



**SUBURBAN
RAIL LOOP**

Precinct Development Framework

August 2021



**VICTORIA'S
BIG BUILD**

VICTORIA
State
Government



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Acknowledgement

Suburban Rail Loop Authority respectfully acknowledges the Traditional Owners of the land and pays respect to their Elders, past, present and emerging.

1 About this document

1.1 Purpose

The Precinct Development Framework is intended to:

- Bring together long and short-term strategic decision making that will shape the transformation of a city, centre or place
- Provide a logical and evidence-based approach for identifying and prioritising precinct initiatives
- Be adaptable to different contexts, projects, and types of precinct.

For Suburban Rail Loop (SRL), the Precinct Development Framework is intended to:

- Guide the future transformation of SRL Precincts to realise Plan Melbourne objectives
- Support consistent decision-making about precinct development that builds on local precinct strengths and characteristics.

All references to 'SRL Precincts' in this document are a reference to the SRL East and SRL North precincts between Cheltenham and Melbourne Airport.

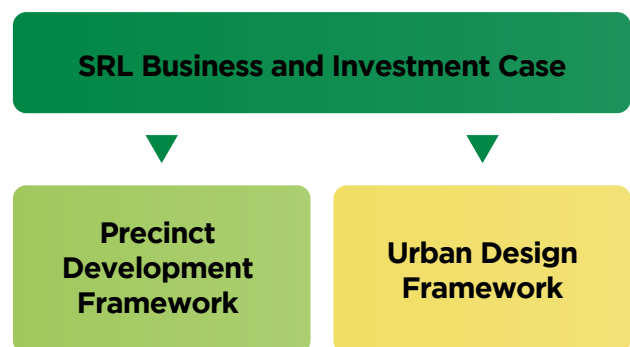
1.2 Structure

This document is Part A of a two part report. It aims to:

- Provide guidance on good precinct development and a snapshot of the evolution of precinct developments in Australia
- Describe the Precinct Development Framework and how it can be applied to SRL East and SRL North precincts.
- Identify a variety of potential precinct initiatives that will support the development of vibrant, thriving and inclusive precincts.

Part B of this report includes case studies from Victoria, Australia and around the world that demonstrate different aspects of precinct development.

The Precinct Development Framework is an appendix to the SRL Business and Investment Case. Alongside the Urban Design Framework, it outlines the approach to developing SRL Precincts, creating jobs, healthcare, education, housing and retail opportunities in our fastest growing suburban precincts.



2 Introduction

Suburban Rail Loop (SRL) is a city and State-shaping project that will transform Victoria's public transport system and support vibrant precincts across Melbourne. It includes a new rail link connecting our suburbs and creating jobs, healthcare, education, housing and retail opportunities in great places.

SRL will cut congestion across the entire transport network and create thousands of jobs to drive Victoria's economic recovery and growth. SRL presents an opportunity to contribute to Victoria's long-term economic recovery as a major economic stimulus program. Delivered over decades, SRL has the potential to be a focus for sustained job creation and investment in Melbourne's middle suburbs in the medium to long-term, galvanising our reputation as one of the world's most liveable cities and ensuring the State's ongoing prosperity.

The 90-kilometre SRL will link every major rail line from the Frankston line to the Werribee line, via Melbourne Airport, better connecting Victorians to jobs, retail, education, health services and each other. It will ease congestion and take pressure off the existing transport network.

Three transport super hubs at Clayton, Broadmeadows and Sunshine will connect regional services to SRL, so passengers outside Melbourne won't have to travel through the CBD to easily access employment, world-class hospitals and universities in the suburbs.

As well as delivering significant transport benefits, SRL provides an opportunity to plan the services, amenity and infrastructure we're going to need outside of the CBD for future generations.

SRL will connect Melbourne's middle suburbs, influencing where jobs and people locate, and transforming how we travel across our city. It will ensure ongoing prosperity for Victorians and a much-needed boost to Victoria's economy.

SRL will be delivered in stages over several decades, with SRL East between Cheltenham and Box Hill to be delivered first.

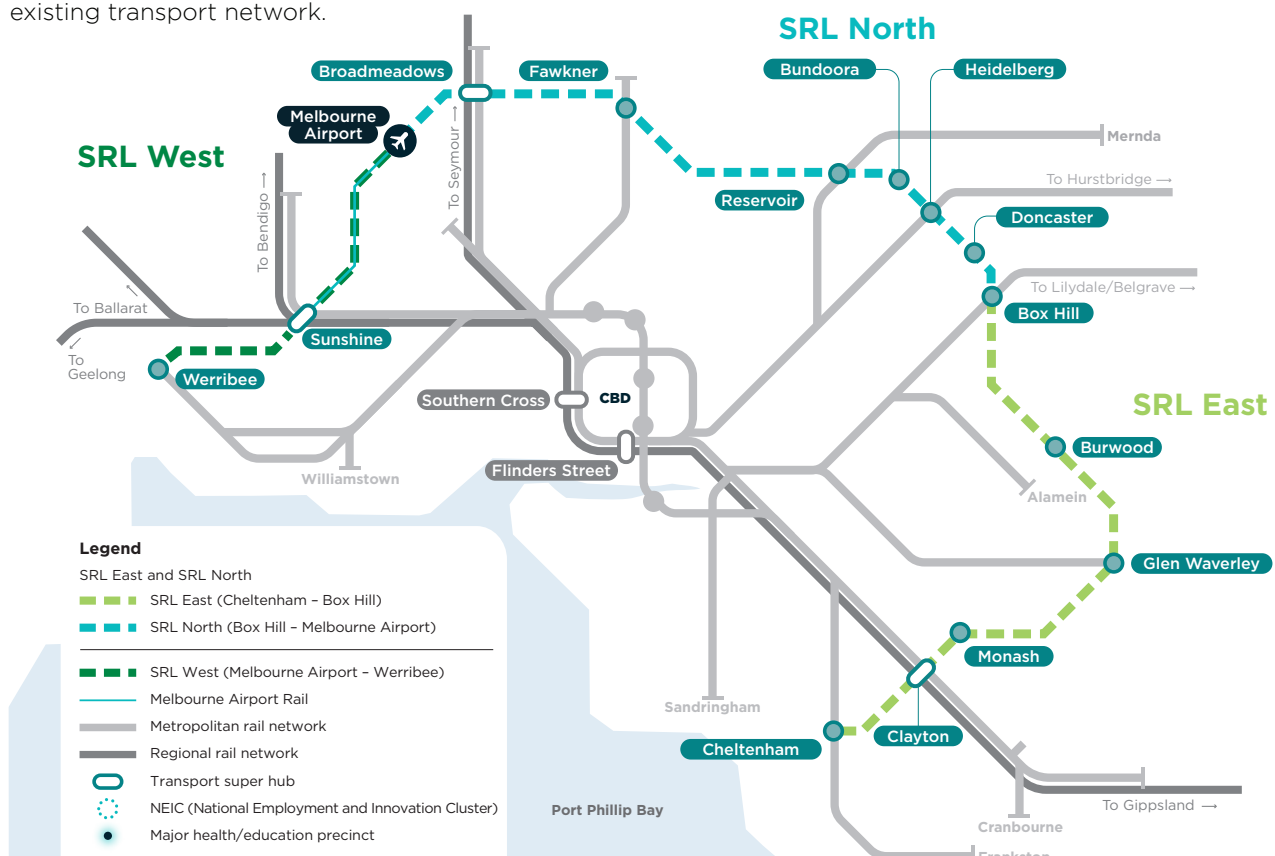


Figure 1: Suburban Rail Loop alignment

3 Policy context

SRL will shape Melbourne's growth in line with Plan Melbourne's vision for a global city of opportunity and choice. Plan Melbourne contains nine principles, seven detailed outcomes and 32 directions to realise its vision.

Importantly, SRL will deliver against the central themes of Plan Melbourne – the need to create a city of cities, transform the way we travel, drive development of 20-minute neighbourhoods, and increase opportunities for regional Victoria.

3.1 Plan Melbourne 2017-2050

Cities are shaped by people and the ways in which they live and work, move from place to place and interact with each other. Victoria is expected to grow to 11.2 million people by 2056 and Greater Melbourne will reach around nine million people – a similar size to London today.

Plan Melbourne 2017-2050 (Plan Melbourne) is the Victorian government's metropolitan planning strategy and response to the growing needs of Melbourne. Plan Melbourne will guide the growth of the city and city-shaping opportunities regarding jobs, housing, transport, environment and liveability for the next 30 years.

The Plan Melbourne Addendum 2019 updates Plan Melbourne 2017-2050 to recognise changes that have occurred, including how major transport projects such as SRL will support its vision. This acknowledges SRL's key role in achieving the vision and objectives of Plan Melbourne including the distribution of population and employment and its importance in future strategic thinking. It embeds 20-minute neighbourhoods in major infrastructure projects, ensuring surrounding communities benefit from the coordinated planning of state and local infrastructure in major infrastructure projects.

Importantly, it highlights the need for coordinated planning and investment along the SRL route and within the adjacent state significant precincts in order to maximise the benefits of the infrastructure investment.

A detailed assessment of how SRL East and SRL North helps deliver on Plan Melbourne's outcomes and directions is set out in the section of the SRL Business and Investment Case entitled 'Realising Plan Melbourne'.

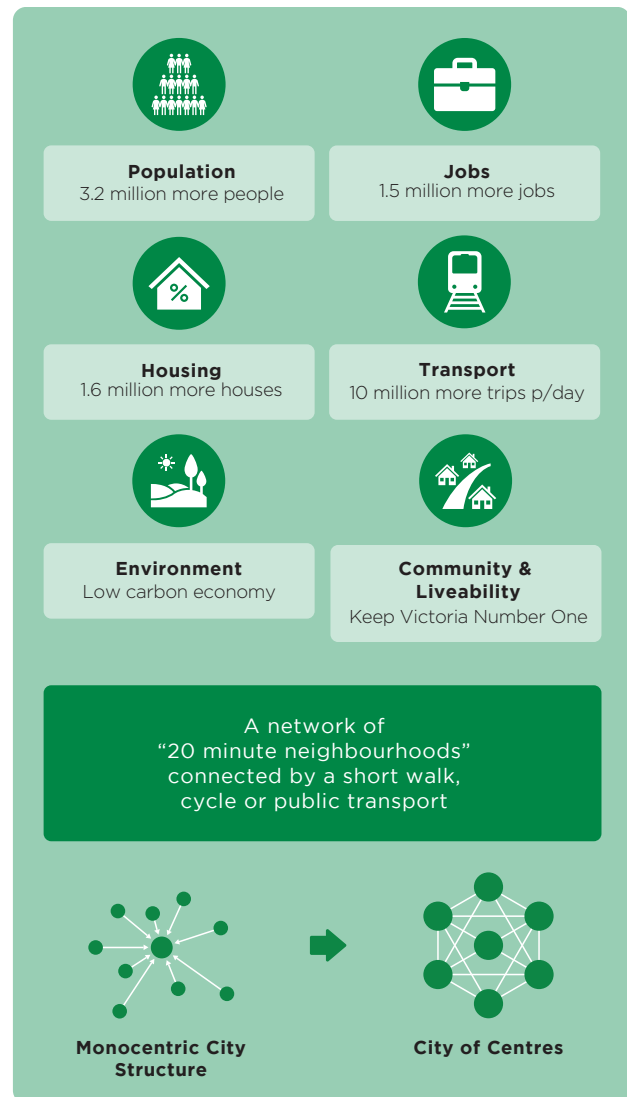


Figure 2: SRL policy foundation, Plan Melbourne



COVID-19 pandemic and population growth

Migration has been the primary driver of Australia's growth for decades. The COVID-19 (coronavirus) pandemic has forced the closure of international borders and halted migration. While population growth is expected to slow in the next two years, modelling undertaken in relation to the impacts of COVID-19 by DoT shows that population growth may be delayed by two to four years, but will still reach similar levels in the longer term.

