7.6 Union Road, Surrey Hills Level Crossing Removal - Urban Design Advice

Executive Summary

Purpose
The purpose of this report is to seek endorsement from Council to adopt the final draft Union Road, Surrey Hills Level Crossing Removal - Urban Design Advice (UDA) (**Attachment 1**) and associated advocacy plan (**Attachment 2**).

Background
In August 2021, the Level Crossing Removal Project (LXRP) released updated concept designs for the new premium train station and surrounding area including Union Road, Surrey Hills. The designs included two areas designated as open space to the north and the south of the rail trench between Union Road and the Surrey Hills station car parks.

To understand the design potential for the open spaces and the community views on what the open spaces could look like and how they could be used, Council engaged multidisciplinary urban designers Lat Studios to work with officers and the community to develop an Urban Design Advice for Union Road, Surrey Hills.

In accordance with the resolution of Council from 29 November 2021, the revised draft UDA underwent community consultation between 30 November and 19 December 2021 to seek the community's views and support to finalise the document.

The resolution of Council from the 21 December 2021 Special Council meeting is relevant to this report, specifically Council's:

- Offer of $2M to the State government to fund the construction of 15m of decking across the rail trench at Union Road.
- Request for the State government to match the $2M funding offer.
- Request for additional information about the significant drainage assets the State wishes Council to own and maintain, being the underground tank system and twin undertrack pipes and access shafts.
- In relation to the northern public open space site:
    - Seeking a lease greater than 50 years or suitable alternative in favour of Council for public open space.
    - Seeking support from the Minister for the rezoning to public open space.

Key Issues

The Council led November/December 2021 community consultation received 39 responses to an online survey and two emails with commentary about the draft UDA, and some further comments via social media. A number of other emails were received from Sunbury Crescent residents seeking clarification about the treatment of Sunbury Crescent, specifically the Department of Transport's (DoT) Box Hill to Hawthorn Strategic Cycling Corridor (SCC).

Of the 39 survey responses, 84% (31) supported and 16% (6) did not support the draft UDA.

The general themes of the feedback were:

- Very strong support for the development of new open space(s) on Union Road.
- Support for the provision of a 15 metre wide deck across the rail trench to connect the north and southern sections of the shopping centre and create more useable open space.
- Preference for canopy trees for shade and landscaped garden beds including native plants but also keeping with the lush, green nature of the area.

The Sunbury Crescent specific feedback included concerns about:

- The impact an off-road cycle path or on-road cycle lane would have on the amenity and quiet enjoyment of the street.
- The loss of the vegetation screening between the rail trench and the street if the off-road cycle path was constructed adjacent to the rail line and in lieu of the vegetation screening.
- Safety of all road users at the Sunbury Crescent and Robinson Road intersection.

The final draft UDA (**Attachment 1**) has been amended to incorporate the community feedback, with the amendments including:

- Removal of the reference to the SCC potentially travelling along Sunbury Crescent.
- Zeplins Lane shown as not accessible from Montrose Street.

Next Steps
The next step, should the officer's recommendation be accepted, is to implement the advocacy plan (**Attachment 2**) to see the LXRP accept and rely on the adopted UDA in their planning, design and delivery of the decking and public open spaces.

Officers' recommendation

That Council resolve to:

1. Acknowledge the contributions made by the Boroondara community which have informed the development of the 'Union Road, Surrey Hills Level Crossing Removal - Urban Design Advice'.
2. Adopt the final draft 'Union Road, Surrey Hills Level Crossing Removal - Urban Design Advice' (**Attachment 1**).
3. Adopt and enact the 'Union Road, Surrey Hills Level Crossing Removal - Urban Design Advice: Advocacy Plan' (**Attachment 2**).

Responsible director: Daniel Freer, Director Places and Spaces

1. Purpose

The purpose of this report is to seek endorsement from Council to adopt the final draft Union Road, Surrey Hills Level Crossing Removal - Urban Design Advice (UDA) (**Attachment 1**) and associated advocacy plan (**Attachment 2**).

2. Policy implications and relevance to community plan and council plan

This report is consistent with the Council Plan 2017-2021 and the Boroondara Community Plan 2017-2027, in particular the following themes:

- Your Community, Services and Facilities.
- Your Parks and Green Spaces.
- The Environment.
- Neighbourhood Character and Heritage.

3. Background

In August 2021, the Level Crossing Removal Project (LXRP) released updated concept designs for the new premium train station and surrounding area including Union Road, Surrey Hills. The designs included two areas designated as open space to the north and the south of the rail trench between Union Road and the Surrey Hills station car parks.

To understand the design potential for the open spaces and the community views on what the open spaces could look like and how they could be used, Council engaged multidisciplinary urban designers Lat Studios to work with officers and the community to develop an Urban Design Advice (UDA) for Union Road, Surrey Hills.

The draft UDA underwent an initial round of community consultation through September 2021, with the document amended to reflect the community feedback from the online survey and three 90-minute workshops with residents, traders and community members.

In accordance with the resolution of Council from 29 November 2021, a further round of community consultation on the revised draft UDA was conducted in November and December 2021 to seek the community's views and support to finalise the document. At the 29 November 2021 meeting, Council also resolved to:

- Receive the final draft version of the UDA (**Attachment 1**) in early 2022 for endorsement and adoption; and
- Consider an Advocacy Plan on the 'Union Road Surrey Hills Level Crossing Removal – Urban Design Advice' (**Attachment 2**).

It is important to note other decisions of Council which are relevant to this report being:

- 21 December 2021 resolution, including Council's:
  - Offer of $2M to the State government to fund the construction of 15m of decking across the rail trench at Union Road.

- Request for the State government to match the $2M funding offer.
- Request for additional information about the significant drainage assets the State wishes Council to own and maintain, being the underground tank system and twin undertrack pipes and access shafts.
- In relation to the northern public open space site:
  - Seeking a lease greater than 50 years or suitable alternative in favour of Council for public open space.
  - Seeking support from the Minister for the rezoning to public open space.

4. Outline of key issues/options

The Council run community consultation again demonstrated the Surry Hills community is close-knit, well connected and proud of the amenity and character of the Union Road shopping centre and surrounding area. The development of new open space and provision of decking that complements and enhances the existing character is welcomed and strongly supported by the community.

The community continues to express concerns about how the LXRP is working with them and the impacts of their project on the neighbourhood. They also appreciated the opportunity to participate in the Council consultation and were willing and happy to contribute to the finalisation of the UDA.

The LXRP's acceptance of the final draft 'Union Road Surrey Hills Level Crossing Removal - Urban Design Advice' continues to be critical to achieving outcomes that will be supported by the Surrey Hills community. The final draft UDA identifies how, through urban design, the local area can be revitalised, connections improved, landscapes enhanced and the area future proofed.

This is a once in a lifetime opportunity to create highly valued and well-used open space for Surrey Hills residents, traders, public transport users and visitors to the area.

<u>Key Issues</u>

Decking

The final draft UDA (**Attachment 1**) features the potential decking across the trench. This inclusion endeavours to be consistent with the resolution of Council from the 21 December 2021 Special Council meeting.

Council has not yet received a response from the Minister for Transport Infrastructure about our offer of and request for $2M towards the construction of the decking. As such, the decking is not yet a certain project deliverable. The final draft UDA ensures many of the elements featured in the concept designs can be incorporated into the new open space(s) and surrounding streetscapes both with and without the decking.

Box Hill to Hawthorn Strategic Cycling Corridor

The LXRP will deliver a section of the Strategic Cycling Corridor (SCC) between Mont Albert Road and Union Road as part of their works. The Department of Transport (DoT) is expected to deliver the remaining sections of cycle route over the next 10-15 years. It is critical to note that, at the time of

writing this report, no alignment to the west of Union Road has been agreed by the DoT, Council and the community.

The final draft UDA (**Attachment 1**) notes the need for the community, DoT and Council to discuss the future plans for the SCC to the west of Union Road before any design, planning and delivery works take place.

Informing a refreshed Union Road Shopping Centre Improvement Plan

Council's plans to deliver the Surrey Hills Shopping Centre Improvement Plan (SCIP) were put on hold when the level crossing removal project was announced. The project will likely commence when the level crossing removal project is nearing completion to ensure minimal disruption to Union Road traders.

The final draft UDA (**Attachment 1**) will be used by Council officers to update the SCIP and ensure materials used and fixtures and landscaping features integrate with those in the new open spaces and the decking.

Advocacy plan

The advocacy plan (**Attachment 2**) seeks to detail the activities Council, Councillors and Council officers can take to see the LXRP accept and rely on the final draft UDA (**Attachment 1**) in their planning, design and delivery of the decking and public open spaces.

The plan has been developed to be a live document that provides clear direction and has flexibility to include additional activities or remove others. It seeks to include all internal stakeholders and actions relevant and appropriate to their positions in and on Council.

<u>Next steps</u>

Should Council adopt the final draft UDA (**Attachment 1**) and advocacy plan (**Attachment 2**), the advocacy plan will be implemented.

5. Consultation/communication

The draft final UDA is a document borne from two rounds of community consultation, the first in September 2021 and the second in November/December 2021.

<u>November/December 2021 consultation</u>

The November/December 2021 community consultation on the draft UDA was led by Council and ran from 30 November 2021 to 19 December 2021. It included an online survey, with the community invited to contact officers by email and phone to share comments and opinions. The purpose of the consultation was to seek the community's views about the document and determine if the community supported the document and its intent.

There were 39 respondents to the online survey and two emails received with commentary about the document. A number of other emails were received from Sunbury Crescent residents seeking clarification about the treatment of the street.

General feedback

Of all respondents to the survey, 84% (31 no.) supported and 16% (6 no.) did not support the draft UDA. The questions were not mandatory and not all 39 respondents provided an answer to every question.

A total of 84% (31) of survey responders were comfortable or somewhat comfortable with the draft UDA. Around half of these 31 responders noted more thinking is needed around the Sunbury Crescent area and that they were somewhat comfortable with the draft UDA. The minority of responders (16% or 6) were uncomfortable or somewhat uncomfortable with the draft UDA.

The two emails received noted support for the document generally and suggested changes to improve it as well.

The general themes of the feedback were:

- Very strong support for the development of new open space on Union Road that is accessible to all with well-designed and flexible spaces for all community members to relax and meet friends, attend and host community events, and enjoy outdoor dining.
- Support for the provision of a 15 metre wide deck across the rail trench to connect the north and southern sections of the shopping centre and create more useable open space.
- Preference for canopy trees for shade and landscaped garden beds including native plants but also keeping with the lush, green nature of the area.
- Desire for the provision of a public toilet in the Union Road shopping centre.
- Support for safe access along and crossing Union Road for pedestrians and cyclists.
- Strong support for planting of trees and vegetation adjacent to the rail trench along Sunbury Crescent.

Sunbury Crescent

The 17 respondents who noted ‘more thinking was required around the Sunbury Crescent area’ raised the following concerns:

- The impact an off-road cycle path or on-road cycle lane would have on the amenity and quiet enjoyment of the street.
- Difficultly exiting private properties and fear of hitting a cyclist when reversing.
- The loss of the vegetation screening between the rail trench and the street if the off-road cycle path was constructed adjacent the rail line and in lieu of the vegetation screening.
- Safety of all road users at the Sunbury Crescent and Robinson Road intersection which is considered to be unsafe currently because of poor sightlines and the low vertical clearance to the existing rail bridge.

This feedback was provided despite the draft UDA taking on-board similar feedback from the September 2021 consultation and noting the following on page 35:

- ‘The LXRP will be delivering the Strategic Cycling Corridor (SCC) to the intersection of Union Road and Sunbury Crescent as part of their works;
- Any further consideration of the SCC to the west needs further discussions between the community, Department of Transport (DoT) and Council; and
- The SCC could run along Sunbury Crescent or an alternative option to be discussed and considered.’

The final draft UDA (**Attachment 1**) has been amended to incorporate the community feedback, with the amendments including:

- Removal of the reference to the SCC potentially travelling along Sunbury Crescent.
- Zeplins Lane shown as not accessible from Montrose Street.
- Digital Train Radio System tower access driveway shown to be available for use as a half basketball court or other small court games.
- Minor changes to ensure consistency through the document including names of places and end of the SCC.

The LXRP were made aware of the November/December 2021 consultation and were provided a link in an email to the Engage Boroondara website. In January 2022 the LXRP and their design consultants, Aspect Studios, met with Council to allow the LXRP and Aspect to share their preliminary thoughts and designs for the open spaces. It is likely the LXRP will consult the community and stakeholders about their designs for the new open spaces and we welcome this engagement with the community and Council. We have not been informed when this LXRP led consultation will occur but understand it is a commitment of the project. We will promote the LXRP led consultation through our usual communication channels.

Officers from various departments/teams including Environmental Sustainability and Open Space, Landscape Design, Strategic Planning, Traffic and Transport, Community Planning, and Local Economies participated in the community consultation.

The Community Consultation Report provides a detailed review of the community feedback (**Attachment 3**).

6. Financial and resource implications

The financial impacts associated with the recommendation can be accommodated within existing operational budgets.

Should the advocacy to the State government result in the construction of the 15 metres of decking across the rail trench at Union Road, the resolution of Council’s 21 December 2021 Special Council Meeting (to offer $2M for the construction of the decking) will have a financial impact and will need to be considered in future Council budgets.

Similarly, the on-going maintenance of the public open space and any significant assets Council accepts maintenance responsibility for (i.e. underground tanks and undertrack pipes) will need to be considered in future Council budgets. The 10-year maintenance costs for all assets the State wishes to hand to Council is in the order of $2.7M or $270,000 per annum.

7. Governance issues

The implications of this report have been assessed in accordance with the requirements of the Victorian Charter of Human Rights and responsibilities.

The officers responsible for this report have no direct or indirect interests requiring disclosure.

8. Social and environmental issues

The delivery of the decking across the rail trench and high quality public open space will ensure the Surrey Hills community has an enjoyable, usable and attractive shopping centre and place to be. The public realm upgrades should result in a significantly positive impact for the Union Road shopping centre and a greater level of connectivity will be provided between the north and south sides of the rail trench.

The level crossing removal will result in the felling of trees across the project area. The UDA will be used to advocate for high quality landscaping and planting of trees that complement and enhance the surrounding streetscapes, are climate appropriate species, provide summer shade once mature and are maintained by the LXRP through the establishment period to ensure long term viability.

Manager: **Jim Hondrakis, Manager Traffic and Transport**

Report officer: Clare Davey, Senior Coordinator Transport Advocacy
Andrea Lomdahl, Senior Transport Planner
Jane Waldock, Senior Transport Planner

Union Road, Surrey Hills Level Crossing Removal

URBAN DESIGN ADVICE

Prepared for City of Boroondara
Issued 7 February, 2022

Project	Union Road, Surrey Hills Level Crossing Removal
Report Title	Urban Design Advice
Version	7
Project Code	21522.01
Prepared for	City of Boroondara
Author	Lat37

Version	Date	Approved by	Details
1	25/10/2021	AR	First Draft
2	10/11/2021	AR	Second Draft
3	16/11/2021	AR	Third Draft
4	25/11/2021	AR	Fourth Draft
5	01/12/2021	AR	Final Draft
6	19/01/2022	AR	Final
7	07/02/2022	AR	Final

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1.0 Introduction

Introduction

1.1 Purpose of this Document

This Urban Design Advice document (the document) has been prepared with feedback from the community to guide the design and development of new open space to be developed as part of the Union Road Level Crossing Removal Project (LXRP). The document sets out the community's vision for the new spaces, along with guiding principles, key objectives and guidelines to help achieve each of the objectives.

