

Melbourne 2030 in summary

Melbourne 2030 – planning for sustainable growth is a 30-year plan to manage growth and change across metropolitan Melbourne and the surrounding region. It emphasises the city's interdependence with regional Victoria, to provide maximum benefit to the whole State.

In establishing and articulating this vision through a set of Principles and nine Key Directions, *Melbourne 2030* provides a framework for governments at all levels to respond to the diverse needs of those who live and work in and near to Melbourne, and those who visit.

Melbourne 2030 is a plan for the growth and development of the metropolitan area. An important objective is to ensure that Melbourne retains the qualities that people enjoy about it. Despite a slowdown in population growth, Melbourne will grow substantially over the next 30 years. It is appropriate to plan for the capacity to comfortably absorb up to 620,000 extra households over that time while protecting and enhancing our existing suburbs.

The main thrust is to continue to protect the liveability of the established areas and to increasingly concentrate major change in strategic redevelopment sites such as activity centres and underdeveloped land. While a

good supply of land for development will be maintained in growth areas, over time there will be a shift away from growth on the fringe of the city.

This will help prevent urban expansion into surrounding rural land. The trend towards fewer people in each household will continue to support demand for well-located apartment lifestyles around activity centres. This will be supported by an expanded and more attractive public transport system.

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Melbourne 2030 focuses primarily on the metropolitan Melbourne urban area and the nearby non-urban areas. However, it also deals more broadly with the wider region where, increasingly, development is linked to and affected by metropolitan Melbourne in terms of commuting, business and recreation. Hence, *Melbourne 2030* also



considers the area between metropolitan Melbourne and the regional centres of Geelong, Ballarat, Bendigo, and the Latrobe Valley.

Economic, social and environmental matters are integral to *Melbourne 2030*, but it is not an economic development plan, a community development strategy or a comprehensive environmental management plan. Rather, it gives a high-level overview of the directions metropolitan Melbourne is expected to take. Its clear focus is the management of future growth, land use and infrastructure investment. It will provide a vital context for other sectoral plans in areas like transport and housing.



The core of *Melbourne 2030* is nine 'directions' – or desired results – whose achievement over time depends on putting into effect specific, carefully framed policies.



Direction 1

A more compact city

Build up activity centres as a focus for high-quality development, activity and living for the whole community (*Policy 1.1*)

Broaden the base of activity in centres that are currently dominated by shopping to include a wider range of services over longer hours, and restrict out-of-centre development (*Policy 1.2*)

Locate a substantial proportion of new housing in or close to activity centres and other strategic redevelopment sites that offer good access to services and transport (*Policy 1.3*)



Direction 2

Better management of metropolitan growth

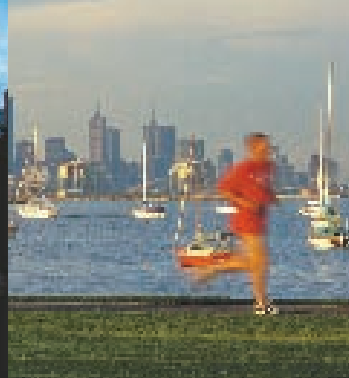
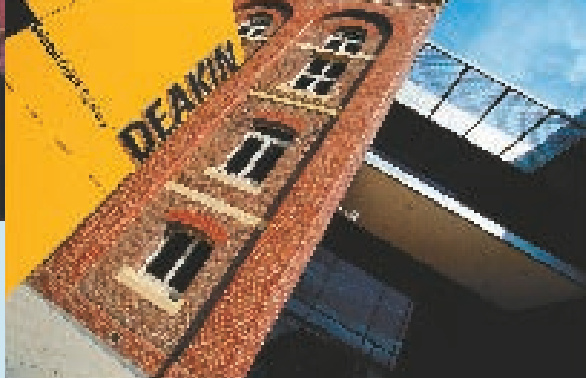
Establish an urban growth boundary to set clear limits to metropolitan Melbourne's outward development (*Policy 2.1*)

Concentrate urban expansion into growth areas that are served by high-capacity public transport (*Policy 2.2*)

Manage the sequence of development in growth areas so that services are available from early in the life of new communities (*Policy 2.3*)

