



# Mont Albert Road, Mont Albert

## Level Crossing Removal Urban Design Vision

VISION REPORT

Prepared for City of Whitehorse  
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# 1.0 Introduction



View of Lorne Parade Reserve from Windsor Crescent



## 1.1 Purpose of this Document

This Urban Design Advice and Vision Document (the document) has been prepared with feedback from the community to guide the design and development of three key areas in Mont Albert as part of the Mont Albert Road Level Crossing Removal Project (LXRP).

Whitehorse City Council engaged Lat37 to provide urban design advice and assist with producing the Urban Design Vision to ensure a well-considered and integrated urban design outcome is achieved. The Advice and Vision aims to positively influence the public realm outcomes for the Level Crossing Removal Project, with community-led prioritisation of those areas important to the community, addressed.

This document sets out the community Vision for the three key public open spaces that are part of the project corridor. Alongside this, it outlines the guiding urban design principles to advocate for spaces that can be enjoyed and used by the community, that are relevant to their local context. With preliminary construction commencing in late 2021 and more significant works thereafter, Lat37 has worked with Council to help shape how these extensive works will be integrated appropriately and carefully - as part of this major infrastructure project in Mont Albert.



Figure 01: Current Mont Albert Station adjacent to the Mont Albert Village shopping precinct



# Introduction

## 1.2 Strategic Context

Mont Albert (1.6km<sup>2</sup>) is an eastern suburb of Melbourne located approximately 12km 'as the crow flies' from the Melbourne Central Business District. The suburb is within the City of Whitehorse local government area. It is located on the western municipal boundary adjoining the City of Boroondara.

Mont Albert is bisected by the Belgrave/Lilydale trainline. The Mont Albert Station, soon to be replaced with a new station further south, currently provides frequent train services into Melbourne and to the east, to both Lilydale and Belgrave.

Mont Albert Road is south of the current Mont Albert Station and is a western connector road to Burke Road. Burke Road provides a major north-south connection across Melbourne's 'east'. The main commercial area of Mont Albert is along Hamilton Street and known as the Mont Albert Village. The Village sits between the current station and Mont Albert Road and is classified as a large neighbourhood Activity Centre, in accordance with Council's Built Form Guidelines.

The study area includes the railway corridor and adjacent land, the current and future train station locations, the Mont Albert Road rail crossing and surrounding commercial areas. For the purposes of this document, focus has been on three key transformational areas of the study area. The three focus areas are:

1. The new Community Plaza - located at the head of Hamilton Street over the new railway trench connecting Beresford Street.
2. The new station Drop Off & Pick Up Area - located off Mont Albert Road and resulting in the closure of a section of Beresford Street.
3. Lorne Parade Reserve - located on Windsor Crescent and Lorne Parade, and containing one of the new (and main) station entry points.

As part of the Victorian Government's LXP, the rail crossings at both Mont Albert Road, Mont Albert and Union Road, Surrey Hills are to be removed by lowering the track. This work is expected to improve safety and relieve traffic congestion. The Mont Albert and Surrey Hills 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 community plaza 'connection' over the rail trench between Hamilton Street and Beresford Street is a rare opportunity to create more public space in Mont Albert.

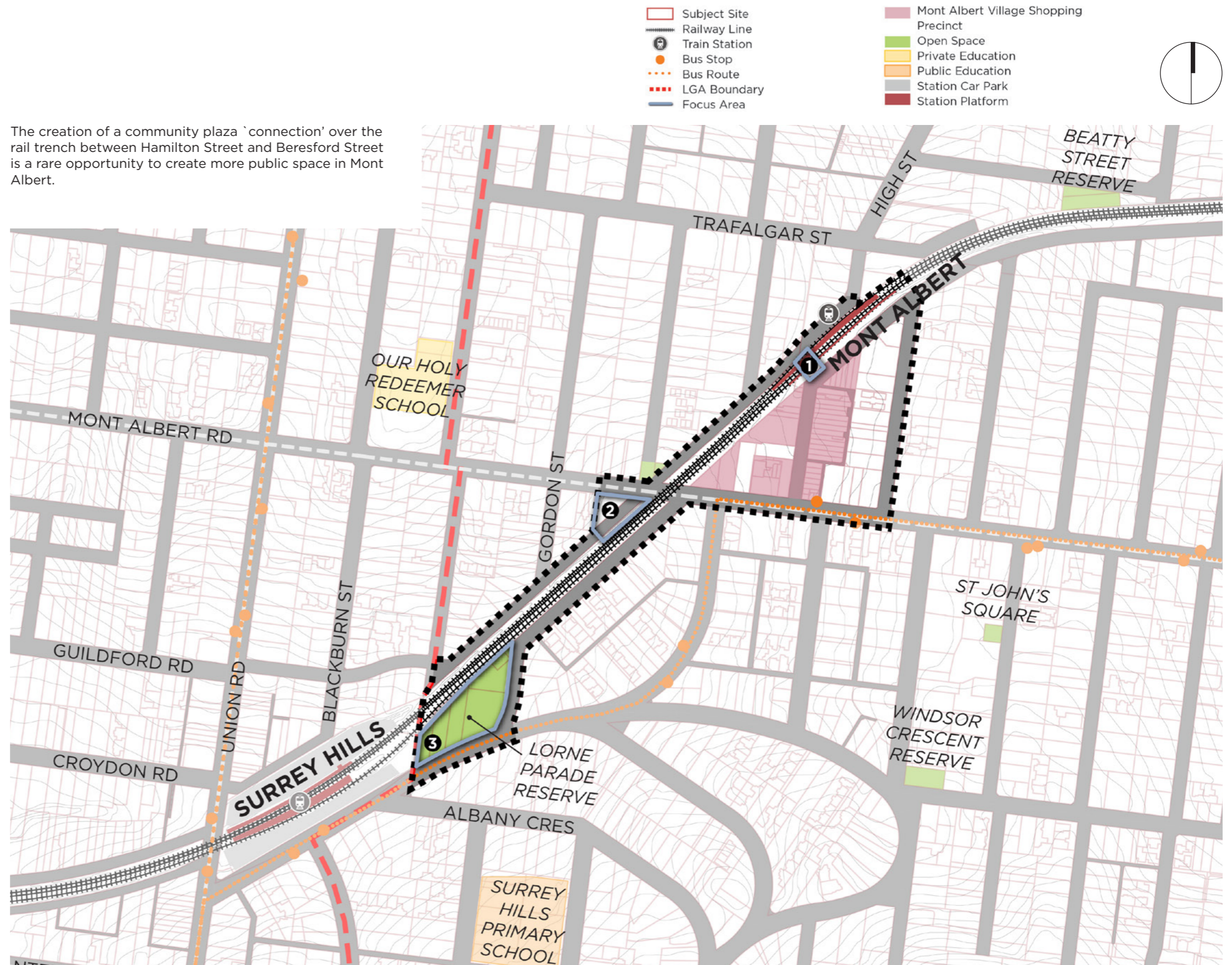


Figure 02: Site Context Plan





## 1.3 Historical Context

The boutique suburb of Mont Albert owes its name, and the shopping Village its existence, to Mont Albert Station. Established and opened on 11th August 1890 in an open field at the top of the gradient rising eastward from Surrey Hills towards Box Hill, the Station allowed early steam trains to stop and start without loss of traction or power. Newer trains were soon able to easily stop anywhere on the gradient, but Mont Albert Station was established and has remained in use ever since as a secondary station on the Lilydale-Belgrave line.

The Station attracted new residents to the area and handsome residences were established looking across open paddocks in the 1890s. The Mont Albert Progress Association planted trees to beautify the railway reserve, with some flowering gums and old peppercorn trees still growing along the side of the line. Steam trains ran until 1922 when electrification of the line from Flinders Street Central Station to Box Hill was completed.

The current Mont Albert Station building was constructed in 1911, and the first purpose-built shop in Hamilton Street Village around the same time. A range of shops along Hamilton and Churchill Streets within 100 meters of the Station soon followed, catering for railway patrons walking to and from the Station and, as the 20th century progressed, roads were sealed and car parks added. The Station had nucleated a growing Village, while retaining its original character and Edwardian charm.

