



'Laverton Together' Urban Design Framework

by **Hansen Partnership**, in association with
BG Urban Solutions and **Charter Keck Cramer**

for **Hobsons Bay City Council**
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Acknowledgements

The Laverton Community

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AM	Access and Movement (Inside Laverton Initiative)
AR	Aviation Road (Laverton Special Places Concept)
CCTV	Closed Circuit Television
Comm	Community
CPTED	Crime Prevention Through Environmental Design
CS	Crown Street (Laverton Special Places Concept)
CSN Study	Community Strengths and Needs Study
DDA Compliant	Disability Discrimination Act compliance
DHS	Department of Human Services
DOI	Department of Infrastructure
DSE	Department of Sustainability and Environment
DVC	Department of Victorian Communities
ESD	Ecologically Sustainable Development
HBCC	Hobsons Bay City Council
IL	Inside Laverton
LE	Landscape and Environment (Inside Laverton Initiative)
LW	Lohse and Woods Street (Laverton Special Places Concept)
LTP	Laverton Together Project
LTPAG	Laverton Together Action Group
ML	Met Link
MP	McCormack Park (Laverton Special Places Concept)
MSS	Municipal Strategic Statement
MW	Melbourne Water
OL	Outside Laverton
PAO	Public Acquisition Overlay
PD	Planning and Development (Inside Laverton Initiative)
PV	Parks Victoria
PS	Private Sector
RAAF	Royal Australian Air Force
UDF	Urban Design Framework
VR	VicRoads
VT	VicTrack
WCC	Wyndham City Council
WSUD	Water Sensitive Urban Design



1 Introduction

In February, 2005 the Hobsons Bay City Council engaged a consortia of planning, design and economic consultants led by **Hansen Partnership** to prepare an Urban Design Framework (UDF) for Laverton.

The Framework was initiated as a 'coordination' document for the 'Laverton Together' Project (LTP), a community development initiative jointly funded by the Hobsons Bay City Council and State Government's Department of Victorian Communities through the Community Support Fund.

The purpose of the 'Laverton Together' UDF is to develop a sustainable and long term vision for the future use and development of land within Laverton (refer Figures 1 and 2) in support of the important community development function of the Laverton Together Project. The UDF serves as a:

- coordinating statement of the current community led initiatives of the Laverton Together Project; and
- programme for long term planning and design projects in Laverton that will realise positive change for all members of the community.

The 'Laverton Together' UDF is an integral part of the State and Local Government's planning system and will ultimately provide both Council and the Laverton community with the necessary tools to raise funds, prepare local action plans and coordinate and build meaningful projects.





1.1 The 'Laverton Together' Project

The 'Laverton Together' Project (LTP) has been a key driver for community development and change in Laverton since 2002. The aim of the LTP is to combine the ideas and resources of Council and the Laverton community, with the objective of making Laverton a better place to live and work for all residents. The LTP seeks to generate an environment where all members of the community are empowered, connected, safe, healthy and happy, and proud to call Laverton home. The high level of community input and involvement sought through the LTP has been fed into and inspired the Urban Design Framework process.

The LTP has been responsible for community safety audits, the Laverton traffic management plan, tree planting projects at McCormack Park, community arts projects, playground upgrades, street planting initiatives and skills and training workshops. The Laverton Together Urban Design Framework was a key deliverable of the Laverton Together Project.

Another key deliverable is a Community Strengths and Needs Study (CSN Study), which is being developed in tandem with the UDF, so that the finding can be integrated into the UDF.

The LTP is coordinated by a community based reference or action group, including residents, local business people, police, school, health agencies, Councillors and council officers. The Laverton Together Action Group served as a 'steering committee' for the UDF Project.

1.2 Why Does Laverton Need an Urban Design Framework?

At a strategic level, Laverton's physical environment presents countless structural challenges that inhibit the ability for the suburb to function properly as a 'people' place. The problems have not emerged over years of degradation, rather from poor physical planning in the initial establishment of Laverton and through the evolution of various development and infrastructure initiatives outside Laverton, which have further marginalised the community. The impact of the Princes Freeway, Rail Line, RAAF Base and Industrial use has been significant in defining the way Laverton is (and is perceived) today.

The physical challenges that face Laverton have been identified documented in the Laverton Together UDF- Urban Design Analysis, which is included as Appendix 1 to this report. The focus of the UDF is therefore to address these challenges by preparing a clear 'vision' and 'action' plan that delivers 'buildable' projects over the next 20 years.

1.3 The Project Brief

Hobson Bay City Council's key objectives for the UDF were to:

- articulate the vision for the use and development of land both public and private in Laverton over the next 20 years.
- Improve physical connections to, through and within Laverton by all transport modes.
- Improve the visual amenity and perception of Laverton.





- Generate development opportunities that will benefit the Laverton community.
- Create safe and inviting public spaces and places throughout the neighbourhood.
- Define a clear role for Laverton's commercial / activity centre precincts.
- 'Green' Laverton's public and private spaces in response to local climatic conditions.
- Work with Vic roads to improve freeway walls and landscaping maintenance.
- Establish Ecological Sustainable Development in new public and private development.
- Establish a mix of housing opportunities in Laverton to meet all needs.
- Engage with the community in enhancing their own place.
- Celebrate the contained / internalised quality of Laverton and increase pride of place.
- Work with neighbouring municipality to create a cohesive 'vision' for all border sites and precincts.

1.4 Project Process

The project was undertaken in four stages:

Stage 1: Project Inception

This first stage was to review the project brief in consultation with the client, Hobsons Bay City Council and its Project Management Team and establish a process and project plan and timetable. This stage involved the:

- Definition of project objectives
- Preparing a detailed timeline and consultation programme
- Meeting with the project management team
- Confirming the steering committee arrangements
- Collecting of relevant document and information

Stage 2: Contextual and Design Analysis

This stage involved developing a good understanding of the form and function of Laverton. This stage involved:

- Research and reading of background material and information
- Policy document review
- Study area analysis
- Meeting with the Steering Committee
- Initial consultation with stakeholders and community, via mail out of community feedback maps
- Presentation of analysis to steering committee
- Review of consultation activities

This stage resulted in the preparation of a Design and Contextual Analysis Report, which is contained in Appendix 1.



Stage 3: Community Design Visioning

Stage 3 involved more intensive consultation through stakeholder group design workshops and community open day and design visioning workshops

This stage results in the identification of the opportunities and constraints from an urban design, planning and community perspective. The opportunities and constraints were documented and included in the Design and Contextual Analysis Report, contained in Appendix 1.

The work done to this point set a clearer picture of what was needed to be included in the UDF.

Stage 4: Framework Plan

This stage involved the development and documentation of the following:

- A draft Urban Design Framework
- Concept plans
- Strategic Action Plans
- Implementation program

The draft UDF was submitted to Council and endorsed for public exhibition. Written comments were invited and received. The plan was then finalised, with minor modifications being made in response to issues raised in submissions and input from officers across Council.



1.5 Consultation

The consultant team and Council were committed to involving the local community in the UDF process, so that the project outcomes were reflective of the needs and wishes of the Laverton community. It was the role of the consultant team and Council to provide ample opportunities for the community to have their say and then to listen to the issues and translate them into technically feasible and realistic design concepts. Concepts and ideas generated by the community have been incorporated into the UDF.

The following consultation activities were undertaken:

Project Management Group

A Project Management Group was set up comprising Hobsons Bay City Council's Manager Urban Planning and Development, Coordinator Community Development, Neighbourhood Development Project Officer and Strategic Planner. The Project Management Group was ultimately responsible for the delivery of this project on behalf of Council. The Project Management Team worked closely with the Consultant Study Team.



Community Planning Day @ Laverton

Laverton Together Project Action Group

The Laverton Together Project Action Group was established by Council in 2002 to deliver the Laverton Together Project. The Action Group consists of highly regarded local leaders. This group is highly effective and knowledgeable and it was decided that the Action Group would best act as the steering committee for the UDF project.

The consultant study team and the project management group attended the monthly meetings action group/steering committee meetings. The committee guided the direction and emphasis of the UDF project, reviewing preliminary findings and issues and assisting the consultant team in generating and reviewing strategic and local initiatives and ideas.

Community updates

Community updates were included in the *Around Laverton* newsletter, which is distributed to all properties in Laverton, to inform the community of the commencement of the project, project events and consultation opportunities.

Community Feedback Map

The Community Feedback Map involved sending a letter and a map of the area to all residents and traders in Laverton to obtain feedback and information about the study area.



The letter informed people about the project and invited them to use the maps and make written comments or take photos to show where people live and go within Laverton, what they like and dislike about Laverton and what they would like to see changed. 120 responses were received.

Stakeholder Group Meetings

The purpose of involving stakeholder groups was to ensure that a broad cross section of community and government representatives participated in the UDF project. Four stakeholder groups were established around common interests or themes:

- *Community and Environment interests* - invitees included Laverton Kindergarten, Laverton Toy Library, Laverton Sports Club, Laverton Swim and Fitness and Laverton North Maternal Child and Health.
- *Transport and Infrastructure interests* - invitees included Department of Infrastructure, Vic Roads, VicTrack, WesTrans, and Connex.
- *Local and State Government interests* - invitees included various Hobsons Bay Council departments, Laverton MFB, Wyndham City Council, EPA, Department of Sustainability and Environment, and Office of Housing.
- *Commercial and Traders interests* - invitees included Laverton Traders Association, real estate agents, RAAF, Comben Bros, So & So's, Laverton Lighthouse, Polynesian Foods, Hobsons Bay Business & Tourism Department.

Two meetings were held with each stakeholder group during the project. Meetings provided a forum for discussion of issues and then discussion of ideas for inclusion in the Framework.

Community Visioning Workshops and Open Day

The Community Visioning Workshops and Open Day were held on 29 and 30 of April 2005. They involved one-to-one and small group discussions between residents, Council officers, stakeholders and members of the consultant team. The aim of the workshops and the open day (Saturday) was to provide an informal meeting place for discussing ideas for how to enhance and improve Laverton. Many participants spent time drawing their ideas and making notes on maps and aerial photographs of Laverton.

Hobsons Bay Council's 'City Image' Cross-Directorate Group

Hobsons Bay City Council has a City Image Group involving Managers from each Department within Council. The Project Management Group and Consultant Team attended these meetings to provide context and background for the Framework to ensure that other Council projects, initiatives and operational activities were considered in the UDF.



General liaison with other key stakeholders

Other meetings or telephone conversations with other key stakeholders such as the RAAF and Wyndham City Council, were also held at various points during the process to discuss specific issues.





2 Executive Summary

2.1 Key recommendations

2.1.1 Use and Development of Land “Outside” of Laverton

To improve physical and visual connections to and through Laverton, from the outside, we will:

- Extend Mayer Road to the west to connect into the City of Whyndham.
- Improve bus links to surrounding areas.
- Support the VicRoads proposed extension of Palmers Road between Dunnings Road and Old Geelong Road with a new interchange at the freeway.
- Install a new pedestrian crossing across Old Geelong Road to between Laurie Emmins Reserve and Wackett Street.
- Request the State Government to extend the current Met Ticketing and Fare Zone 1 to Werribee
- Widen and improve pedestrian and cyclist amenity of Point Cook Road Bridge.
- Improve landing on the southern side of the Fitzroy Street Footbridge.
- Link the ‘Federation’ and the ‘Bay’ Pedestrian Cycling Trails through a new green corridor through Laverton.

To reduce the presence and impact of boundary treatments defining the edge of Laverton and to improve the presentation of Laverton and its entries as experienced from the periphery, we will:

- Improve the landscaping on the Old Geelong Road
- Green the Freeway Walls, facing the Freeway
- Define and improve the appearance of gateways
- Soften the existing eastern boundary interface between the RAAF base and Laverton through safe canopy planting treatments.

To integrate Laverton’s relationships with the RAAF and the Cedar Woods development.

- Establish a model for integrated strategic cross border planning



2.1.2 Use and Development of Land “Inside” Laverton

To improve physical and visual linkages within Laverton to ensure that it is experienced and perceived as single unified place and an established Community; and:

To highlight the importance of safe and secure pedestrian movement around Laverton, without compromising convenient traffic and public transport usage through the suburb, we will:

- Construct footpaths in residential areas south of the railway line.
- Mark bike lanes on road listed in the Hobsons Bay Bike Strategy.
- Investigate the feasibility of creating a new north-south road link via a new pedestrian and vehicle underpass or at-grade crossing connecting Bladin Street and Railway Avenue.
- Calm traffic in Aviation Road and High Street.
- Create a ‘yellow brick road’ on the route to and from schools throughout Laverton to ensure safe access for kids.
- Upgrade the existing footbridge at Laverton Station to ensure that it is compliant with access standards.
- Create a number of new road connections - extend Woods Street to Bladin Street, extend Ailsa Street to Aviation Road,

To ensure that the quality of the suburban environment is significantly improved through better presentation of private buildings and upgrades to public streets, parks and places; and

To ensure that Laverton continues to evolve as a lush green suburban setting, we will:

- Encourage a strong urban 2 storey well designed form on Bladin Street.
- Establish a boulevard of street trees along Bladin Street.
- Green the inside of the freeway walls

To encourage better provision and distribution of community, commercial and recreational facilities for all of the Laverton Community, we will:

- Build a new skate park.
- Upgrade facilities at Aircraft and Laverton Stations.
- Formalise commuter car parking at Laverton and Aircraft Stations

To protect the valued residential streetscape of Laverton and encourage managed change in areas that may be able to absorb further subdivision and redevelopment, we will:

- Protect the quality streetscapes in Whittaker Avenue and Wackett Street.
- Encourage urban renewal in central Laverton, south of McCormack Park and north of the railway line.
- Identify areas suitable for incremental change in housing stock.



To focus attention, activity and investment in key 'special places' distributed evenly within Laverton as the primary locations for Community action, we will:

- Prepare masterplans for the Aviation Road Precinct. Crown Street Precinct and Woods and Lohse Street.
- Implement the existing masterplan for McCormack Park

2.1.3 Priorities and Catalyst Projects

The following thirteen projects are priority projects are expected to be good catalyst for further change:

1. Construct footpaths in residential areas south of Railway Line.
2. Accessible DDA Compliant pedestrian bridge over railway line, from Railway Avenue and Lohse/Woods Precinct.
3. Formalise Commuter Car park at Laverton Station.
4. Beautify Aviation Road streetscape.
5. Prepare Structure Plan to drive Urban renewal of the Lohse/Woods Street and parkland.
6. Create the Bladin Street 'Boulevard'.
7. Green the Freeway Walls.
8. Public Open Space Enhancements.
9. Create 'Yellow Brick Road' link.
10. Define and improve Gateways.
11. Link 'Federation' and 'Bay' pedestrian and cycling Trails.
12. Improvements to McCormack Park.
13. Redevelopment of Crown Street Community Precinct.



3 The 'Laverton Together' Urban Design Framework

3.1 Laverton Vision

The vision captures the community's aspirations for the future of Laverton and helps guide what the urban design framework should achieve.

- *A desirable place to live and visit, with high quality housing and living environments, attractive streets, significant landscaping, parks and open space.*
- *A place where it is easy to move in and around, by car, bike or on foot, having overcome significant physical divisions of the past.*
- *A vibrant and active place with a diverse range of viable commercial and human services, providing a range of goods and services both locally and regionally.*
- *A strong and successful community that continues to nurture a unique and powerful sense of pride.*
- *A place where all people are safe and secure at all times of the day and night.*
- *A place with significant potential for development and investment and a community supportive of strategic redevelopment and positive changes in the area.*

3.2 'Laverton Together' Urban Design Framework - Three -Tiered Plan

The UDF is structured into three sections based geographic areas:

- **Outside Laverton** - initiatives outside Laverton which will have an impact in Laverton.
- **Inside Laverton** - initiatives related to the form, function and image within Laverton.
- **Laverton Special Places** - detailed initiatives in key focal areas inside Laverton.

The project's inclusive approach to community building, and awareness of the internal and external influences on Laverton is the basis for this very exciting framework concept. The UDF includes both strategic macro and micro projects, identified by the community of Laverton.

The UDF comprises over 150 important planning and design concepts and initiatives.

The UDF vision statement and subsequent initiatives and illustrations are not restrictive blueprints to which the Council and community are permanently bound. The UDF must be



seen and utilised as a 'flexible' planning and design tool and a guide for Council and community decision making and investment over a drawn out time frame.

The UDF and its components are designed to be flexible enough to be adapted or modified in order to meet the changing demands placed on the Laverton and its community over time. With these emphases in mind, the focus of the UDF is to provide Council and the community with a comprehensive list of strongly desired and 'buildable' projects that have been acknowledged in analysis and clearly called for through consultative processes.

3.3 "Outside" Laverton

The key strategic challenge facing Laverton is its isolation and disconnection from its urban context. Laverton is effectively cut off from the outside world and hemmed in by the Freeway system to the east and south, industry to the north, the RAAF base to the west. Connections beyond these barriers are difficult and cumbersome, and do not support integration. The suburb is further disconnected by the intrusion of the significant rail corridor dividing the suburb into north and south.



Laverton Creek Environmental Corridor

3.3.1 Objectives

The Framework Concept for 'Outside' Laverton seeks to:

- Improve physical and visual connections to and through Laverton, from the outside.
- Reduce the presence and impact of boundary treatments defining the edge of Laverton.
- Integrate Laverton's relationships with the RAAF and the Cedar Woods development.
- Improve the presentation of Laverton and its entries as experienced from the periphery

3.3.2 Key Elements

The Outside Laverton Framework Plan (Figure 3) envisages Laverton as a well-connected place, no longer isolated from its surroundings. A bold environmental corridor is proposed in the Laverton Creek, extending from the RAAF base in the west and underneath the Freeway to the east. The green link is not just an environmental spine, but a connected bike and pedestrian path linking the Federation Trail in the north to the Bay Trail and the Truganina Coastal Parkland.

Other connections out of Laverton occur to the south-west, where Maher Road extends into the future Cedar Woods development area and the new Point Cook station at the junction with the new Palmers Road. There is potential to overcome the barrier of the existing Point Cook Overpass is upgraded and widened and provides an important link and an attractive gateway to Laverton for both cars and pedestrians. Opportunities for improvements, widening and greening of the overpass are explored.



The Williams RAAF base to the west of Laverton is and always has been important to the livelihood and identity of Laverton. The potential rationalisation of Defence activities on the site creates opportunities for use of the northern reaches of the site as part of an expanded Golf Course. Any future residential and/or mixed use redevelopment of the site should be intricately interwoven with the urban pattern of Laverton. Strong collaboration and strategic planning with Wyndham City Council to ensure that any development in Wyndham has positive impacts on Laverton and is integrated and improves the connectivity with the existing Laverton neighbourhood.

