19 March 2019

The Hon Richard Wynne MP
Minister for Planning
Level 16
8 Nicholson Street
East Melbourne VIC 3002

Dear Minister,

Toorak Road Level Crossing Removal
Letter and submission from City of Stonnington

Thank you for the opportunity to provide feedback in relation to the Toorak Road Level Crossing Removal Project (“the Project”).

The City of Stonnington supports level crossing removals as critical projects to improve Melbourne’s transport system and to make our environment a safer one for pedestrians, cyclists, public transport users and drivers.

At its meeting on 18 March 2019, Council resolved to endorse the City of Stonnington’s submission to the Project’s Planning Scheme Amendment.

Council reaffirms its preference for ‘rail under’ Toorak Road and not ‘rail over’ as the most appropriate design solution for the removal of the current level crossing on Toorak Road.

It is also noted that exclusively designing rail removal for Toorak Road, Kooyong, in isolation of the remaining level crossings at Glenferrie Road, Kooyong, Tooronga Road, Malvern and High Street, Glen Iris results in a design that does not represent best value for taxpayer money; is not future proofed; and will result in sub optimal short, medium and long term outcomes for public transport users, motorists, cyclists, pedestrians, residents and park users.

Council calls on the Victorian State Government to work in partnership with all levels of Government to deliver the lowering of the rail line at Toorak Road.
Council expresses its significant disappointment at the lack of consultation with the community on the three options for removal of the Toorak Road level crossing. In the interests of transparency and genuine community engagement, Council calls on the Victorian State Government and Level Crossing Removal Project (LXRP) to release the full costings, technical reports and design details of the three different options it has developed for removal of the level crossing (being rail under road, rail over road and a hybrid of both).

Council requests the release of the Community and Stakeholder Engagement Plan (contained within the Toorak Road LXRP Environmental Management Strategy) to facilitate improved consultation with key stakeholders impacted by this major development. In particular, Council requests a Community Reference Group (CRG) be established as soon as practicable.

In the interests of community consultation and engagement, Council requests and encourages the LXRP and State representatives to facilitate a community workshop/briefing meeting with all affected stakeholders (Council advises that it is agreeable to making its public facilities available for such a meeting).

Council highlights the Burke Road level crossing removal (adjacent to Gardiner Station) as a positive example in terms of community consultation and acceptable outcomes.

Council Officers have been working with representatives from the Level Crossing Removal Authority (LXRA) since December 2018 when we were informed that the Project was progressing. Council continues to seek the best possible outcome for our community with a genuine commitment to achieve high quality legacy outcomes for the Project and the community that will be affected by this Project.

Council understands that Tooronga Park, Talbot Crescent Reserve and Ferrie Oval will be occupied for the majority of the construction period. This will result in significant disruption and wide ranging social and environmental impacts for the Kooyong precinct until at least 2021 when the Project is expected to be completed. Council hopes that the LXRP and State Government recognises that the Project presents an opportunity to deliver significant legacy improvements to the public realm.

Council has included as part of its Planning Scheme Amendment submission, a Public Realm Improvement Concept document to aid in presenting desired integrated reinstatement and legacy outcomes.

Council has structured its submission to respond to:

- the proposed Planning Scheme Amendment;
- proposed design/open space elements; and,
- other matters.

Should the Victorian State Government and LXRP continue with a rail over road level crossing design solution, Council seeks their commitment to accepting all recommendations and suggestions contained in this letter and the attached submission and to do everything possible to minimise negative impacts, particularly on local amenity and on the local environment, both during and post construction and to return all surplus land to Council for use as open space.

We look forward to ongoing dialogue and a successful and effective working relationship.
Please do not hesitate to contact Jessica Donaldson on 8290 1270 or jdonalds@stonnington.vic.gov.au to discuss these matters, should the need arise.

Yours sincerely

Stuart Draffin
General Manager Planning and Amenity
TOORAK ROAD LEVEL CROSSING REMOVAL PROJECT
Planning Scheme Amendment and Design/Open Space Elements
City of Stonnington response
19 March 2019

As a key stakeholder in the Toorak Road Level Crossing Removal Project (“the Project”), Council acknowledges the opportunity to provide feedback on the proposed Planning Scheme Amendment and design/open space elements.

