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WE WILL START FROM 1:00 PM

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APAA Webinar

Suburban Rail Loop Precincts: *Structure Planning & Opportunities*

Thursday **10th October 2024**, (1:00pm - 2:00pm)

Access starts at 12:45pm

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Guest of Honour



Luke Chamberlain

Executive Director Town Planner

Australasia Property Advisory Association

Established 2018



AUSTRALASIA
PROPERTY ADVISORY
ASSOCIATION

We are a not-for-profit organization.
We are a community for local and
international property professionals
and leaders to connect, share and
grow together.

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SUBURBAN RAIL LOOP

Structure Planning and Opportunities





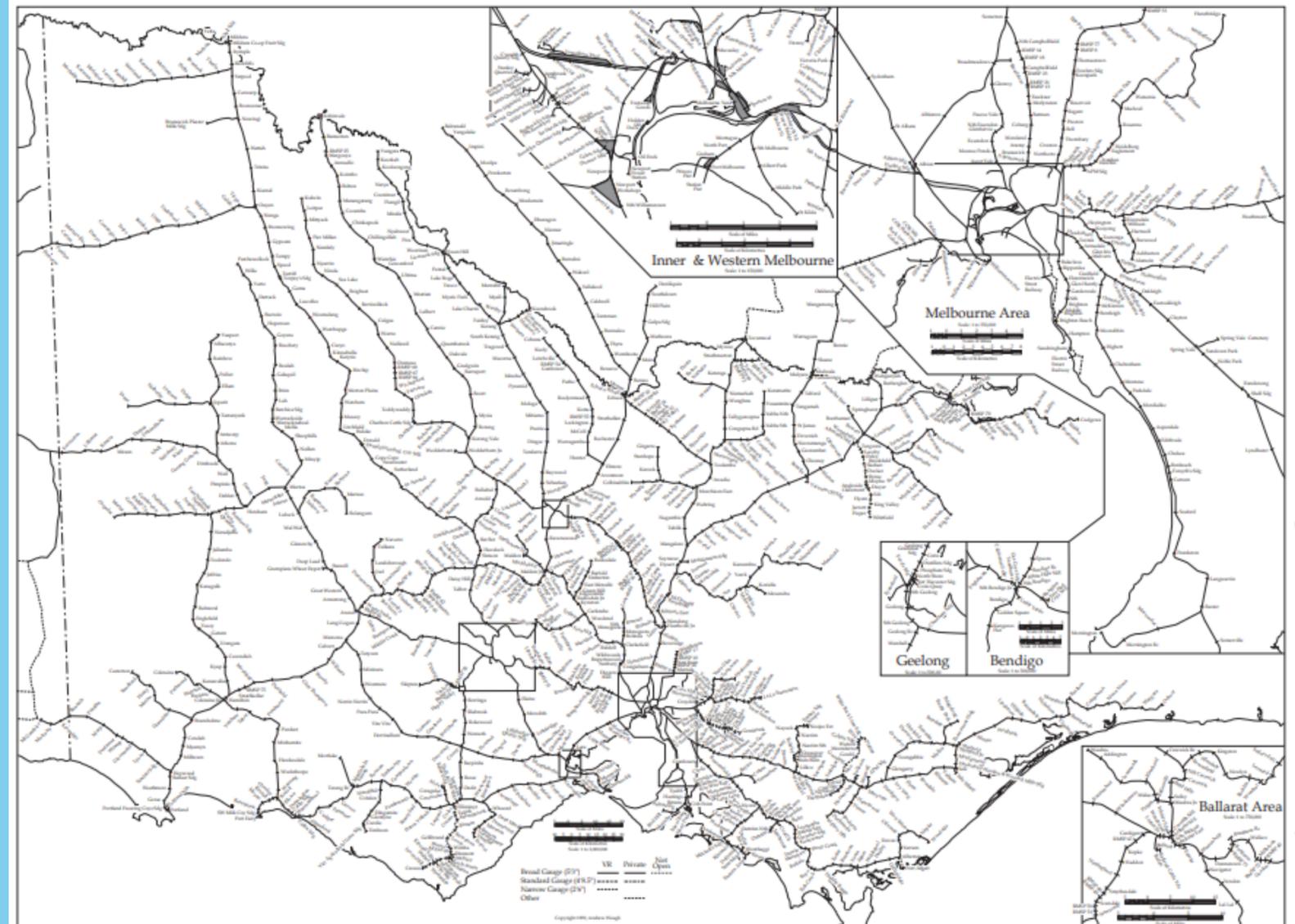
We pay our respects to the Traditional Custodians of Country throughout Australia, their Elders and ancestors, recognising their rich heritage and enduring connection to Country and acknowledging the ongoing sovereignty of all Aboriginal and Torres Strait Islander Nations.

We recognise the profound connection to land, waters, sky and community of the First Nations peoples, with continuing cultures that are among the oldest in human history. We recognise that they are skilled land shapers and place makers, with a deep and rich knowledge of this land which they have cared for, protected and balanced for millennia.

HISTORIC GROWTH OF MELBOURNE

Timeframe	Key driver of geographic growth pattern
19 th Century	Railway expansion across the State. Speculative land subdivision followed the new railway stations and tram lines.
Early 20 th Century	Growth across Victoria continued to follow rail and trams. Industry also grew in these areas.
Post WWII	Rise in the use of Motor Vehicles. Decline of rail and public transport. Closure of railway lines. Growth 'infilled' between railway lines to areas accessible by vehicles. 'Suburbanisation' was occurring. The 'Australian dream' was a key driver for this growth. Engineering led town planning changed its mindset as to how growth was to occur.

Victorian Railway Map 1947: <https://nla.gov.au/nla.obj-525661786/view/tion>



Railway Map of Victoria, 1950

SNAPSHOT OVER TIME

TWEEDSIDE ESTATE
 Close To Railway Station
ESSENDON

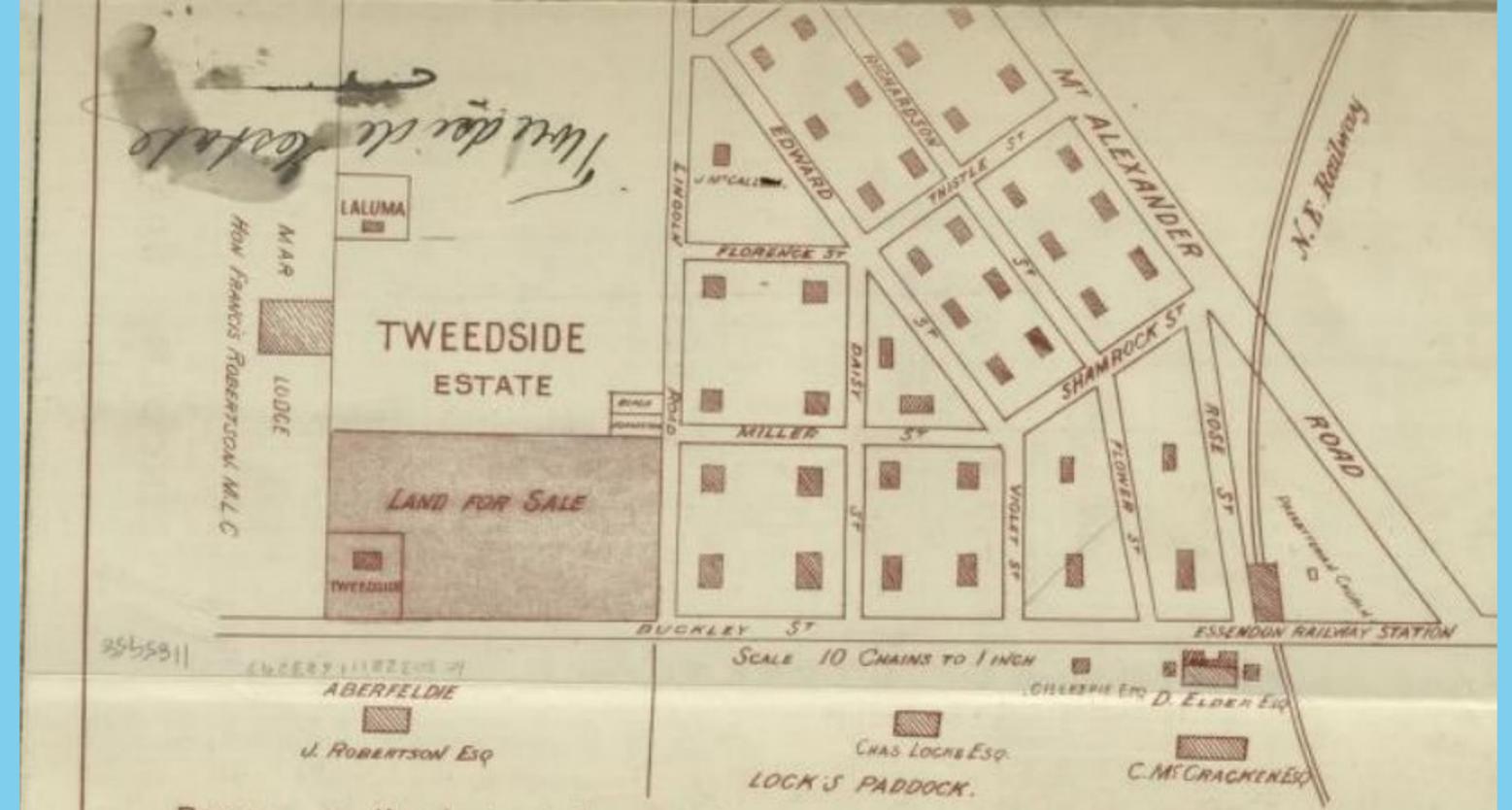
SATURDAY, 6TH FEBRUARY,
 AT THREE O'CLOCK, OF THE CLOCK,
 BY ORDER OF ROBERT F. MCGARRISON, ESQ.

100 ALLOTMENTS 100
 In the TWEEDSIDE ESTATE, which is admirably the finest property in the Essendon District.
 WILL BE OFFERED FOR SALE BY AUCTION, AS ABOVE BY

MUNRO & BAILLIEU.

This Magnificent Estate, which has a grand undulating Eastern Slope, with unparalleled Southerly Views, and Perfect Drainage, is being sub-divided. Purchasers have now an opportunity of acquiring a Freehold in what is universally admitted to be the most desirable and picturesque spot in this rapidly improving and substantially-peopled Suburb.

The Property adjoins the Residences of the Hon. Francis Robertson, M.L.C. (Mar Lodge), J. Robertson, Esq. (Aberfeldie),



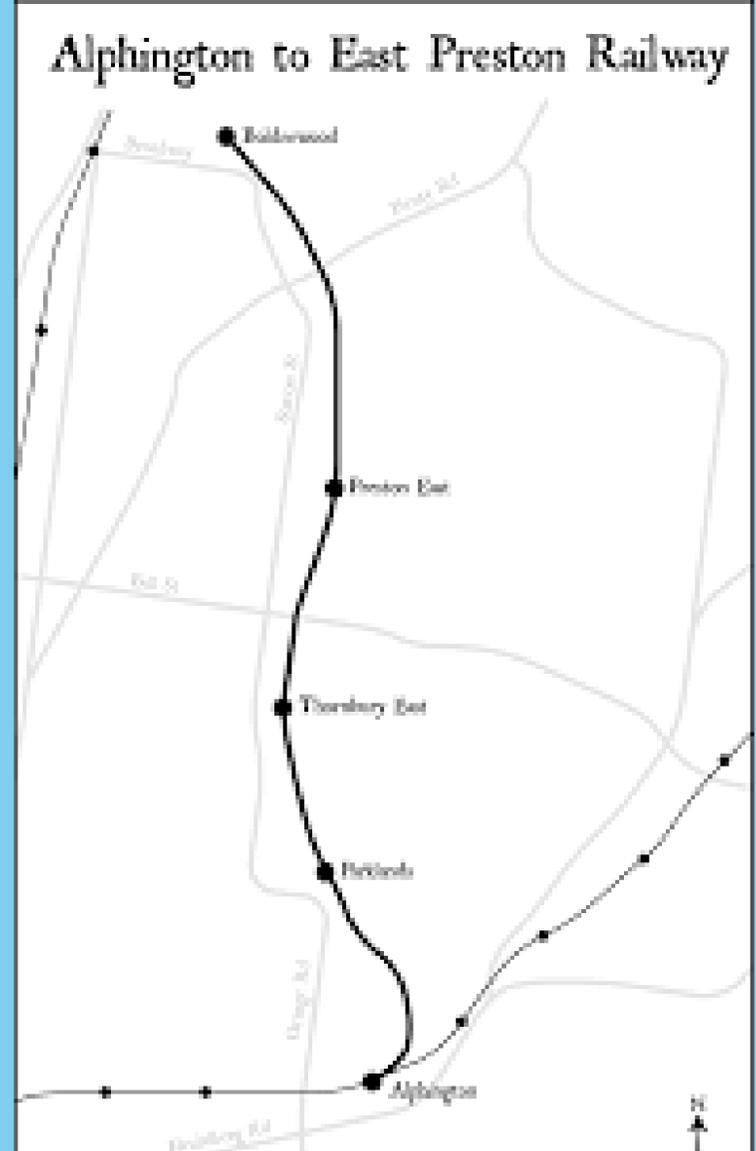
<http://timetravellers.pbworks.com/w/page/98375396/1880s-Land-Boom>

1880's land boom and growth around railway stations

Growth following rail in 1945 – Highett (left) and Reservoir (right)

<https://1945.melbourne>

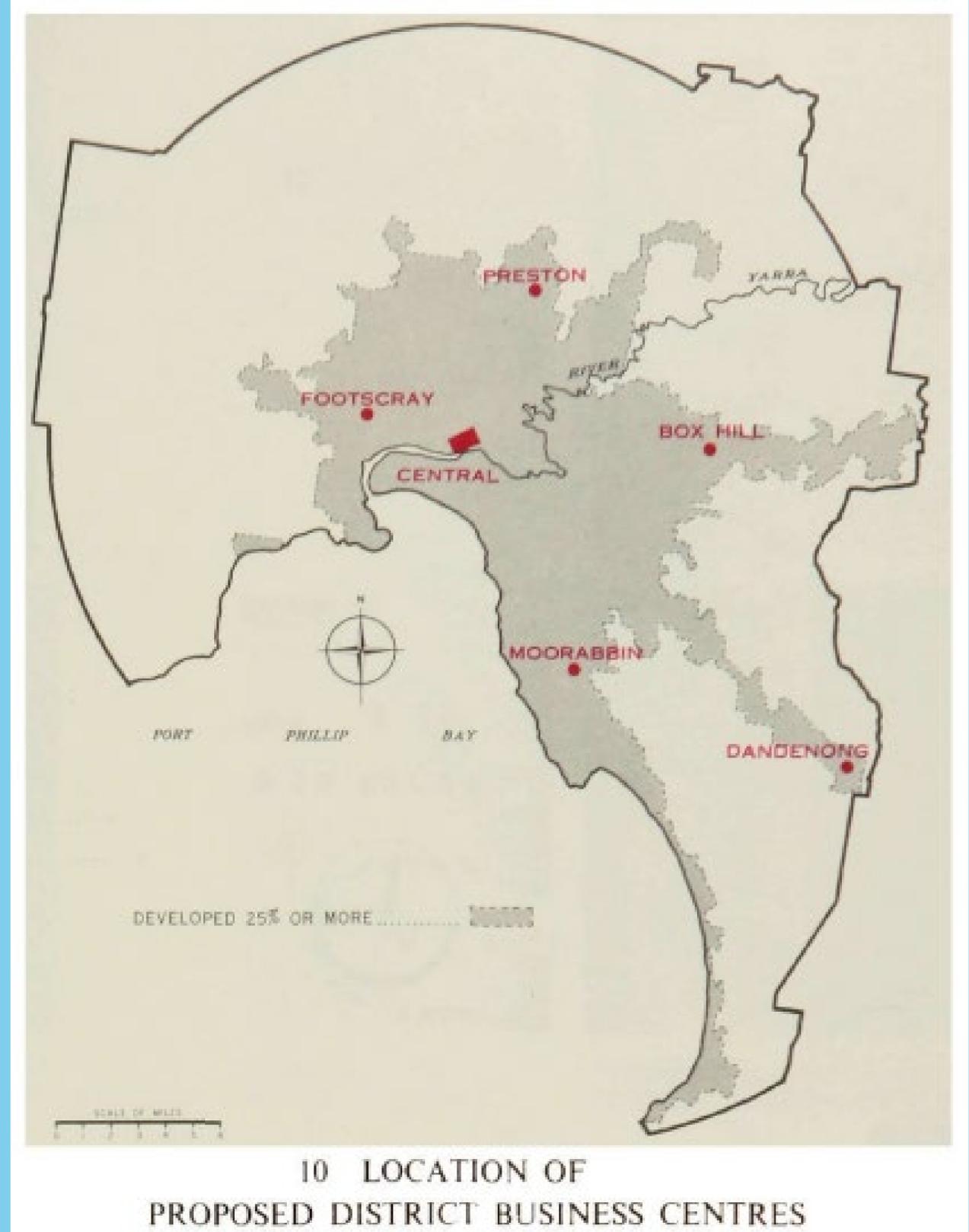




1939 tram plan (left) and East Preston Railway line plan 1948 (right)

SUBURBANISATION AND DISTRICT CENTRES (1950's – 1980's)