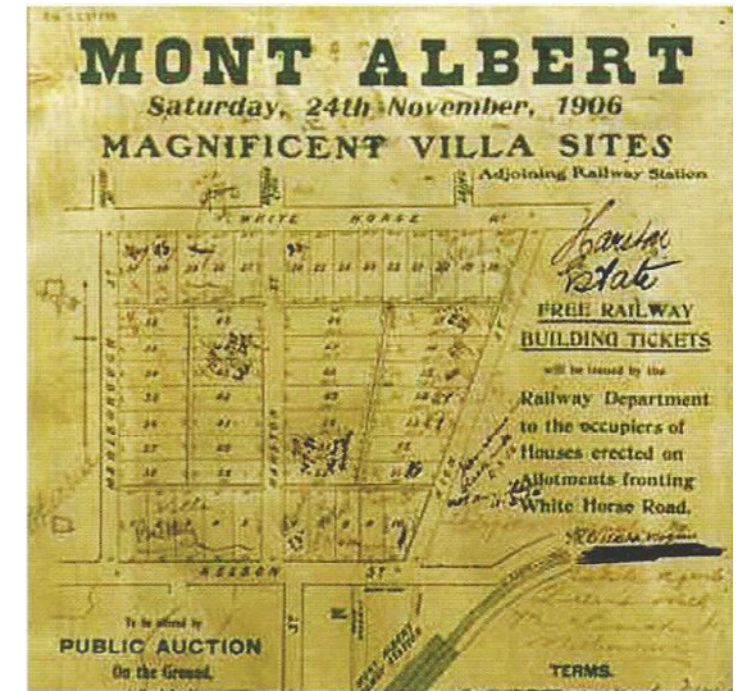
Beyond the station, there are several historical features that remain today within or in close proximity to the study area. These are covered by the City of Whitehorse Guidelines for Alterations and Additions to Dwellings, with four relevant precincts outlined below:

- **Churchill Street Precinct** - Most intact streetscapes of large Edwardian and inter-war houses in the City of Whitehorse.
- **Mont Albert Shopping Centre Precinct** - The Mont Albert Shopping Centre is of considerable aesthetic significance. The precinct is the most intact inter-war shopping centre in the City of Whitehorse. Mont Albert retains the greatest number of relatively intact shops, which display typical inter-war architectural details, particularly at parapet level.

- **Mont Albert Residential Precinct** - The Mont Albert Residential Precinct is of considerable aesthetic and historic significance. Aesthetically, the precinct contains a large number of substantially intact houses dating from the Victorian, Edwardian and inter-war periods. The historically important remnant Victorian Houses are complemented by a large number of Edwardian and inter-war houses exhibiting a range of interesting stylistic characteristics.
- **Black's Estate Precinct** - The Black's Estate heritage precinct is of local historical and aesthetic significance to the City of Whitehorse. It contains the best and most intact collection of inter-war and 1940s substantially masonry buildings covering a number of styles, but retaining a consistency in materials, scale, setback and detailing.



c1890 - View east to Mont Albert Road



1906 - Mont Albert land auction poster



c1912 - Mont Albert Station with two railway tracks



1911 - Mont Albert Station building with construction of subway



2021 - Mont Albert Station building as it stands today

Figure 03: Images supplied - Mont Albert Village Traders and Stationeers



# 1.4 Engagement Summary

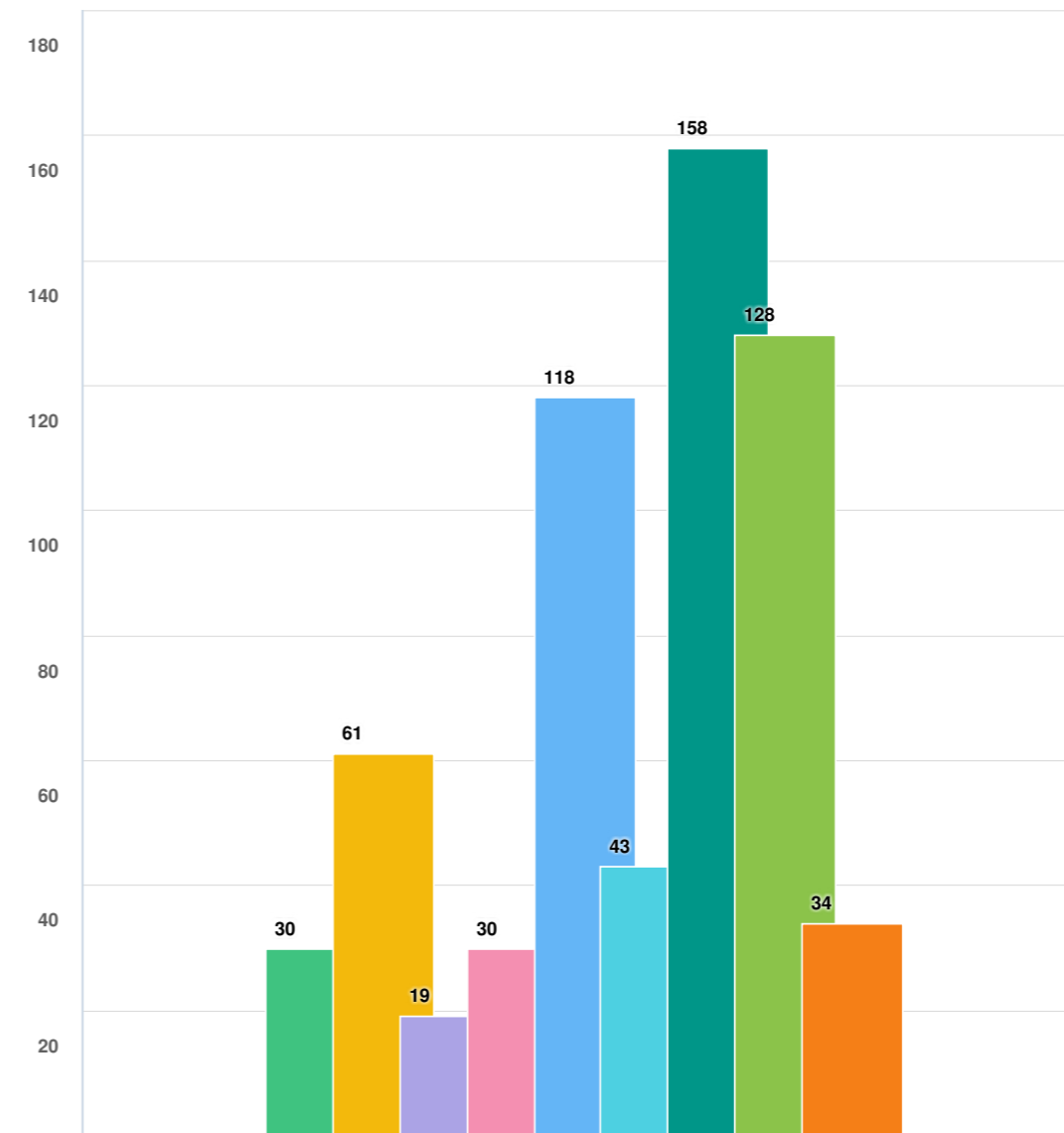
Engagement has been carried out throughout the Project in a range of different formats to allow people to be involved as they prefer. The following were available for community participation to provide feedback and discuss ideas:

- Invited stakeholder sessions with key representatives from the local community groups were held online and facilitated by Pinnacle Group over 3 separate sessions:
  - Session 1 (11th August 2021). This session discussed the level crossing removal main public spaces and the project corridor. It enabled key groups to contribute to Council's Vision for the project.
  - Session 2 (30th August 2021). This session involved discussing and testing the Concepts developed by LatStudio to make sure they captured the relevant information for the project corridor and were appropriate for broader public engagement.
  - Session 3 (23rd September 2021). This session presented the refined Concepts that were to be included in the DRAFT Vision Document, for public engagement. There was opportunity to provide any further commentary needed.
- Each of these sessions was attended by active community group representatives, including: Friends of Lorne Parade Reserve, Surrey Hills Progress Association Inc., Rail Corridor Residents Group, Mont Albert Village Traders Association, Whitehorse Disability Advisory Group and other key community members with a keen interest in the project.
- The City of Whitehorse online platform 'Your Say' was used to gather information from the broader public and understand community priorities - predominantly in relation to the urban realm and surrounds.
  - Round 1 (August 2021) to gain an understanding of how the public spaces are used currently and the community's desire for the area generally.
  - Round 2 (October 2021) provided an opportunity to give feedback on the Draft Vision plans prepared, and to understand if they demonstrated the community priorities in relation to the urban realm and the project corridor.
- An additional stakeholder session was conducted to focus on the Community Plaza specifically and consider building heritage value and landscape interpretation. This was conducted on the 15th of October 2021.
- A dedicated email address was set up for communication on any matters not covered in engagement sessions and correspondence regarding the project.
- Councillors and Council staff were contactable via phone and email to discuss any matters related to the project.

