



Glen Huntly Structure Plan and Level Crossing Removal Projects

STAGE 2: KEY IDEAS



GLEN EIRA
CITY COUNCIL

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INTRODUCTION

PURPOSE

Council is currently developing a structure plan for Glen Huntly. This document has been developed to support Stage 2 of the process where we seek community feedback on key ideas:

- Key directions for *Glen Huntly Structure Plan* developed from stage 1 (Visioning)
- Key ideas for Glen Huntly Level Crossing Removal Projects.

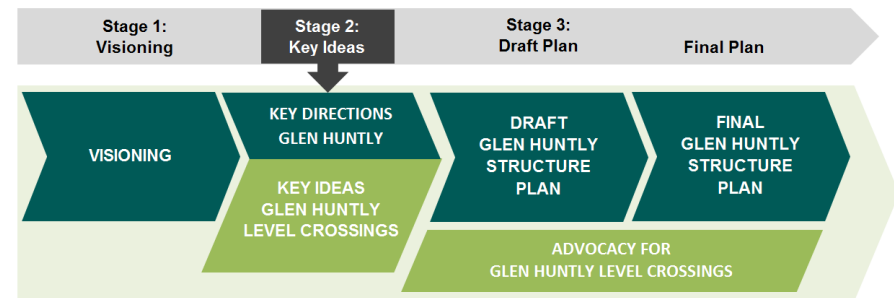
The document sets out the project overview, context and process so far, before presenting the key directions and ideas for community feedback.

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PROCESS

Consultation for the *Glen Huntly Structure Plan* will occur across three stages. Stage 1 (Visioning) was completed in June 2019. We are currently completing Stage 2 (Key Ideas), with a focus on taking the project from early visioning to more specific ideas.

Your feedback in Stage 2 will inform a draft *Glen Huntly Structure Plan*, which will incorporate visioning and advocacy for the Glen Huntly Level Crossing Removals.



STRUCTURE PLAN OVERVIEW

WHAT IS A STRUCTURE PLAN?

Structure Plans provide a long-term vision for how an area will develop in the future. They guide government decisions relating to future investment, land use, built form, transport improvements and public space upgrades. *Structure Plans* are intended to provide clarity and certainty about the future for all stakeholders including local residents, business, developers and various levels of government.

WHY IS A STRUCTURE PLAN BEING PREPARED?



Glen Huntly has been identified by the State Government and Glen Eira City Council as a strategically significant Major Activity Centre and Council is preparing a *Structure Plan* for Glen Huntly to guide anticipated growth for the area in a way that is locally appropriate. The *Structure Plan* will be informed by community engagement and technical studies commissioned by Council.

The significance of Glen Huntly arises from its contribution to a broader strategic context. Several key activities attract workers, residents and visitors to the local area including Monash University's Caulfield campus, Caulfield Racecourse, Glen Eira College, Derby Road and Glenhuntly Road shops, as well as parks and recreational areas (such as Booran Reserve, Glen Huntly Park, Lord Reserve and Koornang Park).

In 2018, the State Government announced funding for the removal of level crossings at Neerim Road and Glenhuntly Road and the construction of a new Glen Huntly train station. The combination of the area's strategic significance and future investment in level crossing removals will present a number of local issues and opportunities that need to be addressed in a co-ordinated way through structure planning.



MAP: GLEN HUNTLY STRUCTURE PLAN STUDY AREA

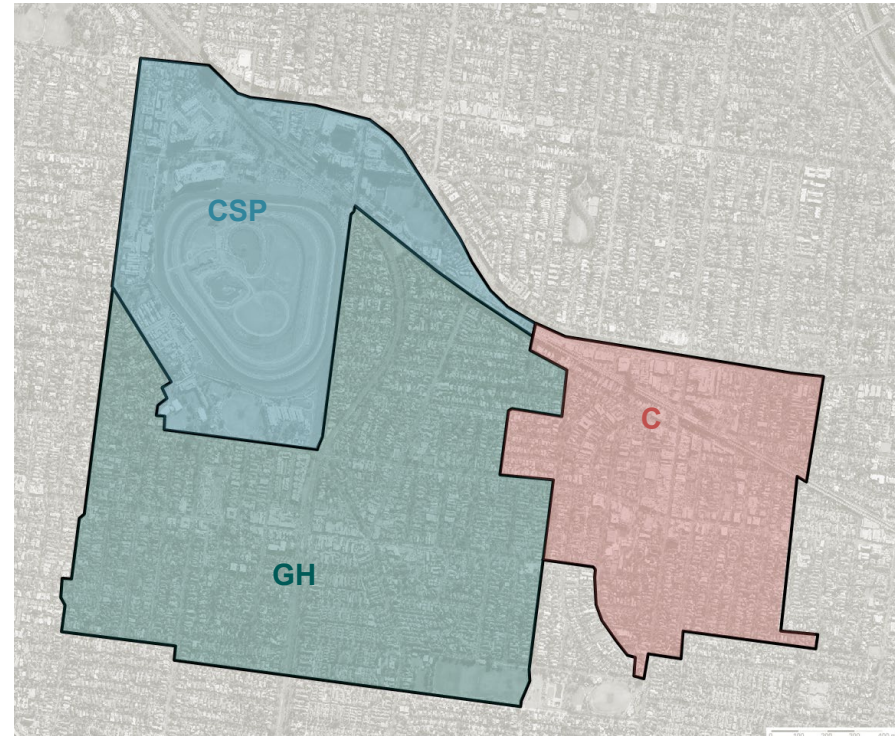
-  Glen Huntly Structure Plan Study Area
(a broad investigation area identified for structure planning)
-  Glen Huntly Level Crossing Removals (Includes Glenhuntly Road level crossing site, Neerim Road level crossing site and remaining rail reserve)

