



**SUBURBAN
RAIL LOOP**

Urban Design Framework

August 2021



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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 Suburban Rail Loop

Suburban Rail Loop 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 key destinations across our suburbs and will deliver broad and long lasting social benefits for Victorians

Suburban Rail Loop 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 middle suburbs and creating jobs, healthcare, education, housing and retail opportunities in our fastest growing suburban precincts.

Suburban Rail Loop will cut congestion across the entire transport network and create thousands of jobs to drive Victoria's economic recovery and growth. Suburban Rail Loop presents an opportunity to contribute to Victoria's long-term economic recovery as a major economic stimulus program. Delivered over decades, Suburban Rail Loop 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 Suburban Rail Loop will link every major rail line from the Frankston line to the Werribee line, via the 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 Suburban Rail Loop, 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, Suburban Rail Loop provides an opportunity to plan the services, amenity and infrastructure we're going to need outside of the CBD for future generations.

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

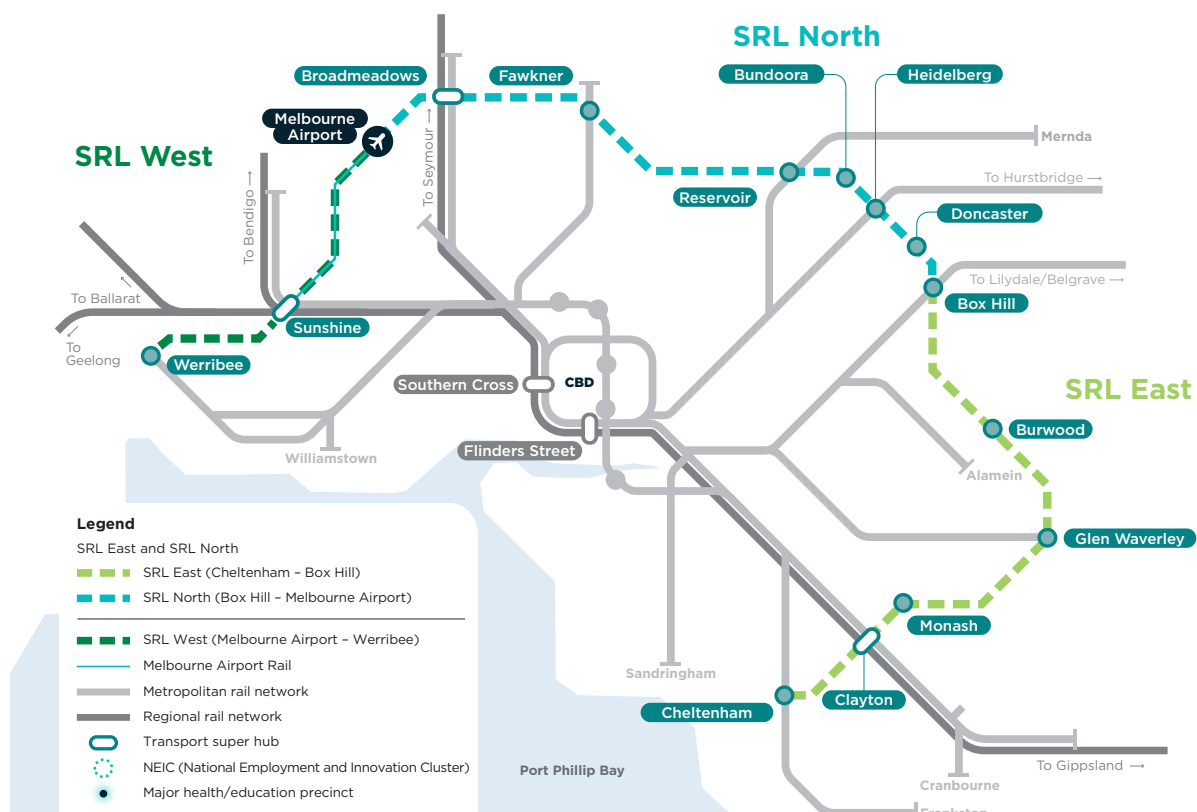


Figure 1: Suburban Rail Loop alignment

1.1 Our approach to urban design

Suburban Rail Loop Authority (SRLA) is committed to achieving high quality urban design outcomes by:

- Fostering an understanding that investment in the built environment is a contribution to Melbourne
- Building in-house capability and fostering champions to guide high quality design outcomes
- Adopting best practice urban design management processes and embedding guidance to raise awareness of the value of design, and to enable the integration of high quality design outcomes at every stage of the SRL lifecycle
- Working with communities and relevant authorities to understand local considerations and opportunities to enhance urban design outcomes
- Developing complementary creative place-making and activation strategies to generate civic pride and enhance sense of community.



Figure 2: Clayton Precinct

2 Introduction

The **Suburban Rail Loop Urban Design Framework** (Framework) has been prepared by SRLA to provide high level guidance for achieving high quality urban design outcomes for SRL.

The Framework will be used to guide planning and design, assess design proposals and ensure high quality design outcomes.

2.1 Why is urban design important?

Urban design is the practice of shaping the built environment to improve the quality and overall productivity, connectivity and liveability of our cities. It is more than just the appearance of the built environment. Urban design also relates to the functional, environmental, economic and social outcomes of a project.

As illustrated in Figure 3, urban design operates on a variety of scales, from precinct neighbourhood planning to the design of a station forecourt or public park. High quality urban design should underpin SRL, from the largest to even the smallest urban initiatives.

Achieving high quality design requires good processes and guidance that optimise outcomes and value for money - it does not need to cost more.

Good urban design requires a multi-disciplinary approach with input, collaboration and coordination of many different specialists including planning, architecture, engineering, heritage, customer experience, sustainability and landscape architecture amongst others.

