



SRL East Draft Structure Plan

Urban Design Report

Attachment B - Gehl Public Space and Life Study





SRL East Draft Structure Plan
Urban Design Report
**Attachment B: Gehl Public Space
and Public Life Study (2023)**

Technical Report R.8
Rev 01 February 2025

arecon | Jacobs | MOTT
MACDONALD M M



**SUBURBAN
RAIL LOOP**

AJM
Joint Venture

Document Control Record

DOCUMENT CONTROL			
Project Title		Suburban Rail Loop	
Document Title		SRL East Draft Structure Plan – Urban Design Report – Attachment B: Gehl Public Space and Public Life Study (2023)	
Document ID		Technical Report R.8	
Rev	Date	Revision details/status	Author
01	February 2025	For Exhibition	Mark Sheppard
Current revision		01	

© Copyright 2025 AJM Joint Venture. The concepts, data and information contained in this document are the property of AJM Joint Venture. No part of this document may be reproduced, used, copied, published or adapted for use except in accordance with the provisions of the Copyright Act 1968 or with the consent of AJM Joint Venture.

This document has been prepared for Suburban Rail Loop Authority (SRLA) in its role as a planning authority to inform the development of Structure Plans for each of the declared Suburban Rail Loop planning areas, as defined by Section 65 of the Suburban Rail Loop Act 2021. AJM Joint Venture accepts no liability or responsibility whatsoever for, or in respect of, any use of, or reliance upon, this document by any third party. Any third party using and/or relying upon this document accepts sole responsibility and all risk for using and/or relying on this document for any purpose.

This document is based on the information available, and the assumptions made, as at the date of the document. For further information, please refer to the assumptions, limitations and uncertainties set out in the methodology section of this document.

This document should be read in full and no excerpts are to be taken as representative of the findings.

Suburban Rail Loop East

Public Space and Public Life Study

Urban Baseline Study 2023

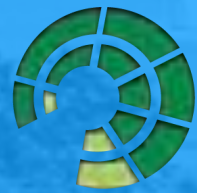
Gehl

Suburban Rail Loop Melbourne

Public Space and Public Life Study

Urban Baseline Study 2023

Commissioned by



**SUBURBAN
RAIL LOOP
AUTHORITY**

Project Team:

Yang Bai - Acting Senior Urban Design Adviser, Planning and Precincts

Chris Elliott - Acting Manager, Urban Design, Planning and Precincts

Lachlan Lee-Archer - Director, Mobility & Urban Analytics, Planning and Precincts

Simon Selves - Manager, Spatial Analysis and GIS, Planning and Precincts

Pru Smith - Deputy Director, Urban Design and Public Realm, Planning and Precincts

Feng Yang - Urban Design Adviser, Planning and Precincts

Developed by

Gehl

Project Team:

Henriette Vamberg - Managing Director

Leon Legeland - Project Manager

Adam Eriksson - Data Scientist

Ruben Le Sueur - Architect

Ueli Isenschmid - Urban Planner

All illustrations, photos, graphics and plans were done by Gehl, if not mentioned otherwise.

January 2024

Urban Baseline Study

Table of contents

1. <u>Introduction</u>	3	7. <u>Monash</u>	174
2. <u>Methodology</u>	8	a. Precinct Profile	
3. <u>Context Setting</u>	16	b. Public Spaces	
4. <u>Box Hill</u>	30	c. Public Life	
a. Precinct Profile		8. <u>Clayton</u>	209
b. Public Spaces		a. Precinct Profile	
c. Public Life		b. Public Spaces	
5. <u>Burwood</u>	85	c. Public Life	
a. Precinct Profile		9. <u>Cheltenham</u>	260
b. Public Spaces		a. Precinct Profile	
c. Public Life		b. Public Spaces	
6. <u>Glen Waverley</u>	116	c. Public Life	
a. Precinct Profile		11. <u>Appendix</u>	308
b. Public Spaces			
c. Public Life			

1. Introduction

Context

Suburban Rail Loop

Victoria's Big Build in Suburban Melbourne

The Suburban Rail Loop (SRL) is an innovative 90-kilometer orbital public transit rail link seamlessly connecting all major rail lines, running from Cheltenham to Werribee through Melbourne Airport. The Suburban Rail Loop Authority (SRLA) is in addition **exploring possibilities for precinct development and urban renewal** of the new station precincts. The SRL Project will be executed in a phased approach spanning several decades. This Urban Baseline Study presents a benchmark of public space and public life for the first stage of SRL, known as SRL-East including the precincts:

- Box Hill
- Burwood
- Glen Waverley
- Monash
- Clayton
- Cheltenham



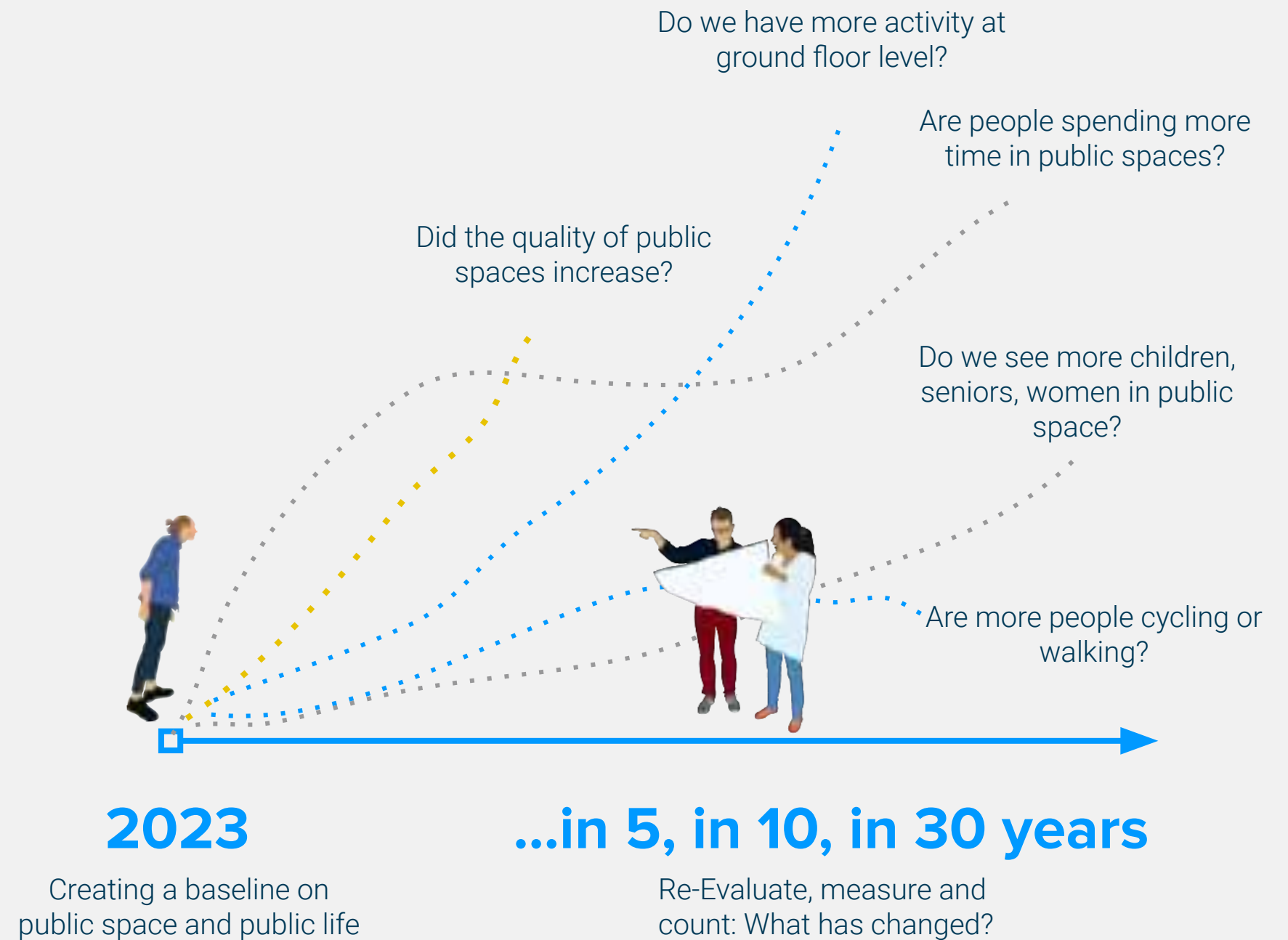
Context

Suburban Rail Loop

Urban Baseline Study

Through data collection and analysis Gehl has developed precinct profiles as well as public space and public life analysis to capture and understand the characteristics of each precinct. This has enabled a benchmark on precinct characteristics prior to infrastructure implementation and the urban redevelopment associated with the SRL.

The study sets a baseline for future comparable data collection, which can document longitudinal changes in the demographics of the precinct, changes in public life patterns, user profiles, public space quality, quantity and typologies. The Urban Baseline Study is therefore indirectly defining success criteria to be revisited in the course of future evaluations of changes of the areas.



Content

Urban Baseline Study

The Urban Baseline Study consists of three main themes: Precinct Profile, Public Space, and Public Life.



Precinct Profile

The precinct profiles are based on existing socio-demographic data and other existing data sets. The development of precinct profiles enables comparisons between different precincts and provides a context for better understanding reasons for variations in impact in the different precincts.



Public Space

Quality public space is important for a thriving public life and for the growth of sustainable mobility. Parameters such as microclimate conditions, amenities and feeling of safety are essential in a well-functioning public realm. The analysis of public spaces is based on existing data material, observations on site, and the 12 quality criteria tool developed by Gehl.



Public Life

In order to study the public life in the precinct, supplementary data collection at eye-level was needed. This data was collected by using Gehl's tools and methods in order to understand the current public life and create a baseline for success criteria. In addition, movement counts of pedestrians and bicycle riders were incorporated into the analysis.

Introduction

Reader's Guide



How to read this document

Chapter 2 - Methodology will describe the methodology used to create the Urban Baseline Study. Further details to the methodology can be found in the appendix.

Chapter 3 - Context setting presents the overall insights regarding demographics, land use, amenities, public space, mobility and public life throughout the precincts.

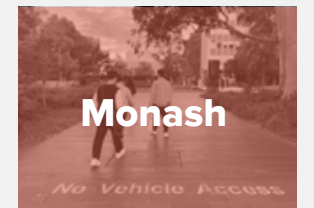
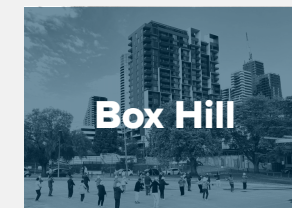
Chapters 4 - 9 present the precinct specific baseline. The precinct chapters are structured in three themes: Precinct Profile, Public Space and Public Life, followed by in-depth analysis of the studied public spaces within each precinct.

Links within the document

Within the documents there are hyperlinks that allow comparisons between different public spaces of different precincts. Hyperlinks are shown with a small triangle ► or the word here.

Six precincts, six colours

In order to make it easier to navigate which precinct is described and analysed each precinct has its own colour. diagrams, charts and headers are following this colour palette.



How to read rose diagrams

Qualitative assessments are visualised in rose / coxcombs diagrams on a scale from 1-5. Higher scores are shown with a greater length in the diagram.



2. Methodology

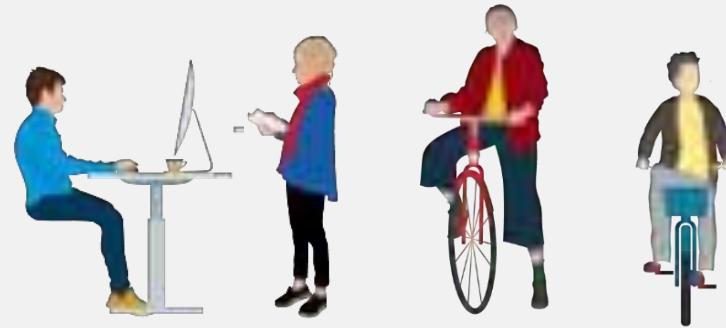
Introduction

Methodology

Gehl Methodology

The Urban Baseline Study uses a variety of research methods to create an everyday understanding of the six precincts. The collection of data builds an understanding of land use, demographics, public life, public spaces, and amenities within the precincts.

While the sociodemographic and spatial analysis considers the area of investigation within 1,600m from precinct centre, the public space and public life survey focus on the station precinct within 500m of the precinct core.



1. Sociodemographic & Spatial Analysis

Exploring mobility data, census data, built environment, and amenity data



3. Public Space Surveys and Site Visits

Quality assessment of the public realm in the six precincts were conducted during two site visits



2. Desktop Research

To understand the project history, site context, project plans, and visions produced along the way



4. Public Life Surveys

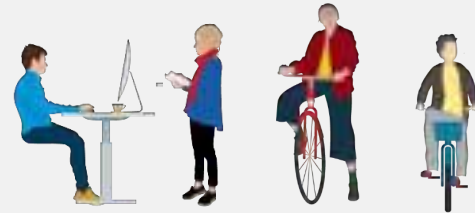
Survey of people moving and staying in public spaces in the six precincts

Introduction

Methodology

1. Sociodemographic & Spatial Analysis

The sociodemographic and spatial analysis were exploring mobility data, census data, built environment, and amenity data. The reports are developed with supporting Data prepared by Gehl or provided by SRLA.



2. Desktop Research

A number of existing reports and studies were used to get an understanding of the precincts and create precinct profiles.



Introduction

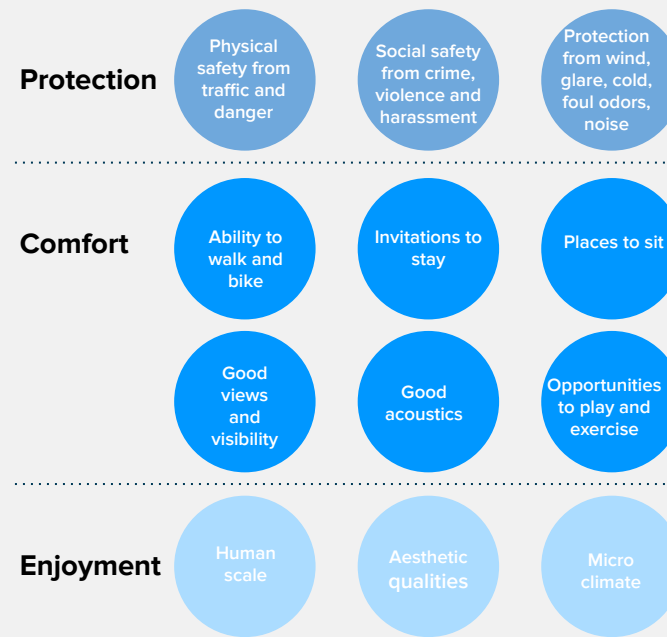
Methodology

3. Public Space Surveys and Site Visits

During June and October 2023 two members of the Gehl team conducted four qualitative on-site assessments:

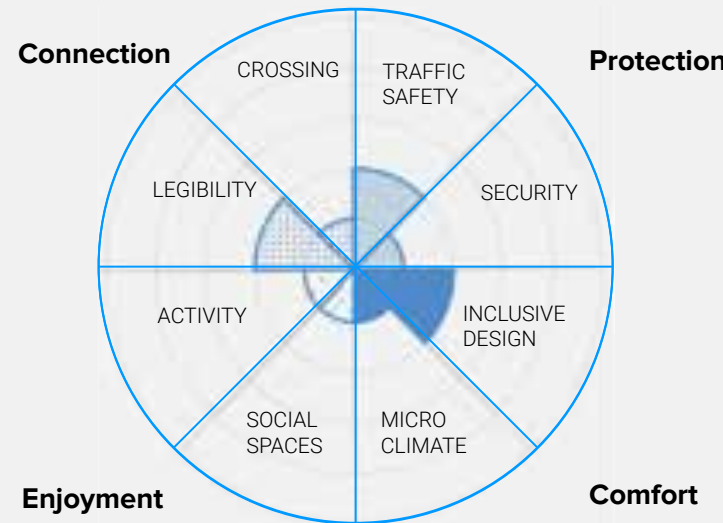
- A. Public space quality
- B. Walkability Score
- C. Safety
- D. Facade activation

The use of these four methodological tools in the selected study areas was based upon the project team’s identification.



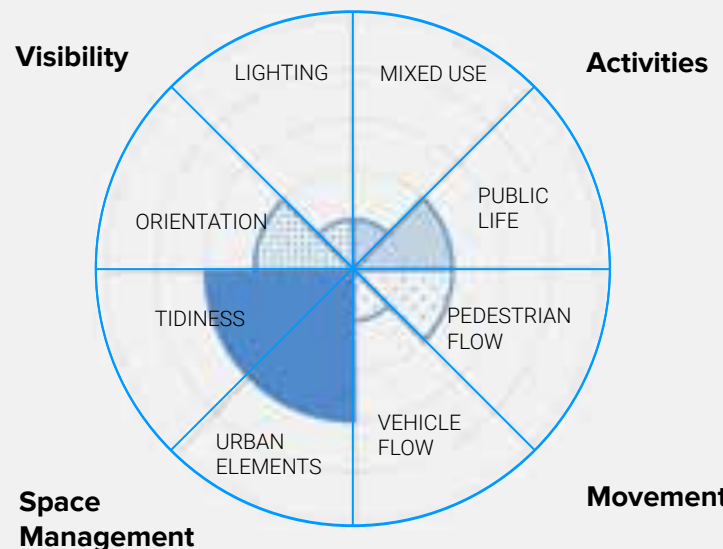
A. Public Space Quality Criteria

A public space quality assessment of important public space in each precincts shows missing qualities. The score in the 12 quality criteria forms a baseline for future assessments and evaluations. In total 15 public spaces were evaluated along the 12 quality criteria. For more information about the method click [here](#) (page 310).



B. Walkability Score

The Walkability Score method assess the walkability along eight criterias in terms of connection, protection, enjoyment, and comfort on scale from 1 - 5. The respective result are visualised in a rose diagram and can be found in the findings section of the 15 public spaces that were assessed using this method. For more information about the method click [here](#) (page 311).



C. Safety Index

The perceived safety of public spaces in the precincts were assessed by the Gehl Team along eight safety criteria shown in the graphic to the left. The criteria are rated from 1 - 5. The respective results are visualised in a rose diagram and can be found in the findings section of the 11 public space that were assessed using this method. For more information about the method click [here](#) (page 311).

Introduction

Methodology

3. Public Space Surveys and Site Visits

D. Active Frontages

Activated frontages are essential for enabling public life at street level while also promoting active travel by providing a more engaging experience. The active frontage survey enables us to track changes in facade quality and activity level.

The active frontage survey is done by using Gehl's Facade App. A member of the Gehl team walks through the defined street(s) around the planned stations and rates the frontage activation on a scale from A to E.



A - Active

- Small units (15-20 doors per 100m)
- Large variation in function
- No blind and few passive units
- Good details and materials



C - Mixture

- Large & small units (6-10 doors per 100m)
- Modest variation in function
- Some blind and passive units
- Few details and modest relief



E - Inactive

- Large units (0-2 doors per 100m)
- No visible variation in function
- Blind or passive units
- No details and nothing to look at



B - Friendly

- Relatively small units (14 doors per 100m)
- Some variation in function
- Few blind and passive units
- Facade relief and details



D - Dull

- Large units (2-5 doors per 100m)
- Almost no variation in function
- Many blind or uninteresting units
- Few or no details

15 Kilometres

of frontages are rated in six precincts:

- Box Hill: 7,500m
- Burwood: 1,700m
- Glen Waverley: 2,300m
- Monash: 2,500m
- Clayton: 1,800m
- Cheltenham: 1,700m

Introduction

Methodology



4. Public Life Surveys (Movement)

The movement of pedestrians was counted at 20 locations in the precinct cores using the Gehl Public Life App. The manual movement counts were done at locations where camera based traffic counts could not be done or where additional information on perceived age and gender was of interest. This report uses female and male interchangeably with women and men to describe perceived gender.

20
locations

Manual counts with Gehl Public Life App in September and October 2023 by SRLA staff and external traffic surveyors. In total **20,033** movement counts including perceived age and gender.

20,033
people counted

Extrapolated to the full hour counts this results in 120,198 people moving, close to the ~127,000 residents within the SRL precinct boundaries.

Clayton

- Clayton Road
- Clayton Road / Remembrance Gardens
- Browns Road

Glen Waverley

- Entrance to Central Reserve
- Kingsway North
- Kingsway South

Monash

- College Walk by Scenic Boulevard
- College Walk East
- College Walk West
- Exhibition Walk
- Scenic Boulevard

Box Hill

- Carrington Road

Cheltenham

- Bay Road
- Southland Station
- Entrance to Lyle Anderson Reserve
- Entrance to Sir William Fry Reserve
- Graham Road
- Highett Road

Burwood

- Gardiners Creek Reserve Trail
- Gardiners Creek Trail

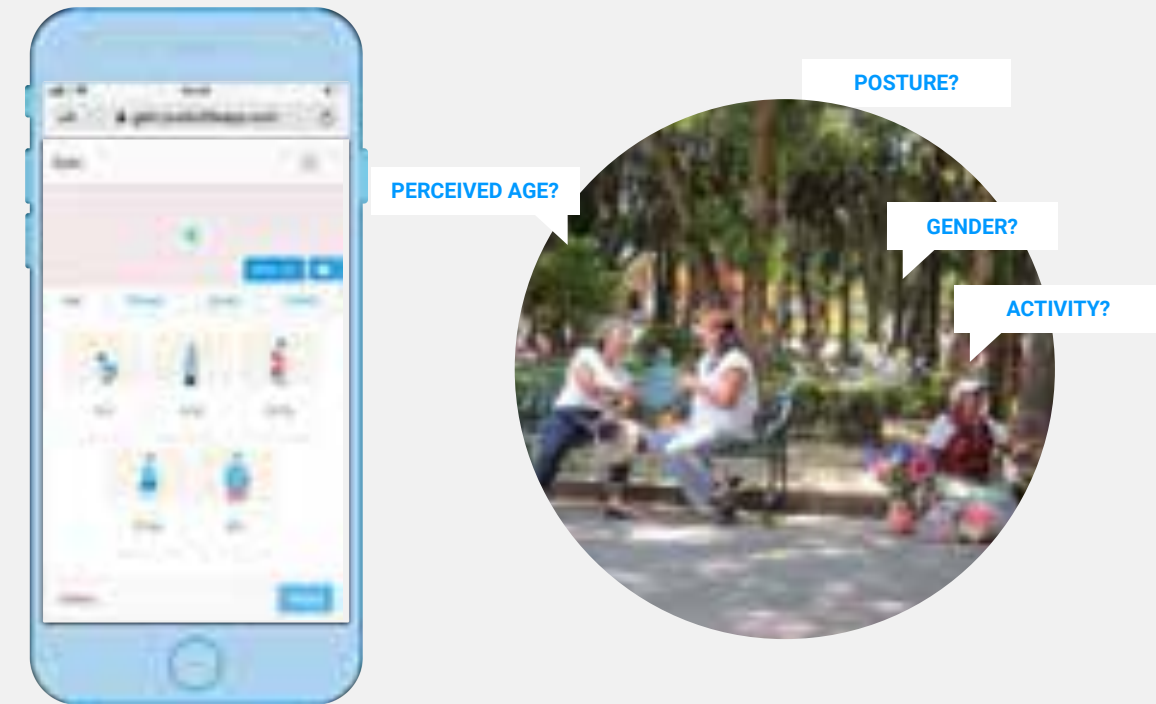
Introduction

Methodology

4. Public Life Surveys (Stationary)

The usage patterns of key public spaces were done by an observation team using Gehl's Public Life App. The public life surveys, including movement surveys, were carried out in September and October 2023 on a weekday and a weekend day between 8am and 8pm.

Additionally, sample counts were down by the Gehl team during the two site visits in June and October 2023.



In order to study public life and stationary activities in the precincts Gehl's Public Life App was used.

27 SRLA staff and external traffic surveyors walked through the defined public spaces and observed the following attributes:

- Perceived Age
- Posture
- Perceived Gender
- Activity

This report uses female and male interchangeably with women and men to describe perceived gender. Further details on the Public Life Survey method are described in the Appendix: click [here](#) (page 309).

Introduction

Methodology



4. Public Life Surveys (Stationary)

Activities were captured across 26 public spaces including parks, squares and streets stationary in the six precinct cores. The list to the right lists all 26 locations. The results are presented in the precinct specific chapters 4 - 9.

26
locations

Manual counts with Gehl Public Life App in September and October 2023 by SRLA staff and external traffic surveyors. In total **11,616** stationary counts including perceived age and gender.

11,616
people observed

Clayton

- Clayton Road
- Clayton Station Forecourt
- Remembrance Gardens
- Meade Reserve
- Fregon Reserve

Glen Waverley

- The Glen Forecourt
- Glen Waverley Station Forecourt
- Coleman Parade (Central parking area)
- Kingsway and Library Forecourt
- Bogong Reserve
- Central Reserve

Monash

- Northern Plaza
- Finch Street Playground
- Samada Street Reserve Playground

Box Hill

- Box Hill Gardens
- Market Street / Main Street
- Whitehorse Road
- Carrington Road
- Pioneer Park

Cheltenham

- Sir William Fry Reserve
- Highett Road
- Lyle Anderson Reserve
- Jean Street Playground

Burwood

- Gardiners Creek Reserve
- Bennettswood Reserve
- Lundgren Chain Reserve

3. Context Setting

Six Unique Precincts

The six precincts each have very unique and distinct characters. Whether it is the demographic composition of residents or specific amenities such as universities, shopping malls or hospitals, each precinct possesses a unique identity shaped by these elements.

This specific character and identity is also observed in the usage patterns of the public spaces and movement through the public realm.

Click on the photo to get to the precinct specific chapter.

Box Hill



Monash



Burwood



Clayton



Glen Waverley



Cheltenham

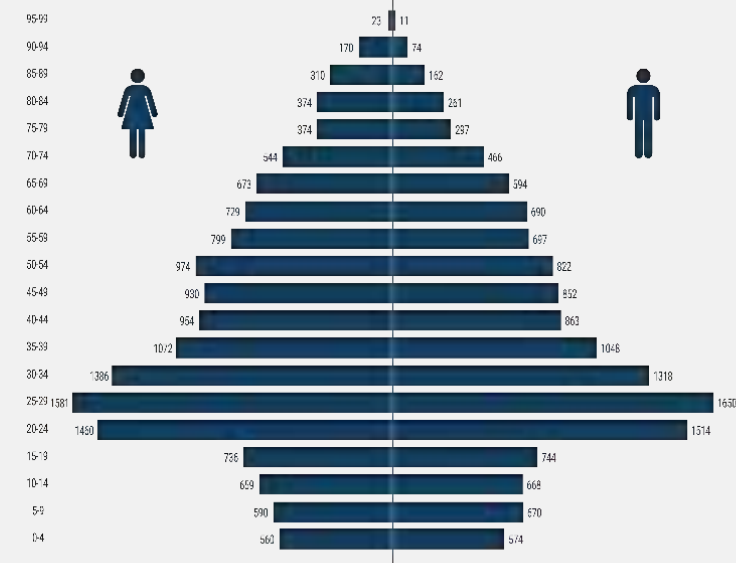


Diverse Demographics

The age pyramids in the six precincts each demonstrate rather different patterns. Burwood and Box Hill share a common bell shaped pyramid characterised with a large group of individuals in their mid-twenties. Monash and Clayton are dominated by its student population and Cheltenham has a predominantly elderly population whereas Glen Waverley is more evenly distributed across all age groups.



Box Hill



Monash



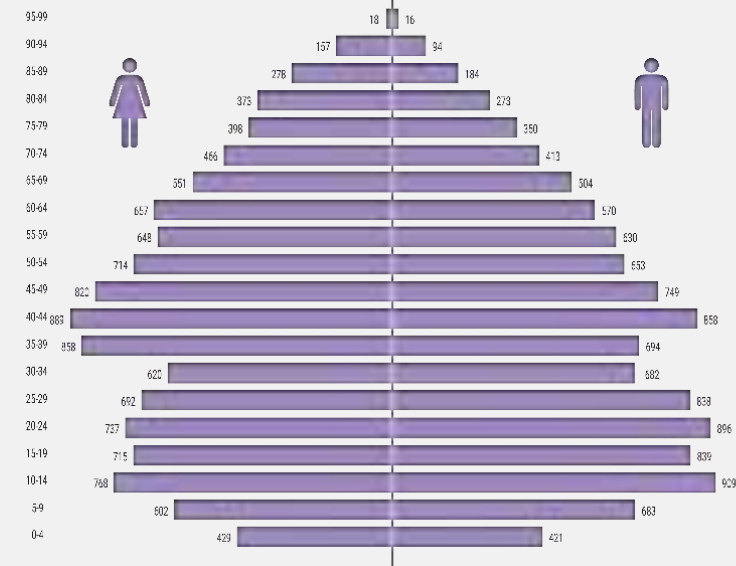
Burwood



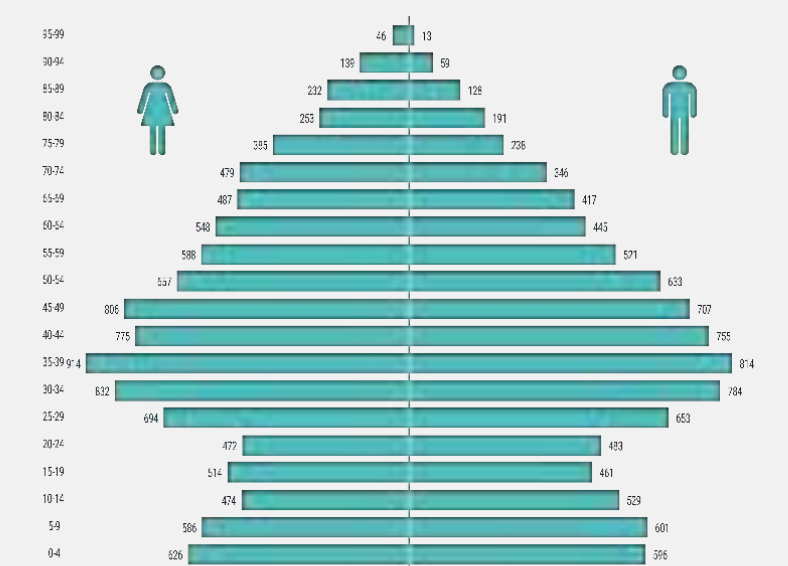
Clayton



Glen Waverley



Cheltenham



Source: ABS 2021 Census, 1,600m precinct

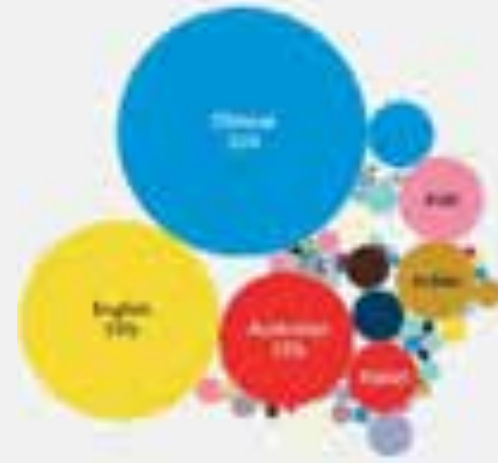
Diverse Cultural Backgrounds

The residents of the six precincts come from very diverse cultural backgrounds. In total 173 ancestries are present in the six precincts with Clayton being the most diverse in terms of cultural backgrounds. The diverse cultural backgrounds add an enormous value and diversity to the areas and shape the identity of places.