WHAT IS PLANNED FOR THE SURROUNDS?




Structure planning for Glen Huntly forms part of Council's comprehensive strategic work plan, which includes updating a number of local plans across the City of Glen Eira.

Glen Huntly has strong links to the Carnegie activity centre and Caulfield Station Precinct. A *Structure Plan* was completed for Carnegie in 2018, and *Structure Plans* are now being prepared for Glen Huntly and Caulfield Station Precinct simultaneously. This process could take advantage of combined opportunities to better support business and innovation, education, recreation, transport, place-making and housing opportunities.

- **Carnegie Structure Plan 2018-2031 (adopted)**
Council prepared and consulted on a draft *Structure Plan* in 2017 then adopted the final document in 2018. The *Plan* is currently being implemented through Planning Scheme Amendments and public space projects.
- **Caulfield Station Precinct Structure Plan (underway)**
This *Structure Plan* is being prepared by the Victorian Planning Authority in partnership with Glen Eira City Council, Stonnington City Council, the Department of Transport, the Caulfield Racecourse Reserve Trust and other key stakeholders. It will be informed by community engagement and technical studies commissioned by the VPA and Council. The Victorian Planning Authority is consulting on key ideas for the Caulfield Station Precinct across October and November 2019. More information is available on Council's website: www.gleneira.vic.gov.au and the Victorian Planning Authority website: www.vpa.vic.gov.au



MAP: PLANNING FOR ADJOINING ACTIVITY CENTRES

-  GH Glen Huntly Structure Plan – study area boundary (project ongoing)
-  CSP Caulfield Station Precinct Structure Plan – study area boundary (project ongoing)
-  C Carnegie Structure Plan boundary (adopted Structure Plan, completed 2018)

HOW WAS THE STUDY AREA IDENTIFIED?

The *Glen Huntly Structure Plan* study area includes 194 hectares of land comprising of parts of multiple suburbs including Glen Huntly, Carnegie, Caulfield, Caulfield East and Caulfield South. The study area is centred around the Glenhuntly Road shopping strip.

The *Structure Plan* process requires identification of a study area for initial investigations. The *Glen Huntly Structure Plan* study area was determined based on considerations including:

- areas within walking distance from the Glen Huntly train station and shopping strip area (generally a five to 10-minute walk);
- delineating the boundary along roads or railway lines (rather than following irregular shaped walking catchments or using side and rear property boundaries); and
- extending the northern parts of the Glen Huntly precinct given its link to strategic work for Carnegie, Caulfield Station Precinct and the Caulfield Racecourse Reserve, and to ensure the whole area has been addressed by a local strategic plan.

The *Glen Huntly Structure Plan* study area is not the same as an activity centre boundary. The study area is a 'starting point' – an investigation area that is considered large enough to manage impacts that fall within and beyond an activity centre.

The structure planning process requires Council to identify an activity centre boundary for Glen Huntly. The State Government provides criteria for this process in *Planning Practice Note 58: Structure Planning for Activity Centres*. This identification process will form part of the next stage of preparing a draft *Glen Huntly Structure Plan* for consultation.



MAP: STUDY AREAS AND WALKING CATCHMENTS

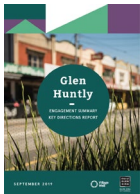
- Train station
- Shopping strip/core commercial and train station area
- Dotted lines represent a 400m and 800m distance (five to 10-minute walk) from Glen Huntly train station
- Shaded shapes represent a 400m and 800m distance (five to 10-minute walk) from the shopping strip or core commercial and train station area for **Glen Huntly (GH)**, **Caulfield Station Precinct (CSP)**, and **Carnegie (C)**.

