



HURSTBRIDGE LINE DUPLICATION

GREENSBOROUGH AND MONTMORENCY CONSULTATION REPORT

January 2021



levelcrossings.vic.gov.au

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Hurstbridge Line Duplication Project consultation and engagement

The Victorian Government is investing \$530 million to make further improvements on the Hurstbridge Line.

These improvements will enable more train services, less crowding on peak trains and better connections to public transport in Melbourne’s north east.

The project will duplicate two sections of rail track between Greensborough and Montmorency and Diamond Creek and Wattle Glen. Rail infrastructure will be upgraded to increase reliability and enable more trains to run more often.

The project will also build two new stations – at Greensborough and Montmorency – as well as upgrades to platform 2 at Diamond Creek Station and building a new pedestrian connection behind Diamond Valley College.

Consultation to date

This report focuses on community consultation undertaken between October and November 2020.

In October and November we asked the community to give us feedback on the Greensborough and Montmorency station precincts and what’s important to you.

At Greensborough, we heard your top priorities were better pedestrian access to the station, better connections between the station, and its surrounds, and car parking.

At Montmorency, we heard landscaping and vegetation was a priority, as well as updated station facilities with all abilities access and more weather protection.

Based on health advice in response to coronavirus, we had to cancel or postpone much of our planned community engagement throughout 2020.

In October 2020, we were able to use online channels to ask for community feedback on aspects of the Greensborough and Montmorency station precinct

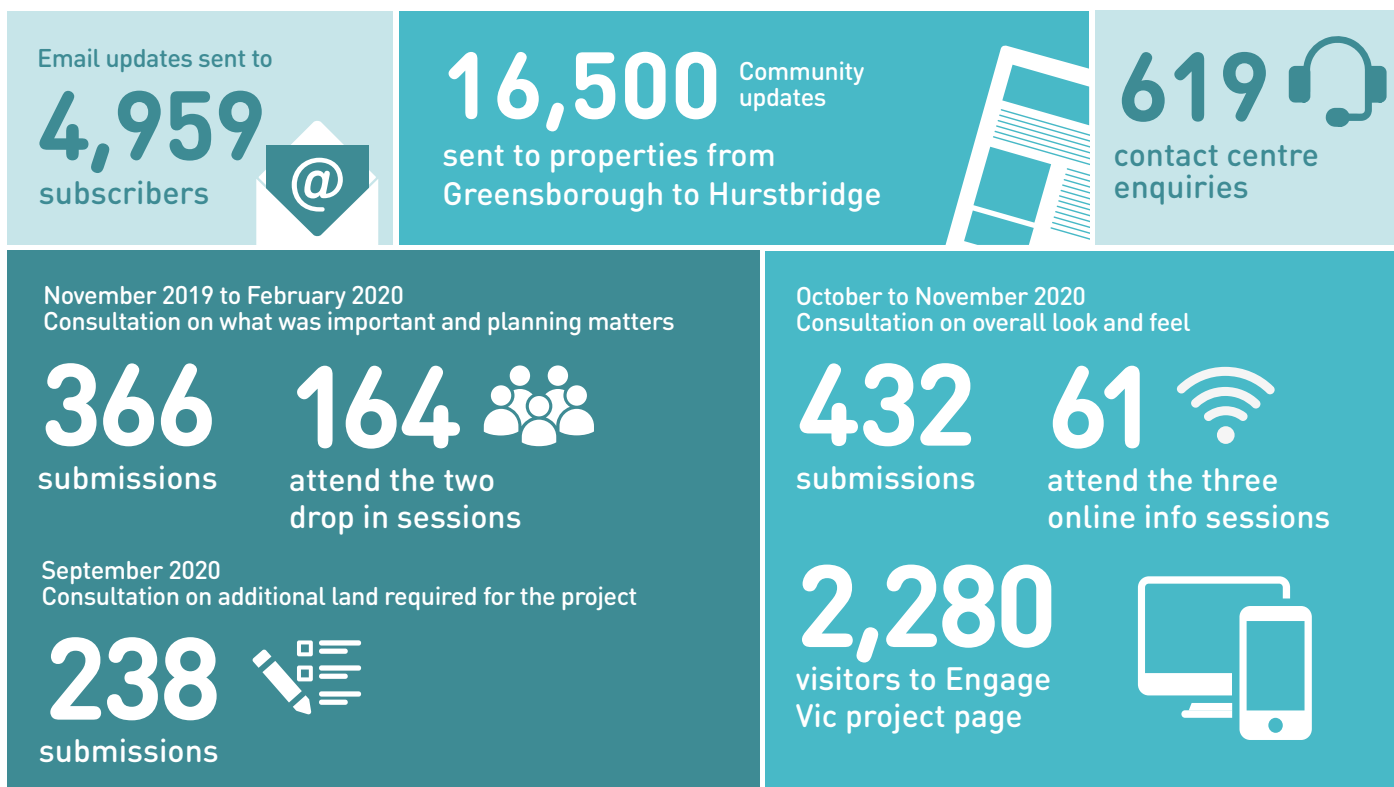
designs, including the overall look and feel, preferred materials and finishes, and landscaping.

