



Hobsons Bay

**Grade separation**  
**principles**

## ACKNOWLEDGEMENTS

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This report was compiled by Hobsons Bay City Council and adopted in March 2016. For further information contact Hobsons Bay City Council on **9932 1000** or **[www.hobsonsbay.vic.gov.au](http://www.hobsonsbay.vic.gov.au)**

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Council acknowledges the Kulin Nation as the traditional owners of this land. We recognise the first people's relationship to this land and offer our respect to their elders past and present.

Council also acknowledges the legal responsibility to comply with the *Charter of Human Rights and Responsibilities Act 2006* and the *Equal Opportunity Act 2010*. The Charter of Human Rights and Responsibilities is designed to protect the fundamental rights and freedoms of citizens. The Charter gives legal protection to 20 fundamental human rights under four key values that include freedom, respect, equality and dignity.

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March 2016



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# INTRODUCTION

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On 5 May 2015 the Victorian Government allocated \$2.4 billion in its 2015-16 budget to remove at least 20 level crossings across Melbourne by 2018.

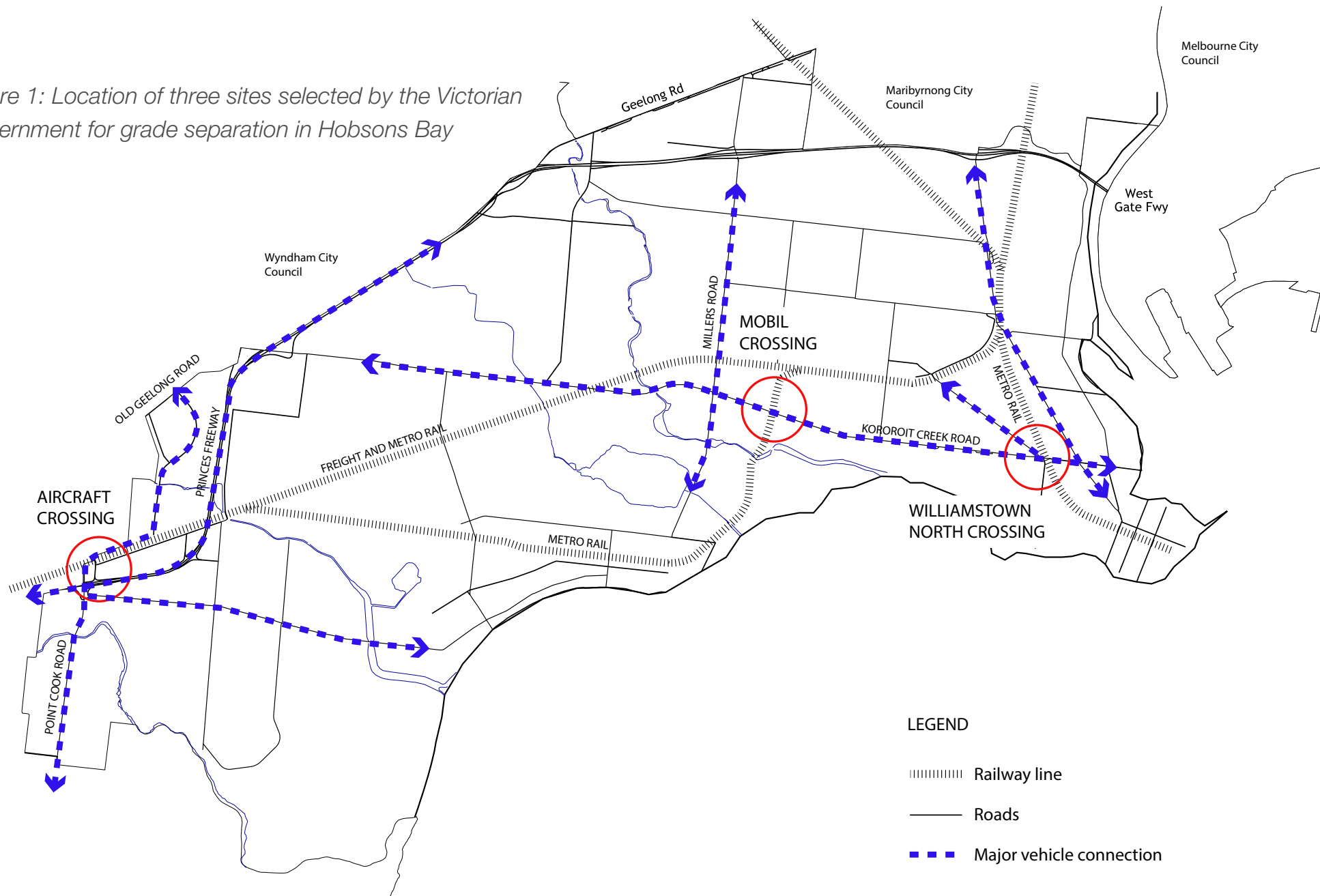
A long-term strategic plan is being developed to remove 50 level crossings across Victoria by 2022. The implementation of this plan will be overseen by the Level Crossing Removal Authority (LXRA). The primary objectives of the project according to the LXRA are to improve congestion and safety.

