



**LEVEL
CROSSING
REMOVAL**
PROJECT

MAY 2022

UNION ROAD AND MONT ALBERT ROAD

Second consultation report




*Union Station main concourse
with canopy that creates a dappled
light effect. Artist impression only,
subject to change.*

levelcrossings.vic.gov.au



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The new Mont Albert heritage plaza featuring the old Mont Albert Station building. View from Hamilton Street. Trees and plants depicted at 3-5 years from planting. Artist impression only, subject to change.

UPDATED DESIGN RELEASE

In June 2021, the Level Crossing Removal Project released updated designs for the new station and station precinct as part of the level crossing removals on Union Road, Surrey Hills and Mont Albert Road, Mont Albert.

The updated designs reflect feedback from extensive consultation carried out between December 2020 – February 2021.

Following the release of the updated designs, another consultation ran through June, July and August 2021. The results from this round of consultation can be found in this report.

Final designs

We have received thousands of pieces of feedback across the life of the project and this feedback, along with ongoing detailed design work, has been incorporated into final designs.



UPDATED DESIGN CONSULTATION

This is what we asked you

In June, July and August 2021 we asked the community for further details on elements of the station precinct design:

- open grassed areas and planting
- the location of the play space in Lorne Parade Reserve
- the age group for the play space
- play activity options in the play space
- preferences for locations for public artwork
- streetscape planting styles
- colour style preferences for screening.

Thank you for your feedback

We have received more than **7000 pieces of feedback** across the life of the project via online surveys, the online engagement hub, community information sessions and through the call centre.



Summary of consultation on updated designs in June, July and August 2021

This is what you told us

Lorne Parade Reserve

We've designed the station precinct to maximise the surrounding open space and rejuvenate Lorne Parade Reserve, which will form the green heart for the new station. Featuring greenery and landscaping in and around the station precinct, the rejuvenated Lorne Parade Reserve will be celebrated as a modern green space for generations to come.

We'll retain as many of the large trees as we can during construction and replace every tree we do remove with at least two new trees. The landscaping at the end of the project will include the planting of 52,000 new trees, plants and shrubs.

We heard that:

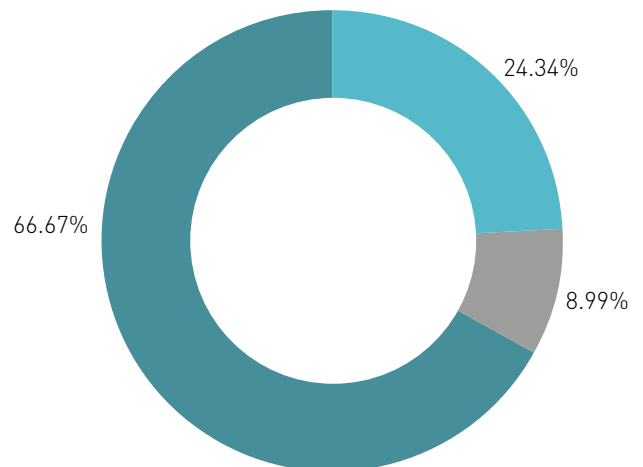
- almost 90% of respondents agree that the location of the play space on the master plan is in the right place
- more than half said they would like to see a play space for younger children (aged 3–6-years) featured in Lorne Parade Reserve
- most popular play space options were for a nature/nature play space followed by a formal playground.

Open grassed area and planting

We heard from most respondents (66.67%) that the updated designs presented the right balance between the open grassed area and planting area across the station precinct.

Please tell us what you think about the planned open grassed area and planting

Multiple choice, three options. Total responses 189.



