



CAULFIELD TO DANDENONG

COMMUNITY OPEN SPACE EXPERT PANEL REPORT

August 2017



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18 August 2017

Hon Jacinta Allan MP
Minister for Public Transport
Spring Street
EAST MELBOURNE VIC 3002

Dear Minister Allan,

Over the past 12 months, I have had the great pleasure, and responsibility, of chairing the Community Open Space Expert Panel (COSEP). Established in June 2016 to provide advice to the Level Crossing Removal Authority and State Government, this panel provided a productive forum for discussing creative ideas and challenges associated with the design and delivery of the new 22.5 hectares of open space below the rail line between Caulfield and Dandenong. I am pleased to present to you a summary report of COSEP's comments, deliberations and advice.

After just the first meeting of COSEP it was clear this forum would provide significant benefits to Victorian communities. Throughout I've been impressed by the level of engagement, enthusiasm and inspiration provided by COSEP members. Their commitment has been matched closely by the representatives of the Caulfield to Dandenong project team and the Level Crossing Removal Authority. There was a definite buzz at the meetings, and an acknowledgement that this is a unique opportunity to improve the local environment and the experiences of those living and working nearby the railway corridor.

To give a flavour of the discussions, in an early meeting we discussed the linear park and the alignment of the shared user path, plus some general issues around connectivity. COSEP raised important matters around safety, heritage and local history, much of which has been incorporated into the design. Meeting later, we considered car parking, accepting that there were complex trade-offs to be made to meet the needs of varied stakeholders. A key message from COSEP was to not view car parking areas as 'single use' – that is, look for ways to partition them in time and space so that the community can gain additional value from them.

As you would expect, trees and vegetation drew a passionate response. There was much support for using River Red Gums as a motif along the length of the linear park – not to the exclusion of other plants, as it was accepted there are some places where native vegetation would not be appropriate. We were advised by the project team that opportunities for the re-planting of River Red Gums were limited due to operational and safety constraints within the rail corridor. Subsequently COSEP explored alternatives such as other local trees species providing some of the same functions and aesthetics. Linking the plantings and landscape to neighbouring parks was strongly supported, as was the establishment of connections with existing street trees. Where possible the group wanted plantings to be diverse and of mixed age, to assist with plant health and the impacts of climate change. It was felt the landscape design could be bold in places and should not be subservient to the other elements of the project.

We spent some time considering the treatment of retaining walls and railway piers, with creative ideas emerging for various treatments from winter-deciduous climbers to artwork reflecting local heritage. Despite feedback from the project team about the difficulty in growing climbers over piers we have asked that all assumptions be tested and that where possible a 'green cover' be considered.

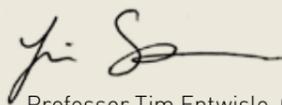
More generally, the community spaces generated lots of enthusiastic participation and as always thoughtful ideas, ranging from bold and vibrant through to sophisticated and multicultural.

In the final meetings COSEP was asked to identify any potential 'showstoppers' in the design teams proposals for community spaces and the linear park. Overall COSEP was impressed with the plans and the incorporation of ideas raised in previous meetings, and looked forward to their implementation.

While the COSEP process has been acknowledged as innovative and effective, members agreed that its true value would become apparent in the final design outcomes. Members have understood that this is an important and rare opportunity to shape new parkland in Melbourne and that it is important that to get these community spaces right. Success will be determined if the new open space meets the majority of community expectations, and contributes something of long-lasting value to Melbourne.

I am sure you will find the attached report valuable not only as it relates to the Caulfield to Dandenong Level Crossing Removal Project but to planning future community consultation and engagement of this kind. I would like to add my personal thanks to you for the invitation to be involved in such a fulfilling project, to the team at the Level Crossing Removal Authority for their excellent support and to the community members and all others involved in COSEP.

Yours sincerely



Professor Tim Entwisle, Chair COSEP



EXECUTIVE SUMMARY

An extensive consultation program took place in 2016 and 2017 for the Caulfield to Dandenong Level Crossing Removal Project's 22.5 hectares of new open space.

This report outlines the key feedback, ideas and recommendations from the Community Open Space Expert Panel (COSEP).

The COSEP Terms of Reference required that a consolidated report capturing members' comments, their feedback, deliberations and advice be compiled by and approved by the Chair for submission to the Minister for Public Transport. This report fulfils this requirement.

There are nine key themes: trees and vegetation, shared use path/connectivity, creative strategy, place-making (stories, character, identity and heritage), maintenance, car parking, station precincts, community spaces and crime prevention/safety.

A separate report has been developed which outlines the broader consultation program conducted by the Level Crossing Removal Authority. This report also outlines how the feedback from COSEP and the broader community has been integrated into the open space design.

Project overview

The Caulfield to Dandenong Level Crossing Removal Project is part of the Victorian Government's project to remove 50 dangerous and congested level crossings across Melbourne by 2022. Removing the nine level crossings between Caulfield to Dandenong will improve safety and increase patronage on Melbourne's busiest rail line. It will reduce congestion making travel around the south-eastern suburbs quicker and easier and will connect communities.

Level crossings are being removed from Grange Road, Koornang Road, Murrumbeena Road, Poath Road, Clayton Road, Centre Road, Corrigan Road, Heatherton Road and Chandler Road in a single program of work. New stations will

be built at Carnegie, Murrumbeena, Hughesdale, Clayton and Noble Park.

The Caulfield to Dandenong Level Crossing Removal Project's innovative design centres on three sections of modern elevated rail, creating 22.5 hectares of new community space for new parks, playgrounds, sporting facilities and a range of other uses. Works on the open space will begin once the existing rail line has been moved onto the elevated structure and the old tracks are removed.

The key components of the new open space includes parkland mainly dedicated to grass (linear park), tree and vegetation plantings and walking and cycling paths (shared use path). There will also be seven

community spaces dedicated to passive and active recreation.

A \$15 million dollar maintenance trust fund will be established for the long-term care of this new community space. The Level Crossing Removal Authority is consulting with key stakeholders to determine the appropriate arrangements for the governance and administration of the fund.

Required maintenance activities and suitable performance standards will be informed by the final design of the spaces, however such activities are expected to include graffiti removal, general grounds and landscape maintenance such as weeding, litter collection and recycling services.

Community Open Space Expert Panel

The Community Open Space Expert Panel (COSEP) was established to oversee plans for the new open space and to incorporate local knowledge into the final designs.

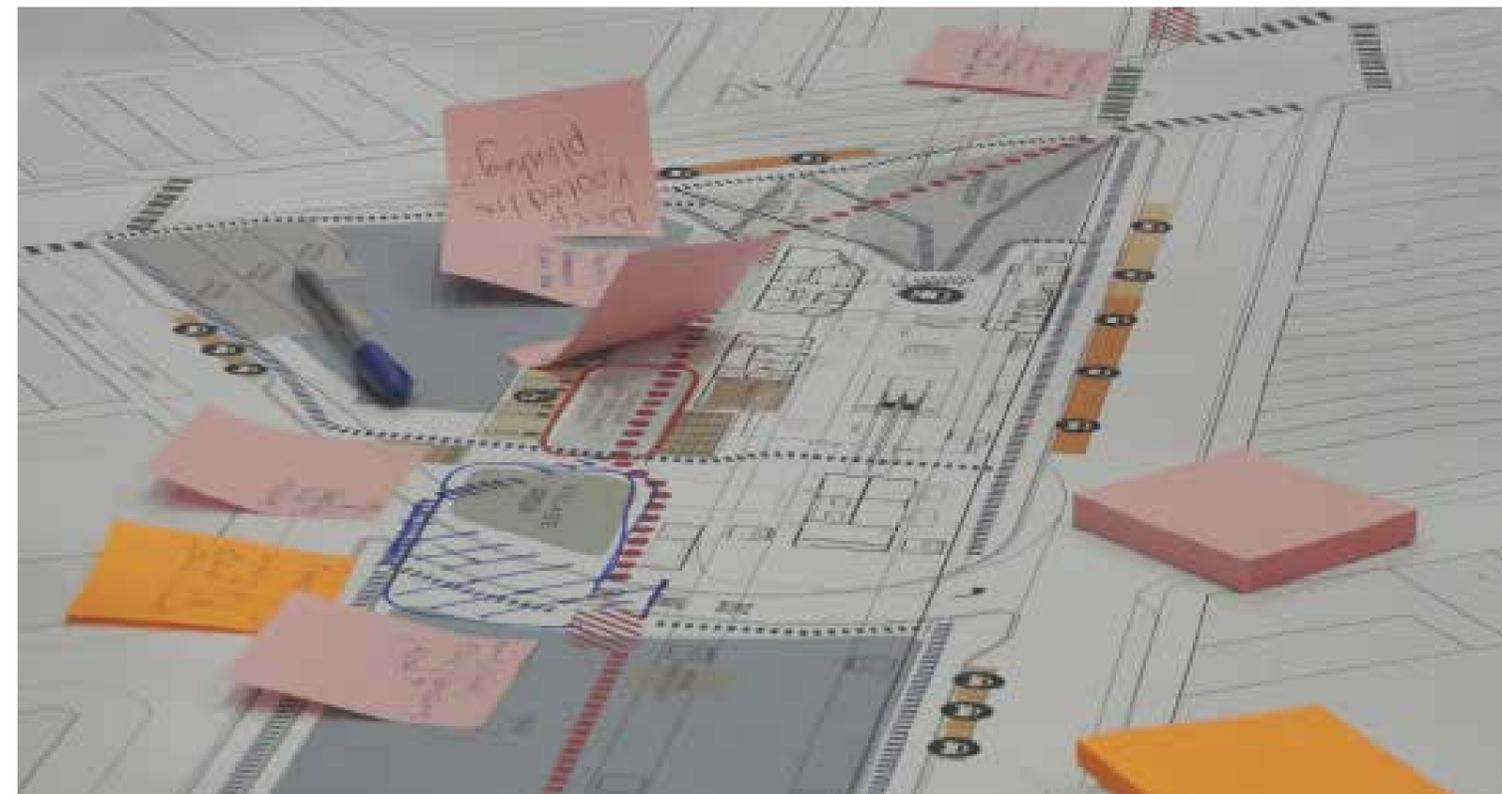
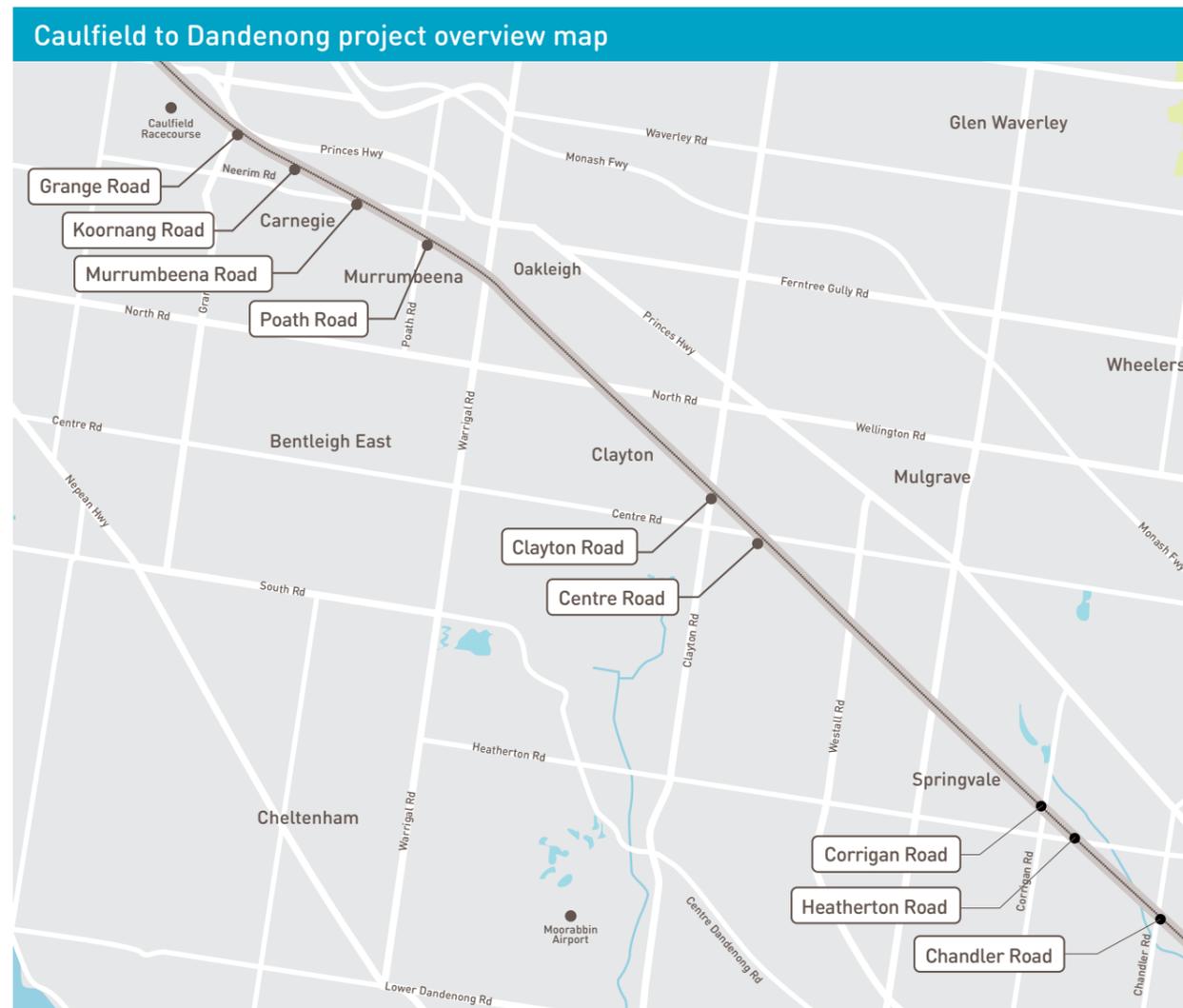
COSEP was chaired by Professor Tim Entwisle, Director and Chief Executive of the Royal Botanic Gardens Victoria, and brought together local knowledge from representatives of the local community (selected through an expression of interest), combined with expertise from Victoria Police, Bicycle Network, local councils and the Office of the Victorian Government Architect (OVGA). COSEP frequently had a number of observers including Victorian Members of Parliament.

