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WELCOME TO APAA'S WEBINAR

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

Event Sponsor

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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.

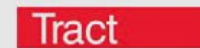
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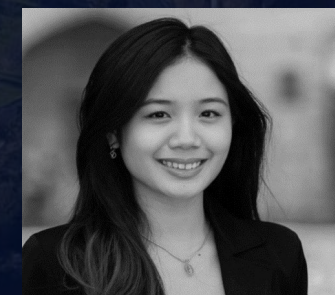
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Suburban Rail Loop Precincts:

Structure Planning & Opportunities

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SUBURBAN RAIL LOOP

Structure Planning and Opportunities



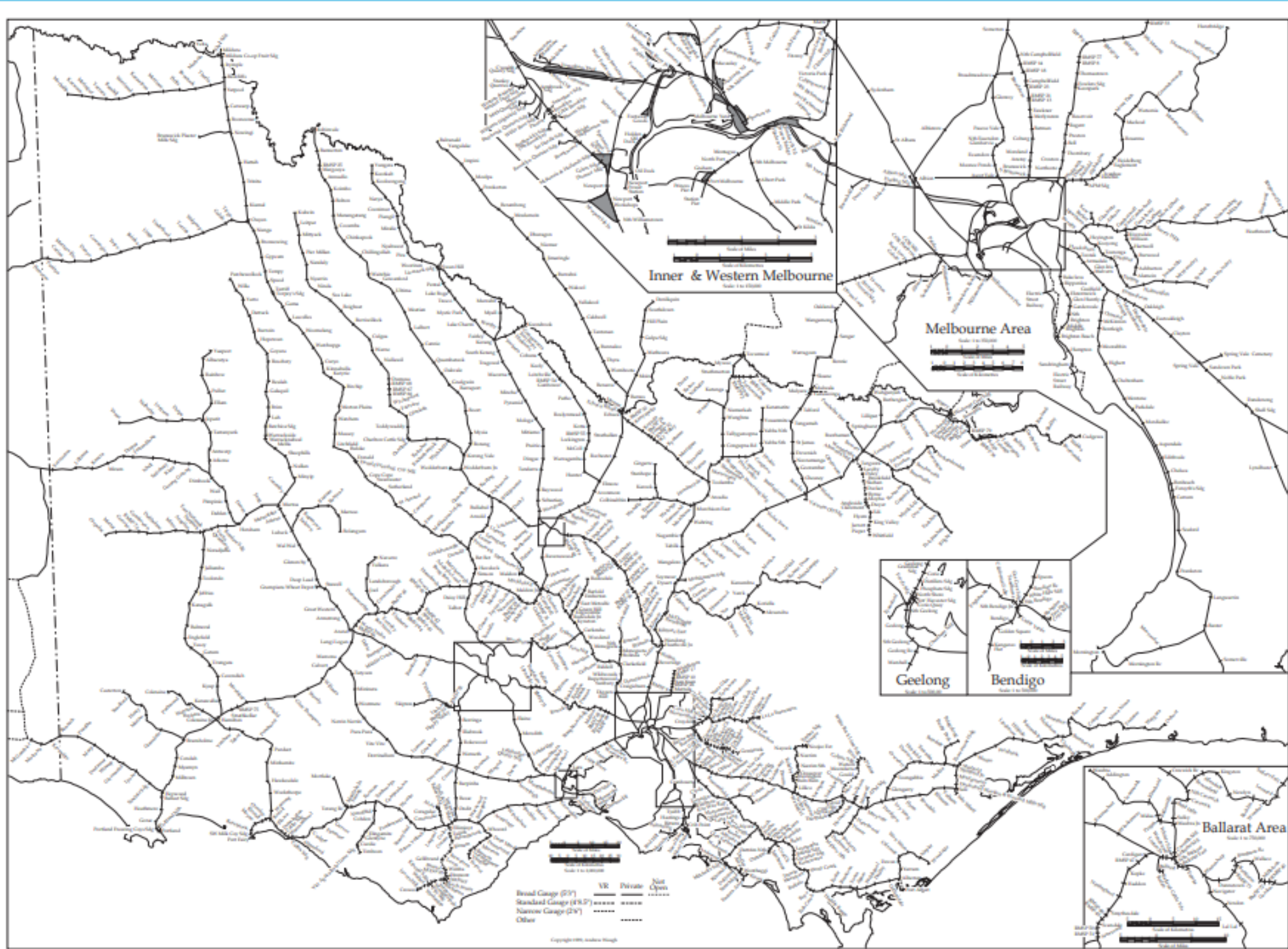
We pay our respects to the Traditional Custodians of Country throughout Australia, their Elders and ancestors, recognising their rich heritage and enduring connection to Country and acknowledging the ongoing sovereignty of all Aboriginal and Torres Strait Islander Nations.

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
ESSENDON
 Close To Railway Station

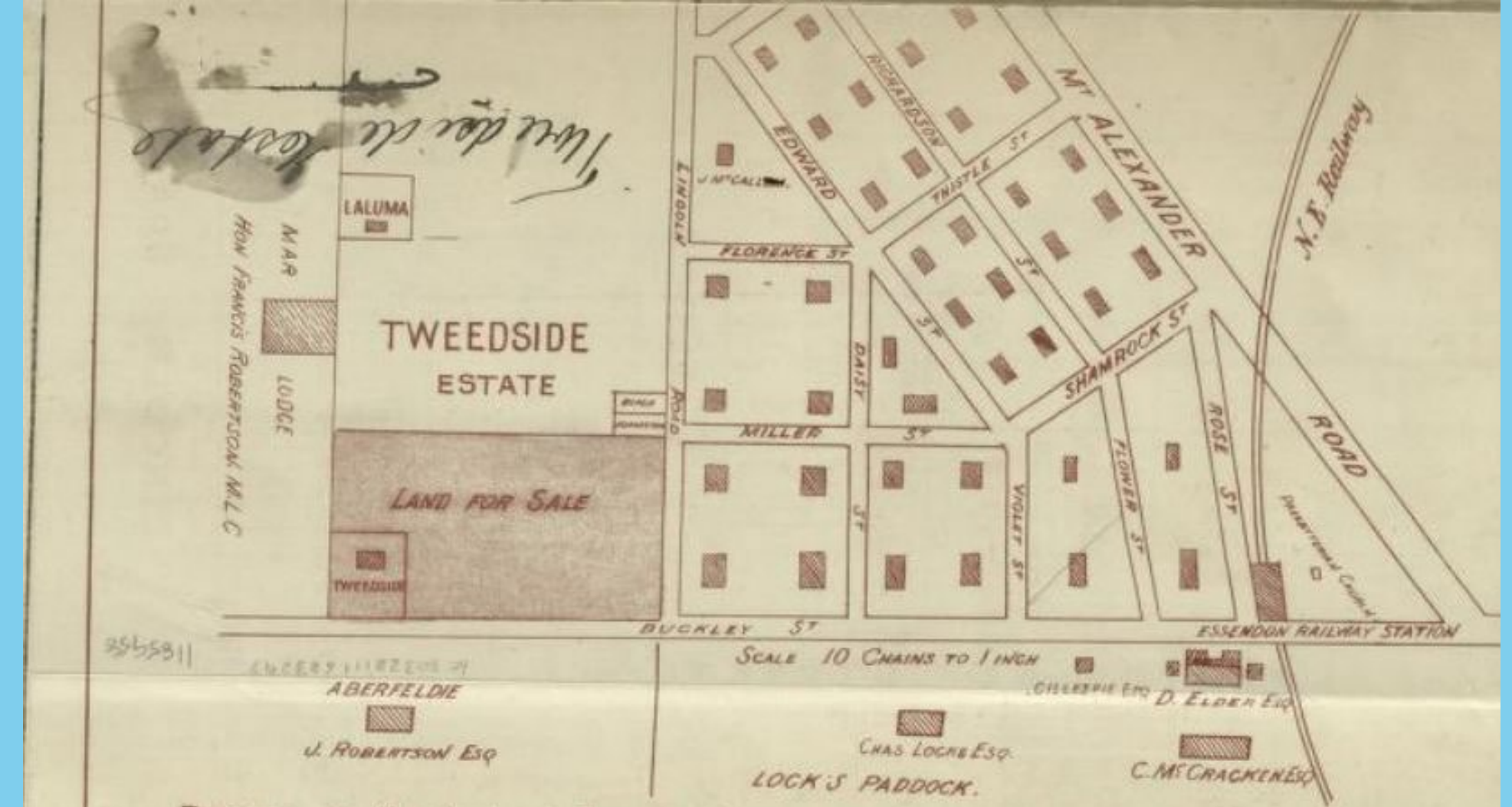
SATURDAY, 6TH FEBRUARY,
 AT THREE O'CLOCK, ON THE GROUND,
 BY ORDER OF ROBERT F. MCGARRON, Esq.

100 ALLOTMENTS 100
 In the TWEEDSIDE ESTATE, which is unquestionably 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),



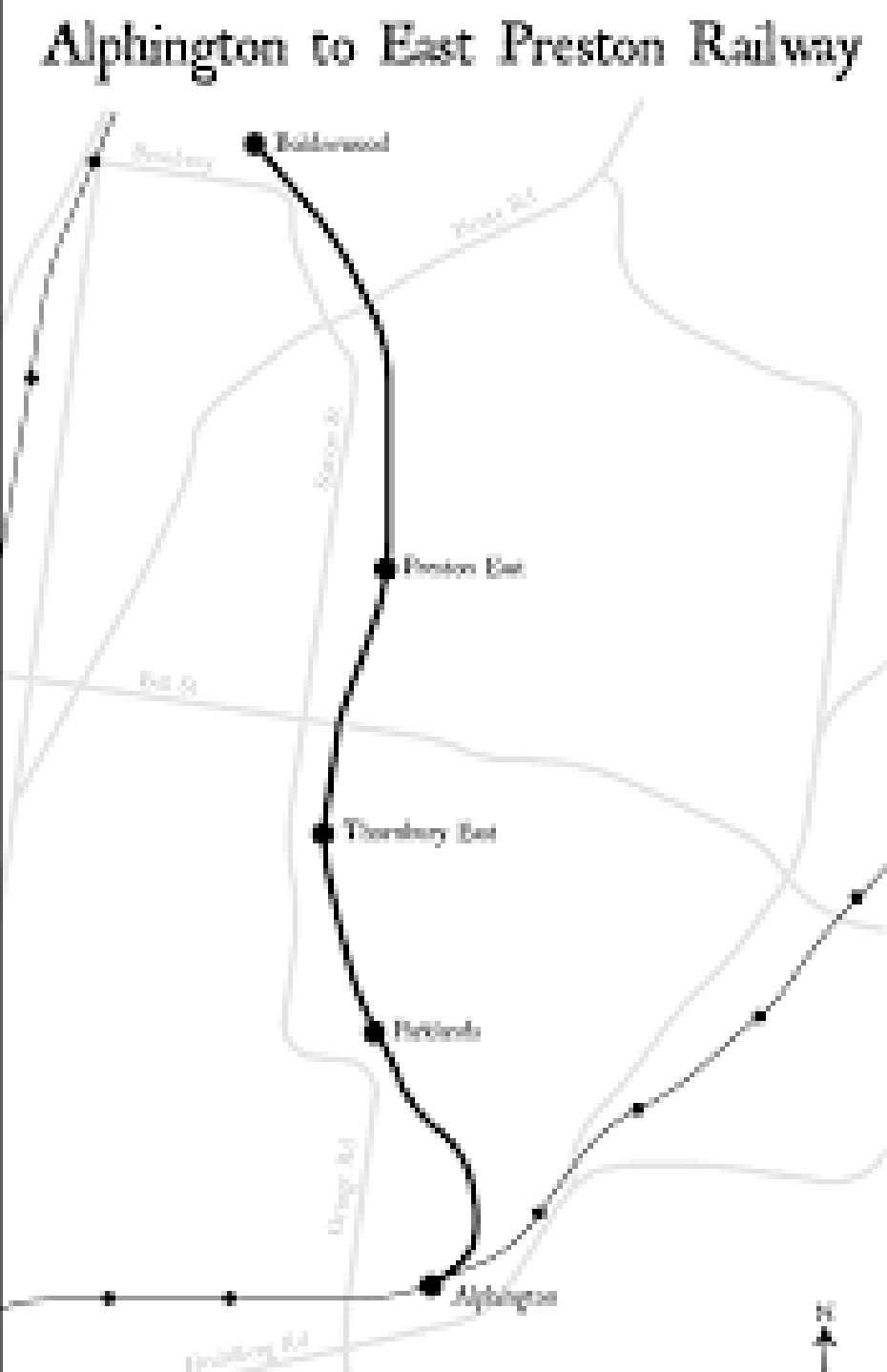
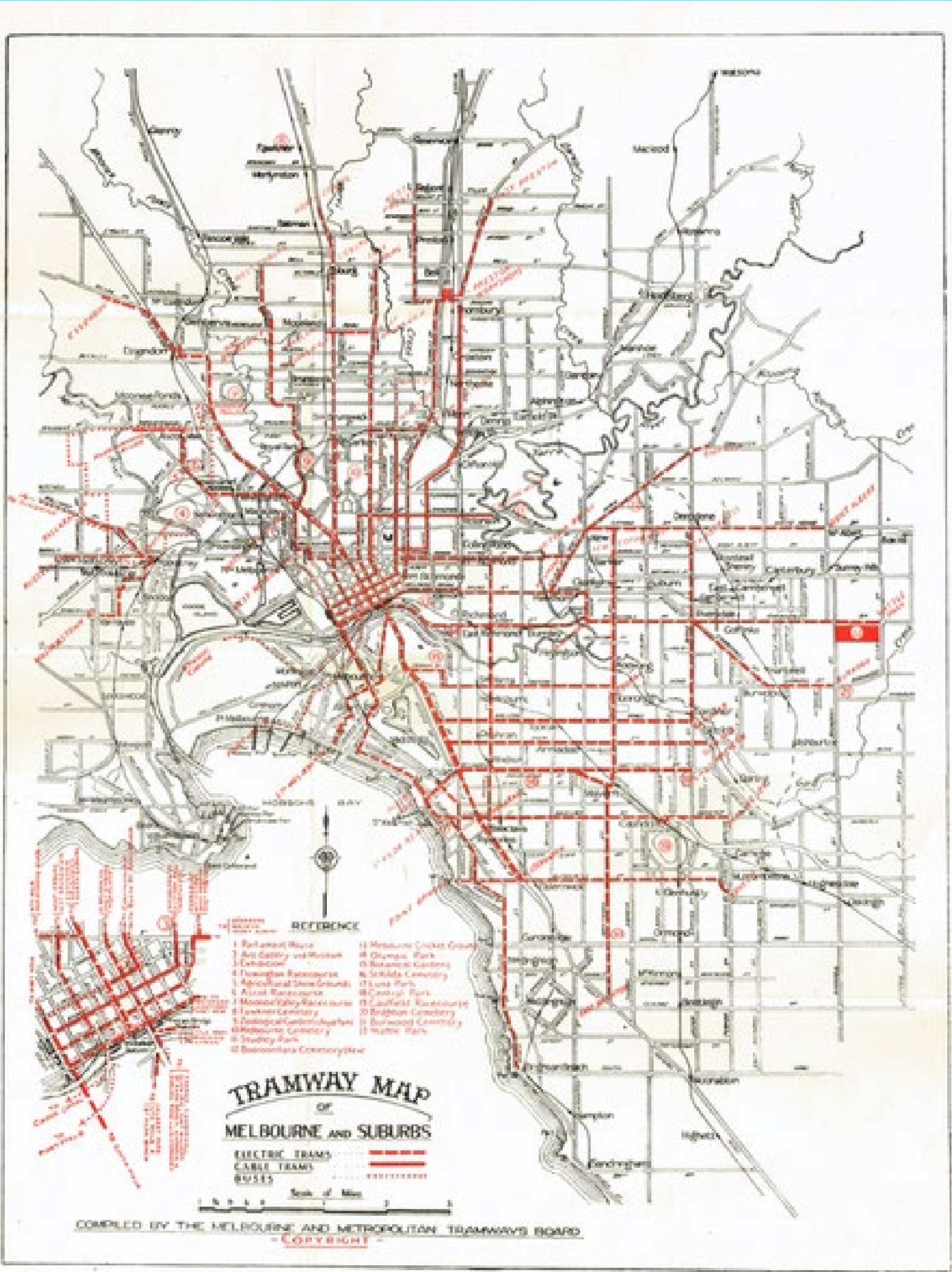
<http://timetravellers.pbworks.com/w/page/98375396/1880s-Land-Boom>