The document will:

- Inform any briefs created for the design and development of new open spaces.
- Provide important feedback from the community on the Strategic Cycling Corridor - Hawthorn to Box Hill to be delivered by the Department of Transport with local infrastructure to be delivered by the Level Crossing Removal Project.
- Contribute to a refreshed Surrey Hills Shopping Centre Improvement Plan (SCIP) to be implemented by Council.

Figure 01: Surrey Hills Neighbourhood Centre with Zeplins Lane entry

1.2 About this Document

This document has been created to act as a visual guide and respond to the outstanding issues and opportunities. It defines preferred outcomes through objectives and guidelines to achieve the vision for the study area. The study area includes the new open spaces and the precinct surrounding the station including the shopping centre and local streets. It is arranged in four chapters which outline the best way to develop the new open spaces. This document is intended to be read with Council's urban design landscape plans.

1. INTRODUCTION

Outlines the background context, community engagement undertaken and overall purpose of the development of the Urban Design Advice.

2. COMMUNITY VISION & PRINCIPLES

Sets the Vision and introduces the principles for future design and planning of the study area. The three principles are:

- Connectivity & Legibility
- Vibrant Community
- Open Space & Sustainability

3. OBJECTIVES & GUIDELINES

Outlines how the Community Vision & Principles translate into design objectives, informed though a series of design guidelines. The key guideline themes include:

- Movement
- Access
- Public Transport
- Parking
- Streetscapes
- Open Space & Materiality
- Landscape
- Sustainability & Environment
- Community Infrastructure
- Temporary Activation
- Interfaces

4. STAGING

Reviews strategic partners and their roles in achieving the Urban Design Advice as well as providing suggested staging.

Figure 02: Current Surrey Hills station entry (Bedford Ave)

1.3 Strategic Context

Surrey Hills is an eastern suburb of Melbourne located approximately 11km as the crow flies from Melbourne's CBD. On the eastern boundary of the City of Boroondara, the suburb is bisected by the Belgrave/Lilydale train line connecting to the city. The suburb is bound by Maroondah Highway to the north, Riversdale Road to the south and Highfield Road/Chatham Road to the west. The Guidelines focus on the Union Road Shopping Centre and adjacent open space opportunities which are north of Canterbury Road and adjacent the current Surrey Hills train station.

The Union Road Shopping Centre is identified as a Neighbourhood Activity Centre, intended as a 20 minute neighbourhood, providing access to local goods, services and employment in accordance with Plan Melbourne 2017-2050. A key principle of this strategy is providing for daily needs with access to safe walking, cycling and transport options in the local catchment. The document has been developed to strengthen the Shopping Centre's role as a Neighbourhood Activity Centre with the primary commercial spine located along Union Road and the creation of new public spaces.

As part of the Victorian Government's Level Crossing Removal Project (LXRP), the rail crossings at both Union Road, Surrey Hills, and Mont Albert Road, Mont Albert are to be removed by lowering the track. This work will improve safety and relieve traffic congestion. The Surrey Hills and the Mont Albert Train Stations will be replaced with a new combined facility located between the two current stations, adjacent to Lorne Parade Reserve. The creation of a connecting deck over the rail trench could open up the area for uses beyond transport giving Surrey Hills a rare opportunity to create more public space.

The LXRP is delivering a section of the Box Hill to Hawthorn Strategic Cycling Corridor (SCC). Potential connections to the east and west are included in this document.

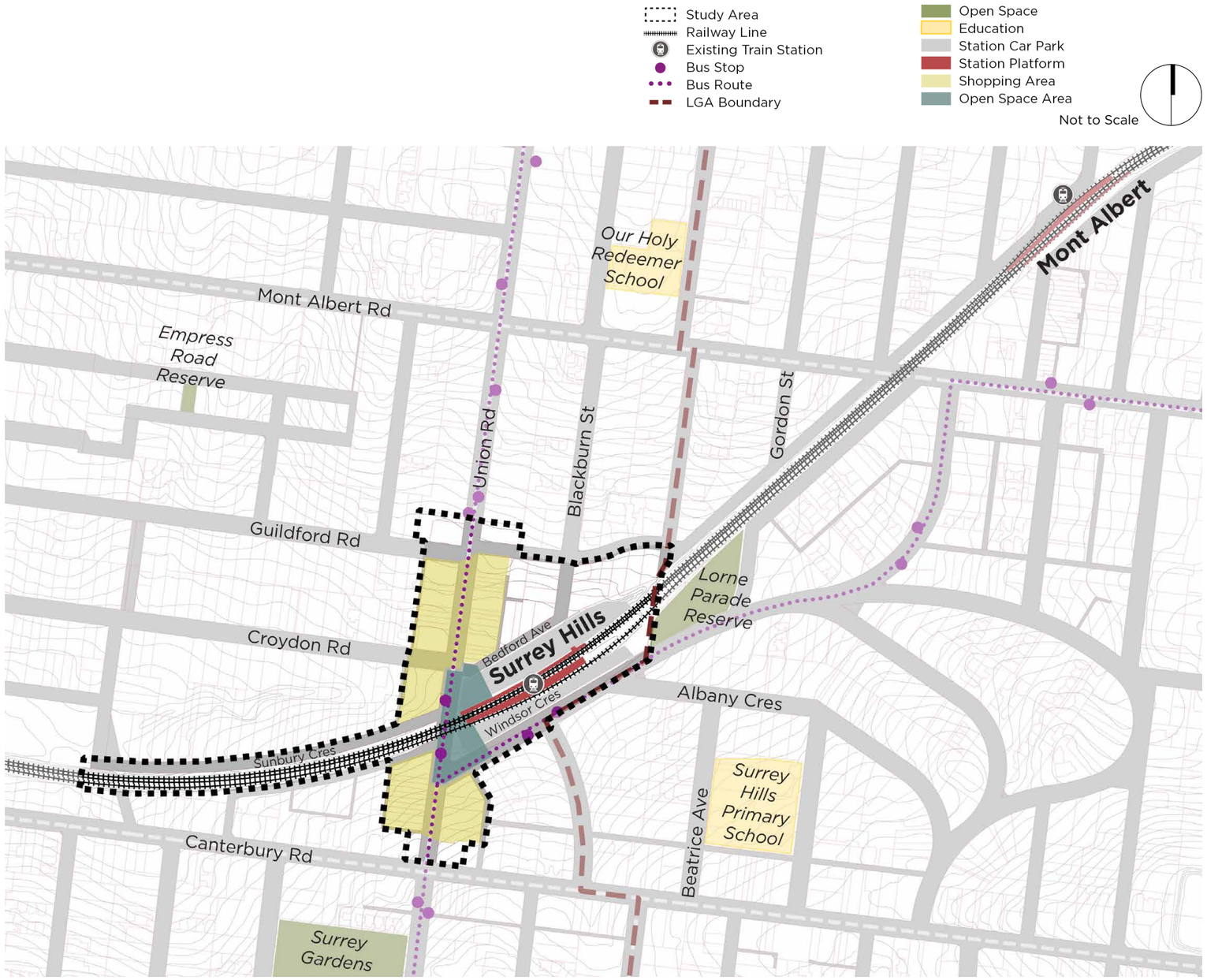
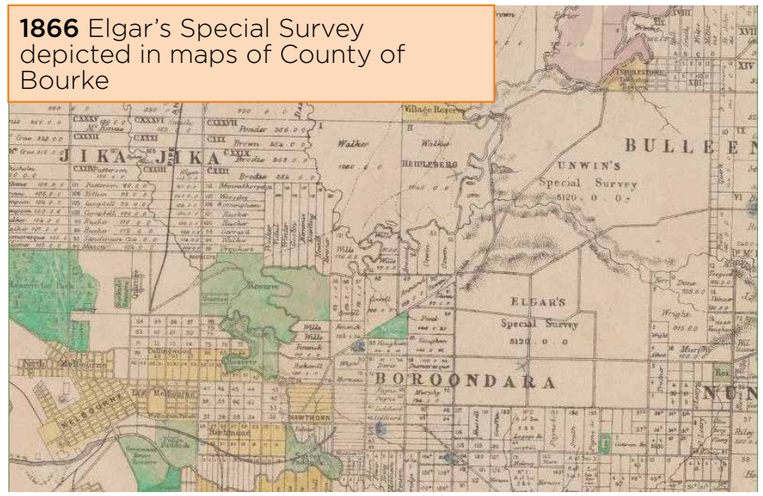


Figure 03: Context Plan

1.4 Historical Context

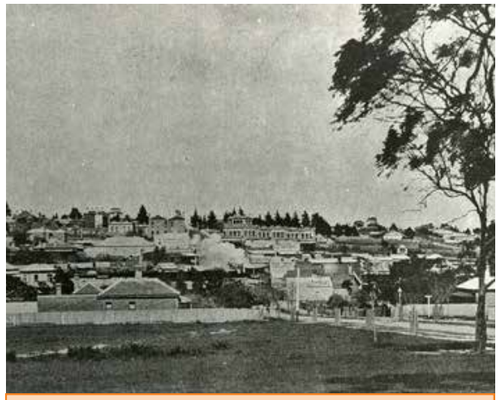
Surrey Hills is an area rich in history and the Advice has been developed to respond to this in the rejuvenation of the Centre.

Prior to European settlement, the land was home to the Wurundjeri Woi-wurrung people. During the 1830s, Wurundjeri and other Kulin tribes were forcefully displaced from their traditional lands. In 1841, 2,070 Hectares of the Crown land was purchased by Henry Elgar as part of the Port Phillip District Special Surveys. The land was then subdivided and sold off in allotments during the 1850s and slowly developed over the next 30 years. Historically, Surrey Hills has long been associated with the railway, being introduced with the extension of the Lilydale line in 1882. This spurred an increase in population and land boom due to its easy access, with the shopping precinct emerging soon after. Severe economic depression in the 1880s however meant that by 1909, the majority of Surrey Hills still remained vacant. A second wave of growth occurred after World War I and Surrey Hills was developed with homes for returning soldiers with new commercial development infilling the remaining lots. The advent of the motorcar brought many workers to the suburb and several garages were established, some of which are still seen today. A timeline of important events since European settlement follows.



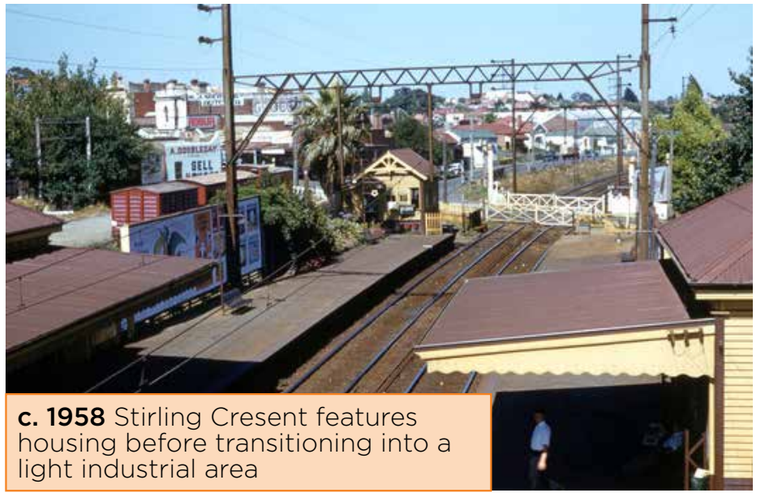
1866 Elgar's Special Survey depicted in maps of County of Bourke

1889 Surrey Hills Station is being built with the extension of the line to Lilydale and opens for service in 1890



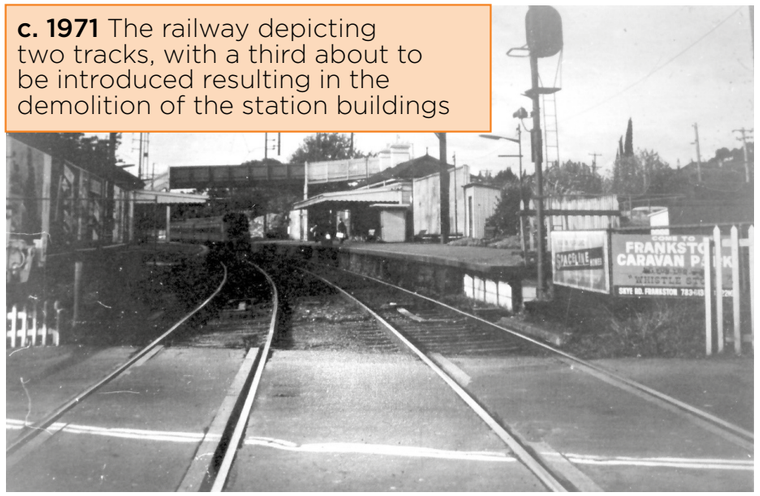
c. 1907 Union Road (facing south) with the first street trees just planted

c. 1910 Empire Day Celebrations on Union Road (facing north) with electrification of the trainline to come a decade later in 1922



c. 1958 Stirling Cresent features housing before transitioning into a light industrial area

Introduction

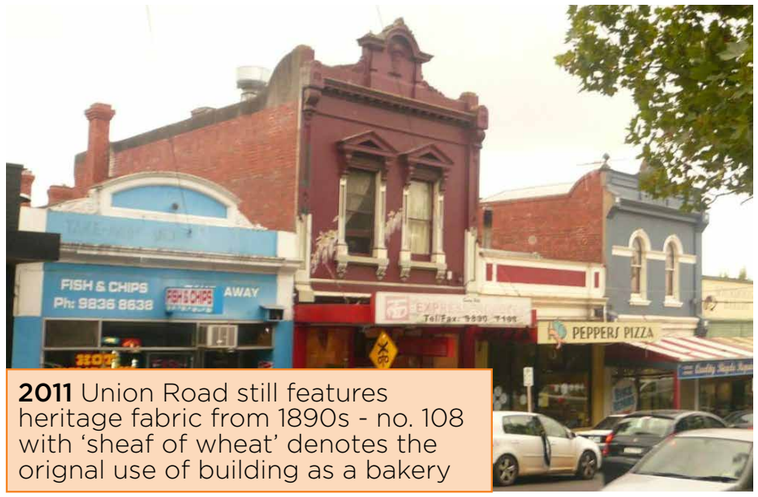


c. 1971 The railway depicting two tracks, with a third about to be introduced resulting in the demolition of the station buildings

c. 1990 Station Master Jack Rutter plays an important role in the stations landscaping

▲ *Station Manager at Surrey Hills.*

1999 Hillside Trains take over as private owners with Surrey Hills set to be a 'Premier Station' in 2000



2011 Union Road still features heritage fabric from 1890s - no. 108 with 'sheaf of wheat' denotes the orignal use of building as a bakery

Present day (2021) Union Road (facing south) features newer apartment developments

Figure 04: Historical context timeline - Image credits
Victoria Surveyor General's Office
Supplied - Surrey Hills Progress Association
Surrey Hills Neighbourhood Centre Heritage Collection
Supplied - Surrey Hills Progress Association
George Coop - Surrey Hills Neighbourhood Centre Heritage Collection
Supplied - Surrey Hills Historical Society
Supplied - Surrey Hills Progress Association
Supplied - Surrey Hills Progress Association
Lovell Chen
Ella McDonald

Introduction

1.5 Community Engagement

Community consultation was launched in September 2021 and ran from the 8th - 28th to understand the community's views and collect ideas to input to the Urban Design Advice and overarching Vision. Details of the consultation featured on the 'Engage Boroondara' website and were promoted in several other ways.