The Round 1 'Your Say' survey showed how and why people visit Mont Albert (activity centre and surrounds) and set a solid basis for the Vision. The key results are summarised below:

- 37.1% of respondents use the train station 'once in a while', with 21.2% using it once a month and 20.5% using it 2-5 times per week.
- 188 out of 221 respondents currently walk to the Mont Albert train station and 180/256 respondents would continue to walk to the new combined station in future.
- In regards to new paths being provided, the most important elements to the 259 respondents were that there are canopy trees along them (201), vegetative screening along them near residential areas (164) and separate pedestrian and cycle paths (144).
- 34.7% of respondents use the Village daily, followed by 33.6% which use it 2-5 times a week, with a majority using it mainly for shopping purposes.
- 201 people (of 253) currently walk to the Mont Albert Village shopping area.
- Overwhelmingly, in regards to open spaces - shade trees, open lawn areas and planting suited to the local character were of the highest importance.
- Good accessibility was a key theme from respondents in regards to the station entries and proximity to the drop off area.

Q21 In your opinion, what does Mont Albert Village need the most? (top 3 only)



**Question options**

- Safety improvements
- Better pedestrian access into the Village
- Better vehicle access into the Village
- Better cyclist access into the Village
- A community gathering space
- More car parking
- More "greening" (ie. street tree planting)
- More opportunities for outdoor dining
- Other (please specify)

Optional question (255 response(s), 5 skipped)  
Question type: Checkbox Question

Figure 04: Example question from Round 1 'Your Say' survey





The Round 2 of the 'Your Say' survey indicated that generally the Vision plans for the three key areas were well received by a majority of the community. The key results have been summarised below:

## Community Plaza

- 85% of respondents are comfortable with the Vision plan for the Community Plaza.
- 71% of respondents want the history of Mont Albert to be incorporated into the Community Plaza in a range of ways such as in seating, etching in the pavement or artistic throw screens.
- 69.5% of respondents want seating in front of the station building (in its new location) to be integrated into raised garden beds.
- 34% of respondents 'strongly agree' and 43% 'agree' that the Vision of the Community Plaza would be a great outcome for the community.
- Suggestions for improving the Vision plan for the Community Plaza included more planting and canopy trees (including native species), shade structures, integrated seating, incorporating more history (especially local and indigenous history), providing an 'active use' within the heritage station building, including access to public toilets, rubbish and recycling bins and facilities for dogs.

## Drop Off Area

- 71% of respondents would be comfortable with the Vision plan for the Drop Off Area, with another 12% having no opinion on the matter.
  - The use of sustainable materials and aiding passive irrigation were highly important to the community.
  - 48% of people wanted to see a mix of both native and exotic species planted.
- 41% of respondents 'agree' that the Vision plan for the Drop Off Area would be a great outcome for the community, with 25% answering 'neutral' and 18% stating they 'strongly agree'.
- Suggestions for improving the Vision plan for the Drop Off Area included the provision of speed humps and raised pedestrian crossings at the entrance and exit, more buffer planting along the railway line, a reduction in speed limits along Mont Albert Road and the provision of a signalised pedestrian crossing. All abilities access was considered very important to ensure access, drop off and pick up would be prioritised to and from the station precinct

## Lorne Parade Reserve

- 66% of respondents would be comfortable using the Lorne Parade Reserve depicted in the Vision plan with a further 11% having no opinion.
  - 56% of respondents believe a mix of both native and exotic species should be planted in the reserve.
  - 28.5% of respondents agreed and 18.8% strongly agreed that the Vision plan would be a great outcome for the community. 34% of respondents had a neutral opinion on this.
- Suggestions for improving the Lorne Parade Reserve Vision plan included:
  - Providing a pedestrian crossing across Windsor Crescent for easy access from the station precinct and slowing vehicles when in proximity to the Primary School;
  - Having a larger playground separate from the passive park space;
  - Retaining most of the existing trees and tree canopy coverage;
  - Replanting for any loss of trees that does occur with a range of plant types to compliment the local area.

Minimal paths were suggested throughout the Reserve and to have only those that are absolutely required. The provision of all abilities access to and from the station precinct was a high priority, as well as ensuring higher quantities of carparking was included within the station carparking areas near the Reserve.

The overall priorities that related to the three areas, were overwhelmingly supportive of changes that were in sync with local context, considered heritage interpretation relevant to Mont Albert and prioritised the protection of existing tree canopies. The implementation of all ability access to and from all areas was considered a non-negotiable, high priority.

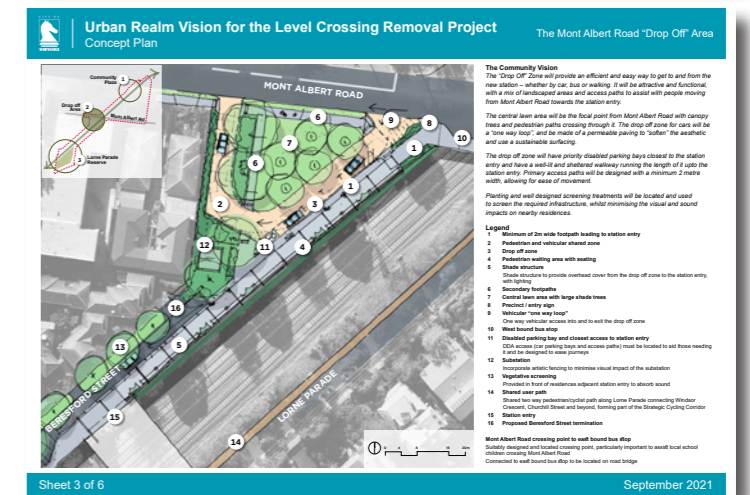
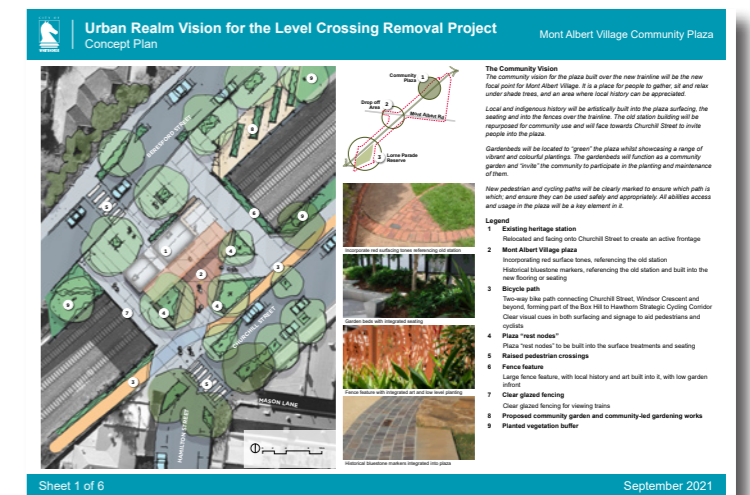


Figure 05: Vision plans presented on 'Your Say' for Round 2 of engagement



## 2.0 Vision, Principles & Objectives



View of Mont Albert Heritage Station from Churchill Street



### 2.1 The Community Vision

The Mont Albert community are very proud of its heritage character and leafy green surrounds. They are a welcoming community, and appreciate their east of Melbourne, suburban location that has easy access to Melbourne's Central Business District.

