



# GLEN HUNTLY LEVEL CROSSING REMOVALS ADVOCACY DOCUMENT

Advocating for superior public realm, place making and land-use based benefits for the Glen Huntly and broader Glen Eira community.



Glen Eira City Council acknowledges the Boonwurrung/Bunurong and Wurrundjeri Woi Wurrung peoples of the Eastern Kulin Nation as Traditional Owners and Custodians, and pays respect to their Elders past, present and emerging.

We acknowledge and uphold Traditional Owners' continuing relationship to the land and waterways.





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# I. BACKGROUND



# BRINGING GLEN HUNTLY TOGETHER

This document is the second part of Glen Eira City Council's advocacy for the Glen Huntly Neerim Road Level Crossing Removal Project. It has been developed to foster the best possible outcomes for the community and the municipality.

In September 2020, Council published an initial advocacy document and provided this to the State Government. Council was disappointed to see that only a handful of the thirty items put forward were adopted by the Level Crossing Removal Project (LXRP). Council is advocating for more items to be included and implore them to be revisited.

This document lists the items that were adopted by the LXRP, the items that were not, and areas that are still open to influence. It also features a number of new updated advocacy items for Glen Eira since the adoption of our Climate Emergency Response Strategy (2021), Urban Forest Strategy (2021) and Glen Huntly Structure Plan (2021).

Council hopes to reinforce the vision and aspirations for the new station and its surroundings.

## OUR VISION

*A distinctive and integrated station with a new public space which forms the heart of the Glen Huntly activity centre. Public realm improvements transform Glenhuntly Road into an attractive shared zone for all modes. The railway reserve forms a safe and functional shared path connecting Glen Huntly to the neighbouring Caulfield and Ormond activity centres. Well-integrated mixed-use development brings life and activity.*

## Glen Huntly and Glenhuntly

The names Glen Huntly and Glenhuntly both appear in this document and are derived from the name of the ship, the *Glen Huntly*, which arrived in Port Phillip in 1840. Over time use of the name has varied and today Glen Huntly is used to describe the suburb, while the variation of Glenhuntly is used for the main road and the railway station. Both spellings are therefore used throughout the document to reflect current community use.