People movement to and through Laverton is vastly improved, with enhanced bus connections from Laverton Station to other destinations such as Point Cook and Sunshine. Better pedestrian connections to the station from outside are also provided, in particular from the south, where the footbridge landings are safer and well lit. Demands on both commuter car parking and accessibility at Laverton Station are to be better managed following extension of the Rail Zone 1 to Aircraft and the proposed Point Cook Station.

The image of Laverton from the outside is proposed to be upgraded through a progressive series of landscape and environmental improvements to key boundary road systems. Greening of the freeway sound walls, with tall canopy planting, and proud avenue planting to the historic Old Geelong Road corridor will soften the interface with surrounding roads and provide a definitive green edge to the neighbourhood. Further canopy plantings are recommended to the RAAF base edge to reduce exposure to the western microclimate, and the presence of RAAF activities. Visual marking of the vehicular and pedestrian gateways to both Laverton and Hobsons Bay is also proposed through sensitive landscape and public artwork treatments, sometimes integrated within the architecture and infrastructure of the Freeway, Rail and Road system.



Blurring the defining edge of Freeway

Figure 3 contains a Framework Plan for the 'Outside' Laverton Concept. The following sections contain specific initiatives to achieve the objectives for 'Outside' Laverton.



Princes Freeway barrier



3.3.3 Initiatives

Initiative Name: Extend Maher Road to the West into Wyndham

Initiative Ref: OL-01

Concept Description: Extension of Maher Road further west into Wyndham to provide a new east west connection to Forsyth Road, the Palmers Road extension and the proposed Point Cook Railway Station and the proposed redevelopment of the former RAAF land.

Discussion: The extension of Maher Road to the west is a key step in connecting Laverton to its evolving surroundings. The road link will permit movement by car, bike and pedestrians between stations, similar to other railside links throughout Melbourne. The extension would also provide opportunities for people living outside of the neighbourhood to come into Laverton to use the shops and services in Laverton's commercial and community service precincts, and help provide the critical mass of demand needed to sustain services for the Laverton community. The physical, social and economic benefits of this connection are considerable, given the potential for employment and/or resident growth as part of the redevelopment of the former RAAF land and in the longer term, the RAAF Base. The link should not support industrial traffic.

Responsible Agencies: HBCC, WCC, VR, land-owner/developer, RAAF, Fed Govt.

Priority: C



Initiative Name: Support a New Freeway Interchange and Road Connection at Palmers Road

Initiative Ref: OL-02

Concept Description: Extension of Palmers Road from Dunnings Road in the south to a new interchange with the Princes Freeway and then further north to the Old Geelong Road, through the proposed Cedar Woods development.

Discussion: A new north-south link and freeway interchange has the potential to reduce traffic congestion along Point Cook and Aviation Road, and in particular on the Point Cook Road bridge. It will also improve connectivity choice into Laverton with the connection with the extended Maher Road. The Palmers Road Interchange and the connection between the freeway and Dunnings Road are expected to happen in the next four years. VicRoads are currently planning and designing this project. The connection north of the freeway to the Old Geelong Road will be linked and dependent upon the development of the Cedar Woods land.

Responsible Agencies: HBCC, WCC, VR, Cedar Woods.

Priority: A



Initiative Name: Landscape Old Geelong Rd

Initiative Ref: OL-03

Concept Description: Native Boulevard and screen planting to either side of Old Geelong Road to the northern extent of Laverton.

Discussion: Landscape treatments to either side of the Old Geelong Road are required in order to improve the image and presentation of this key city gateway. Old Geelong Road is an historic route between Melbourne and Geelong that pre-dates the alignment of the Princes Freeway. Design of the boulevard should celebrate the tradition of the corridor, and incorporate significant earth mounding and screen treatments to the north to minimise the presence and amenity impacts of heavy industry to the north of Laverton. The southern side of Old Geelong Road has a median separating it from a residential edge. This median should be cleaned up, and appropriately landscaped. The detailed landscape design would need to provide an adequate offset from the road would be required for the landscaping/planting to avoid detriment to the safety of travellers. It may be preferable to use statutory planning scheme provisions to require the owners of the land on the northern side of Old Geelong Road to incorporate earth mounding and additional landscaping treatments into any future development of the land abutting the road.

Responsible Agencies: HBCC, VR, WCC, Private Landowners

Priority: B



Landscape Gateway Corridors

Initiative Name: Link 'Federation' and 'Bay' Pedestrian and Cycling Trails

Initiative Ref: OL-04

Concept Description: Establish a linear shared bicycle and pedestrian pathway link from the proposed Federation Trail in the north to the Bay Trail in the south via the Laverton Creek corridor.

Discussion: The missing link between the proposed Federation Trail (to the north of the Lawrie Emmins Reserve) and the Bay Trail connection to Truganina Coastal Park can be achieved through the formation of a direct cycle and pedestrian linkage along the Laverton Creek, through the existing RAAF base, over Bladin Street, through McCormack Park and under the Princes Freeway to the east of Laverton. A minimum 2m wide bitumen or gravel pathway is appropriate to connect with the regional trail network.

Responsible Agencies: HBCC, VR, RAAF

Priority: A



Establish Environmental/Recreational Linkages

Initiative Name: RAAF Base Opening

Initiative Ref: OL-05

Concept Description: Opening of the north-east portion of the RAAF Base as part of the environmental link along the Laverton Creek. Parts of the land may be used to expand the RAAF Golf Course.



RAAF Land Opening



Discussion: The north-eastern corner of the RAAF base is generally under utilised, and while possibly contaminated (as are many such Defence Sites), should be considered as part of an environmental corridor linking the Lawrie Emmins Reserve to the north and the A.B.Shaw Reserve to the south. Large portions of the land may be able to be used as part of an expanded RAAF Golf Club, which presently offers a 9-hole course to some members of the Laverton Community. Clearly, security management is important to the RAAF and is a high priority.

Responsible Agencies: HBCC, RAAF

Priority: A

Initiative Name: RAAF Buffer Planting

Initiative Ref: OL-06

Concept Description: Soften the existing eastern boundary interface between the RAAF base and Laverton through safe canopy planting treatments.

Discussion: The existing boundary between the RAAF base and Laverton is heavily fenced and harsh. This has been necessary for security and privacy reasons. Furthermore, the open condition of land within the RAAF base exacerbates both microclimatic (wind) and privacy concerns. Regular security vehicles patrol boundaries of the RAAF to the disturbance of residents to Laverton's western edge. A simple programme of buffer planting, consisting only of taller canopy trees setback from the existing fence is one such way to minimise the harm generated by the harsh boundary. Taller clear-stemmed trees are preferred along this edge to ensure that prospective intruders cannot hide behind (or climb) plantings.

Responsible Agencies: HBCC, RAAF

Priority: B



Climatic Buffer Screening to RAAF Base

Initiative Name: Environmental Link

Initiative Ref: OL-07

Concept Description: Establish a viable environmental connection along the Laverton Creek forming part of a regional waterway network with social and educational benefits.

Discussion: The prospect of a real environmental corridor along the Laverton Creek leading to the Bay is realistic and provides significant ecological and educative advantages to the City of Hobsons Bay. Water sensitive design treatments, corridor canopy tree and wetland plantings, permeable pathways and information signage should be integrated along the Creek, from its northern-most source near the RAAF and Lawrie Emmins Reserve to its outlet at the Cheetham Wetlands and Port Philip Bay.

Responsible Agencies: HBCC, MW, Comm

Priority: B



Extend McCormack Park Environs



Initiative Name: Widen and Pedestrianise Point Cook Bridge

Initiative Ref: OL-08

Concept Description: Widen Point Cook Road Bridge over the Freeway to improve pedestrian and cyclist comfort and safety and provide ramps/ steps for connection to Aviation Road.

Discussion: The Point Cook Road Bridge is one of the most congested and unfriendly overpasses in Hobsons Bay. Ironically, it also accommodates for considerable pedestrian movements from people living on the southern side of the freeway in Altona Meadows, Seabrook and Point Cook and travelling to Aircraft Station, Aviation Road shopping centre. The Point Cook Road Bridge should be upgraded to provide a quality pedestrian experience. The new bridge may, subject to structure, include a new cantilevered platform to its east side, accommodating for the passage of pedestrians and cycles. New handrails would be required with potential for artwork integration and signage associated with the City's western gateway. Goat tracks in the embankment represent the dangerous path of pedestrians across the land. Landscaping may also be a potential option. The first step to pursue this concept will be a survey of pedestrian numbers, concept design and a technical study on the feasibility and cost of making structural changes to the existing bridge, adding additional structure of replacement with a new structure.

Responsible Agencies: VR, DoI, HBCC

Priority: A

Initiative Name: Extend the Zone 1 Ticketing and Fare to Werribee

Initiative Ref: OL-09

Concept Description: Extend the Metropolitan Train Ticketing Zone 1 from Laverton Station to Aircraft Station, the future Point Cook Station and Werribee Station.

Discussion: The existing rail line ticketing zone boundary extends Zone 1 (and the most affordable fare) to Laverton Station. This presents real difficulties to the residents living around the Station in terms of commuter car parking and also results in rat running through Laverton to get to the Station at peak times. The extension of the zone 1 fare to Aircraft Station and the future Point Cook Station will reduce the unreasonable car parking demands placed by commuters on Laverton Station and its surrounds. Redefinition of the zone boundaries will result in a more even distribution of commuter car parking (and revenue) at each station. Laverton Station may remain as the most popular location due to the linkage with other modes of public transport and the proximity of formalised car parking areas, but will not remain the only (cost neutral) option for all users.

Responsible Agencies: DoI, DSE, Connex

Priority: A



Initiative Name: Define and Improve Gateways

Initiative Ref: OL-10

Concept Description: Develop a family of gateway treatments that clearly define entry and exit to Laverton and Hobsons Bay where applicable.





Discussion: Laverton is presently poorly defined by its edge infrastructure. The installation of a clear hierarchy of city markers will assist in signalling the entries to Laverton and the approach to the suburb, particularly from the primary Freeway system. Integrated public artwork elements are proposed along the Princes Freeway embedded into the architecture of the roads and more subtle effects to Old Geelong Road bearing stronger links to landscape should be considered. Other gateways, including the eastern Railway Avenue 'portal' should utilise the Freeway/ Railway bridge structure as its cue. All pedestrian entries should also be marked with smaller gateway design and signage of a human scale.

Responsible Agencies: HBCC, VR

Priority: A

Initiative Name: Improve Bus Links to Surrounds

Initiative Ref: OL-11

Concept Description: Extend local bus network from Laverton Station interchange to key destinations

Discussion: Review of bus routes and timetabling from the Laverton Station interchange highlighted gaps in direct bus links to key local destinations including Central Square Shopping Centre, Altona Meadows, Point Cook and Sunshine Activity Centre. While there are options for public transport access to these locations, they are not presently direct or express and can only be accessed in a circuitous manner. The provision of new and/or more direct services is essential for the Laverton Community.

Responsible Agencies: DoI, Bus Companies.

Priority: C



Initiative Name: Improve Landing on Southern Side of Fitzroy St Footbridge

Initiative Ref: OL-12

Concept Description: Environmental enhancements to Fitzroy Street Footbridge

Discussion: The importance of the Fitzroy Street footbridge, connecting Altona Meadows to the south of the Freeway with Laverton Primary and Train Station. The configuration of the southern bridge landing is problematic in terms of safety and comfort. Redesign of this precinct, including lights, signs and landscape will ensure that this 'gateway' is enticing.

Responsible Agencies: VR, HBCC

Priority: C



Initiative Name: New Pedestrian Crossing across Old Geelong Road to Laurie Emmins Reserve

Initiative Ref: OL-13

Concept Description: New formal pedestrian crossing across Old Geelong Road to link residential areas with Laurie Emmins Reserve.

Discussion: Awareness of, and access to the Laurie Emmins Reserve to the north of Laverton is poor. Improvement of the park itself as part of Wyndham's upgrade should be supported with a formal crossing across Old Geelong Road in conjunction with the landscape treatments per OL-03. Wackett Street is one of Laverton's most attractive streets and well aligned to support links from McCormack Park (in advance of the opening of the Creek through RAAF). Wackett Street presents an ideal strategic location for pedestrian crossing of Old Geelong Road.

Responsible Agencies: VR, HBCC, WCC

Priority: C

Initiative Name: Green the Freeway Walls

Initiative Ref: OL-14

Concept Description: Canopy plantings to the inside/ outside of the Highway sound walls.

Discussion: The timber and panelled walls along the Princes Freeway have been designed to minimise the amount of noise from the Princes Freeway, and as safety barriers. The barriers have been designed to present attractively to motorists with little care or attention to detail in their presentation to the 'internal' streetscapes of Laverton. The planting of canopy trees to the inside of the sound walls will minimise the brutal scale and presence of these walls. Suitably tall canopy trees will also extend above the top or parapet of the walls and soften their harsh presentation to the Highway. This will reiterate the natural presentation of Laverton as experienced from outside.



Green the Wall

Responsible Agencies: VR, HBCC

Priority: A

Initiative Name: Improve and Integrate Strategic Planning across Municipal Boundaries

Initiative Ref: OL-15

Concept Description: Improve and integrate strategic planning across Hobsons Bay and Wyndham Municipal Boundaries

Discussion: Laverton is located on the western municipal boundary of the City of Hobsons Bay. Land further west is located in the City of Wyndham. Land directly adjacent to Laverton but located in the City of Wyndham includes the Laverton Williams RAAF base, Triholm Industrial Estate Area, the Laverton North Industrial Estate, the Laverton RAAF base, former RAAF Land which is proposed to be redeveloped. Wyndham is also a designed growth area expected to accommodate a significant number of new houses/people over the next 30 years. This growth has already occurred in Point Cook, and has impacted on the traffic conditions in Hobsons Bay and Laverton. The future use and development of these areas of land in Wyndham will impact on Laverton. The aim will be to ensure that the impacts of positive and any unavoidable negative impacts are appropriately managed. This concept could be achieved by establishing good communication and information channels that improve and



integrate strategic planning across the municipal boundaries. Particular issues that could be addressed are improvements to the appearance of this area it forms part of a highly visible edge to Laverton along the freeway, improved connectivity of the development of the RAAF or former RAAF land with Laverton, ensuring that any future commercial development does not impact on the role or economic viability of Aviation Road Shopping Centre.

Responsible Agencies: HBCC, WCC

Priority: C



3.4 “Inside” Laverton

The other key challenge facing Laverton relates to its internal structure and complexion. The design and configuration of the suburb and its evolution as a Community place has been compromised by a series of interventions and inadequacies, many of which affect the lives of each resident of Laverton. Substantial physical barriers to movement, poor distribution of commercial and Community facilities, and substandard street and path design highlight the present dysfunctions and imbalances in Laverton. While these problems do not represent fatal flaws in the suburb, they highlight the significant number of small but important steps that must be taken to improve the form, function and image of Laverton as a people place.

3.4.1 Objectives

- To improve physical and visual linkages within Laverton to ensure that it is experienced and perceived as single unified place and an established Community.
- To ensure that the quality of the suburban environment is significantly improved through better presentation of private buildings and upgrades to public streets, parks and places.
- To highlight the importance of safe and secure pedestrian movement around Laverton, without compromising convenient traffic and public transport usage through the suburb.
- To ensure that Laverton continues to evolve as a lush green suburban setting
- To encourage better provision and distribution of Community, commercial and recreational facilities for all of the Laverton Community.
- To protect the valued residential streetscape of Laverton and encourage managed change in areas that may be able to absorb further subdivision and redevelopment.
- To focus attention, activity and investment in key ‘special places’ distributed evenly within Laverton as the primary locations for Community action.

3.4.2 Strategic Framework

The Inside Laverton Framework Plan (Figure 4) embodies a vision for the suburb as communicated by many residents, land owners and traders of the suburb.

The Plan seeks to celebrate the ‘contained’ character of Laverton and ensure it is experienced from the inside as a lush and green suburban setting with attractive streets, well presented houses, diverse parks and thriving shopping strips. It is a place that is enticing to both live in and visit.

Access and movement within Laverton will be advanced so that regard is given to pedestrians as well as bicycles and private cars.

All streets will now have properly made footpaths, line marked bike lanes and improved street lights.

- A defined ‘Yellow Brick Road’ will be marked en-route to and from schools throughout Laverton to ensure safe access for kids.



- Public transport will continue to be a primary focus of attention and passenger facilities at both Laverton and Aircraft Station will be upgraded.
- The existing rail footbridge will be remodelled to be compliant with Disability Discrimination Act (DDA) requirements.
- Traffic and parking around Laverton Station will also be improved through new formal commuter car parks to either side of the Station, reducing pressure in local streets.
- Further road improvements are realised in the extension of Bladin Street under the railway to connect with the Crown Street Community precinct, and traffic calming or surface treatments to roads passing through or by key 'activity' zones such as Schools and related Community places.
- Opportunity for new road connections is also made where pedestrian linkages to retail and/or parklands will be realised. This is proposed at Ailsa, Woods and Charlesworth Streets. A centrally located pedestrian refuge is also recommended along the primary Bladin Street Boulevard.
- Development opportunity within Laverton will also increase, as is indicated by regeneration of suburban lots for dual occupancy through the suburb.
- Over the longer term, further subdivision of land and redevelopment should be encouraged, in particular in middle Laverton, between the rail and McCormack Park where some housing stock is deteriorating.
- Other areas for focussed change are anticipated at Aviation Road, where new mixed use development above shops may occur, along Bladin Street, where proud 2 storey buildings are encouraged and to either side of McCormack Park (Charlesworth and Jennings Streets), where housing overlooking the Park is supported for outlook and surveillance. Some parts of Laverton should be also be protected, including Wackett Street and Whittaker Avenue, which boast intact housing and quality public landscape.
- The remaining areas of Laverton will evolve in an incremental manner with occasional subdivision of land and lot redevelopment.
- Community and commercial development within Laverton is constrained due to a relatively confined catchment.
- The Lohse and Woods Street precinct is envisaged as an urban renewal opportunity, with the capacity for shop top housing, and in-house training, education and community services connected to the college.
- To the south, Crown Street Community facilities should grow into a formalised Community Precinct, with a connecting belt of Mixed Use development (ie. office suites in housing) extending west to Aviation Road.
- Aviation Road will continue to thrive as Laverton's primary commercial strip centre, with significantly enhanced pedestrian areas and a better organised back of shop parking. A new town square and pedestrian crossing is proposed to act as the heart of the shopping centre.



