



KOOYONG TO HEYINGTON URBAN FOREST WALK

PROJECT PROPOSAL

7/2/2023

KOORYONG TO HEYINGTON – PROJECT PROPOSAL

PROJECT OVERVIEW

The Kooyong to Heyington Urban Forest Walk runs along the Glen Waverley line rail corridor between Kooyong and Heyington Stations, a distance of approximately 1.5km, with an extension to land held by the Yarralink Project <https://www.yarra.link/>

The route generally follows existing public pathways and rail corridor verge areas. It is already well used as an informal walking trail as well as for recreation including dog walking; the project will improve and enhance the route as a dedicated urban forest walk.

Revegetation projects using indigenous and endemic plant species, co-designed with Elders and representatives of Traditional Owners, the Wurundjeri Woiwurrung people of the Eastern Kulin nation, and carried out by volunteers coordinated by Rewilding Stonnington in association with other community groups, are proposed for sections of the walk route, with priorities identified below.



STONNINGTON SECTIONS (PAGES 3 – 21)

Sections:

- Kooyong Station
- Warra St from Glenferrie Rd to Moonga Rd
- Moonga Rd to Turnbull Ave
- Turnbull Ave to Kooyong Rd
- Kooyong Rd to Heyington Station
- Heyington Station
- Heyington Station to Yarralink



KOOYONG TO HEYINGTON – PROJECT PROPOSAL

STRATEGIC ALIGNMENT

VICTORIA STATE GOVERNMENT

The Kooyong to Heyington Urban Forest Walk directly supports and delivers the goals of many state government guidelines and strategies:

- Plan Melbourne 2017-2050: 20-minute neighbourhoods
- Plan Melbourne 2017-2050: Cooling and Greening Melbourne
- Plan Melbourne 2017-2050: Open Space for Everyone
- Open Space Strategies: Planning Practice Note 2015
- Living Melbourne: Our Metropolitan Urban Forest
- *Trees for Cooler and Greener Streetscapes - Guidelines for Streetscape Planning and Design (DELWP)*

LOCAL GOVERNMENT STRATEGIES

The Kooyong to Heyington Urban Forest Walk directly supports and delivers the goals of a number of Stonnington's strategic plans, such as:

- Burndap Birrarung Burndap Umarkoo: Yarra Strategic Plan 2022-2032
- Climate Emergency Action Plan: Towards Zero Carbon 2030
- Gardiners Creek Kooyongkoot Master Plan
- Open Spaces Strategy
- Public Realm Strategy
- Street Tree Policy
- Sustainable Assets Policy
- Sustainable Environment Strategy
- Sustainable Transport Strategy (in development)
- Transport Policy
- Transport Strategy
- Urban Forest Strategy



KOORYONG TO HEYINGTON – PROJECT PROPOSAL

PROJECT PRIORITIES

We propose a staged approach to the recuperation of the Walk

- All revegetation/regeneration activity will prioritise planting with indigenous and endemic species appropriate to the local area, on best available information
- Dog owners encouraged to keep dogs on leash wherever possible, to protect fauna biodiversity
- Dogs discouraged on the Yarralink nature reserve: if brought on site they must be on leash

Priority 1: Consult with VicTrack, Metro Trains, City of Stonnington and other relevant authorities. Develop co-design and maintenance strategies and priorities with Traditional Owners. Neighbourhood consultation and engagement. Identify and log significant trees along Walk route

Priority 1: Regeneration and enhancement of existing native/indigenous plantings, Warra St and Heyington Station. Could include weed control, soil prep, selective seed collection and replanting

Priority 1: Revegetation projects along the Warra St verge. Could include:

- Integration of structural layers from grassland to tree canopy across the site
- Intensive planting, ‘seed bank’ reserve for showcase and propagation
- Indigenous edible plants and storytelling reserve
- Pathway design using natural materials
- Artwork and activity prompts
- Associated citizen science/education activities

Priority 1: Appropriate signage installed along the route, with information and links to other resources

Priority 2: Revegetation at key Walk links and nodes: Turnbull Ave to Kooyong Rd crossover to Walk, ‘island’ projects around significant trees

Priority 2: Work with Yarralink Project to clarify pathway, signage, pilot public access activities

Priority 3: Consult residents, consider removal of exotics and replanting strategies, Kooyong Rd to Heyington Station

Priority 4: Weed and exotics removal and replanting, Moonga Rd to Turnbull Ave. The overgrown and degraded character of this section of the Walk, with associated access and public safety issues, may require a discrete planning and consultation process.

