

Anderson Street, Yarraville

Selecting the best design for Yarraville

August 2026

Anderson Street, Yarraville level crossing



Project overview

This brochure explains the key considerations of the design solution, including technical and engineering constraints and community feedback.

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The Victorian Government is closing the level crossing at Anderson Street, Yarraville and building two new pedestrian and cycling underpasses to keep the community connected.

Anderson Street is one of five level crossings being removed in Melbourne's inner west, helping to make the Werribee line level crossing free.

The east side of Anderson Street will be transformed into a pedestrian friendly community plaza, enhancing the vibrant village atmosphere and creating more open space for outdoor dining. Vehicle access will be retained on the west side of the rail line, through the bus interchange to ensure cars and buses can move safely around the area.

Closing this level crossing and building two new architect-designed crossing points for pedestrians and bike riders will enhance the village feel and make it safer, quicker and easier for pedestrians and bike riders to get around, with no more waiting at the boom gates.

The Anderson Street level crossing will be closed and new underpasses will open in 2029.

Why these level crossings need to go



Boom gates are down for up to **56 minutes** of the morning peak (7am to 9am)



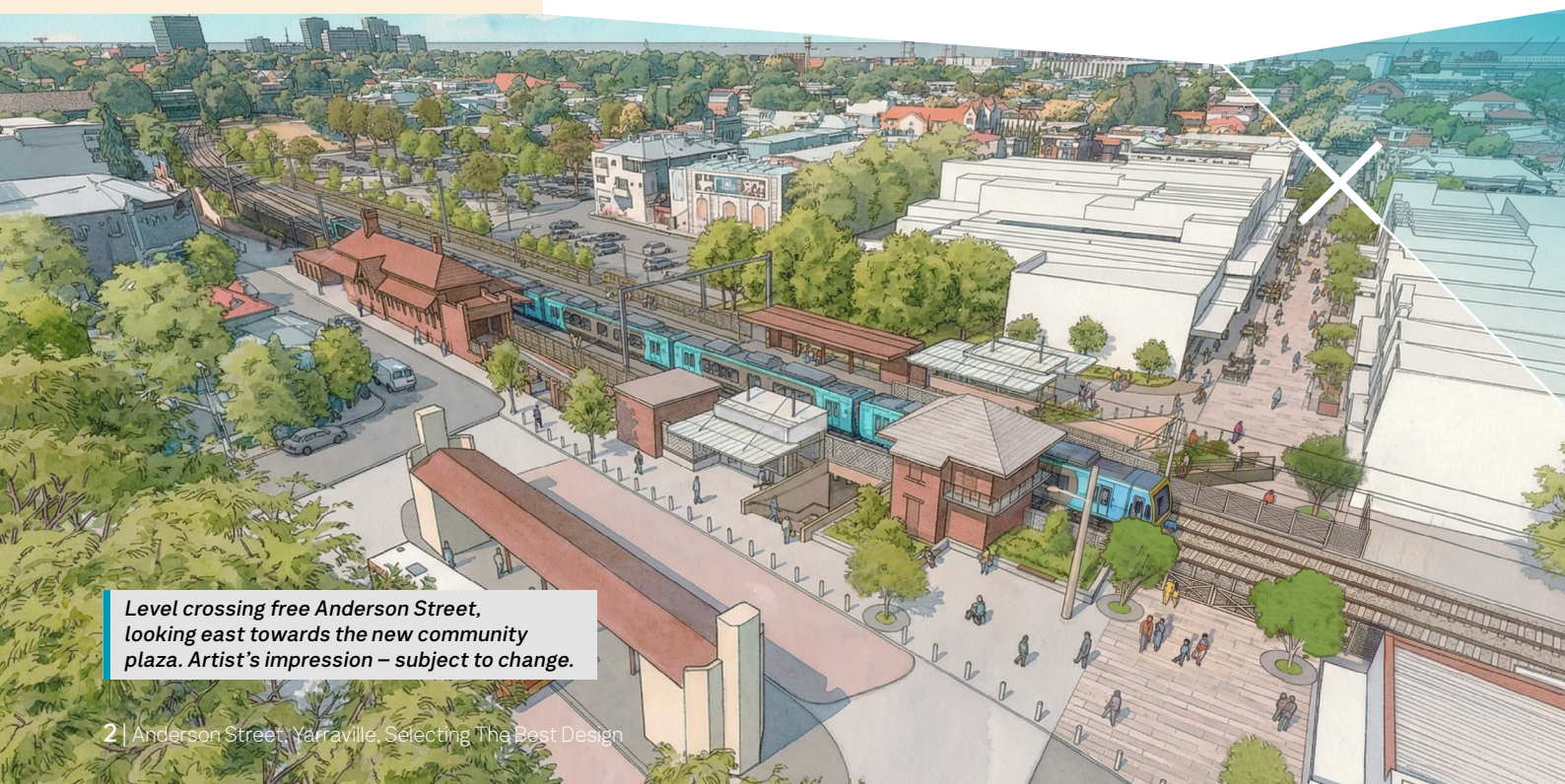
Up to **50 trains** during the morning peak (7am to 9am)