The consultation was focused on discussion surrounding two concept designs prepared by Lat Studios for both the new Union Road Plaza spaces and Sunbury Crescent (4 concepts in total). The community was offered three ways to contribute to the consultation:

- Complete an online survey.
- Join one of three online workshop sessions (conducted via Zoom with an independent facilitator).
- Upload images of what you love about Union Road Surrey Hills using the online platform 'Gather'.

There were 203 contributors to the online survey and 42 total registrations for the online workshops. The workshops provided residents, local traders and other stakeholders the chance to review the concepts in detail, provide ideas and ask questions and contribute local knowledge to the discussion.

Overall, some key themes emerged through both the survey and workshop sessions. These included the desire for:

- More greenery and provision of shade.
- Informal open spaces with grass.
- Outdoor dining spaces.
- Ability to participate in community events.
- Gathering and meeting places.
- Places to sit and rest.
- Improved safety for pedestrians and cyclists.
- Lighting along key routes.

In terms of the survey responses:

- 76% of respondents said they were local Surrey Hills residents and 17% local residents of Mont Albert.
- Most respondents (92%) said their reason for visiting the Centre was for shopping or dining; two thirds (66%) said they walked in the area and more than half (63%) said they visited the Centre to access the train station.
- More than a third (38%) of respondents said they visited the area 2-5 times per week and 28% said they visited once a day.
- Most respondents walk to the area (91%), followed by car (67%), bike scooter/skateboard (23%) and train (22%).
- Of the Union Road Plaza concepts, Concept 2 was rated more highly (61%) overall than Concept 1 (30%). Approximately 10% of the respondents chose not to select either of these options.
- The top ideas respondents liked about Concept 2 were the grassed area and shaded seating, decking area next to existing café, sustainable drainage system within the car park and plaza/market space.
- Of the Sunbury Crescent concepts, Concept 2 was preferred by 51% and Concept 1 by 29% of respondents. 20% of respondents did not select either concept.
- The top ideas respondents liked about Concept 2 were the 1.8m footpath, vegetation buffer along the railway line, naturestrip with indented parking and two-way off road bike path.

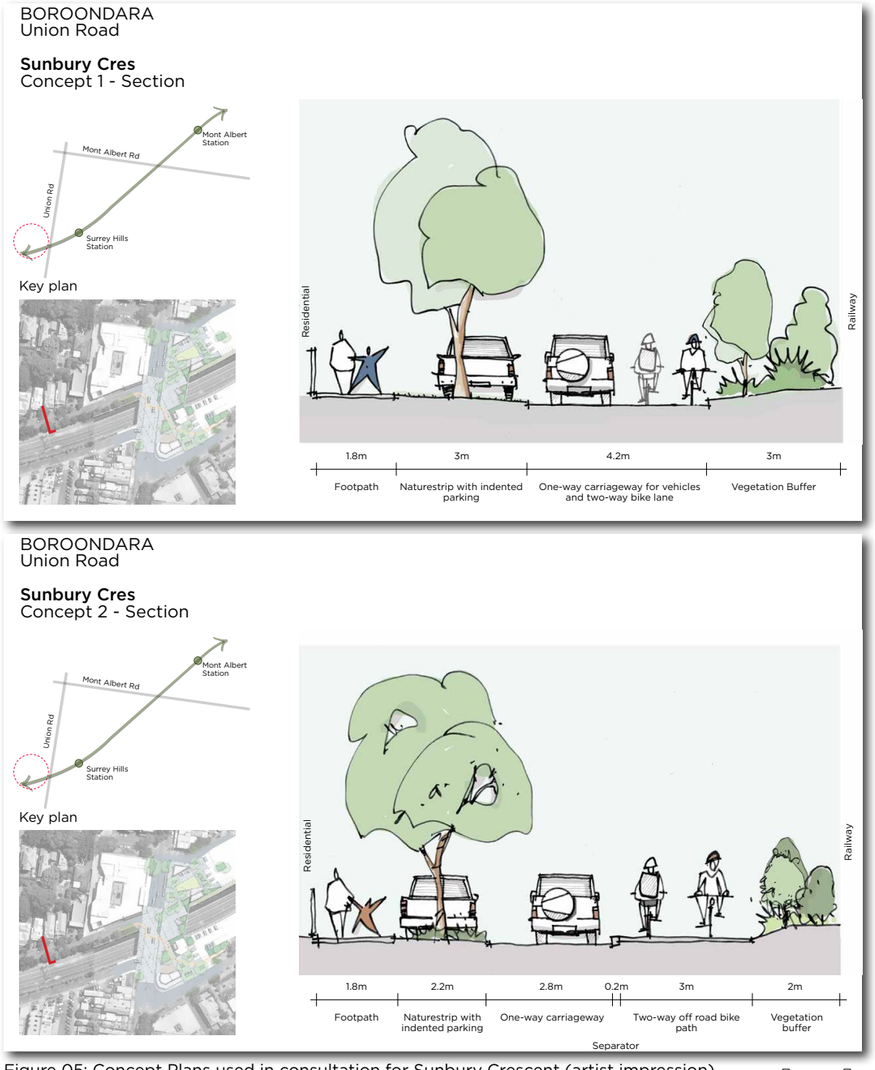


Figure 05: Concept Plans used in consultation for Sunbury Crescent (artist impression)

Introduction

From the workshop discussions, key ideas attendees liked included:

- Connecting the north and south sides of Union Road.
- Provision of mixed use spaces as well as places for workers to eat their lunch.
- Space for a pop-up market.
- Public toilet.
- Trees and greenery.
- Lawn areas.
- Softened trench screens.
- Slow go area/scramble crossing across Union Road.

Other ideas included:

- Space for scooters.
- BBQ areas.
- Wi-Fi in the open space.
- Accessible spaces.
- Spaces for young people - teenagers and primary school children eg. half basketball or down-ball court and safe tactile spaces.

Concerns were raised about:

- The safety of pedestrians and other users in the southern precinct with the cycle path through the open space.
- The need for a signalised pedestrian crossing across Union Road.
- The perceived fragmented approach to the delivery of the Strategic Cycling Corridor and it's route down Sunbury Crescent.
- The location of the amphitheatre.

A second round of community consultation was held between 30 November 2021 and 19 December 2021 to seek feedback on the draft Urban Design Advice (UDA) before presentation to Council for endorsement. 36 responses were received to an online survey, a small number of written submissions and additional social media comments.

There was very strong support (85% of online survey respondents) for the draft UDA. Many respondents held serious concerns about the alignment of the Strategic Cycling Corridor along Sunbury Crescent and indicated 'more thinking was needed around the Sunbury Crescent area' as well as further consultation with Sunbury Crescent residents. The UDA has been modified to reflect this feedback. Some images have been adjusted to add clarity and to emphasise pedestrian use and safety in the spaces.

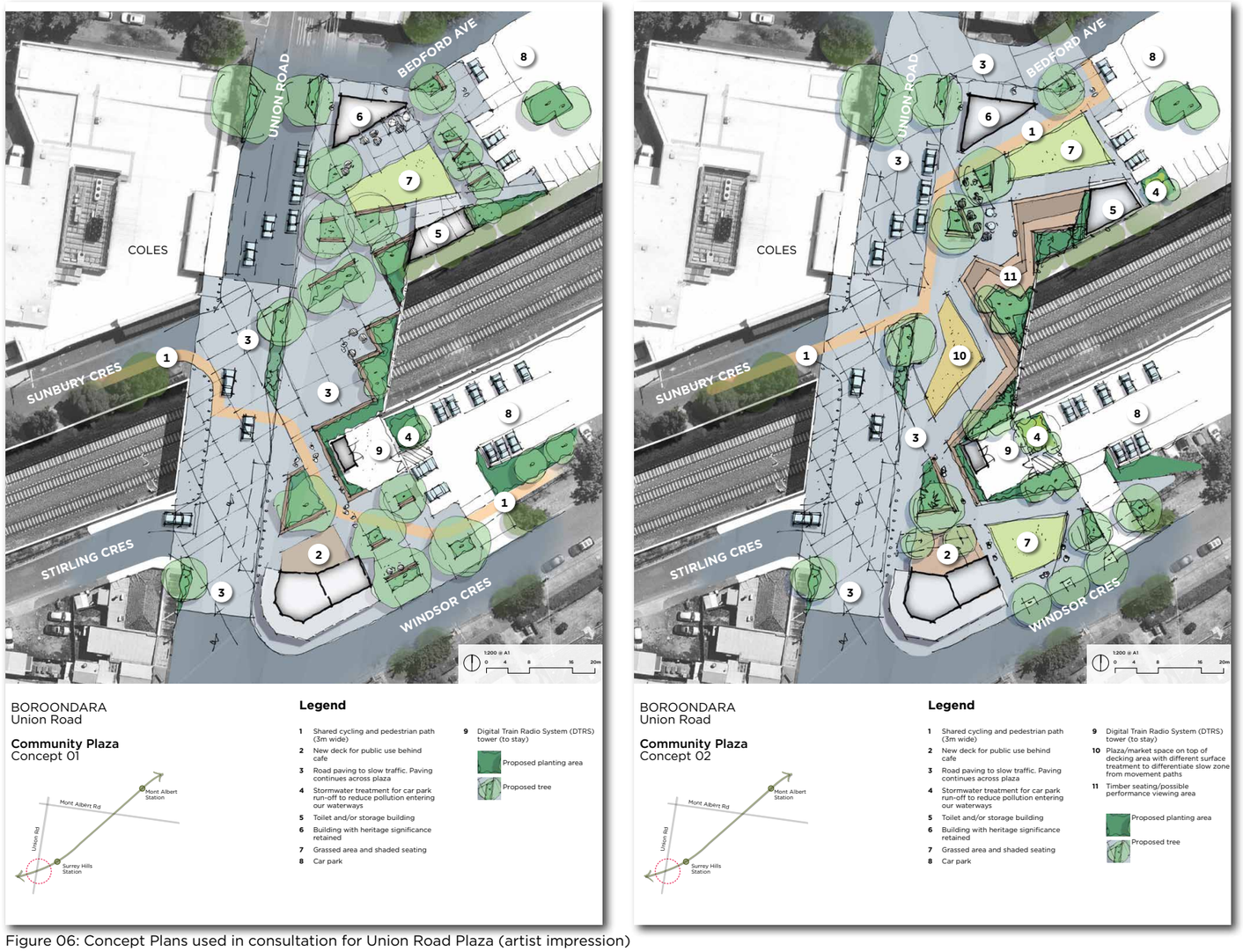


Figure 06: Concept Plans used in consultation for Union Road Plaza (artist impression)

2.0 Community Vision & Principles

Community Vision & Principles

2.1 Community Vision

"UNITES THE NORTH AND SOUTH TOGETHER"

"A DIVERSITY OF COMMUNITY ACTIVITIES IN THE HEART OF THE VILLAGE"

"ESTABLISHED CANOPY TREES AND GARDEN BEDS CREATING GREEN LEAFY AREAS"

"ENHANCES ENVIRONMENTAL AND SOCIAL WELLBEING"

"RESPONSIVE AND RESILIENT TO CLIMATE CHANGE"

"REVITALISES THE SURREY HILLS ECONOMY"

Community Vision & Principles

North East view of Union Road Plaza from Sunbury Crescent

The following images show what the Union Road Plaza could look like. These images do not depict a final design but rather a high level Vision for the Precinct, with detailed design to come at a later stage in the process.

The images show a refreshed streetscape combining the leafy character of the wider area with the personality of Union Road. A contemporary open space design that provides a high quality, safe experience for all users. Pedestrians moving easily and safely throughout the centre with slow traffic speeds and ample pedestrian crossings. Note that pedestrian operated traffic signals will be installed to assist pedestrian and cyclist movement across Union Road. They have not been shown in the photomontage adjacent as their final location has not been decided.

Key plan

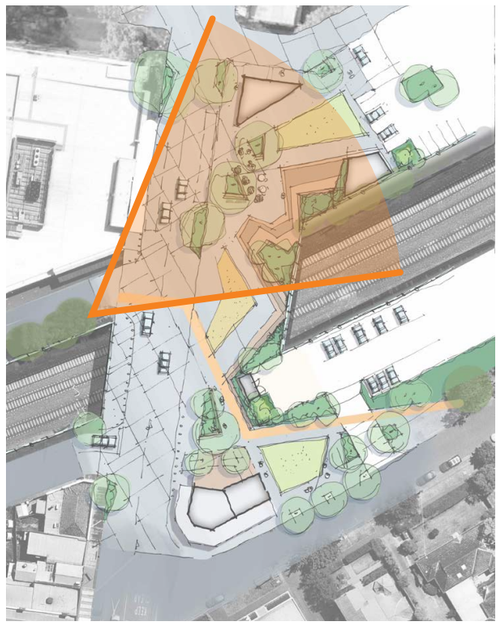


Figure 07: Vision image of what Union Road Plaza could look like (view from Sunbury Crescent)

Community Vision & Principles

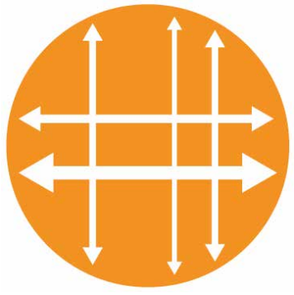
North West view of Union Road Plaza from Windsor Crescent

The images show how the new public spaces could unite the two sides of Union Road together providing a central heart and focal point for community events, recreation and social life. Providing a variety of adaptable spaces, the open spaces will cater for activities for all ages and provide plenty of shade under canopy trees with seating. Water sensitive urban design and tree species appropriate to the climate are suggested to ensure excellent environmental outcomes and a thriving landscape.

Key plan

Figure 08: Vision image of what Union Road Plaza could look like (view from Windsor Crescent)

2.2 Urban Design Principles



Connectivity & Legibility

A community connected between the activity centre and residential areas. Seamlessly linked with the wider suburb through integrated public transport and facilities.

Open Space & Sustainability

A community that is connected to the natural environment, is environmentally sustainable, celebrates the areas natural assets and is well prepared for the impacts of climate change.

Vibrant Community

A connected and inclusive community that encourages diversity and interaction, with easy access to a wide range of activities, services and retail and a high quality public realm.