COSEP convened eleven times over the period June 2016 – April 2017 at various locations throughout the Caulfield to Dandenong rail corridor.

Principles

Recommendations from COSEP were framed around seven key principles for the open space design:

- value open space
- integrate all aspects of the design
- design spaces that are adaptive and flexible
- be bold and seek opportunities to innovate
- focus on user experience
- build on local identities and stories
- create robust and resilient places.



Key recommendations

During deliberations, COSEP considered the project from both a broad and localised perspective. The topics discussed by COSEP were diverse, however deliberation generally focused on nine overarching key themes. COSEP's key insights and recommendations on each of these topics are summarised in the following key recommendations:

1. Trees and vegetation

Trees and vegetation are a key part of the experience for all users, and they should be used to create a strong identity throughout the park as well as provide a biodiverse corridor and connective thread to open space in surrounding neighbourhoods.

Key COSEP recommendations were that vegetation should; create an identity and that vegetation choice should be bold, robust and resilient.

2. Shared use path and connectivity

The shared use path should encourage active transport by supporting the movement of diverse user groups, and by creating strong and clear connections along the path and to surrounding areas.

To achieve this goal COSEP recommended that the design of the shared user path should create a seamless connection between new and existing sections, be multi-directional to support multiple movement patterns, and be safely connected to nearby roads and public transport. Design of the path should focus on enhancing user experience, for example, by including break out spaces where users can rest.

3. Place-making

Place-making should focus on creating different character zones that reflect the local context and identity, while at the same time creating an overarching narrative for the entire linear park.

COSEP's discussions on creating 'place' along and around the linear park emphasised bringing out the stories and heritage of each precinct, by creating different character zones relevant to place. Although each of these zones will have a different feel, it was recommended that they should be linked by a common thread—the shared user path—that has its own identity

and creates a continuous narrative so that the linear park feels like a connected whole.

4. Community spaces

Community spaces should be carefully integrated with surrounding open spaces, be flexible to cater for the needs of multiple users and generate activity at different times of the day.

COSEP's overarching recommendation was that community spaces should be adaptable, encourage use from people of all ages and provide high levels of amenity. COSEP recognised that there are many different communities who will use the linear park, and recommended that community spaces be place-based, catering to the varied needs of each specific location.

5. Station precincts

Station precincts should be vibrant, connected, active, bold, multicultural and should reflect the local identity and respond to the context of the surrounding area.

The station precincts are to be key activation points along the linear park, acting as entrances and gateways to the shared use path, open space areas and shopping precincts. COSEP suggested that design of the new station precincts should: host community festivals to bring together local traders and the community and recognise the history and identity of the local area.

6. Creative Strategy

The creative strategy should be aspirational and multi-faceted, combining both community driven and professionally curated art to enhance sense of place, identity and vibrancy.

COSEP advised that it was important to include creative works as part of the linear park to reflect the sense of place and identity of the area.

For example, permanent public art works being part of outdoor art galleries in key precincts.

7. Car parking

Car parking spaces should be adaptable and carefully integrated into the public and green spaces of the design.

COSEP encouraged forward car park design that would push the boundaries of the look, feel and use of car parks. Recommendations were that the appearance of car parking be 'softened' and carefully integrated into the public and green spaces of the design. COSEP advocated for adaptable car parking spaces so that car parks can be used for temporal uses such as markets in non-peak periods.

8. Crime prevention and safety

The project should adhere to the principles of crime prevention through environmental design.

COSEP recommended that crime prevention and safety details be integrated seamlessly into the overall design of the linear park and that important aspects to be considered included lighting, road safety and the mitigation of antisocial behaviour.

9. Maintenance

Partnerships and implementation plans for maintenance of the linear park will be key to ensuring that the new open space stays green and well cared for.

COSEP acknowledged that many community members were concerned about the future maintenance of the linear park. COSEP deliberations focused on the need to address these issues clearly and transparently through the development of a long-term maintenance strategy. COSEP also recommended that the project team selects resilient building materials and plants to reduce maintenance requirements.



COMMUNITY OPEN SPACE EXPERT PANEL

On 9 April 2016 the Victorian Government announced the formation of the Community Open Space Expert Panel (COSEP). COSEP was established to oversee plans for the 22.5 hectares of new open space between Caulfield and Dandenong and to make sure local knowledge was incorporated into the final designs.

Introduction

COSEP overview

COSEP reviewed and provided advice on the:

- general landscape design and planting of the linear park
- proposed 'community spaces', their briefs and preliminary design
- interface between community spaces and the shared use pathway
- car parking
- public space in the station precincts
- maintenance.

COSEP assisted the project by:

- providing a representative group of open space experts, community members, local councils and relevant organisations
- ensuring community feedback was incorporated in final designs for the new parkland, helping to ensure a focus on delivering high amenity for the community
- providing a local perspective on open space design and maintenance
- providing advice on the appropriateness of the design and maintenance, to ensure that the new open spaces are vibrant, well-maintained, safe and accessible.

COSEP continuously reviewed community feedback (including that from the Open Space Ideas Hub) in order to stay attuned to community sentiment, ensuring that the recommendations and advice they provided to the design team reflected community needs, values and concerns.

COSEP convened eleven times over the period June 2016 — April 2017 at various locations throughout the Caulfield to Dandenong rail corridor. Meetings were held after business hours and lasted approximately two hours in duration.

Further details about COSEP including meeting dates, meeting synopses, as well as a list of meeting attendees can be found in the appendices to this report.

COSEP represented a new model for providing expert and community feedback to a project team working on a large complex project. On an international scale the COSEP process was unique given it is unusual to have a panel of people from varied backgrounds coming together to discuss a single project over a long period of time. This model provided a forum that encouraged expanded thinking and the exploration of new ideas for open space design. The involvement of the project team, and the opportunities for 'co-design' ensured that design ideas were continually tested and modified to incorporate as much feedback as possible.

The recommendations in this report have been developed by the Chair based on participation in and notes from discussions at the COSEP meetings. They often arose where there was good consensus on a subject, however are not necessarily reflective of a unanimous decision made by members. The recommendations do not represent a formal position of any organisation that participated in COSEP.

"COSEP was an excellent, collaborative, innovative approach to developing an amazing outcome."

Anthony,
community representative

"COSEP is a highly valuable process that ensured that a highly significant and strategic infrastructure project engaged all levels of decision making and community input within a forum environment."

Jane Brodie,
City of Greater Dandenong

"This project showed how a co-design activity can improve results for the community."

Garry Brennan,
Bicycle Network

"COSEP has been an excellent forum for expressing views and generating discussion that engendered a feeling of true value."

Terry Tillotson, City of Monash

COSEP membership

The panel was chaired by Professor Tim Entwisle, Director and Chief Executive of the Royal Botanic Gardens Victoria, and brought together local knowledge from representatives of the local community (selected through an expression of interest) and expertise from Victoria Police, Bicycle Network, local councils and the Office of the Victorian Government Architect.

A call for expressions of interest for four COSEP members was launched on 9 April 2016. Members of the community with a design background or interest in public space and urban design were encouraged to apply. 22 nominations were received. The nominees were considered against a set of selection criteria and members were appointed based on their suitability to provide community input to the development of open public spaces.

In selecting the four community members the Level Crossing Removal Authority considered a range of factors including a gender balance, a cultural mix that represents the diversity of the community, a broad representation of local residential and business interests and representation from public transport and open space users.

The panel frequently had a number of observers including Victorian Members of Parliament. Members did not receive financial remuneration. Further details about COSEP membership can be found in the appendices to this report.

COSEP promotion

COSEP and its membership was promoted via a variety of means including the following: newsletters (which were also translated into alternate languages), mail outs to residents and businesses, brochures, posters, factsheets, e-news to email subscribers, social media, blog posts on the Open Space Ideas Hub, the Level Crossing Removal Authority's website, media releases, community presentations and a series of videos.

Additionally, several COSEP members participated in a Facebook live video which provided the panel the opportunity to publicly share some of their recommendations and opinions with the broader community.