Protect the green wedges of metropolitan Melbourne from inappropriate development (*Policy 2.4*)





Direction 3

Networks with the regional cities

Promote the growth of regional cities and key towns on regional transport corridors as part of a networked cities model (*Policy 3.1*)

Control development in rural areas to protect agriculture and avoid inappropriate rural residential development (*Policy 3.2*)

Direction 4

A more prosperous city

Maintain access to productive natural resources and an adequate supply of well-located land for energy generation, infrastructure and industry (*Policy 4.1*)

Strengthen Central Melbourne's capital city functions and its role as the primary business, retail, sport and entertainment hub for the metropolitan area (*Policy 4.2*)

Further develop the key transport gateways and freight links and maintain Victoria's position as the nation's premier logistics centre (*Policy 4.3*)

Create opportunities for innovation and the knowledge economy within existing and emerging industries, research and education (*Policy 4.4*)

Encourage the continued deployment of broadband telecommunications services that are easily accessible (*Policy 4.5*)



Direction 5

A great place to be

Promote good urban design to make the environment more liveable and attractive (*Policy 5.1*)

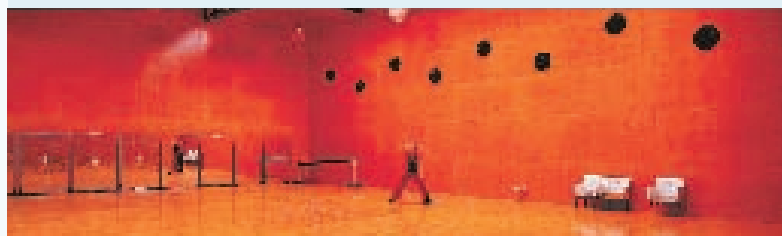
Recognise and protect cultural identity, neighbourhood character and sense of place (*Policy 5.2*)

Improve community safety and encourage neighbourhood design that makes people feel safe (*Policy 5.3*)

Protect heritage places and values (*Policy 5.4*)

Promote excellent neighbourhood design to create attractive, walkable and diverse communities (*Policy 5.5*)

Improve the quality and distribution of local open space and ensure long-term protection of public open space (*Policy 5.6*)





Direction 5 continued

Rectify gaps in the network of metropolitan open space by creating new parks and ensure major open space corridors are protected and enhanced (*Policy 5.7*)

Improve the environmental health of the bays and their catchments (*Policy 5.8*)

Protect coastal and foreshore environments, and improve public access and recreational facilities around Port Phillip Bay and Western Port (*Policy 5.9*)

Maintain and develop metropolitan Melbourne as a desirable tourist destination (*Policy 5.10*)

Direction 6

A fairer city

Increase the supply of well-located affordable housing (*Policy 6.1*)

Plan for a more equitable distribution of social infrastructure (*Policy 6.2*)

Improve the coordination and timing of the installation of services and infrastructure in new development areas (*Policy 6.3*)

Develop a strong cultural environment and increase access to arts, recreation and other cultural facilities (*Policy 6.4*)

Direction 7

A greener city

Ensure that water resources are managed in a sustainable way (*Policy 7.1*)

Reduce the amount of waste generated and encourage increased reuse and recycling of waste materials (*Policy 7.2*)

Contribute to national and international efforts to reduce energy usage and greenhouse gas emissions (*Policy 7.3*)

Reduce the impact of stormwater on bays and catchments (*Policy 7.4*)

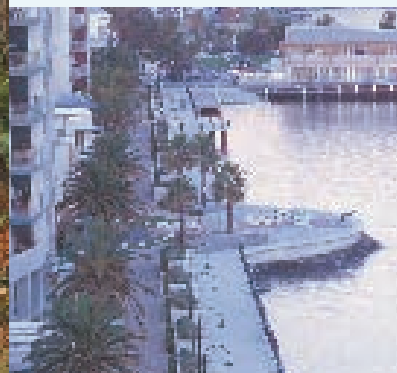
Protect ground water and land resources (*Policy 7.5*)

Ensure that land-use and transport planning and infrastructure provision contribute to improved air quality (*Policy 7.6*)

