

The basis for Melbourne 2030

Why do we need to look ahead?

Victorians face important choices about how metropolitan Melbourne and the surrounding region should develop in the next 30 years. Population and development pressures are changing the environment in which decisions have to be made, and are affecting the shape and the flavour of our city. *Melbourne 2030* articulates a detailed plan that takes the long-term view and is based on consultation with the community.

Metropolitan Melbourne's current shape reflects more than a century of work by those who developed the rail network from 1880 onwards, and by the generations of planners who crafted plans for the city since 1929 (see 'Melbourne's planning history').

Melbourne 2030 builds on the earlier plans and the infrastructure we have inherited while responding to the new issues confronting us. It uses current views of the future and an understanding of the past as the basis for a long-term plan to mould the city.

It tackles these key questions – to which there are no simple or permanent answers:

- how best can we provide for a growing population and ensure that we live within available resources of water, land and energy?
- how should development be focused and what pattern of land use and transport should we invest in for a better future?
- in which areas should we discourage or prevent development in order to retain the quality of natural environments across the Port Phillip and Westernport catchments and beyond?
- what changes should we make to our lifestyles, the technologies we use and the way we organise the city to reduce resource usage and our impact on our living environment?
- what additional social infrastructure will be needed to support a growing city, and how will we ensure this is available for all when it is needed?

We need a consistent planning strategy across Melbourne

Public forum, Box Hill, November 2001



Melbourne's planning history

1922 – Metropolitan Town Planning Commission is established

1929 – report of the Metropolitan Town Planning Commission proposes a planning scheme to prevent 'misuse' of land and protect property values, highlighting traffic congestion, the distribution of recreational open space and haphazard intermingling of land uses

1954 – first comprehensive planning scheme for the metropolitan area, prepared by the Melbourne and Metropolitan Board of Works (MMBW), introduces the concept of district business centres and focuses major retail activity on designated centres on the public transport system that also provide central locations for housing, transport, employment and community activity

1971 – the MMBW report, *Planning Policies for the Melbourne Metropolitan Region*, introduces long-term conservation and development policies through growth corridor and green wedge principles, and contains outward growth to a limited number of areas on the edge of the city

1980 – the MMBW's *Metropolitan Strategy* reinforces the 1954 policy on district centres, encourages development in existing areas, and concentrates housing, transport, employment and community facilities at highly accessible points

1983 – new district centre zones encourage office development in 14 centres and restrict it elsewhere

1987 – *Shaping Melbourne's Future* reinforces the thrust of the 1980 Strategy

1995 – *Living Suburbs* relaxes metropolitan-wide planning direction and controls, for example, on green wedge boundaries and the hierarchy of activity centres, and devolves much decision-making to local level or on a case-by-case basis



What are the underlying key issues?

The Government's vision for Victoria

The Government's *Growing Victoria Together* policy, released in 2002, envisages that by 2010 we will be a State where:

- innovation leads to thriving industries that generate high-quality jobs
- protecting the environment for future generations is built into everything we do
- we have caring, safe communities in which opportunities are shared across the board
- all Victorians have lifelong access to health and education services of the highest quality.

This policy links the issues important to Victorians, the priority actions that the Government needs to take next and the measures the Government will use to show progress. It is a basis for involving all Victorians in the ongoing challenge – working together to build and deliver a fair, sustainable and prosperous future.

A new Strategy is an important way of achieving this broad vision.

Growing and linking all of Victoria

In *Growing Victoria Together*, the Government made a specific commitment to 'growing and linking all of Victoria'. Fast, reliable and efficient transport and communications infrastructure is essential to link and connect our people, our communities and our businesses. At the same time, we need to rebuild Victoria's social infrastructure, link our regional centres to Melbourne and revitalise our suburbs.

