



GLEN HUNTLY **LEVEL CROSSING REMOVALS**

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

GLEN HUNTLY LEVEL CROSSING REMOVALS



Glen Eira City Council acknowledges the Boon Wurrung people of the Kulin Nation as the traditional landowners and the historical and contemporary custodians of the land on which the City of Glen Eira and surrounding municipalities are located.

We acknowledge and pay tribute to their living culture and their unique role in the life of this region.



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VISION

A STATION AND SURROUNDS FOR THE FUTURE

On behalf of the Glen Huntly community, Council has been a key advocate for the removal of the Glenhuntly and Neerim Roads level crossings. These crossings are a source of significant daily challenge for many in the community, holding up traffic flow, increasing congestion and extending travel times. The crossings also pose safety concerns for drivers, walkers and cyclists.

Our community members are looking forward to the removals, to address these challenges and concerns. But they also see great opportunity in the project, to harness the change it will bring to Glen Huntly and drive a refreshed, re-energised centre, that prioritises community and reflects the character and identity of local people and place.

To ensure our community's voice is heard in the removal project, Council has incorporated visioning questions in our structure planning work for Glen Huntly, asking people what they like about the station and surrounds, what they don't like, and testing ideas for reconfiguration.

From the feedback shared, we have crafted a vision and aspirations for the level crossing removal project. This document includes quotes from our community and presents what we would like to see come from the project, for the benefit of the Glen Huntly and wider Glen Eira community.

OUR VISION

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.

SUMMARY OF ASPIRATIONS

- Improved east-west connections at Glenhuntly Road for a more cohesive retail precinct.
- Improved connections via Neerim Road to Caulfield Racecourse Reserve, and more effective flow of vehicles, buses, bicycles and pedestrians.
- Linking Ormond and Caulfield Station and the wider cycling network through a north-south shared pedestrian and cycling corridor.
- Reclamation of the rail reserve to create a high-quality public open space to the north of Glenhuntly Road.
- An attractive, well-integrated station, forecourt and public square: the heart of the Glen Huntly precinct.
- Prioritised pedestrian access and safety around Glenhuntly and Neerim Roads through intersection upgrades.
- Relocation of station parking to activate space around the station and Glenhuntly Road.
- Urban greening, and additional street furniture.
- Retention of existing trees along the rail corridor.
- Strategically placed development that is well-integrated and consistent with local character, and accommodates a variety of shops, services and community space.

I. REUNITE

BRINGING GLEN HUNTLY TOGETHER

The Glen Huntly Activity Centre is currently divided in four parts by the rail level crossing and Glenhuntly Road. The division reduces access to local shops and deters visitation. It also reduces the sense that there is a unified heart to the surrounding suburb.

The level crossing removals are an opportunity to bring Glen Huntly together, to create 'place', build identity, revitalise and reflect the character of the area that locals know and love.

To **REUNITE** Glen Huntly, we need to:

1. **Retain the existing Woodville Avenue vehicle underpass.**
2. **Retain the existing Wattle Street Pedestrian Crossing (or a new crossing at this location).**
3. **Create a new pedestrian and cycling crossing point near Huntly Street.**
4. **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.**

“The level crossing divides the shopping centre which makes it less attractive to residents. If the crossing was removed then it would create one united shopping precinct that would be a attractive place to be.”

“The station should be more open, accessible from both sides of Glen Huntly shopping strip.”

“Unifying both sides of the street into one ‘zone’ through the redevelopement of the station. It needs to be friendly and welcoming. A place where people want to be.”

“A pedestrian thru-way not cut by the train line so that 1. can access train station without having to wait for the barriers (and often missing a train) and 2. will link up the shopping strip into one strip for better amenity.”



2. REBRAND

CELEBRATING IDENTITY AND CHARACTER

The Glen Huntly community has a distinct and growing character and identity; a mix of cultures, art and history. Local people have a strong sense of connection to Glen Huntly as a village, an appreciation of its cultural retail offerings and its local built character and heritage buildings. But more can be done to ensure that the centre reflects this connection.

The level crossing removal project is an opportunity for a station and surrounds that speaks to local character and identity and announces an arrival to the Glen Huntly Activity Centre.

