

Union Road, Surrey Hills and Mont Albert Road, Mont Albert level crossing removals

June 2021 design update

Submission from Boroondara City Council

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Introduction

Thank you for the opportunity to provide a response to the June 2021 design update for the Union Road, Surrey Hills and Mont Albert Road, Mont Albert level crossing removals (LXRs).

As noted in our February 2021 submission to the Level Crossing Removal project (LXRP) about the LXRs, Council welcomes the removal of the dangerous level crossing on Union Road, Surrey Hills and is generally supportive of the planned removals at both Union Road and Mont Albert Road.

Council continues to object to the removal of the two train stations and construction of one station.

This submission has been prepared in an effort to provide the LXRP with a full and complete understanding of Council's response to the design update. The *Surrey Hills and Mont Albert Design Feedback Survey* is considered to be too narrow in scope to respond to and does not provide Council the ability to properly consider the design update and its impacts on the Boroondara community. The feedback provided in this submission is done so in the spirit of cooperation and with a 'no surprises' approach in mind.

Positive elements of the design update have been identified, namely the material palette for the western station concourse and the buildings, as well as the undergrounding of overhead power lines and other overhead infrastructure along Union Road, Surrey Hills. Gaps and issues in the design update have also been identified, with Council's February 2021 submission about the project and conversations with the community and Council advisory committees guiding this identification.

Concerns are held about the accessibility of the station and precinct by passengers with limited mobility or other needs. Accessible parking spaces, pick-up/drop-off areas, access ramps and vertical transport options are all areas where gaps have been identified and suggestions made as to gap fillers. These gap fillers focus on engaging with the disability sector, inviting them into the design process as a design partner and implementing their design suggestions and ideas.

The limited nature of the design update and artist impressions has left gaps and raised issues, including:

- Uncertainty about what passenger amenities will be provided at the station concourses.
- Whether wayfinding and other signage will be designed and installed.
- If decking will be provided at Union Road and whether green, public open space will be delivered next to 129 Union Road.
- How many trees and which ones will be felled by the project and how they will be replaced.
- The LXRP's intentions in relation to an arts and culture program.
- What the Box Hill to Hawthorn Strategic Cycling Corridor will look like through the project area.
- The lining of the rail trench walls.
- The future of the Mont Albert train station heritage building.

Suggested gap fillers are noted in this submission and are consistent with previous asks of the LXRP.

This document is Council's submission to the June 2021 design update community consultation exercise for the Union Road, Surrey Hills and Mont Albert Road, Mont Albert LXRs. This submission was considered at the 9 August 2021 Services Delegated Committee meeting of Council.

June 2021 design update

Our understanding

The LXRP has published limited detailed information about the June 2021 project design update. The information available for review is generally artist impressions, short videos about the artist impressions and a fact sheet and community update with the same artist impressions and blurbs taken from the short videos.

Our understanding of June 2021 project design update, dot-pointed below for ease of reading, is based on the information available to Council at the time of preparation of this submission.

The scale of the design elements is difficult to understand from the artist impressions, with the actual topography not represented correctly in the images. The points of view and difficulties with scale in the artist impressions offer somewhat distorted view lines of the project. Where the height of elements is detailed in the dot-points, it has been scaled from various other elements in the artist impressions.

The images provided by the LXRP show extensive and lush vegetation and tree growth. It is assumed this growth is five to eight years post planting and will not be the immediate outcome delivered by the project.