Box Hill

115 ancestries



Monash

104 ancestries



Burwood

115 ancestries



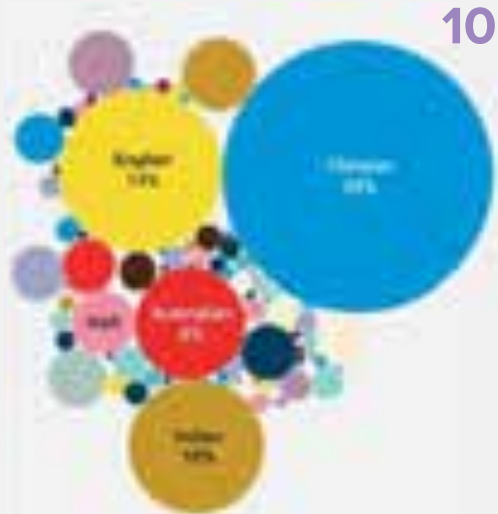
Clayton

127 ancestries



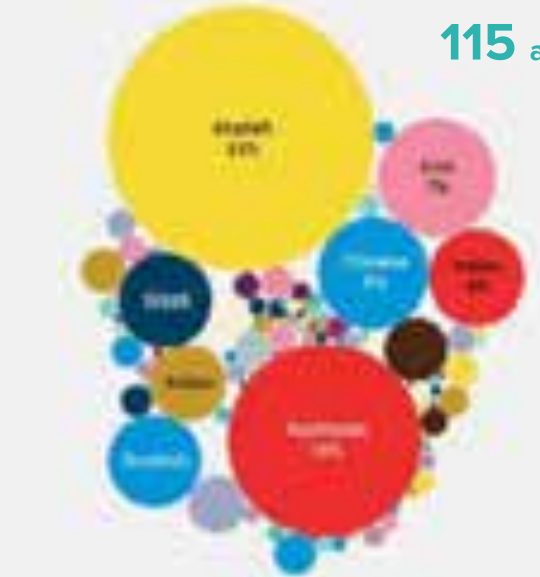
Glen Waverley

105 ancestries



Cheltenham

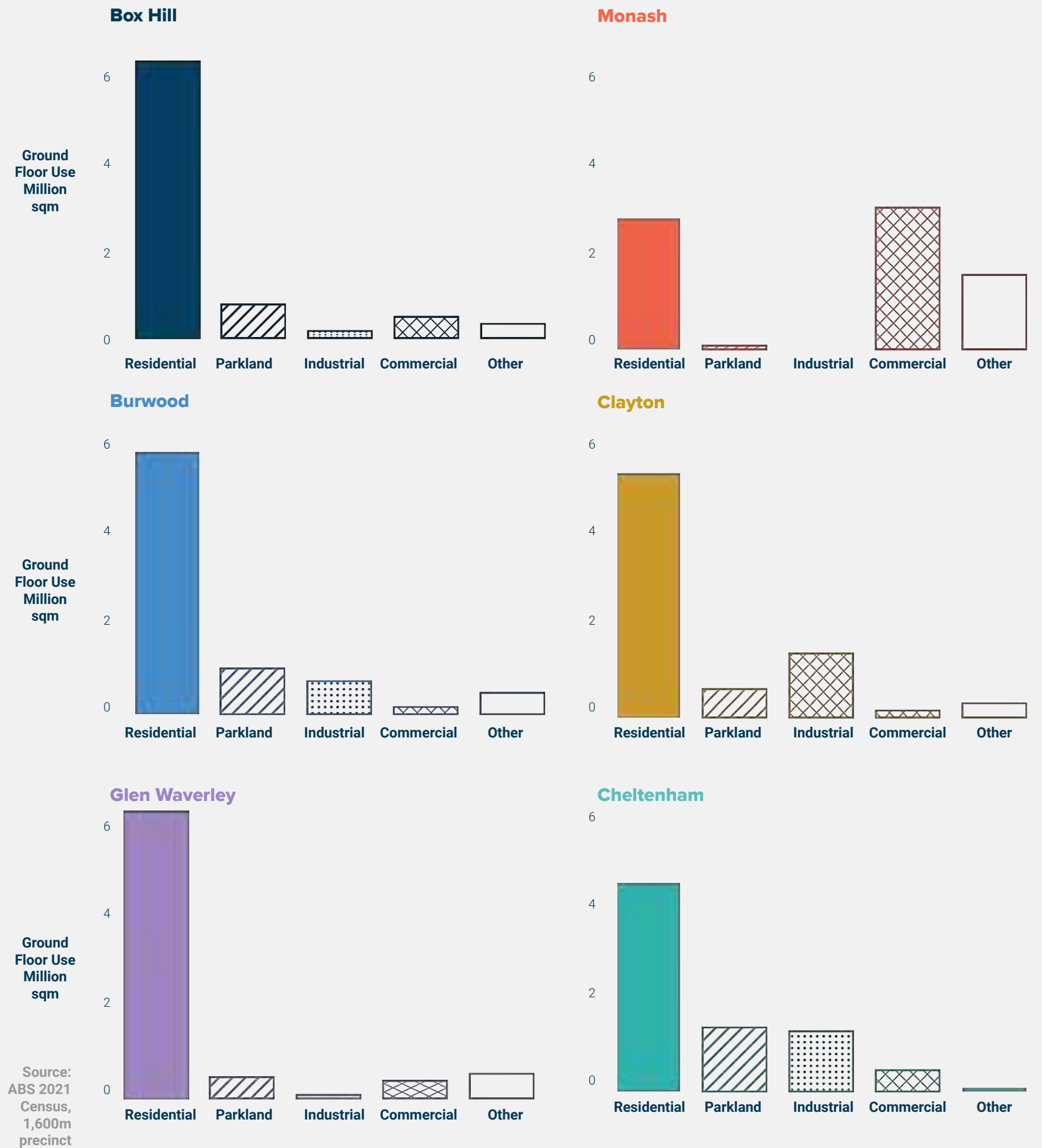
115 ancestries



Source:
ABS 2021
Census,
1,600m
precinct

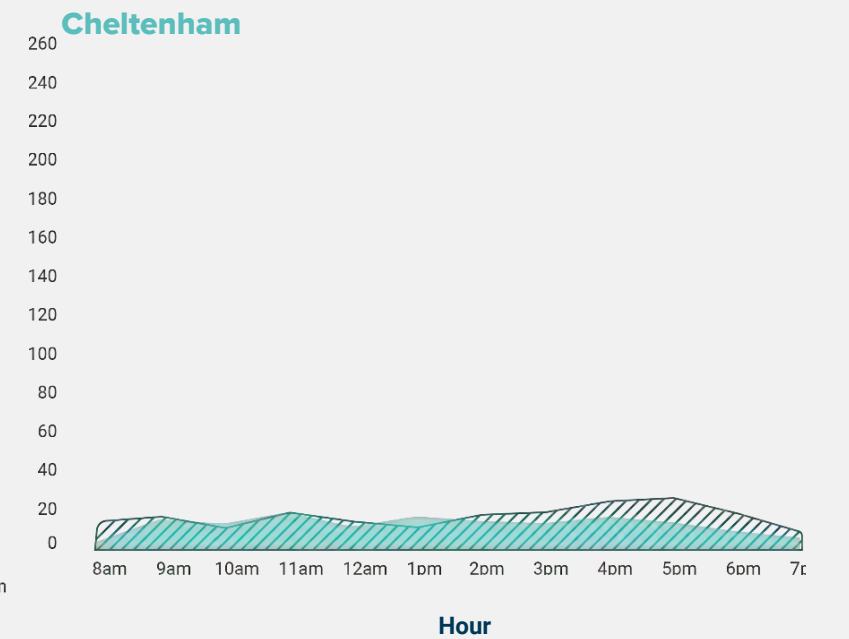
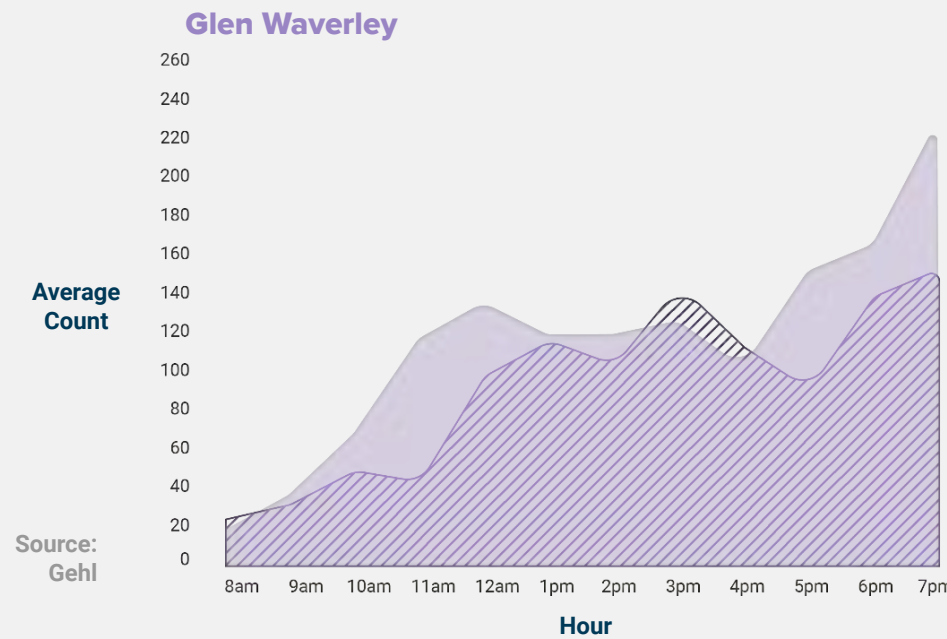
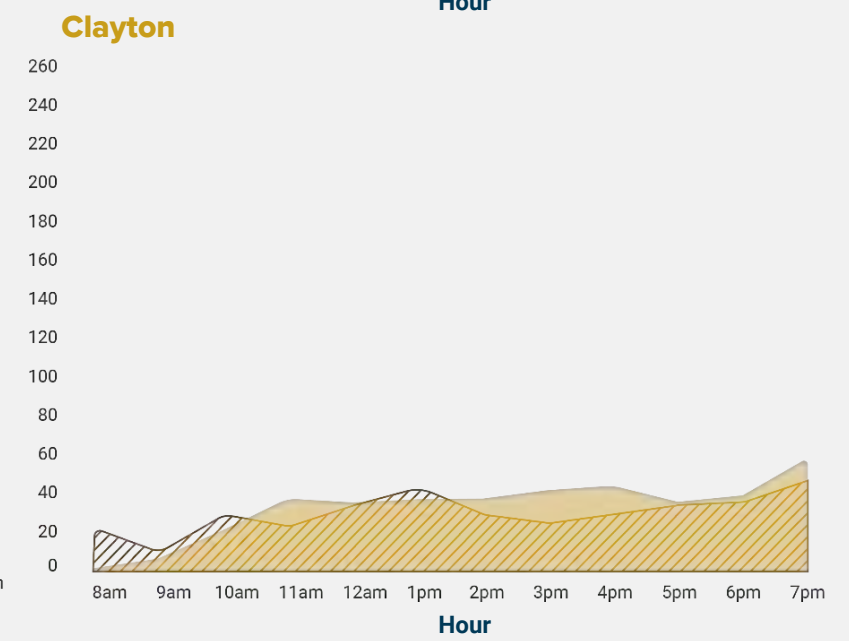
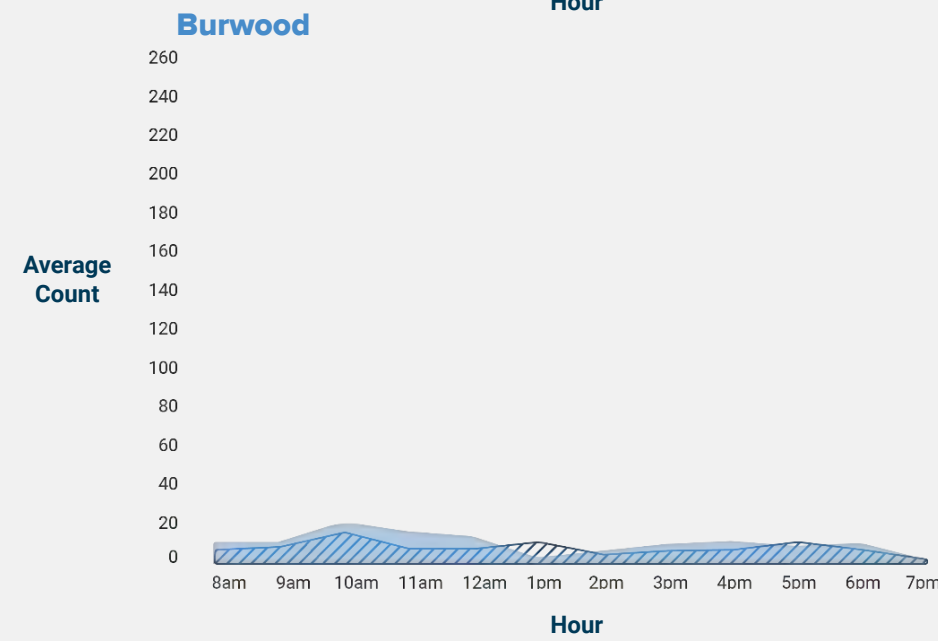
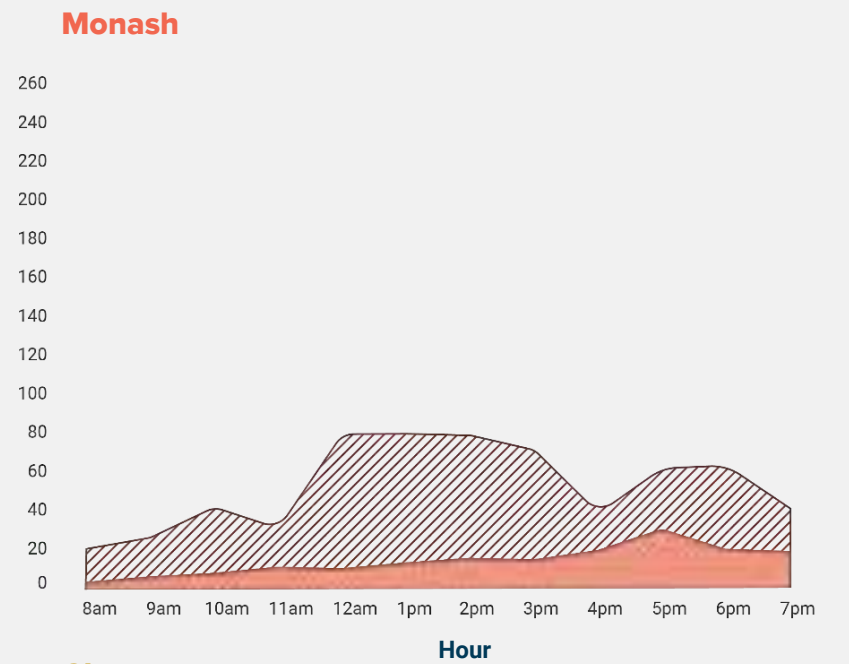
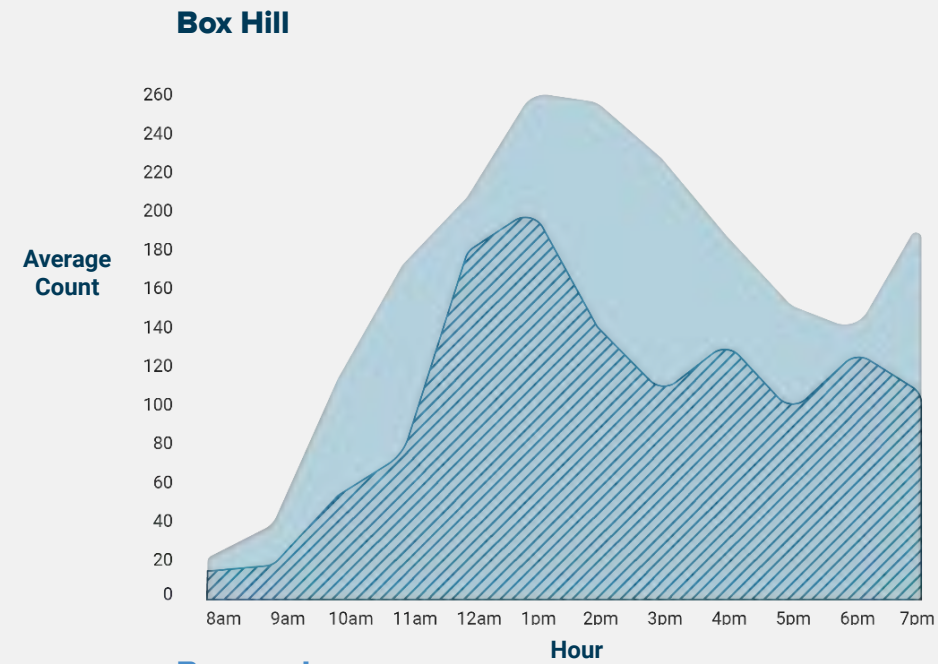
Ground floor usage

While precincts like Box Hill, Clayton and Glen Waverley have strong residential dominance in the ground floor usage (more than 77%), Monash and Cheltenham have a larger non-residential land use share.



Unique Places - Unique Paces

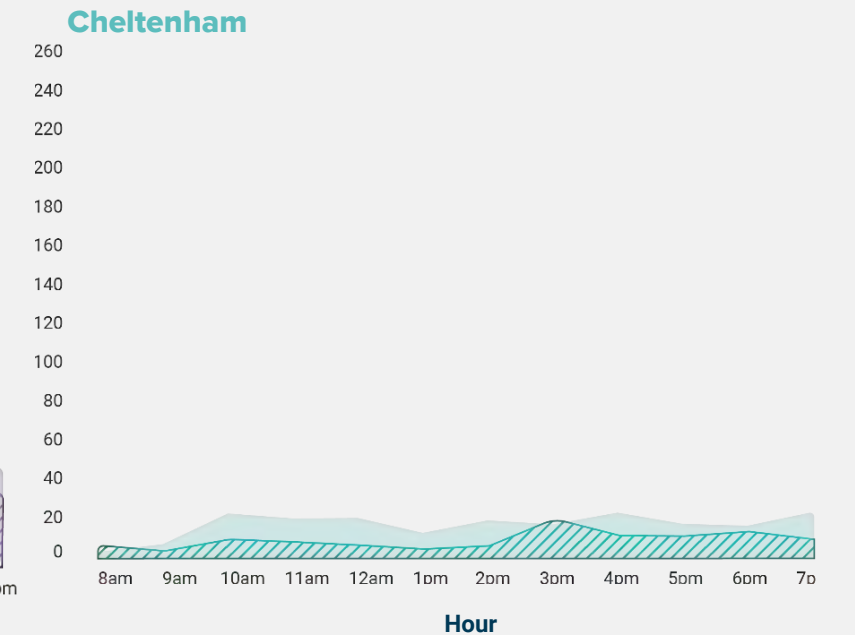
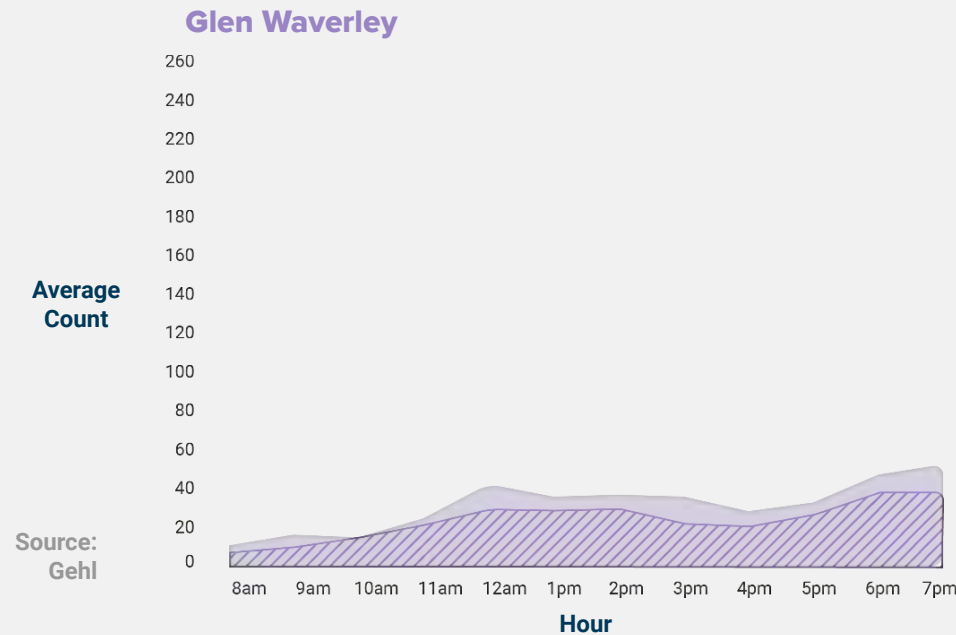
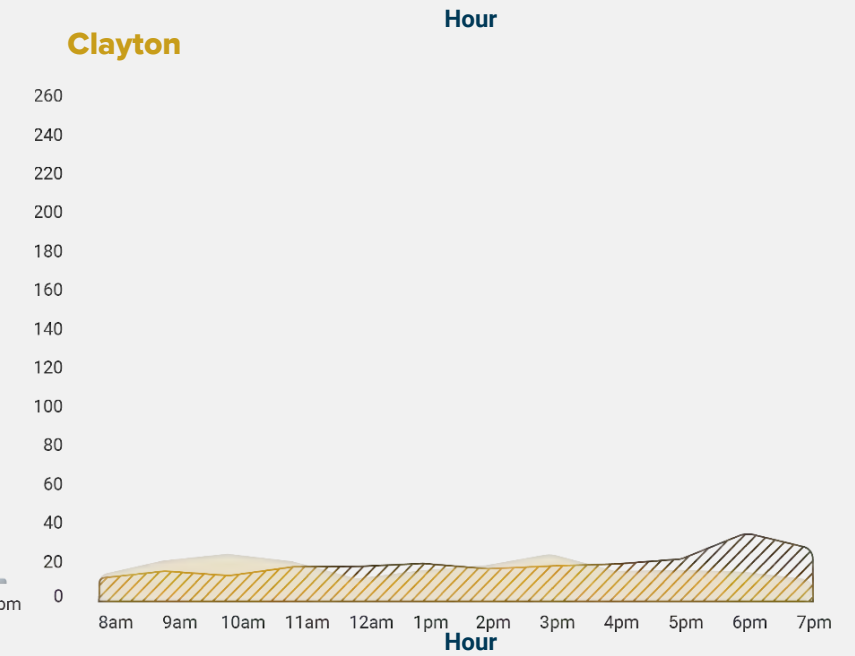
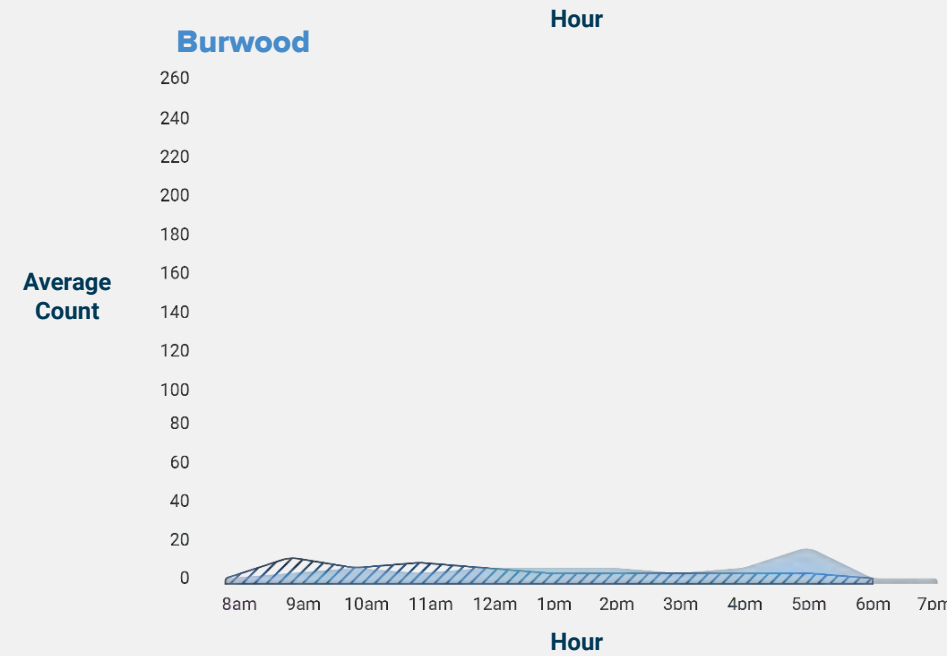
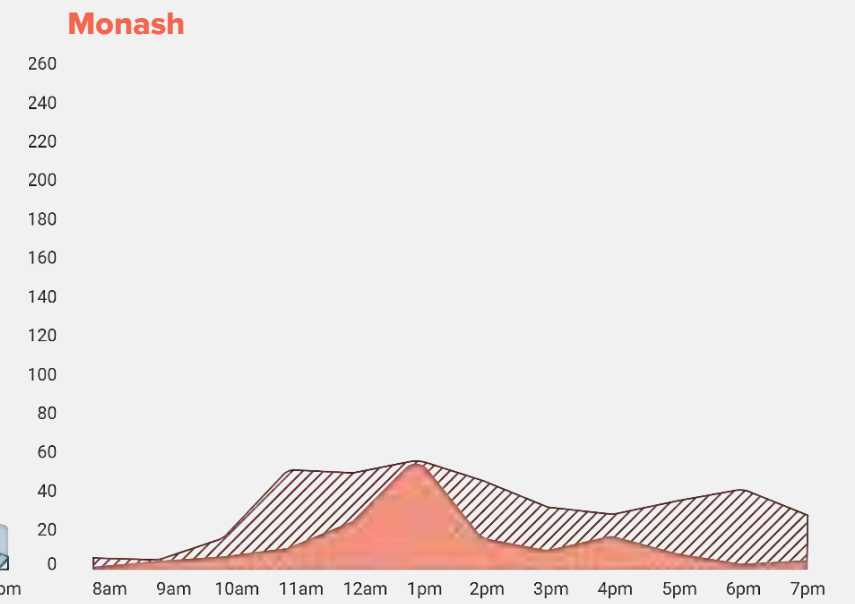
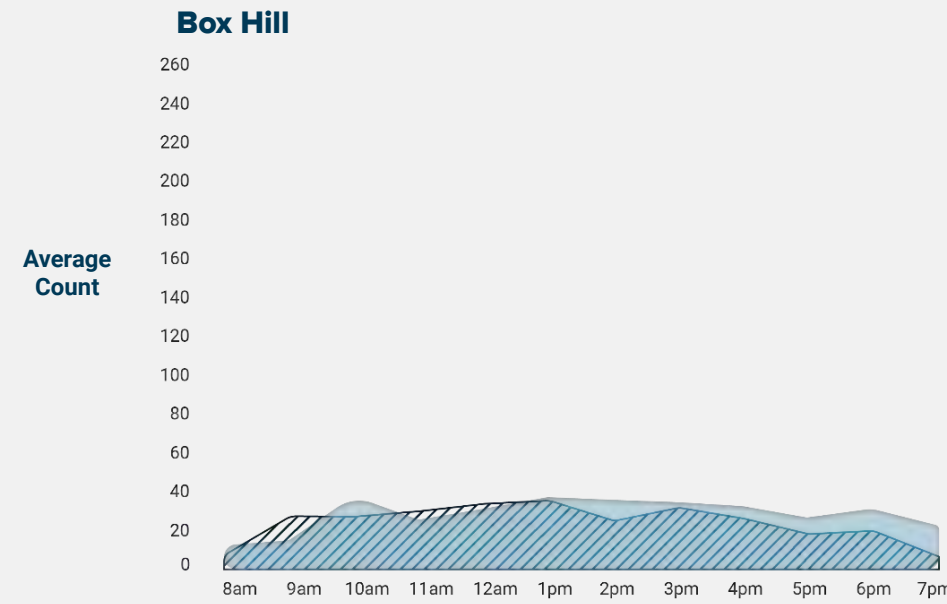
The movement counts conducted by Gehl show the average movement across the six precincts. Box Hill is the busiest precinct regarding people moving, followed by Glen Waverley, Monash and Clayton. Cheltenham and Burwood has the lowest movement levels.



Source: Gehl

Liveliness of Public Spaces

The activity levels of the 26 studied public spaces is quite varied. The busiest public spaces were in Monash, Glen Waverley and Box Hill.



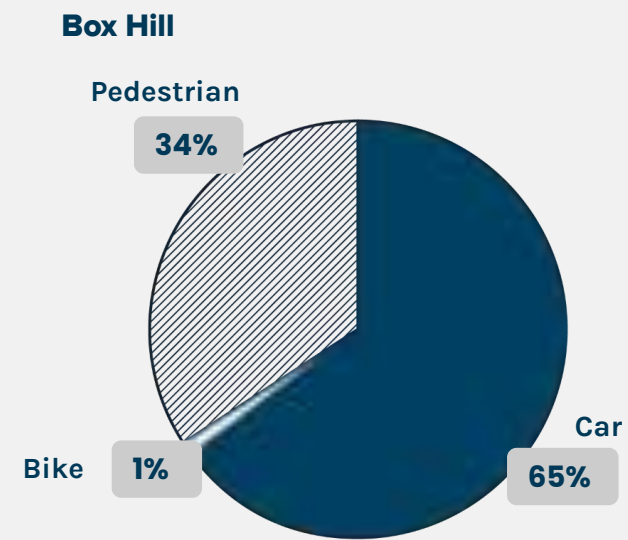
Source: Gehl

The Suburbs are Car-Centric

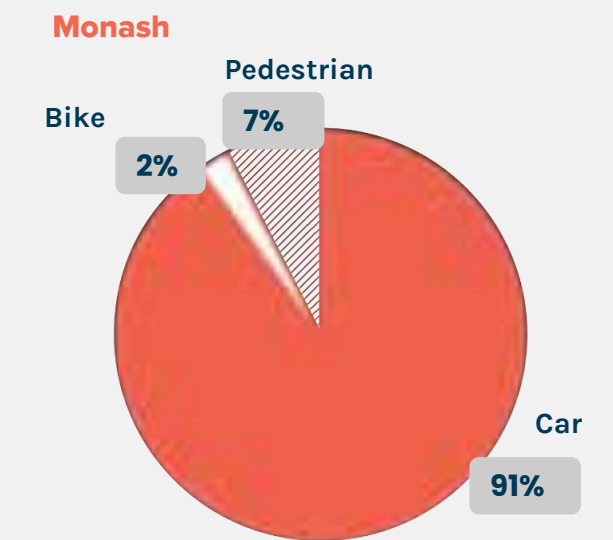
Due to the car dominated streets, little to no cycle lanes and a lack of access to a fine grain public transportation network, residents who live in the suburbs lack sustainable commuting options. In these cases, the car is the quickest, most convenient, and safest way to travel.

The shown modal split diagrams are based on peak hour counts of cars (provided by the SRLA), pedestrians and bicycles (provided by SRLA) at four or five key streets in the precinct core. Peak hour comparisons unveils precinct differences at max usage. Public transit users is not considered.

