



Union Road, Surrey Hills Level Crossing Removal

URBAN DESIGN ADVICE

Draft for Consultation

Prepared for City of Boroondara
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Lat37 Studio
Level 2, 358
Lonsdale Street
VIC 8009
Australia
03 9119 1519
lat37@latstudios.com.au
latstudios.com.au

Lat Studios
ABN 47 141 969 940



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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

Introduction

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.

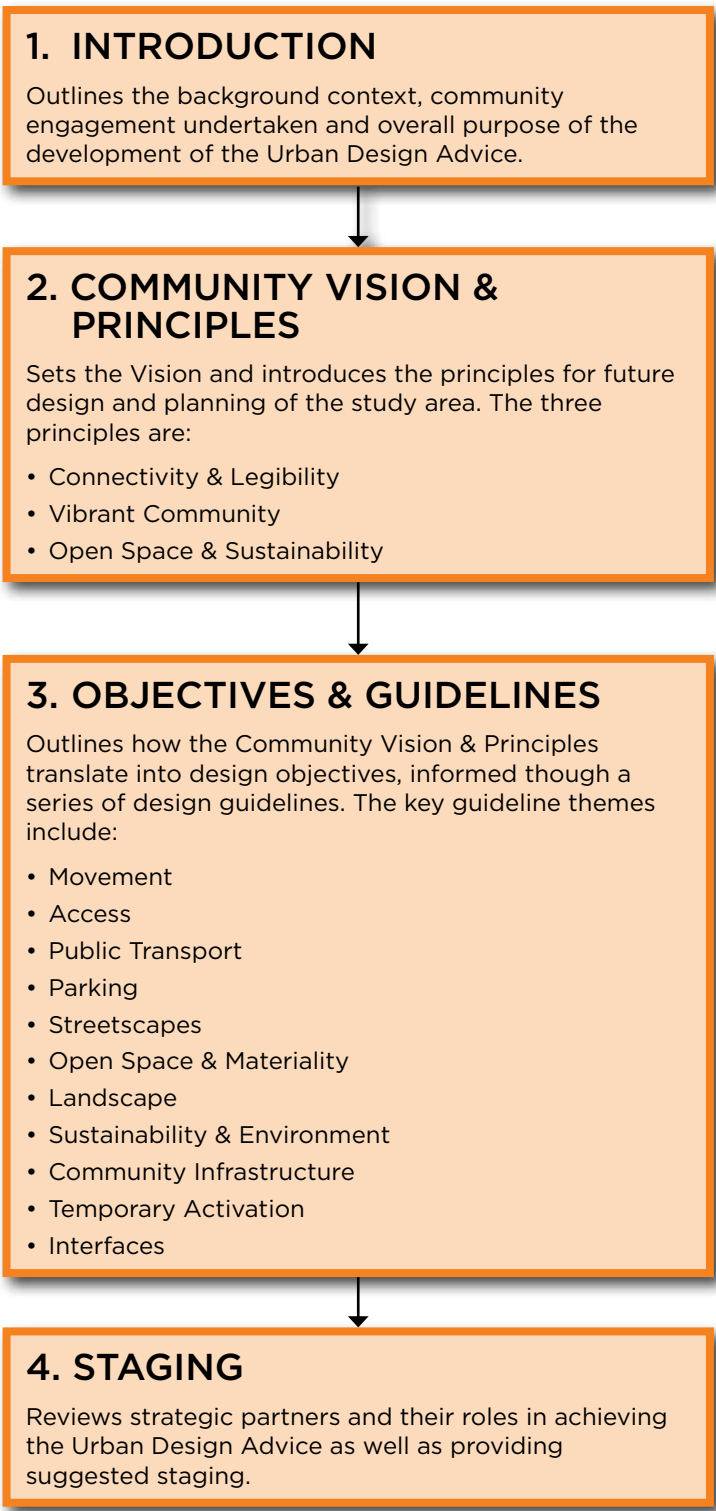


Figure 02: Current Surrey Hills station entry (Bedford Ave)



Introduction

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.

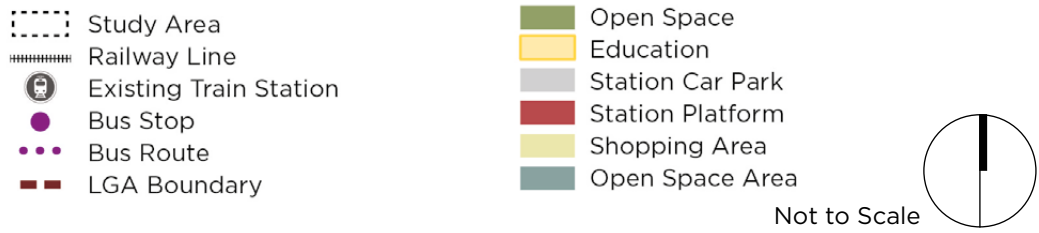


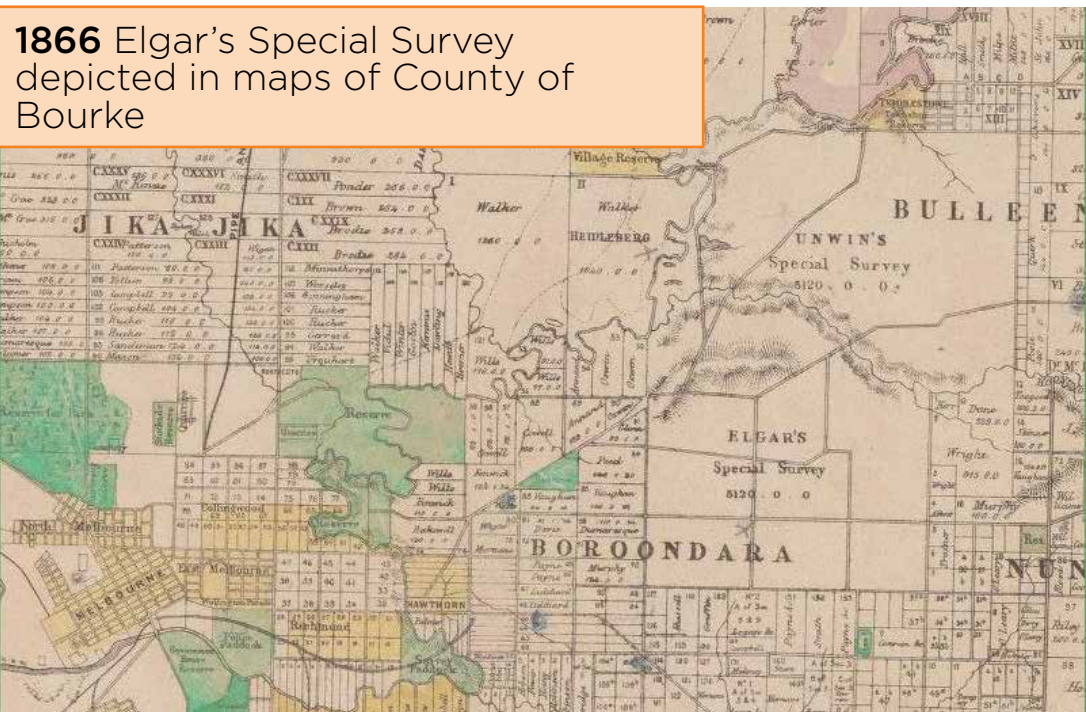
Figure 03: Context Plan

Introduction

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.

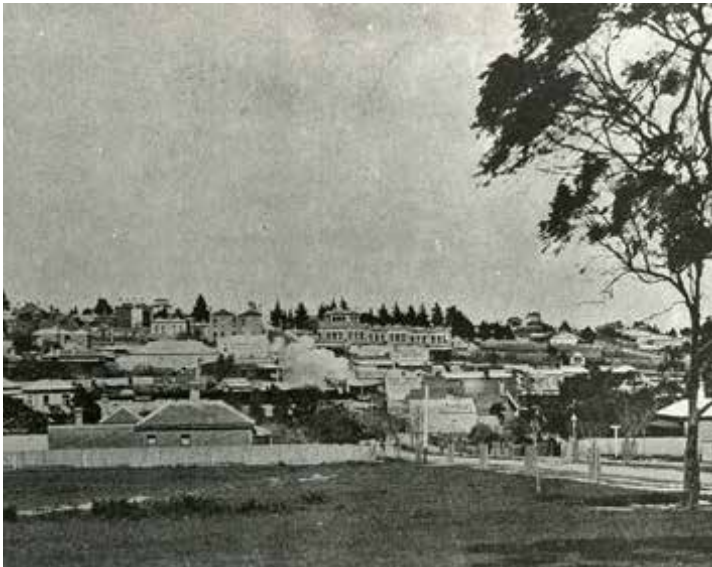
Prior to European settlement, the land was home to the Wurundjeri Woi-wurrung people. During the 1830s, Wurundjeri and other Kulin tribes were forcefully displaced from their traditional lands. In 1841, 2,070 Hectares of the Crown land was purchased by Henry Elgar as part of the Port Phillip District 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.