One fatality and four serious injuries since 2006 and **26 near misses** involving trains, pedestrians and vehicles since 2016



More trains, more often on the Werribee Line thanks to the Metro Tunnel, meaning more boom gate down time



Level crossing free Anderson Street, looking east towards the new community plaza. Artist's impression – subject to change.

Incorporating community values and aspirations in project concept designs

Late last year, we asked you to share what you value about your local area, how you move around it, and your ideas for the project. We received a high level of community interest, with over 560 responses to our survey.

We heard the community highly values:



Vibrant character, village feel and local shops



Ease of movement around the area for pedestrians and bike riders



Green, open space with outdoor seating



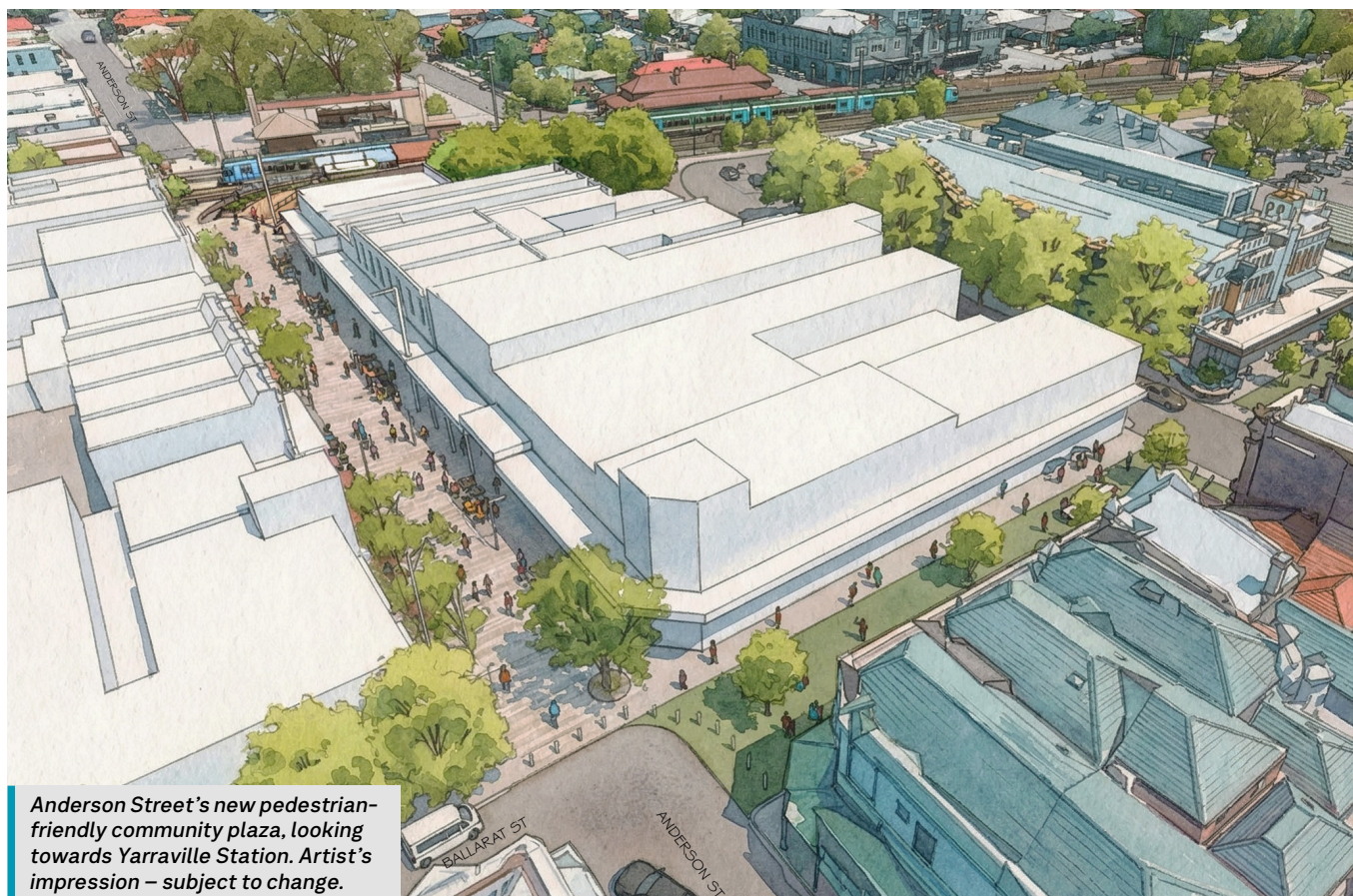
Safe, accessible and welcoming infrastructure for persons of all ages and abilities