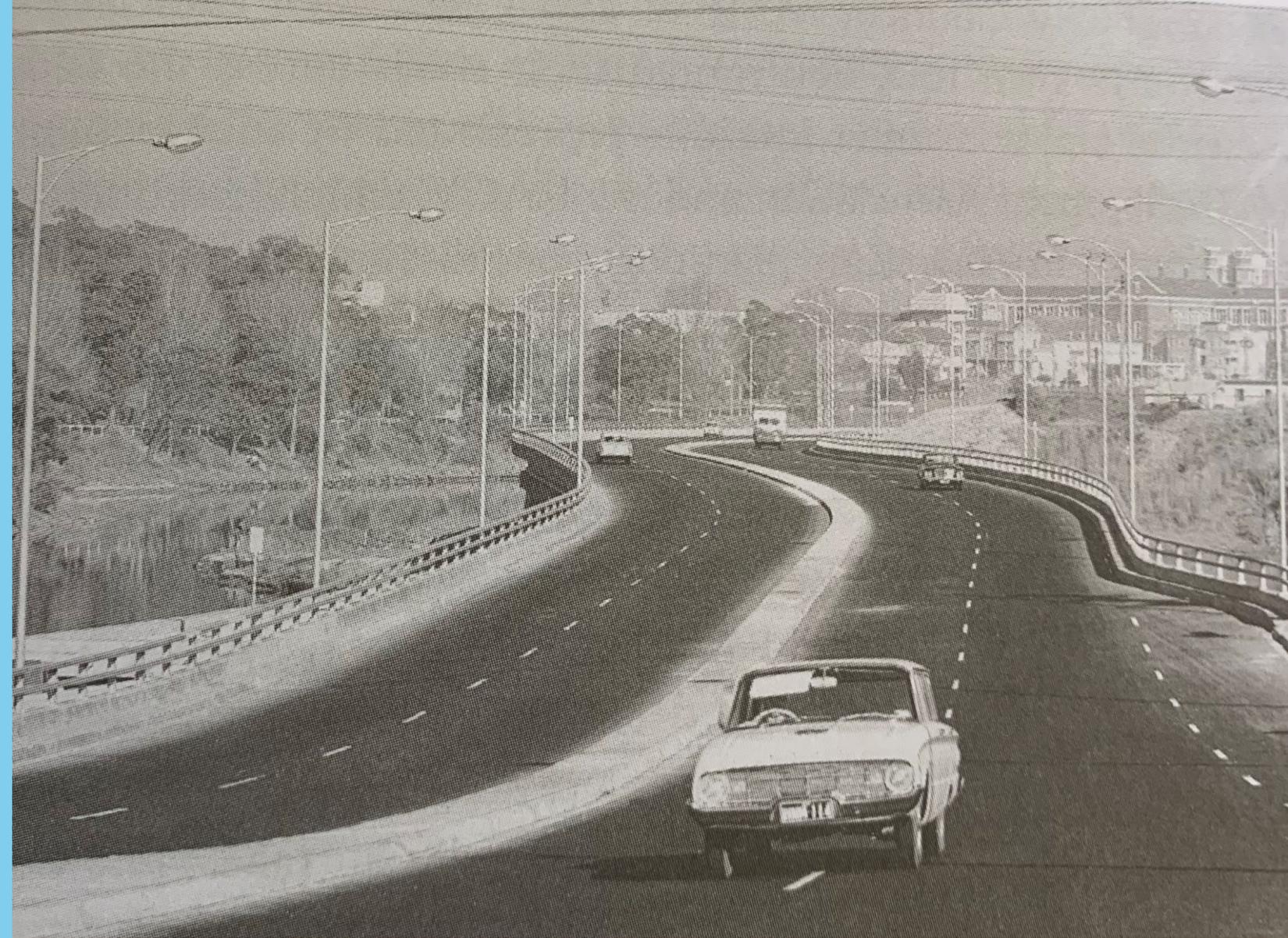
- Post WWII – Melbourne 'burst' out of its previous boundaries.
- Need to facilitate places of employment, education, leisure and shopping within the suburbs, closer to homes. Idea of 'Suburban Centres' took off.
- The car could now be used to access these locations. No longer did we need to rely on trains to get there!
- Major 'American Style' Shopping Malls began to be built, with large car parking facilities. Found cheaper, unconstrained land further away from existing centres (Doncaster, Northland, Chadstone, Highpoint, Knox etc).
- Universities established 'Bush setting campuses' – Monash, Latrobe, Deakin.
- *Melbourne Metropolitan Planning Scheme 1954* identified the need for 'District Business Centres'.
- *1969 Melbourne Transport Plan* proposed radial and cross city freeways to allow travel across the metro area.



<https://www.planning.vic.gov.au/guides-and-resources/strategies-and-initiatives/melbournes-strategic-planning-history/melbourne-metropolitan-planning-scheme-1954>



Chadstone Shopping Centre –
(left) and the South East Freeway
(now Monash Freeway) in
Richmond – (right)



Car Wars - How the car won our hearts and conquered our cities. Graeme Davison, Feb 2004.

LaTrobe University at its opening, 1967 (left)
and the 1966 first edition Melway showing its
location (right)



<https://www.latrobe.edu.au/news/articles/2017/release/from-the-paddock-to-the-agera-1966-Melway>

Plan for Box Hill Business District – Melbourne Metropolitan Planning Scheme 1954

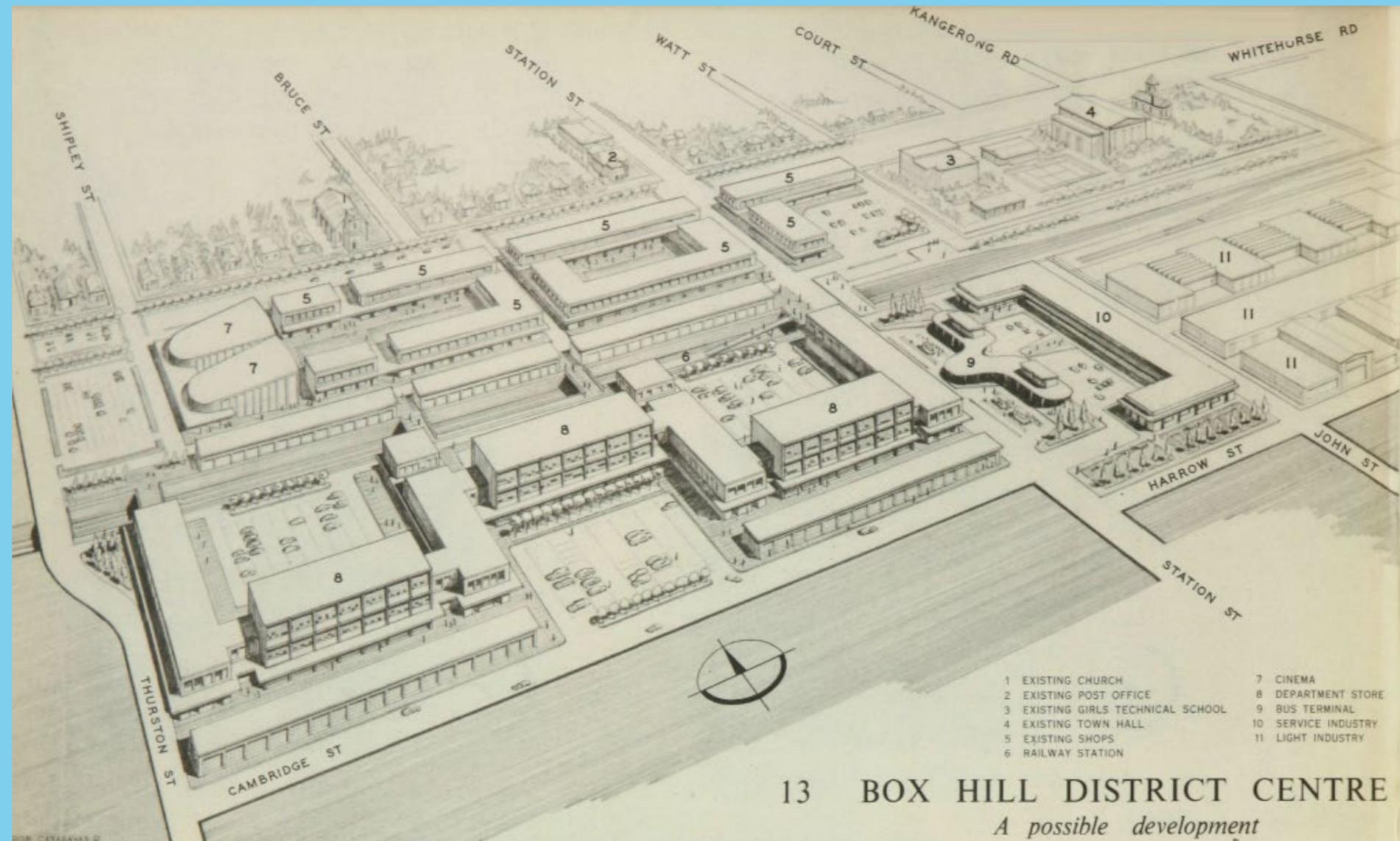
Table 3

ESTIMATED POPULATION IN ZONES OF INFLUENCE OF DISTRICT CENTRES

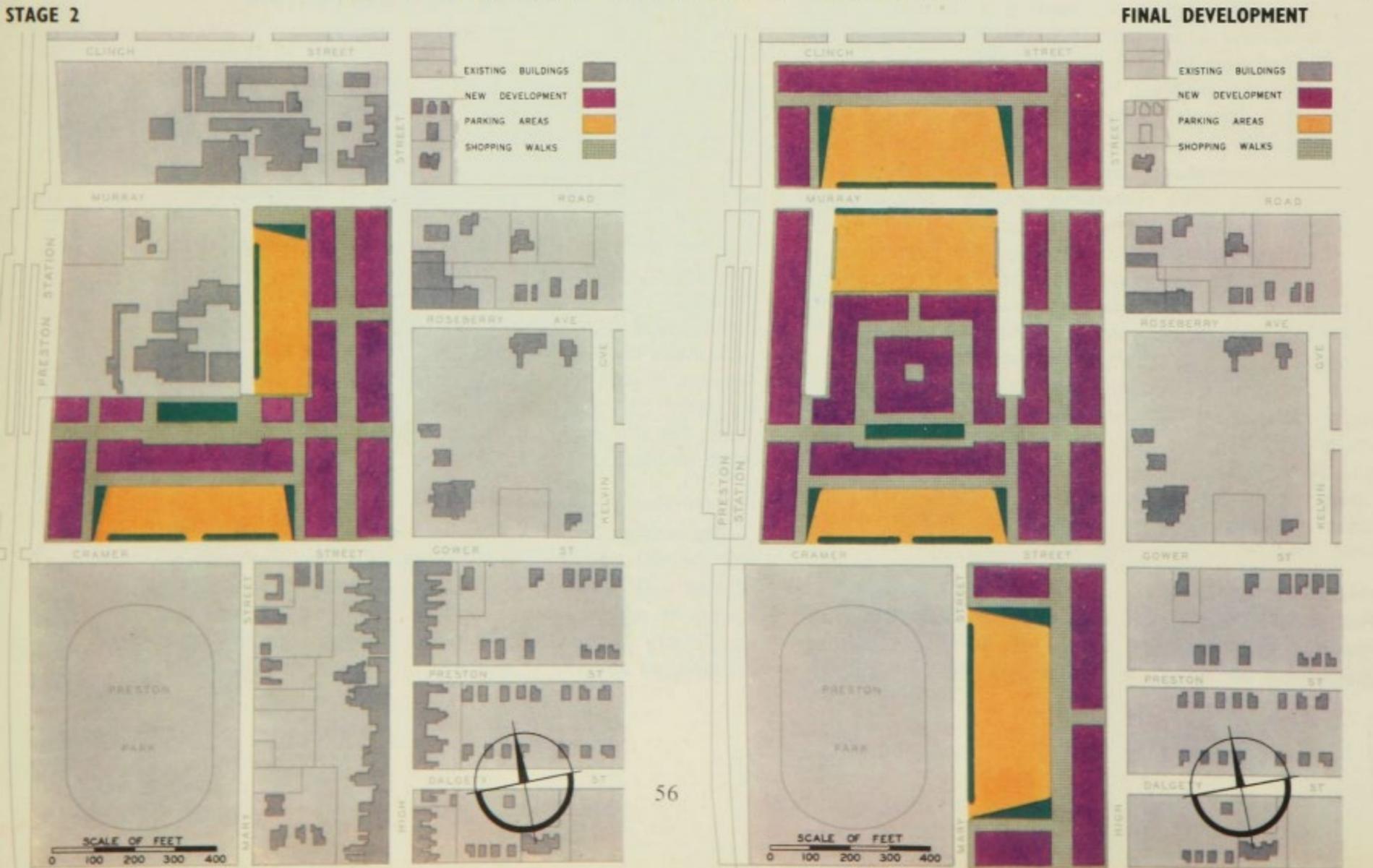
District centre		Estimated population zone of influence	
District	Municipality	Present	Ultimate
Western	Footscray	125,000	250,000
Northern	Preston	150,000	300,000
Eastern ⁽¹⁾	Box Hill	150,000	400,000
Southern	Moorabbin	180,000	300,000
South-eastern ⁽¹⁾	Dandenong	60,000	150,000

A policy of business decentralisation is essential if our future civic development is to be sound, and should be encouraged in Melbourne. For such a policy to be effective, the decentralised activities should be grouped in centres which are not only well located geographically, but in which the existing physical conditions make it feasible to provide the necessary amenities and facilities by a programme of progressive development.

<https://www.planning.vic.gov.au/guides-and-resources/strategies-and-initiatives/melbournes-strategic-planning-history/melbourne-metropolitan-planning-scheme-1954>



11 PRESTON DISTRICT CENTRE



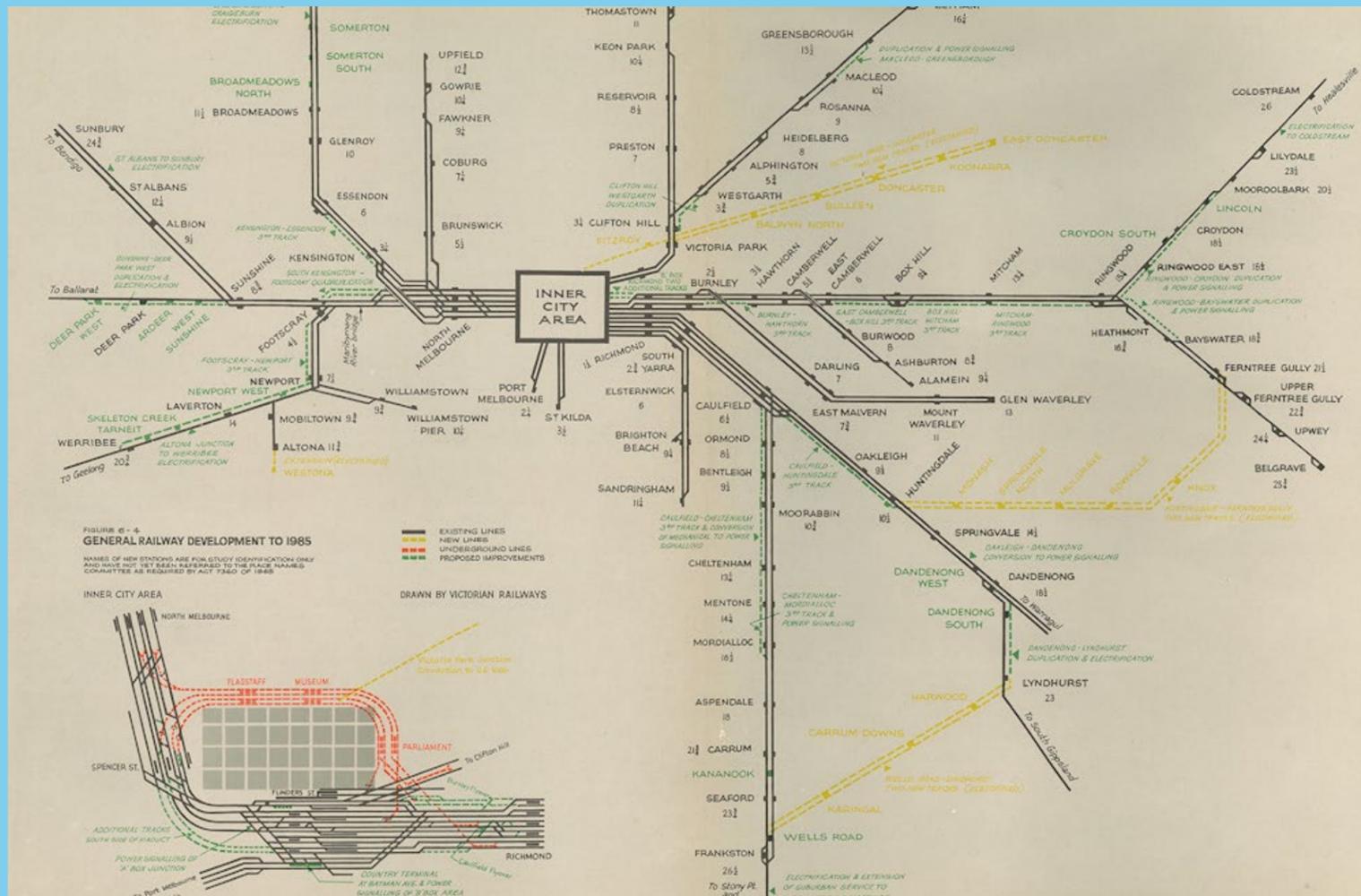
If such centres are to serve their purpose, the prime requisite is the provision of proper facilities and amenities for the convenience of users. These would include:

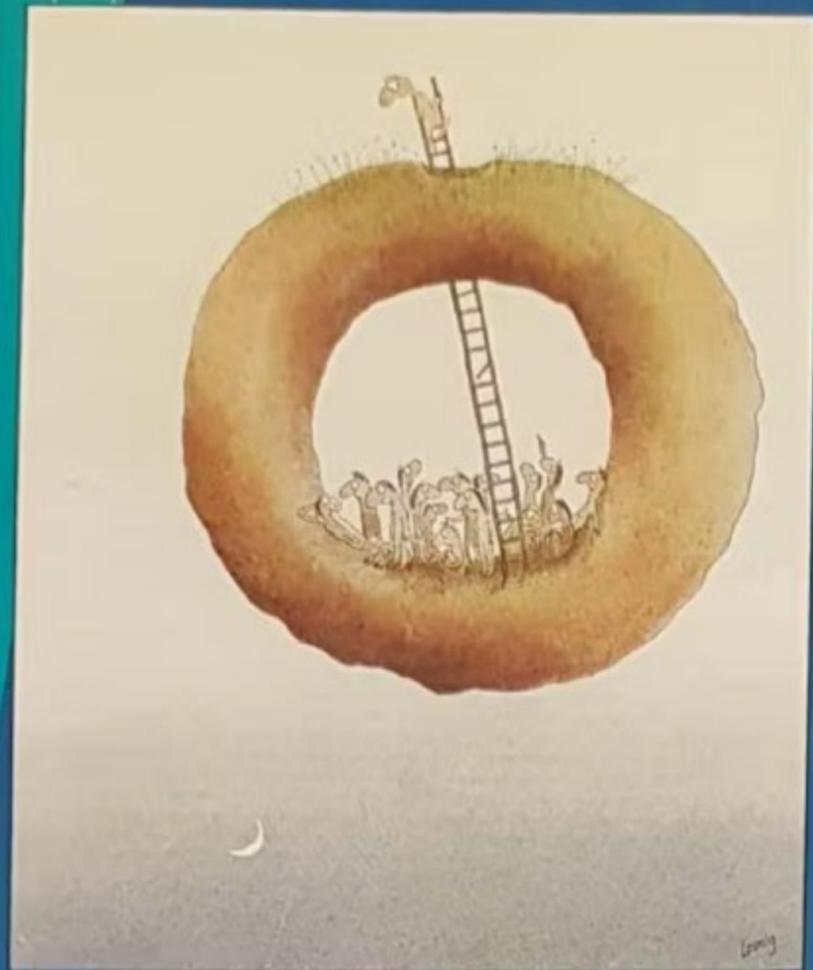
- Conveniently located car parking facilities readily accessible from stores, shops and offices.
- Terminal facilities for bus passengers with convenient access to the railway station.
- Routing of traffic to minimise interference with shoppers.
- Convenient and adequate locations for department stores.
- Space for professional chambers, offices, and similar accommodation.
- Facilities for entertainment, cultural pursuits, and so on.

