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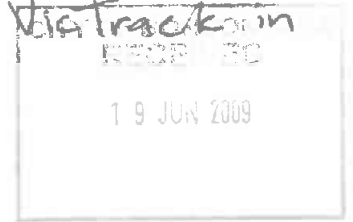
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Please find enclosed a copy of the Strategic Rail Corridor Study completed for ~~ViaTrack.com~~ your municipality.

Regards,

Paul Jemmeson



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## Boroondara Rail Corridor Strategy

VicTrack

May 2009

**aurecon**

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**Boroondara Rail Corridor Strategy  
VicTrack**

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# Contents

Section	Page
<b>1. Executive Summary</b>	<b>1</b>
1.1 Boroondara Study Area	1
1.1.1 Key Government Direction	1
1.1.2 Areas within Boroondara Not Addressed in this Report	1
1.2 Precinct Recommendations	1
1.2.1 Overall Summary	1
1.2.2 Specific Recommendations	1
1.3 Consultation	3
1.4 Implementation	3
1.4.1 Assessing this Report	3
1.4.2 Resolution of specific initiatives, projects or actions	3
1.4.3 Establishing partnerships	4
1.4.4 Detailed project development	4
<b>2. Introduction</b>	<b>5</b>
<b>3. Study Area</b>	<b>6</b>
3.1 The Alamein Line	6
3.2 The Belgrave / Lilydale Lines	8
3.3 Car Parking	10
<b>4. Planning &amp; Policy Framework</b>	<b>11</b>
4.1 State Planning Policy	11
4.2 Local Planning Policy	11
4.3 Regional Policy	13
<b>5. Precincts</b>	<b>14</b>
<b>Appendix A - General Rail &amp; Land Use Planning Issues</b>	

# 1. Executive Summary

VicTrack is currently undertaking a review of all of its landholdings across Victoria. This report focuses on the VicTrack land within the City of Boroondara and includes portions of the Belgrave / Lilydale lines as well as the Alamein line.

This Report consists of this Executive Summary, an **Introduction** at **Section Two**, followed by an explanation of the **Study Area** at **Section Three**. The **Planning Policy Framework** is detailed in **Section Four**. Aurecon divided the VicTrack land into 29 Precincts and the study of these **Precincts** concludes the Report at **Section Five**.

## 1.1 Boroondara Study Area

The VicTrack land runs from the Yarra River in the west of the municipality to Surrey Hills in the east of the municipality as well as the Alamein line which runs south from East Camberwell railway station to the end of the line at Alamein. Tram depots and substations within Boroondara are also included in this report.

The VicTrack landholdings are mostly adjacent to these railway corridors and include rail stations as well as an array of retailing and beautification leases. Aurecon has assessed development opportunities at a broad level for consideration by VicTrack. To assist in detailing the development opportunity recommendations, consultation has been undertaken with relevant State and Local Government Agencies. All land has also been subject to a site visit to assist in understanding the context of the surrounding land uses.

### 1.1.1 Key Government Direction

The Victorian Government released the *Victorian Transport Plan* in December 2008. Our study has considered the contents of the VTP and in consultation with both VicTrack and the Department of Transport we have canvassed the potential future rail needs and requirements within the City of Boroondara.

*Melbourne 2030* is the other key State Government document affecting the planning process in Victoria. *Melbourne 2030* identifies Major Activity Centres and has particular relevance at Glenferrie Station which has been identified within the Glenferrie Major Activity Centre.

### 1.1.2 Areas within Boroondara Not Addressed in this Report

Camberwell Station is the only area within the municipality which was briefly covered within this report as it is the subject of a separate development proposal.

## 1.2 Precinct Recommendations

### 1.2.1 Overall Summary

Of the 29 precincts, ten precincts have key recommendations. The physical nature of the municipality, which is well developed residential with key commercial and retail situated along main roads, often around train stations, generally precludes vast sweeping changes to the urban fabric of the area. There are however some key sites that have been targeted and are detailed in the Specific Recommendations below.

### 1.2.2 Specific Recommendations

The table below highlights the key precincts and recommendations within Boroondara.