Your feedback, alongside technical and engineering assessments, was a key consideration for selecting the underpass design solution and Anderson Street road treatment.



For a detailed overview of what we heard during the consultation period, scan the QR code to read the Yarraville Consultation Report or visit levelcrossings.vic.gov.au/yarraville-consultation-report



Anderson Street's new pedestrian-friendly community plaza, looking towards Yarraville Station. Artist's impression – subject to change.

Enhancing Yarraville

We've released concept designs for the two new underpasses and a pedestrian-friendly community plaza.

Two new underpasses for pedestrians and bike riders

Following the closure of Anderson Street at the level crossing, pedestrians and bike riders will be able to safely cross the rail line via one of two new underpasses on Anderson Street and near Murray Street.

The Anderson Street underpass will have stairs and lifts on either side of the rail line, providing safe access to the heart of the village. Stairs and lifts have been chosen for this location as they require less space to build, reducing impacts to existing and new community open space opportunities.

The second underpass near Murray Street will have ramps and stairs, providing a brand-new connection across the rail line and giving cyclists, wheelchair and scooter users and families with prams another option to get around.

Enhancing Anderson Street into a pedestrian-friendly community plaza

Creating a car-free, people-focused plaza, on the eastern side of Anderson Street, between Ballarat Street and the rail line, improves safety and enhances Yarraville's unique and vibrant village feel that you have told us you love. A plaza increases open space to be used for outdoor dining, landscaping, public seating and community celebrations.



Selecting the best design for Yarraville

We're closing the Anderson Street level crossing and providing two new underpasses with stairs, lifts and ramps to provide safe and accessible crossings for pedestrians and bike riders.

Each level crossing has its own set of characteristics to consider when preparing to remove it, including technical, environmental and community factors.

Designs for all level crossings are assessed and developed by teams of technical experts including engineers and construction specialists.

When developing designs, we consider a range of factors including, impacts to homes and businesses, opportunities for open space, protecting heritage in the area, accessibility requirements and the width of the rail corridor.

What we considered



Space constraints

The rail corridor at Yarraville is very narrow, with the busy retail precinct and residential area built up in close proximity.

Many designs solutions were too wide to fit in the space available and would have resulted in significant compulsory acquisition of businesses and homes.



Protecting heritage

It is important that the impacts to an area's local heritage are considered throughout the project's design and construction.

When developing the design, our team looked to preserve and incorporate Yarraville's state heritage listed station precinct, including the station buildings, bus interchange, gates, and interlocking mechanisms underground.



Reducing compulsory acquisition

The preferred design solution requires the least amount of acquisition.



Accessibility

When developing a design, accessibility for individuals of all abilities is a priority. This means all users will enjoy every facet of the station, from the station precinct to the platforms.

Designs we considered

We investigated multiple options to remove the Anderson Street, Yarraville level crossing.