Plan for Preston Business District – Melbourne Metropolitan Planning Scheme 1954 Plan

1969 Melbourne Transport Plan – Rail Network expansion (left) and Freeway Network expansion (right)

<https://theconversation.com/50-years-on-from-the-melbourne-transportation-plan-what-can-we-learn-from-its-legacy-127721>





MICHAEL LEUNIG

From

DOUGHNUT CITY

to

CAFÉ SOCIETY

'DONUT CITY' AND THE LATE 20th CENTURY (1980's – 2000's)

- Activity moved to the suburbs – corresponding slump in CBD activity.
- Melbourne became known as the 'Donut City'.
- Public transport usage fell to low levels – Lonie Report (1980) recommending closing railway lines.
- Increasing proposals for 'out of centre' developments – challenged government's activity centre policies. Included new / expanded shopping centers.
- Late 1980's / 1990's saw efforts to revitalize the city start to increase its amenities. Included the renewal of Yarra River waterfront, increasing educational sector, City Loop, rise in service sector economy and Postcode 3000.
- Melbourne CBD and inner suburbs became attractive place to live and work.



<https://melbournesptgallery.weebly.com/maps.html>

Information



Make travel more convenient. Your Metcard can be used on train, tram and bus services throughout metropolitan Melbourne. Save time and pre-purchase your Metcard ticket. Remember to validate your Metcard before you start each journey.

For train, tram and bus information, call 131 638 / (TTY) 9619 2727 or visit metlinkmelbourne.com.au

Metcard Helpline (TTY) 1800 652 313

Premium Stations: Customer service centre staffed from first train to last, seven days a week.
 Host Station: Customer service staff at station during morning peak.
 Note: St Albans and Flemington Racecourse, only open for special events.

Melbourne Train & Tram Network Map - 2006

Tram network map from 2006 Melway edition



Information



For train, tram and bus information call 131 638 / (TTY) 9619 2727 (8am-10pm daily) or visit www.metlinkmelbourne.com.au

For Yarra Trams customer feedback and lost property call 1800 800 166 (8am-10pm daily) or visit www.yarratrams.com.au

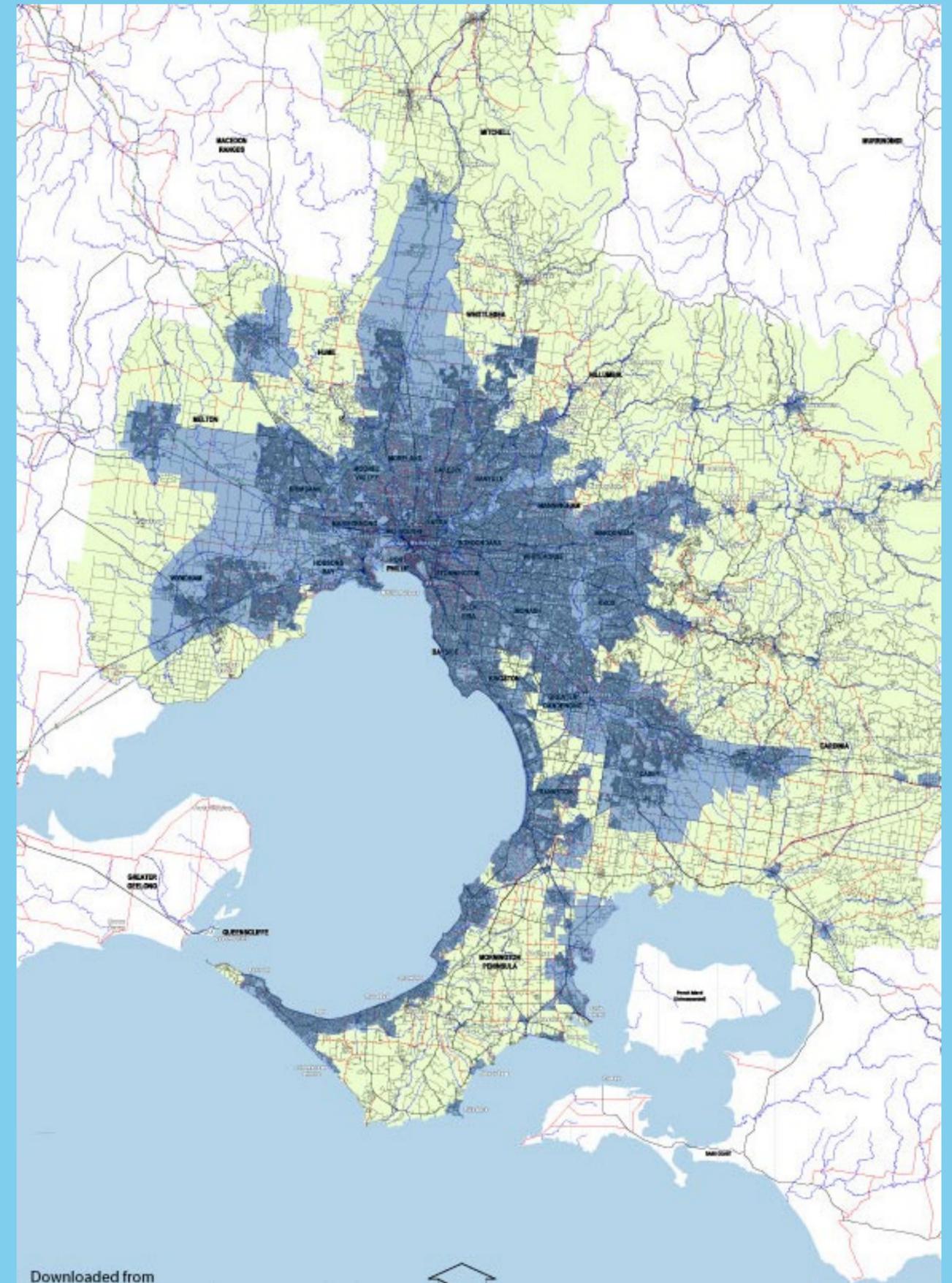
To find your closest Metcard retail outlet or to have your tickets home delivered call the Metcard Helpline on (TTY) 1800 652 313 (8am-6pm Monday-Friday 9am-1pm Saturday)

Routes: 1, 3, 5, 6, 8, 16, 19, 24, 30, 31, 42, 48, 55, 57, 59, 64, 67, 70, 72, 75, 78, 79, 82, 86, 95, 96, 109, 112

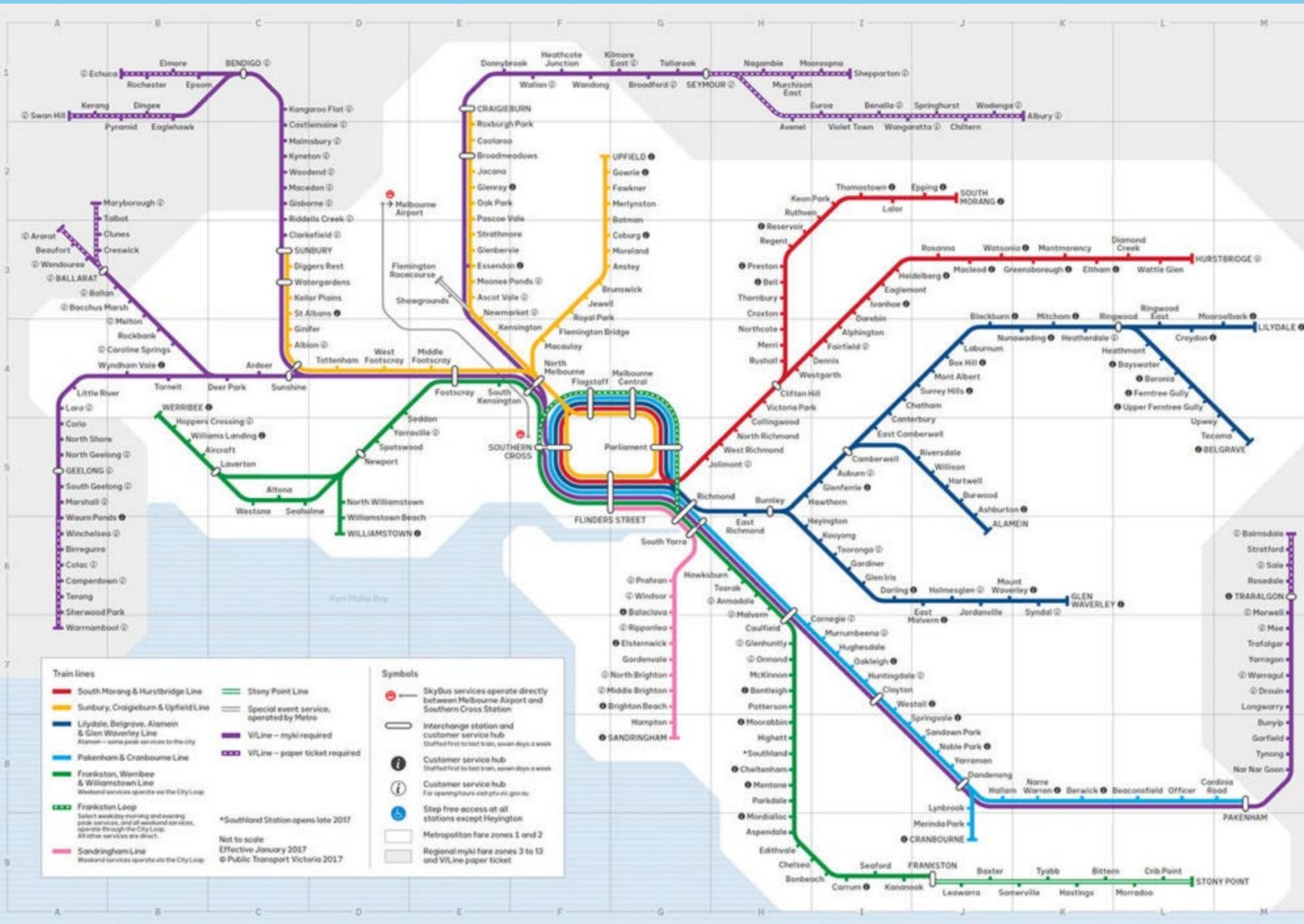
CONTEMPORARY MELBOURNE – CHALLENGES AND OPPORTUNITIES

- Vast footprint - 9,993sqm (Singapore is 738sqm).
- Strong CBD and Inner Region with opportunities for continued growth (ie. Fishermans Bend, Docklands, Cremorne) – employment focused here.
- Emerging clusters of Suburban Activity – particularly around Education and Health precincts.
- Public Transport use is growing – network has struggled to ‘keep up’.
- Radial Public Transport use is strong (ie. CBD based travel).
- Cross town connections mostly made by car – vast freeway network, including the Ring Road.
- Sprawl continues to the north, west, south east. Ample land zoned for residential on the fringes to cater for future growth.
- Densification of suburban areas has grown significantly. However the 70/30 target still not yet achieved. State Government is attempting to recalibrate infill v greenfield growth.

<https://www.sro.vic.gov.au/greater-melbourne-map-and-urban-zone>



Victorian Train (left) and Tram (right) Network Maps - 2024



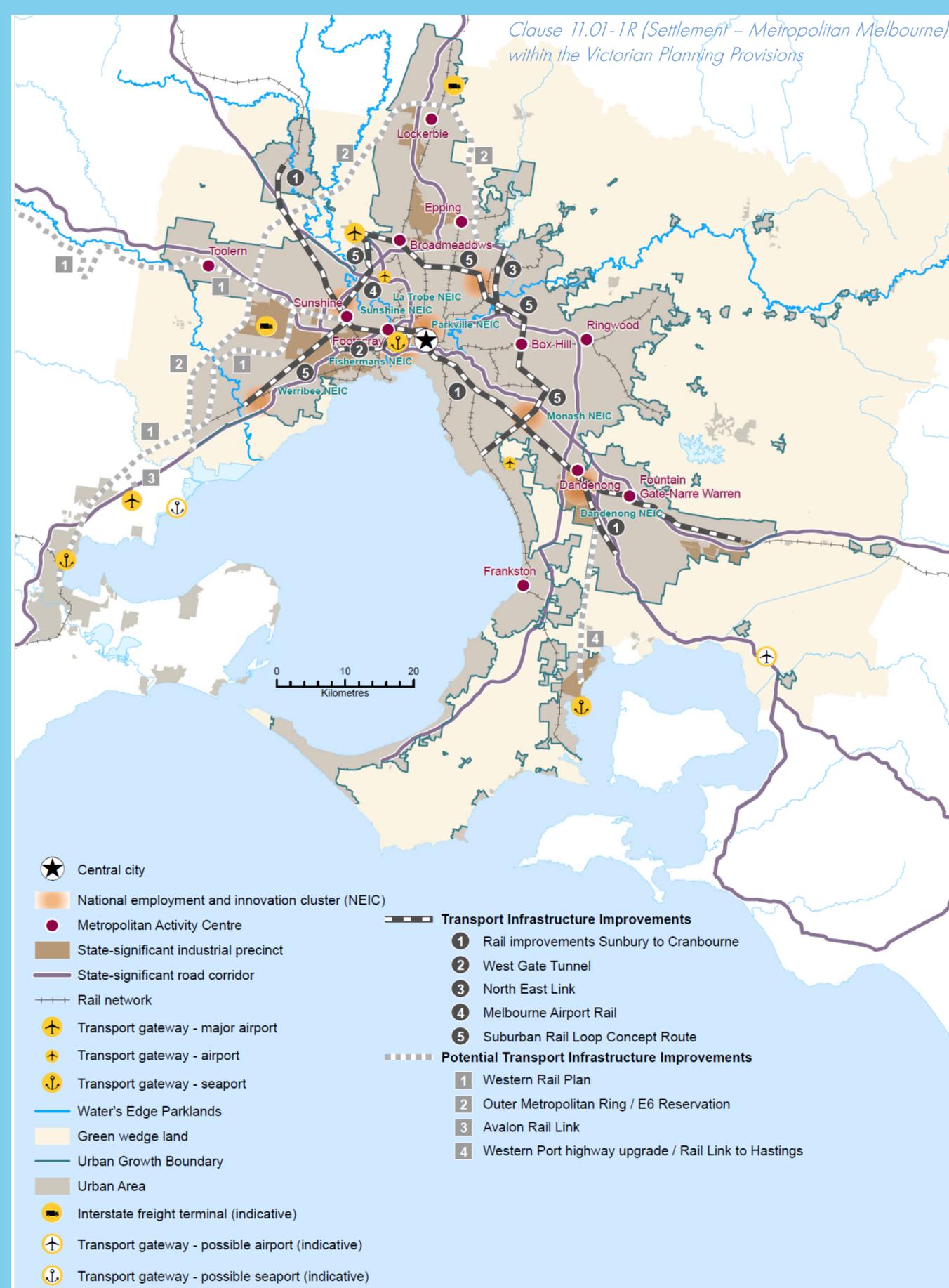
<https://www.ptv.vic.gov.au/more/maps/>



Clause 11.01-1R (Settlement – Metropolitan Melbourne)
within the Victorian Planning Provisions

MELBOURNE 2050

- 8 million people.
- Melbourne will be split 6 regions with population varying between 700,000 and 1.834m people.
- Plan Melbourne 2017 – 2050 is our Metropolitan Growth Plan. Currently being updated to into Plan for Victoria.
- Envisions a 'Polycentric City'.
- 11 'Metropolitan Activity Centres' (MeACs), mini 'CBD's for their surrounding region. 9 of these are existing.
- 7 'National Employment and Innovation Clusters' (NEICs) centered around health / education / industry hubs.
- Several large renewal precincts close to the CBD (Fishermans Bend, Arden – Macauley, potential future precincts at E-Gate and others).
- Need for densification of the suburbs, stronger suburban centres and increased use of public transport.



Victoria in Future
projections for
population of Metro
Melbourne regions

Table 3 – Total population, 2021 to 2051 Metropolitan Regions.