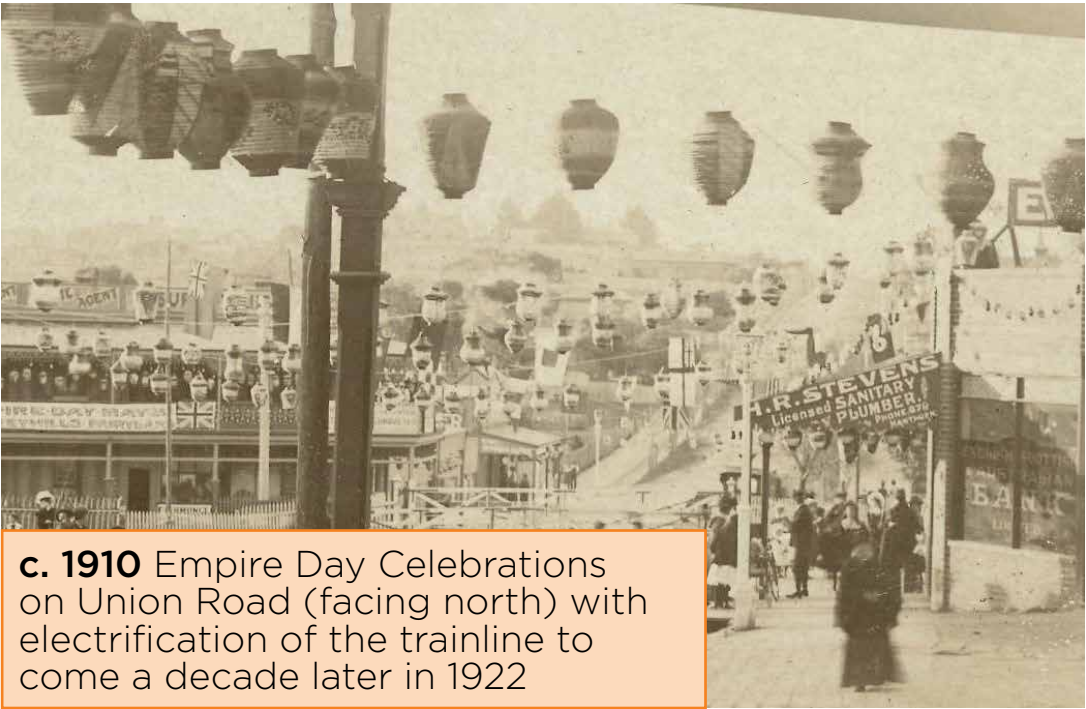
1866 Elgar's Special Survey depicted in maps of County of Bourke



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

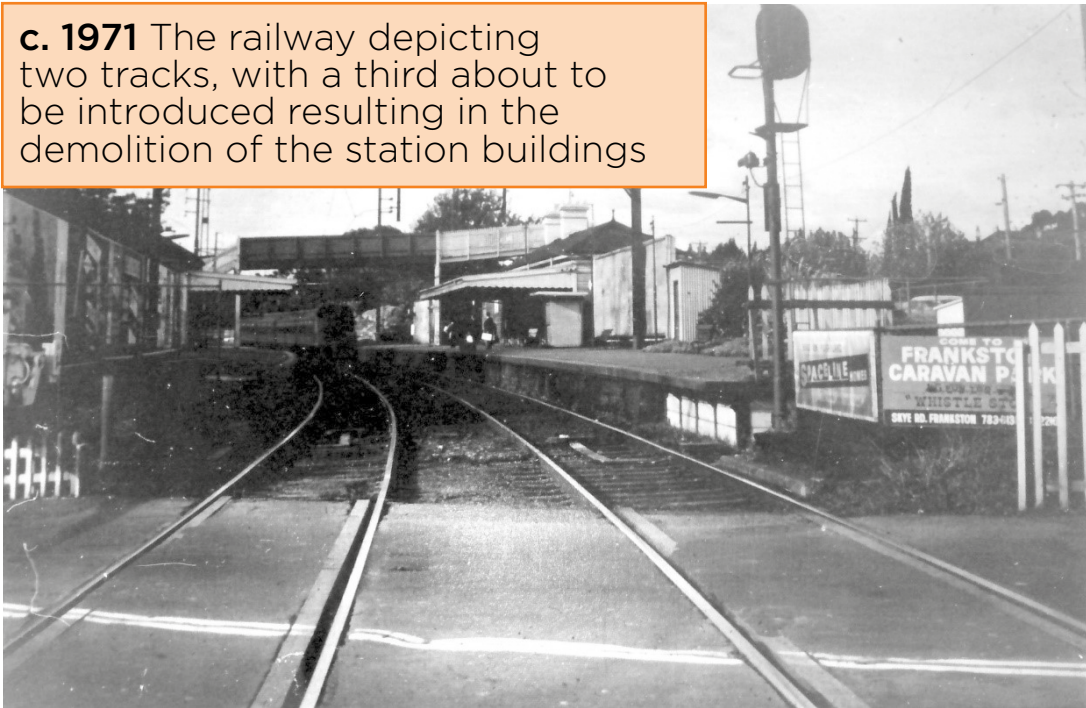


c. 1958 Stirling Crescent features housing before transitioning into a light industrial area



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



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



▲ Station Manager at Surrey Hills.



2011 Union Road still features heritage fabric from 1890s - no. 108 with 'sheaf of wheat' denotes the original 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.

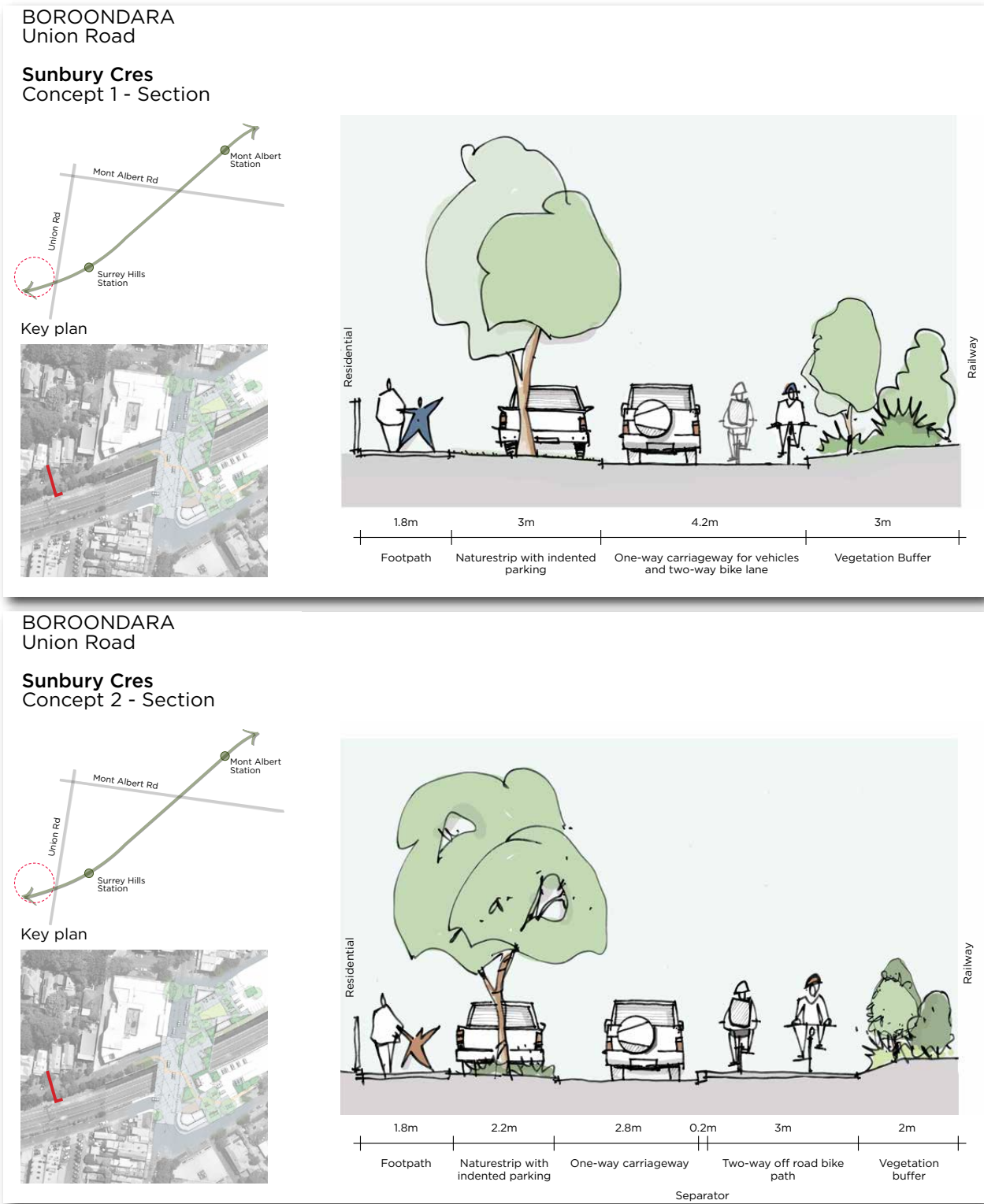


Figure 05: Concept Plans used in consultation for Sunbury Crescent (artist impression)



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.

