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# A more compact city

## Direction 1

- 1.1 Build up activity centres as a focus for high-quality development, activity and living for the whole community
- 1.2 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
- 1.3 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

# Build up activity centres as a focus for high-quality development, activity and living for the whole community



Activity centres in urban settings are used every day as people shop, work, keep appointments, do business or relax. They vary greatly in size and in usage. They may be shopping and community centres at local or regional level. They may be places that provide education and health facilities, such as university campuses or regional hospital complexes.

Activity centres will be the focus of major change in metropolitan Melbourne over the next 30 years. They are uniquely placed to provide for much of the anticipated growth in households. They are, or will be, well-served by public transport, and they offer a wide range of services and facilities benefiting the whole community.

Activity centres will be developed as centres for business, shopping, working and leisure. Most will also contain community facilities related to public administration, education, health and emergency services. They will also be important locations for the development of different types of housing, including forms of higher-density housing.

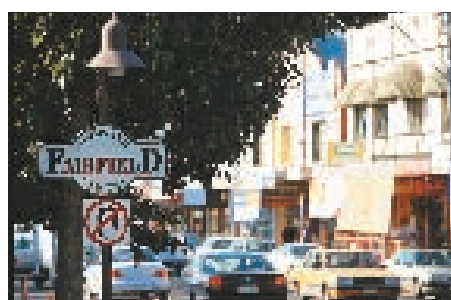
The key objectives for the development of activity centres are to:

- reduce the number of private motorised vehicle trips by concentrating activities that generate high numbers of (non-freight) trips in highly accessible locations
- encourage economic activity and business synergies
- broaden the mix of uses appropriate to the type of centre and the needs of the population served
- provide focal points for the community at different geographic scales
- improve access by walking, cycling and public transport to services and facilities for local and regional populations
- support the development of the Principal Public Transport Network.

*Melbourne 2030* seeks to increase the concentration of activities in metropolitan Melbourne within a network of activity centres, both existing and planned. This network will comprise a range of centres that differ in size and function and are connected by public transport. Catchments of these centres may overlap, allowing as many people as possible the maximum choice in services, employment and social interaction.

The Government intends that the planning, investment and development processes will encourage growth at those activity centres that are well-located. This will discourage developments outside the activity centres, and it will discourage continued growth at centres that cannot meet performance standards for public transport accessibility and other criteria.

## Activity centres will be the focus of major change over the next 30 years





# Role and function of centres

Metropolitan Melbourne's activity centres are classified into five types:

- Central Activities District
- Principal Activity Centres
- Major Activity Centres
- Specialised Activity Centres
- Neighbourhood Activity Centres.

The classification defines the role and function of centres, including preferred uses, scale of development and links to the public transport system.

## Central Activities District

This is metropolitan Melbourne's largest centre of activity with the greatest variety of uses and functions and the most intense concentration of development. It provides services and functions such as commercial, retail, housing, highly specialised personal services, education, government and tourism.

The Central Activities District will continue to be the preferred location for activities that have State or national significance, and for activities that have a significant impact as trip generators, drawing users from around the metropolitan area and beyond, and hence benefiting from being at the centre of the Principal Public Transport Network.

The three municipalities that make up Central Melbourne (Melbourne, Yarra and Port Phillip) contain a rich network of interconnected activity centres of all types. Policy 4.2 describes the function of Central Melbourne and *Melbourne 2030's* proposals for reinforcement of its role.

## Principal Activity Centres

Metropolitan Melbourne has a network of about 100 Principal and Major Activity Centres. These centres provide some 30 per cent of retail turnover, substantial employment, and a wide variety of recreation and community facilities. Each is an important focus for its surrounding community.

Continued development at Principal Activity Centres provides scope to accommodate ongoing investment and change in retail, office, service and residential markets.

Development of this network of activity centres is critical to metropolitan Melbourne's future economic performance. The intent is to substantially reinforce the network by connecting the Principal Activity Centres into an expanded public transport network – the Principal Public Transport Network (see Policy 8.1) – and encouraging more mixed-use development in appropriately located centres.

