



AUGUST 2024

HIGHETT LEVEL CROSSING REMOVAL URBAN DESIGN REPORT

PREPARED BY HANSEN PARTNERSHIP IN COLLABORATION WITH TRAFFICWORKS



City of
KINGSTON

Acknowledgment of Country

The City of Kingston proudly acknowledges the Bunurong People of the Kulin Nation as the Traditional Owners and Custodians of this land, and we pay our respect to their Elders, past and present.

Council acknowledges the Bunurong’s continuing relationship to the land and waterways and respects that their connection and spiritual identify is maintained through ancient ceremonies, songlines, dance, art and living culture.

Council pays tribute to the invaluable contributions of the Bunurong and other Aboriginal and Torres Strait Island elders who have guided and continue to guide the work we do.

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Photo of existing plaza in the Highett Station forecourt

Executive Summary

This Urban Design Report advocates for Council’s key design moves seen as critical for the Victorian Government’s design and delivery of the level crossing removals in Highett.

The Urban Design Report will inform Council’s ongoing design advocacy to the Victorian Government and Level Crossing Removal Project. Future work will develop these key design moves into a more detailed Urban Design Framework.

1.0 Introduction

The following chapter introduces the Urban Design Report, outlining its structure, purpose, timeline, and process.

1.1 Introduction to the Level Crossing Removal Project

The Victorian Government's Level Crossing Removal Program has removed 80 dangerous and congested level crossings within Victoria. 20 of these have occurred or are planned to occur within the City of Kingston. The program has delivered a series of community benefits including:

- New open spaces beneath elevated rail
- Improved local connections
- Adaptive reuse of heritage buildings
- Supporting urban renewal.

Within Kingston, rail over road design solutions at Clayton South, Carrum and Parkdale have delivered high quality design outcomes for the community, including:

- New open spaces
- Active recreation opportunities
- Pedestrian and bicycle connections
- New commercial buildings to support activation and community life.

In October 2022 the Victorian Government announced it would remove Highett's level crossings at Highett Road and Wickham Road by 2029. A new elevated rail bridge is proposed to remove the level crossings and includes the delivery of a new Highett Station. No further announcements or designs have been released.



ACTIVE SPORTS COURT UNDER THE ELEVATED RAIL LINE
Centre Road, Clayton

1.2 How the Urban Design Report Will Be Used

This report will be used to:

- Provide a clear advocacy position for Council’s design objectives and input to the LXP’s design review process
- Positively influence design outcomes of the project by applying a local and precinct wide lens
- Guide infrastructure, connectivity, and public realm outcomes to be delivered by the project
- Provide a basis to develop the key design moves into a more detailed Urban Design Framework in future once the Victorian Government provides more information about the level crossing removal project
- Form an addendum to Council’s SRL Cheltenham Design Advocacy Report, ensuring alignment and continuity of precinct objectives
- Embed key design ideas and outcomes within the structure plan being developed by the SRLA.

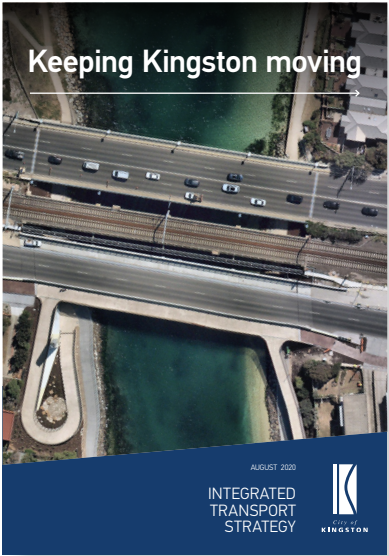
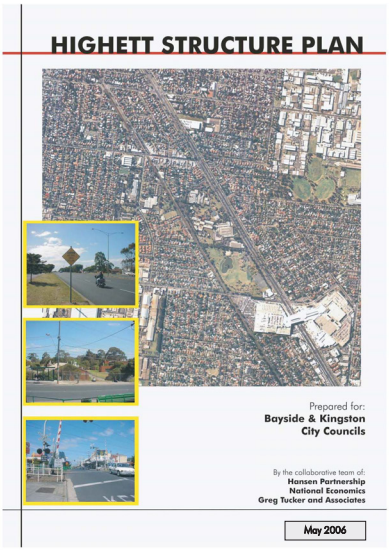
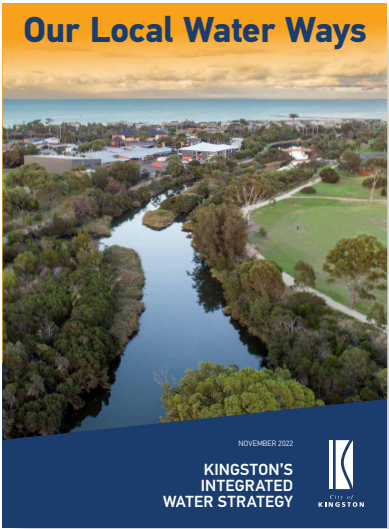
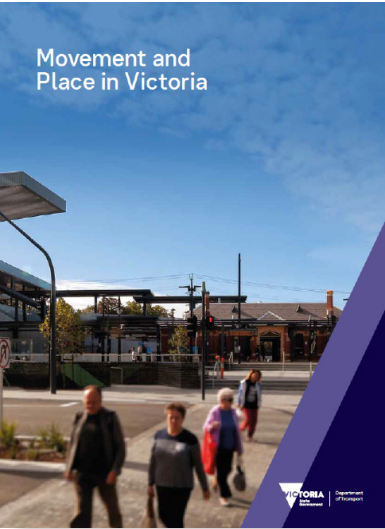
1.3 Vision Alignment

The City of Kingston has a strong track record of collaboration with the Victorian Government on major projects, particularly in transport. Council has contributed funding to the Level Crossing Removal Projects to secure project upgrades including:

- Extra open space at Mentone linking existing heritage gardens
- Expanded Cheltenham SRL Station forecourt and pedestrian connection linking Cheltenham Park
- Increased parking within Cheltenham activity centre by expanding the multi-deck carpark.
- Enhanced pedestrian bridge connecting Chelsea's civic and retail precincts.

These successes were achieved through the development of clear advocacy positions and documents that sought to align the Victorian Government's objectives with Council and the community's vision.

The planning and development of the Wickham Road and Highett Road level crossing removals and their broader contexts should be consistent with the overarching ambition set out by State and Council's adopted strategies.



1.4 Project Study Area and Context

The project area encompasses the two existing level crossings of Wickham Road and Highett Road. The Wickham Road level crossing is located within a residential area to the north of the Highett Activity Centre. It comprises a challenging road configuration with the railway line running through a large 4-way roundabout at the intersection of Wickham Road and Worthing Road. Railway Parade also terminates to the immediate east of the roundabout effectively making it a 5-way road junction. The bisecting nature of the rail corridor through this broad road junction creates an environment which is unsafe and uninviting for pedestrians and cyclists to traverse.

The existing Highett Road level crossing is located within the ‘core’ Highett Neighbourhood Activity Centre. The Highett Train Station is located to the north of the level crossing. The existing station has provision of two central tracks and individual platforms to either side. Its commuter car park is located to the north of Highett Road, accessed via Train Street.

Along Highett Road, to either side of the level crossing is a shopping strip, catering for the local needs of the surrounding community. This Neighbourhood Activity Centre has a ‘village feel’, due to its compactness, the relative narrowness of Highett Road and fine grain presentation of shopfronts. Railway Parade and Graham Streets both terminate into Highett Road to either side of the level crossing, creating a paired signalised junction, which spans the current level crossing.

The project area is unique given this section of the Frankston rail corridor also acts as the municipal boundary between the City of Bayside (to the west) and City of Kingston (to the east). The project area extends from Dane Road in the north to before Bay Road in the south. The study area will also encompass the broader area of the Highett Neighbourhood Activity Centre (within Kingston).

The Victorian Government has announced that by 2029:

- The Wickham Road level crossing in Highett will be removed using a rail over road design.
- The Highett Road level crossing in Highett will be removed using a rail over road design and a new Highett train station will be delivered.

Legend

Study Area

Major Activity Centre

Commercial nodes

Employment precinct

Open space

Railway line

Train station

SRL station

Future SRL Alignment

Future level crossing removal

800m radius from station

Bus corridor

Bus interchange

Highway

Key major road

Cycling corridor

Potential cycling corridor

Municipal boundary

Waterway



Figure 1: Map demonstrating strategic context

1.4 Project Study Area and Context

- The Level Crossing Removal Program is an opportunity to provide Active Transport facilities through a continuous walking and cycling infrastructure, connecting a 'missing link' along the Frankston Railway Corridor across Highett Activity Centre and surrounds. This will enable a major linkage between Kingston and the northern municipalities.
- Adding this key missing piece is a remarkable opportunity to improve Active Transport connections from Frankston to the CBD while also establishing a network of public spaces.
- A new at-grade high-quality Shared User Path along the rail corridor will address existing gaps in the path network and complete the wider rail corridor Active Transport network.



Figure 2: Map demonstrating LXP SUP Delivery (Source: City of Kingston)



Figure 3: Map demonstrating study area

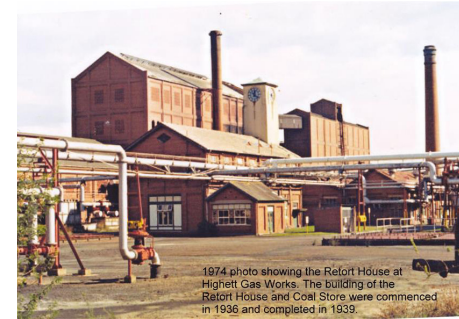
1.5 Highett Rail History

A brief history of the Highett Station is as follows:

- Local area and station were named after a local landowner and member of the Victorian Legislative Council – William Highett.
- The city-bound station building was constructed in 1883 and refurbished in 1966. It also survived at fire in 1986 and was restored afterwards. A Heritage Overlay within the Bayside Planning Scheme applies to all city-bound station buildings.
- In 1925, 8 people were killed a railway parcel van (train) hit a car at the Wickham Road level crossing.
- In 1985 the manual boom barriers at Highett Road were replaced by automated interlocked gates.
- In October 2022 it was announced that Wickham Road and Highett Road level crossings would be removed by 2029, via an elevated rail corridor and provision of a new Highett train station.
- In December 2022 Council made Planning Scheme Amendment requests to the Minister for Planning seeking the application of a Heritage Overlay to the Frankston-bound station building.



Highett Road 1960



Highett Gasworks 1974



Wickham Road crossing 1984



Highett Station 2000



Highett Road level crossing



Aerial view of Highett Gasworks, c1970; Source: Kingston Collection



Highett in the 1930s

1.6 City of Kingston’s Role and Approach

Council is not responsible for the design and delivery of the level crossing removal project. Council’s role is to advocate on behalf of the community to get the best outcomes which are context specific and provide community benefits through place-based design.

An established reputation for proactive and strategic design advocacy has improved the design outcomes delivered through the LXR program, including:

- Expanded open spaces in Mentone and Cheltenham
- Active recreation facilities in Clayton South
- New pedestrian bridge connection in Chelsea.

This document aims to embed key design ideas and outcomes within the structure plan being developed by the SRLA for Cheltenham, prior to the LXRp developing their concept design and 'locking in' key elements. A future stage will develop these key design moves into a more detailed Urban Design Framework, to inform Council's ongoing advocacy position to the LXRp.



1.7 Community Consultation

An important part of developing the design ideas is the views of the local community. Community views have helped inform the Key Design Moves and the development of the final Urban Design Report.

In July 2024, Council undertook community consultation and received over 390 submissions, with the most common feedback being:

Traffic

- Importance of good traffic management and flow.
- Concerns that potential new vehicle links across the rail corridor could impact the amenity of quieter local streets and existing on-street parking.
- No net loss of car parking in the activity centre - particularly those close to shops.