Previous community consultation

The Level Crossing Removal Project has been engaging with the community since 2019 when the project was first introduced.

This feedback is being used to develop the station precinct and final station designs.

Throughout this time, LXP has also sought feedback from various stakeholders including Metro Trains Melbourne, Department of Transport and local Councils



URBAN DESIGN GUIDELINES

The project follows 8 principles of urban design

 <p>Enhancing</p>	<p>1. Identity A well-defined identity and sense of place is key to creating strong and vibrant communities.</p>
 <p>Diverse</p>	<p>2. Urban integration A well-integrated environment is a fundamental framework for the successful development of a great place.</p>
 <p>Connected</p>	<p>3. Connectivity and wayfinding A well-connected and legible environment contributes significantly to a strong economy, the use of public and active transport, and an integrated community.</p>
 <p>Walkable</p>	<p>4. Accessibility A highly accessible and inclusive environment provides a positive user experience and contributes to health and wellbeing of the community.</p>
 <p>Safe</p>	<p>5. Safety A safe environment is essential for a strong and connected community.</p>
 <p>Comfortable</p>	<p>6. Amenity High quality urban amenity associated with the experience of a great public place contributes to a successful, equitable and prosperous community.</p>
 <p>Vibrant</p>	<p>7. Vibrancy Activation and diversity in the experience of urban places supports a prosperous and healthy community.</p>
 <p>Enduring</p>	<p>8. Resilience and environmental sustainability Places and corridors must be sustainable, enduring and resilient to support and nurture current and future generations.</p>

WHAT WE'VE HEARD

In October and November 2020 we asked the community for feedback on five key themes