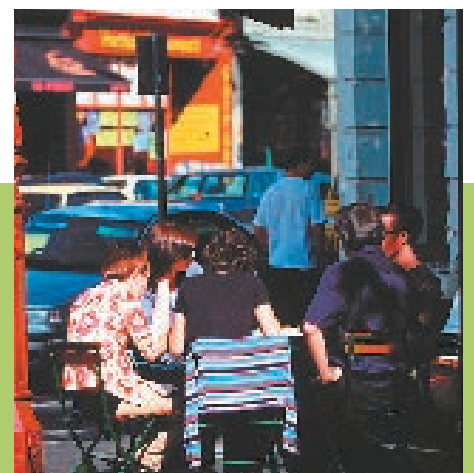
New Principal Activity Centres will have to be on the Principal Public Transport Network or be linked to it as part of the cost of developing the site.

Melbourne's 25 Principal Activity Centres have, or should have, the following characteristics:

- a mix of activities that generate high numbers of trips, including business, retail, services and entertainment
- being generally well served by multiple public transport routes (many being on the rail network), and on the Principal Public Transport Network or capable of being linked to that network
- a very large catchment covering several suburbs, and attracting activities that meet metropolitan needs
- the potential to grow and support intensive housing developments without conflicting with surrounding land uses.

They have developed along two paths:

- **town centres** are located at current or planned nodes of the Principal Public Transport Network, and are characterised by a mix of uses. They are the Transit Cities of Dandenong, Frankston, Ringwood, Box Hill, Epping, Broadmeadows, Footscray, Werribee and Sydenham, and the centres of Greensborough, Sunshine, Moonee Ponds, Coburg, Prahran/South Yarra, Camberwell Junction, Glen Waverley, and Cranbourne





- **stand-alone centres** developed as stand-alone shopping centres during the 1960s and 1970s. They are Chadstone, Highpoint, Southland, Northland, Knox City/Towerpoint, Doncaster, Narre Warren/Fountain Gate and Airport West. Generally they are freestanding, remote from the rail system, and depend largely on car access. Most provide for a lesser range of uses than the longer-established centres, although some have begun to take on a wider role as meeting points for the communities they serve.

The size and/or location of Principal Activity Centres mean they have an especially important role to play as a focus for community activity, services and investment. *Melbourne 2030* identifies them as a location for priority government investment and support. The Government will work with the private sector to help effect improvements to public transport at Principal Activity Centres. The Transit Cities program will focus on these centres to produce better, more integrated, land-use and transport outcomes.

Each Principal Activity Centre can serve as a focus for a range of government and community facilities and services. Those that developed as town centres need to have their growth carefully managed, in order to achieve more sustainable transport and to give nearby residents access to many of the benefits at present enjoyed only by residents of inner suburban areas. Those that developed as stand-alone centres will be supported in order to broaden their role, achieve a greater mix of uses, and make them more accessible by public transport through links to the Principal Public Transport Network.

Where catchments overlap in any part of the network of centres, priority for investment and location of significant land uses will be given to Principal Activity Centres.

## Major Activity Centres

This classification takes in most of the rest of Melbourne's largest activity centres. They have similar characteristics to Principal Activity Centres but serve smaller catchment areas.

Continued development at Major Activity Centres supplements the network of Principal Activity Centres and provides additional scope to accommodate ongoing investment and change in retail, office, service and residential markets.

As with Principal Activity Centres, the development of this network of Major Activity Centres is critical to metropolitan Melbourne's future economic performance. The intent is to substantially reinforce the network by connecting most of these centres into the Principal Public Transport Network (see Policy 8.1) and encouraging more mixed-use development in appropriately located centres.

*Melbourne 2030* encourages continued broadening of the range of uses in Major Activity Centres and upgrading of public transport services. Existing Major Activity Centres that lack good public transport links will not be allowed to grow substantially at the expense of better-located centres serving the same catchment. New Major Activity Centres will have to be on the Principal Public Transport Network or be linked to it as part of the cost of developing the site.

Principal Activity Centres are a focus for community activity, services, and investment





## Specialised Activity Centres

These important economic precincts play a vital role in metropolitan Melbourne's economy.

They include:

- Melbourne Airport
- major university campuses
- key research and development precincts, including the specialised precincts of particular importance to the State's innovation economy, which are identified in the Biotechnology Strategic Development Plan for Victoria as:
  - Parkville medical and bio-scientific institutes (including Bio 21)
  - Prahran – Alfred Medical Research and Education precinct
  - Clayton – Monash University/Health Research precinct – science and technology park (including the proposed Synchrotron)
  - Werribee – animal and food research centre
  - Bundoora – La Trobe and RMIT universities technology parks
  - Heidelberg – Austin and Repatriation Medical Centre Biomedical Alliance precinct – health research.