1880's land boom and growth around railway stations

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

<https://1945.melbourne>

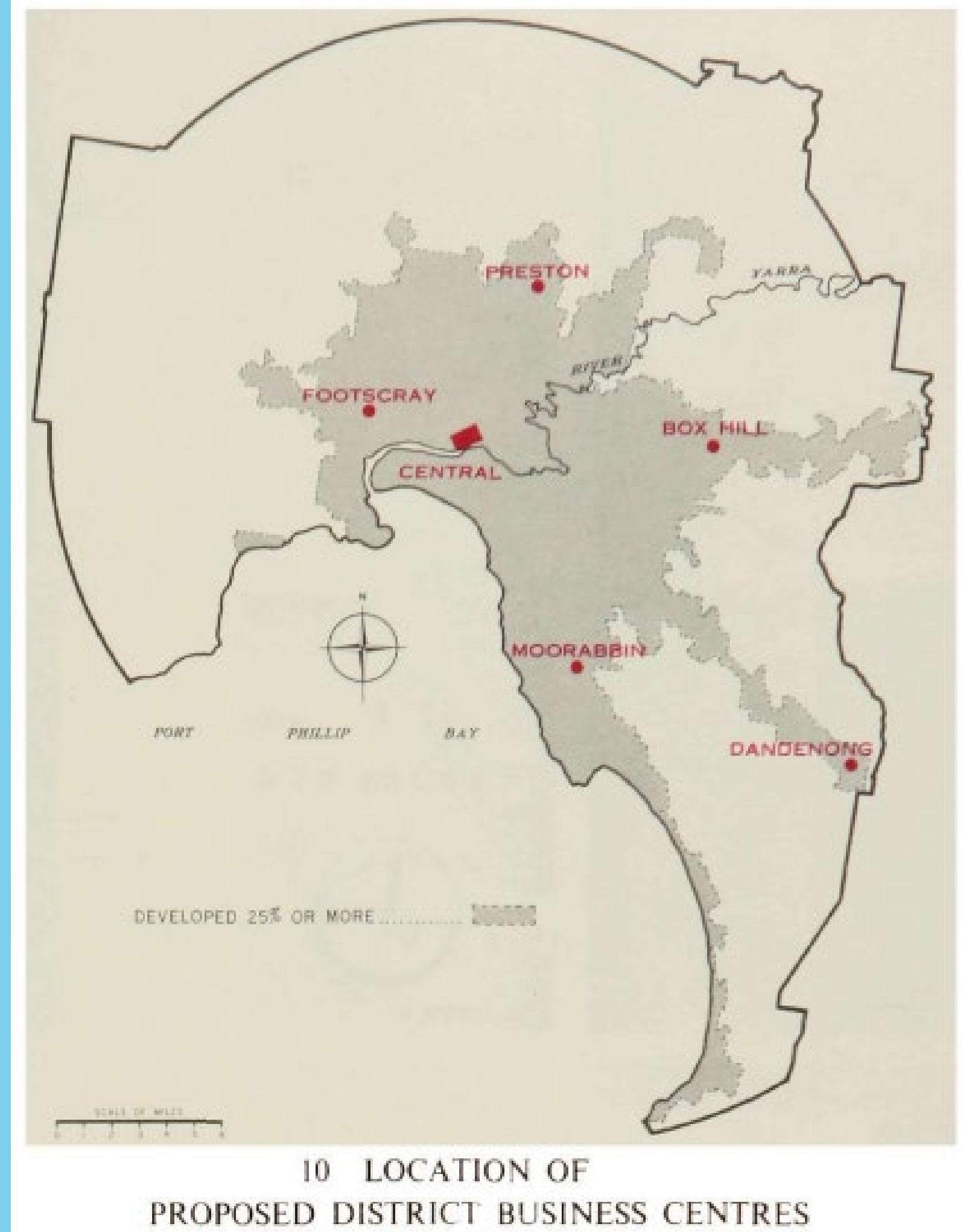




1939 tram plan (left) and East Preston Railway line plan 1948 (right)

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

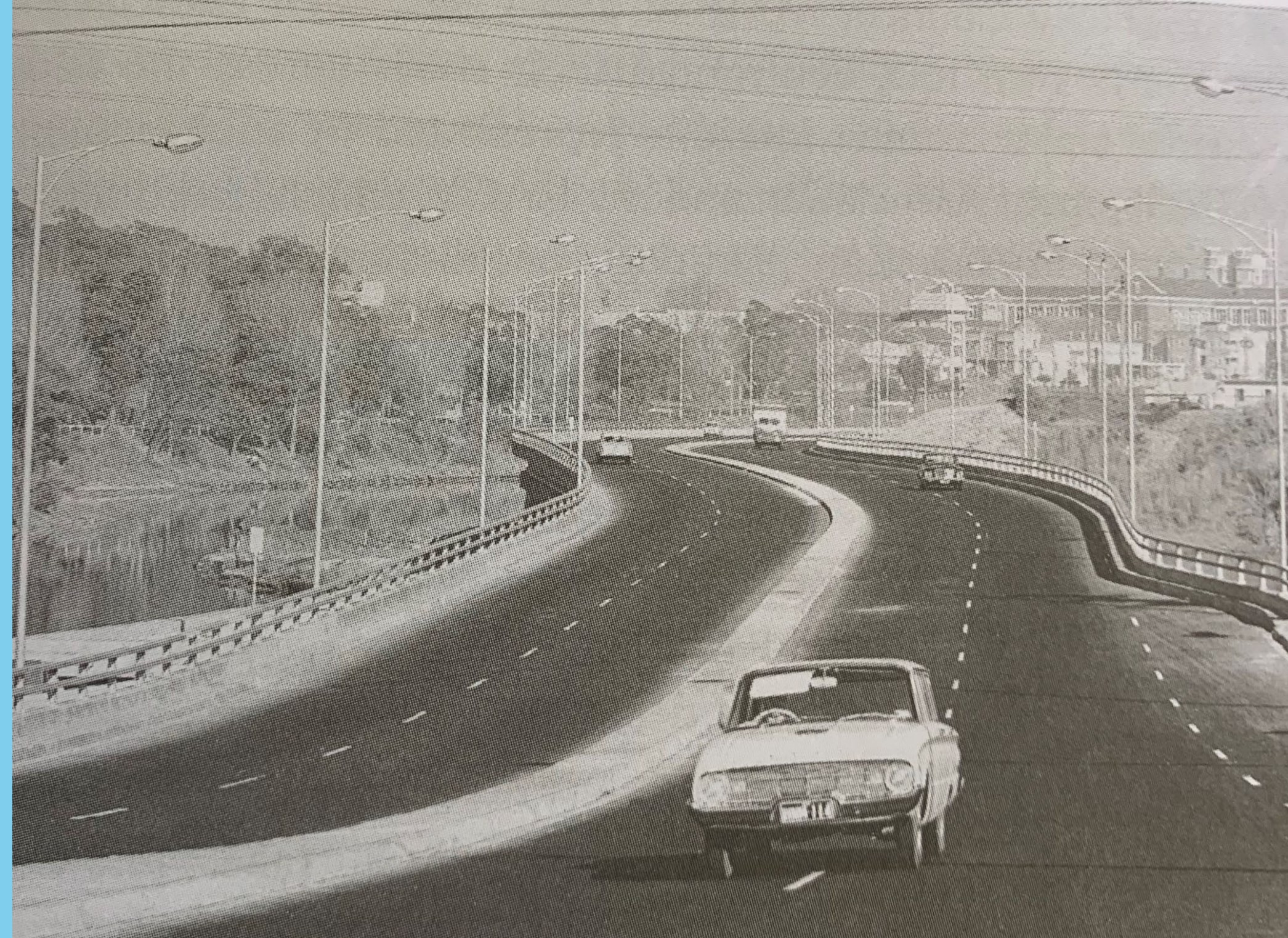
- Post WWII – Melbourne 'burst' out of its previous boundaries.
- Need to facilitate places of employment, education, leisure and shopping within the suburbs, closer to homes. Idea of 'Suburban Centres' took off.
- The car could now be used to access these locations. No longer did we need to rely on 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

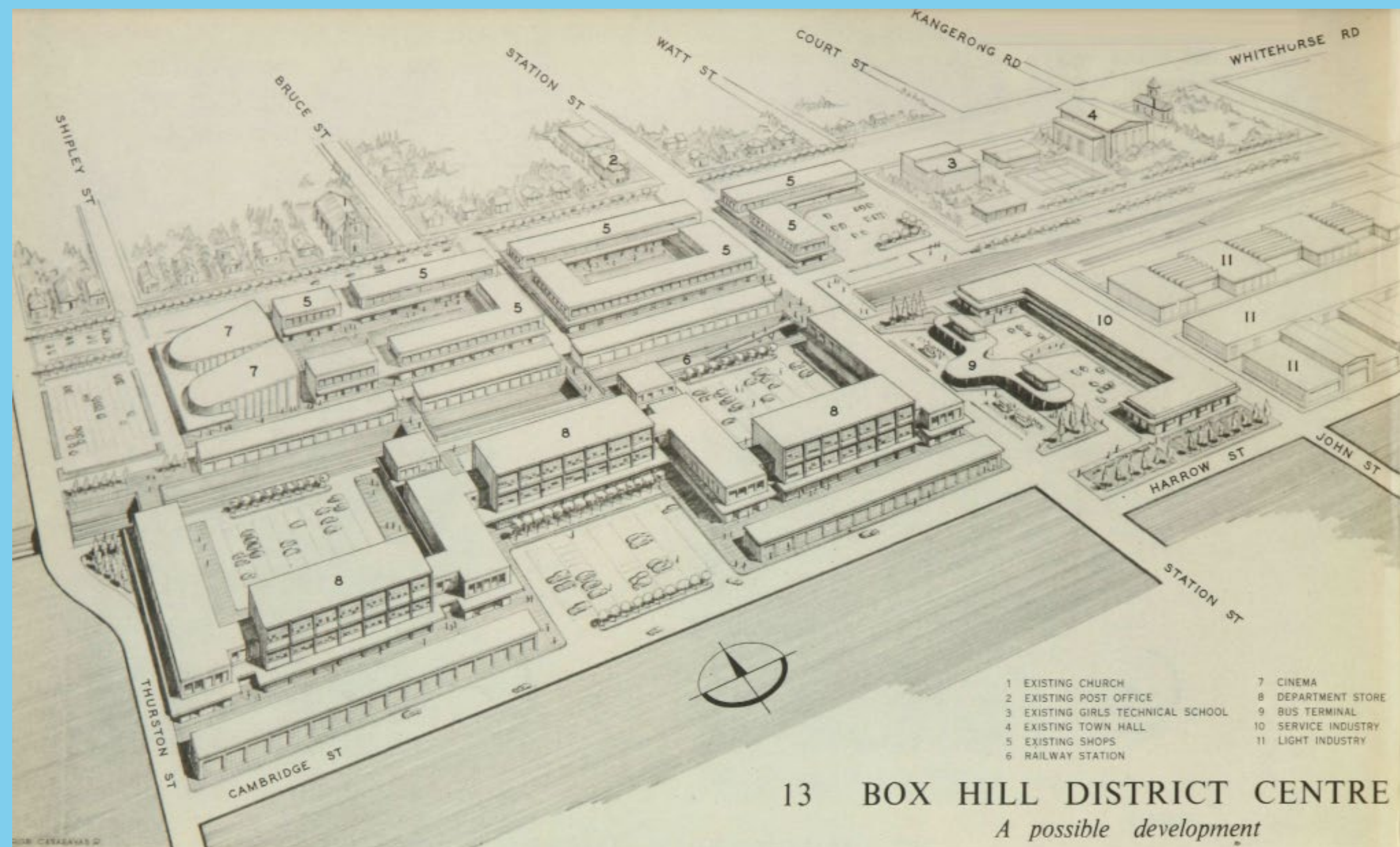
Table 3

ESTIMATED POPULATION IN ZONES OF
INFLUENCE OF DISTRICT CENTRES

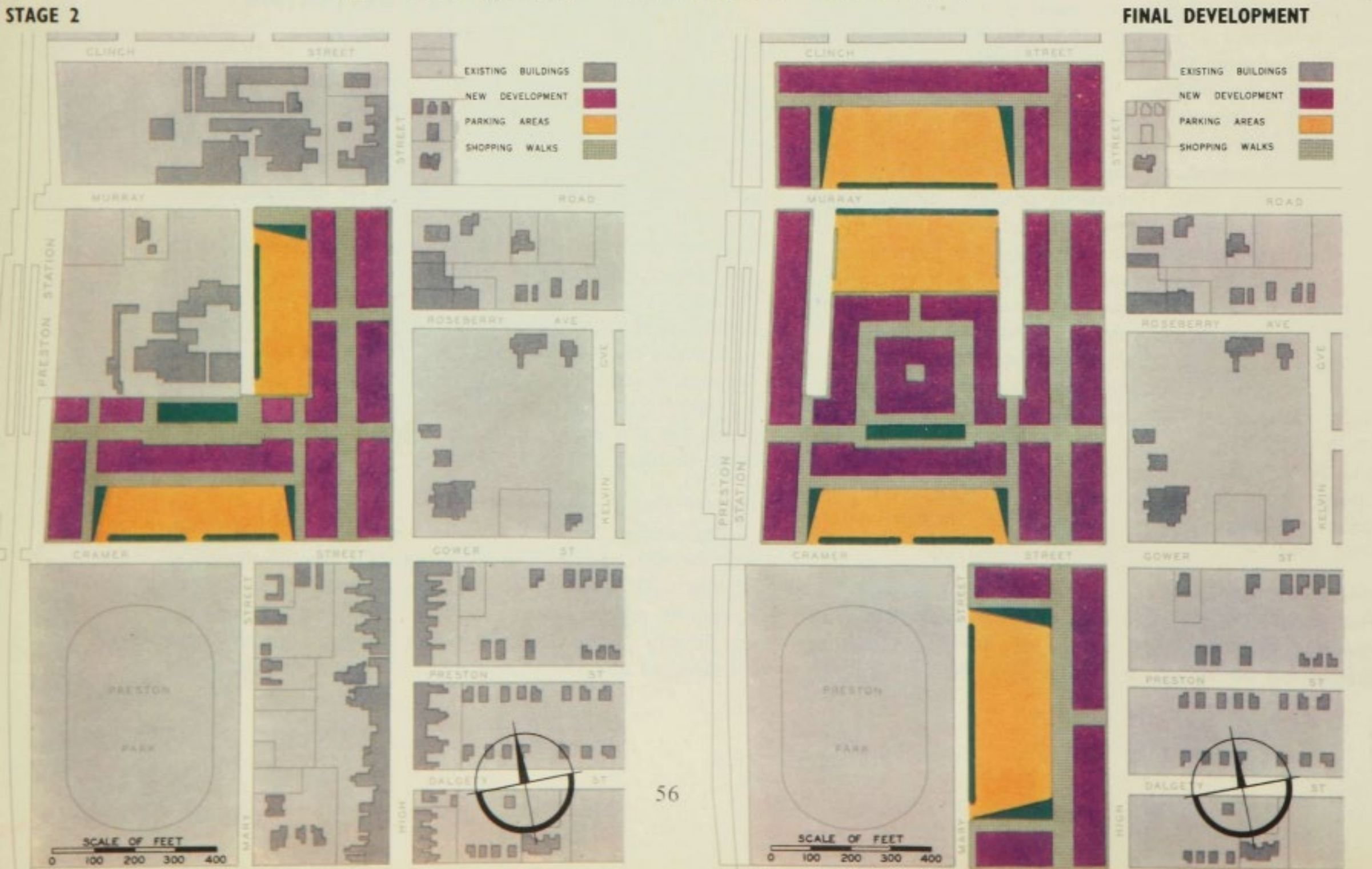
District centre		Estimated population zone of influence	
District	Municipality	Present	Ultimate
Western	Footscray	125,000	250,000
Northern	Preston	150,000	300,000
Eastern ⁽¹⁾	Box Hill	150,000	400,000
Southern	Moorabbin	180,000	300,000
South-eastern ⁽¹⁾	Dandenong	60,000	150,000

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



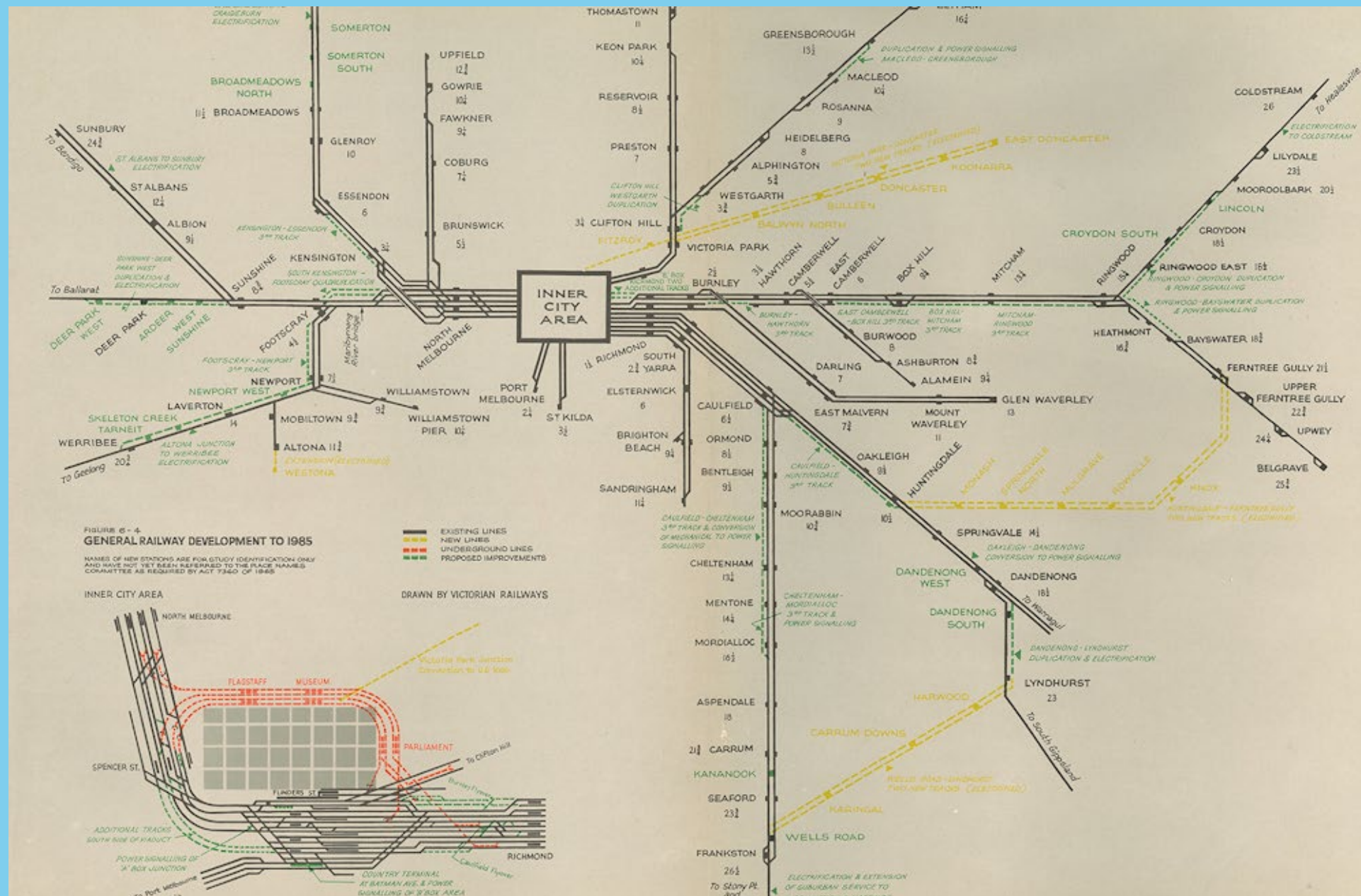
If such centres are to serve their purpose, the prime requisite is the provision of proper facilities and amenities for the convenience of users. These would include:

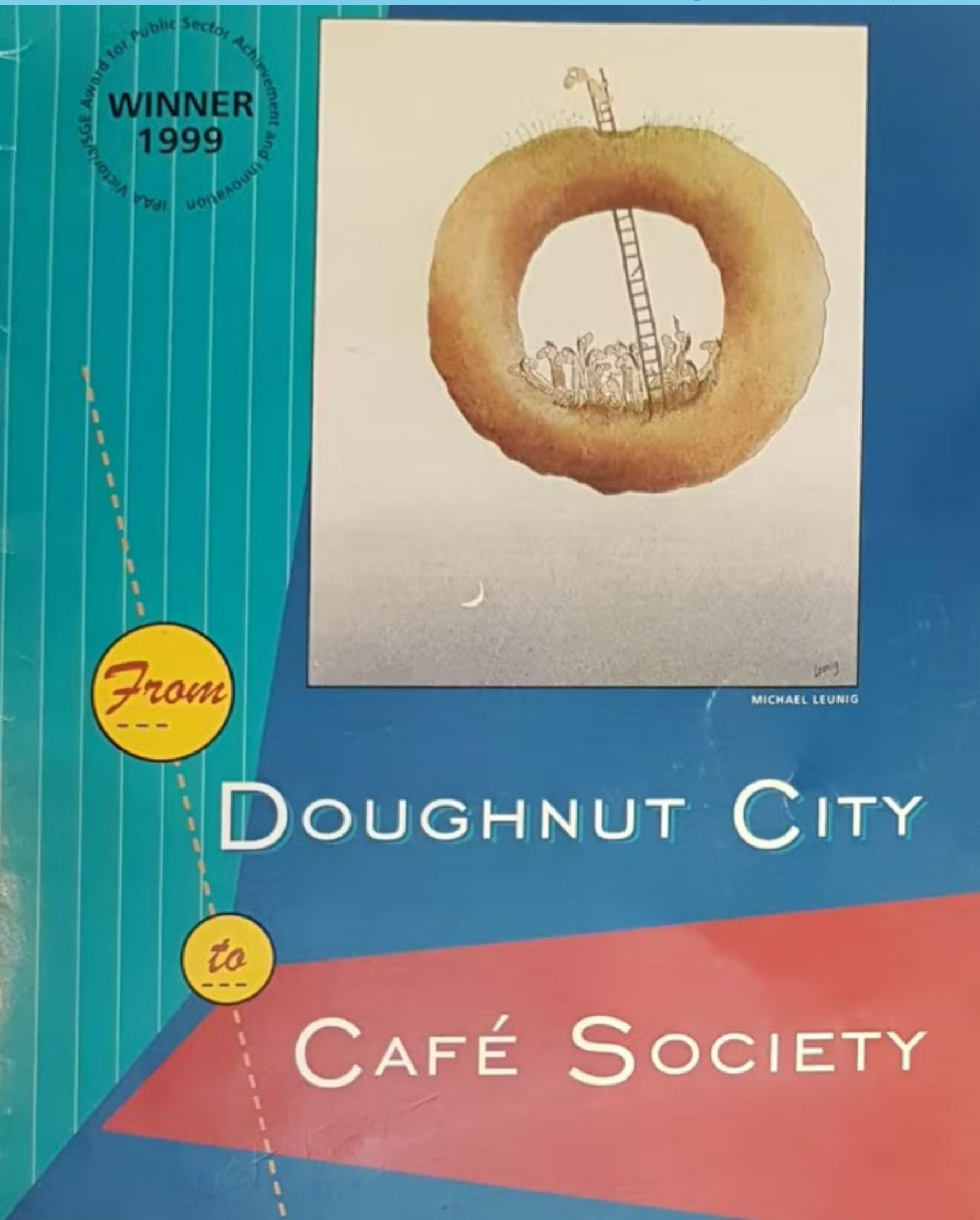
- (a) Conveniently located car parking facilities readily accessible from stores, shops and offices.
- (b) Terminal facilities for bus passengers with convenient access to the railway station.
- (c) Routing of traffic to minimise interference with shoppers.
- (d) Convenient and adequate locations for department stores.
- (e) Space for professional chambers, offices, and similar accommodation.
- (f) 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>





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

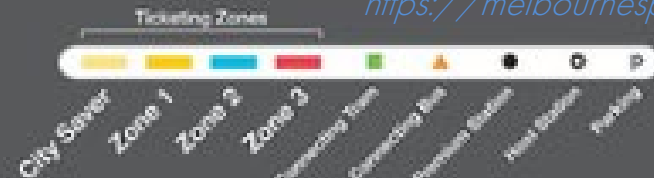
- Activity moved to the suburbs – corresponding slump in CBD activity.
- Melbourne became known as the ‘Donut City’.
- Public transport usage fell to low levels – Lonie Report (1980) recommending closing railway lines.
- Increasing proposals for ‘out of centre’ developments – challenged government’s 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.

Melbourne Train & Tram Network Map - 2006

Tram network map from 2006 Melway edition



Information



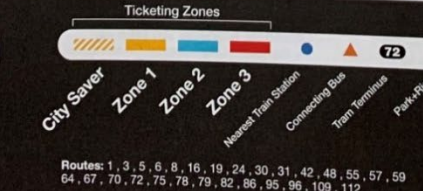
Make travel more convenient
Your Metcard can be used on train, tram and bus services throughout metropolitan Melbourne. Save time and pre-purchase your Metcard ticket. Remember to validate your Metcard before you start each journey.

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

Metcard Helpline (TTY) 1800 652 313



Information



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

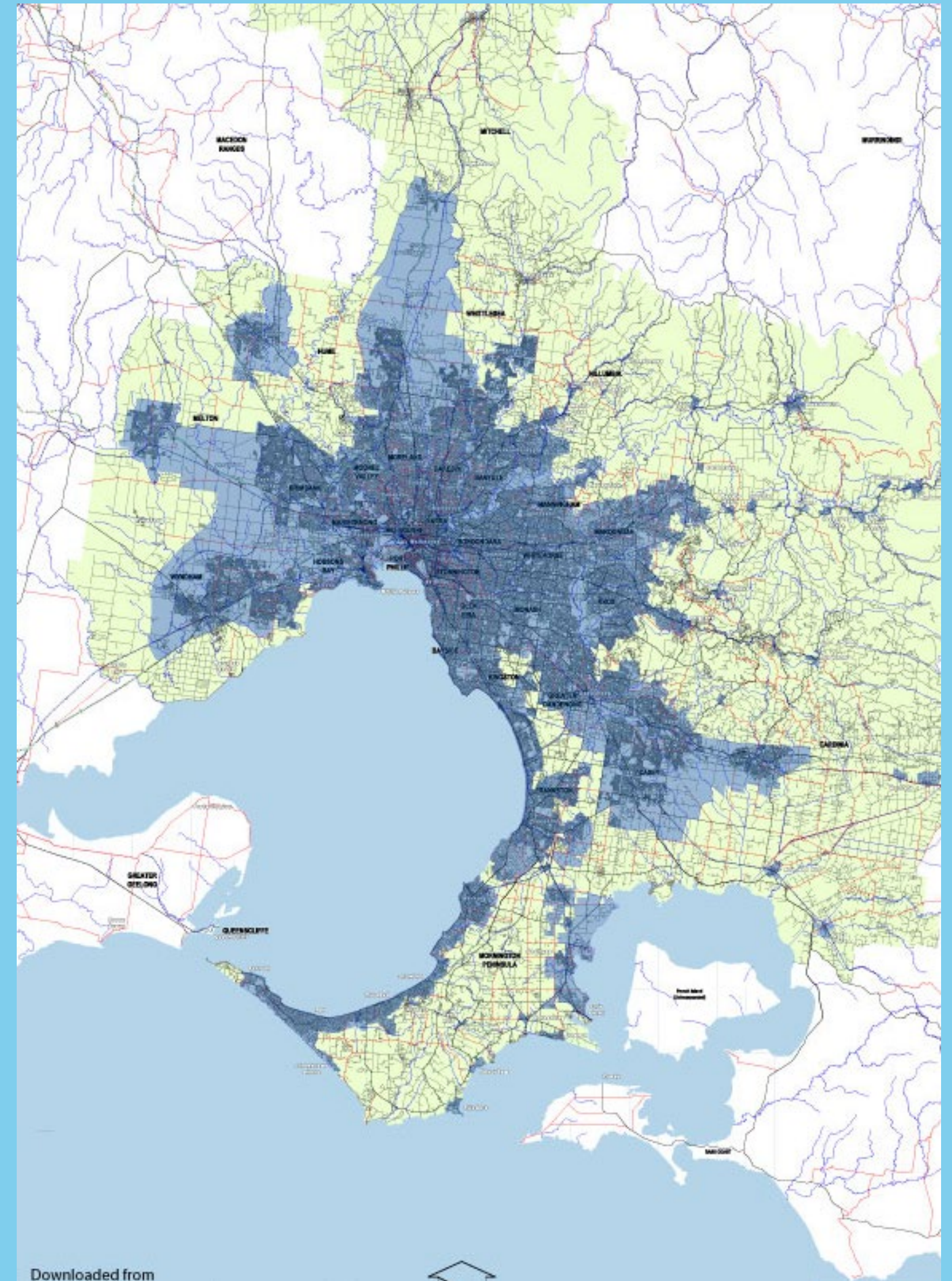
For Yarra Trams customer feedback and lost property call 1800 800 166 (8am-10pm daily) or visit www.yarratrams.com.au

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)