Overall look and feel of the station



Plants and vegetation



Materials



Public art or public realm opportunities



Paving



Community engagement

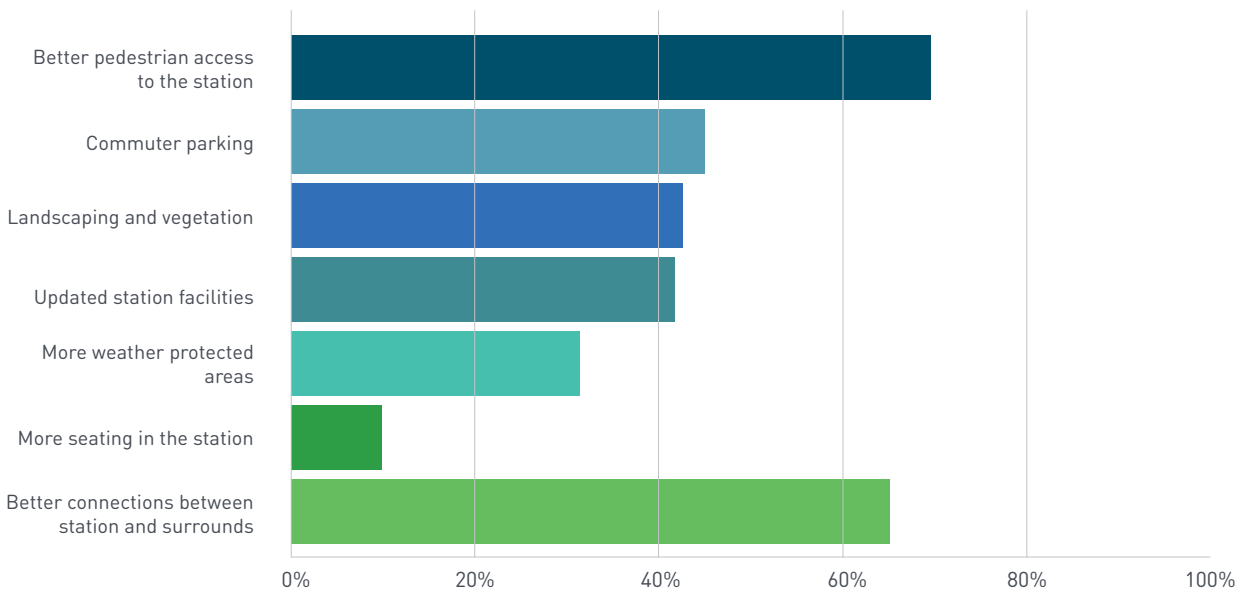
GREENSBOROUGH STATION PRECINCT



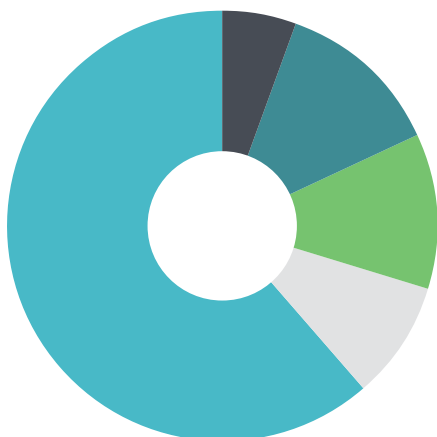
In October and November 2020, we asked you for more information on the station designs. This included the overall look and feel, design and materials, landscaping and vegetation, and public art opportunities.

The top three priorities you want us to consider for Greensborough Station precinct are:

- Better pedestrian access – **69.4%**
- Better connections between station and surrounds – **64.6%**
- Station car parking – **45%**



Landscaping and planting



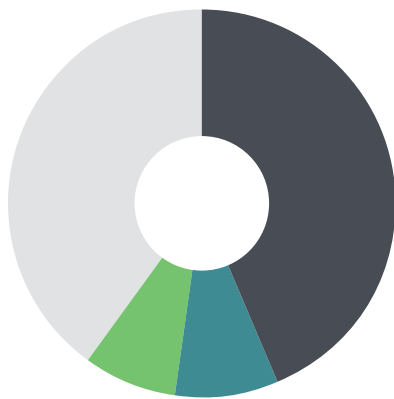
- Reincorporation of elements of the owl garden, such as plant species and ornaments
- Canopy trees and low-lying shrubs and grasses
- Shady native trees
- Native bush and flowering plants
- A combination of native trees, shrubs, flowering plants and grasses that extends the character of the local area

Over 61% of survey participants want a combination of native trees, shrubs, flowering plants and grasses, with 13% wanting Canopy trees and low-lying shrubs and grasses.

We showed images to help you decide what you'd like to see at Greensborough Station

Preference for modern, natural feel, earthy tones and native vegetation (53%) over recreational and bushland feel (35.5%).

Preferred material for the station structures



- Aluminium cladding
- Exposed concrete
- Perforated material
- Weathered steel

Aluminium cladding (43.7%) with weathered steel (39.8%) close behind

Preferred paving



- Bluestone
- Exposed aggregate concrete
- Coloured concrete

Bluestone paving preferred (45.5%) with exposed aggregate concrete (35.2%) close behind

Key themes you would like to see represented in public art






- Cultural and Indigenous heritage
- Riverside (riparian) themes
- Bushland themes
- Community and education themes
- A combination of different themes

For public art, the top three considerations are, bushland themes (31%), combination of different themes (29.8%) and Cultural and Indigenous heritage (21.3%)