"COSEP is bringing together interest groups, local knowledge, and making sure that what actually gets built and developed, represents what the community wants."
Tim Entwisle, COSEP Chair

"Being appointed as a community member of COSEP, I felt an inherent responsibility to represent my community to my greatest ability. To me, this meant acknowledging and avoiding my own unconscious bias and ensuring that I had equal regard for all members of the community in my feedback to COSEP. I wanted to be the voice of not just a town planner living in Carnegie but also the elderly man on his daily walk, the young family and their two energetic dogs, the teenagers, the university students and everyone else in between. I also wanted to make sure those households and local business abutting the train line were properly considered. This was my objective for initially volunteering for COSEP and my ongoing aim at every meeting."
Amy, community representative

Principles for open space design

Throughout the process of deliberation COSEP discussions focused on several key overarching ideas including: value of open space, integration, adaptability, innovation, user experience and resilience.

These ideas have been refined into seven key principles for open space design. These principles framed a series of recommendations made by COSEP.

COSEP expects that these principles will continue to drive the design and delivery of the new open space along the Caulfield to Dandenong line and will be used by the design team when making future decisions related to the open space, both big and small.

1. Value open space

As our cities continue to grow, and the availability of open space lessens, it is important to make the most of opportunities to create new open spaces. When designing these new open spaces infrastructure projects must respect the high community and environmental value of the land.

2. Integrate all aspects of the design

Given the large area covered by the linear park, and the multi-disciplinary nature of combining open spaces with roads and rail, there is great need for the design to be highly integrated and cohesive. It is important that the finished project present a seamless transition between green spaces, activity centres, stations, car parking areas, as well as surrounding roads and neighbourhoods. Furthermore, the project should promote connectivity and should be read as a single experience, with a linking narrative.

3. Design spaces that are adaptive and flexible

New spaces must be flexible and provide opportunities for a range of temporal uses, accommodating the needs of community members of different ages and abilities at varied times of the day. The design must also be adaptive, so that spaces can adjust to changing community needs over time.

4. Be bold and seek opportunities to innovate

Push the boundaries of current design practice. In doing this, new innovative ideas can be used to drive more sustainable, resilient and exciting outcomes for both the community and environment. The scale of this project, and the precedence it will set for other level crossing removal projects, adds an extra obligation to use the most appropriate and forward thinking design practices.

5. Focus on user experience

Successful public spaces are characterised by the presence of people. For an open space to become populated and animated, it must offer an attractive, vibrant and safe environment. This can be achieved through a strong focus on the user experience, and consideration of factors including comfort and image, safety, accessibility, amenity and activity. An important objective of the linear park is to increase the number of people walking and cycling. By focusing on enhancing how people experience the space, the final design is more likely to encourage people to walk and cycle, contributing to happier and healthier neighbourhoods.

6. Build on local identities and stories

The linear park runs through several different neighbourhood areas, all with a different a character and identity. It is important that the design of the linear park reflects the history, culture and urban feel of these areas. This can be achieved on several levels, by including local design details in built form, through vegetation choice, and by planning for future activation of spaces.

7. Create robust and resilient places

The design of each aspect of the linear park should allow for inevitable changes to local cultures, climate and operational needs.

Key topics of deliberation

Overview

The topics discussed by COSEP were diverse, however deliberation generally focused on nine overarching topics: car parking, trees and vegetation, shared use path and connections, place-making, community spaces, station precincts, creative strategies, crime prevention and maintenance.

Under each overarching topic, an overview of COSEP's key insights and recommendations is provided, along with a description of how the recommendations have been reflected in the project outcomes to date.

During deliberations, COSEP considered the Caulfield to Dandenong project from both a broad and localised perspective, with particular emphasis on three key areas:

- Grange Road, Carnegie to Poath Road, Hughesdale.
- Clayton Road and Centre Road, Clayton.
- Corrigan Road, Heatherton Road and Chandler Road, Noble Park.



1. Trees and vegetation

Trees and vegetation are a key part of the experience for all users, and they should be used to create a strong identity throughout the park as well as provide a biodiverse corridor and connective thread to open space in surrounding neighbourhoods.

The new open space created by this project will allow for thousands of plants and trees to be introduced, eventually creating an urban woodland through the new parkland. Subsequently, tree and vegetation choice for the linear park was a very important and reoccurring point of discussion during COSEP deliberations. All members recognised the important role plants and trees will play in determining the social and environmental success of the linear park.

Many members had high expectations for the vegetation outcomes of the project. These expectations were built on the premise that an elevated rail allows for trees to be planted closer to rail infrastructure than rail under options allow.

Recommendations

COSEP noted that carefully chosen trees and vegetation would enhance the experience for all users of the linear park. Key COSEP recommendations included the creation of an urban forest that represents the area's unique character and responds to climate change and urban expansion.

COSEP was asked to provide advice on trees and vegetation at several scales, considering the smaller planting details within the park, as well as how trees and vegetation within the park connects and relates to surrounding neighbourhoods and regions. In providing this advice, COSEP developed the following guiding instructions for the design team:

- **Frame user experience** – use trees and vegetation to frame the user experience and create a combination of landscapes enjoyed at different times by linear path users, locals, commuters and visitors.
- **Create difference and identity** – adopt different landscape themes to suit local conditions, yet apply consistency or repeated motifs throughout the linear path – also look at linking to existing streetscapes and avenues intersecting the linear park.
- **Be bold** – challenge the way landscapes are planned, how we can use the pillars and infrastructure in landscape design.
- **Be robust and resilient** – design the landscape to suit the inevitable changes to local cultures, to climate and to maintenance and operational needs.

“It is important to view all trees and plants in a city as part of a broader ‘urban forest’, where the benefits to air quality, water management, cooling and general well-being are spread across the suburbs.”

Tim Entwisle, COSEP Chair

“The linear park is an opportunity for reconnecting nature and we can begin to imagine a biodiverse corridor that conveys birds for its length. Kookaburras laughing or Whipbirds performing their duets can be imagined as part of the linear park system if there is a connective thread. Simple determination to see birds moving the length of the park highlights the need for trees, in particular a joined-up canopy of native trees so that birds are able to move and feed.”

Jon Shinkfield, landscape architect and member of the Victorian Design Review Panel

COSEP suggested that trees and vegetation be used to create connection, not only visual and physical connections to the surrounding areas, but also connections for wildlife:

RIVER RED GUMS

Due to project construction, a number of River Red Gums have been removed from the project area. In its early meetings COSEP recommended that the design team endeavour to keep as many River Red Gums as possible during construction due to their high value to the identity and biodiversity of the local area.

COSEP was strongly supportive of River Red Gums being replanted in areas where the constraints of the rail corridor allow. COSEP also provided advice on alternative species providing some of the same functions and aesthetics.

VERTICAL CREEPERS

COSEP requested that creepers or other suitable vegetation be considered as a covering for railway piers and retaining walls throughout the linear park. Growing creepers or other vegetation on the rail infrastructure was considered to minimise the visual bulk of the infrastructure, to help mitigate graffiti and, to add to the sense of place and character of the area. Suggestions included installing winter-deciduous climbers, which adhere to concrete with small holdfasts.

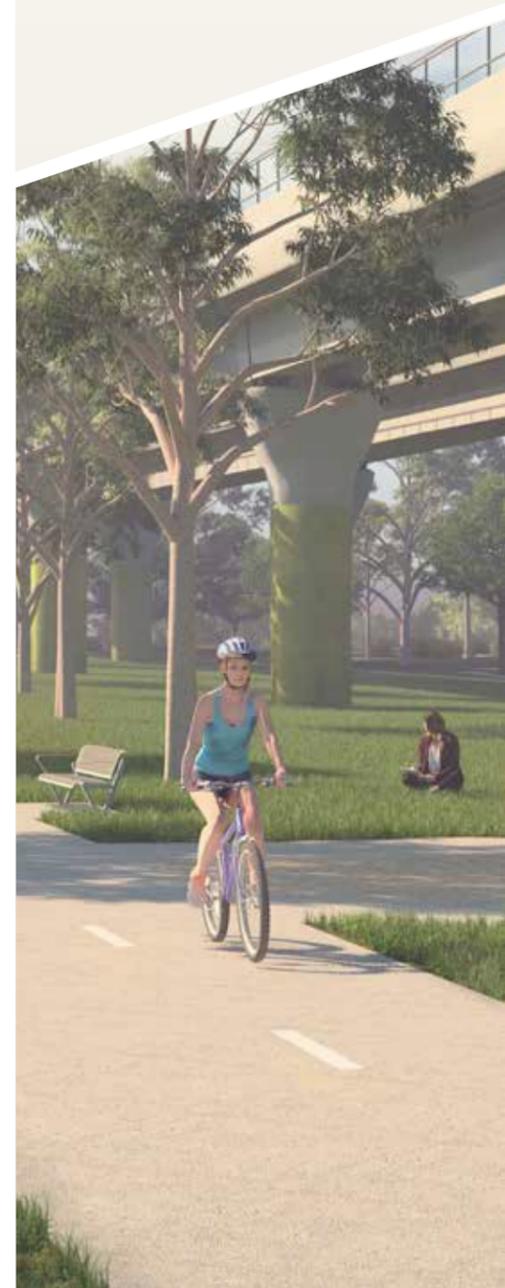
TREE AND VEGETATION CHOICE

Key topics of deliberation included that vegetation choice should:

- apply consistency or repeated motifs throughout the linear path
- focus on enhancing the existing grand, large and bold landscapes (for example on Chandler Rd and Corrigan Rd)
- introduce diverse and resilient species to enhance the biodiversity of the area
- introduce ‘pops of colour’ into tree planting and vegetation
- provide adequate shade in civic spaces
- be arranged in clusters of large trees in key locations
- blend into the existing context e.g. Boyd Park urban forest should connect seamlessly to the linear park
- use original tree species where possible to maintain local heritage and identity (for example Jacarandas and Cherry Blossoms in Carnegie)
- include a range of diverse species to suit the different identities and environments of each area, and to appeal to the diverse community preferences regarding plant species
- species should be of varying heights and maturity
- maximise greenery.

“Linking plantings and landscape to neighbouring parks was strongly supported by the panel, as was the establishment of connections with existing street trees. Where possible, the group has requested that plantings be diverse and of mixed age, to assist with plant health and the impacts of climate change.”

Tim Entwisle, COSEP chair



2. Shared use path/connectivity

The shared use path should encourage active transport by supporting the movement of diverse user groups, and by creating strong and clear connections along the path and to surrounding areas.

The Caulfield to Dandenong project will provide a 17-kilometre shared path for cyclists and pedestrians. Over 12 kilometres of new path will be built, joining existing paths from the Monash University Caulfield Campus to the EastLink trail, beyond Yarraman Station. The new open space will also provide new connections by creating a series of paths that connect north and south streets, removing the divide between communities.

COSEP members noted that the shared use path will be a very important and popular feature of the project for the community. Subsequently, members noted their expectation that the path should be a top class facility all the way from Caulfield to the EastLink trail.

COSEP members felt that one of the key objectives of the linear park is to encourage travel by active transport, including walking, cycling and travel by public transport. COSEP was excited about the potential of the linear park to promote healthy and active communities through connections

to open space, sporting hubs and community spaces, and to boost local economies.

Recommendations

To achieve the stated design outcome, COSEP recommended a focus on useability, and creating strong connections between the various entrances to the park and different modes of transport.

