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MORDIALLOC AND ASPENDALE LEVEL CROSSING REMOVAL: URBAN DESIGN FRAMEWORK


City of
KINGSTON

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1.0

INTRODUCTION

1.1 INTRODUCTION TO THE URBAN DESIGN FRAMEWORK PROJECT

This Urban Design Framework (UDF) has been commissioned by City of Kingston, and prepared by a multi-disciplinary consulting team led by Global South (Urban Design), BKK Architects, TCL Landscape Architects, and Movement & Place Consultants (Transport Planning).

The UDF has been established to inform and influence the current planning and design work for the Victorian Government's Mordialloc and Aspendale Level Crossing Removal Project (LXRP), while providing a cohesive, design-led vision and guidance for the Mordialloc Major Activity Centre.



Mentone Station adaptive re-use



Carrum Village Green, Station and Foreshore Park:
Rush Wright Associates



Caulfield to Dandenong Level Crossing Removal, Clayton:
ASPECT Studios

1.2 PROJECT PROCESS

This Urban Design Framework has been developed through close collaboration with City of Kingston, and informed by Council's Community Consultation processes and extensive engagement with the LXRP and other stakeholders.

The first Community Consultation phase (mid-2023) provided early inputs and directions for the project. It also supported the initial process of gaining an understanding of the urban context in Mordialloc, and the extensive background work already in place, to ensure the new work is relevant, responsive and builds on previous thinking. The design work was then developed through two 'Inquiry by Design' (IBD) Workshops involving the consultant team and Council officers. These were intensive, collaborative working sessions which supported effective, informed outcomes within compressed timeframes.

The IBD Workshops were followed by regular engagement with Council officers, Councillors and other stakeholders.

The Framework Plans were then developed for the study area overall, encapsulating a range of individual urban design initiatives, factoring in our thinking across six (6) individual Themes:

- Theme 1: Mobility and Connectivity.
- Theme 2: Public Realm and Landscape.
- Theme 3: Built Form and Development.
- Theme 4: Land Use.
- Theme 5: Heritage and Character Places.
- Theme 6: Placemaking.

Subsequently, the work then 'zoomed in' to develop Place Concepts for key locations in Mordialloc and Aspendale, focussing on the public realm along and around the rail corridor – conceptual illustrations of key places to inform their future design and enhancement.

The Framework Plans and Place Concepts form the focus of this Urban Design Framework.

A second phase of Community Consultation, on the Draft UDF, was held in October/November 2023. Community inputs have informed this final report.



Carrum Village Green: Rush Wright Associates

1.3 OUTLINE OF THE LEVEL CROSSING REMOVAL PROJECT

The Victorian Government's Level Crossing Removal Program has seen the removal of 72 crossings within Victoria with 20 of these occurring or planned to occur within the City of Kingston. In addition to addressing dangerous and congested level crossings, the program has delivered a series of community benefits including new open spaces beneath rail, improved local connections, adaptive reuse of heritage buildings and can be a catalyst for urban renewal.

Within Kingston, Rail over Road design solutions at Clayton South and Carrum have delivered high quality design outcomes with new open spaces, active recreation opportunities, pedestrian and bicycle connections and new commercial buildings to support activation and community life.



Carrum Foreshore Park: Victoria's Big Build

1.4 PROJECT STUDY AREA AND CONTEXT

The Mordialloc Precinct is an iconic location within the metropolitan context, combining the natural settings of the Mordialloc Creek and Port Phillip Bay with a small-scale boating and fishing community, thriving main street and vibrant recreational destination. Combined with its rich indigenous and non-indigenous history, Mordialloc's setting is highly unique and sensitive, necessitating a thorough understanding of its physical, social and cultural contexts.

Mordialloc (including the Mordialloc Creek and the foreshore) hold historical and environmental values, sustaining significant cultural values for First Nations peoples. The Bunurong peoples have lived in the area for thousands of years and have a rich cultural and spiritual connection to the land. Evidence of their presence remains in the contemporary landscape, including middens, rock wells, artefact scatters, and marked or scarred trees. The ongoing efforts to recognise the cultural heritage of the Bunurong peoples in the Mordialloc area is crucial to planning considerations.

The building fabric and marine activity illustrate non-indigenous stories and connection to the area and the water. Heritage overlays apply to many locations proximate to the Station and foreshore, including the majority of Main Street which is typically characterised by modest building forms.

The project area extends north from Mordialloc Station to the rail bridge over Nepean Highway, and south across Mordialloc Creek to James Avenue / Groves Reserve, Aspendale. The study area will also encompass the broader areas along the creek impacted by the project, and across Main Street to the foreshore to the west.

The Victorian Government has announced that by 2026:

- Level crossings at McDonald Street in Mordialloc and Station Street in Aspendale, will be removed using a rail over road design.
- The crossing at Bear Street in Mordialloc will be closed to vehicles.

It is understood that the existing rail bridge over the Mordialloc Creek will continue to be used and will not be altered, and that the stabling yards will remain. Plans released by the LXP illustrate the intersection of Station Street and Nepean Highway being located further south.

Trade



Activation



Image source: Mordialloc Traders Association

Art

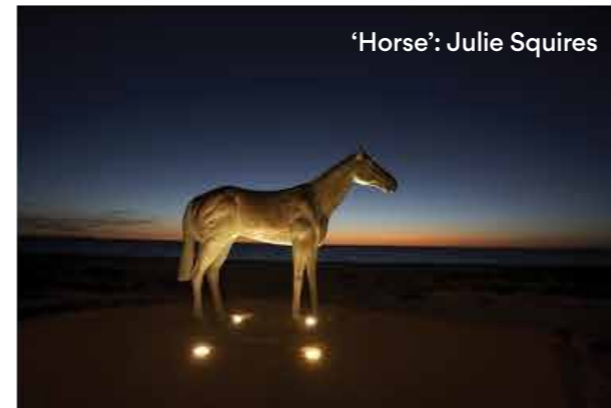


'Pompeii's Boat': Julie Squires

Community



Image source: Mordialloc Traders Association



'Horse': Julie Squires



'Raindrops and Sunbeams': Debra McNaughton



Foreshore:
Tourist destination



Long-standing boating culture



Image sources: Mordialloc Boating and Angling Club (above) and Joe Astbury (below).



Mordialloc Creek:
Ecology and network of open spaces



Aboriginal cultural heritage



Image source: Kingston Collection

Post-settlement heritage



Image source: Mordialloc and District Historical Society

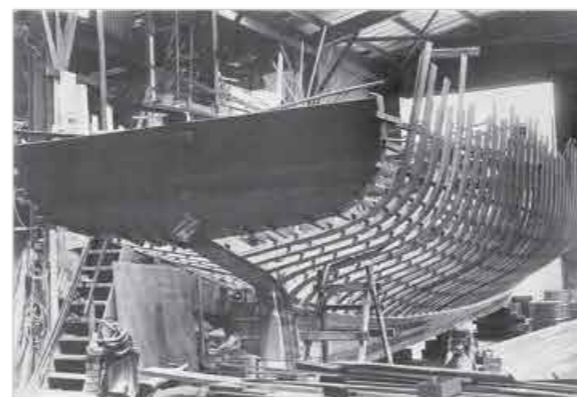


Image source: Kingston Local History

Bay Trail



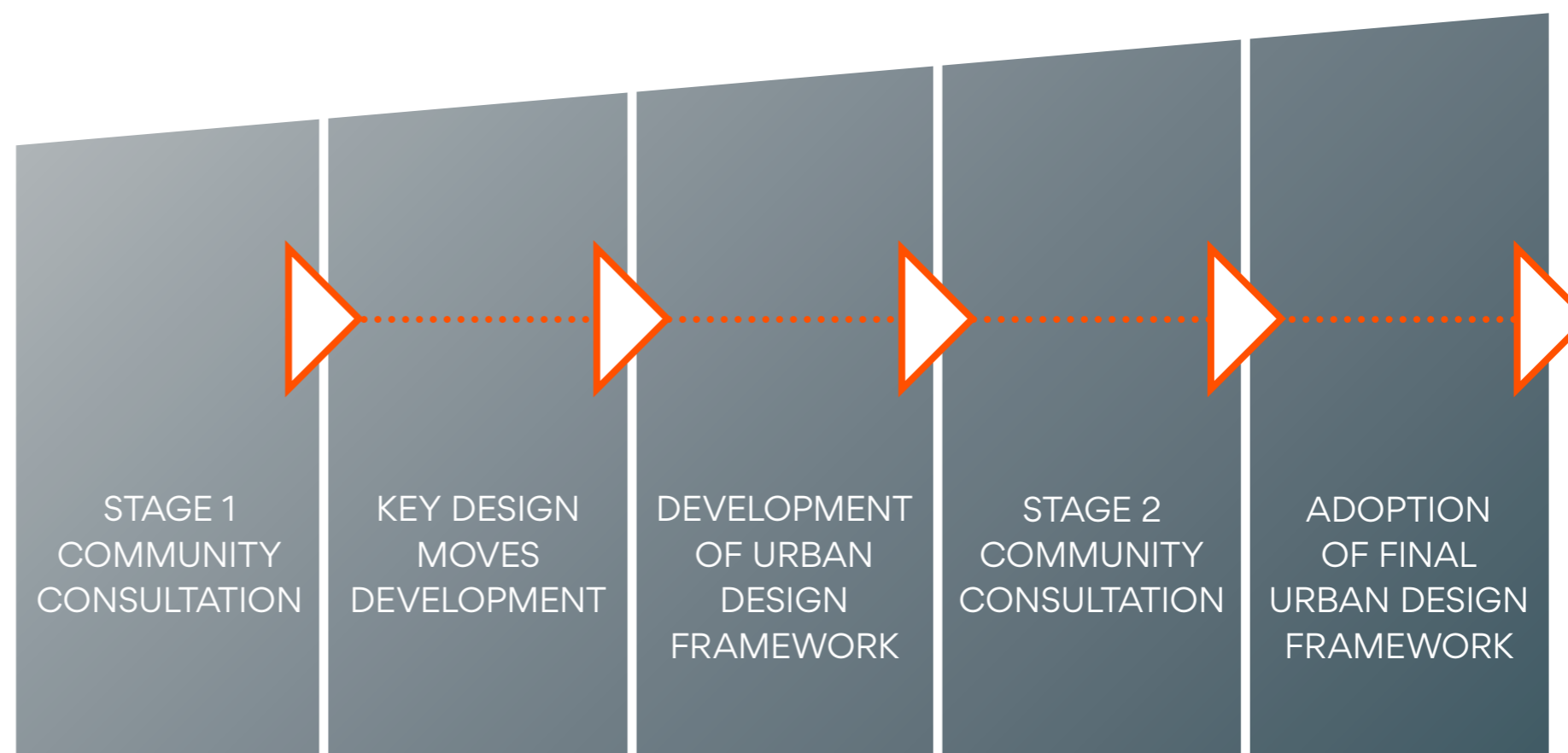
Site for the aquatics centre



1.5 CITY OF KINGSTON'S ROLE AND APPROACH

Whilst the City of Kingston is not responsible for delivering the project, our role is to advocate on behalf of our community to get good outcomes that are context specific and provide benefits for the community through place-based design.

Historically this advocacy and working with the LXP has delivered broader community benefits including improved design outcomes, expanded open spaces in Mentone and Cheltenham, active recreation facilities in Clayton South and a new pedestrian bridge connection in Chelsea.







STRATEGIC CONTEXT

This section provides concise summary notes of relevance for this project, from a range of background documents provided by City of Kingston.

(Left) Macquarie University: Brett Boardman, ASPECT Studios, Architectus

2.1 BACKGROUND DOCUMENTS

2.1.1 Mordialloc Structure Plan ‘Pride of the Bay’ (City of Kingston, 2004)

The Structure Plan was published almost 20 years ago, but still provides relevant background context for this project.

Context

The Structure Plan describes the Mordialloc context as follows:

Urban Design Structure: *Mordialloc’s urban design structure is most clearly defined by the strong linear quality of Main Street (Nepean Highway) between McDonald Street (north) and the Mordialloc Creek bridge (south).*

Visual framework: *The sense of place in Mordialloc is communicated as a relatively consistent collection of modest early 20th Century buildings balanced with the strong Palm landscape.*

Traditional streetscape quality: *The quantity, quality and distribution of traditional building forms in Main Street, Mordialloc is one of the precinct’s primary attractions and one of the key factors contributing to the street’s significance as a traditional village setting.*

A series of large late 20th Century forms on the western side of Main Street have in part eroded the integrity and flavour of Mordialloc village.

Vision

Key points of the Vision in the Structure Plan are:

- Unique coastal village.
- Unique heritage elements.
- Socially connected and cohesive community.
- Vibrant place.
- Range of affordable, quality housing options.
- Waterborne destination.
- Accessible centre.
- Colourful coastal village.
- Sustainable.
- Accessible and extensive, high quality open spaces.

Strategic Directions to help deliver on the Vision include::

- Community Pride: Community meeting places.
- Pedestrian Space: Safety and amenity, pedestrian priority.
- Water’s Edge.
- Land Use: Vibrant, active, attractive, clearly defined edges; promote residential and mixed use activity.
- Built Form and Height: Reinforce traditional 2-storey scale of Main Street; scale transitions; strengthen the Beach Road ‘arc’; solar access; highest standard of design.
- Access.
- Heritage and Maritime Context.
- Urban Design: Reinforce coastal village attributes; enable continued growth in a contemporary urban form, that respects identifiable unique characteristics.
- Environmental Setting and Sustainable Design.