How your feedback influenced the design of the Greensborough Station precinct

Your top priorities	Our design response
 Better pedestrian access to the station	<ul style="list-style-type: none">• All abilities access with both lifts and stairs down to Poulter Avenue and the station platforms.• Wider footpaths between Para Road and Poulter Avenue to cater for pedestrians and bike traffic.
 Better connections between the station and its surrounds	<ul style="list-style-type: none">• New station concourse at street level on Para Road, with wider footpaths to reduce congestion and improve safety for commuters and pedestrians.• Pedestrian overpass will include a public walkway that will be accessible 24 hours a day.
 Car parking	<ul style="list-style-type: none">• 5 Kiss and Ride bays – 4 on Para Road and 1 in the Poulter Avenue Car Park.• 13 bicycle hoops and 1 Parkiteer cage with 26 bike spaces.• Passengers with a disability will have access to clearly marked car spaces.• 100 car spaces as part of the Government's Car Parks for Commuters program.



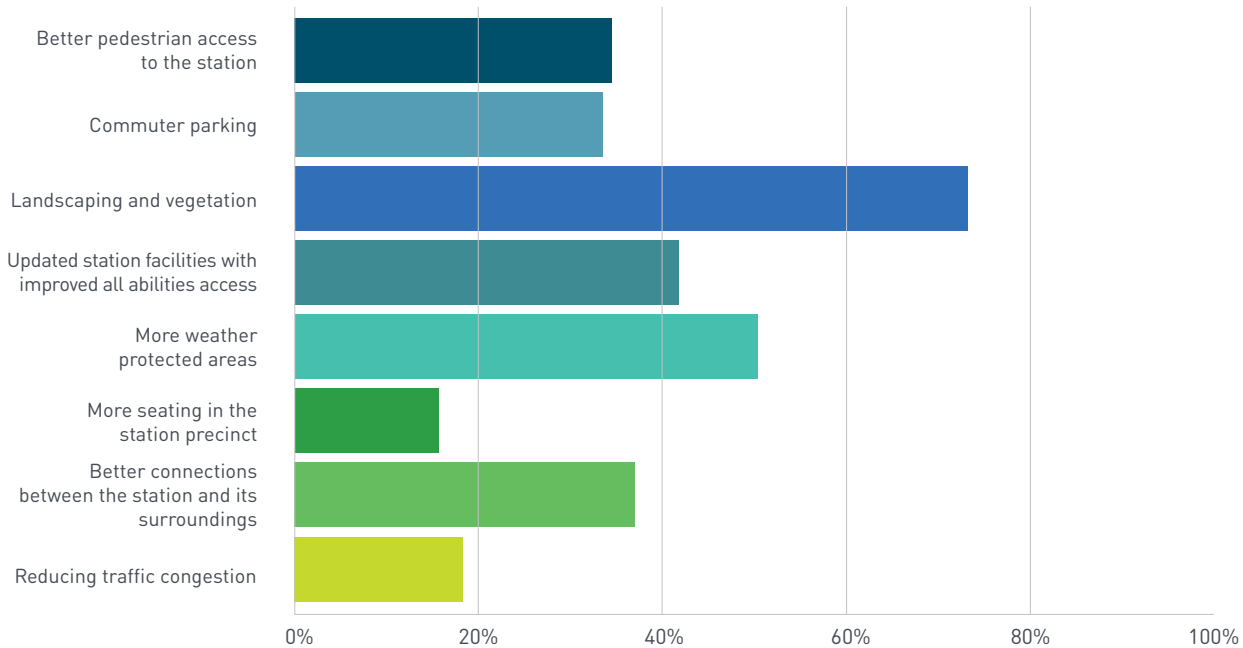
MONTMORENCY STATION PRECINCT



In October and November 2020, we asked you for more information on the station designs. This included the overall look and feel, design and materials, landscaping and vegetation, and public art opportunities.

The top three priorities you want us to consider for the Montmorency Station precinct are:

- Landscaping and vegetation – **73%**
- More weather protection – **48.9%**
- Updated station facilities with all abilities access – **40.6%**



Landscaping and planting



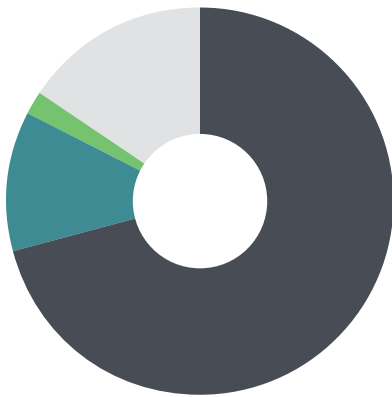
- Canopy trees and low-lying shrubs and grasses
- Shady native trees
- Native bush and flowering plants
- A combination of native trees, shrubs, flowering plants and grasses that extends the character of the local area

Combination of native trees, shrubs, flowering plant and grasses (57%) strongly preferred

We showed images to help you decide what you'd like to see at Montmorency Station.

