



CAULFIELD TO DANDENONG

OPEN SPACE CONSULTATION REPORT

August 2017



levelcrossings.vic.gov.au

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*Caulfield to Dandenong
– 22.5 hectares of new
open space.*



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15 August 2017

Hon Jacinta Allan MP
Minister for Public Transport
Spring Street
EAST MELBOURNE VIC 3002

Dear Minister Allan,

During 2016 and 2017 the Level Crossing Removal Authority conducted a comprehensive consultation program on the 22.5 hectares of new open space created by the Caulfield to Dandenong Project.

This consultation program supported and aligned with the consultation that was undertaken with the Community Open Space Expert Panel.

The feedback and ideas we have received from the panel, the community, local traders and key stakeholders has been instrumental in ensuring high quality outcomes and has informed the open space design and our decision making.

The Level Crossing Removal Authority is pleased to be not only removing nine dangerous level crossings but also creating open space that will leave a lasting legacy for Melbourne.

I am pleased to present you with this report covering the consultation program for the 22.5 hectares of new open space and how feedback has been incorporated into the open space design.

The open space design will be released in late 2017 and the open space landscaping will be complete in late 2018.

Yours sincerely



Kevin Devlin
Chief Executive Officer
Level Crossing Removal Authority

EXECUTIVE SUMMARY

An extensive consultation program took place in 2016 and 2017 for the Caulfield to Dandenong Level Crossing Removal Project's 22.5 hectares of new open space.

This report outlines the key feedback, ideas and recommendations received from the community, businesses and stakeholders during this consultation program and how they have been incorporated into the open space design.

There are nine key themes: car parking, trees and vegetation, shared use path/connectivity, creative strategy, place -making (stories, character, identity and heritage), maintenance, station precincts, community spaces and crime prevention/safety.

A separate report has been developed which provides an overview of the Community Open Space Expert Panel (COSEP) and their recommendations.

Project overview

The Caulfield to Dandenong Level Crossing Removal Project is part of the Victorian Government's project to remove 50 dangerous and congested level crossings across Melbourne by 2022. Removing the nine level crossings between Caulfield to Dandenong will improve safety and increase patronage on Melbourne's busiest rail line. It will reduce congestion making travel around the south-eastern suburbs quicker and easier and will connect communities.

Level crossings are being removed from Grange Road, Koornang Road, Murrumbeena Road, Poath Road, Clayton Road, Centre Road, Corrigan Road, Heatherton Road and Chandler Road in a single program of work. New stations will be built at Carnegie, Murrumbeena, Hughesdale, Clayton and Noble Park.

The Caulfield to Dandenong Level Crossing Removal Project's innovative design centres on three sections of modern elevated rail, creating 22.5 hectares of new community space for new parks, playgrounds, sporting facilities and a range of other uses. Works on the open space will begin once the existing rail line has been moved onto the elevated structure and the old tracks are removed.

The key components of the new open space includes parkland mainly dedicated to grass (linear park), tree and vegetation plantings and walking and cycling paths (shared use path). There will also be seven community spaces dedicated to passive and active recreation.

A \$15 million dollar maintenance trust fund will be established for the long-term care of this new community space. The Level Crossing Removal Authority is consulting with key stakeholders to determine the appropriate arrangements for the governance and administration of the fund. Required maintenance activities and suitable performance standards will be informed by the final design of the spaces, however such activities are expected to include graffiti removal, general grounds and landscape maintenance such as weeding, vegetation maintenance, litter collection and recycling services.



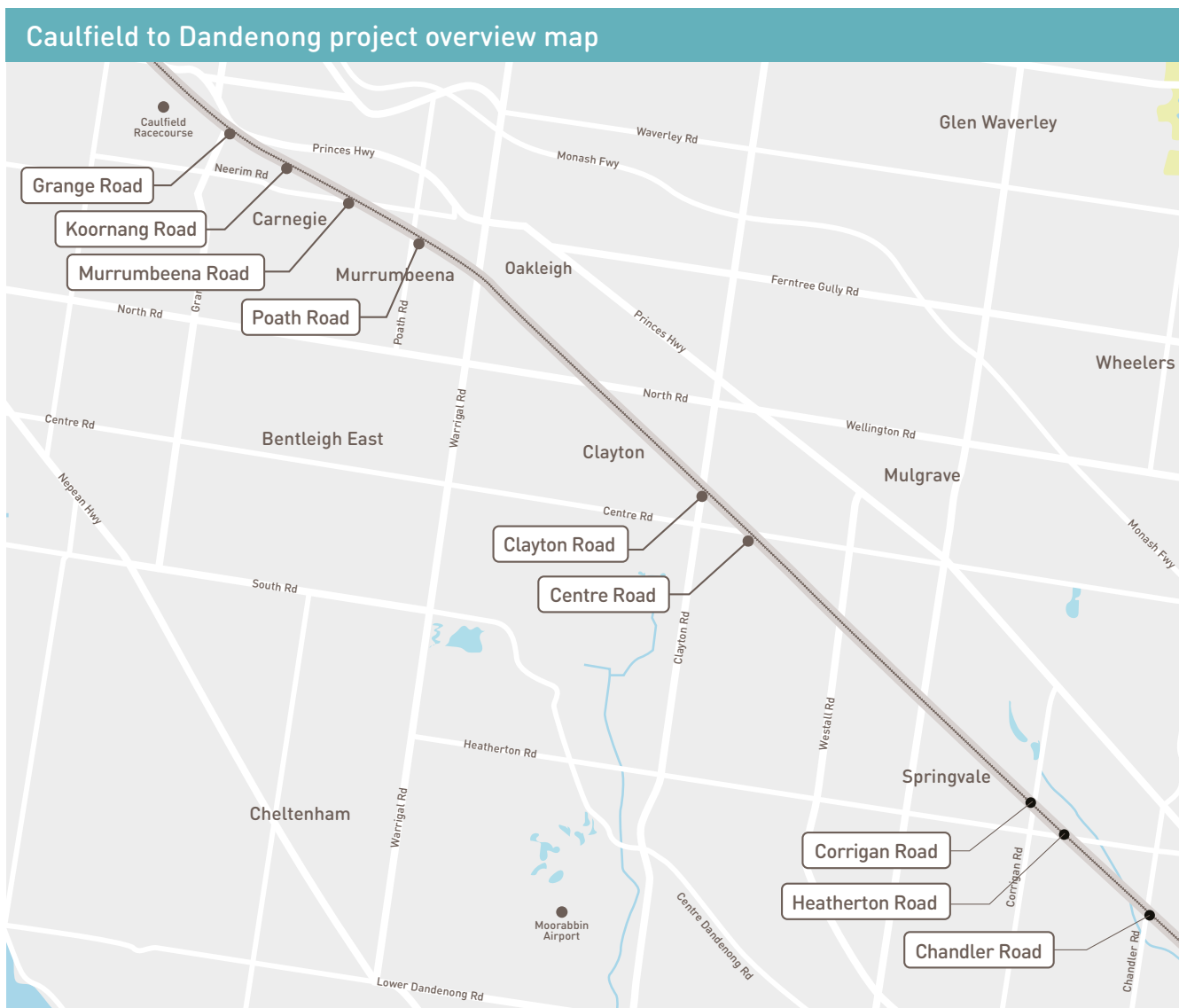
Consultation overview

The consultation program was designed to achieve maximum stakeholder and community awareness of the new open space and to empower the community to have their say – by contributing their own creative ideas for how to transform the rail corridor into an attractive and safe environment for Melburnians to enjoy.

The community, businesses and stakeholders were asked their opinion and feedback on topics such as outdoor art galleries, trees and vegetation, linear park (the grassed/vegetated areas under the elevated structure), community spaces, the shared use path, lighting, signage, maintenance and open space character/identity.

Every opportunity was taken to provide access to information and to encourage open, honest and transparent discussions.

The feedback and ideas received from COSEP, the community, businesses and stakeholders were fed directly to the project's design team for assessment and, where possible, integration into the open space design.



Stakeholder engagement

The Level Crossing Removal Authority has conducted a comprehensive community consultation program on the 22.5 hectares of new open space created by the Caulfield to Dandenong Project. This consultation included a mixture of face-to-face engagement, online engagement and written engagement.

During February and March 2016, the Level Crossing Removal Authority undertook an extensive consultation program on the proposed design for the project. This program included door knocks and meetings with over 170 individual owners closest to the rail corridor, and meetings with over 80 local businesses. Over 2,200 individuals participated in 10 interactive Your Suburb Your Say consultation sessions across Carnegie, Murrumbeena, Hughesdale, Clayton and Noble Park, while thousands of people discussed the project with the Level Crossing Removal Authority at 60 pop up information stands at train stations, libraries and shopping areas.

Between June 2016 and April 2017 the Community Open Space Expert Panel (COSEP) convened eleven times. COSEP was chaired by Professor Tim Entwisle, Director and Chief Executive of the Royal Botanic Gardens Victoria, and brought together local knowledge from representatives of the local community (selected through an expression of interest), combined with expertise from Victoria Police, Bicycle Network, local councils and the Office of the Victorian Government Architect (OVGA). A separate report has been developed which outlines in detail the panel's recommendations.

In December 2016 the project launched the Open Space Ideas Hub – an online engagement portal which could be accessed via the Authority's website. The Open Space Ideas Hub closed on 30 June 2017. The Open Space Ideas Hub was created to seek community feedback on some of the ideas from COSEP and to hear the community's creative ideas and solutions for how we can transform the rail corridor into an attractive and safe environment for Melburnians to enjoy. As at 30 June 2017 portal was viewed 34,554 times. 852 surveys were completed, 177 ideas were contributed to the community ideas hub and 220 comments made on the discussion forum.

Throughout 2016 and 2017 approximately 50 of face-to-face meetings were held with a range of external stakeholders regarding the open space design including, City of Glen Eira Council, City of Monash Council, City of Kingston Council, City of Greater Dandenong Council, Metro Trains Melbourne, Public Transport Victoria, Melbourne Water, VicTrack, VicRoads, Bicycle Network, Office of the Victorian Government Architect and Victoria Police. Additionally, seven meetings were held with trader associations and/or businesses to seek feedback from them directly with regards to the open space design.

Throughout 2016 and 2017 thousands of face-to-face consultations occurred with the community on the open space via informal discussions, meet the experts sessions and attendance at community events. Additionally, ongoing discussions were held with key community members via Stakeholder Liaison Groups. In total the Level Crossing Removal Authority spoke with approximately 2000 community members about the new open space.



Key feedback

COMMUNITY, BUSINESS AND STAKEHOLDER	COMMUNITY OPEN SPACE EXPERT PANEL
Trees and vegetation	
<p>Many community members mentioned that the linear park should include vertical gardens/creepers on pillars, edible gardens, flowering plants, shade trees and species that attract wildlife. There was support for the inclusion of both native and exotic species within the linear park, though native species were generally preferred. Local businesses and the community advocated for the re-planting of tall trees, where possible.</p>	<p>Trees and vegetation are a key part of the experience for all users, and they should be used to create a strong identity throughout the park as well as provide a biodiverse corridor and connective thread to open space in surrounding neighbourhoods.</p>
Shared use path and connectivity	
<p>Community members provided suggestions on how to make paths within the linear park safe for all users. Suggestions included separating pedestrian and cyclist paths and creating a well-connected bike path without frequent intersections or dismount locations.</p>	<p>The shared use path should encourage active transport by supporting the movement of diverse user groups, and by creating strong and clear connections along the path and to surrounding areas.</p>
Place-making	
<p>Community members expressed that community connection to the open space would be key to its success and make it a 'place' rather than just a space. There were many suggestions on how connection could be achieved. There was also numerous comments on the inclusiveness of spaces, people suggested that the open space should welcome people of different backgrounds and of varied abilities.</p>	<p>Place-making should focus on creating different character zones that reflect the local context and identity, while at the same time creating an overarching narrative for the entire linear park.</p>
Community spaces	
<p>Community members were overwhelming in favour of creating a diverse mix of activities in community spaces along the linear park to enhance community connectedness and add to the 'sense of place'. A large majority of community members supported the active and passive activities proposed for the community spaces which included multi-use sports courts, picnic spaces and 'urban lounge' areas. Local businesses, recommended that many of these spaces should be removed and instead used for short term retail parking.</p>	<p>Community spaces should be carefully integrated with surrounding open spaces, be flexible to cater for the needs of multiple users and generate activity at different times of the day.</p>
Station precincts	
<p>Most commentary on station precincts from the community called for increased amounts of activity as well as functional add-ons such as lighting and accessible public toilets.</p>	<p>Station precincts should be vibrant, connected, active, bold, multicultural and should reflect the local identity and respond to the context of the surrounding area.</p>
Creative strategy	
<p>The majority of community members welcomed the idea of creativity and contributed varied suggestions on the artworks they would like to see along the linear park. There was strong support for creating an outdoor art gallery.</p>	<p>The creative strategy should be aspirational and multi-faceted, combining both community driven and professionally curated art to enhance sense of place, identity and vibrancy.</p>

COMMUNITY, BUSINESS AND STAKEHOLDER	COMMUNITY OPEN SPACE EXPERT PANEL
Car parking	
Community sentiment was divided on this issue. Some community members called for more car parking spaces, this position was supported by local businesses. Other community members advocated for the reduction in car parking spaces so that more space can be dedicated to parkland.	Car parking spaces should be adaptable and carefully integrated into the public and green spaces of the design.
Crime prevention and safety	
Key issues of concern for community members and local businesses included graffiti, vandalism and safety. Feedback received, including that from local businesses was that lighting and CCTV cameras should be installed in the new open space.	The project should adhere to the principles of crime prevention through environmental design.
Maintenance	
Many community members advocated for a high quality, long-term maintenance strategy to be put in place.	Partnerships and implementation plans for maintenance of the linear park will be key to ensuring that the new open space stays green and well cared for.

Design integration

In total 390 comments/ items of feedback were raised by COSEP. Additionally hundreds of pieces of feedback were received from the community, businesses and stakeholders.

Comments and feedback from both COSEP and the broader community were fed through to the project design team throughout the consultation period.

This innovative 'continuous loop' process meant that the feedback from both the panel and the community has already had significant and valuable influence on the open space design.

Collaboration between the project team and COSEP has also meant that dozens of concepts could be put forward to the community as realistic proposals.

The design team is currently working through all the feedback as they progress towards the final detailed design, which will be released in late 2017.



COMMUNITY BUSINESS AND STAKEHOLDER ENGAGEMENT

During 2016 and 2017 the Level Crossing Removal Authority conducted a comprehensive consultation program for the 22.5 hectares of new open space created by the Caulfield to Dandenong Project.

Overview

The consultation program was designed to achieve maximum stakeholder and community awareness of the new open space and to empower the community to have their say – by contributing their own creative ideas for how to transform the rail corridor into an attractive and safe environment for Melburnians to enjoy.

COSEP, the community, businesses and stakeholders were asked their opinion and feedback on topics such as outdoor art galleries, trees and vegetation, linear park, community spaces, the shared use path, lighting, signage, maintenance and open space character and identity.

Every opportunity was taken to provide access to information and to encourage open, honest and transparent discussions.

Ideas generated by COSEP, the community, businesses and stakeholders have been fed back continuously to the project's design team. This collaborative, ongoing process has already resulted in significant improvements to the project design, which will be released in late 2017.

Early 2016 – Consultation program

Overview

During February and March 2016, the Level Crossing Removal Authority undertook an extensive consultation program on the proposed design for the project. This program included door knocks and meetings with over 170 individual owners closest to the rail corridor, and meetings with over 80 local businesses. Over 2,200 individuals participated in 10 interactive Your Suburb Your Say consultation sessions across Carnegie, Murrumbeena, Hughesdale, Clayton and Noble Park, while thousands of people discussed the project with the Level Crossing Removal Authority at 60 pop up information stands at train stations, libraries and shopping areas.

Refer to the April 2016, Consultation Outcomes and Submissions Report which is available on the Level Crossing Removal Authority's website for more detail.

Feedback

During the consultation program 10.7% of submissions related to the new public open space areas. Respondents provided positive feedback around the new public open space areas, including feedback on the best way to use these spaces to fit in with their neighborhoods. There was also significant interest in the maintenance plans for these spaces. Noble Park respondents had particular feedback on the potential for crime in the public open space areas, while other areas spoke more about managing graffiti.

As part of the wider consultation in March 2016, community members were asked to nominate their top three responses from a list of potential uses for the land under the elevated train line. The most popular responses for local residents were:

- commuter parking (37%)
- green parks (34%)
- community garden (31%)
- playground (31%).



This feedback was shared with the Community Open Space Expert Panel (COSEP), to help inform their deliberations.

Design integration

This feedback was used to enhance the open space design and inform decision making. The following initiatives relating to the open space were announced in April 2016 to address comments/ feedback.

- getting community input into specific aspects of the community spaces, such as naming of the newly created parkland
- working with the Clayton RSL and community to revive the Clayton Avenue of Honour as a major community facility
- establishing a Community Open Space Expert Panel to provide oversight, governance and reassurance about the use and ongoing maintenance of the new public open spaces
- committing to a \$15 million funding trust for the long-term maintenance of the public open spaces
- developing a plan for optimised lighting on shared-use-paths
- developing seven community activation spaces along the length of the linear park for green spaces, fitness stations, BBQ areas and playgrounds
- implementing a creative urban design program to develop solutions for the new open spaces and to tackle graffiti and vandalism
- consulting community groups on specific public spaces in the project corridor that could benefit from additional landscaping packages
- modifying the construction approach and program to retain more existing and/or mature trees.

The final open space detailed design will be released in late 2017.



Late 2016 – mid 2017 Online engagement – Open Space Ideas Hub

Overview

In December 2016 the Level Crossing Removal Authority launched the Open Space Ideas Hub – an online engagement portal which could be accessed via the Authority's website. The Open Space Ideas Hub closed on 30 June 2017.

The Open Space Ideas Hub was created to seek community feedback on some of the ideas from COSEP and to hear creative ideas and solutions from the community on how to transform the rail corridor into an attractive and safe environment for Melburnians to enjoy.

Features

The Open Space Ideas Hub featured the following tools and information;

- **Surveys** – the project team progressively tested COSEP ideas and design proposals via a series of surveys. In total four surveys were held. Each survey was open for community consultation for approximately one month's duration.
- **Community Ideas Hub** – allowed the community to provide their own ideas for the use of the new open space. The community was also able to vote on other people's ideas. The ideas hub was open from December 2016 to June 2017.
- **Discussion forum** – place for the community to discuss the open space broadly. The community was promoted to consider the following as part of the discussion: development of the open space areas, maintenance, graffiti, vandalism and waste management, the shared use path alignment and connectivity, open space character and identity, trees and vegetation and community spaces. The discussion forum was open from December 2016 to June 2017.
- **Blogs** – COSEP members provided blog entries covering a range of topics such as trees and vegetation, the COSEP process, the shared use path and community spaces. Seven blog entries were posted.
- **General information** – provided a platform for the local community to gain access to videos, maps and project information that would help frame their feedback.

The feedback received via the Space Ideas Hub was shared with COSEP to help inform their deliberations.

Communications and engagement

The Open Space Ideas Hub was promoted via a variety of means including the following: newsletters mail outs to residents and businesses, brochures, posters, factsheets, e-news to email subscribers, social media, hoarding at Carnegie Station, Leader newspaper advertisements, posters at Carnegie, Murrumbeena, Huntingdale, Clayton and Noble Park Stations, the Level Crossing Removal Authority website, media releases, various community presentations and a series of videos.

As at 30 June 2017 the Open Space Ideas Hub was viewed 34,554 times, 852 surveys were completed, 177 ideas were contributed to the community ideas hub and 220 comments were made on the discussion forum.



Survey 1: Outdoor Art Gallery

In December 2016, a survey was launched which tested the COSEP's proposal to create several outdoor art galleries that reflect the history and personality of each local area. This proposal responded to community feedback that artwork could be used to deter graffiti in key areas.

The following outdoor art gallery themes were proposed:

- **Carnegie:** A bustling and active precinct and that a 'Modern/Edgy/Urban' gallery theme incorporating murals or pieces from local artists.
- **Murrumbeena:** Reflecting the history and legacy of the Boyd family, a potential destination for art lovers in Melbourne.
- **Clayton:** An outdoor art gallery that acknowledges the strong multicultural diversity within the Clayton area.
- **Noble Park:** An outdoor gallery that reflects the indigenous heritage of the local Greater Dandenong area.

The community was asked for their feedback on the proposed outdoor art galleries, proposed locations for the artwork and the types of artwork they would like to see.

Feedback

251 individuals completed this survey, with 84% supporting pillars being used to create an outdoor art gallery.

Respondents who did not support the creation of an art gallery were mainly concerned with:

- the artwork's vulnerability to vandalism and graffiti
- maintenance of the artwork
- the use of the space; preferring car parking, community spaces or growing creepers.

CARNEGIE OUTDOOR GALLERY

241 respondents responded to the question, 180 (75%) respondents thought the proposed location for the Carnegie Outdoor Gallery was appropriate, 22 did not think the location was appropriate and 39 had no opinion. Of the respondents that did not support the proposed location for the gallery, the main reasons were that they did not support the creation of art galleries, they thought the proposed location should be used for a different purpose such as car parking, or they thought the gallery should be closer to the station.

Artwork or theme

The respondents who were in favour of the art gallery had different preferences for the theme of artworks. From most mentioned to least mentioned these included:

- Indigenous art work; made by Indigenous artists
- street art/urban/modern; graffiti made by respected street artists to avoid vandalism
- art which reflects the history of the area
- multi-cultural reflection of the area (Chinese, Korean, Greek, Russian)
- family/community friendly; child friendly art and art made by school children.

Respondents consistently commented that the art work should be created by local artists. There were also some respondents who strongly opposed graffiti art.

MURRUMBEENA OUTDOOR GALLERY

240 respondents responded to this question. 176 (73%) of the respondents thought the proposed location for the Murrumbeena Outdoor Gallery was appropriate, 27 did not think the location was appropriate and 37 had no opinion. Of the respondents that did not support the proposed location for the gallery, the main reasons were that they did not support the creation of art galleries, they thought the proposed location should be used for a different purpose such as car parking or they thought the gallery should be moved closer to Boyd Park.