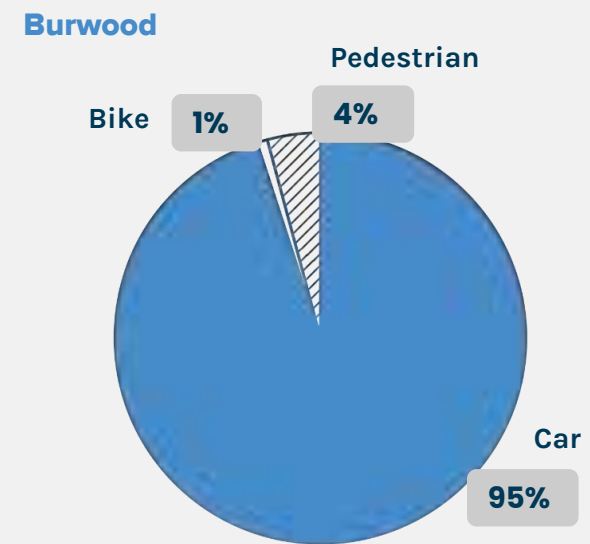
Source:
Traffic Volume Survey
(vehicle) and SRLA
(pedestrian & bicycle counts)



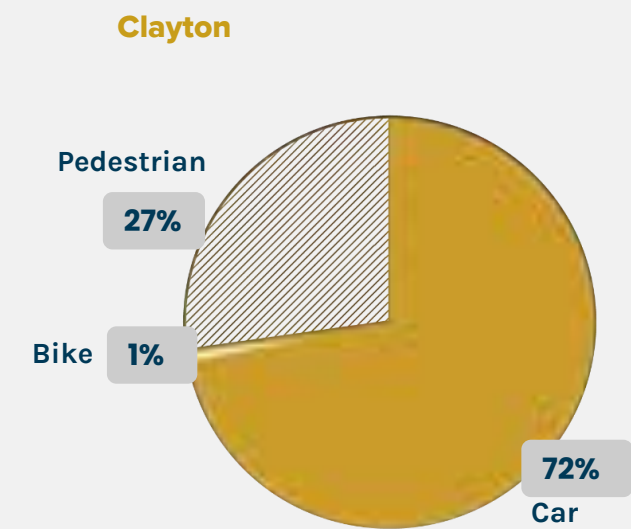
Whitehorse Rd, Station St, Nelson Rd, Bruce St, Carrington Rd



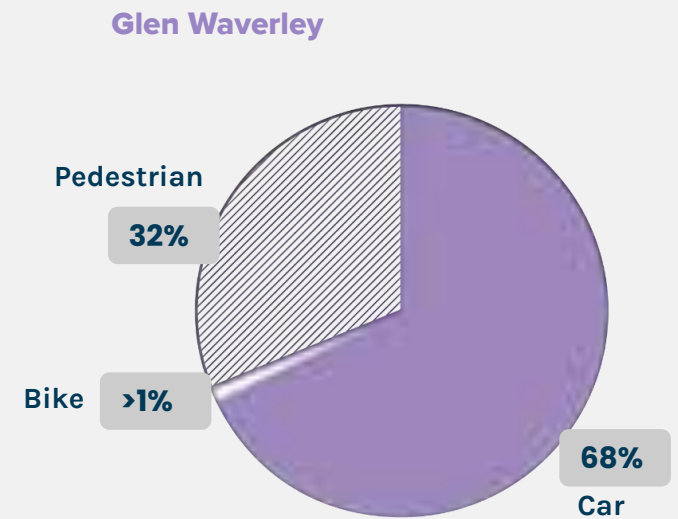
Scenic Boulevard, Howleys Road, Normanby Road, Bayview Avenue



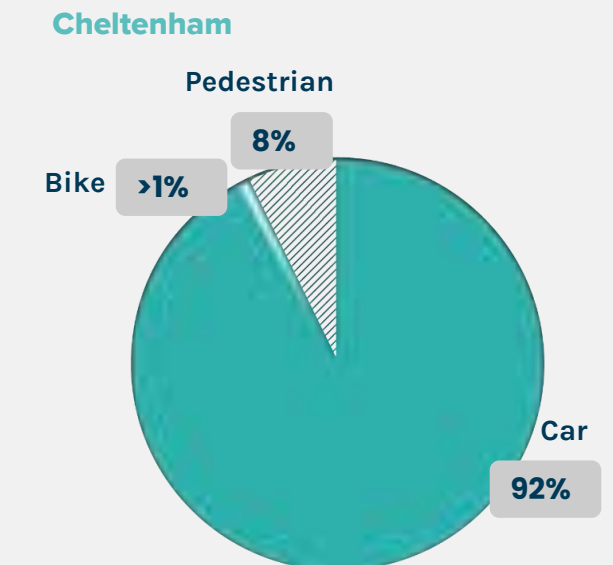
Burwood Highway, Sinnotts St., Mc Comas Grove, Elgar Rd



Clayton Road, Carinish Road, Browns Road, Cooke Street



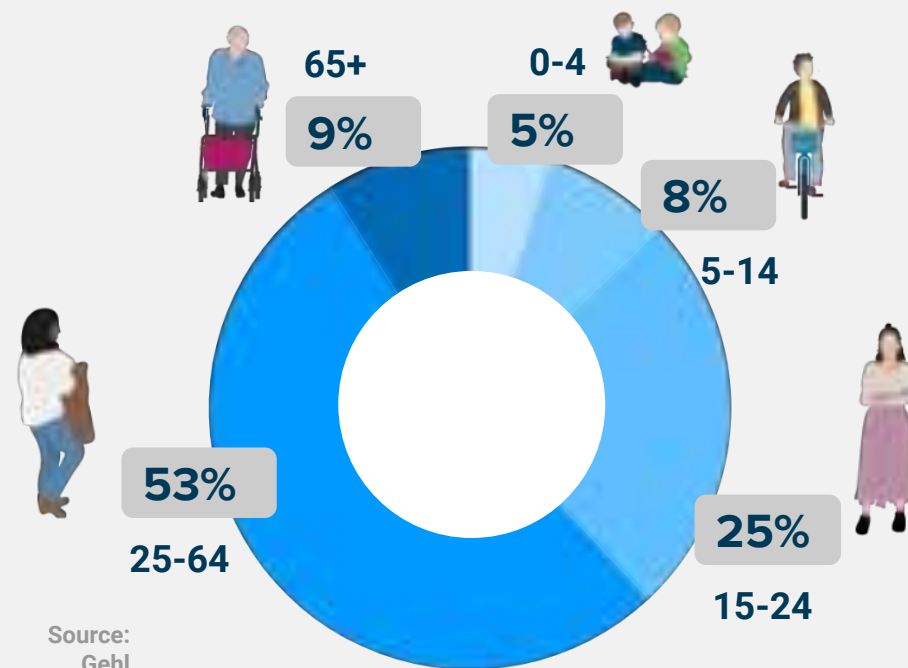
Kingsway South, Coleman Parade, Springvale Road, Bogong Ave



Bay Road, Karen St., Highett Rd, Nepean Highway, Graham Rd

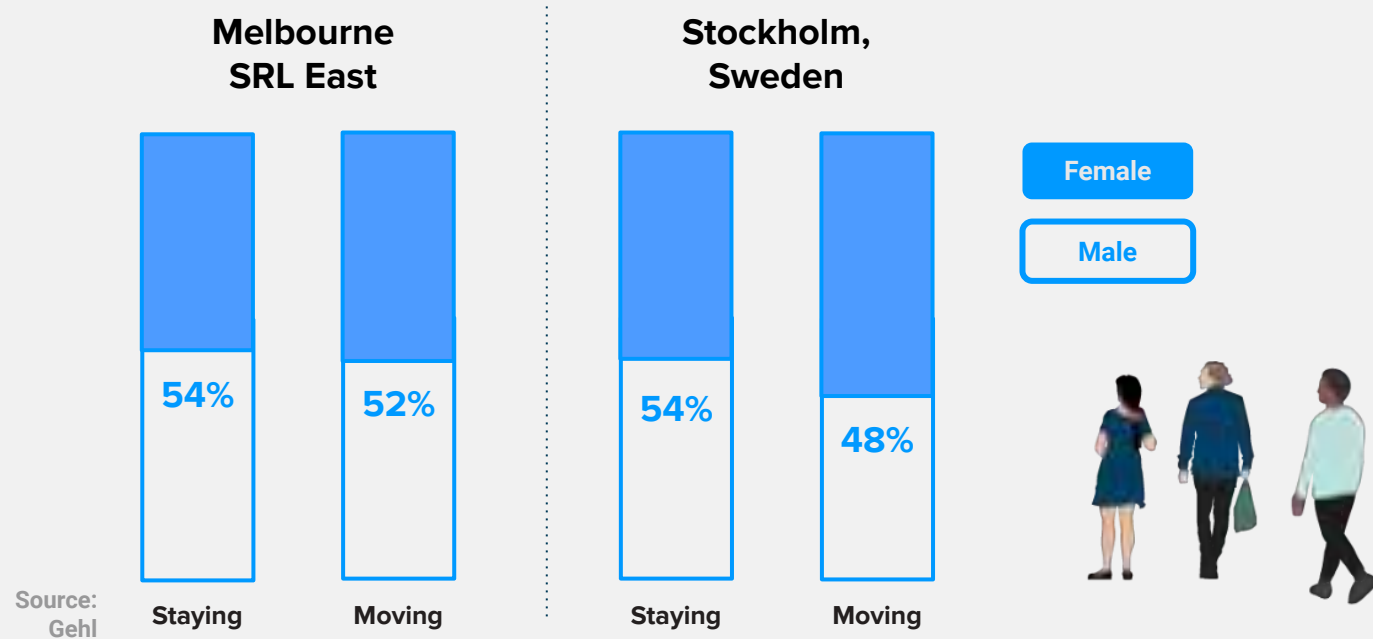
The Suburb is a Place for Families

14% of people spending time in the observed public spaces were 15 years old or younger. In comparison, along the Melbourne north bank, only 7% of the population are younger than 15 years. Meanwhile, just 9% of people observed using public spaces are above 65 years, whereas 13% of residents are the same age group.



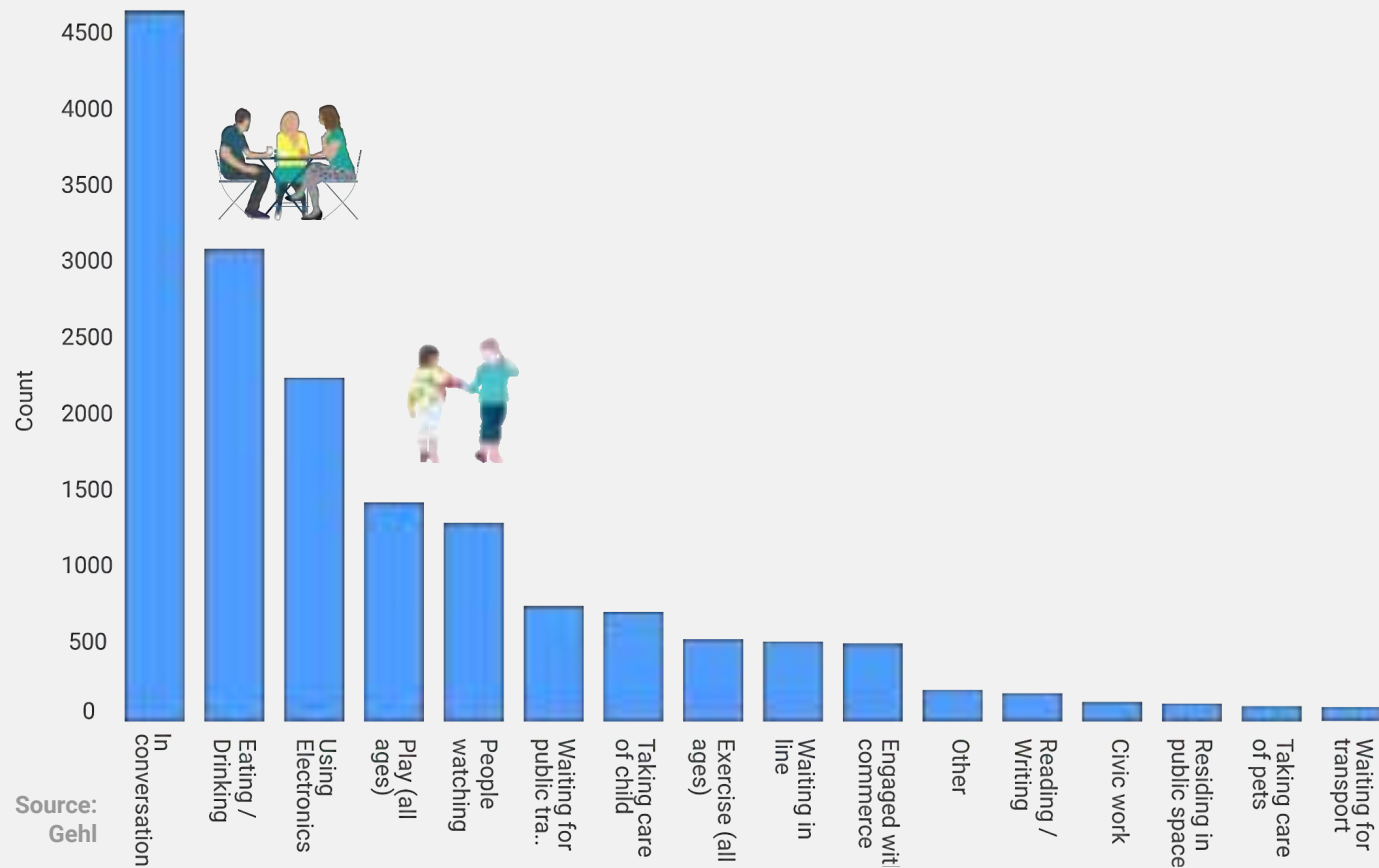
Gender Equality in Public Space

Compared to other suburbs in the world, the usage of public space (moving and staying) on average shows a rather even gender split indicating that the spaces are inclusive for all genders. There are however large differences between the different studied public spaces. There are still spaces which are male-dominated or avoided by women during certain times of the day. Site-specific results are presented in the following chapters.



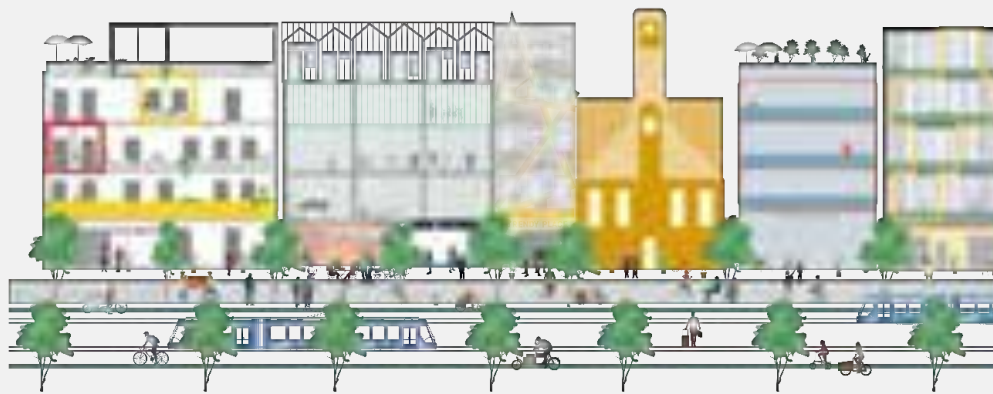
Melburnians are Friendly Foodies, also in the Suburbs

The most common activity in public space is people in conversation, often combined with having food. The Melbourne stereotype of a friendly foodie is met also in the suburbs.

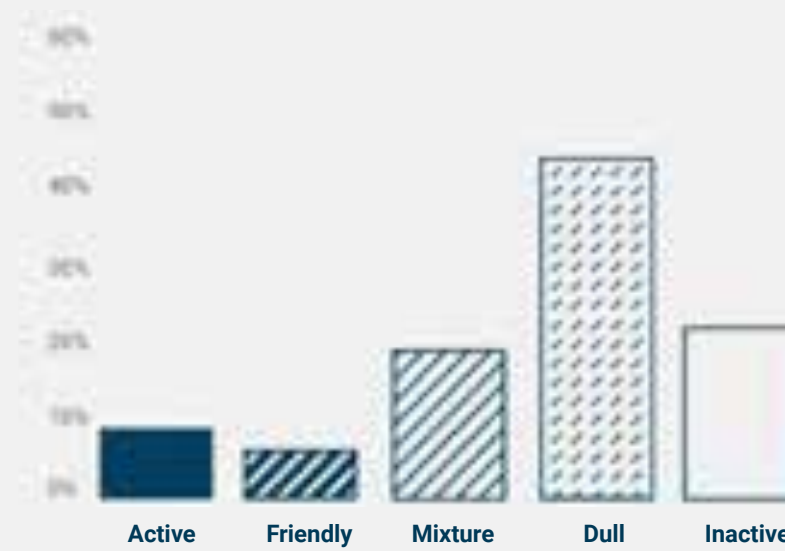


Active and Human Scale frontages Attract Public Life

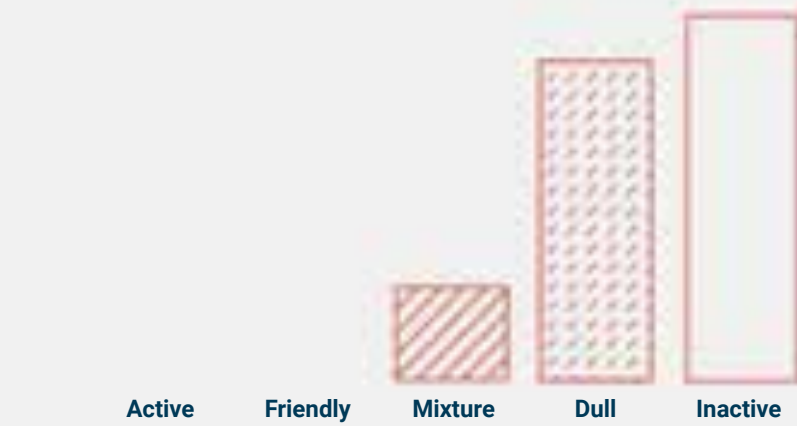
The six precinct have very different levels of active frontages. Most active frontages are found in Clayton and Glen Waverley. The analysis of the stationary activity level and movement through the public life surveys and the assessment of active frontages in the precinct core show the following correlation: Public spaces with active frontages (Box Hill, Glen Waverley and Clayton) are also the liveliest and busiest areas of the public life survey.



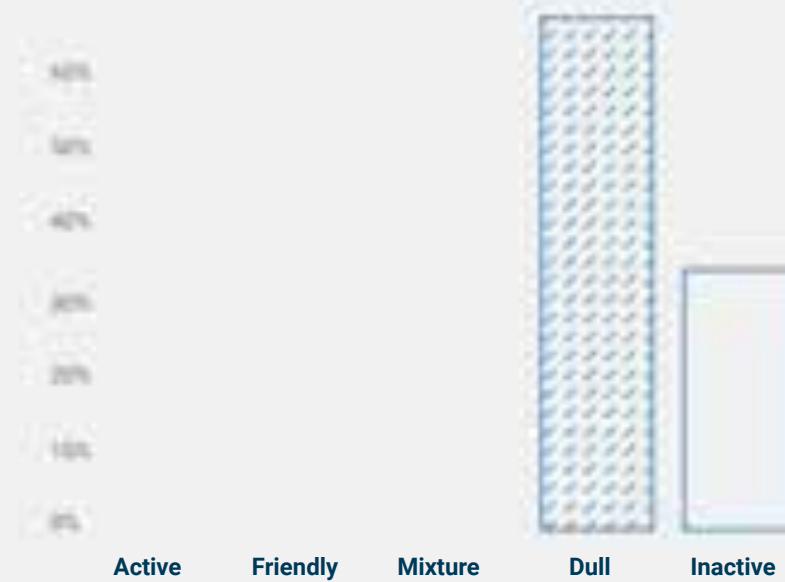
Box Hill (7,500m)



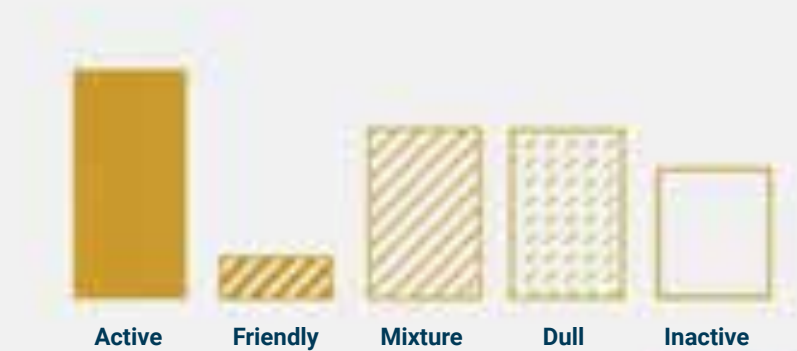
Monash (2,500m)



Burwood (1,700m)



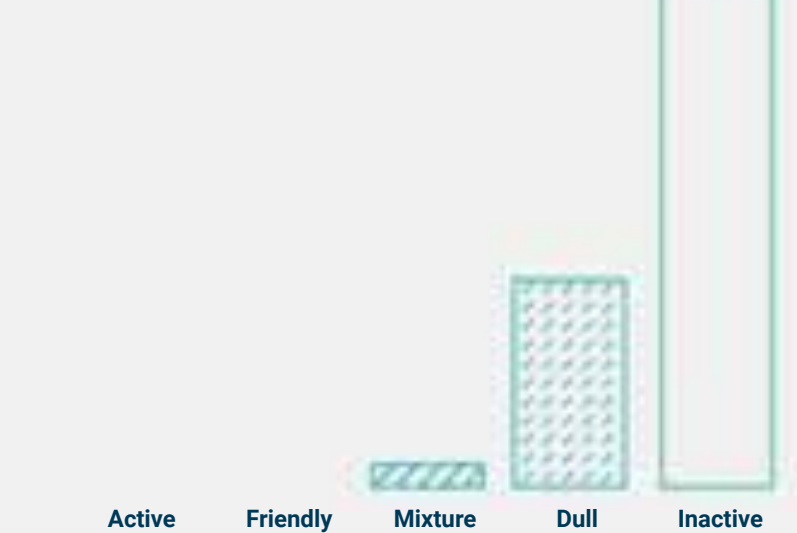
Clayton (1,800m)



Glen Waverley (2,300m)



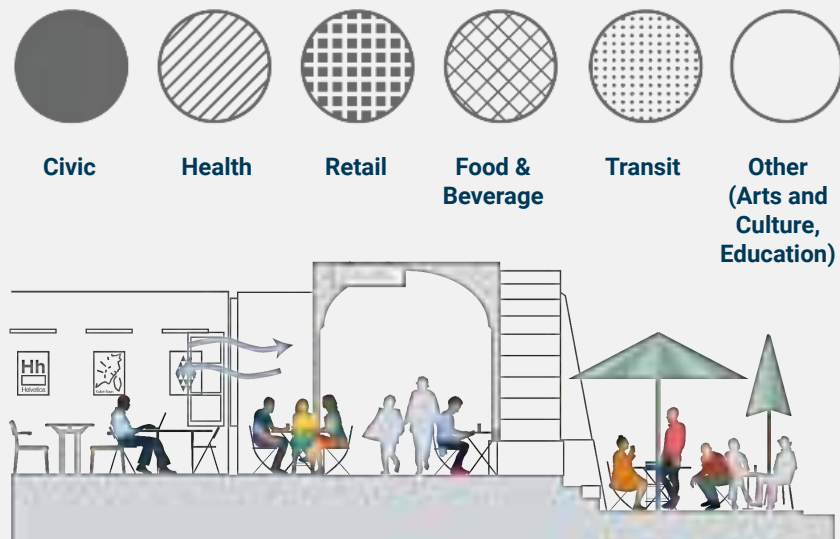
Cheltenham (1,700m)



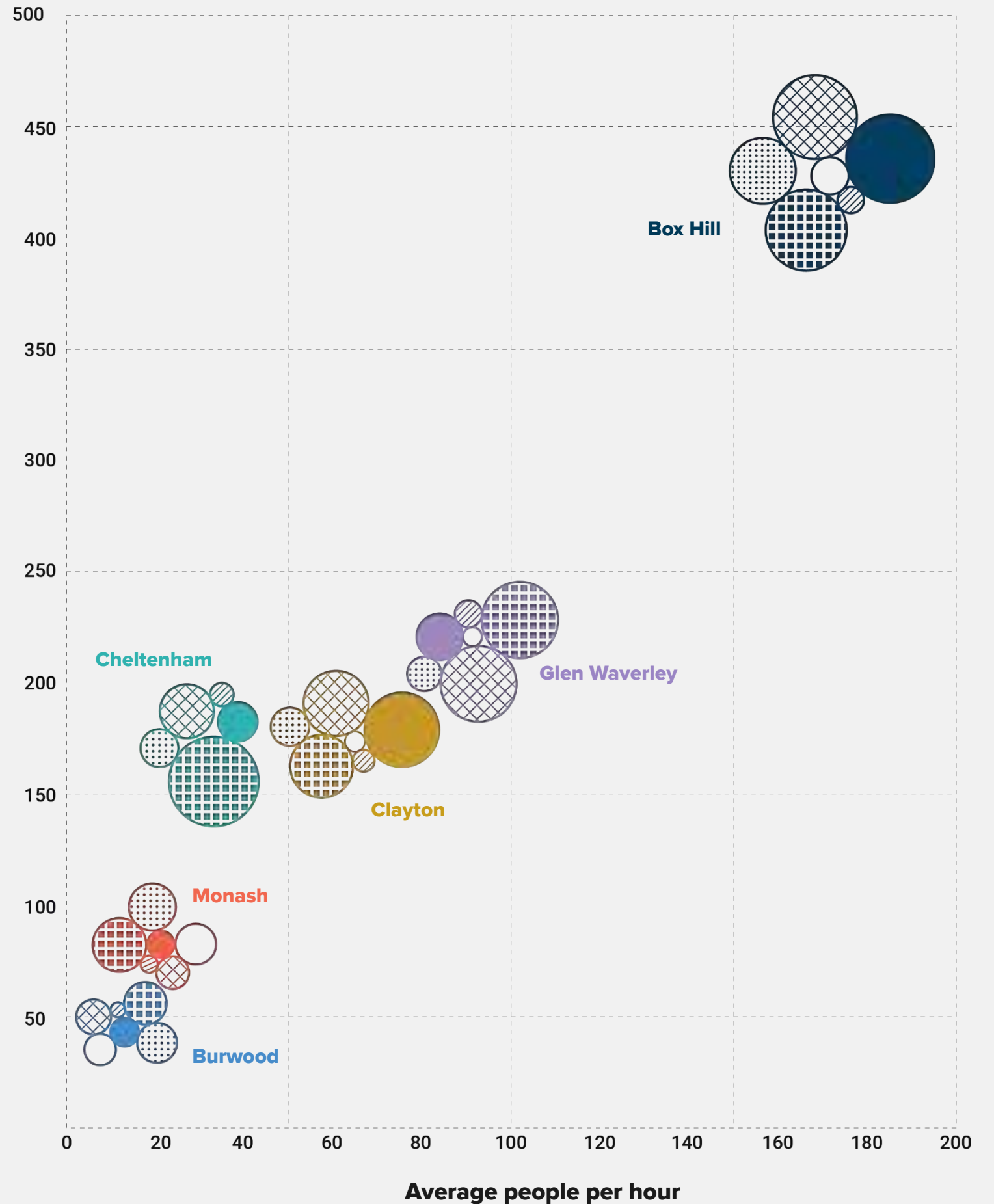
Source:
Gehl Facade
Study

Lively Places Have a Lot of Amenities

The areas with the highest levels of stationary activities have a high number of amenities in their surroundings. An exception is Cheltenham. Here the high number of amenities is located within Southland shopping centre which does not have a positive effect on street life and stationary activities in the public spaces outside the mall.



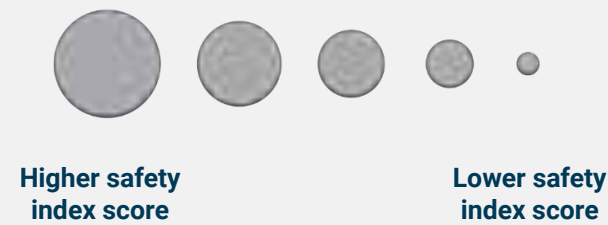
Number of Amenities



Source: Amenities from Google Maps 500m around the planned station. People per hour from SRLA pedestrian and bicycle counts

Public Space with a higher safety index have more Stationary Public Life Activities

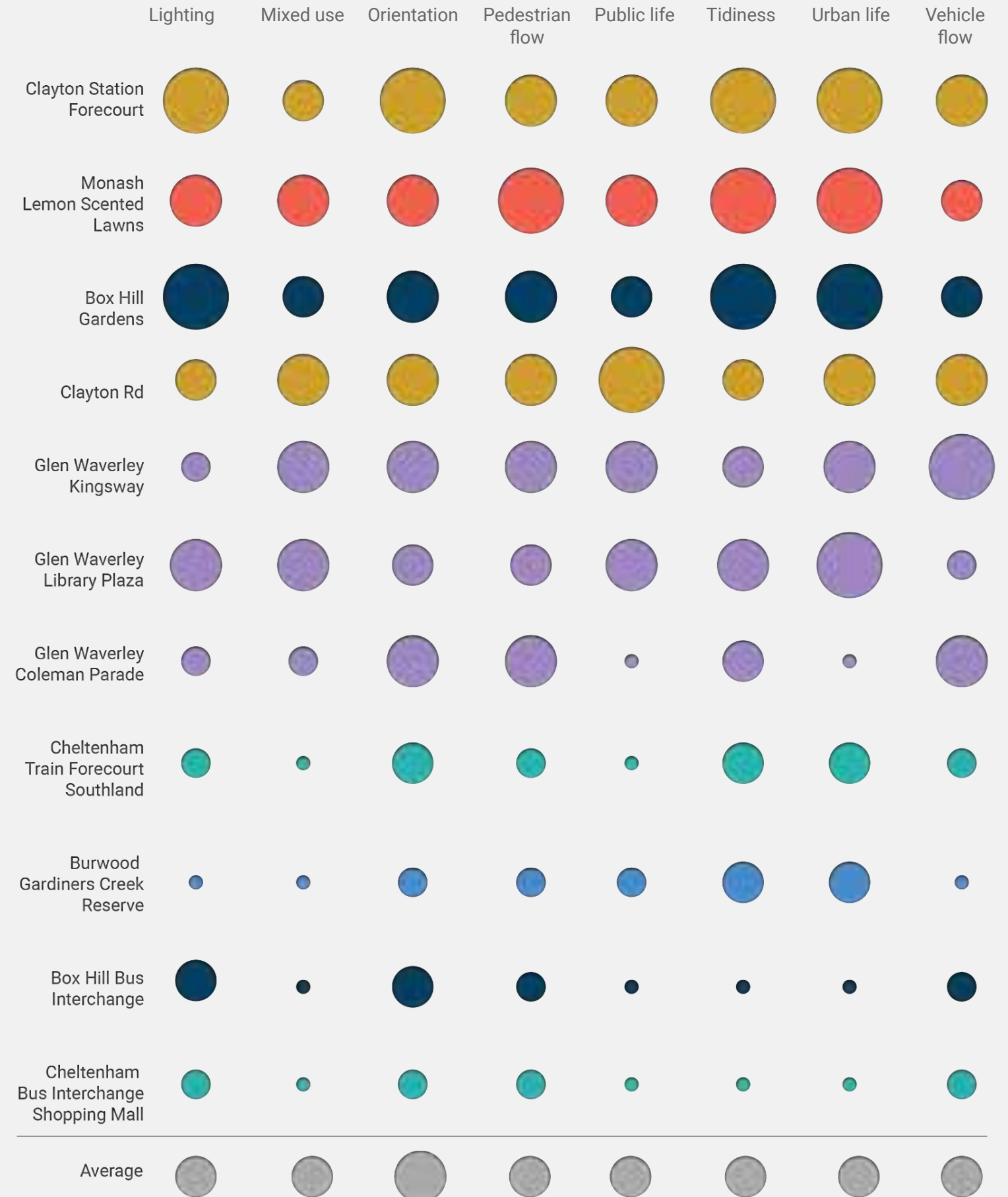
In total, 11 public spaces across the six precincts were analysed according to Gehl's safety index (see [page 11](#)). The diagram to the right shows the results. The eight safety index parameters (at the top of the chart) are rated from 1 to 5. The size of the bubble represents the rating. The smaller the bubble the lower the safety index score. A detailed analysis of each public space is presented in the following precinct chapters.