Walking and Cycling Connectivity

- Requests to make the area more pedestrian and cycle friendly.
- Separation of users along major walking and cycling paths for safety.
- Connect missing links in walking and cycling paths in the area.
- Ensure all paths tie into existing or future strategic links beyond the project area.

Safety

- Need for improved lighting, security and other safety improvements at the new station and surrounding areas, particularly when travelling to or from the station.
- Consideration of crime prevention in the design.
- Improvements to pedestrian and cycling safety.

Open Space and Greening

- Desire for more and larger open spaces at the station and surrounding areas - with a focus on supporting native plants and wildlife.
- Desire for more greening at the station and surrounding areas - with a preference for native species.
- Suggestions for the types of open space and recreation beneath the elevated rail.

Amenity

- The need to address amenity impacts from the State Government's proposed elevated rail solution - including overshadowing, noise, visual bulk, blockage of sightlines and outlooks.
- Ensure all improvements are well maintained.
- Highly valued local businesses – with more outdoor dining encouraged.

Design of Public Realm and Streetscape

- Importance of protecting the character of Highett and its thriving shopping village.
- Support for streetscape improvements in the shopping strip.
- Design suggestions on art, colours and materials.

Other

- Ensure all levels of Government work together to achieve the best outcomes.

This summary relates to feedback on the 10 Key Design Moves and project elements within Council's scope of influence. Issues raised regarding project announcements by State Government that are considered non-negotiable (such as the elevated rail engineering solution or Suburban Rail Loop Project) have been excluded from this report, but will be passed on the State Government.

Further details of the community consultation can be found within the detailed Community Consultation report.



Photos of the community consultation

2.0 Project Principles & Context Analysis

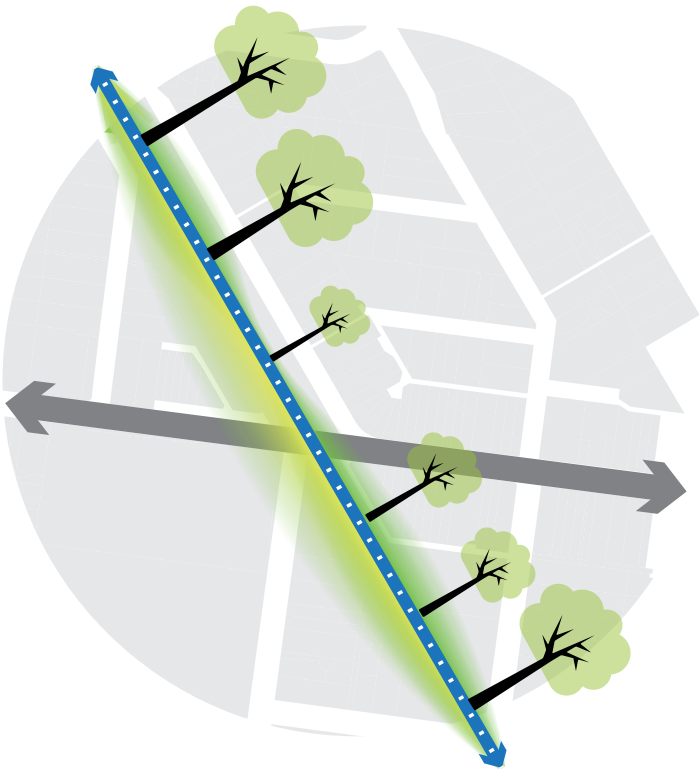
The following chapter outlines the aim, vision, and principles, and provides an analysis of the context for this project.

2.1 Project Principles

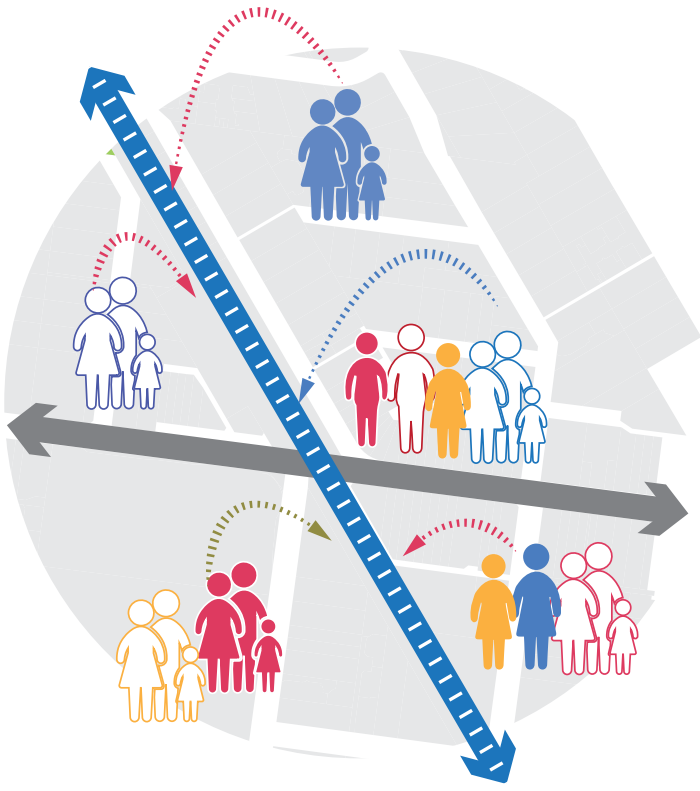
The Urban Design Report advocates for the realisation of the following principles:



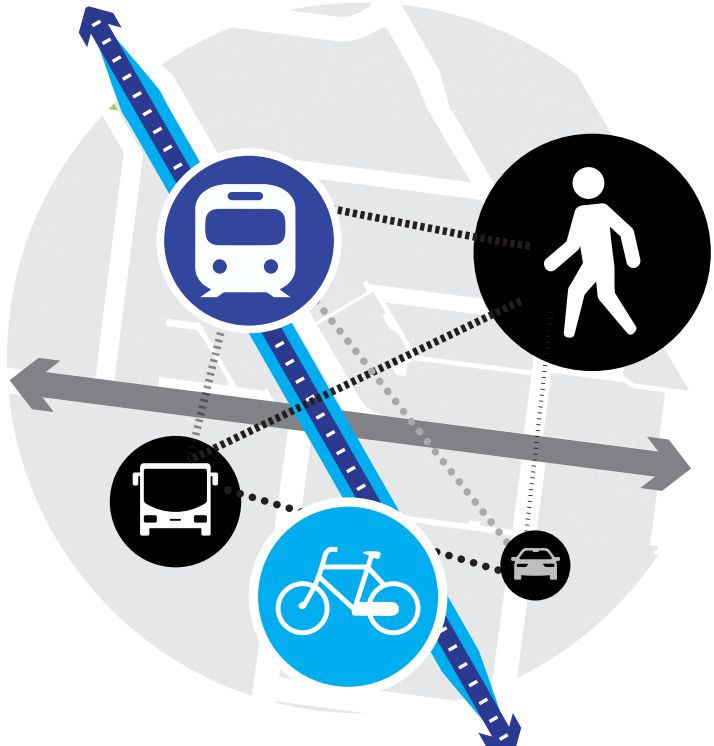
Locally specific and responsive design outcomes



A linear parkland for increased ecological and community benefits



Design outcomes informed by community feedback



Improve active transport connections

Design outcomes that enhance the unique values of the study area including social, cultural, physical and economic aspects. Highett Activity Centre will become part of a broader active transport network, offering significant opportunities for carefully located activity nodes and upgrades.

Prioritise the retention of mature vegetation while increasing canopy coverage, urban greening and meaningful planting. The project will return net ecological benefits providing biodiverse and durable landscapes including native plant species and integrated water management opportunities. Outcomes should be in line with Council’s Climate and Ecological Emergency Response Plan.

Establish high-quality public spaces to meet current and future community aspirations for open space and recreation, to deliver better health and wellbeing outcomes. Design outcomes will support the wide range of local shopping, business, and community services for the needs of people living, working, and moving through the study area. Continuous engagement with Bunurong Land Council Aboriginal Corporation will ensure the project is informed by and responsive to their aspirations.

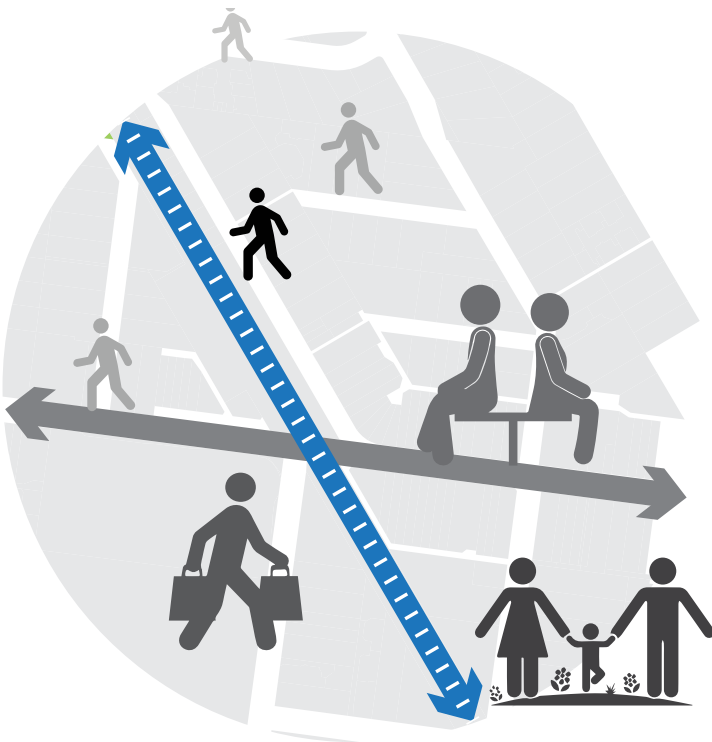
Prioritise the delivery of active transport infrastructure to improve strategic and local links for cycling and walking. Design responses will align with key desire lines facilitating places for transport mode interchange between walking, cycling, bus, train, rideshare and car, in doing so, promoting a mode shift from car to active modes of transport.

2.1 Project Principles

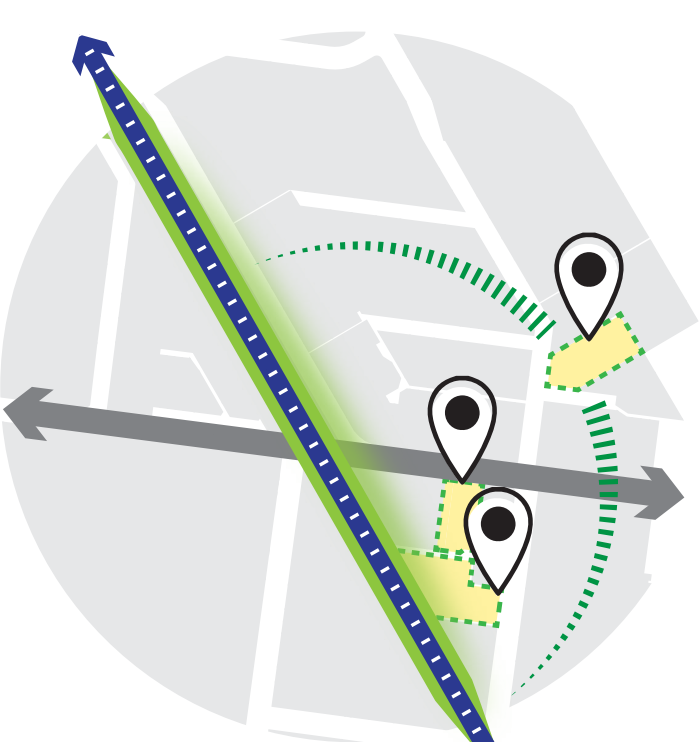
The Urban Design Framework will advocate for and ultimately lead to the realisation of the following principles:



Collaboration to maximise efficiencies and opportunities



Economic prosperity and vibrancy of Highett Activity Centre



Explore the role of Council land holdings to deliver community benefit



Celebration of local history and heritage

Demonstrates high quality and robust, place-centred design which considers key opportunities that could be realised through collaboration across State Government projects with departments such as Suburban Rail Loop, Level Crossing Removal Project and Development Victoria.