Precinct, Projects and Pedestrian Framework Plan

This Framework Plan incorporates the following components:

- Principal Pedestrian Linkage.
- Pedestrian Space System.
- Precinct and Catalyst Project Areas:
 1. The Mordialloc Railway Station;
 2. Centreway Gateway;
 3. Timber Yard Redevelopment;
 4. Pier, Creek and Foreshore;
 5. Pompei's Landing;
 6. Main Street Precinct; and
 7. Central Mordialloc.

Land Use Framework

This Framework indicates the locations for:

- Parklands and Open Space.
- Mixed Use / Increased Densities.

Built Form Framework

This Framework indicates preferred built form heights as follows:

- **Village:** Maximum height no greater than 4 storeys (14m), and only on selected opportunity sites.
- **Main Street:** The prevailing traditional 2 storey scale of the streetscape remains intact. There are opportunities for extension of marginally taller built elements behind the primary street parapet.
- **Beach Road:** 2-3 storeys.

Heritage Context and Framework

This Framework identifies and locates important heritage elements in the Activity Centre.

Catalyst Projects and Concepts

This section provides concept plans and design guidelines for nominated catalyst projects.

2.1.2 Kingston Wayfinding Strategy

This document states that Passive and Active Wayfinding work together to make a place. The document focuses on signage and is highly technical and detailed.

2.1.3 Mordialloc Creek Masterplan (TCL, 2012)

This masterplan identifies a ‘Sequence of Destinations’ along the Mordialloc Creek, and describes an evolving landscape character, from Coastal, to Formal, Botanical, Parkland and Riverine. This sequence and varied character types are identified along the Creek corridor as follows:

PETER SCULLIN RESERVE

A community park.

A: Coastal.

Significant community park event space.

HAZEL PIERCE RESERVE

Mordialloc’s civic promenade.

B: Formal.

ATTENBOROUGH PARK

The botanical jewel.

C: Botanical.

LAMBERT’S ISLAND

Heart of the community.

POMPEI’S LANDING

Protect and enhance a living and working history.

GEORGE WOODS RESERVE

Create a nature-based playground.

D: Parkland.

E: Riverine.

2.1.4 Open Space Strategy 2012

This document addresses the entire City of Kingston. It identifies the various benefits of public open space, and a range of principles for its provision. It considers existing open spaces through a range of functional categories.

It provides specific directions for existing open spaces, including the following for Local Area 7B (Mordialloc):

- Establish a connection from Beach Road to Station Street, Mordialloc (on or off road).
- Undertake open space improvements at Hazel Pierce Reserve, Pompei’s Landing, Lambert’s Island, Peter Scullin Reserve, George Woods Reserve and Attenborough Park (Area 8A).
- Create Mordialloc / Mentone Bicycle Link, Mordialloc cycle paths and Centre Way (Stage 2).
- Implement the Mordialloc Creek Master Plan.



PLATFORM



3.0

URBAN CONTEXT ANALYSIS

This section incorporates a concise analysis of the study area's existing urban context, across the six (6) Themes outlined above. Analysing the place as it exists provides an understanding of its structure, functionality and character, the issues affecting the place, and opportunities for positive change and enhancement.

(Left) Terremoto Platform Park: Landezine

3.1 THEME 1: MOBILITY AND CONNECTIVITY

Issues or problems:

- Rail to Bay connection:
 - Centreway and the existing pedestrian crossing are (mis)aligned with the Station entrance/forecourt, affecting visibility/legibility;
 - There is a disconnect between Main Street and the Foreshore, including in the provision of community facilities such as the new Changing Places toilets.
- Main Street:
 - The two roundabouts on Main Street / Nepean Highway are unsafe for pedestrians and cyclists;
 - Main Street is a barrier for pedestrians – they can't criss-cross or do the 'loop' easily;
 - There is no pedestrian crossing over the Nepean Highway at/near Doyles - Bridge Hotel, creating safety risks connecting to car parking areas across the Highway.
- Legibility:
 - Wayfinding: The centre is not clear/obvious or legible to move around;
 - The activity centre is affected by poor pedestrian and cycling connections generally;
 - High School students use Attenborough Park and the Creekside car park for walking access (to Main Street / Station), rather than the existing SUP.











- LXP:
 - Spaces created by the LXP infrastructure works (e.g. adjacent and below rail, and between existing buildings and rail), and issues of access and connections;
 - Expected additional traffic load on McDonald Street (resulting from Bear Street closure);
 - There is no clear SUP connection between Parkdale and Edithvale.

Opportunities:

- Main Street:
 - Signalising the two roundabouts, for easier and safer crossing.
- Legibility:
 - Articulate a "chain of squares" or series/sequence of small public spaces in a network;
 - Improved links under Highway;
 - Improved links to community centres, and increased prominence of these in the activity centre.

- LXP: New pedestrian connections:
 - New/additional pedestrian crossing at Bear Street alignment, even at only 55m from existing crossing;
 - Reducing the visual impact of car parking (particularly commuter parking at the Station);
 - New SUP connection (linking Parkdale and Edithvale, through Mordialloc);
 - Expand the Station forecourt to enhance visual connection to Centreway;
 - Establish Bear Street as a new Station arrival space and wayfinding opportunity;
 - Bus interchange improvements, including enhanced connectivity with 903 route.

Legend - Urban Context

-  Barrier
-  Unsafe crossing point
-  Back of house interface
-  Connectivity gap
-  Additional traffic expected
-  Unclear / Illegible Connectivity
-  Bus stop
-  Train line
-  Pedestrian network
-  Cycle



903 Bus route disconnected from others

Walking routes not aligned

Limited connectivity to future Aquatics Centre

FUTURE AQUATICS CENTRE



3.2 THEME 2: PUBLIC REALM AND LANDSCAPE | THEME 6: PLACEMAKING

Issues or problems:

- Public open spaces:
 - Pompei's Landing is under-utilised given its central position;
 - Attenborough Park is 'wedged' between the Highway and rail corridor;
 - The Attenborough Park skate park is old and outdated.
- Streetscapes:
 - The rail corridor is edged by inactive, rear interfaces of Main Street shops;
 - Car park access on both sides of Centreway and bus movements affect the pedestrian experience of Centreway.
 - Lack of continuous, activated street edge impacts the pedestrian experience of Centreway.
- Main Street:
 - The width and traffic load of Main Street makes it difficult to cross and increases walking distances;
 - The Clocktower and ceremonial cannons are somewhat 'lost' in the streetscape;
 - Main Street retail 'back of house' faces the Station and rail corridor, creating a poor environment.
- LXR/Station environment:
 - The Station forecourt to Main Street has limited activation;
 - The proposed rail abutment (north of McDonald Street) and the limited space between this and Council assets (Men's Shed etc.);
 - The proposed closure of Bear Street to traffic, and low (uncertain) soffit level for pedestrian through access (below the elevated rail) along Bear Street;
 - The existing rail viaduct over the Creek corridor creates poor environments;
 - The two roundabouts on Main Street are poor for pedestrian and cycle movement.
- Opportunities:
 - Public open spaces:
 - Creation of a youth-focussed public open space 'precinct' in Attenborough Park, with connection across the rail corridor to the Secondary College;
 - Creation of a family-focussed public space in the northern part of Attenborough Park;
 - Creation of a central high-quality, maritime-themed public open space at Pompei's Landing;
 - Reflecting and reinforcing the cultural significance of the Creek corridor, including in Attenborough Park and Groves Reserve;
 - Creating new public realm spaces below the elevated rail corridor, including celebration of the heritage Water Tower;
 - Creating enhanced plaza connections, between the Station, Main Street and the Foreshore;
 - Ongoing biodiversity enhancement along the Creek corridor;
 - Improved access to Lambert's Island.
 - Streetscapes:
 - Improved access to future Aquatics Centre: Walking, cycling, bus.
 - Main Street:
 - Reinforce the position of the Clocktower as a landmark or wayfinding device;
 - Implement safer configurations for the existing roundabouts on Main Street.
 - LXR/Station environment:
 - 'Sawtooth' building on Albert Street (corner Bear Street): Providing access to the (rail) car park through the easement off Albert Street (non-build area);
 - Traffic calming to McDonald Street, in response to increased traffic load from closure of Bear Street.



- Legend - Urban Context
- Pedestrian orientated spaces
 - Destination / attractor
 - Poor / unsafe connections

We acknowledge the traditional custodians of the lands where we live and work. We pay respect to them and their Elders - both past and present.

3.3 THEME 3: BUILT FORM AND DEVELOPMENT | THEME 4: LAND USE | THEME 5: HERITAGE AND CHARACTER PLACES

Issues or problems:

- Rail to Bay connection:
 - Connectivity between the Station and Foreshore is constrained and indirect;
 - There is also a lack of functional access and links between the Foreshore and other destinations;
 - Existing shops fronting Main Street obscure visibility of the entrance to Centreway and Foreshore access.
- Main Street:
 - Existing shops fronting Main Street ‘turn their backs’ to the rail corridor and Station area.

- LXR:
 - The existing heritage Station building (Main Street side) turns its back to the existing Station forecourt, facing towards the rail corridor;
 - The elevated rail abutment ‘mass’ creates a visual impact, and contributes to the heat island effect;
 - Elevated rail infrastructure can impact on amenity at ground level (daylight, visual mass);
 - Potential large expanse of paved hardscape areas along/below the elevated rail corridor;
 - Existing community facilities may be impacted by the new rail infrastructure during construction, and potentially ongoing, including through changing access patterns for example;
 - The existing Station buildings have uncertain/unknown value or potential for adaptive re-use;
 - New Station buildings (LXR) appear to contribute limited public realm benefit.

Opportunities:

- Rail to Bay connection:
 - Reconfiguring existing built form between the Station and Centreway, for improved visual and physical connectivity.
- Streetscapes:
 - Shifting the focus of Main Street to a more family focus.

- LXR:
 - Retention and adaptive re-use of existing Station buildings;
 - Integration of the heritage Water Tower in the Station layout;
 - Establishing new built form up against the rail abutment, or sleeving ‘dead’ walls for activation;
 - Designing the Station platform as a visual ‘experience’, for public use – providing views, outlook, visual links to the Bay;
 - Creating a youth-focussed public space in the undercroft area, in front of Platform 81 Youth Services;
 - Utilising rail infrastructure for public benefits, such as shade, play and climbing facilities;
 - Creating a prominent and legible new ‘address’ for the Station;
 - Utilising small or ‘left over’ land parcels around the Station/rail, environment through ‘lateral thinking’ about potential land use and built form;
 - Providing a multi-deck commuter car park rather than at-grade, to reduce the land take and create other opportunities around the rail corridor;
 - In collaboration with the BLCAC, consider the continuation of ‘song lines’ established along other LXR projects on the Frankston line.



- Legend - Urban Context
- Heritage / Landmark
 - Destination / attractor
 - Medium density development
 - Existing fine grain
 - Heritage Overlay



40

URBAN DESIGN PRINCIPLES

The following urban design principles have been established to underpin and guide the Urban Design Framework. They build up on the analysis of the strategic and urban context set out above, and are categorised within the six (6) established Themes.

(Left) High trestle trail bridge, Prairie Trail, Iowa USA

4.1 THEME 1: MOBILITY AND CONNECTIVITY

Principle 1: Improve rail-to-bay connectivity

Strategies:

- Utilise consistent public realm treatments and landscape design to increase visual connectivity and legibility.
- Increase visual connectivity between the Station and Centreway.
- Provide public space connectivity below the elevated rail corridor, linking Albert Street with Main Street.
- Facilitate visual links from the new elevated Station to the Foreshore / Bay.
- Enhance wayfinding across the activity centre, including through implementation of the *Kingston Wayfinding Strategy*.

Principle 2: Improve access to and around the Main Street retail core

Strategies:

- Increase the safety and accessibility of the existing intersections at the northern and southern ends of Main Street.
- Increase opportunities for pedestrians to safely cross Main Street.
- Improve the safety, amenity and legibility of links between the Station and Main Street shops.
- Improve and expand opportunities for on street activities and pedestrian movement on Main Street.

Principle 3: Enhance connectivity between open spaces

Strategies:

- Improve connectivity across the Creek, between Pompei's Landing and Attenborough Park.
- Address the narrow and poor-quality pedestrian underpass below the rail corridor between George Woods Reserve and Pompei's Landing.

Principle 4: Improve connections across the rail corridor

Strategies:

- Enhance pedestrian and cycling connectivity across the rail corridor, including:
 - North of McDonald Street (below elevated rail);
 - At the Station (below elevated rail);
 - At Bear Street (below elevated rail);
 - At the Stabling Yards and Pompei's Landing; and
 - At Attenborough Park.

Principle 5: Facilitate and promote walking and cycling

Strategies:

- Install a new Shared User Path along the rail corridor (western side, north of Mordialloc Creek).
- Improve pedestrian connectivity between Pompei's Landing and Attenborough Park.
- Improve connections within the established network of paths and public spaces across the activity centre, and address existing gaps in the path network.

4.2 THEME 2: PUBLIC REALM AND LANDSCAPE

Principle 6: Leverage the LXP to create new, high value urban spaces

Strategies:

- Advocate for the creation of new, well-designed and effectively configured public spaces around the redeveloped rail corridor and Station.
- Utilise the planned closure of Bear Street to vehicle traffic, to create a high-quality public place in the streetscape between Main Street and Albert Street.

Principle 7: Enhance and expand the public open space network

Strategies:

- Create new urban spaces around the redeveloped Mordialloc Station and elevated rail corridor.
- Renew Pompei's Landing as a new public open space.
- Leverage LXP works, including temporary project/set-down locations, to deliver improved public spaces on completion of the rail works.