66.67%

The balance between the open grassed area and planting areas is right

24.34%

There should be more planting and less open grassed area

8.99%

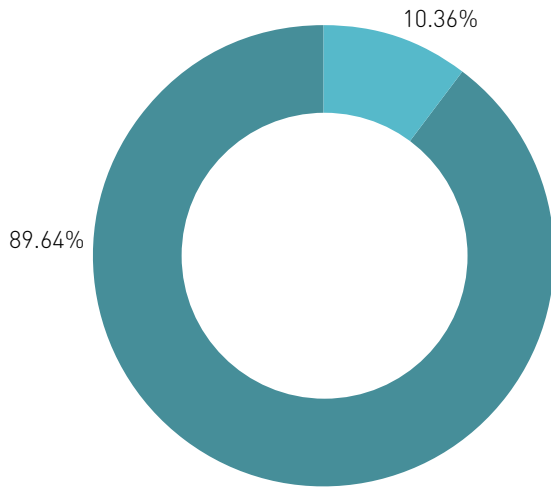
There should be more open grassed area and less planting

Play space location

A clear majority of respondents advised that they thought the play space was in the correct position in Lorne Parade Reserve.

Do you agree this is the right place for the play space?

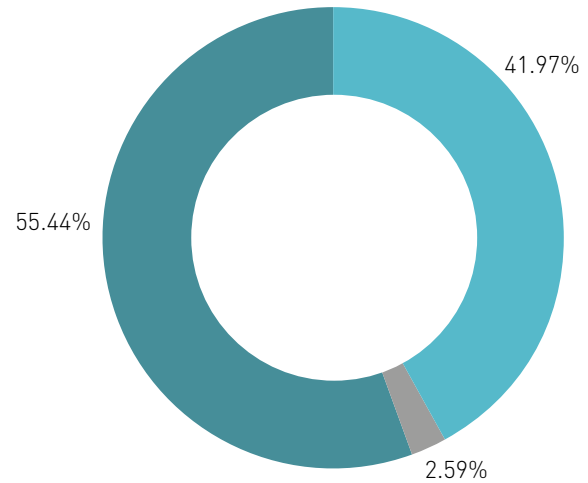
Multiple choice, two options. Total responses 193.



89.64%	10.36%
Yes	Other

What age group would you like the play space to be for?

Multiple choice, three options. Total responses 193.



55.44%	41.97%	2.59%
3-6 years	6-12 years	1-2 years

More than half of survey respondents said they would like to see a play space for younger children (aged 3–6-years) featured in Lorne Parade Reserve.

Comments from respondents

“Other play spaces in neighbouring areas (Box Hill and Balwyn, for example) are formal and have sports activities. Nature play spaces are what is missing from the wider area and would therefore be a valuable addition to the community.”

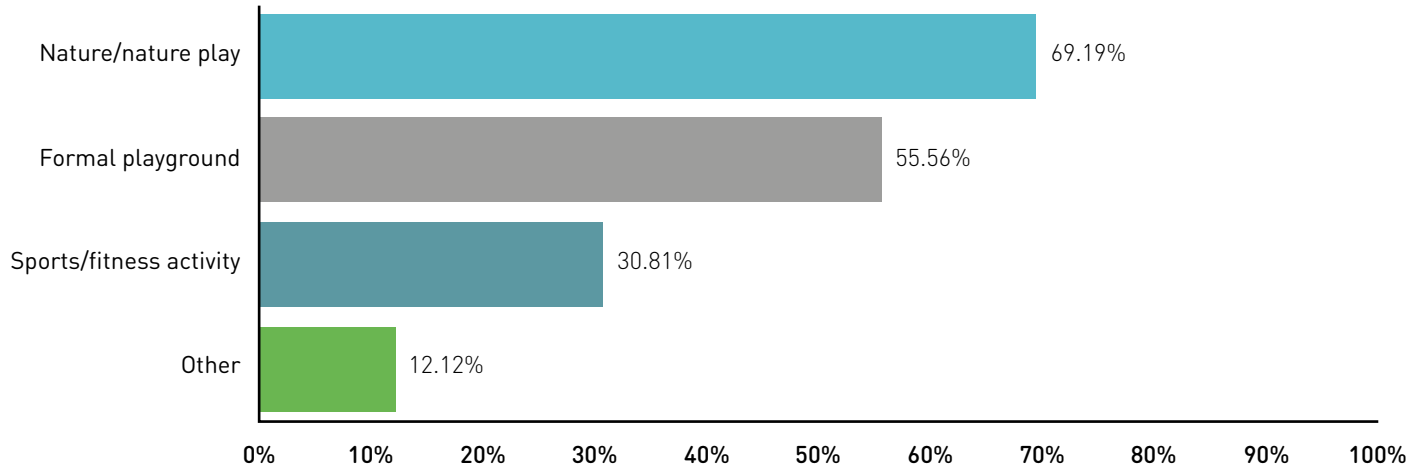
“A formal playground that also includes nature play elements will cater to a wider age and be more inclusive for families with children across broader age ranges. Ensuring it caters to children with disabilities is also important.”