Design responses will support economic growth by diversifying public realm and open space opportunities, including a new civic plaza at the station forecourt. The arrival node will be a focal point for the community, visitors, workers and commuters to socialise, meet and rest. Streetscape upgrades will extend along Highett Road supporting the vibrancy of the existing commercial area.

Enabling Council land holdings to play a strategic role in delivering precinct-level community benefits. The project will consider Council land in proximity to the study area to explore opportunities to maximise the provision of high-quality assets for the community.

The creation of a new urban fabric and upgrades will integrate Highett’s history, character and identity. Adaptive re-use of existing assets, interpretative signage, and public artwork will celebrate cultural aspects of the study area. Specific design responses will be informed by community feedback including residents, traders, and community organisations.

2.2 Issues and Opportunities

Rail Corridor - Issues

- 1 Narrow rail corridor, average width of 20m.
- 2 Low perception of safety and CPTED (crime prevention through environmental design) concerns, including in narrow laneways and in pedestrian connections.
- 3 Highett Library is a retrofitted building, with poor street presentation.
- 4 Limited public access along rail corridor. Approx 2km between Dane Rd and Bay Rd, with only two existing crossing opportunities at Wickham and Highett Road.
- 5 Traffic congestion in Highett's 'retail core' when boom gates are down/closed. Poor pedestrian and cycling crossing amenity.
- 6 Safety concerns at Wickham Road level crossing for pedestrians, cyclists and motorists. Poor pedestrian crossing amenity.
- 7 Lack of cycling connections along the rail corridor.
- 8 Potential disruption to Highett residents, commuters and local traders during construction phase.
- 9 Concern that a proposed rail ramp next to Dane Road Reserve (open space) will be a poor outcome.
- 10 Heavy vehicle movements (trucks) use Highett Road, traversing the local narrow strip shopping centre.
- 11 CPTED issues at Dane Rd Reserve and Lyle Anderson Reserve.
- 12 Residential and key parkland interfaces directly abut railway reserve.

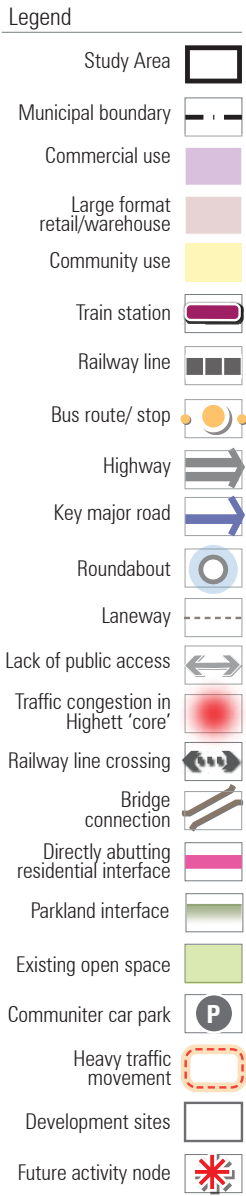


Figure 04: Map illustrating the issues of the rail corridor

2.2 Issues and Opportunities

Highett Activity Centre - Issues

- 1 Traders concerned about safety in response to recent crime.
- 2 Traders concerned about disruptions during construction phase.
- 3 Existing changes in level, including western entrance to the train station and crest in Highett Rd at level crossing.
- 4 Existing Highett Road west-bound bus stop is an inconvenient distance from Highett train station.
- 5 Poor sightlines and 'sense of arrival' to the existing city-bound heritage station building.
- 6 Potential increased and continuous traffic flows along Highett Road may reduce pedestrian and cyclist ability to cross the road.
- 7 Low amenity back-of-house area and laneway presentation to rail corridor
- 8 Potential impacts on properties close to the new station, particularly the townhouses at Railway Parade and properties at the south-east corner of Highett Road railway crossing.
- 9 Traffic congestion at intersections of Railway Parade / Highett Road and Graham Road / Highett Road.



Legend

Subject site

Municipal boundary

Commercial Zone (C1Z)

Community use

At-grade car parking

Existing open space

Heritage Overlay

Existing Highett station buildings

Existing rail track

Highett station platform

Existing building footprint

Existing station plaza

Existing playground

Electrical substation

Directly abutting residential interface

Back of house

Parkland interface

Residential views to the rail corridor

Council owned land

VicTrack owned land

Existing public toilet

Bus route/ stop

Traffic congestion in Highett 'core'

Heavy traffic movement

Movement (M3) classification

Movement (M4) classification

Laneway

Ramps to and from the station platform

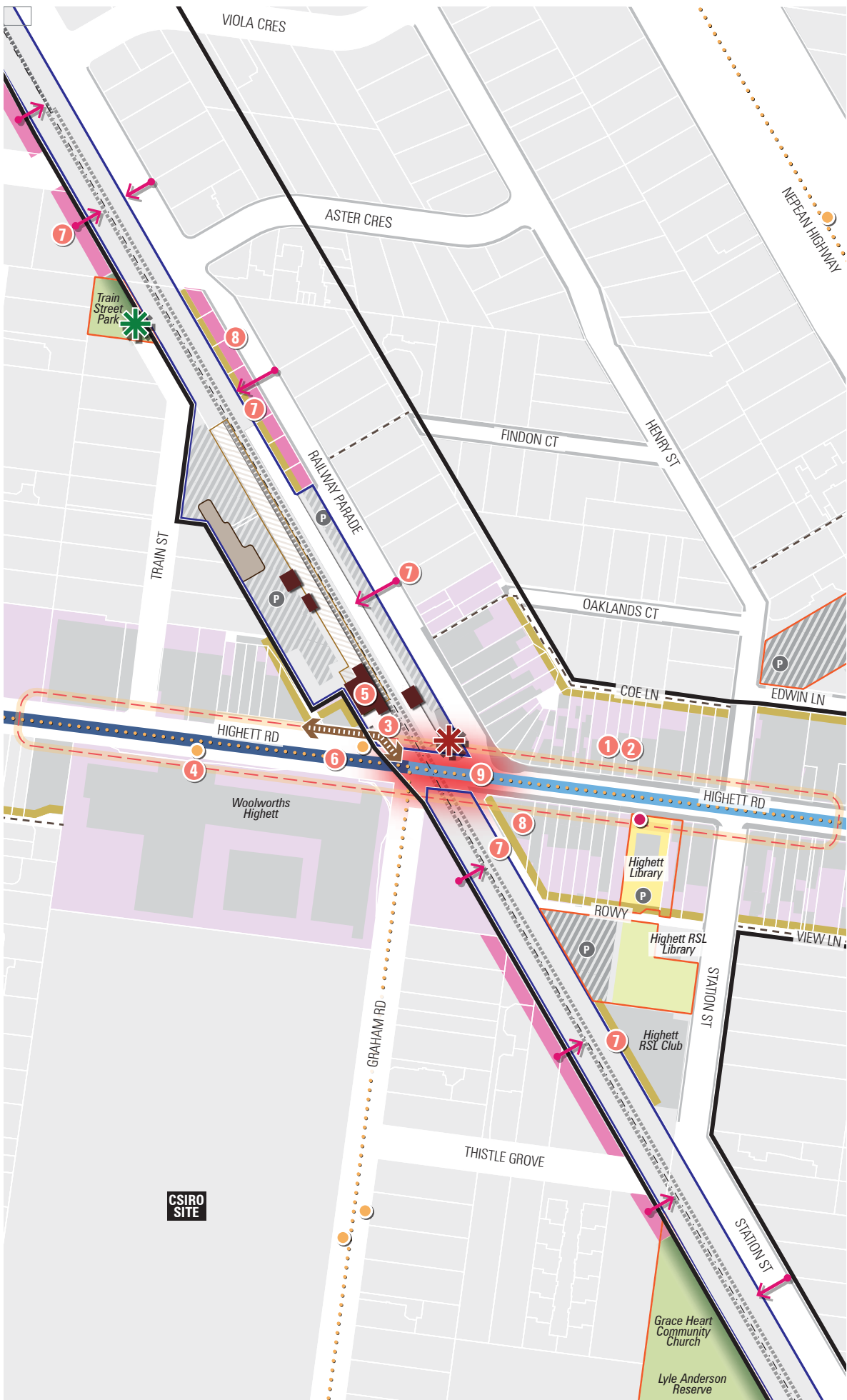


Figure 05: Map illustrating the issues of the station precinct

2.2 Issues and Opportunities

Rail Corridor - Opportunities

- 1 Improve walking and cycling throughout the study area, including a Shared User Path along railway corridor. Separated bicycle path and footpath to be considered when widths allow.
- 2 Provision of more bike parking, particularly at Highett Station.
- 3 New Bayside Council Library proposed within CSIRO development site. Opportunity for new function on existing Kingston-owned Highett Library site fronting Highett Road.
- 4 Dane Road Reserve Shared User Path connection
- 5 Wickham Road intersection upgrade. Consider the potential to remove roundabout and introduce a safe, signalised crossing for the Shared User Path.
- 6 Integrate the open space under the elevated rail to connect with Train Park in Bayside Council.
- 7 Active recreation provision aligned with Dart Street to build on existing community-led placemaking.
- 8 Provide mid-block connections to allow neighbourhood permeability and access to the railway corridor.
- 9 Provide cycling and walking connections to Sir William Fry Reserve and SRL/Southland Stations.
- 10 Lyle Anderson Reserve connection to Gasworks site and Station Street.