HOW YOU CAN PARTICIPATE

There will be numerous opportunities to participate in the *Structure Plan* process as shown in green on this diagram, including Stage 1 Visioning (complete), Stage 2 Key Ideas (underway), and Stage 3 Draft Structure Plan (future). There will also be ongoing opportunities to participate in implementation of the plan.



WHAT WE HEARD: STAGE 1 – VISIONING



In 2017, Council asked what you love about your shopping strip and your city. This consultation was conducted in all activity centres in Glen Eira and helped to inform the development of Glen Eira's *Activity Centre, Housing and Local Economy Strategy* and *Quality Design Guidelines*.

In May and June 2019, Council began an engagement process for the *Glen Huntly Structure Plan*. Through surveys, a workshop, and round table discussions, local stakeholders and community members expressed their aspirations for the area and identified opportunities and challenges. Eight directions were developed with the community through this process. The full engagement report can be found on Council's website: www.haveyoursaygleneira.com.au/GlenHuntly

NEXT STEP: STAGE 2 – KEY IDEAS

We are now seeking your feedback on the Key Directions and Key Ideas presented in Part A and Part B of this document.

- **PART A – KEY DIRECTIONS:
GLEN HUNTLY STRUCTURE PLAN**
- **PART B – KEY IDEAS:
GLEN HUNTLY LEVEL CROSSING REMOVALS**

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PART A

**KEY DIRECTIONS:
GLEN HUNTLY
STRUCTURE PLAN**

KEY DIRECTIONS

In May and June 2019, Council began an engagement process for the *Glen Huntly Structure Plan*. Through surveys, a workshop, and round table discussions, local stakeholders and community members expressed their aspirations for the area and identified opportunities and challenges. Eight directions were developed with the community through this process.

We would like to hear your feedback on these directions and whether you have any specific ideas for how they could be applied in Glen Huntly.

1  A new public space that becomes the heart of the Precinct and creates a link between Glenhuntly Road's east and west ends.

2  A greater variety and quality of eating and shopping establishments.

3  A beautified and cared for main street, with supporting streetscape amenity including new seating, street trees and lighting.

4  A place that demonstrates environmental leadership through low-carbon initiatives, innovative waste and water management and sustainability programs for the local community.

5  Continuous, safe and improved cycling paths and pedestrian connections, within Glen Huntly and linking it to Caulfield and other destinations.

6  A plan to guide future medium-density and mixed-use development, ensuring it is locally and contextually relevant.

7  A place that supports, celebrates and brings together Glen Huntly's diverse communities through service offerings, gathering spaces and local events and activities.