“The play space should have something for all ages.”

“Kids definitely want slides, swings, monkey bars, climbing equipment. Should be twice the amount of play equipment as is currently there.”

What type of activity would you like in the play space?

Multiple choice and suggestion text box. Total responses 198.



The most popular play space options were for a nature/nature play space, followed by a formal playground.

A rejuvenated Lorne Parade Reserve, view from Lorne Parade. Trees and plants depicted at 3-5 years from planting. Artist impression only, subject to change.





Public artwork location



Our initial community consultation revealed a strong desire for public art at the new station and in the surrounding precinct. We asked community members to rank their preferences for artwork locations in order from most preferred to least preferred. Six locations were suggested for sculptural art and three for artwork carved or integrated into ground surfaces.

These weighted scores take into account the preferences of respondents. The feedback indicated a general preference for sculptural art in the new public open spaces. This feedback will help inform the public artwork procurement process and also be provided to the artist that is selected to complete the work.

Total responses 141.



Public artwork locations

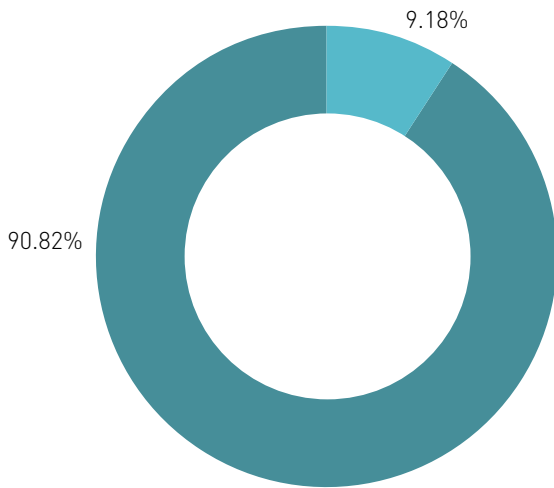
<p> Sculptural artworks at various locations around the station precinct</p> <ul style="list-style-type: none"> • Location 1 • Location 2 • Location 3 • Location 4 • Location 5 • Location 6 	<p> Artworks carved or integrated into ground surfaces</p> <ul style="list-style-type: none"> • Location 7 • Location 8 • Location 9
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Planting

There is a clear preference for larger shrubs and plants to be featured in streetscapes. More than 90% of respondents advised they would like landscaping that provides some cover for the trench and rail infrastructure along Sunbury Crescent and Churchill Street.

Please tell us which planting style you would prefer for these streetscapes

Multiple choice, two options. Total responses 196.