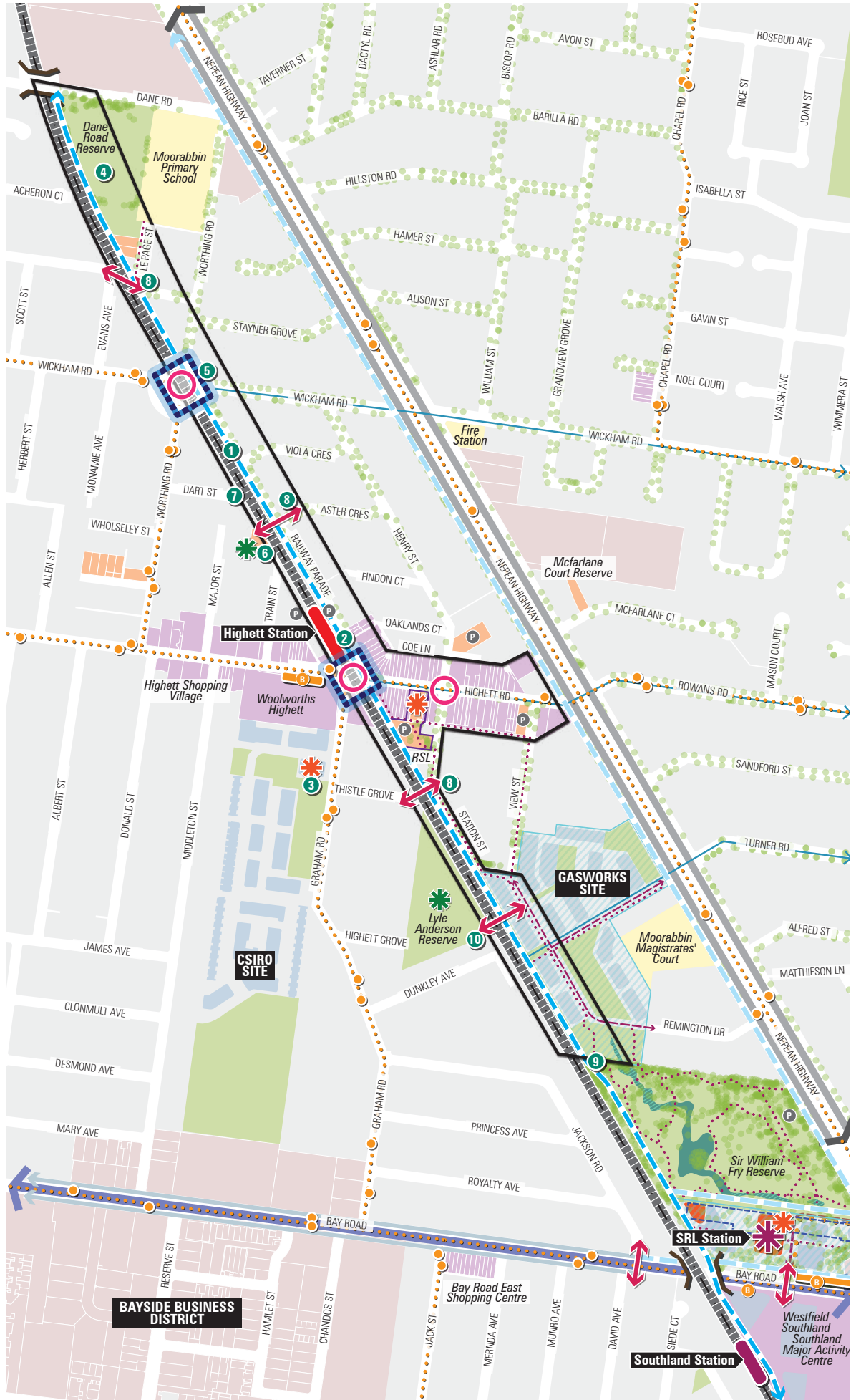
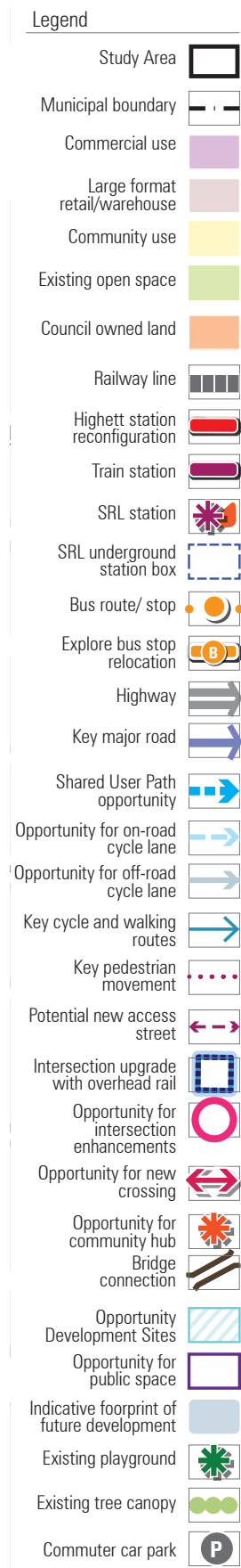


Figure 06: Map illustrating the opportunities of the rail corridor

2.2 Issues and Opportunities

Highett Activity Centre - Opportunities

- 1 Consolidated commuter car parking under rail corridor.
- 2 Enhance the pedestrian and cyclist experience on Highett Road by improving the streetscape. This could include traffic calming, widening footpaths, public art, installing street trees and garden bed planting.
- 3 New Bayside Council Library proposed within CSIRO development site. Opportunity for new function on existing Kingston owned Highett Library site fronting Highett Road.
- 4 Underground powerlines to allow for street trees.
- 5 Explore the impacts and benefits of new local vehicle connections between Station Street and Thistle Grove, and Train Street and Railway Parade – in collaboration with Bayside Council.
- 6 Create a new 'active' station forecourt including a Highett public plaza in front of station to front Highett Road and Railway Parade.
- 7 Improvements to two T-intersection at Railway Parade and Highett Road, and Graham Road and Highett Road. Potential for coordinated signalisation in tandem with bus interchange.
- 8 Provision of additional public space opportunities including landscape treatments and public furniture such as seating areas, bike racks and opportunities for pop-up shops.
- 9 Broaden kerb outside at Railway Parade and Highett Road intersection.
- 10 Integrate the open space under the elevated rail to connect with Train Park in Bayside Council.
- 11 Potential dog off-lead area.
- 12 Potential to turn southern end of Railway Parade into a shared zone.
- 13 Provision of a new public toilet at the new train station.
- 14 To enhance nighttime economy and 'eat street' nature of Highett.
- 15 Bus stop interchange in closer proximity to train station, without impacting business operations and outdoor trading – in collaboration with Bayside Council.
- 16 Restoration, re-use and potential relocation of heritage station buildings – in collaboration with Bayside Council.
- 17 Explore introducing free Wi-Fi at station and key public spaces.



Legend

Study area	[Black outline]
Municipal boundary	[Dashed line]
Commercial use	[Purple fill]
Community use	[Yellow fill]
Existing at-grade car parking	[Blue circle with P]
Potential at-grade car parking	[Blue circle with P]
Public open space	[Green fill]
Opportunity for new linear park	[Light green fill]
Removal of existing at-grade rail track	[Dashed line]
Potential rail overhead	[Dashed line]
Potential station box	[Red outline]
Existing Highett station buildings	[Brown fill]
Removal of Highett station platforms	[Dashed line]
Existing station plaza	[Red star]
Existing electrical substation	[Brown circle]
Bus route/ stop	[Orange circle]
Potential location for bus interchange	[Orange circle with B]
Potential footpath widening	[Pink line]
Opportunity for intersection improvement	[Blue star]
Opportunity for a new station forecourt	[Yellow star]
Opportunity cycling and walking pathway	[Green double arrow]
Highett Road Streetscape Improvements	[Yellow line]
Key cycling and walking route	[Blue arrow]
Pedestrian movement	[Dotted line]
Opportunity for at-grade connection	[Purple double arrow]
Council owned land	[Orange outline]
VicTrack owned land	[Blue outline]
Potential public space and development opportunities	[Purple dashed outline]
New public toilet	[Blue circle]
Opportunity for community hub	[Red star]
Opportunity for pocket park	[Green star]
Indicative footprint of future development	[Light blue outline]
Indicative footprint of future development	[Grey outline]
Existing playground	[Green star]
Tree coverage	[Green circles]



Figure 07: Map illustrating the opportunities of the station precinct

3.0 Key Design Moves

This chapter outlines ten key design moves for the Highett study area.

3.1 Key Design Moves

This section outlines ten (10) key urban design initiatives and proposals that are associated with the Level Crossing Removal Project (LXRP) for Wickham Road and Highett Road, towards optimising urban design and place-based outcomes. Council intends for these to be integrated into the planning and delivery of the Level Crossing Removal Project for the Highett area.

Key Design Moves

- 1. North-south cycling and walking link
- 2. Linear parkland
- 3. Cross corridor connectivity
- 4. Expanded Lyle Anderson Reserve
- 5. Intersection enhancements
- 6. Streetscape enhancements to shopping strips
- 7. New station forecourt plaza
- 8. Re-imagine the Highett Library precinct
- 9. Car parking consolidation
- 10. Improved public transport interchange



CROSSING OPPORTUNITIES
Bell Street, Preston



STATION FORECOURT
Lower Plenty Road, Rosanna



PEDESTRIAN WALKWAY AND WATER SENSITIVE URBAN DESIGN
Bell Street, Merri-Bek

1 North-south cycling and walking link

Deliver a continuous at-grade off-road Shared User Path for cycling and walking along the rail corridor between Sir William Fry Reserve and Dane Road Reserve.

- The preferred infrastructure for this purpose is a bidirectional cycle lane and separated footpath, considering the high volume of cyclists due to the existing C1 (cycling 1) classification along the railway line.
- Provision of complementary street furniture such as bike repair stations, drinking fountains, parkiteers and bike racks, seating nodes and lighting.
- Provision of tree canopy and understorey planting adequate to the site-specific conditions for biodiversity and amenity improvements.
- Potential open space and sport facilities upgrades to Dane Road Reserve, in the event that LXP impact the reserve and existing facilities.
- Further investigation is required to determine the long term alignment of the link at Dane Road Reserve. Meanwhile, provide street improvements north of Wickham Road to provide short to medium term links for cycling.

Precedent Projects



SHARED USER PATH & LINEAR OPEN SPACE
Toorak Road, Kooyong (Source: Victoria's Big Build)



CORRIDOR CONNECTIVITY
Heatherton Road, Noble Park (Source: Aspect Studios)



SECURE BIKE PARKITEER
Bell to Moreland, Merri-Bek



SHARED USER PATH & LINEAR OPEN SPACE
Preston, City of Darebin (Source: Victoria's Big Build)



DEDICATED BIDIRECTIONAL CYCLE LANE
Preston, City of Darebin (Source: Victoria's Big Build)

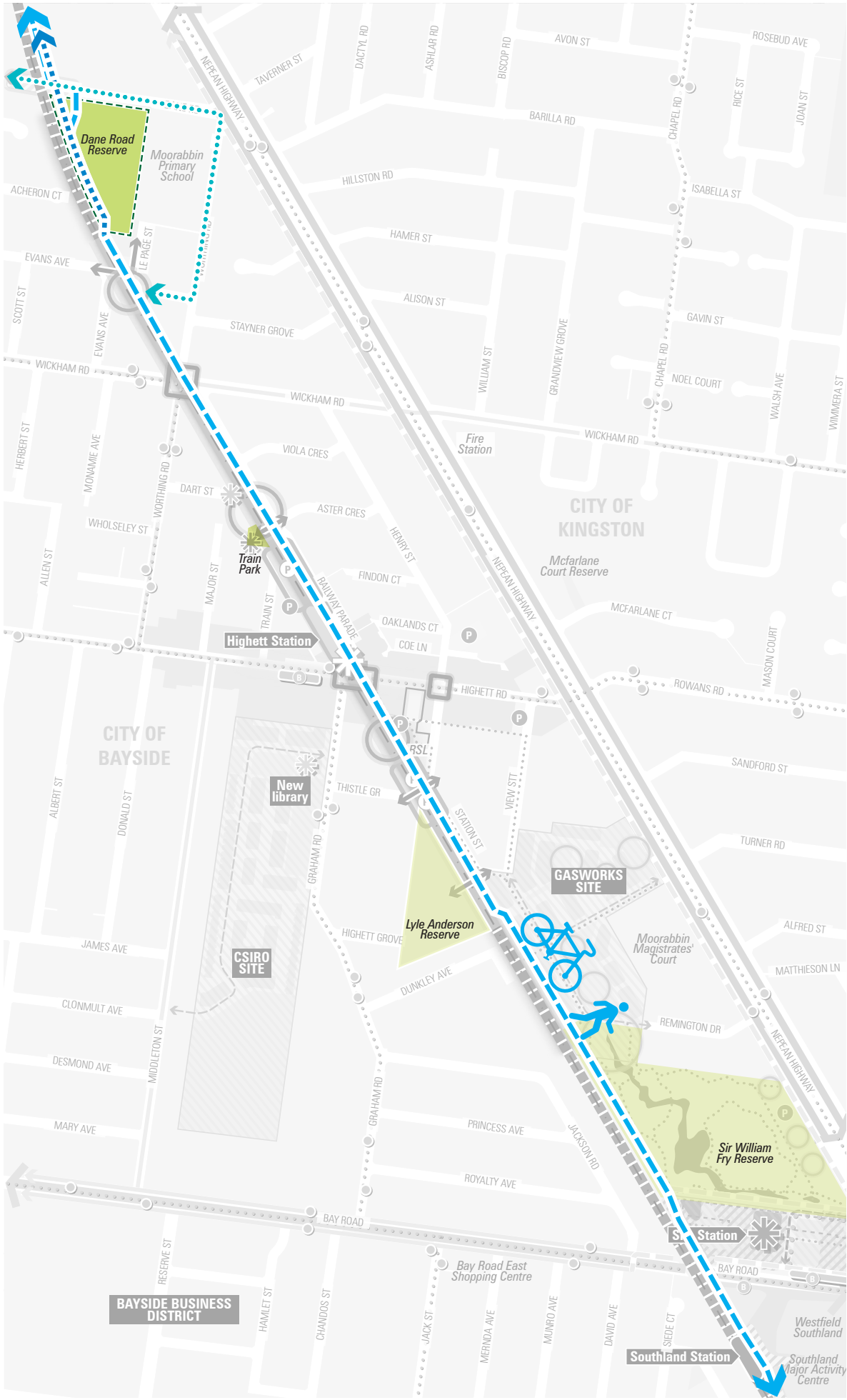


Figure 08: Map illustrating Key Design Move 1

2 Linear parkland

Create a linear parkland encompassing new and improved open spaces, active recreation nodes and spaces for people to gather and connect.