Council supports level crossing removals as critical projects to improve Melbourne’s transport system. Council has been clear and consistent in its advocacy to remove the four level crossings within Stonnington that currently exist on the Glen Waverley line (being High Street, Glen Iris, Tooronga Road, Malvern, Glenferrie Road, Kooyong in addition to Toorak Road). Notably, Council has also been consistent in its preference for ‘rail under road’ as the desired design outcome.

PROPOSED PLANNING SCHEME AMENDMENT

An Incorporated Document will be introduced into the Stonnington Planning Scheme pursuant to section 6(2)(j) of the Planning and Environment Act 1987. The controls in the Incorporated Document prevails over any contrary or inconsistent provision in the Stonnington Planning Scheme.

Having reviewed the proposed Planning Scheme Amendment documents Council offers the following feedback and commentary.

Land affected by the Amendment

- ‘Project Land’ is identified on Map SCO2 that will be introduced into the Planning Scheme.
- The Project Land incorporates a large area of rail corridor from approx. 500m west of Kooyong Station to approx. 250m east of Tooronga Station.
- It also includes a number of local streets. Council does not support these residential streets for haulage routes/heavy vehicles and encourages the utilisation of identified major roads for such uses.
• The City of Stonnington Depot is not included in the Project Land, however a small section of the Depot carpark is included. There is concern that if it is to be used as an alternative to access the VicTrack commuter carpark, there will be significant impacts on the operation of the Depot carpark.

• The Save-A-Dog Scheme (SADS/ Stonnington pound facility) is not included in the Project Land. However it should be noted that the land to the north of SADS (part of Tooronga Park) to the Monash Freeway is included. SADS are contracted by Council to operate the municipal pound and animal rescue centre. Through this contract they are obliged to exercise all dogs on a daily basis. The parkland area to the north of the pound is used for this purpose. Coupled with access alteration conditions detailed further in this submission, it is submitted that the extent of the works area to be “acquired” could and should be removed from the area adjacent to the pound to address this issue. Assurance is required that there will be consultation with SADS about their needs, particularly consideration for a grass area and trees within Tooronga Park to remain accessible for dog walking.

Provisions

• Council supports that the requirement that an Environmental Management Strategy (EMS) must be prepared in consultation with Stonnington City Council as it will be a key document in managing potential environment and amenity effects, including visual and noise impacts. However, Council is greatly concerned that a draft EMS will not be available for review until May 2019, with no consultation with Council prior to that date, noting that it is understood that site preparation works are anticipated to start before May.

• There appears to be no provision to include the community in the preparation of the EMS. This should be addressed.

• The EMS should include pre- and post-testing of soils and air-monitoring for all site works and laydown areas; water systems in place to minimise dust; street sweeping at least 2 times per week, more if required.

• Council accepts that native vegetation removal, destruction or lopping must be prepared in accordance with the Guidelines for the removal, destruction or lopping of native vegetation (DELWP, 2017) and that native vegetation offsets must be in accordance with the Guidelines. However, it is considered that a maximum retention of trees, vegetation and garden beds throughout the Project Land should be an objective.

• The proposed controls will expire if development is not started by 1 December 2021; is not completed by 1 December 2025 or the use allowed by the controls is not
commenced by 1 December 2025. Concerns are held that the Minister for Planning may extend these periods if a request is made in writing before the expiry date or within three months afterwards, essentially meaning that there is no ultimate ‘sunset clause’.

- Preparation of a Cultural Heritage Management for the Project Land is supported.
- It is agreed that the project must have regard to the *Environmental Guidelines for Major Construction* (EPA, 1996) to minimise impacts on air quality as well as relevant provisions in the *Environment Protection Act 1970* and the *State Environment Protection Policy (Air Quality Management)*.
- Support for that the project having regard to the *Environmental Guidelines for Major Construction* (EPA, 1996) to minimise noise-related impacts and relevant provisions of the *Environment Protection Act 1970* and that noises associated with the operational use of the rail line must comply with the Victorian Government’s *Passenger Rail Infrastructure Noise Policy 2013 (PRINP)*.