The level crossing infrastructure project has brought the community together to prioritise what is important to them now, and what can be built as "legacy" for future generations. They have considered the importance of design in protecting their suburb's amenity and use, and embraced opportunities to communicate this to others.

The areas the community have focussed on to develop the Vision within the study area, includes the Community Plaza, Drop Off Area and Lorne Parade Reserve. Council have and will continue to work closely with the local community, through a range of engagement activities in order to advocate for the Community Vision for each area. These will continue to be presented to the Level Crossing Removal Project team to influence the detailed design of these spaces.

#### Community Plaza

The community Vision for the plaza built over the new trainline is a place for people to gather, sit and relax under shade trees - in a comfortable space where local history can be appreciated.

Local and indigenous history will be artistically built into the plaza surfacing, alongside elegant seating and interesting fences over the trainline. The old station building will be re-purposed for community use and will face towards Churchill Street (Mont Albert Village) to 'invite' people into the plaza.

Garden beds will be located to showcase a range of plantings that suit the character of the area. Some dedicated parts will function as a community garden cared for by locals.

New pedestrian and cycling paths will be clearly marked to ensure they can be used safely and appropriately. All abilities access and usage of the plaza will be a key element in the design and layout of the plaza and its surrounds.

#### Drop Off Area

The "Drop Off" Area will provide an efficient and easy way to get to and from the new station - whether by car, bus or walking. It will be attractive, functional and safe with a comfortable open space to use, and with complimentary landscaped areas and easy to access paths.

The central lawn area will be the focal point from Mont Albert Road with canopy trees providing shade. The "Drop Off" Area for cars will be a 'one way loop' made of a suitable surfacing to 'soften' the overall aesthetic and built to increase the sustainability of the space.

The "Drop Off" Area will have priority disabled parking bays closest to the station entry and have a well-lit and sheltered walkway running towards the station entry. Primary access paths will be designed with a minimum 2 metre width, allowing for ease of movement for people of all abilities.

Planting and well-designed screening treatments will be located to screen the required infrastructure, whilst minimising the visual and sound impacts on nearby residences.

#### Lorne Parade Reserve

Lorne Parade Reserve will retain its primary role as a green open space for locals to enjoy a range of activities in. Formal paths will be located only where absolutely necessary, with many significant and existing trees protected and retained. A well-shaded bicycle path will form part of the Box Hill to Hawthorn Strategic Cycling Corridor along the Reserve's southern boundary.

The main station entry will be located to the west of the Reserve and provide primary access to and from the new station building.

Accessibility will be well integrated to and from the station, with suitable grades to provide good access for all users. Priority disabled parking bays will be located in the carparking areas closest to the station entry, and on street car parking (in residential streets) will incorporate planted outstands to enhance streetscape amenity.

Traffic calming and at-grade pedestrian crossing points will be integrated into the street itself.

Planted and aesthetic screens will be used to strengthen favourable view lines, whilst screening infrastructure. All selected materials will be chosen to enhance Mont Albert's local character and amenity. Lighting will be provided only as necessary and avoid impact on neighbouring residences.

**“LOCAL AND INDIGENOUS HISTORY WILL BE ARTISTICALLY BUILT IN”**

**“PLANTED OUTSTANDS TO ENHANCE THE STREETScape AMENITY”**

**“EFFICIENT AND EASY WAY TO GET TO AND FROM THE NEW STATION”**

**“ARRIVAL AND CONNECTION - TO BE SAFE AND CONNECTED”**

**“CURRENTLY NO MEETING PLACE IN THE VILLAGE”**



# Vision, Principles & Objectives

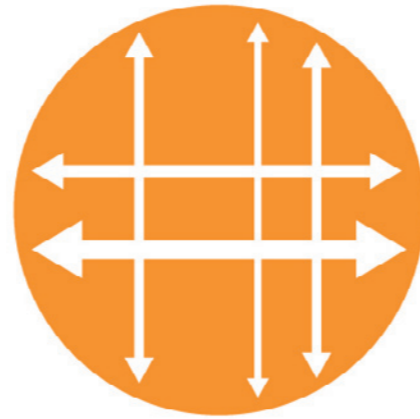
## 2.2 Urban Design Principles

The urban design advice for the Mont Albert study area follows three guiding principles. These principles include:

Accessibility, Integration & Safety; Open Space & Sustainability; and Amenity & Character.

They should be used to guide the design of the three focal areas in the Vision and form the basis for the detailed design work that follows on from it.

The principles are consistent across Council's Vision, the local community's priorities and the aspirations presented by the Level Crossing Removal Project.



### Accessibility, Integration & Safety

A community that is physically, safely and easily connected between the shopping precinct, the train complex and surrounding green spaces. Integrated access is provided between these areas and the residential surrounds, is inclusive for all.



### Open Space & Sustainability

A community that is well integrated with its natural ecosystem, is environmentally sustainable, proud of its green spaces, celebrates the areas natural assets and is well prepared for the impacts of climate change.



### Amenity & Character

A community with a strong sense of place that celebrates the areas natural assets and local history with high quality public realm outcomes that tell a story. Spaces are welcoming, encourage diversity and interaction.

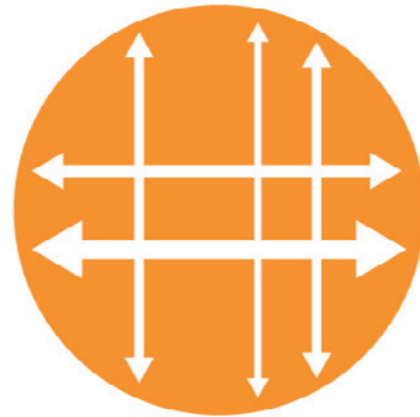
Figure 06: Overlay Plan





### 2.3 Urban Design Objectives

The following urban design objectives were determined through internal workshops with key City of Whitehorse staff members and reiterated through sessions with members of the community. These have helped guide the proposed design outcomes for the three focal areas, outlined in Chapter 3.



#### Accessibility, Integration & Safety

- A common Vision across precinct with streetscape elements such as seating, signage, lighting
- Better aged & disability access that goes above and beyond standard practice, and is close to facilities
- Provision of weather protection / shelter / covered areas for station access and throughout the Hamilton Street precinct
- Inviting frontage to station
- Considered streetscapes
- Pedestrian movement & parking flows to be separated and not crammed into one location ie: bicycle / pedestrian / cars
- Cycle paths separate to pedestrian paths
- Integration of the footbridge as a community plaza, that complements the existing centre (Mont Albert Village)
- Slow traffic on activity centre streets, and making Hamilton Street one way
- Provide more seating for people watching
- Ensure soft, low level lighting used around station precinct
- Integrate bus stops with appropriate pedestrian crossings for easy access



#### Open Space & Sustainability

- Genuine planting instead of ground cover. Significant tree planting desired
- No loss of open space
- Canopy trees over car parking within the road reserve
- Separate road and cycle paths, with overhead tree planting
- Speak to the Mont Albert character by providing avenues of trees rather than clumps
- Decking for a purpose - community use - plaza space
- Retention of Lorne Parade as large, open and unprogrammed green space
- Include canopy planting in new station design
- Provide natural shelter to complement surrounds



#### Amenity & Character

- Retention of the station building and emphasis of its historical significance (with gardens at the head of Hamilton Street)
- Celebrate the existing station as the heart of the community and a hub that connects the village
- Add the character of the area to the LXR proposal
- Paving to match the character of the village (bluestone kerbing reintroduced)
- Cladding of new station building to better integrate with the surroundings
- Undergrounding of powerlines to free up physical and visual space
- Careful consideration for residential amenity through any narrowing of roads
- Built form inline with the existing character of Mont Albert
- Appropriate screening of station from nearby residences and other sensitive uses



## 3.0 Proposed Outcomes



South facing view of Mont-Albert Village shopping centre from Hamilton Street



# Proposed Outcomes

## 3.1 Overview

This chapter outlines the community priorities for the three focus areas that are captured in the Vision. The design principles outlined demonstrate community preference and direction for the designed outcomes and their detailed design, for the Level Crossing Removal Project.