Specialised Activity Centres provide a mix of economic activities that generate high numbers of work and visitor trips. They require similar transport management responses to other types of large centres. Their planning and development should reinforce their specialised economic function. They should contain only uses that support and are consistent with continued growth in their primary function. Mixed uses that complement the role of these centres are encouraged, but they should not compete with nearby Principal or Major Activity Centres. Nor should these centres attract mixed uses that serve a wider catchment and might inhibit their specialised role. They must be located on the Principal Public Transport Network.

***They should contain only uses that support and are consistent with continued growth in their primary function***

Future planning and development of the research precincts should emphasise their ability to foster interaction between researchers and industry. Space is required so that new and emerging applications can benefit from co-location.

## Neighbourhood Activity Centres

Metropolitan Melbourne has more than 900 Neighbourhood Activity Centres. These are dominated by small businesses and shops. They offer some local convenience services and at least some public transport.

Their key features are:

- generally, a limited mix of uses meeting local convenience needs
- generally less than 10,000 square metres of retail floor space
- accessible to a viable user population by walking/cycling
- accessibility by local bus services, and public transport links to one or more Principal or Major Activity Centres
- their role as important community focal points, ideally close to schools, libraries, child care, health services, police stations and other facilities that benefit from good public transport.

From a metropolitan perspective, these centres contribute to the goal of encouraging walking, cycling and local public transport use, particularly where they are part of a network of centres. Redevelopment in middle and outer suburbs and development of new growth areas should provide viable locations for Neighbourhood Activity Centres in areas where their current distribution is inadequate.

Their location should be planned in conjunction with the design of local public transport services.

Higher-density housing will be encouraged in and around Neighbourhood Activity Centres. It should be designed to fit the context and enhance the character of the area while providing a variety of housing options for different types of households. Development of these centres can improve access to local services and accommodate the changing housing needs of those who do not want to break their links with their local community.