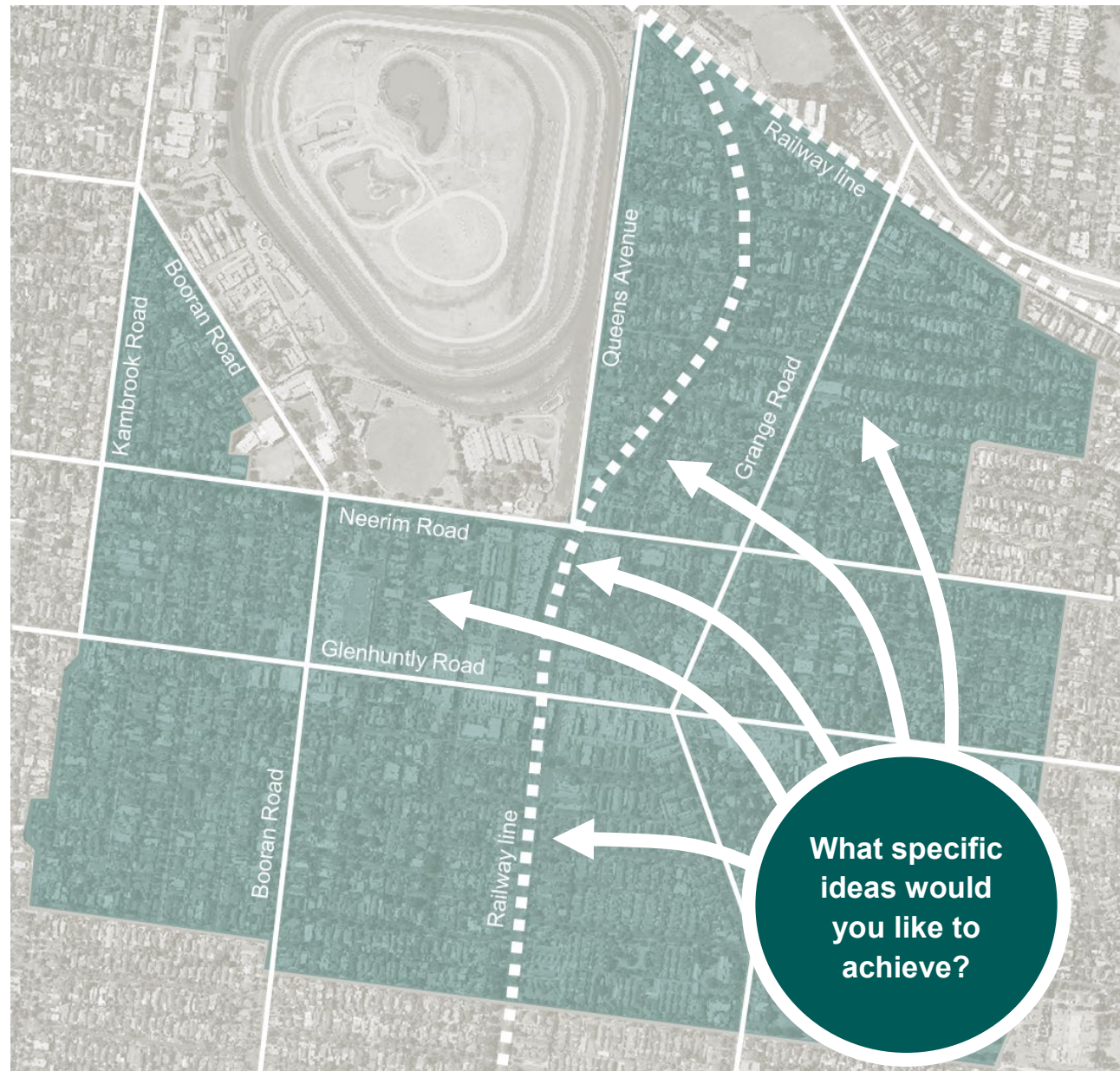
8  Management of traffic congestion issues in the interim period before the level crossing removal, including provisions for parking in planning.

ACHIEVING THE DIRECTIONS

The Key Directions provide the overarching story for what the structure plan should achieve and will guide recommendations in the draft *Structure Plan*.

How would you like to see the directions applied? What most interests you?

Your ideas will be reviewed by the project team and may be incorporated into background work, including investigations and technical studies that will inform preparation of a draft *Structure Plan*.





**PART B
KEY IDEAS:
GLEN HUNTLY
LEVEL CROSSING
REMOVALS**

OVERVIEW

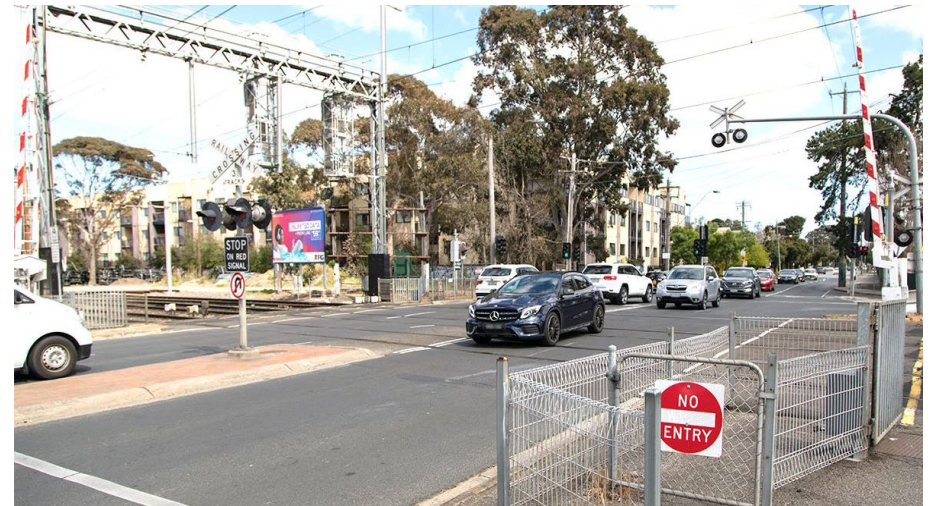
LEVEL CROSSING ANNOUNCEMENTS

In 2018, the State Government committed to provide funding for two level crossing removals in Glen Huntly. The announcements noted that:

- Both the Glenhuntly Road and Neerim Road level crossings will be removed.
- The project will include lowering the rail line under the road.
- The project will include the construction of a new Glenhuntly train station.
- The projects are scheduled to occur before 2025 (hence, Council's visioning and advocacy for the area must occur soon).