Recreational and bushland feel (51.6%) preferred over modern, natural feel, earthy tones and native vegetation (42%)

Preferred material for the station structures



- Timber look
- Aluminium cladding
- Exposed concrete
- Weathered steel

Timber look (71%) strongly preferred over weathered steel (15.5%) and other options

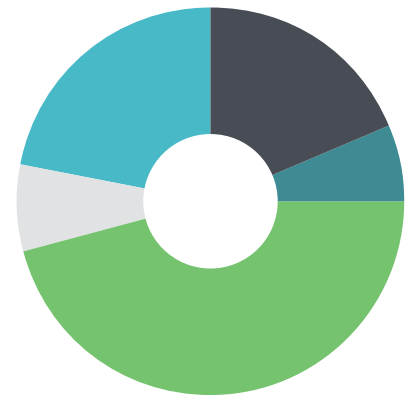
Preferred paving



- Bluestone
- Exposed aggregate concrete
- Coloured concrete

Bluestone preferred (44%) over coloured concrete (33.5%)

Key themes you would like to see represented in public art






- Cultural and Indigenous heritage
- Riverside (riparian) themes
- Bushland themes
- Community and education themes
- A combination of different themes

For public art, the top three considerations are, bushland themes (45.8%), combination of different themes (22%) and Cultural and Indigenous heritage (18.7%)



How your feedback influenced the design of the Montmorency Station precinct

Your top priorities	Our design response
 Landscaping and vegetation	<ul style="list-style-type: none">• A variety of trees, plants, shrubs and grasses to be planted in the new station precinct.• Planting to be a combination of native trees, shrubs, flowering plants and grasses that extends the character of the local area.
 More weather protection	<ul style="list-style-type: none">• Construction of canopies on both platform 1 and 2 to give passengers more weather protection.
 Updated station facilities with all abilities access	<ul style="list-style-type: none">• At grade pedestrian crossing aligned to Were Street, with access to both platforms catering for all abilities.• 5 car parks for commuters with a disability.• Kiss and Ride bays – 2 on Station Road and 3 on Mayona Road.• 10 bicycle hoops and 1 Parkiteer cage with 26 bike spaces.• New dedicated station off-road car park on Mayona Road.• Upgraded commuter parking on Station Road and Binns Street.• 30 additional car spaces to be constructed at Montmorency Station.



What's next

We'll be coming back out to the community before major works begin to share final designs and show you how your feedback has been incorporated.

At the moment, we're continuing to develop the final designs based on your feedback and the project's technical requirements.

The technical requirements including the location of utilities and services, the ground conditions and natural features, and the constraints of the rail corridor and its surrounding terrain will influence the final design.

Another major step is to award the construction contract to build the project. Once the construction contract is awarded information about construction will be made available and works will progress.

Major construction will start in 2021 with works complete in late 2022.

Keeping in touch

The best way to stay up to date on the project and any developments is by signing up to email updates.

Subscribe to e-updates at levelcrossings.vic.gov.au/subscribe

Send us a private message on our **Facebook** page.

Contact our call centre on **1800 105 105** or contact@levelcrossings.vic.gov.au

You can also go to the Hurstbridge project page on engage.vic.gov.au for more information.

Project timeline

- ✓ **Mid - Late 2019**
 - Site investigations
 - Community consultation
- ✓ **Early 2020**
 - Site investigations
 - Planning consultation
- ✓ **Late 2020**
 - Community consultation
 - Station precinct designs announced
 - Enabling works begin
- **2021**
 - Station designs released
 - Construction begins
- **2022**
 - Works complete

**Timeline above subject to change*



CONTACT US

contact@levelcrossings.vic.gov.au

1800 105 105

Level Crossing Removal Authority
GPO Box 4509, Melbourne VIC 3001

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