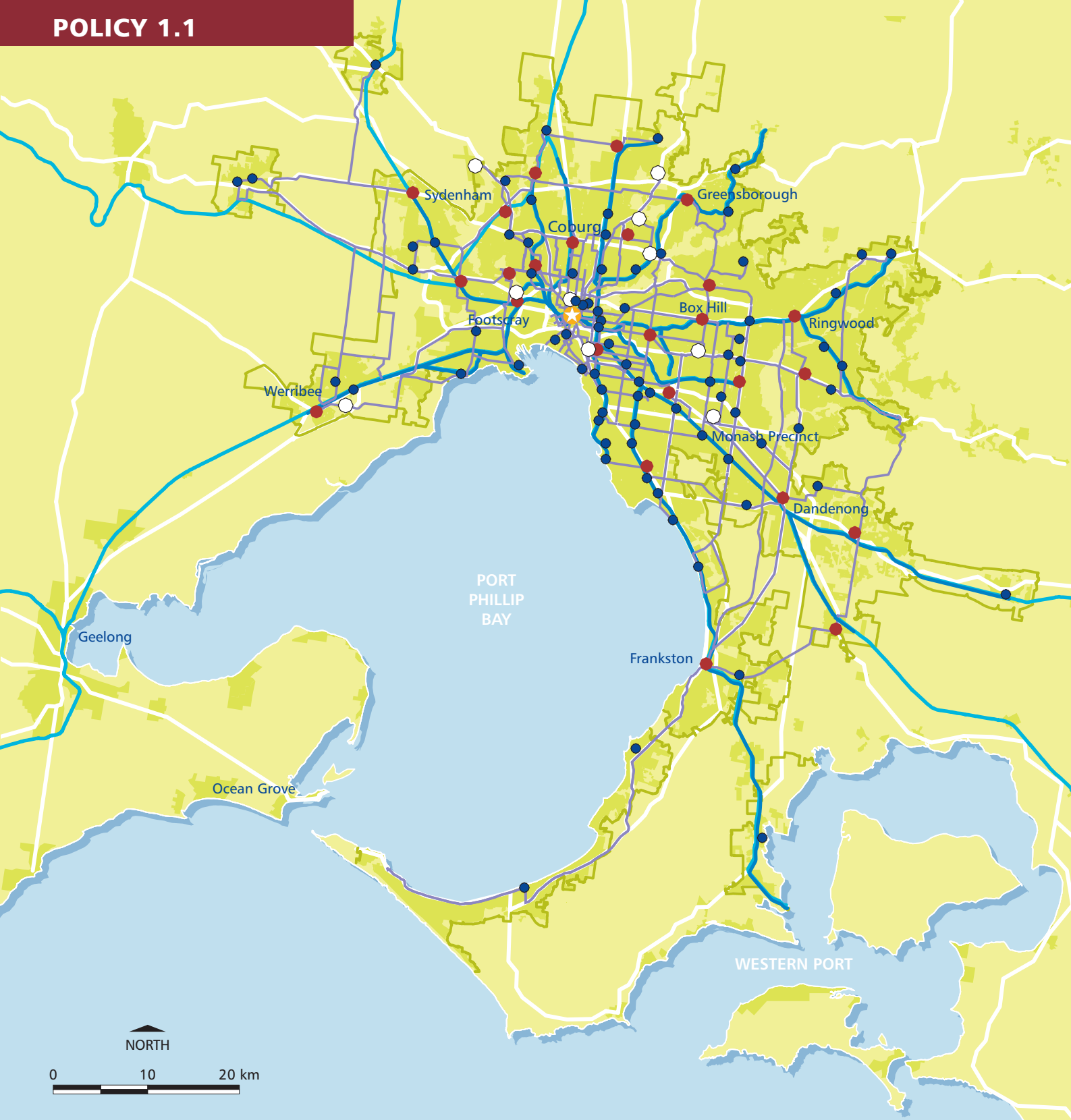


Figure 27.

- |  |  |   |
|--|--|---|
| <ul style="list-style-type: none"> <li>Existing urban area</li> <li>Urban growth boundary</li> <li>Major road</li> </ul> | <ul style="list-style-type: none"> <li>Central Activities District</li> <li>Principal Activity Centre</li> <li>Major Activity Centre</li> <li>Specialised Activity Centre</li> </ul> | <p>Principal Public Transport Network</p> <ul style="list-style-type: none"> <li>Bus and tram network (existing and proposed)</li> <li>Melbourne metropolitan rail network</li> </ul> |
|--|--|---|

Source: Department of Infrastructure, 2001

## Network of activity centres

## Central Activities District

### Principal Activity Centres

Airport West  
Box Hill  
Broadmeadows  
Camberwell Junction  
Chadstone  
Cheltenham, Southland  
Coburg  
Cranbourne  
Dandenong  
Doncaster  
Epping  
Footscray  
Frankston  
Glen Waverley  
Greensborough  
Maribyrnong, Highpoint  
Moonee Ponds  
Narre Warren, Fountain Gate  
Prahran/South Yarra  
Preston, Northland  
Ringwood  
Sunshine  
Sydenham  
Wantirna South, Knox City and Tower Point  
Werribee

### Major Activity Centres

Altona  
Altona North  
Ascot Vale, Union Road  
Balaclava  
Bayswater  
Bentleigh  
Boronia  
Brighton, Bay Street  
Brighton, Church Street  
Brunswick  
Burwood East, Kmart Plaza  
Burwood East, Tally Ho

Carlton, Lygon Street  
Carnegie  
Caulfield  
Chelsea  
Cheltenham  
Chirnside Park  
Clayton  
Croydon  
Deer Park Central  
Deer Park, Brimbank Central  
Diamond Creek  
Doncaster East, The Pines  
Elsternwick  
Eltham  
Endeavour Hills  
Fitzroy, Brunswick Street  
Fitzroy, Smith Street  
Forest Hill Chase  
Gladstone Park  
Glenhuntly  
Glenroy  
Hampton  
Hastings  
Heidelberg  
Hoppers Crossing  
Ivanhoe  
Karingal  
Kew Junction  
Lilydale  
Malvern/Armadale  
Melton  
Melton, Woodgrove and Coburns Road  
Mentone  
Moorabbin  
Mordialloc  
Mornington  
Mount Waverley  
Mount Waverley, Pinewood Centreway  
Mountain Gate  
Mulgrave, Waverley Gardens  
Niddrie, Keilor Road  
North Essendon  
Northcote  
Nunawading  
Oakleigh