Discussions often focused on creating a balance between the needs of different users, and the potential conflict between drivers, cyclists and pedestrians. COSEP recognised that this was more than simply creating space for cyclists and pedestrians, as there is a diversity of needs within each user group as well. The range of interests and experiences within COSEP helped to ensure that discussion considered diverse perspectives.

Several suggestions were given to guide the design team in creating this balance. One recommendation embraced by all was that universal design principals be included in all aspects of the design.



“There is an art to designing great bike riding facilities and Bicycle Network has asked for the shared use path to be constructed to contemporary standards so that it is safe and attractive for a whole range of users, from children to grandparents.”

Garry Brennan,
Bicycle Network

“It is important to recognise and adopt the principles of Universal Design when making decisions about the potentially conflicting needs of different groups, as not all activities may be complementary and careful consideration of the requirements for different groups using the same space is required to avoid conflicts. Enabling those who want to be active, whilst encouraging those who are inactive to become active.”

Michael Walker, universal design specialist.

For the open space to be well connected, user friendly, and accessible for everyone, COSEP suggested that design of the shared user path should:

- tie together the broader urban fabric
- include design details that make users aware of transition zones
- prioritise pedestrians and cyclists through design details that enhance the experience, for example adding more bicycle hoops
- encourage use by all members of the community, not just professional cyclists
- include break out spaces where users can rest, with drinking fountains, toilets etc
- consider current informal connections, as well as formal ones
- be multi-directional and support multiple movement patterns
- ensure cyclists and pedestrians have clear sight lines
- be safely connected to nearby roads through the inclusion of new pedestrian crossings
- be better aligned and connected to train stations as well as bus routes
- include clear signage that is carefully integrated within the infrastructure to provide users with visual locational cues, for example, numbers embedded into the footpath
- carefully consider the interface between the shared use path and surroundings including neighbourhoods and businesses
- provide adequate access for emergency vehicles.

COSEP noted that the following items, while outside the original scope of the project, should also be delivered. They were considered integral to achieving the intended user experience and a safe environment, and the Panel recommended the Victorian Government implement them through additional funding. They are:

- upgrade the existing sections of shared use path so that the quality of existing bicycle paths is improved to match the quality of the new shared use path
- make improvements to surrounding streets e.g. the roundabout at Heatherston Road should be redesigned to make the area safer
- correct the unsuitable ‘awkwardness’ of the shared use path at Oakleigh Station.



3. Place-making

Place-making should focus on creating different character zones that reflect the local context and identity, while at the same time creating an overarching narrative for the entire linear park.

COSEP’s discussions on creating ‘place’ along and around the linear park emphasised bringing out the stories and heritage of each precinct, by creating different character zones relevant to place.

COSEP recognised that there are many aspects that contribute to the creation of place, including creating user friendly and adaptable spaces.

COSEP identified that the key to place-making is strong connection to local identity. It was also noted that the creation of place is a difficult task that requires a nuanced approach and the inclusion of many different voices and opinions.

Recommendations

To create a strong sense of ‘place’, COSEP made the following key recommendations to the design team:

- recognise and celebrate the fact that the path is a rail corridor
- use place histories and stories to drive the concept design or be a poetic overlay to the final design outcome
- reflect the varied population in each different zone (e.g. the international and multi-cultural student population in Clayton should be celebrated)
- create potential for future community activation of spaces
- use materials to create a narrative and take users on a journey, for example consider how users experience different materials e.g. depth, colour, shadow, texture
- ensure materials are used differently at each node to avoid repetition and to create variation and identity
- salvage materials that form part of the ‘place memory’ and re-use in design, for example the boom gates
- develop an overarching narrative so the path feels like a connected whole. A sense of place is created not only by design details, but is holistic, and includes both macro and micro considerations.

COSEP brainstormed potential vision statements for each of the project areas, to guide the design team in creating places that connect to the identity of the local area. These visions ideas are outlined in the table below:

	COSEP vision ideas
Carnegie, Murrumbeena and Hughesdale	<ul style="list-style-type: none"> • Multicultural, urban, attractive • Peaceful, established and formal • Calming spaces near quieter residential areas
Clayton	<ul style="list-style-type: none"> • Vibrant, connected, active, bold and multi-cultural (at station precinct) • A calm gathering place (near Centre Road)
Noble Park	<ul style="list-style-type: none"> • Exploration and curiosity • Active, vibrant, inclusive

“This opportunity of new open space, is a new construct, particularly for Melbourne. The community has fashioned this place through time, but before that time there was a rich natural environment. This is a reinfusing of community, nature, broader urban systems with this fantastic piece of open space. It will become a place that people can grow with, and rediscover how to use and how to occupy the space.”

Jon Shinkfield, landscape architect and member of the Victorian Design Review Panel

“From day one the linear park should be a great space. The key is to make sure that in 20 years’ time it’s still a great place.”

Amy, community representative

4. Community spaces

Community spaces should be carefully integrated with surrounding open spaces, be flexible to cater for the needs of multiple users and generate activity at different times of the day.

Although primarily a linear park, there are many opportunities to create community spaces including playgrounds, exercise hubs, cultural spaces and sporting grounds, at multiple points along the park. COSEP was excited about the potential for these spaces to generate activity and provide much needed community infrastructure for local residents and the broader community.

For COSEP, the provision of useable, integrated and adaptable community spaces is key to creating open space that is embraced and cherished by the local community. COSEP also recognised that there are many different communities who will use the linear park, and recommended that community spaces along the park should be place-based, catering to the varied needs of each specific location.

Recommendations

COSEP recommended that community spaces should be carefully integrated into the overall design of the park, enhance user experience, and help to generate activity at various times of the day. To achieve this, COSEP suggested that in designing community spaces throughout the linear park, the following key items should be considered:

- the potential to create a sporting hub
- the provision of pit-stop exercise clusters along the path, as well as other exercise opportunities, for example climbing walls, multi-use courts, table tennis
- addressing the lack of children’s play space
- that not all places along the linear path need to be active but instead can be passive
- creating spaces for dog parks (e.g. in Noble Park)
- intergenerational activities such as chess tables
- the design of formal and informal gathering spaces.

COSEP’s overarching recommendation was that community active spaces should not be overly prescriptive, should encourage use from people of all ages and should provide high levels of amenity.

“In this particular project every location is different. The best open spaces cater for every element of a community. You have to make sure that every element has something they like, something that attracts them to that open space.”

Jill Garner, Victorian Government Architect

“We have discussed measures to activate the spaces, through both passive and active recreational opportunities for all ages and abilities to enjoy. An undercurrent to all our discussions has been the necessity to make these places safe, durable and reflective of the character of these individual communities.”

Amy, community representative



5. Station precincts

Station precincts should be vibrant, connected, active, bold, multicultural and should reflect the local identity and respond to the context of the surrounding area.

The Caulfield to Dandenong Level Crossing Removal Project will build new stations at Carnegie, Murrumbeena, Hughesdale, Clayton and Noble Park.

The station precincts are to be key activation points along the linear park, acting as entrances and gateways to the shared use path, open space areas and shopping precincts. COSEP discussions emphasised that the precincts should be vibrant, connected, active, bold and multi-cultural.

Recommendations

COSEP suggested that design of the new station precincts should:

- have multiple entrances to create greater connection to pedestrian areas, where appropriate
- host community festivals/events to bring together local traders and the community
- consider opportunities to integrate existing station buildings which have some value to local heritage character (discussed above in place-making section)
- recognise the history and identity of the local area (discussed above in place-making section).

6. Creative strategy

The creative strategy should be aspirational and multi-faceted, combining both community driven and professionally curated art to enhance sense of place, identity and vibrancy.

COSEP advised that it was important to include creative works as part of the linear park to reflect the sense of place and identity of the area. For example, permanent public art works being part of outdoor art galleries in key precincts.

Recommendations

COSEP believed that it is important for the creative strategy to be holistic and well curated. Key COSEP discussion points:

- a curator should be appointed and given permission to create an aspirational strategy
- the design team/curator should seek out conceptual approaches
- engaging a curator: make your own brief, expressions of interest
- multicultural themes should feed into process

- the creative overlay of the linear park needs to be taken very seriously
- art should create a story along the path, and should be a curated process
- styles of art need to be categorised: community art is different to professional art
- temporary art with community buy-in was supported, for example, herald sun art show, sculpture by the sea
- there should be different 'layers' of creative work: graphics, community, interpretation, professional
- architectural moments should be lit by feature lighting.

COSEP also recommended that the existing art work underneath Noble Park Station and at the Noble Park plaza should be retained.

"Ross Reserve's world class skate park is unique among all other skate parks within south eastern Melbourne. We are keen to ensure that the new activation space on Heatherton Road builds upon the existing vibrant park precinct. Introducing new types of play such as table tennis and fitness equipment that caters for a range of age groups are great opportunities. We anticipate that this new open space will continue to grow in popularity both during the day and evening, to complement the existing skate park. We want to ensure this space is visually interesting and inviting."

Jane Brodie,
City of Greater Dandenong

7. Car parking

Car parking spaces should be adaptable and carefully integrated into the public and green spaces of the design.

The provision of car parking within the open space design is a very complex issue, there is a balance required between delivering green open spaces and adding additional parking along the rail corridor.

Community sentiment is mixed on car parking – with some segments of the community advocating for additional car parking whilst others advocating for more open space. In recognising the diverse range of sentiments on this issue, COSEP deliberations focused on the location and design of parking spaces, rather than on the number of spaces that should be added by the project.

Recommendations

COSEP encouraged forward thinking, car park design that would push the boundaries of the look, feel and use of car parks. Recommendations were that the appearance of car parking be 'softened' and carefully integrated into the public and green spaces of the design.

Whilst COSEP recognised the need and commitment to additional car parking spaces, replacing potential green space with car parking was viewed as contrary to the principle of highly valuing open space.

Advice on car park design was similar across all three areas, and included that the design of car parking spaces should:

- maximise the integration and cohesive transition between parkland and car parking spaces
- respect the high value of new open space and landscaped areas created by the project in decisions around the quantity and location of car parking spaces
- be adaptive, flexible community spaces, providing for a range of different temporal uses (such as markets, basketball courts, etc)
- create safe spaces to allow for effective and active management of user behaviour
- seek opportunities to influence local transport and travel behaviours with the use of innovative technology, allowing for different access and alternative uses as local needs change
- consider environmental sustainability, for example provide spaces for car share companies and the charging of electric cars.

"Complex trade-offs must be made to meet the needs of the many stakeholders. A key message from the Panel was to not view car parking areas as 'single use' – that is, look for ways to partition them in time and space so that the community gets additional value from them – and to find ways to blur the distinction between the asphalt and the green spaces."

Tim Entwisle,
COSEP Chair.



8. Crime prevention and safety

The project should adhere to the principles of crime prevention through environmental design.

COSEP recommended that crime prevention and safety details be integrated seamlessly into the overall design of the linear park and that important aspects to be considered included lighting, road safety and the mitigation of antisocial behaviour.