Artwork or theme

The respondents who were in favour of the art gallery had different preferences for the theme of artworks. From most mentioned to least mentioned these included:

- Boyd family related art
- Indigenous art
- street/modern/urban art; like the Melbourne laneways
- local heritage/community.

Many respondents commented that the art should be created locally to strengthen community connection.

CLAYTON OUTDOOR GALLERY

232 respondents responded to this question, 152 (66%) of the respondents thought the proposed location for the Clayton Outdoor Gallery was appropriate, 16 disagreed with the proposed location and 64 had no opinion.

Of the respondents that did not support the proposed location for the gallery, the main reason was that the space should be used for car parking. Other reasons were that the area is too congested and that the area should be a green space.

Artwork or theme

The respondents who were in favour of the art gallery had different preferences for the theme of artworks. From most mentioned to least mentioned these included:

- multi-cultural
- Indigenous
- reflection of the history of the area
- nature/garden theme.

NOBLE PARK OUTDOOR GALLERY

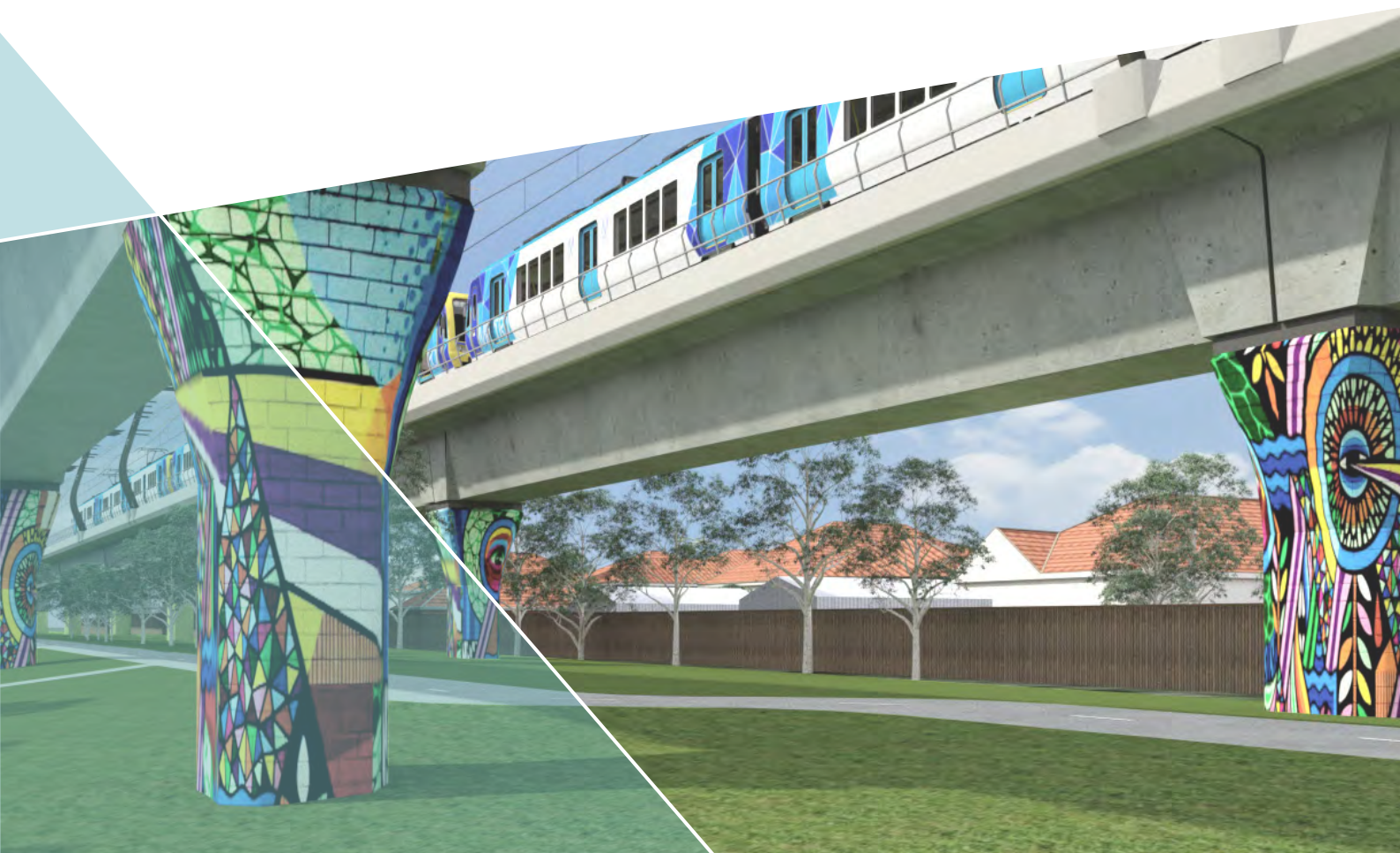
205 respondents responded to the question, 123 (60%) respondents thought the proposed location for the Noble Park Gallery was appropriate, 10 disagreed with the proposed location and 72 had no opinion. The answers on why respondents do not prefer this location were largely copied from previous answers; the respondents either didn't agree with the construction of the railway, or preferred that the space be used for car parking.

Artwork or theme

The respondents who were in favour of the art gallery had different preferences for the theme of artworks. From most mentioned to least mentioned these included:

- Indigenous
- multi-cultural/reflection of the local community
- history of the area.

Some respondents also suggested blending art genres, for example contemporary street art with Indigenous art.



Survey 2: Trees and vegetation

Thousands of plants and trees of varying heights and species will be planted in the new parkland underneath the elevated rail. As this vegetation grows and becomes established, it will create a new urban woodland and increase biodiversity by providing more habitat for local fauna.

In late January 2017, a survey was launched on trees and vegetation. This survey closed on 28 February 2017.

The community was asked to provide feedback on the below proposed planting character themes:

- **Noble Park:** An urban woodland which connects to existing open space and vegetation.
- **Clayton:** A new community park which reinforces the presence of the parkland within the Clayton area.
- **Carnegie, Murrumbeena and Hughesdale:** An urban mosaic parkland, which presents an opportunity to reconnect with existing scattered indigenous vegetation at Carnegie Station and Boyd Park.

The community was also asked to provide feedback on the key proposed tree species and alternative tree species that they would like to see planted. They were also asked to provide key considerations for the project team to take into account when selecting trees and vegetation to plant.

The key proposed species were:

- **Native Species:** Eucalyptus blakelyi, Eucalyptus scoparia, Corymbia citriodora, Elaeocarpus eumundi and Tristaniopsis laurina.
- **Indigenous Species:** Eucalyptus radiata, Eucalyptus ovata, Allocasuarina littoralis and Eucalyptus melliodora.
- **Exotic Species:** maples, elms, Fraxinus pensylvanica and crepe myrtle.

Feedback

190 people completed this survey, with 79% supporting the proposed planting concepts in Noble Park and Clayton and 78% supporting the proposed planting concept in Carnegie, Murrumbeena and Hughesdale.

80% of respondents supported the key species proposed for planting.

PROPOSED PLANTING CONCEPTS

Although most community members supported the planting proposals, several concerns were noted. The table below outlines the key community concerns for each of the proposed concepts:

Proposal	Respondent concerns
Noble Park	<ul style="list-style-type: none">• placement of trees is too far apart, some respondents wanted denser plantation of trees• preference for a vegetable or fruit garden
Clayton	<ul style="list-style-type: none">• there was not enough information about the concept provided• more colour and diversity could be added
Carnegie, Murrumbeena and Hughesdale	<ul style="list-style-type: none">• the definitions and details were not clear• not enough of the existing vegetation is included

KEY PROPOSED TREE SPECIES

Generally, natives and indigenous species and species which attract bird life were preferred. Many respondents also mentioned that they would like River Red Gum's replanted.

The most common comments on selecting planting and trees for the linear park included:

- preference for native/indigenous species
- attractiveness of the trees and vegetation for birds and wildlife
- that trees and vegetation should be vandal and graffiti proof
- plant climbing plants against the pillars
- preference for more mature trees because they are more visually attractive, provide shade and are already in the area
- choosing low maintenance species
- safety concerns e.g. planting low-allergenic trees.

While many respondents stated their preference for native and indigenous species, some respondents argued against native species preferring exotic species.

Although most community members supported the key species proposed for planting, concerns were noted. These are outlined in the table below:

Species	Comment
Eucalyptus blakelyi (blakely's red gum)	<ul style="list-style-type: none"> • preference for more open space
Eucalyptus scoparia (wallangarra white gum)	<ul style="list-style-type: none"> • placement of trees is too far apart, some respondents wanted denser plantation of trees
Corymbia citriodora (lemon scented gum)	<ul style="list-style-type: none"> • preference for a vegetable or fruit garden • more exciting landscape design
Elaeocarpus eumundii (eumundi quandong)	<ul style="list-style-type: none"> • low biodiversity • not indigenous
Tristaniopsis laurina (kanooka/water gum)	<ul style="list-style-type: none"> • low biodiversity • not indigenous • tristaniopsis laurina is already a very common species in Glen Eira, more variety is preferred
Eucalyptus radiata (narrow leaf peppermint)	<ul style="list-style-type: none"> • danger from falling branches
Eucalyptus ovata (swamp gum)	<ul style="list-style-type: none"> • colours not visually exciting • low shade provision
Maples	<ul style="list-style-type: none"> • danger from falling leaves • low biodiversity • not indigenous • not climate change adaptive
Elms	<ul style="list-style-type: none"> • not indigenous • high level of pesticide needed
Fraxinus pensylvanica (green ash)	<ul style="list-style-type: none"> • not indigenous • does not flower
Crepe myrtle	

OTHER SPECIES FOR INCLUSION

Respondents suggested a broad range of other plant species that could be included in the linear park. These included:

- exotics such as jacarandas, oaks, planes, elms, palm trees, ornamental pears
- fruit, vegetable and nut trees
- creepers on pylons
- flowering and fragrant plants such as wattle, acacia, callistemon, banksia and cherry blossoms
- lemon scented gums
- deciduous trees that change colour throughout the year
- low growing vegetation such as roses, shrubs and indigenous grasses.

Overall, respondents wanted a diverse range of species that reflect the surrounding context and history of the area.

Survey 3: Linear park

The linear park created by the project will be a place for residents and local flora and fauna, with expanses of grass, tree planting and low ground vegetation. It will feature a series of paths which connect north and south streets, removing the divide between communities.

The project will provide a 17-kilometre shared path for commuter and recreational cyclists and pedestrians. Over 12 kilometres of new shared path will be built, joining existing paths to create a continuous route from the Monash University Caulfield Campus to the EastLink trail, beyond Yarraman Station.

In late February 2017 a survey was launched seeking community feedback on the linear park, the bicycle and pedestrian path, lighting and signage. This survey closed on 31 March 2017.

Feedback

Over 200 people completed this survey, with 97% supporting the items proposed for the linear park. 92% of respondents advised us that they would use the shared use path for recreational use, 97% supported the addition of way finding signage and 98% supported the addition of kilometre distance signage in the linear park.

Respondents raised the following concerns:

- the path will be shared by cyclists and pedestrians
- lighting of the linear park was not solar powered.

The table below summaries feedback on questions asked in the survey:

Question	Yes	No	Respondent comments
Do you support these items being added along the linear park? <ul style="list-style-type: none"> • bench seating • fitness stations • bike repair stations • drinking fountains. 	218	7	Reasons for not supporting: <ul style="list-style-type: none"> • rarely used, money better spent on fitness stations • the linear park in under a train line and is not a pleasant place to exercise • the space and cost to bike users. Bikes should be repaired at home or shop • drinking fountains are too hard to clean and it is expensive to keep clean water running.
Would you use the path to commute to work?	100	122	
Would you use the path for fitness or recreational use?	207	18	
Would you use the path to travel to and from your train station?	124	99	
Do you support the addition of signage in the linear park?	218	7	Signage should include direction to: <ul style="list-style-type: none"> • stations • shopping centres/precincts and local shopping strips • toilets • parks and playgrounds • community and sport facilities. Signage should also include: <ul style="list-style-type: none"> • distance to destinations • estimated cycling and walking times.
Do you support the addition of kilometre distance signage?	213	5	

ITEMS TO BE ADDED TO THE LINEAR PARK

Respondents named over 40 additional small items they would like added to the linear park. The 5 most common items were:

- recycling and garbage bins
- dog waste bag dispensers
- dog watering stations
- kids play equipment and playgrounds
- community areas with barbeques, shelters and tables.

CONSIDERATIONS FOR DESIGNING THE SHARED BICYCLE AND PEDESTRIAN PATH

100 respondents listed considerations that they think need to be taken into account when designing the shared bicycle and pedestrian path.

Key considerations related to sharing the path, road crossings, signage, lighting, security, parking and rest stops. Respondents also mentioned the need for:

- separate bike and pedestrian lanes or clearly marked separation lines
- well-lit night travel
- wider path to allow wheelchair and pram use
- continuous shared paths connecting to other paths/routes into the city
- low speeds/speed limits for cyclists
- signage for local landmarks, stations, popular places and repair shops, with directions and distance
- signage to instruct bike riders to be careful of pedestrians
- solar lighting
- CCTV/security cameras.

CONSIDERATIONS FOR DECIDING WHAT LIGHTING TO INSTALL

84 respondents suggested considerations that they think need to be taken into account when deciding what lighting to install in the linear park. The key considerations suggested were:

- renewable source/solar lighting
- good lighting for safety
- light pollution kept to a minimal at night; avoid light spillage into houses
- lighting to be LED
- installation of CCTV/security cameras.



Survey 4: Community spaces

The project will be creating new community spaces which can be used for a number of purposes including active, recreational and sporting activities.

In early May 2017 a survey was launched seeking community feedback on proposals for these community spaces. The survey closed on 31 May 2017.

Feedback

164 people completed this survey. The large majority of respondents either supported or strongly supported all proposed community space inclusions.

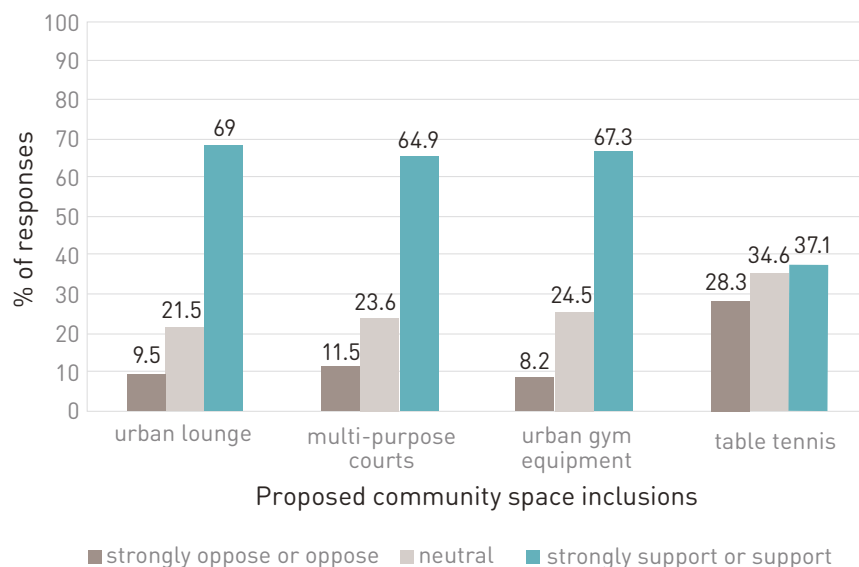
KOORNANG ROAD

A community space is proposed to the west of Koornang Road, Carnegie. Community members were asked if they supported the following proposal for this space:

- urban lounge area (a small plaza area providing seating, so people can meet and gather)
- multi-purpose half-court including a combined basketball key and netball goal circle
- urban gym equipment (modern outdoor exercise equipment which can be used by people of varying ages)
- table tennis tables.

The large majority of community members supported the inclusion of an urban lounge, multi-purpose courts and urban gym equipment in the community space. Community support was lower for the inclusion of table tennis tables.

Community preferences for the Koornang Road community space are illustrated in the figure below.



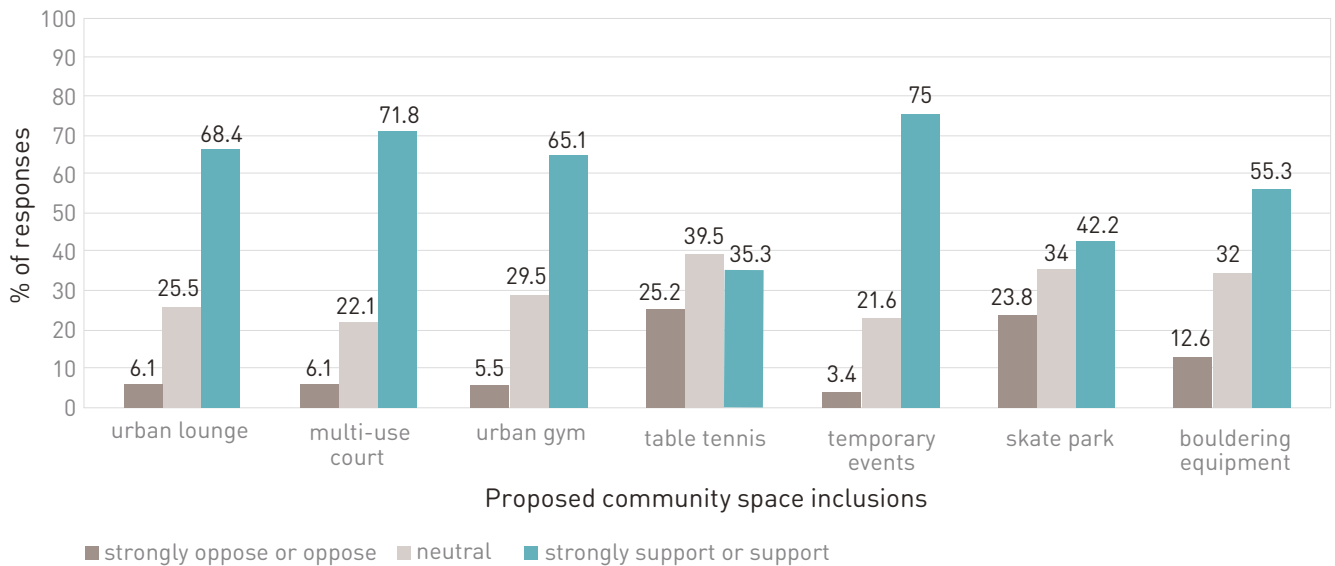
CLAYTON ROAD

A community space is proposed to the west of Clayton Road, Clayton. Community members were asked if they supported the following proposal for this space:

- urban lounge area (a small plaza area providing seating, so people can meet and gather)
- multi-use sports court including combined basketball and netball goals
- urban gym equipment (modern outdoor exercise equipment which can be used by people of varying ages)
- table tennis tables
- an area for temporary events (e.g. markets)
- skate park
- bouldering equipment (small to medium sized items that can be climbed).

The large majority of community members supported the inclusion of an urban lounge, multi-purpose court, urban gym equipment, an area for temporary events and bouldering equipment. Support was lower for table tennis and the skate park.

Community preferences for the Clayton Road community space are illustrated in the figure below.



CENTRE ROAD WEST

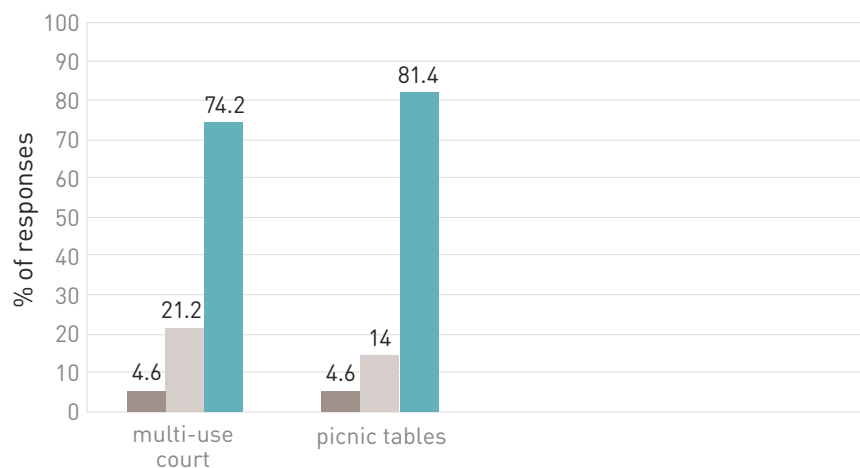
A community space is proposed to the west of Centre Road, Clayton. Community members were asked if they supported the following proposal for this space:

- multi-use sports courts that can be used for basketball, netball and futsal
- picnic tables and spectator seating.

A RSL memorial and ceremonial space is also proposed.

The large majority of community members supported the inclusion of multi-purpose courts and picnic tables in the community space.

Community preferences for the Centre Road west community space are illustrated in the figure below.



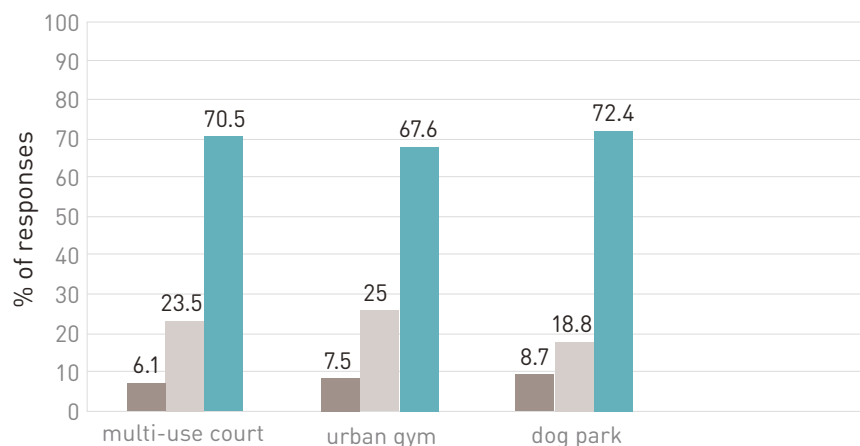
CENTRE ROAD EAST

A new community space is proposed to the east of Centre Road, Clayton. Community members were asked if they supported the following proposal for this space:

- multi-use sports court that can be used for basketball and futsal
- urban gym equipment (modern outdoor exercise equipment which can be used by people of varying ages)
- dog park.

