

Implementing Melbourne 2030

Melbourne 2030 is the first step of a continuous process of planning and implementation. While the Strategy itself is a policy framework that will guide decision-making over the long term, ensuring that it remains robust and relevant to public and private decision-makers is an ongoing task – one that will rely on regular monitoring and review of trends, and on feedback as initiatives are implemented.

A number of important tasks must be achieved to get implementation under way and to monitor its outcomes.

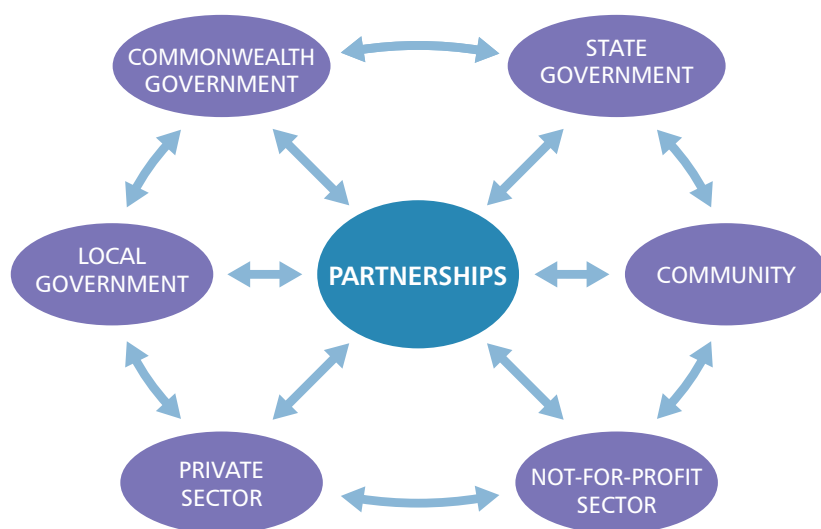
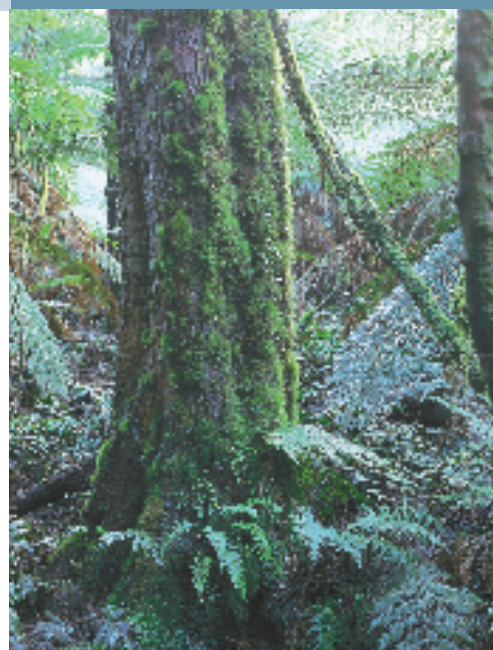


Figure 45. Partnerships



Setting priorities for action

The Government will provide ongoing opportunities to work with local government and key stakeholders in setting an action agenda based on the initiatives in *Melbourne 2030*.

The initiatives indicate how the Government intends proceeding to implement *Melbourne 2030*. However, they are subject to community consultation and to other processes that would normally apply to enable them to be implemented.

Draft Implementation Plans have been developed to provide greater detail on the Government's intentions on significant topics. Initially these cover six subject areas:

- urban growth boundary
- growth areas
- housing
- activity centres
- green wedges
- integrated transport.

There is also an advisory note – Implementation in the planning system, being released.

Each plan brings together the relevant initiatives from *Melbourne 2030* and outlines a preferred approach to their implement-

ation. The Government will work with local government, the private sector and other key stakeholders, further evaluating and developing initiatives to ensure that public and private resources produce the best possible outcomes.

While this is being undertaken, the Government is taking steps to implement some aspects, notably the urban growth boundary.

Workshops will be held with key stakeholder groups about particular topics. These will focus on what needs to be done, and when.

Feedback from these workshops will help develop the overall approach to the implementation of *Melbourne 2030*.