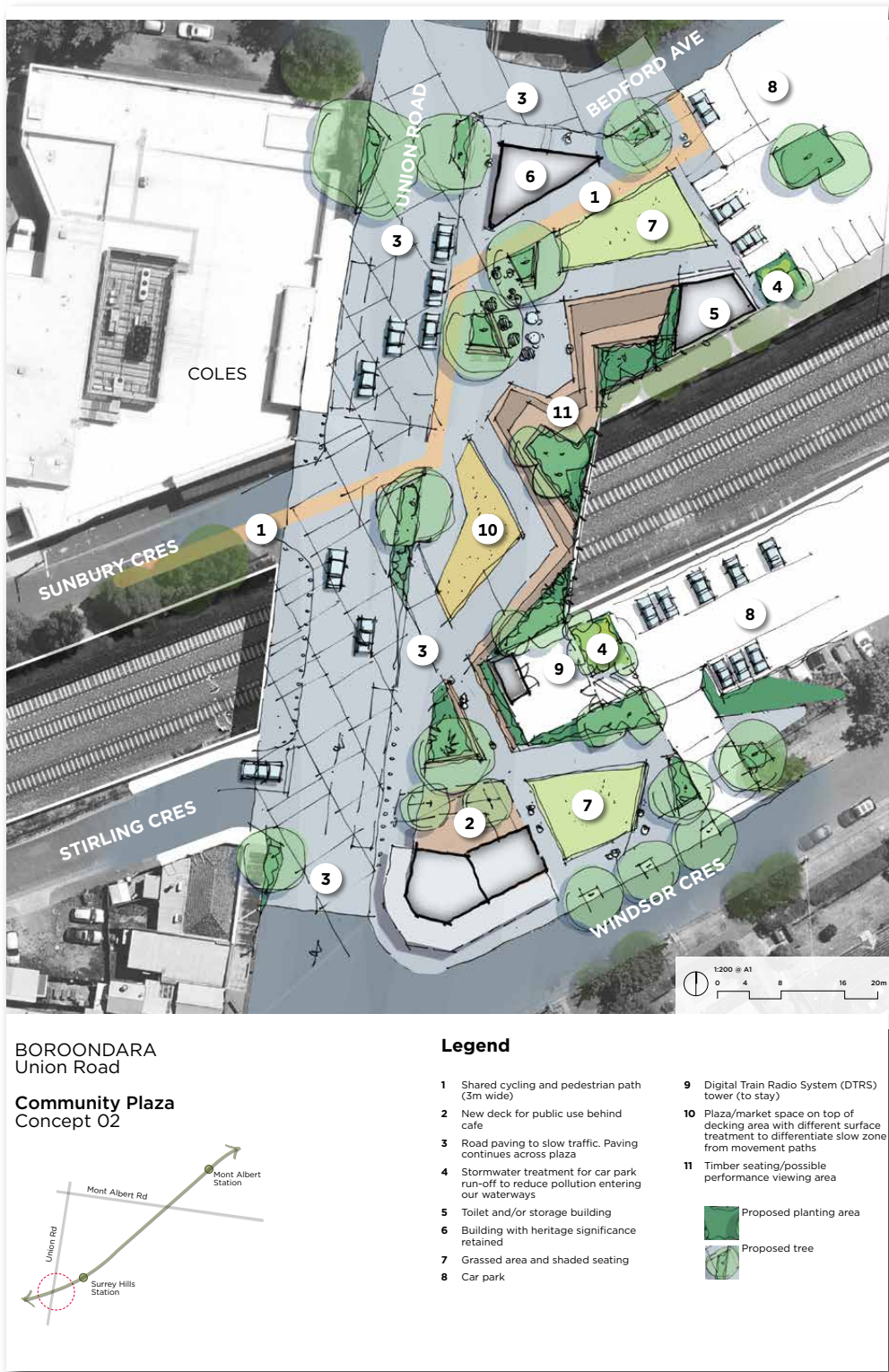
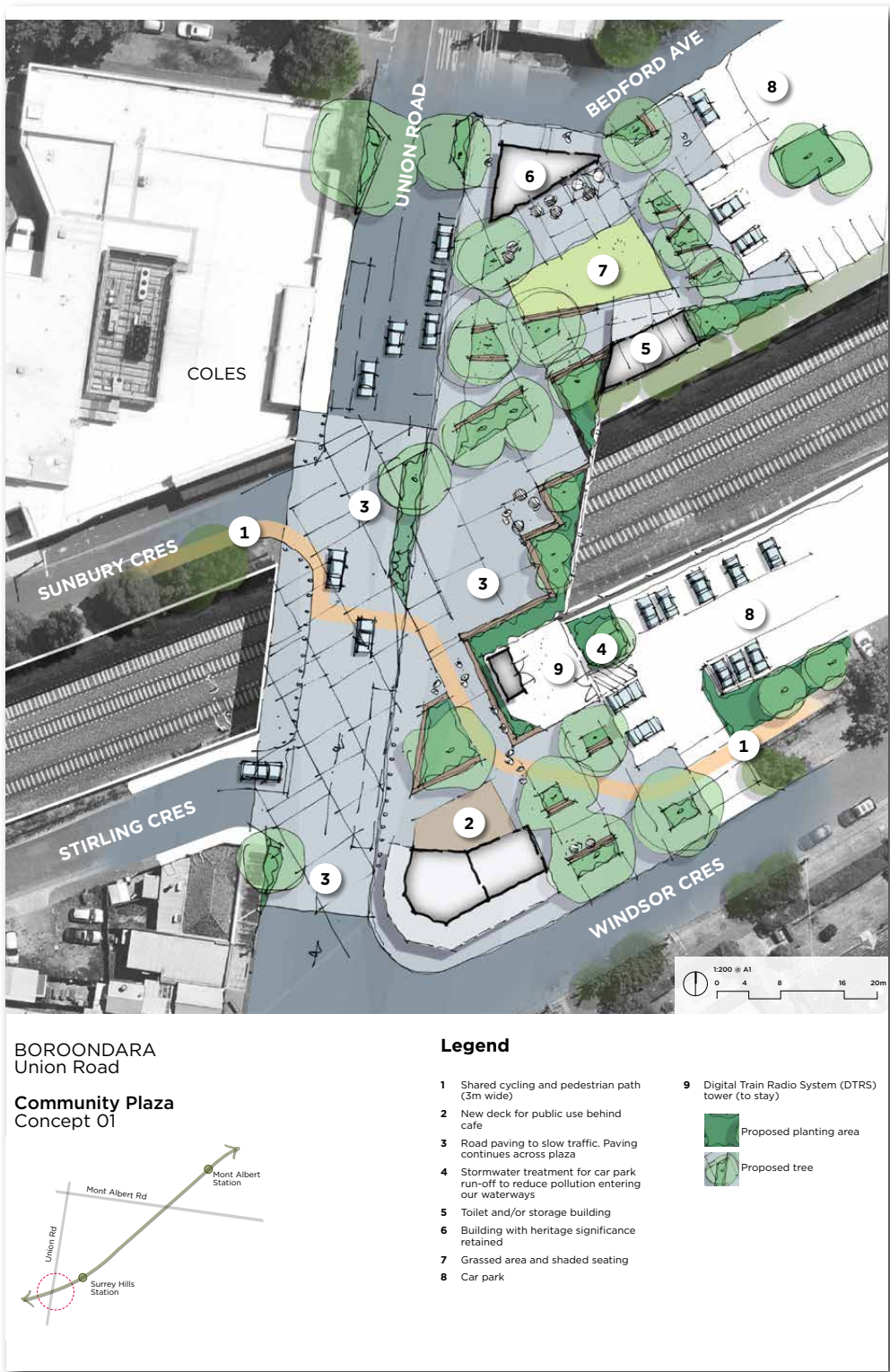


Figure 06: Concept Plans used in consultation for Union Road Plaza (artist impression)

2.0 Community Vision & Principles



2.1 Community Vision

**“UNITES THE NORTH AND SOUTH
TOGETHER”**

**“ESTABLISHED CANOPY TREES AND
GARDEN BEDS CREATING GREEN LEAFY
AREAS”**

**“A DIVERSITY OF COMMUNITY
ACTIVITIES IN THE HEART OF THE
VILLAGE”**

**“ENHANCES ENVIRONMENTAL AND
SOCIAL WELLBEING”**

**“RESPONSIVE AND RESILIENT TO
CLIMATE CHANGE”**

**“REVITALISES THE SURREY
HILLS ECONOMY”**

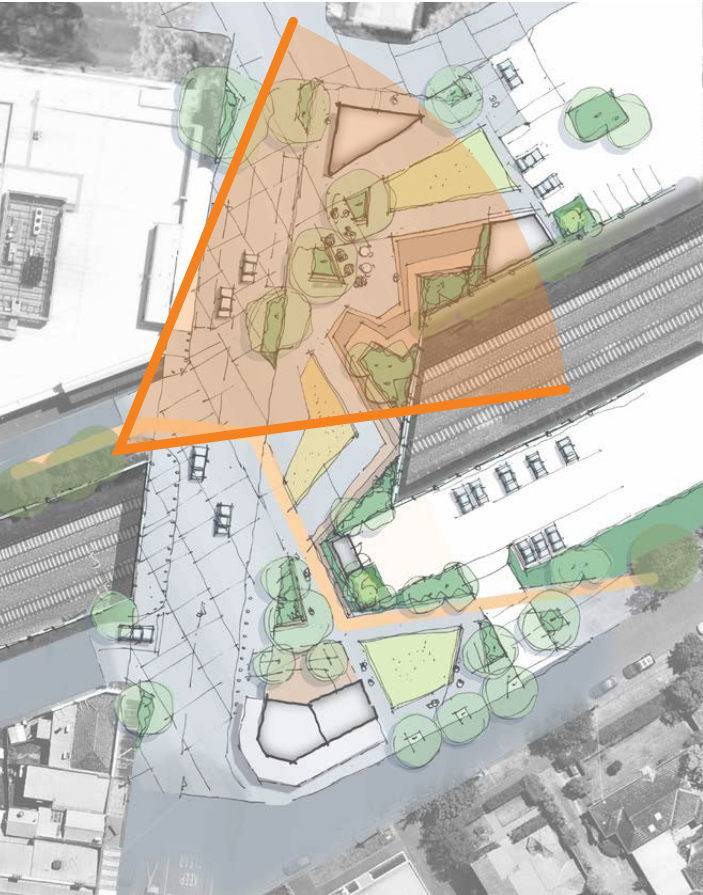


Community Vision & Principles

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



North East view of Union Road Plaza from Sunbury Crescent



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



Community Vision & Principles

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

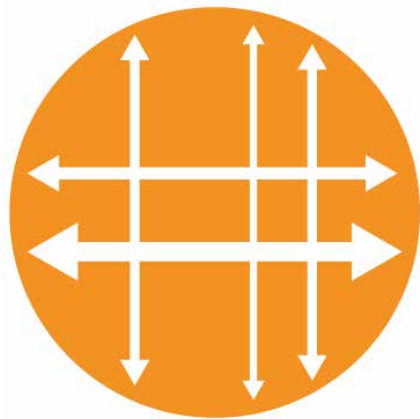


North West view of Union Road Plaza from Windsor Crescent



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.



2.3 Draft Plan - Vision for the Plaza

The Draft 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.