### 1. Background

### 2. Project Update

### 3. Advocacy Recap

### 4. Advocacy Map

### 5. Advocacy Item Details

### 6. Next Stages

Glenhuntly Station

PT>

## 2. PROJECT UPDATE



## WHERE ARE WE NOW?

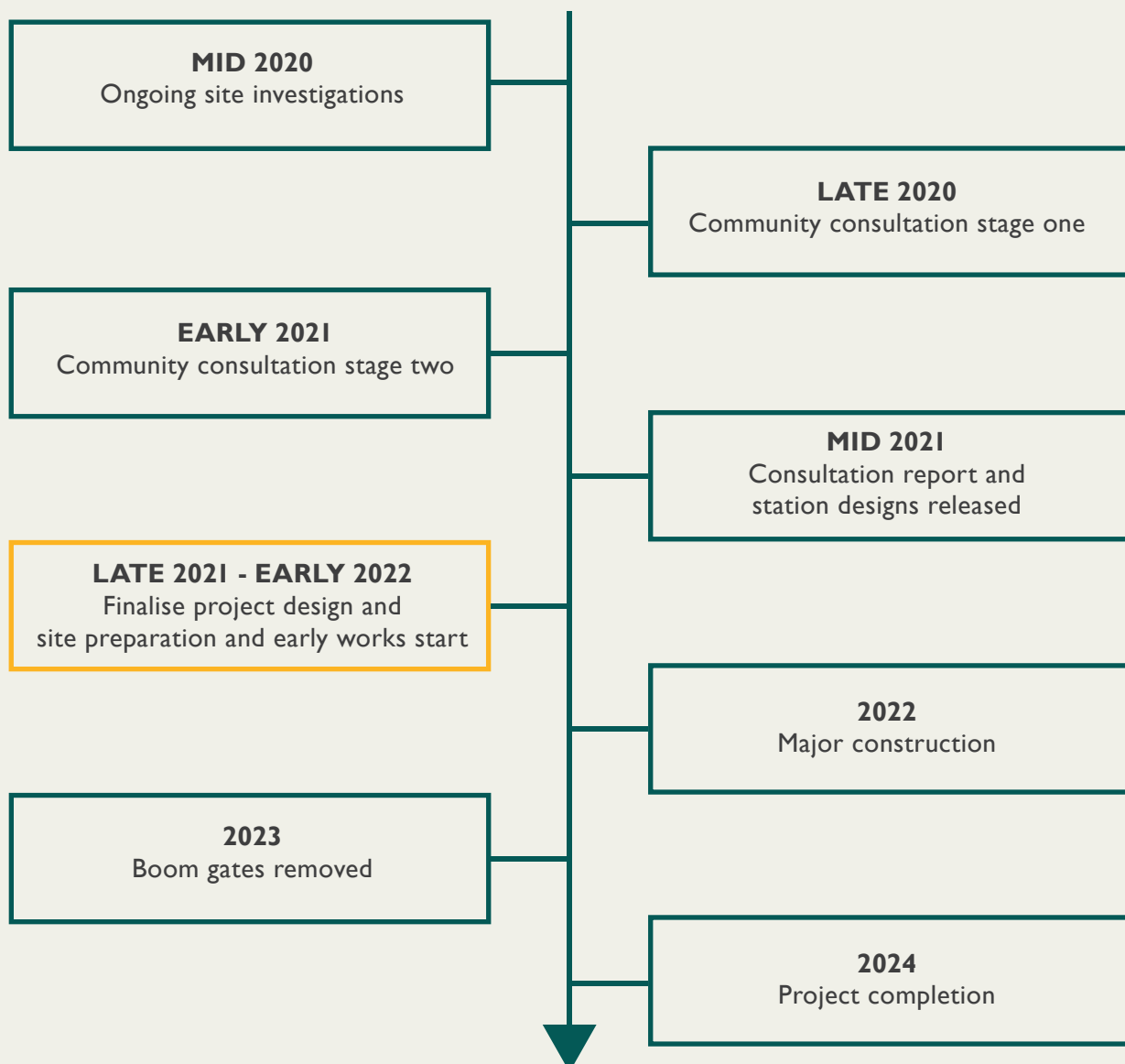
The Victorian Government is removing 18 level crossings and building 12 new stations as part of a \$3 billion upgrade of the Frankston line that will improve safety, reduce congestion and allow more trains to run more often.

The Glen Huntly Neerim Road Project will focus on the removal of the level crossings at Neerim and Glenhuntly roads. It will also include a new Glenhuntly Station.

The Project has been fast tracked with early works having started in late 2021 and completion scheduled by 2024, which is one year ahead of schedule.

This information about the project has been provided by the LXR. More information can be found on the Level Crossing Removal Projects website.

### LXR PROJECT TIMELINE



Timeline by LXR and is subject to change.



## 3. ADVOCACY RECAP







## UPDATE OF SEPTEMBER 2020 ADVOCACY ITEMS

Glen Eira City Council produced an advocacy document in September 2020, which outlined our vision and preference for the station, surrounding streets and rail corridor. Council continues to advocate for optimal outcomes for the municipality and residents.





Below is a recap of the 30 advocacy items suggested by Council and their outcome or current status.

### I. Reunite





ITEM	OUTCOME
Retain the existing Woodville Avenue vehicle underpass.	
Retain the existing Wattle Avenue Pedestrian Crossing over the railway (or a new crossing at this location).	
Create a new pedestrian and cycling crossing point over the railway near Huntly Street. <i>Commentary: LXRPs have said this is out of scope.</i>	
Remove vehicular access from the commuter carpark northwest of the station that exits onto Glenhuntly Road. If some carparking is to remain in this area, vehicular access should come from Neerim Road only. <i>Commentary: LXRPs have future proofed access to the NW carpark from Neerim Road. The access and exit at Glen Huntly Road will remain for the time being.</i>	