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TRANSFORMING PUBLIC SPACE

The Kooyong to Heyington Urban Forest Walk seeks to transform neglected and underused land into community spaces and biodiversity corridors.

CURRENT STATE

The public spaces alongside the rail corridor between Heyington and Kooyong have a number of key characteristics:

- Basic maintenance, infrequent lawn mowing, neglected environment
- Mix of indigenous and exotic species, suppresses biodiversity
- Informal pedestrian access and amenity, lack of community activation



FUTURE STATE

The Heyington and Kooyong Urban Forest Walk envisages the transformation of these spaces with these key characteristics:

- Active maintenance and development of the public realm
- Transformation with layered indigenous plantings to encourage biodiversity
- Pedestrian access along formal walking paths
- Environmentally sensitive design and water permeability



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KOORYONG STATION

The station connects to other public transport via the no. 16 tram along Glenferrie Rd. There is no bus service and no bicycle parking; car parking is available along and off Monaro Rd.

<https://www.metrotrains.com.au/stations/kooyong/>

The area around the station is well planted; there is currently no active Stationeers program. A walkway from the station connects to Glenferrie Rd. The proposed walk route begins on the East side of Glenferrie Rd, near the corner of Warra St.

Note: The level crossing on Glenferrie Rd is included in planning for the Victorian State government’s Level Crossing Removals Program, but is not amongst projects slated for completion by 2030. Works at a future date may affect land near the proposed walk start point: this will be taken into account in proposed planting priorities.

https://investment.infrastructure.gov.au/projects/ProjectDetails.aspx?Project_id=100960-18VIC-UCO



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WARRA STREET

The railway verge on the North side of Warra St offers an open area approx. 390m long, increasing in width towards Moonga Rd. At the Glenferrie Rd end it is quite degraded and used as an informal car park.

From approximately opposite nos 42B and 40 Warra St, vegetation including some native Australian trees and shrubs is established although generally not well cared for. An informal, unpaved walking track is used by local people for recreation and dog walking; there are some indications of BMX style circuits and jumps.



KOORYONG TO HEYINGTON – PROJECT PROPOSAL

PUBLIC ACCESSIBILITY

The proposed project will prioritise pedestrian access. The section area is accessible by bicycle or on foot, from Kooyong Station (Glen Waverley line), or the no. 16 tram, via the pedestrian crossing across Glenferrie Rd. Car parking is also available near the station and on the South side of Warra St.

There is currently no provision for access by people with mobility issues.

Actions required:

- **Install bicycle parking at Kooyong Station and/or at Warra St**
- **Discourage parking OR formalise car parking and improve area adjacent to Glenferrie Rd**
- **Negotiate with relevant authorities (VicTrack, Metro Trains, City of Stonnington) for permission to engage in landscaping and revegetation works with volunteers**
- **Consult with and engage local residents, community organisations and Traditional Owners**
- **Enhance access for people with mobility issues**

PUBLIC OPEN SPACE

Linked parklands bordering Kooyongkoot/Gardiners Creek offer substantial public open space for sporting and other activities on the East side of Glenferrie Rd, but there is very little available on the West side from Glenferrie through to Grange Rd, with most open space fronting the Yarra River in private hands (St Kevin's College, Kooyong Tennis Club).

Actions required:

- **Improve and maintain verge along Warra St**
- **Install walking track/pathway with appropriate surface materials e.g. Lilydale toppings**

TREE CANOPY

There are established native trees along the length of the verge, with evidence of one or more landscaping/native planting projects having been undertaken in the past. However little to no maintenance appears to have been undertaken in recent years, apart from a few saplings planted near the Warra/Moonga Rd intersection, possibly by City of Stonnington?

Actions Required:

- **Plant additional indigenous/endemic tree species, particularly on the North side of the verge along the railway easement**

BIO-DIVERSITY

The project will increase biodiversity along Warra St including indigenous plants and habitat for birds and insects. The area has become dilapidated and degraded, with intrusion from exotic shrubs, grasses and other weeds. It would benefit from additional tree plantings together with the introduction of low shrubs, groundcover and other plants including indigenous food plants, to establish greater ecological complexity. Revegetated areas laid out in association with Traditional Owners and Elders, can highlight stories of country and principles of custodianship, acting as seed banks and sites for community education.

Actions Required:

- **Remove weeds and exotics**
- **Prepare soil and plant with indigenous and endemic shrubs, ground cover and grasses**
- **Establish sites for seed banking, storytelling and community education**

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MOONGA RD TO TURNBULL AVE

In this section, the trail route offers the choice of following the informal pathway along the rail verge or diverging along Turnbull Ave via Glen Rd, until it reconnects with the surfaced pathway.