The large majority of community members supported the inclusion of a multi-use court, urban gym equipment and a dog park in the community space.

Community preferences for the Centre Road east community space are illustrated in the figure below.



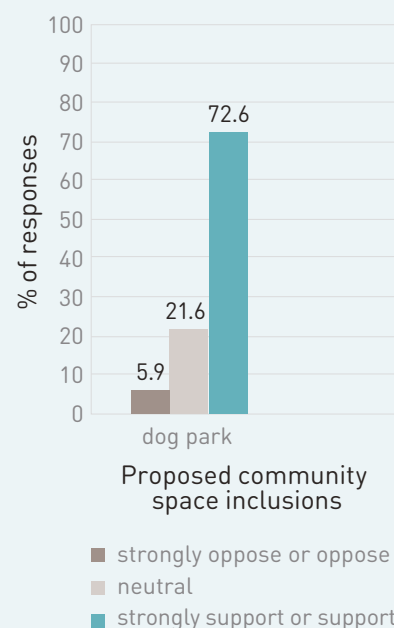
ROSS RESERVE

A community space is proposed at Ross Reserve. Community members were asked if they supported the following proposal for this space:

- fenced dog park.

The large majority of community members supported the inclusion of a fenced dog park in the community space.

Community preferences for the Ross Reserve community space are illustrated in the figure below.



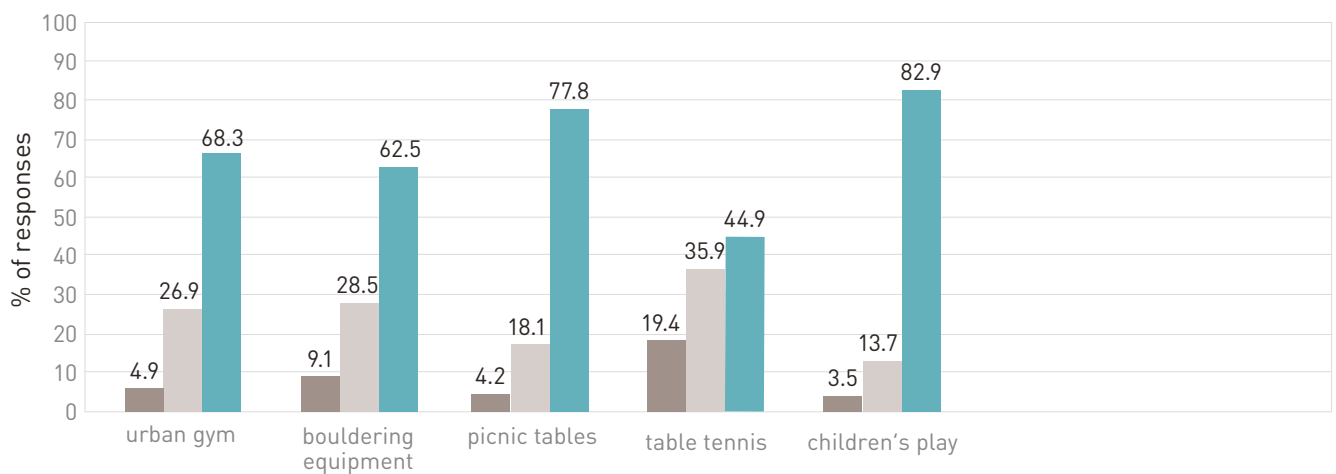
HEATHERTON ROAD

A community space is proposed at Heatherton Road. Community members were asked if they supported the following proposal for this space:

- urban gym equipment (modern outdoor exercise equipment which can be used by people of varying ages)
- bouldering equipment (small to medium sized items that can be climbed)
- picnic tables
- table tennis table
- children’s play elements.

The large majority of community members supported the inclusion of an urban gym, bouldering equipment, picnic tables and children’s play elements in the community space. Support was lower for the inclusion of table tennis tables.

Community preferences for the Heatherton Road community space are illustrated in the figure below.



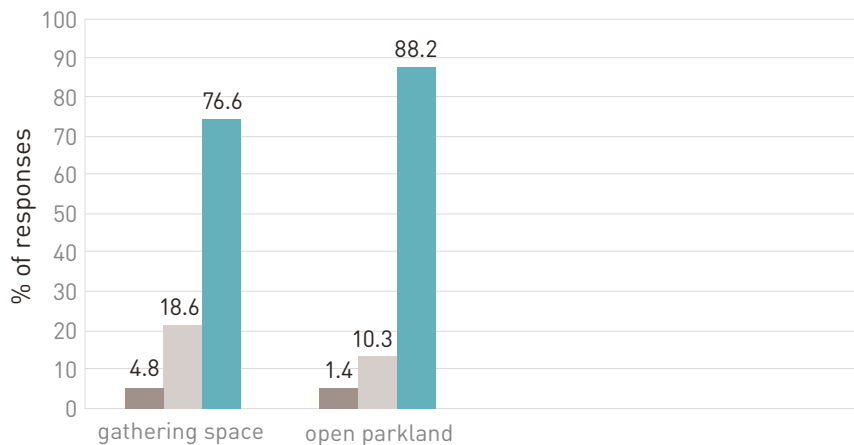
CHANDLER ROAD

A community space is proposed at Chandler Road. Community members were asked if they support the space including the following:

- gathering space
- open parkland.

The large majority of community members supported the inclusion of a gathering space and open parkland in the community space.

Community preferences for the Chandler Road community space are illustrated in the figure below.



Proposed community space inclusions

■ strongly oppose or oppose ■ neutral ■ strongly support or support

Key comments

Community members who opposed or strongly opposed the items proposed were encouraged to outline why they opposed the item(s). The key reasons for opposition and key feedback provided was similar across the various community space locations and included:

- There should be different community facilities at each location.
- Each community space should have either passive or active facilities, not both.
- Facilities should cater for a diversity of people: young children, pre-teens, teens, adults and older people.
- Table tennis tables are not well suited to outdoor use due to wind, maintenance and equipment provision. It was also noted that the table tennis tables at Monash Caulfield are rarely used.
- Urban gym equipment would be better located near sports ovals.
- Picnic tables should be surrounded by green spaces and gardens and be located near children's play areas.
- Dog parks need to be fenced and strict rules should be put in place to ensure owners clean up after their pets.
- Balls from sports courts could be a danger near roads.
- Long-term maintenance of community spaces needs to be considered and carefully planned.
- Suggestions for alternative community spaces included: bocce courts, badminton courts and play equipment for young children to cater for the growing number of families in the area.
- Some people felt that car parking and greenspaces were more desirable than the community spaces proposed.



Community Ideas Hub and Discussion forum

The community ideas hub and discussion forum opened in December 2016 and closed in June 2017.

As at 30 June 2017 the Open Space Ideas Hub was viewed 34,554 times 852 surveys were completed, 177 ideas were contributed to the community ideas hub and 220 comments were made on the discussion forum.

Key community comments, feedback and ideas are summarised below. Tables of ideas and comments from community members are provided in the appendices.

Trees vegetation (37 comments)

Many community members mentioned that the linear park should include edible gardens, flowering plants, shade trees and species that attract wildlife. Some community members liked the attractive visual aspect of exotic species like maple, elm and jacaranda, however most preferred natives, stating that they are better equipped to handle the local climate. The idea of creating vertical gardens/creepers on the pylons was expressed multiple times, with many community members suggesting that this could prevent vandalism.

Community members wanted to see more 'green spaces' to ensure that there is a good balance between vegetation and concrete areas in the final design. It was also recommended that fauna should be low allergenic.

Shared use path and connectivity (57 comments)

Community members provided suggestions on how to make paths within the linear park efficient and safe for all users including walkers and cyclists. The general sentiment was that pedestrian and cycling movement should be prioritised over public transport and cars.

A few community members suggested that this could increase physical health of the community by encouraging exercise.

The importance of the interconnectivity of the bike path was also highlighted by many community members. Ideas presented to facilitate this included; prioritising pedestrians at road crossings, a cycling highway all the way to CBD, the extension of Melbourne bike share, and the addition of bike cages for commuters at stations.

A few community members expressed that shared use paths should be avoided. If sharing is unavoidable, it was suggested that the paths be wide and free from blind spots, or dismount locations and mechanisms to slow cyclists should be installed.

Community members supported the inclusion of seating, bicycle repair stations, drinking fountains and clear signage along the shared use path.

Place-Making (16 comments)

Many community members expressed that community connection to the open space would be key to its success and make it a 'place' rather than just a space. There were many suggestions on how connection could be achieved including community collectives to look after certain spaces, community notice boards and design elements that increase community knowledge of local history and events. Many community members also expressed that community spaces could enhance community connectedness in the areas along

the linear park. It was recommended that the linear park should integrate seamlessly with existing parks such as Boyd Park.

There were also many comments on the inclusiveness of spaces, people suggested that the open space should welcome people of different backgrounds and of varied abilities. Ideas presented as ways to achieve this included the provision of; signage in Auslan and Braille, wheelchair access, safe places for homeless people to sleep and culturally diverse spaces. There were also several comments about providing learning spaces and mentorship programs for refugees and troubled youth.

Community spaces (82 comments)

Community members were overwhelming in favour of creating a diverse mix of community spaces along the linear park. Ideas for these spaces were varied and included both active and passive places.

Many community members suggested that new spaces should be eco-friendly places where families come together and relax. Community members also felt that the linear park should include sporting facilities such as; fitness stations, soccer and hockey fields, basketball and futsal courts, a skateboarding park, a designated area for kids to practice bike riding and climbing walls (like those at Burnley Bridge). To complement these spaces, many community members suggested the need for more BBQ and picnic areas, dedicated off leash dog areas and spaces for markets. There was also emphasis placed on the provision of shaded areas and strong support for community gardens.

Station precincts (5 comments)

Most commentary on station precincts from the community called for increased amounts of activity as well as functional add-ons such as car parking, lighting and accessible public toilets. Key comments included:

- station precincts should be close to parks and fitness facilities
- lights and CCTV cameras around station precincts
- station precincts should have toilets which are publicly available (not inside myki-zone).

Creative strategy (43 comments)

The majority of community members welcomed the idea of creativity along the park and contributed varied suggestions on the artworks they would like to see along the linear park. There was strong support for the idea of using pillars to create an outdoor art gallery.

Community ideas for incorporating creativity into the included a theatre for both performer and community use with projection and audio facilities for public events, creative education opportunities and visual and sensory artwork such as interactive LED lighting in different colours that change.

Many community members supported the idea of artwork being displayed in various areas of the park. There were numerous ideas for the form and style of the artwork. Some suggestions included: Dalí style benches, a mural of David Bowie, artwork to reflect the Boyd family history, sculptures and designated areas for graffiti and street art. Other community members emphasised the importance of recognising the cultural diversity of the community through artwork for example by including Greek, Russian and Asian themes in the artwork.

Car parking (45 comments)

Community comments were divided on this issue. Some community members called for more car parking spaces to solve issues including congestion of local roads. Other community members advocated for a reduction in car parking spaces so that more space can be dedicated to parkland.

The need for parking around stations was highlighted by several community members. It was suggested that parking spots should increase with population growth and commuter numbers to decrease congestion. Community members put forward several ideas to deal with car parking issues including; multi-story car parks, resident only parking, commuter car parking (4hr, 6hr and 12hr) and dedicated spaces for pick up and drop off.

Crime prevention and safety (16 comments)

Key issues of concern for community members included graffiti, vandalism and safety. Concerns were also expressed that the open space may become a space for undesirables to gather.

To prevent anti-social behaviour several community members suggested the inclusion of CCTV cameras in the design. In addition, many community members recommended suitable lighting to ensure safety along the shared use path. Some suggested that these lights should be coloured (solar powered). Other ideas to enhance safety and reduce crime included; avoid building hidden areas which could encourage anti-social behaviour and increased controls by PSO's or police. Other ideas included installing vandal resistant equipment and graffiti resistant paint.

Maintenance (17 comments)

Community members expressed concerns about the maintenance of the linear park and advocated for a long-term maintenance strategy to be put in place. Concerns were also raised with regards to the longevity of the \$15 million dollar maintenance fund.

Concerns centred on the impact of graffiti, dumping of rubbish and unmaintained vegetation. Community members suggested ideas including: setting up a trust which allows any damage or vandalism to be cleaned within 24 hours and designing the area to be low maintenance. Some community members were concerned that painting the pillars would lead to high maintenance costs. Boyd Park was provided as an example of well-maintained, clean and safe park in the local area.

Community Open Space Expert Panel

COSEP was chaired by Professor Tim Entwisle, Director and Chief Executive of the Royal Botanic Gardens Victoria, and brought together local knowledge from representatives of the local community (selected through an expression of interest), combined with expertise from Victoria Police, Bicycle Network, local councils and the Office of the Victorian Government Architect (OVGA). COSEP frequently had a number of observers including Victorian Members of Parliament.

COSEP convened eleven times over the period June 2016 – April 2017 at various locations throughout the Caulfield to Dandenong rail corridor.

During deliberations, COSEP considered the project from both a broad and localised perspective. The topics discussed by COSEP were diverse, however deliberation generally focused on nine overarching key themes. COSEP's key insights and recommendations on each of these topics are summarised in the following key recommendations.

A separate report has been developed which outlines COSEP's recommendations in detail.

Key recommendations

TREES AND VEGETATION

Trees and vegetation are a key part of the experience for all users, and they should be used to create a strong identity throughout the park as well as provide a biodiverse corridor and connective thread to open space in surrounding neighbourhoods.

Key COSEP recommendations were that vegetation should; frame the user experience, create difference and identity and that vegetation choice should be bold, robust and resilient.

SHARED USE PATH AND CONNECTIVITY

The shared use path should encourage active transport by supporting the movement of diverse user groups, and by creating strong and clear connections along the path and to surrounding areas.

To achieve this goal COSEP recommended that the design of the shared user path should create a seamless connection between new and existing sections, be multi-directional to support multiple movement patterns, and be safely connected to nearby roads and public transport. Design of the path should focus on enhancing user experience, for example, by including break out spaces where users can rest.

PLACE-MAKING

Place-making should focus on creating different character zones that reflect the local context and identity, while at the same time creating an overarching narrative for the entire linear park.

COSEP's discussions on creating 'place' along and around the linear park emphasised bringing out the stories and heritage of each precinct, by creating different character zones relevant to place. Although each of these zones will have a different feel, it was recommended that they should be linked by a common thread — the shared user path — that has its own identity and creates a continuous narrative so that the linear park feels like a connected whole.



COMMUNITY SPACES

Community spaces should be carefully integrated with surrounding open spaces, be flexible to cater for the needs of multiple users and generate activity at different times of the day.

COSEP's overarching recommendation was that community spaces should be adaptable, encourage use from people of all ages and provide high levels of amenity. COSEP recognised that there are many different communities who will use the linear park, and recommended that community spaces be place-based, catering to the varied needs of each specific location.

STATION PRECINCTS

Station precincts should be vibrant, connected, active, bold, multicultural and should reflect the local identity and respond to the context of the surrounding area.

The station precincts are to be key activation points along the linear park, acting as entrances and gateways to the shared use path, open space areas and shopping precincts. COSEP suggested that design of the new station precincts should: host community festivals to bring together local traders and the community and recognise the history and identity of the local area.

CREATIVE STRATEGY

The creative strategy should be aspirational and multi-faceted, combining both community driven and professionally curated art to enhance sense of place, identity and vibrancy.

COSEP advised that it was important to include creative works as part of the linear park to reflect the sense of place and identity of the area. For example, permanent public art works and pillars being part of outdoor art galleries in key precincts.

CAR PARKING

Car parking spaces should be adaptable and carefully integrated into the public and green spaces of the design.

COSEP encouraged forward car park design that would push the boundaries of the look, feel and use of car parks. Recommendations were that the appearance of car parking be 'softened' and carefully integrated into the public and green spaces of the design. COSEP advocated for adaptable car parking spaces so that car parks can be used for temporal uses such as markets in non-peak periods.

CRIME PREVENTION AND SAFETY

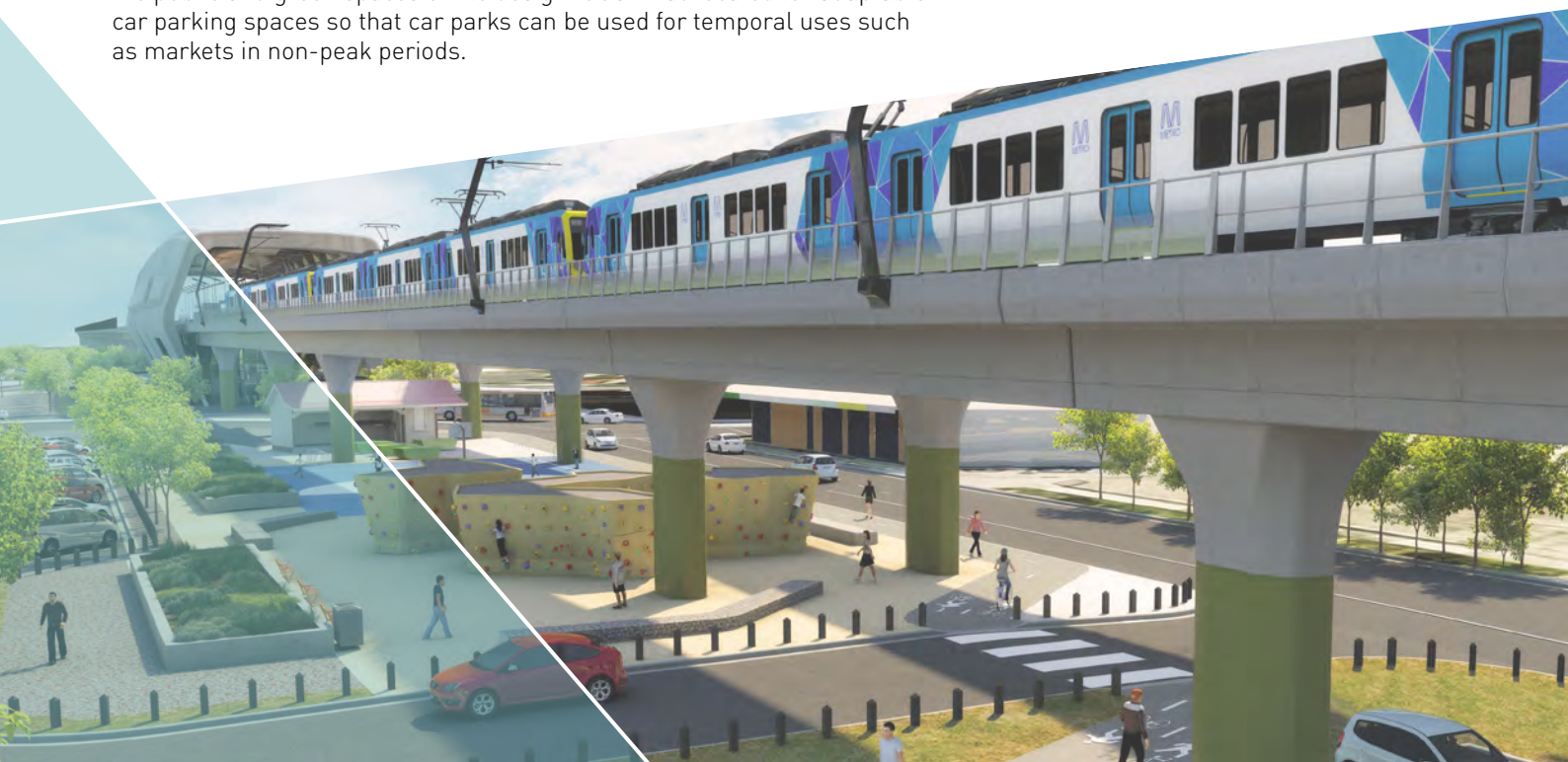
The project should adhere to the principles of crime prevention through environmental design.

COSEP recommended that crime prevention and safety details be integrated seamlessly into the overall design of the linear park and that important aspects to be considered included lighting, road safety and the mitigation of antisocial behaviour.

MAINTENANCE

Partnerships and implementation plans for maintenance of the linear park will be key to ensuring that the new open space stays green and well cared for.

COSEP acknowledged that many community members were concerned about the future maintenance of the linear park. COSEP deliberations focused on the need to address these issues clearly and transparently through the development of a long-term maintenance strategy. COSEP also recommended that the project team selects resilient building materials and plants to reduce maintenance requirements.



Face-to-face engagement

Community

To ensure all community members had the opportunity to have their say on the open space, those who didn't have access to a computer or who preferred face-to-face or telephone engagement were encouraged to visit the Authority's Information Hubs or to contact the Level Crossing Removal Authority via telephone to provide their feedback. These alternate methods of engagement were publicised on all communications materials relating to the Open Space Ideas Hub.

Throughout 2016 and 2017 thousands of face-to-face consultation occurred with the community on the open space including informal discussions and meet the experts sessions where community members were encouraged to come and speak with representatives from the project team.

Additionally, the project team attended community events such as the City of Greater Dandenong Australia Day Festival, the Clayton Festival and the project's Carnegie Station Pop up event. Additionally, ongoing discussions with key community members occurred via Stakeholder Liaison Groups. In total the Level Crossing Removal Authority spoke with approximately 2000 community members about the new open space face-to-face.

Feedback received from the community via face-to-face engagement was reflective of the key themes and feedback that was provided via the Open Space Ideas Hub – summarised above.