Protect native habitat and areas of important biodiversity through appropriate land-use planning (*Policy 7.7*)

Promote the concept of sustainability and develop benchmarks to measure progress (*Policy 7.8*)

Lead by example in environmental management (*Policy 7.9*)





Direction 8 Better transport links

Upgrade and develop the Principal Public Transport Network and local public transport services to connect activity centres and link Melbourne to the regional cities (*Policy 8.1*)

Improve the operation of the existing public transport network with faster, more reliable and efficient on-road and rail public transport (*Policy 8.2*)

Plan urban development to make jobs and community services more accessible (*Policy 8.3*)

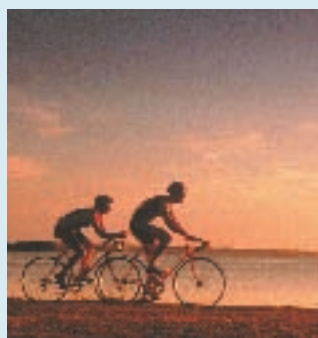
Coordinate development of all transport modes to provide a comprehensive transport system (*Policy 8.4*)

Manage the road system to achieve integration, choice and balance by developing an efficient and safe network and making the most of existing infrastructure (*Policy 8.5*)

Review transport practices, including design, construction and management, to reduce environmental impacts (*Policy 8.6*)

Give more priority to cycling and walking in planning urban development and in managing our road system and neighbourhoods (*Policy 8.7*)

Promote the use of sustainable personal transport options (*Policy 8.8*)



Direction 9

Better planning decisions, careful management

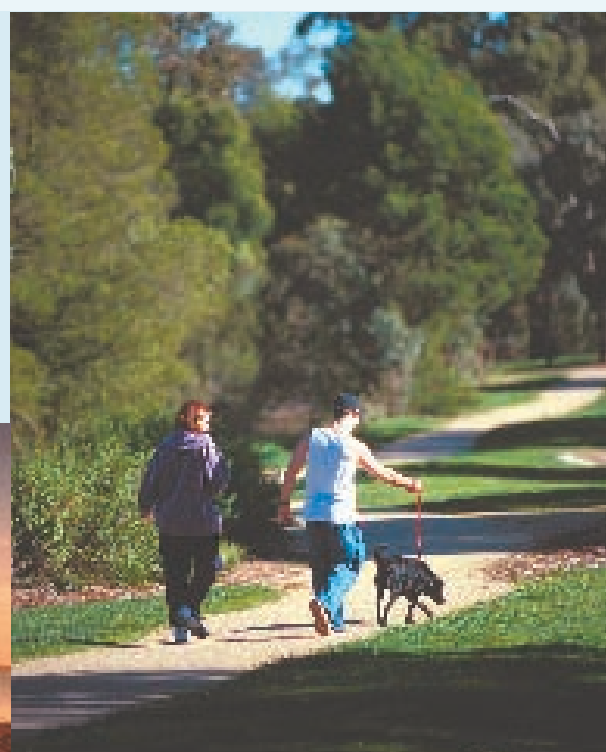
Achieve better planning decisions (*Policy 9.1*)

Speed up resolution of appeals (*Policy 9.2*)