Metropolitan Region	2021	2031	2041	2051
Inner Metropolitan Region	348,100	466,600	576,000	700,200
Inner South East Metropolitan Region	528,900	590,400	646,400	724,900
Western Metropolitan Region	975,900	1,280,800	1,568,900	1,824,100
Northern Metropolitan Region	1,016,300	1,265,200	1,554,600	1,834,300
Eastern Metropolitan Region	923,800	1,023,100	1,131,200	1,292,800
Southern Metropolitan Region	1,120,000	1,327,300	1,510,900	1,667,400
Metropolitan Melbourne	4,913,100	5,953,400	6,987,900	8,043,700

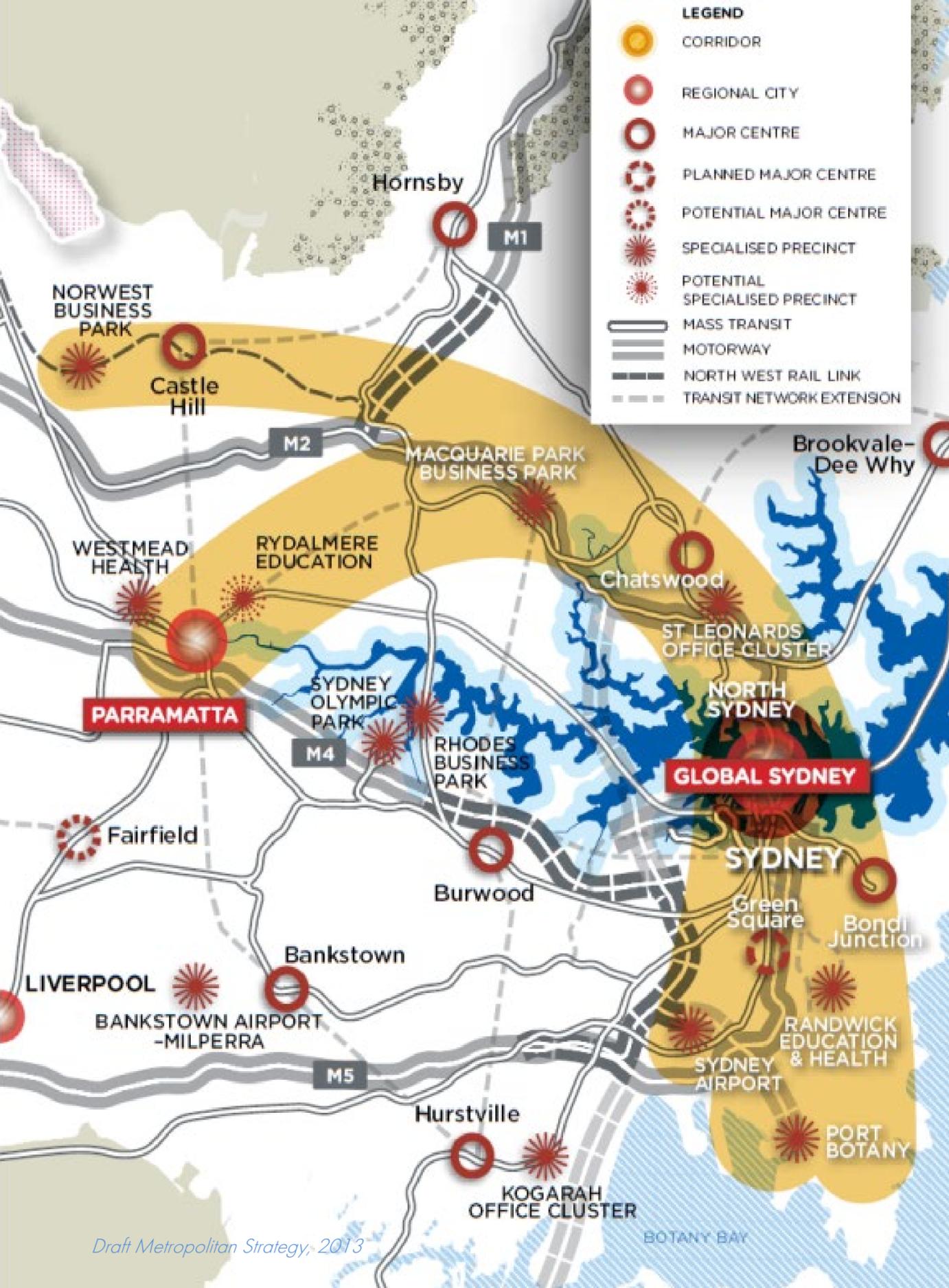


https://en.wikipedia.org/wiki/Box_Hill,_Victoria

**Box Hill Metropolitan Activity Centre –
23,000 current jobs**

Polycentric City





CASE STUDY: SYDNEY

- Concept of 'Polycentric City' has further developed in Sydney.
- Note that this has been partially due to significant geographic factors.
- Has several large Suburban CBDs – Bondi Junction (East), Chatswood & North Sydney (North), Parramatta (West), Penrith (West), Liverpool (West).
- Parramatta has a \$31.36b Gross Regional Product, 5.01% of NSW total Gross Regional Product.
- *Draft Metropolitan Strategy, 2013* envisioned the 'Global Economic Corridor'. Focused Employment Growth in an arc from Parramatta through Macquarie, Chatswood, North Sydney, South Sydney, Airport.
- *Metropolis of Three Cities – March 2018* envisions 3 cities – Sydney, Parramatta and Western Parklands.
- Investment in Sydney Metro, which is creating fast, frequent and reliable public transport travel and connecting various suburban centres.



https://en.wikipedia.org/wiki/Chatswood,_New_South_Wales#/media/File:Aerial_View_Chatswood_to_Sydney_CBD.jpg

Chatswood (left) and Parramatta (right)

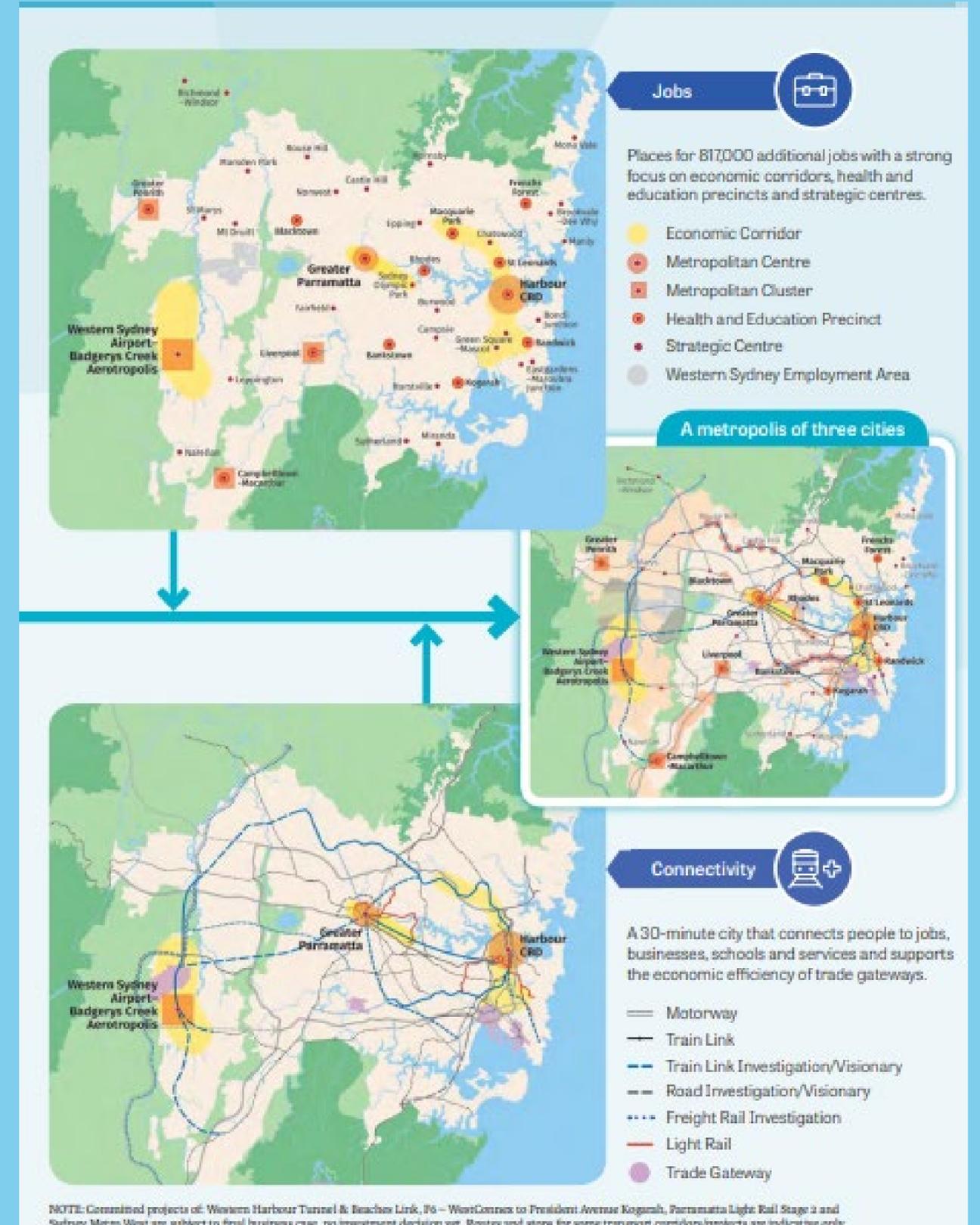


<https://infrastructuremagazine.com.au/2024/03/21/milestone-reached-for-parramatta-light-rail/>



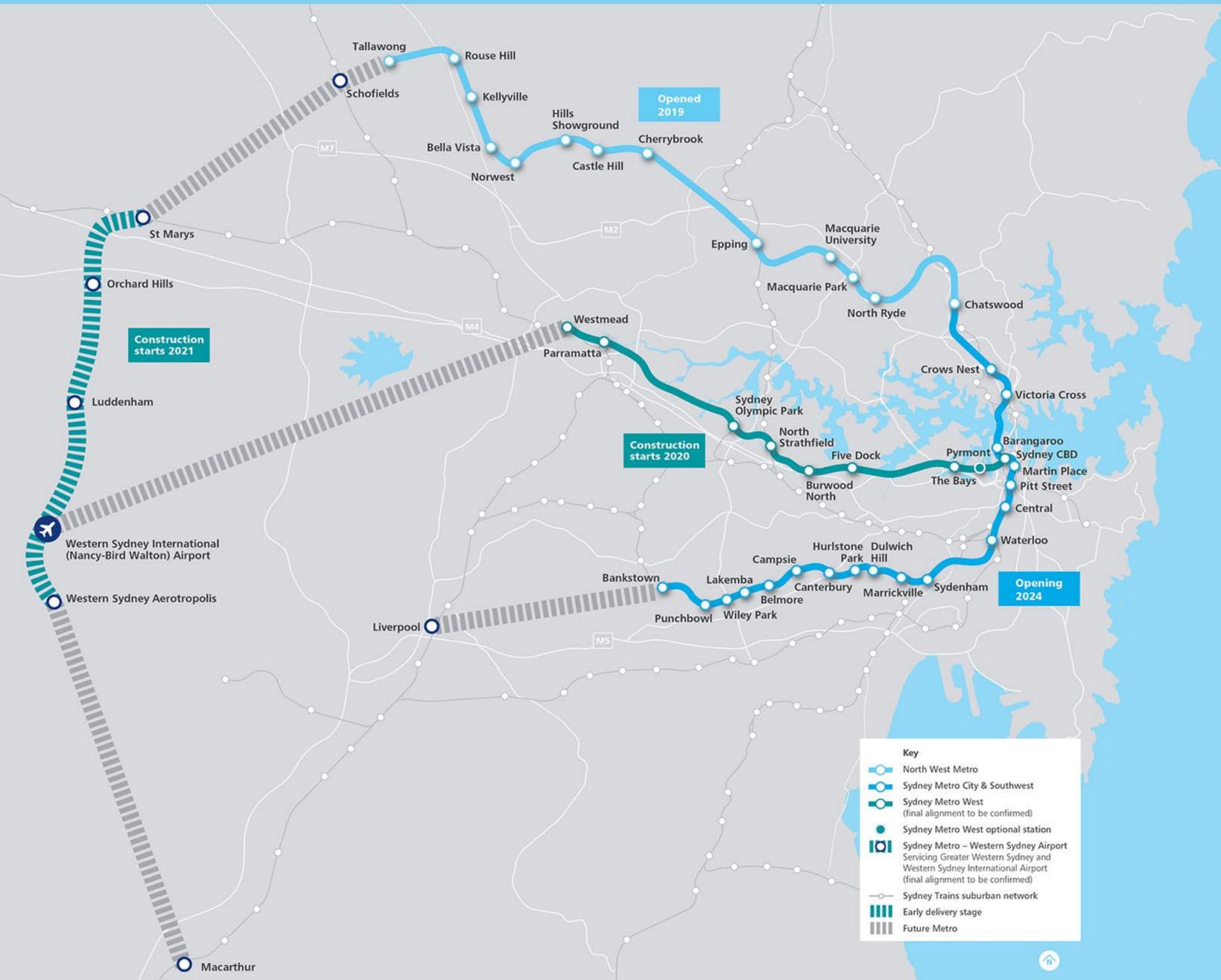
Greater Sydney Regional Plan, March 2018

Metropolis of Three Cities - 2018

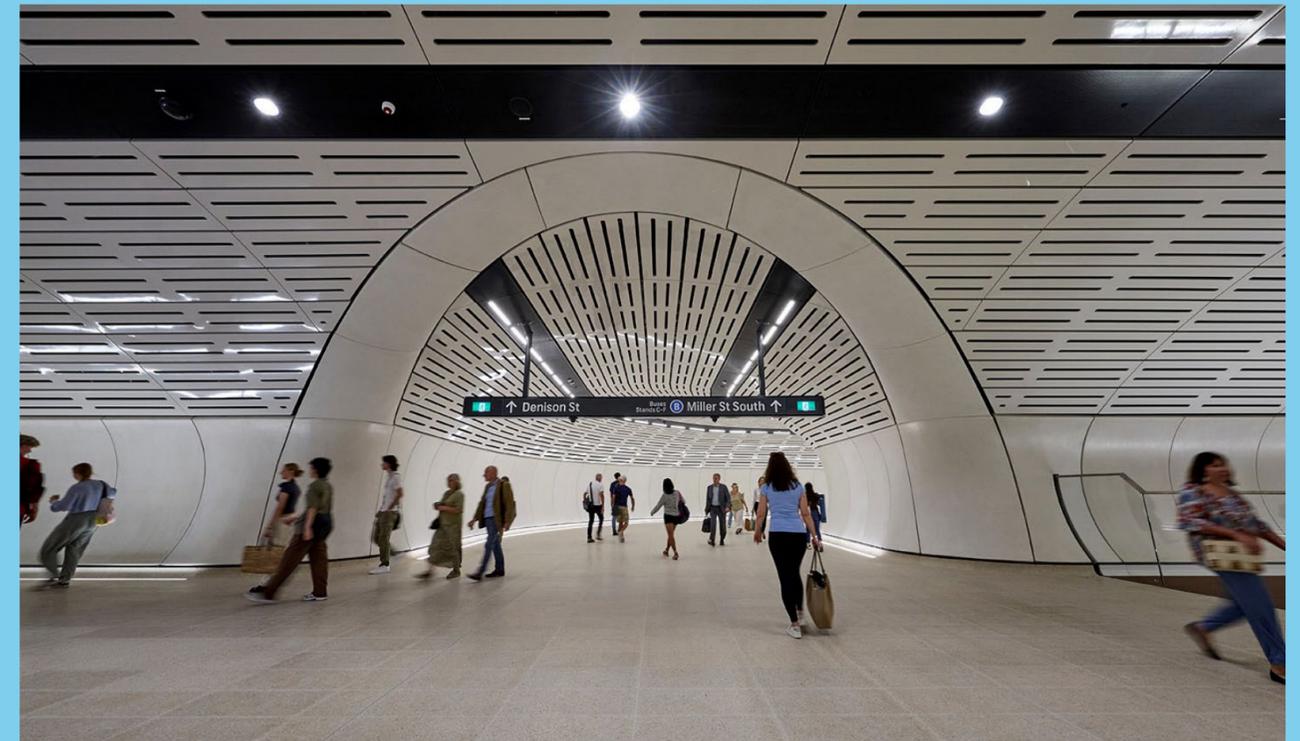


Sydney Metro

<https://www.planning.nsw.gov.au/assess-and-regulate/state-significant-projects/sydney-metro/overview>



https://en.wikipedia.org/wiki/Sydney_Metro



<https://transportnsw.info/travel-info/ways-to-get-around/metro>

Sydney Metro – developments at key transport interchanges (existing and planned)



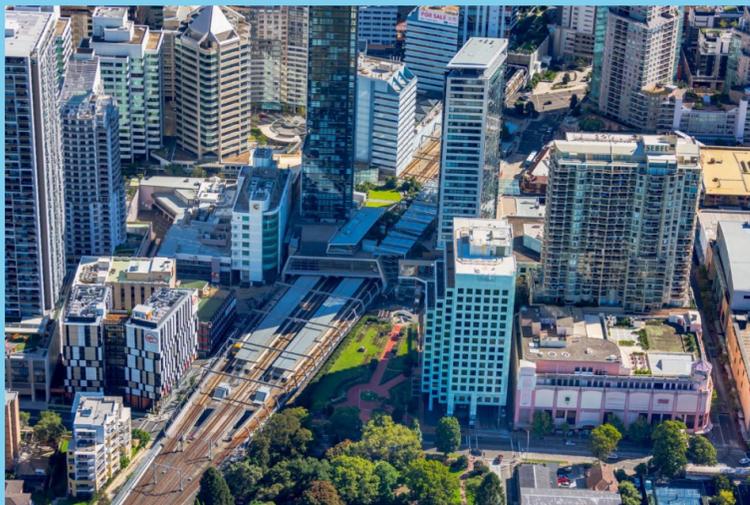
Castle Hill
www.google.com.au



Epping - www.google.com.au



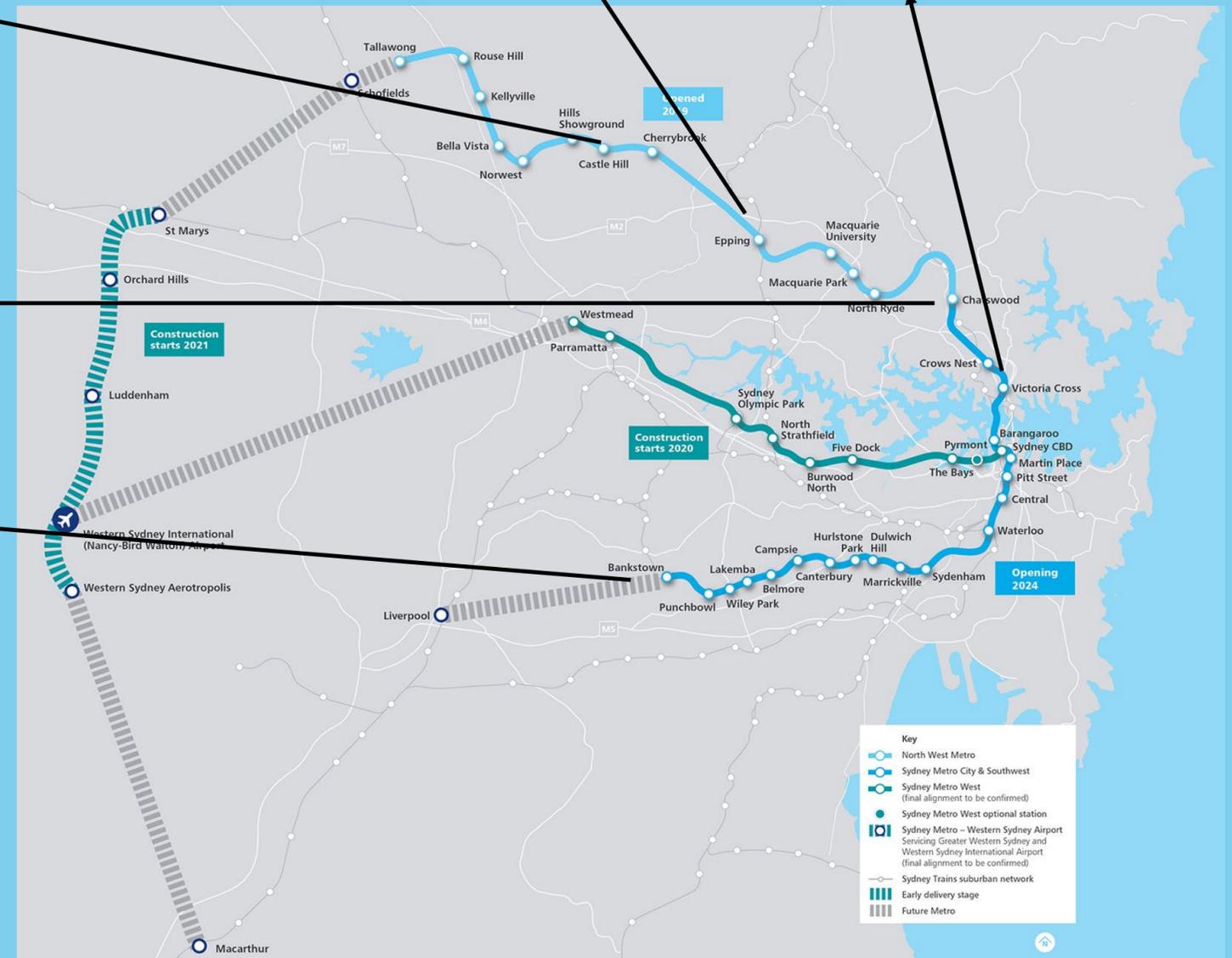
Victoria Cross
<https://www.built-sydney.com/victoria-cross-metro-tower-proposal-north-sydney/>