WHY IS COUNCIL SEEKING FEEDBACK ON A STATE GOVERNMENT PROJECT?

State Government will manage the design and construction of level crossing removals. By establishing a clear vision with our community, Council can advocate to these authorities for outcomes that not only improve transport conditions, but also seek to influence the preferred look, feel and function of the design in a way that better addresses local issues and opportunities. Council is working with the community to create a shared vision that will underpin our advocacy to State Government.



Neerim Road Level Crossing



Glenhuntly Road Level Crossing
(Images sourced from: State Government, Level Crossing Removal Project.)

KEY ISSUES

A number of issues exist or will be presented by redevelopment of the Glen Huntly Level Crossing Removals. This list includes key issues that already exist and others posed by potential change.

Connectivity

- Existing rail line acts as a major barrier between communities to the east and west (housing, retail and services) and causes significant noise from trains.
- Existing Glen Huntly train station is not well integrated with surroundings.
- Existing level crossings at Neerim and Glenhuntly Roads impede east-west movement for private vehicles.
- Existing Neerim Road intersection impedes all movements for pedestrians, cyclists and east-west movements for buses.
- Existing Glenhuntly Road level crossing impedes east-west movements for pedestrians, cyclists, and trams.
- Existing pedestrian and cycle paths are disjointed between Ormond and Caulfield Station/Monash University through Glen Huntly.
- Existing fencing barriers at Caulfield Racecourse Reserve limit access from Glen Huntly.

Public spaces

- Potential risk of tree loss on rail reserve due to rail works.
- Potential limited ability to re-plant trees along a reconstructed rail line.
- Potential retention of car parking on part of VicTrack land.
- Existing poor public spaces on Royal Avenue near Glen Huntly station.
- Existing pedestrian underpass at Moodie Street potentially unsafe.

Land use and built form

- Sensitive residential interfaces along the rail line.

KEY OPPORTUNITIES

The following additional opportunities have been identified by Council as opportunities to explore with the State Government and Level Crossing Removal Project. As the project is in the early planning phase, the opportunities identified below may not be feasible depending on further consultation with Level Crossing Removal Project.

Connectivity

- Retain and improve existing locations for pedestrian crossings, and explore new pedestrian crossing at Lord Street and Huntly Street.
- Improve pedestrian and cycling connection across the rail line.
- Identify a north-south cycle path starting from Royal Avenue that links Glen Huntly to Caulfield Station (including Monash University) via the rail reserve and/or potentially Queens Avenue.
- Improve views and connection to Caulfield Racecourse Reserve.
- Improve public transport interchange infrastructure (eg. buses, trams, walking and cycling).
- Explore more access points to the train station at the north and south.
- Explore connectivity through Woolworths carpark (new connection).

Public spaces

- Explore public space improvements along Glenhuntly Road.
- Explore improvements to pedestrian and cycling amenity north of Glenhuntly Road, particularly at Neerim Road intersection crossing.
- Explore improvements to existing pedestrian rail line crossings.
- Identify places for landscaping, tree retention and new tree plantings.

Land use and built form


- New Glen Huntly train station.
- Opportunity to adapt existing historic buildings or elements.
- Explore public plaza near the train station.
- Explore mixed use development(s) on VicTrack land, integrated with the train station and potentially existing Woolworths car park site.
- Explore covered section of rail line that accommodates new development and amenities such canopy trees, public plazas or active areas.

KEY IDEAS

Drawing on the issues and opportunities presented by the level crossing removal projects, ideas have been developed that link to some of the Key Directions identified by the community in Stage 1. We would like to hear your ideas for the how the site could be designed and used. This will inform our technical work and the development of a shared vision and advocacy for the site.

To help us in our advocacy to the State Government, a series of ideas have been created by Glen Eira City Council for the purpose of determining the community's priorities. At this stage, no detailed engineering has been completed on these ideas and therefore some of the concepts may not be feasible once the State Government has completed full engineering and feasibility.

DIRECTION 1



A new public space that becomes the heart of the Precinct and creates a link between Glenhuntly Road's east and west ends.

STATION, PLAZA AND ACCESS

The project presents opportunities for a new public plaza that will depend on where the new station and access points are located.

DIRECTION 3




A beautified and cared for main street, with supporting streetscape amenity including new seating, street trees and lighting.

INTERSECTIONS UPGRADES

The project presents opportunities for infrastructure and interface upgrades at Neerim and Glenhuntly Roads.

DIRECTION 5




Continuous, safe and improved cycling paths and pedestrian connections, within Glen Huntly and linking it to Caulfield and other destinations.

WALKING AND CYCLING PATHS

The railway corridor provides an opportunity for improved north-south and east-west walking and cycling connections.