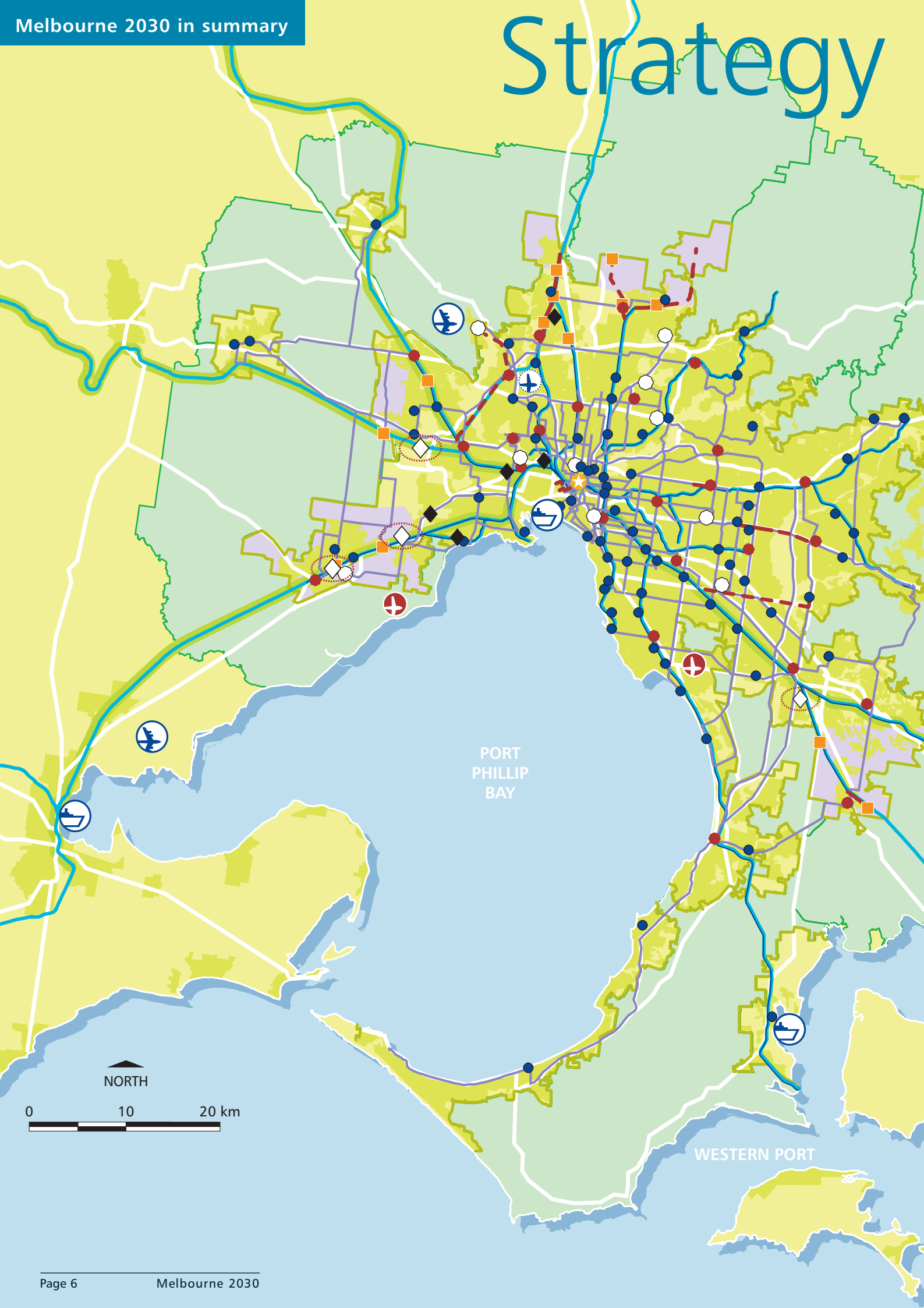
Keep *Melbourne 2030* up to date (*Policy 9.3*)

Develop a strong partnership with local government (*Policy 9.4*)