- New station infrastructure
 - Station forecourt facing Windsor Crescent
 - At least one third of Lorne Parade Reserve will be occupied by station forecourt infrastructure.
 - A mixture of trees and low level plants will be included in the landscaping.
 - Both formal (i.e. benches) and informal (i.e. low retaining walls) public seating will be provided.
 - Stairs and a ramp will be provided for passengers to access the station.
 - A public bus stop will be provided on Windsor Crescent.
 - A drop-off/pick-up area will be provided on Windsor Crescent, with a sheltered waiting area provided for passengers.
 - A Parkiteer cage (a secure and weather protected bicycle parking facility) will be provided alongside a number of bicycle parking hoops.
 - A station services building will be located adjacent to the existing sub-station.
 - The paving will be bricks laid in a 'herringbone' pattern for the majority of the area, with the footpath and bike path paved in bricks laid in a 'subway tile' pattern.
 - Western concourse
 - The paving is generally bluestone throughout the concourse, with tactile ground surface indicators as required, and a brick paving line throughout.
 - The concourse buildings have been reduced in scale when compared with other station concourses to reduce the visual bulk of the built infrastructure.
 - The station buildings are clad in a muted green shingle look finish, with a short bluestone skirt.
 - The white roof provides weather protection and allows sunlight through the perforations.
 - Barriers between the paid and unpaid sections of the concourse are clear.

- Lifts and weather protected stairs provide passenger access to the platforms.
 - Platforms
 - Two platforms will provide access to the three train tracks.
 - At least two thirds of the length of the platforms will be weather protected.
 - Seats and real time passenger information boards are provided.
 - Montrose Street interface
 - The residential properties at 10, 12 and 14 Montrose Street, Surrey Hills will have an approximately 4m tall concrete panel separating their backyards from the train station northern pedestrian access path.
 - 14 Montrose Street, Surrey Hills will have an unspecified station building adjacent the eastern side of the property, with the western concourse directly abutting the property also.
 - Blackburn Street interface
 - The residential properties at 2 and 4 Blackburn Street, Surrey Hills will abut the train station northern pedestrian access path.
- Car parking
 - Surrey Hills northern car park
 - No accessible parking spaces will be provided in the northern car park.
 - Pedestrian access is provided through a dedicated east-west path through the car park.
 - Surrey Hills southern car park
 - An unspecified number of accessible parking spaces will be provided at the eastern end of the southern car park.
 - Passengers are required to access the Windsor Crescent footpath via the car park and car park crossovers/driveways.
 - Mont Albert Road drop-off/pick-up area
 - Beresford Street, Mont Albert will be closed at Mont Albert Road to provide a drop-off/pick-up area.
- Union Road, Surrey Hills
 - Union Road will be bridged over the rail trench.
 - Pedestrian operated signals will be installed at approximately the same location as the boom gates.
 - Overhead powerlines and other overhead infrastructure will be removed and undergrounded.
 - The existing telecommunications tower will remain in place.
 - The Telstra phone booth will be removed or relocated.
 - On-structure traffic barriers and throw screens will be installed on the Union Road bridge.
 - Two public bus stops are provided, one on either side of Union Road.
 - Street trees and minimal landscaping will be planted.

- Walking and cycling
 - o Between Churchill Street and Mont Albert Road, Mont Albert a shared user path will be provided on the southern side of the rail line.
 - o Between Mont Albert Road, Mont Albert and the eastern concourse a two-way off-road bike and a separate pedestrian connection will be provided on the southern side of the rail line.
 - o Between the eastern concourse and the intersection of Lorne Parade and Windsor Crescent, Surrey Hills a two-way off-road bike path will be provided.
 - o Between the intersection of Lorne Parade and Windsor Crescent, Surrey Hills and the pedestrian operated signals at Union Road a two-way off-road bike and a separate pedestrian connection will be provided where the Windsor Crescent footpath is currently located.

- Lorne Parade Reserve
 - o A play space and equipment will be installed.
 - o Grassed areas will be provided, with trees and landscaping to be planted.

Positive elements

Material palette

The Principal Architect and their team must be commended on the material palette selected for the western station concourse and station buildings shown in the artist impressions. The proposed design features muted tones and high quality finishes our community has come to expect of public buildings and spaces.

The bluestone paving throughout the station concourse provides a sense of arrival, calm and clarity for passengers. The line of double brick paving delivers subtle wayfinding from the station forecourt to the concourse, as well as a materiality link between the two locations.