There are 15 level crossings in Hobsons Bay of which the State Government has selected three for level crossing removal (grade separation).

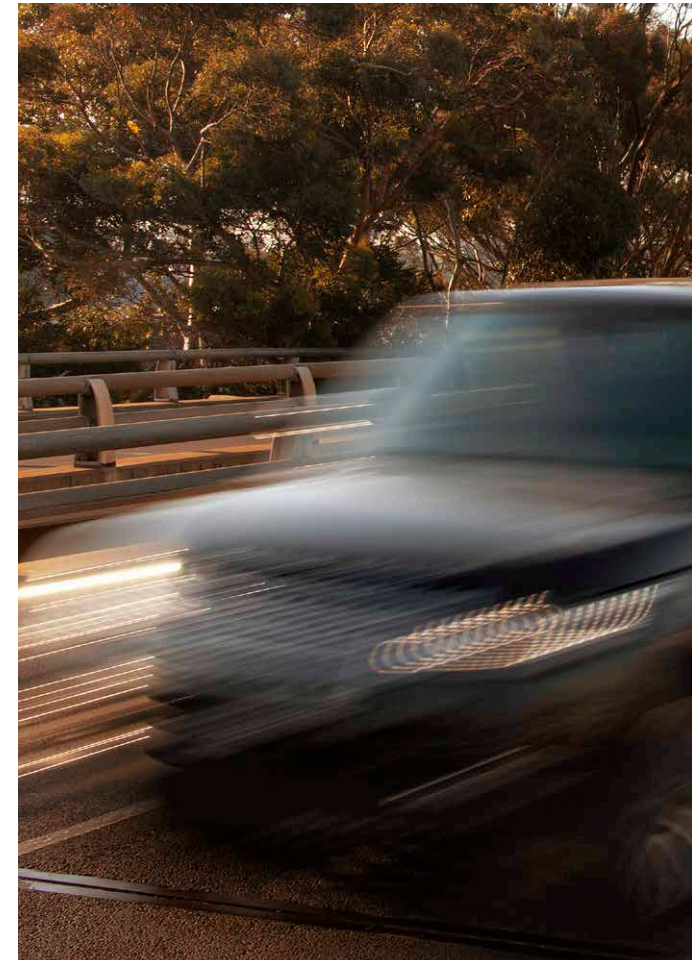
The sites (Figure 1) are:

- Aviation Road, Laverton  
(adjacent to Aircraft Train Station)
- Ferguson Street, Williamstown North  
(adjacent to North Williamstown Train Station)
- Kororoit Creek Road, Altona  
(adjacent to Mobil)

Figure 1: Location of three sites selected by the Victorian Government for grade separation in Hobsons Bay



Grade separation projects can be opportunities for urban regeneration and can have far reaching benefits for local communities. There are a number of possible design solutions to achieve grade separation. Each of these solutions will impact on the livability of the community at each location.



Hobsons Bay's unique local communities, natural features and cultural heritage values need to be preserved throughout the process.

Hobsons Bay City Council will advocate for best practice community and stakeholder engagement and incorporation of good planning and design principles throughout the process of any grade separation.

This report outlines Hobsons Bay City Council's formal position with regards to the three grade separation projects.