Community Vision & Principles

2.3 Plan - Vision for the Plaza

The Plan is based on urban design advice combining best practice approaches, Council strategies and input from stakeholder sessions and other community engagement. It reflects the preferred option presented through the engagement process.

The Plan responds to the urban design principles as follows:

- Maintain and strengthen the journey between the new station and to Union Road Shopping Centre.
- Create new open spaces for gathering and community events adjacent Union Road.
- Make it safer, easier and accessible for all abilities to travel to and around the area.
- Improve the landscaping and provision of canopy trees.
- Consider and respond to Climate Change in the design.

Not to Scale

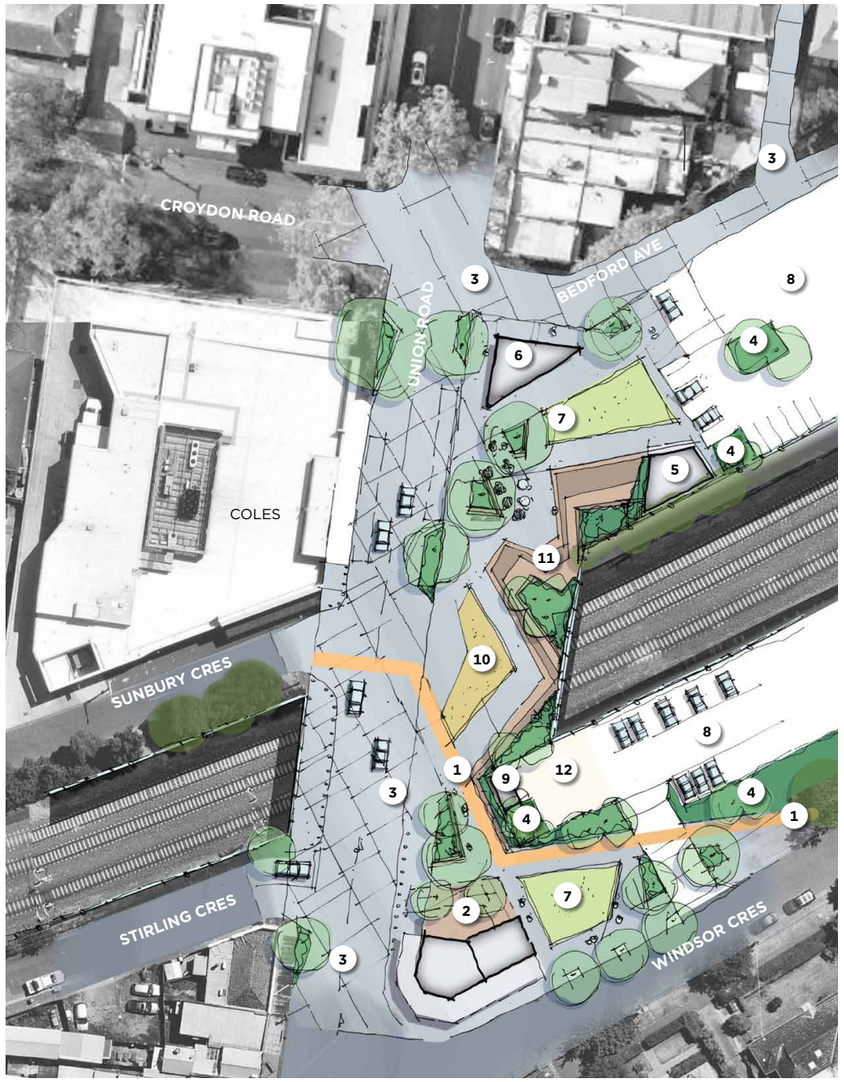


Figure 09: Vision Plan

Legend

1. Two way cycle path (3m wide)
2. New seating area for public use behind cafe
3. Road treatment to slow traffic - treatment continues across plaza
4. Stormwater treatment for car park run-off to reduce pollution entering our waterways
5. Toilet and/or storage building
6. Building with heritage significance retained
7. Grassed area and shaded seating
8. Car park
9. Digital Train Radio System (DTRS) tower (to stay)
10. Plaza/market space on top of decking area with different surface treatment to differentiate slow zone from movement paths
11. Timber seating/possible performance viewing area
12. Possible multiuse court location, utilising fencing

Proposed planting area

Proposed tree

3.0 Future Directions

Future Directions

3.1 Introduction

This chapter outlines the objectives for each of the three urban design principles and the guidelines that help achieve those objectives. The guidelines are organised into themes addressing specific aspects of the public realm and have been designed in accordance with Council policies and community expectations.

The removal of the level crossing is a significant undertaking that will impact the Union Road Shopping Centre. The objectives and guidelines on the following pages should be considered in the design and construction of public spaces giving the community and Council confidence that any work will make the area a better place to live, work and play.

Key guideline themes per principle

CONNECTIVITY & LEGIBILITY
- Movement
- Access
- Public Transport
- Parking
- Streetscapes

OPEN SPACE & SUSTAINABILITY
- Open Spaces & Materiality
- Landscape
- Sustainability & Environment

VIBRANT & DIVERSE COMMUNITY
- Community Infrastructure
- Temporary Activation
- Interfaces

Future Directions - Connectivity & Legibility

3.2 Connectivity & Legibility

A community connected between the activity centre and residential areas. Seamlessly linked with the wider suburb through integrated public transport and facilities.

Objectives

- The area is well connected.
- The area is accessible for our diverse community.
- User friendly wayfinding helps the community to navigate areas and spaces.
- Cycling and pedestrian infrastructure are separated where possible.
- Key movement corridors are well lit and utilise Crime Prevention Through Environmental Design principles.
- Bus stops are thoughtfully located and clearly accessible.
- Streetscapes are inviting and encourage and facilitate recreation.
- The study area continues to be highly walkable.
- Pedestrian connectivity through the station precinct is prioritised through a well designed carpark and pedestrian path network.

G1-8 Movement
G9-19 Access
G20-25 Public Transport
G26-28 Parking
G29-34 Streetscapes

Not to Scale

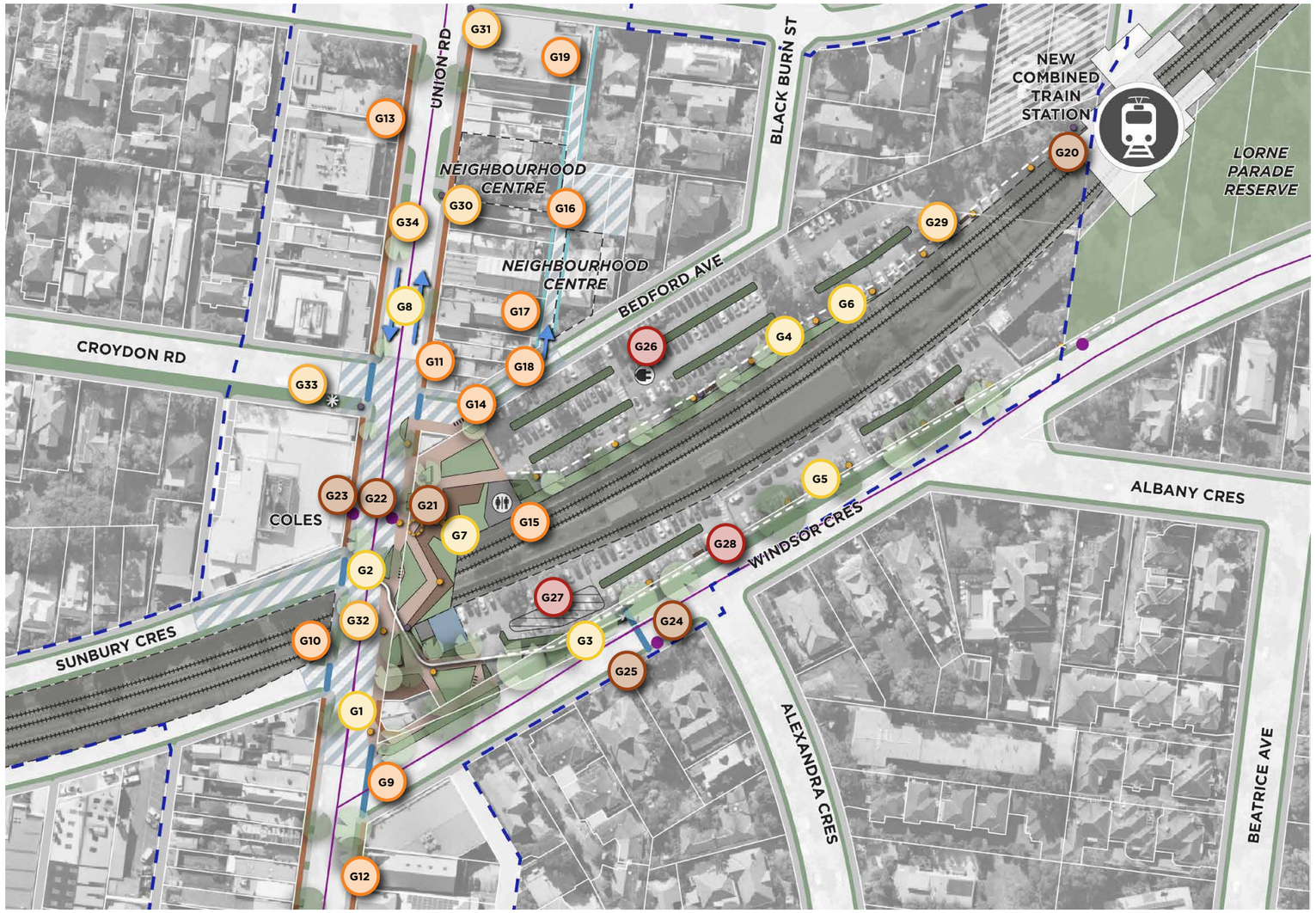


Figure 10: Connectivity & Legibility Aspirational Plan

Future Directions - Connectivity & Legibility

Guidelines

3.2.1 Movement

G1. Improve east west and north south pedestrian movement by including a raised, signalised slow go area on Union Road for crossing between Bedford Road and Windsor Crescent.

G2. Connect the off-road cycling network through new links, including improved crossing facilities across Union Road as a part of the Box Hill to Hawthorn Strategic Cycling Corridor.

G3. Separate cycling and pedestrian flows where possible.

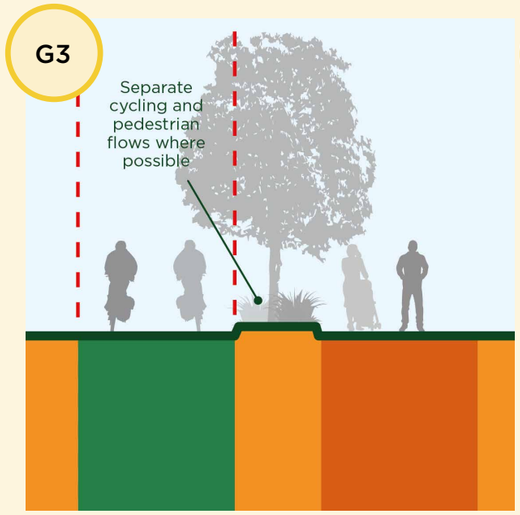
G4. Create and enhance walking routes to transport hubs.

G5. Enhance shade on walking routes.

G6. Lighting is to be installed along shared paths and paths to and from the station and Union Road to provide safe walking and cycling networks.

G7. Lighting is to be incorporated within the plaza to assist wayfinding through the space.

G8. A single lane of traffic in both directions on Union Road should be retained to keep the village feel of the shopping strip.



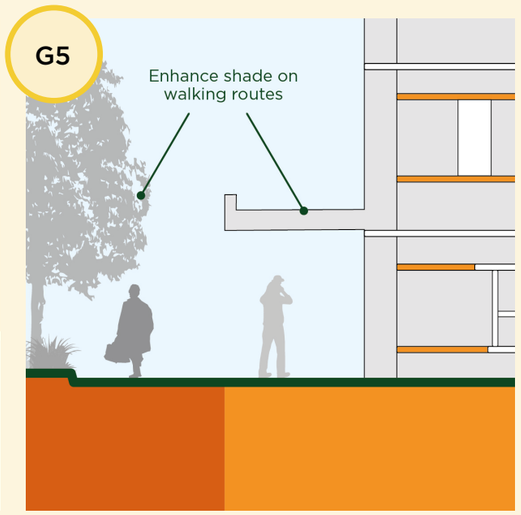
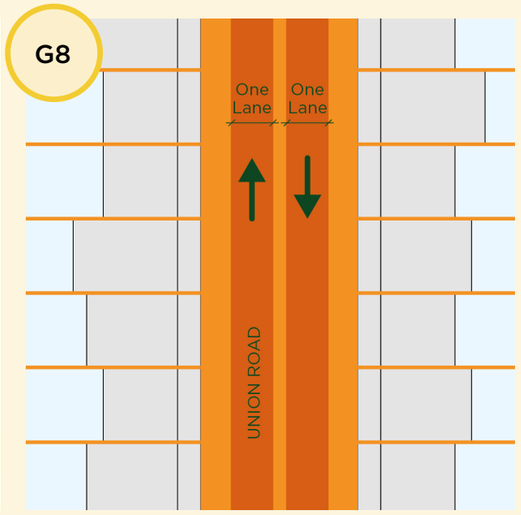


Figure 11: Lighting is to be installed along shared paths and paths to and from the station and Union Road - Upfield Bike Path, Brunswick (Lighting & Electrical Distributors)



Future Directions - Connectivity & Legibility

3.2.2 Access

G9. Install raised pedestrian crossings at side streets and intersections to increase pedestrian access, safety and comfort and reduce the speed of vehicles.

G10. Where possible, provide new footpaths at a minimum of 2m wide to improve accessibility.

G11. Powerlines are to be undergrounded along Union Road and in open space to free up the public realm for people to move unrestricted.

G12. Awnings and canopies provide protection to pedestrians along the Union Road shops.

G13. Cantilevered structures provide weather protection in open spaces.

G14. Cycling infrastructure supports cycle use through dedicated cycle routes, route signage, parking and maintenance stations.

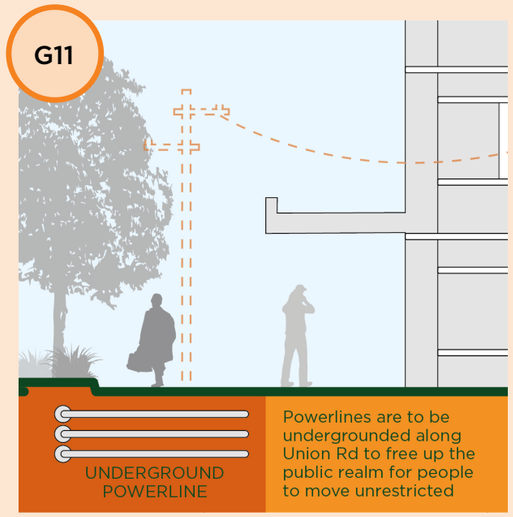
G15. A Changing Places facility is to be included within new open space, integrated into amphitheatre seating at the northern end of the space to encourage longer stays.

G16. Improved surface treatments and lighting within Zeplins Lane encourages walking and better connections with the Neighbourhood Centre, open spaces and new station.