- Environmental and landscape improvements to Laverton will also occur incrementally and be activated through Community involvement and participation. Tree planting initiatives will be consistent calendar events, encouraged along Laverton Creek, Freeway sound walls and where applicable in reserves between Maher Road and Railway Avenue. Bladin Street is identified as a primary boulevard with new semi-mature street trees to either side of the street.
- Further enhancements are envisaged to all parklands, including boundary trip rails, lighting, canopy tree planting and seating to neighbourhood parks. The end of cul de sacs at Studley, Burke, Badge and De Brun Courts will also be converted into 'common' parks (dwelling access maintained), adding to the diverse collection of green space in the suburb. Laverton's major public open space in McCormack Park will be a work in progress, comprising many different recreational and environmental experiences. Where a naturalistic sense of place is envisaged along the Creek with environmental information, the upper reaches of the bank accommodate for active recreation for young people, including BMX track and skate park. The park also provides refuge in a Community garden and botanical area aligned with the College.

The Framework elements that make up the 'Inside Laverton' are outlined in greater detail below. Reference should be made to the Laverton UDF: Inside Laverton Framework Plan (Figure 4) and the related Access and Movement (Figure 5), Planning and Development (Figure 6) and Landscape and Environment (Figure 7) Plans.

3.4.3 Key Elements

Initiative Name: Provide Footpaths in Residential Areas Southern of Railway

Initiative Ref: IL-01

Concept Description: Provide new bitumen or asphalt paths to all streetscape in Laverton South and bike paths in road reserve.

Discussion: The pedestrian amenity of South Laverton is significantly compromised by the lack of formal footpaths within road reserves. This forces many people to walk on the road carriageway in place of the often soft grassed nature strip. The provision of minimum 1.5m concrete or asphalt footpath along each of this streetscape is a necessary initiative which should be complemented throughout the suburb with formalised line markings on street to distinguish cycle lanes, in particular in the vicinity of the primary schools and secondary college.

Responsible Agencies: HBCC, PS

Priority: B



Provide Pedestrian amenity



Initiative Name: Landscape Buffer (rail/ industrial interface)

Initiative Ref: IL-02

Concept Description: Substantial landscape treatments are required to both the northern industrial interface and along the open rail corridor land.

Discussion: Landscape screen and buffer treatments are effective means of addressing acoustic and amenity conflicts. This should be addressed in the north adjacent to industrial uses (OL-03), and more importantly along the rail corridor between Stations. Vast areas of open land between Railway Avenue (south) and Maher Road (north) are occupied by rail tracks only, with significant areas presenting poorly as underutilised open space. This space is best managed as an urban forest, with substantial canopy planting to both sides. Limitations may exist to the north, where pipelines and infrastructure are present. Nonetheless and even in cases where such planting is sacrificial, a planted canopy and green effect is preferred, in association with formalised footpath and tall mesh fencing at the rail boundary interface.

Responsible Agencies: VT, HBCC, DSE

Priority: A



Improve Rail/Industrial Land Interface

Initiative Name: Formalise Commuter Car Parking at Laverton and Aircraft Stations

Initiative Ref: IL-03

Concept Description: Create bitumen paved, line marked and canopy tree planted formalised commuter car parking to either side of Laverton and Aircraft Stations.

Discussion: Commuter car parking and overflow parking into residential streets around Laverton Station represents a significant problem for the Laverton Community. Invariably, the commuters who park in such locations are from outside Laverton. The improvement of public transport services is strongly encouraged as part of the framework and formalisation of such car parks, to both north and south side of the Station extending east from Laverton Station and west from Aircraft Station (following on from OL-10) will resolve these issues in part. Formal car parking with bitumen surfaces, concrete kerb and channel, lighting, tree planting and appropriate security is warranted in such locations.

Responsible Agencies: DoI, VT, Connex, HBCC

Priority: A

Initiative Name: Bladin Street Boulevard

Initiative Ref: IL-04

Concept Description: Consistent boulevard street tree plantings along the Bladin Street corridor from Old Geelong Road to the intersection with Maher Road, incorporating medians.

Discussion: Bladin Street is the recognised spine of Laverton, north of the railway line. It is the primary conduit along which the Laverton Community travel each day to schools, shops, parks and facilities.



Create Bladin Street Boulevard



Re-imagining Bladin Street as a fine urban boulevard has every capacity to improve the presentation of Laverton and the sense of pride and belonging in the Community. Existing Melaleuca and Eucalypt planting along the corridor represents the starting point for the Boulevard with further Community installed street tree planting around McCormack Park. Semi-mature street tree planting with tree protection barriers is preferred. A native or indigenous street tree species such as Eucalyptus camaldulensis (River Red Gum), Eucalyptus maculata (Spotted Gum) or Eucalyptus ficifolia (Red Flowering Gum) or other should be selected.

Responsible Agencies: HBCC, Community

Priority: A

Initiative Name: Prepare detailed Precinct Plans for Laverton's Special Places

Initiative Ref: IL-05

Concept Description: Undertake detailed master planning for three of the four 'Special Places' in Laverton, based on the Precinct concepts in the UDF. The Special Places include the Aviation Road commercial centre, the Crown Street Community hub, the Lohse and Woods Street mixed use precinct. McCormack Park recreation, leisure and environmental precinct already has a masterplan and this should be implemented.

Discussion: The preparation of detailed masterplans is outside the scope of the UDF project. The UDF develops concept but further detailed planning and design is a key and important step to realising meaningful change in Laverton.

Responsible Agencies: HBCC

Priority: A

Initiative Name: Incremental Change Areas

Initiative Ref: IL-06

Concept Description: Reinforce the existing suburban residential setting of established areas of Laverton, in particular to the north of McCormack Park and south of the Railway line.

Discussion: The existing suburban residential setting of established areas of Laverton, in particular to the north of McCormack Park and south of the Railway line were found generally to be in good condition and worthy of 'incremental' change only. This means that significant redevelopment or substantial changes in development form and subdivisions is 'not' encouraged in these areas, rather a slower rate of urban evolution is anticipated, in the order of dual occupancy subdivision and/or site redevelopment. This is different from other portions of Laverton (between McCormack Park and the rail as outlined in IN-09) which may accommodate for more substantial change as a result of existing substandard housing and/or dysfunctional subdivision and street layout.

Responsible Agencies: HBCC, DVC, Private Sector

Priority: C



Incremental lot subdivision



Initiative Name: Protect Quality Streetscape in Wackett and Whittaker Street

Initiative Ref: IL-07

Concept Description: Encourage protection and sensitive regeneration in key valued streetscapes of Wackett Street and Whittaker Avenue.

Discussion: At least two streetscapes in the northern part of Laverton are highly regarded and valued by the community. Wackett Street represents a unique streetscape in the city given its relatively intact collection of Aluminium Sheet housing and frontage landscaping. Whittaker Street represents a special streetscape with quality housing and comprehensive native and exotic canopy tree planting. Both streetscapes should be carefully managed, but without specific planning overlay controls. Special mention of such streetscapes should be made in a future local policy or municipal strategic statement policy on Laverton.

Responsible Agencies: HBCC

Priority: C



Initiative Name: Develop Strong Urban Forms On Bladin St

Initiative Ref: IL-08

Concept Description: Encourage consistent double storey building frontages to Bladin Street.

Discussion: The definition of the Bladin Street Boulevard (IL-04) relates primarily to the public domain. It can also be reinforced by redevelopment of the private realm, in the form of proud new double storey residential format built close to the street frontage. Some double fronted double storey brick dwellings are already located along Bladin Street, and these should be used as the basis for future development scale and form, however expressed in new and contemporary design terms. This effect could also be encouraged along Railway Avenue on the south side of the rail to encourage connection with the Aviation Road shops.

Responsible Agencies: HBCC

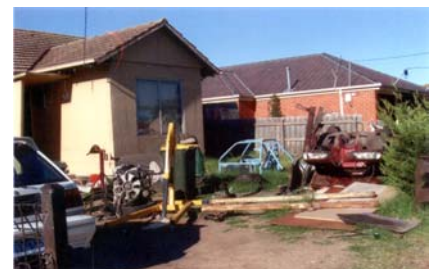
Priority: B

Initiative Name: Encourage quality higher density redevelopment of Housing in Bladin Woods, Wright and Williams street.

Initiative Ref: IL-09

Concept Description: Encourage and manage changes in development form and fabric in Central Laverton between McCormack Park and the Rail line.

Discussion: The residential and commercial areas to the south of McCormack Park and north of the Railway to either side of Bladin Street, including Woods, Wright and Williams Streets generally suffers from poor presentation and deteriorating housing stock. While there are some areas (and individual streets) of quality housing and amenity in this precinct, it is the primary sector where increased crime, unsociable behaviour and poor housing quality occur.



Opportunity for Urban Regeneration



It is an area that may be able to accommodate for an increased rate of change, in particular on sites and in locations where poorer housing stock can give way to new improved and higher density forms of housing. Site redevelopment as dual occupancy or other should be encouraged throughout this precinct, in association with public street improvements.

Responsible Agencies: HBCC, DVC, DHS

Priority: A

Initiative Name: Regional Open Space Network

Initiative Ref: IL-10

Concept Description: Enhance the role of McCormack Park as an important chain in the regional open space link from Lawrie Emmins Reserve and the Bay.

Discussion: refer OL-07

Responsible Agencies: HBCC, MW, PV, DHS

Priority: B

Initiative Name: Regional Bicycle Trail

Initiative Ref: IL-11

Concept Description: Establish a linear shared bicycle and pedestrian pathway link from the Federation Trail in the north to the Bay Trail in the south via the Laverton Creek.

Discussion: refer OL-04

Responsible Agencies: HBCC, VR, RAAF

Priority: A

Initiative Name: Primary Gateways Projects

Initiative Ref: IL-12

Concept Description: Define integrated gateway elements to mark Laverton's primary entries.

Discussion: A hierarchy of gateways existing within Laverton, defining primary thresholds at Point Cook Road, Old Koroit Creek Road and Merton Street north. Each of these three gateways deserves a site specific designed gateway incorporating signage, artwork and interpretive information. Other initiatives in these locations should be intertwined with the gateway concept. For example, the Point Cook Road gateway should be combined with pedestrian enhancements indicated in OL-08, and Merton Street treatment should interconnect with Freeway overpass enhancements.

Responsible Agencies: HBCC, VR, DSE

Priority: A



City Markers



Pedestrian Scale Gateways



Initiative Name: Secondary Gateways Projects

Initiative Ref: IL-13

Concept Description: Define integrated gateway elements to mark Laverton's secondary entries.



Discussion: A hierarchy of gateways existing within Laverton, defining secondary entries at the point of entry to the suburb at Bladin Street, High Street and Aviation Road. Each of these three gateways deserves a site specific designed gateway incorporating signage, artwork and interpretive information. As distinct from the primary gateways defined above, these treatments should be more discrete, with a focus on signage. Other initiatives in these locations should be intertwined with the gateway concept.

Responsible Agencies: HBCC, VR, DSE

Priority: C

Initiative Name: Extend Maher Road to West

Initiative Ref: IL-14

Concept Description: Extension of Maher Road to the north side of the Rail line to the west to Cedar Woods, the Palmers Road extension and the proposed Point Cook Railway Station.

Discussion: refer OL-01

Responsible Agencies: HBCC, WCC, VR, Cedar Woods

Priority: C

Initiative Name: Extend Woods Street and Charlesworth Street and create New Road Links in Laverton

Initiative Ref: IL-15

Concept Description: Create new road connections to Bladin Street where possible from Woods and Charlesworth Streets.

Discussion: Connectivity and access for the eastern section of Laverton between McCormack Park and the Railway line is cumbersome as a function of a relatively awkward street configuration. This is particularly pertinent at Woods Street, where the commercial precinct is dislocated from the primary Bladin Street spine. More direct visual and physical access from Bladin to Woods Street will improve the commercial viability of the Centre, enhance the real and perceived sense of safety and encourage direct pedestrian linkage to Laverton Station. To the north, the extension of Charlesworth Street from Bladin Street to the east through the northern reaches of the Philippines Community Centre will provide another separable belt of land for park frontage development. This will not compromise the viability of the Community space, and enhance the image and surveillance of McCormack Park.

Responsible Agencies: HBCC

Priority: C

Initiative Name: Bladin Street Vehicle and Pedestrian Linkage

Initiative Ref: IL-16

Concept Description: Physical extension of Bladin Street across the railway line to connect with Railway Avenue and the Crown Street precinct.

Discussion: The extension of Bladin Street across the railway line is an important initiative which will unlock considerable opportunity and benefit in Laverton. The existing level crossing at Aircraft Station currently represents the only vehicle crossing point of the rail track within Laverton and results in regular traffic congestion (on occasion as a result of freight rail) for as long as 20 minutes.



An extension to Bladin Street, aligning with the evolving Crown Street Community precinct to the south will overcome a significant physical and perceptive barrier within Laverton. The likelihood of an overpass is limited given the considerable ramp requirements to rise over the rail gantry; however a generous vehicular underpass or an at-grade crossing, with associated pedestrian connections may be achievable. Such a major project would firstly require an extensive investigation and feasibility study to ensure that an underpass can be constructed given the limited width of land and the need to protect the rail line and pipelines. Any such proposal would need to be thoroughly discussed with agencies such as VicRoads, VicTrack, DOI and DPI, and the W.A.G Pipeline authority and petrochemical industry who use the pipeline. The impact and change to local traffic conditions on the southern side of the railway line in Railway Avenue would also be identified at this stage. The design of the underpass would have to be open and generous, and an at-grade crossing would have to meet safety standards. Both options would need to be thoroughly tested according to CPTED (Crime Prevention Through Environmental Design) principles. This is an initiative 'connect' all parts of the Laverton community.

Responsible Agencies: HBCC, VT, DoI, VR, DPI, W.A.G. Pipeline authority and petrochemical industries

Priority: A

Initiative Name: Upgrade Footbridge at Laverton Station

Initiative Ref: IL-17

Concept Description: Upgrade existing pedestrian footbridge across rail at Laverton Station and associated ramps and landing to be compliant with all necessary codes.

Discussion: The existing footbridge across the railway line, connecting with the Laverton Station platforms is not accessible for all. The condition of the bridge is poor, ramp grades are excessive and the location and condition of landings are inappropriate, in particular to the north. The bridge needs to be upgraded as part of a remodelling of the Station. The footbridge should be extended to pass over both Maher Road to the north and Railway Avenue to the south with the necessary landings. Stair and/or ramp connections should also be provided at intermediate locations down to commuter car parking and bus interchange. The upgraded ramp access should include lighting, weather protection, signage and real-time timetabling information and necessary security control, including CCTV. The design of the upgraded footbridge should be artful in the same 'manner' of the existing 'orange' footbridge across the Freeway to the south.

Responsible Agencies: DoI, VT, Connex

Priority: A



Improve Laverton Station Footbridge



Footbridge Ramp Access



Initiative Name: Create Green Cul-DE-Sacs in Studley, Burke, Badge and De Brun Crts

Initiative Ref: IL-18

Concept Description: Modify open paved turning areas at the end of Studley, Burke, Badge and De Brun Courts in the middle western edge of Laverton.

Discussion: Four cul-de sacs streetscape occur in the western precinct of Laverton at Studley, Burke, Badge and De Brun Courts. These are generally poorly presented with an expanse of open pavement space at the turning area (or terminus) of the street. There is an opportunity to better utilise these open areas of pavement as open space and/or Community land for play and/or shared use.

This is a method that has been successfully explored in older public housing estates to great success and may have a role in urban regeneration of these deteriorating streetscapes. Provision of a minimum 3.5m wide carriageway around the outer edge of the turning area will ensure that access can be maintained in a one-way direction in the court. The remaining central land should be distinguished from the carriageway and designated as open parkland or grassed space, with playgrounds, Community garden or planted space as desired by residents of the court. The concept is similar to the traditional English 'common' around which terrace houses sit.

Responsible Agencies: HBCC

Priority: A



Initiative Name: Improve the Bladin Street Bridge

Initiative Ref: IL-19

Concept Description: Design improvements to the Bladin Street bridge at the intersection with Laverton Creek and the panorama of McCormack Park.

Discussion: The upgrading of Bladin Street and enhancements to McCormack Park and Laverton Creek represents considerable enhancements to the local parkland environment. Further works are underway at present with new viewing platforms and park entry to the north of the bridge. These should be complements with aesthetic treatments to the bridge itself, including post lighting, signage and colour effects which officially mark the passage from Laverton north of the Creek to the middle precinct. Design appendages to the bridge should be affordable and allow for open viewing of the surrounding landscape. They should not have any implication on the structural integrity of the bridge. This is an initiative that could well be funded by the private sector.

Responsible Agencies: HBCC, Private Sector.

Priority: C



Initiative Name: Create a “Yellow Brick Road”

Initiative Ref: IL-20

Concept Description: Definition of a clear and safe pedestrian pathway network connecting school children to local schools and related facilities.

Discussion: Pedestrian access through Laverton is a high priority, in particular for those without access to a car such as elderly people and kids. The definition of a declared ‘path’ to and from key destinations will encourage greater pedestrian movement. The demarcation of such a path through the use of simple painted line marking (or equivalent stencil) could be promoted as Laverton’s ‘Yellow Brick Road’, establishing a safe pedestrian link from (for example) Laverton Station to Laverton Secondary College. These paths should be reinforced through improved pedestrian (4m post) street lights and Community house or related service location. These initiatives have the shared benefit in encouraging greater Community health and fitness through walking.

Responsible Agencies: HBCC

Priority: A



Legible Pedestrian Link

Initiative Name: Greening of Freeway Walls

Initiative Ref: IL-21

Concept Description: Canopy Plantings to the inside of the Highway walls.

Discussion: The timber panelled walls along the Princes Freeway have been designed for the acoustic protection of residents within Laverton. They have not been designed with sensitivity to the internal streets of Laverton where both the scale and alignment of the walls are brutal. There remains a shallow embankment of garden between the walls and the road reserve in such locations and the installation of tall native canopy trees along this edge will soften the harsh interface. As outlined in initiative OL-015, this will have benefits for in terms of the presentation of Laverton from the outside also.

Responsible Agencies: HBCC, VR

Priority: A



Soften the Wall

Initiative Name: New Skate Park

Initiative Ref: IL-22

Concept Description: Design and install a skate park on either the north-east edge of McCormick Park or in the park on the corner of Bladin Street and Whittacker Avenue.

Discussion: There are few activities in Laverton for young people. The community said they wanted more active facilities for young people, in particular in close proximity to the Laverton Secondary College and McCormack Park. While BMX and bike activities are popular amongst many young people, the greatest demand is for a local dedicated skate facility that can be used by skaters, roller-bladers, bicyclists and the like. A beginner skate facility is preferred, because it can accommodate for a wider range of age groups and levels. There are two possible locations for such a facility. One is within the north-east edge of McCormack Park to the south of



Integrate Public art with Function



Jennings Street, between the School and Aquatic Centre. The second is in a more open and prominent location on the park on the corner of Bladin Street and Whittaker Avenue. Care should be taken in site selection in relation to safety, visual openness and impact on adjoining residential areas. The site in McCormack Park is presently preferred.