# UPDATE OF SEPTEMBER 2020 ADVOCACY ITEMS

## 2. Rebrand

ITEM	OUTCOME
Retain the historic wooden station building on the south-bound track or relocate this part of Glen Huntly's history to a suitable location in the centre. <i>Commentary: The historic wooden building will be removed. It will be photographed extensively and potentially used as an art piece for the new station.</i>	
Incorporate references to the diverse people who call Glen Huntly home and key aspects of local history into the station design and surrounds.	
Undertake a modernisation, refresh and redevelopment to create a station building and surrounds that embody high architectural merit, and superior urban design outcomes.	
Avoid the use of shotcrete and instead use high-quality surface materials that deliver superior design outcomes and deter graffiti. <i>Commentary: LXRP have decided to utilise shotcrete in the design. They have assured Council, that in the station concourse area the shotcrete will not be visible and behind screens. Shotcrete will be seen on the walls as commuters arrive and depart the new station.</i>	







## 3. Reimagine

ITEM	OUTCOME
Deliver an expansive, distinctive and well-integrated station concourse.	
Reflect the heritage streetscape in the new station building.	
Provide a safe, legible transition from the street to the station.	
Provide multiple entry points to the new station, to support and increase rail usage and convenience. <i>Commentary: Council would still like to see multiple access points to the new station, including a second entrance north of Glen Huntly Road. LXRP have said this is out of scope.</i>	





## UPDATE OF SEPTEMBER 2020 ADVOCACY ITEMS

### 4. Revitalise






ITEM	OUTCOME
Cap the rail trench and use landscaping to provide opportunities for lawn space. <i>Commentary: LXRPs have said this is out of scope and if it was included would need to be funded by council – estimated cost \$5 million</i>	
Include generous plantings and build a high-quality streetscape. <i>Commentary: Recent update from LXRPs is that they will have a 2:1 planting offset. This is welcomed by council and officers will work meticulously to ensure this is achieved.</i>	
Feature new public art that speaks to the heritage and culture of Glen Huntly and provides a sense of place for the community.	
Retain net station parking. <i>Commentary: Due to the designs and configuration of the carparks, LXRPs are proposing to acquire land down Dorothy Avenue and install 35 commuter carparks. This will result in a negative landscaping outcome, which will be a stark change for residents living across from these new carparks. Council would like the LXRPs to determine a solution that would achieve an enhanced landscaping outcome along Dorothy Avenue. Council has preference for trees to be retained and new trees and vegetation to be planted along the rail corridor in Dorothy Avenue.</i>	
Incorporate signage in new commuter car parking, that allows for off-peak use by visitors, supporting the local night time economy. <i>Commentary: Not accepted by Metro Trains.</i>	
Deliver community benefit including community spaces, employment opportunity and affordable housing as part of any future integrated development linked to the station reconfiguration. <i>Commentary: There is an inclusion of a pocket park off Neerim Road, in relation to the other items, these are out of scope to the LXRPs.</i>	

### 5. Improving Access

ITEM	OUTCOME
Create a continuous, safe and attractive shared user path to link the existing cycling path running north/south on the east side of the rail corridor (which terminates near Waratah Avenue), with the new shared user path north of Neerim Road, proposed in the Caulfield Racecourse Reserve Trust Land Use Management Plan. <i>Commentary: LXRPs are building a 3-metre shared user path along Queens Avenue. This terminates at the Queens Ave &amp; Normanby Road Intersection. Any future connections are out of scope to the LXRPs and would need to be delivered by council.</i>	
Provide a strong, legible wayfinding network through the Activity Centre.	

## UPDATE OF SEPTEMBER 2020 ADVOCACY ITEMS







### 6. Prioritising Safety

ITEM	OUTCOME
<p>Prioritise safety, surveillance and accessibility in design.</p> <p><i>Commentary: Council would like to see all footpaths in station carparks to be DDA compliant and accessible to all members of the community.</i></p>	
Draw on crime prevention through environmental design principles to underpin all new public spaces.	
Include an integrated CCTV network.	
Design passive surveillance into the station redevelopment, platforms, and forecourt areas on Glenhuntly Road.	
Incorporate design elements and utilise materials that deter graffiti vandalism.	