90.82%

Larger shrubs and plants that provide some cover of the trench and rail infrastructure

9.18%

Smaller shrubs and plants that provide a clear line of sight across the trench to the other side of the rail line



Smaller shrubs and plants



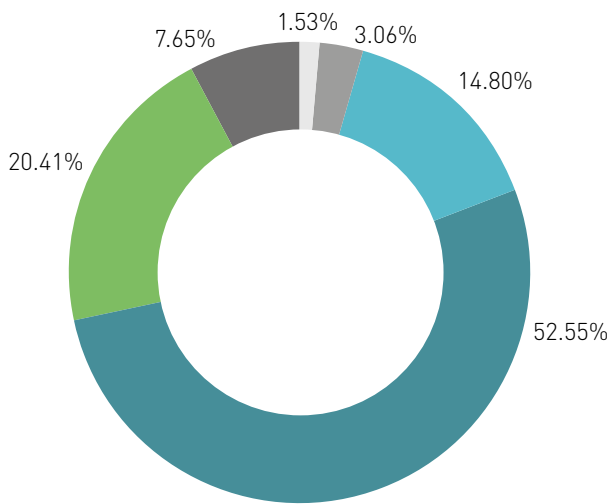
Larger shrubs and plants

Screening

More than half of respondents said they prefer a natural earthy colour style for screening along the road bridges and pedestrian bridge. This is consistent with feedback throughout the consultation that there is a preference for subtle, understated elements and soft muted colours that allow the station to blend with its surrounds.

Please tell us which colour style you prefer for the screening

Multiple choice, six options. Total responses 196.