To **REBRAND** Glen Huntly, we need to:

1. **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.**
2. **Incorporate references to the diverse people who call Glen Huntly home and key aspects of local history.**
3. **Undertake a modernisation, refresh and redevelopment to create a building and surrounds that reflects high architectural merit, and superior urban design outcomes.**
4. **Avoid the use of shotcrete and instead use high-quality surface materials that deliver superior design outcomes and deter graffiti.**

“I really feel that, at present, Glen Huntly has no clear sense of identity and doesn't at all represent the community which surrounds it.”

“We also need to take into account history as it's happening right now. The waves of migrants and international students who live in the area and the wonderful impact they have had on our once monocultural society.”

“Architecture in alignment with the older, established buildings that line Glen Huntly road between the station and Neerim road.”

“The older fashioned building features should be retained where possible, or copied in the development of newer buildings / designs. I would like to see “green” elements incorporated into all aspects of the design process for Glen Huntly.”

“I feel we need to breath character back into the area! Perhaps take note from our history and inject it back in – much of our character has been lost with inconsistent building infrastructure.”

“The area is very bland and grey and there is a great need to add some vibrancy to the area.”

“Something that a) draws on Glen Huntly's history (like the anchor at the Grange Rd end), and b) features that draw on the range of communities and cultures that make up Glen Huntly at the moment.”

3. REIMAGINE

TAKING A FRESH LOOK

Currently the existing entrance to the Glenhuntly Station and the rail-based infrastructure (boom gates and overhead gantries) give a cluttered and uninviting impression to visitors and travellers.

More than many stations across Melbourne, Glenhuntly Station sits at the centre of the surrounding suburb and has a role to play in defining its heart. With the level crossing removal project, there is an opportunity to reimagine the station and surrounds, opening the area, connecting people and linking in to the shopping strip.

To **REIMAGINE** Glen Huntly we need to:

1. **Deliver an expansive, distinctive and well-integrated station concourse.**
2. **Reflect the heritage streetscape in the new station building.**
3. **Provide a safe, legible transition from the street to the station.**
4. **Provide multiple entry points to the new station, to support and increase rail usage and convenience.**

“Make the station relevant to the people who live here – their age, their culture, their activities. Reference our history, retain some architectural features if possible, but make it look to the future as well – we want the suburb to be a place people want to come to and want to stay in and want to build their lives in. Consider it not a train station, but a welcoming point to our community. How will people (want to) use it? To welcome and farewell people. To wait for people to arrive and”

“Be mindful of accessibility and pedestrian congestion; wide entrances and exits.”

“Open spaces, community/welcoming feeling, spacious design with greenery and easy access.”

“By keeping the station area open and accessible it will always integrate with the local character.”

4. REVITALISE

BUILDING THE PUBLIC REALM

Currently the Glen Huntly Activity Centre does not have an open place for people to gather, socialise, recreate and enjoy.

Public open space is urgently needed by our community and the removal of the at-grade rail infrastructure is a critical opportunity to provide a public plaza/square that is inviting, accessible and safe. New public space that is inviting, attractive, safe and accessible will underpin a transformation of Glen Huntly and bring much-needed new life to the central area and surrounds.

To **REVITALISE** Glen Huntly, we need to:

1. **Cap the rail trench and use landscaping to provide opportunities for lawn space.**
2. **Include generous plantings and build a high-quality streetscape.**
3. **Feature new public art that speaks to the heritage and culture of Glen Huntly, and provides a sense of place for the community.**
4. **Retain net station parking.**
5. **Incorporate signage in new commuter car parking, that allows for off-peak use by visitors, supporting the local night time economy.**
6. **Deliver community benefit including community spaces, employment opportunity and affordable housing as part of any future integrated development linked to the station reconfiguration.**

“In the same way that the level crossing removal will unite a fractured community, so will a public space lead to a greater sense of community.”

“Having a green/public space would also really complement the plans to rejuvenate the Glen Huntly shopping precinct as there would be a nice flow.”

“Make everyone feel welcome in the new space. Involve/commission local artists.”

“A new, updated public space somewhere near the station would be welcomed as there is nothing like this (except for further down where the big new playground is). It would be lovely to have some seating and tables for people to sit at with a coffee or snack.”

“A public space that attracts residents of all ages, and would provide a meeting place for family and friends (just as ‘plazas’ do in many countries around the world) would greatly enhance the ‘livability’ of Glen Huntly.”