The key urban design principles have been provided, based on a large range of feedback received through Council's development of this Vision. It represents community priority, and what is important to their locale now, and for future generations.

Discussions with Council have influenced the designs so that what is being suggested is achievable and maintainable.

Council Officers have (and will continue to) discuss these priorities with the Level Crossing Removal project team to ensure the principles are ingrained and seamlessly integrated into the designed responses for the project. The design principles will not affect the operation of the railway - rather enhance and encourage pride of place for the spaces associated with / near it.

The Community Plaza (north of Mont Albert Village) has opportunities to become a destination point for locals and visitors. The relocation of the heritage station is required due to the lowering of the trainline and is one of the key reasons behind the provision of the Community Plaza.

The design of this space allows for the leading edge of the platform canopy to align with the north edge of the northern track that can be physically shown within the plaza itself. It provides a historical and physical link between the former relationship of the building with the tracks (even if it is on the opposite side).

In line with good heritage practice, and in particular the principles of the Burra Charter, the existing Mont Albert Station building would ideally remain in its current location to maintain the context and relationship with Churchill and Hamilton Streets. However, given the scale of the proposed works and the limited size of the proposed deck, it is accepted that a shift from this approach is required in order to have a positive public realm outcome. On balance, and whilst recognising the loss of the direct relationship of the building to the upside line, this proposed approach is in the best interests of creating a plaza space that is accessible, safe, and comfortable to use for many years to come.



Figure 07: Railway line view from Mont Albert Road facing south west



Proposed Outcomes

3.2 Community Plaza

Key plan

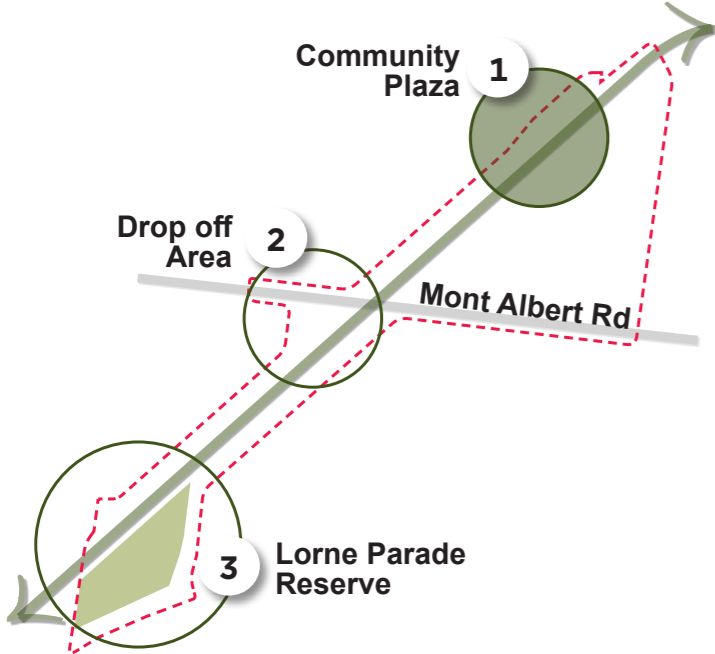
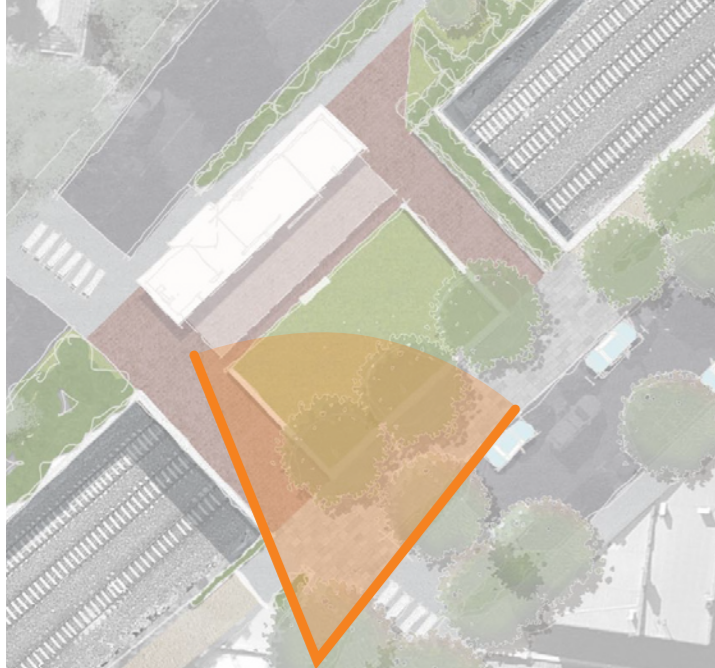


Figure 08: Vision image of what the Community Plaza could look like (view from Hamilton Street)





# Proposed Outcomes



## Legend

- 1 Existing heritage station**  
Relocated and facing onto Churchill Street to create an active frontage facing the plaza
- 2 Mont Albert Village Plaza**  
Incorporating red surface tones, referencing the old station  
Historical bluestone marker and other local history elements built into the new flooring / seating
- 3 Bicycle path**  
Two-way bike path connecting Churchill Street, Windsor Crescent and beyond, forming part of the Box Hill to Hawthorn Strategic Cycling Corridor  
Clear visual cues in both surfacing and signage to aid pedestrians and cyclists
- 4 Plaza “rest nodes”**  
Seating within the plaza to be built into garden beds and integrated into the reuse of the station building
- 5 Raised pedestrian crossings**
- 6 Fence feature**  
Large fence feature, with local history and art built into it, with low garden in front
- 7 Fencing with clear glazing**  
Fencing with sections or windows of clear glazing for viewing trains
- 8 Proposed community garden and community-led gardening works**
- 9 Planted vegetation buffer**  
Used to either buffer views of railway line or separate bike and pedestrian paths
- 10 Open lawn**