DIRECTION 6



A plan to guide future medium-density and mixed-use development, ensuring it is locally and contextually relevant.

DESIGN, DEVELOPMENT AND USE

The land present development opportunities to revitalise the look, feel and function of Glen Huntly. How can this be harnessed to revitalise the centre while remaining contextually appropriate?

STATION ACCESS AND PLAZA

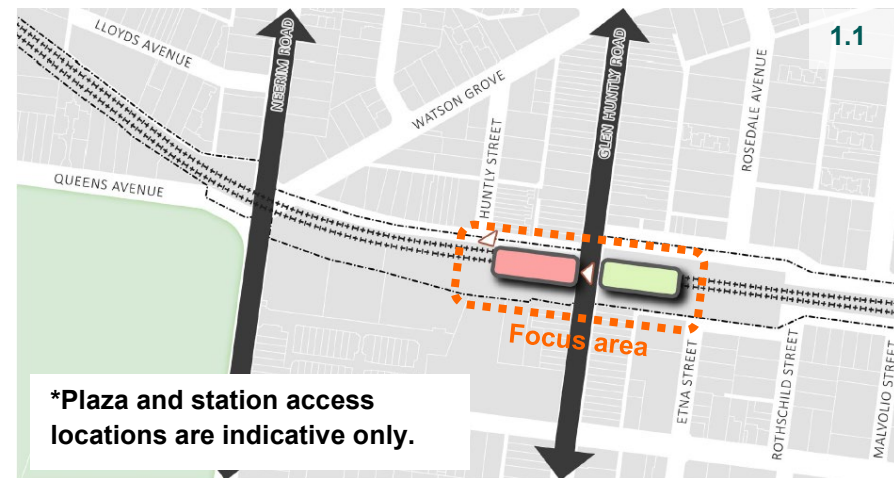
Community feedback in June 2019 identified broad support for level crossing removals at Glen Huntly and Neerim Roads as well as aspirations for a public space along the Glenhuntly Road shopping strip. The level crossing removals create opportunities such as relocating the station and repurposing the existing historic building. They also offer opportunities to reconfigure and extend the platform, to construct new development and to provide a public plaza. This section explores some potential configurations for a new station and plaza. It is assumed that two access points could be provided.

■ IDEA 1.1 Station access and plaza fronting Glenhuntly Road

This idea focuses on land either side of Glenhuntly Road. Locate the new station access (pink) directly fronting Glenhuntly Road with both the north and south entries.

Provide a public plaza (green) fronting the opposite side of Glenhuntly Road which will make it most visible from the shopping strip.

Council has not consulted LXP on the feasibility of the options presented in this section therefore preferred community outcomes relating to station locations may not be feasible to deliver based on project, technical and rail system.



■ **IDEA 1.2**
Station access fronting Glenhuntly Road with plaza behind

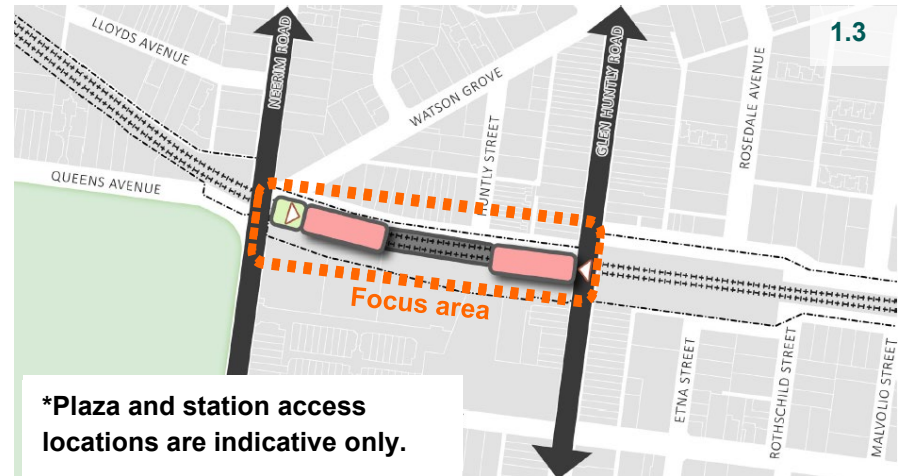
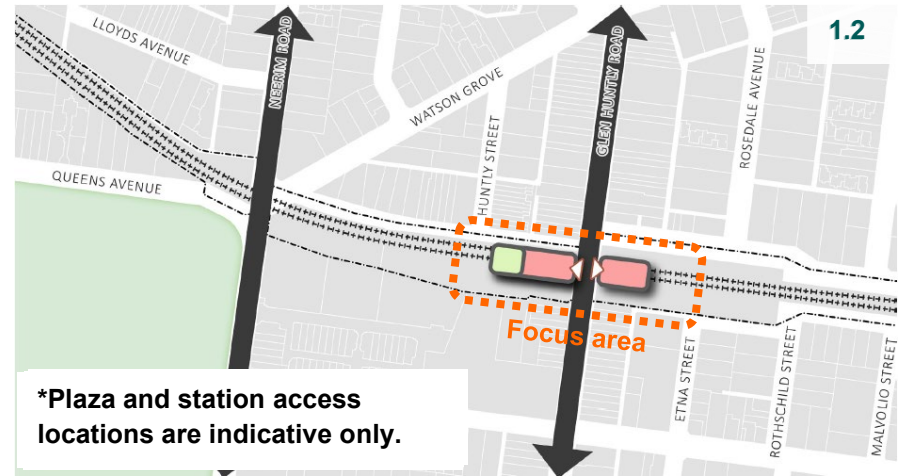
This idea focuses on land either side of Glenhuntly Road. Locate new station access (pink) across both sides of Glenhuntly Road.