G17. New development along Zeplins Lane is to be setback at ground level to align with existing setbacks and widen the laneway where possible.

G18. Rear of access to shops fronting Union Road and interfacing with Zeplins Lane are to continue to allow vehicular access.

G19. Future development of 171 Union Road is to incorporate a rear setback to facilitate vehicle and pedestrian access from Zeplins Lane to Montrose Street.



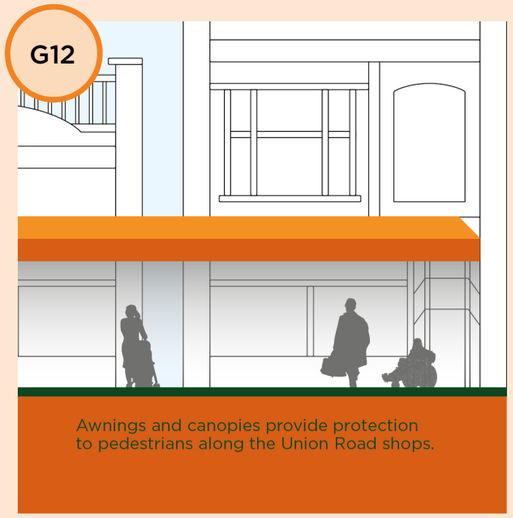


Figure 12: A Changing Places facility is to be included within the new open space (Changing Places design specifications)

Figure 13: Improved surface treatments such as sawn bluestone within Zeplins Lane encourages walking and better connections (Ella McDonald)

Future Directions - Connectivity & Legibility

3.2.3 Public Transport

G20. Wayfinding signage that displays distance and directions connecting the station and to the Surrey Hills Shopping Centre is to be included.

G21. Incorporate countdown for train and bus departure times into the plaza to clearly communicate wait times.

G22. Provide an at-grade signalised crossing near bus stops on Union Road making them safe and easy to access for people of all ages and abilities.

G23. Provide accessible bus stops on Union Road making them safe and easy to access for people of all ages and abilities.

G24. All bus stops within the study area are to include integrated and equitable seating where possible, shelter and compliant lighting.

G25. All bus stops are to be integrated into the streetscape with suitable space for loading/ unloading passengers and providing access at grade for less mobile users where appropriate.

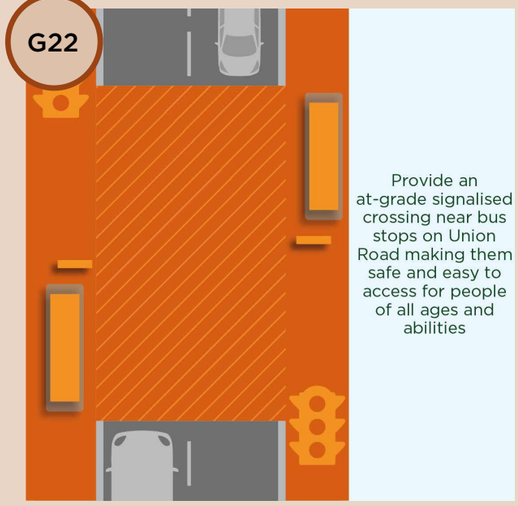
G20

Figure 14: Wayfinding signage that displays distance and directions connecting the station and to the Surrey Hills Shopping Centre - Union Road (Amanda Roberts)

G21

Figure 15: Incorporate countdown for train and bus departure times into the plaza - outdoor digital totem, Adelaide CBD (Metrospec)

G22



G24

Future Directions - Connectivity & Legibility

3.2.4 Parking

G26. Provide fast charging electric vehicle stations.
G27. Incorporate spaces for car-sharing / ride sharing.
G28. Retain the same number of dedicated off-street commuter car parking spaces as there were before the Union Road level crossing removal.

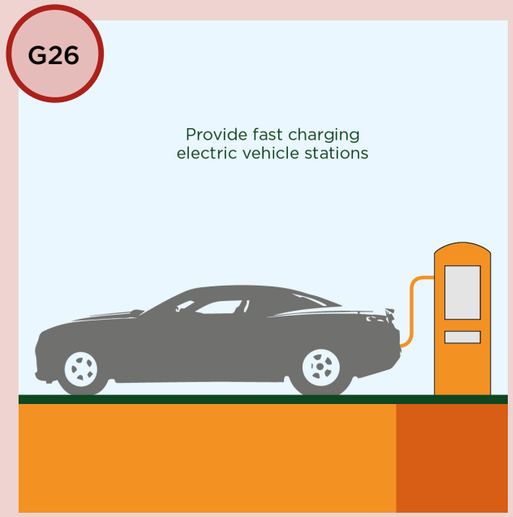


Figure 16: Incorporate spaces for car-sharing / ride-sharing (Ella McDonald)

Future Directions - Connectivity & Legibility

3.2.5 Streetscapes

G29. Footpaths and pedestrian paths are shaded with canopy trees and/or built canopies for the majority of their length during summer.

G30. Map based wayfinding signage to be incorporated into the streetscape and open spaces.

G31. Identity signage at either end of the Union Road Shopping Centre should be provided.

G32. A unified identity for Surrey Hills is to be curated through consistent quality materials, signage, landscaping and public lighting/furniture palette that considers the local context.

G33. A curated art trail to be considered to connect the plaza, station, streetscapes and refresh the existing art of the village with new opportunities in the nature strip of Croydon Road.

G34. Planted kerb outstands to be incorporated in the Union Road frontage and streets of the Surrey Hills Village.

G30

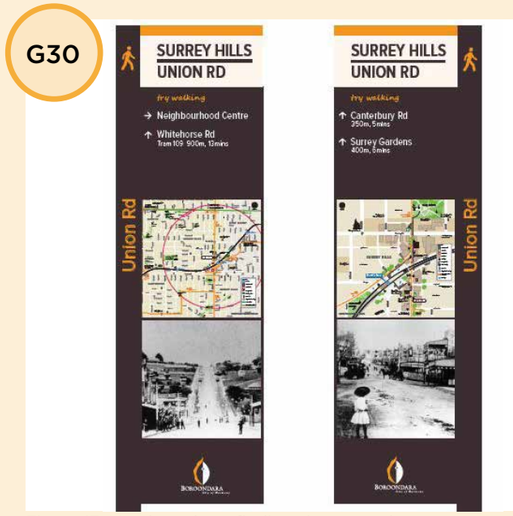


Figure 17: Map based wayfinding signage to be incorporated into the streetscape and open spaces (Wayfinding Strategy)

G31

Figure 18: Identity signage at either end of the Union Road Shopping Centre should be provided - Union Road (Ella McDonald)

G33

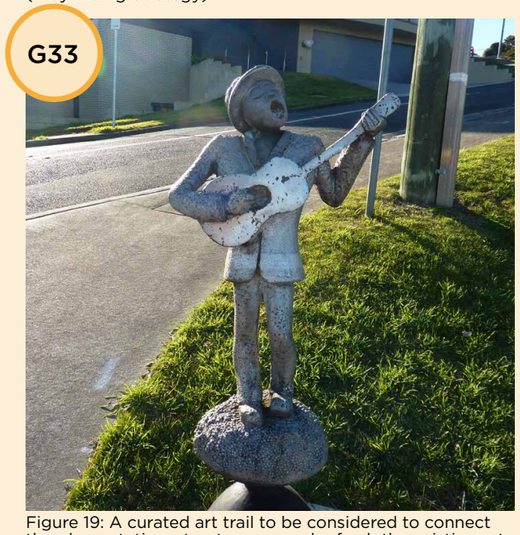
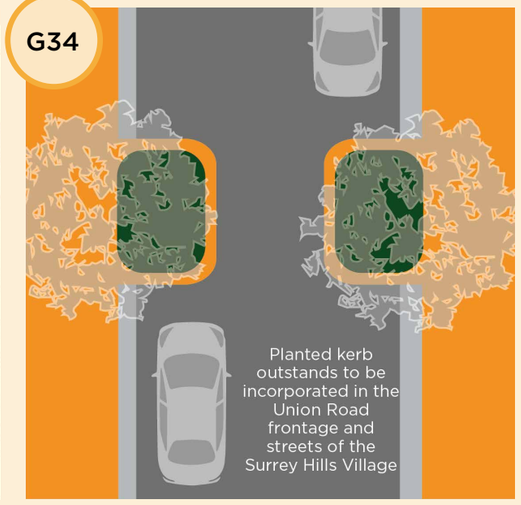


Figure 19: A curated art trail to be considered to connect the plaza, station, streetscapes and refresh the existing art of the village - Sculpture Trail, Deloraine (Chris Riley)

G34



Future Directions - Open Space & Sustainability

3.3 Open Space & Sustainability

A community that is connected to the natural environment, is environmentally sustainable, celebrates the areas natural assets and is well prepared for the impacts of climate change.

Objectives

- Open spaces allow for flexibility of use.
- Open spaces provide for simultaneous intergenerational use and engagement.
- Open spaces are well lit and safe for use beyond daylight hours.
- The design will respond to the challenges of climate change.
- The study area embeds a long-term vision for environmental sustainability.
- The study area has a green aesthetic and provides significant natural shade.
- The public areas including streets, plaza and footpaths can be maintained at a high standard.
- The look and feel complements the local village character.

G35-53 Open Space & Materiality

G54-66 Landscape

G67-72 Sustainability & Environment

Not to Scale

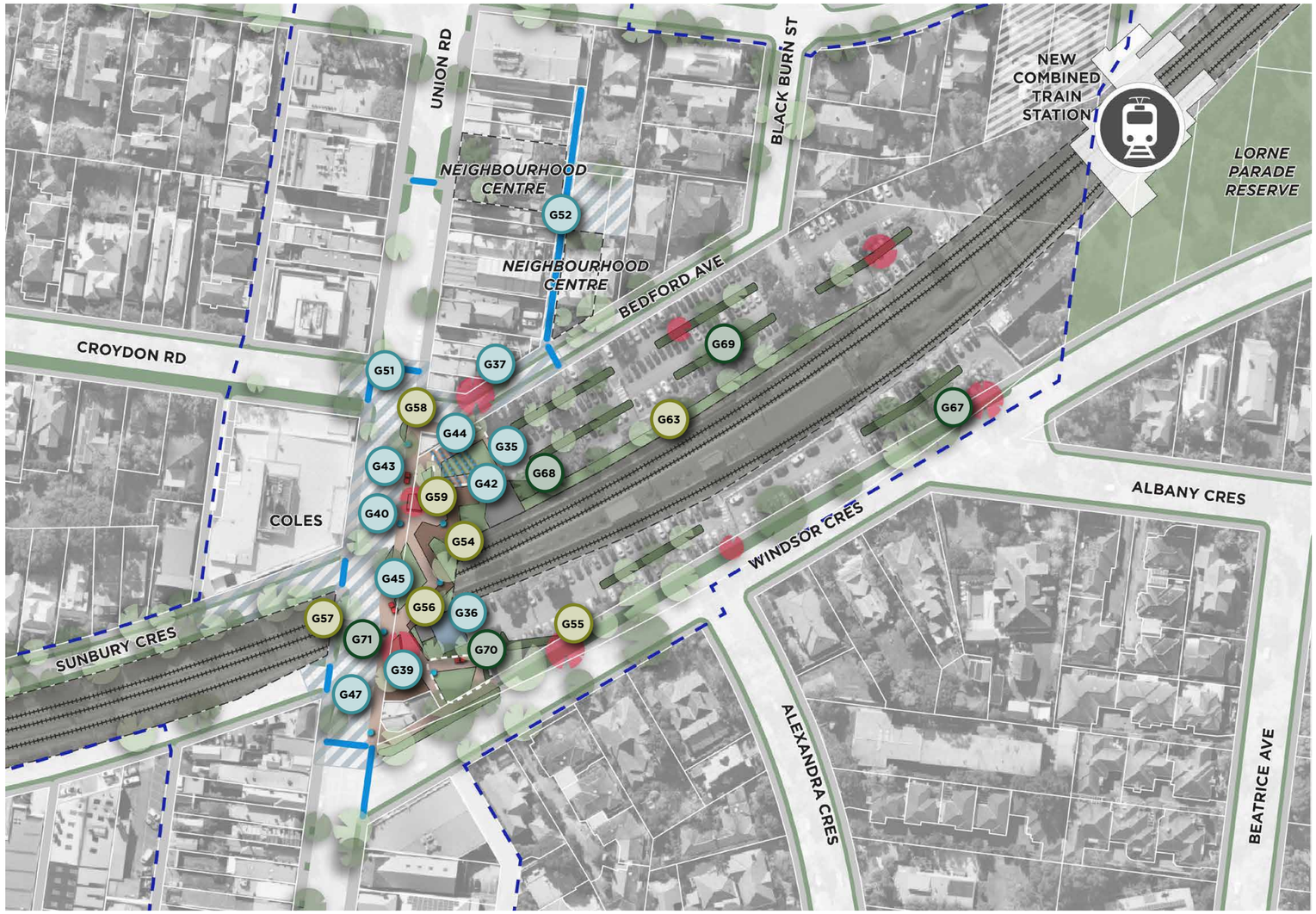


Figure 20: Open Space & Sustainability Aspirational Plan

Future Directions - Open Space & Sustainability

Guidelines

3.3.1 Open Space & Materiality

G35. Designated areas of the plaza, such as the northern and southern green spaces are to be 'slow go activity zones' to allow both elderly people and young children to be comfortable sharing the space.

G36. Consider a multipurpose half court for games such as basketball and downball that utilises the fencing required for the DTRS tower.

G37. Minimise overshadowing on the plaza space between 9am and 3pm in winter.

G38. Consider public furniture within the study area to be made of recycled material and or low embodied energy wherever appropriate.

G39. Public seating is to incorporate compliant back and arm rests to 50% of all seating to improve equality and ease of use.

G40. All public lighting within the study area should be energy efficient and use renewable energy sources.

G41. Upward lighting is to be avoided. Ensure lighting does not impact on operation of the railway or cause nuisance to adjoining study area activities.

G42. Consider catenary lighting (lighting suspended on overhead wires) to create a sense of enclosure over the northern lawn area.

G43. Litter, recycling and food waste bins are included within the plaza for the collection of rubbish, recycling and FOGO.

G44. A Container Deposit Scheme drop off network location is to be included within the plaza.

G45. Where possible, surfaces within the study area should be permeable to allow water to be absorbed in place and contribute to urban cooling where appropriate.

G46. Surface treatments within the study area are to use recycled materials wherever possible, including reusing materials displaced as part of the level crossing removal project.

G47. Any new asphalt (road or paths) laid within the study area is to have a minimum of 20% recycled asphalt where appropriate.

G48. The public realm aesthetic is to convey a contemporary feel, punctuated with elements of interest such as public art and historic artifacts that are distinctly 'Surrey Hills'.

G49. Materials within the public realm are to draw from a naturally warm colour scheme that ties in the local context (eg. concrete, brick, bluestone, granite, stone).

G50. Materials used within the public realm are to be of a high quality and easily maintainable by Council that will age well in place.

G51. Pedestrian crossings are to include raised sawn bluestone paving to match other villages of Boroondara.