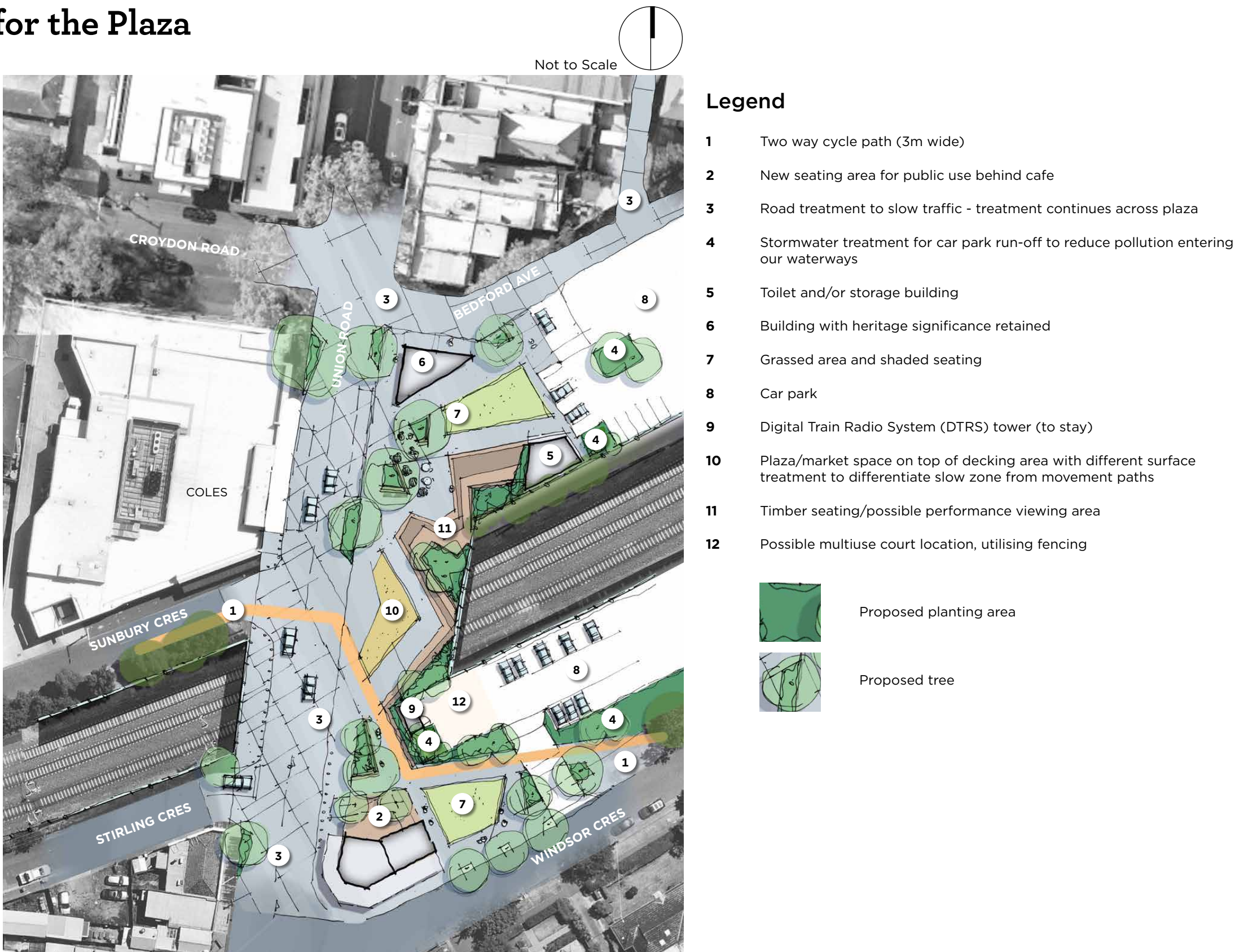


Figure 09: Draft Vision Plan

3.0 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



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.

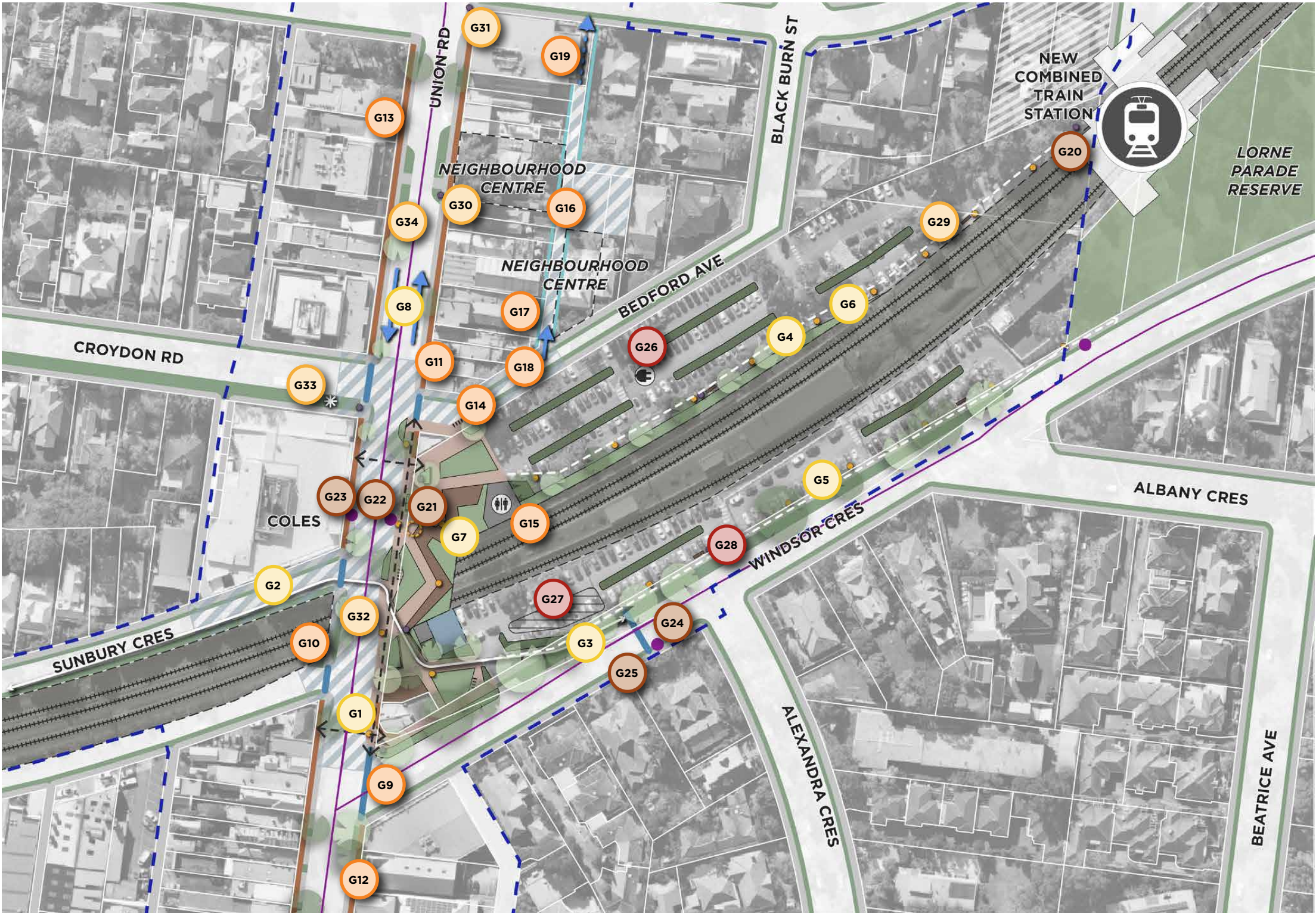
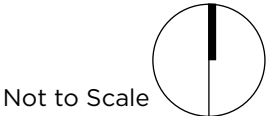
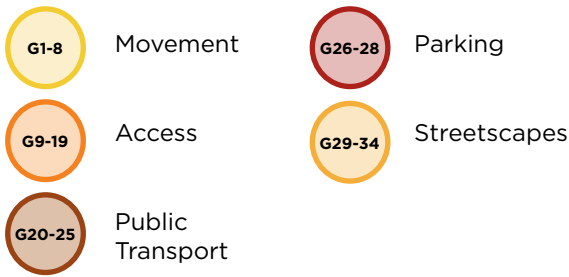


Figure 10: Connectivity & Legibility Aspirational Plan





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.

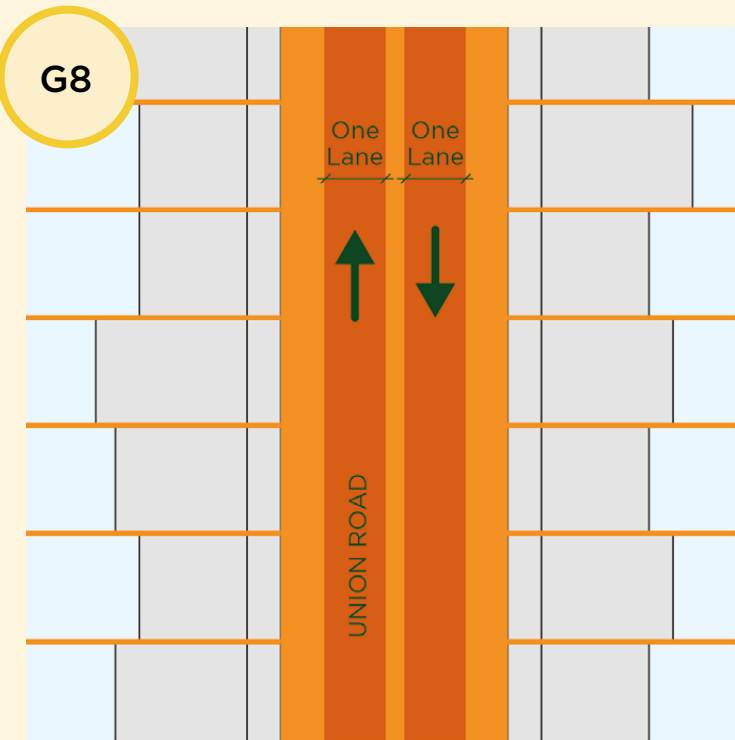
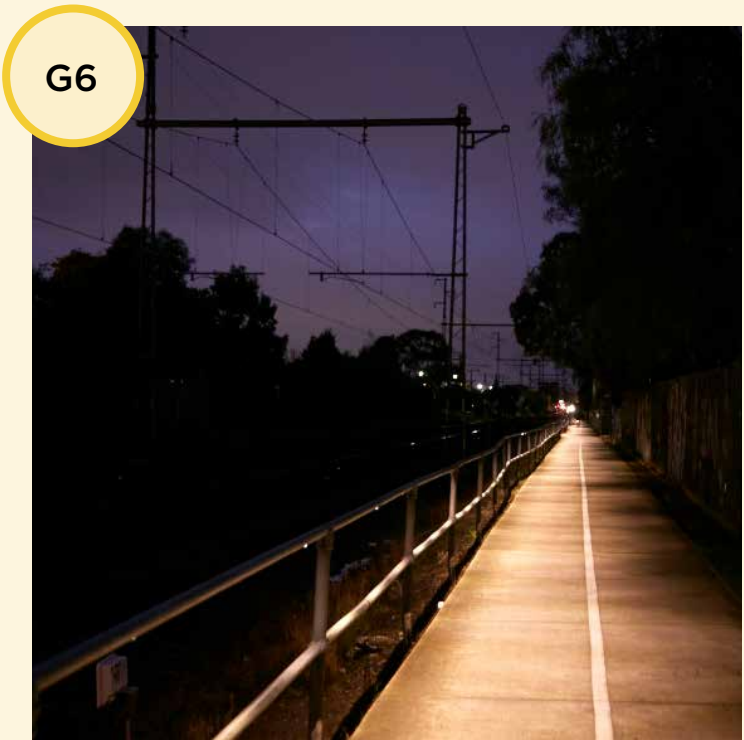
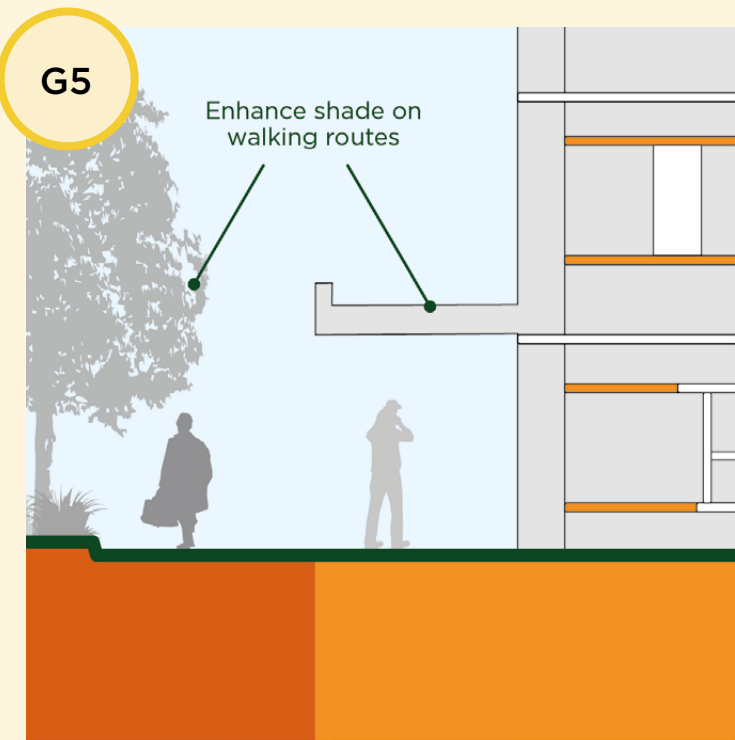
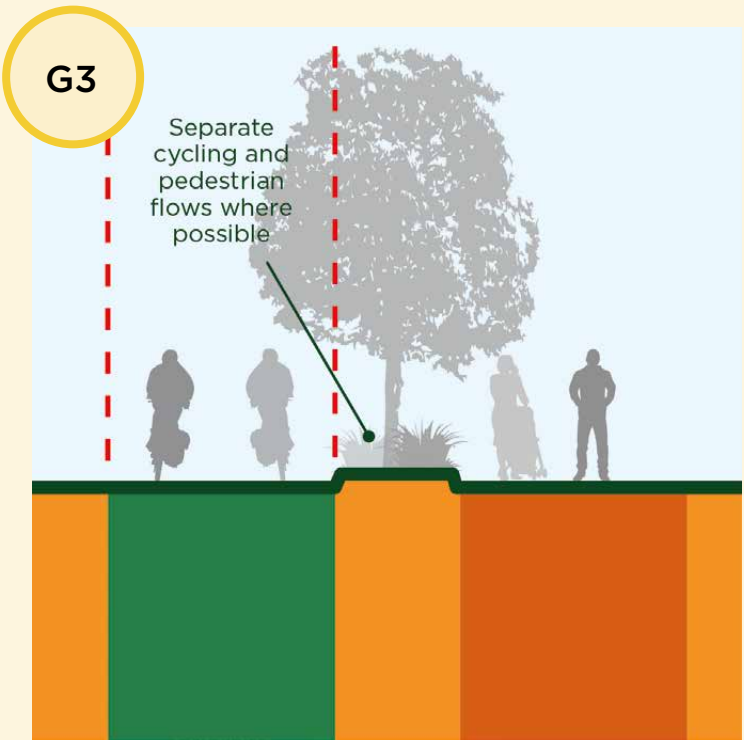


