Appendix A Darebin Creek Bridge Location Options

Introduction

The Hurstbridge Rail Corridor Feasibility Study highlights the importance of improving active transport connections across Banyule, with a particular focus on addressing severance created by the rail line and the creek systems. Within this context, Darebin Creek is identified as a key barrier to movement, and the study notes both existing trail connections and the opportunity for a new bridge crossing that would link the rail corridor to the Darebin Creek Trail and the wider shared path network extending toward Alphington. This connection is recognised as a longer term opportunity to strengthen the corridor's role as part of the Strategic Cycling Corridor, improving regional links and supporting more direct, safer routes for walking and cycling toward Melbourne's inner suburbs and citybound networks.

Building on these findings, this design investigation explores three potential bridge locations over Darebin Creek. Each option aims to improve local and regional connectivity, strengthen links to existing shared use paths, and support a more integrated active transport network consistent with the opportunities outlined in the feasibility study.



Rail Bridge (western extent) - Existing rail bridge forming the western extent of the site, with steep, densely vegetated embankments limiting access along the corridor.



Darebin Creek - Existing informal pedestrian rock stepper crossing across Darebin Creek, providing a basic and uneven crossing point.



Darebin Parklands - Existing gravel track connecting Darebin Creek to the Darebin Trail, informal in character and variable in condition.



Pedestrian access - Existing informal pedestrian track used to access Darebin Creek and parklands.



Rockbeare Grove - Existing access point at Rockbeare Grove providing entry to an informal pedestrian connection to Darebin Creek.



Darebin Creek - Existing bluestone steps providing pedestrian access to Darebin Creek, showing signs of wear and unevenness.

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Option 01

A 2.5 m wide standalone shared use path bridge built immediately north of the rail bridge, providing a direct and legible connection between both Wingrove Street and the existing Darebin Creek Trail.

Key characteristics:

- Independent structure with a significant span.
- Alignment close to the rail corridor, reducing vegetation impacts.
- Uses land between 72 Rockbeare Ave and the VicTrack boundary, raising CPTED considerations.
- May require land from the Alphington Farmers Market site.
- Significant earthworks needed to achieve compliant ramp gradients to Darebin Creek Trail.

Opportunities:

- Direct and intuitive movement between key SUP links.
- Minimal vegetation loss compared with other options.

Constraints:

- High capital cost and complex VicTrack engagement.
- CPTED sensitivity due to narrow rail–boundary interface.
- Large structural span and extensive ramping required.



North East Link bridge concept artist impression.



Option 02

A 2.5 m wide fully compliant shared use bridge providing a clearly legible east–west creek crossing with a broader connection footprint.

Key characteristics:

- Long span with significant earthworks.
- Requires substantial vegetation removal.
- Provides a strong and direct link to Rockbeare Grove and Salisbury Avenue.
- Does not give a direct connection into the Wingrove Street SUP.

Opportunities:

- Highly legible and accessible connection for all users.
- Vegetation impacts create scope for substantial landscape renewal.

Constraints:

- One of the highest cost options.
- Indirect access to Wingrove Street.
- Greater ecological disturbance.



Darebin Creek Trail existing bridge example.



Option 03

A small scale 2.5 m wide crossing targeting only the creek waterway itself, formalising an existing informal walking route.

Key characteristics:

- Connects into the existing creek loop and the Darebin Creek trail network.
- Potential flooding risk requiring hydraulic review.
- Significant earthworks and vegetation removal to bring the informal track to SUP standard.

Opportunities:

- Lower structural complexity than larger bridge options.
- Ecological restoration can accompany formalisation works.

Constraints:

- Susceptible to flooding and waterway constraints.
- Less direct regional connectivity compared with Options 01 and 02.
- Requires notable vegetation removal along the approach paths.



Darebin Creek Trail existing bridge example.