Principle 8: Provide better youth-oriented public space opportunities

Strategies:

- Utilise space below and adjacent to the elevated rail corridor for public space, facilities and linkages between the Albert Street youth facilities (Mordialloc Beach Primary School, Platform 81 Youth Services), and Main Street.
- Provide new youth-oriented spaces and skate facilities in Attenborough Park, with connection to the Mordialloc Secondary College.

Principle 9: Reinforce the existing street network as part of a network of high quality public spaces

Strategies:

- Promote and facilitate the ongoing enhancement and public realm improvements to Centreway and Owen Street.
- Advocate for improved crossings over Main Street to enhance walkability and safety for pedestrians and cyclists.
- Protect the quality and accessibility of Albert Street, north of McDonald Street, in response to the planned LXP embankment.

Principle 10: Protect and strengthen existing environmental values along the Mordialloc Creek corridor

Strategies:

- Utilise local, native plant spaces in public open spaces.
- Protect and reinforce existing environmental values.

Principle 11: Integrate WSUD across the public realm network and streetscapes

Strategies:

- Implement effective WSUD infrastructure in all streetscape, open space and public realm works.
- Enhance streetscape presentation and greening through WSUD interactives.

Principle 12: Utilise public realm design to reduce the urban heat island effect

Strategies:

- Increase planting and vegetation, including large street trees, across the activity centre.
- Encourage building designs which integrate planting and trees, including green roofs and green walls.

4.3 THEME 3: BUILT FORM AND DEVELOPMENT

Principle 13: Facilitate high quality redevelopment around the elevated rail corridor

Strategies:

- Encourage rear-facing redevelopment and activation of properties fronting Main Street, to provide active edges to the Station environment.

Principle 14: Increase activation around the Station and rail corridor

Strategies:

- Encourage activation to the enhanced Bear Street, including Ground Floor active frontages to properties interfacing to this renewed street space.

4.4 THEME 4: LAND USE

Principle 15: Maintain and expand the diverse range of activities within the Activity Centre

Strategies:

- Reinforce Main Street as a focus for retail, entertainment and dining activities.
- Facilitate community uses close to the redeveloped Station, potentially within retained heritage buildings.

4.5 THEME 5: HERITAGE AND CHARACTER PLACES

Principle 16: Integrate and leverage heritage elements at Mordialloc Station and Main Street

Strategies:

- Facilitate the retention and adaptive re-use of existing heritage Station building(s).
- Retain the heritage Water Tower and celebrate it within the new Station layout and access arrangements.
- Retain, reinforce and enhance the setting of the Clocktower and cannons in the Main Street streetscape.

Principle 17: Reinforce and respect the cultural significance of the Mordialloc Creek corridor and adjoining open spaces

Strategies:

- Reflect and protect cultural significance and values in public open space enhancements.
- Utilise the Station Street LXP to re-integrate Attenborough Park with Groves Reserve, while protecting existing environmental values (including Banksia Woodland).

4.6 THEME 6: PLACEMAKING

Principle 18: Retain and reinforce characteristic elements in the Main Street environment

Strategies:

- Reinforce the fine-grain qualities of the streetscape in future development.
- Improve and expand pedestrian crossings to enhance the street functionality for pedestrians and cyclists.

Principle 19: Establish high-quality new and enhanced public spaces which can accommodate a range of social activities

Strategies:

- Develop Pompei's Landing as a new, maritime-themed public space, reinforcing its central position within Mordialloc.
- Develop Bear Street as a high quality, pedestrian-oriented space, with very limited vehicle access (no through access), which is integrated with the Station environment and adjoining streets.
- Enhance and expand the Station forecourt fronting Main Street, as a vibrant pedestrianised space that connects through to the new Station and to Albert Street.

Principle 20: Leverage and build on established policies and strategies

Strategies:

- Reinforce and draw upon existing City of Kingston policies and strategies including:
 - Mordialloc Creek Masterplan 2012;
 - Street and Park Tree Management Strategy 2019;
 - Biodiversity Strategy 2018-2023;
 - Integrated Water Strategy 2022 'Our Local Water Ways';
 - Urban Cooling Strategy 'Creating a Cool Kingston' 2020;
 - Open Space Strategy 2012;
 - Urban Forest Strategy 2023-2030;
 - Coastal and Marine Management Plan 2023;
 - Climate & Ecological Emergency Response Plan 2021.





5.0

KEY DESIGN MOVES

This section outlines nine (9) key urban design initiatives and proposals that are associated with the Level Crossing Removal Project (LXRP) for Mordialloc and Aspendale, towards optimising urban design and place-based outcomes. Council intends for these to be integrated into the planning and delivery of the Level Crossing Removal Project for Mordialloc and Aspendale.

(Left) Jim Stynes Bridge: COX Architects, AURECON

5.1 SUP LINK PARKDALE TO EDITHVALE WITH NEW SUP BRIDGES

- Provision of a new, high-quality Shared Use Path along the rail corridor (at ground level) will complete the wider rail corridor SUP by 'filling the gap' between Parkdale and Edithvale.
- It requires a new SUP bridge over the Nepean Highway, on the south side of the existing rail bridge over Nepean Highway, between Como Parade and Albert Street near Ashmore Avenue.
- The SUP will extend from Parkdale to the north, across McDonald Street, past Mordialloc Station, across Bear Street and through Pompei's Landing, to then cross Mordialloc Creek, towards Aspendale and Edithvale to the south.
- A new SUP bridge over Mordialloc Creek, adjacent to the existing rail bridge, is warranted to provide direct, legible connectivity along the SUP.
- The SUP connection should be suitably treated and landscaped to provide for comfort and visual amenity.



New road/landscape project: Gehl Architects



Station Street, Carrum SUP: Victoria's Big Build



Jesmond SUP bridge, Newcastle NSW (Source: Newcastle Herald)



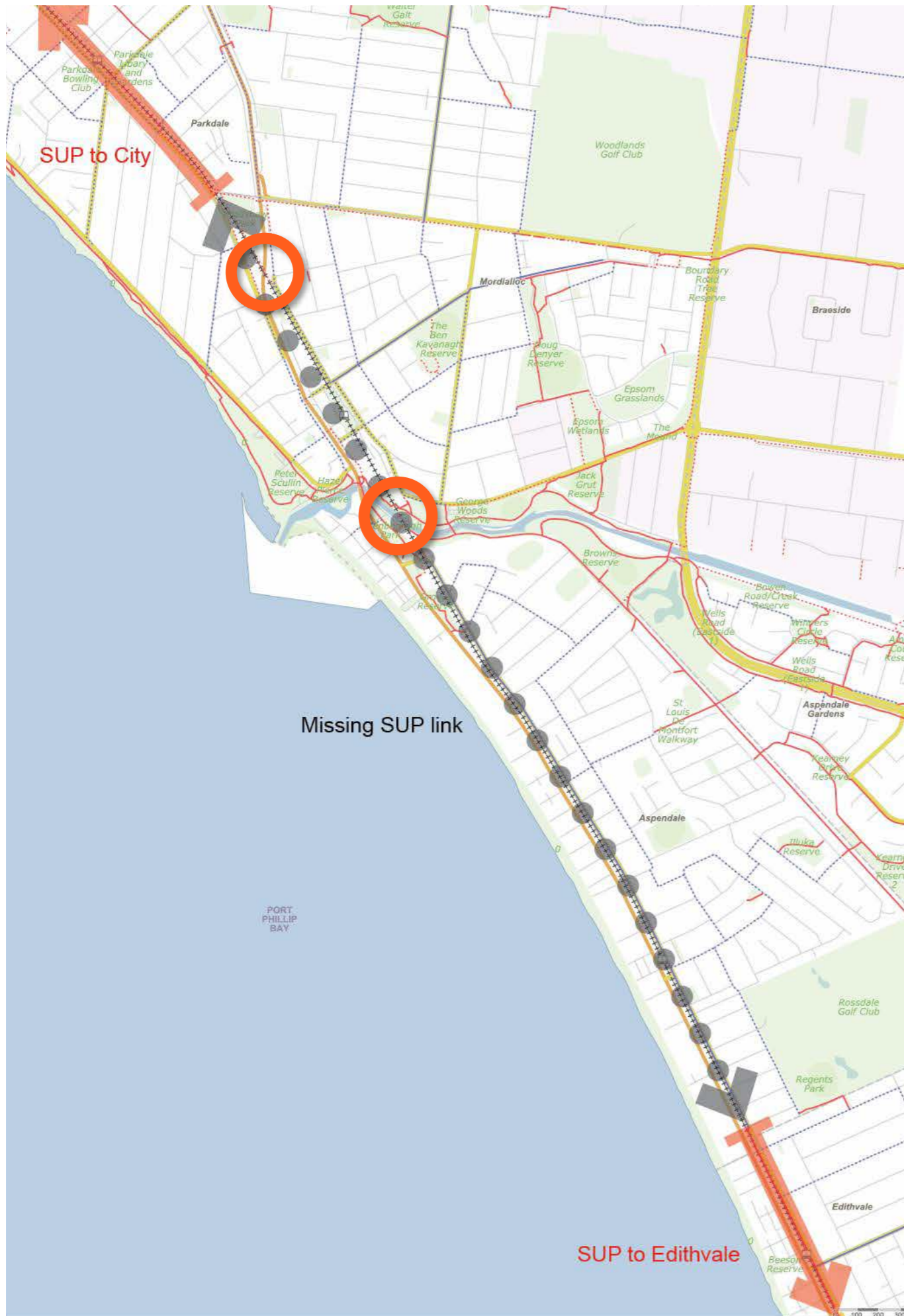
High trestle trail bridge, Prairie Trail, Iowa USA



SUP bridge, Illinois US: Strand Associates



Station Street, Carrum SUP: Victoria's Big Build



SUP LINK PARKDALE TO EDITHVALE

5.2 BEAR STREET 'PLACE'

- The planned closure of Bear Street to traffic creates the opportunity for a new civic public space, extending from Albert Street to Main Street.
- This space will form a welcoming 'front door' to the new Mordialloc Station.
- It will form an important linkage across the rail corridor, and a valuable place for meeting, waiting and passive recreation.
- It will create opportunities for sustainable urban renewal on adjacent undeveloped sites at increased building scales.



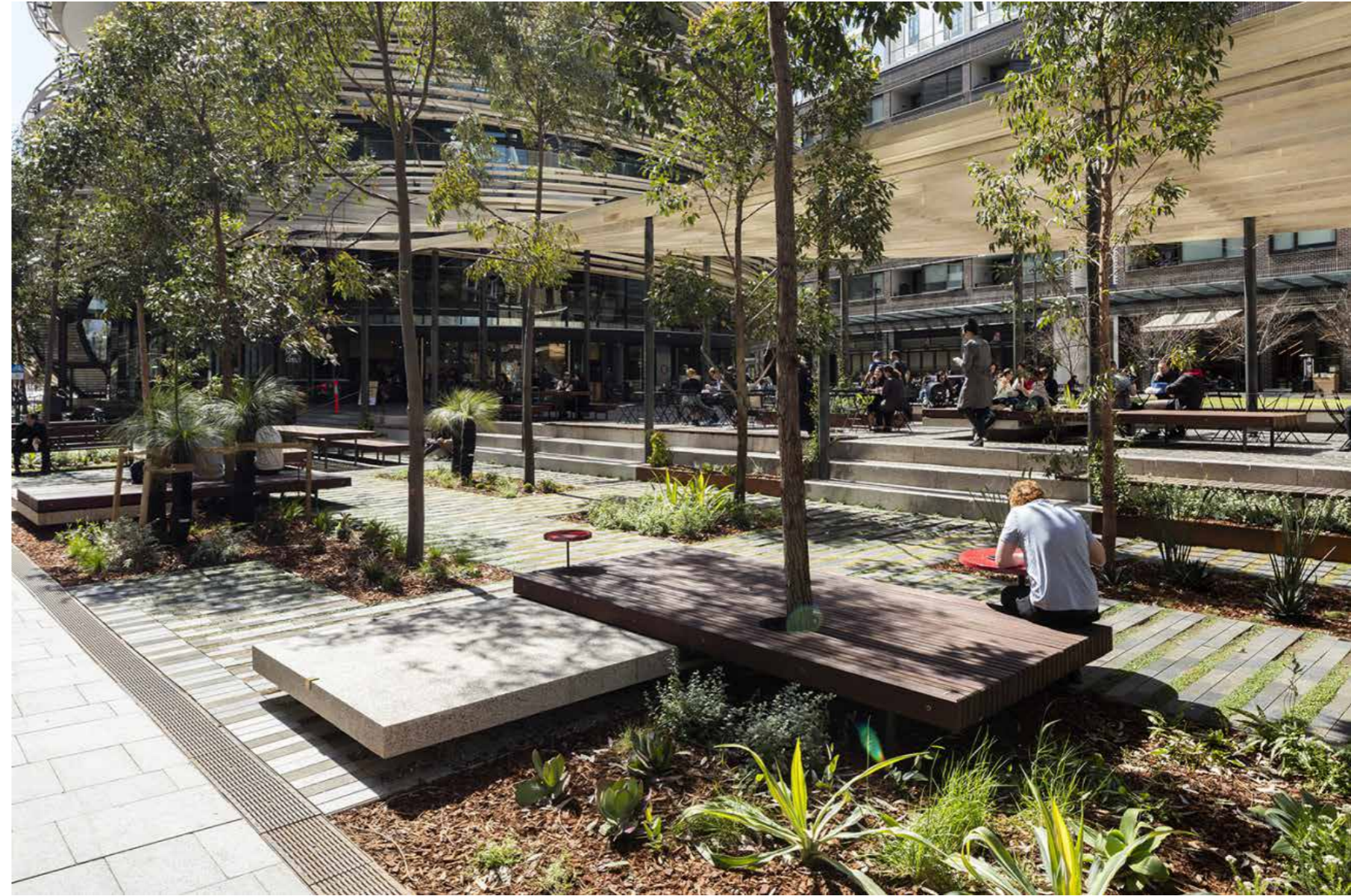
Macquarie University



Macquarie University: Brett Boardman, ASPECT Studios, Architectus



ASPECT Studios



Darling Square: ASPECT Studios



Westpac Place, 275 Kent Street: Florian Groehn



BEAR STREET 'PLACE'

5.3 STATION LAYOUT, PUBLIC SPACES AND HERITAGE INTEGRATION

- The new Station building(s) at ground level should provide an open, permeable, welcoming setting which is integrated with adjacent public spaces and movement routes, and adjacent facilities including the Platform 81 Youth Services.
- The layout should 'frame' and celebrate the heritage buildings including the Water Tower, existing western Station building (original component), and the Platform 81 Masonic building (Youth Services) within a cohesive landscape setting.
- The retention and adaptive re-use of the western Station building (original component) presents opportunity for community, commercial or hospitality uses.
- The existing Station forecourt should be fully pedestrianised, while retaining servicing/vehicle access to the rear of existing Main Street shops. The forecourt should provide seamless pedestrian connectivity through to Albert Street, past the new Station buildings.
- This presents linkage potentials between east (Mordialloc Beach Primary School and Platform 81 Youth Services, residential hinterland), and west (Main Street, Centreway, Foreshore).