Chatswood
<https://www.thw.com.au/projects/chatswood-transport-interchange>



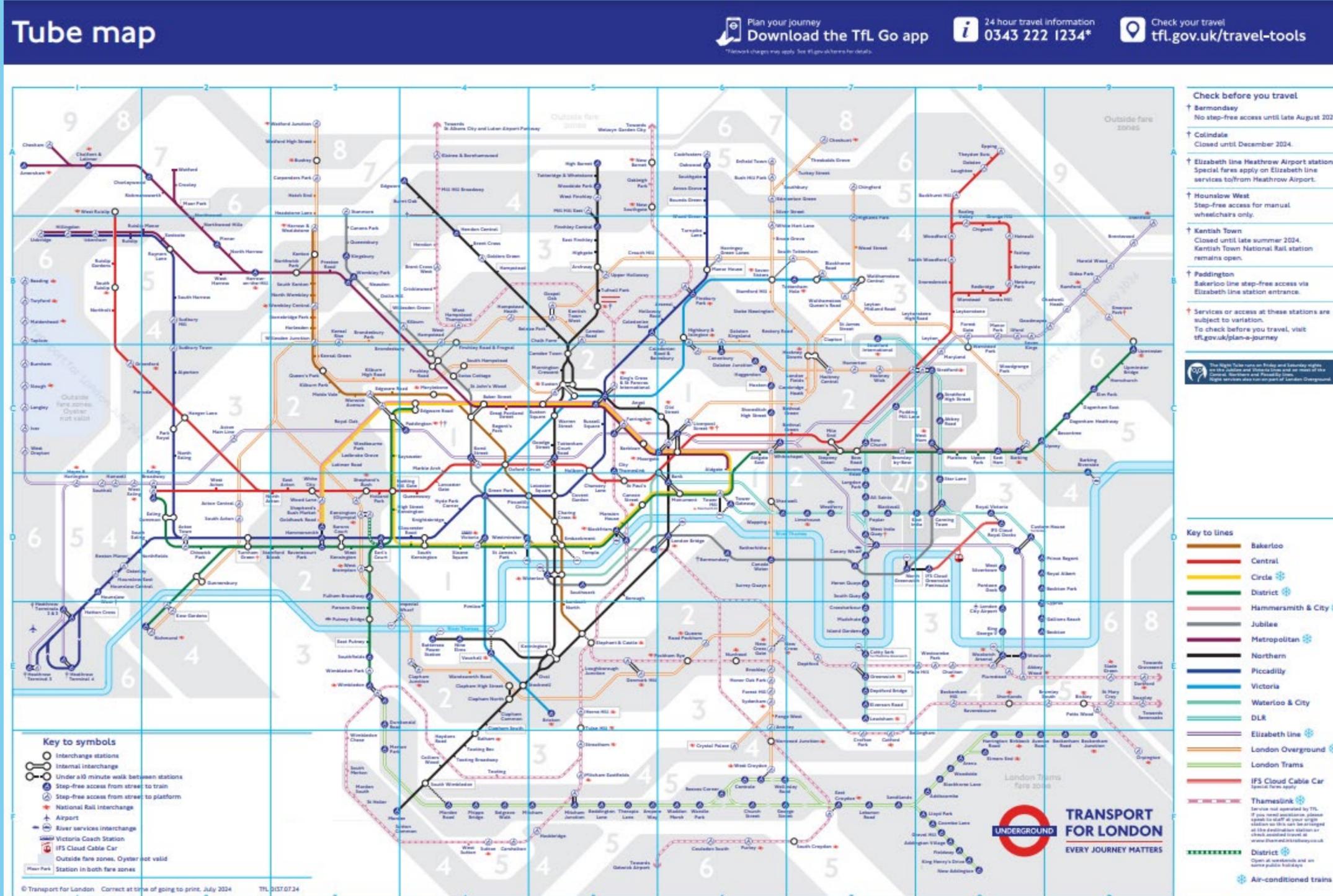
Bankstown
<https://www.shoppingcentrenews.com.au/feature-stories/vicinity-reveals-latest-plans-for-bankstown-central/>



CASE STUDY – LONDON

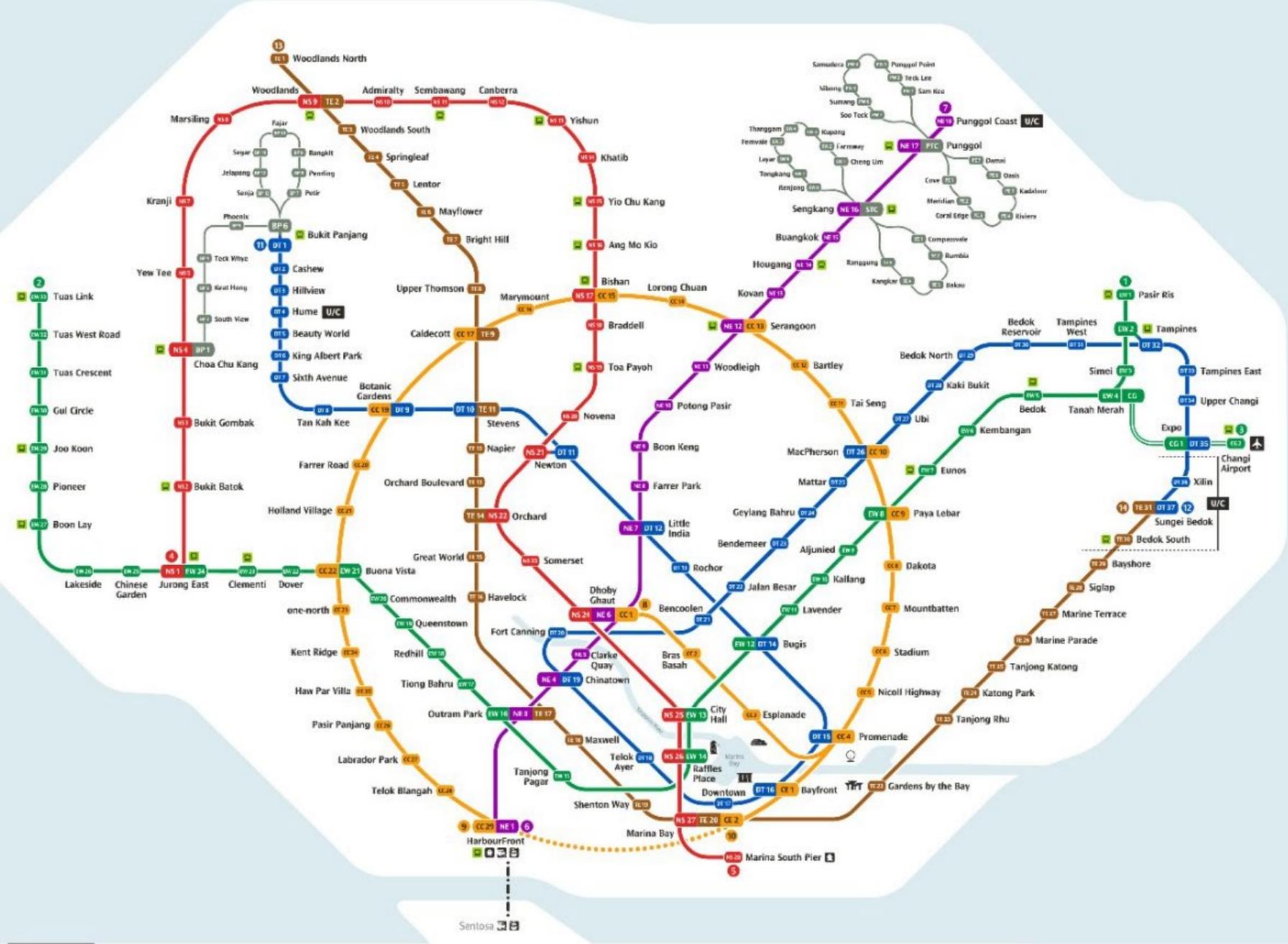
<https://content.tfl.gov.uk/standard-tube-map.pdf>

- Population of 14.9m in the London Metropolitan Area.
- Public Transport system provides a multitude of cross town connections.





System Map



CASE STUDY – SINGAPORE

- Population of 5.6m in the Singapore Metropolitan Area.
- Public Transport system provides cross town connections.

Legend

Station Code

Line Colour

Line Code Station Number

Interchange Code

Standard Transfer

Tap Out to Transfer

MRT

EWL East-West Line

NSL North-South Line

NEL North East Line

CCL Circle Line

DTL Downtown Line

TEL Thomson-East Coast Line

U/C Under Construction

LRT

BP Bukit Panjang LRT

SK Sengkang LRT

PG Punggol LRT

Other Transport Modes

Bus Interchange

Changi Airport

Cruise Centre

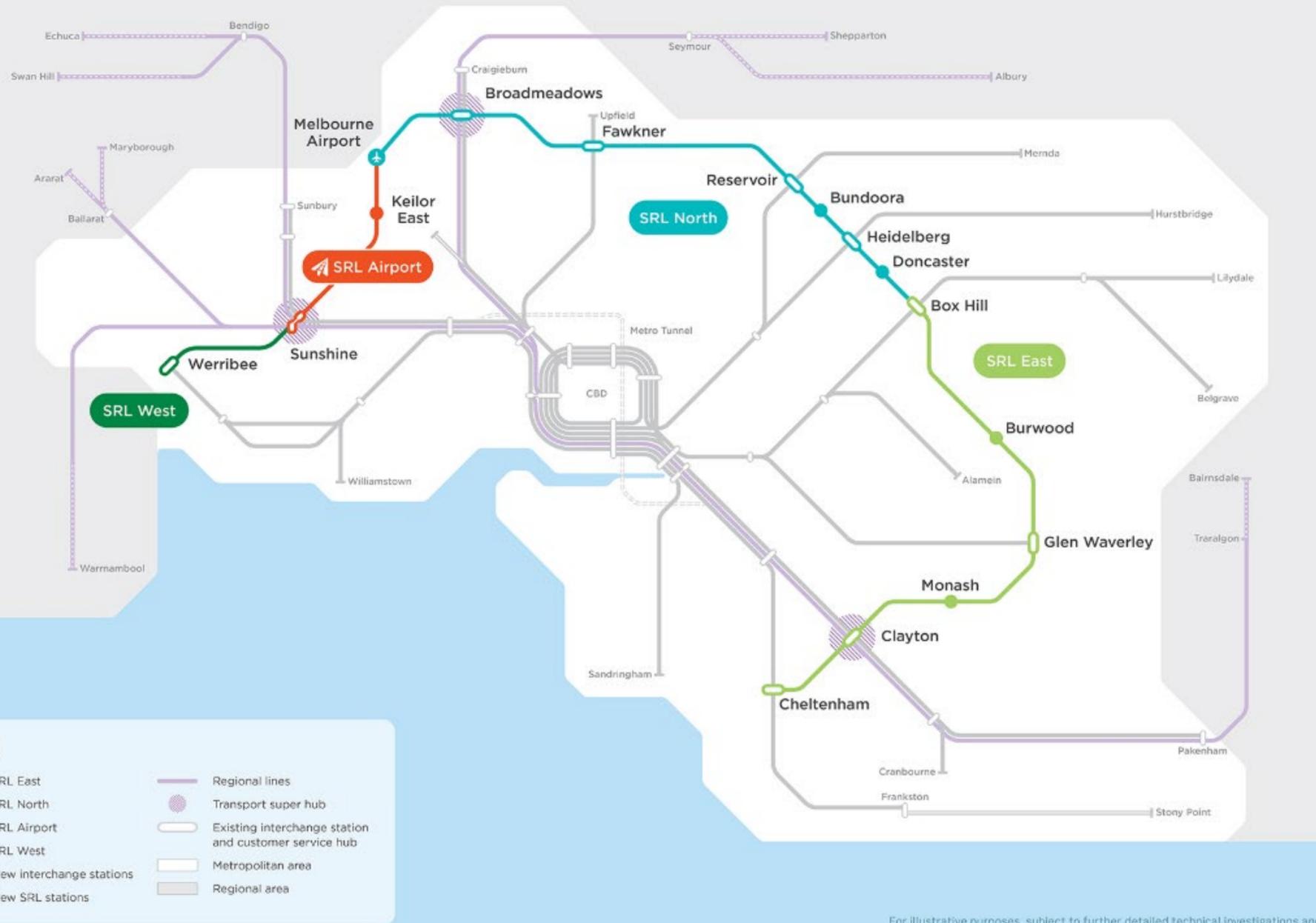
Sentosa Express

Cable Car

Download Maps

Fare Calculator

SUBURBAN RAIL LOOP

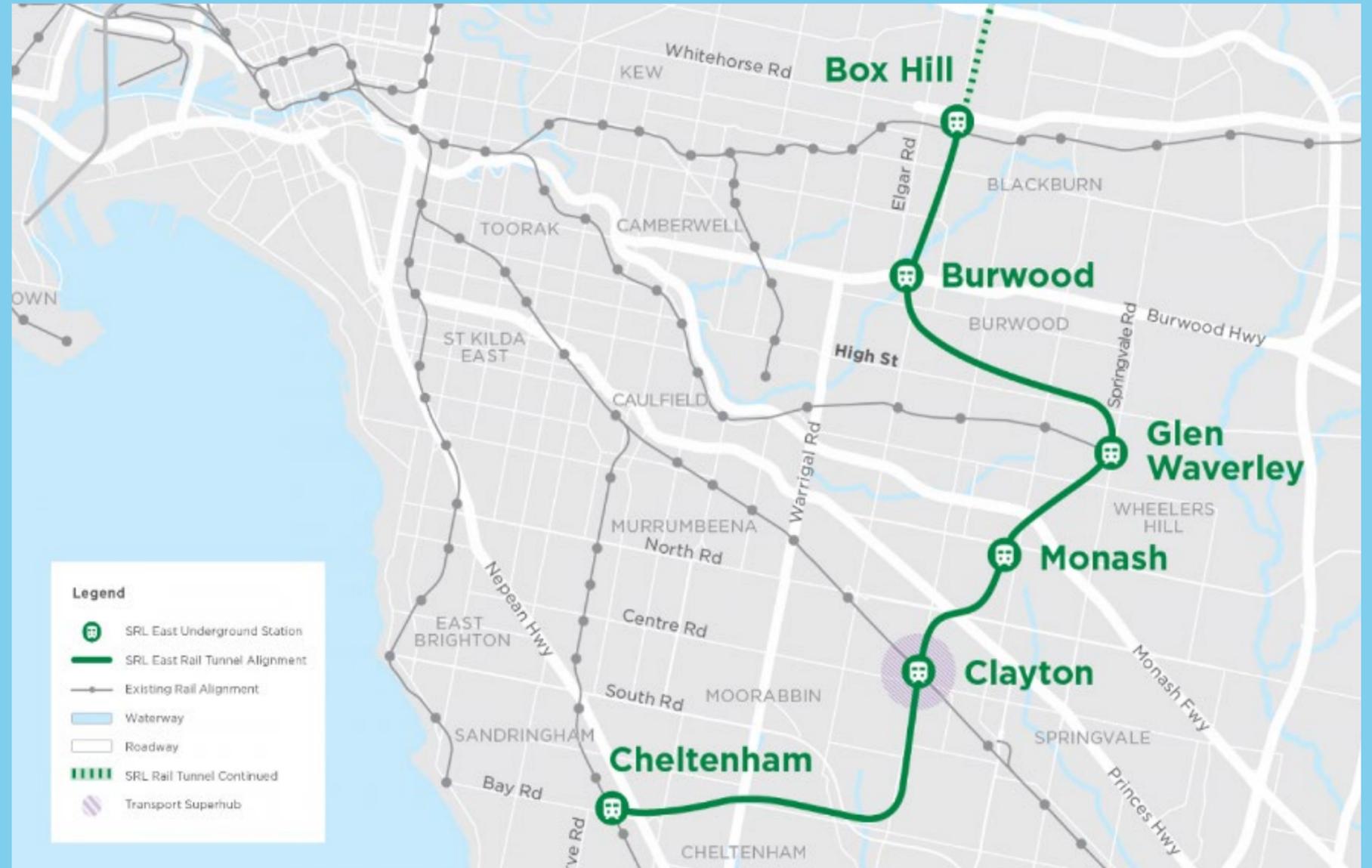


For illustrative purposes, subject to further detailed technical investigations and

Suburban Rail Loop Business Case

- 90km cross suburban railway line – connecting Airport Universities, MeACS, NEICS, shopping, places of leisure, etc.
- Similar to the Ring Road – but rail.
- Cheltenham to Werribee – 4 stages – SRL East, SRL North, MARL and SRL West.
- Three connections to regional rail.
- Total cost / delivery timeframe is not yet known.
- Estimated SRL North and SRL East will add more than 230,000 public transport trips per day by 2056.
- Will take more than 600,000 cars off the road each day.