Much has already been done to fulfil this commitment, for example:

- expanded job opportunities across the State – more than 33.3 per cent of all job growth in the past two years has been in rural and regional Victoria
- establishment of the Regional Infrastructure Development Fund
- allocation of funding for improved rail services – fast train services between Melbourne and Ballarat, Bendigo, Geelong and the Latrobe Valley; the reopening of country rail passenger lines between Melbourne and Mildura, Leongatha, Bairnsdale and Ararat

(planned for 2003–04); the standardisation of Victoria's regional rail system so that it can be connected to the national network; upgrading of the rail track to Warrnambool

- committed funding for major roads in Melbourne and regional areas – the Scoresby Integrated Transport Corridor and the Albury/Wodonga Bypass on the Hume Highway
- upgrades to major highways – such as the Princes Freeway West (Geelong Road), Calder Highway and Goulburn Valley Highway – and to infrastructure, with the replacement of Murray River bridges including Wahgunyah, Cobram, Echuca and Robinvale





- the start of strategic work in regions and with local councils and communities – regional action plans for Ballarat and Bendigo, and the Great Ocean Road Region Strategy
- completion of strategic work in regions – the *Framework for the future* report for the Latrobe Valley (with \$105 million committed for implementation) and the North West Freight Transport Strategy
- committed funding for social infrastructure – the Camp Street Project in Ballarat.

Melbourne 2030 makes an important contribution to this theme. It emphasises the importance of connections between metropolitan Melbourne and the regional cities of Greater Geelong, Ballarat, Greater Bendigo and Latrobe, and the small towns and settlements in this region of Victoria. In these terms, it looks at maintaining and upgrading transport and telecommunications links, and dealing with planning issues.

Improvements in these linkages will benefit accessibility and communications around the State. Managing the land-use and development issues that occur because of the improved linkages will also benefit the State by making the most efficient use of public and private resources and reducing the long-term call on government resources.