Local businesses

Additionally, seven meetings were held with trader associations and/or businesses to seek feedback from them directly with regards to the open space design. Key feedback included:

- plant tall trees in the linear park
- use bicycle stands instead of hoops (hoops can damage bicycles, riders prefer stands)
- include fitness items along the length of the linear park
- dismount zones will not work as cyclists are not inclined to dismount
- the width of the shared use path is adequate
- connect the shared use path with the city trail
- exact locations of active spaces need to be carefully considered e.g. move the urban gym equipment proposed at Clayton Road closer to Meade Reserve
- install BBQs and make sure they are maintained
- variety in sporting options is needed — do not have the same sports courts at Centre Road East and Centre Road West
- strong support for the inclusion of additional 3-hour parking to support traders
- ensure activity spaces have adequate car parking e.g. at Carinish Road
- community spaces should be converted to short term car parking
- it is important that new spaces have CCTV cameras and lighting for safety
- impact of the new spaces on traffic congestion needs to be considered.

Stakeholders

Throughout 2016 and 2017 approximately 50 face-to-face meetings were held with a range of external stakeholders regarding the open space design including, Metro Trains Melbourne, Public Transport Victoria, Melbourne Water, VicTrack, VicRoads, Bicycle Network, Office of the Victorian Government Architect and Victoria Police.

Throughout the design development for the open space, regular design workshops were held with council officers from City of Glen Eira Council, City of Monash Council, City of Kingston Council and City of Greater Dandenong Council. During these workshops elements of the design were discussed in detail. The feedback from these workshops was considered during formal design package development. Each formal design package has been issued to local council officers for review and feedback.

Key themes of discussion with stakeholders included:

- existing community infrastructure and community needs
- standard material palettes
- maintenance of the public realm
- public lighting
- local traffic and pedestrian movements
- car parking
- drainage and hydrology design
- construction impacts on the local community
- tree and vegetation planting selection
- shared use path location and design
- local streetscape connections
- public realm amenity
- historical and site specific stories that could be integrated within the design
- opportunities for spaces to be flexible and utilised for temporary events.

Design integration

Thousands of pieces of feedback were received from the community, businesses and stakeholders.

Comments and feedback from both COSEP and the broader community were fed through to the project design team throughout the consultation period.

This innovative 'continuous loop' process meant that the feedback from both the panel and the community has already had significant and valuable influence on the open space design.

The design team is currently working through all the feedback as they progress towards the final detailed design, which will be released in late 2017.

Trees and vegetation

The design team are actively investigating options to replant River Red Gums however, opportunities are limited due to operational and safety constraints within the rail corridor. The design team has committed to including trees with a similar ecological value to River Red Gums such as *Eucalyptus melliodora* and *Eucalyptus radiata* within the corridor.

Safety and maintenance considerations restrict the ability to plant creepers on railway infrastructure. In addition, with less rainfall and the temperature extremes experienced in Melbourne, creepers are not as likely to be successful as other international precedents. Coverage of the pillars may also be inconsistent due to these factors. The design team are currently testing assumptions with relevant stakeholders and developing options for further consideration. A trial will be implemented that explores different plant species on different sections of piers.

The design team is working on delivering other tree and vegetation suggestions. For example, the planting design will create strong connections between the linear park and its surrounding neighbourhood context through vegetation.

As a result of the strong feedback received through the tree and vegetation survey, the design team will implement the following planting proposals.

- An urban woodland in Noble Park which connects to existing open space and predominately native vegetation.
- A bold new community park in Clayton which reinforces the presence of the parkland within the Clayton area and introduces an identifiable character to the parkland itself.
- An 'urban mosaic parkland' for Carnegie, Murrumbeena and Hughesdale, which presents an opportunity to reconnect with existing scattered indigenous vegetation at Carnegie Station and Boyd Park and other exotic vegetation throughout the suburb, such as Maples and Elms. Deciduous trees will be planted at stations to provide shade in Summer and sun in Winter.

Tree planting will introduce new character in local streetscapes through the use of consistent species along street interfaces. In the linear park, the planting character will be consistent with feature tree species focussed in key locations such as pedestrian connections to local streets.

In terms of vegetation choice, new plantings will be a combination of Australian natives with exotic species used in appropriate locations such as station precincts, community spaces and pedestrian links to local streets. Preliminary open space design plans have 81% of tree species being native to Australia and 19% of tree species being exotic to Australia. In some instances seed has been collected from native trees removed by the project

for propagation and re-planting in the linear park. Due to the strong support received for the proposed key species listed in the tree and vegetation survey, the design team will incorporate these species into the open space design.

A particular focus has been placed on creating diversity in visual appearance of plantings and ensuring species selected are resilient to drought. 83% of trees specified have a moderate to high anticipated drought resistance.

The planting design has focused on increasing biodiversity through the selection of tree and groundcover species. Species attracting birdlife will be included such as Eucalypts, Acacias and Corymbias. These species will be located to facilitate the movement of local fauna through the linear park and connect with existing areas of open vegetation (for example Boyd Park and local water ways such as Mile Creek).

The design team are endeavouring to plant as many tall trees as possible, whilst ensuring the safety of the rail corridor. A benefit of the rail over solution is that it allows for a greater number of trees to be planted than a rail trench solution. Between Caulfield and Hughesdale mature tree heights will range from 5m to 20m; in Clayton mature tree heights will range from 5m to 15m; and in Noble Park tree heights will range from 6m to 20m.

A small percentage of advanced tree stock (1.5m to 3.5m tall at installation) and 100L tree stock (2.0m to 3.5m ht. at installation) will be planted. These will be focussed at station precincts and forecourts to provide vegetation with height from day one. The majority of trees planted will be 45LT stock (typical height = 1.8m – 2.5m) or tube stock. As a general rule smaller trees at installation have faster growth rates, as they adapt more quickly to new conditions.



Shared use path and connectivity

The design team are working to deliver suggestions, noting the finalised shared use path design will be released in late 2017.

The design team has prioritised cyclist and pedestrian activity where possible within the new open space, and has incorporated best practice design principles to ensure the new shared path is user friendly and accessible for everyone.

- the shared use path will be designed in accordance with Austroads Guidelines
- frequently used informal tracks will be formalised within the design
- cyclists and pedestrians will be prioritised at crossings into commuter carparks
- bicycle facilities (hoops, repair stations and water bubblers) will be placed at key locations of activity within the linear park
- connections will be made to existing shared use paths (Outer Circle Rail Trail and the Eastlink Trail) and pedestrian footpaths from connecting roads which intersect with the new linear park
- signalised crossings will be provided at major road intersections, including bicycle lanterns so cyclists do not need to dismount
- connections will be made to the new intermodal transport stations being created by the project, facilitating efficient, simple and comfortable transitions for commuters to and from their destinations

- localised seating areas will be provided so users can rest, gather and socialise
- ensuring clear sight lines are retained along the shared use path
- bicycle parking facilities will be located at station precincts (parkiteers catering for 25 bikes at each station with an additional 15 bicycle hoops located within each station precinct).

The shared use path will cater for a broad range of users including cyclists commuting to work or their local train station, children riding their bikes to school and weekend recreational bicycle trail users. A broad range of pedestrians will also be catered for including those walking for recreation, commuting to work, walking to their local shopping precinct and local dog owners walking to the new dog parks being created by the project (Ross Reserve and Centre Rd east community spaces).

To reduce the potential for conflict between pedestrians and cyclists the shared use path will be three meters wide and generally have a one metre clearance on both sides. In high pedestrian areas such as a station carparks, separate footpaths will be provided and within station precincts cyclists routes will be designed as slow speed environments.

Surface graphics and signage will be used at station precincts to slow cyclists and alert all users that they are sharing the space with pedestrians and cyclists. Cyclists routes through station precincts

will be clearly denoted by wayfinding graphics on the ground surface.

Wayfinding signage will be integrated along the shared use path and in the linear park, including the following:

- directional signage denoting the shared use path and broader connections (pole-mounted signs)
- distance markers to compliment the location of fitness stations and encourage local jogging circuits by users (surface graphics)
- illustrative graphics on the shared use path drawing on local stories (surface graphics)
- signage providing directions and distances to local train stations.

The Level Crossing Removal Authority is working with local councils with regards to upgrading existing sections of path that are outside the scope of the project, for example the section of path at Oakleigh Station to enhance the overall connectivity and usability of the path.

The Level Crossing Removal Authority will not be redesigning the roundabout at Heatherton Road, as this is outside the project's scope. However, we have provided this recommendation to the relevant authorities for consideration. This includes early assessments, information on traffic flow and feasibility. The project has not precluded the roundabout being removed at a later stage. A new signalised crossing will be provided near Mons Parade to provide a safe alternative to crossing Heatherton Road at the existing roundabout.

Place making

The design team are working to deliver suggestions, noting the open space design will be released in late 2017. The project will weave local stories and histories into the linear park design.

The design team has researched local histories and has identified key cultural themes to include within in the design. This will be reflected in colour themes, materials, graphics to piers and integrated within the surface graphics at the new community spaces and station precincts.

Areas	Cultural themes explored by design team
Carnegie	<ul style="list-style-type: none">• Rosstown Railway Line (a link to an earlier locality name) will be integrated within a seating element at the station.• Key historical station elements will be reused within the linear park such as cast iron canopy trusses and bluestone pitches.
Murrumbeena	<ul style="list-style-type: none">• Interpretation of The Boyd family artist's names within bespoke seating elements at the station.• Use of coloured tiles drawing on the colour and materials of the Boyd family history of pottery making at the station.
Hughesdale	<ul style="list-style-type: none">• Interpretation of the Outer Circle Railway and Rosstown line at the station.
Clayton	<ul style="list-style-type: none">• Reuse and restoration of the Clayton Station state heritage listed platform building.• Clayton Rd community space will incorporate a colour theme, design forms and graphics responding to the manufacturing history of Clayton (which included a paint factory).
Noble Park	<ul style="list-style-type: none">• The civic plaza area at the station precinct and the community space will incorporate the reuse of timber (from removed trees) into play and recreational elements.• Historical themes from Noble Park (including the start of Battle of the Bands) is being incorporated in to the forms, colours and graphics at the community space at Heatherton Rd.• Colour selections at Noble Park will respond to the existing built form, and colour palettes established by the local council.

Key architectural elements such as station canopy trusses have been salvaged from Carnegie and Murrumbeena Stations and will be re-incorporated into the linear park. Other items salvaged include bluestone from stations and railway tracks. The integration of the railway tracks along the length of the linear park (through garden bed edges and landscape features) will link the open space to its local context reflecting the historical and ongoing use of the rail corridor.

The shared use path will be allocated a singular name, which will be determined following community consultation. This will be integrated within directional surface graphics along the length of the shared use path strengthening the identity of the rail trail and linking the currently separated sections of shared use path into a continuous cycling/ walking trail experience.



Community spaces

The design team is working to deliver suggestions, noting the finalised community space designs will be released in late 2017. The spaces include a mix of passive and active spaces and opportunities for children's and integrational play. Due to the strong support for proposals as part of the community spaces survey, the preliminary open space design will include the following:

Koornang Road	<ul style="list-style-type: none"> • an 'Urban Lounge' area. This is a small plaza area providing seating, so people can meet and gather • multi-purpose half-court • urban gym equipment – modern outdoor exercise equipment which can be used by people of varying ages • table tennis tables
Clayton Road	<ul style="list-style-type: none"> • an 'Urban Lounge' area. This is a small plaza area providing seating, so people can meet and gather • multi-use sports court • urban gym equipment – modern outdoor exercise equipment which can be used by people of varying ages • table tennis tables • an area for temporary events – e.g. markets • skate area • bouldering equipment – small to medium sized items that can be climbed
Centre Road west	<ul style="list-style-type: none"> • RSL memorial and ceremonial space • multi-use sports courts that can be used for basketball, netball and futsal
Centre Road east	<ul style="list-style-type: none"> • multi-use sports court that can be used for basketball and futsal • urban gym equipment – modern outdoor exercise equipment which can be used by people of varying ages • fenced off-leash dog park
Ross Reserve	<ul style="list-style-type: none"> • fenced off-leash dog park
Heatherton Road	<ul style="list-style-type: none"> • urban gym equipment – modern outdoor exercise equipment which can be used by people of varying ages • bouldering equipment – small to medium sized items that can be climbed • picnic tables • table tennis table • children's play elements
Chandler Road	<ul style="list-style-type: none"> • gathering space • open parkland

These spaces will be designed to cater to a range of users and will encourage socialisation. For example gradients that enable wheelchair access will be included, picnic tables and table tennis tables will be designed for use by people in wheelchairs and seating will include armrests and backs to cater for elderly people.

Fitness stations will be provided intermittently along the length of the linear park, enabling local residents to use the parkland as part of an exercise circuit. These fitness stations will link into a wider network of street pedestrian footpaths and adjoining open space parkland creating a network of walking and jogging circuits within local neighbourhoods.

Play and fitness equipment is for use by all ages and has been designed to be discrete rather than overt in its appearance to ensure certain age groups are not excluded. For example proprietary play equipment will not be used as it clearly identifies the targeted users as children (through forms and colours). This may make some users feel excluded from using these items, such as teenagers or elderly people. Play equipment will also function as informal seating, for example parkour equipment may be used as informal seating and gathering.

The design team are working with relevant councils to ensure that the community spaces cater to the changing demographics of future developments nearby.

On the basis of the commentary received as part of the linear park survey, the following items will be added to the community spaces along the length of the linear park. recycling and garbage bins dog watering stations picnic facilities.

Station precincts

The design team are working to deliver suggestions, noting the finalised station precinct designs will be released in late 2017.

- Murrumbeena and Carnegie stations — additional entrances have been added to improve pedestrian flow
- parkiteer facilities (secure bicycle parking cages) and bicycle hoops have been located close to shared use paths and station entrances.

The urban character, landscape character and material choice for each station will have a different cultural/historical theme depending on location — this has been discussed in the 'Place-making' section of this report.

Creative strategy

The design team are exploring creative opportunities such as patterns and motifs incorporated into the viaduct screening and station platform screens, and also graphics that integrate the ground plain with vertical elements. The existing art work underneath the Noble Park Station and at the Noble Park plaza will be retained.

Work on other creative strategies will be considered in more detail during later stages of the project, however the design team has taken into account recommendations and will be appointing an creative strategy curator. The curator's role will be to suggest locational opportunities for curated art, develop a creative master plan, co-ordinate artists, designers and creative project construction/ implementation.

Car parking

The design team is working to deliver suggestions, noting the finalised car parking design will be released in late 2017. For example:

- car parking at Noble Park has been relocated to increase the connectivity of green space at the Heatherton Road interface
- car parking will include tree plantings to 'soften' the appearance of car parking and integrate a transition between parkland and car parking.

Where appropriate, suggestions on car parking have been passed onto other relevant bodies. For example, temporary use of station car parking spaces for other purposes such as for the purpose of markets is outside the scope of this project however, the design does not preclude these from occurring and the feedback has been passed onto Metro Trains Melbourne, Public Transport Victoria and relevant councils for consideration. The provision of car share stations and electric charging stations has been referred onto Public Transport Victoria and relevant councils for consideration.

The project has committed to delivering additional car parking spaces at key locations along the corridor, with the opportunity for an estimated 500 new parking spaces. The design team has made provisions for additional car parking spaces without substantially impacting the linear parkland created by the project. This ensures both linear parkland and car parking are features of the open space.

The project design will enhance intermodal transport connections (e.g. improved bus stop locations and cyclist and pedestrian connections). This is expected to influence local transport and travel behaviours and in the long term may reduce reliance on station car parking.

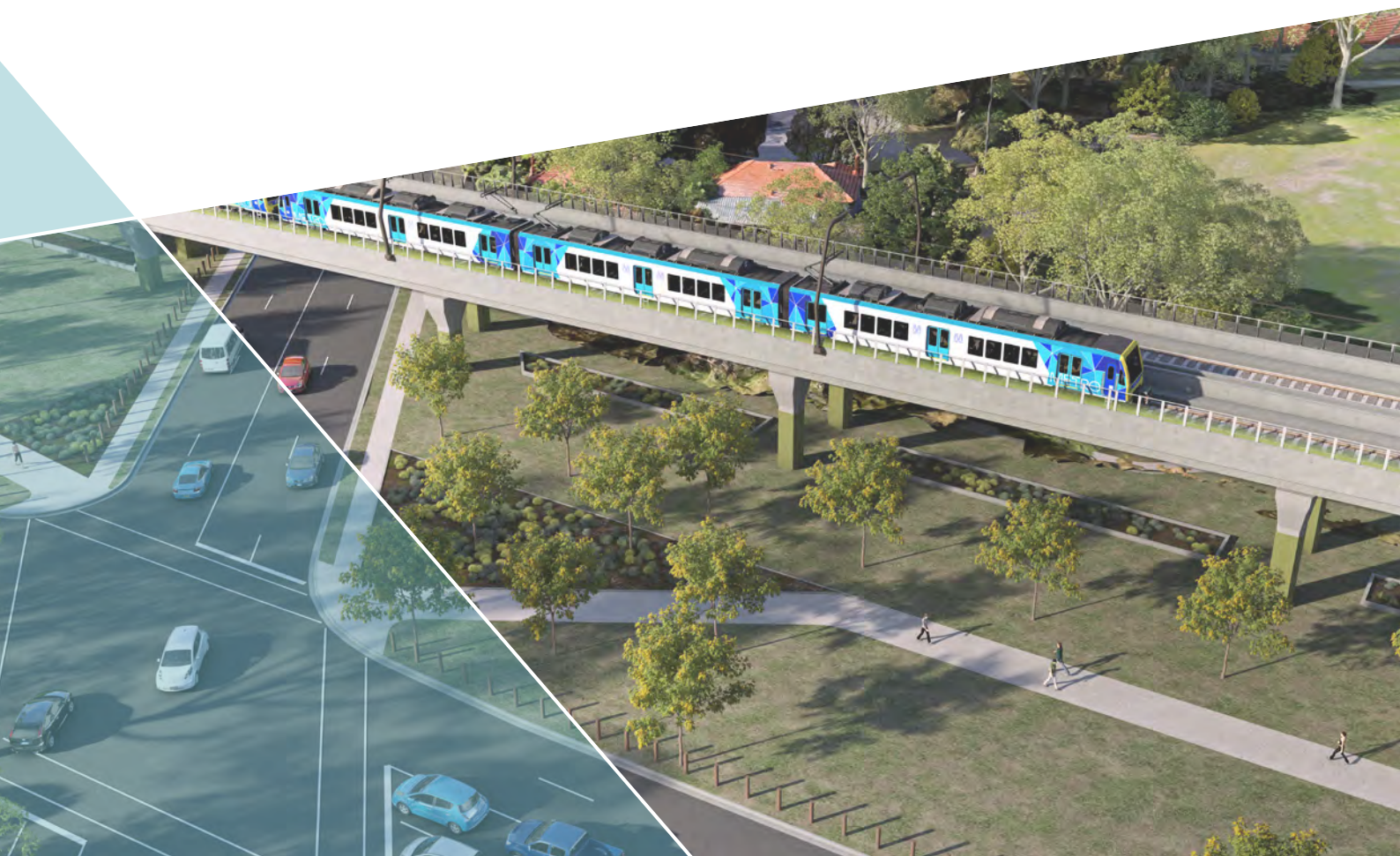


Crime prevention and safety

The design team is working to deliver suggestions, noting the finalised open design will be released in late 2017.

The design team have been working with local council and Victoria Police to ensure that all spaces are designed to minimise crime and enhance safety. Principles of crime prevention through environmental design have been applied. Key examples include:

- Lighting along the shared user path, (where existing lighting does not provide sufficient light, at community spaces and station precincts).
- Tree planting is designed to ensure clear sight lines through the public realm are retained. Trees planted will have clear-trunks which ensure branches will not hinder sight-lines. Vegetation planting will be restricted to low level planting to a maximum height of 1.0m to ensure sight lines are retained. The built environment and vegetation will be designed to reduce and remove where feasible any enclosed spaces or "hiding places".
- New fences will be installed to prevent public access onto the elevated rail line.
- At stations CCTV cameras and public lighting will provide safety and security for commuters.
- The shared use path will be located intermittently along streetscape interfaces where passive surveillance is increased from local traffic and adjacent residential housing.
- Public lights in the linear park will consider light spillage to adjacent residential properties. The design team are exploring the use of coloured lighting and dimming lights after 10pm in the evening to reduce the impacts of light spillage onto adjacent residential properties.



Maintenance

A \$15 million dollar maintenance fund will be established for the long-term care of the new open space. The Level Crossing Removal Authority is consulting with key stakeholders to determine the appropriate arrangements for the governance and administration of the fund. A long term maintenance strategy is currently in development.

The design team has considered the maintenance implications of the design throughout the development process.

The design will include:

- A palette of materials and furniture which are robust, hardy, weather resistant and will minimise ongoing maintenance costs.
- All plants have been considered for robustness and fit for purpose for site, environmental conditions and maintenance regimes.
- A graffiti removal strategy will form part of the maintenance strategy. The design has investigated many graffiti removal strategies by government authorities across Melbourne and has chosen a mix of typical graffiti reduction design strategies – such as anti-graffiti coatings, paint cover up systems and planting areas to reduce access to areas that might receive graffiti.
- Community spaces have been animated through the use of graphics applied to some of the vertical surfaces of piers. These are integrated into the forms, colours and design of the recreational facilities at ground level. This will act to deter the application of graffiti to these surfaces.

Conclusion

Consultation for the 22.5 hectares of new open space created by the Caulfield to Dandenong Project was designed to inform each stage of open space design.

Community members, businesses and key stakeholders were given a variety of opportunities to contribute through face-to-face engagement, online engagement and written engagement. The feedback, ideas and suggestions provided have been instrumental in ensuring the open space design reflects the needs and desires of local communities.

Next steps

The design team will continue to integrate feedback into the open space design, which will be released in late 2017.

Works on the public open space (the linear park, the shared use path and community spaces) will begin once the existing rail line has been moved onto the elevated structure and the old tracks are removed. Vegetation and tree planting will occur at the end of the construction program to minimise damage to trees and plants during construction works.

APPENDICES



Appendix 1: Feedback from the Community Ideas Hub

Table of ideas raised by community members in the online Community Ideas Hub.