G52. Sawn bluestone paving is to be reintroduced into Zeplins Lane to best reflect the history of the area.

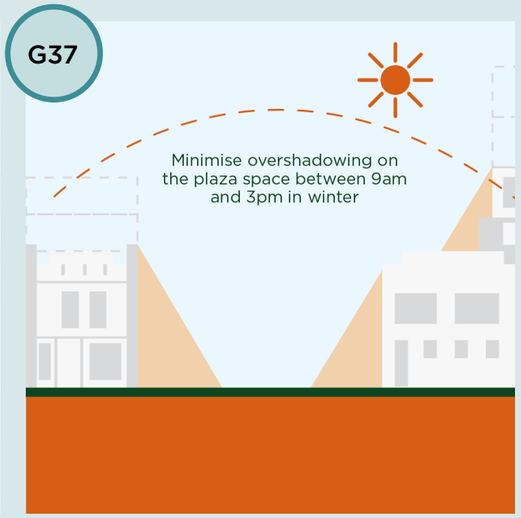
G53. Consider all new surface treatments to meet:

- AS 1428.1 Equitable Grade compliance.
- AS 4586-2003 Slip Resistance classification of new pedestrian surface materials.
- HB 198:2014 Guide to the specification and testing of slip resistance of pedestrian surfaces.

G36

Figure 22: Consider a multipurpose half court for games such as basketball and downball that utilises the fencing required for the DTRS tower (Ella McDonald)

G37



G39

Figure 21: Public seating is to incorporate compliant back and arm rests to 50% of all seating to improve equality and ease of use (Lat27)

G49

Figure 23: Materials within the public realm are to draw from a naturally warm colour scheme that ties in the local context (Lat27)

Future Directions - Open Space & Sustainability

3.3.2 Landscape

G54. New open spaces are to include a range of small, medium and large canopy trees combined with seating to provide shade.

G55. A feature tree species (for example, Brachychiton) is to be planted throughout the study area to give it a unique character, distinct from other Centres of Boroondara.

G56. Where trees are not suitable, provide shade through the provision of structures. Any planting on structures is to consider safe access for maintenance and suitable soil volumes for species to thrive.

G57. Additional trees are to be planted within open spaces and surrounding areas and must contribute to the target of 80,000 street trees across the municipality and to infill gaps along Union Road to enclose the street.

G58. Street trees will continue to be provided in combination with low level planting and should include pollinator friendly species to support local insect and native bird populations.

G59. Raised planters are to be incorporated into any new plaza deck where appropriate. Any planting on the deck structure is to consider safe access for maintenance, irrigation, structural weight and drainage as well as suitable soil volumes for the nominated species to thrive.

G60. New open spaces should include suitable sub structure and soil media for natural turf. This surface treatment will encourage people to rest and relax within the space and lower the potential heat island impacts.

G61. The study area should employ a landscape palette that predominately includes native species planted in a formal manner to suit the climate of the area and easy maintenance.

G62. Consider the positioning of trees and planting to ensure species receive enough but not too much light.

G63. Fence treatments along the railway are to be planted or screened with vegetation wherever possible.

G64. Passive irrigation should be employed to irrigate all trees and plants within the public realm.

G65. FOGO compost usage should be incorporated into the maintenance of public garden beds.

G66. New garden beds and other landscaping features are to use recycled materials wherever possible (This may include but not be limited to recycled bluestone pitchers for garden edging).

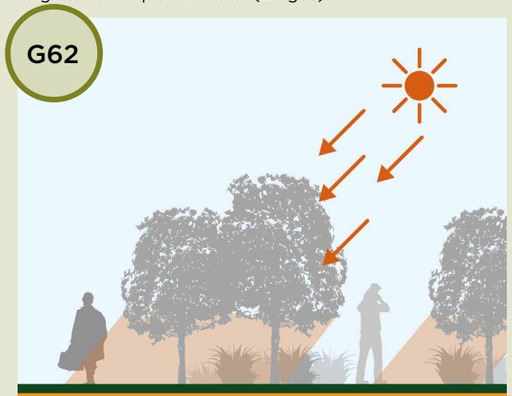
G55

Figure 25: A feature tree species (for example, Brachychiton) is to be planted throughout the study area to give it a unique character (Bidgee)

G56

Figure 26: Where trees are not suitable, provide shade through the provision of structures - Towers Road Residence (TCL)

G62



Consider the positioning of trees and planting to ensure species receive enough but not too much light

G63

Figure 27: Fence treatments along the railway are to be planted or screened with vegetation wherever possible - Carroll Crescent, Glen Iris (Andrea Lomdahl)

Future Directions - Open Space & Sustainability

3.3.3 Sustainability & Environment

G67. The public realm of the study area is to have a 30% minimum tree canopy coverage by the year 2030 including within the car parks where possible.

G68. Ideally, the car parking areas north and south of the railway are to incorporate Water Sensitive Urban Design (WSUD) and tree planting to help mitigate the urban heat island effect.

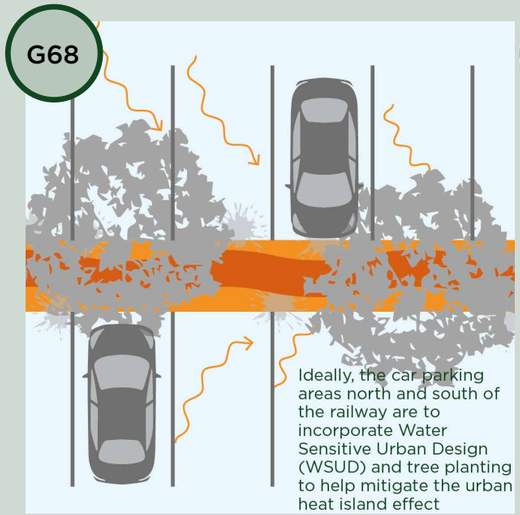
G69. Storm water runoff from carparks is to be collected, treated and redirected to passively irrigate trees where possible.

G70. Plaza spaces are to incorporate WSUD to provide cool environments for people to gather.

G71. Streetlights are to continue to be replaced with efficient globes/technology and powered with 100% renewable energy.

G72. Prioritise the use of natural shade in open space over built shade to reduce long term costs and to maximise environmental and community health and well-being benefits.

G68



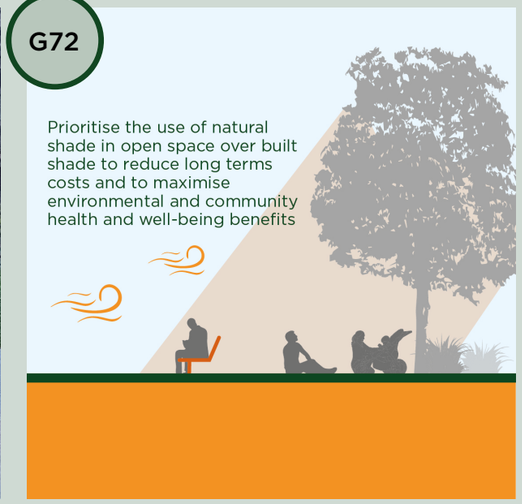
G69

Figure 28: Storm water runoff from carparks is to be collected and redirected to passively irrigate trees - Maroni Close, Berriedale (Urban Initiatives)

G70

Figure 29: Plaza spaces are to incorporate WSUD to provide cool environments for people to gather - Jewell Station Forecourt, Brunswick (Ella McDonald)

G72



Future Directions - Vibrant Community

3.4 Vibrant Community

A connected and inclusive community that encourages diversity and interaction, with easy access to a wide range of activities, services and retail and a high-quality public realm.

Objectives

- Safe, active and welcoming day and night.
- Open spaces encourage community use and offer opportunities for a diversity of ages and abilities.
- Planning and design of the public realm is done with the community.
- The design of the study area reflects its history/place/community.
- The study area is designed to be socially and financially resilient.
- Built form adjacent to the plaza is to have its primary frontage interfacing with the public realm.
- Interfaces at ground level along Union Road encourage interaction with people on Union Road and add vibrancy to the street.

G73-81 Community Infrastructure

G82-85 Temporary Activation

G86-91 Interfaces

Not to Scale

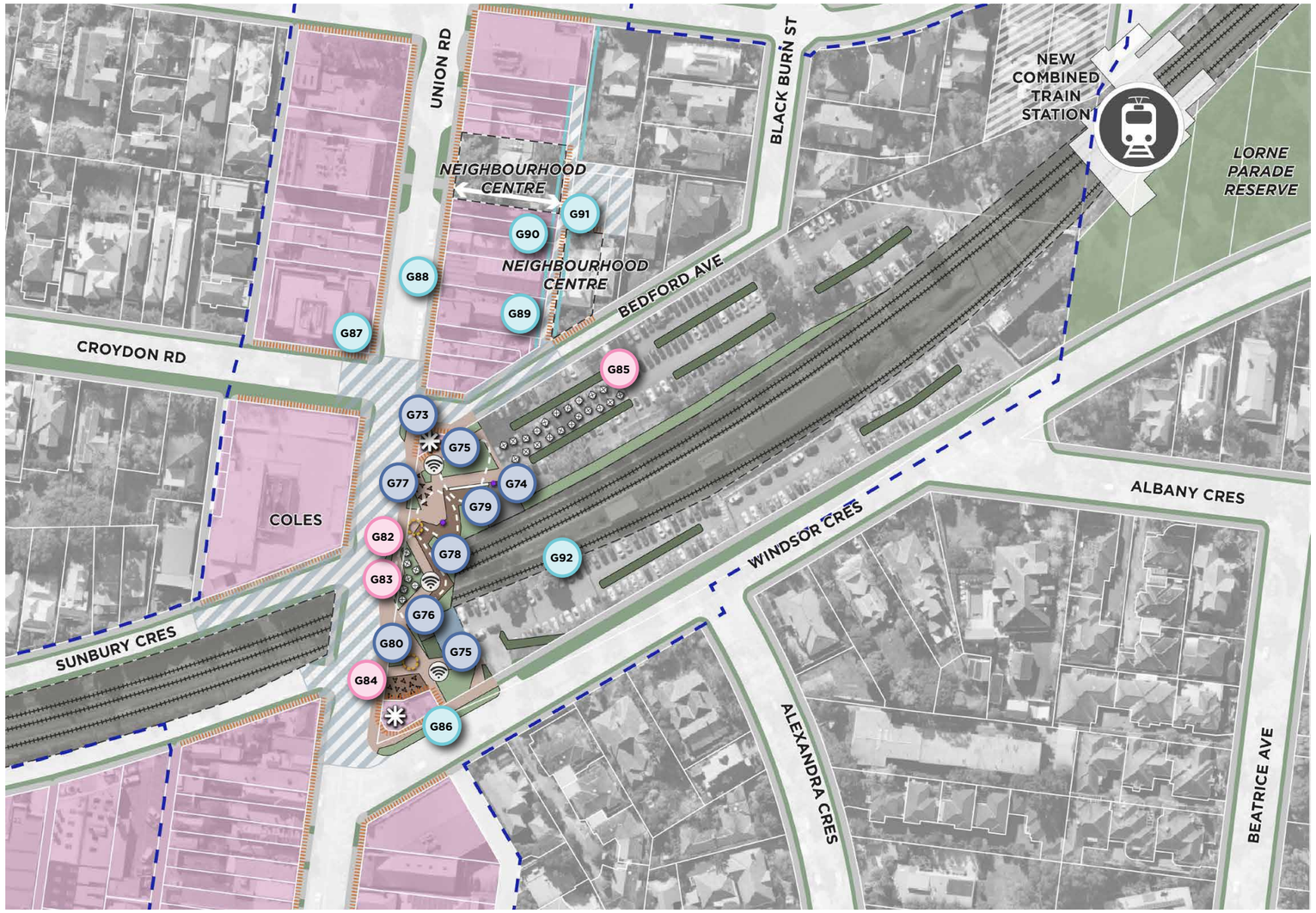


Figure 30: Vibrant Community Aspirational Plan

Future Directions - Vibrant Community

Guidelines

3.4.1 Community Infrastructure

G73. Advocate for the change in use of 127 Union Road to complement the new plaza and contribute to the passive surveillance of the public realm.

G74. Include integrated services (3-phase power, access to water etc.) for a range of events.

G75. Free wi-fi is to be publicly available within the plaza to encourage occupation.

G76. Integrate smart charging points into street furniture (for example).

G77. The new open space is to include opportunities for outdoor dining that are not privatised.

G78. An amphitheatre space is to be incorporated into the new plaza that is suitable for hosting community events (such as the music festival) whilst also useable for daily function.

G79. A public screen may be considered within the plaza for community use where it does not affect the safe operation of the rail.

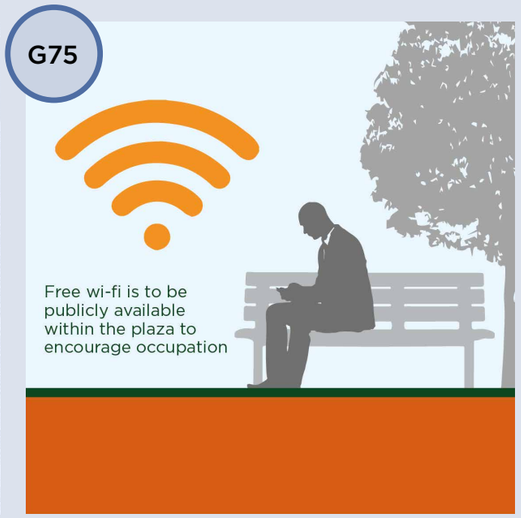
G80. Interactive public elements could to be incorporated into the plaza (such as a seed library or food pantry).

G81. All new public spaces must consider Crime Prevention Through Environmental Design (CEPTED) in their design and function.

G74

Figure 31: Include integrated services (3-phase power, access to water etc.) for a range of events (Ella McDonald)

G75



G77

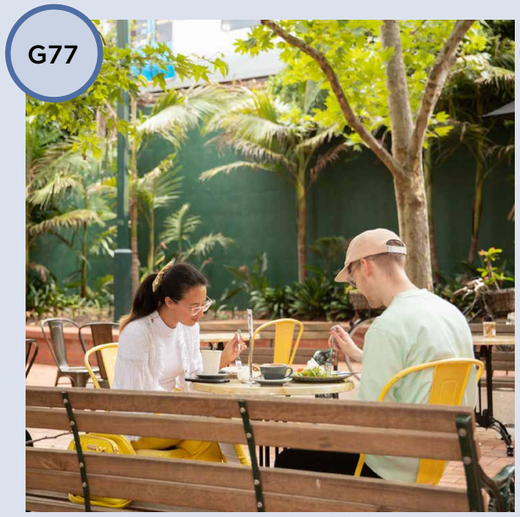
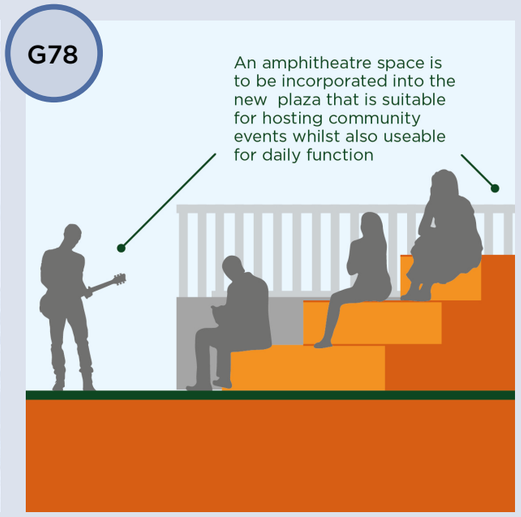


Figure 32: The new open space is to include opportunities for outdoor dining that are not privatised - Maling Road (BCC)

G78



Future Directions - Vibrant Community

3.4.2 Temporary Activation

G82. Provide suitable space for approved local businesses and community groups to showcase products or services within the public environment. This will likely require curated event management.