Local users have bypassed a gate erected to limit access to the verge from Moonga Rd. The informal pathway is shaded, muddy and overgrown, with intrusion by exotic weeds and creepers on both sides including from private properties lining the route. Significant weed removal effort would be required to improve this section of the route; a surfaced pathway does however commence before the connection with Turnbull Ave at the Western boundary of no. 8.

The alternative route follows Glen Rd and Turnbull Ave until it intersects with the surfaced pathway, visible a few metres to the left.



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PUBLIC ACCESSIBILITY

Access to the informal pathway requires some agility but it is well used by locals. Turnbull Ave is a fairly narrow suburban street leading to a cul de sac: it is not well used but relatively short and accessible to pedestrian and cycle users.

Actions Required:

- Investigate the rationale for blocking access to the railway verge
- Improve safety/surfacing on informal pathway and/or
- Clarify route via Turnbull Ave

PUBLIC OPEN SPACE

Not currently accessible except informally; Turnbull Ave is a public road with footpath.

Actions Required:

- The gate should be removed and the pathway reopened as public open space.



TREE CANOPY

Some trees along the railway fence line and in private property. Scattered native/indigenous trees and shrubs.

Actions Required:

- See below

BIO-DIVERSITY

This area's low scattered native/indigenous vegetation is generally overwhelmed by exotics and weeds, particularly creepers. Revegetation would require significant effort. The route along Glen Rd and Turnbull Ave also registers low biodiversity value for different reasons, with predominantly sparsely grassed conventional nature strips and exotic street trees including prunus and liquidambar. Informal street gardens feature agapanthus – a popular choice for hardiness but recognised as an environmental weed in Victoria.

Actions Required:

- Assess and develop strategies for removal of weeds and exotics
- Replant with indigenous and endemic plants
- Consult with/educate residents on alternatives to environmental weeds for street gardens
- Revegetate with indigenous plants to the West of no. 8 Turnbull Ave at connection with surfaced pathway, in collaboration with residents

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TURNBULL AVE TO KOORYONG RD

A narrow walking path continues from the end of Turnbull Ave cul-de-sac alongside the rail corridor. This walking path passes the north end of Kooyong Rd.

Barriers previously erected have been removed, making access possible along the route. Established native/indigenous trees occur at intervals including one or two quite significant trees; in general this section is quite degraded, with agapanthus and other exotics prolific.