Provide a public plaza (green) fronting Station Place. This location means the plaza would be less visible from the main street but may be more restful due to further distance from trams and cars.

■ **IDEA 1.3**
Station access fronting both Neerim and Glenhuntly Roads

This idea focuses on land between Neerim and Glenhuntly Roads. Provide station access (pink) from both Neerim and Glenhuntly Roads.

Provide a public plaza (green) closer to the Neerim Road end. This plaza location shifts activity towards the northern end improving amenity around the racecourse side.



INTERSECTION UPGRADES

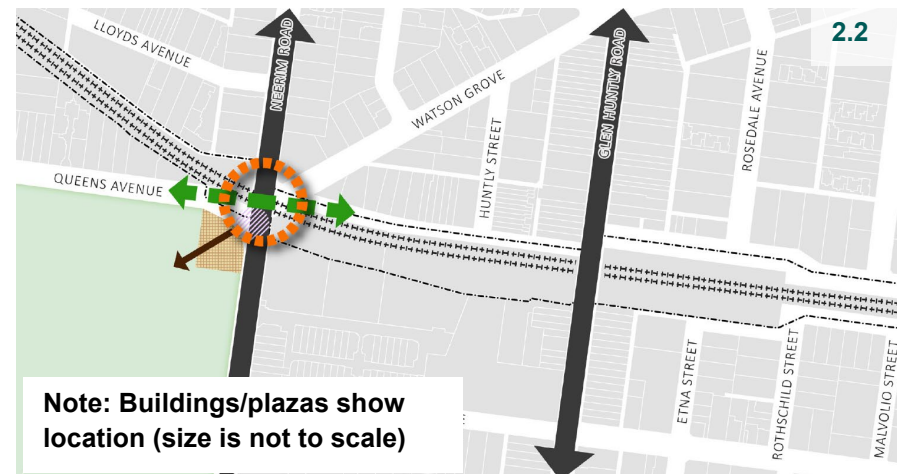
Removing the level crossings will require reconstruction of Glen Huntly and Neerim Road intersections. This presents opportunities for ancillary place-making and urban design upgrades to improve transport, movement and functionality. Community feedback in June 2019 identified support for a beautified main street with supporting streetscape amenity. This section explores some opportunities for upgrades.

■ IDEA 2.1 Glenhuntly Road upgrades

Complement the recently installed kerb out-stands with additional public space improvements to provide better pedestrian connectivity between the northern and southern sides of Glenhuntly Road, including a pedestrian crossing and landscaping. Introduce new tram accessible stops.

■ IDEA 2.2 Neerim Road upgrades

Improve pedestrian and cycling amenity at Neerim Road intersection. Create a direct connection into the southern end of Caulfield Racecourse marked by a new public plaza and/or gateway feature. Use these improvements as opportunities to create a distinct and memorable space.



WALKING AND CYCLING PATHS

Council's *Integrated Transport Strategy 2018-2031* identifies a cycling corridor through Glen Huntly, connecting Ormond Station to Caulfield Station. Community feedback in June 2019 indicated support for improved cycling and pedestrian connections in and around Glen Huntly. These images present ideas for where shared walking and cycling paths could be introduced along with the level crossing removals.