Figure 09: Draft Vision Plan - Community Plaza



# Proposed Outcomes

## Rationale

Design Element	Applicable opportunities / constraints	Rationale
1	<ul style="list-style-type: none"> <li>Consider adaptive reuse of the station building with a use that is public such as a museum or art gallery</li> <li>Non-commercial community spaces should be explored within the Centre to allow for different types of community engagement</li> </ul>	The heritage station building has been positioned to be the focal point of the new plaza, rotated to face Churchill Street and provide an active edge. The community prefer this building is managed by Council so its reuse and flexibility can be controlled to suit the needs of the community.
2	<ul style="list-style-type: none"> <li>Consider CPTED (Crime Prevention through Environmental Design) principles throughout the public realm to ensure a safe environment for all users is provided and improves users perceptions of safety</li> <li>Strengthen the heritage character of the area through incorporating complementary materials into the public realm and reinstating bluestone kerbing</li> <li>Provide a new plaza space within the village that has a look and feel distinct from other existing open spaces within Mont Albert</li> </ul>	<p>The plaza space has been designed with pedestrian passages on either side of the station building. Its location, together with appropriate planting, aids clear views for users into and out of the plaza.</p> <p>The building orientation creates an active edge facing Mont Albert Village contributing to passive surveillance across the plaza. The location of the building as a focal point is combined with the narrowing of Beresford Street - encourages higher amounts of foot traffic and discourages graffiti on the Beresford Street facade through more 'eyes on the street'.</p> <p>The plaza brings together an elegant but simple surfacing design, with paving and open lawn areas. It melds the history of Mont Albert with interpretive signage and an integration of heritage elements (such as the mile marker).</p>
3	<ul style="list-style-type: none"> <li>Strategic Cycling Corridor to connect from Box Hill via the village to the Union Road precinct</li> </ul>	The Department of Transport propose the strategic cycling corridor connection. The Vision Plan envisages it would separate pedestrians and cyclists as much as possible, however this is not realistic given the limited space available in some locations. The path near Mont Albert Village will need appropriate signage and visual cues to inform cyclists to slow down and dismount, particularly at the front of the Plaza.
4	<ul style="list-style-type: none"> <li>More street furniture should be included between the new station and shopping precinct to improve walkability of the area and provide rest stops for those less mobile</li> <li>Introduce significant canopy trees that provide natural shade in both public open spaces and the public realm along key pedestrian routes</li> <li>Canopy trees should be a mixture of non-native and native species, to suit the locality</li> </ul>	It is proposed for the Plaza to include a range of seating options (both integrated into garden beds and the heritage station building) to accommodate all ability access. These are to be positioned both under the built canopy of the station building and under natural shade provided by new significant canopy (mixed species) trees. These rest stops will provide a crucial place to pause between the new station and Mont Albert Village for pedestrians travelling along Beresford Street.
5	<ul style="list-style-type: none"> <li>The trainline bisects the suburb restricting access from the northern residential areas to the shopping precinct</li> <li>Design new plaza to be accessible by people of all abilities</li> </ul>	Raised pedestrian crossings are proposed across Churchill Street and Beresford Street so that the northern residential areas are better connected with the Shopping Village and so that there is easy and universal access for all people visiting both the plaza and the shops.
6/7	<ul style="list-style-type: none"> <li>Clear viewlines can be enhanced across the Plaza Deck with an appropriate use of interesting and see-through materials, wayfinding measures and interpretive signage. The safe use of the rail above all other uses, needs to be built in accordingly.</li> <li>Edge treatments to the railway, especially on the new decking and at Mont Albert Road will need to consider safe use of the railway above all other uses</li> </ul>	Fencing needs to occur on both sides of the Plaza Deck as a safety measure. It has been envisaged to incorporate see-through clear glazing on one side to visually connect with the rail under but could also be used to minimise the conflict point between users moving into and across the Plaza Deck ie: from the shared path to the Plaza Deck.
8	<ul style="list-style-type: none"> <li>Maintain the concept of a community led garden and retain the garden character associated with the Mont Albert Train Station</li> </ul>	The community garden is of high importance to the local community. Existing community groups are willing to tend, care and upkeep the garden so that it is a well-loved space in the area and a focal point on the Beresford Street side of the plaza. It provides an opportunity for continuing the landscape character associated with the area and provides space for planting species that are sentimental to the residents of Mont Albert.
9	<ul style="list-style-type: none"> <li>Increase the amount of planting and landscaping within the Centre to help reduce the urban heat island effect and support the Urban Forest Strategy</li> </ul>	Increasing the amount of planting and overhead shade is important to Council and the community. It can double as vegetative screening to 'hide' railway infrastructure but also used to encourage the active transport experience and separate pedestrian and cyclist flows.
10	<ul style="list-style-type: none"> <li>The new Plaza Deck provides a public and community space for people to visit, stay and connect</li> </ul>	Providing an open lawn with surrounding seating provides a space that the community can make their own and spend longer amounts of time in relaxing or catching up with friends. The space could be used for community events as required.





# Proposed Outcomes



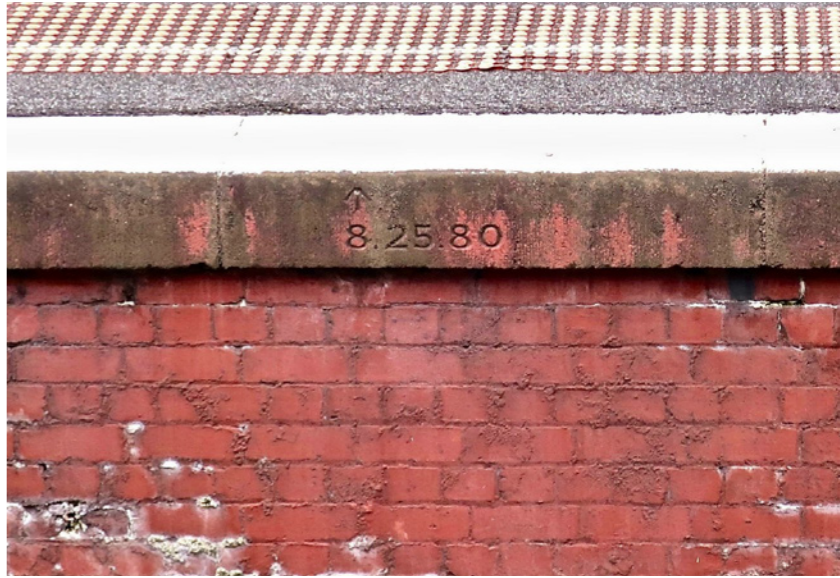
Communicate a narrative of past uses on site through integrated design elements



Integrate seating with garden beds



Fence feature with integrated art and low level planting



Celebrate site history through re-use of salvaged materials in design solutions

Figure 10: Community Plaza - look and feel imagery



# Proposed Outcomes

## 3.3 Drop Off Area

Key plan

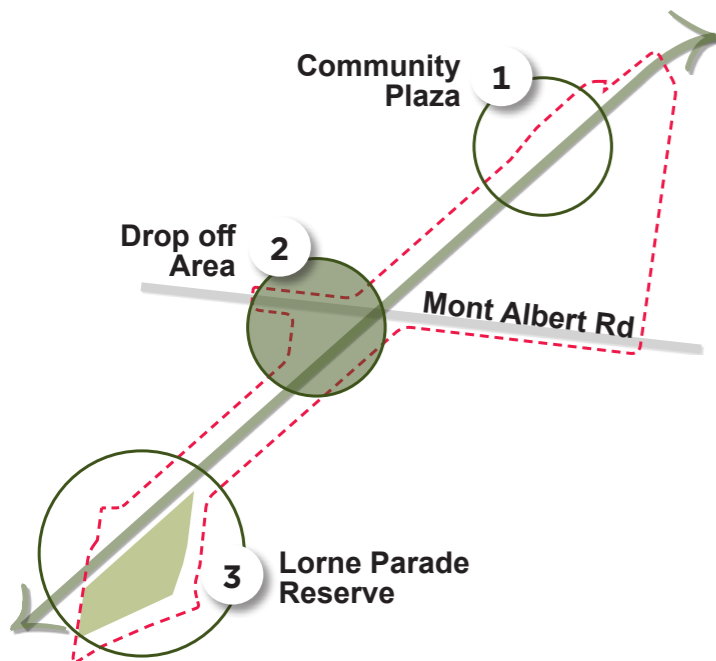


Figure 11: Vision image of what the Drop Off Area could look like (view from Beresford Street)





# Proposed Outcomes



## Legend

- 1** Minimum of 2m wide footpath leading to station entry
- 2** Pedestrian and vehicular shared zone
- 3** Drop off zone
- 4** Pedestrian waiting area with seating
- 5** Shade structure  
Shade structure to provide overhead cover from the drop off zone to the station entry, with lighting
- 6** Footpath
- 7** Central grassed area with large shade trees  
Planting species to reinforce the Mont Albert Road avenue character
- 8** Precinct / entry sign
- 9** Vehicular “one way loop”  
One way vehicular access into and to exit the drop off zone
- 10** West bound bus stop
- 11** Disabled parking bays and closest access to station entry  
DDA access (car parking bays and access paths) must be located to aid those needing it and be designed to ease journeys
- 12** Substation  
Incorporate artistic fencing and vegetation to minimise visual impact of the substation
- 13** Vegetative screening  
Provided in front of residences adjacent station entry to absorb sound
- 14** Shared user path  
Shared two way pedestrian/cyclist path along Lorne Parade connecting Windsor Crescent, Churchill Street and beyond, forming part of the Strategic Cycling Corridor
- 15** Station entry
- 16** Proposed Beresford Street termination
- 17** Mont Albert Road crossing point to east bound bus stop  
It is noted that a suitably designed and located crossing point, is very important to assist local school children crossing Mont Albert Road.  
An east bound bus stop is needed in a suitable location on / near the road bridge.