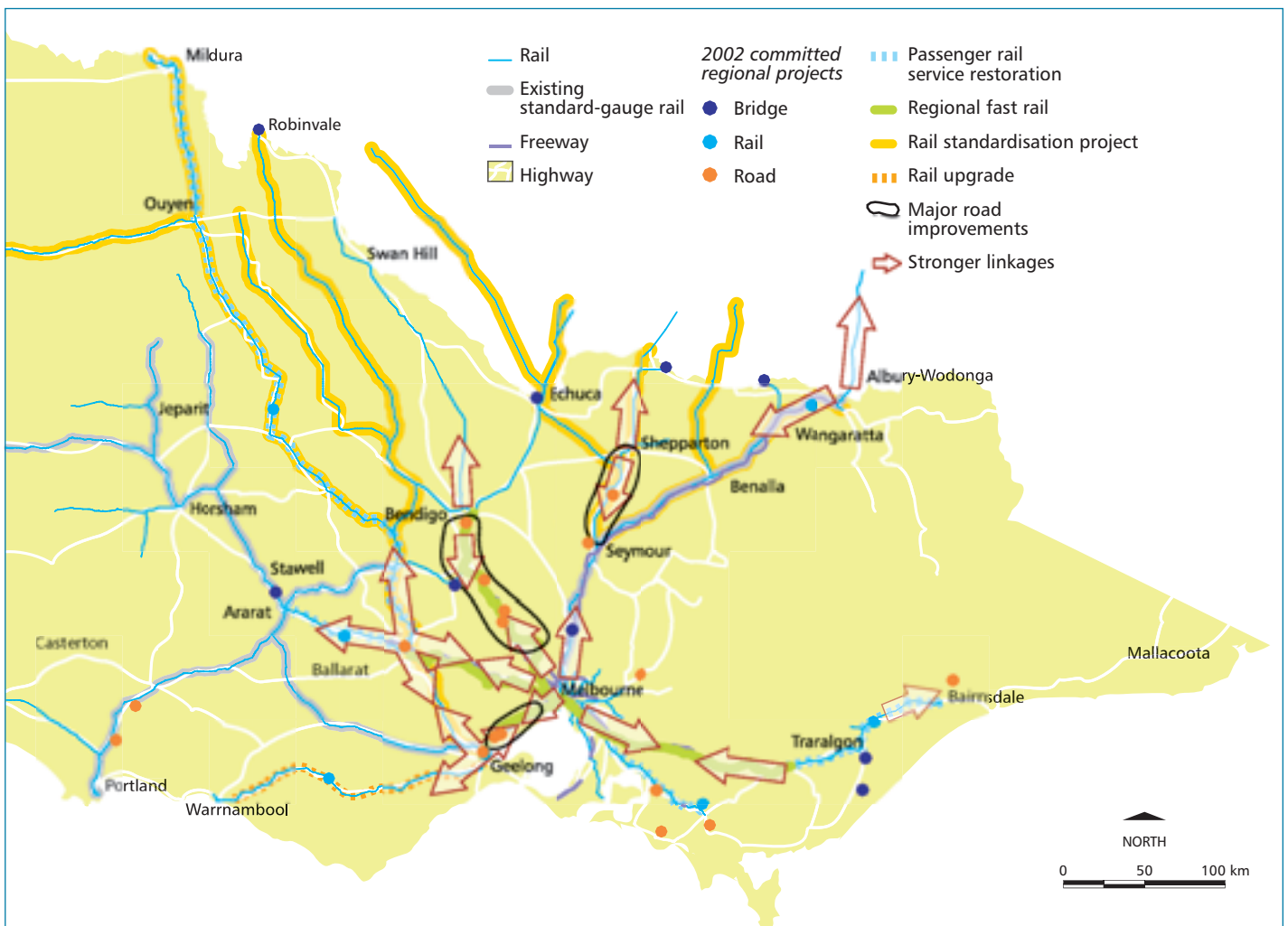


Figure 2. Growing and linking all of Victoria



Planning for population growth

A major driver of change is the anticipated increase in population and households over the next 30 years. Current trends indicate that for metropolitan Melbourne this could be up to one million additional people, or 620,000 new households. Should the decline in our birthrate reverse or levels of international migration increase, the rate of population growth would accelerate so that more people would need to be accommodated in a shorter time frame. There would be consequent increased pressure on land for industry and commerce and on the transport system.

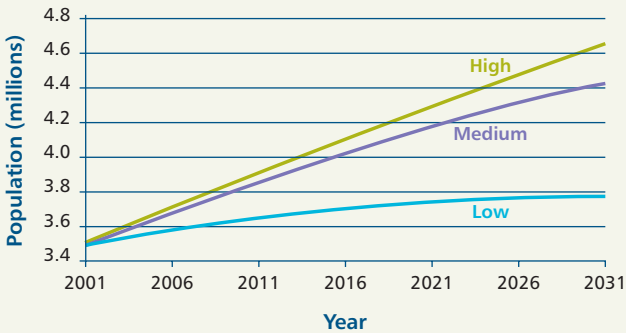


Figure 3. Population growth projections for the Melbourne Statistical Division, 2001–31
Source: Australian Bureau of Statistics, Series C, R & S Projections, 2000, modified for the region by Department of Infrastructure

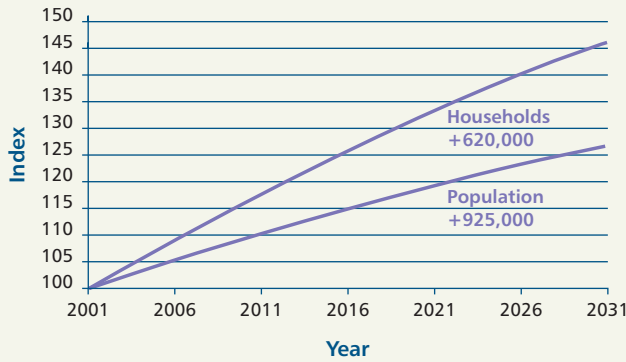


Figure 4. Projected growth of population and households for the Melbourne Statistical Division, 2001–31
Source: Australian Bureau of Statistics Series R (Trend) Projection, base year 1999. Assumptions are for national net overseas migration of +90,000, net interstate migration to Victoria +2,000 and for the total fertility rate (TFR) to fall to 1.52