- Stitch into current and future spaces, enhancing the parkland as a continuous public open space asset with recreational, integrated water management and biodiversity opportunities. This may include:
 - Potential open space and sport facilities upgrades to Dane Road Reserve, in the event that LXP impact the reserve and existing facilities.
 - New active recreation node between Le Page Street and Evans Avenue
 - New active recreation node aligned with Dart Street
 - Integration of open space under the elevated rail to connect with Train Park
 - New connections to Lyle Anderson Reserve.
- Extend elevated rail and ramping north of Wickham Road and south of Highett Road as far as possible to achieve the desired connections and maximise space below elevated rail.
- Consider early engagement with Bunurong Land Council Aboriginal Corporation to incorporate First Nations' cultural significance to the upgrades.

Precedent Projects



PLAY SPACE WITH IMPROVED LIGHTING AND PLANTING
Jean Street Reserve and Garfield Lane, City of Kingston



ACTIVE HARCOURTS
Centre Road, Clayton (Source: Aspect Studios)



WATER SENSITIVE URBAN DESIGN
Upfield lane, Merri-Bek



INCREASED CANOPY COVER ALONG RAILWAY RESERVE
Moreland Station, Merri-Bek (Source: Peter Clarke)



BOULDERING
Heatherton Road, Noble Park (Source: Aspect Studios)

Legend	
Open Space potential upgrade	
Existing public open space	
Overhead railway line and 'Linear Park'	
New Station Forecourt Plaza	
Active recreation node	
Potential pocket park	
Existing playground	

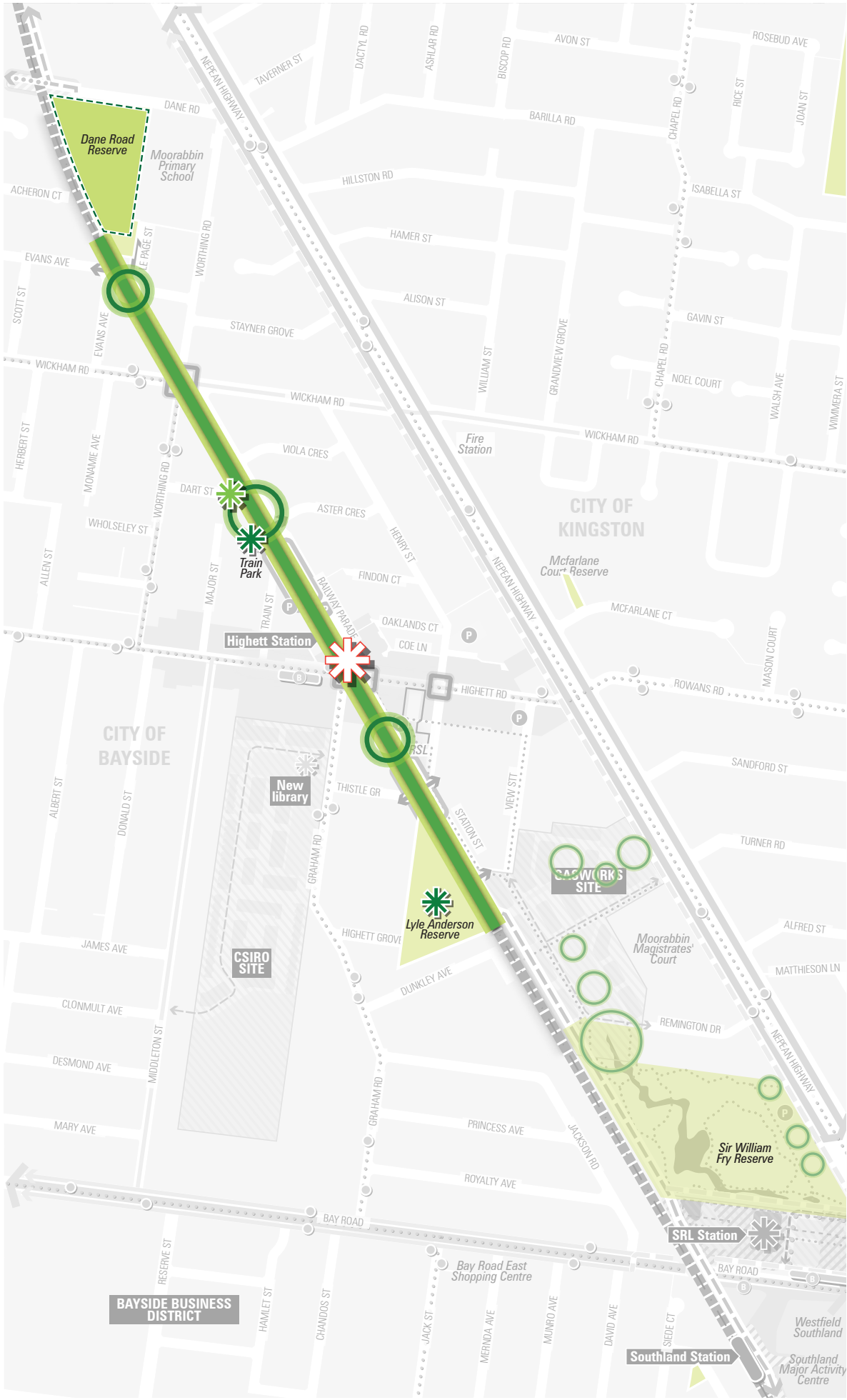


Figure 09 Map illustrating Key Design Move 2

3 Cross corridor connectivity

Improve cross corridor connectivity for users of all abilities by implementing a series of at-grade crossing opportunities to ensure permeability of the urban fabric.

- In collaboration with Bayside Council, consider at-grade pedestrian crossings at:
 - Le Page Street and Evans Avenue
 - Train Street and Aster Crescent
 - Thistle Grove and Station Street
 - Station Street and Lyle Anderson Reserve.
- Explore bridge facade treatments at Wickham Road and Highett Road vehicle crossings.
- Encourage an integrated transport network throughout Highett to foster sustainable transport choices and enhance the local walking and cycling experience.
- Advocate for the State Government to undertake further technical work to provide for an integrated transport network throughout Highett to foster sustainable transport choices and enhance the local walking and cycling experience. Refer to Section 5: Further Technical Work.

Precedent Projects



ELEVATED RAIL OVER LINEAR OPEN SPACE
Noble Park (Source: Aspect Studios)



VEHICLE ACCESS THROUGH
Carrum Station, Carrum



VEHICLE CROSSING
Upfield Lane, Merri-Bek



PEDESTRIAN AND CYCLE CROSSING
Upfield Lane, Merri-Bek

- Legend
- Open Space potential upgrade
 - Overhead railway line and 'Linear Park'
 - Railway ramp with wall treatment
 - Intersection upgrade
 - Pedestrian link
 - Key cycling and walking route

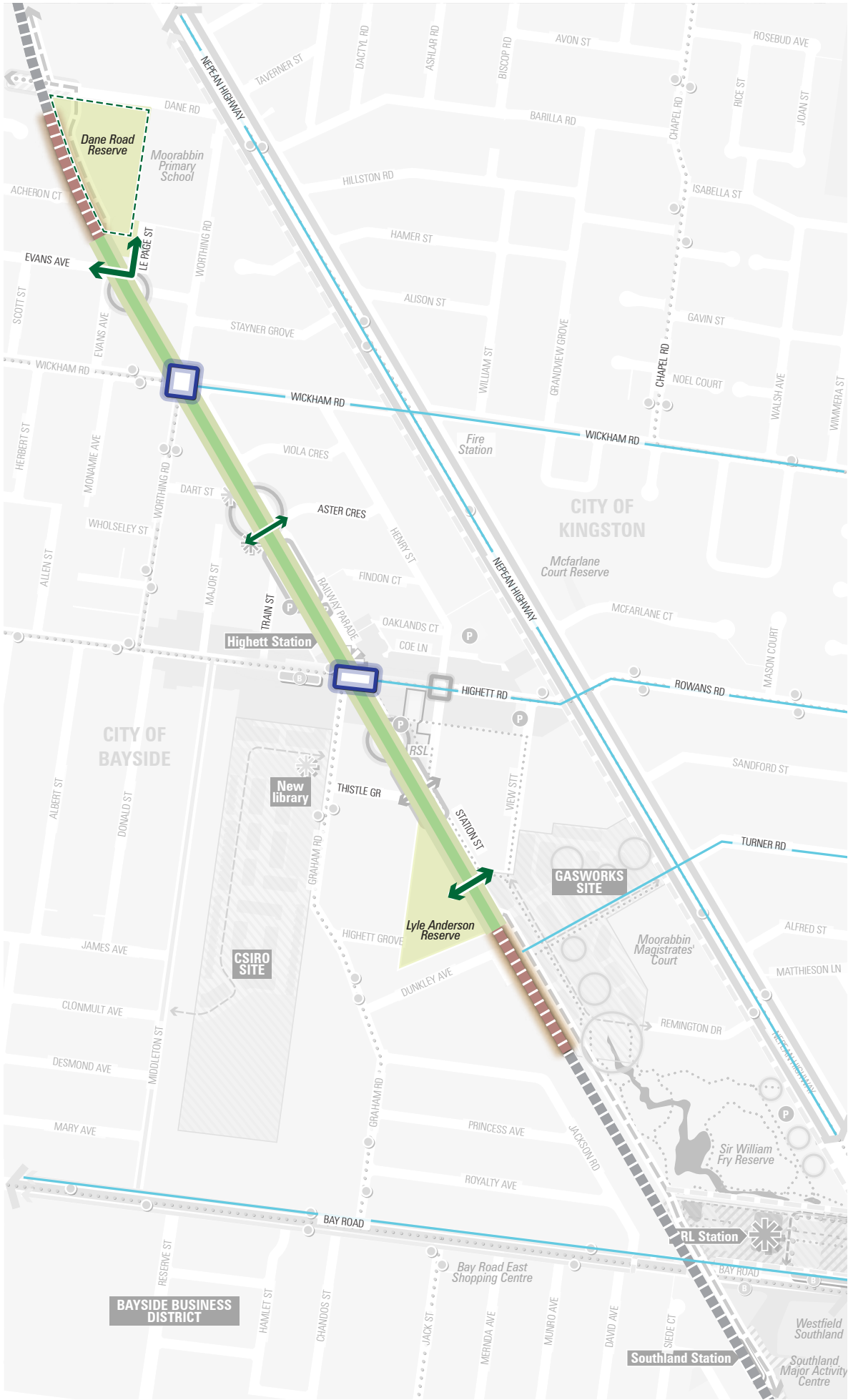


Figure 10: Map illustrating Key Design Move 3

4 Expanded Lyle Anderson Reserve

Extend the elevated rail to Lyle Anderson Reserve and commence the rail ramp south of the reserve. This allows greater east-west permeability and achieves a street frontage for the reserve.