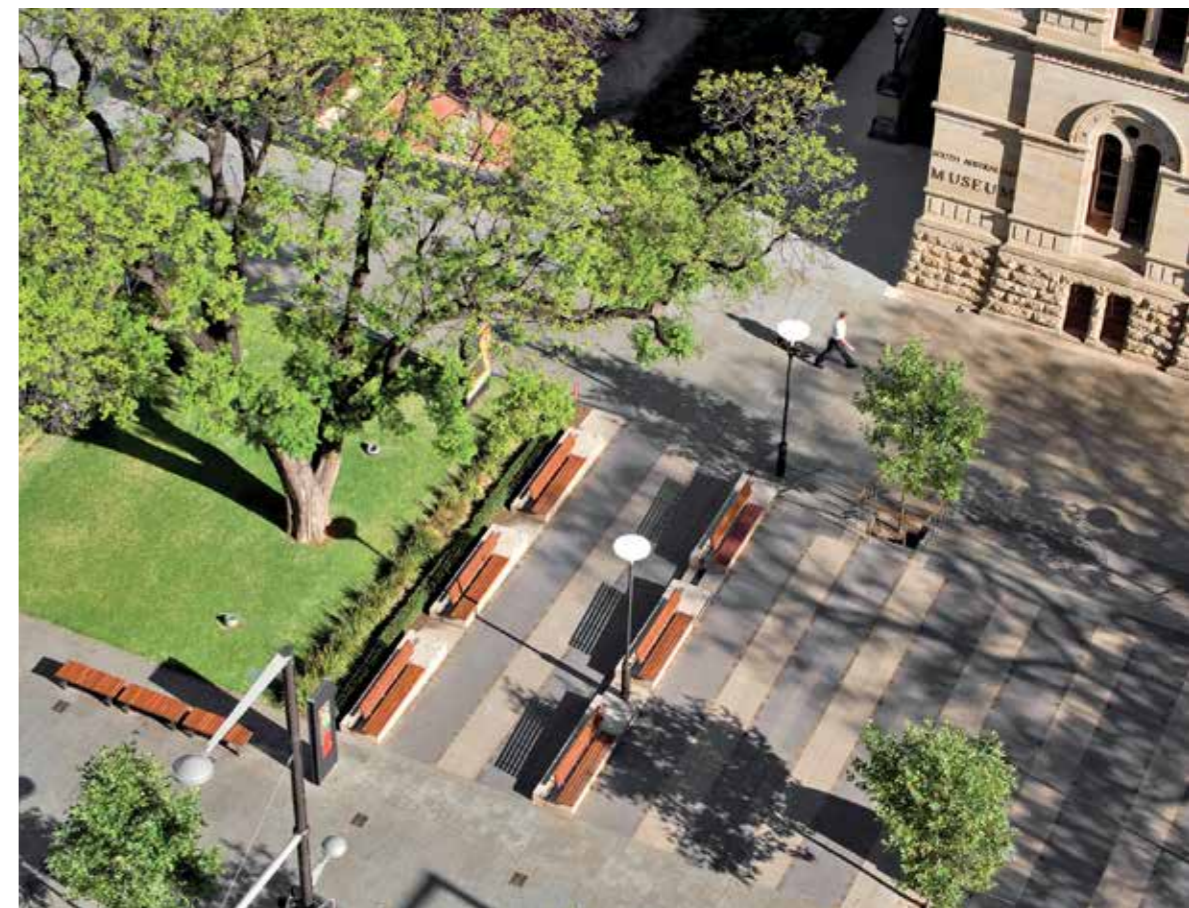


New road/landscape project: Gehl Architects



RMIT University lawn (Photography: D Snape)

- By extending this space towards the north-east, it will encompass the existing (western) Station building, but not be obstructed by it.
- Vehicle access for car parking and loading within the forecourt is to be limited to where absolutely necessary, with alternative arrangements to be prioritised. Provide rear laneway access at the rear of shops to enable restriction of vehicle access within the forecourt.



North Terrace (Photography: John Gollings)



Hyde Park Cafe, Sydney: City of Sydney



Hyde Park Cafe, Sydney: City of Sydney



Barracks Cafe, Hyde Park, Sydney: City of Sydney



5.3

MORDIALLOC Station PRECINCT

5.4 COMMUTER PARKING: CONSOLIDATION, AMENITY, GREENING, ACTIVATION

- A substantial at-grade commuter car park below the elevated rail corridor warrants extensive landscape treatment, to support visual amenity, shade and cooling, reducing the ‘urban heat island effect’ that large car parks can exacerbate.
- A limited extent of commercial activity will help to activate this car park area and adjacent public realm spaces. This activation may comprise lightweight or even semi-permanent ‘pavilion’ buildings to accommodate a range of potential uses.
- The potential to consolidate commuter parking in a multi-deck configuration within a suitable redevelopment site close to the Station should be considered, to reduce the parking pressure, and provide enhanced landscape and public realm opportunities around the elevated rail corridor.



Lonsdale Street: BKK Architects, TCL



Lonsdale Street: BKK Architects, TCL (Photography: John Gollings)



Scarborough Foreshore: TCL, UDLA, Douglas Mark Black



Australian Gardens: TCL



COMMUTER AND RAIL-RELATED PARKING

5.5 ALBERT STREET NORTH: AMENITY AND ACCESS

- Albert Street, north of McDonald Street, faces the rail corridor and contains the Mordialloc Police Station, shops, community facilities and dwellings.
- This part of Albert Street should be kept as open and accessible as possible, to support visual connectivity and amenity and access for pedestrians, cyclists and vehicles.
- A well-designed, open undercroft solution at this interface should provide opportunities for additional commuter parking, and public realm greening/landscaping.



Bentway public work, Toronto, Canada (Source: Dezeen)



Terremoto Platform Park: Landezine



Terremoto Platform Park: Landezine



Fish Lane town square redevelopment QLD: RPS via Landscape Australia



Fish Lane town square redevelopment QLD: RPS via Landscape Australia (Shape Australia)



Bentway public work, Toronto, Canada (Source: Dezeen)



Fish Lane town square redevelopment QLD: RPS via Landscape Australia

5.5



COMMUNITY AND CIVIC BUILDINGS

5.6 REMOVAL OF UNDERPASS AT STABLING YARD WITH NEW LINK

- The existing pedestrian underpass below the rail corridor adjacent to the rail stabling yards, provides poor amenity and safety concerns, but is considered an important connection.
- The LXP presents the opportunity to close this underpass permanently.
- If closed, it must be replaced with a new, high-quality pedestrian/SUP connection below the rail corridor, at the northern bank of Mordialloc Creek, linking Pompei's Landing to the west, with George Woods Reserve to the east.



Yarra River pontoon bridge



Jim Stynes Bridge: COX Architects, AURECON



Moonee Ponds Creek Trail pontoon bridge

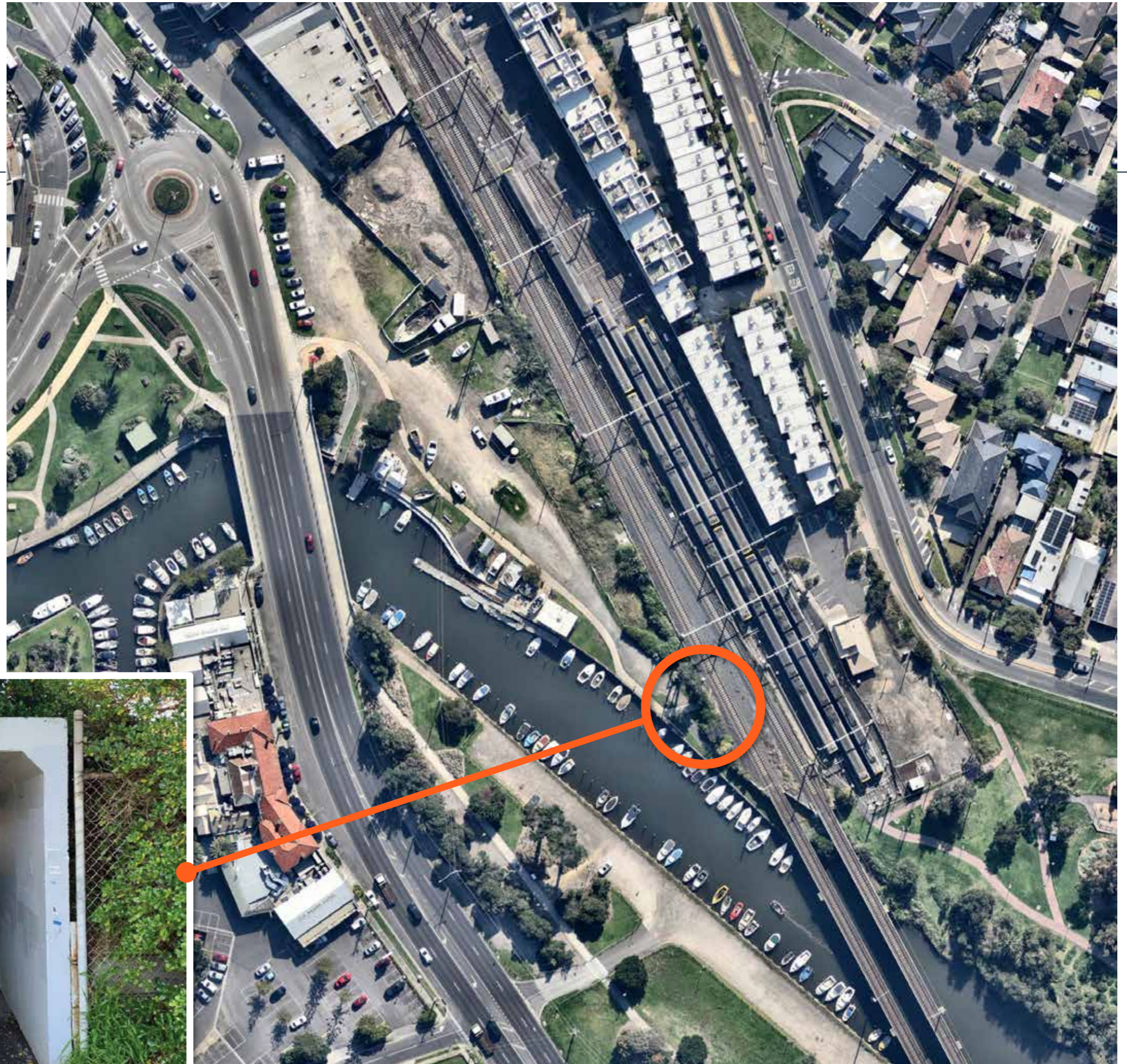


Jim Stynes Bridge: COX Architects, AURECON



Moonee Ponds Creek Trail pontoon bridge

5.6



PEDESTRIAN UNDERPASS AT STABLING YARD

5.7 POMPEI'S LANDING: PUBLIC SPACE RENEWAL

- Pompei's Landing is currently under-utilised, but is optimally positioned as a central public realm 'hub' for Mordialloc. It benefits from direct links to Main Street, Mordialloc Station, the Creek corridor, Attenborough Park, George Woods Reserve, and the Foreshore via Hazel Pierce Reserve.
- It should be renewed as a high-quality, maritime-themed public space.