The continuation of the bluestone paving to provide a 'skirt' for the station buildings is a clever way of creating a sense of place and coherence at the concourse. The muted green shingle look cladding on the buildings is respectful of the Surrey Hills area and a nod to the heritage in the precinct. It is not pretending to be a heritage building.

The perforated concourse roof is clearly designed to mimic dappled sun coming through a tree canopy. It is a gentle acknowledgement of the leafy green, tree lined streets in the neighbourhood.

Overhead power lines and other overhead infrastructure

The removal and, presumably, undergrounding of the overhead powerlines and other overhead infrastructure along Union Road, Surrey Hills is a commendable and welcomed design feature.

We applaud the LXRP for including this as part of the project as it provides a neater streetscape and allows for tall, canopy trees to be planted in Union Road.

Gaps and issues

The following gaps and issues identified in the design update are drawn from Council's February 2021 submission about the project, as well as on-going conversations with the Surrey Hills community and community groups and various Council advisory committees.

Accessibility

Council wants the LXR to deliver a project that is truly accessible and not just bare minimum Disability Discrimination Act (DDA) compliant as the current design proposal looks to be. A truly accessible train station would enable every member of the community, no matter their mobility abilities, to safely, easily and conveniently access the station concourse, platforms and trains. It would not discriminate.

Accessible car parking

The only accessible car parking provided is an unspecified number in the southern car park at the Union Road, Surrey Hills end of the project. To access the station concourse users of these spaces are expected to travel through the car park to access the Windsor Crescent footpath via a car park driveway/crossover, travel along Windsor Crescent and then negotiate stairs or a lengthy ramp. All without weather protection.

This is not acceptable.

Limited drop-off/pick-up areas

The design update notes there are two drop-off/pick-up locations, being Windsor Crescent, Surrey Hills and Mont Albert Road, Mont Albert. The capacity of these facilities is not specified and the length of stay is not detailed. Neither facility provides weather protected access to the station concourses.

While we commend the inclusion of dedicated drop-off/pick-up areas, the location, capacity and number need to be considered to better cater for passenger needs rather than LXR budget.

Lengthy ramps and access routes to the station concourse

The access ramps in the station forecourt facing Windsor crescent and northern pedestrian access path are lengthy and rambling. It is impossible to tell from the artist impressions the true length and grade of the ramps, with assumptions made about the length based on other design elements visible and design standards.

While passengers on wheelchairs may easily manoeuvre along the ramps, other passengers with different mobility needs may struggle to travel that same distance and grade. Taking the North East Link Project Bulleen Park and Ride approach of providing a seat to allow passengers to rest along the way is a totally inadequate response to this issue.

Lifts and stairs

The provision two forms of vertical transport, lifts and stairs, to allow passengers to access the platforms from the station concourse should be commendable. However, concerns have been raised about the lack of ramps and escalators, with these vertical transport options preferred by some passengers.

The design update does not provide detail about the number of lifts provided or the capacity of the lifts. There is fear in the community the lifts will not allow passengers unable to use stairs to access the platforms in a timely fashion (particularly at peak hour) and will not cater for an ambulance stretcher, as has happened at other train stations.

Passenger amenities

There is no information in the design update about the passenger amenities provided on the station concourse, both within the paid and unpaid areas. This includes public toilets, seating, Myki machines (both top-up and checking) and water fountains.

Despite repeated requests and sharing of product details, the LXR has not included a bicycle repair station in the design. These repair facilities are wide spread and well used across the Boroondara cycling network. Council installs them along all major cycling corridors and at major trip attractors and generators, as the new station will be.

Wayfinding and other signage

The artist impressions and design update are minimalist and do not show or discuss any wayfinding and other signage in or around the station precinct. This is misleading and deceptive, with viewers of the images and readers of the blurbs led to believe the precinct will be clutter free with open and clear view lines.