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**PROPOSED DESIGN/OPEN SPACE ELEMENTS**

**Context**

The City of Stonnington has the second lowest amount of public open space (at 6.7% or 20 sqm per person) of any Victorian municipality and open space is a highly valued community priority. Council continuously works to deliver increased public and accessible open space and pedestrian and cycle connections through strategies and policies such as the ‘Strategies For Creating Open Space’; ‘Public Realm Strategy’; ‘Urban Forest Strategy’; ‘Stonnington Cycling Strategy’; and, ‘Sustainable Environment Strategy’.

Tooronga Park, Talbot Crescent Reserve and Ferrie Oval have been identified by the Level Crossing Removal Project (LXRP) for use during the Project. These are key open spaces utilised and highly valued by the community, sporting clubs and Save-A-Dog Scheme.

Council opposes the compulsory acquisition of heavily utilized and valued parklands, sporting fields or public open space as part of a rail over road level crossing removal. Council does not accept that land overshadowed and under a rail overpass is of the same quality as nearby open parkland at Sir Zelman Cowen Park and Tooronga Park.
Council calls on the LXRP and the Victorian Government to do everything possible to avoid the use of public parklands and sporting fields owned by Stonnington Council during construction.

Given the extent and duration of the disruptions and impacts on the Kooyong precinct, it is considered that the Project should deliver post works legacy benefits to the area. It is vital that post the completion of the works that the impacted open spaces and connections are:

- enhanced not just reinstated;
- safe, accessible and convenient;
- contributing positively to the open space network;
- fit for purpose;
- environmentally sustainable; and,
- contributing to a walkable, active-transport-friendly municipality.

**Reinstatement**

It is understood that the LXRP will reinstate Tooronga Park, Talbot Crescent Reserve and Ferrie Oval at the end of the project. Council submits that reinstatement and enhancement for these open spaces should include **as a minimum, but not be limited to**:

- High quality lighting
- Irrigation, drainage and resurfacing
- Incorporate shared paths to Council standards
- Tree replacement (at a minimum 2:1 rate and Council to choose tree types and locations)
- WSUD treatment should be incorporated throughout the open spaces
- Reinstatement of Ferrie Oval as a sporting ground
- Reinstatement and enhancement of the Tooronga Park playground, basketball court, picnic facilities
- Consideration of the interface with Stonnington Depot and Save A Dog Scheme (SAD/Stonnington Dog Pound) in Tooronga Park

**Elevated Rail Structure Design**

Should it be confirmed that the rail over design is to be pursued, Council strongly submits that the need of a high quality architecturally designed elevated rail structure that enhances the precinct and provides a great user experience is critical. Having said that, Council continues to submit that a ‘rail under road’ design solution is preferred and should be pursued.
The information that has been provided to Officers at the Urban Design Advisory Panel thus far has not provided enough design detail for Council to be able to make comprehensive and informed comment on the elevated rail structure at this stage.

Council is concerned at the extremely short timeframes given to Council to offer feedback on initial elevated rail structure design (and the associated open space design) and the lack of information available to aid this submission.

Council seeks assurances that detailed design resolution for the rail structure (and associated open space design) will be undertaken in consultation with Council, noting that many of the design elements are not yet identified on any plans or information provided to Council.

Open Space Design

Whilst it is acknowledged that the LXRP will reinstate impacted open spaces at the end of the Project, and that the Project will potentially deliver new open spaces beneath the rail line, Council has significant concerns that reinstatement and design of new open space under the elevated rail is not being looked at holistically.

Key points to note include:

Pedestrian/Cycling Connection

- The current Toorak Road pedestrian crossing is a crucial connection. Not only does it link two open spaces (Tooronga Park and Talbot Crescent Reserve/Sir Zelman Cowan Park) that are part of a linear open space network, it is also the only signalised crossing point in the wider catchment and is vital to allow safe passage for pedestrians and cyclists to cross busy Toorak Road and to access these open space areas.