- Improvements to lighting, natural surveillance, clear sightlines, removal of dead-end streets and narrow paths alongside rail through application of crime prevention through environmental design (CPTED) principles.
- Expand Lyle Anderson Reserve underneath elevated rail to ensure it has a continuous street frontage to Station Street.
- Provide an at-grade walking and cycling connection between Lyle Anderson Reserve (connecting to CSIRO site) and proposed Highett Gasworks Development Victoria site (connecting to Turner Road Reserve), as stated on SRL's Draft Cheltenham Precinct Vision Paper.

Precedent Projects



ACCESSIBLE PLAY AREAS
Stadium Park, Chevron Park (Source: Hassell)



ACCESSIBLE PLAY AREAS
Moreland Station, Merri-Bek (Source: Victoria's Big Build)



SHARED USER PATH & LINEAR OPEN SPACE
Murumbeena, Victoria (Sourced: Aspect Studios)



PERMEABILITY TO ABUTTING OPEN SPACES AND COMPLEMENTARY USES
Carnegie, Victoria

Open Space potential upgrade	
Overhead railway line and 'Linear Park'	
Railway ramp with wall treatment	
Pedestrian link	
Address to Station Street	
Existing Station Street	

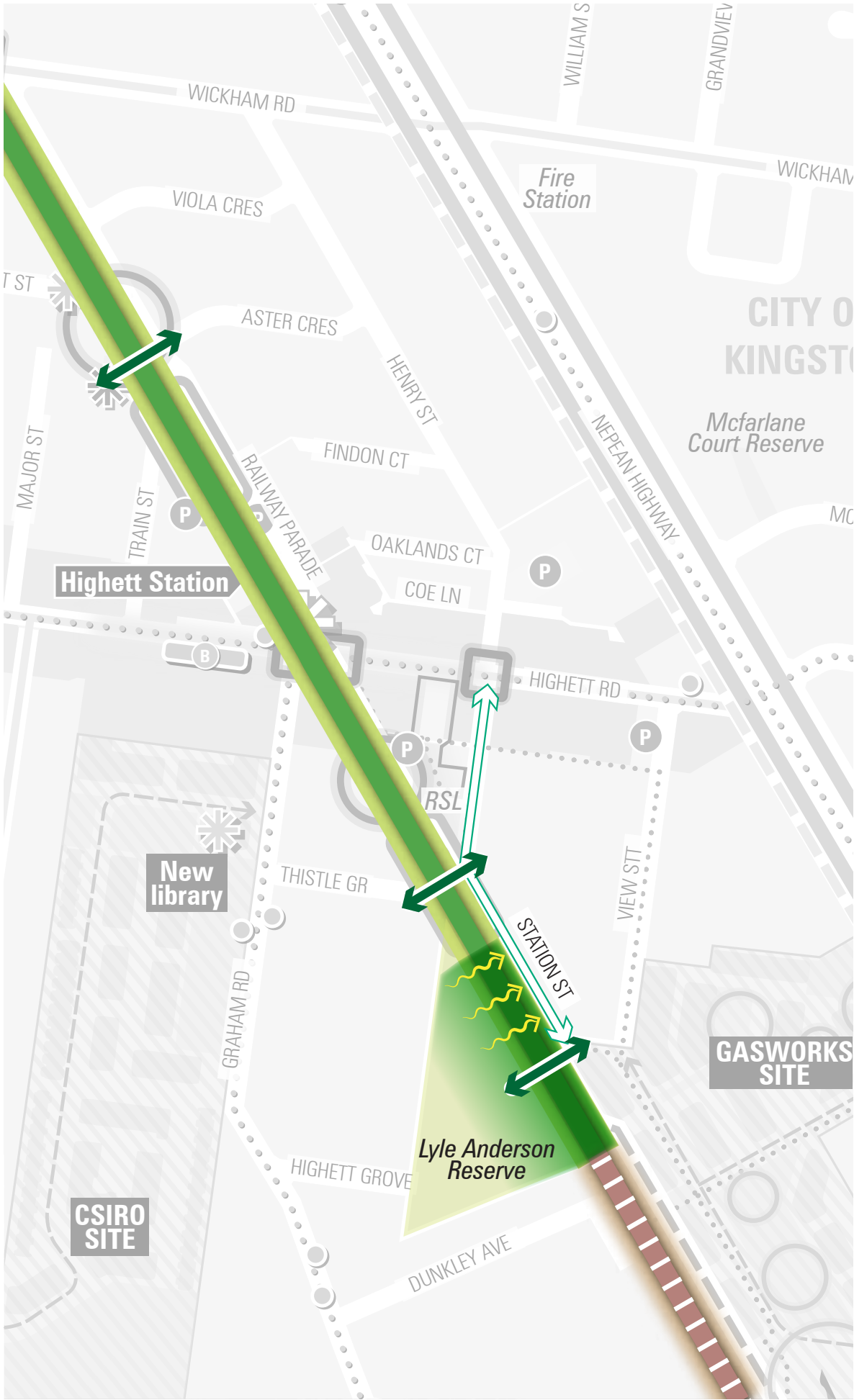


Figure 11: Map illustrating Key Design Move 4

5 Intersection enhancements

Intersection enhancements to improve safety and movement for all transport modes.

- Hightett Road and Graham Road/Railway Parade – simplified intersection with a preferred signalised option.
- Wickham Road and Worthing Road/Railway Parade – with a preferred signalised option. Optimise the footprint and functionality of the intersection to achieve improved amenity outcomes.
- Pedestrian operated signals for cycling and walking pathway.
- In collaboration with Bayside Council, explore potential traffic calming along Graham Road north of Thistle Grove.

Precedent Projects



CROSSING AT BELL STREET FRONTING FORECOURT
Coburg Station, Merri-Bek



PEDESTRIAN AND CYCLING CROSSING
Copenhagen, Denmark (Source: Cycling Embassy of Denmark)



PEDESTRIAN AND CYCLING CROSSING
Bourke Street Cycleway, Sydney (Source: Group GSA)

Legend

Railway ramp with wall treatment

Overhead railway line and 'Linear Park'

Intersection upgrade

Traffic calming

Cycling and walking pathway

Long term cycling and walking pathway - alignment subject to further investigation

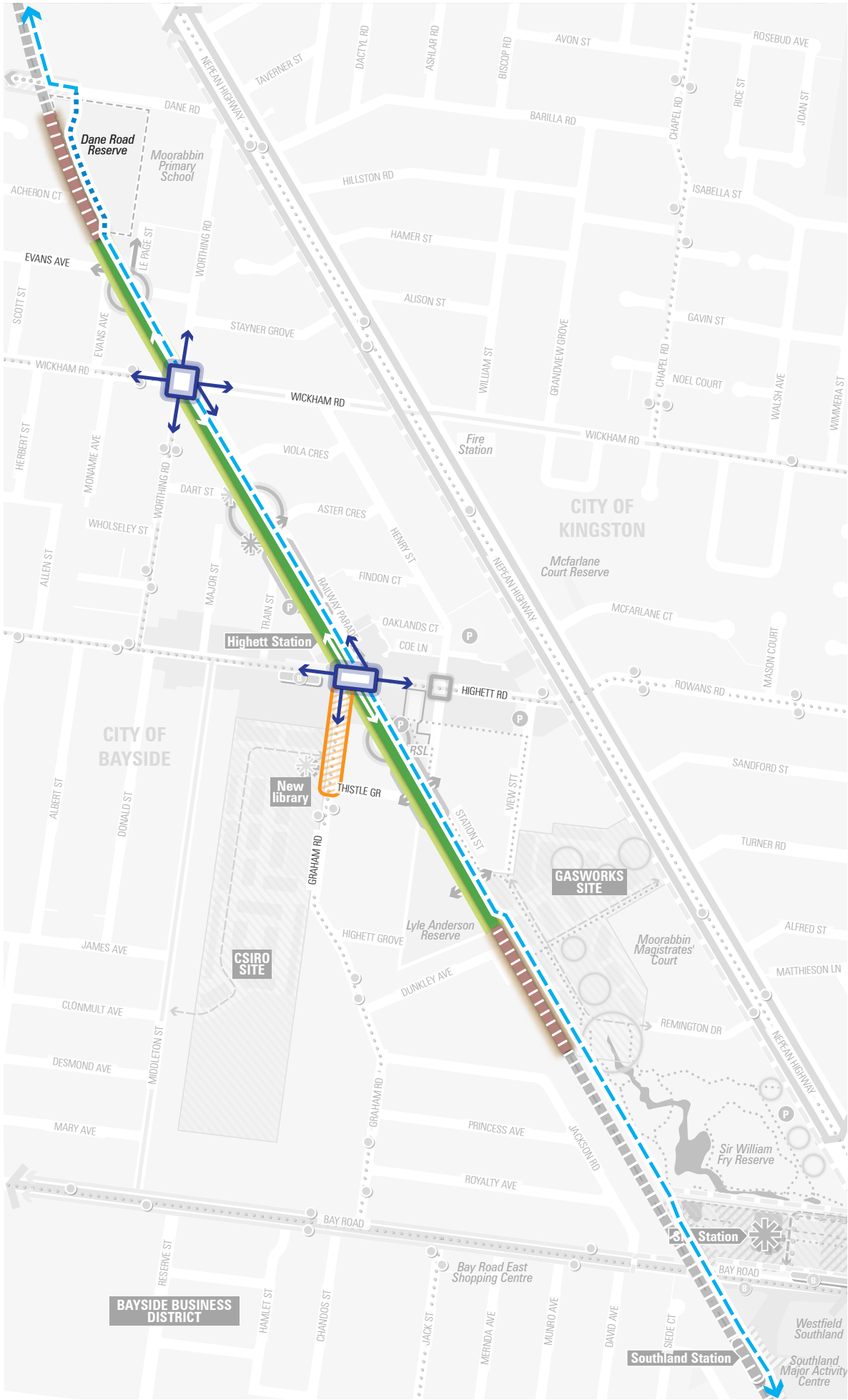


Figure 12: Map illustrating Key Design Move 5

6 Streetscape enhancements to shopping strips

Provide high-quality streetscape enhancements to Highett Road and Railway Parade shopping strips.

- Explore benefits of a shared zone with a raised threshold treatment for the south end of Railway Parade near the intersection with Highett Road.
- In collaboration with Bayside Council, explore benefits of utilising a slow zone with raised threshold treatment on Highett Road, between Railway Parade and Graham Road, to improve walking and cycling connections.
- Create new public space along the south side of Highett Road, in strong links to the new station forecourt.
- Consider the undergrounding of services, required to provide canopy tree planting to increase urban cooling.
- Enhance the pedestrian and cyclist experience by providing consistent and complementary streetscape treatment across both municipalities. This could include traffic calming, public art opportunities, street furniture, outdoor trading and dining opportunities, permeable surfaces, canopy trees with understorey planting, and footpath materials.

Precedent Projects



STREETSCAPE IMPROVEMENTS FRONTING NEW OPEN SPACE
Greville Street, Prahan (Source: City of Stonnington)



SHARED ZONE WITH FEATURE PAVING, SEATING AND PLANTING
Greville Street, Prahan (Source: John Gollings)



INCREASED PLANTING FOR STREETSCAPE AMENITY
Malop Street, Geelong (Source: Outlines)



SEATING NOOKS SURROUNDED BY PLANTING
Malop Street, Geelong (Source: Revitalising Central Geelong)

Legend

Arrival node

New Station Forecourt Plaza

New public open space

Potential footpath widening

Highett Road streetscape enhancements

Potential slow zone/raised threshold

Intersection upgrade



Figure 13: Map illustrating Key Design Move 6

7 New station forecourt plaza

Provide a new public plaza at the ground level entry of the new station.