Kalvebod Waves, Copenhagen



City Deck: Stossu



Henley Square: TCL, Phillip Handforth



Henley Square: TCL, Sam Noonan



Providence pedestrian bridge, Rhode Island USA: Inform Studio Architecture (Source: Dezeen)



Elizabeth Quay: TCL, Peter Bennetts



Kings Cross Canal: Townsend LA



RS Robert Skitek Tomasz Zakrzewski Paprocany lake shore redevelopment



Vancouver Waterfront: Craig Collins

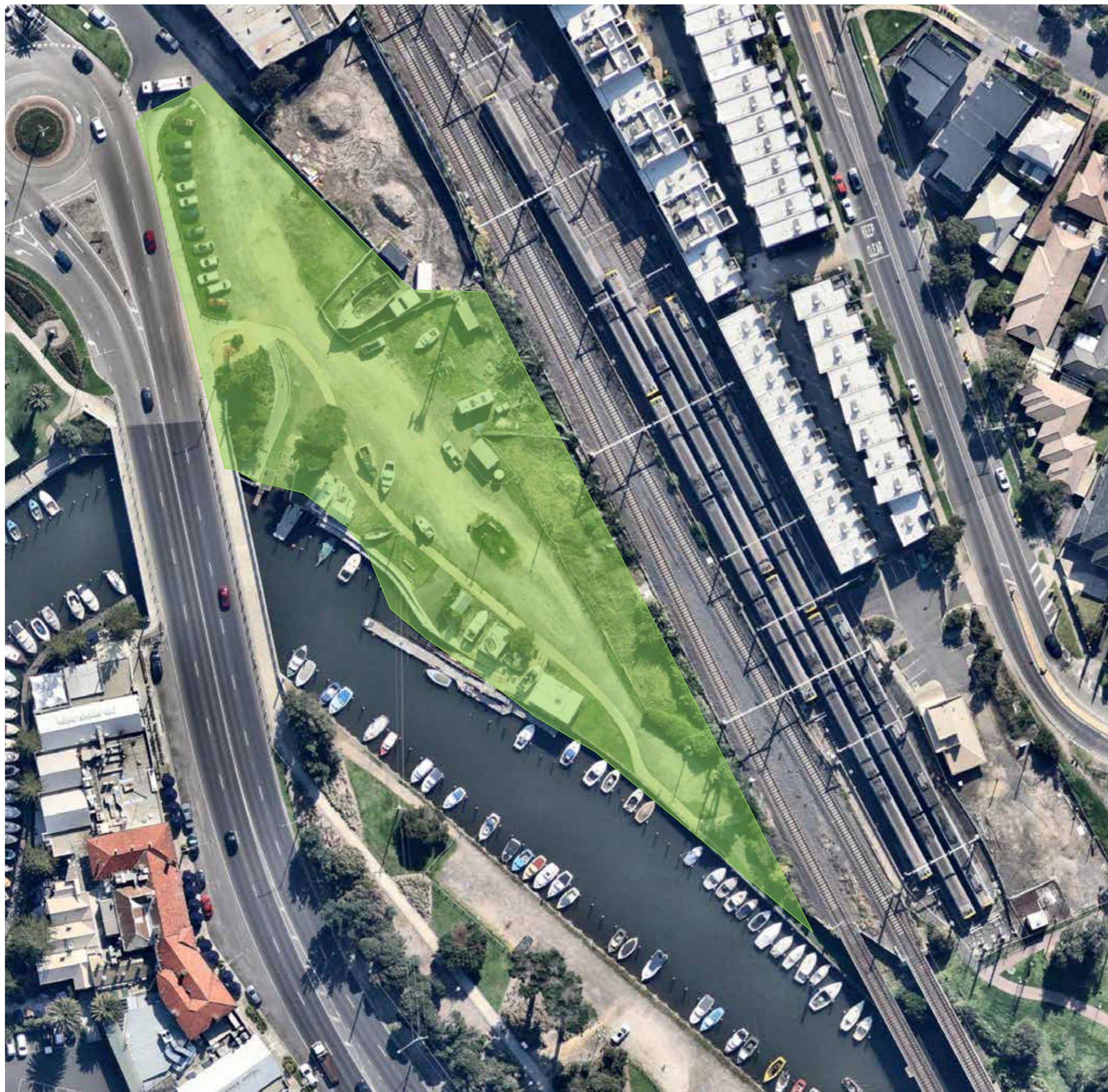


Grattan Park: Rush Wright (Source: Lanezine)



Navitas Harbourfront: Marianne Levinsen Landskab

5.7



POMPEI'S LANDING

5.8 ATTENBOROUGH PARK RE-INTEGRATION AND RENEWAL

- Any potential LXP relocation of Station Street's connection to Nepean Highway presents opportunities for Attenborough Park to be re-integrated and enhanced as a single, major public open space asset, bringing Attenborough Park and Groves Reserve together, rather than divided by a roadway.
- Acknowledge the rich First Nations history and the cultural significance of the place through continued engagement with traditional owners.
- Engage with Bunurong Land Council Aboriginal Corporation to consider renewal of the northern end as a family-focussed public park.
- Engage with Bunurong Land Council Aboriginal Corporation to consider redevelopment of the central area as a youth-focussed public space, including new, contemporary skate/active recreation facilities alongside passive recreation opportunities.
- Groves Reserve (remnant Banksia Woodland) in the southern part of Attenborough Park should be retained, protected and enhanced where available.



Royal Park: City of Melbourne



Stadium Park, Chevron Parkland



Stadium Park: Hassell (Robert Frith)



Scarborough Foreshore: TCL, UDLA, Dion Robeson



Scarborough Foreshore: TCL, UDLA, Dion Robeson



ATTENBOROUGH PARK AND GROVES RESERVE

5.9 IMPROVE INTERSECTION AT MCDONALD STREET AND NEPEAN HIGHWAY

- The existing roundabout at this intersection provides unsafe, challenging conditions for pedestrians and cyclists. The expected additional traffic load at this intersection resulting from the closure of Bear Street, may further exacerbate these issues.
- This intersection should therefore be improved, to provide for effective traffic management and safe conditions for pedestrians and cyclists. Subject to the receipt of LXP's traffic modelling, this could include exploration of a signalised intersection.
- Any improvements to the intersection should reflect its role as a 'gateway' to Main Street and Mordialloc Activity Centre.
- This initiative presents an opportunity for the 903 bus route to cross Nepean Highway and access a centralised bus interchange at Mordialloc Station.



Lonsdale Street: BKK Architects, TCL in collaboration (Photography: John Gollings)



Lonsdale Street: BKK Architects, TCL in collaboration



MCDONALD STREET ROUNDABOUT





FRAMEWORK PLANS

This section builds on the Key Design Moves outlined above, providing three Urban Design Framework Plans for the Mordialloc/Aspendale study area. These plans cover public realm, built form and connectivity themes, and reflect a strategic approach to integrating and optimising the planned Level Crossing Removal Project in this location.

The Framework Plans have been developed by our diverse specialist team, through a collaborative process with City of Kingston officers.

(Left) City Deck: Stosslu

6.1 FRAMEWORK PLAN 1

THEME 1: MOBILITY AND CONNECTIVITY

No.	Proposed initiatives	Outcomes
1.1	Advocate for new Station Street (road/vehicle) crossing below elevated rail corridor and intersection with Nepean Highway, as far south as is possible in order to minimise vegetation loss and impacts on the amenity and access for affected nearby properties.	<ul style="list-style-type: none"> - Enlarged Attenborough Park; - Removal of Station Street Level Crossing near Mordialloc Secondary College; - Connecting Attenborough Park and Groves Reserve; - Protection of vegetation in Groves Reserve; - Consideration of the impact of the new connection on affected nearby properties.
1.2	Reclaim the Station Street alignment for additional park/open space, but retain the signalised pedestrian crossing over the Nepean Highway	<ul style="list-style-type: none"> - Increased park area adjacent to Secondary College; - Increased tree planting opportunities close to the rail corridor; - Increased permeability across Nepean Highway.
1.3	OMITTED	
1.4	Advocate to retain existing pedestrian level crossing to rail corridor, between Mordialloc Secondary College and Attenborough Park.	<ul style="list-style-type: none"> - Connection between Secondary College and Attenborough Park (with youth-focussed facilities); - Improved access between Secondary College and Station.
1.5	Provide a new SUP connection over Mordialloc Creek, adjacent to/immediately west of the existing railway bridge.	<ul style="list-style-type: none"> - Improved north-south cycling connections; - Contribution to broader SUP connection between Parkdale and Edithvale.
1.6	Continue a new SUP along the eastern side of the rail corridor, south of the Creek. Review height clearance below existing rail bridge over Creek to ensure current standards are met.	<ul style="list-style-type: none"> - Contribution to broader SUP connection between Parkdale and Edithvale; - Safer walking and cycling connections.

No.	Proposed initiatives	Outcomes
1.7	Install pedestrian operated signals at the intersection of Nepean Highway and Parana Street, for safe access between the Bridge Hotel, car parking and Attenborough Park, as well as beach access to the west.	- Safe crossing between Attenborough Park and the beach.
1.8	Close the existing pedestrian underpass between the stabling yards and Pompei's Landing, and replace it with a new path connection along the Creek, below the rail corridor bridge, between Pompei's Landing to the west, and George Woods Reserve to the east.	<ul style="list-style-type: none"> - Removal of the unsafe, poor-quality underpass and adjacent pathway; - Safer walking environment along the north side of the Creek; - Improved accessibility and legibility for pedestrians.
1.9	Advocate for an additional pedestrian crossing to Main Street, aligned with Bear Street, which will be closed to vehicle traffic, but will remain a key pedestrian link.	<ul style="list-style-type: none"> - Improved pedestrian safety and access across Main Street; - Calmer traffic environment on Main Street; - Reinforcement of the pedestrianised Bear Street as a key linkage.
1.10	Provide continuous SUP connection across Pompei's Landing.	<ul style="list-style-type: none"> - SUP continuity between Station to the north and Attenborough Park to the south; - Contribution to broader SUP connection between Parkdale and Edithvale.
1.11	Reinforce Pompei's Landing as a central 'hub' in the activity centre, through wayfinding, signage and physical connections, to: <ul style="list-style-type: none"> - Main Street and the Station (north); - Foreshore (west); - Creek corridor (east); - Attenborough Park (south). 	<ul style="list-style-type: none"> - Revitalisation of this centrally-positioned, under-utilised and 'unloved' space; - Opportunity for a 'feature' public space linking Foreshore and Creek with the village centre.

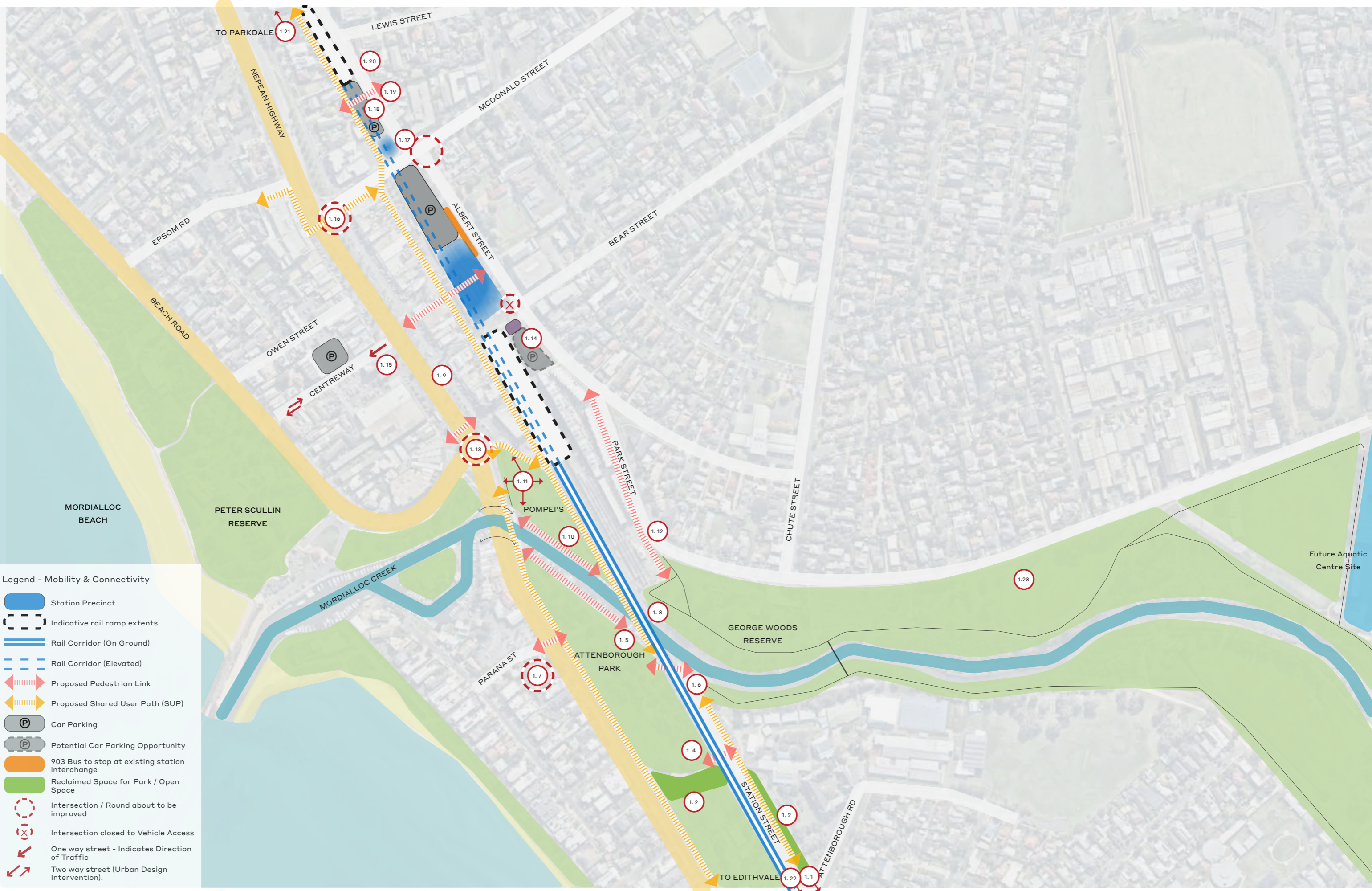
No.	Proposed initiatives	Outcomes
1.12	Widen existing footpath along Park Street and connect to existing paved path in George Woods Reserve, through negotiation with MTM for fence realignment to rail land.	<ul style="list-style-type: none"> - Improved pedestrian accessibility, safety and amenity; - Enhanced connectivity between the Village Centre/ Station, and the Secondary College and Creek corridor.
1.13	Improve the roundabout at intersection of Nepean Highway and Beach Road, which could include exploration of a signalised intersection.	<ul style="list-style-type: none"> - Provision for safe pedestrian crossing at this important location in the Activity Centre; - Safer access for road cyclists; - Improved connectivity between east and west sides of Main Street and public open spaces.
1.14	Consider landowner-led provision of multi-level, sustainably constructed commuter car parking in a redeveloped site at corner of Bear and Albert Streets (south-west), to complement at-grade parking below elevated rail. Explore the potential for additional building height to facilitate a carbon negative, residential or mixed use building showcasing sustainable timber above.	<ul style="list-style-type: none"> - Increased opportunity for public realm, landscape interventions at Station; - Reduced visual impact of car parking at Station; - Potential reduced urban heat island effect at Station, for at-grade parking area. - Promote low carbon, sustainable timber construction.
1.15	Investigate conversion of the eastern end of Centreway to one-way traffic, between Main Street and the Woolworths car park, heading south-west.	<ul style="list-style-type: none"> - Enhanced streetscape environment and improved traffic conditions close to Main Street.
1.16	Improve the roundabout at intersection of Nepean Highway and McDonald Street, which could include exploration of a signalised intersection.	<ul style="list-style-type: none"> - Safe pedestrian crossing in Main Street; - Improved crossings of Epsom Road and McDonald Street at the intersection; - Bus (903) access from Epsom Road to Station via McDonald Street.