- The LXRP has stated that the removal of the Toorak Road level crossing will ease the “bottleneck on one of Melbourne’s major arterial roads” and removing the crossing will “make the area safer for motorists, cyclists and pedestrians”.

- Council is strongly opposed to the proposed pedestrian/cycling crossing; a multiple-stage crossing being moved closer to the Monash Freeway on and off ramps. This has significant amenity and safety impacts for the community and is away from the desire line between Tooronga Park and Talbot Crescent Reserve/Sir Zelman Cowen Park.

- A recent independent pedestrian and cycling count (28 February 2019 between 7am-7pm) recorded a total of 75 cyclist and 247 pedestrian movements within and around the Toorak Road/Talbot Crescent/Tooronga Park intersection. Of those, 35 (46%) cyclist and 95 (38%) pedestrian movements were across the Toorak Road crossing.
• It is critically important that a crossing is provided in a location that is convenient and safe for pedestrians and cyclists, and is not just about prioritising vehicle movement. A relocated crossing designed for pedestrians and cyclists, whether elevated or at-grade, will improve accessibility and safety for the community and will strengthen the connection between important open spaces.
• Council argues that the loss of pedestrian and cycling connectivity across Toorak Road contained in the current LXRP proposal is fundamentally flawed and that improved connectivity can and should be achieved.

Access
• Access to the Ferrie Oval set down site during construction activity will be critical. It is understood that access could either be via Talbot Crescent Reserve, which would likely result in the loss of trees and impact residential amenity, or via Elizabeth Street, which has potentially greater amenity issues for residents, sporting clubs, parking, trees and infrastructure.
• It is understood that Talbot Crescent will be shut to traffic from Toorak Road intersection to the first residential property for the duration of the project. Currently, the LXRP advise that they will reinstate an ‘in and out’ Talbot Crescent vehicle configuration. It could be agreed that there may be other opportunities for the road layout to be designed in a way to enhance the public realm and future open space under the elevated section. Further consideration of possible design options, in consultation with the community, should be considered.

Landscape
• Council is concerned at the loss of significant trees and vegetation along the rail alignment and on its own parkland, due to the removal of the level crossing and is committed to its adopted Urban Forest Strategy.
• The setback of the rail alignment from Talbot Crescent is inadequate to allow for meaningful landscaping and will not achieve sufficient screening of the proposed elevated rail structures.
• Consideration should be given to the greening of the proposed pillars and embankments associated with the proposed elevated rail structure.

A Public Realm Improvement Concept document (Attachment 1 as part of this submission) has been developed and presents some vision options for the open spaces impacted by the Project and identifies potential key opportunities and priorities for improving
the public realm as a result of the Toorak Road Level Crossing Removal Project. These are provided for further consideration and consultation.

OTHER MATTERS

Community Engagement

- Council continues to seek meaningful and ongoing community engagement with the local community.
- Council supports the ability for the community to have their say on the Planning Scheme Amendment, the design of the rail structure and the new open space opportunities.
- Council seeks a better understanding of potential relocations and/or State Government property purchase options for those directly affected by the project.

Access to Information

- Council highlights that the Victorian Auditor-General’s Report 2017 (Managing the Level Crossing Removal Program) states that:
  ‘a comprehensive business case is important for large investments and should be prepared prior to making an investment decision. It provides confidence to decision makers that the:
  - strategic justification for the investment is valid
  - right investment option is selected
  - government can deliver the investment as planned’.
- Council and the community have not been provided with any such business case and seeks the public release of this document.

Urban Design Guidelines/Advisory Panel

- Draft Urban Design Guidelines have been prepared for the Project. It should be noted that the draft was prepared with no consultation with Council and/or the community.
- Council acknowledges being invited to participate in the Urban Design Advisory Panel sessions for the Project with representatives from the Office of the Victorian Government Architect (OVGA). Council looks forward to being able to continue meaningful dialogue and contribution to these sessions, especially during the detailed design process.
Traffic

- It is understood that under the Major Transport Projects Facilitation Act (MTPFA) (with respect to roads) the LXRP will not take over the functions of the Road Management Act, however MTPFA gives the LXRP the ability to be able to execute powers to facilitate works on roads identified within the Project Land [noting the powers of the MTPFA still need to be exercised in writing]. This allows the LXRP to temporarily close a road, permanently discontinue, declare, open, construct, relocate or realign roads and carry out improvements on roads.
- Council considers that it and the community should be informed if and when the LXRP will be exercising their powers on a specific road within the Project Land and seeks as much notice as possible and engagement of affected people.