“The station should be more open, accessible from both sides of Glen Huntly shopping strip. I like the idea of a Glenhuntly Plaza! Opening the space up for the public would be fantastic.”

“Add more affordable housing and services.”



5. RECONNECT

IMPROVING ACCESS

At both the Glenhuntly and Neerim Road crossings, north-south and east-west connections are currently disjointed and experienced as unsafe by the community. Level crossing removals provides an important opportunity to enhance both safety and access, improving the experience for cyclists and walkers, and connecting local trips to adjacent destinations.

To **RECONNECT** Glen Huntly we need to:

1. **Create a continuous, safe and attractive shared user path that links to the existing cycling path on the east side of the rail corridor and terminates near Waratah Avenue, right through to across Neerim Road and the new shared user path proposed in the *Caulfield Racecourse Reserve Trust Land Use Management Plan*.**
2. **Provide a strong, legible wayfinding network through the Activity Centre to the station, to connect other transport modes to rail.**

“Link Glen Huntly bike paths with the Caulfield Train Line bike paths. Utilise Racecourse to improve cyclists safety. Queens Avenue carries a lot of cyclist activity and is quite narrow.”

“I cycle, walk and run regularly around this area and also walk and run around the streets and paths near Caulfield and Carnegie Stations. Many of the paths don’t link, are not in convenient places or are not pleasant to use or are not safe (dark areas or uneven paths/roads with pot holes, or not visible to cars).”

“Glen Huntly is so very well connected by sustainable transport, with trains, trams and buses. The addition of cycling/walking paths would help cement Glen Huntly as a true sustainable suburb. It should be made easy for people to access major Glen Huntly amenities as well as cross the suburb to other areas (such as Caulfield Station precinct).”

“Increased foot and cyclist traffic is important to improve safety and human interaction. Current traffic congestion detracts from the area.”



6. REASSURE

PRIORITISING SAFETY

Safety is a priority for our community. People would like to see improvements to current risks and hazards around access points to the station and over the current crossings, including the pedestrian underpass at Moodie Street.

More fundamentally, our community members want to see a people-friendly area, that is clean, inviting, open, and which fosters a sense of safety and security. The level crossing removal project is an opportunity to further this aim, by prioritising safety through design and construction.

To **REASSURE** Glen Huntly, we need to:

1. **Prioritise safety, surveillance and accessibility in design.**
2. **Draw on Crime Prevention Through Environmental Design principles to underpin all new public spaces.**
3. **Include an integrated CCTV network.**
4. **Design passive surveillance into the station redevelopment, platforms, and forecourt areas on Glenhuntly Road.**
5. **Incorporate design elements and utilise materials that deter graffiti vandalism.**

“Increased foot and cyclist traffic is important to improve safety and human interaction.”

“At the moment there is nowhere that is a pleasant place to sit and meet someone or have a chat or munch on a takeaway that is sheltered, safe and has a nice outlook.”

“More safety features (especially at night) & access without having to cross the tracks.”

“More lighting. Increase safety and surveillance.”

“Unifying both sides of the street into one ‘zone’ through the redevelopment of the station. It needs to be friendly and welcoming. A place where people want to be.”

7. RESILIENCE

SUPPORTING SUSTAINABILITY

With climate change, urban heat island and diversity challenges, a focus on sustainability is essential and important to our community.

The rail corridor is an area within Glen Huntly that is recognised as important for biodiversity and the trees planted along the area are significant. It is critical that trees and the environment are protected, and that the level crossing removal project sees opportunities to expand greening and incorporate sustainable design elements.

To build **RESILIENCE** for Glen Huntly, we need to:

1. **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.**
2. **Incorporate low-maintenance species, and canopy trees within landscape design.**
3. **Utilise water sensitive design elements along the entire corridor.**
4. **Design for water table challenges and incorporate low maintenance drainage solutions.**
5. **Use landscaping and permeable surfaces in carparking to reduce heat island effects.**
6. **Use energy efficient lighting in the station area and concourse.**