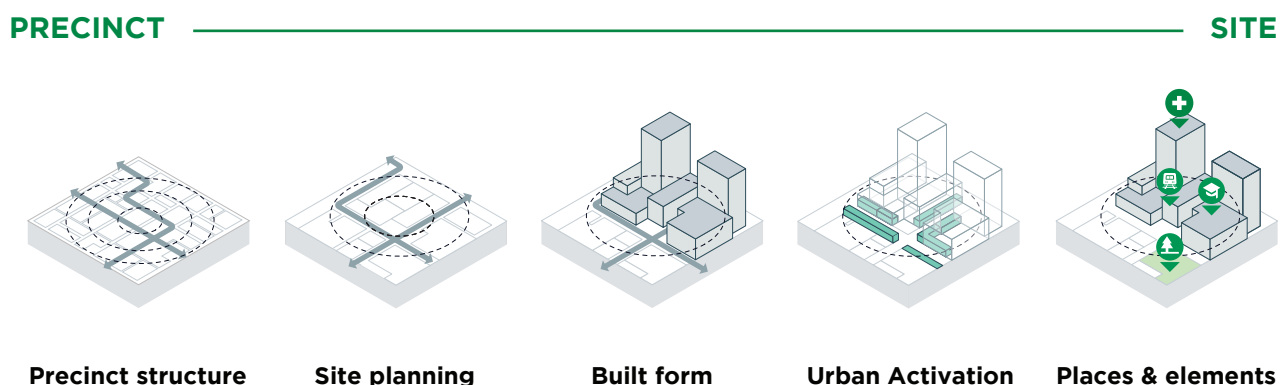


Figure 3: How urban design works across different scales of a project

Good urban design processes and outcomes are important because they improve:

- Functionality, character and spirit of public places for individuals and communities
- Levels of comfort, accessibility, safety and inclusiveness of places
- Expression of social and cultural values associated with places
- Socio-economic composition, diversity and economic vibrancy of urban areas
- Ecological systems, sustainability and the resilience of urban environments
- Community connectedness, health and wellbeing, and pride of place.

While urban design is often tailored for a specific project, the dynamic and evolving nature of urban environments means that realising urban design outcomes is a long-term process.

2.2 Value outcomes

Consideration of the urban design objectives alongside technical requirements, from the earliest stages and throughout the delivery of the project, will optimise the benefits and outcomes of the program. Altering the urban environment at later stages of the project to achieve urban design objectives can be challenging and costly.

The diagram below is drawn from the Office of the Victorian Government Architect's procurement guidance document *Government as a Smart Client*, August 2013. Figure 4 illustrates the diminishing ability to affect the quality of design outcomes as the project progresses through its stages of delivery.

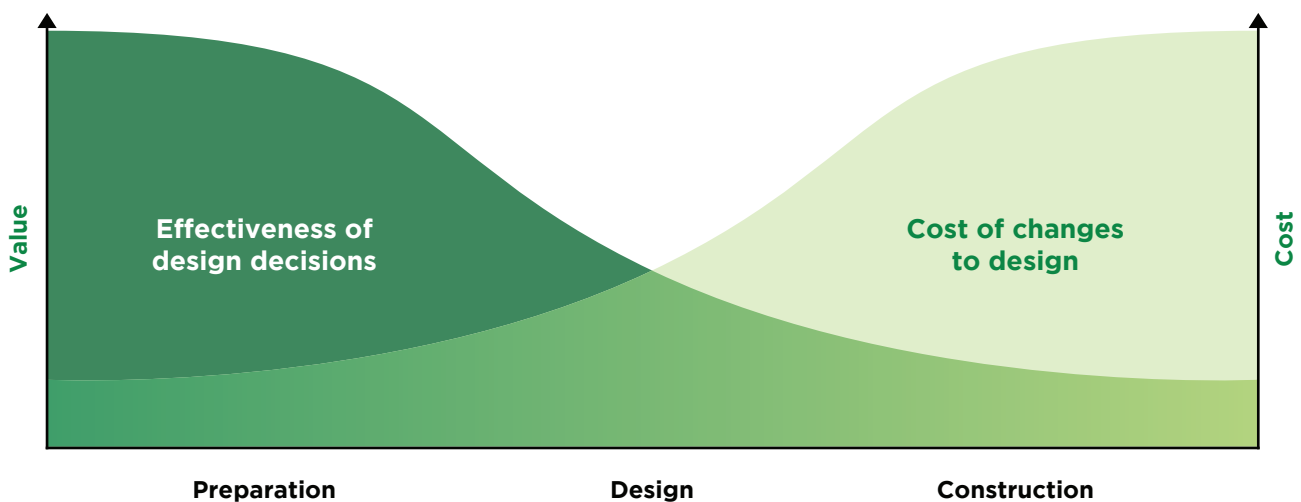


Figure 4: Relationship between design decisions and costs over the life of a project

To achieve urban design value outcomes SRLA will adopt design processes engaging with the following design values and associated commitments:

1. **Common vision:** create a lasting legacy for Melbourne through great urban design and place making.
2. **Accountability:** prepare urban design documents to guide the planning, design and evaluation of station and precinct developments; and adopt best practice urban design management processes.
3. **Collaborative:** engage with community and relevant stakeholders and adopt a multidisciplinary and collaborative approach to planning and design.
4. **Governance:** establish design review processes that include an Urban Design Advisory Panel (UDAP), and draw on expertise from industry and stakeholders, at all stages of the program life-cycle.

3 Purpose

This document provides a framework to guide and ensure high quality urban design outcomes through the program’s lifecycle — from inception, planning and design, through to delivery, operation and management.

The urban design principles and objectives set out in this Framework will:

- Ensure proposals are developed with good urban design considerations, that are treated as integral to project solutions
- Inform the precinct strategic planning and the development of planning requirements, policy and guidelines
- Provide the basis for the Urban Design Advisory Panel (UDAP) to provide advice and feedback along with any project specific SRLA urban design strategies and guidelines
- Guide the evaluation of design proposals.

3.1 Urban design documents

The Framework provides high-level program wide guidance for SRL. This overarching document will be supported by a suite of design guidance documents as illustrated in Figure 5.

This Framework will be reviewed and updated throughout the program lifecycle to reflect the current status of the program and to ensure that it remains a relevant and valuable tool for guiding urban design associated with SRL.