Land acquisition

- It is understood that a 55 sqm strip of Council land within Tooronga Park is proposed to be acquired for the project with compensation. Council’s Property Coordinator should be engaged in this process.

Noise

- While it is acknowledged that the LXRP must adhere to the “Passenger Rail Infrastructure Noise Policy 2013”, an independent noise study/report should be carried out prior to commencement of buildings and works and at Project completion to compare the impact of noise associated with the elevated rail structure, particularly given that there is an existing noise barrier between the Monash Freeway and Council’s impacted open spaces, which may exacerbate noise impacts.

Drainage

- Assurance is required that proposed buildings and works and the structure will not cause drainage/flooding issues within the Project Land, particularly given that there is considerable site fill proposed for the northern area of Tooronga Park.

VicRoad Sites/Potential future open space

- Council questions why the LXRP is not utilising the VicRoads-owned site at 330-340 Tooronga Road and any other State Government land and is instead proposing to utilise Council open space for site works set down space etc.
- The VicRoads-owned properties at 330-340 Tooronga Road and 737 Toorak Road should be considered for potential legacy open space offerings.
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1.0 Introduction

With the second lowest amount of public open space per capita of any Victorian municipality, open space in the City of Stonnington is of utmost importance and needs to be high quality, accessible, connected and diverse.

1.1. PROJECT POSITIONING

The State Government has committed to remove 50 dangerous and congested level crossings across metropolitan Melbourne by 2022 (being delivered by the Level Crossing Removal Authority or LXRA).

Two level crossings were identified within the City of Stonnington as part of the original 50 crossing removals. Of these, the Burke Road level crossing was completed in 2016. The State Government announced on 13 February 2019 that an elevated rail bridge will be built to remove the Toorak Road level crossing.

As a key stakeholder in the Toorak Road Level Crossing Removal Project ("the Project"), the City of Stonnington welcomes the announcement that design work on the Toorak Road Level Crossing Removal is being progressed. The City of Stonnington fully supports level crossing removals as critical projects to improve Melbourne’s transport system. Council has been clear and consistent in its advocacy to remove the four level crossings within Stonnington that currently exist on the Glen Waverley Line (being High Street, Glen Iris, Tooronga Road, Malvern, Glenferrie Road, Kooyong in addition to Toorak Road). Notably, Council has also been consistent in its preference for ‘rail under road’ as the desired design outcome.

Council supports investment in infrastructure improvements to increase safety and capacity of the rail network but has significant concerns about the impacts of the Toorak Road level crossing removal project.

The Project will result in significant disruptions and wide ranging social and environmental impacts for the Kooyong precinct until at least 2021 when the Project is expected to be complete.

The City of Stonnington has the second lowest amount of public open space (at 6.7% or 20 sqm per person) of any Victorian municipality and open space is a highly valued community priority. Council continuously works to deliver increased public and accessible open space and pedestrian and cycle connections through strategies and policies such as the ‘Strategies For Creating Open Space’, ‘Public Realm Strategy’, ‘Urban Forest Strategy’, ‘Stonnington Cycling Strategy’, and, ‘Sustainable Environment Strategy’.

Tooronga Park, Talbot Crescent Reserve and Ferrie Oval have been identified by the LXRA for use during the Project. These are key open spaces utilised by the community, sporting clubs and Save-A-Dog Scheme. The preference would be for the Project to not use any open space within the City of Stonnington given there is such a shortage of open space and a high demand for recreational facilities.

Given the extent and duration of the disruptions and impacts on the Kooyong precinct, the Project should deliver legacy benefits to the area. It is vital that delivered open spaces and connections are:

- Enhanced not just reinstated;
- Safe, accessible and convenient;
- Contributing positively to the open space network;
- Fit for purpose;
- Environmentally sustainable;
- Contributing to a walkable, active-transport-friendly municipality.