No.	Proposed initiatives	Outcomes
1.17	Consider secondary Station entry to serve residential catchment and community facilities north of McDonald Street.	<ul style="list-style-type: none"> - Distributed Station access points; - Avoid crossing McDonald Street (with expected heavier traffic flows) for commuters arriving from the north.
1.18	Install footpath on north side of McDonald Street, below rail corridor, to connect existing footpaths to east and west.	<ul style="list-style-type: none"> - Footpath continuity below elevated rail corridor; - Repair existing gap in footpath.
1.19	Minimise length of solid abutment to maximise through-access to Albert Street commercial and community buildings.	<ul style="list-style-type: none"> - Minimise extent of visual/physical barrier along Albert Street; - Potential car parking provision for community use below the elevated rail.
1.20	Protect the amenity and functionality of Albert Street, where it interfaces with the rail corridor north of McDonald Street.	<ul style="list-style-type: none"> - Protect access to existing shops/commercial and community spaces; - Protect amenity of existing dwellings.
1.21	Extend the new SUP to connect to the existing SUP at Parkdale, via a new SUP bridge over the Nepean Highway, adjacent to the exiting rail bridge.	<ul style="list-style-type: none"> - Completion of the wider corridor SUP, by filling the existing 'gap' between Parkdale and Edithvale.
1.22	Extend the new SUP to connect to the existing SUP at Edithvale.	<ul style="list-style-type: none"> - Completion of the wider corridor SUP, by filling the existing 'gap' between Parkdale and Edithvale.
1.23	Improved pedestrian and cycle connections to the new Aquatics Centre and Mordi Village.	<ul style="list-style-type: none"> - Increased accessibility to key community facility.



- Legend - Mobility & Connectivity**
- Station Precinct
 - New Station Abutments
 - Rail Corridor (On Ground)
 - Rail Corridor (Elevated)
 - Proposed Pedestrian Link
 - Proposed Shared User Path (SUP)
 - New Road Link
 - Car Parking
 - Potential Car Parking Opportunity
 - 903 Bus to stop at existing station interchange
 - Reclaimed Space for Park / Open Space
 - Existing Community Facilities
 - Intersection / Round about to be improved
 - Intersection closed to Vehicle Access
 - One way street - Indicates Direction of Traffic
 - Two way street (Urban Design Intervention). All other streets to remain as is U.N.O.
 - Urban Design Interventions.

We acknowledge the traditional custodians of the lands where we live and work. We pay respect to them and their Elders - both past and present.



- Legend - Mobility & Connectivity**
- Station Precinct
 - Indicative rail ramp extents
 - Rail Corridor (On Ground)
 - Rail Corridor (Elevated)
 - Proposed Pedestrian Link
 - Proposed Shared User Path (SUP)
 - P Car Parking
 - P Potential Car Parking Opportunity
 - 903 Bus to stop at existing station interchange
 - Reclaimed Space for Park / Open Space
 - Intersection / Round about to be improved
 - X Intersection closed to Vehicle Access
 - One way street - Indicates Direction of Traffic
 - Two way street (Urban Design Intervention).

We acknowledge the traditional custodians of the lands where we live and work. We pay respect to them and their Elders - both past and present.

6.2 FRAMEWORK PLAN 2 THEME 2: PUBLIC REALM AND LANDSCAPE | THEME 6: PLACEMAKING

No.	Proposed initiatives	Outcomes
2.1	Enhance Attenborough Park as an enlarged, integrated public open space and native vegetation area, including through engagement with the Bunurong Land Council.	<ul style="list-style-type: none"> - Improved and expanded public green open space; - Reduction of current barriers within the open space; - Opportunities for revegetation and enhancement of local EVCs; - Acknowledge the First Nations cultural significance of the Creek/open space corridor.
2.2	Install a new youth-oriented public space and facilities in Attenborough Park.	<ul style="list-style-type: none"> - Better, contemporary youth-focussed facilities; - New facilities adjacent to the Secondary College to support usage synergies.
2.3	Establish a family-oriented park space at the northern end of Attenborough Park.	<ul style="list-style-type: none"> - High-amenity green space close to the commercial core and Station; - Connectivity to the Foreshore.
2.4	Redevelop Pompei's Landing as a new maritime-themed public space.	<ul style="list-style-type: none"> - Revitalisation of this centrally-positioned, under-utilised and 'unloved' space.
2.5	Close Bear Street between Nepean Highway and Albert Street, upgrade environment as a new, landscaped public space and arrival space for the Station.	<ul style="list-style-type: none"> - Creating new civic/public space in street space no longer accessible to vehicles; - Opportunity to 'frame' and engage with heritage elements; - Supports Rail-to-Bay connectivity; - Potential expanded Station entrance/forecourt.
2.6	Restrict vehicle access to the existing Station forecourt off Main Street, to protect pedestrian amenity and safety.	<ul style="list-style-type: none"> - Enhanced pedestrian connectivity between Station and entrance to Centreway (for Foreshore linkage). - Retain rear servicing/vehicle access to all Main Street shops.

No.	Proposed initiatives	Outcomes
2.7	Extend the existing Station forecourt to the east, as a cohesive public space spanning below the elevated rail, between Main Street and Albert Street.	<ul style="list-style-type: none"> - Enhanced connectivity across the rail corridor; - Linking youth facilities to Main Street and Foreshore access; - Visibility between Primary School and entrance to Centreway; - Avoiding conflict and safety risks between pedestrians and vehicles within the forecourt space.
2.8	Formalise the rear access laneway between Main Street shops and the rail corridor, through new paving and consistent tree planting. The laneway north of the Station forecourt is one-way southbound, connecting left to Albert Street under elevated rail, to avoid conflict with Station forecourt. The laneway south of the forecourt is two-way, accessed from the Bear Street shared space. Investigate an opportunity for centralised waste and resource collection.	<ul style="list-style-type: none"> - Enables clear delineation of laneway access; - Avoiding vehicles entering or crossing the Station forecourt; - Provide a safe, vibrant pedestrian space in the forecourt, linking between Main Street and Albert Street; - Improved amenity and function of rear laneway interface.
2.9	Provide extensive landscaping and tree planting to the redeveloped at-grade commuter car park, comprising east-west 'bands' of greenery linking Albert Street to the rear of Main Street shops.	<ul style="list-style-type: none"> - Improved amenity in car park; - Shade, reduced heat island effect; - Improved visual amenity; - Biodiversity-Sensitive Urban Design opportunity.
2.10	Close the existing pedestrian underpass between the stabling yards and Pompei's Landing, and replace it with a new path connection below the rail corridor bridge, between Pompei's Landing to the west, and G Woods Reserve to the east.	<ul style="list-style-type: none"> - Removal of a low-amenity, illegible and potentially unsafe but important, pedestrian linkage; - Provision of a high-amenity linkage which is open, visible and part of the Creek corridor.

No.	Proposed initiatives	Outcomes
2.11	Introduce footpath and landscape treatment between George Woods Reserve and existing Park Street footpath.	<ul style="list-style-type: none"> - Removal of existing 'pinch point' in Park Street footpath adjacent rail Stabling Yards; - New connectivity between footpath and existing parkland SUP.
2.12	Upgrade Centreway as a tree lined boulevard with clear pedestrian connection to the Foreshore beach.	<ul style="list-style-type: none"> - Enhanced Rail-to-Bay connectivity; - Improved legibility of Foreshore access from the Station.
2.13	Investigate amenities block to existing playground at George Woods Reserve.	<ul style="list-style-type: none"> - Improved conditions for families using playground and park space.
2.14	Improve pedestrian access to Lambert's Island.	<ul style="list-style-type: none"> - Enhanced public asset and experience potential within the Creek corridor/Foreshore area.
2.15	Explore 'floating' pedestrian link under Nepean Highway Bridge.	<ul style="list-style-type: none"> - New connectivity between Pompei's Landing (identified for public space renewal, above) and The Bridge Hotel / Lambert's Island / Foreshore; - Safer pedestrian access across Nepean Highway near the Hotel.
2.16	Upgrade of sports field for improved playing surface and sports facilities.	<ul style="list-style-type: none"> - Improved local sports facilities, along route to planned new Aquatics Centre.
2.17	Improve Mordialloc Creek environment with revegetation works in accordance with Mordialloc Creek Master Plan.	<ul style="list-style-type: none"> - Improved amenity and visual setting; - Opportunity for celebration of cultural/First Nations significance of the Creek corridor; - Enhanced biodiversity opportunities/outcomes.
2.18	Relocation of Station Street connection to Nepean Highway, to be reinstated as a new parkland with youth recreation focus.	<ul style="list-style-type: none"> - Relocation of the Station Street crossing below elevated rail, to a location as far south as is possible; - Opportunity for re-integration and consolidation of Attenborough Park and Groves Reserve.

No.	Proposed initiatives	Outcomes
2.19	OMITTED	
2.20	Discontinuance of Station Street with opportunity to create a new public landscape area adjacent to Mordialloc Secondary College.	<ul style="list-style-type: none"> - Transition of this part of the Station Street Road Reserve to green open space, for public and/or school use; - Provision of additional and enhanced park space, resulting from LXRPs works.
2.21	Civic upgrade of existing lane to rear of retail. Streetscape including street trees and improved interface with Station Precinct.	<ul style="list-style-type: none"> - Improved visual amenity between the Main Street shops and commuter parking; - Improved legibility and functional/operation clarity for vehicle access; - Potential catalyst for increased commercial activation towards the commuter car park area.
2.22	Enhanced creekside Promenade space, with existing car parking relocated away from the creek edge.	<ul style="list-style-type: none"> - Enhanced waterfront experience; - Enhanced walkability along the Creek.
2.23	Improve the pedestrian crossings at the intersection(s) of Albert Street and McDonald Street, for safer pedestrian access and efficient traffic flow.	<ul style="list-style-type: none"> - Improved pedestrian accessibility between community facilities and residential areas to the east and the Station precinct and Main Street to the west; - Safer walking environment that also accommodates increased traffic flows.
2.24	Provide publicly accessible toilet amenities as part of the improved Station precinct.	<ul style="list-style-type: none"> - Improved public amenities within the Station precinct.
2.25	Establish a 'green' corridor connection between Bradshaw Bushland Reserve and Mordialloc Creek.	<ul style="list-style-type: none"> - Improved biodiversity connections; - Opportunity to incorporate native species within the plant selection; - Improved streetscape amenity and public realm outcomes.



Legend - Mobility & Connectivity

- Station Precinct
- Indicative rail ramp extents
- Rail Corridor (On Ground)
- Rail Corridor (Elevated)
- Proposed Pedestrian Link
- Proposed Shared User Path (SUP)
- Promenade
- Car Parking
- Potential Car Parking Opportunity
- Existing Public Open Space
- Reclaimed Space for Park / Open Space
- Urban Public Space Opportunities
- Streetscape Treatment

6.3 FRAMEWORK PLAN 3 THEME 3: BUILT FORM AND DEVELOPMENT | THEME 4: LAND USE | THEME 5: HERITAGE AND CHARACTER PLACES

No.	Proposed initiatives	Outcomes
3.1	Establish the new Station as a series of 'pod' or 'pavilion' buildings, with open pedestrian spaces in between.	<ul style="list-style-type: none"> - Enhanced pedestrian permeability; - More open, permeable character; - Support through-access; - Increased safety/CPTED potential; - Framing heritage Water Tower and Station building.
3.2	Retain and integrate the heritage Water Tower within the redeveloped Station area, and retain and reinforce the existing clocktower and cannons in Main Street.	<ul style="list-style-type: none"> - Responding to community inputs; - Enhanced sense of place, visual interest.
3.3	Retain the western heritage Station building, and facilitate its adaptive re-use for commercial/retail or Station-related uses.	<ul style="list-style-type: none"> - Retention of local heritage and visual reference points; - Enhanced local sense of place outcomes; - Commercial opportunity for adaptive re-use facing the Station forecourt.
3.4	Provide for visibility and outlook from the elevated Station platform, to the Foreshore, Creek corridor, pier and other local landmarks.	<ul style="list-style-type: none"> - Enhanced passenger experience; - Sense of place at the Station for arrivals; - Supports legibility/wayfinding.
3.5	Encourage Main Street shops (north side) to provide activation to their rear/northern interface to the future elevated rail corridor interface.	<ul style="list-style-type: none"> - Enhanced safety/CPTED outcomes at Station/parking; - Improved visual amenity in Station environment;

No.	Proposed initiatives	Outcomes
3.6	Minimise the length/extent of solid abutment below the rail corridor, parallel to Albert Street, north of McDonald Street.	- Maximise through-access and visibility across the rail corridor in front of shops facing Albert Street, north of McDonald Street.
3.7	Protect the amenity and functionality of Albert Street north of McDonald Street, adjacent to the graded rail corridor.	- Maximised access and vehicle permeability to the commercial/ shops and Police Station fronting Albert Street.
3.8	Any potential future redevelopment of the Woolworths site on Centreway to improve frontage definition and activation at the existing at-grade car park interface.	<ul style="list-style-type: none"> - Improved activation, streetscape definition and passive surveillance along Centreway; - Enhanced visual amenity; - Opportunity for further streetscape/ landscape improvements.
3.9	Consult with Bunurong Land Council Aboriginal Corporation about the Station precinct contributing to songlines along the Frankston rail corridor.	- Acknowledgement of First Nations history.