# PRINCIPLES FOR GRADE SEPARATIONS IN HOBSONS BAY

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Hobsons Bay City Council endorses the following principles in the planning, design, consultation and implementation of any grade separation project, to ensure level crossing removals are well integrated with the local area and that community amenity is protected.

<b>A value for money outcome</b>	Ensure that the grade separation makes good economic sense.
<b>An efficient road network</b>	Improve traffic flow and connections with no adverse impacts on the surrounding network.
<b>A connected community</b>	Undertake a precinct planning approach to each development to ensure pedestrian and cycling connections, social networks, and access to services and amenities are preserved and improved. Ensure that new infrastructure does not create a barrier that physically divides the community.



<b>Conservation of special values</b>	Conserve and celebrate local neighbourhood character, cultural heritage and natural heritage values.
<b>Minimal impact on adjacent private land</b>	Protect or improve views from private land. Minimise acoustic impacts and overshadowing of residences and businesses.
<b>Quality public places</b>	Ensure no net loss of public open space. Design attractive, accessible, legible and comfortable public places that support social interaction and public activity.
<b>Allowance for future development</b>	Ensure future development potential is not impeded by the grade separation.
<b>A safe and accessible precinct</b>	Prioritise safety and accessibility.
<b>An integrated transport hub</b>	Integrate all transport modes.
<b>An environmentally responsible development</b>	Ensure that development uses sustainable products and materials, reduces urban heat, mitigates impacts on receiving waters, creates habitat and increases biodiversity.
<b>A development that addresses community concerns and aspirations</b>	Engage with the community throughout the process of planning and delivery.





# **AVIATION ROAD, LAVERTON**

Aircraft Train Station

Specific principles identified for grade separation at this site.



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## An integrated precinct

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Develop a Structure Plan for this precinct to ensure that the level crossing removal is well integrated with the surrounding area. Consider land use, access and connectivity, urban design, social, environmental and economic impacts.

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## A connected community

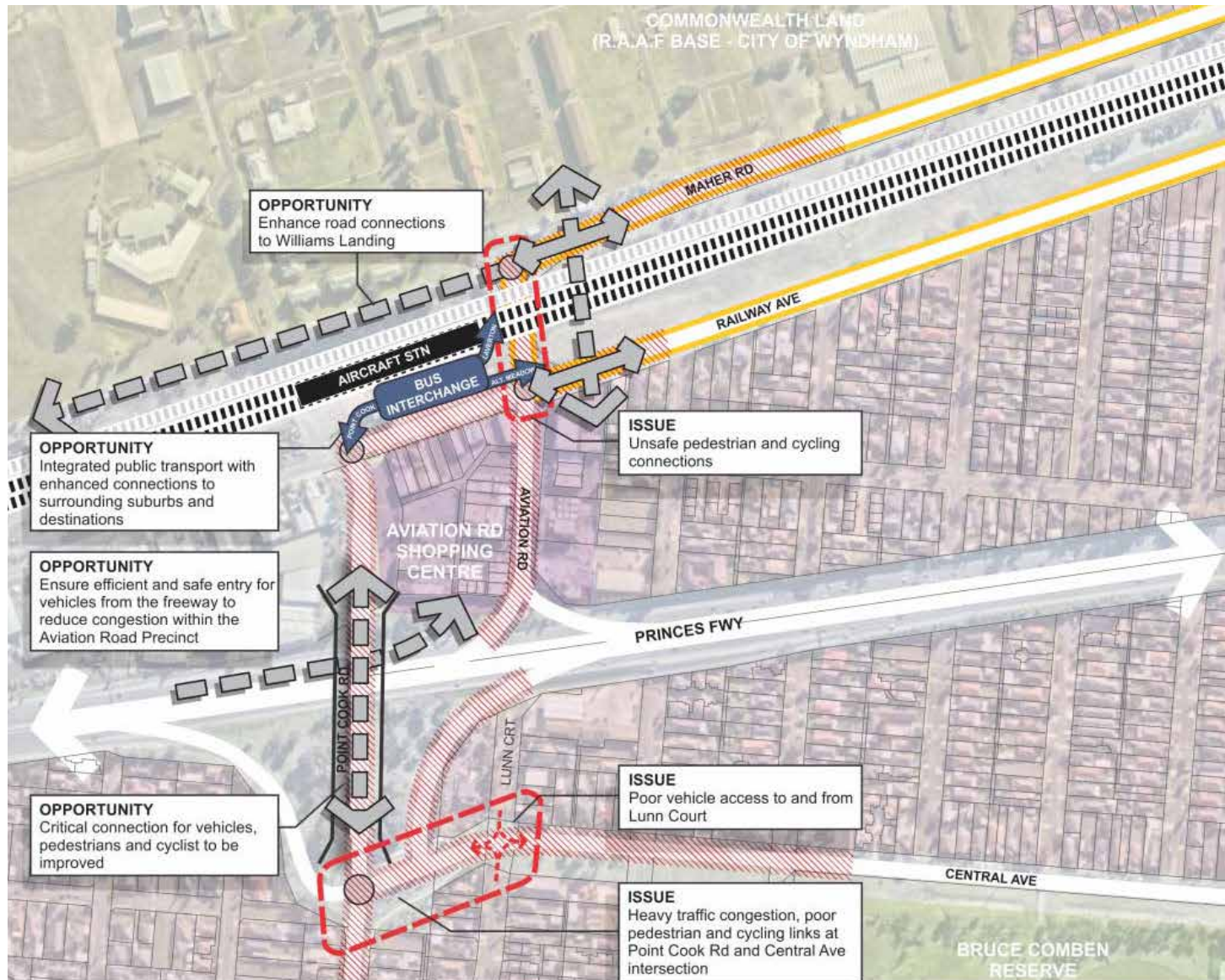
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(Refer Issues and Opportunities Plan on the right)