Higher safety index score

Lower safety index score

Source: Gehl Safety Assessment



Precinct

Box Hill

4.1 Precinct Profile

4.2 Public Space

4.3 Public Life

- Box Hill Gardens
- Market Street/Main Street
- Carrington Road
- Whitehorse Road
- Station Street
- Bus Interchange
- Pioneer Park





Box Hill Precinct Profile

Precinct Profile Demographics

Box Hill

A Young and Growing Population

- Bell shaped age pyramid with a large group of young residents in the age group of 20-35 year olds
- High number of people born in Asia (33%) and South Asia (5%)
- Highest population density in the core of Box Hill in new residential towers
- High number of single-person-households. 64% of residents live alone

46%

= Greater Melbourne average population under 35

498

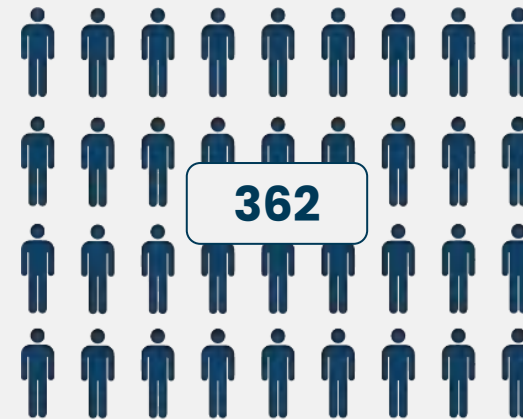
= Melbourne average population density per km²



- 200-825
- 70-200
- 20-70
- 0-20

51% residents live within 1000 metres of the station

Source: ABS 2021 Census



= Average population density per km²

29,060 residents

Source: ABS 2021 Census



A young population

51% under 35

Source: ABS 2021 Census

> 2 people household

36%



64%

single-person-household



Single household dominated

10,847 households

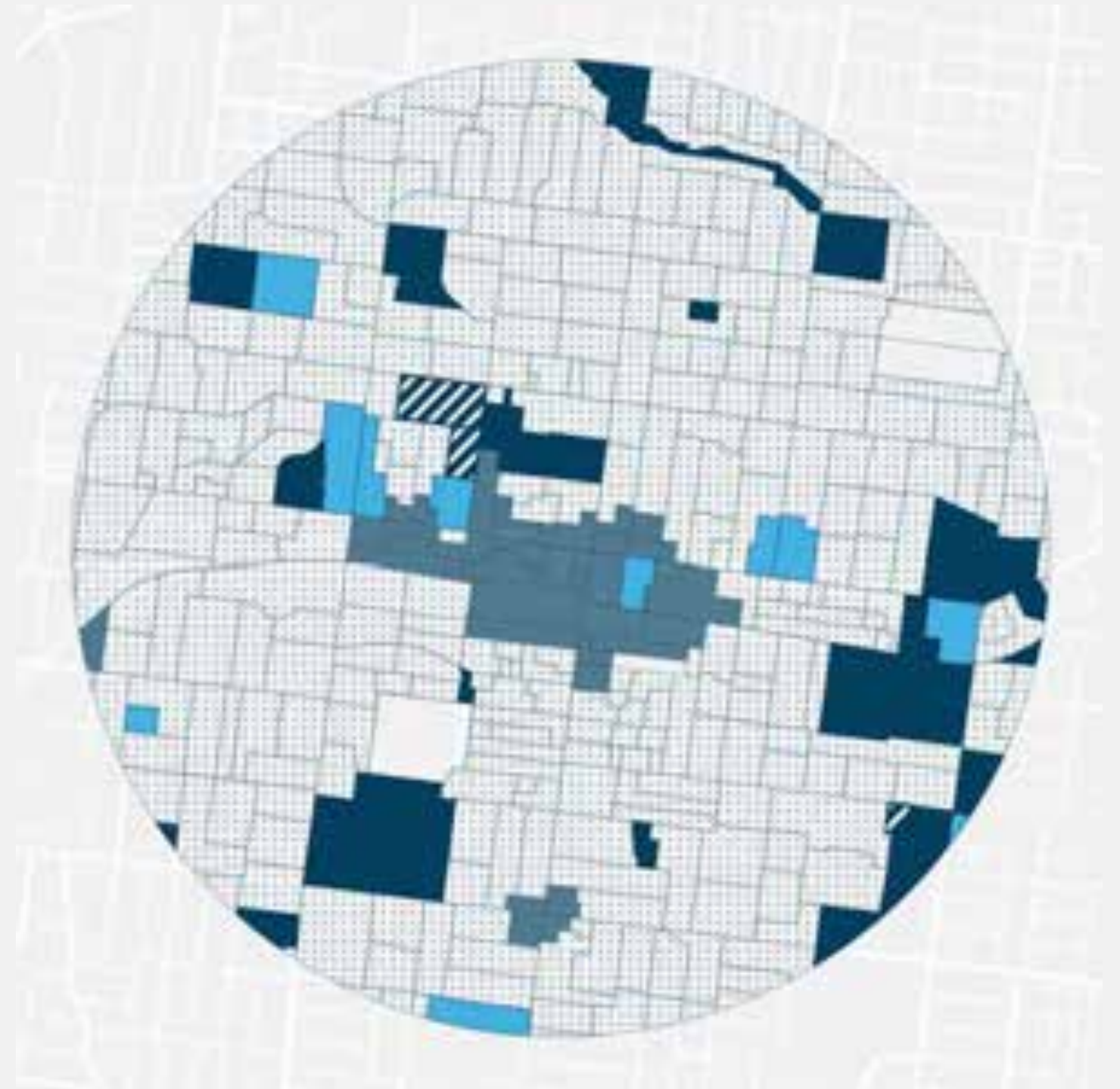
Source: ABS 2021 Census

Precinct Profile Landuse

Box Hill

A Residential Precinct with a Commercial Core

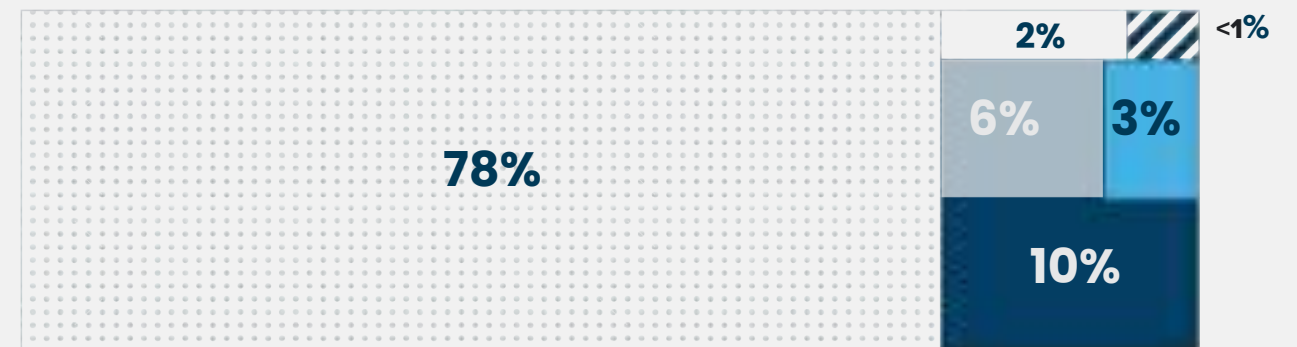
- 74% of all land use in the precinct is residential. Predominantly single-family detached houses
- Very active commercial center with existing public transit connection
- The precinct core Box Hill is dominated by commercial usage, however new housing developments around Box Hill Central diversify the area
- New residential high-rise development has taken shape over the past years with additional projects planned



Source: ABS 2021 Census

Land Use

- Residential
- Education
- Commercial
- Parkland
- Healthcare
- Industrial



Box Hill Public Space

A blue-tinted photograph of a park playground. In the foreground, a large, leafy tree stands on the left. The middle ground shows a playground with various structures, including a large, curved slide and a tall, multi-level play tower. Several people, including children and adults, are scattered throughout the playground area. A paved path runs along the bottom of the frame. The background is filled with more trees and a clear sky.

Public Spaces: Box Hill

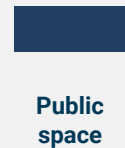
Public Spaces in Box Hill

An even distribution of public spaces

- Box Hill Gardens and Surrey Park are the two largest public green spaces in Box Hill
- A number of smaller parks and reserves evenly located across the precinct
- Box Hill Gardens is an essential public space in the precinct core
- Market Street/ Main Street as a pedestrian zone form additional public spaces



Sources:
Public spaces from the
SRLA, Population data from
ABS Census 2021



Public Spaces

7.6%

Park area percentage
to precinct (1,600m)

8.3 m²

Public space per capita
(1,000m)

23.1 m²

Public space per capita
(1,600m)

Public Spaces: Box Hill

Infrastructure and Facilities in Public Spaces

- Box Hill Gardens is the best equipped public space in the centre of Box Hill offering all basic inventory elements but also a range of additional features such as water bodies, shading structures, exercise equipment etc.
- The smaller parks in the center of the precinct only provide the basic inventory and no additional facilities
- The public spaces in the centre of Box Hill currently do not offer a skate park, bmx track and a dog area



Inventory List

	Box Hill Gardens	Whitehorse Road Linear Reserve	Linsley Park/Pioneer Park	Graham Bend Park
Lighting	✓	✓	✓	
Litter Bins	✓	✓	✓	
Paved paths	✓	✓	✓	✓
Public toilets	✓	✓		
Seats	✓	✓	✓	✓
Bike Racks	✓			
Playground	✓		✓	✓
Barbeques	✓			
Sign	✓	✓		
Skatepark				
Water bodies	✓			
Artificial playground shades	✓			
Ancillary sports structure	✓			
Shelter for picnics				
Bmx tracks				
Dog area				
Drinking fountain	✓			
Exercise equipment	✓			

Source: the SRLA. (Note the inventory list is comprised of all amenities found within the six precincts. Therefore an item may be listed in the inventory but not be present in all precincts. Only amenities which have been ticked are present within the district)

Public Spaces: Box Hill

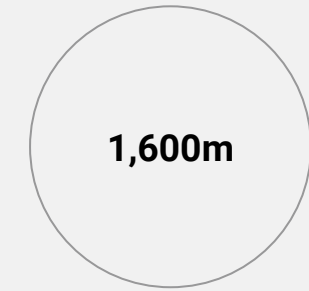
Tree Canopy

A Green Precinct with Lots of Trees

- Tree per capita reduces significantly in the precinct core
- Only 5% of trees are within the central 500m walkable catchment



1,600m diameter



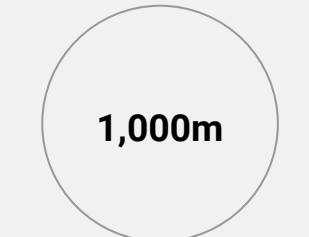
1,600m

Precinct

34,044 Trees

1.24 Trees per capita

1,000m diameter



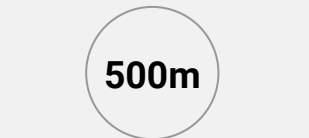
1,000m

Centre

13,139 Trees

0.97 Trees per capita

500m diameter



500m

Station

1,682 Trees

0.42 Trees per capita

Sources:
Public spaces from the SRLA,
population data from ABS Census
2021, Tree canopy data from
Vicmap Tree Extent 2021

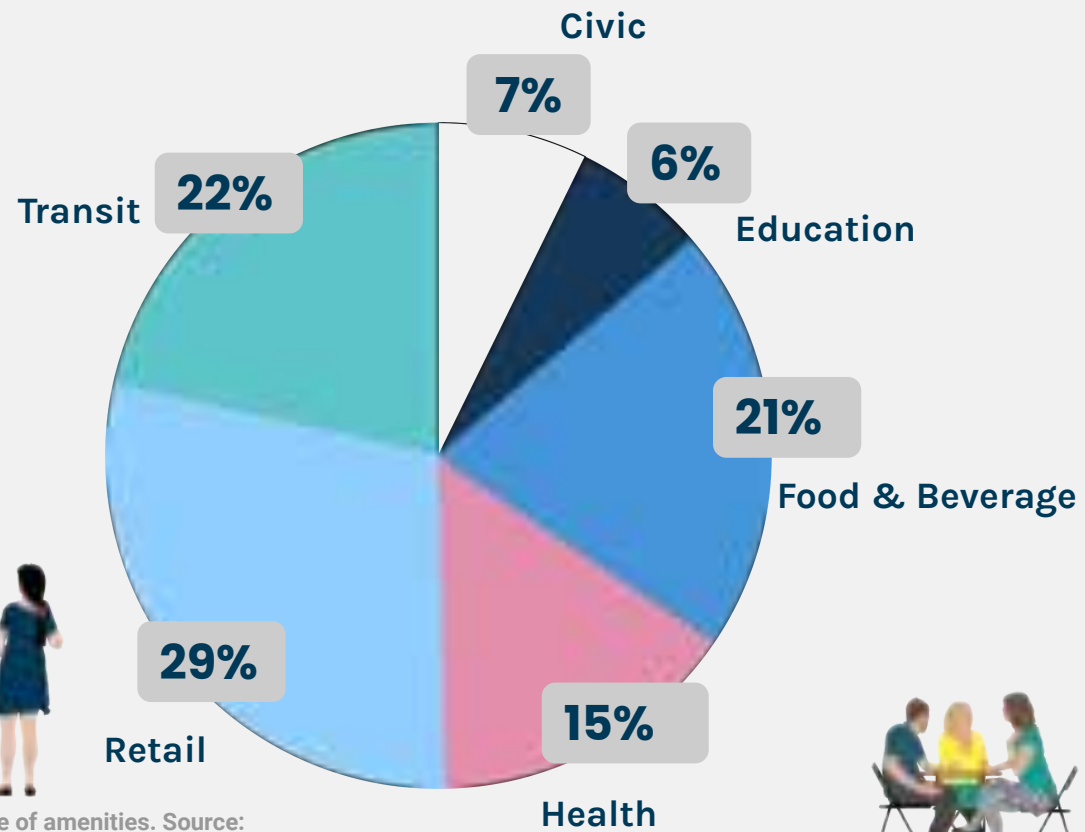
Box Hill Public Life



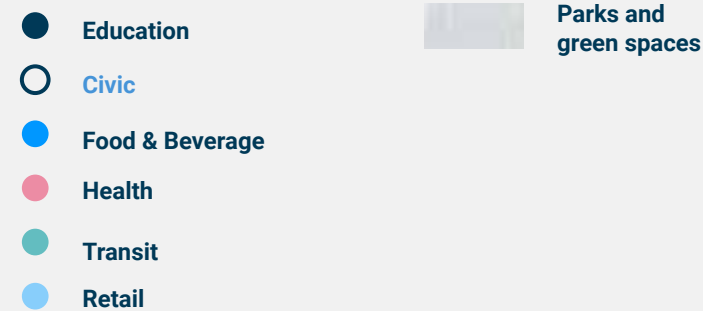
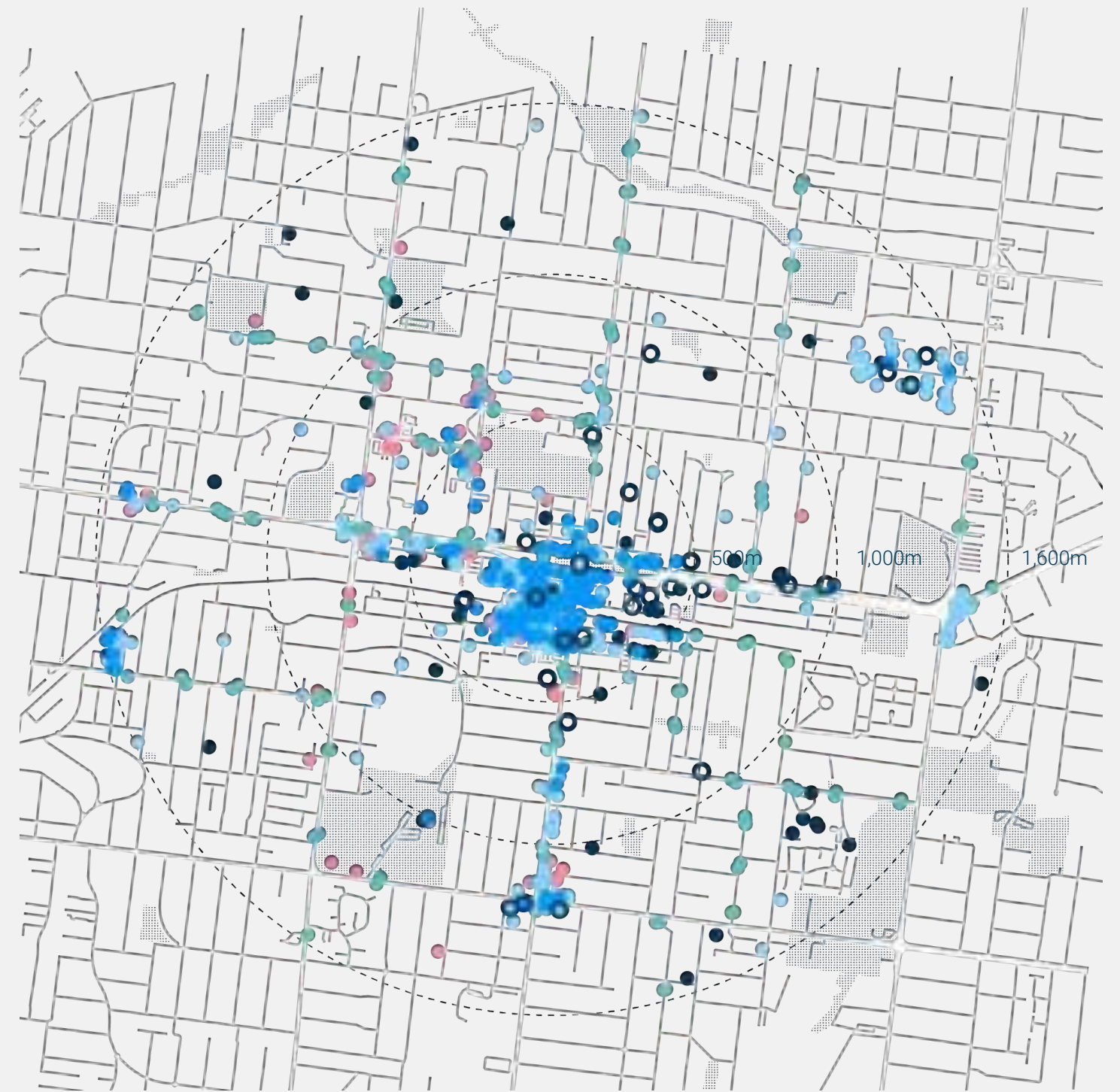
Public Life: Box Hill
Amenities

Retail, Transit, Food and Beverages dominate the precinct

- Box Hill has by far the highest number of amenities of all six precincts
- High diversity of amenities, however unevenly distributed throughout the precinct



Share of amenities. Source: Google Maps - point of interest data



440 Amenities within 500m radius of the station

Source: Google Maps

Public Life: Box Hill

Active Frontages

7,500m recorded

Room for Improvement

- The precinct core of Box Hill has a relatively high ratio of active frontages compared to the other precincts
- However Box Hill also has a big potential for publicising up frontages as well bringing a smaller and more human scale into the vertical division of building frontages, this should be prioritised in central streets and public frontages and not in back of house areas.



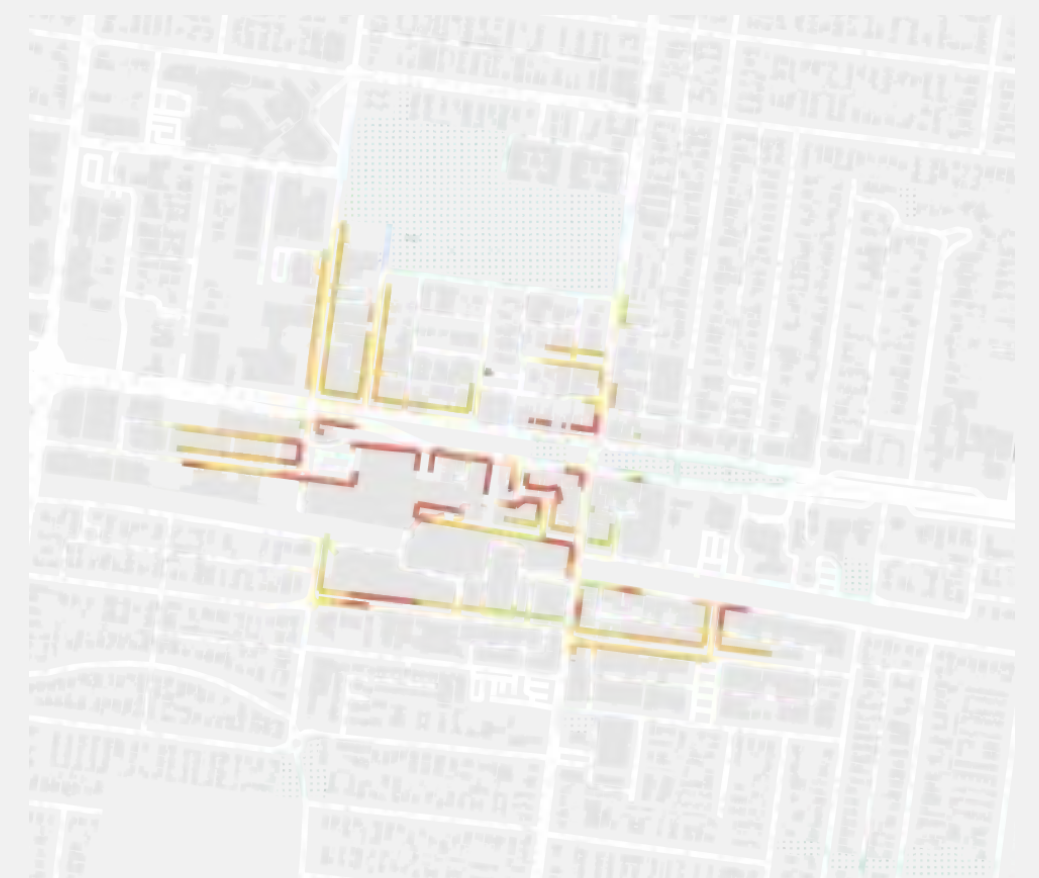
Active

Frontages with a
A and B rating



Inactive

Frontages with a
D and E rating

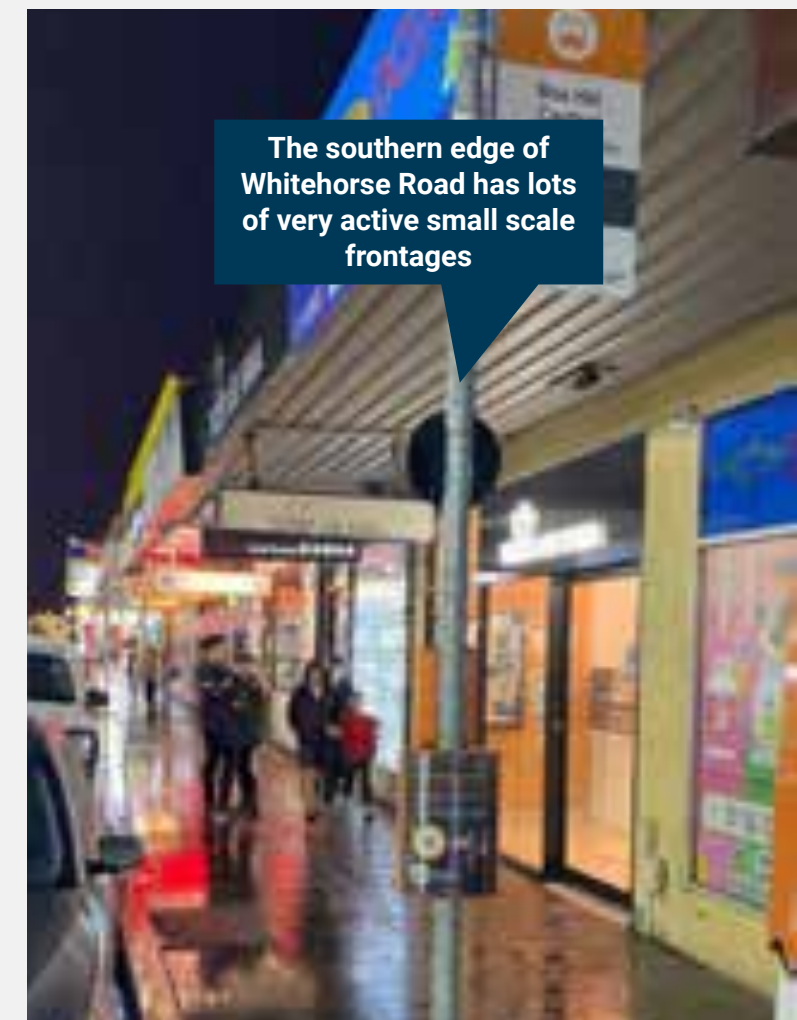
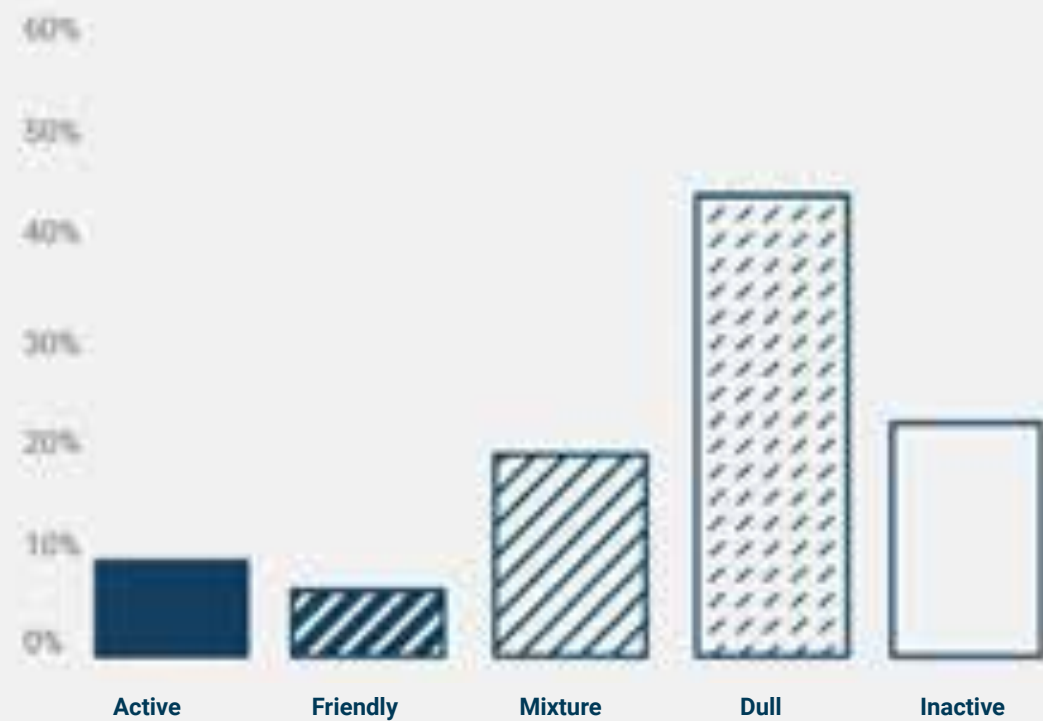


Public Life: Box Hill

Active Frontages

Active along the high streets

- Most active frontages are found along Station Street, Market Street, Whitehorse Road and on the southern side of Carrington Road
- However there are several streets with a great potential to diversify the ground floor by adding more publicings (doors and windows), offering more things to look at and increase the variations of the facade



Public Life: Box Hill

The Focal Points of Public Life in Box Hill

From Box Hill Gardens to Pioneer Park

- The precinct core is characterised by the T-shaped public space of Market Street and Main Street to the North and Carrington Road to the south of Box Hill Central
- The most important roads in the core are Whitehorse Road and Station Street that have a rather car-centric design
- Box Hill Gardens is the popular and important green space in the core that connects with the commercial center through Bruce Street and Station Street
- At the southern end of the commercial center is Pioneer Park, a small pocket park close to public institutions and transit connections



Public Life: Box Hill

Box Hill

Public Life Surveys

- Stationary activities were surveyed in five public spaces
- Additionally, movement counts were conducted in Carrington Road

2,961 Stationary Observations 

3,260 Movement Counts 

Date of surveys

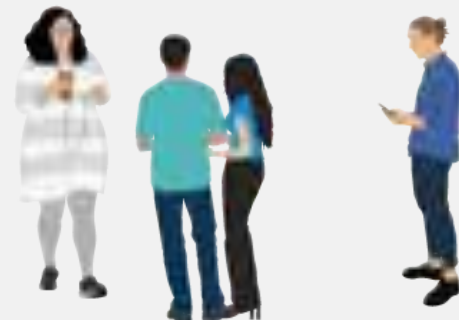
05.10.2023

07.10.2023

Weather

14°c 

14°c 



Surveyed sites



A blue-tinted photograph of a park. In the foreground, there are two large, mature trees with thick trunks and sparse foliage. The ground is a grassy field. In the background, a playground with various structures is visible, along with a few people walking. The overall scene is serene and well-maintained.

Box Hill

Box Hill Gardens

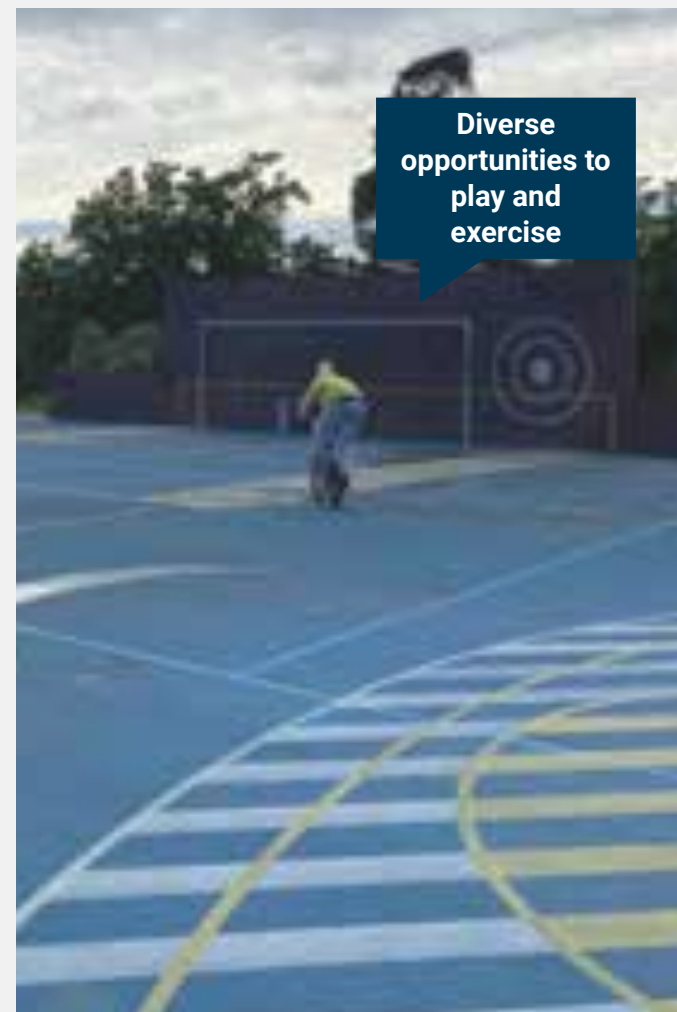
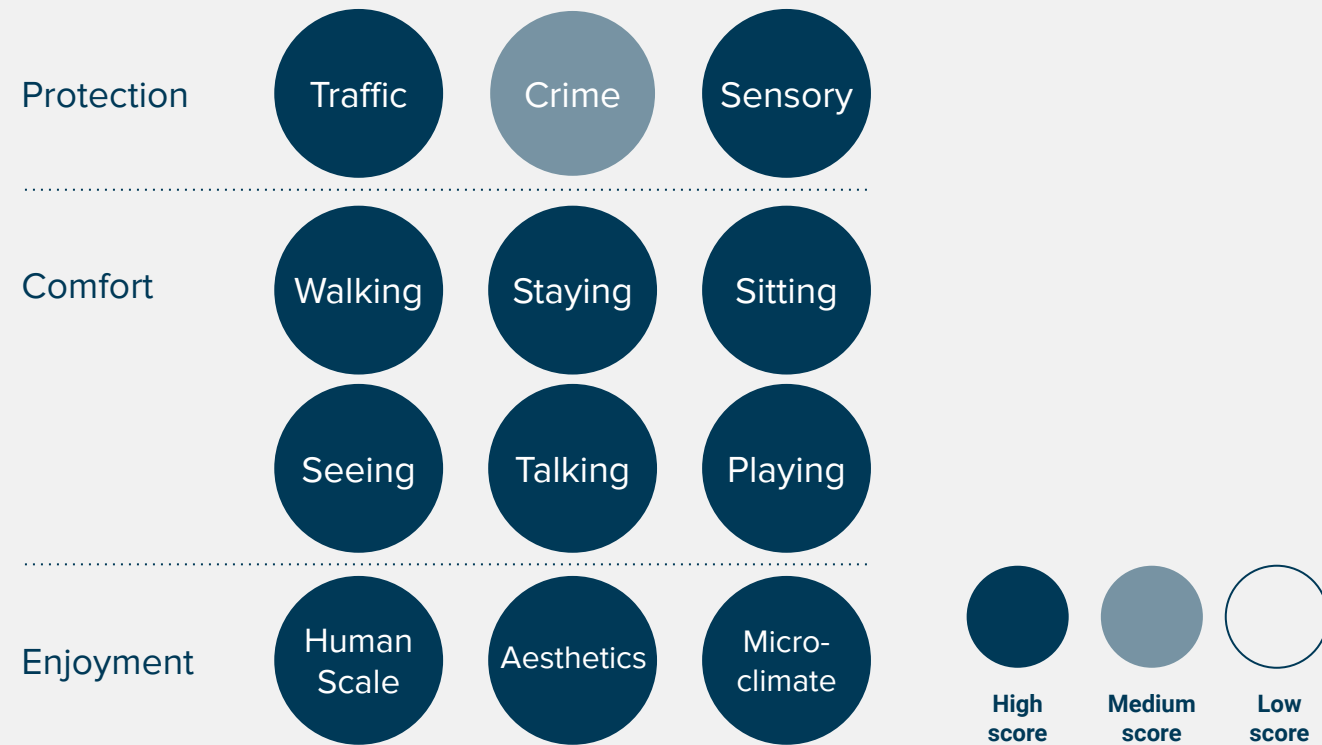
Public Space Qualities: Box Hill

Box Hill Gardens

Play, Exercise, and Nature

- Box Hill Gardens is a great public space with a wide range of options for play, exercise, and enjoying nature
- The overall rating according to the 12 Quality Criteria Analysis is *very good*