Precinct Number & Location	Recommendation
2 - Hawthorn Station	<ul style="list-style-type: none"> <li>• That opportunities for airspace development be pursued north of the Burwood Road rail underpass which is already zoned Business 2. This may be expanded all the way to Elgin Street.</li> <li>• That the land on the western side of the Precinct, south of Burwood Road, currently used for access be subdivided and the non access portion be rezoned and sold for a commercial use or beautification while still retaining access to rail.</li> </ul>
6 – Glenferrie Station	<ul style="list-style-type: none"> <li>• Access ways could be improved for pedestrian amenity and safety.</li> <li>• As existing leases end provide an opportunity to renovate shops to reinvigorate the precinct and entrance to the station.</li> </ul>
9 – Burwood Road	<ul style="list-style-type: none"> <li>• Work with council on plaza airspace development including identifying co-funding opportunities.</li> </ul>
11 – East Camberwell Station	<ul style="list-style-type: none"> <li>• Reinvigorate entrance to station with urban artwork to encourage pride of place and make the station more welcoming.</li> <li>• Ensure any future precinct car park plans note the car park that is used by the aged care facility and not by rail commuters.</li> </ul>
13 – Canterbury Station	<ul style="list-style-type: none"> <li>• Redevelopment of carpark into a part multi story carpark with the remainder to be a multi-story mixed use / residential development.</li> </ul>
15 – Surrey Hills Station	<ul style="list-style-type: none"> <li>• Redevelopment opportunity over part of the southern carpark to be replaced with a multi storey carpark and residential development.</li> <li>• Any development will have to consider alignments for another track which may be a future requirement along this line.</li> </ul>
16 – Riversdale Station	<ul style="list-style-type: none"> <li>• Relocate the carpark from the western side of the tracks to the eastern side, avoiding the significant gum trees.</li> <li>• Use the land where the carpark is currently located to develop as residential with carparking at either the northern or southern end to provide extra carparking.</li> </ul>
18 – Hartwell Station	<ul style="list-style-type: none"> <li>• Consider the benefits of developing the northern portion of the parkland for housing.</li> <li>• Alternatively, dispose of balance of Playground to Council.</li> </ul>
21 – Ashburton Station	<ul style="list-style-type: none"> <li>• The informal carparking on the western side of the precinct could be paved and formalised keeping room for the additional track.</li> <li>• Alternatively the whole area could be redeveloped to include housing, tennis courts and car-parking.</li> </ul>
22 – Alamein Station	<ul style="list-style-type: none"> <li>• Airspace development over tracks south of High Street for residential and commercial purposes.</li> </ul>
26 – Kew Tram Depot	<ul style="list-style-type: none"> <li>• Consider an airspace housing development however this will require significant acoustics and sound proofing.</li> </ul>



27 – Park Crescent to Normandy Road	<ul style="list-style-type: none"> <li>Subject to future feasibility studies, affordable housing with a 30 year timeframe could be development to compliment the existing path and parkland.</li> </ul>
28 – High Street Substation	<ul style="list-style-type: none"> <li>A long term development possibility may include a housing or commercial development over the substation.</li> </ul>
29 – Substation Kitchener Street	<ul style="list-style-type: none"> <li>A long term development may include housing over the substation.</li> </ul>

### 1.3 Consultation

In undertaking this study, meetings were held with VicTrack staff as well as both the Department of Transport staff and council staff. With the Department of Transport, discussions were focussed around the future requirements of the State for rail expansion and the effects that this has on VicTrack's landholdings. The outcomes of these discussions were considered in all recommendations.

In meeting with the City of Boroondara, discussion focussed on council planning policy and the implications this has on key precincts and recommendations. Discussion also touched on affordable housing and working with Council in the future at a time when the recommendations are beginning to be acted upon.

### 1.4 Implementation

There are several levels to the implementation actions required by VicTrack to take the recommendations in this report further.