Pakenham  
Parkmore Keysborough  
Port Melbourne, Bay Street  
Preston, High Street  
Reservoir  
Richmond, Swan Street  
Richmond, Bridge Road  
Richmond, Victoria Street  
Rosebud  
Rowville, Stud Park  
Roxburgh Park  
Sandringham  
South Melbourne  
South Morang  
Springvale  
St Albans  
St Kilda  
Sunbury  
Toorak Village  
Werribee Plaza  
Whealers Hill, Brandon Park  
Williamstown

### Specialised Activity Centres

Alfred Medical Research and Education Precinct – Prahran  
Austin Biomedical Alliance Precinct – Heidelberg  
Deakin University, Burwood  
La Trobe Technology Park, Bundoora  
Melbourne Airport  
Monash University/Health Research Precinct – Clayton  
Parkville Medical and Bioscience Precinct  
RMIT Technology Park, Bundoora  
Victoria University, Footscray  
Werribee Animal and Food Research Precinct





## The role of local government in planning activity centres

The way activity centres are planned and managed can generate a number of benefits. As the centres become better-served by public transport, there is less need to use cars. They offer access for all to a range of services. Because activities are clustered, employment opportunities multiply, and they provide a range of housing options.

Renewed planning of existing activity centres should emphasise implementing policies for clustering higher-density housing in and around centres, and improving local and regional public transport.

Accordingly, to encourage development within centres, local councils will be encouraged to review the purpose and function of individual centres and to revise local planning policies to ensure consistency with *Melbourne 2030*. Detailed structure planning can help with this process. Structure planning should:

- set the strategic framework for the use and development of land in and around the centre and give clear direction to investors about preferred locations for investment

- support the role and function of the centre given its classification, the policies for housing intensification, and development of the public transport network
- show the scale and direction of development needed to reflect the needs of the community, now and in the future
- reflect the Strategy's performance criteria.

Each centre should be assessed against standard performance criteria (see 'Performance criteria') before developing detailed planning responses. Councils should identify the boundaries of each centre, or where necessary redefine them, in order to provide for new and expanded activity so as to reduce the need for out-of-centre development. In some cases, this will involve change to the urban form of the centre.

Councils will be encouraged to give priority attention to those Principal and Major Activity Centres that have good public transport access and will be essential to the development of the Principal Public Transport Network. Careful structure planning will provide a basis for supporting more intensive and varied development without compromising the amenity of surrounding land-uses.





## Performance criteria

Activity centres best meet *Melbourne 2030's* vision, principles and key directions when they fulfil integrated performance criteria, as follows:

### Social

- improve the liveability (safety, convenience, comfort, aesthetics) of the area
- increase opportunities for social interaction and provide a focus for the community
- contribute to the area's natural, cultural and historical heritage
- make a wide range of services and facilities more accessible to all
- relate well to surrounding development, land uses and landscapes
- meet the needs of all segments of the population
- maintain or improve transport choice for all
- maintain or improve public health

### Economic

- contribute to economic competitiveness of the network of centres that provides wide community benefit

- promote urban forms that minimise overall land and transport requirements
- ensure more efficient use of land and provision of infrastructure
- improve freight movement and business logistics
- improve business and employment opportunities

### Environmental

- encourage the development of urban transport systems that will limit pollution from fossil fuels and reduce greenhouse gas emissions
- improve energy-efficient building design and layout
- limit the amount of waste generated for disposal off-site
- increase water conservation, including water-sensitive urban design
- control noise emissions to achieve reasonable levels near sensitive uses.

Over time, the performance of each centre in the network will be assessed against these criteria and other relevant standards to provide a benchmark for determining the direction and magnitude of changes required to improve the network of centres.





# Initiatives

- 1.1.1** Work with local government to revise local planning strategies, and to identify types of activity centres and actions that will improve the network of existing centres consistent with the policies in *Melbourne 2030*
- 1.1.2** Work with local government to prepare structure plans that provide for growth and change at Principal and Major Activity Centres in terms of development, land use, higher-density housing, roads and public transport, services and community infrastructure, giving priority to Sunshine, Knox City/Towerpoint, Cranbourne, Doncaster and Narre Warren/Fountain Gate
- 1.1.3** Implement demonstration projects that involve government and the community, such as railway stations, bus interchanges, car parking and land assembly at Principal Activity Centres including the metropolitan Transit Cities of Dandenong, Frankston, Ringwood, Box Hill, Epping, Broadmeadows, Footscray, Werribee and Sydenham
- 1.1.4** Encourage development in Principal and Major Activity Centres and provide assistance through the Urban and Regional Land Corporation with site assembly, master planning and preliminary infrastructure development
- 1.1.5** Review existing business zones with a view to creating specific zones to implement the activity centre policy