LOCATION	Community comments
Car parking	
Murrumbeena	Relieve parking stress on surrounding streets to Murrumbeena RS. Council is continuously restricting parking around Murrumbeena RS streets and this is DESPERATELY needed for commuters. Increased higher density housing near station also puts more stress on street parking.
All	The current design allocates too much valuable public space to car parks and does so without looking to recover any costs. Car parking demand would be better managed by have less space and applying a reasonable pricing of using the car park. In return, the funds could be used to support ongoing maintenance of the public space.
All	Maybe more parking spaces so that there are less cars blocking the streets in front of homes.
All	Also, for parking spaces, include more 5 min pickup and drop-off spaces for parents picking up children.
All	PARKING PARKING AND PARKING.
All	Let's not turn the area under skyrail into a concrete jungle: less car parking areas and more trees, grass, playgrounds and community space.
All	For the times when us fair-weather riders won't take a bike due to the rain, or we're wearing inappropriate riding clothing, and the bus just doesn't come fast enough to take us where we need to go :)
Hughesdale	Don't want it to be all car park at all but Hughesdale definitely needs parking for commuters and local shops if the area is to thrive.
All	More car parks. Increasingly difficult to get car parks during the weekdays and weekends, including for train commuters.
All	I am a working mother, I drop my kids off to school then start my daily challenge to look for parking near the station after 8:30 to get to my job in the city. Can we please have car parks in Hughesdale, Murrumbeena and Carnegie for residents only
Murrumbeena	The new car parks along Railway Parade are a total contrast to the greenery that existed prior to Skyrail. It is disappointing to see a section of car park in Railway Parade in front of Boyd Park as this was an excellent opportunity to extend the parkland through to Railway Parade and establish walking paths to enter the park at this location. Having said this there is considerable space between the car park and Railway Pde that mass planting should be established to screen the car parks and return some greenery rather than the drab bitumen of a car park. This would also apply to the long stretch of car park at Murrumbeena Station.
All	With clever design this could be integrated with parkland and some of the other great ideas. It is vital that people who do not live within walking distance can access the station by car. Especially older people. Otherwise there will be too much congestion on surrounding local streets.
All	There are already a high number of recreational spaces around the railway lines, but parking has been neglected. Please provide adequate numbers as double capacity trains also require double capacity parking.
All	Parking!

LOCATION	Community comments
Community spaces	
All	There's not enough public open grass park areas in the suburbs, with the result that the existing areas are overcrowded. Use this space to create a place for families to gather and play or relax. Include some bbqs with adjacent shelters, maintained either by local council or Parks Vic.
All	Some of our local parks provide seating, picnic tables, barbeques, etc in locations that have no shade, which makes them unappealing during the summer months. Please position these facilities in a range of locations so that at any one time some are in the sun and some are in the shade. This doesn't necessarily mean locating them directly underneath the overhead concrete structure, but instead locating them off to the side but still within the area shaded by the concrete structure.
All	To encourage growth and community bonding in local areas given the recent construction of apartments in the area.
All	Include outdoor fitness stations in the parkland. They're a great way to activate spaces that might otherwise not be used, and they encourage local people of all ages to gather and exercise for free. Some Melbourne metro councils already have outdoor fitness stations – for example: http://www.portphillip.vic.gov.au/outdoor-fitness-stations.htm http://www.knox.vic.gov.au/outdoorgym http://www.gleneira.vic.gov.au/Places-and-events/Parks-and-recreation/Recreation-facilities/Outdoor-fitness-equipment http://www.activemoreland.com.au/parks-and-recreation/outdoor-exercise/
All	There should be telephone booths in the open parkland so that people don't have to walk to shops to make phone calls and so that people can make phone calls from anywhere if they forget their phone- not have to walk to shops.
All	Investigate the opportunity to create new playgrounds for adults and elderly Australians. Helps to tackle obesity while creating a new fun-filled environment for the community.
All	Ensure each station precinct is surrounded by an activity hub with multi-purpose courts, table tennis tables, BBQ stations and provision for businesses to provide bikes for rent and play equipment for storage.
All	This redevelopment provides an excellent opportunity for the creation of an Urban Sports Centre with a gym, pool, games area, archery, skateboarding, rock-climbing and other fun activities. This should be centrally located at one of the station precincts.
Noble Park	The new public space in Noble Park is equidistant from the overloaded Dandenong and Springvale exchanges. Building a new exchange there would ease internet congestion, enable local business and working from home.
All	An ecofriendly area for both children and adults to relax which may include a playground and cafe.
All	More restaurants and community eating areas.
All	Will make the area accessible for a variety of people not just for recreational purposes.
All	Basketball/netball rings; the occasional basketball/netball court; golf practice nets; cricket nets.
All	Exercise equipment as can be found on foreshore of Bondi Beach. Areas where people can picnic, barbecue or simply rest, relax and unwind.
All	We're missing enclosed communal dog parks in many of our suburbs. I for one drive to the Brighton Dog beach every week during summer. However having a small enclosed dog park near me would mean I would be out there every night. I believe dog parks are a great way of getting people together and becoming familiar with the people you share the community. Nestled into a nice spot with a cafe it would be a dream come true for dog owners.
All	In both Monash and Glen Eira Council areas there is limited open space for leash free dogs. Some areas set aside for leash free exercise and in-built agility equipment and perhaps some water areas would be fantastic and a much needed service for the many dog owners in the area.

LOCATION	Community comments
All	A range of restaurants with outdoor eating areas connected to childrens' play area so parents can eat while children play.
All	Basketball courts that people can access 24/7 for free. At the moment, people cannot access basketball courts because all the schools lock their premises up. There is one 5x5 metre "court" near the community centre, and then one half-court locked inside the aquatic centre that you have to pay for. Depending on the surface used (e.g. astro turf), these can also be used for soccer, hockey, and netball. If they are well lit, people can use them in the evenings also. And if appropriate fences are put up, players and traffic will stay separated.
All	Smart hub discovery.
All	Accessible toilets 24x7
All	1. Public toilets 2. Some water features – Fountains 3 Outdoor gym 4. Seating near shaded areas.
All	This would be similar to what has been built under Burnley bridge.
All	As Skateboarding has made it as an Olympic sport, why not take the time and resources to cater for this with a large (most parks around don't facilitate the sports adequately) skate-park, suitable for BMX, Skateboarding, Scooters & even Roller Blades. Providing an easily accessible place for all forms of recreational sports performed at such parks as they'll be located within reasonable proximity of the train-line. Gardens are a must, as such places can look quite beautiful with the right balance of organic and inorganic material, the contrast of concrete to flora for example. Hopefully, something inclusive for beginners and pros alike. With areas of increasing difficulty and variables in design, to constantly test the creative minds of those trying to conjure up their dream tricks and style. Featuring typical elements of a skate-park such as half-pipes, stairs, rails and bowls but maybe even to be as bold as including new elements, such as large open areas for flat-ground tricks or items designed to reflect the sport and culture itself. Maybe even a day-time kiosk, providing supervision, first-aid, snacks & drinks, potentially run events & clubs, even the sales of equipment such as helmets & safety gear, maybe even specialty equipment like boards & bearings. Using the proposed Sky-rail overhead of a portion of the design could give patrons a place to escape the blistering sun. I know I'd personally volunteer my weekend time to such a place.
All	More shaded areas so there are more areas for children to play.
All	Large children's shaded play area.
All	A dedicated space for dog owners that allows dogs to run free without interference from pedestrian and bike paths.
All	Various sports courts: tennis, basketball, soccer fields with netting, lots and lots of playgrounds for adults and kids. I would provide more capacity and reduce amount of bored kids.
All	They would be like warm up stations for bike and pedestrians. Would not be substitute for proper gyms but they would help even the most disadvantaged get some fitness in their lives.
All	I hope the park designers would consider the Queen's Park in Moonnee Ponds as a model. In particular, the lakes (even small lakes will do) and water fountains. We also would like to see Waking Path that is not shared with bicycles. Instead of planting huge trees, shrubs and palm trees would be good choices.
All	Leash free dog areas with dog play equipment (with lights). In both Monash and Glen Eira Council areas there is limited open space for leash free dogs. Some areas set aside for leash free exercise and in-built agility equipment and perhaps some water areas would be fantastic and a much-needed service for the many dog owners in the area.

LOCATION	Community comments
All	We, the residence of the Glen Eira Council area, Caulfield and surrounding areas, would like to petition the council to allow the establishment and maintenance of the dog gym/dog agility exercise facility in conjunction within the Glen Eira Council off lead dog park such as Princess Park, Caulfield South for example. The proposed equipment will include but not limited to tunnels, chutes, weave poles, etc., and lots of unique obstacles not found anywhere and are easily to construct, durable and environmentally friendly. We believe that the facility will be widely used by the numerous current and new dog owners who are currently residing in the area as well as numerous visitors to the area. The facility will be supervised by the professional dog trainer with over 25 years' professional experience in the dog training, obedience and agility with numerous awards and citations from national and international dog competitions. The benefits of the exercise and mental stimulation of dogs will lead to closer bond with your dog, easy management, social, friendly dogs, increased fun and knowledge for pets and owners, safety as well as owner socialization and community growth. Don't forget, old dogs can still learn new tricks!
All	Have a skate park that can be used by BMXs, scooters, skateboards, roller blades, etc... which would create a fantastic activation space. Once created, it would require minimum maintenance and provide an alternative fitness option for a wide range of demographics. This could further be enhanced by having a BBQ area near it and could be located in between stations and accessed via a bike track.
All	It would fantastic to have rock climbing walls located under the SkyRail, very much like the ones under the East Link (Burnley). This would be fantastic activation space, requiring minimum maintenance and provide an alternative fitness option for a wide range of demographics. This could further be enhanced by having a BBQ area near it and could be located in between stations and accessed via a bike track.
All	Vertical Gardens , Basketball and Soccer Courts and outdoor sporting equipment.
All	Bouldering walls, similar to under the freeway in Burnley.
All	Waterplay area.
All	Some form of community space for growing veggies, raised garden beds etc, eg those in Kensington.
All	Football (soccer) is the biggest club-based participation sport in Australia (Ausport, 2016) with approximately 50% more participants of the next highest club-based sport. Tragically, after decades of underfunding from Government, football is critically short of football fields for children to play on. A mix of full-size synthetic pitches (size permitting) along with half-size pitches should be considered to be scattered along the development to ensure that children have access to appropriate facilities to develop their skills, have fun and maybe even become the next big-name Socceroo!
All	Build a bouldering/climbing wall so to provide an alternative way for people to keep fit and active.
All	Access to free communal tennis courts to encourage participation in a sport that can be enjoyed at all stages of life. Current access to courts is unreasonably priced and there are not enough community courts to enjoy!!
All	Information about native fauna found in the area in several languages so people know what animals live along the path of the Skyrail. Also native flora for the nature reserves.
Clayton	Centre Road East community space is perfect for a major development and play area construction. Possibly a water park such as on Brisbane Southbank.

LOCATION	Community comments
Caulfield	<p>Bouldering is an increasingly popular way for people to keep fit and a sport that attracts people from all walks of life. The community would certainly gain attraction for university students seeking to live near the Monash campuses.</p> <p>Since there are not many bouldering facilities in Melbourne, certainly not in the eastern parts, the area really has the opportunity to do some new and exciting. Design of the wall could possibly be done with experienced boulderers, for example at the Monash University Outdoors Club.</p>
Noble park	<p>I would like to see a place where Food Trucks can park and serve food on Douglas St/Heatherton Rd (Noble Park). Next door to the skate park, noble park central and NPAC, Ross Reserve. I think it would be a good opportunity for Food Trucks Businesses. Especially, how popular the skate park has become and how many festivals at Ross Reserves. Not to mention parties at the park. More secure than the on-site stall, that is so easily trashed.</p>
All	<p>Let's build the longest continuous cliffhanger climbing obstacle course in the world under the skyrail!</p> <p>A safe space for people addicted to free climbing, lead climbing, bouldering, and slacklining.</p> <p>I wouldn't use it myself, but at least it might help to keep rock-climbers off the streets.</p>
Clayton	<p>This is a very narrow strip of land, with extremely busy roads on both sides which would be a real danger to children playing here. Any ball games could result in balls going onto the road and children running out to retrieve them. It is not a location where children should be encouraged to visit – children and busy roads are a recipe for disaster! Playgrounds need to be in quieter suburban streets for safety.</p>
All	<p>Community MAKER's Space / DIY Men's Shed / Repair-Café. A common creative space for learning, teaching, designing, building, inventing and tinkering with Technology. Supporting a Technologically-Savvy nation and developing more technical skills is of a paramount importance for our future. Helping to transform Melbourne from a society of Users to a society of Makers-&-Users. This may be a part of a new community center around Noble Park for example. It can be run by a group of enthusiastic volunteers and cater for the wider community offering help advise and support for any technology related projects. A couple of days per week can be dedicated to running a Repair-Cafe where people can bring their broken appliances / devices and repair them with the help of experienced volunteers... therefore reducing the landfill and helping to reuse / recycle the technology – thus sparing the material resources and so reducing our society's burden on the environment / ecology.</p>
All	<p>Similar to that under Burnley Bridge. With the rubber/ shock absorbing ground, you find in play grounds.</p>
All	<p>Check out the seating and planing on pinterest here. https://au.pinterest.com/pin/351421577155172338/</p>
All	<p>Space for Farmers Markets, Weekly markets, pop-ups, cafes, community facilities, Work share spaces, and mixed sporting facilities. Indigenous plants.</p>
All	<p>Areas for outdoor firepits surrounded by seating areas so people are encouraged to stay in the outdoors in winter. 7-11 sells firewood it would be great for family gatherings and outdoor cooking like South African Pokis.</p>
All	<p>Community gardens would be great for people in medium density, and help put people on the ground. Use recycled low-run off solar-lit materials for lighting.</p>
All	<p>All well and good for LXRA to waffle on about wonderful community spaces in the designated busier areas- what about the people living directly along the rail corridor. We MUST have these spaces actively planned with LXRA funded community gardens and vertical green walls otherwise graffiti and squatters will all congregate in these less thought of and more urban areas.</p>

LOCATION	Community comments
Creative strategy	
All	<p>From the supplied visuals it appears that all they are suggesting is that they pay someone to paint the bottom part of the pylons and that's it. This will weather and eventually look dull and tired, this is not an art gallery. This is an easy solution to try and camouflage the pylons that requires no management or upkeep. The only cost involved would be the fee paid to the painters, who we have no knowledge of, and have no control of the quality of the work. On this point the survey put forward by the LCRA, presumes that there is going to be an art gallery at each section of track, it asks you to comment on the theme of the art work not if you think there should be an art gallery at each section of track. This smacks of the same "consultation" process we had in relation to if we wanted the track over or under, we were not asked which we preferred but asked if we wanted the level crossing removed. Lets vote not have an outdoor gallery in the manner that is suggested by LCRA.</p>
All	<p>Lets vote for having one outdoor gallery, but not one on every section of track, and the one outdoor gallery should be vibrant, engaging, stimulating, and sometimes challenging the viewers, let it be embracing of every form of art and lastly managed and funded properly.</p> <p>Lets vote on this idea.</p>
All	<p>Imagine a small outdoor cinema area projected onto a concrete pylon &gt; the 'movie ticket' is simply hiring some noise cancelling headphones that provides movie audio &gt; from another pod that offers a hire-out service, you can hire inflatable banana lounges (or you bring your own fold up) &gt; and during the movie, you can visit any one of a number of small food business pods which also have their own small communal seating areas which are encouraged to open into the evenings with festival lights (imagine food truck areas).</p> <p>From the same pod that offers a hire-out service, you can also hire a bike and helmet and go to another pod which ordinarily operates in the evening as a wine and cheese bar, but during the day can provide picnic hampers which you can take with you to a park area accessed via the bike track.</p> <p>I think there is an amazing opportunity for integrated small business communities in the form of 'Pop-up Pods.'</p>
All	<p>Dedicated area for food trucks with seating, tables, lighting, weather cover. These should be near the stations. Different food trucks could rotate through on a monthly basis perhaps.</p> <p>There should also be dedicated space for buskers; musicians, dancers, magicians, acrobats, whatever. These could be near the eating area to keep people entertained while they eat.</p> <p>There should be an amphitheatre with lighting for theatre and music and there could be a two-up school here every Anzac Day. School kids could do performances here. There should be a butterfly house.</p> <p>There should be areas of native plantings encouraging birdlife.</p> <p>There should be sculpture. And lighting/illuminated art for after-dark. Chaser, laser light show along the underside of elevated rail bridges. Lighting art that make the supports into tree trunks, and the rail bridges into branches and foliage.</p> <p>Maybe there could be an art installation festival once a year which could utilize the space between stations.</p> <p>There should be Christmas lights set up through December.</p> <p>There should be an annual community bicycle time trial along the bike path under the tracks between Hughesdale and Carnegie station to raise money for charity and claim the swiftest Glen Eira cyclist.</p>
All	<p>Food stalls, car boot type stalls instead of garage sales, arts , crafts, giftware stalls.</p>

LOCATION	Community comments
All	Stalls are available for hire.
All	There should be the ability to project onto a wall and pipe audio (and perhaps an ampitheatre/stage) so that during important public events, the spaces can act in a similar manner to Fed Square, a place where people can share in community and digital events while physically together. Movies can be shown, including those created by local schools, sporting events televised, gaming tournaments, live music and karaoke events can be held. For the same reason wifi should be available. Encouraging people to embrace technology whilst being physically together is important for the future and attracting people makes the area safer.
All	Lending from examples seen overseas in the UK and Europe, anything to activate the land under sky rail would be useful. I'm sorry but I don't think Parkland, barbecues and playgrounds are the answer. We have far too many nice parks in the area to be bringing ourselves and our families to a sky rail Park. Anything that will activate and not allow the area to become a no-go zone. Examples I have seen are markets that have worked well under overpasses and we could use the venue for existing market events such as farmers markets, etc. Another example is creating netted sporting activities such as futsal and soccer which could be hired out to groups – no solid walls simply a net to enclose the sporting activity.
All	This is an amazing opportunity to revitalize local community shopping strips. A multi purpose space that can incorporate markets, community picnics, outdoor theatre, live music. There could be an option for local community orgs/members to manage these spaces to increase community ownership.
All	Shipping Containers for community use. These spaces could be used for pop up shops, community meetings, art workshops, yoga etc. There would need to be an appropriate local org/business who could manage these spaces. It would be great if these were near the multi-functional community outdoor spaces. (See Dandenong Market's example).
All	Artistic coloured mood LED lighting across the whole length of the raised SkyRail.
All	Free Wifi along the open spaces along SkyRail. Would invite tourists and locals. Its much needed as its done in other major cities in the world. Would encourage more commerce and activity if popup shops are setup and local communities enjoy the areas especially near local train stations and business districts.
All	I love Outdoor cinemas and outdoor theatre and music. In Poland we had outdoor cinemas projected on concrete walls. Would be nice to have a few commercial Outdoor cinemas or music stages for performers to do theatre or music performances.
All	Small popup newsagents like in the city.
All	Lots and lots of public benches and seating along SkyRail. They could be artistic. Perhaps in those planned Open Art Spaces proposal. Would be good to have weird Dali style benches and seats.
All	Perhaps at least 2 near major stations like Dandenong and Caulfield.
All	This would invite local sculptors to create amazing themed sculptures to go along with the proposed Open Art Galleries.
All	Create a coloured scheme along the whole length of the SkyRail or at major visible locations. Futuristic and artistic designed colour schemes painted on the underside and columns of the SkyRail.
All	Interactive light and movement installations that interact with pedestrians and bike riders as they pass by. They would be suspended very high above the walking and bike tracks and light up when pedestrians or bike riders pass by turning on artistic lights and maybe some art sculpture moving parts. Would increase it as a tourist destination.
All	Designated out of sight area for graffiti art so they don't do else where. This will allow graffiti artists to express themselves in a designated allocated area rather than doing it on the railway concrete structure which is likely to be tempting for those graffiti lovers.

LOCATION	Community comments
All	Create a David Bowie mural and people will come. How cool would this be for Murrumbidgee/Carnegie rail corridors. Calling all street artists. Street art.
All	Digital signage walls on concrete columns for commercials/ads, effective way to cover maintenance costs. Also will increase the interaction with community.
All	Support creative activation/play and education of spaces and features by dedicating a floating resource like visible park rangers or green activator, play master /or guide like in NY so its a safe, fun, welcoming, things to do for families.
All	It might be nice to have cinemas curated by the local businesses as well as open amphitheatres that can be used by local theatre groups and offered as fringe festival locations.
All	Can we please have local schools/artists/volunteers mosaic the pillars to make them look less of an eyesore!!! Mosaic Tiles on Pillars.
All	It is quite nice to have several colour changing fountains and seating benches around them.
Hughesdale	Community Music spaces. Where musicians can come play together. Or dancers can dance to their own music. Small amphitheatre – raised seating, moulded earth banks. Perhaps walls to allow noise to be contained or directed. We have bagpipe player near us at Hughesdale. I could bring my trumpet. My wife her guitar. Let's have a community music jam session.
All	Collect virtual tokens at spots along bike tracks. Exchange virtual stickers. Install Fluker posts to take pics from the same spot at different times of the day. Perhaps a low energy text screen where the community can leave clues, messages, poems.
Carnegie	Carnegie shopping strip already has some very interesting mosaics. It would be great to engage an artist to work with local community volunteers to design and install mosaic on pylons. This would link the station visually with the rest of the shopping strip and add character to the whole area. Carnegie is a very multicultural area, it would be fantastic to engage representatives of different cultures to incorporate designs from their heritage into this mosaic. Volunteering on such project would bring people together and create a lasting asset for the community. Koornang rd could become a Hosier Lane for mosaic.
All	With 17Km of new area, starting from scratch – Build a treasure hunt or scavenger hunt. Small clues all around the area, the construction and the artists works. If done right this could be something very interesting and unique. Going hunting for the final treasure with the whole family on a Sunday, on a bike would make one heck of an experience.
All	A monthly market taking place on the first Sunday of each month, with the potential of twilight markets in summer, named after our great premier Daniel Andrews who made this wonderful project happen.
All	Create sculpture park along the track using local artists or perhaps local schools.
All	And finally – encouragement of local artists. Grafitti is inevitable, but as a part of Melbourne culture we should also try to ensure designated zones for street art, displaying the talents of those in the suburbs and not just the city.
All	It's vital that the public spaces are well lit, but this can be achieved through clever lighting design. A range of spotlights, coloured lights underneath the viaduct, etc can be much more attractive than basic security type bright flood lights. These can also have the advantage of minimising light spillage/pollution into neighbouring residences.