Source: COVID-19 related scenario and sensitivity testing for projects, Department of Transport, September 2020.

3.2 SRL Objectives

The SRL objectives are to improve **connectivity, liveability and productivity**, which supports the delivery of Plan Melbourne's vision for Melbourne by addressing three critical problems that will affect Melbourne's ability to maintain its position as a global city of opportunity and choice. These are:

1. Melbourne's monocentric urban form is constraining economic growth
2. The concentration of population growth in the inner and outer suburbs of Melbourne is contributing to inefficient service provision
3. Inequitable access to jobs and services is entrenching disadvantage.

City-shaping activity and the achievement of thriving and vibrant places requires a multi-faceted approach. A detailed description of each objective is set out in Table 1.

While the SRL Objectives are described separately, they are fundamentally interrelated. For example, although improving public transport access will be a key driver of better connectivity, it will also support better productivity by facilitating greater clustering of economic activity. This interrelationship means that a broader range of positive outcomes can be realised where these objectives intersect (see Figure 3).

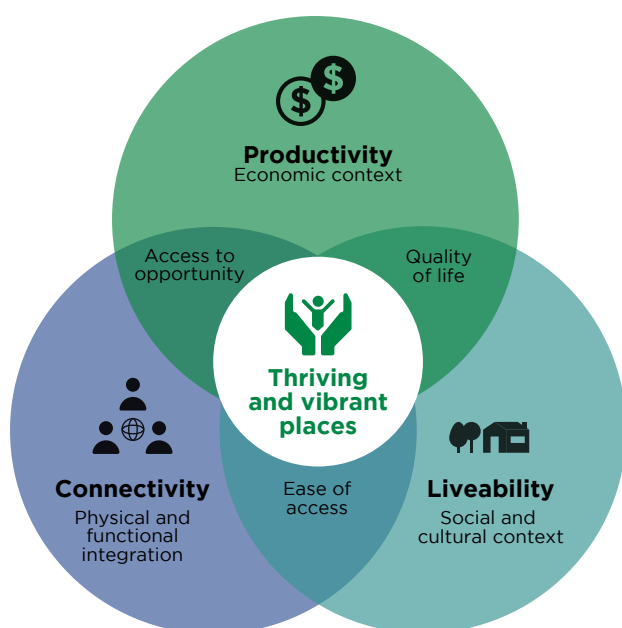


Figure 3: Synergies between SRL Objectives

Table 1: Detailed descriptions of the SRL Objectives

Objective	Description
Productivity	<ul style="list-style-type: none"> • Support development of a 'city of centres' structure to facilitate employment growth and strengthen the focus on jobs and investment. • Support the development of 'Places of State Significance', particularly NEICs and Metropolitan Activity Centres, as being major future activity and growth centres outside Melbourne CBD. • Support employment generation, employment access and economic growth across Melbourne and closer to where people live, by transforming Melbourne's transport system to support a productive city and increased capacity at gateways. • Support connection to regional Victoria to encourage economic growth, productivity, housing and sustainability.
Connectivity	<ul style="list-style-type: none"> • Improve public transport access, i.e. service larger customer base (demand), improve customer experience (journey times) and improve passenger flows. • Support the development of an integrated transport network by providing connectivity to existing metro lines, connectivity between transport modes and by creating interchanges / intermodal transport centres. • Improve connectivity across Melbourne, to 'Places of State Significance' (NEICs, Metropolitan Activity Centres, economic gateways) and between cities, outer suburbs and regions. • Improve public transport options in Melbourne's outer suburbs and support the delivery of public transport, jobs and housing in closer proximity to one another (to support 20 -minute neighbourhoods). • Support network future proofing, resilience and safety.
Liveability	<ul style="list-style-type: none"> • Support development of a 'city of centres' structure to facilitate population growth and new / diverse housing in the right locations to meet population growth (by facilitating housing choice, diversity and increased supply of affordable / social housing). • Create development opportunities in SRL precincts, support productive use of land and resources and harness value creation opportunities. • Support liveable precincts that promote community cohesiveness, amenity, community facilities, public spaces and green areas. • Support sustainable precincts that promote resilient design solutions, cultural character and positive environmental outcomes. • Create 20-minute neighbourhoods and promote safe communities. • Create distinctive places through improved design quality in built form and public spaces.

4 Precinct development

4.1 Fundamentals of good precinct development

Precincts are significant change areas that require a high level of planning and design focus due to their complexity - whether this is needed to integrate mixed use components, enable expansion of regionally significant major institutions, support the development of population and employment centres, or preserve character, heritage and/or ecological value. SRL East and SRL North Precincts will surround each SRL station and provide opportunities for a growing community to access the services and infrastructure required to live, work and enjoy their local area.

What is 'precinct development'?

Good precinct development requires long-term and innovative thinking about the possibilities for a mix of uses, spaces and services that can provide for the needs of current and future communities. Thriving and vibrant precincts have a clear identity and sense of place with development optimising multiple objectives; providing access to quality public transport networks, employment opportunities, housing, as well as recreation and leisure activities.

Done well, precincts can evolve to offer the infrastructure attributes and services needed to live a productive, connected and healthy life. SRL provides the opportunity to plan the services, amenity and infrastructure that will be needed in the precincts around the new stations for future generations.



What is a place-focused approach?

Current best practice in urban planning places people and the human experience of the city at the centre of precinct planning and design. Government is increasingly addressing complex issues, such as access to housing, services and economic opportunity in local settings.

With a place-based focused approach, government services, infrastructure and investment are tailored to meet local needs. This type of approach involves listening to the community to understand how government can meet their needs and keeping them informed throughout the design, implementation or evaluation.

SRL's approach will also involve:

- Thoughtful community and stakeholder engagement and participation
- Inclusive and collaborative planning for social services and infrastructure
- Shared data, analysis and learnings, including lived experience and local knowledge.

Bringing people together in a place provides the focal point for addressing complex needs by harnessing the vision, resources and opportunities of that local community. Place-focused approaches are collaborative long term exercises that can affect systemic change within local settings. A *Framework for place-based approaches*¹ has been developed by the Victorian Government to lead and provide a common language for working closely with communities and thinking about place.

How is it done?

Good precinct development and design requires consideration of the context, character and attributes of a site. For example, creating links to the broader transport network enables access to important services such as work, education, healthcare and recreation and, promoting individual wellbeing as well as creating the opportunity to activate local communities and businesses.

Deep thinking, community participation and data-led insights are the key ingredients of conscious and integrated precinct development. In Australia, renewed interest in precinct development plays an important role in attending to changing community needs and providing infrastructure that can evolve and be further developed alongside societal changes.

¹ <https://www.vic.gov.au/framework-place-based-approaches>



Movement and Place Framework

The Victorian Department of Transport's Movement and Place Framework is being applied to the design of SRL Precincts to help balance the tension between the two core functions of streets:

- movement corridor moving people and goods from A to B as safely, quickly and efficiently as possible;
- Destination for people to live, work and play with the goal of increased dwell time.

Through data analysis of network-wide and local considerations and workshops with transport specialists across the Victorian Government, a set of priority uses, performance metrics and solutions are being developed for different road and street types to place people at the centre of decision making.

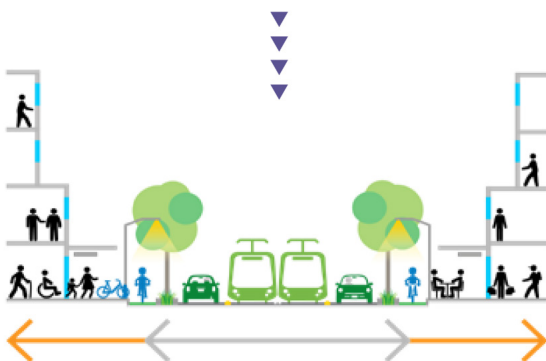


User-centric design

SRL is applying user-centric design to put people - users residents, workers, passengers, pedestrians, citizens - at the centre of the SRL precinct and rail experience. By framing the experience around user needs, precincts and services can be designed to improve the day-to-day life of those living, working, and studying in the area.

User-centric design is an iterative process and involves a variety of research and design techniques - from combing through large data sets, through to working directly with users in one-on-one interviews and asking them to keep and share journal entries to understand their perspectives.

The outcomes of this process could range in size and impact. For example, they could influence the type of housing models promoted in a particular precinct or identify an opportunity to accelerate uptake of cycling by providing more secure bicycle parking at a station.



Footpath, carriageway and land-use



4.2 Evolution of precinct development

Australia has a history of more than 50 years of planned and deliberate precinct development and urban renewal. Many of the early precincts in Australia were either heavily employment or sector-focused (e.g. community art villages, commercial office parks), or based around a cultural or natural landmark with potential to become a major destination (e.g. Darling Harbour). In more recent years, there has been a greater emphasis on government led developments that maximise the 'mixed use' of precincts (e.g. New Acton, Tonsley Innovation Precinct, Barangaroo, and Arden).

Many of these sites were government-owned or controlled and were delivered through master planned renewal and government-funded infrastructure investment. Alongside this, the concept of transit-oriented development was embedded in the planning system to encourage urban renewal within existing areas. This means blending residential, commercial, cultural, and social uses in a way that is also walkable and accessible to the residents, visitors and workers of the precinct.

A 2012 review of Melbourne Metropolitan Strategic Planning (Managing Melbourne) found that previous planning policies presented some lessons for future precinct development. These included moving beyond generic, 'top down' strategies, putting mapped frameworks in the planning scheme and using government investment or action as a catalyst for development.

In addition, the review found that urban renewal projects have been more successful where they have been part of a broader strategy of urban regeneration. Previous strategies have been weak on tackling employment and economic development in a systematic way. Integrated planning for active transport (walking and cycling) and an attractive public realm has also been poor, leading to piecemeal outcomes.