Whilst it is acknowledged that the LXRA will reinstate impacted open spaces at the end of the Project, and that the Project will facilitate new open spaces beneath the rail line, Council has significant concerns that reinstatement and design of new open space under the elevated rail is not being looked at holistically.

This document presents a consolidated vision for these open spaces and identifies key opportunities and priorities for improving the public realm as a result of the Toorak Road Level Crossing Removal Project.

It is intended to be an advocacy document to stimulate discussion between the State Government, the LXRA, the community and the City of Stonnington.
2.0 Existing Conditions

The linear open space along the Gardiners Creek Corridor contributes significantly to the broader open space network within the City of Stonnington, catering to a far-reaching residential catchment. It is a keylink, thoroughfare and destination for dog walkers, cyclists, runners and walkers, and for organised sports.

Located adjacent to Gardiners Creek, Monash Freeway & the rail corridor, the subject site is made up of 3 open spaces: Sir Zelman Cowen Park (including Ferrie Oval, Talbot Reserve and Tooronga Park.

Sir Zelman Cowen Park is a sports hub. It is a relatively broad open space with variety of sporting ovals which are well used for weekend and after-hours sport.

Ferrie Oval is a smaller non-conforming sports oval which hosts junior sports and is in high demand. Leading off this is Talbot Reserve, an open lawn for recreation, framed by tall, mature tree planting.

Tooronga Park hosts a variety of tall, mature trees in a local park setting, with small number of disconnected play facilities. The main access points to the park are from Toorak Road, a level rail pedestrian crossing from Milton Parade, and entry alongside the Stonnington Council Depot, and 'Save-A-Dog Scheme'. Currently, while under-utilised, the park has a green, peaceful quality. The park has the potential to host a wetland or WSUD zone capturing significant water catchment.

Gardiners Creek Trail moves into Sir Zelman Cowen Park before rerouting across the adjacent freeway and creek into the City of Boorondara. A series of shared user paths traverse through the park, with a signalled crossing at Toorak Road, before continuing through Tooronga Park.

This series of green linear open spaces can be understood as a vital ‘wellness spine’ that needs to cater to a wider variety of residents, abilities and ages.

While many activities are catered for, this linear parkland should be looking to fill the gaps while providing a wholistic offer for active and passive recreation and amenity appropriate for this open space. There is a need to ensure these spaces are well connected, seamless and legible, encouraging people to access, participate and move through these landscapes.
3.0 Site Vision

The creek corridor will be a series of high quality recreational parks and activity nodes creating a connected linear public domain for connected ecologies and communities.
4.0 Key Design Principles

**NEIGHBOURHOOD CHARACTER**
1. Maintain and enhance the linear sequence of public open spaces of distinct qualities and characters along the creek corridor.
2. Maintain and enhance the green park character and established tree canopies.
3. Maintain and enhance the current character of Talbot Crescent as a quiet, leafy, green residential street within a park setting.
4. Utilise the Elevated Rail in the creation of a gateway experience into Stonnington.

**ACCESS & MOVEMENT**

*Pedestrian & Cycling*
5. Maintain and enhance convenient, efficient and safe access between Tooronga Park and Talbot Crescent Reserve.
6. Minimise road crossings, both signalled and unsignalled.
7. Increase pedestrian and cycling options to train stations.
8. Improve and enhance walkability and universal access.
9. Retain and enhance movement to and between open spaces along the Gardiners Creek green corridor.
10. Encourage the use of active transport along the corridor.

*Vehicular*
11. Maintain a convenient level of access to Talbot Crescent for local residents.

**OPEN SPACE**

*Recreational space*
12. Maintain and enhance linkages of open spaces along corridor.
13. Enable open space to be programmed.
14. Maximise and prioritise open space - create more open space, do not diminish it.
15. Create high-quality open space for community use.
16. Ensure a green buffer and visual screening of the proposed rail retaining wall at Talbot Crescent and Tooronga Park.
17. Diversify and complement the existing recreational offering through the provision of a range of offerings such as nature and adventure play, structure play, inviting a wider user participation in the open space.
18. Maintain and enhance the sound and visual buffer of Monash Freeway to adjacent open space.
19. Utilise Elevated Rail structure for the creation of activated public space.
20. Promote the use of robust, durable and low-maintenance materials and planting.