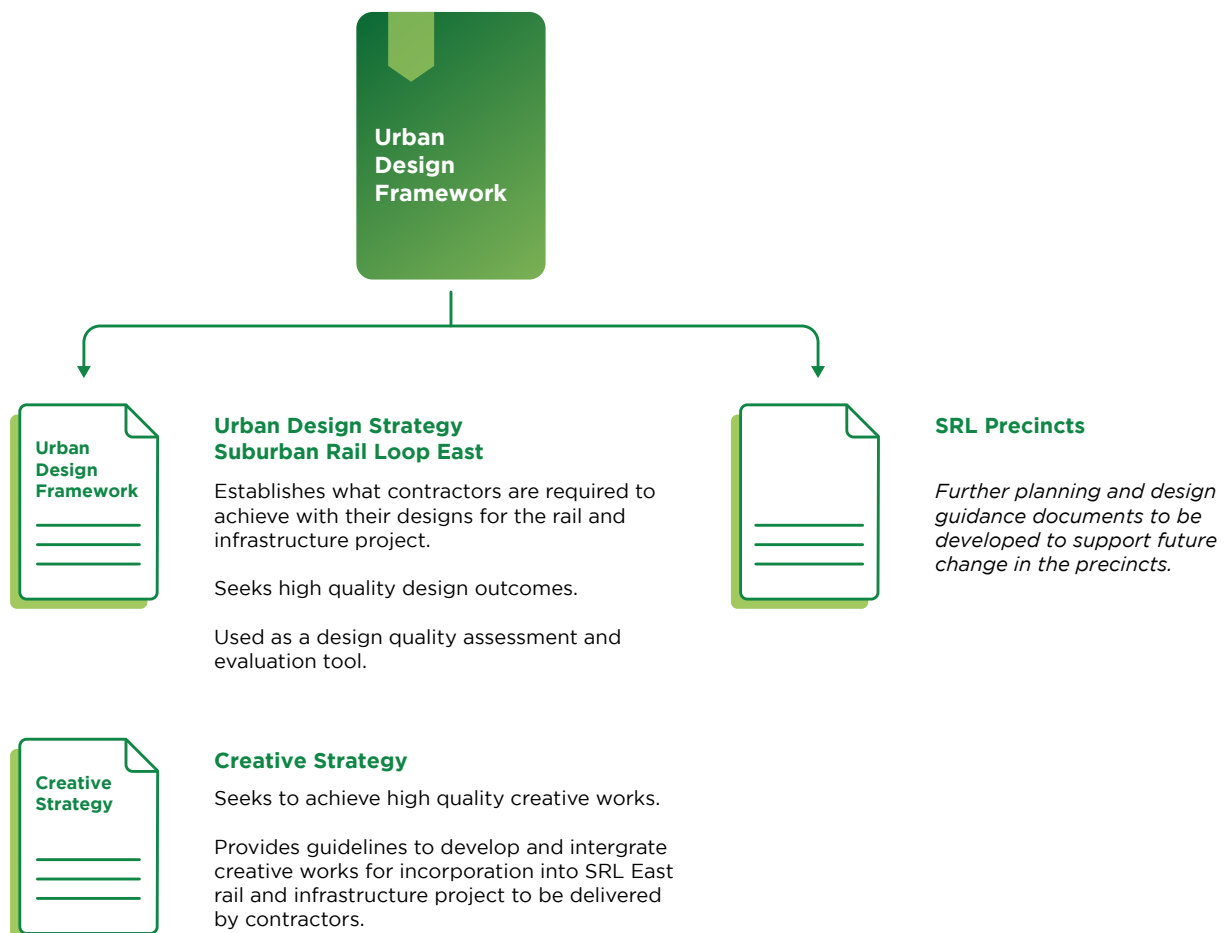


Figure 5: Primary Suburban Rail Loop documents for urban design

Urban Design Strategy

The SRL East Urban Design Strategy establishes what the Victorian Government requires delivery partners to achieve with their designs for the rail and infrastructure component of SRL East. The Strategy seeks to ensure consistently high quality urban design and context appropriate urban design outcomes.

As part of the Environment Effects Statement (EES) process to assess the effects of the rail project, the Strategy captures key design criteria, intent and expectations line-wide and for each site and gives guidance to delivery partners regarding acceptable standards and expectations for urban design outcomes. The Strategy also includes reference to the urban design principles and objectives outlined in this Framework.

As part of the planning approvals, delivery partners will be required to develop plans which will be evaluated against the performance requirements outlined in the Urban Design Strategy.

Creative Strategy

The Creative Strategy will guide contractors and delivery partners on the delivery of creative works and programming undertaken for SRL to support the precinct ambitions and urban design aspirations. It sets the creative ambition and ensures consistent, innovative and high-quality implementation of creative outcomes across SRL East. Creative works may include temporary works and programming during construction phase, through to permanent art within the built environment.



Figure 6: Glen Waverley Precinct

4 Background

4.1 SRL objectives

SRL is supported by three key objectives: Productivity, Connectivity and Liveability.

As discussed in Chapter 2.1, urban design will play a crucial role in achieving these objectives.



Productivity

Drive the State's economic growth through greater investment, job creation and productivity across Melbourne's key innovation, employment and service precincts outside of the CBD, providing jobs close to where people live.



Connectivity

Provide strong connectivity to and from major innovation, employment and service precincts outside of the CBD. Ultimately, the objective is to provide Victorians with greater access to employment opportunities and services closer to home and alleviate existing pressures on the existing transport network.



Liveability

Improving liveability is fundamental to thriving communities and connecting people to where they want to live and the services they need to access. This objective covers three components: Place, Diversity and Inclusion, and Environment.

4.2 Precinct development principles

SRL Precincts will be the new satellite hubs of Melbourne CBD, providing competitive alternatives for people to work and live.

SRL Precincts are typically the 1600 metre catchments around SRL stations. SRL East includes precincts at Cheltenham, Clayton, Monash, Glen Waverley, Burwood and Box Hill.