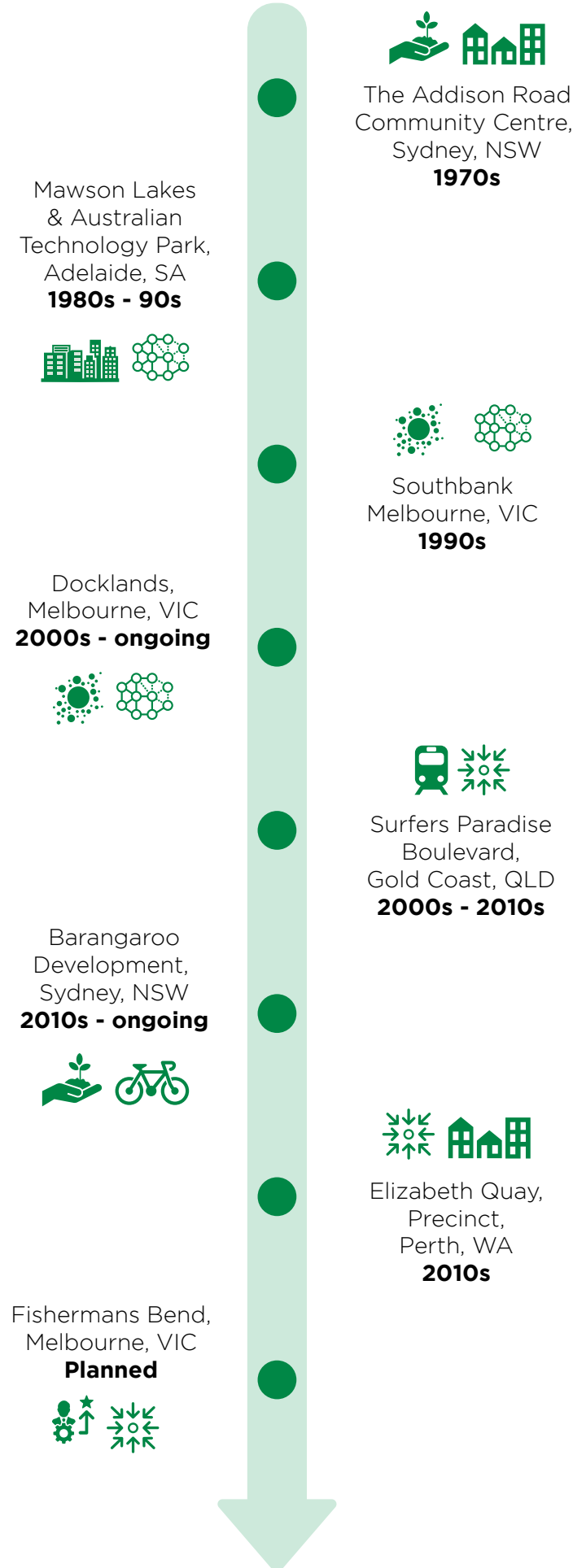
Creating distinct and vibrant places requires an appreciation of the current context and opportunities, thoughtful engagement with communities and strategic foresight of future market dynamics and changes to behaviour that may be brought about by technologies and other social phenomena.

While smaller scale precincts have typically taken 5-10 years to achieve their first development and activity milestones, larger scale mixed-use precincts have required greater longer-term planning, investment and development timeframes, with many taking a least 20-30 years to realise their full potential depending on their context and proponents. In Victoria, Australia and around the world, planning and curating precinct development provides a framework for ensuring infrastructure evolves to meet the future needs and opportunities of communities over time. A timeline reflecting the maturing precinct approach in Australia is provided on page 11, highlighting strengths that have informed the SRL precinct principles described in Section 6.



Image: Docklands, Melbourne (Development Victoria)

Timeline of precinct evolution in Australia



SRL Precinct Principles

Productivity

- Leveraging Strengths
- Employment and Industry Pathways
- Agglomeration

Connectivity

- Transport Supports a Polycentric Melbourne
- Attractive and Active Connections
- A Connected Public Transport Network

Liveability

- Sustainable, Green and Resilient
- Centres of Gravity
- Accessible and Inclusive



The Addison Road Community Centre (ARCC), Sydney 1970s

- **Reinventing Marrickville:** The ARCC was born on the back of the Whitlam Government's arts and culture policies. It was established on the site of decommissioned army barracks and was brought to life by Commonwealth funding and community volunteers.
- **Community activity hub:** It plays a critical role in the community as a centre providing subsidised space for businesses of the arts, culture, social justice, and the environment.
- **Diversity of tenants and community:** The ARCC aims to represent the diversity of the community, with tenants including local artists, performers and theatre troupes, mental health service providers and community organisations.

Impact:

- **Bridges the social inequality gap:** By providing accessible community resources in an expensive urban area with a growing gap between the financially secure and the vulnerable, the ARCC encourages a connected community.
- **Birthplace of Australian multiculturalism:** The ARCC is considered the birthplace of multiculturalism in Australia. Today, Marrickville remains home to one of the most culturally diverse populations in Sydney.

Mawson Lakes & Australian Technology Park, Adelaide 1980s-90s

- **Australia's first technology park:** SA Government created the Mawson Lakes and Australian Technology Park on the back of the Multifunction Polis movement. Notably, it was the first of its kind in Australia.
- **Innovation and education hub with access to transport:** It is adjacent to the Mawson Lakes residential precinct and occupied by over 100 high-tech firms. Mawson Lakes is adjacent to the University of South Australia campus and offers easy access to recreational facilities such as the Mawson Lakes Golf Course. The area is connected to major Adelaide thoroughfares with Adelaide's city centre 30 minutes by car. Mawson Lakes Interchange provides access to bus and train services.
- **Unique land use mix:** Mawson Lakes, Technology Park Adelaide and the adjacent University of South Australia offer a unique mixed-use precinct with high-tech and higher-education facilities plus retail, recreational and residential space.

Impact:

- **Maintains high liveability ratings:** Its provision of walking networks, integrated open space, transport connections and housing diversity have transformed Mawson Lakes and Australian Technology Park into a liveable precinct, rated highly amongst residents.
- **Drives economic growth:** Economic growth of the wider Salisbury region is outpacing South Australia as a whole, increasing by over 25% since 2006.



Southbank, Melbourne 1990s

- **From industrial wasteland to booming economy:** VIC Government's focus on urban renewal in the 1990s transformed Southbank from an industrial wasteland to a densely populated high-rise district with a services-based economy.
- **Attractive residential and business centre:** High-rise development dominates the precinct with a clustering of apartment towers and offices of major corporations for residents and workers.
- **Major retail, dining, and entertainment precinct:** Southbank Promenade and Southgate's shopping and restaurant offering form a thriving retail, dining, and entertainment precinct
- **Thriving arts precinct:** Has one of the highest concentrations of arts, cultural and creative organisations in the world and is home to a renowned art gallery and performing arts centre.

Impact:

- **Inspires residential growth:** Since its renewal, Southbank has become Melbourne's most densely populated and fastest growing suburb.
- **Recognised for its walkability:** Southbank's walkability is among the best in Melbourne. It is widely understood that walkable precincts are likely to enhance overall health and wellbeing of their users.

Docklands, Melbourne 2000s-Ongoing

- **Iconic cultural landmark:** The construction of Docklands Stadium on the former derelict land encouraged developer interest in the area, leading to the delivery of several distinct precincts. These precincts were guided by Development Victoria's plans to enhance Docklands' connection with the waterfront.
- **Attractive corporate location:** Docklands is accessible by Southern Cross Station, trams, highway, and ferry terminals.
- **Diversity of uses:** Variety of retail and speciality stores, commercial office towers, residential apartments, cultural sites and hospitality and entertainment offerings, with a new primary school opening in 2021.

Impact:

- **Attracts anchor tenants:** Many leading corporations have relocated to Docklands, increasing the number of workers from 600 in 2002 to over 65,000 today.
- **Inspires residential growth:** Docklands' population has grown from 650 residents in 2001 to over 13,000 today.



Surfers Paradise Boulevard, Gold Coast 2000s-2010s

- **Major Transport Catalyst:** Medium to high-rise mixed-use precinct development along and surrounding Surfers Paradise Boulevard was catalysed by and is being supported by the construction of the 40km-long Gold Coast Light Rail between Helensvale and Coolangatta.
- **Major retail and dining precinct:** As part of the regeneration of the Surfers Paradise Boulevard, the immediate areas surrounding two key light rail stops, Cavill Avenue and Surfers Paradise, were developed. These sites were developed to provide additional restaurants and retail amenities, outdoor dining precincts and enhanced streetscapes. By developing the immediate area surrounding these high-traffic light rail stops, Gold Coast City Council was able to leverage the Gold Coast Light Rail program and increase patronage throughout the entire precinct.

Impact:

- **Increased land value:** Gold Coast's increased connectivity has led to a positive uplift in retail real estate values.
- **Recognised for its walkability:** Surfers Paradise Boulevard is now recognised as a pedestrian-centric area and a highly rated walkable precinct.

Barangaroo Development, Sydney 2000s-ongoing

- **From industrial wasteland to commercial waterfront:** With the decline of industry in the 1960s, the large parcel of land on which Barangaroo resides was made redundant. In the early 2000s, NSW Government proposed and procured its redevelopment, creating parkland and commercial space along the waterfront.
- **Australia's first large-scale carbon neutral and water positive precinct:** Energy infrastructure includes embedded electricity networks, Sydney Harbour water cooling, recycled water treatment plants and fire sprinklers, and renewable energy generation.
- **Access to high-frequency and accessibility transport network:** Active transport (walking, cycling etc.) is promoted across Barangaroo and public transport (bus, ferry, train, Metro) is easily accessible with Wynyard Station providing access to buses and trains and the Metro Station planned in the Central Barangaroo site to be delivered by 2024. 'Wynyard Walk' links the station with the precinct, and can accommodate up to 20,000 pedestrians in the morning peak hour.

Impact:

- **Raising precinct sustainability benchmarks:** Barangaroo is designed to be the first precinct of its size to be carbon neutral, generating more renewable energy than it uses and recycling more waste than it generates. This is expected to set an international sustainability benchmark for future precincts.



Elizabeth Quay Precinct, Perth 2010s

- **Reconnects the city with the river:** Perth's riverfront was a place for picnics and public baths along the water's edge. As the city grew, new development cut off the connection between the river and the city, culminating with the construction of Riverside Drive in 1940. Elizabeth Quay reconnects the river and the city, creating new job, housing and recreational opportunities for Perth locals and visitors.
- **Active and vibrant public domain:** The public domain includes a 2.7-hectare inlet, associated roads, parks, a waterpark, promenades, pedestrian and cycle bridge, public art installations, access to retail, cafes and restaurants and an island with a connecting bridge within a 10-hectare parcel of land.