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PUBLIC ACCESSIBILITY

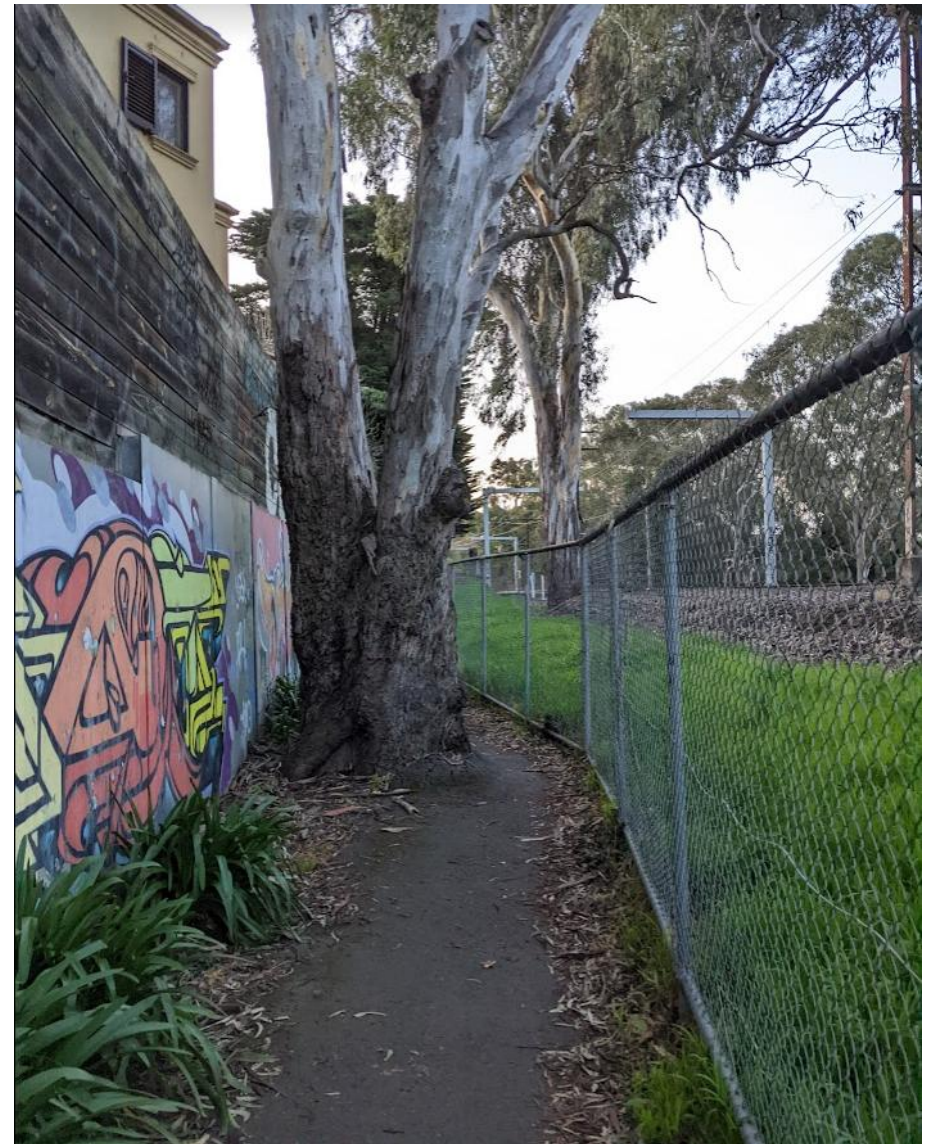
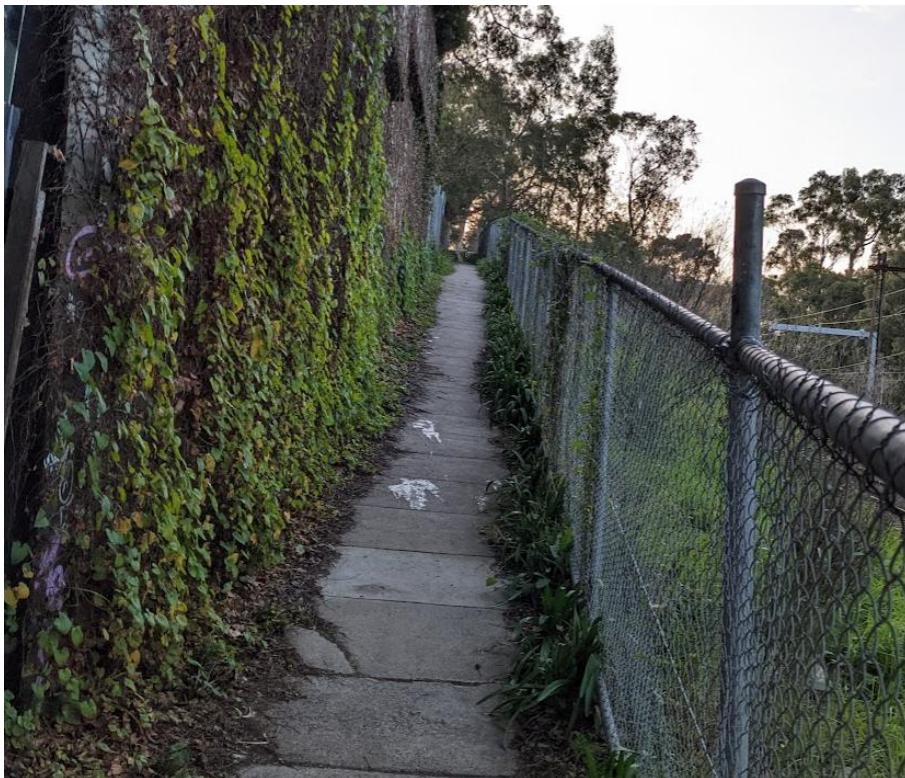
The path between Turnbull Ave and Kooyong Rd is narrow and obstructed (the tree is magnificent). There is significant opportunity to widen the path along this section.

BIODIVERSITY

There is minimal biodiversity along this section of the route, other than the landmark eucalypt along the path.