Underpinning the three objectives, nine SRL precinct development principles have been developed as outlined in Figure 7. These are based on best practice principles for urban renewal and development from around the world and are consistent with the principles and outcomes of Plan Melbourne. Urban design will play an important role in supporting the realisation of the precinct development principles.

The precinct development principles guide the assessment of what initiatives should be prioritised within the Precincts. Whereas the urban design principles (outlined in Chapter 7) are used to guide good urban design outcomes across SRL which will support the realisation of precinct development principles.



Figure 7: Precinct Development Principles

4.3 Policy context

The Urban Design Framework has been informed by and seeks to give effect to a range of state and commonwealth government policies and strategies, including the **Transport Integration Act 2010**.

SRL supports the vision and objectives of **Plan Melbourne 2017-2050** which is the Victorian Government's long-term planning strategy to guide the way the city will grow and change to 2050.

The Plan Melbourne 2017-2050 Addendum 2019 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.

This document seeks to directly support Plan Melbourne's **Key Direction 4.3 to 'Achieve and promote design excellence'** and the following policy:

Plan Melbourne Key Direction 4.3: Achieve and promote design excellence

Policy 4.3.1 Promote urban design excellence in every aspect of the built environment

'The quality of Melbourne's built environment, public spaces and amenity depends on high-quality urban design. Plan Melbourne will ensure urban design principles and guidelines are considered when assessing the design and built form of development and infrastructure to create places that are:

- *Accessible, safe and diverse.*
- *Enjoyable, engaging and comfortable to be in and move around.*
- *Accommodating of people of all abilities, ages and cultures.*
- *Celebrations of the city's social, cultural and natural heritage.'*

Refer to Appendix A for an outline of the key legislation, guidelines and strategic government documents that have informed this Framework and are relevant to urban design.



Figure 8: Monash University

5 Framework structure

The following components provide a framework to evaluate and assess a design proposal at each stage through to delivery. This Framework will be supported by other urban design documents including the SRL Urban Design Strategy which will provide additional guidance in the evaluation and assessment of design outcomes.

Vision & Urban Design Aspirations

Describes the SRL vision and urban design aspirations to support this vision and to achieve high quality urban design outcomes for the whole program.

Urban Design Principles & Objectives

High-level overarching urban design principles and objectives that describe the expected results in order to achieve high quality urban design outcomes for SRL. These provide a framework for design review advice and evaluation.

Precinct ambition

A description of the precinct ambitions and priority outcomes for each of the SRL Precincts used to inform key urban design outcomes and areas of focus.

Figure 9: Framework structure

6 Vision & urban design aspirations

Connecting our suburbs and Victorians to housing, jobs, health and education, Suburban Rail Loop is a transformational investment that will change the way people move around Melbourne and enhance the liveability of key growth areas.

The vision for SRL Precincts is supported by the following urban design aspirations:

- Quality and integrated design will deliver a legacy of great precincts and help transform the way Victorians live, work and travel
- Design will be used to help deliver stations and precincts that evoke civic pride while being sensitive and appropriate to their location and responsive to the change that will occur over time
- Creating benefits while minimising negative impacts will ensure SRL is a catalyst for positive change for the community
- Innovative and balanced solutions will be delivered through multi-disciplinary collaborative design-led processes and technical approaches
- Design will allow for communities, systems and places to adapt and evolve over time to meet changing needs and cultural, economic and technological shifts
- Urban design process is embedded in our project delivery and policy development to enable opportunities, protect quality and maximise the potential of SRL.



Figure 10: Box Hill Precinct

7 Urban design principles & objectives

Urban design principles and objectives have been developed to guide the approach to urban design to ensure SRL Precincts will be great places for people to live, visit and work.

The SRL urban design principles have been adapted from **Creating Places for People — an urban design protocol for Australian cities, Australian Government, 2011**. The principles and objectives define what is to be achieved and have been framed around the three objectives ‘productivity’, ‘connectivity’ and ‘liveability’.

The urban design objectives clarify what is required to align with the urban design principles. The objectives are intended to be holistic, dealing with the public realm in an integrated way to promote positive environmental, social, cultural and economic outcomes. Crime Prevention Through Environmental Design (CPTED), accessibility, sustainability and other concerns are embedded throughout the SRL urban design principles and objectives.



Figure 11: Burwood Precinct

Productivity

To support population growth and a focus on jobs and investment closer to where people live; strengthen access to, and investment in regional Victoria

Principle 1 Enduring



Places that are functional now and for generations to come

- **Objective 1.1 Legacy**

Create a design that is enduring and functional for generations to come, is easy to maintain and manage, is adaptable to changing uses with minimal reconstruction, and will age gracefully in concept and detail.

- **Objective 1.2 Future ready**

Ensure the design catalyses urban renewal, encouraging the evolution of the precincts and changing uses over time.

- **Objective 1.3 Resilient**

Ensure the infrastructure, buildings and places can survive, adapt and thrive when subjected to stresses and acute shocks such as changes in climate and technology, and extreme events.

- **Objective 1.4 Environmentally sustainable**

Optimise environmental performance and embed sustainability initiatives into the design response of the infrastructure project and surrounding precinct.

Principle 2 Diverse



Places that are inclusive and offer a diverse range of experiences.

- **Objective 2.1 Strategic alignment**

Facilitate integrated land use and transport solutions that respond to the precinct ambition and strategic transport and land use planning.

- **Objective 2.2 Functional urban structure**

Create an urban structure that ensures the adequate provision of public spaces that support a complementary mix of activities.

- **Objective 2.3 Integration with context**

Ensure new works accommodate travel routes and activities that connect to, integrate with and complement those in the wider precinct.

- **Objective 2.4 Welcoming**

Design places and movement networks that are welcoming, inclusive and pleasant for the whole community and encourage diverse social and cultural interaction within public spaces.

Connectivity

To support the development of an integrated transport network that increases travel options and access to places, and enhances the passenger experience

Principle 3 Connected



Places that are connected physically and spatially

- **Objective 3.1 Linkages**

Improve people's ability to walk, cycle and access public transport within a permeable urban structure that offers safe and efficient links and reduces barriers to movement.