Impact:

- **Driving economic growth:** Elizabeth Quay is expected to boost the WA economy and deliver \$3 b in direct economic benefits by 2025-26.
- **Driving jobs:** Elizabeth Quay is expected to generate on average, 543 full time jobs per year, and a peak of 962 jobs in 2022-23.

Fishermans Bend, Melbourne Planned

- **Reinventing Fishermans Bend:** Originally known for its industrial precincts, Fishermans Bend is currently being transformed into a vibrant inner-Melbourne precinct, as part of Australia's largest urban renewal project.
- **Linking Melbourne's CBD to the bay:** Realistic aspirations of linking Melbourne's CBD to the bay with four mixed-use areas and a large employment zone. This includes being a leading design, engineering, and advanced manufacturing precinct.
- **A major urban renewal area:** Designated as a major urban renewal area targeting the delivery of homes for 80,000 residents by 2050 with supporting public domain including parks, schools, roads, transport and community facilities and services.

Impact:

- **Driving jobs and population growth:** Fishermans Bend will be home to approximately 80,000 residents and 80,000 workers by 2050
- **Delivering exemplar precinct connectivity:** Fishermans Bend planning frameworks aspire for 80% of all transport movements through the precinct to be made using active or public transport, enhancing precinct connectivity and liveability.

4.3 Hierarchy of precincts

Plan Melbourne provides a typology and outline of places of state significance which will be the focus for investment and growth in Melbourne from 2017 to 2050 (see Figure 4). These include:

Places of state significance that will be the focus for investment and growth:

The Central City (inc. major urban renewal precincts)

The area within the inner region that contains key capital city functions and civic facilities, as well as several precincts identified for major and strategic change.

Health and education precincts

Locations that cluster synergistic health and/or education services to improve access to integrated service provision, improve outcomes, develop the health and education workforce and deliver economic benefits (such as innovation and job creation). These precincts may provide solely health, solely education, or a combination of health and education services.

National Employment and Innovation Clusters (NEICs)

Designated concentrations of employment distinguished by a strong core of nationally significant knowledge sector businesses and institutions that make a major contribution to the national economy and Melbourne's positioning in the global economy.

Metropolitan Activity Centre (MAC)

Higher-order centres with diverse employment options, services and housing stock, supported by good transport connections. Existing centres under *Plan Melbourne* include Box Hill, Broadmeadows, Dandenong, Epping, Footscray, Fountain Gate/Narre Warren, Frankston, Ringwood and Sunshine. Future centres will include Lockerbie and Toolern.

Places for housing choice close to jobs and services:

Activity centres

Areas that provide a focus for services, employment, housing, transport and social interaction. They range in size and intensity of use:

Neighbourhood activity centre

Provides the infrastructure and services to serve the needs of a growing population. They are appropriate locations for delivering diverse and affordable housing with an emphasis on creating 20-minute neighbourhoods.

Major activity centre

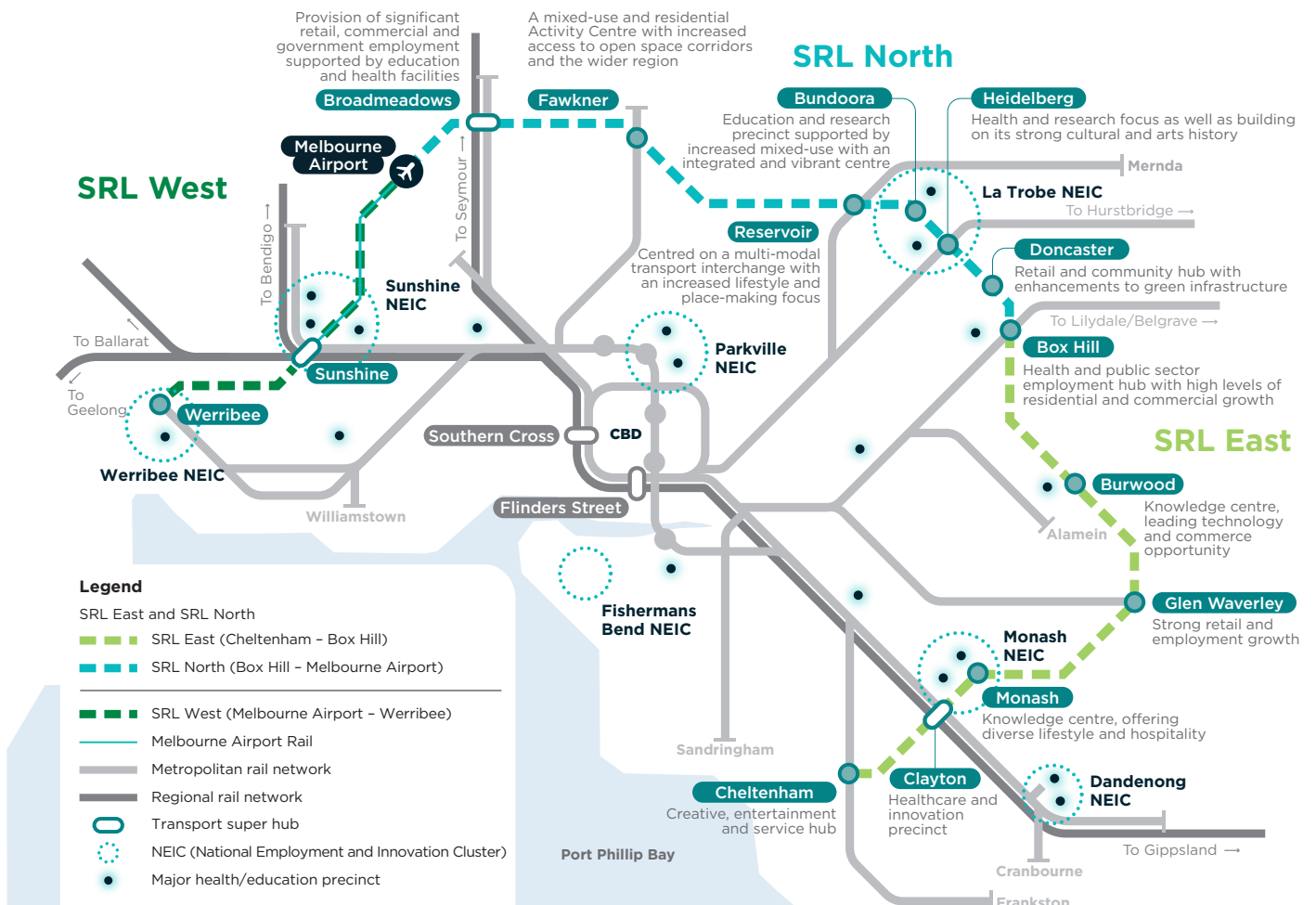
Suburban centres that provide access to a wide range of goods and services. They have different attributes and provide different functions, with some serving larger subregional catchments. *Plan Melbourne* identifies 121 major activity centres.

Direct access to NEICs and SRL Precincts for international and interstate visitors

Transport super hubs provide integration with all metropolitan and regional rail lines



SRL Precincts support nationally and state significant precincts and also support 20-minute neighbourhood outcomes.



Increased access to health and education precincts within Melbourne and regional Victorians

Figure 4: Typology of precincts

Each SRL Precinct will support state-significant future employment and population growth.

- In line with the Transit Oriented Development Institute's definition of transit-oriented development, these precincts will be "compact, walkable, pedestrian-oriented, mixed-use communities centred around high quality train systems". It is a "major solution to the serious and growing problems of climate change and global energy security by creating dense, walkable communities that greatly reduce the need for driving and energy consumption."²
- Where SRL Precincts are located within NEICs future planning will help support nationally significant research facilities and metropolitan-scale employment as part of diversified areas containing a variety of activity centres and sector focused precincts.
- Common to all SRL Precincts will be an emphasis on creating 20-minute neighbourhoods.

4.4 Realising the vision of Plan Melbourne: 20-minute neighbourhoods

Direction 5.1 of Plan Melbourne is to "create a city of 20-minute neighbourhoods". The 20-minute neighbourhood is all about 'living locally' – giving people the ability to meet most of their daily needs within a 20-minute walk from home, with access to safe cycling and local transport options. The 'hallmarks' of a 20-minute neighbourhood are that it must:

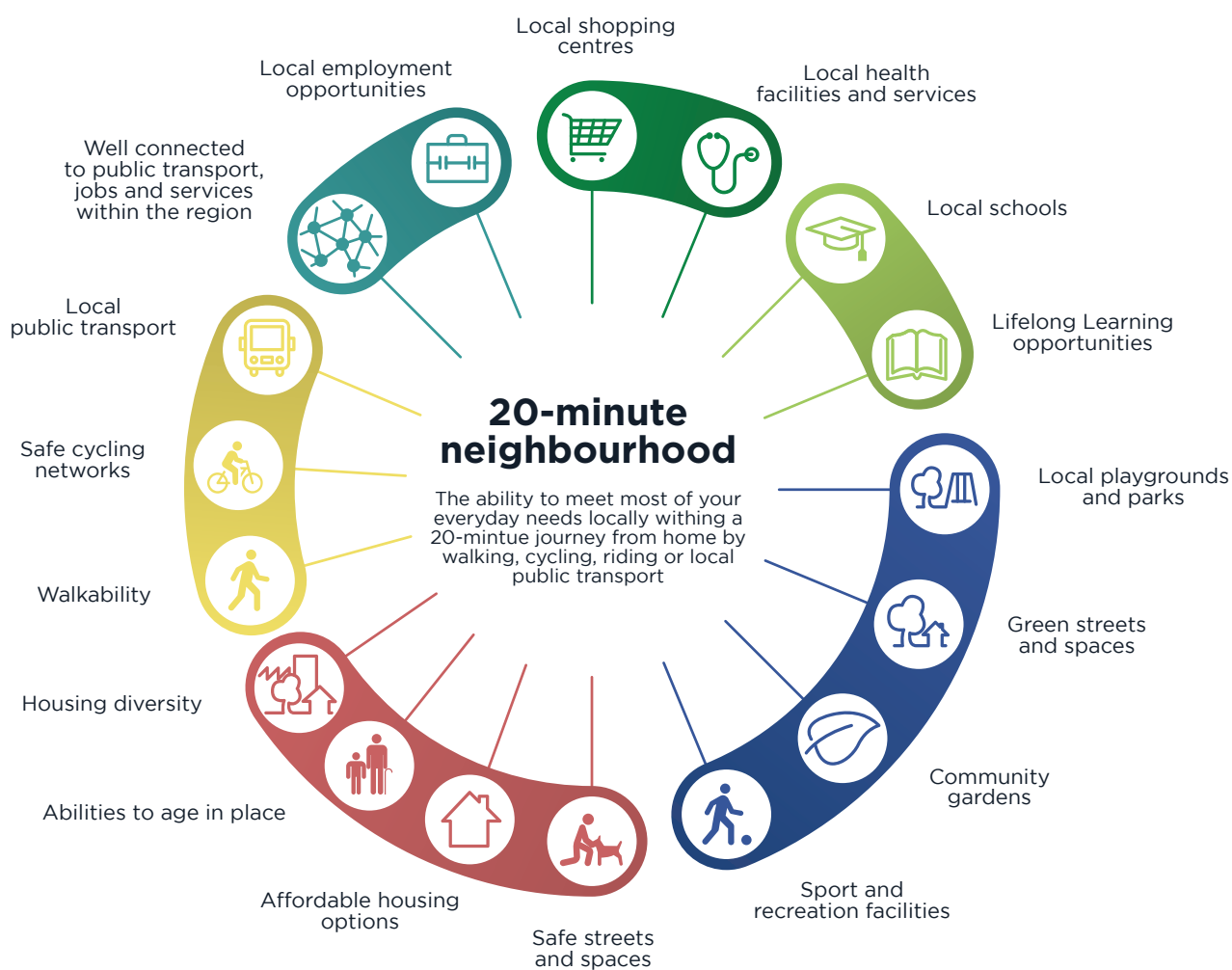
- Be safe, accessible and well connected for pedestrians and cyclists to optimise active transport
- Offer high-quality public realm and open spaces
- Provide services and destinations that support local living
- Facilitate access to quality public transport that connects people to jobs and higher-order services
- Deliver housing/population at densities that make local services and transport viable
- Facilitate thriving local economies.