#### 1.4.1 Assessing this Report

VicTrack needs to:

- Assess and prioritise implementation of the recommendations made at the rail network planning and the precinct levels. In reaching these decisions, VicTrack may need to seek further information from:
  - Relevant VicTrack personnel; and
  - Other state and local government and non-government bodies such as DoI, VicRoads, and DSE.
- Prioritise these actions/decisions and develop a more detailed or project specific implementation plan.
- Develop a process for managing any property disposal to other public or private agencies.
  - In some instances VicTrack could be the initiator of the action/developer of the land. Alternatively, VicTrack could leave that challenge to other arms of the State government, to local government, or to the development industry depending on the issues;
  - VicTrack's decision making process will no doubt reflect considerations as to the most expedient/efficient/advantageous means of disposal or development of land among others;
  - The use of real estate, leasing, design, town planning, environmental, legal specialists and others in developing project details and implementation avenues, may be required.

#### 1.4.2 Resolution of specific initiatives, projects or actions

There will obviously be a number of internal and governmental processes regarding the actual resolution the specific initiatives, projects or actions discussed in this report. They will range from the role of VicTrack, exploring land contamination issues and the like, to obtaining funding for projects through to project management.

VicTrack itself is best placed to identify and understand these implementation actions.

### 1.4.3 Establishing partnerships

VicTrack needs to form specific partnerships on rail network planning issues and precinct issues with the relevant government and non-government bodies to develop opportunities further and to implement those opportunities.

These relationships might be about:

- A specific project;
- Understanding the detailed implications of strategic planning work undertaken by a council or other state or federal government agency;
- Actively contributing to projects that have the potential to affect VicTrack land, such as the development of the Structure Plans;
- Managing interfaces with other significant neighbours, such as Committees of Management and the like.

### 1.4.4 Detailed project development

This report assesses development opportunities at a high level. It has not, and was not expected to assess sites to the necessary level of detailed investigation so as to be able to understand whether, for example, site A is capable of supporting a 2 storey 500m<sup>2</sup> or 4 storey 1500m<sup>2</sup> office, or site B should be replanted with specific vegetation as a part of a local government revegetation program, or site C is contaminated. Further discussions should occur with development partners, the City of Boroondara and any other key stakeholders in the development of these more detailed proposals.

Project specific implementation plans will need to be developed incorporating the need to revise leases, to sell land, to develop land or to obtain the necessary planning, building or other permits. Revised leases may also need to be prepared to accommodate the changes to land ownership and tenancy arrangements.

Each proposal/initiative will need to be prioritised and specifically developed to a point of completion/conclusion/handover.

## 2. Introduction

Aurecon has been engaged to undertake a review of all railway land managed by VicTrack in the City of Boroondara.

The purpose of the review is to explore issues and opportunities relating to the current use, ownership, and leasing arrangements for the VicTrack land, and to develop a strategic plan for the future use and/or development of this land.

This study includes land in the City of Boroondara used for railway lines, stations and other railway purposes, as well as any other land that is currently managed by VicTrack and used for non railway purposes.

This Report provides:

- An overview of the policy and strategic context relating to the study area;
- An analysis of the implications of future network planning that has been undertaken for the rail corridors;
- Analysis of and identification of precincts along the corridor; and
- Recommendations for each precinct and for the corridors in general.

The intended benefits of this VicTrack initiative are expected to be:

- Identification and protection of operational rail land;
- Better relationships with local government;
- Safer rail corridors;
- A strategic partnership with Department of Transport with minimum site specific interaction;
- Better return to the State on 'non-core' property;
- VicTrack property regarded as an integral part of the community, that does not create a division through the community;
- Improved visual amenity and environmental performance; and
- An understanding of development opportunities on VicTrack Land within the City of Boroondara.

### 3. Study Area

The Study Area includes all railway lines and VicTrack landholdings within the City of Boroondara. The Study Area includes the Alamein line and parts of the Lilydale/ Belgrave lines as well as three tram depots (Kew, Hawthorn and Camberwell), three substations and land which was previously the inner and outer circle rail lines.