Closing the level crossing and building two new pedestrian and cycling underpasses

Based on assessments, the selected design to close the level crossing and build two new pedestrian and cycling underpasses is the best solution for the area.

This design:

- Reduces impacts to surrounding homes and businesses
- Unlocks open space, enhancing the vibrant village feel and creating more opportunities for landscaping and outdoor dining
- Creates an additional point to cross, north of the rail line, reducing reliance on a single connection, and further improving connectivity around the precinct
- Means less disruption during construction to the community and passengers.



Rail bridge

Elevating the rail by building a rail bridge would:

- Heavily impact the heritage listed Yarraville Station and bus interchange
- Require extensive compulsory acquisition of homes and businesses because the rail corridor is very narrow
- Create overshadowing, noise and amenity impacts for residential properties along the rail corridor
- Heavily impact mature trees and vegetation along the rail corridor
- Cause more disruptions during construction to residents, traders and passengers.



Rail trench

Lowering the rail into a trench would:

- Heavily impact the heritage listed Yarraville Station and bus interchange
- Require extensive compulsory acquisition of homes and businesses because the rail corridor is very narrow
- Impact the existing road underpass at Francis Street and the road bridge at Somerville Road
- Heavily impact mature trees and vegetation along the rail corridor
- Cause more disruptions during construction to residents, traders and passengers
- Create no new open space.



Road over/road under options

Building a road over or road under solution would:

- Heavily impact the heritage listed Yarraville Station and bus interchange
- Require significant compulsory acquisition of the businesses along Anderson Street because the road is very narrow and directly abutted by commercial properties
- Cut off connections to local side streets
- Heavily impact mature trees and vegetation along the rail corridor
- Cause more disruptions during construction to residents, traders and passengers.

Maintaining traffic flow

Drivers accessing the eastern side of Anderson Street will still be able to use Ballarat Street. On the west side of the rail line, Anderson Street vehicle access will be retained through the bus interchange, ensuring cars and buses can continue to move safely around the area.

The narrow width of Anderson Street, including businesses and homes directly abutting the road posed challenges in retaining vehicle access. Our designs avoid significant impacts to homes and businesses and will further add to the village feel, which we've heard is so important to locals.

To support locals and visitors accessing the village by car, we'll replace car parks removed as part of our works within the Canterbury Street car park, which is a short walk to Anderson Street. This is something which the local community told us is important.