² <http://www.tod.org/>

To create a 20-minute neighbourhood, planning and development must enable:

- **A mix of uses:** A variety of appropriate land uses within the neighbourhood (e.g. residential, retail, commercial, community facilities, public open space).
- **Balanced mass of uses:** Sufficient amounts of each use that align with current and future population needs.
- **Mesh of uses:** Physical and functional uses need to be truly integrated. For locals and visitors to a precinct, it should be seamless and easy to navigate around the different experiences and opportunities provided within the precinct.





Source: Department of Environment, Land, Water and Planning

Figure 5: Key attributes of the 20-minute neighbourhood, Plan Melbourne

5 Types of precinct initiatives

Precinct initiatives can help achieve the interrelated SRL Objectives of productivity, connectivity and liveability, as well as help to create and/or attract the features of a 20-minute neighbourhood. A range of types of precinct initiatives can include planning settings, broader infrastructure, station development and catalyst projects. These are described in more detail in this section.

Other types of initiatives can be implemented to enhance precincts including sustainability measures. However, for the purposes of this report, we have not considered initiatives that involve utilities.

Some example case studies have also been developed and are available in the *Precinct Development Framework - Case Study Compendium*.

Planning Settings

Planning Levers to guide land use, built form, local access and public spaces needed to support changing community needs.



Examples

- Precinct structure planning, master planning and strategic zoning changes to encourage the types of land uses aligned with the role and purpose of the precinct
- Preservation of space to allow for future transport connections, public open space, community facilities or other uses.

Station Development

Explore options for development around the stations to capitalise on the opportunity to deliver commercial, residential and community infrastructure.



Examples

- New underground SRL stations with plazas and provisions for development above and adjacent.
- Coordinated and integrated commercial development.
- Activated town centres around the station precinct with opportunities to integrate amenities, such as community hubs (e.g. library, co-working space and kindergarten).
- Introducing or extending pedestrian links and zones.

Catalyst projects

Investments in civic infrastructure and commercial developments that add to and support thriving communities and leverage Victoria's competitive strengths.



Examples

- Expansion of education and health precincts.
- Attraction of an anchor tenant to catalyse coordinated development.
- Relocation of a public sector workforce to diversify economic activity.
- Creation and expansion of business and innovation parks across a range of sectors, including advanced manufacturing, technology and creative industries.
- Enhanced precinct permeability, such as providing pedestrian bridges over major roads and rail links.
- Growth of the evening and night-time economy to stimulate high streets.
- Economic growth strategies that facilitate investment.

Broader infrastructure

Coordinating the delivery of community facilities and services to enhance the liveability, productivity and connectivity of precincts for current and future generations.



Examples

- Priority walking and cycling links to connect major destinations within precincts and to open space.
- New/upgraded public open space and public realm improvements.
- Other community facilities such as schools, sporting and cultural and health facilities.



Planning settings

Strategic and coordinated land use planning will enable the Victorian Government to identify, prepare and better employ existing infrastructure and services, and partner across government agencies and with the private sector to realise Precinct Ambitions. This approach will actively involve Traditional Owners, neighbourhoods, communities and businesses in imagining and defining their future potential, so that each precinct is developed with careful consideration to the place's social, cultural, environmental and economic contexts.

While SRL Precincts are focused around the new rail corridor, the accessibility offered by the project will change the shape of the city - requiring planning settings that will help to attract greater investment along connecting rail corridors.

The land use implications of SRL will be reflected in more detail in a series of strategic plans. SRL Structure Plans will establish a precinct boundary and describe preferred land use and development outcomes within each precinct. This will guide the realisation of the various strategic and economic opportunities associated with the rail infrastructure.

The Structure Plans will outline sub-precinct use and development objectives, strategies and desired development outcomes (including the design principles for development, major land uses, transport and open space networks).

Station development

The new SRL Stations provide additional opportunities for diverse housing as well as new civic infrastructure and amenities, such as retail, plazas and recreation spaces. In particular, there are exciting prospects from creating development spaces over the underground stations or around the stations. Over-station developments (OSD) and adjacent-to-station developments (ASD) are becoming standard practice for transport projects in many cities around the world, enabling buildings on land directly above and around the station box. Rail stations have become more than just transition zones and many cities have shown that OSD and ASD can create a community heart and focal point for residents and businesses within walking distance of the station. While Australian cities have been relatively slow to embrace OSD, it is increasingly being seen as a viable way to create vibrant new urban places and provide new employment, housing and entertainment options in areas where there is otherwise very limited space available.

Strategic OSD and ASD development investment in SRL precincts can unlock opportunities, stimulate economic development and leverage investment by others. Attracting investment around SRL Stations and the broader precinct will mean people living in the suburbs and regional Victoria have greater access to more diverse employment opportunities, as well as health, education and other services, without having to travel to or through the central city.

The demand for residential, retail and other complementary amenities in and around SRL Precincts is also expected to rise over time, which will support the development feasibility of OSD/ ASD projects.



Catalyst projects

Strategic investments will shape the way precincts develop. Catalyst projects will help realise Plan Melbourne by:

- Growing strategic economic centres
- Creating vibrant and thriving communities
- Improving access to desirable services and amenities such as green open spaces
- Supporting an integrated transport system that can support Melbourne into the future.

A range of government planning and investment initiatives have been identified as being possible ways to 'shift the dial'. Potential catalyst projects include delivering 'town centres', GovHubs and economic infrastructure such as tech start-up accelerators.

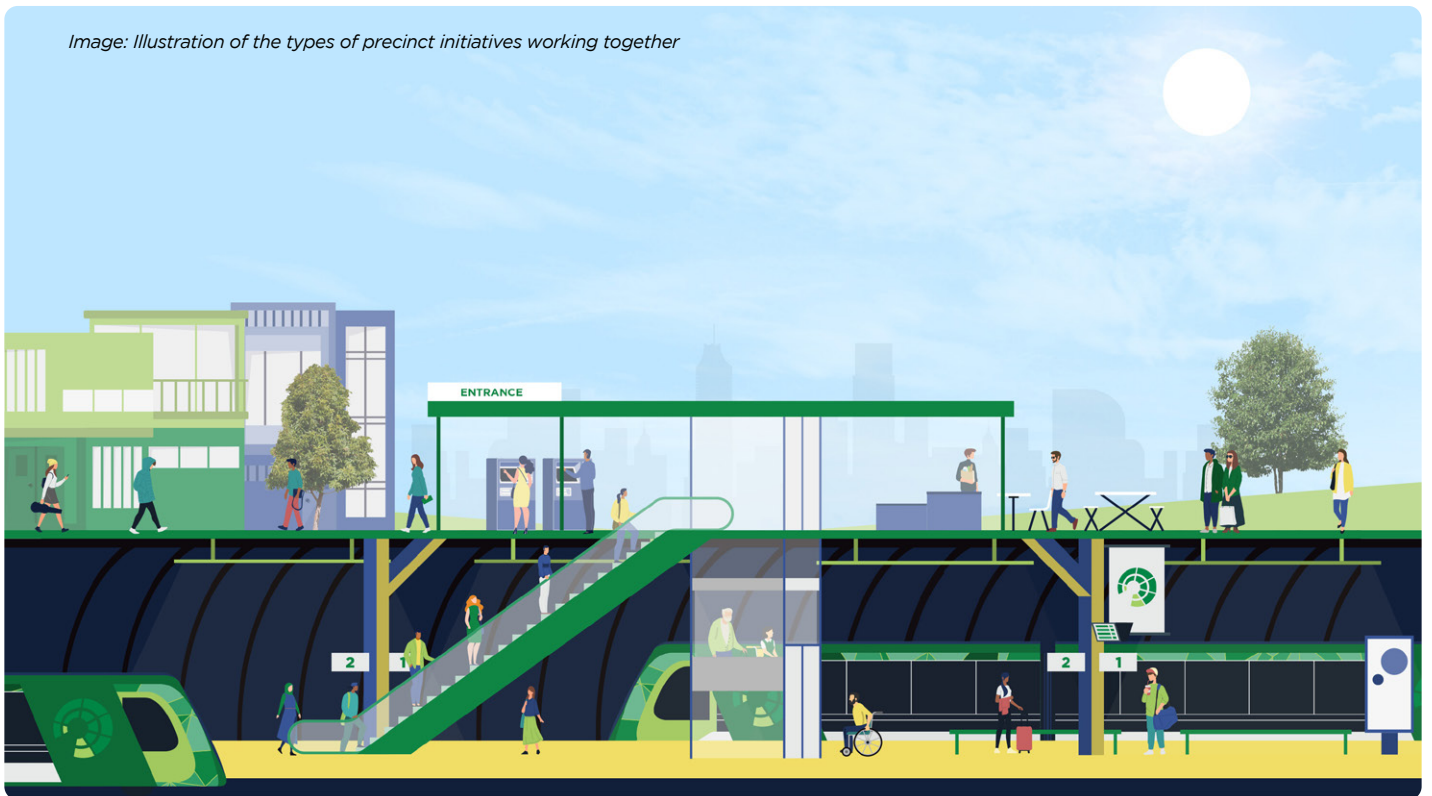
The Victorian Government will evaluate opportunities to take a direct role in delivering some catalytic projects (such as transport interchanges, civic infrastructure and commercial developments) and will support and partner with other stakeholders with roles in delivering improvements to SRL Precincts.

