063		
1 month notice		
1 month notice		
1 month notice		
1 week notice		
6 month notice		
till 2007		
1 week notice		
1 week notice		
1 week notice		
920 maintenance strip)		



0m 20 40 60 80 100

Dig No MR8001/407a

DAVID LOCK ASSOCIATES

FOOTSCRAY STATION REDEVELOPMENT
ILLUSTRATIVE FRAMEWORK PLAN
EXISTING LOT DETAILS

URBAN DESIGN AND TOWN PLANNING

FOOTSCRAY CENTRAL URBAN DESIGN FRAMEWORK

FEBRUARY 1999



Maribyrnong
CITY COUNCIL



Dig No MR8001/402a



DAVID LOCK ASSOCIATES

URBAN DESIGN AND TOWN PLANNING

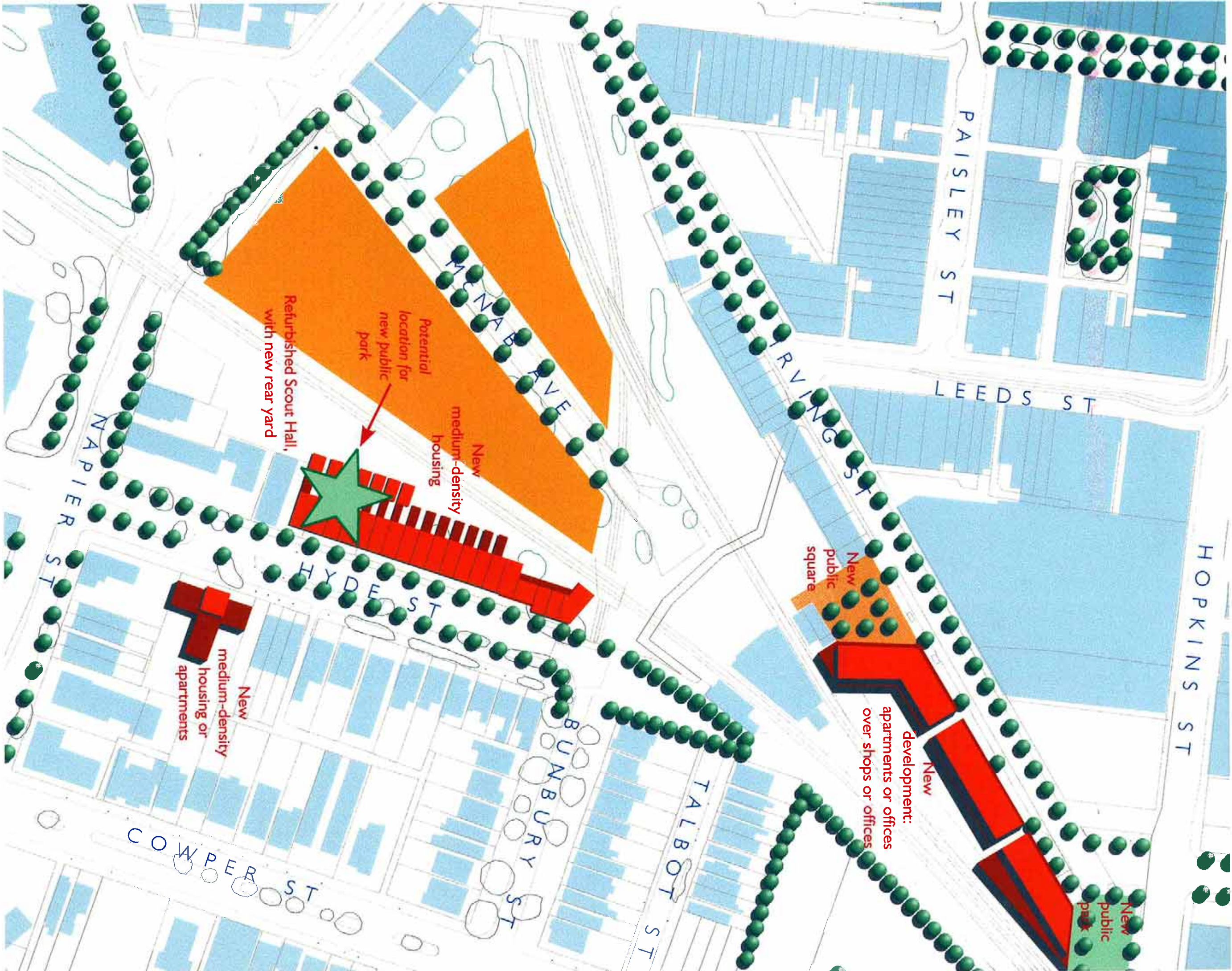
**FOOTSCRAY STATION REDEVELOPMENT
ILLUSTRATIVE FRAMEWORK PLAN
STAGE 1**

FOOTSCRAY CENTRAL URBAN DESIGN FRAMEWORK

FEBRUARY 1999



Maribyrnong
CITY COUNCIL



Dig No MR8001/403a

**FOOTSCRAY STATION REDEVELOPMENT
ILLUSTRATIVE FRAMEWORK PLAN
STAGE 2**

DAVID LOCK ASSOCIATES

URBAN DESIGN AND TOWN PLANNING

FOOTSCRAY CENTRAL URBAN DESIGN FRAMEWORK

FEBRUARY 1999

Maribyrnong
CITY COUNCIL

34d





Drg No MRB001/404b



**FOOTSCRAY STATION REDEVELOPMENT
ILLUSTRATIVE FRAMEWORK PLAN
STAGE 3**

DAVID LOCK ASSOCIATES

URBAN DESIGN AND TOWN PLANNING

FOOTSCRAY CENTRAL URBAN DESIGN FRAMEWORK

FEBRUARY 1999



PAISLEY ST

LEEDS ST

HOPKINS ST

KING ST

TALBOT ST

BUNBURY ST

COWPER ST

NAPIER ST

HYDE ST

WYNNE AVE

Dig No MRB001/405B



DAVID LOCK ASSOCIATES

URBAN DESIGN AND TOWN PLANNING

FOOTSCRAY STATION REDEVELOPMENT
ILLUSTRATIVE FRAMEWORK PLAN

STAGE 4

34f



Maribyrnong
CITY COUNCIL

FOOTSCRAY CENTRAL URBAN DESIGN FRAMEWORK

FEBRUARY 1999



Drg No MR8001/406a

**FOOTSCRAY STATION REDEVELOPMENT
ILLUSTRATIVE FRAMEWORK PLAN
LONG-TERM DEVELOPMENT**

DAVID LOCK ASSOCIATES

FOOTSCRAY CENTRAL URBAN DESIGN FRAMEWORK

FEBRUARY 1999



Maribyrnong
CITY COUNCIL

Victoria University of Technology
New development incorporating landmark building at intersection with Geelong Rd, University Square, student and staff accommodation, student services, teaching & research space, and conference facilities.

Nicholson Street
Wider footpaths, new street trees and new lighting.

Dennis Street & corner Byron / Leeds Streets
New public space and development incorporating shops at ground floor, car parking at 1st floor, and 2 floors of apartments above.

Donald Street
New kerbside car parking, street trees and 3-4 storey apartment buildings.

Nicholson Street & Leeds Street North
Refurbished pedestrian spaces, incorporating 'scramble phase' pedestrian crossings, new tram terminus on Droop Street, and the potential to close to traffic at times.

Paisley Street