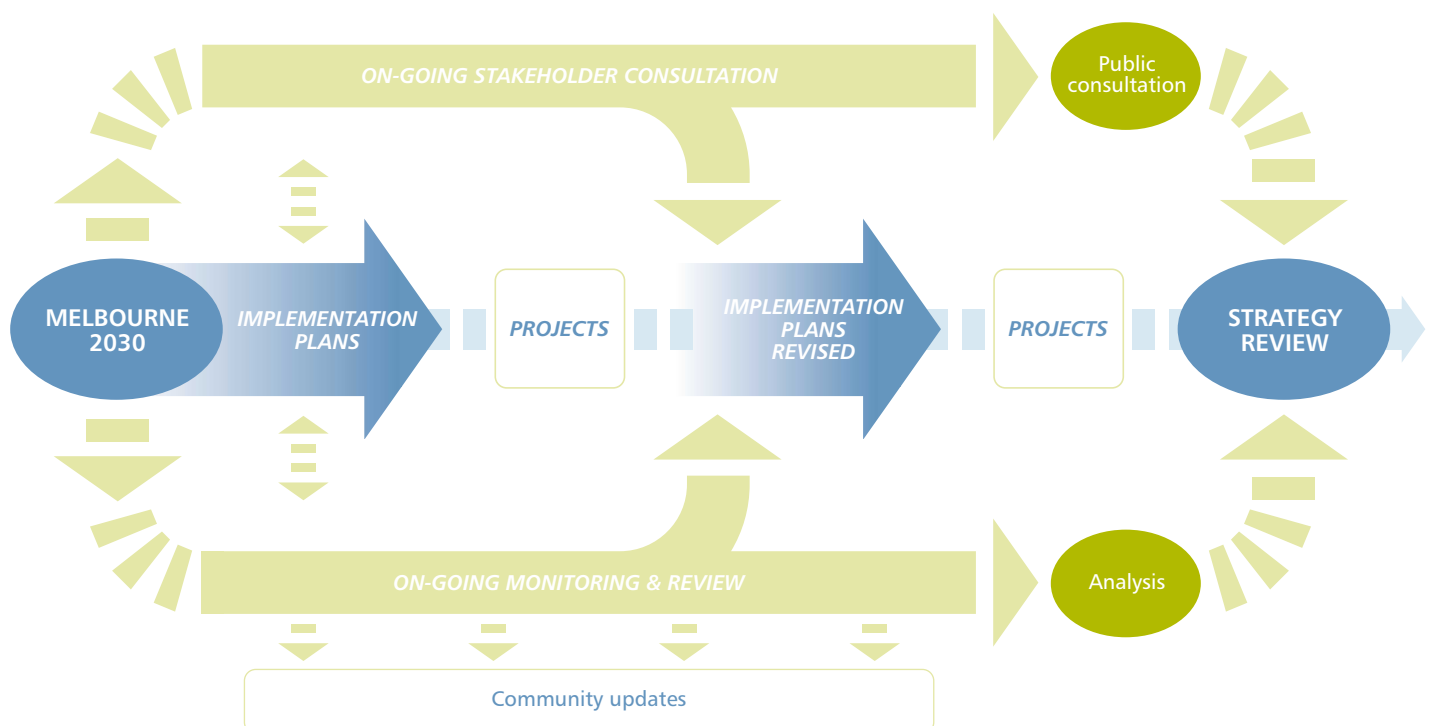
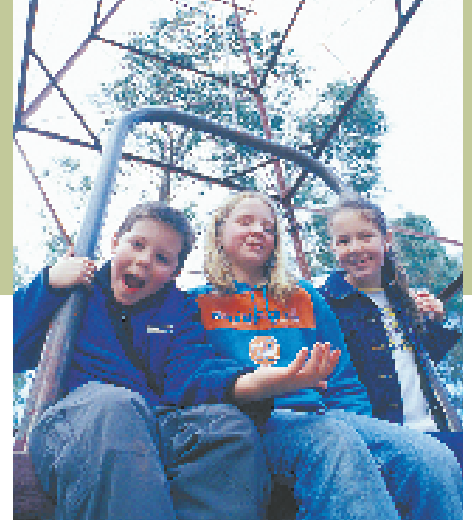


Figure 46. Process for implementation, monitoring and review



Sustainability in decision- making

Most of the initiatives in *Melbourne 2030* require formal processes for finalisation and implementation. In many cases, this involves changes to planning schemes or other statutory provisions, which have their own specified processes and opportunities for public consultation.