Broader infrastructure

Broader precinct infrastructure will help to ensure that the benefits of SRL East and SRL North to local communities extend beyond improvements to the rail network. This includes improvements to local transport options, including walking and cycling links, as well as coordinated government action to plan and deliver schools, health and community services, integrated developments for private and council infrastructure, and master-planning for areas that are likely to be able to offer significant amenity.

A range of public and private sector organisations will have responsibility to deliver broader precinct infrastructure to fully realise the SRL Objectives. The Victorian Government, through SRL East and SRL North, will partner with local governments and the private sector to enable integrated planning and delivery of legacy social and community infrastructure.

Image: Illustration of the types of precinct initiatives working together



6 Development Framework

The purpose of the Precinct Development Framework is to provide a consistent and evidence-based approach to prioritising and sequencing precinct development to realise broader corridor and regional outcomes.

The Precinct Development Framework is outlined in Figure 6.

6.1 Scaled strategic components

The Precinct Development Framework comprises the following strategic components:

- **Metropolitan / corridor / regional objectives** – The overarching objectives for the corridor or region the precincts are located within. For SRL East and SRL North, the overarching strategic goals are established in Plan Melbourne and the SRL objectives of productivity, connectivity and liveability.
- **Precinct principles** – The guiding suite of precinct development principles for realising the objectives.
- **Precinct ambition** – Articulates government’s ambition for each precinct based on its population and employment projections, and unique, cultural, geographic and demographic characteristics. These ambitions are then informed by stakeholder and community engagement to develop precinct visions to guide future planning and development.

- **Priority outcomes** – The five priority outcomes for each precinct, which guide the prioritisation of initiatives as well as the measurement and demonstration of value (e.g. more people engaged in work).

6.2 Prioritisation and program development

Prioritisation of initiatives

Once the corridor or regional objectives are established, the five priority outcomes are selected for each precinct. These outcomes can then be used to identify and prioritise potential precinct initiatives, such as establishing planning settings, implementing policies or programs as well as investing in transport and community infrastructure.

Program development

Precinct packages are developed for each precinct using a catalyst initiative as an anchor and sequenced as part of a broader precinct development program.

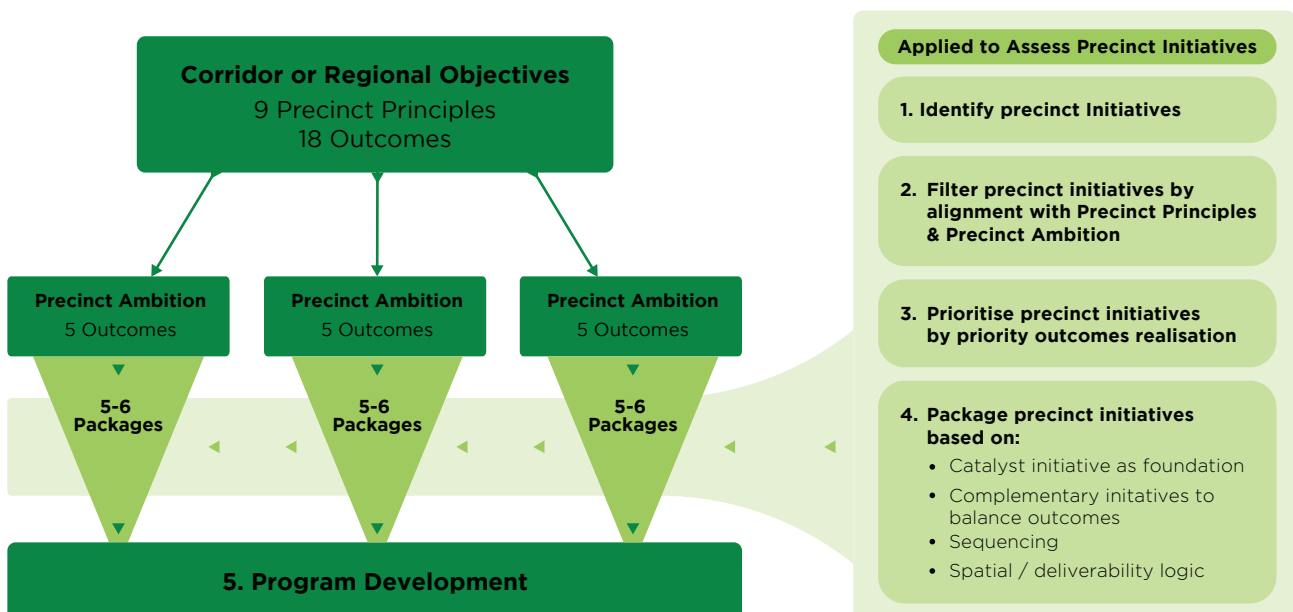


Figure 6: Precinct Development Framework



Figure 7: SRL Objectives and Precinct Principles



7 Suburban Rail Loop precincts

This section provides an overview of how the Precinct Development Framework has been applied to SRL East and SRL North. For the purposes of the SRL Business and Investment Case, a representative program of precinct initiatives was identified, assessed and costed for SRL East and SRL North to inform more detailed planning and design.

7.1 SRL East and SRL North approach

Precinct principles

In addition to the three SRL Objectives of productivity, connectivity and liveability, nine precinct principles and 18 precinct outcomes have been developed to guide precinct development and decision-making (see Figure 7). The precinct principles and outcomes are based on a review of best practice literature, the strategic planning and urban renewal strategies of global cities and indices such as the Project for Public Spaces, Brookings Institution Innovation Districts, World's Most Liveable Cities Index, and the United Nations Sustainable Development Goals.

Precinct ambitions and priority outcomes

Drawing on urban context studies, analyses of strengths, weaknesses, opportunities and threats, and population and employment projections (derived from land use and transport interaction modelling), preliminary precinct proposed ambition statement were prepared for each of the SRL East and SRL North Precincts.

SRL East precinct proposed ambition statement were also informed by early feedback from stakeholders and community about issues and opportunities in the local areas and will be further tested and refined through future engagement.

For each SRL East Precinct, the proposed ambition statement was used to suggest five priority outcomes to guide the identification of potential precinct initiatives.

7.2 Prioritising precinct initiatives

Step 1: Identify precinct initiatives

This stage of the Precinct Development Framework involves:

- Conducting research
- Collecting data
- Preliminary modelling and analysis
- Review of best practice development
- Expert and stakeholder insights
- Identification of potential SRL East precinct initiatives
- Identification of more general 'line-wide' initiatives that could be implemented across all SRL East and SRL North Precincts



Step 2: Filter precinct initiatives

Precinct and line-wide initiatives are then assessed for strategic alignment with precinct ambitions, SRL Precinct Principles, and SRL Objectives to create a preliminary shortlist.

Step 3: Prioritise precinct initiatives

Using a multi-criterion scoring process, precinct initiatives are then assessed against each precinct's priority outcomes to provide a snapshot of initiatives with high potential to catalyse these outcomes.

Line-wide initiatives are tested against all 18 precinct outcomes to measure their potential to realise the overarching SRL Objectives and precinct principles.

Together, this provides a prioritised shortlist of precinct and line-wide initiatives.

Step 4: Package initiatives

Using the information gathered in previous steps, catalyst initiatives are identified, which are those most likely to support population and employment growth aligned with the precinct ambition.

Using the catalyst initiative as the foundation, other initiatives are packaged together according to factors such as timing, interdependencies, location and / or because the initiatives contribute to achieving balance across the priority outcomes.

These packages are then further tested and refined with technical experts to sequence the packages and consider their viability and potential delivery risks or opportunities.

Step 5: Program development

The packages for each precinct are then developed into a precinct program that can be assessed for value for money, consistent with contemporary investment appraisal frameworks. This will include modelling and further project development to inform community and stakeholder engagement and precinct structure planning.



7.3 Next steps

The Suburban Rail Loop Authority (SRLA) has commenced the process to identify, filter, prioritise and package different precinct initiatives, particularly catalyst projects and broader infrastructure. This work has informed the representative program of precinct initiatives across SRL East developed for the purposes of the SRL Business and Investment Case.

This work, as well as further assessment of precinct initiatives that relate to station development and planning settings, will next be the subject of broad stakeholder and community engagement to refine and improve the final program of initiatives that is rolled out alongside SRL's rail infrastructure.

Precinct initiatives have been and will continue to be informed by local and international best practice. Part B of this report contains a compendium of case studies that demonstrate different types of initiatives, their key actions and measurable outcomes for their communities.

Opportunities for stakeholders and the community to contribute their experience and expertise will occur throughout 2021 and as SRL continues to evolve. As this report highlights, precinct development is an ongoing evolutionary process. SRL will seek to work closely with those who live, work and visit SRL Precincts to build upon those vibrant communities and create more productive, connected and liveable places.

7.4 SRL East and SRL North Precincts

This section provides a snapshot of each of the SRL East and SRL North Precincts.

The preferred SRL North precinct locations and future opportunities are preliminary only and subject to further options analysis, technical investigations and consultations.

SRL North





SRL East Precinct Summaries

Cheltenham Clayton Monash Glen Waverley Burwood Box Hill Doncaster Heidelberg Bundoora Reservoir Fawkner Broadmeadows

Cheltenham

Current state

Cheltenham is currently home to:

- An established lifestyle and service offering, including a range of retail, hospitality and entertainment options
- A large portion of population serving jobs (including retail)
- Road and rail links providing access to the Southern Metropolitan Region and the Melbourne CBD.

Productivity

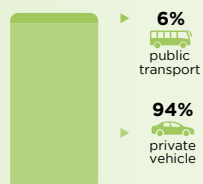
Jobs in precinct

**16,412
Jobs**

Ref: Victoria in Future 2018

Connectivity

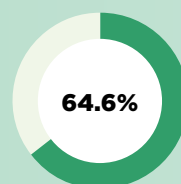
Precinct existing mode share (private vehicle vs public transport)



Ref: VITM, 2018 Ref Case Mode Share

Liveability

% of dwellings within 400m of public open space



Ref: SRL East Public
Open Space 2020;
Vicmap address data 2020

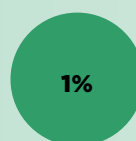
% of new lettings affordable to lower income households (Metro wide: 8.6%)

Kingston
LGA



Ref: DHHS, Rental Report
- June quarter 2020

Bayside
LGA





Proposed ambition statement

Cheltenham will become an integrated centre of connected shopping, employment and housing opportunities supported by a thriving community and entertainment hub with an attractive public realm for its workers and residents, as the southern gateway to the SRL corridor.

What do people love about Cheltenham?

"I love the parks in the area. It is a very green area with wildlife... I love its proximity to the Bay"



Opportunities:

There are opportunities in Cheltenham to:

- Better integrate the civic core and improve the precinct's green space
- Support a range of businesses to take advantage of the development potential on the significant industrial and commercial land
- Improve the currently dispersed public transport centres and routes, as well as the physical barriers hindering access to the available public transport.