Recommendations

Key COSEP recommendations on crime prevention and safety included:

- Lighting will enhance passive surveillance and increase user safety in the linear park. Lighting design should be sensitive to local wildlife and consider light spillage to nearby residential areas e.g. the design should include low level lighting, sensor activated lighting or LED overhead lights.
- Increase road safety surrounding the linear park by working closely with VicRoads to ensure connections between new and existing pedestrian and cyclist paths are safe. Considerations may include: new slip lanes and pedestrian crossings as well as the introduction of barriers between some sections of park and major roads for safety.
- All parts of the linear park should be carefully designed to mitigate antisocial behaviour e.g. avoid dead end style car parks, narrow lanes and 'hidey-holes', and carefully consider the interface between the backs of buildings and the shared user path.
- Active spaces should be designed to ensure passive surveillance at all times.
- Trees and vegetation should not impact sightlines of path users.
- Integrating location signage into the path design, so community members can easily identify their location to emergency service workers.
- The detail design of security features should be carefully considered as these items will be key features of the linear park e.g. treatment/design of security fences is an important consideration.

9. Maintenance

Partnerships and implementation plans for maintenance of the linear park will be key to ensuring that the new open space stays green and cared for

COSEP acknowledged that many community members were concerned about the future maintenance of the linear park. COSEP deliberations focused on the need to address these issues clearly and transparently through the development of a long-term maintenance strategy.

Recommendations

Key COSEP recommendations on maintenance included:

- develop a long-term maintenance strategy that addresses all governance considerations, including responsibility and costs
- choose building materials that are weather resilient to minimise the risk of deterioration
- design details should include anti-vandalism measures to reduce the need for graffiti removal in the future
- the choice of trees and vegetation should consider maintenance over the life of the project e.g. mowing, trimming, plant lifecycles.

Conclusion

COSEP brought together people from varied backgrounds and with different experiences and knowledge to discuss the design of the open space, and to ensure that community sentiment was incorporated into the design as much as possible.

The panel provided the project team with seven principles to guide the design process including: value of open space, integration, adaptability, innovation, user experience and resilience. These principles are reflected in the nine key COSEP recommendations.

In reflecting on the COSEP process, chair Tim Entwisle commented:

"COSEP has been a successful process and led to valuable outcomes. Without exception, the panel has been constructive, creative and pragmatic. Nothing was off the table and all ideas were captured. Together the sense of 'co-design' resonated with us all and I would suggest this approach for future consultation and project development."

Tim Entwisle





Appendix 1: COSEP meeting dates

Since its inception on Tuesday 14 June 2016, there have been eleven formal meetings.

The following table provides a list of meeting dates and locations.

Meeting	Date	Location
1	6-8pm, 14 June 2016	Monash University, Clayton
2	6-8pm, 7 July 2016	Paddy O'Donoghue Centre, Noble Park
3	6-8 pm, 20 July 2016	Duncan Mackinnon Pavilion
4	6-8pm, 10 August 2016	Clayton Town Hall
5	6-8pm, 31 August 2016	121 Exhibition Street, Melbourne
6	6-8pm, 28 September 2016	Duncan Mackinnon Pavilion
7	6-8pm, 26 October 2016	Clayton Town Hall
8	6-8pm, 30 November 2017	121 Exhibition Street, Melbourne
9	6-8pm, 8 February 2017	121 Exhibition Street, Melbourne
10	6-8pm, 22 March 2017	Duncan Mackinnon Pavilion
11	6-8pm, 26 April 2017	Clayton Town Hall

Formal meetings ended in April 2017 – however the panel will still be assembled to meet as required through different stages of finalising the design and construction of the open space.

APPENDICES

Appendix 2: COSEP members

COSEP members represented a range of government, local government and community voices.

The following table provides a list of members and their respective organisation or interest.

Name/organisation	Meetings attended										
	1	2	3	4	5	6	7	8	9	10	11
Chair: Tim Entwisle Royal Botanic Gardens Victoria											
Deputy Chair: Chris Robinson Capire											
Jane Brodie – Coordinator Strategic, Design and Sustainability Planning											
Garry Brennan Senior Policy Advisor, Bicycle Network											
Jill Garner Victorian Government Architect											
Sophie Patitsas Principal Adviser, Urban Design and Architecture											
Jon Shinkfield Founding Director, Realm studios											
Paul – Community member											
Amy – Community member											
Anthony – Community member											
Matthew – Community member											
Rachel Olliver – Group Manager of Property, Environment and Sustainability, City of Glen Eira											
Matt Barbetter – Open Space Co-ordinator, City of Glen Eira											
James Kearney – Grade Separation Project Co-ordinator, City of Glen Eira											
Ossie Martinez – Director Infrastructure Services, City of Monash											
Terry Tillotson – Principal Transport Engineer, City of Monash											
Michael Walker – Universal Design expert											
Victoria Police											
Sarah Duncan – LXRA											
Brett Summers – LXRA											
Tim Griffin – LXRA											
Kirsten Bauer – Caulfield to Dandenong Alliance											
Kate Slade – Caulfield to Dandenong Alliance											
Jamie Green – Caulfield to Dandenong Alliance											

Appendix 3: COSEP meeting summaries

Meeting	Synopsis
1	Introductory meeting: Panel members were provided with an overview of the project and the results of recent community consultation.
2	Station precincts at Carnegie, Murrumbeena, Hughesdale, Clayton and Noble Park Stations. The Level Crossing Removal Authority sought feedback from panel members on several station precinct elements including safety, lighting, graffiti management and the shared use path.
3	The shared use path along the length of the corridor, including the new sections to be created under the elevated rail and the existing sections of path. The Level Crossing Removal Authority sought feedback from the panel members on several elements associated with the shared path including: what the expected experience of the users will be, how community members are expected to use the path, the alignment of the path, associated infrastructure and location for bicycle users and the identity of the path within suburb areas and as an overall path.
4	The provisions and design of station car parking. The Level Crossing Removal Authority sought feedback on several elements associated with car parking including opportunities for additional car parking, integration of car parking with open space and car parking locations.
5	The alignment of the linear park, location of the shared use path, local connections, location of community spaces and the character and identity of the linear park. Additionally, vegetation at Murrumbeena and Noble Park Station precincts was explored.
6	Reflection in the COSEP process so far and a deliberation on vision statements for the community spaces. Small group discussions were undertaken on each of the areas, where a range of visioning ideas were brainstormed. Respondents then voted for their favourite ideas to form the four top ideas for each area. These ideas are intended to be 'instructions to the designer' when considering these community spaces.
7	Reflection on the vision statements for the community spaces developed in the previous meeting and deliberate on further ideas for the sites using urban design examples. There was also a presentation by Aaron Wallis from Playce who specialises in designing play spaces to encourage intergenerational participation. Small group discussions were undertaken on each of the areas, where a range of visioning ideas were brainstormed. Respondents used red (not so suitable) and green (suitable) dots to mark urban design reference images that stood out to them for proposed activity space.
8	The panel was provided with an update on developments in the design and test the designs were tested for points of concern or potential 'showstoppers'. Discussion also occurred on green walls and vertical gardens, which was followed by a group discussion on implications for the piers and embankments of the rail corridor.
9	The panel was provided with an update on how their comments and ideas have been implemented by the design team, and a discussion occurred on developments in planting design and creative strategies.
10	The most recent community space designs were tabled and feedback sought on any "showstoppers". Final comments were gathered and ideas were collected for the key points to cover in the COSEP report to Government. There was also a presentation from Left Under, and a group discussion on the maintenance of the open space.
11	This was the final formal COSEP meeting. The Panel was provided with updates on the linear park design, including proposals for the integration of items salvaged from Carnegie and Murrumbeena Stations into the open space. The meeting also provided an opportunity to discuss ideas for naming the 17km shared use path, and to reflect on the COSEP process.

Appendix 4: COSEP matters raised

Table of all matters raised by COSEP.

Raised in Meeting No.	Area	Location	COSEP comment
Car parking			
4	All		Opportunity for markets and other activities in car parking space for when not in use.
4	All		Opportunity to close off the car park on weekends to become a community space.
4	All		The space should feel like a plaza when not used by cars.
4	All		Flexible space to allow for other uses (markets, sports etc)
4	3	Noble Park	Current design causes issues with continuity of the green spaces.
4	3	Noble Park	Consider local needs of station precinct when choosing locations for car parking spaces.
4	3	Noble Park	Consider the impacts parking will have on establishes trees at Douglas Street (near substation).
4	All		Balance green space with car parking space.
4	3	Noble Park	Retain open space through to Douglas Street improving sightlines.
4	3	Noble Park	Council would prefer mall station parking be located on the south end of the station.
4	3	Noble Park	Opportunity for car parking on IDO sites.
4	3	Noble Park	No new parking should be added at the front of the station (adjacent to existing parking).
4	All		Integrate open space with car parking space.
4	All		Opportunities to trigger behaviour change and lower car ownership.
4	2	Clayton	Provide trader parking close to Clayton Road.
4	All		Apply time limits on parking to encourage a mix of users beyond commuters.
4	All		Consider the experience of pedestrians and cyclists.
4	2	Clayton	Provide parking for dog parks.
4	All		Encourage design to provide 'transitional' spaces.
4	1		Consider flood risks at west end of the area (conversations with Melbourne Water).
4	1		Reduce embankment to allow for more open green space.
6	2	Clayton	Smaller sections of parking, rather than one large section.
10	All		Car parking –need to soften it, make it multi-use and greener
4	All		Distribute Water Sensitive Urban Design (WSUD) throughout rather than an 'end of line' solution.
4	All		Stagger car parking and green spaces intermittently (integration).
4	All		Blur the lines between car park and open space.
4	All		Minimal car spaces as trigger for behaviour change.
4	All		Provide share car stations.
4	All		Parking only for people with a valid Myki.
4	All		Provide charging stations for electric cars.
4	All		No need for additional car parking spaces – this direction is purely political.
4	1		Proposed layout of parking is too narrow and could be unsafe.