Public Space Qualities

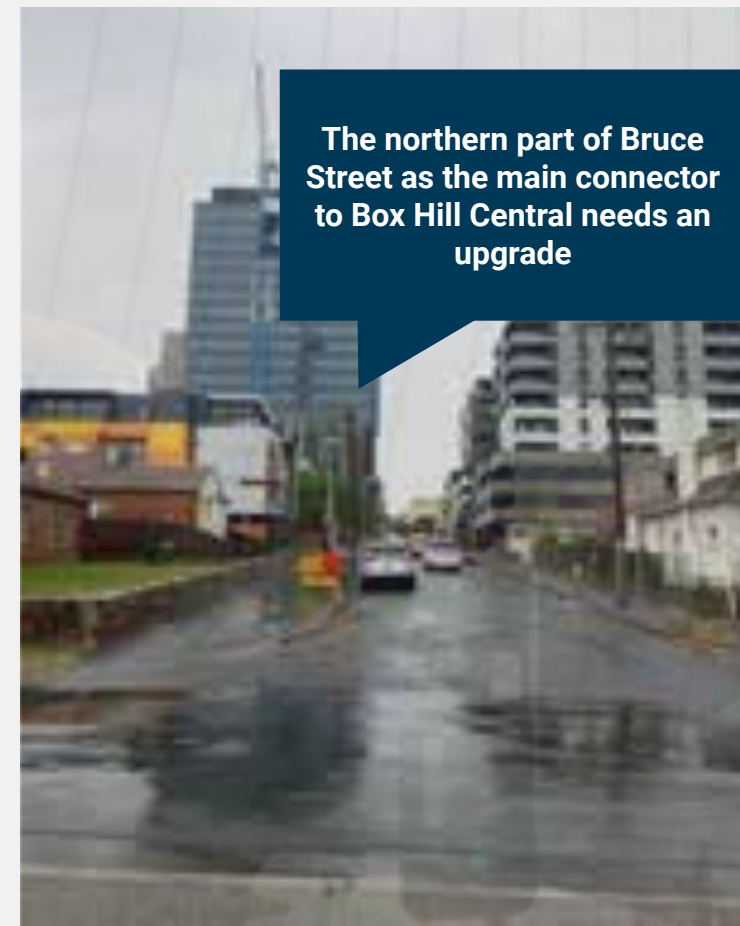


Public Space Qualities: Box Hill

Box Hill Gardens

Underutilised edges, access from Box Hill Central needs an improvement

- Box Hill Gardens requires a better connection for pedestrians and bicycle riders to Box Hill Central and the upcoming SRL-Station
- Station Street and Nelson Road are lacking qualities and infrastructure for bicycle riders to better connect the park with its surroundings (see Walkability score for Station Street)
- The edges and the eastern part of the park are underutilised
- There are very few “eyes on the street” to improve the subjective feeling of safety, especially during night time (see safety index next page)

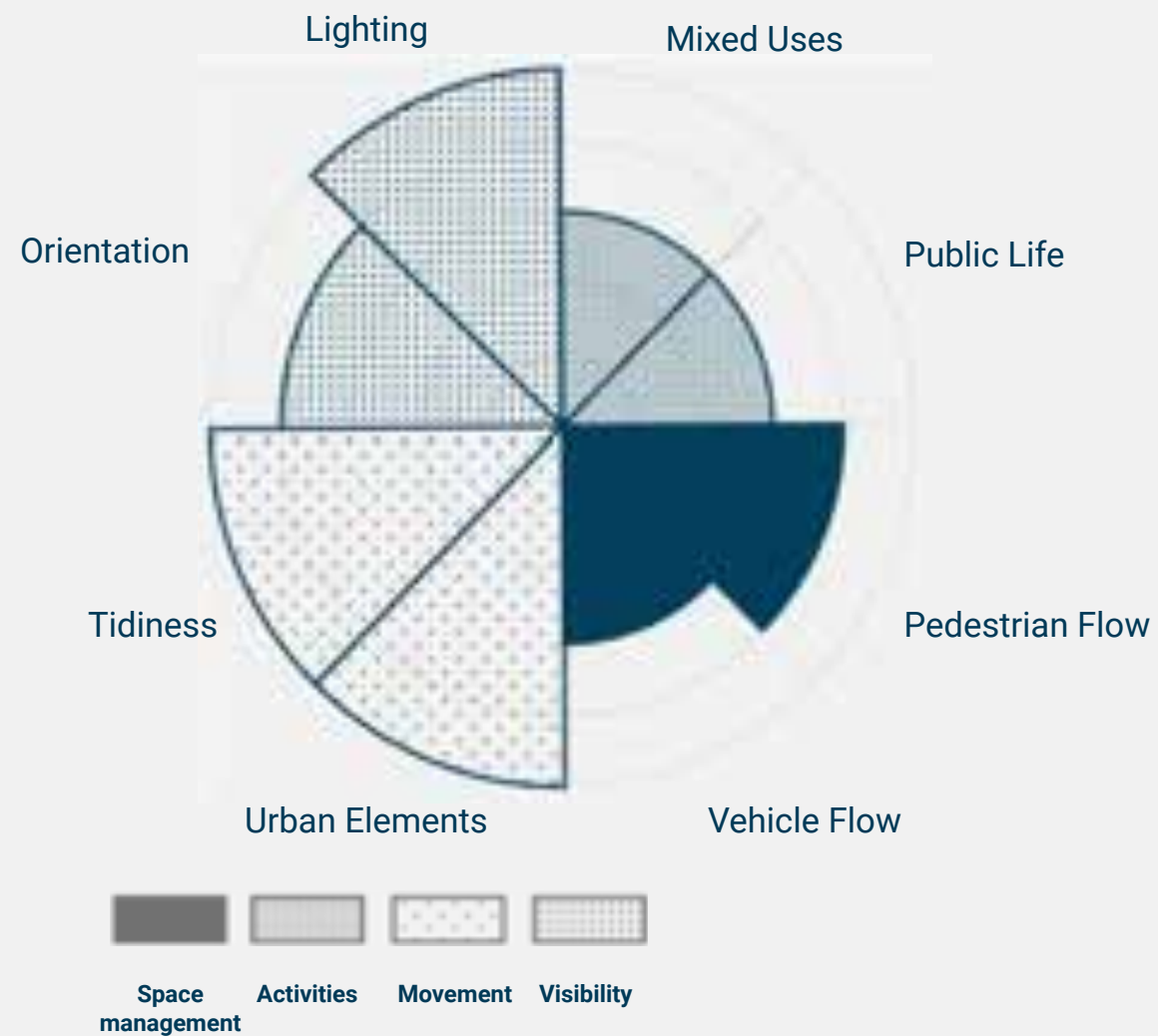


Safety Index: Box Hill

Perceived Safety in Box Hill Gardens

Well lit and maintained, but no additional
“eyes on the street” due to its inactive
and monofunctional edges

Safety Index



Public Life: Box Hill

Box Hill Gardens

Age Demographics

Who is using Box Hill Gardens?

- High rate of seniors (+65) using the park, corresponding to the age of the residents in the surrounding area
- There was observed a high rate of children (under 14) using the park, which is in contrast to the relatively low amount of children living in the neighbourhood. Box Hill Gardens seems to attract families from areas further away
- The busiest time in the park is on weekends in the afternoon around 3-4pm

Usage throughout the day:

- Seniors are dominant in the morning and absent in the afternoon and evening
- Teenagers and 'young adults' peak in the late afternoon and evening

Compare to Sir William Fry Reserve in Cheltenham? (page 277)

Click here 

1,706 observations

Weekday	649
Weekend	1,057



Stationary flow count

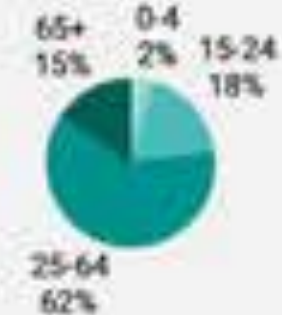


Demographics

Users



Neighbouring residents



Residents living within 200 metres of the survey site



Public Life: Box Hill

Box Hill Gardens

Gender Demographics

Who is using Box Hill Gardens?

- Marginally more women use Box Hill Gardens than men, corresponding with residents in the surrounding area
- High rate of women during the evening could indicate a high feeling of safety

Usage throughout the day:

- More woman on weekdays, more men on weekends could be an indication for a more traditional family model and more women parenting children during weekdays

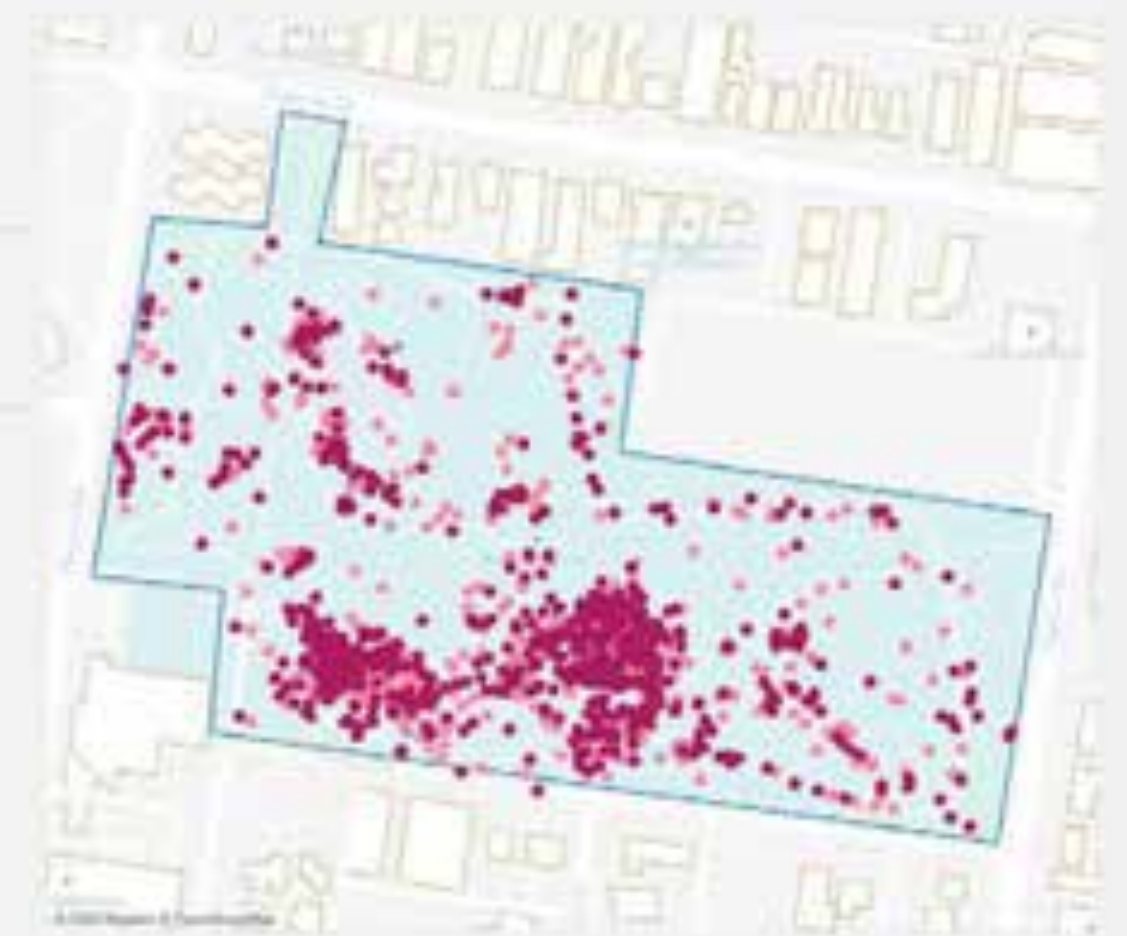
Compare to Central Reserve in Glen Waverley? (page 166)
Click here



1,706 observations

Weekday	649
Weekend	1,057

Female
Male
Unknown

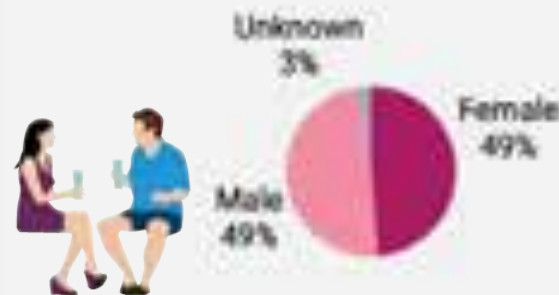


Stationary flow count



Demographics

Users



Neighbouring residents



Public Life: Box Hill

Box Hill Gardens

Activities

What are they doing?

- High diversity of activities
- Top activities are exercise, play and in conversation
- The multi-purpose area in the south-west is the most used and diverse area in terms of activities
- Running track shows high usage
- Less activity in the eastern part of the gardens

Activities throughout the day:

- Exercise is something for the weekday and weekend mornings
- On the weekend people spend time with their children, meet friends and family. Box Hill is characterised by single households, so the social function of public spaces is rather important

1,706 observations

- Play
- Exercise
- In conversation
- Observing / People Watching
- Taking care of child/children
- Using Electronics
- Eating / Drinking
- Other
- Taking care of pets
- Engaged in cultural activity
- Civic work
- Reading / Writing
- Photography
- Waiting for public transport
- Waiting in line
- Residing in public space
- Waiting for taxi



Stationary flow count



What are visitors doing?



Public Life: Box Hill

Box Hill Gardens

Other Findings

Other findings:

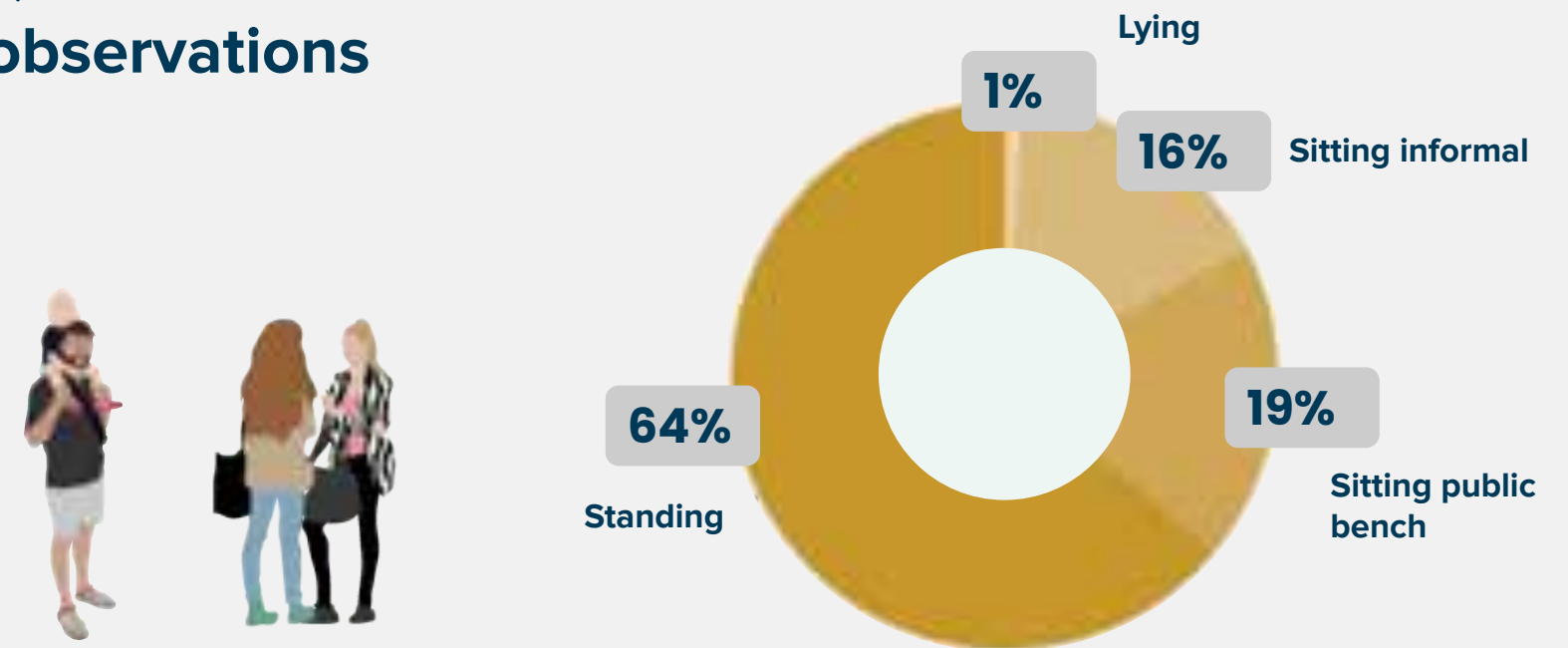
- North-East corner is underutilised
- Eastern part of the area with much lower usage (only 8% of all activities in the park)
- Cluster of activity in the eastern part of the site around the public toilets
- No commercial activities/sitting within the park. High activity level and frequency is not yet commercially used (i.e for a cafe or restaurant)

Posture

- Majority of stationary activity is standing (exercising, playing etc.)
- Low rate of informal sitting (i.e sitting on the grass)
- Missing benches in the northern and eastern part of the park

Posture

1,706 observations

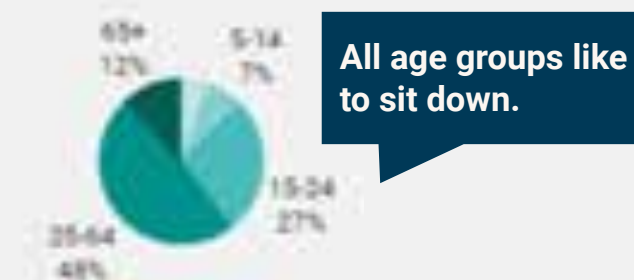


Hot Spots on site



Demographics of users

Age groups sitting down





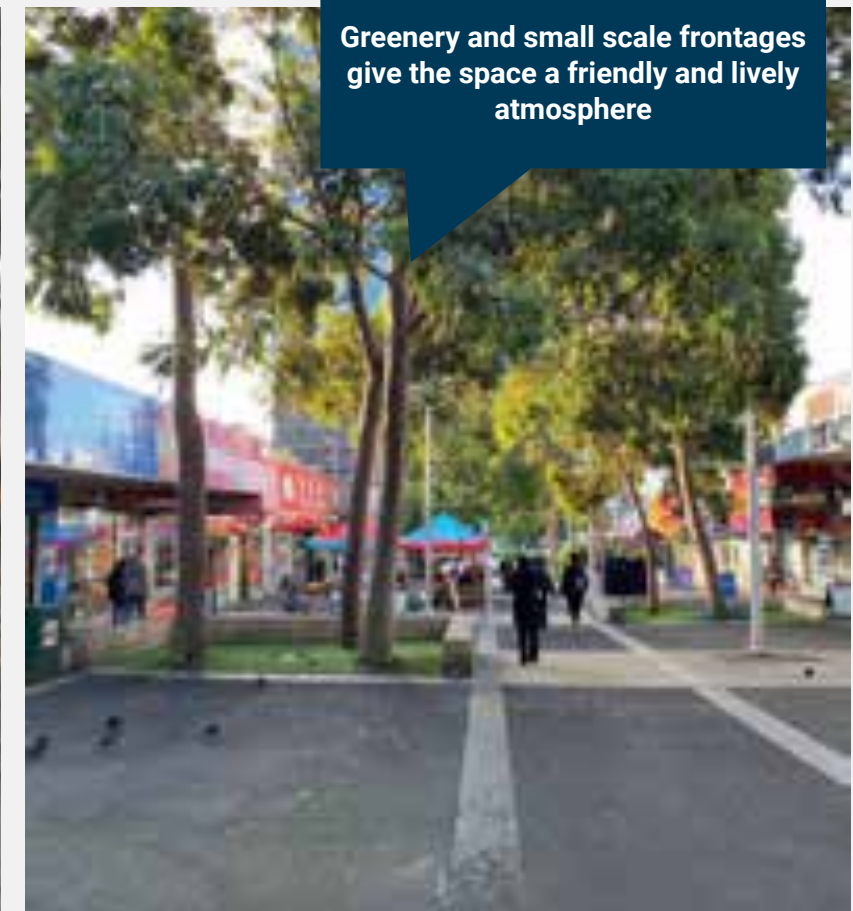
Box Hill Market Street / Main Street

Public Space Qualities: Box Hill

Market Street / Main Street

The Pedestrian Friendly Core of Box Hill

- Market Street and Main Street are the pedestrianised T-shaped core of Box Hill connecting Box Hill Central (Box Hill Street) with Whitehorse Road and Station Street
- The space has a lively atmosphere and a human scale of buildings, frontages and things to look at
- Lots of public benches and options to sit, talk and observe
- Street trees improve the microclimate and sensory experience in the space
- Currently, the ground floor is predominantly occupied by service-oriented amenities such as real estate agencies, banks, mobile phone operators, and a limited number of food and beverage outlets



Public Space Qualities: Box Hill

Market Street / Main Street

A lively and human scale core with lots of public space qualities. However rather monofunctional, no playfulness, and dead at night.

Public Space Qualities



Public Space Qualities: Box Hill

Market Street / Main Street

Fragmented and unsafe at night

- Fragmentation of the space due to the shopping centre and a dead-end-street to the West
- Missing connection at grade crossing Station St
- Low rate of ground floor usages and active frontages activating public spaces
- No play or movement elements in the public space
- After operating hours, this commercially driven center becomes devoid of people, further reducing perception of safety



Public Life: Box Hill

Market Street / Main Street Age Demographics

Who is using Market Street/Main Street?

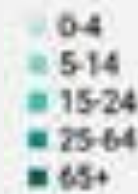
- The number of 25-64 year olds who use the space is in line with the surrounding resident demographics, however a high number of teenagers and young adults (15- 24) live in the area and aren't observed to be using the space
- Unlike Carrington Road and Pioneer Park, Market Street has significantly more users during the weekend

Usage throughout the day:

- A lot more activity during weekends
- During the weekdays, the distribution of ages using the space is more evenly distributed
- More 65+ use the space during the weekend than during weekdays

730 observations

Weekday	241
Weekend	489

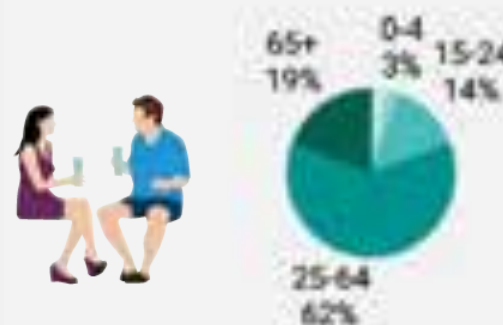


Stationary flow count



Demographics

Users



Neighbouring residents



Public Life: Box Hill

Market Street / Main Street Gender Demographics

Who is using Market Street/Main Street?

- During weekends male visitors outnumber females in the afternoon at 3:1
- During weekdays the ratio between male and female remains roughly the same
- Space around the underpass under Station Street at the eastern edge of the study area is predominantly used by men. 96% of people staying in this area are men

Usage throughout the day:

- Low usage early in the morning and late at night
- During weekdays Market Street/Main Street is busier in the morning. During weekends the peak hours are in the afternoon

730 observations

Weekday	241
Weekend	489

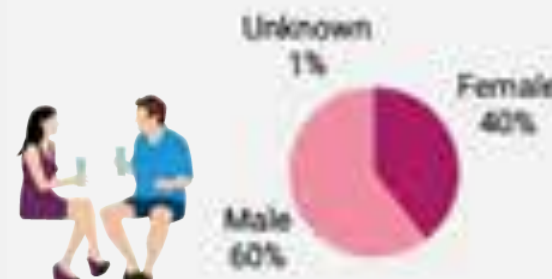


Stationary flow count

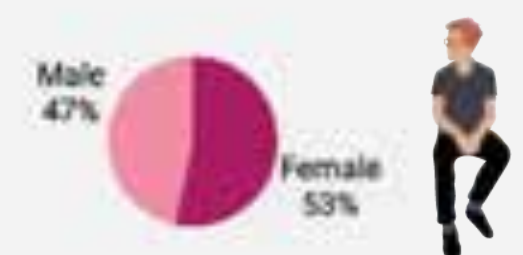


Demographics

Users



Neighbouring residents



Public Life: Box Hill

Market Street / Main Street Activities

What are they doing?

- The most common activity is being in conversation in particular at the intersection of Market Street and Main Street
- Significantly more people come to eat and drink on Market Street / Main Street on weekends during the day suggesting it is a place where the local residents choose to visit in their spare time

Activities throughout the day:

- After 5pm, there is very little activity on the streets, new evening activities could attract more visitors and create a greater feeling of safety

Compare to Kingsway in Glen Waverley? (page 136)

Click here 

730 observations

- In conversation
- Using Electronics
- Observing / People Watching
- Eating / Drinking
- Engaged with commerce
- Waiting in line
- Taking care of child/children
- Other
- Play
- Civic work
- Engaged in cultural activity
- Residing in public space
- Reading / Writing
- Waiting for taxi



Stationary flow count



What are visitors doing?



Public Life: Box Hill

Market Street / Main Street

Other Findings

Contrasting Activity Levels:

- While Carrington Road experiences higher pedestrian traffic, Market Street/Main Street is characterised by a greater prevalence of stationary activities. This renders Market Street/Main Street a more "sticky" public space

Underutilization at the Western End of Main Street:

- The western end of Main Street exhibits underutilization, with only 16% of all activities taking place in this area. The fragmented and impermeable nature of this space as well as the low activity level on ground the floors contributes to the underused potential of this section

Increased Utilization of Public Seating:

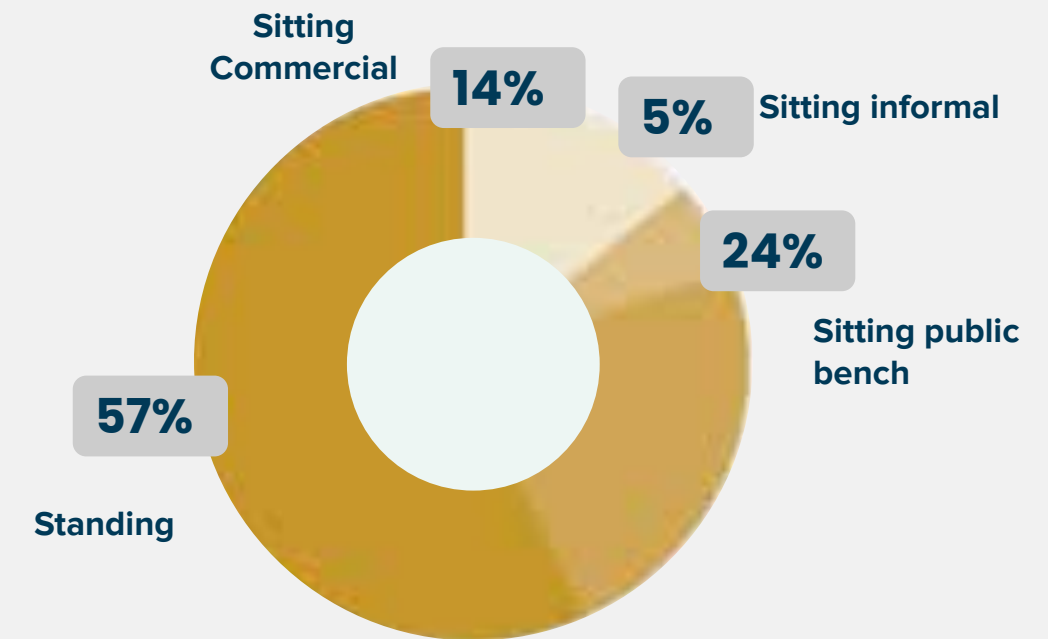
- The abundance of public seating options has substantial usage

Prevalent Seating Activity on Market Street/Main Street:

- A significantly higher number of individuals are seating along Market Street/Main Street compared to Carrington Road due to a higher number of options to sit

Posture

730 observations



Hot Spots on site





Box Hill Carrington Road

Walkability Score: Box Hill

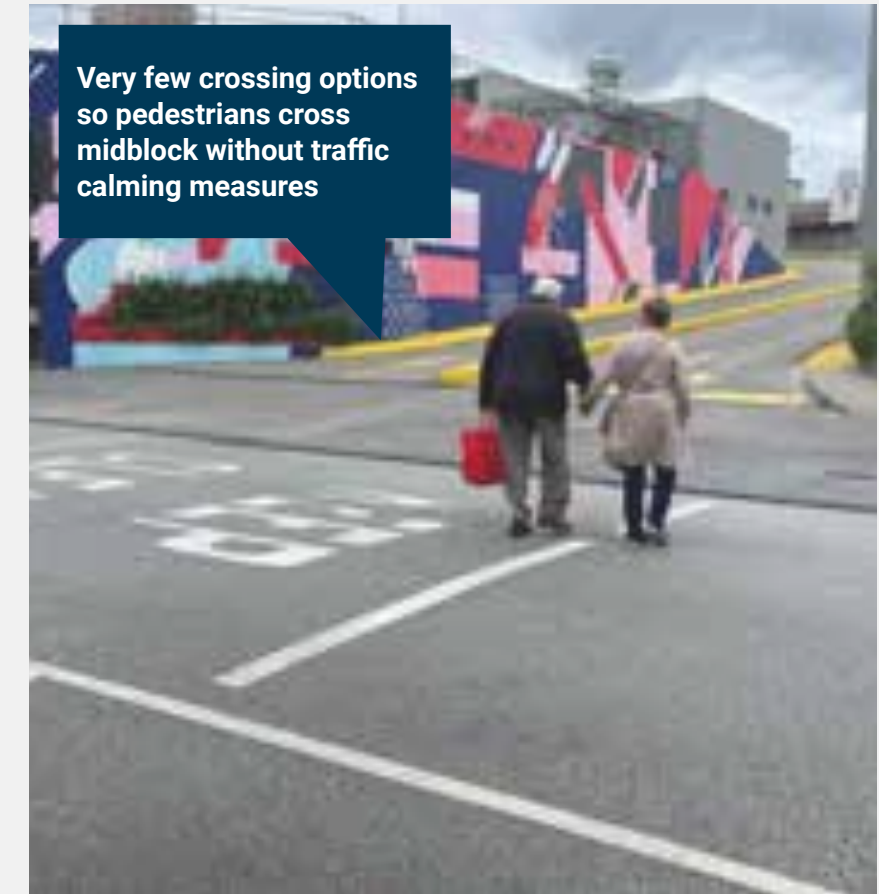
Carrington Road

A walkable street, however with room for improvement

- Carrington Road is an important East-West connection on the southside of Box Hill Central with a range of amenities, direct access to Box Hill Central and connecting Station Street with a residential neighbourhood in the West
- The street design has gone through some improvements but there is still a large potential to improve the walkability, perception of safety, and activity level along the road
- Carrington Road has higher pedestrian numbers than Main Street



Some restaurants in Box Hill Central have been publicised towards Carrington Road making it a much nicer experience to walk along

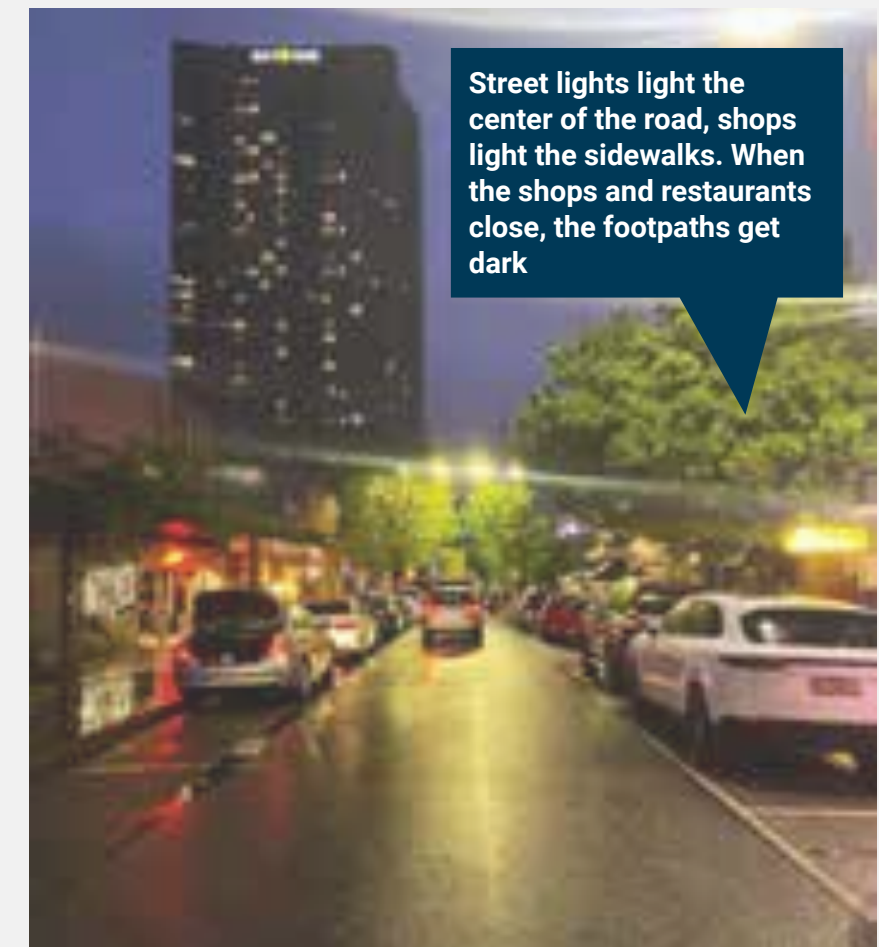


Very few crossing options so pedestrians cross midblock without traffic calming measures



South side of Box Hill Central has a back-of-house character with an inactive facade

Footpath are at an angle and very narrow making walking difficult and inaccessible



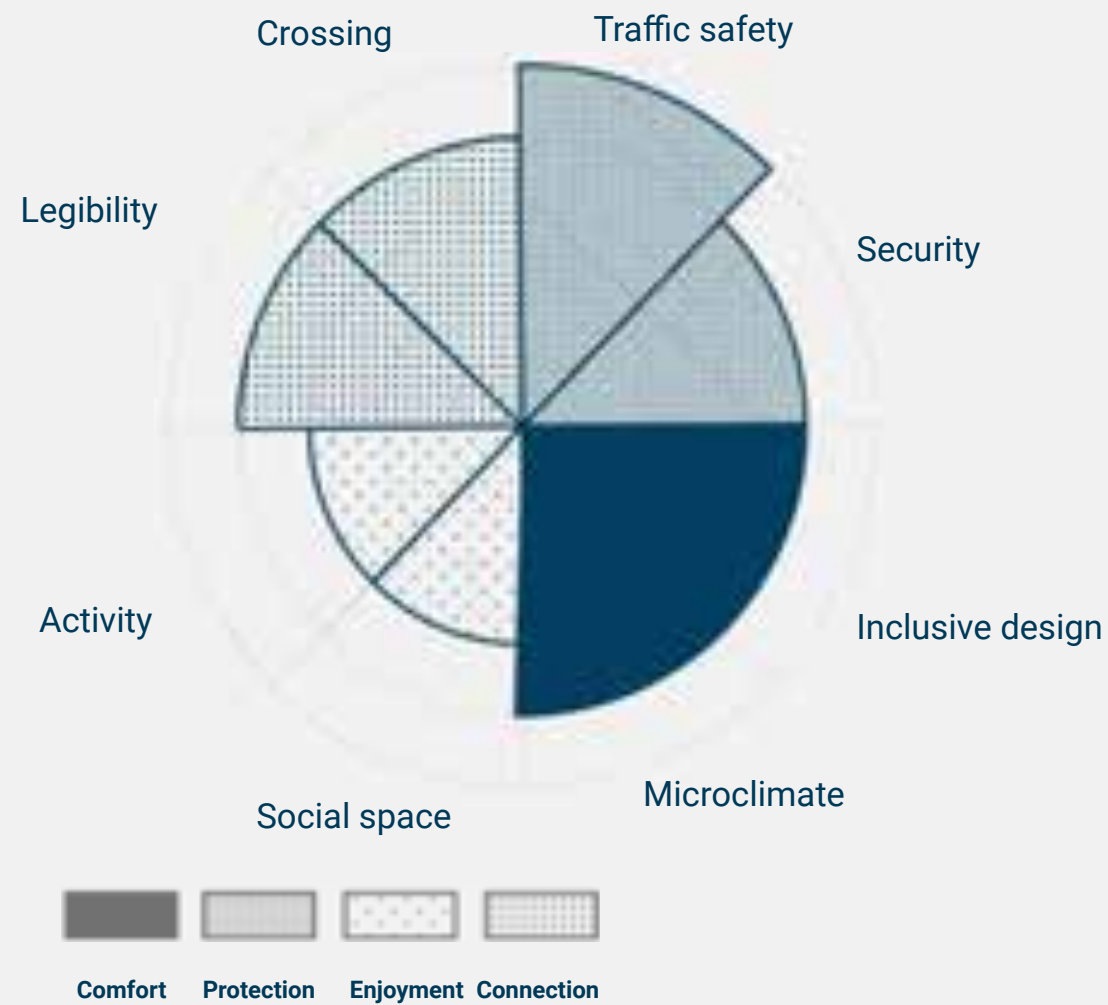
Street lights light the center of the road, shops light the sidewalks. When the shops and restaurants close, the footpaths get dark

Walkability Score: Box Hill

Carrington Road

Great microclimate and traffic crossings but lack of social space

Walkability Score



Public Life: Box Hill

Carrington Road

Movement Counts

Who is moving along Carrington Road?