- **Objective 3.2 Transport integration**

Facilitate seamless intermodal transfers prioritising public transport, walking and cycling networks, and design movement networks for safe interactions between transport modes.

- **Objective 3.3 Legible**

Reflect walking and cycling desire lines, promote intuitive wayfinding, reduce reliance on signage and minimise visual clutter and obstructions to key views.

- **Objective 3.4 Green network**

Facilitate green networks that link public and private open space and support urban ecology, biodiversity and cooling.

Principle 4 Accessible



Places that are socially connected, enjoyable and easy to walk and wheel around

- **Objective 4.1 Universally inclusive**

Enable all people to access, understand, use and enjoy spaces across the project area and surrounding precincts regardless of their age, size, ability or disability. To the greatest extent possible, move beyond baseline accessibility compliance towards support for genuine dignity, equity, social inclusion and independent mobility in the use of public places.

- **Objective 4.2 Twenty-minute neighbourhoods**

Support and enhance convenient and desirable access to everyday services, facilities and key destinations within a 20-minute walking distance from home.

- **Objective 4.3 Active transport**

Encourage walking and cycling for transport and recreation with integrated active transport infrastructure that can accommodate future growth and connects seamlessly with surrounding networks and with existing and proposed infrastructure.

- **Objective 4.4 Safer Design**

Design places that feel safe for the community using them. Increase passive surveillance and decrease barriers to participation in public space by acknowledging and accommodating the specific needs and experiences of all population groups within the community.

Liveability

To create more sustainable and resilient precincts in Melbourne's suburbs to generate new social and economic opportunities.

Principle 5 Enhancing



Places that enhance the local environment and community

- **Objective 5.1 Heritage**

Celebrate, respect and respond to Indigenous and non-indigenous cultural heritage, values and local history.

- **Objective 5.2 Responsive**

Design to respond, connect and build on the unique and valued social, cultural, physical and economic aspects of the precinct.

- **Objective 5.3 Sensitive**

Sensitively enhance landscape and urban realm outcomes; and minimise negative physical and visual impacts associated with the new infrastructure.

- **Objective 5.4 Healthy**

Design infrastructure and green networks, spaces and places that support active lifestyles, and encourage social interaction to improve physical and mental health.

- **Objective 5.5 Quality design**

Create a high-quality design that makes a positive contribution to the local built and natural environment.

Principle 6 Liveable



Places that are comfortable and welcoming

- **Objective 6.1 Amenity**

Improve urban amenity by realising site specific opportunities to enhance environmental comfort and create pleasant and attractive places that feel safe and are safe for people to move through and spend time in.

- **Objective 6.2 Landscape values**

Create a coherent and engaging landscape response that embraces natural qualities and community and cultural values.

- **Objective 6.3 User experience**

Enhance the journey and precinct experience for local communities, visitors and transport users.

- **Objective 6.4 Places for people**

Create inviting, people-friendly streets, open spaces and public places, and maximise the opportunities to create green places.

- **Objective 6.5 Activation**

Create activated, memorable and diverse places in the short and long term; manage interfaces and encourage a range of activities to deliver vibrant mixed-use neighbourhoods.

8 Precinct Ambitions

While the focus of this Framework is to provide program-wide guidance, it is recognised that each SRL Precinct has unique qualities, site conditions, and environmental and social context. These local considerations are crucial to informing the planning and design of SRL.

Each SRL Precinct will require analysis, research and engagement with the community and local authorities to understand local issues and opportunities to enhance urban design outcomes. These local considerations will be reflected in other guidance documents including the Urban Design Strategy Suburban Rail Loop East.

For each of the six SRL East precincts, a preliminary ambition statement has been prepared under the SRL objectives as outlined in the following sections. This work will be extended to include further stages as this work is completed.

The precinct ambition statements will be further developed through engagement with key stakeholders and the community into precinct visions. For each precinct five precinct priority outcomes have been identified to contribute to the precinct ambition.

The precinct ambitions and priority outcomes will be used to inform key urban design outcomes and areas of focus for each SRL Precinct.



Figure 12: Monash Precinct

Cheltenham Precinct

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.

The priority outcomes for Cheltenham are:

Liveability

- Access to distinctive and high quality environments
- Social connectedness and wellbeing

Productivity

- More people engaged in work

Connectivity

- Increased cycling and walking permeability
- Greater modal shift to public transport



Clayton Precinct

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.

The priority outcomes for Clayton are:

Liveability

- Equity of access to jobs, services and learning
- Access to distinctive and high quality environments

Productivity

- Capacity for future employment and industry
- Clustering of economic activity

Connectivity

- Increased cycling and walking permeability
- Greater modal shift to public transport



Monash Precinct

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.

The priority outcomes for Monash are:

Liveability

- Social connectedness and wellbeing

Productivity

- Capacity for future employment and industry
- Strategically aligned economic development

Connectivity

- Increased cycling and walking permeability
- Improved connectivity to jobs and services



Glen Waverley Precinct

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.

The priority outcomes for Glen Waverley are:

Liveability

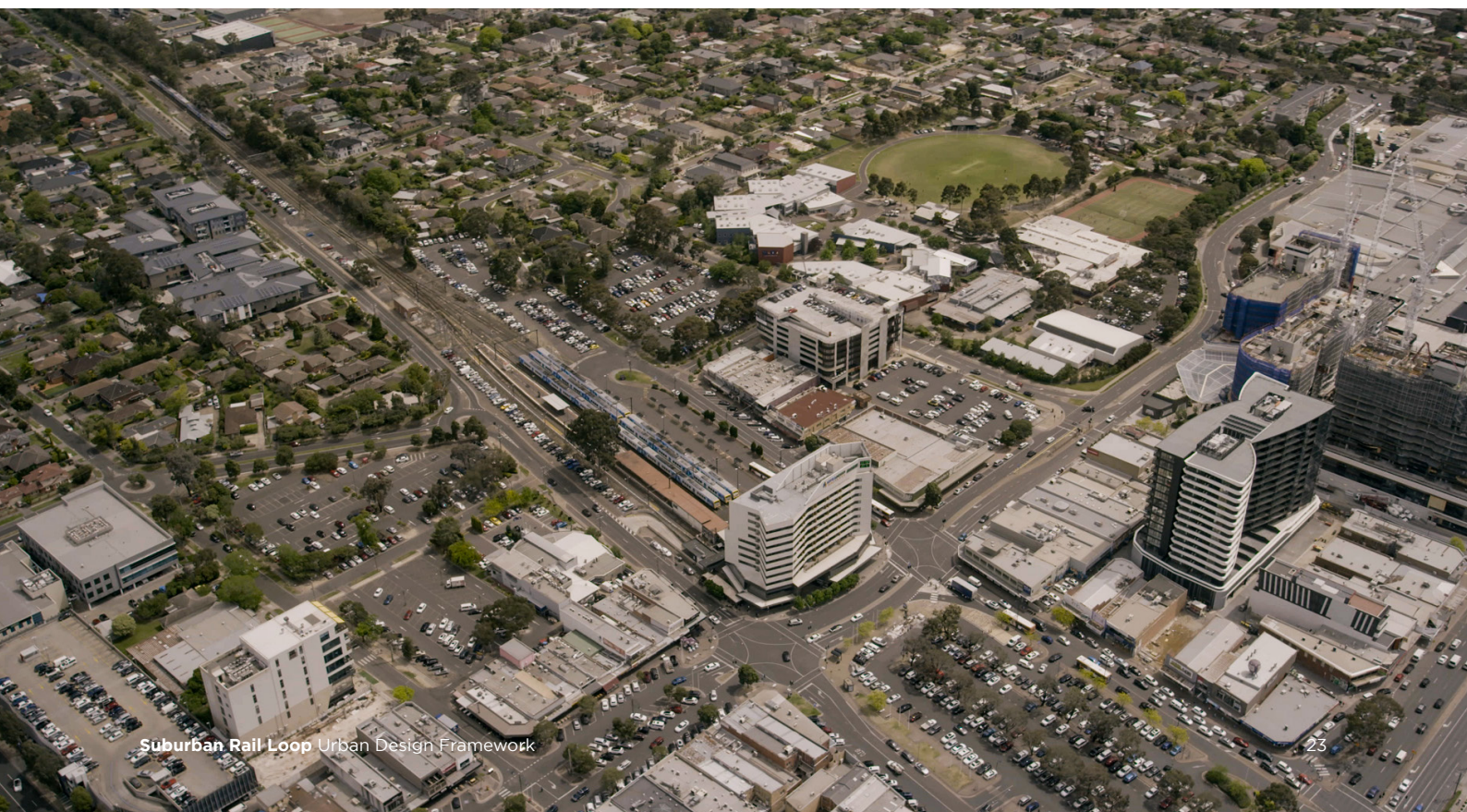
- Diverse housing options
- Access to distinctive and high-quality environments

Productivity

- More people engaged in work

Connectivity

- Increased use of active transport modes
- Greater modal shift to public transport



Burwood Precinct

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.

The priority outcomes for Burwood are:

Liveability

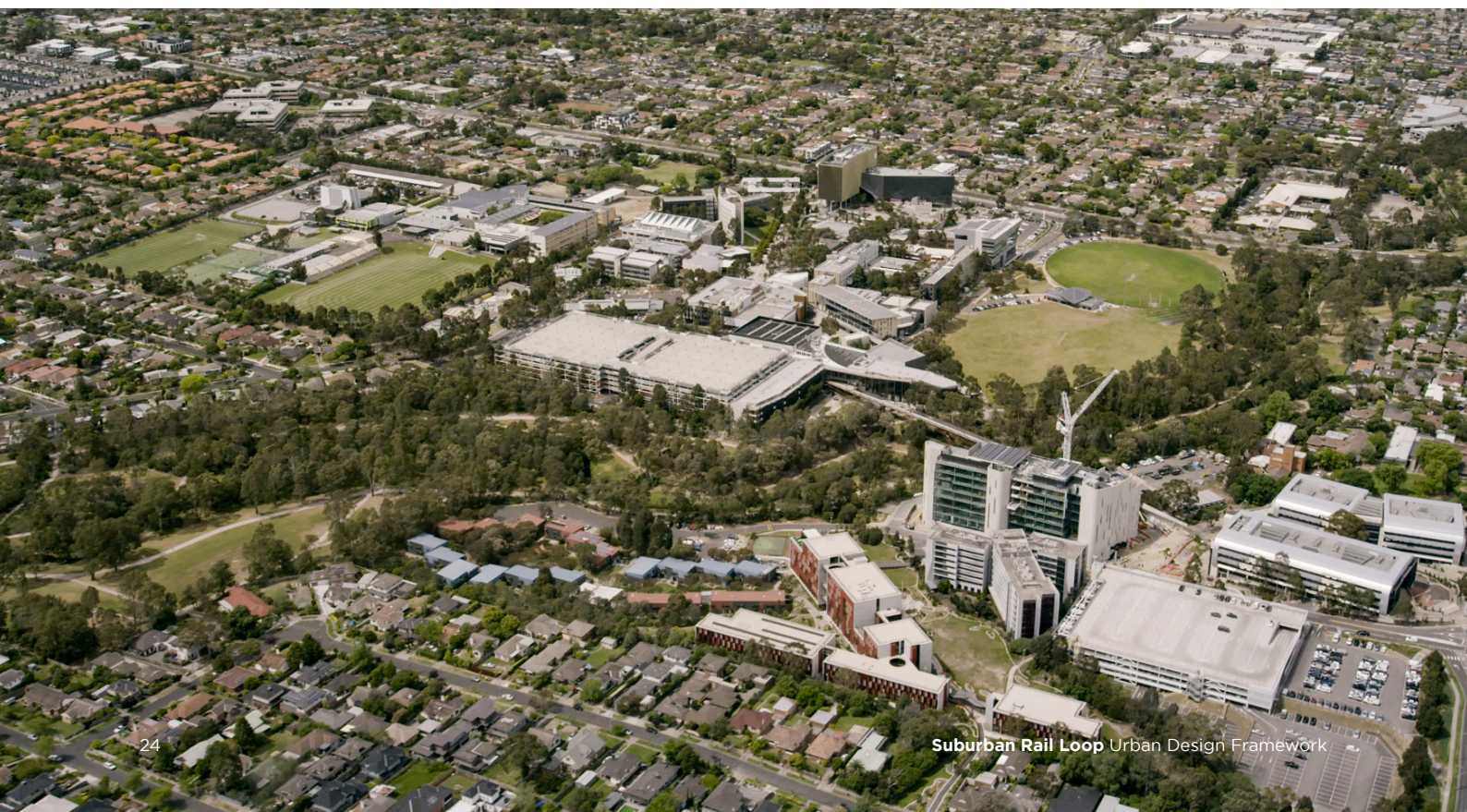
- Diverse housing options
- Enhanced environment and biodiversity