## Transit Cities

The Transit Cities program aims to restructure parts of metropolitan Melbourne and the regional centres serviced by fast rail by focusing higher-density mixed-use development around key transport nodes. Projects at Transit Cities will be focused on strategic transport interchanges and associated facilities. Most of these locations will require new or upgraded rail stations, bus interchanges, and associated facilities, in order to encourage nearby commercial investment in mixed-use and high-density residential development. Matters of land acquisition and assembly will be important in identifying development opportunities.

The Transit Cities program aims to:

- improve public transport usage and the integration of transport services
- provide opportunities for increased private investment and business innovation
- improve the overall quality of places and encourage sustainable city development
- develop high-density housing at strategic redevelopment sites near transit centres
- build communities that offer fair access for all to services and employment opportunities.
- provide a range of housing including the provision of affordable housing.



## 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

Government can contribute to the growth of strong activity centres by the decisions it makes about locating public facilities. When additional facilities and services are located in activity centres, the provision of public transport services becomes more viable and people using the centre can make one trip to meet several needs at one destination. More people, including those without cars, also have access to the centre.

Significant new education and health facilities – including secondary schools, university and TAFE campuses, libraries and hospitals – that attract users from large geographic areas, as well as justice, community and administrative facilities should be located in or on the edge of Principal or Major Activity Centres with good public transport. Such co-location will help share resources and will make the most of infrastructure and transport services. These facilities should be located at centres that are within the service catchment of the facility, and in a type of centre appropriate to the intensity of service, measured by trip generation, and to the primary functions of the facility (for example, research and development, user services).

New small-scale education, health and other community facilities that meet local needs – including maternal and child health centres, kindergartens, local branch libraries and primary schools – will be encouraged to locate in or next to Neighbourhood Activity Centres. These are important local uses for the community. Their siting should create effective links with related activities, reduce the need to make trips, and encourage walking, cycling and use of local public transport services.

### Out-of-centre development

New single-use retail, commercial and recreational facilities that are remote from other attractions and from public transport generate in aggregate more car trips and longer journeys than similar facilities that are co-located and more easily accessible. Where development takes place distant from an activity centre, that is, 'out-of-centre', it is harder to provide equitable access to services and facilities for all the population. This form of development does not contribute to a local sense of place, and encourages people to use their cars more, thus increasing costs to the community. It can also divert the activity necessary to sustain a thriving and diverse range of accessible services at existing activity centres.

Proposals for development or expansion of activities remote from activity centres will be discouraged by giving preference to locations in or on the border of an existing activity centre. Out-of-centre proposals will only be considered where it can be convincingly demonstrated that the proposed use or development is of net benefit to the community in the region served by the proposal.

New evaluation criteria will be developed against which these proposals will be measured (see 'Out-of-centre assessment criteria').

Sports and entertainment facilities generate a significant number of trips. They should be located within or at the edge of activity centres. Large facilities of metropolitan, State or national significance may be considered for out-of-centre locations, but they should be on the Principal Public Transport Network and at locations that are highly accessible to their catchment of users.



# Initiatives

- 1.2.1** Lead by example in decisions by State government departments and agencies on the location of new health, education, justice, community and administrative facilities, ensuring consistency with *Melbourne 2030*
- 1.2.2** Work with local councils to review their policies on the location of new community and administrative facilities for consistency with *Melbourne 2030*
- 1.2.3** Adopt new development assessment guidelines and standards, and review the *Victoria Planning Provisions*, to encourage the concentration of new development in activity centres and to control out-of-centre development
- 1.2.4** Further develop and improve the Melbourne Cricket Ground/ Melbourne Park/Olympic Park precinct as the major sporting precinct for Melbourne and ensure that other major sporting facilities are well located for public transport