*Green Infrastructure*
21. Enable a high level of mature tree planting to warrant the establishment of significant tree canopy early on, to re-establish the existing park character.
22. Minimise visual appearance of Elevated Rail by maximising green screening.
23. Increase the biodiversity and ecological value of the corridor with provision of fauna habitat and diverse flora, re-establishing local ecological vegetation classes.

*Blue Infrastructure*
24. Utilise and cleanse all surface runoff of Elevated Rail and road runoff, prior to discharging into the stormwater system.
25. Utilise any surface runoff of to support passive irrigation methods.
26. Display and celebrate stormwater flows for educational and experience qualities.
27. Capture, display and cleansing of stormwater - both of Elevated Rail and surface water. Treatment of 100% of stormwater form Elevated Rail.
4.1. SIR ZELMAN COWEN SPORTS PAVILION

- Reconfigure the sports pavilion parking and surrounds to create a pedestrian-priority landscape.
- Enhance facilities for open space users.
- Discharge all surface runoff into bioswales and utilise bioswales to create spatial definition between various programmed spaces.
- Harvest stormwater for water reuse in ovals at Sir Zelman Cowan Park.
- Increase tree canopy within all community hub spaces, including car park.
4.2. FERRIE OVAL

‘A green open space framed with trees’

- Reinstate Ferrie Oval as a junior sports ground to council specifications.
- Install a new shared user path (SUP) to north side of sports pavilion and Ferrie Oval.
- Install fitness stations and incidental play along foottpath.
- Reconfigure existing path to slow-speed use, encouraging dog walkers and children.
- Install seating and areas of respite linked with landscape features.
- Discharge all surface runoff into bioswales and utilise bioswales to create spatial definition between various programmed spaces.
- Increase tree canopy over pathways and amenities and between residential areas.
4.3. TALBOT CRESCENT
‘A Green Park Street’

- Utilising the existing street, reduce the width of Talbot Crescent where necessary to optimise WSUD green buffer in front of retaining wall.
- Collect Elevated Rail stormwater runoff to passively irrigate green buffer.
- Explore reconfiguration options for Talbot Crescent to enable greater open space opportunities, e.g. a slow-speed, shared street.
- Explore the use of permeable paving for street and parking bays - this can have a positive environmental impact as well as a visual change to help signal a changed traffic environment.
- Discharge all surface runoff into bioswales and utilise WSUD elements to support plant health.
- Re-establish tree canopy.

Exhibits:
- Existing rail corridor revegetated
- Proposed elevated rail in existing rail corridor, significant loss of tree canopy.
- Trees in WSUD pits
- WSUD green buffer, Small trees, climbers and low vegetation.
- Existing residencies facing rail corridor.
4.4. TALBOT RESERVE
‘The Play Terraces’

- Establish programmable terraces utilising the level changes from the existing rail corridor.
- Utilise the Elevated Rail as a gateway and arbour connecting across Toorak Road to create a unified and united Talbot Reserve and Tooronga Park with visual and direct physical links.
- Utilise the existing rail corridor to increase and densify tree canopy and visual screening.
- Discharge all surface runoff into bioswales and utilise WSUD elements to support plant health and promote informal engagement with water.
- Densify tree planting adjacent to noise wall as visual and acoustic buffer.
4.5. TOORAK ROAD CROSSING
‘A safe, efficient connection’

The Toorak Road pedestrian crossing is a crucial connection. Not only does it link two open spaces (Tooronga Park and Talbot Crescent Reserve/Sir Zelman Cowan Park) that are part of a linear open space network, it is also the only signalised crossing point in the wider catchment and is vital to allow safe passage for pedestrians and cyclists to cross busy Toorak Road and to access these open spaces.

The LXRA has stated that the removal of the Toorak Road level crossing will ease the “bottleneck on one of Melbourne’s major arterial roads” and removing the crossing will “make the area safer for motorists, cyclists and pedestrians”.