Productivity

- Capacity for future employment and industry
- More future relevant and diversity of jobs in SRL precincts

Connectivity

- Increased use of active transport modes



Box Hill Precinct

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.

The priority outcomes for Box Hill are:

Liveability

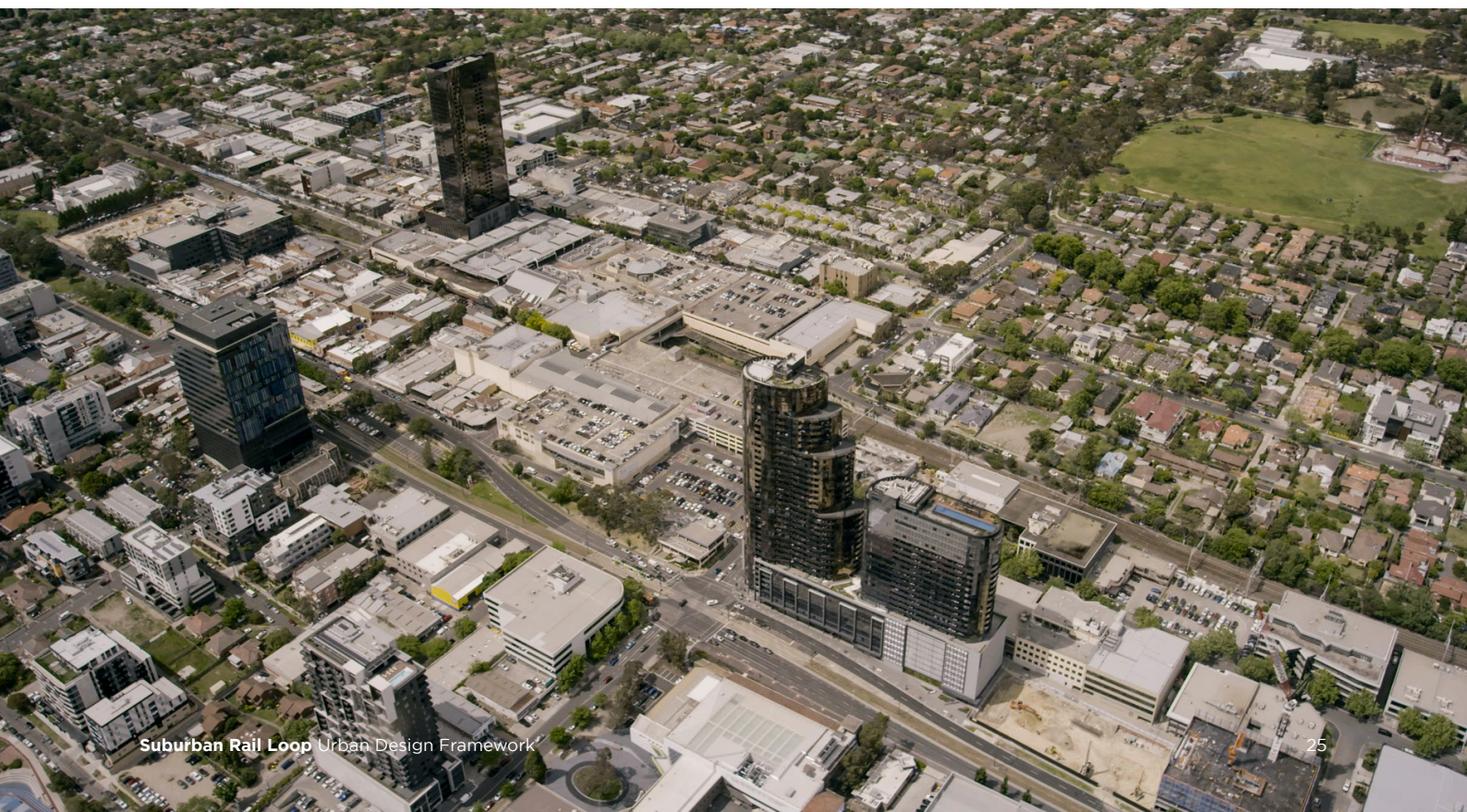
- Access to distinctive and high quality environments

Productivity

- Capacity for future employment and industry
- More future relevant and diversity of jobs in SRL precincts

Connectivity

- Increased cycling and walking permeability
- Greater modal shift to public transport



9 Glossary

Terms	Definition
Environment Effects Statement (EES)	The Environment Effects Statement (EES) is a detailed record of the environmental impacts during construction delivery and operational phases of the project, as well as the mitigation measures and environmental performance requirements. The EES process is the highest level of formal planning and environmental assessment available in Victoria. The main components of the EES process are set out in the Ministerial guidelines for assessment of environmental effects under the Environment Effects Act 1978 (2006) (Ministerial Guidelines). The Minister for Planning prepares an assessment on the EES based on EES documents, public submissions, the response to submissions and any inquiry report. The EES is not an approval process itself, rather it enables statutory decision-makers to make decisions about whether a project with potentially significant environmental effects should proceed.
OVGA	Office of the Victorian Government Architect
SRL	Suburban Rail Loop, an orbital rail loop connecting Melbourne's middle suburbs stretching from Cheltenham to Werribee, together with a series of integrated initiatives to create value and improve the precincts around the new stations.
SRLA	Suburban Rail Loop Authority (SRLA) – Administrative Office of Department of Transport, responsible for the planning and delivery of SRL on behalf of the Victorian Government.
SRL East	First section of SRL to be delivered between Cheltenham and Box Hill.
SRL Precinct	The broader precincts enabled by SRL rail project, typically around a 1600m station catchment.
SRL West	Section of SRL between Melbourne Airport and Werribee. For this western segment, Rail Projects Victoria is responsible for delivery of the rail investments, while DJPR is responsible for the Sunshine Precinct and Werribee NEIC.
UDAP	Urban Design Advisory Panel - an advisory panel comprised of multi-disciplinary built environment design and planning experts, who will champion and guide the design quality of SRL precincts and the rail project.
UDF	Urban Design Framework
UDS	Urban Design Strategy