LOCATION	Community comments
Crime prevention and safety	
All	Lighting and manned CCTV coverage should be provided to combat and/or prevent crime, and a trust fund should be set up to ensure the ongoing maintenance.
All	In all areas the rail authority together with Council should put in place Telstra Smart Community Lighting. Making parklands, parks and any open space safe to walk in. This lighting can also incorporate CCTV and I believe works similar to sensor lighting.
All	There is a very real risk the space under the rail lines will become an eye sore and an area local people avoid. To minimise the risk of this, please ensure that all the open space is well lit (to accommodate people walking to and from the train stations in the dark – peak commuter times during winter occur during the dark), with good sight lines and no hidden areas where crime or inappropriate behaviour can occur.
All	Graffiti, vandalism, dumped garbage, smashed broken glass, etc will all occur underneath the train tracks. While this is unavoidable, please ensure that there is a rapid response maintenance and cleaning service that rectifies these issues within 24 hours. If this is not in place, graffiti will attract more graffiti, vandalism will encourage more vandalism, dumped garbage will attract more dumped garbage, etc and then the area will get a reputation that it is best avoided. If the area is allowed to get a negative reputation, it can be almost impossible to turn this around later on.
All	All public areas surrounding the new station developments and pathways should be equipped with CCTV's and excellent bright lighting (solar-powered) for security and community benefit.
All	Manned CCTV and lighting essential under the whole "bridge" Area. Also, constant patrols by either PSO's or police.
All	Given the increase of user activity under the new elevated rail, I'm assuming we'd need to cater for all of society's needs, including responsible drug addicts. It's certainly not my first choice for a suggestion, however needs to be considered.
Clayton	Below skyrails and sitting connections local buses Clayton and need lights walk in dark and council look after walking paths.
Maintenance	
All	Please ensure adequate CCTV and lighting is provided for the spaces. Maintenance should be attentive and sufficient as well to cut grass and deal with graffiti and rubbish. An outdoor gym and playgrounds will be good starter ideas.
Place making	
All	Pictures that educate the community as well as help those who use Auslan and Braille to understand the signages will not only enrich understanding and empathy but raise awareness in the community. It goes without saying, there will be wheelchair access across this space, but there should also be access for Deaf and Blind people.
Murrumbeena	Many volunteer organisations do great work in the Murrumbeena Area and we could note them on a pylon or some other way to highlight their presence and their work. ie Lions Club, Rotary, Nightlife Disability Services, CWA and many more. It would be a great way to show our sense of community.
All	It would be great if there was a collective of people from each suburb that continue to think about and engage with and manage the new spaces. Local council can only do so much and the boarderlands between Glen Eira Council and Monash Council often get forgotten. These collectives would work with/for the councils to maintain these spaces. Community Development and Social Inclusion principles need to be incorporated in the spaces use.
All	Fountain installations that flow from below the SkyRail water flowing downward.

LOCATION	Community comments
All	Have an indoor block (doesn't have to be too big) in each suburb, which will have a notice board for the local community to pin up upcoming events and a section of the wall for brochures of what to do/where to eat/clothing shops. Have a big map of the suburb placed on another wall will 'dots' where their are shops, services, schools, universities, etc. This block will also have a drinking water fountain, free wi fi, seats and maybe a toilet. Lets do something for local businesses by letting themselves be acknowledged.
All	That one stretch of parkland from Carnegie(?) to Noble Park(?) needs to be meditated in several stages and areas of detail – with the object to the minuscule. So I would like to see the inclusion of more creative play, physical, or mental/social than the standard playground available. These would be highly appreciated wherever placed on the park's spectrum. Not only play for children, but for the elderly or fit as well – equipment to use. Play for adults, bouldering walls or skating areas, tennis, basketball courts and communities can be formed around a wider range of play. Parking is another issue as to the physical space it consumes daily compared to the emptiness at night, a new design or interest of the particular community could be held as a potential site for night markets, festivals instead of a desolate place. Also the proposition of businesses under the bridge/near the bridge would create further incentive to go to the park.
Shared use path and connectivity	
All	Furthermore, pedestrian and cycling movement should be prioritised within the public space. Use ideas like pedestrian crossings with quick response lights and with an extra call button set back from the crossing (so that it can be pressed on approach and the crossing is activated by the time the pedestrian, cyclists arrives).
All	Give the inner hoon an escape by providing a drag strip along the straight sections and a drift track weaving through the pillars. What could go wrong?
Noble Park	<p>The roundabout on Douglas St/Heatherton Rd (Noble Park) is a dangerous roundabout for pedestrians. The only traffic lights are for early train notice. This would probably be removed as there is no need for it. However, my concern is then crossing the road from Coles, Noble Park to the other side of the rail tracks (NPAC side). We always crossed when the train tracks are down – the whole intersection/roundabout comes to a stand still. The problem with removing the rail-crossing, is that there may never be an opportunity to cross the road at that intersections. Very, dense traffic, two lanes, moderate speeds. In other words, crossing Heatherton roads at that intersection. You'll have to walk down to the lights in front of the commonwealth bank then walk down to the lights on Heatherton Road (in front of the RSL). Which could be a good 5-10 min. And then you still got to cross Memorial drive – which should be OK. Once the removal is done (at the moment PPL use it to bypass the tracks). I'm not sure how to solve this one. The simplest solution is to add lights on Heatherton road and Railway Pde. Probably more of a VicRoads problem.</p> <p>I can't see a pedestrian footbridge just to cross Heatherton road as a good solution (parallel to the above road skyrail). Although, could have some nice views of NPAC and the Ross Reserves. I do want a safe solution that people will use.</p>
Carnegie	Use of noise/visual barrier to separate major road, Dandenong Road, from the adjoining parkland. Near the former Cosy Gum pedestrian crossing in Carnegie.
All	The need for a direct link into the city on a bicyclist track would be greatly appreciated as well, the current development between Clayton and Springvale is a nice start, but not enough.
All	Melbourne Bike Share currently operates only in the CBD and inner suburbs. It would be fantastic to have bike share stations near the new railway stations. Imagine being able to ride a bikeshare bike from Murrumbeena to Caulfield, or Hughesdale to Carnegie, drop the bike off, do some shopping or go to uni, etc., and then catch the train back home.

LOCATION	Community comments
All	Many shared paths are dangerous and unwelcoming to pedestrians because of fast moving cyclists. Please ensure that the shared paths are very wide (to accommodate both slow moving pedestrians and fast moving cyclists), are continuous (no missing links, or dismount zones around the train stations or car parks), and don't have any blind corners where pedestrians and cyclists can collide.
All	Establish a cycling highway connecting the whole train line to the CBD with tyre pumps, water stations and lighted pathways.
All	Encourages drinking of water + increases comfort while on commute / recreation during hotter days.
All	A bicycle repair and rebuilding workshop and cafe on the bike path, encouraging exercise (riding), recycling (rebuilding bicycles) and employment (training for bicycle mechanics and employment for long term unemployed and refugees).
All	The provision of shared paths rather than dedicated pedestrian and cycling paths is a missed opportunity, especially when it is expected that cycling paths will be popular with large numbers of faster commuter cyclists. Melbourne is currently dealing with a legacy of shared paths, constructed as recreational routes, that are now highly trafficked commuter cycling routes and correspondingly hostile to walkers. LXRA concept plans show that the elevated rail project is set to repeat this mistake.
All	Please use this opportunity with skyrail to get a bicycle path into the Melbourne CDB, which is a straight path. Current bicycle paths run for a few hundred meters and then cease requiring cyclist to use local roads or change sides of the tracks etc. One path, straight and continuous can't be too hard! Even better one on each side designated for city bound and outbound directions only.
All	<p>A fast, continuous and separated pedestrian/bike path is needed so that it is a viable alternative means of PUBLIC TRANSPORT. Cycling as a mode of transport is becoming more and more popular and an increasing number of people will adopt this alternative if it is also the fastest and safest way to get from A to B. As an example, travelling between Oakleigh station and Carnegie station is approximately 3km along the railway line. A modest commuter travelling at 25 km/h would cover this in approximately 7 mins. If there were 3 sets of pedestrian/bike crossing lights (say at Poath Rd, Murrumbeena Rd and Koornang Rd) and each took 30 secs to activate, this would equate to an additional 1.5 mins of travel time, or an additional 20% on top of the original commuting time.</p> <p>The issue is further compounded: 1) for people travelling the full length of the cycle path from further out with more traffic lights, and/or 2) for commuters travelling at higher speeds, and/or 3) if the pedestrian/bike crossing lights took longer to activate, and/or</p> <p>4) when you factor in that it actually takes people more time/effort to start and stop on a bike. It is not unreasonable to have pedestrian/bike crossing lights consume 5-10 mins of your travel time when the problem could be easily and relatively cheaply avoided altogether, whilst also making it safer, less stressful and less confrontational for motorists and cyclists.</p>
All	A specialised walking track surrounded by native plants and shrubs that runs along the length of the tracks from station to station with kilometre points to tell walkers how far they have walked.
All	The newly created bike path under skyrail will be connected (through Boyd Park) to the Gardiners Creek trail that allows people to commute to the city – except there is not an easy and safe way to navigate across busy Princes Hwy. Building a pedestrian/bike overpass across Princess Hwy would create an uninterrupted bike network from the skyrail corridor into the city.
All	Bike track to use bridges to cross roads along rail line and link with Gardiners Creek via Boyd Park. Bridges over Dandenong & Waverley roads.

LOCATION	Community comments
All	The drawings so far show narrow concrete paths with sharp intersections – high energy input, high conflict zones so you need someone on the 'expert panel' that knows something about utility cycling. You'd expect secure bike cages for multi-mode commuters to reduce car parking as well, plus repair stations.
All	Adequate signposting to show people where they are and where they want to go, using a colour-coded or symbol scheme that can be interpreted by all ages and those with limited language skills.
All	Dog walking and bike riding trails.
Hughesdale	Currently public transport to Chadstone Shopping Center is poor. A dedicated (electric? autonomous?) shuttle bus service with fast pedestrian access underneath the new Hughesdale station would improve public transport access (5 mins from Hughesdale) and take cars off the road. The stop should be raised to allow easy wheelchair and pram access.
All	Currently there are bike paths Clayton; Huntingdale; Oakleigh; Hughesdale; Murumbeena (barely). They're all disconnected and there's no path linking to Carnegie and Caulfield. Path would make use of existing infrastructure and encourage more cycling towards Caulfield (e.g Monash uni students going between campuses).
All	Would encourage more bike rider and walkers to enjoy the paths and keep track of how far they have left to get to city or to Dandenong.
All	Some areas along the skyrail would benefit with extra connecting car roads under the skyrail. Perhaps under bike/walking tracks. Bike and walking tracks can be raised higher above those roads so no traffic jams.
All	And connecting nearby shopping centres and close by other bike tracks to form a network of bike tracks. Thus creating a new network of interconnected bike tracks for commute via bike. This is heavily being installed in the EU.
All	Can we have signs on the Caulfield to Dandenong walking paths that tell you distance to nearest landmarks like trains stations, Greaves Reserve, schools, Eastlink Footpath/cycle, path?
Station precincts	
All	Make the public toilets at the train stations accessible to park users by locating the toilets outside the Myki barriers. This will avoid the need to construct separate public toilets in or near the parkland, which will reduce construction and maintenance costs. It will also encourage everyone to use the parkland, including families, people who need toilet access, people who require accessible facilities, etc.
Murrumbeena	I hope that in future, Murrumbeena Station will continue to have the clothing bins where residents can distribute clothing that the no longer want.
All	FREE WIFI at all stations and car parks eg. In case I ran out of credit and needed to call a ride, Uber or check the bus schedule.
Trees and vegetation	
All	A hardy native climbing plants should be planted at the foot of each pylon, UV lights (could be solar) placed above the plants under the bridge and rain water should be diverted from the top of the bridge via pipe to the foot of the pylon to provide moisture to the plant. I have never seen graffiti on a plant, this is a cost effective way to prevent graffiti and also provide light below the bridge with the added bonus of providing shelter for bird and other wildlife.
All	Create a flower park or conservatory at one of the station precincts with rich colours and flowers for every season. Have rich fauna surrounding the entire public spaces with lots of colourful plants and native leaves.
All	Use all pillars as vertical gardens or green walls. This solution, similar to the Via Verde project in Mexico City, provides an effective method of preventing graffiti whilst also improving air quality and reducing the visual impact of elevated rail.

LOCATION	Community comments
All	Herb, fruit shrub/climber and indigenous food plant installations. Public greening that includes edibles enriches local communities, and provides shade/cooling capacity.
All	These botanical gardens could be setup under Skyrail and open space and be surrounded by fancy fencing and maintained by local councils. They would have plenty of benches and have small popup coffee shops in them for people to have a coffee or ice cream and relax surrounded by beautiful botanical gardens. Like mini versions of the Melbourne Botanical gardens.
All	Hanging maintained gardens suspended on top of the SkyRail columns and along underside of the SkyRail. Would create an amazing tourist attraction and put Melbourne on the map.
All	I think Vertical Gardens for the pylons supporting the raised rail line would look stunning. Help create a greener environment, and abolish the risk of 'tagging' over any art that may be displayed. This idea was used in Mexico City on freeway pylons. It also helps with air quality and reducing pollution, apart from just visually being aesthetically pleasing.
All	Community vegetable gardens and native trees to attract native birds.
All Uber	Create a garden that can sustain our community so that our community can share in nature's abundance. Plant perennial herbs and edible plants. The community should share in the fruits. This will also help attract native bees and birds.
All	Green walls for unusable space. Can any solid walls be green walls – that is where the rail goes up and down in the dead space plant green walls to hide the ugliness.
All	Green walls, creepers to break up the concrete pillars of the rail.
All	The importance of "wild" spaces for children to play in cannot be underestimated. For adults, a "bush" experience is tremendously important for well-being in our built environment. For our community, knowledge of our natural environment (before settlement) is critical to our understanding of, and connection to, place. For native birds and native mammals, native vegetation is critical. There is really none in Glen Eira. It's important, too, that the native re-vegetation is extensive, ideally using the rail line space as a natural corridor. Tiny pockets will not work.
All	As well as native trees and shrubs, how about fruit trees, grape and passionfruit vines and a community garden. With so many units and developments going up, these people with no backyards could use a place to grow veggies and plants. Anyone would be able to pick some fruit and eat it for free.
All	We're all in this together! Food is Free Project is an open-source project so let's take the first step to start a Food is Free Project in our community. It all starts with that first garden and from there things will evolve and grow. Plant a garden on the sunny side of the tracks, or make some container veggies and set up a #foodisfree sharing table down by the station. Our actions might ripple out and inspire others who's free food ideas will spread like wildflowers.
Murrumbeena	This parkland will run very close to Boyd Park in Murrumbeena, where there are large gum trees for nesting hollows.

Appendix 2: Feedback from the discussion forum

Table of ideas raised by community members in the online Discussion Forum.

LOCATION	COMMENT
Car Parking	
Murrumbeena	Time to get serious about the absolute lack of street parking available for rail commuters at Murrumbeena RS. Councillors take note! Council approved higher density development (more cars parking on streets) and Council continues to restrict general street parking times e.g. Neerim Road in last 6 months' leaves rail commuters with little choice. Things like this in turn put pressure and people start parking too close to driveways. Council increases parking ticket revenue and they are the only ones who win out of this. The open spaces need to allow for projected current and FUTURE parking needs.
All	If we want more cars off the road then we need more parking at stations, not less.
All	It's all about getting the balance right. We also need to consider the large volume of cars that will be parking in our residential streets if adequate parking is not provided. This is already an issue in many streets near the station.
All	Parking at trains stations- balance needs to be achieved in terms of how much of the open space is parkland and how much is car parking- community consultation on what is an appropriate amount of car parking spaces an excellent idea.
All	I would imagine the more parking the better because it has to be duplicated in the coming years.
All	There should be more 5 min parking spaces for parents picking up and dropping off their children and there should also be some more full day parking spaces so that there isn't so much congestion in front of homes near the stations.
Carnegie	There needs to be serious reconsideration of space allocated to commuter parking at Carnegie station. Prior to rail works commencing, the car park was 'shared' by commuters (in the minority), residents of the villages of nearby apartments using the space as convenient, unrestricted parking and the colonies of tradespeople building the same. Take a walk around the streets nearby the station then or now and you'll find commuters parking 700m – 1km away due to lack of parking at the station. Community space is wonderful, however in Carnegie, we have the library area and space under the station itself. The area designated to community space on the West side of Koornang Rd should be dedicated to parking to address the continued growth of high density housing in the area. Artwork could be incorporated to blend function with culture.
All	I agree. The number of people using the station to travel to work or school continues to increase and the number of parking spaces needs to be increased to accommodate for the growing population. The number of cars crowding the residential areas around the station is steadily increasing and all that does is cause more problems with residents and commuters.
Hughesdale	Open spaces certainly sound great BUT what has been proposed in the way of day-long car parking at the new stations, which up to now has been woefully inadequate, especially at Hughesdale station? We live in a street near Hughesdale station and some days it is impossible to drive out of our driveway because of the cars parked in our street. Train travellers obviously come from miles around in order to board the train within Zone 1, and a lot of the time they don't care that they may be partially blocking somebody's driveway, and it stays that way all day long, day in and day out.
All	There are very busy areas where it is practically impossible to park after 7 or 8am. Such places are Clayton, Huntingdale, Oakleigh and Hughesdale on the Cranbourne/Pakenham line and Syndal, Mount Waverley and Glen Waverley on the Glen Waverley lines I live close to. Please, improve the parking facilities in these areas. Thanks.

LOCATION	COMMENT
All	Instead of more frequent (and usually unreliable) buses where you have to walk in rain to the bus station and there you can wait in the rain again for many minutes, multi-storey parking buildings are needed. They use less land area and can eat up hundreds of cars. Moreover, they can be extended later vertically if the demand increases.
All	Commuters drive from kilometres away. They need to park close to the railway station as they don't want to walk 1-2 kilometres between their cars and the train, every day. Similarly, the riders, they want their parkiteer locker close to the station entrance. All other activities (dogs' area, picnic area, etc. can be a little bit further from the station as they are used in less rushy periods of the day and less frequently (by the same person). I mean, if somebody wants to walk with their dog or children then walking a bit is/can be part of their activity. A picnic area is different, it would be hard to carry all the food and drink from far away so the picnic area also should have dedicated parking spots. But that whole thing also can be further from the railway station.
All	Parking is very important at Melbourne train stations, given how far it is between stations etc. Getting to train stations in any means (other than a car) is often not feasible. If car parks generally don't meet current demand, this is only going to get worse if parking isn't made a priority. No point fixing up the train lines & adding extra trains etc. if people can't park at the station so choose to drive their car to their destination instead.
All	Safe and secure parking close by along with easy access for drop off and pick up
All	I thought that the new train line was supposed to serve the commuters traveling by train. So, adequate car parking is a must. Adequate means current demand PLUS at least 30% extra for future growth. Other considerations, like open spaces, is nice but first make sure people can get to the train station and leave their car there (and/or bicycle).
All	In the Watsonia Rosanna McLeod area there is 4 hr parking only in all surrounding streets, and the rare spots available drivers are careful not to illegally impede driveways (the road does not belong to the resident who has driveway access). To actually get to the station to catch a train one must drive the car to get there, and then it would be heaven to park safely at that station in time for the very next train, the normal thing we used to do in the distant past. We desperately need lots more car parking space for stressed commuters. Not parks, trees, and swings or lots of useless pavement and picnic benches. We need available car parking spaces for the peace of mind for desperate commuters. Why gather around a train station for a picnic? Much more car parking space that is easy to access without plantations and trees taking up room. Parking is the most important thing at stations.
All	Why is there no option to vote for car parks? From the city alongside the whole corridor till Dandenong, parking is a hassle and there is not a word about building car parks. I agree, it is nice to have playgrounds, picnic areas, and so on. But if somebody wants to have a picnic then they will be able to drive to the picnic area between to stations. On the other hand, who drives daily, they cannot walk from such a distance to the station every day. It would be totally fine to build car parks close to the railway stations and picnic area, playground, dog walk, etc. to other places.
All	Please strongly consider adding multi storey car parks. This way there is still space for everything else and still providing the valuable car parks to prevent commuters parking along side streets. We are all encouraged to use public transport and move to a 'greener' future. How can we do this when we can only get a car park if we arrive at 6am? How do we get our kids to school? Before school programs do not start until 7.30am if you're lucky.
All	I completed the survey and I think a lot of the ideas are great. However, the survey does not allow for additional comments or ideas to be added. The additional comments section is only for if you oppose something proposed. Please consider a large part of the community who do not live within walking distance to the train station and have to drive there. Multi storey car parks need to be included to allow for parking instead of on side streets. There are many ways to design a multi storey car park so it is not an eye sore and doesn't take up much room.

