



Adapting Mont Albert & Surrey Hills Village Life around the New Premium Station

Prepared by Surrey Hills Progress Association

Mont Albert Village Square

- Cover over railway line for integrated community space
- Pedestrian connection north/south and creates new attractor to replace station
- Design by City of Whitehorse with community input
- Heritage Railway Station building retained/restored

Hawthorn to
Box Hill Trail

New Premium Station

- Cover over sections of the new station to retain spaces in the abutting streets for parking and trees
- No station entrances to side streets
- Sympathetic low profile architectural design
- Retains liveability/amenity for nearby residents

Bike/pedestrian underpass
Mont Albert Road, Mont Albert

Railway Station Park/Entrance

- Cover over railway line to orient station entrance to Mont Albert Road and village
- Integrated drop off and public open space (including seating, bicycle storage and gardens)
- Bus, Cycle & Taxi/Uber to connect to train (minimal all day parking)

Surrey Hills Village Square

- Cover over railway line for integrated community space
- Connects north/south
- Design by City of Boroondara with community input
- Theme to fit Union Rd village character (inc. public toilet)

Pathway and trees to station
entrance along south side of
Bedford Avenue

Lorne Parade Reserve

- Minimise building footprint
- Bike/pedestrian path on perimeter
- Tree retention

Wide pedestrian path
Cover over railway line

Bike/pedestrian underpass
Union Road, Surrey Hills

Former Surrey Hills Station

- Commuter and short term car parking (ground level parking only) with north-south connection over the railway trench
- Retain option for future above ground mixed use/car park development



Community proposals to protect traders and adapt Mont Albert and Surrey Hills Village Life around the new Premium Station and maintain amenity for residents in streets next to the new station.



This concept plan summarises the submission made by the Surrey Hills Progress Association in response to the project to remove level crossings and build a new amalgamated premium station for Mont Albert and Surrey Hills.

The Association's submission accepts the LXR position that the rail-under-road trench design and single station concept is non-negotiable because of engineering and safety considerations. However this brings unique challenges that must be addressed at key locations along the rail corridor. The areas that require special attention to mitigate negative effects are at:

- Surrey Hills Shopping Village
- Mont Albert Shopping Village
- Residential areas abutting the corridor, particularly along Lorne Pde. and Beresford St.

Responses proposed by the SHPA to mitigate impacts at these locations (colour coded on the map) are:

- Surrey Hills Village Square:** The development of a Village Square on a platform over the rail trench west of the current railway station location to create a new community space to maintain the focus, activity and connectivity in the village that the railway station has performed for over 100 years.
- New Premium Railway Station:** The narrowness of the railway corridor between Lorne Parade and Beresford Street creates very challenging design issues that will severely impact abutting residential properties. Clever use of selective decking and /or cantilever sections can help ensure these streets retain adequate accessibility, street parking and space for canopy trees.
- Railway Station Park:** Gardens and community space is needed on decking over the rail trench to give the new station a strong identity and connection to Mont Albert Road and Mont Albert Village. This cannot be achieved with station entrances to the side streets. A garden dominated frontage to Mont Albert Road should adopt a functional and passive theme, with the drop off area discreetly integrated into this space.
- Mont Albert Village Square:** A Village Square located on a platform over the rail trench linking the top end of Hamilton Street to Beresford and High Streets will maintain the village focal point close to the current station. The heritage station building should be restored for a suitable community purpose and re-located on the edge of the Square at the top end of Hamilton Street.

The Association's submission also emphasises protecting the tree canopy through the area, the need for a detailed traffic/parking study and provision of excellent bicycle connections, especially between the shopping villages and the new station.

The Association supports the route of the shared user path along the railway corridor, including underpasses at Mont Albert Road and Union Road. Dual pathway access via an underpass at Mont Albert Road up into platform gardens to the station entrance is a safe, active and green initiative that will have great appeal to the local community, pedestrians and bicycle riders.