Responsible Agencies: HBCC

Priority: A

3.4.4 Access and Movement (refer Fig 5)

Initiative Name: Calm traffic on Aviation Road

Initiative Ref: AM-01

Concept Description: Implementation of traffic calming devices and people places along Aviation Road to reduce conflicts.

Discussion: Aviation Road is a car-dominated place, which suffers from speeding vehicles entering and exiting ramps of the Princes Freeway. Reducing vehicle speeds travelling along Aviation Road will promote pedestrian safety and manoeuvrability.

Traffic calming devices such as speed humps, raised thresholds, a central landscaped median and defined pedestrian refuges and crossings will enhance pedestrian amenity and create a walkable environment. These are ambitions that have been frequently communicated by both Community and commercial traders.

Responsible Agencies: HBCC, VR

Priority: A



Create People Places

Initiative Name: Extend Maher Road to West

Initiative Ref: AM-02

Concept Description: Extension of Maher Road to the north side of the Rail line to the west to Cedar Woods, the Palmers Road extension and the proposed Point Cook Railway Station.

Discussion: refer to OL-01

Responsible Agencies: HBCC, WCC, VR, Cedar Woods.

Priority: C

Initiative Name: New Footpaths in Residential Areas south of Railway Line

Initiative Ref: AM-03

Concept Description: Provide new standard width bitumen or asphalt footpaths to all streets on the southern side of the railway line and bicycle paths within the road reserve, where consistent with Council's Bike Plan.

Discussion: refer to IL-01

Responsible Agencies: HBCC, PS

Priority: A



Initiative Name: Create a “Yellow Brick Road”

Initiative Ref: AM-04

Concept Description: Definition of a clear and safe pedestrian pathway network connecting school children to local schools and related facilities.

Discussion: refer to IL-20

Responsible Agencies: HBCC

Priority: A

Initiative Name: Create Vehicular and Pedestrian connection linking Bladin St in north and Railway Avenue in south

Initiative Ref: AM-05

Concept Description: Physical extension of Bladin Street across the railway line to connect with Railway Avenue and the Crown Street precinct.

Discussion: refer to IL-16

Responsible Agencies: HBCC, VT, DoI, VR

Priority: A



Initiative Name: New Pedestrian Refuge and Central Median in Bladin St

Initiative Ref: AM-06

Concept Description: Establish pedestrian refuge and central median strip throughout the length of Bladin Street.

Discussion: Bladin Street is recognised as the central spine of Laverton requires an improved traffic program that allows pedestrians to cross more freely with a greater sense of security. Pedestrian refuges within a median along Bladin Street will create a safer pedestrians environment.

Responsible Agencies: HBCC

Priority: A



Initiative Name: Dedicated School Drop Off/Pick UP Points

Initiative Ref: AM-07

Concept Description: Schools to establish dedicated drop off and pick up areas that allow safe pedestrian movement at peak school hour periods.

Discussion: Provision of clearly defined spaces dedicated for school pick up/drop off should be developed adjacent to Schools to reduce conflict in such streets, in particular at peak collection times. Accommodation for School buses should also be considered in this precinct.

Responsible Agencies: HBCC

Priority: C



Initiative Name: Pedestrian/Bicycle Link to East (Along Creek)

Initiative Ref: AM-08

Concept Description: Establish a shared bicycle and pedestrian pathway link from the proposed Federation Trail in the north to the Bay Trail in the south via the Laverton Creek.

Discussion: refer to OL-04

Responsible Agencies: HBCC

Priority: A

Initiative Name: Formalise Commuter Parking

Initiative Ref: AM-09

Concept Description: Create formalised car parking to either side of Laverton Train Station.

Discussion: refer to IL-03

Responsible Agencies: DoI, VT, Connex, HBCC

Priority: A

Initiative name: Upgrade Existing Footbridge at Laverton Station

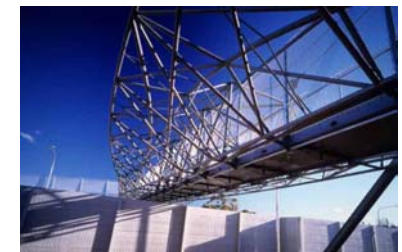
Initiative Ref: AM-11

Concept Description: Upgrade existing pedestrian footbridge across rail at Laverton Station, connecting Maher Street to Railway Avenue.

Discussion: refer to IL-17

Responsible Agencies: DoI, VT, Connex

Priority: A





Initiative Name: Upgrade Aircraft and Laverton Station and Facilities

Initiative Ref: AM-12

Concept Description: Improvements on the current state of Laverton and Aircraft Station with provision for shelter, seats, bins, lockers and toilets.

Discussion: Laverton Train Station is becoming increasingly congested due to its zone 1 status and requires an upgrade to serve as an integrated public transport interchange. Aircraft Station is a secondary station and lacks amenities such as shelter and seats. An upgrade of both train stations is required to provide a safe and comfortable environment that can entice greater utilisation public transportation.

Responsible Agencies: HBCC, VT, DSE, DoI

Priority: B



Initiative Name: Calm Traffic in High St Traffic

Initiative Ref: AM-13

Concept Description: Provision of additional traffic calming devices along High Street

Discussion: High Street serves as a secondary gateway to Laverton with entry and exit ramps to the Princes Freeway. The speed of vehicle traffic travelling along High Street presents considerable conflict with residents. At present, speed humps and signage do little to decrease speeds exiting off the Freeway. Increased calming measures including raised thresholds are needed to decrease potential traffic hazards and pedestrians danger.

Responsible Agencies: HBCC, VT

Priority: B

Initiative Name: Enhance Aircraft Station Level Crossing

Initiative Ref: AM-14

Concept Description: Enhancing the level crossing at Aircraft Station.

Discussion: Due to high levels light rail and freight rail activity, at-level crossings can be dangerous for both pedestrians and vehicles. This is exacerbated with the close proximity to the roundabout on Aviation Road. There is a need to improve the crossing at Aircraft Station with clear markings and well defined pedestrian paths to allow direct access to Aviation Road and commuter parking. Signalisation of the junction will assist as per the Laverton LATM.

Responsible Agencies: HBCC, VT, ML

Priority: B



Existing Level Crossing at Aircraft Station

Initiative Name: Create Green Cul-DE-Sacs in Studley, Burke, Badge and De Brun Crts

Initiative Ref: AM-15

Concept Description: Modify open turning areas at Studley, Burke, Badge and De Brun Crts

Discussion: refer to IL-18

Responsible Agencies: HBCC

Priority: A



Initiative Name: Improve Bladin Street Bridge across Laverton Creek

Initiative Ref: AM-16

Concept Description: Design Improvements to the Bladin Street bridge at Creek

Discussion: refer to IL-19

Responsible Agencies: HBCC, Private Sector.

Priority: C

Initiative Name: Provide Footpaths Along Railway Land

Initiative Ref: AM-17

Concept Description: Develop new footpaths along railway land, particularly to Railway Avenue and Maher Road.

Discussion: Footpaths along railway land are limited and pedestrians are restricted in these areas. Footpaths with the reserves will increase pedestrian choice and provide recreational opportunities. The uninterrupted linear open space of the railway land presents an excellent opportunity for pathways to be formed, alongside a screened woodland planting (IL-02).

Responsible Agencies: HBCC, VT, DV

Priority: A



Lack of Footpaths at Rail Land

Initiative Name: Link Ailsa St and Aviation Rd

Initiative Ref: AM-18

Concept Description: Development of a shared pedestrian and vehicle laneway that connects Ailsa Street through to Aviation Road.

Discussion: Establishing the Ailsa Street link to Aviation Road will permit vehicle and pedestrian movement to circulate in and around the commercial precinct more freely and reduce traffic congestion within Aviation Road.

Responsible Agencies: HBCC

Priority: B

Initiative Name: Bike Lane Markings

Initiative Ref: AM-19

Concept Description: Provision of clear bicycle lane marking in streets in accordance with Council's Bike Plan.

Discussion: Defining 'marked' boundaries for parking, bikes and vehicle movement within the street will provides a legible road space. Such simple mechanisms play a profound role in creating a safer environment.

Responsible Agencies: HBCC

Priority: C





Initiative Name: Link Bladin Street and Charlesworth Street

Initiative Ref: AM-20

Concept Description: Create new connections to Bladin Street from Charlesworth Street, along the land that currently forms part of the Philippine Community.

Discussion: refer to Initiative IL-15

Responsible Agencies: HBCC, Philippine Community Centre

Priority: C

Initiative Name: Extend Woods Street to link with Bladin Street

Initiative Ref: AM-21

Concept Description: Extend Wood Street to link to Bladin Street.

Discussion: refer to Initiative IL-15

Responsible Agencies: HBCC

Priority: C

3.4.5 Inside Laverton – Planning & Development (refer Fig 6)

Initiative Name: Upgrade Aircraft and Laverton Train Stations

Initiative Ref: PD-01

Concept Description: Improvements on the current state of Laverton and Aircraft Station with provision for more shelter, seats, rubbish bins, bicycle/personal lockers and toilets.

Discussion: refer to AM-12

Responsible Agencies: HBCC, VT, DSE, DoI

Priority: B

Initiative Name: Mixed Use on Railway Avenue

Initiative Ref: PD-02

Concept Description: Establishing a mix use presence along Railway Avenue in between Crown Street and Aviation Road.

Discussion: Mixed use developments are to be encouraged to occur along the western end of Railway Avenue to serve as a commercial connector between Aviation Road and the Crown Street Community hub. Medium density built form and active frontages that facilitate pedestrian friendly streetscapes are desired, however office conversions of houses may well suffice in the medium term. Residential amenity along this edge is presently poor as a result of rail noise and impact and as such a transition in use is warranted.

Responsible Agencies: HBCC

Priority: B



Create Active Frontages



Initiative Name: Aviation Road Precinct Masterplan

Initiative Ref: PD-03

Concept Description: Undertake Detailed Masterplanning for Key Focal Precincts at Aviation Road, Crown Street, Lohse and Woods Street .

Discussion: The preparation of detailed masterplans, outside the scope of work for the UDF is a key and important step to realising meaningful change in Laverton. Key focal sites such as the Aviation Road commercial centre, the Crown Street Community hub, the Lohse and Woods Street mixed use precinct and the McCormack Park recreation, leisure and environmental precinct form part of this concept (and are described further in 'Laverton Together Special Places').

Responsible Agencies: HBCC

Priority: A



Existing Aviation Road

Initiative Name: Urban Regeneration in Central Laverton

Initiative Ref: PD-05

Concept Description: Encourage and manage changes in development form and fabric in Central Laverton between McCormack Park and the Rail line.

Discussion: refer to IL-09

Responsible Agencies: HBCC, DVC, DHS

Priority: A

Initiative Name: Robust Gateway Forms

Initiative Ref: PD-06

Concept Description: Establish taller building forms at Laverton's gateway entries, particularly at the north and south end of Bladin Street.

Discussion: The establishment of feature gateway buildings will provide 'markings' of main entry points into Laverton and reinforce Bladin Street as a main spine of Laverton. Larger and more generous forms also help create points of reference along Old Geelong Road. Recommended heights for buildings should be up to 2-3 storeys and retain a residential role.

Responsible Agencies: HBCC

Priority: B



Initiative Name: Medium Density Development on Bladin Street

Initiative Ref: PD-07

Concept Description: Encourage high density housing along Bladin Street.

Discussion: refer IL-08

Responsible Agencies: HBCC

Priority: C



Existing Two Storey Built Form on Bladin St



Initiative Name: Preserve Quality of Wackett and Whittaker Streetscape

Initiative Ref: PD-08

Concept Description: Encourage protection and sensitive regeneration in key valued streetscapes of Wackett Street and Whittaker Avenue.

Discussion: refer to IL-07

Responsible Agencies: HBCC

Priority: C

Initiative Name: Support a Two Storey Form at Laverton Secondary College

Initiative Ref: PD-09

Concept Description: Transform Laverton Secondary College to a 2-storey building that celebrates McCormack Park.

Discussion: At present, the elongated building configuration of Laverton Secondary College has the opportunity to upgrade to a 2nd storey. There is demand and a role for such an extension. Any extension should maximise the aspect to the park setting and establish a greater affinity with McCormack Park. The design should incorporate well-articulated and glazed frontages that respond to both street and park. The design should also be of visual interest when viewed from Bladin Street or the Park.

Responsible Agencies: Laverton Secondary College

Priority: C



Initiative Name: Philippine Community Centre Infill Development

Initiative Ref: PD-10

Concept Description: Encourage infill development within the Philippine Community Centre.

Discussion: Parts of the Philippine Community Centre have been subdivided for sale in the past and any further division of land should be encouraged adjacent to and overlooking McCormack Park. This can also implement initiative AM-20 (Philippine Community Centre Road Link) which seeks to connect roads adjacent to the park. Any new developments should have frontages to both the street and the park.

Responsible Agencies: HBCC, Philippine Community Centre

Priority: C

Initiative Name: Orient Buildings to McCormack Park

Initiative Ref: PD-11

Concept Description: In time, residential developments adjacent McCormack Park are encouraged to front both the park and also the street.

Discussion: McCormack Park as the key open space within Laverton and properties along its edge should face it rather than backing onto the Park. Dwellings that are orientated towards McCormack Park will improve surveillance and create a safer atmosphere for park users. Remodelling of dwellings and/or redevelopments should be encouraged along the northern side of Charlesworth Street.



Harmonious Creek Edge Design



Responsible Agencies: HBCC

Priority: B

Initiative Name: Connect Woods Street to Bladin Street

Initiative Ref: PD-12

Concept Description: Establish an extended commercial link from Woods to Bladin Street.

Discussion: Vehicle traffic generated along Bladin Street often bypasses the Lohse and Woods Street Precinct; however there is an opportunity to filter through local traffic with a direct road connection that feeds to Woods Street (Urban Design Initiative AM 21).

Responsible Agencies: HBCC

Priority: C

Initiative Name: Revitalise the Lohse / Woods Precinct

Initiative Ref: PD-13

Concept Description: Regenerate and revitalise urban form within Lohse and Woods Street. Establish mixed use activities and improve housing stock.

Discussion: Revitalisation of the Lohse and Woods Street precinct is essential to the future and viability of the northern and mid parts of Laverton. Presently, much of the Lohse and Woods Street precinct is run down and the existing condition of buildings is substandard. Regeneration of quality shop-top housing and mixed use development in the precinct is encouraged. This may require wholesale redevelopment of some sites. The Secondary College and Council may identify commercial premises in the Centre (ie as bike shop/ textile trade). Existing social housing stock should be upgraded or redeveloped to improve the image and presentation of this active precinct.



Existing Woods Street Shop Frontage

Responsible Agencies: HBCC, DV, DHS

Priority: A

Initiative Name: Incremental Change of Residential Areas

Initiative Ref: PD-14

Concept Description: Reinforce the existing suburban residential setting of established areas of Laverton, in particular to the north of McCormack Park and south of the Railway line.

Discussion: refer to IL-06

Responsible Agencies: HBCC, DVC, Private Sector

Priority: C

Initiative Name: Tall Markers to Periphery

Initiative Ref: PD-15

Concept Description: Develop a family of gateway treatments that clearly define entry and exit to Laverton and Hobsons Bay where applicable. Also provide internal marking points that can be referenced from the outside of Laverton.

Discussion: refer to OL-11

Responsible Agencies: HBCC, VR

Priority: C





Initiative Name: Community Centre Growth

Initiative Ref: PD-16

Concept Description: Extension of the Crown Street Community precinct to the north side of Railway Avenue, accommodating the southern side of the Railway land adjacent to the Laverton train station car park.

Discussion: Extending the activities and role of the Community centre hub to the north is an important step that can consolidate the Precinct with a 'people' focus. Presently, land to the north is occupied by the Scout Hall and Active Hall, each operating at irregular hours. The expansion of the Community hub to the north should seek to embrace these facilities and physically connect with them through the provision of signage, branding and road treatments to Railway Avenue.

Responsible Agencies: HBCC

Priority: A



Initiative Name: Mixed Uses on Railway Avenue

Initiative Ref: PD-17

Concept Description: Encourage mix use/active development to occur along Railway Avenue, south of Laverton train station.

Discussion: Establishing an active connection with the Aviation Road shops (PD-02), provides the opportunity to significantly expand the office and mixed use presence on existing commercial land immediately to south of Laverton Station. Given the close proximity to the public transport hub and the primary main street frontage, new or upgraded development in this precinct should be of 2 or 3 storeys and built with active frontages close to the street. Consolidation of mixed use facilities will also strengthen the role of the Crown Street Community but, which will benefit from increased patronage and activity in the Railway Avenue precinct.

Responsible Agencies: HBCC

Priority: C



3.4.5 Inside Laverton – Landscape and Environment (refer Fig 7)

Initiative Name: Improve General Street Lighting

Initiative Ref: LE-01

Concept Description: Improvements of street lighting within all streets of Laverton.

Discussion: Improving street lighting within Laverton increases safety and surveillance during the night and improves the image of Laverton. While Laverton is generally well illuminated at night, there remains a perception of Laverton of fear in darkness. Installation of new light posts with appropriate white light should be encouraged as a priority. The design of the light fitting should reference the Council standard but be tailored to a residential setting.

Responsible Agencies: HBCC

Priority: A



Initiative Name: Landscape Buffer to Railway land

Initiative Ref: LE-02

Concept Description: Extensive landscape treatments along the open rail corridor land.

Discussion: refer to IL-02

Responsible Agencies: VT, HBCC, DSE

Priority: A

Initiative Name: Aviation Road Focal Space

Initiative Ref: LE-03

Concept Description: Establish a public square within Aviation Road

Discussion: Aviation Road currently suffers from considerable through traffic generated by the presence of the Freeway. The commercial precinct would benefit considerably with a new public square for people to gather, safe and separated from traffic. The space should be located centrally within the precinct and integrated with public artwork and landscaping. This initiative is expressed in 'Laverton's Special Places-Aviation Road Precinct.'

Responsible Agencies: HBCC

Priority: A



Create People Places

Initiative Name: Greening Freeway Walls

Initiative Ref: LE-04

Concept Description: Native Canopy Plantings to the inside of the Highway sounds walls.

Discussion: refer to OL-15

Responsible Agencies: VR, HBCC

Priority: A

Initiative Name: Street Tree Themed Precincts A/B/C

Initiative Ref: LE-05

Concept Description: Maintain consistent landscape treatments within distinctive street tree themed precincts.

Discussion: The three main landscape precincts are defined by south (A), central (B) and north (C) Laverton. Each has a distinctive character. To the north of Laverton, mixed native plantings prevail. Plantings are less common in central Laverton, and south Laverton exhibits more exotic and feature garden plantings. These trends should be further reiterated in future design.