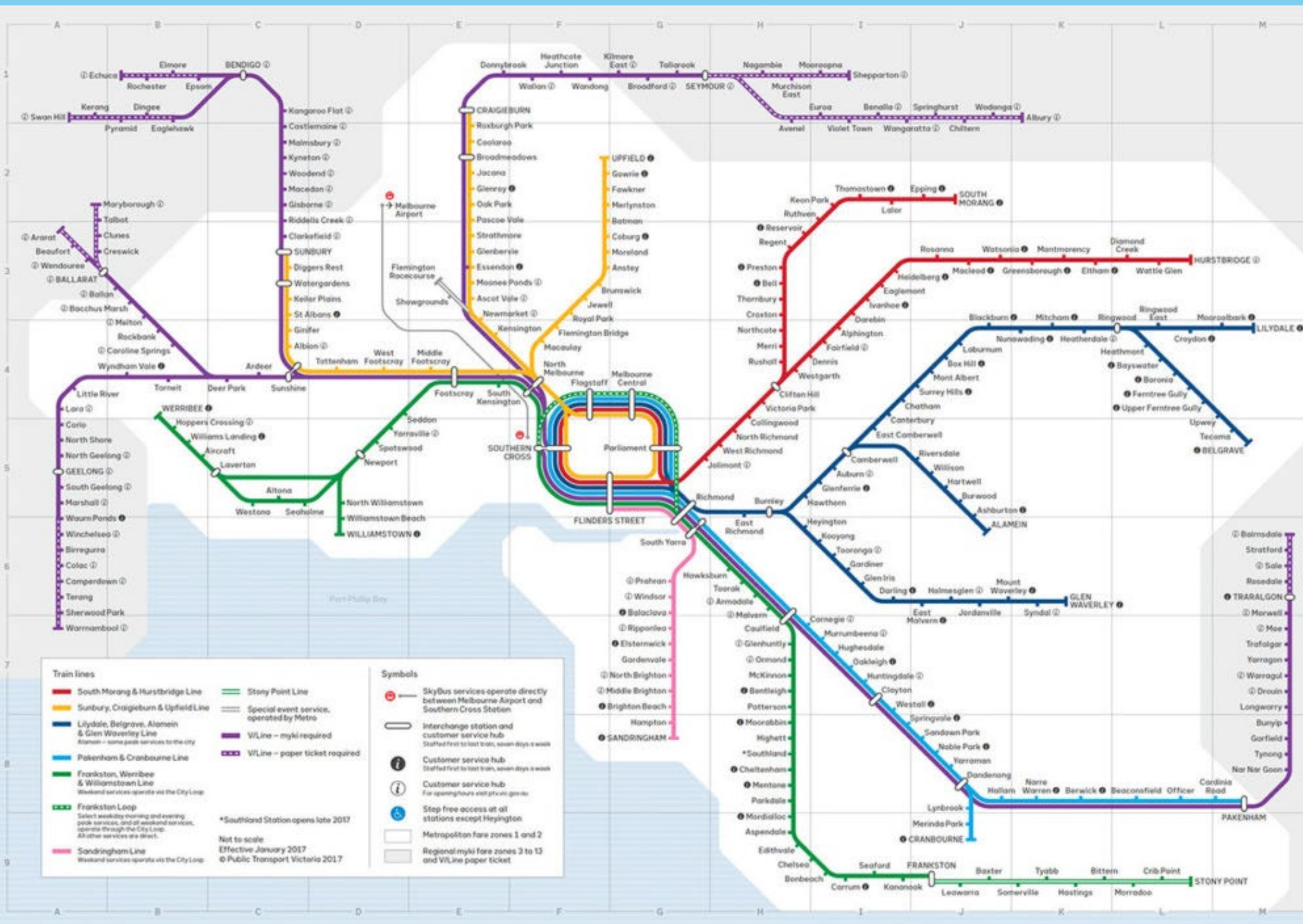
CONTEMPORARY MELBOURNE – CHALLENGES AND OPPORTUNITIES

- 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

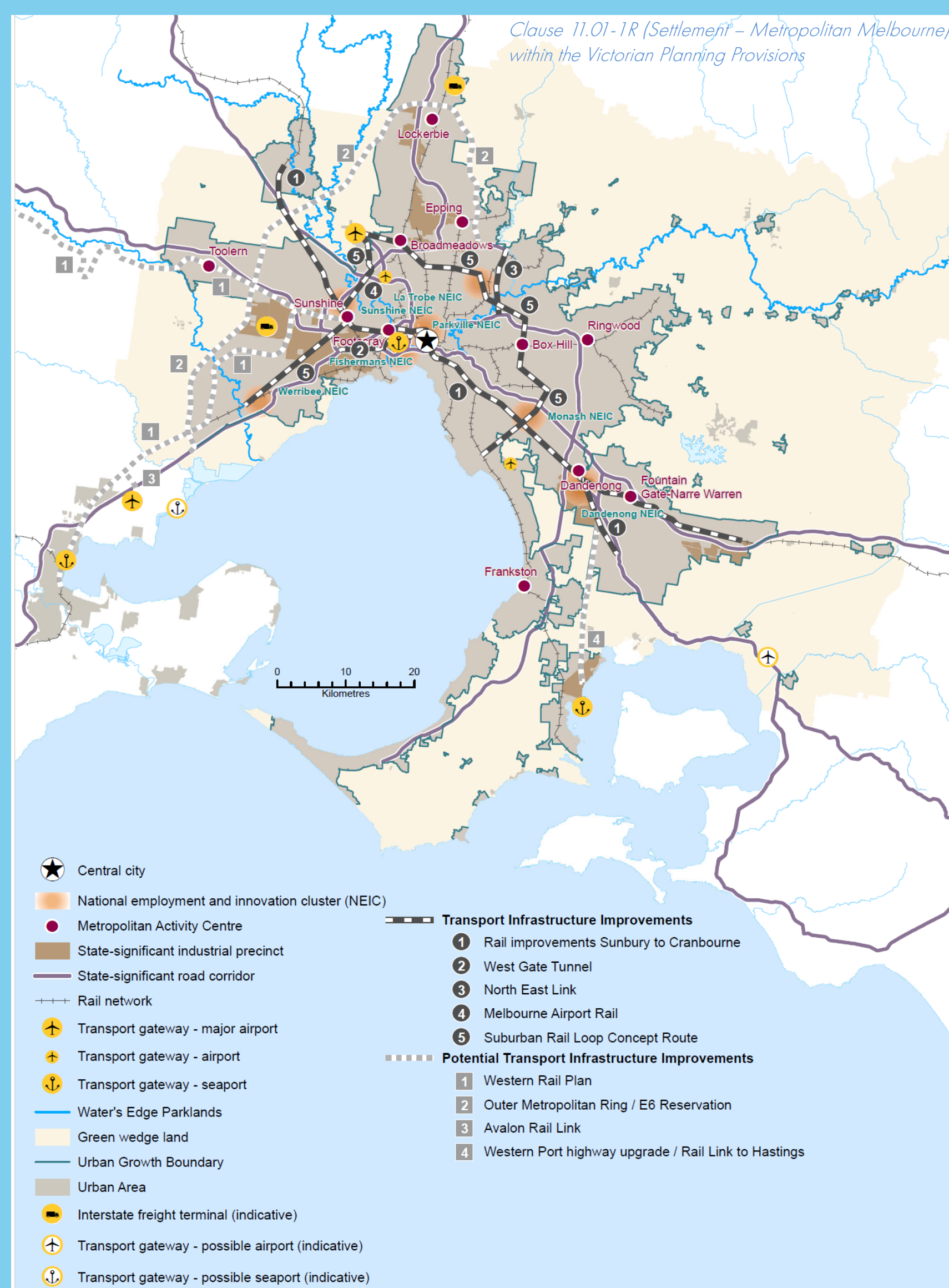


<https://www.ptv.vic.gov.au/more/maps/>



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

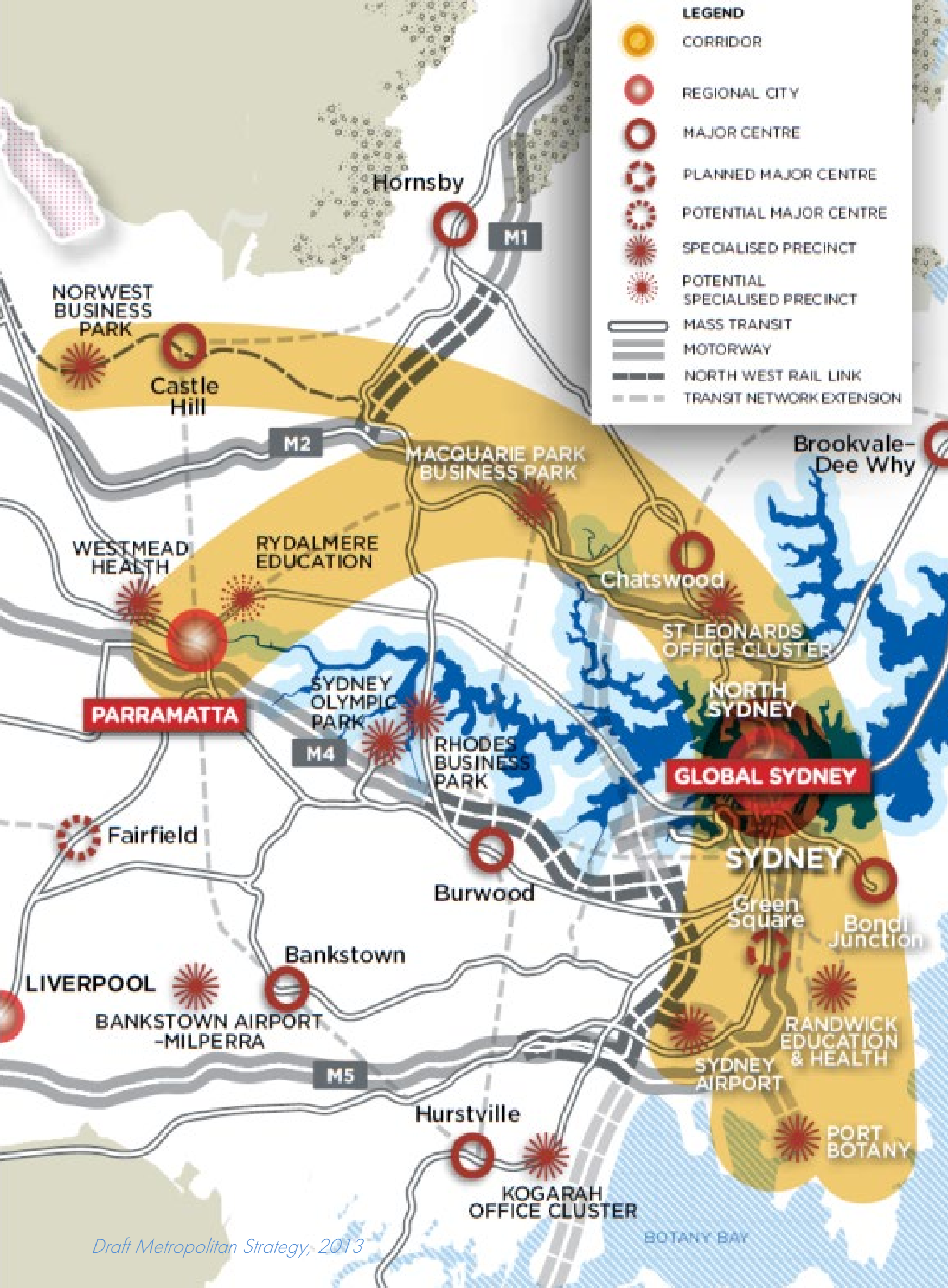


https://en.wikipedia.org/wiki/Box_Hill,_Victoria

**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)

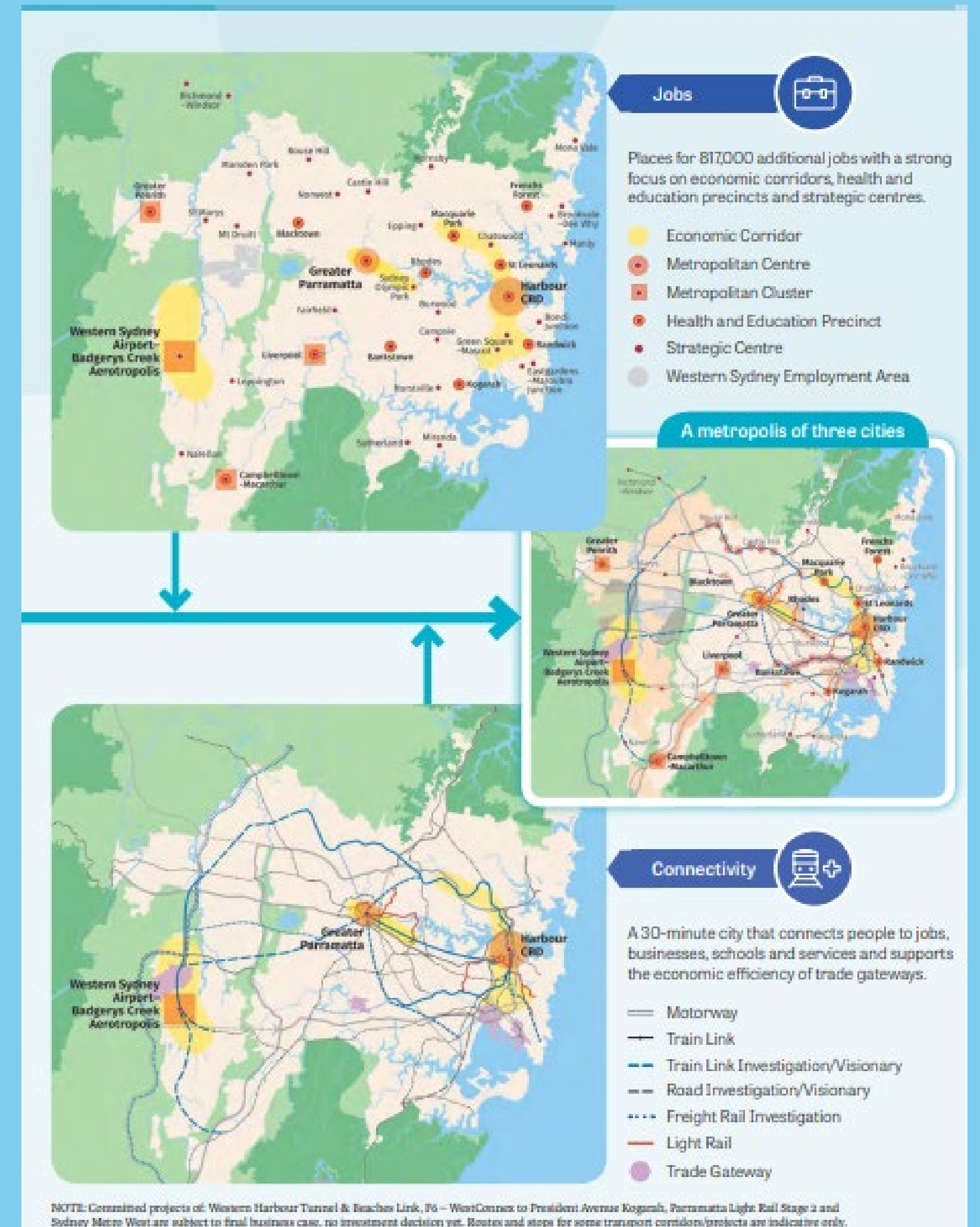


<https://infrastructuremagazine.com.au/2024/03/21/milestone-reached-for-parramatta-light-rail/>



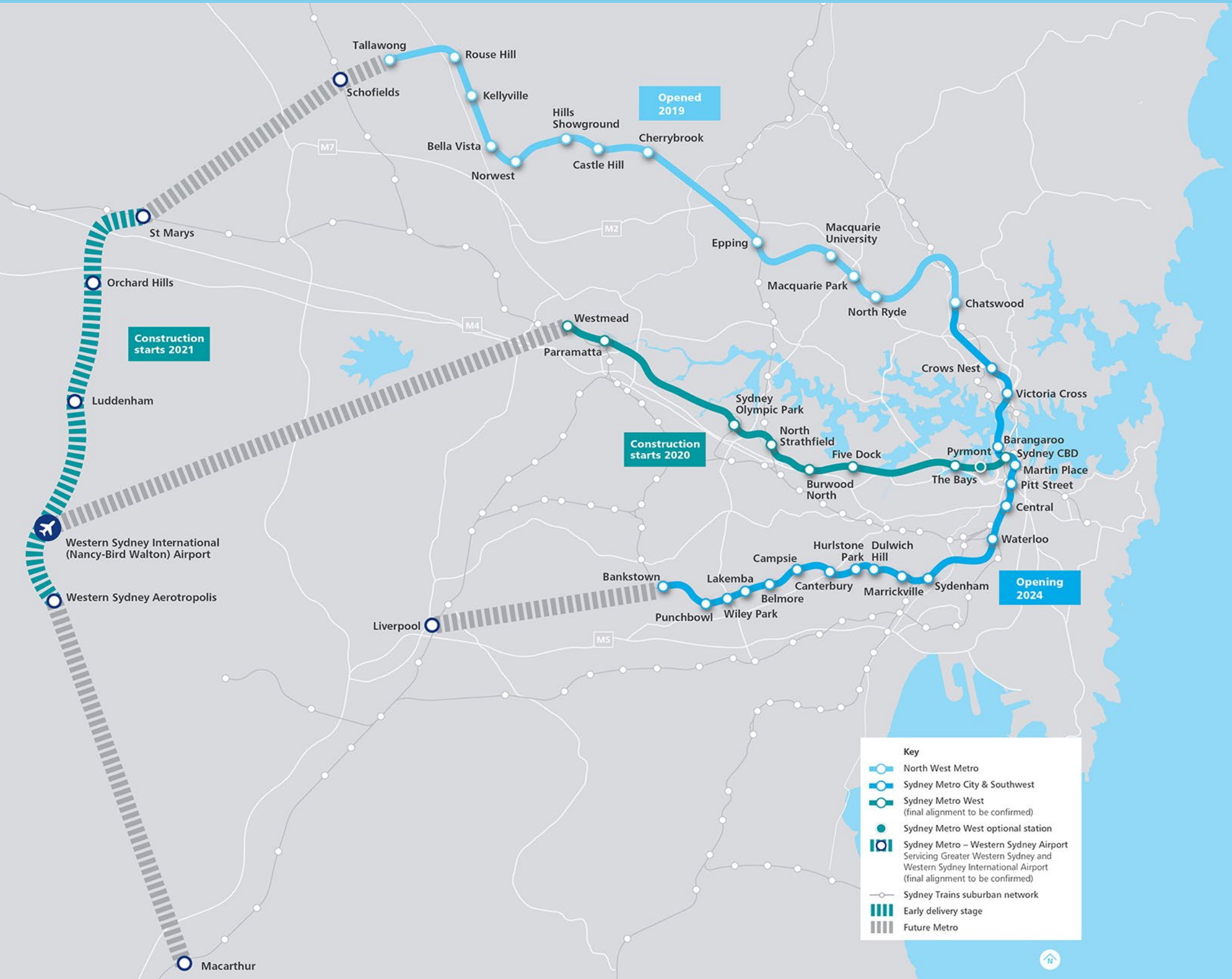
Greater Sydney Regional Plan, March 2018

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



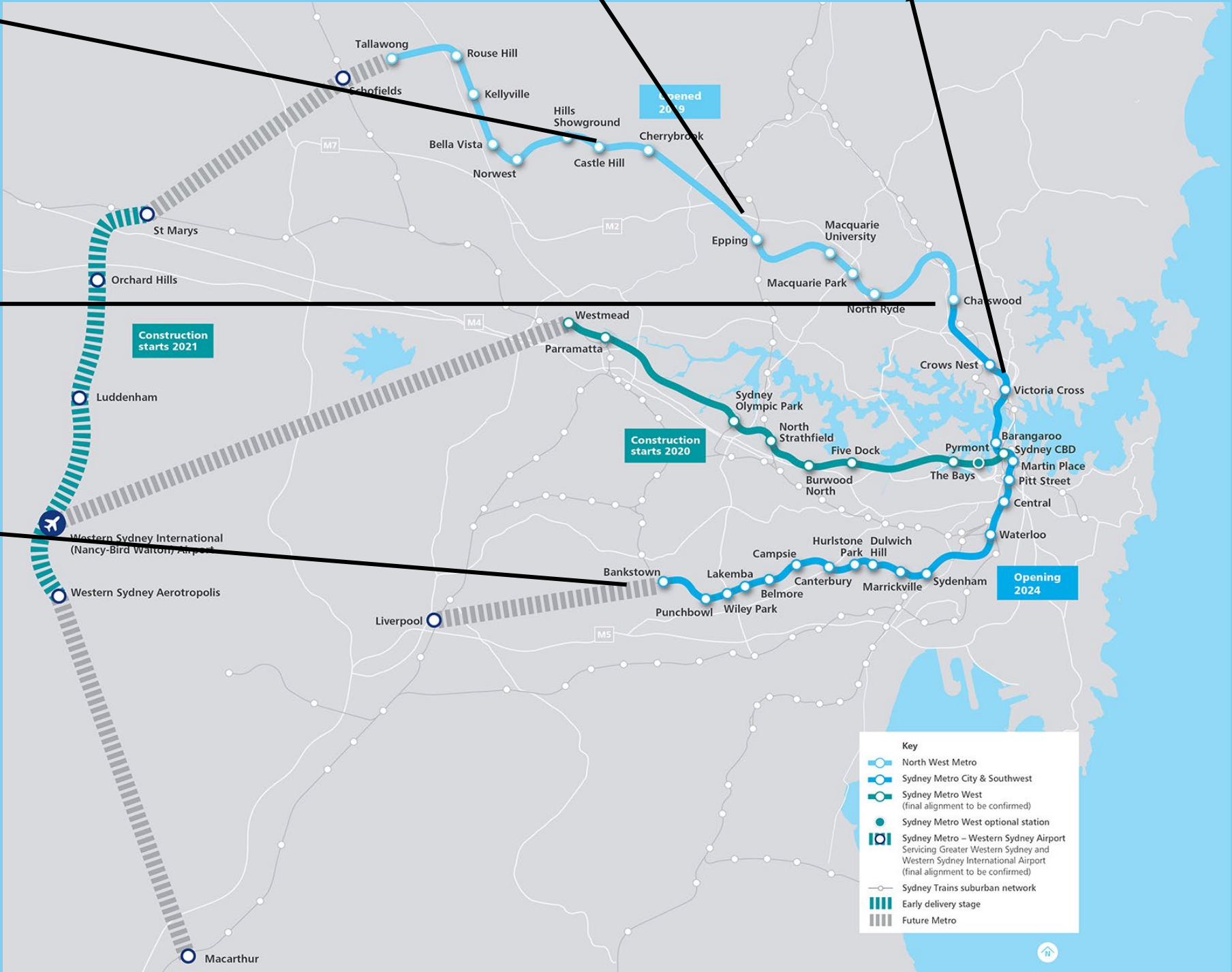
Victoria Cross
<https://www.builtinsydney.com/victoria-cross-metro-tower-proposal-north-sydney/>



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



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



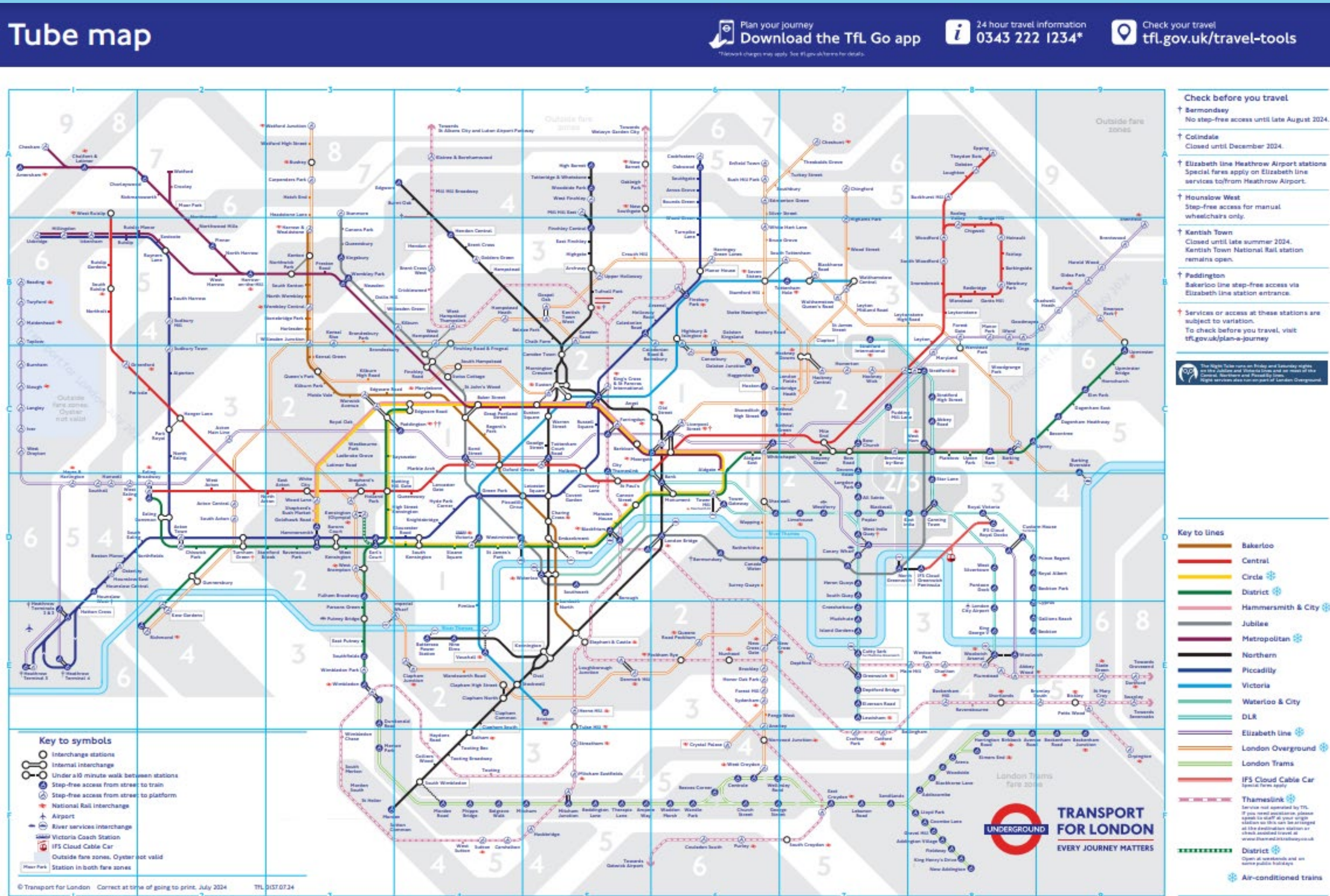
<https://www.planning.nsw.gov.au/assess-and-regulate/state-significant-projects/sydney-metro/overview>