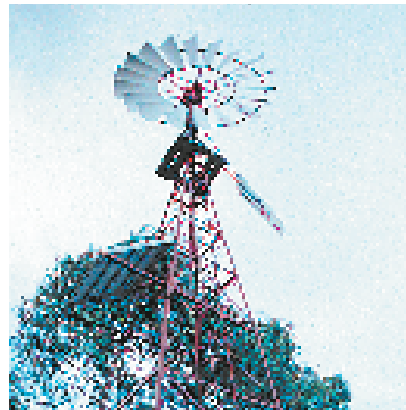
The details of each of these processes will be posted on the Department of Infrastructure web site. As outlined in Policy 9.3, an annual Community Update will summarise and communicate progress.

The Government is committed to *Melbourne 2030* as a long-term process with strong community participation in decision-making.

To support the principle of sustainability, criteria have been developed against which the appropriateness of decisions can be assessed. This will promote the goals of transparency and accountability. Each decision should achieve a balanced, positive assessment against these criteria:

- protect and, where appropriate, conserve the natural resources and the infrastructure resources of the region, and not deplete these for short-term gain

- lessen the effects of relative social and economic inequalities
- acknowledge and meet the needs of diverse groups within the community
- reduce or minimise waste and wastefulness in infrastructure construction, development, management and maintenance
- reduce and, where possible, eradicate sources of pollution and excessive noise
- reduce the ecological footprint of the urban areas in the region
- promote health and community wellbeing across the region, complementing other government initiatives
- promote community participation in decision-making as a contribution to developing social capital and community building
- encourage infrastructure that supports innovation and is appropriate for every level of the economy.



'Melbourne Principles' a world first

Victoria has taken a lead role in the development of sustainable cities around the world with the preparation and presentation of the Melbourne Principles for Sustainable Cities.

Written in Melbourne at a United Nations-sponsored workshop attended by 40 international experts, the guidelines were tabled and discussed in September 2002 at the Earth Summit in Johannesburg, South Africa.

They explain how a sustainable city might function, and provide a framework for action. Key principles include:

- the need for a city to define a vision that involves its citizens in sharing of aspirations, responsibility and opportunity
- an understanding that economic strategies must not impede basic human rights of sustenance, hygiene and shelter
- respect for nature, and a commitment to its care
- definition of the ecological 'footprint' of a city and a commitment to reduce this impact – problems should be tackled locally and now, rather than elsewhere and in the future
- a continual process of benchmarking, monitoring and measuring progress.

With more than half the world's population now living in cities, issues of sustainability will assume increasing prominence.

EPA Victoria helped develop the Melbourne Principles, which have been adopted by Melbourne City Council and are supported by a number of local governments around the world.

Working with local government

The Government acknowledges that local government has a major responsibility for implementing *Melbourne 2030*. The scope of the task is extensive. Issues will need to be addressed in detail at local level as well as across larger geographic areas.

Until now, local government has had to plan municipal areas without a metropolitan strategic context. To their credit, councils have managed this difficult task well. In many cases, local councils have produced Municipal Strategic Statements that incorporate many of the directions of *Melbourne 2030*, and this important work has informed its development. Councils can consolidate and build on this work with little change.

To achieve the changes envisaged in *Melbourne 2030* will require ongoing discussion between State and local government, with sustained cooperation and coordination.

Local councils will be asked to address a number of extremely important directions and strategies in reviewing their own planning schemes. The Government recognises that the changes proposed are significant and is prepared to assist in a variety of ways. Local councils have a legitimate role and scope in tailoring implementation to their local circumstances, provided the policies are followed and objectives are achieved.

Regular forums that can deal with cross-regional issues, such as housing strategies, are one way to achieve a better understanding of common concerns and to reach agreed responses.