Legend - Built Form and Land Use

- Station Precinct
- New Station Abutments
- Rail Corridor (On Ground)
- Rail Corridor (Elevated)
- Car Parking
- Potential Car Parking Opportunity
- Potential Activation Opportunity
- Existing Community Facilities
- Heritage / Landmark
- Active Interface
- Pedestrian Movement
- Key View Line
- Views
- Urban Design Interventions.

We acknowledge the traditional custodians of the lands where we live and work. We pay respect to them and their Elders - both past and present.



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PLACE CONCEPTS



This section provides conceptual illustrations of key locations in Mordialloc and Aspendale, to reflect early design thinking about the spatial potentials for these locations, at a larger scale than the preceding Framework Plans. They are not final or developed designs, but early concepts supported by indicative photographs to communicate potential design directions.

(Left) Navitas Harbourfront: Marianne Levinsen Landskab

7.1 PLACE CONCEPT 1: NORTHERN ARRIVAL

McDonald Street and surrounds will be enhanced to accommodate changed traffic conditions and a new entrance to the elevated Mordialloc Station.

New Station entrance

An inviting entrance to the elevated Station will be established north of McDonald Street, close to Albert Street, within a generous paved and landscaped public space that is integrated with the McDonald Street and Albert Street footpath environments.

Shared User Path

The new Shared User Path (SUP) will run along the western side of the rail corridor, providing a minimum 3m wide, 2-way path, with a landscape buffer between the path and the rail corridor edge/abutment.

The SUP link will connect along the northern side of McDonald Street to Main Street / Nepean Highway, providing access to Epsom Road (via the Main Street intersection or crossings) to the beach.

The SUP will connect through to Parkdale to the north, via a proposed SUP bridge over Nepean Highway adjacent to the existing rail bridge.

New footpath

A continuous footpath will be established along both sides of McDonald Street (filling an existing gap on the northern side), connecting below the elevated rail.



Albert Street one-way

The State Government has publicly stated that Albert Street (north of McDonald Street) is required to be narrowed to one-way, to accommodate the new elevated rail infrastructure.

Extensive consultation with impacted stakeholders is required by LXP to ensure the proposed one-way street design will accommodate emergency services access, car parking, pedestrian connectivity, high quality streetscaping and landscaping treatment.

Car parking

Clear space below the elevated rail, which is on a gradient in this location, may also accommodate additional car parking for use by visitors to the nearby Community Centre, and/or commuters.

The extent of solid abutment below the rail will be minimised, to allow for visibility and access across the corridor.



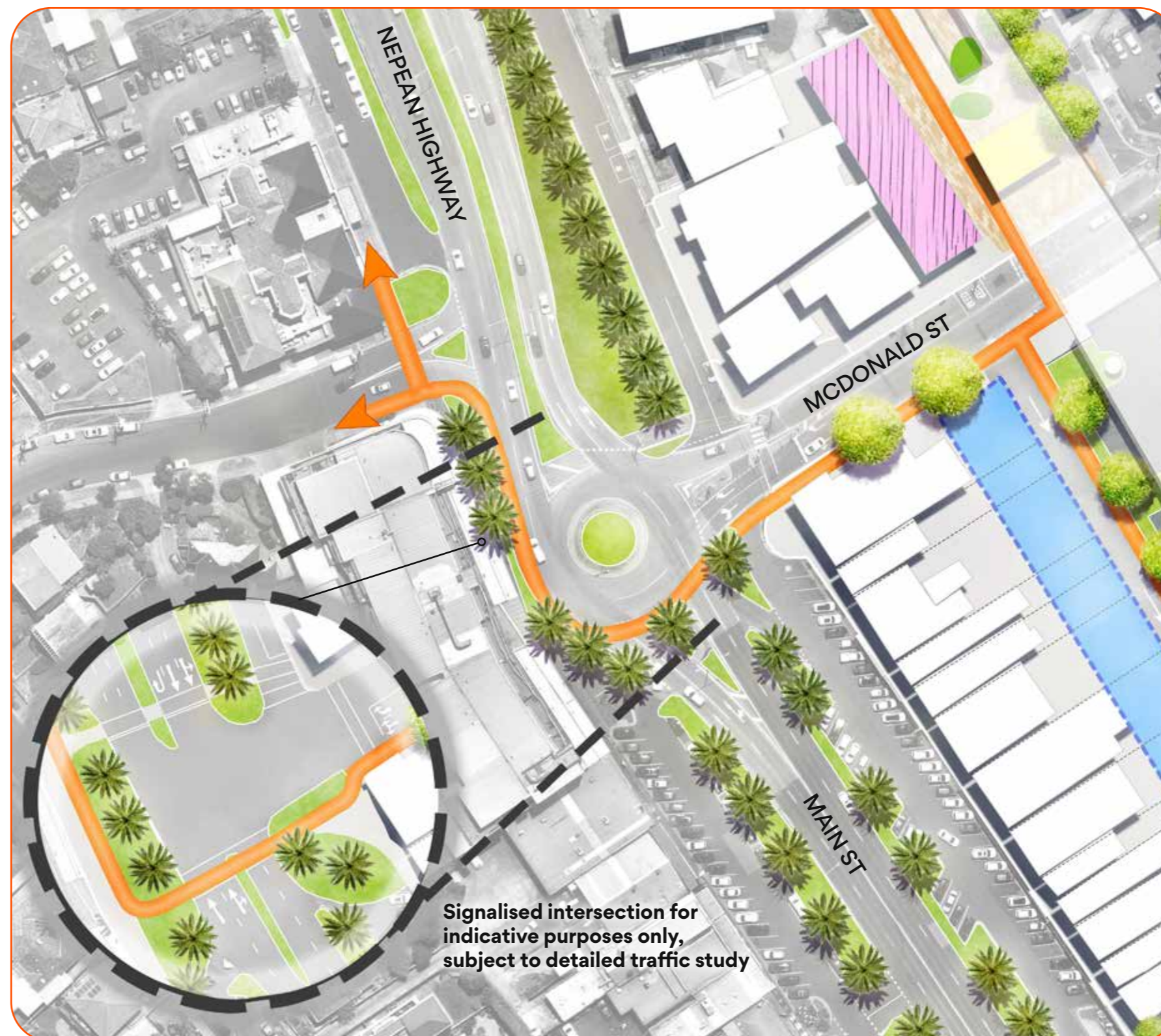
Potential new intersection design at Main Street

The existing roundabout at the intersection of Main Street (Nepean Highway) and McDonald Street presents access and safety concerns for pedestrians and cyclists.

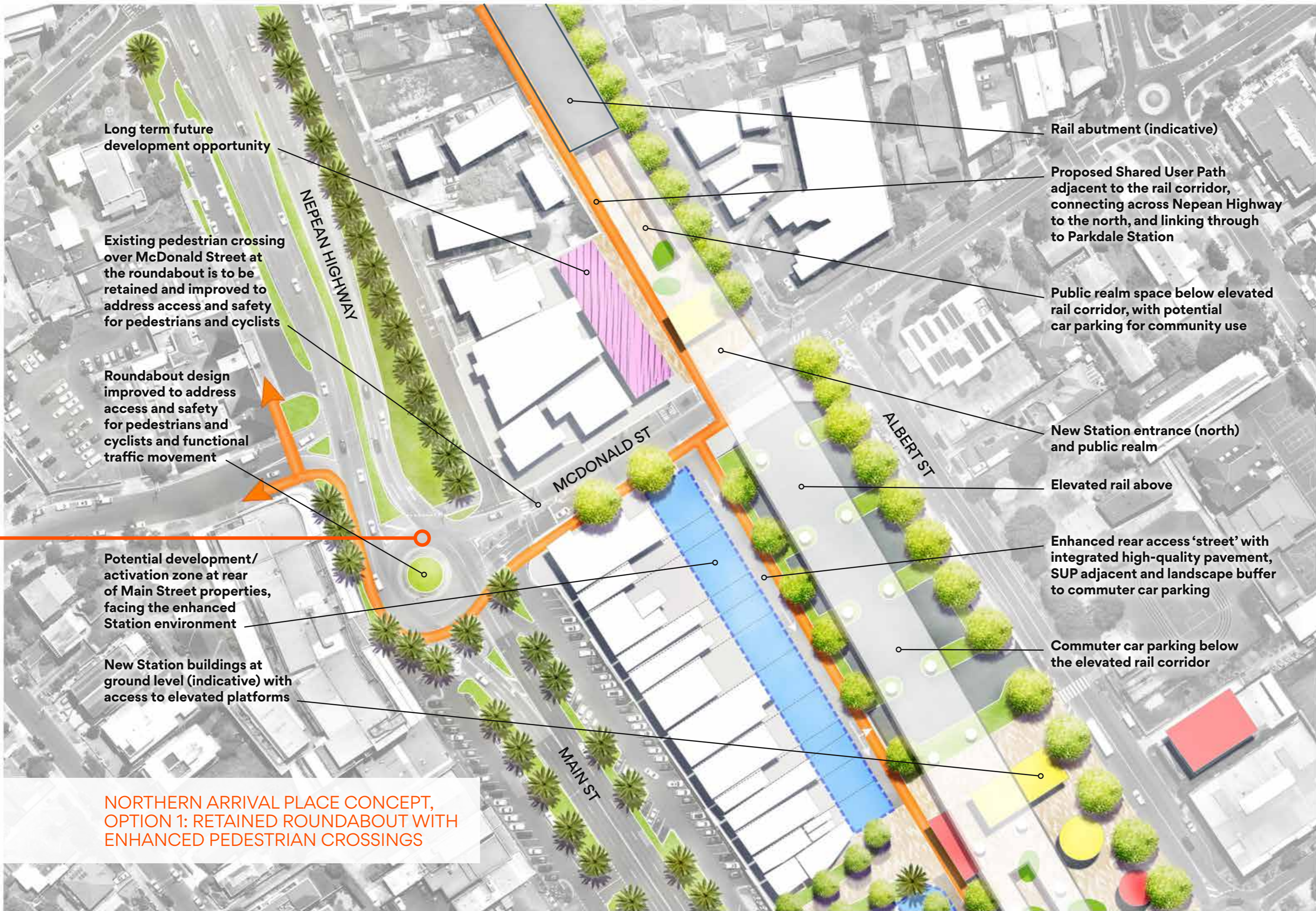
The existing roundabout could be retained with enhanced, signalised pedestrian crossings to improve access and safety. This would provide strengthened pedestrian connections across Nepean Highway and hence improve visitation to all parts of the shopping precinct, to assist in economic uplift of the centre.

Alternatively, subject to further analysis and consultation, this roundabout could be converted to a signalised intersection, to provide for safe and more convenient crossing for pedestrians, and through-access for cyclists, as well as effective traffic management and access. U-turn movements would be available at this intersection, and/or at the existing, dedicated U-turn lane a short distance to the north.

This intersection could be designed to allow the 903 bus route to cross Nepean Highway from Epsom Road to access the Station bus interchange on Albert Street.



NORTHERN ARRIVAL PLACE CONCEPT, OPTION 2: NEW SIGNALISED INTERSECTION AT NEPEAN HIGHWAY



Long term future development opportunity

Existing pedestrian crossing over McDonald Street at the roundabout is to be retained and improved to address access and safety for pedestrians and cyclists

Roundabout design improved to address access and safety for pedestrians and cyclists and functional traffic movement

Potential development/activation zone at rear of Main Street properties, facing the enhanced Station environment

New Station buildings at ground level (indicative) with access to elevated platforms

Rail abutment (indicative)

Proposed Shared User Path adjacent to the rail corridor, connecting across Nepean Highway to the north, and linking through to Parkdale Station

Public realm space below elevated rail corridor, with potential car parking for community use

New Station entrance (north) and public realm

Elevated rail above

Enhanced rear access 'street' with integrated high-quality pavement, SUP adjacent and landscape buffer to commuter car parking

Commuter car parking below the elevated rail corridor

NORTHERN ARRIVAL PLACE CONCEPT, OPTION 1: RETAINED ROUNDABOUT WITH ENHANCED PEDESTRIAN CROSSINGS

7.2 PLACE CONCEPT 2: CENTRAL HUB

The Central Hub incorporates the redeveloped (elevated) Mordialloc Station, commuter car parking, Station forecourt and arrival spaces, retained heritage elements, a redeveloped Bear Street, and interfaces to Main Street and Albert Street.

The planned Level Crossing Removal has provided opportunities for enhanced public realm spaces, amenity, connectivity and integration with Main Street and beyond.