Responsible Agencies: HBCC

Priority: B



Consistent Street Tree Planting



Initiative Name: Revitalise Lohse and Woods Park

Initiative Ref: LE-06

Concept Description: Improvement of Lohse and Woods Street Park with general upgrades to landscaping, footpath network, toilet facility and recreational space.

Discussion: The Lohse and Woods Street Park is currently substandard and largely underutilised. Maintaining the park as a quality open space is a key element to the future usage of the Lohse and Woods Street precinct. Pathways, improved and relocated toilet facilities and generous seating and lighting will assist in this context, as will new adjoining development. This initiative is further expressed with 'Laverton's Special Places-Lohse and Woods Street Precinct.'

Responsible Agencies: HBCC, DHS

Priority: A



Initiative Name: Upgrade Local Parks

Initiative Ref: LE-07

Concept Description: Upgrades to all parks within Laverton to include rubbish bins, seating, park edge fencing and extensive indigenous tree planting.

Discussion: Many neighbourhood parks within Laverton lack the essential ingredients to thrive and be attractive. A coordinated suite of rubbish bins, play equipment, seats, boundary fencing (or railings) and canopy vegetation is essential within Laverton's parks. Where possible the local community should be involved in the design, development and construction of the park spaces and their elements.

Responsible Agencies: HBCC, DVC

Priority: A



Initiative Name: Extend Laverton Creek Environs

Initiative Ref: LE-08

Concept Description: Landscaping treatments along Creek through McCormack Park.

Discussion: refer OL-07

Responsible Agencies: HBCC, MW

Priority: C

Initiative Name: 'Thrill' Feature for Young Adults

Initiative Ref: LE-09

Concept Description: Provision of a designated recreational space that caters for young adults i.e. skate park, BMX track.

Discussion: Younger community members have expressed the need for a designated space. There are limited 'things to do' within Laverton and youth gathering places are required. The size and location of McCormack Park presents an outstanding opportunity to deliver exciting new recreational opportunities.



Provide Active Space for Youth



The establishment of a 'thrill' feature is one such opportunity, and will adapt McCormack Park so that it can cater for all ages, young and old.

Responsible Agencies: HBCC, DVC

Priority: B

Initiative Name: Bladin Street Boulevard

Initiative Ref: LE-10

Concept Description: Consistent boulevard street tree plantings along the Bladin Street corridor from Old Geelong Road to the intersection with Maher Road, incorporating medians where possible.

Discussion: refer to IL-04

Responsible Agencies: HBCC, Community

Priority: A

Initiative Name: Old Geelong Road Green Corridor

Initiative Ref: LE-11

Concept Description: Native boulevard and screen planting to either side of Old Geelong Road to the northern extent of Laverton.

Discussion: refer to OL-03

Responsible Agencies: HBCC, VR

Priority: B

Initiative Name: RAAF Base Visual Linkage

Initiative Ref: LE-12

Concept Description: Opening of the north-east portion of the RAAF Base as part of the environmental link along the Creek. Parts may be used to expand RAAF Golf Course.

Discussion: refer to OL-05

Responsible Agencies: HBCC, RAAF

Priority: A

Initiative Name: Create Green Cul-DE-Sacs in Studley, Burke, Badge and De Brun Crts

Initiative Ref: LE-13

Concept Description: Modify turning areas at Studley, Burke, Badge and De Brun Crts.

Discussion: refer to IL-18

Responsible Agencies: HBCC

Priority: A

Initiative Name: Skate Park

Initiative Ref: LE-14

Concept Description: Design and install a new local skate park.

Discussion: refer to IL-22

Responsible Agencies: HBCC

Priority: A



Initiative Name: Environmental Education Feature

Initiative Ref: LE-15

Concept Description: Establish a viable environmental connection along the Laverton Creek forming part of a regional waterway network with social and educational benefits.

Discussion: The prospect of an environmental corridor along the Laverton Creek leading to the Bay is realistic and can serve as a significant ecological and educative feature to the local Community. Water sensitive design treatments, corridor canopy tree and wetland plantings, permeable pathways and information signage should be integrated along the Creek, from its northern most source near the RAAF and Lawrie Emmins Reserve to its outlet at the Cheetham Wetlands and Port Philip Bay.

Responsible Agencies: HBCC, MW, Comm

Priority: B



Waterways as education and interpretation

Initiative Name: Botanical Gardens within McCormack Park

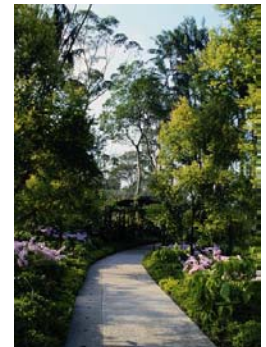
Initiative Ref: LE-16

Concept Description: Establish a botanical garden with McCormack Park containing a mixture of indigenous and exotic species of plants and trees.

Discussion: The establishment of a niche botanical gardens within McCormack Park will further assist in celebrating the environmental diversity of Laverton. A botanical garden can serve as a local feature for more mature members of the Community who can work within the grounds. It can also serve as an educational opportunity for the younger members of the Community to learn and explore horticultural and botanical issues. The extent and design of the space should be carefully planned and should not compromise the 'open' experience that already exists in the higher reaches of the Park. This is one of many distinguishable elements to be considered within McCormack Park to be further expressed in "Laverton's Special Places"-McCormack Park.

Responsible Agencies: HBCC, Comm, MW, PV

Priority: C



Initiative Name: Link 'Federation' and 'Bay' Pedestrian and Cycling Trails

Initiative Ref: LE-17

Concept Description: Establish a linear shared bicycle and pedestrian pathway link from the proposed Federation Trail in the north to the Bay Trail in the south via the Laverton Creek.

Discussion: refer to OL-04

Responsible Agencies: HBCC

Priority: A



Initiative Name: McCormack Park Masteplan

Initiative Ref: LE-18

Concept Description: Undertake Detailed Masterplanning for 4 Key Focal Precincts at Aviation Road, Crown Street, Lohse and Woods Street and McCormack Park

Discussion: The preparation of detailed masterplans, outside the scope of work for the UDF is a key and important step to realising meaningful change in Laverton. Key focal sites such as the Aviation Road commercial centre, the Crown Street Community hub, the Lohse and Woods Street mixed use precinct and the McCormack Park recreation, leisure and environmental precinct form part of this concept (and are described further in 'Laverton Together Special Places').

Responsible Agencies: HBCC

Priority: A



3.5 Laverton's Special Places

There are four places that are very special to the Laverton community.

- Aviation Road Precinct.
- Lohse and Woods Street Precinct
- Crown Street Precinct
- McCormack Park Precinct

The location of these 'special places' is shown in Figure 8.

Laverton's special places are the key destinations for people within the suburb. They are the primary focus for commercial, community, recreation and leisure services in Laverton and essential to the livelihood of the suburb. Importantly, Laverton's special places are not mono-cultures; but diverse spaces comprising a mix of land uses, building types and landscapes. Each has its own functional opportunities and constraints and is under considerable pressure to change. These places need to be the focus of further detailed study, investigation and investment.

Precinct Actions Plans have been developed for each 'special places' to represent the community's' and stakeholder key directions and aspirations for these places.



3.5.1 Objectives

Aviation Road Precinct

- Reinvigorate the Aviation Road strip as the key retail offer in Laverton, with improved public access, pedestrian and car park amenity and increased development potential.
- Maintain the car oriented structure of Aviation Road, while increasing the profile and role of pedestrian movement in both car parking and main street areas.
- Introduce a legible movement network within and around the Centre, focussing on the primary spine of Aviation Road and its new Town Square and Plaza setting.
- Improve the presentation of the Centre as perceived from within the Aviation Road spine and from outside along the Princes Freeway.
- Realise the potential for fringe redevelopment around the Aviation Road centre.



Lohse and Woods Street Precinct

- Revitalise the area as a mixed use precinct underpinned by new and refurbished housing stock with excellent access to public transport and community infrastructure.
- Enhance the precinct's connectivity with the Laverton Station, Maher Road and Bladin Street via links through Woods Street.
- Upgrade the existing public open space as a safe, overlooked, user friendly parkland with direct connection to the Laverton Station footbridge.
- Place a high priority of pedestrian amenity of vehicle movement within the Precinct.
- Realise the potential for fringe residential redevelopment around the centre.



Lohse/Wood Street Precinct

Crown Street Precinct

- Recognise Crown Street as the primary community focus for the people of Laverton.
- Encourage the highest standards in public landscape and architectural design as an example for new private development in the locality to aspire to.
- Connect all community services in the precinct and provide opportunity for new integrated facilities to add to the intensity of the hub.
- Overcome the barrier of Railway Avenue and embrace the Active and Scout facilities to the north as part of the Precinct.
- Place pedestrian movement and safety within the precinct at a high priority, in a manner representative of a 'campus' style setting.



Crown Street



McCormack Park Precinct

- Celebrate McCormack Park as the primary recreation and people place within Laverton.
- Recognise the environmental sensitivities of McCormack Park and design accordingly with natural treatments to the Creek edge and more active features on the bank top.
- Establish a clear and safe network of shared pedestrian and cycle paths through the Park that interconnect with external regional linkages.
- Establish a series of different recreational and educational experiences in McCormack Park relating to local users needs, in particular those of younger and older people.
- Improve real and perceived safety within McCormack Park through park lighting and new park side/ frontage residential development for surveillance.



McCormack Park

3.5.2 Aviation Road Precinct Action Plan

The upgrading and physical improvements to the Aviation Road Shopping Centre are key initiatives within the Laverton UDF that are important in assuring suitable servicing of the Laverton community.

Maintain the function and role of Aviation Road Shopping Centre as a neighbourhood activity Centre, servicing primarily the local community.

The central thrust of change in the Centre should be improving the accessibility and environmental quality of the Centre.

The Aviation Road Precinct Action plan identifies opportunities for both public investment in amenity infrastructure and private investment in development projects.

These will be the catalysts for change in Aviation Road and set the framework for an evolving Centre that may in due course service a growing Laverton, and the future communities of Cedar Woods to the west and any potential redevelopment of or on the RAAF Williams base.

The Aviation Road Precinct Action Plan contains 13 key initiatives which are illustrated diagrammatically in Figure 9.

A further demonstration of how these initiatives may be realised is provided in the Aviation Road Precinct Concept in Figure 10. Initiatives may be undertaken individually or collectively.

Key elements include:

1. Widen pedestrian footpaths on each side of Aviation Road from Railway and Triholm Avenues to the southern extent of the Centre at the Laverton Club. Ensure all footpaths are continuous and accessible.



2. Install a new pedestrian crossing, as a raised vehicle threshold is also proposed centrally within the street (AR-06), connecting the Post Office on the west side with the existing car wash/ café premises.
3. Create a new public outdoor space or plaza on the eastern side of Aviation Road in front of the existing car wash/ café site (AR-05). This space could be a shared public and private space, north facing, sunlit and easily accessible and has building setbacks that allow the plaza to serve as a generous meeting place or outdoor dining area.
4. Green Aviation Road, through a regime of new canopy street tree planting (of a robust species such as London Plane or Norfolk Pine) located within a new centrally located median strip some 1.5m wide (AR-01).
5. Install a new central median, which could double as a pedestrian refuge for those pedestrians seeking to cross Aviation Road informally at other locations to the north or south of the formal signalised crossing.
6. Improve the streetscape with a strong avenue of tall contemporary street lighting to either side of the street (AR-07).
7. Build upon an Aviation theme through various public artworks, such as the sculpture in the roundabout at the northern section of the street.
8. Rationalise access and movement for both pedestrians and vehicles within the Centre.
9. Maintain one lane of vehicle traffic running in each direction along Aviation Road with parallel on-street car parking, primarily on the western side of the street.
10. Reconfigure the existing perpendicular arrangement of car parking in the north-east sector of the Centre to a parallel format (with servicing from the rear) to improve the depth of the footpath in this location.
11. A connected network of 'back of shop' car parking access lanes is also proposed, extending of Triholm and Railway Avenues in the north and reconnecting with Aviation Road on alignment with the car park exits on Aviation Road north of the Laverton Club. These access lanes are not formal roadways, but links that allow shoppers to access the Centre from the north, without entering an already congested Aviation Road. This link is easily developed to the west, where a reorganisation of car parking will permit a direct line of sight lane from Triholm Avenue to the south. It is more ambitious to the east of Aviation Road where a future link is required through the existing Motel site from Railway Avenue to connect with the Laverton Club car park. Further linkages to Ailsa Street to the east are possible given site development potential to the east, permitting improved vehicle (and preferably pedestrian) access from the improved surrounding residential streetscapes (AR-11).
12. The new network of internal access lanes allows for a reconfiguration of back of house car parking, without compromising service access to all existing retail premises (AR-02). More compact car parking 'courts' are proposed behind shops with canopy shade trees and pedestrian scaled street lighting for security (AR-03). Clear and direct pedestrian pathways are to be constructed within car parking areas allowing for direct linkage with the Main Street frontage of Aviation Road (AR-04).



13. Realise the considerable redevelopment potential on private land on the fringe of the Centre, along Triholm Avenue and in open car parking areas to the west, and in infill locations off Ailsa Street to the east (AR-09). Encourage a mix of office, retail and residential development, shop-top housing (AR-12).
14. A development scale of 2 and 3 storeys is required in these locations so as to make the highest and best use of Activity Centre land.
15. Provide developers with incentives to realise such development should be provided by Council in the form of prompt development approvals and relaxation of car parking rates (due to proximity of public transport).
16. Ensure there is a consistent and continuous glazed retail frontage for its full length from north to south (AR-08).



Aviation Road Precinct Section

Laverton Together Urban Design Framework (April 2006)





3.5.3 Lohse & Woods Precinct Action Plan

The revitalisation of the Lohse and Woods Street precinct is one of the more significant challenges of the Laverton UDF and an initiative that needs to be considered over a medium to long term time frame.

Some members of the community called for the precinct to be fully redeveloped, however a progressive means of regeneration through infill development and public realm enhancement is preferred and is probably more likely.

The role of the precinct does however need to be clarified, as its viability as a dedicated commercial precinct has been significantly compromised by the expansion of both Aviation Road and Central Square Shopping Centre and the particularly awkward location and configuration of the Centre.

The future role for the Lohse and Woods Street precinct is as a mixed use hub, where small scale retail services can co-exist with more diverse housing form and office stock. Education, training and community uses will have a role to play in this precinct, in particular given the proximity to the Station and the emerging Crown Street Community hub on the southern side of the Station.

The Lohse and Woods Street Precinct Action Plan contains 16 key initiatives which are shown in Figure 11. A further demonstration of how these initiatives may be realised is provided in the Lohse and Woods Street Precinct Concept in Figure 12. Initiatives may be undertaken individually or collectively.



Lohse And Woods Streets Precinct Section

Key initiatives :

Prepare a Structure Plan for the Precinct.

It is the structure of the Lohse and Woods Street Precinct that requires initial work to enable other land use, function and image improvements to occur successfully. The configuration of roads and buildings requires some remodelling; firstly to improve vehicle and pedestrian access to and through the centre and secondly to improve safety and visibility within the public realm.

Enhance access to the precinct from the Laverton Railway Station by extending the existing but upgraded pedestrian bridge across Maher Road to a landing within both the Parkland and Lohse Street (LW-04-5). The Lohse Street landing should be incorporated into a reconfigured Police Station frontage, setback to permit direct line of sight access down Lohse Street to the Station.



New toilet facilities should also be integrated within this landing, associated with a safe new public space that gives the landing and associated facilities some breathing space (LW-13/15). These initiatives should be supported with a reduction in the width/ extent of Lohse and Woods Street carriageway and increase in pedestrian pavement (LW-03). Further access improvements are recommended to the eastern side of the Parkland, where existing double storey attached dwellings have front doors directly onto open space with vehicle access via Hickey Street to the east. Consistent with best practice design of public open space and parkland, a new one way access lane (formed as part of the park space) is proposed to the front of these dwellings to enable a clear sense of street address and a confirmed frontage over the parkland (LW-01). This is not a new road, rather a private driveway for Hickey Street dwellings. Finally, and as noted in IL-15, any potential for a formal road or pedestrian connection between Woods Street and Bladin Street should be supported in the long term (LW-08). While the precinct has good connections with the Maher Road and Station area, it is disconnected from Laverton's main spine in Bladin Street. This link should be created if any when properties located on Thomas and Bladin Street (in line with Wood Street) come onto the market.

Redevelopment opportunity within the Lohse and Wood Streets is considerable. While many shop fronts are in individual ownership, there is potential for shop top housing and/or office development of 2 and 3 storeys (LW-12). This is particularly the case given existing large double storey form to the north of Woods Street and west of Lohse Street. The existing public housing flats on the corner of Woods and Thomas Street are in particularly bad condition and should be redeveloped for mixed use or new housing of a higher quality and standard (LW-02). The open car parking area behind the shops is rarely full and occupied mainly by commuters from Laverton Station. Demand for commuter parking in this area will be reduced with the formalisation of Station side parking (LW-09) and subsequently, this site will become an excellent candidate for 3 storey residential development and the provision of smaller dwelling types (LW-07). This is important given the predominant detached single dwelling on a lot format of most of Laverton, and the increasing demand for smaller, well located units or apartments for older and younger members of the Community. The existing Police Station is poorly located and does not present well to Lohse Street or Maher Road. There is some basis for remodelling or redevelopment of the site to permit more direct views along Lohse Street to the Station (LW-06). Victoria Police have highlighted however that there is limited justification for a new regional Police centre on this site or nearby, and as such a new integrated development housing a Police presence at the ground level (associated the ramp landing) is preferred. This type of development and all such frontage form to Lohse and Wood Streets should incorporate active glazed ground level frontages, awnings for weather protection and clear entries to activities above the ground level (LW-16). Clearly, any such development initiatives are each subject to feasibility and catchment analyses.

The design of the parkland space between Lohse and Wood Streets and Maher Road should be carefully considered (LW-11). It is an important space graced with impressive native canopy vegetation. It is an overlooked space and has potential as a successful public venue as long as unsociable behaviour is minimised. To this end, the enforcement of local laws prohibiting the consumption of alcohol in the park and Lohse and Woods Street precinct would be beneficial in the short and medium term. Physical improvements to the parkland in the form

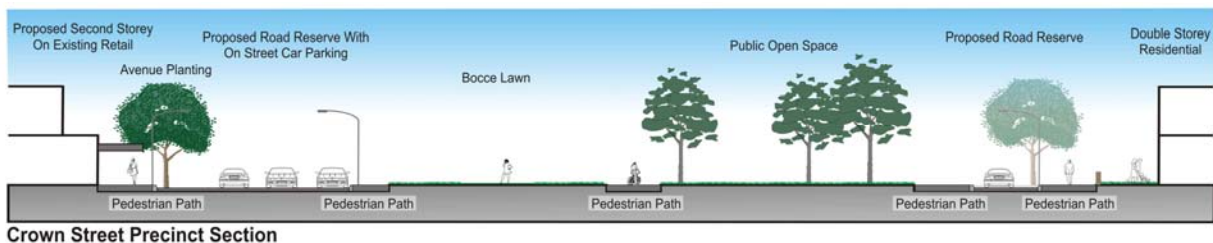


of new direct pathways, pedestrian lighting, concrete retaining wall seating and open grassed pads should be complemented with a series of integrated public art projects incorporating local people. Their involvement in the park upgrade and construction is proven to reduce vandalism and should therefore be encouraged. Any potential for passive leisure and/or play should also be encouraged, and may be linked to a Centre theme. For example, the present character of the Centre revolves around the cultures of the Pacific Islands and/or other ethnic groups. These 'threads' should be used as the basis for more detailed masterplanning of the parks and its components.