Appendices

Appendix A - Legislative and policy context

There are a number of national, state, regional and local legislation, policies and other guidance documents are relevant to the urban design aspirations and requirements of SRL. Some of the key national and state documents are shown in figure below.

This is not an exhaustive list of documents and it is recognised that additional publications may be released over the program's lifecycle.

Some key documents that have informed this Framework are outlined further following.

National

- Creating Places for People, an Urban Design Protocol for Australian Cities, Australian Government, 2011

State

- Absolutely Everyone, State disability plan 2017-2020
- Creative State - Victoria's First Creative Industries Strategy 2016-2020, Creative Victoria
- Crime Prevention Through Environmental Design, Victoria Police
- Good Design + Transport, Issue 05, guideline 2012, Office of the Victorian Government Architect
- A Guide to Healthy Parks Healthy People, Parks Victoria, 2017
- Movement and Place Framework, Transport for Victoria and VicRoads
- Plan Melbourne 2017-2050 Metropolitan Planning Strategy, Victorian Government
- Planning and Environment Act 1987
- Public Transport Guidelines for Land Use Development, Department of Transport, 2008
- Transport Integration Act 2010, Department of Transport
- Trees for Cooler and Greener Streetscapes, Guidelines for Streetscape Planning and Design, Victoria Government for the Department of Environment, Land, Water and Planning, 2019
- Urban Design Charter, Victorian Government, 2009
- Urban Design Guidelines for Victoria, Department of Environment, Land, Water and Planning, 2017
- Victoria's 30-year Infrastructure Strategy, December 2016
- Victorian Cycling Strategy 2018-28, Transport for Victoria
- Victoria Planning Provisions

Plan Melbourne

Plan Melbourne 2017-2050 is the Victorian Government's long-term planning strategy, guiding the way the city will grow and change to 2050. It will ensure Melbourne's growth is more sustainable, productive and liveable as its population approaches 8 million. Plan Melbourne outlines measures to support jobs close to homes, services and transport and identifies the areas that will accommodate Melbourne's future growth.

Plan Melbourne seeks to address the infrastructure, housing, employment and environmental challenges with an integrated approach to planning and development. It includes approaches to land use, transport and social and community infrastructure.

Plan Melbourne is structured around:

9 principles	To underpin a long-term vision for Melbourne
7 outcomes	To drive Melbourne as a competitive, liveable and sustainable city
32 directions	To outline how the outcomes will be achieved
90 policies	To detail how directions will be approached and delivered

SRL supports the vision of Plan Melbourne for a 'global city of opportunity and choice', and the key principles that underpin the plan including a globally connected and competitive city; a city of centres; social and economic participation; and infrastructure investment that supports balanced city growth.

SRL also supports the outcomes of Plan Melbourne:

- Melbourne is a productive city that attracts investment, supports innovation and creates jobs
- Melbourne provides housing choice in locations close to jobs and services
- Melbourne has an integrated transport system that connects people to jobs and services and goods to market
- Melbourne is a distinctive and liveable city with quality design and amenity
- Melbourne is a city of inclusive, vibrant and healthy neighbourhoods
- Melbourne is a sustainable and resilient city
- Regional Victoria is productive, sustainable and supports jobs and economic growth

SRL supports Plan Melbourne's approach under outcome 5 for 20-minute neighbourhoods as the framework to deliver 'living locally' where people have the ability to meet their everyday needs within a 20-minute walk, cycle or local public trip of their home.

This Urban Design Framework directly supports Plan Melbourne's Key Direction 4.3 to 'Achieve and promote design excellence' and Policy 4.3.1 'Promote urban design excellence in every aspect of the built environment'.

Plan Melbourne 2017-2050 Addendum 2019

In February 2020, Plan Melbourne 2017-2050 was amended to recognise the changes that have occurred since the release of Plan Melbourne 2017 including how major transport projects such as SRL will support its vision (Plan Melbourne 2017-2050 Addendum 2019). 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 seeks to embed an approach to 20-minute neighbourhoods in major infrastructure projects, ensuring surrounding communities benefit from the coordinated planning of state and local infrastructure in major infrastructure projects.

Transport Integration Act 2010

The **Transport Integration Act 2010** is Victoria's principal transport statute and sets out an integrated decision-making framework. The Act includes six transport system objectives that are relevant to this Framework:

- Social and economic inclusion
- Economic prosperity
- Environmental sustainability
- Integration in transport and land use
- Efficiency, coordination and reliability
- Safety, health and wellbeing

Creating Places for People: an urban design protocol for Australian cities, 2011

Creating Places for People: an urban design protocol for Australian cities, 2011 establishes an agreed set of principles for quality urban places across Australian towns and cities. All levels of government and key industry bodies were involved in developing the protocol including the Office of the Victorian Government Architect (OVGA).

Urban Design Guidelines for Victoria

The **Urban Design Guidelines for Victoria, Department of Environment, Land, Water and Planning 2017** was developed by the Victorian Government to support state agencies, local government and the urban development sector to deliver functional and enjoyable places for people to live, work, and spend leisure time. They include specific guidelines relating to public transport environs. This Framework aligns with and builds on these guidelines.



**SUBURBAN
RAIL LOOP**



**VICTORIA'S
BIG BUILD**

VICTORIA
State
Government