- Along Carrington Road, both stationary and movement counts were conducted. This gives valuable insights into which user groups are moving through and which user groups are staying
- During weekends Carrington Road was busier than weekdays. Lunch time is peak time
- 52% of people walking were perceived as woman, however only 37% of people staying in the space are woman. Women are moving through the space but don't choose to stay here
- Carrington Road is currently more of a link than a place, only one out of 39 people moving through the space stay for a moment

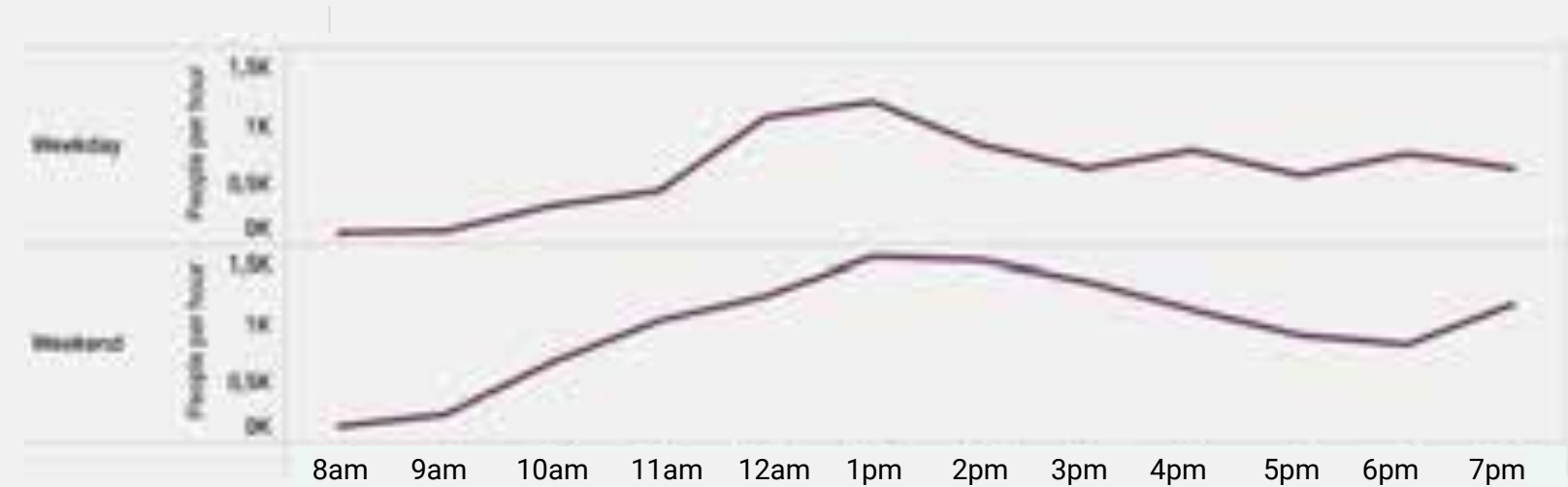
Count overview

19,560 counts

496 stationary observations

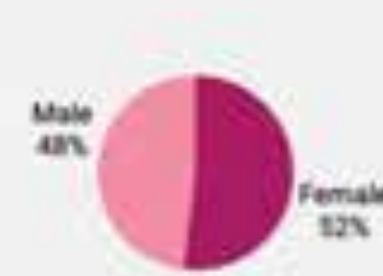
1 person out of 39 moving through the space stay for a moment

Movement flow count



Demographics of people moving

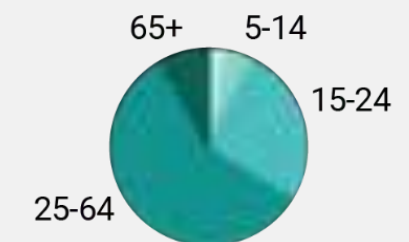
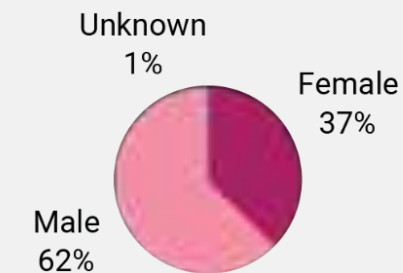
Gender



Age:



Demographics of people staying



Public Life: Box Hill

Carrington Road

Age Demographics

Who is using Carrington Road?

- Carrington Road is used by a high proportion of younger people, compared to the residents in the closer surroundings
- There is a high rate of 25-64 year-olds dominating the space with approximately 2/3rds of all users

Usage throughout the day:

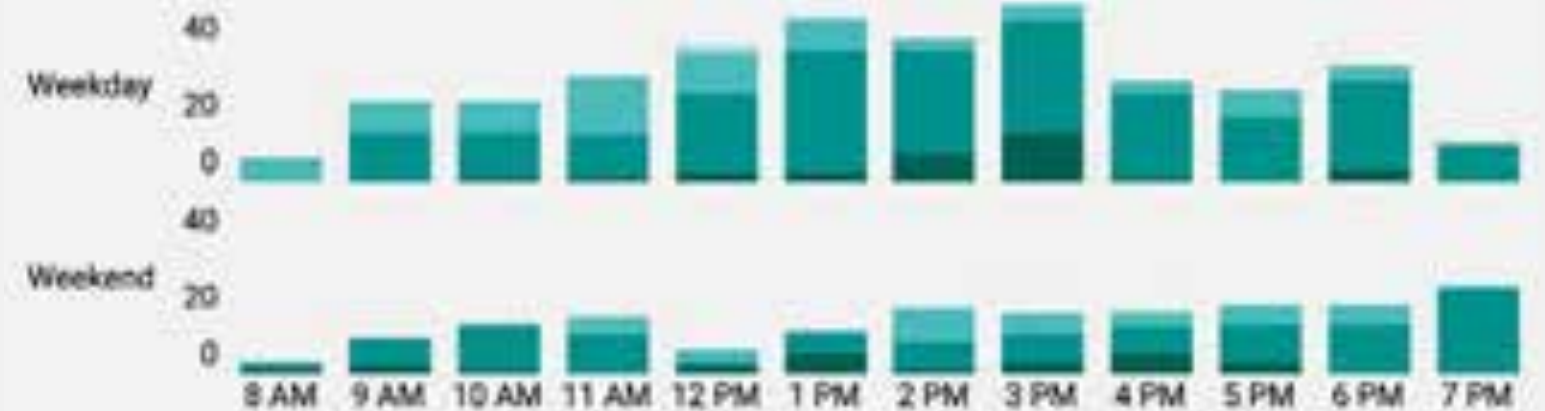
- Movement counts show a peak at 1pm while the busiest time for people staying is in the afternoon at around 3pm
- Weekdays are more lively in terms of stationary activities, while on weekends more people move through the space. This could indicate that some invitations to stay are not available on weekends (i.e shops are closed)

496 observations

Weekday	329
Weekend	167

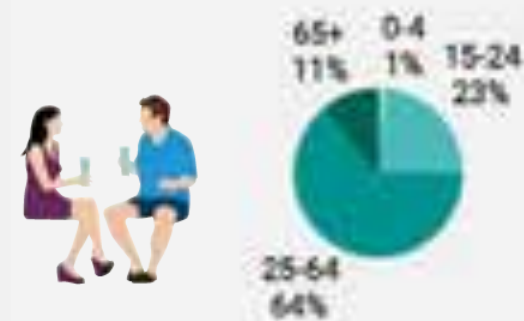


Stationary flow count

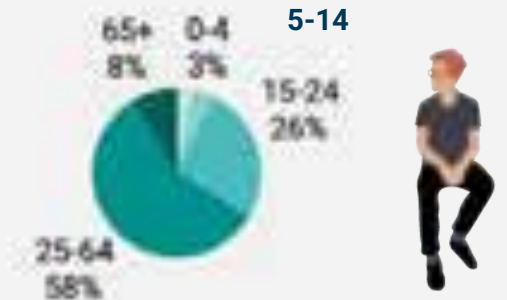


Demographics

Users



Neighbouring residents



Public Life: Box Hill

Carrington Road

Gender demographics

Who is using Carrington Road?

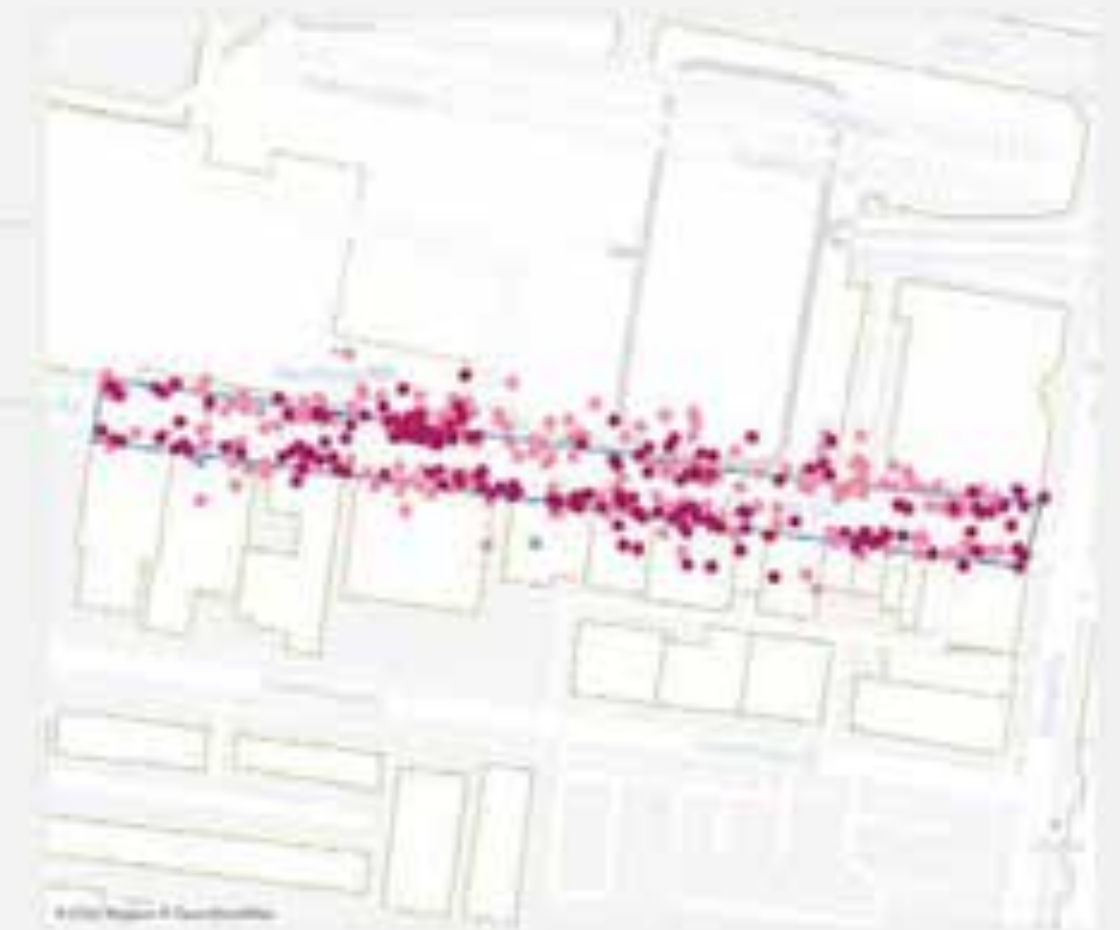
- Approximately 2/3 of stationary users are male. In contrast, more women live in the area and also more women move through the space
- This is an issue that has to be addressed by creating options and invitations for women to also stay in the space

Usage throughout the day:

- During weekends from the late afternoon onwards, there is a clear dominance of men using the space. This could be a sign of a low subjective feeling of safety in Carrington Road
- During weekdays, the number of users peak during the early afternoon

496 observations

Weekday	329
Weekend	167

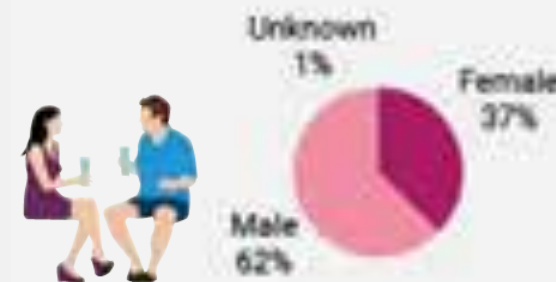


Stationary flow count

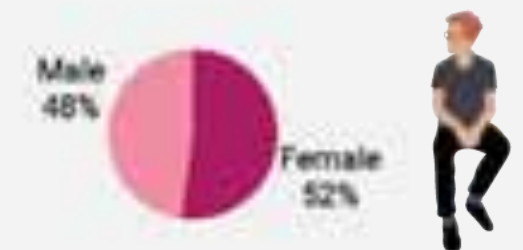


Demographics

Users



Neighbouring residents



Public Life: Box Hill

Carrington Road

Activities

What are they doing?

- Activity is spread out rather evenly across the site, with some hot spots at the entrances to the shopping mall
- Carrington Road is currently more a link than a place: People move through and if they stay, it's only for a short while, a brief conversation, or checking their phone. Other activities such as play, eating, taking care of children or people watching are very low or completely absent

Activities throughout the day:

- During the weekend very few people are eating and drinking in contrast to the weekdays, suggesting only commuters are dining in local cafes and restaurants

496 observations

- In conversation
- Using Electronics
- Observing / People Watching
- Engaged with commerce
- Waiting in line
- Eating / Drinking
- Waiting for taxi
- Civic work
- Other
- Reading / Writing
- Exercise
- Residing in public space
- Waiting for public transport



Stationary flow count



What are visitors doing?



Public Life: Box Hill

Carrington Road

Other Findings

Other findings:

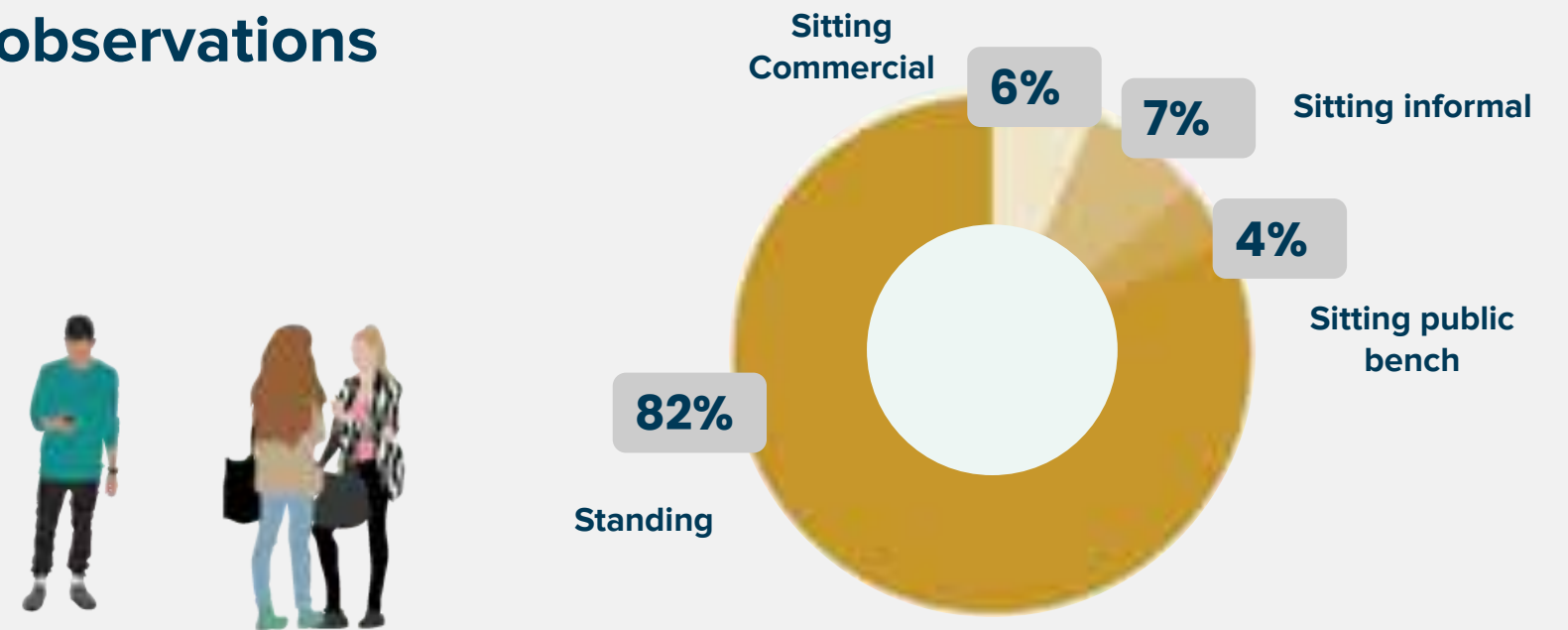
- Both sides of the road are evenly used
- Small hot-spots of activity are in front of the shopping centre entrances where people were observed to be waiting, using electronics, and/or smoking

Posture

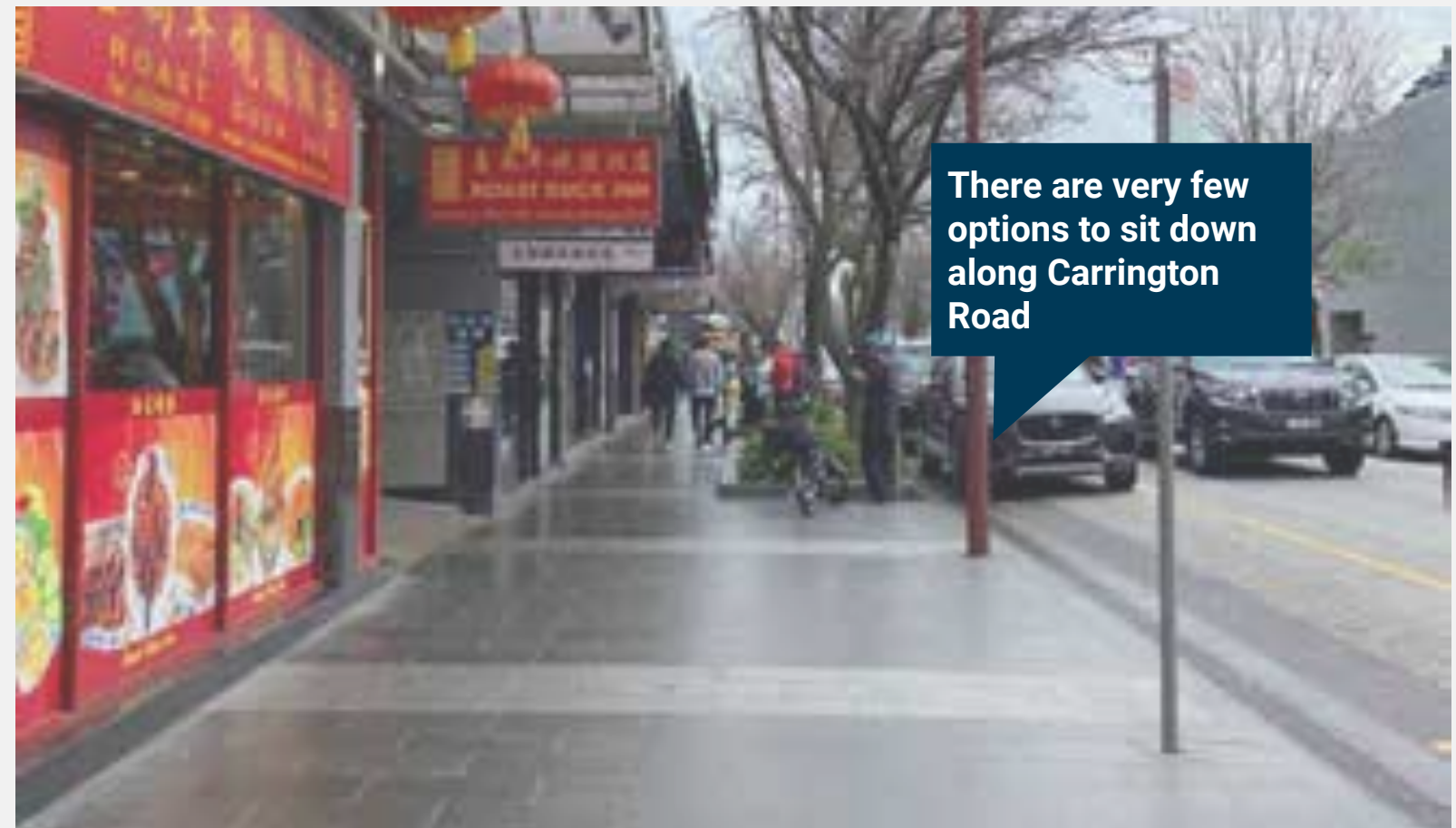
- 82% of people using the space are standing (rather than sitting down for a conversation or meal). This is another indication the road is more of a link than a place
- Only 4% of people using the space are sitting on public benches. 7% use informal sitting options, and 6% sit in commercial spaces
- There is clear lack of seating options along Carrington Road

Count chart

496 observations



Challenges on site





Box Hill Whitehorse Road

Walkability Score: Box Hill

Whitehorse Road

An underutilised green median

- Whitehorse Road is the main east-west traffic connection with three to four car lanes in each direction separated by a wide green median
- Despite the abundance of trees in the green median, its microclimate score is adversely affected by noise and traffic pollution, resulting in a space fragmented and disconnected from its surroundings
- High buildings and historic landmarks along Whitehorse road provide a high legibility
- Apart from sitting options there are not additional offers inviting activities or other usage of the space

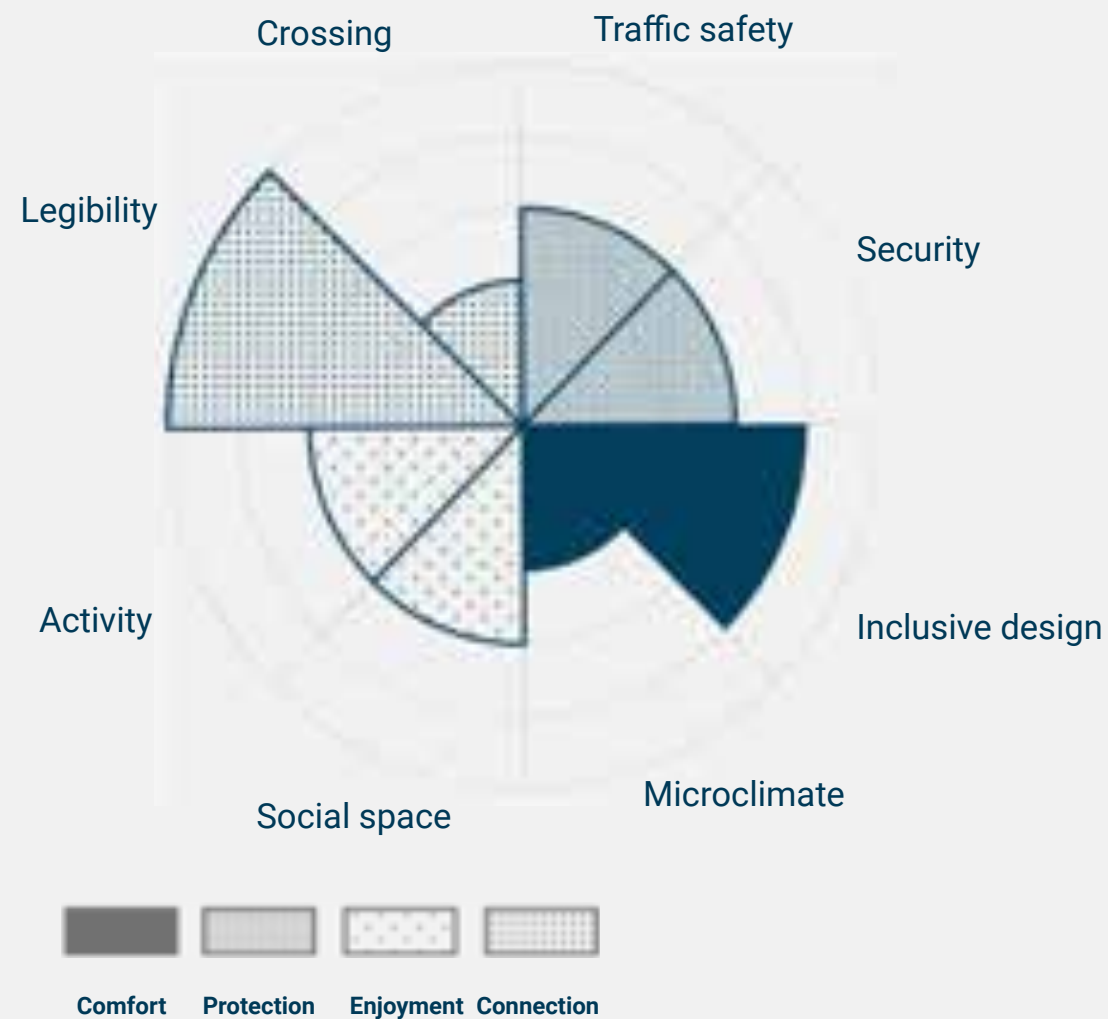


Walkability Score: Box Hill

Whitehorse Road

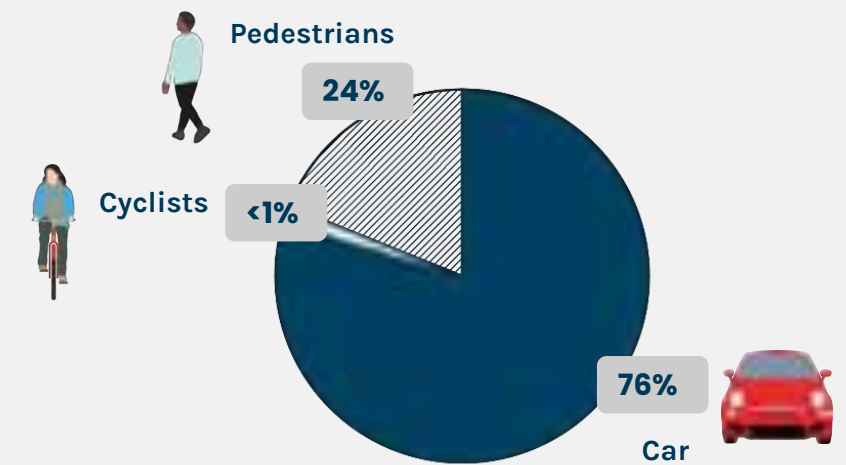
Highly legible and full of potential, but missing activities and crossings

Walkability Score



Traffic counts Whitehorse Road

- Traffic counts along Whitehorse Road show 76% car traffic and only 24% pedestrian traffic. Cycling rates are lower than 1%
- Considering the centrality and allocated space for pedestrians there is room for improvement



Public Life: Box Hill

Whitehorse Road

Age demographics

Who is using Whitehorse Road?