52.55%

Natural earthy colour

7.65%

Bright, vibrant colour

20.41%

Darker colour

3.06%

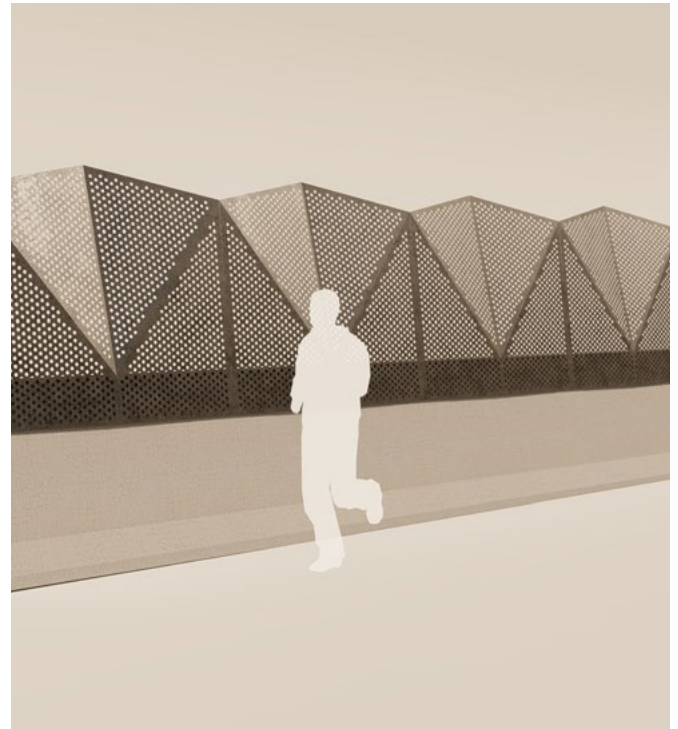
Light pastel colour

14.80%

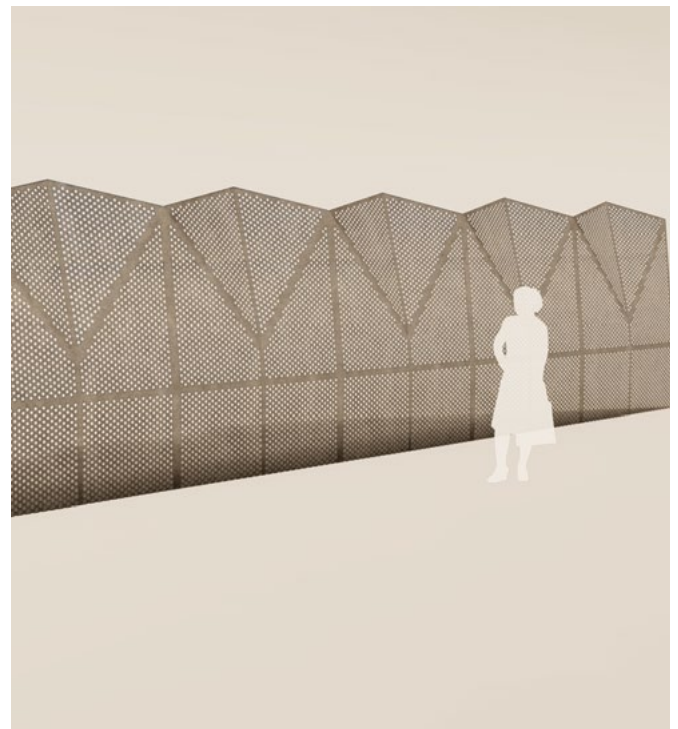
Neutral colour

1.53%

White



Screening along road bridges



Screening along pedestrian bridge

DESIGN ENHANCEMENTS

How your feedback contributed to design enhancements

Reflecting heritage

The old Mont Albert station building holds a special place in the community's heart, and we have heard a number of people consistently say that they would like the building repurposed and kept in the local area.

Following extensive community feedback, the designs for the new premium station and precinct have been enhanced and will include a widened pedestrian bridge that will form a small plaza connecting Beresford Street and the Hamilton Street shopping village. This will create even more open space and a home for the existing Mont Albert station building, which will be retained for community use close to its current location. The station building will be removed during construction, before being returned to the plaza and fully restored, ready to be given a new life.



The new Mont Albert heritage plaza featuring the old Mont Albert Station building. View from Hamilton Street. Trees and plants depicted at 3-5 years from planting. Artist impression only, subject to change.

Trees, vegetation and greenery

We have heard that trees and greenery are highly valued by the local community, and important to the character of the area. In direct response to this feedback, the project has committed to retaining mature trees, where possible. This includes most of the mature oak trees along Windsor Crescent. Each tree in the project area has been individually profiled to help our team understand potential impacts to vegetation and wildlife. Where trees are to be retained, we install physical barriers to protect them during construction.

The project landscaping and re-vegetation plan will see more than 52,000 new trees, shrubs, plants and grasses delivered across Surrey Hills and Mont Albert. We will plant a range of native trees, plants and grasses which don't require frequent watering. We'll also plant a mix of mature and young trees to ensure the landscaping has the maximum opportunity of growing successfully.

Retaining and rejuvenating Lorne Parade Reserve

In response to community feedback, we've designed the station precinct to maximise the open space in the surrounding area. We have paid particular attention to Lorne Parade Reserve, ensuring the new station precinct will integrate with the landscaping in the reserve.

We have designed most of the station buildings to sit over the tracks, returning more open space to the reserve. We will be retaining as many of the large trees as we can during construction and will replace every tree we do remove with at least two new trees.

URBAN DESIGN GUIDELINES

The project follows eight principles of urban design

 Enhancing	1. Identity A well-defined identity and sense of place is key to creating strong and vibrant communities.
 Diverse	2. Urban integration A well-integrated environment is a fundamental framework for the successful development of a great place.
 Connected	3. Connectivity and wayfinding A well-connected and legible environment contributes significantly to a strong economy, the use of public and active transport, and an integrated community.
 Walkable	4. Accessibility A highly accessible and inclusive environment provides a positive user experience and contributes to the health and wellbeing of the community.
 Safe	5. Safety A safe environment is essential for a strong and connected community.
 Comfortable	6. Amenity High-quality urban amenity associated with the experience of a great public place contributes to a successful, equitable and prosperous community.
 Vibrant	7. Vibrancy Activation and diversity in the experience of urban places supports a prosperous and healthy community.
 Enduring	8. Resilience and environmental sustainability Places and corridors must be sustainable, enduring and resilient to support and nurture current and future generations.

