

DELIVERING MELBOURNE'S NEWEST SUSTAINABLE COMMUNITIES



**REPORT FOR
PUBLIC CONSULTATION**
URBAN GROWTH BOUNDARY REVIEW

JUNE 2009



DISCLAIMER

Delivering Melbourne's Newest Sustainable Communities is published by the Victorian Government, Department of Planning and Community Development, 8 Nicholson Street East Melbourne Vic 3002. Authorised by the Acting Secretary, Department of Planning and Community Development. ©Copyright The State of Victoria, June 2009. This publication is copyright. No part may be reproduced by any process except in accordance with the provisions of the Copyright Act 1968. Printed by Stream Solutions Pty Ltd. This publication may be of assistance to you but the State of Victoria and its employees do not guarantee that the publication is without flaw of any kind or is wholly appropriate for your particular purposes and therefore disclaims all liability for any error, loss or other consequence which may arise from you relying on any information in this publication.

CONTENTS

FOREWORD	i
HOW YOU CAN COMMENT	iv
OVERVIEW	1
PART 1: SETTING THE SCENE	5
1. INTRODUCTION	5
1.1 OBJECTIVES	5
1.2 WHY THE URBAN GROWTH BOUNDARY NEEDS TO CHANGE	6
1.3 BASIS FOR THE TRANSPORT CORRIDORS	7
1.3.1 REGIONAL RAIL LINK	7
1.3.2 OUTER METROPOLITAN RING / E6 TRANSPORT CORRIDOR	8
1.4 DELIVERING SUSTAINABLE COMMUNITIES	9
1.4.1 IMPROVING EMPLOYMENT OPPORTUNITIES	9
1.4.2 PROVIDING INFRASTRUCTURE TO GROWTH AREA COMMUNITIES	10
1.4.3 PROTECTING AND ENHANCING MELBOURNE'S GREEN WEDGES	10
2. NEXT STEPS	12
2.1 PUBLIC CONSULTATION	13
2.2 ENVIRONMENTAL IMPACT ASSESSMENTS	13
2.3 GOVERNMENT APPROVAL	14
2.4 PREPARATION OF GROWTH AREA FRAMEWORK PLANS	15
2.5 PREPARATION OF PRECINCT STRUCTURE PLANS	15
PART 2: ASSESSMENT OF INVESTIGATION AREAS	17
3. METHODOLOGY	17
3.1 PLANNING PRINCIPLES	17
3.2 OPPORTUNITIES AND CONSTRAINTS	18
3.2.1 AGRICULTURE	19
3.2.2 BIODIVERSITY	19
3.2.3 DRAINAGE	20
3.2.4 EXTRACTIVE INDUSTRY	21
3.2.5 HERITAGE	22
3.2.6 LANDSCAPE VALUES	23
3.2.7 LAND USE	24
3.2.8 SALINITY	24
3.2.9 SOIL CAPABILITY	25
3.2.10 TRANSPORT	25
3.2.11 TRUNK SERVICES	26
3.2.12 WILDFIRE	26
3.3 PUBLIC CONSULTATION FEEDBACK	27
3.4 FUTURE LAND REQUIREMENTS	27
3.5 DEFINING THE NEW URBAN GROWTH BOUNDARY	28