- The busiest time in the park is in the late morning during both weekends and weekdays
- There are no children in the park, indicating that the space is not safe for children
- Only 19% of activities are within the median, yet it accounts for 48% of the area

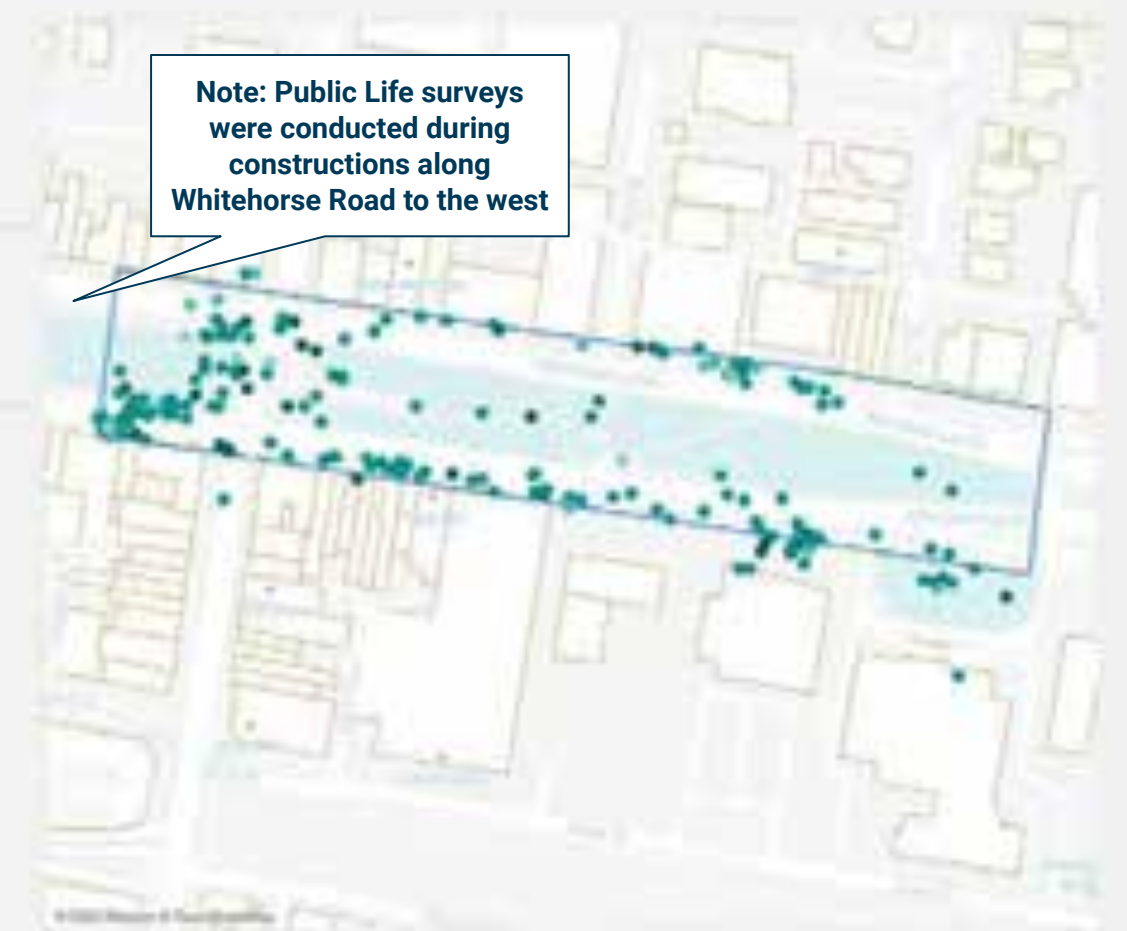
Usage throughout the day:

- Seniors (+65) tend to use the park until the early afternoon, after which 25-64 year olds are the prevailing demographic observed using the space

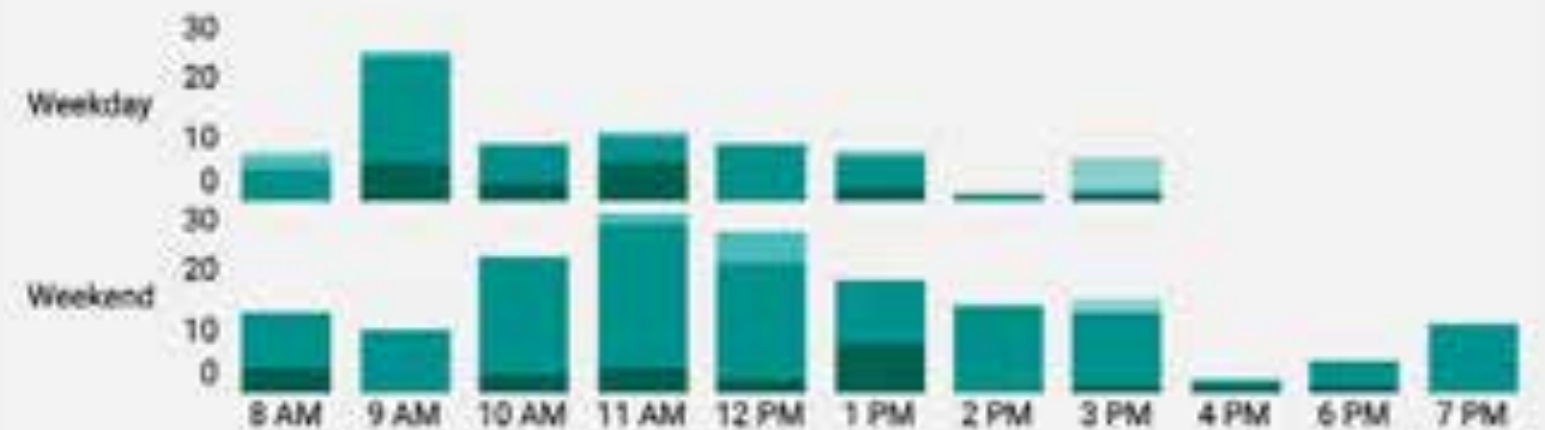
242 observations

Weekday	77
Weekend	165

Note: Public Life surveys were conducted during constructions along Whitehorse Road to the west

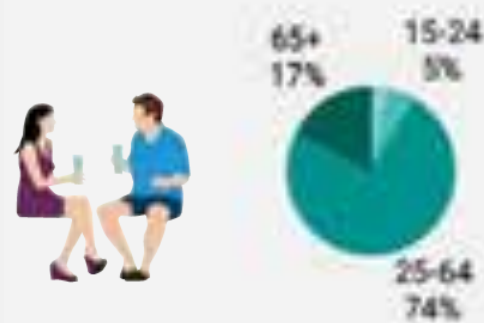


Stationary flow count



Demographics

Users



Neighbouring residents



Public Life: Box Hill

Whitehorse Road

Gender demographics

Who is using Whitehorse Road?

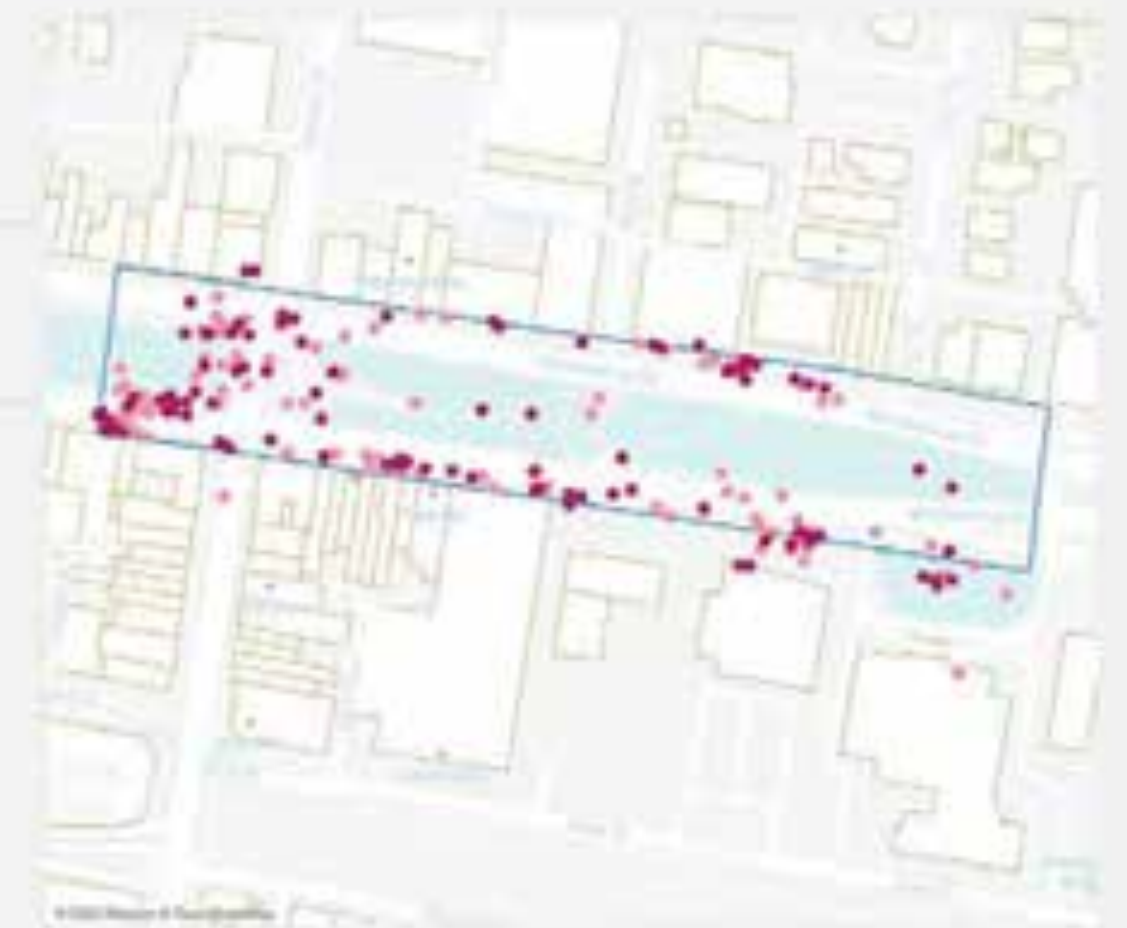
- No significant differences in the gender of users of Whitehorse Road and the surrounding area
- The peak sees high numbers of men during weekends

Usage throughout the day:

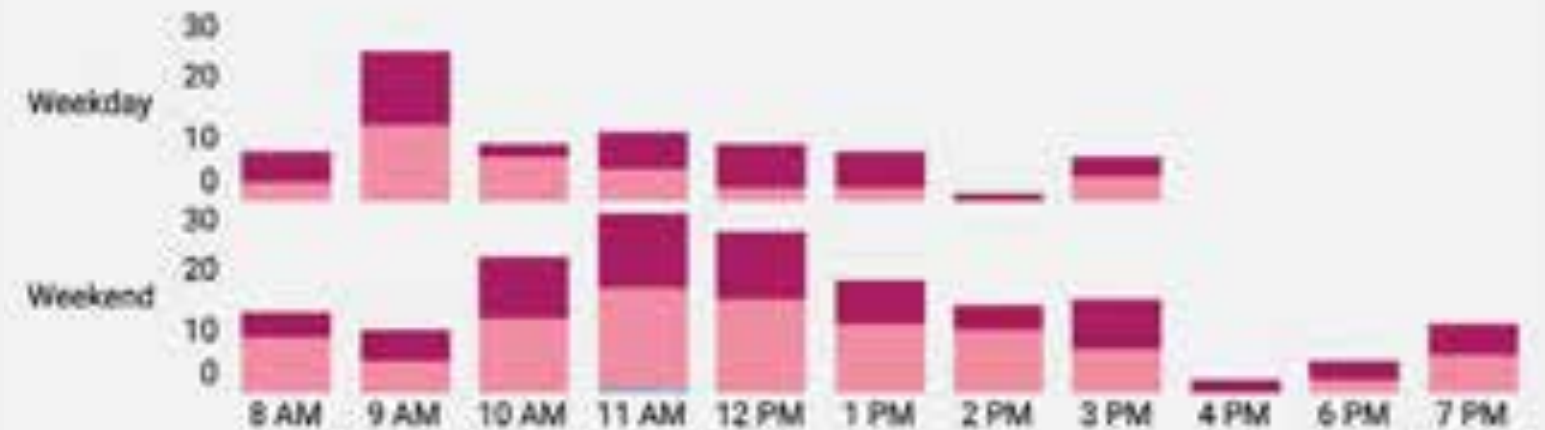
- The amount of women who use the park, both on weekends and weekdays, decrease throughout the day after the late morning

242 observations

Weekday	77
Weekend	165



Stationary flow count

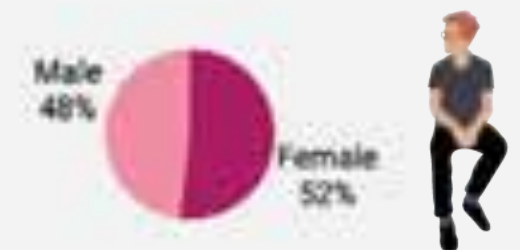


Demographics

Users



Neighbouring residents



Public Life: Box Hill

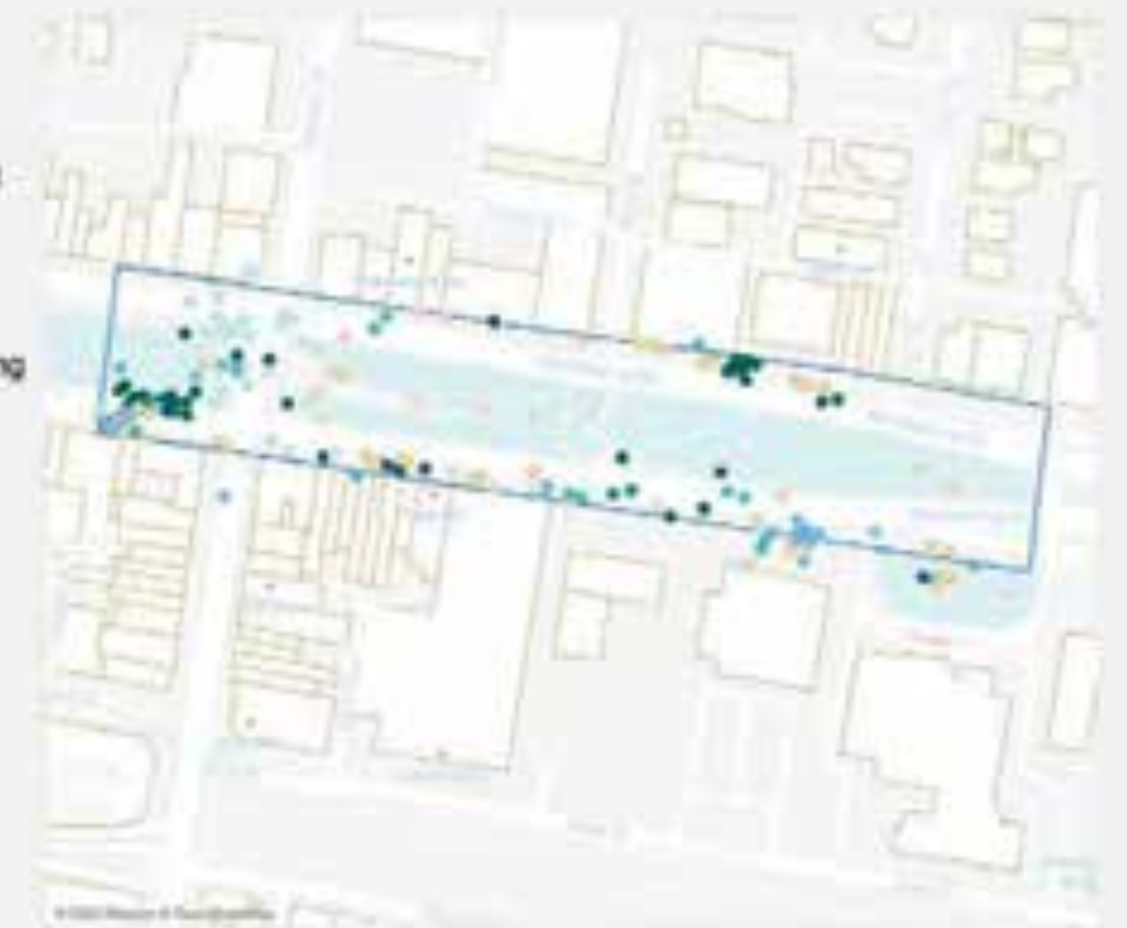
Whitehorse Road Activities

What are they doing?

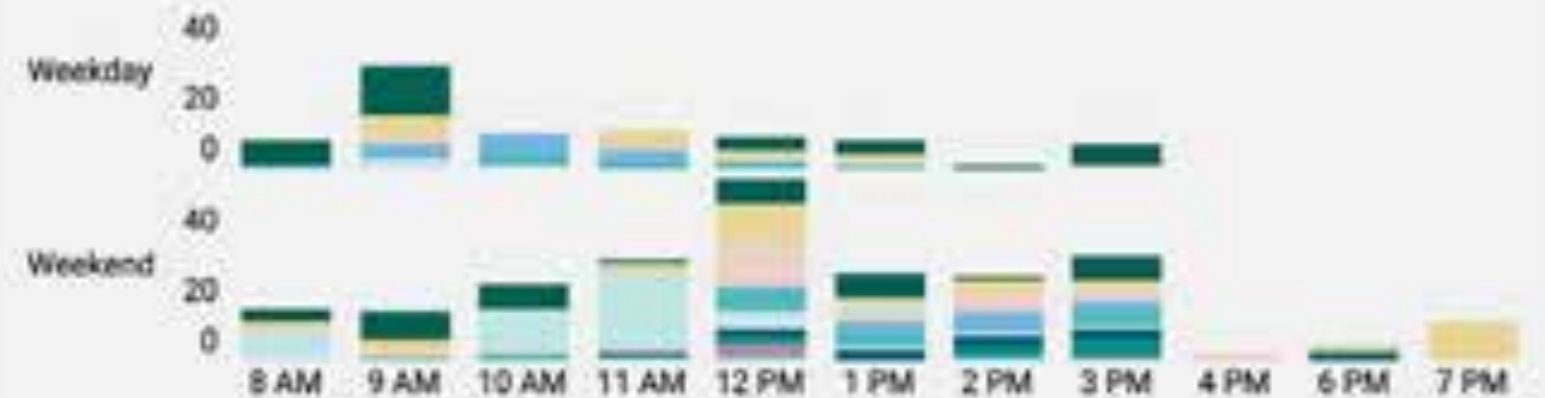
- The top recorded activities were waiting for public transport and ‘in conversation’, stationary activities are short and on-the-go
- Whitehorse Road is currently more a link than a place: People move through and if they stay, it's only for a short while, a brief conversation, or waiting for public transit. Other activities such as play, eating, taking care of children or people watching are very low or completely absent
- Activities are clustered around the crossing with Station Street and on the southern side of Whitehorse Road, calling for an extension of the median to the south. 65% of all activities are on the southern side of Whitehorse Road

242 observations

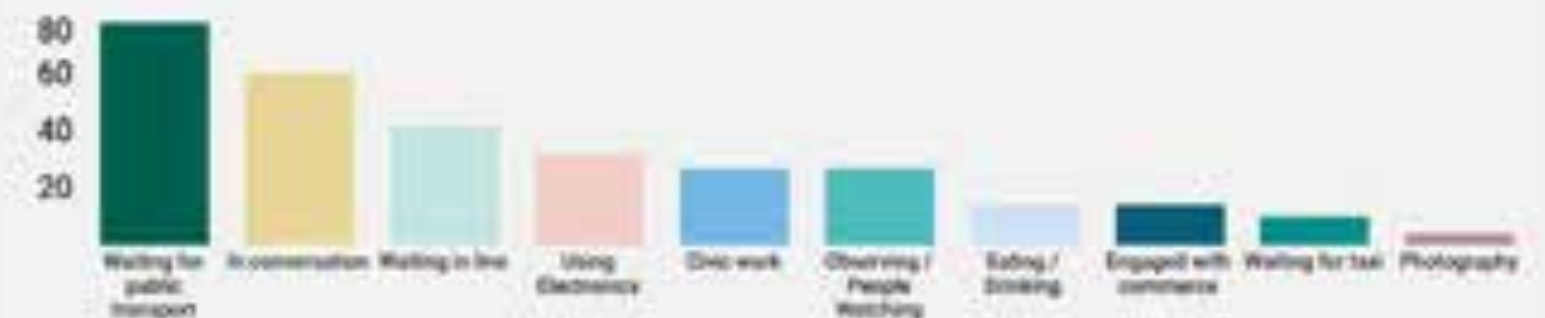
- Waiting for public transport
- In conversation
- Waiting in line
- Using Electronics
- Civic work
- Observing / People Watching
- Eating / Drinking
- Engaged with commerce
- Waiting for taxi
- Photography



Stationary flow count



What are visitors doing?



Box Hill Station Street



酸奶实验室
YOGURT LAB

又副發發

古早蛋糕
Castella Cake



CASTELLA

STANDARDS, SPECIFICATIONS, REGULATIONS

STANDARDS, SPECIFICATIONS, REGULATIONS

Walkability Score: Box Hill

Station Street

A car-centric suburban high-street with large potential for improvements

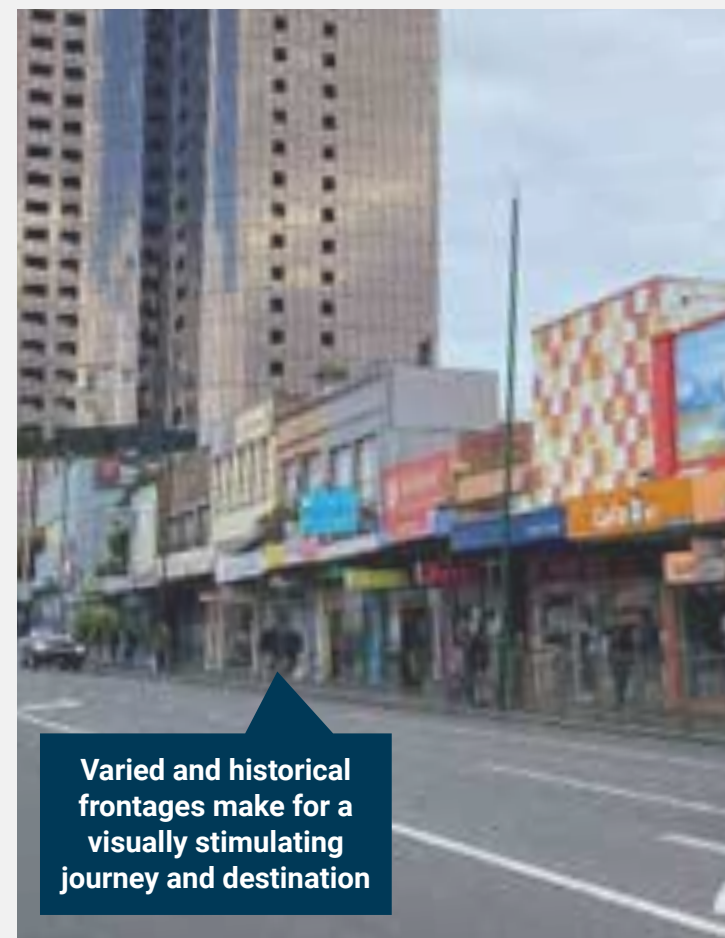
- Station Street is the most important north-south connection through the center of Box Hill
- The street currently has a car-centric road design with four to five lanes, parallel parking and rather narrow footpaths
- Station Street has a high number of amenities and a high score in terms of frontage activation. The low buildings, small units and high diversity in frontages are a large potential
- Station Street scores high in terms of legibility
- The street has a large potential for upgrading the microclimates and social spaces



Parallel parking along the street could be transformed into wider footpaths with street trees and options to sit



The tower on the corner Station Street / Carrington Road and the historic building on the corner Station Street / Whitehorse Road improves orientation.



Varied and historical frontages make for a visually stimulating journey and destination



Awnings provide protection from all types of weather

Walkability Score: Box Hill

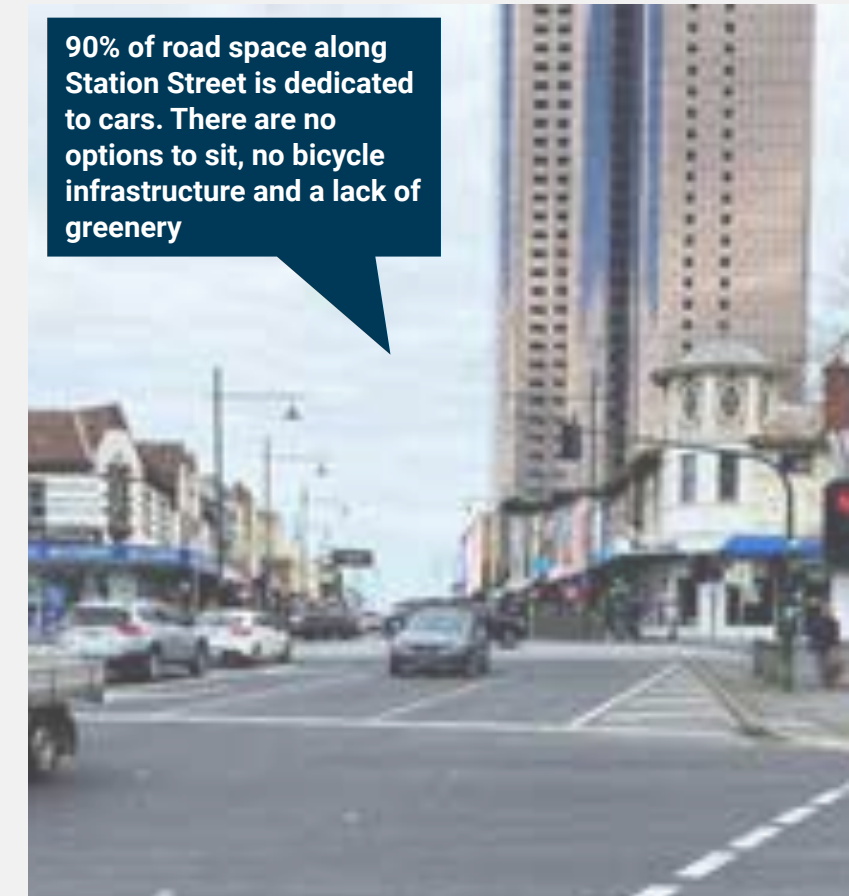
Station Street

Difficult crossing, difficult shopping

- The space dedicated to pedestrians in Station Street is only 10% of the entire cross section, with very few options for crossing
- There were no stationary public life counts conducted since a sample count in June 2023 showed no stationary activities along Station Street
- After retail publicing hours, this commercially driven street becomes rather dark with very little light along the footpaths



People crossing Station Street along Main Street need to use a pedestrian underpass. Jaywalking was observed several times during site visits



90% of road space along Station Street is dedicated to cars. There are no options to sit, no bicycle infrastructure and a lack of greenery



Continuous footpaths along Station Street could improve the walkability significantly



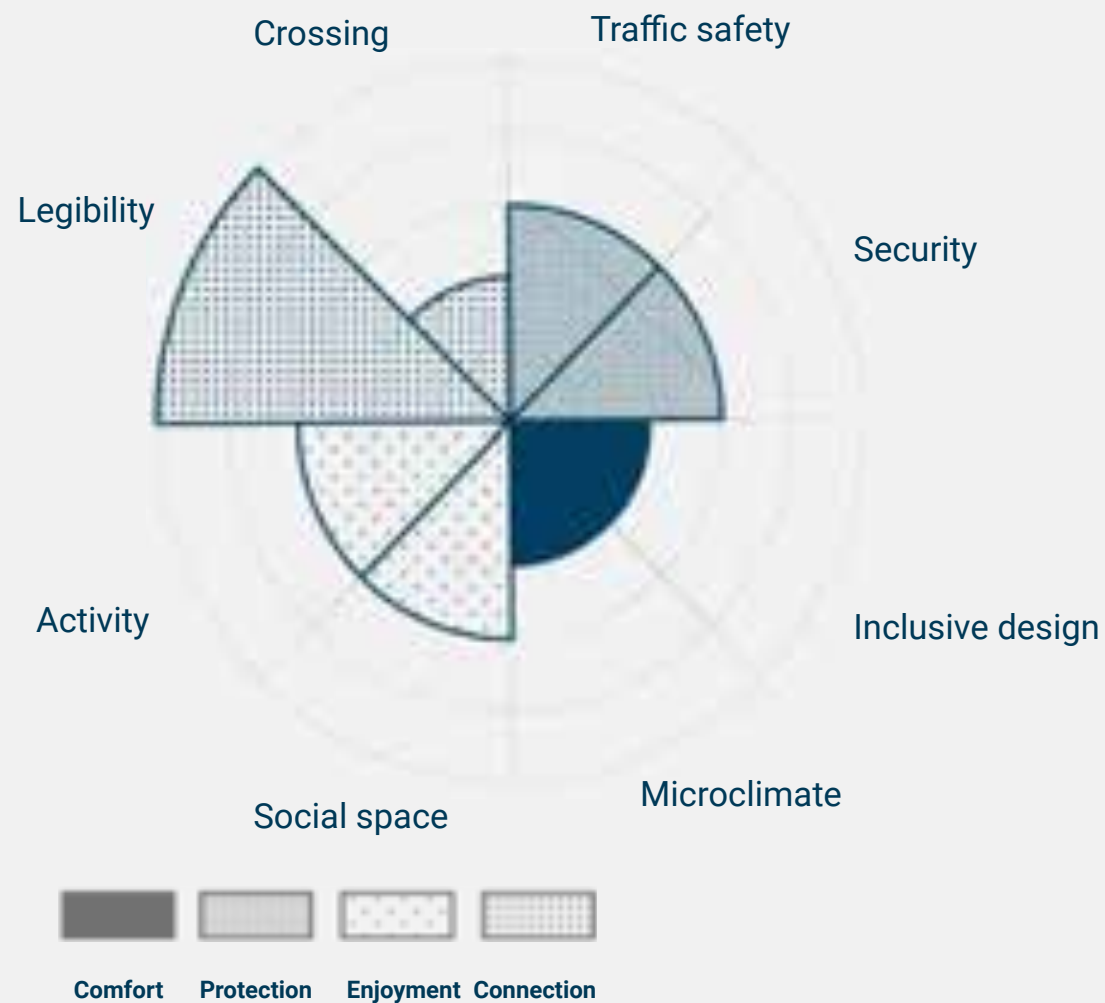
Fences along Station Street limit pedestrians crossing options. Traffic calming for motorized traffic could improve the quality of staying and walking

Walkability Score: Box Hill
Station Street



Highly legible and inclusive but missing life and crossings

Walkability Score



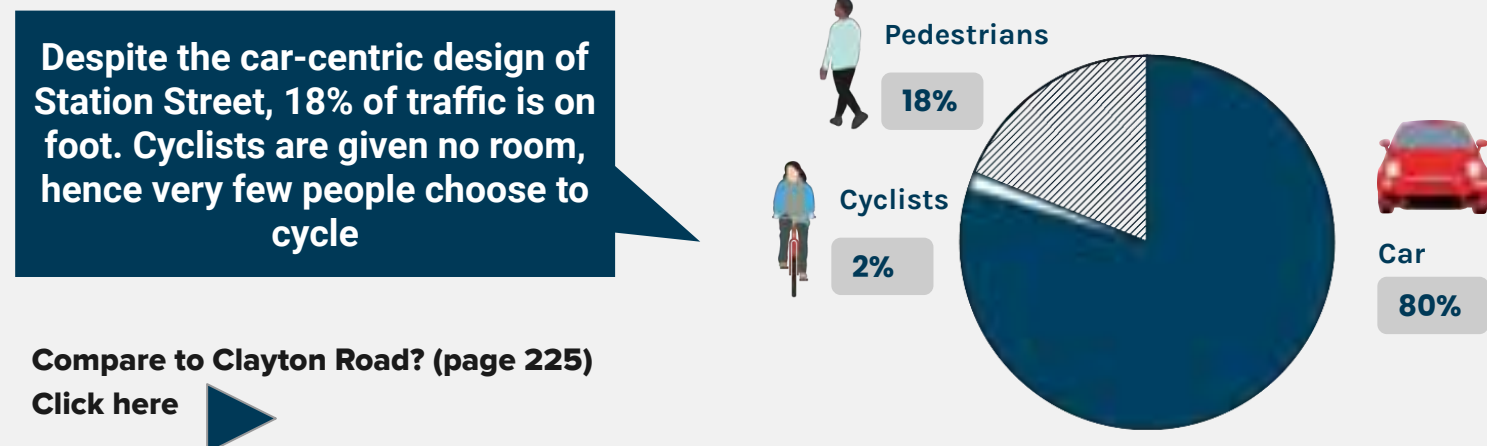
Section drawing



Situation at eye-level



Traffic counts



Compare to Clayton Road? (page 225)

Click here

Box Hill Bus Interchange

Safety Index: Box Hill

Bus Interchange

Fragmented and unsafe

- The Box Hill bus interchange sits on top of the Box Hill Central shopping centre
- Access to the bus interchange is only possible by walking through Box Hill Central
- Missing direct access from Station Street for pedestrians
- Low rate of activities, no active frontages that activate the space
- Deserted and isolated waiting area in the evenings
- For people not familiar with the area, the bus interchange can be difficult to find



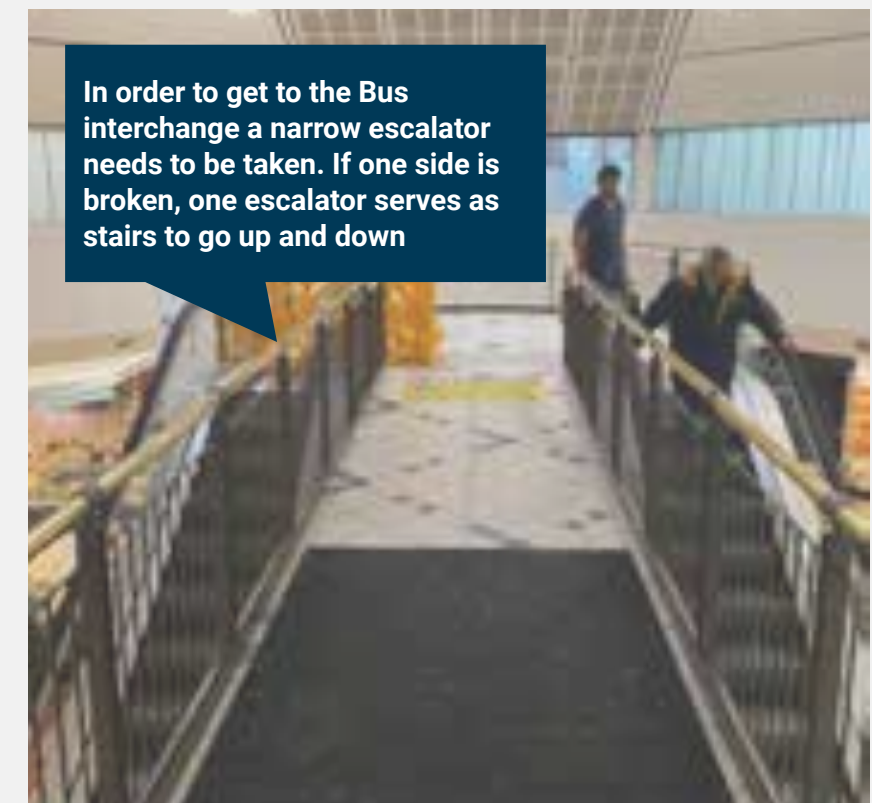
Direct access from Station Street is possible but currently not allowed and undesirable



The Bus interchange is very monofunctional. There are no eyes on the street from other programs



Orientation at the bus station itself is good, however finding the bus station arriving from the train is not very user friendly



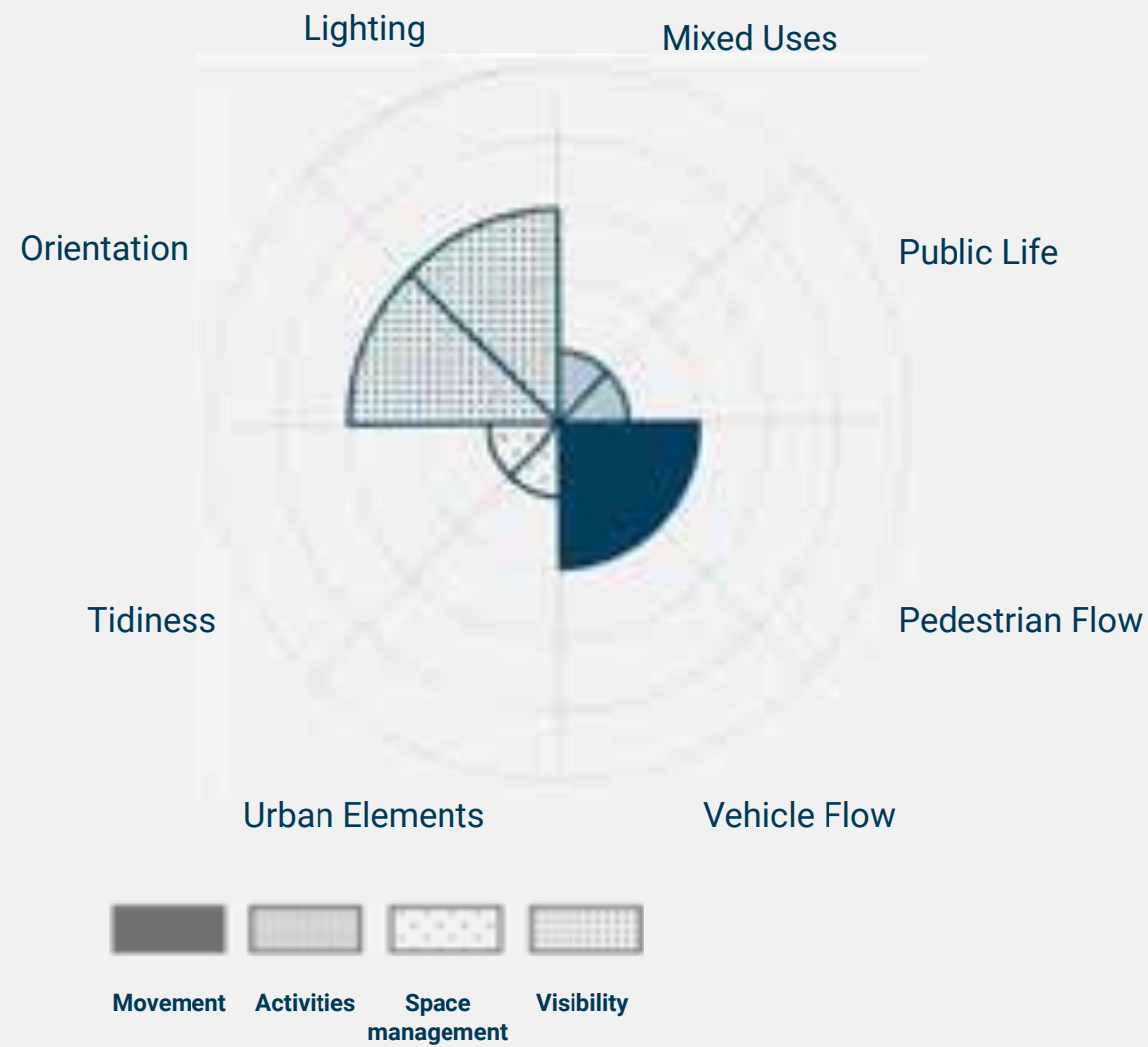
In order to get to the Bus interchange a narrow escalator needs to be taken. If one side is broken, one escalator serves as stairs to go up and down

Safety Index: Box Hill

Bus Interchange

Minimal security, activity and inconvenient access

Safety Index



A blue-tinted photograph of a park area. In the foreground, a paved path leads towards the center. To the left, there is a signpost with a sign that reads "Pioneer Park". The middle ground features several trees, some with bare branches and others with green foliage. In the background, a large building with a distinctive facade of vertical slats is visible. The sky is overcast with soft clouds.