G83. A weekly market to occur within the new plaza space. (Note unencumbered public access through the space is likely to be required during any event unless otherwise approved).

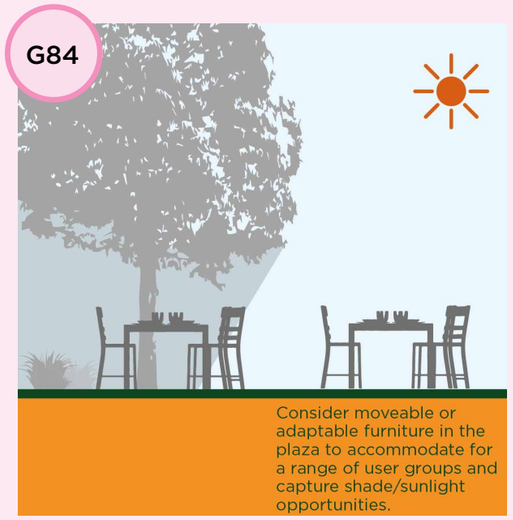
G84. Consider moveable or adaptable furniture in the plaza to accommodate for a range of user groups and capture shade/sunlight opportunities. (Note moveable furniture may require additional storage or event management on site when not in use).

G85. Consider events within station car parks out of high peak parking times to encourage temporary activation.

G83

Figure 33: A weekly market to occur within the new plaza space (Boroondara)

G84



G85

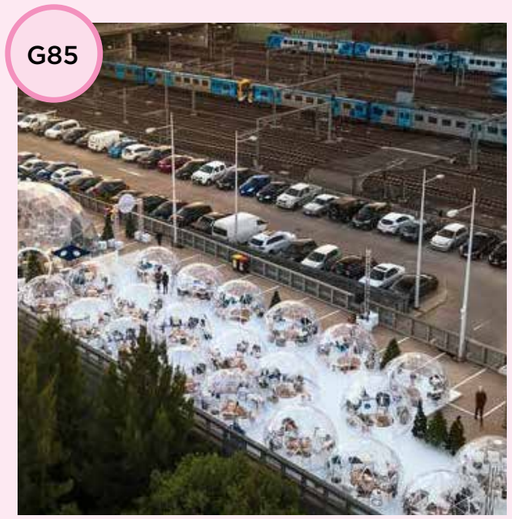
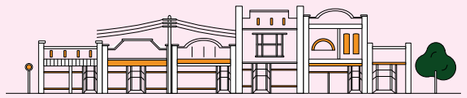


Figure 34: Consider events within station car parks out of high peak parking times to encourage temporary activation - Winter Village, Federation Square car park (Urban:List)



Future Directions - Vibrant Community

3.4.3 Interfaces

G86. Built form adjacent to plaza spaces is to have openings facing the open space and providing passive surveillance.

G87. Corner lots are to address both Union Road and the side street as a primary frontage except where built form is directly adjacent to the plaza space where the primary frontage will be the plaza interface.

G88. Ground level frontages of development are to maintain a 75% transparency of materials to provide visual permeability.

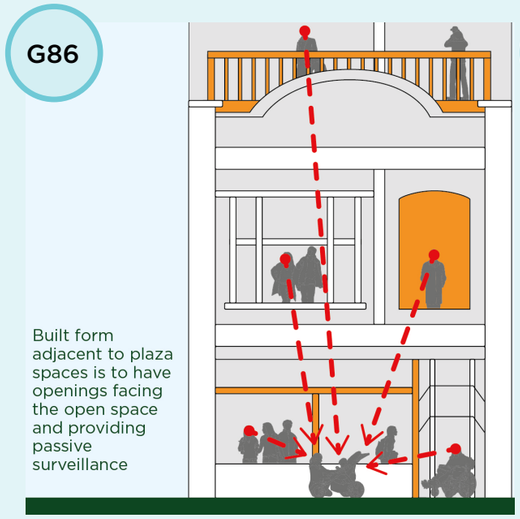
G89. Developments along Zeplins Lane are to incorporate space for waste collection and other services within the built form and concealed from view.

G90. Upper levels of development along Zeplins Lane should be setback to maintain the intimate environment of the laneway.

G91. Future redevelopment of the Neighbourhood Centre is to provide an active interface with Zeplins Lane and the Council carpark and continue to allow pedestrian access off the laneway.

G92. Fencing along the rail trench must be high quality and aesthetically pleasing.

G86



G87

Figure 35: Corner lots are to address both Union Road and the side street as a primary frontage - Union Road (Ella McDonald)

G88

Figure 36: Ground level frontages of development are to maintain a 75% transparency of materials to provide visual permeability - Union Road (Ella McDonald)

G90

4.0 Staging

Staging

4.1 Indicative Staging Strategy

The adjacent plans show the suggested staging over a number of years with elements nominated as either short, mid or long term.

Stage 1 - 2021-2023 (short term)

- Lowering the train line into a trench under Union Road and delivery of the new station (Level Crossing Removal Project)
- Provision of open space works to the north and south of the rail trench and additional decking (Level Crossing Removal Project)
- Upgrades to Bedford Avenue and both the northern and southern train station car parks (Level Crossing Removal Project)
- Construction of Mont Albert Road to Union Road section of Box Hill to Hawthorn Strategic Cycling Corridor (Level Crossing Removal Project)

Stage 2 - mid 2020's (mid term)

- The delivery of the Box Hill to Hawthorn Strategic Cycling Corridor requires further discussions between the community, the Department of Transport, Boroondara and Whitehorse Councils to determine the best possible outcome for all stakeholders (Department of Transport)
- Provision of Strategic Cycling Corridor to the west of Union Road
- Detailed design and delivery of the Surrey Hills Shopping Centre Improvement Plan (SCIP) (Boroondara City Council)

Stage three - mid to late 2020's (long term)

- Zeplins Lane and associated Council car park upgrades (City of Boroondara)

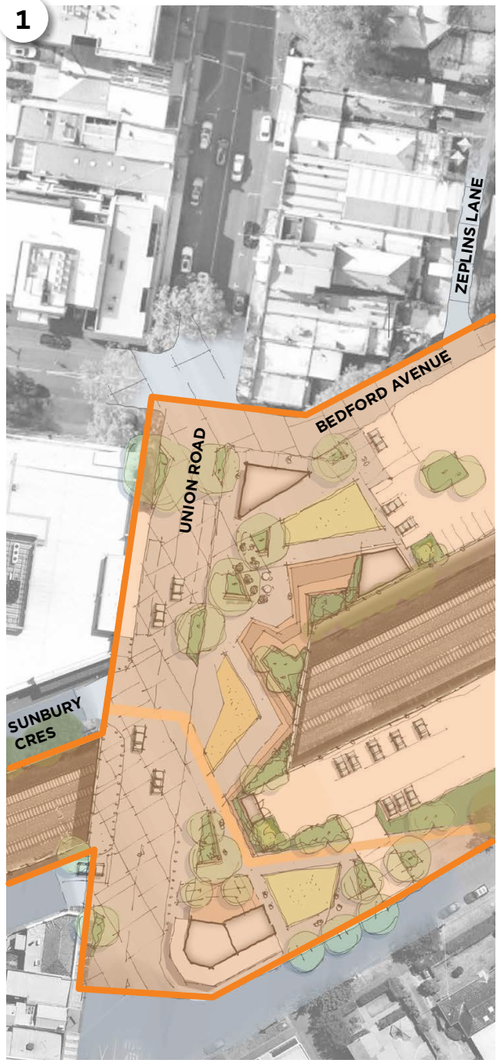


Figure 37: Short Term Staging Plan

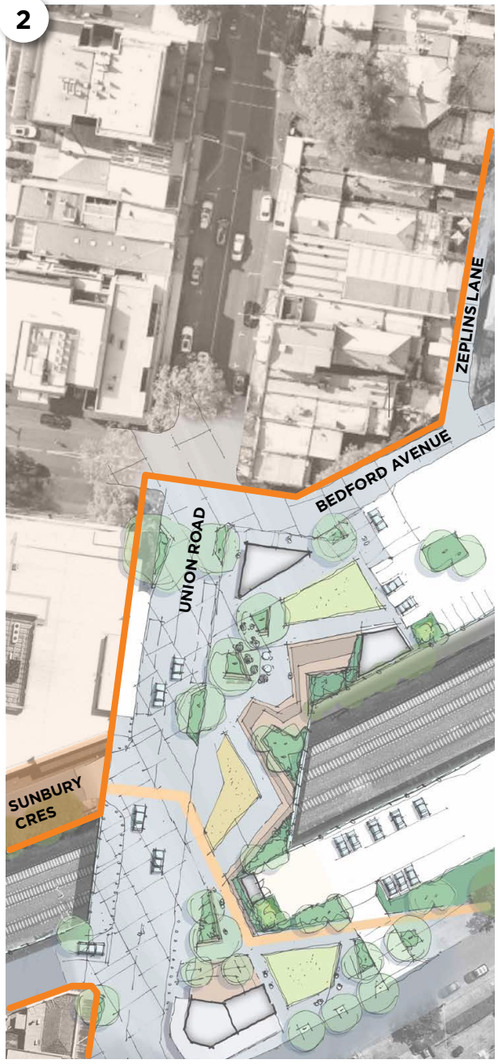


Figure 38: Mid Term Staging Plan

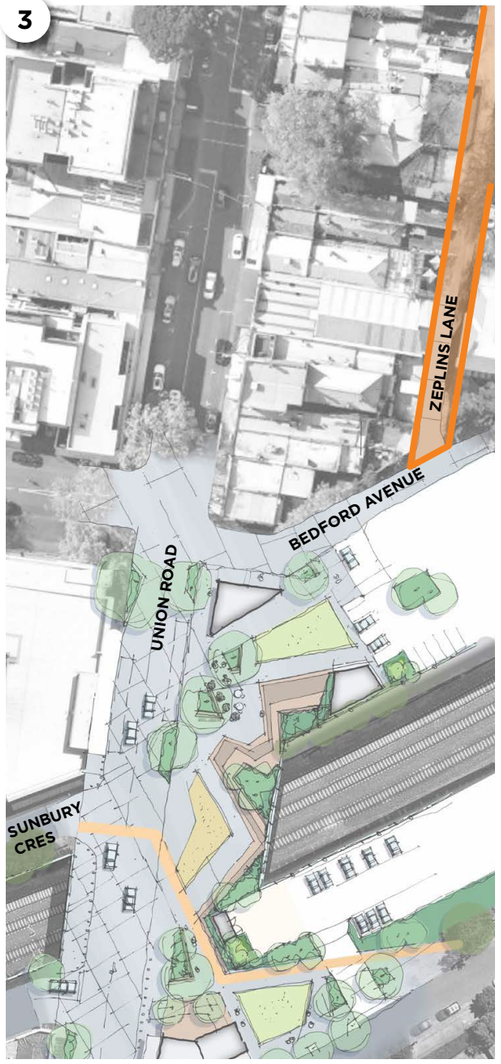


Figure 39: Long Term Staging Plan

Appendix

Glossary

Amphitheatre – an open-air venue used for entertainment and performances that provides casual seating.

Cantilevered structure - a rigid structural element that extends horizontally and is supported at only one end. Typically it extends from a flat vertical surface such as a wall, to which it must be firmly attached.

Car sharing - is a model of car rental where people rent cars for periods of time as needed, minimising the need for private vehicle ownership.

FOGO - food organics and garden organics waste that is re-used as compost in gardening.

Interface - The characteristic of the transition between a site and its adjacent spaces, land uses and structures. It may be 'active' when it creates significant engagement between the spaces, 'inactive' when it stifles it or a barrier edge, such as a fence.

Passive surveillance – The incidental overlooking or informal surveillance of an area often resulting in improvements to vitality and safety. This includes the interaction between activities within a building and out on the street through the provision of entrances, clear and operable windows, balconies, and active uses.

Permeability - The extent to which surfaces permit or restrict the movement of water into the earth – natural surfaces tend to be highly permeable whereas synthetic materials covering surfaces are more restrictive, sometimes causing water to flood in heavy rain events.

Primary frontage – The dominant side of a building where entries, windows and balconies should be prioritised. It is normally facing the main street, where visual or physical engagement between activity in the street and the ground and first few levels of the building should occur.

Ride sharing - an arrangement in which drivers of usually privately owned vehicles offer rides to passengers through a network and for a fee, minimising the need for private vehicle ownership.

Setback - The horizontal distance between a building line and the lot boundary, another building line or any other relevant marker.

Urban Heat Island Effect - The localised heating effect caused by elements in urban settings that retain and radiate heat from solar radiation. Surfaces such as darker pavements, walls and roofs, and unirrigated grass, retain heat and radiate it back into the environment, resulting in localised higher temperatures.

Water Sensitive Urban Design - Specific design measures that integrate and manage the Urban Water Cycle through collection, treatment and reuse, to reduce environmental impacts and improve recreational and aesthetic outcomes.

Wayfinding - The act of navigating an area within the built environment. Legibility, sightlines, sensory cues and signage all aid wayfinding.

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February 2022

Union Road, Surrey Hills Level Crossing Removal - Urban Design Advice

Advocacy Plan

At the 29 November 2021 Council meeting, Council resolved that an Advocacy Plan on the 'Union Road Surrey Hills Level Crossing Removal - Urban Design Advice' be prepared and presented to Council for consideration and adoption in early 2022. The UDA provides a community vision, objectives and guidelines for two new areas of open space at Union Road and interfaces with streetscapes, roads, pedestrian and cycle paths.

The advocacy plan is a live document and may be updated as required. The purposes of the advocacy plan are to:

1. Seek $2M of Victorian government funding for 15-metre wide decking across the rail trench at Union Road to enable the fulfillment of the UDA vision and objectives.
2. Seek rezoning of the new proposed public open spaces to a zone suitable for use as public open space.
3. Seek a lease for the new areas of public open space for greater than 50 years (or a suitable alternative) in favour of Council to operate, manage and maintain these spaces.
4. Seek release of Federal Urban Congestion Fund funding of $15 million for car parking at Surrey Hills train station and approval for funds not required for car park construction be allocated to fund the new public open spaces as described in the UDA.

The background information in dot points is to be tailored as appropriate for each stakeholder listed in the table below.