CASE STUDY

– LONDON

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

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





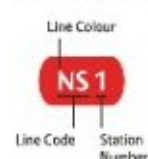
System Map

https://www.lta.gov.sg/content/ltagov/en/getting_around/public_transport/rail_network.html



Legend

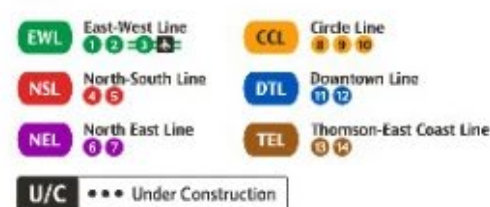
Station Code



Interchange Code



MRT



LRT



Other Transport Modes



SM-15-06-EN

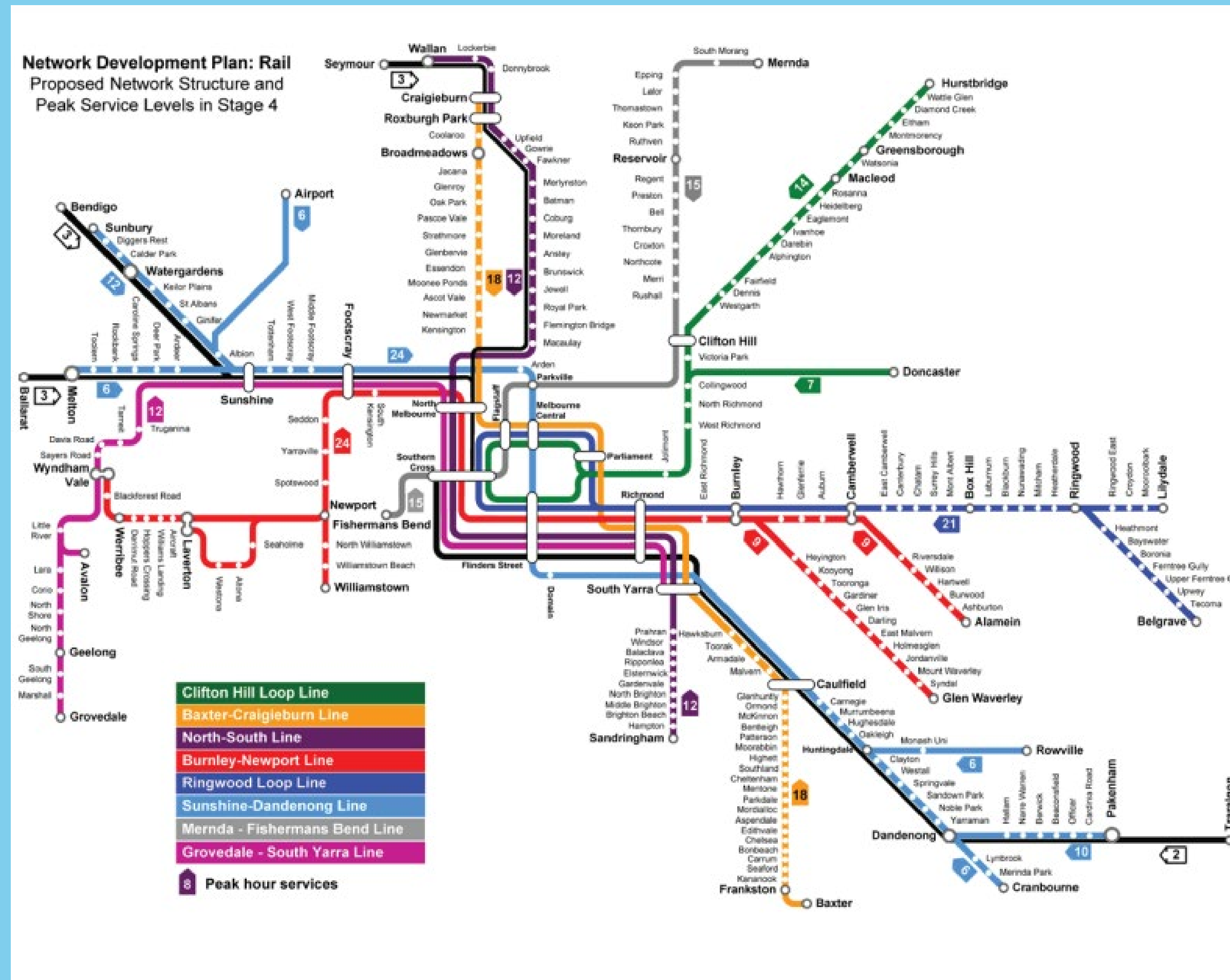
© 2024 Land Transport Authority Singapore

CASE STUDY – SINGAPORE

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

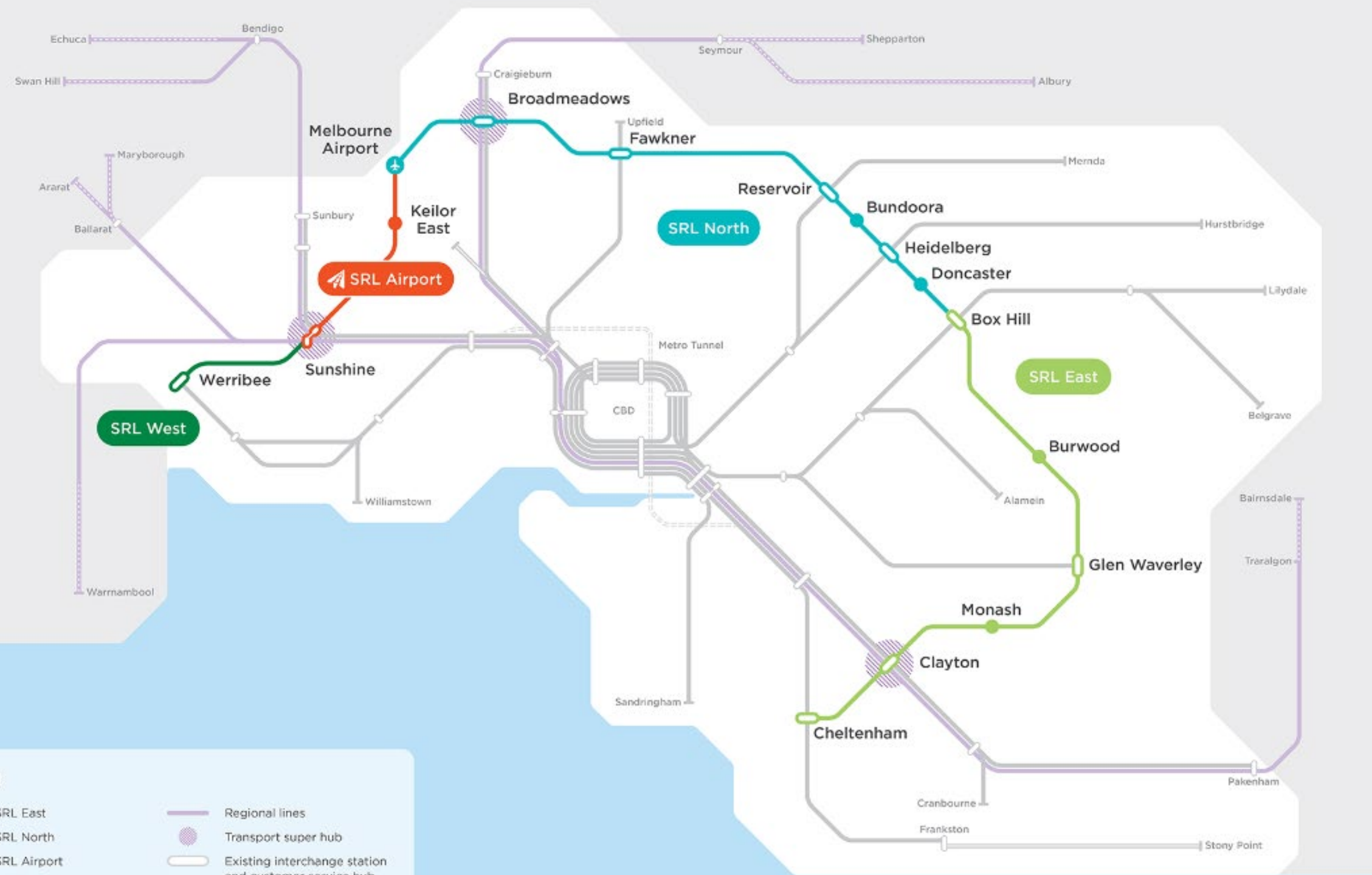
CREATING A 'METRO STYLE' TRANSPORT NETWORK

- *Network Development Plan – Metropolitan Melbourne* (December 2012) sought to 'untangle'.
- Create new capacity into CBD (Metro 1, previous projects such as Regional Rail Link).
- Envisions a 'Metro 2'.
- New Suburban Connections (Airport, Doncaster, Rowville).
- Increased frequencies & reliability at its core.
- Continued to focus on a Radial City.
- Become clear that in a Polycentric City, there was a need for new cross town connections.



Network Development Plan – Metropolitan Melbourne (December 2012)

SUBURBAN RAIL LOOP



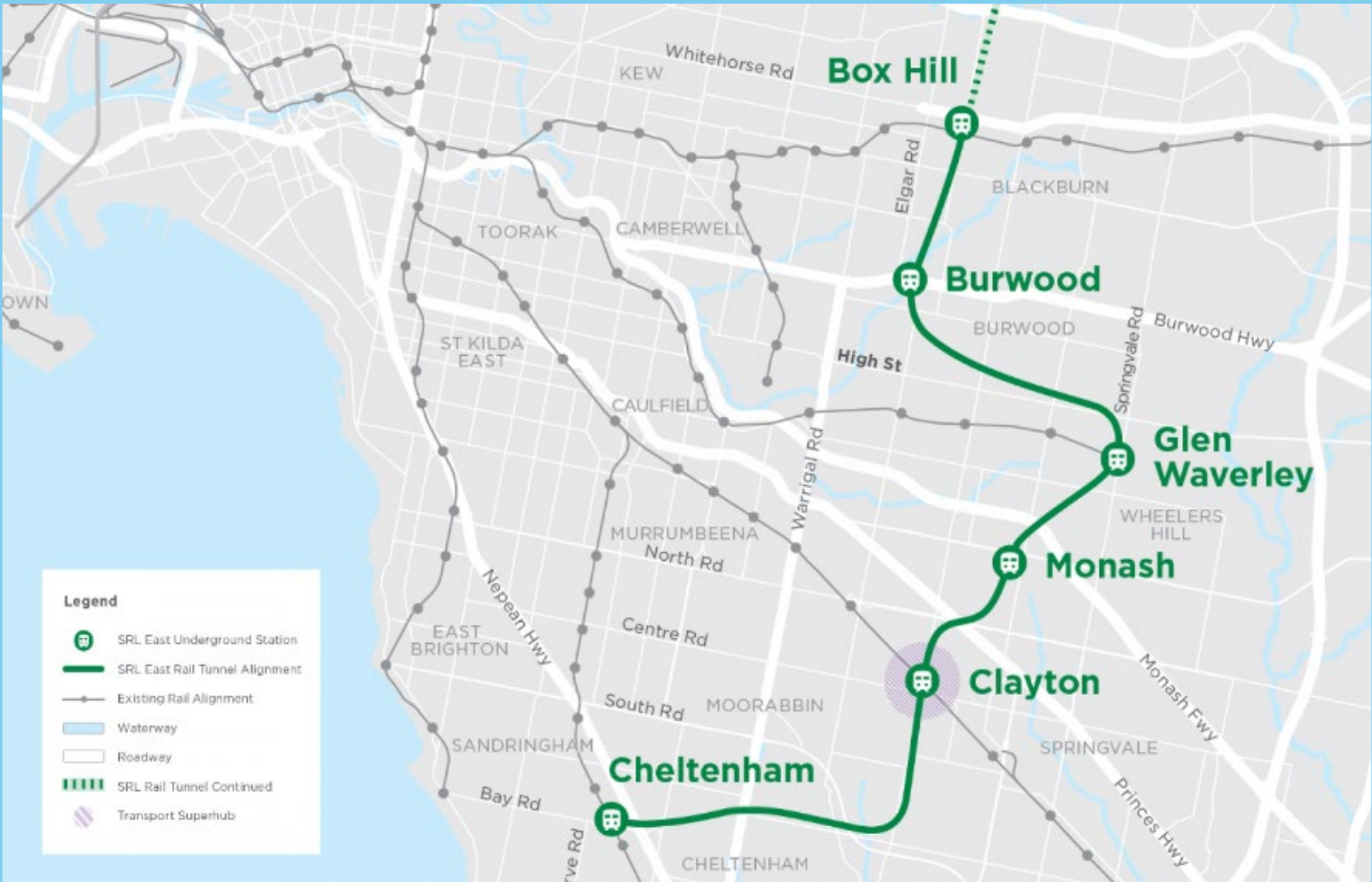
For illustrative purposes, subject to further detailed technical investigations and

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

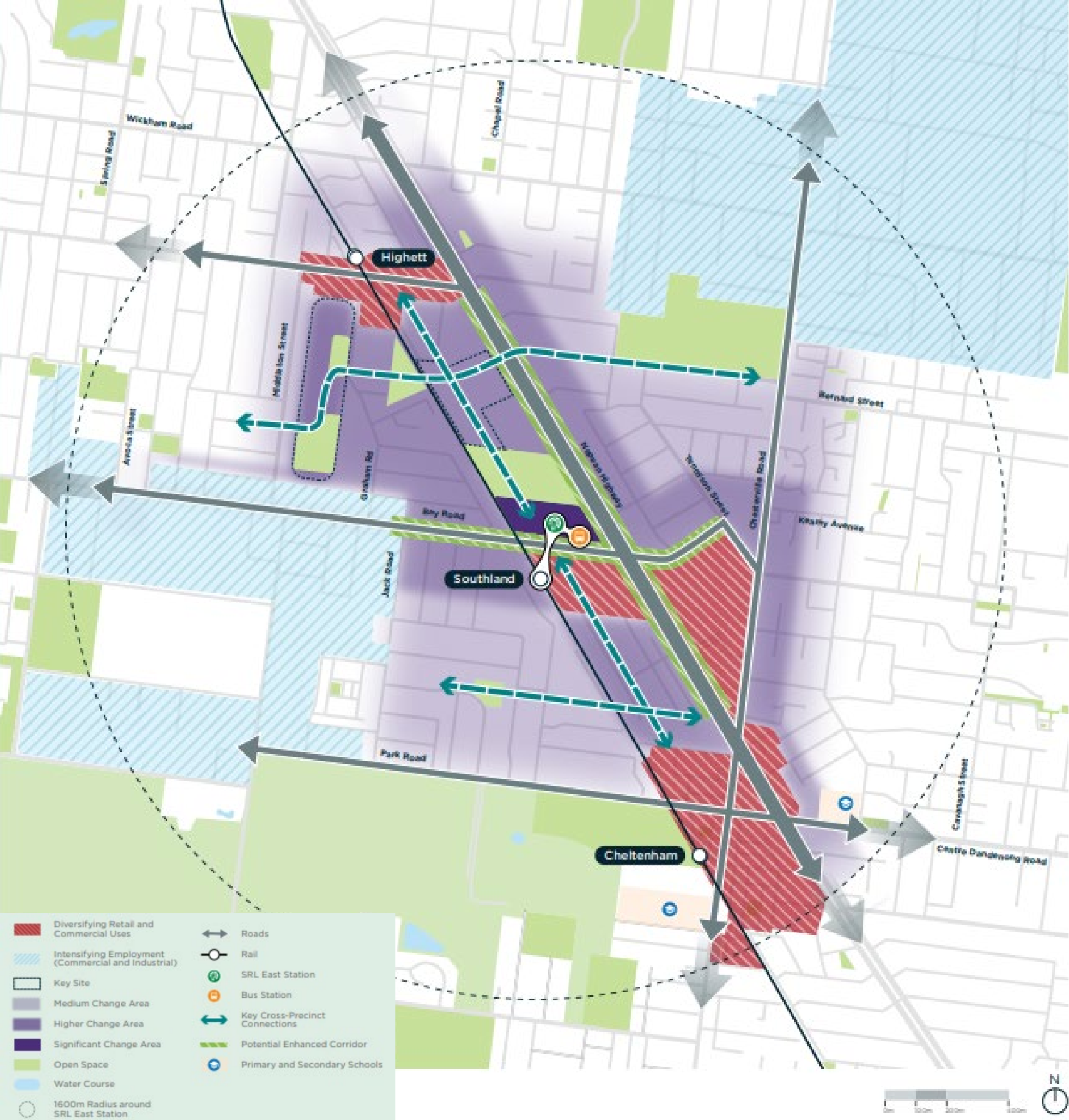
- Box Hill to Cheltenham.
- Four connections to existing rail (Box Hill, Glen Waverley, Clayton, Cheltenham).
- Two new stations at universities (Monash, Deakin Burwood).
- SRL East estimated to cost \$34b.
- SRL East to open by 2035.



Suburban Rail Loop Business Case

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



CHELTENHAM

- 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.