Some critical policy areas to be addressed by local councils include:

Activity centres

Melbourne 2030 calls for a major change to the way in which activity centres are classified and planned, to enhance the network of centres and their individual performance. The link between the development of Principal and Major Activity Centres and that of the Principal Public Transport Network needs to be recognised and incorporated in local planning decisions. The role of Principal and Major Activity Centres as locations for higher-density housing is important and will need a proactive response from local councils. The creation or enhancement of the network of Neighbourhood Activity Centres will also be encouraged. The Government will work with local councils and key stakeholders through the Transit Cities program and other programs to provide support.

Housing

Locally prepared housing strategies based on subregional considerations will be important in delivering the strategic direction of a more compact urban area. Such strategies will also help provide a greater range of affordable housing to meet the changing needs of the population. Locations will have to be found for higher density housing across the metropolitan area. Increased support will be sought for the provision of social housing, to meet the needs of special groups. The Government will develop a pilot program in a metropolitan subregion to work with local councils, communities and key industry groups in reviewing and confirming existing local housing strategies, or in developing new strategies and other important initiatives in housing provision.



Urban growth boundary

Local councils in the metropolitan area will be asked to suggest minor modifications to the interim urban growth boundary based on anomalies and transitional cases. Councils with designated growth areas will be able to review the boundary in the context of revised development plans for the growth areas. The application of such a boundary around regional cities will be considered as part of the development of regional centre action plans.





Green wedges

Issues related to the management and planning of green wedges will have to be re-examined. This will require the development of revised criteria for rural living developments, and their incorporation into local planning decisions. Local planning authorities will have to provide stronger links to, and support for, catchment management plans and coastal plans (where relevant). Management plans will need to be developed to address the unique development issues affecting each green wedge.

Growth areas

The impact on future planning and delivery of infrastructure and services for growth areas will be significant. The way in which private developments are planned will also be affected as Neighbourhood Principles are applied. Local councils that take in areas designated for urban growth on the fringe will be helped to revise existing plans or to create new plans in light of *Melbourne 2030*, with joint State-council working arrangements being set up as appropriate. Wherever possible, a metropolitan subregional approach to growth area planning will be utilised.



Regional corridors

In areas along the major regional transport corridors between metropolitan Melbourne and the regional centres of Ballarat, Bendigo, Geelong and the Latrobe Valley, development planning will soon be needed to enhance and manage the impact of the fast train program and of upgrades to the main road system. Local planning authorities will be invited to work with the Government in developing these corridor plans.

Economic development

A more complex planning approach will be needed to support and encourage economic development and job generation. The identification of existing or emerging employment clusters will mean re-examining the package of planning measures suitable to support such clusters. Better information and analysis of local economies in the regional context will be needed, and greater attention should be given to the impact of other policies in the employment area, such as promotion of infill housing.

Urban quality

Local planning authorities will be encouraged to consider greater focus on issues such as heritage, urban design, safety and cultural development.

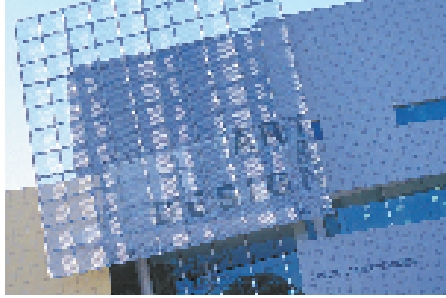


Triple-bottom-line

Increasingly, all planning authorities will need to use economic, social and environmental criteria for analysis of individual proposals and development plans, and for monitoring planning decisions. The Government will work with local councils to develop best practice models and share experience in applying new procedures.

Integrated transport services

Transport and land-use planning at local level need to proceed hand-in-hand to achieve *Melbourne 2030*'s objective of a more sustainable and comprehensive transport system. Local councils, the Government and franchise operators will need to work together to develop integrated systems which cater for all groups. New developments should be analysed for total transport impact across all modes.