CONTENTS

4.	MELBOURNE WEST INVESTIGATION AREA (WYNDHAM)	29
4.1	UNDERSTANDING THE AREA	30
4.2	ISSUES RAISED IN PUBLIC SUBMISSIONS	33
4.3	ASSESSMENT	34
4.4	CONCLUSIONS	37
5.	MELBOURNE WEST INVESTIGATION AREA (MELTON-CAROLINE SPRINGS)	38
5.1	UNDERSTANDING THE AREA	39
5.2	ISSUES RAISED IN PUBLIC SUBMISSIONS	43
5.3	ASSESSMENT	44
5.4	CONCLUSIONS	48
6.	MELBOURNE NORTH INVESTIGATION AREA (SUNBURY)	49
6.1	UNDERSTANDING THE AREA	50
6.2	ISSUES RAISED IN PUBLIC SUBMISSIONS	53
6.3	ASSESSMENT	53
6.4	CONCLUSIONS	57
7.	MELBOURNE NORTH INVESTIGATION AREA (HUME-MITCHELL-WHITTLESEA)	58
7.1	UNDERSTANDING THE AREA	59
7.2	ISSUES RAISED IN PUBLIC SUBMISSIONS	63
7.3	ASSESSMENT	64
7.4	CONCLUSIONS	70
8.	MELBOURNE SOUTH-EAST INVESTIGATION AREA (CASEY-CARDINIA)	71
8.1	UNDERSTANDING THE AREA	72
8.2	ISSUES RAISED IN PUBLIC SUBMISSIONS	75
8.3	ASSESSMENT	75
8.4	CONCLUSIONS	78
PART 3: ASSESSMENT OF TRANSPORT CORRIDORS		79
9.	REGIONAL RAIL LINK (WEST OF WERRIBEE TO DEER PARK)	79
9.1	UNDERSTANDING THE CORRIDOR	79
9.2	ASSESSMENT	79
9.3	PREFERRED ALIGNMENT	80
9.4	PREFERRED ALIGNMENT FEATURES	80
10.	OUTER METROPOLITAN RING / E6 TRANSPORT CORRIDOR	82
10.1	UNDERSTANDING THE CORRIDOR	82
10.2	ASSESSMENT	83
10.3	PREFERRED ALIGNMENT	84
10.4	SECTIONS OF THE PREFERRED ALIGNMENT	86
REFERENCES		87

FOREWORD

Population projections released last year show that Melbourne is growing rapidly, and will reach five million people faster than anticipated. The importance of planning carefully and strategically for such growth cannot be understated.

The Victorian Government announced its intention to review the Urban Growth Boundary in December 2008, when it released *Melbourne @ 5 million*, the update to the metropolitan strategy – *Melbourne 2030: Planning for sustainable growth*.

This report is the culmination of focussed work by three government departments and two authorities – the Departments of Planning and Community Development, Transport and Sustainability and Environment, with VicRoads and the Growth Areas Authority. It takes an integrated long term approach to land use and transport planning to ensure infrastructure and essential services will be ready as communities grow.

The review has responded to the directions of *Melbourne @ 5 million* to accommodate an additional 600,000 new dwellings in Melbourne with 284,000 of these needing to be located in the growth areas. Most of this future growth will be in the north and west of Melbourne.

It also addresses the need to plan for future employment needs and adequate infrastructure to service new communities, particularly with respect to accessible, well-connected transport infrastructure.

A vital part of the approach has been the agreement with the Commonwealth Government to undertake a strategic assessment of the likely impact of the projects on matters of national environmental significance. This has meant that environmental matters have been considered at a regional level, facilitating more efficient decision-making. It brings with it a deeper appreciation of how to balance urban development with environmental impacts.

This opportunity to take a multi-agency, integrated and long term approach does not always happen. It requires energy, strategic vision, and professionalism. I thank the Taskforce and the teams from each department and agencies who have brought this focus to the review, and delivered a comprehensive program.

I invite all interested organisations and individuals to consider the proposals carefully, and to make their views known through the submissions process being managed by the Growth Areas Authority. All submissions will be considered when the Government makes its final decisions on these important city-shaping projects for future generations.



Terry Healy

ACTING SECRETARY

DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

THIS REPORT & SUPPORTING DOCUMENTS

This report encompasses four Government initiatives:

- > Urban Growth Boundary Review
- > Regional Rail Link (west of Werribee to Deer Park)
- > Outer Metropolitan Ring / E6 Transport Corridor
- > Western grasslands reserves

There are three related reports:

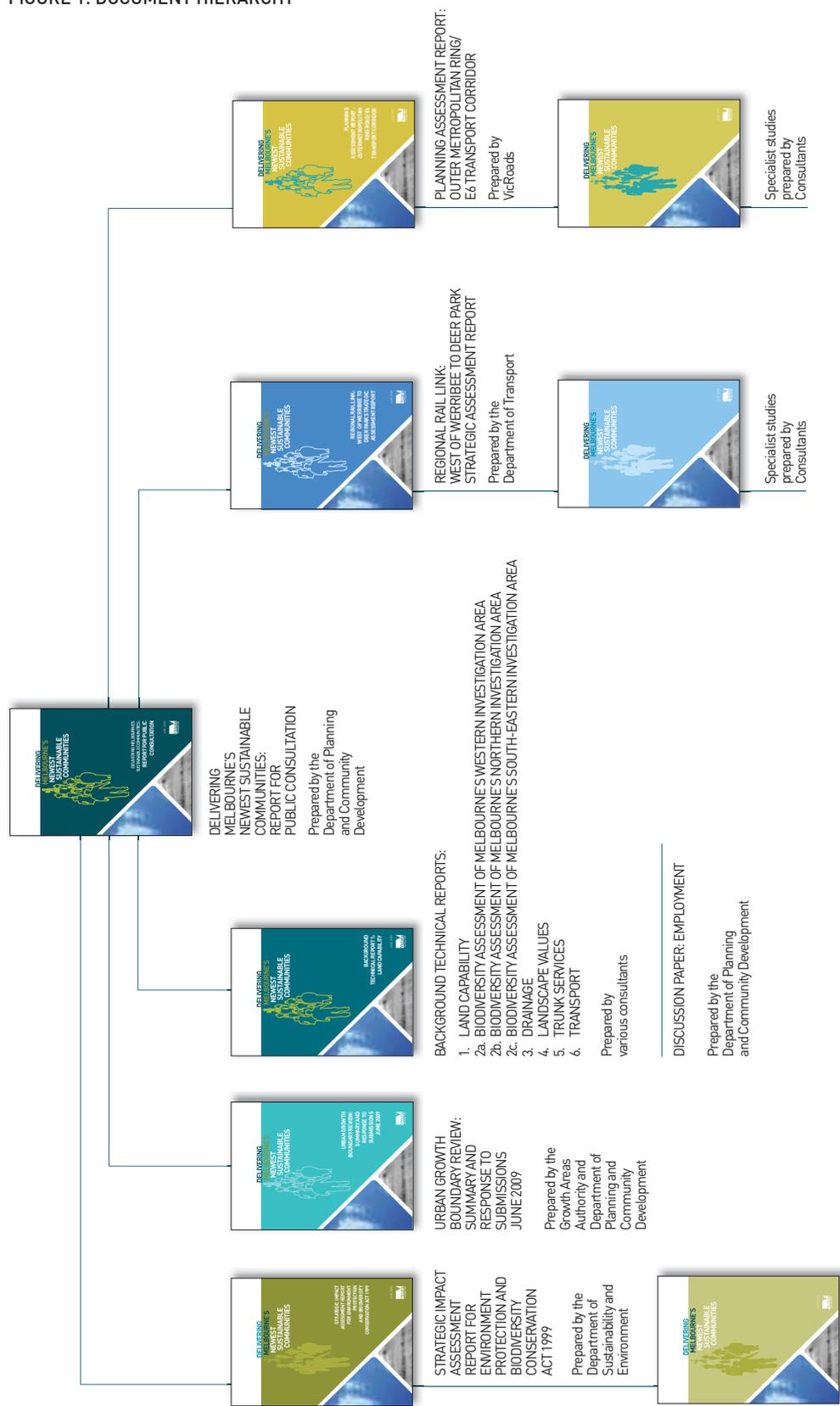
- > *Strategic Impact Assessment Report for Environment Protection and Biodiversity Conservation Act, 1999.*
- > *Regional Rail Link - West of Werribee to Deer Park Strategic Assessment Report*
- > *Planning Assessment Report - Outer Metropolitan Ring / E6 Transport Corridor*

Supporting information for the Urban Growth Boundary Review is contained within the following documents:

- > *Urban Growth Boundary Review - Summary and Response to Submissions June 2009*
- > *Discussion Paper: Employment*
- > *Background Technical Report 1: Land Capability*
- > *Background Technical Report 2a: Biodiversity Assessment of Melbourne's Western Investigation Area*
- > *Background Technical Report 2b: Biodiversity Assessment of Melbourne's Northern Investigation Area*
- > *Background Technical Report 2c: Biodiversity Assessment of Melbourne's South-Eastern Investigation Area*
- > *Background Technical Report 3: Drainage*
- > *Background Technical Report 4: Landscape Values*
- > *Background Technical Report 5: Trunk Services*
- > *Background Technical Report 6: Transport*

Specialist studies are also available for the Regional Rail Link and Outer Metropolitan Ring / E6 Transport Corridor initiatives and for the Strategic Impact Assessment of environmental protection and biodiversity conservation.

FIGURE 1: DOCUMENT HIERARCHY



HOW YOU CAN COMMENT

Public feedback is sought on the following proposals:

- > Melbourne's revised Urban Growth Boundary and the land designated for development.
- > An alignment for the Regional Rail Link (west of Werribee to Deer Park).
- > An alignment for the Outer Metropolitan Ring / E6 Transport Corridor.
- > The boundaries and management of proposed grassland reserves in Melbourne's west.