Raised in Meeting No.	Area	Location	COSEP comment
4	1		Explore opportunities for offset parking elsewhere in a wider space.
4	1		Consider the environmental impacts of the embankment and incorporate WSUD elements.
4	All		Provide transitional spaces that integrate open space and car parking.
4	All		Opportunities to identify larger spaces (including land acquired through the Voluntary Purchase Scheme) along the corridor to consolidate parking, rather than small awkward pockets.
4	1	Hughesdale	Opportunity to provide 'offset' parking at other stations (like Huntingdale).
4	All		Integrate car parks with WSUD elements.
4	All		Consider bicycle access and connection.
Vegetation			
2	1	Carnegie	Maximise greenery for the residents, particularly in Morton Avenue.
2	1	Carnegie	Consider placing large deciduous trees in the secondary village plaza.
2	All		The station plazas provide a key opportunity for deep rooted tree planting.
3	All		Investigate design of 'green fingers' spilling out of the park into the neighbourhood
3	3	Noble Park	More River Red Gums
4	3	Noble Park	There are large river red gums in the area that should be preserved.
5	All		Introducing diverse species selection
5	All		Introduce diverse and engaging tree species selection
5	1		Match some of the previous tall gums into the new precinct and canopy potential
5	1	Carnegie	Introduce 'Jacaranda' and Cherry Blossom in Carnegie Library area, connecting to existing plantings in nearby streets
5	1		Vegetation to be arranged in formal layout in the more maneuverable parts of the corridor
5	1		Canopy type trees are preferred
5	1		Consider introducing Manchurian Pears, again linking to existing streetscapes
5	1	Murrumbeena	Boyd Park Urban Forest should blend into the linear park
5	All		Path planting to effectively screen or 'choreograph' the experience by users
5	All		Relocation of underground powerlines to provide opportunity for high canopy trees
5	2	Clayton	Consider integrating the existing tree and vegetation strategies (City of Monash) into new design scheme
5	All		Planting trees of varying heights and maturity (diversity), using a diversity of plant stock
5	2	Clayton	Selection of plants & trees should be generic – not to suit only the current population due to changes of demographic over times (looking beyond current condition)
5	All		Options of planting semi-matured & mixed-aged trees
5	2	Clayton	Refer to City of Monash street tree strategy for palette of trees
5	2	Clayton	Planting more mature tree stock while waiting for seeds to grow (from Avenue of Honour)
5	2	Clayton	Opportunity to plant on the other side of the road of Houghton Road
5	2	Clayton	Integrate the existing trees into the new design scheme

Raised in Meeting No.	Area	Location	COSEP comment
5	2	Clayton	Include in the replanting of the Clayton Ave Honour avenue adjacent to Kanooka Rd a few individuals of the original 1918-planted oak species (Quercus faginia, Portuguese Oak) in addition to the cuttings made from the remaining English Oaks.
5	3	Noble Park	Appreciating the existing plants and trees also reintroducing local trees
5	3	Noble Park	Opportunity to reintroduce green foliage along the corridor
5	3	Noble Park	Focus on the grander, larger, bolder landscape and tree selection
5	3	Noble Park	Enhance and strengthen current landscape character, adding more green and shaded trees e.g. canopy trees
5	3	Noble Park	Introduce diversity & resilient tree species
5	3	Noble Park	Consider introducing pops of colours for plant & tree species
5	3	Noble Park	Consider to borrow and frame 'amenity' from neighbouring streets, canopy and landscape
5	3	Noble Park	Ensure vegetation surrounding civic spaces provide adequate shade.
5	3	Noble Park (close to Railway Pde)	Plants and trees to be arranged in clusters in discrete locations
5	3	Noble Park (close to Thompson St — Douglas St)	Opportunity to replant more river red gums to replace those lost
5	3	Noble Park	Introduce good local park setting with trees and seating
5	3	Noble Park	Explore opportunity to replant more river red gums (socially and culturally important to the community) to replace those lost @Thomas St – Douglas St
6	1		Restaurants should grow herbs along the corridor.
8	1	Carnegie	Opportunity for large trees at fitness station east of Carnegie Station
8	All		Plant tree species that attract bird life — living/wildlife corridors
8	1		Climbing vegetation on patchwork fencing areas
8	2	Clayton (Clayton Road)	Further tree planting south of the multi-use courts
8	3	Noble Park (Chandler Road)	Landscaping to buffer at corner at Chandler Road and Railway Parade
8	All		Crepper or other suitable vegetation be considered as a covering for piers and retaining walls throughout, but in a landscape context and allowing for surfaces to stand alone if vegetation failed or was deemed in time to be unsuitable
8	All		Potential to leave piers untreated if the concrete is of sufficient quality
8	All		COSEP supported the concept of a River Red Gum motif at key points along the corridor, accepting that this would only be suitable in certain areas
8	All		Important that the corridor is living and attracts bird life
9	All		The premise of the linear park is to plant trees of scale and shade
9	All		Concerns were raised that the current vegetation outcomes of the project are not consistent with the original promise that rail over, resulted in taller trees being re-planted
9	All		COSEP sentiment to have River Red Gums re-planted and creepers installed is echoed by the community
9	All		Vegetation to attract fauna and birds

Raised in Meeting No.	Area	Location	COSEP comment
9	All		Shrubs and low lying vegetation are an important part of the design
10	All		Young (therefore smaller) trees will generally grow better
10	All		Education for the broader community on how trees grow will create greater understanding of the project team's decisions
10	All		Suggestion – produce images showing tree growth at different stages, engage with community expectations, show a timeline
10	1	Carnegie (Koornang Road)	Include greenery access points at Koornang Rd
5	All		Incorporate local natives for heritage and biodiversity
3	3	Noble Park	This area is very different to other areas; the Red Gum is very particular to place. The 'Red Gum Forest', urban forest created to replace loss of Red Gums?
8	3		Recommend planting trees with high canopies or small shrubs in the area to ensure good sight lines
6	1	Hughesdale	Native wildlife (at Hughesdale)
11	All		Consider what vegetation will be placed against the retaining walls
3	All		Bike stations needed that include toilets, storage and drinking stations
Shared use path & connectivity			
3	3	Noble Park	Signage when passing Mile Creek
5	1	Hughesdale	Opportunity to improve connection from Galbally Reserve to Willesden Road
5	1	Carnegie	Introducing new links into adjacent area e.g. Officeworks
5	2	Clayton	Opportunity to improve connectivity and community space
5	3	Noble Park	Consider to incorporate bike lines, lanes and markings
9	All		Way finding strategy for whole corridor is needed.
10	All		Ways to connect areas 1,2,3 are critical – all needs to be integrated
10	All		Watch out for creation of informal pathways.
5	2	Clayton	Threshold treatments in Haughton Road at Clayton and east of bypass road – improving pedestrian access
6	3	Noble Park	Noble Park Tan (running track)
6	3	Noble Park	Running track linked to community space
7	2	Clayton (Clayton Road)	Active space: Idea: Pedestrian friendly interfaces
7	2	Clayton (Clayton Road)	Active space: Idea: Permeability through existing cross streets along corridor
7	3	Noble Park (Heatherton Rd)	Active space: Suitable for: Walking and running
7	3	Noble Park (Ross Reserve)	Active space: Suitable for: Walking and running
7	3	Noble Park (Ross Reserve)	Active space: Suitable for: Seating
7	3	Noble Park (Heatherton Rd)	Active space: Ideas: Space to run – a great running track that connects to Ross Reserve
6	1		Multi-directional, supports multiple movement patterns

Raised in Meeting No.	Area	Location	COSEP comment
3	All		The group expects the SUP will be utilised by commuting cyclists, university students and destination/shopping cyclists and that the path should 'tie into the broader urban fabric'
3	1	Carnegie	A section of the track near the corner of Cosy Gum Rd was designated as a useful off-lead dog park area to slow cycle traffic along the path. This area is also 'very supportive of a nice park, informal space for ball kicking' and seating
2	1	Carnegie	Consider moving the shared path alignment to run along Woorayl Street
2	All		Consider the use of textural rumble strips or lighting to make bike users aware of transition zones
2	All		Participants felt that more reflection was required on the cyclists' experience. Some suggestions included placing bike hoops near busy areas and seating, installing low lighting along pathways and raised platform crossings for pedestrians and bikes
3	1		Consider relocating the SUP to side the south
3	All		Concerns were raised that 'potentially we'll create a cyclist race track' and about how the design is 'encouraging users other than cyclists'. The path should be widened large enough to avoid bottle necks in congested/tight areas
3	1	Carnegie	Potential for pathway for cyclists to be adjacent to Princess Hwy would allow for more open space for park area to encourage other users on Girdwood Avenue
3	1	Carnegie	Morton Ave and the Carnegie Station Precinct have been marked as a 'uni destination' and should be a 'shared space, flat, slow speeds'
3	1	Carnegie	The existing fence running from Egan Street along the path should be upgraded to match the Linear Park fence
3	All		Path needs to be large enough to avoid the concrete join being near the 'tyre line'
3	2		Improve the path quality on the embankment
3	All		Consider providing facilities for long distance cyclists -drinking fountains, toilets in highly visible areas
3	All		Provide signage to nearby toilets
3	2	Clayton	It was suggested that the path alignment be changed between Flora Rd and Madeline Rd. Basis: the confined space that will be available between the back of kerb and the concrete retaining wall is insufficient and will place the shared user path too close to the roadway, making users vulnerable to travelling traffic. Relocating the shared user path to the southern side of the new rail tracks, accessing using the crossing at Flora Road, will enable a replication of the cycling environment.
3	All		Path needs to consider heavy use flowing both ways
3	All		Sharp corners will create short cuts by cyclists, ruining grassed areas ("goat tracks")
3	3	Noble Park	Capture both the informal and formal connections. There is a secondary network of shortcut paths
3	3	Sandown Park	Sandown Park underpass is not currently adequate for cyclists
3	3	Noble Park	Potential for path to be nearer to Ross Reserve

Raised in Meeting No.	Area	Location	COSEP comment
3	N/A	Oakleigh	At Oakleigh the intention is to remove the southern rail track to create space for the shared user path to connect from Richardson Street to the pedestrian underpass at Oakleigh Station which would then enable access through the car park to the shared user path along the northern side of the rail line. The head clearance is too low and the access ramps are too narrow for shared user path purposes. With the southern track and station platform at Oakleigh becoming redundant, it is recommended that the shared user path continue across the front of the southern edge of the station and under the Hanover Street bridge to then cross back to the northern side of the rail line at a suitable location where a new at grade crossing can be installed.
4	3	Noble Park	Improve sightlines for cyclists and pedestrians using the shared path
6	2	Clayton	A continuous flow of shared paths along the corridor, without barriers which cause stopping and starting
8	1	Carnegie	Link Gibson Street to East Caulfield Sports precinct
8	2	Clayton	Shared user path location
8	2	Clayton	Connection to Oval south west of Clayton Station
8	2	Clayton	Move SUP to south of corridor and connect at Flora Street
8	2	Oakleigh	Better connection to Oakleigh (connect the missing SUP sections)
8	3	Noble Park (Chandler Road)	Concern around the creation of 'goat tracks' that lead nowhere
8	3	Noble Park (Chandler Road)	Consider crossings at Railway Parade
5	2	Clayton	Consider moving SUP to south side (Haughton Road)
3	All		The group suggested 'cat's eyes' to illuminate the paths in conjunction with low height lamp posts in place of regular street lighting
11	1		How will the surrounding businesses (who have their back to linear park) be addressed by the linear park?
11	All		Emergency signage: what markers will people use to call for assistance? e.g. numbers on pylons, visual cues. These should be integrated into infrastructure e.g. embedded into the footpath.
11	All		Always consider the opportunities outside the corridor. Look at neighbouring areas, this is not a thin film set.
11	All		Development of these areas does not stop with this project. Important to consider future projects now- this is the time to make change (it is cheaper to do everything at once).
11	1	Oakleigh	Oakleigh Station SUP is awkward, current solution isn't good enough. This is a 'showstopper'. The awkwardness of the SUP will stick in people's mind and take away from the linear park as a whole. Should be added as an extra/future project, additional funding will be needed to make this change.
11	3		More connection to road network is needed e.g. at Forster Street, Shirley Street and Lesley Crescent.
11	3		Need to carefully consider the interface between SUP, the underpass and retaining walls.
11	3		Mile Creek Crossing needs experiential consideration; should be recognised as part of the journey e.g. need colour, surface change to mark creek location.
11	All		Connections are important, we should create fingers that reach out into residential areas.