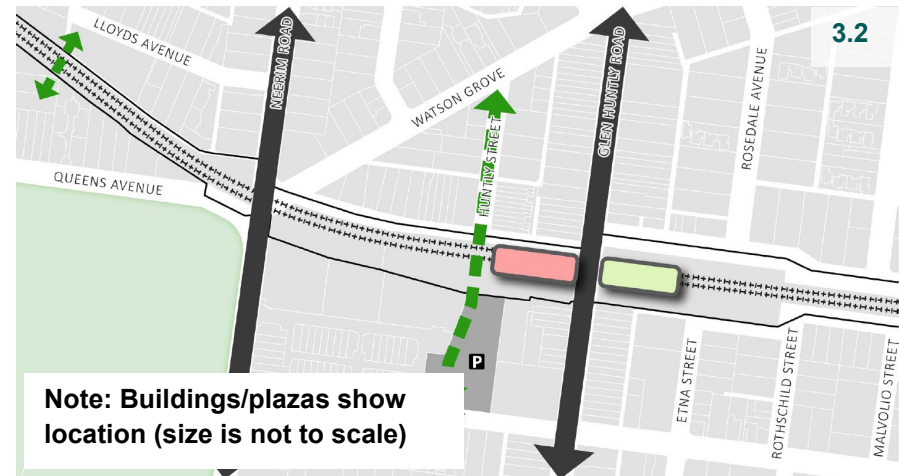
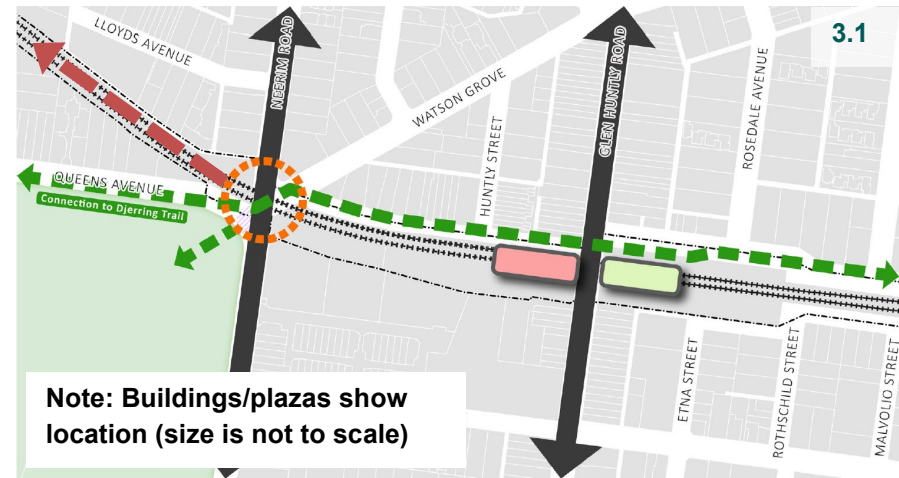
■ IDEA 3.1 Shared path through the railway line or Queens Avenue

Construct a shared path that connects Ormond Station to Caulfield Station and Monash University via either the rail reserve or Queens Avenue, extending to the Djerring Trail. Configure the crossing at Neerim Road to ensure visibility safety for pedestrians and cyclists.

In addition to the primary north-south corridor connection, there are also opportunities to retain existing connections or establish new ones east and west across the railway line, to improve connectivity within Glen Huntly.

■ IDEA 3.2 Shared path (east-west crossing points)

Improve east-west pedestrian connectivity across the rail line via Glenhuntly Road and redevelopment of the Woolworths car park. Retain the existing pedestrian rail crossing south of Glenhuntly Road, and explore the potential for additional pedestrian rail crossings north of Neerim Road including retaining or improving the existing underpass.



DESIGN, DEVELOPMENT AND USE

Community feedback in June 2019 identified the need for a plan to guide future medium-density and mixed-use development, ensuring it is locally and contextually relevant to Glen Huntly.

By establishing a shared local vision for the station site, the community/Council can advocate to shape any potential State Government proposal to ensure that new development is site responsive, addresses local needs and ultimately provides a community benefit.

■ IDEA 4.1 Design (look and feel)

How can we ensure that the future design integrates well with Glen Huntly's local character? What important elements of local history, culture or design would you like to see incorporated into the visual elements of architectural design?



(Images sourced from: State Government, Level Crossing Removal Project.)

■ IDEA 4.2 Development and land use opportunities

In some circumstances, the State Government has proposed development opportunities alongside level crossing removals. Council's initial investigation has identified that the Glen Huntly Level Crossings site presents a large enough area to potentially accommodate additional development around railway infrastructure. Strategically placed developments could accommodate a variety of shops and services, community facilities and other uses on main floors that will activate streets. There is also potential to explore diverse housing types. If this was pursued in Glen Huntly, how would you like to see the site used, and how can we ensure potential outcomes contribute positively to the area's revitalisation in a way that is contextually appropriate and locally relevant?