LOCATION	COMMENT
All	Having read most of the comments I believe the following are the most important:
All	<ul style="list-style-type: none"> • Provision of free all-day parking spaces near each train station is the top priority. At least double the spaces at stations which already have 50+ spaces; more than double at others. These could be multi-level parks or ground level. Safe pick-up / drop off spaces are also needed. • Public safety is paramount. All areas must be well lit at night and adequately monitored by CCTV with remote monitoring facilities. All play areas must be fenced. Bike paths and pedestrian paths must be separate, and as far as possible should be continuously off-road from one end to the other. • Random police checks will be needed to minimise public nuisances such as vandalism, graffiti, boozing, indecency etc.
All	After living and travelling in many other countries, I am always amazed when I return to Melbourne and see people so dependent on their cars, even to travel very short distances. In other countries, people walk or ride bikes or take a bus to the nearest train station and leave their cars at home. The problem with building more car-parking spaces is that it encourage people to use their cars instead of think about alternatives ways to get to and from the train station. Within a few years with introduction of autonomous commuter taxis, self-drive cars and car ownership will begin to decline and the our streets and shopping strips will be a much more pleasant place to walk along.
All	I agree with all the comments regarding the need for parking at stations. Where are these 500 spots going to be? I couldn't care less about green spaces, community lounges etc. I just want to be able to drive to the station and get a park. Why are commuters being forgotten in this exercise?
All	Unfortunately, Melbourne busses are not as flexible or reliable as some other countries. When you live more than a 30-minute drive from the nearest train station and have to drop off 3 children at different spots and different times, it makes it challenging to ride to work or catch the bus. I've tried it with the bus and it took me 3 hours to drop everyone off then get to the station. In a car, it only takes 1 hour.
Clayton	Agree, parking is not even remotely addressed, buses are so irregular they are largely irrelevant, the sole reason for going to Clayton will be compromised as no parking and on present guidelines it will be worse. I don't use buses as I don't have all day and there is no all day parking near any station so I don't bother for city trips. Most replies seen along the same line as my own. Those who propose such abominations cannot drive or have their own secure parking spots. That is not true for the majority. I attend weekly Rotary meetings at the Clayton Hotel, parking is already extreme how about considering those who really do things in the area? Elimination of the Clayton crossing will be wonderful and through streets could and should be arranged to go across the area being made available. Sure parkland is nice but you are going backwards this time. People will still need cars to access parkland so why not consider this too?
Murrumbeena	I agree, it really feels like this is an ignored topic, it seems easy for those living nearby who can walk to Murrumbeena to say let's create more open spaces, parks, whatever, but for those who cannot walk there and depend on trains to get to work this does not help. And where have the updates been published that tell us of car parking proposals by the project. Provide some upfront information please not little tid bits hidden away in blog threads like some I have stumbled on here. These 'findings' by the project should be regularly be published in the local leader newspaper. The coverage and community involvement would immensely larger than the couple of hundred people who have bothered to contribute to this online discussion. Concerns just get hidden here inaccessible to for example say the elderly who do not have online access or those not confident in using this online media.

LOCATION	COMMENT
All	<p>There are two explanations for this.</p> <ul style="list-style-type: none"> • Melbourne is quite hilly which is nice if you like to fight with the slopes but is not if you just want to get from here to there. Climbing the hills is challenging for young but not so much if you are a bit elder/less healthy/etc. • The weather in Melbourne is unpredictable. It is fun to ride the bike in nice weather but it requires much stronger commitment if the weather turns bad. I moved to Melbourne from a flat town (called Szeged, Hungary) where I used my bike in hot summer and snowy winter days as well. During the whole year, apart from some very rainy days. In Melbourne, I hate to get wet every second day. I think there are many others, not just me, who chooses car due to the changing weather.
All	<p>The bare minimum of car parking should be provided with most of the space used for parkland. This will compensate residents for having to put up with skyrail over their back gardens. There will never be enough parking to satisfy everyone. Commuters should be pushed to walk, bike or catch the bus.</p>
All	<p>Some of the space should be allocated to parking as we have been informed that no additional parking has been planned for either Murrumbidgee or Hughesdale. The streets are clogged with parked cars (and have blocked my drive way) and in discussion with the level crossing authority regarding this their solution is to put parking restriction signs! If you want people to catch the train then you should accommodate them by providing parking and not penalise commuters for parking in the streets if parking is inadequate. It was suggested commuters catch the bus – this is not an option when buses only run every 40 minutes!</p>
All	<p>Agree with everything except parking. More frequent and better timed buses are needed. We can't just keep giving up valuable land space for parking.</p>
All	<p>I would rather the available space is allocated to activity spaces (whether gardens, sports grounds, playgrounds etc.) rather than car parking which is just dead space with no benefit except to the person who has left their car there. While it is a nuisance that people clog the surrounding streets with cars, the better and more far-sighted solution (than increasing parking at the stations) is to improve the frequency of buses and the integration of bus timetables with train time tables. For instance the frequency of the 767 (along Poath Rd) should be increased. This bus services Chadstone, Holmesglen, and Deakin Uni as well as a number of schools and it is ridiculous that it is not more frequent with this big activity hubs on its route.</p>
Community Spaces	
All	<p>Some sections to be 'community gardens' available to the growing apartment population??</p>
All	<p>Any decisions made about the use of the community space should consider the opinions of immediate residents above all others. They are the ones who have been most neglected and are the ones who are going to have to live every day with whatever is going on outside their front or back doors.</p>
Carnegie	<p>I would be a user of the Koornang road space. I would like to see facilities for disabled users in terms of playground equipment, accessibility to the climbing wall (if the artists impression is a correct reflection of how it will look) etc.</p> <p>I think an area with water jets or a small gully of water could be good for hot summer days to splash or play Pooh sticks or walk through in gum boots in the winter.</p>
All	<p>Yes picnic seating and BBQ which gives a garden space effect</p>
All	<p>Community gardens as well as barbecue areas would be great but it would also be good if we could include cafes and small eating areas for people who want to grab a quick snack before they go to work or school.</p>

LOCATION	COMMENT
All	<p>Some ideas to throw into the mix of many others:</p> <ol style="list-style-type: none"> 1. free or perhaps gold coin operated electric BBQ's 2. basic facilities on hand which allow young people to start up a small business such as coffee, taco's, burgers etc. food outlet. sort of like a "pop up" small business. they can use the facilities for 12 months to get their business started & then they move on to allow someone new to have a go. The council bears the basic building / facility costs etc. which in turn gives a leg up for the young new business operator to get started. (hope that makes sense?) 3. community vege garden. sort of what they have in St Kilda. given there are a lot of people living in apartments etc. some of the produce can be used in the afore mentioned pop up food outlets? 4. live entertainment hubs or small amphitheatres. bit like Sidney Myer music bowl only smaller?
Clayton	<ol style="list-style-type: none"> 1) Coin-operated BBQ (previous comments have mentioned this). This is a great idea as food has a tendency to bring people together. However, the drawback is public BBQ's require ongoing maintenance (and the goodwill of users to clean up after themselves) otherwise the BBQ units will deteriorate beyond use quite quickly. 2) I think there is an opportunity for outdoor recreational space, particularly in Clayton where there is a dense student population and recreational spaces outside Monash Clayton are few and far between. I'm picturing something like the public outdoor basketball courts (near RMIT uni in the city) or a public futsal court (similar to the one opposite Dandenong station). With the abundance of restaurants and food outlets on Clayton Road, I'm sure a space for people to play sport will be a good thing for local business. 3) Bike trail connection between Clayton and Oakleigh – there's a currently a trail but it's been cordoned off due to construction. I'd like to see this reinstated.
All	I also think a community garden would be an amazing addition for our community.
All	I think it would be great to consider building a pair of flood lit mod grass hockey fields which are lacking in the Glen Eira area. Australians have performed notoriously well in Hockey at the Olympics and we need more hockey fields. Extra sport fields in a diversity of sport will encourage kids to be more active, in a day and age where obesity is increasing.
All	Agreed. It's time we stopped thinking along the same old lines. Car parks and cafes are not the only alternatives. A community garden is a great idea – Local residents and schools could all be involved.
All	Please include soccer courts with or without side nets. Climbing walls. Skate ramps. Basketball courts. Bike tracks.
Clayton	It would be great to have these community space. My concern would be security especially at night. There aren't that many spaces in Clayton, where I live, for dog leash free areas. Is there a possibility of some enclosed fenced up spaces where our pets could run freely. It would be great to have perhaps separate areas for small / medium dogs and one for larger dogs?
All	Prahran Netball Association is currently looking for a location to have new courts erected. Perhaps the new stadium could somehow be part of the elevated line structure? Stonnington Council has \$25,000,000 "reserved" for a netball stadium so that would be a good place to start negotiations/planning.
All	The publications show open lawn areas, playgrounds etc. Within the lawn areas, perhaps adjacent to the playgrounds some mazes could be included. There is no need to make them any more than 600mm high, made of any material, including grass....kids and adults could enjoy them.

LOCATION	COMMENT
Noble Park	<p>The Eastern and Southern suburbs along the Caulfield to Dandenong corridor currently have few modern skate park facilities, apart from the new Noble Park facility opened in 2015. The Noble Park facility has been enormously successful in terms of participation levels, prominent community events and inclusiveness for a variety of different cultural groups. (Dandenong council could verify these statements).</p> <p>That said, the South-Eastern suburbs of Caulfield, Murrumbeena, Oakleigh and Clayton are all great potential locations for a complimentary skate park facility or a number of smaller local community type combined skate and playground facilities. The combination of skate park and playground areas is a proven winner and helps to promote a healthy, vibrant and active local scene for children, teens and families. I was one of the consultancy group for Melbourne City Council's Skate Plan, am a local resident and have a close association with the designer of Dandenong Council's Noble Park skate facility.</p>
All	I'm disappointed that the opportunity for a community garden has been missed, despite my frequent suggestions. Or simply planting fruit trees along some of the path / near picnic areas. Community gardens have proven time and time again that they bring people together yet we don't have one available within our area. Especially as back yards are becoming smaller.
All	I agree, with more apartments being built and the disappearance of many backyards, it is imperative people don't lose their connection to the environment.
Murrumbeena	I just completed the survey and read that the plans for Riley reserve Murrumbeena are not going ahead as community wanted a green space. I still think there needs to be some thought or planning to an "open space" in the Murrumbeena station precinct for kids, and people walking to the cafes/ shops or station. Something like the area outside the rail cafe but expanded and safer for families. A small play area or a lounge area which connects the train/bus users to the shops perhaps?
All	The New Open Spaces document front page and current webpage feature children's playground as artists impression where overleaf there is just ONE comment about play elements. It gives completely the wrong message. Is there just ONE playground in the whole of the linear park??
All	By all means develop open space areas, create walking tracks and plant trees and vegetation, but PLEASE DON'T turn this into a giant playground and ruin the whole concept.
All	I have completed the survey and while I didn't oppose the proposals, I did also want to mention that an additional playground would be a good idea.
Clayton	I agree with comments about the area being well lit and perhaps under camera surveillance. A community cafe or kiosk for summer time and even other times will be great .I wish to know where did all the ideas of sports court ,table tennis and gym equipment came from. All of this is high maintenance and once the project is complete who is going maintain it. They are repeated all over. Perhaps a space for the ethnic communities to showcase their tradition and culture will be great since we a multicultural community around Clayton.
All	I love this!!! I'm so disappointed families seem to have been missed in this opportunity. Why oh why haven't they actually looked at the demographics and considered what the community wants/needs?!? Monash continues to forget about the bottom on the catchment for parks and open spaces so this is the opportunity right here. Invest the extra rather than opting for the cheap options and give us something we can use as a community.

LOCATION	COMMENT
Clayton	<p>I am told that in the vicinity of Clayton Rd/Centre Rd there is to be a dog park. I sincerely hope that is so, and if it is, would suggest that it should be a securely fenced area with trees for shade and shrubs for the dogs to sniff around. Also a water tap and rubbish tin for disposal of plastic bags. There is no safely fenced area to walk dogs anywhere in the Clayton area and this would be a great asset.</p> <p>It could be in the open space area west of Madeleine Road. I think there is too much emphasis on "group meeting areas" and playgrounds, as no amount of development can make such a narrow strip with a train running overhead into a place where people will want to actually spend time. Would rather see just walking, and separate bike paths, with good plantings of flowering trees and shrubs in grassed areas.</p>
All	bouldering walls and spinning poles etc.. quirky rare playground equipment that adults can enjoy too!
All	During the initial "consultation", I suggested that the community space should be used to house the local member's office and/or residence for the term of office. Local council offices could be moved under the rail line as well. That way they would be easily accessible to their constituents and could monitor the area. This would result in responsiveness and hands-on involvement for the installation of police stations, drug and alcohol counselling services and other support services as they are required in the future.
Creative strategy	
All	If the pillars are covered in graffiti, it will ruin the overall appearance of these areas so I think the using them for art work or turning them into green pillars over both excellent ideas.
All	The space left under the skyrail does have many possibilities. How great to be able to have some multi functional community spaces for markets/live music/outdoor movies/community picnics/carols by candlelight etc. to bring the community back to the shopping strips. Murrumbidgee and Hughesdale also live under the shadow of Chadstone. But how is this going to be managed? If it is done properly, there needs to be Community Development workers (or existing local orgs) employed to manage these spaces. The local residents need to be engaged with it otherwise the spaces will be under utilized and neglected. Where does/can this money come from?
All	OK, I put in a whole lot of new ideas in the ideas hub on this website. Some of the ideas are aiming to put Melbourne on the tourist map making the SkyRail and what's under it a tourist must see destination, bringing more business and prosperity to each area of the SkyRail project. Example is an interactive LED lighting along the whole length with spots where you go past and trip a sensor and a led light show turns on. Being low voltage and long lasting, LED lighting effects should be affordable to install and maintain.
All	<ul style="list-style-type: none"> • Promote local artists to create sculptures • Space for an outdoor gallery and artists to paint and gather • Kids outdoor space resembling components of the Botanical Gardens, children's space. • Encourage street art and street artists similar to City of Melbourne by discussing with them. Creating a legal space for messages of hope.

LOCATION	COMMENT
All	<ul style="list-style-type: none"> • Shelter from the sun and heat during hot summer days so that families are not exposed to the heat of the day and the heat of concrete.. • A community vegie garden similar to the St Kilda project • An outdoor agora like at Scarborough Beach, WA whereby circular seating allows for live performances, school bands, local theatre. • GEC Fund a community café/coffee shop similar to Phoenix Park • Kids outdoor space resembling components of the Botanical Gardens, children's space. <p>Research into community development focused projects would be most relevant rather than the boring 3 -4 repetitive points mentioned in the leaflet..</p>
All	Reflective mirror cladding to disguises concrete and reflect the greenery below is a great idea.
All	I like the idea of the community art works and hopefully this will help to deter graffiti. Perhaps making them more interactive would be good for example art that is textured and provides other sensory feedback in addition to the visual.
Crime prevention and safety	
All	I work in grounds maintenance of communal spaces, so I'm well aware of what is involved in keeping public spaces clean and safe. Given that the open space under every elevated rail line in metropolitan Melbourne is a magnet for all forms of antisocial behaviour (vandalism, rubbish dumping, drug use/trade, homeless shanties, stolen car stripping, etc.), why would anyone believe the open spaces under these new elevated rail lines will be any different? Insanity has been defined as doing the same thing over and over, and expecting a different result. So, what will be different about the new elevated rail lines that will prevent the open spaces underneath from becoming the same 'no go' zones under the existing elevated rail lines?
All	There needs to be adequate CCTV and lighting installed to ensure that antisocial behaviour is minimised.
All	I have seen an idea posted by someone about using plants to cover walls to discourage graffiti and an increased number of security measures including CCTV may help discourage drug dealing and dumping rubbish.
All	<p>However be this not a criticism but concern. As a member of the Constabulary for over forty-three years, places of this nature have unfortunately become gathering places for undesirables, predators, vagrants and unemployed and uncontrollable youth with nothing much better to do. This results have been unwanted graffiti, vandalism, the presence of syringes, criminal damage, theft of playground equipment and some times places vulnerable people, toddlers and young mothers in jeopardy. This however can be over come, the naive amongst us, must come to terms with the fact we exist in a real world, act before the event, be proactive rather than reactive in accordance with statistics. Of course this costs money. Fixed vandal resistant equipment, graffiti resistant paint which does exist, signs advertising Emergency Service Numbers, overt and covert camera surveillance with, and more importantly solar powered illuminated signs clearly stating that the facility is subject to camera surveillance and regular police patrols. Daily inspections by council workers/gardeners armed with metal detectors. One of the more difficult tasks is to convince the people I work for that pro-active police presence is a more than useful policing tool. Since the Comrie era administrators have become "white board warriors", "statistical carnivores" and "naive desk dwellers" having fallen for the three card trick of American type concepts. As a result the once respected and ubiquitous Constable PLOD whose presence the community was comfortable with and safe around has gone the way of the Dodo Bird. For this concept to be successful it needs to be humanised, discouragement of public apathy. Act to protect their facility, access emergency service numbers and council care takers. AND the re-emergence to the ubiquitous Constable PLOD.</p>

LOCATION	COMMENT
All	Interesting that when the community expressed concerns about graffiti, vandalism and dumping of rubbish when the Sky Rail was first thrust upon us the government assured us there would not be any – now they are asking us for suggestions on how to deal with it!!!
All	Interesting that when the community expressed concerns about graffiti, vandalism and dumping of rubbish when the Sky Rail was first thrust upon us the government assured us there would not be any – now they are asking us for suggestions on how to deal with it!!!
All	I agree that lighting is important, but it needs to be adequate to ensure public safety. A fairy-style situation sounds appealing, but isn't very practical and will do little to reassure those returning to their car or walking through the park late at night.
All	How about paint vapour detectors on the viaduct. Look at what crooks with spray cans have done to other rail overbridges.
All	Well lit areas and security so that families can use the area for walks after sunset during the summer months.
Maintenance	
All	I am a commercial garden contractor and I think that they are creating a huge head ache that will be a waste land in a couple of years, we all enjoy the parks and gardens that don't have an elevated rail over it, luckily the undesirables will enjoy it.
All	There are many bad precedents set out already like around CBD. I just hope the spaces will be maintained adequately and fully so the spaces and its surrounding areas don't become unappealing and even more, local residents made to feel unsafe.
All	Doesn't matter what people say it will not be maintained into the future well. you only have to look at any of these well planned major works to see that they always fall into a pit. It's not the botanical gardens because they don't put a skyrail through it, or even down St Kilda Rd. The priority is that the train operators.
All	I understand, but don't believe that it will be maintained. They also have plans to duplicate it, they have always needed another rail line and they are not doing it know so when will it happen and how many houses will go to make way for the rest.
All	The idea of urban community spaces is fine in theory but I daresay that they will become defaced by graffiti and will become a wasteland for dumping rubbish and drug dealing. Who is going to be responsible for maintaining these areas? Land under the rail lines in the vicinity of railway stations must be made available for monitored and patrolled commuter car parking.
All	Responsibility for maintenance is critical. As it will appear as open 'public' space it must managed appropriately. Glen Eira council has always stated that there is a lack of public open space, so the council should see this as an opportunity. On-going management and maintenance arrangements (and budget) must be resolved and set up early, and with proper consultation.
Murrumbeena	Boyd Park and the Urban Forest Reserve are good models for linear parks. I would like to see the Skyrail open space linked with and integrated with these parks. I often walk along these parks and I have not seen rubbish dumping, graffiti or drug dealing as these parks are well maintained.
All	Will council or LXRA maintain the spaces? Whoever it is, I hope they are attentive and willing to look after the grass and deal with graffiti and rubbish promptly. The spaces will not be ideal and will be avoided if maintenance is lacking.
All	It appears that the on-going management and maintenance is yet to be decided.

LOCATION	COMMENT
All	<p>If all the people that are suppose to live with it and who are supposed to use it are happy with it, and we get the support that is required to maintain it. It would be great. But unfortunately we (me being one of the stakeholders) didn't get any of that. The cheaper budget option was used, we got the cheaper solution, it was done badly, and basically we have no interest in it. Just because they now tell us a botanical garden will be under it and we can put whatever we like under it we should accept it. Danny's solved the boom gates, but created another problem. You as a police officer suggest it will be difficult to maintain safely, I'm a horticulturist involved with commercial garden maintenance, I suggest it will be difficult to maintain as well. And I bet we will not be allocated for the life of the project the budget that parliament security or the botanical gardens get.</p>
All	<p>What happens when the \$ are used, what is the life expectancy of the sky rail, the budget should be yearly for the life of the rail line not just a big number to maybe impress some. It will cost heaps more than that over the years. Maybe the people that benefit the most, train operators who make money out of a commercial agreement that will help them make more money should be part of this. We just have to live with out on a promise. Can the people who are running this show us one example of this working over a long term period of more that an election.</p>
All	<p>What creeper grows under a bridge, doesn't climb to get the sun then need its head cut off as it will impact on a rail line. Can someone tell me the cost of having a man in a cherry picker pruning creepers under a bridge whilst driving through a water park or sensory garden. He could also do graffiti removal, what's the cost of that. When the 15000000 budget is all used who then pays, rate payers of the area or all the people who uses the rail line or maybe there should be a toll on where the boom gates were, then we end up with toll booth blocking where the level crossing used to be. It's just getting worse! Suppose that all the gardens and open space could just be slowly, as it fails, turned into car spaces.</p>
All	<p>How can a cost be devised for a maintenance program when you don't know what needs to be maintained. I suggest you have an idea what is happening, all our ideas are just to make us feel like we're part of it!</p>
All	<p>Like the rest of this ridiculous plan, your \$15million sounds all nice until you actually give it some scrutiny.</p> <p>\$15million divided by 50 = \$300k per crossing removal to maintain graffiti, vandalism, landscaping, security etc.</p> <p>THE RATEPAYER.</p> <p>Make no mistake – this scheme will see an increase in already high Council rates and levies.</p>
All	<p>A good improvement, but still all it does is delay the inevitable. What happens when the money runs out? Who is responsible for the ongoing maintenance costs then? Why not pour these funds into underground infrastructure (i.e. Rail Under) instead? It'll have lesser ongoing maintenance costs which will give long term benefit. Would also remove the eyesore of a Sky Rail, not that the government seems concerned with the well-being of the local residents and stakeholders. This entire scheme appears incredibly shortsighted, running roughshod over local stakeholders. Absolute disgrace the way communities are being treated with utter disregard and contempt.</p>

LOCATION	COMMENT
Place making	
All	Please make this whole space Auslan friendly – provide subtitles/captions on all announcements, ensure that there are Deaf friendly staff on hand to deal with Deaf customers by providing basic Auslan sign classes, or even a poster in the office with the basic signs on it, put up Auslan signs in the area below the trains in the community space. Just please don't forget Deaf people. It goes without saying that wheelchair access will be provided when constructing a new space, the same should be said for Deaf people.
Murrumbeena	There could be some water sensitive designs built around or into Riley Reserve, big enough to walk around and act as good waterbird habitat and beautify this area.
Carnegie	I would also like to see expressions of our diversity we have Russian and Greek communities and more recently Asian communities living in Carnegie and it would be good to celebrate that in some way.
All	I'm all for elevated rail crossings – this is much more cost effective and minimise traffic disruptions.
All	The picture presentation in the brochure is appealing if the plan is to put the train lines above ground. Where these concepts have appeared in American Cities, the appearance is very much appalling an eye sore and detrimental to the environment. Something more appropriate is required. Community facilities such as depicted are ideal, neatly decorated intelligently appointed they present community meeting places, pleasant recreation and a place for mothers to take their toddlers on a nice day to play enjoy the fresh air, leafy trees and sunlight. I am all for plenty of trees. It looks nice in the brochure.
All	Allot a section within the public open space for local troubled kids to showcase their good community work. Use it for them to be educated in gardening, horticulture, general garden maintenance, growing fruit and veg, so they can contribute and feel a part of the community, and Foster an appreciative attitude to public property. They could then sell/ showcase their fruit/veg / whatever handiwork, and learn the basics of working , ownership, business. This will hopefully reduce local juvenile crime rate, vandalism etc.,
Carnegie	<p>I agree with this. I know many people will see this idea negatively as they will imagine skate ramps attracting 'bad' youths and encouraging vandalism. I don't agree with that. We are a family area, and particularly around Carnegie have a growing number of apartments. Access to outdoor activity and 'sports hubs' will create an inclusive and active community and keep our young people busy. If graffiti is what you are afraid of then, give them walls to practice their arts!</p> <p>I think we can learn a lot from the Japanese who use these spaces for not only sports areas, but enclose sections of them for retail and coffee shops / eatery's, and outdoor dining. If done well and with the right balance of structure and greenery / vegetation / trees...it can actually be quite effective.</p> <p>The structure will not create darkness all day, just at times of the day...so work around this. A good urban architect would.</p>
All	We have a "once in Melbourne's lifetime" opportunity to create a (mini) city square in many suburbs. Whether the line is elevated or lowered, a "city square" in various suburbs will be valued by future generations. I am envisaging open space for markets and community events rather than being filled with new shops and restaurants etc.
All	Community ownership of community land is important and will keep the newly created open spaces from becoming a "haven" for crime and miscreants as happens unfortunately. Community arts spaces, arboretums (residents get to plant their own tree and look after it), schools doing murals on the towers, public art shows using the newly created open spaces, light shows on the new pilons, a survey of all the native wildlife that would benefit from having a major barrier removed for their survival (it is a big barrier), gates allowed in the fences adjoining the public land so people can tend their community vegetable garden, et cetera.