Actions required:

- **Log established trees to ensure preservation**
- **Assess and develop strategies for removal of weeds and exotics**
- **Consider ‘island’ replanting strategies to encourage pockets of biodiversity near established trees**

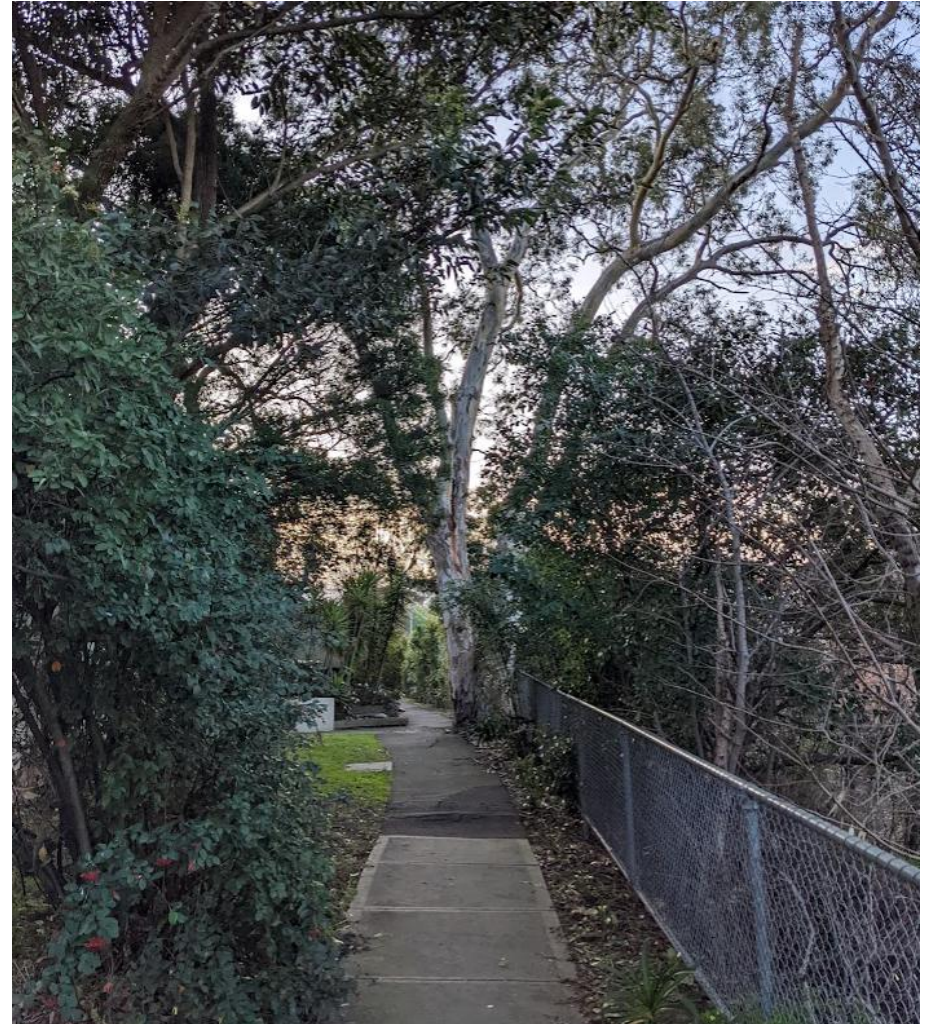


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KOORYONG RD TO HEYINGTON STATION

In this section the pathway is paved and well defined, proceeding between the railway verge fence and the back fences of private properties towards the station.

The narrow strip of vegetation is almost entirely choked with agapanthus and the back fences are not always in a good state of repair, with weeds and exotic creepers spilling down to the path.