SUBURBAN RAIL LOOP-EAST



Suburban Rail Loop Business Case

- Box Hill to Cheltenham.
- Four connections to existing rail (Box Hill, Glen Waverley, Clayton, Cheltenham).
- Two new stations at universities (Monash, Deakin Burwood).
- SRL East estimated to cost \$34b.
- SRL East to open by 2035.

Table 6-1: SRL East Precinct activity

Precinct	Population 2018	Population 2056 with SRL East	Jobs 2018	Jobs 2056 with SRL East	Activity* increase (2018-2056) with SRL East	Comparable Precinct activity* (in 2056) with SRL East
Cheltenham	20,500	52,500	16,500	36,500	147 per cent	Cremorne Hawksburn
Clayton	23,000	55,000	21,000	57,500	155 per cent	Collingwood
Monash	14,000	30,500	36,500	162,000	285 per cent	East Melbourne South Melbourne
Glen Waverley	22,500	46,500	11,500	25,000	112 per cent	Balaclava
Burwood	22,000	44,500	11,500	24,000	102 per cent	Carlton North
Box Hill	29,000	77,500	23,500	48,500	142 per cent	South Yarra



CHELTHENHAM

- Interchange with the Frankston Railway Line at Southland Railway Station.
- Key opportunities / challenges include:
 - Integration of Westfield Southland in the precinct.
 - Ability to soften Nepean Highway and Bay Road.
 - Links to Highett and Cheltenham (existing centres).
 - New uses within the surrounding commercial precincts.

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CLAYTON

- 'Super-hub' Interchange with Melbourne Metro / V-Line.
- Key opportunities / challenges include:
 - Re-imagine a low density neighbourhood.
 - Maintaining the vibrancy of the precinct.
 - Leverage medical / educational sectors.
 - Beautification of Clayton Road.
 - Integration with surrounding commercial precincts at Westall and Huntingdale.

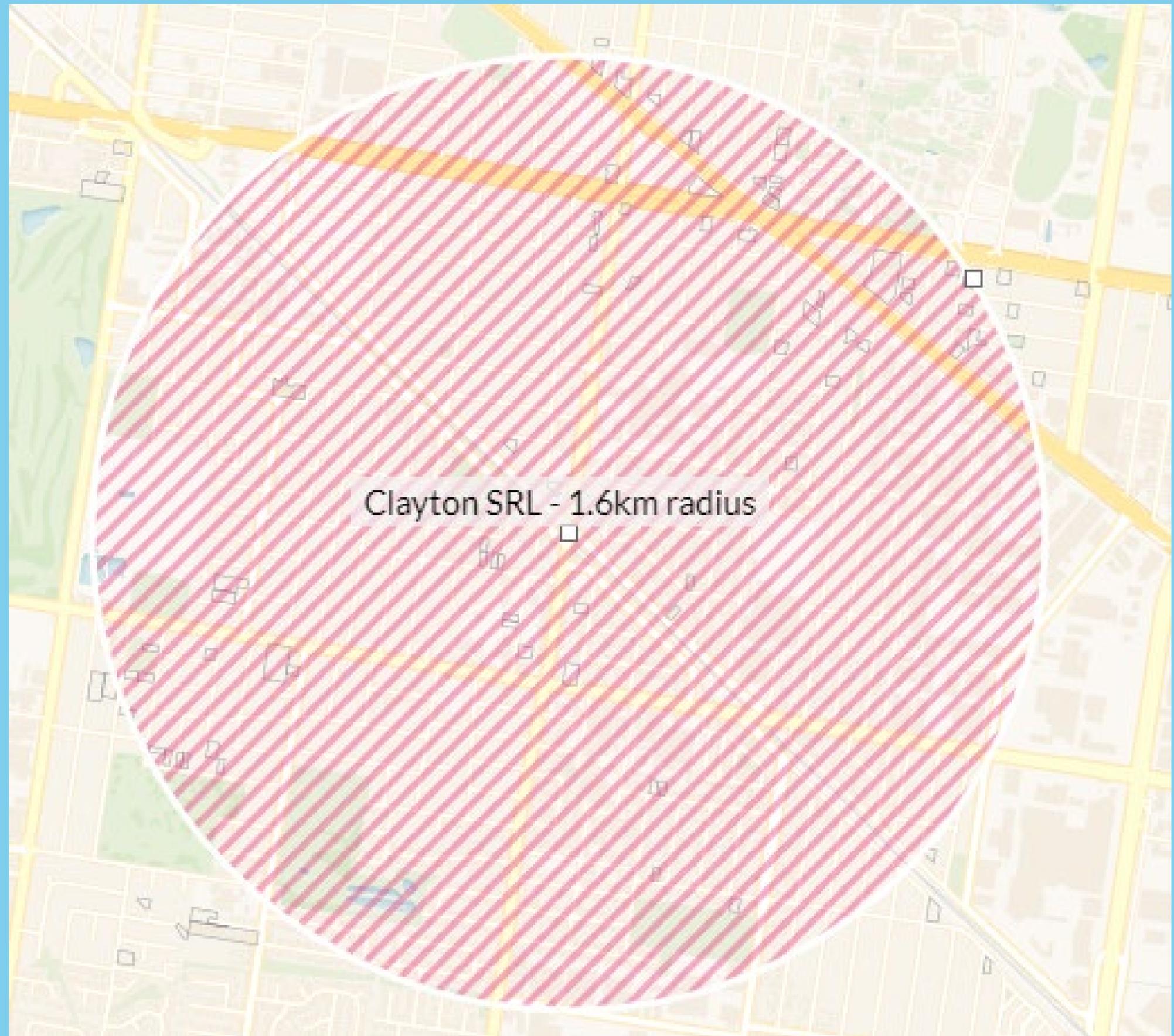
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CLAYTON

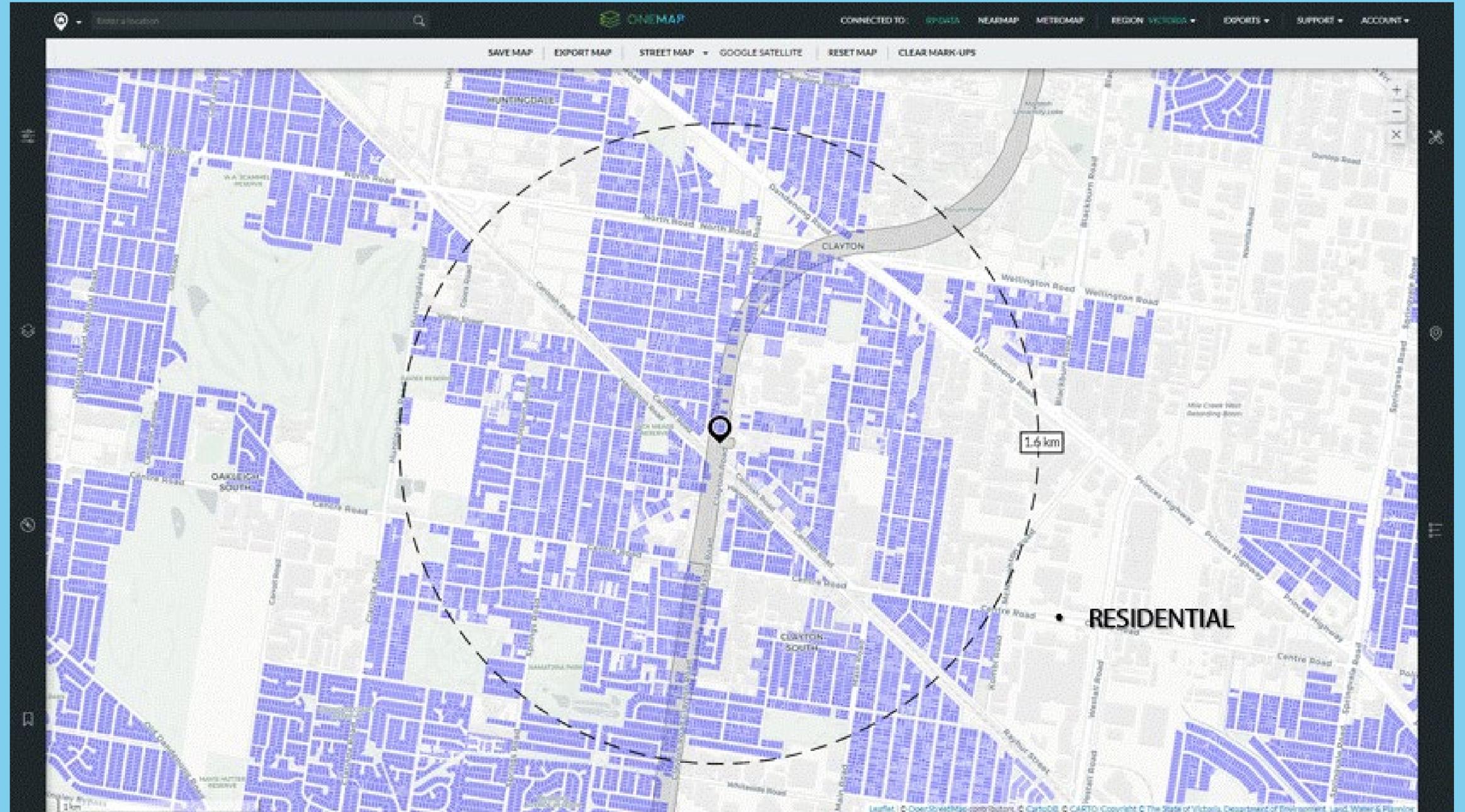
- Analysis of:
 - Sites within 1.6km of Clayton SRL.
 - Width of 20m or more.
 - Located within a Residential Zone.
 - Not further subdivided (ie. With existing units etc).
 - Excludes sites with constraints such as heritage, flooding, potential contamination or affected by Cultural Heritage Sensitivity



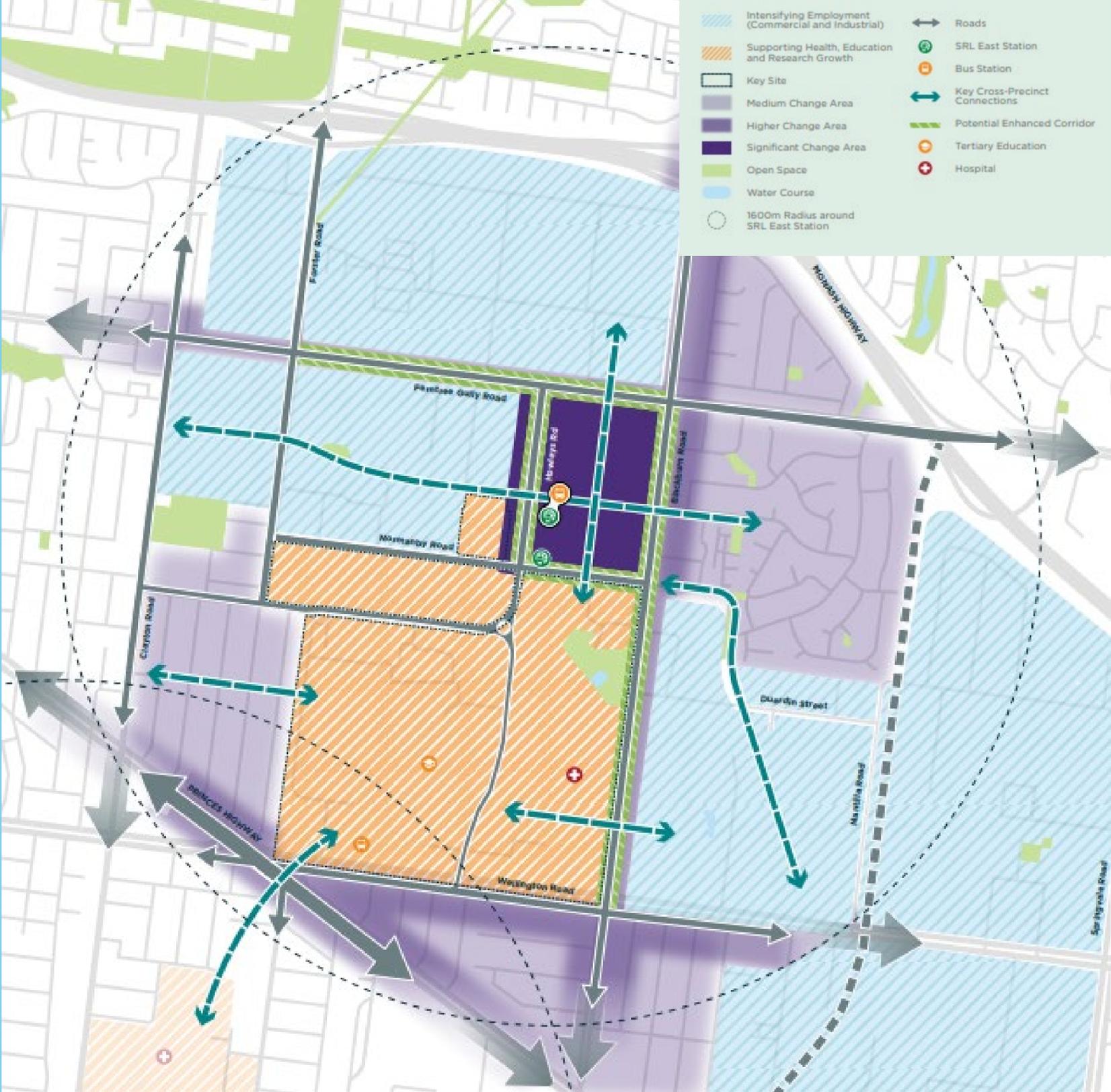
CLAYTON



- Opportunities available for potential development sites, assuming consolidation can occur.
- Map identifies:
 - Sites within 1.6km of Clayton SRL.
 - Located within a Residential Zone.
 - Not further subdivided (ie. With existing units etc).
 - Excludes sites with constraints such as heritage, flooding, potential contamination or affected by Cultural Heritage Sensitivity



MONASH UNI



- New station.
- Key opportunities / challenges include:
 - Ability to leverage multi sector investment (Monash University, Victorian Heart Hospital, specialized Biotechnical and Medical research). Future connection to a public transport link to Rowville.
 - Protecting existing research precincts.
 - Attracting investment in a new Town Centre.
 - Retrofitting 'cul de sacs' with higher density residential.
 - Softening the key arterial roads.

Table 6-1: SRL East Precinct activity

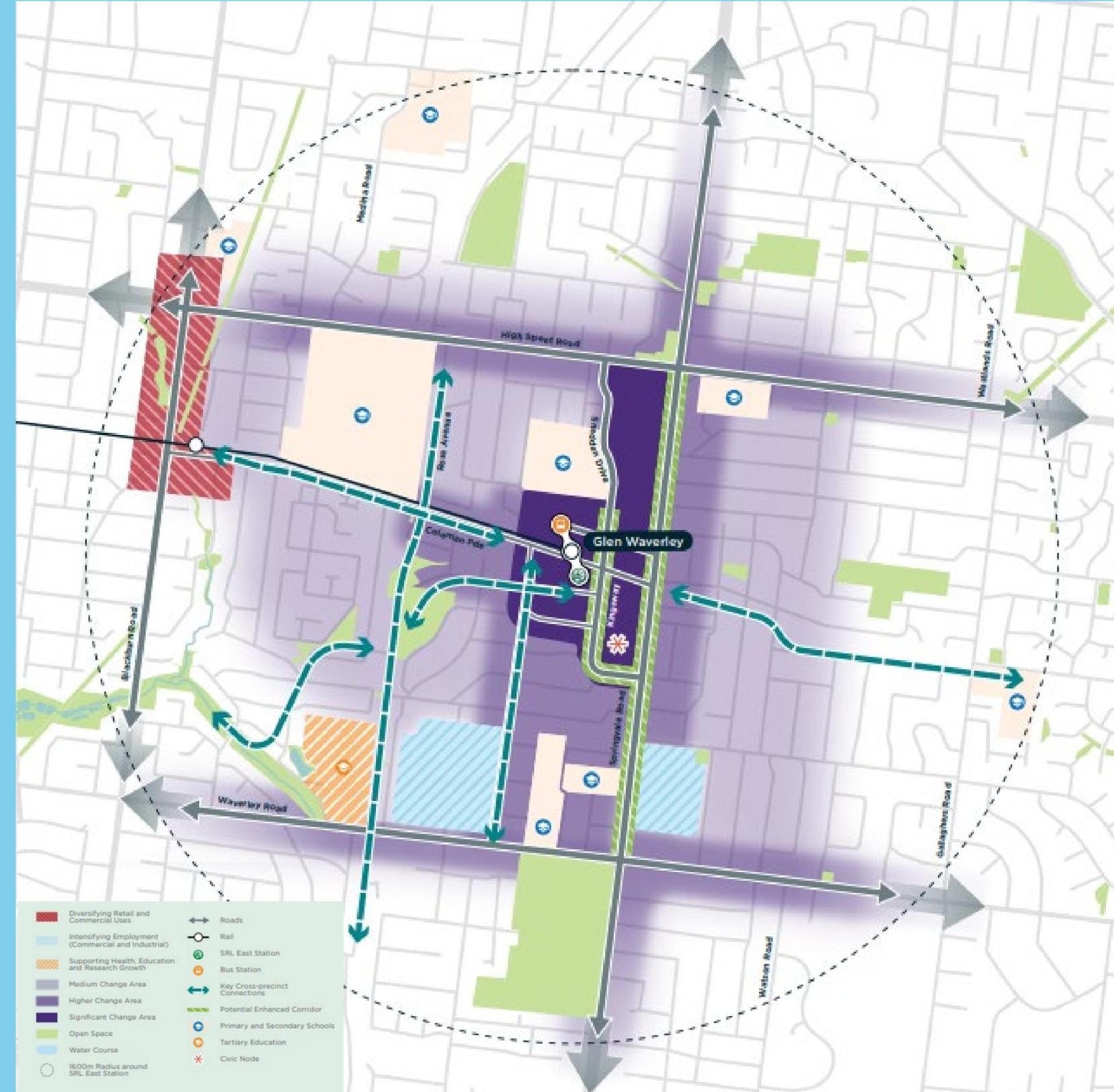
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Burwood	22,000	44,500	11,500	24,000	102 per cent	Carlton North
Box Hill	29,000	77,500	23,500	48,500	142 per cent	South Yarra