STREETSCAPE CONSULTATION

Summary of Beresford streetscape consultation

In August 2021, we contacted residents in Beresford Street and immediate neighbours with sightlines of the Beresford streetscape. We provided an opportunity for residents to participate in a discussion on the competing design priorities in their local streetscape.

In a virtual information session on 10 August 2021, we presented residents with options for trench screens and the street layout for the section of Beresford Street between Wilson Street and Gordon Street. The session provided us with the opportunity to discuss the streetscape with residents and gave them the chance to express their preferences within the context of the project parameters.

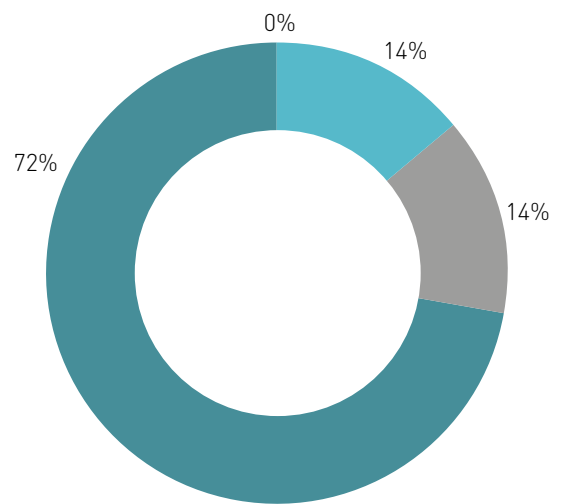
A survey was open on the Engage Victoria website between 10 August and 29 August, with concept images and cross-sections also available.

Key takeaways

- we received responses from 10 of the 12 eligible households
- the preferred option incorporates a one-way road, parking and planting
- room for planting and greenery is the top priority for residents
- comments indicate concerns about traffic and power lines.

Streetscape design option

Multiple choice, four options. Total responses 10.



14%

Option 1: Two-way road, parking

14%

Option 2: Two-way road, planting

72%

Option 3: One-way road, parking, planting

0%

Option 4: One-way road, parking interspersed with planting

**100% put option 4 as second preference*



What we heard

- the majority of submissions favoured the third streetscape option, incorporating a one-way road, parking and planting
- there is a clear priority for resident parking in amongst banks of planting and vegetation with 1-2 parking spots per house for resident use
- feedback suggested residents would prefer the planting outcome to have smaller bushes and shrubs to provide habitat for native birds and taller plants on residential side of street, in line with current vegetation throughout Mont Albert.

Traffic

Residents were interested in discussing traffic options for Beresford Street and the surrounding streets once the modelling is completed and have asked that traffic flow measures be considered to mitigate issues for residents.

Comments from residents

- measures should be adopted to discourage through traffic in Beresford Street
- signage to indicate local traffic only at Beresford Street entry
- Beresford Street must be designed to discourage use of the street as a general access road and de facto station drop-off zone.

Beresford streetscape preferred option: one-way road, parking and planting. Image released in 2021. Artists impression only, subject to change.



Summary of Lorne Parade streetscape consultation

In May 2021 we contacted Lorne Parade residents and invited them to an information session on 20 May to discuss the streetscape options for their street. We had 20 people attend the session.

A survey was open on the Engage Victoria website between 20 May and 6 June, with concept images and cross-sections also available for viewing.