Table 6-1: SRL East Precinct activity

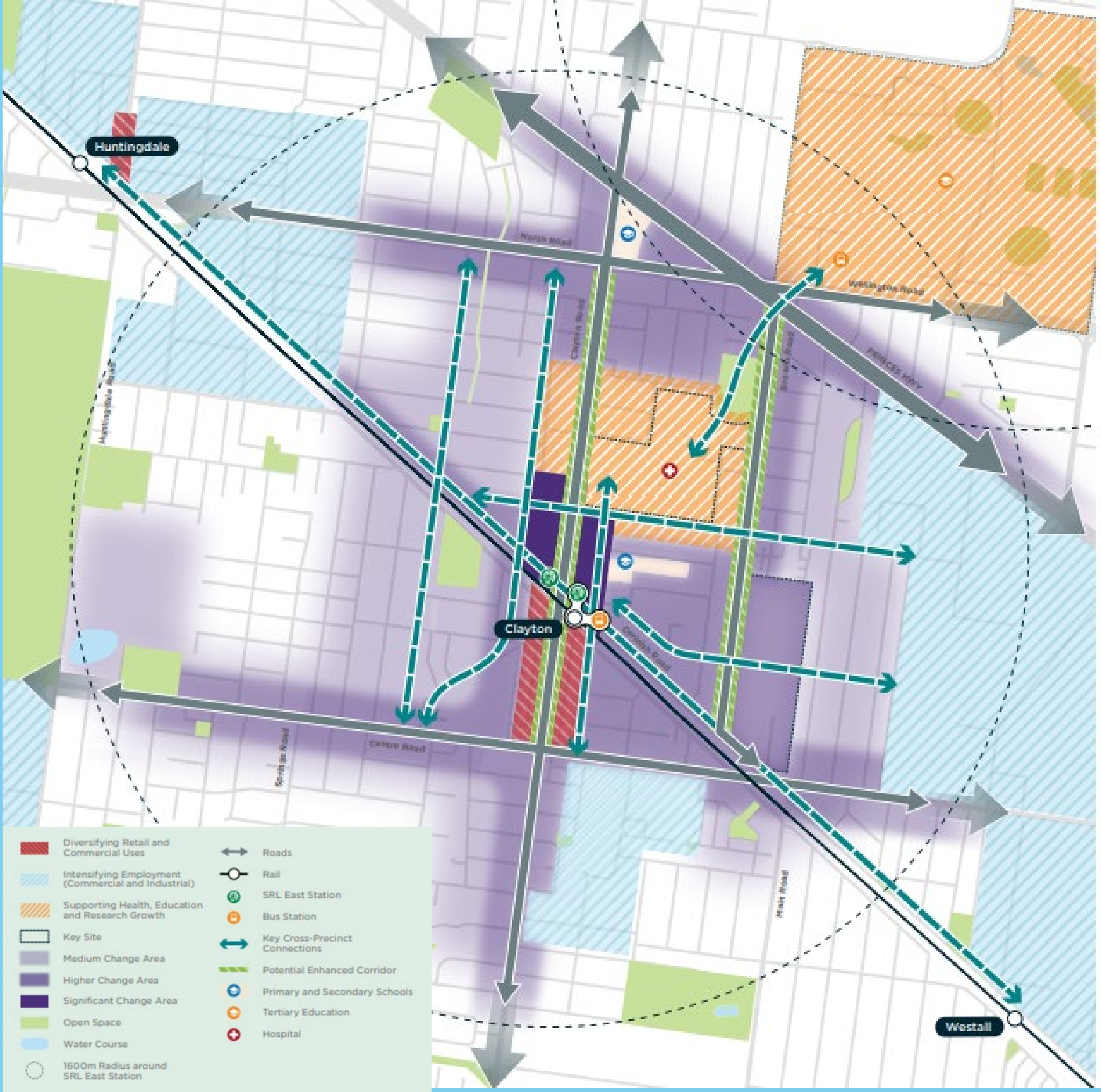
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CLAYTON

- ‘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.

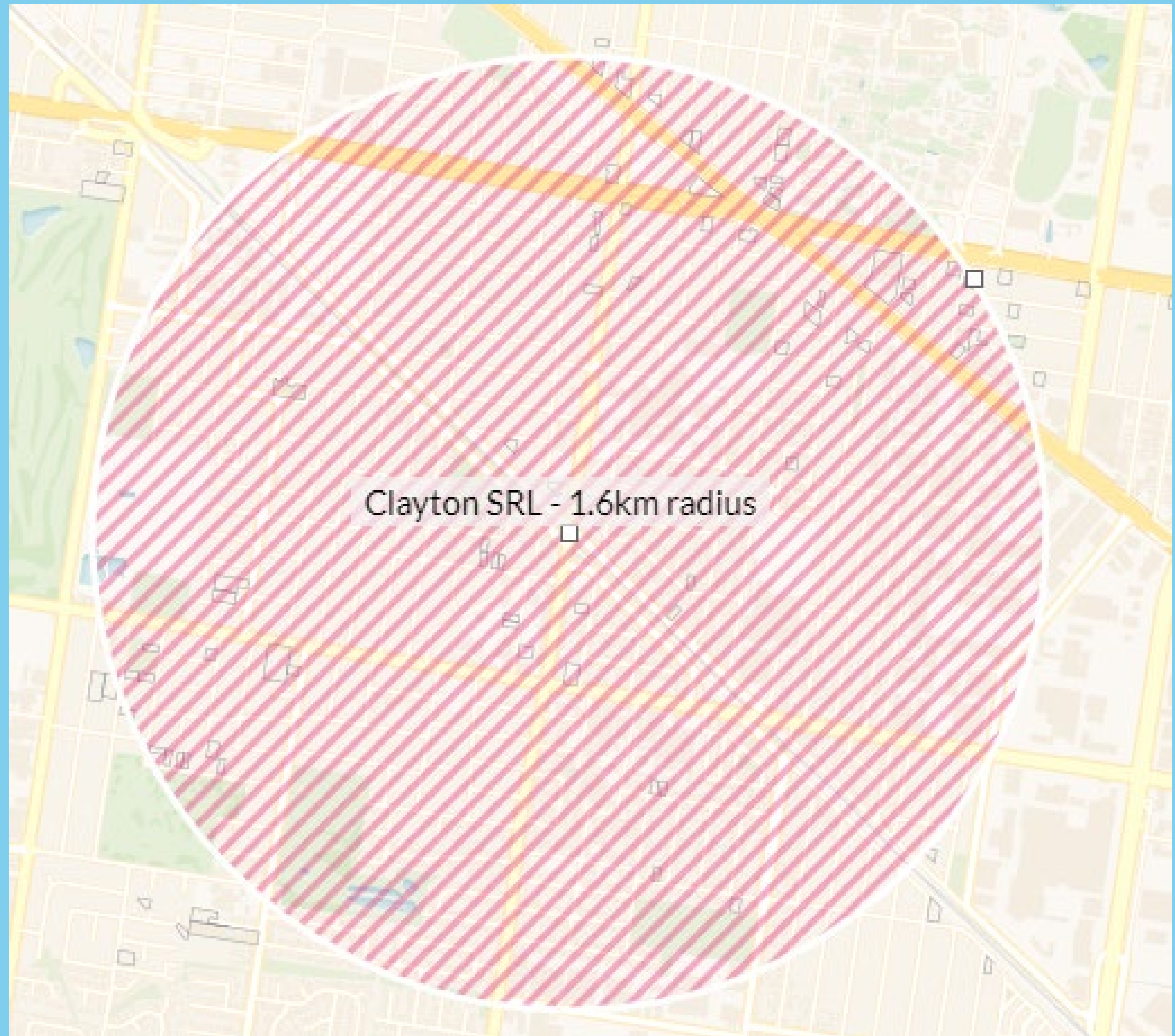
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CLAYTON

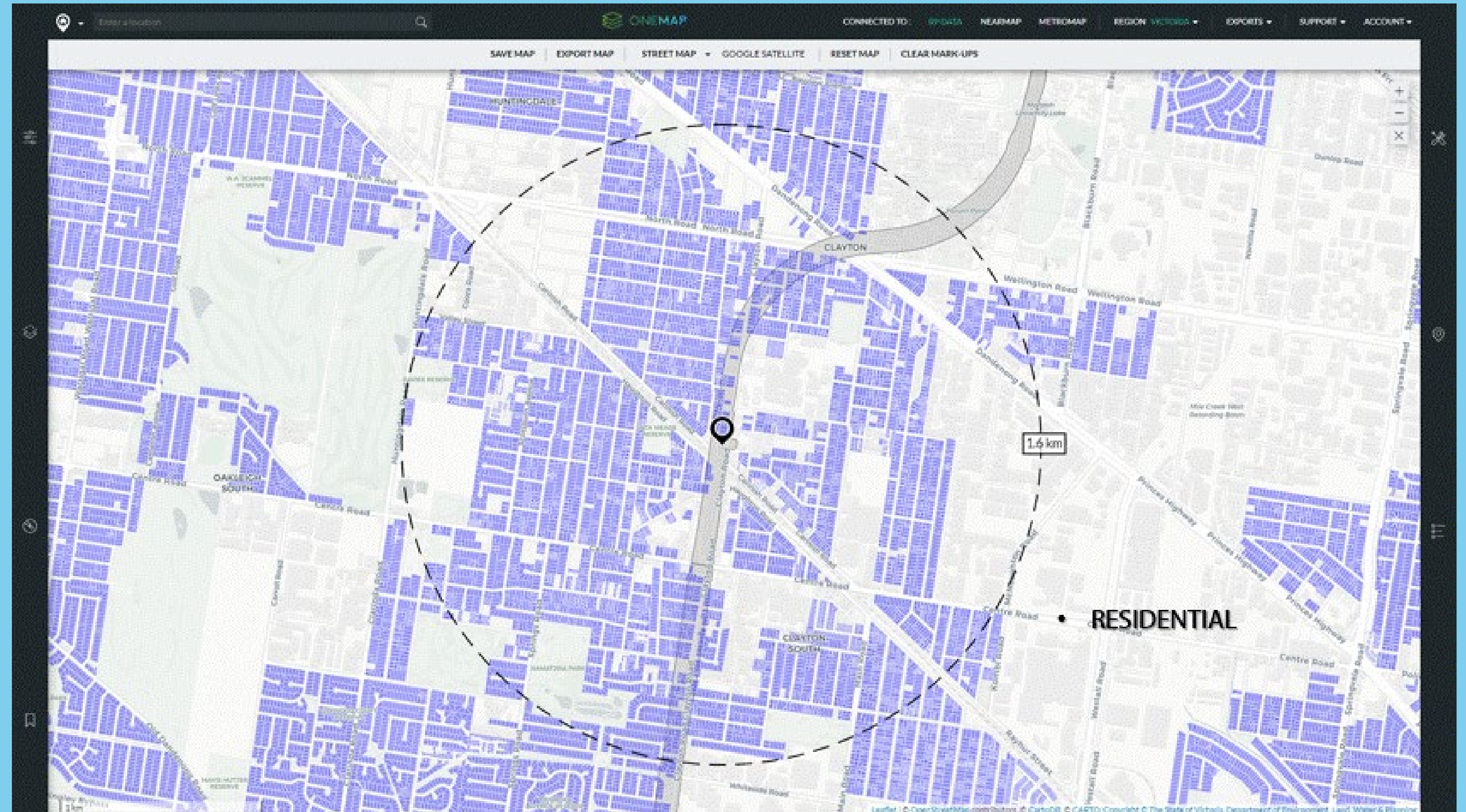
- Analysis of:
 - Sites within 1.6km of Clayton SRL.
 - Width of 20m or more.
 - Located within a Residential Zone.
 - Not further subdivided (ie. With existing units etc).
 - Excludes sites with constraints such as heritage, flooding, potential contamination or affected by Cultural Heritage Sensitivity

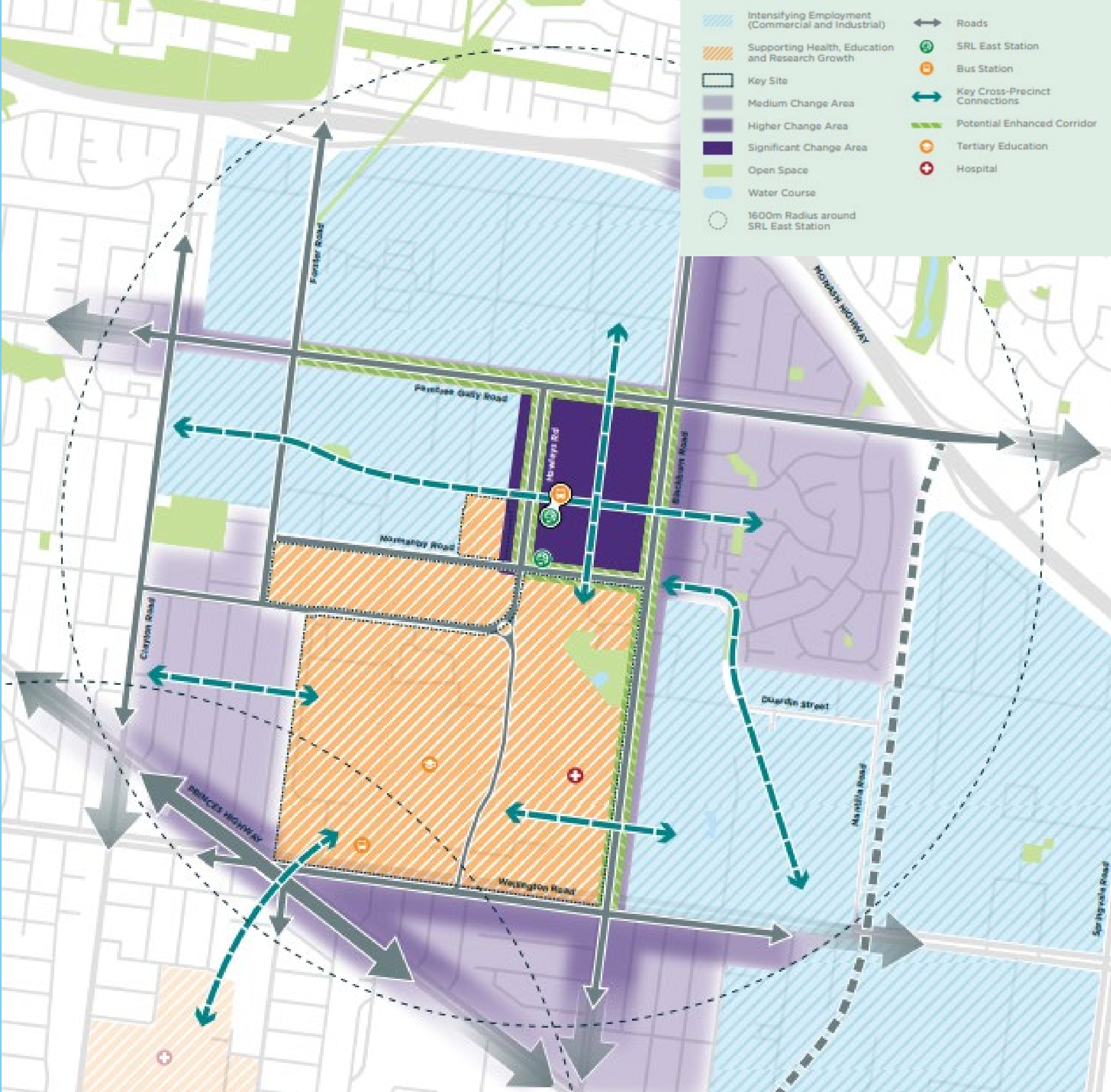


CLAYTON



- 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

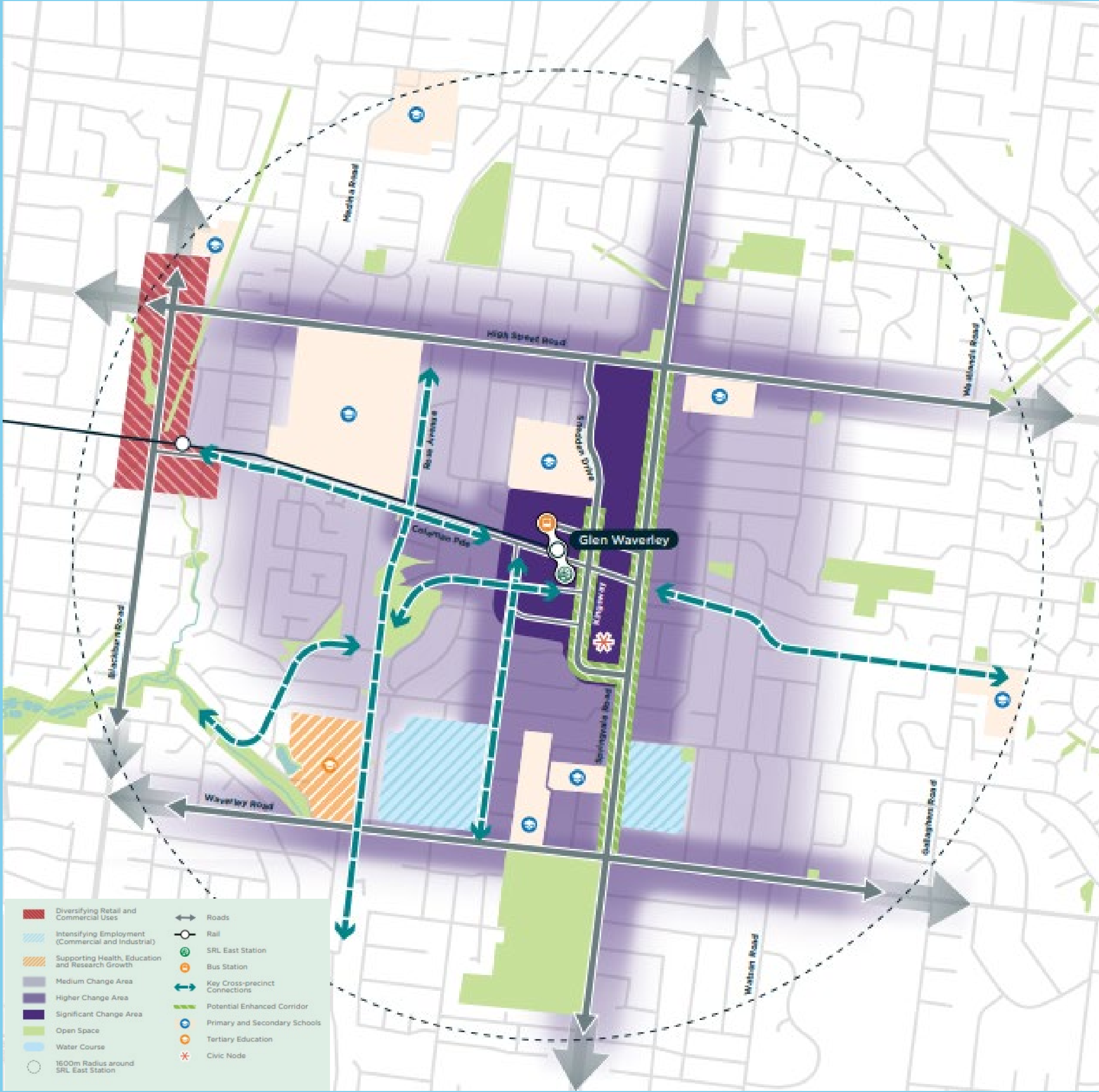
Precinct	Population 2018	Population 2056 with SRL East	Jobs 2018	Jobs 2056 with SRL East	Activity* increase (2018-2056) with SRL East	Comparable Precinct activity* (in 2056) with SRL East
Cheltenham	20,500	52,500	16,500	36,500	147 per cent	Cremorne Hawthorn
Clayton	23,000	55,000	21,000	57,500	155 per 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