New library square and buildings incorporating shops, clinics and offices at ground floor, and 2-3 floors of offices or apartments above.

Forges
Expansion onto ground level car park, conversion of Albert Street into a covered food court and new entertainment uses at upper level.

Nicholson Street Mall
Refurbished pedestrian spaces with traffic allowed at limited times - initially in the evenings only.

Maddern Square
Refurbished pedestrian space for outdoor eating.

Irving Street
New shops, offices or residential uses.

Albert Street
New three-storey development for residential or office uses.

Raleigh & Walter Streets
New local park and houses.

Albert & Buckley Streets
TAFE college expansion, commercial premises, or medium density housing.

Kerbside Car Parking
New kerbside car parking on Donald Street, Ryan Street, Leeds Street, Paisley Street, Albert Street and Raleigh Street.

Cycle Network
Create dedicated cycle network on key routes into Footscray.

Footscray Park entries
Improved entrances and view corridors into park, including 'belvedere' at Moore Street entrance.

Banners & signage
New banners and signage on major routes into Footscray.

'The Gateway', corner Hopkins / Moore Streets
New landmark buildings incorporating shops & showrooms at ground floor, car parking at 1st floor, and 6-10 floors of apartments above.

Joseph Road Area
New housing and/or office or retail development along Hopkins Street in long-term.

Waterfront Precinct
Repaired and refurbished promenade for informal use and festivals.

Cowper & Hyde Streets
New three-storey apartments and public park adjacent to the Station.

Station Square
New mixed-use redevelopment incorporating public square, park & footbridge; relocated shops, cafes, offices & apartments on three floors; improved access to trains, taxis and buses; and information and public toilets.

Railway Reserve & Napier Street roundabout
New public facilities, leisure or entertainment, office or residential development in long-term, maintaining McNab Avenue axis. Commuter car parking in short-term.

Riverside Arts Precinct
New arts studios and café, with landmark structure.

DHS Building
New single-storey café on car park at front of building and single level of apartments on roof.

Footscray Wharves
Reuse of Bradford Mills building and new development on Exopest site in long-term for small-scale new business enterprises, high-tech & media businesses and associated support services. New river-related uses on Kivelos Fisheries site.

Napier Street
Replaced street trees and undergrounded overhead cables.