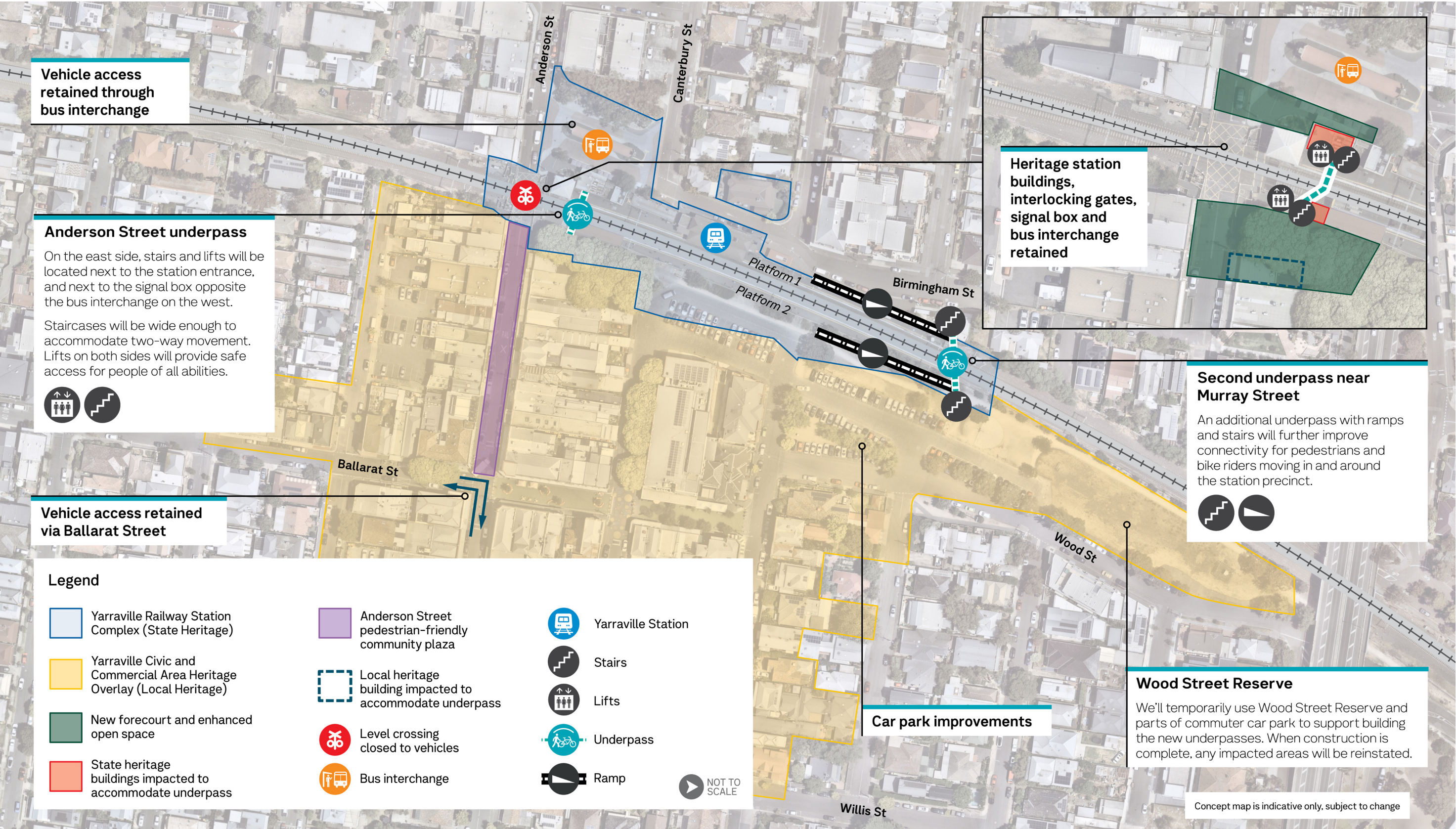
As we refine our designs we will continue to look for opportunities to further improve parking within the Village. This may include modification to the existing Canterbury Street and Woods Street car parks.

We'll continue to work with traders, residents, Maribyrnong City Council and the Department of Transport and Planning regarding traffic flow in and around the area, as we progress with refining our project designs.



New underpass at Anderson Street, with stairs and lifts. Artist's impression – subject to change.

Yarraville precinct map





Yarraville Station

What happens next?

Technical investigations

We will be undertaking further technical investigations throughout the rest of 2026. Some are already underway and can take time to complete. These are important to ensure we can reduce impacts to the community and the environment when developing our construction methodology.



Noise monitoring

Recording noise levels along the rail line to be used to model noise from our design.



Utility services assessment

Locating where water, sewage, electricity, gas and telecommunications service pipes and conduits are located along the rail line and the level crossing.



Traffic assessment

Observing how many vehicles use the area, how traffic flows along local roads, where vehicles come from and travel to and also modelling how traffic flows will change.



Flora and fauna studies

Recording the important plants and animals in each area.



Geotechnical site investigations

Sampling what the soil is made up of, its strengths and stability.



Hydrology and hydrogeology

Providing an understanding of movement of waterflows above and below the ground.



Aboriginal heritage

A Cultural Heritage Management Plan will be prepared.



Historic heritage

Identifying the relevant heritage controls that apply to sites within or immediately adjacent to an investigation area.

Project timeline



Mid 2022

- Project announced



Late 2025

- Early community consultation
- Early optioneering and site investigations



Early 2026

- Key stakeholder and community engagement



Mid-late 2026

- Concept designs released for planning consultation
- Additional engagement
- Contract award



2027

- Final designs released
- Early works



2028

- Major construction
- Anderson Street closed to vehicles
- Northern underpass opens



2029

- Anderson Street underpass opens
- Pedestrian plaza complete

* Timeline subject to change.



Stay up to date

Scan the QR code or visit levelcrossings.vic.gov.au/ **subscribe** and under the Werribee Line select Anderson Street, Yarraville.

levelcrossings.vic.gov.au

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