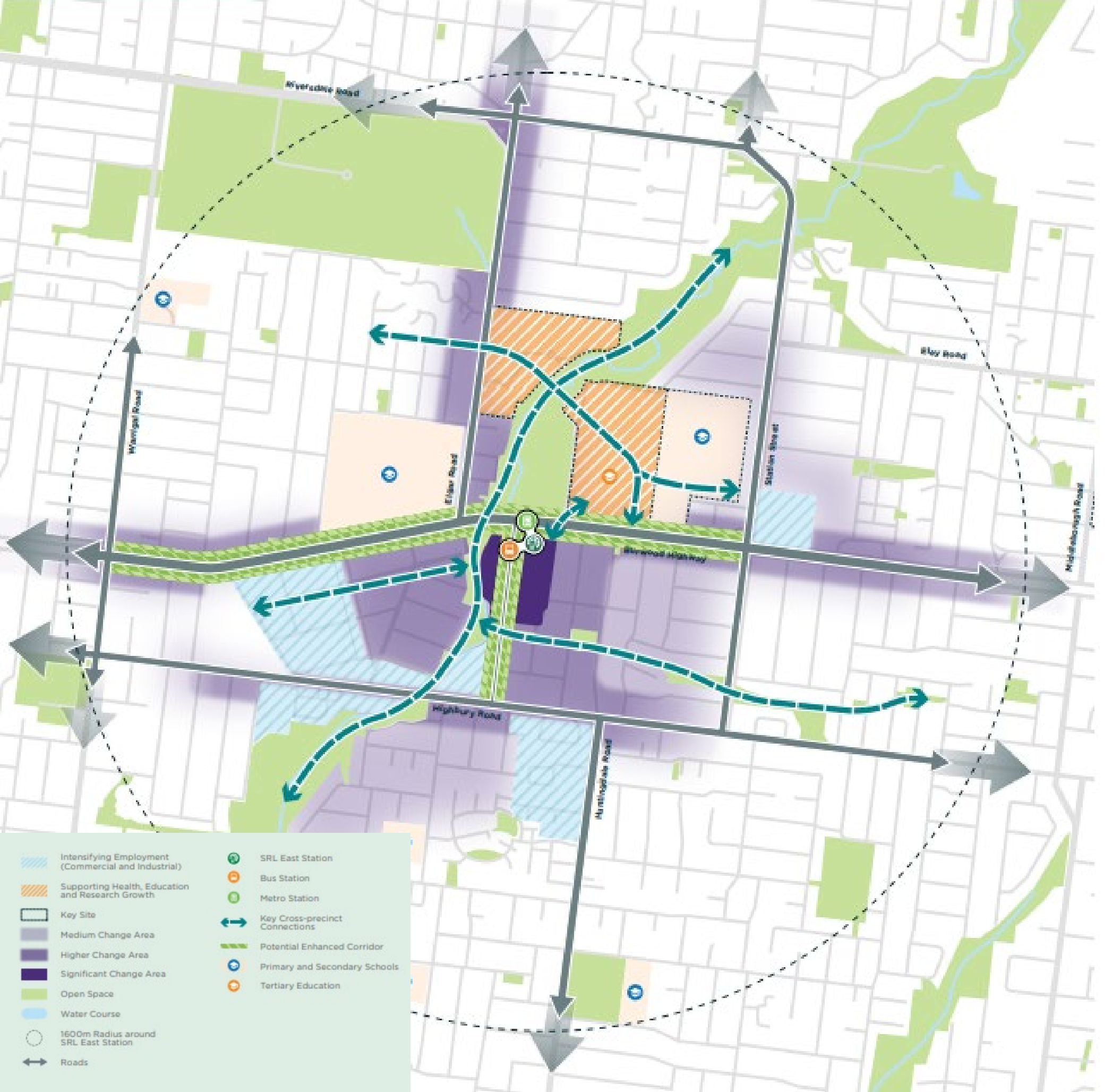
GLEN WAVERLEY

- 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
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





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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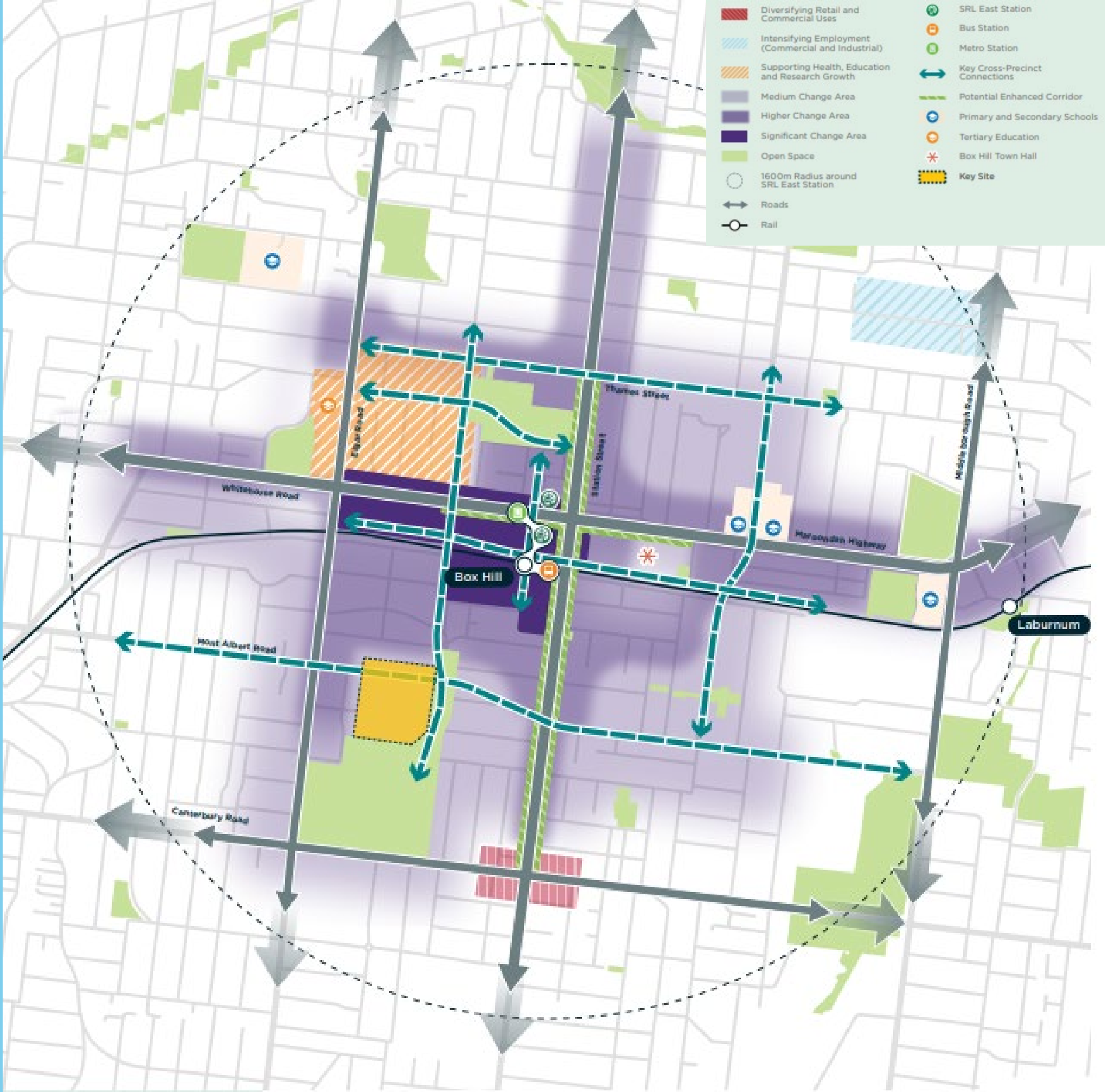
BOX HILL

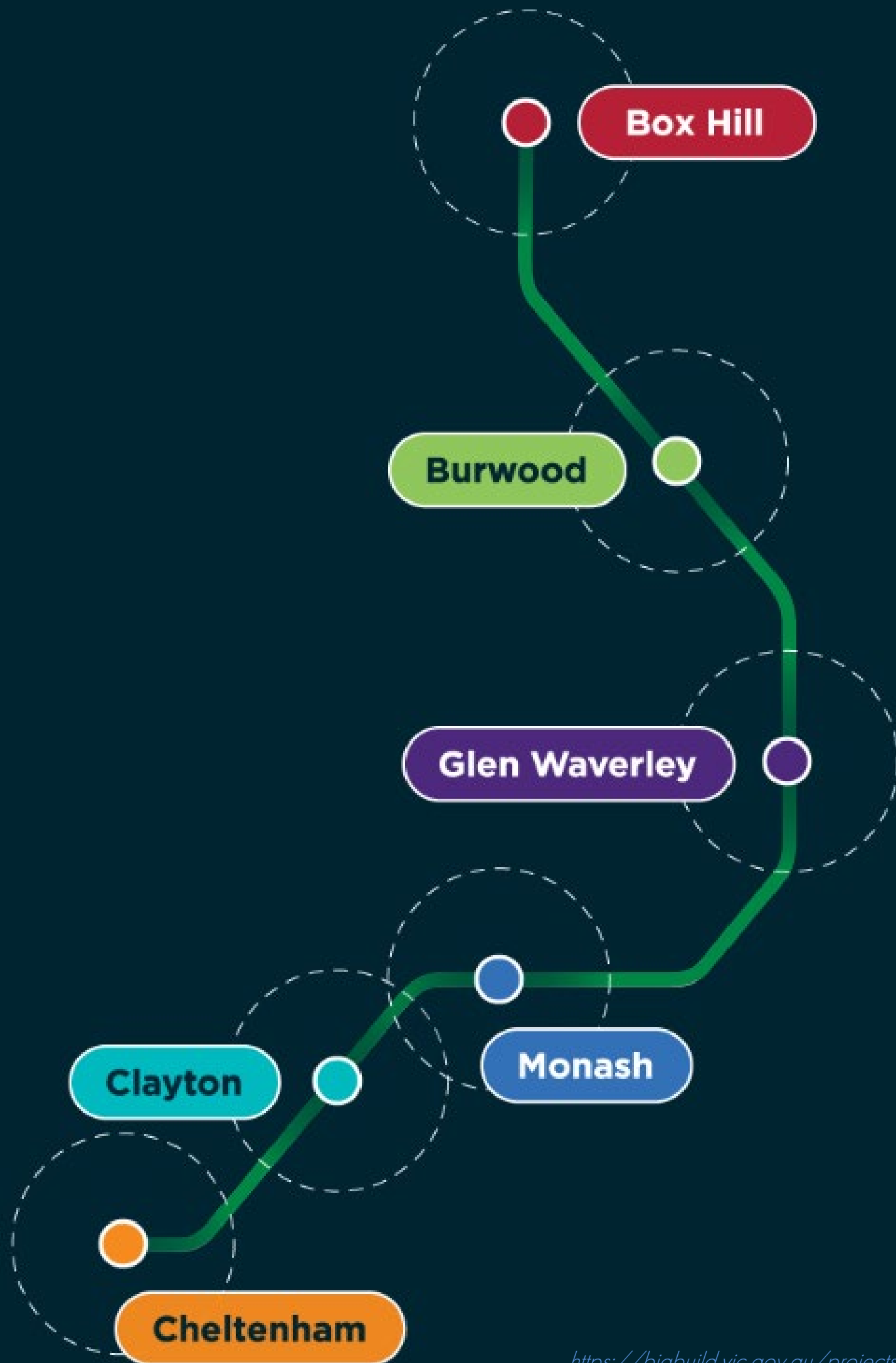
Key opportunities / challenges include:

- 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>

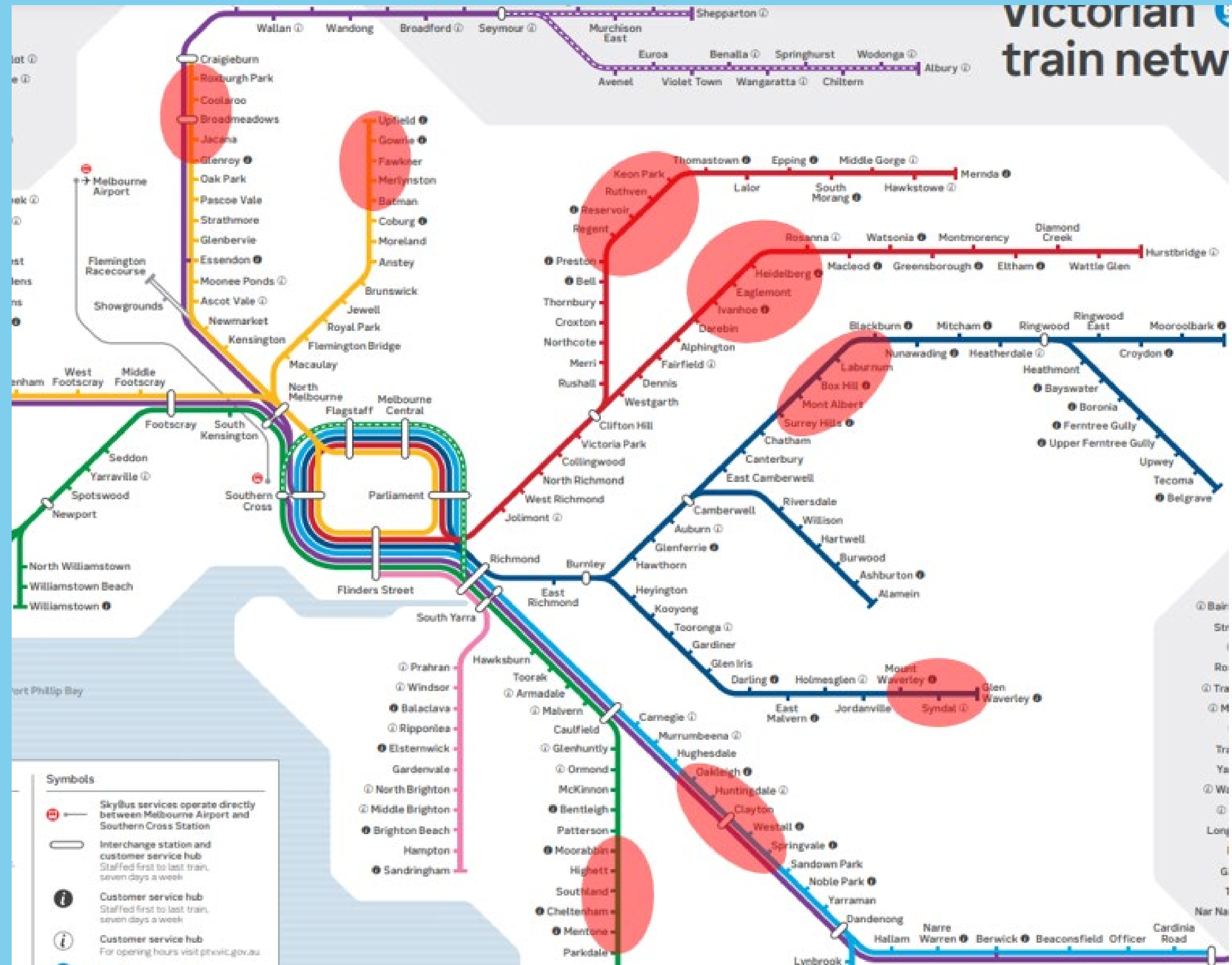
SRL STRUCTURE PLANNING TIMEFRAMES

- 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.