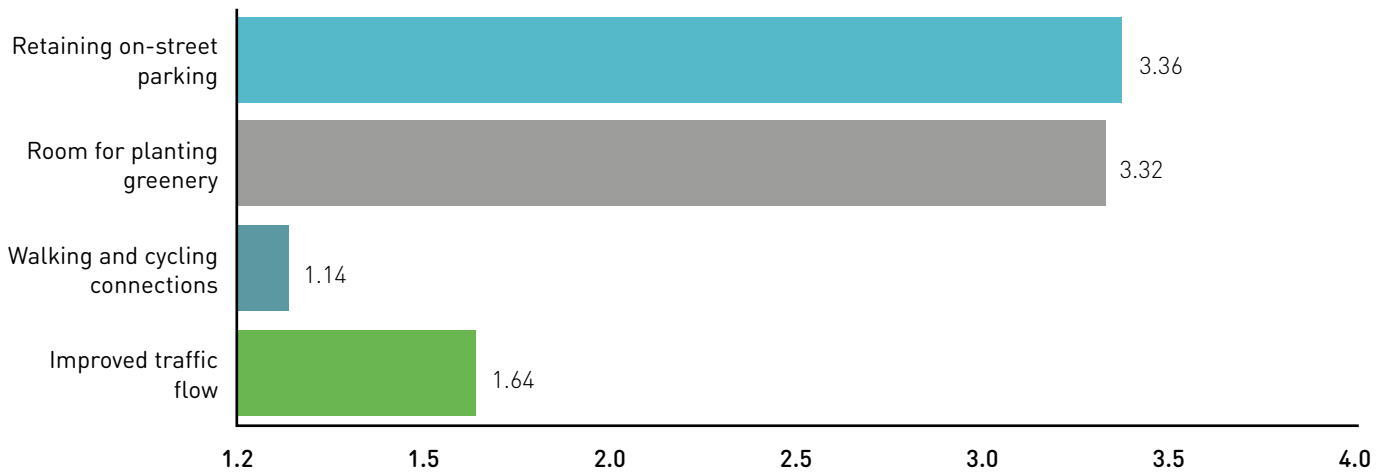
We conducted two door knocks of local residents along with letterbox drops and followed up with those residents for whom we had contact details to ensure they were given the opportunity to attend the information session and/or submit a survey response.

Key takeaways

We had 24 survey responses received from 17 properties, which is 61% response rate of eligible properties.

Important elements of the design

Multiple choice, four options. Total responses 22.



Lorne Parade streetscape option 3: cycling path, one-way road, planting and parking. Image released in 2021. Artist impression only, subject to change.

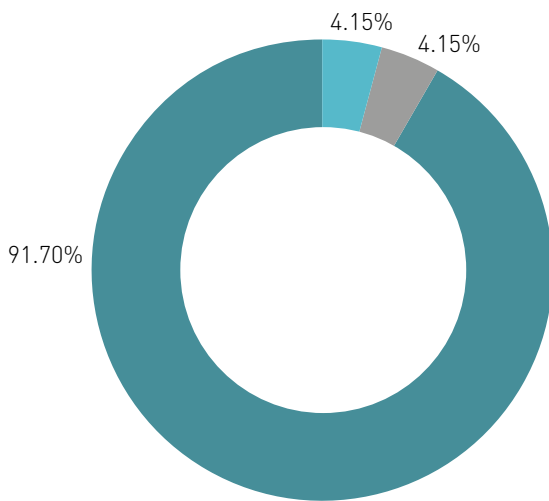


What we heard

- there was a clear preference for both on-street parking and greenery in Lorne Parade
- the majority of survey submissions favoured the third streetscape option, incorporating a cycling path, one-way road, planting and parking.

Streetscape design option

Multiple choice, three options. Total responses 24.



Option 3 extension

During the consultation period several residents submitted a coordinated response expressing some additions they would like to be included in streetscape Option 3. The modified version of Option 3 features green screens and canopy trees along the verge.

We acknowledge receipt of this extension of Option 3 and these additions to the plan will be considered while we work through the landscaping details and safety reviews.

“We strongly believe that option three is the best compromise for all involved. It retains street parking, greenery and cycling. Street parking should always be the priority as many houses in the street have no driveway to park in. If possible, it would be good to have small street trees planted along the verge – high enough not to get in the way of cyclists, but not so big that they could become a risk to the trench.”