Council is strongly opposed to the proposed pedestrian/cycling crossing; a multiple-stage crossing being moved closer to the Monash Freeway on and off ramps. This has significant amenity and safety impacts for the community and is away from the desire line between ‘Tooronga Park and Talbot Crescent Reserve/ Sir Zelman Cowan Park.‘

A recent independent pedestrian and cycling count (28 February 2019 between 7am-7pm) recorded a total of 75 cyclist and 247 pedestrian movements within and around the Toorak Road/Talbot Crescent/Tooronga Park intersection. Of those, 35 (46%) cyclist and 95 (38%) pedestrian movements were across the Toorak Road crossing.

It is critically important that a crossing is provided in a location that is convenient and safe for pedestrians and cyclists, and is not just about prioritising vehicle movement. A relocated crossing designed for pedestrians and cyclists will improve accessibility and safety for the community and will strengthen the connection between important open spaces.

**Option A: Elevated shared user path crossing**
- Provide an elevated shared user path over Toorak Road. The entry to the ramp should be safe and convenient for both shared user path users and Toorak Road pedestrians.
- This elevated path can play a part in visually providing an active gateway into Stonnington as a sculptural piece.
- Suspended/elevated shared path could integrate WSUD through a shallow swale system to avoid the needs for drainage outlets in other areas.

**Option B: At grade, direct crossing**
- Provide a signalised crossing across Toorak Road continuing the direct journey of the existing shared user path.

**Option C: At grade, SUP crossing under Elevated Rail**
- Provide a signalised crossing across Toorak Road in line with a new shared user path under the elevated rail structures.
New light poles to achieve VICROADS road lighting requirements and pedestrian/cyclist needs. Sculptural variation in form can be achieved with only 9 fin types.

New concrete deck 200 clearance to underside of existing beam.

Existing bridge pier beyond existing edge beam.

Low maintenance, marine grade high build paint system to steel with metallic finish to encourage colour variation.

Nominal 1500mm spaced painted steel fins.

Shared pedestrian and cyclist bridge.

4.0m Clear.

Existing road bridge widened to 5 lanes.

OPTION A: ELEVATED SUP CROSSING

OPTION B: AT GRADE, LINEAR SUP CROSSING

OPTION C: AT GRADE, SUP CROSSING UNDER ELEVATED RAIL
4.6. TOORONGA PARK NORTH
‘A Place for Fitness and Respite’

- Establish an outdoor fitness space under the Elevated Rail including parkouring and outdoor gym, enabling individual and group fitness activities.
- Provide a community long table for picnic and break-out lunch spaces.
- Utilise the Elevated Rail as a gateway and arbour connecting across Toorak Road to create a unified and united Talbot Reserve and Tooronga Park with visual and direct physical links.
- Utilise the existing rail corridor to provide increase and density tree canopy and visual screening.
- Discharge all surface runoff into bioswales and utilise WSUD elements to support plant health and promote informal engagement with water.
- Densify tree planting adjacent to noise wall as visual and acoustic buffer.
- Promote the opportunity for adjacent commercial properties to better engage and address the new public domain.
4.7. TOORONGA PARK PATH
‘A tranquil and intimate green and blue movement corridor’

- Create an intimate, green thoroughfare.
- Create green facades utilising climbers for both walls (noise wall and Elevated Rail retaining wall).
- Discharge all surface runoff into bioswales and utilise WSUD elements alongside the SUP to support plant health and promote informal engagement with water.
- WSUD swales channeling water to Tooronga Park wetland.
- Utilise the existing rail corridor to increase and densify tree canopy and visual screening.
- Densify tree planting adjacent to noise wall as visual and acoustic buffer.
- Promote the opportunity for adjacent commercial properties to better engage and address the new public domain.
Consolidate all overflow paths into a new wetland system in order to manage water quality and flood detention.

Establish an interpretation and education strategy to engage with the corridor ecologies.

Provide adventure and nature play.

Establish a central open lawn for community activities including picnic and barbecue.

Maintain open space for dog off-leash area.

Consider interface between the park, Stonnington Depot and Save-A-Dog Scheme compound.