Raised in Meeting No.	Area	Location	COSEP comment
11	All		The quality of existing bicycle paths needs to be improved to match the quality of the new SUP i.e. improve the 'in-between bits'.
11	All		This whole project has opened the door to allow Local Government to have a greater say, and provided options for Local Government to extend on projects and ask for funding e.g. to make the roundabout at Heatherton Road safer.
11	All		There are projects outside the scope of this project that will be important to the final outcomes of the linear park e.g. making Heatherton Road roundabout safer, upgrades to existing sections of SUP and creating connection with surrounding streets
11	1	Oakleigh	The bend in the SUP at Oakleigh Station is a showstopper and needs to be reconsidered
Place-making			
6	3	Noble Park	Node at underpass – school children, point on journey, not just an engineered solution
7	3	Noble Park (Heatherton Rd)	Active space: Ideas: There is something beautiful about providing a space to sit and watch
6	3	Noble Park	Nodes need to link to themes of the whole corridor
7	2	Clayton (Clayton Road)	Active space: Idea: The social heartbeat of Clayton
7	3	Noble Park (Chandler Road)	Active space: Ideas: This space needs a vibrant identity
10	All		Balance of passive and active space
3	All		Consider the whole track as one identity, with 'local precincts'
3	All		Mitigating suggestions were made to create 'comfort zones' including break-out areas and rest areas incrementally along the path
3	All		Local children should be involved with the park, 'hand prints and artwork', story-telling opportunities on pylons along the path
3	All		Create a purposeful meandering path to add to the journey. Don't meander for no reason
3	All		Users will need/ want connectivity between sections
3	All		The path should meander with purpose and provide an experience for cyclists, not just slow them down
3	All		Carefully design the 'architectural moments' and character zones to create a journey experience for the train passengers and the SUP users. Consider the quality of the roofs of the surrounding houses
5	All		Consider reflection of local community on the overall design theme
5	All		Embrace and complement the existing local landscape
5	2	Clayton	Consider how character might reflect multicultural Clayton – lots of international students (Monash Uni.) also could be mix palette – but not just a literal interpretation of local culture
5	2	Clayton	Laneway activation – consider integration with proposed 'Indian' theme (a street nearby currently has Indian mural)
5	2	Clayton	Introduce murals on pylons to tell stories about the place and community (local community and RSL theme)
5	2	Clayton	Design to acknowledge RSL interest, to consider it a place of reflection, of quiet and refuge
5	3	Noble Park	Passing on generational legacy – creating places suitable for "weddings in the future"

Raised in Meeting No.	Area	Location	COSEP comment
5	3	Noble Park	Consider high impact, memorable design
6	1		Peaceful, established and formal
6	1		Calming spaces near quiet residential areas
6	2	Clayton	Engaging 'heart' of Clayton
6	2	Clayton	Vibrant, connected, active, bold and multi-cultural
6	2	Clayton	A calm gathering place (at the local node near Centre Rd)
6	2	Clayton	Welcoming and flexible (at Station precinct)
6	2	Clayton	A sense of sophistication
6	2	Clayton	Reflective area at the community node
6	2	Clayton	Celebrate multicultural Clayton
6	3	Noble Park	A gateway – sense of arrival. I have arrived.
6	3	Noble Park	Exploration and curiosity
6	3	Noble Park	Active, vibrant, inclusive
9	All		The linear park should be connected to the surrounding neighbourhood
9	All		Use of recycled materials important
9	All		Community should be made aware of a sustainability narrative
10	All		Build in a narrative of community view and local identity
10	All		Local and regional considerations need to be included in open space design
10	All		Remember to create a narrative throughout the open space
10	All		Include indigenous story lines
10	All		Need to remember the whole project narrative and experiential nature of the open space
10	All		Local stories/narrative should be considered at a macro scale, not only at a micro scale in the details
3	3	Noble Park	Architectural moments, opportunity for a zone of influence
3	3	Noble Park	Underpass structure and bridge is appropriate for architectural moment (middle of Red Gum Forest)
3	3	Noble Park	Need to extend CALD into place making?
2	1	Murrumbeena	Weave in stories and heritage, particularly connections such as those with the Boyd family. Seek insight and stories from local residents
2	All		All station precincts need to be researched for their histories and then use that history/content as a concept driver or poetic overlay. This anchors each place in community history and fosters/engenders delight!
3	All		The park should re-tell the history of the area along the SUP
3	All		Build on the rail heritage to create identity
3	All		Use rail heritage and infrastructure to give the path identity through the Linear Park
3	All		Make rail travel 'sexy' and recognise and celebrate the fact that the path is a rail corridor
3	All		Use lighting to invigorate the journey
3	All		Lighting should be used to enhance experience, not just functional
3	3	Noble Park	Architectural moments to be lit
3	All		The SUP should have a single name, perhaps 'CDF to DNG track', 'Sky Rail Trail/ Sky Trail' – maybe have precincts along 'single path'

Raised in Meeting No.	Area	Location	COSEP comment
3	All		Signage should mimic train journey, for example 'Next stop Oakleigh' and provide distances
6	1		Multicultural, urban, foodie, attractive
11	2	Clayton	Cultural diversity of Clayton: remember the park needs to be used by a diverse community.
11	All		Make sure recycled timber is used differently at each node to create variation and identity. Need to avoid being 'too repetitive' with materials. The design language needs to translate into the design details, creative thinking is needed.
11	All		Detail of retaining wall material: need to make sure the material choice is not too bland. Some of the examples shown are more graphic and interesting than the chosen material.
11	All		Final choice a 'timid' response, is this the right solution?
11	All		What is the narrative behind the material choice?
11	All		Depth, colour, shadow, texture all should be considered. (retaining walls)
11	All		Suggestion: salvage the boom gates and re-use in design. They form part of the 'place memory' and could form part of an art installation e.g. crane ballet in Berlin.
11	All		The Victorian Language Group should be contacted to guide research on Indigenous place names for the SUP
11	All		Place-making and experiential considerations should remain front of mind when finalising design details for the project
11	All		The idea to name the SUP an aboriginal word for connecting/connection was favoured by COSEP members.
Community spaces			
6	2	Clayton	There is a lack of community playgrounds in Clayton
6	3	Noble Park	The best playground in Melbourne
6	3	Noble Park	Fitness opportunities for older people
6	3	Noble Park	Intergenerational inclusion around skate park
6	3	Noble Park	Free activities to include families of lower socioeconomic backgrounds
7	1	Carnegie (Koornang Road)	Active space: Suitable for — Climbing walls.
7	1	Carnegie (Koornang Road)	Active space: Suitable for — Multi-use courts (like a table tennis table)
7	1	Carnegie (Koornang Road)	Active space: Suitable for — Skateable plaza elements and public art
7	1	Carnegie (Koornang Road)	Active space: Not suitable for — Children's play areas and nature play
7	1	Carnegie (Koornang Road)	Active space: Not suitable for — Formal skate park
7	1	Carnegie (Koornang Road)	Active space: Not suitable for — Dog parks
7	1	Carnegie (Koornang Road)	Active space: Idea: Flexible, imaginative space that isn't prescriptive to encourage engagement from all ages

Raised in Meeting No.	Area	Location	COSEP comment
7	1	Murrumbeena (Riley Reserve)	Active space: Suitable for: Nature play and all ages activities
7	1	Murrumbeena (Riley Reserve)	Active space: Suitable for: Seating and sheltered gathering spaces
7	1	Murrumbeena (Riley Reserve)	Active space: Suitable for: Dog park
7	1	Murrumbeena (Riley Reserve)	Active space: Not suitable for: Formal skate park
7	1	Murrumbeena (Riley Reserve)	Active space: Idea: Images from Royal Park 'Nature Play' were favoured
7	1	Murrumbeena (Riley Reserve)	Active space: Idea: Area for fitness activities such as an obstacle course
7	2	Clayton (Clayton Road)	Active space: Suitable for: Spaces for all ages and abilities
7	2	Clayton (Clayton Road)	Active space: Suitable for: Spaces for older children
7	2	Clayton (Clayton Road)	Active space: Suitable for: Gathering spaces
7	2	Clayton (Clayton Road)	Active space: Not suitable for: Nature play
7	2	Clayton (Clayton Road)	Active space: Idea: Different elements for a range of uses – passive quiet to lively and vibrant
7	2	Clayton (Clayton Road)	Active space: Idea: Fitness train
7	2	Clayton (Clayton Road)	Active space: Idea: Flexible spaces for events
7	2	Clayton (Clayton Road)	Active space: Idea: Spaces to encourage social interaction
7	3	Noble Park (Chandler Road)	Active space: Suitable for: Spaces for all ages and abilities
7	3	Noble Park (Chandler Road)	Active space: Suitable for: Multi-use courts
7	3	Noble Park (Chandler Road)	Active space: Suitable for: Skate plaza
7	3	Noble Park (Chandler Road)	Active space: Suitable for: Community gathering spaces
7	3	Noble Park (Heatherton Rd)	Active space: Suitable for: Multi-use courts
7	3	Noble Park (Heatherton Rd)	Active space: Suitable for: Nature play
7	3	Noble Park (Ross Reserve)	Active space: Suitable for: Multi use courts
7	3	Noble Park (Ross Reserve)	Active space: Suitable for: Gathering spaces and space for group activities

Raised in Meeting No.	Area	Location	COSEP comment
7	3	Noble Park (Ross Reserve)	Active space: Suitable for: Dog parks
7	3	Noble Park (Chandler Road)	Active space: Not suitable for: Nature play
7	3	Noble Park (Heatherton Rd)	Active space: Not suitable for: Fitness stations
7	3	Noble Park (Heatherton Rd)	Active space: Not suitable for: Passive gathering spaces
7	3	Noble Park (Heatherton Rd)	Active space: Not suitable for: Community gardens
7	3	Noble Park (Chandler Road)	Active space: Ideas: Low key, skate-able spaces that aren't overly prescriptive and deliberate
7	3	Noble Park (Chandler Road)	Active space: Ideas: Hangout for active 'tweens' and high school aged kids to socialise
7	3	Noble Park (Heatherton Rd)	Active space: Ideas: Encourage skating – but focus on key areas so it does not dominate the space
8	1	Carnegie (Koornang Road)	Include a rock climbing wall on back wall of sports court
8	1		Council not supportive of dog park
8	3	Noble Park (Chandler Road)	Ensure basketball courts can be used for multi-purposes
8	3	Noble Park (Chandler Road)	Half size courts and option
8	3		Important for these spaces to be multi-generational
10	All		Make it clear people can use sports courts when they aren't booked.
10	All		Booking spaces requires lots of organisation and creates sense of exclusivity; pleased to hear that most sporting facilities likely to have general access at most times
2	3	Noble Park	Skating was considered significant for this Precinct and was tabled to discuss in further meetings
5	All		Consolidating exercise equipment (not dotted around) and marker post (km) for runners
5	1	Carnegie	Opportunity for Community Space (Carnegie Station) – providing activities and equipment to encourage people to stay and hang out e.g. chess board and table tennis
5	2	Clayton	Opportunity for more active, urban and high energy community space (Haughton Road)
5	2	Clayton	Opportunity for Night Hawkers Market
5	2	Clayton	Space needs to be flexible in use (multi-use)
5	3	Noble Park	Opportunity to create a more active 'play space'
2	1	Carnegie	Integrate a shared space at Morton Ave