## UPDATE OF SEPTEMBER 2020 ADVOCACY ITEMS

### 7. Prioritising Sustainability

ITEM	OUTCOME
<p>Retain and protect all significant existing trees, including the Date Palms along Royal Avenue and the Plane Trees along Dorothy Avenue, and where possible the Paperbarks along Station Place.</p> <p><i>Commentary: The Date Palms on Royal Ave will be transplanted and brought back at the completion of the project. The Plane Trees in Dorothy Avenue and Paperbarks along Station Place will be removed due to essential works and the LXRPs construction methodology. Council will be working to ensure a comprehensive replanting strategy is utilised in these areas.</i></p>	
Incorporate low-maintenance species, and canopy trees within landscape design.	
<p>Utilise water sensitive design elements along the entire corridor.</p> <p><i>Commentary: This suggestion has not been adopted by the LXRPs.</i></p>	
<p>Design for water table challenges and incorporate low maintenance drainage solutions.</p> <p><i>Commentary: Due to water table challenges LXRPs have designed a sophisticated drainage system that runs the extent of the rail corridor. This will not be low maintenance and expected to be a Council asset.</i></p>	
<p>Use landscaping and permeable surfaces in carparking to reduce heat island effects.</p> <p><i>Commentary: LXRPs have said they cannot use permeable surfaces due to site constraints.</i></p>	
Use energy efficient lighting in the station area and concourse.	

## 4. ADVOCACY MAP

# PROPOSED ADVOCACY ITEM MAP



## LEGEND

- |   |                                       |                                  |
|---|---------------------------------------|----------------------------------|
| 1. Queens Avenue concept  | Safe Cycling Streets                  | Proposed Level Crossing Removals |
| 2. Retention of trees along the rail corridor                             | On-Road Cycling Network               | Existing Bus Route               |
| 3. Moodie street concept  | Great Walking and Shopping Strip      | Existing Tram Route 67           |
| 4. Continuous landscaping   | Pedestrian & Cycling Link             | Existing Train Route             |
| 5. Dispensation of carparks along the corridor beside the railway cutting | Improved Public Transport Interchange | Structure Plan Study Area        |





## 5. ADVOCACY ITEM DETAILS

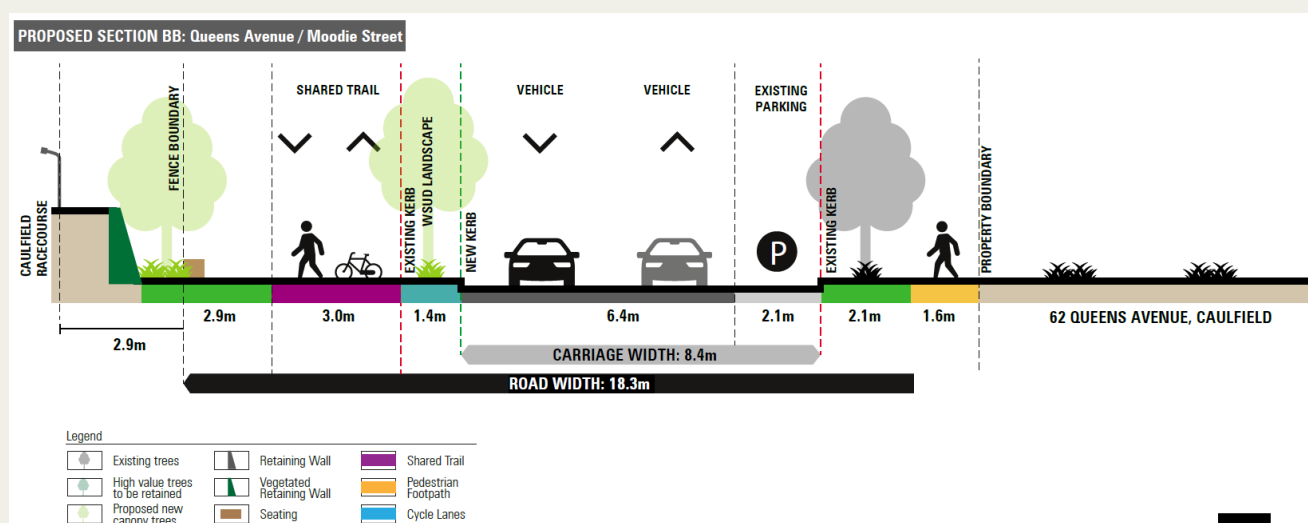
# ADVOCACY ITEM DETAILS

## I. QUEENS AVENUE CONCEPT

Council have developed a future concept for Queens Avenue. This incorporates the retention of the trees along Queens Avenue and relocating the kerb to include a shared user path and would require reprofiling the road. The estimated cost of these works is \$10 million.