KOORYONG TO HEYINGTON – PROJECT PROPOSAL

PUBLIC ACCESSIBILITY

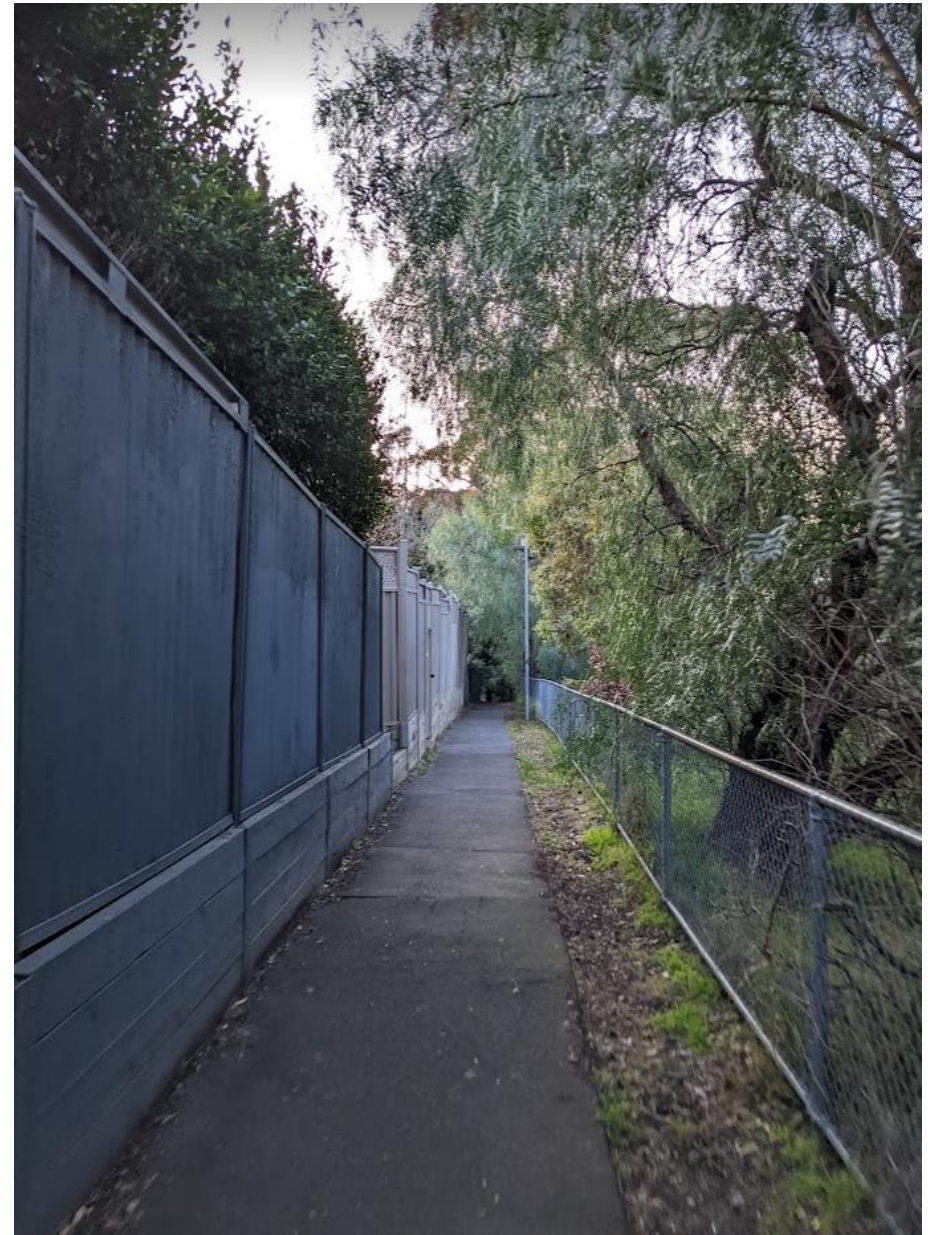
Like the previous section, the walking path between Kooyong Rd and Heyington Station is narrow and offers limited opportunity for reworking within its boundaries. However, there is significant opportunity to widen the path along this section.

BIODIVERSITY

There is minimal biodiversity along this section of the route, other than the landmark eucalypt at the end of Kooyong Rd.

Actions required:

- **Identify and protect significant trees**
- **Assess and develop strategies for removal of weeds and exotics**
- **Consult with residents re weed/exotics removal on private properties**
- **Consider replanting strategies (grasses, lomandra, dianellas) to replace agapanthus along pathway**