Raised in Meeting No.	Area	Location	COSEP comment
3	1	Carnegie	The sports pavilion at the end of Lorne St should be made into a destination for users, adding more open space to the track (this comment refers to the pavilion at East Caulfield Reserve)
3	3	Noble Park	Potential for a sporting hub
3	3	Noble Park	Potential for a CALD community 'layer'
3	All		'Linear park encourages exercise pit to stop clusters' — This comment refers to the distance between exercise pit-stops along the linear park.
3	3	Noble Park	Fitness opportunities and place making at Ross Reserve
5	All		Slides down embankment side for children to play on
5	1	Murrumbeena	To keep Riley Reserve as passive reserve (no SUP through the reserve)
6	1	Carnegie	Community space near Carnegie Station as an arrival point – safe and inviting.
8	1	Carnegie (Koornang Road)	Urban plaza across intersection of Koornang Road and Egan Street
8	1	Carnegie	Include a bike fixing station near fitness stations at Cosy Gum Road
8	3	Noble Park (Chandler Road)	Council concerned that basketball courts location is too close to a main road.
10	All		Pocket parks with Wi-Fi access are a good idea.
3	3	Noble Park	Potential to upgrade existing playground rather than build new
6	1	Hughesdale	Additional local node at Galbally Reserve
7	1	Carnegie (Koornang Road)	Active space: Idea: Seating locations to consider sunlight
3	3	Noble Park	Seating area required
8	1	Carnegie	Space near Dudley Street Public toilets is uninviting
6	3	Noble Park	A fenced dog park at the local node near the station precinct
6	3	Noble Park	Chandler – BBQ, passive, gateway, integrated with shops
7	1	Carnegie (Koornang Road)	Active space: Idea: Places to people watch
7	1	Murrumbeena (Riley Reserve)	Active space: Suitable for: Tan' style running track
7	3	Noble Park (Ross Reserve)	Active space: Ideas: Installing signage at community spaces and along the linear path which indicates how long until the next train arrives
6	3	Noble Park	Integrate with the area adjacent to the skate park
Station Precincts			
6	1	Carnegie	Activation at Carnegie Station – lighting, interactive frontages, movement
2	1	Murrumbeena	Consider how the Precinct can host events to attract people to the area. Some suggestions included arts and craft markets (similar to St Kilda foreshore), busking (in the village plaza), and 'White Night' type projections onto the station (potentially of local artwork). Short-term activation of these ideas could be trialled by Council and other organisations.

Raised in Meeting No.	Area	Location	COSEP comment
2	1	Murrumbeena	Consider how the redevelopment can revitalise the area, including retail and community activity. One suggestion was to block part of Neerim Road to vehicle traffic to enhance the village feel.
2	1	Carnegie	A popular shortcut into the station was identified from the west side of Koornang Road
2	1	Murrumbeena	Support was found for the inclusion of a secondary entrance to the station. Participants felt that it enhances connections between the areas and shops
2	1	Murrumbeena	Support was found for the location of the village plaza
2	1	Hughesdale	An alternative entrance was raised for consideration from the Boyd Park side of the Station
2	1	Carnegie	Design a Precinct that allows for a potential future extension of the No. 67 tram route
2	2	Clayton	Clayton Station IDO: Plan for an active retail frontage, both in the short and long-term; ensure provision for future retail development
2	2	Clayton	Further thinking is required on how bus users will interact with other users
2	3	Noble Park	Pedestrian traffic is very high from West Reserve. A visual connection is important from Douglas Street across to the Aquatic Centre
2	3	Noble Park	The project team should consider if they would like the Precinct to be skate friendly, or discouraging skating as the skaters exit the train toward the skate park
2	3	Noble Park	Integrate skating features if possible to prevent damage, such as grind lines on the edge of the path
5	1	Hughesdale	Opportunity for a 2nd entrance at Hughesdale Station Precinct to celebrate the natural heritage at Boyd Park
5	1	Carnegie	Future Development Opportunity adjacent to Car Parking area and Carnegie Station – to keep this open space
6	1	Murrumbeena	Murrumbeena Station – bringing together both sides of the track to form a unified shopping precinct
8	3	Noble Park (Ross Reserve)	Opportunity for this precinct to be a gateway for the area – include grand lighting and art installations
2	1	Hughesdale	Move service box away from the area adjacent to Boyd Park to allow for future connections and a stronger connection to the Park
2	1	Murrumbeena	Consider opportunities to integrate existing station buildings which may have some value to local heritage character
2	1	Murrumbeena	Use the development to enhance the 'village feel' of Neerim Road
6	1	Hughesdale	Development near Hughesdale station to form a vibrant shopping area
Creative strategy			
7	1	Murrumbeena (Riley Reserve)	Active space: Not suitable for: Public art
7	2	Clayton (Clayton Road)	Active space: Suitable for: Public art and seating
7	3	Noble Park (Ross Reserve)	Active space: Suitable for: Public art
8	2	Clayton (Centre Road)	Arts and craft opportunities at Nature play space
3	All		Storytelling pylons
5	1	Murrumbeena	Opportunity for arty area near Murrumbeena
9	All		Don't constrain curator- an aspirational role

Raised in Meeting No.	Area	Location	COSEP comment
9	All		Seek out conceptual approaches
9	All		Engaging a curator; Make your own brief, expressions of interest
9	All		Multicultural themes should feed into process
9	All		Art overlay needs to be taken very seriously
9	All		Art should create a story along the path, and should be a curated process
9	All		Styles of art need to be categorised: community art is different to professional art
9	All		Temporary art with community buy-in e.g. Herald Sun Art Show, Sculpture by the Sea
9	All		There should be different 'layers' of art: graphics, community, interpretation, professional
3	All		Care should be given to existing art work (the faces) – this refers to the artwork underneath the station at Noble Park Secondary College
3	3	Noble Park	Artwork to stay and be lit
Crime prevention, safety & maintenance			
10	All		Develop strategy for different grass types e.g. different mow lengths to make it interesting
8	All		Ensure maintenance of green spaces
6	1		Activated edges and sides, safety
7	3	Noble Park (Ross Reserve)	Active space: Ideas: Ensure good lighting
10	All		Security lights needed on sports courts
2	1	Hughesdale	Vehicles exiting the carpark onto Railway Parade may shine headlights into residential windows on the neighbouring side of the street. The group discussed potentially constructing a screen to mitigate the issue
2	1	Hughesdale	At least two narrow lanes and 'hidey-holes' exist around the station which require consideration to mitigate antisocial behaviour.
2	3	Noble Park	The design team should carefully consider the interface between the back of the buildings and the shared user path. This area may be very desirable for tagging and antisocial behaviour. Tree plantings along the wall may be a solution, however care should be taken not to interrupt sight lines.
2	All		Be aware that taggers stand on car roofs; the graffiti management solution must consider this
3	All		Low level lighting is preferred
8	3	Sandown Park	Concerns around anti-social behaviour at embankment which is near to public housing at Sandown park. Potential for this to become a loitering area as there is a lack of passive surveillance
10	All		Shared path needs to cater for maintenance access and emergency vehicles e.g. detail underneath path to hold vehicle weight
10	All		Emergency access very important
10	All		Include lighting detail on plans when showing to community as this was a major community concern
2	1	Carnegie	There is a potential need for more pedestrian crossings across Koornang Road
3	All		Lighting should be confined to SUP and be very sensitive to local wildlife, potentially sensor activated lighting (see European examples)
3	All		LED overhead lights would better control light spillage

Raised in Meeting No.	Area	Location	COSEP comment
8	3	Noble Park (Ross Reserve)	Lighting of these spaces a major concern from council
8	3		Street lighting will be important for passive surveillance
3	2	Clayton	Are slip lanes needed at the Centre Rd intersection? Need a direct link across Centre Rd to make accessible, easy and safe for cyclists (and pedestrians)
3	3	Noble Park	Safety flagged as a concern adjacent Lightwood Rd
4	All		Safety through provision of CCTV, lighting and landscaping
4	All		Concerns around the safety and convenience of 'dead-end' style car park
6	3	Noble Park	Safety concerns around Heatherton Rd – include VicRoads in the conversation
8	3	Noble Park (Heatherton Road)	Roundabout to the south a main safety concern, due to traffic speed likely to increase once the level crossing is removed. It will be important to ensure that there is a safe place to cross
8	3	Noble Park (Ross Reserve)	Include barriers for children between major roads
8	3	Noble Park (Ross Reserve)	Anti-social behaviour near the skate park a concern from council
8	3	Somers Street	Safety and clear sightlines at Somers Street important
6	1		Well-lit and vibrant at night
11	3		Douglas Street: hard edges (near school) need sensitive treatment to inspire visual intent and prevent vandalism.
11	All		Maintenance of the current material choice is an issue i.e. graffiti
11	All		Longevity and maintenance is an important consideration in material choice, especially for fitness equipment.
11	All		Material choice should take weather and vandalism resilience into consideration
11	3		Safety of the downhill section of the SUP near the underpass should be considered.
11	All		Treatment/ design of security fences are an important consideration. Details such as these are 'the jewellery' of the linear park.
Other			
2	1	Carnegie	The area indicated for development (IDO) at Carnegie should be retained as open space and the trees that are protected
2	1	Carnegie	More detail is required on exactly how the IDO, shared path and community nodes work
3	All		The project promotes provision of a continuous 17 km shared user path from Caulfield to EastLink and a new 3m wide with 0.5m side clearances will be constructed where the rail is elevated. There are "in between" lengths of shared user path, historically installed by Council(s) where constraints could not be avoided and/or the old 2m width (which was once the typical standard) no longer meet today's requirements and unless upgraded to match the new installations may be seen as a project oversight. The purpose of the shared user path is to promote alternative modes of transport and if we want the new sections to reap the benefits intended, the "in between" bits need to match and not be a disincentive.
8	1	Carnegie	Some residents like Girdwood as a one-way street as is currently
8	2	Clayton (Centre Road)	Lighting and community garden
8	2	Prince Charles Street	Possible threshold at Prince Charles Street

Raised in Meeting No.	Area	Location	COSEP comment
8	3	Noble Park (Chandler Road)	Concerns regarding the link road
10	All		Consideration of nearby areas that are outside the project scope is important e.g. connections and links between sections of open space that are part of the LXRA project and those that are not
10	3	Heatherton Rd (Noble Park)	Heatherton Road: consideration of future roundabout, what to do in the interim
10	All		Add location diagrams or aerial image to corner of plans to give residents context
3	3	Noble Park	Crossing at Thomas St needs to be sensitive to school
5	2	Clayton	Provide safe & single stage crossing point at Centre Road
10	All		Need strong rationale for why decisions have been made; explain why certain things have and haven't been included in the final design
10	All		Evocative images are needed. Some current images are too simple and stripped of evocative nature. Artist impressions sometimes lose essence and create the wrong expectations
6	All		Project legacy – form urban design guidelines that can be adopted by other areas
3	3	Noble Park	Ross Reserve – suggestion that the current design be reconsidered to incorporate the existing very good masterplan
10	All		Buildings surrounding open space may change use e.g. some warehouses may become retail spaces. Design should be flexible to incorporate these changes
11	All		This whole project has opened the door to allow Local Government to have a greater say, and provided options for Local Government to extend on projects and ask for funding e.g. to make the roundabout at Heatherton Road safer.
11	All		There are projects outside the scope of this project that will be important to the final outcomes of the linear park e.g. making Heatherton Road roundabout safer, upgrades to existing sections of SUP and creating connection with surrounding streets