Box Hill Pioneer Park

Public Life: Box Hill

Pioneer Park

Age Demographics

Who is using Pioneer Park?

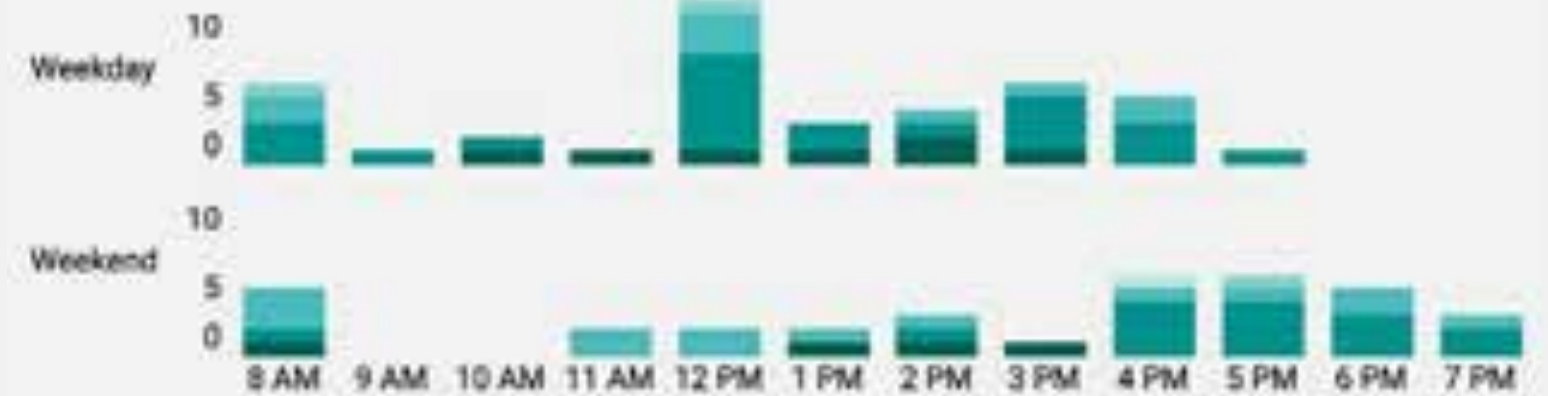
- Pioneer Park was observed to be much less active compared to other spaces in Box Hill
- The park does not attract a remarkably specific age group or user group in particular
- The park does not offer special user group specific infrastructure or invitations to use the space (i.e playground, fitness equipment)

77 observations

Weekday	42
Weekend	35

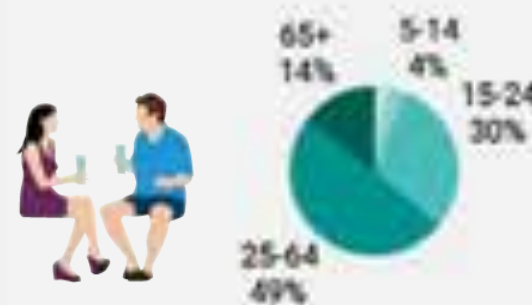


Stationary flow count



Demographics

Users



Neighbouring residents



Public Life: Box Hill

Pioneer Park

Gender demographics

Who is using Pioneer Park?

- There is a smaller percentage of women who use the park than those who live in the area, suggesting that the park and its immediate surroundings do not feel safe for staying
- The park is not well lit, is too enclosed and lacks visibility
- This is an issue that has to be addressed by creating options and invitations for women to also stay in the space

77 observations

Weekday	42
Weekend	35

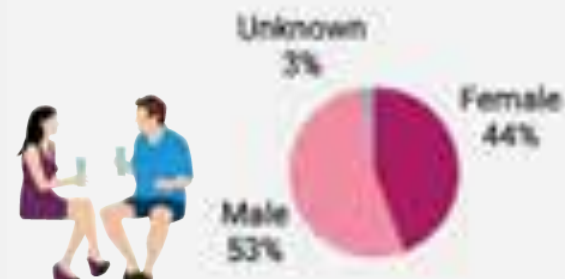


Stationary flow count

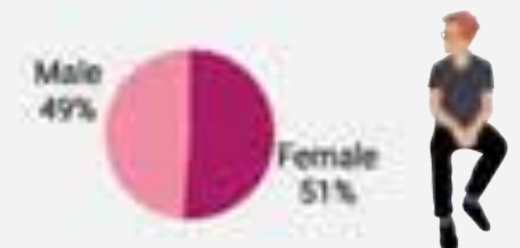


Demographics

Users



Neighbouring residents



Public Life: Box Hill

Pioneer Park

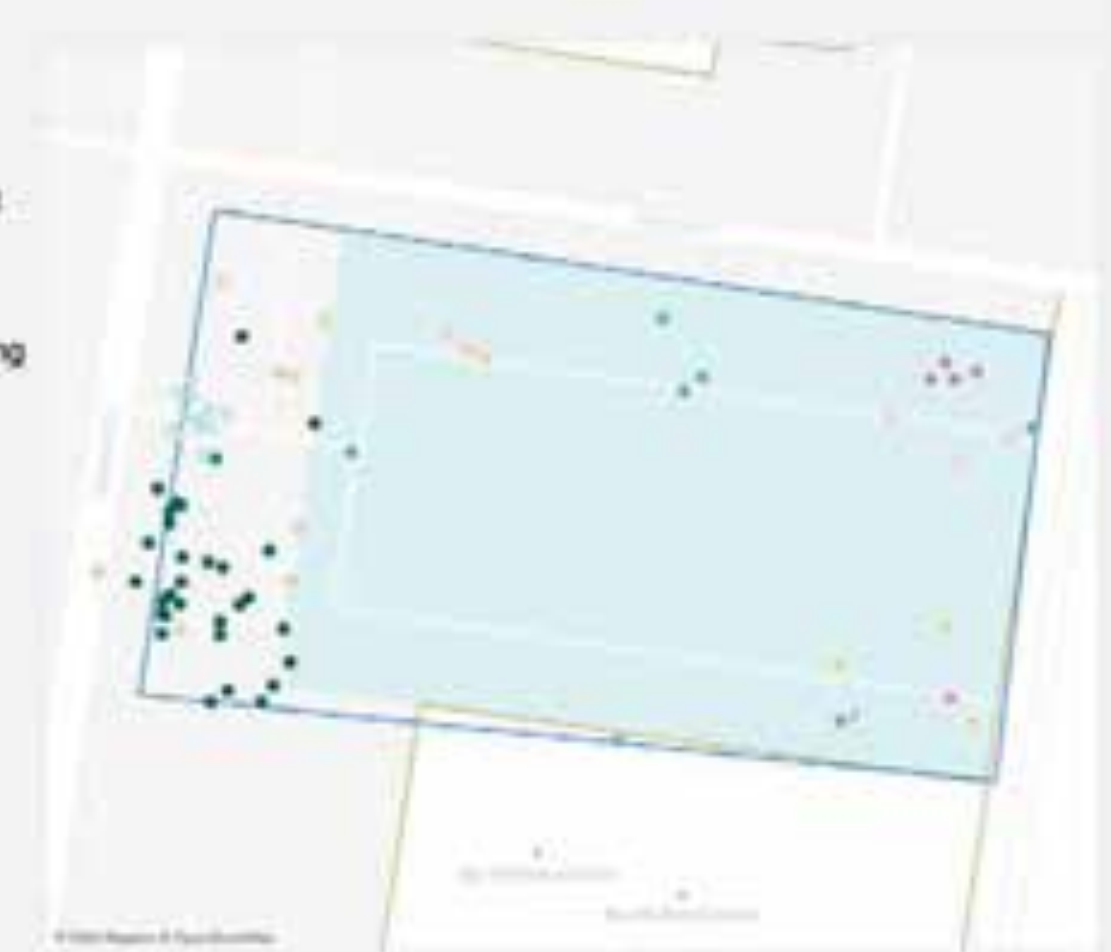
Gender demographics

What are they doing?

- The main activity in the park is waiting for public transit, therefore the stationary activities cluster in the western end of the park around the bus stop
- The park itself offers some basic amenities (like seating, shade, info boards with history of the site etc) but in general people aren't attracted to staying in the park

77 observations

- Waiting for public transport
- Waiting in line
- Using Electronics
- In conversation
- Observing / People Watching
- Photography



Stationary flow count



What are visitors doing?



Precinct

Burwood

7.1 **Precinct Profile**

7.2 **Public Space**

7.3 **Public Life**

- **Gardiners Creek Reserve**
- **Burwood Highway**
- **Lundgren Chain Reserve**



Precinct Profile Demographics

Burwood

A young and growing precinct

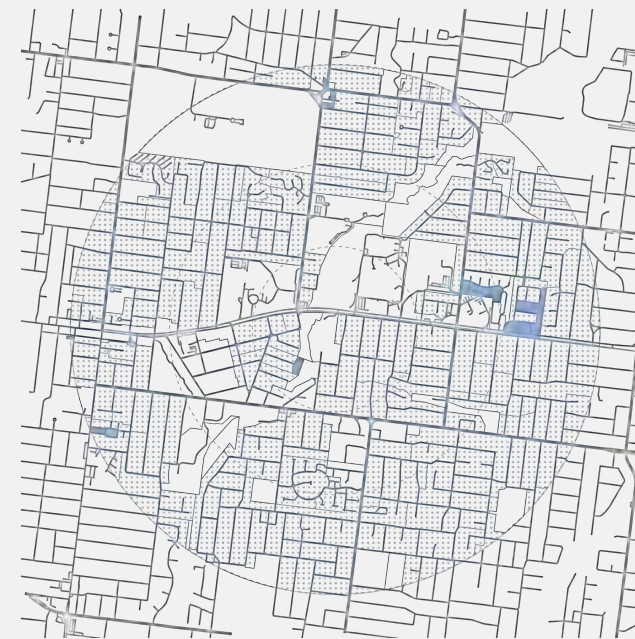
- Burwood has a mix of different age groups, however the majority of the population 52% are below the age of 35
- 27% of the population have Asian ancestry, 18% are European descent
- One third of residents live alone, 2/3 live together with one or more people
- Burwood has a very low population density with 254 residents per square kilometer

46%

= Greater Melbourne average population under 35

498

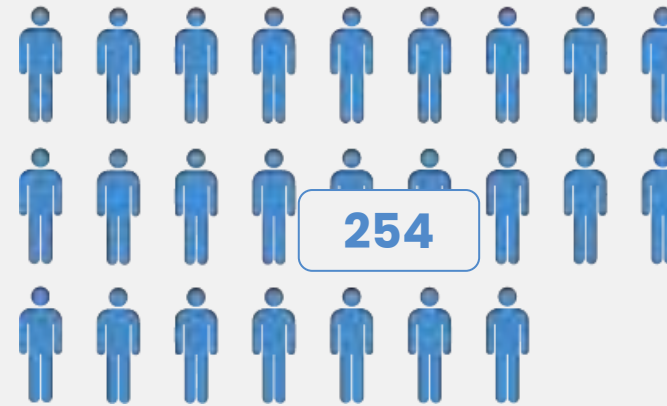
= Melbourne average population density per km²



● 20-70 ● 70-200
○ 0-20

40% of residents live within 1km of the station

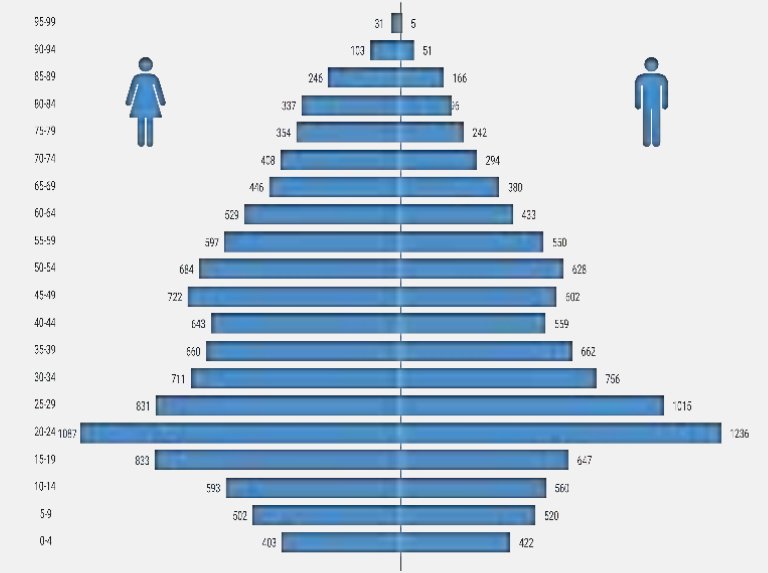
Source: ABS 2021 Census



= Average population density per km²

20,807 residents

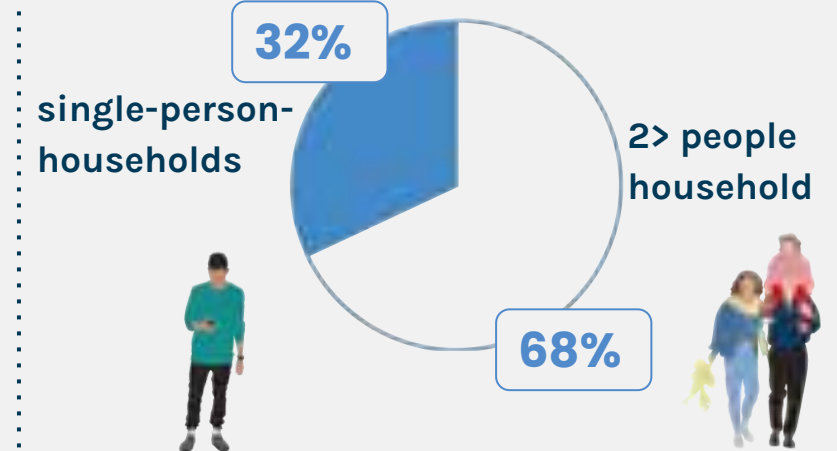
Source: ABS 2021 Census



A young population

52% under 35

Source: ABS 2021 Census



Many single person households

6,924 households

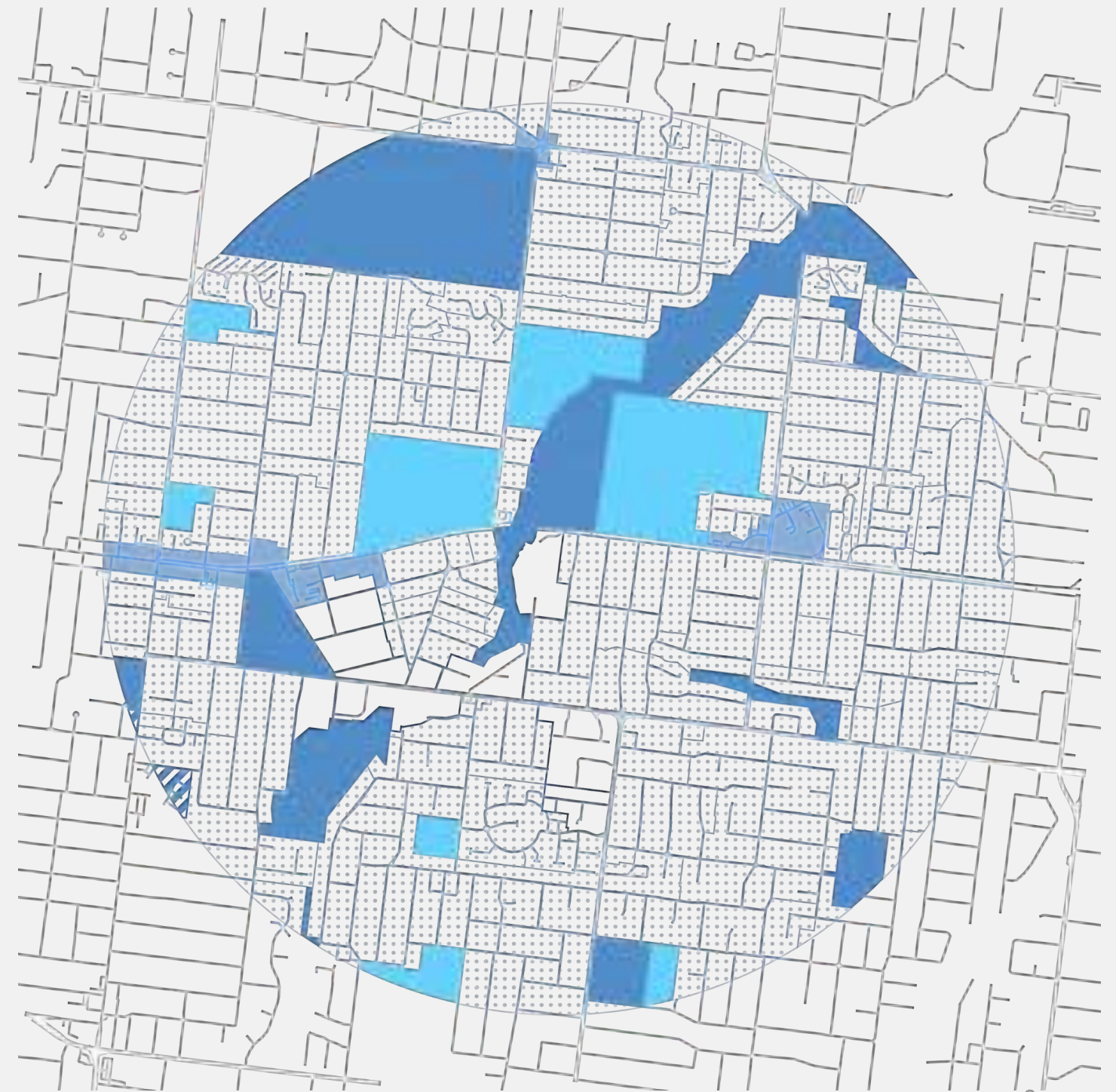
Source: ABS 2021 Census

Precinct Profile Landuse

Burwood

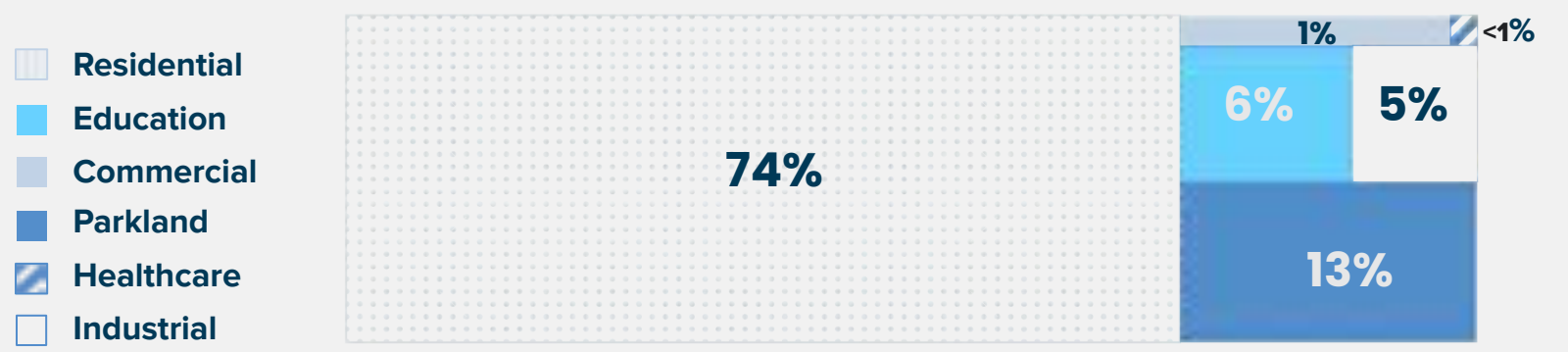
A green, residential, and educational precinct

- The dominant land use in Burwood is residential use, with 74% of land used for predominantly detached single family houses
- Burwood has the highest share of parklands of all six precincts
- The precinct is home to two large educational functions - Deakin University and Presbyterian Ladies College, and 6% of land is used for education



Source: ABS 2021 Census

Land Use



A blue-tinted photograph of a park. In the foreground, a dirt path leads towards the center. To the left, a large tree trunk is visible. In the middle ground, a dog is walking on the path. The background is filled with various trees and a picnic table. A tall, thin pole stands on the right side. The overall scene is peaceful and natural.

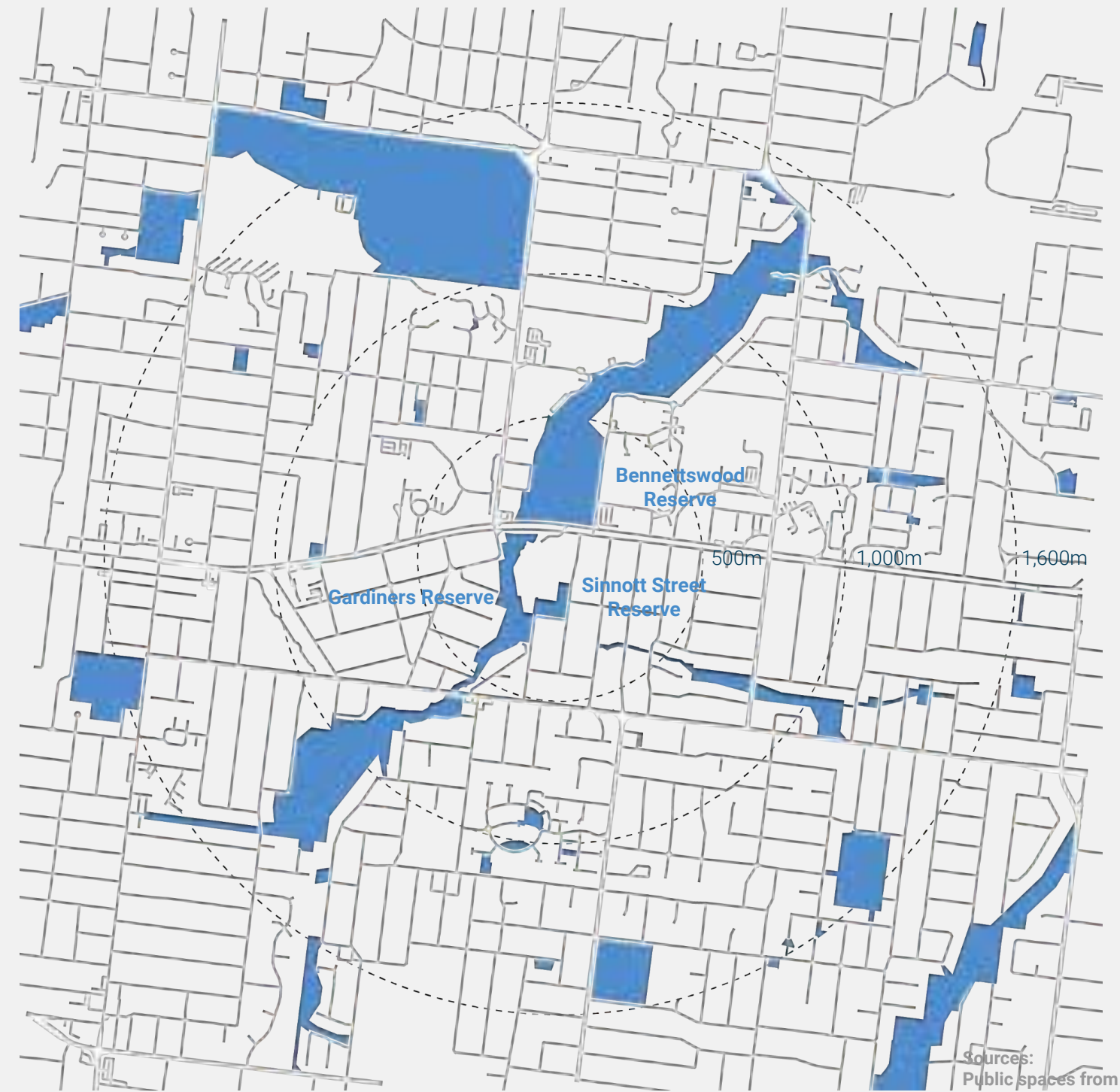
Burwood Public Spaces

Public Spaces: Burwood

Public Spaces in Burwood

The greenest precinct of all

- Out of all six precincts, Burwood has the most public space per capita and the largest share of parkland area out of total land use
- Burwood has two significant regional reserves including Wattle Park and Gardiners Creek linear reserve
- Unique to the precinct's core is Gardiners Creek Reserve and Bennettswood Reserve, which are divided by Burwood Highway
- Another linear park connecting with the precinct's core is Lungren Chain Reserve with small to medium-sized public spaces



Public Spaces

11.4%
of the precinct is
parkland reserves
(1,600m)

47.2 m²
Public space per capita
(1,000m)

49.5 m²
Public space per capita
(1,600m)

Public Spaces: Burwood

Infrastructure and Facilities of Public Spaces

- Most of the public spaces offer a good facilities in terms of basic inventory, with the exception of bike racks
- Gardiners Reserve is the best equipped space, offering almost all basic inventory and few add-ons
- There are limited spaces in Burwood precinct with facilities for outdoor fitness, skateparks, and bike racks
- Linear public spaces in this precinct have important ecological functions. Measures to protect these functions can limit the extent and intensity of public life



Inventory List

		Gardiners Reserve	Sinnott Street Reserve	Bennettswo od Reserve	Mccomas Grove Linear Reserve
	Lighting	✓	✓	✓	
	Rubbish Bins	✓	✓	✓	
	Paved paths	✓	✓	✓	✓
	Public toilets			✓	
	Seats	✓	✓	✓	✓
	Bike Racks			✓	
	Playgrounds	✓	✓		
	Barbeques	✓	✓		
	Signage	✓	✓		
	Skateparks				
	Water bodies	✓			
	Artificial playground shades				✓
	Ancillary sports structure			✓	
	Picnic Shelters		✓		
	BMX tracks				
	Dog exercise areas	✓			
	Drinking fountains	✓			
	Fitness equipment				

Source: the SRLA

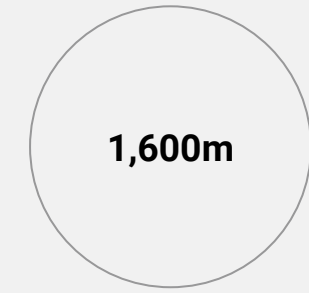
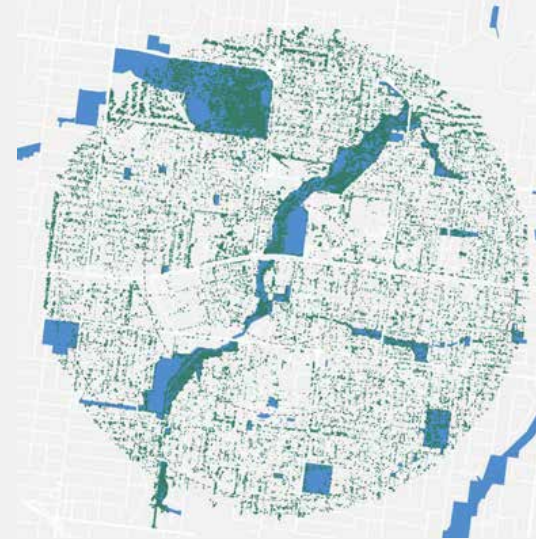
Public Spaces: Burwood Tree Canopy

A green precinct with lots of trees per capita

- Burwood has the second highest number of trees of all six precincts after Box Hill
- In contrast to other precincts the tree canopy is more evenly distributed including a high number of trees in the precinct core
- The relatively low population in Burwood is accounts for the high tree per capita ratio



1,600m diameter

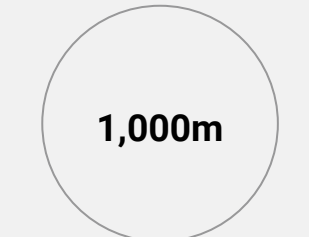


Precinct

20,350 Trees

1.62 Trees per capita

1,000m diameter

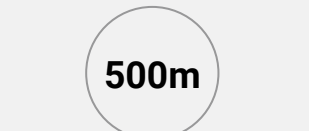


Centre

12,810 Trees

1.59 Trees per capita

500m diameter



Station

3,001 Trees

1.72 Trees per capita

Sources:
Public spaces from the SRLA,
population data from ABS Census
2021, Tree canopy data from
Vicmap Tree Extent 2021