- Council has worked with the community to develop the UDA.
- The UDA reflects the community's vision and preferences for the new open space.
- The UDA has been developed to advocate to the LXRP to enable our community's preferences to be included in the LXRP's final designs.
- Design includes 15-metre wide decking across trench to connect the two open spaces and unite the north and south sides of the Union Road shopping centre.
- The new open spaces and decking will greatly enhance the local amenity for the community (commuters/residents/constituents) and create an important legacy from the LXRP and their project.
- The Surrey Hills community is tight knit, supportive of level crossing removal and wants open space designs to be attractive, flexible and complement the character of the Surrey Hills village.
- Council resolved on 21 December 2021 to contribute $2 million towards the LXRP advised $4 million total decking cost.
- Council provided the LXRP and their designers the UDA to integrate UDA objectives and guidelines including decking into their designs for the deck and public open spaces.

February 2022

Target audience/stakeholder	Channel	From	Key asks/ additional information
The Hon. Jacinta Allan, MP - Minister for Transport Infrastructure	Email letter with link to the UDA.	Mayor	**Key asks** Seek the Minister to: • Approve the $2 million of Victorian government funding requested by Council as co-contribution towards construction of the 15-metre wide decking (plus UDA elements) across the rail trench at Union Road, Surrey Hills. • Approve a lease for greater than 50 years or a suitable alternative in favour of Council for public open space. • Provide her support for the rezoning of this land to public open space. **Additional points** • Refer to previous relevant correspondence to the Minister. • Note who else has been sent UDA correspondence.
The Hon. Richard Wynne, MP - Minister for Planning	Email letter with link to the UDA.	Mayor	**Key asks** Seek the Minister to: • Approve the rezoning of the land to be used as public open space to a zone suitable for this ongoing use. **Additional points** • Note letter and request to Minister for Transport Infrastructure to agree to funding deck and support lease in favour of Council (open space land) and rezoning of land. • Note who else has been sent UDA correspondence.
The Hon. Matthew Guy, MP - Leader of the Opposition	Email letter with link to the UDA.	Mayor	**Key asks** Seek the Leader of the Opposition to advocate to the Victorian government for: • A financial contribution towards construction of a 15-metre wide decking (plus UDA elements) across the rail trench at Union Road, Surrey Hills. • A lease for greater than 50 years or a suitable alternative in favour of Council for the new public open space. • The rezoning of this land to public open space. **Additional points**

February 2022

Target audience/stakeholder	Channel	From	Key asks/ additional information
			• Note who else has been sent UDA correspondence.
Ms Louise Staley, MP - Shadow Minister for Transport Infrastructure	Email letter with link to the UDA.	Mayor	**Key asks** Seek the Shadow Transport Minister to advocate to the Victorian Government for: g • A financial contribution towards construction of a 15-metre wide decking (plus UDA elements) across the rail trench at Union Road, Surrey Hills. • A lease for greater than 50 years or a suitable alternative in favour of Council for the new public open space. • The rezoning of this land to public open space. **Additional points** • Note others that UDA correspondence has been sent to.
The Hon. Josh Frydenberg, MP - Member for Kooyong	Email letter with link to the UDA.	Mayor	**Key asks** Seek the Member for Kooyong's support to: • Release the $15 million allocated to carparking at Surrey Hills Station and allow funds not spent on car park construction to be put towards the 15-metre wide decking across the trench and UDA elements for the new open space. **Additional points** • Note others that UDA correspondence has been sent to.

The Hon. Jeff Kennett, AC	Email letter with link to the UDA.	Mayor	**Key asks**
			Seek Mr Kennett's support to:
			• Advocate to the Victorian Minister for Transport Infrastructure to approve:
			  ○ The $2 million of Victorian government funding as co-contribution towards construction of a 15-metre wide decking across the rail trench at Union Road, Surrey Hills.
			  ○ A lease for greater than 50 years or a suitable alternative in favour of Council for public open space and for the rezoning of this land to public open space.

February 2022

Target audience/stakeholder	Channel	From	Key asks/ additional information
			• Invite Mr Kennett to raise with his Federal and State Liberal Party colleagues the notion of any Federal government Surrey Hills train station Urban Congestion Fund money not spent on car park construction be used in the delivery of decking and public open space. **Additional points** • Thank him for his support and work to date. • Note who else has been sent UDA correspondence.
Local candidates in upcoming Federal election	Email letter with link to the UDA.	Mayor	**Key asks** Seek the candidates support to: • Raise Council's request for the release of Federal government car parking funding with the Federal treasurer and for a portion of that funding to be used to deliver the decking across the rail trench at Union Road. **Additional points** • Note who else has been sent UDA correspondence.

Mr Paul Hamer, MP - Member for Box Hill and Chair of the Community Reference Group.	Email letter with link to the UDA.
	
	Meeting with Mayor and Director Places and Spaces
		Mayor	**Key asks**
			Seek Mr Hamer's support to:
			• Advocate to the Victorian Minister for Transport Infrastructure to approve:
			  ○ The $2 million of State government funding as co-contribution for the construction of a 15-metre wide deck across the rail trench at Union Road, Surrey Hills.
			  ○ A lease for greater than 50 years for public open space.
			• Advocate to the Minister for Planning for the rezoning of the land to be used as public open space to the relevant public open space zone in the Boroondara Planning Scheme.
			
			Additional points
			• Note who else has been sent UDA correspondence.

Mr Will Fowles, MP - Member for Burwood.	Email letter with link to the UDA.	Mayor	**Key asks** Seek Mr Fowles support to:

February 2022

Target audience/stakeholder	Channel	From	Key asks/ additional information

			• Advocate to the Victorian Minister for Transport Infrastructure to approve:
			  ○ The $2 million of State government funding as co-contribution for the construction of a 15-metre wide deck across the rail trench at Union Road, Surrey Hills.
			  ○ A lease for greater than 50 years for public open space.
			• Advocate to the Minister for Planning for the rezoning of the land to be used as public open space to the relevant public open space zone in the Boroondara Planning Scheme.
			•
			Additional points
			• Note who else has been sent UDA correspondence.

Mr Sam Hibbins, MP - Spokesperson for Transport (Victorian Greens)	Email letter with link to the UDA.	Mayor	**Key asks**
			Seek Mr Hibbins support to:
			• Advocate to the Victorian Minister for Transport Infrastructure to approve:
			  ○ The $2 million of State government funding as co-contribution for the construction of a 15-metre wide deck across the rail trench at Union Road, Surrey Hills.
			  ○ A lease for greater than 50 years for public open space.
			• Advocate to the Minister for Planning for the rezoning of the land to be used as public open space to the relevant public open space zone in the Boroondara Planning Scheme.
			
			Additional points
			• Note who else has been sent UDA correspondence.

Mr Kevin Devlin - CEO, LXRP	Email letter with link to the UDA.	CEO	Inform only. Provide details of who we have written to and what we have asked for.
Vince Punaro - Executive Director, Metropolitan South East Region, Department of Transport	Email letter with link to the UDA.	Director	Inform only. Provide details of who we have written to and what we have asked for.

5

February 2022

Target audience/stakeholder	Channel	From	Key asks/ additional information
Paul Younis - Head TfV, Secretary Department of Transport	Email letter with link to the UDA.	CEO	Inform only. Provide details of who we have written to and what we have asked.

Mr Greg Buchanan - President Surrey Hills Progress Association	Email letter with link to the UDA.	Mayor	**Key asks:**
			Seek Mr Buchanan's support to:
			• Advocate to the Victorian Minister for Transport Infrastructure to approve:
			  ○ The $2 million of State government funding as contribution for the construction of a 15-metre wide deck across the rail trench at Union Road, Surrey Hills.
			  ○ A lease for greater than 50 years for public open space.
			• Advocate to the Minister for Planning for the rezoning of the land to be used as public open space to the relevant public open space zone in the Boroondara Planning Scheme.
			
			Additional points
			• Thank him for his work to date on the level crossing removal.
			• Congratulate him on his Award as Boroondara Citizen of the Year.
			• Note who else has been sent UDA correspondence.

Tim O'Leary - Chair, Surrey Hills Neighbourhood Centre	Email letter with link to the UDA.	Mayor	**Key asks**
			Seek Mr O'Leary's support to:
			• Advocate to the local member (Mr Paul Hamer, MP):
			  ○ Seeking a funding contribution from the Victorian Government towards construction of a 15-metre wide decking across the rail trench at Union Road, Surrey Hills.
			  ○ To seek approval for a lease for greater than 50 years for public open space.
			  ○ For the rezoning of this land to public open space.
			• Inform members/users of the SHNC of Council's adoption of the UDA and advocacy efforts to secure funding from the Victorian Government for the decking and public open space.
			
			Additional points
			• Provide details of who else we have written to and what we have asked

February 2022

Target audience/stakeholder	Channel	From	Key asks/ additional information
Boroondara residents within the LXRP UMA project area	Letterbox drop (postcard, letter or flyer)	Officers	**Key asks** Seek our residents support to: • Advocate to the local member (Mr Paul Hamer, MP) and Minister for Transport Infrastructure to see the decking and UDA vision become a reality. **Additional points** • Inform the community the UDA has been adopted by Council, Council is prepared to fund up to $2 million towards the decking and is seeking a matching contribution from the State government.
Union Road Traders and community centre, (including the local churches)	Posters, Emails	Officers	**Key asks** Request traders put posters in their shop windows advertising: • The UDA and adoption by Council. • The request for the State government to match Council's funding offer of $2million for the decking.

January 2022

Community Consultation Report

Feedback on draft Urban Design Advice - Union Road Level Crossing Removal

1. Background

In 2021 Council engaged Urban Design Consultants Lat Studios to develop a report providing Urban Design Advice (UDA) to guide the design of the two new open spaces proposed between Union Road and the Surrey Hills station carpark, north and south of the rail trench. An initial community consultation was undertaken in September 2021 to inform the development of a draft UDA including a community vision for the open spaces and pedestrian, cycling and shopping centre interfaces. The draft UDA was presented to Council on 29 November 2021 seeking approval to consult the community on the draft report and seek their support.

The consultation on the draft UDA has now been completed. This report presents the results of that consultation.

2. About the community consultation

The community consultation ran from 30 November to 19 December 2021. Details of the consultation and link to an online survey featured on the Engage Boroondara website. The consultation was promoted in the following ways:

- Letter drop to residents within the LXRP project area.
- Posters and flyers distributed to traders along Union Road and posted at the Union Road Level Crossing.
- Email to traders, SHNC, schools, preschools, sporting groups and other stakeholders with content to be shared with their network.
- Social media posts on the Boroondara Facebook and Instagram pages targeting the local area.

3. Participation in the consultation

- There were 39 responses to the online survey.
    - One survey respondent made no comments.
- Two submissions were received by email.
- There were various comments provided in response to social media posts.

4. Survey Results

This section captures the responses to survey questions.

Q1. The first question asked how respondents felt about the concept and design objectives illustrated in the draft UDA. There were 37 responses to this question.

Of these:

- Thirty-one respondents (84%) were comfortable or somewhat comfortable with the overall concept and design objectives.
- Seventeen (46%) of these 31 respondents said more thinking was needed around the Sunbury Crescent area (proposed section of the Box Hill to Hawthorn Strategic Cycling Corridor).
- Six (16%) were uncomfortable or somewhat uncomfortable with the overall concept and design objectives.

Of those that were uncomfortable or somewhat uncomfortable, the main reasons cited in their responses to Q2 and Q3 appeared to be:

- Concern about the Sunbury Cres SCC (3)
- Concept images are dull; reflect heritage character
- Concept images show people casually walking across Union Road,
- Pedestrian signals are needed at Union Road and Windsor Crescent.

Q2. This question sought feedback on the concept designs for the proposed route of the SCC along Sunbury Crescent. Thirty-one respondents (79.5%) answered this question.

Thirteen of these respondents strongly objected to the proposed SCC along Sunbury Crescent. Common themes provided in their feedback were:

- Concerns about the safety of all road users, including cyclists, at the intersection with Robinsons Road, especially due to the poor sight lines under the rail viaduct
- Needs for an overall SCC masterplan, the bike path will lead to 'nowhere'.
- Concerns about the reduction in local amenity and quiet enjoyment of the street.
- Concerns about impacts to greenery and the vegetation screening along the rail line.
- Support for an alternate route with some suggestions involving Stirling Crescent or a cantilevered path over the railway line.

Four respondents were in favour of the SCC along Sunbury Crescent. One respondent suggested a stop sign would be needed to control traffic on Robinson Road to make crossing by bike safe. A pedestrian underpass at Robinson Road was also suggested.

Q3. This question sought further feedback on the UDA more broadly. Thirty-three respondents (86.4%) answered this question. Common themes provided in the comments were:

- Support/"I like it".
- Concern about the loss of canopy trees and the importance of appropriate replacement vegetation.
- Desire for mature trees; some sought deciduous trees to maintain the leafy character of the precinct.
- Retain the existing pedestrian crossing on Union Road - some proposed it be retained in its current location; some proposed to reposition it north of Montrose St.
- Request for a half basketball court.
- Comments on the architectural style along Union Road - request to reflect history.
- Concern about safety crossing Union Road when the level crossing is removed.

5. Email submissions

Respondents who submitted email submissions were generally supportive of the concept designs for the open spaces and the design objectives.

They requested:

- SCC being routed along Stirling Crescent and not Sunbury Crescent.
  - Further consultation needed.
- Separating the bike path from pedestrian areas within the southern open space.

- Treating the road surface adjacent to open spaces to identify this as a vehicle 'go slow' area (with signals).
- Widening the footpath to create landscape amenity on the western side of Union Road bridge.
- Replacement of lost trees and vegetation.
- Support for a curated art and heritage trail to connect the plaza, station and streetscapes.

6. Social media discussions

Feedback on social media channels largely focussed on:

- Tree selection, with some comments noting the loss of mature trees, and some seeking more native trees in the area.
- Concerns about the safety of people seeking to cross Union Road.
- A desire for more parking near the station.
- Concerns about speed of traffic along Union Road.
- The location of the bus stop on the east side of Union Road.

5. Discussion

The community feedback was clear - the majority of respondents supported the design concepts for the open spaces, but any proposal to route the SCC along Sunbury Crescent needs further consultation with the community. In response to the strong opposition to concept designs for the Sunbury Crescent SCC, we have removed any references to the design of this section of the SCC from the UDA.

The consultation provided an opportunity for community members to express views and concerns around a range of issues - trees, landscaping, safe crossing of Union Road, cycling and pedestrian interfaces etc. All of the themes/comments provided in response to Q3, were raised the September 2021 consultation and are addressed in the UDA.

Council officers have made a small number of changes to the draft UDA. In addition to removing the references to Sunbury Crescent SCC (above), modifications include:

- A summary of this consultation has been included in the UDA.
- Zeplins Lane shown as not accessible from Montrose Street.
- Minor modifications to the concept designs/imagery.
- Adding an image of a half-court basketball court to bring this important youth activity to the attention of the LXRP.

6. Next steps

The final version of the UDA will be presented to Council for review and adoption. Provided the Council is satisfied with the report, the UDA will be provided to relevant staff at the LXRP and DoT.

An advocacy plan has been developed and submitted with the Council report. Once the UDA is adopted, Council officers will implement the plan and ensure the UDA is circulated to politicians/decision makers as well as community