Figure 11: Lighting is to be installed along shared paths and paths to and from the station and Union Road - Upfield Bike Path, Brunswick (Lighting & Electrical Distributors)



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.

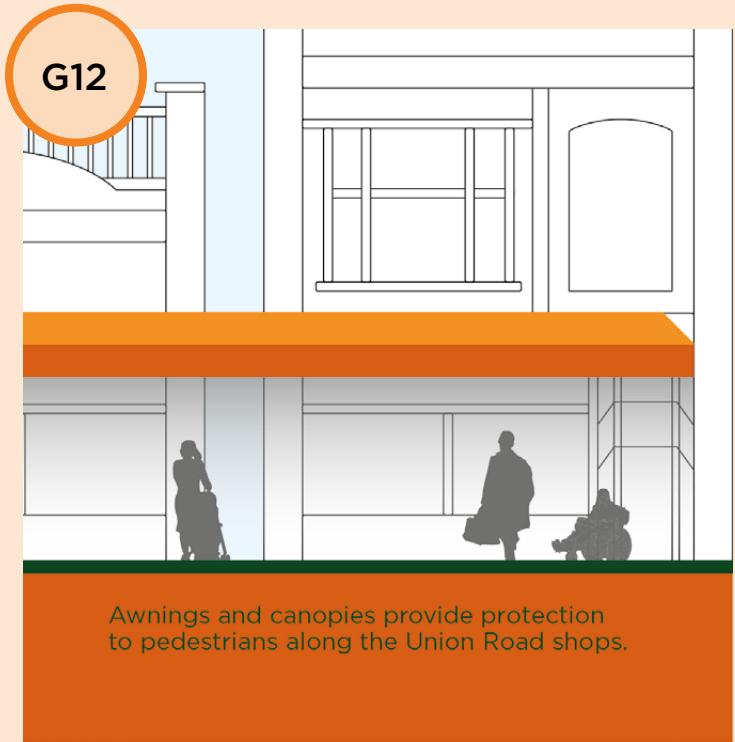
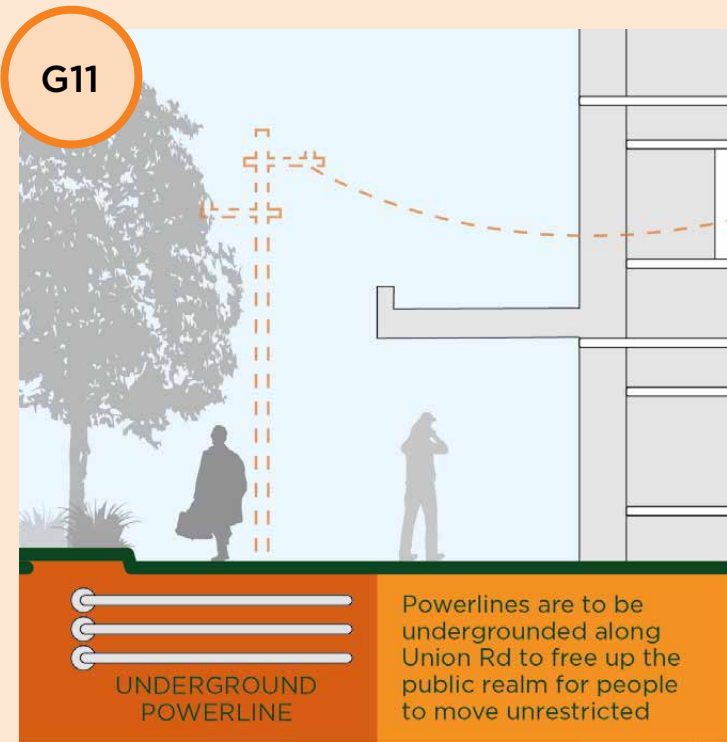


Figure 12: A Changing Places facility is to be included within the new open space (Changing Places design specifications)



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





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



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

G24



All bus stops within the Precinct are to include integrated and equitable seating where possible, shelter and compliant lighting

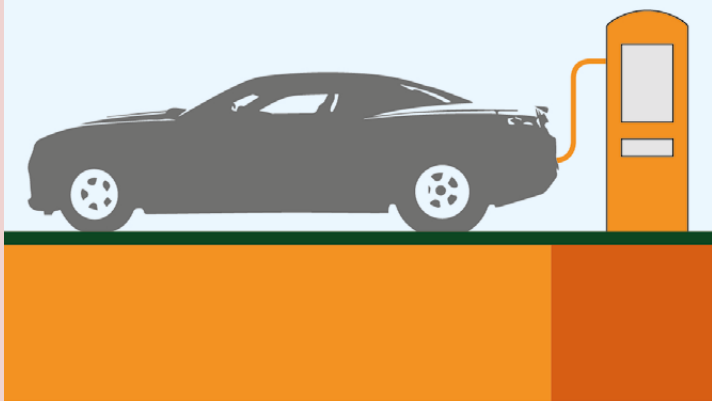


3.2.4 Parking

- 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.

G26

Provide fast charging electric vehicle stations



G27

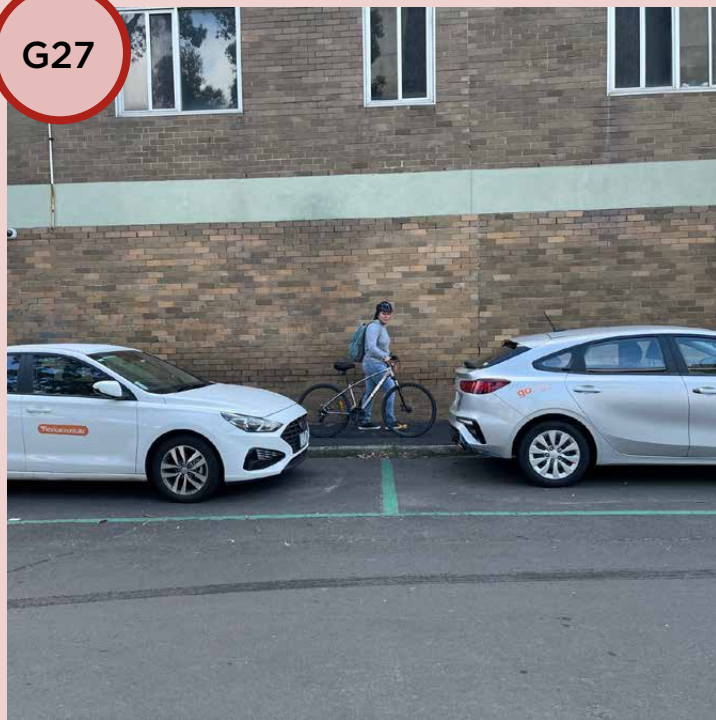


Figure 16: Incorporate spaces for car-sharing / ride-sharing (Ella McDonald)





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

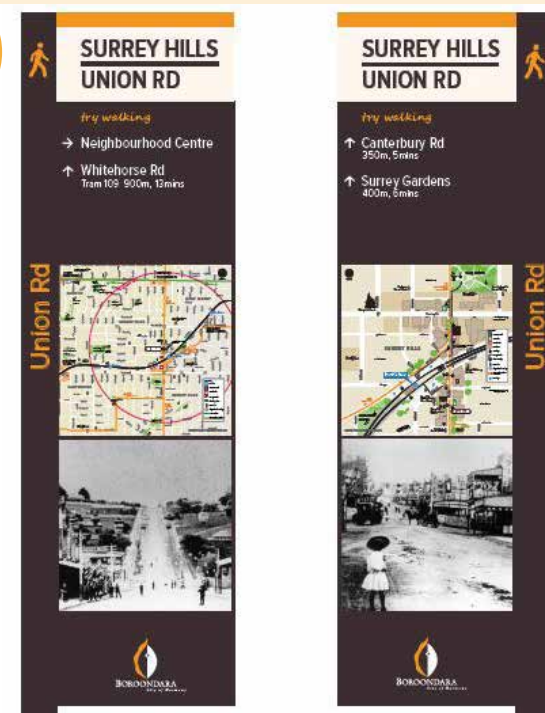


Figure 17: Map based wayfinding signage to be incorporated into the streetscape and open spaces (Wayfinding Strategy)