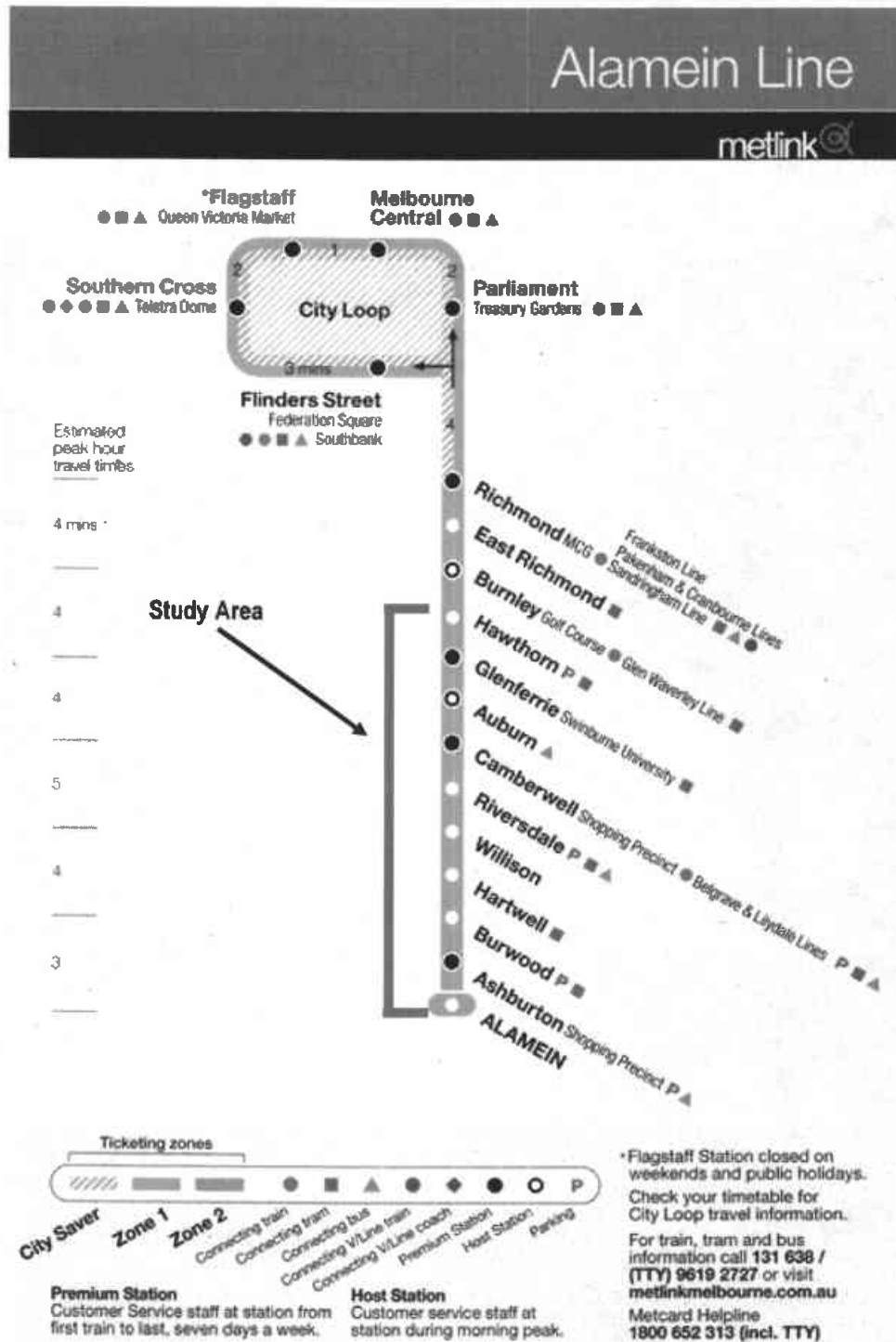
#### 3.1 The Alamein Line

This Study includes the Alamein line which runs through Belgrave/ Lilydale corridor from the Yarra River, just west of Hawthorn Station, to East Camberwell where the line heads in a southerly direction to end at Ashburton. The Study area continues beyond this station to include the cycle path which runs south to Ryburne Avenue and the land beyond to the Yarra River.

The Corridor currently serves as a passenger line connecting to both the city and Belgrave/ Lilydale. From Ashburton to Alamein the corridor slims to one track, while between Ashburton and East Camberwell it is two tracks.