LOCATION	COMMENT
Shared use path and connectivity	
All	<p>Instead of mechanisms to slow cyclists, it would be better to provide SEPARATE pedestrian and cycling paths. There is ample opportunity to do this. I expect the cycling paths will be popular with large numbers of faster commuter cyclists. Melbourne is currently dealing with a legacy of shared paths, constructed as recreational routes, that are now highly trafficked commuter cycling routes and correspondingly hostile to walkers. LXRA concept plans show that the elevated rail project is set to repeat this mistake.</p>
All	<p>I like the ideas of garden and sitting etc; but I believe the key opportunity is for cycling and pedestrian infrastructure. Separated paths to avoid situations the previous pathway sections had where they were shared and neither cyclists or pedestrians could totally enjoy the space. The issues of niceness, safety, good feel etc get solved when people naturally flock to the area, and if there's something healthy and enjoyable to do there like walk and cycle then perfect! I doubt I need to put in the stats about preventing chronic diseases with 30 minutes of exercise 5 days a week; because this information is hopefully well known.</p> <p>Less sedentary space, more well planned active space. Some targeted small fitness stops along this track would also be ideal.</p> <p>Some play equipment for kids to play (separate to the fitness equipment also). Lastly; the space would also be well used by planned bus terminals. More space where bus drivers can easily pull in, and passengers get a few more of the comforts that train travellers get. (Seats, cover, electronic timetable etc) By the time that these things are put in, there will be enough passive security to make the places feel nice. The population density is growing that I don't think people should worry about a "wasteland" but rather "watch out for cyclists" "watch out for pedestrians", and stick to the right, hopefully well designed path. (As for path details; the "runway" lights like used along the Yarra river trails recently, and many of the recently implemented technologies used around Melbourne would be greatly appreciated. Paths are low financial maintenance once installed well. Spend the money to install good paths and it will keep this local very happy).</p>
All	<p>I think it would be important to create mechanisms that slow the cycle lanes because shared spaces can be seen as a race track. Signage may not be enough.</p>
All	<p>As a local physiotherapist and PhD scholar in the area of physical activity I believe this is a marvellous opportunity to address the poor levels of physical activity Australian children and adults participate in. I agree enormously with all the comments regarding adding cycling paths that are safe enough for pedestrians to share. I also think it is important to either connect this path to the gardener's creek trail or have it go all the way into the CBD without having hurdles like road crossings. I feel if cyclists have to stop to cross a road the path will not be used by commuters. The more people we can get commuting on bike rather than by car will help to ease traffic as well as improve health. I also feel it's important to add open, sheltered space for group exercise. One of the main facilitators for the elderly to exercise is socialisation. Thus, providing a safe (including water taps, seating etc.) and covered areas to run community exercise classes is important. However, this also means that parking will need to be available near these areas. This space doesn't have to be only used for the elderly either; people of all ages often enjoy the social part of exercising! Let's also make some fun and safe areas for children to ride away from the commuting adults (or the MAMILs!), like a little road traffic play area where they can ride their bikes along pretend roads and through pretend intersections.</p>
All	<p>I also think that the crossing removal should encourage parents to let their children walk or ride to school. Now that the worry about crossing the train lines is going, this will facilitate active transport – especially for those who used to live on the other side of the train tracks to where their school is (e.g. for those south of the train line going to Murrumbeena PS, or those North of the train line going to Hughesdale PS). It is a great opportunity to increase physical activity and the schools should actively promote it.</p>

LOCATION	COMMENT
Oakleigh	<p>A major flaw with the existing shared pedestrian / bike path is around Oakleigh station. Currently, the path stops halfway between Hughesdale and Oakleigh, and does not recommence until after Oakleigh Station. The rider has to go on to busy side streets, then dismount and battle the commuters in the station underpass, then navigate through a supermarket carpark to re-join the shared path. This is a big disincentive and danger to those who would otherwise use the path to commute to school, work, or university.</p> <p>There is a rare opportunity to convert the third rail line around Oakleigh station into a shared bike path – it is only two lines either side anyway, and it is the only feasible means to connect this vital route. It would also add a lot of life to the south side of the line at Oakleigh and remove the current eyesore that is the neglected verge.</p> <p>It is a rare opportunity – please seriously consider it as a major uplift to the utility and livability of the area and the viability of the south-east corridor bike route as a whole.</p>
All	<p>The spin on the "continuous shared off-road bike path" is amazing. There are numerous sections between Hughesdale and Yarraman where the path ends, riders are forced onto streets, through car parks, a bus interchange, around factories, then a new section of path starts. Every time I've directly asked LXRA where will the bike path go between (say, Richardson st Hughesdale and Oakleigh Central, or around Huntingdale station, or Westall rd to Queens ave) I receive either no answer at all, or a generic fluffy answer that "there will be a continuous off-road path from Caulfield to Dandenong", or complete non-sensical answer like the time I was told that the bike path would go BELOW the rail lines past Oakleigh station!</p>
All	<p>I agree. Unless the section between Hughesdale and Oakleigh (among others) is fixed it simply isn't a continuous trail and we need to stop calling it that. Can we have some comment from the LXRA that this section will be connected and what the possible options are?</p>
All	<p>As long as the options don't include painting a bike and a line on the road and calling it a bike path. This can be more dangerous than just having nothing, as it encourages cyclists (kids especially) to weave in and out around parked cars.</p>
All	<p>Painted on the road it is a "bike lane" not a bike path. LXRA keep saying there will be a continuous off-road bike path Caulfield to Dandenong. They've had over a year to show a real plan with real path locations, all there is so far are arm-waving promises.</p>
All	<p>It really saddens me to read that there isn't a planned continuous bicycle route through Oakleigh. I think it is rather deceptive to call it a bike path when it means cyclists are contending with major traffic through the incredibly busy Oakleigh hub by road.</p>
Oakleigh	<p>Please please please can you find a way to add a cycle path into the plan for this area. It is so important for the community to have protected cycleways, and this great removals project is oh so close to achieving that.</p>
All	<p>This is exactly the type of generic fluffy, arm-waving answer referred to above. The link given tells us nothing about how the new off-road path will navigate from Richardson/Paddington Streets, Hughesdale past Oakleigh station. The map shown on that page is too large scale.</p>
Oakleigh	<p>Exactly. To be off road the trail must continue along the rail alignment at Richardson St Hughesdale and then under the Warrigal Rd overpass. And then what? LXRA, we understand you are making the trail continuous which the high-level image shows so you must have already designed the approach here or you couldn't possibly make this commitment. So can you please explain how this will work?</p>

LOCATION	COMMENT
All	I am cautiously (naively?) optimistic given that this high-level map shows a section coloured as 'new offroad path' to be built between Poath Rd Hughesdale and Warrigal Rd. Oakleigh – although it's hard to tell whether it makes it as far as going under Warrigal Rd or not. My fear is in the Factsheet's use of the phrase 'most of the path will be off-road' which still leaves scope for this being put into the too hard basket. I really hope not though.
Murrumbeena	Shared pathway is a disaster waiting to happen with the lycra morons travelling at dangerous speeds. In Boyd park the lycra morons travel way too fast, don't give way to pedestrians and ignore any pathetic signage the council puts up in an effort to slow them down. NO SHARED PATHWAY. Separate them.
All	Bring back the old Melbourne Marathon from Frankston to Melbourne, be awesome to run on the new spaces
All	As a recent resident from Canberra where committing by bike is common place, I can attest that the idea of a shared commuting bike path with pedestrians, casual bike users, dog walkers etc. is dangerous and leads to accidents and arguments. Not to mention that the pictures provided show closely located park benches, children's playgrounds etc. This is amateur stuff. You must separate a commuting bike path from a separate mixed use path if you want to get the best result for all. A cheap solution will result in sub-standard facilities. Go and get some design expertise from cities that do this stuff for real.
All	And I would add: please seriously consider separating bicycle and pedestrian paths wherever possible. Shared paths creates very high risk to pedestrians.
All	I strongly recommend that there is a SEPARATE path for cyclists and a one for pedestrians. Share path for bicycles/pedestrians is very dangerous for pedestrians and also rather annoying for cyclists as they constantly need to slow down to avoid collisions.
All	An argument that two separate concrete paths (say 2m wide for pedestrians) would be too expensive is complete rubbish. In the overall cost of \$\$ Billions, this may cost 0.01% extra.
All	Absolutely agree with your comment. Where there is a playground next to the bicycle path, there should be a fence. Plus, children also want to ride their bikes but not on a bicycle path because adult cyclists ride rather fast and that could create high risk for children. The first principle should be: design all hazards out. Do not create hazards and then try to "mitigate" them.
All	Completely agree with you. Share path is a known risk to pedestrians. The first principle should be: design all hazards out in the first place. Do not create hazards and then try to "mitigate" them.
All	<p>I strongly agree with these comments. The best practice here is to have separate cycle and pedestrian paths.</p> <p>Building shared paths is building in conflict from day one. Even when people walking and on bikes follow the best code of conduct (keeping to the left, slowing down when passing, ringing bells to alert when passing) --- it just is not pleasant for either group.</p> <p>When I'm walking, I want to be chilling out, chatting to my companions, letting the kids roam a little-- not staying on high alert and nervously keeping to one side.</p> <p>And when I'm cycling, I want to get from A to B quickly--- shared paths are not as good for this as dedicated ones.</p> <p>Please, separate the paths.</p>
All	But surely a "dismount zone" means that it is no longer a "continuous path"? It seems a bit feeble that an actual continuous path can't be managed here.

LOCATION	COMMENT
All	The "letters to the editor" page of the Canberra Times has been filled with letters about the hazards of shared paths since before Christmas! (After a very sad incident where a little dog was hit by a bike.) For many people--- the elderly, slow-of-movement, kids who naturally move a little randomly, people with dogs--- shared paths are a nightmare.
Oakleigh	I have friends who ride from Oakleigh to the city. It is possible if you go down Neerim Rd and go back onto the side streets. I regularly go to Oakleigh for the major music venue there and there are a lot of cyclists in the area. The major barrier at Oakleigh Station is the Warrigal Rd overpass which was beyond the scope of this project and too big to fit in with the plans. Hopefully later it will be fixed up.
Carnegie	I wouldn't be comfortable letting my kids take that route. Even as an adult, Neerim Rd can be very dangerous for cyclists. Any shared road travel with cars is a major disincentive to many potential cyclists, and this is supported by empirical research.
Carnegie	I live on the rail corridor in Carnegie. I'm looking forward to the extra green space and, in particular, a bike path. There should certainly be a separation between riders and walkers. How about room for community gardens and space for farmers markets. In general, lots more trees and greenery please!
All	Why do all organisations have this great idea of having a shared path. Has anyone tried to ride on a shared path with people with animals or earphones in or looking at their mobile phone. Recipe for disaster. If you spend the money spend it wisely and have separate paths and spend money educating people to use correct path.
Station precincts	
Murrumbeena	As a Murrumbeena resident, I would love to see the following. <ol style="list-style-type: none"> 1. Public toilets near the train stations 2. Painted Pillars 3. Play area or play gym and probably drinking taps in-between.
Trees and vegetation	
All	Am a horticulturist and imagine that any space that is given to gardens will probably need lights being under a railway bridge.
All	I would like to see fruit and shade trees in both the public spaces and in the station car parks. For those of us living on roads that are parallel with the train line, looking at bare car parks and viaducts isn't easy on the eye.
All	No, let's have more gardens, but there are enough cafes around already.
All	Can you please have creeper vines on the fences of the properties which back on to the rail reserve/elevated rail? No point graffiti proofing the pillars if a blank canvas is left on the wooden fences which are already full of graffiti. Plants shrubs and bushes so that people can't access the rear of the fence to spray it.
All	Sensory Garden that local schools can help develop. A garden to explore different smells, textures, colours etc
All	Climbing plants to cover pillars. Let's make it a green space and disguise some of the hard surfaces.
Murrumbeena	I agree with the suggestions of vertical plantings for each of the columns as this will blend in better with the plantings and gardens in the open space and eliminate graffiti more effectively. I think that the artwork would be better on the mass of concrete above the columns which support the tracks. This could be themed to specific areas heritage, industry or history such as the Boyds of Murrumbeena or could reflect the open space usage below the particular section, e.g., playground, BBQ/picnic area, skate park, dog park, etc.

LOCATION	COMMENT
All	Without having read through each comment below, I would like to recommend that the LXRA considers using exclusively native plants underneath the new Skyrail project. Trees, bushes, shrubs, flowers and grasses which existed in southern and eastern Melbourne before European settlement provide a rich habitat for native animals and birds. These same plants are also uniquely able to withstand the challenges of a changing climate and more erratic weather. Books such as FLORA OF MELBOURNE – by Gray, Marilyn and Knight, John – offer a detailed account of the native plants which used to dominate the Greater Dandenong, Monash, Stonnington and Glen Eira municipalities. As is done in the Melbourne Botanical Gardens and on some university campuses, these plants could have tags identifying them to those passing by. I'm not suggesting that all 22.5 hectares need be used exclusively for parkland (I see car parking is a suggestion noted below). However, what parkland is created by Skyrail should place an emphasis on native flora.
All	LOW Allergenic fauna a for public spaces. There are increasing incidents of children and adults suffering asthma, eczema, hay fever and other allergies. Many parents, children and adults avoid parkland because of the presence of highly allergenic plant species which can trigger serious allergic responses. It would be beneficial to more people, if low-allergenic fauna is selected for public spaces, so that everyone can enjoy them, get outdoors and get fit and healthier. All the residents pay their rates, so to be fair, public spaces should be able to be enjoyed by all.
All	Please have a dedicated area that is used for growing fruit trees and vegetables. Make use of the open land. There should be a dedicated gardener for that job. When the fruit trees finally produce fruit he/she can harvest them off and the baskets of fruits and veg can be free for anyone disadvantaged or school kids. That would probably create a couple of job openings for local gardeners and make the land productive. Please grow fruit and veg to encourage young children and families to see what can be done in their own gardens. show them the possibilities!
All	Similarly, vertical gardens are not at all practical and are monstrously expensive to service and maintain.
Caulfield	May we have some of the glorious flowering species, such as flowering gums, both full-size and dwarf, and also crepe myrtles? These are truly magnificent. In the gums there are some that have brilliant, rich red flowers, in both tree sizes, and in the crepe myrtles, there are many hues across the pinks, purple/mauves, oranges and reds. I've seen both of these species planted in swathes or lining roads, paths, etc, in a few areas (e.g. stunningly beautiful flowering gums along the outside of the Caulfield Race Track, East Caulfield; glorious crepe myrtles lining the streets and main roads in Bentleigh and Keysborough. Everywhere that these species have been planted, they add so much beauty! Also, I totally concur with those contributors to this forum who've suggested there be community vegetable gardens. This is something I've been advocating for many years, having seen how successful these are in other areas (e.g. St Kilda, where interested residents of the area can obtain a plot). In the areas that will be available around the skyrail, there could be many of these 'community vegetable gardens'! And one last thing: let's see some areas that include such businesses as quaint, old-fashioned 'tea and scones' or suchlike cafes; places where people can sit in the shade and relax; a Japanese garden with pool and koi fish, with lots of Japanese maples and bonsai around it, and perhaps even an outdoor (covered) dance floor where events such as tea dances, old-time dances, etc could be held.

LOCATION	COMMENT
All	While I agree that sections or areas should be given to native shrubs and bushes as they attract the right bird life – which is beautiful – I do not agree that the majority should be natives. They may be better equipped to handle the climate but they are generally dry, and unattractive looking – for example the south African box and the paperbark trees that are prolifically used around the streets of Carnegie. These chosen street trees have devalued the neighbourhood in comparison to our Malvern East neighbours where similar housing and land pockets exist but far greater attractiveness of street trees enhances the look of the neighbourhood and the value of surrounding properties. I feel that we should encourage the use of maple, Elm and Crepe Myrtle as well as some Jacaranda which have been used around the Caulfield Race course, and during flowering time are stunning. Watering channels / access to water for trees should be built into the new areas from scratch so that this is no problem despite years of drought or rain. They provide a dreamy canopy for outdoor spaces and lovely colour changes in Autumn. I would also encourage use of flowering gums dotted throughout, but definitely in combination – NOT an either/or.
All	Vertical gardens on the pillars of the rail structure. Lighting for evening – not glaring subway lights but attractive street lamps or modern interpretations combined with the design of the outdoor areas to make it turn into a fairy land of lights and water features when the sun goes down. The Japanese use water fountains and man-made water features for soothing beautiful areas where people gather to stretch their legs and interact of an evening, combined with greenery, and art sculptures it can be very beautiful – we should do the same.... they have lots of good examples – I suggest we learn from them how to beautify and make peaceful and urban environment.
All	The car separator areas could be populated with trees, this is a good idea. They look good, give fresh air, drop shadow, etc.
All	I vote for car parks with trees between the spots on the separators, as in East Malvern, just with more trees. It is a good balance between flora and park spaces.
All	The use of native trees and plants would undoubtedly result in a better overall eco system for native fauna. The less you use, the less effective the result. You recognise this, so I won't dwell on it. That you find native trees less appealing than indigenous varieties is immaterial. Plant aesthetics are obviously a highly subjective matter. Despite your assertions, I've yet to see any authoritative studies which establish any link between plant varieties and property prices. Houses in Malvern are worth more than those in Carnegie because they are in Malvern, not because of the trees planted at Malvern station. I would also be interested to hear your thoughts on what the neighbourhood will look like in the coming decades, when the foreign species you wish to see planted fail to thrive due to a changing and irregular climate? Though some of the tree varieties you mention are attractive (for some of the year) you've failed to specify any bushes, grasses or other shrubs which can be used. Furthermore, individual preference should not dictate environmental policy. The use of natives would undoubtedly provide food and shelter for any number of Australia birds, insects and other wildlife. At the very least, this commuter would enjoy the greater use of indigenous plants (especially seeing as that is largely what is being removed during the construction of Skyrail).
All	Planting trees and flower decorations trees should be prepared to harmonise the environment. And in each area there should be placed in appropriate places bins and toilets for general public. Thank you.
Murrumbeena	It broke my heart to see the old trees felled at Murrumbeena (some of them unnecessarily) and instantly Murrumbeena lost that 'village' feel. Trees planted should be as mature as possible.

LOCATION	COMMENT
Murrumbeena	<p>Re your proposed species for planting at Murrumbeena etc. Blakelys red gum is often a victim of die back. Wallangarra gum is found on the Queensland / NSW Border. Lemon scented gum is known for dropping limbs Quandong is from Queensland. Water gum where is the water coming from. Seems the native species may need to be further looked at and more appropriate trees planted.</p> <p>Gum trees are filthy trees and prone to drop limbs not all that good in public spaces. I hope the seriously old Lombardy poplar removed in Riley Reserve will be replaced. Cutting down all our beautiful big old trees affects our rainfall. No tall trees to bring the clouds over land is a disaster. Replacing with small trees does nothing for many years until they grow. Seems those who love to chop down our heritage have no knowledge on how our climate is being affected by denuding our suburb.</p>
All	<p>I am doing a Wellbeing course at Future Learn (online). There was talk about community gardening. There are some positive benefits – social, purposive, productive output, but some challenges e.g. maintenance, coordination. Would be great to have some space to grow food, herbs, fruit trees etc together. And maybe an app, or webpage to coordinate people's effort and some kind of local committee to organise and wrangle people/rules etc.</p>

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