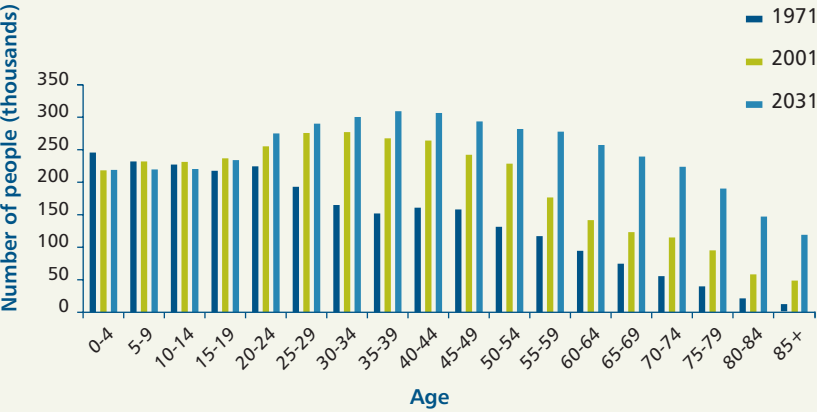


Figure 5. Population by age group, Melbourne Statistical Division (trend projection)
Source: Australian Bureau of Statistics, 1971 Census and Series R Projections, 2000, and Department of Infrastructure MSD projections.

The expected increase in population is equivalent to adding a city the size of Adelaide



The Government believes it is in Victoria's best interest to promote steady population growth on an environmentally sustainable basis. In 2002, it sponsored the national Population Summit to broaden public debate on the national policy settings required to address the range of population issues which confront Victoria – most notably:

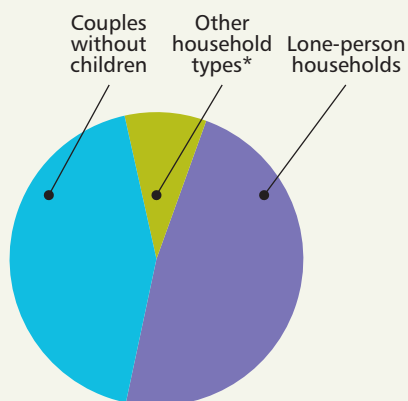
- the need to tackle the causes of our declining birthrate
- the importance of planning for an ageing population
- the desirability of attracting more skilled migrants
- the uneven distribution of population growth
- the need to reverse the loss of people from many rural areas.

Melbourne 2030 is not a vehicle for promoting population growth. Future development will only proceed at the pace that the economy will support and that population growth demands. However, it is important to plan ahead so that we can cope with an increase in population should the Commonwealth Government change current population policy settings.

In addition, we must understand not only the implications of projected growth, but the nature of population dynamics. For example, while the average number of people in each household is getting smaller, new houses are becoming larger (expanding from an average floor size of 169.2 m² in 1984 to 226.7 m² in 2001), with consequent resource implications. To achieve sustainability, programs must be in place to minimise the 'ecological footprint' of the city, and to ensure that the inevitable growth in infrastructure matches demand yet does not damage the liveability for which metropolitan Melbourne is widely renowned.

'There's not enough variety of housing to meet people's needs'

*Public forum, Moorabbin,
November 2000*



*Other household types = couples with children, single-parent families, group households, etc.

Figure 6. Projected share, by household type, of the projected 620,000 additional households, Victoria, 2001–31

Source: Department of Infrastructure consultancy, unpublished, 1999





Public infrastructure investment

Growth and change require considerable investment in infrastructure and services of all types. In 2002–03, the Government's investment in the transport portfolio alone was some \$3 billion, while more than \$15 billion went into the essential health, education and community services portfolios.

The range of infrastructure needed to ensure a fair, sustainable and prosperous future has expanded beyond the accepted basics of a good resource base, efficient freight and logistics networks, and secure energy and water supplies. It encompasses work undertaken for social/cultural, environmental and economic purposes and for sustainable development. We need highly skilled people, a culture of innovation, an attractive and safe urban environment, and a wide choice of lifestyle, recreation and investment opportunities, as these are critical to Victoria's global competitiveness and the attractiveness of metropolitan Melbourne and the surrounding region.

Melbourne 2030 provides a strategic framework to coordinate the location and management of new infrastructure and services, minimising cost and environmental impact and maximising economic and social benefit.

How has Melbourne 2030 developed?

Work began on *Melbourne 2030* in December 1999. It is the result of combined input from government, the private sector, and the people of metropolitan Melbourne and the other communities in the surrounding region.