Union Road

Decking

Council and the community want the LXR to provide decking across the rail trench at Union Road, Surrey Hills. The design update fails to discuss the potential of decking, despite it being a technically feasible design element.

Overhead power lines and other overhead infrastructure

While we warmly welcome the removal and, presumably, undergrounding of the overhead powerlines and other overhead infrastructure along Union Road, Surrey Hills, there is a deal of scepticism as to whether this is truly a design element or is an elaborate use of artistic licence in the artist impressions.

Public open space next to 129 Union Road

As with decking the rail trench, Council and the community want the LXR to provide public open space on the site originally identified as an IDO site. It is acknowledged the design update lists this area as 'New open space at Union Road', but it fails to provide any information about how the community can get involved in the 'designs to be developed in the coming year'. The design update makes no mention of public toilets, be they in the public open space or anywhere in the station precinct or project area.

Box Hill to Hawthorn Strategic Cycling Corridor

The Department of Transport has nominated the Box Hill to Hawthorn (BH2H) corridor as a Strategic Cycling Corridor (SCC). The proposed bicycle infrastructure concept design along the nominated BH2H SCC alignment is considered to be well below the standard considered acceptable for an SCC.

Vegetation and trees

The extent of soft landscaping shown in the artist impressions is welcomed, however this welcome is offered with caution as the artist impressions show growth five to eight years post planting. The artist impressions are misleading and provide a false sense of security.

The design update fails to clearly identify trees to be retained, areas of new plantings and areas of retained landscaping. The community and Council hold the existing landscape, including the established and healthy trees, in high regard and do not want any trees unnecessarily removed by the project.

Arts and culture

The incorporation of a properly considered and funded art installations is not apparent in the June 2021 design update. Instead, the community is offered the opportunity to comment on a series of 'plonk art' sites, as well as maintenance intense, DDA incompatible carved ground surfaces. Of the six proposed 'plonk art' sites listed in the survey:

- One is located at 129 Union Road, Surrey Hills.
This location is currently home to a small business and the building is subject to a heritage overlay in the Boroondara Planning Scheme.
- A second is located adjacent to 111-113 Union Road, Surrey Hills.
This location is and will be a very busy thoroughfare which is already spatially constrained, with little to no room to add an artistic sculpture with little to no functional value.

Material palette of the station forecourt facing Windsor Crescent

The materials shown in the artist impressions of the station forecourt facing Windsor Crescent are of concern. They appear to have been selected for aesthetic purposes and have little to no regard for on-going maintenance, no matter the asset owner.

The areas of particular concern are the brick paved areas, both the 'herringbone' and 'subway tile' pattern areas. Both areas will be busy thoroughfares with heavy foot and bicycle traffic on an hourly basis. The asset owner and maintainer will need to replace and reset a brick each and every time one becomes loose to ensure safe passage for pedestrians and cyclists through the area. While such paving may be common in Europe, there are concerns about the build quality, and actual lifespan, of this style of paving in Australia where it is less common.

Rail trench walls

The rail trench walls look to be finished in shotcrete. This rough looking material will not provide a high quality, or even good quality, passenger experience and will not meet the expectations of the community and Council.

The shotcrete trench walls will significantly impact on the overall aesthetic value and appeal of the project. It will look unfinished, incoherent and reduce the value of the otherwise high quality station material palette.

Existing Mont Albert train station building

The existing Mont Albert train station building is of local heritage significance and is highly valued by the community. The design update fails to properly acknowledge the value of the building and fails to clearly and sensitively detail the future plans for the building.

Suggested gap fillers

The following suggested gaps filler are drawn from Council's February 2021 submission about the project, as well as on-going conversations with the Surrey Hills community and community groups and various Council advisory committees. The suggestions acknowledge the LXRPs are forging ahead with a single station proposal and are highly unlikely to change their mind and retain both Surrey Hills and Mont Albert train stations.