The Corridor abuts predominantly residential properties. It is cut-in at times and level with the surrounding landscape at others. It includes level crossings at Prospect Hill and Riversdale Roads, otherwise the train line either overpasses or underpasses the crossing roads.

Map of the Alamein Route:



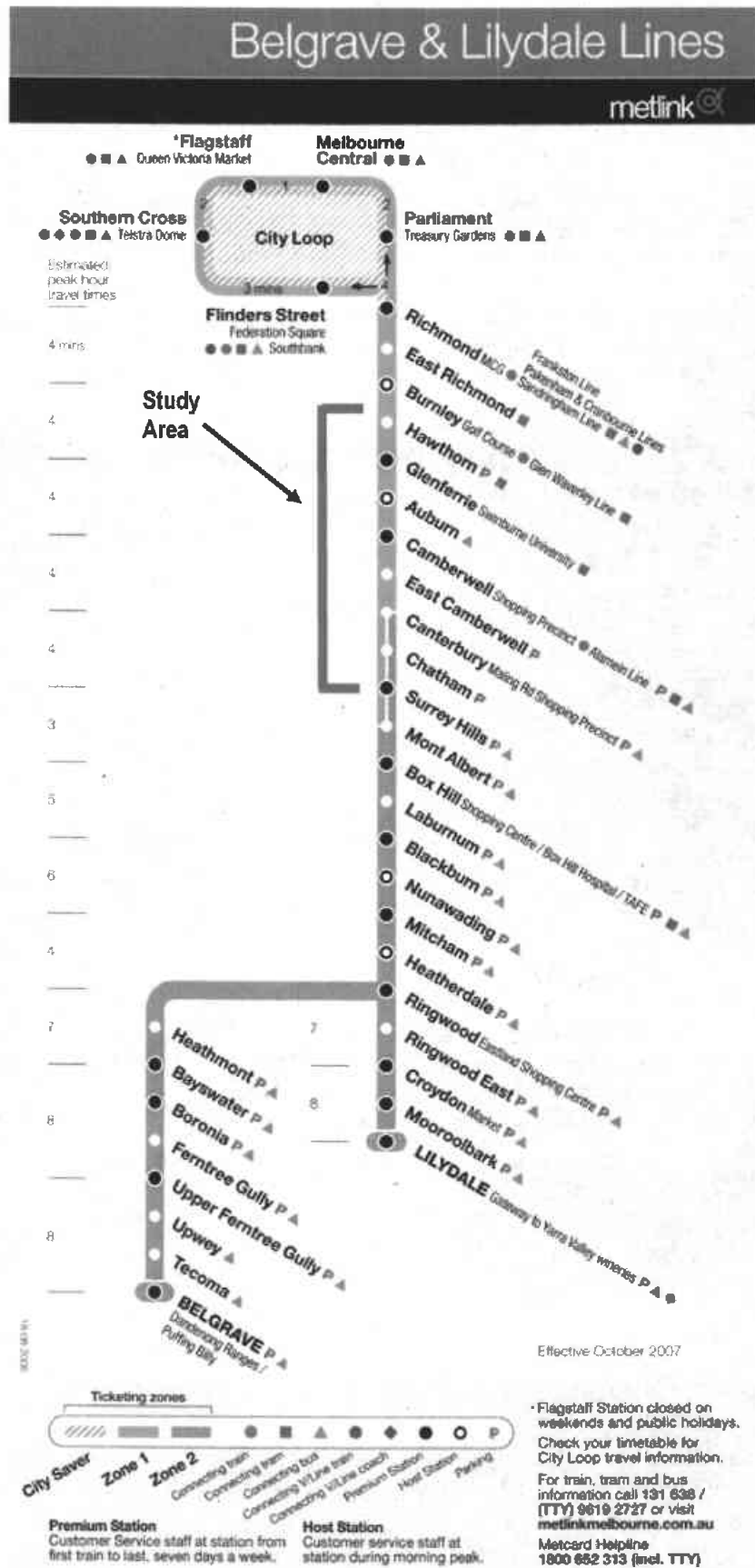
### 3.2 The Belgrave / Lilydale Lines

This Study includes part of the Belgrave/ Lilydale Lines from where the railway crosses the Yarra, just west of Hawthorn Station, through to Surrey Hills Station in the west of the municipality.