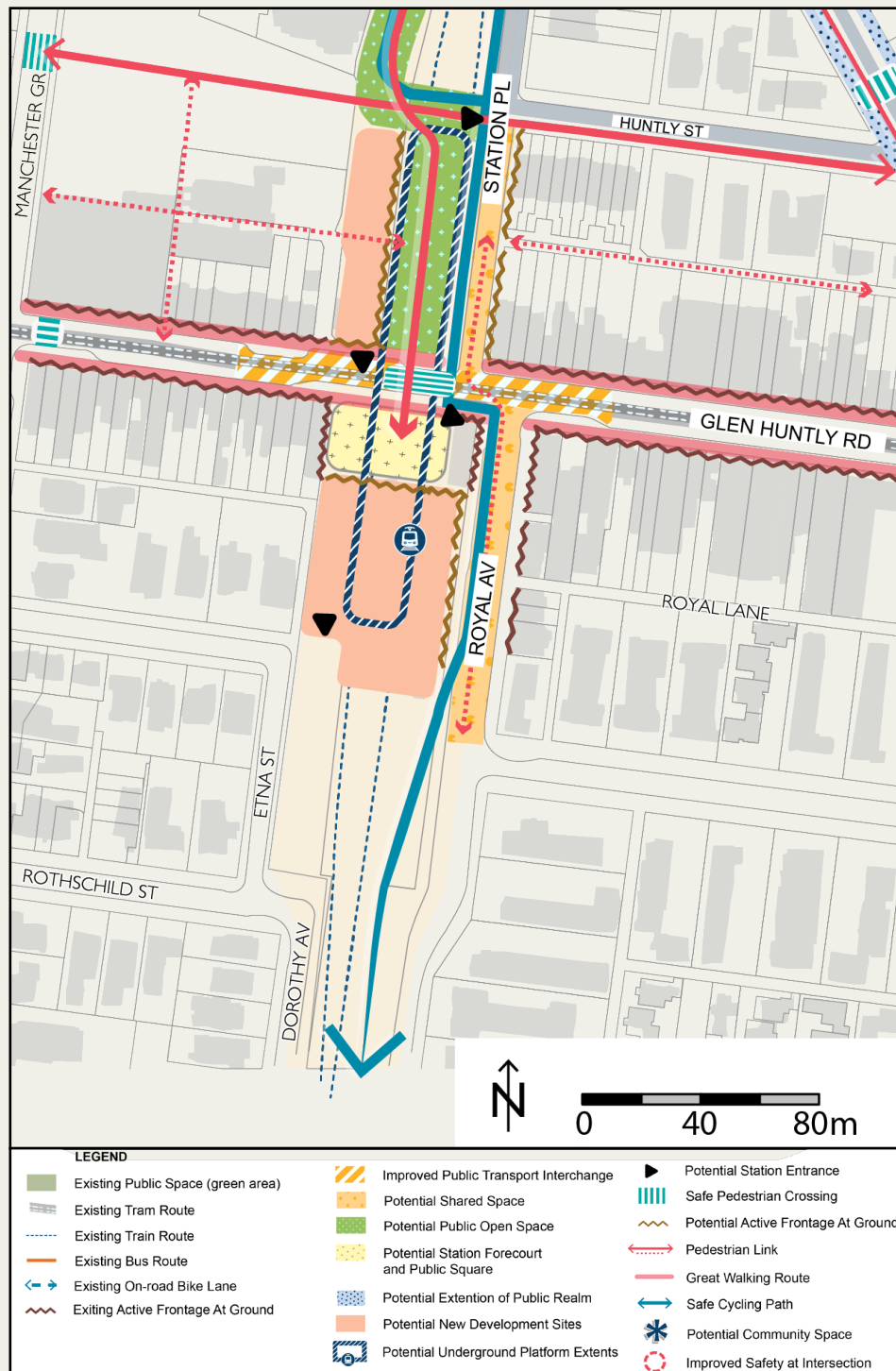
“One of the things that attracted us to Glen Huntly in the first place was the greenery. It’s vital for the neighborhood character that it is maintained, and even expanded. I think people in general are just happier when there are more trees around!”

“ Our community needs trees as we are losing them at a alarming rate, trees and vegetated areas bring benefits to residents and rail user. The long stretch of Canary Island Palms that run down Royal Ave, could be one of the longest stretches of these trees in Melbourne and a hallmark of this neighbourhood and possibly significant Melbourne wide. ”

DESIGN CONCEPTS - GLENHUNTLY ROAD

Bringing our community's aspirations for the level crossing removal project together, Council has developed concepts that illustrate how the level crossing areas on Glenhuntly and Neerim Roads could be re-configured.