An important body of research lies behind it, and experts within and outside government have contributed in-depth studies. The main technical reports have been published and made available to the public in print (see Appendixes). Summary reports are on the Government's Metropolitan Strategy web site at www.doi.vic.gov.au/melbourne2030

A number of options have been investigated for managing Melbourne's growth, ranging from more concentrated development in established areas through to a substantially increased role for the regional cities and towns that surround metropolitan Melbourne.

Thousands of interested Victorians have expressed their views and concerns through public forums, small group workshops and direct submissions. They include representatives of local government and of special interest groups, including youth, women, the elderly, and the development and investment communities. They have told us about their hopes and fears for the future, their aspirations for themselves, their businesses and their children, and what matters most to them about the places in which they live, work, invest and play.

Thousands of interested Victorians have expressed their views and concerns

Feedback was given on their views, through print and electronic media, as a vital part of the public consultation process. Important messages from the process have informed the development of the principles that underpin *Melbourne 2030*.

A reference group has contributed to the development of important concepts and provided a sounding board for many ideas about content and the processes for community consultation. This group was made up of representatives from local government, peak industry bodies and community-based organisations, and people with acknowledged expertise in a variety of professional fields. A separate group of peer reviewers, expert in planning and related fields, has provided important comment on an early draft of this document.

The Strategy process

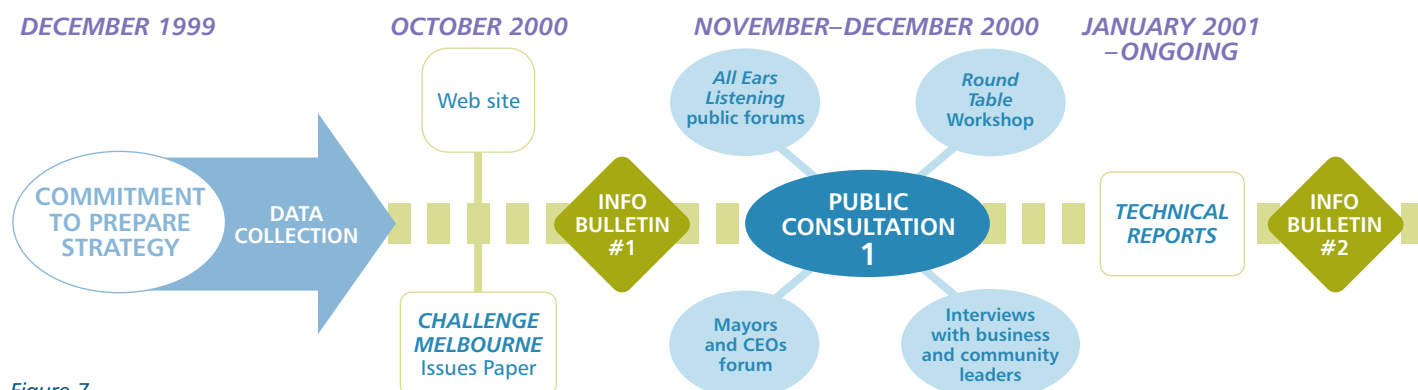
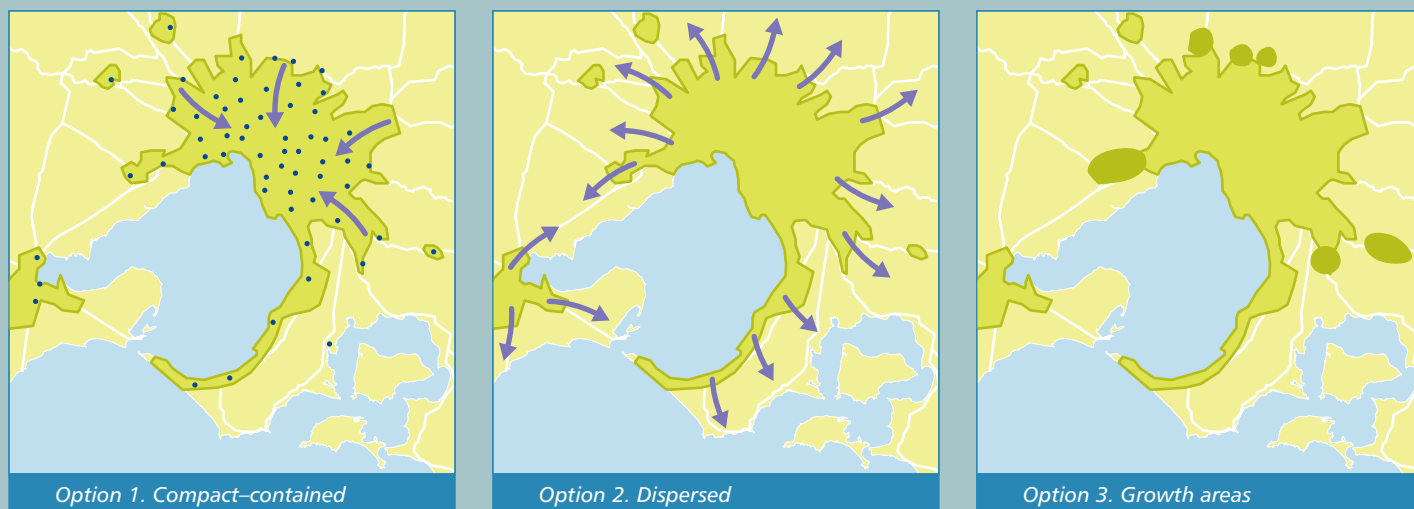