The Corridor currently serves as a passenger line connecting the Belgrave/ Lilydale and Alamein line passengers to the city. The corridor is generally three tracks wide and includes a minor stabling facility at Camberwell Station.

The Corridor runs through a mixture of uses including residential, parkland/ open space, strip shopping and Swinburne University. The corridor includes cutting formations and also significant built-up sections of track.

Map of the Belgrave & Lilydale Route:



### 3.3 Car Parking

A common issue across all stations is car parking, for both commuters and the general public utilising VicTrack land.

Commuter car parking exists at most stations, either in the form of designated car parking areas or on-street parking, although some stations have no parking at all. The location of stations within ticketing zones is also a factor that influences commuters' habits.

A recent study examined the car parking occupancy rates on VicTrack land at all stations within the Study Area. This study found that some occupancy rates were at or nearing 100%, while other stations had more flexibility in their car parking. A summary of these results is provided in Table 1 below.

**Table 1: Car Parking Supply at Stations.**

Station	No. Spaces	No. Occupied Spaces	Percentage Occupied
<b>Belgrave / Lilydale Line</b>			
Hawthorn	14	13	93
Glenferrie	-	-	-
Auburn	-	-	-
Camberwell	78	78	100
East Camberwell	59	58	98
Canterbury	90	80	89
Chatham	15	15	100
Surrey Hills	350	347	99*
<b>Alamein Line</b>			
Riversdale	145	144	99
Willison	22	19	86
Hartwell	-	-	-
Burwood	139	140	101*
Ashburton	311	235	76
Alamein	-	-	-

Source: DoI, 2006.

Site inspections reveal that at some stations there is overflow of car parking into surrounding streets. This is particularly relevant at Surrey Hills which is located at the end of the Zone 1 ticket area, and attracts a number of commuters who wish to avoid a Zone 2 ticket. The Surrey Hills car park and surrounding streets are very highly utilised.



## 4. Planning & Policy Framework

### 4.1 State Planning Policy

The *Victorian Transport Plan*, released in December 2008 will have strategic implications for rail across Melbourne. It is anticipated that this will be a key driver for on-going improvements for rail infrastructure within both the City of Boroondara and the wider metropolitan Melbourne region. Short, medium and long-term leases and any sales should have due consideration to the direction in this strategy.

*Melbourne 2030* describes a network of activity centres within the Melbourne metropolitan area, and provides an associated hierarchy. This hierarchy includes the Central Activity District, Principal Activity Centres, Major Activity Centres, Specialised Activity Centres and Neighbourhood Activity Centres. Local Councils are expected to develop plans for each of the centres in its municipality. Glenferrie Station is designated as a Major Activity Centre.

The Victorian Government's *Metropolitan Strategy* sets a vision for Melbourne's future viability, and seeks:

- An integration of transport modes initiative to provide a more complete public transport system;
- Integrated transport and land use planning initiatives;
- Strong support for initiatives to increase walking and cycling and hence reduce car dependency;
- To provide the appropriate freight networks to facilitate economic growth; and
- To link activity centres with an extensive travel network.

### 4.2 Local Planning Policy

This section details the relevant sections from the City of Boroondara's Local Planning Policy Framework as well as other policy, which have a direct influence.

#### **Municipal Strategic Statement (MSS)**

The City of Boroondara supports the broad directions as established in the *Boroondara Landplan 2020 Policy* which sets out the directions for future planning and development of this particular Local Government Area (LGA) up to 2020 (*Clause 21.01*). Through the MSS, Boroondara also seeks to identify measures which will support the creation of a more functional city by better management of Melbourne's infrastructure and urban development, as defined in *Living Suburbs - A policy for metropolitan Melbourne into the 21st Century*.