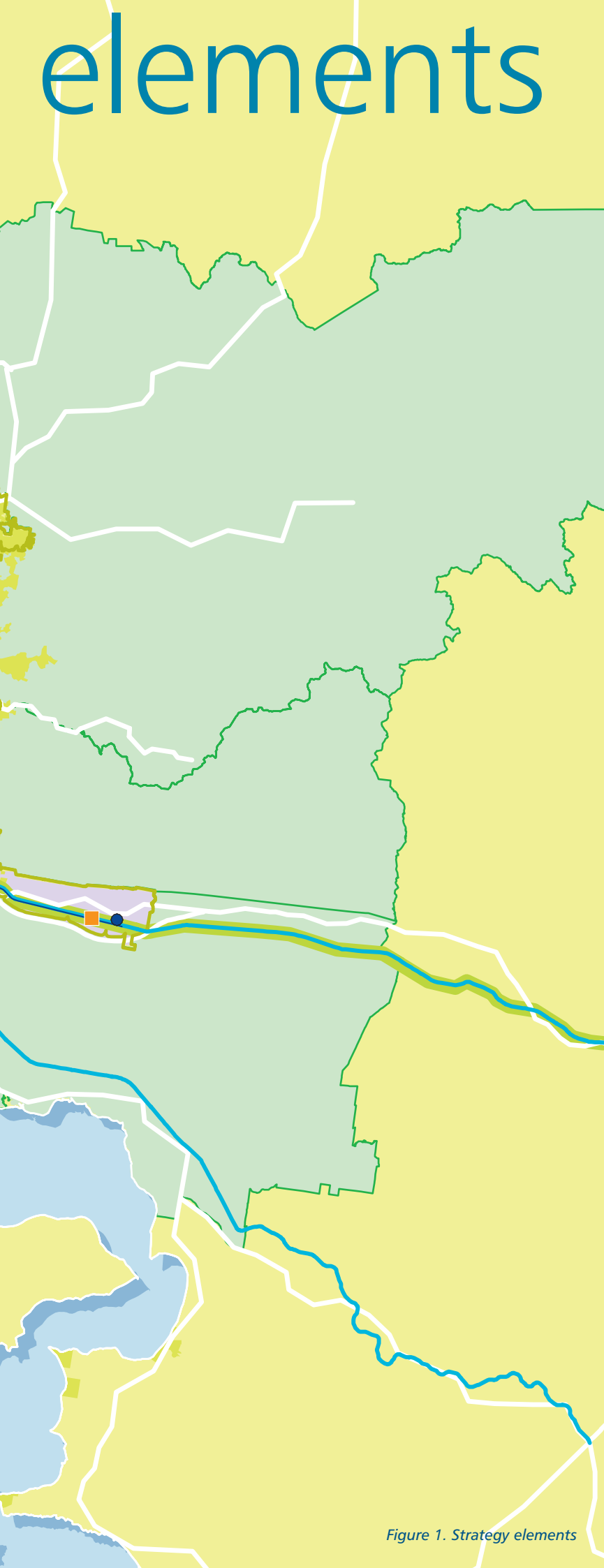
Implement *Melbourne 2030* in an integrated way that involves the community (*Policy 9.5*)



Strategy



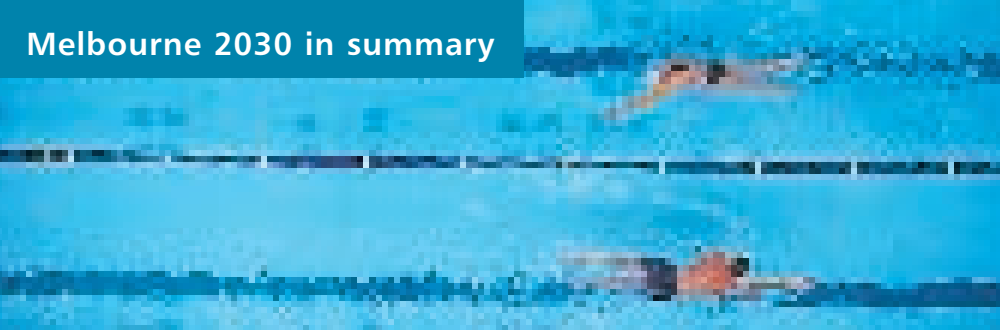
elements



- ★ Central Activities District
 - Principal Activity Centre
 - Major Activity Centre
 - Specialised Activity Centre
 - Urban growth boundary
 - Existing urban area
 - Growth area
 - Green wedge
 - ◆ Intermodal freight terminal
 - ◇ Possible sites for intermodal freight terminals
 - Major port
 - Major airport
 - General aviation airport
 - General aviation airport until closed
 - Rail network
 - Major road network (existing and proposed)
 - Regional fast rail
- Principal Public Transport Network**
- Tram and principal bus network (existing and proposed)
 - Melbourne metropolitan rail network
 - Proposed network extension
 - Potential network option
 - Potential new rail station



Figure 1. Strategy elements



Key initiatives

To put its directions and policies into practice, *Melbourne 2030* proposes many initiatives. These will involve cooperative action between government and the community, and their implementation will affect everyone living, working in and visiting metropolitan Melbourne and the surrounding region.