Public feedback is also sought on the findings set out in the *Strategic Impact Assessment Report for Environment Protection and Biodiversity Conservation Act, 1999*.

Submissions can be made to the Growth Areas Authority and must be received by **5:00pm on Friday, 17 July 2009**.

Submissions may be **electronic** or **written** and will be published once the consultation period ends, unless marked 'in confidence'.

Electronic submissions can be made at www.vic.gov.au/planningmelbourne.

Written submissions can be sent to:

Growth Areas Authority
PO Box 1166
Carlton, Victoria 3053

Written submissions can be hand delivered to:

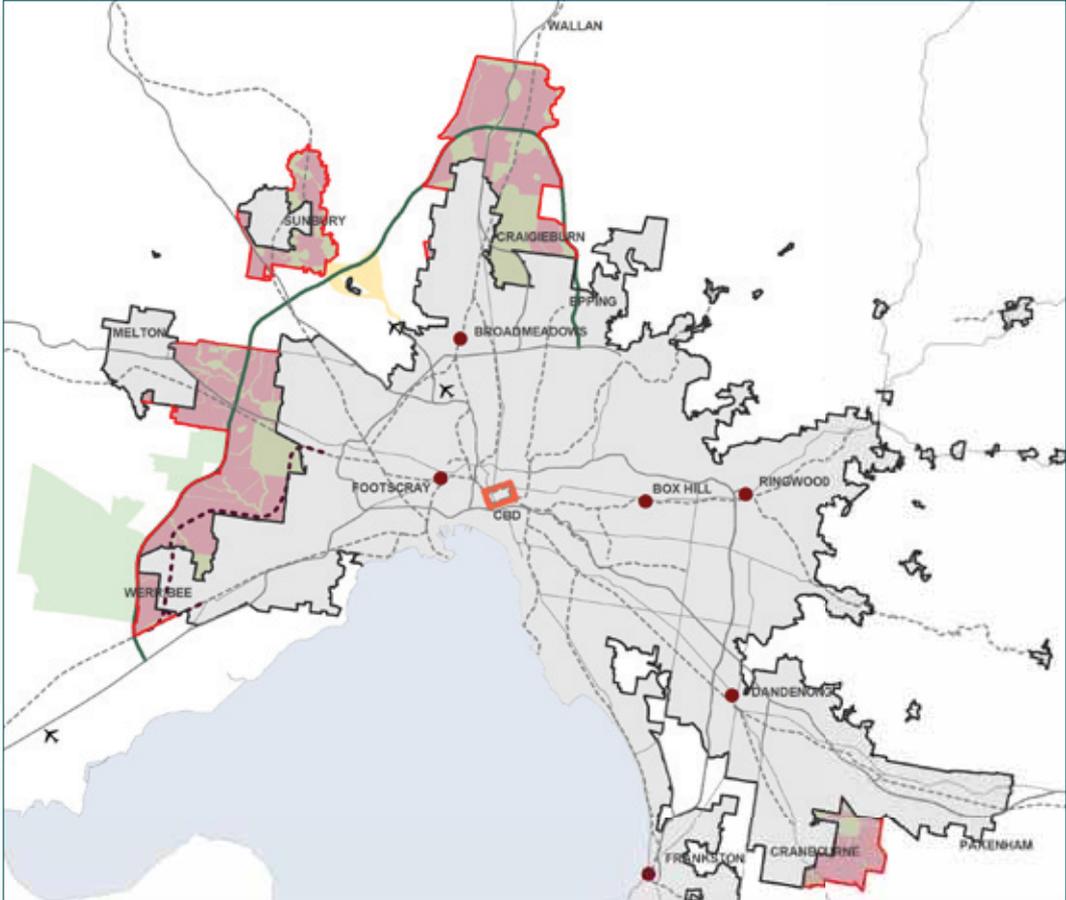
Growth Areas Authority
Level 6, 35 Spring Street
Melbourne, Victoria 3000

If you have a query regarding the consultation process or the content of this report, please call 1800 090 789.

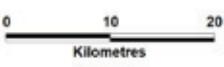
INTERPRETER: If you do not speak English, please call 03 9280 0752 and a telephone interpreter will assist you with your call.