Priority outcomes

The five priority outcomes for Cheltenham are:

1. Access to distinctive and high-quality environments
2. Social connectedness and wellbeing
3. More people engaged in work
4. Increased cycling and walking permeability
5. Greater modal shift to public transport.





Cheltenham Clayton Monash Glen Waverley Burwood Box Hill Doncaster Heidelberg Bundoora Reservoir Fawkner Broadmeadows

Clayton

Current state

Clayton is currently home to:

- An established footprint in health and education as well as industrial sectors
- A strong presence of health specialists anchored around the Monash Medical Centre
- A vibrant multicultural population centre along Clayton Road.

Productivity

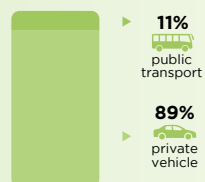
Jobs in precinct

**23,046
Jobs**

Ref: Victoria in Future 2018

Connectivity

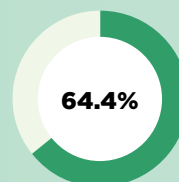
Precinct existing mode share (private vehicle vs public transport)



Ref: VITM, 2018 Ref Case Mode Share

Liveability

% of dwellings within 400m of public open space



Ref: SRL East Public Open Space 2020; Vicmap address data 2020

% of new lettings affordable to lower income households (Metro wide: 8.6%)

**Monash
LGA**

2%

Ref: DHHS, Rental Report - June quarter 2020



Proposed ambition statement

Clayton will be both a leading health cluster and 'transport super hub' for Melbourne's southern metropolitan and Gippsland region. Home to world-standard healthcare and leading-edge commercialised research and development innovations, it will also be a hub for local living services and maintain a high amenity environment.

What do people love about Clayton?

"I have been living in Clayton since 1963. It is, I believe, the multicultural & medical hub of Melbourne and the gateway to the bayside & outer south eastern suburbs where urgent rail infrastructure is badly needed."



Opportunities

There are opportunities in Clayton to:

- Expand the health precinct and enhance integration with the wider Monash NEIC
- Improve access to services and key infrastructure, including open space and affordable housing
- Enhance pedestrian or cycling connectivity within the precinct and overcome significant barriers to accessing Monash University and Monash Medical Precinct.

Priority outcomes

The five priority outcomes for Clayton are:

1. Equity of access to jobs, services and learning
2. Access to distinctive and high-quality environments
3. Capacity for future employment and industry
4. Clustering of economic activity
5. Improved connectivity to regional Victoria.





Cheltenham Clayton **Monash** Glen Waverley Burwood Box Hill Doncaster Heidelberg Bundoora Reservoir Fawkner Broadmeadows

Monash

Current state

Monash is currently home to:

- A gateway to the wider Monash National Employment and Innovation Cluster and strengths in research and innovation, supported by Monash University
- A hub of activity within the Monash University campus
- A well-connected, high quality arterial road network facilitating access to the rest of eastern Melbourne.

Productivity

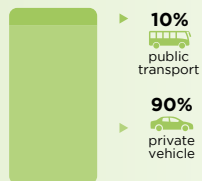
Jobs in precinct

**38,697
Jobs**

Ref: Victoria in Future 2018

Connectivity

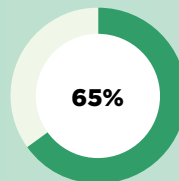
Precinct existing mode share (private vehicle vs public transport)



Ref: VITM, 2018 Ref Case Mode Share

Liveability

% of dwellings within 400m of public open space



Ref: SRL East Public Open Space 2020; Vicmap address data 2020

% of new lettings affordable to lower income households (Metro wide: 8.6%)

**Monash
LGA**

2%

Ref: DHHS, Rental Report - June quarter 2020



Proposed ambition statement

Monash Precinct will be known globally for innovation, building on Monash University's strengths in science, technology, engineering and mathematics (STEM) to attract and retain leading global firms. Significant employment growth will be supported by an attractive public realm, comprehensive walking, cycling and public transport networks, and a diverse lifestyle and hospitality offering.

What do people love about Monash?

*"It is a centre of learning and innovation.
A very vibrant and invigorating
place to work."*



Opportunities

There are opportunities in Monash to:

- Build on the highly diverse local economy, rapidly evolving industry mix and a high number of jobs for further uplift
- Address the poor provision of open space and limited retail and amenity, with no focal point for community activity in the precinct
- Enhance connectivity by increasing active and public transport offerings to reduce reliance on private vehicles.

Priority outcomes

The five priority outcomes for Monash are:

1. Social connectedness and wellbeing
2. Capacity for future employment and industry
3. Strategically aligned economic development
4. Increased cycling and walking permeability
5. Improved connectivity to jobs and services.





Cheltenham Clayton Monash **Glen Waverley** Burwood Box Hill Doncaster Heidelberg Bundoora Reservoir Fawkner Broadmeadows

Glen Waverley

Current state

Glen Waverley is currently home to:

- A thriving retail, hospitality and community hub in the precinct core
- A diverse range of services and jobs across a range of industries, including education and training, accommodation and food services and health care and social assistance
- An excellent transport offering due to high quality existing regional connections, road access and a major bus interchange.

Productivity

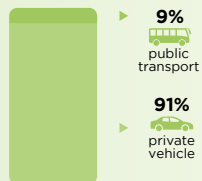
Jobs in precinct

**11,353
Jobs**

Ref: Victoria in Future 2018

Connectivity

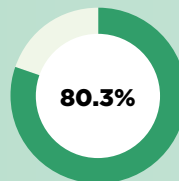
Precinct existing mode share (private vehicle vs public transport)



Ref: VITM, 2018 Ref Case Mode Share

Liveability

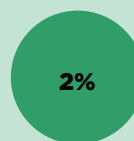
% of dwellings within 400m of public open space



Ref: SRL East Public Open Space 2020; Vicmap address data 2020

% of new lettings affordable to lower income households (Metro wide: 8.6%)

**Monash
LGA**



Ref: DHHS, Rental Report - June quarter 2020



Proposed ambition statement

Glen Waverley will be a centre for workers, students and residents, accessible from across the eastern metropolitan region and anchored by a vibrant multicultural core. Central Glen Waverley will grow through an intensified mix of businesses, retail, services and entertainment uses, within a pedestrian- and cycling-friendly local environment.



What do people love about Glen Waverley?



“One of the best local shopping centres in Melbourne.”

Opportunities

There are opportunities in Glen Waverley to:

- Improve the amenity of the public realm including improved / additional public space and street infrastructure for the community to enjoy
- Deliver a transformative ‘civic heart’ that would promote further economic development
- Address the poor walking and cycling connectivity, private vehicle dominance, and gaps in the public transport network that are preventing the location / precinct from reaching its full potential as a transport hub for Melbourne’s Eastern Metropolitan Region.

Priority outcomes

The five priority outcomes for Glen Waverley are:

1. Social connectedness and wellbeing
2. Capacity for future employment and industry
3. Strategically aligned economic development
4. Increased cycling and walking permeability
5. Improved connectivity to jobs and services.



Cheltenham Clayton Monash Glen Waverley **Burwood** Box Hill Doncaster Heidelberg Bundoora Reservoir Fawkner Broadmeadows

Burwood

Current state

Burwood is currently home to:

- Distinctive green character with high levels of open space including Gardiner's Creek
- A strong educational presence including Deakin University which is expanding into future industries including artificial intelligence and sports science
- A strong transport foundation with arterial roads and public transport offerings
- Excellent pedestrian and cycling connectivity along the Gardiner's Creek Trail.

Productivity

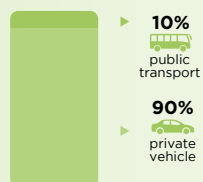
Jobs in precinct

**11,669
Jobs**

Ref: Victoria in Future 2018

Connectivity

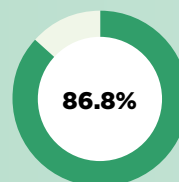
Precinct existing mode share (private vehicle vs public transport)



Ref: VITM, 2018 Ref Case Mode Share

Liveability

% of dwellings within 400m of public open space



Ref: SRL East Public Open Space 2020; Vicmap address data 2020

% of new lettings affordable to lower income households (Metro wide: 8.6%)

**Monash
LGA**

2%

Ref: DHHS, Rental Report - June quarter 2020



Proposed ambition statement

Burwood will have significant mixed-use activity areas and be a major education precinct for Victoria, anchored by Deakin University's strengths as a leader in technology and commerce. An activated public realm along the Burwood Highway corridor will support more jobs and residents and enhanced access to Gardiners Creek will be supported by comprehensive walking and cycling links.

What do people love about Burwood?

"...the Gardiner's Creek reserve is a fantastic open space and should be looked after because it adds so much to the quality of life of Burwood residents."



Opportunities

There are opportunities in Burwood to:

- Address the lack of amenities and services in the core to improve the lifestyle offering
- Address the dispersed economic activity by better connecting and clustering businesses
- Address the structural barrier through the middle of the precinct.

Priority outcomes:

The five priority outcomes for Burwood are:

1. Diverse housing options
2. Enhanced environment and biodiversity
3. Capacity for future employment and industry
4. More future relevant and diversity of jobs in SRL precincts
5. Increased use of active transport modes



Box Hill

Current state

Box Hill is currently home to:

- An established health and education precinct including Box Hill Hospital, Epworth Eastern Hospital and Box Hill Institute
- A large residential population that is young and culturally diverse, with good access to a range of services, dining, retail and entertainment options
- A high level of existing public transport services that support a significant regional catchment.

Productivity

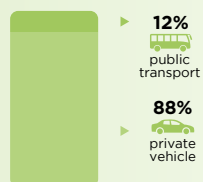
Jobs in precinct

**23,770
Jobs**

Ref: Victoria in Future 2018

Connectivity

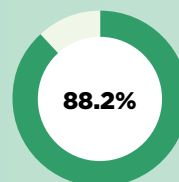
Precinct existing mode share (private vehicle vs public transport)



Ref: VITM, 2018 Ref Case Mode Share

Liveability

% of dwellings within 400m of public open space



*Ref: SRL East Public
Open Space 2020;
Vicmap address data 2020*

% of new lettings affordable to lower income households (Metro wide: 8.6%)

**Whitehorse
LGA**

2.5%

*Ref: DHHS, Rental Report
- June quarter 2020*



Proposed ambition statement

Box Hill will continue to grow as a Metropolitan Activity Centre and strategic multi-modal transport hub for Melbourne's east. Growth in health and public sector jobs will be supported by continued mixed use development and high quality landscaped central areas that are attractive for pedestrians. The precinct will remain a multicultural hub, providing amenity and community infrastructure for its diverse population.

What do people love about Box Hill?

"I shop and dine in Box Hill, especially inside the shopping centre and I just love everything it has to offer, especially the food, grocery stores and, well, pretty much everything."