As *Melbourne 2030* is a statement of government policy intent only, some of the initiatives will be subject to the availability of budget funding. That is, such initiatives will need to await assessment and prioritisation through normal State budget processes in future periods. It is not intended that all initiatives should begin at once, nor that all should be completed within the five-year time frame. Many will lead to follow-on work. Others may change or be reviewed over the 30-year life of *Melbourne 2030*.

Growth across a network of activity centres

The activity centres network comprises the Central Activities District, 25 nominated Principal Activity Centres, around 79 Major Activity Centres and 10 Specialised Activity Centres. These are identified in *Melbourne 2030* and linked by the Principal Public Transport Network. The Principal and Major Activity Centres will be the preferred locations for future higher-density residential and mixed-use developments. Priority will be given initially to structure planning for the centres of Sunshine, Knox City/Towerpoint, Cranbourne, Doncaster and Narre Warren/Fountain Gate (Policies 1.1 – 1.3).

metropolitan Transit Cities of Frankston, Dandenong, Ringwood, Sydenham and Footscray (Initiative 1.1.3).

New major centres

New Principal or Major Activity Centres are essential to provide hubs for new suburbs. Mernda, in the Plenty Valley growth area, is an example of the newly established direction in design and function. Reviews of growth area plans for other development corridors will identify the need for and location of such centres. Possibilities exist, for example, in Hume, at Donnybrook; in Caroline Springs/Melton, at Ravenhall and Rockbank; in Werribee, at Werribee West; and in Pakenham, at Officer (Initiative 2.2.1 – 2.2.3).

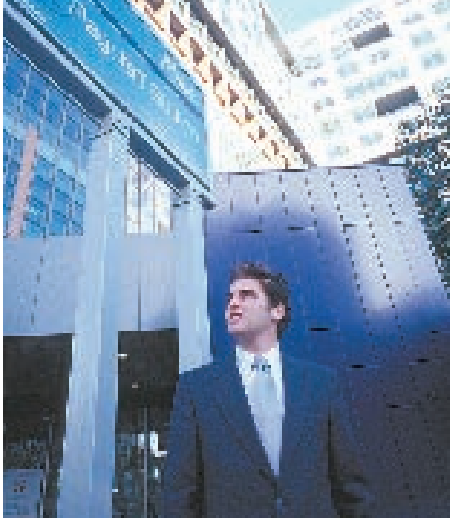
More Transit Cities

The number of locations for Transit Cities projects has been increased to nine with the identification of Box Hill, Epping, Broadmeadows and Werribee as locations for investigation into potential major redevelopments. Projects for higher-density development and improved public transport access are already at various stages of development for the five existing

Improved transport at stand-alone centres

Studies will look at ways to improve existing public transport services and interchanges at 'stand-alone' shopping centres – examples include the Frankston line and Southland Shopping Centre, tram and bus services at Airport West and Highpoint and bus services at Chadstone and Doncaster (Initiative 8.1.1).





New strategic developments

More than 130 major sites have been identified for potential large residential developments (of more than 100 dwellings) outside activity centres. Councils will be asked to review strategic opportunities for smaller developments and resolve any existing barriers to development (Initiative 1.3.2).

Protection of existing suburbs

The character of established residential areas will be protected through Rescode, and increased densities will not be achieved at the expense of existing amenity. There will be a focus on encouraging a wider range of housing types and more affordable housing (Initiatives 1.3.4, 6.1.1, 6.1.2).

Services in the outer suburbs

Changes to the way development is planned and implemented in outer suburban growth areas will ensure that facilities such as roads, bus services, schools, libraries and child care centres are provided much earlier in the development cycle (Initiatives 2.3.1, 2.3.2).

Urban growth boundary

An interim urban growth boundary has been put in place, with immediate effect on planning decisions. A permanent boundary will be adopted after public comments are considered. In designated growth areas the boundary will be regularly reviewed to provide for future growth requirements (Initiative 2.1.1).

Protection for green wedges

Twelve green wedges are designated outside the urban growth boundary to protect important non-urban uses including conservation areas, recreation, agriculture, airports, sewage treatment and quarries. The planning controls in these areas will be underpinned by legislation that ensures the long-term protection of environmentally significant areas, natural resource-based uses and rural vistas (Initiatives 2.4.1 – 2.4.4).