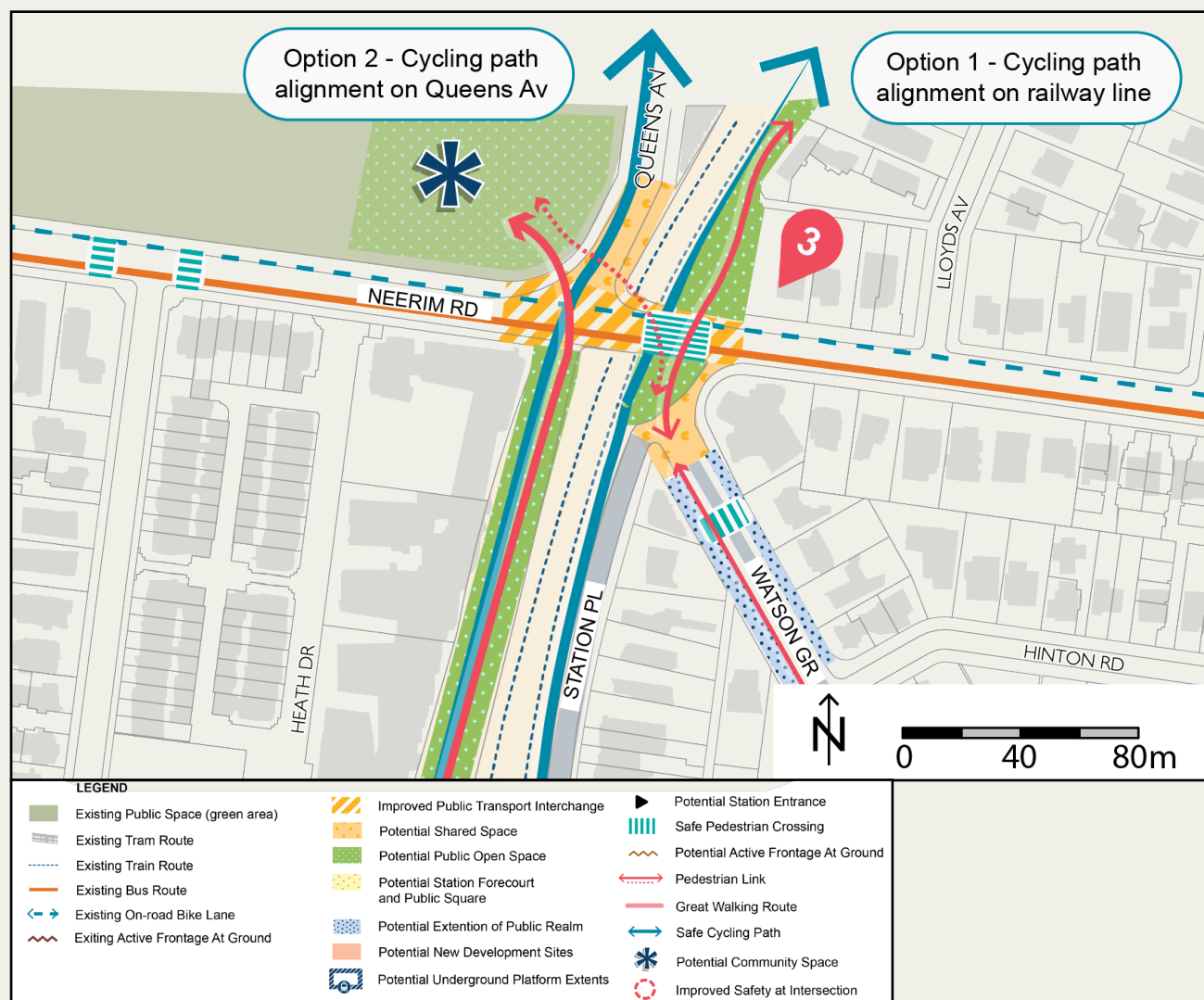
The following presents a design for the Glenhuntly Station and level crossing area on Glenhuntly Road, as shown in the draft Glen Huntly Structure Plan.



DESIGN CONCEPTS - NEERIM ROAD

Bringing our community's aspirations for the level crossing removal project together, Council has developed concepts that illustrate how the level crossing areas on Glenhuntly and Neerim Roads could be re-configured.

The following presents a design for the Neerim Road level crossing area, as shown in the draft Glen Huntly Structure Plan.



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**.

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