Ensure the development provides for efficient public transport, pedestrian, and off road cycling connections between the Aviation Road Shopping Centre, residential areas north and south of the railway line, Seabrook, Point Cook, future development on RAAF land, and other key community destinations such as the Laverton Swim Centre and the Laverton Community Hub.

Improve the pedestrian and cycling connectivity of the precinct by ensuring: provision of direct, accessible connections to Aircraft Station, linkages to the Aviation Road Shopping Centre and continuous off road links from Central Avenue to Maher Road.

Ensure that new infrastructure addresses the current physical division of the suburb.



## LAVERTON AIRCRAFT STATION

NETWORK CONGESTION  
& PEDESTRIAN / CYCLING  
CONNECTIONS

### ISSUES & OPPORTUNITIES

LEGEND	
CRITICAL INTERSECTIONS	
EXISTING RAIL LINE	
EXISTING FREIGHT LINE	
EXISTING BIKE ROUTE	
EXISTING ROUNDABOUT	
CONGESTED ROADS	
CRITICAL CONNECTIONS RETAINED & IMPROVED	

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## A thriving shopping precinct

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Protect and revitalise interfaces with the Aviation Road Shopping Centre.

Consider potential for mixed commercial and residential development that integrates with and supports the centre.







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## An efficient road network

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Ensure that any new road alignments create an attractive and functional network, improve vehicle connections to and from the freeway and reduce traffic congestion within the shopping precinct.

Ensure changes to the road network alleviate ongoing congestion issues on Point Cook Road and surrounding road connections.

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## A welcoming gateway

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Improve the appearance and sense of arrival at this key gateway to Laverton and Hobsons Bay.



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## An integrated transport hub

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Retain a station at this location to ensure the community continues to have good access to public transport.

Improve the existing bus station adjacent to the train station to ensure an integrated transport outcome, including provision of other complementary infrastructure such as bicycle parking and storage.

Improve and formalise the adjacent commuter car parking areas.

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## A safe and accessible precinct

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Provide safe access for pedestrians throughout the precinct, including generous public spaces and circulation areas to accommodate commuters and public activity.

Achieve best practice, universal design outcomes in the redevelopment of the train station including retention of ground level access.



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# Quality public spaces and a cool urban environment

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Increase tree canopy cover to achieve comfortable and attractive public places.









# **FERGUSON STREET, WILLIAMSTOWN NORTH**

North Williamstown Train Station

Specific principles identified for grade separation at this site.