G31



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

G33

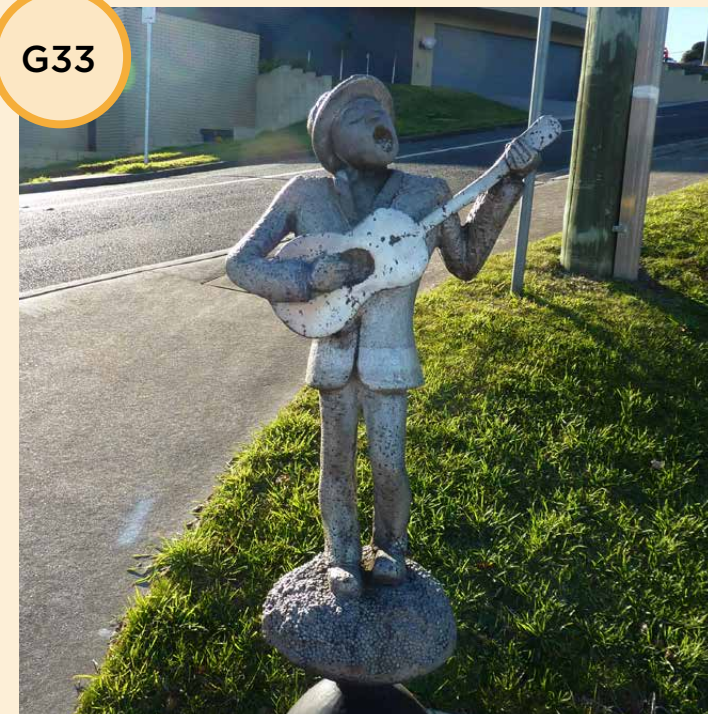
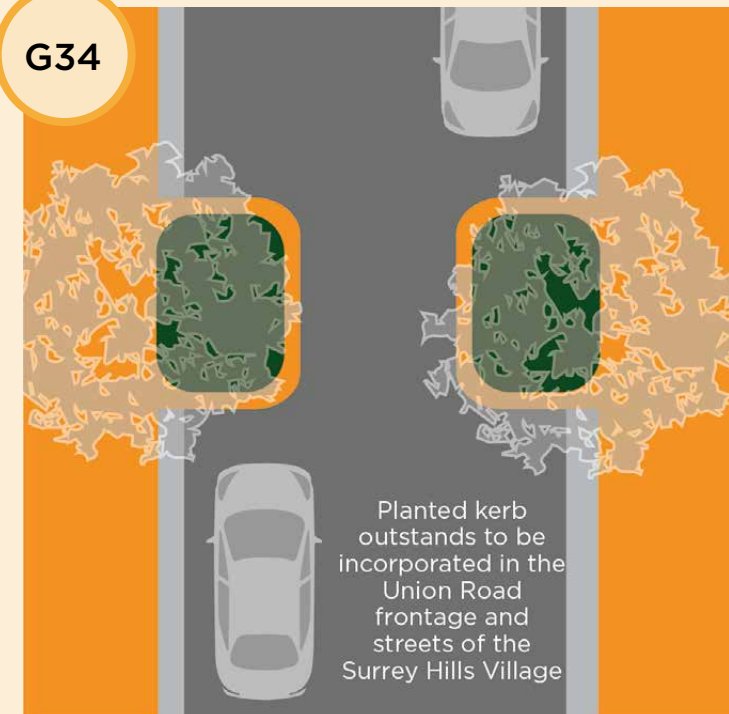


Figure 19: A curated art trail to be considered to connect the plaza, station, streetscapes and refresh the existing art of the village - Sculpture Trail, Deloraine (Chris Riley)

G34



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

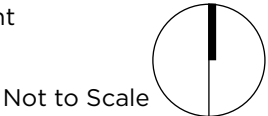


Figure 20: Open Space & Sustainability Aspirational Plan





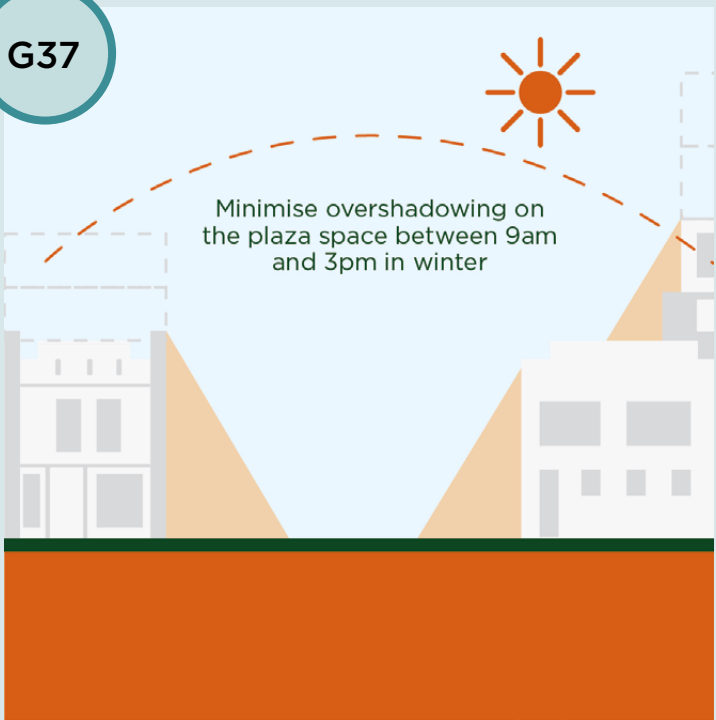
Guidelines

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.

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)

G43



Figure 22: Litter, recycling and food waste bins are included within the plaza for the collection of rubbish, recycling and FOGO (Ella McDonald)

G49



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



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



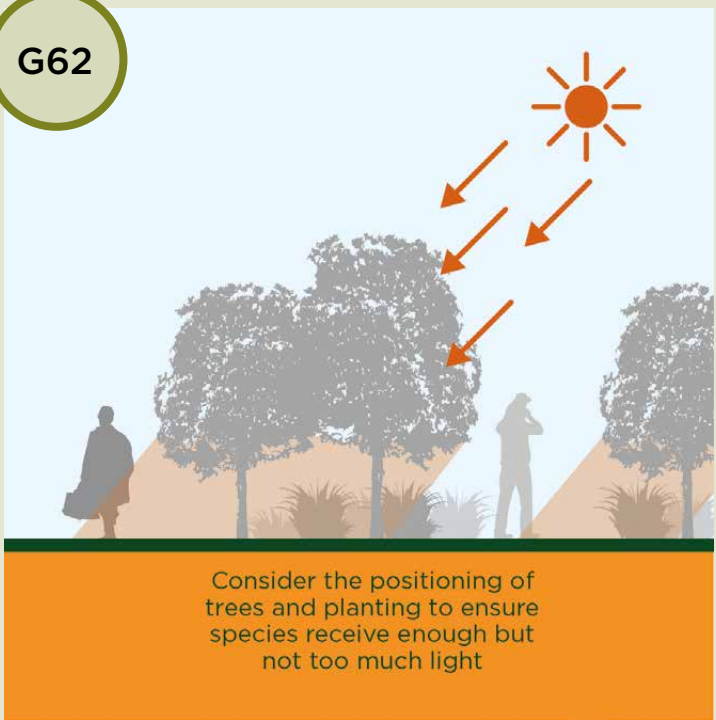
Figure 24: A feature tree species (for example, Brachychiton) is to be planted throughout the study area to give it a unique character (Bidgee)

G56



Figure 25: 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 26: Fence treatments along the railway are to be planted or screened with vegetation wherever possible - Carroll Crescent, Glen Iris (Andrea Lomdahl)





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.

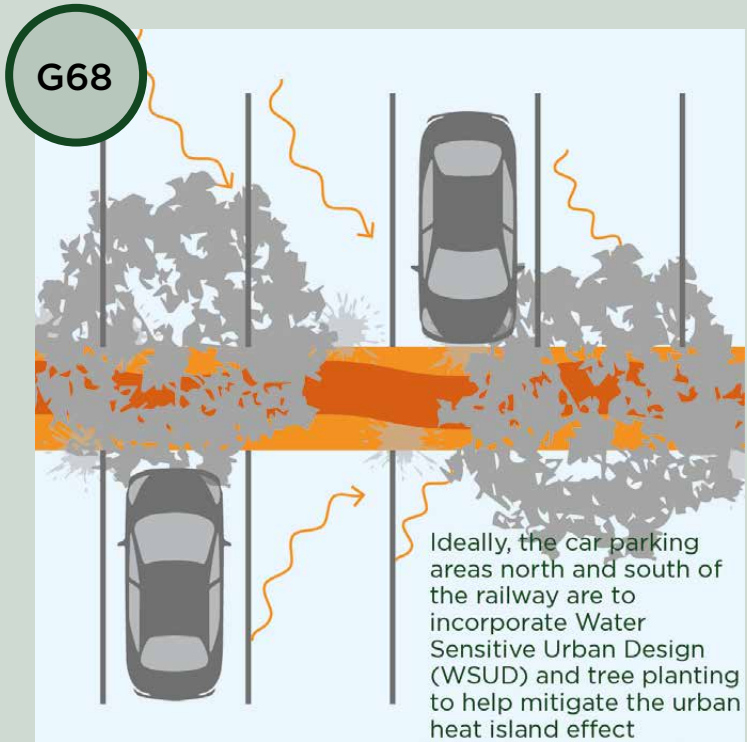
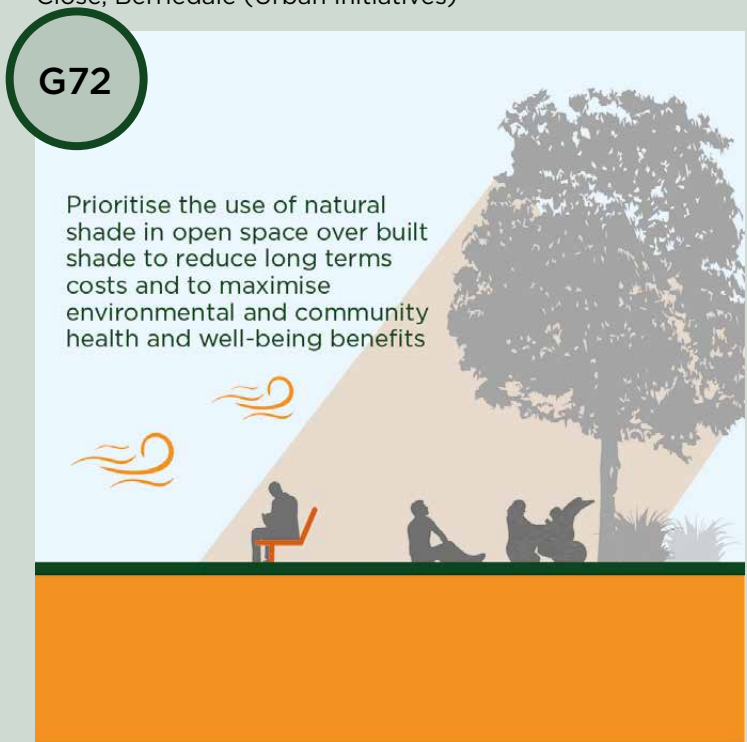


Figure 27: Storm water runoff from carparks is to be collected and redirected to passively irrigate trees - Maroni Close, Berriedale (Urban Initiatives)



Figure 28: Plaza spaces are to incorporate WSUD to provide cool environments for people to gather - Jewell Station Forecourt, Brunswick (Ella McDonald)




3.4





Vibrant Community

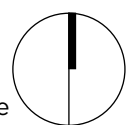
A connected and inclusive community that encourages diversity and interaction, with easy access to a wide range of activities, services and retail and a high-quality public realm.