### KEY FEATURES

- A focus on creating a leafy green edge that encourages activity and active transport options.
- New tree planting, landscaping and retention of significant trees.
- Curb outstands, crossing points, and pedestrian refuges to provide safe pedestrian crossing options and highlight access into the Caulfield Racecourse Reserve.
- Provision of three metre shared user path to link with proposed Caulfield Racecourse Reserve perimeter pathway.
- A narrower road profile to encourage slower vehicle movement and reduce distance across Queens Avenue at pedestrian crossing points.
- Encroachment into the Racecourse land for less duplication of infrastructure with landscaping to conceal the retaining wall of the Racecourse.
- Retain existing on-street parking, eastern pedestrian footpath and nature strip trees.
- Upgraded drainage infrastructure.



Proposed cross section is specific to the middle area of Queens Avenue. Measurements vary in different parts of the Avenue.



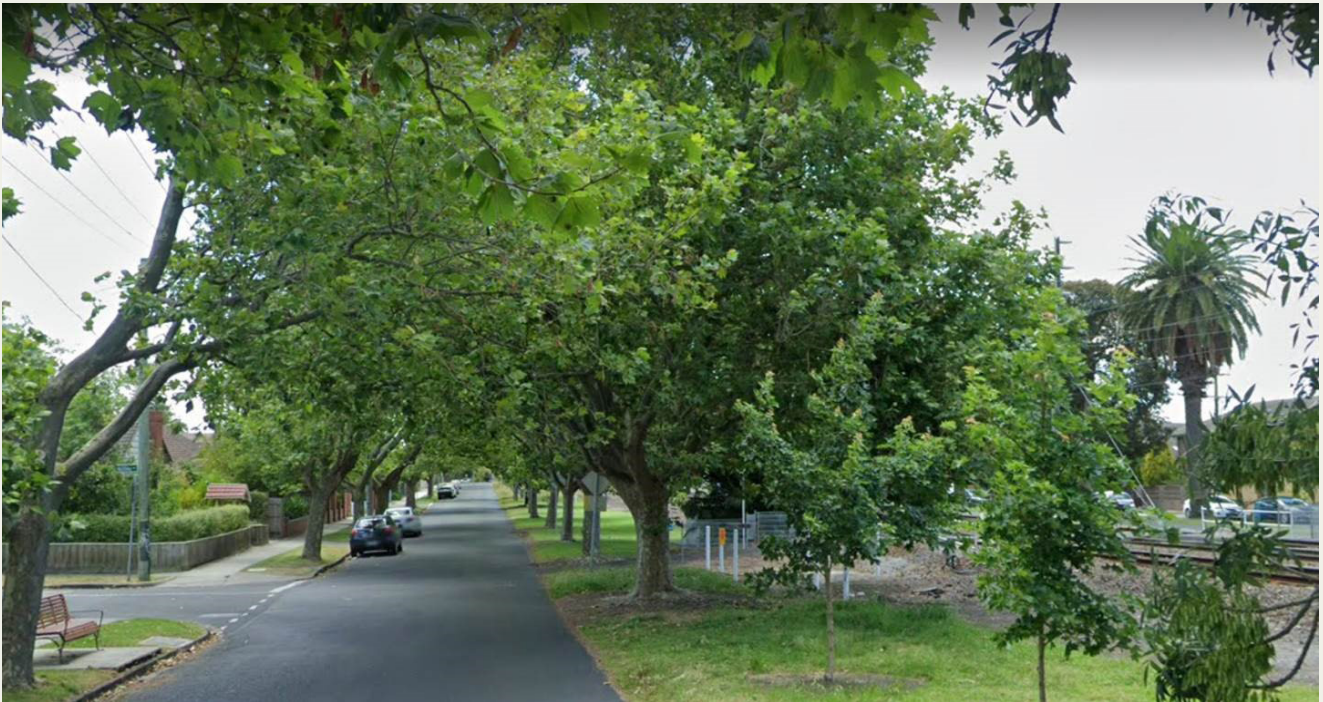
## ADVOCACY ITEM DETAILS

### 2. RETENTION/REPLANTING OF TREES ALONG THE RAIL CORRIDOR + 25 per cent TREE COVERAGE IN ALL CARPARKS FROM NEERIM RD

In line with Council's adopted Climate Emergency Response Strategy and Urban Forest Strategy, we would like to see the retention of as many trees along the rail corridor as possible.