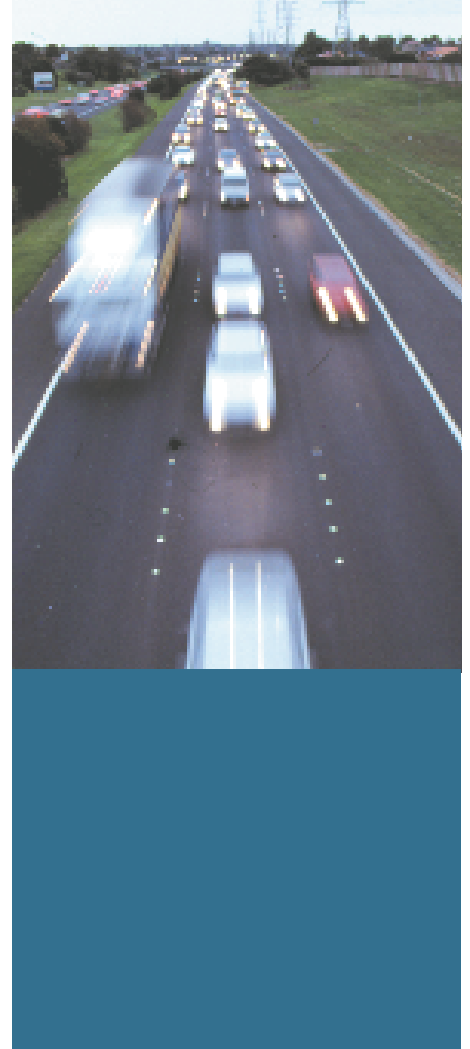
Working across government

Just as the development of *Melbourne 2030* has been informed by whole-of-government objectives and strategies, so its implementation will involve working across government. A comprehensive approach is needed to achieve integrated and sustainable results. Traditional sectoral and program boundaries in policy and project delivery must not be allowed to impede coordinated efforts by different agencies.

The 'big-ticket' infrastructure decisions of State and Commonwealth governments, such as freeways, airports, universities and major civic facilities, have a powerful shaping effect on urban areas.

Already, the Western Ring Road has spurred considerable industrial and transport-related growth in the western suburbs, and the new museum in Carlton Gardens has reinforced the primacy of Central Melbourne. New projects such as the Scoresby Integrated Transport Corridor, the Craigieburn Bypass, and fast rail links to regional cities are likely to have a similar impact. The Scoresby project will generate additional business activity in the east of metropolitan Melbourne, based on improved accessibility, while the fast rail links to regional centres will encourage the growth of regional towns and cities. Growth area planning and Transit Cities projects are in a similar category and will require improved levels of coordination.

The Government has sound mechanisms to assess major infrastructure projects and programs. Using *Melbourne 2030* will result in a better alignment of major investment in facilities such as new hospitals, regional parks and other community services with desired spatial outcomes. This will be done through existing budget and corporate planning processes and will affect the way in which departments and agencies present their proposals to the Government. Program initiatives should be assessed against the objectives of *Melbourne 2030*.



Implications for State departments and agencies

All Government departments and agencies will undertake an assessment of the relationship between their infrastructure investment plans and *Melbourne 2030* as part of the budget process.

Key policies and initiatives to be taken into account include:

Activity centres

The Government is investing heavily to support the development of activity centres, and improve their functioning, through the Transit Cities program, and through the development of the Principal Public Transport Network. This investment will be reinforced, and better outcomes achieved, if investment in other government services and facilities (from all levels of government) is located in the activity centres or at their edges.

Housing

The Government will work towards the development of strategic redevelopment sites for higher-density housing, in order to help the market meet emerging needs for a variety of housing types in well-served locations. At the same time, it must ensure that lower income groups have better access to these locations. It will seek to use innovative approaches to provide affordable dwellings in these locations for a wide range of income groups, while working through normal market operations.

Transport

The transport strategies emphasise the importance of improvements to walking and cycling facilities, and they promote travel demand and travel behaviour modification programs to limit car use. Government departments should take these matters into account when choosing locations for their office or service facilities and/or modifying existing facilities. Where programs offer support to outside agencies that result in the development of facilities, the program funding criteria should reflect these access and movement policies.

Environmental management

All departments will be required to lead by example in environmental management through adopting an environmental management system that reduces waste and resource consumption.

Regional development

Melbourne 2030 clearly establishes the need to focus resources on development of the regional cities and key towns on the major transport corridors between Melbourne and these cities and towns. Government departments will give long-term consideration to locating their regional services and facilities in these cities and towns.