Opportunities

There are opportunities in Box Hill to:

- Address the risk of high-density residential developments impeding the growth of anchor commercial and retail tenants
- Address the limited access to affordable housing and tree canopy coverage in the precinct core
- Position the precinct as a key transport hub by enhancing the transport offering, including improvements to the bus interchange.

Priority outcomes

The five priority outcomes for Box Hill are:

1. Access to distinctive and high-quality environments
2. Capacity for future employment & industry
3. More future relevant and diversity of jobs in SRL precincts
4. Increased cycling and walking permeability
5. Greater modal shift to public transport.



* **Note:** The preferred SRL North precinct locations and future opportunities are preliminary only and subject to further options analysis, technical investigations and consultations. The final SRL Precincts for SRL North will be confirmed as part of future Funding Submissions.

SRL North Precinct Summaries*

Cheltenham Clayton Monash Glen Waverley Burwood Box Hill **Doncaster** Heidelberg Bundoora Reservoir Fawkner Broadmeadows

Doncaster

Current state

Doncaster is currently home to:

- A strong employment focus, particularly retail employment, due to the presence of Doncaster Shopping Centre
- A highly educated and culturally diverse population with ample community infrastructure
- A highly frequent bus service and interchange that caters to the wider population catchment.

Opportunities

There are opportunities in Doncaster to:

- Create vibrant streets and places by redeveloping underutilised land and harnessing the diversity and intensity of land uses that attracts a critical mass of people and activities
- Address the lack of a distinct precinct heart that caters to the needs of the local community
- Improve the rail, bus and active transport offering to reduce reliance on private vehicles.

Proposed ambition statement

Doncaster will continue to grow as a dynamic Major Activity Centre, anchored by the Westfield Shopping Centre and Manningham Civic Centre with a broad range of businesses, employment opportunities, community services, and a vibrant night time economy to support its diverse local community.



Productivity

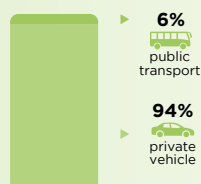
Jobs in precinct

**12,213
Jobs**

Ref: Victoria in Future 2018

Connectivity

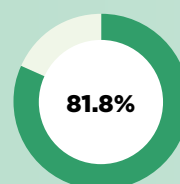
Precinct existing mode share (private vehicle vs public transport)



Ref: VITM, 2018 Ref Case Mode Share

Liveability

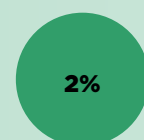
% of dwellings within 400m of public open space



Ref: VPA 2016 Public Open Space;
Vicmap address 2020

% of new lettings affordable to lower income households (Metro wide: 8.6%)

**Manningham
LGA**



Ref: DHHS, Rental Report
- June quarter 2020

Heidelberg

Current state

Heidelberg is currently home to:

- A strong commercial core and thriving activity centre with a focus on healthcare and education around Austin Hospital, resulting in high job numbers
- A precinct that is well-connected to wider Melbourne via the Hurstbridge railway line and bus services
- A precinct with a small population and a strong foundation for being liveable due to the high levels of greenery and open space as well as good health and community facilities.

Opportunities

There are opportunities in Heidelberg to:

- Further expand the health precinct and redevelop strategic sites
- Refocus the bus network to feed the rail network and create walking and cycling links to reduce the reliance on private vehicles
- Address the lack of diversity of community facilities including limited facilities for seniors.

Proposed ambition statement

Heidelberg will be the eastern gateway to the La Trobe NEIC, home to a significant medical precinct that will maximise employment opportunities in health and supporting industries. Building on its rich history of culture and the arts, Heidelberg will flourish with high visitation to its cultural heritage sites and institutions along the Yarra River.



Productivity

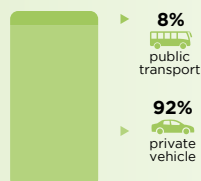
Jobs in precinct

**18,417
Jobs**

Ref: Victoria in Future 2018

Connectivity

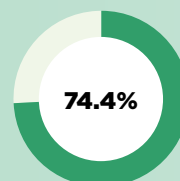
Precinct existing mode share (private vehicle vs public transport)



Ref: VITM, 2018 Ref Case Mode Share

Liveability

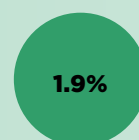
% of dwellings within 400m of public open space



Ref: VPA 2016 Public Open Space;
Vicmap address 2020

% of new lettings affordable to lower income households (Metro wide: 8.6%)

Banyule
LGA



Ref: DHHS, Rental Report
- June quarter 2020



Bundoora

Current state

Bundoora is currently home to:

- High access to open spaces including reserves and creeks
- On-road public transport including buses and trams to connect the community to other parts of Melbourne
- A strong employment focus with La Trobe University having an expanding education and research role.

Opportunities

There are opportunities in Bundoora to:

- Address the lack of a clear precinct heart or core and the limited community facilities
- Make public transport more attractive including more frequent bus services and updated routes to reduce the heavy reliance on private vehicles
- Increase employment by growing knowledge-based industries including innovation and research.

Proposed ambition statement

Bundoora will be a lively university city, the integral education and research precinct of the La Trobe NEIC, highly connected to other precincts through an integrated multi-modal transport interchange. Hosting a vibrant and thriving mixed-use town centre, Bundoora will support a flourishing residential, student and working community.



Productivity

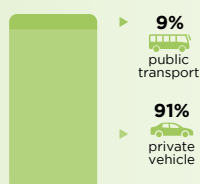
Jobs in precinct

**8,849
Jobs**

Ref: Victoria in Future 2018

Connectivity

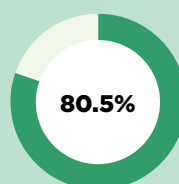
Precinct existing mode share (private vehicle vs public transport)



Ref: VITM, 2018 Ref Case Mode Share

Liveability

% of dwellings within 400m of public open space



Ref: VPA 2016 Public Open Space;
Vicmap address 2020

% of new lettings affordable to lower income households (Metro wide: 8.6%)

2.2%
Darebin
LGA

Ref: DHHS, Rental Report
- June quarter 2020

Reservoir

Current state

Reservoir is currently home to:

- Good social infrastructure including community facilities, sporting clubs and social housing
- High levels of public transport accessibility due to the railway stations and bus routes, as well as good walking and cycling infrastructure
- Population-serving and knowledge-intensive jobs, with the health care and social assistance industry the biggest employer.

Opportunities

There are opportunities in Reservoir to:

- Create a clear precinct core and increase levels of public open space and tree canopy coverage
- Address the barriers to taking public transport to increase the number of people taking public transport to work
- Harness the redevelopment potential of large sites and leverage the precinct's connectivity to La Trobe University and Reservoir Industrial Precinct for further growth.

Proposed ambition statement

Reservoir will remain a highly liveable and connected precinct, providing new opportunities for population and employment growth centred on a multi-modal transport interchange and a vibrant main street.



Productivity

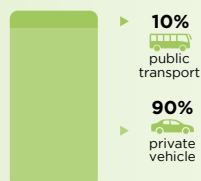
Jobs in precinct

**4,495
Jobs**

Ref: Victoria in Future 2018

Connectivity

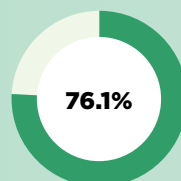
Precinct existing mode share (private vehicle vs public transport)



Ref: VITM, 2018 Ref Case Mode Share

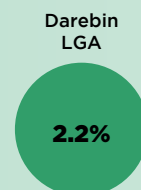
Liveability

% of dwellings within 400m of public open space



Ref: VPA 2016 Public Open Space; Vicmap address 2020

% of new lettings affordable to lower income households (Metro wide: 8.6%)



Ref: DHHS, Rental Report - June quarter 2020



Fawkner

Current state

Fawkner is currently home to:

- A culturally diverse population and an existing community hub and social infrastructure
- A train and bus network, including two stations on the Upfield line and major arterial road access
- Residential areas that are largely unconstrained for redevelopment.

Opportunities

There are opportunities in Fawkner to:

- Increase key human services and facilities, and address the poor tree canopy coverage and accessibility to open space
- Redevelop sites to increase density, including higher density residential uses at the junction of SRL and existing railway line
- Improve active transport access and connections.

Proposed ambition statement

Fawkner will be a new and distinctive mixed-use and residential activity centre connected to the station and Sydney Road, providing local connectivity and quality public realm and landscape.



Productivity

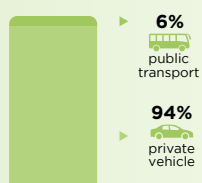
Jobs in precinct

**4,768
Jobs**

Ref: Victoria in Future 2018

Connectivity

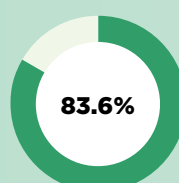
Precinct existing mode share (private vehicle vs public transport)



Ref: VITM, 2018 Ref Case Mode Share

Liveability

% of dwellings within 400m of public open space



Ref: VPA 2016 Public Open Space;
Vicmap address 2020

% of new lettings affordable to lower income households (Metro wide: 8.6%)

**Moreland
LGA**

1.8%

Ref: DHHS, Rental Report
- June quarter 2020

Broadmeadows

Current state

Broadmeadows is currently home to:

- A strong sectoral focus in knowledge-intensive, population-serving and education and health jobs, particularly within the Activity Centre
- Generous public open space provision per person
- An arterial road network and public transport providing good access to a broad catchment and connection to the city.

Opportunities

There are opportunities in Broadmeadows to:

- Emerge as a significant service centre and act as a regional hub over the next 20-30 years
- Improve connectivity to human services and centralised green spaces to help increase the liveability outcomes for the community
- Increase walking and cycling infrastructure to reduce high levels of reliance on private vehicles.

Proposed ambition statement

Broadmeadows will be a growing commercial and services hub for the northern region, leveraging its proximity to Melbourne Airport to provide significant retail and commercial employment. The precinct will be supported by important health and education facilities and diverse housing options for residents.



Productivity

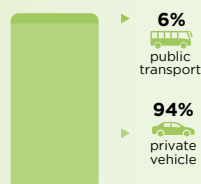
Jobs in precinct

**9,751
Jobs**

Ref: Victoria in Future 2018

Connectivity

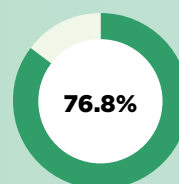
Precinct existing mode share (private vehicle vs public transport)



Ref: VITM, 2018 Ref Case Mode Share

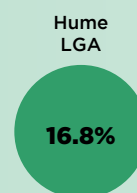
Liveability

% of dwellings within 400m of public open space



Ref: VPA 2016 Public Open Space; Vicmap address 2020

% of new lettings affordable to lower income households (Metro wide: 8.6%)



Ref: DHHS, Rental Report - June quarter 2020



**SUBURBAN
RAIL LOOP**



**VICTORIA'S
BIG BUILD**

VICTORIA
State
Government