Council understand LXRP are now giving a 2:1 tree off-set – every tree removed will be replaced by two new trees. Council would like to see a comprehensive replanting strategy, which includes modelling of when the full extent of mature tree canopy coverage, in accordance with Council's Urban Forest Strategy, will be achieved. Officers will work rigorously to ensure the 2:1 ratio is delivered by the project.

In relation station carparks, we would like to see 25 per cent tree canopy coverage in all carparks to reduce heat island effects.





# ADVOCACY ITEM DETAILS

## 3. INCLUSION OF MOODIE STREET CONCEPT

The project currently has little open space opportunities apart from a pocket park off Neerim Road (near the Neerim Road Bridge). Council would like an open space area built with trees, planting and seating on either side of the Moodie Street underpass. The estimated cost of these works is \$1.8 million.



## ADVOCACY ITEM DETAILS

### 4. CONTINUOUS LANDSCAPING ALONG THE RAIL CORRIDOR

Council aspires to see continuity of trees and planting of vegetation parallel to the rail corridor, with consistent high-quality outcomes seen in the Ormond, McKinnon and Bentleigh LXP Train Stations and surrounds. Where tree and vegetation planting is not achievable, living green walls may be suitable.



#### EXAMPLE

##### Green Walls





## ADVOCACY ITEM DETAILS

### 5. ALTERNATE DESIGN FOR DOROTHY AVENUE WITH INCREASED LANDSCAPING OPPORTUNITIES

As recognized in the initial advocacy document, Council don't want a net loss of Station Carparks.

Council would like to see these carparks delivered, but not in lieu of the stark landscape changes this will bring to residents on Dorothy Avenue. Council therefore seek an outcome that would ensure an enhanced landscaping outcome along Dorothy Avenue.

Council would like to avoid seeing outcomes similar to those in Edward Street, Cheltenham, in Dorothy Avenue.

#### BEFORE

Edward Street, Cheltenham



#### AFTER

Edward Street, Cheltenham





## 6. NEXT STAGES

## WHERE TO FROM HERE?

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These advocacy items are extremely important to Council and the community. Council will continue to advocate vigorously for their inclusion in the level crossing removal project. Council Officers will continue to work with the State Government to advocate for optimal outcomes for the City of Glen Eira.

Early works and construction are set to start in early 2022, with the project completed in 2024. If you are seeking any further information regarding this document don't hesitate to contact Glen Eira City Council in any of the following ways:

**Mail:** Glen Eira City Council  
Project Management Office  
PO Box 42  
Caulfield South VIC 3162

**Phone:** 9524 3333

**Email:** [mail@gleneira.vic.gov.au](mailto:mail@gleneira.vic.gov.au)

If you have any queries regarding the Glen Huntly Neerim Road Level Crossing Removal Project, you can contact the Level Crossing Removal Project directly on 1800 105 105 or email them at [contact@levelcrossings.vic.gov.au](mailto:contact@levelcrossings.vic.gov.au).

Our vision for the level crossing removals in Glen Huntly is for:

A **distinctive** and **integrated** station  
with a new **public space** forms the heart of  
the Glen Huntly activity centre.

Public realm improvements **transform**  
Glenhuntly Road into an attractive **shared**  
zone for all modes.

The railway reserve forms a **safe** and  
functional shared path **connecting** Glen  
Huntly to neighbouring Caulfield and Ormond  
activity centres. Well-integrated mixed-use  
development brings **life** and **activity**.

#### CONTACT

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*Bentleigh - Bentleigh East - Brighton East - Carnegie - Caulfield - Elsternwick - Gardenvale -  
Glen Huntly - McKinnon - Murrumbeena - Ormond - St Kilda East*