Figure 12: Draft Vision Plan - Drop Off Area



# Proposed Outcomes

## Rationale

Design Element	Applicable opportunities / constraints	Rationale
1/6/11	<ul style="list-style-type: none"> <li>Look at improving accessibility for less mobile users across the study area particularly in relation to the proposed station entries and drop off points</li> </ul>	The layout of the drop off area has been designed so that vehicles come as close to the new station entry as possible from Mont Albert Road, skirting the perimeter of the space available. This along with the first car parking space being assigned as a priority drop off space for accessible/disabled parking, makes this entry to the new station more accessible to all users. The main footpath leading from Mont Albert Road up to the station entry is designed to be a minimum of 2m wide to allow for the easy passing of people as well as wheelchairs/prams.
2/9	<ul style="list-style-type: none"> <li>A refreshed street furniture and material palette can provide the precinct with a visual language, that improves wayfinding and visual amenity</li> </ul>	The one way loop is to be a slow space for use by both pedestrians and vehicles. Pedestrian movements have been prioritised with a central raised crossing and the paving of the one way loop in a permeable material with a distinct colour from both Mont Albert Road and footpaths, encourages vehicles to slow down when in this space. Other pedestrian areas should use a highlight colour that aligns with the Community Plaza paving to help tie the precinct together. Measures such as the synchronisation of traffic lights are to be appropriately designed to ensure the safe flow of vehicles and pedestrians in and out of the drop off area.
3/4	<ul style="list-style-type: none"> <li>More street furniture should be included between the new station and shopping precinct to improve walkability of the area and provide rest stops for those less mobile</li> </ul>	The drop off zone includes seating that is under shelter for those waiting to be picked up. It also provides a place to rest between the Community Plaza and the new station to improve walkability in the area. It is fully accessible for people using wheelchairs to comfortably move through it.
5	<ul style="list-style-type: none"> <li>Increase lighting within the public realm to improve safety and encourage use of public spaces beyond daylight hours</li> </ul>	The shade structure covering the access path to the station not only improves accessibility in all weather conditions but is lit underneath so that the precinct is welcoming after daylight hours and comfortable to use. This will also contribute to users perception of safety when using the space, will discourage unwanted activity and aids wayfinding to the station entry.
7	<ul style="list-style-type: none"> <li>Introduce significant canopy trees that provide natural shade in both public open spaces and the public realm (along key pedestrian routes)</li> <li>The exotic species and deciduous tree character of the wider area should be considered for selected tree species</li> </ul>	The central lawn space in the design has been included to provide Mont Albert with an additional green space, rather than a typically urban waiting space. The canopy trees comfortably contrast the built shelter and walkway, with exotic, deciduous species reiterating the avenue character of Mont Albert Road. The trees will be visible from Mont Albert Road and used to indicate this location.
8/15	<ul style="list-style-type: none"> <li>Clear views to the new station are needed to enhance pedestrian wayfinding, provide a connection to the Village and tie in with the wider precinct</li> <li>Potential for the pick up / drop off zone to “face” Mont Albert Road and have an inviting frontage</li> <li>New station is located separately from the existing train station and will require strong wayfinding to guide pedestrians to it</li> </ul>	The entry signage is a crucial element to indicate the drop off area and station location as the station building does not have an immediate frontage on Mont Albert Road. Physical signage along with other simple visual cues such as planting, paving and lighting should quickly indicate to users of Mont Albert Road that the station is nearby and should tie in to the wider, carefully considered wayfinding story to connect people to the Shopping Village.
10/17	<ul style="list-style-type: none"> <li>Bus routes connect the Hamilton Street precinct to the Box Hill Activity Centre and bus stops could be better integrated into the shopping street and new station</li> </ul>	Though the exact location of the bus stops on Mont Albert Road are yet to be finalised, their integration with the drop off area is of high importance and easy access will need to be considered so that there is not a conflict of users in the space.
12	<ul style="list-style-type: none"> <li>Screening of services and buildings that must be retained, should be considered with artistic treatments and vegetation to minimise amenity impact</li> </ul>	Though this element must be provided in this location, it was heard from community that there is the strong desire to protect the leafy character of Mont Albert and so vegetation combined with a fence which features local art has been suggested to help minimise its presence in the space.
13	<ul style="list-style-type: none"> <li>Increase the amount of planting and landscaping within the centre to help reduce the urban heat island effect and support the Urban Forest Strategy</li> <li>A consistent planting palette throughout the study area will help unify the broader precinct</li> <li>Potential visual amenity impacts on surrounding residences need to be appropriately managed</li> </ul>	The nature strip in front of the residences immediately adjacent the new station entry has been designed to be large enough to be planted with some significant trees that will provide screening and protect the amenity of these residences. This buffer is continued for those properties sharing a side boundary with the drop off area. These interventions also provide an opportunity to increase tree canopy coverage in the area with a species that ties in with the wider planting palette for the precinct.
14	<ul style="list-style-type: none"> <li>Strategic Cycling Corridor to connect from Box Hill via the village to the Union Road precinct</li> </ul>	This is a requirement from the Department of Transport and does not run through this space so that there is not a conflict of users within the drop off area and given the narrow width of Beresford Street.
16	<ul style="list-style-type: none"> <li>The closing of Beresford Street provides the opportunity for more open space to be provided within the drop off area</li> </ul>	The road closure has been designed so that there is more space designated for the drop off area and vehicles can enter and drive as close to the station entry as possible. Beresford Street is therefore only to be used by local traffic and should be sign posted to discourage this being used as an informal drop off point. Protection of the landscape amenity of Beresford Street is important as part of the design.