Networking with regional cities

A new and interactive relationship is proposed between Melbourne and the major regional cities and rural areas, in order to view development of the State as a whole. This will help spread economic and population growth more evenly and overcome problems caused by unmanaged urban development (Initiatives 3.1.1 – 3.1.4).

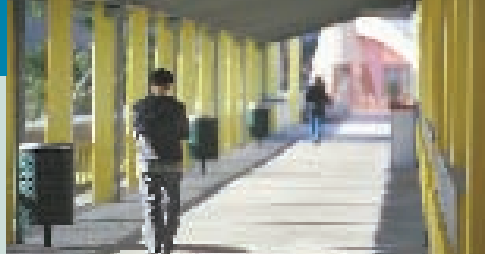
Building on our economic strengths

Planning and other measures will be used to strengthen key economic activities, protect the function of Specialised Activity Centres, build the core of metropolitan Melbourne as Victoria's business and retail heart, and complete the integrated development of Jolimont, Docklands, Southbank and the major knowledge precinct in Carlton/Parkville (Initiatives in policies 1.1, and 4.1 – 4.3).

Strengthening our port facilities

The continued expansion of operations of the Ports of Melbourne, Geelong and Hastings will be protected. Provision will be made for corridors for improved rail access, including a new rail link into Webb Dock. Options will be investigated for the movement of freight trains between Hastings and Dandenong, possibly including the Scoresby Corridor, without affecting residential areas. An environmental assessment has begun into the feasibility of deepening the Port Phillip Bay shipping channel (Initiatives 4.3.2 – 4.3.4).





Safeguarding our airports

There will be protection for flight paths and future development options at Melbourne's core airports – Melbourne, Avalon, Point Cook and Moorabbin. Essendon Airport (once closed) and the former RAAF Laverton airbase will be redeveloped for a mix of uses in accordance with the directions of *Melbourne 2030* (Initiatives 4.3.6 – 4.3.9).

A connected city

Provision will be made to ensure that all new major subdivisions and developments have ducting laid for broadband services and that telecommunications infrastructure is upgraded to enable a high degree of connectivity (Initiatives 4.5.1, 4.5.2).

Greater energy efficiency

New rules for energy efficiency in commercial and residential buildings, the shift to public transport, and increased recycling of non-domestic wastes will make the city less wasteful of energy, cut greenhouse gas emissions, improve air quality and make Melbourne a 'greener city' (Initiatives in policies 7.1 – 7.9).



Major new parks

The creation of six major new metropolitan regional parks and four 'chains of parks' will extend the existing parks network to balance current gaps in the west, north and south-east of the city. This will include a continuous coastal trail from Williamstown to Werribee, showcasing a forgotten part of Port Phillip Bay (Initiatives 5.7.1, 5.7.2).

A great place to be

New urban design guidelines and a focus on creating local 'sense of place' will make the city more attractive and exciting, with centres that are relevant to their local community and with high-quality, sustainable environments (Initiatives in policy 5.1).

Improved supply of affordable housing

The supply of affordable housing throughout the metropolitan area will be improved through joint programs with the Urban and Regional Land Corporation, the Office of Housing, local councils and the not-for-profit sector, to meet the needs of households on low-to-medium incomes (Initiatives 6.1.2, 6.1.6).

A safer city

The safety of public places and transport facilities will be vastly improved through the application of design principles, more grouping of activities, and better planning for police and emergency services in new centres (Initiatives 5.3.1 – 5.3.3).

Better transport links

Improved cross-town bus services and faster public transport will result from identifying on-road public transport 'red spots' – locations where conflicts between cars and public transport cause avoidable delays. Developing strategies to address these 'red spots' will also help public transport reach its goal of 20 per cent share of motorised trips by 2020 (Initiative 8.2.1).

Better planning decisions

A series of measures to improve the operation of the planning system, with better planning decisions and faster resolution of appeals and disputes, will increase community confidence in the planning process (Initiatives in policies 9.1 and 9.2).