- 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.

Community Infrastructure

Temporary Activation

Interfaces



Not to Scale



Figure 29: Vibrant Community Aspirational Plan





Guidelines

3.4.1 Community Infrastructure

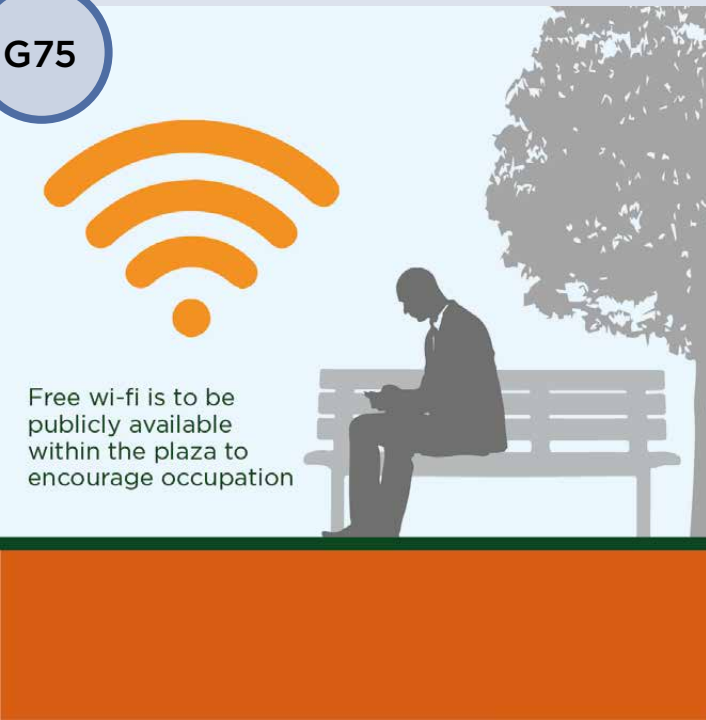
- G73. Advocate for the change in use of 127 Union Road to complement the new plaza and contribute to the passive surveillance of the public realm.
- G74. Include integrated services (3-phase power, access to water etc.) for a range of events.
- G75. Free wi-fi is to be publicly available within the 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 30: Include integrated services (3-phase power, access to water etc.) for a range of events (Ella McDonald)

G75

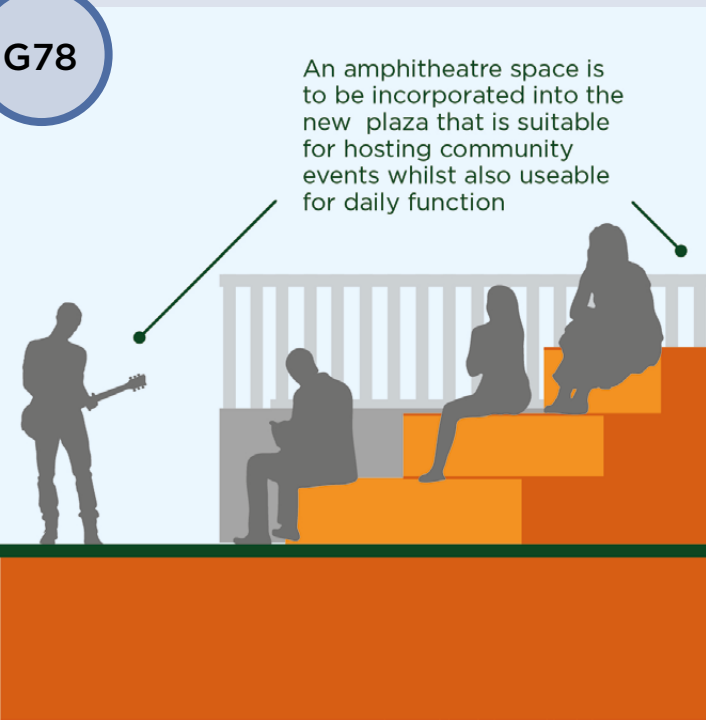


G77



Figure 31: The new open space is to include opportunities for outdoor dining that are not privatised - Maling Road (BCC)

G78





3.4.2 Temporary Activation

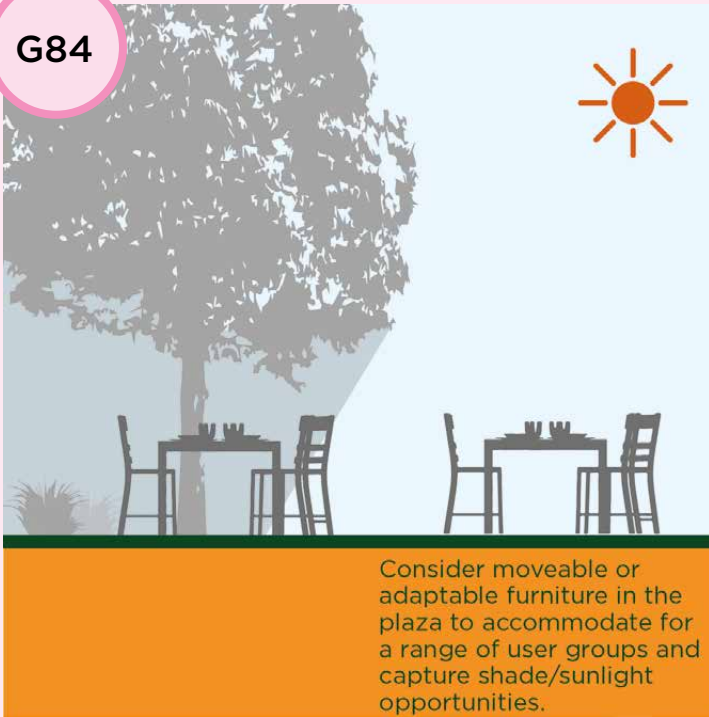
- G82. Provide suitable space for approved local businesses and community groups to showcase products or services within the public environment. This will likely require curated event management.
- G83. A weekly market to occur within the new plaza space. (Note unencumbered public access through the 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 32: A weekly market to occur within the new plaza space (Lat27)

G84

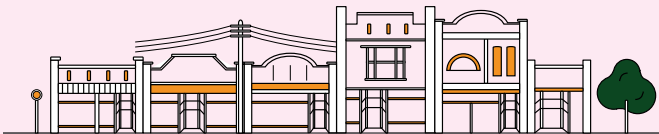


Consider moveable or adaptable furniture in the plaza to accommodate for a range of user groups and capture shade/sunlight opportunities.

G85



Figure 33: Consider events within station car parks out of high peak parking times to encourage temporary activation - Winter Village, Federation Square car park (Urban:List)

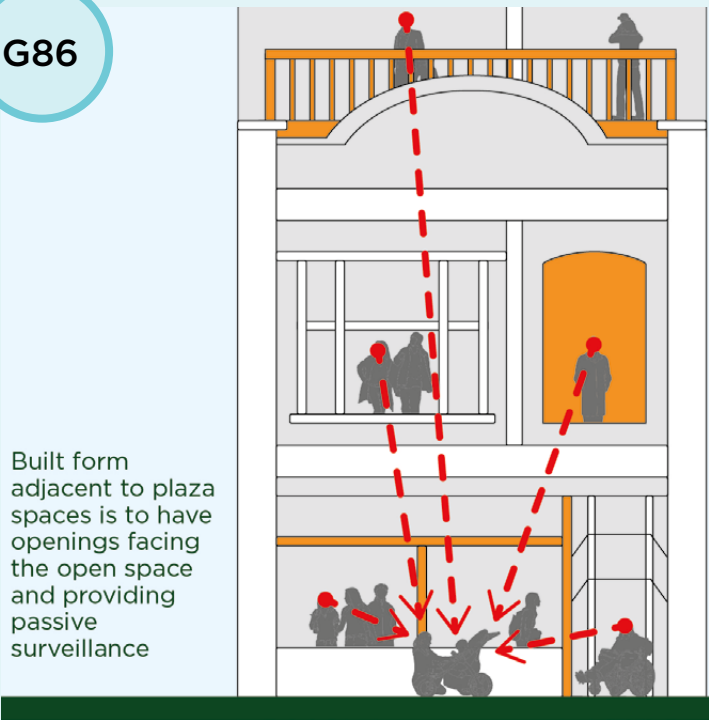




3.4.3 Interfaces

- 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.