3.5.4 Crown Street Precinct Action Plan

The consolidation of the already intact Community services precinct at Crown Street represents another exciting opportunity for the people of Laverton. While somewhat isolated on the southern side of the railway line, the existing Community services located on Railway Avenue between Crown and Donald Street represent an excellent collection of dedicated human services, including the Community hall, golden age club, child care and kindergarten centre. The around Laverton newspaper and Community learning centre are also located on the opposite side of Crown Street in close proximity to these facilities. Council has committed to the development of a new and integrated Children's Learning Complex (incorporating new kindergarten) in the southern end of this precinct. This will be an important catalyst for linking of each of the existing and potential future facilities provided within the precinct. The concept for the precinct celebrates its parkland setting and seeks to establish a sense of a 'Community campus'.

The Crown Street Precinct Action Plan contains in the order of 13 key initiatives which are illustrated diagrammatically in Figure 13. A further demonstration of how these initiatives may be realised is provided in the Crown Street Precinct Concept in Figure 14. Initiatives may be undertaken individually or collectively.



The primary purpose of the Crown Street Community hub is to concentrate 'human' services and facilities used by the Laverton Community in a central and accessible location and allow for successful synergies between different Community based organisations and projects. The concept does not seek to necessarily expand the extent of human services within the Community, rather to establish a common point from which such groups can operate and in



due course co-operate. The presentation of the Precinct and the organisation of the physical environment are important here as it must be representative of the Laverton Community and be comfortable for people of all ages, cultures and backgrounds. It is not a place for commerce, but a place for Community activity, celebration and togetherness.

The starting point for change within the Crown Street Precinct is the construction of a new Children's Hub to the southern end of the Precinct, extending the full width of the block from Crown to Donald Streets (CS-01). The Children's Hub will include a Long Day Care Centre for children 0-5 years and an extended houses Kindergarten, Occasional care, toy library consulting rooms and community space. The Children's Hubs will support children from birth through to school age along with their families and will offer a range of Early Childhood programs. The Centre entry is located mid block and becomes the terminus for a new pedestrian spine that extends from Railway Avenue (CS-11). The pedestrian network will become the structure around which new and existing facilities (including the Community hall) are oriented. This does not suggest that such facilities turn their back to the street, rather street frontages should be strengthened (CS-12) with secondary entries/ accesses included to the internal heart of the Community Precinct. This rule should apply to both the Laverton Community centre and the Golden Age Club (CS-09). The pedestrian network also provides a sense of address for a new site in the eastern portion of the precinct with street frontage to Donald Street. The traditional weatherboard cottage at 2 Donald Street, which once housed the Around Laverton Community Newspaper was recently removed to help create the potential for a new Community or integrated Community based facility (CS-02) (or an expanded service) that can face the Laverton Community hall across a central community courtyard. This should be designed as a new and important public space for the people of Laverton (CS-03). It should be well lit, fronted by active Community uses and be multi purpose. It will be an ideal place for community gathering, children's parties, meetings and the like. It belongs to the adjacent uses, which should be able to open their glazed floor to ceiling doors/ windows to the space.

The Railway Avenue frontage of the Precinct should also be carefully managed, with landscape treatments and a new interpretive pavilion having pride of place at the front door (CS-10). It is important to note that the precinct is not contained to the southern side of Railway Avenue only. Existing scout and active hall facilities to the north side of the street must be incorporated into the hub. The scout grounds in particular should be upgraded, with refurbishment of existing sheds and new bbq and outdoor eating facilities (CS-08). The inclusion of these facilities into the hub will require a redefinition of Railway Avenue in its passage between Crown and Donald Street. Pavement treatments and/or a raised vehicle threshold will achieve this affect in association with special street tree planting, lighting and a defined pedestrian crossing point (linked to the primary north-south pedestrian axis). Car parking in the Railway Avenue frontage should be on-street in an angled configuration as exists at the shops to the west (CS-07).



This relocated all parking from in the campus towards the edge and allows the openness of the precinct to be experienced from within. Existing and future car parking off Crown and Donald Street should be designed in discrete cells (CS-04) with tree planting for shade and visual amenity. The canopy tree planting theme should be continued into both Crown and Donald Streets (CS-05), signifying the importance of this place in the context of Laverton.

The consolidation of the precinct would be complemented with the completion of new and improved vehicle and pedestrian link across the railway line barrier from the northern sector of Laverton. The concept of an underpass extension to Bladin Street will need to be examined in detail and investigated on a cost-benefit basis (CS-06). A proposed alignment would realise direct visual and physical connection with the Crown Street precinct and allow for an intersection with Railway Avenue, permitting linkage to Laverton Station, High Street and the Freeway and Aviation Road. The alignment would also sever an existing property on the northern side of Railway Avenue which should be converted into a small neighbourhood park associated with the scout and active halls.





3.5.5 McCormack Park Precinct Action Plan

McCormack Park is a vast public open space of real importance to the people of Laverton. It is also an important link in the chain of events that is the Laverton Creek in its passage from north of Laverton to the Cheetham Wetlands and Port Phillip Bay. The role of the McCormack Park has to date been very clearly based in recreation, however it is increasingly influenced by the strong local themes of environment, connectivity and education. The park is not perceived as single place, rather a series of experiences invariably linked to the relationship with the Laverton Creek. Closer to the Creek one experiences a naturalistic wetland setting, complete with messages about environmental sustainability and botany. Further up the bank, the park changes into a more active place, with formalised bike trail and skate park facilities. There is and should not be any 'theme' for the Park, rather it should be recognised for its role as the key connector to and between placed outside of Laverton.

The McCormack Park Precinct Action Plan contains in the order of 20 key initiatives which are illustrated diagrammatically in Figure 15. A further demonstration of how these initiatives may be realised is provided in the McCormack Park Precinct Concept in Figure 16. Initiatives may be undertaken individually or collectively.

The Laverton Secondary College is a very important public institution with a role to play in the McCormack Park. While the Council does not manage School grounds, the relationship between the School and the Park should ideally be seamless. The upgrade of the Park should be connected with improvements to the College oval (MP-01), including fringe seating, planting and railing. Redevelopment of school buildings is also required and should be realised in the longer term with a proud glazed double storey south facing form, fronting and overlooking the park (MP-02). This could become an excellent setting for a range of School or related Community or local business based events given the attractive elevated outlook. Other key school initiatives seek to relocate the existing Bladin Street frontage car park (for school staff) to the rear of the school into a consolidated and integrated car parking area to service both school staff, students (where applicable) and park users (MP-04-5). The School frontage is better utilised for safe drop off and pick up off the sometimes congested Bladin Street (MP-03).

Land on the southern edge of the Park also plays a role in terms of an active interface and frontage. The Philippines Community Centre presently has large land holdings to the southern side of the Park, between Thomas and Armstrong Street (part of which are being subdivided off). Any further subdivision of land should occur to the Park edge and realise a road link along Charlesworth Street, permitting new residential frontage to the Park (MP-15-16). Further subdivision of existing properties on the north side of Charlesworth Street is encouraged, as well as new double storey extensions that present well to the Park (MP-11).

The number of individual landscape and recreational initiatives to be established within the McCormack Park is considerable. The size of the park space allows for a series of distinguishable park and recreation experiences. It must be noted however that the 'open' aspect of the park should not be lost. The first and most important initiative relates to a new and complete pedestrian and cycle network within the Park. This should be configured as a loop system with the necessary bridges and links to surrounding streets and parklands (MP-



13). It is partially in place today, but requires completion. Creek crossings should be sensitively handled, and primary paths should be positioned on the higher banks from the Creek to minimise harm. Lighting should be provided on 4m posts along primary trails and bridges. The lower reaches of the Creek should be enhanced through a continued programme of wetland and infill canopy plantings. A new water body may be identified in the middle of the Park as a feature, also serving to fulfil a role in water cleansing and aeration (MP-10). The line of the Creek should include a formal interpretive trail including stories, myths and information about the Laverton Creek and its flora and fauna (MP-14). This should be linked to School curriculum.

The higher reaches of the Creek, which tend to flatten to the north, become the venue for a series of individual passive and active experiences within the Park. A large active and adventure play area for young teenagers and children is proposed to the west close to the Secondary College. This is positioned close to car parking and includes earth mounding and play equipment (MP-06). Separation between this active place and the more naturalistic botanical and environmental areas to the south (along the Creek) is managed through the formation of large rock and planted embankment that also entices more intuitive exploration by older teenagers (MP-07). The eastern end of the park is dedicated to older teenagers who are more independent, including the planned Skate Park to the west of the Aquatic Centre (alternative site provided) and bike trail circuit with associated earth mounding (MP-09). These active uses are closely aligned with the activities on offer via the Aquatic Centre and are positioned well away from the environmentally sensitive Laverton Creek corridor. A Community garden is also proposed in the fenced site immediately west of the Aquatic Centre (MP-08) as a buffer to any noise and disturbance generated by Skate and Bike Parks.

The upper most reaches of the Creek bank and park should be selectively treated with fringe buffer plantings including She-Oak and Eucalypt massing to screen where necessary unsightly backs of houses and other garden infrastructure (MP-12). Redevelopment of such boundary sites may render such fringe plantings sacrificial.

Bladin Street is the primary street frontage to McCormack Park and is limited by only a narrow profile of some 100m in length. Treatments to Bladin Street as outlined previously in IL-04 will significantly enhance the presentation of the park. These will be complemented by the existing park entry features and viewing platforms being constructed by Council (MP-17), upgrading of the Bladin Street bridge with new signage and lighting (MP-18) and improved street tree planting within the Bladin Street road reserve (MP-19-20) (Figure 18)

3.6 Laverton Streetscape Concepts

The presentation and image of primary streets within Laverton should also be improved through extensive road corridor improvements and a street tree planting regime. Streetscape concepts for Laverton's main streets are outlined in Figures 18, 19 and 20 and provide an impression of what Laverton's main roads may look in the future. These include design initiatives (IL-03) Bladin Street Boulevard, (IL-02) and Rail Land Buffer-Maher Road and (OL-03) Old Geelong Road.



4 Realising the Laverton Plan

This section of the UDF outlines the issues associated with implementation and delivery of the initiatives identified by both Council and community. While its emphasis lies in identification of responsibilities and time lines, there are important steps to be taken to ensure that Council has the appropriate organisational structure to realise change in Laverton. The following issues are explored:

- Gaining Council Commitment and Community Support
- Council's Role
- Establishing an Implementation Team and Place Manager
- Statutory Policies and Controls
- Further detailed Planning - Masterplans and Structure Plans
- Infrastructure Projects
- Implementation Schedule
- Catalyst Projects
- Funding Strategies

4.1 Gaining Support

A cooperative and collaborative effort is required between Hobsons Bay City Council, the State Government and its many agencies, private land owners and the Laverton community, to realise the recommended initiatives of this UDF.

The starting point for such a cooperative approach is gaining the support of all the relevant parties on the key directions of the UDF and effectively confirming it as an agreed vision.

While the concepts contained in the UDF have generally been developed in consultation with these parties, formal stakeholder commitment to the project would be preferred. It is important to recognise that all parties may not agree with all recommendations, and also vital to ensure that a small issue of interest to one party should not halt progress on a series of other supported initiatives. As such an analysis of feedback on the draft UDF is required and necessary refinements undertaken prior to acceptance of the final documentation.

Council support for the UDF and its implementation priorities is vital because the implementation programme extends over a time frame of some 15 to 20 years and will be challenged on occasion due to shifting local and state political interests and influences.

Council's role in the implementation of the UDF is as follows:



- establishing a management group to coordinate the implementation and review of the UDF over time
- incorporating the recommendations of the UDF in the planning scheme.
- committing funding to priority works or catalyst projects and further detailed design work.
- making decisions about the location of new public facilities within Laverton.
- establishing necessary mechanism to collect funds for works, including development contributions plans or special rates schemes.

4.2 Implementation Group and Place Manager

The UDF requires ongoing commitment and investment from both the public and private sectors to succeed. A strong management group with the authority and responsibility for implementing the key direction and initiatives contained within the plan and promoting and coordinating actions is needed.

It is recommended that an Implementation Group or Place Management Committee be established and a Place Manager be employed to have direct responsibility for the implementation of the UDF.

This is very similar to the arrangement that Council current has with the Laverton Together Action Group and the Laverton Together Project Officer.

To be effective the implementation group needs to:

- provide strong and active leadership in coordinating the actions of stakeholders;
- represent the interests of stakeholders, including land owners, government agencies and Council;
- have an income and budget to cover the cost of staff and the day to day administration; and
- have a role extending beyond project facilitation alone, including marketing, promotion and pro-active pursuit of private interests likely to invest in the area.
- source state or private funds for delivery of projects;
- lobby private and public interests to deliver improved services to the precinct;
- resource skills to construct and realise r any of the initiatives identified in the Framework; and
- arrange functions and events that inspire investment and interest in Laverton.

The implementation Group should include representation from the local community and key agencies and stakeholders groups. Typically, this would include personnel from Hobsons Bay City Council, VicTrack, the Department of Human Services (Office of Housing), Victoria Police, the RAAF, Department of Sustainability and Environment (Melbourne 2030), Department of Infrastructure (Public Transport), VicRoads (Freeways), the Department of Victorian Communities, Melbourne Water, the Laverton Traders Association, the Laverton Community Centre, Laverton Secondary College and other key service providers.



It is important to note that the Implementation Group may also wish to retain the role of an inclusive and proactive Community Reference Group such as that formed to review the Laverton Together Project. This would be at arms length to the Implementation Group, but inform it at regular meetings on additional local initiatives and issues as they arise.

The Implementation Group must have the full support of Hobsons Bay Council and may, subject to review also benefit from some link, association or recognition from a suitable State Government department. Normally, planning issues would relate to the Minister for Planning, but the strong Community and neighbourhood renewal role of the UDF may render another Minister (Housing, Victorian Communities etc) suitable. This is appropriate given the State Government's role in marginalising Laverton for some generations.

The Implementation Group will need to establish clearly stated roles, rules and procedures which may be agreed and confirmed via a formal 'Memorandum of Understanding' relating to Laverton.

Memorandum of Understanding

A possible format and scope for Laverton "Memorandum of Understanding" is outlined below. It is indicative only and the Council in association with the Implementation Group should determine its applicability or alternatives. Such a 'Memorandum' should seek to:

- Achieve a statement of commitment by Hobsons Bay City Council and other parties to the implementation of the Laverton Together UDF recommendations for an initial five year period.
- Establish and commit funding for a Place Manager / Executive Officer and necessary responsibilities over 5-10 year period.
- Establish a Management Structure (involving the Implementation Group and Executive) that relies on co-operation of actions by each party.
- Arm the Implementation Group and Executive with the ability to review:
 - Land acquisitions / transfers to achieve UDF outcomes.
 - Key development applications to ensure that they support the UDF.
 - Funding, priority and order of catalyst projects.
- Ensure all Council departments, Government agencies and Community representatives refer decisions about Laverton to the Group for comment where appropriate.
- Ensure that Council commit to a comprehensive place management approach to the planning and development of Laverton for the life of the Memorandum of Understanding.

4.3 Statutory Planning Policies and Controls

Statutory implementation of the urban design framework through the Hobsons Bay Planning Scheme is an important implementation measure. The inclusion of the strategic statements and policies into the Planning Scheme legally binds the Council, the Victorian Civil and Administrative Tribunal (VCAT) and the community, land-owners and developers to consider the outcomes of the study when proposing to develop in Laverton.



The inclusion of appropriate controls in the Planning Scheme will improve the guidance provided to all parties involved in the development of Laverton. These actions will collectively assist applicants to design high quality buildings; nearby residents, Council officers and Councillors to assess the suitability of development proposals; and where necessary, the Victorian Civil and Administrative Tribunal members to determine upon planning appeal cases.

The aims of the statutory approach should be:

- To give the UDF recognition within the planning scheme, as an important background document;
- To provide appropriate 'triggers' within the MSS, to give an umbrella for policy and any proposed controls;
- To enable any Development and Urban Design Guidelines once developed, to be used as an assessment tool for planning permit applications;
- To ensure that, where necessary, additional statutory controls are provided to require permits for buildings, works or tree removal where the key aims of the UDF have been translated into specific development aims.
- To ensure that zoning of land facilitates uses and development outcomes identified in the UDF.

4.3.1 Recommended approach

The recommended approach to changes to the Planning Scheme is:

1. An initial Planning Scheme Amendment should be prepared within six months of the Council adoption of the UDF, to revise the Municipal Strategic Statement (MSS) to include the Laverton Together UDF as a reference document.

A new sub-clause of the MSS should specifically refer to Laverton, and include the challenges faced by Laverton, the vision statement, planning and design objectives, and strategic action plans and further strategic work (eg preparation of masterplans for Laverton's Special Places) – all of this information is contained in the UDF.

2. Additional Amendments to be prepared as the need is identified through further planning, implementation of specific initiatives or development proposals. Future amendments may include:

- rezoning of all or part of land in Woods and Lohse Street from Business 1 Zone to Mixed Use Zone.
- public acquisition overlay on land identified in UDF as being required to create new road or pedestrian links.



- design and development overlays relating to preferred urban design outcomes in certain areas, such as Bladin Street.
 - Neighbourhood character overlay on Whittacker Avenue and Wackett Street to protect the special neighbourhood character in those areas and to require a permit for demolition of a dwelling.
3. Amendments may also be required to Wyndham Planning Scheme to achieve some of the built form and environment objectives of the UDF, such as consistent and appropriate landscaping as part of development on Old Geelong Road and to achieve better quality industrial development, landscaping and rationalisation of signage in the Triholm Industrial Estate (if it remains Industrial). An amendment would also be required to apply appropriate statutory provisions to facilitate any change in land use in the Triholm Industrial Estate Area.