The retention of two train stations by the project would remove a lot of the issues associated with accessibility. Council objects to the removal of the two train stations and construction of a single station approximately 160m east of the current Surrey Hills station. Council continues to support the retention of two train stations.

Accessibility

The issue of accessibility is one which will impact just about every community member at some point in their lives. The level crossing removal will leave a multi-generational legacy and cannot ignore this critical design matter.

To ensure the project is well informed and meets the needs of the community and not just the bare minimum DDA requirements, the LXRPs are strongly encouraged to engage with the disability sector, invite them into the design process and incorporate the ideas and design elements the representatives offer to the LXRPs.

Engineers and designers can hide behind the DDA and design guidelines and promote the final design as DDA compliant. Until they listen and properly respond to those with lived experience, the engineers and designers will never properly understand how important it is to provide a train station that is truly accessible and enables every member of the community, no matter their mobility abilities, to safely, easily and conveniently access the station concourse, platforms and trains.

Accessible car parking

Additional accessible car parking spaces must be provided, including in the northern car park close to the access ramps and stairs.

The access route from the southern car park must be reconsidered and rerouted to ensure passengers do not need to walk through the car park and access the footpath via a car park driveway/crossover.

The LXRPs must consider the installation of accessible parking spaces closer to the station entrances. This would enable those passengers unable to walk long distances, as is required by locating accessible car parking spaces in only the northern and southern car park, a safe and equitable access to the train station.

Limited drop-off/pick-up areas

The LXRPs are encouraged to provide details about the two proposed drop-off/pick-up areas proposed in the design update.

In addition, the LXRPs must consider providing an additional accessible parking only drop-off/pick-up area near the intersection of Montrose Street, Beresford Street and Wilson Street, along with an additional access point to the western concourse. This proposed drop-off/pick-up point would provide passengers with an 'at the door' access point to the station. It would provide passengers with limited mobility or those unable to walk long distances fair and equitable station access.

Lengthy ramps to access the station concourse

The additional drop-off/pick-up area noted above, along with the additional accessible parking closer to the station entrances will go some way to addressing the concerns about the length and grade of the access ramps.

The LXRП is encouraged to provide to the community and Council true and accurate information about the length and grade of the access ramps so informed discussion can occur and decisions can be made. The previously noted engagement with and involvement of the disability sector will assist in the improvement of this aspect of the project.

Lifts and stairs

The LXRП must provide ramps and/or escalators to provide access to the platforms from the station concourses. If this is truly an impossible ask for engineering reasons and not just State government train station design guideline or budget reasons, the LXRП must be upfront about this with the community.

Passenger amenities

The LXRП must provide information about the passenger amenities provided on the station concourse, both within the paid and unpaid areas. The community deserve to know if they will be able to access public toilets, seating, Myki machines (both top-up and checking) and water fountains at the train station or if they need to have used these services and amenities prior to arriving at the station.

The LXRП must include a bicycle repair station in the design and locate it as close as practicable to the bicycle parking.

Wayfinding and other signage

The LXRП must provide details and artist impressions of the station precinct complete with wayfinding and other signage.

Council has a very well developed wayfinding signage strategy that has been rolled out across a number of shopping centres that we would be pleased to share with the LXRП with a view for it to be implemented across the project area. This inclusion by the LXRП would complement the wayfinding element of Council's shopping centre improvement plans for the Union Road, Surrey Hills shopping centre.

Union Road

Decking

There is little more to say than the LXRП must provide decking over the rail trench at Union Road and work in collaboration with Council and our urban designers to ensure the decking meets the needs and expectations of the community and Council.

Overhead power lines and other overhead infrastructure

In the event elaborate artistic licence has been taken and the overhead power lines and other overhead infrastructure will not be removed and undergrounded by the project, we request this is done.