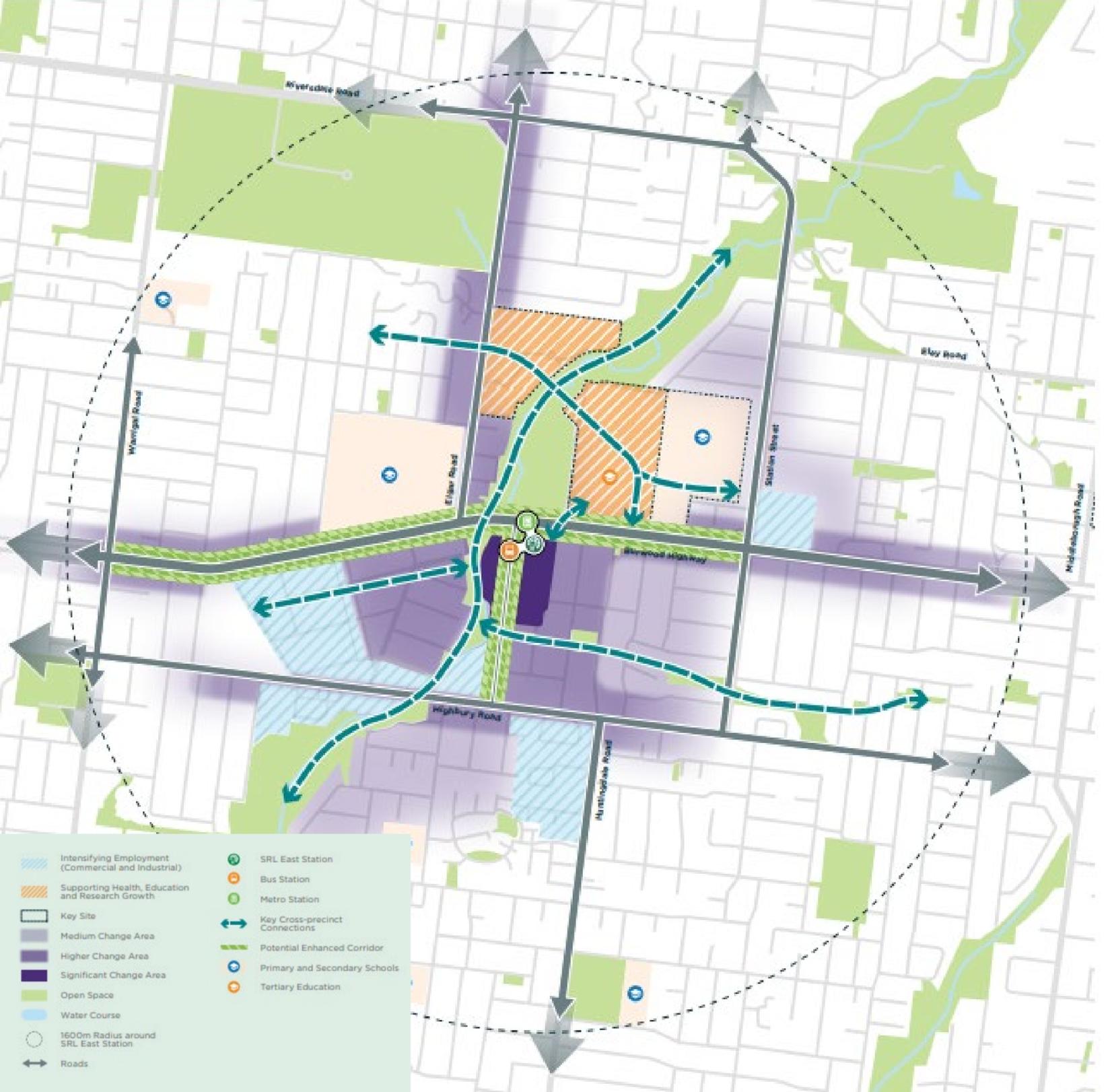
GLEN WAVERLEY

- Interchange with Glen Waverley Railway Station, which is an 'end of the line' station.
- Key opportunities / challenges include:
 - Already a thriving, densifying precinct.
 - Limited employment sectors (compared to other precincts).
 - Re-imagine the surrounding low density neighbourhood.

Table 6-1: SRL East Precinct activity

Precinct	Population 2018	Population 2056 with SRL East	Jobs 2018	Jobs 2056 with SRL East	Activity* increase (2018-2056) with SRL East	Comparable Precinct activity* (in 2056) with SRL East
Cheltenham	20,500	52,500	16,500	36,500	147 per cent	Cremorne Hawksburn
Clayton	23,000	55,000	21,000	57,500	155 per cent	Collingwood
Monash	14,000	30,500	36,500	162,000	285 per cent	East Melbourne South Melbourne
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Burwood	22,000	44,500	11,500	24,000	102 per cent	Carlton North
Box Hill	29,000	77,500	23,500	48,500	142 per cent	South Yarra





BURWOOD

- Interchange with Tram Route 75.
- Key opportunities / challenges include:
 - Significant time savings for tram commuters (through interchange).
 - Transition from current low rise suburbia.
 - Station located adjacent to the creek.
 - Lack of 'town centre' in existing neighbourhood.
 - Student / educational focus.
 - Leveraging smaller scale commercial precincts.
 - Softening of Burwood Highway.

Table 6-1: SRL East Precinct activity

Precinct	Population 2018	Population 2056 with SRL East	Jobs 2018	Jobs 2056 with SRL East	Activity* increase (2018-2056) with SRL East	Comparable Precinct activity* (in 2056) with SRL East
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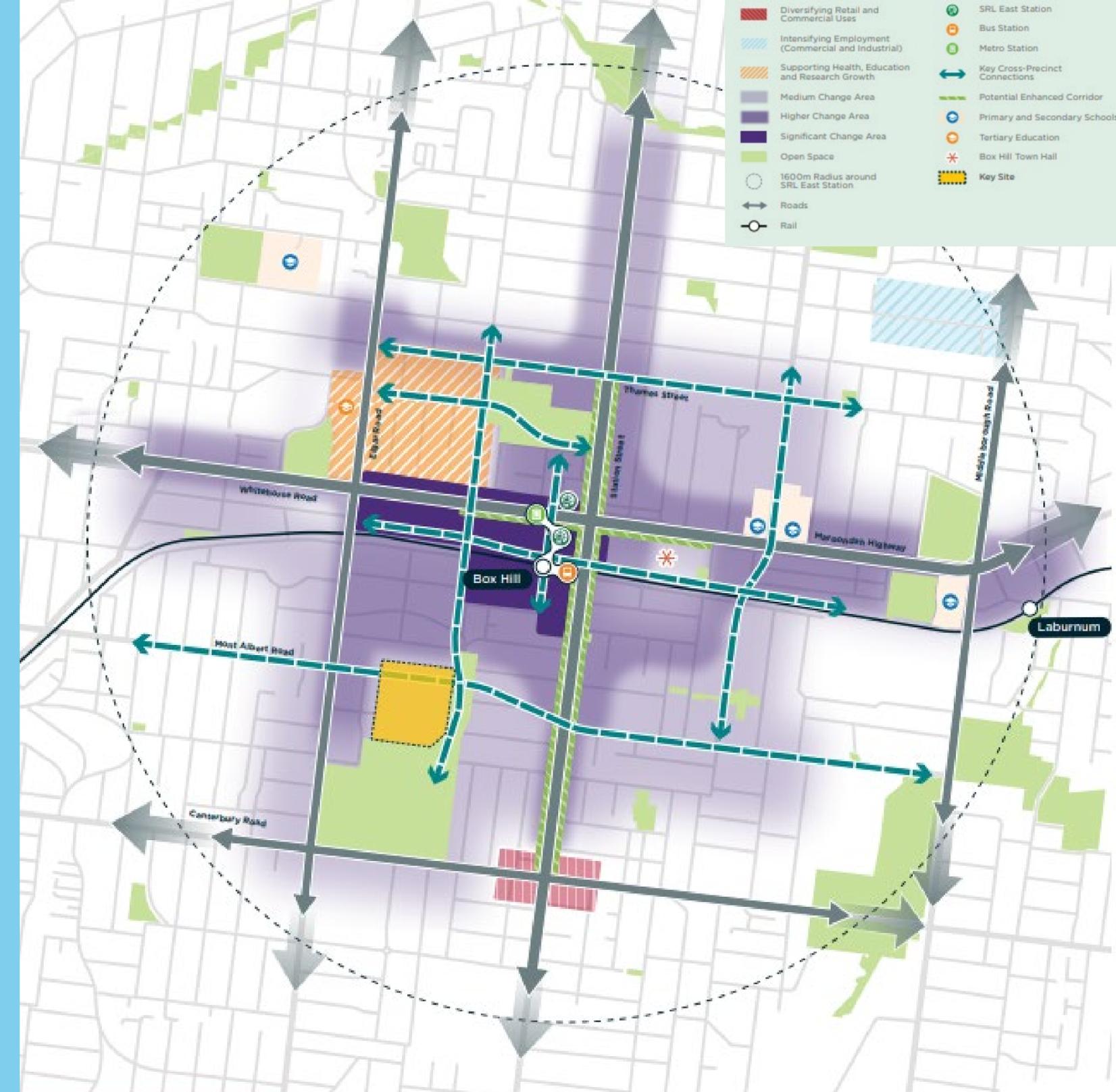
BOX HILL

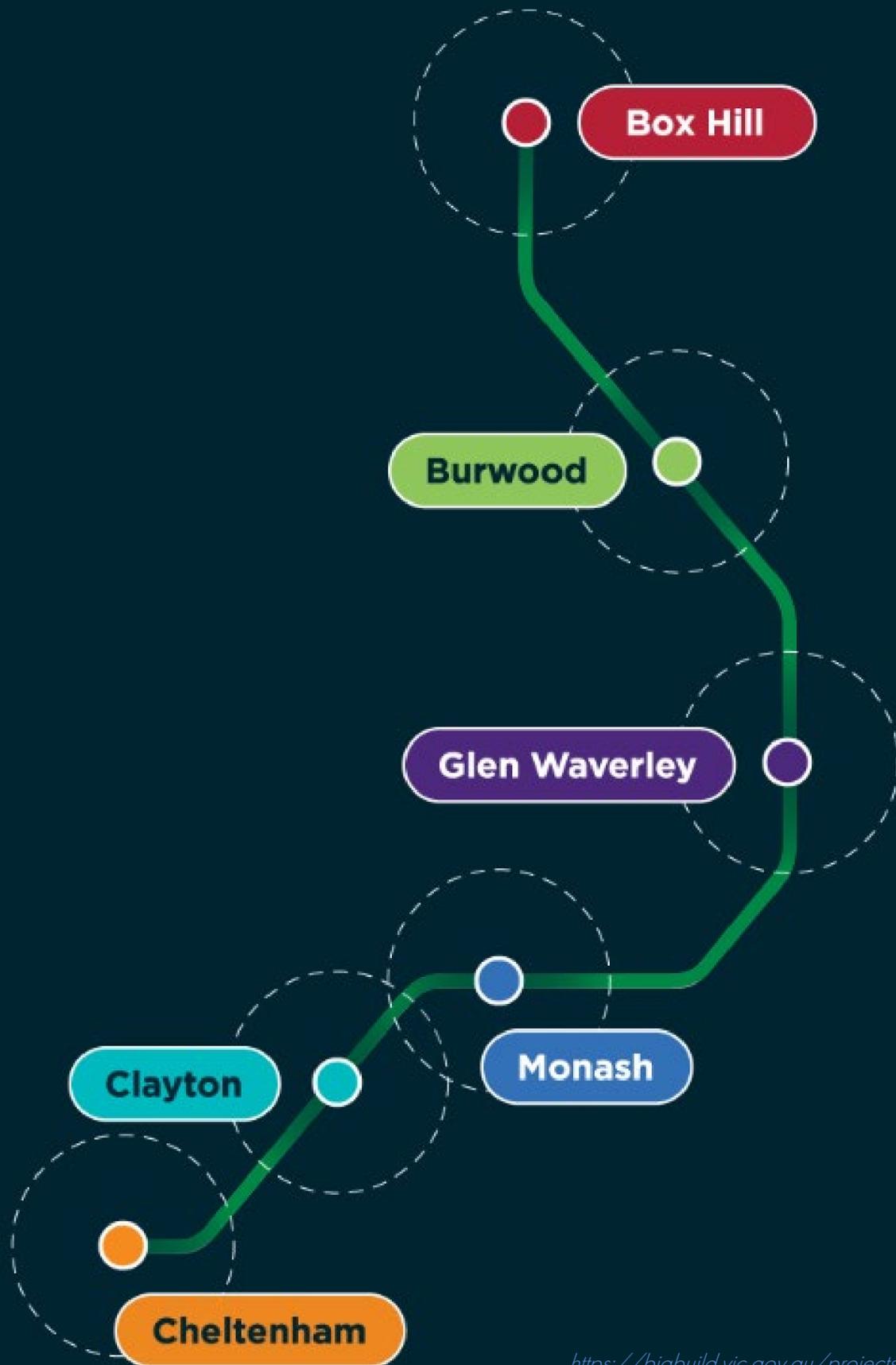
Key opportunities / challenges include:

- Already a thriving, densifying MeAC.
- Ability to leverage health and education sectors.
- Increase in residential densities.
- Creation of new public open space.
- Ability to create new employment (particularly with higher land values for residential).
- Will experience significant impacts during construction.

Table 6-1: SRL East Precinct activity

Precinct	Population 2018	Population 2056 with SRL East	Jobs 2018	Jobs 2056 with SRL East	Activity* increase (2018-2056) with SRL East	Comparable Precinct activity* (in 2056) with SRL East
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<https://bigbuild.vic.gov.au/projects/suburban-rail-loop/planning/srl-east-precinct-planning>

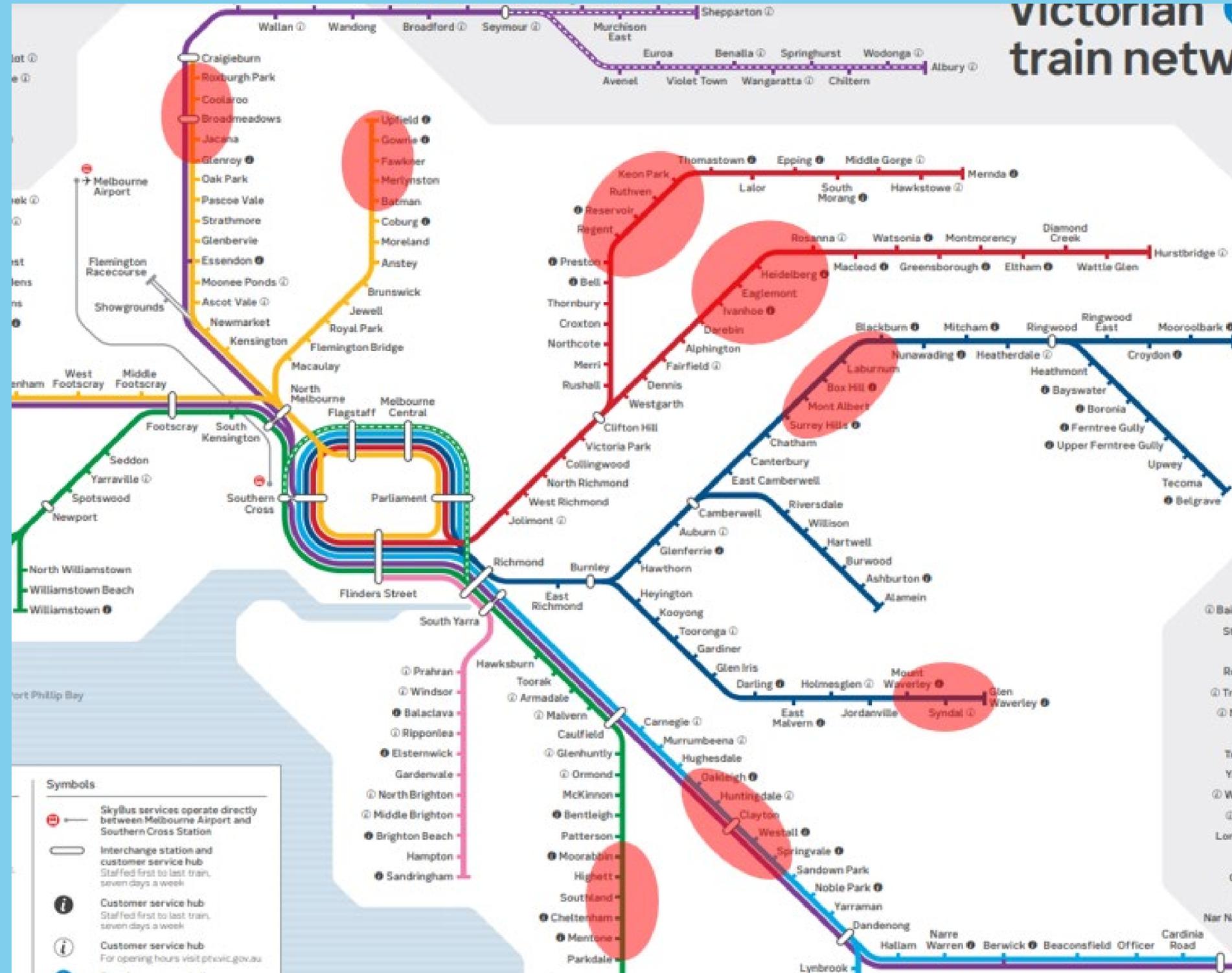
SRL STRUCTURE PLANNING TIMEFRAMES

- Consultation has occurred on 'Visions' during 2024.
- Final draft Structure Plans anticipated later this year / early next year.
- Planning Scheme Amendment documentation likely to be put on exhibition in 2025.
- Planning Panel expected to be appointed in 2025.
- New planning controls expected to be gazetted 2026.

We anticipate the controls may sought to be gazetted prior to caretaker mode / November 2026 Victoria State election.