4.4 Masterplans and Structure Plans

The UDF provides the overall vision for the future planning and development of Laverton. It is a general document and provides a framework for further work, rather than providing specific detail. As a consequence, additional detailed work is required in relation to specific issues to enable development and provision of infrastructure to occur. Much of this work will require detailed site survey and assessment prior to any design work or progress.

The UDF identifies the need to prepare detailed planning for the following Special Places:

- Aviation Road shopping centre
- Crown Street community hub
- Lohse and Woods Street precinct

There is already a Master Plan for McCormack Park, which is proposed to be implemented.

Masterplans will determine the layout and form of areas that are generally in single ownership, ie: McCormack Park and Crown Street Community hub. Different plans, called 'Structure Plans' will need to be prepared for areas in fragmented ownership, such as Aviation Road and Lohse/Woods precincts.

4.5 Initiating Infrastructure Projects

Some key infrastructure elements need to be implemented to realise the initiatives identified in the UDF. The provision for example of new roads, footpaths, footbridges, bicycle lanes, street lighting, park improvements and traffic calming devices are each categorised as infrastructure initiatives. These projects are invariably publicly funded and are priorities as they become typically serve as catalysts for private sector investment and urban renewal. These are



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tabulated and explored in more detail in 3.6, however some of these projects also rely on changes in the ownership of land. This is particularly the case where three new road linkages are proposed (which affect privately owned land).



These include:

- Shared pedestrian and vehicle laneway connecting Ailsa Street through to Aviation Road. This would be approximately 6m wide and affected two separate privately held land holdings.
- Woods Street extension between Thomas Street and Bladin Street. This would be a dual carriageway affecting four private residential land holdings.
- Charlesworth Street extension through the Philippine Community Centre land to connect with Ulm Street.

The road links recommended in the Laverton Together UDF are important to the movement structure of the suburb. While these are not essential links today, they are important to the future growth of Laverton. Council could consider imposing a Public Acquisition Overlay (PAO) over properties to make the land available for connections over the medium term. This would require a Planning Scheme Amendment and be relatively cumbersome. Alternatively, and as a preferred approach, Council could wait for such land to be released onto the market and pursue land through private sale at a cost evaluated by the Valuer General plus 10%. Council may also initiate negotiation with land owners to expedite access to the link land.

Council should also carefully monitor development applications on such land to ensure that owners do not redevelop properties in a way that would prejudice the achievement of the Framework Plan.

4.6 Implementation Schedule

The implementation tables set out the initiatives, initiative reference numbers, which organisation is responsible for delivery, priority rating and indicative timeframe for each initiative,

Initiatives are prioritised as follows:

- **Priority A** – initiatives that are of fundamental importance to enhancing Laverton.
- **Priority B** – initiatives that are of important to achieving the vision for Laverton.
- **Priority C** – initiatives that will contribute to the evolution of Laverton but not essential.

Potential or preferred timeframes for each initiative are also provided. These are provided as a guide to when initiatives should realistically occur subject to funding, resources and the like. Their programming ensures there is an incremental rollout of the actions. Timeframes are as follows:

- **Short Term (S)** – actions to be achieved in 1-5 years.
- **Medium Term (M)** – actions to be achieved in 5-10 years.
- **Long Term (L)** – actions to be achieved in 10-20 years.



Abbreviations are used for Responsible Agencies in the implementations schedules are:

<i>HBCC =</i>	<i>Hobsons Bay City Council</i>
<i>WCC =</i>	<i>Wyndham City Council</i>
<i>DSE =</i>	<i>Department of Sustainability and Environment</i>
<i>DHS =</i>	<i>Department of Human Services</i>
<i>VR =</i>	<i>VicRoads</i>
<i>V T =</i>	<i>VicTrack</i>
<i>RAAF =</i>	<i>Royal Australian Air Force (Williams Laverton Base)</i>
<i>DoI =</i>	<i>Department of Infrastructure</i>
<i>MW =</i>	<i>Melbourne Water</i>
<i>PV =</i>	<i>Parks Victoria</i>
<i>DVC =</i>	<i>Department of Victorian Communities</i>
<i>ML =</i>	<i>Metlink</i>
<i>Comm =</i>	<i>Community</i>
<i>Phil =</i>	<i>Philippine Community Centre</i>
<i>PS =</i>	<i>Private Sector</i>



4.6.1 Implementation Schedule – by Location

Initiative Ref	Initiative Description	Who is responsible (refer to abbreviations table pg.69)	Priority (A-C)	When will it happen (timeframe)
Outside Laverton (refer to figure 3)				
OL-01	Extend Maher Road to the West	HBCC, WCC, VR, Landowner/developer, RAAF, Fed Govt.	C	L
OL-02	Support New Palmers Road Connection and interchange with Freeway	HBCC, WCC, VR	A	S
OL-03	Improve landscaping on Old Geelong Rd	HBCC, VR	B	M
OL-04	Link Federation and Bay Pedestrian and Cycling Trails	HBCC, VR, RAAF	B	S-M
OL-05	RAAF Base Opening	HBCC, RAAF	A	S
OL-06	RAAF Buffer Planting	HBCC, RAAF	B	M
OL-07	Environmental Link	HBCC, Comm	B	S
OL-08	Widen Pt Cook Rd Bridge	DoI, VR, HBCC	A	S
OL-09	Extend Train Zone 1 to Werribee	DSE, HBCC	A	S-M
OL-10	Define and improve appearance of gateways	HBCC, VR	A	S
OL-11	Improve Bus Links to Surrounds	HBCC, DSE, VR, DoI	C	L
OL-12	Improve landing on southern side of Fitzroy Street Footbridge	HBCC, VR	C	L
OL-13	Install new pedestrian crossing across Old Geelong Road, connecting Laurie Emmins Reserve with Wackett Street Crossing	HBCC, VR	C	L
OL-14	Green the Freeway Walls	HBCC, VR, Comm	A	S
OL-15	Improved and integrated Strategic Planning across municipal boundaries	HBCC, WCC	C	L
Inside Laverton (refer to figure 4)				
IL-01	Construct Footpaths in residential area south of railway line	HBCC, DVC	A	S
IL-02	Landscape Buffer (rail/ industrial interface)	HBCC, VR, VT	A	S
IL-03	Formalise Commuter Car Parking	HBCC, VR, VT, DSE, VR, DoI	A	S
IL-04	Establish a tree lined boulevard along Bladin Street	HBCC	A	S
IL-05	Prepare Precinct Masterplans	HBCC	A	S-M
IL-06	Incremental Change areas	HBCC	C	L
IL-07	Protect Quality Streetscapes	HBCC	C	L
IL-08	Strong Urban Form On Bladin St	HBCC	B	M
IL-09	Urban Regeneration in Central Laverton	HBCC, DHS, DVC	A	L



Initiative Ref	Initiative Description	Who is responsible (refer to abbreviations table pg.69)	Priority (A-C)	When will it happen (timeframe)
IL-10	Regional Open Space Network	HBCC, DVC, PV/MW	B	M
IL-11	Regional Bicycle Trail	HBCC, DSE	B	M
IL-12	Define and improve Primary Gateways	HBCC, VR	A	S
IL-13	Define and improve secondary Gateways	HBCC, VR	C	L
IL-14	Extend Maher Road to the West	HBCC, VR, WCC	C	L
IL-15	New Road Links in Laverton	HBCC	C	L
IL-16	Bladin Street to Railway Avenue Linkage	HBCC, VT,	A	S
IL-17	Upgrade New Footbridge at Laverton Station	VT, DSE, HBCC	A	S
IL-18	Create Green Cul-DE-Sacs in Studley, Burke, Badge and De Brun Crts	HBCC	A	M
IL-19	Bladin Street Bridge Improvements	HBCC	C	L
IL-20	Create a "Yellow Brick Road"	HBCC	A	M
IL-21	Green the Freeway Walls	HBCC, VR, Comm	A	S
IL-22	Skate Park	HBCC, DVC	A	S
Access and Movement (refer to figure 5)				
AM-01	Calm Traffic on Aviation Road	HBCC,	A	S
AM-02	Extend Maher Road further West	HBCC, VR	C	L
AM-03	Construct Footpaths in residential areas south of railway	HBCC, DVC	A	S
AM-04	Create a "Yellow Brick Road"	HBCC	A	M
AM-05	Bladin Street to Railways Street Linkage	HBCC, VT, VR	A	S
AM-06	Bladin St Pedestrian Refuge	HBCC	A	M
AM-07	Dedicated School Drop Off/ Pick Up Points	HBCC, Schools	C	L
AM-08	Pedestrian / Bicycle Link to East (Laverton Creek)	HBCC, DVC, PV/MW	B	M
AM-09	Formalised Commuter Car Parking	HBCC, VR, VT, DSE, VR, DoI	A	S
AM-11	Upgrade existing footbridge at Laverton Station	HBCC VT	A	M
AM-12	Upgrade Train Stations and Facilities	VT, DSE, DoI, HBCC	B	M
AM-13	Calm Traffic in High Street	HBCC	B	S
AM-14	Enhance Aircraft Station Level Crossing	HBCC, VT, Metlink	B	M
AM-15	Create Green Cul-DE-Sacs in Studley, Burke, Badge and De Brun Crts	HBCC	A	M
AM-16	Improve Bladin Street Bridge	HBCC	C	L
AM-17	Construct Footpaths Along Railway Land	HBCC, VT, DVC	A	M
AM-18	Ailsa St Link to Aviation Rd	HBCC	B	M
AM-19	Bike Lane Markings	HBCC	C	M
AM-20	Philippine Community Centre Road Link	HBCC, Phil. Comm	C	L
AM-21	Extend Woods Street to Bladin Road	HBCC	C	L
Planning and Development (refer to figure 6)				
PD-01	Upgrade Aircraft / Laverton Stations	HBCC, VT	B	M
PD-02	Mixed Use on Railway Avenue	HBCC	B	M



Initiative Ref	Initiative Description	Who is responsible (refer to abbreviations table pg.69)	Priority (A-C)	When will it happen (timeframe)
PD-03	Prepare Aviation Road Structure Plan	HBCC	A	S
PD-04	Pedestrian Bridge Link over Freeway (Aviation Rd)	HBCC, Dol, VR	C	L
PD-05	Urban Regeneration in Central Laverton	HBCC, DVC, DHS	A	L
PD-06	Robust Gateway Forms	HBCC	B	L
PD-07	Medium Density Development on Bladin Street	HBCC, PS	C	L
PD-08	Preserve Quality of Wackett and Whittaker Streets	HBCC	C	L
PD-09	Two Storey Form At Laverton Secondary College	School	C	L
PD-10	Philippine Community Centre Infill Development	HBCC, Phil. Comm	C	L
PD-11	Orient Buildings to McCormack Park	HBCC	B	L
PD-12	Woods Street Connection to Bladin Street	HBCC	C	L
PD-13	Urban renewal at Lohse / Woods Precinct	HBCC, DVC, DHS	A	M
PD-14	Incremental Change of Residential Areas	HBCC	C	L
PD-15	Tall Markers to Periphery	HBCC	C	L
PD-16	Community Centre Growth	HBCC	A	M
PD-17	Activity Extensions	HBCC, PS	C	L
Landscape and Environment (refer to figure 7)				
LE-01	Improve General Street Lighting	HBCC	A	S
LE-02	Landscape Buffer to Railway land	HBCC	A	S
LE-03	Aviation Road Focal Space	HBCC	A	M
LE-04	Freeway Wall Landscaping	HBCC, VR	A	S
LE-05	Street Tree Themed Precincts A/B/C	HBCC	B	M
LE-06	Lohse and Woods Park Upgrade	HBCC, DHS	A	S
LE-07	General Park Upgrades	HBCC	A	M
LE-08	Extend Laverton Creek Environs	HBCC, WCC, RAAF	C	L
LE-09	'Thrill' Feature for Young Adults	HBCC, DVC	B	S
LE-10	Bladin Street Boulevard	HBCC	A	S
LE-11	Old Geelong Road Green Corridor	HBCC, VR	B	M
LE-12	RAAF Base Visual Linkage	HBCC, RAAF	A	S
LE-13	Create Green Cul-DE-Sacs in Studley, Burke, Badge and De Brun Crts	HBCC	A	S
LE-14	Skate Park	HBCC, DVC	A	S
LE-15	Environmental Education Feature	HBCC, Comm, MW, PV	B	M
LE-16	Botanical Gardens	HBCC, Comm, MW, PV	C	L
LE-17	Laverton Creek North South Linkage	HBCC, Comm, MW, PV	B	M
LE-18	McCormack Park Masterplan	HBCC, Comm, MW, PV	A	M
Laverton Special Places (refer to figure 8)				
Aviation Road Precinct (AR) (refer to figure 9-10)				
AR-01	Landscape Aviation Road Corridor	HBCC, VR	A	S



Initiative Ref	Initiative Description	Who is responsible (refer to abbreviations table pg.69)	Priority (A-C)	When will it happen (timeframe)
AR-02	New car park access network to rear of shops	HBCC, VR	B	M
AR-03	Landscape off street car parking areas	HBCC	A	S
AR-04	Integrated pedestrian network	HBCC	A	S
AR-05	Laverton Town Square	HBCC	A	M
AR-06	Aviation Road traffic calming	HBCC, VR	A	S
AR-07	Strong street lighting avenue	HBCC	A	S
AR-08	Consistent built edge to street frontages	HBCC, PS	B	M
AR-09	Redevelopment of north-western precinct edge	HBCC, PS	B	M
AR-10	Feature forms at gateways	HBCC	C	L
AR-11	Canopy planting in Ailsa Street	HBCC	B	M
AR-12	Redevelopment for shop top housing	HBCC, PS	C	L
Lohse & Woods Precinct (LW) (refer to figure 11-12)				
LW-01	New road link to eastern edge	HBCC	C	L
LW-02	Refurbish existing public housing	HBCC, DHS, PS	B	M-L
LW-03	Reduce road width of Lohse Street	HBCC	C	L
LW-04	Provide direct pedestrian link to rail ramp	HBCC	A	S
LW-05	Extend rail bridge ramp to the north	HBCC, VT, DSE	A	S
LW-06	Relocate / upgrade police station	HBCC, Police	C	L
LW-07	Redevelop car park (west)	HBCC	B	M
LW-08	New link to Bladin Street (Woods St extension)	HBCC, VR	C	L
LW-09	Extend carpark east and west of Laverton station	HBCC, VT, DSE	A	S
LW-10	Provide footpath links in car parks	HBCC, VT, DVC	A	S
LW-11	Upgrade central park	HBCC, DHS	A	M
LW-12	Develop shop top housing	HBCC, DVC, PS	B	L
LW-13	New safe square next to police station	HBCC, Police	B	M
LW-14	Create a 'Yellow Brick Road'	HBCC	A	M
LW-15	New toilets	HBCC	B	S
LW-16	Consistent building edges to frontages	PS, HBCC	A	L
Crown Street Precinct (CS) (refer to figure 13-14)				
CS-01	New kindergarten	HBCC, PS	A	S
CS-02	New integrated Community facility	HBCC	B	M
CS-03	Central Community space	HBCC	B	M
CS-04	Car parking cells in precinct	HBCC	A	S
CS-05	New street tree planting	HBCC	A	S
CS-06	Bladin Street to Railway Street linkage	HBCC, VT, VR	A	S
CS-07	On-street car parking	HBCC	A	S
CS-08	New BBQ area at Scout Hall	HBCC, Scout	C	L
CS-09	Reconfigure Golden Age Club	HBCC, Golden Age Club	C	L
CS-10	Interpretive pavilion	HBCC	B	M
CS-11	Integrated pedestrian network	HBCC	A	S
CS-12	Consistent built face to frontages	HBCC, PS	A	L



Initiative Ref	Initiative Description	Who is responsible (refer to abbreviations table pg.69)	Priority (A-C)	When will it happen (timeframe)
McCormack Park (MP) (refer to figure 15-16)				
MP-01	Oval upgrade	School	C	L
MP-02	New double storey extension to school	School	C	L
MP-03	School drop off zone	School	C	L
MP-04	New car park	HBCC	B	M
MP-05	New school car park	School	B	M
MP-06	Active kids play	HBCC, PV	A	S
MP-07	Embankment feature	HBCC	B	S
MP-08	Community garden	HBCC, Comm	A	S
MP-09	Bike trail / loop	HBCC	B	M
MP-10	Laverton Creek / Water body	HBCC, PV, MW	C	L
MP-11	New infill residential development	HBCC, Phil. Comm, PS	C	L
MP-12	Fringe planting	HBCC	A	S
MP-13	Pedestrian loop network	HBCC, DVC, PV/MW	A	S
MP-14	Linear creek educational / interpretation trail	HBCC, PV, MW, Comm	C	L
MP-15	Encourage development facing park	HBCC, PS	A	L
MP-16	Charlesworth link to Bladin Street	HBCC, Phil. Comm	C	L
MP-17	New Bladin Street entry	HBCC	B	M
MP-18	Bridge refurbishment	HBCC, DoI	C	L
MP-19	Street tree corridor to Bladin Street	HBCC	A	S
MP-20	Median to Bladin Street	HBCC, VR	A	S



4.6.2 Implementation Plan – Short Term Initiatives (1-5 years) by location

Initiative Ref	Initiative Description	Who is responsible (refer to abbreviations table pg.69)	Priority (A-C)	When will it happen (timeframe)
Outside Laverton (refer to figure 3)				
OL-02	Support New Palmers Road Connection and interchange with Freeway	HBCC, WCC, VR	A	S
OL-05	RAAF Base Opening	HBCC, RAAF	A	S
OL-07	Environmental Link	HBCC, Comm	B	S
OL-08	Widen Pt Cook Rd Bridge	DoI, VR, HBCC	A	S
OL-09	Extend Train Zone 1 to Werribee	DSE, HBCC	A	S-M
OL-10	Define and improve Gateways	HBCC, VR	A	S
OL-14	Green the Freeway Walls	HBCC, VR, Comm	A	S
Inside Laverton (refer to figure 4)				
IL-01	Construct Footpaths in residential areas south of railway	HBCC, DVC	A	S
IL-02	Landscape Buffer (rail/ industrial interface)	HBCC, VR, VT	A	S
IL-03	Formalise Commuter Car Parking at Laverton and Aircraft Station	HBCC, VR, VT, DSE, VR, DoI	A	S
IL-04	Establish a tree lined-lined boulevard in Bladin Street	HBCC	A	S
IL-05	Prepare Masterplans	HBCC	A	S-M
IL-12	Define and Improve Gateways	HBCC, VR	A	S
IL-16	Bladin Street to Railway Avenue Linkage	HBCC, VT,	A	S
IL-17	Upgrade Existing Footbridge at Laverton Station	VT, DSE, HBCC	A	S
IL-21	Green the freeway walls	HBCC, VR, Comm	A	S
IL-22	Build a new Skate Park	HBCC, DVC	A	S
Access and Movement (refer to figure 5)				
AM-01	Calming traffic in Aviation Road	HBCC,	A	S
AM-03	Provide Footpaths in the South	HBCC, DVC	A	S
AM-05	Bladin Street to Railway Street Linkage	HBCC, VT, VR	A	S
AM-09	Formalise Commuter Car Parking	HBCC, VR, VT, DSE, VR, DoI	A	S
AM-13	Calm Traffic in High Street	HBCC	B	S
Planning and Development (refer to figure 6)				
PD-03	Aviation Road Precinct Masterplan	HBCC	A	S