# Proposed Outcomes



Permeable pavers to be used in a colour tying in with the wider palette

Figure 13: Drop Off Area - look and feel imagery



Walkway leading to station entry to be sheltered



Planted buffer to residences



Sheltered waiting area that is well lit



# Proposed Outcomes

## 3.4 Lorne Parade Reserve

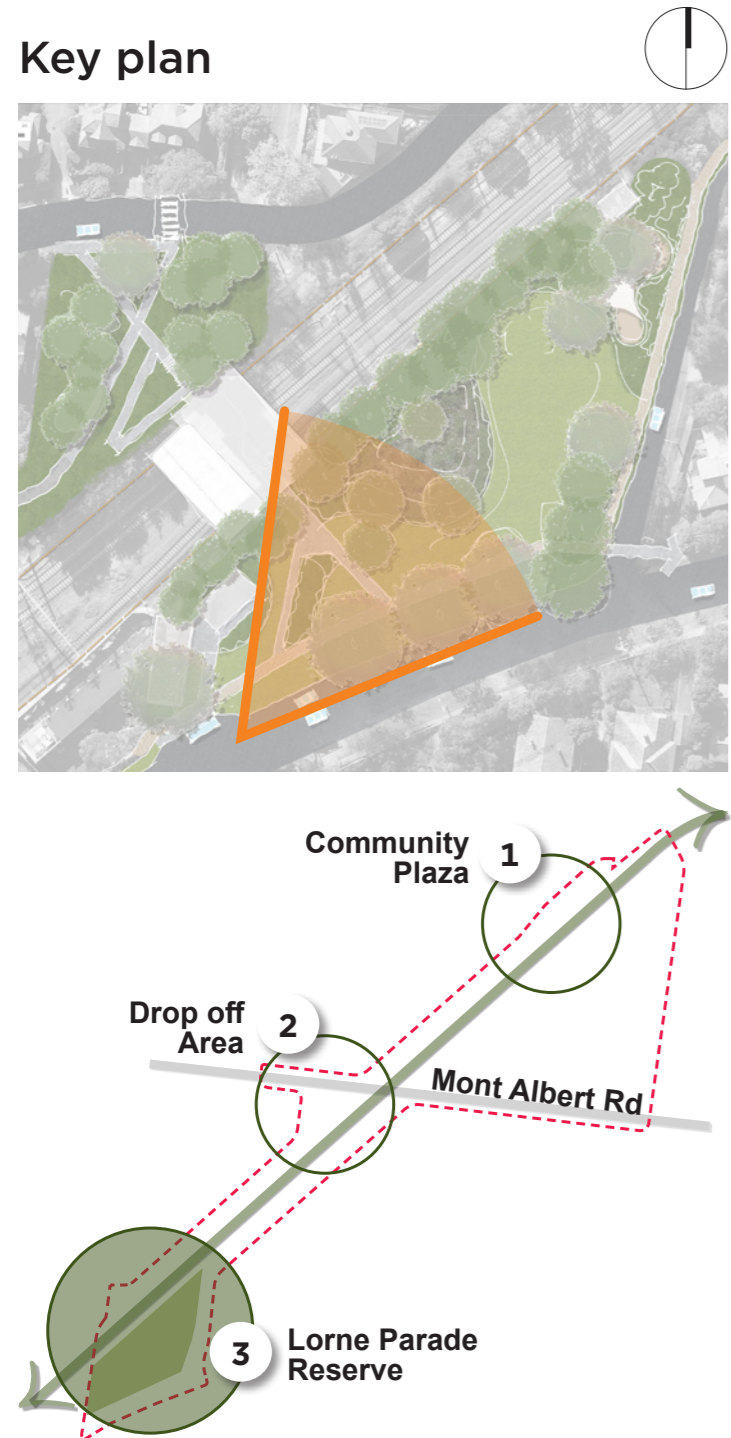


Figure 14: Vision image of what Lorne Parade Reserve could look like (view from Windsor Crescent)





# Proposed Outcomes



## Legend

- 1 Shared user path**  
Shared two way pedestrian/cyclist path connecting Windsor Crescent to Churchill Street, forming part of the Strategic Cycling Corridor
- 2 Historical/interpretive sign**
- 3 Open lawn**
- 4 Bio-retention basin**  
Bio-retention basin planted with shade trees
- 5 New station complex/associated station buildings**
- 6 DDA access to station building**  
DDA access (car parking bays and access paths) must be located to aid those needing it and be designed to ease journeys
- 7 Path junction**  
Meeting area with bench seats and interpretive signage
- 8 Existing large trees retained and protected**
- 9 Proposed tree planting**
- 10 Junior play area**  
Junior play area with opportunities for play via equipment and some natural play  
Clear views in/out of the play space via low planting  
Fence to buffer play space from bicycle path/road
- 11 At grade pedestrian crossing point**  
On-street carparking to incorporate planted outstands to calm traffic where feasible
- 12 Trainline separator fencing**  
Fencing runs either side of the rail trench  
Designed to suit local context and create aesthetic "edge" for users
- 13 Retention of services**  
Including screening to minimise views to the substation and discrete vehicular access to fit in with the local amenity
- 14 East bound bus stop**
- 15 Parkiteer**  
Bicycle parking location

Figure 15: Draft Vision Plan - Lorne Parade Reserve



# Proposed Outcomes

## Rationale

Design Element	Applicable opportunities / constraints	Rationale
1	<ul style="list-style-type: none"> <li>Strategic Cycling Corridor to connect from Box Hill via the village to the Union Road precinct</li> <li>One way streets could be introduced with narrowing of carriageways along Lorne Parade and Beresford Street</li> </ul>	The shared user path is a requirement from the Department of Transport. It has been designed as a shared path running through the southern boundary of the Reserve to ensure mature trees are protected and retained. Narrowing of Lorne Parade (the road) will encourage slower vehicle speeds and traffic calming.
2	<ul style="list-style-type: none"> <li>Incorporate the history of the area through signage and wayfinding</li> </ul>	As this open space has historical significance to the residents of Mont Albert, interpretive signage has been included to tell the story of the space to those using it.
3	<ul style="list-style-type: none"> <li>Lorne Parade Reserve will be refreshed to better suit the needs of the future population and provide a higher quality open space experience</li> </ul>	Through consultation, it was determined that the best way to design the open space in order for a range of users both now and in the future to enjoy it, was to leave the space unprogrammed and retain a large, grassed area.
4/13	<ul style="list-style-type: none"> <li>The design of required elements should minimise impacts on the amenity of open spaces</li> </ul>	The bio-retention basin is required in this location to remove pollutants from stormwater runoff and ensure the open space remains safe to use in flood events. It has been suggested to be heavily planted and organic in shape so that it does not negatively impact the space and blends in with the surrounding foliage. Some services also need to be retained and so have been suggested to be screened with vegetation for the same reason.
5	<ul style="list-style-type: none"> <li>Clear views around station infrastructure and into the station itself are needed. This encourages use of the precinct and wayfinding throughout it</li> </ul>	Wayfinding is a crucial element for the precinct due to the positioning of the station. The station provides connectivity north and south of the railway line and so clear views to the station entrances as well as signage need to be provided so that this journey is known and easy. The stations position on a high point will aid wayfinding from both sides of the track.
6	<ul style="list-style-type: none"> <li>Look at improving accessibility for less mobile users across the study area particularly in relation to the proposed station entries and drop off points</li> </ul>	The precinct has been designed to improve accessibility for all users and so access paths have been designed to provide a direct DDA compliant route to the station entry, potentially with a priority car park (subject to detailed design).
7	<ul style="list-style-type: none"> <li>More street furniture should be included between the new station and shopping precinct to improve walkability of the area and provide rest stops for those less mobile</li> </ul>	Community priority was clear in having minimal formal seating opportunities within the open space and rather, provide rest points to improve walkability to the station.
8/9	<ul style="list-style-type: none"> <li>The use of exotic &amp; deciduous tree types is encouraged to reinforce local character</li> <li>A consistent planting palette throughout the study area will help unify the precinct</li> <li>Introduce significant canopy trees that provide natural shade in both public open spaces and the public realm, particularly along key pedestrian routes</li> <li>Several large canopy trees will require removal for works associated with the level crossing removal and should be replaced two-fold</li> </ul>	Trees will be retained wherever possible but those that need removal for the lowering of the railway will be replaced with trees that tie in with the exotic deciduous character of the open space and provide shade along the shared use path/paths leading to the station entry. The Windsor Crescent avenue tree planting character is to be maintained and supplemented with the appropriate species. A planting palette that is consistent throughout the precinct is desired to aid wayfinding and unify the three focus areas.
10	<ul style="list-style-type: none"> <li>Consider Crime Prevention through Environmental Design principles throughout the precinct to ensure a safer environment for all and improve perceptions of safety</li> </ul>	The playground has been positioned to separate this local use from the station activity, reduce the amount of passing foot traffic and deter loitering. A clear view to Lorne Parade enables it to be passively surveyed by these residences and people using the shared path. A vegetation buffer from the services to be retained has been provided to obscure views.
11	<ul style="list-style-type: none"> <li>Consider in street planting to increase the amount of canopy trees within narrow carriageways</li> </ul>	The at ground crossing point, shared user path and planted outstands within Lorne Parade will help reduce the speed of vehicles along this route. The outstands will also allow for an increase in canopy cover along the shared path and footpath where large trees can't be provided in the nature strip/open space.
12	<ul style="list-style-type: none"> <li>Walls and perimeter treatments need to consider viewlines and screening, however the safe use of the rail above all other uses, needs to be built into the design accordingly</li> </ul>	The trench must have fencing to stop people from accessing it and it has been suggested that this be designed to tie in with the local context through colour, style and planting.
14	<ul style="list-style-type: none"> <li>Bus routes within the precinct need to be better integrated for seamless vehicular movements</li> </ul>	Bus stops will be integrated into Windsor Crescent and are suggested to be as close as possible to the new station entrance (subject to detailed design) to aid accessibility.
15	<ul style="list-style-type: none"> <li>Opportunities for alternative active transport means should be explored including bicycle and scooter parking</li> </ul>	Bike parking in the form of a Parkiteer is required for all new stations and it has been located as far away as possible from the open lawn to minimise patronage through the open space.





# Proposed Outcomes



Retain existing trees as possible and plant new trees that complement the existing palette

Figure 16: Lorne Parade Reserve - look and feel imagery



Fencing designed to provide an aesthetic edge



Interpretive signage telling the history of the space





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