KOOYONG TO HEYINGTON – PROJECT PROPOSAL

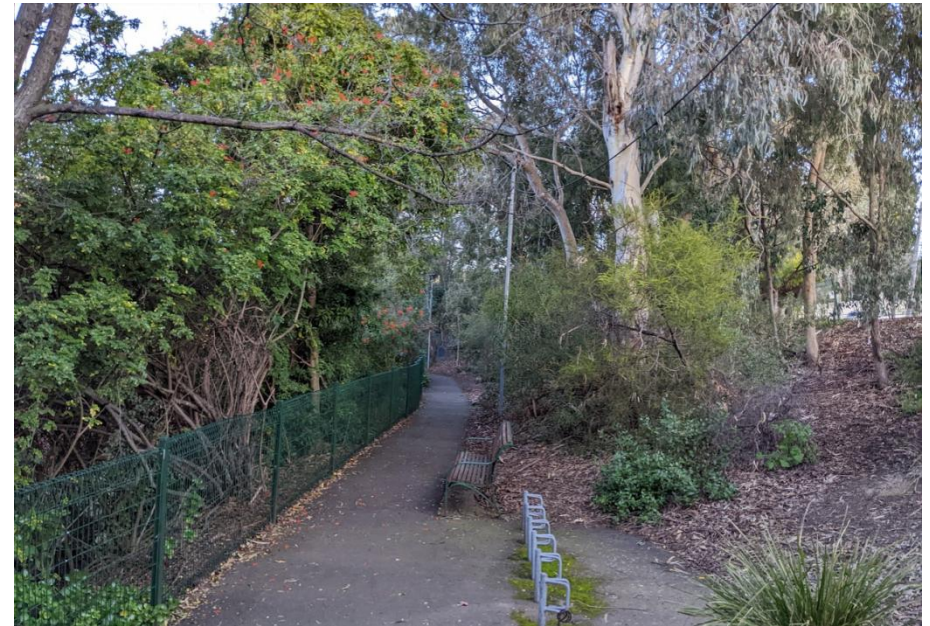
HEYINGTON STATION

Limited street and bicycle parking; no connecting public transport options; no disabled access and no active Stationeers program
<https://www.metrotrains.com.au/stations/heyington/>

Plantings featuring native/indigenous trees, shrubs and ground cover have been undertaken in the station grounds at some point in the recent past, particularly in a plot passed by the trail route, between the station and street level at Heyington Place. Although overgrown this area was well considered at the time of planting and could be regenerated with a bit of effort.

Actions required:

- **Install ramps for disabled access**
- **Install additional bicycle parking**
- **Establish Stationeers group OR negotiate access to weed and improve native garden area**



KOORYONG TO HEYINGTON – PROJECT PROPOSAL

HEYINGTON STATION TO YARRALINK

A surfaced pathway continues to the West of the station precinct, connecting to pedestrian access across the Yarra River via Heyington Railway Bridge. The Yarralink nature reserve site at 70 Heyington Pl is located on the southern bank of the river on the other side of the railway line. The inclusion of Yarralink as an extension to the proposed project would add a significant area of green space with indigenous vegetation to the urban forest walk route and open the possibility of shared volunteer program activity in future years. Issues with pedestrian access to the site can hopefully be resolved within the proposed project timeframe, in collaboration with the Yarralink team and other stakeholders.



PUBLIC ACCESSIBILITY

Yarralink the site is privately owned but the Yarralink team is keen to encourage volunteer participation.

Actions Required:

- **Identify and protect significant trees**
- **Ongoing discussion/consultation with Yarralink Project, Melbourne Water, St Kevin’s Junior School, Yarra Riverkeeper and other stakeholders**



KOORYONG TO HEYINGTON – PROJECT PROPOSAL

ABOUT REWILDING STONNINGTON

Rewilding Stonnington is a local group dedicated to reintroducing indigenous and endemic plants to Stonnington, and to raise public awareness and connect with the pre-colonial heritage of our local Council area.

We rewild nature strips and pocket parks with indigenous species and advocate for the inclusion of indigenous plantings in other public spaces to boost biodiversity, reduce the heat island effect and build community.

Our goal in rewilding is to:

- boost biodiversity
- attract pollinators
- reduce the urban heat island effect
- reduce stormwater runoff
- add interest and diversity to the landscape
- improve mental and physical health
- reduce noise pollution from lawn mowers
- reduce the need for artificial fertilisers and weed killers
- improve our biophilic connection to nature
- respect and advocate for Aboriginal ways of caring for country, in consultation with local Traditional Owners.

CONTACT US

To contact the Kooyong to Heyington Urban Forest Walk team:

Rewilding Stonnington: rewildingstonnington@gmail.com

GREEN LINE ALLIANCE

The Kooyong to Heyington Urban Forest Walk is associated with the wider Green Line project, a collaboration between Port Phillip Emergency Climate Action Network (PECAN), Rewilding Stonnington, and Glen Eira Emergency Climate Action Network (GECAN).

PROJECT PARTNERS

The Kooyong to Heyington Urban Forest Walk will bring together the following traditional owners, government, organisational and local bodies.

TRADITIONAL OWNERS

- Elder Advisor Uncle Shane Charles
- Wurundjeri Woiwurrung Cultural Heritage
- Aboriginal Corporation

GOVERNMENT

- Federal Department of the Environment and Water
- Victorian Department of Environment, Energy and Climate Action
- VicTrack
- Metro Trains
- City of Stonnington

ORGANISATIONAL

- Keep Australia Beautiful Victoria
- Green Line Alliance
- Yarralink Project
- Kooyong Koot Alliance
- Yarra Riverkeeper Association

LOCAL

- Stationeers Program (Tooronga and East Malvern)
- St Kevin's College
- Urban Guerillas
- Friends of the Glen Iris Wetlands
- Rotary Club East Malvern
- Other service clubs and volunteers