Initiative Ref	Initiative Description	Who is responsible (refer to abbreviations table pg.69)	Priority (A-C)	When will it happen (timeframe)
Landscape and Environment (refer to figure 7)				
LE-01	Improve General Street Lighting	HBCC	A	S
LE-02	Landscape Buffer to Railway land	HBCC	A	S
LE-04	Freeway Wall Landscaping	HBCC, VR	A	S
LE-06	Lohse and Woods Park Upgrade	HBCC, DHS	A	S
LE-09	'Thrill' Feature for Young Adults	HBCC, DVC	B	S
LE-10	Bladin Street Boulevard	HBCC	A	S
LE-12	RAAF Base Visual Linkage	HBCC, RAAF	A	S
LE-13	Create Green Cul-DE-Sacs in Studley, Burke, Badge and De Brun Crts	HBCC	A	S
LE-14	Skate Park	HBCC, DVC	A	S
Laverton Special Places (refer to figure 8)				
Aviation Road Precinct (AR) (refer to figure 9-10)				
AR-01	Landscape Aviation Road Corridor	HBCC, VR	A	S
AR-03	Landscape off street car parking areas	HBCC	A	S
AR-04	Integrated pedestrian network	HBCC	A	S
AR-06	Aviation Road traffic calming	HBCC, VR	A	S
AR-07	Strong street lighting avenue	HBCC	A	S
Lohse & Woods Precinct (LW) (refer to figure 11-12)				
LW-04	Provide direct pedestrian link to rail ramp	HBCC	A	S
LW-05	Extend rail bridge ramp to the north	HBCC, VT, DSE	A	S
LW-09	Extend car park east and west of Laverton station	HBCC, VT, DSE	A	S
LW-10	Provide footpath links in car parks	HBCC, VT, DVC	A	S
LW-15	New toilets	HBCC	B	S
Crown Street Precinct (CS) (refer to figure 13-14)				
CS-01	New kindergarten	HBCC, PS	A	S
CS-04	Car parking cells in precinct	HBCC	A	S
CS-05	New street tree planting	HBCC	A	S
CS-06	Bladin Street to Railway Street linkage	HBCC, VT, VR	A	S
CS-07	On-street car parking	HBCC	A	S
CS-11	Integrated pedestrian network	HBCC	A	S
McCormack Park (MP) (refer to figure 15-16)				
MP-06	Active kids play	HBCC, PV	A	S
MP-07	Embankment feature	HBCC	B	S
MP-08	Community garden	HBCC, Comm	A	S



Initiative Ref	Initiative Description	Who is responsible (refer to abbreviations table pg.69)	Priority (A-C)	When will it happen (timeframe)
MP-12	Fringe planting	HBCC	A	S
MP-13	Pedestrian loop network	HBCC, DVC, PV/MW	A	S
MP-19	Street tree corridor to Bladin Street	HBCC	A	S
MP-20	Median to Bladin Street	HBCC, VR	A	S



4.6.3 Implementation Plan - Medium Term Initiatives (5-10 years) – by locality

Initiative Ref	Initiative Description	Who is responsible (refer to abbreviations table pg.69)	Priority (A-C)	When will it happen (timeframe)
Outside Laverton (refer to figure 3)				
OL-03	Old Geelong Rd Planting	HBCC, VR	B	M
OL-04	Link Federation and Bay Pedestrian and Cycling Trails	HBCC, VR, RAAF	A	M
OL-06	RAAF Buffer Planting	HBCC, RAAF	B	M
Inside Laverton (refer to figure 4)				
IL-08	Strong Urban Form On Bladin St	HBCC	B	M
IL-10	Regional Open Space Network	HBCC, DVC, PV/MW	B	M
IL-11	Regional Bicycle Trail	HBCC, DSE	B	M
IL-18	Create Green Cul-DE-Sacs in Studley, Burke, Badge and De Brun Crts	HBCC	A	M
IL-20	Create a "Yellow Brick Road"	HBCC	A	M
Access and Movement (refer to figure 5)				
AM-04	Create a "Yellow Brick Road"	HBCC	A	M
AM-06	Bladin St Pedestrian Refuge	HBCC	A	M
AM-08	Pedestrian / Bicycle Link to East (Laverton Creek)	HBCC, DVC, PV/MW	B	M
AM-11	Upgrade Existing Footbridge at Laverton Station	HBCC VT	A	M
AM-12	Upgrade Train Stations and Facilities	VT, DSE, Dol, HBCC	B	M
AM-14	Enhance Aircraft Station Level Crossing	HBCC, VT, Metlink	B	M
AM-15	Create Green Cul-DE-Sacs in Studley, Burke, Badge and De Brun Crts	HBCC	A	M
AM-17	Provision of Footpaths Along Railway Land	HBCC, VT, DVC	A	M
AM-18	Ailsa St Link to Aviation Rd	HBCC	B	M
AM-19	Mark Bike Lanes	HBCC	C	M
Planning and Development (refer to figure 6)				
PD-01	Aircraft / Laverton Station Upgrade	HBCC, VT	B	M
PD-02	Mixed Use on Railway Avenue	HBCC	B	M
PD-13	Urban renewal at Lohse / Woods Precinct	HBCC, DVC, DHS	A	M
PD-16	Community Centre Growth	HBCC	A	M
Landscape and Environment (refer to figure 7)				
LW-02	Refurbish existing public housing	HBCC, DHS, PS	B	M-L
LE-03	Aviation Road Focal Space	HBCC	A	M
LE-05	Street Tree Themed Precincts A/B/C	HBCC	B	M



Initiative Ref	Initiative Description	Who is responsible (refer to abbreviations table pg.69)	Priority (A-C)	When will it happen (timeframe)
LE-07	General Park Upgrades	HBCC	A	M
LE-11	Old Geelong Road Green Corridor	HBCC, VR	B	M
LE-15	Environmental Education Feature	HBCC, Comm, MW, PV	B	M
LE-17	Laverton Creek North South Linkage	HBCC, Comm, MW, PV	B	M
LE-18	McCormack Park Masterplan	HBCC, Comm, MW, PV	A	M
Laverton Special Places (refer to figure 8)				
Aviation Road Precinct (AR) (refer to figure 9-10)				
AR-02	New car park access network to rear of shops	HBCC, VR	B	M
AR-05	Laverton Town Square	HBCC	A	M
AR-08	Consistent built edge to street frontages	HBCC, PS	B	M
AR-09	Redevelopment of north-western precinct edge	HBCC, PS	B	M
AR-11	Canopy planting in Ailsa Street	HBCC	B	M
Lohse & Woods Precinct (LW) (refer to figure 11-12)				
LW-07	Redevelop car park (west)	HBCC	B	M
LW-11	Upgrade central park	HBCC, DHS	A	M
LW-13	New safe square next to police station	HBCC, Police	B	M
LW-14	Create a 'Yellow Brick Road'	HBCC	A	M
Crown Street Precinct (CS) (refer to figure 13-14)				
CS-02	New integrated Community facility	HBCC	B	M
CS-03	Central Community space	HBCC	B	M
CS-10	Interpretive pavilion	HBCC	B	M
McCormack Park (MP) (refer to figure 15-16)				
MP-04	New car park	HBCC	B	M
MP-05	New school car park	School	B	M
MP-09	Bike trail / loop	HBCC	B	M
MP-17	New Bladin Street entry	HBCC	B	M



4.6.4 Long Term Initiatives (10-20 years)

Initiative Ref	Initiative Description	Who is responsible (refer to abbreviations table pg.69)	Priority (A-C)	When will it happen (timeframe)
Outside Laverton (refer to figure 3)				
OL-01	Extend Maher Road to the West	HBCC, WCC, VR, Landowner/developer, RAAF, Fed Govt.	C	L
OL-11	Improve Bus Links to Surrounds	HBCC, DSE, VR, DoI	C	L
OL-12	Improve Landing on southern side of Fitzroy Street Footbridge	HBCC, VR	C	L
OL-13	Wackett Street Crossing (Old Geelong Road)	HBCC, VR	C	L
OL-15	Improved and integrated strategic planning across municipal boundaries	HBCC, WCC	C	L
Inside Laverton (refer to figure 4)				
IL-06	Incremental Change areas	HBCC	C	L
IL-07	Protect Quality Streetscapes	HBCC	C	L
IL-09	Urban Regeneration in Central Laverton	HBCC, DHS, DVC	A	L
IL-13	Secondary Gateways projects	HBCC, VR	C	L
IL-14	Proposed Pt Cook Station Linkage	HBCC, VR, WCC	C	L
IL-15	New Road Links in Laverton	HBCC	C	L
IL-19	Bladin Street Bridge Improvements	HBCC	C	L
Access and Movement (refer to figure 5)				
AM-02	Proposed Pt Cook Station Connection	HBCC, VR	C	L
AM-07	Dedicated School Drop Off/ Pick Up Points	HBCC, Schools	C	L
AM-10	New Footbridge to Freeway Edge (Watts Street)	HBCC,	C	L
AM-16	Improve Bladin Street Bridge	HBCC	C	L
AM-20	Philippine Community Centre Road Link	HBCC, Phil. Comm	C	L
AM-21	Woods Street Extension	HBCC	C	L
Planning and Development (refer to figure 6)				
PD-04	Pedestrian Bridge Link over Freeway (Aviation Rd)	HBCC, DoI, VR	C	L
PD-06	Robust Gateway Forms	HBCC	B	L
PD-07	Medium Density Development on Bladin Street	HBCC, PS	C	L
PD-08	Preserve Quality of Wackett and Whittaker Streets	HBCC	C	L
PD-09	Two Storey Form At Laverton Secondary College	School	C	L
PD-10	Philippine Community Centre Infill Development	HBCC, Phil. Comm	C	L
PD-11	Orient Buildings to McCormack Park	HBCC	B	L
PD-12	Woods Street Connection to Bladin Street	HBCC	C	L
PD-14	Incremental Change of Residential Areas	HBCC	C	L



Initiative Ref	Initiative Description	Who is responsible (refer to abbreviations table pg.69)	Priority (A-C)	When will it happen (timeframe)
PD-15	Tall Markers to Periphery	HBCC	C	L
PD-05	Urban Regeneration in Central Laverton	HBCC, DVC, DHS	A	L
PD-17	Activity Extensions	HBCC, PS	C	L
Landscape and Environment (refer to figure 7)				
LE-08	Extend Laverton Creek Environs	HBCC, WCC, RAAF	C	L
LE-16	Botanical Gardens	HBCC, Comm, MW, PV	C	L
Laverton Special Places (refer to figure 8)				
Aviation Road Precinct (AR) (refer to figure 9-10)				
AR-10	Feature forms at gateways	HBCC	C	L
AR-12	Redevelopment for shop top housing	HBCC, PS	C	L
Lohse & Woods Precinct (LW) (refer to figure 11-12)				
LW-01	New road link to eastern edge	HBCC	C	L
LW-03	Reduce road width of Lohse Street	HBCC	C	L
LW-06	Relocate / upgrade police station	HBCC, Police	C	L
LW-08	New link to Bladin Street (Woods St extension)	HBCC, VR	C	L
LW-12	Develop shop top housing	HBCC, DVC, PS	B	L
LW-16	Consistent building edges to frontages	PS, HBCC	A	L
Crown Street Precinct (CS) (refer to figure 13-14)				
CS-08	New BBQ area at Scout Hall	HBCC, Scout	C	L
CS-09	Reconfigure Golden Age Club	HBCC, Golden Age Club	C	L
CS-12	Consistent built face to frontages	HBCC, PS	A	L
McCormack Park (MP) (refer to figure 15-16)				
MP-01	Oval upgrade	School	C	L
MP-02	New double storey extension to school	School	C	L
MP-03	School drop off zone	School	C	L
MP-10	Laverton Creek / Water body	HBCC, PV, MW	C	L
MP-11	New infill residential development	HBCC, Phil. Comm, PS	C	L
MP-14	Linear creek educational / interpretation trail	HBCC, PV, MW, Comm	C	L
MP-15	Encourage development facing park	HBCC, PS	A	L
MP-16	Charlesworth link to Bladin Street	HBCC, Phil. Comm	C	L
MP-18	Bridge refurbishment	HBCC, Dol	C	L



4.7 Catalyst Projects

Ten catalyst projects have been identified for priority action. The catalyst projects are illustrated in Figure 21 and have been selected because they are essential to realising the vision for Laverton, are distributed across Laverton and have strong support from the community. An indicative cost has been identified for each project.

Catalyst projects are as follows:

Project No.	Initiative Name	Initiative Ref:	Indicate Cost
1	Create a street tree lined 'boulevard' on Bladin Street	IL-03	\$200,000
2	Define and improve gateways	IL-11	\$200,000
3	Formalise Commuter Car park at Laverton Station	IL-02:	\$500,000
4	Compliant bridge between Railway Avenue and Lohse/Woods	IL-17	\$2 million
5	Prepare Structure Plan to drive Urban renewal of the Lohse/Woods Street and parkland	LE-06	\$80,000
6	Green the freeway Walls	LE-04	\$100,000
7	Beautify Aviation Road streetscape	PD-03	\$1.5 million
8	Construct footpaths in residential areas south of Railway Line	IL-01	\$1 million
9	Link 'Federation' and 'Bay' pedestrian and cycling Trails	IL-10	\$300,000
10	Create 'Yellow Brick Road' link	IL-19	\$100,000
11	Improvements to McCormack Park		\$100,000
12	Improvements to Crown Street Community		\$1.5 million
13	Open space enhancements		\$50,000

While these are important projects that may absorb collective funds for some time, other catalyst projects identified by the Community should be also considered if resources are available or an opportunity arises.



4.8 Funding Strategies

The masterplans, structure plans and infrastructure programs as recommended will detail the full cost of implementing the plan, staged over time.

A detailed funding strategy should also be prepared by the Implementation group. It will identify all sources from which funds will be obtained and actively pursue additional funds from the public or private sector.

4.8.1 Potential funding sources to implement the UDF are:

Council Funding from General Rates

The ability of Council to fund public works from general rates is limited by budgetary constraints and a general lack of funds for major capital works projects.

However, in order to demonstrate its commitment to civic improvements in the precinct, Council will need to provide some funds from general revenue. This could be for specific projects, or on a dollar for dollar basis (or some other proportion) to match funds derived from other sources.

Federal and State Government Funds

The UDF document will provide Council with good strategic justification to support grant applications and requests for direct funding or works from government agencies.

Grants

The Federal and State Government often provide grants to local government for public works and urban improvements. Potential sources of grants for funding the UDF include:

- Department of Victorian Communities and Department of Human Services, who previously funded the Laverton Together Project.
- The Department of Sustainability and Environment through funding programs relating to the implementation of Melbourne 2030.
- Arts Victoria

Direct and specific contributions to projects

For more site specific projects involving rail and road infrastructure, funding should be sought from Department of Infrastructure, VicRoads and VicTrack and any other government department or agencies that the Council has linkages with in terms of Council's own funding projects.



Given government's (federal and state) consistent marginalisation of the Laverton Community, it is strongly recommended that lobbying of such administrations is acted upon by the Implementation Group.

Special Rates and Charges

The levying of a special rate or charge is an option to generate funds where the land derives a special benefit from the works and activity. The special benefit is often an increase in property value.

Special rate and charges schemes are most often used and appropriate for streetscape upgrades in shopping centres, construction of laneways, roads or footpaths.

Development Contributions

Financial contributions can be collected from developers for some of the infrastructure projects identified in the UDF, and included in a Development Contribution Plan (DCP), which must be incorporated into the Planning Scheme, in order to collect the money.

A Development Contributions Plan /Policy is currently being prepared by Council and consideration should be given to including some projects in Laverton into the DCP. DCP's usually do not pay for the entire infrastructure item, because the rate of development is too slow.

Other Sources

A series of new and innovative approaches to development funding are also available, including the opportunities for 'partnership projects' that demonstrate collaboration and joint venturing between the private and public sector. The Woods/Lohse Street, Laverton Station and Crown Street civic precincts provide an excellent opportunity to explore such opportunities, where new Community facilities, shop top residential, leisure and commercial development may be able to be delivered by the private sector with the assurance of public tenancy and linked benefits. Opportunities for sponsorship and partnering are likely with major local industry (as has been achieved at the Laverton Secondary Collage through Visy).



4.9 Marketing and Promotion

The UDF can be considered and used as a key marketing and promotional tool to communicate the desired future for Laverton.

Hobsons Bay Council and the Laverton UDF Implementation Group will have a key role in the marketing and promotion of Laverton as a place that is evolving and that can support considerable investment and redevelopment.

The UDF should be widely publicised and available at the Council offices, in the local libraries and on Council's website.

A marketing plan should be developed to guide ongoing marketing of the place and desired changes. The marketing plan should identify a concise list of key positive messages about Laverton and have a suite of professional high quality photos of some of the quality spaces in Laverton. These messages and photos can be consistently promoted in Council's publications and website and in any external opportunity.

Key target markets would include government departments and agencies, politicians, investors, real estate agents, the media and the local and regional community.

4.10 Performance Monitoring and Review

Annual Performance Review

The UDF should be continually reviewed and revised and an annual monitoring report will be the main mechanism for assessing the framework's performance and effects.

The annual monitoring report will:

- review actual progress in terms of local development document preparation against the timetable and milestones in the UDF Implementation Program.
- assess the extent to which initiatives in the UDF are being implemented.
- where initiatives are not being implemented, explain why and to set out what steps are to be taken to ensure that the policy is implemented; or whether the initiative is to be amended or replaced

Three Year Policy Review

A review of the key strategic planning and policy directions of the UDF should be undertaken every three years, at the time of the 3 year review of the Hobsons Bay Planning Scheme.



This review will:

- identify the significant effects of implementing policies in the UDF and whether they are as intended; and
- set out whether policies are to be amended or replaced.

Importantly, the vision contained in the Laverton Together UDF is structured to provide general goals for the evolution of Laverton in the future in association with a host of initiatives that can work towards the broader goals. As time passes and change occurs, new ideas and initiatives may emerge. Some of the ideas presented in the UDF may be superseded or need to be discounted. UDF performance reviews allow for consideration of these minor shifts in directions, and/or demand, which must for financial, political, social or environmental reasons be made. As such, reviews may be made on an as needs basis, particularly where there may be a fundamental change in policy.