Public open space next to 129 Union Road

As with the decking, there is little more to say than the LXRП must provide green, public open space with a 'Changing Places' public toilet facility next to 129 Union Road and work in collaboration with

Council and our urban designers to ensure the design meets the needs and expectations of the community and Council.

Box Hill to Hawthorn Strategic Cycling Corridor

It is critical the LXP design and deliver an SCC that meets the exacting standards set by the Department of Transport (DoT) for SCCs. This includes grade separation of major road crossings, such as Union Road and Mont Albert Road, and mode separation where pedestrians and cyclists would otherwise mix.

We acknowledge the DoT is the BH2H SCC proponent and has the final say on the alignment and design. However, Council wants to work with both the DoT and LXP to ensure the SCC provides high quality, safe and equitable bicycle infrastructure and continues to extend an invitation to bring all parties together.

Vegetation and trees

To ensure the community is provided with a true and accurate idea of what the station precinct will look like post construction, the creation of artist impressions immediately post construction completion is recommended. This would remove the shock and surprise the community may experience when they see tube stock and 45L potted trees plants and not the lush, green growth shown in the artist impressions. Additionally, the LXP must:

- Develop a publicly available tree removal plan which:
 - o Clearly identifies trees to be removed for works and trees that do not need to be removed.
 - o Provides an assessment of the condition, arboriculture value and canopy spread of all trees in the project area.
- Assess and document in a publicly available report all non-tree vegetation to be removed and replaced.
- Engage and work with Council to:
 - o Develop a planting palette to Council's satisfaction.
 - o Understand the size of trees and other plants expected by Council.
 - o Develop and implement a Tree Protection Plan, which complies with the relevant Australian Standards, to protect trees and their root systems from damage during the works.
 - o Develop and implement a tree, canopy and vegetation replacement plan that sets out how trees and other vegetation to be removed will be replaced to provide shade, urban character, habitat and amenity values.
 - o Reuse and repurpose all trees felled by the LXP.

Arts and culture

To ensure the design of artwork is a true reflection of the community's past, present and future, we ask that a community arts engagement process be undertaken by the LXP with input from Council. The process would engage community stakeholders with the aim of providing a narration of place to reflect the history and heritage, its members and aspirations.

Possible themes which could emerge and be celebrated through public artwork could include:

- Strong connections to Surrey Hills history and heritage, including indigenous beginnings.
- Surrey Hills famous gardens and leafy streets.
- Music, culture and art which is fostered within the community.

- Union Road and its local traders, community and history.

Material palette of the station forecourt facing Windsor Crescent

The material palette of the station forecourt needs to be better considered to fit the maintenance standards of the likely asset owners. The material palette cannot be designed with only aesthetics in mind.

In the case of the Windsor Crescent footpath and two-way off-road bike path, the LXP designers must consult the relevant Council and provide a material palette to meet their maintenance standards. The station forecourt proposed to be on Lorne Parade Reserve land should be discussed with the land owner, the Department of Education and Training, as well as the authority likely to be responsible for the maintenance of the area.

Rail trench walls

The simple solution to the issue of shotcrete rail trench walls is to line them with smooth, pre-fabricated concrete panels. This will ensure the whole train station has a high quality material palette and the passenger experience is an excellent one from the station concourse to the platform.

Existing Mont Albert train station building

The community and both Councils, Boroondara and Whitehorse, would like to see the existing Mont Albert train station building remain as close to its current location as possible and be repurposed for a community or commercial use.

We understand the LXP has successfully achieved a similar outcome at Mentone train station by removing, restoring and relocating the heritage station building within the project area. The Mentone outcome is very successful and appreciated by the community.

Consultation survey questions

The six-page survey release by the LXRП seeks responses to seven questions. The questions are incredibly limited in what they are asking and, where multi-choice tick boxes are supplied, the responses available. The scope of the survey is very limited and does not respond to critical elements of the project in Boroondara.