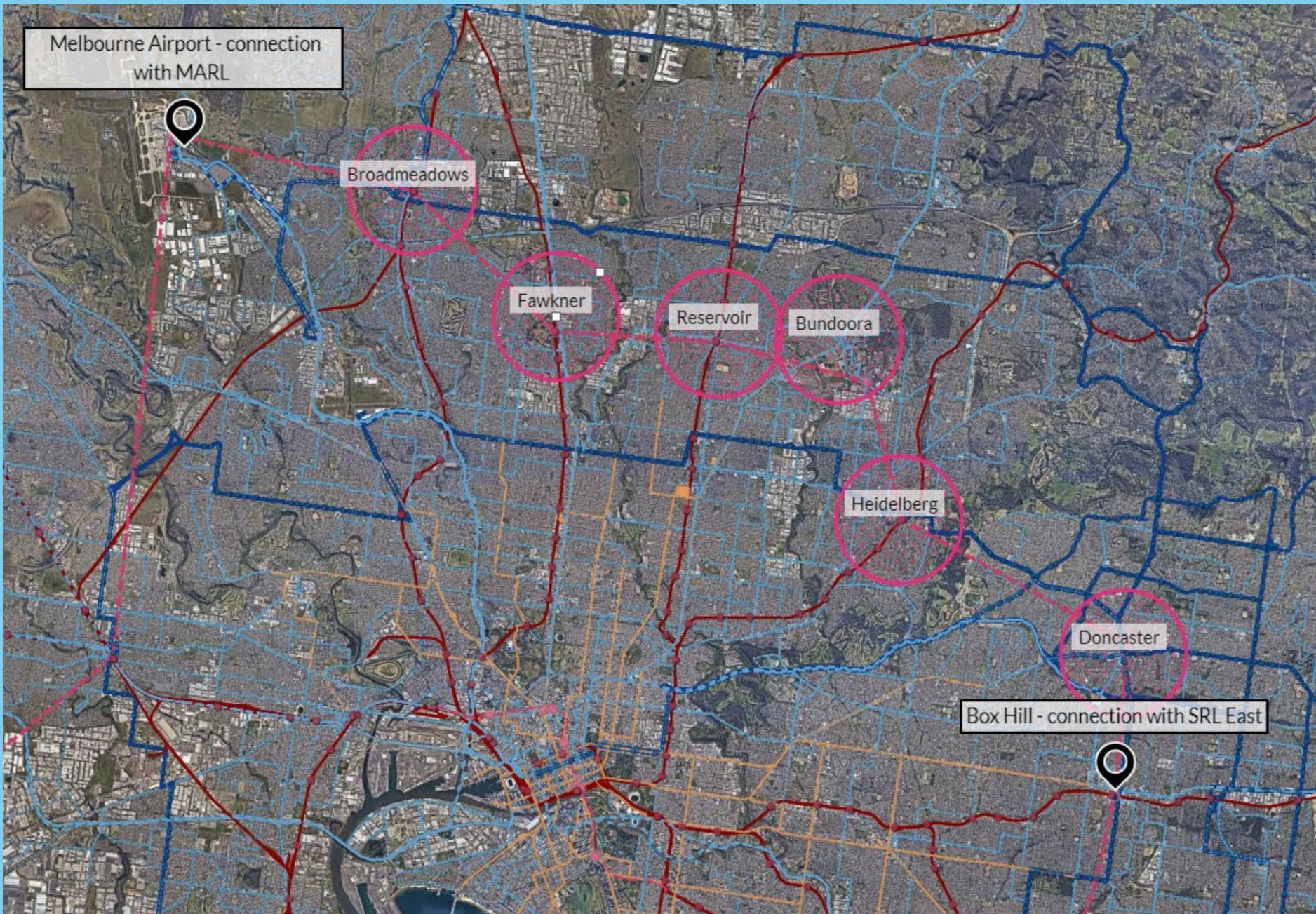
THINKING AHEAD: SURROUNDING PRECINCTS

- Several significant precincts are located 1-2 stations away from the SRL precincts.
- These have the ability to leverage off the SRL, particularly as opportunities within the SRL precincts are realised.
- Close to SRL East, these precincts could include Moorabbin, Oakleigh, Springvale, Mount Waverley, Blackburn and Surrey Hills.
- Close to SRL North, these precincts could include Ivanhoe, Preston, Coburg & Glenroy.
- Noted that Moorabbin, Preston and Broadmeadows are currently included in the Victorian Government's 10 Activity Centres where it is streamlining planning controls to facilitate 60,000 new dwellings.



FUTURE: SRL NORTH

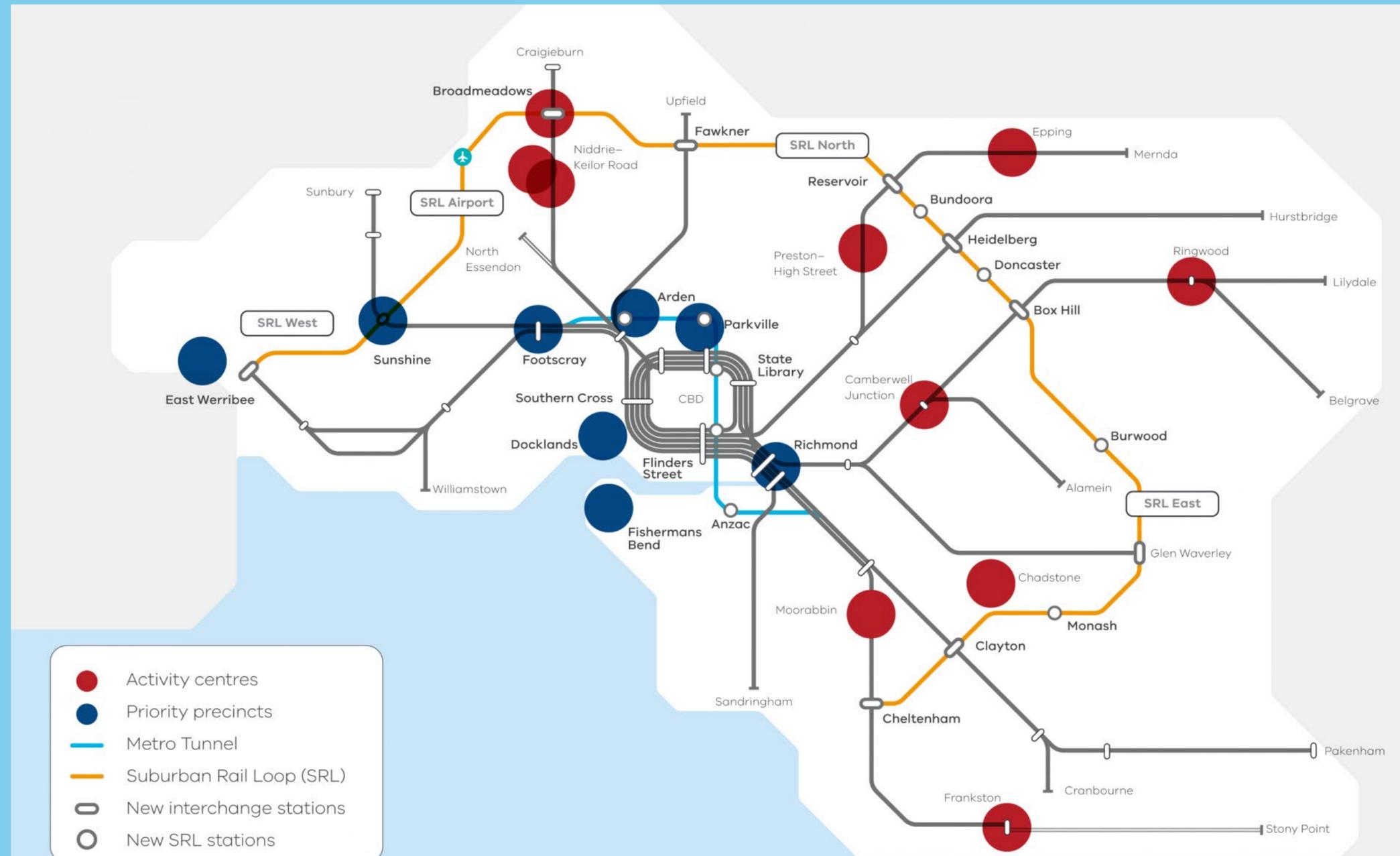
- Broadmeadows MeARC – will be a central activity node for the broader Northern Suburbs (which will have a similar population to Perth today). Synergies with Melbourne Airport, as well as health / education opportunities.
- Current low density neighbourhoods in Fawkner & Reservoir – capable of higher density residential. 'Overflow' from Preston and Coburg as these develop.
- Education and health in Bundoora and Heidelberg (Heidelberg – Latrobe NEIC) will be a significant driver of growth.
- Residential, shopping and leisure opportunities in Doncaster.



ACTIVITY CENTRE PLANNING

<https://www.planning.vic.gov.au/guides-and-resources/strategies-and-initiatives/activity-centres>

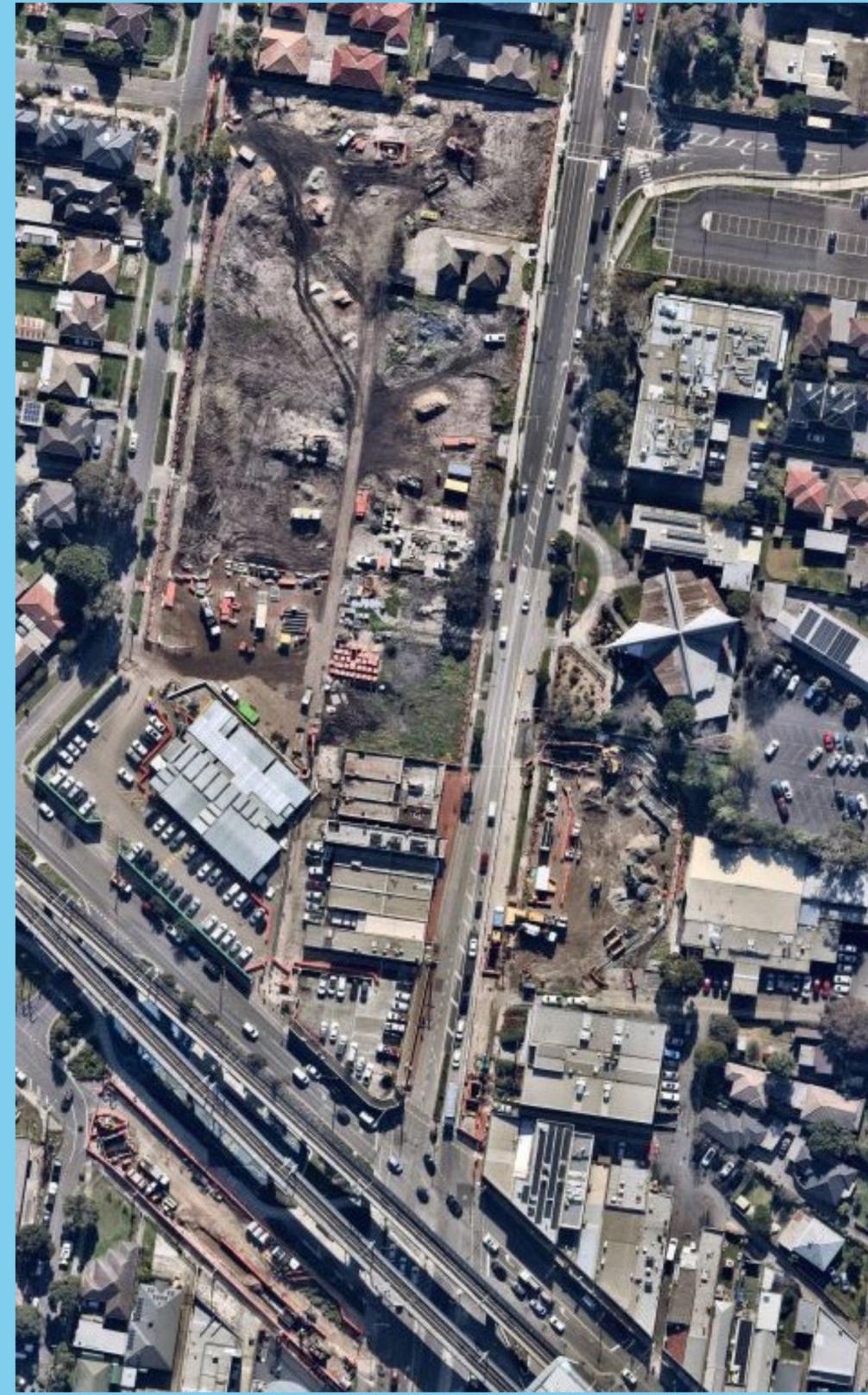
- 'Streamlined' planning scheme amendment process.
- Reducing Structure Planning Process from average of 5 years to 12 months.
- Some draft controls released, opportunity for comment wrapped up 29 September.
- Introduces a 'Deemed to Comply' approach – if you comply, you are exempt from notice and review.
- 800m catchments from the activity centre, allowing for 3 to 6 storey buildings.
- VPA has indicated new planning controls will be gazetted by end of 2024.



SRL - WHERE IS IT AT?



Aerial Images – August 2024 – Clayton (left), Burwood (right)



- Early works have commenced. This includes relocating key services away from construction sites (and areas required for stations), reconfiguring roads and the like. Construction compounds have also been established at key railway station sites.
- Preliminary works within the Stabling Yards area has also commenced.
- Contract awarded in December 2023 for tunneling from Cheltenham to Glen Waverley.
- Contract awarded in July 2024 for tunnelling from Box Hill to Glen Waverley.
- Tunneling expected to start in 2026.
- Expected to be open / taking passengers in 2035.
- Note that there is a Victoria State Election in November 2026.
- Victorian Liberal Party has indicated that it will 'pause and review' the project, but would honour any existing contracts.

<https://bigbuild.vic.gov.au/news/suburban-rail-loop/first-major-contract-awarded-for-srl-tunnels>

<https://www.premier.vic.gov.au/powering-ahead-suburban-rail-loop>

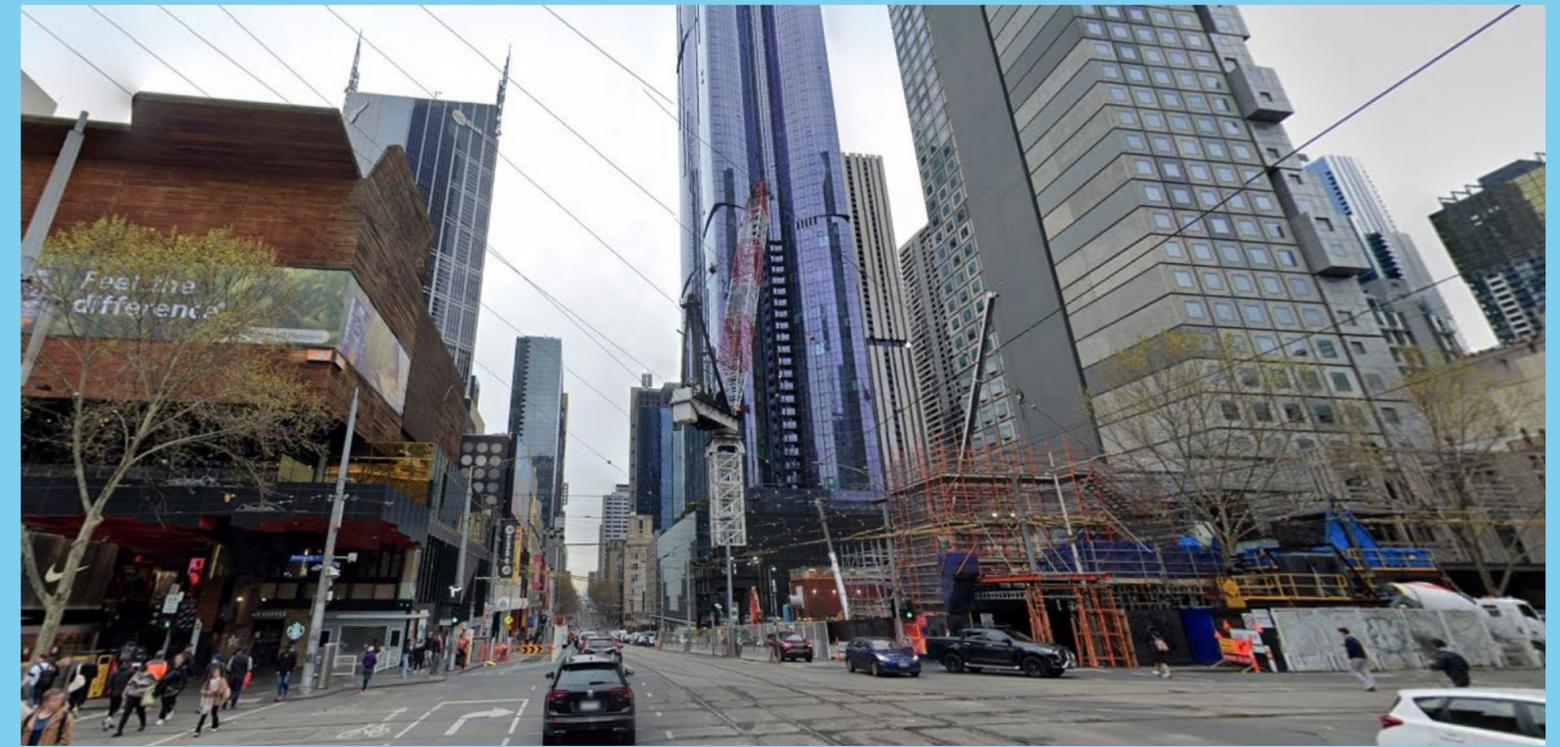
WILL MELBOURNE BECOME A POLYCENTRIC CITY?

- Several considerations will influence whether Melbourne ultimately becomes 'polycentric'.
- Melbourne does not have natural geographic barriers (like Sydney) that discourage movement to a centralised CBD.
- Melbourne has large areas of inner city 'greyfield' land, ripe for redevelopment, to strengthen the CBD.
- The increasing sprawl / geographic size is making it increasingly more difficult to access the CBD. The north, west, east and south east will ultimately have populations reflective of mid sized Australian cities (such as Perth and Adelaide).
- Increasing appetite for Melbournians to live in compact settings, in denser housing, has assisted the growth of many activity centres (such as Box Hill).
- Public transport between suburban areas is still a challenge. The SRL will assist in addressing this, encouraging further growth of suburban centres.
- Experience tells us that there is increasing demand for housing / employment around key transport interchanges – lifestyle, cost, BTR.
- Market forces (which is influenced by policy and incentives / disincentives) will have a significant role to play.

Reflection on the City Loop



Reflection on the City Loop



<https://www.timeout.com/melbourne/things-to-do/things-you-learn-in-your-first-year-in-melbourne>

<https://www.shoppingcentrenews.com.au/feature-stories/melbourne-central-records-busiest-month-of-foot-traffic-since-the-pandemic/>

<https://www.flickr.com/photos/128774780@N03/50966626513>

www.googlemaps.com.au

Thank you!

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