OVERVIEW

OVERVIEW MAP



- Urban Area
- Land Suitable for Development
- Significantly Constrained Land
- Development Subject to Delivery of Biodiversity Outcomes
- Proposed Grassland Reserve
- Investigation Area: Outer Metropolitan Ring/E6 Transport Corridor Link Road to Airport
- Central Activities Districts
- Proposed Urban Growth Boundary
- Urban Growth Boundary
- Roads
- Rail Line
- Proposed Outer Metropolitan Ring/E6 Transport Corridor
- Regional Rail Link (west of Werribee to Deer Park)



© The State of Victoria, 2009. The State of Victoria does not warrant the accuracy or completeness of information in this publication and any person using or relying upon such information does so on the basis that the State of Victoria shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in the information.

The Victorian Government is seeking public feedback on its integrated land use and transport proposals to:

- > Revise Melbourne's Urban Growth Boundary and designate land for development;
- > Plan the alignment of the Regional Rail Link (west of Werribee to Deer Park) and the Outer Metropolitan Ring / E6 Transport Corridor; and
- > Define the boundaries and management of areas for grassland reserves in Melbourne's west.

Public feedback is also sought on the findings set out in the *Strategic Impact Assessment Report for Environment Protection and Biodiversity Conservation Act, 1999*.

The recently released *Melbourne @ 5 million* updates the metropolitan strategy – *Melbourne 2030: Planning for sustainable growth*. It identifies the need to accommodate an additional 600,000 new dwellings in Melbourne over the next 20 years in response to higher than projected population growth.

The existing growth areas cannot accommodate all of the new dwellings required along with the additional employment, infrastructure and services needed to create sustainable communities. This is why the Victorian Government is reviewing the location of Urban Growth Boundary around Melbourne's growth areas.

The Victorian Transport Plan and *Freight Futures: Victorian Freight Network Strategy* identify two major projects in outer Melbourne: the Regional Rail Link and the Outer Metropolitan Ring / E6 Transport Corridor. The Regional Rail Link is critical to growing western Melbourne. The Outer Metropolitan Ring / E6 Transport Corridor will manage the significant increases expected in the volume of freight and people moving around Victoria in the longer term.

It is important that new growth areas are adequately serviced with infrastructure. A new Growth Areas Infrastructure Contribution is planned to apply to all land that was brought into the Urban Growth Boundary in 2005, and land designated for urban development that is brought within the Urban Growth Boundary as a result of the current review. This contribution will help pay for a proportion of the infrastructure required for these new communities. The Victorian Government also intends to reform local infrastructure charges in the growth areas.

The expansion of Melbourne into greenfield areas may have a significant impact on the environment. The ability to expand the metropolitan area is constrained by a range of natural features, which is recognised in the form and location of the Investigation Areas. Melbourne is surrounded by 12 non-urban areas known as green wedges.

These green wedges provide important protection of areas of environmental or scenic sensitivity and are strategic locations for uses that need separation from residential areas such as intensive agricultural uses and quarries.

To ensure the proposed urban development and associated infrastructure occurs in an environmentally sustainable way, the Victorian Government has entered into an agreement with the Commonwealth Government to undertake a strategic assessment of the likely impact of expanding Melbourne and the delivery of the transport projects on matters of national environmental significance. Any action that could have a significant impact on these matters must be approved by the Commonwealth Government. This report describes:

- > The rationale for undertaking these projects simultaneously in an integrated manner;
- > The principles underpinning the review and the methodology and approach used to assess each of the Investigation Areas;
- > The conclusions for revising the Urban Growth Boundary in Melbourne's West, North and South-East and details of the assessment process and the issues considered in forming these conclusions; and
- > The next steps in implementing the proposed change to the Urban Growth Boundary and locations for the transport projects and grassland reserves.

The report includes maps showing the proposed new Urban Growth Boundary, the preferred alignment of the transport projects and the areas for the proposed grassland reserves.

The report is supported by a range of documents including background reports prepared by technical experts; detailed planning assessments undertaken for the Regional Rail Link and Outer Metropolitan Ring / E6 Transport Corridor; and a strategic assessment of the impacts of development on biodiversity.

The Victorian Government is now seeking public feedback on the proposals to ensure that all views can be considered before final decisions are made. Submissions are welcomed from individuals and organisations, and can be made throughout the consultation period.