- Lorne Parade Resident

4.15%

Option 1:

- off-road, two-way cycling path
- one-way road heading west
- parking on residential side of street
- no planting alongside trench.

4.15%

Option 2:

- off-road, two-way cycling path
- one-way road heading west
- planting alongside trench
- no on-street parking.

91.70%

Option 3:

- off-road, two-way cycling path
- one-way road heading west
- parking on residential side of street
- planting in verge between cycling path and road.



STATION NAMING CONSULTATION

Your new station name

A 'union' of two communities

At the end of last year, we sought feedback on five potential place-based names for the new premium station.

Community members were able to provide feedback between 21 October and 21 November 2021. Feedback forms were available online via the Engage Victoria website and sent out in hardcopy to more than 13,000 homes.

There are statutory rules that govern how places are named in Victoria and the process for naming them.

The five proposed names were based on the location for the new station.

The Victorian Government reviewed the community feedback and following a thorough analysis, determined that the new premium station will be called 'Union Station'.

The five proposed names were:

- Surrey Hills Station (based on the location of the station car parks)
- Mont Albert Station (based on the location of the station concourses and platforms)
- Beresford Station (based on the proximity of the station to Beresford Street)
- Union Station (based on proximity of the station to Union Road)
- Surrey Albert Station (based on the new station serving two localities).

The survey asked respondents to comment on the proposed names so that we received qualitative feedback.

1362

surveys completed, including online, hardcopy and via our contact centre



1039

submissions included feedback on all 5 proposed naming options



Feedback forms mailed to more than

13,000

local homes



80%

of total submissions were from Surrey Hills and Mont Albert locals



2955

views on station naming page on Engage Victoria



NEXT STEPS

Many thanks to the Mont Albert and Surrey Hills residents, workers, business owners, community groups and commuters who provided feedback on the updated designs and station naming for the Union Road and Mont Albert Road level crossing removals.

Major construction is underway and the Union Road and Mont Albert Road level crossings will be gone for good in 2023.

What we heard

- the feedback indicated a name based on one of the two suburbs would be divisive, with some residents favouring the station name that reflected the suburb in which they lived – with Surrey Hills Station popular among Surrey Hills residents and Mont Albert Station popular with Mont Albert residents
- many community responses highlighted a desire for an alternative to a suburb-based name to ensure that the outcome would be inclusive of both communities
- ‘Union’ was the most popular alternative name to either suburb name, receiving significantly more support than Beresford or Surrey Albert
- many responses indicated a preference for Union due to the symbolic meaning of a ‘union’ between the two suburbs and being able to equally represent both Surrey Hills and Mont Albert.

We also received advice on the five naming options from Geographic Names Victoria, and while they did not rule out any of the names, they did note that ‘Surrey Hills Station’ does not comply with the naming rules because the station is not physically located in that suburb. The other options all complied with the naming rules.

Quotes from locals

‘Union Station sounds amazing as it’s in close proximity to Union Road and it represents the unity and joining of the two stations. That way there is no resentment between the two stations and whoever gets the name.’

‘I prefer Union Station for name of new station. I think it symbolises unity. It is a large local road, easy to pronounce for newcomers, everyone in fact. And it reduces competition between those who prefer Surrey Hills or Mont Albert for it is a bit separate and new and unifying in my opinion. Like the new station will be – a joining together of two close suburbs around a lovely new station that is so much safer for us all without the crossings which have brought anxiety and pain for too long.’

Project timeline

- ✓ **Early 2021**
 - First phase of community consultation completed
- ✓ **Mid 2021**
 - Updated designs released
 - Further community engagement
 - Design enhancements released
 - Contract award announced
 - Early works begin
- **Early 2022**
 - Major construction begins
 - Final designs released
- **2023**
 - Level crossings gone for good
 - New station open

Timeline above subject to change

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