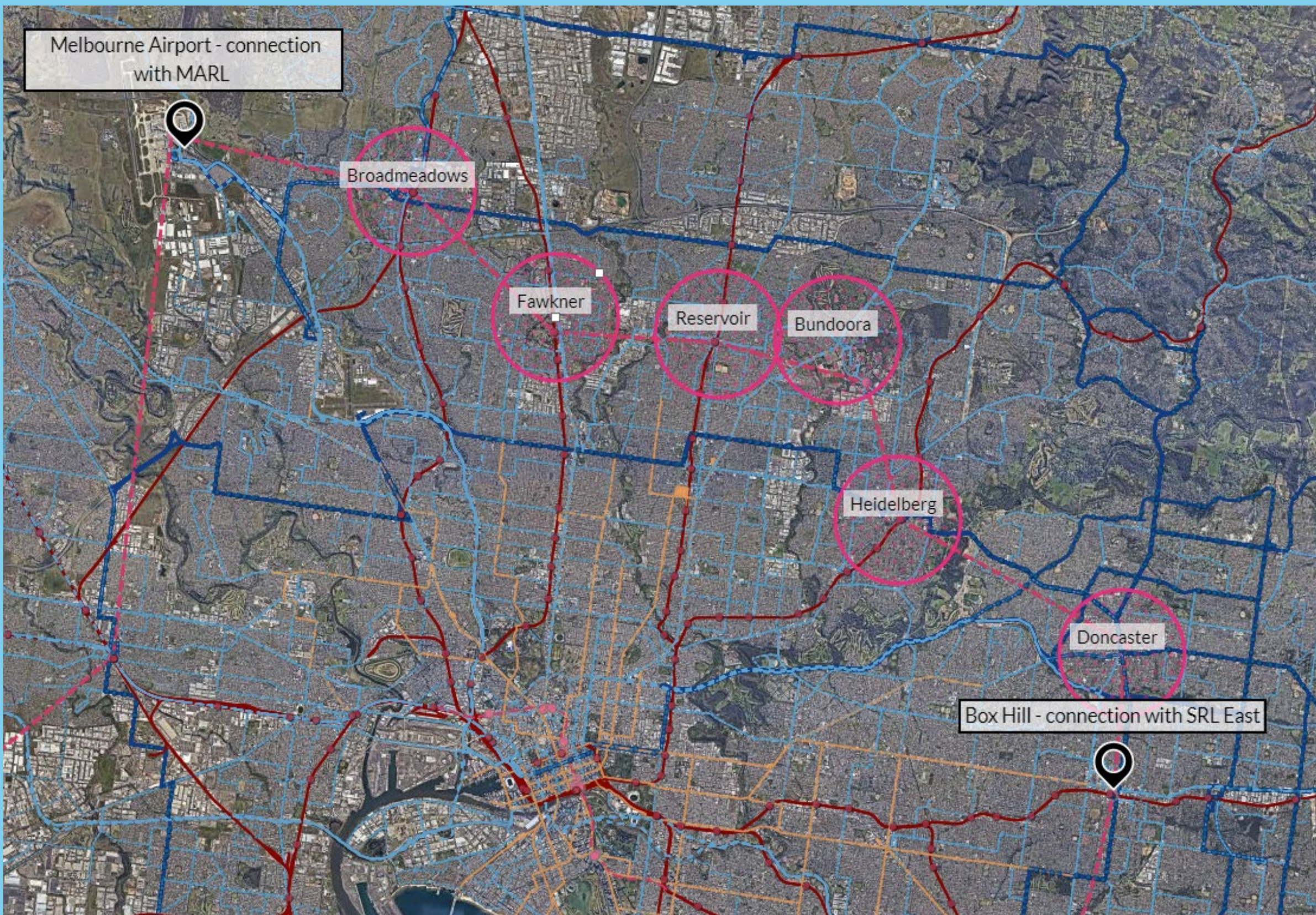
THINKING AHEAD: SURROUNDING PRECINCTS

- 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

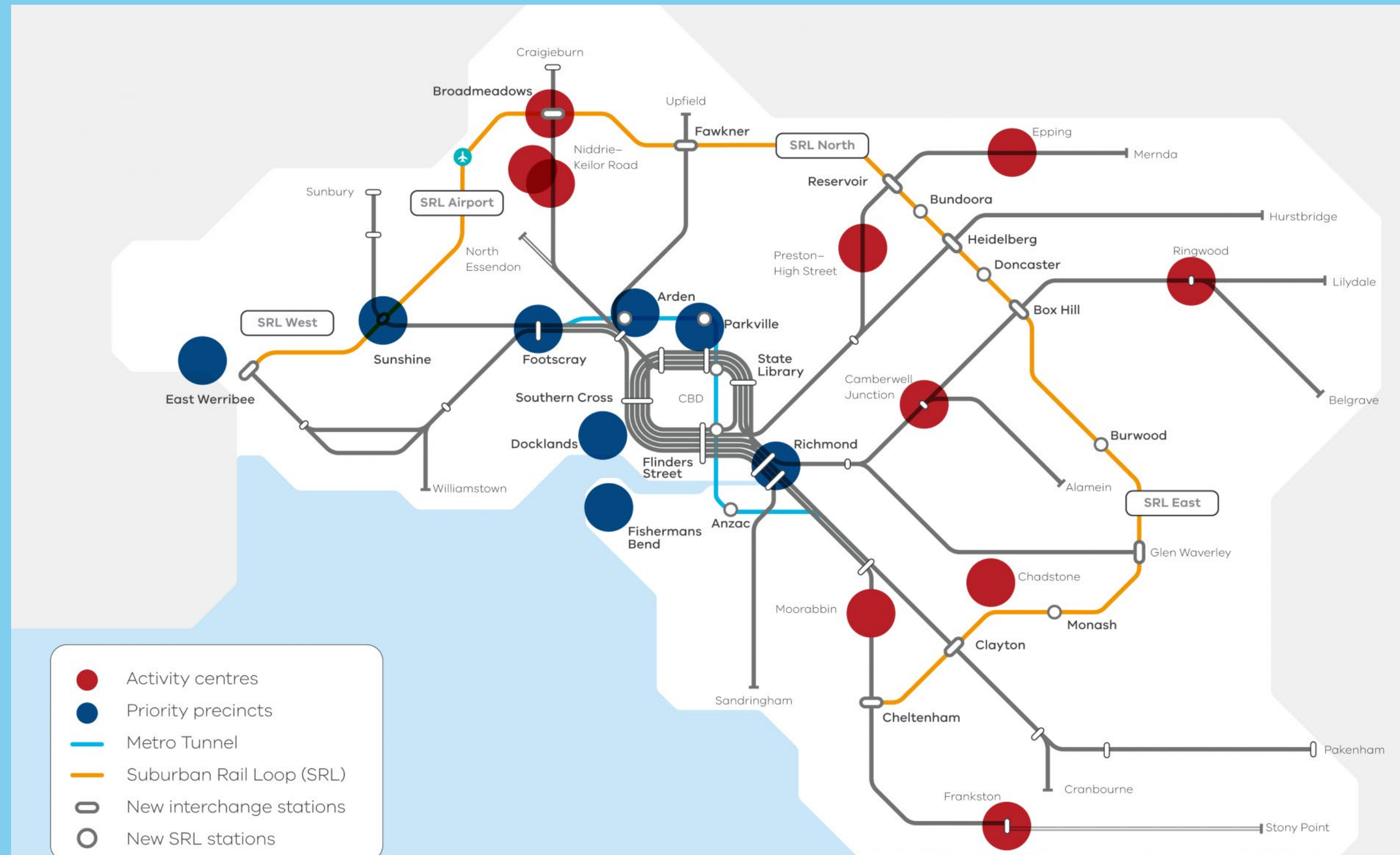
- Broadmeadows MeARC – will be a central activity node for the broader Northern Suburbs (which will have a similar population to Perth today). Synergies with Melbourne Airport, as well as health / education opportunities.
- Current low density neighbourhoods in Fawkner & Reservoir – capable of higher 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

- '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.

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





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



SRL - WHERE IS IT AT?

- 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.

The \$54m underground folly

Late last week INSIGHT gained brief access to Dr. Joy's report on the \$54 million underground folly.

The following account of his findings is set out to enable the public to judge for itself the importance of this "very tiny part".

The committee asked Dr. Joy to base his study on Melbourne in the year 1985 when, according to the committee, there would be 216,000 employed in the so-called central business district (CBD) roughly the area bounded by Flinders, Spencer, Latrobe and Spring streets.

The fact that employment in the city centre has fallen every year since 1951 and is now around 150,000 did not deter the committee.

The committee merely decided that by 1985 there would be an underground and that its presence would not only reverse a 20-year trend, but also generate an extra 66,000 jobs.

In short, it asked Dr. Joy to take a city of the future which had grown as the result of an underground railway, and find out whether it needed an underground.

Dr. Joy pointed out that the CBD was really much smaller than the area bounded by Flinders, Spencer, Latrobe and Spring streets.

The true CBD was bounded by Flinders, King, Bourke and Elizabeth streets and located within easy walking distance of both Flinders and Spencer Street stations.

By **ROGER ALDRIDGE**

He said the committee's estimate of 216,000 jobs in the CBD by the year 1985 was "optimistic to say the least" and warned that if the committee continued to plan on this estimate "a great waste of resources could occur".

Decline

He pointed to a continuing decline in city centres in the United States, saying that increasing car ownership enabled people to live and shop in far more dispersed areas, so that the number of shopping trips into town was decreasing.

He said the increasing use of electronic accounting machines — particularly by insurance companies — meant that the need for large numbers of office girls who relied on public transport was decreasing.

(Dr. Joy later estimated that only 18 per cent. of greater Melbourne's workforce worked in the CBD and that this figure would fall to 10 per cent. by 1985.)

He said the Melbourne CBD would probably evolve into a managerial centre where top executives who required personal contact with other top

executives would work. The emphasis would be on legal, financial, advertising and higher level business type occupations.

City shops, restaurants and the like would adjust to this form of clientele with its higher spending power and higher quality requirements, while shops selling cheaper bulk-type goods would be forced into the suburbs.

Having cast doubt on the committee's splendid vision of a thriving CBD requiring a 50 per cent. increase in rail passenger capacity, Dr. Joy turned to the underground itself and studied it on the committee's terms.

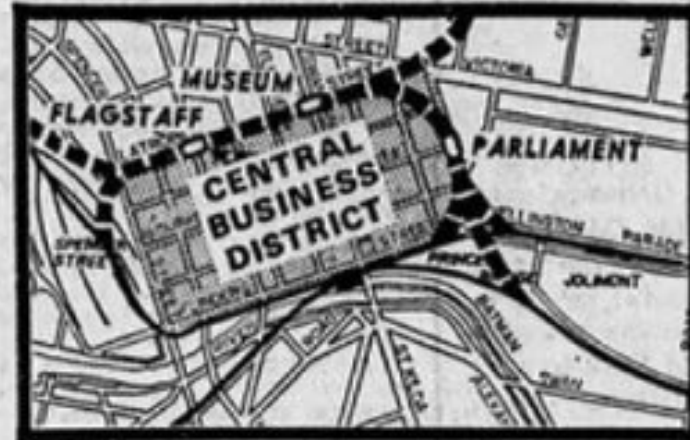
Taking a CBD of 216,000 workers, he examined how it would function without an underground.

If there were no underground by 1985, he predicted, the bulk of the city's new (and old) commercial buildings would be situated near Flinders or Spencer Street stations.

But despite this enforced building at the "railway end of town", the density of city blocks near the two stations would be only 20 per cent. greater than the density of the same blocks if the city had been "decentralised" by an underground railway.

Without an underground, he said, the CBD would be much more compact, with massive office development of the city blocks bounded by Flinders, Spencer, Bourke and Elizabeth streets.

This compactness, he said, would be more con-



INSIGHT 

venient for city workers than a city spread over the whole 0.8 square miles area enclosed by the proposed underground rail loop.

It would be better — and cheaper — for city workers to walk around the corner to sign a document, have lunch or buy the wife a present than to ride across or around a "decentralised" CBD.

Walking

Allowing a cent a minute for time lost walking (or taking a tram) to work from these stations, he estimated the cost of not having an underground was around \$630,000 a year.

Other costs which could technically be charged to the lack of an underground included:

Melbourne City Council's proposed \$5 million pedestrian overpass at Flinders Street station.

The inconvenience of peak hour street congestion near Flinders and Spencer Street stations.

The \$2.4 million it would cost to provide parking for the estimated increase in motor car users.

Examining the city with an underground, Dr. Joy came up with some unsettling conclusions about the quality of rail service commuters would (would not) enjoy.

He said the reduction in peak hour street congestion and car parking costs would be bought at enormous money costs — and at the expense of halving peak hour train frequencies.

Dr. Joy said that at peak hours half the outward-bound trains would run from Flinders Street and half would run from the loop. Train frequency, therefore, would be only half that provided through Flinders Street if there were no loop.

Passengers wanting to go to a certain destination would wait twice as long

for a train at Flinders Street or on the loop as they would if there were no loop and all trains ran from Flinders Street.

A worker who did not want to wait could catch the first train available from Flinders Street or the loop and get off at a transfer station (Richmond, North Melbourne or Jolimont) where he would catch the next train headed for his destination.

But because the train he was catching would either have done the loop or have left from peak hour Flinders Street, he would have to stand.

During the morning peak hours half the trains from most stations would run to Flinders Street while the other half would circumnavigate the loop. In other words, passengers would have to pick their trains according to their destinations — or change at the transfer station for the alternative route.

(Of course a passenger who wanted to go to Flinders Street, but caught a loop train, would get to Flinders Street in the end — but only after going around the loop and incurring the resultant time loss.)

Dr. Joy said an underground loop would simplify rail operations by partially eliminating troublesome reverses from Flinders Street at peak hours.

But he warned that: "While the underground would be simpler to operate, the advantage would be bought at massive expense to either rail passengers, Melbourne residents, Victorian residents, CBD ratepayers — or all".

Dr. Joy's alternative to the underground was a plan devised several years ago by Victorian Railways, but

later pigeon-holed "because of its many unsatisfactory features" (the words quoted are those of the chairman of Victorian Railways Commissioners, Mr. G. F. W. Brown).

The "Joy Plan" involves modification of Flinders Street station to take an increase in platform and ramp traffic and the construction of daytime storage yards on disused railways land at Newport (in the western suburbs).

Re-routing

Re-routing lines through Flinders Street would enable trains to drop their passengers in peak hours and continue in the same direction to their daytime storage yards. The process would be reversed in the evenings and the troublesome reversing which the VR claims is the main problem at Flinders Street, would be eliminated.

Dr. Joy estimated his alternative would increase peak-hour rail capacities by 50 per cent. — thus meeting the committee's requirement for an increased CBD in 1985.

He said the VR estimated his plan would cost \$27.5 million, compared with the \$81 million estimate for the four-track underground planned by the railways.

VR estimates showed the "Joy Plan" would cost \$20,000 a year to run compared with the \$400,000 it would cost to run the underground... a difference of \$380,000 a year.

He said the "Joy Plan" could be implemented in small stages to match actual rail passenger growth, with no risk that facilities pro-

vided would exceed demand.

The proposed four-track underground (or its two-tracked, \$63 million mini-alternative) required mass investment over a short period to provide any improvement at all in rail services.

His report said then, in 1967, that if the underground were not built soon it would lose much of its impact on CBD growth and decentralisation.

"It is clear that existing plans to construct an underground... have had little or no effect on office locations," he said.

"Developers will not act as if there is one until it is under construction... so that the biggest part of the investment (the tunneling) must be committed well in advance of knowing whether the land-use assumptions and projections for 1985 will be achieved."

Dr. Joy's report told the committee that doubts about Melbourne's future growth meant there was "a substantial risk that an underground railway would never be used at its planned capacity."

That if the city grew as the committee predicted, the growth could easily be accommodated in areas convenient to existing stations at Flinders and Spencer streets.

That an underground would result in a huge increase in VR losses... an increase which could not be recouped by increased fares because people would abandon trains for other means of transport.

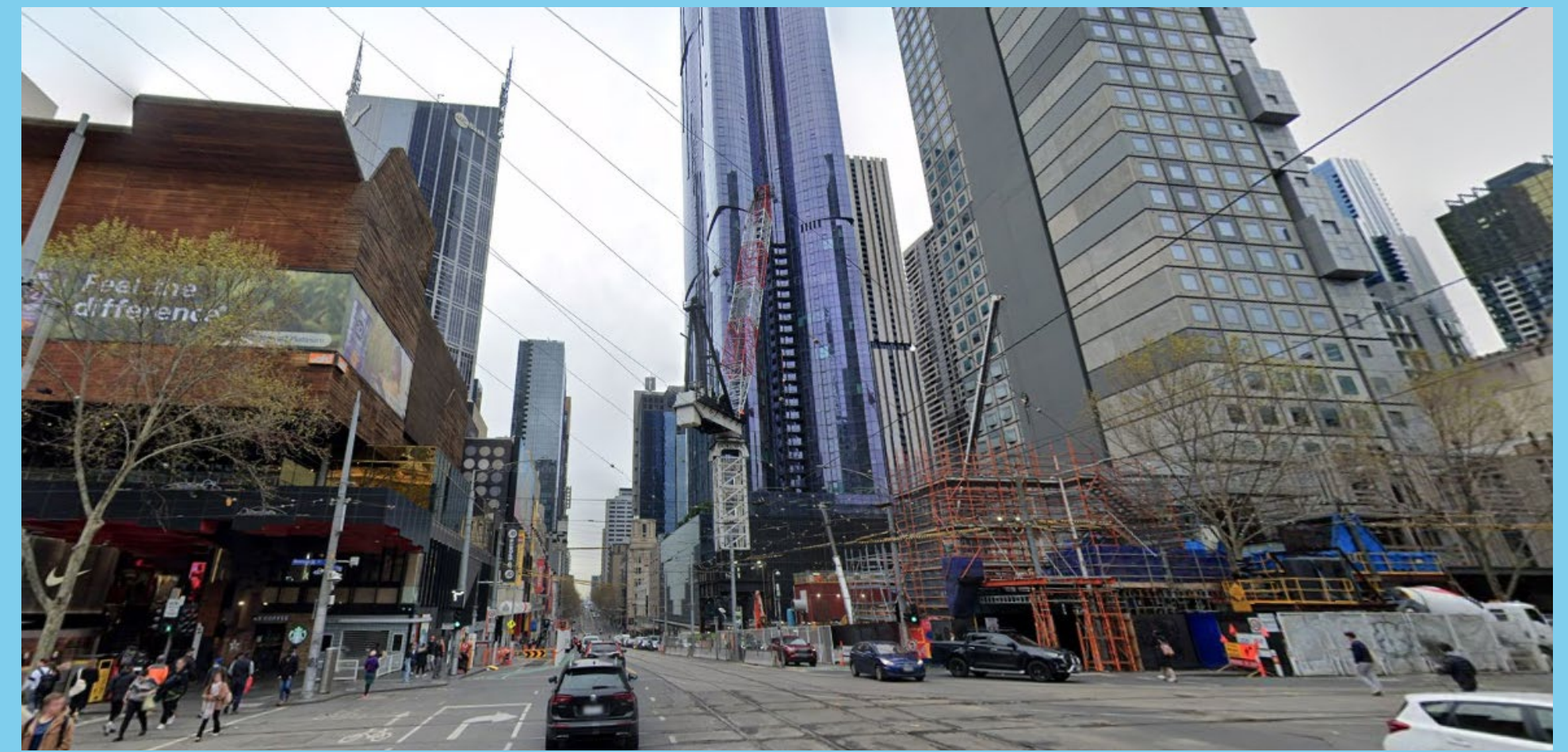
In what must be a classic of understatement, Dr. Joy summed up by saying his investigation "suggests that the underground would be a very wasteful investment for Melbourne."



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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