Figure 7.

MANAGING MELBOURNE'S GROWTH

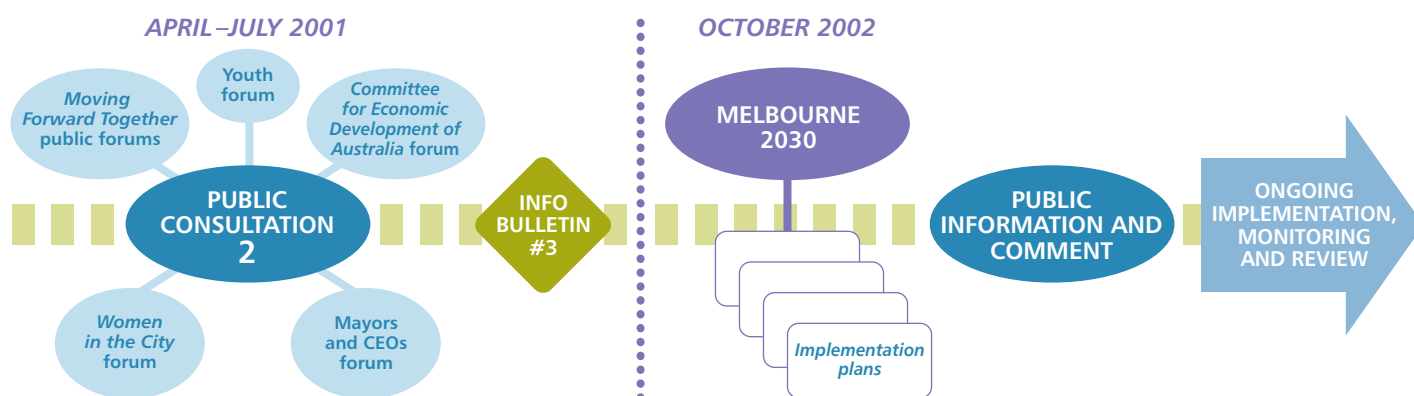


MELBOURNE AND THE REGION



Figure 8.

Urban growth options





What kind of future do we want?

More than 5,500 people came to a forum or workshop, or made a submission or contacted the web site. They want:

A quality urban environment – with heritage and local character protected

More and better public transport and less road congestion

Car dependency reduced and walking and cycling encouraged

A sustainable environment, with less sprawl and protection of environmental assets

Shared growth and benefits with regional Victoria

Reduction of resource use and improved air quality

A strong economy and jobs growth, support for existing businesses and industries and encouragement of 'knowledge age' jobs

A strong sense of community, social equity, appreciation of diversity, and increased personal safety