- Extend pedestrianised public space under the new elevated Highett Station, as a permeable and welcoming place that marks the arrival to Highett Activity Centre, contributing to the centre’s broader wayfinding and identity.
- The new plaza should front and open out onto Highett Road and Railway Parade, with consideration to both roads becoming a shared/ slowed zones, forming the key links to the retail core.
- Prioritise access to sunlight, canopy tree coverage and at understorey planting, seating nodes, wayfinding, and public art.
- Seek opportunities to celebrate heritage, identity, and indigenous culture from the local area.
- The adaptive re-use of the heritage Highett station building presents opportunities for future uses. Its potential relocation within the existing station precinct is subject to consultation with Bayside Council.
- Vehicle access for short term car parking, rideshare and loading is to be limited to designated locations close to the station forecourt, preferably located along Station Street or the rear entrance of the station forecourt.

Precedent Projects



STATION FORECOURT
Coburg Station, Merri-Bek



RESTING AREAS AND IMMERSIVE CANOPY
Berry Street Square, North Sydney (Source: Aspect Studios)



HERITAGE REUSE - SIGNAL HUT
Moreland Road, Merri-Bek (Source: Peter Clarke)



CIVIC PLAZA AS ARRIVAL NODE
Croydon Town Square, Croydon

Legend	
Potential station overhead	
Highett station building	
Arrival node	
New Station Forecourt Plaza	
New public open space	
Potential slow zone/ raised threshold	
Kiss & Ride/ short-term parallel parking	
Station Forecourt address	



Figure 14: Map illustrating Key Design Move 7

8 Re-imagine the Highett Library precinct

Relocating car parking within the activity centre provides new opportunities for the future of Council land.

- Build on Council’s advocacy for a new regional community facility within the SRL Station Precinct including the consideration of library services.
- Explore the future use and redevelopment of Council land, considering potential public spaces and uses that deliver community benefits.
- Consolidate existing activity centre car parking further south along the railway corridor with no loss of parking overall.

Precedent Projects



AREAS FOR LOCAL COMMUNITY AND VISITORS
Berry Street Square, North Sydney (Source: Aspect Studios)



OUTDOOR COMMUNITY SPACES FOR GATHERING AND PLAY
Community Hub and Library, Springvale



DESIGNING FOR PEDESTRIAN PRIORITY
North Williamstown Station, Williamstown (Source: Hassell)



COMMUNITY HUB
Lerderderg Library, Bacchus Marsh

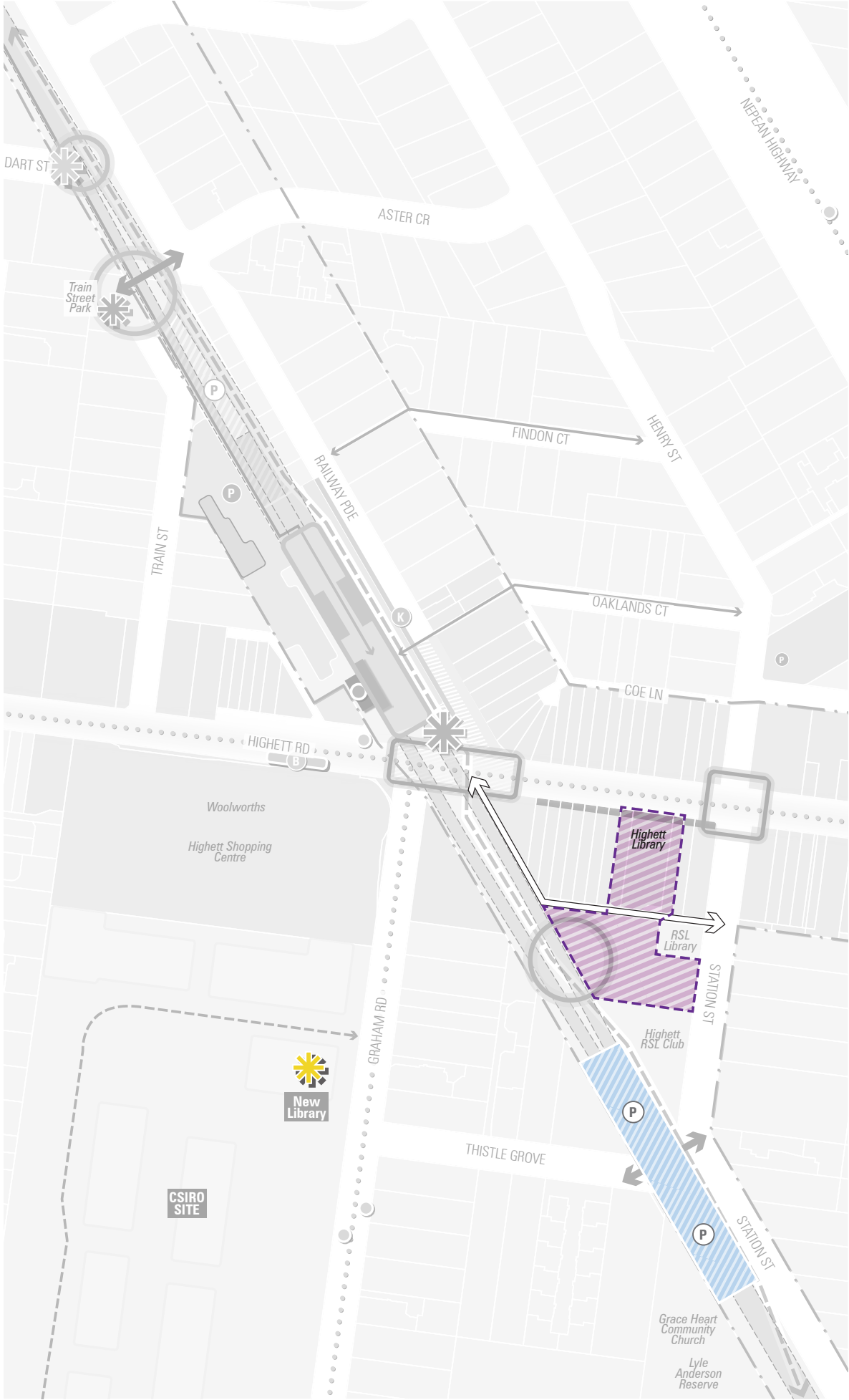


Figure 15: Map illustrating Key Design Move 8

9 Car parking consolidation

Consolidate car parking beneath the elevated rail. Include landscape treatments to improve amenity, reduce ‘urban heat island effect’ and support biodiversity.

- Rearrange commuter and activity centre car parking with no net loss of activity centre car parking.
- Include on-street short-term parking and Kiss and Ride opportunities in proximity to the station entrance.
- Reinforce pedestrian links to commercial areas and open spaces, while allowing cycling movement through.

Precedent Projects



COMMUTER CAR PARKING SURROUNDED BY NEW
Upfled Lane, Merri-Bek



FULLY COVERED CAR PARK UNDER RAIL BUFFERED BY LANDSCAPE
Hughesdale Station, Hughesdale



CAR PARK WITH FEATURE PAVING, PLANTING AND SEATING AREAS
Lonsdale Street, Dandenong (Source: TCL)



COMMUTER CAR PARKING CONCEALED BY VEGETATION
Moreland Station, Merri-Bek

Legend

Existing At-grade car parking

P

Potential at-grade car parking

P

Kiss & Ride/ short-term parallel parking

K



Figure 16: Map illustrating Key Design Move 9

10 Improved public transport interchange

Improved commuter experience and public transport access within Highett Activity Centre.

- Minimise distance between Highett station and bus stop along the south side of Highett Road.
- Deliver generous pedestrian links to ensure easy shift between transport modes for all users, ensuring DDA compliance.
- Consider wayfinding signage to guide transport interchange.
- Include street furniture to facilitate the transport interchange such as bus shelters, waiting areas, bike racks, feature lighting.
- Ensure bus stop locations do not preclude opportunities for outdoor trading and activation

Precedent Projects



PUBLIC TRANSPORT TIMETABLES
Lower Plenty Road, Rosanna



BUS STOP
Maroondah Highway, Lilydale (Source: Aspect Studios)



BUS STOP AND SEATING AREA
Lower Plenty Road, Rosanna (Source: Stoddart)



BUS STOP
Poath Road, Huntingdale



Figure 17: Map illustrating Key Design Move 10

4.0 Key Design Moves Plan

4.1 Key Design Moves Plan

This section collates the Key Design Moves outlined above into two key plans for the Highett study area. The plans cover public realm and connectivity themes and reflects a strategic approach to integrating and optimising the planned Level Crossing Removal Project in this location.



STATION FORECOURT
Moreland Station, Merri Bek (Source: Victoria's Big Build)

Rail Corridor – Key Design Moves Plan

1 North-south cycling and walking link

- Preferred bidirectional cycle lane and separated footpath.
- Provide tree canopy and understorey planting along the link.

2 Linear parkland

- Stitch into current and future spaces.
- Provide open space and sport facilities upgrades at Dane Road Reserve if impacted by LXP works.
- Provide new active recreation nodes and passive recreation spaces beneath elevated rail.
- Extend elevated rail to increase accessibility of existing open spaces.

3 Cross corridor connectivity

- Provide new at-grade walking and cycling links between Le-Page Street / Evans Avenue, Train Street / Aster Crescent, Thistle Grove / Station Street and Lyle Anderson Reserve / Gasworks Site.
- Extend elevated rail to allow better east-west connections.

4 Expanded Lyle Anderson Reserve

- Expand reserve underneath elevated rail, with continuous frontage to Station Street.
- Provide at-grade walking and cycling connection between Lyle Anderson Reserve and Highett Gasworks.

5 Intersection enhancements

- Simplify Highett Road and Graham Road/Railway Parade intersection with a preferred signalised option.
- Optimise Wickham Road and Worthing Road/ Railway Parade intersection with a preferred signalised option.
- Provide pedestrian operated signals for the cycling and walking link.
- Explore potential traffic calming in key locations.

6 Streetscape enhancements to shopping strips

- Upgrade streetscapes on Highett Road and Railway Parade.
- Explore shared slow zones and raised threshold treatments in key locations.
- Provide a new public open space on the south side of Highett Road.
- Provide consistent and complementary streetscapes across municipalities.

7 New station forecourt plaza

- Create a public space under the new elevated Highett Station fronting Highett Road and Railway Parade.
- re-purpose the heritage Highett station buildings within the existing station precinct.

8 Re-imagine the Highett Library precinct

- Explore the future use and redevelopment of Council land for public spaces and uses that deliver community benefits.
- Integrate the redevelopment with the linear parkland.
- Consolidate existing activity centre car parking further south.

9 Car parking consolidation

- Rearrange commuter and activity centre car parking beneath the elevated rail.
- Provide on-street short-term and Kiss and Ride parking near the station entrance.

10 Improved public transport interchange

- Minimise distance between bus stops and train station.