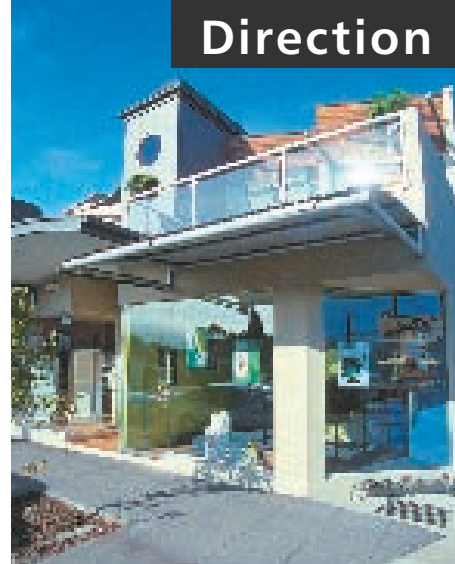


## Out-of-centre assessment criteria

Criteria will be developed for the assessment of out-of-centre development proposals. The criteria will establish the tests appropriate for such proposals, and the types of uses and developments affected. They will be used in addition to more localised or site specific assessments required by local planning policy. Their application will seek to achieve all of the following outcomes:

- avoidance of unreasonable impacts on the economic viability or social and cultural vitality of existing or proposed centres in the network
- location on and accessible to the Principal Public Transport Network
- a comparable proportion of work and visitor trips by public transport, compared to that achieved by similar uses located in activity centres
- a location in an existing cluster of out-of-centre developments (or adjacent to such an existing cluster if the site is already used for non-residential purposes), and improvement to the economic, social and environmental performance of that cluster (see 'Performance criteria').

## 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



A large number of new dwellings will be required over the 30-year planning period. Current trends indicate that most will be households of fewer people – on average – than today. *Melbourne 2030* provides for an increasing proportion of housing to be developed within the established urban area, particularly at activity centres and other strategic sites suitable for redevelopment.

Encouraging higher density development on sites that are well located in relation to activity centres and public transport will:

- provide for the forecast increase in population and households
- ensure the available housing stock better matches changing demand by widening housing choice, particularly in middle and outer suburbs
- support opportunities for a wide range of income groups to choose housing in well-served locations
- increase the local population base that supports activity centres and local businesses
- encourage walking, cycling and public transport as viable transport alternatives.

Presently, more than 130 major redevelopment sites have been identified across metropolitan Melbourne with potential for large residential development (more than 100 dwellings) outside activity centres. Additional strategic redevelopment sites will be identified by local planning authorities with government assistance. Locations should be:

- in or around the Central Activities District
- in or within easy walking distance of Principal or Major Activity Centres
- in or beside Neighbourhood Activity Centres that are served by local public transport
- abutting tram, train, light rail and bus routes that are part of the Principal Public Transport Network and close to Principal or Major Activity Centres
- in or near major modal public transport interchanges that are not in Principal or Major Activity Centres
- major redevelopment sites – that is, able to provide 10 or more dwelling units, close to activity centres and well-served by public transport.

Strategic redevelopment sites will be studied in greater detail to identify and provide coordinated responses to any relevant local constraints that could affect the ability to provide more intensive types of residential development. Constraints may include local drainage problems or proximity to busy traffic intersections with excessive noise levels. Heritage aspects will be respected, preserved, and integrated into new development.

The Government will help councils to develop appropriate local planning policies.

Structure planning for new urban development in growth areas should designate suitable sites (with good accessibility to public transport) for activity centres, and should provide for higher housing densities and a mix of housing types around such centres.



# Initiatives

**1.3.1** Ensure an adequate land supply for urban housing development across the region to maintain competitiveness in the housing market. This should include an adequate supply of redevelopment opportunities within the established parts of the city to reduce the pressure for fringe development

**1.3.2** Work with councils to identify major sites with potential for intensive housing redevelopment and to resolve any problems that inhibit appropriate development

**1.3.3** Update current development controls and planning processes, and develop new guidelines for more intensive development so that the planning system can promote well-designed higher-density housing at strategic redevelopment sites

**1.3.4** Work with councils to develop local housing strategies that address local housing issues and needs, including:

- identifying projected population trends, and any significant changes in household structure and composition
- providing for a range of housing opportunities to meet increasingly diverse housing needs
- identifying appropriate locations for higher density housing
- ensuring an adequate supply and distribution of affordable housing



# Melbourne 2030

Planning for sustainable growth



## Addendum to Melbourne 2030 Activity Centres and Principal Public Transport Network Plan

This addendum replaces pages 50 to 51 of *Melbourne 2030, Planning for sustainable growth*, October 2002.