Yarralink

Heyington

Kooyong

2

2

19

M1

19

M1

M1

M1

Glen Waverley Line

Glen Waverley Line

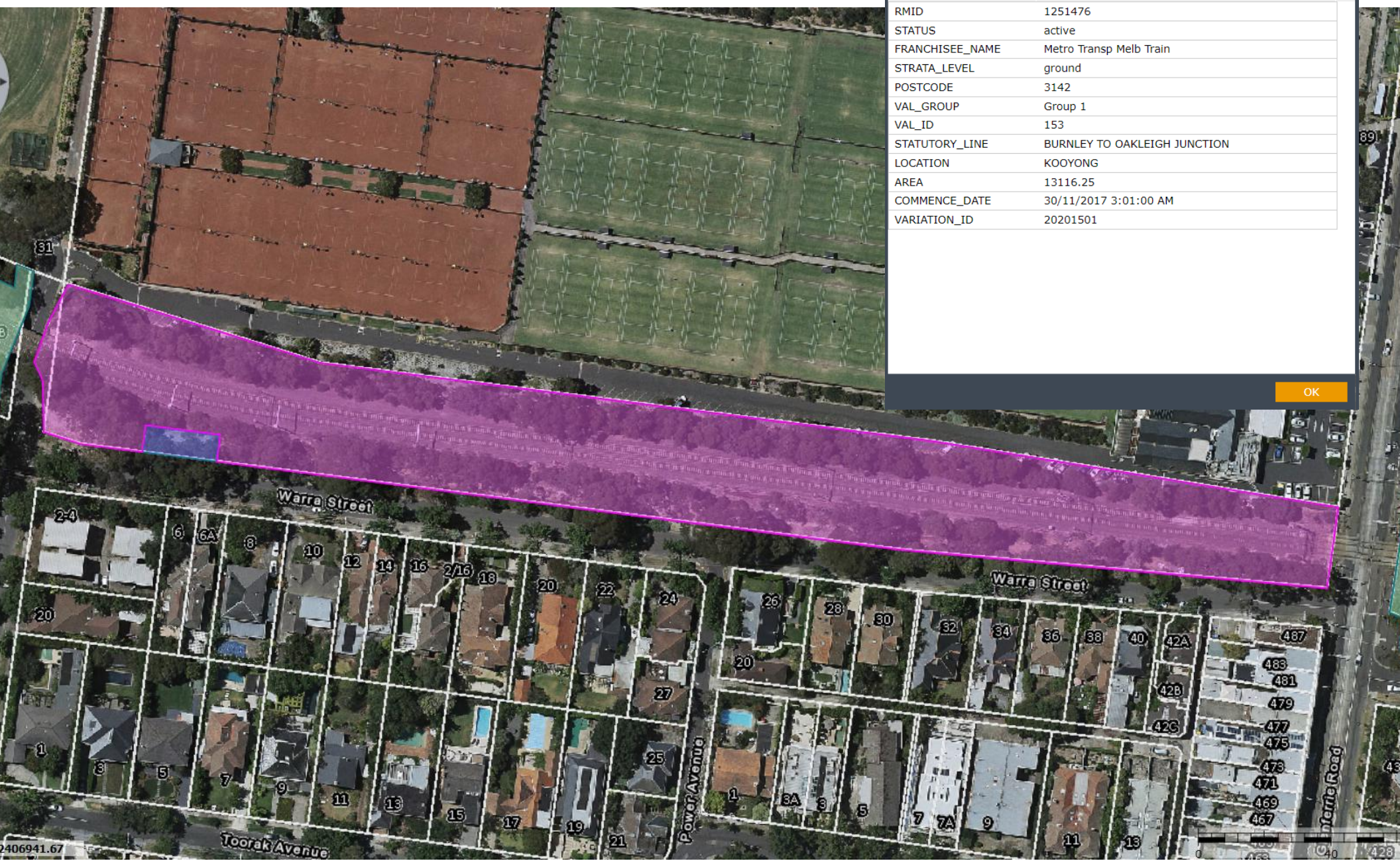
Glen Waverley Line

Glen Waverley Line

Capital City Trail Linear Reserve

Scotsburn Street Reserve

W.M. Park



Feature info

MTM

Name	Value
RMID	1251476
STATUS	active
FRANCHISEE_NAME	Metro Transp Melb Train
STRATA_LEVEL	ground
POSTCODE	3142
VAL_GROUP	Group 1
VAL_ID	153
STATUTORY_LINE	BURNLEY TO OAKLEIGH JUNCTION
LOCATION	KOORYONG
AREA	13116.25
COMMENCE_DATE	30/11/2017 3:01:00 AM
VARIATION_ID	20201501

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