*Living Suburbs - A policy for metropolitan Melbourne into the 21st Century* sets out the directions for future planning and development of metropolitan Melbourne for the next 20 years. The MSS seeks to identify measures which will support the creation of a more functional city by better management of Melbourne's infrastructure and urban development, as defined in '*Living Suburbs*'.

Establishing a set of broad aims for transport development and connectivity throughout the municipality is advocated by the MSS and *Transporting Melbourne*, which sets out a methodology for establishing transport development priorities. There is a need to continue to improve the appeal of the existing public transport system and to create new links and access within Boroondara. Ensuring information on Public Transport, such as timetable details, is key to this.

Clause 21.12, Movement, of the MSS notes that the 1998 -2001 Corporate Plan sets as one of its key objectives to "Encourage a high proportion of movement throughout the City by means other than private motor vehicle." This Clause also states:

*Boroondara is fortunate in that it generally has very good coverage in terms of access to the public transport network, particularly in an east/west direction. This network, which is able to accommodate both local and inter-suburb trips, comprises trains, trams and buses. The network provides most residents with good access to one or more types of public transport; however, the north/south system is not as comprehensive as the east/west links. Furthermore, information on the available services, especially its connectivity, is poor. The efficiency of a public transport network does not only relate to the coverage that the network has, but also to the frequency and quality of the service provided. Linkages between modes of transport are also important in facilitating use of the public transport system.*

Clause 21.07 of the MSS relates to Residential Land Use and, specifically, Clause 21.07.03 relates to Objectives, Strategies & Implementation for housing within the municipality, including providing a range of housing forms and types as well as the City of Boroondara's Social Housing Policy. The City of Boroondara is part of the Eastern Regional Housing Working Group (ERHWG) which works "to highlight housing issues and needs, identify challenges, and determine innovative and sustainable approaches to address housing issues within the Eastern Region of metropolitan Melbourne." The ERHWG released the Eastern Regional Housing Statement Implementation Plan 2006-2008 which complements their brief to provide a strategic framework for planning for the housing needs of the Eastern Region to 2031. VicTrack could seek to meet with this group to discuss affordable housing proposals as detailed through the Precinct study.

Clause 22.02, Camberwell Junction Policy, relates to Precincts 9 and 10. This area is also covered by the Camberwell Junction Structure Plan and the draft Camberwell Station Urban Design Framework. Camberwell Junction is a Principal Activity Centre under *Melbourne 2030*. As this area is subject to a separate development proposal, it has been not been covered in detail in this report.

The Boroondara MSS also touches on other objectives which highlight the importance residents place on matters such as:

- Heritage, Landscapes & Urban Character (Clause 21.05);
- Environment (Clause 21.06);
- Residential Land Use (Clause 21.07);
- Commercial Sector (Clause 21.08);
- Community Facilities (Clause 21.09); and
- Recreation & Leisure (Clause 21.10).

A number of key policy themes have been highlighted within the MSS, these include a number of land use and transportation issues. As Boroondara is a well established municipality there are few opportunities for major changes to the urban fabric around rail lines; however, a number of key opportunities exist and are presented through the detailed Precinct studies at Section Five of this report.

### **Major Activity Centre**

Glenferrie Road, including the VicTrack land around Glenferrie Station, has been identified as a Major Activity Centre under *Melbourne 2030*. As such, Glenferrie Road has been identified for additional future residential and commercial development. This Activity Centre also includes Swinburne University. Council has prepared a Structure Plan to cover the Glenferrie Major Activity Centre. This is the only Major Activity Centre affecting VicTrack land within the municipality.

### 4.3 Regional Policy

Apart from local policies which have been identified in the previous section of this report, there are two regional documents that highlight transport within this municipality:

- *VicRoads Corporate Plan 2002 – 2004* which expresses the need for VicRoads to realise its role in the development and implementation of appropriate road management and subsequent approaches to enhance the road network for better integration with uses such as freight and passenger rail interchanges and their connections with road based public transport.

Further Rail and Land Use Planning Issues are addressed at Appendix A.

## 5. Precincts

The Study area has been divided into 29 precincts (see Map below) based on location and function.

The following sections of this report provide a description of existing conditions, policy and strategies, opportunities and issues and recommendations for future uses by precinct.