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## Conservation of special values and neighbourhood character

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Retain the North Williamstown train station building. Enhance and celebrate the heritage values of the train station, other heritage features and the local village feel of the precinct.

Improve the appearance and sense of arrival at this key gateway to Williamstown.





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## A connected community

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Ensure that the built response does not include a rail or vehicle overpass or other barriers that physically divide the community.

Ensure that views from adjacent residences, public spaces and businesses are preserved or improved.

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## Quality public places

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Retain, improve and create new public spaces that are connected to the train station.

Maintain significant tree canopy and vegetation.



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## A value for money outcome

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Ensure that the level crossing removal is the most cost effective solution to current congestion and safety issues.

Undertake investigations into a well designed pedestrian underpass that achieves safe pedestrian and cycling connectivity to all sides of the intersection as an alternative to separation of the road and rail infrastructure.







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## A safer community

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Achieve the safest possible pedestrian and cycling connections through this intersection, providing a well connected neighbourhood.



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## An efficient road network

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Modify the current road design to provide a smoother transition from Kororoit Creek Road to Ferguson Street and improve motorist safety.









# **KOROROIT**

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# **CREEK ROAD,**

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# **ALTONA**

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Specific principles identified for grade separation at this site.



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## Minimise impacts on adjacent land

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Undertake comprehensive flood modelling to understand and mitigate the impacts of new infrastructure.

Consider impacts on Mobil, being an industry of National Significance and recognise that planning around Major Hazard Facilities is a key priority in Council's Strategic Planning.





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## An environmentally responsible development

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Ensure development does not adversely impact upon the natural values of the Kororoit Creek environs and considers the recommendations of the *Kororoit Creek Regional Strategy 2005-2030*.

Consider impacts on ground water from development.

Improve stormwater quality from road surfaces before it enters the creek.







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## Conservation of special values

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Ensure that the design of any required infrastructure is attractive and respectful of the local industrial and conservation character of the area.





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## Allow for future development and improve efficiency

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Ensure that the development includes all possible measures to improve the efficiency of the Altona Loop service. Include a feasibility study as part of the preliminary works to ensure that any bridge infrastructure enables partial duplication of the line as outlined in the *Public Transport Victoria Network Development Plan (2012)*.

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## Minimal disruption from construction

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Manage the construction process to limit disruptions to train services on the Altona Loop.

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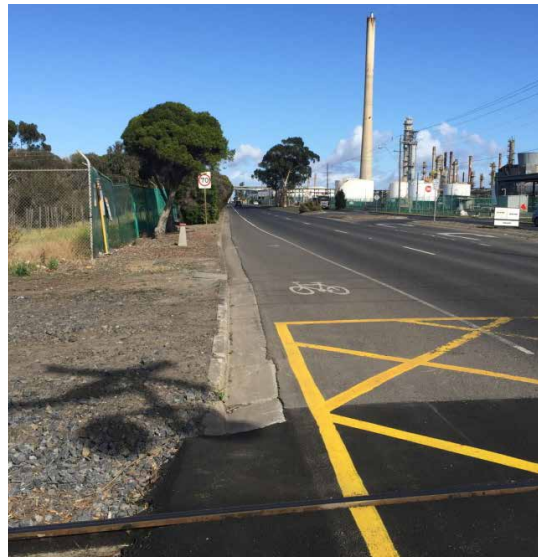
## A connected community

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Retain and improve pedestrian and cycling connections to the Coastal Trail and surrounding areas, including at least one east-west off road shared path connection along Kororoit Creek Road.

Maintain current truck clearances should any infrastructure be positioned above ground.

Install a signalised intersection at Racecourse Road to allow for safe truck movements from Racecourse Road and the Mobil refinery, and accommodate increasing traffic volumes associated with Kororoit Creek Road being on the Principal Freight Network.




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## A welcoming gateway

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Provide adequate lighting and gateway treatments, as Kororoit Creek Road serves as a key gateway corridor leading to Williamstown and Altona.

# **HOBSONS BAY**

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## CITY COUNCIL

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**HOBSONS BAY  
LANGUAGE LINE**

**9932 1212**

INTERPRETER SERVICE FOR ALL LANGUAGES

**Your Council in your language**