Station design

The Station has been redeveloped as a safe, welcoming, comfortable arrival space, comprising new buildings set in a high-quality public realm space.

The buildings reflect the coastal character of Mordialloc, and integrate with adjacent heritage elements and public spaces. They utilise high-quality materials and finishes which are durable, damage resistant and responsive to the local context.

The elevated platforms provide panoramic views towards the Bay and Mordialloc Creek.

The new Station building provides activation to the adjacent commuter car park, such as through kiosk tenancies and windows to arrival spaces.

Ground plane

The Station is set in a continuous, high quality paved pedestrian environment, with extensive greening and tree planting.

The Central Hub precinct utilises four ground plane treatments:

- Bear Street: Kerbless environment, concrete pavers, engineered for vehicle access.
- Station forecourt spaces: High quality paving.
- Rear access laneway: Paving for vehicle access (not asphalt).
- Car park: Asphalt, but incorporating extensive planting and WSUD initiatives (Water Sensitive Urban Design).

Heritage integration

There is an opportunity for the retained Station building to be re-purposed. Ideally the building continues to serve an active use associated with the railway function, however commercial or community use could be considered. This will assist in further activating the Station forecourt and support more 'eyes on the street'.

The heritage Water Tower is celebrated and 'framed' by a new public realm/landscape treatment across this space between Bear Street and the new Station buildings, inviting people to meet, interact and play, in a safe and welcoming public space. The existing Clocktower and ceremonial cannons in Main Street should be retained and reinforced through future streetscape/public realm works.





Station forecourt

The existing Station forecourt to Main Street will be retained in its current shape and alignment, but extended through continuous public realm treatment through to Albert Street, encompassing the heritage Station building and new Station building(s). This provides for seamless pedestrian connectivity between Main Street and Albert Street, linking existing schools, youth facilities and housing, with the retail core and the foreshore, via the transport interchange.

Service/vehicle access along the enhanced rear laneway will be reconfigured north and south of the forecourt, to avoid vehicles entering or traversing the forecourt space.

Bear Street

Bear Street is redeveloped as a 'shared space' street between Albert Street and Main Street, providing limited, low-speed vehicle access in the east and west portions, with a fully pedestrianised central section, including the connection below the elevated rail.

The street design is consistent for its full length, with kerbless paving and new street trees along both sides, and new lighting and seating. Bollards prevent vehicle access to the central area and connection below the elevated rail. Bear Street's redesign will be integrated with the Station forecourt spaces.

Frontage activation will be facilitated and encouraged through future development on adjoining properties facing onto Bear Street.

The existing roundabout at the intersection of Bear Street and Albert Street is removed, and converted to a T-intersection.

Shared User Path

A new Shared User Path (SUP) will be established as shown above, and run alongside the rear access lane. Its 3m (approximately) width will allow for 2-way cycling and walking.

Rear access lane

The existing rear access lane will be formalised and enhanced as a 4m wide (approximately), one-way paved laneway, with footpath along both sides and a landscaped buffer with street trees along the eastern side, between the laneway and the commuter car park.

Main Street buildings will have the opportunity to provide rear activation or secondary frontages to the rear access lane, which provides an attractive streetscape to front onto.

The vehicles using this lane will enter from McDonald Street, travelling south, and exit through the commuter car park onto Albert Street, to avoid any vehicles crossing the Station forecourt space and creating conflicts with pedestrians.

To the south, vehicle access to the rear of shops between the Station forecourt and Bear Street and sites accessed via Mechanics Lane will be available via the Bear Street shared space (accessed from the Main Street service lane).

Commuter car parking

The car park will integrate extensive landscape and tree planting for shade and visual amenity, including 'bands' of trees running east-west across the car park.

Albert Street

With the anticipated redistribution of traffic due to the closure of Bear Street to vehicle traffic, Albert Street will be designed to support safe pedestrian movement, improved public transport interchanges and high quality streetscape treatment.



MCDONALD ST

ALBERT ST

MAIN ST

BEAR ST

One-way rear access lane, exiting onto Albert Street, north of the Station forecourt

Station forecourt enhanced as pedestrianised space, extending to Albert Street, with vehicle access restricted to north and south (retaining rear access to shops)

Retained heritage Station building with potential adaptive re-use for community uses

Two-way rear access lane south of the Station forecourt, accessed from Main Street via the Bear Street shared space

Shared User Path

Potential development/activation zone at rear of Main Street properties, facing the enhanced Station environment

Commuter car parking with extensive landscaping in east-west 'bands'

Elevated rail above

Existing Heritage Masonic Hall

New Station buildings (indicative)

Removal of existing roundabout and potential new pedestrian crossings to Bear Street/ Albert Street intersection

Heritage Water Tower retained and reinforced within a new landscaped setting

Bear Street redeveloped as a high-quality public space with limited vehicle access only (no vehicle access across rail corridor)

Rail abutment (indicative)

Potential redevelopment site at 2 Bear Street, potentially incorporating additional commuter car parking

CENTRAL HUB PLACE CONCEPT

7.3 PLACE CONCEPT 3: URBAN-CREEKFRONT INTERFACE

The existing 'Pompei's Landing' space will be rejuvenated as a new, maritime-themed public space, forming a central focal point within the Mordialloc Activity Centre, between Main Street to the north, the Mordialloc Creek corridor to the east, the Foreshore to the west, and Attenborough Park to the south.

Public space design

The space will be designed to be welcoming, engaging and comfortable for all. It will reflect a maritime theme or character to acknowledge the history of the area, subject to further consultation. Extensive new landscaping, paving and trees in deep soil will form part of the design.

The design will provide for facilities to support ongoing use by the Mordialloc Boating and Angling Club and meet all their operational requirements. A well considered design process will ensure a harmonious resolution between operational maritime function, transitory movement and new adjacent public spaces.

There is opportunity to establish a north-south habitat corridor through Pompei's Landing (Place Concept 3) / Attenborough Park (Place Concept 4), with indigenous trees and vegetation.





SUP connection

The new SUP will extend through this space, potentially with less distinct, more 'blurred' conditions where all users share the space.

New SUP bridge

The new SUP will extend from the Station to the north, via a new bridge across Mordialloc Creek, adjacent to the existing rail bridge, to Attenborough Park, with links to the Creek paths (north and south sides) and the extension of the SUP along the eastern side of the rail corridor towards Aspendale and Edithvale to the south. Clearance height below the rail bridge may need to be increased.

As an interim or alternative option, the SUP will provide access across this public space to the Nepean Highway bridge.

Creek interface

The northern Mordialloc Creek edge will be enhanced to provide a new, continuous promenade space, approximately 8m in width, allowing for pedestrian access, social interaction and boating access. The existing boat ramp would be retained or enhanced.

Requirements for flood protection due to potentially rising water levels will be incorporated.

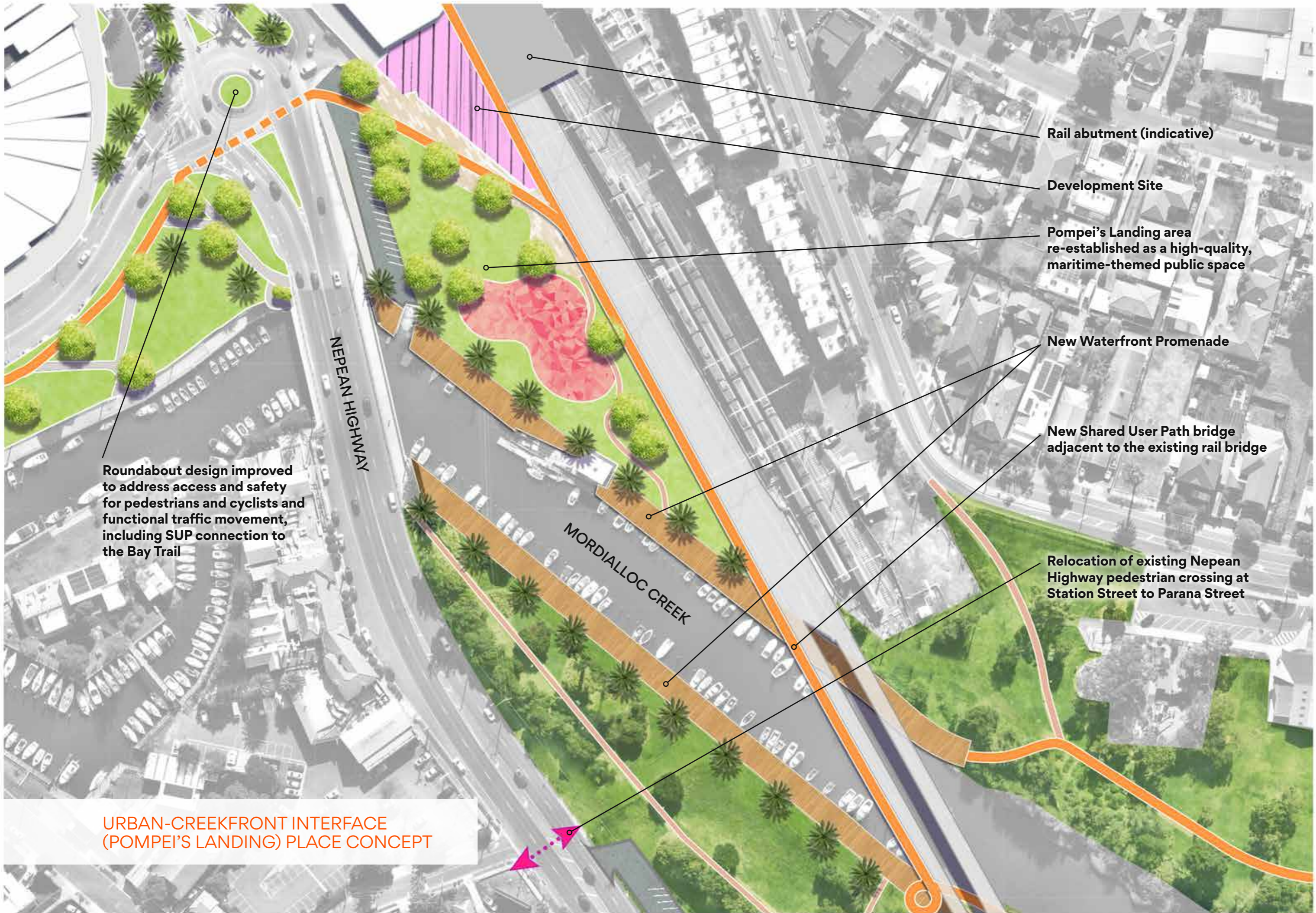
Existing car parking along the Creek edge will be relocated to the Nepean Highway interface, in a location and configuration to be determined subject to further investigation. This will enhance the waterfront interface for pedestrians, cyclists and boating enthusiasts.

New intersection design at Main Street

The existing roundabout at the intersection of Main Street (Nepean Highway) and Beach Road presents access and safety concerns for pedestrians and cyclists.

The existing roundabout could be retained with enhanced, signalised pedestrian crossings to improve access and safety.

Alternatively, subject to further analysis and consultation, this roundabout could be converted to a signalised intersection, to provide for safe and more convenient crossing for pedestrians, and through-access for cyclists, as well as effective traffic management and access.



Rail abutment (indicative)

Development Site

Pompei's Landing area re-established as a high-quality, maritime-themed public space

New Waterfront Promenade

New Shared User Path bridge adjacent to the existing rail bridge

Relocation of existing Nepean Highway pedestrian crossing at Station Street to Parana Street

Roundabout design improved to address access and safety for pedestrians and cyclists and functional traffic movement, including SUP connection to the Bay Trail

NEPEAN HIGHWAY

MORDIALLOC CREEK

URBAN-CREEKFRONT INTERFACE (POMPEI'S LANDING) PLACE CONCEPT

7.4 PLACE CONCEPT 4: SOUTHERN PARKLAND

Attenborough Park will be expanded and enhanced as a high-value public space area, informed by extensive consultation with Traditional Owners and the broader community. Conservation and protection of heritage, vegetation, landscape values and significant places will be the central focus.

Creek interface

The southern Mordialloc Creek edge will be enhanced to provide a new, continuous promenade space, approximately 8m in width, allowing for pedestrian access, social interaction and boating access.

Requirements for flood and inundation management due to anticipated rising water levels will be incorporated.

Landscaping will consider filtration of run-off to protect and repair the aquatic ecosystem.





Open space focus areas

The northern part of Attenborough Park will be enhanced as a family-focussed park space, with facilities for picnics, play and passive recreation in an attractive parkland setting.

Further south, new youth-focussed facilities will be established to replace the existing skate park, and utilising the location of the existing Station street.

Conservation

The established Banksia Woodland area and other existing vegetation will be conserved and protected.

New Station street connection to Nepean Highway

This street connection below the elevated rail corridor will be relocated further south, close to Pine Crescent and Hearle Avenue and will minimise any impacts on the existing Banksia Woodland, as well as the amenity and access for affected nearby properties.

SOUTHERN PARKLAND (ATTENBOROUGH PARK) PLACE CONCEPT



New Shared User Path extending the connection between Parkdale, Mordialloc, Aspendale and Edithvale to the south

Review head height clearance below existing path and rail bridge over Creek to ensure current standards are met

Pedestrian operated signal pedestrian crossing of Station Street at Pine Crescent

Pedestrian operated signal pedestrian crossing across Nepean Highway at Hearle Avenue

Retain pedestrian connection across rail corridor

Potential youth recreation/skate park facility over the current Station street alignment

Relocation of existing Nepean Highway pedestrian crossing at Station Street to Parana Street

Rail abutment (indicative)

PORT PHILLIP BAY

SOUTHERN PARKLAND (ATTENBOROUGH PARK) PLACE CONCEPT ROTATED