G86



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

G87



Figure 34: Corner lots are to address both Union Road and the side street as a primary frontage - Union Road (Ella McDonald)

G88



Figure 35: Ground level frontages of development are to maintain a 75% transparency of materials to provide visual permeability - Union Road (Ella McDonald)

G90



Upper levels of development should be setback to maintain the intimate environment of the laneway

ZEPLINS LANE

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 (subject to funding) (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 the Sunbury Crescent (or alternative) section of the Strategic Cycling Corridor (Department of Transport)
- 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)

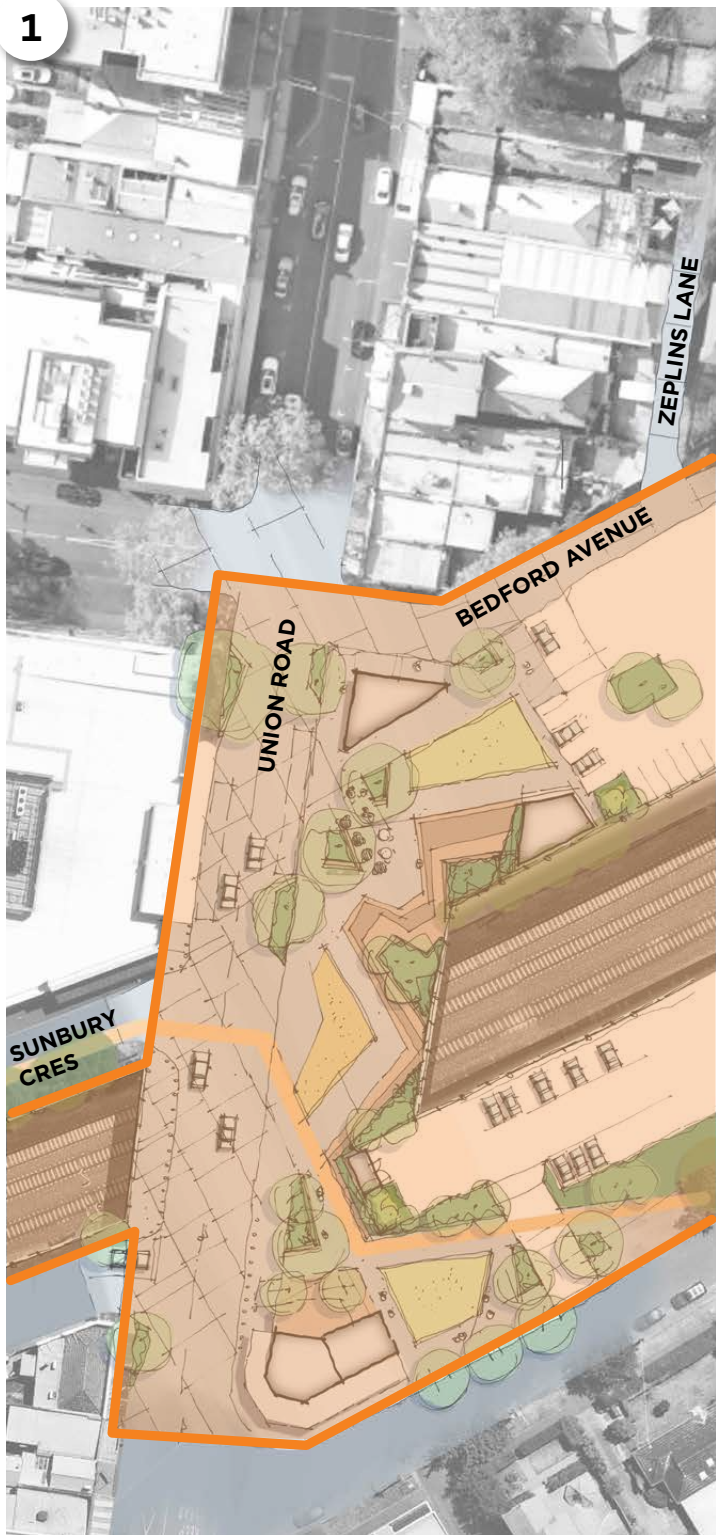


Figure 36: Short Term Staging Plan

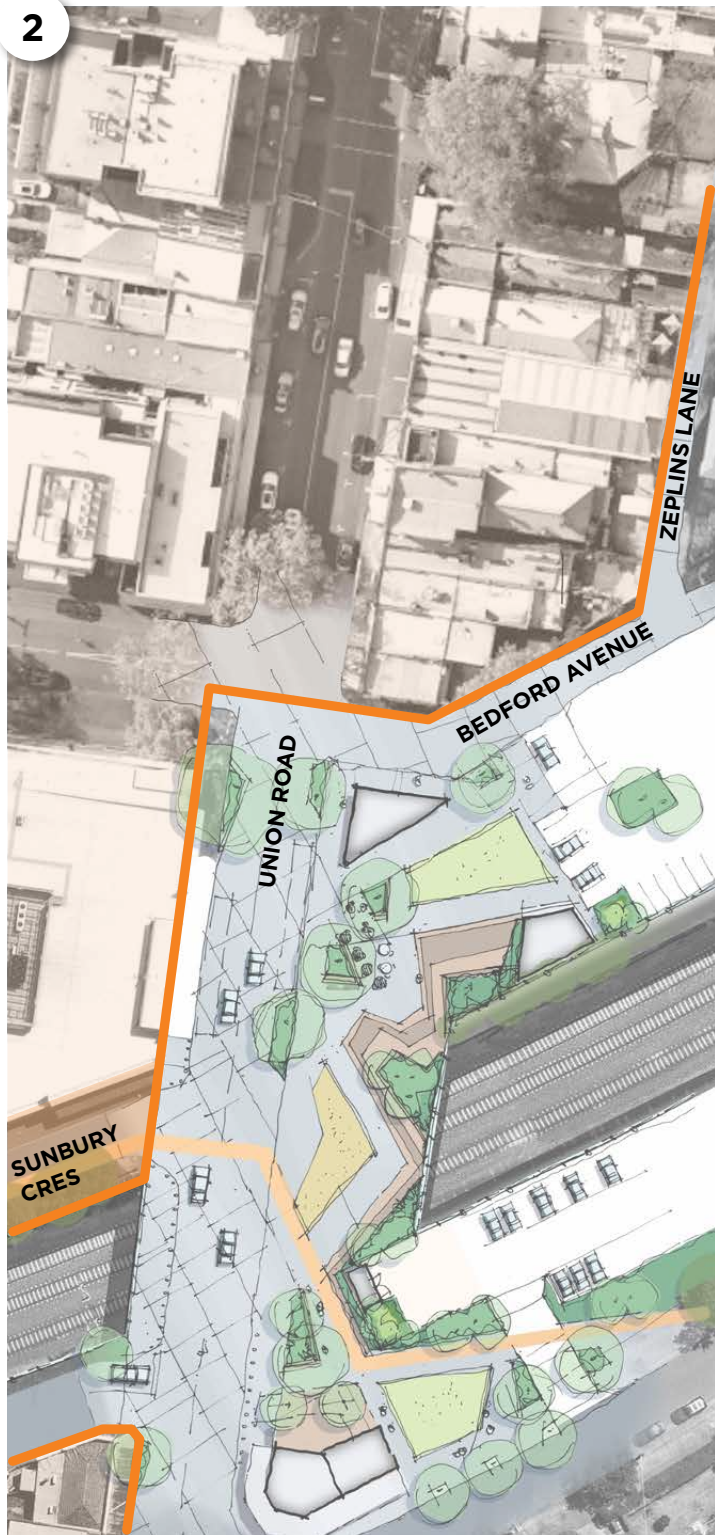


Figure 37: Mid Term Staging Plan

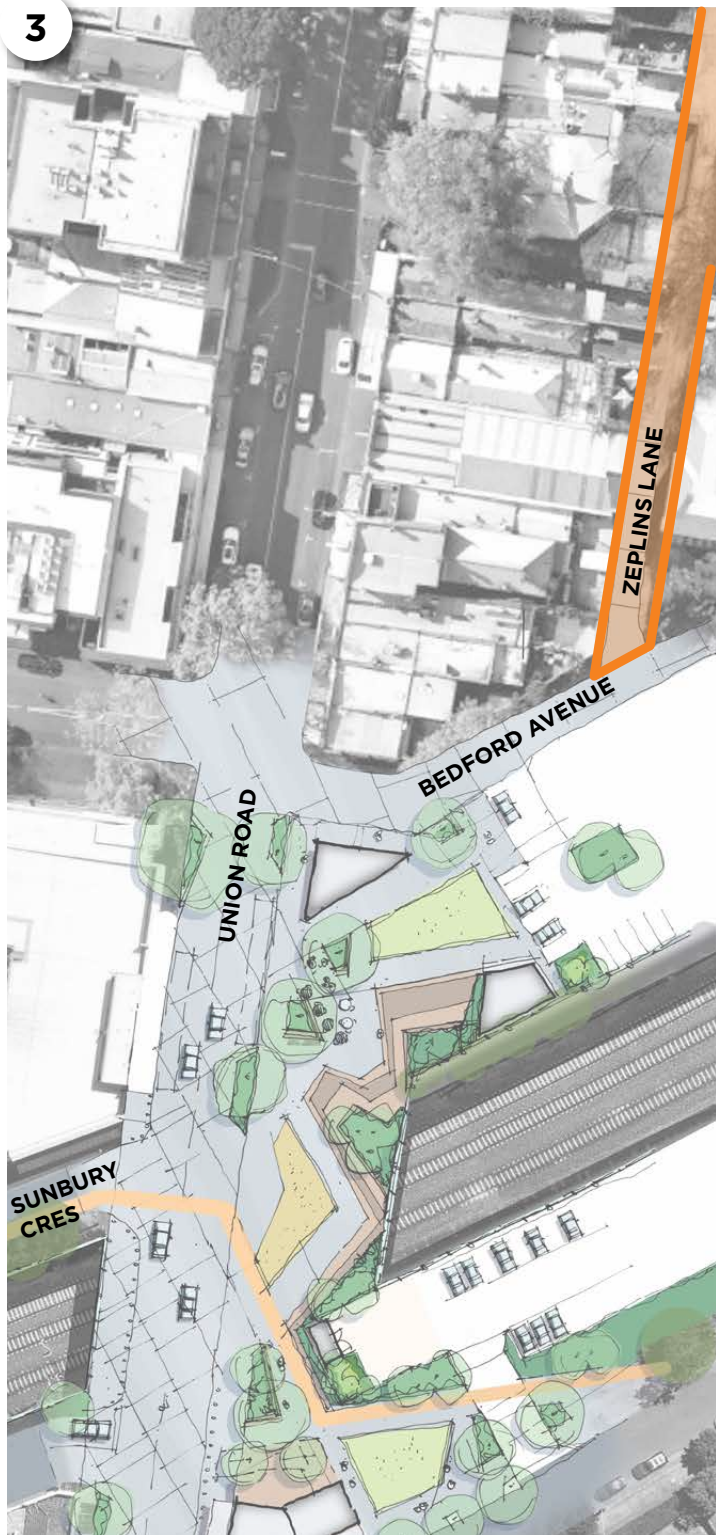


Figure 38: Long Term Staging Plan

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.





Lat37 Studio
PO Box 400
Flinders Lane VIC 8009
03 9119 1519