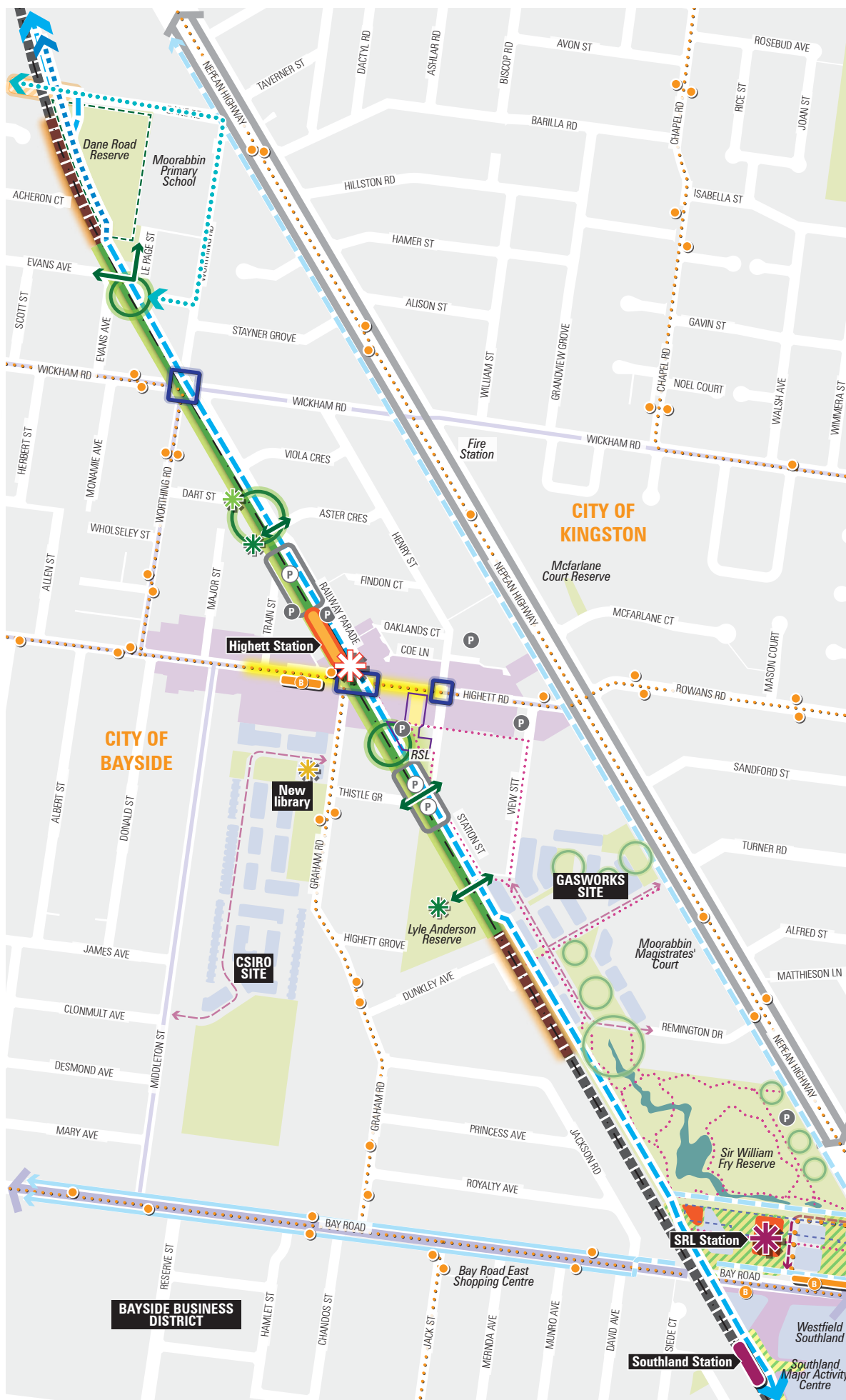


Figure 18: Map demonstrating the key design moves of the rail corridor

Highett Activity Centre – Key Design Moves Plan

- Legend
- Study area
 - Municipal boundary
 - Commercial use
 - Existing public open space
 - Rail overhead
 - Potential station overhead
 - Highett station building
 - Arrival node
 - New Station Forecourt Plaza
 - New public open space
 - Existing At-grade car parking
 - Potential at-grade car parking
 - Signalised intersection
 - Kiss & Ride/ short-term parallel parking
 - Bus route/ stop
 - Relocated bus stop
 - Potential footpath widening
 - Highett Rd streetscape enhancements
 - Cycling and walking pathway
 - Pedestrian link
 - Existing pedestrian link
 - Future pedestrian link
 - Potential slow zone/ raised threshold
 - Active recreation node
 - Potential pocket park
 - Existing playground
 - Potential community hub
 - Potential public space and development opportunities
 - End of trip facilities
 - Electrical substation
 - Indicative footprint of future development

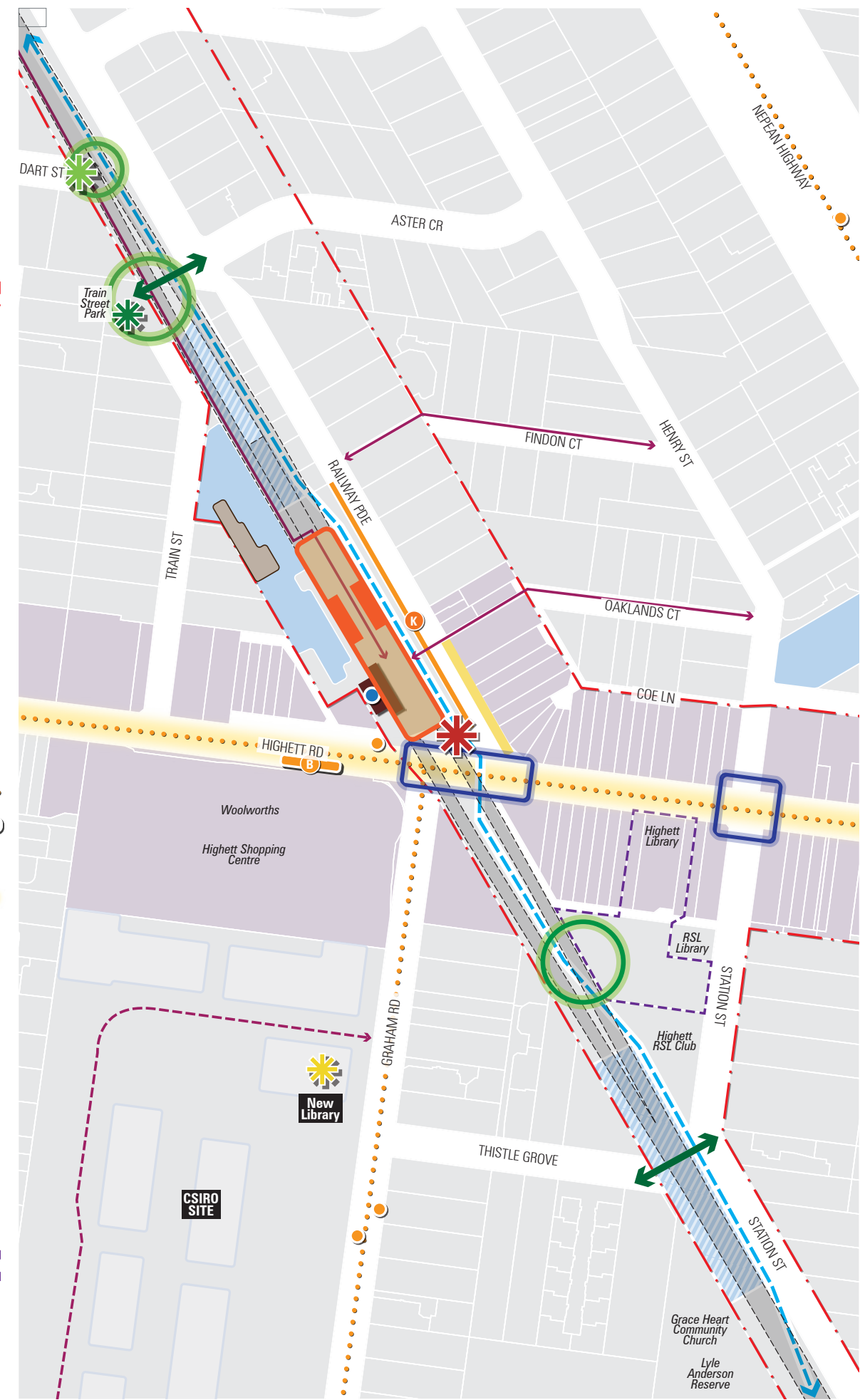


Figure 19: Map demonstrating the key design moves of the station precinct

5.0 Further Technical Work

5.1 Further Technical Work

Given the transformative nature of the LXP works for Highett and Wickham Roads nearby a future SRL station at Cheltenham encouraging increased urban development, the local and broader traffic network and local movements are anticipated to change. To ensure that no unforeseen and potentially detrimental traffic and movement impacts occur in the existing road network, Council recommends that further technical traffic modelling investigations and Movement and Place assessments must be undertaken.

The below table outlines these required further works

	Recommendation	Responsibility:	Timing:	Logic / Benefit
1	<p>Undertake a Movement and Place assessment of the broader and local transport network. This will include:</p> <ul style="list-style-type: none">— identifying the aspiration of the transport network gap analysis between the existing / base case conditions and the aspiration— establish strategic objectives based on the gap analysis— identify interventions informed by the strategic objectives— undertake further assessment of the project options using the movement and place framework <p>The Movement and Place assessment will need to be informed with traffic modelling.</p>	SRLA	<p>Immediate - to inform the SRL Cheltenham Precinct Structure Plan, prior to its exhibition.s</p> <p>Further update this analysis prior to LXP concept design and functional layout design.</p>	<p>To provide for a road network that:</p> <ul style="list-style-type: none">— Supports and enhances the vibrancy and place value of the Highett Shopping Strip (between Nepean Highway and Middleton Road).— Applies the Movement and Place Framework:<ul style="list-style-type: none">○ To enhance Highett’s status as a local activity centre.○ To encourage local investment.○ To enable local travel and higher levels of walking and bicycle riding trips.— Improves safety and increases transport choices for all - applying a ‘complete streets’ approach to maximise transport choice.— Minimises congestion within the network.— Supports lower traffic on local streets.— Considers any need for new cross corridor connections for all modes.— Provides parking based on local road network capacity – to avoid parking induced congestion.— Designs and manages parking to optimise movement and place outcomes - ensuring parking is appropriately managed and designed to minimise the negative impacts on the urban realm.
2	Provide an origin and destination analysis, understanding local movements and through traffic within the SRLA structure planning area. This analysis will need to cover a broad area, sufficient to inform the Movement and Place assessment.			
3	Provide projections of future transport mode and traffic volume scenarios to understand future demand and impact on the network within the SRLA structure planning area.			
4	Include consideration of modal-shift scenarios as a result of improvements to the network within the SRLA structure planning area.			
5	Preparation of micro-simulation traffic model including public and active transport within the Highett LXP planning area.	LXP	<p>Following exhibition of the SRL Precinct Structure Plan and LXP concept design.</p> <p>Further update this analysis prior to LXP functional layout design.</p>	

Glossary

BESS: Built Environment Sustainability Scorecard

CPTED: Crime prevention through environmental design

CSIRO: Commonwealth Scientific and Industrial Research Organisation

DDA: Disability Discrimination Act

DoT: Department of Transport

DPO: Development Plan Overlay

EES: Environment Effects Statement

EoT: End of trip facility

ESD: Environmentally sustainable development

LGA: Local Government Area

LoS: Level of Service

LXRP: Level Crossing Removal Project

MAC: Major Activity Centre

MTM: Metro Trains Melbourne

NAC: Neighbourhood Activity Centre

NEIC: National Employment and Innovation Clusters

POS: Public Open Space

RL: Reduced level

ROSNA: Recreation and Open Space Needs Assessment

SUP: Shared User Path

SWF: Sir William Fry

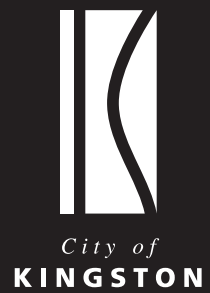
ODS: Opportunity Development Site

OVGA: Office of the Victorian Government Architect

SRL: Suburban Rail Loop

SRLA: Suburban Rail Loop Authority

WSUD: Water Sensitive Urban Design



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