The two questions with direct links to Boroondara suggest decisions have already been made and the community is being asked to window dress these decisions. It is not true community consultation or engagement. It is community notification at best and far less than our community deserves.

Noting this submission is in response to the community consultation associated with the June 2021 design update, responses to the seven survey questions are provided below.

Lorne Parade Reserve Master Plan

Question: Please tell us what you think about the plan with respect to the open grassed area and planting.

Response: The planted versus open grassed area delineation is not clear from the plans available and is not sufficiently detailed to enable the question to be answered by the multi-choice, tick box answers. The artist impressions, tagged with a subject to change notice, offer little additional insight and do not assist greatly in responding to the question.

The LXRП must review and assess the current use of the Lorne Parade Reserve in order to properly and fully inform the master plan developed for the reserve. A simple question about do you want more landscaping or more open grassed areas is insufficient and does not allow the community to share how they use and enjoy the reserve at the moment and how they want to continue to do this into the future.

Any and all plans put to the community must show any and all infrastructure to be located in the reserve, levels and other details impacting on the design and usability of the space.

Potential public art locations

Question: Please rank your preference for artwork locations, with 1 being your first preference and 9 being your last.

Response: It is impossible to respond to this question and rank the preferred location for artworks without know what sort of artwork the LXRП is proposing. We ask that a community arts engagement process be undertaken by the LXRП with input from Council.

Comments noted previously in this submission about the proposed sculptural artworks at 129 Union Road and near 111-113 Union Road are worth highlighting. As are the concerns about DDA compatibility of artworks carved or integrated into ground surfaces.

Play space

Question: The current master plan has the play space located to the east of Lorne Parade Reserve on the corner of Lorne Parade so as to separate the new train station from the play space and provide good access from local streets. Do you agree this is the right place for the play space?

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

Question: What type of play activity would you like to see in the play space?

Response: See response to *Lorne Parade Reserve Master Plan*. The LXR must consult and engage with current users of Lorne Parade Reserve in an open and meaningful manner. Asking the community to choose an age group and type of play activity suggests the LXR does not understand the current use of the reserve.

Sunbury Crescent and Churchill Street

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

Response: We appreciate the LXR asking the community about which planting style they would prefer for their street, specifically Sunbury Crescent as Council officers suggested. As noted previously in this submission, the LXR must:

- Develop a publicly available tree removal plan which:
 - o Clearly identifies trees to be removed for works and trees that do not need to be removed.
 - o Provides an assessment of the condition, arboriculture value and canopy spread of all trees in the Major Transport Project Facilitation Act declared project area.
- Assess and document in a publicly available report all non-tree vegetation to be removed and replaced.
- Engage and work with Council to:
 - o Develop a planting palette to Council's satisfaction.
 - o Understand the size of trees and other plants expected by Council.
 - o Develop and implement a Tree Protection Plan, which complies with the relevant Australian Standards, to protect trees and their root systems from damage during the works.
 - o Develop and implement a tree, canopy and vegetation replacement plan that sets out how trees and other vegetation to be removed will be replaced to provide shade, urban character, habitat and amenity values.
 - o Reuse and repurpose all trees felled by the LXR in the project area.

Screening

Question: Below are options for colour styles for the pedestrian bridge between Beresford Street and Mont Albert shopping village, as well as the new road bridges on Union Road and Mont Albert Road. Please tell us which colour style you prefer for the screening.

Response: The screening and barriers provided on the Union Road bridge must respond sensitively and respectfully to the Surrey Hills context and sit seamlessly within the local environment. The LXR are encouraged to review the Union Road context and draw inspiration from the built form and colour palette to inform the colour and styles for the barriers and screening. If the LXR had undertaken this relatively simple exercise, they would note 'bright, vibrant colour' does not feature in the Union Road, Surrey Hills built environment.

We encourage the LXR to consider installing discreet signage on barriers and screening that encourages anyone experiencing trouble to contact Lifeline or a similar organisation.