November 2003

Published by the Victorian Government Department of Sustainability and Environment Melbourne, December 2003

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ISBN 1 74106 780 4

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# Activity Centres and Principal Public Transport Network Plan, 2003



Revised November 2003

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| <span style="display: inline-block; width: 15px; height: 10px; background-color: yellow; border: 1px solid black;"></span> Existing urban area | <span style="display: inline-block; width: 10px; height: 10px; background-color: yellow; border: 1px solid black; border-radius: 50%;"></span> Central Activities District |
| <span style="display: inline-block; width: 15px; border-bottom: 2px solid green;"></span> Urban Growth Boundary                                | <span style="display: inline-block; width: 10px; height: 10px; background-color: red; border-radius: 50%;"></span> Principal Activity Centre                               |
| <span style="display: inline-block; width: 15px; border-bottom: 2px solid lightblue;"></span> Major road                                       | <span style="display: inline-block; width: 10px; height: 10px; background-color: blue; border-radius: 50%;"></span> Major Activity Centre                                  |
|  | <span style="display: inline-block; width: 10px; height: 10px; background-color: white; border: 1px solid black; border-radius: 50%;"></span> Specialised Activity Centre  |

## Principal Public Transport Network

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| <span style="display: inline-block; width: 20px; border-bottom: 2px solid pink;"></span> | Bus and tram network (existing and proposed) |
| <span style="display: inline-block; width: 20px; border-bottom: 2px solid blue;"></span> | Melbourne metropolitan rail network          |

## ★ Central Activities District

### ● Principal Activity Centres

Airport West  
Box Hill  
Broadmeadows  
Camberwell Junction  
Chadstone  
Cheltenham, Southland  
Coburg  
Cranbourne  
Dandenong  
Doncaster Hill  
Epping  
Footscray  
Frankston  
Glen Waverley  
Greensborough  
Maribyrnong, Highpoint  
Moonee Ponds  
Narre Warren, Fountain Gate  
Prahran/South Yarra  
Preston, High Street  
Preston, Northland  
Ringwood  
Sunshine  
Sydenham  
Wantirna South, Knox Central  
Werribee

### ● Major Activity Centres

Altona  
Altona North  
Ascot Vale, Union Road  
Balaclava  
Bayswater  
Bentleigh  
Berwick  
Boronia  
Braybrook, Central West  
Brighton, Bay Street  
Brighton, Church Street  
Brunswick  
Burwood East, Tally Ho  
Burwood Heights  
Carlton, Lygon Street  
Carnegie  
Caroline Springs  
Caulfield  
Chelsea  
Cheltenham  
Chirnside Park  
Clayton  
Croydon  
Deer Park Central  
Deer Park, Brimbank Central  
Diamond Creek  
Doncaster East, The Pines  
Elsternwick  
Eltham  
Endeavour Hills  
Fitzroy, Brunswick Street  
Fitzroy, Smith Street

Flemington, Racecourse Road  
Forest Hill Chase  
Gladstone Park  
Glenhuntly  
Glenroy  
Hampton  
Hastings  
Hawthorn, Glenferrie Road  
Heidelberg  
Hoppers Crossing  
Ivanhoe  
Karingal  
Kew Junction  
Lilydale  
Malvern/Armadale  
Melton  
Melton, Woodgrove & Coburns Road  
Mentone  
Moorabbin  
Mordialloc  
Mornington  
Mount Waverley  
Mountain Gate  
Niddrie, Keilor Road  
Noble Park  
North Essendon  
Northcote  
Nunawading  
Oakleigh  
Pakenham  
Parkmore Keysborough  
Port Melbourne, Bay Street  
Reservoir  
Richmond, Swan Street  
Richmond, Bridge Road  
Richmond, Victoria Street  
Rosebud  
Rowville, Stud Park  
Roxburgh Park  
Sandringham  
South Melbourne  
South Morang  
Springvale  
St Albans  
St Kilda  
Sunbury  
Toorak Village  
Werribee Plaza  
Whealers Hill, Brandon Park  
Williamstown

### ○ Specialised Activity Centres

1. Alfred Medical Research and Education Precinct, Prahran
2. Austin Biomedical Alliance Precinct, Heidelberg
3. Deakin University, Burwood
4. La Trobe Technology Park, Bundoora
5. Melbourne Airport
6. Monash University/Health Research Precinct, Clayton
7. Parkville Medical and Bioscience Precinct
8. Janefield Technology Precinct, Bundoora
9. Victoria University, Footscray
10. Werribee Animal and Food Research Precinct